

INFO EDUARD

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Adlerangriff

eduard

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

SEPTEMBER 2020

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October 2020



EDITORIAL

Dear Friends,

We have behind us a month chock full of Spitfires, and you are probably expecting me to write about nothing but – micro details about hydraulic pumps, the colour of lettering, and whatever else has been beaten to almost death recently. But, I won't. The internet forums can take care of that very well on its own. This is a time for Messerschmitts, because without Messerschmitts, Spitfires would be very little. This is the reason why we have brushed off the Emils in both 48th and 32nd scales. This is to create the correct atmosphere to help us commemorate what really went on in the skies over England eighty years ago. It's about civilization and about good being victorious over evil, that much is clear, but it is about more than that. Turning to the human perspective, it's also about people, technology, will, character, luck and, in the end, life and death. These things were on both sides, somewhat surprisingly, similar, although also somewhat out of synch in terms of timetables. This may be used to explain why, when all was said and done, former enemies had a high level of understanding for one another. And so we decided to release our good ol' Emil one more time, conceptually consistent with the recent release of its fateful opponent, the Spitfire. Because the theme on which we are currently focused is wideranging and time is flying by, we decided to risk it and release the Emil in two scales at the same time, with the same markings in both kits. The 1:48th scale kit is a Dual Combo boxing while the 32nd scale item is a classic single kit. Both kits offer the same mix of E-1, E-3 and E-4 versions, including fighter-bomber sub variants, all markings options are new and don't draw on options that we have used in past releases. They cover all of the significant Jagdgeschwader units that were pressed into service by the Luftwaffe in the Battle of Britain. It's a good mix of well known aces, lesser known aces, and your normal run of the mill service pilots. The aircraft and pilots cover various phases of the Battle of Britain, and represent the evolution of camouflage schemes throughout it, and also the evolution of the Luftwaffe's tactics. The main ace represented is Adolf Galland, but the marking option for it is one that we have not offered in any past releases. As far as the big guns



are concerned, we have two decal sheets ready to go in each scale. One sheet is dubbed Adlerangriff Experten, and the other is called Adlerangriff Alte Hasen. The big aces will be covered there, and there will be ten of them. The 48th scale sheets will be out in October, followed in November by the 32nd scale sheets. The Adlerangriff is the common component in the names of the kits, and the reasoning for this is described in the Jan Bobek article in this newsletter.

We will make a return to the Spitfire in October with the release of the Spitfire Mk.Ia as a ProfiPACK kit. It will include an uncommon total of seven marking options, that will take you through the development of Spitfire markings and schemes from the spring of 1940 to the summer of 1941. If you are still among those who have this version of the airplane as somewhat boring, this kit will lead you away from that mistaken impression. This kit's release will be the first of several events we are planning as a compensation for the cancellation of this year's E-day. It will be called SPITFIRE DAY, and it will be held at the airport at Pilsen-Line on September 19. That's the home of a Spitfire Mk.XVI, but I don't think that's a big issue. The Spitfire is worth seeing in any of its versions, and there is a lot more to see at Line, too. The event will be realized in conjunction with the Classic Trainers Club, and besides the Spitfire, there will be a Texan, and a Tiger Moth, among other items in the Club's collection. There is also a small, local museum. We will bring kits, and besides the Spitfire, the Limited Edition Cmelak in 1:72nd scale and the 1:48th scale MiG-19, there will be T-shirts associated with them. Admission tickets will be available on our e-shop, and their number will be limited, so those should be gotten sooner rather than later. Pre-orders will be taken from the latter half of this week.

We will baptize the Spitfire with champagne in Line, and the Cmelak with

mead a week later in Jicin, on September 26th, the originally planned date for E-day. There will be some flight displays here as well, and you will be able to get up close and personal with static displays, most notably with the Cmelak (pronounced 'Chmelak' and means 'Bumble Bee' in Czech), as well as other aircraft, talk to the pilot, and we will have our new releases for October which will be available for purchase. There will be one more event before this day, and it will be in the spirit of the Pot Q and A, and this will take place in Prague's Holesovice Café called Vnitroblok. It will be an extrapolation of the meeting at Artur in July, and will take the place of the cancelled Q and A session slated for E-day. It will concern itself mostly with new items that are being planned, not just for October, but for the remainder of the year. So, there will be talk of the F-6D Mustang, and the Aldertag Limited Editions which will focus on the Bf 110C/D in the Battle of Britain in both 1:72nd and 1:48th scales, the Spitfire Mk.II and the ProfiPACK Cmelak. Among others, of course....much is being planned. Here, the admission tickets will also be in limited quantities, so hesitation is not a good idea.

Our new decal sheets are making their way around the modelling world, too. Much conversation revolves around, as it is with new things as a general rule, what is wrong with them, and above all, with the peeling of the clear coat. There have been instances in August where there was damage done to the sheets during production, which has fueled a certain level of paranoia towards them. Those instances have been traced to the high temperatures that have melted the wax on the protective paper and damaged the decal. We were able to simulate this condition, and it occurs at temperatures of over 50 degrees Celsius, and these temperatures can be achieved under certain conditions of storage. There is no shortage of

the possibility of these conditions over the summer months. The decals themselves are not a new idea by any means, but the method of printing these is, although there is no connection between that and their behavior. In the summer, we increased the thickness of the carrier film, because there were complaints from our customers that the decals were too thin, and difficult to handle as a result. The thicker decals are easier to handle, but there still needs to be a certain amount of respect used in approaching them, same as with any decals. Decals are very unforgiving when it comes to poor workmanship, and their application always demands a certain level of care, and a good level of experience helps, too. In our kits, the number of options with the decals has often offered more than five opportunities to get used to using them for any given model. There is always something with which to hone one's skills with. Practice makes perfect. Ask any pilot. So, practice. Repetition is the mother of wisdom. It is a similar thing with the possibility of the clear peeling. It is generally known that it can be done with our decals, and there has been much discussion about it on the internet, mostly revolving around there not being any mention of it in instructions. This is not mentioned, because although it can, in fact, be done, it is not a mandatory procedure for their use. If you choose

to leave the clear carrier on them, and then clear coat over them in the traditional way, you'll have no problem. The carrier is a little thicker than it used to be, but is still thin enough to look really good on the model and adheres well to its surface. Peeling off the carrier is not really a complicated matter, anyway, but as with everything else, it does benefit from practice. So, if you are among those that desire to remove the film from their decals, then you have an opportunity to educate yourself on the procedure on decals you do not intend to otherwise take advantage of. Practice, experiment, and evolve. It's actually an enjoyable thing to do. But bear in mind that the decision to either peel off, or keep, the clear film is ultimately for you to decide. In order to make it a bit easier on you, we will prepare a small tutorial for October's newsletter, outlining the do's and don'ts with respect to using our decals and focusing on the two methods. And I will venture to say that once you get the necessary experience, you will demand no other type of decal!

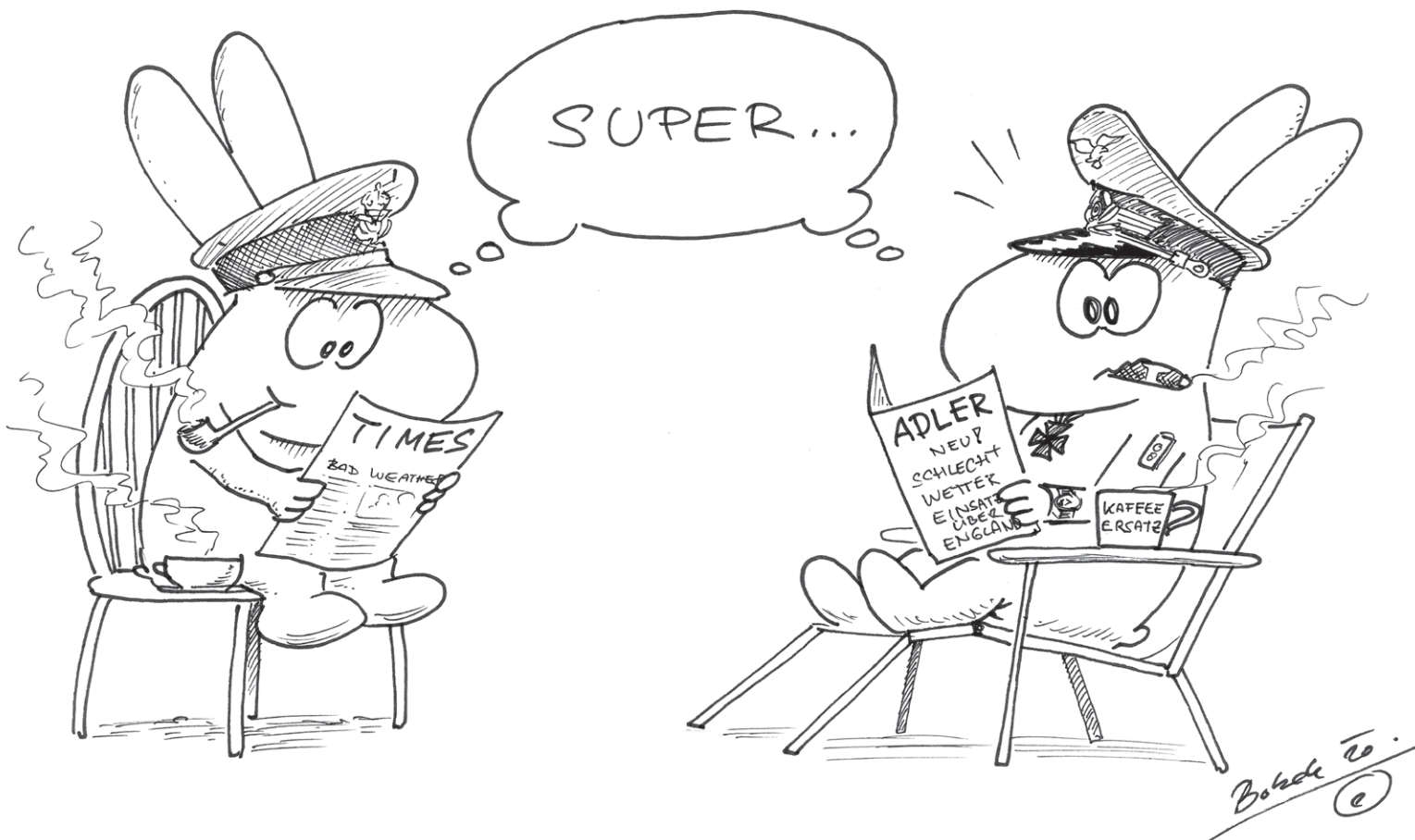
At the end of August, the fund raiser for Vaclav Sorel came to an end. For those of you who do not know the gentleman, he made himself very well known to Czech and Slovak modelers and aviation enthusiasts in the seventies and eighties by way of magazine publications, who has recently encoun-

tered serious health obstacles. In all, we were able to raise some 700,000 Czech Crowns, which I consider a respectable sum. Thanks to all of you who have contributed to this effort and, as such, has contributed to his healing. It had a direct and positive impact on his mental state, and consequently, his recuperation. We will continue to work to make his recovery as quick as possible. With our colleagues at Special Hobby, we have prepared a nostalgia-based kit based on Vaclav's monographs on the Curtiss P-40L Warhawk, flown at the end of the war by Ulehla. This is another of the items that were planned for E-day, and after the cancellation of the event, but will now alternatively be released at the event inline, Jicin and Holesovice, where the kit will be for sale. Also, it will be available through the e-shops of Eduard and Special Hobby.

And that's from me for today. I wish you, as always, an enjoyable read through this month's newsletter. Watch our Facebook page, too, where the mapping out of the Battle of Britain is an ongoing thing, and where we will post information regarding all the substitution events for the cancelled E-day.

Happy Modelling!

Vladimir Sulc

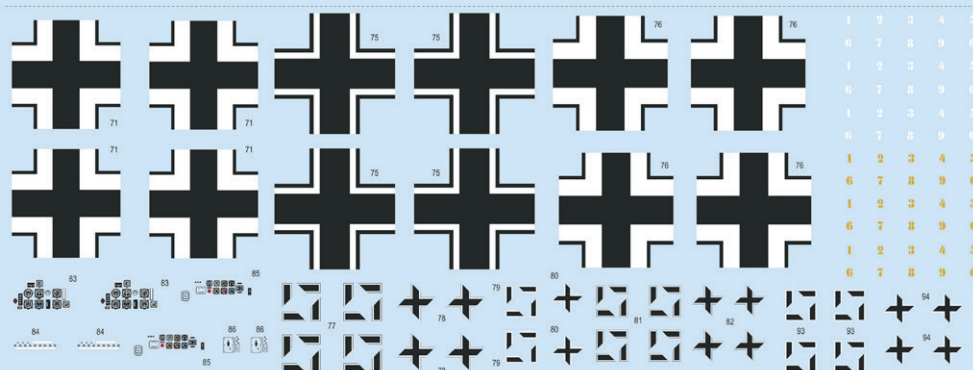
Adlerangriff

1/32 Bf 109E in the Battle of Britain
Limited Edition

Cat. No. 11107

- Eduard plastic parts
- Photo-etched set
- Painting mask
- 13 marking options
- Brassin: wheels
- Extra: figure of Adolf Galland

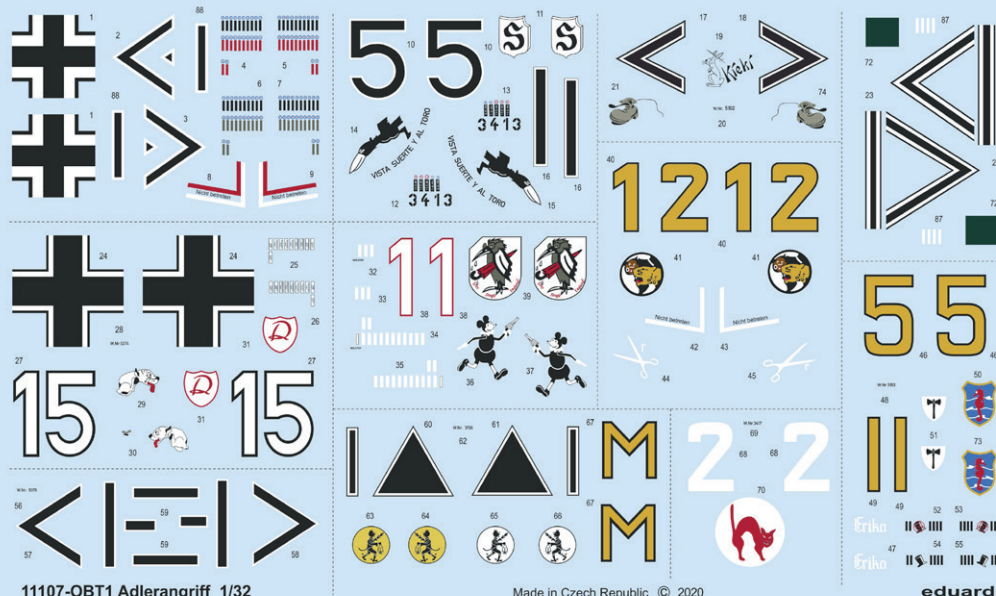
Product Page



11107-OBT2 Adlerangriff 1/32

Made in Czech Republic © 2020

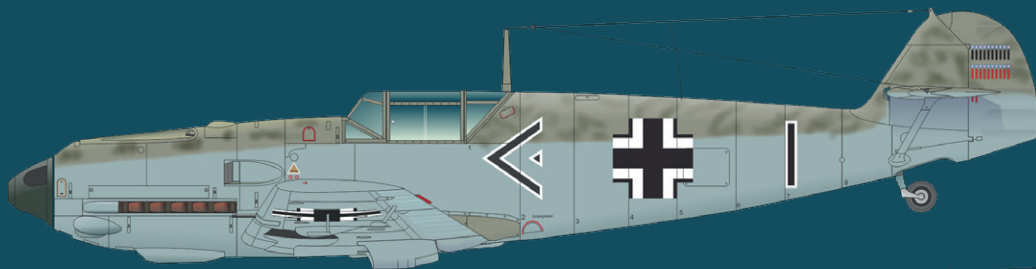
eduard



11107-OBT1 Adlerangriff 1/32

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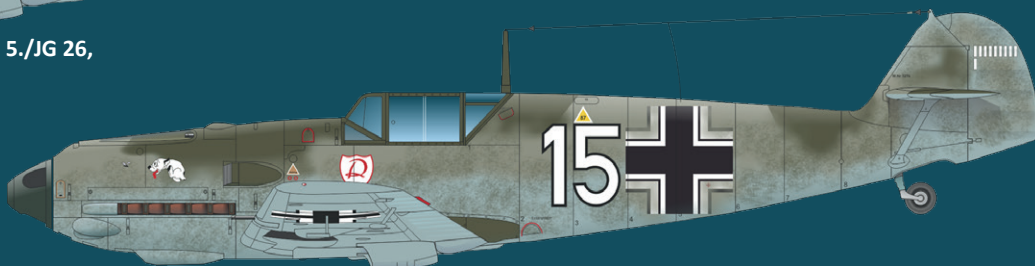
Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26,
Caffiers, France, August 1940



Bf 109E-3, WNr. 5102, Lt. Herbert Kunze,
Stab I./JG 77, Döberitz, Germany,
June 1940



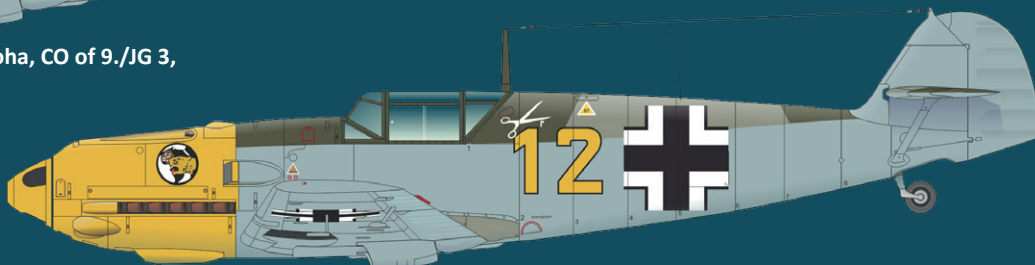
Bf 109E-1, WNr. 3413, Lt. Hans Krug, 5./JG 26,
Marquise, France, July 1940



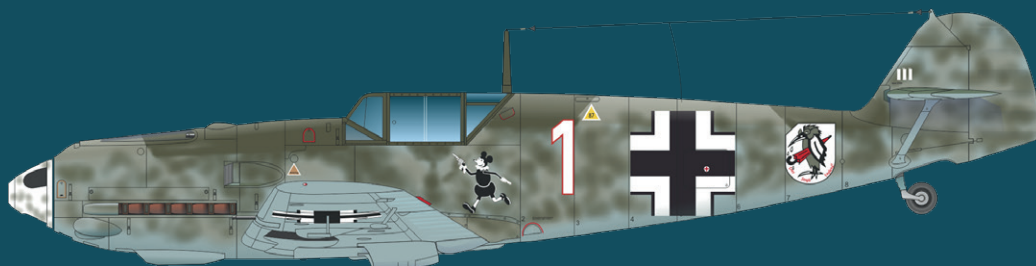
Bf 109E-4, WNr. 5274, Lt. Werner Machold,
1./JG 2, Marigny, France, June 1940



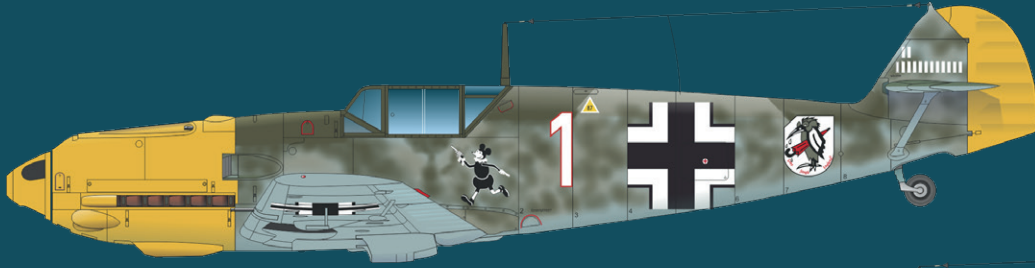
Bf 109E-4, WNr. 5153, Oblt. Egon Troha, CO of 9./JG 3,
Desvres, France, October 1940



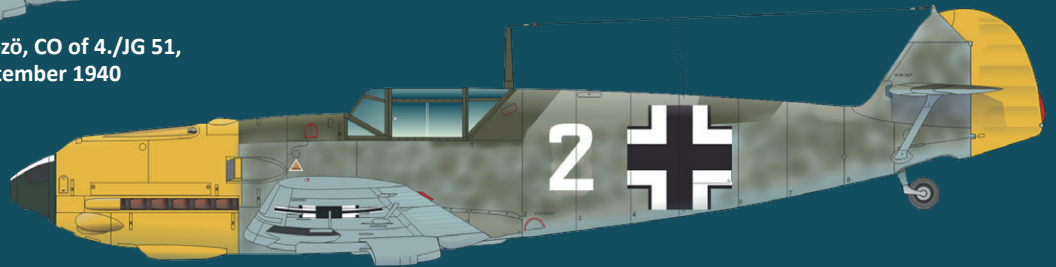
Bf 109E-1, WNr. 3771, Fw. Ernst Arnold,
3./JG 27, Peuplingues, France,
August 1940



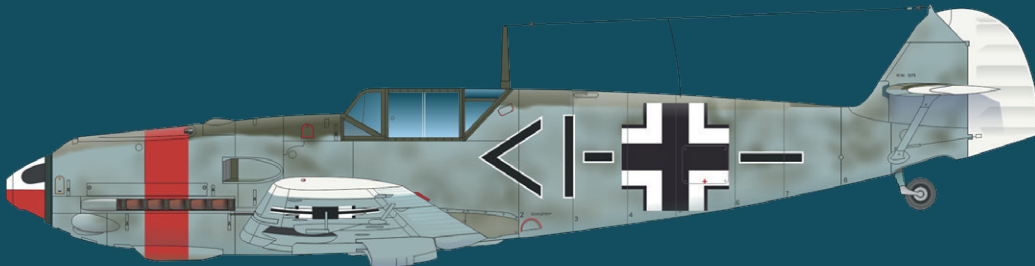
Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, July 1940



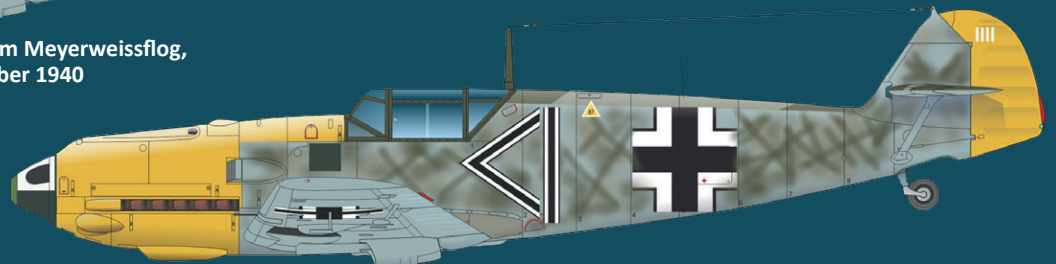
Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, second half of September 1940



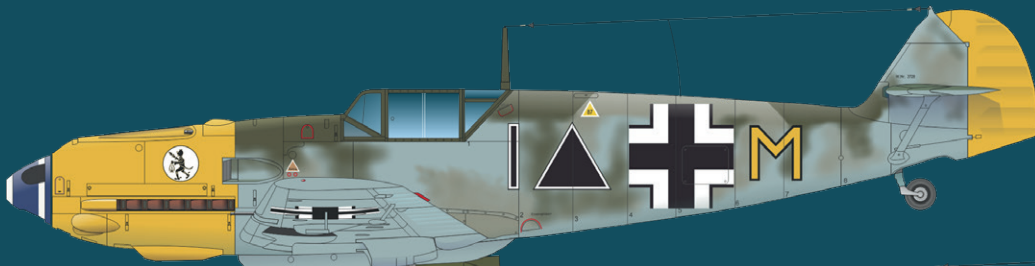
Bf 109E-1, WNr. 3417, Gefr. Erich Mummert, 4./JG 52, Peuplingues, France, September 1940



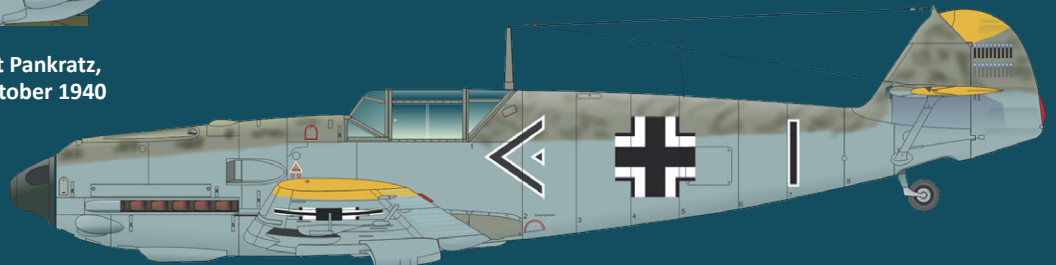
Bf 109E-4, WNr. 5375, Hptm. Wilhelm Meyerweissflog, Stab JG 53, Etaples, France, September 1940



Bf 109E-4, WNr. 4869, Lt. Bernhard Malischewski, Stab II./JG 54, Campagne-les-Guines, France, October 1940



Bf 109E-4/B, WNr. 3726, Fw. Erhardt Pankratz, 6.(S)/LG 2, Calais-Marck, France, October 1940



Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, late August 1940

Recommended for ADLERANGRIFF 1/32:

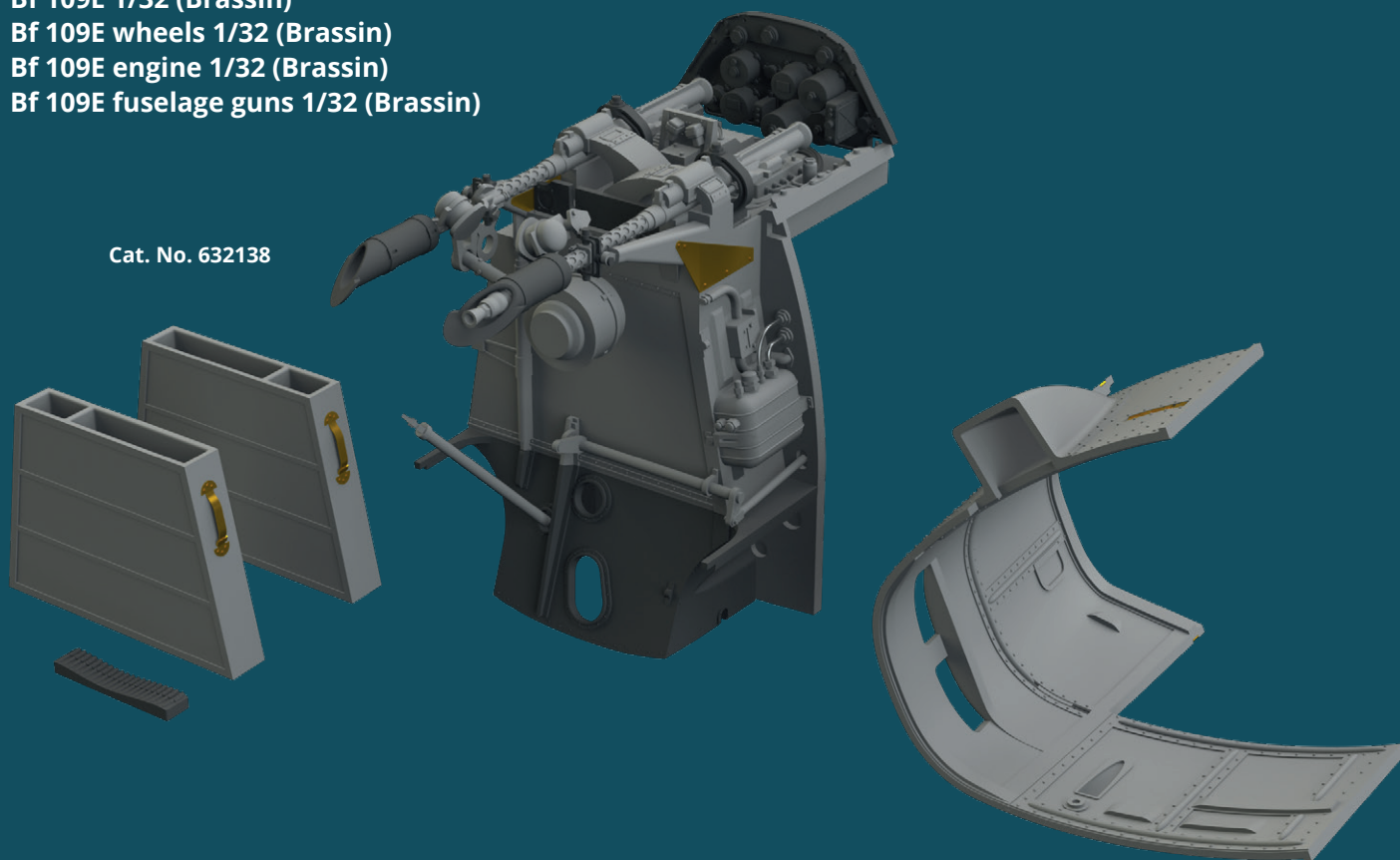
323219 Bf 109E 1/32 (Brassin)

632004 Bf 109E wheels 1/32 (Brassin)

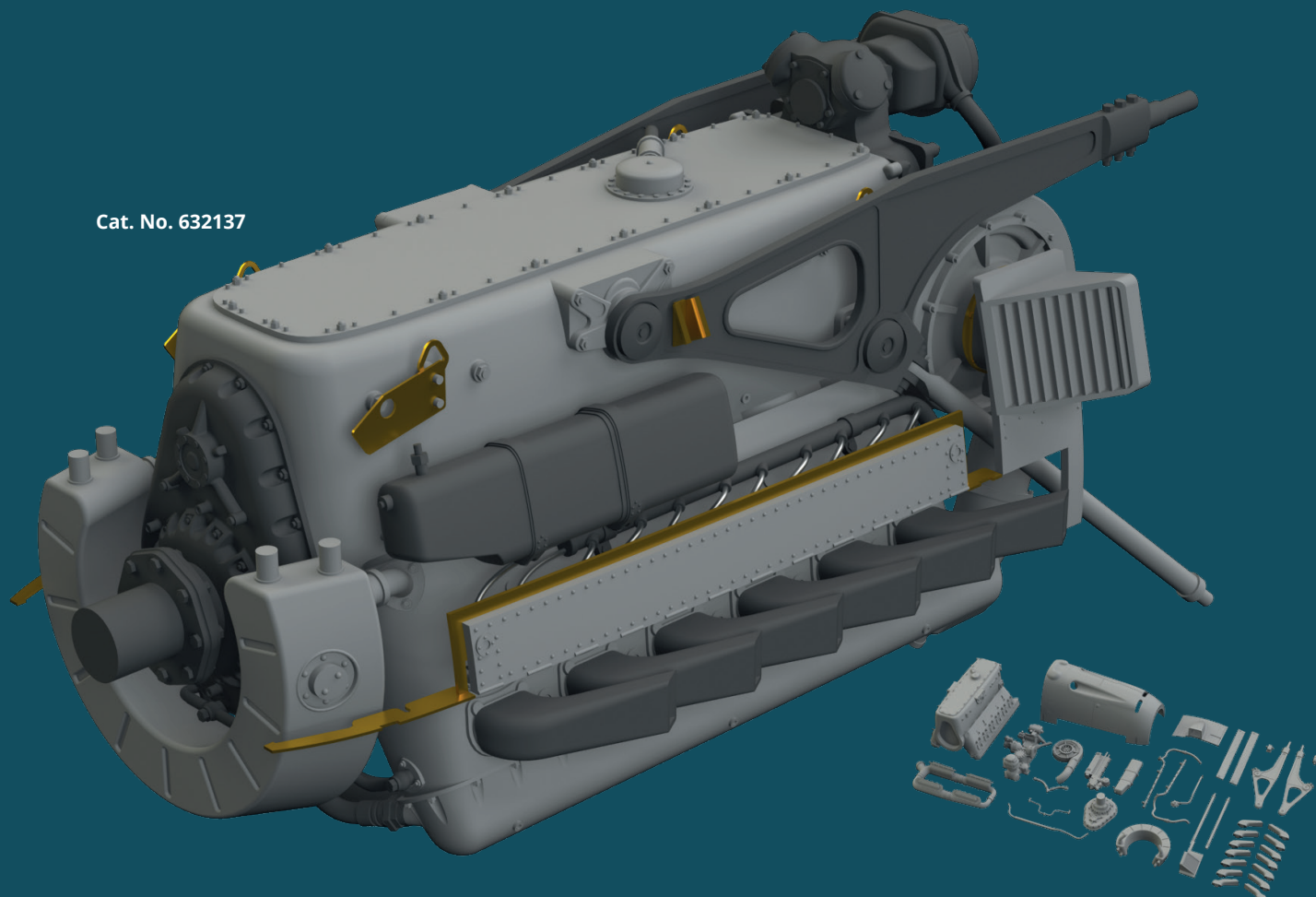
632137 Bf 109E engine 1/32 (Brassin)

632138 Bf 109E fuselage guns 1/32 (Brassin)

Cat. No. 632138



Cat. No. 632137

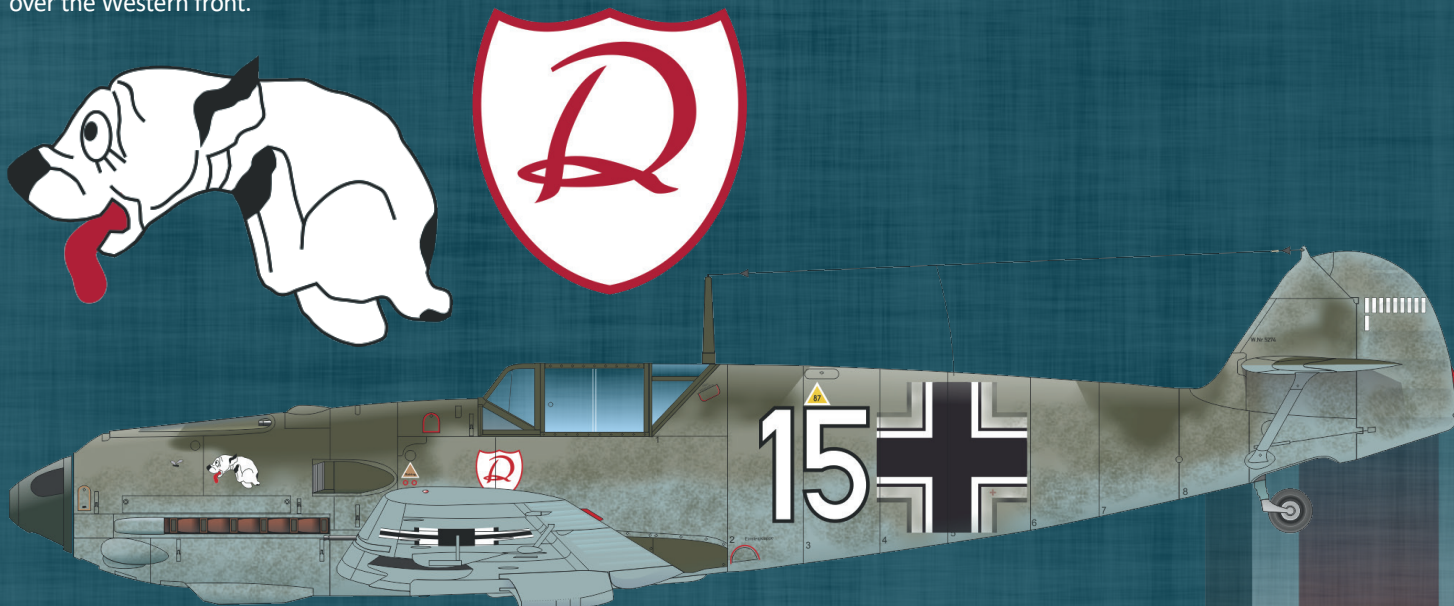


Bf 109E-3, WNr. 5102, Lt. Herbert Kunze, Stab I./JG 77, Döberitz, Germany, June 1940**OPERACE DYNAMO**

This airplane was manufactured by WNF in early autumn 1939 and assigned to I./JG 77 led by Hptm. Johannes Janke. Before beginning of World War Two his unit was relocated very often. It is no wonder, then, that members of I./JG 77 ironically dubbed themselves 'Wanderzirkus Janke' (Janke's Travelling Circus), and expressed their feelings resulting from constant relocation through their unit symbol, a discarded shoe. Janke's Adjutant Lt. Kunze used earlier a Bf 109 E-1 with name „Sepp“ under the cockpit. But for his new Bf 109 E-3 featured in this plastic kit he adopted little rabbit with name „Kieki“ and little spear. Camouflage consist of RLM 71, 02 and 65. Berlin native Kunze born in 1918 achieved two victories in September 1940 and was promoted to rank of Oberleutnant. He was shot down and killed in combat with Spitfires of No. 603 Squadron on September 14th, 1940 near Lympe in Bf 109 E-4 WNr. 3759 „<+“. He was buried two days later at Hawkinge cemetery.

**Bf 109E-4, WNr. 5274, Lt. Werner Machold, 1./JG 2, Marigny, France, June 1940****OPERACE DYNAMO**

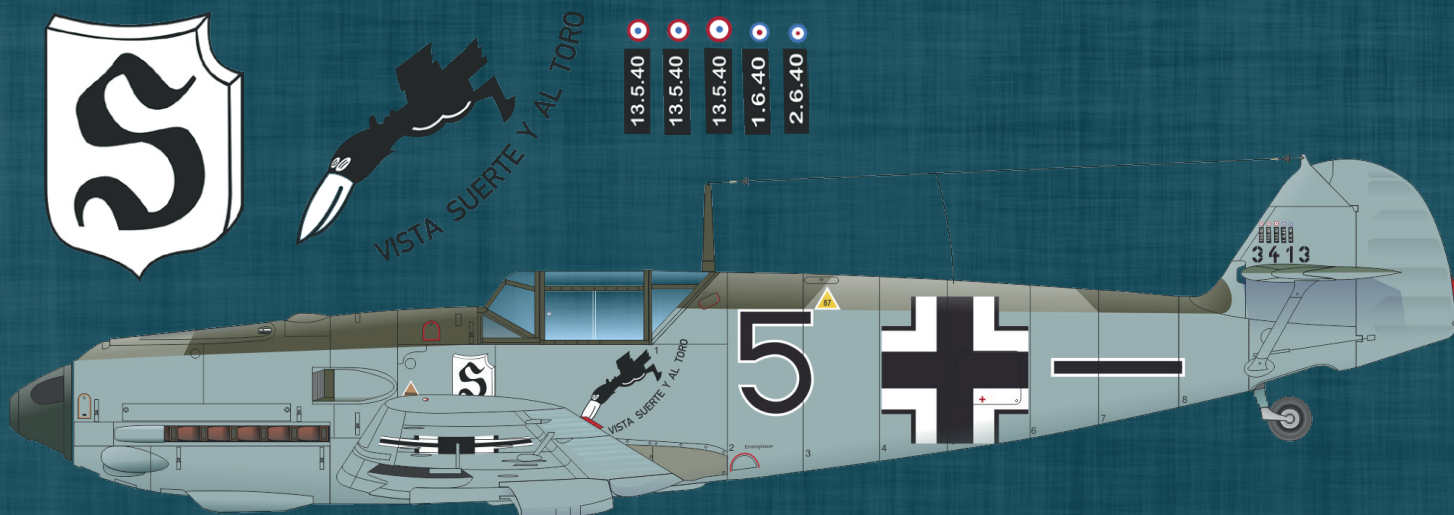
Machold's personal mount was manufactured by WNF in April 1940. Camouflage consist of RLM 71, 02 and 65. Red „R“ in the shield is linked to unit's battle name „Richthofen“ obviously in memory of legendary „Red Baron“. The dog emblem was designed by Staffelfkapitän Otto Betram in 1939. At the beginning of World War Two, Machold was serving with 1./JG 2. He was very successful in Battle of France gaining 10 victories, including three Hurricanes and one Spitfire. His 11th victory was „Tomahawk“ claimed on August 11th around noon near Portland. Oberfeldwebel Machold continued to gain victories during the Battle of Britain. He was the eighth German fighter pilot to achieve 20 victories. On September 5th, 1940, he was awarded the Knight Cross for 21 victories. On September 7th, Machold was transferred to 9./JG 2. He recorded his 24th through 26th victories on September 30th, shooting down three Spitfires. Oberleutnant Machold was appointed Staffelfkapitän of 7./JG 2 in spring 1941. On June 9th, 1941 during a low-level Jabo attack on a shipping convoy off Portland his Bf 109 E-7/Z (WNr. 5983) „White 15“ receiving damage from anti-aircraft fire from a Royal Navy destroyer. Machold force-landed near Swanage, Dorset and became prisoner of war. Werner Machold claimed 32 victories in more than 250 combat missions. All his victories were recorded over the Western front.



Bf 109E-1, WNr. 3413, Lt. Hans Krug, 5./JG 26, Marquise, France, July 1940

DER KANALKAMPF

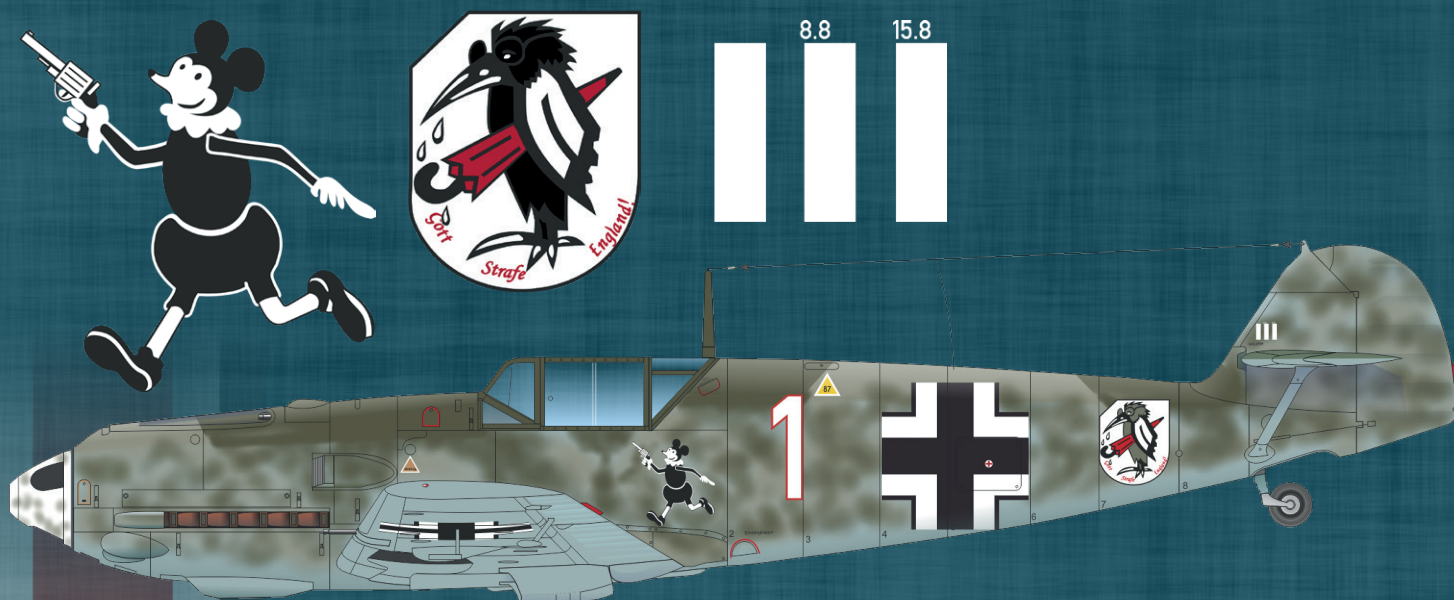
This airplane was manufactured by Arado in late summer or early spring of 1939. Camouflage consist of RLM 71, 02 and 65. Hans Krug was born in 1899 and in Great War served in various Bavarian aviation units being in combat duty from March till May 1918. Considered rather old for fighter pilot he joined as a volunteer the Spanish nationalist air force, not Legion Condor like other German „volunteers“. He often flew alongside Fiat CR.32 of Spanish ace Joaquin Garcia Morato, whose aircraft carried bullfighting motto „VISTA SUERTE Y AL TORO“ (The look, good fortune and forward). Krug adopted inscription on his „Emil“. He is probably identical with Heinkel He 51 pilot „Johann Krug“ who claimed Potez on December 27th, 1936 over Teruel. On February 16th, 1937 he suffered mid-air collision with Nationalist pilot F. Bofill Dedo-feu (KIA) and on August 14th, 1938 his He 51 was damaged in combat. Krug was finally accepted to Luftwaffe and entered successful service with II./JG 26 „Schlageter“ with rank of Leutnant. He scored with 5./JG 26 five victories during French campaign including one unconfirmed (but marked on his tail). Emblem of 5. Staffel was popular comics raven „Hans Huckebein der Rabe“. Originally used by fighter unit of Legion Condor, the raven was adopted by 5./JG 26 in 1939. During Battle of Britain Krug scored additional five victories and took over leadership of 4./JG 26. On September 7th in the evening he was shot down by RAF fighters over England and performed belly landing near Pluckley. His name is sometimes confused with bomber pilot Lt. Peter Krug who escaped from prison camp in Canada to USA. He is the only veteran from the First World War who achieved the status of an ace during the Second World War.



Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, July 1940

DER KANALKAMPF

This „Emil“ was manufactured by Messerschmitt GmbH in July 1940. Camouflage consist of RLM 71, 02 and 65 with heavy mottling on fuselage sides. Raven with running nose and umbrella was badge of II./JG 51 later adopted by some of unit's Staffeln with different background colors. Mickey Mouse is personal emblem of Josef Fözö native in Vienna, Austria. A pre-war pilot of Austrian Air Force Fözö joined Luftwaffe in 1938 and volunteered for service in Spain where he scored three victories. At the beginning of World War 2 he was already commander of 4./JG 51. He downed one balloon during Sitzkrieg and two RAF fighters during „Kanalkampf“ in July. His second and third victory was scored on west of Cap Griz-Nez against Hurricanes of No. 56 Sq. In Battle of Britain he scored 9 victories against RAF and one more in April 1941. Fözö was appointed commander of II./JG 51 and was heavily injured on Russian front in July 1941. He was awarded with Knight Cross during same month. After recovery in May 1942 he became commander of I./JG 51 in the East. However during same month he was heavily injured again. After lengthy recovery he took over commanding position on operational training unit JG 108. His total score was 27 victories including service in Spain. Fözö passed away in Vienna in 1979, aged 67 years.



Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, August 1940

DER ADLERTAG

Major Adolf Galland was highest scoring Luftwaffe fighter pilot in Battle of Britain. In period between August 8th and October 31st, 1940 he scored 32 victories including 15 Spitfires. After service in Legion Condor, 4.(S)/LG 2 and JG 27 he became commander of III./JG 26 on June 11th, 1940. This unit was second ranking Jagdgruppe in Battle of Britain with 105 victories. His last victories (19. - 22.) with III./JG 26 were scored on August 15th. He claimed Spitfire possibly flown by RAF ace F/Lt A.C. Deere of No. 54 Sq. and later on added two Spitfires of No. 64 Sq. Galland's Messerschmitt is painted with RLM 02 with RLM 71 mottling on upper surfaces and RLM 65 undersides. On August 22nd Galland became Kommodore of JG 26 „Schlageter“. Later in the war he took position of General der Jagdflieger and became youngest Luftwaffe General. He did not get along with Göring very well and lost his position in 1944. In last months of war he was allowed to organize elite Jagdverband 44 equipped with Me 262 jet fighters. Adolf Galland achieved 104 aerial victories in 705 missions, all on the Western front. Included in his score are at least seven victories flying the Me 262 and four four-engined bombers. He was himself shot down four times. After the war he took part in modernization of Argentine Air Force and was active in German fighter pilot association. He also became one of advisers during shooting of Battle of Britain movie. His fellow adviser RAF ace Robert S. Tuck became his very close friend and godfather of his son.



Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, late August 1940

DER ADLERTAG

A later marking version of Galland's machine with yellow identification markings introduced by Luftwaffe command at the beginning of August 1940. Some authors believe that this is machine WNr. 4820 flown by Galland in August 1940 as a last personal mount during his command of III./JG 26. The 4820 was manufactured by Arado in July 1940 as E-1/B. Galland's logbook states E-1 version, but photographs show it is equipped with cannons in the wing. There is another machine of Galland from this period also attributed to WNr. 4820. But also in this case, his „Emil“ is equipped with cannons in the wings and earlier canopy.



Bf 109E-1, WNr. 3771, Fw. Ernst Arnold, 3./JG 27, Peuplingues, France, August 1940

DER ADLERTAG

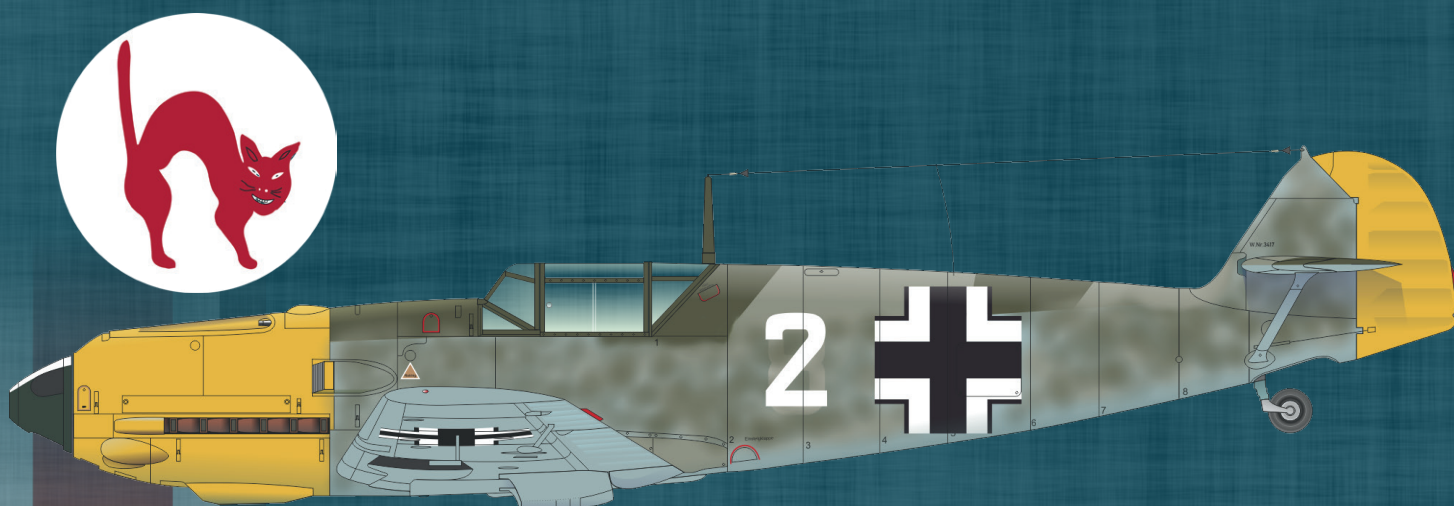
Fw. Arnold was shot down on August 30th late afternoon during freelance mission over England. I./JG 27 formation was surprised by RAF fighters. Arnold's „Emil“ was hit in radiator, possibly by F/O B.J.G. Carbury of No. 603 Squadron. He performed landing at Westwood Court, near Faversham, Kent. Aircraft was placed on display in Exeter for fundraising. German fighters did not claim any victory in this combat, but two of his colleagues were shot down as well. One was captured and the second one ditched in the Channel without injury to be rescued later on. Camouflage consist of RLM 71, 02 and 65. Africa emblem of I./JG 27 was introduced in late spring 1940 as reminder of German African colonies lost after Great War. The scissors (in German language: Schere) and „r“ are play on the name of former Schwarmführer within the 3. Staffel popular Lt. Ulrich Scherer. He is missing after combat with Hurricanes of No. 615 Sq. on July 20th near Cherbourg. Unit lost Gruppenkommandeur Hptm. Helmut Riegel in same combat. Staffelfkapitän of 3./JG 27 was future Knight Cross winner Oblt. Gerhard Homuth who later successfully led I./JG 27 in Africa. Homuth scored 15 victories during 1940 and his final score was 63 in 450 missions. After recovery from disease in early 1943 he became Luftwaffe delegation based at Sofia in Bulgaria as an instructor training Bulgarian fighter pilots. In late July he was appointed commander of I./JG 54 on Eastern front. On August 2nd, 1943, Homuth was engaged in a 20 minutes dogfight with Russian fighters and remains missing.



Bf 109E-1, WNr. 3417, Gefr. Erich Mummert, 4./JG 52, Peuplingues, France, September 1940

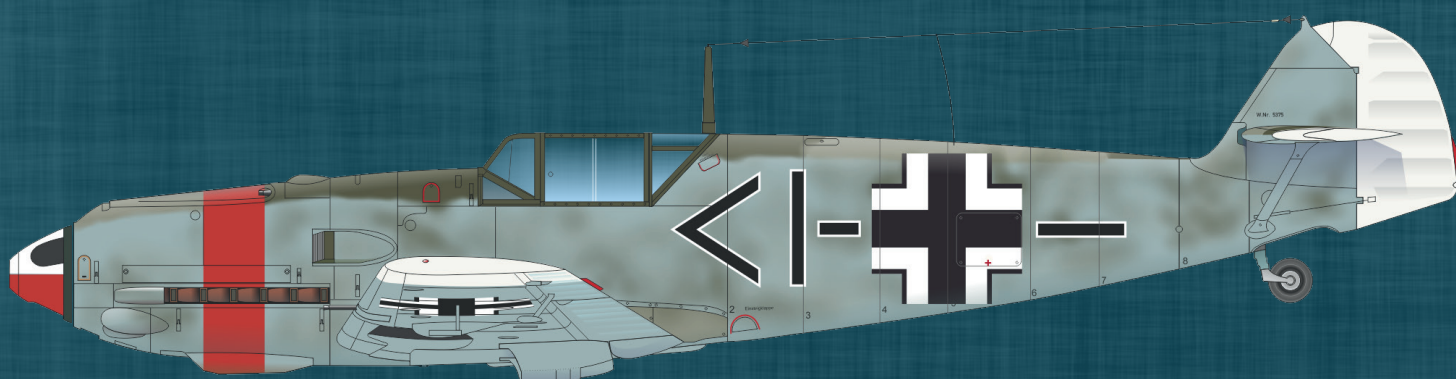
DER BLITZ

This Messerschmitt saw very long career, being manufactured by company Arado in late summer or early autumn 1939. Its camouflage consist of RLM 71, 02 and 65 and probably went through several changes. It can not be excluded that it was produced in scheme RLM 70/71 on upper surfaces. Probably due to error, JG 52 kept this machine in books as E-4. Red cat emblem was introduced as unit badge already in 1939 when the Staffel carried designation 1./JG 71. Erich Mummert was shot down with this „Emil“ on September 30th afternoon during bomber escort mission. Six JG 52 fighters were attacked by Spitfires and tried to form a defensive circle. Germans were low on fuel and soon had to abandon the combat. Being pursued by Spitfires the combat got slightly confused for Germans and Mummert got hit in radiator by another Bf 109! He performed wheels-up landing on the edge of Detling airfield. Another II./JG 52 pilot was also shot down and bailed out, being captured also near Detling. Commander of 4./JG 52 was legendary Johannes Steinhoff who ended war as Kommodore of Me 262 equipped Jagdgeschwader 7 and later joined Adolf Galland and his elite Jagdverband 44. He was credited with 178 victories in almost 1,000 missions being awarded with Knight Cross with Oak Leaves and Swords. His career after World War 2 peaked with position of Chairman of the NATO Military Committee (1971–1974). Steinhoff achieved his fifth victory, a Spitfire near Dorking, on September 30th around noon. Another Spitfire claim of II./JG 52 on September 30th was submitted by Oblt. Werner Gutowski for his first victory - in late afternoon northwest of London. After service with JG 1, JG 11 and JG 77 Gutowski became member of Adolf Galland's staff at General der Jagdflieger office. At the end of war he also became member of Jagdverband 44.

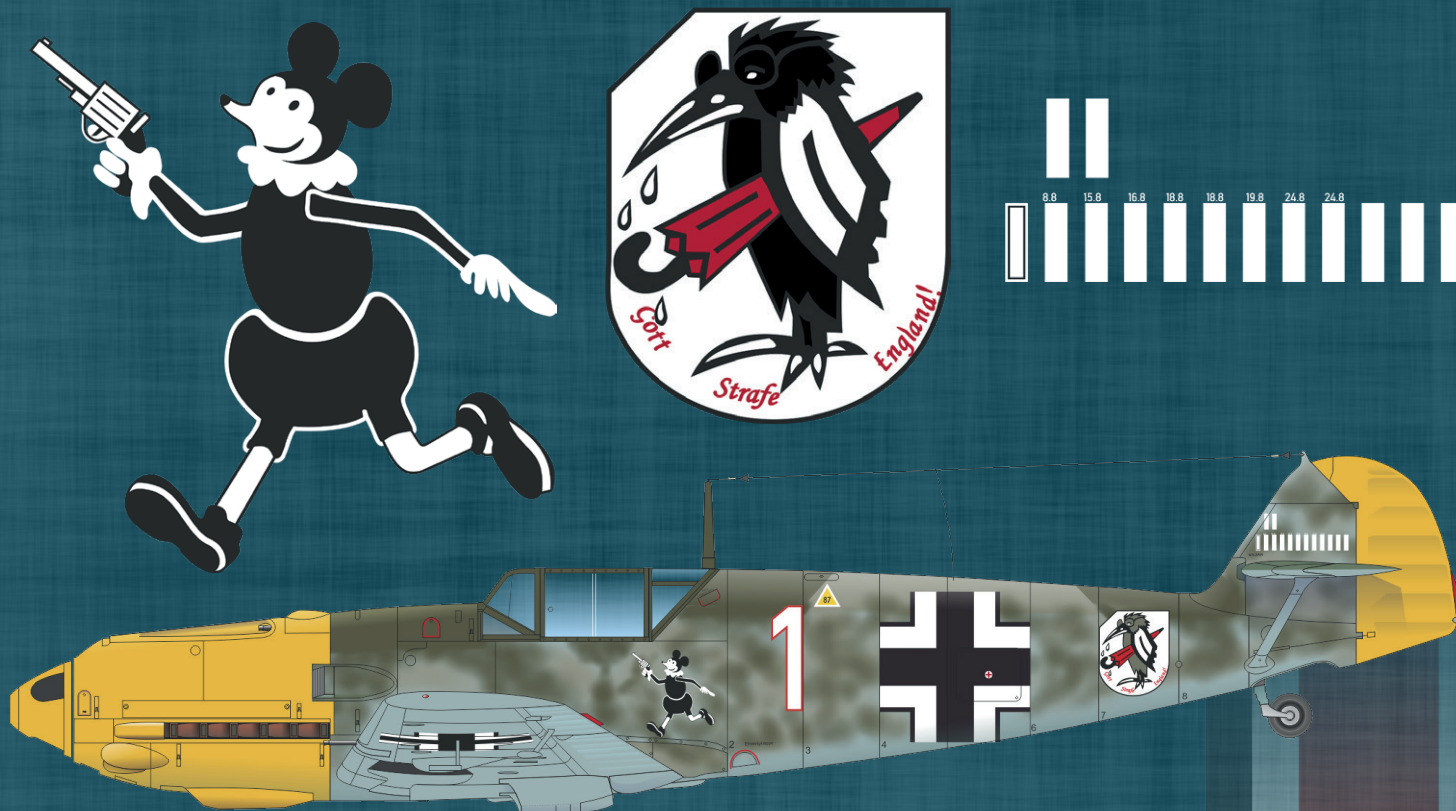


Bf 109E-4, WNr. 5375, Hptm. Wilhelm Meyerweissflog, Stab JG 53, Etaples, France, September 1940
DER BLITZ

This Bf 109 E-4 was produced by WNF in May or June 1940 but at unit level it was registered as E-1. It carries white markings that were applied by some Luftlotte 3 fighter units due to misunderstanding of Luftwaffe instructions from early August 1940. Camouflage consist of RLM 71, 02 and 65. In late July the highly successful JG 53 got an order to delete „Pik As“ emblem from their machines and use instead a 30cm wide red band on engine cowling. The official explanation was linked to fear that enemy could identify the unit during aerial battles. According the Kommodore Obstlt. Hans-Jürgen von Cramon the real reason was constant bullying of his person by Luftwaffe command because of Jewish origin of his wife. Quite a few pilots of JG 53 decided to overspray swastikas on their planes in summer 1940. Wilhelm Meyerweissflog was born in 1889 and served in military during Great War. After the war it is assumed he lived in Switzerland and often travelled to USA as businessman. In JG 53 „Pik As“ he was acting as an administrative officer of Geschwaderstab. His machine was also photographed during refueling at captured British airbase La Villiaze, Guernsey, Channel Islands. He was captured on September 5th, 1940. During interrogation he said: „saw the boys going off and thought he would like a flip too. He jumped into his aircraft, flew vaguely in the direction of England and was neatly shot through the petrol tank by a British fighter“, probably by F/Lt. P.C. Hughes with Spitfire of No. 234 Sq. Hptm. Meyerweissflog made a forced landing at Monkton farm near St. Nicholas –at-Wade at 15.45 hrs, “from which more by luck than good judgement he came out safely and, when apprehended, had not the slightest idea where he was”. To further quote the interrogation report, his start and mission were described as a ‘Very freelance patrol’, and his morale as ‘Good under trying circumstances’.


Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, second half of September 1940
DER BLITZ

Fözö's plane after his 14th victory scored on October 15th morning near London during escort of fighter bombers. Yellow cowling and rudder are identification markings introduced at beginning of September to identify Bf 109s assigned to fighter bomber missions.



Bf 109E-4, WNr. 5153, Oblt. Egon Troha, CO of 9./JG 3, Desvres, France, October 1940

UND DIE GESCHICHTE GEHT LANGSAM ZU ENDE

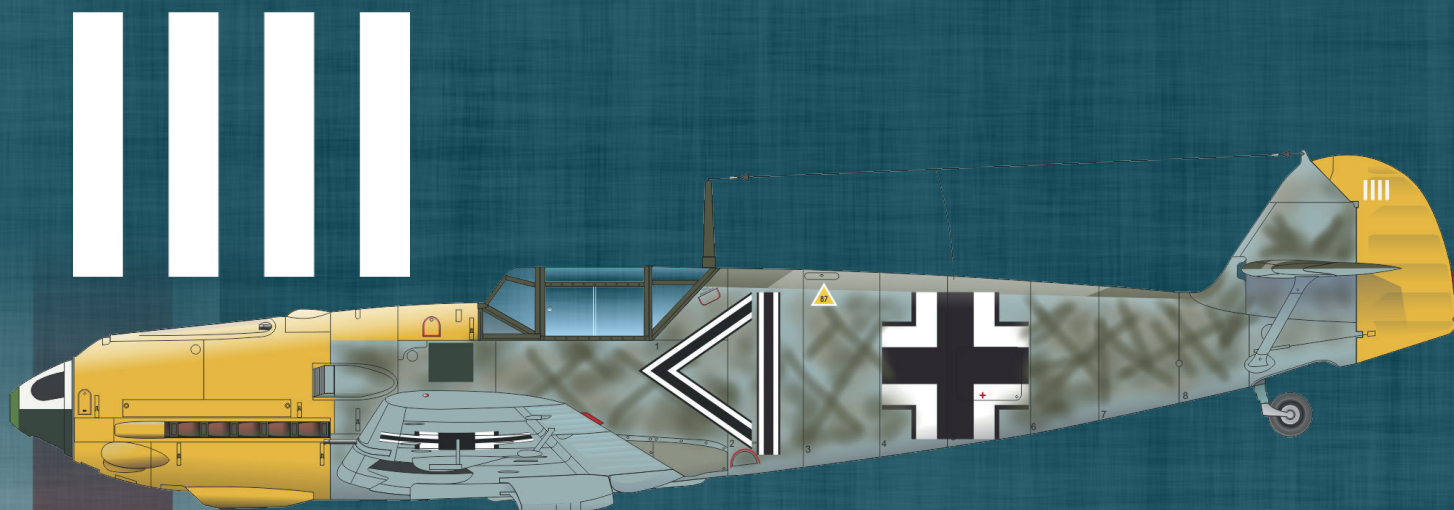
Troha's plane was manufactured by WNF in autumn 1939 as Bf 109 E-3. In 1940 it was not upgraded only with new canopy but probably also with new MG FF/M cannons, so unit kept the airplane in records as E-4. The sea horse emblem was created by original core of unit's pilots who were supposed to form fighter squadron of German aircraft carrier Graf Zeppelin. Camouflage consist of RLM 71, 02 and 65. Egon Troha was born in Austria in 1916 and after pilot and fighter training started to serve in JG 26 in 1939. Later on he joined JG 27 before being finally assigned to III./JG 3. Troha scored five victories during 1940 including one Dutch Fokker C.V and on October 1st he became commander of 9./JG 3. His last kill, probably a Hurricane of No. 605 Sq., was scored on October 26th shortly after noon west of Boulogne. On October 29th during mission over England Oblt. Troha was attacked by Spitfires of No. 74 Sq. He believed his wingman is covering him, but instead received a radiator damage. He force-landed near Shepherdswell. During interrogation Troha maintained this was not his personal aircraft and did not want to disclose identity of the pilot. There was good reason for it, the original pilot was Troha's friend and five victory Austrian ace Lt. Franz Achleitner captured on August 24th. In Canada Troha lost an eye in riot and was repatriated. After return to Germany he was promoted to Hauptmann and served with operational training unit JG 108 till the end of war.



Bf 109E-4, WNr. 4869, Lt. Bernhard Malischewski, Stab II./JG 54, Campagne-les-Guines, France, October 1940

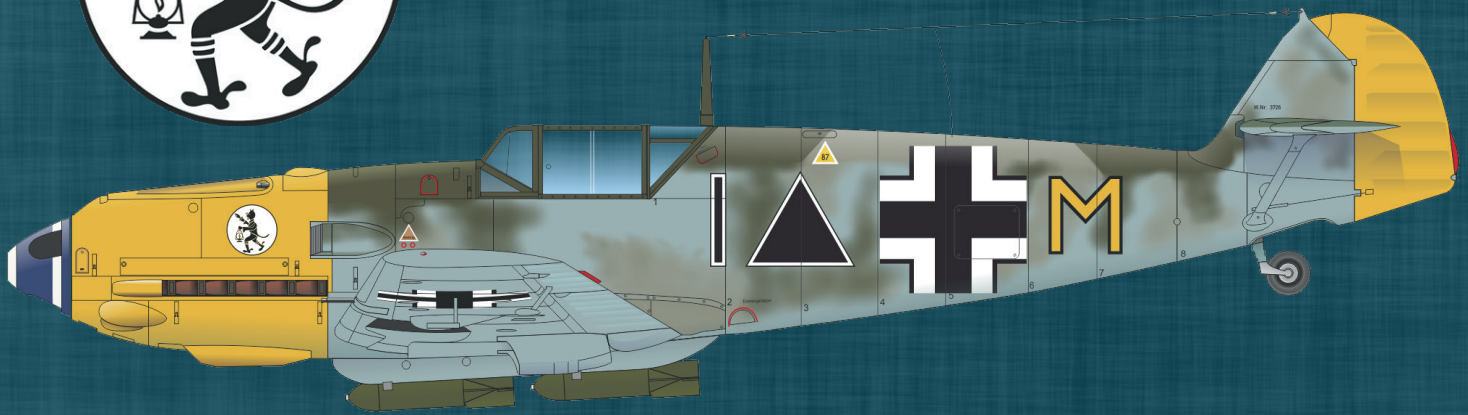
UND DIE GESCHICHTE GEHT LANGSAM ZU ENDE

This „Emil“ was manufactured by company Arado as E-1/B or E-8 version in September 1940. At unit level the armament was changed to two cannons in the wing, but earlier type of canopy was not changed. After the upgrade this Bf 109 was kept in unit records under E-4 designation. Camouflage consist of RLM 71, 02 and 65. It was personal mount of Stab II./JG 54 officer Lt. Bernhard Malischewski who served with the unit already under its original designation I./JG 76. He scored one victory during Sitzkrieg and three more in French campaign and Battle of Britain. The last one occurred on September 29th, when he shot down a Spitfire near London, while his boss Gruppenkommandeur Dietrich Hrabak claimed a Hurricane. Hrabak later became Kommodore of famous JG 52 and JG 54 on Eastern Front, claimed 125 victories in over 1,000 missions and was awarded with Knight Cross with Oak Leaves. Malischewski was captured on October 12th after forced landing south of Tenterden, Kent. It is believed that his victor was S/Ldr R.S. Tuck, however Malischewski said he suffered engine failure during dog fight. Indeed his airplane did not have any hits from enemy fire. In UK he was kept as prisoner of war at Camp 13, the Hayes Camp, in Swanwick, Derbyshire. He joined to group of prisoner, including Franz von Werra, who were planning escape through a tunnel. They nicknamed themselves as „Swanwick Tiefbau A. G.“ (Swanwick Construction Company). Three prisoners including von Werra escaped, but Malischewski gave up the effort earlier during digging process. In February 1945 he was sentenced to 28 days detention for attempting to escape from the train bringing him from one Canadian camp to another. He was promoted in captivity to rank of Oberleutnant and passed away in 1975.

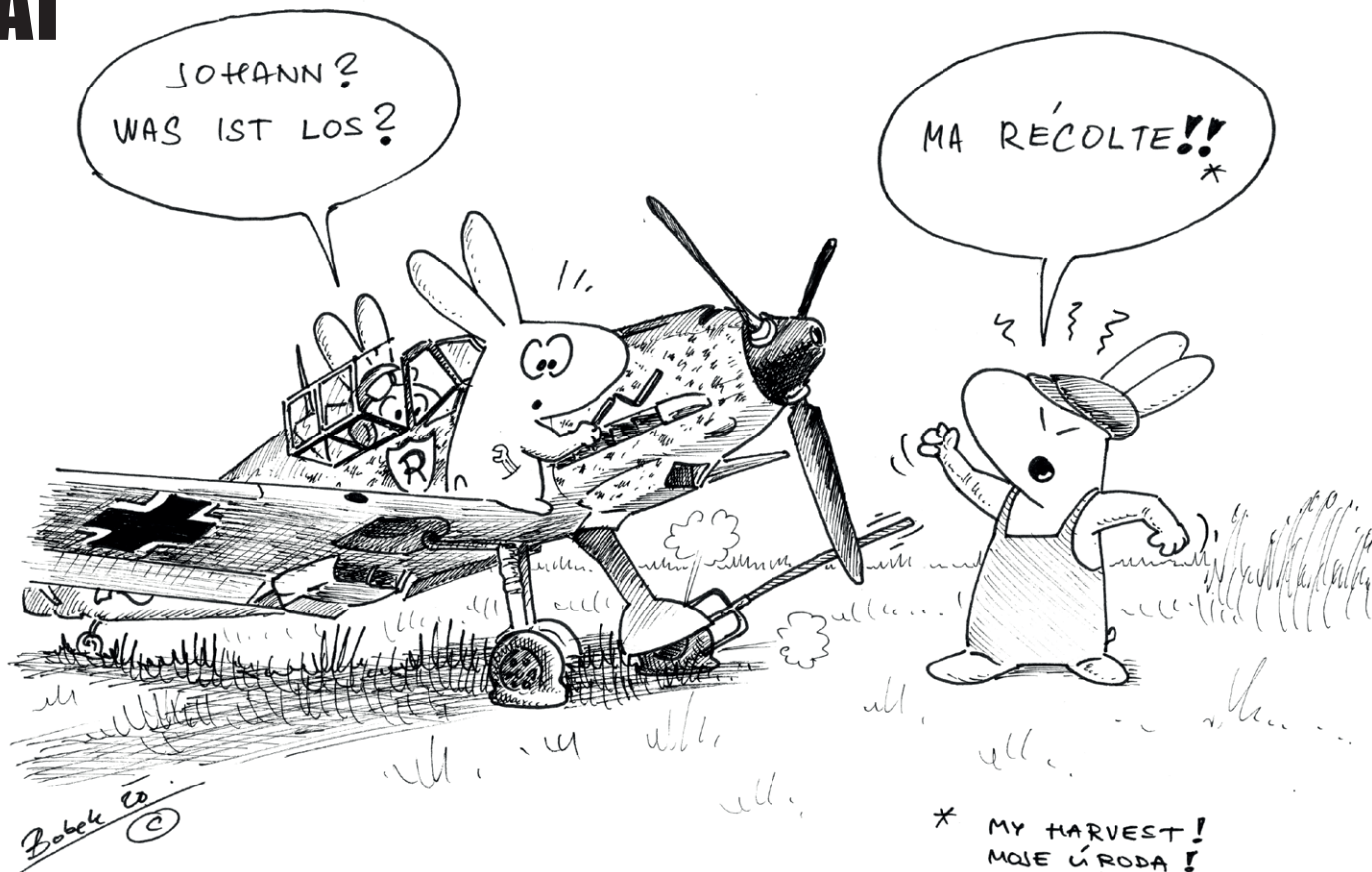


Bf 109E-4/B, WNr. 3726, Fw. Erhardt Pankratz, 6.(S)/LG 2, Calais-Marck, France, October 1940
UND DIE GESCHICHTE GEHT LANGSAM ZU ENDE

This airplane was manufactured by Messerschmitt GmbH in late summer 1940. It carried camouflage of RLM 71 and 02 on upper surfaces. Staffel emblem with Puss in Boots (Gestiefelter Kater) with lantern was used from 1938 till 1942. The black triangle is marking of ground attack aircraft, the „M“ is individual marking of aircraft within Staffel and yellow color is attributed to 6. Staffel. Commander of the 6.(S)/LG 2 was Oblt. Werner Dörnbrack. He flew as ground attack pilot in active duty from 1938 till end of war. In 1,118 missions with Hs 123, Bf 109 and Fw 190 he shot down 29 aircraft and destroyed number of ground targets. He was final position was Kommodore of Schlachtgeschwader 4 awarded with Knight Cross with Oak Leaves. After capture by US forces he was handed over to Red Army but escaped after two days. The Bf 109 E-4 WNr. 3726 was lost on October 5th, 1940 with Fw. Erhardt Pankratz at the controls. He was flying near English coast at a height 12,000 feet when he was attacked by No. 603 Sq. Spitfires. Both of his petrol tanks were hit, he tried to return to France, but his engine seized. He performed successful forced landing near Peasmarsh, Sussex. A steel helmet was found during examination of the Bf 109. This airplane was shown to British public later on.



E-BUNNY SQUAT



Bf 109 units in Battle of Britain



Jan Bobek

The Battle of Britain is one of a list of legendary milestones that defined World War Two, while, at the same time, being one that played out exclusively in the air. As far as the RAF is concerned, it began on July 10th 1940 and lasted to the end of October of the same year. Its multi-national character was underscored by the fact that thirteen other nations had participated on Britain's behalf. As far as the Germans are concerned, the battle began just shy of a month later, and ended with the first failure since the war began.

To grasp the circumstances surrounding the Battle of Britain, it is necessary to remind ourselves of some important facts emanating from the Battle of France, which itself went from the 10th of April to June 25th, 1940. During this time period, German pilots and anti-aircraft gun crews claimed a total of 2,379 enemy aircraft shot down, with another 1,850 destroyed on the ground. However, the Germans lost 1,401 aircraft, with a further 672 damaged. Pilots flying the Messerschmitt Bf 109 claimed 1,233 kills, but themselves lost 284 aircraft, with another 178 damaged. The number of shot down Bf 109s accounted for 28% of the total of the Order of Battle of units that served in the conflict. A total of 83 pilots lost their lives, and 51 were wounded. A further 56 ended as prisoners of war. The actual total of captured airmen was much higher, and prior to the fall of France, the Allies were in talks regarding the transfer of all prisoners taken on French soil to Canada. That, however, did not happen, and as a result, at the end of June and beginning of July, several hundred well trained and experienced pilots were returned to Germany, instead of making their way across the Atlantic. Among them were such notable figures as Werner Mölders, Wolf-Dietrich Wilcke and Klaus Mietusch.

The Wehrmacht defined its priorities in the war against England at the end of June, with three possible outcomes: 1) initiating a blockade that would cut off United Kingdom from the rest of the world, 2) terrorizing attacks against the civilian population, and 3) an invasion with the goal of occupying United Kingdom. Assets would be focused on the defeat of the RAF and to gain, and maintain, air superiority, which would make the invasion possible.

Fighter units of the Luftwaffe needed to replace their losses in terms of men and material after the French campaign. There was a realization that the needed infrastructure was not in place in northwest France to support the planned attack on United Kingdom. The building of airfields through July and into August, which

was a critical period for the harvest, was naturally met with protests from French farmers.

Three Luftflotte were employed for the attack on Great Britain, each tasked with targets in specific areas of the island. Luftflotte 5 (with no fighter component) was based in Scandinavia and focused on action over eastern Scotland and north-eastern England. With bases in Western Europe, Luftflotte 2 concentrated their efforts on eastern England and Luftflotte 3 was to focus on western England and Wales.

Fighter wings armed with single engined aircraft (Jagdgeschwader) during the spring of 1940 were taking delivery of the modernized Bf 109 E-4, which were equipped with a pair of 20mm MG FF/M cannon in the wings, instead of the MG FF that was in the Bf 109 E-3. The redesigned cockpit canopy allowed for the installation of a larger armoured plate behind the pilot's head, and for the easier installation of an armoured windscreen. However, this version still did not offer the option of a long range tank under the fuselage. This resulted in limited range for the Bf 109s used against England, and the Bf 109 E-7, which did accommodate a drop tank, did not come into service in large numbers until after the Battle of Britain, in November 1940. The older E-3, with two cannon and two 7.92mm machine guns, and the 'light' E-1 version, armed with four of the 7.92mm guns, were, surprisingly, in production until August 1940.

To facilitate the Bf 109's use as a fighter-bomber, German aircraft manufacturers were producing the E-1/B and the E-4/B, equipped with fuselage racks for 250kg bombs. Another modification, albeit less common, was in the installation of the DB 601 N engine, rated

Title photo: Period color photo with relaxing ground personnel, captures a Bf 109 E-3 from 8./JG 53 in July or August 1940, in France. Camouflage with RLM 02 and 71 on the upper surfaces, in the unique JG 53 design, is well visible. Notice the barber and his „customer“ on the right side of the picture next to the masked car. In late July, the highly successful JG 53 got an order to delete the „Pik As“ emblem from their machines and use instead a 30cm wide red band on engine cowling. The official explanation was linked to the fear that the enemy could identify the unit during aerial battles. According the Kommodore of JG 53 Obstlt. Hans-Jürgen von Cramon, the real reason was his personal and constant bullying by Luftwaffe command, because of the Jewish origin of his wife. Quite a few pilots of JG 53 decided to overspray swastikas on their planes in summer 1940. (Photo: bpk)



Adolf Galland photographed as Kommodore of JG 26, in postwar interviews about the Spitfire and Bf 109, said, „the Me 109 was superior in the attack but not so suitable for purely defensive purposes as the Spitfire, which although a little slower, was much more maneuverable“, „the Me 109 had only one advantage, and that was the fuel injection of the engine. We could easily use (that in) maneuver with negative-g“. (Photo: SDASM)

at 1175k. So-equipped aircraft were designated Bf 109 E-3/N or E-4/N, and required the use of 100octane fuel, C3. These versions could achieve higher performance at higher altitudes, but their numbers were very limited. Determining the exact version of the Emil is often quite difficult, because aircraft were often upgraded, and some more than once.

Individual Jagdgeschwader units were attached to the aforementioned Luftflotte 2 and 3. For their organizational elements, and their co-ordination within the system, each Luftflotte had a command hub directing fighter ops (Jagdfliegerführer, shortened to Jafü), and their designation number corresponded to that of the Luftflotte under which they fell.

The commander of Jafü 2 was a First World War fighter pilot, GenMaj. Kurt-Bertram von Döring, and he was responsible for JG 3, JG 26, JG 51, JG 52 (including I.(J)/LG 2) and JG 54. Besides that, Luftflotte 2 also had under it II. Fliegerkorps, which included Erprobungsgruppe 210, tasked with the testing of aircraft in the role of fighter-bomber, and flew such types as the two seat Bf 110 as well as the Bf 109E.

Another veteran of the First World War was Oberst Werner Junck, and he was the commander of Jafü 3, giving him command of JG 2, JG 27 and JG 53. The Battle of Britain was the last aerial campaign where the German side was led by veterans of the First World War. For example, Kommodore JG 3, Obstlt. Carl Vieck served in the infantry in 1918, JG 27 CO Obstlt. Max Ibel was with a flame thrower unit, and Kommodore JG 2 'Richthofen' Obstlt. Harry von Bülow-Bothkamp was a Great War fighter ace. This generation gradually left these positions as commanders of air assets, and by about the midway point of the battle with the RAF were replaced by younger and more aggressive flyers. The top dog among them that were left was Kommodore JG 51, Oberst Theo Osterkamp, a holder of the Pour le Mérite and the most successful naval fighter of World War One. He was replaced by the then also legendary Major Werner Mölders. Osterkamp took over command of Jafü 2.

The Luftwaffe conducted a 'contact phase' over The English Channel over the course of July 1940. It's purpose was to probe the tactics and capabilities of the enemy. At the same time, it was to reduce the assets of the RAF. The bulk of these operations were the responsibility of Osterkamp's Jagdgeschwader 51 and several other individual fighter groups (Jagdgruppen). These actions

As the activity of RAF bombers increased during the summer and autumn of 1940, Luftwaffe fighter units had to start protecting their machines. This „Emil“ of II./JG 54 is an illustrative example of the new conditions. Under the shadows of the camouflage net, the emblem of the unit „Löwe von Aspern“ (Aspern Lion) can be seen on the side of the fuselage. A number of members of this Jagdgruppe came from the Austrian Air Force. (Photo: NIMH Beeldbank)





„Emils“ from 1./JG 52 ready for take-off at Coquelles airfield. In the foreground is a lightly armed Bf 109 E-1. In the background stands a machine marked „white 2“. The yellow engine cowlings indicate that the image was taken in September or October 1940. The emblem with the running wild boar (Laufender Keiler) was used by the 1./JG 52 from autumn 1939 to early 1943. (Photo: NIMH Beeldbank)

involved escorting bombers that were harassing shipping convoys, as well as fighter sweeps, which were over performer over the southeast of England. The main goal was to gain superiority over the English Channel, and the Germans also referred to this period of the war as ‘Kanalkampf’.

The Channel was a significant psychological barrier to overcome for the German pilots, who were trained for years for combat over dry land. The awareness of the fuel gage, the compass and time were more relevant under the new conditions. Despite initial fears and trepidations, only a few pilots ended up in the drink due to the exhaustion of their fuel. The vast majority of pilots who had to ditch in the Channel had to do so for reasons of damage sustained in combat as opposed to having run out of gas. To this end, the Germans made efforts to ensure the best chances of survival for their airmen by providing rescue services. There was even a case of a German pilot being rescued by his colleagues from the Thames estuary!

The Germans did manage to gain air superiority over the Channel during ‘Kanalkampf’. But the RAF turned out to be a very capable opponent. Noteworthy were the experiences of III./JG 52 over the 24th and 25th of July over Margate and Dover. Over the course of both fights with No. 610 Squadron RAF Spitfires, two enemy aircraft were downed, but losses amount to eight aircraft and pilots. What was shocking about the whole thing was that shot down or captured were the Gruppe commander, his Adjutant, and four Staffel COs! The unit had to be withdrawn from the front after a few days. The rookies at the time with the unit included the likes of future legends Günther Rall, Edmund Rossmann and Josef Zwerneemann.

Over the latter half of July and the first week of August, northwestern France saw a significant influx of fighter units, and their numbers reached twenty-five Jagdgruppen, integrated into (except for ErprGr. 210) the aforementioned eight Jagdgeschwadern. From the German point of view, the Battle of Britain began on August 8th, 1940, when the so-called ‘Intensified Phase of the War Against England’ (verschärfte Luftkrieg gegen England) began, and lasted to the end of October of the same year.

These fifty days, however, did not involve a concentrated, day-to-day struggle. For example, there were twelve days of complete aerial inactivity brought on by lousy weather. German actions over eighteen days were considered light, with a total of under 200 sorties. In most cases the sorties were weather reconnaissance and intercepts of Allied aircraft over France and Belgium.

From the beginning of that so-called ‘Intensified Phase’ of the war, the number of combat ready pilots fell from around 950 to 650. Only on fifteen days, the number of combat sorties was so high, that there was a specific number of pilots that flew more than once. German historian, Dr. Jochen Prien and his collaborators, claim that between the 8th of August and 30th of October, 1940, the average German pilot undertook fifty combat sorties lasting 80 to 100 minutes, and that around twenty of these flights would have involved contact with the enemy. Naturally, there were exceptions, usually involving Gruppe and Staffel commanders.

After two days of widespread combat over England, the Germans began Operation ‘Eagle Attack’ (Unternehmen Adlerangriff) on August 13th, which was an intensive phase in the confrontation with the RAF, and raids on her infrastructure. This day had the codename ‘Eagle Day’ (Adlertag), and started a week of the battle. By August 18th, German fighter pilots (on Bf 109s and Bf 110s) claimed 386 kills for the loss of 61 downed or heavily damaged Bf 109s and 70 two-seat Bf 110s. Over that time of just short of a week, the Luftwaffe lost 93 twin-engined bombers and 42 Ju 87 Stuka dive-bombers. The Ju 87 was no longer utilized over England from that point on. However, it wasn’t so much a result of the losses themselves, which were quickly made good, but rather for type’s range limitations. After August 15th, bombers of Luftflotte 3 and 5 were relieved of daylight bombing duties, and began only nighttime operations.

A week after Adlertag, the Luftwaffe leadership decided that a change in the way fighter escorts were conducted was in order. They were required to stay as close as possible to those in their trust, which took away their main tactical advantage - free lance escort missions, spotting the enemy and attacking in time from



Bf 109 E-4, WNr. 5375, assigned to Hptm. Wilhelm Meyerweissflog, officer of Stab JG 53, photographed during refueling at the captured British airbase at La Villiaze, Guernsey, Channel Islands. Please see this color profile in this edition of INFO magazine for more details. (Photo: Bundesarchiv via Wikimedia Commons)



The view from the rear gunner position of a Dornier Do 17 bomber, shows a typical formation that would be attacked by RAF fighters. German crews were able to defend themselves against small number of attackers, but as losses increased, the bomber units began to demand the introduction of direct fighter escorts. (Photo: Bundesarchiv via Wikimedia Commons)

a height advantage. The difficulties of close escort missions was explained by Günther Rall (275 kills) in his memoirs: 'Escorting Stukas over the Channel could be likened to trying to get a family of hedgehogs across a highway. Stukas flew horizontally at some 250km/h, which wasn't much more than a fully loaded and fueled Bf 109 needed just to stay in the air...on the highway, you can only save the hedgehogs by stopping traffic as far away as possible, and not by zigzagging through traffic with them.'

At the beginning of September the RAF began to concentrate solely on the bomber formations, and tried to ignore those formations that the radar stations identified as fighters. On September 5th the Luftwaffe decided to nominate a Staffel in every Jagdgruppe, and task them with bombing missions. In this way, the Germans reduced their fighter capacity, fighters which might have played a pivotal role in the defeat of the RAF, which wasn't all that far off to begin with. Another, and more critical, mistake came on September 7th, when Germans decided to switch the target from the infrastructure of the RAF to London. This led to many civilian casualties, but the RAF was able to use this time to

reorganize and replace losses. All came to a head on September 15th over eastern London, when a combination of bad weather and a well coordinated RAF intercept caused the German to suffer their greatest losses during the Battle of Britain - 36 bombers and 22 fighters were either shot down or heavily damaged.

The Luftwaffe changed tactics once again on September 20th. Its fighter-bombers conducted bombing raids from altitudes of several thousand meters. The effectiveness of these raids was very low, and involved instilling fear into the general population, but it did force the RAF to send out fighters against fighter formations of the Luftwaffe.

In the following weeks, the Luftwaffe shifted tactics in various ways, and achieved partial success in combat against RAF fighters and during attacks by twin-engined bombers. An attack against Supermarine in Woolston was able to temporarily halt production of the Spitfire. By mid-October, in any case, the Germans put off the invasion of England, dubbed Operation 'Sea Lion' (Unternehmen Seelöwe), indefinitely. The danger of an invasion on the remaining free part of Europe had been eliminated. In hindsight, using the Bf 109 as a bomber can be viewed as a waste, which themselves were in need of an escort. These missions were called Jaboeinsätze, and in October, the Luftwaffe conducted some 2,633 of them, most focused on London. This involved around 660 tonnes of explosives. The same amount of destructive potential could be delivered three years later on Germany by around 240 Boeing B-17s in one raid.

Waiting was one of the Battle of Britain symbols; mostly waiting for an order to scramble, or even waiting for better weather, and that sometimes took several days. Both fighting sides had similar ways to while away the time. We wonder what the comments would be, of Spitfire pilots of No. 610 Squadron, relaxing between sorties at Hawkinge, about quality of the German football game with the Dorniers overhead. (Photos: Bundesarchiv via Wikimedia Commons a IWM)



A number of German aircraft ended up in the Channel or on the French coast. However, this was mostly due to battle damage or defects, and not due to lack of fuel. Aircraft like this quickly disappeared under a layer of sand. Ground staff often recovered them with great difficulty. This is a Bf 109 E-4 from Ergänzungsstaffel JG 26, whose pilot made an emergency landing on January 10, 1941, near Dieppe. Sometimes this machine is mistakenly identified as the Bf 109 E-7 of I. (J)/LG 2 after the forced landing of Hans-Joachim Marseille at the end of September 1940. It is a little-known fact that from July to September, Luftflotte 2 and 3 took about 150 Messerschmitt Bf 109 E-7 from the production plants. Without further modifications, they could carry bomb armament or a drop tank. Deployment of the E-7 version to fighter units would significantly increase the radius of action over England. However, E-7s were almost exclusively delivered to I. (J) and II.(S)/LG 2 and standard fighter units began to take over it only in October 1940. (Photo: Bundesarchiv via Wikimedia Commons)

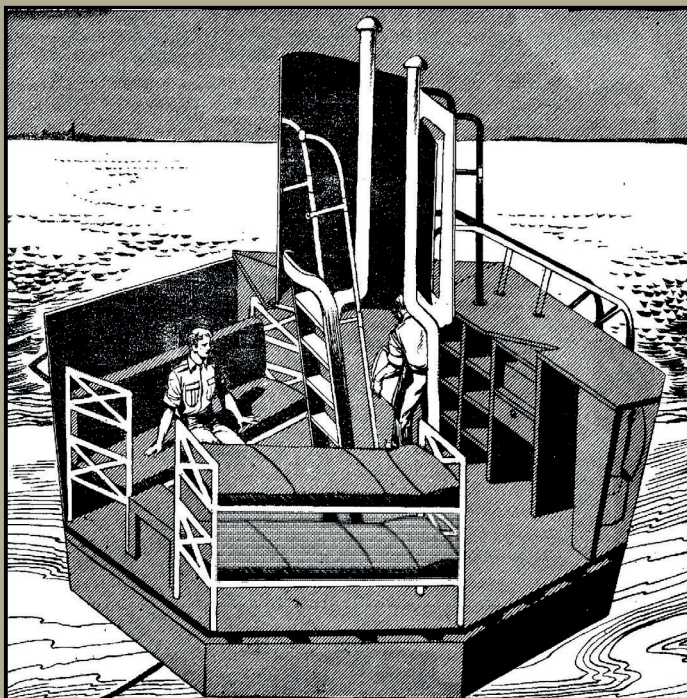


Helmut Wick, the youngest Kommodore and Major Luftwaffe, commander of Jagdgeschwader 2 „Richthofen“, enthusiastically describes the duel to his colleagues. The photograph was taken in Berlin on October 7, 1940 when he was awarded with the Oak Leaves to his Knight's Cross. Wick was killed in combat on November 28, 1940, with 56 aerial victories on his tally. In the photo on the left stands Hauptmann Dr. Joachim Seegert, commander of I./JG 2. On the right you can see Wick's Adjutant Oberleutnant Erich Leie, who achieved 121 air victories and later fell in combat in March 1945. (Photo: Bundesarchiv via Wikimedia Commons)



Wing leading-edge slats were important feature of Bf 109. Erwin Leykauf served in 7./JG 54 during Battle of Britain, and during August and September 1940, achieved one confirmed victory against a Hurricane and three Spitfires. His final score was thirty-three victories. He recalls fights against Spitfires, "Indeed many fresh young pilots thought they were pulling very tight turns even when the slats were still closed against the wing. For us, the more experienced pilots, maneuvering only started when the slats were out. For this reason, it is possible to find pilots from that period who will tell you that the Spitfire turned better than the Bf 109. That is not true. I myself had many dogfights with Spitfires and I could always out turn them. One had to enter the turn correctly, then open up the engine. It was a matter of feel. When one noticed the speed becoming critical, the aircraft vibrated, one had to ease up a bit, then pull back again, so that in plan, the best turn would have looked like an egg or a horizontal ellipse rather than a circle. In this way one could out turn the Spitfire, and I shot down six of them doing it." Leykauf apparently claimed six Spitfires but only three were confirmed. (Fotografie: Bundesarchiv via Wikimedia Commons)





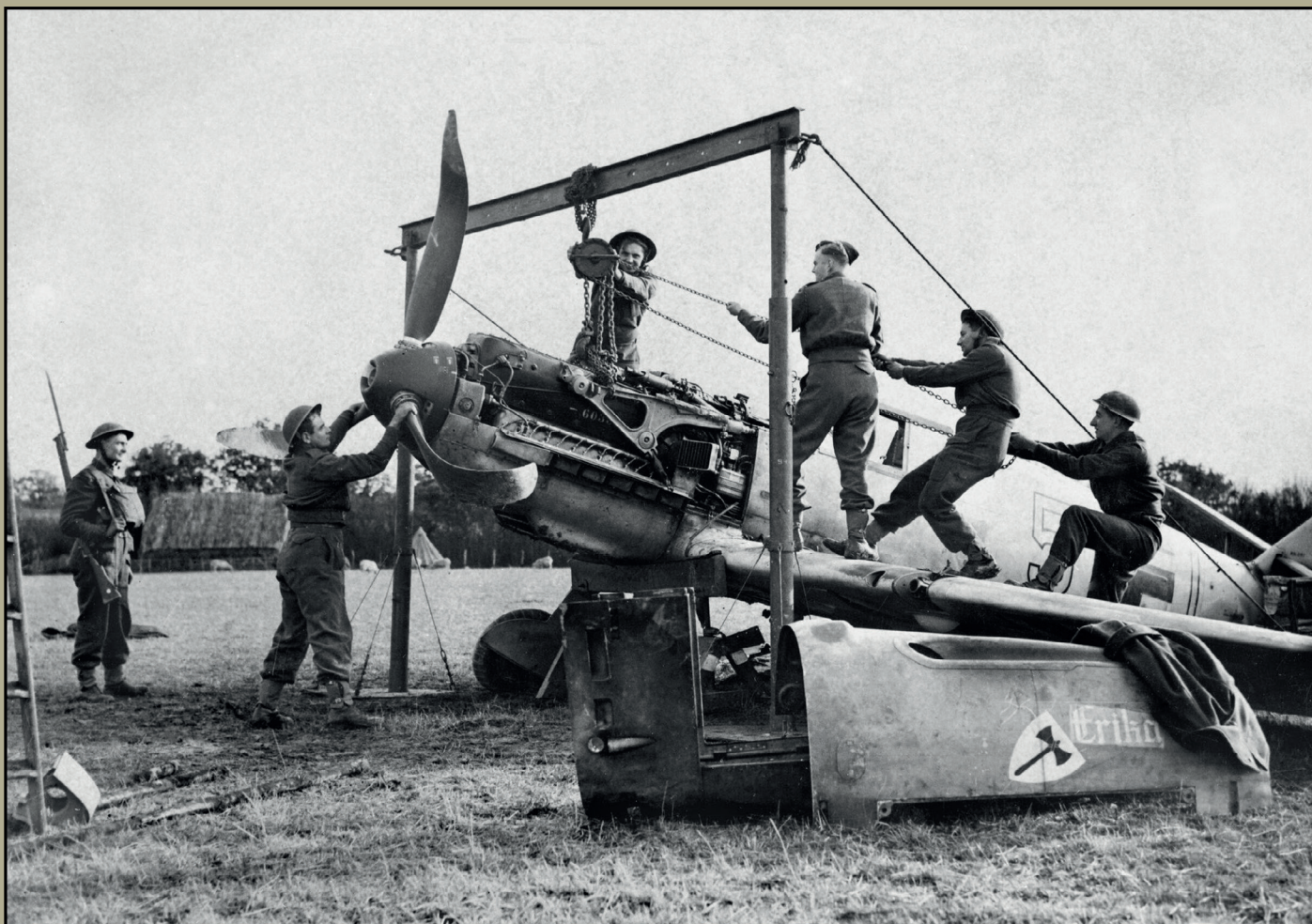
In August 1940, the RAF had still trouble organizing the rescue of its pilots shot down over the Channel. The Luftwaffe was in the opposite situation; intensive deployment of rescue aircraft and E-Boat units helped to rescue a large number of airmen from the water, often from the Thames Estuary! The Luftwaffe's rescue buoy (Rettungsboje) was designed to provide shelter for the pilots or crew of aircraft shot down or forced to make an emergency landing over water in the Channel. A flagpole allowed a flag or lamp to be hoisted, supplies included a basic medical kit, iron rations, water, life jackets and ropes. About 50 were anchored in the Channel during 1940. (Photo: Wikimedia Commons)



Legendary commander of Jagdgeschwader 51 Oberstleutnant, Werner Mölders (left), with his Adjutant Oberleutnant Georg Claus (centre). The image was probably taken in St. Ingelvert / Pihen in September or the first half of October 1940. Mölders was the first German fighter to surpass the 80 victories of Manfred von Richthofen, and was also the first fighter pilot to claim 100 victories. Claus achieved 17 victories, but was killed in combat on November 11, 1940 as commander of the 1./JG 51. Mölders had the opportunity to test a captured Hurricane and Spitfire. He said about the latter one, "The Spitfire is one class better. It handles well, is light on the controls, faultless in the turn and has a performance approaching that of the Me 109. As a fighting aircraft, however, it is miserable. A sudden push forward on the stick will cause the motor to cut; and because the propeller has only two pitch settings (take-off and cruise), in a rapidly changing air combat situation the motor is either over-speeding or else is not being used to the full." (Photo: Bundesarchiv via Wikimedia Commons)

On October 29, 1940, an Austrian commander of 9./JG 3, Oblt. Egon Troha, force-landed near Shepherdswell with a Bf 109 E-4, WNr. 5153. RAF personnel carefully dismantle the Messerschmitt. Troha originally served as officer in Stab of III./JG 3. He became leader of 9. Staffel at the beginning of October. You can find more details about this machine in the color profiles in this magazine issue. (Photo: IWM)





The original pilot of this Bf 109 E was Troha's Austrian friend and five victory ace, Lt. Franz Achleitner. He was born in 1918 in Attersee, Upper Austria. In September 1939 he was assigned as Leutnant to II.(J)/Trägergruppe 186, formed for the aircraft carrier Graf Zeppelin. In spring 1940 Achleitner and some of his colleagues joined 9./JG 3. During the Battle of France, he claimed two RAF fighters and added two Blenheims and a Spitfire during Kanalkampf and the Battle of Britain. On August 24th he was shot down by a No. 32 Sq Hurricane, and bailed out over Herne Bay, becoming a POW after rescue. Achleitner was promoted to Oberleutnant in 1944 and released from captivity in July 1946. He passed away in 1991 in Salzburg. In 2015 his Schwimmweste was sold in auction. (Photo: IWM)

An interesting chapter in all this lies in the system of identification markings on single-engined fighters during the Battle of Britain. At the beginning of August, an order was issued to the units, specifying the application of yellow paint on a small areas of the rudder, fin, and ends of the wings. There was a certain amount of confusion surrounding these orders, and, at least, downed II./JG 2, I./JG 3, III./JG 27, I./JG 52 and III./JG 53 aircraft carrying white identifiers were documented by the British. This was supported by an order issued by the Luftwaffe on August 10th, which reiterated that white is not to be used, and that the correct color was yellow. At least some units under Jafü 3 had not implemented any markings before the end of August.

The well documented cases of yellow cowls and completely yellow rudders were ordered on September 9th, 1940, to be used as identifying features for aircraft used as fighter-bombers, which evidently included their escorts. It is interesting to note that the Germans issued orders on September 3rd, requiring identifying markings on French civil and courier aircraft. This also involved yellow wingtips, as well as yellow ends of the fuselage to the length of about 2m, and the rudder.

Between August 8th and October 31st, 1940, the Luftwaffe paid for the Battle of Britain with the loss of over five hundred Bf 109s, either destroyed outright or heavily damaged. Approximately four hundred of their pilots were either killed in action, or were captured, and around another fifty were seriously injured. German airmen (including Bf 110 crews) claimed 2,169 victories. Luftwaffe leadership assumed that about one-third of these could have been claimed by more than one pilot, and this would not be too far off actual RAF losses. Even so, the Luftwaffe could not objectively gage the overall situation of the enemy, and were led to make bad decisions. The British, in this regard, were in a much more favorable position, and thanks to radar, were able to

effectively and appropriately react to tactical situations as they developed. As such, ULTRA, who was able to uncover German messages by deciphering the Enigma codes, didn't play a pivotal role in the direction that the fighting took. The Germans sent out most orders and instructions via land based telecommunication channels. ULTRA was able to uncover the preparations for 'Adlertag', but was not able to provide its meaning or timing.

Likely, the greatest losses suffered in one day of all Jagdgruppen involved in the fighting was by I./JG 77, on August 31st, 1940.

Rescue Heinkel He 59s did a great deal of work during the Battle of Britain. From the beginning, the British had doubts about the activities of their crews, and they were suspected of carrying out reconnaissance tasks. That's why these white-painted biplanes came under fire from RAF fighters. (Photo: SDASM)



A color image taken in October 1940 at Le Touquet base shows the Bf 109 E-4 „white 6 + 1“ belonging to the 7./JG 53. The darkening of the light blue fuselage with the gray-green colour of RLM 02, as well as the overpainting of the original fuselage marking, is well visible. The engine cowling is obviously freshly and very carefully painted in yellow, and the squadron emblem - the ace of spades - is restored just as thoroughly after the emblem ban. Another section of the article explains why the pilots of this squadron removed swastikas from their machines. Nevertheless, army photographers liked to photograph the pilots and their aircraft. Even this airman was no exception. It is Lt. Herbert Schramm, whose machine had nine victories marked on the tail, without a swastika (only eight were verified). Before the war, he worked as flying teacher and test pilot for the Siebel company. After further deployment in Russia and the Mediterranean, he was assigned to training units. In August 1941 Schramm was awarded the Knight's Cross. From August 1943 he led 5./JG 27 on the Western Front, but in December he was killed in a duel with a Thunderbolt. In total, Schramm completed 480 combat flights and gained 42 victories, including three four-engine bombers. In February 1945 he was posthumously awarded the Oak Leaves and before the end of the war he was promoted to the rank of Hauptmann. (Photo: bpk / Arthur Grimm)



Bf 109 E-4 of 3./JG 27, marked „yellow 3“, is preparing for take-off. This Staffel belongs to 1./JG 27, which later became famous during the fighting in Africa. Its most successful fighter pilot was Hans-Joachim Marseille. However, the emblem depicting Africa began to be used in the 1. Gruppe from October 1939. (Photo: CTK)





Hptm. Walter Oesau (right) became one of Luftwaffe's most successful fighters during the Battle of Britain, as a member of JG 51. In a period color photograph from February 1941, he talks with a war correspondent as commander of III./JG 3. He took over the Bf 109 E-4, WNr. 1559 „Green 1” from his predecessor, Hptm. Wilhelm Balthasar. An „Emil” with serial number 1559, accompanied Balthasar for most of 1940, and underwent several changes of camouflage and markings. He achieved 47 victories, was awarded the Knight's Cross with Oak Leaves, but was killed in action in July 1941 as commander of JG 2. Oesau lived just three years longer. He achieved 127 victories, including 9 in Spain and was awarded with Knight Cross with Oak Leaves and Swords. However, Oesau was killed in combat with American fighters in May 1944, as commander of JG 1. (Photo: bpk)

It was its first involvement in the Battle of Britain. The unit claimed five victories, but lost seven Bf 109s and six pilots, and another two aircraft were damaged. The only pilot who was rescued, was Fw. Adolf Borchers, future holder of the Knight's Cross, and an ace with 132 kills to his credit.

The most successful fighter pilots between August 8th and October 31st, were Adolf Galland of JG 26 with 32 kills, Helmut Wick of JG 2 with 30 kills, Werner Mölders of JG 51 with 28, Walter Oesau from JG 51 with 25, and Herbert Ihlefeld of I.(J)/LG 2, with 21 kills. The three most successful Jagdgruppe in the same time period were I./JG 2 'Richthofen' with 126 confirmed kills, III./JG 26 'Schlageter' with 105, and III./JG 51 with 89 kills.

Regardless of individual and unit victories Luftwaffe gave up effort to achieve air superiority over England. RAF won the Battle of Britain. Luftwaffe suffered its first defeat and lost hundreds of highly experienced airmen. It was the first out of many defeats awaiting it in the coming five years and RAF played key role in them.

I would like to express my thanks for cooperation to Mrs. Christina Peters from bpk-Bildagentur.

Main sources:

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Prien J. and co-authors: unit histories of Jagdgeschwader 3, 27, 53 and 77
 Prien J. and co-authors: Die Jagdfliegerverbände der Deutschen Luftwaffe 1934 bis 1945, volumes 3, 4/I a 4/II
 Rall G.: Mein Flugbuch
 Valtonen H. Messerschmitt Bf 109
 WWII Aircraft Performance: <http://www.spitfireperformance.com/>



DUAL COMBO

Adlerangriff

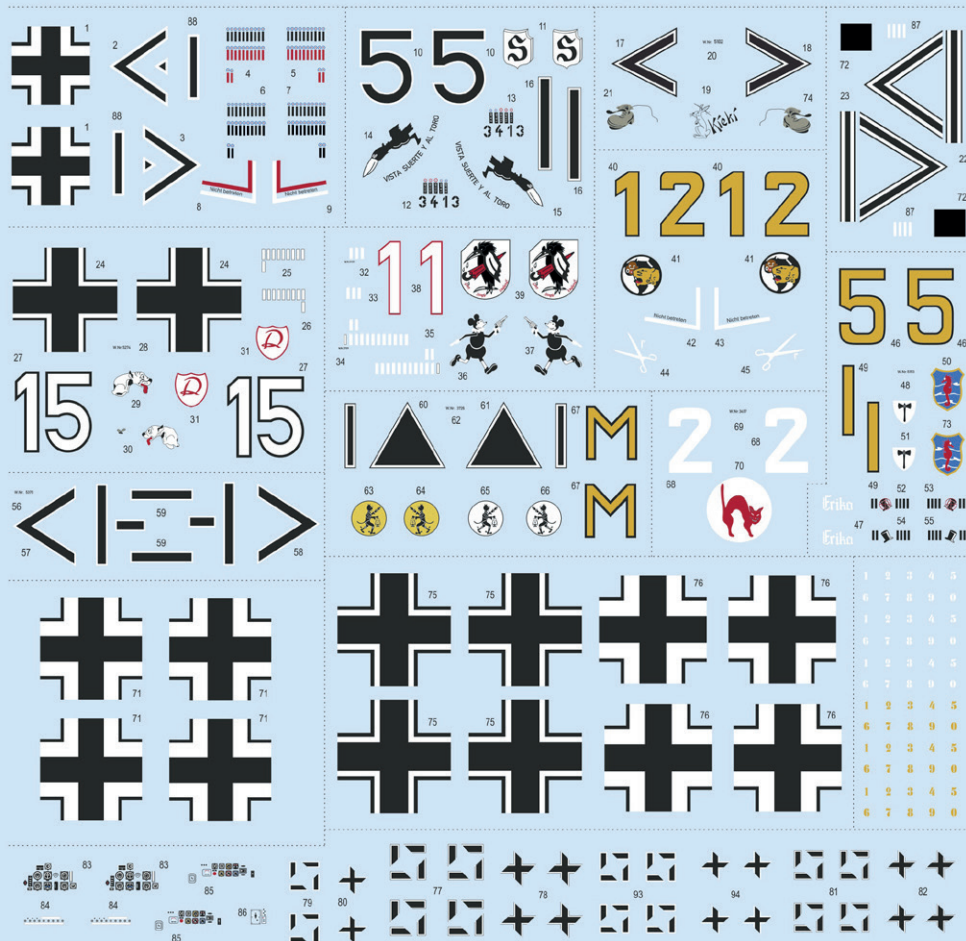
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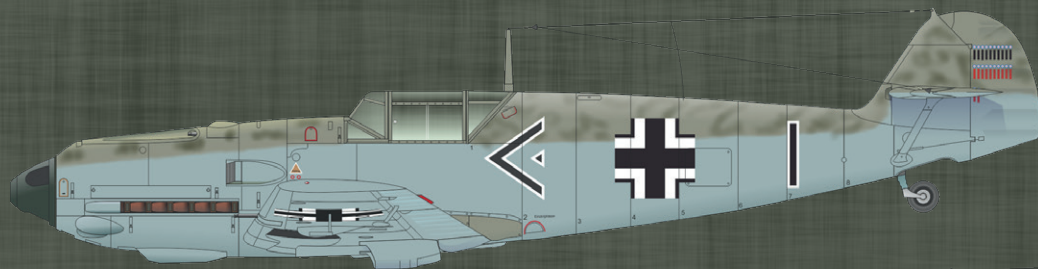
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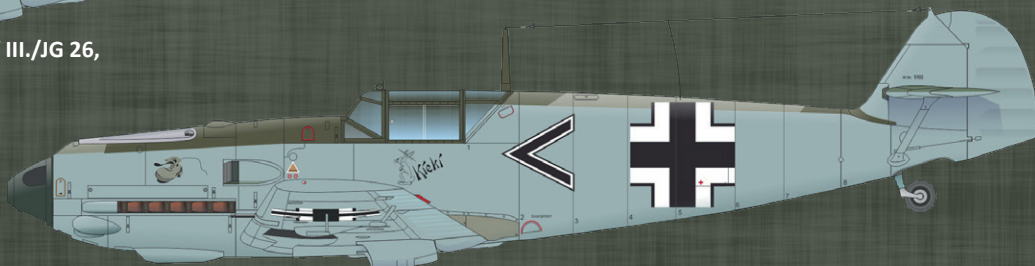
11144-OBT1 Adlerangriff 1/48

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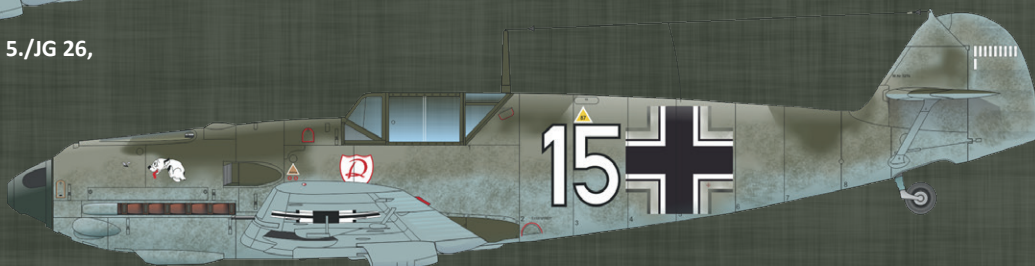
Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26,
Caffiers, France, August 1940



Bf 109E-3, WNr. 5102, Lt. Herbert Kunze,
Stab I./JG 77, Döberitz, Germany,
June 1940



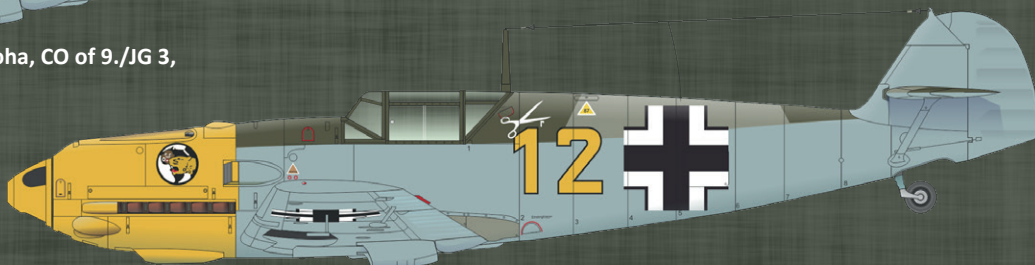
Bf 109E-1, WNr. 3413, Lt. Hans Krug, 5./JG 26,
Marquise, France, July 1940



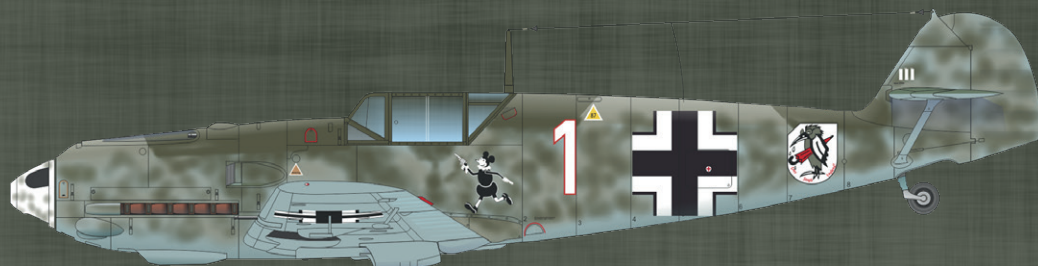
Bf 109E-4, WNr. 5274, Lt. Werner Machold,
1./JG 2, Marigny, France, June 1940



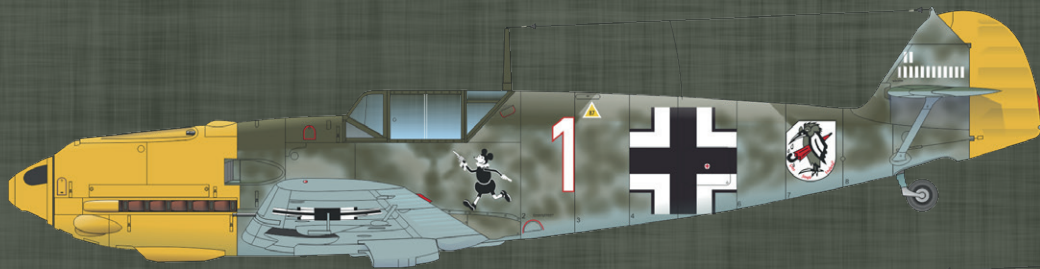
Bf 109E-4, WNr. 5153, Oblt. Egon Troha, CO of 9./JG 3,
Desvres, France, October 1940



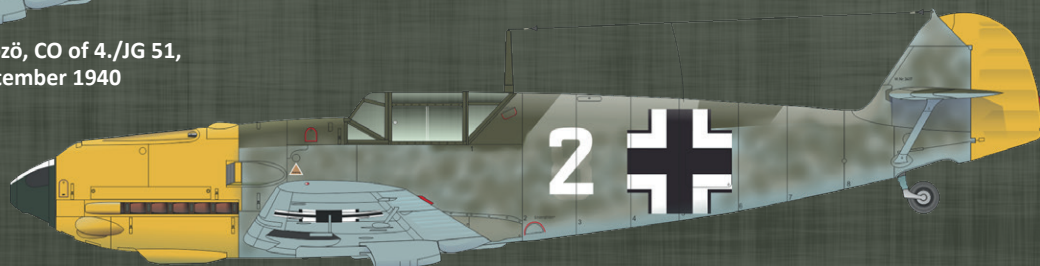
Bf 109E-1, WNr. 3771, Fw. Ernst Arnold,
3./JG 27, Peuplingues, France,
August 1940



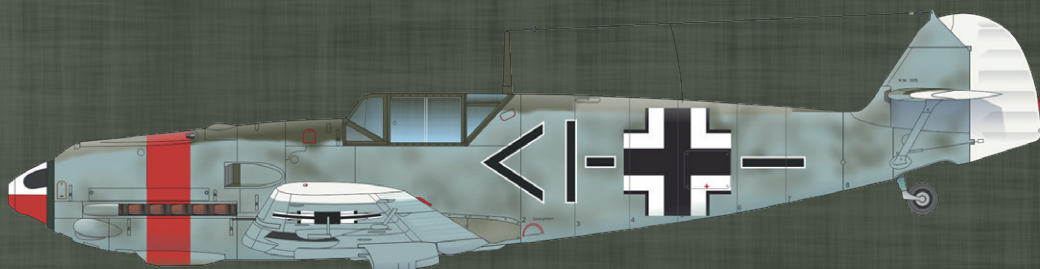
Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, July 1940



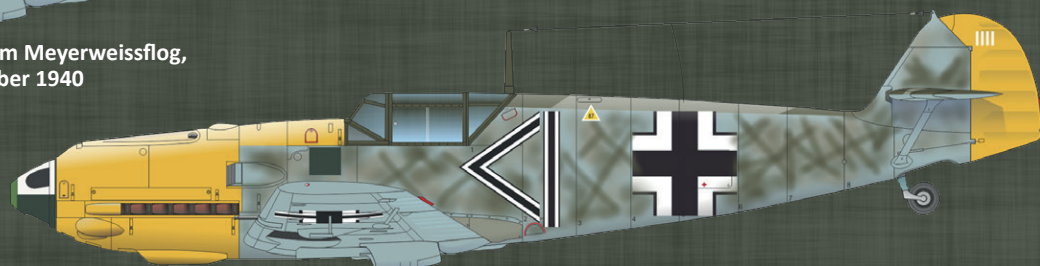
Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, second half of September 1940



Bf 109E-1, WNr. 3417, Gefr. Erich Mummert, 4./JG 52, Peuplingues, France, September 1940



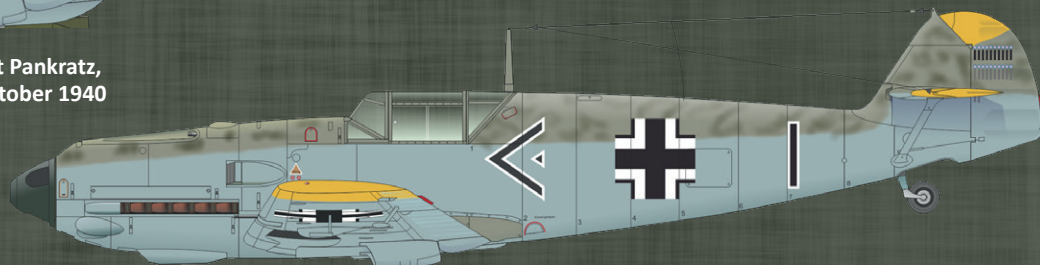
Bf 109E-4, WNr. 5375, Hptm. Wilhelm Meyerweissflog, Stab JG 53, Etaples, France, September 1940



Bf 109E-4, WNr. 4869, Lt. Bernhard Malischewski, Stab II./JG 54, Campagne-les-Guines, France, October 1940



Bf 109E-4/B, WNr. 3726, Fw. Erhardt Pankratz, 6.(S)/LG 2, Calais-Marck, France, October 1940



Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, late August 1940

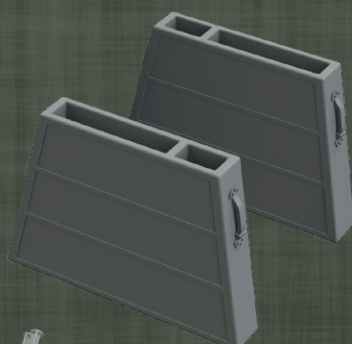
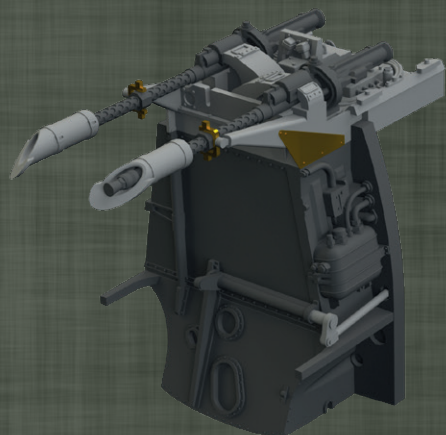
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- 644024 Bf 109E LööK 1/48 (Brassin)
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- 648473 Bf 109E fuselage guns 1/48 (Brassin)
- 648474 Bf 109E engine 1/48 (Brassin)

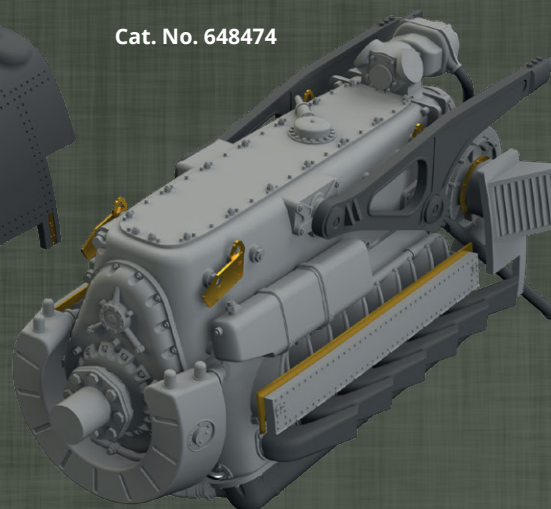
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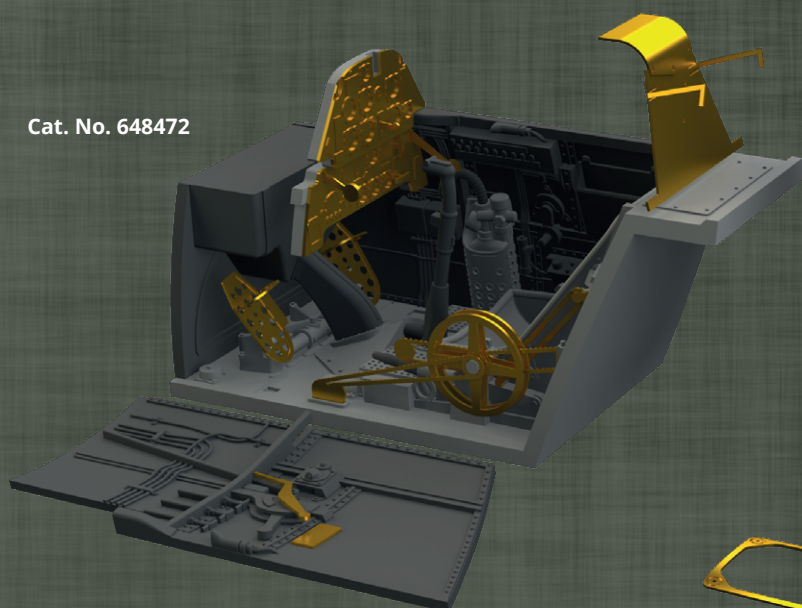
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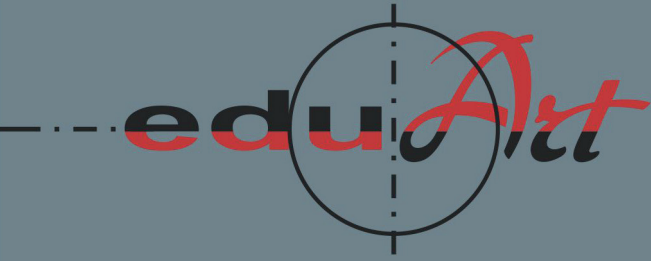
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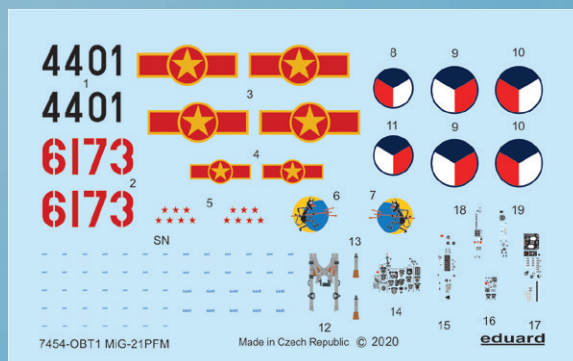
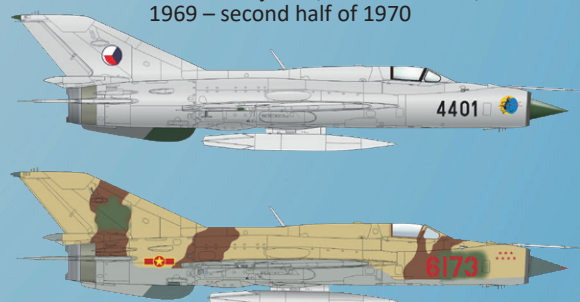
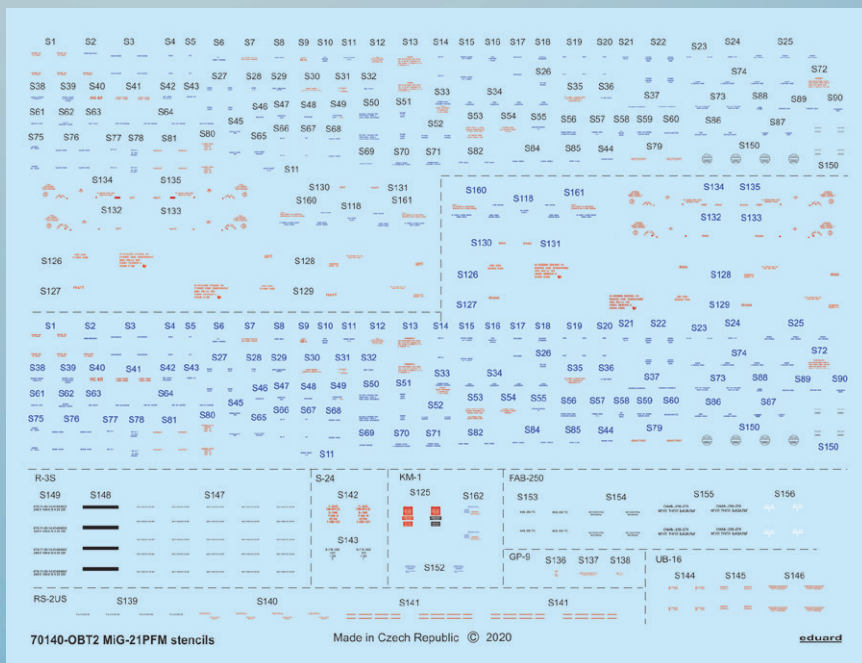


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- 2 marking options
- Plastic parts Eduard

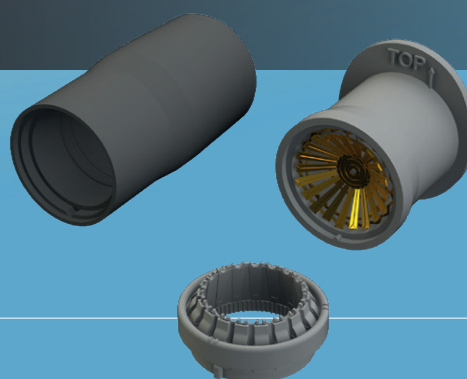
No. 6173, 927th Fighter Regiment, Phúc Yên AB, Socialist Republic of Vietnam, 1979

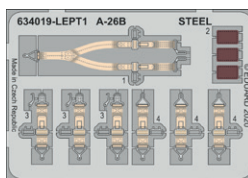
4401, 3rd Squadron, 1st Fighter Regiment, České Budějovice, Czechoslovakia, first half of 1969 – second half of 1970



RECOMMENDED:

- 72695 MiG-21PFM upgrade set 1/72 (PE-Set)
- SS720 MiG-21PFM Weekned 1/72 (PE-Set)
- 672218 MiG-21 F.O.D 1/72 (Brassin)
- 672231 MiG-21PFM wheels 1/72 (Brassin)
- 672232 MiG-21PF/PFM exhaust nozzle 1/72 (Brassin)
- 672233 MiG-21PFM ejection seat 1/72 (Brassin)
- 672234 MiG-21PFM cockpit 1/72 (Brassin)
- CX583 MiG-21PFM 1/72 (Mask)





634019
A-26B Löök
1/32 Hobby Boss

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for A-26B Invader in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Hobby Boss

Set contains:

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

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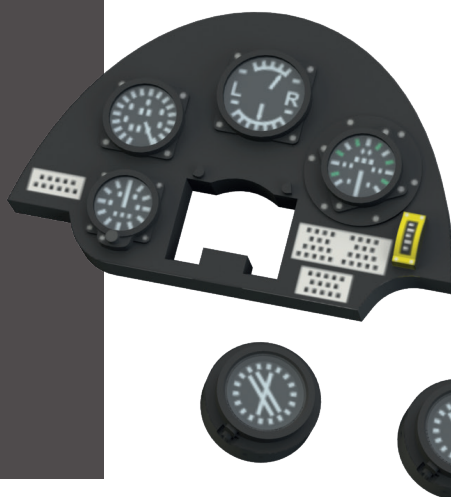
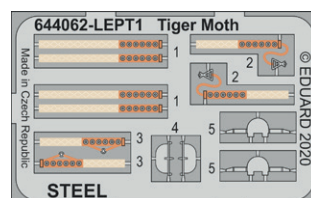
644062
Tiger Moth Löök
1/48 Airfix

Löök set - Brassin pre-painted dashboards and STEEL seatbelts for Tiger Moth in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

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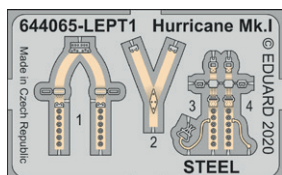
644065
Hurricane Mk.I Löök
1/48 Eduard

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

Set contains:

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

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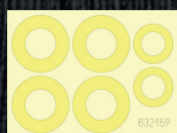
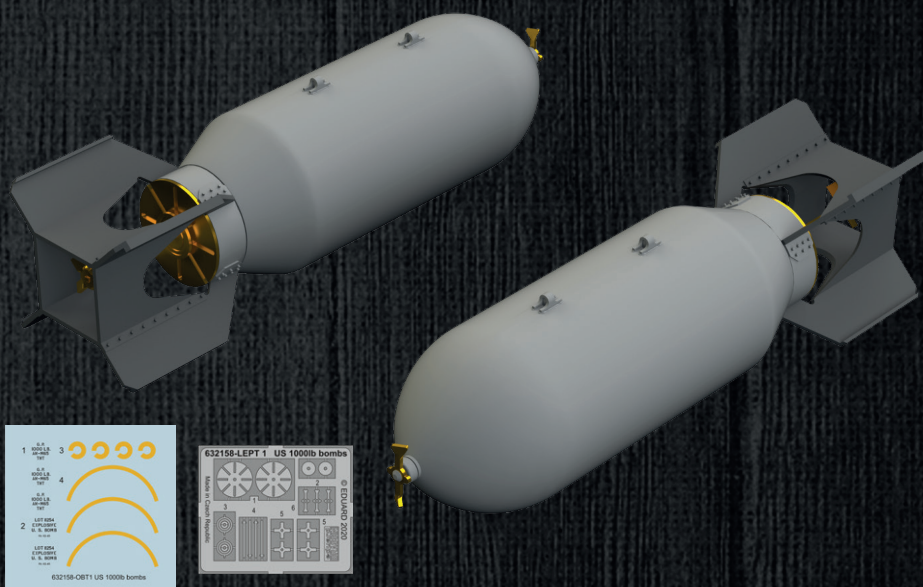
632158 US 1000lb bombs 1/32

Brassin set - the US 1000lb bombs in 1/32 scale. The set consists of 2 bombs.

Set contains:

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

[Product Page](#)



632159 A-26 Invader wheels 1/32 Hobby Boss

Brassin set - the undercarriage wheels for A-26 Invader in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Hobby Boss

Set contains:

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

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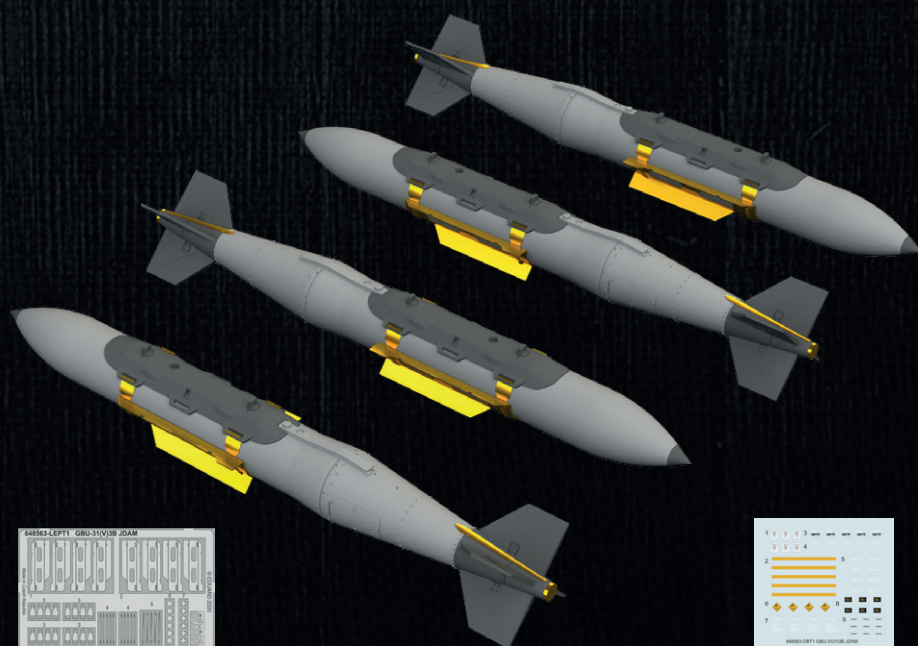
648563 GBU-31(V)3B JDAM 1/48

Brassin set - the GBU-31(V)3B guided bomb in 1/48 scale. The set consists of 4 bombs. Compatible with B-1B, B-2A, B-52H, AV-8B, F-15E, F/A-18C/D/E/F, F-16C/D and F-22.

Set contains:

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

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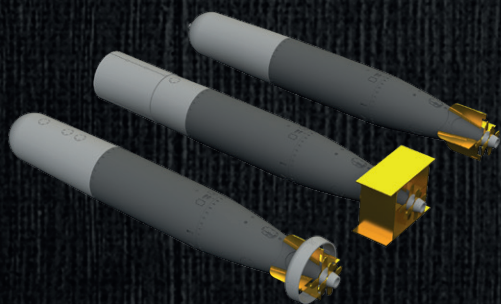
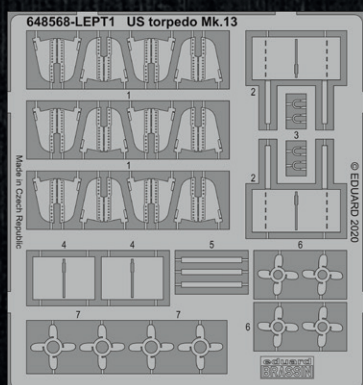
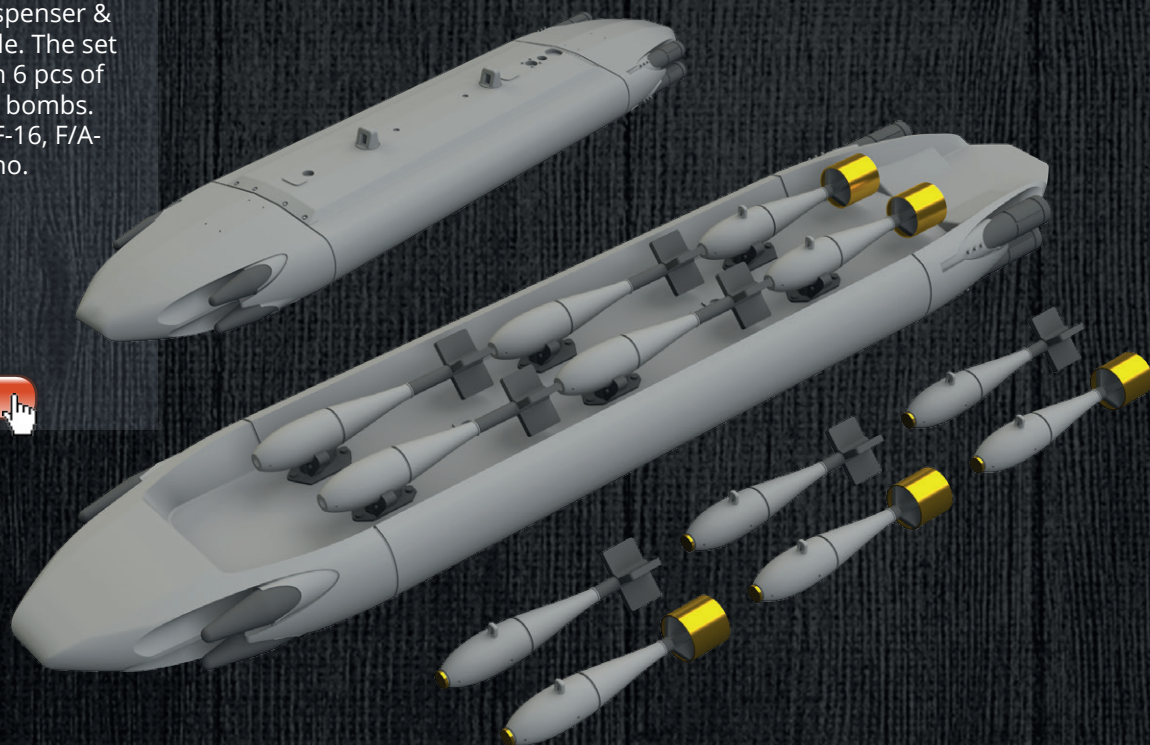
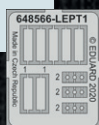
648566

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

Brassin set - the SUU-20 dispenser & rocket launcher in 1/48 scale. The set consists of 1 dispenser with 6 pcs of BDU-33 and 6 pcs of Mk.76 bombs. Compatible with F-5, F-15, F-16, F/A-18, F-111, A-29 Super Tucano.

Set contains:

- resin: 45 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

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648568 US torpedo Mk.13 1/48

Brassin set - the US aerial torpedo of WWII in 1/48 scale. The set consists of 3 torpedoes with different warheads and tails.

Set contains:

- resin: 14 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

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648585

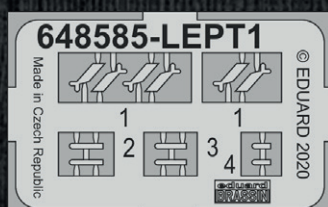
Mi-24V/VP Pitot tubes

1/48 Zvezda

Brassin set - the Pitot tubes for Mi-24V/VP in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains:

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

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648586

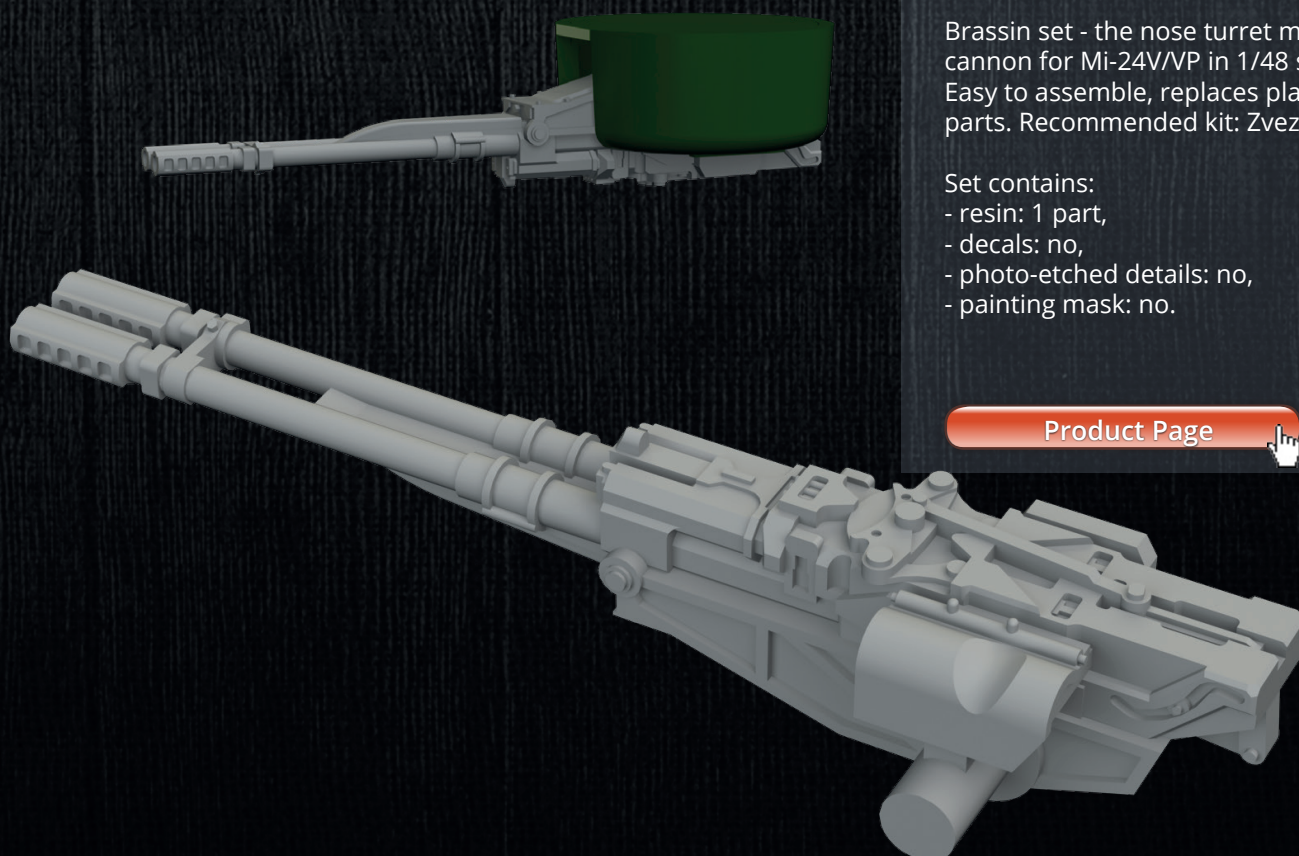
Mi-24VP GSh-23 cannon

1/48 Zvezda

Brassin set - the nose turret mounted cannon for Mi-24V/VP in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains:

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

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648587

Mi-24V 9A624 machine gun

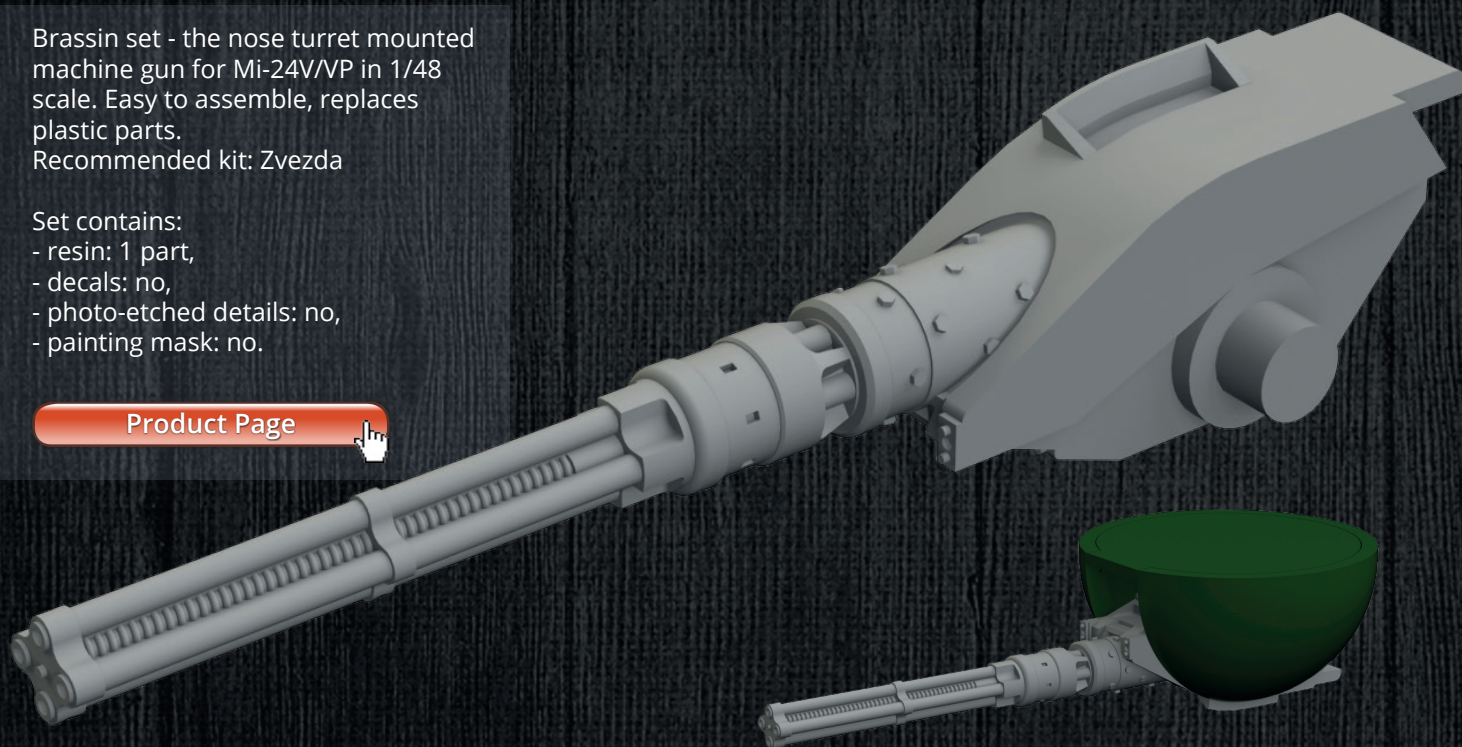
1/48 Zvezda

Brassin set - the nose turret mounted machine gun for Mi-24V/VP in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Zvezda

Set contains:

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

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648588

Il-2 exhaust stacks

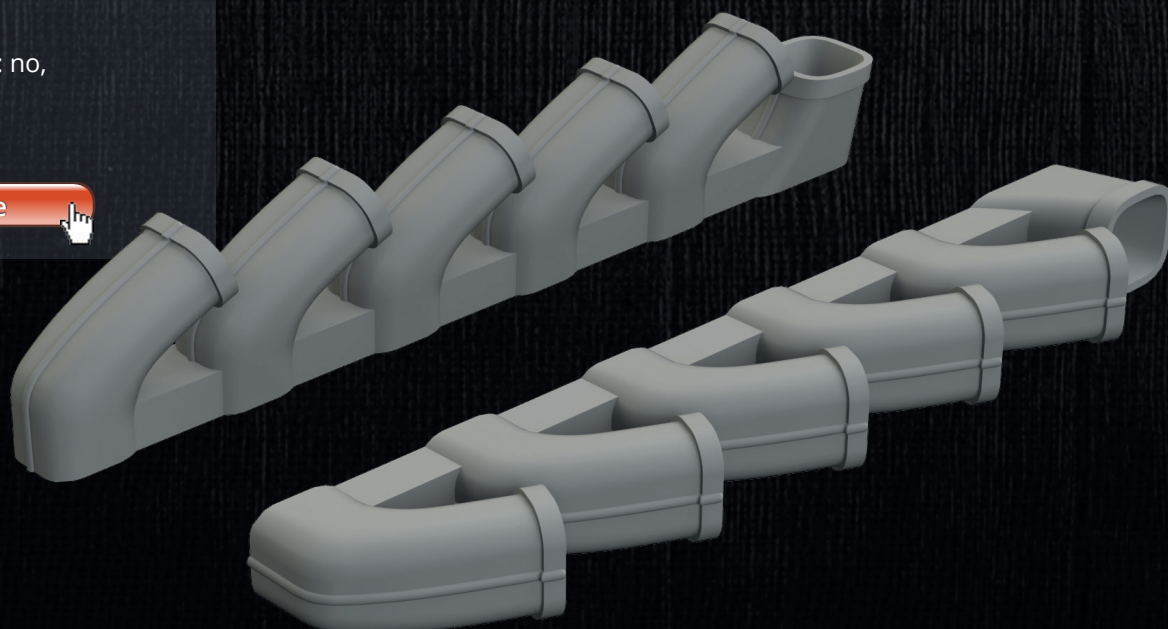
1/48 Tamiya

Brassin set - the exhaust stacks for Il-2 in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Tamiya

Set contains:

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

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648589

Spitfire Mk.I undercarriage legs BRONZE

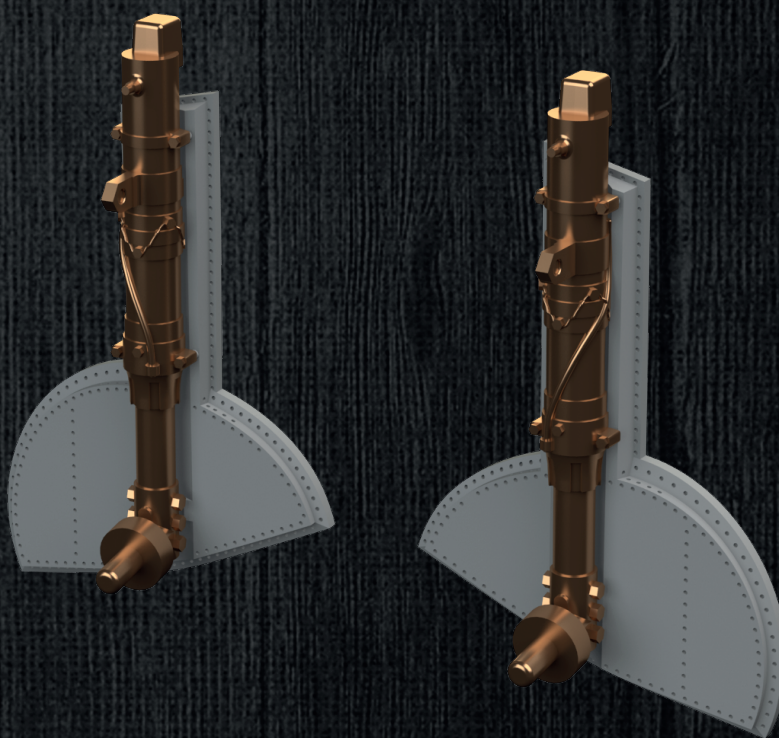
1/48 Eduard

Brassin set - the undercarriage legs nad wheel well doors for Spitfire Mk.I in 1/48 scale. Easy to assemble, replaces plastic parts. The legs are made of BRONZE.

Recommended kit: Eduard

Set contains:

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

[Product Page](#)


672246

AIM-132 ASRAAM

1/72



Brassin set - the AIM-132 ASRAAM infrared homing air-to-air missiles in 1/72 scale. The set consists of 2 missiles.

Set contains:

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

[Product Page](#)

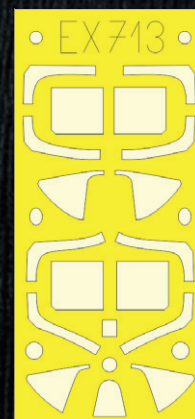
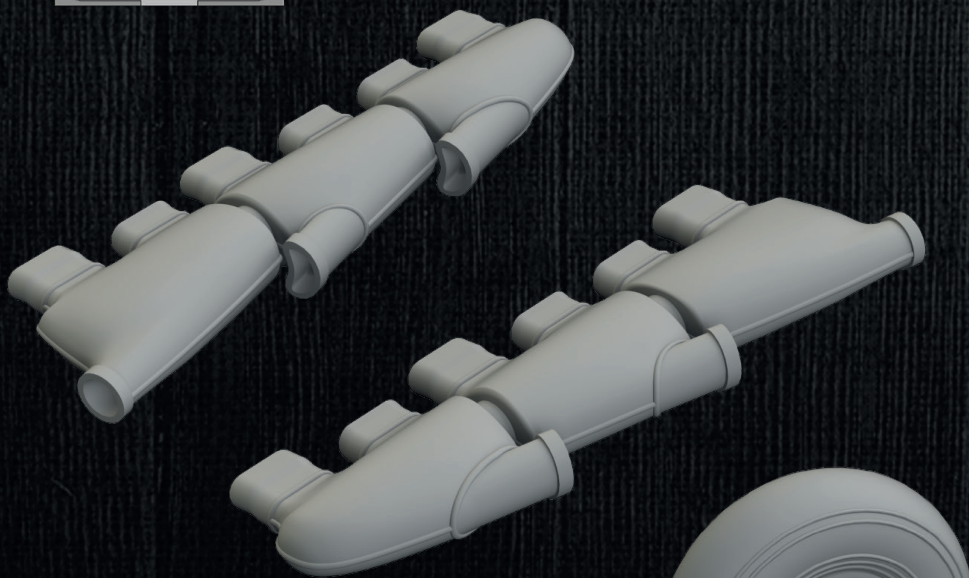
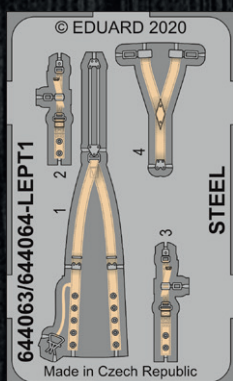

644066

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.

[Product Page](#)


**NEW
PRODUCT
LINE**

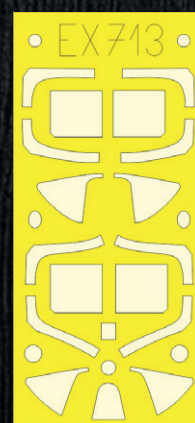
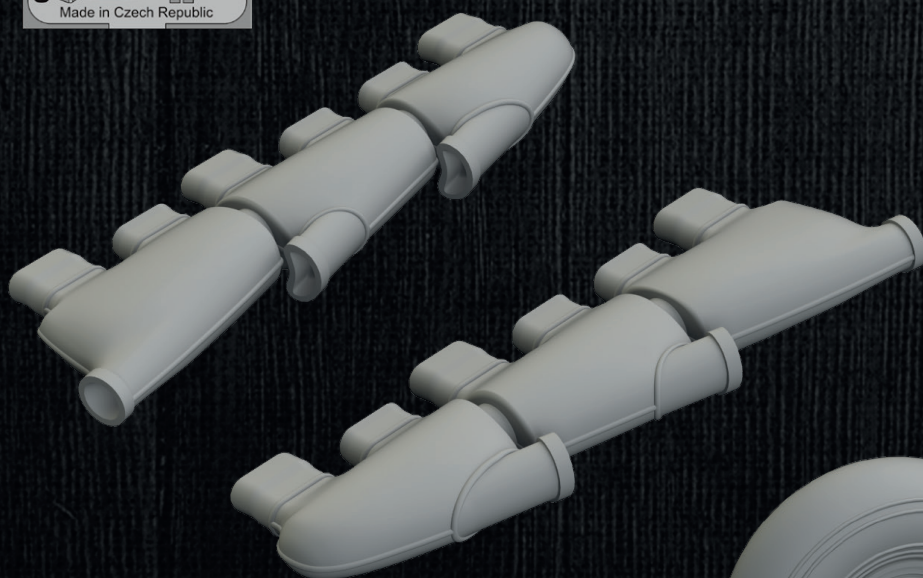
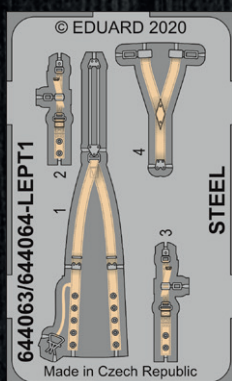
644067

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.

[Product Page](#)

**NEW
PRODUCT
LINE**

Bismarck 1/350 Trumpeter

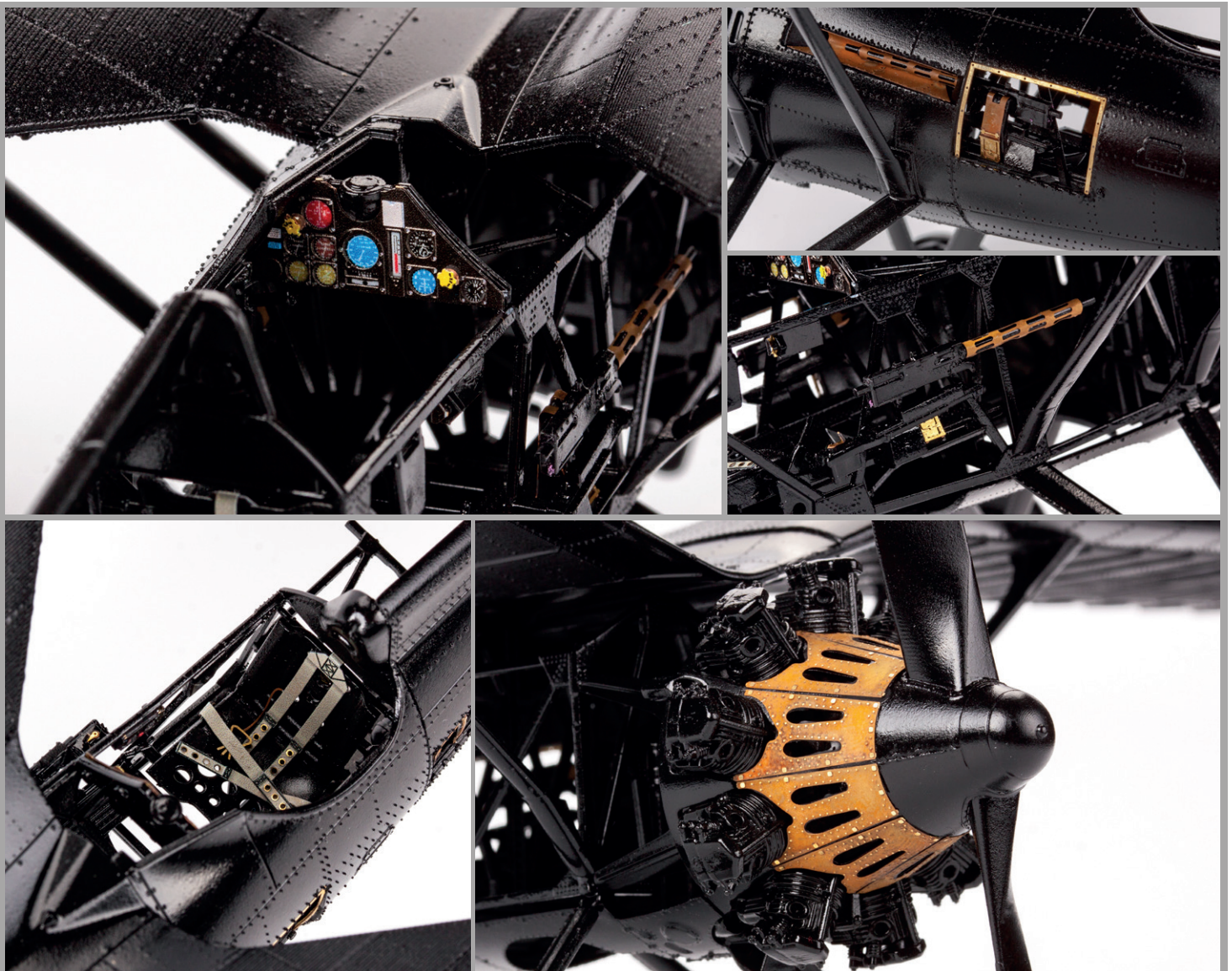
Bismarck part 1 1/350 Trumpeter (53259)
Bismarck part 2 1/350 Trumpeter (53260)
October 2020 release
Bismarck flags STEEL 1/350 Trumpeter (53261)
October 2020 release

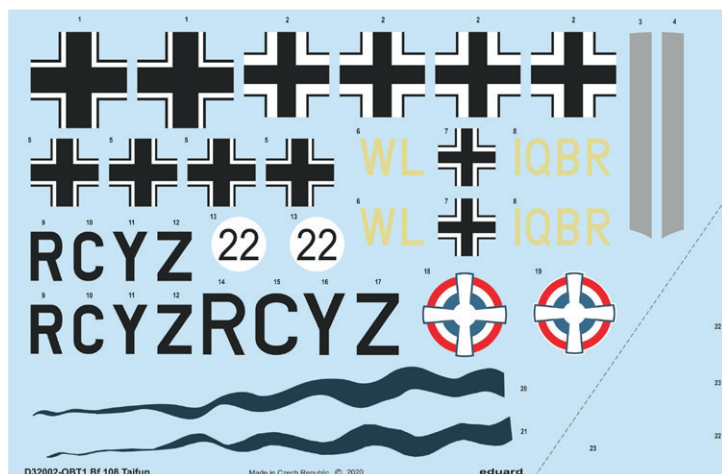
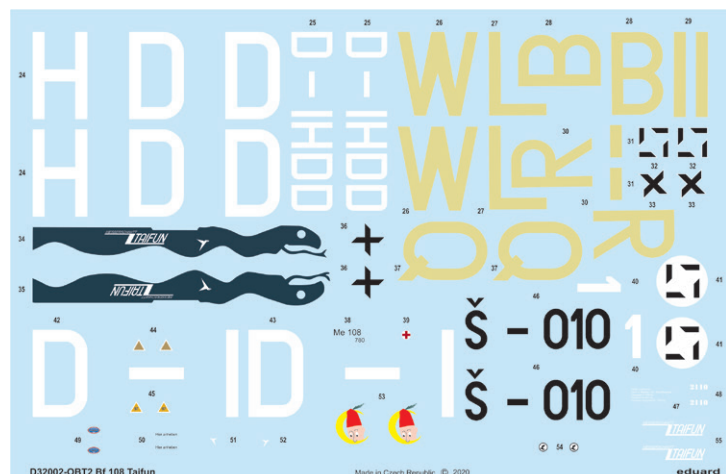


PZL P.11c 1/32 IBG



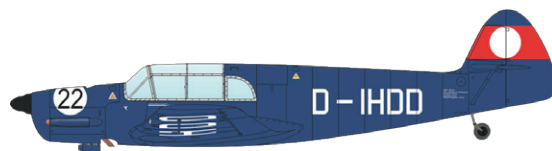
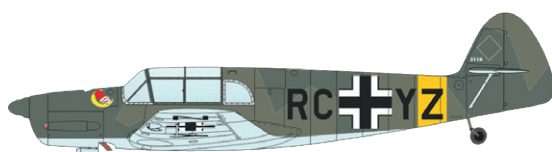
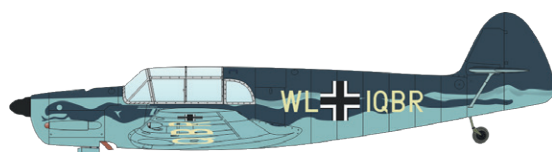
PZL P.11c 1/32 IBG (32973)
PZL P.11c 1/32 IBG (33261) (Zoom)
PZL P.11c seatbelts STEEL 1/32 IBG (33262) (Zoom)
PZL P.11c 1/32 IBG (JX259) (Mask)





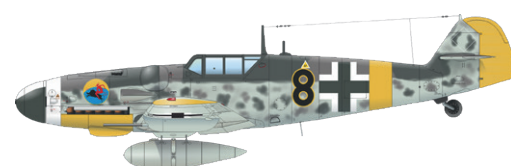
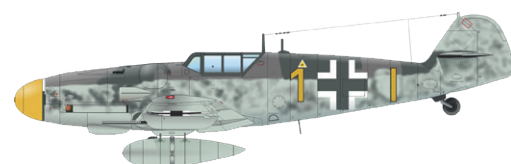
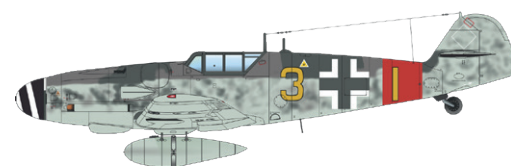
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Bf 108 Taifun
1/32 Eduard

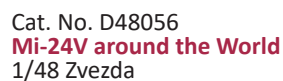
[Product Page](#)



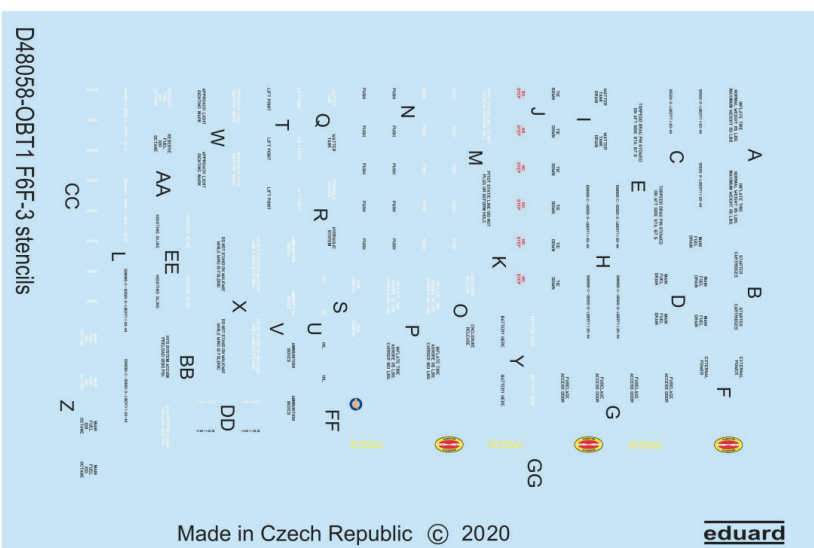
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WILDE SAU Bf 109G-6 JG 301/302
1/48 Eduard

[Product Page](#)



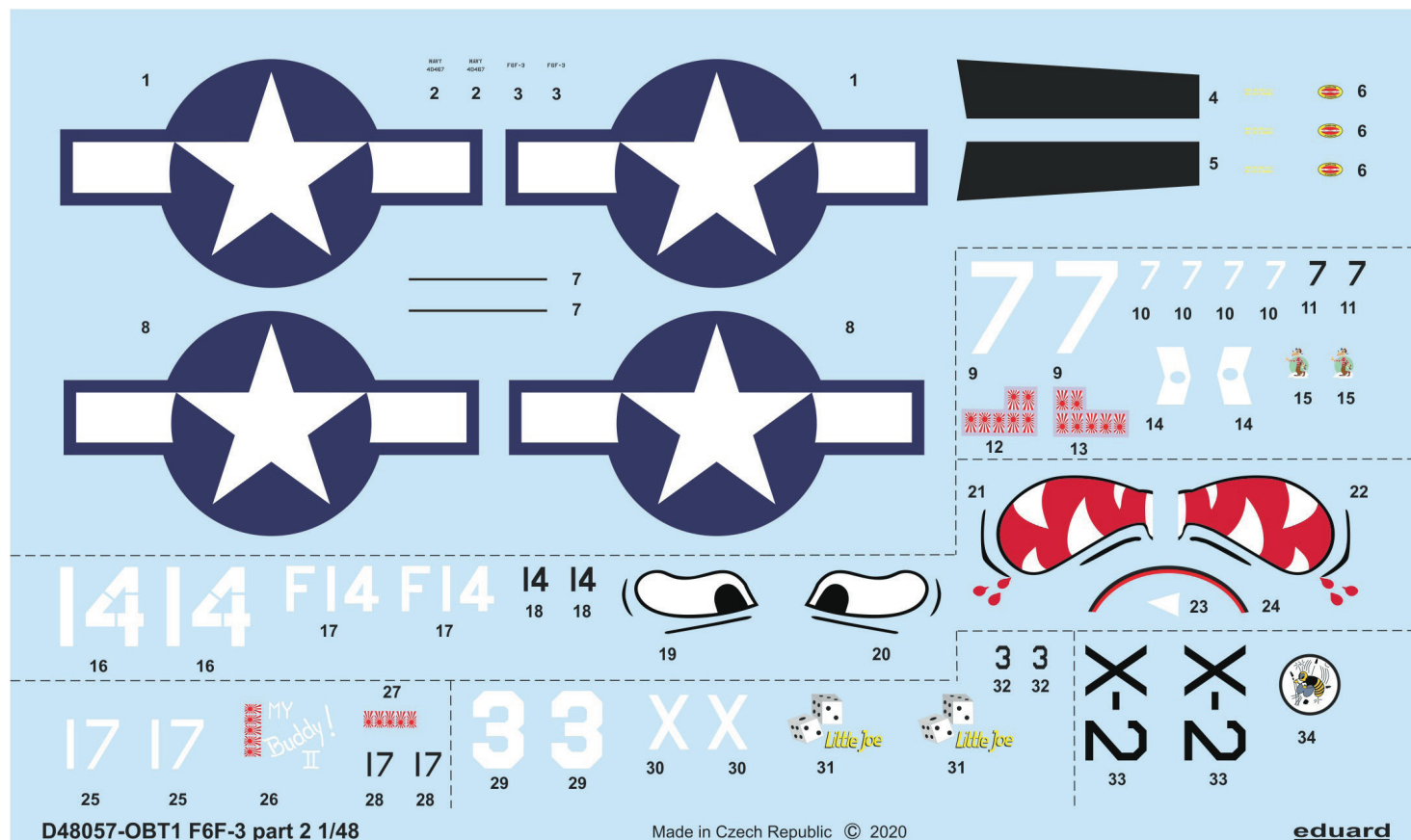


Product Page



F6F-3 stencils
1/48 Eduard

Product Page

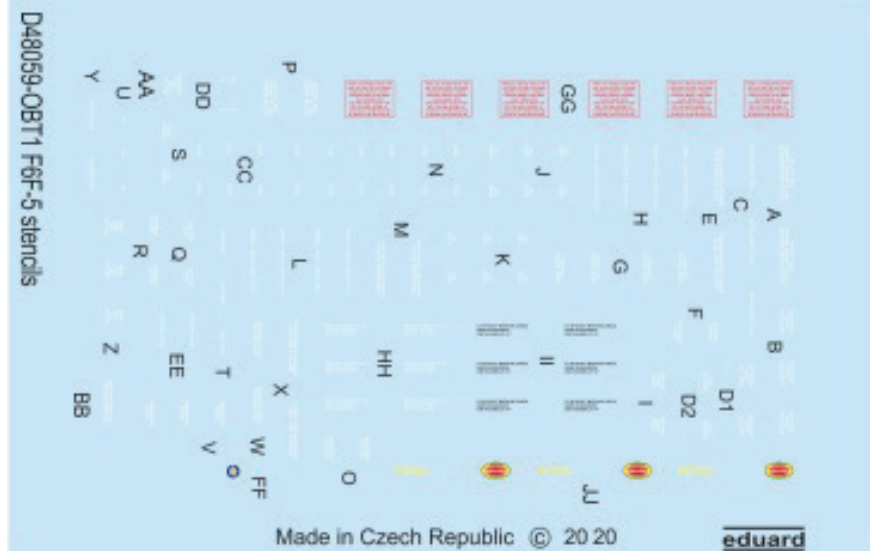
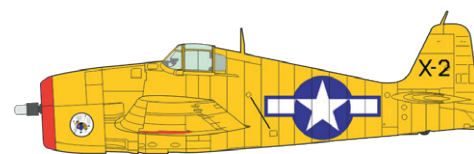


Cat. No. D48057

F6F-3 part 2

1/48 Eduard

Product Page

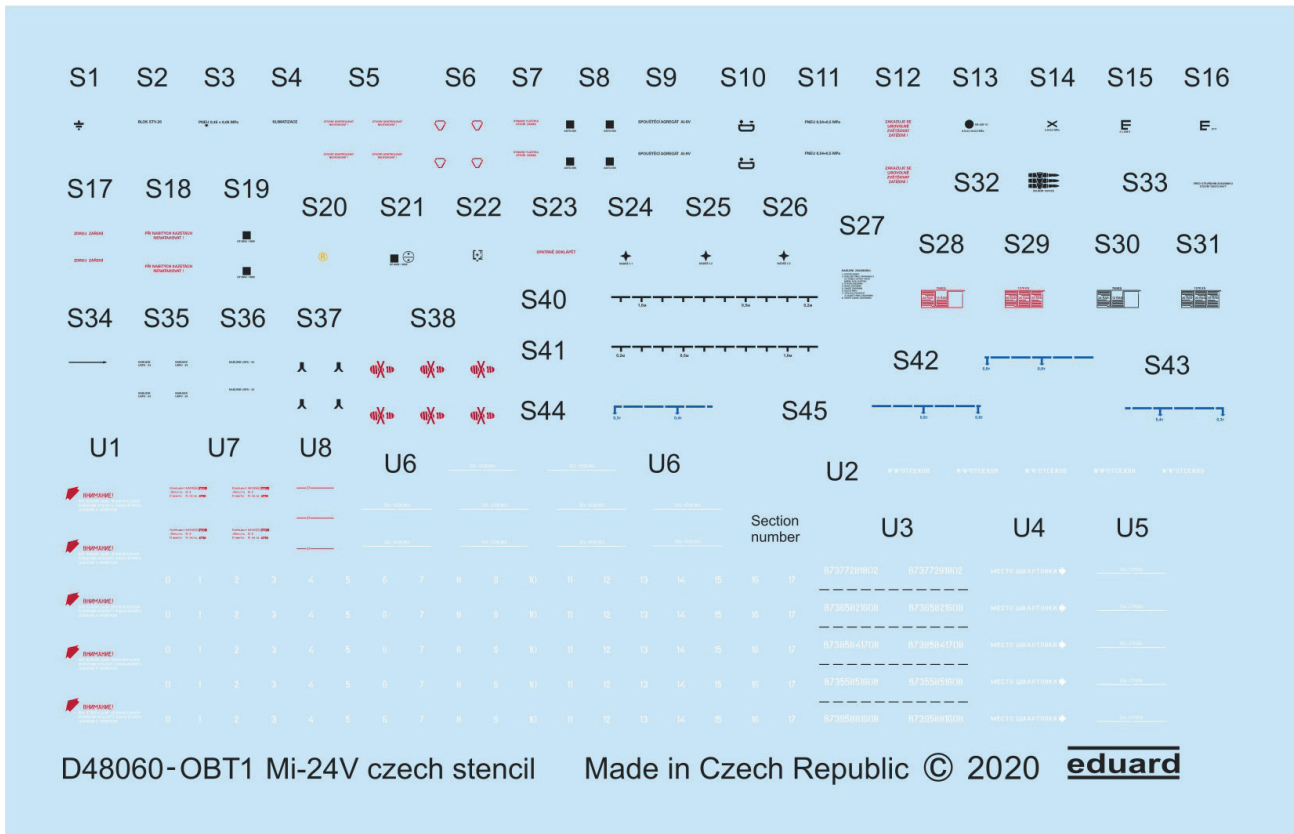


Cat. No. D48059

F6F-5 stencils

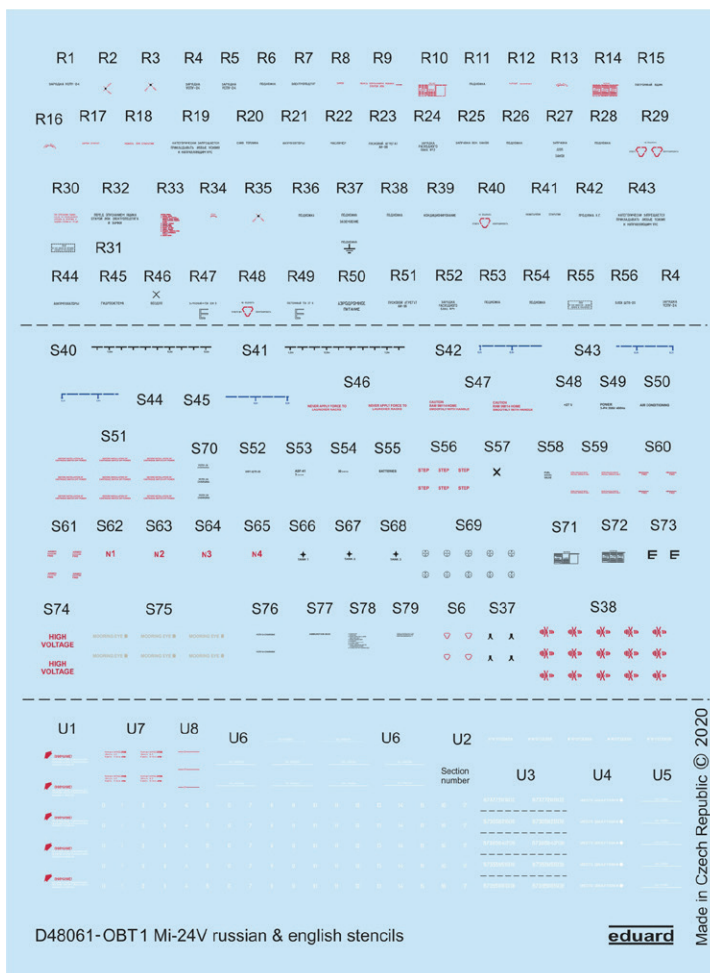
1/48 Eduard

Product Page



Cat. No. D48060
Mi-24V stencils Czech
1/48 Zvezda

Product Page



Cat. No. D48061
Mi-24V stencils Russian and English
1/48 Zvezda

Product Page

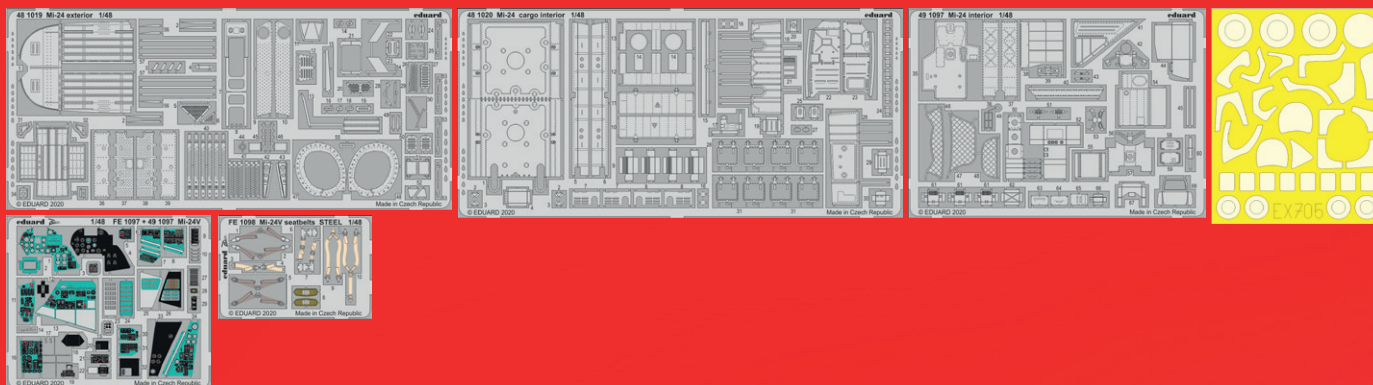
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49260 Mi-24V 1/48 Zvezda

[Product Page](#)

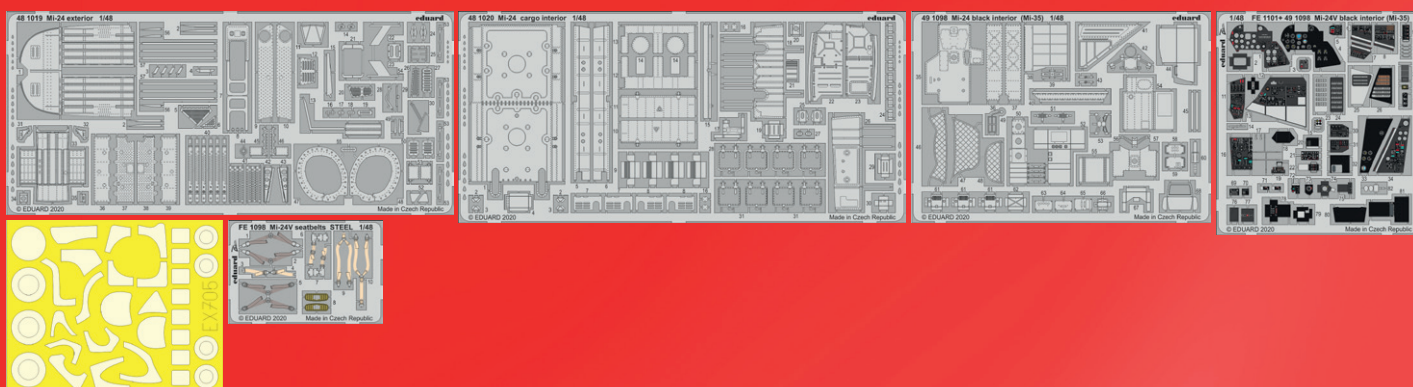
- 481019 Mi-24 exterior 1/48
- 481020 Mi-24 cargo interior 1/48
- 491097 Mi-24 interior 1/48
- FE1098 Mi-24V seatbelts STEEL 1/48
- EX705 Mi-24 1/48



BIG49261 Mi-24 black interior (Mi-35) 1/48 Zvezda

[Product Page](#)

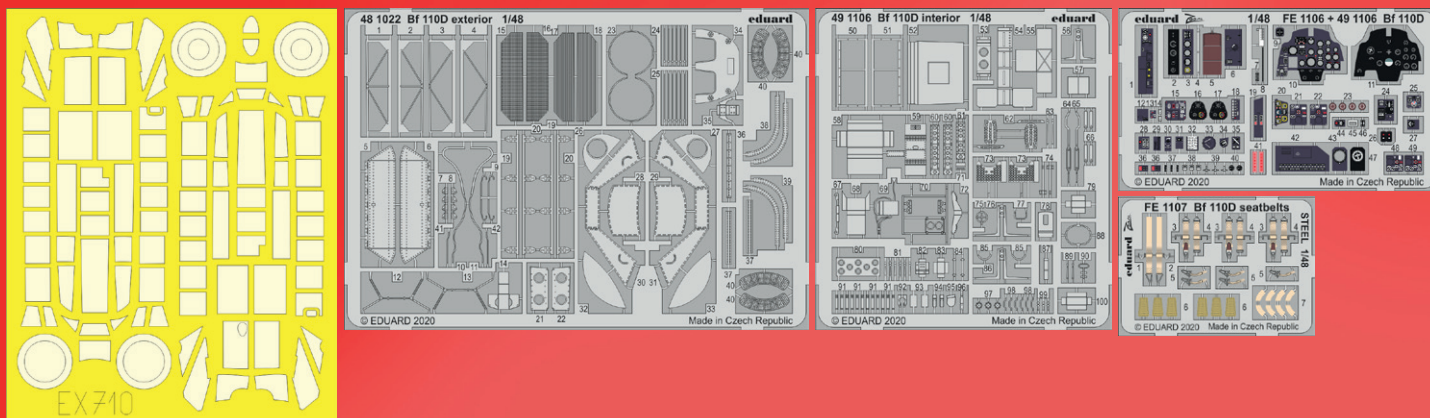
- 481019 Mi-24 exterior 1/48
- 481020 Mi-24 cargo interior 1/48
- 491098 Mi-24 interior black (Mi-35) 1/48
- FE1098 Mi-24V seatbelts STEEL 1/48
- EX705 Mi-24 1/48



BIG49262 Bf 110D 1/48 Dragon

[Product Page](#)

- 481022 Bf 110D exterior 1/48
- 491106 Bf 110D interior 1/48
- FE1107 Bf 110D seatbelts STEEL 1/48
- EX710 Bf 110D TFace 1/4



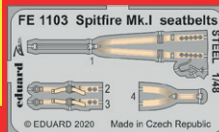
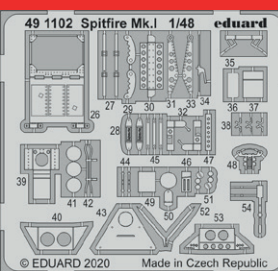
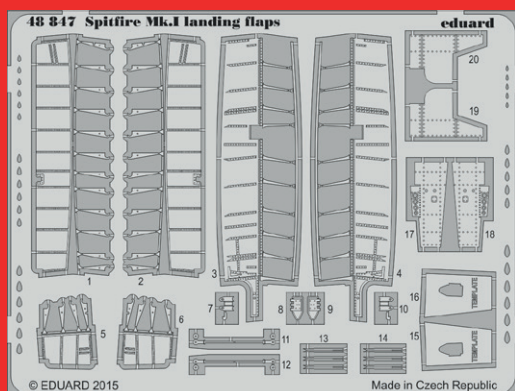
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49263 Spitfire Mk.I 1/48 Airfix

[Product Page](#)

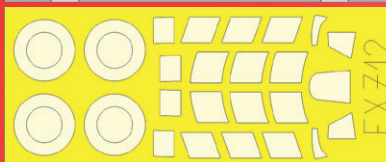
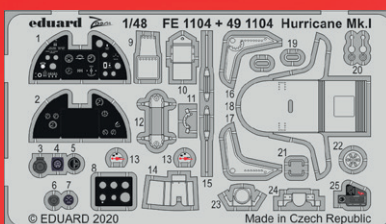
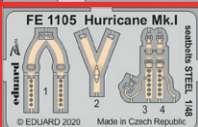
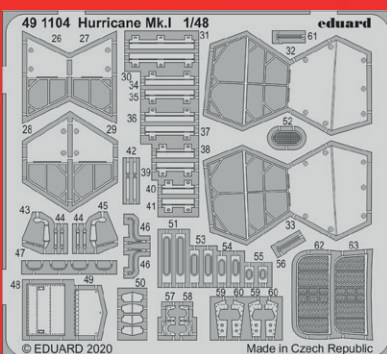
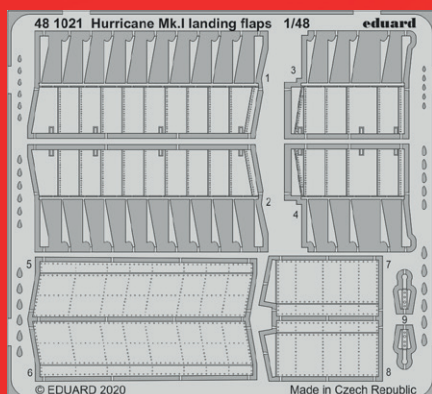
- 48847 Spitfire Mk.I landing flaps
- 491102 Spitfire Mk.I 1/48
- FE1103 Spitfire Mk.I seatbelts STEEL 1/48
- EX464 Spitfire Mk.I 1/48



BIG49264 Hurricane Mk.I 1/48 Airfix

[Product Page](#)

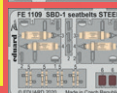
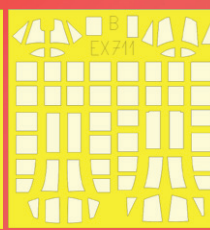
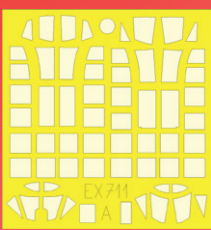
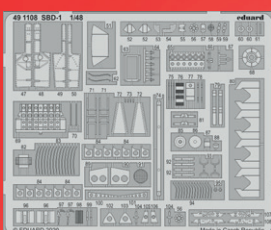
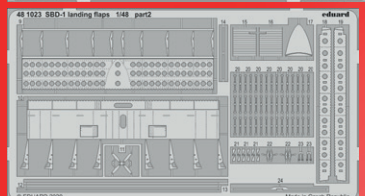
- 481021 Hurricane Mk.I landing flaps 1/48
- 491104 Hurricane Mk.I 1/48
- FE1105 Hurricane Mk.I seatbelts STEEL 1/48
- EX712 Hurricane Mk.I 1/48



BIG49265 SBD-1 1/48 Academy

[Product Page](#)

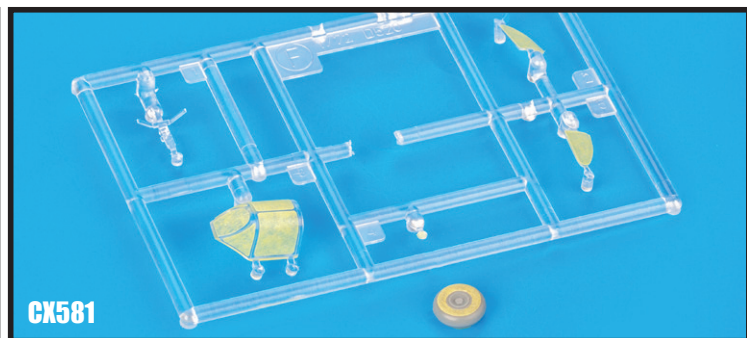
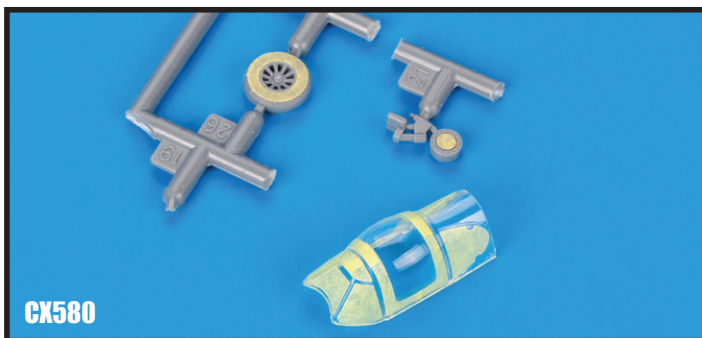
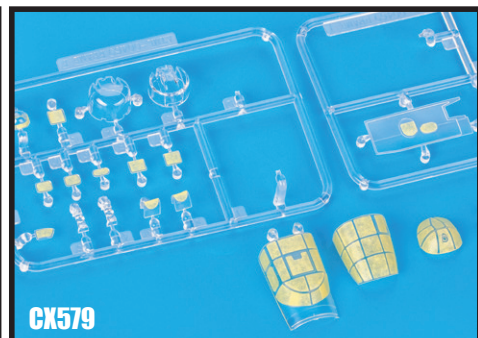
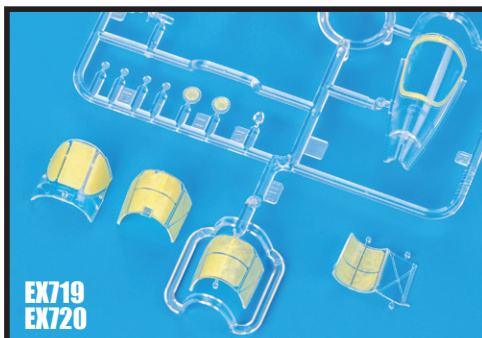
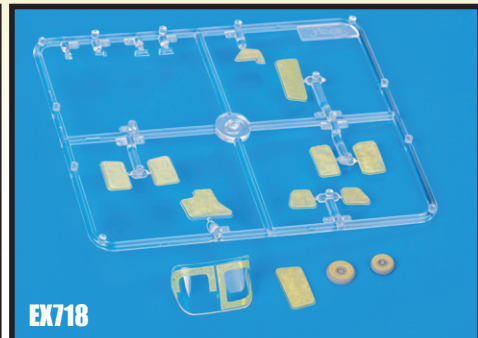
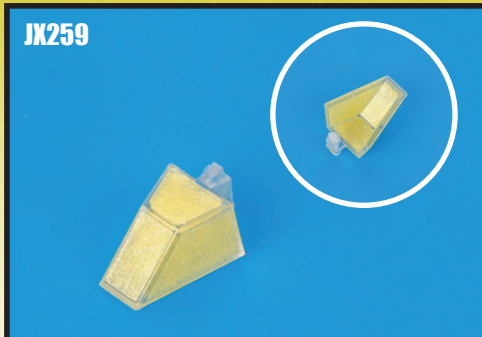
- 481023 SBD-1 landing flaps 1/48
- 491108 SBD-1 1/48
- FE1109 SBD-1 seatbelts STEEL 1/48
- EX711 SBD-1 TFace 1/48



EDUARD MASK

IT FITS!

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



September 2020

KITS

11107 Adlerangriff
11144 Adlerangriff
7454 MiG-21PFM

1/32 Limited edition
1/48 Limited edition
1/72 Weekend edition

PE-SETS

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

1/350 Trumpeter
1/32 Hobby Boss
1/32 Hobby Boss
1/32 IBG
1/48 ICM
1/48 ICM
1/48 ICM
1/48 Revell
1/48 ICM
1/48 ICM
1/48 Tamiya
1/48 Revell
1/48 ICM
1/72 Special Hobby
1/72 Special Hobby
1/72 Special Hobby
1/72 Hasegawa/Hobby 2000
1/72 Hasegawa/Hobby 2000
1/72 Special Hobby

ZOOMS

33261 PZL P.11c
33262 PZL P.11c seatbelts STEEL
FE1113 B-26C Invader
FE1114 B-26C Invader seatbelts STEEL
FE1115 P-38H
FE1116 P-38H seatbelts STEEL
FE1117 B-25D
FE1118 B-25D seatbelts STEEL
FE1119 O-2A
FE1120 O-2A seatbelts STEEL
SS717 P-51B/C
SS718 D.520
SS719 F-14 F.O.D.
SS720 MiG-21PFM Weekend
SS721 Sunderland Mk.III

1/32 IBG
1/32 IBG
1/48 ICM
1/48 ICM
1/48 Tamiya
1/48 Tamiya
1/48 Revell
1/48 Revell
1/48 ICM
1/48 ICM
1/72 Hasegawa/Hobby 2000
1/72 Hasegawa/Hobby 2000
1/72 Great Wall Hobby
1/72 Eduard
1/72 Special Hobby

MASKS

JX259 PZL P.11c
EX714 B-25D
EX715 B-25D TFace
EX716 B-26C Invader
EX717 B-26C Invader TFace
EX718 O-2A
EX719 P-38H
EX720 P-38H TFace
CX579 B-25B
CX580 P-51B/C Malcolm Hood canopy
CX581 D.520
CX582 Sunderland Mk.III
CX583 MiG-21PFM

1/32 IBG
1/48 Revell
1/48 Revell
1/48 ICM
1/48 ICM
1/48 ICM
1/48 Tamiya
1/48 Tamiya
1/72 Airfix
1/72 Hasegawa/Hobby 2000
1/72 Hasegawa/Hobby 2000
1/72 Special Hobby
1/72 Eduard

BIGED

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

1/48 Zvezda
1/48 Zvezda
1/48 Dragon
1/48 Airfix
1/48 Airfix
1/48 Academy

BRASSIN

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

1/32
1/32 Hobby Boss
1/32 Hobby Boss
1/48 Airfix
1/48 Airfix
1/48
1/48
1/48 Zvezda
1/48 Zvezda
1/48 Zvezda
1/48 Zvezda
1/48 Eduard
1/72

LookPLUS

644066 Spitfire Mk.I early LööKplus
644067 Spitfire Mk.I late LööKplus

1/48 Eduard
1/48 Eduard

DECALS

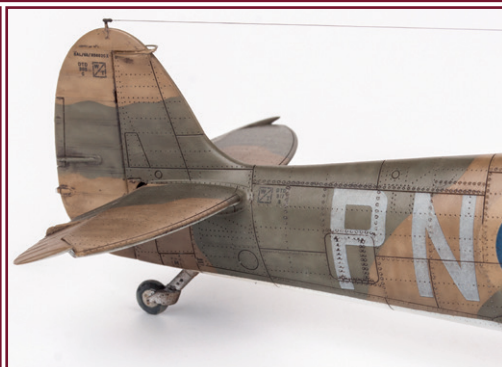
D32002 Bf 108 Taifun
D48051 WILDE SAU Bf 109G-6 JG 301/302
D48056 Mi-24V around the World
D48057 F6F-3 part 2
D48058 F6F-3 stencils
D48059 F6F-5 stencils
D48060 Mi-24V stencils Czech
D48061 Mi-24V stencils Russian & English

1/32 Eduard
1/48 Eduard
1/48 Zvezda
1/48 Eduard
1/48 Eduard
1/48 Eduard
1/48 Zvezda
1/48 Zvezda

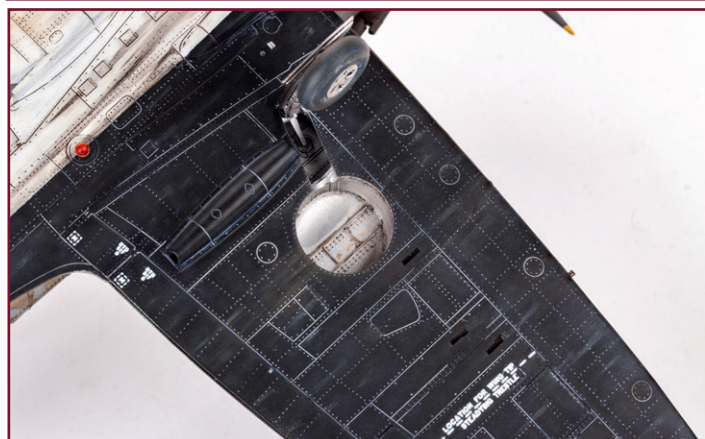
Spitfire Story: The Few

[Product Page](#)

Cat. No. 11143

built by **Robert Szwarc**

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

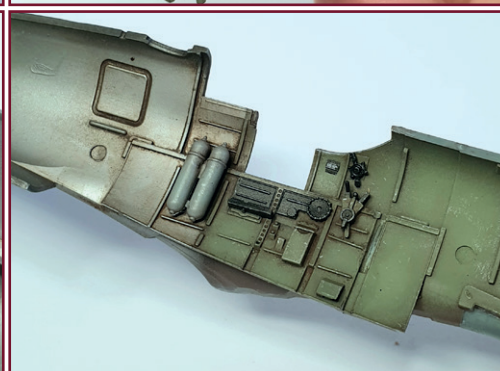
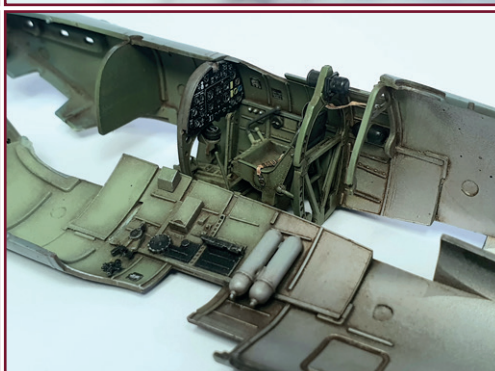
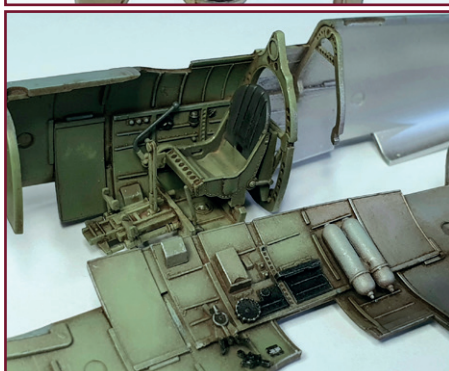
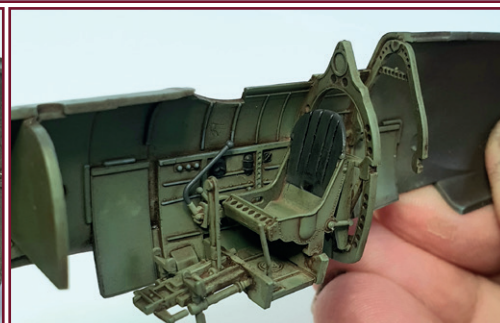
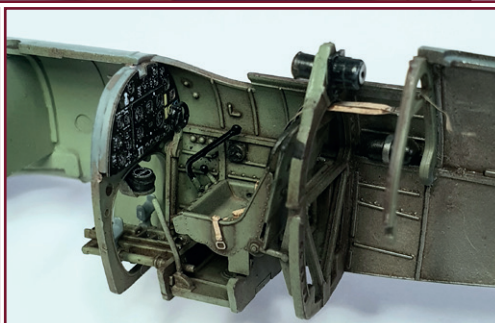


Spitfire Story:

The Few

[Product Page](#)

Cat. No. 11143

built by **Paolo Portuesi**

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



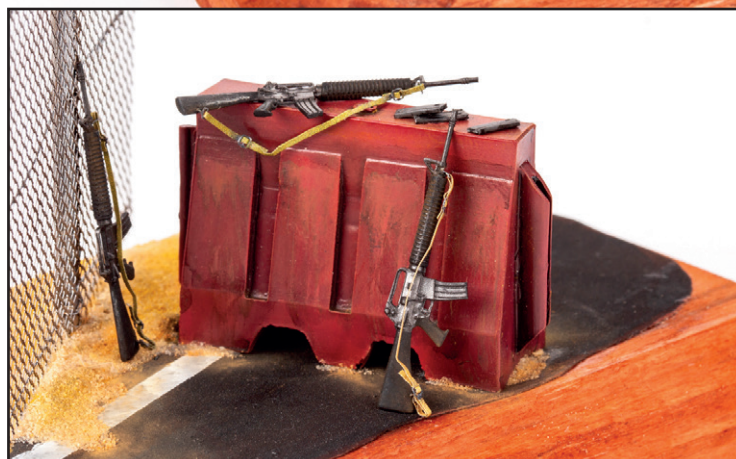
M16 rifle Gulf War 1/35

Product Page



Cat. No. 635012

built by
Martin Kunte



PPSh-41, StG 44, Panzerfaust 60 1/35

built by Martin Kunte

#635011 PPSh-41 submachine gun (Brassin)

#635016 Panzerfaust 60 (Brassin)

#635013 StG 44 assault rifle (Brassin)



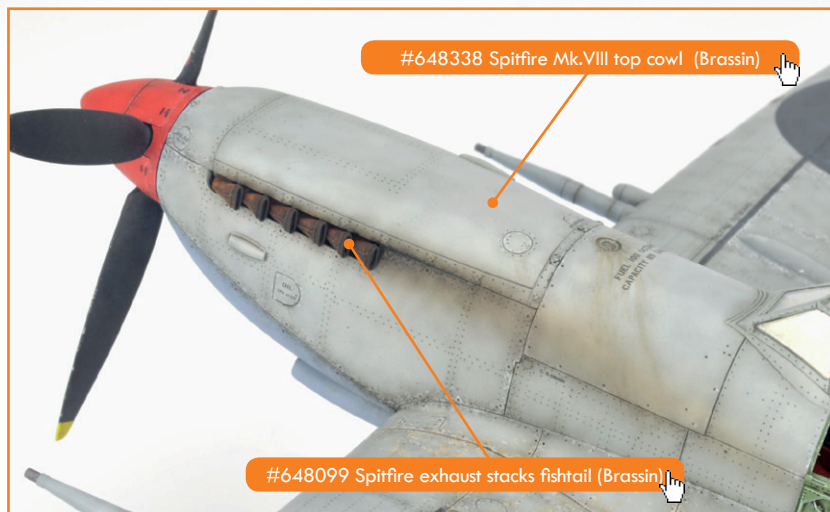
Spitfire Mk.VIII

1/48



#644017 Spitfire Mk. VIII LÖÖK (Brassin)

built by **Jan Baranec**
CAMO A
Cat. No. 8287



#648338 Spitfire Mk.VIII top cowl (Brassin)

#648099 Spitfire exhaust stacks fishtail (Brassin)



#648380 Spitfire Mk.VIII / IX cockpit door (Brassin)



#648199 Spitfire Mk.VIII cockpit (Brassin)



JF364, No. 32 Squadron, Foggia, Italy, early 1944

The high altitude fighter camouflage scheme adorned this Spitfire as well. In accordance with regulations, red-blue cockades were painted on the fuselage and upper sides of the wings. No national insignia was applied on the bottom of the wings. A photo of this aircraft shows that the GZ code letters did not adhere to regulations on the right side of the fuselage. The aircraft was equipped with extended wingtips.

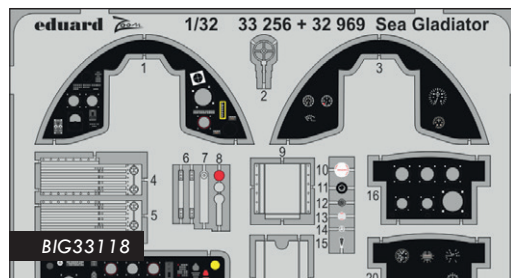


#648118 Spitfire wheels - 4 spoke w/pattern (Brassin)



#49708 Spitfire Mk. VIII upgrade set (PE-Set)





BIG ED (October)

- BIG33118 Sea Gladiator 1/32 ICM
- BIG33119 A-26B Invader part I 1/32 Hobby Boss
- BIG33120 A-26B Invader part II 1/32 Hobby Boss
- BIG3599 Brummbär 1/35 Academy
- BIG49266 Do 217J-1/2 1/48 ICM
- BIG72160 F-14A 1/72 Great Wall Hobby

BRASSIN (October)



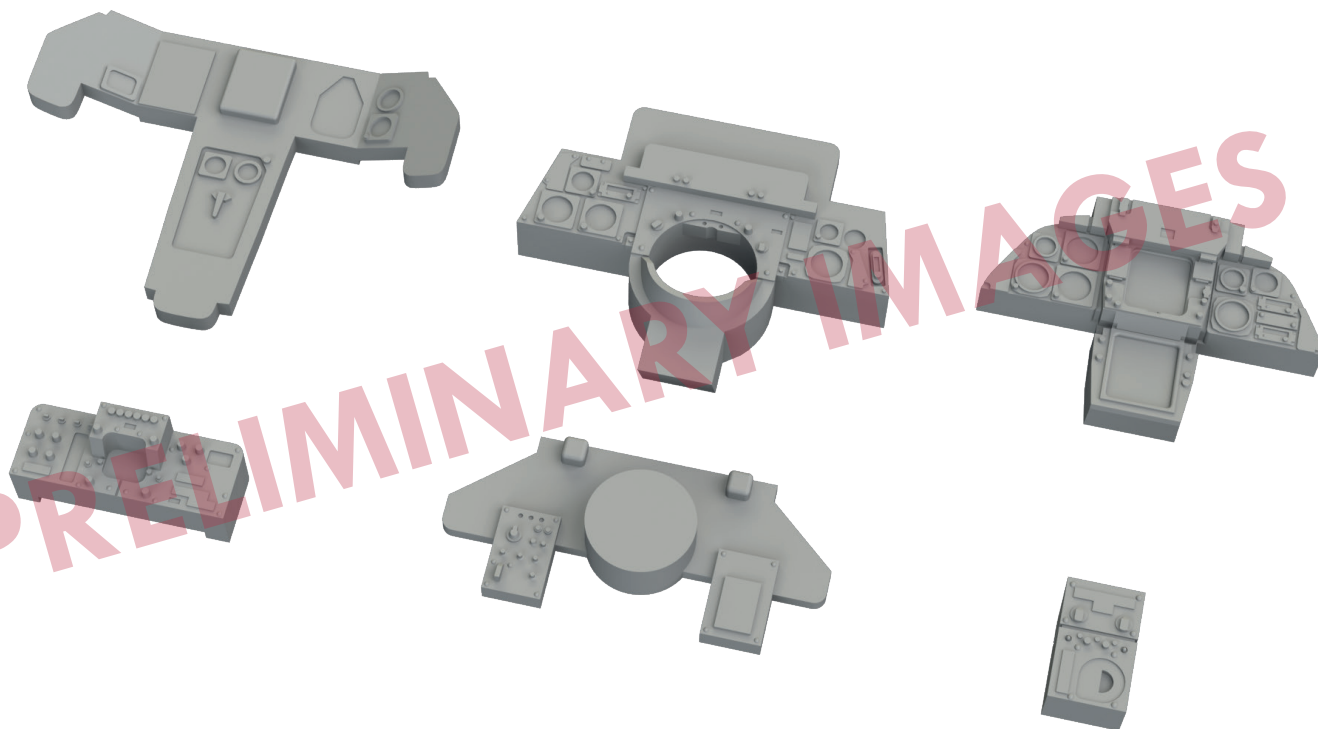
- 644040 F-14A LööK 1/48 Tamiya
- 644068 MiG-19S LööK 1/48 Eduard/Trumpeter
- 644069 MiG-19PM LööK 1/48 Eduard/Trumpeter
- 648558 SUU-30B early 1/48
- 648561 SUU-25 flare dispenser 1/48
- 648564 GBU-54 Non-Thermally Protected 1/48
- 648565 US 1000lb bombs 1/48
- 648567 BDU-33 & Mk.76 bombs 1/48
- 648592 MiG-19 wheels 1/48 Eduard/Trumpeter
- 648593 RS-2U 1/48
- 648594 MiG-19 wheel well doors 1/48 Eduard/Trumpeter



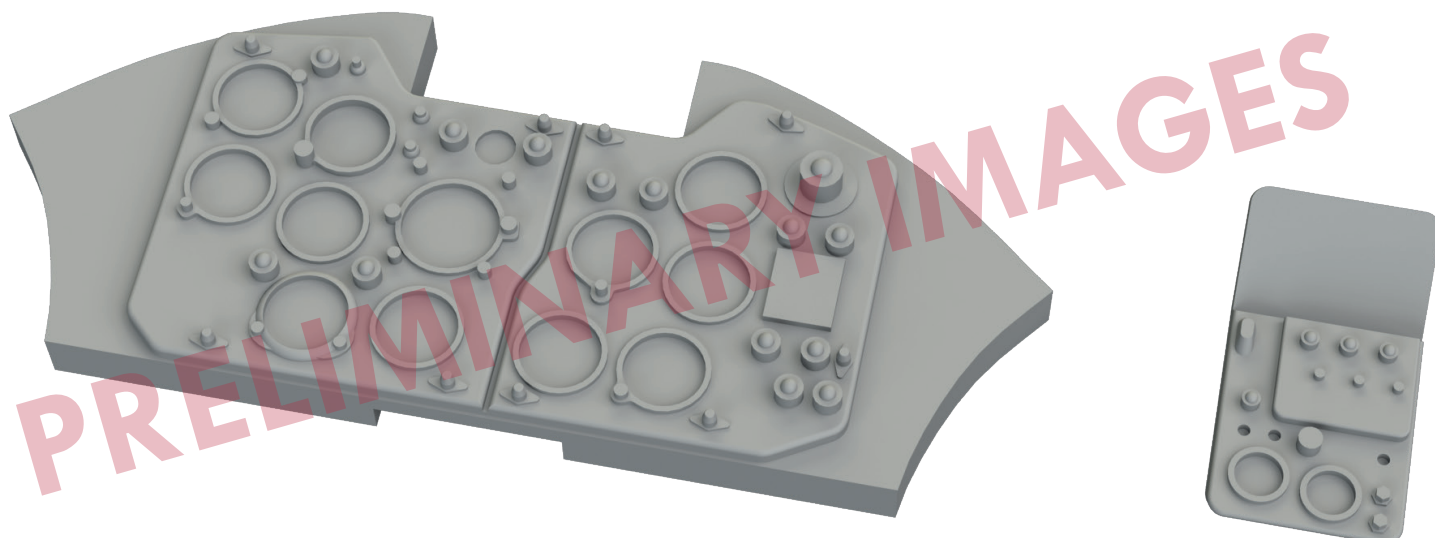
LööKPlus (October)

- 644071 Il-2 LööKplus 1/48 Tamiya
- 644072 Tiger Moth LööKplus 1/48 Airfix

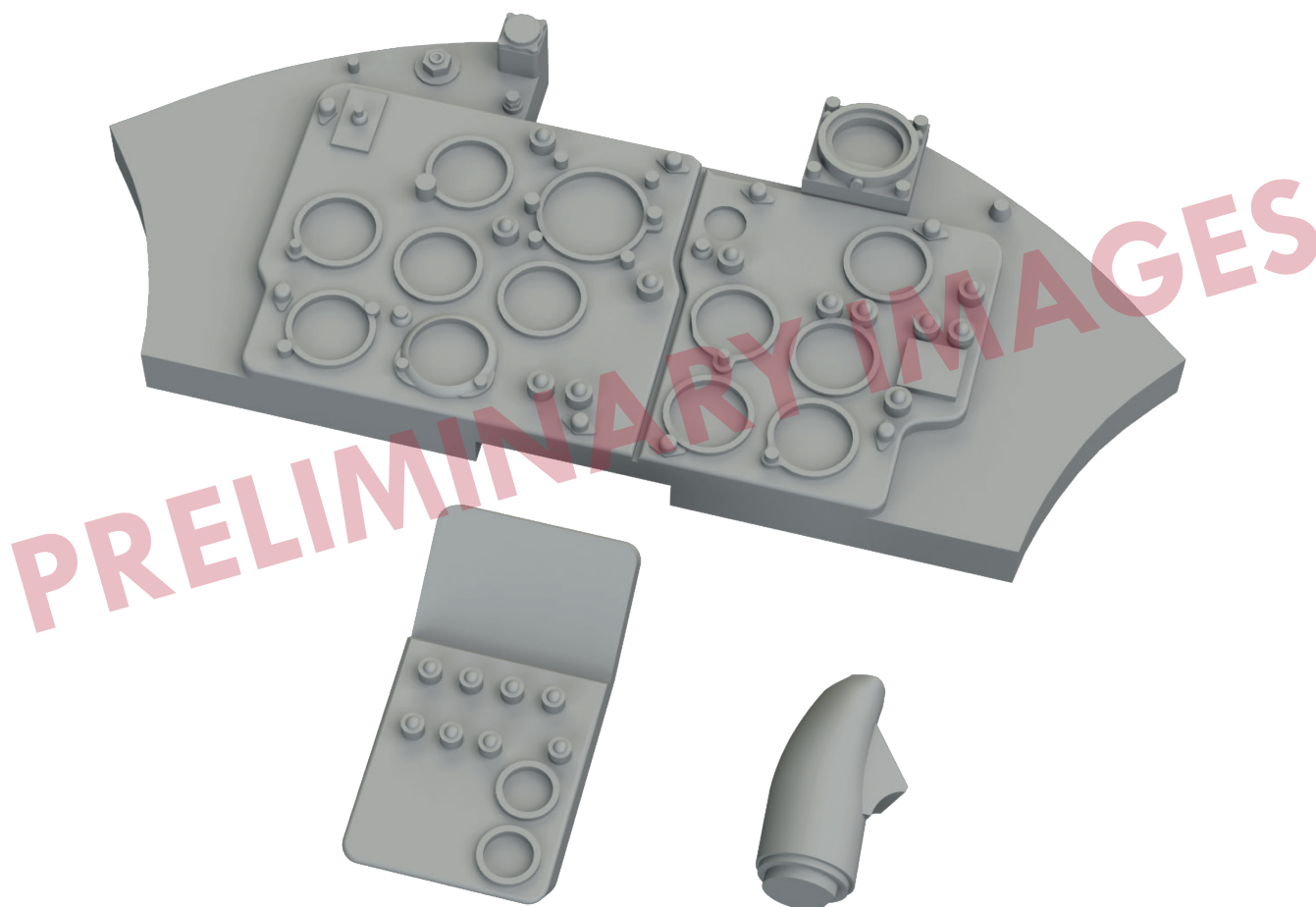
644040 F-14A LööK 1/48 Tamiya



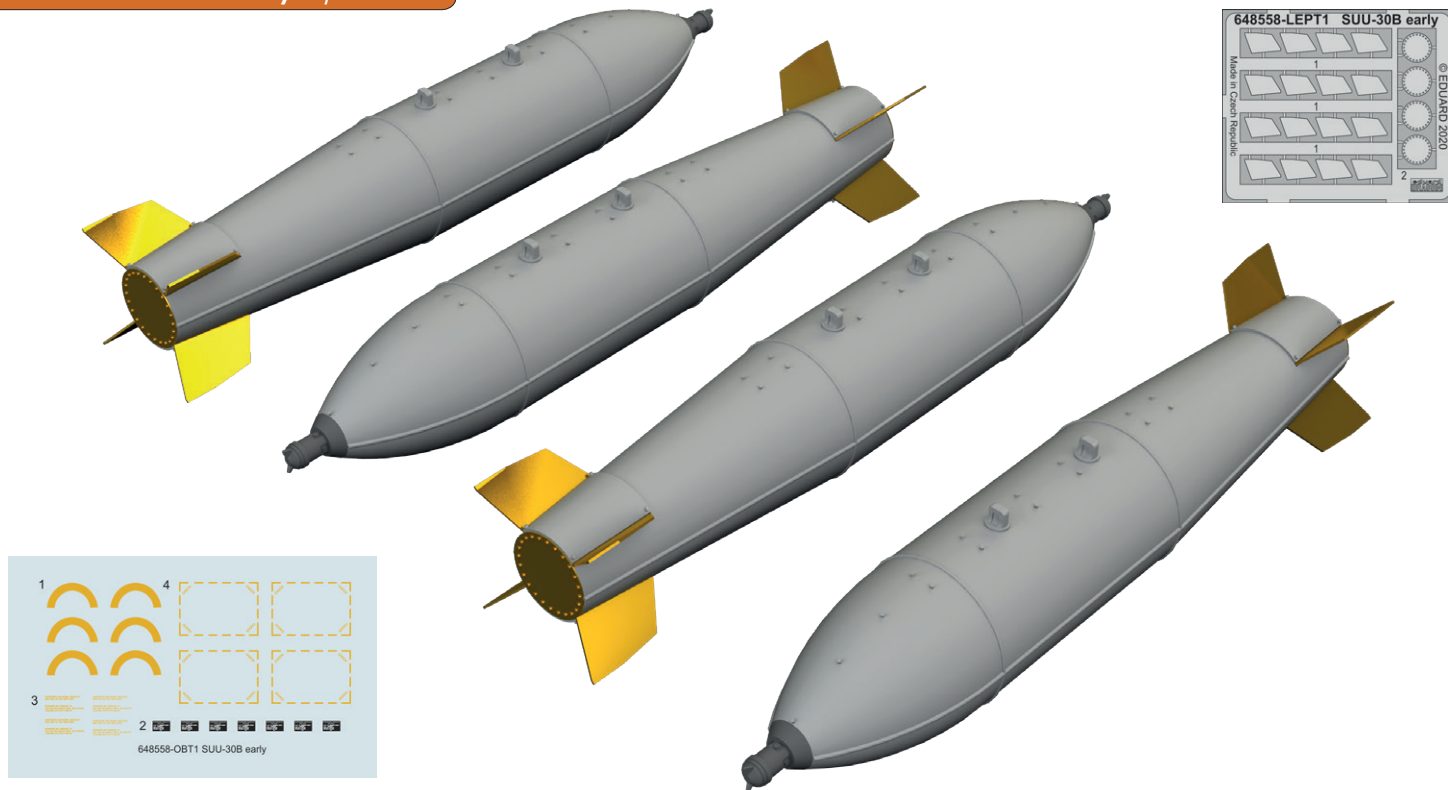
644068 MiG-19S LööK 1/48 Eduard/Trumpeter



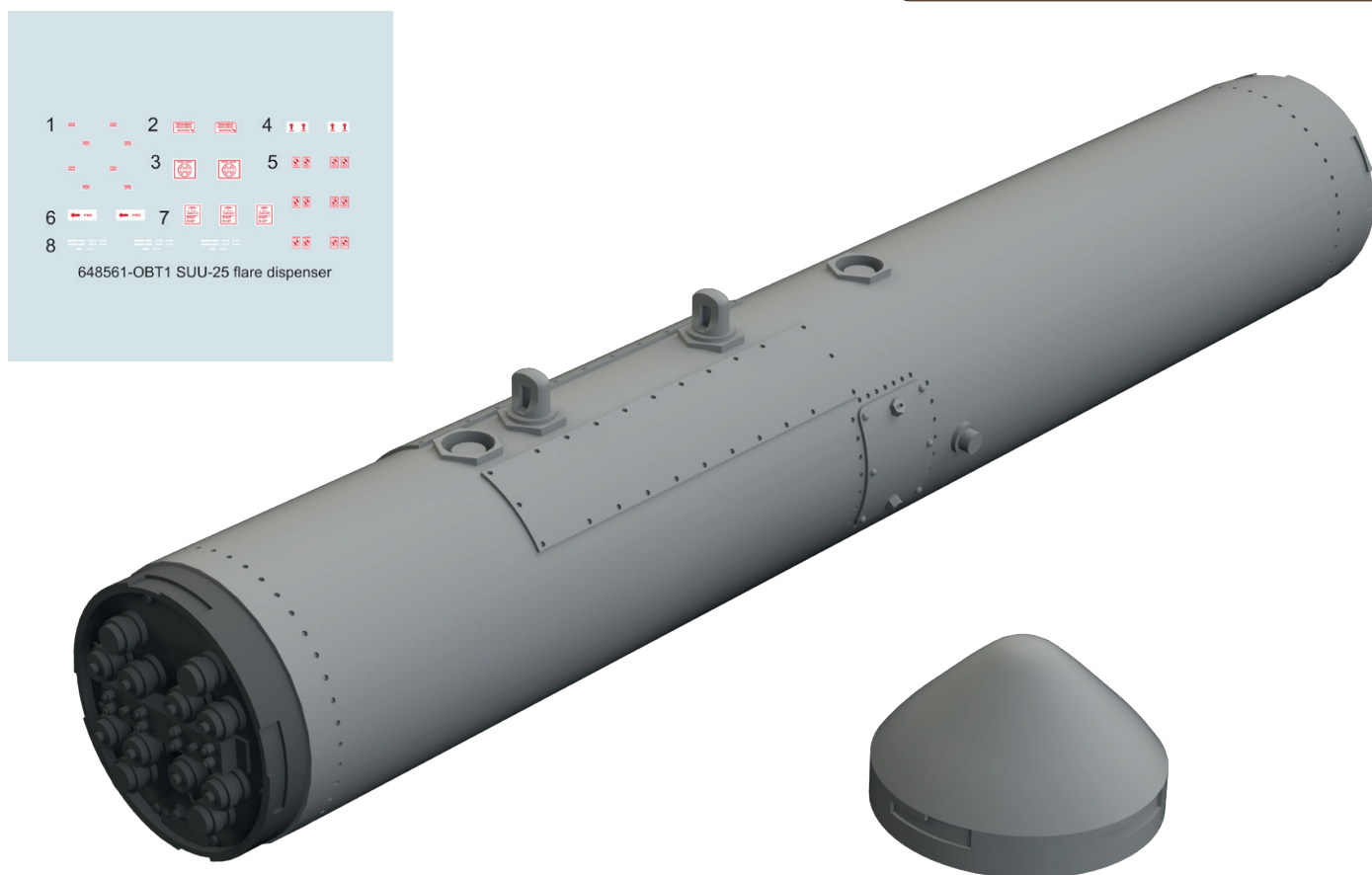
644069 MiG-19PM LööK 1/48 Eduard/Trumpeter



648558 SUU-30B early 1/48

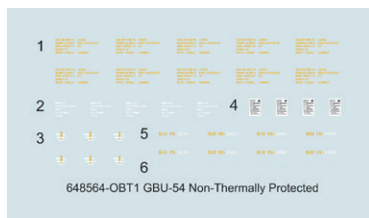


648561 SUU-25 flare dispenser 1/48

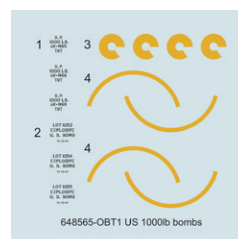
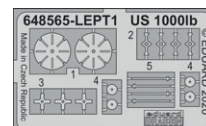
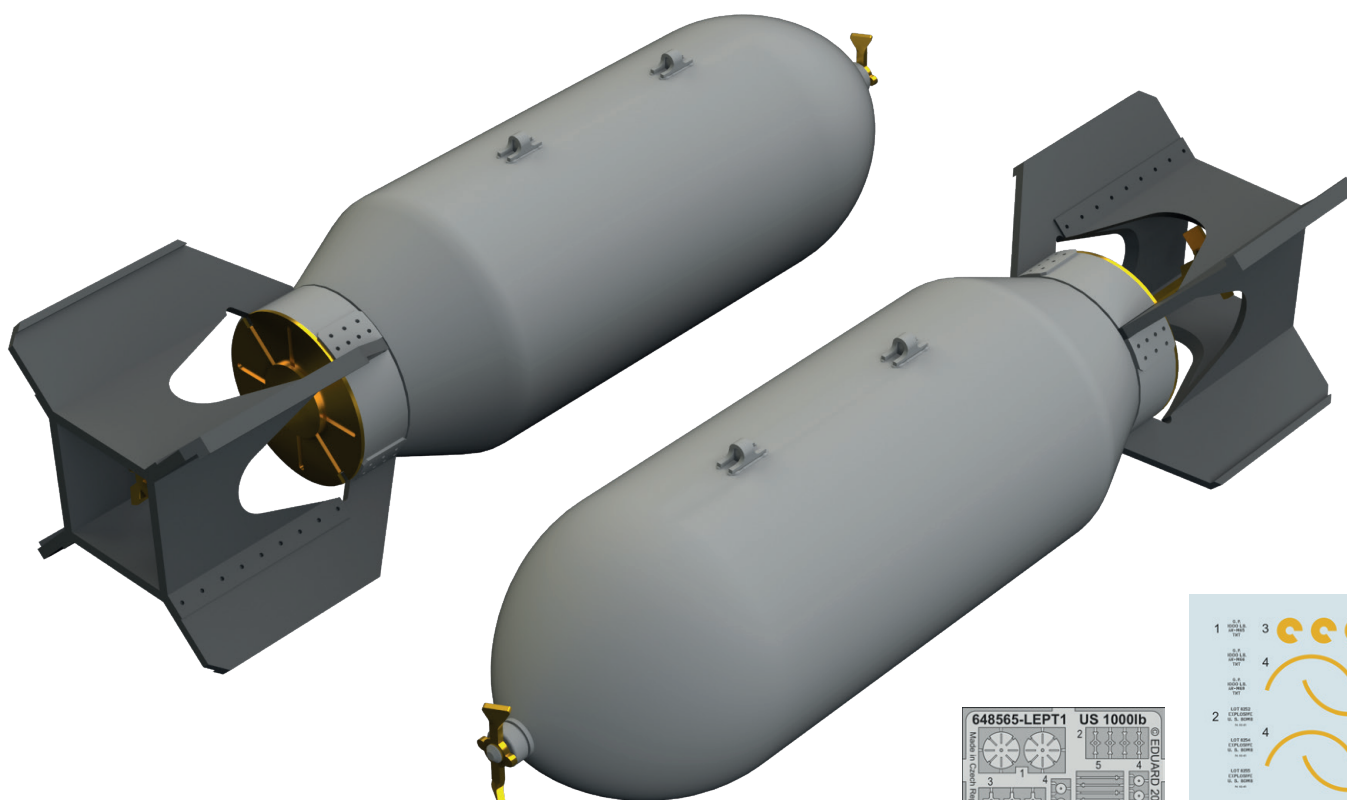


BRASSIN

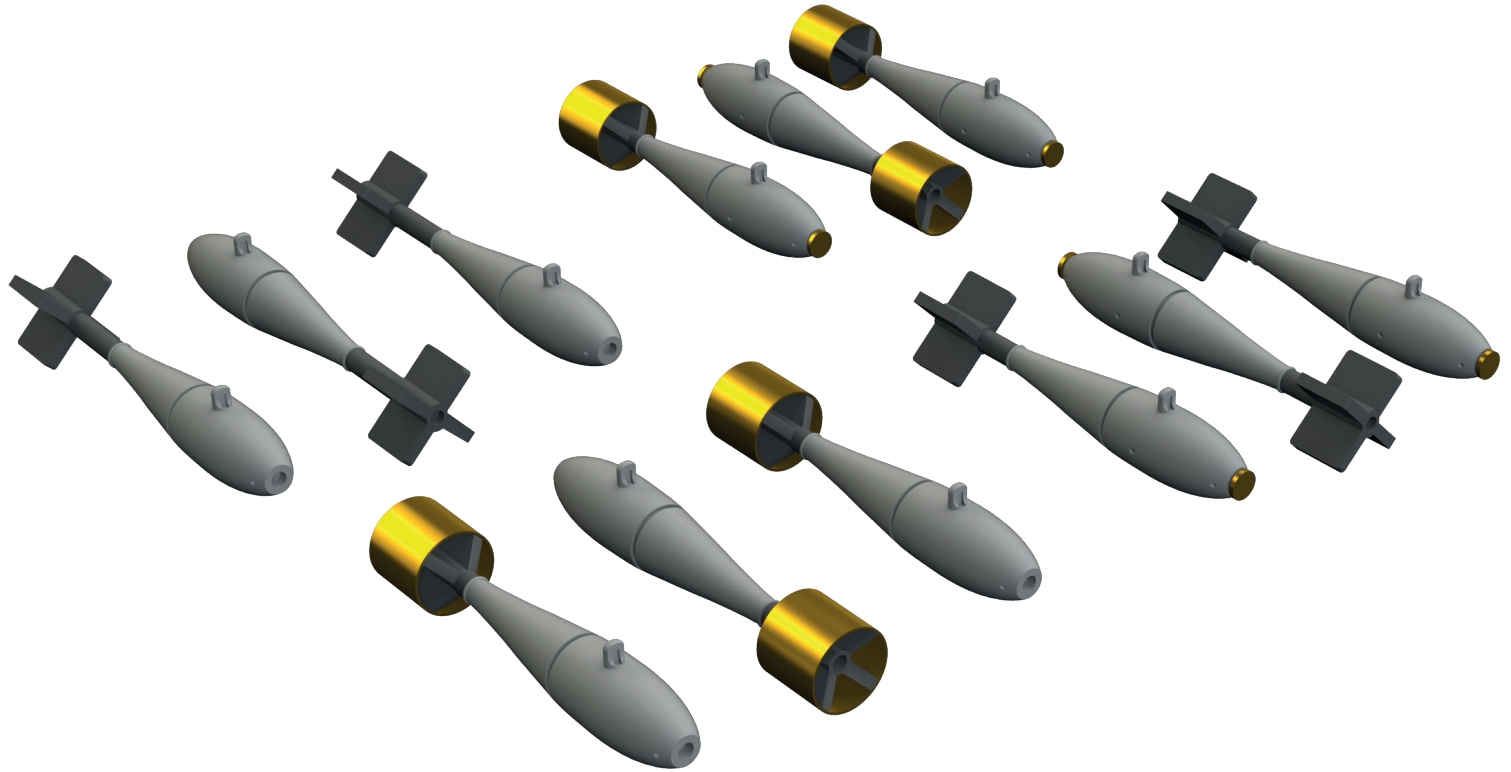
648564 GBU-54 Non-Thermally Protected 1/48



648565 US 1000lb bombs 1/48



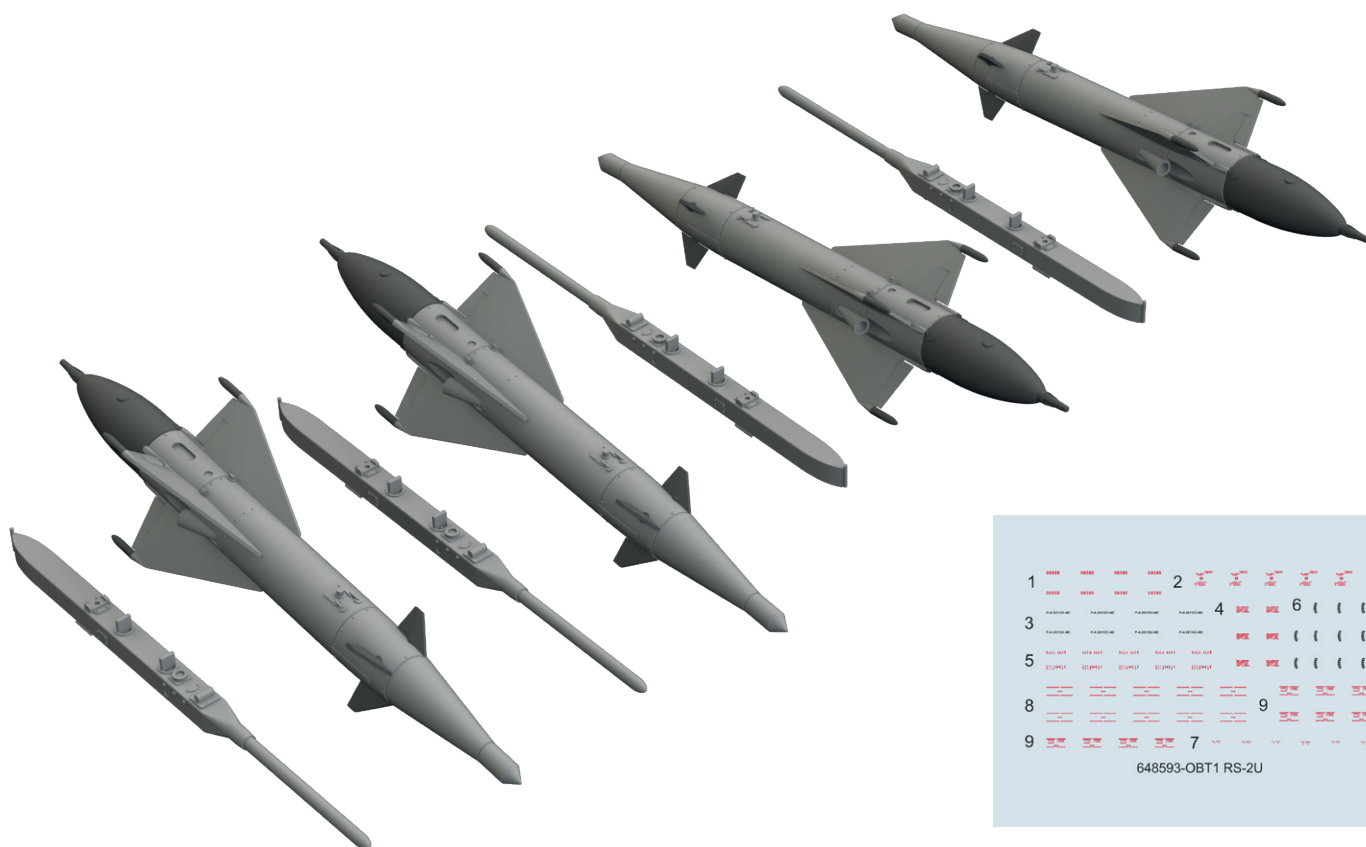
648567 BDU-33 & Mk.76 bombs 1/48



648592 MiG-19 wheels 1/48 Eduard/Trumpeter



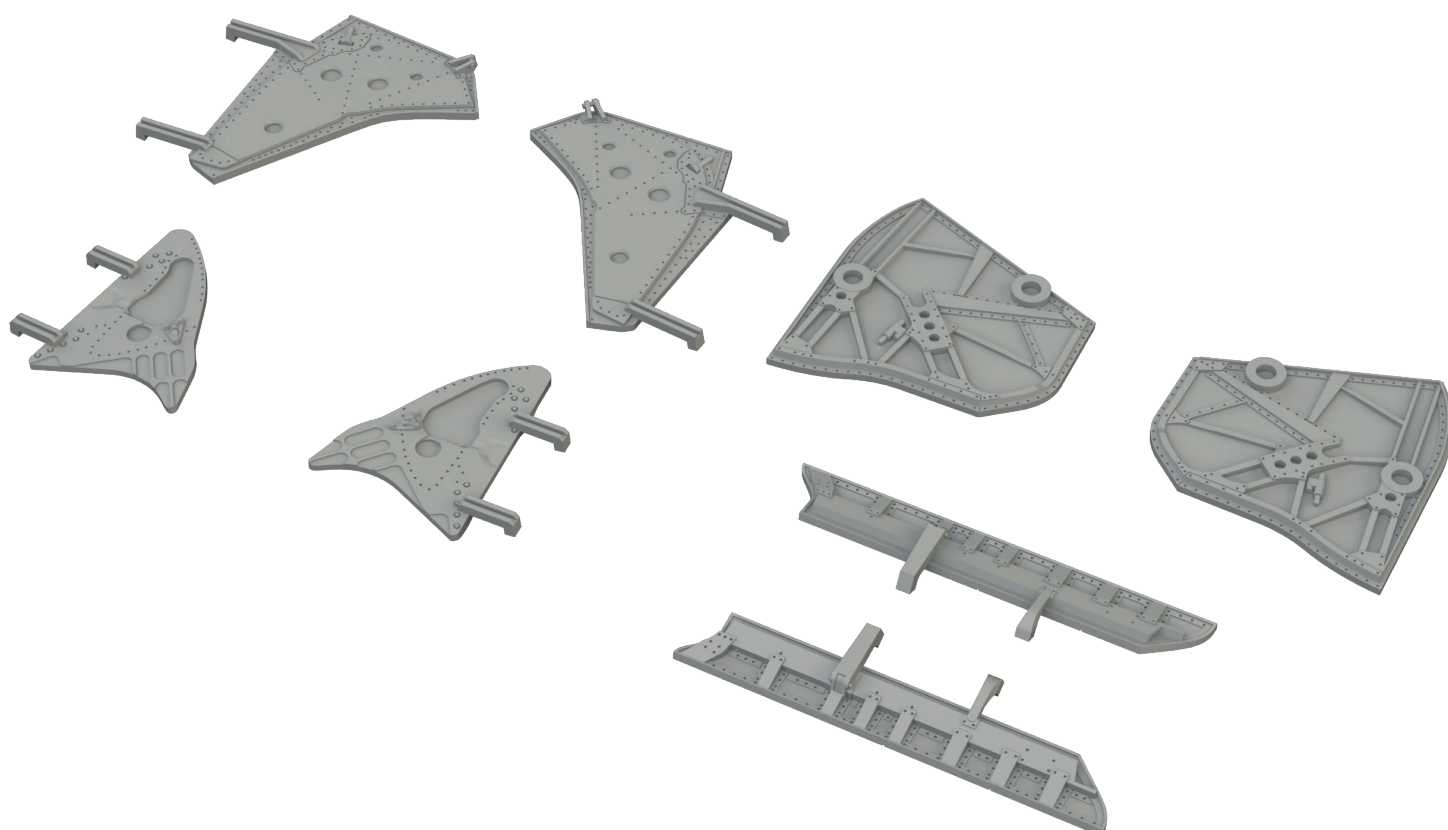
648593 RS-2U 1/48



1	ENGINE	ENGINE	ENGINE	ENGINE	2	WING	WING	WING	WING
3	WING	WING	WING	WING	4	WING	WING	6	WING
5	WING	WING	WING	WING	8	WING	WING	9	WING
9	WING	WING	WING	WING	7	WING	WING	WING	WING

648593-OBT1 RS-2U

648594 MiG-19 wheel well doors 1/48 Eduard/Trumpeter

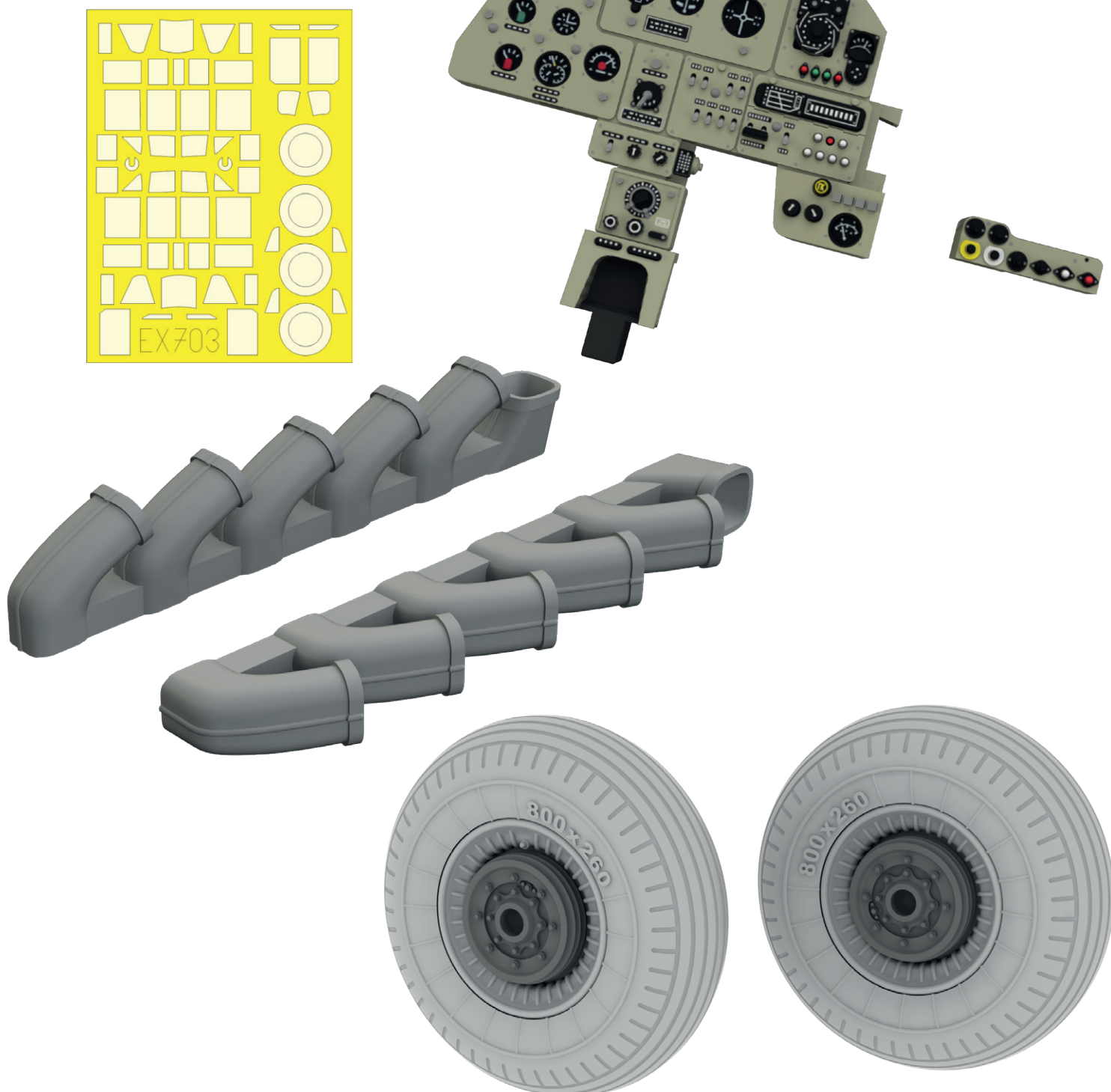


644071 Il-2 LööKplus 1/48 Tamiya

Collection of 4 sets for Il-2 in 1/48 scale by Tamiya.

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

LööK

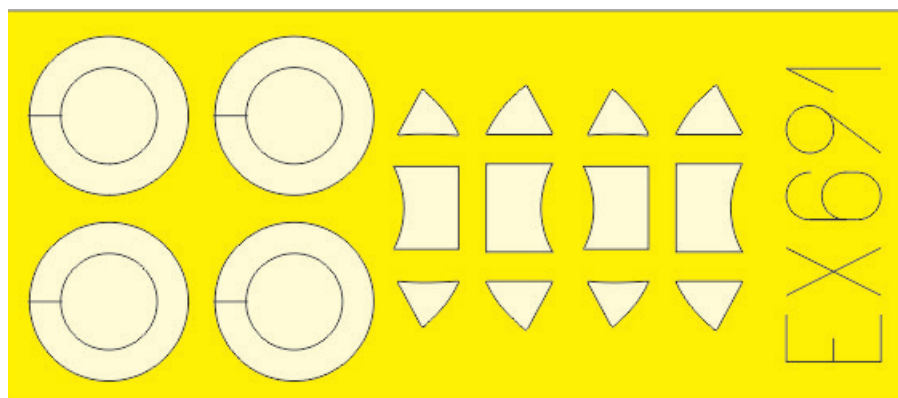


644067 Spitfire Mk.I late LööKplus 1/48 Eduard

Collection of 3 sets for Tiger Moth in 1/48 scale by Airfix.

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

LööK



PE-SETS and Masks

PE-SETS

53260	Bismarck part 2	1/350	Trumpeter
53261	Bismarck flags STEEL	1/350	Trumpeter
32455	P-40E exterior	1/32	Trumpeter
32456	P-40E gun bays	1/32	Trumpeter
32457	P-40E landing flaps	1/32	Trumpeter
32974	P-40E interior	1/32	Trumpeter
36450	M4A2	1/35	Zvezda
481031	MiG-19S upgrade set	1/48	Eduard
481032	MiG-19PM upgrade set	1/48	Eduard
481033	Bf 110E exterior	1/48	Dragon
491121	Bf 110E interior	1/48	Dragon
72706	B-25B bomb bay	1/72	Airfix
72710	Ju 88A-1 exterior	1/72	Revell
73716	B-25B	1/72	Airfix
73722	Ju 88A-1 interior	1/72	Revell

ZOOMS

33263	P-40E	1/32	Trumpeter
33264	P-40E seatbelts STEEL	1/32	Trumpeter
FE1121	Bf 110E	1/48	Dragon
FE1122	Bf 110E seatbelts STEEL	1/48	Dragon
FE1123	MiG-19 seatbelts STEEL	1/48	Eduard
SS716	B-25B	1/72	Airfix
SS722	Ju 88A-1	1/72	Revell

MASKS

JX260	P-40E	1/32	Trumpeter
JX261	P-40E TFace	1/32	Trumpeter
EX721	Fw 190A-5	1/48	Eduard
EX722	Bf 110E	1/48	Dragon
EX723	Bf 110E TFace	1/48	Dragon
EX724	Fw 190A-5 TFace	1/48	Eduard
EX725	MiG-19 TFace	1/48	Eduard/Trumpeter
CX584	Ju 88A-1	1/72	Revell

DECALS

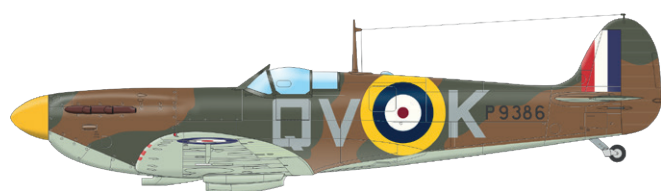
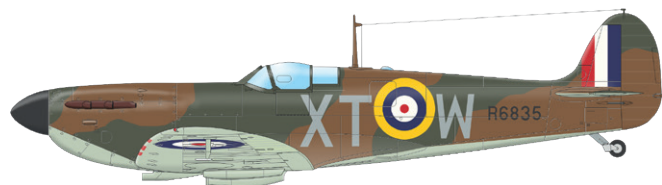
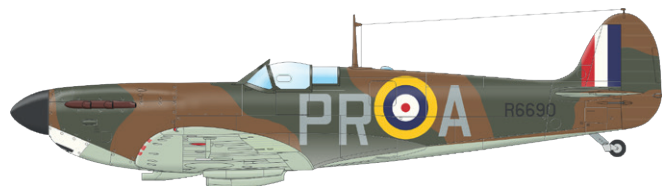
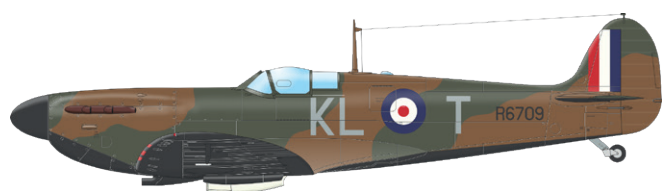
D48062	ADLERANGRIFF: Experten	1/48	Eduard
D48063	ADLERANGRIFF: Alter Hasen	1/48	Eduard

Spitfire Mk.Ia

ProfiPACK
edition

Cat. No. 82151

1/48

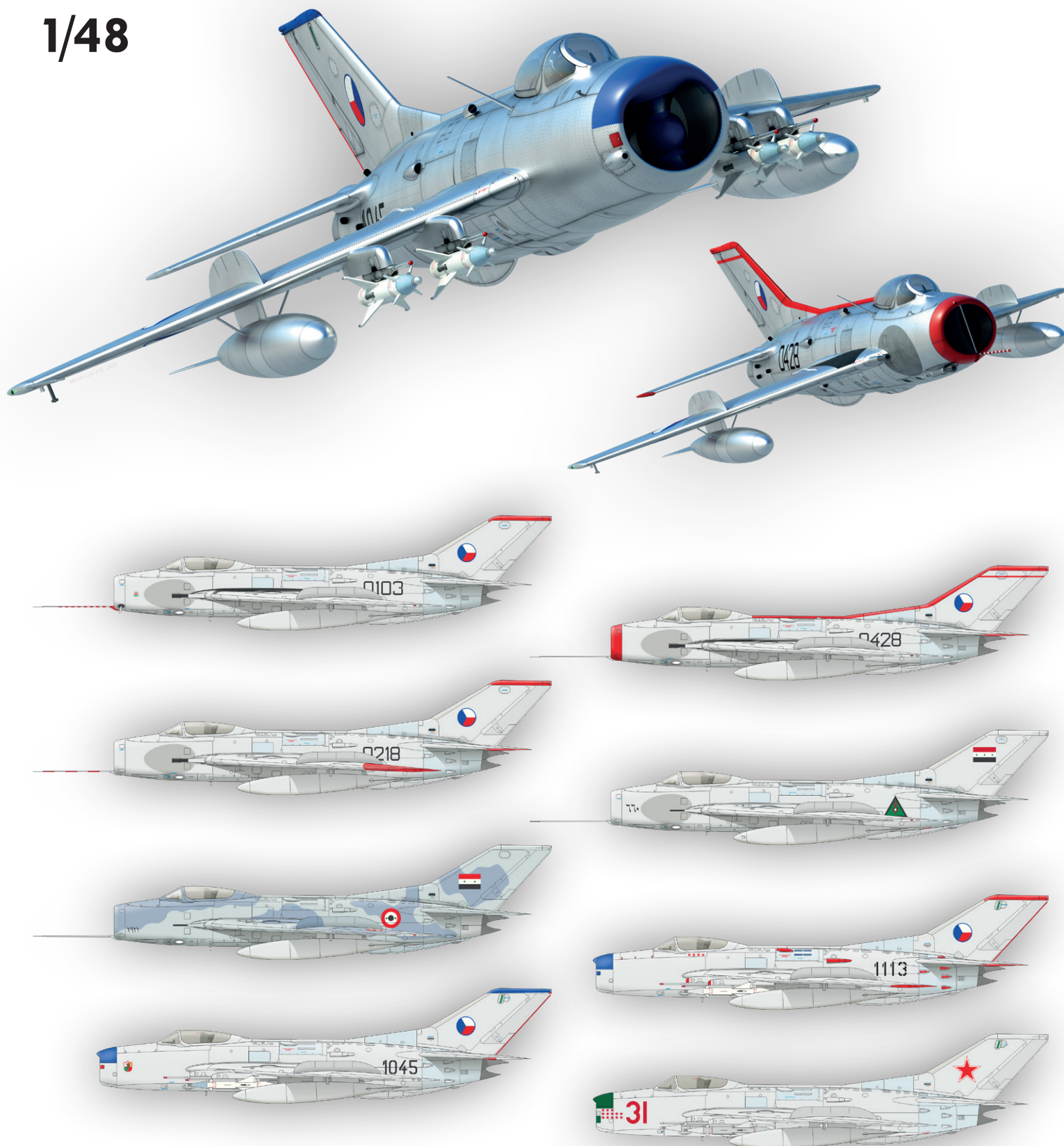


MiG-19

eduard
LIMITED EDITION

Cat. No. 11141

1/48

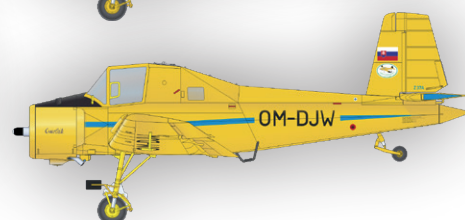
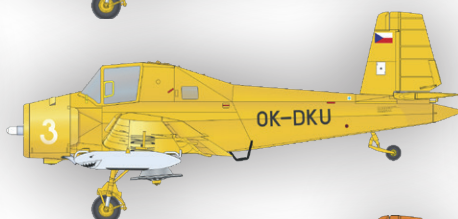
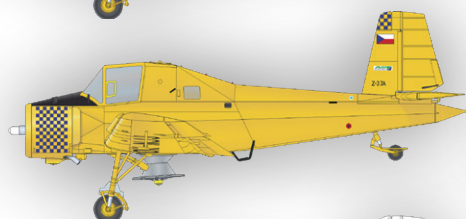
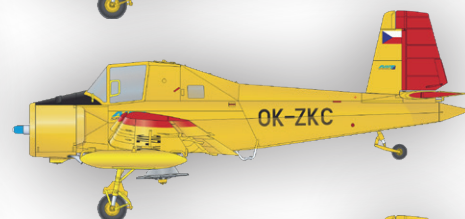
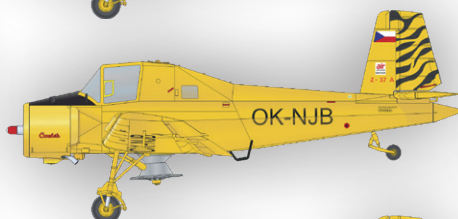
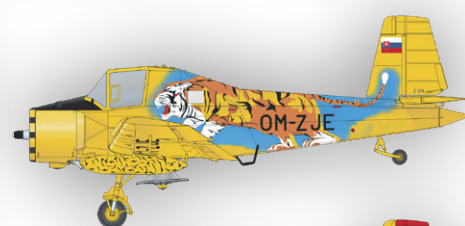
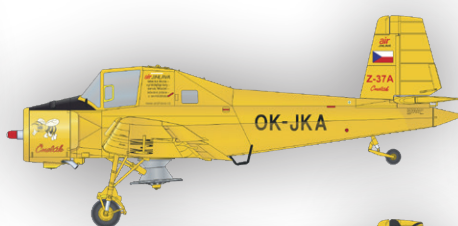
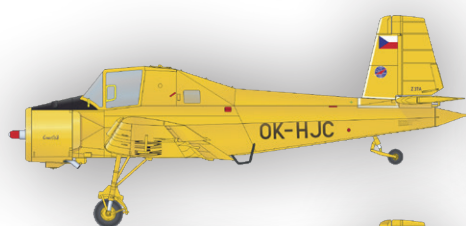


SERVUS CHLAPCI

eduard
LIMITED EDITION

Cat. No. 2131

1/72



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