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EDITORIAL

Dear Friends and Modellers,

we are living in more interesting times than we could've envisioned even a month ago. The pandemic has come back with a greater vengeance than with which it started back in the spring. This, on a local level, can be attributed to, at least in part, to the indecisions of the Czech government, and of the public reaction at large to the situation. With hindsight being what it is, I can now say that even our replacement events that were designed to compensate the loss of this year's E-day, were a risky affair, and I am truly thankful now that no participants or organizers were infected with the virus. We don't need to delve into whether or not this was due to our cautious approach or if we were just plain lucky. It is said that you make your own luck. Naturally, we have implemented anti-virus precautions at our facility as well. It wasn't a completely smooth thing to implement, owing to a general lack of trust and confidence in their effectiveness, but it would appear that they were implemented effectively and on time. We are also modifying the measures implemented as the situation develops and requires. The end result is that we are manufacturing, packing and selling products and preparing new ones for next month. That last bit is being accomplished to a large degree with the use of home office. The postal system is working pretty much normally, and the only thing being restricted at the moment are personal pickups, which are not possible until further notice. As of last week, the mailing out of replacements has been halted as well. Because these are all handled right now, due to the quarantine measures, by one person, it is not possible to deal with these in a timely manner. Any and all complaints are being registered, and they will be dealt with no sooner than mid November. We apologize for any inconvenience that this may cause and ask for your patience. Should any of the conditions that bring on these measures change, we will immediately post them on our Facebook page. Right now, things are as I have described them. Bottom line is that we are doing, and will continue to do, everything to maintain a smooth flow of product leaving our facility. We have a backup team ready to kick in, a team that is currently working from home, and are ready to come in should it be required if the current department is hit with quarantines. As an aside, the situation in the Czech Republic is really bad and changes almost daily, so the chances of

something else coming into play are pretty good. Again, watch our Facebook page for up-to-date information.

Let's get to November's new releases. We have another Mustang in the ProfiPACK line. This time, it's the photo reconnaissance F-6D version. This is our second attempt to grab your, the modellers at large, attention with a reconnaissance fighter. The only other reconnaissance type in our catalog was the rather overlooked MiG-21R. We'll see how the Mustang does. On first and second, closer, looks, it's pretty damn nice. In comparison to the standard Mustang, you'll find a new fuselage, or, more accurately, the left side of same, containing the camera windows and the corresponding clear parts. There are six marking options, two of which were aircraft stationed in Europe and four from the Far East battle fronts. At the same time, we are releasing the BFC item under the name 'F-6D & RF-51' in 1:48th scale. This carries the catalog number BFC103. These have another two marking options attached. The F-6D option is for the plane flown by Major Shomo, 82nd TRS CO, in the Philippines. Our assumption was that the inclusion of this aircraft would be considered absolutely necessary, although we are not completely convinced. So, we are including it in the BFC item. The other additional option is an RF-51D from the 45th TRS from Kimpo in Korea, dated 1952. It's our first Mustang from the Korean War period, and I am hoping it garners a good amount of attention. I expect questions to come my way, enquiring about the existence of any plans to make Brassin cameras. The answer is yes, but we need to dig up some documentation regarding their installation in the P-51. The cameras themselves are documented well, and we are interested in references showing their installation inside the fuselage. If any of you should have such references at your disposal, your help would be greatly appreciated.

We have another two items that are identical to one another, save for their scale. They share identical names and marking options. These are the Adlertag kits of the Bf 110C and D from the battle



of Britain. The massive decal sheet offers options covering twelve aircraft, including the C-6 version, armed with 30mm MG 101 cannon under the fuselage (also known by the later designation MK 101), and one 'D' version covering an aircraft using the large, underfuselage auxiliary fuel tank, designated as the Dackelbauch. These kits are another in our list of 80th anniversary of the Battle of Britain items, for which December will see the release of Spitfire Story: Tally Ho!, aimed at Spitfires Mk.IIa and Mk.IIb. There are two historical articles in today's newsletter dedicated to the Bf 110 and its use in that battle. The first, titled Adlertag, was penned by Honza Bobek and is a bit of a rehabilitation of the one-ten that has generally been described as an unsuccessful type, a sort of cannon fodder for British fighters. However, actual facts depict quite a different viewpoint from the one largely accepted. After reading the article, you will see that the Bf 110C and D were full fledged fighters in their own right; not with the same turning radius, of course, as the single engine fighters, but, nevertheless, fast, high-performing, and packing a helluva punch. And to top it off, they could fire to the rear, meaning that radio operators/rear gunners in the Battle of Britain cannot be so easily brushed off. The other article this month is by Melvin Brownless and focuses more on the personal stories depicting the cruel reality of war. It is a description of a pilot of a shot down Bf 110, and the struggle to survive for both him and his rear gunner. It's a riveting account, and is worthy of your attention. The Aldertag kit in 1:72nd has the second BFC item dedicated to it,

BFC104, Bf 110C/D Crew, containing resin crew figures, with the pilot seated in the cockpit and the radio operator/gunner standing on the wing.

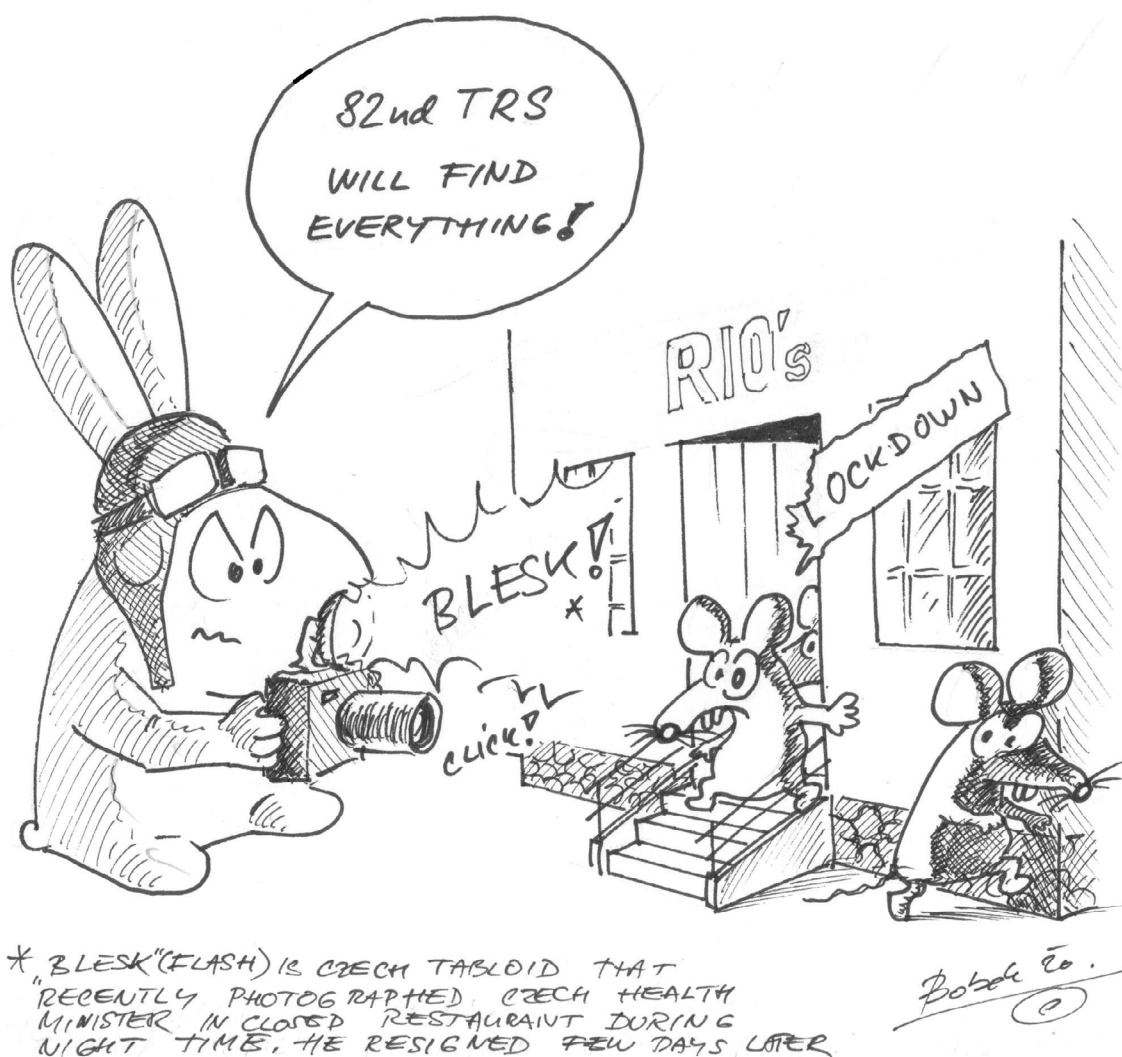
The forth kit release for November is the 1:72nd scale MiG-21PF in the Weekend line. I can't add much to this, most of you will be familiar with the kit, and what the Weekend line includes is well known to everyone. However, the Weekend kits will go through a change. This is an interesting release by virtue of the fact that this is the last Weekend kit to be released in this format. The first change will involve the blue on blue box with the picture of the aircraft on a white background with two marking options. As of January, this changes. The boxart will now include a rendering of the subject along the lines of the ProfiPACK kits. Marking options will go from two to four and there will be a small modification to the instructions. There will be no more changes, including in the price. The reasoning behind all this is to raise the qualitative level of the Weekend line in terms of bang per buck and be more attractive to modelers that continue to hold a certain suspicion towards photoetching and at the same time, view the Weekend line as sub-standard items. With these changes, the

line will become more comparable to the same types of, or even slightly better than, releases from other manufacturers. In my opinion, these changes will address the price point attribute of the kits first and foremost. Those among you that read our Distributor Newsletter are probably shaking your heads about what this all means for the December release of the Weekend Bf 109G-6/AS. I can tell you exactly what it means. It is being pushed from December to January, and will be in the new format. We figured that releasing this kit in the old format would be a shame!

The delay of the Bf 1009G-6/AS slated for December leaves only two new 1:48th scale kits for the month. It will be the same combination that went head to head in the minds of modelers in October, the 1:72nd scale Cmelak (Bumble Bee) and the 48th scale Spitfire. In October, the Cmelak won by a hair, but further outcomes are open to speculation. The types of kits that will be released are reversing, and the Cmelak will come out as a ProfiPACK kit, and the Spitfire will be the Mk.II in the Limited Edition line. The latter will be a Dual Combo kit named Tally Ho! It will include the Spitfire Mk.IIa and the Mk.IIb, as I had indicated before.

With the release of the Mk.II, those that so dearly wanted the fairing covering the oil pump will get their wish, but they won't get the metal seat. We have concluded that the metal seat was a feature of the Spitfire Mk.I, and the Mk.II had the plastic seat. The conversion from one to the other will not be a complex operation for those that feel differently. The Cmelak will be the focus of a small side offer. All that purchase the kit in December on our e-shop, will also receive for free a set from our new Eduard Space line, designed for this kit. The offer stands for those who buy the new ProfiPACK kit or SERVUS CHLAPCI, as long as supplies of the latter last. The EDUARD SPACE line are new items that combine so-called 3D decals and photoetching, and, in this case, the photoetching will always be steel. With the Cmelak kit, the items are being introduced, and it will give a good idea of how these things will look and how they will function. We hope they will prove very interesting!

So, after a small excursion into the near future, I will return back to November and its new accessory items. Among them, I would like to turn your attention to the photoetched sets for the new kit of





the Austro-Hungarian battleship Viribus Unitis in 1:350th. Also worthy of attention are sets for the PT-17/N2S-3 Kaydett from ICM in 1:32nd scale and Su-27 and Su-27UB from Kitty Hawk in 1:48th. Also in this scale, there are sets for the Revell Beaufighter Mk.IF and the SBD-2 Dauntless from Academy. In 1:72nd, we have focused on the Arma Hobby Wildcat Mk.VI, which is a company that is reaching new levels with each release. In 1:35th, we then have the StuG.III Ausf.G and the M60A1 from Takom covered. In the Brasserie line, I can suggest a look at the sets for the P-38H (Tamiya, 1:48th), the MiG-19 (Eduard/Trumpeter, 1:48th) and the first for the Z-37A Cmelak (Eduard, 1:72nd). We have some interesting decal sheets coming out for the September released Adlergriff, the Bf 109E, in 1:32nd scale. Of course, there are too many new accessory items being released to mention here, but their descriptions are supplied within the pages of this newsletter.

I have hinted at some changes that are slowly being implemented here and that will be implemented over the course of next year. I am introducing them a little at a time, so as not to overload anyone all at once. I think that these are all positive developments, and we aren't planning anything nasty for you. Changes will also come with regards to contests. In the recent release of the Special Newsletter, I indicated some changes in the way E-day will be run. For those who didn't read the Special Newsletter, I will summarize. After the successful Plastic Model National Championship, which was also an improvised event brought on by the current

situation at Hotel Olympik, there is a developing understanding being forged with the governing body of the SMCzR and the National Championship component of E-day. The contest under E-day, until now run under the Hobby category, has had, to put it mildly, a lax attitude on the part of the SMCzR, and this supports the notion of a separation into a new contest. So, it is my privilege to announce the death of the Hobby category at E-day, and at the same time, to announce the birth of the Czech Model Masters, with the intention of becoming the most lucrative event of its kind in continental Europe. This is intended to become a contest that will be talked about, written about, and will be worth winning. We are expecting to attract the best modelers and the best models. So, see you next year!

Unfortunately, some events have announced their cancellation, so there is some bad news to go around as well. These include Go Modelling in Vienna, and it looks like the end for this year for Kit Saloon in Nymburk, and we are doing the same with ModellBrno. The good news is that we are trying to come up with a worth alternative and I will touch on this again in a future edition of this newsletter.

Today, we will also implement a small change to the newsletter itself. These newsletters are sort of like Czech movies. They don't really finish, they just sort of stop. From now on, the newsletters will end with a feature titled TAIL END CHARLIE. It will be an 'in closing' sort of thing, and it will come from the editors of the newsletter, Jan Zdiarsky, Jan Bobek and Richard Plos. Today's inaugural feature

will come from Jan Zdiarsky.

That's it from me for now. I hope you enjoy the read, and that you find inspiration from a study of our new releases that are now being released as we go forward.

Happy modelling!

Vladimir Sulc

Bf 110 units in the Battle of Britain

Jan Bobek



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

To grasp the circumstances surrounding the Battle of Britain, it is necessary to remind ourselves of some important facts emanating from the Battle of France, which itself went from the 10th of April to June 25th, 1940. During this time period, German pilots and anti-aircraft gun crews claimed a total of 2,379 enemy aircraft shot down, with another 1,850 destroyed on the ground. However, the Germans lost 1,401 aircraft, with a further 672 damaged. Pilots flying the Messerschmitt Bf 110 themselves lost 216 aircraft destroyed or damaged. A total of 110 airmen lost their lives, and 47 were wounded. A further 31 ended as prisoners of war. The actual total of captured airmen was much higher, and prior to the fall of France, the Allies were in talks regarding the transfer of all prisoners taken on French soil to Canada. That, however, did not happen, and as a result, at the end of June and beginning of July, several hundred well trained and experienced pilots were returned to Germany, instead of making their way across the Atlantic. Among them were such notable figures as Walter Grabmann, Kommodore of ZG 76.

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

Fighter units of the Luftwaffe needed to replace their losses in terms of men and material after the French campaign. There was a realization that the needed infrastructure was not in place in northwestern France to support the planned attack on the United Kingdom. The building of airfields through July and into August, which was a critical period for the harvest, was naturally met with protests from French farmers.

Three Luftflotte were employed for the attack on Great Britain, each tasked with targets in specific areas of the island. Luftflotte 5 (with no fighter component) was based in Scandinavia and

focused on action over eastern Scotland. With bases in Western Europe, Luftflotte 2 concentrated their efforts on eastern England and Luftflotte 3 was to focus on western England and Wales.

Fighter wings armed with twin engined aircraft (Zerstörer-geschwader, a 'destroyer' wing) during early summer of 1940 were equipped with standard Bf 110 C versions, as well as long range Bf 110 D versions. A half dozen Bf 110 C-6, equipped with a 30mm cannon, were undergoing operational testing.

Bf 110 C-3s were equipped with a pair of 20mm MG FF/M cannon, instead of the MG FF with a slower rate of fire.

To facilitate the Bf 110's use as a fighter-bomber, German aircraft manufacturers were producing the D-3 (with extended fuselage for dinghy stowage), C-4/B with paired ETC 250 bomb racks and the C-7, with paired ETC 500 bomb racks. Another modification was in the installation of the DB 601N engine, rated at 1175k. These engines were normally fitted to above mentioned fighter bomber versions. Aircraft equipped with DB 601 N for recon missions were designated Bf 110 C-5/N. This engine required the use of C3 100 octane fuel.

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

The commander of Jafü 2 was a First World War fighter pilot, GenMaj. Kurt-Bertram von Döring, and he was responsible not only for Bf 109 units, but also their colleagues with Bf 110s of Stab, I., II., III./ZG 26 and Stab and III./ZG 76 (former II./ZG 1). Besides that, Luftflotte 2 also had under it II. Fliegerkorps, which included Erprobungsgruppe 210, tasked with the testing of aircraft in the role of fighter-bomber, and flew such types as the two seat Bf 110 as well as the Bf 109E.

Another veteran of the First World War was Oberst Werner Junck, and he was the commander of Jafü 3, giving him command of Stab, I. and II./ZG 2 as well as V.(Z)/LG 1. The Battle of Britain was the last aerial campaign where the German side was led by veterans

Title photo: The picture taken on August 14, 1940 shows the Bf 110 D from ZG 26 „Horst Wessel“. It is probably marked „3U + AT“ with the letter „A“ in yellow. Notice the additional armor glass on the windscreen and traces of oil on the starboard tail. The letter „A“ usually referred to the Staffelführer's aircraft. The photo was probably taken over France. Photo: Library of Congress



The period colored photograph shows the pre-flight preparation of the crews of the 6./ZG 2. In the background is Bf 110 „A2+AL“ decorated with dragon emblem assigned to Staffelkapitän Hptm. Eberhard Heinlein. The propeller cones were, in fact, probably yellow, as was the letter „A“ which can be seen in another photograph of the same machine. Heinlein became commander of 1./ZG 2 in mid-August and died in a plane crash at the end of September. Photo: SDASM



Ground staff Erprobungsgruppe 210 prepares Messerschmitt weapons for combat flight. Notice the emblem of the unit on the fuselage and the small white N on the engine cover, which indicates the use of the DB 601 N engine. The photo appears to be colored. If the propeller cone was really red, it would indicate that the machine belongs to the 2nd Staffel. Photo: SDASM

The dachshund translates „der Dackel“ in German, so it is probably not surprising that the auxiliary tank for the Bf 110 D was named „Dackelbauch“. The aircraft in the picture marked „M8 + FH“ belongs to the 1st Staffel of 1./ZG 76, based in Scandinavia. The unit suffered heavy losses on August 15, 1940. It was Gruppe's only deployment in the Battle of Britain and, among other airmen, lost the commander of Hptm. Werner Restemeyer. Photo: SDASM





Dramatic shots from a large series of images that were published in the German press in the autumn of 1940. They capture an emergency landing on the surface of the Channel after a fight with a British fighter. The crew from I./ZG 26 was rescued shortly afterwards by Heinkel He-59 with camouflage. The fuselage code of Bf 110 is probably „U8+GH“ and the machine has not yet been precisely identified. Photo: CTK/Sueddeutsche Zeitung Photo/Scherl

of the First World War. For example, Kommodore of ZG 26, Oberst Joachim-Friedrich Huth served with Jasta 14 in 1917 and 1918, ZG 2 CO Obstdt. Friedrich Vollbracht scored two victories in Great War with Jasta 5 and two additional ones in spring 1940. This generation gradually left these positions as commanders of air assets, and by about the midway point of the battle with the RAF were replaced by younger and more aggressive flyers such as Oberst Ralph von Rettberg (ZG 2) or Oberst Johann Schalk (ZG 26).

The Luftwaffe conducted a 'contact phase' over The English Channel over the course of July 1940. Its purpose was to probe the tactics and capabilities of the enemy. At the same time, it was to reduce the assets of the RAF. The bulk of these operations were the responsibility of Jagdgeschwader 51, several other individual fighter groups (Jagdgruppen) and elements of the above mentioned Zerstörer units. These actions involved escorting bombers that were harassing shipping convoys, as well as fighter sweeps, which were conducted over the southeast of England. The main goal was to gain superiority over the English Channel, and the Germans also referred to this period of the war as 'Kanalkampf'.

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

The Germans did manage to gain air superiority over the Channel during 'Kanalkampf', but the RAF turned out to be a very capable opponent. John Vasco wrote in one of his books: 'In the early days of July, III./ZG 76 suffered losses on an escort mission for Stukas against shipping in the Channel. The 110 units also escorted He 111, Ju 88 & Do 17 units during the Battle. The majority of their missions were flying as pure escort units more often than not. Flying at around 200mph or less, with the slow, lumbering, bombers, they were bounced often by RAF fighters flying considerably faster, up towards 300mph and above, they were often at a great disadvantage, hence the level of their losses.'

The RAF also experienced Bf 110 crews creating a defensive circle (Abwehrkreis), but this was not always an entirely defensive

manoeuvre. Bf 110 airmen often used it to attract the attention of the enemy and allow their bomber colleagues to escape.

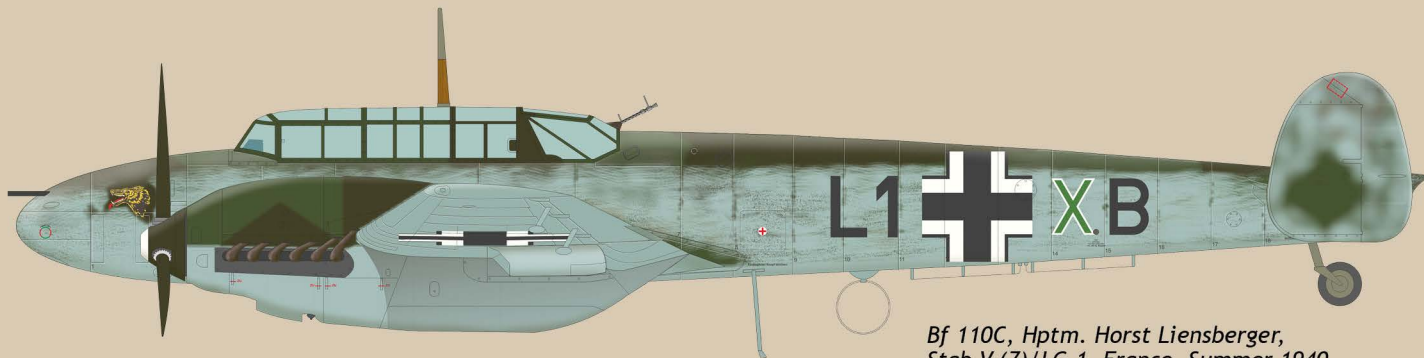
However, if a Bf 110 crew had the freedom to choose the tactical situation, the advantages of the Bf 110 could be used with great success against Spitfires and Hurricanes, such as concentrated firepower, long range, better initial acceleration in a dive, better rate of climb and a higher operational altitude.



Emblem of Erprobungsgruppe 210



The shark's mouth has been used by II./ZG 76 crews on their machines for many years. Zerstörergeschwader 76 was the first fighter wing of the Luftwaffe to achieve 500 victories. Unit reached this milestone on September 2 during the battles over London. Based on this achievement Kommodore Walter Grabmann was promoted to the rank of Oberstleutnant and awarded the Knight's Cross. Two weeks later, JG 51 achieved this milestone too. Photo: Bundesarchiv via Wikimedia Commons



Bf 110C, Hptm. Horst Liensberger, Stab V.(Z)/LG 1, France, Summer 1940

Over the latter half of July and the first week of August, northwestern France saw a significant influx of fighter units. From the German point of view, the Battle of Britain began on August 8th, 1940, when the so-called 'Intensified Phase of the War Against England' (verschärferte Luftkrieg gegen England) began and lasted to the end of October of the same year.

These fifty days, however, did not involve a concentrated, day-to-day struggle. For example, there were twelve days of complete aerial inactivity brought on by lousy weather. German actions over eighteen days were considered light, with a total of under 200 sorties. In most cases the sorties were weather reconnaissance and intercepts of Allied aircraft over France and Belgium. Only on fifteen days, the number of combat sorties was so high, that there was a specific number of pilots that flew more than once.

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

Commander of the Luftflotte 2 Feldmarschall Albert Kesselring during the parade and the awarding of the Iron Crosses to Zerstörer crews of ZG 76 and V.(Z)/LG 1. The photo was taken in Belgium at the of French campaign. We will bring you details in next issue of INFO magazine in story featuring men on the cover of our Adlertag scale plastic kit. Photo: Narodowe Archiwum Cyfrowe

Ground staff cleans weapons and removes ammunition from the Bf 110 C after a combat flight. The ace of spades, which is mostly associated with JG 53, was also the emblem of 5./ZG 26. Wooden shoe was used by whole II./ZG 26 as unit emblem. Photo: ČTK/Mary Evans Picture Library



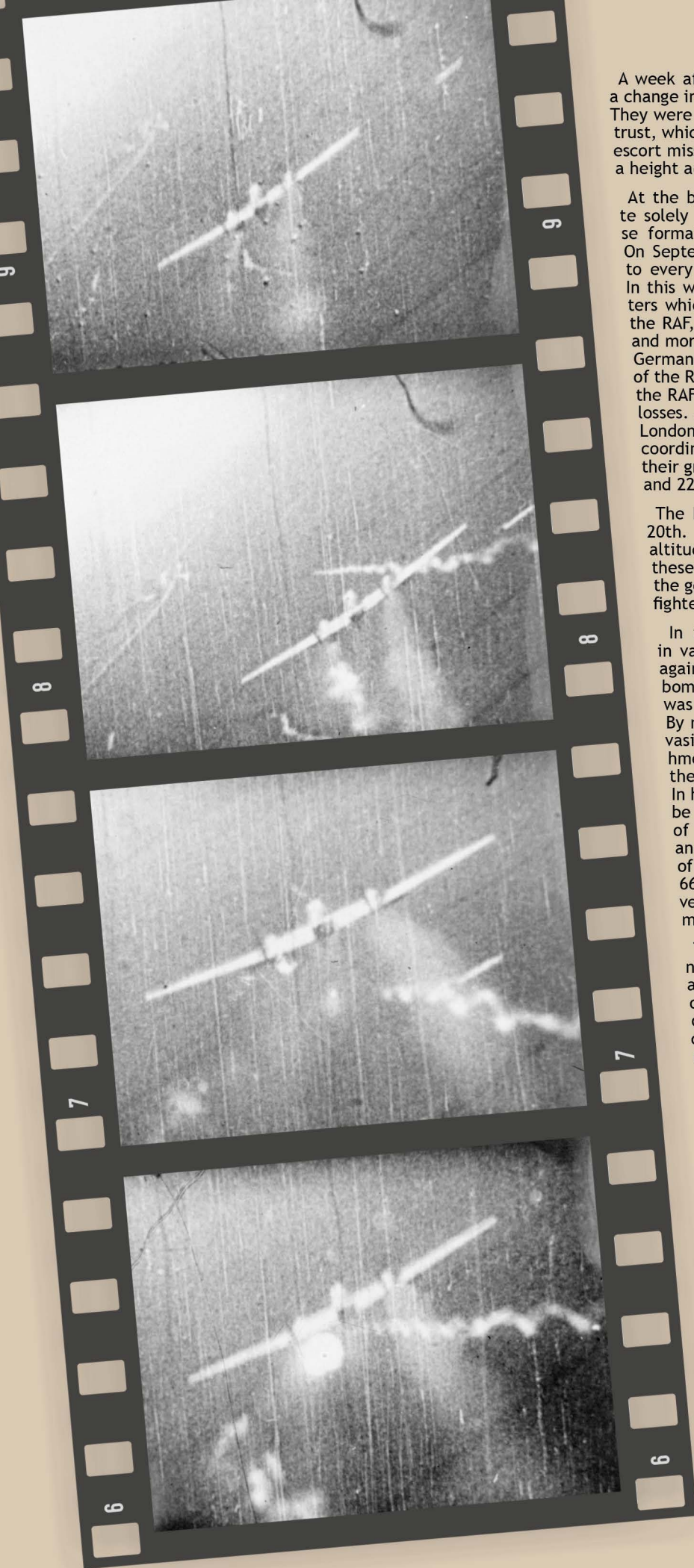
In a picture from the summer of 1940, the commander of the III./ZG 26 Major Johann Schalk (center) is discussing air combat with Oberleutnant Theodor Rossiwall, Staffelkapitän 5./ZG 26. Both came from Austria and survived the war. From August 12 to October 31, 1940, Rossiwall's Staffel took part in 38 air raids and claimed 14 victories. Photo: Bundesarchiv via Wikimedia Commons



Ground personnel III./ZG 26 „Horst Wessel“ pushes the machine „3U + CL“ from the 7th Staffel on the airfield from a camouflaged stand. A mechanic standing on the wing prevents the camouflage net from being caught by the antenna mast. The whole scene looks like the joke about the number of police officers needed to change a light bulb. The picture was taken in September or October 1940, note the white painted bow of the fuselage. Photo: CTK/Sueddeutsche Zeitung Photo/Scherl

British soldier examines the wreckage of a Messerschmitt Bf 110 D of 2./Erpr. Gr. 210, one of two shot down by anti-aircraft guns at Manston aerodrome, 14 August 1940. From the two crews there was only one survivor. Photo: IWM





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

At the beginning of September the RAF began to concentrate solely on the bomber formations, and tried to ignore those formations that the radar stations identified as fighters. On September 5th the Luftwaffe decided to attach a Staffel to every Jagdgruppe, and task them with bombing missions. In this way, the Germans reduced their fighter capacity, fighters which might have played a pivotal role in the defeat of the RAF, which wasn't all that far off to begin with. Another, and more critical mistake, came on September 7th, when the Germans decided to switch their focus from the infrastructure of the RAF to London. This led to many civilian casualties, but the RAF was able to use this time to reorganize and replace losses. All came to a head on September 15th over eastern London, when a combination of bad weather and a well coordinated RAF intercept caused the Germans to suffer their greatest losses during the Battle of Britain - 36 bombers and 22 fighters were either shot down or heavily damaged.

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

In the following weeks, the Luftwaffe shifted tactics in various ways, and achieved partial success in combat against RAF fighters and during attacks by twin-engined bombers. An attack against Supermarine in Woolston was able to temporarily halt production of the Spitfire. By mid-October, in any case, the Germans put off the invasion of England, dubbed Operation 'Sea Lion' (Unternehmen Seelöwe), indefinitely. The danger of an invasion on the remaining free part of Europe had been eliminated. In hindsight, using the Bf 109 and Bf 110 as a bomber can be viewed as a waste, which themselves were in need of an escort. These missions were called Jaboeinsätze, and in October, the Luftwaffe conducted some 2,633 of them, most focused on London. This involved around 660 tonnes of explosives. The same amount of destructive potential could be delivered three years later on Germany by around 240 Boeing B-17s in one raid.

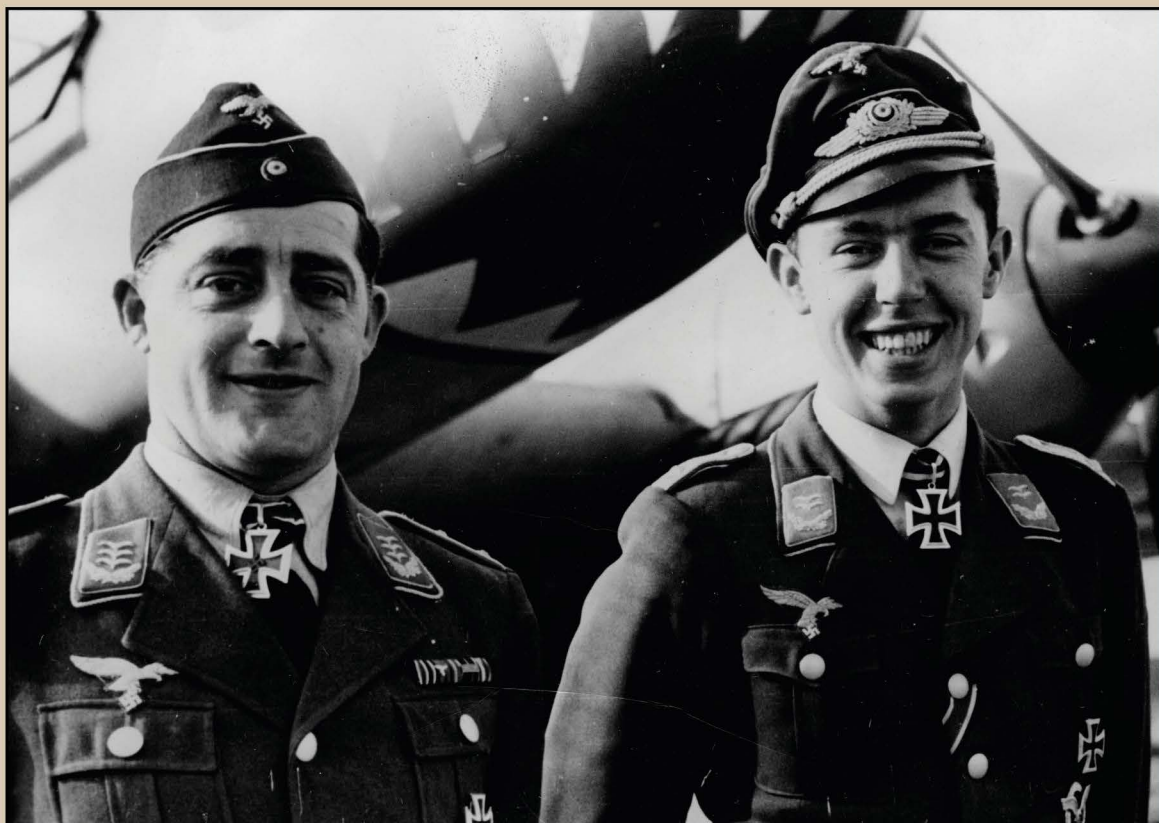
The Bf 110 silhouette was so recognizable it did not require the use of yellow identification markings, as in case of Bf 109s during the first half of the Battle of Britain. However, one color marking was introduced on Bf 110s in early September. The well documented cases of yellow cowls and completely yellow rudders of Bf 109s were ordered on September 9th, 1940, to be used as identifying features for aircraft used as fighter-bombers, which evidently included their escorts.

A similar measure applied to Bf 110 units. For instance, ULTRA intercepted an order for I./ZG 2 dated September 9th, concerning the marking of aircraft assigned to fighter-bomber missions. It specified that the front part of the fuselage was to be painted white. The instructions stated further that it must be possible to paint these on the aircraft within a half hour.

It is interesting to note that the Germans issued orders on September 3rd, requiring identifying markings on French civil and courier aircraft. This also involved yellow wingtips, as well as yellow ends of the fuselage to the length of about 2m, and the rudder.

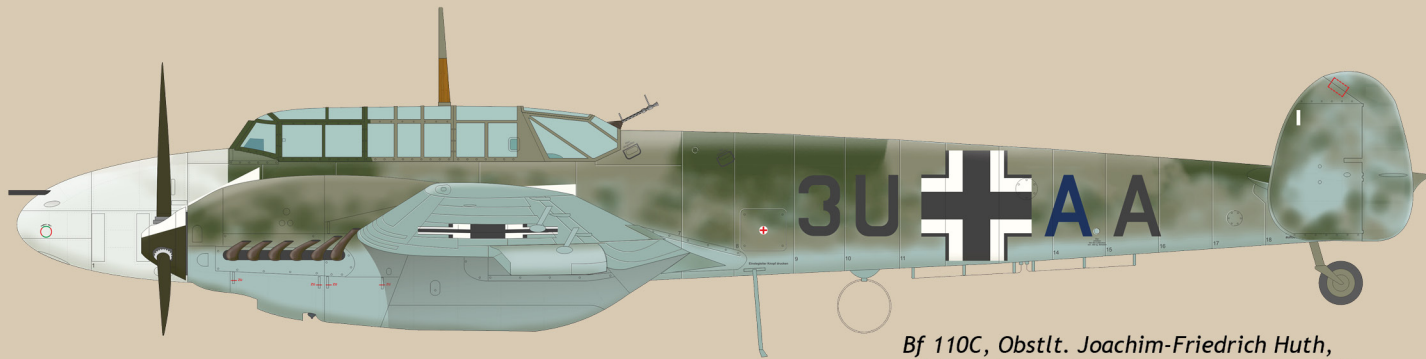
Gun camera film still showing machine-gun and tracer fire from Spitfire of No. 74 Squadron hitting both engines of Messerschmitt Bf 110. In 1940 these fighter planes appeared in RAF combat reports often as „Messerschmitt Jaguar“. This name was used by Messerschmitt company in PR material for several twin engine types. Photo: IWM

Commander of II./ZG 76 Hauptmann Erich Groth (left) and Oberleutnant Hans-Joachim Jabs of 6./ZG 76 during Knight Cross awarding ceremony on October 1, 1940 after scoring 12 and 19 victories respectively. Groth was killed in accident in 1941, but Jabs survived war. He became one of most successful night fighters and Kommodore of NJG 1. Photo: Narodowe Archywm Cyfrowe



Bf 110 of III./ZG 26 is refuelled at Barley-Arques airfield in Autumn 1940. The emblem of ladybird was used by whole III. Gruppe. From October new commander of the unit was Major Karl Kaschka (1904), a pre-war officer of Austrian Air Force. In 1941 he achieved two victories in Mediterranean but RAF fighters killed him in early December. Photo: Bundesarchiv via Wikimedia Commons





*Bf 110C, Obstlt. Joachim-Friedrich Huth,
CO Stab ZG 26, Lille, France, October 1940*

Between August 8th and October 31st, 1940, the Luftwaffe paid for the Battle of Britain with the loss of 221 Bf 110s, either destroyed outright or heavily damaged. Approximately four hundred of their airmen were either killed in action, captured or seriously injured. German airmen including Bf 110 and bomber crews claimed 2,169 victories. Luftwaffe leadership assumed that about one-third of these could have been claimed by more than one pilot, and this would not be too far off actual RAF losses. Even so, the Luftwaffe could not objectively gauge the overall situation of the enemy and were led to make bad decisions. The British, in this regard, were in a much more favorable position, and thanks to radar, were able to effectively and appropriately react to tactical situations as they developed. As such, ULTRA, who was able to uncover German messages by deciphering the Enigma codes, didn't play a pivotal role in the direction that the fighting took. The Germans sent out most orders and instructions via land based telecommunication channels. ULTRA was able to uncover the preparations for 'Adlertag' but was not able to provide its meaning or timing.

The greatest losses suffered in one day by the Zerstörergruppen was August 15th. Bf 110 units lost 26 aircraft and an additional four were damaged. There are 31 kills credited to Bf 110 crews

documented in German archives for this day, but the total number of confirmed victories was probably around 45. The highest number of victories achieved by Bf 110 crews in one day was probably scored on August 18th. The number of their victories was likely around fifty from a total 127 scored on that day by the Luftwaffe.

The most successful Bf 110 pilots between August 8th and October 31st were two pilots of 6./ZG 76 and future Knight Cross holders - Oblt. Hans-Joachim Jabs with 12 kills (total of 19 during 1940) and Oblt. Wilhelm Herget with nine victories. The unsung heroes of Bf 110 missions were the rear gunners. A good example is 'Bordfunker' for Oblt. Jabs. His name was Erich Weissflog and he scored 3 kills during 1940 and later stayed with Jabs as his night fighter crew. He was decorated with the Knight's Cross as well.

There were at least 22 Bf 110 pilots who became aces during Battle of Britain, but the actual number could be closer to thirty or forty. Among the known aces were at least four Austrians - Johann Schalk, Alfred Wehmeyer, Theodor Rossiwall (all from ZG 26) and Hartmann Grasser (ZG 2).

How successful was the Bf 110 in the role of fighter in the Battle of Britain? There are well documented victories and losses of Spitfire, Hurricane and Bf 109 units, giving their kill/loss ratios

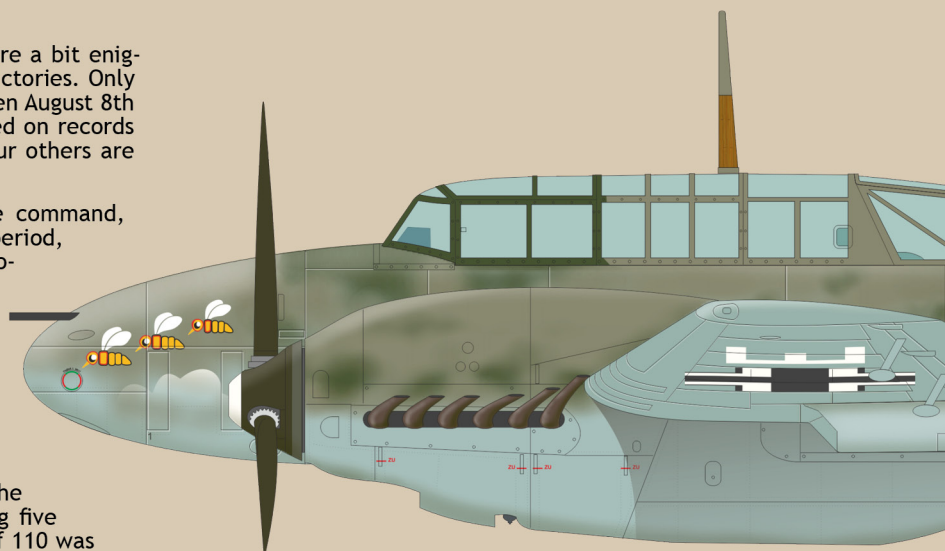
Photo from 1941 taken during tests at Vultee Aircraft Corporation in the USA. Bf 110 D-0, W. Nr. 3341, „S9+CK“ from 2./Erpr. Gr. 210 was shot down on August 15, 1940 at Hawkhurst after a raid on Croydon. Oblt. Alfred Habisch and Uffz. Ernst Elfner were captured. Notice one victory marked on the tail. Photo: SDASM



as 1.7, 1.2 and 1.5 respectively. The Bf 110 units are a bit enigmatic due to missing detailed records about their victories. Only 216 aerial victories are documented in detail between August 8th and October 31st, 1940. However this figure is based on records of only three Zerstörergruppen, while details of four others are completely missing!

However, from the data of the higher Luftwaffe command, it is known that during the above mentioned period, Bf 110 and bomber crews claimed almost 600 victories. If we accept the estimate that 75% of this figure was achieved by Bf 110 airmen, then we get an unexpected champion of the Battle of Britain. The kill/loss ratio for the Bf 110 would be 2.0!

Regardless of all individual and unit victories, the Luftwaffe gave up on the effort to achieve air superiority over England. The RAF won the Battle of Britain. The Luftwaffe suffered its first defeat and lost hundreds of highly experienced airmen. It was the first out of many defeats awaiting it in the coming five years and the RAF played a key role in them. The Bf 110 was withdrawn from most daytime operations over Western Europe and found a new role as a night fighter, but often, it fulfilled successfully the role of fighter bomber and long range fighter in the Mediterranean and on the Eastern Front.



*Bf 110D, 7./ZG 76,
Laval, France, October 1940*

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ADLERTAG

Bf 110C/D in the Battle of Britain

Cat.No. 2132 - 1/72

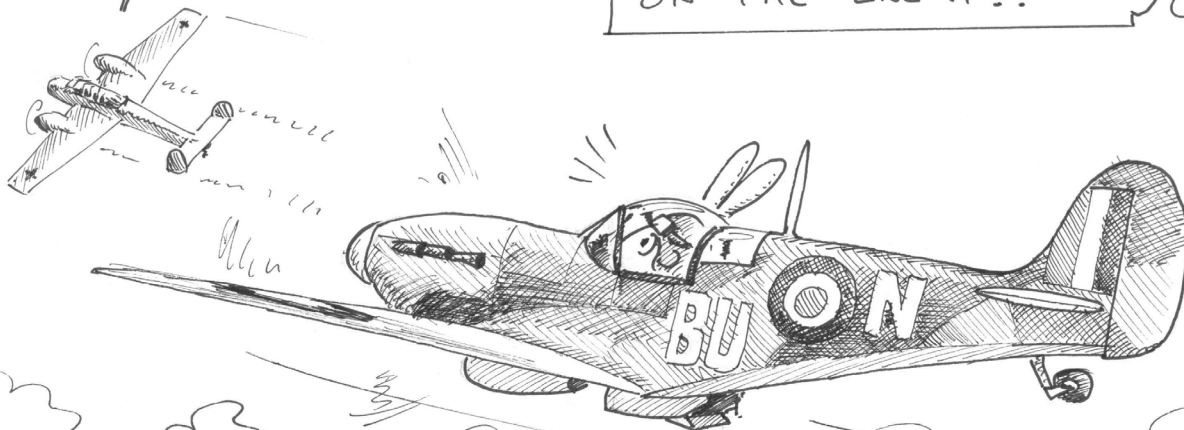
Cat.No. 11145 - 1/48



1

SPITFEUER!

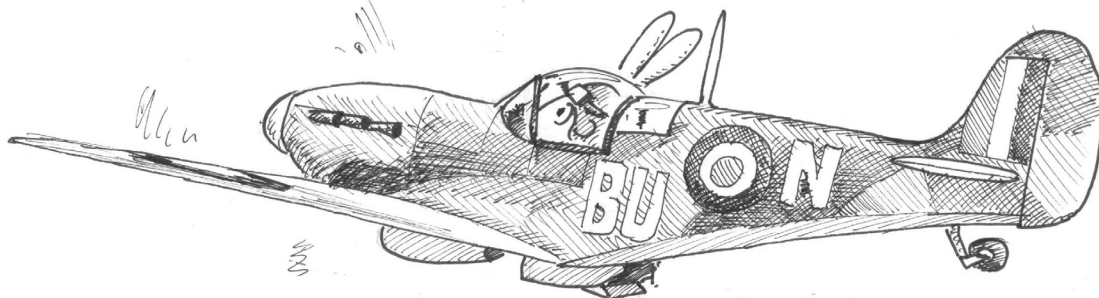
RABBIT LEADER TO
CARROT 3, WHY ARE
YOU FORMATING
ON THE ENEMY??



2



CARROT 3 TO RABBIT
LEADER, TRYING TO SEE
IF THE INTERIOR IS
RLM 02 OR RLM 66
SKIPPER - BECAUSE NONE
OF MY REFERECES AGREE



Bobek 20
©



ESCORT MISSION TO YATE

Melvin Brownless

„One of the primary tasks of the Erprobungsgruppe 210 were attacks on industrial production plants in British territory. Such a mission was also planned also for September 27 and its goal was the Parnall Aircraft Factory at Yate. Ten Bf 110's of Erpr. Gr. 210 with a bomb load was accompanied by colleagues from ZG 26. The raid did not reach its the target and Germans lost ten crews, including four commanding officers. The dramatic moments of one of the shot down machines are brought to you by Melvin Brownless, who published memories of Lt. Joachim Koepsell on luftwaffelosses.com. Our thanks for cooperation belong not only to Melvin, but also to Steve Newman for providing photographs of a part of Koepsell's machine“.

Jan Bobek

Date: 27th September 1940

Time: 11.45 a.m.

Unit: 3.Staffel of Zerstörergeschwader 26

Type: Messerschmitt Bf110 C-4

Werknr.3352

Coded: U8+GL

Location: Haydon Farm, Radstock, Somerset

Pilot: Leutnant Joachim Koepsell - baled out - captured

Radio operator: Unteroffizier Johann Schmidt killed.

Born 04.09.1919, military ID: 53585/63

Title: Photo from November 1940 with a formation of I./ZG 26 aircraft. In the foreground flies a Bf 110 C „U8+GL“ with a white painted bow and a vertical white stripe on the fuselage characteristic of this Gruppe. The machine flown by Koepsell and Schmidt on September 27th looked probably same. Photo: Bundesarchiv

Reason for loss:

Engaged head-on and petrol tank set on fire during escort sortie for Erpr. Gr. 210 raid on Yate. Probably that attacked by Sgt H. D. B. Jones of No. 504 Squadron but also possibly that claimed by F/O T. H. T. Forshaw of No. 609 Squadron. Abandoned aircraft crashed and burned out. Lt Koepsell baled out and captured unhurt, landing at Terry Hill, near Mells. Uffz Schmidt fell dead near Kilmersdon Colliery railway with unopened parachute.

Personal account of Joachim Koepsell (1992)::

„It was wonderful, cloudless weather when we started from Cherbourg. As we approached the target and started our dive with the fighter-bombers we saw an English fighter squadron below, climbing towards us on an opposite course. We pulled up into a climbing turn to position for an attack on them, zooming to gain height quickly before starting down upon them, and at this point I had to change my position, moving from the right to the left of my formation. We continued our turn but as I looked around I saw, much to my surprise, that they were coming at us head-on at the same height. I believed our speed in the dive should have given us the better rate of climb, but the British fighters climbed faster than I anticipated. I had made a serious mistake and the enemy aircraft were quickly upon us. Then everything seemed to happen very quickly.

My aircraft was badly damaged in this first encounter, the starboard forward petrol tank caught fire, my windscreen was shot up and from my comrade Schmidt, in the back, I heard a rattle from his throat over the intercom. A feeling of great calm came over me; I was still alive but in my mirror I could see blood running down over my face. The state of my aircraft ruled out any chance of getting home or even making a forced landing. The forward petrol tank was now burning fiercely while the large tank situated behind it could explode at any moment.



Lt. Joachim Koepsell during campaign in the West. Photo: Melvin Brownless

Uffz. Johann Schmidt took this selfie during flight. Photo: Melvin Brownless



Shortly before the attack I had pumped it dry, but I knew it still contained petrol vapour. I no longer had any communication with Schmidt in the rear cockpit, but I caught sight of him slumped behind our inflatable rubber dinghy. With the certainty that a successful forced landing was no longer possible I decided to try to catapult him out of the rear cockpit, through the open canopy, by rapid pitching movements induced by fore and aft movements on the control column. I was hoping his straps were undone and that he would be able to open his parachute when he was clear of the aircraft. I then opened my own canopy roof exit, pulled myself up out of the seat and went out of the machine, pulling the ripcord after a delay of about five seconds. I then found myself hanging from my parachute at a height of about 3,000 feet: looking down the English landscape looked unfamiliar but quite charming and from school-days there came to mind a photograph I had seen in a geography book with the caption; Typical English Parkland. This idyllic memory was quickly gone as acute anxiety took over. A Hurricane came flying towards me and passed very close; I feared for my life as it appeared to be getting into a position to fire. I let my head hang to one side to imitate a dead airman, perhaps thereby sending away a possibly angry flier, for I was not shot at. Nor indeed, was I shot at by a second British pilot. I was not wearing the usual buff-coloured flying suit and perhaps my blue-grey combination was mistaken for RAF uniform.

Nearing the ground I could see that I was approaching some overhead wires so I pulled on my canopy lines to control my descent. This was partly successful, but in the end I finished up over

RAF Intelligence A.I.(g) reported also: ".... while on its return flight, this aircraft and a Hurricane attacked each other simultaneously head on both firing. The starboard fuel tank of the Messerschmitt caught fire and the wireless operator was killed. The pilot bailed out, the aircraft turned over and the dead gunner fell out, before the aircraft dived into the ground. Markings: G in yellow". Document: via Melvin Brownless



Johann Schmidt now lies at the Deutsche Soldatenfriedhof Cannock Chase: Block 6 Grave 10. Photo: Melvin Brownless

a wood and finally landed in a tree. After crashing through some branches I came to rest some twelve to fifteen feet above the ground. Almost immediately I was greeted with a loud shout from someone, with orders to throw down my pistol. I did not comply with this request as I was too shaken at finding myself hanging in my parachute harness some distance above the ground. I was also not fully recovered from the shock of my recent encounter with a Hurricane. Looking down I could see what I assumed was a Home Guard Officer. He and his men

were armed with a variety of guns. I asked him to release me quickly and take me to my aircraft and my comrade Schmidt. I was taken down, but my requests were refused. However, I later learned from the doctor of the unit that Unteroffizier Schmidt had left the machine all right but that he must have been knocked out or killed before leaving. He landed with an unopened parachute close to the aircrafts dinghy. I also learned that my aircraft had exploded shortly before hitting the ground".

SECRET.

A.I.1.(c) Report No. 63/40

"THE FOLLOWING INFORMATION HAS BEEN OBTAINED FROM PRISONERS OF WAR. AS THE STATEMENTS HAVE NOT AS YET BEEN VERIFIED NO MENTION OF THEM SHOULD BE MADE IN INTELLIGENCE SUPPLIES OF CO-ORDINATES OR OTHER INFORMATION, NOR SHOULD THEY BE ACCEPTED AS FACTS UNTIL CONFIRMED BY IN AIR INDUSTRY INTELLIGENCE SUPPLIES OR SPECIAL CO-ORDINATIONS."

PLACE, DATE and TIME: Laydon, S. of Redstock, Somerset.
27/9/40. 11.5 hours.
TYPE and MARKS: Me.110. U8 + GL ('G' Yellow).
UNIT: (3/2.G.26).
IDENTITY DISC: 53585
FELTPOSTNUMBER:
AUSWEIS: Blue, issued by Fliegerhorstkommandantur I.V.
START and MISSION:

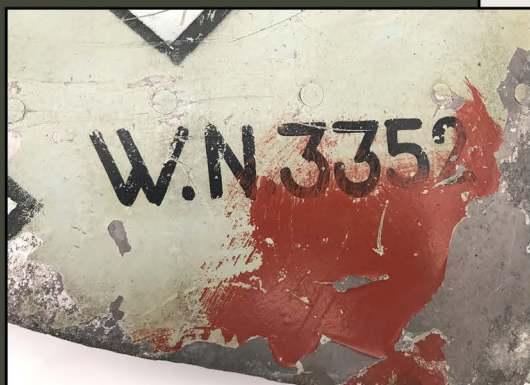
This aircraft and a Hurricane attacked each other simultaneously head-on, firing together. The right petrol tank of the Messerschmitt caught fire, and the W/T operator was killed. The pilot bailed out; the aircraft turned over and the dead gunner fell out.

On preliminary interrogation, the P/W refused all information beyond stating that he was on the return flight.

The Unit is assumed from the aircraft lettering. The Identity Disc, which is probably that of a School, has previously been encountered amongst several Me.110 Units.

MORALE: Very good.
CREW:

Pilot Lieutenant Joachim KOETSELL - Unwounded.
W/T Unteroffizier Johann SCHMIDT - Dead.



Part of the tail surfaces of the machine of Koepsell and Schmidt. On the inside, a protective coating in the shade RLM 02 is visible. On the outside, a red color is painted for unknown reason over the pale blue RLM 65. Photo: Stephen Newman



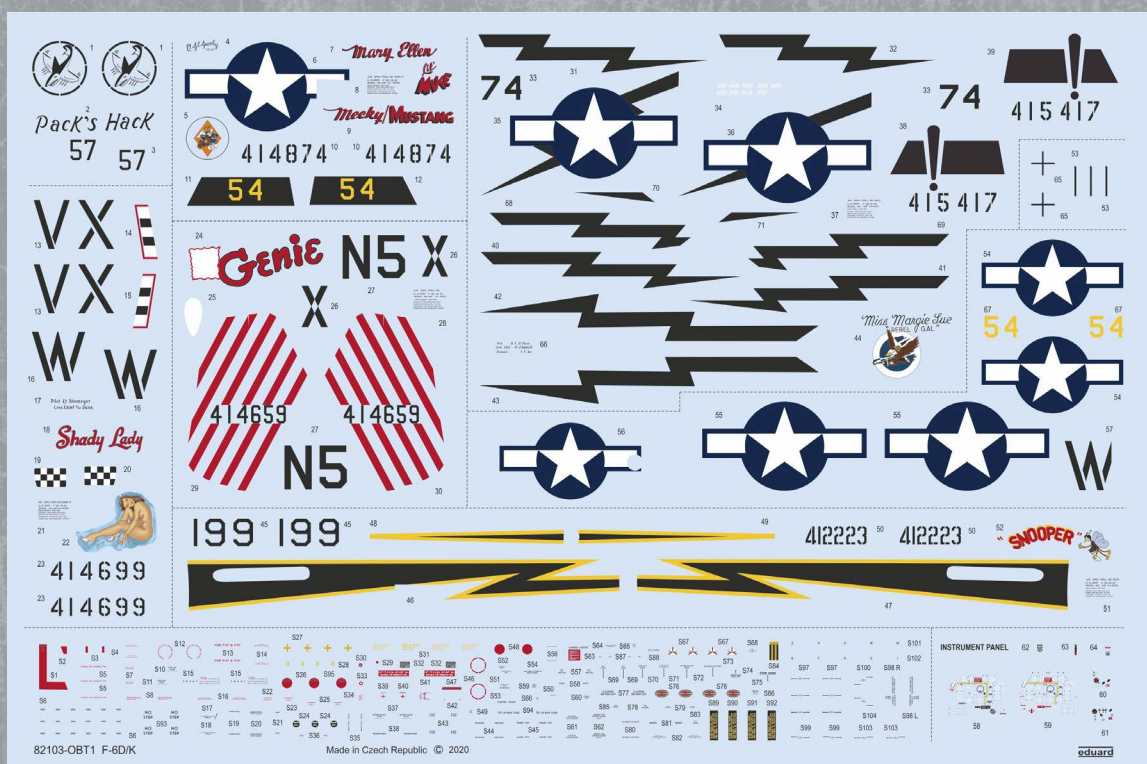
F-6D/K 1/48

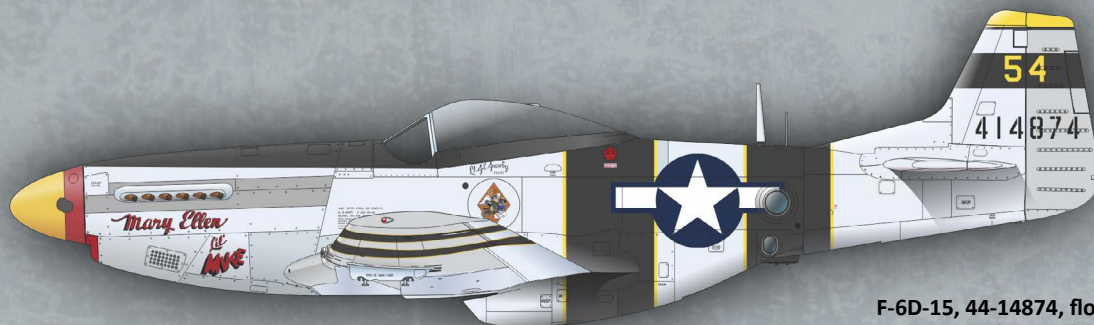
ProfiPACK
 edition

PHOTO-RECON MUSTANG


1/48 Cat. No. 82103

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

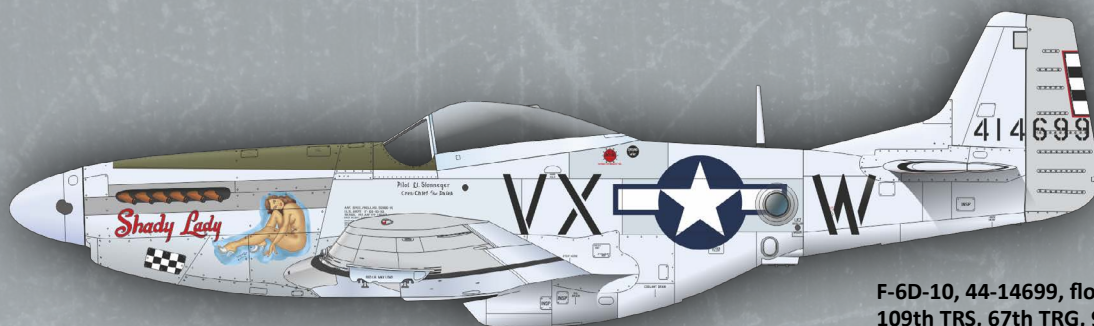




F-6D-15, 44-14874, flown by Lt. John E. Jacoby, 82nd TRS, 71st TRG, 5th AF, Johnson Field, Japan, September 1945

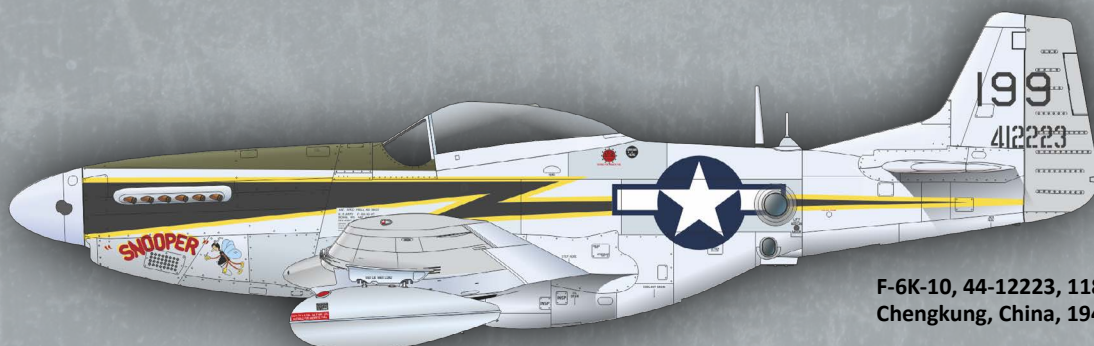
Since November 1944, 82nd Tactical Reconnaissance Squadron, within 71st TRG, participated in reconnaissance missions over Philippines island of Luzon, ground units' support, photographing and bombing of the airports on Formosa and China. Its next base became the island of Ie shima from where they were flying sorties over the Japanese island of Kyushu. Since the deployment over the Philippines until the middle of June 1945 the unit was commanded by Capt. William Shomo, probably the most famous F-6D pilot. At the end of hostilities, the unit was transferred to Irumagawa airbase on the Tokyo outskirts.

The squadron deployed aircraft nr.54 from the very beginning of the combat on Philippines and she remained in the unit inventory even after the end of War and served as a part of occupying forces on Japanese territory. The aircraft appearance during its service changed significantly. At the beginning of its service the aircraft carried only number 54 on the vertical tail surface, later the black stripes were added to the fuselage and wings, anti-glare panel was repainted black and the propeller spinner sported several versions of the coloration. Inscriptions on the fuselage nose are also documented in two different layouts. There is an 82nd TRS marking on the port side of the fuselage, most probably applied after the end of War.



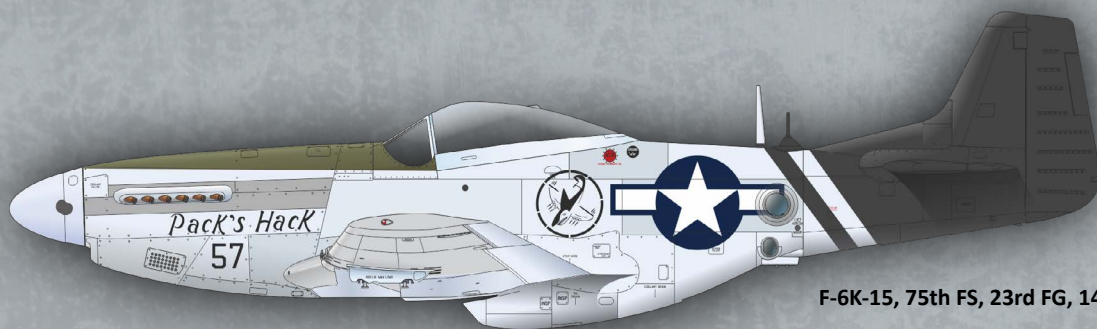
F-6D-10, 44-14699, flown by Lt. Clifford S. Slonneger, 109th TRS, 67th TRG, 9th AF, Gosselies, Belgium, 1945

67th TRG history begins in September 1941 when it was formed in Louisiana as the Observation Group and its first task were anti-submarine patrols alongside the United States East Coast which it carried out until March 1942. Transfer to the Great Britain followed in August 1942, where the training continued. In October 1943 it was ordered under the 9th Air Force command, renamed to 67th Tactical Reconnaissance Group and 107th and 109th TRS under its command were equipped with F-6 Mustang. 109th TRS, in which ranks Lt. Slonneger flew 54 missions, operated this type on photo-reconnaissance sorties until the end of hostilities. After the War, the unit was transferred back to the United States in August 1945 and disbanded in March the following year. F-6D from this unit often had the oval window on the side of the fuselage covered. It is highly probable that it was the case of the aircraft named Shady Lady.



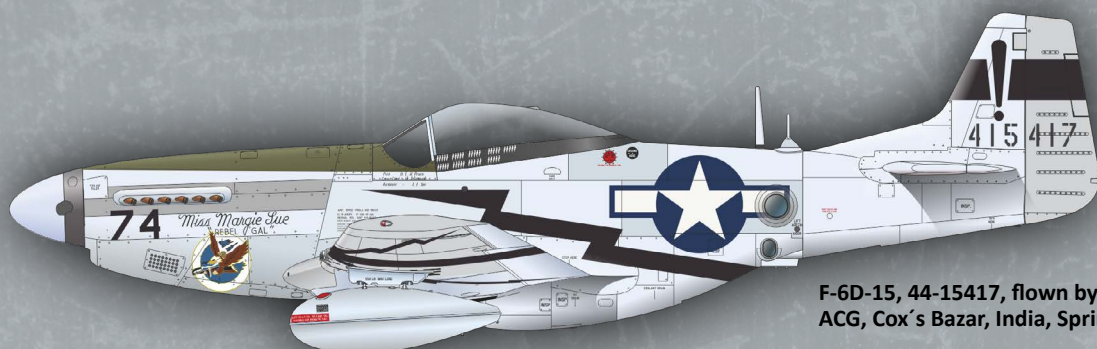
F-6K-10, 44-12223, 118th TRS, 23rd FG, 14th AF, Chengkung, China, 1945

118th Squadron was activated in March 1941 at Jacksonville airbase in Florida from where it flew anti-submarine sorties. In August 1942 it was relieved from these duties and started the preparations for the overseas service. In August 1943 it was redesignated to 118th TRS, its was assigned to China-Burma-India Theatre for which specifics it was being prepared the following year. At the beginning of the year the unit was transferred from the USA to India. Between May and June 1944 the unit supported the ground units, attacked the traffic centers, warehouses, troops gathering points, airports, and other ground targets. Initially the unit was equipped with P-40s, later it received P-51Ds including several reconnaissance F-6. 118th TRS aircraft recognition marking was black lightning outlined in yellow painted on the sides of the P-51 fuselage. In smaller size these markings were also applied on the wing tips, vertical and horizontal tail surfaces. The aircraft christened SNOOPER carried the lightnings on the fuselage sides only, the rest of the marking was not applied.



F-6K-15, 75th FS, 23rd FG, 14th AF, Luliang Airfield, China, 1945

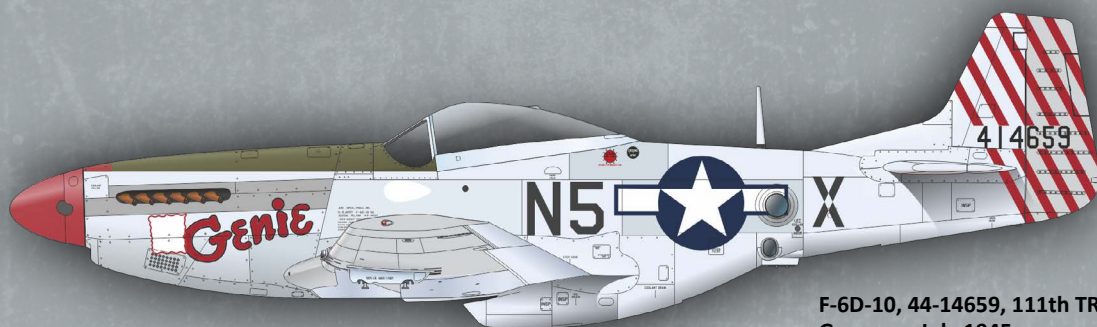
After the American Volunteer Group flying P-40s in combat over the Chinese territory, known as The Flying Tigers, was disbanded, most of its pilots joined 75th FS ranks. Same as its sister 118th TRS, also under 23rd FG command, 75th FS, equipped with P-51Ds engaged in ground units' close support, attacks on the traffic centers, warehouses, troops gathering points, airports, and other ground targets. To verify the results of such combat missions 23rd FG squadrons were equipped with several reconnaissance F-6. It was always a few aircraft only. Reconnaissance F-6K christened Pack's Hack flying with this unit had the rear part of the fuselage including the tail surfaces painted black same as all the airplanes of the 75th FS and simplified unit marking sprayed on both sides of the fuselage under the canopy just in black paint directly on the metal surface.



F-6D-15, 44-15417, flown by Lt. Edwin H. Pearle, 2nd FS, 2nd ACG, Cox's Bazar, India, Spring 1945

2nd Air Commando Group, equipped with P-51, C-47 and L-5 aircraft relocated from the United States to India during the fall 1944 and its main task was support of the ground units operating on the territory of China and Burma, including the resupplying the units with armament and equipment. Part of this group were two fighter squadrons - 1st FS and 2nd FS. Each one was equipped with 22 P-51D fighters and three reconnaissance F-6. Both 2nd ACG squadrons were mainly busy with ground units' support but in the spring 1945 pilots of the both squadrons organized several extremely long distance attacks against the Japanese air bases during which they claimed 60 enemy aircraft destroyed and 40 probably destroyed or damaged. Lt. Pearle contributed with one damaged bomber to this score.

2nd FS recognition marking was a propeller spinner with natural metal tip and base in black paint. Rebel Gal, same as several other airplanes from this unit, carried the unit marking on the fuselage nose in the form of an eagle carrying machine gun in his claws. The fuselage and wings sported 2nd ACG markings in the form of lightnings.



F-6D-10, 44-14659, 111th TRS, 68th TRG, 12th AF, Fürth, Germany, July 1945

111th Observation Squadron, part of the Texas Air National Guard, was after the attack on Pearl Harbor dispatched to the Mexican border where it was guarding the border. As soon as February 1942 it was ordered under 68th OG command and started preparations for the service in Europe. In 1942 the unit with its P-39s relocated to the Great Britain as a part of the preparations for the invasion to Algiers. In 1943 the unit was renamed to 111th TRS, equipped with F-6A and B aircraft and participated in the Operation Husky (invasion of Sicily), Operation Dragoon (invasion of the Southern France) and further campaigns of the ground forces through the Southern Europe. After the end of the War the unit returned into the ranks of the Texas Air National Guard. It is still active nowadays equipped with MQ-1B Predator.

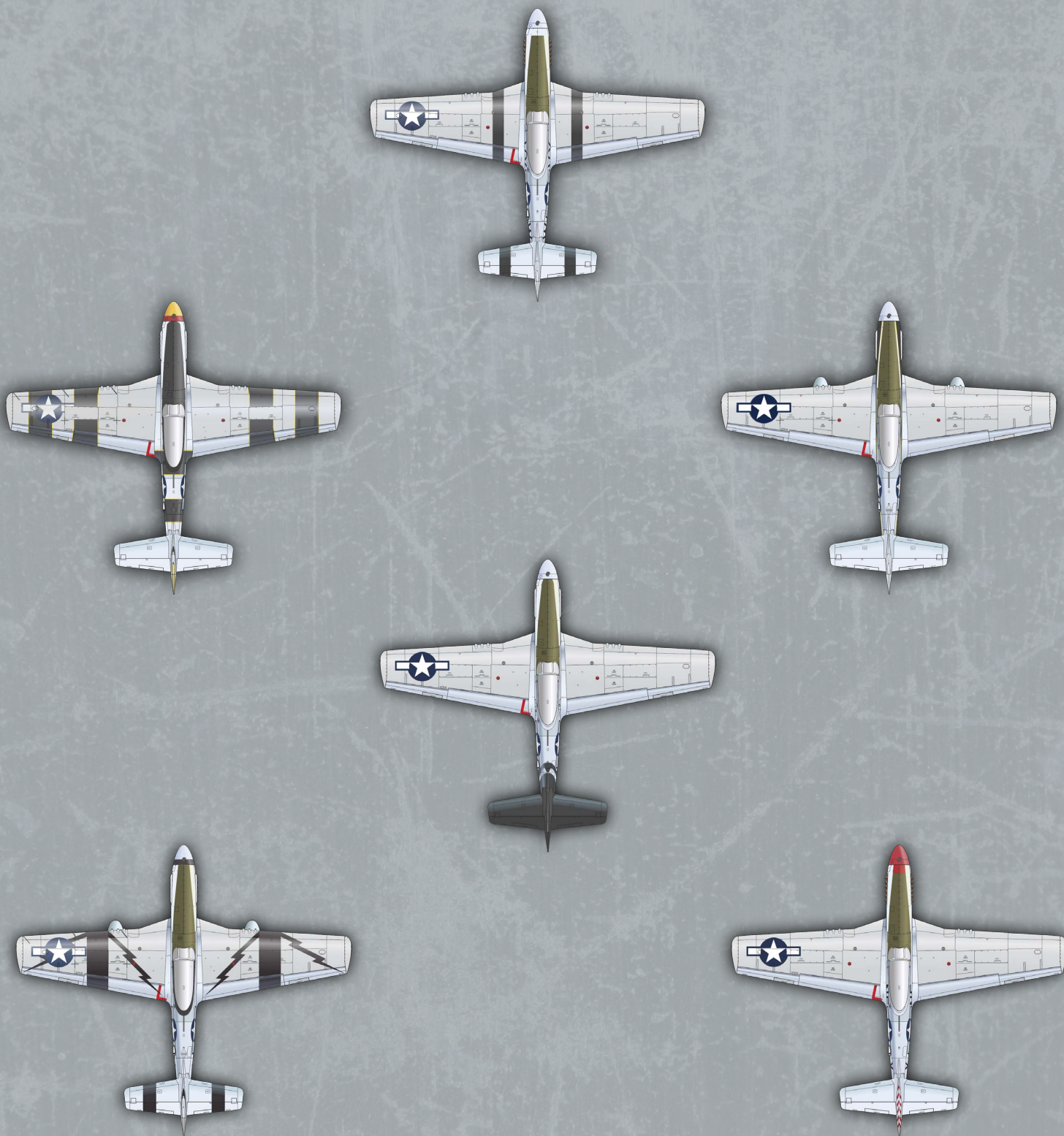


Photo reconnaissance Mustangs

During WWII, the USAAF used fifteen different aircraft specifically created for photo reconnaissance or mapping duties. These aircraft were designated with the F prefix (phonetically for Photo, as the P was already used for pursuit planes). The Mustang obtained the F-6 designation and 481 of these were manufactured. The production started in July 1941 with F-6A variant based on the initial Allison powered P-51 and culminated with F-6D and F-6K based on their appropriate pursuit variants. For the in-

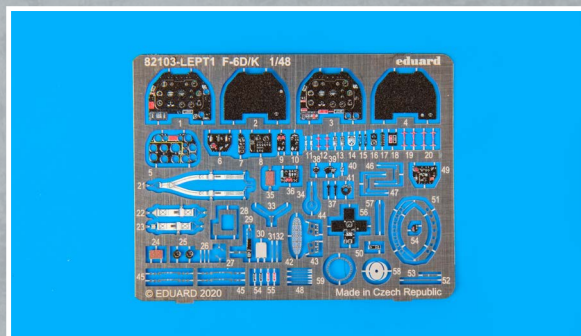
stallation of the cameras, there were special fuselage openings and housings created at the Inglewood or Dallas factory and the aircraft were then sent to the modification centres for their camera and other special equipment installation process. For photo reconnaissance purposes, two K-24 cameras were fitted, first one being oblique, placed behind the pilot's seat and pointing to the left rear of the airplane, the other one was mounted in the tail section and was vertical (to be pointed by the

pilot straight down). There were also changes in radio or oxygen system installations (the long-range oxygen system was fitted). Altogether 136 of F-6D and 163 of F-6K were built. Later, a few P-51Ds were converted to the recce standard becoming FP-51Ds and RF-51Ds. The reconnaissance Mustangs were used in all regions, where USAAF was operating and, as it kept its guns and flight performance, it did not need fighter escort. Thanks to that, several of the recce Mustangs pilots become aces with more than five aerial victories.

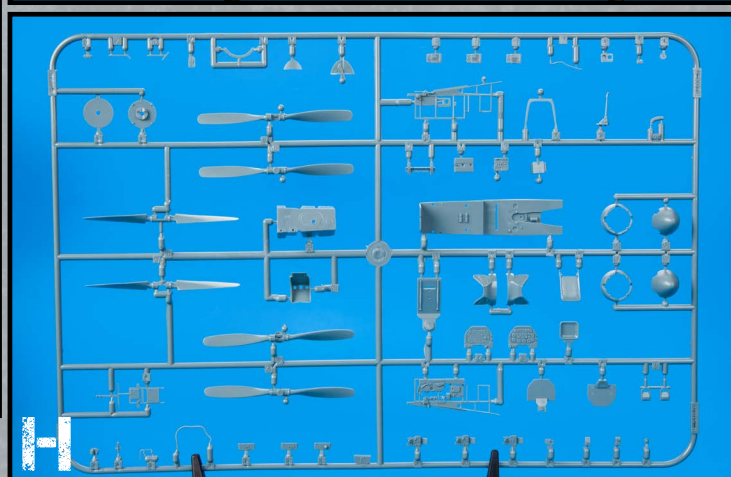
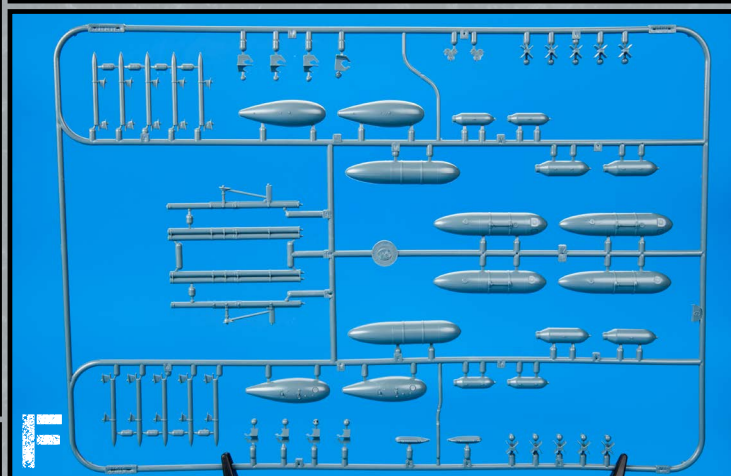
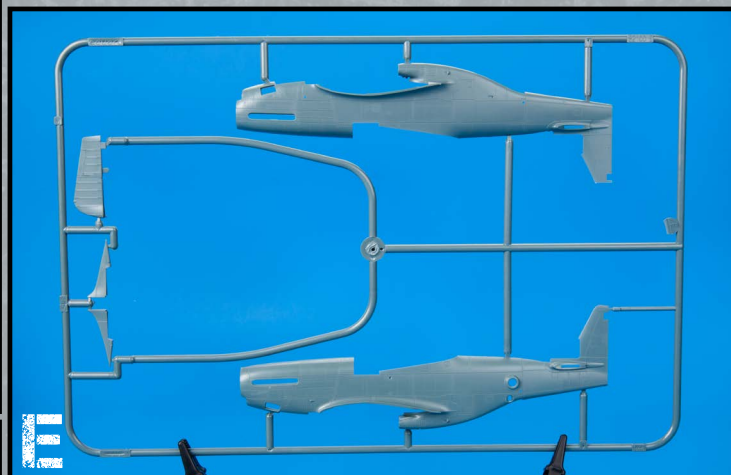
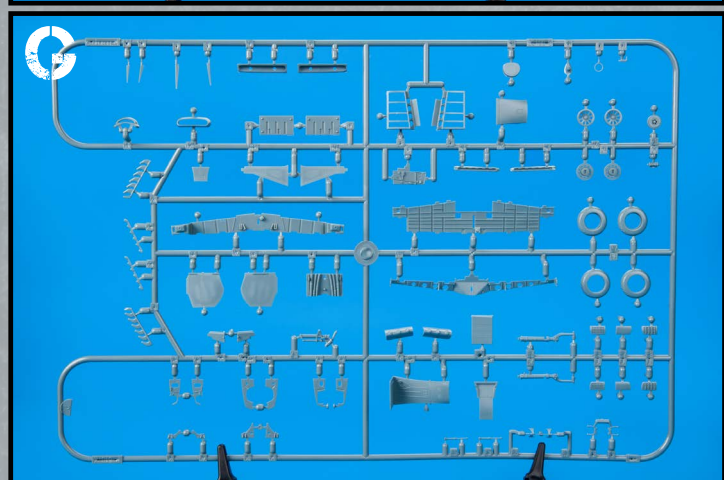
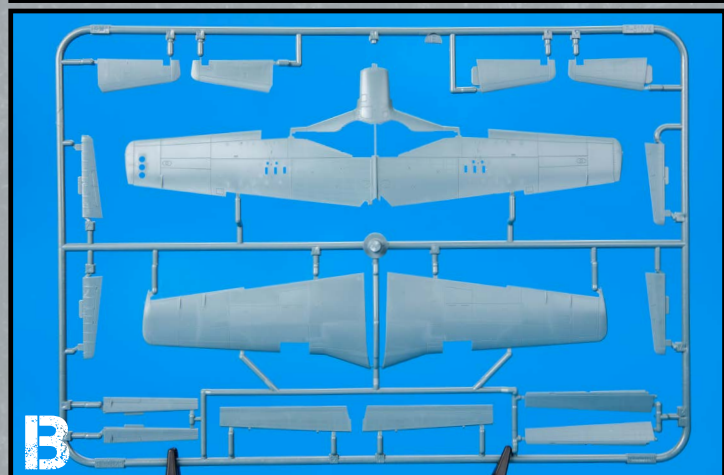
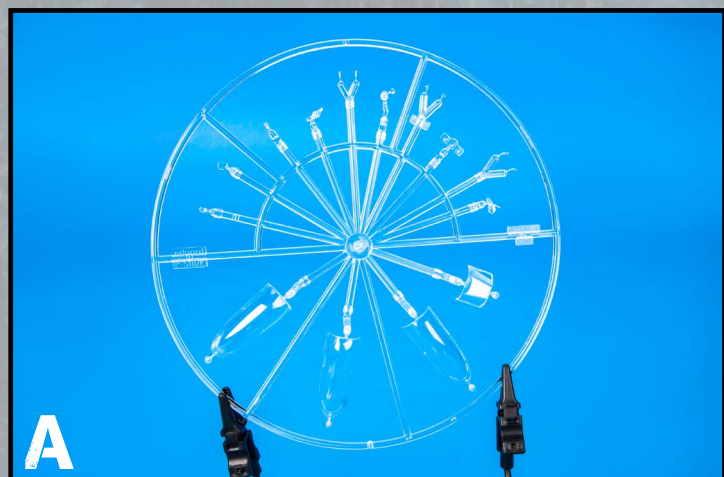
OVERTREES

F-6D/K

CAT. NO. 82103X

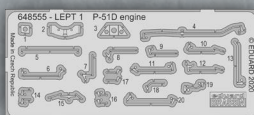


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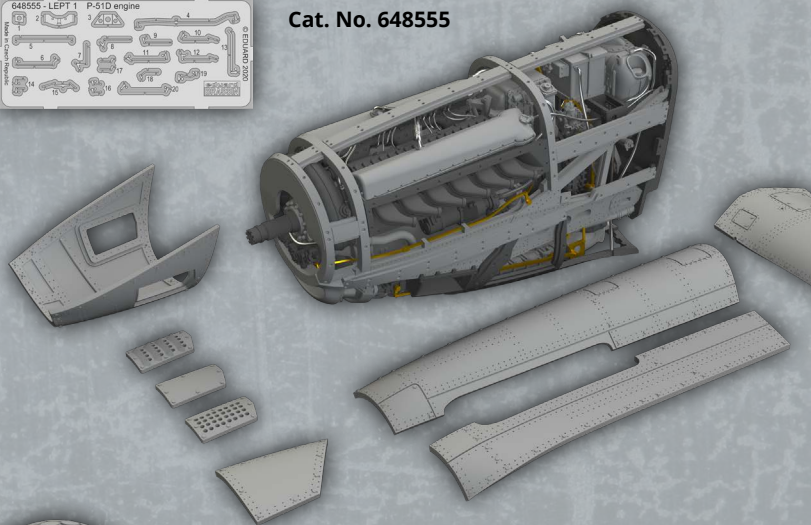


Recommended for F-6D/K 1/48:

- 481000 P-51D (PE-Set)
- FE1021 P-51D seatbelts STEEL (PE-Set)
- 644031 P-51D-15+ LööK (Brassin)
- 644053 P-51D-15+ LööKplus (Brassin)
- 648485 P-51D exhaust stacks (Brassin)
- 648486 P-51D exhaust stacks w/ fairing (Brassin)
- 648487 P-51D Hamilton Standard propeller (Brassin)
- 648494 P-51D wheels diamond tread (Brassin)
- 648495 P-51D undercarriage legs BRONZE (Brassin)
- 648503 P-51D wheels oval tread (Brassin)
- 648504 P-51D wheels cross tread (Brassin)
- 648505 P-51D wheels block tread (Brassin)
- 648511 P-51D wheels diamond tread 2 (Brassin)
- 648512 P-51D wheels rhomboid treat (Brassin)
- 648513 P-51D wheels pointed cross tread (Brassin)
- 648514 P-51D wheels grooved (Brassin)
- 648517 P-51D gun bays (Brassin)
- 648555 P-51D engine (Brassin)
- 648570 P-51D gun sights (Brassin)
- 648600 F-6D cockpit (Brassin) **12/2020 release**
- EX663 P-51D TFace (Mask)



Cat. No. 648555

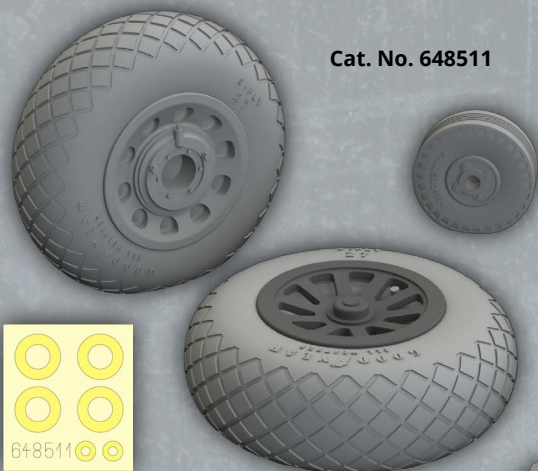


Cat. No. 648495



Cat. No. 648503

Cat. No. 648511



Cat. No. 648600



BFC103

F-6D/RF-51



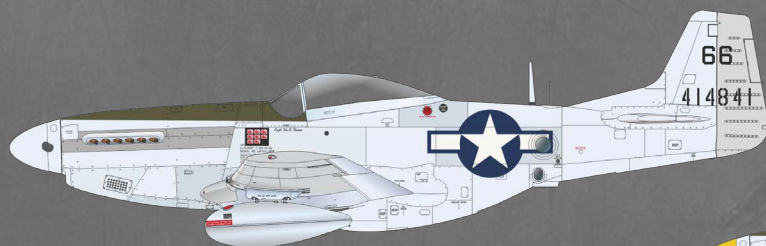
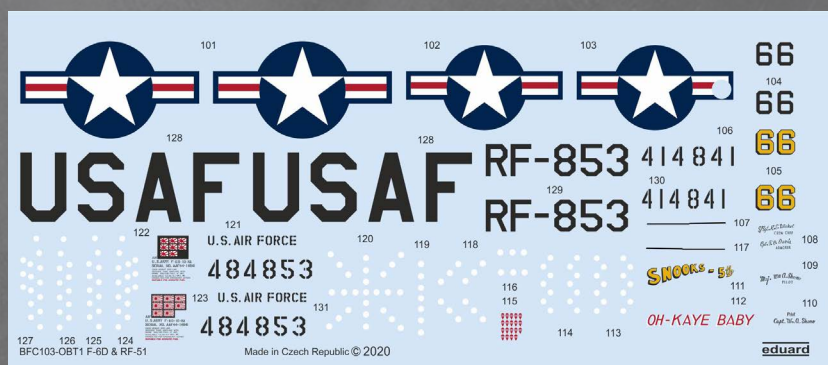
1/48



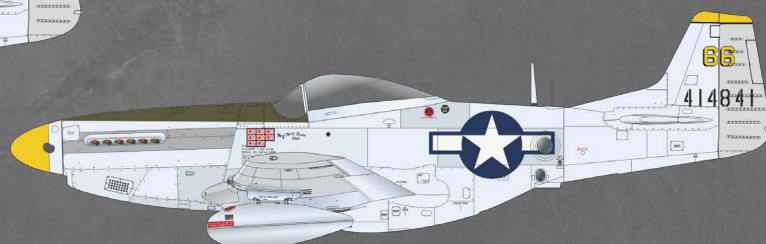
FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC103

- Complete F-6D/K kit (ProfiPACK Cat. No. 82103)
- Unique decal sheet for a/c from Korean War and a/c flown by William Shomo.



F-6D, 44-14841, Capt. William A. Shomo, 82nd TRS, 71st TRG, Hill Field, Mindoro, the Philippines, mid January 1945



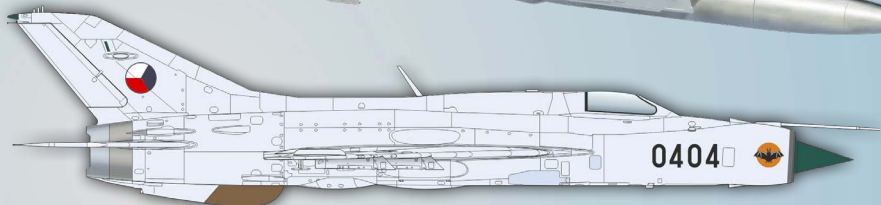
F-6D, 44-14841, Capt. William A. Shomo, 82nd TRS, 71st TRG, Lingayen, Luzon, the Philippines, February 1945



RF-51D-25, 44-84853, 45th TRS, 67th TRW, Kimpo AB, South Korea, 1952

MiG-21PF

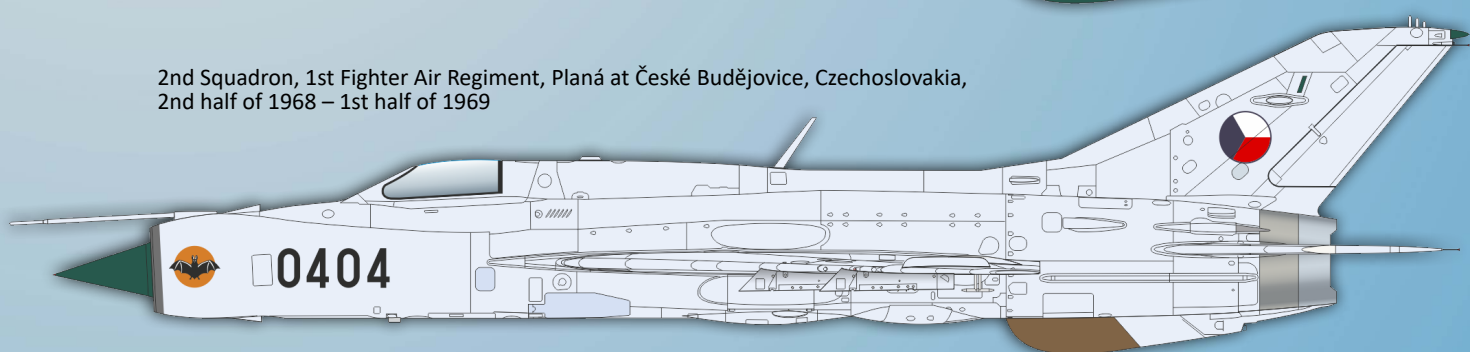
1/72, Cat. No. 7455



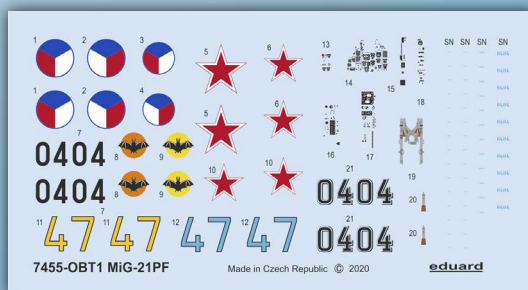
Kacha Higher Military Aviation School of Pilots, Kotelnikovo air base, Soviet Union, 1979



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

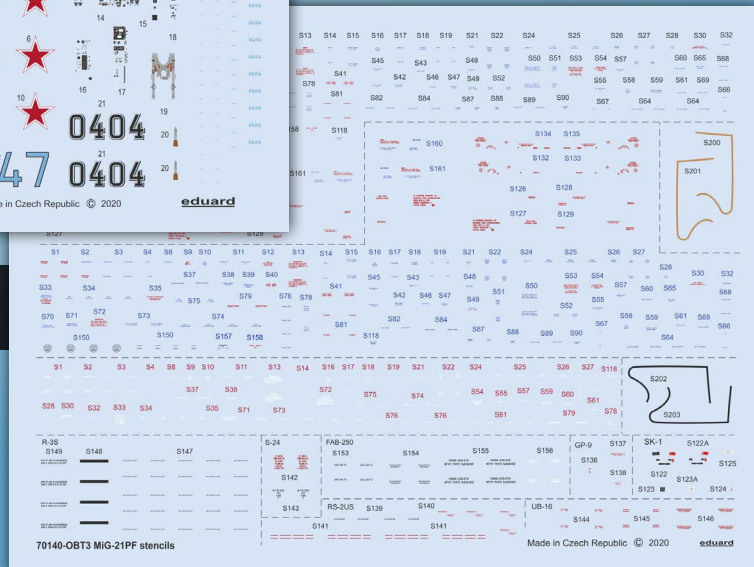


- 2 marking options
- Eduard plastic parts



RECOMMENDED:

- 72699 MiG-21PF 1/72 (PE-Set)
- 672218 MiG-21 F.O.D 1/72 (Brassin)
- 672236 MiG-21PF wheels 1/72 Eduard (Brassin)
- 672235 MiG-21PF cockpit 1/72 Eduard (Brassin)
- 672239 MiG-21PF ejection seat 1/72 Eduard (Brassin)
- SS727 MiG-21PF Weekend (PE-Set) **12/2020 release**
- CX586 MiG-21PF (Mask) **12/2020 release**



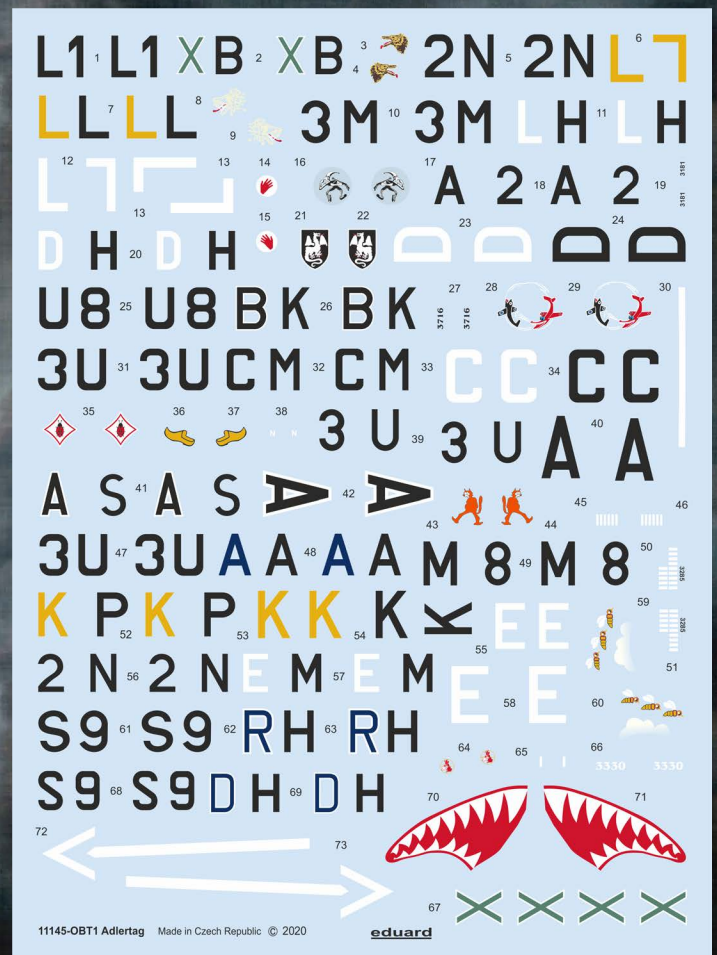
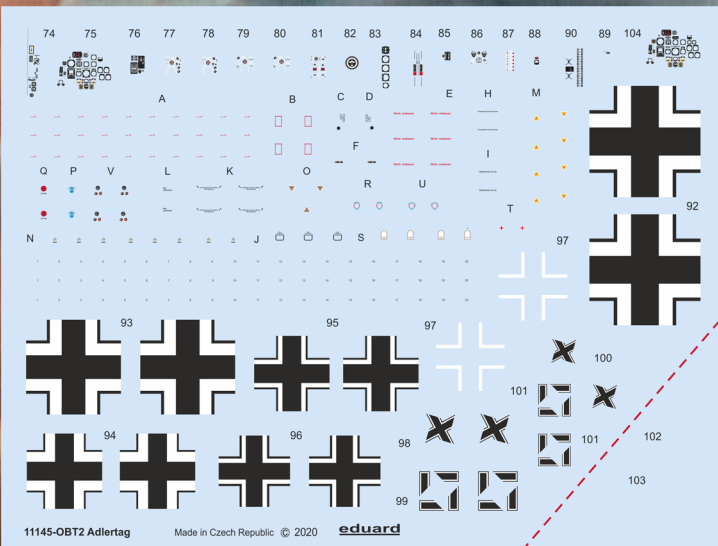
1/48

Cat. No. 11145

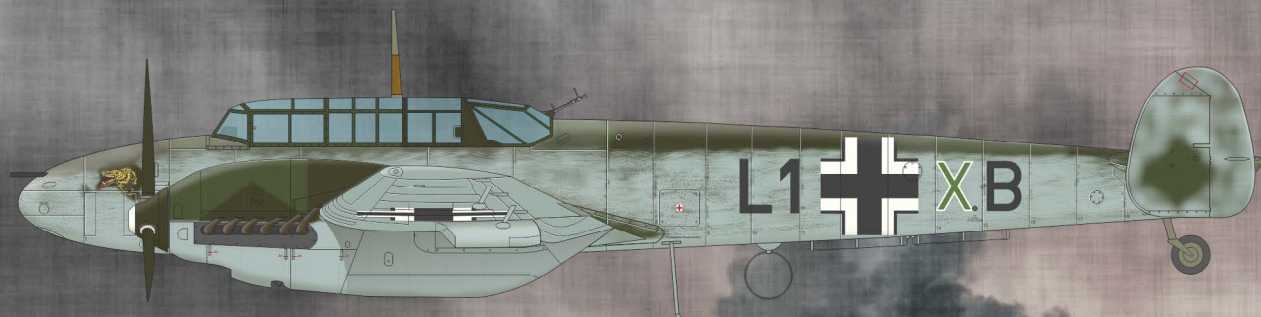
- Eduard plastic parts
- Photo-etched set
- Painting mask
- 12 marking options
- Brassin: MK 101 30mm cannon used in Bf 110C-6

Adlertag

Bf 110C/D in the Battle of Britain

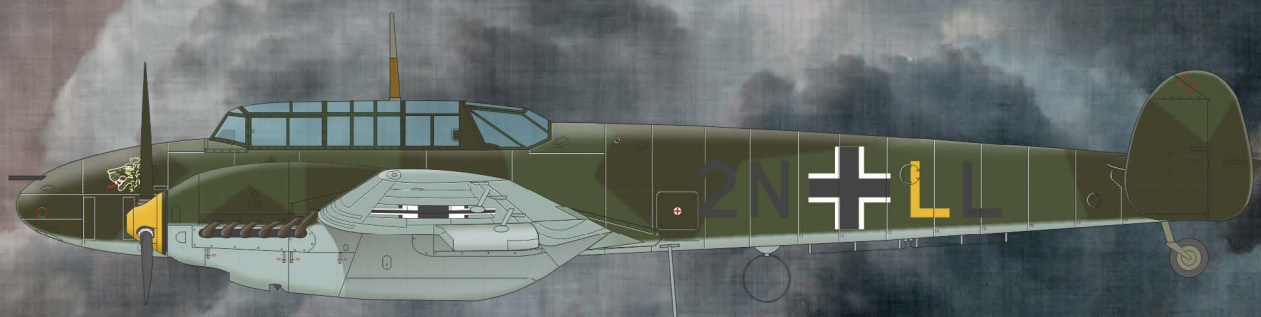


Cammo schemes are identical for the kit variants in 1/48 and 1/72 scale



Bf 110C flown by Hptm. Horst Liensberger, CO of Stab V.(Z)/LG 1, France, summer 1940

One of three known aircraft flown by Hptm. Liensberger. Camouflage consist of RLM 70, 71 and 65. Originally dark green fuselage sides are overpainted with RLM 65. Individual letter „X“ is in green color assigned to Stab aircraft. Wolf's head was emblem of heavy fighter element of LG 1. Horst Liensberger was born in 1909 in Innsbruck, Austria. In 1932 he graduated as Leutnant from Militärakademie in Wiener Neustadt. In first months of war he commanded 2./ZG 52 (2./JGr 152). In mid April 1940 he took over command of V.(Z)/LG 1 and led his men through Battle of France and most of Battle of Britain. It is assumed he scored four victories including one French aircraft. He was killed together with his gunner Uffz. Albert Köpge on September 27th over Simmons Field near Hamblins Mill. After forty miles pursuit, often at treetop height, their aircraft was rammed by Hurricane piloted by F/O Burton of No. 249 Squadron who was also killed.



Bf 110C-1, 3./ZG 1, Grieslinen, Germany, September 1939

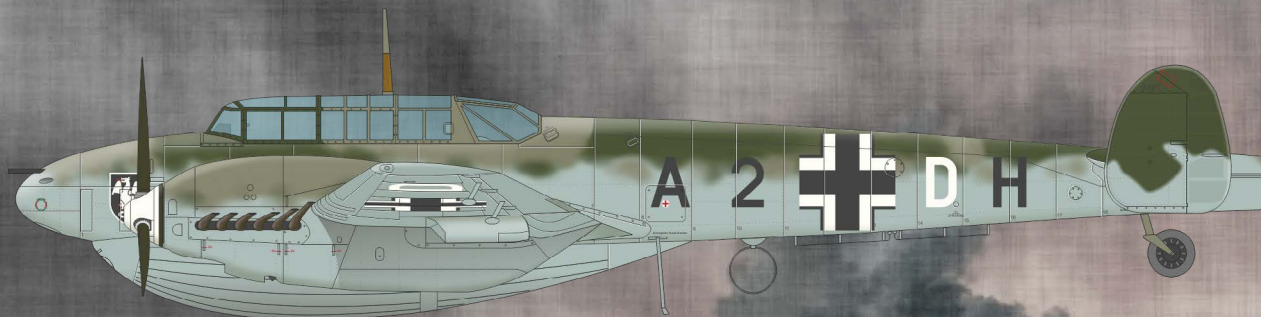
Example of Bf 110 from beginning of World War 2 with early style of fuselage cross. Camouflage consist of RLM 70, 71 and 65. Lion's head is emblem of I./ZG 1. First commander of the unit was Great War veteran Major Joachim-Friedrich Huth. In February 1940 this position was taken over by legendary Hptm. Wolfgang Falck who led his unit successfully through campaign in Denmark, Norway and France. Falck based on his own initiative started to work on night fighter tactics. In June 1940 the I./ZG 1 was converted to night fighter unit I./NJG 1. Wolfgang Falck became first Kommodore of NJG 1. From September 1939 to October 1940 commander of 3./ZG 1 was Legion Condor veteran Oblt. Walter Ehle. He was born in 1912 in Windhoek (today capital of Namibia) and later became commander of II./NJG 1 awarded with Knight Cross and 39 victories on his tally.



Bf 110D-0, 1./ZG 2, Amiens-Glissy, summer 1940

Camouflage of this Messerschmitt consist of RLM 71, 02 and 65. I./ZG 2 used in first months of war Bf 109C and D and under the command of Hptm. Hannes Gentzen who scored 7 victories during invasion to Poland. From mid 1939 the red hand was symbol of 1. Staffel. Bernburg Hunter (Bernburger Jäger) was symbol of whole I. Gruppe, linking it to Bernburg base where the unit was established in mid 1939. One of founding members of the unit was Erich Groth who became Kommodore of ZG 76 in 1941. In February 1940 when I./ZG 2 was getting first Bf 110s, commander of 1./ZG 2 was Legion Condor veteran Hptm. Armin Ettling. But in May he came back to 109s and took over command of 7./JG 2 „Richthofen“. During Battle of Britain one of 1./ZG 2 commanders Oblt. Gerhard Götz became POW. During bomber escort mission on August 25th his Bf 110C-4 „3M+AH“ was shot down by Spitfires of Sergeant A.N. Feary of No. 609 Squadron and Flying Officer P.C. Webb of No. 602 Squadron. Aircraft crashed at Creech Barrow near Wareham. Götz and his gunner Uffz. K. Haupt bailed out. I./ZG 2 was disbanded at the end of September 1940 and 1./ZG 2 was transferred to night fighter duty as 4./NJG 2.

Cammo schemes are identical for the kit variants in 1/48 and 1/72 scale



Bf 110D, WNr. 3181, 4./ZG 2, Freiburg, Germany, July 1940

This is so far only known example of a Bf 110D belonging to II./ZG 2 equipped with additional fuel tank under fuselage, so called „Dackelbauch“. II./ZG 2 was renamed in July 1940 from I./ZG 52 and kept its original emblem - white dragon in black shield. II./ZG 2 also kept its original fuselage codes of I./ZG 52. Camouflage consist of RLM 71, 02 and 65. Unit lost its Gruppenkommandeur Major Harry Carl on August 16th after combat with RAF fighters over the Channel. He got killed together with his gunner Uffz. W. Maier in a crash landing near Beauzeville, France. The 4. Staffel commander was Hptm. Hans Peter Külbel, former policeman and pre-war commander of military flying school. On August 11th, 1940 he was appointed temporary commander of I./ZG 2. However on next day he was shot down and killed together with his gunner Uffz. F. Budig by RAF fighters off Portsmouth. His body was washed ashore on September 18th near Boulogne. Due to heavy losses most parts of II./ZG 2 were disbanded in September 1940 including 4./ZG 2.



Bf 110D-0, WNr. 3716, 2./ZG 26, Yvrench/St. Omer, France, August 1940

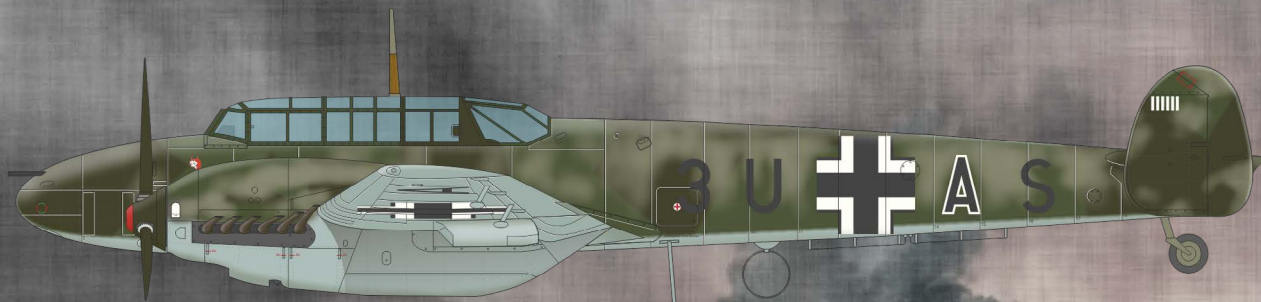
This Bf 110 was damaged on August 18th, 1940 by Hurricanes of No. 56 Squadron over Thames. Enroute to homebase the crew tried to land on another airfield and overturned their machine. Both crewmen were unhurt, but their Bf 110 was damaged beyond repair. The emblem of I./ZG 26 called „Ringelpitz“ features red German crocodile hunting a black British flying fish. Small rear fuselage band was marking of this unit in later stage of Battle of Britain. Camouflage consist of RLM 71, 02 and 65. At beginning of the war I./ZG 26 was equipped with Bf 109 C and D, under command of Austrian Hptm. Karl Kaschka. After conversion to Bf 110 this unit was led by Hptm. Wilhelm Makrocki, who obtained Knight Cross in October 1940. From May 1940 Staffelkapitän of 2./ZG 26 was Hptm. Herbert Kaminski. He and his gunner Uffz. H. Strauch was shot down and wounded on August 18th as well. They ditched the Channel off Dunkirk and were rescued four days later. Kaminski later commanded various Bf 110 and 109 units, namely I./ZG 26 in Russia, I./JG 53 in Holland and II./ZG 76 in Defence of the Reich. Knight Cross holder Kaminski flew 300 sorties and scored 7 victories.



Bf 110D, 4./ZG 26, Crecy-en-Ponthieu, France, September 1940

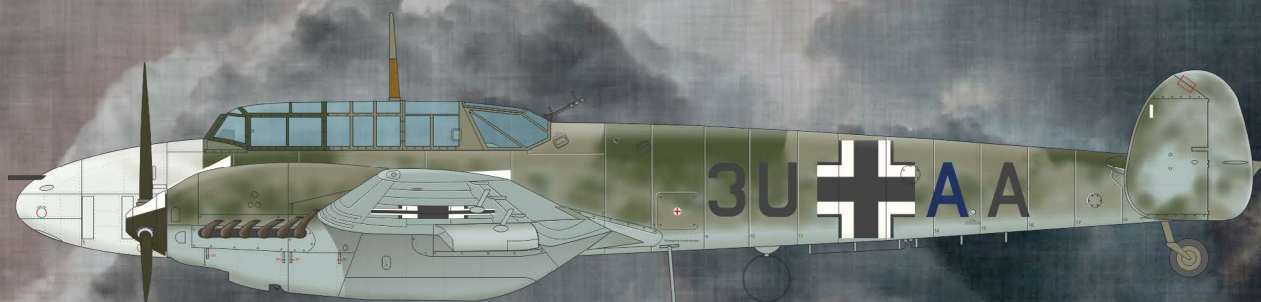
This Bf 110D was equipped with DB 601N engines. Wooden shoe was marking of II./ZG 26 from 1940 to 1944. Lady bird was emblem of 4./ZG 26, but was also by III./ZG 26. Camouflage consist of RLM 71, 02 and 65. White paint on the nose identifies the aircraft as ship assigned from September 1940 to fighter bomber missions or their escort. At beginning of the war II./ZG 26 was equipped with Bf 109D, under command of Great War fighter veteran Major Friedrich Vollbracht. His unit converted to Bf 110 during October 1939 and he handed over command in April 1940 to Hptm. Ralph von Rettberg (8 victories, Knight Cross) who held his position till April 1942. Staffelkapitän of 4./ZG 26 Hptm. Hubert Lüttke and his gunner Uffz. H. Brillo were shot down on August 18th, 1940 by Spitfire ace F/O Colin Falkland Gray of No. 54 Squadron. His successor Oblt. Arthur Niebuhr and his gunner Uffz. K. Theissen were killed on September 27th by RAF fighters near Arne. Staffel was finally taken over by Hptm. Reinhold Hubel who served with II./ZG 26 and III./ZG 1 in Mediterranean till 1943.

Cammo schemes are identical for the kit variants in 1/48 and 1/72 scale



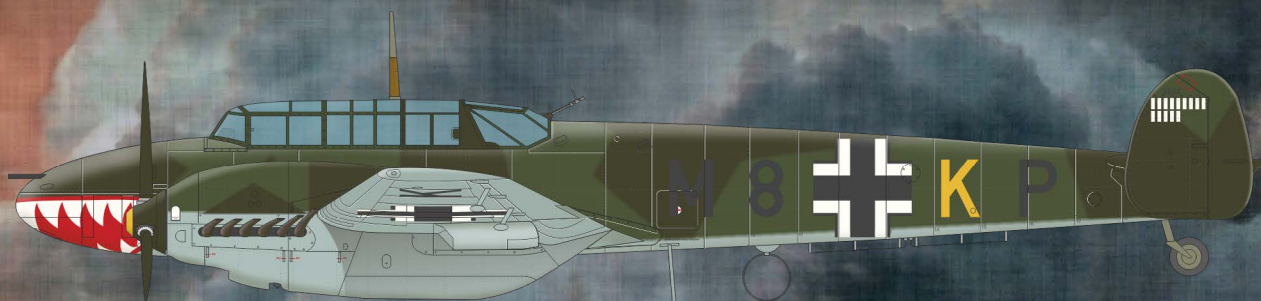
Bf 110C, flown by Oblt. Sophus Baagoe, 8./ZG 26, Barley-Arques, France, July 1940

Also this Zerstörergruppe was equipped with Bf 109D type at beginning of the war. III./ZG 26 converted to Bf 110 in early 1940 under command of Hptm. Johannes Schalk who led Austrian Jagdgruppe 1 before the war. He was also one of first Bf 110 pilots to obtain Knight Cross. Commander of 8./ZG 26 during attack against France and Battle of Britain was Hptm. Karl-Heinz „Conny“ Meyer who later led also II./JG 26. One of his most successful pilots was Sophus Baagoe. He scored four victories over France, three during Kanalkampf and six during Battle of Britain. Camouflage of his airplane consist of RLM 70, 71 and 65. Crosses on upper surfaces are sized down and camouflage seems to be slightly oversprayed, probably with RLM 02. Early version of 8. Staffel emblem the „sad fox“ was probably painted on fuselage. In spring 1941 Baagoe was transferred to 5./ZG 26. He is one of pilots who may have shot down on April 20th over Greece the top RAF ace Squadron Leader „Pat“ Pattle of No. 80 Squadron. Baagoe was killed by ground fire on May 14th, 1941 during strafing attack against Heraklion airfield, Crete.



Bf 110C, flown by Oblt. Joachim-Friedrich Huth, CO of Stab ZG 26, Lille, France, September 1940

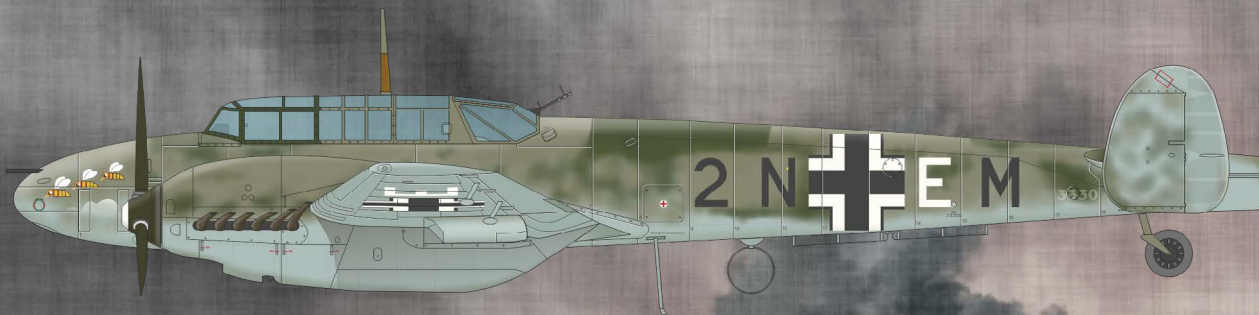
Camouflage of this airplane consist of RLM 71, 02 and 65. Nose is overpainted with washable white color brushed over the white chevron. „3U+AA“ was personal mount of Oblt. Huth who led ZG 26 from December 1939 till end of October 1940. He was Great War veteran, born in 1896. After three injuries as infantryman he decided to join German Air Service and joined Jasta 14. He shot down French balloon at the beginning of 1918 which he marked on tail of his Bf 110 two decades later. Huth suffered serious injury in March 1918 in air combat and his right lower leg had to be amputated. He was back in military service in 1919 and in April 1936 became commander of 5./JG 132 „Richthofen“. From August 1938 he led II./JG 132 (later I./ZG 1). Huth was awarded with Knight Cross in September 1940 based on successes of ZG 26. Later in the war he commanded Jafü 2, 1. Jagddivision, 7. Jagddivision and I. Jagdkorps. After the war he was held by British as POW at Island Farm Special Camp. Huth joined Bundesluftwaffe in 1956 and retired in 1961 as Generalleutnant and commander of Luftwaffe Group South. He passed away in 1962.



Bf 110C, WNr. 3285, flown by Oblt. Hans-Joachim Jabs, CO of 6./ZG 76, Le Mans, France, September 1940

Hans-Joachim Jabs was highest scoring Bf 110 ace in Battle of Britain achieving 12 victories in addition to 7 scored earlier during Battle of France. His preferred combat method was hit and run attack from above. Camouflage of his Bf 110 consist of RLM 70, 71 and 65. Sharkmouth (Haifischmaul) was marking of II./ZG 76 since pre-war period when this unit was using Bf 109D. Commander of 6./ZG 76 for period of more than one year was Legion Condor veteran Hptm. Heinz Nacke (12 victories, awarded with Knight Cross). He was injured in combat with RAF fighters on August 30th and Jabs was placed as temporary commander of 6. Staffel followed by permanent appointment in October 1940. During same month Jabs was also decorated with Knight Cross. In late 1941 his Staffel was trained for night fighter operations and was renamed as 9./NJG 3. He later led also 11./NJG 1 and IV./NJG 1. In March 1944 he became Kommodore of whole Nachtjagdgeschwader 1 and received Oak Leaves in addition to Knight Cross. Jabs scored 50 victories in 510 missions.

Cammo schemes are identical for the kit variants in 1/48 and 1/72 scale



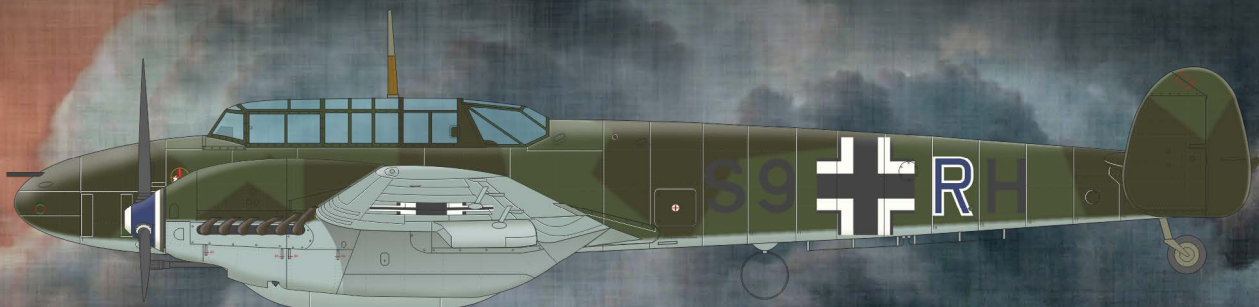
Bf 110D-0, 7./ZG 76, Laval, France, October 1940.

In June 1940 heavy fighter unit II./ZG 1 was redesignated as III./ZG 76 and kept also original emblem three wasps above a cloud. Camouflage of this airplane consist of RLM 71, 02 and 65. From early 1940 commander of this Zerstörergruppe was Hptm. Friedrich-Karl Dickoré and he continued to lead his unit under III./ZG 76 designation. On August 15th over the Channel off Weymouth he collided with another airplane during dogfight with Hurricanes of No. 213 Squadron. His gunner Uffz. H. Templin was captured, but Dickoré did not survive and his body washed ashore dead at Le Touquet on September 20th. From beginning of 1940 commander of 4./ZG 1 (later 7./ZG 76) was Legion Condor veteran Oblt. Rolf „Schlitzohr“ Kaldrack. He scored three victories in Spain as reconnaissance pilot. In spring 1940 he also shot down one Swiss Bf 109. Kaldrack took over command of III./ZG 76 after death of Dickoré. He was awarded with Knight Cross in November 1940 after achieving 11 victories since outbreak of war. He was killed in February 1942 on Eastern front and received Oak Leaves posthumously.



Bf 110D-3, WNr. 3378, flown by Oblt. Martin Lutz, CO of Erprobungsgruppe 210, Calais-Marck, France, September 1940

Erprobungsgruppe 210 (Test Wing 210) was formed in July 1940 under the command of Hptm. Walter Rubensdörffer as unit for operations against United Kingdom. Initially it was supposed to test in combat Messerschmitt Me 210, the intended successor to Bf 110. But new type was delayed and instead Erp. Gr. 210 got task to develop fighter bomber concept with Bf 110 and Bf 109. Unit performed very well against military and industrial targets, but sustained also heavy losses, including four commanders of Gruppe. One of them was Legion Condor veteran Hptm. Martin Lutz, previously Staffelkapitän of 1./Erp. Gr. 210 (former 1./ZG 1). He scored one victory in Spain and later on fought in Poland and France. On September 27th during raid against Parnall aircraft factory near Bristol he was shot down in and killed in „S9+DH“ by Hurricanes of No. 504 Squadron. Lutz was awarded with Knight Cross posthumously. Camouflage of his airplane consist of RLM 71, 02 and 65. Blue color of letter „D“ was common practice of 1./Erp. Gr. 210.



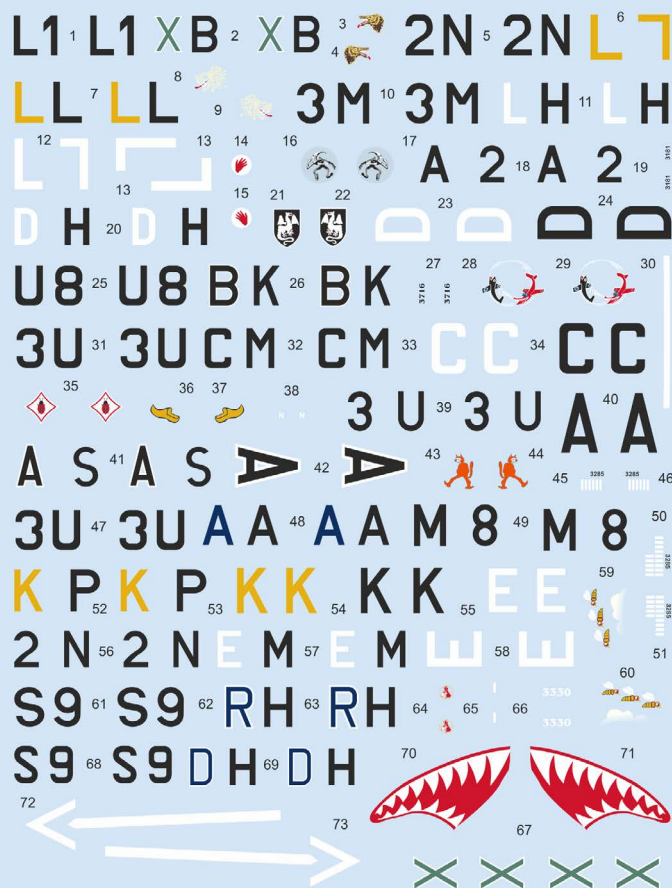
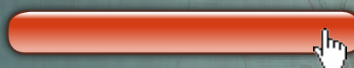
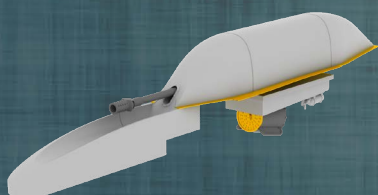
Bf 110C-6, flown by Lt. Erich Beudel, 1./Erprobungsgruppe 210, Calais-Marck, France, August 1940

This rare version of Bf 110 was equipped with 30mm cannon MG 101 under the fuselage. Operational tests started with 1./ZG 1 during Battle of France by Viktor Mölders (brother of Werner Mölders) and Martin Lutz. Weapon was used mainly against ground targets. Later on tests continued when 1./ZG 1 became 1./Erp. Gr. 210. This particular aircraft was camouflaged with colors RLM 70, 71 and 65. Emblem of United Kingdom in gunsight was used by whole Gruppe. Non-standard blue color of 1. Staffel was used for letter „R“ and propeller spinners. There were six C-6s assigned to 1./Erp. Gr. 210 from July 1940. Their role was also escort of unit's fighter bombers. C-6 flight characteristics were pretty good thanks to changed center of gravity. „S9+RH“ was flown on July 29th by Vienna native Lt. Erich Beudel during escort mission over the Channel. His plane was damaged by Hurricanes of No. 151 Squadron and he crash landed back in France. On August 15th, 1940 Lt. Beudel was shot down and killed by Hurricanes of No. 111 Squadron near Horley together with his gunner Ogefr. O. Jordan in their Bf 110C-6 „S9+TH“. It was only C-6 crashed in UK.

Bf 110C/D in the Battle of Britain

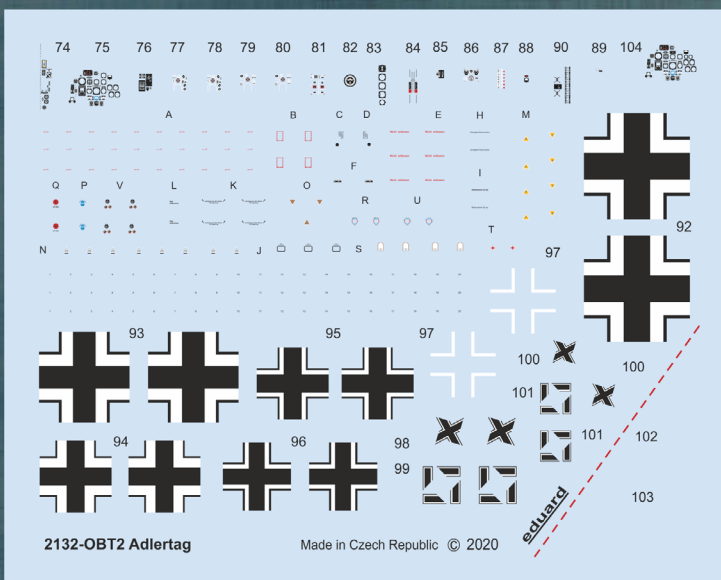
Cat. No. 2132

- **Eduard plastic parts**
- **Photo-etched set**
- **Painting mask**
- **12 marking options**
- **Brassin: MK 101 30mm cannon used in Bf 110C-6**



2132-OBT1 Adlertag

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2132-OBT2 Adlertag

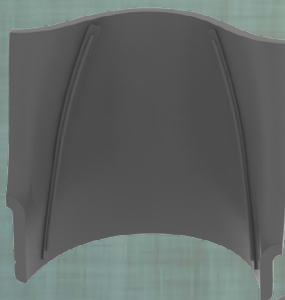
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Recommended for ADLERTAG kit 1/72

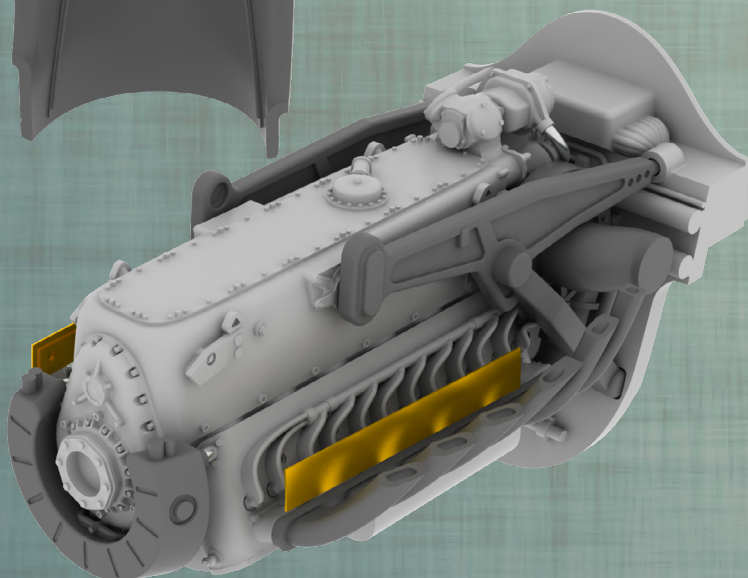
672005 DB 601A/N for Bf 110C/D/E 1/72 (Brassin)

672006 Bf 110C/D wheels 1/72 (Brassin)

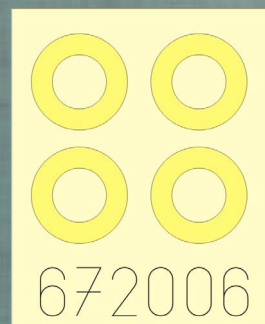
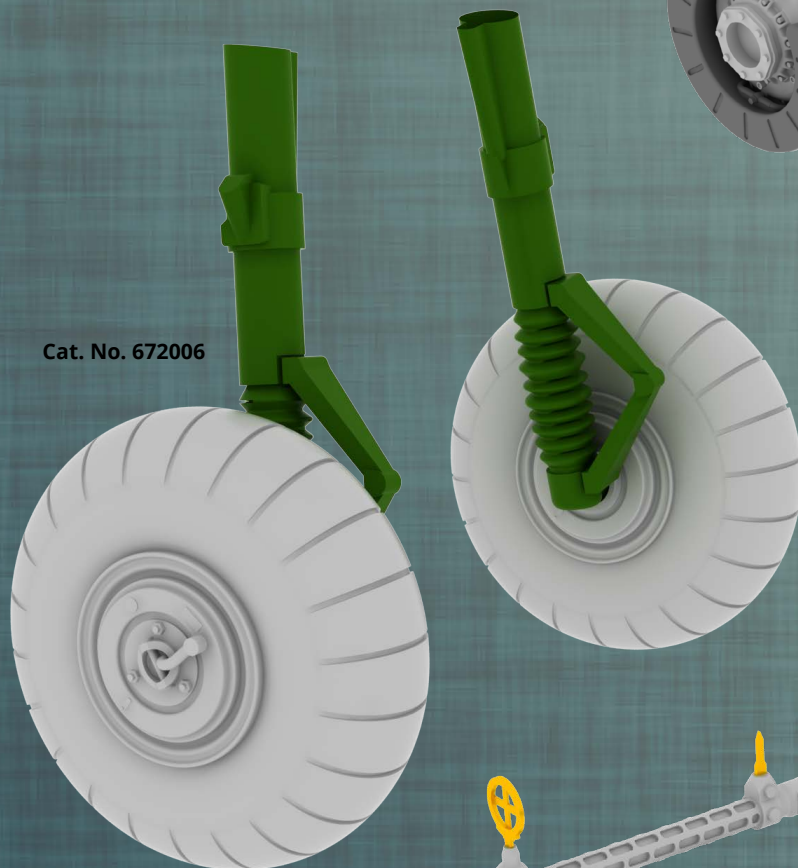
672017 MG 15 guns 1/72 (Brassin)



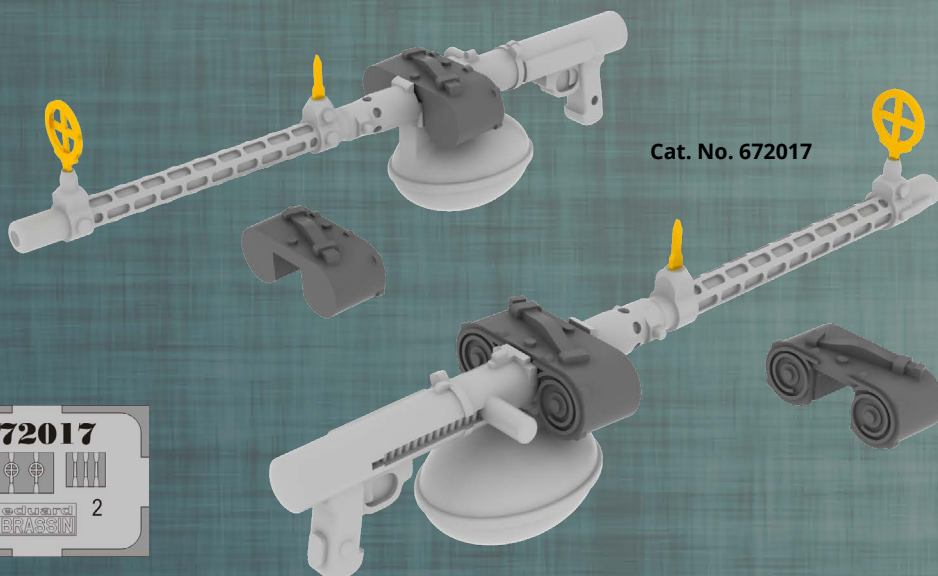
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BFC



BFC104

Bf 110C/D w/ crew 1/72

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1/72

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1193X

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11103X

P-47D 1/32



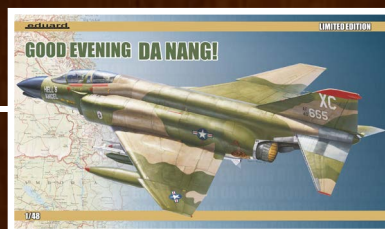
11112X

Petljakov Pe-2 1/48

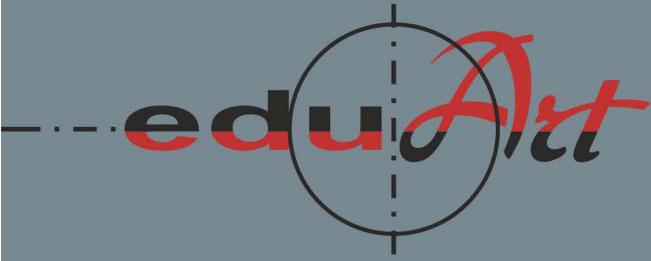


11117X

Typhoon Mk.Ib Bubbletop 1/48



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- Packed in hard envelope

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Spitfire Mk.I
P/O John C. Doolittle, No. 885 Squadron, RAF Middle Wallop/RAF Warminster, United Kingdom, August 17th, 1940
by Peter Gunther/Edgewise
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No. 885 Squadron, RAF Middle Wallop/RAF Warminster, United Kingdom, August 17th, 1940
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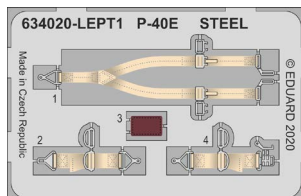


NEW



NEW

Z-37A
Čmelák



Löök set - Brassin pre-painted dashboard and STEEL seatbelts for P-40E in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Trumpeter

Set contains:

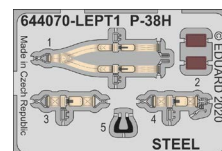
- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

644070
P-38H Löök
1/48Tamiya

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for P-38H in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

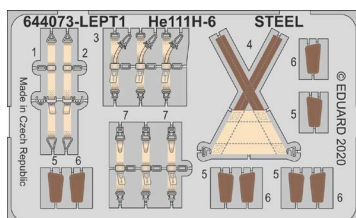


644073
He 111H-6 Löök
1/48 ICM

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for He 111H-6 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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

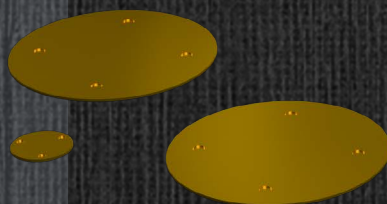


632160 P-40E wheels 1/32 Trumpeter

Brassin set - the undercarriage wheels for P-40E in 1/32 scale. The set consists of main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Trumpeter

Set contains:

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



632161 P-40E exhaust stacks 1/32 Trumpeter

Brassin set - the exhaust stacks for P-40E in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Trumpeter

Set contains:

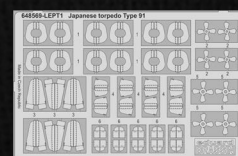
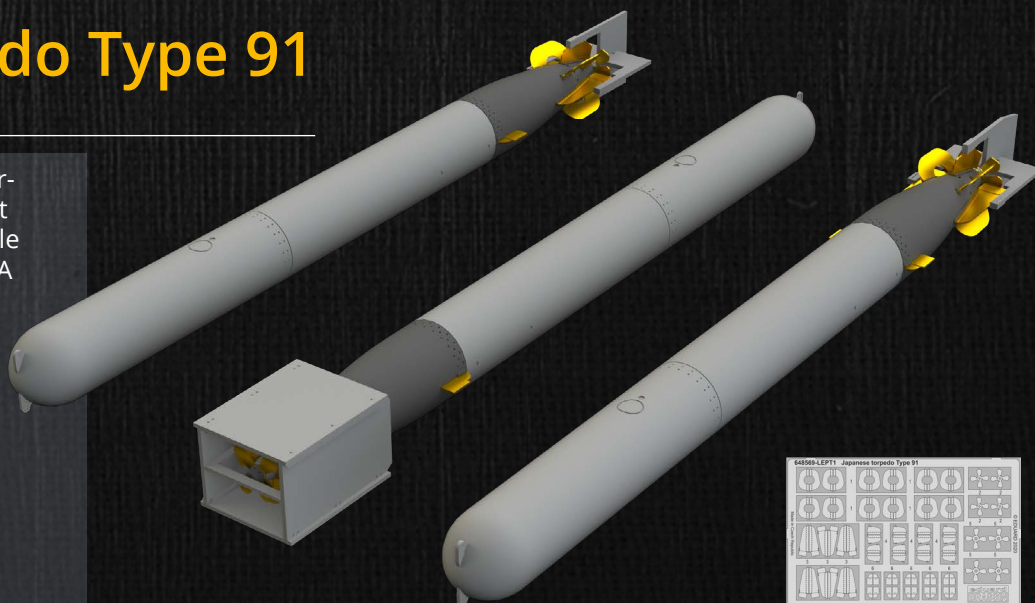
- resin: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: n

648569 Japanese torpedo Type 91 1/48

Brassin set - the Japanese WWII torpedo Type 91 in 1/48 scale. The set consists of 3 torpedoes. Compatible with B5N Kate, B6N Tenzan/Jill, B7A Ryusei/Grace, G4M Betty.

Set contains:

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



648590

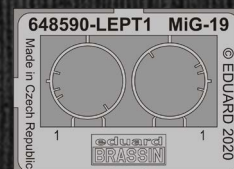
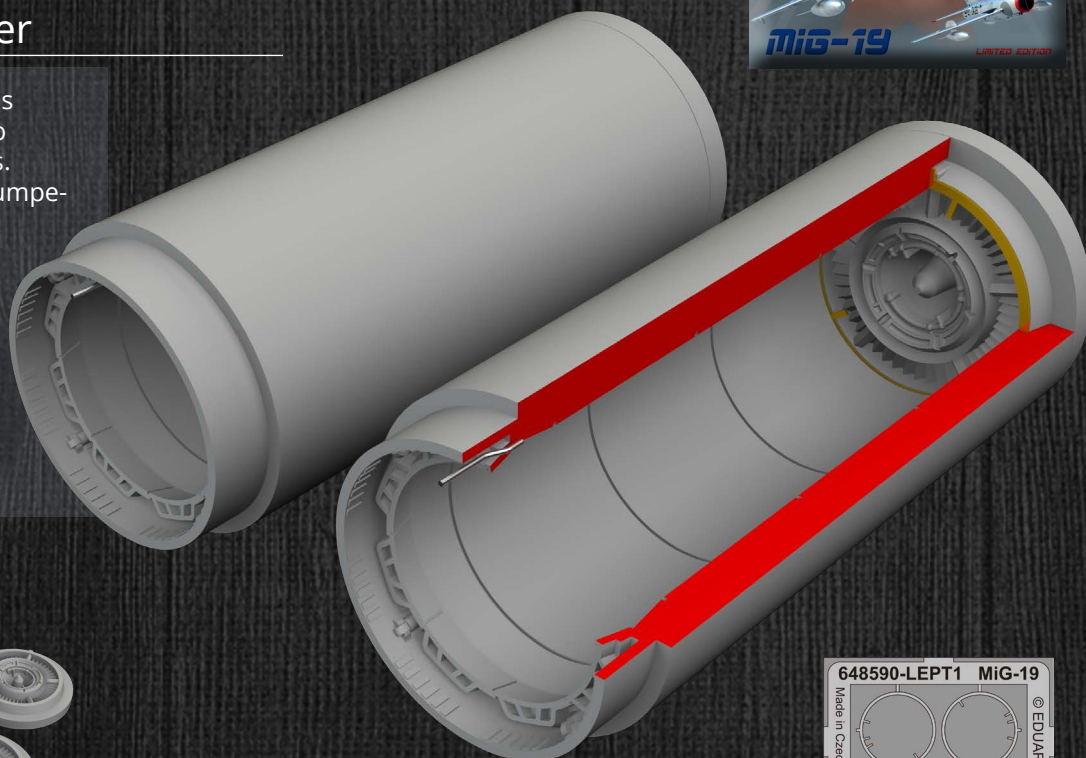
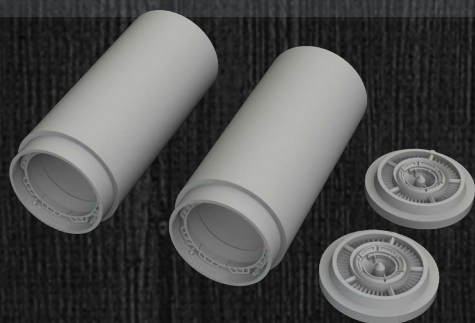
MiG-19 exhaust nozzles

1/48 Eduard/Trumpeter

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

Set contains:

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



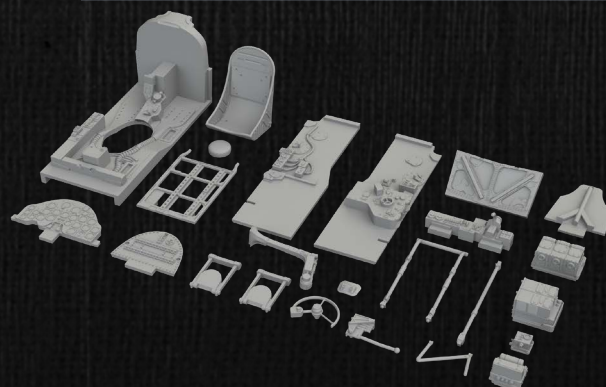
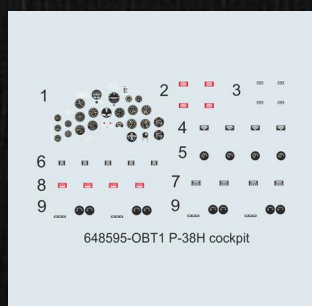
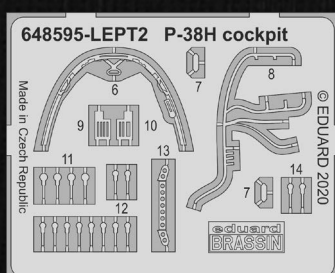
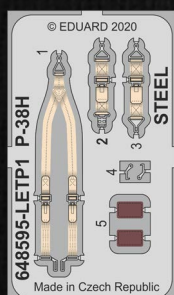
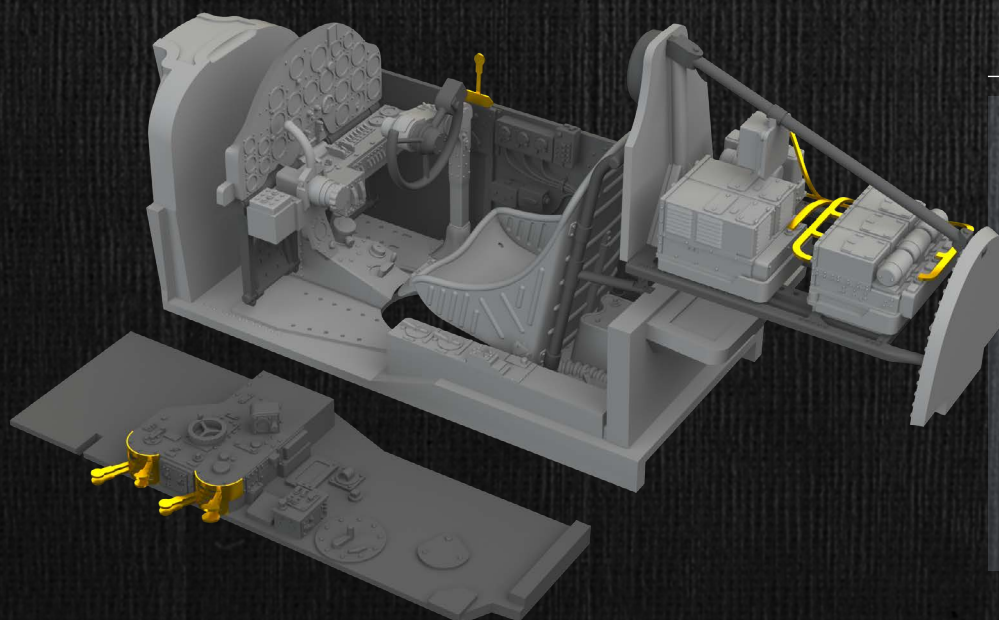
648595 P-38H cockpit

1/48 Tamiya

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

Set contains:

- resin: 24 parts,
- decals: yes,
- photo-etched details: yes,
- pre-painted,
- painting mask: no.



648596

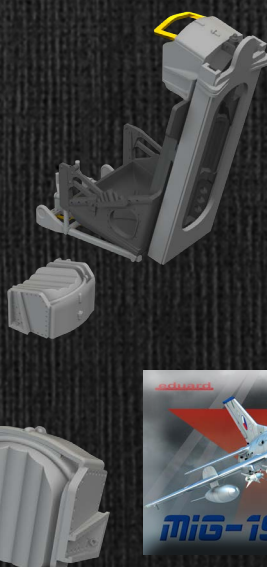
P-38H gun barrels

1/48 Tamiya

Brassin set - the gun barrels for P-38H in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



648597

MiG-19 ejection seat

1/48 Eduard /Trumpeter

Brassin set - the ejection seat for MiG-19 in 1/48 scale. Two versions of the headrest. Easy to assemble, replaces plastic parts. Recommended kit: Eduard / Trumpeter

Set contains:

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



672248

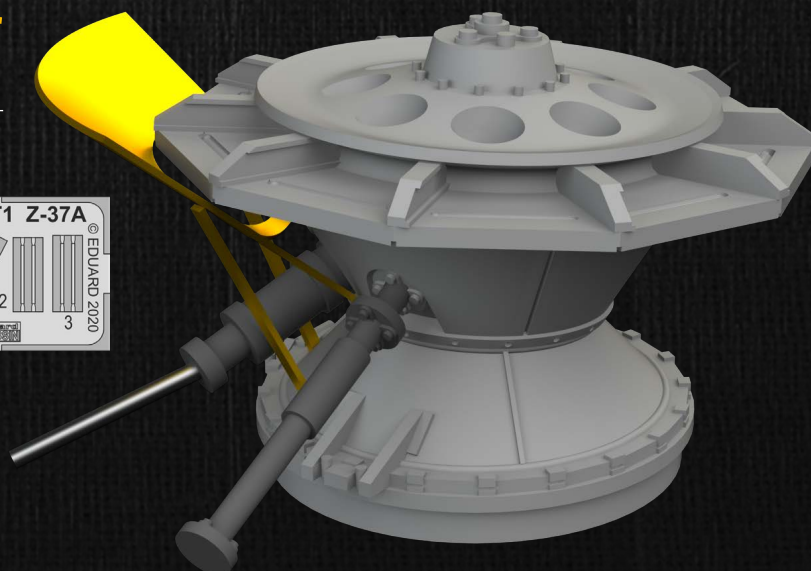
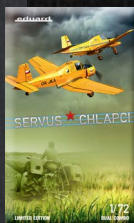
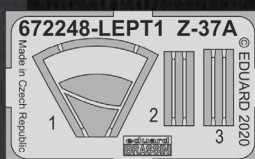
Z-37A aerial applicator

1/72 Eduard

Brassin set - the aerial applicator for Z-37A in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



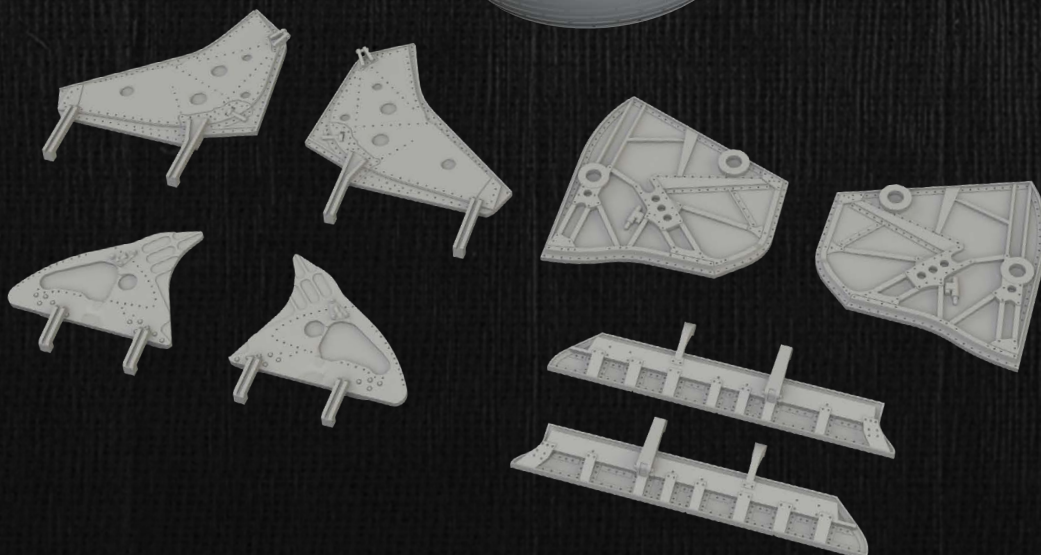
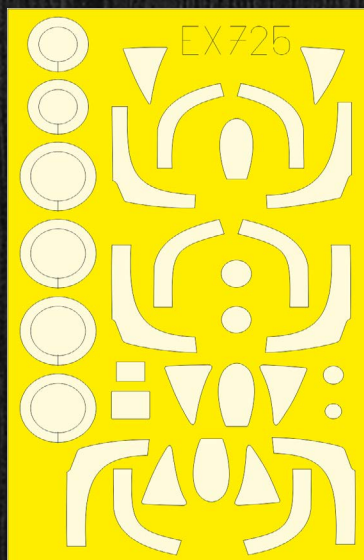
644074

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.



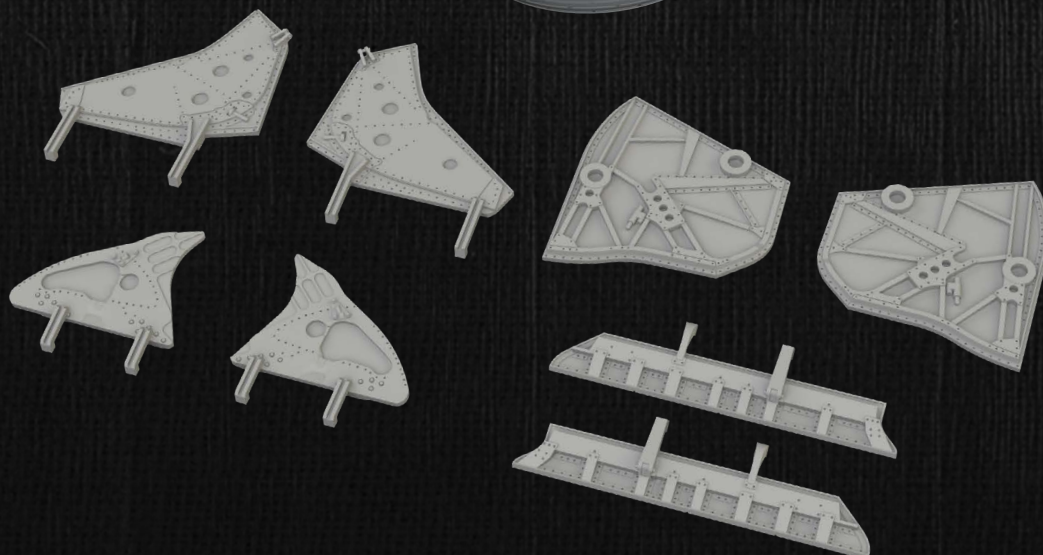
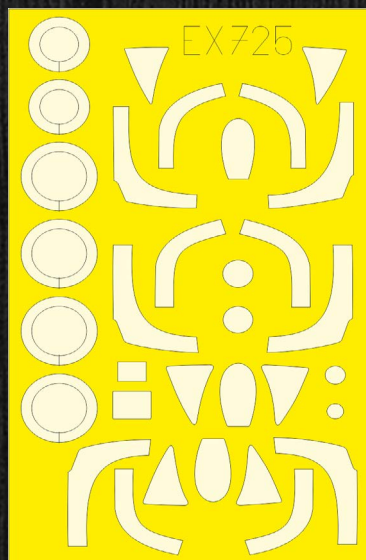
644075

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.



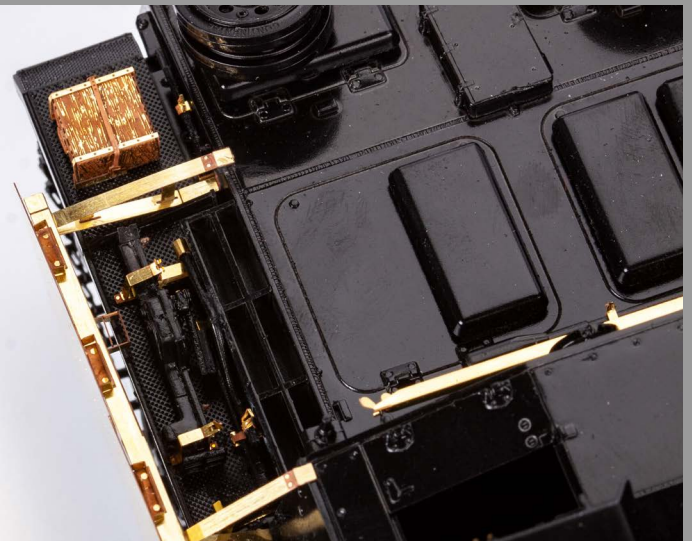
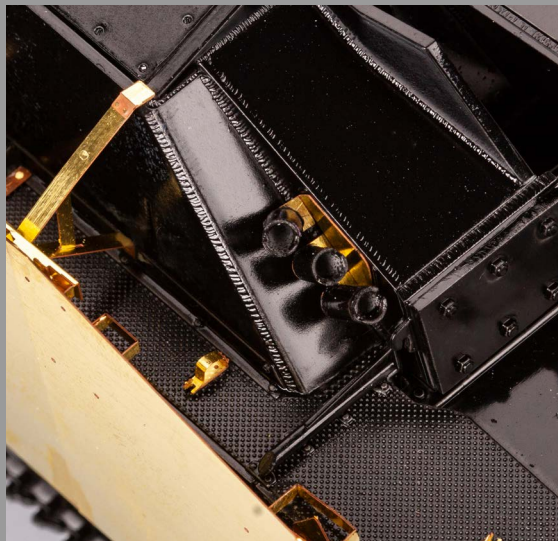
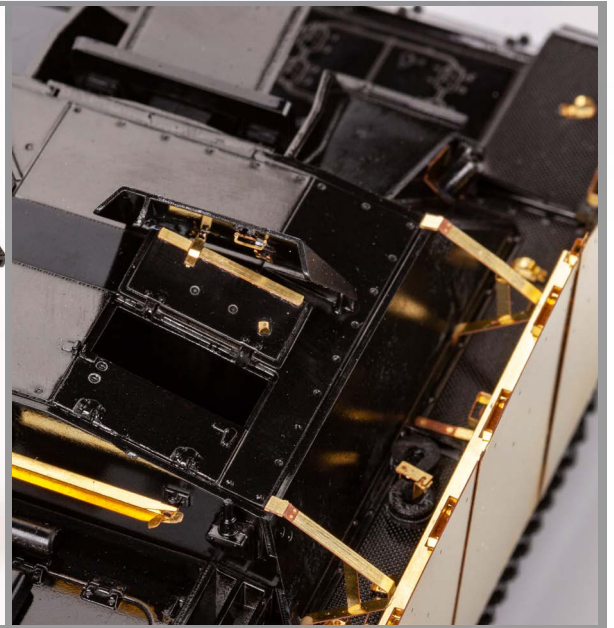
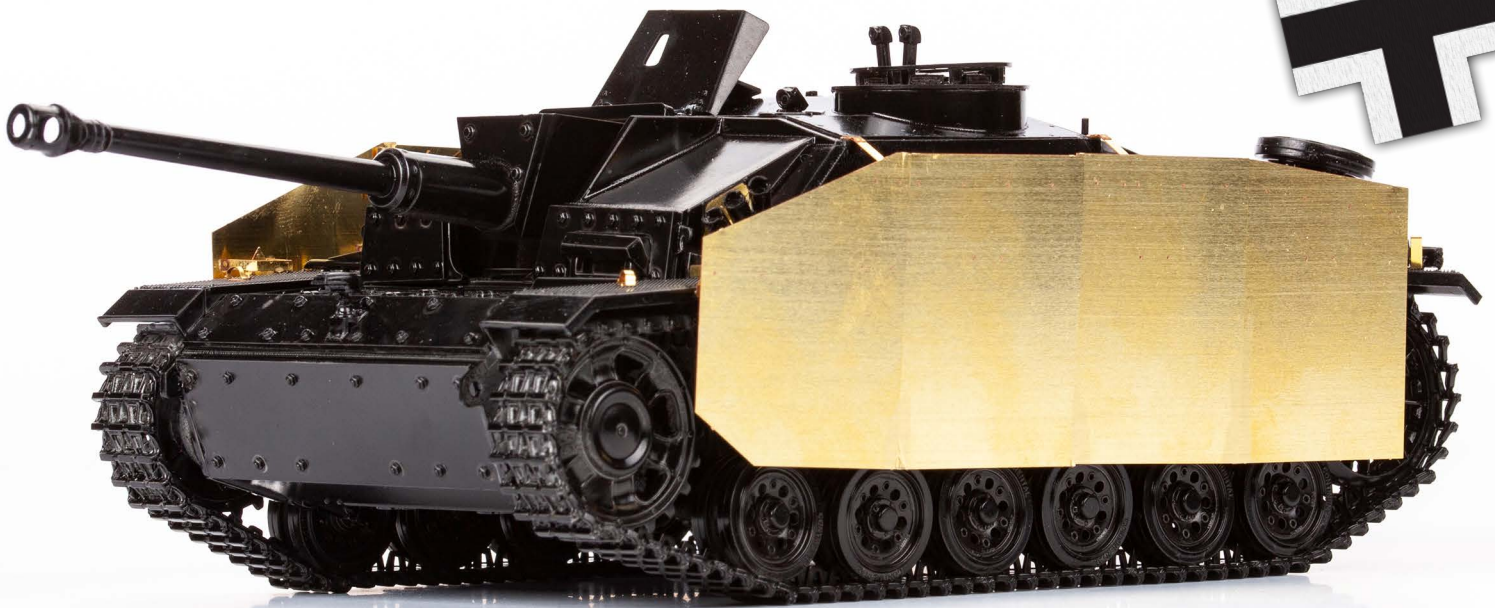
SMS Viribus Unitis 1/350 Trumpeter

SMS Viribus Unitis 1/350 Trumpeter (53262)
SMS Viribus Unitis flags STEEL 1/350 Trumpeter (53263)
SMS Viribus Unitis railing 1/350 Trumpeter (53264)
12/2020 release



StuG III Ausf. G 1/35 Takom

StuG III Ausf. G 1/35 Takom (36451)
StuG III Ausf. G schürzen 1/35 Takom (36452)

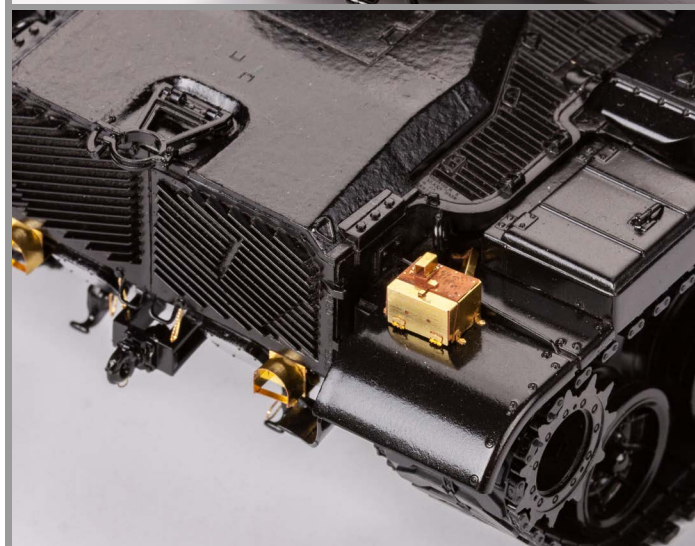
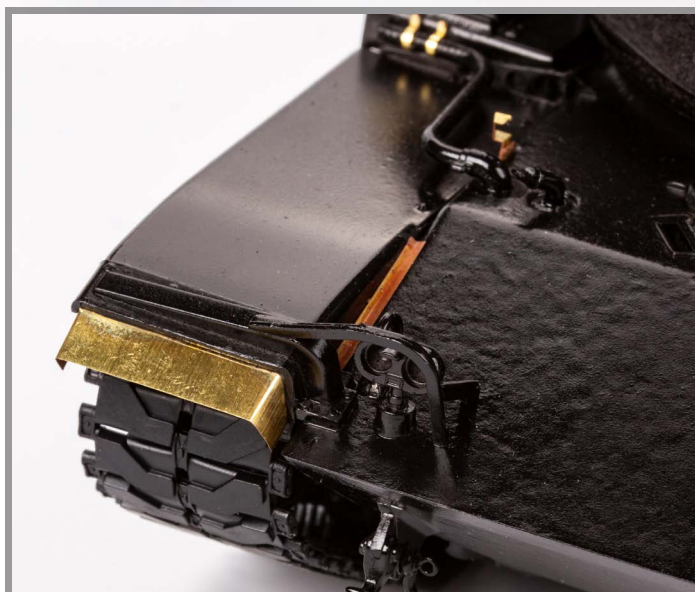


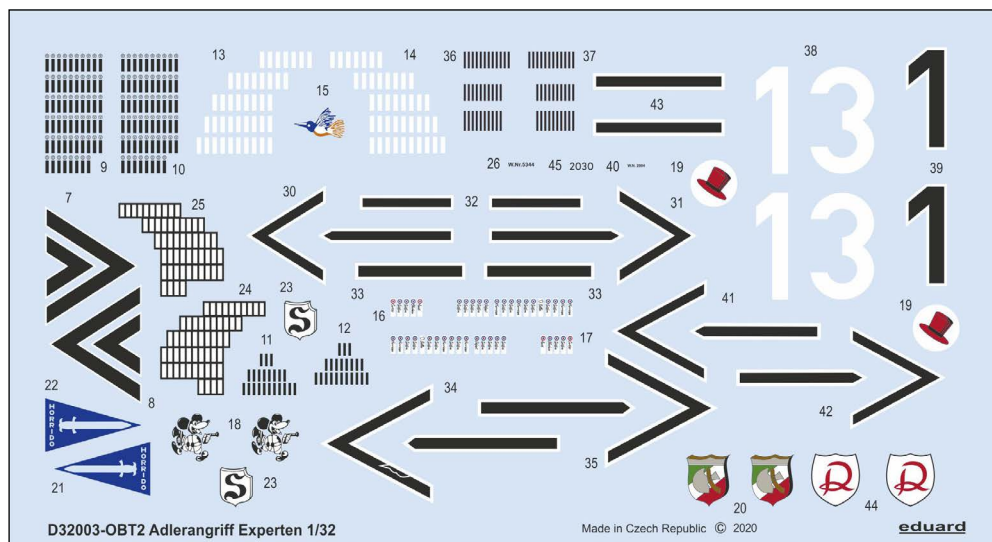
M60A1

1/35 Takom



M60A1 1/35 Takom (36453)

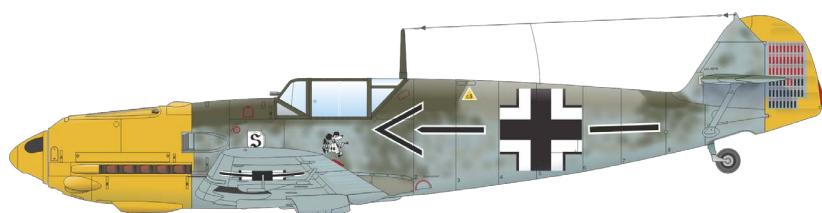
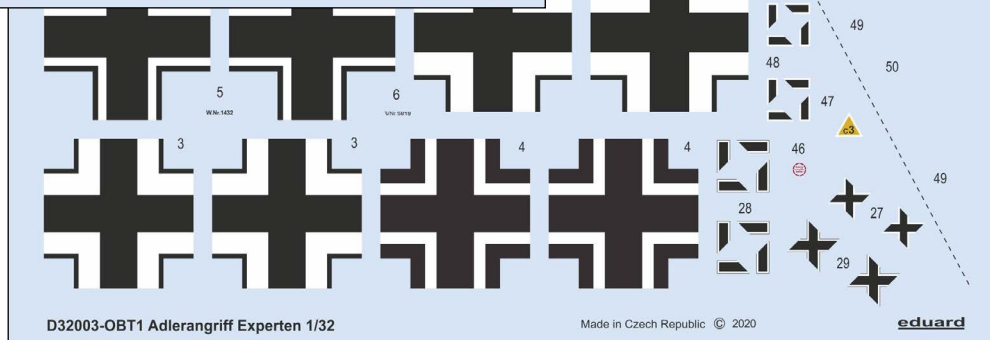




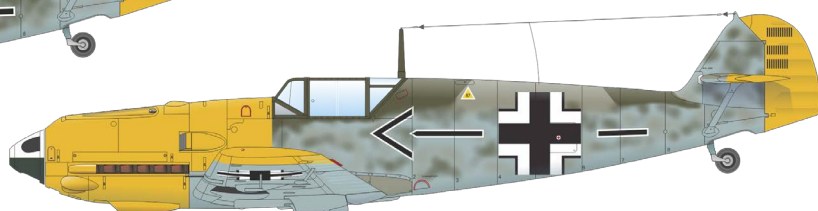
Cat. No. D32003
**ADLERANGRIFF:
EXPERTEN**
1/32 Eduard



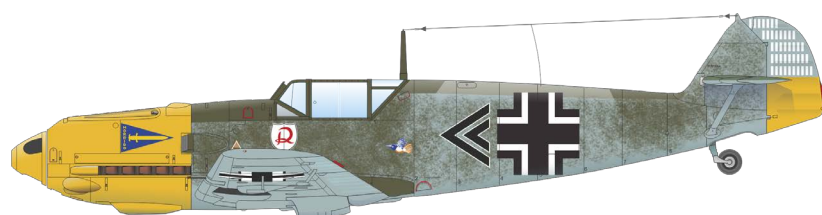
1/32



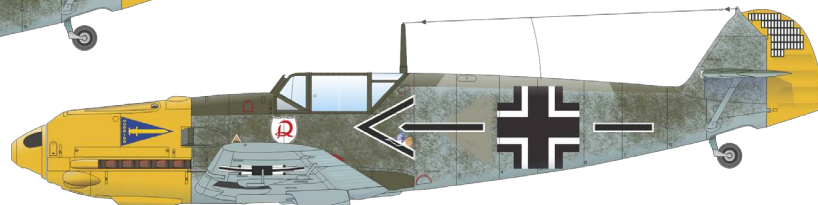
Bf 109E-4/N, WNr. 5819, Obstlt. Adolf Galland,
CO of JG 26, Audembert, France, December 1940



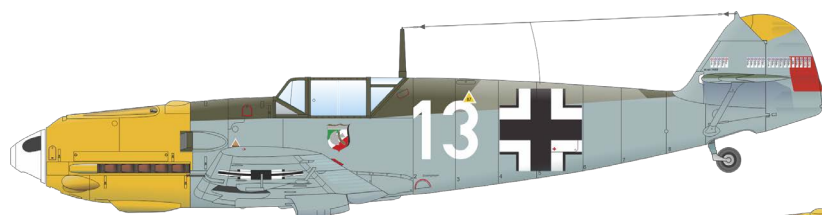
Bf 109E-4, WNr. 2804, Maj. Werner Mölders,
CO of JG 51, Pihen, France, August 1940



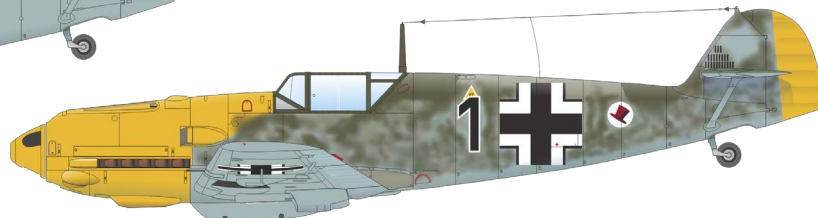
Bf 109E-4, WNr. 5344, Hptm. Helmut Wick,
CO of I./JG 2, Brest, France, October 1940



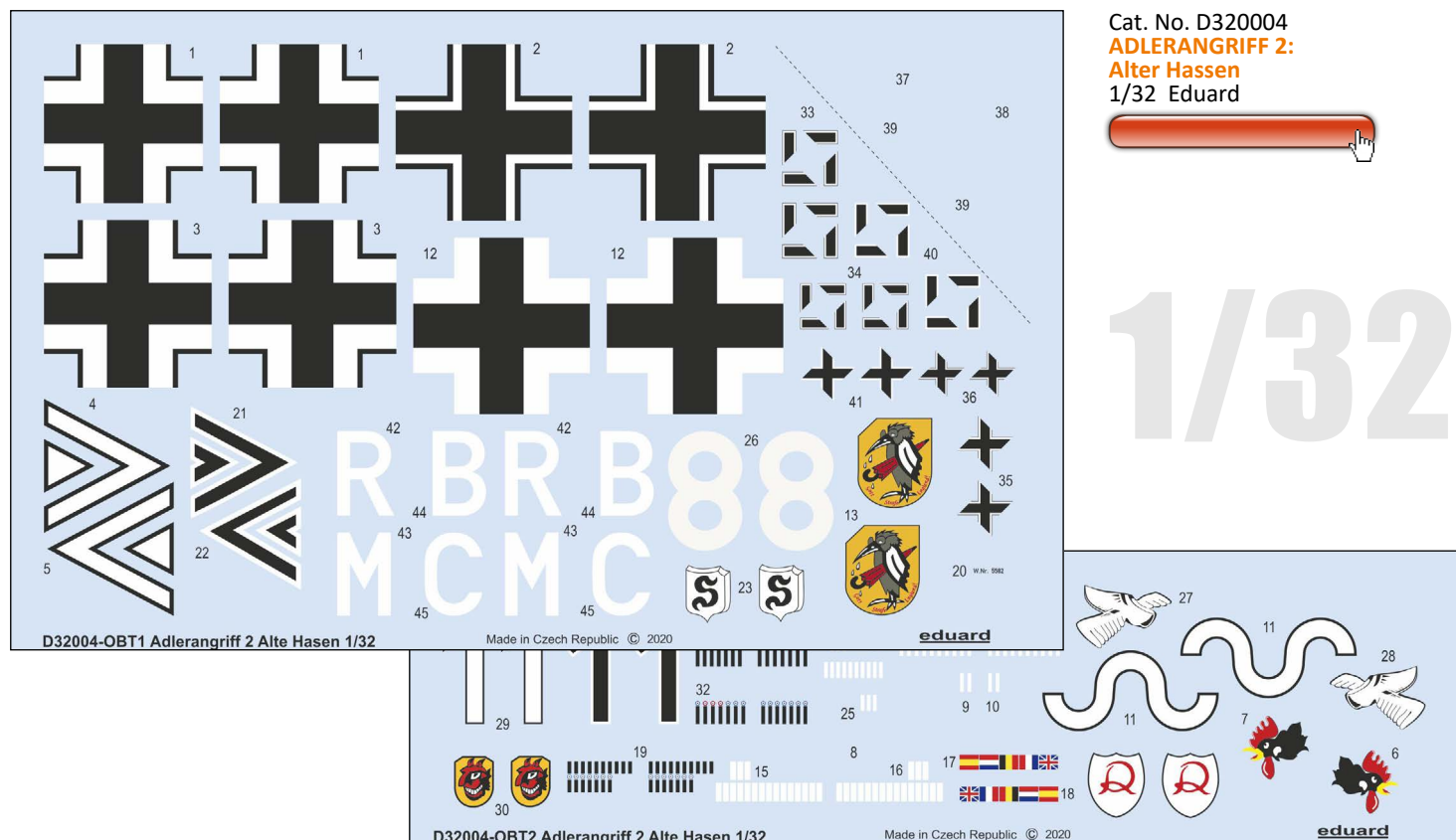
Bf 109E-4, WNr. 5344, Maj. Helmut Wick, CO of JG 2,
Beaumont-le-Roger, France, November 1940



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



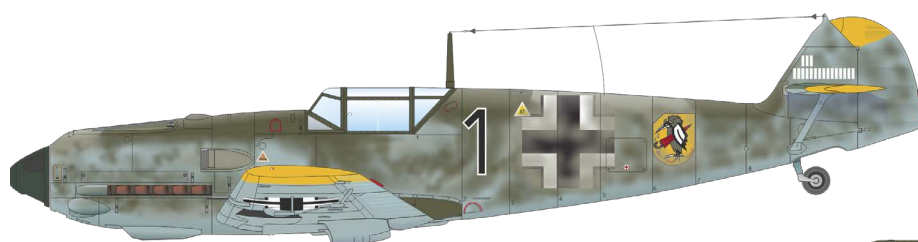
Bf 109E-4/B, WNr. 2030, Hptm. Herbert Ihlefeld,
CO of I.(J)/LG 2, Calais-Marck, France, Autumn 1940



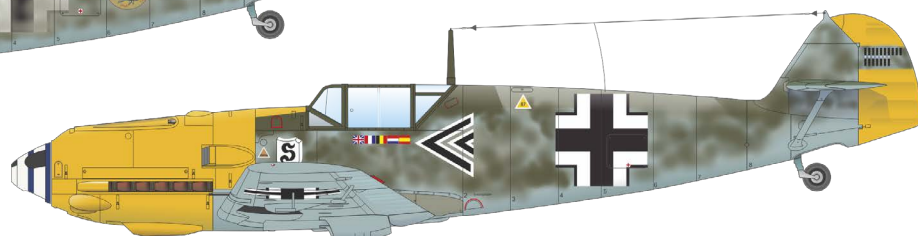
Cat. No. D320004
ADLERANGRIFF 2:
Alter Hassen
 1/32 Eduard



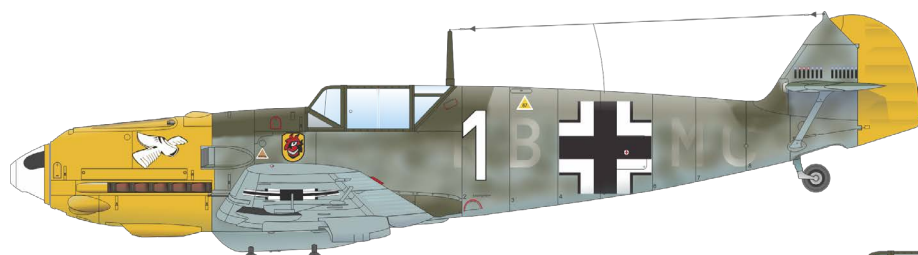
1/32



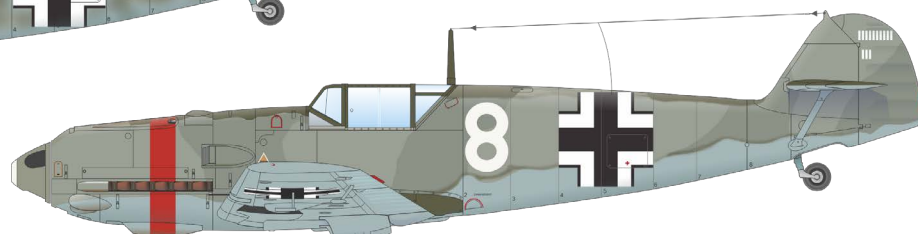
Bf 109E-3, Hptm. Horst Tietzen, CO of 5./JG 51, Desvres, France, July 1940



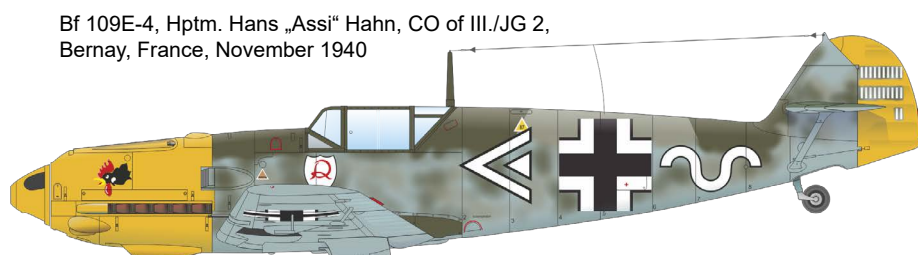
Bf 109E-4, WNr. 5582, Hptm. Rolf Pingel, CO of I./JG 26, Audembert, France, November 1940



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

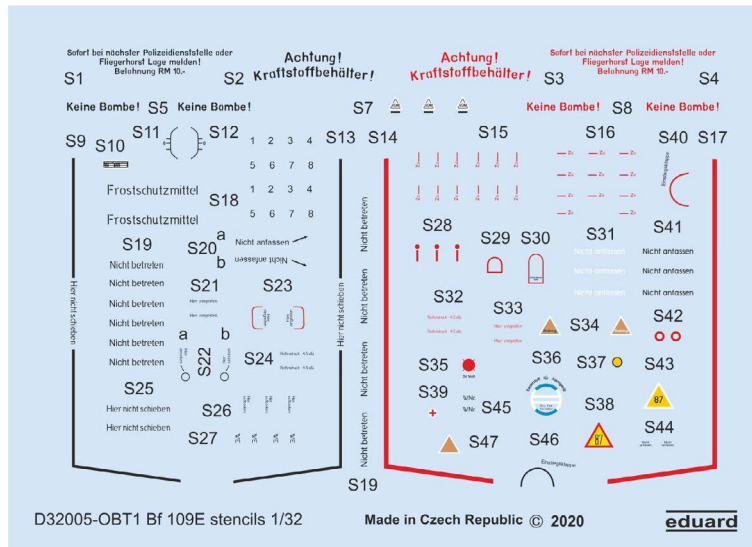


Bf 109E-4, Hptm. Hans-Karl Mayer, CO of 1./JG 53, Rennes, France, August 1940

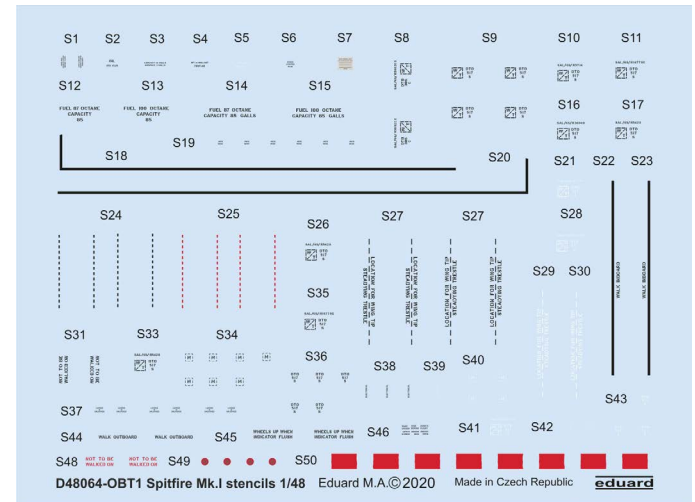


Bf 109E-4, Hptm. Hans „Assi“ Hahn, CO of III./JG 2, Bernay, France, November 1940

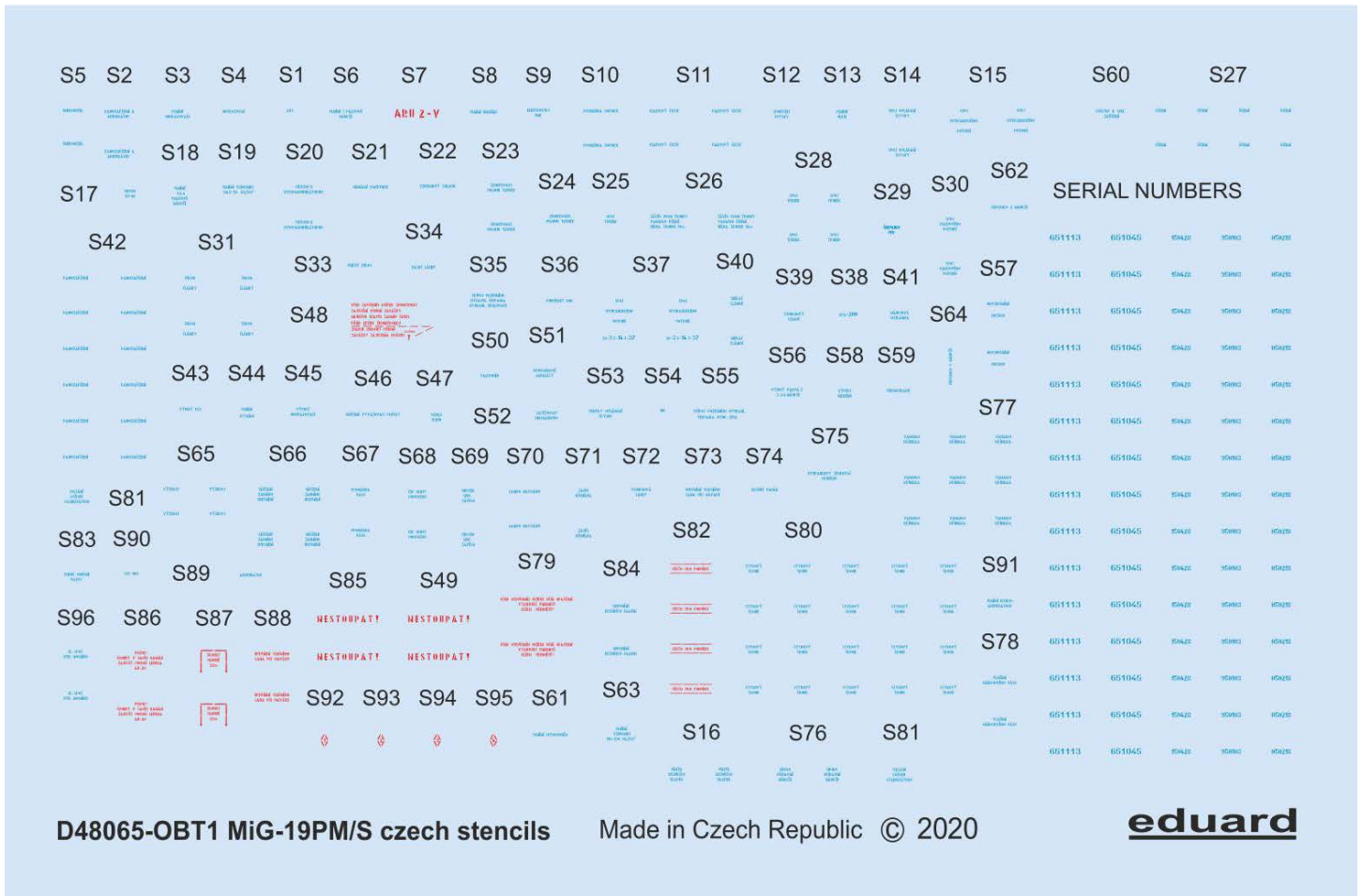
Cat. No. D32005
Bf 109E stencils
1/48 Eduard



Cat. No. D48064
Spitfire Mk.I
stencils
1/48 Eduard



Cat. No. D48065
MiG-19
stencils Czech
1/48 Eduard

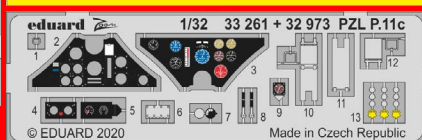
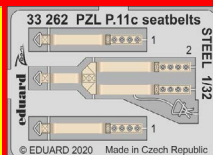
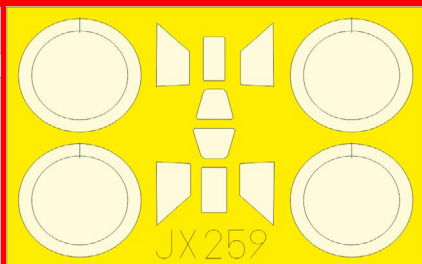
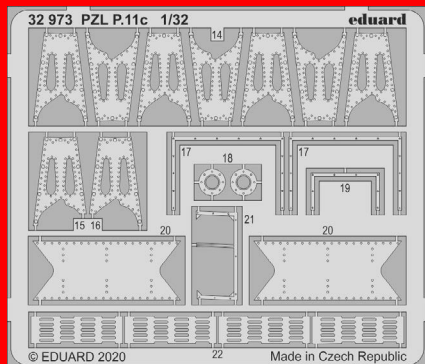


All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

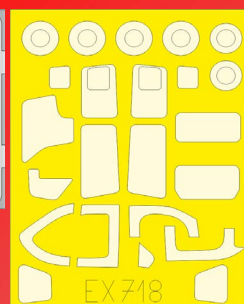
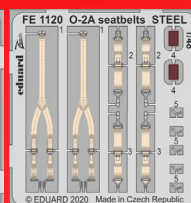
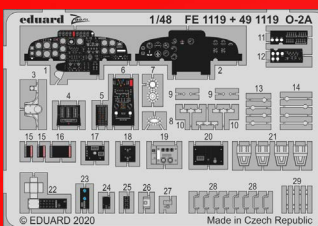
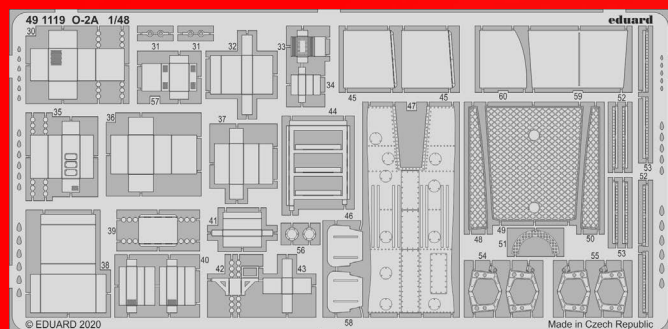
BIG33121 PZL P.11c 1/32 IBG

32973 PZL P.11c 1/32
33262 PZL P.11c seatbelts STEEL 1/32
JX259 PZL P.11c 1/32



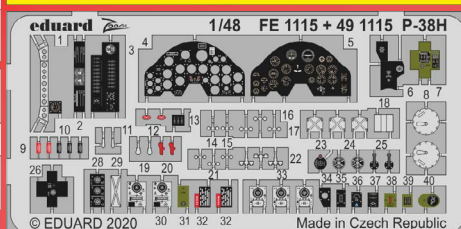
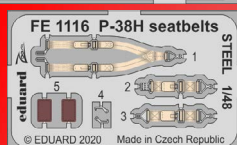
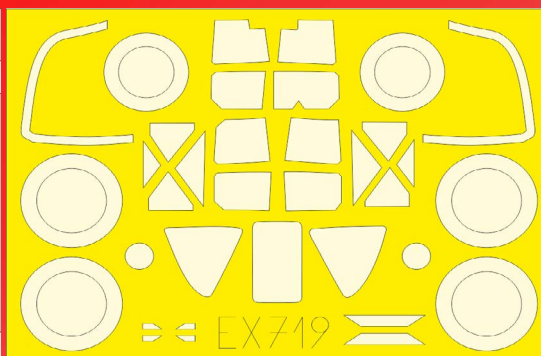
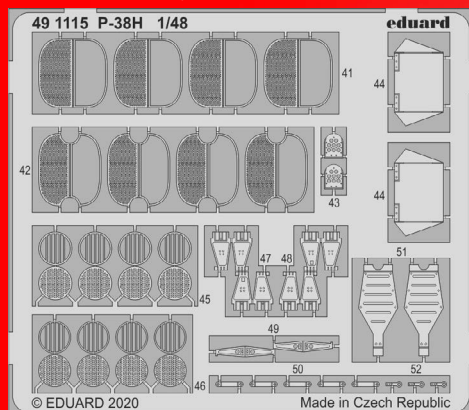
BIG49267 O-2A 1/48 ICM

491119 O-2A 1/48
FE1120 O-2A seatbelts STEEL 1/48
EX718 O-2A 1/48



BIG49268 P-38H 1/48 Tamiya

491115 P-38H 1/48
FE1116 P-38H seatbelts STEEL 1/48
EX719 P-38H 1/48

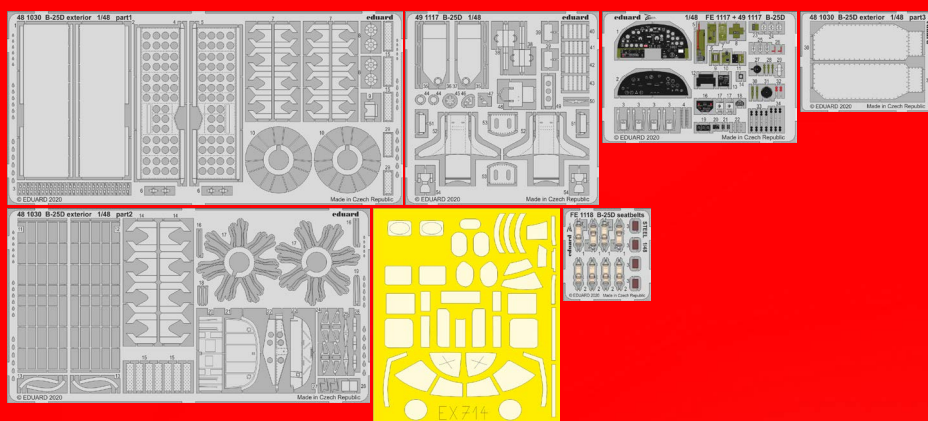


All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

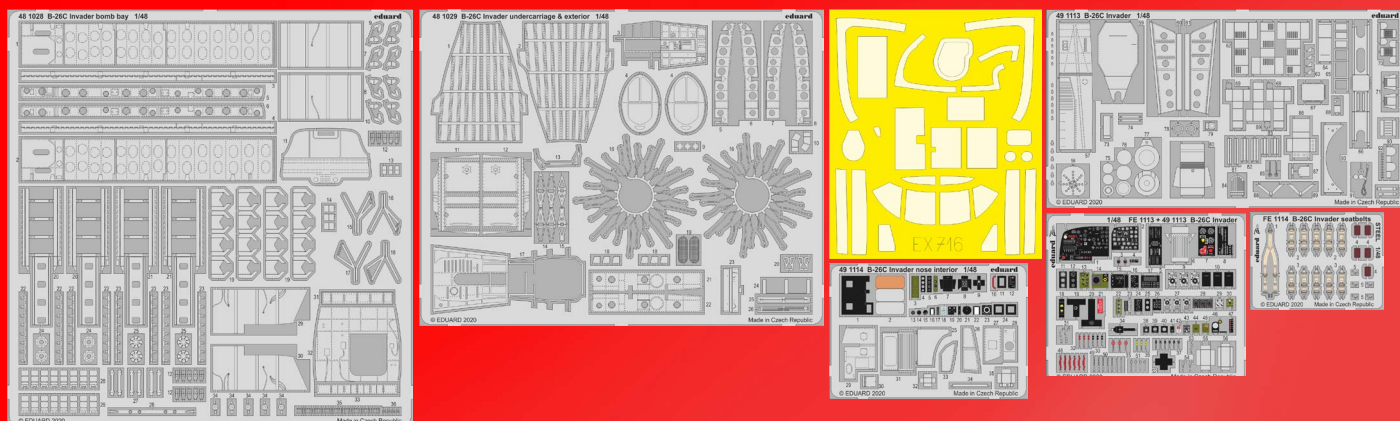
BIG49269 B-25D 1/48 Revell

- 481030 B-25D exterior 1/48
- 491117 B-25D 1/48
- FE1118 B-25D seatbelts STEEL 1/48
- EX714 B-25D 1/48



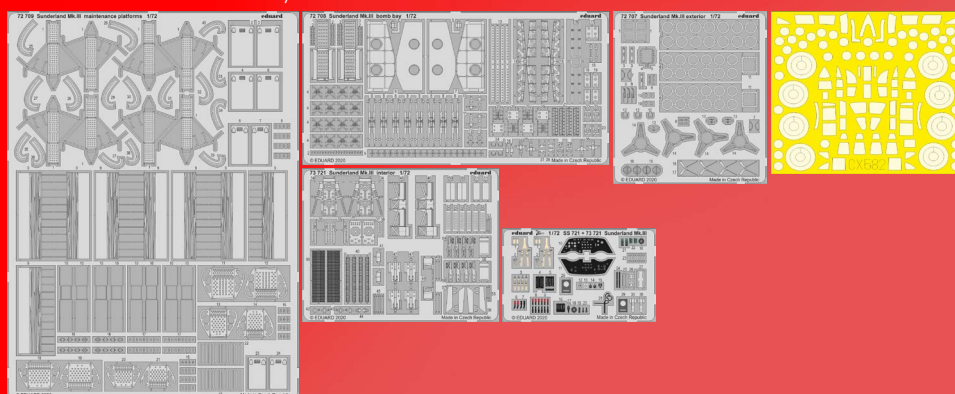
BIG49270 B-26C Invader 1/48 ICM

- 481028 B-26C Invader bomb bay 1/48
- 481029 B-26C Invader undercarriage & exterior 1/48
- 491113 B-26C Invader 1/48
- 491114 B-26C Invader nose interior 1/48
- FE1114 B-26C Invader seatbelts STEEL 1/48
- EX716 B-26C Invader 1/48



BIG72161 Sunderland Mk.III 1/72 Special Hobby

- 72707 Sunderland Mk.III exterior 1/72
- 72708 Sunderland Mk.III bomb bay 1/72
- 72709 Sunderland Mk.III maintenance platforms 1/72
- 73721 Sunderland Mk.III interior 1/72
- CX582 Sunderland Mk.III 1/72

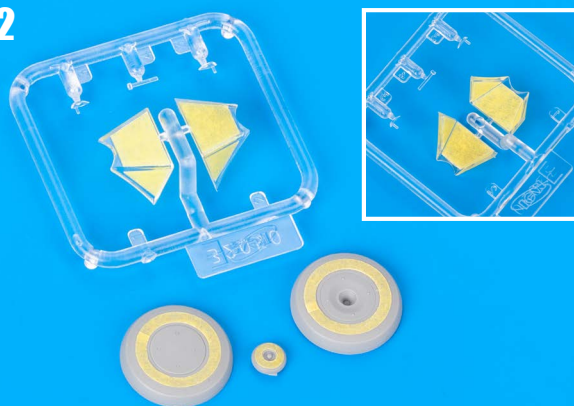


EDUARD MASK

IT FITS!

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

JX262



**EX726
EX727**



EX727



**EX731
EX732**



EX732



**EX733
EX734**



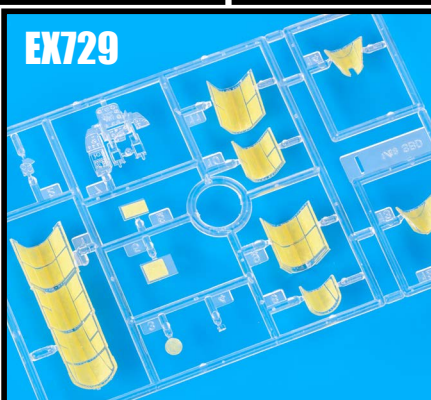
EX734



EX728



EX729



EX735



November 2020

KITS

82103	F-6F/K	1/48	ProfiPACK
11145	ADLERTAG	1/48	Limited edition
2132	ADLERTAG	1/72	Limited edition
7455	MiG-21PF	1/72	Weekend edition

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

BIGED

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

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

LookPLUS

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

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

SERVUS ★ CHLAPCI

1/72



Cat. No. 2131

built by Robert Szwarc

MARKING E





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 sharkmouths.

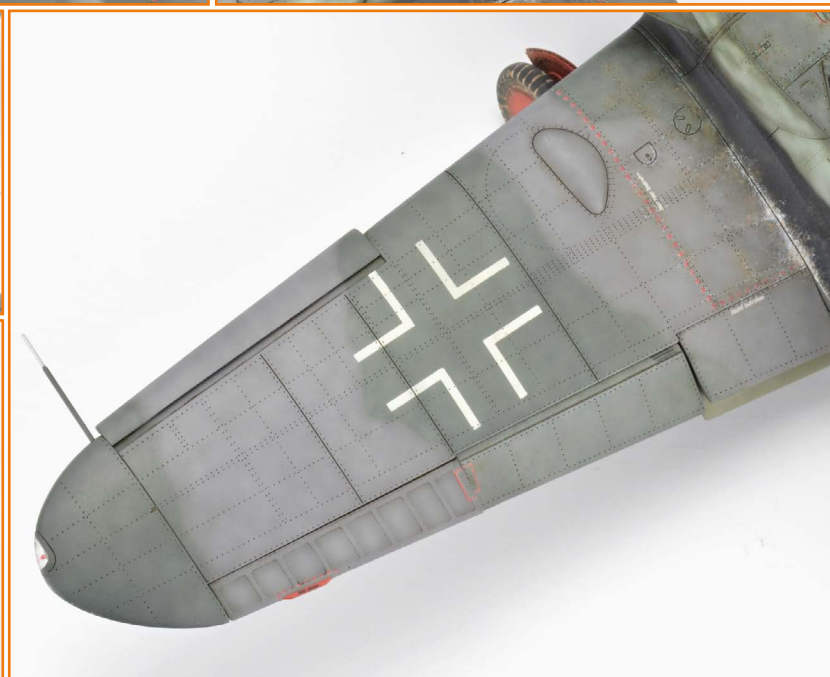
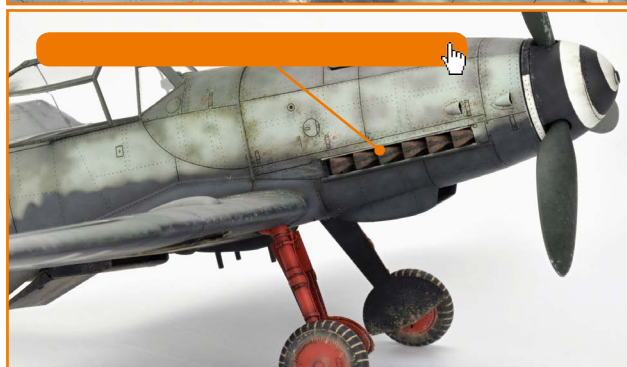
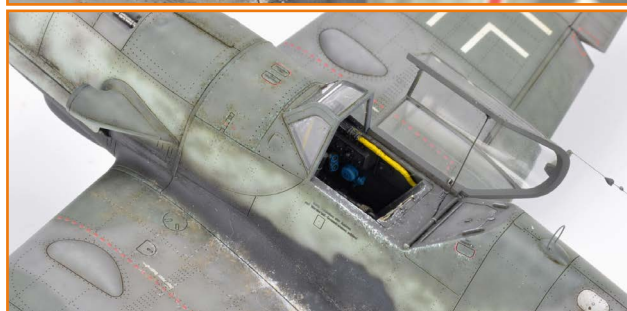
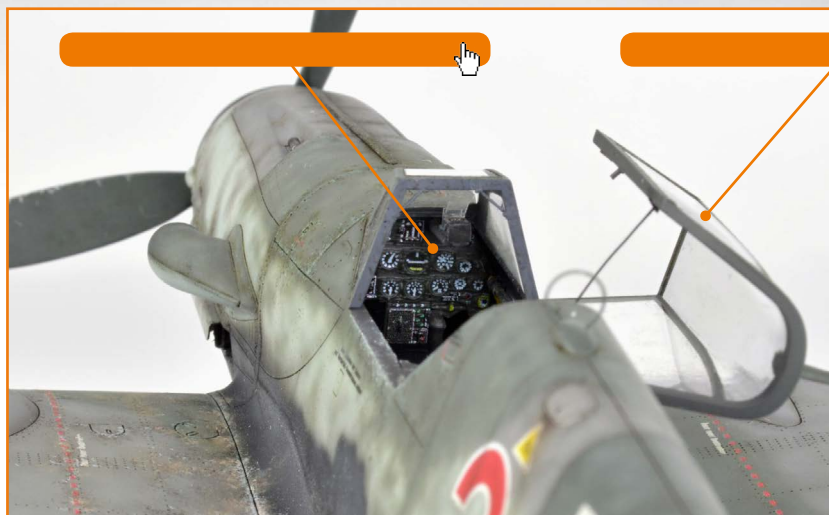


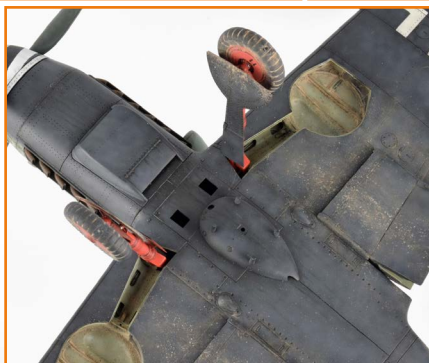
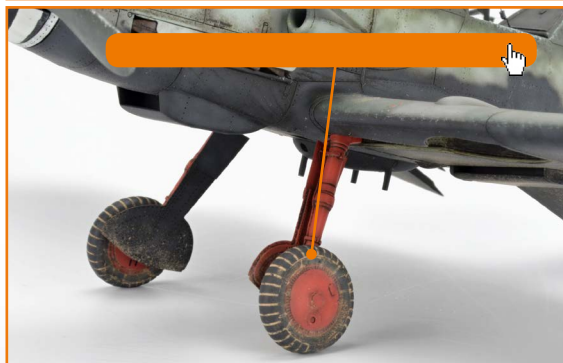
Bf 109G-6/AS

1/48



built by **Jan Baranec**
CAMO A
Cat. No. 82163





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

The future Knight's Cross recipient, the ace with 30 night victories over the enemy aircraft, was born on December 4th, 1912 in Sulzbach in Saarland. In 1934 he completed his pilot training and got the job with Lufthansa. After the outbreak of World War II he was ordered to the Luftwaffe. Initially he was flying as a transport pilot, later as an instrument flying instructor. In December 1942 he was assigned to KG 50 operating He 177 aircraft, in the summer of the following year he responded to Hajo Hermann call and requested the reassignment to JG 300 famous for its Wilde Sau (single-engine fighter night interception deployment) tactics. While serving with this unit he was credited with 19 kills and in January 1944 he was ordered to form 1./NJGr. 10. In August 1944 he was promoted to command I./NJG 11 and lead this unit until the end of World War II. He passed away on November 2nd, 1987.

The lower and partially side surfaces were painted black for the better night camouflage. The red stripe surrounding the rear fuselage indicated the original owner of this aircraft within Reich Defense, JG 300. The pilot's "score" was painted on the both sides of the rudder in the form of the 23 stripes with the enemy nationality and date of the victory.

BUILT

EDUARD GOODIES

Mi-24

1/48 Zvezda



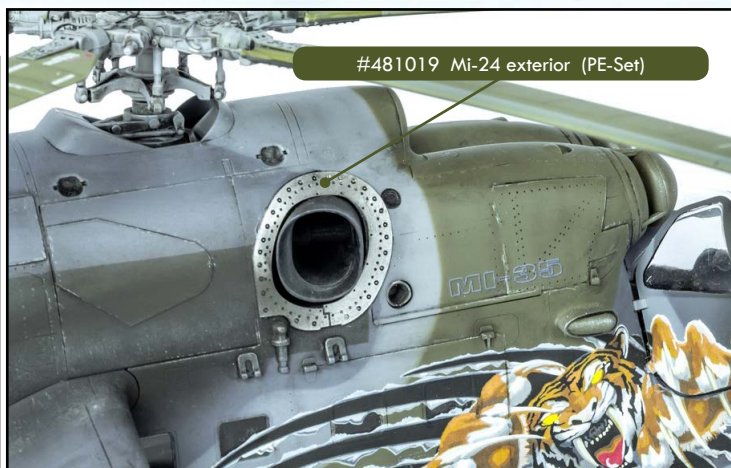
Mi-35 3361, 221. vrl, 22. zVrL,
NATO Tiger Meet, Cambrai,
May 14, 2011



built by Matthias Becker



#648587 Mi-24V 9A624 machine gun (Brassin)

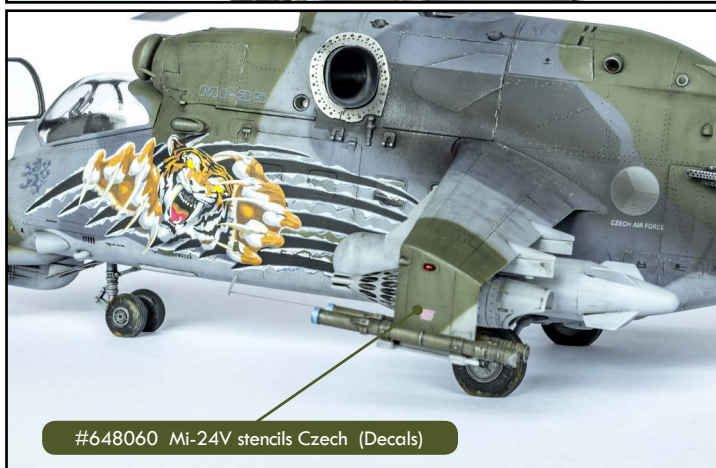
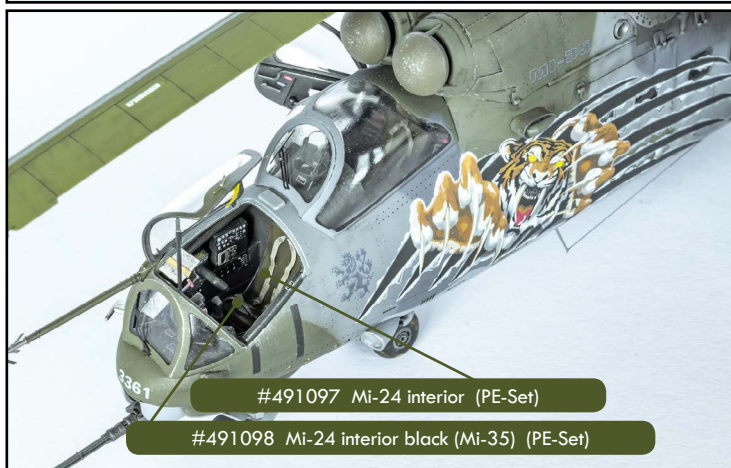


#481019 Mi-24 exterior (PE-Set)



#648574 UB-32A-24 rocket launcher (Brassin)





P-51D-5 1/48

ProfiPACK
edition**Cat. No. 82101****built by Stefan Fraundorfer**

s/n 44-13859, Lt. Walter Mullins, 55th FS, 20th FG, 8th AF, Kings Cliffe, United Kingdom, September 1944

Besides marking the aircraft with girlfriends, children or wife's names, drawings of the sparsely clad ladies decorated some aircraft noses. Its artistic appearance depended on the ground personnel skills, if any could be found at the unit level. One of the Mustangs that sported the "pin up girl" artwork was the aircraft belonging to 55th FS flown by Lt. Mullins. Factory finish was supplemented with the olive color coat on the fuselage and wings upper surfaces. 55th FS affiliation is further confirmed by the fuselage code KI as well as the black triangle on the vertical tail surface and the rudder carrying the plane's individual letter in white color.



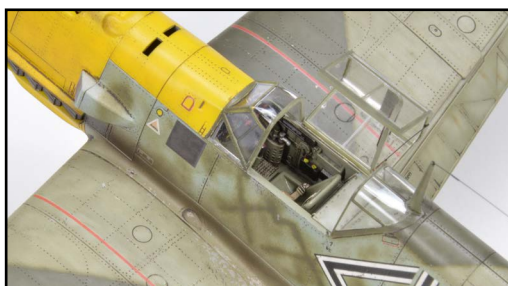
Adlerangriff

1/48

Bf 109E in the Battle of Britain
Limited Edition

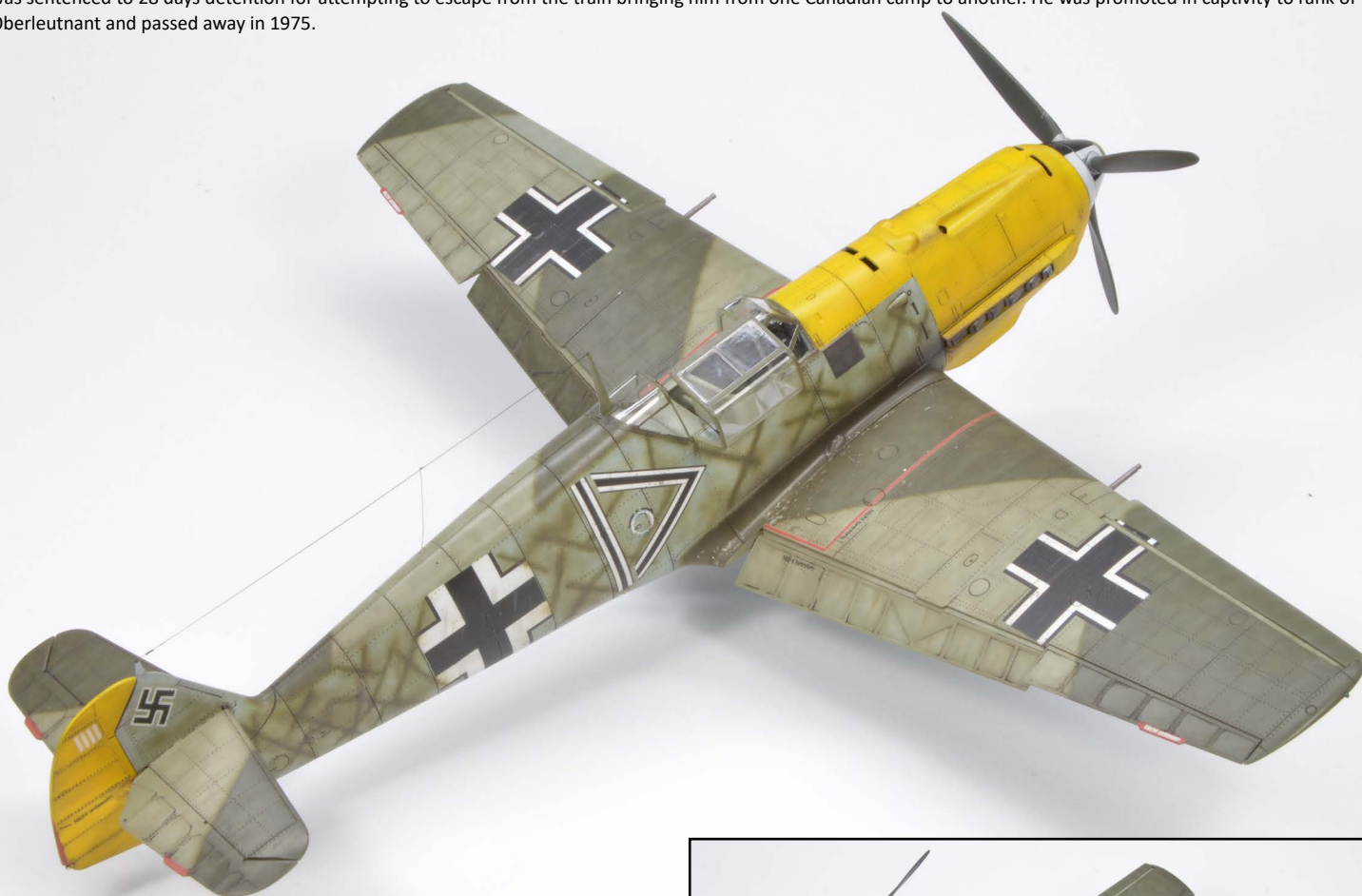


Cat. No. 11144
built by Robert Szwarc



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

This „Emil“ was personal mount of Stab II./JG 54 officer Lt. Bernhard Malischewski who served with the unit already under its original designation I./JG 76. He scored one victory during Sitzkrieg and three more in French campaign and Battle of Britain. The last one occurred on September 29th, when he shot down a Spitfire near London, Malischewski was captured on October 12th after forced landing south of Tenterden, Kent. It is believed that his victor was S/Ldr R.S. Tuck, however Malischewski said he suffered engine failure during dog fight. Indeed his airplane did not have any hits from enemy fire. In UK he was kept as prisoner of war at Camp 13, the Hayes Camp, in Swanwick, Derbyshire. He joined to group of prisoner, including Franz von Werra, who were planning escape through a tunnel. They nicknamed themselves as „Swanwick Tiefbau A. G.“. Three prisoners including von Werra escaped, but Malischewski gave up the effort earlier during digging process. In February 1945 he was sentenced to 28 days detention for attempting to escape from the train bringing him from one Canadian camp to another. He was promoted in captivity to rank of Oberleutnant and passed away in 1975.



Barbarossa

1/48

#648472 Bf 109E cockpit & radio compartment (Brassin)

Cat. No. 11127

built by Josef Blažek

KAMO B



#48780 Bf 109E-4/E-7 (PE-Set)



#648058 Bf 109E wheels (Brassin)



Bf 109E-4/B, W. Nr. 2060, Lt. Hans Guse, 2.(J)/LG 2, Tudora, Soviet Union (today's Republic of Moldova), July 1941

Same as JG 77, after the Greek campaign the Lehrgeschwader 2 was withdrawn from the combat to rest and re-equip which was to take place in Belgrade. The relocation to the Romanian territory followed in the middle of July where the Messerschmitt Bf 109E (some in the fighter-bomber configuration) equipped LG 2 was on alert to be deployed against the Soviet Union. Its operation Barbarossa participation started early morning of June 22nd.

"Black 10" aircraft, which retained its camouflage from Greece and Crete campaigns and was equipped with a tropical filter, was shot down by Soviet I-16 on July 10th, 1941. The pilot is still listed as missing in action. The aircraft marking is complemented by 1.(J)/LG 2 marking under the windshield and 2. (J)/LG 2 behind the fuselage cross.



MIRAGE 2000C

BEST BRASS AROUND

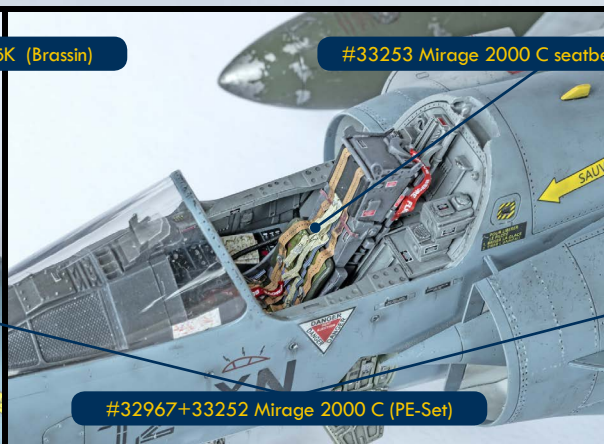
for KITTY HAWK kit 1/32



built by
Matthias Becker
JET&PROP



#634018 Mirage 2000 C LööK (Brassin)



#33253 Mirage 2000 C seatbelts STEEL (PE-Set)



#32967+33252 Mirage 2000 C (PE-Set)



#32967+33252 Mirage 2000 C (PE-Set)

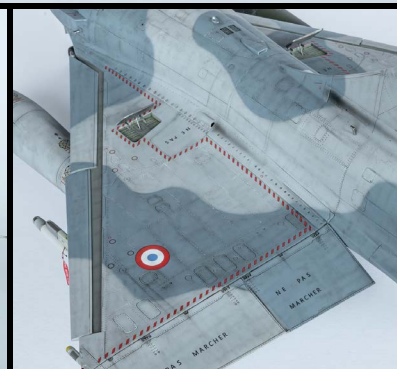


#32967+33252 Mirage 2000 C (PE-Set)

#JX252 Mirage 2000 C TFace (Mask)

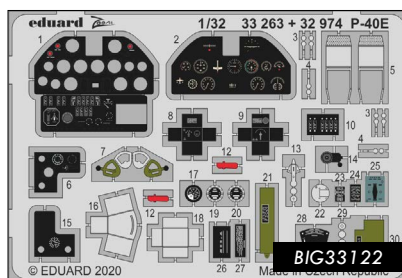
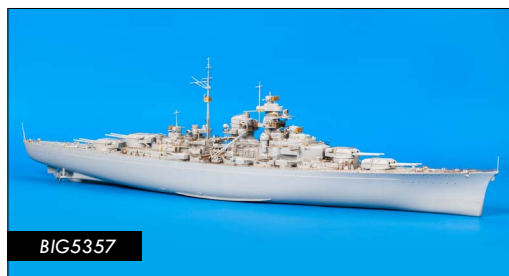


#32886 Remove Before Flight STEEL (PE-Set)



#32886 Remove Before Flight STEEL (PE-Set)

BRASSIN



BIG ED (December)

- BIG5357 Bismarck 1/350 Trumpeter
- BIG33122 P-40E part I 1/32 Trumpeter
- BIG33123 P-40E part II 1/32 Trumpeter
- BIG49271 Bf 110E 1/48 Dragon
- BIG72162 Ju 88A-1 1/72 Revell

BRASSIN (December)



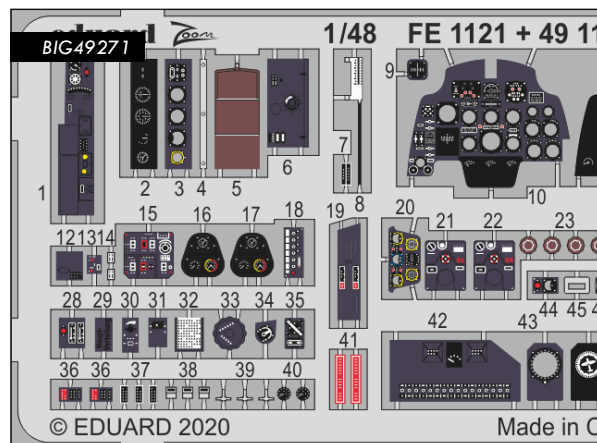
- 632162 Mk.20 Rockeye 1/32
- 632163 AGM-45 Shrike 1/32
- 634021 Bf 109E LööK 1/32 Eduard
- 644076 Bf 110C LööK 1/48 Eduard
- 644077 Bf 110D LööK 1/48 Eduard
- 648598 GBU-54 Thermally Protected 1/48
- 648600 F-6D cockpit 1/48 Eduard
- 648601 AN/ALE-41 Chaff dispenser 1/48
- 648602 Bf 110C/D radio equipment 1/48 Eduard
- 672247 Z-37A wheels 1/72 Eduard
- 672251 Beaufort Mk.I wheels 1/72 Airfix

LööKPlus (December)

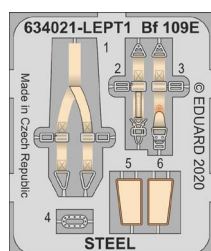
- 634022 P-40E LööKplus 1/32 Trumpeter
- 644078 F-14A w/ early wheels LööKplus 1/48 Tamiya

BIGSIN (December)

- SIN64868 Spitfire Mk.I Essential 1/48 Eduard

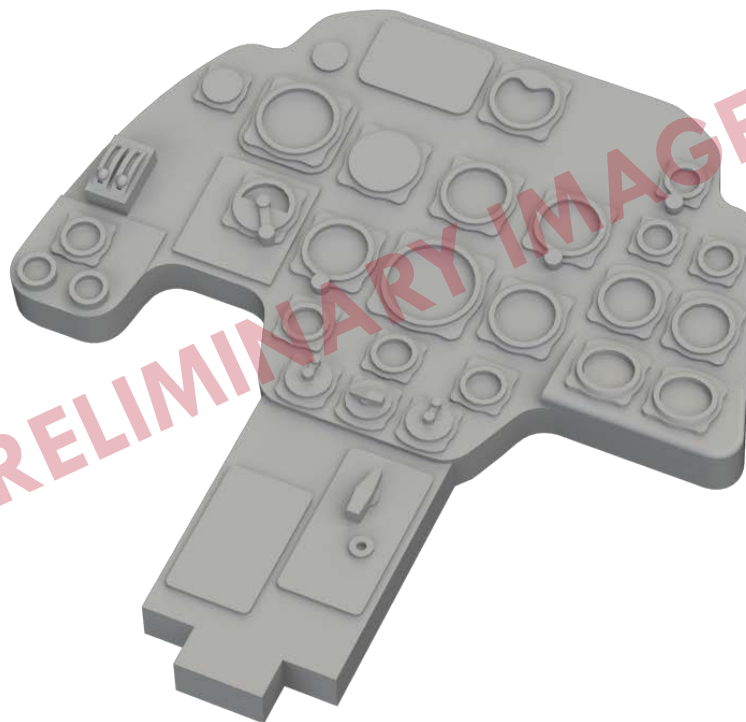


634021 Bf 109E LööK 1/32 Eduard



644076 Bf 110C LööK 1/48 Eduard

PRELIMINARY IMAGES

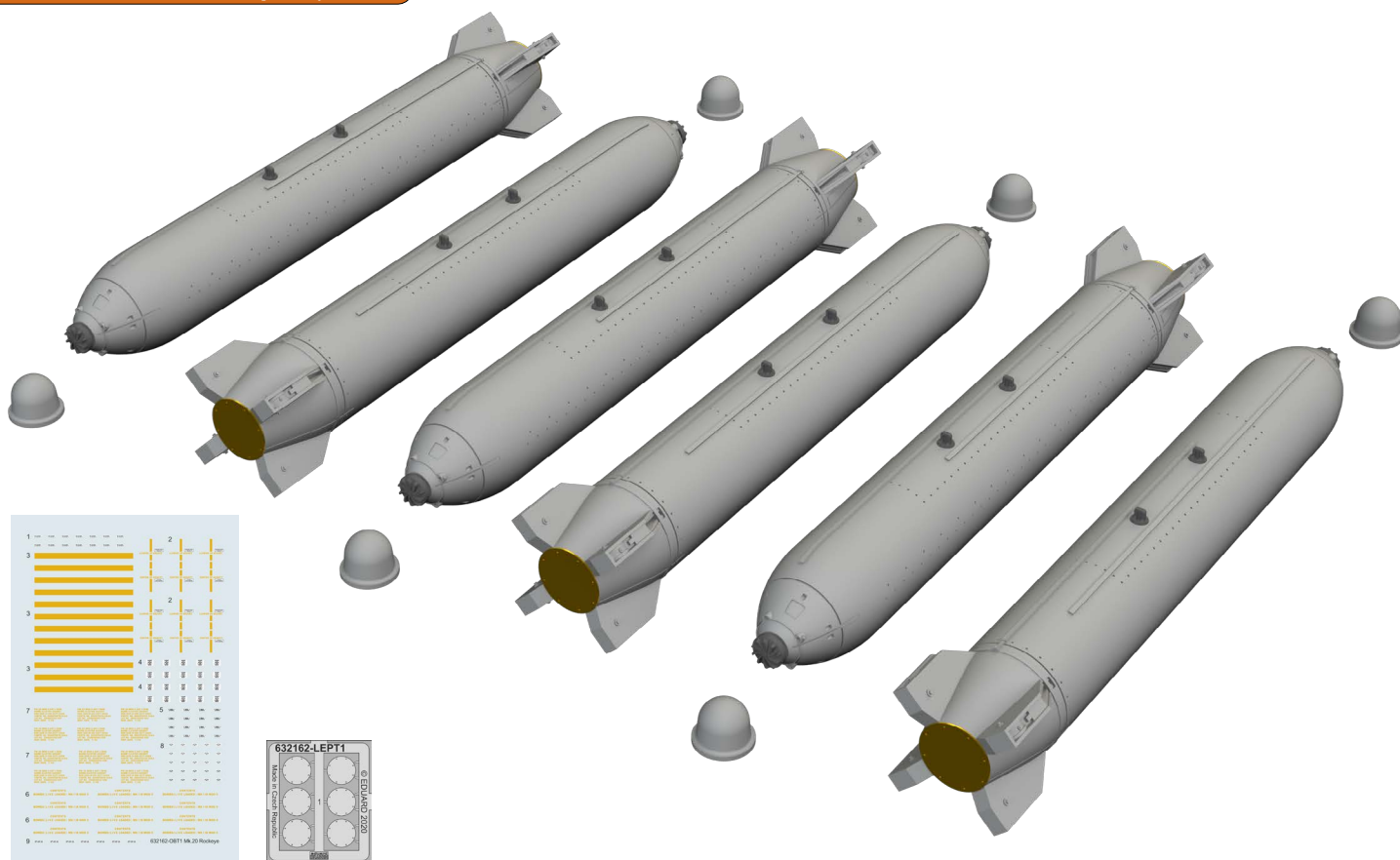


644077 Bf 110D LööK 1/48 Eduard

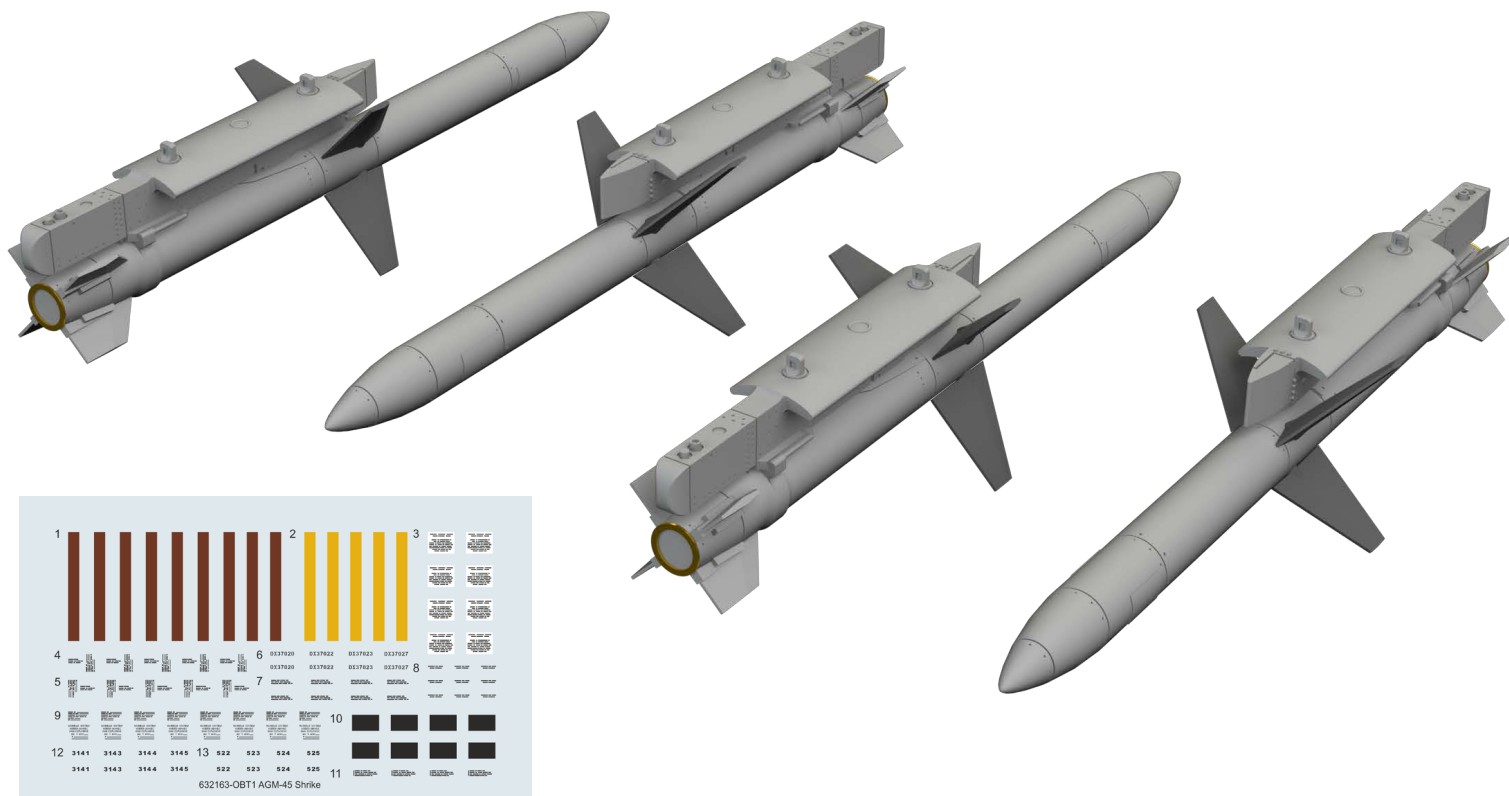


BRASSIN

632162 Mk.20 Rockeye 1/32



632163 AGM-45 Shrike 1/32

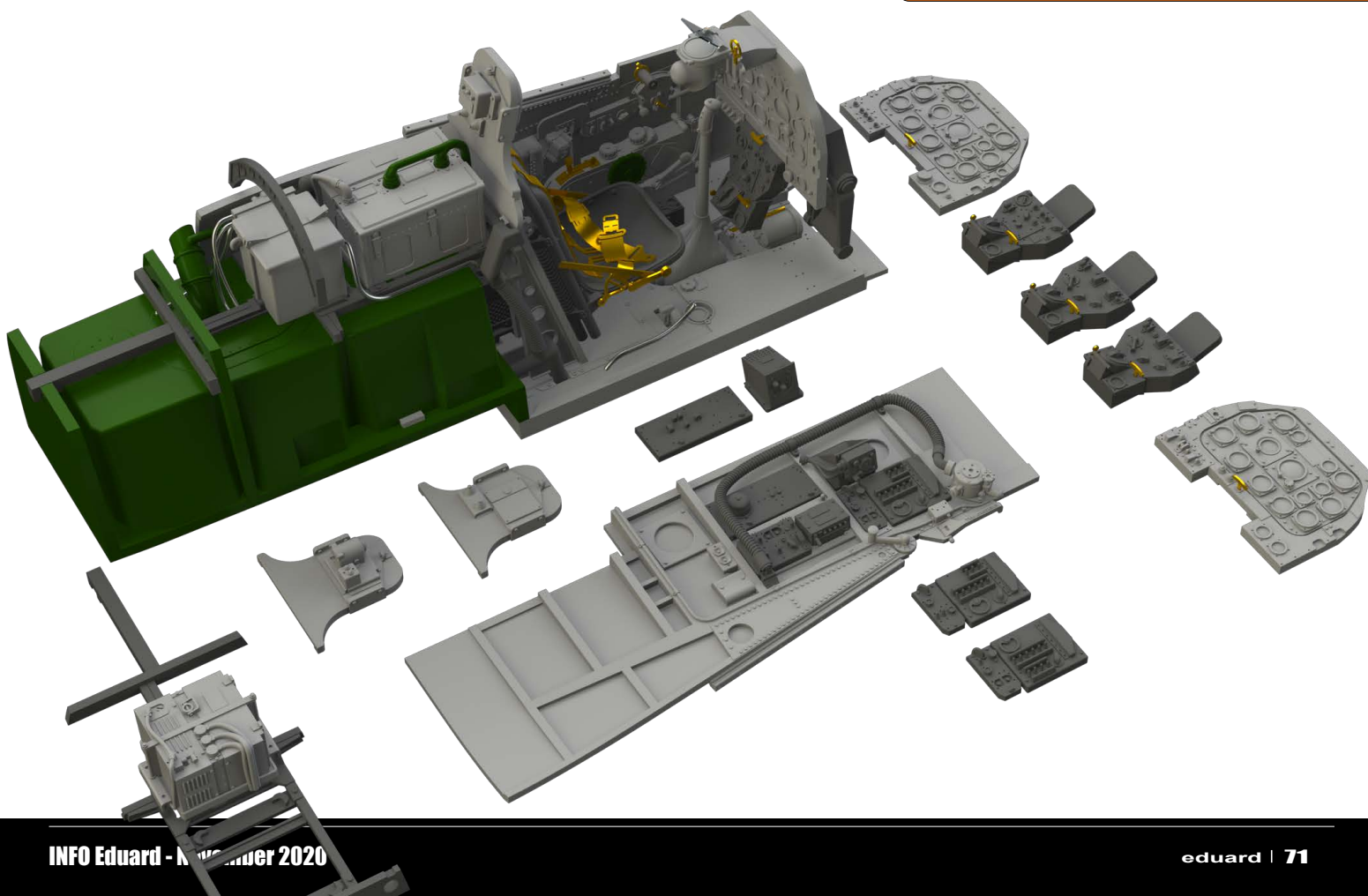


BRASSIN

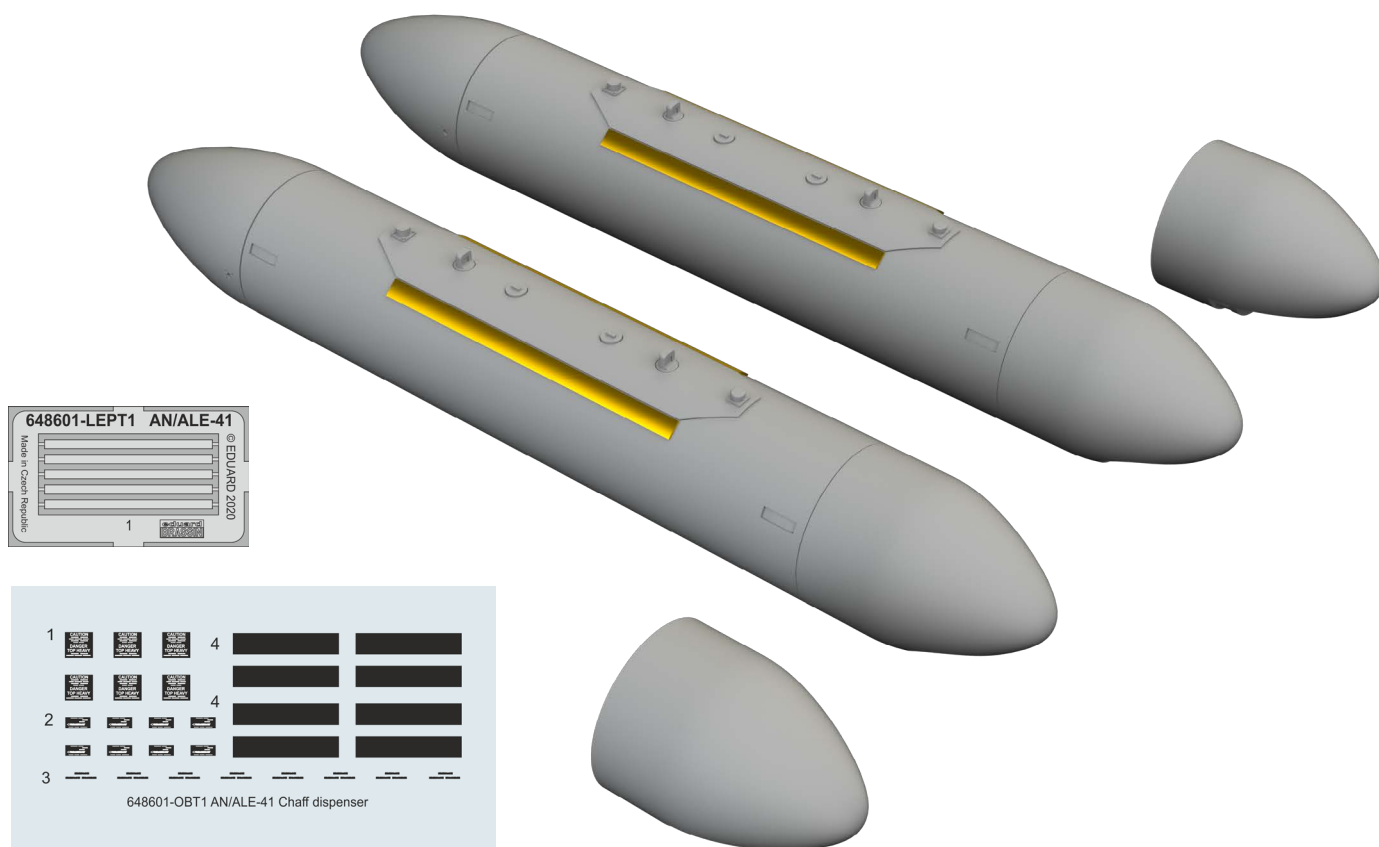
648598 GBU-54 Thermally Protected 1/48



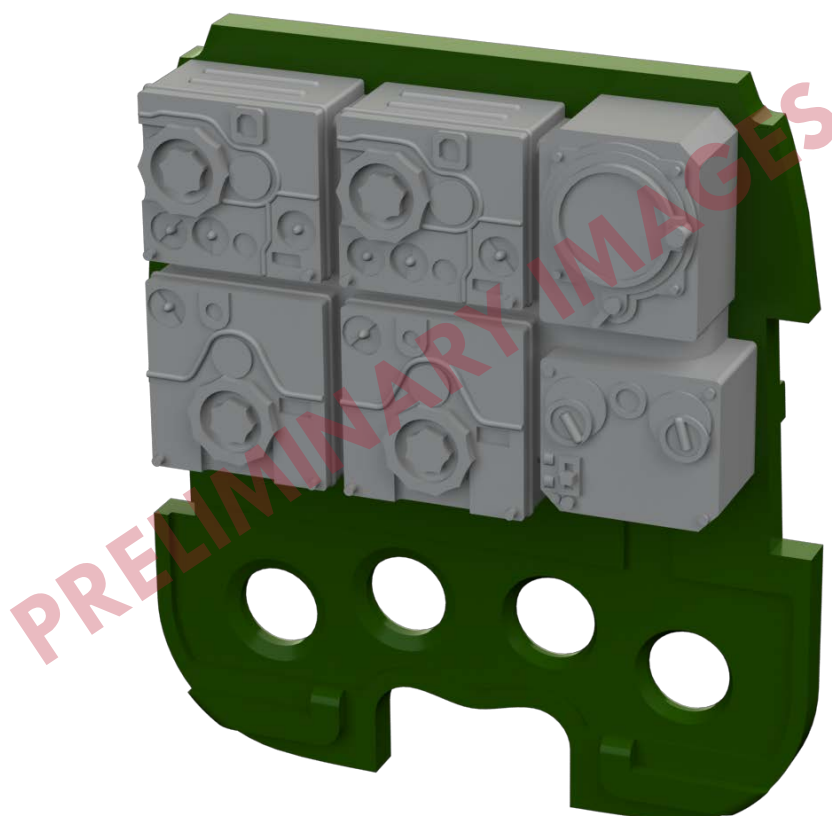
648600 F-6D cockpit 1/48 Eduard



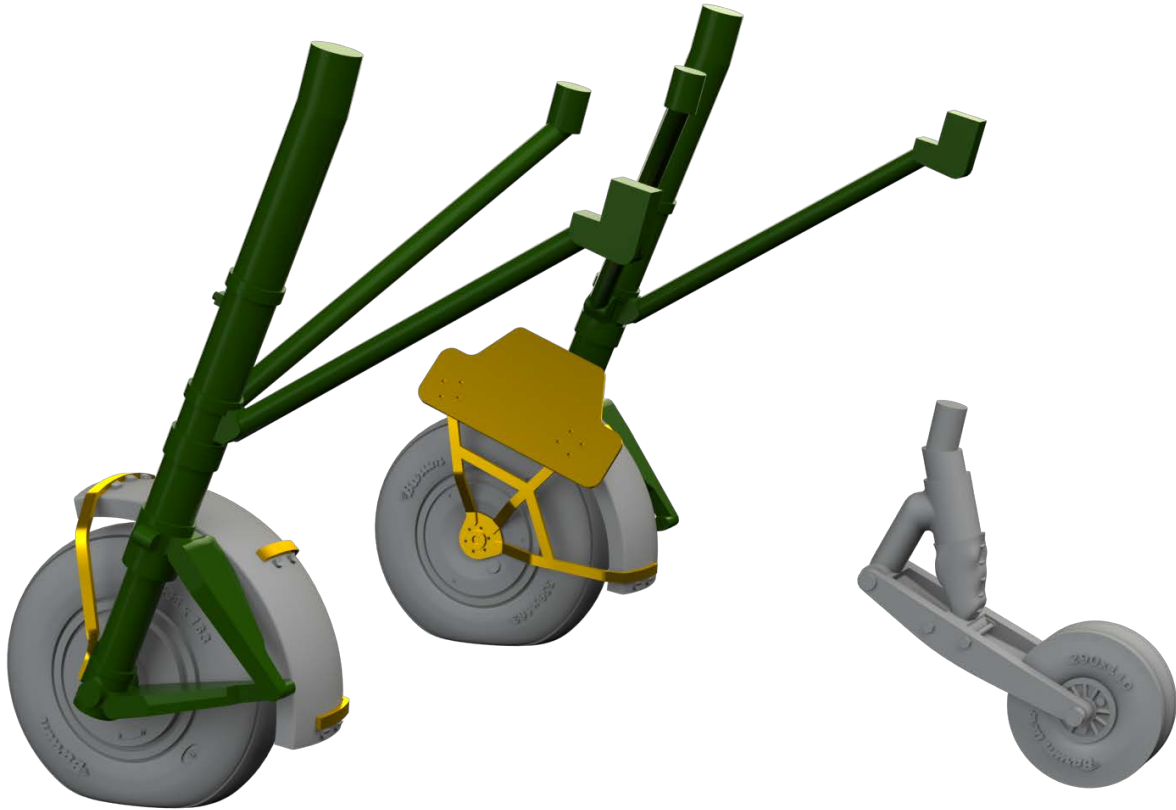
648601 AN/ALE-41 Chaff dispenser 1/48



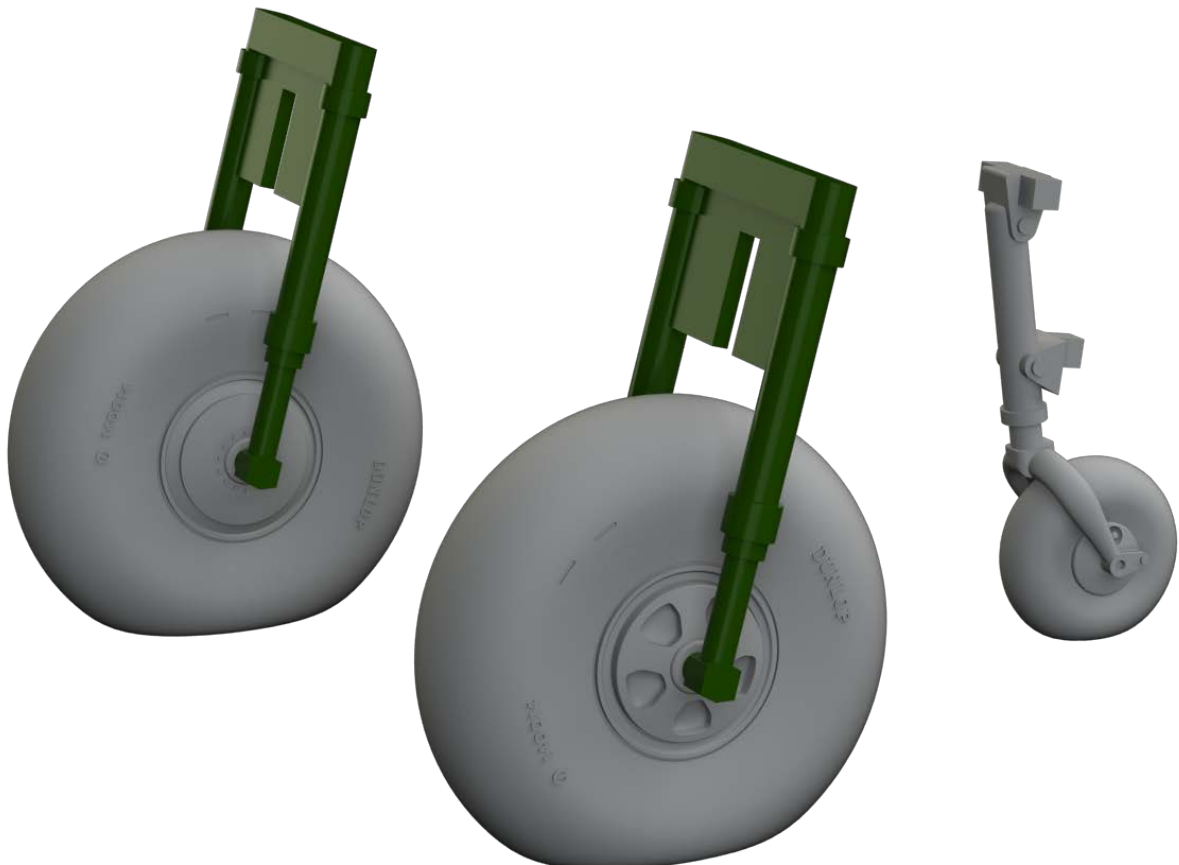
648602 Bf 110C/D radio equipment 1/48 Eduard



672247 Z-37A wheels 1/72 Eduard



672251 Beaufort Mk.I wheels 1/72 Airfix



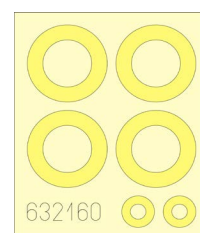
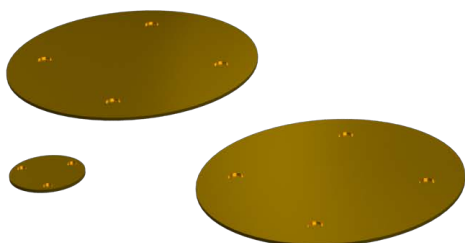
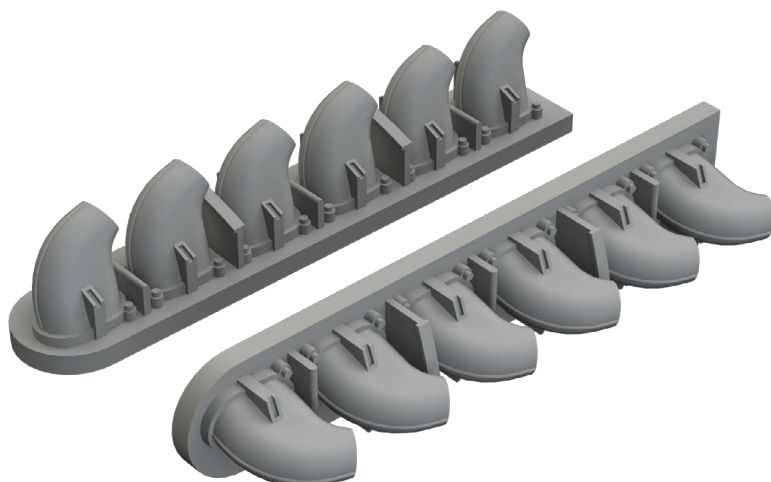
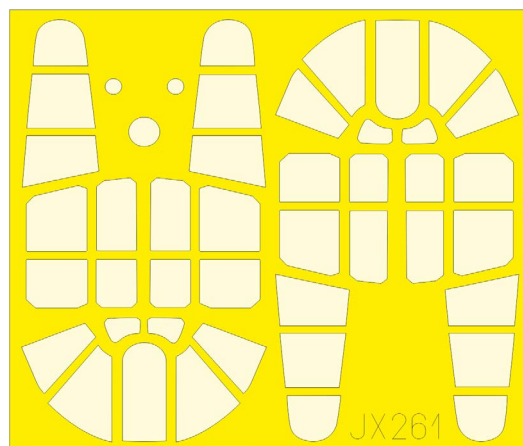
634022 P-40E LööKplus 1/32 Trumpeter

Collection of 4 sets for P-40E in 1/32 scale by Trumpeter.

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



LööKt



BRASSIN

644078 F-14A w/ early wheels LööKplus 1/48 Tamiya

Collection of 3 sets for F-14A in 1/48 scale by Tamiya.

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

LööK



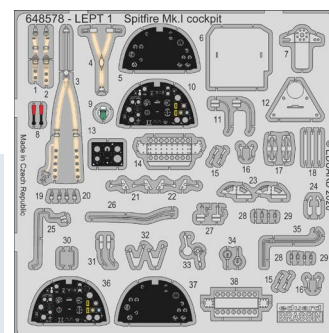
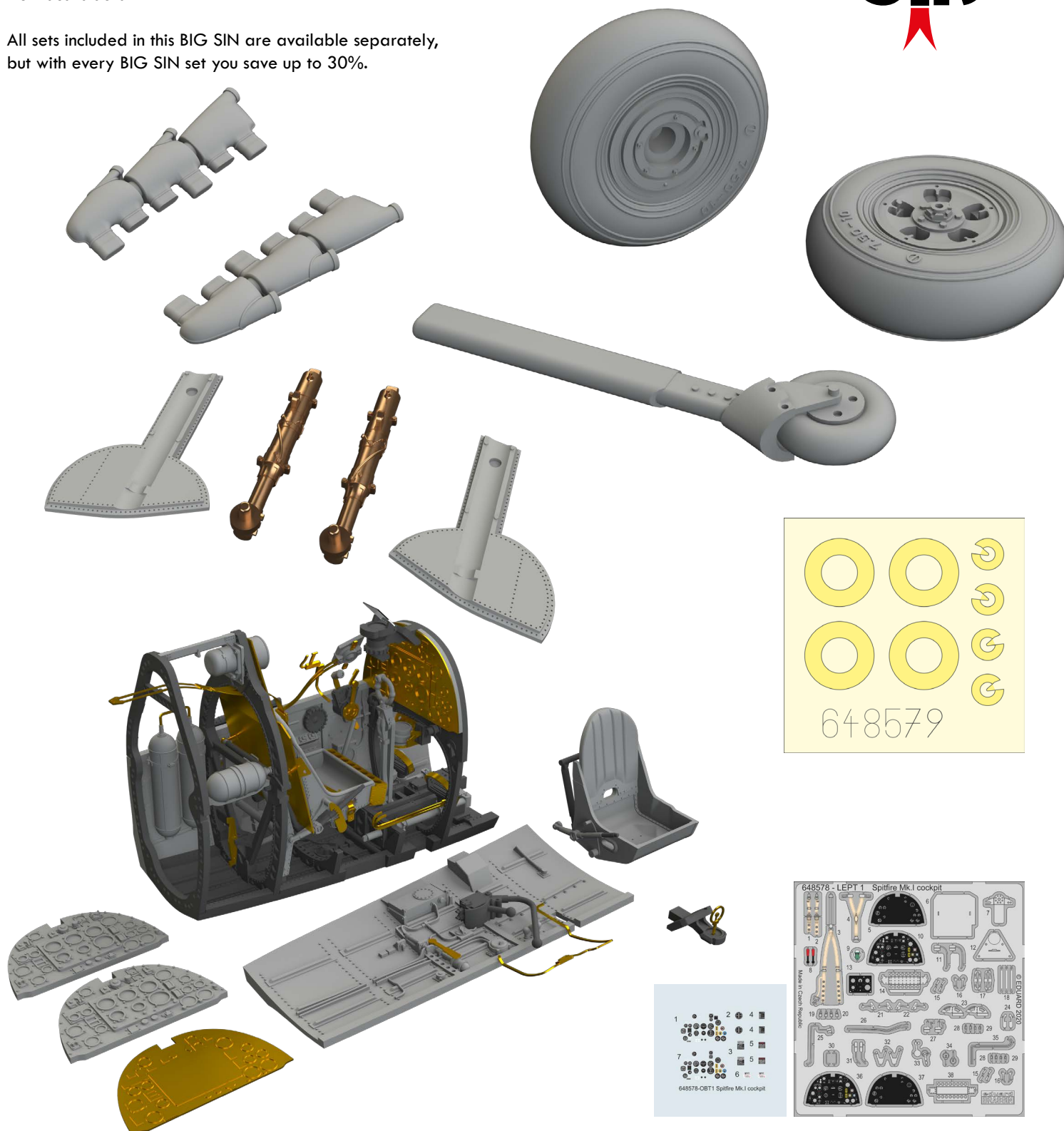
BRASSIN

SIN64868 Spitfire Mk.I Essential 1/48 Eduard

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

- cockpit,
- undercarriage wheels,
- undercarriage leg BRONZE,
- exhaust stacks.

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



PE-SETS

53264	SMS Viribus Unitis railings	1/350	Trumpeter
32976	Mirage 2000D	1/32	Kitty Hawk
32977	Mirage 2000N	1/32	Kitty Hawk
32978	Fokker Dr.I	1/32	Meng
32979	CR.42	1/32	ICM
36454	Jagdtiger	1/35	Takom
36455	Jagdtiger fenders	1/35	Takom
36456	Leopard 1A5	1/35	Hobby Boss
481038	HH-34J cargo interior	1/48	Trumpeter
481039	S-2E exterior	1/48	Kinetic
491132	HH-34J	1/48	Trumpeter
491135	S-2E interior	1/48	Kinetic
72711	Beaufort Mk.I bomb bay	1/72	Airfix
72712	Beaufort Mk.I landing flaps	1/72	Airfix
73725	Beaufort Mk.I	1/72	Airfix
73726	Hawk 100 series	1/72	Airfix

ZOOMS

33267	Mirage 2000D	1/32	Kitty Hawk
33268	Mirage 2000N	1/32	Kitty Hawk
33269	Mirage 2000D/N seatbelts STEEL	1/32	Kitty Hawk
33270	CR.42	1/32	ICM
33271	CR.42 seatbelts STEEL	1/32	ICM
FE1132	HH-34J	1/48	Trumpeter
FE1133	HH-34J seatbelts STEEL	1/48	Trumpeter
FE1134	HH-34J cargo seatbelts STEEL	1/48	Trumpeter
FE1135	S-2E	1/48	Kinetic
FE1136	S-2E seatbelts STEEL	1/48	Kinetic
SS725	Beaufort Mk.I	1/72	Airfix
SS726	Hawk 100 series	1/72	Airfix
SS727	MiG-21PF Weekend	1/72	Eduard

MASKS

JX263	Mirage 2000D/N	1/32	Kitty Hawk
JX264	Mirage 2000D/N TFace	1/32	Kitty Hawk
JX265	Fokker Dr.I	1/32	Meng
JX266	CR.42	1/32	ICM
EX736	HH-34J	1/48	Trumpeter
EX737	HH-34J TFace	1/48	Trumpeter
CX586	MiG-21PF	1/72	Eduard
CX587	Su-39	1/72	Zvezda
CX588	Beaufort Mk.I	1/72	Airfix

DECALS

D48066	Bf 110 stencils	1/48	Eduard
D72026	Mi-24V around the World	1/72	Zvezda
D72027	Mi-24V stencils Czech	1/72	Zvezda
D72028	Mi-24V stencils Russian & English	1/72	Zvezda

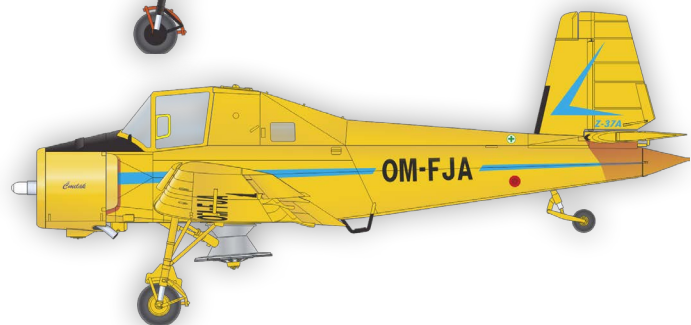
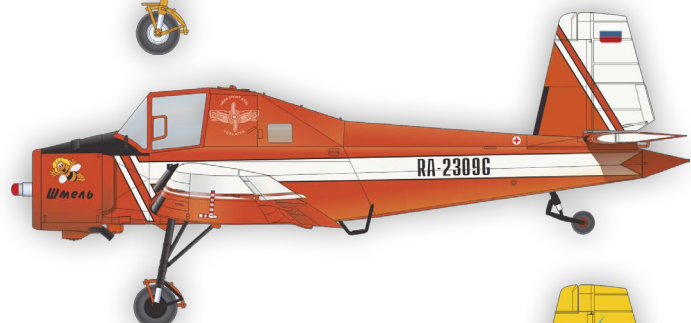
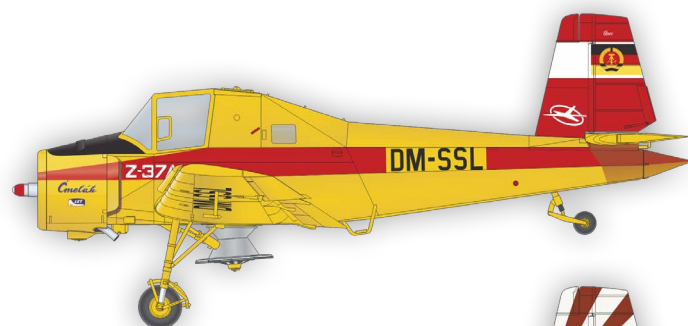
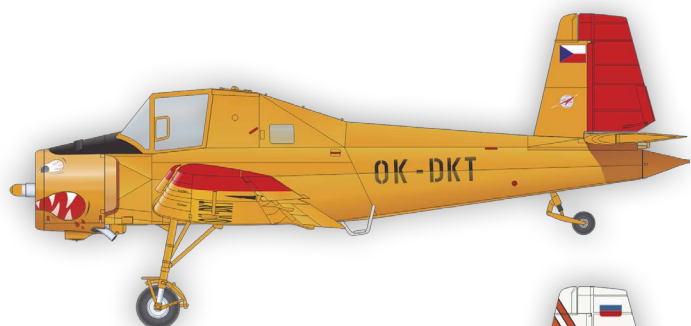
Z-37A Čmelák

ProfiPACK
edition



Cat. No. 7097

1/72

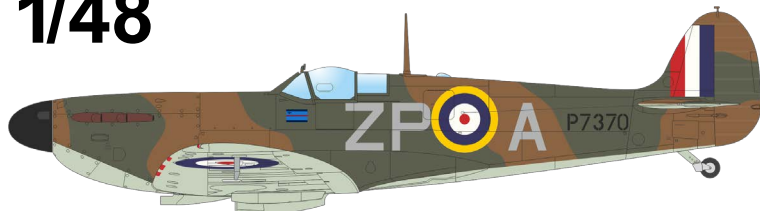


SPITFIRE STORY: TALLY HO!

eduard
LIMITED EDITION

1/48

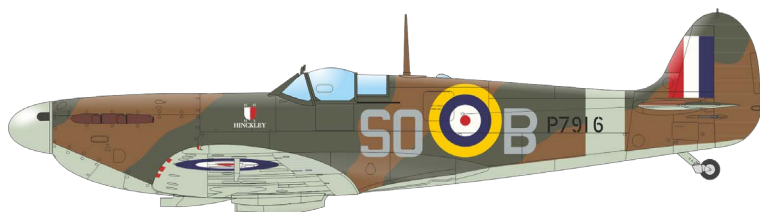
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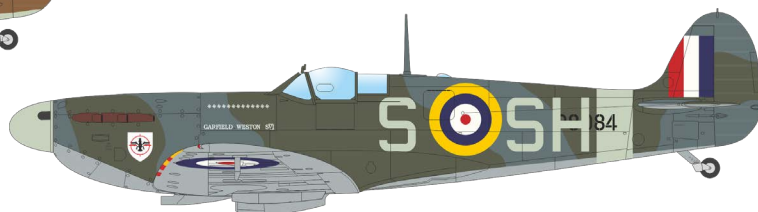
P7370, S/Ldr Adolph G. Malan DFC & bar SAAF, CO of No. 74 Squadron, RAF Kirton-in-Linsey, Great Britain, early September 1940



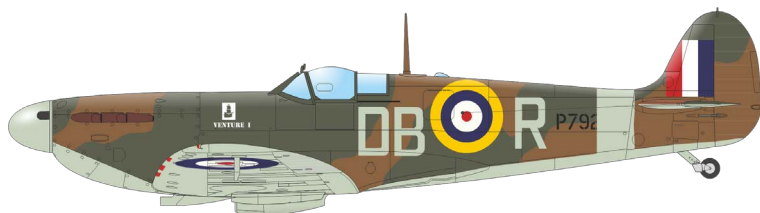
P7666, S/Ldr Donald O. Finlay, CO of No. 41 Squadron, RAF Hornchurch, Great Britain, November 1940



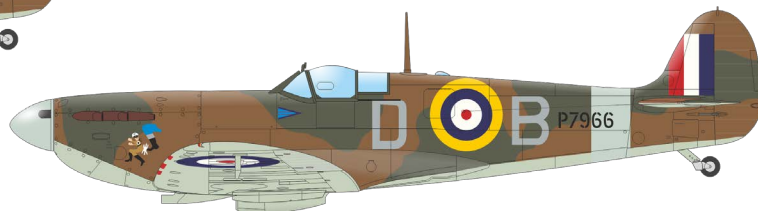
P7916, Sgt William J. Johnson / F/O Jiří Macháček, No. 145 Squadron, RAF Tangmere, Great Britain, late May 1941



P8084, James J. O'Meara DFC, No. 64 Squadron, RAF Drem, Great Britain, September – October 1941



P7923 or P7926, No. 411 Squadron RCAF, RAF Digby, Great Britain, July 1941



P7966, W/Crd Douglas R.S. Bader, CO of Tangmere Wing, RAF Tangmere, Great Britain, June/July 1941



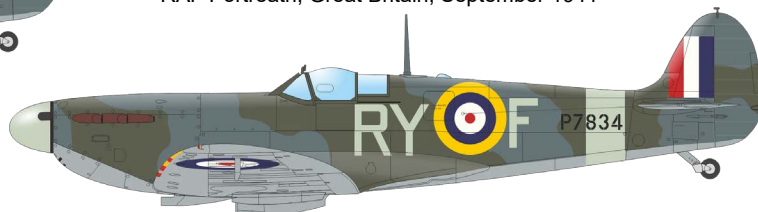
P8385, F/O Miroslaw Ferić, No. 303 (Polish) Squadron, RAF Northolt, Great Britain, May - June 1941



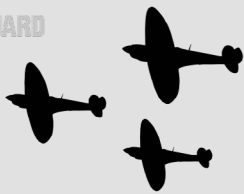
P7308, P/O William R. Dunn, No. 71 Squadron, RAF North Weald, Great Britain, August 1941



P8342, Sgt. Marcin Machowiak, No. 306 (Polish) Squadron, RAF Northolt, Great Britain, August 1941



P7834, F/O František Fajtl, No. 313 (Czechoslovak) Squadron, RAF Portreath, Great Britain, September 1941



The fall brings with it traditions. It can be in the form of flying kites, admiring the fall colours, pumpkins, or simply noticing the sun's rays piercing down through low clouds of the autumn sky at earlier hours than a few weeks prior. This is what I took note of, as illustrated so well in the attached photo taken from a recent training flight in a C-172. Don't rat me out, though.... as in a car, use of a cellphone during the operation of a motor airplane is forbidden. Or at least, the one at the controls shouldn't be snapping pics. Still, I think that such a violation of the rules is a lot less dangerous in the air than in a car on a busy highway. But look at the picture again. Who among us wouldn't have thought to capture the view for posterity?



This fall, and really, this whole year, has given us something that no one wants to become a tradition. You know exactly what I am referring to. The abnormal winds that have blown in, and the effects that it has in conjunction with the apparent coming apart at the seams of the world at large, has meant a slew of restrictions, cancellations and ruined get togethers that have adversely impacted the modelling community. This has also entered into our firm with a set of restrictions and modifications that have needed to be implemented. But even despite all this, we still want to prepare new kits, new accessories, foster new ideas, to design, to draw, to create and also to supply.... And it is the end of all of those processes, the supply end of it, that is in danger of limitation and impacting the usefulness of all those things

that come before it. It's the bottleneck that could stop everything. The thought of nothing going out is something we dearly want to avoid. One thing that we can avoid is overtaxing an already overtaxed packing and mailing system any further. This leads me to address the increasing volume of questions as to when we will be holding some sort of special offer event, an Afterparty, some other form of a sale, free postage.....and other goodies. Unfortunately, Friends, we cannot afford to do to our system of operation the sort of things that an Afterparty does under current conditions. We have to endure, and live with the comfort of the thought of better times ahead when such events can and will be held.



But, in an effort to uphold some of the traditions that have developed over the past several years, we have decided to announce this year's Edoween, an event we typically hold at the end of October and into the beginning of November. But, in order to not contradict myself with respect to the paragraph above, I have to say that this year's Edoween will be minus the sale component.

The rest of it remains unchanged. We have some 500 etches with the Edoween theme associated with them, which are illustrated down below. This year, the pieces will be in brass, the size and theme of which remain unchanged. They will be included with all internet orders that go through our e-shop between November 1st and 3rd, while supplies last.

So, at least with this, we can still get a taste of tradition, and look forward to the day with some optimism when we won't need to set any limiting restrictions. Let's all hope that such days are coming soon, with the days getting longer just around the corner. And I know that you know what time of year I have in mind. The sun, and the passing of the year, have their own traditions that we, people, with all our technical developments, our politics, our natural or artificial viruses, sometimes are sadly unaware of.

Jan Zdiarský,
PR & Marketing, Eduard.

JanZ





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