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Bf 109G-10 WNF/DIANA

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INFO EDUARD

ISSUE 107



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

MARCH 2019

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EDITORIAL



Dear Friends,

To begin this edition of our newsletter, I would like to return to the recent Nuremberg fair. As it turns out, this was our twenty-fifth year of participation. So, our first time would have been back in 1995, and I confess it's a little hard to believe. Back at the beginning, it was quite the adventure.

We had a desire to take part in this toy fair from the get go of our company. Being influenced by the reports of Vaclav Sorel in the magazine ‚ABC', we were convinced of the fair's relevance to world modelling, and this turned into practical experience when, after our first participation at the fair, we came home with our first contract agreements with distributors. It is noteworthy that we have a relationship with some of these first distributors to this day. True, there were more rejections than anything, but that is a part of any beginning. In anticipation of these little problems, we began to submit applications to the fair back in 1992, but to gain access was no easy feat and we were put on a waiting list. From experienced exhibitors, such as Kovozavody Prostejov, we knew that this was the way things went and that it might be necessary to wait through a few years of being on the standby list, make our way up to the replacement firms, then gain access to display space among, for example, firms dealing in Christmas ornaments, and finally a spot among modelling firms. Being hardened by the facts of life in a socialist state, none of this was a surprise to us. It was a normal course of events for a citizen of socialist Czechoslovakia who wanted to obtain pretty much anything. At the time, none of us idealized socialism and the reality of the system was fresh in our minds. We battened down the hatches and prepared for a long wait, when surprisingly, the winds of change began to blow in the fall of 1994. We received news that the fair would be expanding in size, and that there was a likelihood of our being able to participate as one of those replacement firms. We were advised to to prepare our display table and to get all of our paperwork in order and to be accessible by phone. If all worked out in our favour, we would get a phonecall, receive our invitation to come, and we would set up our table on the first day and begin displaying like there was no tomorrow. I was still a bit on the skeptical side, but on that day, it might've been on February 2nd, I was never far from my phone or fax machine. Back then, there were no cellphones, and my patience was rewarded with the anticipated call. We got our invite! It was like an air raid siren went off! Our maintenance guys Arpy and Laci jumped in the Avia truck, nicknamed 'the Tank', which we purchased for transport duties, David Bilek and myself embarked in the Skoda pickup we had, while Karel Padar and Slavek Motl went ahead to take care of all admin needs. The spot that we were given took our breath away. As mentioned, at the time, the fair was expanding, and in the locations where they have Hall No.7 and Service Center Ost today, there were inflatable structures that are still used to hold things like tennis matches. The temporary structures were interconnected with wooden boardwalks, because below them there was a substantial amount of mud. Amongst all of this was essentially a construction site. Our table was in one of these exhibition halls, and we were there, in a corner at one end, with tables full of Chinese toys. The exotic atmosphere was supported by the constant blaring of some Chinese pop music coming through loud and clear from an amplifier, and it seemed to me that they were playing the same thing over and over again. By Sunday evening, I am pretty sure a developed a little twitch in my left eye from it, and I was terrorized by it for the rest of the week. Our display area was large. So large, that we still haven't matched it to this day and so large as to make it difficult to use it all up effectively. As a result, what we were able to do lost a bit in terms of professionalism. It probably looked a little odd, but amongst all those Chinese, the effect got lost. They were, on the other hand, rather surprised by the sudden appearance of Czechs in their midst, but they were very friendly towards us and brought us Chinese candies and wafers. In the end, our table was ready in the evening and we had a couple of chairs to go with it, but we had no visitors, because no one knew that we were there. We were housed in Amberg, about 60km from Nuremberg in a hotel Karel Padar and I stumbled across in a snowstorm. On Friday, surprisingly, we were located by our then North American distributor Alexandra (a Canadian with Czech roots) and her assistant Collin, and after noon, Mr. Ono landed as well. How he managed to find us only he and God know. In any case, he came around the corner in his little hat and that smile of his, and his Japanese English was an extremely welcome distraction because, there in little China, we were regarded as somewhat exotic and we had no visitors, of which there were generally very few anyhow, and there was little interest in what we had to show there. None of our colleagues in the modelling world thought to come and look for us there. Remember, there were no cell phones back then, and no way to announce our location. We countered the situation by wandering around the halls housing the relevant participants of our hobby through Saturday, and notified all distributors, reporters, well known modellers and really anyone else, of our location and how to find us, and warned them of the mud between the inflatable halls. A big event there was the awarding of the Model of the Year by Modelfan, at the time done in a conference hall during a well done ceremony, unlike today when the the directors walk from stall to stall giving out the respective awards in person. There, we could announce our existence at the fair to a large audience, and we were able to become a major attraction in a big hurry. Partially thanks to our presence in the inflatable hall, we were were visited by people who normally might not have much interest in what we do, and we were able to increase the traffic in our Chinese hall threefold. Laci and Arpy returned on Sunday with the Tank, took everything apart, loaded it all up, and we entered into the cold, snowy, icy night, making our way through Cheb on the Czech side of the border, home and to bed, where there was no Chinese pop blaring, no creeking of inflatable structures were heard, and there was heat. It was pretty cold in the display hall. There was also the border and its related inspections that had to be endured, on the way there as well as on the way back. There was a lot of paperwork that had to be inspected. Back then, EU membership and the Schengen area were science fiction. But, we survived and have continued our fond participation with the show to this day. A year later, we were able to obtain a real table in the proper hall among actual modelling companies. In the meantime, new exhibition halls were erected, borders were eliminated, a freeway was built, and the future arrived. We moved from Amberg to the hotel Palmengarten in Nurimberg where we stay to this day, and I don't even want to calculate how any years we've been staying there. Perhaps, the lady that runs the place knows and we'll get a commendation for what might be our twentieth visit. The one we got for our twenty-fifth participation at the fair is silver and has the emblem of the show incorporated into it.

I should have a few pictures of the 1995 show, including our table there. From them, it's clear that we displayed the Yak-3 and the first Tempest kit, as well as our at the time current First World War subjects. Unfortunately, I can't show you them here, because they are buried somewhere in a closet at home, and I am currently in the Alps on vacation. And that I would be writing this, I still had no idea yesterday, when I left for said vacation. As usual, I begin writing these things with very little in my head as to what the final outcome will be. Maybe next month, I will desribe how it was that we got into the Palmengarten in the first lace. It's a pretty cool story on its own.

This year's fair certainly had no fewer visitors than last year. I must have been hearing musings about there being fewer and fewer visitors and participants from '95. If this were the case, there would be none of either by now. Even in terms of modelling companies, there were no fewer than this year. My colleague Ferkl took a head count and claims that all were represented. At least the ones from last year.

So...what have we got for the month of March? After the last two months, when we

only had three new kits to introduce each, we have four for March. One is a re-release of the ProfiPACK Fw 190A-8 in 1:72nd scale. The second 1:72nd scale release is bound to be more interesting. It is the Limited Edition MF kit. Most of you will remember the 48th scale version of this kit from a while back. This is similar, except it is in the mentioned 1:72nd scale. The marking options are more or less the same, but the 72nd scale kit is a Dual Combo boxing, each kit representing a different version. One version depicts the aircraft built at Moscow, while the other is that of aircraft produced at Gorky. The decals are printed by Cartograf. The publication is included as well, but has gone through an update and is substantially revised. The reasons for that is clear – research has been ongoing and new facts have been uncovered while others may be interpreted in a different way. This edition of the book is to the current standard of what is known about Czechoslovak, Czech and Slovak MiG-21MFs, including the sub variants MiG-21M and MFN.And besides the publication, the kit includes accessory items that you will no doubt examine elsewhere in this Newsletter.

The second March ProfiPACK will be, I hope, no less interesting. It falls under the heading Bf 109G-10 WNF. A portion of these aircraft, production blocks 61xxxx and 77xxxx from the plant at Wiener Neustadt, were built in Bohemia by Diana, near Tisnov. The kit is a classic ProfiPACK item, but I must say that just the marking options gave us what for. There was not really all that much to choose from. The result is that, on initial inspection, the options are rather mundain, but on closer look, it becomes more interesting. Most of the aircraft depicted in the chosen marking options come from JG 52, and this famous unit was equipped with aircraft first and foremost produced at WNF, and these aircraft are rather well documented. Noteworthy is the aircraft with the ROA marking on the tail, and I would suggest that any arguments over the accuracy of this option be laid to rest. The supporting documentation comes mainly in the form of a photograph of a bombed out hangar at the base in Havlikuv Brod, and if you are not aware of this photo, search for it. It's well worth it! To me, the final interpretation of this aircraft is a bit of research heroism.

The final March kit release is the floatplane version of the Hanriot HD.2 in the Weekend line. I consider this kit to be an Eduard classic, and if memory serves, it was introduced on that aforementioned Nuremberg Toy Fair in 1995. The kit is a member of the third generation of our kits and the masters were faithfully made by Mr. Sekyrka and Mr. Balon by hand. The molds are copper and galvanized and made by Professor Menzl. The details are not, understandably, up to current technological standards, and the forms are now some twenty years old and still serve well. The result of their use is certainly not an embarrassment. I am sure you've noticed that older kits are sometimes more highly valued than absolute new releases.

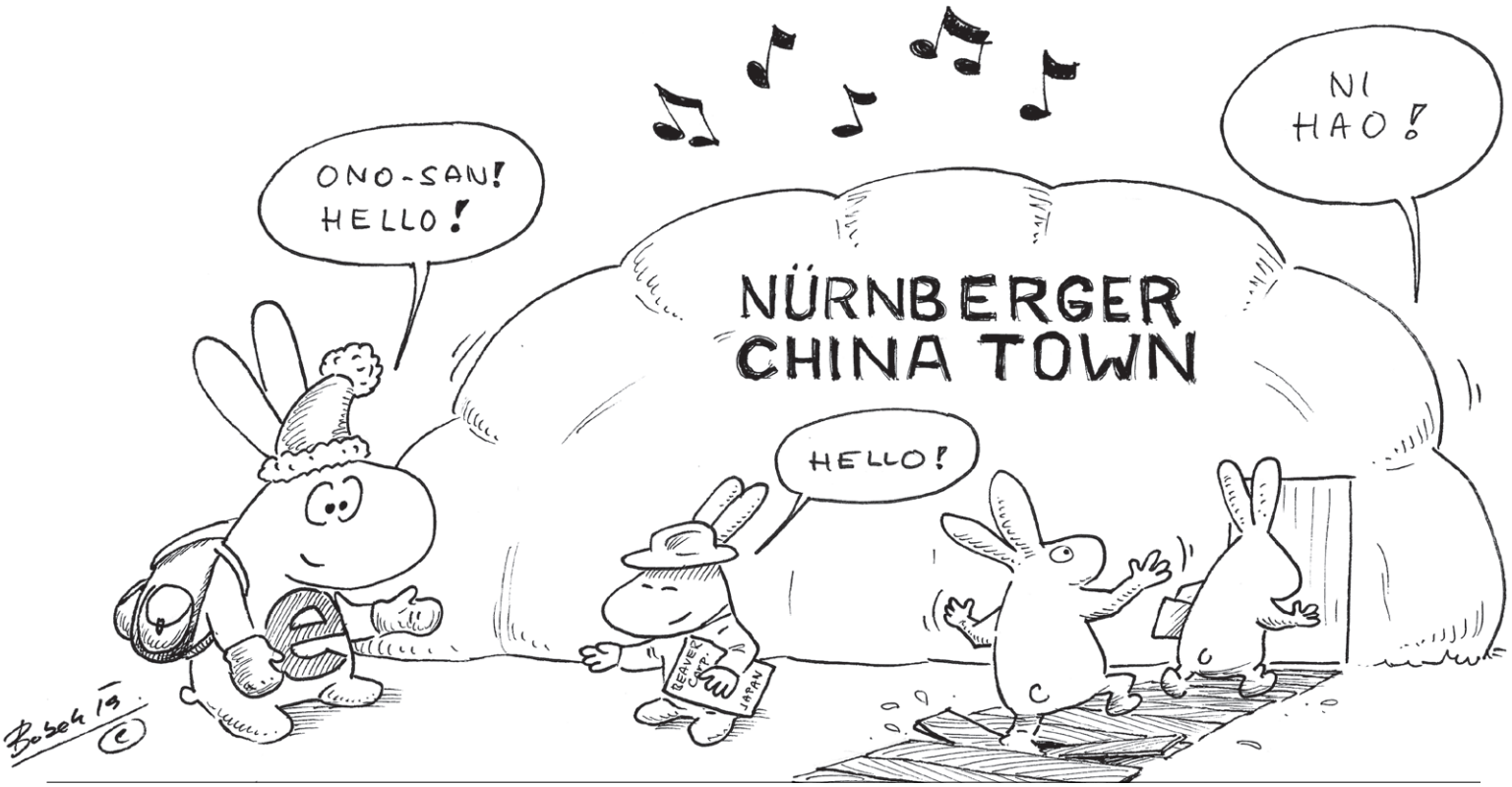
Turning our attention to today's new accessory releases, you will note a few oddities among them. There are, for example, four new sets for armour models in 1:35th scale, all for Tamiya releases. Two are for the new M551 Sheridan and one each for the SU-85 and SU-122, which are re-releases of older kits. We even have a new item for 1:72nd scale armour, the M1070 and M1000 w/D9R from Takom. We haven't made any new photoetched sets in 1/72nd scale armour in years, but we have now decided to get back into that portion of the market. The heart and soul of our photoetched offerings, though, remain for aircraft. Among the new brass and mask sets there are the first of what will be many for the Lancaster B Mk.I in 1:32nd scale by HKM, and also for the Revell He 219 in the same scale. In 1:48th scale, we are preparing sest for the GWH TBD-1 and the F-15E, and we are working on steel colour seatbelts for the Rafale C in the grey version. In 1:72nd scale, we are releasing sets for the Tu-128 from Trumpeter, Su-27UB from Zvezda and the Hurricane Mk.I from Arma Hobby. In the ZOOM line, we have a set for the L-39 of our own making. Two sets are being released for ships in 1:350, one being the fourth set for the USS Enterprise (CVN-65) and a colour set of WWII US Navy figures. This set replaces the just cancelled self adhesive set that was very popular and needed a direct in-production counterpart. There are also six new Big Ed sets.

This month, there is only one new Brassin item in the Löök line, but it is interesting in that the subject matter is the new Tamiya Spitfire Mk.I in 1:48th. In this scale, we are also releasing a DB 605D for the Eduard Bf 109G-10. These round out four new weapons sets, including M-2 Browning machine guns used in defensive gun positions. There are just two 1:72nd scale sets, in this case probably closer to being kits than sets, that are weapons as well, but not just any weapons. We are talking about two versions of the B43 nuclear weapon. There are two BigSin releases this month as well.

On March 9th, we will be at Prosek. There will be the now traditional internet Afterparty associated with the event. I hope that if you're in the area, you'll drop by. I will, as usual, be taking along a few items that will generate interest, such as the 1:72nd scale Fokker D.VII and maybe even something from the Mustang. We have three moulds ready, and with a bit of luck, we might have some test shots out of one or two of them to show. The last weekend of March will see one of our event teams in Germany at an event in Lingen. There, we'll have our new items for April, including the all new 1:48th scale Fw 190A-8 ProfiPACK, and the 48th scale Tornado F.3 Limited Edition kit, the 1:72nd Spitfire HF Mk.VIII and the 1:48th Weekend Edition kit of the Bf 109E-4.

Happy Modelling!

Vladimir Sulc



Bf 109G-10 WNF/Diana 1/48

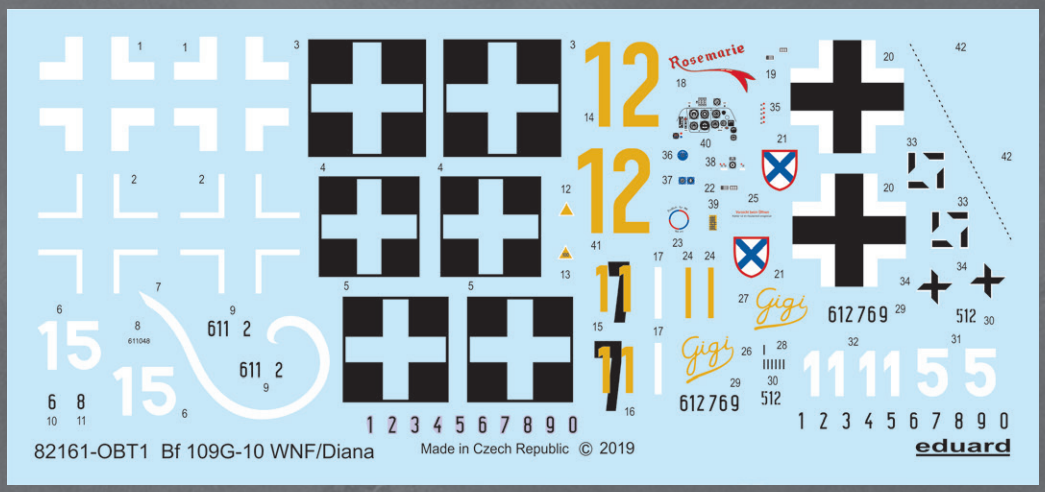
ProfiPACK edition

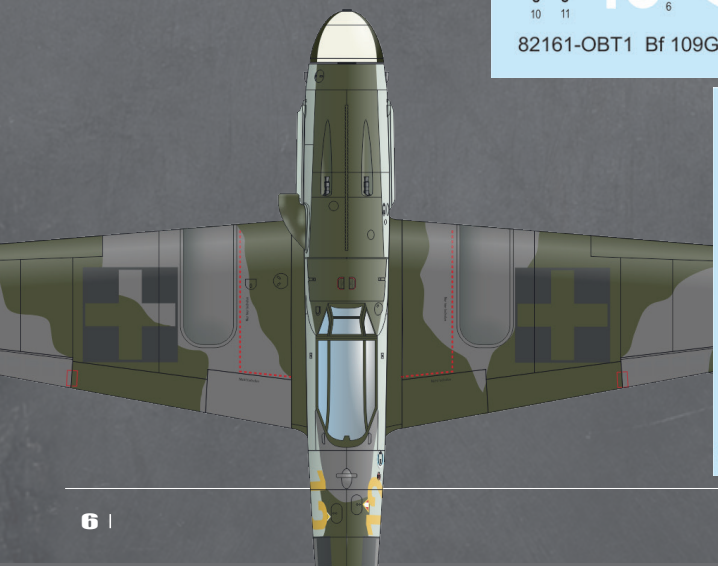


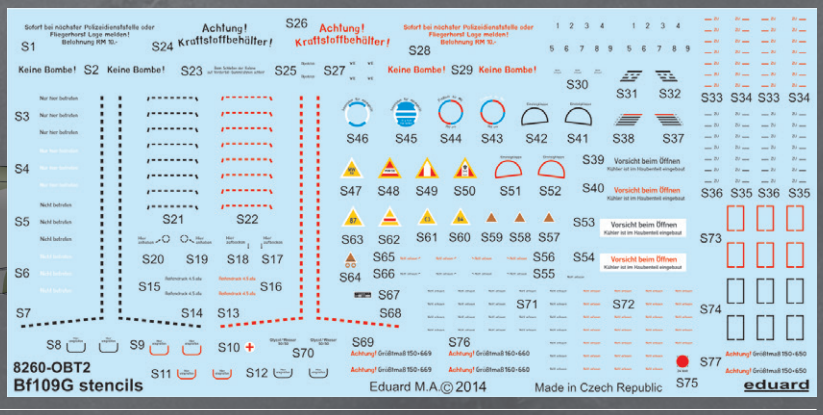
1/48, Cat. No. 82161

- plastic part Eduard
- photo-etched set
- painting mask
- decals Eduard
- 4 markings

Product Page

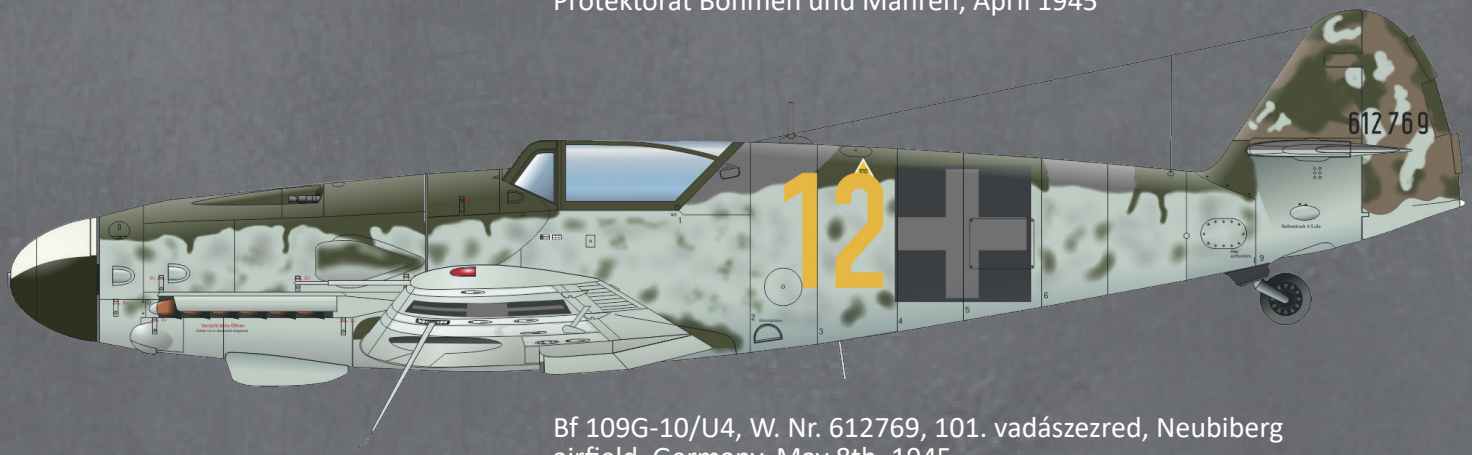








Bf 109G-10/U4, II./JG 52, Brno,
Protektorat Böhmen und Mähren, April 1945



Bf 109G-10/U4, W. Nr. 612769, 101. vadászezred, Neubiberg airfield, Germany, May 8th, 1945



Bf 109G-10/U4, W. Nr. 611048, II./JG 52, Neubiberg airfield, Germany, May 8th, 1945



Bf 109G-10/U4, Jasta 5 der ROA, Nemecky Brod,
Protektorat Böhmen und Mähren, May 1945

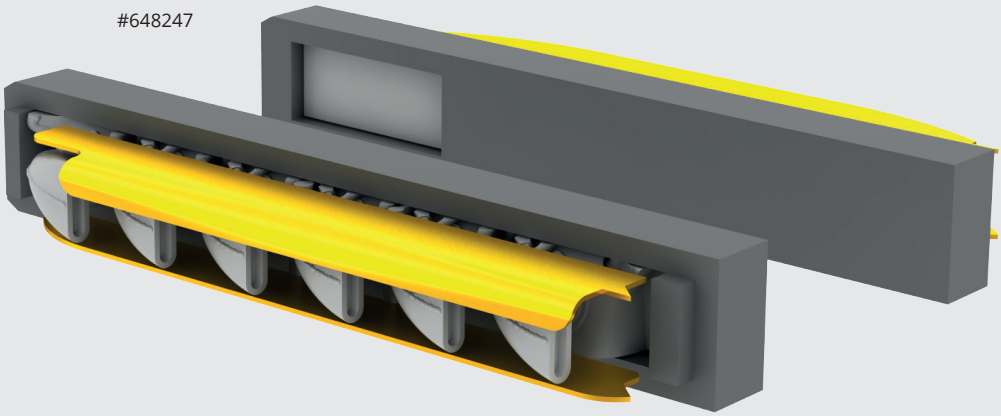
Recommended for Bf 109G-10 WNF/Diana:

49094 Bf 109G seatbelts SUPERFABRIC 1/48 (PE-set)
49095 Seatbelts Luftwaffe WWII fighters STEEL 1/48 (PE-Set)
644004 Bf 109G-10 Löök 1/48 (Brassin)
648158 Bf 109G-10 wheels 1/48 (Brassin)
648247 Bf 109G exhaust stacks 1/48 (Brassin)
648265 Bf 109G external fuel tanks 1/48 (Brassin)
648309 Bf 109G undercarriage legs BRONZE 1/48 (Brassin)
EX609 Bf 109G-10 TFace 1/48 (Mask)

#648309



#648247



#644004



BFC071

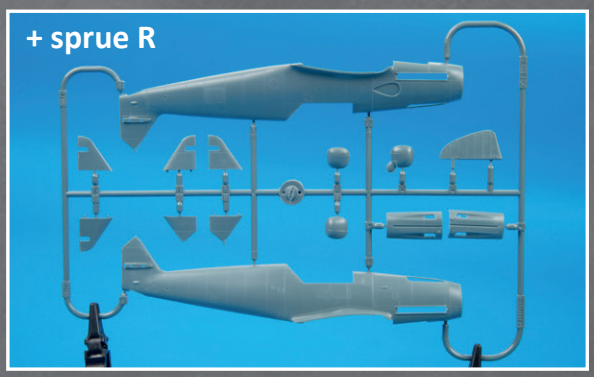
Bf 109G-10 WNF/Diana GIGI



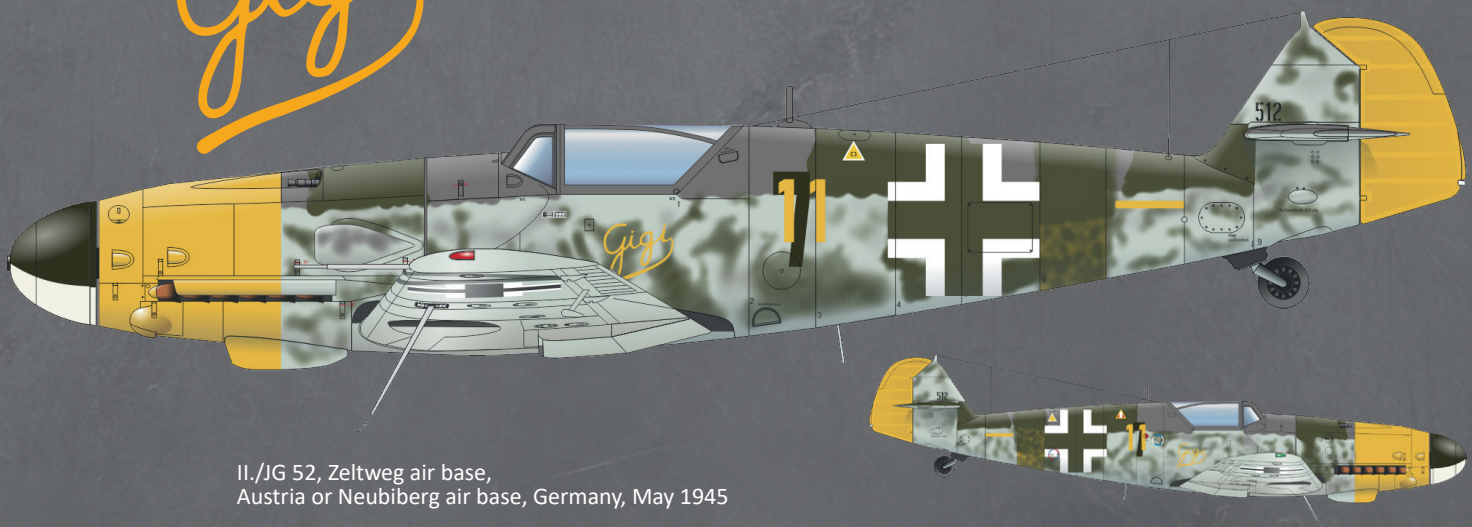
FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC071

- Complete Bf 109G-10 WNF/Diana kit (ProfiPACK Cat. No. 82161)
- The additional sprue with parts for Bf 109G-10 „Gigi“ from JG 52 with early G-6 style tail unit.



Product Page



II./JG 52, Zeltweg air base,
Austria or Neubiberg air base, Germany, May 1945

Fw 190A-8

ProfiPACK edition

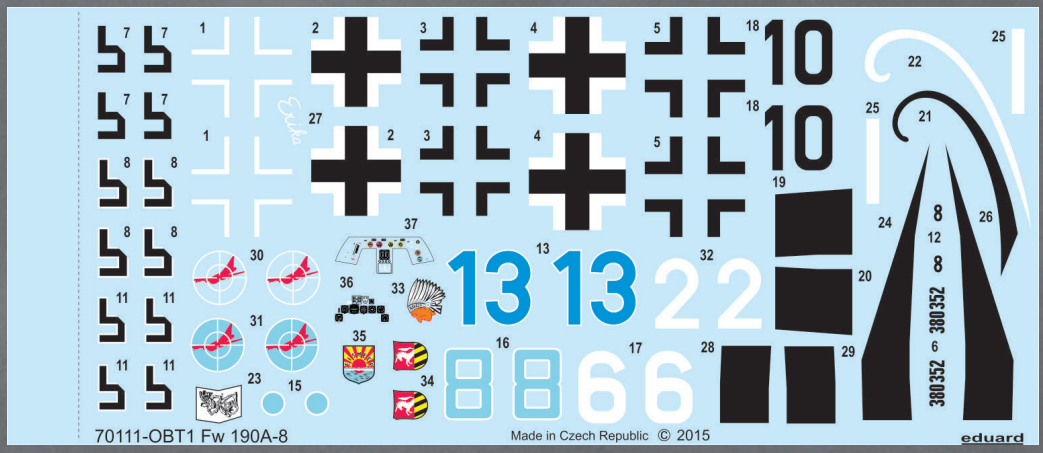
1/72 re-release



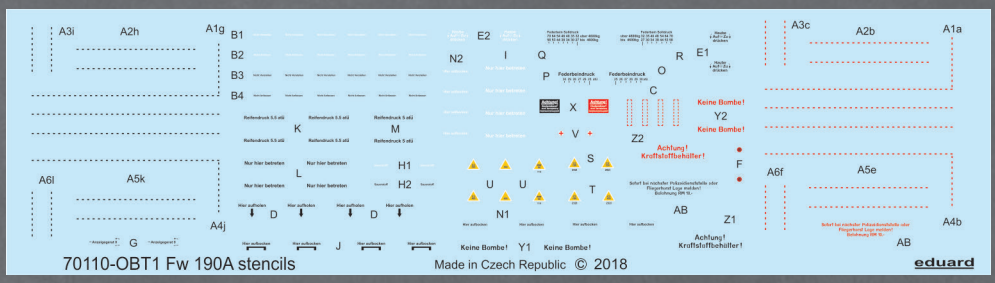
1/72, Cat. No. 70111

- plastic part Eduard
- photo-etched set
- painting mask
- decals Eduard
- 5 markings

Product Page













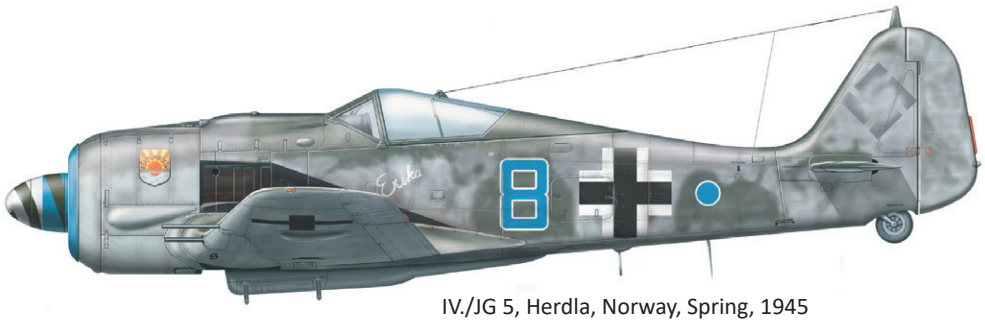








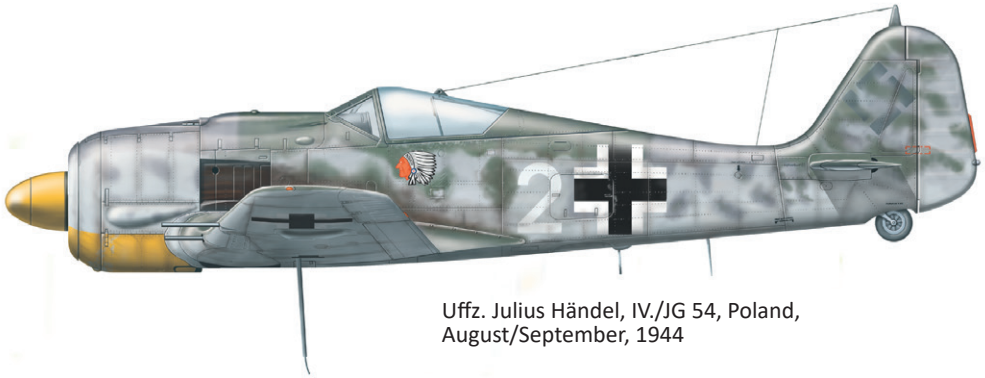




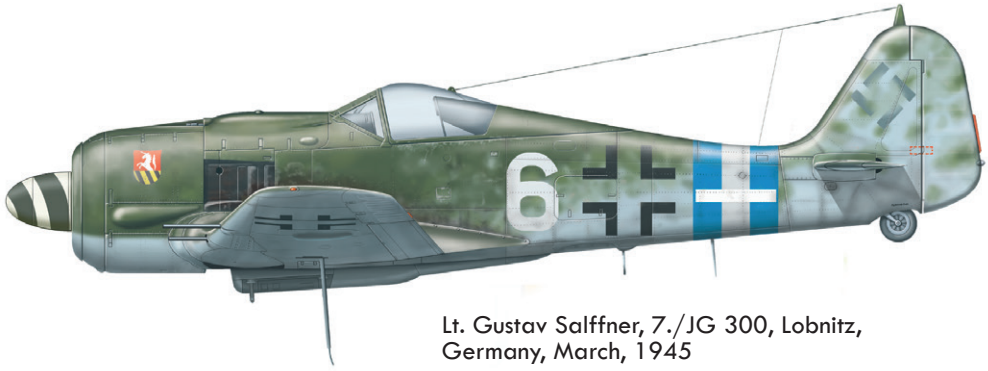
IV./JG 5, Herdla, Norway, Spring, 1945



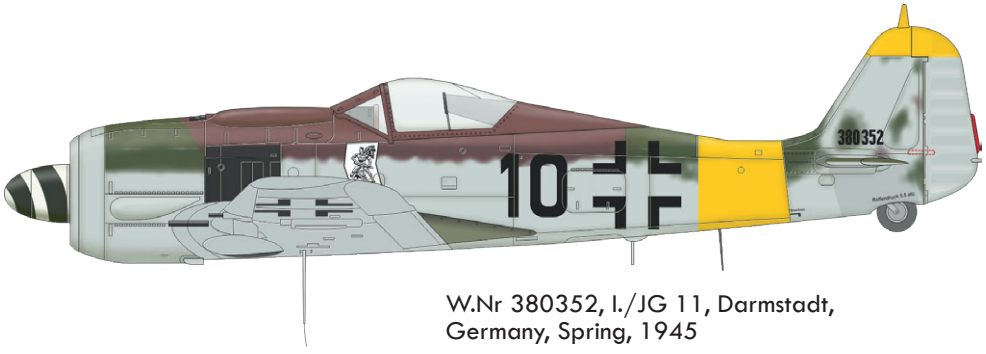
Maj. Walter Dahl, Stab/JG 300, Jüterbog, Germany, December 1944



Uffz. Julius Händel, IV./JG 54, Poland, August/September, 1944



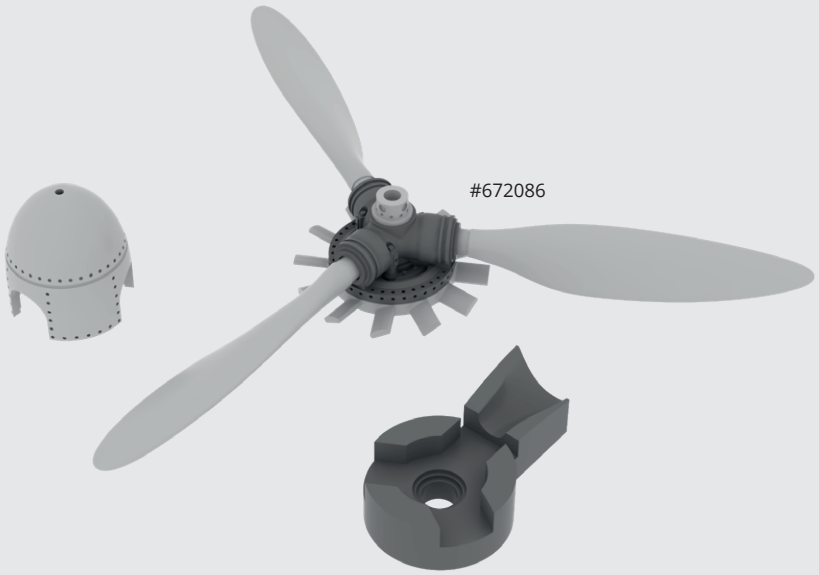
Lt. Gustav Salffner, 7./JG 300, Lobnitz, Germany, March, 1945

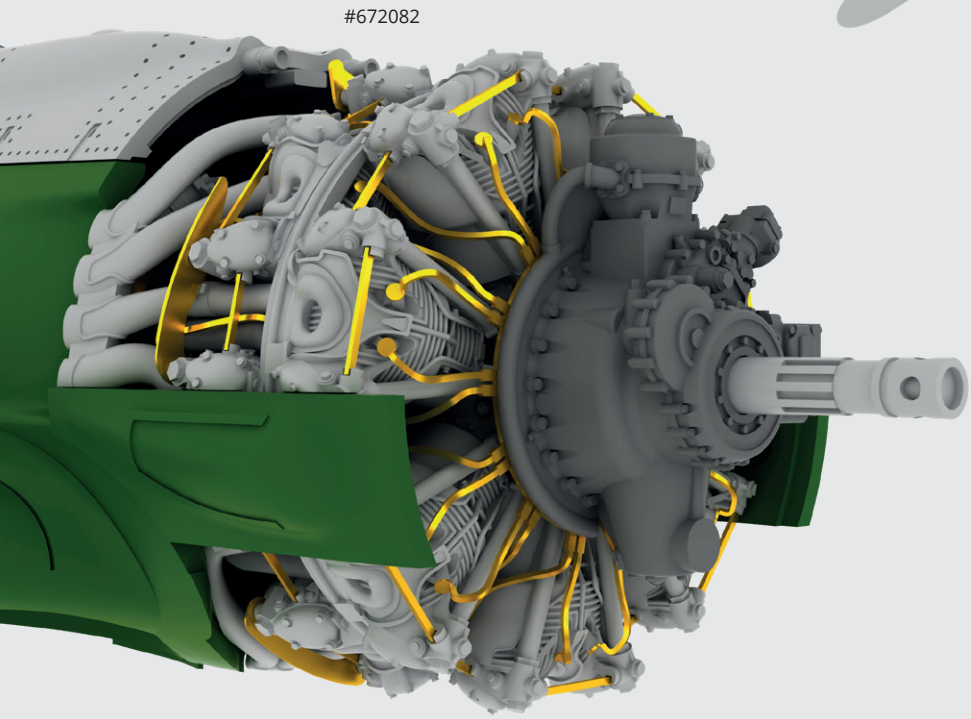


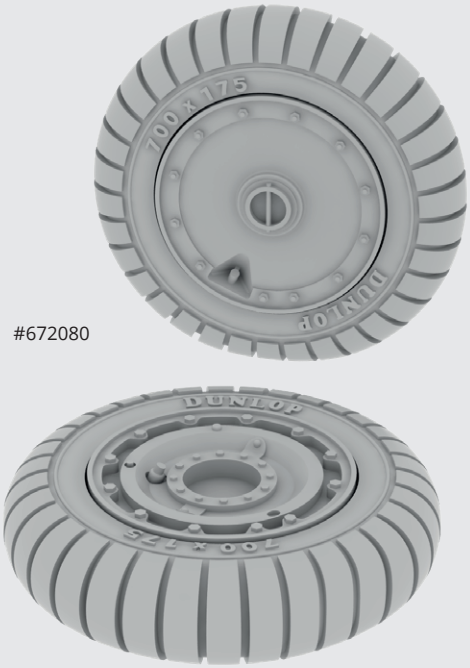
W.Nr 380352, I./JG 11, Darmstadt, Germany, Spring, 1945

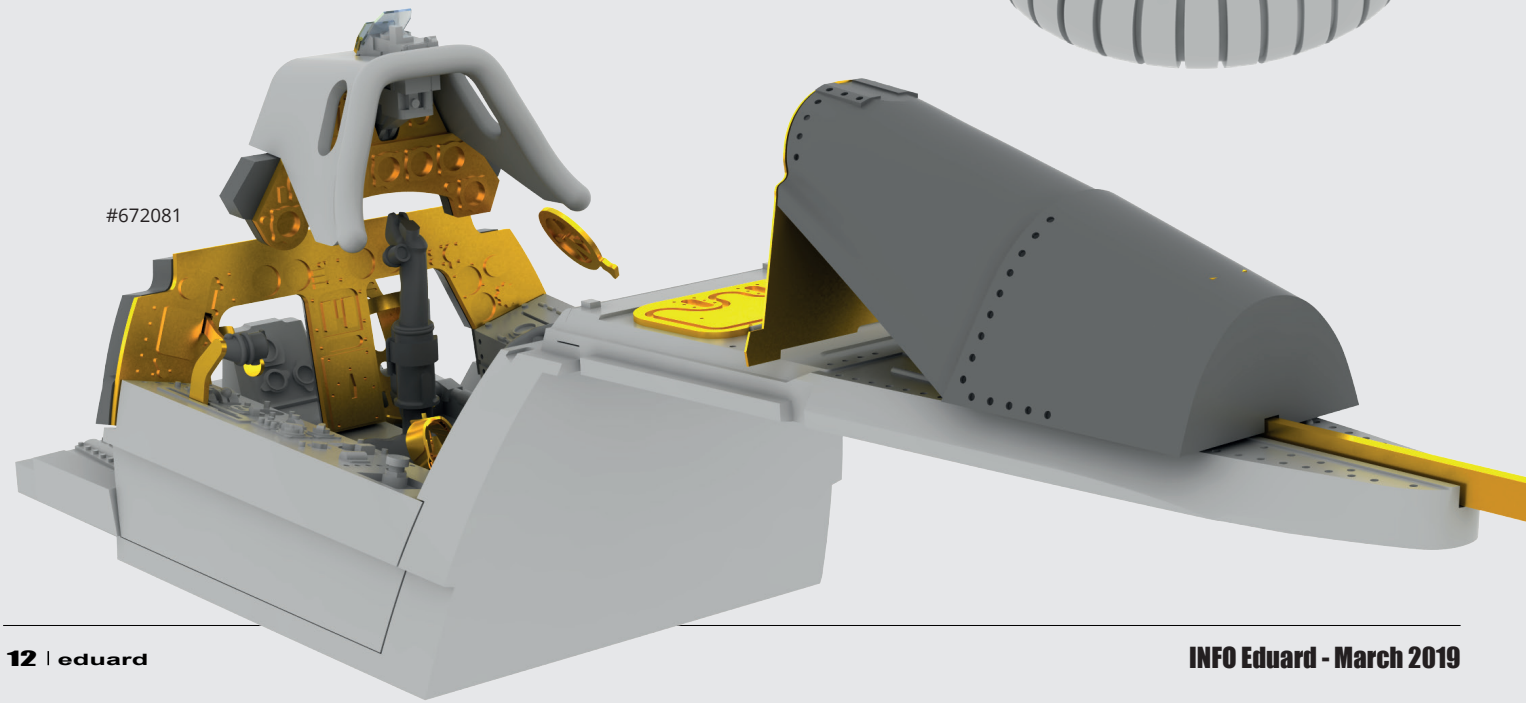
Recommended for Fw 190A-8:

73033 Fw 190A-8 seatbelts SUPERFABRIC (PE-Set)
672081 Fw 190A-8 cockpit (Brassin)
672084 Fw 190A-8 MG 131 mount (Brassin)
672082 Fw 190A-8 engine (Brassin)
672086 Fw 190A propeller (Brassin)
672088 Fw 190A-8 engine & fuselage guns (Brassin)
672085 Fw 190A exhaust stacks (Brassin)
672080 Fw 190A wheels late (Brassin)









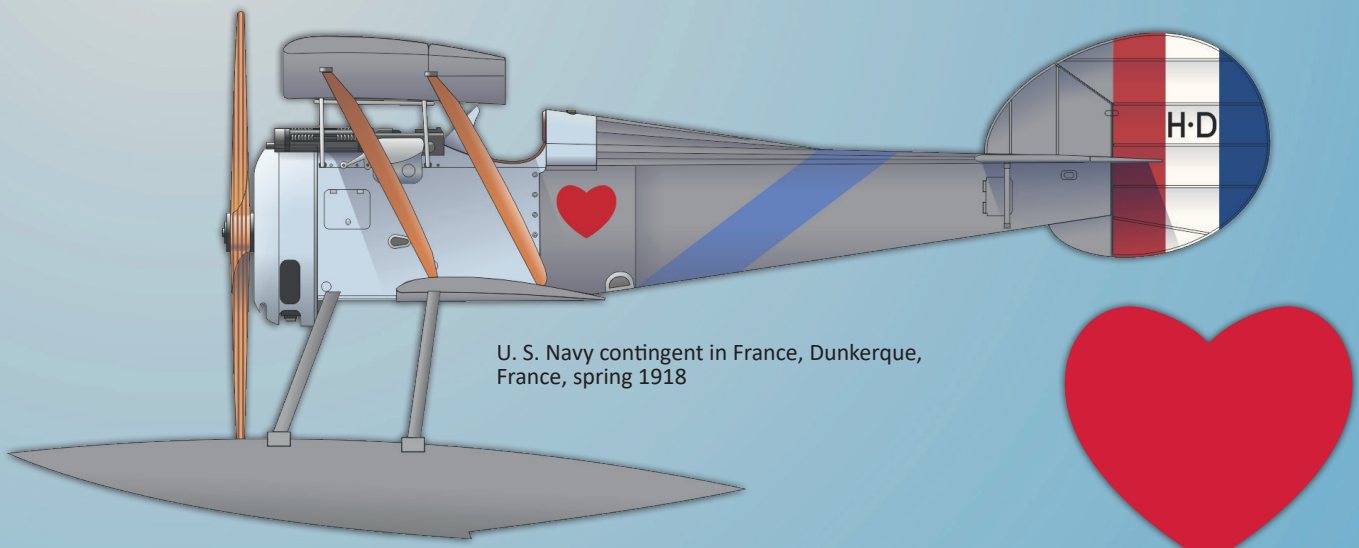
WEEKEND edition

Hanriot HD.2

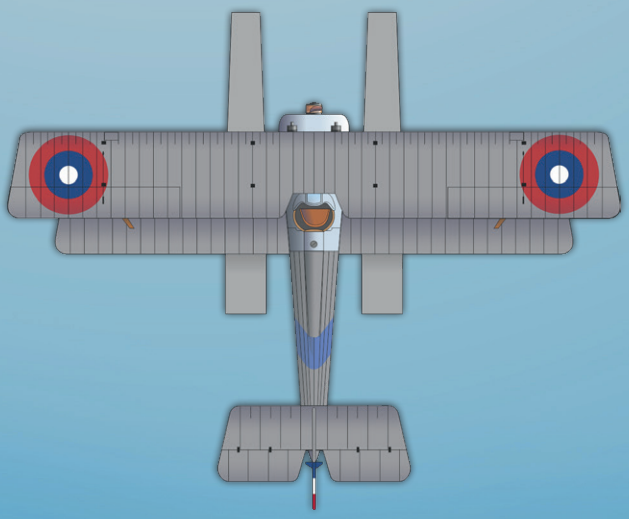
1/48, Cat. No. 8413

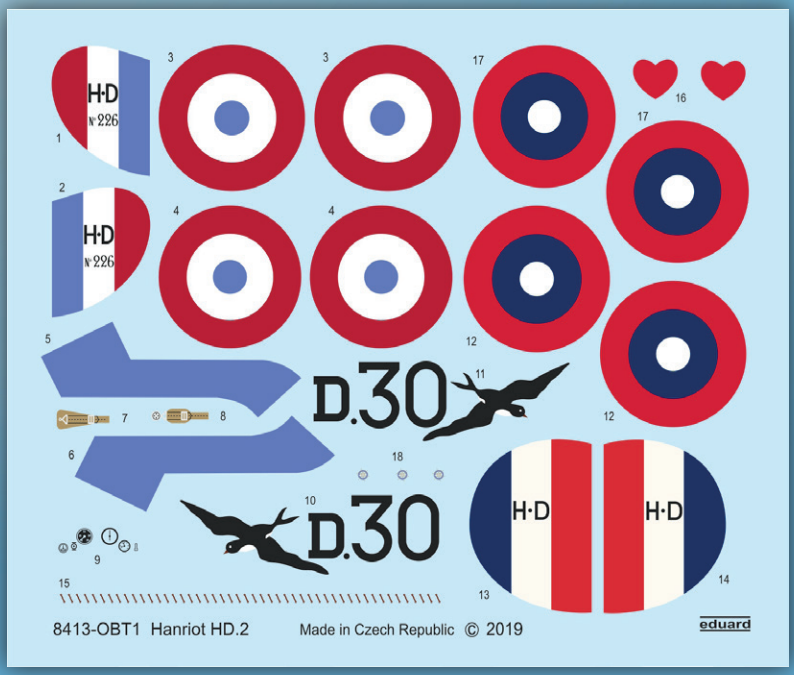


No. 226, Centre d´Aviation Maritime, Dunkerque, France, October 1917 – May 1918



U. S. Navy contingent in France, Dunkerque, France, spring 1918





Product Page

- 2 markings
- decals Eduard

eduard
LIMITED EDITION

1/72

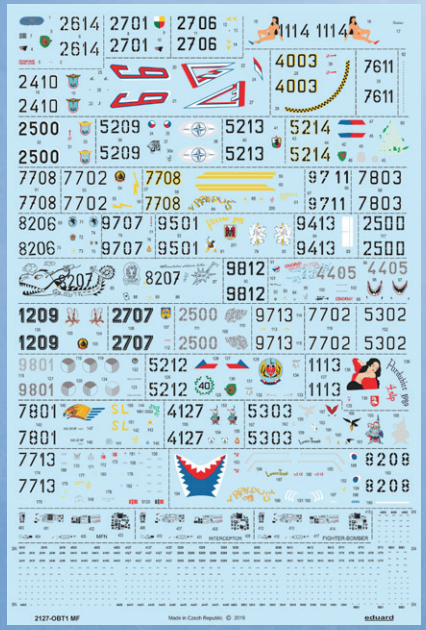


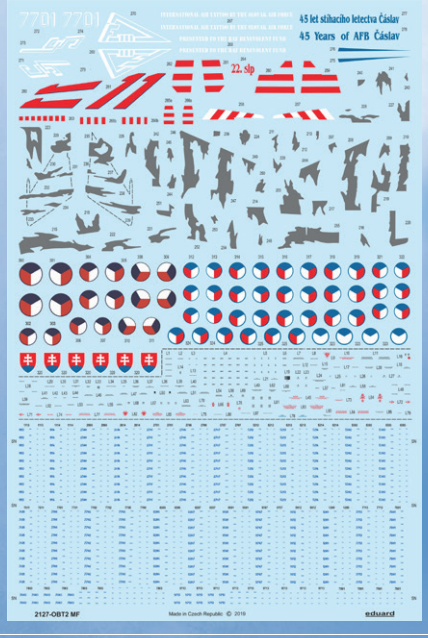
MiG-21 MF

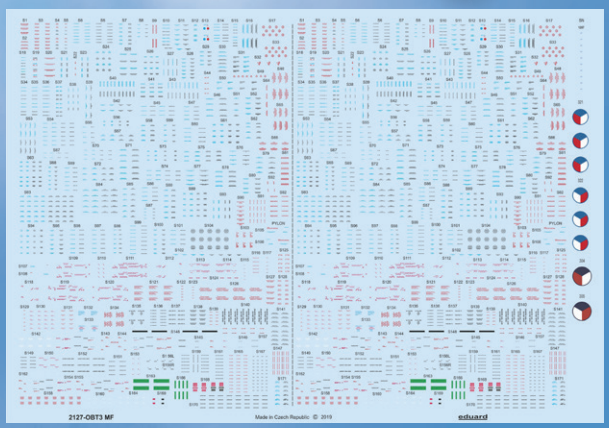
- Dual Combo kit - two complete kits of MiG-21MF subvariants manufactured in Moscow and Gorki plants
- 128 pages book about MiG-21MF in Czechoslovak, Czech and Slovak service (2nd edition)
- Eduard Photo-etched parts and painting mask
- Cartograf printed decals for 39 marking options

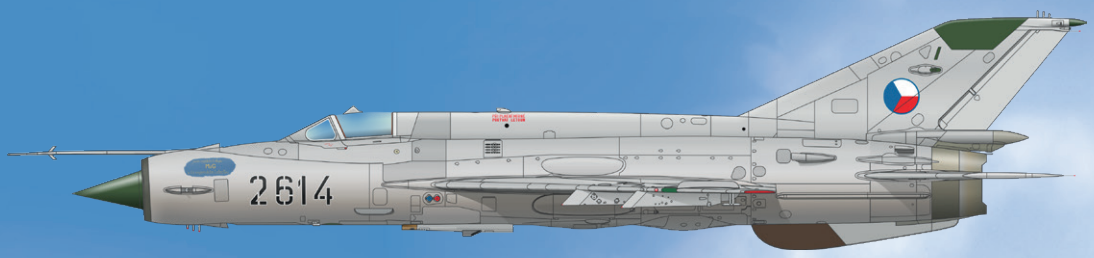
Product Page



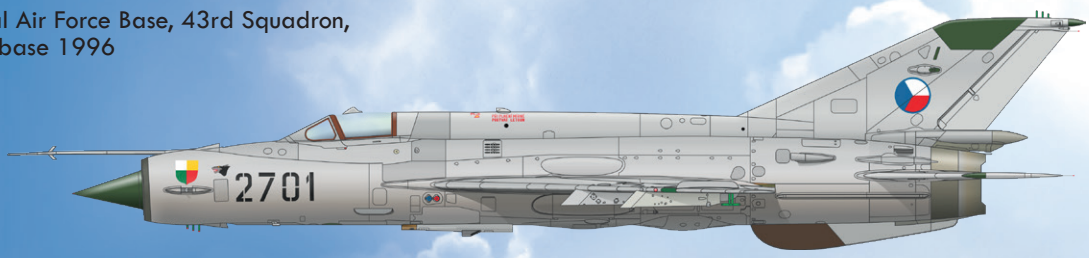




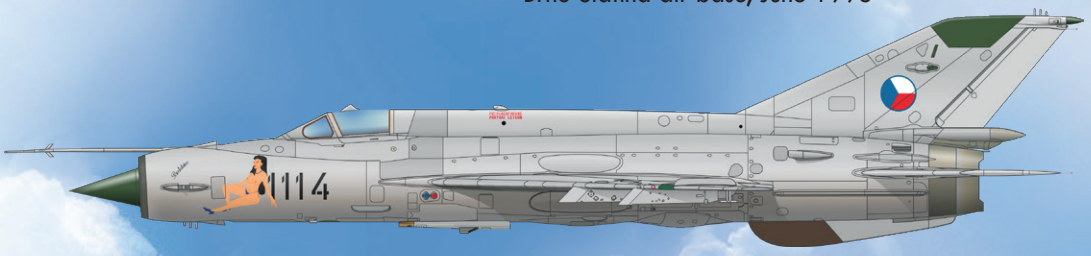




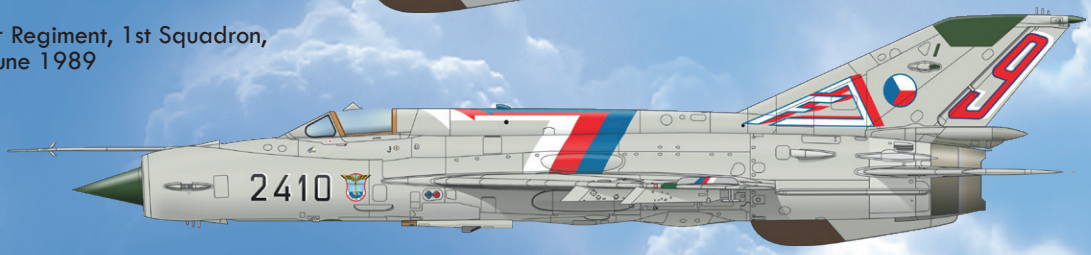
MiG-21M, 4th Tactical Air Force Base, 43rd Squadron,
Ceske Budejovice air base 1996



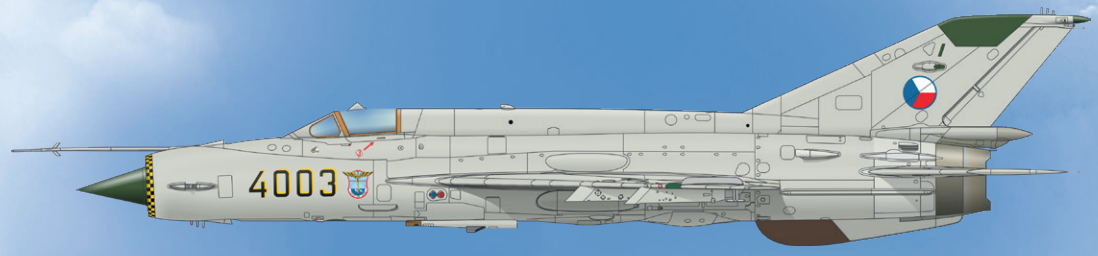
MiG-21M, 11th Fighter Regiment, 2nd Squadron,
Brno Slatina air base, June 1993



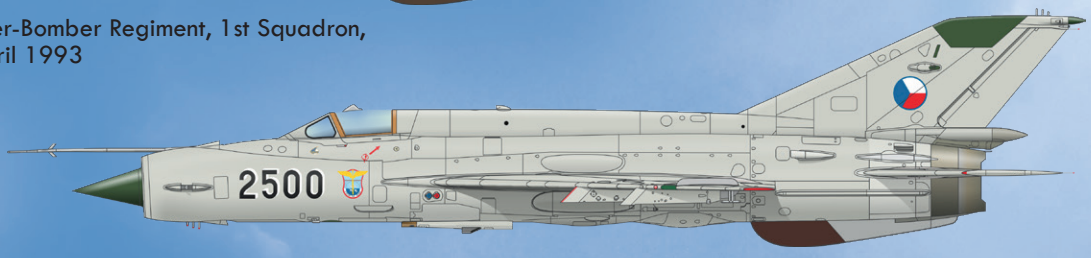
MiG-21M, 4th Fighter Regiment, 1st Squadron,
Pardubice air base, June 1989



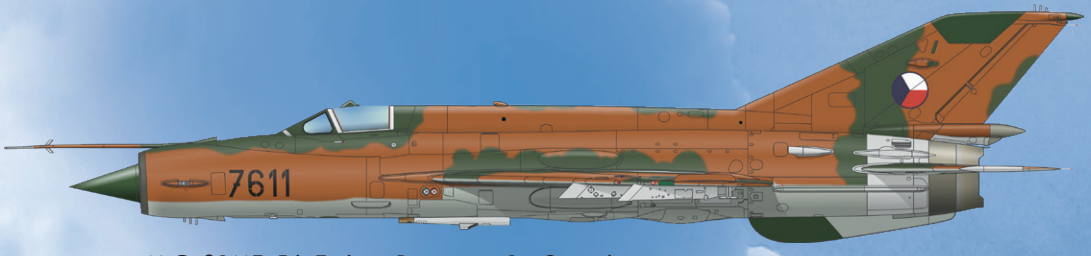
MiG-21MF, 9th Fighter-Bomber Regiment, 1st Squadron,
Bechyne air base, September 1993



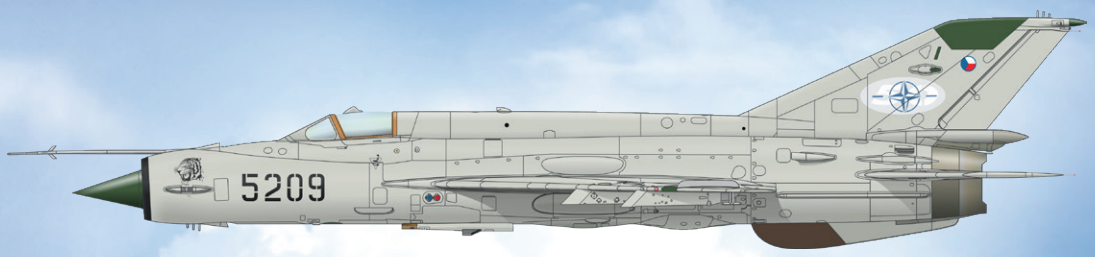
MiG-21MF, 9th Fighter-Bomber Regiment, 1st Squadron,
Bechyne air base, April 1993



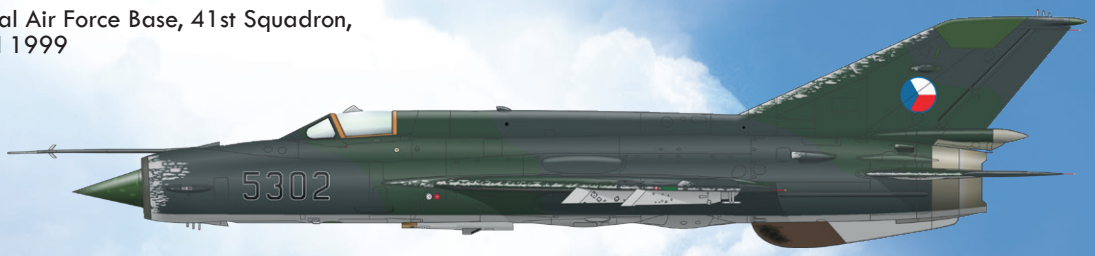
MiG-21MF, 9th Fighter-Bomber Regiment, 1st Squadron,
Bechyne air base, April 1993



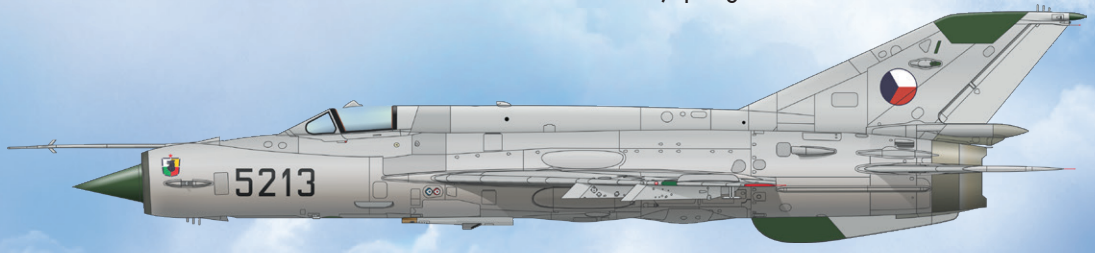
MiG-21MF, 5th Fighter Regiment, 1st Squadron,
Line air base 1973 – ca 1982



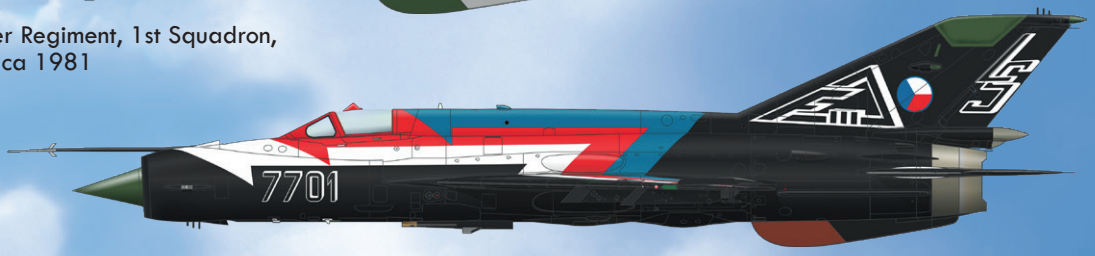
MiG-21MF, 4th Tactical Air Force Base, 41st Squadron,
Caslav air base, April 1999



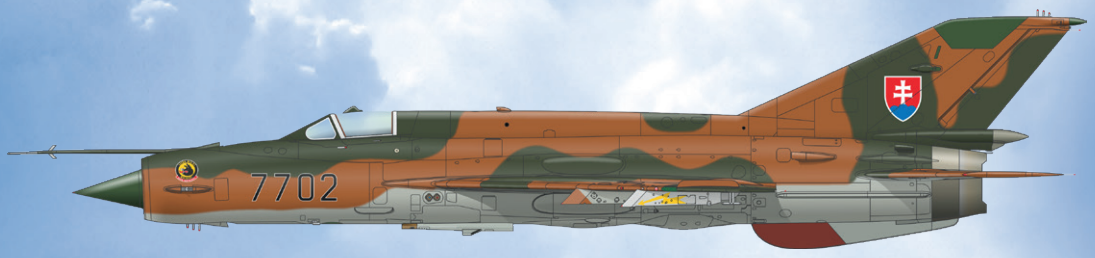
MiG-21MF, 5th Fighter Regiment, 1st Squadron,
Line air base, spring 1990



MiG-21MF, 5th Fighter Regiment, 1st Squadron,
Line air base 1972 – ca 1981



MiG-21MF, LZO (Air Test Branch), Line air base,
May 1995 – February 1996



MiG-21MF, 3rd Fighter-Bomber Regiment, 2nd Squadron,
summer 1995



MiG-21MF, 9th Fighter-Bomber Regiment, 1st Squadron,
Bechyne air base, July 1992



MiG-21MF, 1st Fighter Regiment, 2nd or 3rd Squadron,
Fairford, July 1994



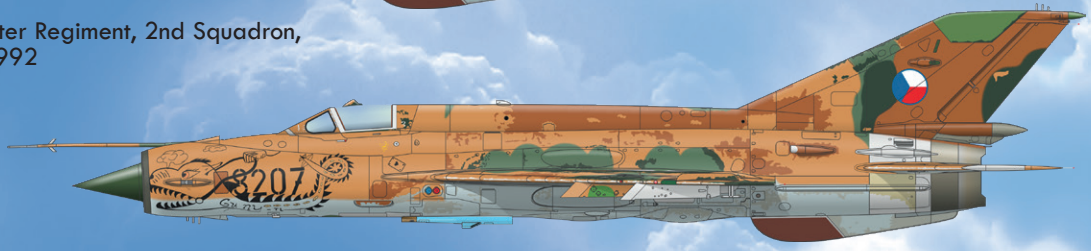
MiG-21MF, 8th Fighter Regiment, 2nd Squadron,
Namest nad Oslavou air base, May 1990



MiG-21MF, 1st Fighter Regiment, 2nd or 3rd Squadron,
Sliac air base, spring 1995



MiG-21MF, 11th Fighter Regiment, 2nd Squadron,
Zatec air base, fall 1992



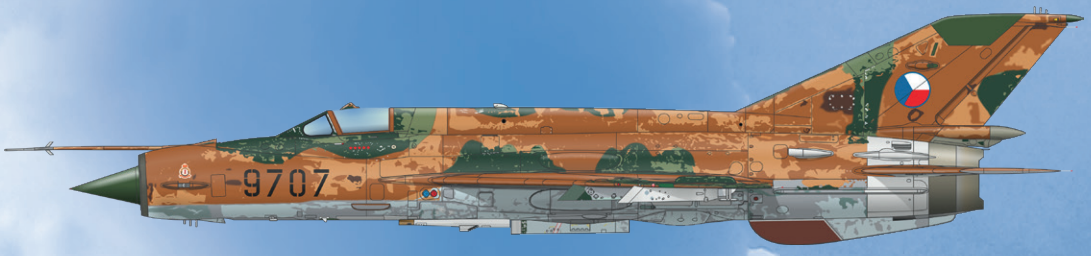
MiG-21MF, 81st Independent Fighter Squadron,
Sliac air base, summer 1992



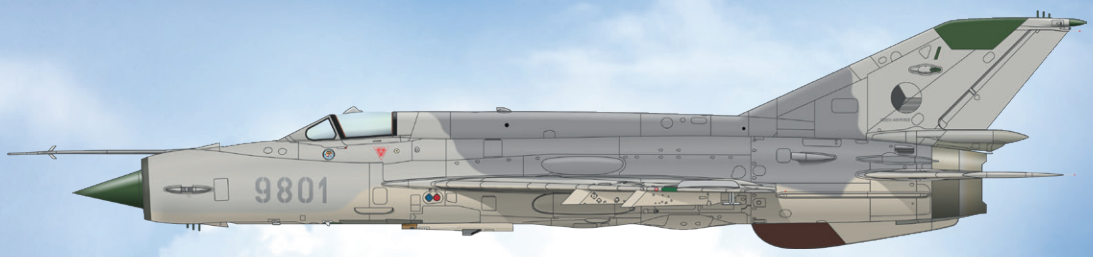
MiG-21MF, 1st Training Air Regiment,
Prerov Bochor air base, July 1993



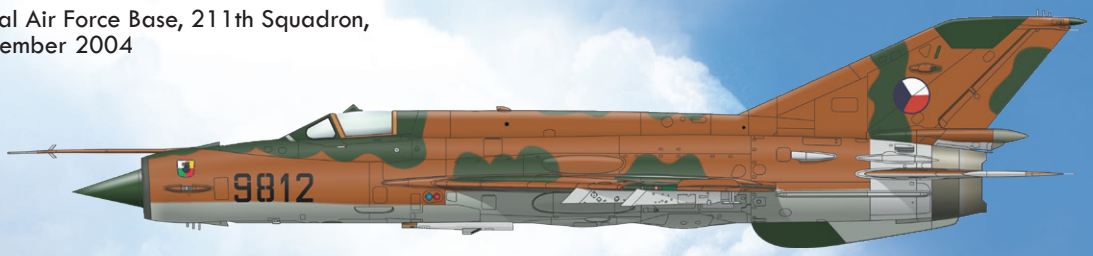
MiG-21MF, 6th Fighter-Bomber Regiment, 2nd Squadron,
Prerov Bochor air base, July 1991



MiG-21MF, 4th Fighter Air Force Base, 42nd Squadron,
Caslav air base, September 1996



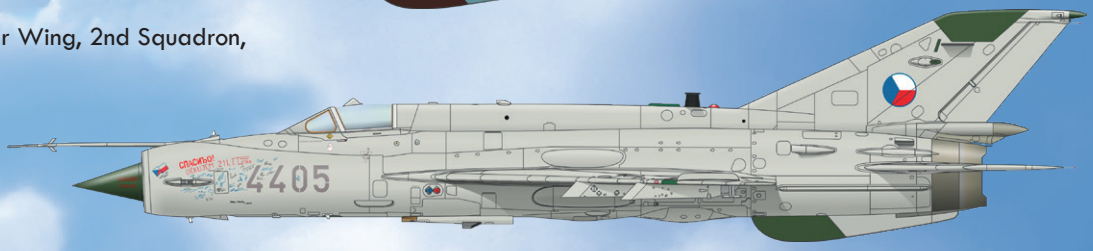
MiG-21MF, 4th Tactical Air Force Base, 211th Squadron,
Caslav air base, September 2004



MiG-21MF, 5th Fighter Regiment, 1st Squadron,
Line air base 1974 - ca 1983



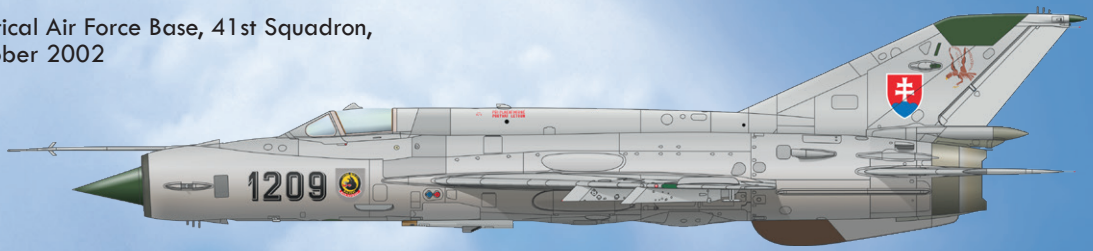
MiG-21MF, 1st Fighter Wing, 2nd Squadron,
Sliac air base 2002



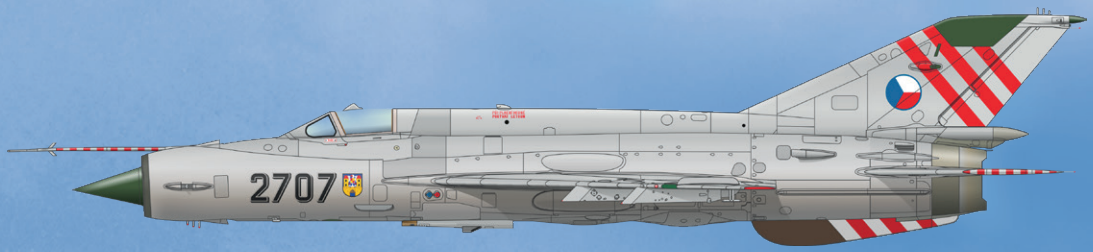
MiG-21MFN, 4th Tactical Air Force Base, 211th Squadron,
Caslav air base, July 12 2005



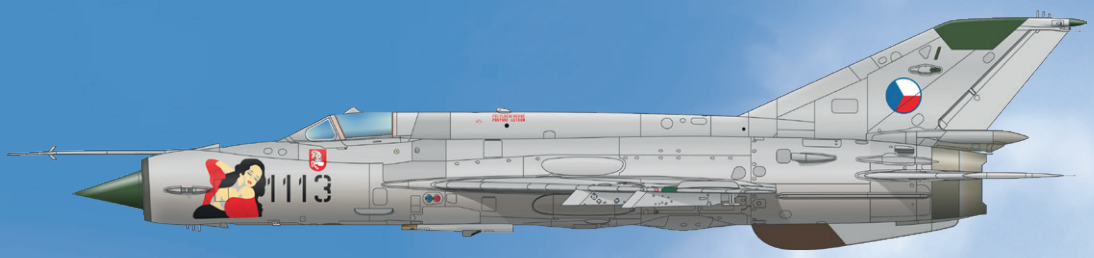
MiG-21MFN, 4th Tactical Air Force Base, 41st Squadron,
Caslav air base, October 2002



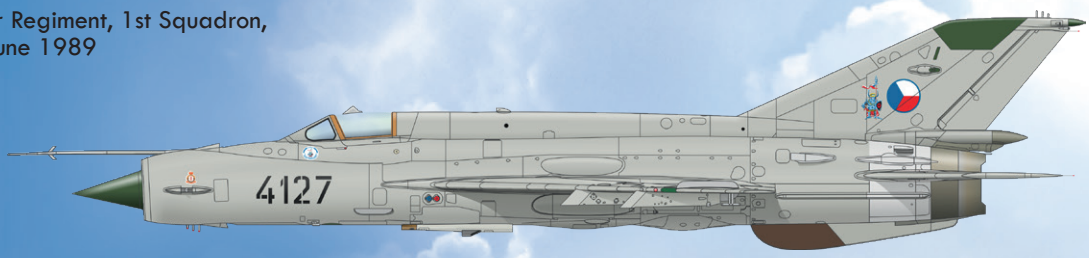
MiG-21M, 3rd Fighter-Bomber Regiment, 2nd Squadron,
Malacky air base 1993



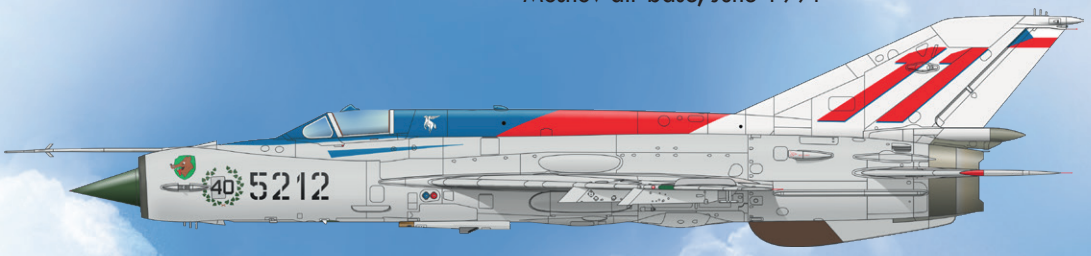
MiG-21M, 9th Fighter-Bomber Regiment, 2nd Squadron,
Bechyne air base, October 1992



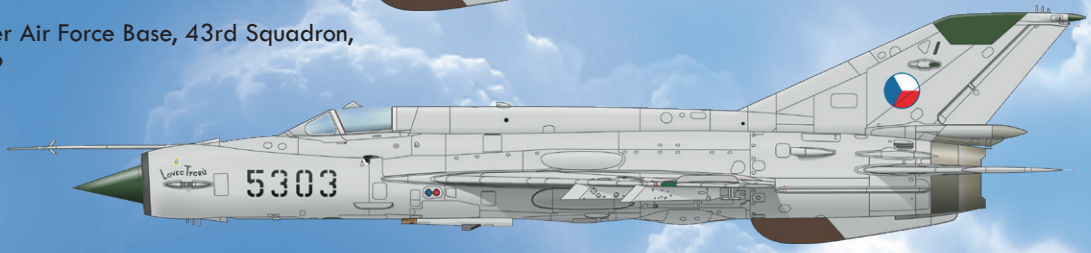
MiG-21M, 4th Fighter Regiment, 1st Squadron,
Pardubice air base, June 1989



MiG-21MF, 82nd Independent Fighter Squadron,
Mosnov air base, June 1991



MiG-21MF, 4th Fighter Air Force Base, 43rd Squadron,
Caslav air base 1996



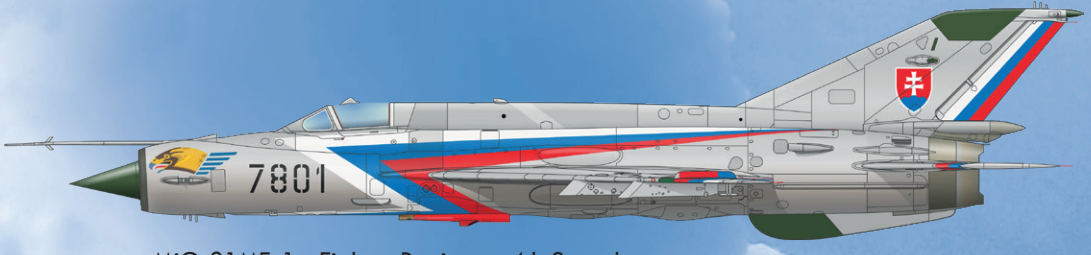
MiG-21MF, 11th Fighter Regiment, 2nd Squadron,
Zatec air base 1991



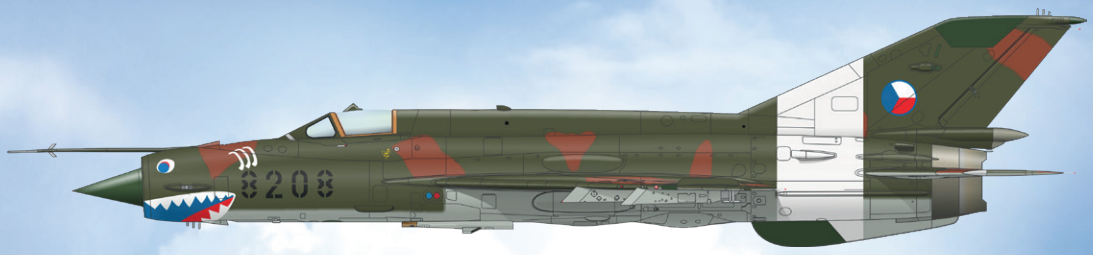
MiG-21MF, 6th Fighter-Bomber Regiment, 1st Squadron,
Prerov Bochor air base, September 1984



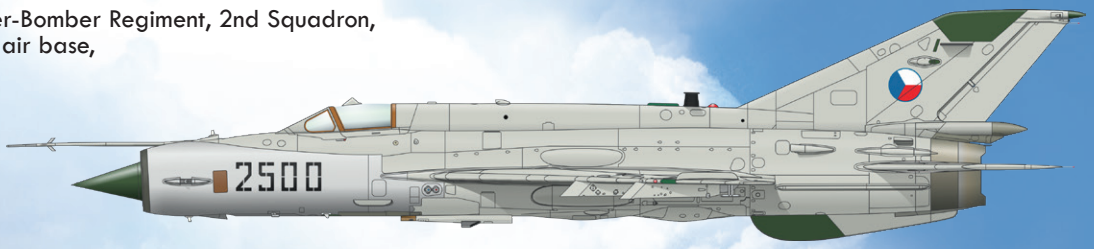
MiG-21MF, 3st Fighter Wing, 4rd Squadron,
Sliac air base, July 1997



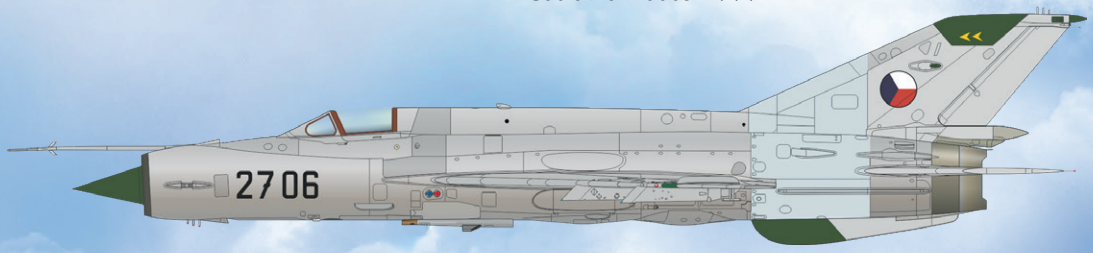
MiG-21MF, 1st Fighter Regiment, 4th Squadron,
Sliac air base, summer 1993



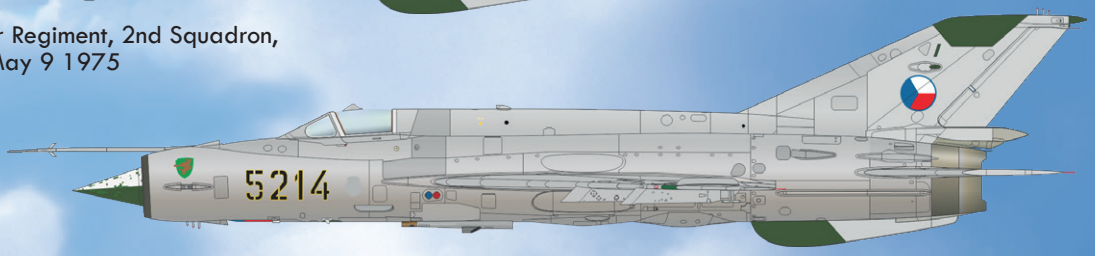
MiG-21MF, 6th Fighter-Bomber Regiment, 2nd Squadron,
Pribram Dlouha Ihota air base,
September 1986



MiG-21MFN, 4th Tactical Air Force Base, 41st Squadron,
Caslav air base 1999



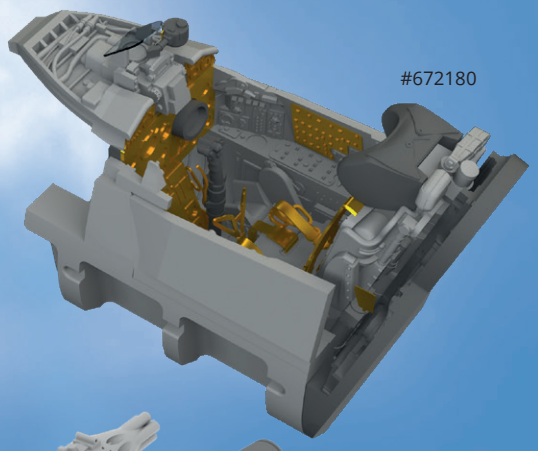
MiG-21M, 4th Fighter Regiment, 2nd Squadron,
Pardubice air base, May 9 1975



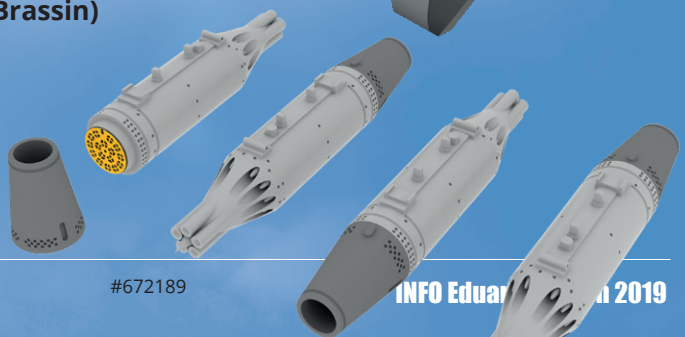
MiG-21MF, 4th Fighter Air Force Base, 41st Squadron,
Caslav air base, September 1999

Recommended for MiG-21MF:

672179 MiG-21MF Fighter Bomber cockpit 1/72 (Brassin)
672180 MiG-21MF Interceptor cockpit late 1/72 (Brassin)
672181 MiG-21MF exhaust nozzle 1/72 (Brassin)
672182 MiG-21MF wheels 1/72 (Brassin)
672184 MiG-21MF pylons 1/72 (Brassin)
672185 R-3S missiles for MiG-21 1/72 (Brassin)
672186 R-3S missiles w/ pylons for MiG-21 1/72 (Brassin)
672187 R-13M missiles for MiG-21 1/72 (Brassin)
672188 R-13M missiles w/ pylons for MiG-21 1/72 (Brassin)
672189 UB-16 rocket launchers for MiG-21 1/72 (Brassin)
672190 UB-16 rocket launchers w/ pylons for MiG-21 1/72 (Brassin)
672191 RS-2US missiles for MiG-21 1/72 (Brassin)
672192 RS-2US missiles w/ pylons for MiG-21 1/72 (Brassin)
672193 MiG-21MF airbrakes 1/72 (Brassin)
672197 MiG-21MF ejection seat 1/72 (Brassin)
672195 SPS-141 ECMpod for MiG-21 1/72 (Brassin)



#672180



#672189

PREVIEW OF THE MF BOOK BY MARTIN JANOUŠEK, WHICH IS A PART OF THE NEW LIMITED EDTION 2127 „MF“ KIT, (MIG-21M, MF AND MFN IN ČSLA, AČR AND ASR)
128 PAGES, 430 PHOTOS AND COLOR SCHEMES
FOR 39 MARKING OPTIONS INCLUDED IN THE MF KIT, CAT. NO. 2127.
THE BOOK IS AVAILABLE AS A PART OF THIS KIT

MiG-21 MF

Václav Vébr

Pplk. v. v. Vaclav Vebr
Born: 1941; Entered Air Force: September, 1959
Air Units: LU 1959-1961, 11th slp. 7th slp, 1st slp
Aircraft: C-105, C-11, MiG-15, MiG-19S, MiG-21F, PF, PFM, MF, U, US, UM, L-29, Z-142, Z-43, Z-256 AFS, L-60
Flight Time: Approximately 2200h, around 1500h in the MiG-21

Memories of the MiG-21MF

The MiG-21MF made itself significantly known through the rapid reaction of the airplane to throttle movement. During a flight in afterburner, and attaining a speed of M1.5, the second burner zone automatically kicks in. The pilot would get the distinct impression that the airplane got a kick in the ass, but, naturally, at the cost of a higher fuel consumption. It was possible to turn off the second zone by throttling back from full afterburner. The aircraft itself received an additional pylon under each wing to allow for other weapons to be carried, and it was possible to hang an auxiliary fuel tank (500l) under each wing. Under the fuselage, there was a twin-barrel GSh-23 23mm cannon. A marked improvement of this version was the installation of a new autopilot, that had two operational modes: the stabilization mode allowed for the maintaining of the aircraft's flight characteristics (inclination, climb or dive) on releasing the control stick, and in the guidance mode, which, again after releasing the stick, brought the aircraft back to horizontal level flight, or if already straight and level, to maintain altitude and course. In concert with the radio altimeter, it would prevent the aircraft from dropping below a preset 'dangerous' altitude. In the cockpit, above the instrument panel, there was a new gyroscopic gunsight. A shrouded screen displaying the fire control radar data was installed on the instrument panel to the right of the artificial horizon. At the top of the pilot's field of view, situational awareness was aided by the use of a rear-view periscope. A disadvantage was that the cockpit lost its radio compass tuning ability. There was only a set of five buttons for chosen beacons that the groundcrew tuned into the system from outside the cockpit.

At the time when the United States was introducing 'flat trajectory' weapons, the question arose how best to confront this. The fighter air force was considered as part of the solution, who was to train pilots on their search and interception. The radar could not locate such rounds at around ground level, and so visual acquisition was seen as a viable alternative followed by their destruction by cannon fire, not unlike the destruction of German V-1s over Britain during the Second World War. This problem was the focus of several tactical training exercises. Our targets were usually provided by colleagues flying Su-7s flying at 100m altitude and at speeds of over 900km/h. We would visually acquire them in a given grid location and our goal was to get a simulated good shot through the gun camera. The new MFs were the first of the MiG-21s allowed supersonic flight at M1.05 at ground level. Of course, this was in combat scenarios. Under peacetime conditions, supersonic speeds were restricted to above 11km altitude in order to not cause damage in the wake of the resulting shock wave. If I was actually able to acquire a visual on the target, it was necessary to chase it down, and get within firing distance (about 300m) and press home the attack. I spotted my Su at a distance of about three kilometers, and went into pursuit mode. Such a ground hugging flight at over 1,000km/h is a pretty demanding task. Besides watching the terrain, it was necessary to maintain visual contact with your target, and maintain a higher speed than it, in order to hope to catch it. So, you're in full burner with a constant eye on the machmeter in an effort to not generate a sonic boom, constantly toggling between burner on and off, and also keeping a look out on the fuel gage. At this altitude and in burner, the fuel consumption is enormous. When I finally chased my target down, I received an emergency fuel reserve warning, and had to break off the pursuit, meaning my intercept led to nothing.

On one of my first flights in the MF, after taking off and a gentle climb to the north in full afterburner, I released the stick and focused on switching radar and compass channels. The aircraft was stabilized by the autopilot, the speed climbed to 950km/h, the flight was progressing well, up to the moment when I grabbed the stick again. The aircraft began to shake in waves of positive and negative overloads that were recorded by the flight recording system SARP within a couple of seconds. I immediately released the control stick again, and turned off the afterburner, throttled back to idle, and drastically reduced my speed using the speed brakes. At 500km/h the aircraft began to behave normally, and I realized what had just happened.

It was very important after takeoff and during increasing speed to monitor what we called the 'strong arm' signal until it turned off, and watched the ARU indicator, that was to move towards the 'small arm' zone. The ARU was an indicator that displayed the changing relationship between the control stick and stabilizer deflection depending on speed and altitude of flight. At a higher speed, the rudder tended to be more effective, leading to the possibility of exceeding dangerous load tolerances. In my case, 'strong arm' never turned off, the autopilot stabilized the flight parameters, and my failure to monitor gave rise to a very dangerous situation that thankfully turned out well. Under speeds of 500km/h, the 'strong arm' regime is the correct one, and prior to landing, it is necessary to monitor it's signal coming on. The landing was exactly as it should be. On the ground, technicians discovered a fault in the ARU in the electronic connections. It was certainly a lesson for me with regards to the importance of procedures, and maintaining them, and failure to do so can be extremely expensive.





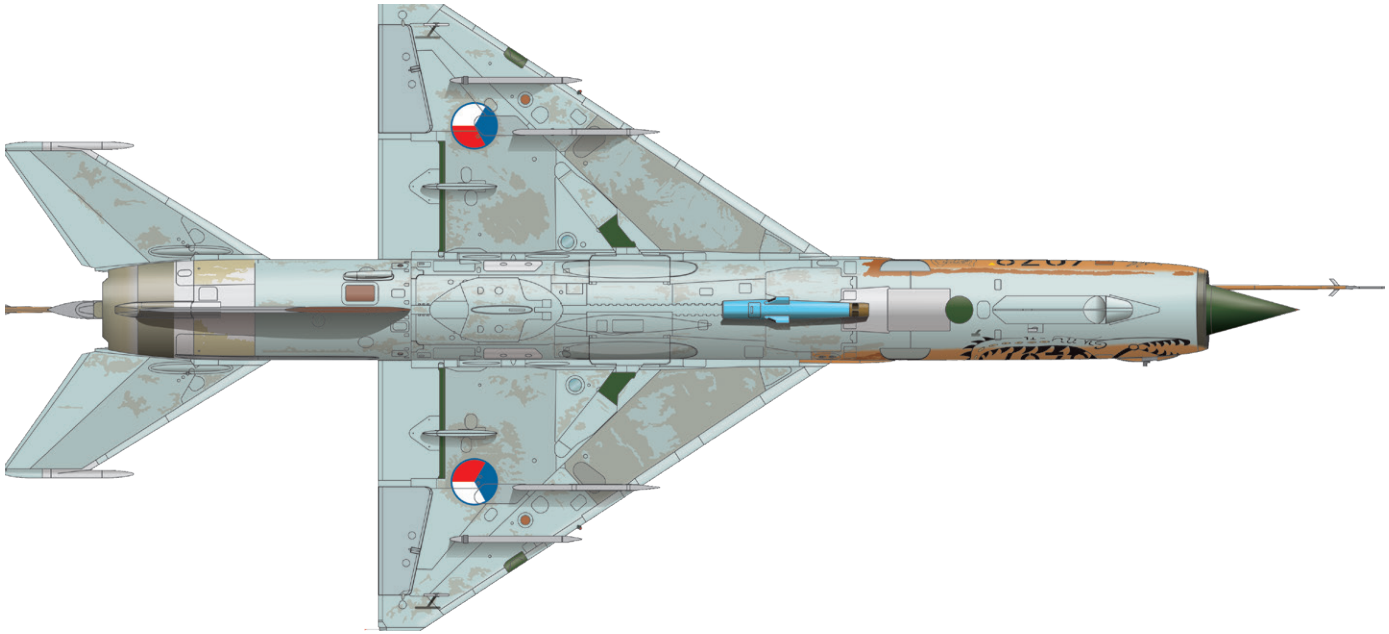
This was what the ground crew did to their MiG-21MF at Sliac for its ferry flight to receive its general overhaul. Since this was at a time when the overhaul included the stripping of the original paint, there was no risk of incurring the wrath of the powers that be, and the crews were pretty much free to decorate their machines to their hearts' desire. Aircraft '8207' was delivered in October, 1973, to the 6th sbolp and served with the unit until disbandment. After that, it was reassigned to the 81st sslt at Sliac. The general overhaul was not completed until after the split of the state in 1993. It was stricken off charge at Sliac in 1997.

MiG-21MF '8207', 81st sslt, Sliac, summer, 1992.



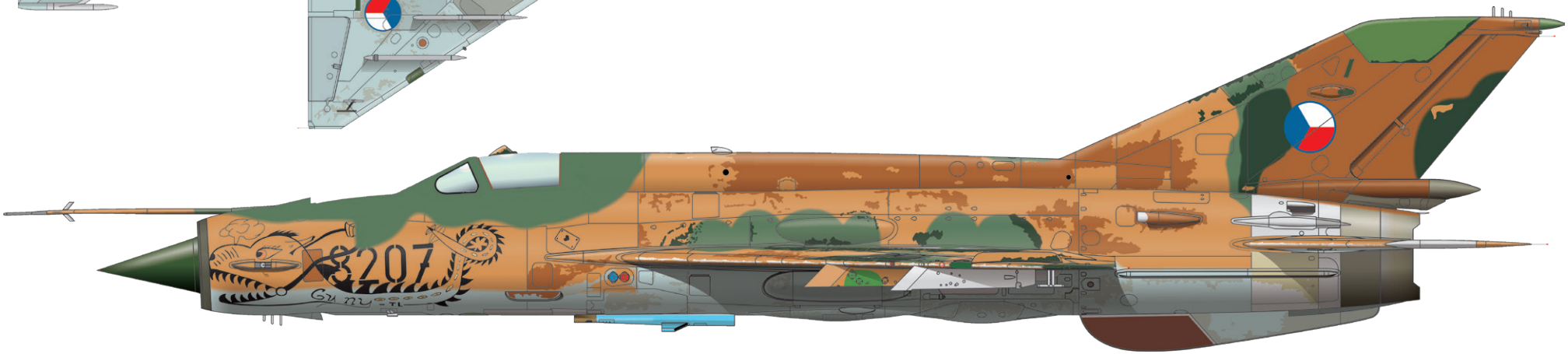


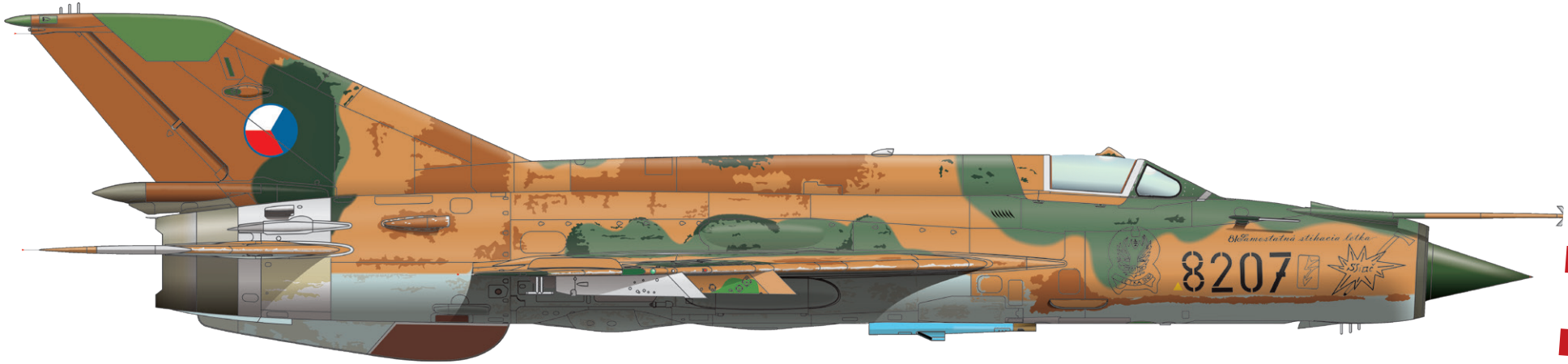
MiG-21MF ‘8207’, 81st sslt, Sliac, summer, 1992.











MiG-21MF



Former Prerov MiG-21MFs in the summer of 1991 at the newly formed 81st sslt at Sliac. This unit later would form the basis of the Slovak Air Force. Accumulating years of service since its midlife overhaul are making their mark on the appearance of the aircraft.



BFC072

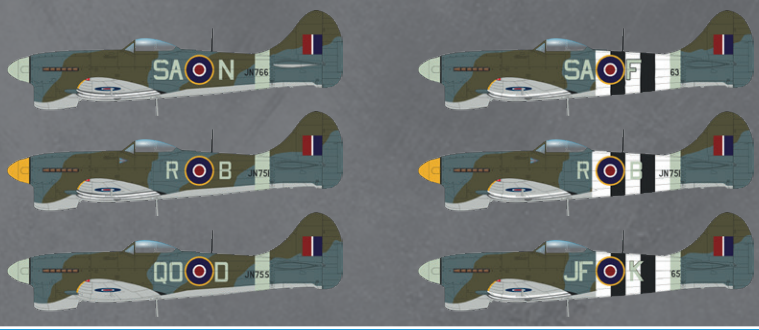
Tempest Mk.V Series 1 WET TRANSFER

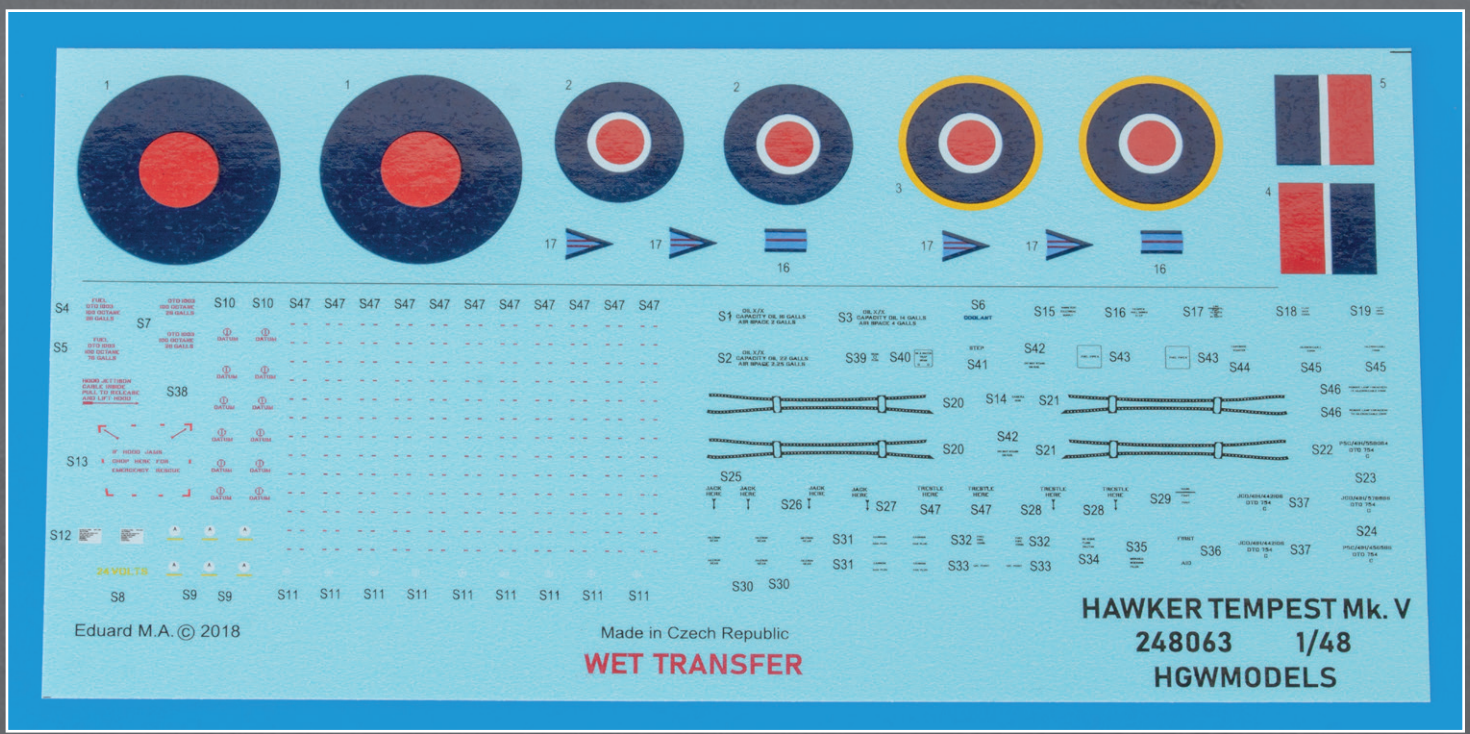


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Product Page





BFC075

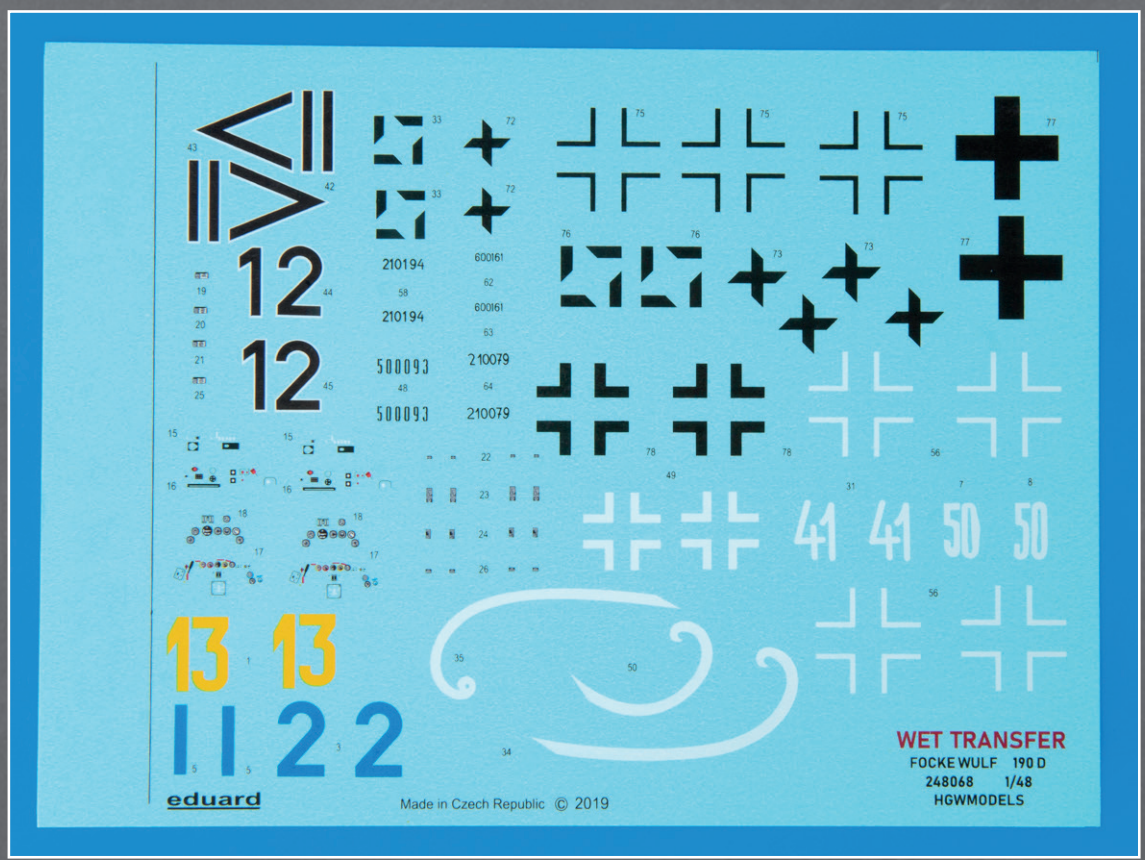
Bodenplatte Fw 190D-9 WET TRANSFER



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1/48, Cat. No. BFC075





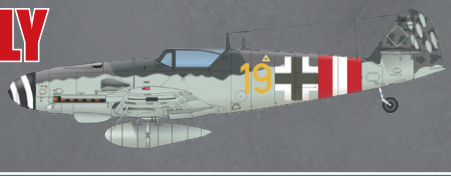
BFC076

Bodenplatte Bf 109G-14(AS) WET TRANSFER

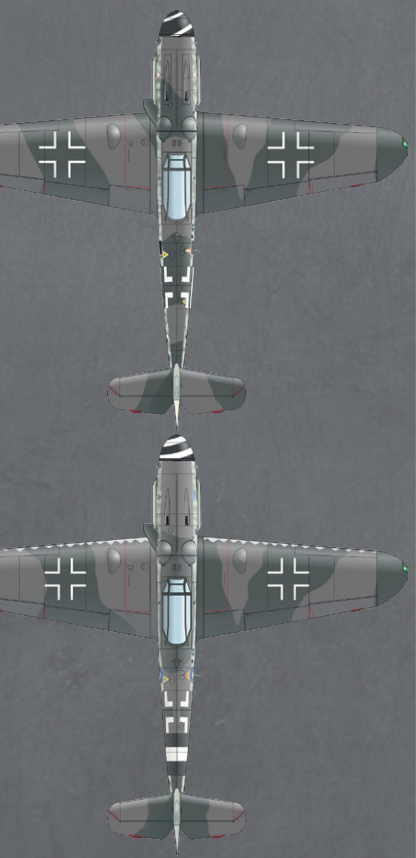


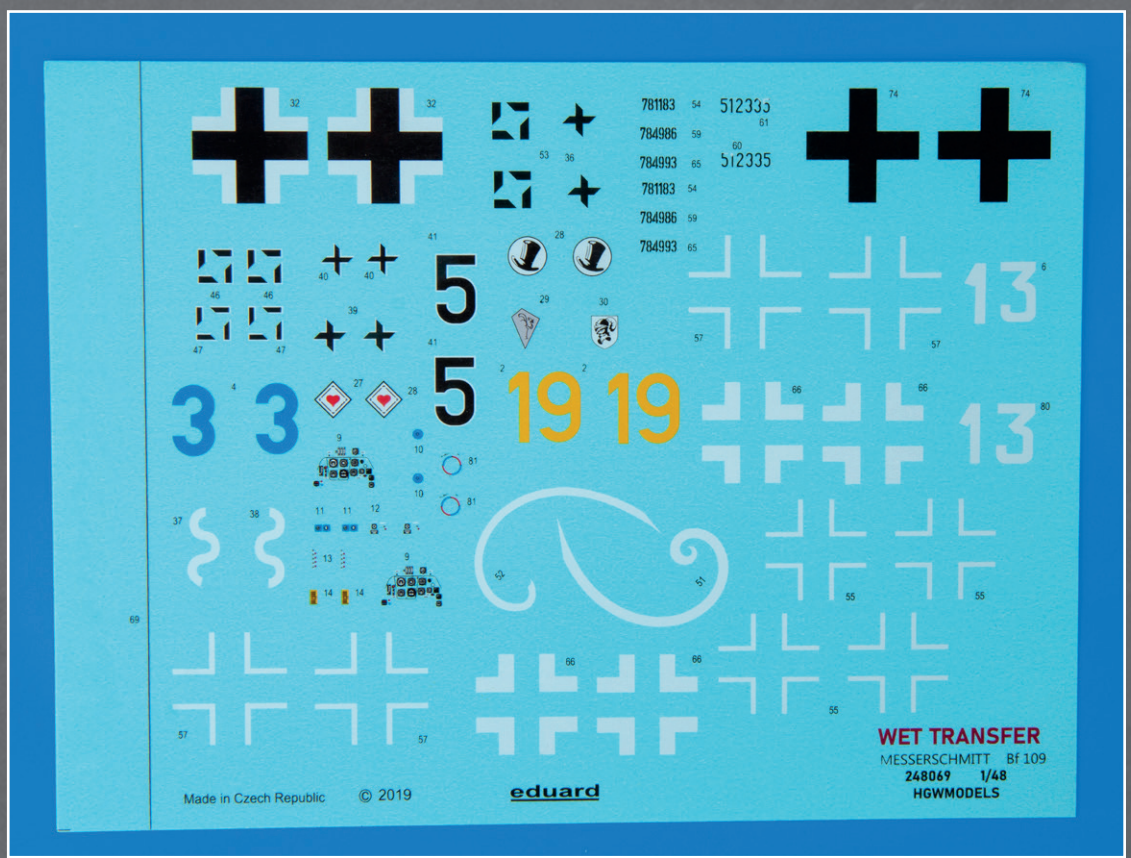
FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC076



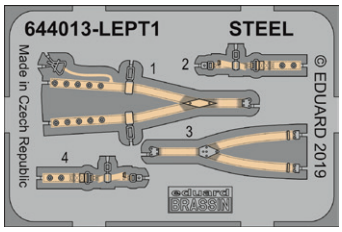






Löök

644013
Spitfire Mk.I LöökK
1/48 Tamiya





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

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

Product Page



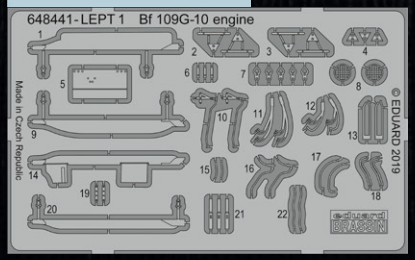
648441
Bf 109G-10 engine
1/48 Eduard

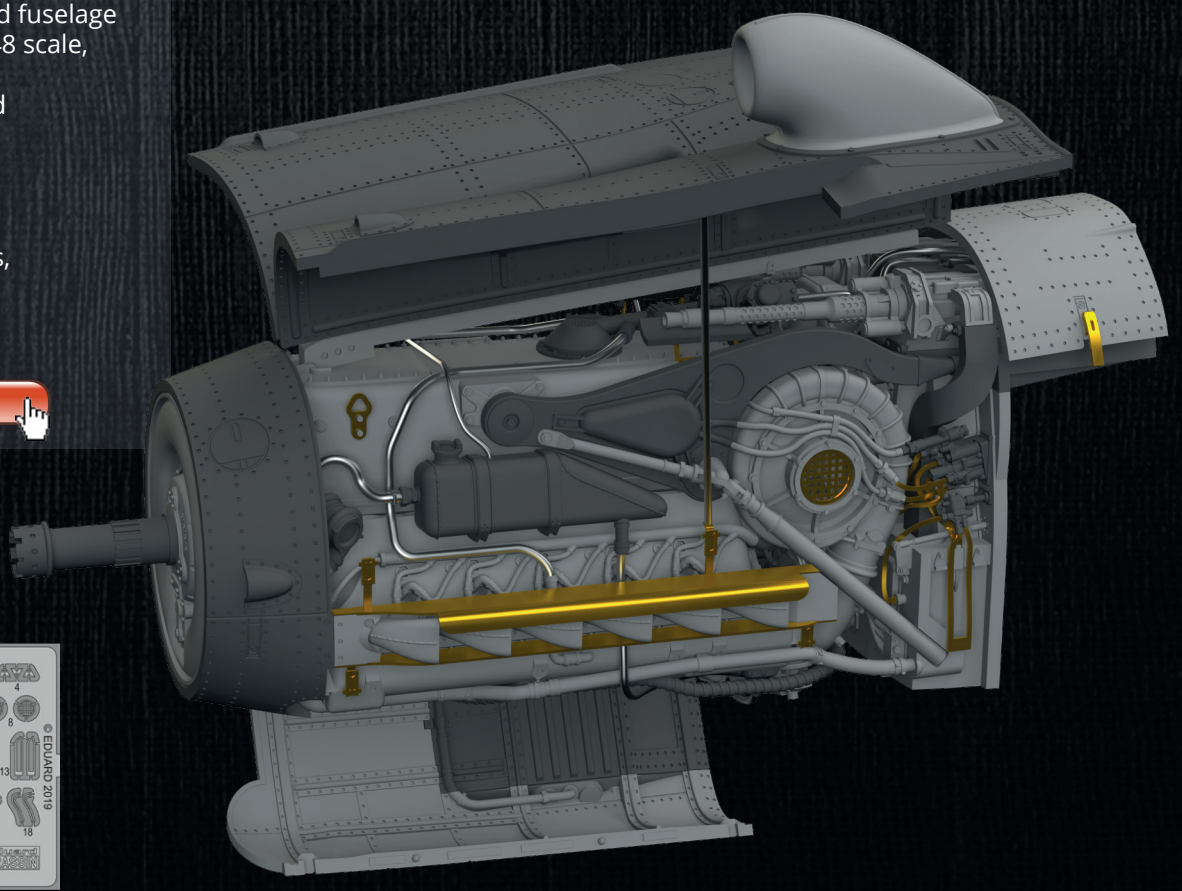
Brassin set - an engine and fuselage guns for Bf 109G-10 in 1/48 scale, cowlings included.
Recommended kit: Eduard

Set contains:
- resin: ca 70 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page







648451

AN/AVQ-10 PAVE Knife

1/48

Brassin set - US targeting pod AN/AVQ-10 PAVE Knife in 1/48 scale.

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

Product Page





648453

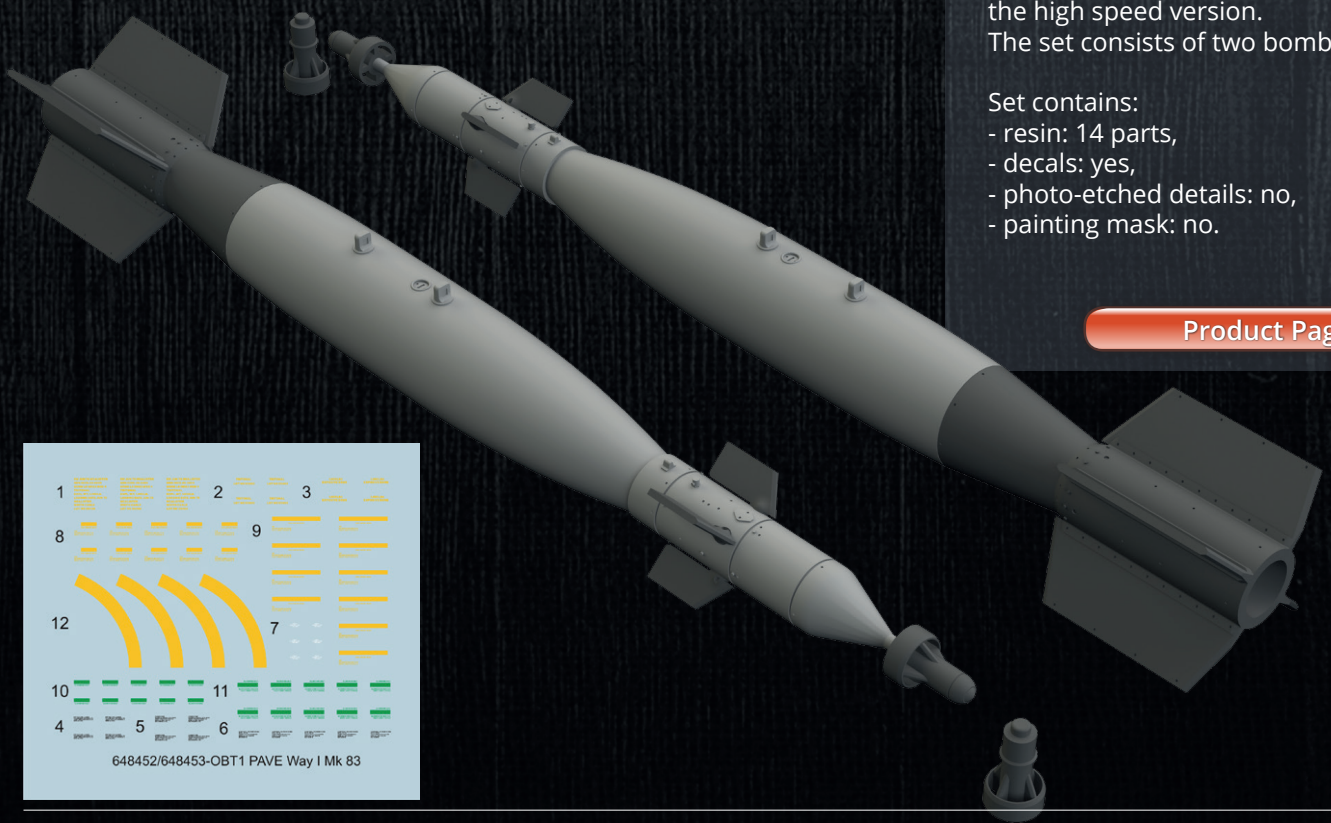
PAVE Way I Mk 83 Hi Speed LGB Non-Thermally Protected

1/48

Brassin set - the US laser guided bomb PAVE Way I Mk 83 in 1/48 scale, the high speed version.
The set consists of two bombs.

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

Product Page

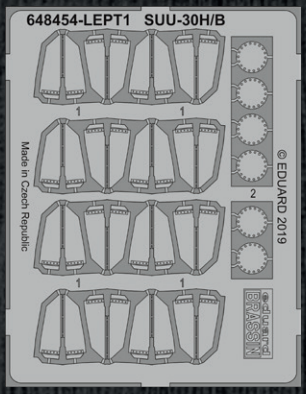


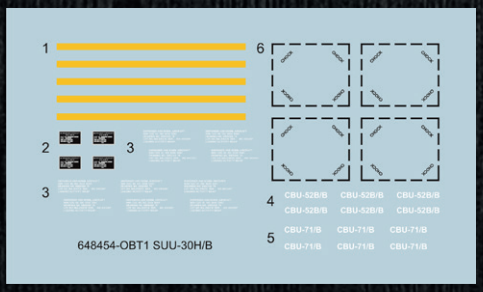
648454
SUU-30H/B
1/48

Brassin set - the US cluster bomb SUU-30H/B in 1/48 scale. The bombs were used in Desert Storm operation. The set consists of 4 bombs.

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

Product Page







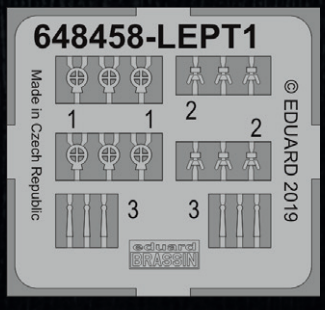
648458
M2 Brownings w/handles for aircraft
1/48

Brassin set - manually operated M2 Browning machines guns in 1/48 scale. Set consists of 4 guns. The version for A/C.

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

Product Page





672214

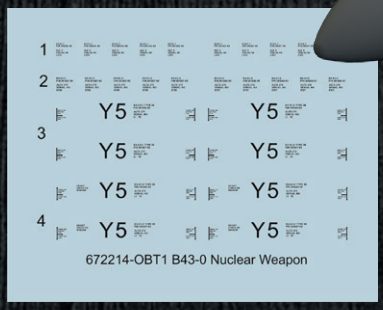
B43-0 Nuclear Weapon w/ SC43-4/-7 tail assembly

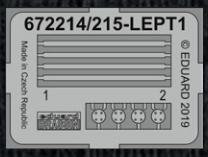
1/72

Brassin set - B43-0 nuclear bomb with SC43-4/-7 tail unit in 1/72 scale. Set consists of 2 bombs.

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

Product Page





672215

B43-1 Nuclear Weapon w/ SC43-4/-7 tail assembly

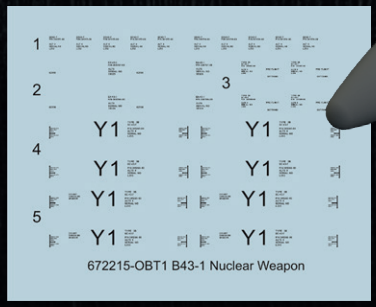
1/72

Brassin set - B43-1 nuclear bomb with SC43-4/-7 tail unit in 1/72 scale. Set consists of 2 bombs.

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

Product Page





SIN64857

Ki-61-Id

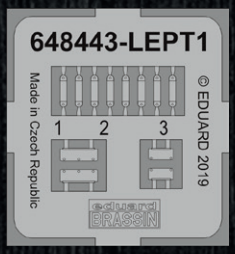
1/48 Tamiya

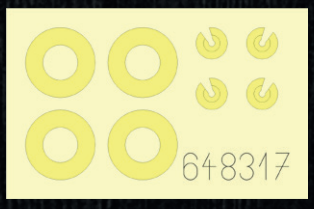
Collection of 4 sets for Ki-61-Id in 1/48 scale by Tamiya.

- wheels,
- gun barrels,
- exhaust stacks,
- fuel tanks.

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

Product Page







SIN67218

Wellington Mk.Ia/c

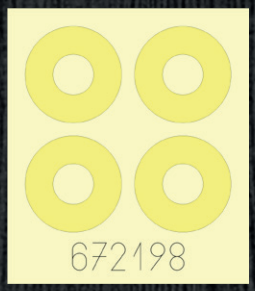
172 Airfix

Collection of 3 sets for Wellington Mk.Ia/c in 1/72 scale by Airfix.

- wheels,
- engines,
- bombs.

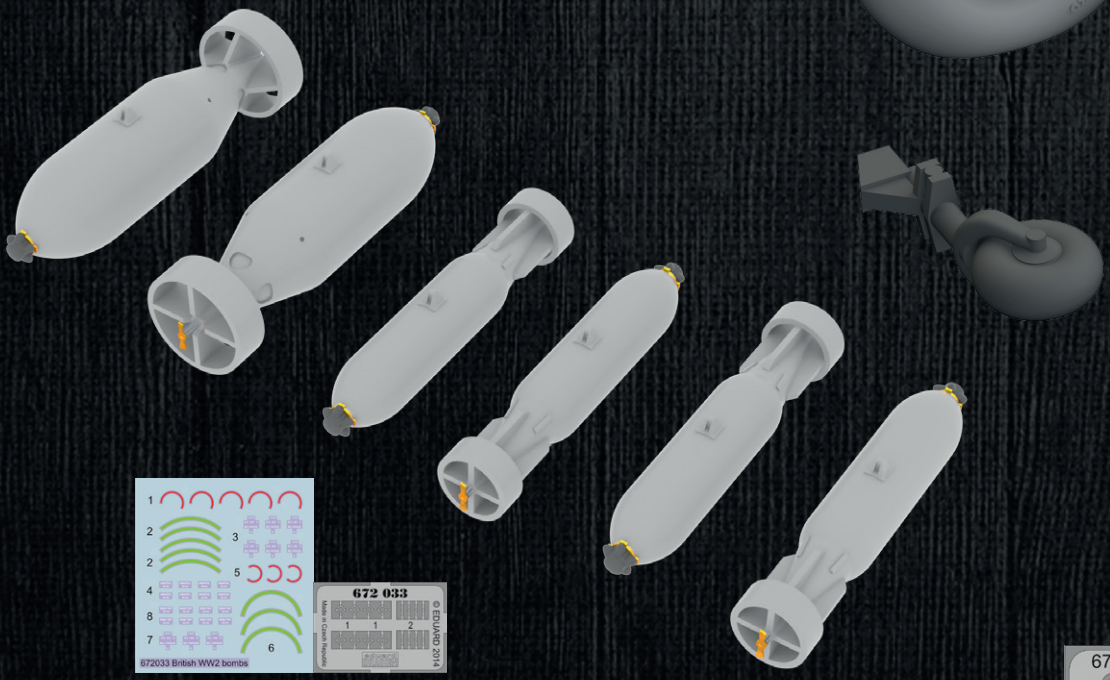
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.

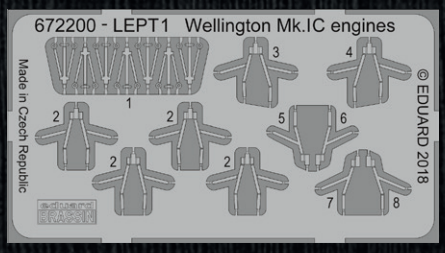
Product Page

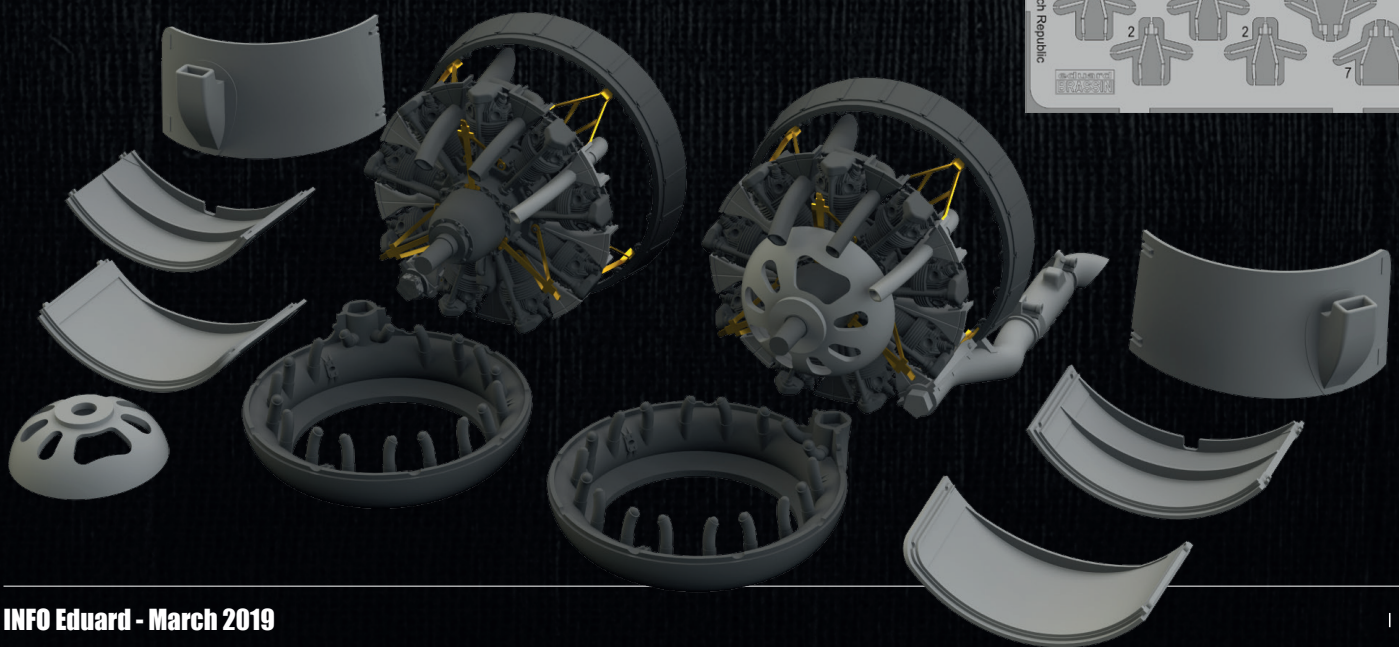






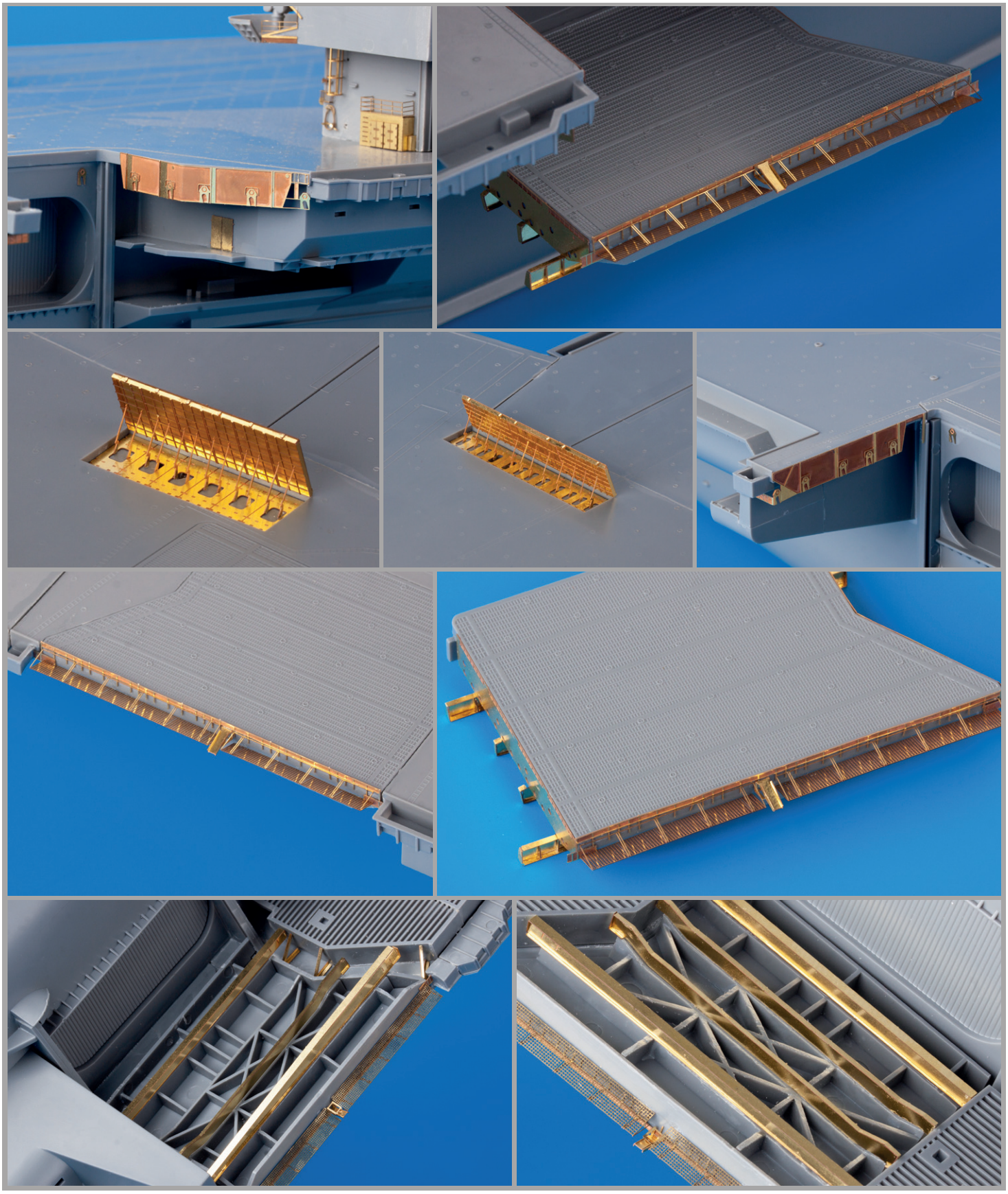






CVN-65 Enterprise 1/350 Tamiya

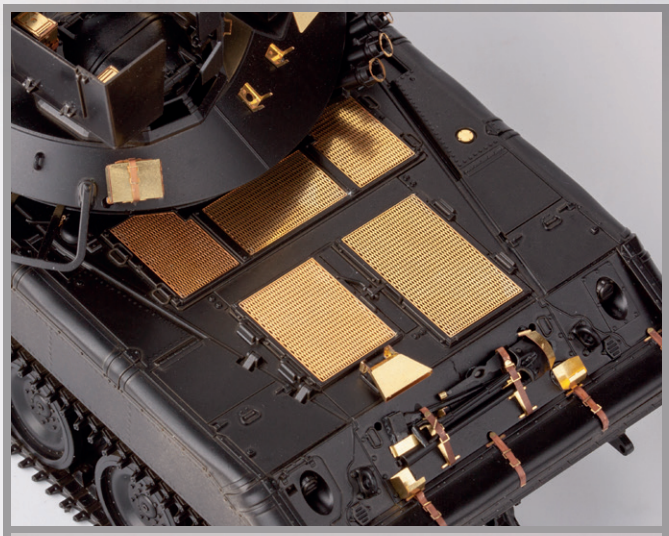
CVN-65 Enterprise pt.4 1/350 Tamiya (53236)

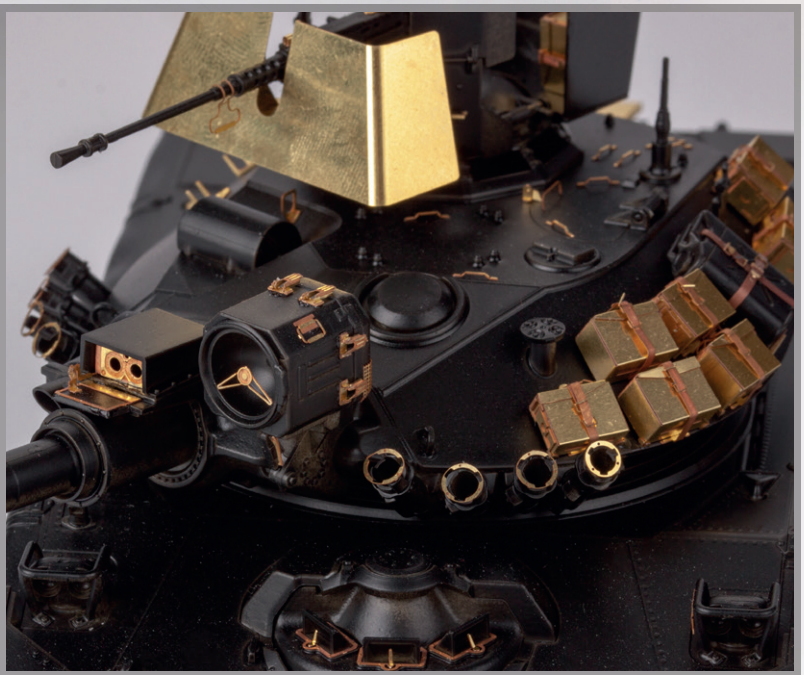


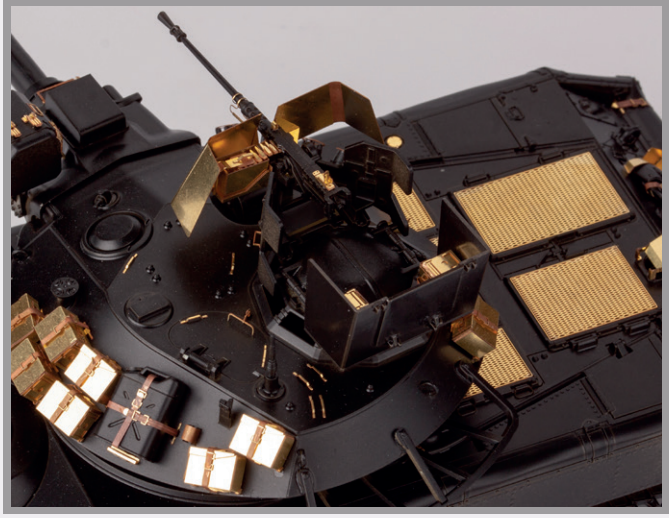
M551 Sheridan 1/35 Tamiya

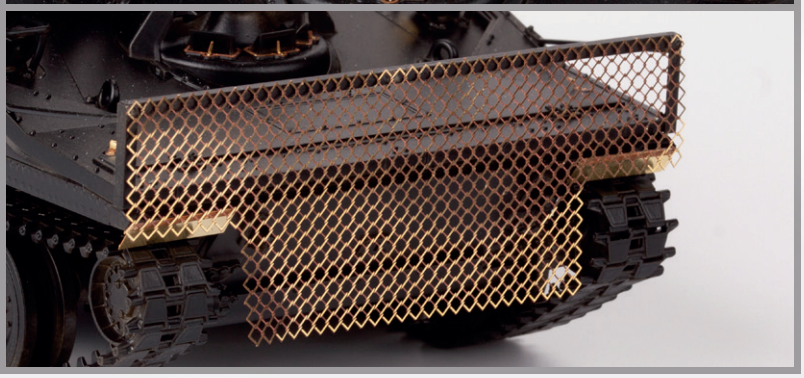
M551 Sheridan 1/35 Tamiya (36407)
M551 Sheridan front anti-RPG wire net 1/35 Tamiya (36408)





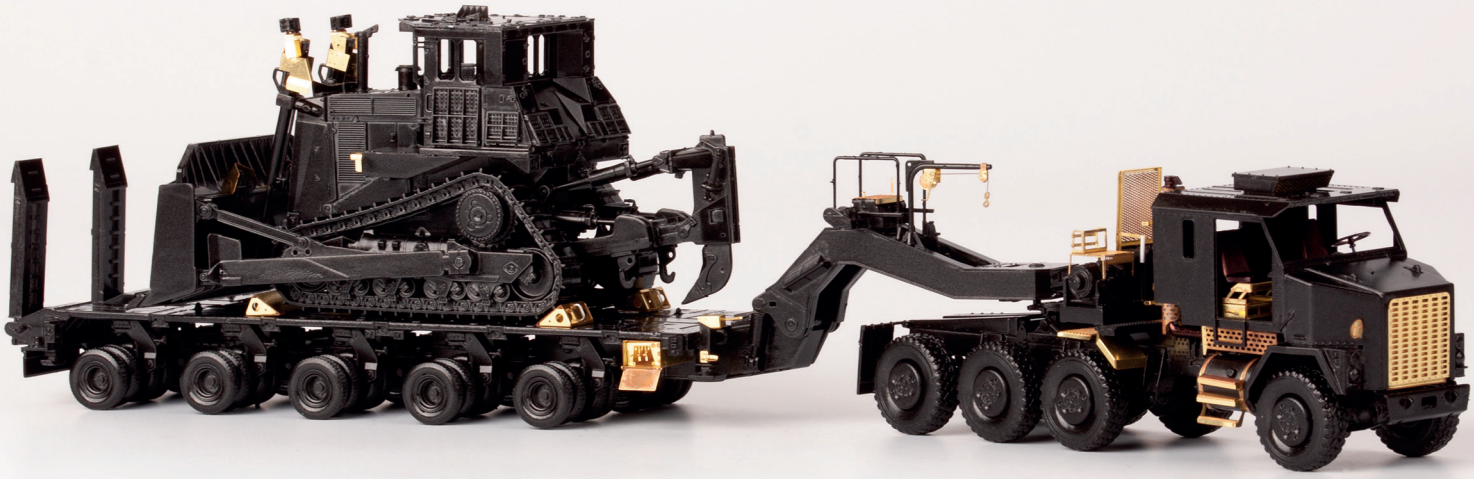




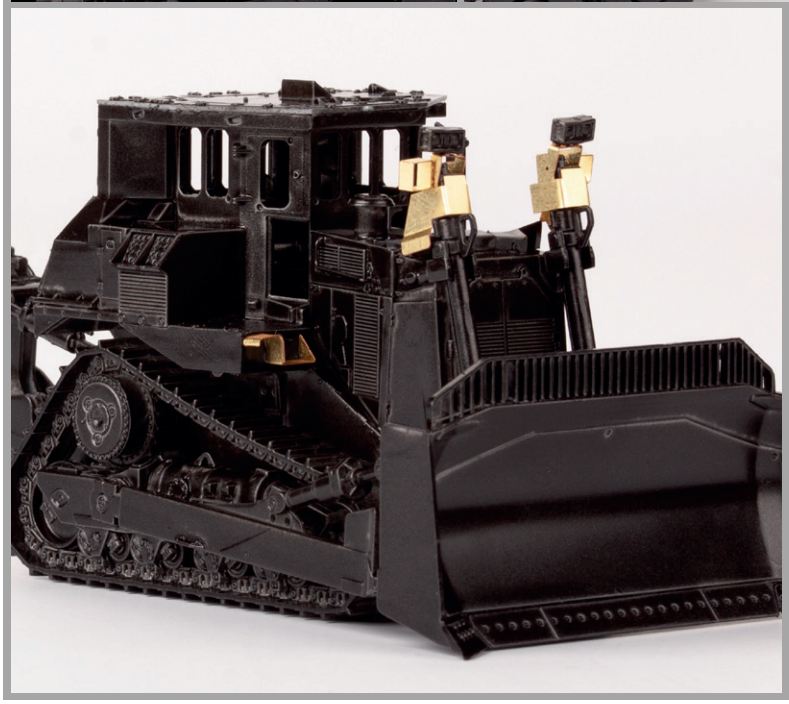


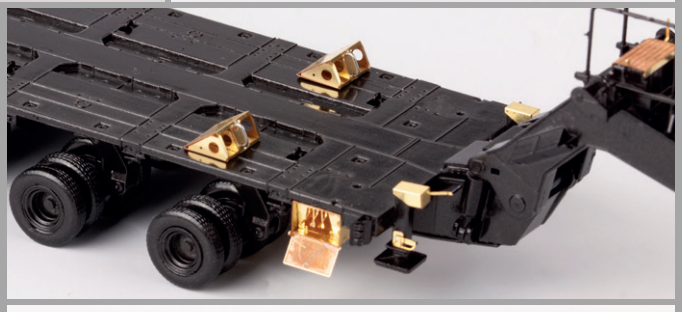
M1070 and M1000 w/D9R 1/72 Takom

M1070 and M1000 w/D9R 1/72 Takom (72684)











Tu-128M 1/72 Trumpeter

Tu-128M 1/72 Trumpeter (73653)
Tu-128M 1/72 Trumpeter (SS653) (Zoom)
Tu-128M 1/72 Trumpeter (CX536) (Mask)



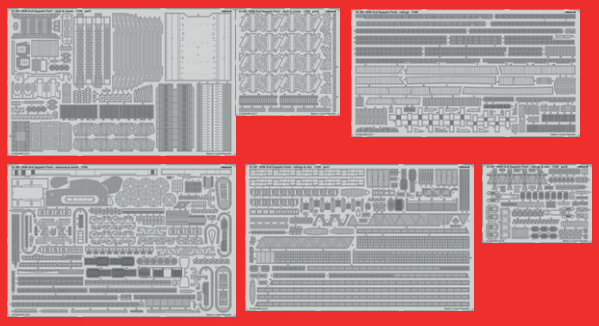
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG5350 DKM Graf Zeppelin 1/350 Trumpeter

Product Page

53204 DKM Graf Zeppelin pt.1 deck & cranes 1/350
53205 DKM Graf Zeppelin pt.2 railings 1/350
53206 DKM Graf Zeppelin antennas & island pt.3 1/350
53207 DKM Graf Zeppelin railings & nets pt.4 1/350

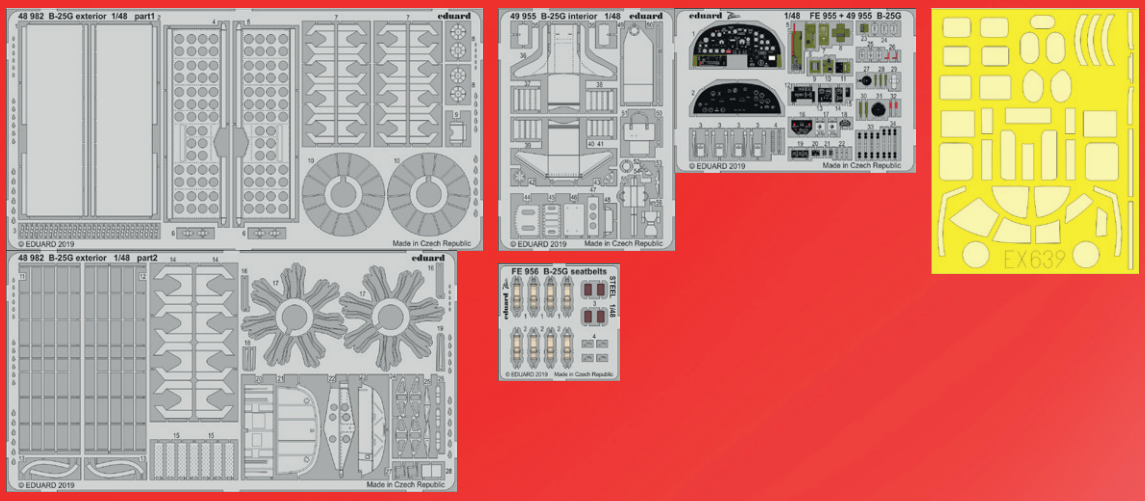




BIG49215 B-25G 1/48 Italeri

Product Page

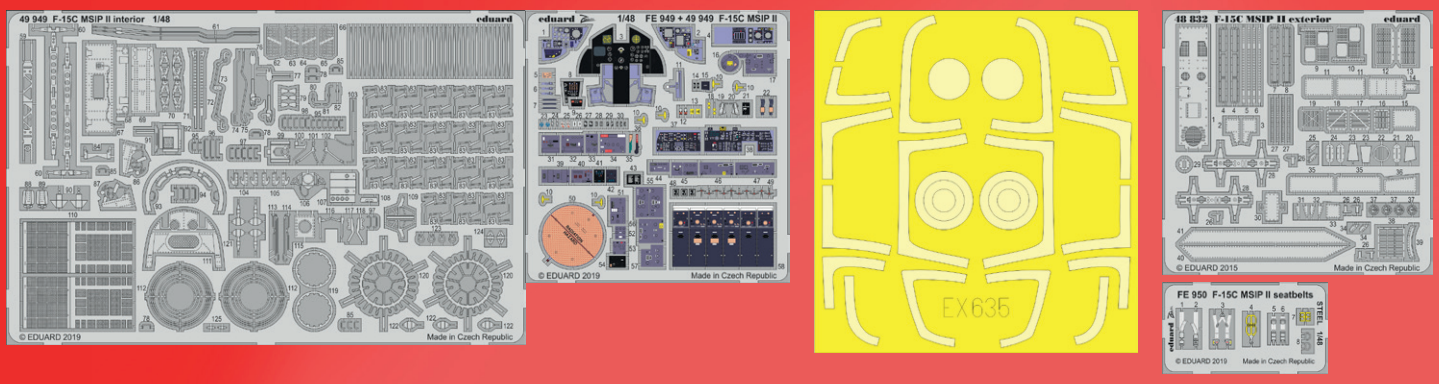
48982 B-25G exterior 1/48
49955 B-25G interior 1/48
FE956 B-25G seatbelts STEEL 1/48
EX639 B-25G 1/48



BIG49216 F-15C MSIP II 1/48 Great Wall Hobby

Product Page

48832 F-15C MSIP II exterior
49949 F-15C MSIP II interior 1/48
FE950 F-15C MSIP II seatbelts STEEL 1/48
EX635 F-15C MSIP II TFace 1/48



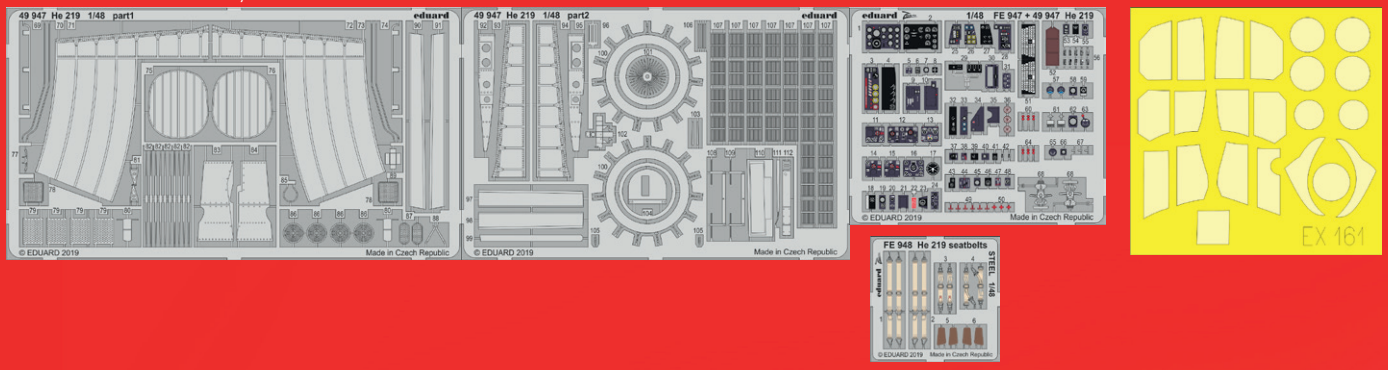
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG49217 He 219 1/48 Tamiya

Product Page

49947 He 219 1/48
FE948 He 219 seatbelts STEEL 1/48
EX161 He 219 Uhu 1/48

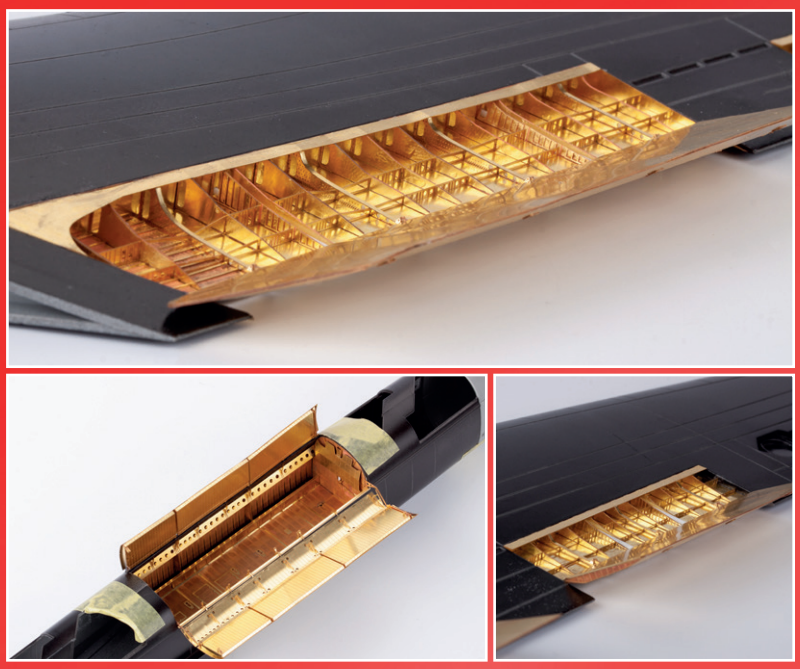


BIG72145 B-52G PART II. 1/72 Modelcollect

Product Page

72682 B-52G bomb bay 1/72
72683 B-52G undercarriage 1/72
72677 B-52G landing flaps 1/72

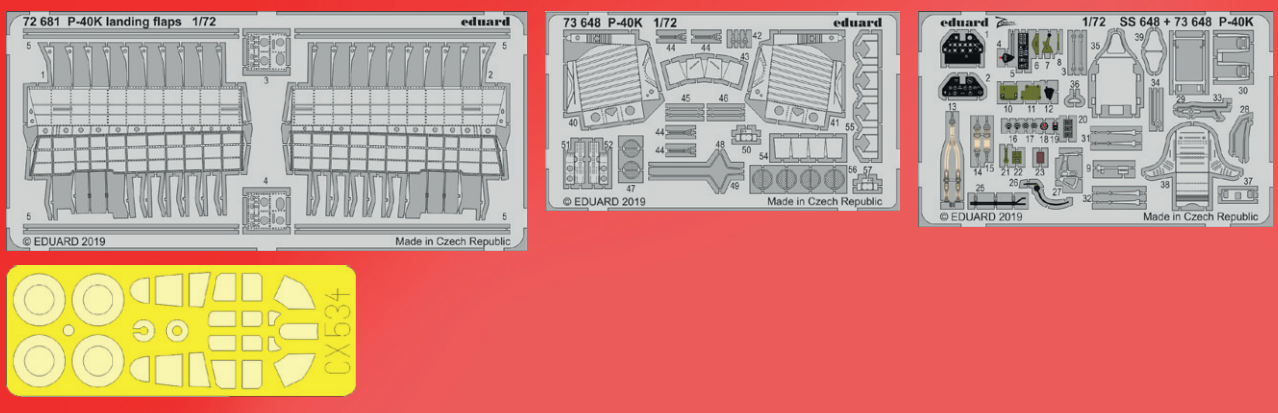




BIG72146 P-40K 1/72 Special Hobby

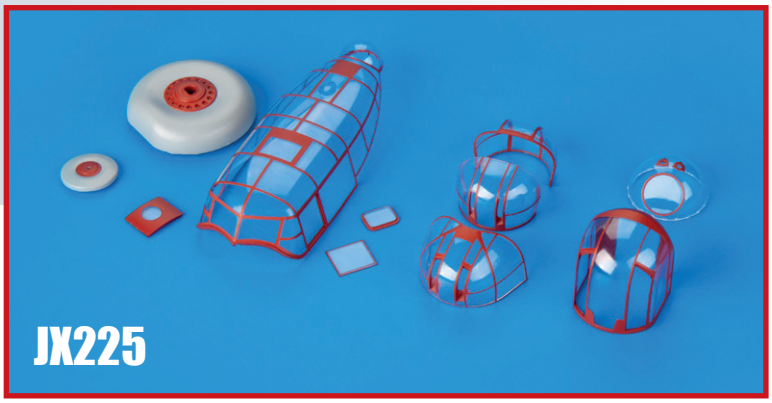
Product Page

72681 P-40K landing flaps 1/72
73648 P-40K 1/72
CX534 P-40K 1/72



EDUARD MASK IT FITS!

JX225 Lancaster B Mk.I 1/32 HKM
EX645 F-15E TFace 1/48 Great Wall Hobby
EX646 F-15E 1/48 Great Wall Hobby
CX535 Su-27UB 1/72 Zvezda
CX536 Tu-128M 1/72 Trumpeter



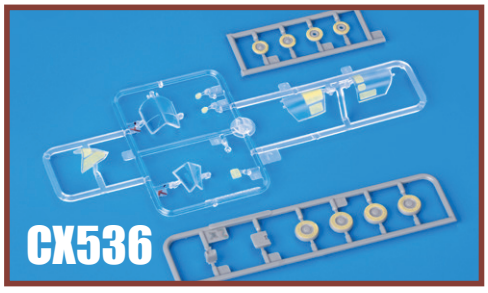






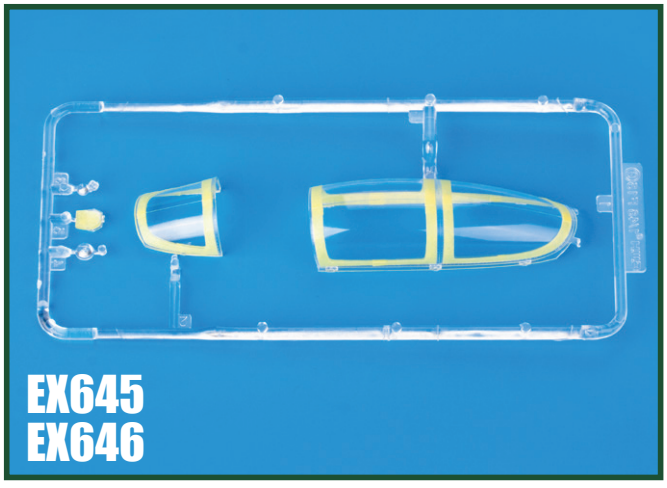




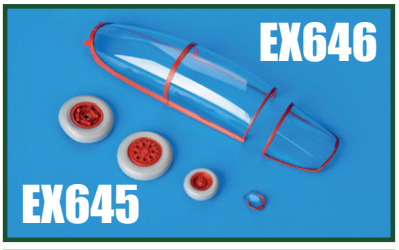
















March 2019

KITS

8413	Hanriot HD.2	1/48	Weekend edition
70111	Fw 190A-8 re-release	1/72	ProfiPACK
82161	Bf 109G-10 WNF/Diana	1/48	ProfiPACK
2127	MF	1/72	Limited edition

PE-SETS

53236	CVN-65 Enterprise pt.4	1/350	Tamiya
53238	Naval Figures US WWII 3D	1/350	
32937	He 219 interior	1/32	Revell
32938	Lancaster B Mk.I cockpit	1/32	HKM
32939	Lancaster B Mk.I seatbelts STEEL	1/32	HKM
36407	M551 Sheridan	1/35	Tamiya
36408	M551 Sheridan front anti-RPG wire net	1/35	Tamiya
36409	Su-122	1/35	Tamiya
36410	Su-85	1/35	Tamiya
48988	F-15E exterior	1/48	Great Wall Hobby
49964	F-15E interior	1/48	Great Wall Hobby
49966	TBD-1 interior	1/48	Great Wall Hobby
72684	M1070 & M1000 w/D9R	1/72	Takom
72685	Hurricane Mk.I landing flaps	1/72	Arma Hobby
73652	Su-27UB	1/72	Zvezda
73653	Tu-128M	1/72	Trumpeter
73654	Hurricane Mk.I	1/72	Arma Hobby

ZOOMS

33210	He 219	1/32	Revell
33211	He 219 seatbelts STEEL	1/32	Revell
FE964	F-15E	1/48	Great Wall Hobby
FE965	F-15E seatbelts STEEL	1/48	Great Wall Hobby
FE966	TBD-1	1/48	Great Wall Hobby
FE967	TBD-1 seatbelts STEEL	1/48	Great Wall Hobby
FE968	Rafale C seatbelts grey STEEL	1/48	Revell
SS652	Su-27UB	1/72	Zvezda
SS653	Tu-128M	1/72	Trumpeter
SS654	Hurricane Mk.I	1/72	Arma Hobby
SS655	L-39ZA Weekend	1/72	Eduard

MASKS

JX225	Lancaster B Mk.I	1/32	HKM
EX645	F-15E TFace	1/48	Great Wall Hobby
EX646	F-15E	1/48	Great Wall Hobby
CX535	Su-27UB	1/72	Zvezda
CX536	Tu-128M	1/72	Trumpeter

BIGED

BIG5350	DKM Graf Zeppelin	1/350	Trumpeter
BIG49215	B-25G	1/48	Italeri
BIG49216	F-15C MSIP II	1/48	Great Wall Hobby
BIG49217	He 219	1/48	Tamiya
BIG72145	B-52G PART II.	1/72	Modelcollect
BIG72146	P-40K	1/72	Special Hobby

BRASSIN

644013	Spitfire Mk.I LöökK	1/48	Tamiya
648441	Bf 109G-10 engine	1/48	Eduard
648451	AN/AVQ-10 PAVE Knife	1/48	
648453	PAVE Way I Mk 83 Hi Speed LGB Non-Thermally Protected	1/48	
648454	SUU-30H/B	1/48	
648458	M2 Brownings w/handles for aircraft	1/48	
672214	B43-0 Nuclear Weapon w/ SC43-4/-7 tail assembly	1/72	
672215	B43-1 Nuclear Weapon w/ SC43-4/-7 tail assembly	1/72	

BIGSIN

SIN64857	Ki-61-Id	1/48	Tamiya
SIN67218	Wellington Mk.Ia/c	1/72	Airfix

March releases

TEMPEST Mk.V Series 1









JN766, No. 486 (RNZAF) Squadron, RAF Station Castle Camp, Great Britain, April 1944

No. 486 Squadron was established on March 7th, 1942 at Kirton in Lindsey, and were manned almost exclusively by New Zealanders. Initially, the unit was equipped with Hurricanes but later was given the Hawker Typhoon. The unit's impressive record led to it being one of the first units to chosen to fly the Tempest Mk. V. These new aircraft began to arrive through January and February 1944. It became part of the No. 150 Wing armed with the Tempest and was deemed fully combat ready in April 1944.
The camouflage schemes of the new Tempests were composed of the so-called Day Fighter Scheme, with Dark Green and Ocean Grey upper and side surfaces and Medium Sea Grey lower surfaces. At this time, the bottom surfaces of the wings of Typhoons and Tempests were marked with black and white stripes for the purposes of easier identification of friendly aircraft. The specified width of the white segments was 24 inches and the black were to be 12 inches. The stripes were deleted from Typhoons on 7 February 1944 but Tempests carried them until 20 April 1944.









F6F-3 1/48

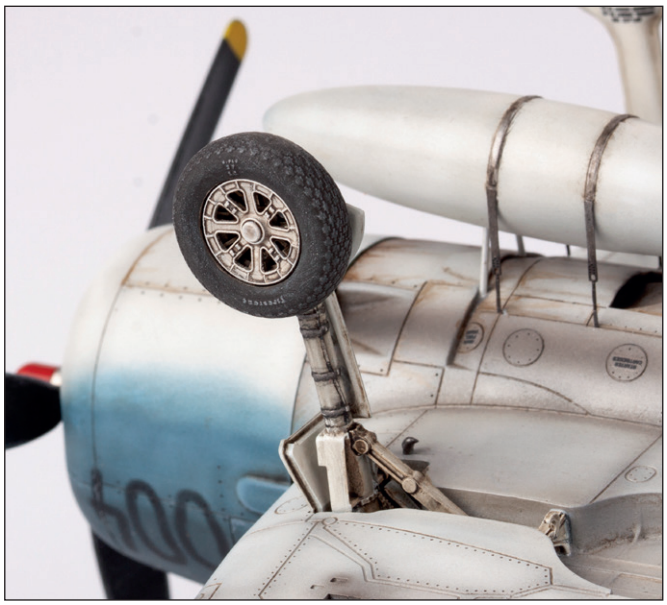


Camo D

built by Petr Zatřepálek



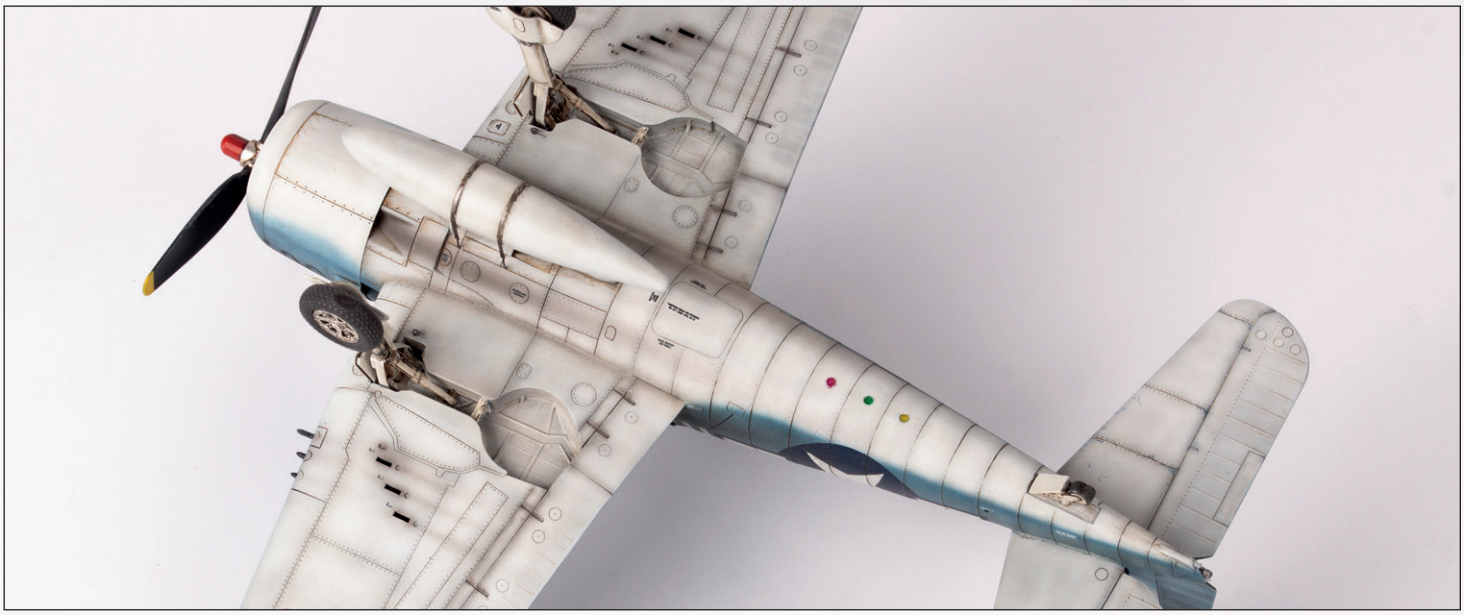






Lt. Lochridge, VF-34, Nissan island, 1944
The very unusual marking consisting of a white spine and part of the tail was typical for VF-34 Hellcats. Even more rare were pin-up girls on U.S. Navy fighter aircraft. Registration number is spray-painted on the engine cowling, used obviously during the deliveries from the manufacturer to the units.





Product Page
8227



TEMPEST Mk.V Series 1



built by
Miloslav Hrabaň



JN766, No. 486 (RNZAF) Squadron, RAF Station Castle Camp, Great Britain, April 1944

No. 486 Squadron was established on March 7th, 1942 at Kirton in Lindsey, and were manned almost exclusively by New Zealanders. Initially, the unit was equipped with Hurricanes but later was given the Hawker Typhoon. The unit's impressive record led to it being one of the first units to chosen to fly the Tempest Mk. V. These new aircraft began to arrive through January and February 1944. It became part of the No. 150 Wing armed with the Tempest and was deemed fully combat ready in April 1944.
The camouflage schemes of the new Tempests were composed of the so-called Day Fighter Scheme, with Dark Green and Ocean Grey upper and side surfaces and Medium Sea Grey lower surfaces. At this time, the bottom surfaces of the wings of Typhoons and Tempests were marked with black and white stripes for the purposes of easier identification of friendly aircraft. The specified width of the white segments was 24 inches and the black were to be 12 inches. The stripes were deleted from Typhoons on 7 February 1944 but Tempests carried them until 20 April 1944.









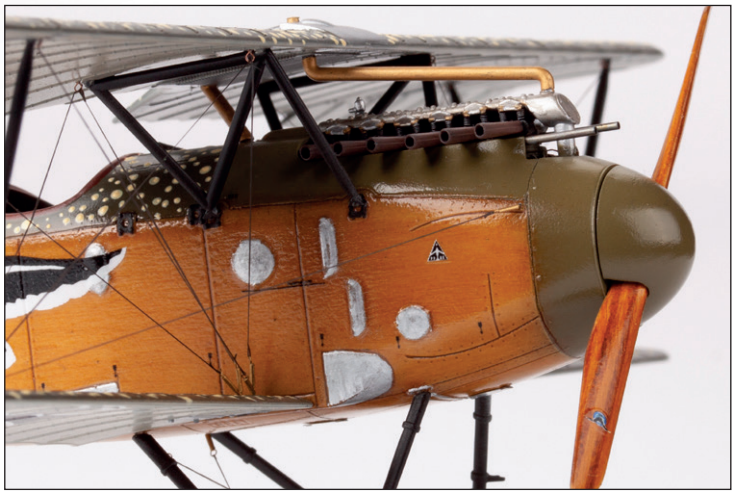
LIMITED EDITION

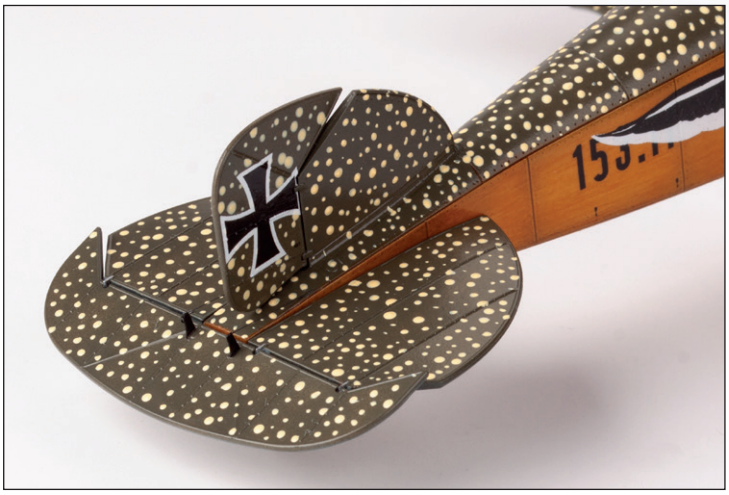
Viribus Unitis 1/48



Camo A

built by Zdeněk Holka









153.11, Oberleutnant Frank Linke-Crawford, Flik 41J, Aiello del Friuli, Italy, November 1917

Born in Cracow (now Poland) on August 18th, 1893, he started his military career in the Austro-Hungarian armed forces in 1910, entering the Air Force in March 1916 with Flik 22. Linke-Crawford became a fighter pilot in August 1917, joining Flik 41J under command of Hauptmann Godwin Brumowski. He scored 14 times during his service with Flik 41J, and five times whilst flying this Albatros D.III (Oef) 153.11. In December 1917, Linke-Crawford was appointed commander of Flik 60J, flying Aviatik-Berg D.I fighters. He then acquired his next six victories. He died on July 31st, 1918, after combat with two Hanriot HD.1 of the Italian 81st fighter squadron, flown by Corporal Aldo Astolfi and Sergeant Ciampitti. During World War I, Linke-Crawford claimed 27 confirmed aerial victories.







Product Page

11124

Fw 190A-2

FAMOUS ACES

Fw 190A-2

ProfiPACK edition

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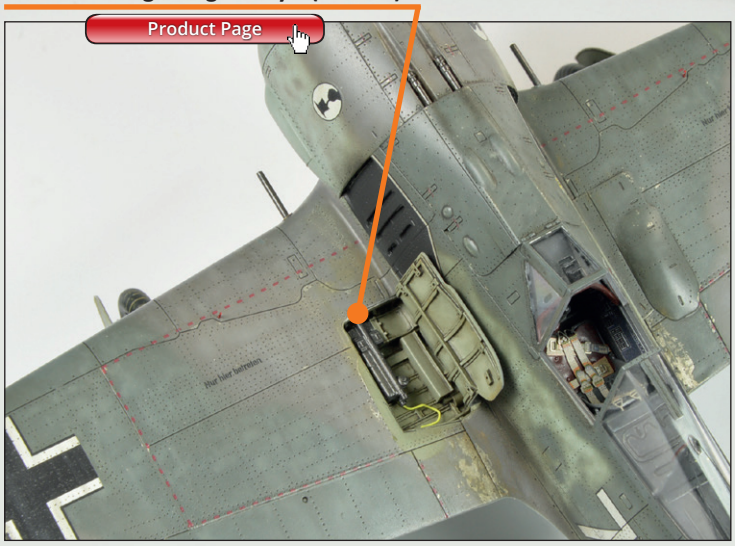


Camo E

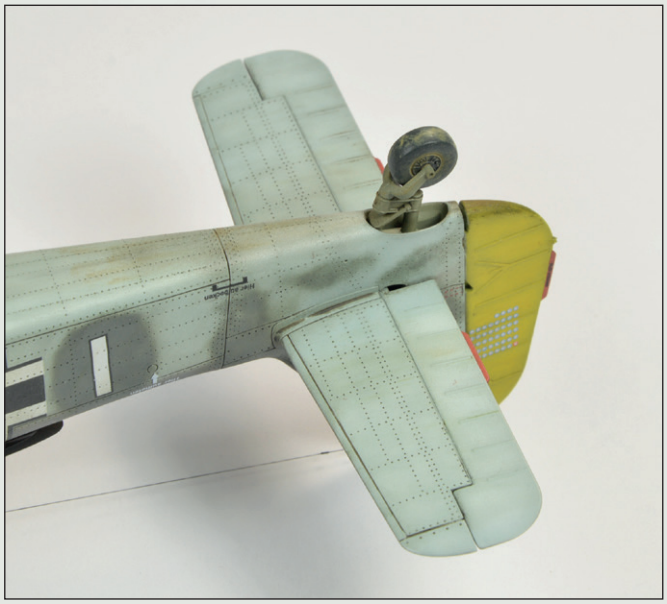
built by Robert Szwarc

#648356 wingroot gun bays (Brassin)

Product Page









Oblt. Egon Mayer, CO of 7./JG 2, Théville, France, Summer 1942

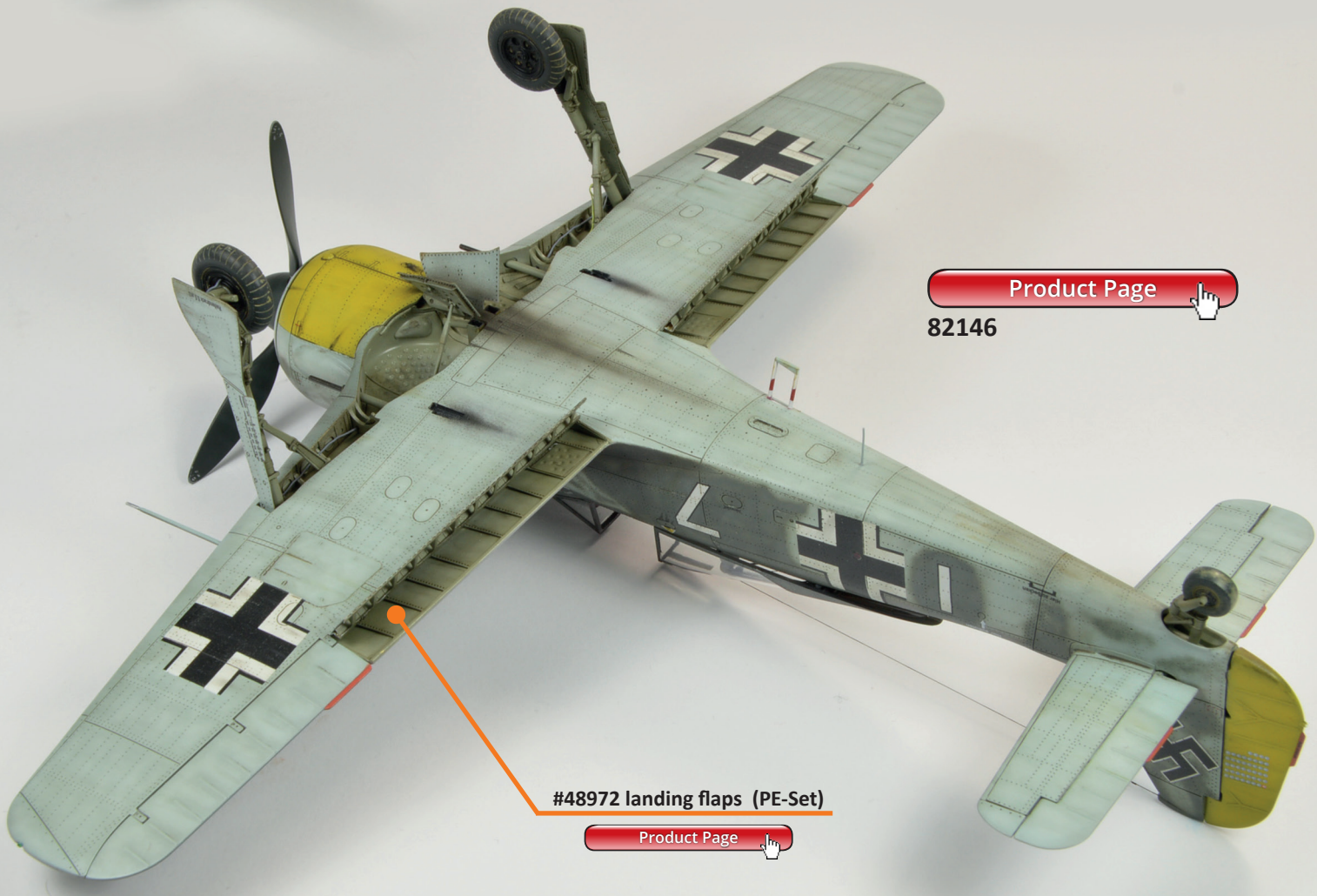
Egon Mayer was born on August 19th, 1917 in Konstanz and he joined the Luftwaffe in 1937. In December 1939, he was assigned to Jagdgeschwader 2 after undergoing training, and served with this unit though the French campaign and into the Battle of Britain. Throughout this period of time, he served as a unit member, from June 10th, 1941 he became CO of the 7th Staffel and was the CO of the entire III. Gruppe from November 1942. By that time, he had accumulated 52 kills. On November 23rd, he brought down his first American four-engined heavy bomber. Together with George-Peter Eder, he would work out the tactic of head on attacks against American bomber formations. On July 1st, 1943, he was made Commanding Officer of the entire JG 2. On March 2nd, 1944, he led a formation of JG 2 fighters in an intercept of American bombers over Montmédy and was shot down and killed by escorting P-47s. He was posthumously awarded the Sword to his Knight's Cross.

The 7th Staffel JG 2 badge is carried on the cowling of this standard camouflaged Fw 190 flown by Egon Mayer. The yellow rudder carries 44 kill markings in the form of French and British roundels. The former markings of the aircraft were sprayed over with RLM 74 Graugrün.



#48971 upgrade set (PE-Set)

Product Page



Product Page

82146

#48972 landing flaps (PE-Set)

Product Page

ProfiPACK edition

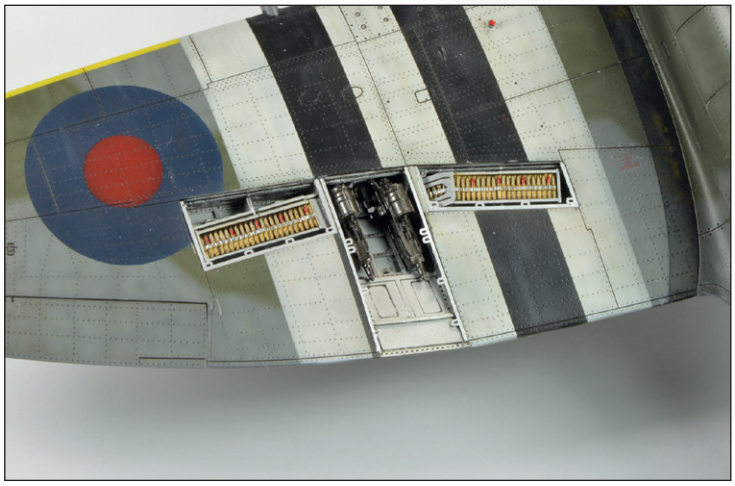
TEMPEST Mk.V Series 1

1/48



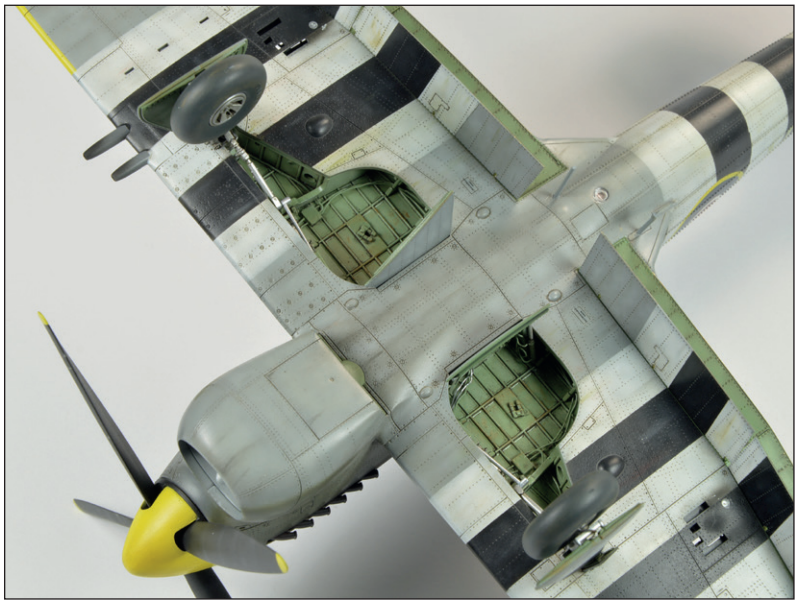
Camo D

built by Robert Szwarc









JN751, Wg Cdr Roland P. Beamont DSO, DFC & bar, CO of No. 150 Wing, Newchurch, Great Britain, June 1944

In May 1944, No. 150 Wing was deemed operational. The Tempest equipped only No. 3 and No. 486 Squadrons, while No. 56 Squadron had to wait for their new Tempests until late June 1944 and used the Spitfire Mk.IX in the interim. The task of the Tempests of No. 150 Wing at the time of the invasion was to provide air cover over the battlefield and attack enemy ground targets but from mid-June, the priority became (as the Tempest was the most suitable aircraft for the task) the protection of southern England from V-1 attacks. At the end of September 1944, the entire unit under the leadership of Beamont moved to liberated Europe. On October 12th, Beamont´s machine was hit by flak and due to a damaged radiator had to put down behind enemy lines and spent the remainder of the war in captivity. Over the course of the Second World War, Beamont claimed nine kills and in July 1944 was awarded a bar to his DSO in recognition of his successful leadership of the Tempest wing which had destroyed more than 600 V-1s (32 by Beamont himself). After the war, he continued on as a test pilot and flew, among others, the Meteor, Vampire, Canberra, Lighting and the TSR-2. He retired in August 1979 and died on November 19th, 2001.
Two days before the invasion of Europe, Beamont's aircraft received the prescribed 'Special Markings' - 18-inch wide black and white stripes encircling the rear fuselage and wings.

Product Page
82121

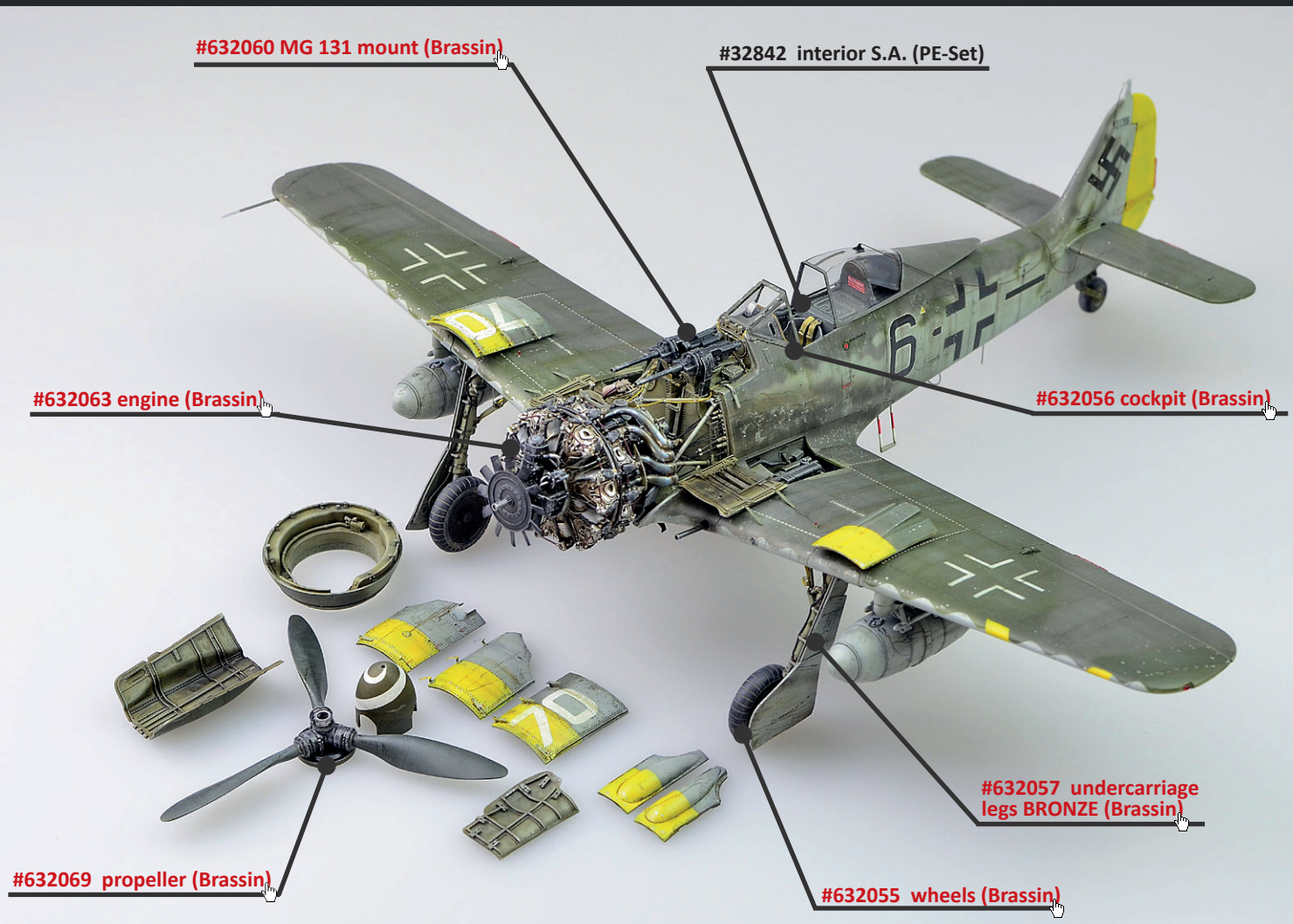


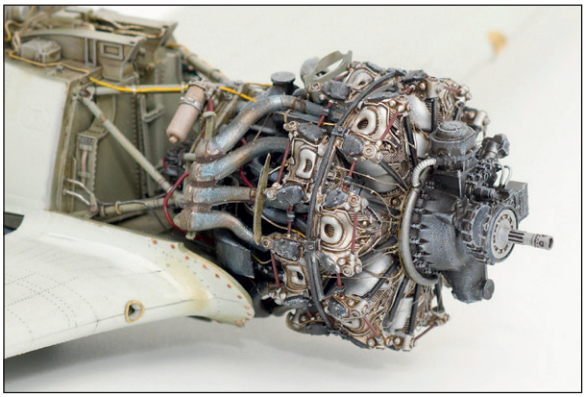


Fw 190F-8 Revell 1/32

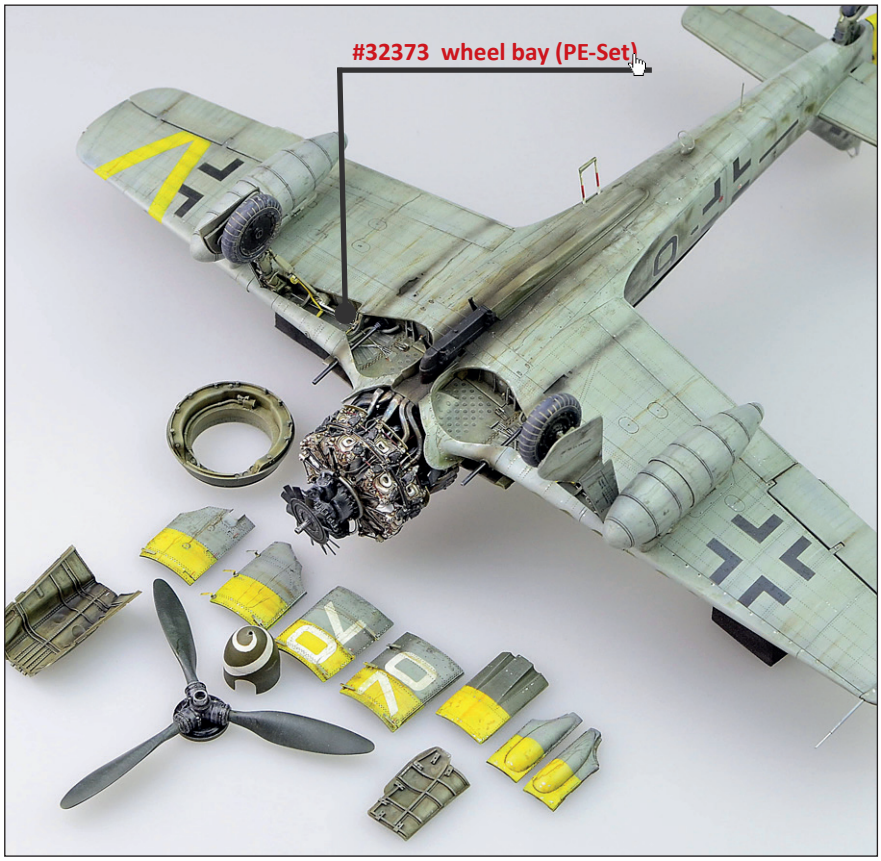
eduard BRASSIN

built by Marek Hlůšek









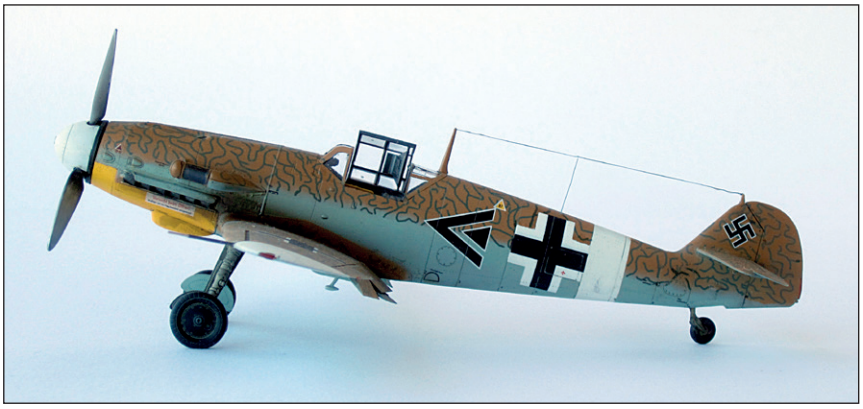
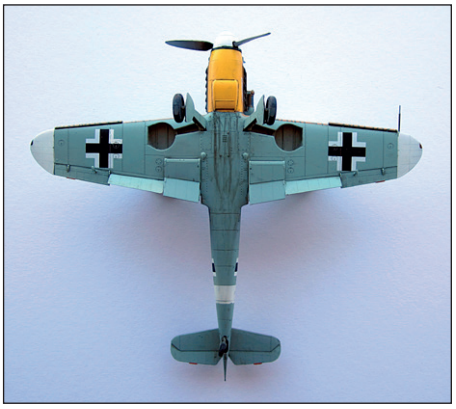
Afrika

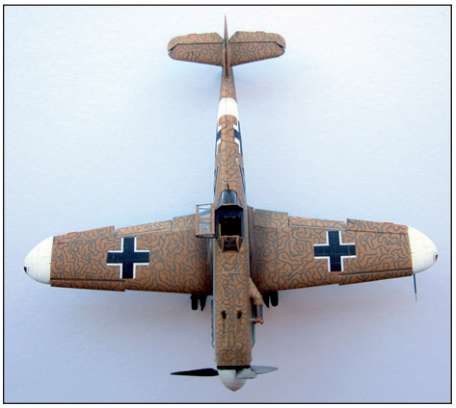
LIMITED EDITION
Bf 109F-4 & Bf 109G-2
1/48 DUAL COMBO

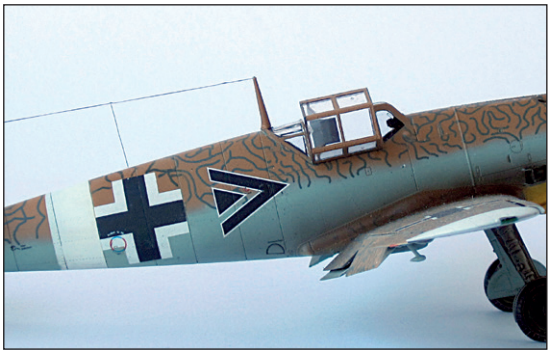
Bf 109G-2/Trop, Hptm. Heinrich Bär, CO of I./ JG 77, North Africa, 1942 – 1943

Heinz "Pritzl" Bär was one of the Luftwaffe pilots who fought at all major battlegrounds of WWII. He conducted more than a thousand of operational flights and had a record of 220 shot downs. He was shot down eighteen times himself. For his achievements in combat he was awarded Knight's Cross of the Iron Cross with Oak Leaves and Swords. After WWII he continued flying as a test pilot on sports aircraft. He died on April 28th, 1957 while performing a common flight on an LF-1 Zaunkönig. Heinz Bär's aircraft, which was found by the Allied forces on African grounds, had a camouflage on upper sides and both sides of the fuselage in RLM 79. Over that paint there were irregular swirls painted in RLM 80. The undersides were painted in RLM 78. The camouflage was complemented by white wingtips, white propeller spinner and white band on the tail of the fuselage – the marking of the aircraft operating in the Southern Front.

Camo K
built by
Steffen Arndt
IMPS DE



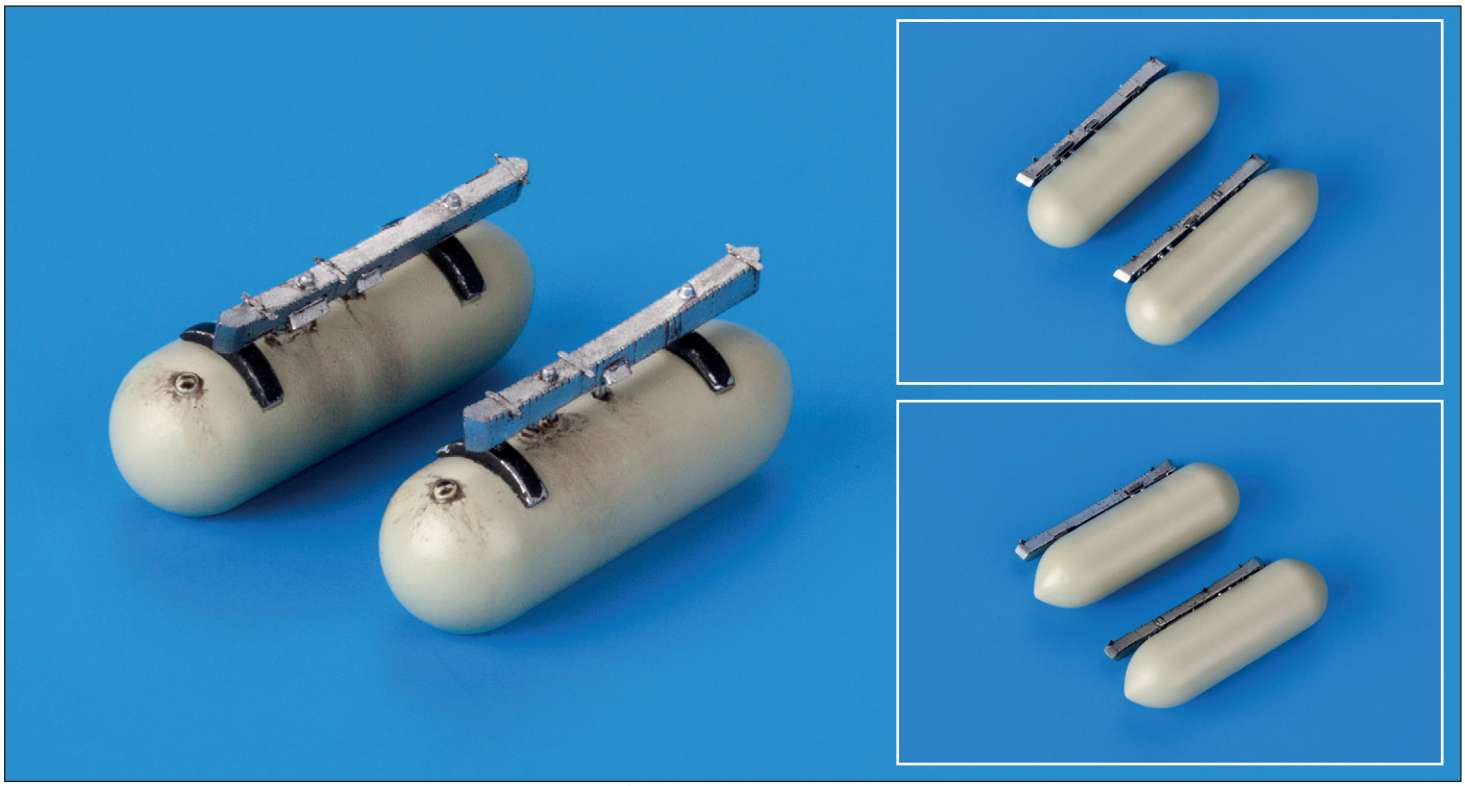

Ki-61-I fuel tanks

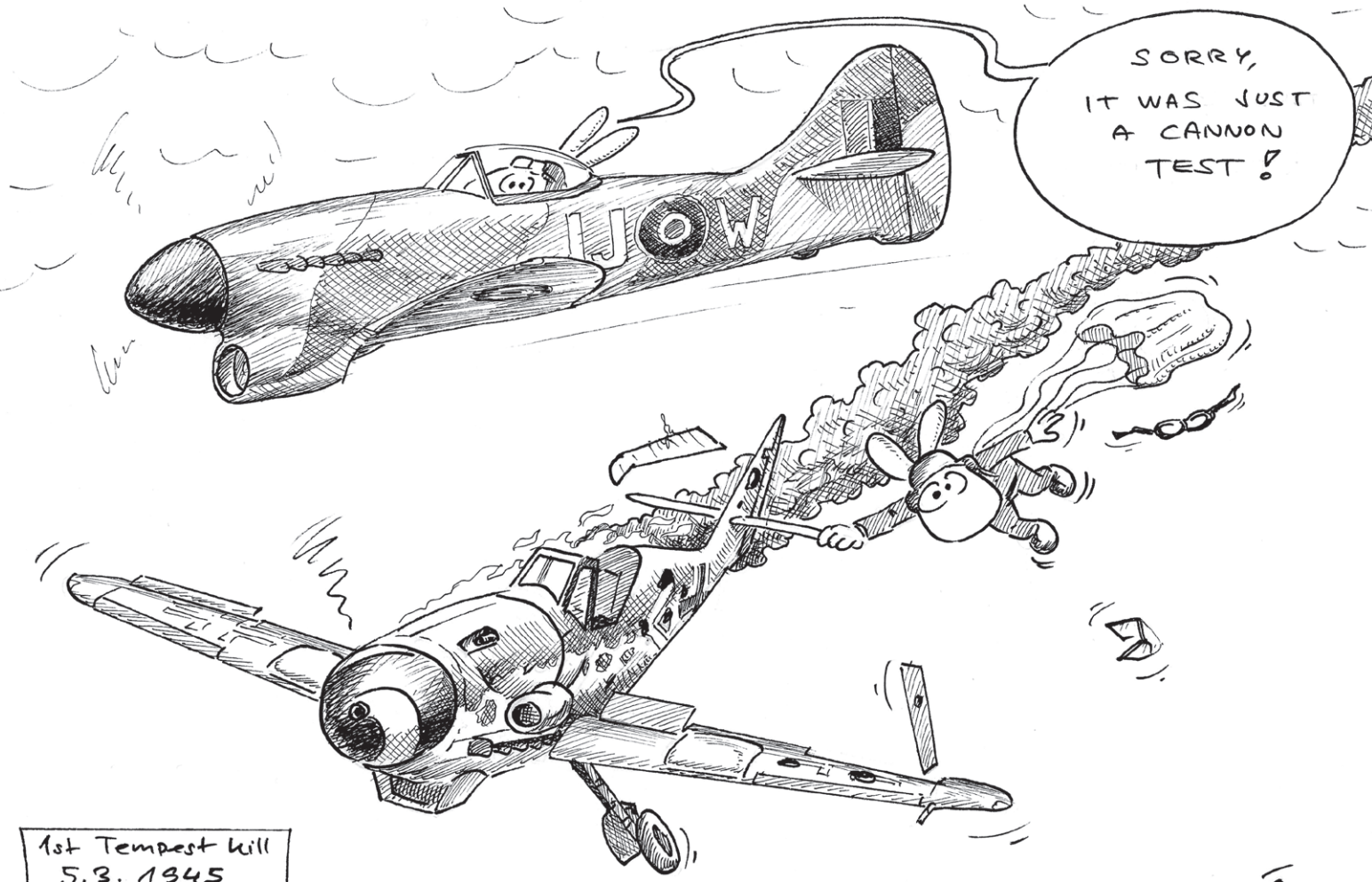
1/72 Tamiya built by Roman Hadaš

eduard BRASSIN

Product Page

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F6F-3 Hellcat



SE.5a Hispano Suiza



Tempest Mk.V series 2



Bf 109G-10 WNF/Diana

Bf 109G-10/U4, II./JG 52, Brno, Protektorat Böhmen und Mähren, April 1945
by Piotr Forkasiewicz

Eduard - Model Accessories, 2018
www.eduard.com

NEW



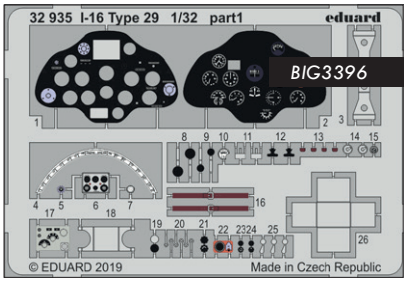
Mirage IIIC

No. 92, EC 2/10 Seine, Armée de l´ Air, BA 120 Cazaux, France, April 1976
by Martin Novotný

Eduard - Model Accessories, 2018
www.eduard.com

NEW





BIGED (April)

BIG3396 I-16 Type 29 1/32 ICM
BIG49218 He 111H-16 1/48 ICM
BIG49219 Rafale C w/khaki seatbelts 1/48 Revell
BIG49220 Rafale C w/grey seatbelts 1/48 Revell
BIG49221 Defiant NF.I 1/48 Airfix
BIG72147 F-14A 1/72 Fine Molds

BRASSIN (April)

632132 AIM-120A/B AMRAAM 1/32
635011 PPSh-41 submachine gun 1/35
635012 M16 rifle Gulf War 1/35
644014 Fw 190D-9 LööK 1/48 Eduard
644015 Fw 190A-8 LööK 1/48 Eduard
648417 Tempest Mk.V engine 1/48 Eduard
648452 PAVE Way I Mk 83 Slow Speed LGB Non-Thermally Protected 1/48
648459 B43-0 Nuclear Weapon w/ SC43-3/-6 tail assembly 1/48
648460 B43-1 Nuclear Weapon w/ SC43-3/-6 tail assembly 1/48
648461 Fw 190A-8 engine 1/48 Eduard
648462 Fw 190A-8 fuselage guns 1/48 Eduard
648463 Fw 190A-8 cockpit 1/48 Eduard

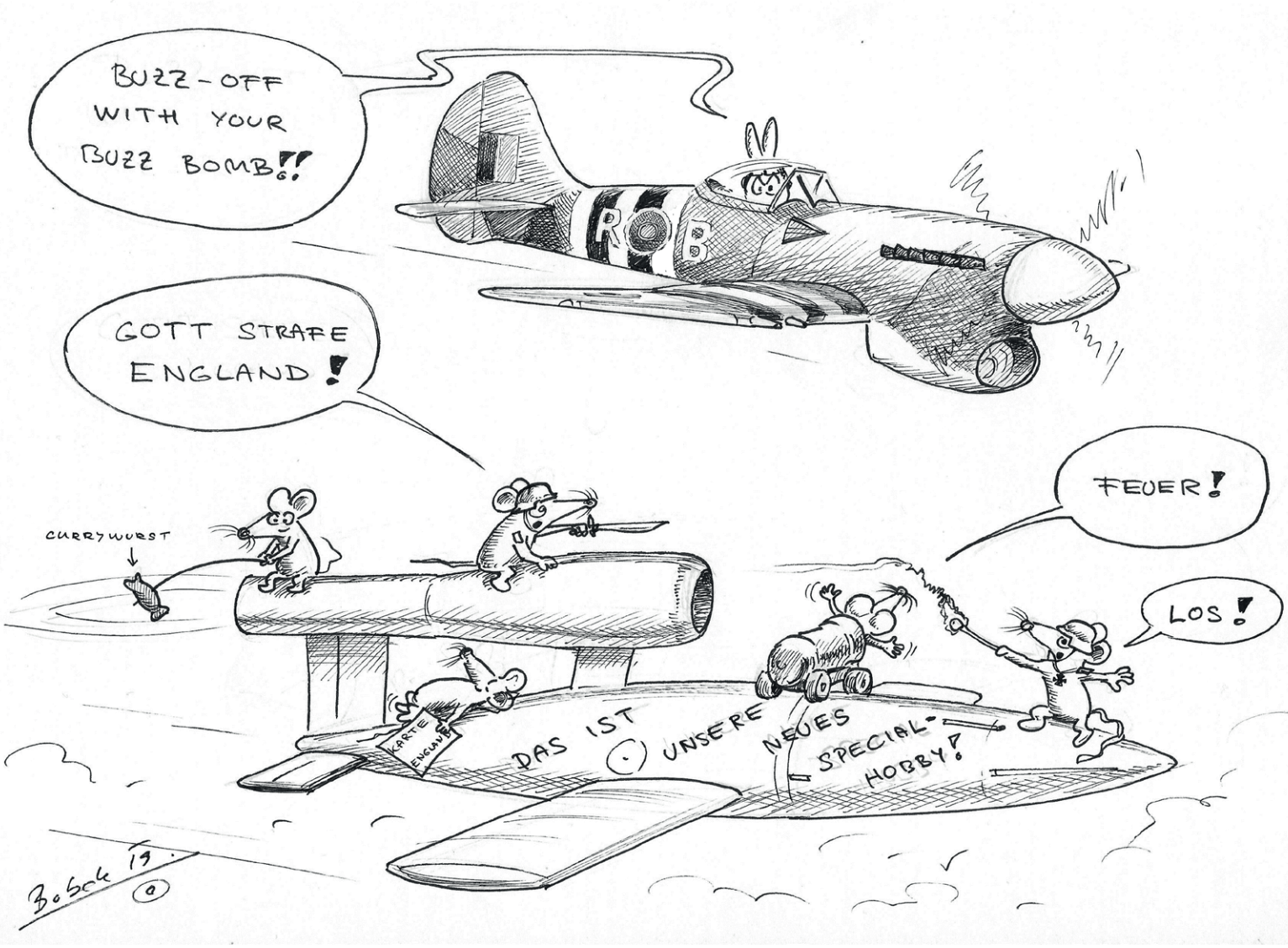


644014 Fw 190D-9 LööK 1/48 Eduard

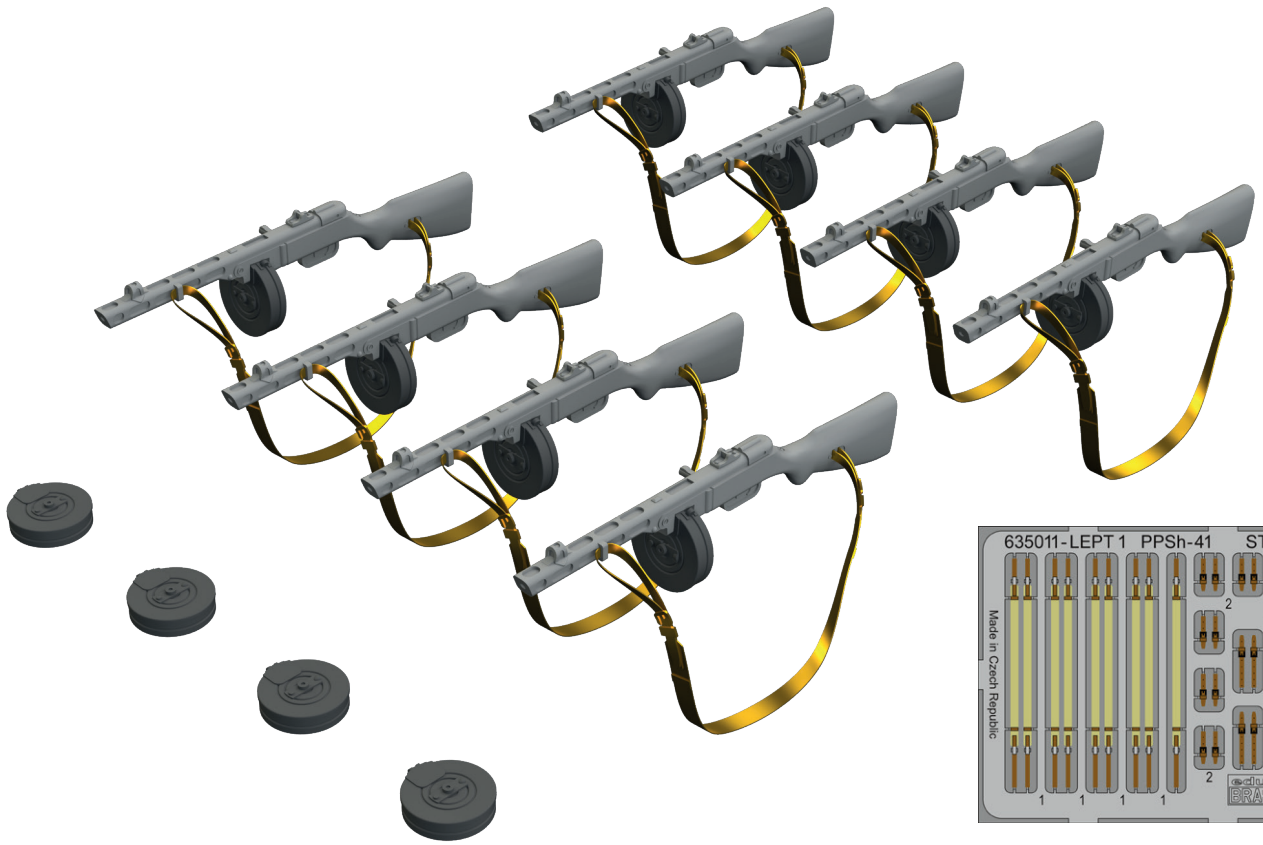


644015 Fw 190A-8 LööK 1/48 Eduard

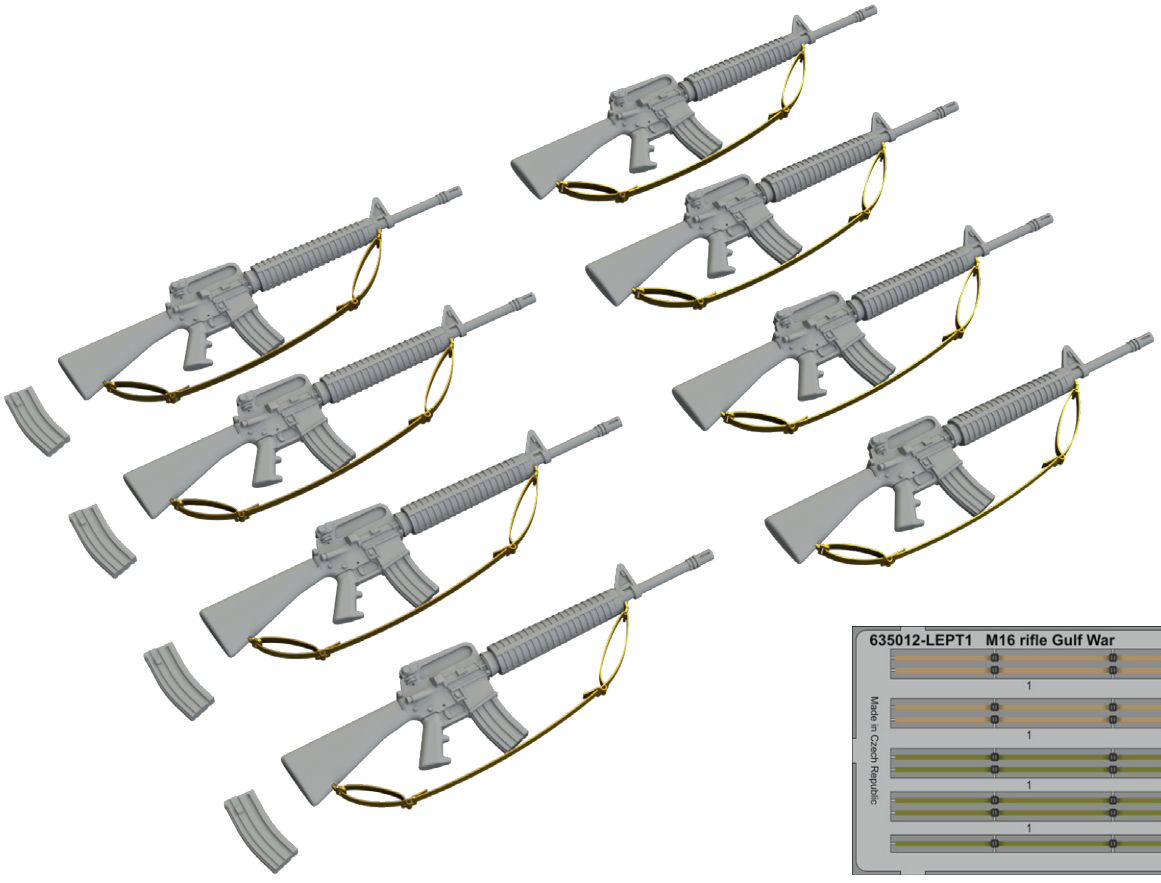




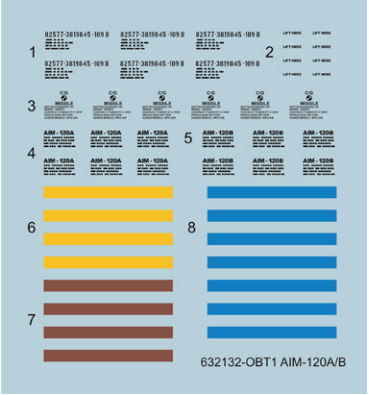
635011 PPSh-41 submachine gun 1/35



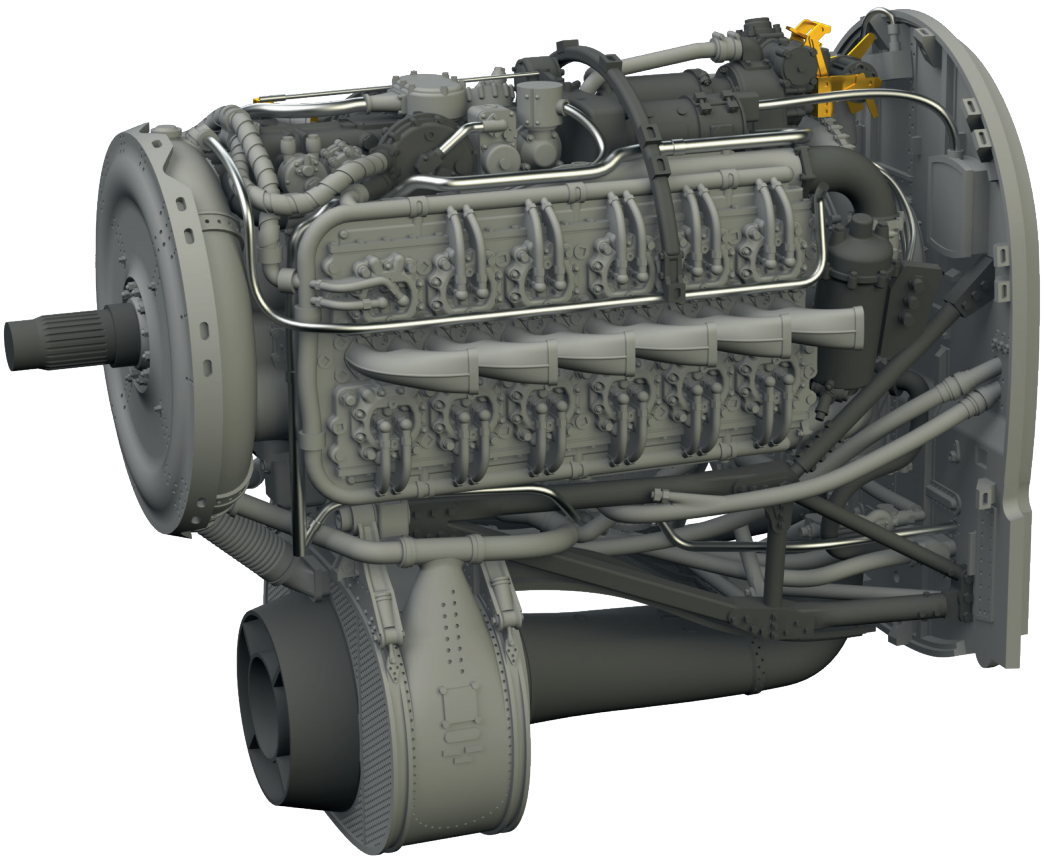
635012 M16 rifle Gulf War 1/35



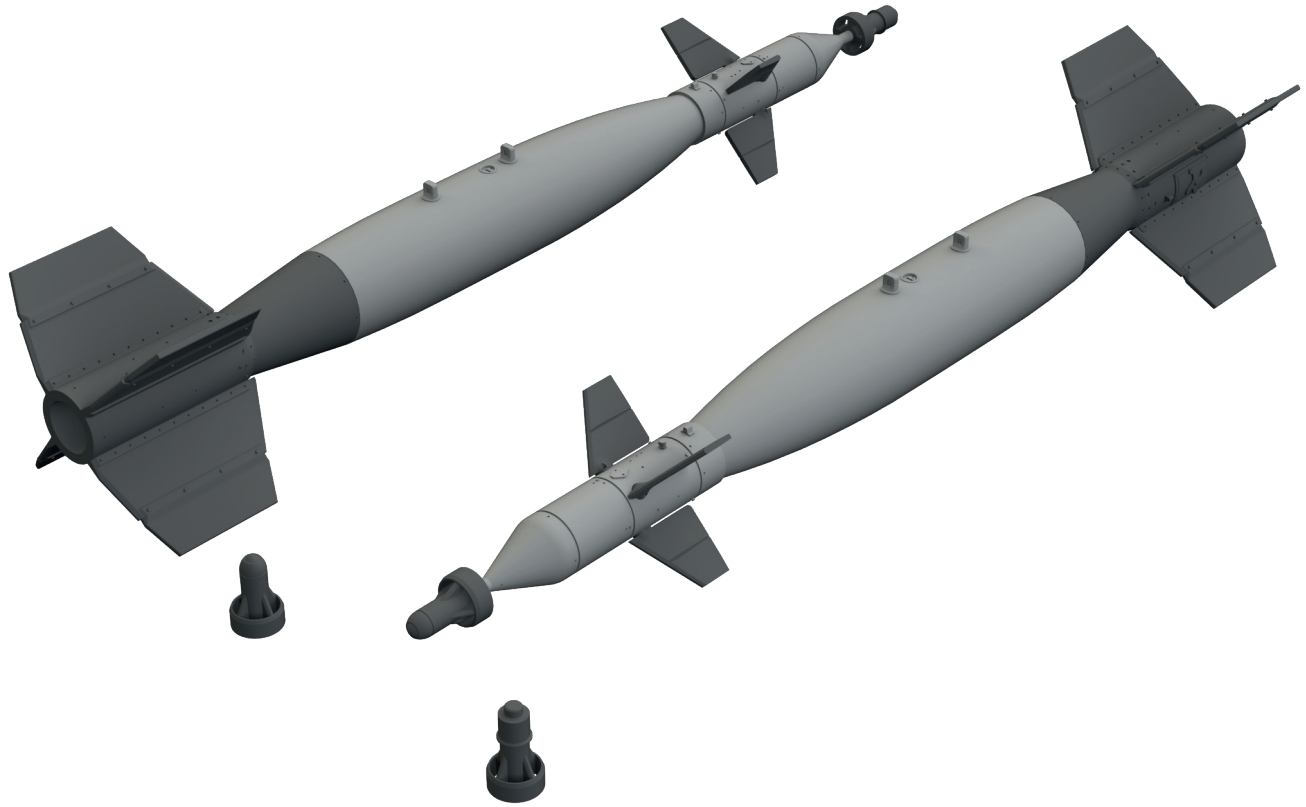
632132 AIM-120A/B AMRAAM 1/32



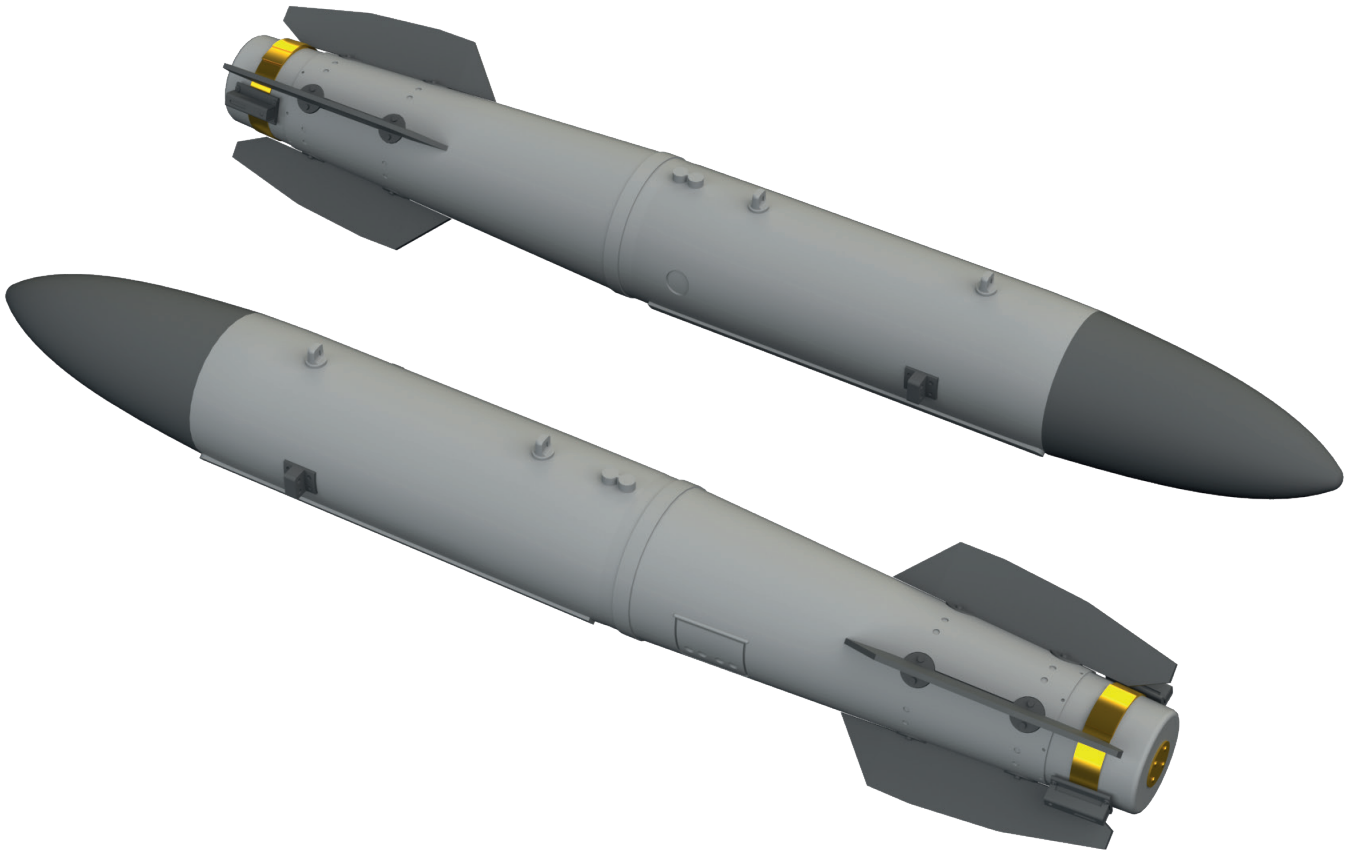
648417 Tempest Mk.V engine 1/48 Eduard



648452 PAVE Way I Mk 83 Slow Speed LGB Non-Thermally Protected 1/48



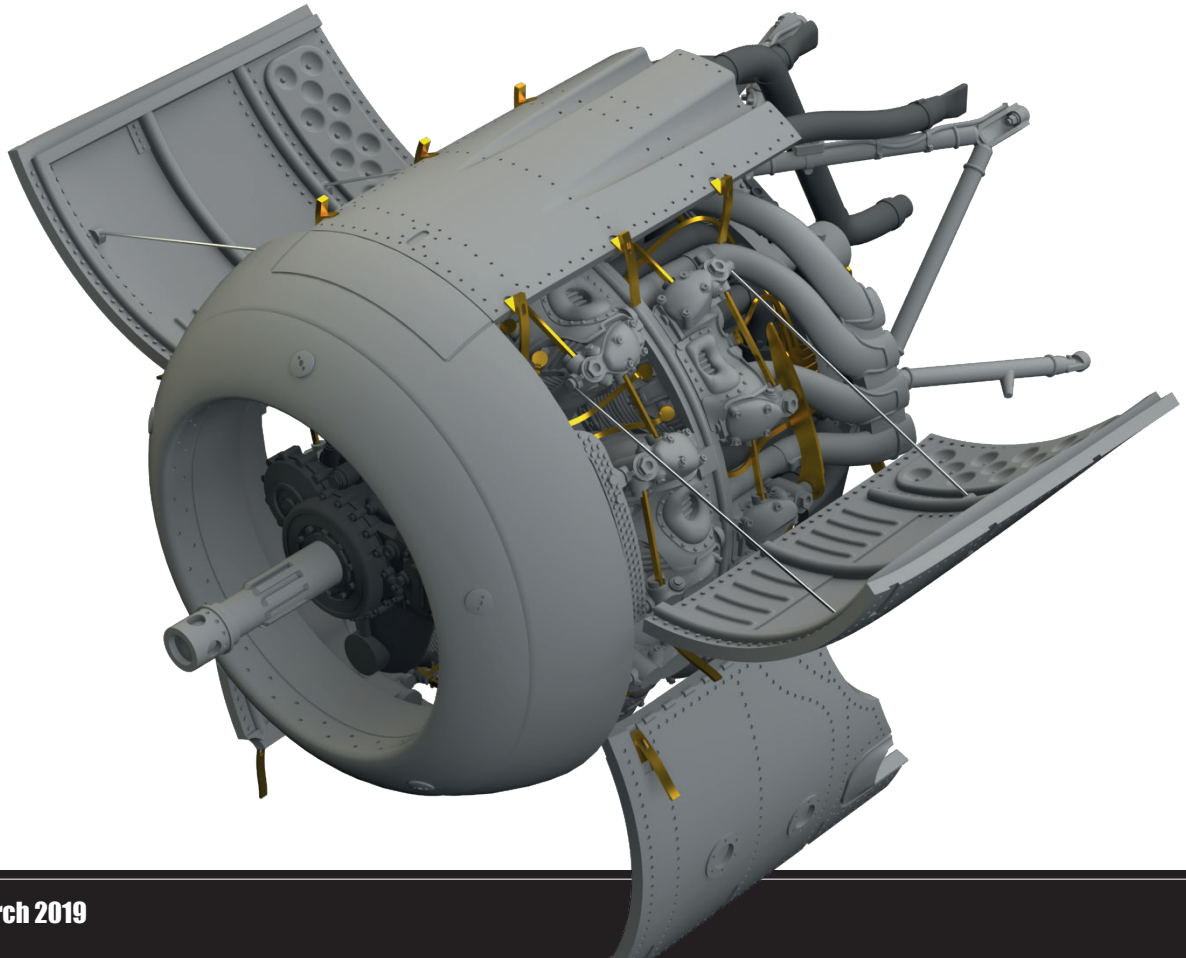
648459 B43-0 Nuclear Weapon w/ SC43-3/-6 tail assembly 1/48

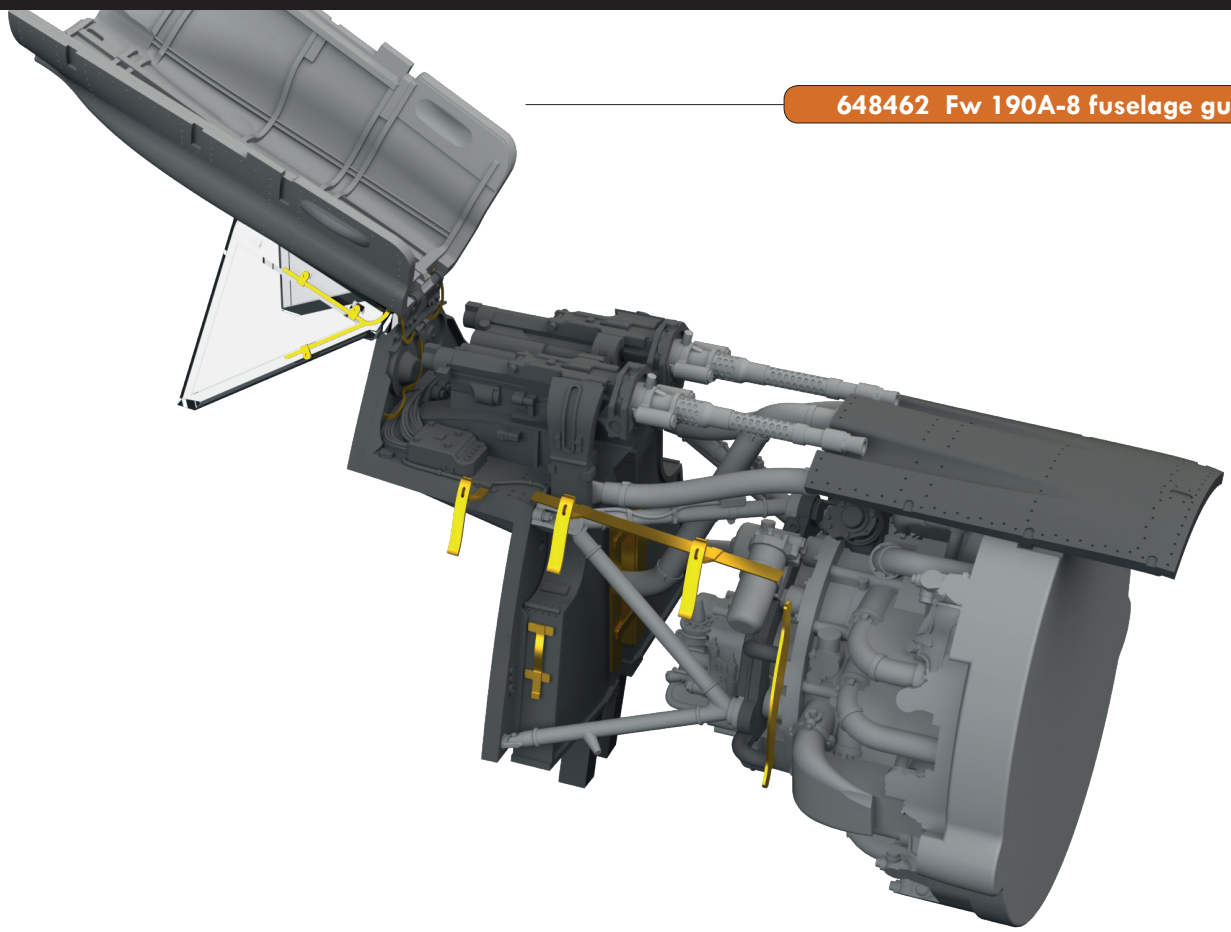


648460 B43-1 Nuclear Weapon w/ SC43-3/-6 tail assembly 1/48

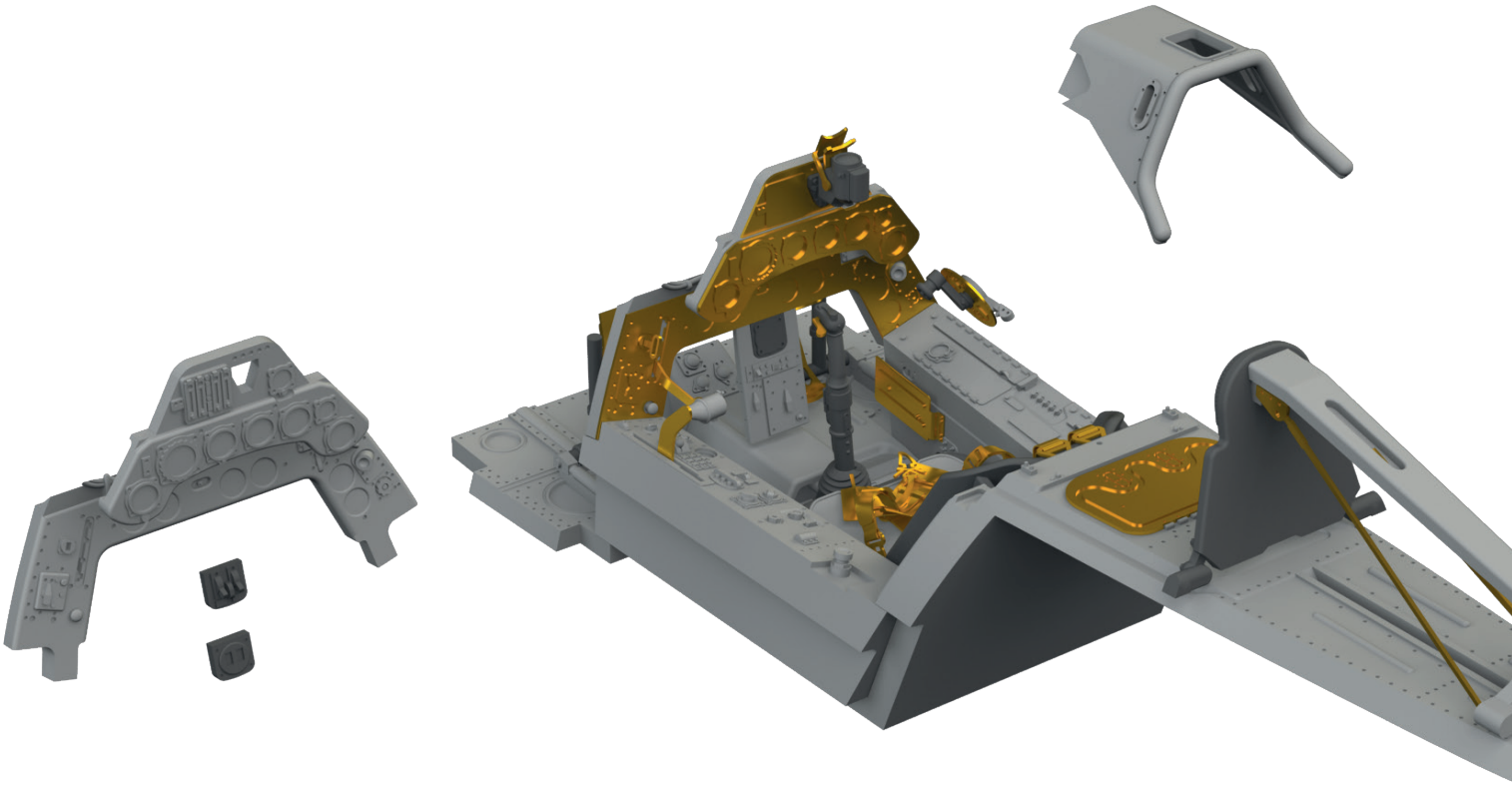


648461 Fw 190A-8 engine 1/48 Eduard





648462 Fw 190A-8 fuselage guns 1/48 Eduard



648463 Fw 190A-8 cockpit 1/48 Eduard

PE-SETS

53237	CVN-65 Enterprise pt.5	1/350 Tamiya
32428	Lancaster B Mk.I landing flaps	1/32 HKM
32429	Lancaster B Mk.I bomb bay	1/32 HKM
32430	P-40F landing flaps	1/32 Trumpeter
32431	P-40F gun bays	1/32 Trumpeter
32940	P-40F	1/32 Trumpeter
32941	F-14 placards	1/32 Tamiya
32942	F-15C placards	1/32 Tamiya
32943	P-47D-20 interior	1/32 Trumpeter
36411	M3A1 Scout Car	1/35 Tamiya
36412	T-15 Armata	1/35 Zvezda
48989	Tornado F.3 ADV upgrade set	1/48 Eduard
48990	Hunter F.6 landing flaps	1/48 Airfix
49969	Hunter F.6	1/48 Airfix
49971	La-5FN	1/48 Zvezda
49973	Il-2m3 Stormovik	1/48 Accurate Miniatures
72686	Phantom FGR.2 undercarriage	1/72 Airfix
73656	Me 262B-1	1/72 Airfix
73657	B-52H interior	1/72 Modelcollect
73658	Phantom FGR.2	1/72 Airfix
73659	F-4J	1/72 Academy
73660	Hurricane Mk.I	1/72 Airfix
73661	F-35A	1/72 Hasegawa

ZOOMS

33212	P-40F	1/32	Trumpeter
33213	P-40F seatbelts STEEL	1/32	Trumpeter
33214	P-47D-20	1/32	Trumpeter
33215	P-47D-20 seatbelts STEEL	1/32	Trumpeter
FE969	Hunter F.6	1/48	Airfix
FE970	Hunter F.6 seatbelts STEEL	1/48	Airfix
FE971	La-5FN	1/48	Zvezda
FE972	La-5FN seatbelts STEEL	1/48	Zvezda
FE973	Il-2m3 Stormovik	1/48	Accurate Miniatures
FE974	Il-2m3 Stormovik seatbelts STEEL	1/48	Accurate Miniatures
SS656	Me 262B-1	1/72	Airfix
SS657	B-52H	1/72	Modelcollect
SS658	Phantom FGR.2	1/72	Airfix
SS659	F-4J	1/72	Academy
SS660	Hurricane Mk.I	1/72	Airfix

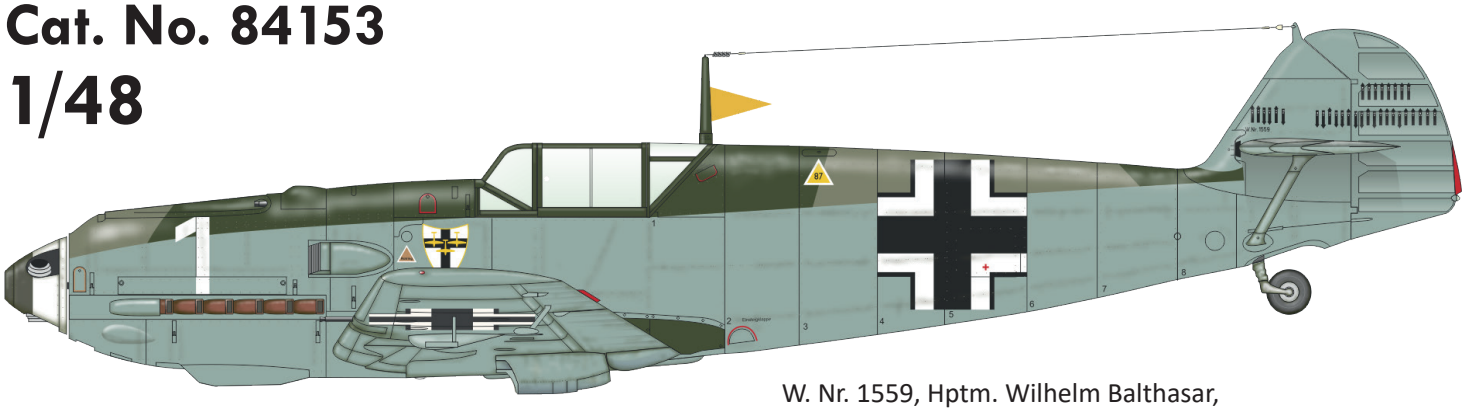
MASKS

JX226	P-40F	1/32	Trumpeter
JX227	P-40F TFace	1/32	Trumpeter
EX647	Hunter F.6	1/48	Airfix
EX648	Hunter F.6 TFace	1/48	Airfix
CX537	Me 262B-1	1/72	Airfix
CX538	Phantom FGR.2	1/72	Airfix
CX539	B-52H	1/72	Modelcollect

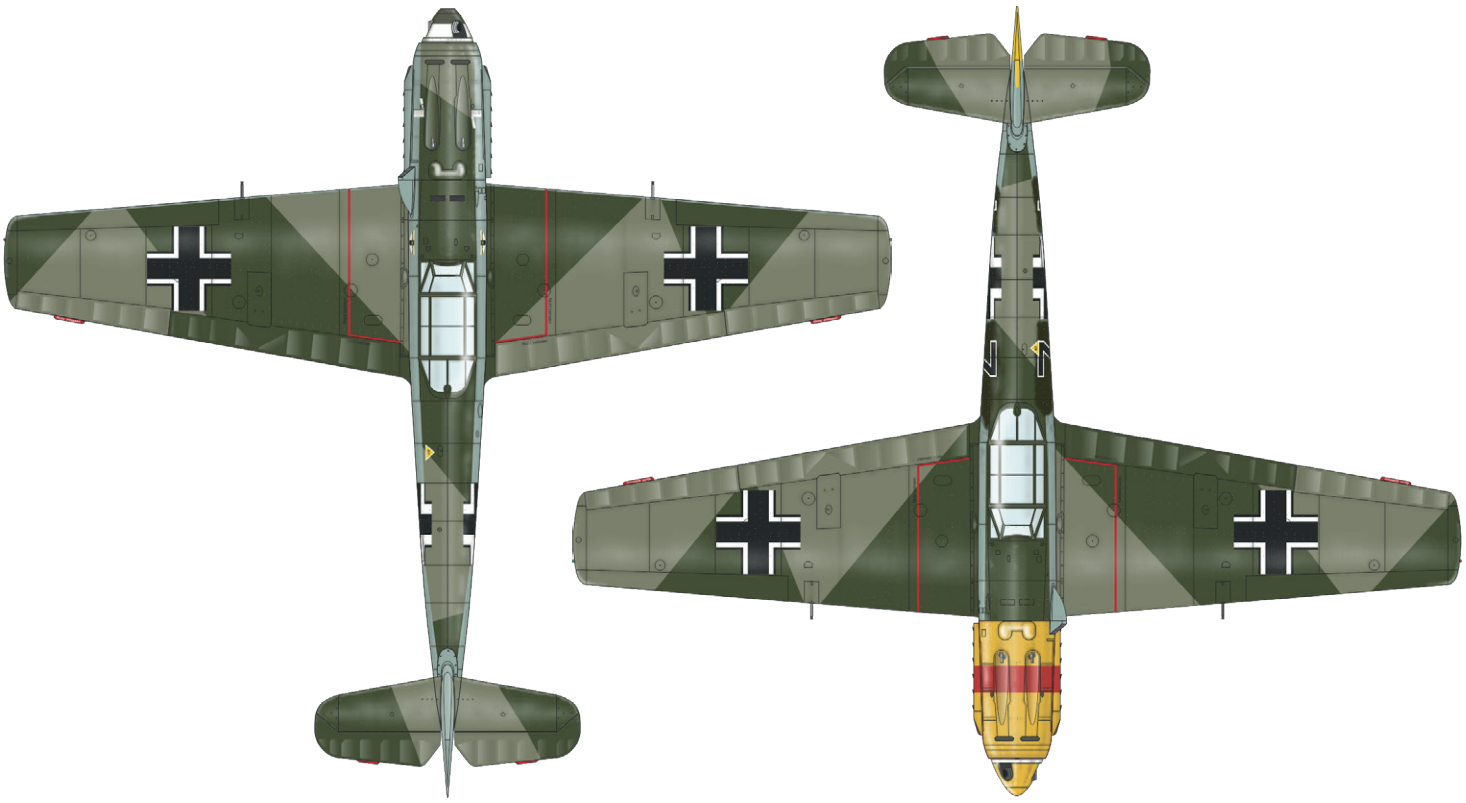
Bf 109E-4

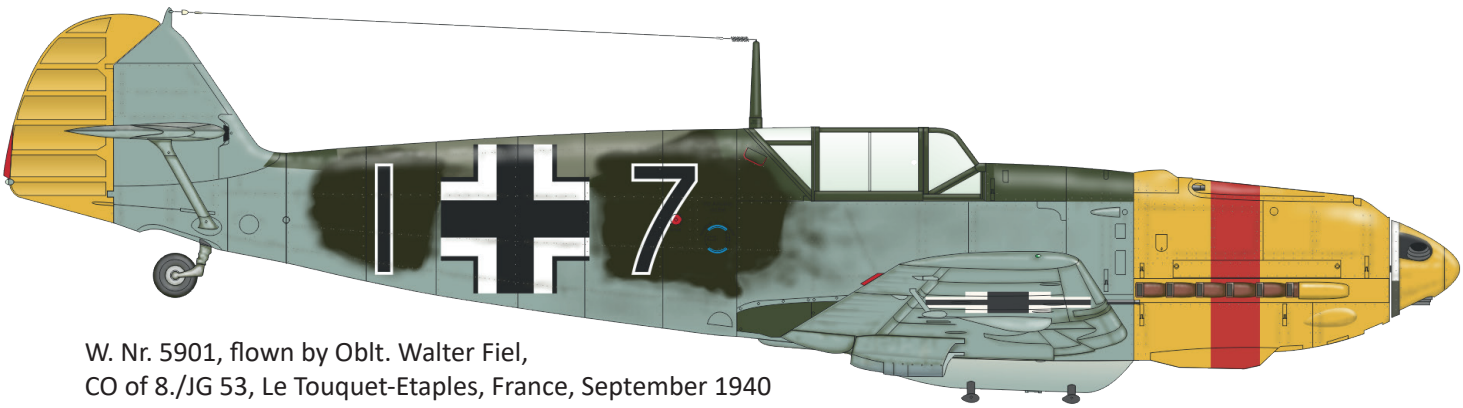
WEEKEND edition

Cat. No. 84153
1/48



W. Nr. 1559, Hptm. Wilhelm Balthasar,
CO of 7./JG 27, Carquebut, France, July 1940



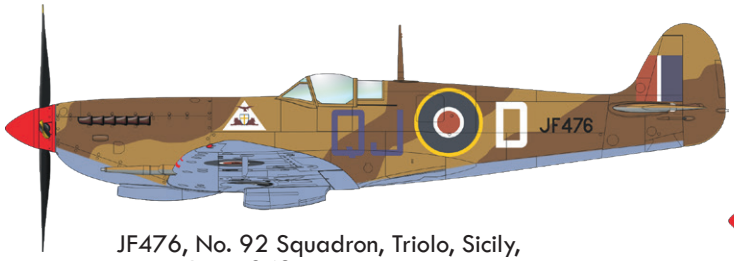


W. Nr. 5901, flown by Oblt. Walter Fiel,
CO of 8./JG 53, Le Touquet-Etaples, France, September 1940

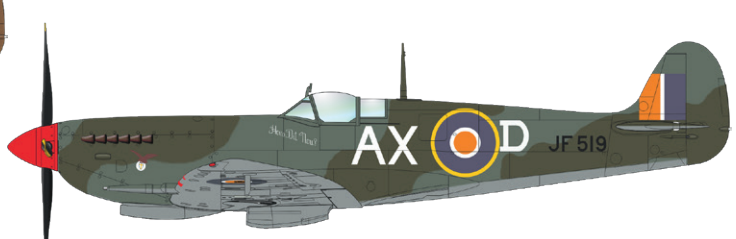
Spitfire HF Mk.VIII

ProfiPACK edition

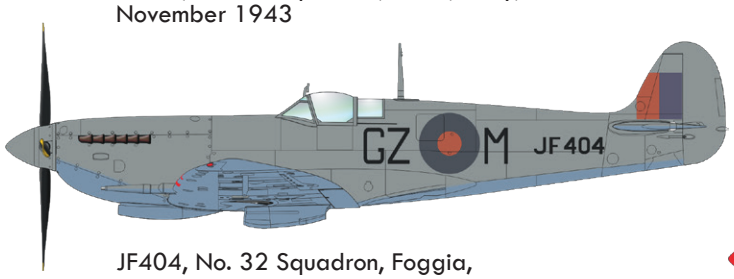




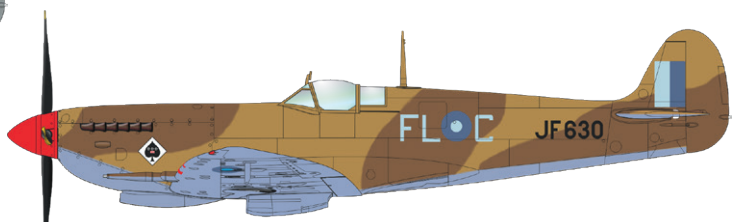
JF476, No. 92 Squadron, Triolo, Sicily, November 1943



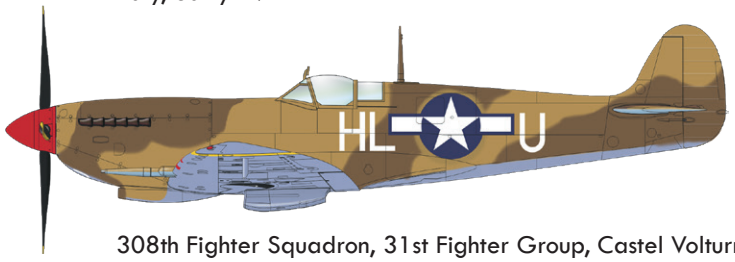
JF519, No. 1 Squadron SAAF, Trigno, Italy, February 1944



JF404, No. 32 Squadron, Foggia, Italy, early 1944



JF630, F/O L. Cronin, No. 81 Squadron, Palel, India, March 1944

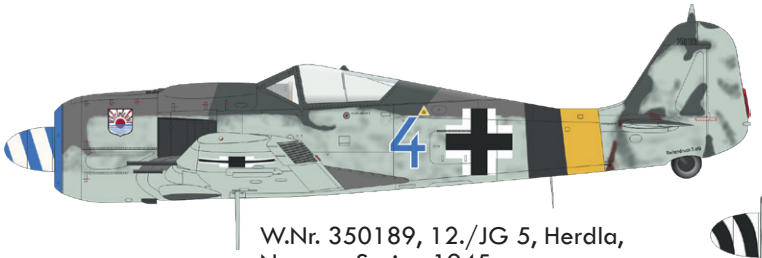


308th Fighter Squadron, 31st Fighter Group, Castel Volturno, Italy, 1944

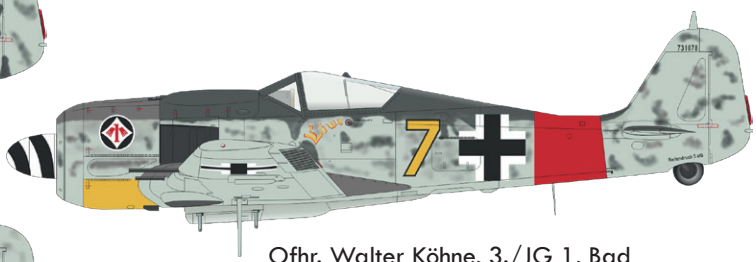
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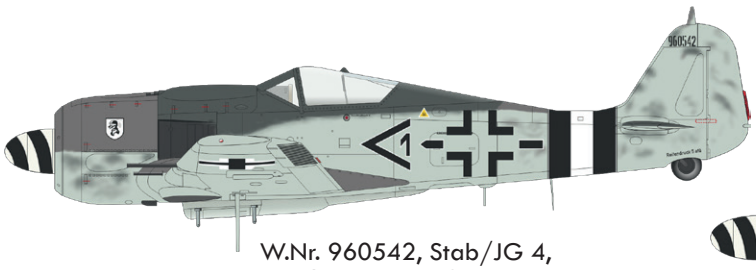




W.Nr. 350189, 12./JG 5, Herdla, Norway, Spring 1945



Ofhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944



W.Nr. 960542, Stab/JG 4, Jüterbog-Damm, Germany, Spring 1945



W. Nr. 171180, 6./JG 300, München-Neubiberg, Germany, April – May 1945



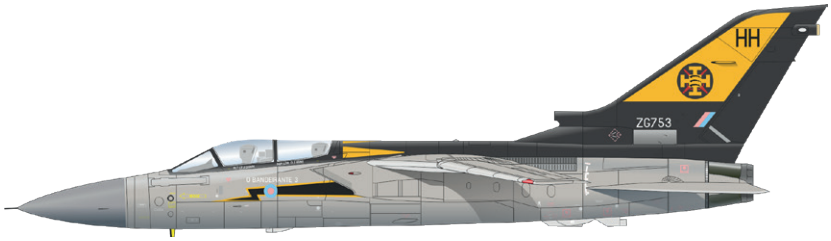
W.Nr. 172733, Uffz. Ernst Schröder, 5./JG 300, Löbnitz, Germany, October 1944

Tornado F.3 ADV

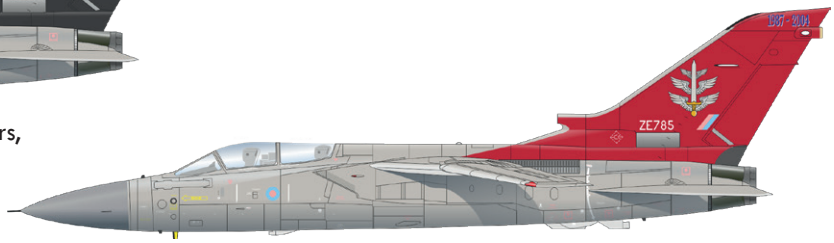
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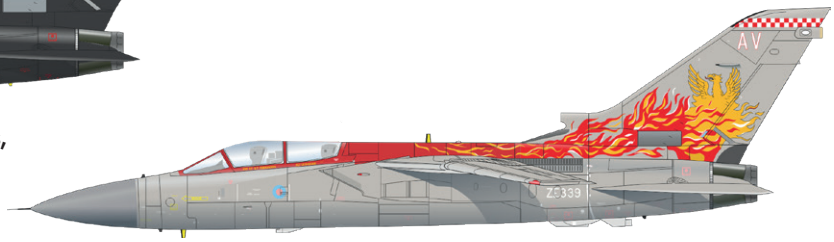
ZG753, No. 111 Squadron, RAF Station Leuchars, Great Britain, 2007



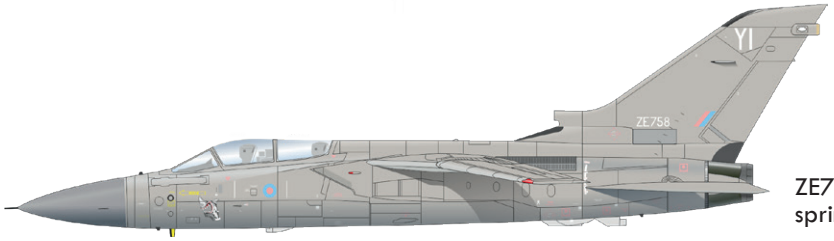
ZE785, Operational Evaluation Unit, RAF Station Waddington, Great Britain, 2003



ZG757, No. 43 Squadron, RAF Station Leuchars, Great Britain, 2006



ZE339, No. 56 Squadron, RAF Station Coningsby, Great Britain, 2000



ZE785, DARA, Prince Sultan air base, Saudi Arabia, spring 2003

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