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

OCTOBER 2020

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EDITORIAL

In the nearly twenty years of the E-day event, its associated events went off without a hitch. It rained only a couple of times, and not all that much at that. This year, that's all changed, and when I say 'all', I mean ALL. We have a pandemic that hasn't been seen in over a generation, and even the weather's not acting according to predictions. According to the predictions, we were to be subjected to catastrophic drought conditions. Now, this situation changes on an almost daily basis, and we've had our share of dry spells and wet conditions too. The latter came about on the planned date of E-day, on Saturday, September 26th, and it rained cats and dogs. And when we planned out the third compensation event, the flight of the Cmelak at the air field in Jicin, it rained the most.

All three events, designed to compensate for the cancellation of E-day, were held as small scale affairs, accommodating a maximum of one hundred people. This looked like it would just fit through the tightening noose of anti-pandemic countermeasures. Things still looked OK for the first of our events, the round table Q and A session, despite the new minister of health slapping restrictions on such events that limited the number of attendees. There were enough seats available, and there weren't all that many who attended. However, I found out that it's hard for me to conduct a lecture sitting down. So, I ended up being the only one standing. Saturday's Spitfire Day couldn't have been much better, and it was focused on modellers and their wishes and needs. It was a calm affair, and simply took as much time as it needed. It was very pleasant. There were comments that it was better than any air show, and I fully agree with the notion. This was, without a shadow of a doubt, because it was an intimate, comfortable and friendly affair. It didn't really end as such. It just sort of wound down naturally, people left on a really good note, our host polished up his Spitfire, and we went home. The drama began the following week, because guests were required to keep to their seats, and the weather forecast began to look distressing. We had enough seats to go around, and you can pretty much always take the weather forecast with a grain of salt. But not this time. It pissed down, and didn't let up. We had a wet day backup plan which we put into motion. The planned flying display took place, which I doubted would ever happen, but I would say that it went off in such a way that if Ernst Udet was looking down on it, he himself must have been very pleased with it.

As planned, we christened kits on Spitfire Day. These were Spitfire Story: The Few and the Spitfire ProfiPACK kit with champagne and the Flight of the Cmelak (which translates to 'Bumble Bee') with a bottle of mead. The christened boxes then were taken for a ride, with the Spitfire kits being carried in the ammunition bays and in the radio compartment of the Spitfire, while the Cmelak appropriately flew in the Cmelak. Several of these will be available for purchase in an auction that we hope to hold as part of our pre-Christmas events.

Saturday, September 26th, also saw the taking place of our National Plastic Model Cham-

pionships. This event has been associated with E-day for some fifteen years now, and this year returned to its roots as a chamber event at the Olympik Hotel in Prague. The overall winner was Robert Szwarc with a 48th scale Tempest. Our congratulations go to him, and our thanks go out to the organizers.

When we cancelled the E-day event at the end of August, we had serious reservations about doing so. Unfortunately, the rather dark predictions are being fulfilled, and the above mentioned events designed to compensate went off in time to escape the continuing tightening of the screws brought on by current conditions. All the big shows all over the world have now been cancelled for the foreseeable future, and the small ones appear to be next. I fear that this trend will continue into the New Year. Along these lines, we decided that we will not be participating at the next Nuremburg Toy Fair slated for February, and it has since been reported by the organizers that it will be rescheduled for the summer. We will not be able to commit to attending even then, and it will likely mean an interruption in a string of twenty-five years of our attendance. It's a crying shame, but what can you do? Every unpleasant condition that comes about will end, and normality will find its way back to us at some point, and so will our attendance at Nuremburg. Let's hope that it will be in 2022, because we will have much to show by then!

Vaclav Sorel left us on September 12th. This was a man that has done more for our hobby than pretty much anyone else. Throughout the seventies and eighties, he opened up the incredible world of (not only) plastic modelling to us boys and even some girls back then. He put into motion the fascination that enabled this hobby to stay with most of us well into adulthood. He showed us how to build plastic kits, he showed us just how many of them there were in the world, he introduced us to not only the selection and availability of domestic kits, but also what was available in the world as a whole, and he inspired the majority of us to put in the effort to try and get our hands on some of those great western kits. This led to the evolution of communication with contacts that has kept growing to this day. He introduced the history of it all, and pointed out things that were officially hidden from public view and things that were either overblown or underappreciated. He wasn't the only one that did all this, but among those that did, he was a giant. It is noteworthy that he was able to continue with his work even after the revolution, something that many researchers and

authors were not able to accommodate. Vaclav could do it, and he continued to do it to the end of his life. He was, and will continue to be, a major influence. He will be missed.

After Vaclav suffered a stroke in February, requiring intense treatment and rehabilitation, Zdenek Sebesta, a well known modeler and friend of Vaclav, and myself, tried to do what we could to help the process along. We set up a fund in his name, the proceeds of which were directed to his stay at the rehabilitation centre. Over a three month period, some 840,000 Cz Krowns were raised. Unfortunately, only a small amount of the money collected went to the intended facet of Vaclav's needs, and we will begin negotiating with the caretaker of the fund, Zdenek Sebesta, as to what to do with the money that still remains. Our proposal is to use it to promote modelling among the young. We would also like to erect a memorial to Vaclav Sorel in Letnany. The city has agreed to this idea, and has also allocated a new street to be named in his honor. As far back as the summer, and along with Zdenek Sebesta and our colleagues at Special Hobby, we have decided to issue a special kit in honor of Vaclav and his work. We originally wanted to put the proceeds raised from the proposed kit's sales to the fund, but the event of his passing, we have decided to allocate the proceeds of the sales to the erection of the memorial. The kit in question is in 1:72nd scale, and the theme is the P-40L. Vaclav had a lot to say about this Warhawk and of Lubomir Ulehla, who flew it as a member of the Free French Air Force. ABC magazine published the write up as well as a monograph on the P-40L flown by Ulehla. Our kit is based on these publications. The kit is from Special Hobby, and Eduard will prepare the box, the instructions and the decals. Included will be copies of the article, and write ups on Vaclav Sorel. Lubomir Ulehla and Jaroslav Velc, who's boxart will be used. The original Velc illustration has unfortunately been hopelessly lost, but it has been possible to recreate it well enough from copies as to make it useable as a small print for inclusion in the kit. There will be one thousand kits produced and is available from today on our and Special Hobby's websites. It was also available at all four above mentioned September events.

Unfortunately, it would appear that there will be no more events at which we could offer this kit for the remainder of the year. Even this year's Iron Bunny slugfest has been cancelled. The main organizer of the event, as well as the venue, have fallen under the directives defined by current restrictions, have made it impossible



to hold the event. There will be a smaller event held in its place at the same time, October 16th to the 18th. The rules will be a bit different and every modeler will build for himself. There will be two categories, aircraft and AFVs. In order to conform to regulations, there will be no audience, and participants will, of course, be seated. That last part should not be an issue.

So, let's turn our attention to new releases. We have three new kits. We'll start with one that has evoked a somewhat unprecedented negative reaction on Facebook, the MiG-19. This is a 1:48th scale Limited Edition kit, built on the basis of Trumpeter plastic. With respect to the criticism that has surfaced, something should be said of the development of this concept. As you may have noticed, we have been focusing our October release schedules to satisfy, at least to some extent, the home market. This is because these new items are typically introduced (and made available) at E-day, at the end of September. With the growing popularity of E-day, and also the significant increase in the home market share, which last year reached 23% of our worldwide sales, the October releases have developed a strong Czech and Czechoslovak flavor, and we wanted to match the figures this year. We were forced to drop the kit count by one, with the absence of the MiG-21PF Weekend kit, leaving two, the MiG-19 in 1:48th and the Cmelak (Bumble Bee) in 1:72nd. The MiG-19 kit fits the Czechoslovak theme very nicely, and since there is no other decent kit of the type around, we jumped at the Trumpeter item. It's true that the kit does not come with a good reputation. A close look at the kit, though, leads to the conclusion that its flaws are not fatal. But, you have to be open to the possibility of reaching said conclusion. You could be at the point where you refuse to accept that the kits shape and proportion issues are not fatal, and, in that case, you don't need to read on. If you want to have a look at the kit from a more rational point of view, you will realize that the MiG-19S kit has a thicker wing profile which has been a point of criticism, especially at the wing root. The MiG-19PM kit has taken a licking for its nose shape. This is warranted, as the nose is certainly off, at least according to accepted drawings. It's a very similar situation to last year's release of the MiG-23BN, which also has a nose section that is off. There were a lot of questions as to whether or not we would supply a correction. We did not, nor will we supply one for the MiG-19. The reason is that we do not consider it our duty to supply corrections for these kits, and to develop a correction that fixes the issues easily is no laughing matter. Add to that that plugging in a lump of resin to the nose of a model is not for everyone. So, we don't do this, and we won't. If someone needs to fix the nose of the kit, let them apply their modelling skills and conduct the correction on their own. And if someone sees these faults as fatal kit issues, they should avoid buying the kit altogether and leave it to those who either do not see these flaws as fatal, or are willing to go through the surgical procedure to fix them. It should be noted that of the eight marking options in the kit, only three are for the MiG-19PM, with the remainder being for the PM. There are five Czechoslovak options, and the remaining three have some relevance to Czechoslovak modellers. For example, Egyptian pilots were trained in part by Czechoslovak instructors. The Soviet aircraft was used in firing exercises in which Czechoslovak pilots took part in the Soviet Union on Soviet MiGs.

Originally, we planned on releasing the MiG-

19 kit with a publication. We worked on the publication for several months, but we were running into an increasingly significant lack of photographic material. In short, there are not a lot of photographs of MiG-19s. We were not able to find much more than what has already been published. To top it off, the quality of the photographs was nothing to be joyous about. This stems in large part from the fact that the MiG-19 hails from a time when everything was hush-hush, and permission to take photographs was extended to only a trusted few. The rest risked some very unpleasant things, and in some cases, their personal freedom. So, we decided to let the idea of the publication go. Some have accused us of dropping the idea of the book because it points out some of the obvious shape issues, but this is not the case. The majority of modellers that want this kit will be well aware of the flaws, and trying to hide them, seems to me, to be a silly endeavor.

The second October Limited Edition kit is the Z-37A Cmelak (Bumble Bee), in 1:72nd scale. This is our own work, and you can believe me when I say that the construction of this kit is pleasure personified! We begin this kit with the release of a Limited Edition boxing, same as we did with the Mustang and the Spitfire. Because this is a Czechoslovak icon, the inaugural Limited Edition kit focuses on Czechoslovak, Czech and Slovak aircraft. There are a dozen marking options offered and plastic to put together two complete kits. It's a sort of a buzzing bee hive! The Cmelak is interesting from several perspectives, not the least of which are the variations in the cockpit and instrument panel colours. For this reason, it's a good idea for anyone who builds the kit to check their references, because the old adage that the only truth is that nothing is completely true applies here. One of the interesting points about this kit involves the instruction booklet. Given that it is directed more at the home market, its instructions have been prepared in both Czech and English. The introduction to the type came to eight pages. The Cmelak, as with the MiG-19, will have several accessory items made for it. October releases include additional photo-etching for the MiG-19, T-Face masks, steel belts, two Look sets and landing gear covers. In November, this will grow by the addition of the seat and exhausts. The Cmelak will have a sprayer offered in November, as well as wheels, spreader framework and another spray setup. Truth be told, it is not certain at this time how many accessory kits there will be, because we have already identified four different types of spray systems used. So, we will grow the assortment as it comes and see where it leads us. The Cmelak will continue in December when we will release the classic ProfiPACK kit, and be aware that we are also posting an introduction to the Cmelak on our YouTube channel.

The last of the October new kits is again the Spitfire Mk.I, this time in the ProfiPACK line. This kit represents the later, or maybe more accurately the final, version of the Spitfire Mk.Ia with a three blade propeller, bulged canopy, armoured tank, internal armor plating, and so on. The marking options cover an unusual seven aircraft, and as such, cover all of the evolutionary versions of the camouflage schemes and markings carried by the Spitfire Mk.Ia from the spring of 1940 to the fall of 1941. There is the absence of only one scheme, but it was used for a very limited time only, where the bottom of the left wing was black and reverted to the original state. More on the evolution of the Spitfire schemes

is included in this newsletter. The kit itself is not a major departure from August's Limited Edition kit, outside of the fact that early versions with a two-blade propeller and flat canopy are not included, although these items are included in the kit.

Turning our attention to accessory items, noteworthy are the photoetched sets for the P-40E from Trumpeter in 1:32nd scale, and for the renewed Bf 110E from Dragon. In 1:72nd scale, we have sets for the B-25B from Airfix and the Ju 88A-1 from Revell. In the AFV scale of 1:35th, we are offering a set for the M4A2 from Zvezda. For you ship types out there, we have two sets for the Bismarck from Trumpeter in 1:350th. In the Brass line, we have a Look for the Tamiya F-14A, and two Look Pluses for the Tamiya Il-2 and Airfix Tiger Moth, along with several sets of weapons in 1:48th. In the decal line, there are two sheets that cover the Bf 109E in 1:48th, for the Adlerangriff kit released last month. The Experten and Alte Hasen sheets offer a total of ten options covering well known German aces.

I would also like to direct attention to two articles by Jan Bobek, responsible for the cover images of Spitfire Story: The Few and Adlerangriff. It is a very fresh look at plastic kits and their connections to actual histories. The main illustration of both kits are also the theme for a series of t-shirts. A Cmelak t-shirt is also on offer from the company Rezava Vrtule.

In closing, I would like to make one more point about the Spitfire. There are constant objections to the absence of a motor-driven undercarriage retraction hydraulic pump. The hydraulic pump in our kits is the hand version, because to date, no one has been able to provide a serial number and fuselage code of a Spitfire Mk.I with anything but a hand pump. In no case would this even apply to the marking options offered in our kits. I don't really understand the apparently widespread desire to put the motor driven pump into a Spitfire Mk.I. All the other versions of the Spit had them, but the Mk.I was different in that respect. So, why not take advantage of this fact and have something a little different from all the other Spitfires? But if you should find yourself in the position of just simply having to have the pump in your Spitfire Mk.I, follow the old Goldemund rule that reads 'a skilled modeller will find a way!'

Happy Modelling!
Vladimir Sulc

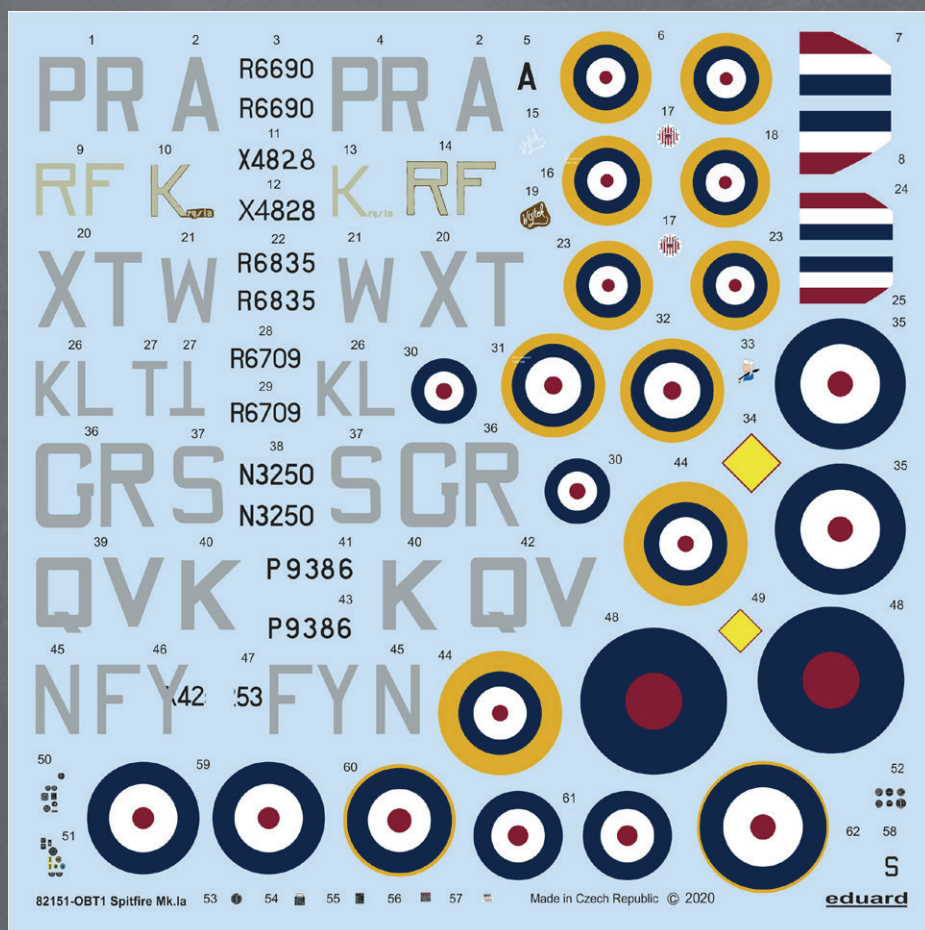


Spitfire Mk.Ia

ProfiPACK
 edition

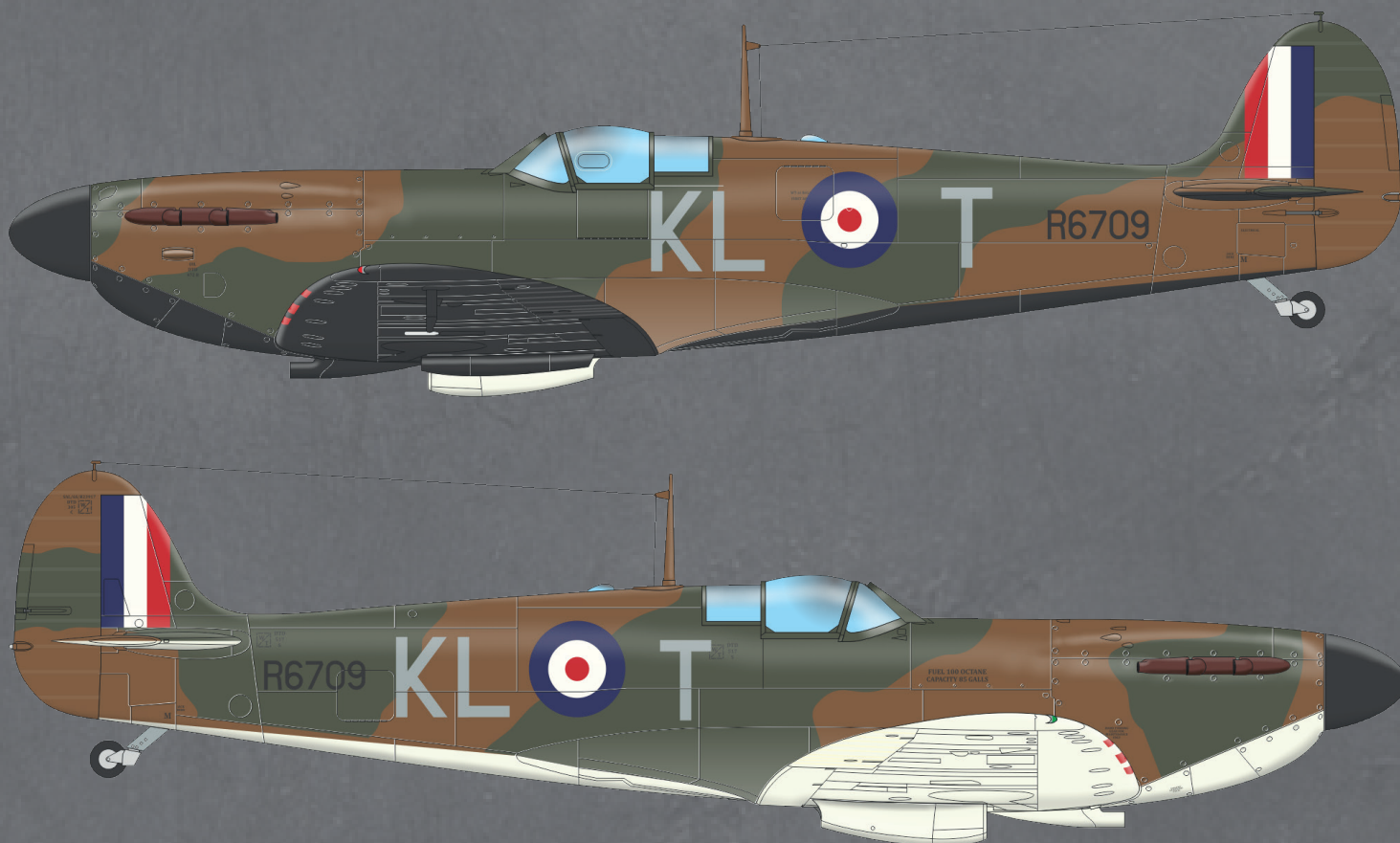

1/48 Cat. No. 82151

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



R6709, P/O Colin Falkland Gray, RNZAF, No. 54 Squadron, RAF Hornchurch, United Kingdom, March 1940

Flown by P/O Colin Falkland Gray, R6709, coded KL-T, wore the standard RAF Temperate Land Scheme of Dark Green and Dark Earth on the upper surfaces, and White/Night lower surfaces. Type A fuselage roundels, Type B upper wing roundels and Mixed Grey code letters were carried. No roundels on the bottom surfaces. Note the Rotol constant speed propeller. The aircraft was equipped with an older TR.9B radio, with the wire antenna stretching between the antenna mast and fin tip. The antenna mast isolator was a little bit shorter while using the newer TR.9D radio. There was no rear mirror or head armor yet installed. Colin Gray got his first kill, a Bf 109E, on May 25th, 1940, while escorting a Swordfish formation to bomb Gravelines. By early September he had claimed 14½ kills. He finished the war as Wing Commander with 27 kills, two shared, six probable and four shared probable kills. This score makes him the top scoring New Zealand fighter ace of the Second World War.



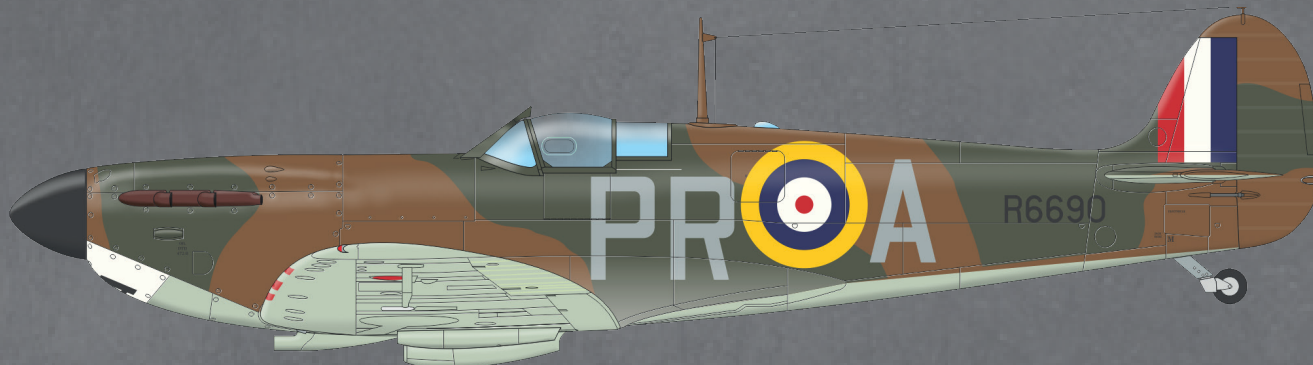
N3250, P/O Allan R. Wright, No. 92 Squadron, RAF Croydon, United Kingdom, late May/early June 1940

No. 92 Squadron received their first Spitfires in March 1940, replacing their Bristol Blenheim Mk.IFs. The squadron became operational on May 9th, 1940. Interestingly, the unit's Spitfires retained the pre-war GR codes until the end of July, when the switch was made to QJ. The code letters, as well as the fuselage Type A.I roundels, look to be non-standard. The bottom wing surfaces were standard black/white, with the remainder of the bottom surfaces in aluminum. The Type A roundels were added to the bottom surfaces during the Battle of France, being bordered in yellow on the left black painted wing. Note black aircraft code letter S painted on the bottom of the nose. Wire antenna was a component of the TR.9D radio that equipped this aircraft. It is believed that N3250 was flown by P/O Alan R. Wright, who flew his first combat mission on May 23rd, 1940. He claimed two Bf 110s damaged and another probably destroyed during this sortie over Dunkirk. The next day, Wright added a Bf 110 destroyed and one more probable. During WWII, he was credited with 11 confirmed kills.



R6690, P/O John C. Dundas, No. 609 Squadron, RAF Middle Wallop / RAF Warmwell, United Kingdom, August 13th, 1940

It is believed that this aircraft, serialised R6690 and coded PR-A, was flown by F/O John Dundas when he shot down a Ju 87B of 5./StG 2 west of Portland on August 13th, 1940. While attacking another Stuka, Dundas was hit by defensive fire from the rear gunner, crippling the oil system of his engine, forcing him down at Warmwell Aerodrome. The aircraft was written off. Although the AM directive to paint blue/white/red roundels on the bottom surface of wings was issued already on August 11th, No. 609 Squadron hadn't put the order into practice as of the middle of August. The squadron's aircraft wore the individual letter, in this case A, painted in black on the bottom nose panel, which was painted in a light color, probably white. It is not certain if the rear-view mirror was installed at this time, but it is unlikely. The aircraft was equipped with a TR.9D radio with the wire antenna stretched between the antenna mast and the fin. The IFF device is not yet installed, and so no aerial wires are stretched between the fuselage sides and the horizontal tail.



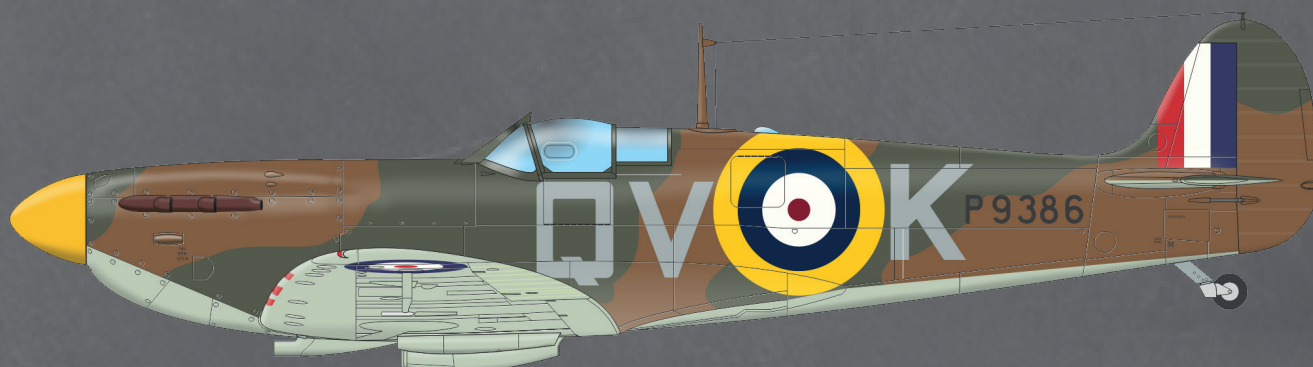
R6835, F/O Brian J. Carbury, No. 603 Squadron, RAF Hornchurch, United Kingdom, late August 1940

Spitfire R6835 XT-W was flown by a New Zealander named Brian J. Carbury, who shot down two Bf 109Es on August 27th, 1940, when No. 603 Squadron arrived at Hornchurch to replace the battle-weary No. 65 Squadron. He scored 15½ kills during the Battle of Britain. On August 31st, 1940, he shot down five enemy aircraft over the span of three sorties, becoming one of two RAF 'Ace of the Day' pilots able to claim that status during the BoB. His aircraft carried the standard RAF Temperate Land Scheme consisting of Sky bottom surfaces. The blue/white/red roundels painted on the bottom surfaces were mandated by the Air Ministry on August 11th, 1940. The aircraft was equipped with a TR.9D radio with the wire antenna stretching between the antenna mast and fin. The IFF device is not yet installed, explaining the absence of the associated aerial wires between the fuselage sides and the horizontal tail. No rear-view mirror was carried yet, nor was the head armor plating in the cockpit.



P9386, S/Ldr Brian J. Lane, No. 19 Squadron, RAF Fowlmere, United Kingdom, September 1940

Spitfire P9386 arrived from No.7 OTU at Fowlmere as a replacement aircraft for the problem plagued, cannon armed Spitfire Mk.Ib on September 3rd, 1940. The yellow spinner appears to be the remnants of the OTU's markings. The aircraft is an example of the final Battle of Britain camouflage and marking practice, with the small diameter version of the bottom surface roundels located near the wing tips. No stenciling is seen on the bottom surfaces. Note the aerial wire between the antenna mast and the fin. The IFF device is not yet carried. No hot air gun heating system under the wing tips could be seen, so it is possible that an electrical gun heating system was installed. Although the aircraft is referred to as being 'somewhat poorly maintained', it is also mentioned as a favorite of two famous members of No. 19 Squadron, F/Lt Walter Lawson and S/Ldr Brian Lane, who claimed a Stab II./ZG 2 Bf 110 on September 7th, and another two Bf 110s on September 11th, while Lawson claimed a Bf 110 on September 9th, 1940.



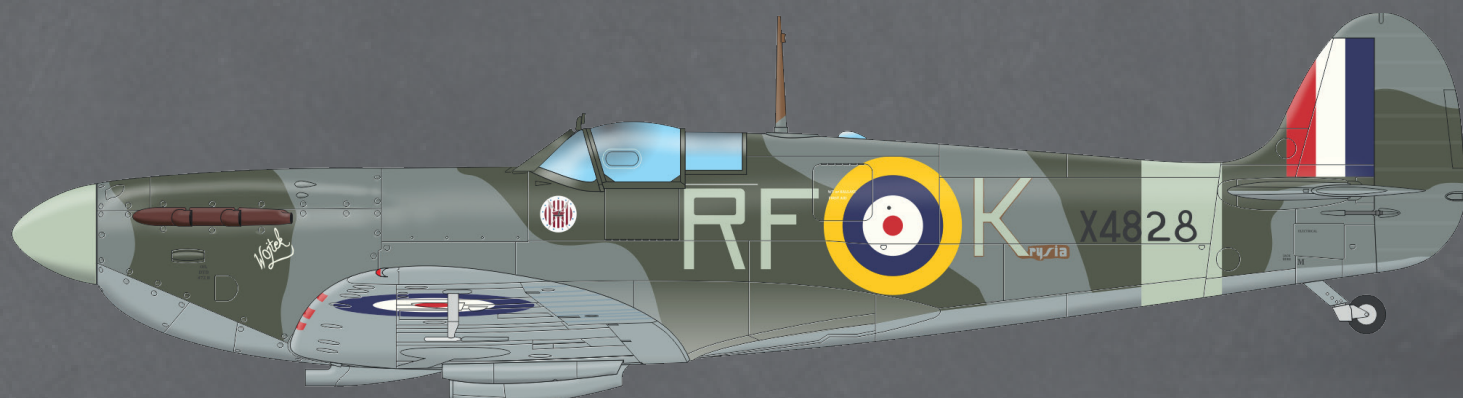
X4253, P/O Wilfrid G. Duncan Smith, No. 611 Squadron, RAF Hornchurch, United Kingdom, February 1941

This Spitfire Mk.Ia, serialised X4253, illustrates the camouflage scheme and markings of Fighter Command aircraft in late 1940 and early 1941. The black painted (Night) left wing was ordered by the Air Ministry on November 27th, 1940. The left wing roundel was then appropriately outlined in yellow. To improve recognition of friendly aircraft, an 18-inch wide Sky Blue fuselage band was added ahead of the tail, and the spinner was painted in the same colour. This paint was usually a little bit more blue than the standard under surface Sky. Some sources name this colour 'Air Ministry Blue'. This aircraft was equipped with the new VHF TR.1133 radio and, as such, there is no aerial between the antenna mast and the fin tip. The R.3002 IFF device was carried, indicated by the two associated wire aerials stretching between the fuselage sides and the leading edges of the horizontal tail. Note the external rearview mirror, and the armor plating behind the pilot's head was installed. This aircraft was flown by future ace P/O Wilfrid G. Duncan Smith, who joined No. 611 Squadron at RAF Hornchurch in October 1940 with the rank of Pilot Officer.



X4828, F/Lt Wojciech Kolaczowski, No. 303 Squadron, RAF Speke, United Kingdom, September 1941

Spitfire Mk.Ia, carrying the serial X4828 and RF-K code, belonged to No. 303 (Polish) Squadron and is representative of the new Day Fighter Scheme, introduced on August 19th, 1941. From that date, RAF day fighters were painted in Dark Green and Ocean Grey on the upper surfaces and Medium Sea Grey on the lower surfaces. The aircraft letters were by then changed to Sky, and the fuselage band and spinner remained in the same colour. Note the thin dark border around the letters and the stencil data inscriptions painted on the Ocean Grey surfaces, which are believed to be remnants of the original Dark Earth layer. No. 303 Squadron was moved to RAF Speke from RAF Norholt on July 17th, 1941, leaving their Spitfire Mk.IIb aircraft behind to receive old war weary Mk.Is for training purposes. RF-K was flown by A Flight leader F/Lt Kolaczowski, who was later No. 303 Squadron Leader from November 21st, 1941 to May 7th, 1942. The name 'Vojtek' is Kolaczowski's nickname and the name 'Krysia' was the nickname of his girlfriend Kristina. It is not known with certainty if these inscriptions were painted on the right side as well. No. 303 Squadron returned to Norholt on October 7th, 1941 to be re-armed with the new Spitfire Mk.Vb and engaged the new German Fw 190As in intense combat on the other side of the Channel.

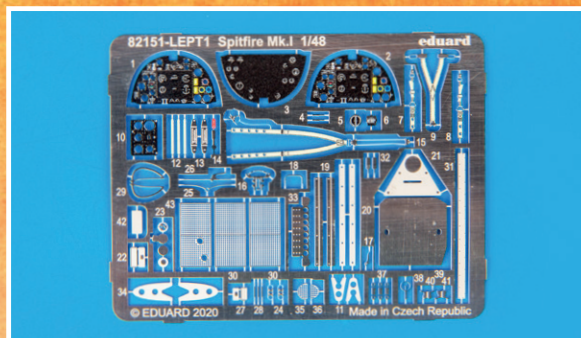


OVERTRIEES

SPITFIRE Mk.I LATE

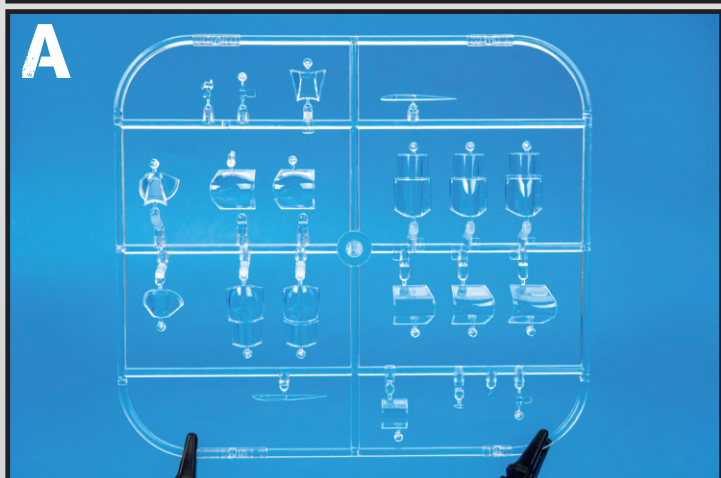
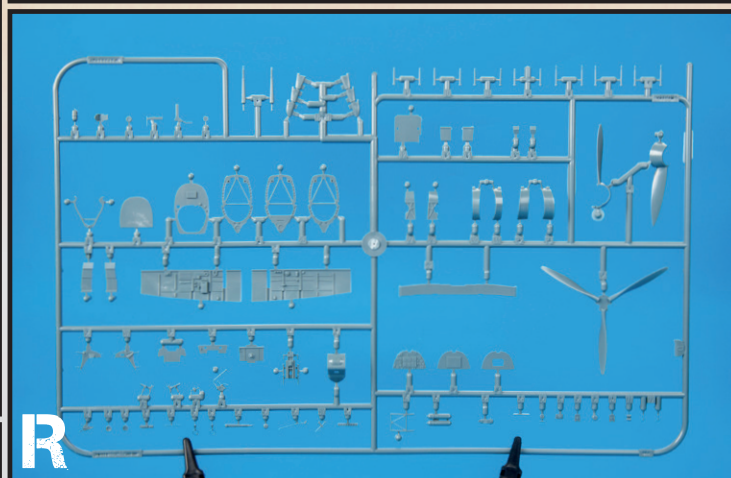
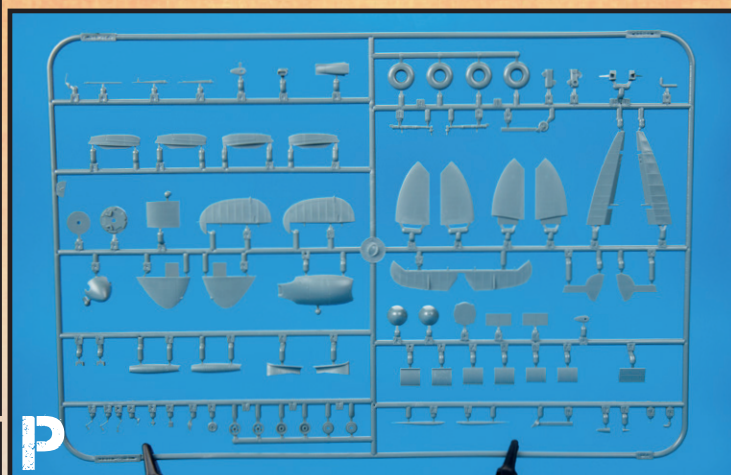
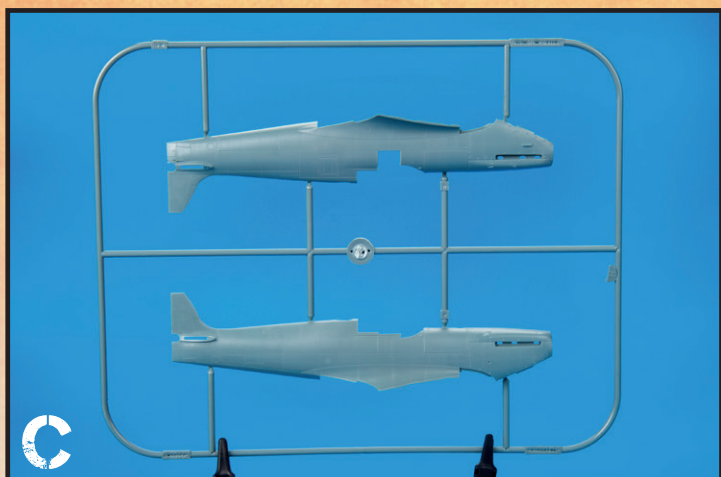
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Product Page



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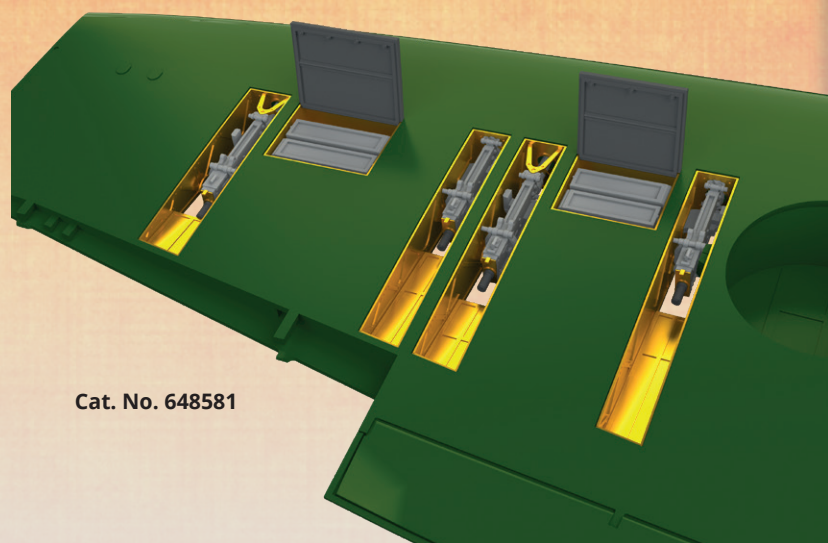
- 481026 Spitfire Mk.I landing flaps 1/48 (PE-Set)
 FE1102 Spitfire Mk.I seatbelts STEEL 1/48 (PE-Set)
 644063 Spitfire Mk.I early LööK 1/48 (Brassin)
 644064 Spitfire Mk.I late LööK 1/48 (Brassin)
 648578 Spitfire Mk.I cockpit 1/48 (Brassin)
 648579 Spitfire Mk.I wheels 1/48 (Brassin)
 648580 Spitfire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



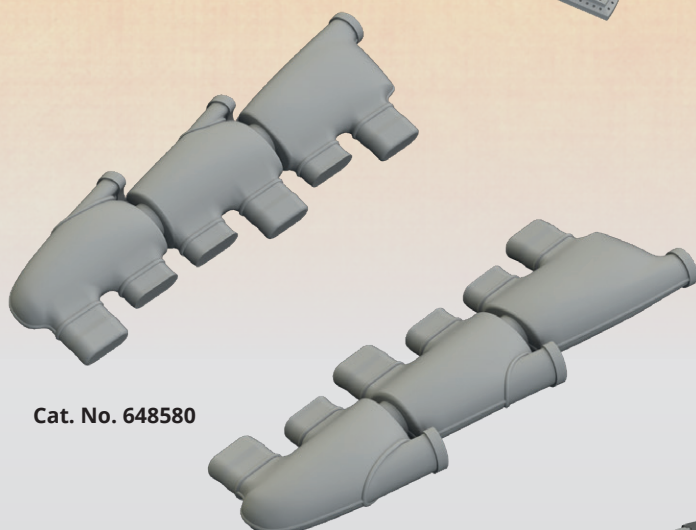
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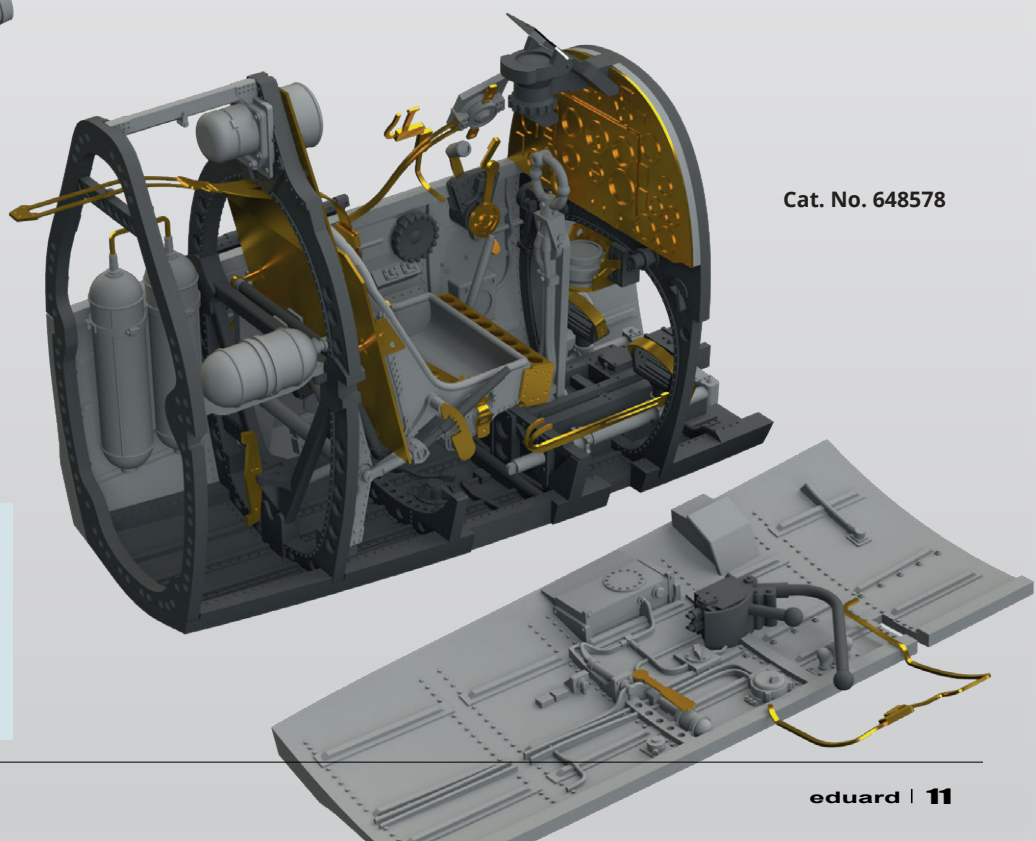
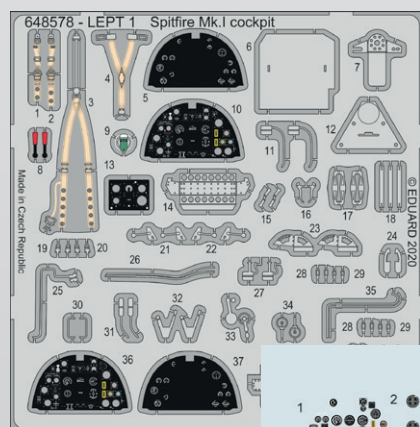
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Spitfire Mk.I

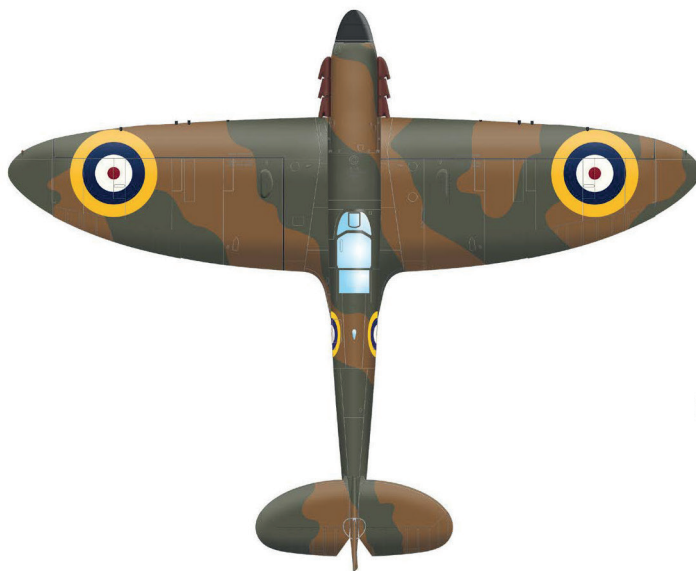
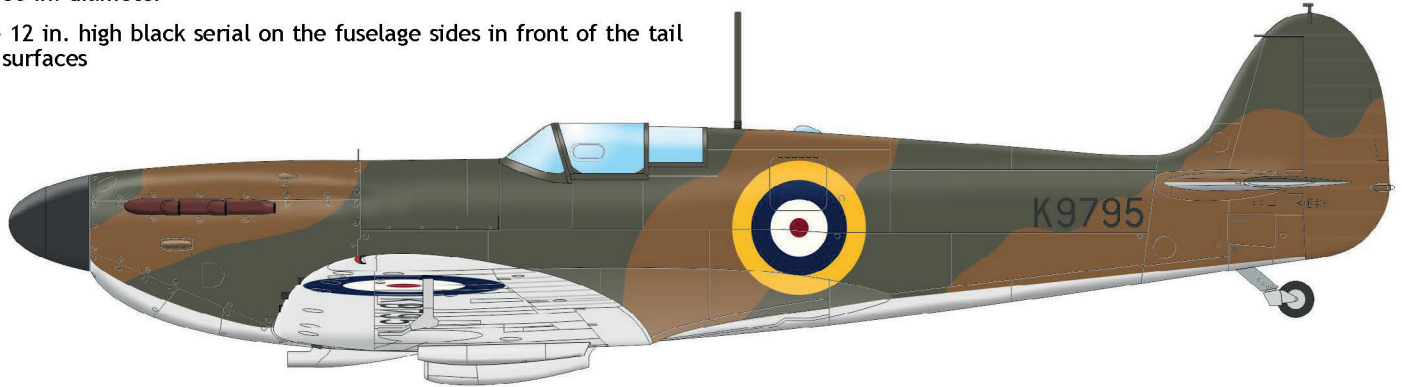
Evolution of the camouflage and markings

Vladimír Šulc



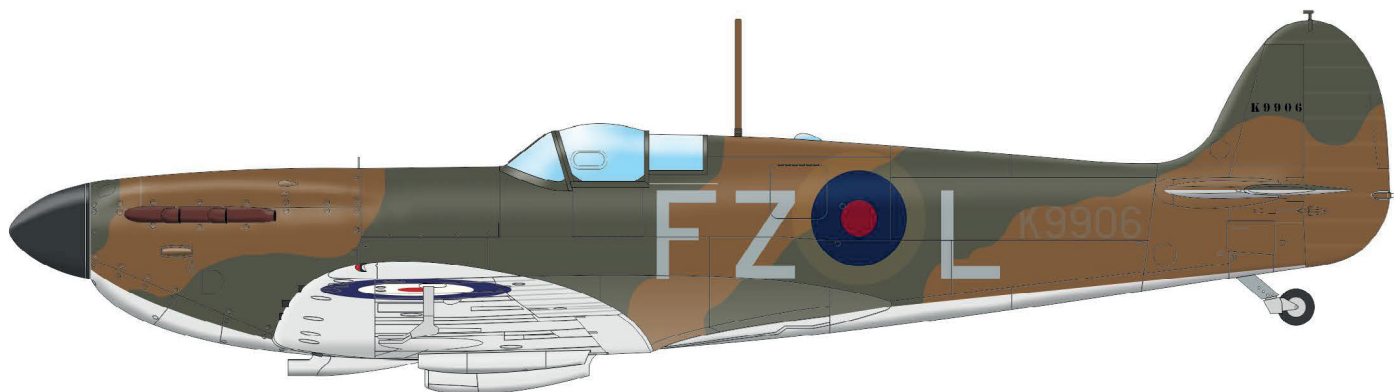
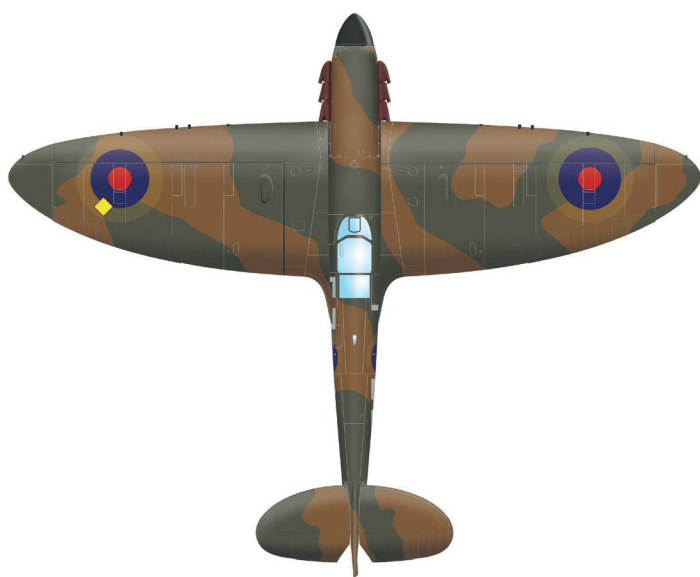
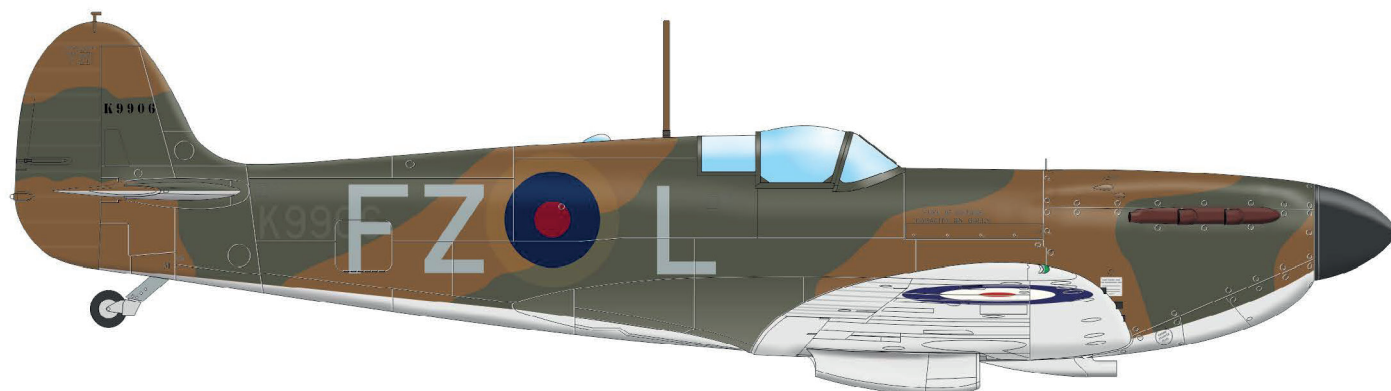
1. 1938

- The upper and side surfaces in Temperate Land Scheme consisting of Dark Green/Dark Earth colors. Camouflage scheme A (see picture below) or mirror scheme B
- National markings on the sides of the fuselage type A.I (blue-white-red cockade with yellow outline) with 35 in. diameter
- National markings on the wing upper surfaces type A.I with 56 in. diameter
- 12 in. high black serial on the fuselage sides in front of the tail surfaces
- Propeller spinner black
- The lower surfaces silver (Aluminum)
- National markings type A, blue-white-red cockade with 50 in. diameter
- Black serial on both halves of the wing lower surfaces



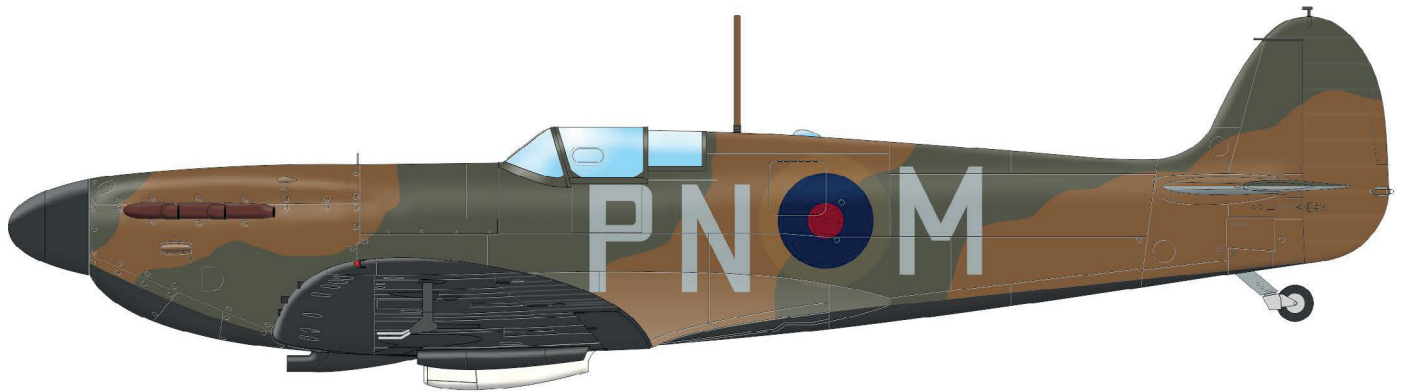
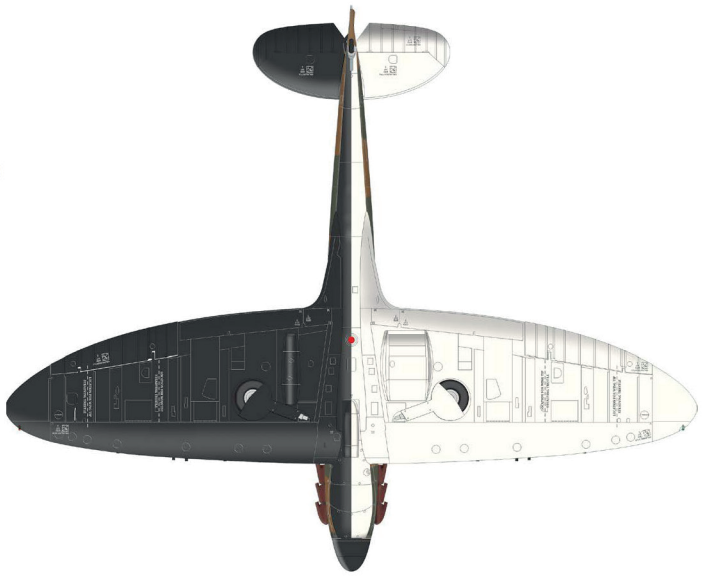
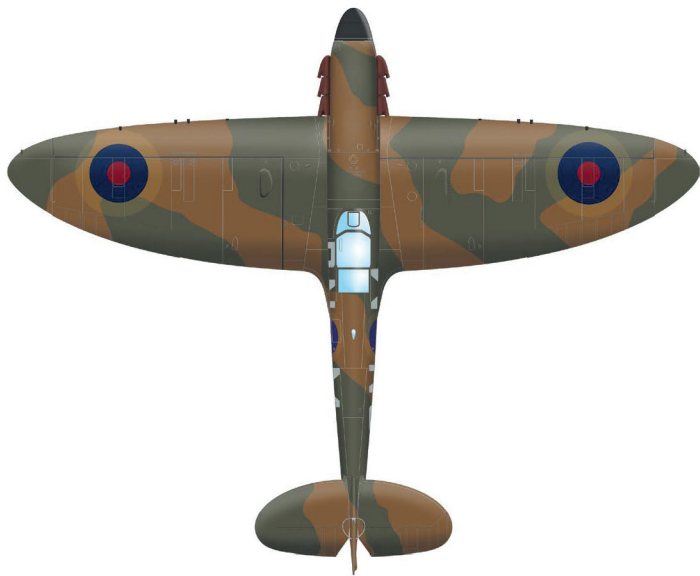
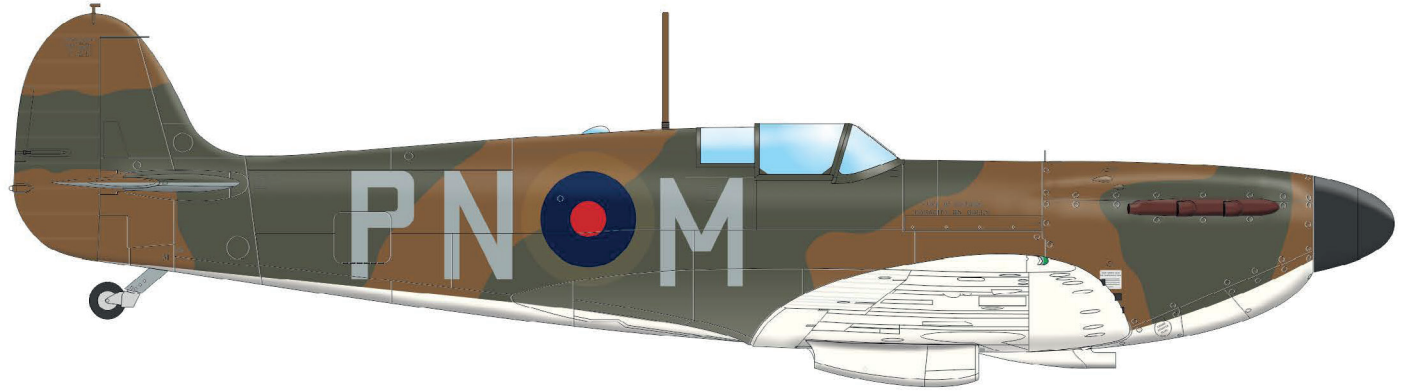
2. End of 1938

- The upper and side surfaces in Temperate Land Scheme consisting of Dark Green/Dark Earth colors. Camouflage scheme A (see picture below) or mirror scheme B
- National markings on the side of the fuselage type B with 25 in. diameter, type B on the wing upper surfaces with 40 in. diameter
- Grey code letters on the fuselage sides (Medium Sea Grey or Basic Grey)
- The lower surfaces silver (Aluminum)
- National markings type A, blue-white-red cockade with 50 in. diameter
- 12 in. high black serial on the fuselage sides in front of the tail surfaces

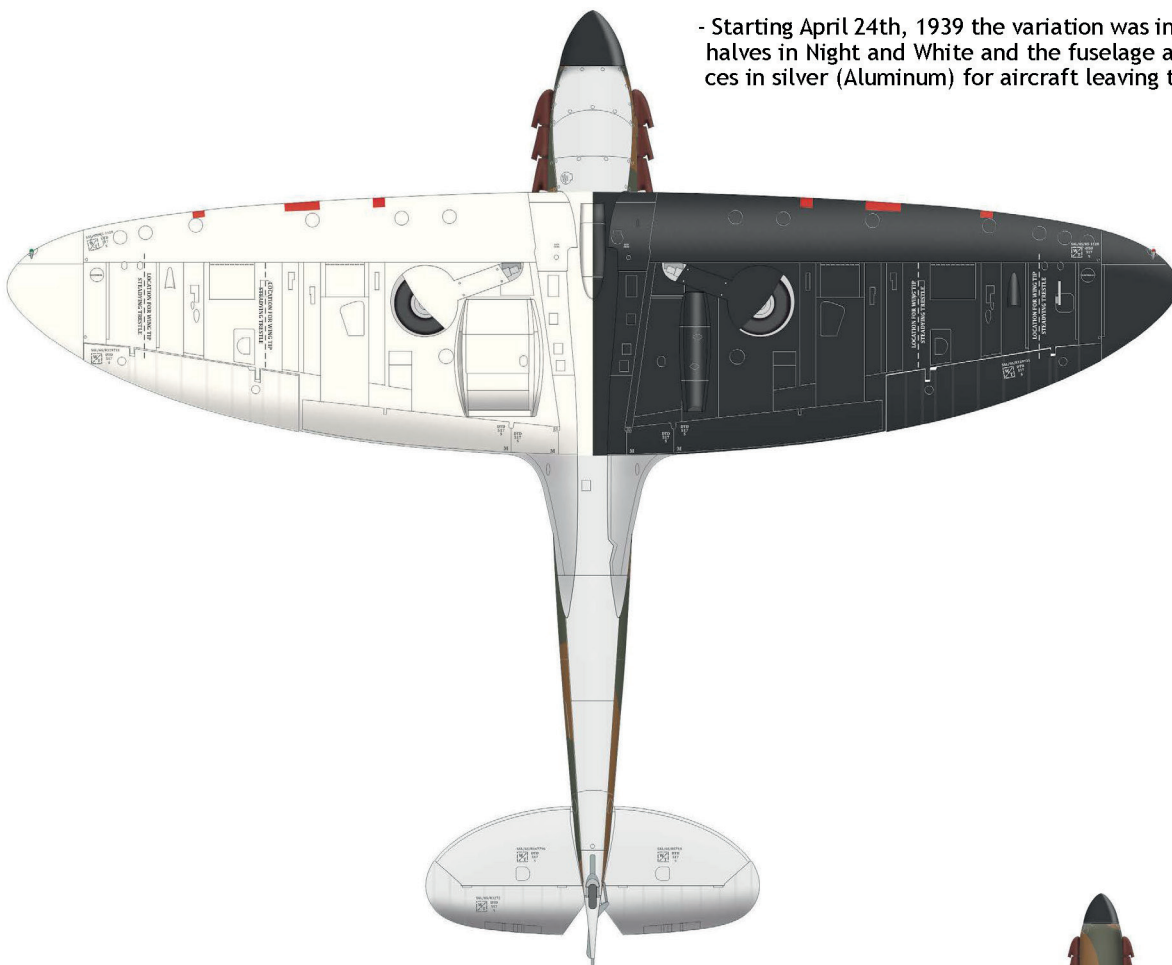


3. April 27th, 1939

- The upper and side surfaces in Temperate Land Scheme consisting of Dark Green/Dark Earth colors. Camouflage scheme A (see picture below) or mirror scheme B
- National markings on the side of the fuselage type B with 25 in. diameter, type B on the wing upper surfaces with 40 in. diameter
- Grey code letters on the fuselage sides (Medium Sea Grey or Basic Grey)
- The lower surfaces in the Night and White scheme, divided into white and black half
- The lower surfaces without national markings
- Officially this scheme was introduced as of April 27th, 1939 for already manufactured aircraft and those delivered to the operational units



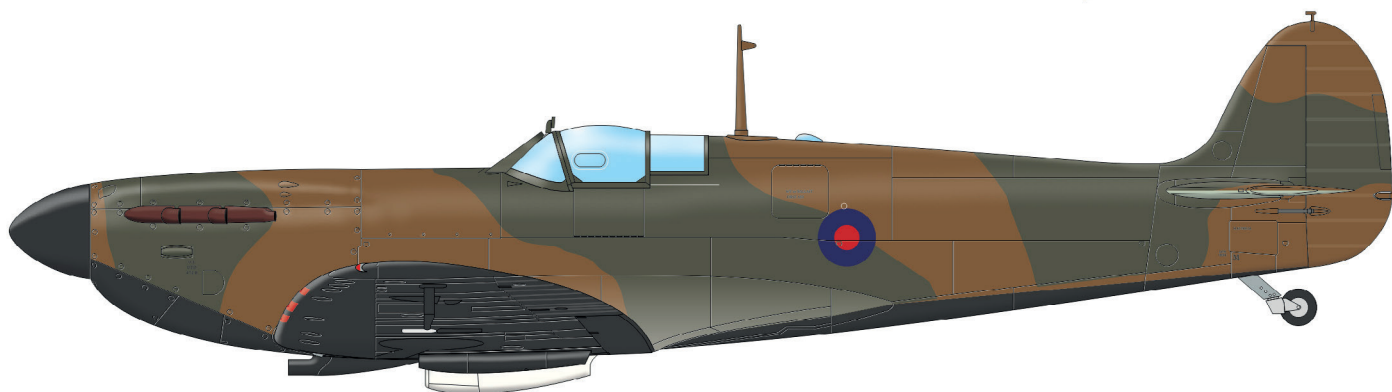
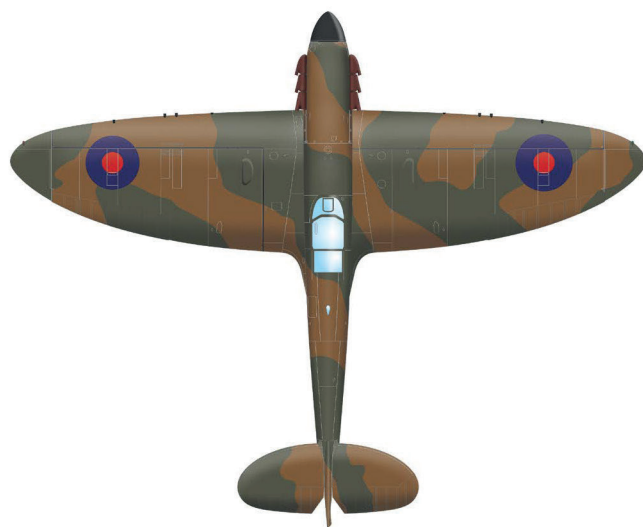
4. April 24th, 1939



- Starting April 24th, 1939 the variation was introduced with the wing halves in Night and White and the fuselage and horizontal tail surfaces in silver (Aluminum) for aircraft leaving the factory

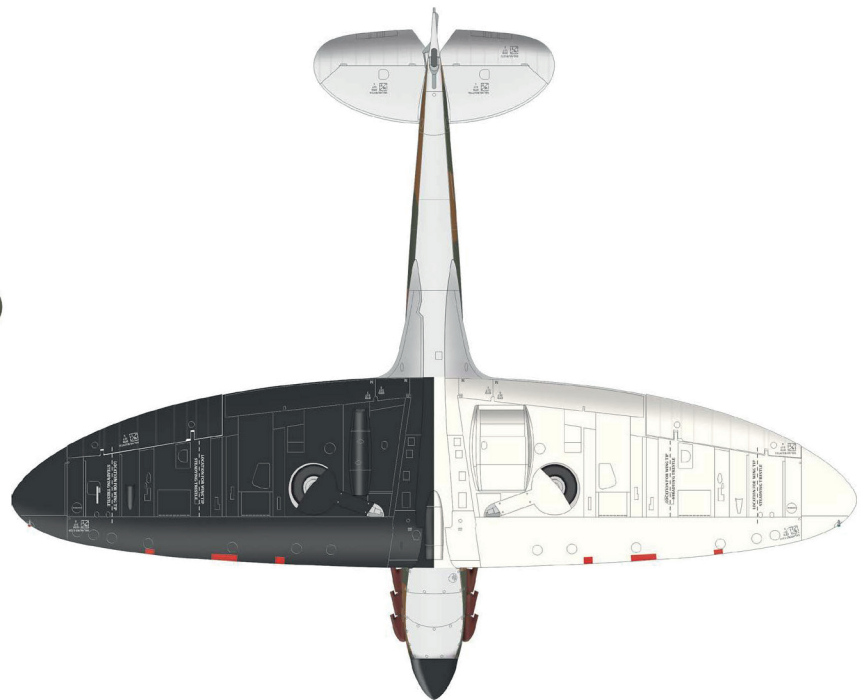
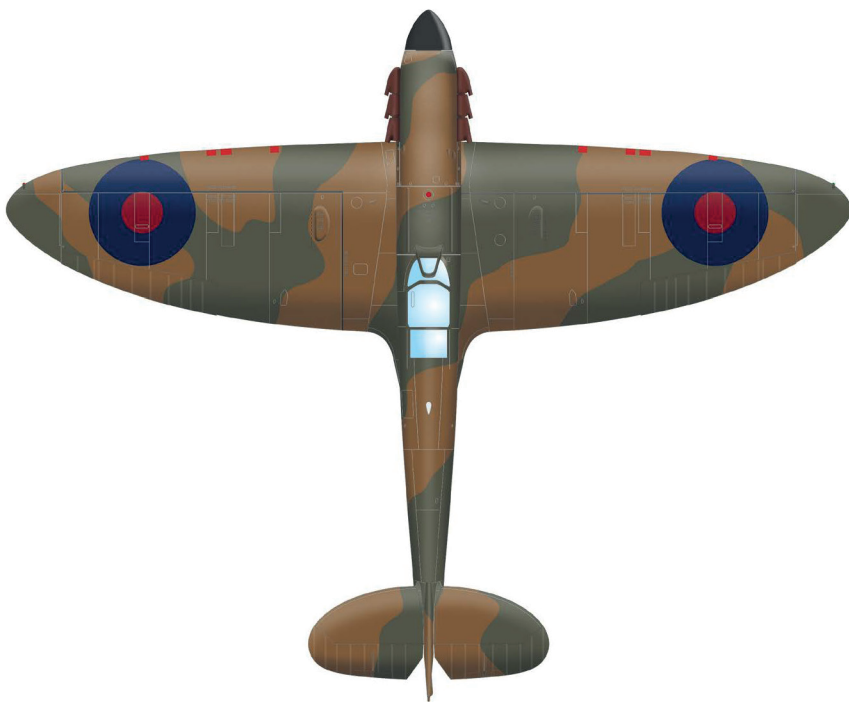
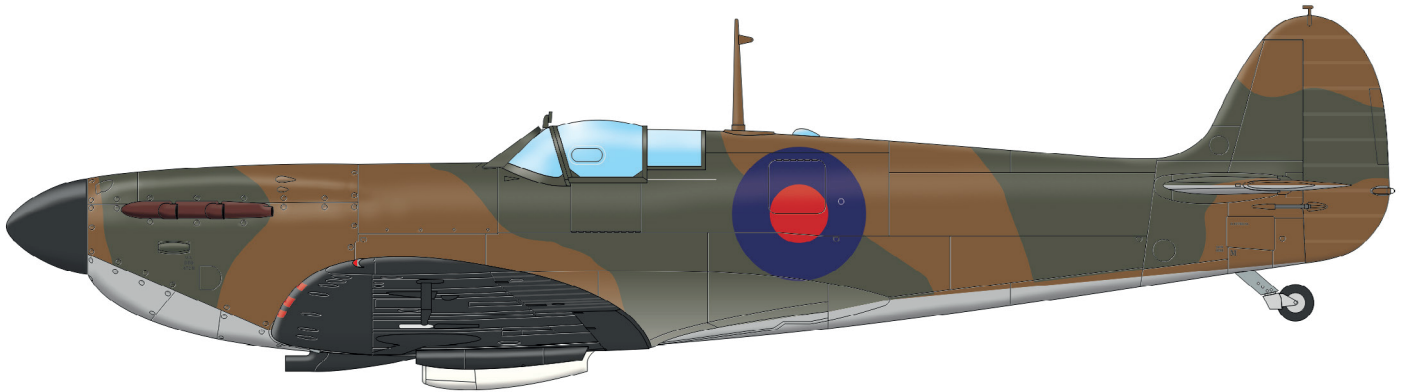
5. Middle of 1939

- Introduced national markings on the fuselage sides type B with 15 in. diameter
- National markings type B with 31.2 in. diameter on the wing upper surfaces
- Rest of the camouflage and markings without changes



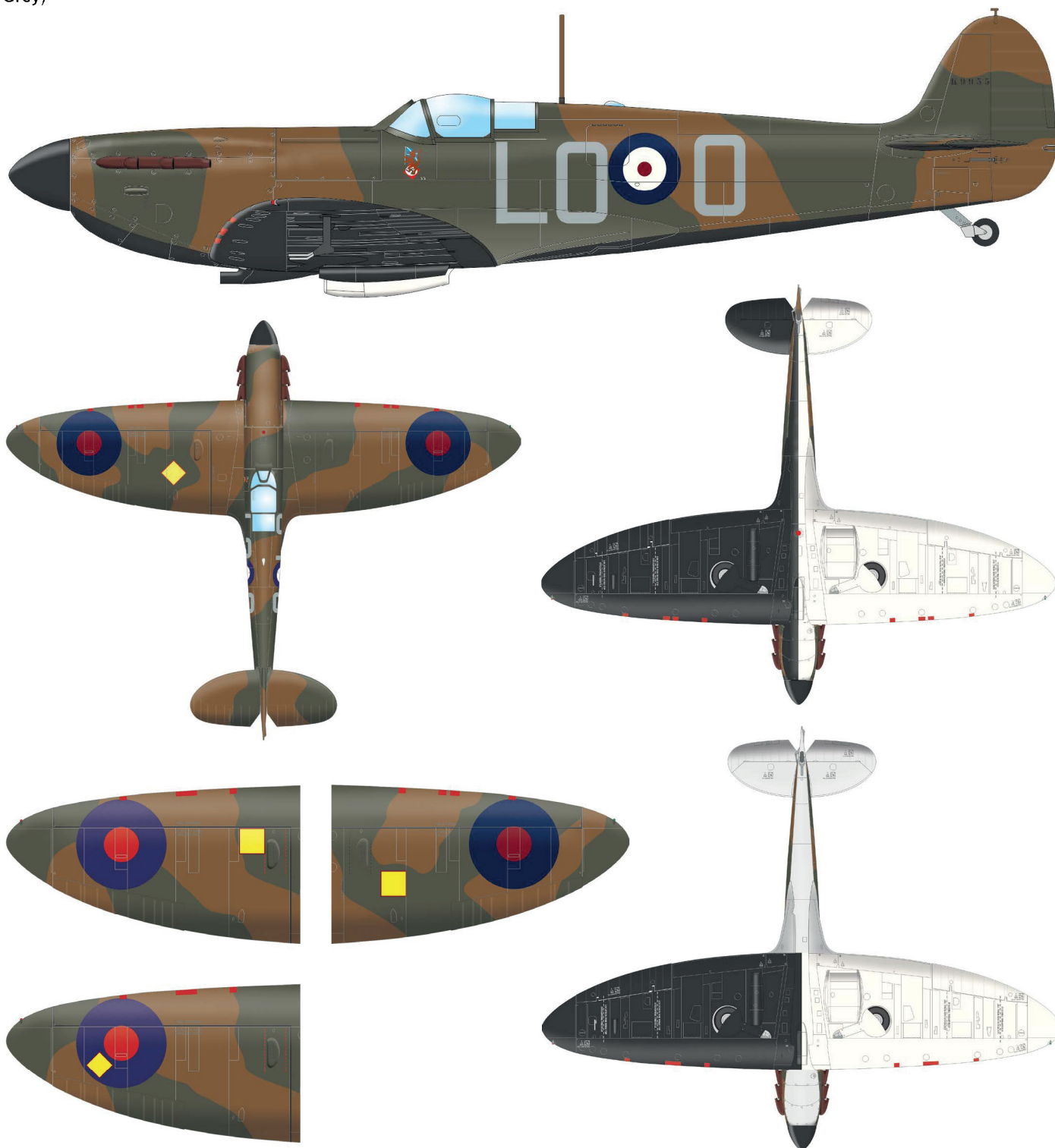
6. September 6th, 1939

- Introduced national markings on the fuselage sides type B with 35 in. diameter
- National markings type B on the wing upper surfaces with 56 in. diameter
- Rest of the camouflage and markings without changes
- Code letters grey
- Find the standard factory coloration below

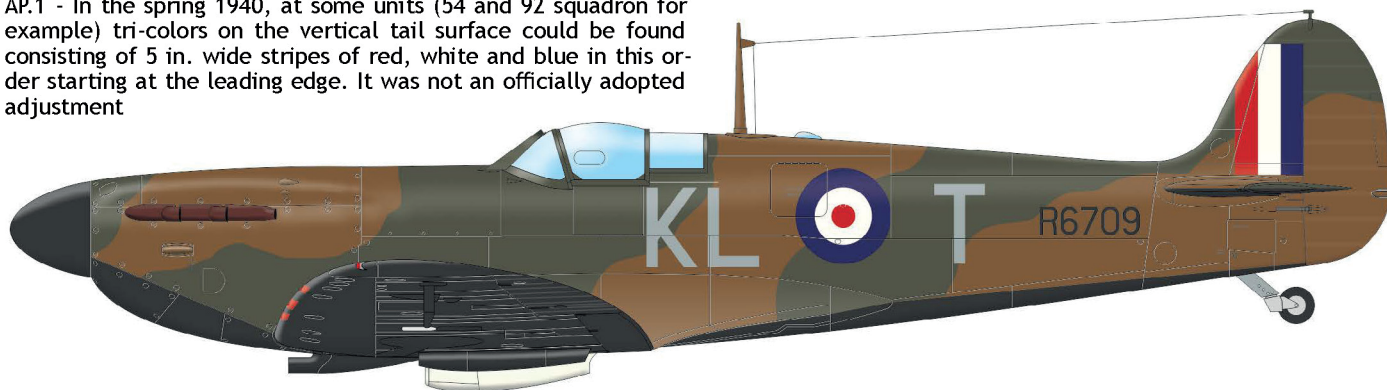


7. February 23rd, 1940

- The upper and side surfaces in Temperate Land Scheme consisting of Dark Green/Dark Earth colors. Camouflage scheme A (see picture below) or mirror scheme B
- National markings on the fuselage sides type A with 35 in. diameter, on the wing upper surfaces type B with 56 in. diameter. Lower surfaces without national markings. Markings on the fuselage sides were painted at unit level in various sizes same as the code letter
- Grey code letters on the fuselage sides (Medium Sea Grey or Basic Grey)
- Black serial number on the fuselage sides in front of the tail surfaces was often over sprayed with camouflage color
- Yellow, red outlined square usually on the left half of the wing served for chemical weapons identification. It could also be found on the right half of the wing
- Lower surfaces in Night and White scheme, separated in white and black half
- No national markings

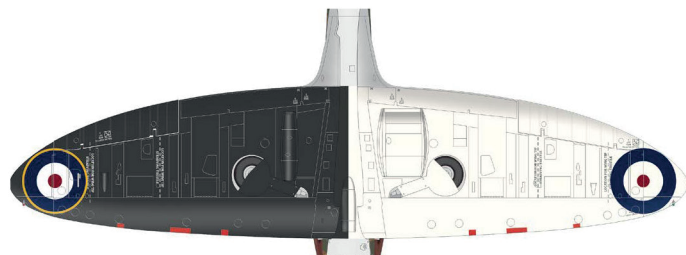
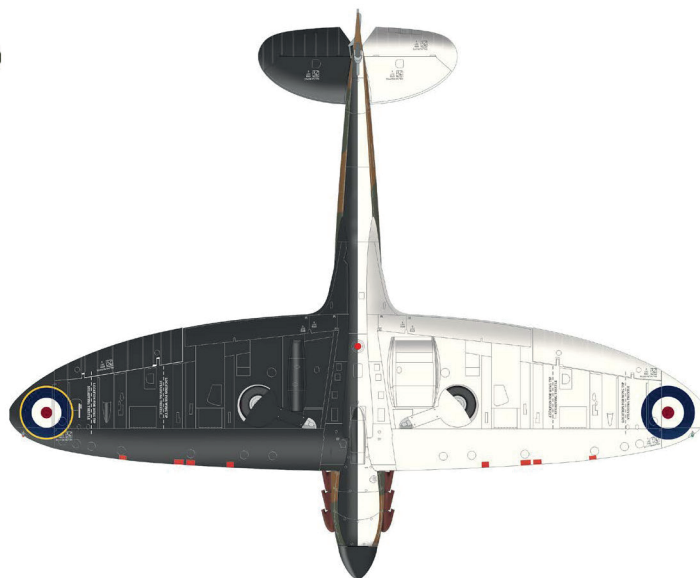
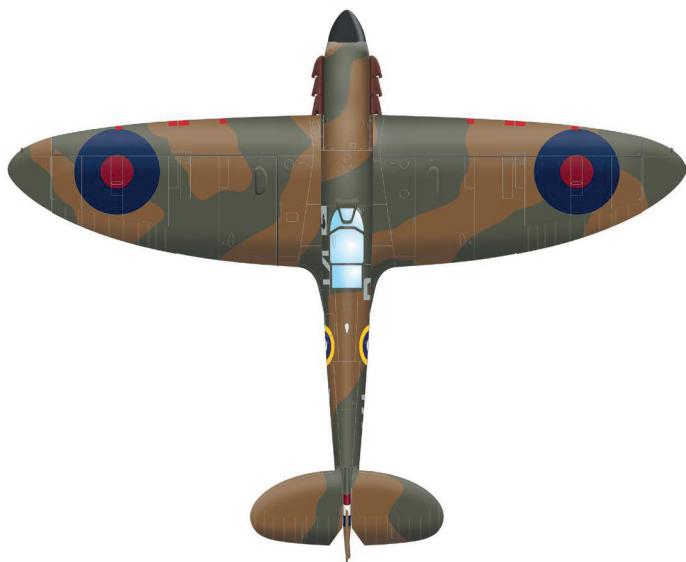
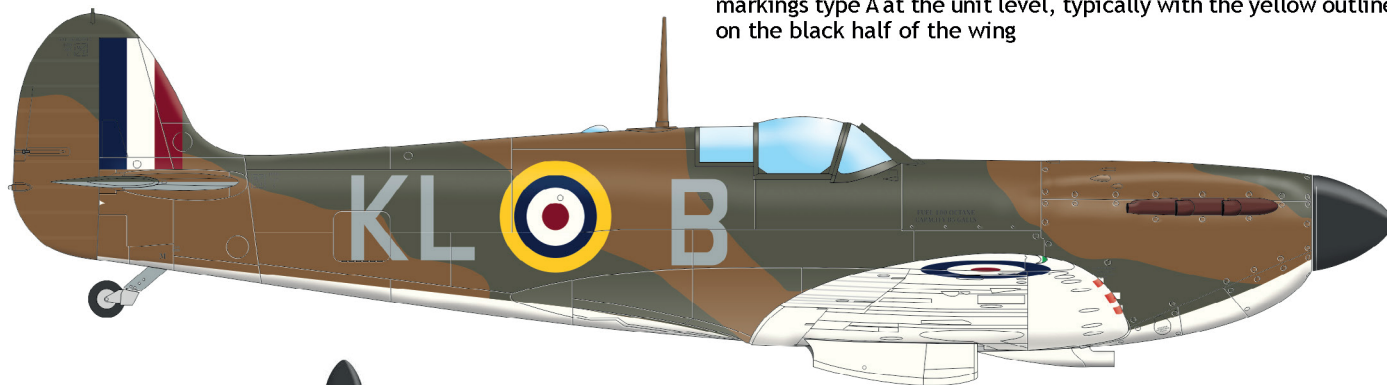


AP.1 - In the spring 1940, at some units (54 and 92 squadron for example) tri-colors on the vertical tail surface could be found consisting of 5 in. wide stripes of red, white and blue in this order starting at the leading edge. It was not an officially adopted adjustment

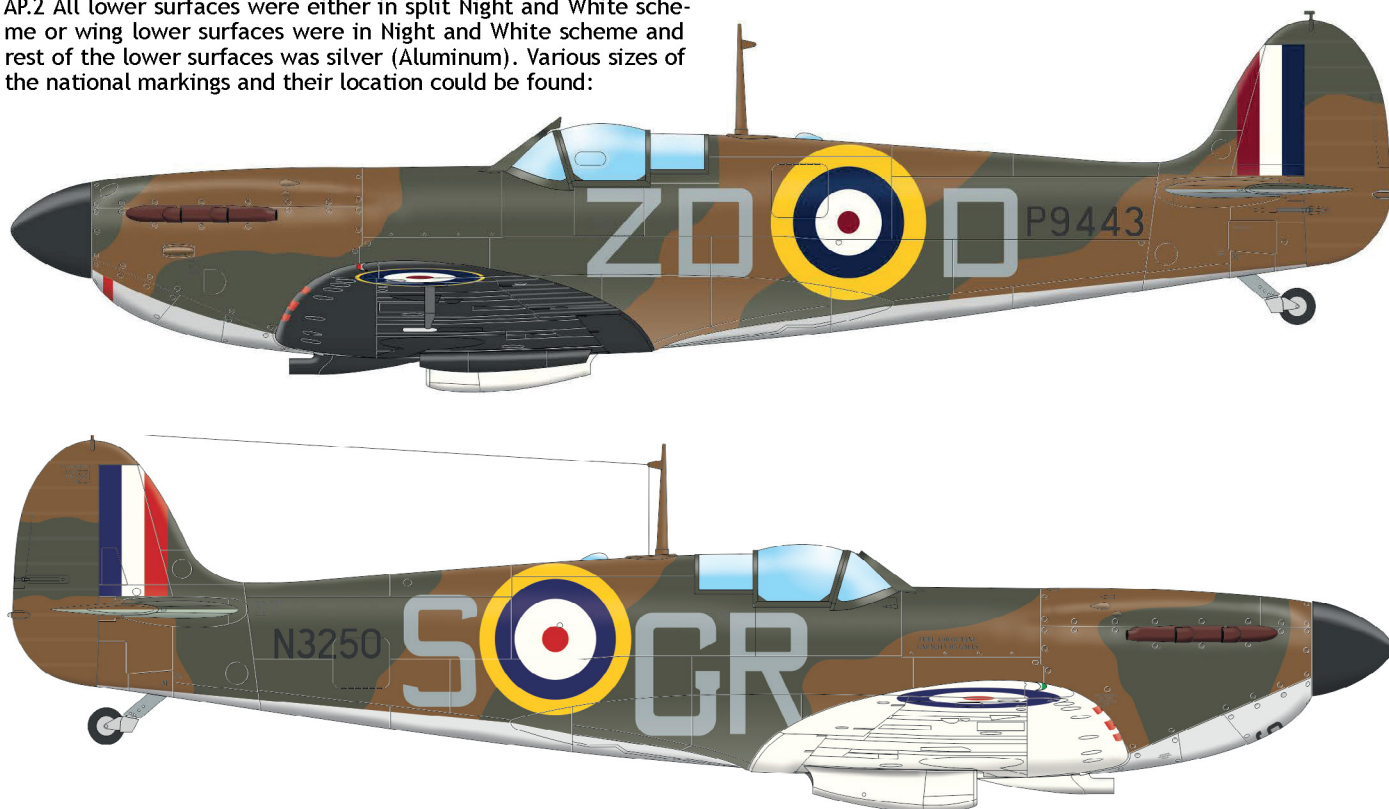


8. May 16th, 1940

- The upper and side surfaces remained in Temperate Land Scheme consisting of Dark Green/Dark Earth colors. Camouflage scheme A or mirror scheme B
- National marking on the fuselage sides were changed to type A.I with 35 in. diameter and 7 in. center
- Tri-color was introduced on the vertical keel with 7 in. wide stripes
- The lower surfaces were supposed to remain in standard White and Night scheme without national markings but with the increased combat intensity the lower surfaces were supplemented with markings type A at the unit level, typically with the yellow outline on the black half of the wing

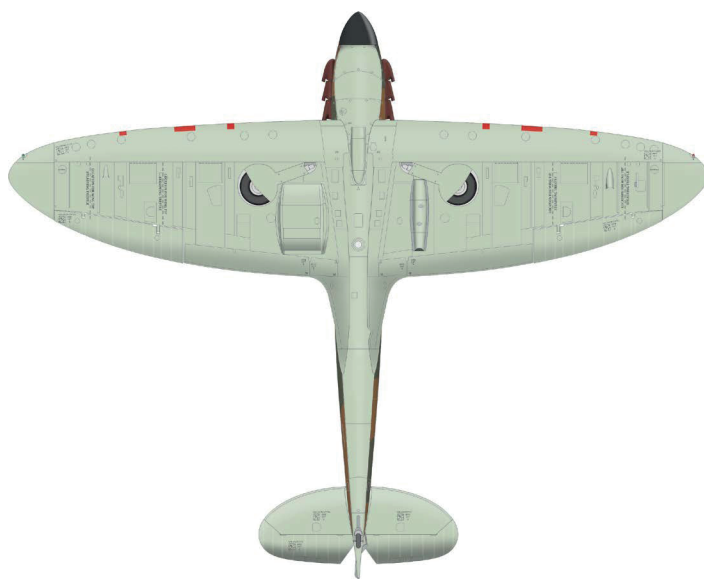


AP.2 All lower surfaces were either in split Night and White scheme or wing lower surfaces were in Night and White scheme and rest of the lower surfaces was silver (Aluminum). Various sizes of the national markings and their location could be found:

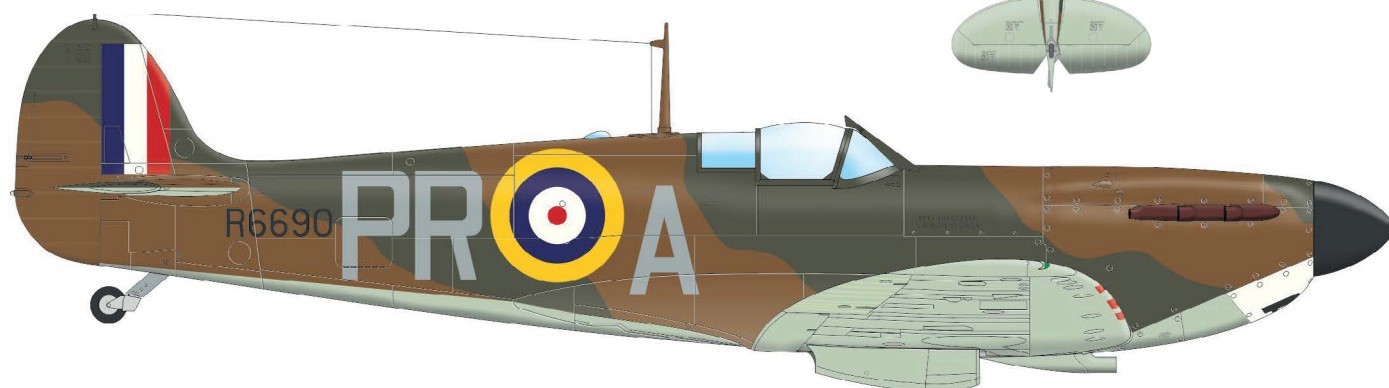


9. June 6th, 1940

- Sky color was introduced for the lower surfaces
- Lower surfaces were to remain without national markings
- Upper and side surfaces camouflage as well as markings on these surfaces did not change

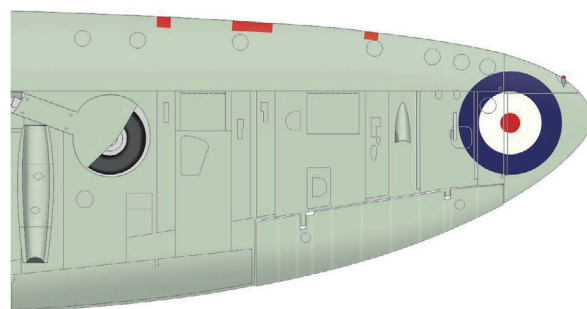
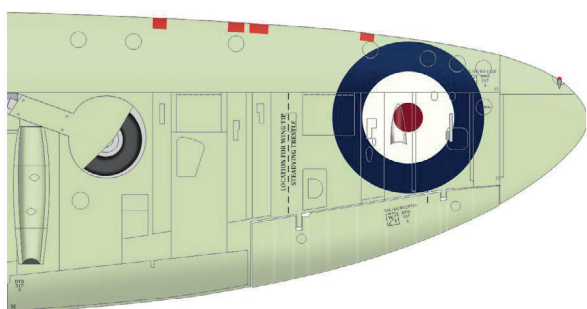
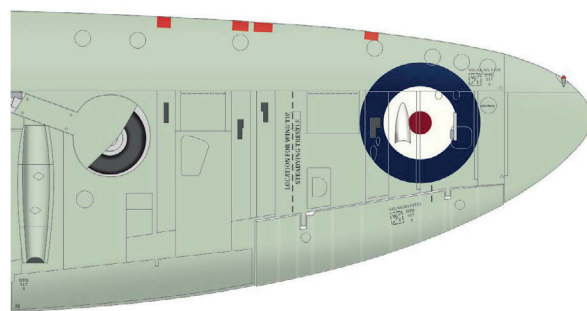
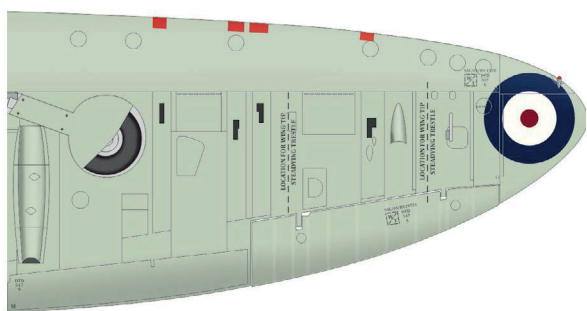
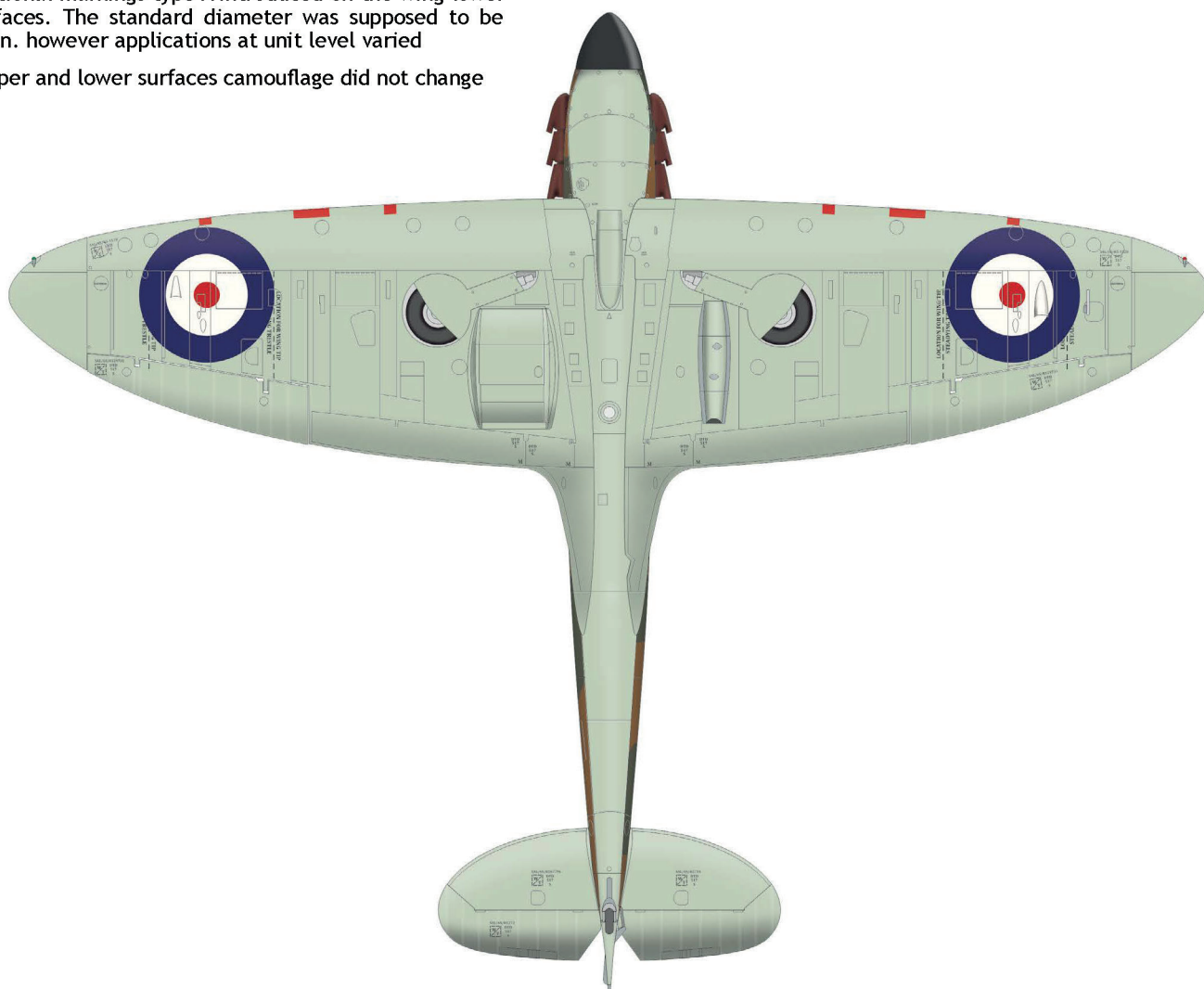


AP.3 Some units applied black letter in yellow area as an individual aircraft marking in this case it is the 609 Squadron aircraft



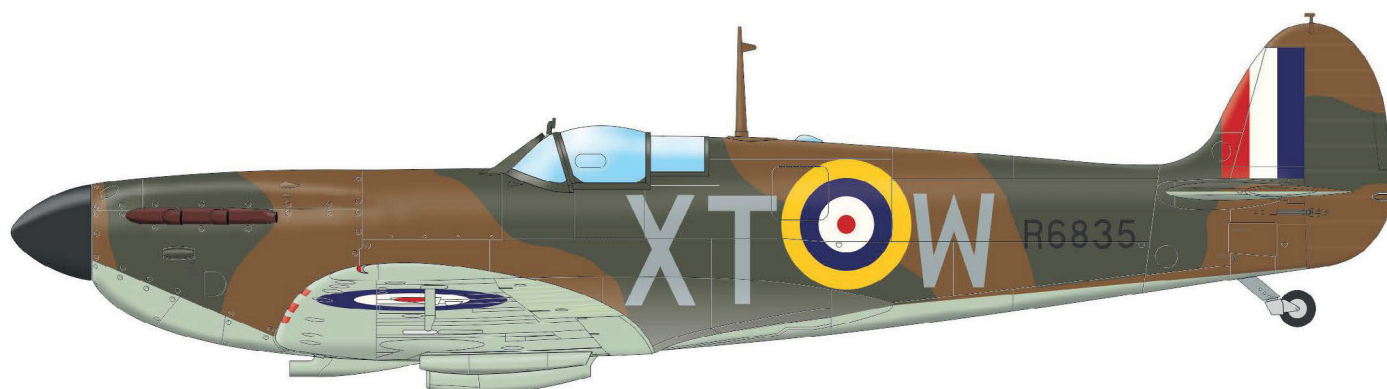
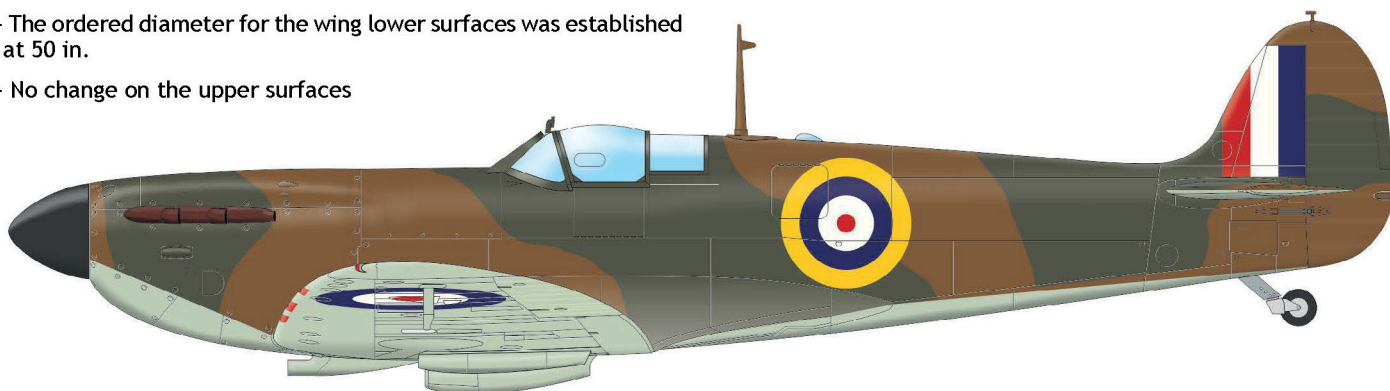
10. August 11th, 1940

- National markings type A introduced on the wing lower surfaces. The standard diameter was supposed to be 50 in. however applications at unit level varied
- Upper and lower surfaces camouflage did not change



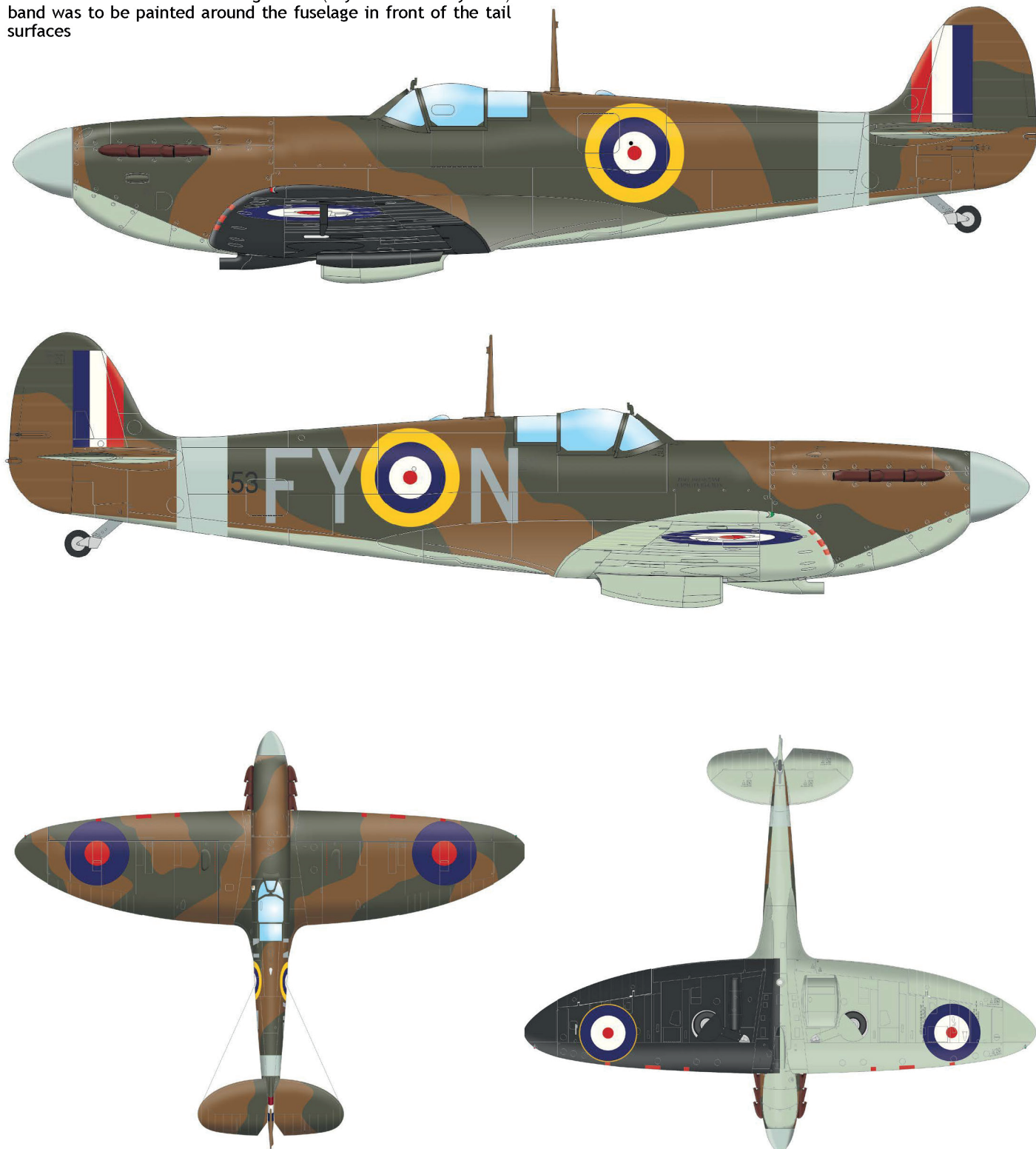
11. August 18th, 1940

- Vertical tail tri-color was officially introduced with 8 in. wide stripes and 27 in. high
- The ordered diameter for the wing lower surfaces was established at 50 in.
- No change on the upper surfaces



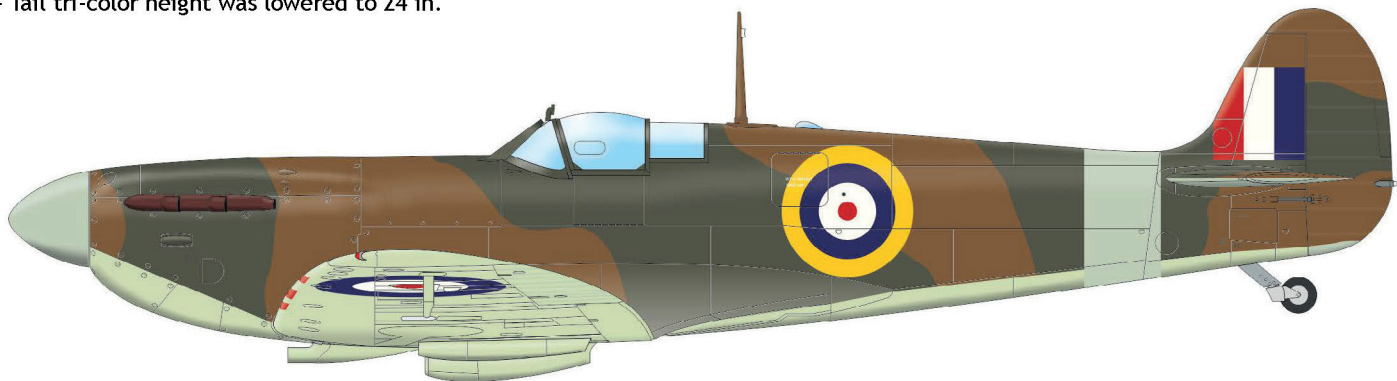
12. November 27th, 1940

- By the order dated November 27th, 1940, left half of the wing black coloration was introduced
- Rest of the lower surfaces remained in Sky light blue color
- National marking on the left half of the wing received yellow outline
- At the same time 18 in. wide light blue (Sky or Air Ministry Blue) band was to be painted around the fuselage in front of the tail surfaces
- Propeller spinner remained in light blue (Sky or Air Ministry Blue) color
- Upper and side surfaces camouflage remained Temperate Land Scheme (Dark Green/Dark Earth)
- Code letters remained grey



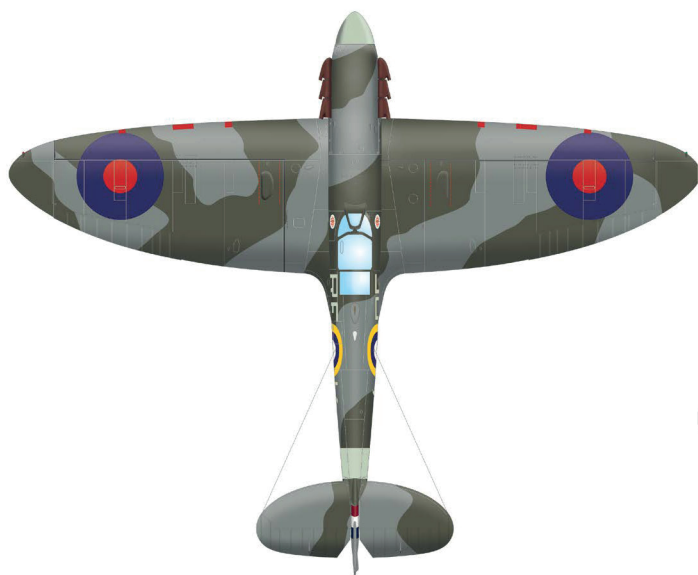
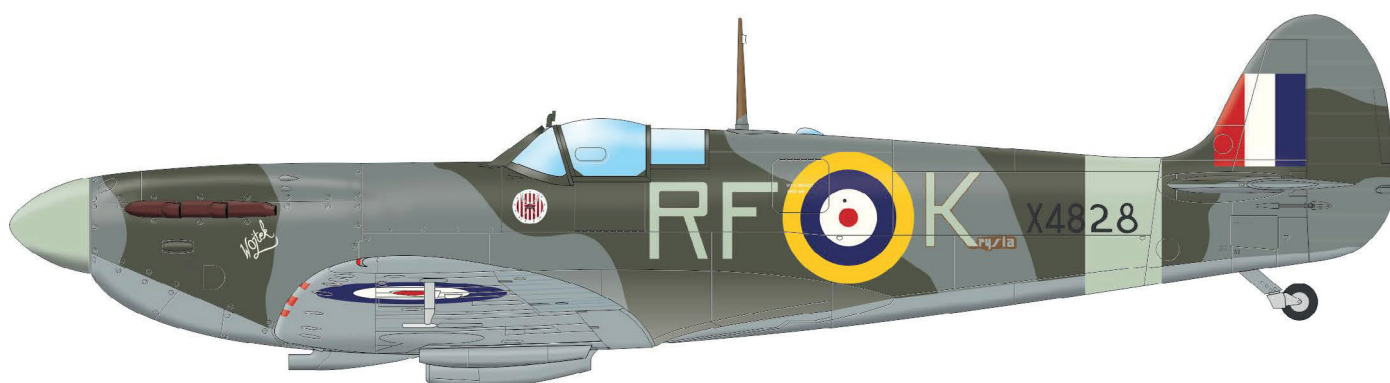
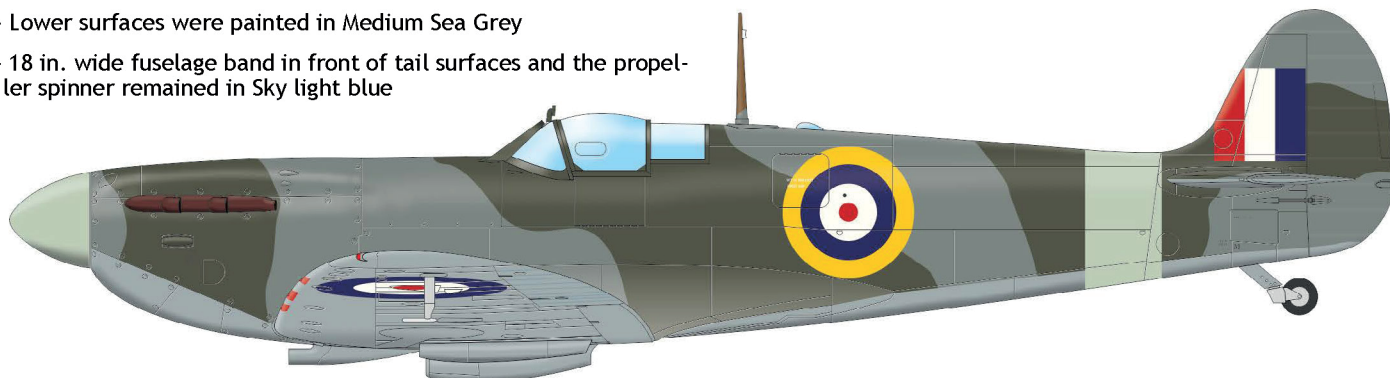
13. May 22nd, 1941

- Left wing lower surfaces were painted Sky light blue again
- National markings type A on the lower wing surfaces with 50 in. diameter
- Tail tri-color height was lowered to 24 in.



14. August 15th, 1941

- By the order dated August 15th, 1941 Day Fighter scheme was introduced
- The upper surfaces were painted in Dark Green and Ocean Grey which could be substituted with Mixed Grey (50/50 Night and Medium Sea Grey)
- Lower surfaces were painted in Medium Sea Grey
- 18 in. wide fuselage band in front of tail surfaces and the propeller spinner remained in sky light blue
- Code letters were also in Sky color
- Tail tri-color height was lowered to 24 in.
- Remaining national markings did not change



Further RAF camouflage and markings evolution was practically irrelevant to Spitfire Mk. I. The remaining aircraft were either struck off charge or converted to Spitfires Mk. V.

I'd like to add that to find a true, by the book camouflage and markings on real Spitfires is rather difficult and I dare to say that it did not exist in fact. At first the interpretation and application of the newly introduced instructions at the unit level varied considerably. The situation is better with the aircraft leaving factory in already new livery. Even here, part of the markings, primarily the code letters, were applied at the unit level and situation with different

interpretation of the instruction alongside its practical application repeated itself.

We can say that if you ever find Spitfire Mk. I reconstruction of its coloration precisely according to the orders and instructions it can raise the "red flag" and the case is worth of detailed investigation. Therefore, we at Eduard do not insist on perfect veracity of the markings reconstruction you will find in our kits. So, we don't get upset with you if you decide to modify what's contained in the box.

Good luck!

VS



Z-37A

Size L, M, XL, XXL, XXXL

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The Spitfire Story

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Adlerangriff

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MIG-19

1/48



Cat. No. 11141

- Trumpeter plastic parts for version S and PM
- Photo-etched set
- Painting mask
- 8 marking options
- Brassin: wheels and gun barrels

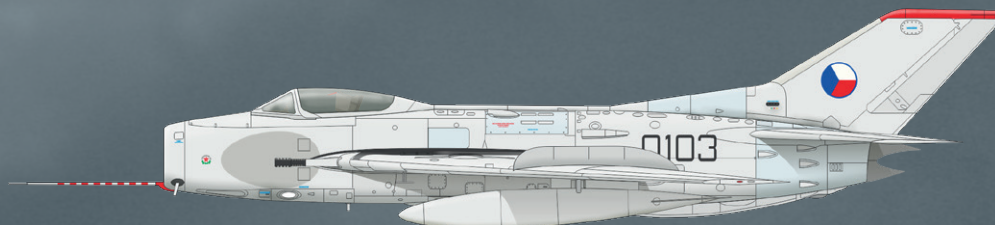
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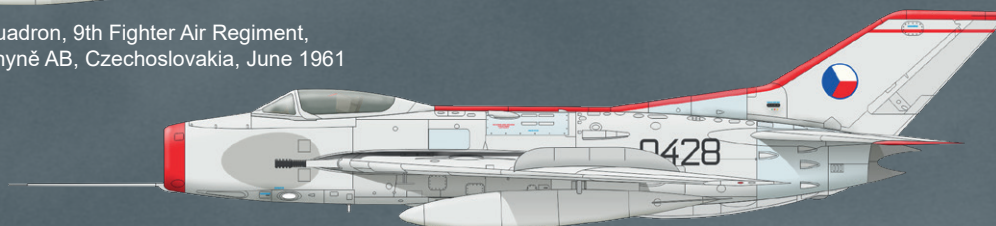
11141-OBT1 MIG-19S/PM

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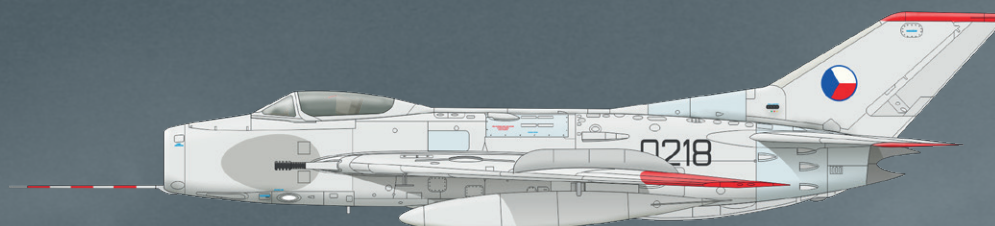
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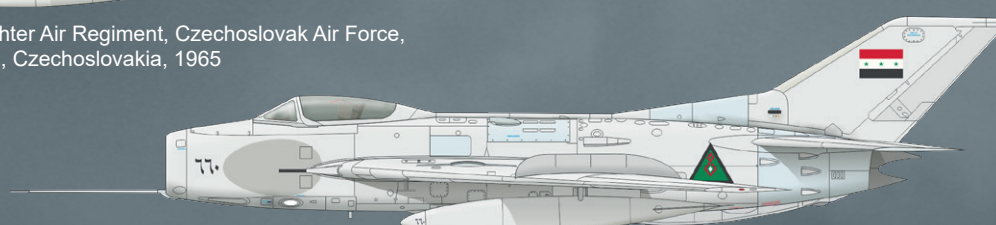
MiG-19S, c/n 950103, 1st Squadron, 9th Fighter Air Regiment, Czechoslovak Air Force, Bechyně AB, Czechoslovakia, June 1961



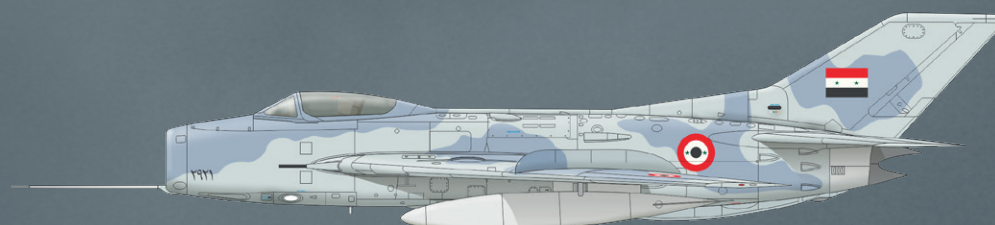
MiG-19S, c/n 150428, 10th Squadron (Staff), 10th Air Force, Czechoslovak Air Force, Hradec Králové, Czechoslovakia, 1961



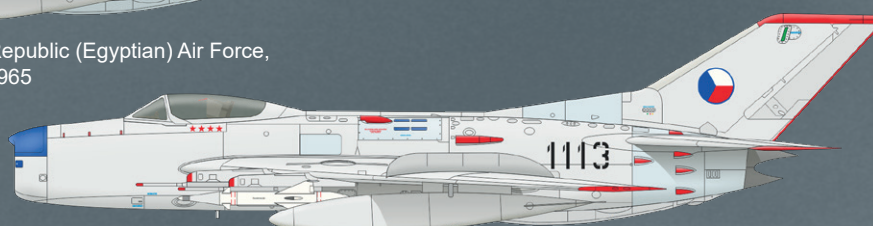
MiG-19S, c/n 050218, 1st Fighter Air Regiment, Czechoslovak Air Force, Planá near České Budějovice, Czechoslovakia, 1965



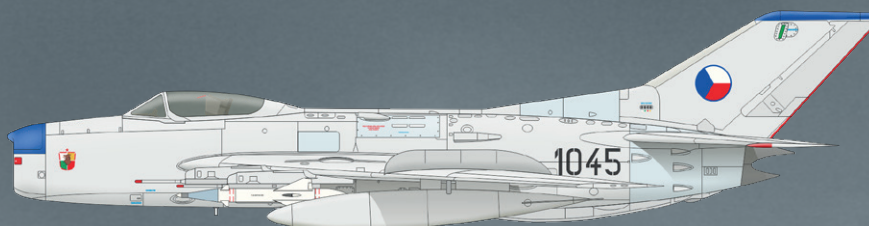
MiG-19S, Tactical No. 660, Iraqi Air Force, No. 11 Squadron, Al-Rashid air base, Republic of Iraq, 1963



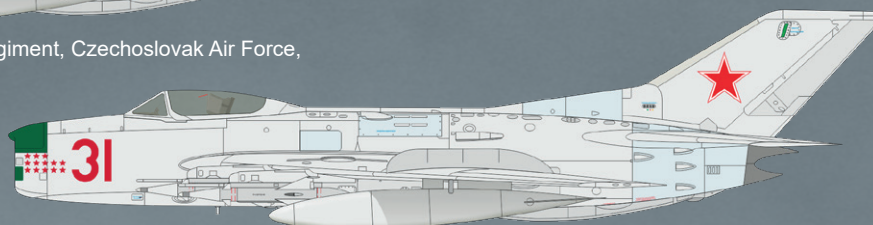
MiG-19S, Tactical No. 2921, United Arab Republic (Egyptian) Air Force, No. 29 Squadron, Fayid, Egypt, summer 1965



MiG-19PM, c/n 651113, 4th Fighter Air Regiment, Czechoslovak Air Force, Pardubice, Czechoslovakia, 1967



MiG-19PM, c/n 651045, 5th Fighter Air Regiment, Czechoslovak Air Force, Líně, Czechoslovakia, 1970



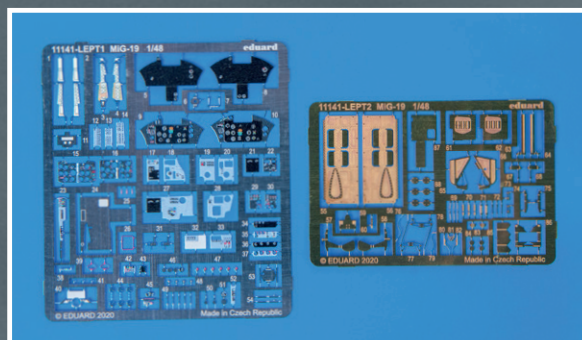
MiG-19PM, „Red 31“, unknown unit, Soviet Union Air Force, Soviet Union, 1960s

OVERTREES

MIG-19PM/S

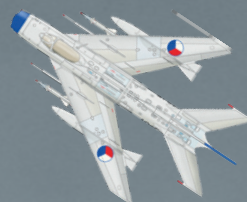
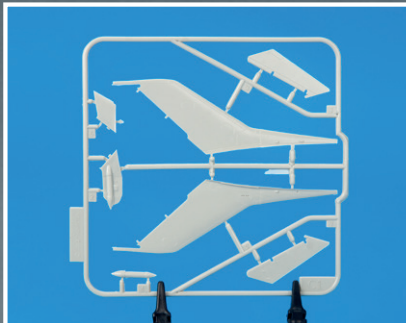
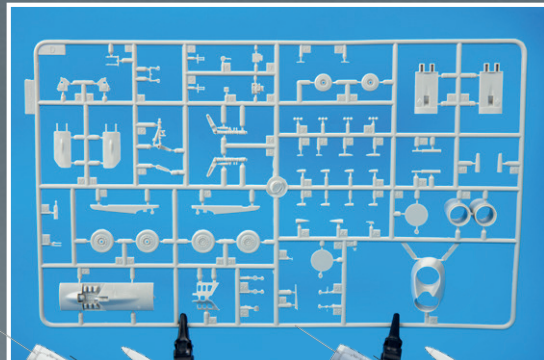
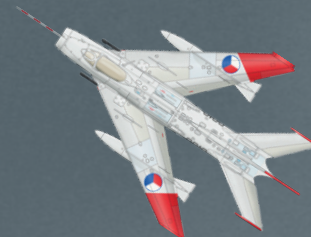
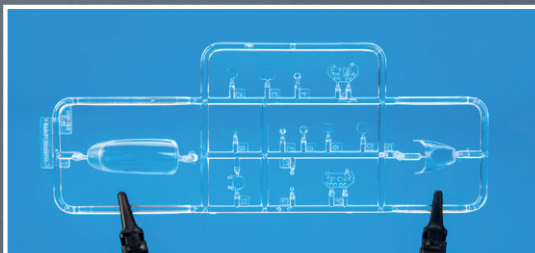
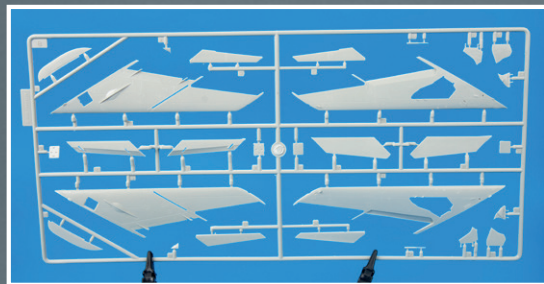
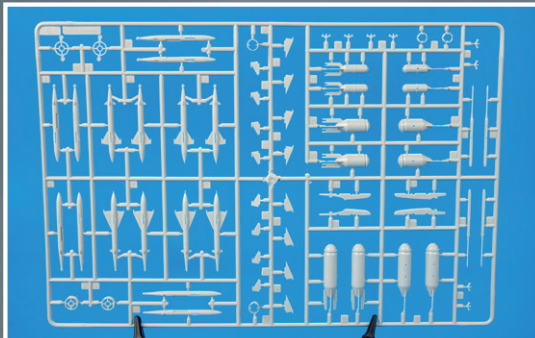
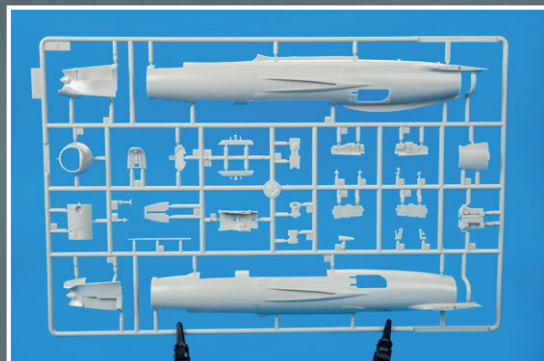
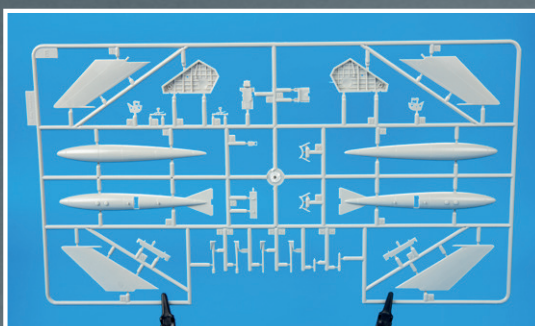
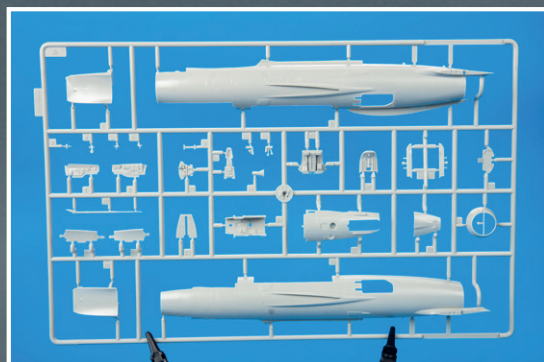
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- 481032 MiG-19PM upgrade set 1/48 (PE-Set)
- FE1123 MiG-19 seatbelts STEEL 1/48 (PE-Set)
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- 648597 MiG-19 ejection seat 1/48 (Brassin) **11/2020 release**



Cat. No. 644068



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480	1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491	1492	1493	1494	1495	1496	1497	1498	149
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DUAL COMBO



SERVUS ★ CHLAPCI

1/72 Cat. No. 2131

- Eduard plastic parts for two complete kits
- Photo-etched set
- Painting mask
- 12 marking options
- Extra: pilot figure

Product Page



Recommended for Z-37A 1/72:

672248 Z-37A aerial applicator 1/72 (Brassin)
11/2020 release





Z-37A s/n 23-03 was registered on February 28th, 1977. The aircraft was owned by Slov-Air Division 02 in Prague and was passed on to Air Special Ltd. in Jicin on January 29th, 1993. The aircraft was placed in storage in 2009 as not airworthy. OK-HJC is famous for its participation in the popular Czech movie 'My Sweet Little Village', with an iconic scene of the main character's landing, shot at an airfield near Benesov in the Czech Republic.



Z-37A s/n 23-21ND was manufactured in 1979 using spare parts and was registered on February 19th, 1980 to JZD 'Družba' Boršice, from January 28th, 1993 was owned by Reas a.s. Brno, then, from August 25th, 1999, by Air Special. From February 13th, 2006, it was owned by OK-Hudec s.r.o., and later DARA-Air and is currently being flown by Air Jihlava-service s.r.o.



Z-37 s/n 09-18 was manufactured in 1970 and registered in the Czechoslovak Air Register as OK-ZJE. The aircraft was sold to Hungary in the same year and registered as HA-MGK. It returned to Slovakia in 1982 and was flown by Slov-Air as OK-ZJE. It was re-registered to OM-ZJE in 1993. It was flown in the Czech Republic with the Slovak registration, seen at Rakovník Airfield. The aircraft was retired from flying in 2006 at Nitra, Slovakia.



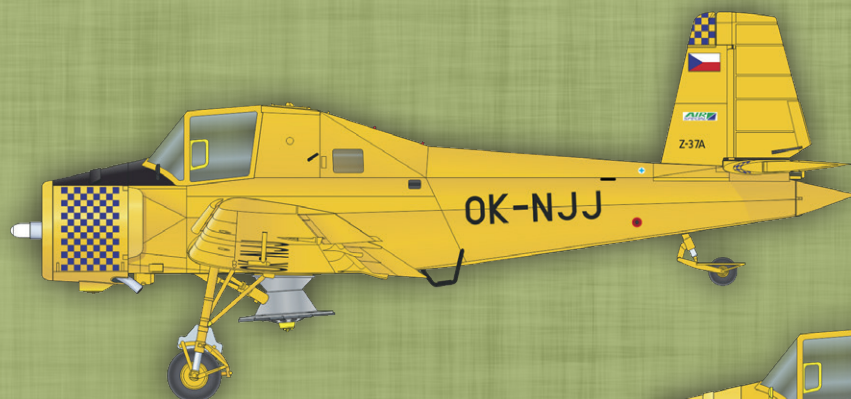
Z-37A s/n 12-18, manufactured and registered to Slov Air in the Slovak Air Register in 1971. After many changes in ownership, the aircraft is currently owned by Air Jihlava Servise Ltd. The No. 310 Squadron RAF badge on the engine cowl and the kill markings under the cockpit are consistent with these items painted on Spitfire Mk.XVI TE184, when it was flown as DU-N. OK-AKP was flown with tiger motif fuel tanks. The plane was stricken off charge in 2018 and became a source for spare parts.



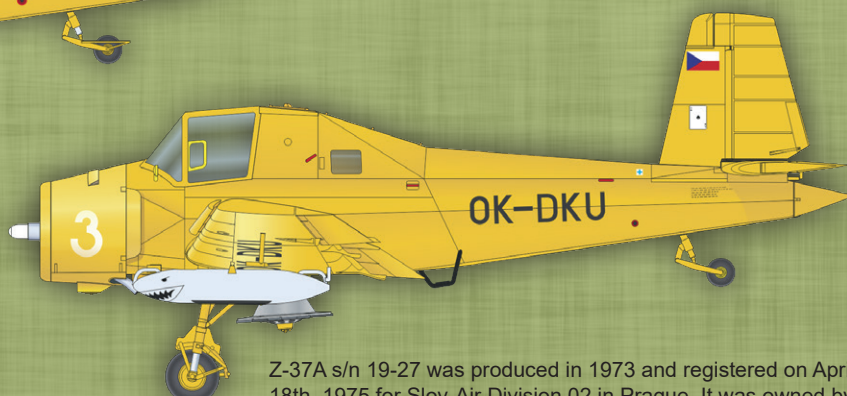
Z-37A s/n 25-02 was registered on August 2nd, 1983 with Slov-Air Division 05 Brno. From January 28th, 1993, it was owned by Reas a.s. in Brno, then from November 28th, 2000 by Radek Jež, flown by Bedřich Vávra, from August 22nd, 2001 by DARA Air s.r.o., and from March 22nd, 2006 by Air Jihlava Service, s.r.o.. Airframe OK-NJB wore tiger stripes on its tail going into an overhaul in 2012, and on the engine cowl thereafter.



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



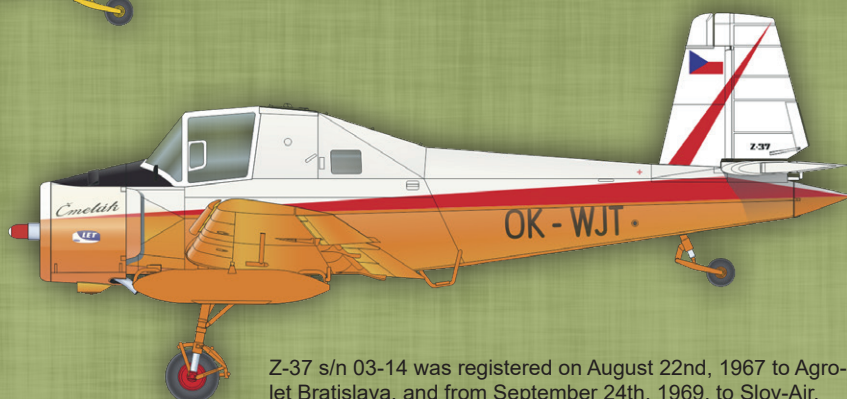
Z-37A s/n 25-13 was registered on November 1st, 1983 for Slov-Air Division 05 in Brno and from January 28th, 1993 was owned by Reas a.s. in Brno. From June 21st, 1999, the aircraft was owned by Air Special a.s. and was overhauled in 2003 at Usti nad Orlici Airfield. Currently, it is owned by JV OK s.r.o. and is in storage at Jicin Airfield.



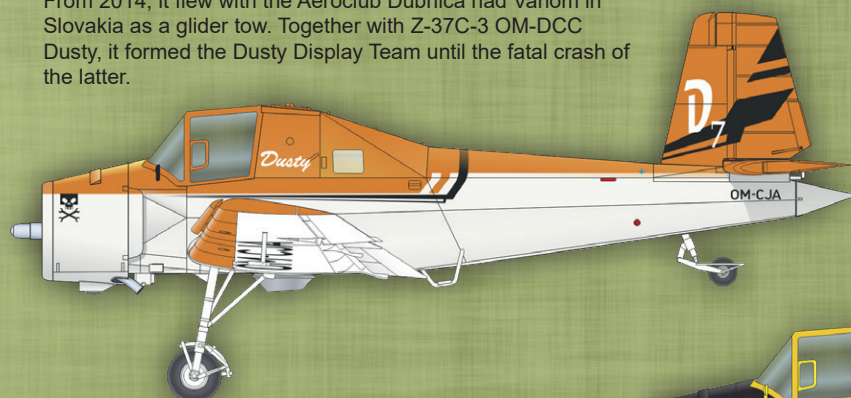
Z-37A s/n 19-27 was produced in 1973 and registered on April 18th, 1975 for Slov-Air Division 02 in Prague. It was owned by Air Special from February 27th, 1992 and sold to Jas Air CZ Ltd. on June 30th, 2008. Overhaul and repaint was conducted in 2010 at Hosin Airfield. OK-DKU was flown with bright blue auxiliary fuel tanks, later with silver units adorned with shark-mouths.



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



Z-37 s/n 03-14 was registered on August 22nd, 1967 to Agrolet Bratislava, and from September 24th, 1969, to Slov-Air. OK-WJT is displayed in the Air Museum in Vyskov, near Brno, in a scheme applied to export Cmelaks. It is still registered as an airworthy aircraft. The paint was refreshed in 2016, and the last known overhaul was conducted in 2004.



Z-37A s/n 16-16 was registered on November 8, 1972 to Slov Air Division 2 in Prague. In 1978, it was flown by JZD Vyprachtice. After 1993, it was flown in Trnava as OM-ZJE. From 2014, it flew with the Aeroclub Dubnica nad Vahom in Slovakia as a glider tow. Together with Z-37C-3 OM-DCC Dusty, it formed the Dusty Display Team until the fatal crash of the latter.



Z-37A s/n 18-19 was registered on June 21st, 1973 and flew with Slov Air's Division 02 in Prague, passed on to Air Bratislava in Slovakia. The aircraft remained in Slovakia after the splitting up of Czechoslovakia, to be flown by Cassovia Air service under the Slovak registration OM-DJW. Later it was sold into the Czech Republic and overhauled at Kunovice. It is operated from Luhacovice Airfield, still with the Slovak registration OM-DJW.

OVERTREES

Z-37A

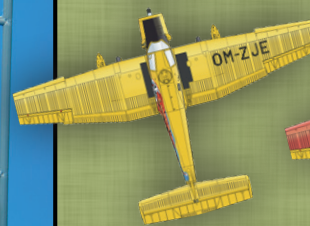
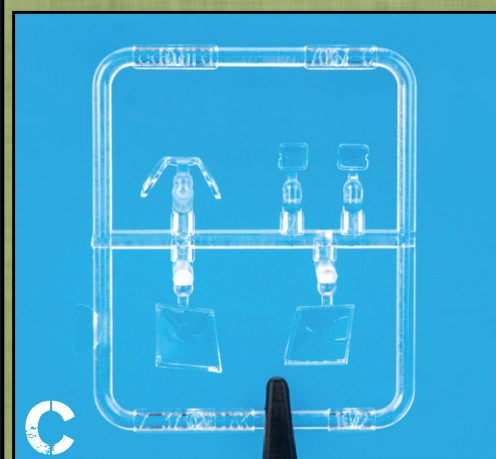
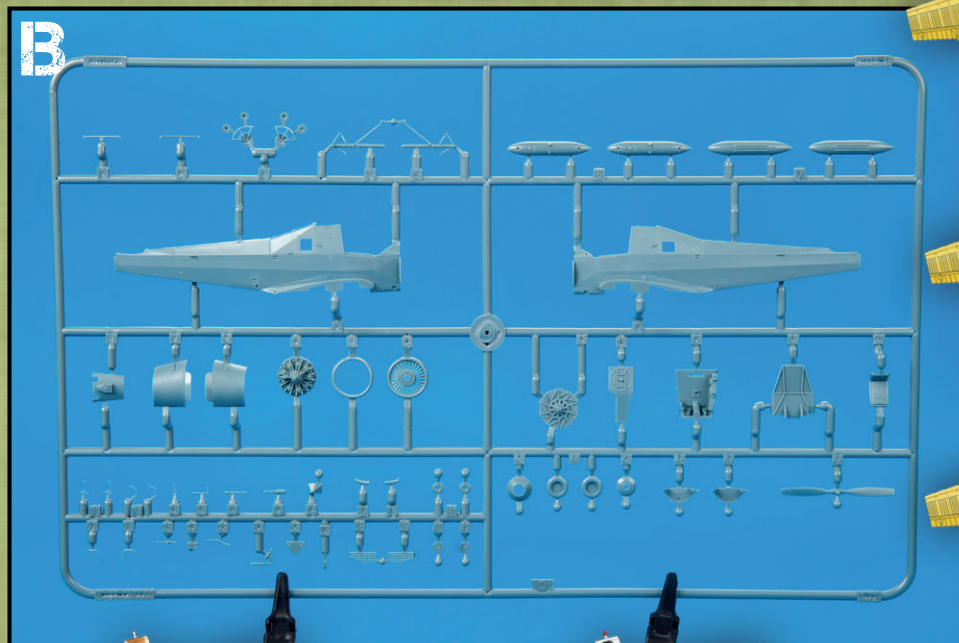
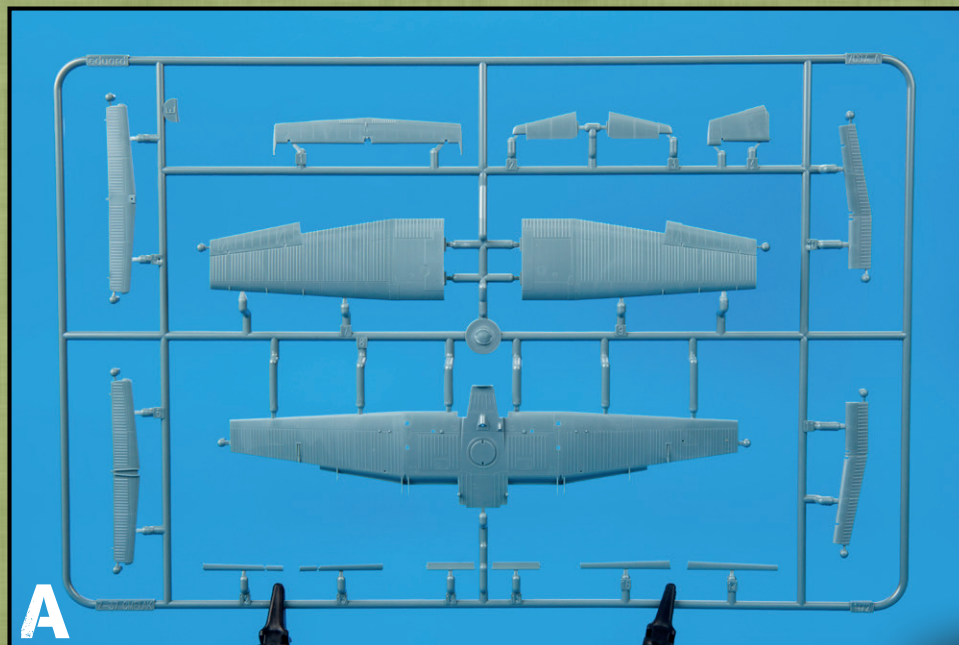
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Product Page

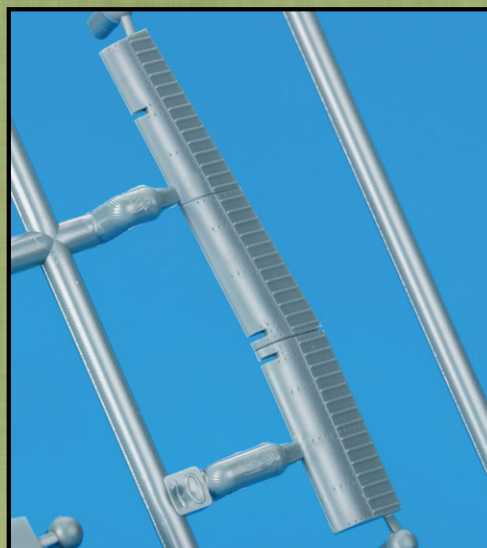
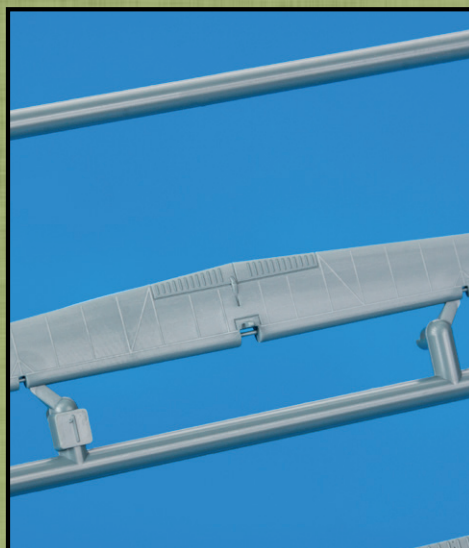
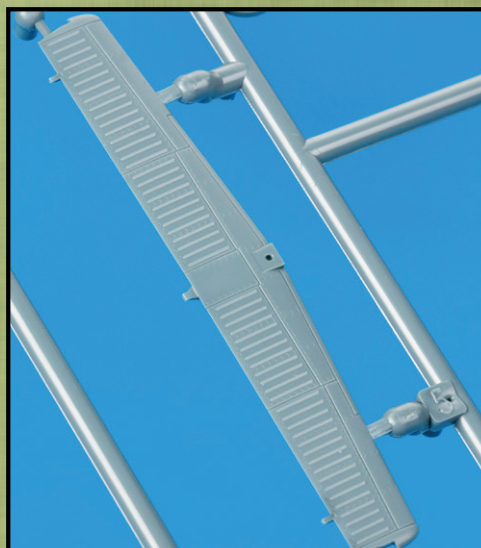
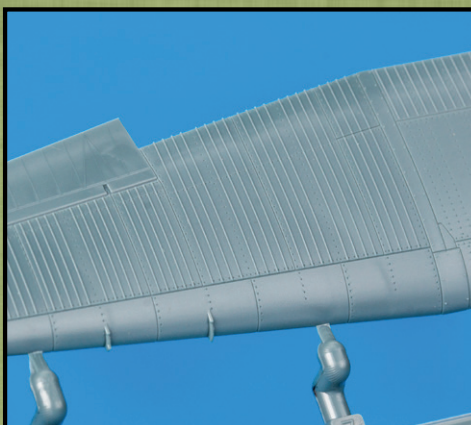
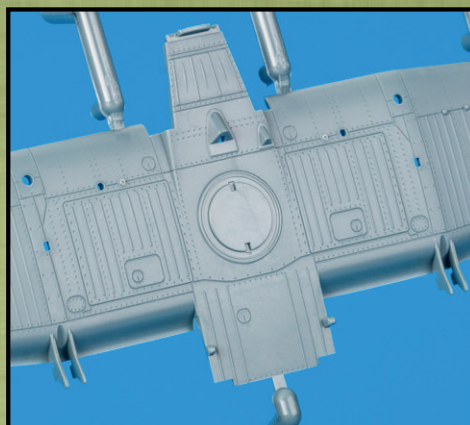
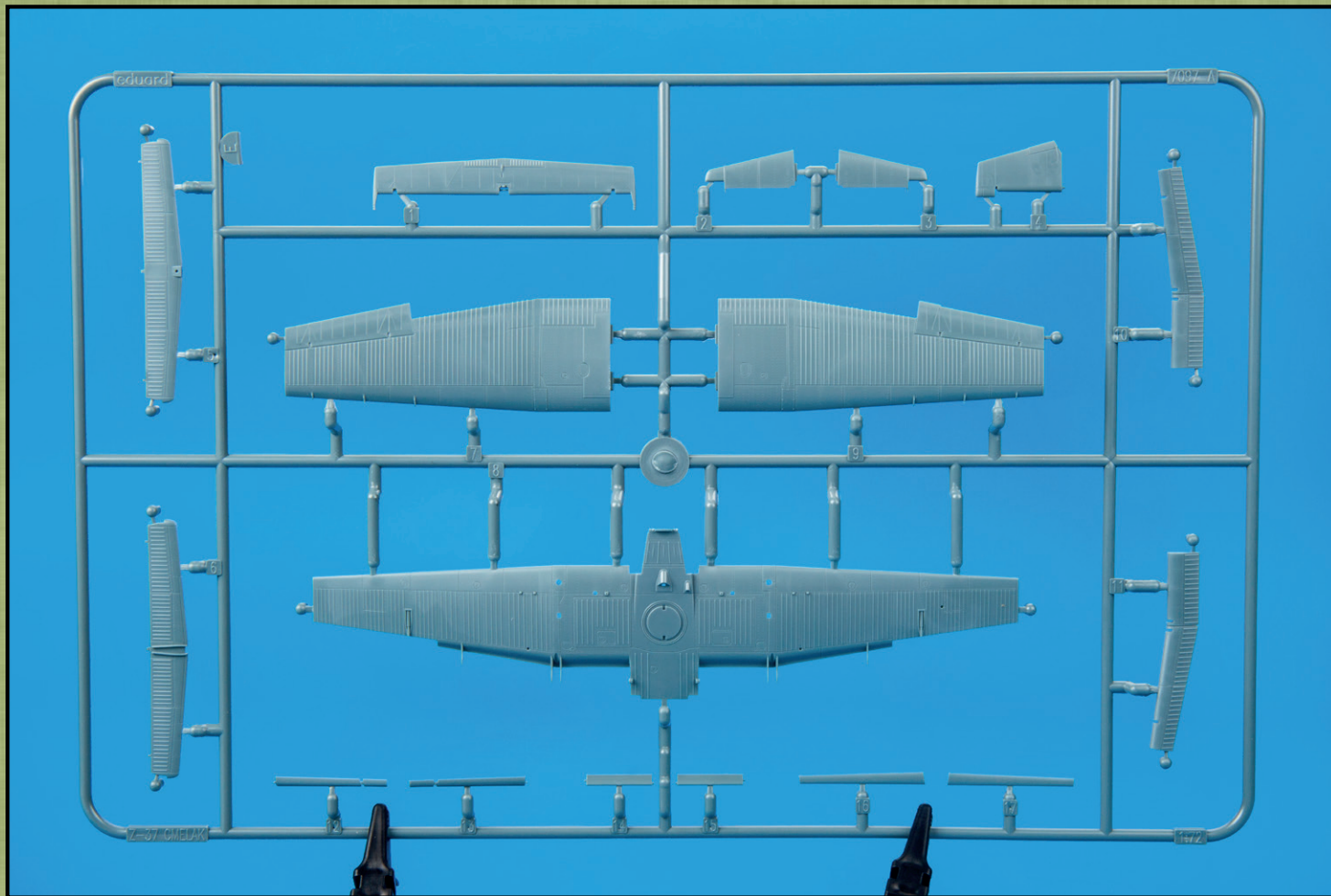


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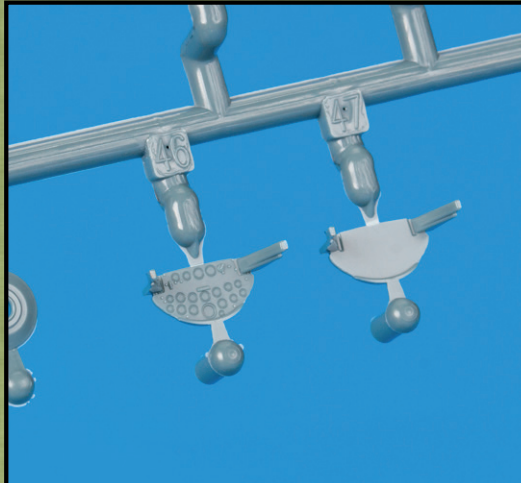
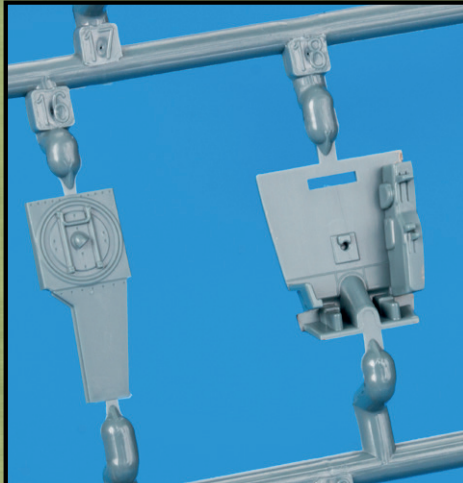
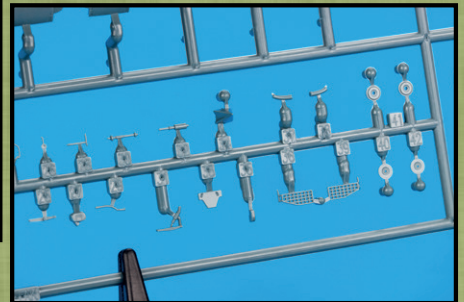
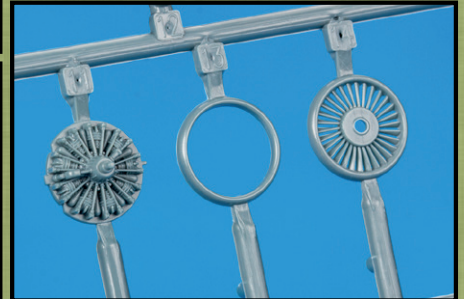
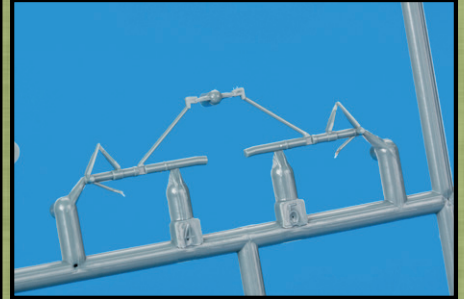
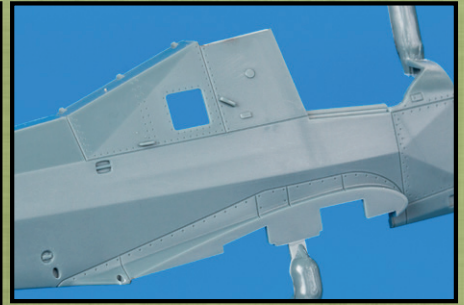
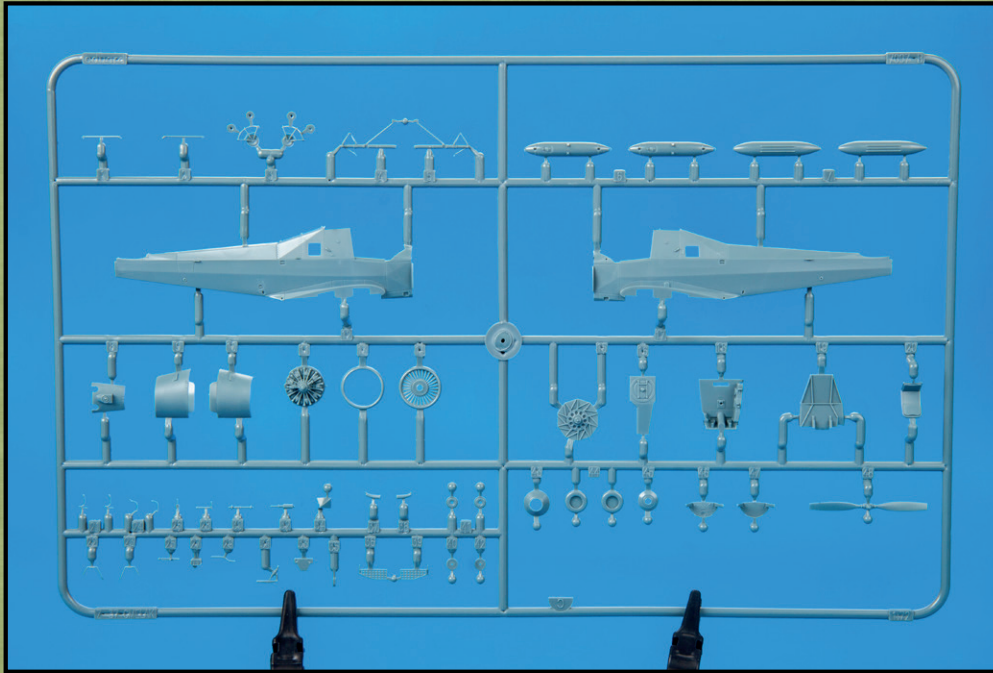
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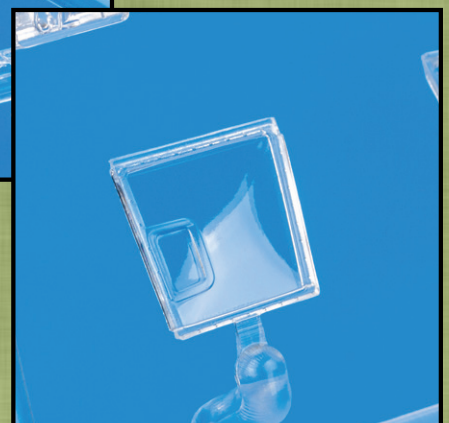
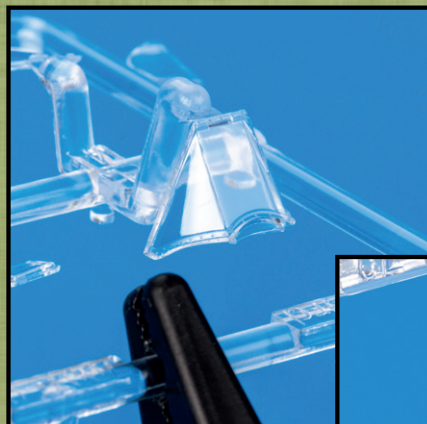
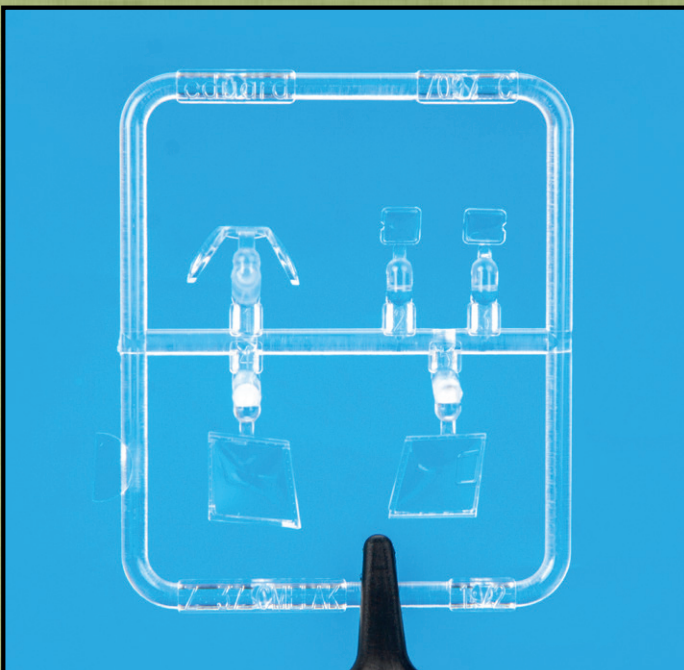
SPRUE A



SPRUE B



SPRUE C



SERVUS ★ CHLAPCI *in surfacer*



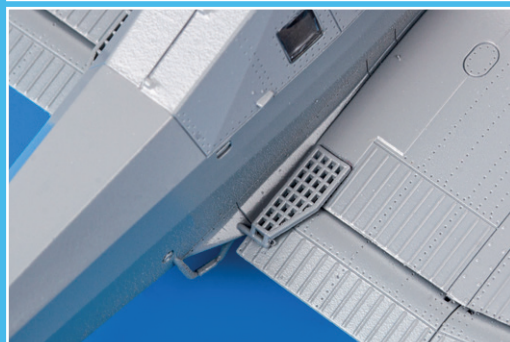
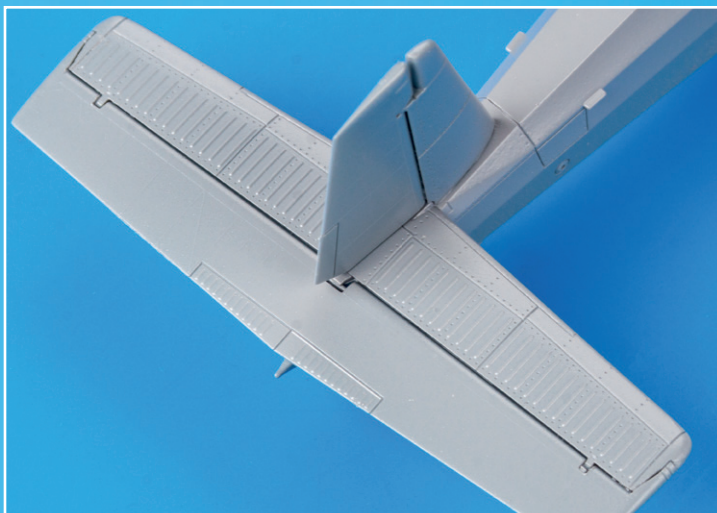
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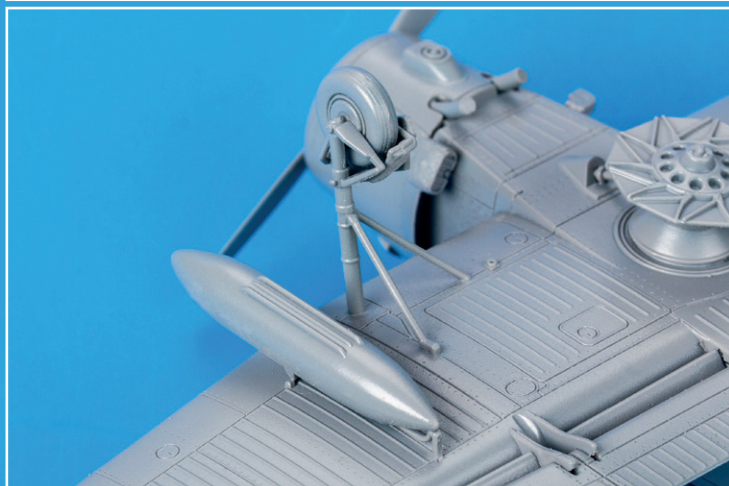
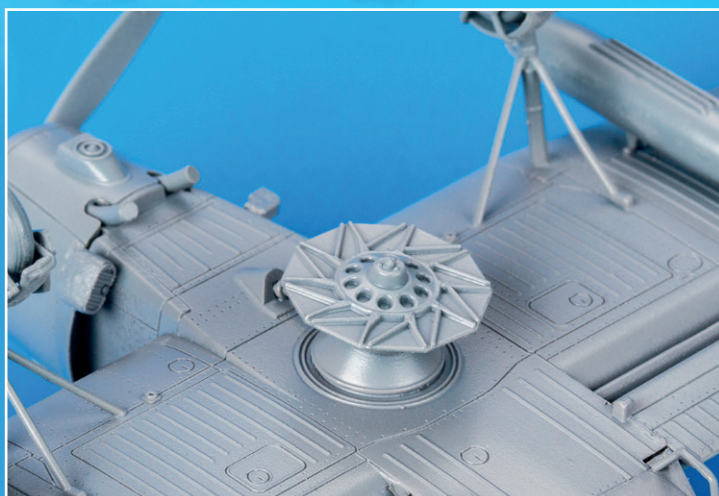


Cat. No. 2131

Built by **Martin Nademlejský**

1/72





SERVUS ★ CHLAPCI

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Product Page

Cat. No. 2131

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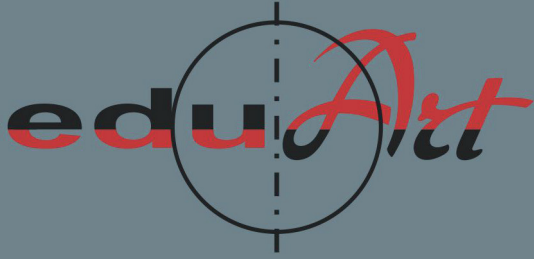
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Spitfire Mk.I
P/O John C. Doolittle, No. 888 Squadron, RAF Middle Wallop/RAF Warminster, United Kingdom, August 17th, 1940
by Peter Gunther/Edwards
Eduard - Model Accessories, 2020
www.eduard.com

NEW



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NEW

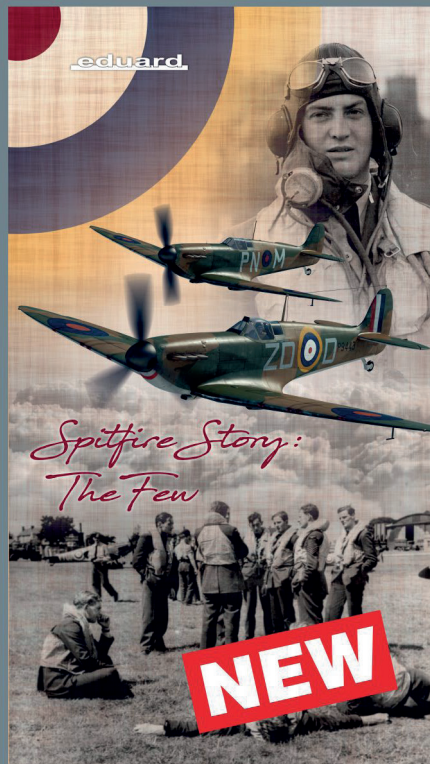


NEW



Adlerangriff

NEW



Spitfire Story:
The Few

NEW



SERVUS ★ CHLAPCI

NEW

Z-37A
Čmelák

Who are the pilots on the cover of "Spitfire Story: The Few"?

Jan Bobek

There are twelve airmen on the cover of our Limited series scale kit Spitfire Story: The Few. Who are they and what were their stories?

On the top of the cover you can see F/O Blair Dalzel Russel (1917 - 2007), born in Toronto, Canada. As a member of No. 1 (RCAF) Squadron he was awarded in 1940 the DFC, one of the first two to be awarded to the RCAF in the war.

After Battle of Britain he served with 14 (RCAF) Squadron, 411 (RCAF), 442 (RCAF) and twice led No. 126 (Canadian) Wing. In all he had flown 256 operational sorties. Russel was also awarded the Croix de Guerre (French) with Silver Star, the Order of Orange-Nassau with Swords and in 1948 he got Czechoslovak War Cross. But why is a Hurricane pilot on cover of our Spitfire Story? He was the first Spitfire pilot to land in France after D-Day! Details: <http://www.bbm.org.uk/airmen/as-russel.htm>

On the group photo you can see Spitfire pilots of No. 610 Squadron relaxing between sorties at 'A' Flight dispersal at Hawkinge, 29 July 1940. Left to right: F/Lt. E. B. B. Smith (sitting), F/O S. C. Norris, commander of the unit S/Ldr. J. Ellis (obscured), Sgt. H. H. Chandler, Sgt. N. H. D. Ramsay, F/O W. H. C. Warner, Sgt. R. F. Hamlyn, F/O F. T. Gardiner. Sitting Sgt. C. A. Parsons (rear), F/O C. O. J. Pegge (lying) and Sgt. D. F. Corfe.

Formerly unit of Royal Auxiliary Air Force, No. 610 Squadron was comprising very high quality pilots, often ex-RAF officers and occasionally locally based test pilots from companies such as de Havilland and Airwork. Its pilots were initially part timers who would spend their weekends and spare time flying and practicing combat maneuvers. The squadron was named the "County of Chester" and adopted the motto "Alifero tollitur axe ceres"; which translates as "Ceres rising in a winged chariot". Ceres being the Roman Goddess of Wheat, a reference to Chester's agricultural sector.

Edward Brian Bretherton Smith, DFC (1915 - 2013) from Formby, Lancashire became ace in Battle of Britain, but got seriously wounded in August battles. In 1944 as commander of parachute training school in Italy he jumped regularly with his instructors and with his dog Sally, who had her own parachute. Details: <http://www.bbm.org.uk/airmen/SmithEBB.htm>

Stanley Charles Norris, DFC + Bar (1919 - 1991) from Tooting, London became "B" Flight commander in August 1940. In 1941 he joined defenders of Malta. Details: <http://www.bbm.org.uk/airmen/NorrisSC.htm>

John Ellis, DFC (1917 - 2001) from Deal became commander of No. 610 Squadron on July 26. He later joined Malta defenders as well, but on June 13, 1943 he was shot down in combat with Bf 109 piloted by commander of II./JG 53 Major Gerhard Michalski and became POW. In Stalag Luft III he became active in the Escape Committee as deputy to Roger Bushell. His final score was 14 and 1/2 victories. Details: <http://www.bbm.org.uk/airmen/EllisJ.htm>

Horatio Herbert Chandler, DFM (1916 - 2000) from Bexhill on-Sea joined squadron in October 1939. He became an ace in Battle of Britain, but also downed in error a Blackburn Skua of Fleet Air Arm. Details: <http://www.bbm.org.uk/airmen/Chandler.htm>

Norman Hugh Donald Ramsay (1919 - ??) from Eastcote, Middlesex joined No. 610 Squadron in June 1940. After further service with No. 222 Squadron he joined defense of Malta. After retirement from RAF in 1962 he moved to New Zealand. Details: <http://www.bbm.org.uk/airmen/RamsayNHD.htm>

William Henry Cromwell Warner (1918) from New Brighton, Cheshire was commissioned in No. 610 Squadron in May 1937 and was called up on August 1939. In late July 1940 he became commander of "B" Flight. He was killed in combat on August 16, 1940 off Dungeness. His body was not found. Details: <http://www.bbm.org.uk/airmen/Warner.htm>

Ronald Fairfax Hamlyn, DFM (1914 - 1991) from Harrogate joined No. 610 Squadron in early June 1940. On August 24 he became "ace in a day". In 1944 he was acting as Tactics Liaison Officer with the 9th US Army Air Force in Normandy. Details: <http://www.bbm.org.uk/airmen/Hamlyn.htm>

Frederick Thomas Gardiner, DFC (1917 - 2003) from Belfast joined the squadron in mid June 1940. During the Battle of Britain he was wounded in combat three times. The third wound came on August 25 when he shot down by 109, possibly flown by Adolf Galland as first



victory of the German ace in role of JG 26 Kommodore. Later in the war Gardiner commanded No. 254 Squadron equipped with Beaufighters. After the war he moved to Canada.

Details: <http://www.bbm.org.uk/airmen/GardinerFT.htm>

Claude Arthur Parsons (1914) of Halterworth, Romsey, Hampshire joined No. 610 Squadron in mid June 1940. In September 1940 he was posted to No. 66 Squadron. On February 14, 1941 he has been wounded in combat off Dover with 109s from JG 52 and I.(J)/LG 2. He was shot down again on August 20, 1941 off Dutch coast and did not survive. His opponent was Bf 109 of operational training unit 1. Erg/JG 3 piloted by future ace and Knight cross holder Hans-Joachim Kirschner or Bf 110 crew of 5./ZG 76.

Details: <http://www.bbm.org.uk/airmen/ParsonsCA.htm>

Constantine Oliver Joseph Pegge, DFC + Bar (1914) of Slough, Buckinghamshire joined No. 610 Squadron in mid June 1940. Later during the war he commanded No. 126, 127 and 607 Squadrons including Western Desert and Burma. His ability to read books in low level flight in Spitfire was well known. Pegge was killed on May 9, 1950 whilst flying in Meteor F.4. Details: <http://www.bbm.org.uk/airmen/Pegge.htm>

Douglas Frederick Corfe (1918) from Hoylake, Cheshire joined No. 610 Squadron in 1936 as ground staff, later becoming a pilot of the unit and being twice shot down during Battle of Britain. In 1942 he reached Malta with No. 229 Squadron equipped with Hurricanes. On April 25, during intercept of enemy formation, he was shot down and killed by German fighter. His assailant was most likely commander of III./JG 53 Hptm. Wolf-Dietrich Wilcke.

Details: <http://www.bbm.org.uk/airmen/Corfe.htm>

Men on the cover of Adlerangriff

Jan Bobek

Who are the officers on the cover of our Limited series scale kit Adlerangriff? Did they survive World War 2? Lets find out!

Airmen on the photo are members of Stab III./JG 51 at St Omer - Nord in the summer of 1940. From right: commander of III./JG 51 legendary Hauptmann Hannes Trautloft, Nachrichtenoffizier Leutnant Herbert Wehnelt, Technischer Offizier Leutnant Werner Pichon-Kalau vom Hofe and Adjutant Oberleutnant Otto Kath. All four survived the war.

On July 19, 1940, during Kanalkampf period, these men took part in fight of III./JG 51 against Defiants of No. 141 Squadron RAF. Only two British aircraft out of nine survived the massacre, very much thanks to arrival of No. 111 Squadron Hurricanes. German pilots claimed 11 Defiants shot down including 6 by Stab officers mentioned above. There was only one loss on German side, Otto Kath crash landed his damaged „Emil“ back in France.

Hannes Trautloft (1912 - 1995) entered flight training in 1931 and gained his military training secretly in USSR. He took part in Spanish Civil War where he scored five victories and took part in tests of Bf 109 prototypes. In 1937 he was member of winning German team in international round-the-alps air race in Switzerland flying Bf 109s. After several appointments as Staffelkapitän in various units and taking part in Polish campaign he became commander of I./JG 20 (later III./JG 51) in mid September 1940. One of his Staffelkapitäns was Walter Oesau who took over Trautloft's job on August 24, 1940. When Trautloft was leaving his men almost after one year, his unit had 100 victories on the scoreboard. His next assignment was nothing less than to organize new Jagdgeschwader 54 that got name „Grünherz“ after Trautloft's home region Thuringia. Under his command JG 54 became one of most successful fighter units of Luftwaffe on the Eastern Front. After July 1943, Trautloft was active in several high command supervision roles of day fighter units. Trautloft's involvement in the so-called "Mutiny of the Fighter Pilots" in 1945 led to his removal and subsequent posting to 4. Flieger-Schul Division. After the war, Trautloft joined the Bundesluftwaffe and retired in 1970 with the rank of Generalleutnant. Trautloft was credited in WW2 with 58 victories in 560 missions and was awarded with Knight Cross. You can find out more about Hannes Trautloft in August 2010 edition of Eduard INFO magazine (<https://www.eduard.com/out/media/InfoEduard/archive/2010/info-eduard-2010-08EN.pdf>).

Herbert Wehnelt (1918 - 2007) entered Luftwaffe in 1936 and before the war became member of JG 2. In spring 1940 he was assigned to I./JG 20, but did not follow Trautloft to JG 54.



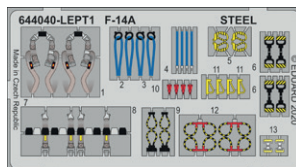
He stayed with his original Jagdgruppe and in March 1942 became commander of 7./JG 51. In June 1943 he briefly took over whole III./JG 51 before new commander arrived. Wehnelt got seriously ill in August 1943 and did not return to combat unit. Since beginning 1944 he commanded various operational-training units till the end of war. His final rank was Major and he gained 36 victories. Wehnelt was awarded with German Cross in Gold. In 1954 he entered Bundesluftwaffe and got jet fighter training by RAF in 1956. His final rank was Generalleutnant and he retired in 1974.

Werner Pichon-Kalau vom Hofe (1917 - 1999) was a pre-war member of I./ZG 1 and early after start of conflict he served with I./JG 3. After service with III./JG 51 he became in August 1940 Trautloft's Geschwaderadjutant in JG 54. Later on he acted in JG 54 also as Technischer Offizier and in early 1942 became commander of 7./JG 54. Later in the war he was a member of several fighter command headquarters in Western Europe. He was credited with 21 victories.

Otto Kath (1915 - 1984) began his training in 1936. After pre-war service in JG 2 he joined Trautloft's unit in September 1939 and served as his Adjutant from 1941 till 1943. He scored 8 victories, gained rank of Hauptmann and after injury in September 1943 did not return to service.



Herbert Wehnelt and Hannes Trautloft.



Löök set - Brassin pre-painted dashboards and STEEL seatbelts for F-14A in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product Page](#)

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

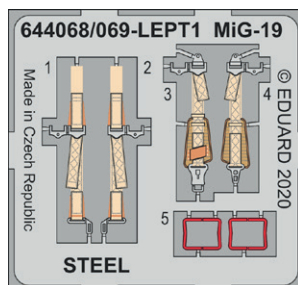
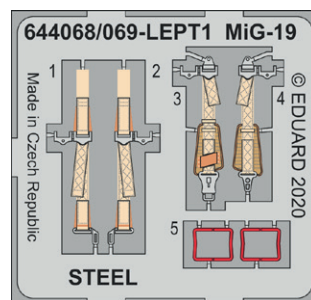
Löök set - Brassin pre-painted dashboard and STEEL seatbelts for MiG-19S in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard / Trumpeter

Set contains:

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

[Product Page](#)



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

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for MiG-19PM in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard / Trumpeter

Set contains:

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

[Product Page](#)



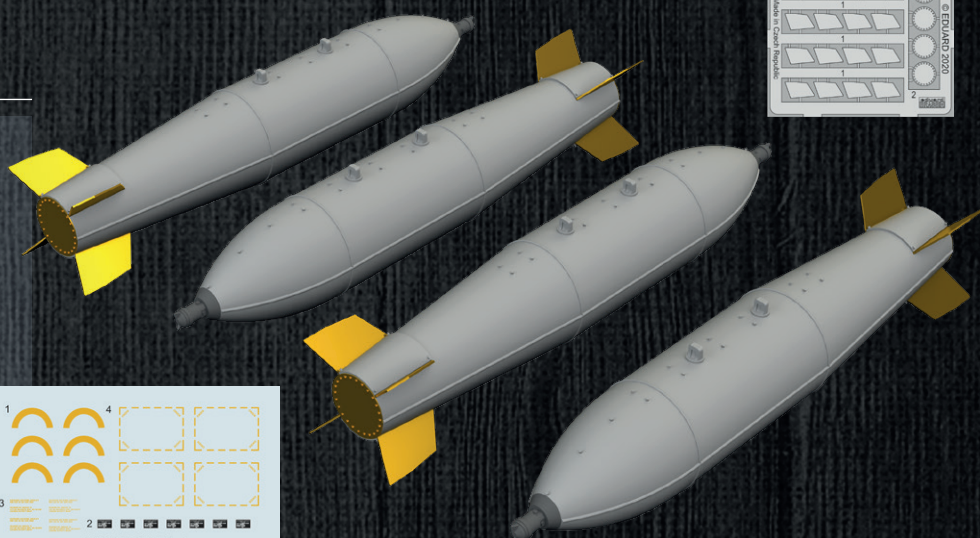
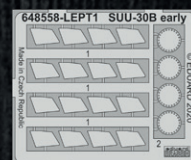
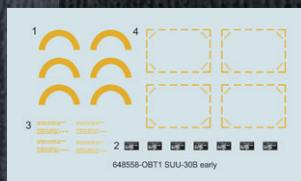
648558 SUU-30B early 1/48

Brassin set - a US cluster bomb (dispenser) SUU-30B used during Vietnam War in 1/48 scale. The set consists of 4 bombs. Compatible with A-1, A-4, A-7, F-4, F-8, F-100, F-105.

Set contains:

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

[Product Page](#)



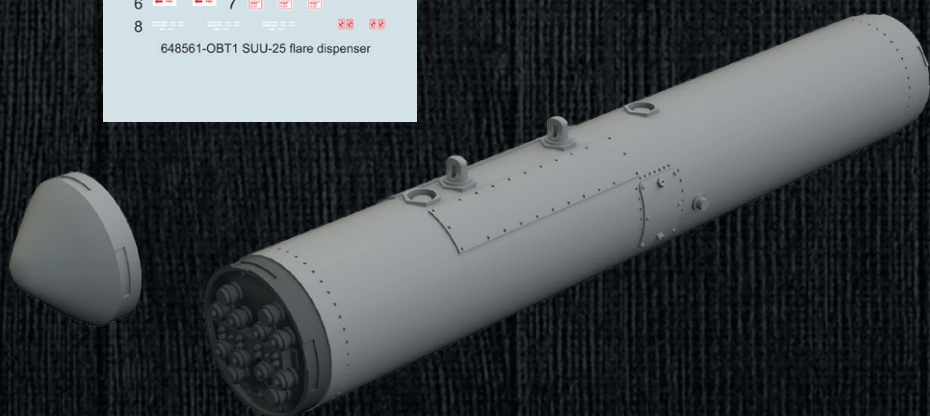
648561 SUU-25 flare dispenser 1/48

Brassin set - the SUU-25 flare dispenser in 1/48 scale. The set consists of 1 dispenser.

Set contains:

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

[Product Page](#)



648564 GBU-54 Non-Thermally Protected 1/48

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

Set contains:

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

[Product Page](#)



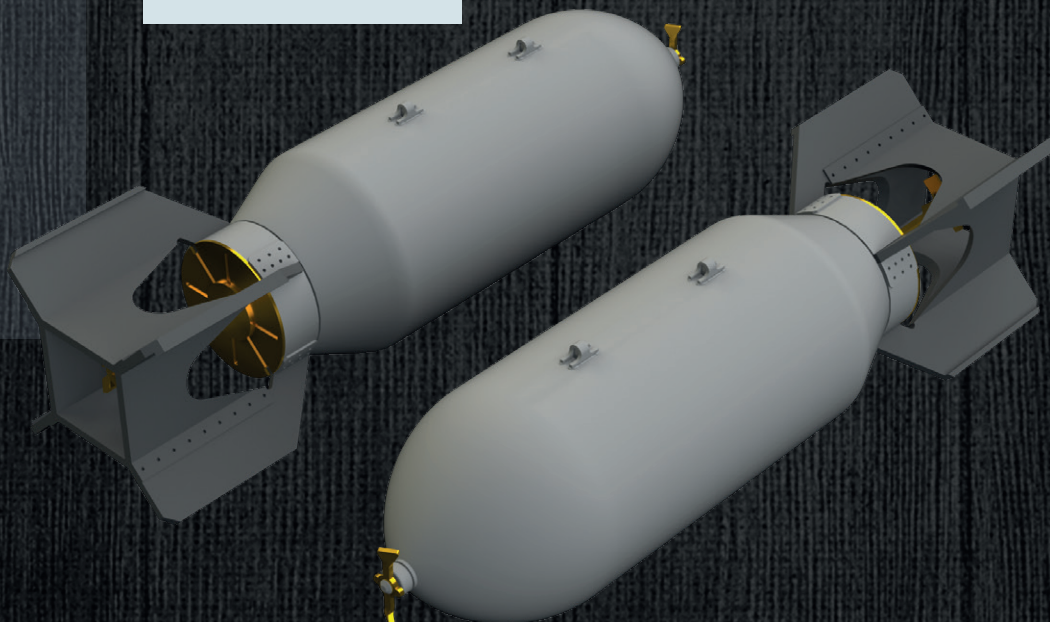
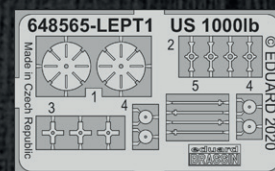
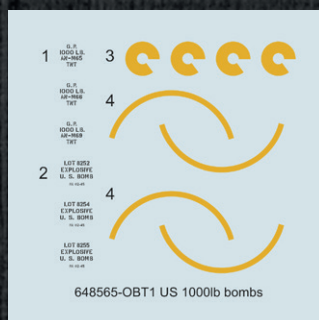
648565 US 1000lb bombs 1/48

Brassin set - the US 1000lb bombs in 1/48 scale. The set consists of 2 bombs.

Set contains:

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

Product Page



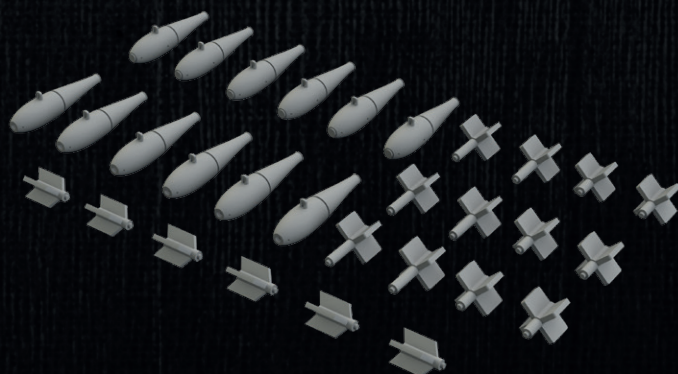
648567 BDU-33 & Mk.76 bombs 1/48

Brassin set - the practice BDU-33 & Mk.76 bombs in 1/48 scale. The set consists 6 pcs of BDU-33 and 6 pcs of Mk.76 bombs.

Set contains:

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

Product Page



648592

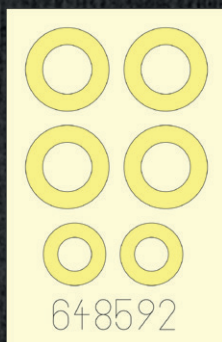
MiG-19 wheels

1/48 Eduard/Trumpeter

Brassin set - the undercarriage wheels for MiG-19 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard / Trumpeter

Set contains:

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

[Product Page](#)

 648593
RS-2U
 1/48

Brassin set - the air-to-air missiles RS-2U for MiG-19PM in 1/48 scale. The set consists of 4 missiles. Recommended kit: Eduard / Trumpeter

Set contains:

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

[Product Page](#)


648594

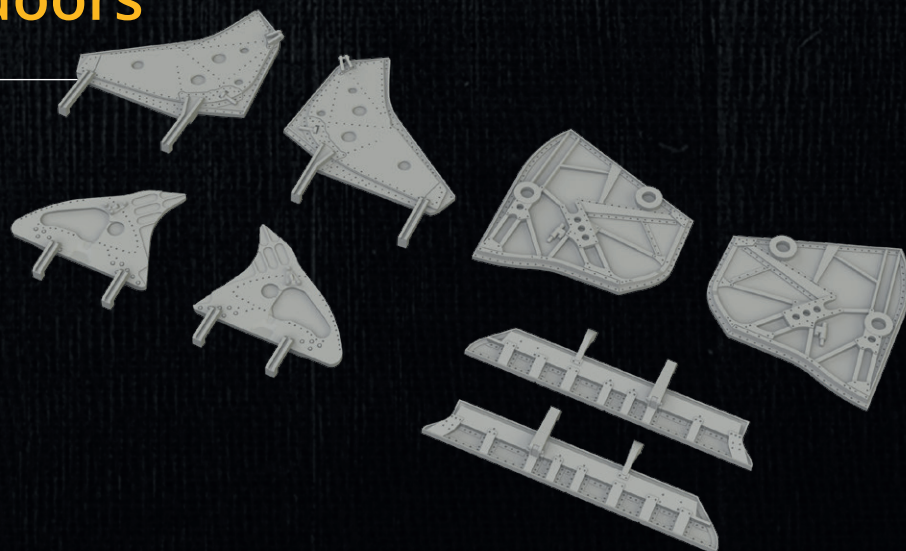
MiG-19 wheel well doors

1/48 Eduard/Trumpeter

Brassin set - the wheels well doors for MiG-19 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard / Trumpeter

Set contains:

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

[Product Page](#)


644071

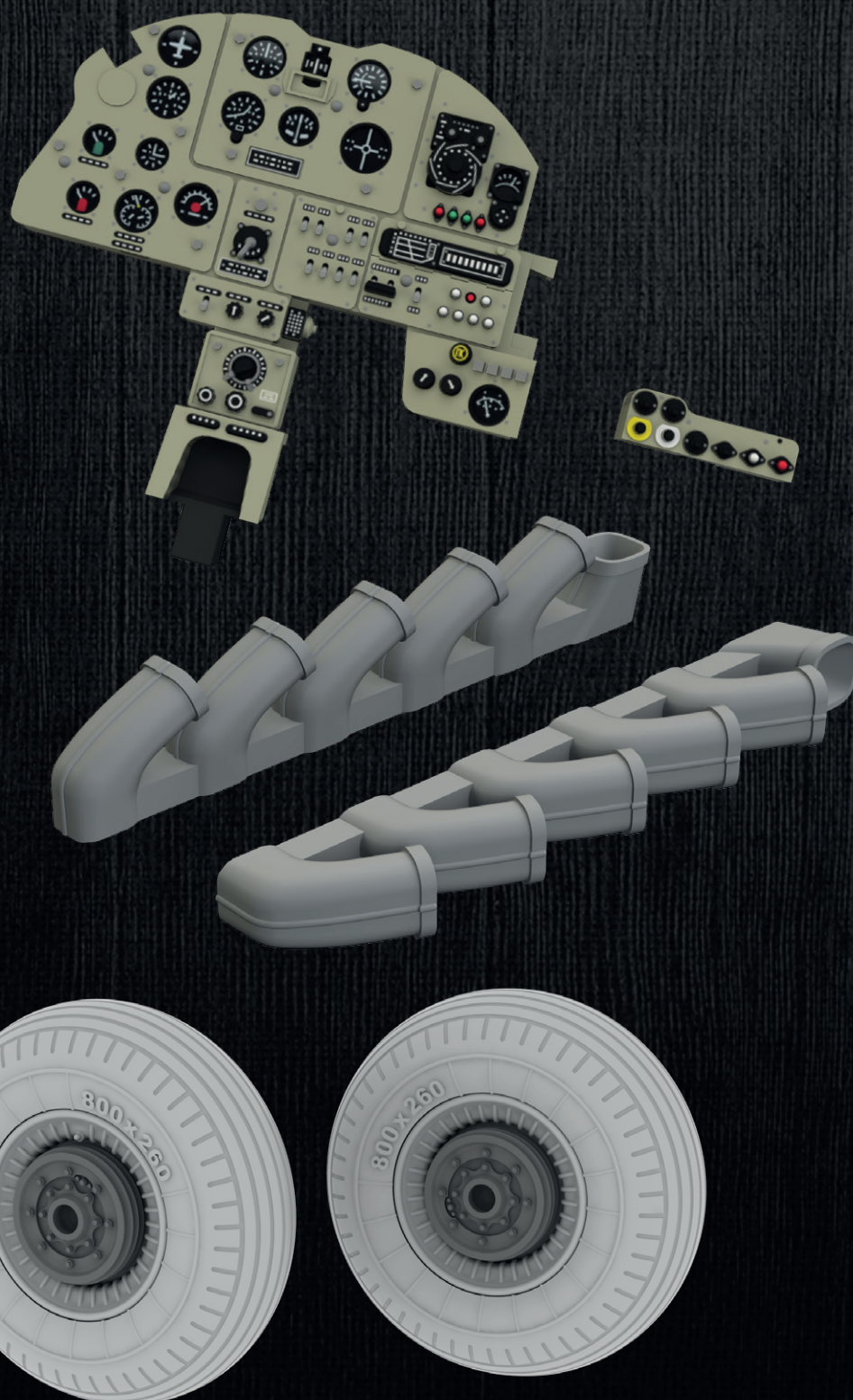
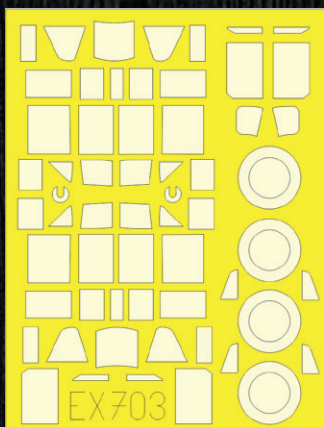
Il-2 LööKplus

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.

Product Page



LööK+

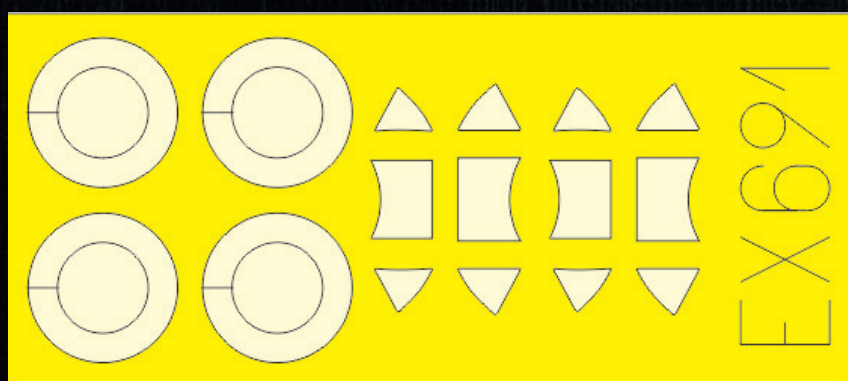
644072

Tiger Moth LööKplus

1/48 Airfix

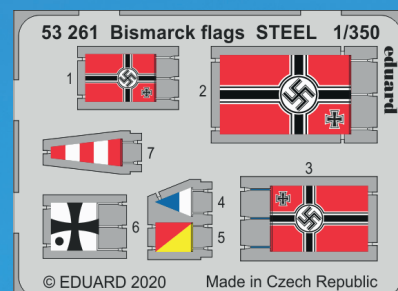
Collection of 3 sets for Tiger Moth in 1/48 scale by Airfix.

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

[Product Page](#)


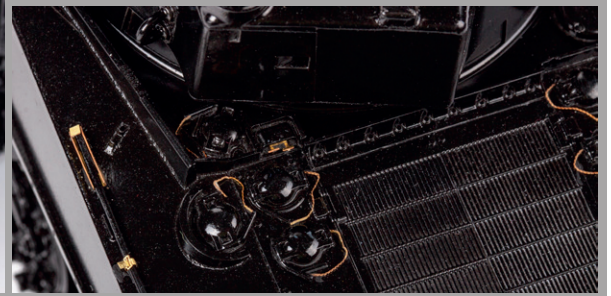
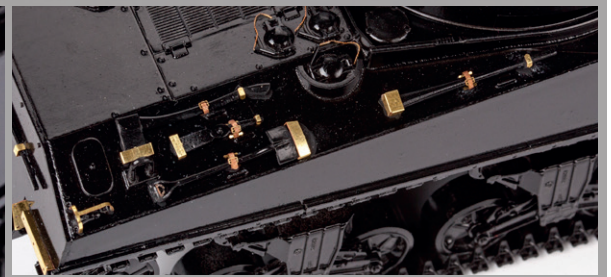
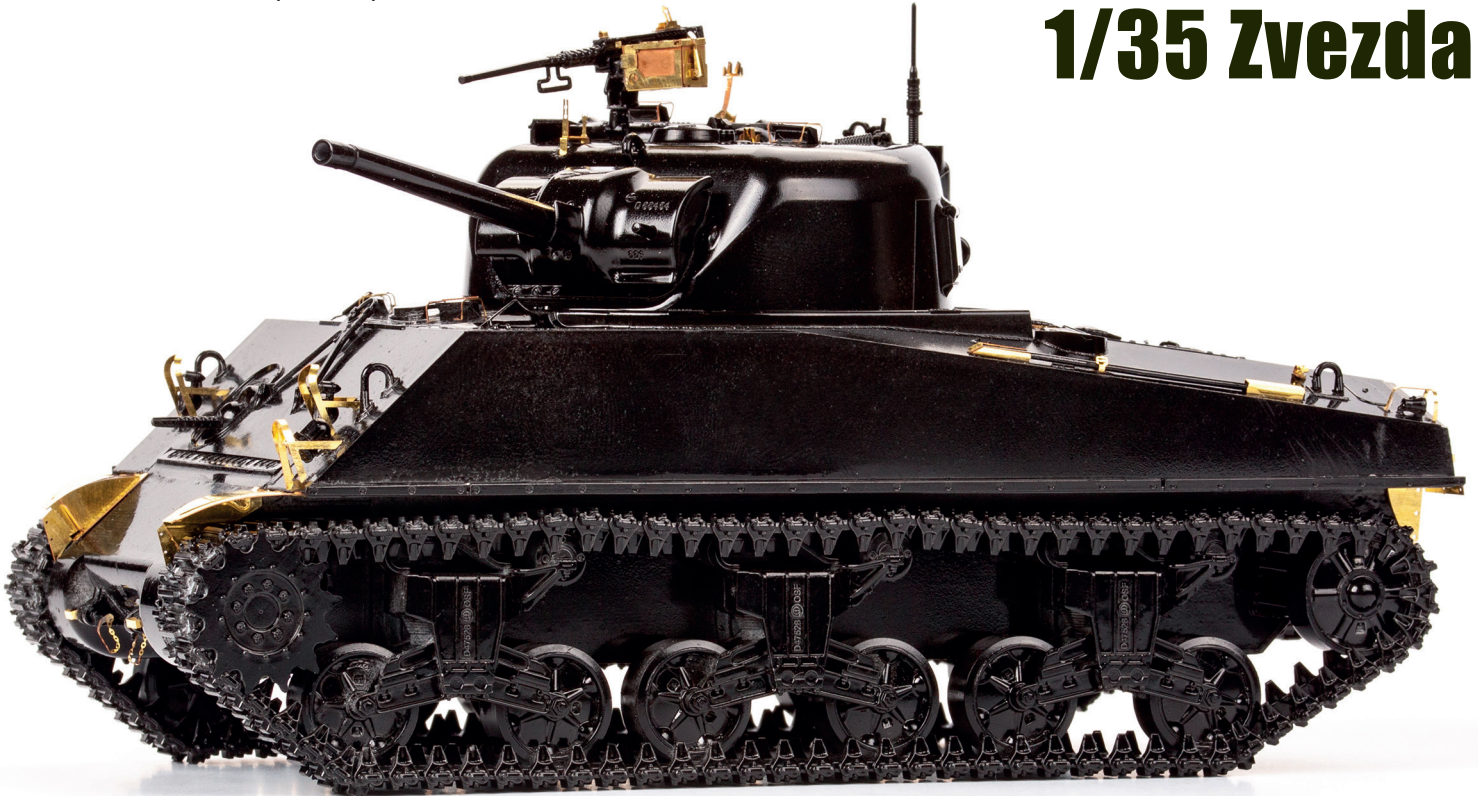
Bismarck 1/350 Trumpeter

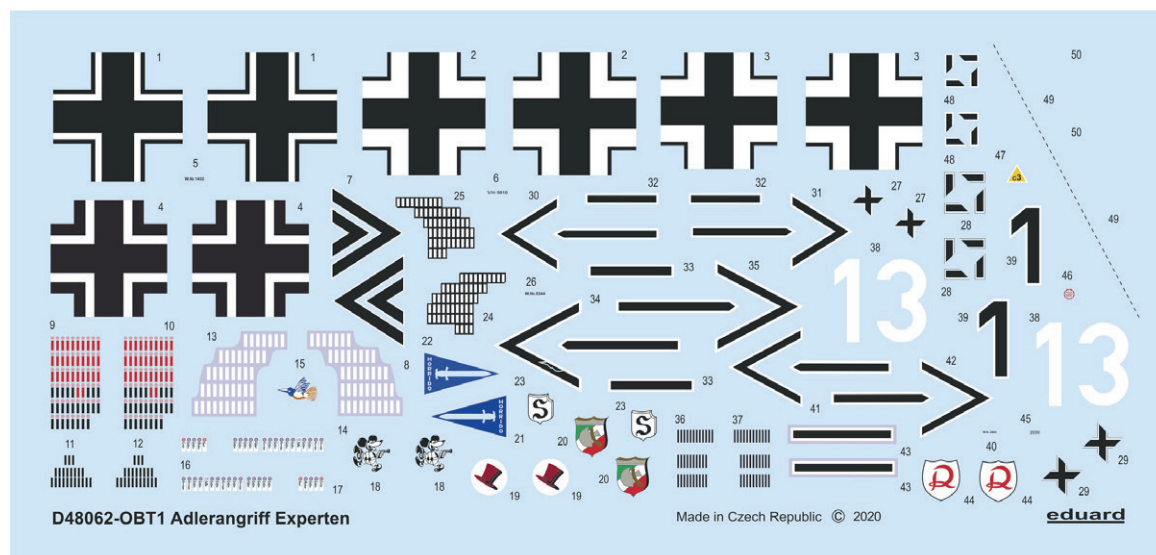
Bismarck part 1 1/350 Trumpeter (53259)
Bismarck part 2 1/350 Trumpeter (53260)
Bismarck flags STEEL 1/350 Trumpeter (53261)



M4A2 1/5 Zvezda (36450)

M4A2 1/35 Zvezda





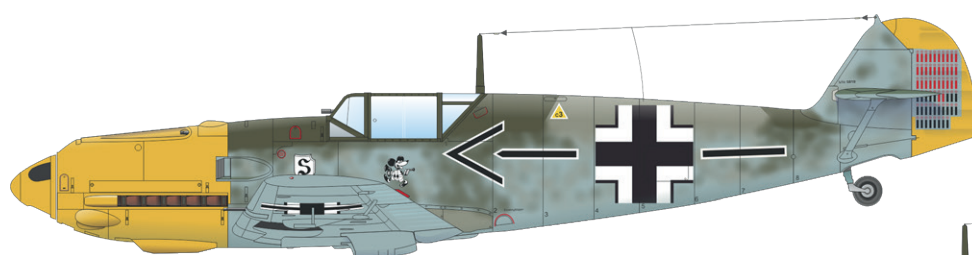
Cat. No. D48062

ADLERANGRIFF:

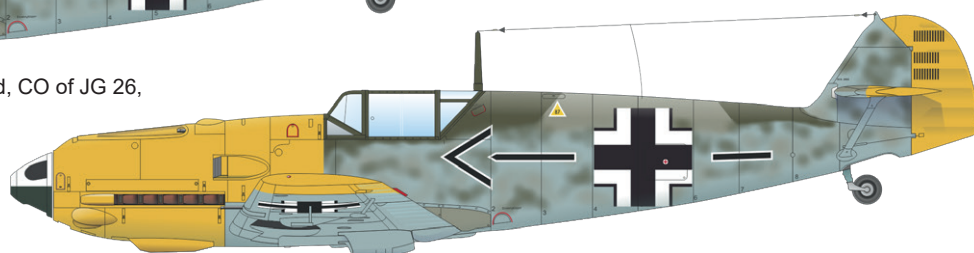
EXPERTEN

1/48 Eduard

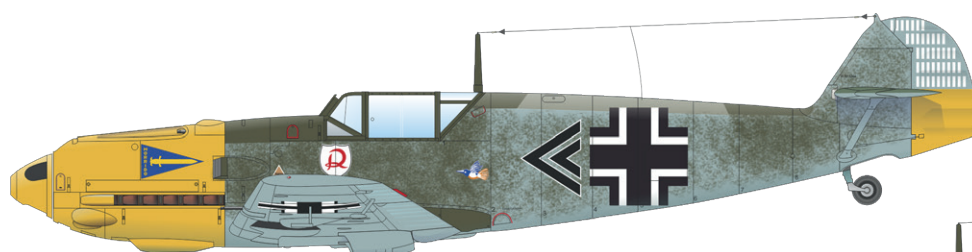
Product Page



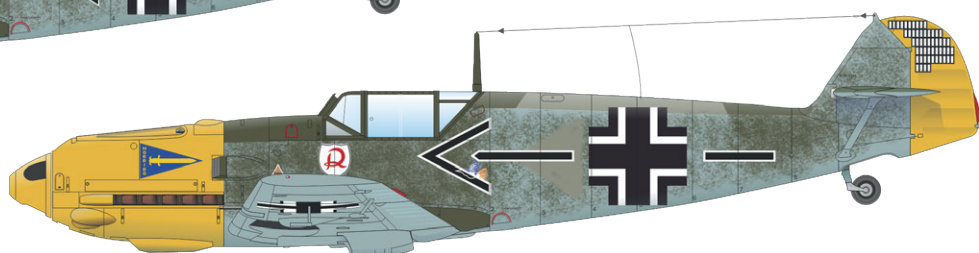
Bf 109E-4/N, WNr. 5819, Obstlt. Adolf Galland, CO of JG 26, Audembert, France, December 1940



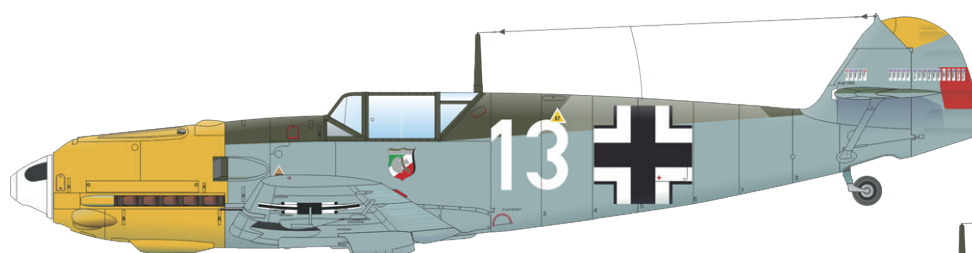
Bf 109E-4, WNr. 2804, Maj. Werner Mölders, CO of JG 51, Pihen, France, August 1940



Bf 109E-4, WNr. 5344, Hptm. Helmut Wick, CO of I./JG 2, Brest, France, October 1940

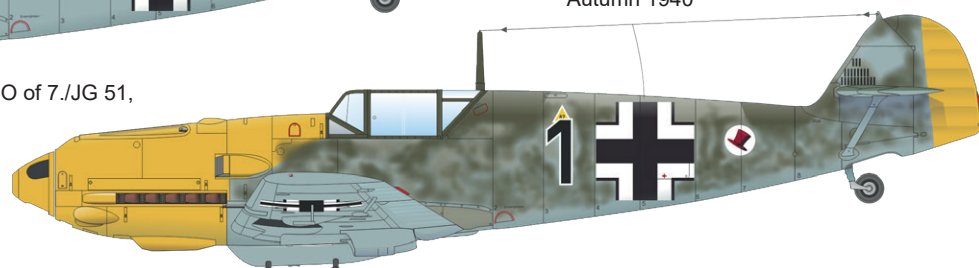


Bf 109E-4, WNr. 5344, Maj. Helmut Wick, CO of JG 2, Beaumont-le-Roger, France, November 1940



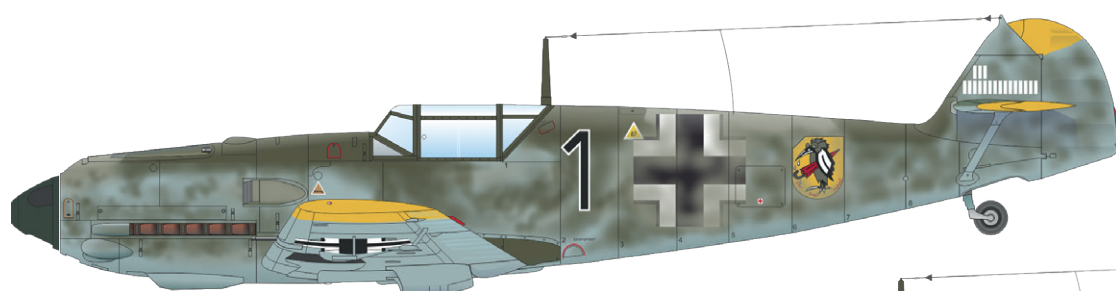
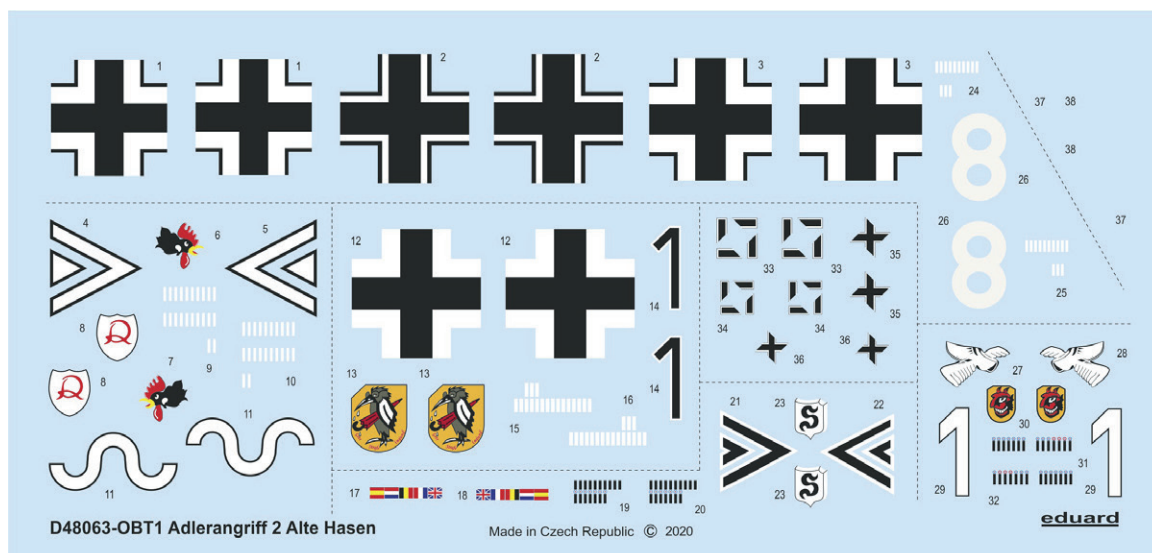
Bf 109E-4, WNr. 1432, Oblt. Walter Oesau, CO of 7./JG 51, St. Omer-Nord, France, August 1940

Bf 109E-4/B, WNr. 2030, Hptm. Herbert Ihlefeld, CO of I.(J)/LG 2, Calais-Marck, France, Autumn 1940

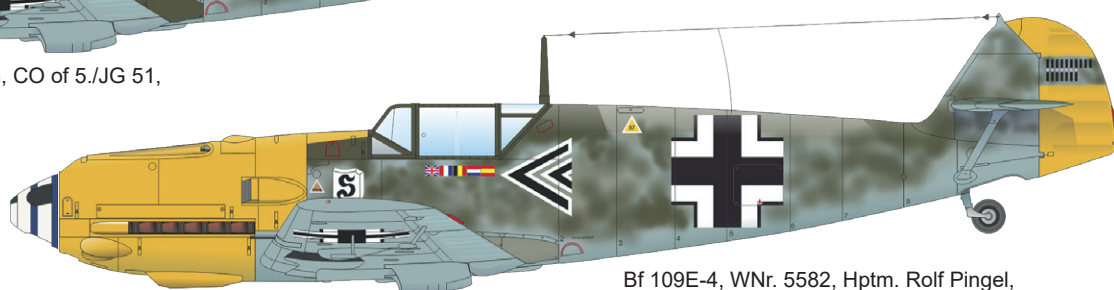


Cat. No. D48063
ADLERANGRIFF 2:
Alter Hassen
 1/48 Eduard

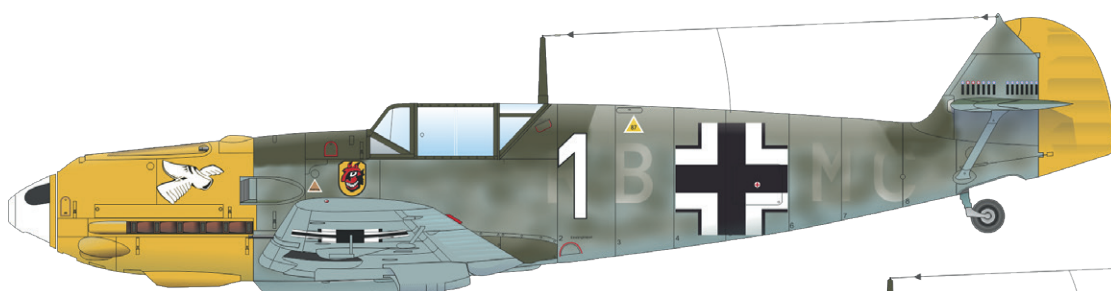
Product Page



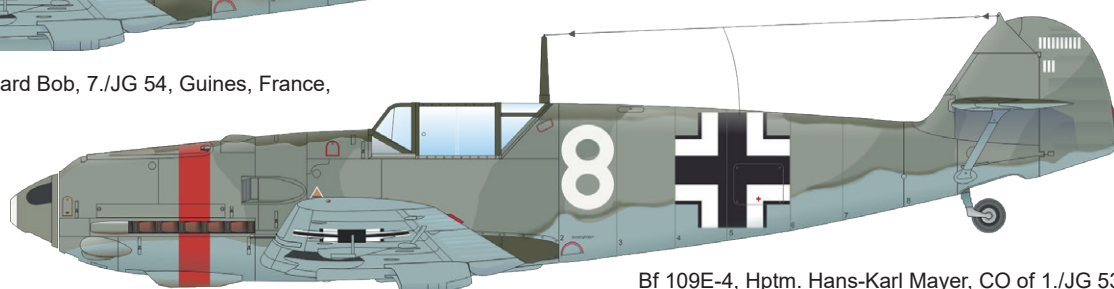
Bf 109E-3, Hptm. Horst Tietzen, CO of 5./JG 51, Desvres, France, July 1940



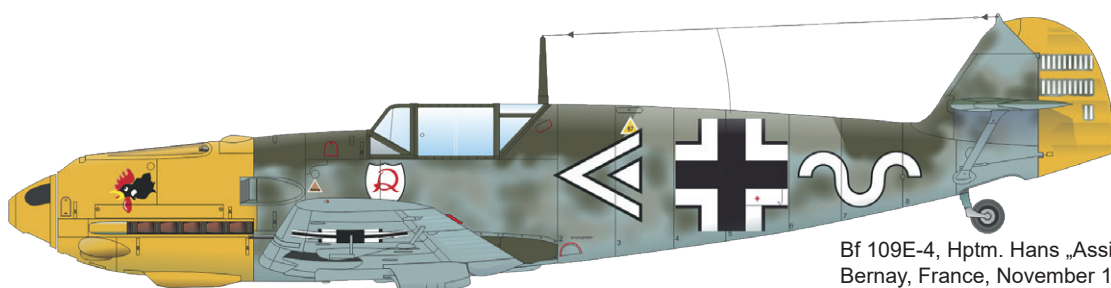
Bf 109E-4, WNr. 5582, Hptm. Rolf Pingel, CO of I./JG 26, Audembert, France, November 1940



Bf 109E-4/B, Oblt. Hans-Ekkehard Bob, 7./JG 54, Guines, France, September 1940



Bf 109E-4, Hptm. Hans-Karl Mayer, CO of 1./JG 53, Rennes, France, August 1940



Bf 109E-4, Hptm. Hans „Assi“ Hahn, CO of III./JG 2, Bernay, France, November 1940

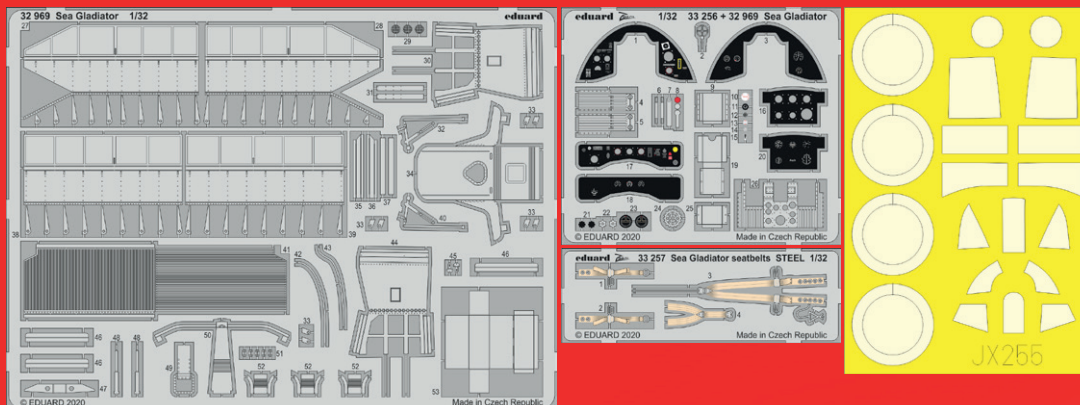
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG33118 Sea Gladiator 1/32 ICM

[Stránka produktu](#)

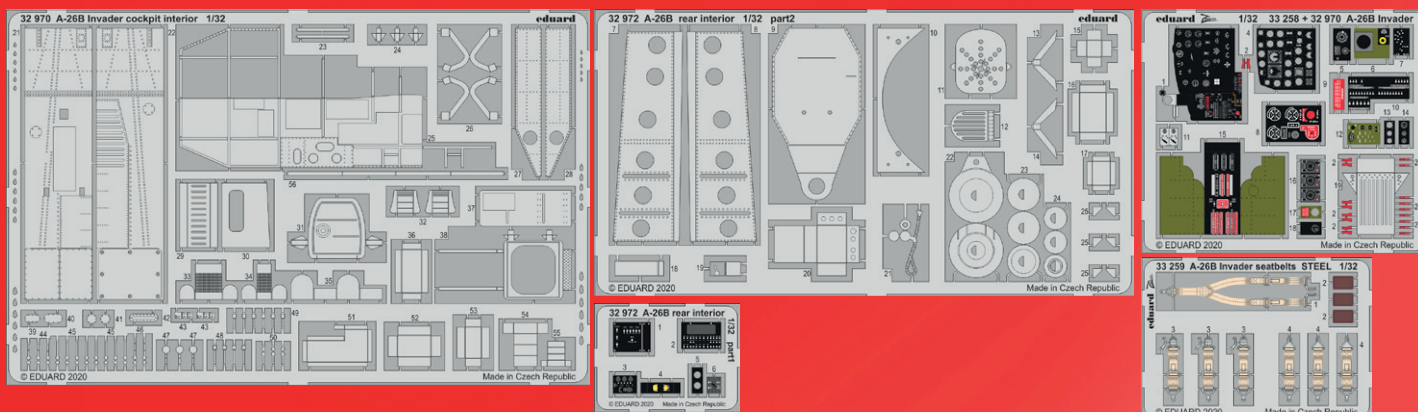
- 32969 Sea Gladiator 1/32
33257 Sea Gladiator seatbelts STEEL 1/32
JX255 Sea Gladiator 1/32



BIG33119 A-26B Invader part I 1/32 Hobby Boss

[Stránka produktu](#)

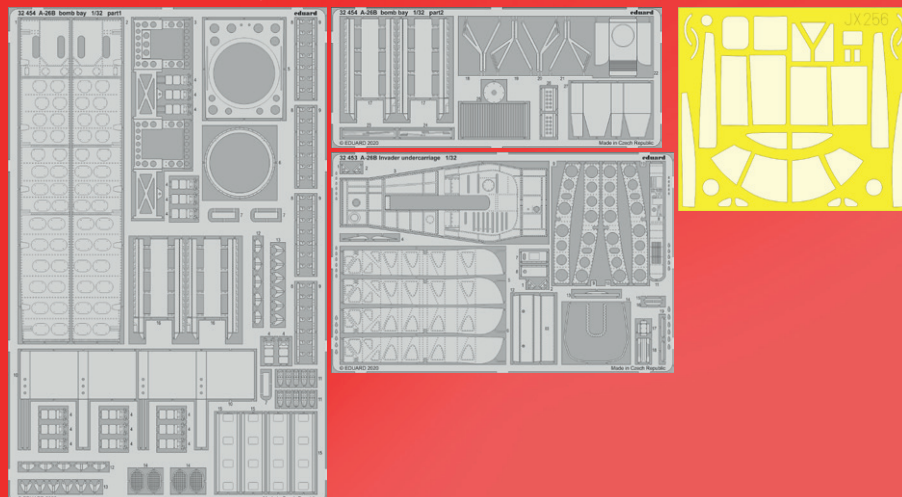
- 33259 A-26B Invader seatbelts STEEL 1/32
32970 A-26B Invader cockpit interior 1/32
32972 A-26B rear interior 1/32



BIG33120 A-26B Invader part II 1/32 Hobby Boss

[Stránka produktu](#)

- 32453 A-26B Invader undercarriage 1/32
32454 A-26B bomb bay 1/32
JX256 A-26B Invader 1/32



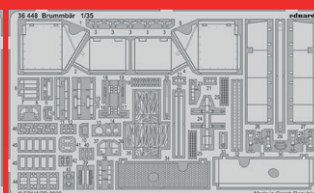
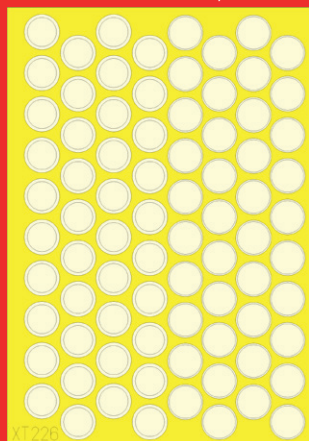
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG3599 Brumbär 1/35 Academy

Stránka produktu

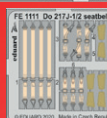
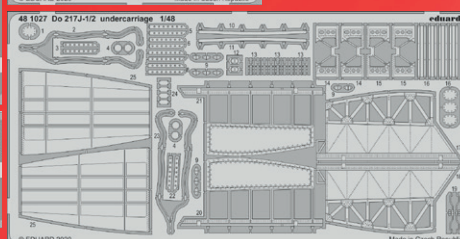
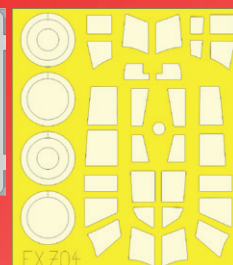
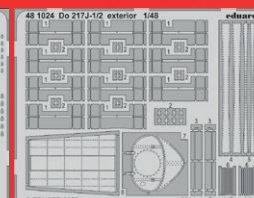
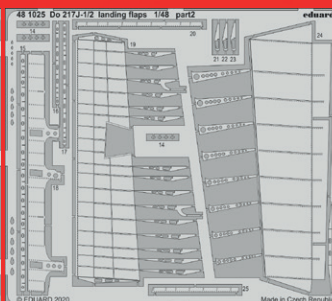
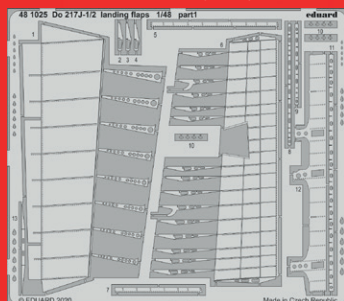
- 36448 Brumbär 1/35
36449 Brumbär schürzen 1/35
XT226 Brumbär 1/35



BIG49266 Do 217J-1/2 1/48 ICM

Stránka produktu

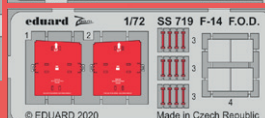
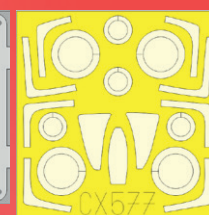
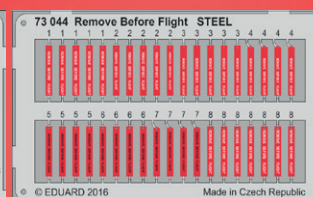
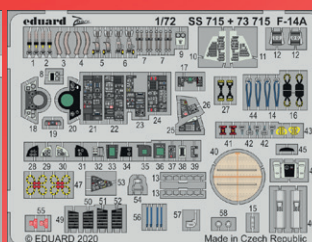
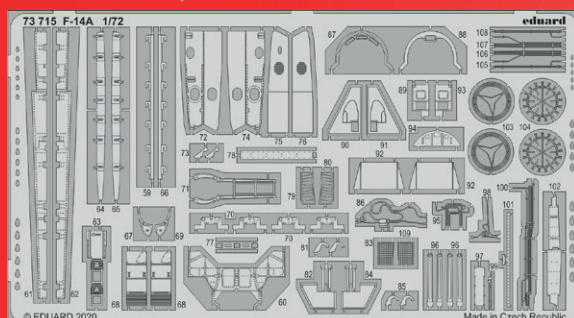
- 481024 Do 217J-1/2 exterior 1/48
481025 Do 217J-1/2 landing flaps 1/48
481027 Do 217J-1/2 undercarriage 1/48
491110 Do 217J-1/2 1/48
FE1111 Do 217J-1/2 seatbelts STEEL 1/48
EX704 Do 217J-1/2 1/48



BIG72160 F-14A 1/72 Great Wall Hobby

Stránka produktu

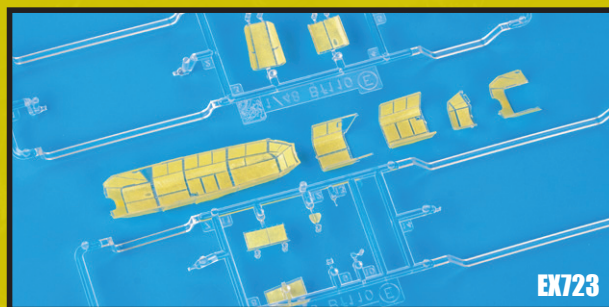
- 73715 F-14A 1/72
SS719 F-14 F.O.D. 1/72
73044 Remove Before Flight STEEL
CX577 F-14A 1/72



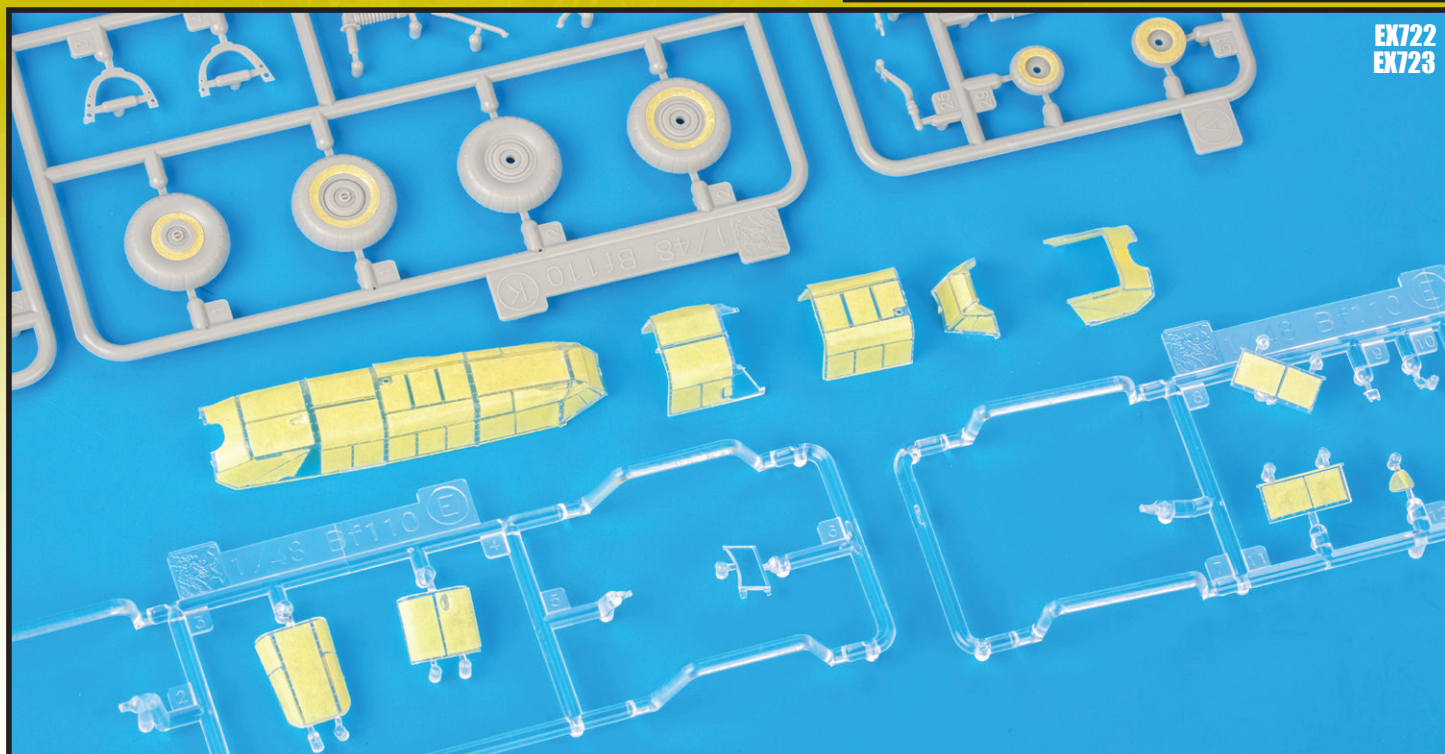
EDUARD MASK

IT FITS!

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

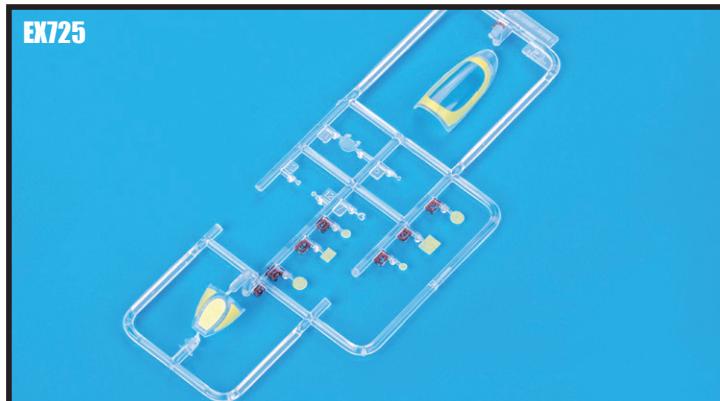


EX723

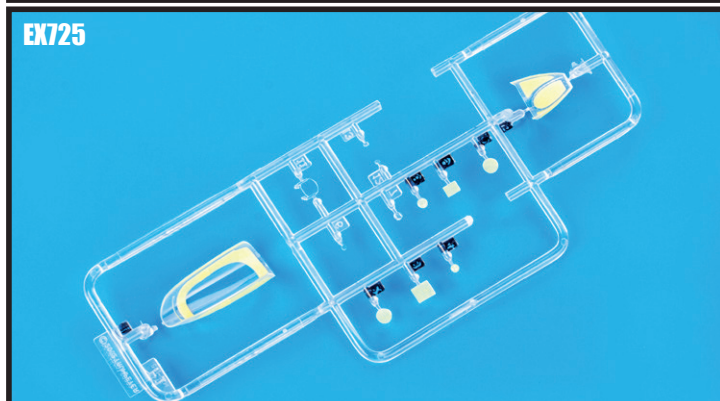


EX722
EX723

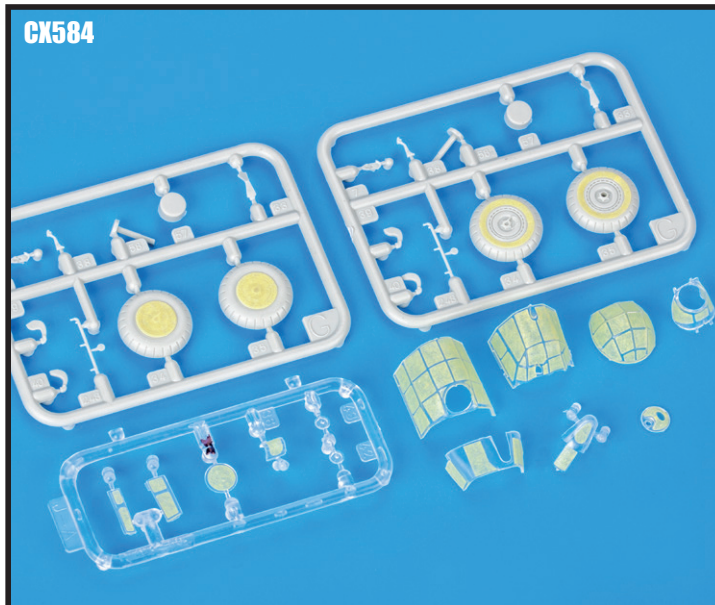
EX725



EX725



CX584



October 2020

KITS

82151	Spitfire Mk.Ia	1/48	ProfiPACK
11141	MiG-19	1/48	Limited edition
2131	SERVUS CHLAPCI - Dual Combo	1/72	Limited edition

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

BIGED

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

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

LookPLUS

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

DECALS

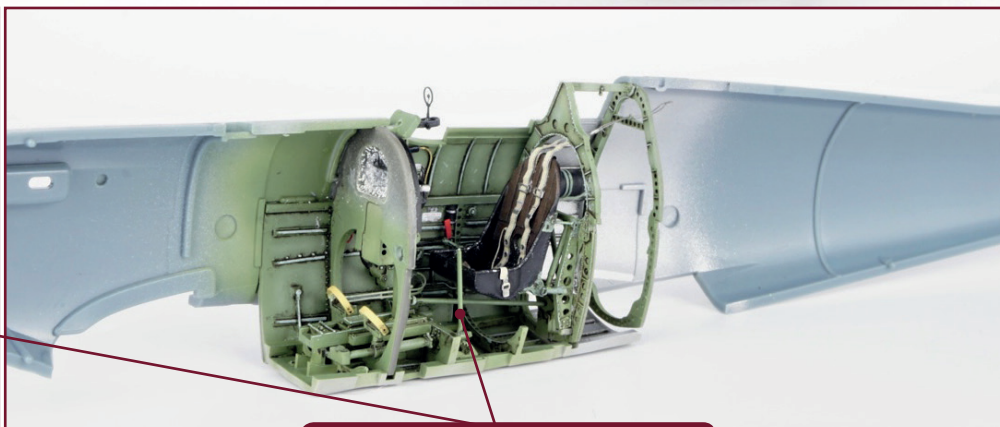
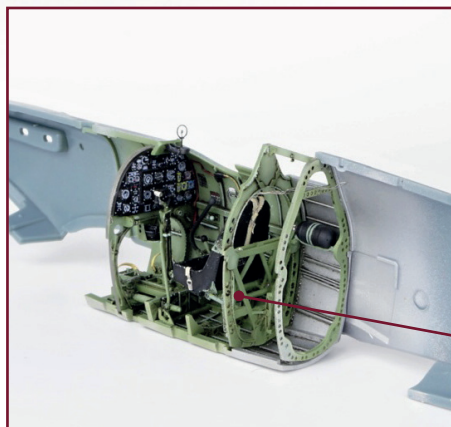
D48062	ADLERANGRIFF: Experten	1/48	Eduard
D48063	ADLERANGRIFF: Alter Hasen	1/48	Eduard

Spitfire Story: The Few

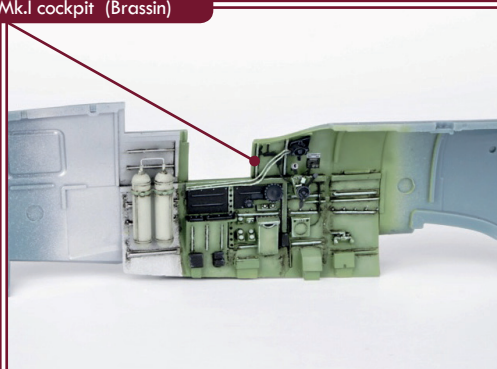
[Product Page](#)

Cat. No. 11143

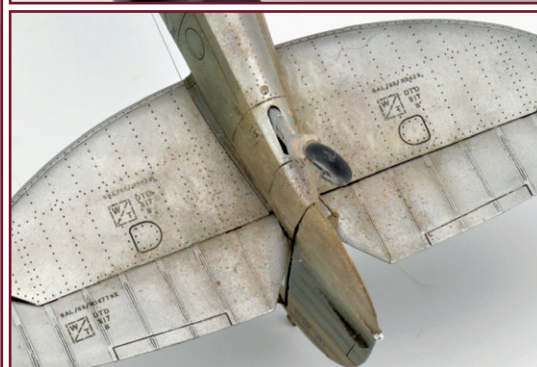
Built by Jan Baranec



#648578 Spitfire Mk.I cockpit (Brassin)



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



P-51D Mustang

1/48

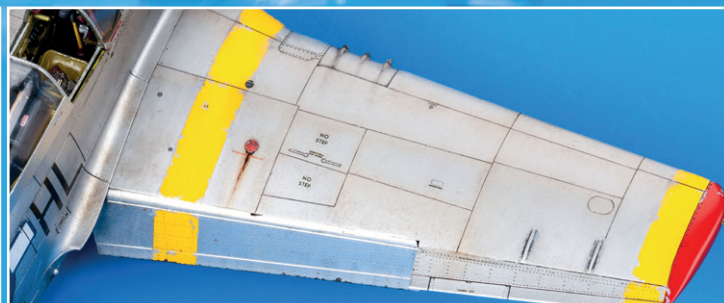
Built by **Zdeněk Müller**

Cat. No. 82102

Product Page



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



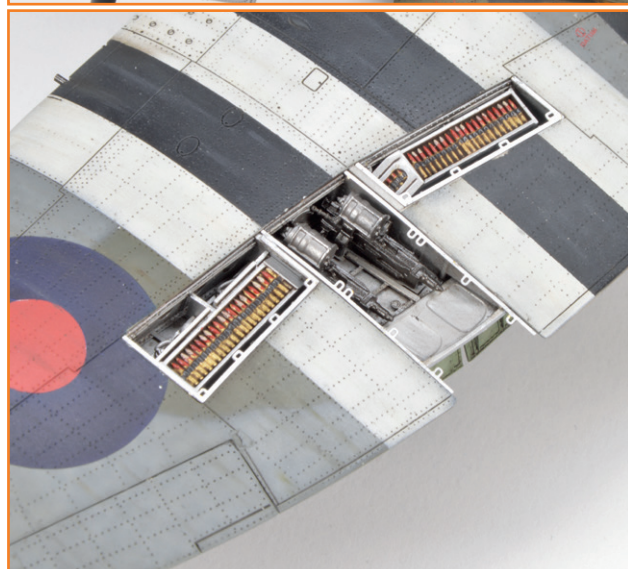
Tempest Mk.V series 2

Built by **Robert Szwarc**
CAMO A
Cat. No. 82122

1/48



Absolute winner of the IPMS Czech Republic Championship 2020



JN862, No. 3 Squadron, No. 150 Wing, RAF Newchurch, Great Britain, June 1944

Following a very successful tour with No. 609 Squadron, flying Typhoons in which he was credited with 6 enemy aircraft destroyed in the air, and a short spell as a gunnery instructor, F/Lt Remi 'Mony' Van Lierde, a Belgian national, joined No. 3 Squadron as 'B' Flight commander. His first allocated Tempest was JN736 JF-Z, a Mk.V Series 1 but when this was lost on operations on 27 May 1944 (when flown by another pilot) Van Lierde was able to acquire a new 'Z', a Mk.V Series 2 Tempest, JN862, which was his chosen mount through most of the campaign against the V-1. Van Lierde became the highest scoring pilot against the V-1 by day and was credited with 35 destroyed plus a further 9 shared with other pilots; 30 of these claims were made while flying JN862. Unfortunately, on August 4th 1944, Van Lierde had to make a landing with only one wheel down, and although he managed to achieve this with minimal damage, the aircraft was unavailable for some time due the resulting repair work. Van Lierde took a new 'Z', EJ557, and when JN862 was returned to the squadron it became JF-Q.

On June 5th, 1944, the aircraft which were to participate in the operation Overlord (Normandy landing), received gaudy markings in the form of eighteen inches wide black and white stripes applied to the wing and fuselage. Ground personnel also painted the lower part of the landing gear covers in white. The unusual stripes on the spinner are believed to be the Belgian national colours – black (foremost), yellow and red.

Product Page



BUILT

Shachak

1/48

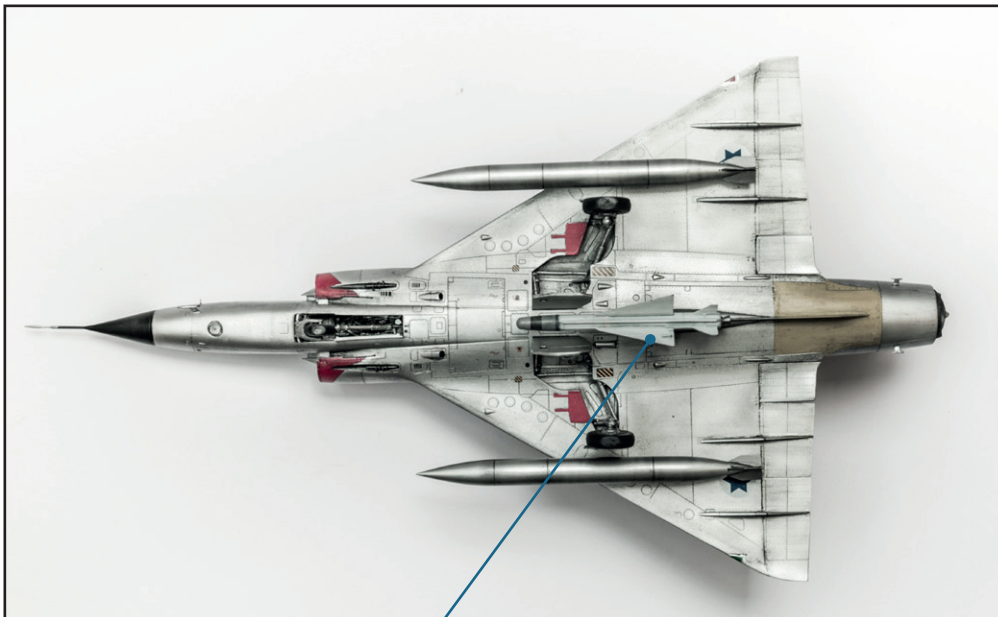
eduard
LIMITED EDITION

Built by **Angelo Lodetti**
CAMO B
Cat. No. 11128



No. 70, 117 Tayeset, Ramat David Air Base, Israel, June 1967

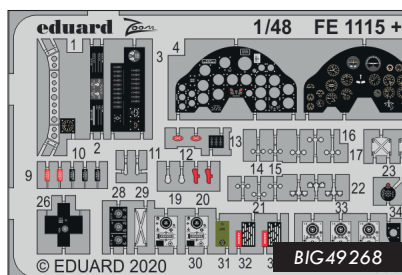
Shachak nr. 70 from 117 Tayeset from Ramat David airbase as it flew right after the Six Days War. At its controls the Israeli pilots claimed four aerial kills in total. Two Syrian MiG-21s during the Six Days War followed by the couple of Egyptian MiG-21s during the War of Attrition. The aircraft was shot down on March 2nd, 1970, and its pilot Ithamar Neuner ejected. Israeli sources state the ground fire as the cause of the aircraft loss, according to Egyptian sources the aircraft was shot down by Lt. Ali Wagedy in MiG-21.



#648324 Matra R-530 (Brassin)

#648541 Mirage IIIC wheels (Brassin)

BRASSIN



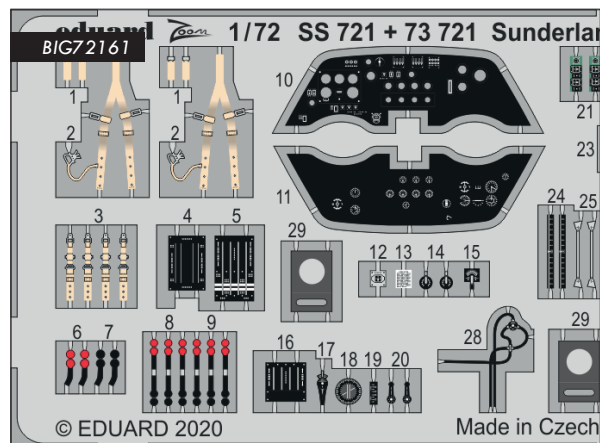
BIG ED (November)

BIG33121 PZL P.11c 1/32 IBG
 BIG49267 O-2A 1/48 ICM
 BIG49268 P-38H 1/48 Tamiya
 BIG49269 B-25D 1/48 Revell
 BIG49270 B-26C Invader 1/48 ICM
 BIG72161 Sunderland Mk.III 1/72 Special Hobby

BRASSIN (November)



632160 P-40E wheels 1/32 Trumpeter
 632161 P-40E exhaust stacks 1/32 Trumpeter
 634020 P-40E LööK 1/32 Trumpeter
 644070 P-38H LööK 1/48 Tamiya
 644073 He 111H-6 LööK 1/48 ICM
 648569 Japanese torpedo Type 91 1/48
 648590 MiG-19 exhaust nozzles 1/48 Eduard/Trumpeter
 648595 P-38H cockpit 1/48 Tamiya
 648596 P-38H gun barrels 1/48 Tamiya
 648597 MiG-19 ejection seat 1/48 Eduard/Trumpeter
 672248 Z-37A aerial applicator 1/72 Eduard



LööKPlus (November)

644074 MiG-19S LööKplus 1/48 Eduard/Trumpeter
 644075 MiG-19PM LööKplus 1/48 Eduard/Trumpeter

634020 P-40E LööK 1/32 Trumpeter



BRASSIN

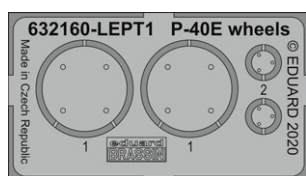
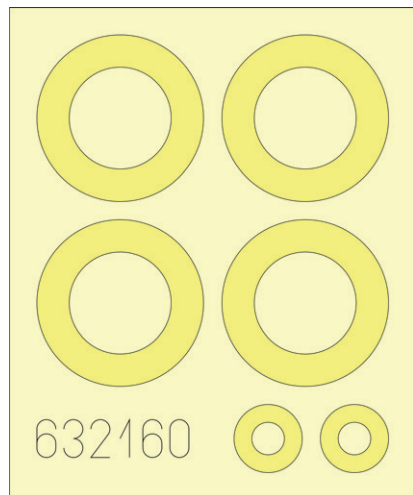
644070 P-38H LööK 1/48 Tamiya



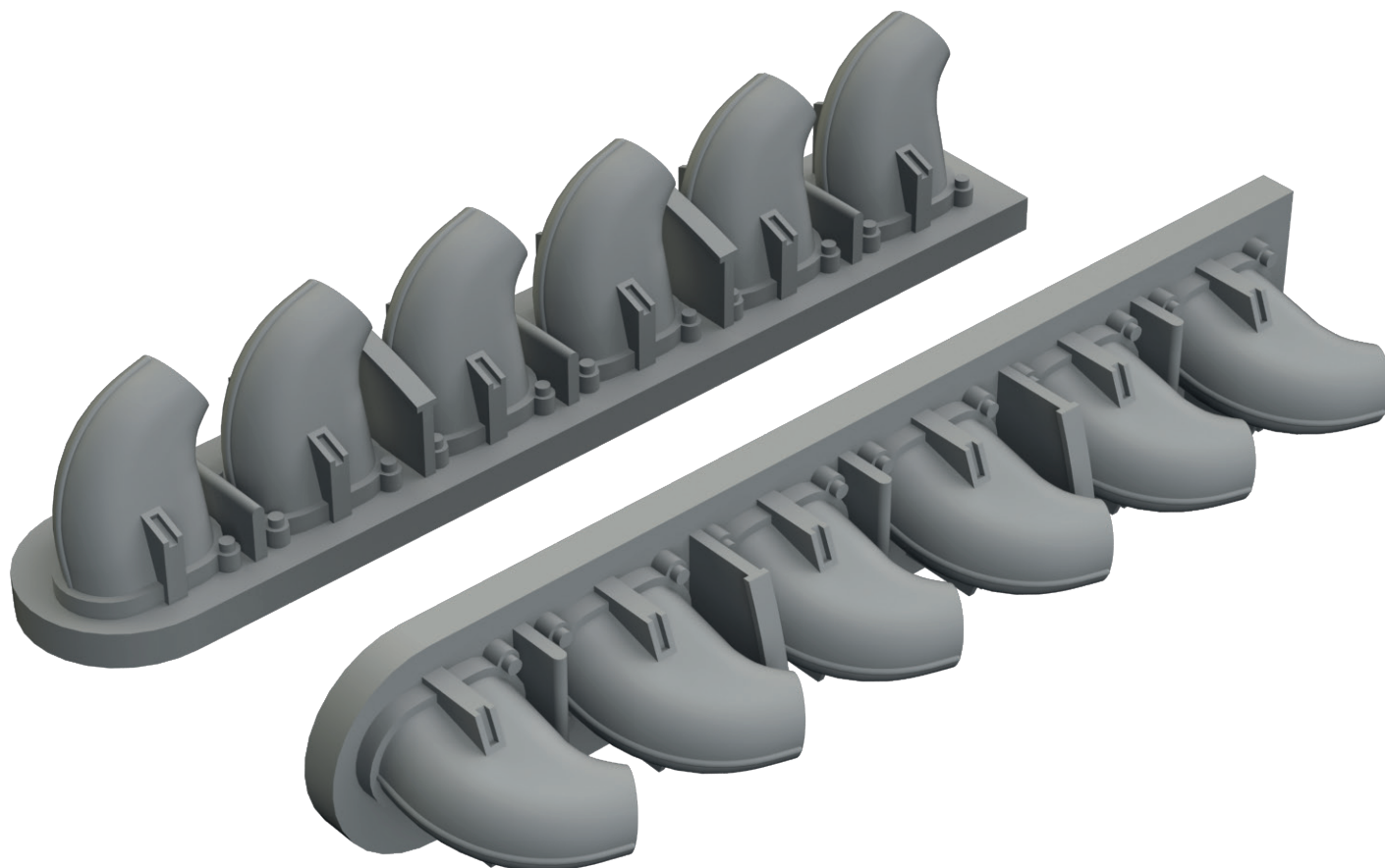
644073 He 111H-6 LööK 1/48 ICM



632160 P-40E wheels 1/32 Trumpeter

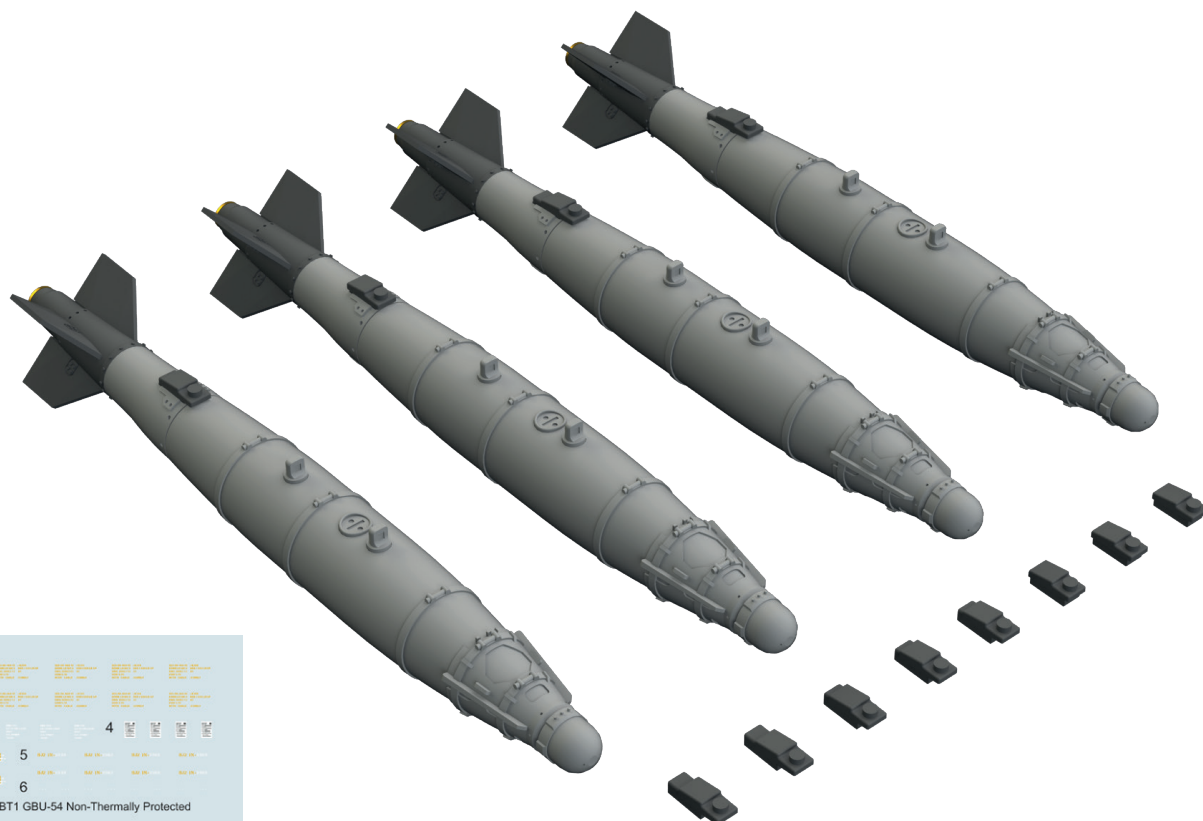


632161 P-40E exhaust stacks 1/32 Trumpeter

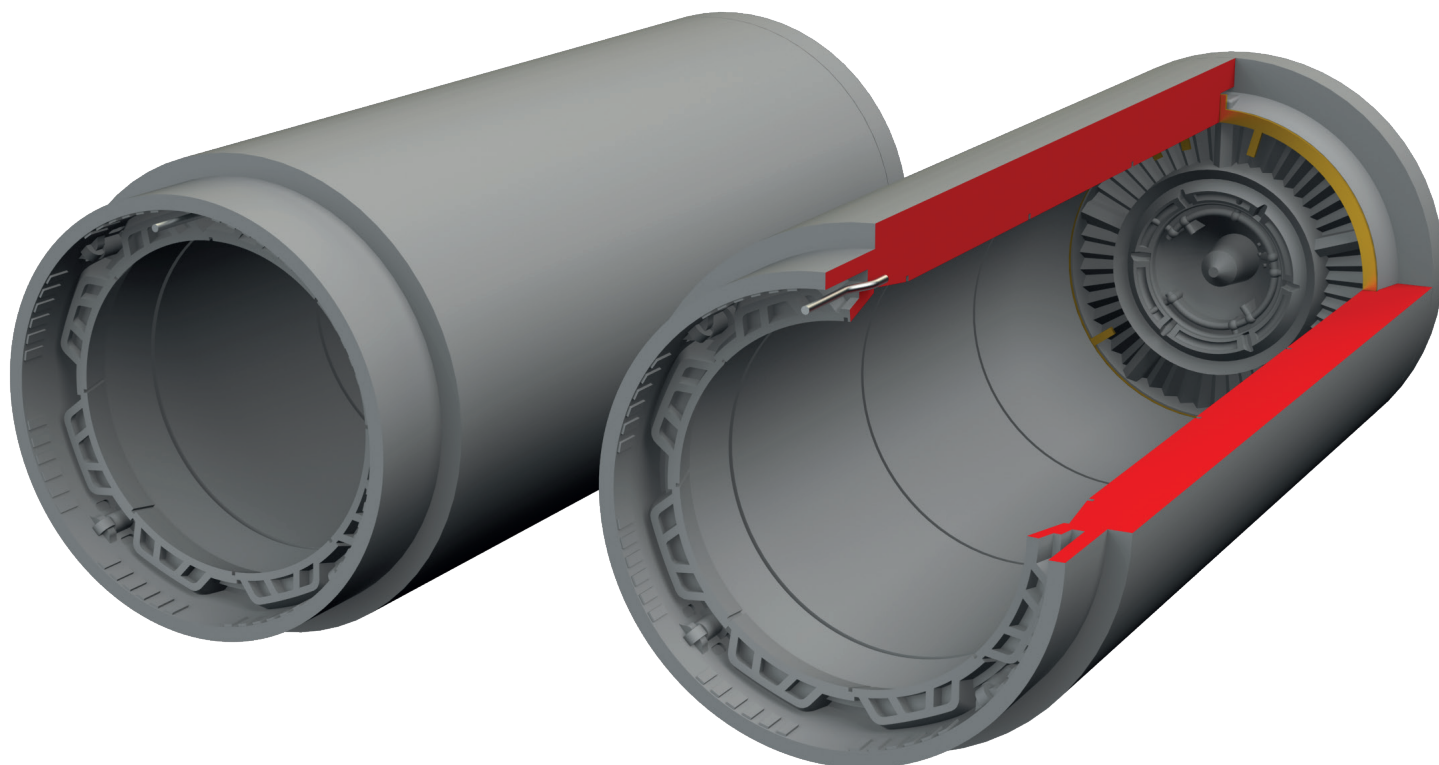


BRASSIN

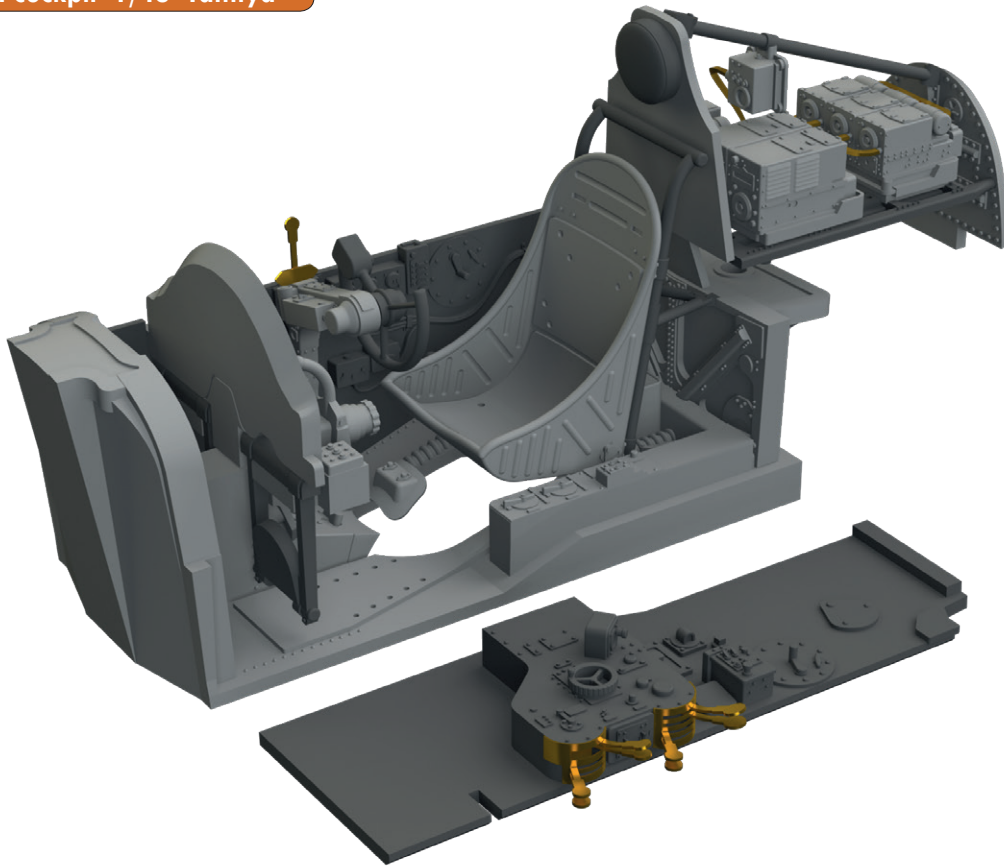
648564 GBU-54 Non-Thermally Protected 1/48



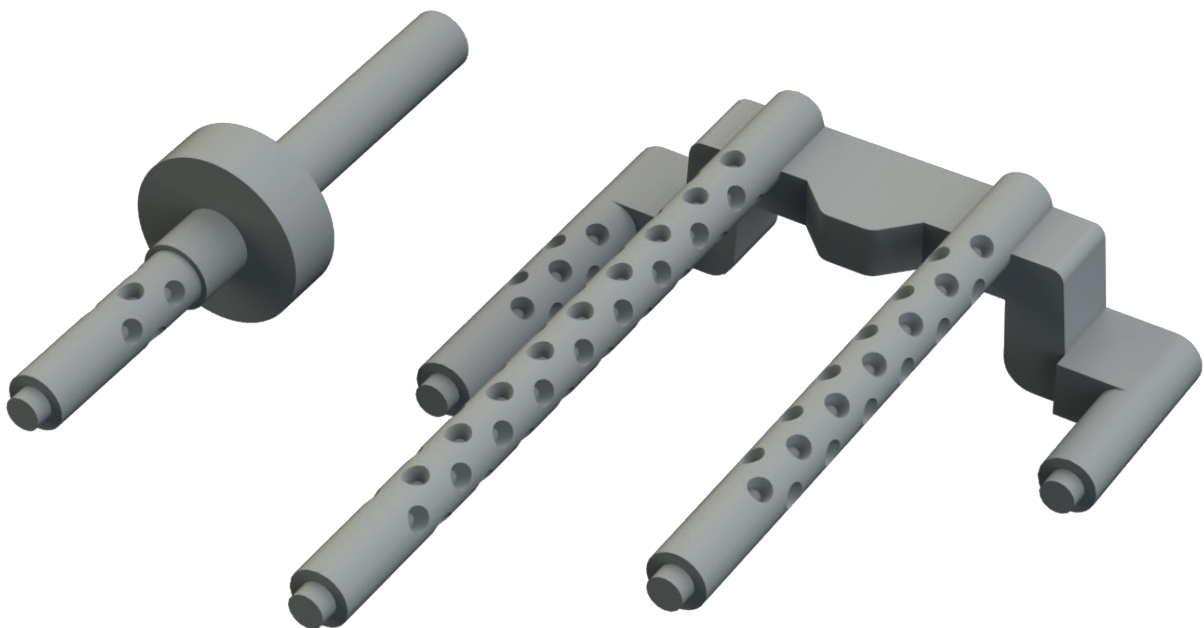
648590 MiG-19 exhaust nozzles 1/48 Eduard/Trumpeter



648595 P-38H cockpit 1/48 Tamiya

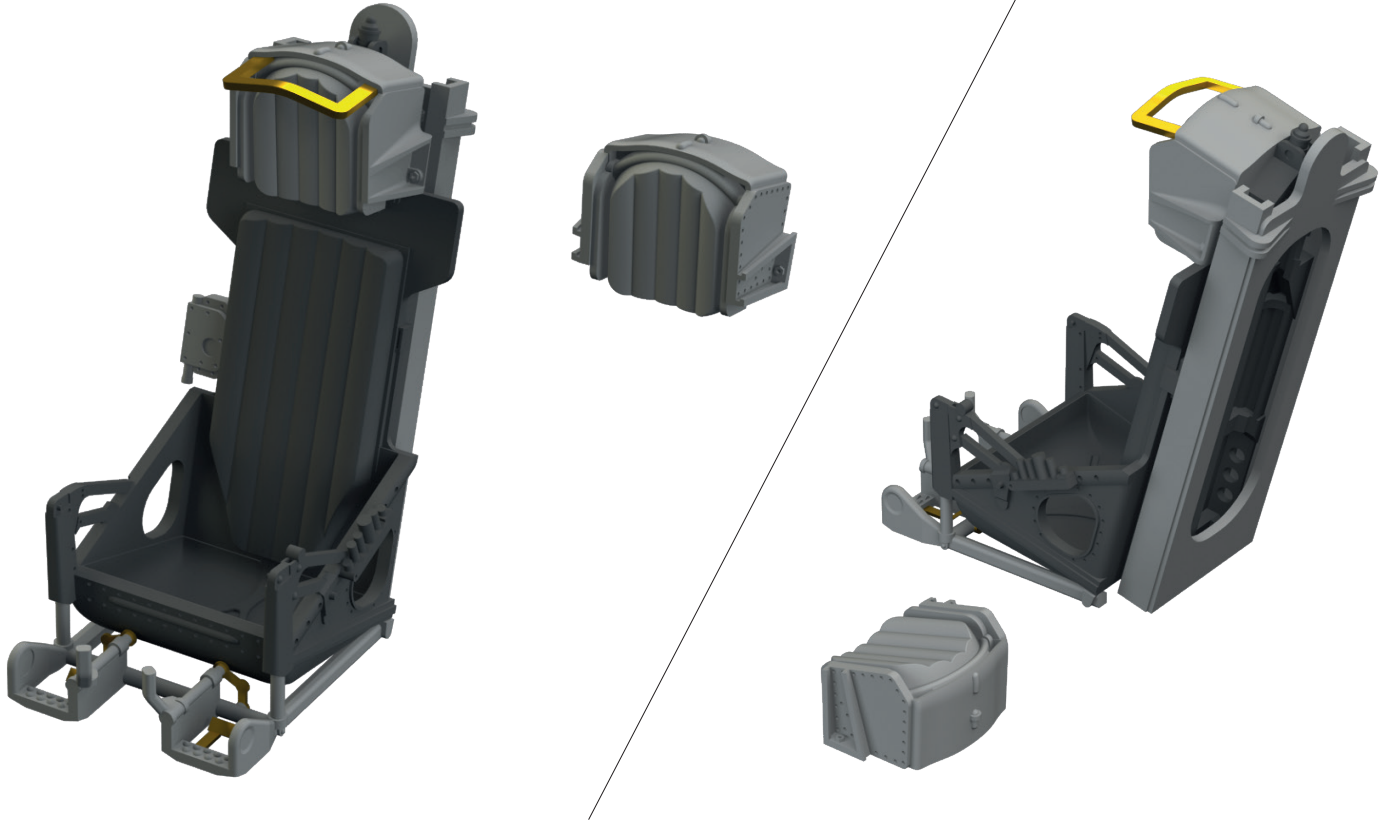


648596 P-38H gun barrels 1/48 Tamiya

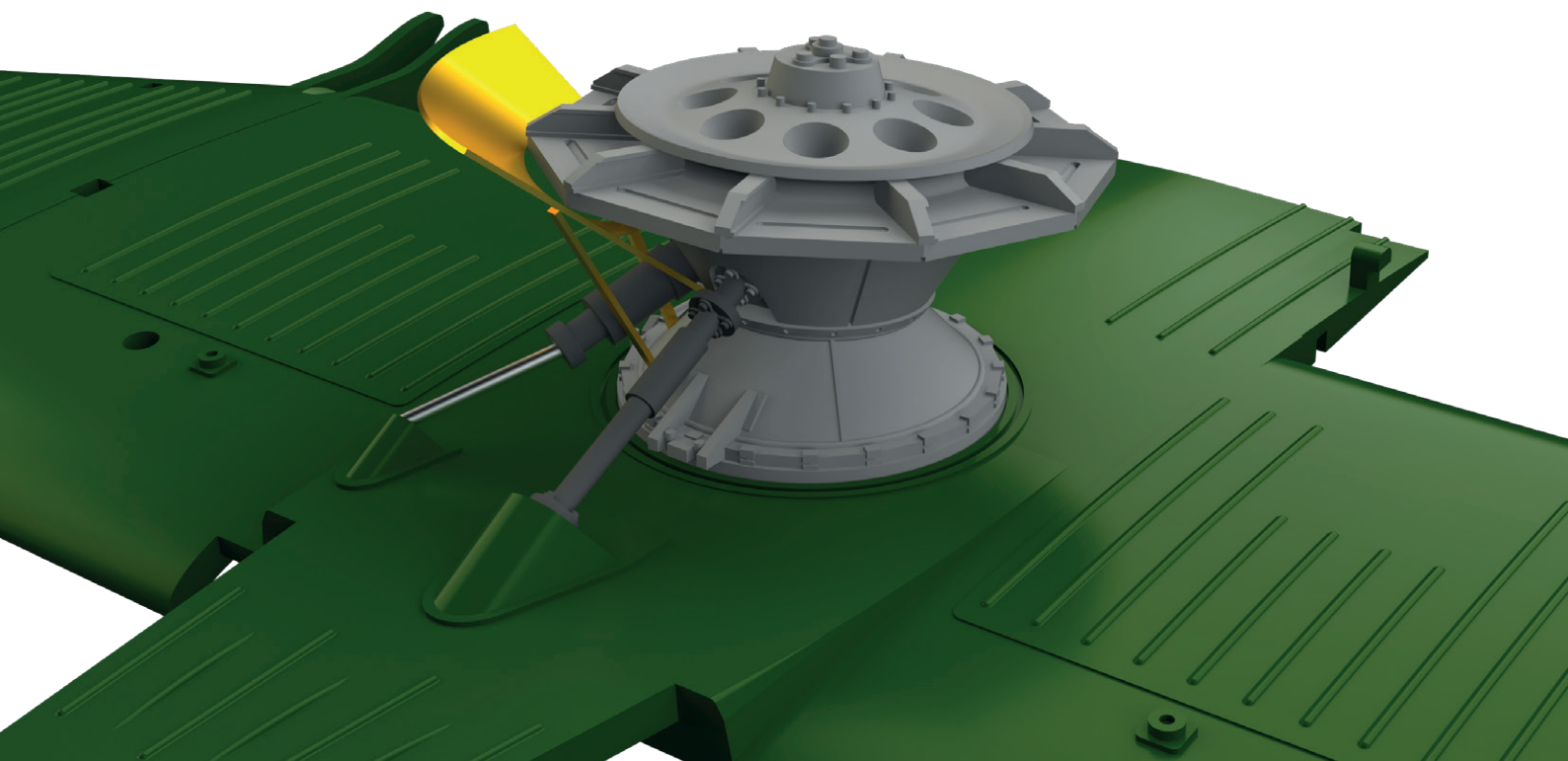


BRASSIN

648597 MiG-19 ejection seat 1/48 Eduard/Trumpeter



672248 Z-37A aerial applicator 1/72 Eduard

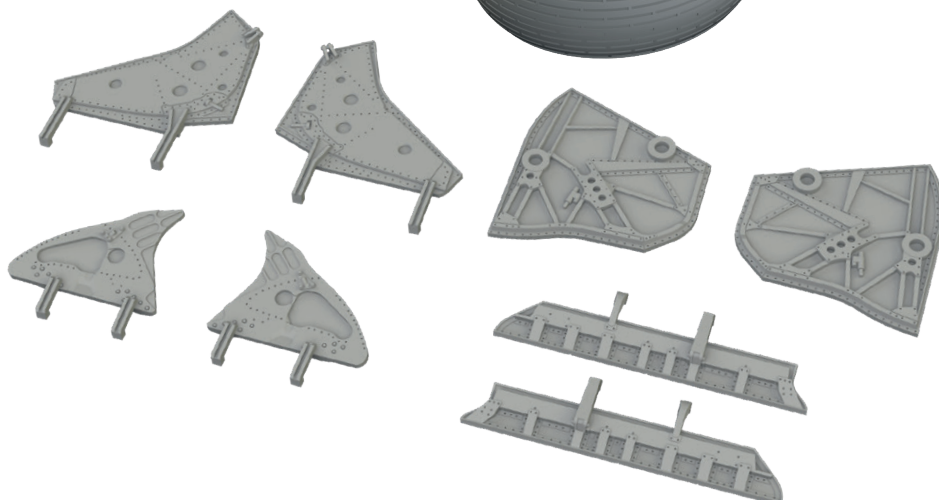
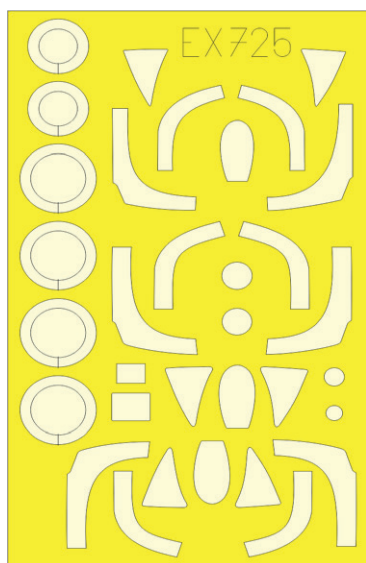


644074 MiG-19S LööKplus 1/48 Eduard/Trumpeter

Collection of 4 sets for MiG-19S in 1/48 scale by Eduard / Trumpeter.

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

LööKt

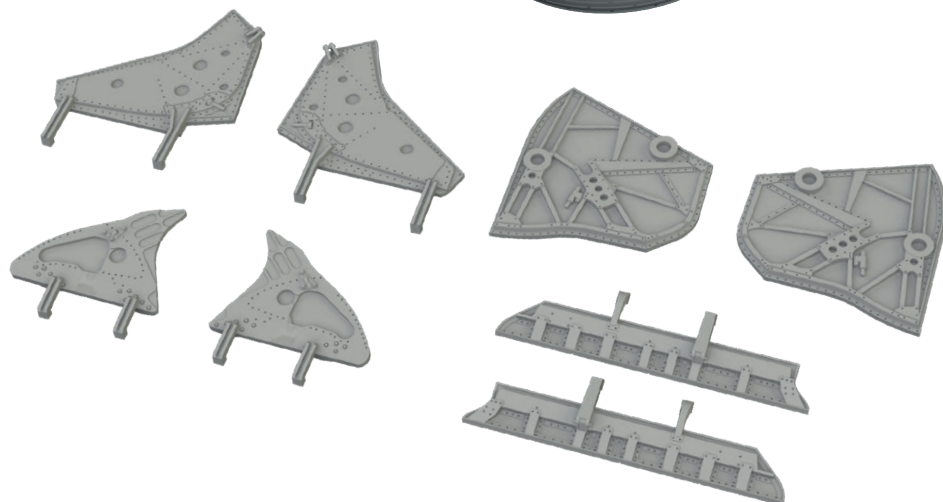
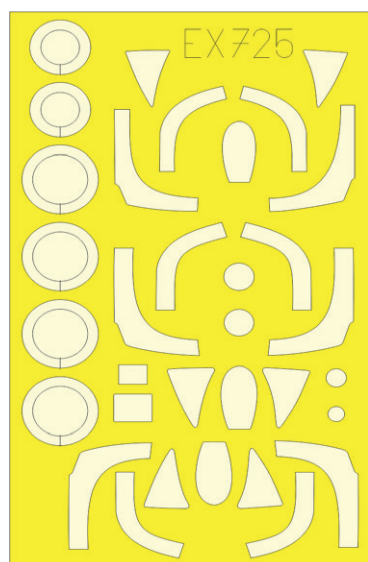


644075 MiG-19PM LööKplus 1/48 Eduard/Trumpeter

Collection of 4 sets for MiG-19PM in 1/48 scale by Eduard / Trumpeter.

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

LööK



PE-SETS and Masks

PE-SETS

53262	SMS Viribus Unitis	1/350	Trumpeter
53263	SMS Viribus Unitis flags STEEL	1/350	Trumpeter
32975	PT-17 / N2S-3	1/32	ICM
36451	StuG III Ausf.G	1/35	Takom
36452	StuG III Ausf.G schurzen	1/35	Takom
36453	M60A1	1/35	Takom
481034	Beaufighter Mk.IF landing flaps	1/48	Revell
481035	SBD-2 landing flaps	1/48	Academy
481036	Su-27S exterior	1/48	Kitty Hawk
481037	Su-27UB exterior	1/48	Kitty Hawk
491124	Beaufighter Mk.IF	1/48	Revell
491126	SBD-2	1/48	Academy
491128	Su-27S interior	1/48	Kitty Hawk
491130	Su-27UB interior	1/48	Kitty Hawk
73723	Wildcat Mk.VI	1/72	Arma Hobby

ZOOMS

33265	PT-17 / N2S-3	1/32	ICM
33266	PT-17 / N2S-3 seatbelts STEEL	1/32	ICM
FE1124	Beaufighter Mk.IF	1/48	Revell
FE1125	Beaufighter Mk.IF seatbelts STEEL	1/48	Revell
FE1126	SBD-2	1/48	Academy
FE1127	SBD-2 seatbelts STEEL	1/48	Academy
FE1128	Su-27S	1/48	Kitty Hawk
FE1129	Su-27S seatbelts STEEL	1/48	Kitty Hawk
FE1130	Su-27UB	1/48	Kitty Hawk
FE1131	Su-27UB seatbelts STEEL	1/48	Kitty Hawk
SS723	Wildcat Mk.VI	1/72	Arma Hobby

MASKS

JX262	PT-17 / N2S-3	1/32	ICM
EX726	Beaufighter Mk.IF	1/48	Revell
EX727	Beaufighter Mk.IF TFace	1/48	Revell
EX728	P-43	1/48	Dora Wings
EX729	SBD-2 TFace	1/48	Academy
EX730	F-14A TFace	1/48	Tamiya
EX731	Su-27S	1/48	Kitty Hawk
EX732	Su-27S TFace	1/48	Kitty Hawk
EX733	Su-27UB	1/48	Kitty Hawk
EX734	Su-27UB TFace	1/48	Kitty Hawk
EX735	Proctor Mk.I	1/48	Dora Wings
CX585	Wildcat Mk.VI	1/72	Arma Hobby

DECALS

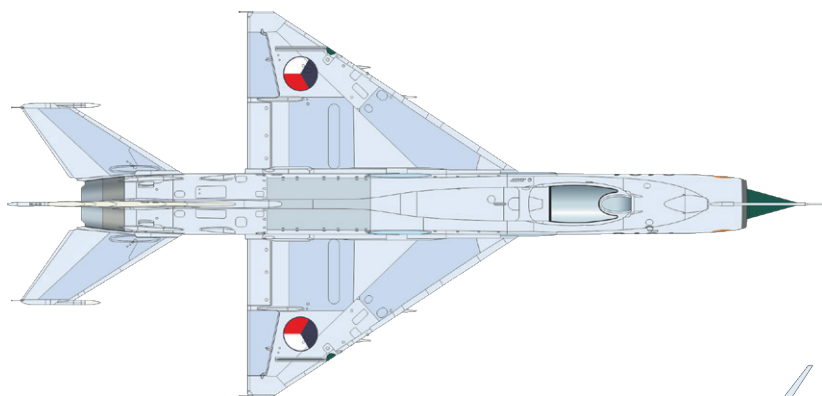
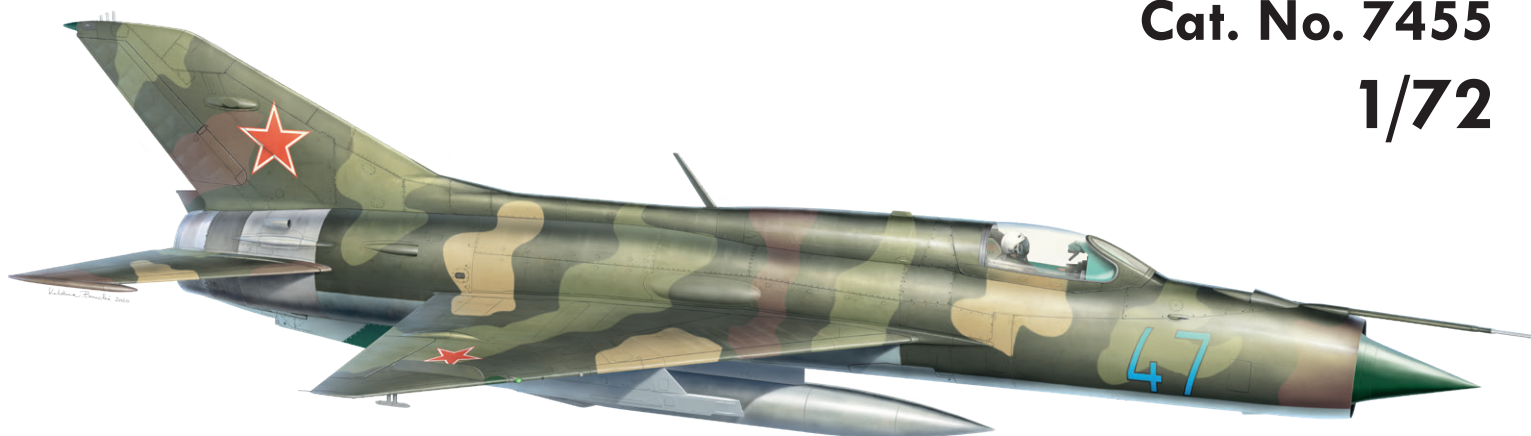
D32003	ADLERANGRIFF: Experten	1/32	Eduard
D32004	ADLERANGRIFF: Alte Hasen	1/32	Eduard
D32005	Bf 109E stencils	1/32	Eduard
D48064	Spitfire Mk.I stencils	1/48	Eduard
D48065	MiG-19 stencils Czech	1/48	Eduard

MiG-21PF

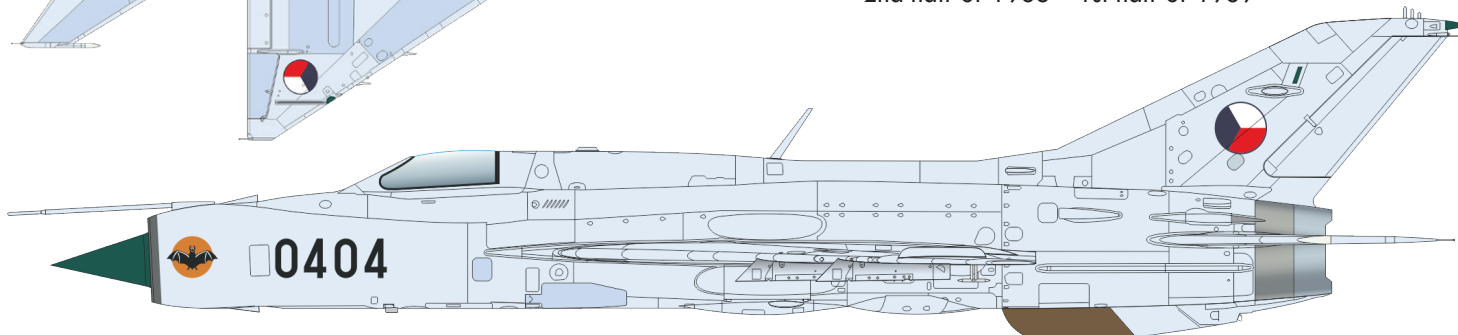
WEEKEND
edition

Cat. No. 7455

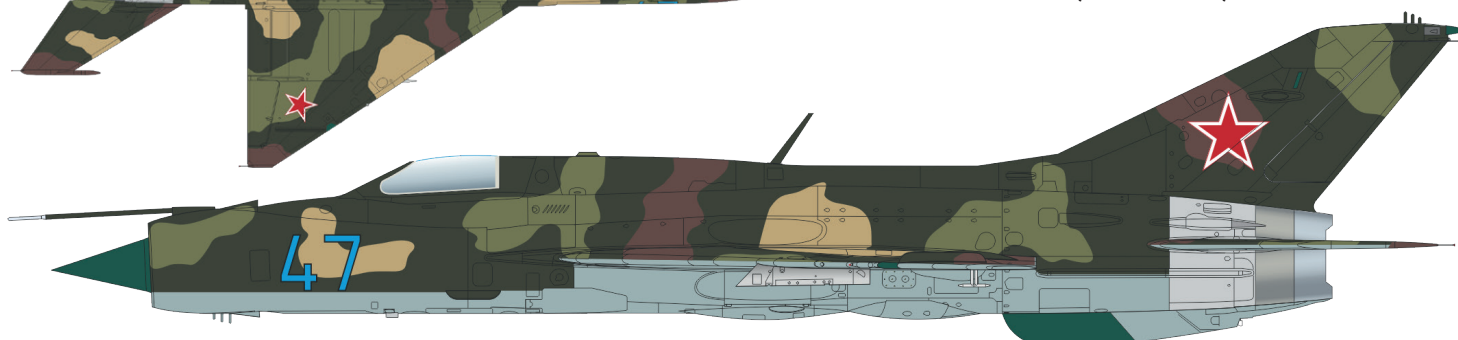
1/72



2nd Squadron, 1st Fighter Air Regiment,
Planá at České Budějovice, Czechoslovakia,
2nd half of 1968 – 1st half of 1969



Kacha Higher Military Aviation School of Pilots,
Kotelnikovo air base, Soviet Union, 1979



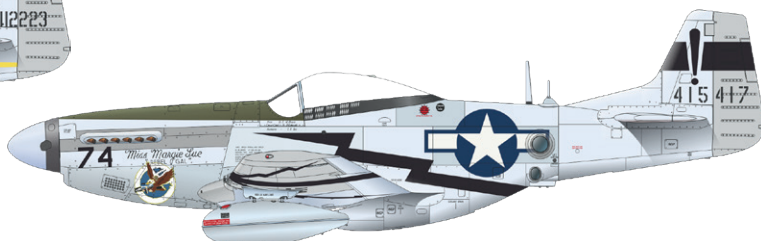
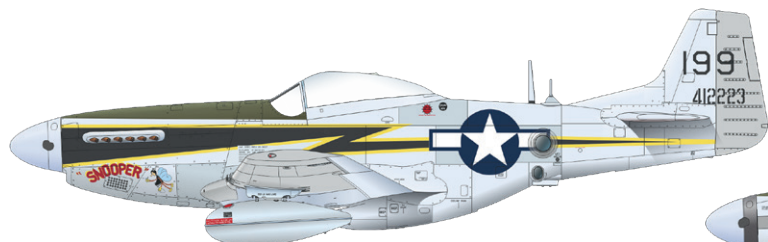
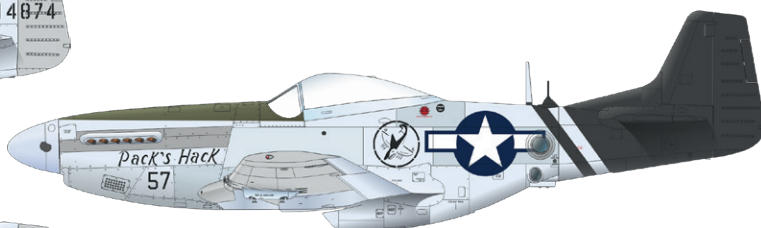
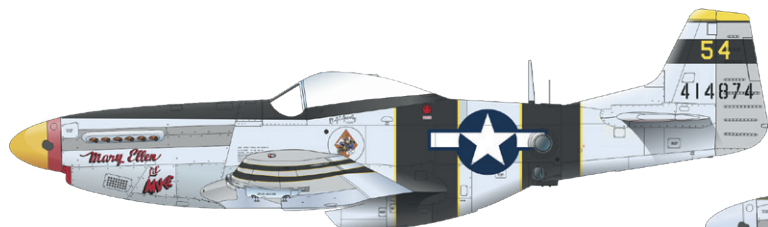
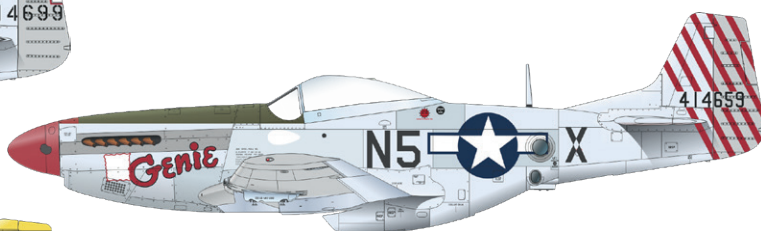
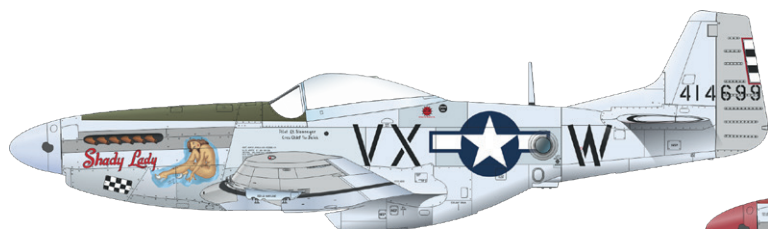
F-6D/K

ProfiPACK
edition

Cat. No. 82103



1/48

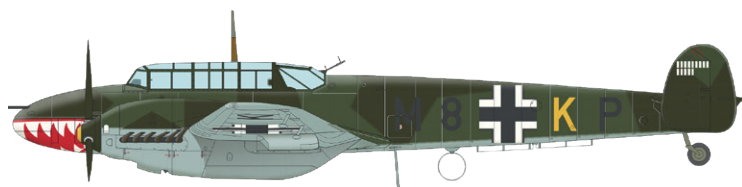
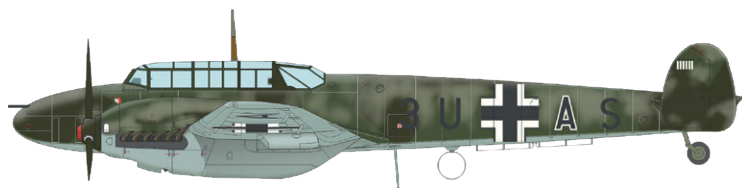
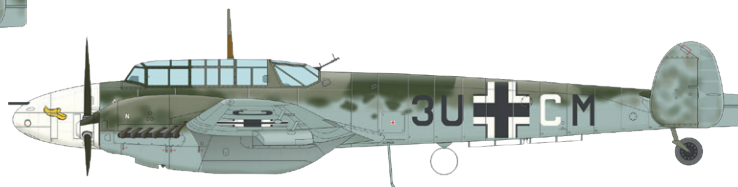
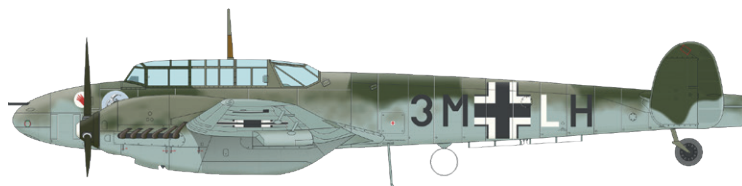


ADLERTAG

eduard
LIMITED EDITION

Cat. No. 11145

1/48



ADLERTAG

eduard
LIMITED EDITION

Cat. No. 2132

1/72

