

INFO **EDUARD**

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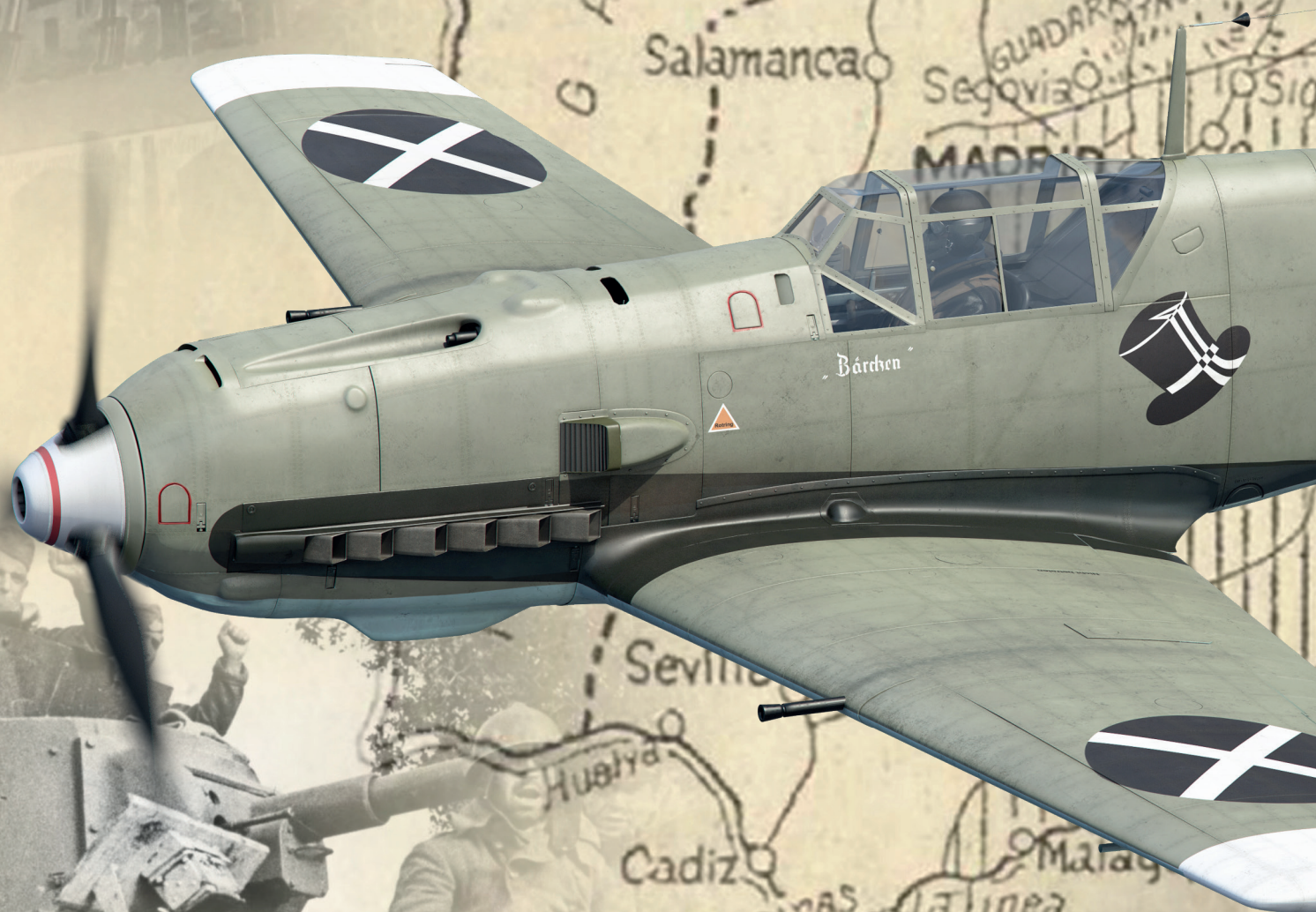
ISSUE 111



eduard

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

JULY 2019

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August 2019



EDITORIAL

Dear Friends,

We have one busy month now behind us at Eduard. After a two-week move of our entire warehouse and retail section, we switched our focus to handling preorders associated with the ModellBrno show, took part in it, then conducted its Afterparty event, and turned to July's releases that need to go out to retailers and distributors. The running of the new warehouse, and all that is associated with it, is settling down now. We have yet to figure out how items can be picked up in person, because the new facility is not easily accessed by visitors. In all likelihood, we will arrange to have everything picked up in person at the reception desk of our main building in Obrnice. The added workload there still needs to be addressed, though. I am hopeful that the pickup of orders personally will be in full swing by the end of the summer holidays. Unfortunately, the move of the warehouse buried a palette containing the admissions model for ModellBrno somewhere, and this wasn't discovered until the Friday night of the show. In theory, it would have been possible to drive from Brno to Most along the highway formerly known as D1, but every Czech knows very well that in reality, this would have been an exercise in futility. I would advise any and all visitors to our beautiful country to keep these words of wisdom in mind while here. I apologize to all who were affected by the displacement of that one palette. I hope we can make this up to you at E-day, where this year, the admissions kit will be very nice indeed. This one little hiccup aside, Modellbrno was really good this year, and I think generally very satisfying to all. The only grumblings voiced, that we noticed, centred around the national championships for the juniors, which is almost a bit of a tradition. Perhaps the powers that be that govern this contest as a whole will address the voiced concerns, but I have my doubts. Someone swiped my Tempest Mk.V Royal Class kit publication from the display table, which I found to be confusing, because according to a recent ran-



king of the most honorable nations in terms of returned or not returned lost wallets, the Czechs placed in the top ten. And now this! But, on the other hand, there was great coffee available in the display hall, and the atmosphere was amazing. As a result, I was able to survive this minor transgression, but I still hope that the thief's vision is blurred while going through the book. On Sunday, my wife took me on a tour of Staissni Villa, which is a mesmerizing structure, and is also interesting by virtue of its display pertaining to the development of rail travel in Bohemia and Moravia through the 19th century. This fit in nicely with the National Championships in model railroading, which was also a part of this year's ModellBrno. No one complained at all about that segment of the show. So, all in all, a great event, and I am hopeful that it will continue on this way in the future.

In terms of what needed to be done by our manufacturing section, which included the clearing of space for new printing equipment, which, as intended, should push us into more modern times, we also made feverish progress on the moulds for the Mustang. In June, we got to the point of having test shots of all the sprues of the F-6D, save for the fuselage, and the first three sprues are being produced for the first kit being prepared. This will be the Limited Edition kit CHATTANOOGA CHOO CHOO, being readied for release in the first week of August outside of the normal release schedule. This is for the IPMS National Convention in Chattanooga, Tennessee. The convention starts on August 7th, and also signals the first day of availabi-

lity of the kit. In the end, and after some hesitation, we will be releasing a run of 3,000 kits. The parts layout and the markings options are shown in this newsletter. The intensity with which we have been working on the development of the Mustang kit has not been without a tax. It has come at the expense of a delay in the completion of our 1:48th scale Bf 109G-6/AS, which was supposed to be one of our new releases. Unfortunately, this won't happen, and its release date, due to workload, has been pushed to November. These two old war enemies have been in conflict even in our own release schedule, it would seem.

Talking about new releases, if somewhat distant at this point, brings us to July items. Among these will be the conceptual stand-out Tempest Mk.V Royal Class kit in 1:48th, which will include a publication by Chris Thomas as the main bonus. Not to be outdone, the markings options will include both wartime and postwar subjects, and will not lack tow aircraft. These latter versions will include resin towing gear. The decals are printed by Cartograf, and the accessories will include the standard photoetched frets, masks and a selection of resin details.

July sees the return, by popular demand, of our 1:32nd scale Bf 109E, as a Limited Edition kit labeled LEGION CONDOR. This boxing includes one kit, with the option of making it either an E-1 or an E-3 version. The markings are a little faded, but still very interesting, and this kit also comes with a selection of masks and photoetched and resin detail items. This kit is accompanied by the article about the Legion Condor,

which I strongly recommend reading for the expansion of understanding this subject.

The 1:72nd scale F6F-3 Hellcat is being refreshed, with a new set of markings and a new boxart for a new ProfiPACK release. Both of these new kits inject a new life into the subject matters they represent. The fourth July kit release is of the Bf 108, with two attractive civil schemes from which to choose.

Turning our attention to accessory items, please note the 48th scale Brassin items for the Bf 109E, the engine and fuselage guns. These are useful for the currently available Barbarossa Limited Edition kit. Similar sets were in the past available in 1:32nd scale, and these will be making a return in August. There are also interesting Brassin sets being released for the Fw 190A-8 and A-8/R2, and these include the engine, bronze landing gear struts and WGr.21 rocket launchers, all popular items. The 1:72nd and 1:48th scale weapons sets are also expanding, and to this can be added some 1:35th items, such as the popular Panzerfaust set. There is just one new Look set being released in July, and that for the Typhoon Mk.Ib, same as the BigSin

for the Spitfire Mk.I in 1:48th scale. There is also a lone 1/32nd scale set, that being the wheel set for Revell's F/A-18E. Among new photoetched items, you may find interesting the sets designed for the majestic Airfix F6F-5 Hellcat in 1:24th. We are also going forward with our 1:32nd scale B-24 sets for the Hobby Boss kit, and the sets for the Lynx Mk.8 from Revell are also new. In 1:35th there are new sets for the T-34/76 from Zvezda and three, including Zimmerit, for the Academy StuG.IV. We are also now offering two pre-painted sets of American flags in 1:35th. In 1:48th scale, we have prepared a set for June's Superbug release, which, you will recall, was the F/A-18E, and there are also several older re-released sets that originally were produced as self-adhesive sets. These include some 72nd scale items, too. Note the set for the Hobby Boss MiG-17F carrying the catalog number 491000. On crossing the 1,000 item threshold, we will continue on with the numbering sequence, so be aware of the fact that from now on, the catalog numbers will be six digit. In 1:72nd scale, we have more sets for the Sunderland from Special Hobby, and note the set for the Su-7BMK from Modelsvit. We have

received a number of requests to design sets for models from this manufacturer, and this is an attempt to satisfy popular demand. Naval sets are growing by two, these for the German cruiser Blucher in 1:350th scale from Trumpeter. This month, there are five new BigEd sets.

At the end of May, our long term retail/stock department member Martin Finger left our company. Many of you will certainly remember him from his participation at shows. He is being temporarily replaced by Petra Solcova, and you might know her too from customer support, where she worked for years, working to the general satisfaction of our modeling customers. Petra steps into this function during a time of transition, during which our new sales person, Vojta Czesnok, who came to us mid-June in time for ModellBrno, and is currently being trained and should be at our table in Plzen at the end of August.

That's it for now. I am grabbing my helmet, and I am heading off to Normandy for two weeks.

Happy modeling!

Vladimir Sulc



F6F-3

ProfiPACK
edition

1/72

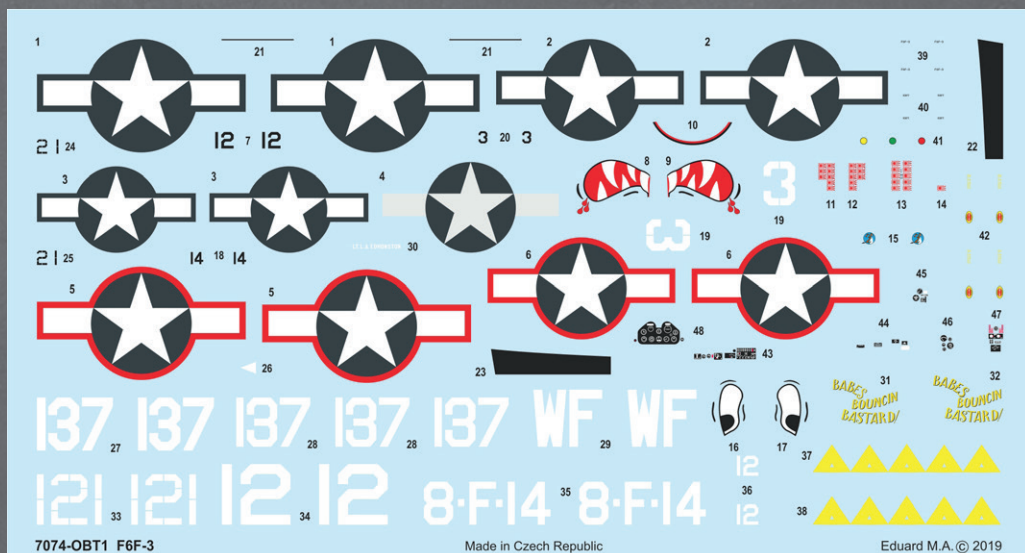


1/72, Cat. No. 7074

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



Product Page



7074-OBT1 F6F-3

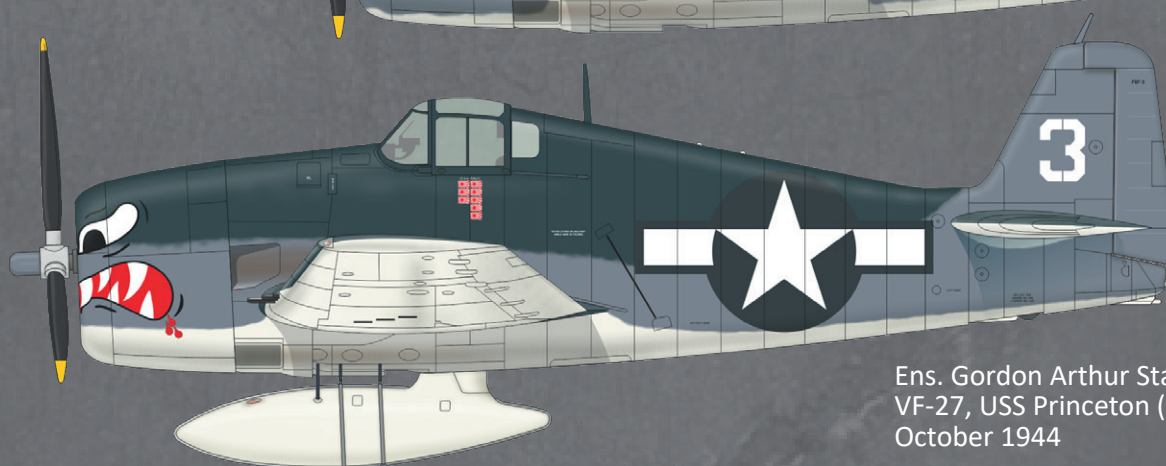
Made in Czech Republic

Eduard M.A. © 2019



OTU VF-2,
NAS Melbourne,
United States,
October 1944

VF-8,
USS Intrepid (CV-11),
Summer 1943



Ens. Gordon Arthur Stanley,
VF-27, USS Princeton (CVL-23),
October 1944



t. L. A. Edmonston, VF-34,
Nissan Island, May 1944



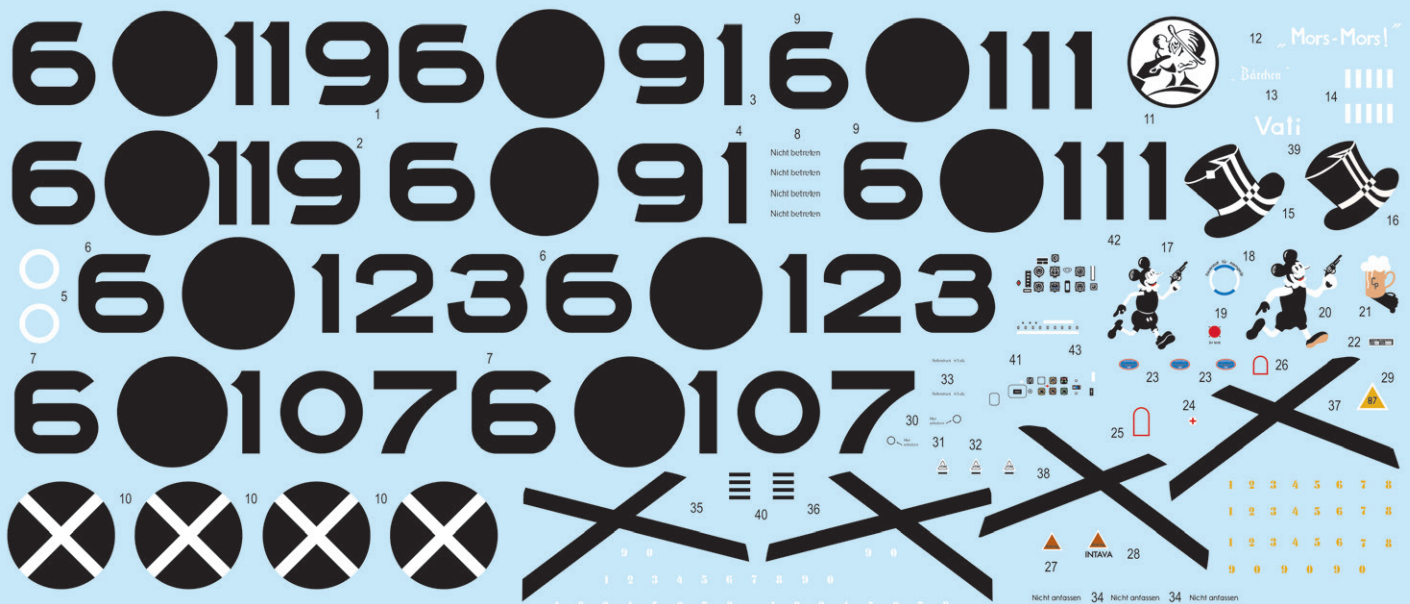
Lt. Hamilton McWhorter,
USS Essex (CV-9), March 1944

Legion Condor

1/32


[Product Page](#)
1/32 Cat. No. 11105

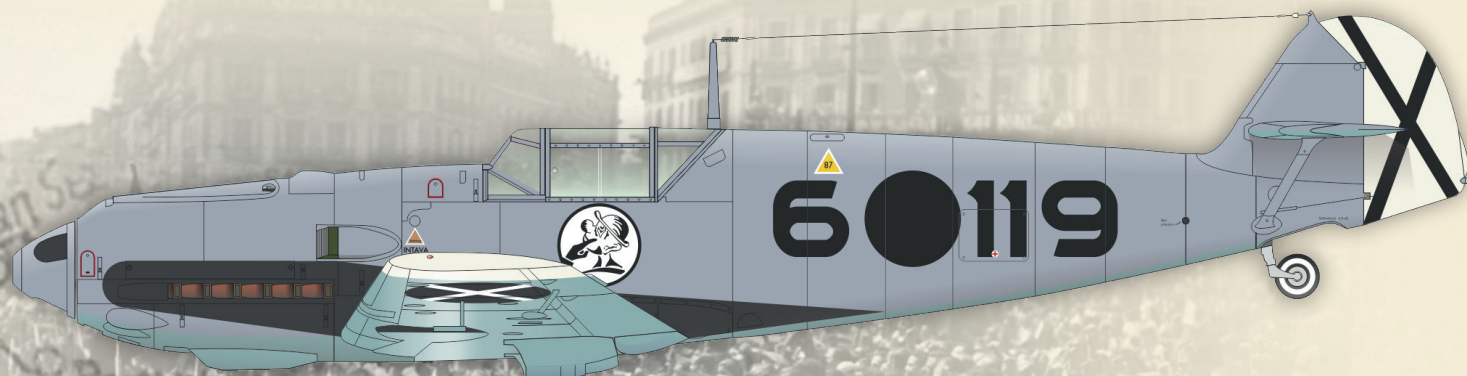
- plastic parts Eduard
- photo-etched set
- painting mask
- decals Cartograf
- 5 markings**
- Brassin: wheels



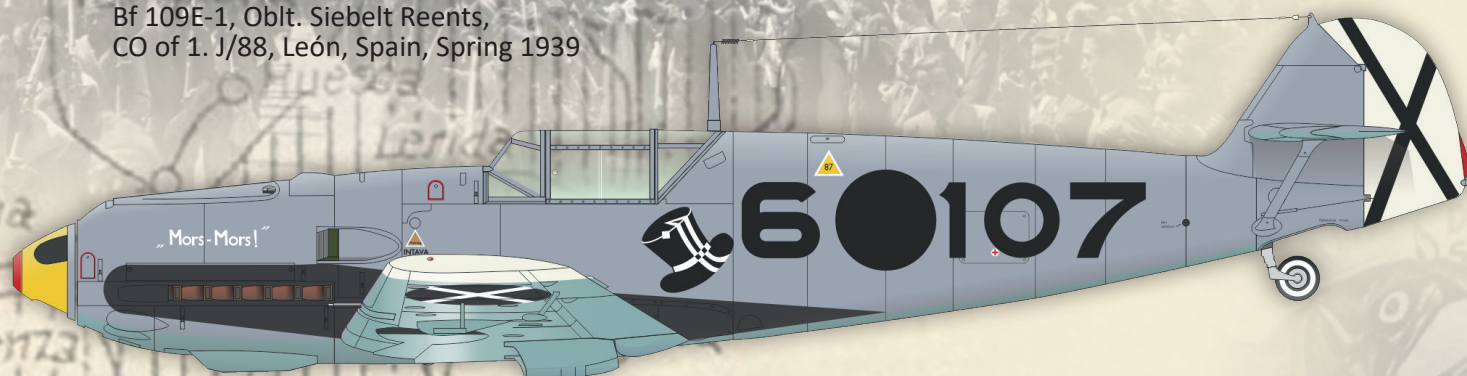
11105-OBT1 Legion Condor

Made in Czech Republic © 2019

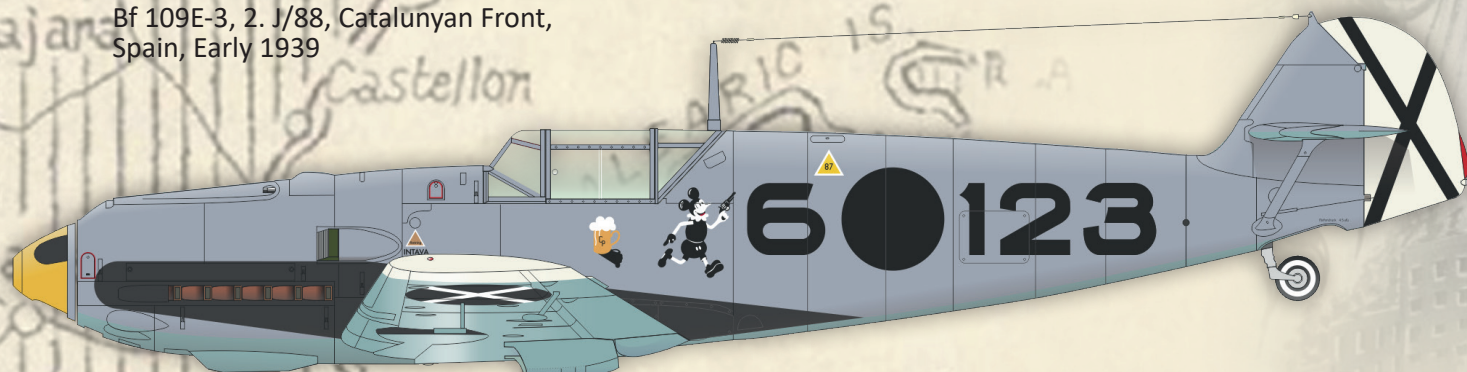
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Bf 109E-1, Oblt. Siebelt Reents,
CO of 1. J/88, León, Spain, Spring 1939



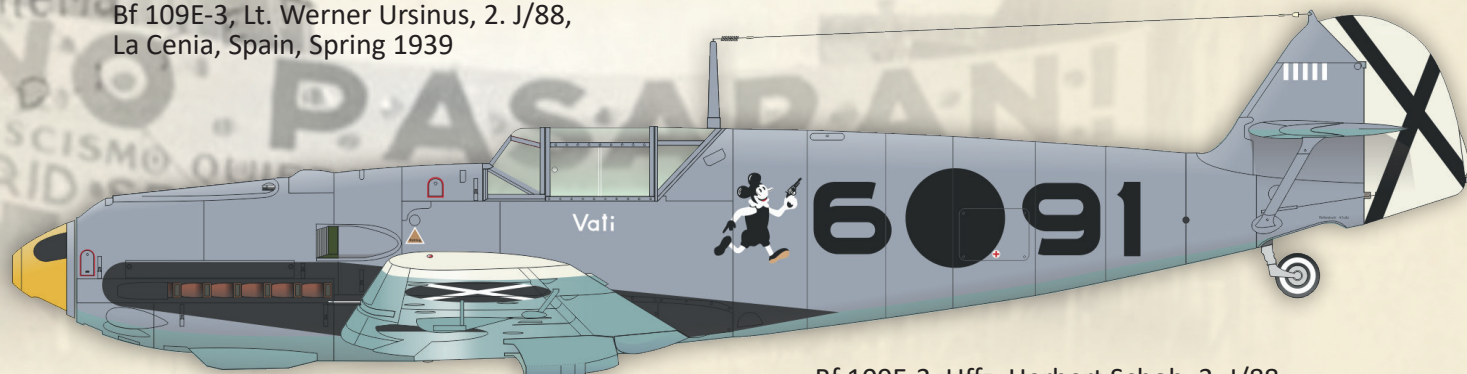
Bf 109E-3, 2. J/88, Catalunyan Front,
Spain, Early 1939



Bf 109E-1, Oblt. Hans Schmoller-Haldy,
3. J/88, Spain, 1938



Bf 109E-3, Lt. Werner Ursinus, 2. J/88,
La Cenia, Spain, Spring 1939



Bf 109E-3, Uffz. Herbert Schob, 3. J/88,
Barcience, Spain, March 1939

The Messerschmitt Bf 109E in the Legion Condor



Maciej Góralczyk

Source: Via Alcañiz Fresno

Bf 109 E-1 coded 6•119 was the mount of the last commander of 1. J/88, Hptm. Siebelt Reents. The unit emblem was painted in the 'late' position, under the cockpit.

Arrival

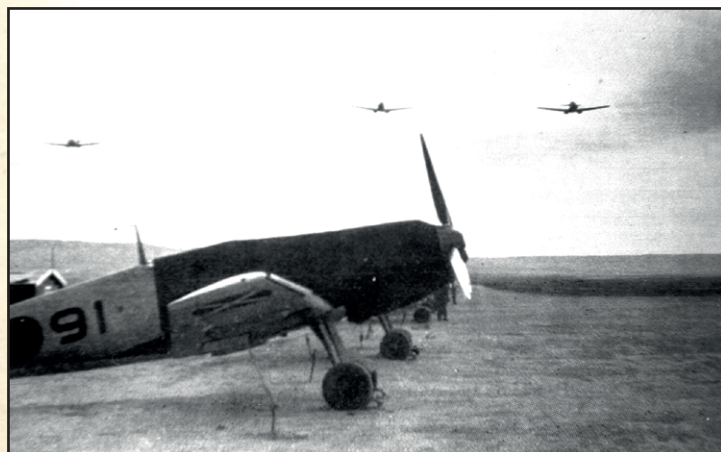
The Spanish story of the Messerschmitt Bf 109 E started during the autumn of 1938. The exact delivery date of the first batch of three Bf 109 E-3s has not yet been determined, but it is known that production of the E-3 variant had begun in October 1938 at the Erla Maschinenwerk GmbH factory in Leipzig, and in November 1938 at the Messerschmitt AG factory in Augsburg, respectively¹. The first three 'Emils' were assigned with fuselage codes 6•87, 6•88 and 6•89, and, similarly to all the Jumo-engined Bf 109s that had been already used by the Legion Condor, were not fitted with radio equipment, as can be evidenced from the photos which reveal the lack of antenna masts and wiring on these machines in the early period of their service².

This also initially concerned the aircraft from the next batch, which mostly likely consisted of five Bf 109 E-3s (coded 6•90, 6•91, 6•92, 6•93 and 6•94)³ and four Bf 109 D-1s (coded 6•95, 6•96, 6•97 and 6•98). Their arrival date can be traced thanks to Uffz. Herbert Schob of 2. J/88, who meticulously recorded in his logbook the codes of all aircraft he flew in Spain, including



Source: Via Alcañiz Fresno

Another view of Bf 109 E-1 coded 6•119. The small inscription under the oil filler triangle reads 'INTAVA'. Interestingly, although the propeller blades are presumably painted in RLM 70, they feature the early oval VDM logos. After the end of hostilities, the aircraft was handed over to the Spanish Air Force and was later rebuilt into the first prototype of the Hispano Aviación HA-1109.



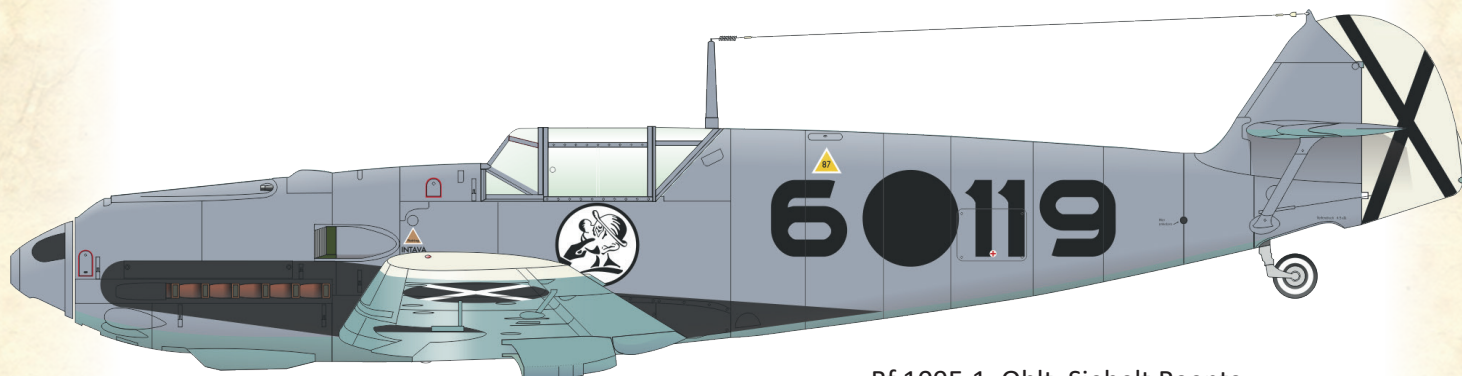
Source: Erik Mombeeck coll.

A starboard side view of Bf 109 E-3s coded 6•91. The Staffel emblems were painted on the portside only. Note the shiny metal finish of front side of the propeller blade.

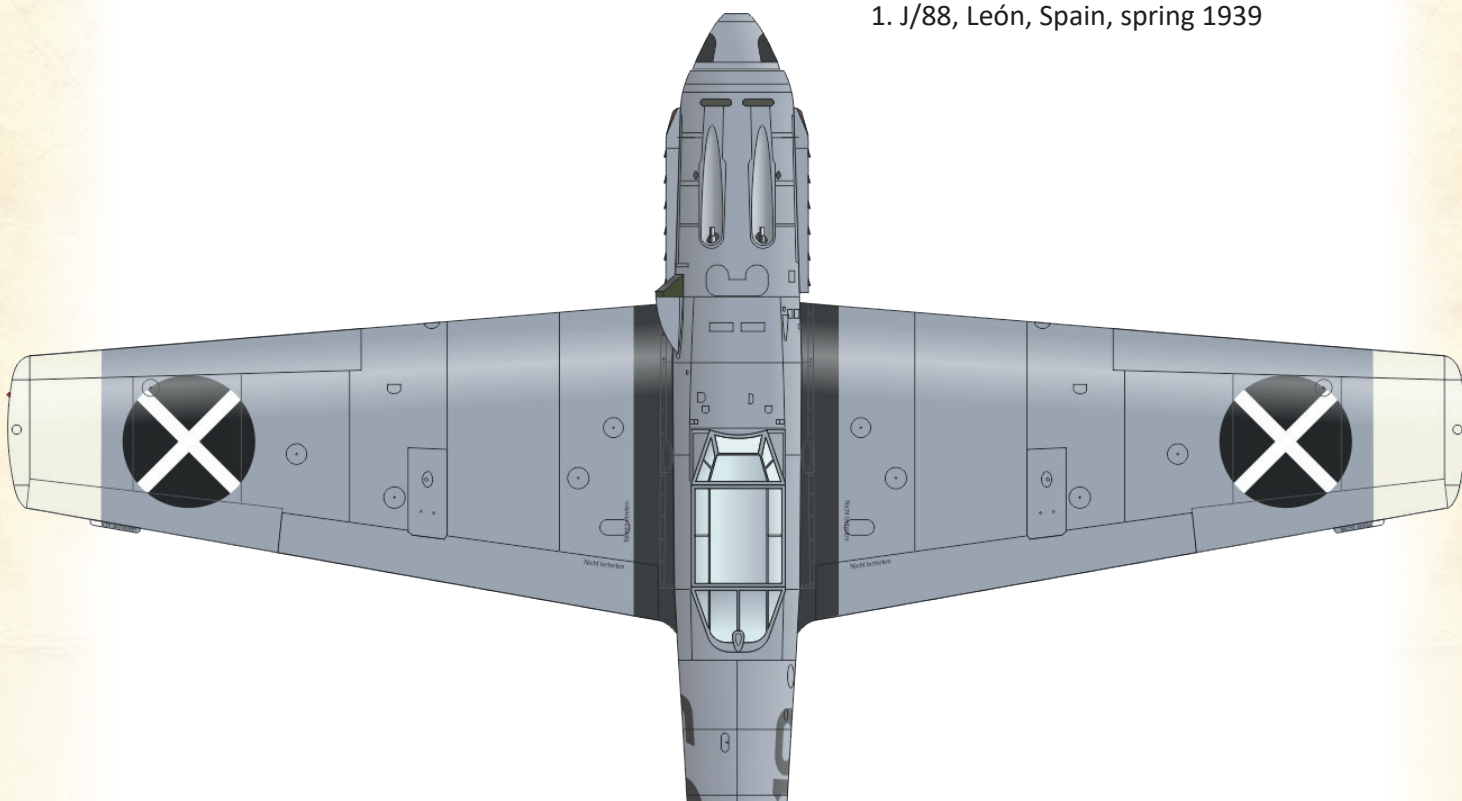


Source: Maciej Góralczyk coll.

A line up of Messerschmitts from Jagdgruppe 88. The first two aircraft in the row are Bf 109 A coded 6•10 and Bf 109 D-1 coded 6•71, whilst the fifth one is coded 6•97, and without doubt it is also a Jumo-engined machine, most likely a Bf 109 D-1.



Bf 109E-1, Oblt. Siebelt Reents,
1. J/88, León, Spain, spring 1939



Source: Hanns-Wolrad Dölling via Erik Mombeeck coll.
Bf 109 E-3 coded 6•111, seen at La Cenia airfield during its initial period of service. The engine and cockpit area, as well as the main wheels, are covered with tarpaulins to protect from the sun.

those in which he conducted functional flight checks from Leon airfield, between December 3, and December 12, 1938⁴. Only one serial number of the aircraft from this batch is known, this being WNr. 715 of Bf 109 E-3 coded 6•92⁵, which places this machine in the middle of the first production run from the Erla factory (90 aircraft from the WNr. 667-756 range).

Further aircraft were gradually delivered and assigned with fuselage codes from 6-99 to 6-131. This allowed the re-equipping of three Staffeln (squadrons) of the Legion Condor's fighter group, Jagdgruppe 88, with new machines, although a number of Bf 109 Ds were retained in service. Some of the oldest Bf 109s of the A and B variants, could therefore be handed over to the Spanish nationalist fighter unit, 1a Escuadrilla of Grupo 5-G-5, which was formed at the end of December 1938 at Recajo-Logroño airfield, but took part in fighting only from March 8, 1939⁶.

A total of 41 Bf 109 Es were sent to Spain before the end of the Civil War. Most of them represented the E-3 variant, whose armament consisted of two 7,92mm MG 17 machine guns in the fuselage and two 20mm MG-FF cannon in the wings. However, there were also at least seven Bf 109 E-1s in Legion Condor service, which were armed with four MG 17 machine guns. On the basis of the available photo reference, the following aircraft may be identified as the E-1: 6•118⁷, 6•119, 6•120⁸, 6•121, 6•122⁹, 6•123 and 6•124¹⁰. These machines most likely belonged to one of three batches manufactured by AGO Flugzeugwerke GmbH at Oschersleben and Gerhard Fieseler Werke at Kassel, starting in January 1939. The photos known to this author do not allow the identification of the variant of 'Emils' coded 6•113, 6•114, 6•129 and 6•131 with all certainty, whilst a photo of 6•103 has yet to surface.

Last months of fighting

Quite little is known about the actual combat use of the Bf 109 E in Spain. After the end of the Battle of the Ebro, the Legion Condor was ordered to rest until December 1, 1938, with only Staffel of the Jagdgruppe 88 remaining in combat readiness. At that time, the whole unit was based at La Cenia airfield located in Tarragona, on the southern province of Catalonia. The latter was the target of the next Nationalist offensive, which would be launched on December 23, 1938. Before that, the Jagdgruppe lost two of its aircraft on the ground in result of a Republican bomber raid on December 16, whilst its pilots, namely Lt. Theodor Rossiwall of 3. J/88 and Lt. Horst Tietzen of 1. J/88, claimed two I-16s on December 20 and 21, respectively¹¹. It is generally acclaimed that during the first days of the offensive, poor weather conditions prevented the German fighter pilots from flying many combat sorties¹², although the flight logs of Uffz. Herbert Schob and Uffz. Gerhard Halupczok reveal that between December 21 and 27, both NCOs flew no less than twice each day¹³. In the air battles conducted between December 28 and 31, the Germans claimed the shooting down a total of 17 enemy aircraft. The successful pilots were again Lt. Tietzen of 1. J/88, as well as Lt. Heinz Bretnütz, Lt. Wilhelm Ensslen (3), Oblt. Alfred von Lojewski, Lt. Wolfgang Redlich, Uffz. Schob, Fw. Georg Schott (3) and Lt. August-Wilhelm Schumann (2) from 2. Staffel, Uffz. Freund, Lt. Wolfgang Lippert, and Oblt. Hubertus von Bonin from 3. Staffel, and Lt. Kurt Hörmann from Stabskompanie¹⁴. It is unknown what Bf 109 variants they had flown during these missions, with exception of Uffz. Schob, who usually piloted his old, trusty Bf 109 D-1 coded 6•60¹⁵.

The new year 1939 began with another victory for Lt. Ensslen of 2. J/88, who claimed an I-16 over Valls, one of the main Republican airfields. The latter, along with Vendrell and Villafranca, was the subject of successful strafing raids performed by the German fighters on January 12, 1939, and



Source: Hanns-Wolrad Dölling via Erik Mombeeck coll.

Another photo taken during the same session in La Cenia. The RLM 63 light grey finish of the support struts of horizontal stabilizers is clearly visible. It was typical for all 'Emils' of Jagdgruppe 88, despite many colour profiles incorrectly showing the struts as painted in RLM 65 light blue.



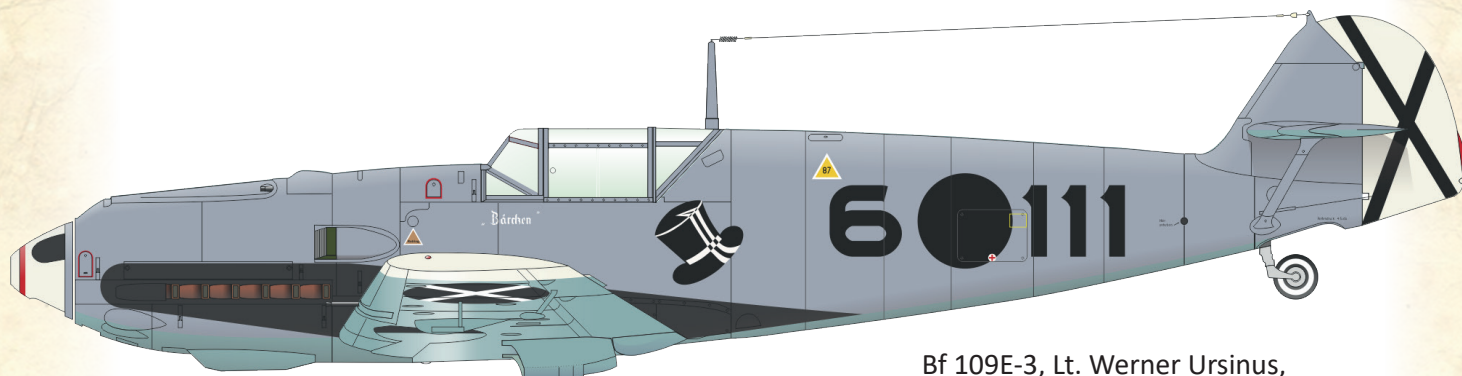
Source: Hanns-Wolrad Dölling via Erik Mombeeck coll.

Rear view of 6•111. Note the first aid kit stencil partially superimposed over the identification marking, and the tail wheel tyre with a white sidewall, which was quite common for the Bf 109.

eventually became the new home of Jagdgruppe 88 from January 21 to February 1, when the unit moved to Sabadell airfield, five days after the fall of Barcelona. In January, the Germans claimed a total of ten air victories¹⁶. The enemy aircraft, mostly identified as 'Ratas', fell prey to Lt. Ensslen (2) of 2. J/88, Oblt. Karl Ebbinghausen of Stabskompanie; Oblt. Helmut-Felix Bolz, Oblt. von Bonin, Lt. Josef Fözö, Obfw. Müller (2) and Fhr. Heinz Tornow of 3. J/88, and the commander of the Jagdgruppe, Hptm. Walter Grabmann. Only one pilot was lost: Lt. Karl-August Böttcher was shot down over Mollet by anti-aircraft fire on January 29, 1939,

Next month brought the Jagdgruppe another six victories¹⁷: two claimed on February 3 over the Republican airfield Figueras by Oblt. von Bonin and Fhr. Tornow of 3. J/88, one by Lt. Ensslen of 2. J/88 on February 5, in the same area, and three on February 6 over Vilajuiga airfield, which were claimed by 1. Staffel pilots: the squadron's commander, Hptm. Siebelt Reents, Uffz. Gerhard Halupczok, and Uffz. Heinz Nirminger. The latter is officially recorded as lost in an air accident on May 11, 1939, but both the Lt. José Falcó San Martín's testimony and reliable research from Juan Arraez Cerda reveal that Nirminger was one of the two victims of the aforementioned Republican pilot, the other being Uffz. Heinrich Windemuth of 1. J/88¹⁸. It appears that both lost Messerschmitts were actually Bf 109D-1s from the final delivery, coded 6-96 and 6-98. On February 10, the Nationalist troops reached the French border at Perthus pass. Catalonia was now conquered.

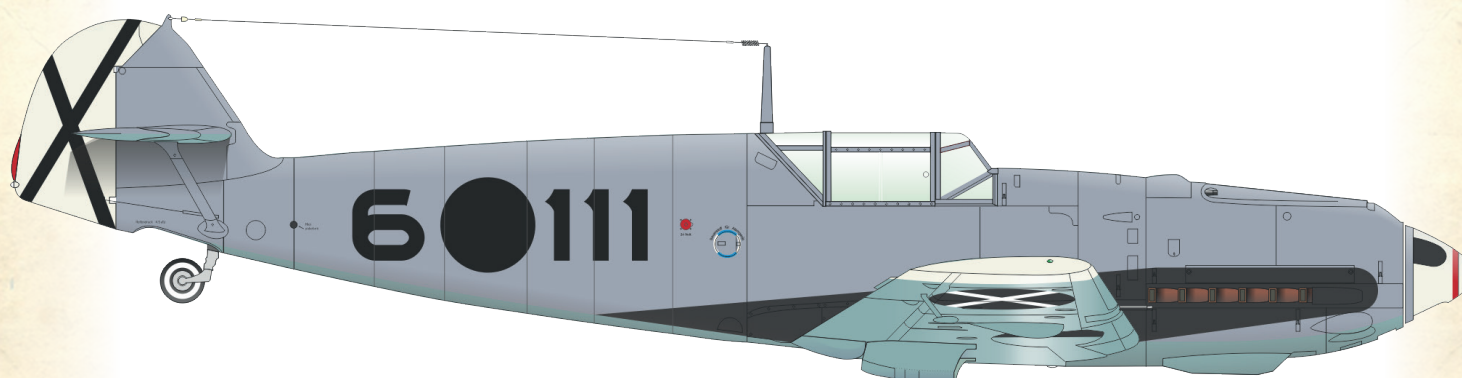
The next and final target was Madrid, the capital city of Spain. Jagdgruppe 88 moved to a new base at Barcience-Torrijos on March 11. Due to the lack of opposition in the air, the German fighter pilots mainly flew surveillance and reconnaissance missions during that period. The last air victory of the Legion Condor is believed to be scored by Oblt. Hubertus von Bonin



Bf 109E-3, Lt. Werner Ursinus,
2. J/88, La Cenia, Spain, Spring 1939



„Bärchen“





Source: Hanns-Wolrad Dölling via Erik Mombeeck coll.
In this picture, we can appreciate the details of the 'Bärchen' inscription, and note the lack of the pilot's head armour, which was not installed in the Messerschmitt Bf 109 E during this period.



Source: Erik Mombeeck coll.
Another photo of 6•111 with ground crew reveals the dark finish of the supercharger air intake, which was usually left in RLM 71 as supplied from the factory. Also note the dirt collected in the wing root area, and chipped black paint on the foothold.



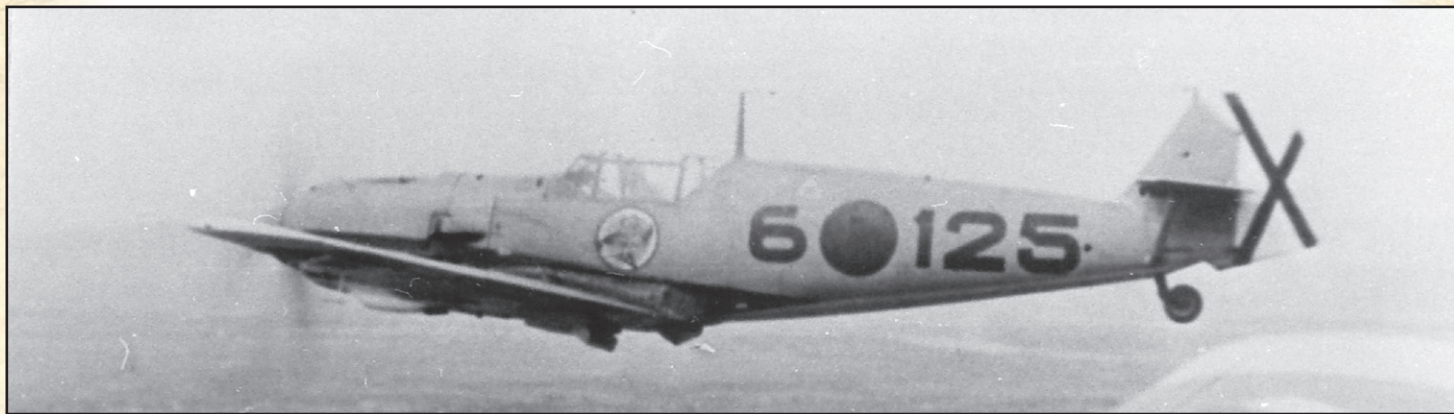
Source: Hanns-Wolrad Dölling via Erik Mombeeck coll.
A front view of Bf 109 E-3 6•111 reveals the modified finish of the propeller spinner, whose main part is now painted white, with a red ring added near the tip. The propeller backplate remained in RLM 63, whilst the blades had a standard RLM 70 finish. The decals with the triangular VDM logos, which may be spotted on the earlier picture of 6•111, had apparently worn out.

on March 6. On March 16, two Messerschmitts from 3. J/88 had collided in the air and crashed, but both pilots bailed out. On March 27, Jagdgruppe 88 flew their last mission during the Spanish Civil War, escorting Heinkel He 111 bombers of K/88.

In April and May 1939, the Legion Condor took part in a number of victory parades. The aircraft were then flown to Leon, where the official disbandment ceremony took place on May 22, 1939. A number of Messerschmitts were handed over to the newly born Spanish Air Force. The known German document mentions the transfer of 10 Bf 109 Bs and 21 Bf 109 E-3s, with the wear of the latter being assessed as 60-75%.¹⁹ However, both the documentary and photo evidence proves that the Spaniards received 'Emils' in both E-1 and E-3 variants, including the following machines: 6•87, 6•88, 6•92, 6•94, 6•99, 6•102, 6•104, 6•106, 6•108, 6•109, 6•110, 6•111, 6•112, 6•120, 6•121, 6•123, 6•126, 6•127, 6•128, 6•130 and 6•131.²⁰ Their fate is, however, beyond the scope of this article.



Source: Hanns-Wolrad Dölling via Erik Mombeeck coll.
A Bf 109 E-3 pictured during maintenance at Barcience-Torrijos airfield. Under close scrutiny, we may notice a part of 'Mickey Mouse' leg on the fuselage, indicating the aircraft's affiliation to 3. J/88. Although the fuselage access panel is attached upside down, it is still easy to read the '6•12' number, which narrows the possible identities for this 'Emil'. Given that the only Bf 109 E-3s with 6•12x codes used by the 3. Staffel, were 6•128 and 6•129, and the latter was belly-landed by Lt. Josef Fözo during the unit's deployment at Barcience, the visible damages suggest that this aircraft is the 6•129.



Source: Erik Mombeeck coll.

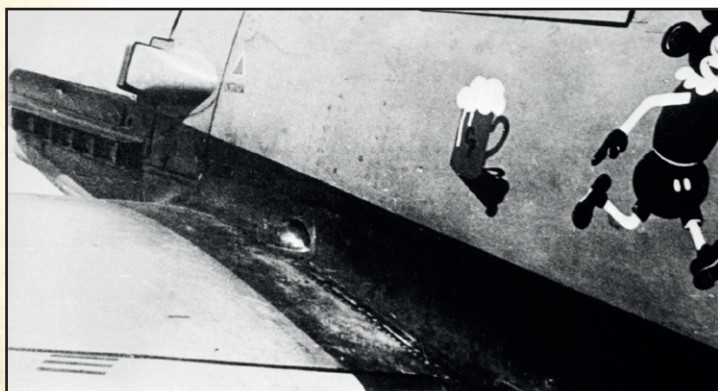
Bf 109 E-3 coded 6•125 from 1. J/88 pictured in flight. A close study of the photo reveals the presence of the bulge of the MG-FF drum magazine under the wing, allowing us to pinpoint the aircraft variant.

Camouflage and markings

All the Bf 109 Es delivered to Spain were factory-painted in the then standard RLM 70/71/65 camouflage scheme. Upon re-assembly in Spain, the aircraft were re-painted into a locally used finish, with RLM 63 light grey upper surfaces over RLM 65 light blue undersides. The areas around the exhausts were painted black and extended back to the wing root. The front part of the supercharger air intake was usually left as delivered, i.e. in green colour. The majority of the maintenance and technical markings were not re-applied. The aircraft from the first deliveries, including 6•87, 6•88, 6•89, 6•90, 6•91, 6•92, 6•93 and 6•99, were at least initially fitted with propeller blades, whose front surfaces were in a shiny metal finish, whilst the rear sides were painted in RLM 70. The blades finished this way usually featured the early oval VDM logo, although the latter can sometimes be seen on blades that had been conventionally painted in RLM 70 on both sides, such as in the case of Bf 109 E-1 coded 6•119. However, the most commonly applied logo on propeller blades that had been fully painted in RLM 70, was the later triangular VDM logo. The propeller spinners of 'Emils' were initially either painted in RLM 63 or left in RLM 70, but in the course of service they were often repainted in other colours or even adorned with colourful rings, although the propeller backplates were frequently left in RLM 63.

The basic set of identity markings carried by the Legion Condor's Messerschmitts included white wing tips, white rudder with black St. Andrew's cross, black discs applied to the fuselage sides and wings in six positions, and the fuselage codes. The latter were applied using templates, which allowed for uniformity of the font used for the numbers on all aircraft, although it can be noted that Bf 109 E-3s coded 6•104, 6•107 and 6•109 featured a variation of the '6' digit which differed from the standard, having a longer upper 'tail'.

Other frequently carried markings were the Staffel emblems.



Source: Erik Mombeeck coll.

A close-up view of the personal emblem painted under the cockpit of Bf 109 E-1 coded 6•123, which was flown by Oblt. Hans Schmoller-Haldy from 3. J/88. Also note the 'INTAVA' inscription under the oil filler triangle, which was quite frequently seen on the Legion Condor 'Emils', and the partially visible 'Mickey Mouse' insignia of the 3. Staffel.

The 1. Staffel insignia was introduced by its last commander, Hptm. Siebelt Reents, sometime after he had taken command of the unit in September 1938. This 'Holzauge' ('wooden eye') emblem, which referred to a Spanish gesture meaning 'look out', was applied in black and white using a template in two different positions on the portside of the fuselage: initially under the handgrip, between the rear portion of the canopy and the first digit of the aircraft code (6•87, 6•92, 6•93), and later below the movable part of the canopy (6•104, 6•116, 6•119, 6•125). The 'top hat' emblem of the 2. J/88 was the oldest of the fighter unit emblems, being already used in the period when the Staffel flew the Heinkel He 51 biplanes. The final version used on the 'Emils' (with the exception of 6•89, which sported the earlier variation without white details)²¹ was applied in black and white on the port side of the fuselage, below the rear portion of the canopy. The 3. J/88 used a 'Mickey Mouse' insignia, although it must be emphasized that its design had been constantly evolving since its introduction



Source: Hanns-Wolrad Dölling via Erik Mombeeck coll.

Bf 109 E-1 coded 6•121 is usually attributed to Lt. Wolfgang Redlich from 2. J/88, who is seen in the foreground, taking a quick break from his alarm duty.



Source: Carlos Vidriales Garcia coll.

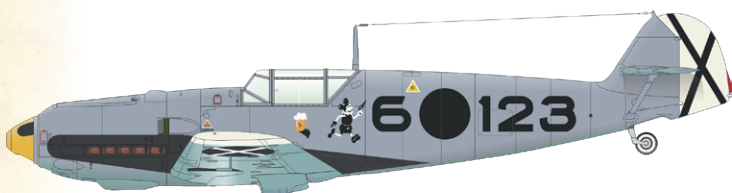
Bf 109 E-3 coded 6•128 from 3. J/88. The Staffel insignia slightly differ in detail from the one featured on 6•123.

HISTORY

in the spring of 1937, hence even the 'Mickey's' painted on the initial 'Emils' slightly differ in details from those seen on the aircraft from the last deliveries. The presence of the unit emblems on the particular aircraft and the photos taken after the end of the war at Leon airfield,²² where the Bf 109 Es were grouped in rows in accordance with their Staffel assignment, enabled this author to confirm the allocation of the following aircraft to the respective squadrons:

1. J/88: 6•87, 6•92, 6•93, 6•104, 6•116, 6•119, 6•125;
2. J/88: 6•89, 6•102, 6•107, 6•111, 6•112, 6•120, 6•121, 6•122, 6•126, 6•127;
3. J/88: 6•91, 6•99, 6•101, 6•106, 6•108, 6•109, 6•110, 6•123, 6•124, 6•128, 6•129.²³

The only known personal emblem applied to an 'Emil' from Jagdgruppe 88, was carried by the aircraft coded 6•123. Its pilot, Oblt. Hans Schmoller-Haldy of 3. J/88, chose a tankard full of beer, with letters 'CP' on the side, in order to celebrate the 'Brotherhood of Cardinal Paf', an international pilot drinking club which had been founded around 1932 in Belgium. Other personal markings were just names or slogans, applied in white on the nose (6•107 'Mors-Mors!') or near the cockpit (6•91 'Vati', 6•106 'Der Eiserne Gustav', 6•111 'Bärchen'). Victory markings in form of white bars are known to be applied to the tail fin of only one Bf 109 E, namely the 6•91. However, the five bars carried by this aircraft may represent the tally of more than one pilot, and it is unknown whether they had actually been scored whilst flying this particular Bf 109 E-3.

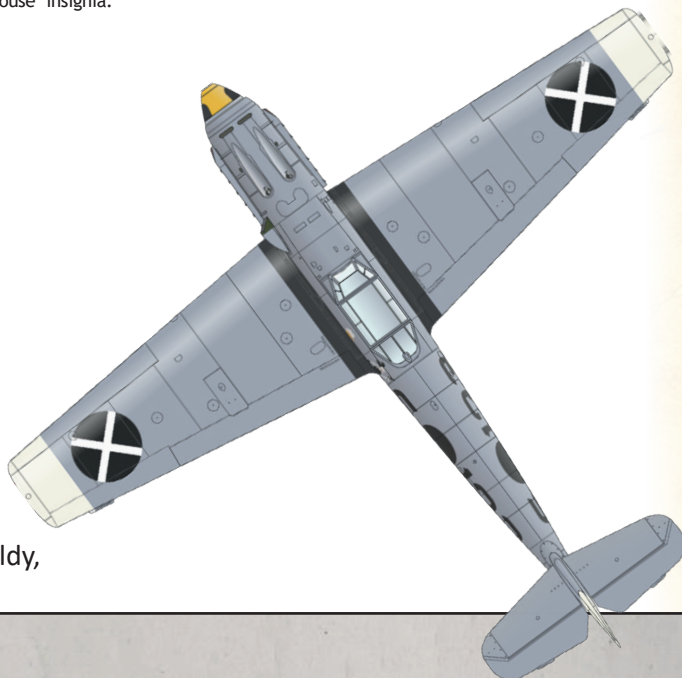


Bf 109E-1, Oblt. Hans Schmoller-Haldy,
3. J/88, Spain, 1938



Source: Erik Mombeeck coll.

Bf 109s from 3. J/88. The first three aircraft are Bf 109 E-3s coded 6•99, 6•101 and 6•91. Other photos of the latter machine clearly reveal that the white inscription under the cockpit reads 'Vati' ('Daddy'), and that the tail fin is adorned with five white victory bars. The only pilot with five victories that served with 3./J 88 in that period, was Lt. Wolfgang Lippert, but it is more likely that these kill markings could belong to various members of the Staffel. Behind the 6•91, we can identify at least three Bf 109 D-1s: 6•79, which was the mount of the top Legion Condor ace, Oblt. Werner Mölders, and is adorned with an impressive scoreboard of twelve victory bars; 6•76 with the barely visible name 'Bubi' painted on the engine cowl and three victory bars applied to the fin; and 6•78, whose fin features six kill markings. All these aircraft carried 'Mickey Mouse' insignia.

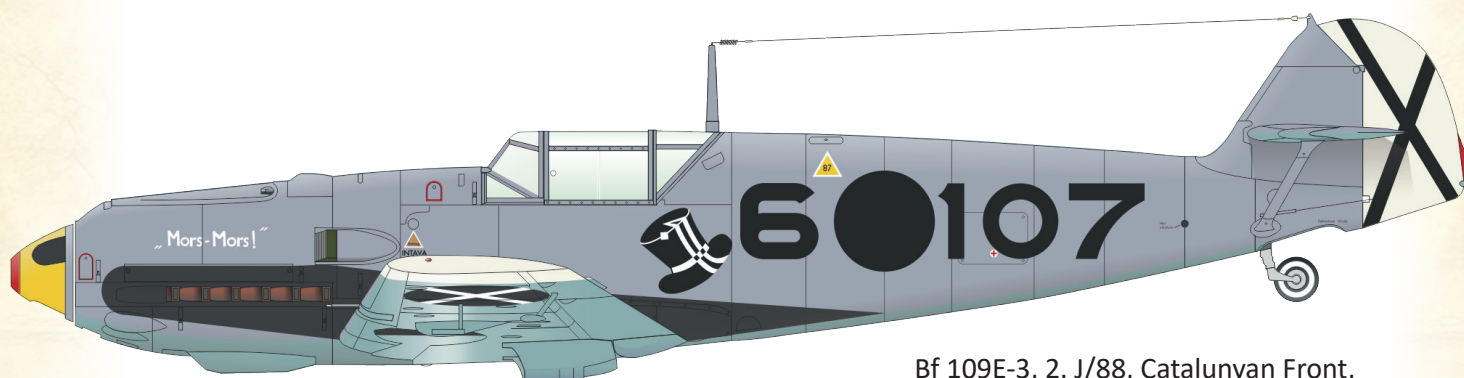


Source: Carlos Vidriales Garcia coll.

A rare picture showing the Bf 109 E-1 coded 6•123 in almost its full glory. The aircraft seen in the foreground is Bf 109 E-3 coded 6•128.

REFERENCES:

- ¹ Mermet, Jean-Claude, and Ehrengardt, Christian-Jacques. *Messerschmitt Bf 109, Aix-en-Provence: Caraktere*, 2015, p. 175.
² <https://me109.info/display.php?a=e&fid=14290>
<https://me109.info/display.php?a=e&fid=8987>
³ Photos taken at Leon, most likely soon after the aircraft re-assembly:
http://www.aviationcorner.net/show_photo_en.asp?id=282591
http://www.aviationcorner.net/show_photo_en.asp?id=427806
⁴ Waiss, Walter, and Milanovic, Regine. *Legion Condor. Berichte, Dokumente, Fotos, Fakten. Band 3, Aachen: Helios*, 2017, pp 162-163.
⁵ <https://me109.info/display.php?a=e&fid=6436>
⁶ Cerdá Arraez, Juan. *Les Messerschmitt Espagnols. Du premier 109-V aux derniers Buchon*, Boulogne sur Mer: Lela Presse, 1997, pp 13-14.
⁷ <http://www.apimages.com/metadata/Index/Watchf-AP-I-ESP-APHS268339-German-army-1930-s/2dffe025929e44d587b6cd1c576e8ad6/337/0>
⁸ <https://me109.info/display.php?a=e&fid=1603>
⁹ <https://youtu.be/OTVZr7GLhCc?t=717>
¹⁰ <https://me109.info/display.php?a=e&fid=3062>
¹¹ Johnston, David. *German Eagles in Spanish Skies. The Messerschmitt Bf 109 in Service with the Legion Condor during the Spanish Civil War, 1936-1939*, Atglen: Schiffer Publishing Ltd., 2018, p.170.
¹² Ries, Karl, and Ring, Hans. *The Legion Condor. A History of the Luftwaffe in the Spanish Civil War 1936-1939*. West Chester: Schiffer Publishing Ltd., 1992, pp 206-207.
¹³ Waiss and Milanovic. *Legion Condor. Band 3*, pp 164-167.
¹⁴ Johnston. *German Eagles in Spanish Skies*, p.170.
¹⁵ Waiss and Milanovic. *Legion Condor. Band 3*, pp 164-171.
¹⁶ Thirteen according to Ries and Ring. *The Legion Condor*. pp 273-274. These authors additionally list claims of Uffz. Schob, Uffz. Szuggar and Lt. Redlich, which are not included in the victory list from the estate of former J/88 pilot, Georg Fleischmann, as reproduced in Johnston. *German Eagles in Spanish Skies*, pp 167-170.
¹⁷ Nine according to Ries and Ring. *The Legion Condor*. pp 273-274. These authors additionally list claims of Lt. Schumann, Hptm. Rubensdörffer and Lt. Redlich.
¹⁸ Cerdá Arraez, Juan. *L'aviation de chasse de la République espagnole, 1936-1939*. Boulogne sur Mer: Lela Presse, 1997, pp 72-73. Also see <http://forum.12oclockhigh.net/showthread.php?t=37980&page=2>
¹⁹ Waiss, Walter. *Legion Condor. Berichte, Dokumente, Fotos, Fakten. Band 1, Aachen: Helios*, 2013, p. 179.
²⁰ Cerdá Arraez. *Les Messerschmitt Espagnols*, pp 30-43. Fresno, Carlos, and Góralczyk, Maciej. *Messerschmitt Bf 109 E. The Spanish Story*. Logroño: AK-Interactive, 2016, p. 4.
Also see: http://www.aviationcorner.net/show_photo_en.asp?id=341688
<https://me109.info/display.php?a=e&fid=11451>
<https://me109.info/display.php?a=e&fid=5609>
<https://me109.info/display.php?a=e&fid=264>
²¹ <https://me109.info/display.php?a=e&fid=11300>
²² Cerdá Arraez. *Les Messerschmitt Espagnols*, p. 28. Ries and Ring. *The Legion Condor*, p. 226.
²³ Several sources, including Ries and Ring. *The Legion Condor*. p. 220, provide a photo of 6-129 after belly landing performed by Lt. Josef "Joschko" Fözö of 3./J 88 at Barcience-Torrijos in March 1939



Bf 109E-3, 2. J/88, Catalunyan Front, Spain, Early 1939

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1/32

Legion Condor

Product Page

Legion Condor

1/32



Camo A

built by Jan Novotný



Bf 109E-1, Oblt. Hans Schmoller-Haldy, 3. J/88, Spain, 1938

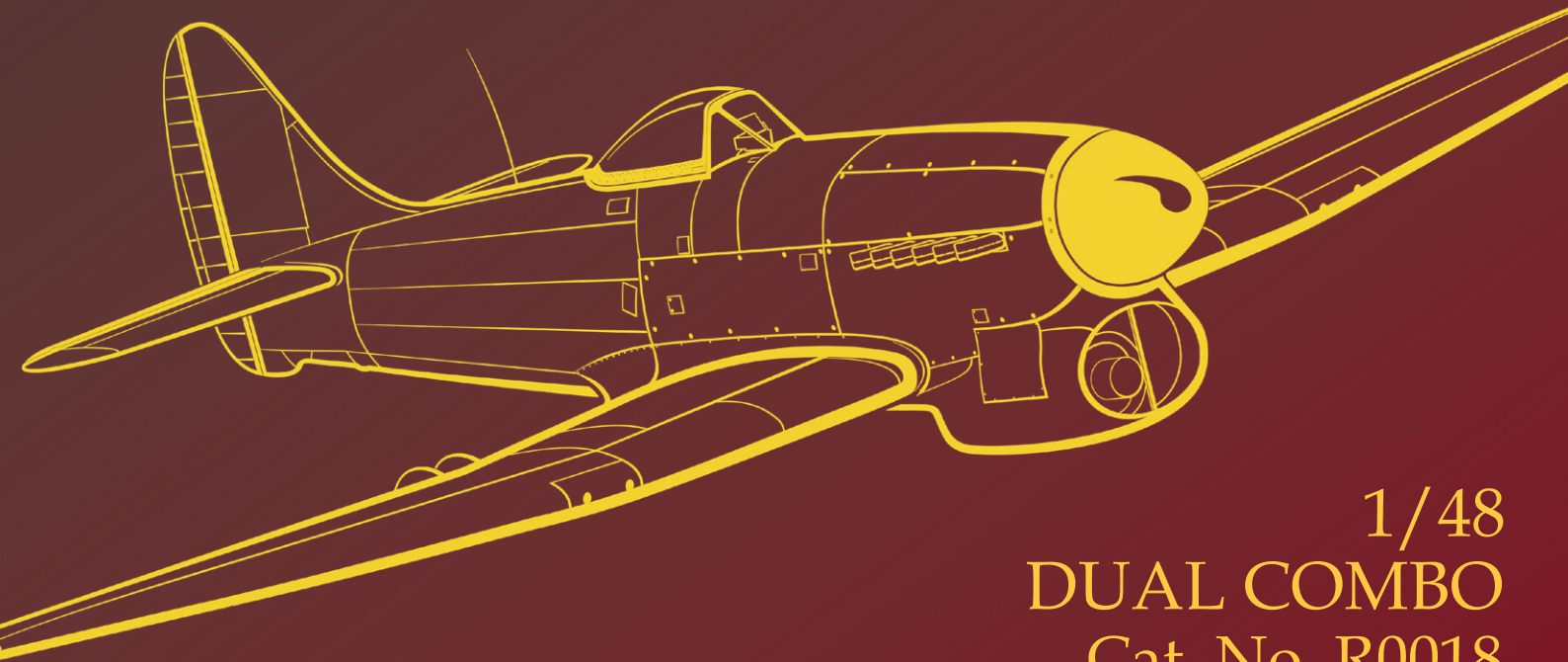
Hans Schmoller-Haldy was sent to Spain just at the end of the war, so it is no surprise he did not score any victory there. His Messerschmitt sported a personal emblem – the overflowing beer glass with the letters 'CP' on it. They stand for Cardinal Puff and refer to the famous beer drinking game originating in the USA during prohibition. It seems likely Schmoller-Haldy was a great fan of both, beer and the game... During the Second World War, he served with JG 54 and recorded 14 aerial victories. Later, he served as a member of Galland's fighter command staff. After the war, Schmoller-Haldy entered service with the post war Bundesluftwaffe with the rank of Brigadier General.

Product Page

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Tempest Mk.V

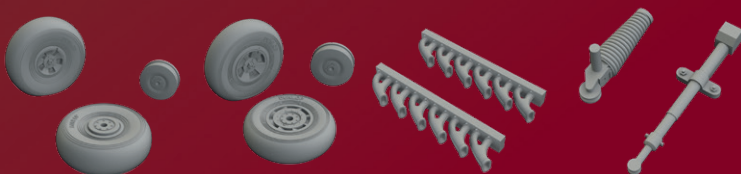


1/48
DUAL COMBO
 Cat. No. R0018

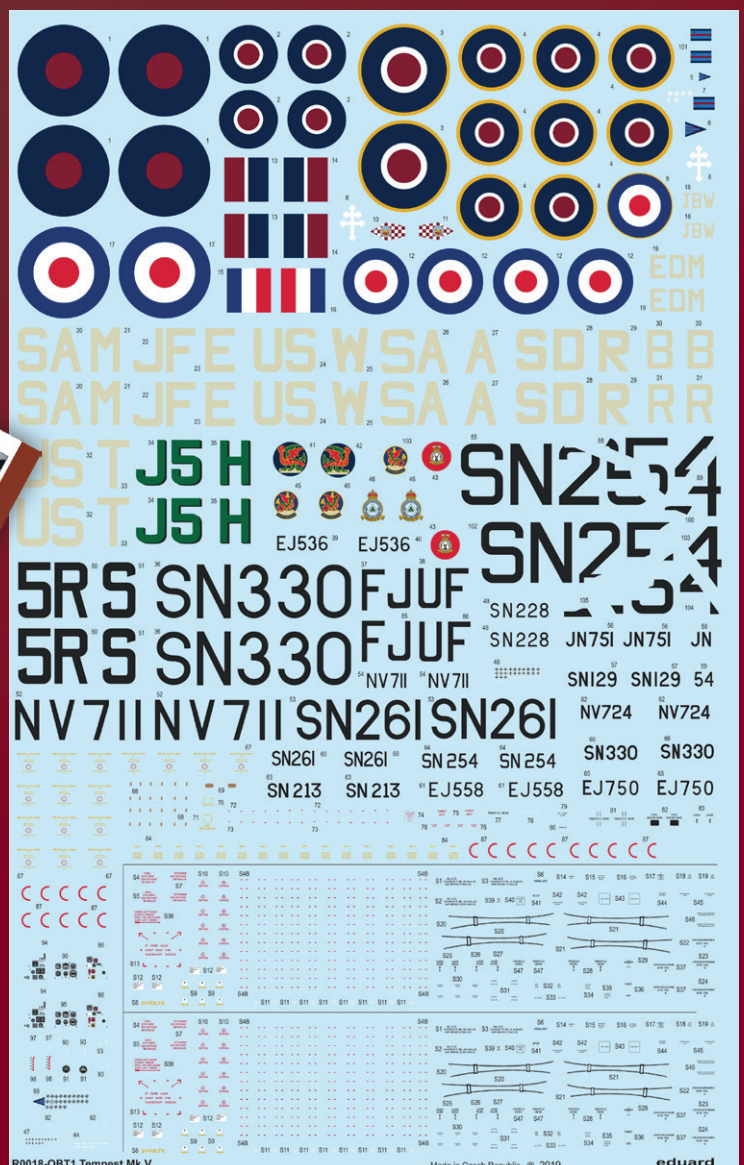
- ▶ Plastic parts, photoetched details and masks for 2 kits of Tempest Mk.V in Series 1, Series 2 and TT.5 variant
- ▶ Cartograf printed decals for 14 markings
- ▶ 112 pages photographic book by Christopher Thomas about Tempest Mk.V and its pilots.



- ▶ Eduard Brassin accessories: Tempest landing gear wheels (early, late), exhausts, TT version cable cutter



Product Page

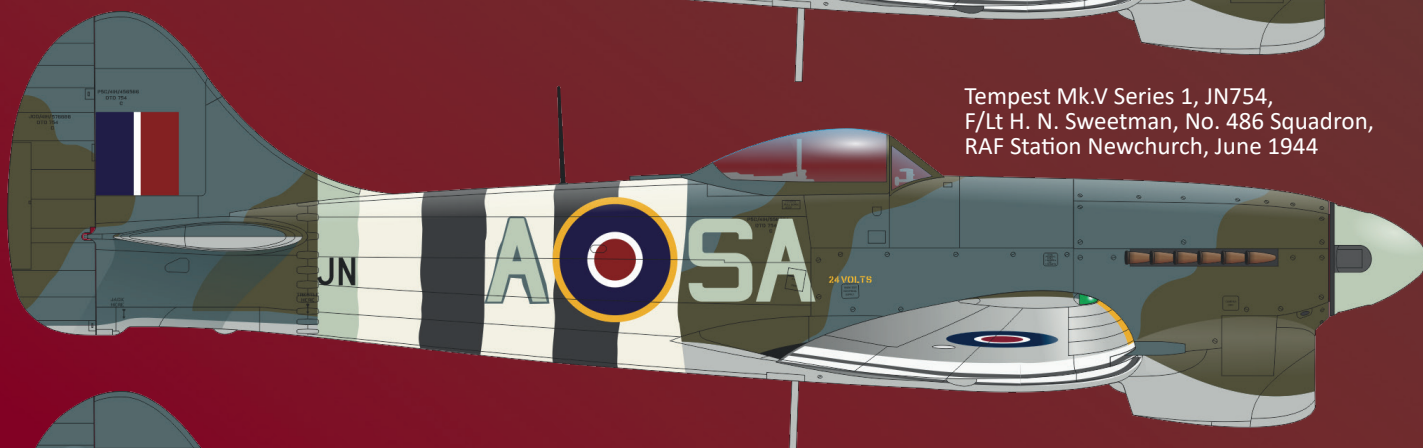




Tempest Mk.V Series 1, JN751,
W/Cdr Roland P. Beamont,
CO of No. 150 Wing, RAF Station Bradwell Bay,
Great Britain, April 1944



Tempest Mk.V Series 1, JN751,
W/Cdr Roland P. Beamont, CO of No. 150 Wing,
RAF Station Newchurch, Great Britain,
June 1944



Tempest Mk.V Series 1, JN754,
F/Lt H. N. Sweetman, No. 486 Squadron,
RAF Station Newchurch, June 1944



Tempest Mk.V Series 2, SN129,
S/Ldr „Jimmy“ Sheddin, CO of No. 486 Squadron,
B.158 Lübeck, Germany, summer 1945



Tempest Mk.V Series 2, EJ536,
F/Lt Pierre Clostermann, No. 56 Squadron, B.80 Volkel,
the Netherlands, early April 1945



Tempest Mk.V Series 2, NV724,
F/Lt Pierre Clostermann, No. 3 Squadron,
B.158 Lübeck, Germany, August 1945



Tempest Mk.V Series 2, SN228,
W/Cdr Ewan D. Mackie, CO of No. 122 Wing,
B.160 Kastrup, Denmark, late summer 1945



Tempest Mk.V Series 2, F/O B. F. Miller (USAAF),
No. 501 Squadron, RAF Station Bradwell Bay,
Great Britain, October 1944



Tempest Mk.V Series 2, EJ750,
W/Cdr John B. Wray, CO of No. 122 Wing,
B.80 Volkel, the Netherlands, December 1944



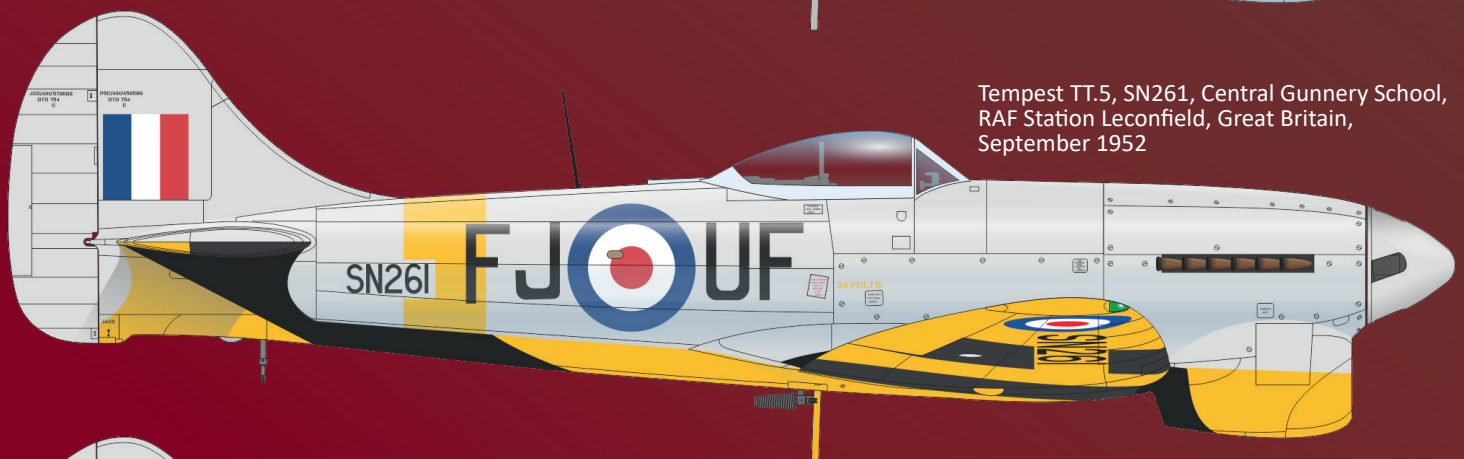
Tempest Mk.V Series 2, SN254, /Ldr. M. P. Killburn,
CO of No. 56 Squadron, B.152 Fassberg, Germany, late 1945



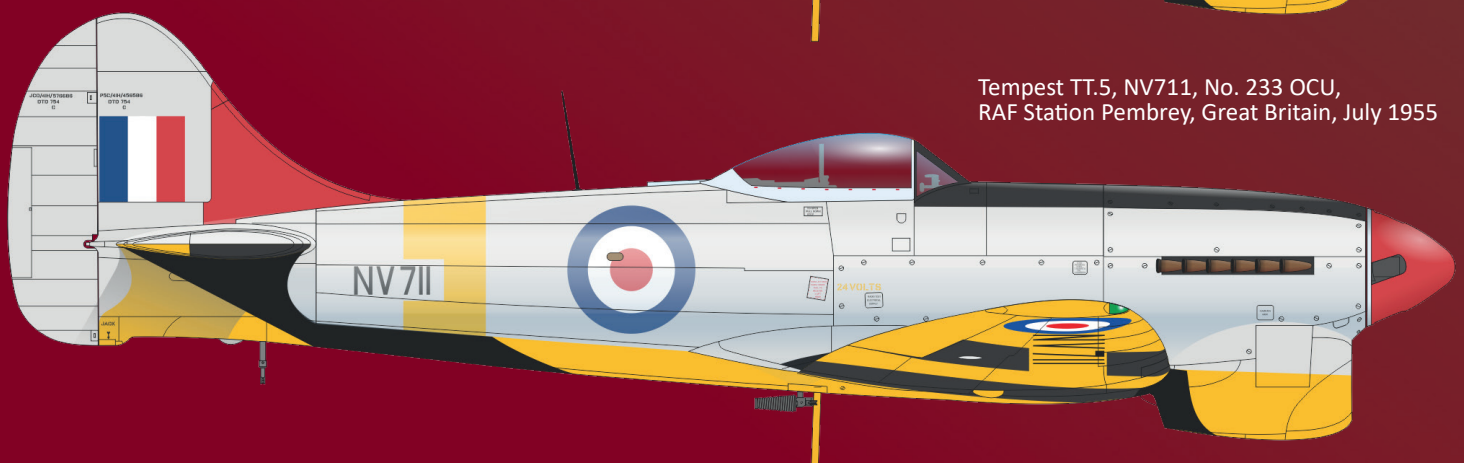
Tempest Mk.V Series 2, SN213,
S/Ldr A. W. Bower, No. 33 Squadron,
Berlin-Gatow, Germany, February 1946



Tempest Mk.V Series 2, SN330,
SS/Ldr C. H. Macfie, CO of No. 3 Squadron,
Wunstorf, Germany, late 1947



Tempest TT.5, SN261, Central Gunnery School,
RAF Station Leconfield, Great Britain,
September 1952



Tempest TT.5, NV711, No. 233 OCU,
RAF Station Pembrey, Great Britain, July 1955



'The Terror of Rheine', Sqn Ldr David 'Foob' Fairbanks, citizen of the USA and pilot in the RCAF.

Sqn Ldr D. C. Fairbanks DFC & bar

David Charles Fairbanks, a citizen of the USA, lived and breathed aviation from an early age but ran away from home to join the RCAF. This first attempt failed but he tried again and in February 1941, he was successful. Eventually he found his way to the UK, with a posting to fly Spitfire Vs with No 501 Squadron at Hawkinge. Having opened his score with one Bf 109 destroyed and another damaged, near Le Havre, he was posted to No 274 Squadron, shortly to re-equip with the Tempest, and then proceed to the Continent to join No 122 Wing. Before this move occurred, however, the unit undertook its share of anti-Diver sorties, Fairbanks destroying two of the robot bombs.

Few enemy aircraft were encountered during No 274 Squadron's first weeks at Volkel, but many ground targets were sought out and attacked. On one of these sorties, on 19 November 1944, Fairbanks' Tempest received a hit in the leading edge of the port wing, setting the fuel tank on fire. Flames streamed from the ruptured wing, stripping the tail surfaces of paint and the rudder of fabric. Despite the damage he was able to return to Volkel and land safely, this exploit resulting in the award off a DFC.

The chance he'd been waiting for came last on 17th December. The combat report that follows, details his spectacular opening Tempest success, and a certain ... style.

'I was flying Blue 1 on a sweep to Rheine and we had turned on to 2700 at 2000ft (I was slightly ahead of the C. O. and was weaving a little to slow down) and near Burgsteinfurt when I saw an A/c about 1000ft below heading East. It passed under our formation and I immediately rolled on my back and gave chase. As I pulled out of the dive I recognised the E/a as an Me.109 and began to close in. The E/a pulled on its tail. The pilot baled out, the aircraft bunted and went straight into the deck and I saw the Pilot land a short distance away in some trees.

I claim one Me.109 destroyed.

I rejoined the formation and we continued on to 70 degrees at 3 to 1500 ft and were about 10 miles S.E. of Emmerich when I sighted 3 Me.109s at 1 o'clock to us flying in the opposite direction and at the same level as ourselves. I broke into them and they broke in our direction. I saw something fall away from the leading E/a - it might have been the coupe or the pilot I am not sure. I fired at this a/c head-on from 600 yards, it put its nose down and passed beneath me. Then I broke around and picked out another Hun and got up on its tail. I had a job staying behind it but managed to get in a few quick bursts with no results. The E/a was taking good evasive action and I overshot him once and ended up directly above him I got behind him again and finally, firing from 150 yards obtained strikes in his starboard radiator which immediately streamed glycol. His propeller started to windmill when we were down to 600 feet and a considerable amount of flak was coming up. The E/a circled in order to make a forced landing but I pulled up and attacked once more from 100 yards range and saw strikes on the port side of the fuselage in front of the cockpit. The E/a was then at deck level and glided into some trees near Dingden and exploded.

I claim 1 Me.109 destroyed

I climbed again and with my section set course for Nijmegen. We passed near Emmerich and were just crossing the Rhine when 2 Me.109's passed my starboard side slightly below at 4000 ft and flying in the opposite direction. One was being chased by another Tempest and I broke onto the second one. This E/a continued straight and level just at the base of cloud (4000 ft). I quickly closed the range from below to approx 150 yards and fired but only my port cannons worked. After a few bursts I saw strikes on the E/a's starboard wing, he did only the very slight turn to starboard and continued on. I rolled on to him again and fired until my ammo ran out. I overhauled the E/a and came right under his wing for a few seconds - the pilot was looking out the opposite side and did not seem to have a clue! He finally saw me and I pulled over the top of him, gave the finger sign and came home.

I claim one Me.109 damaged'

A posting to No 3 Squadron, also of No 122 Wing, came at the end of December, and the New Year saw Fairbanks' run of success continue throughout January with claims for two Fw 190s, a Bf 109, and also a share in a Ju 52. On 9 February 1945 Fairbanks was posted back to No 274 Squadron to replace Squadron Leader Baird, posted missing the previous day. With his own command, Fairbanks was able to exercise his talents to the full, claiming six more enemy aircraft destroyed, and it would seem a seventh, in the next three weeks.

His first claim as CO came just two days after taking command, identified as an Me 262, it was in fact one of the equally elusive Ar234B jet reconnaissance bombers operated by 1(F)/123 and the first to be destroyed in the air by the Allied air forces. Three days later Fairbanks claimed another Me 262, but only as damaged. On 16 February Fairbanks sighted four Bf 109s and dived after three of them, their leader having stayed high. Swiftly despatching two of the German fighters he pursued the third but was forced to turn away as they approached the flak belt surrounding a Luftwaffe base.



On 19 November 1944, Fairbanks' Tempest, EJ627 JJ-F, received a hit in the leading edge of the port wing, setting the fuel tank on fire. Flames streamed from the ruptured wing, stripping the tail surfaces of paint and the rudder of fabric. Despite the damage he was able to return to Volkell and land safely, this exploit playing a significant part in the award of a DFC.

Flt Lt Warren Peglar, RCAF, poses with Fairbanks' Tempest, EJ762 JJ-F shortly before the end of his tour in December 1944, when he was awarded the DFC. Peglar claimed four victories with the 354th Fighter Squadron, USAAF, during a detachment but returned to the RAF and joined No 274 Squadron for the last three months of 1944. Fairbanks' Tempest has been repaired following his near escape on 19 November but smoke stains remain on the fuselage having only been cleaned off the squadron letters.



On 22 February, south from Plantlunne Fairbanks passed over Rheine airfield where 8 or 10 Fw 190s were encountered; they were long-nosed Fw 190D-9s - 'Doras'. Fairbanks picked out one to pursue in his usual aggressive manner, causing it to crash into the ground, apparently through its pilot's strenuous efforts to evade. Attacked by four more Fairbanks climbed into cloud and on emerging found himself almost over Rheine airfield, among more Focke-Wulfs.

"I saw one going in to land but kept on going around the field & met another coming head on slightly below. I broke on to him and he pulled straight up for cloud. I stood on my tail too and fired from about 200 yds. & about 600 off - the E/A was almost stalled as I did so, & I saw him burst into flames at the wing root & the cockpit, the E/A rolled over slowly and went straight down. I saw the pilot bale out at about 500 ft. & the E/A went straight in and blew up."

Two days later he was back again. Spotting an Fw 190 he gave chase immediately & caught up with him just north of Plantlunne airfield. The '190' was travelling flat out, but the Tempest overhauled it quite easily, even with tanks on. Closing to 250 yards Fairbanks then released the Tempest's drop tanks and opened fire with two long bursts; the Dora burst into flames, rolled inverted and flew into the ground 2,000 ft below. This was Fairbanks' final confirmed kill, his thirteenth (including one shared), all but one flying the Tempest.

On the last day of February, Sqn Ldr Fairbanks led six of his Tempests to Hamm, Munster and Osnabruck early in the morning. A locomotive was attacked but then, shortly after 0800 hours, "40+ Fw 190s and Bf 109s" were seen north of Osnabruck. In typical fashion, Fairbanks led his flight into the attack and a hard fight began, with little chance for the RAF pilots to do more than get the odd shot at the multitude of opponents. Four Tempests returned, their pilots claiming damage to five Fw 190s (in fact three Fw 190 D-9s had crash-landed and one of the pilots died from his injuries) but two Tempest were missing, one of them flown by Fairbanks. It is now known that the combat was with the Dora 9s of III/ JG 26; Fairbanks and the other missing Tempest pilot, Flg Off Spence, both survived as PoWs.

Unlike many wartime pilots, Fairbanks' flying career was not over. First resuming his education, he obtained an engineering degree from Cornell University, then while working for Sperry Gyroscopes, flew Vampires and T-33 with the RCAF Auxiliary. Two years were spent in England where he was able to fly Meteors with No 504 Squadron, RAuxAF. In 1955 he was employed by De Havilland of Canada, as a test pilot, flying Beavers, Otters and Caribou aircraft, and becoming an expert on STOL operations. After such a full aviation career, fraught with danger, it was an unexpected twist of fate when 'the Terror of Rheine' died of natural causes, at the early age of 52.



Wg Cdr J. B. Wray DFC

Having joined the RAF in 1936, John Basil Wray was flying Blenheims with No 53 Squadron when war was declared. In August 1941 he was posted to No 25 Squadron, a night fighter unit equipped with Beaufighters but after an unsuccessful tour he requested a change to day fighters. Following a brief period with No 181 Squadron, to get up to date with Typhoon operations, he was given command of No 137 Squadron, one of the two Whirlwind units in Fighter Command, which was due to receive Typhoons. However this was the time when Sabre engines were in very short supply and No 137 Squadron was temporarily equipped with Hurricane IVs. Posted 'on rest' at the end of 1943, Wray returned to operations in mid 1944 as a supernumerary wing commander with No 150 Wing at Newchurch, in order to gain Tempest experience. He was then given the wing commander operations post at RAF Manston where the second Tempest wing, comprising Nos 80, 274, and 501 Squadrons were resident.

Early in October, Wg Cdr John Wray arrived at Volkel, (from Coltishall where 80 and 274 Squadrons were now based) to replace 'Bee' Beamont who was approaching 'tour expired'. Wray had no air combat credits to his name, despite extensive experience of fighter operations flying Beaufighters, Whirlwinds, Hurricanes, Typhoons and Tempests, but would soon have a couple of spectacular kills to his name. On 3 November John Wray's chance arrived.

Wg Cdr John Wray, an experienced Beaufighter, Whirlwind, Hurricane fighter-bomber and Typhoon pilot, who Wg Cdr Beamont's post after the latter was shot down.

„I was a airborne in Tempest JBW carrying out an air test, and also doing operational trials on a pair of anti-glare spectacles that had been sent to me for that purpose.

I was flying at about 18,000 ft, when I sighted two Me 262s flying in a south-westerly direction and camouflaged blue/grey. They saw me and turned in a wide arc to port, then set off in an easterly direction. I had already launched an attack, opening to full throttle and diving. My speed was in the region of 500 mph.

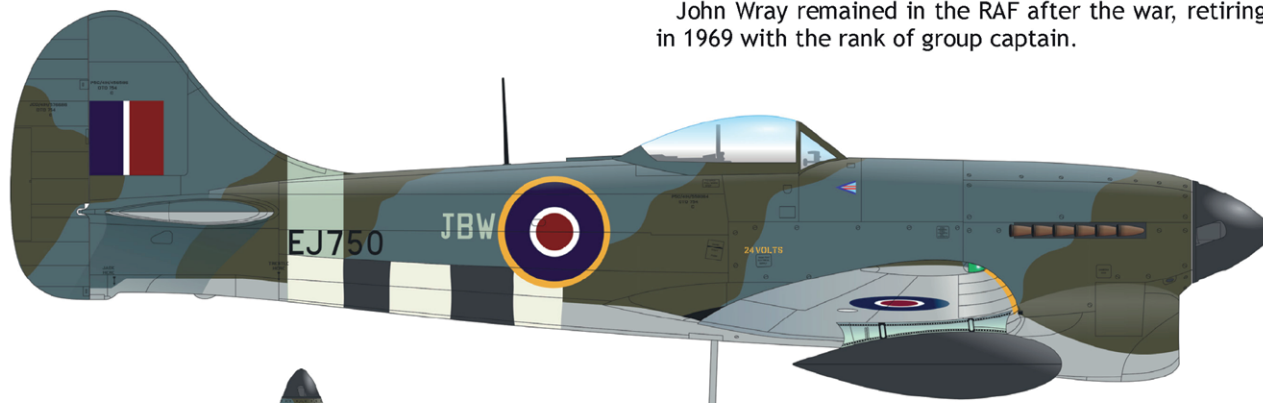
I close to about three hundred yards on the starboard aircraft and opened fire, firing about a four-second burst and hitting the tailplane. The Me 262 continued on course and started to pull away, but before he got

out of range I fired again. Suddenly a large piece flew off the aircraft and he flicked over onto his back and disappeared downwards into cloud in an inverted position. I followed, but the thickness of the cloud made it impossible for me to maintain contact.'

Wray's claimed for a 'probable' was later downgraded to a 'damaged' but post-war research shows that the 262 was actually shot down. The jet, from Kommando Nowotny, crashed near Hittfeld killing the pilot Oberfeldwebel Willi Banzhaff.

Some six weeks later Wray added a second jet to his score (the only RAF pilot to do so) when, after a low-level chase, he caught an Me 262 from II.KG/ 51 and scored hits which forced the jet to take evasive action, hitting a house and crashing into the Rhine.

John Wray remained in the RAF after the war, retiring in 1969 with the rank of group captain.



EJ750 JBW, No. 122, Wing, Wg Cdr John B. Wray

Wray's 'personal' 122 Wing Tempest, EJ750, was discretely marked (in a similar style to his predecessor's EJ706) with his initials 'JBW' and in this aircraft he was credited with Me262s damaged and destroyed on 3 November and 17 December 1944 respectively. Post-war evidence showed that 'damaged' jet had in fact been destroyed.



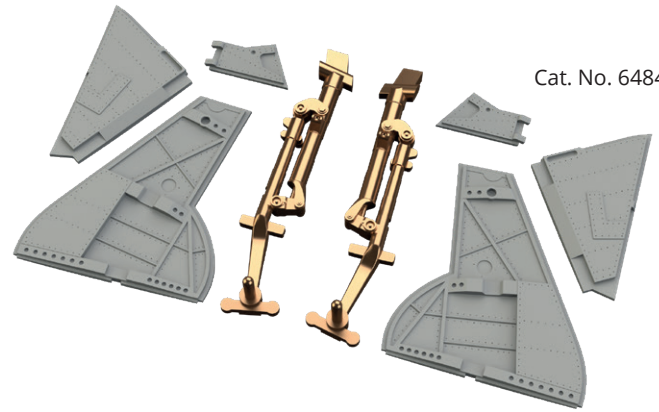
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- 48976 Tempest Mk.V upgrade set 1/48 (PE-Set)
- 48977 Tempest Mk.V landing flaps (PE-Set)
- FE943 Tempest Mk.V seatbelts STEEL 1/48 (PE-Set)
- 644006 Tempest Mk.V LööK 1/48 (Brassin)
- 648416 Tempest Mk.V cockpit 1/48 (Brassin)
- 648417 Tempest Mk.V engine 1/48 (Brassin)
- 648418 Tempest Mk.V exhaust stacks 1/48 (Brassin)
- 648419 Tempest Mk.V gun bays 1/48 (Brassin)
- 648420 Tempest Mk.V wheels early 1/48 (Brassin)
- 648421 Tempest Mk.V wheels late 1/48 (Brassin)
- 648446 Tempest Mk.V undercarriage legs BRONZE 1/48 (Brassin)
- 648450 RP-3 60lb rockets for Tempest Mk.V 1/48 (Brassin)
- EX628 Tempest Mk.V TFace 1/48 Eduard (Mask)

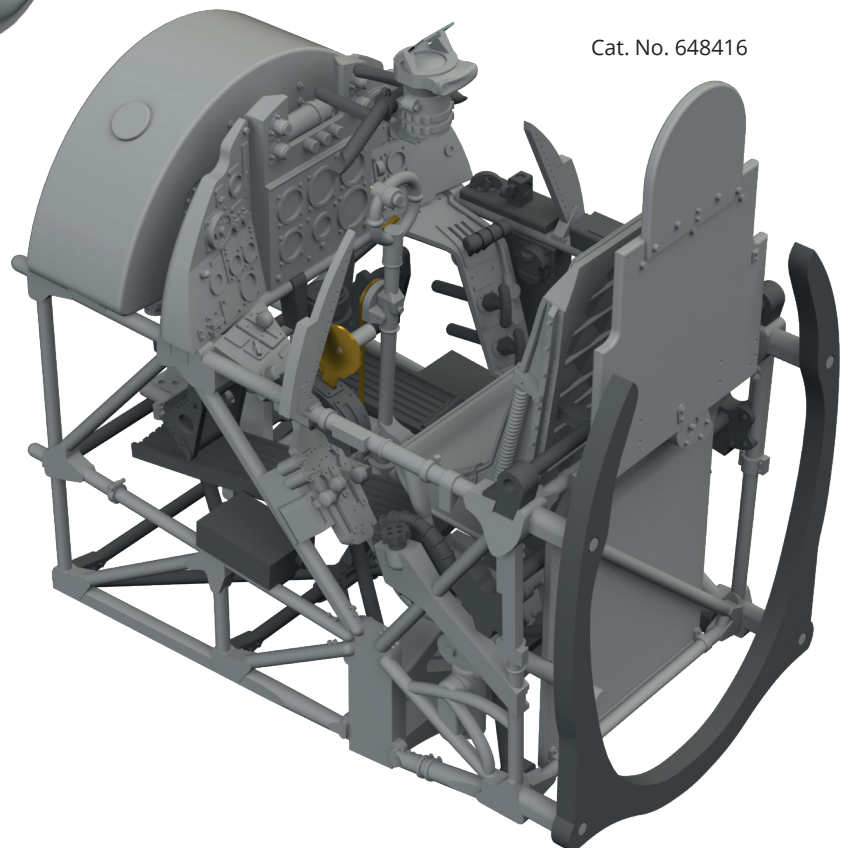
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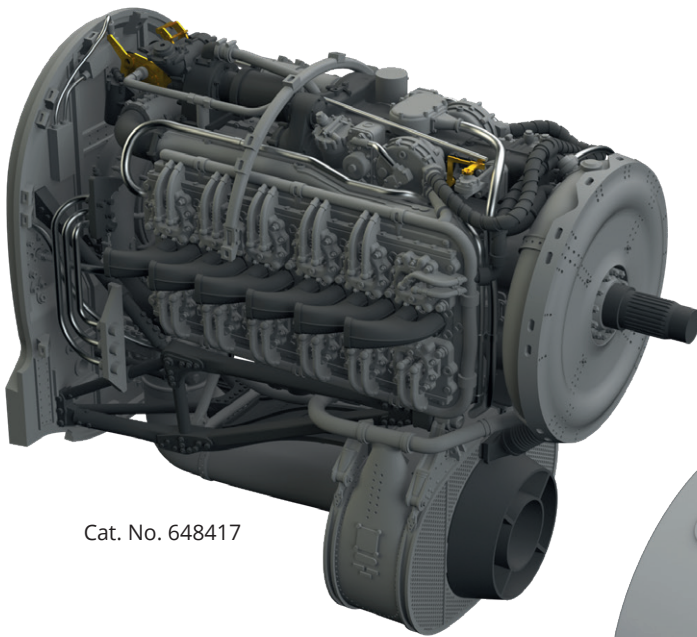
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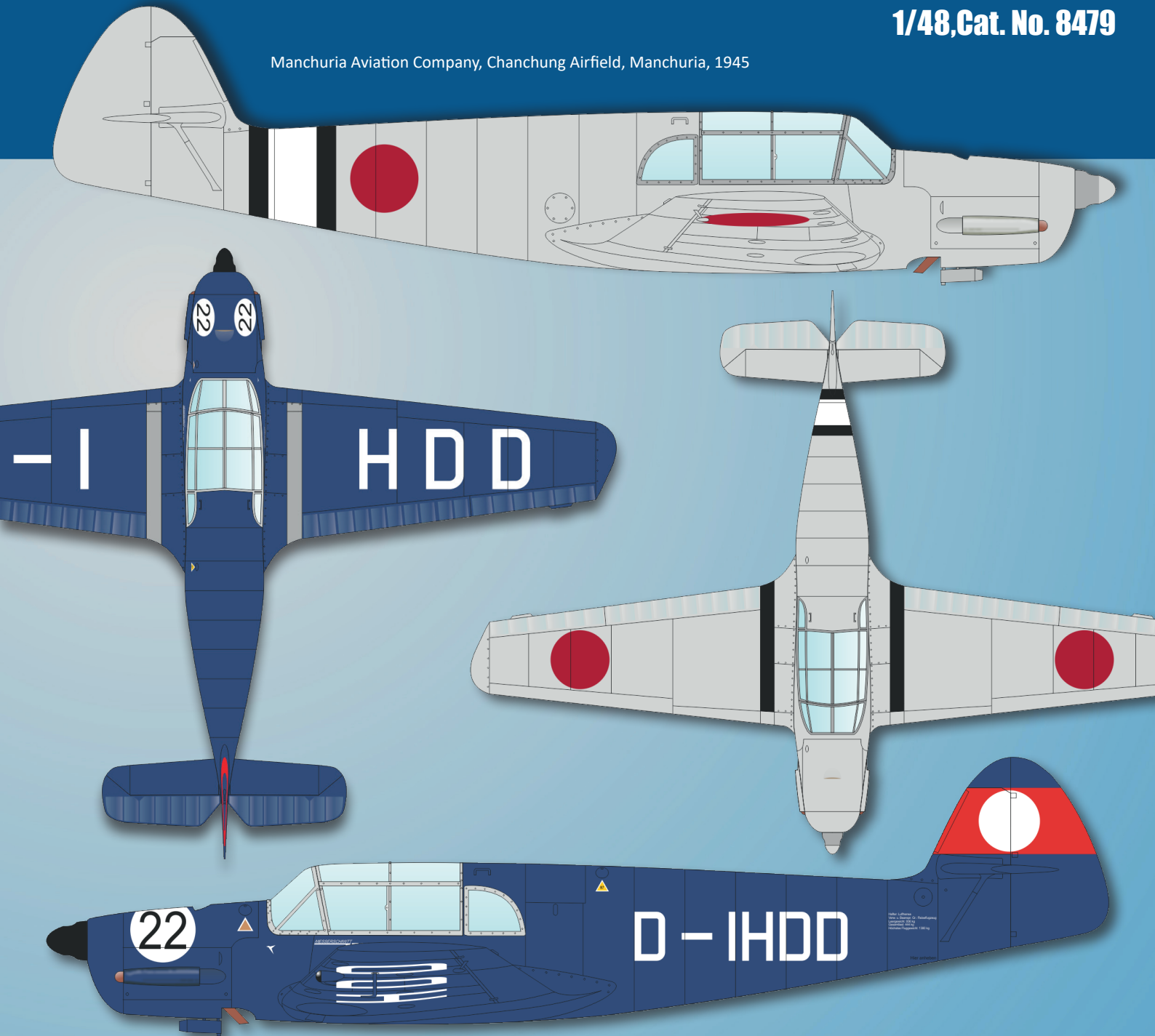


WEEKEND edition

Bf 108

1/48, Cat. No. 8479

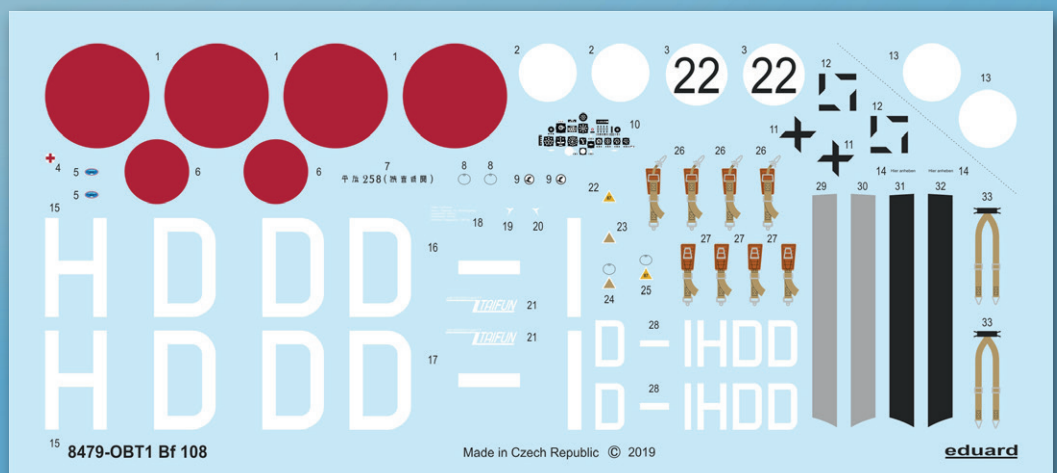
Manchuria Aviation Company, Chanchung Airfield, Manchuria, 1945



Manx Air Races, Isle of Man,
May 1937

Product Page

- 2 markings
- decals Eduard



Typhoon Mk.Ib Löök

644020
1/48 Hasegawa/Eduard

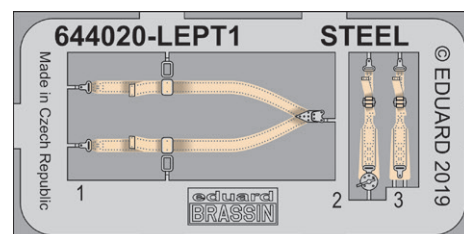
Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Typhoon Mk.Ib in 1/48 scale. Easy to build, replaces plastic parts.

Recommended kit: Hasegawa / Eduard

Set contains:

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

[Product Page](#)



635016 Panzerfaust 60

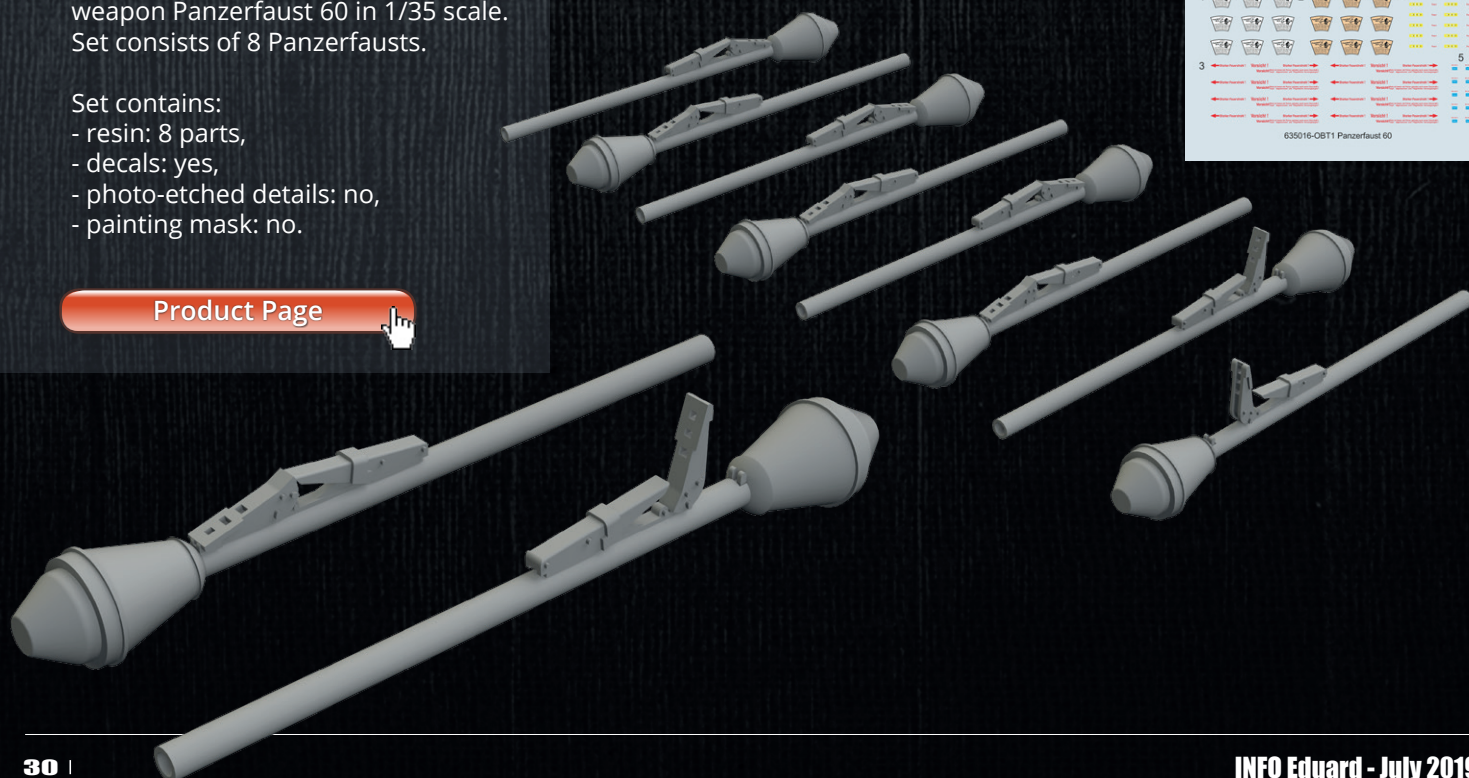
1/35

Brassin set - German WWII anti-tank weapon Panzerfaust 60 in 1/35 scale. Set consists of 8 Panzerfausts.

Set contains:

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

[Product Page](#)



632136 F/A-18E wheels

1/32 Revell

Brassin set - undercarriage wheels F/A-18E in 1/32 scale. Easy to build, replaces plastic parts.
Recommended kit: Revell

Set contains:

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

Product Page



648473

Bf 109E fuselage guns

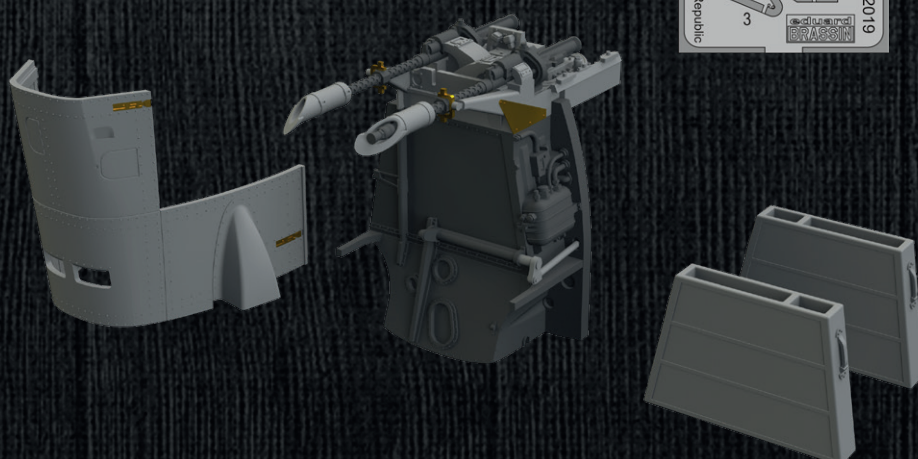
1/48 Eduard

Brassin set - fuselage guns for Bf 109E in 1/48 scale.
Recommended kit: Eduard

Set contains:

- resin: 10 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

Product Page



648474 Bf 109E engine

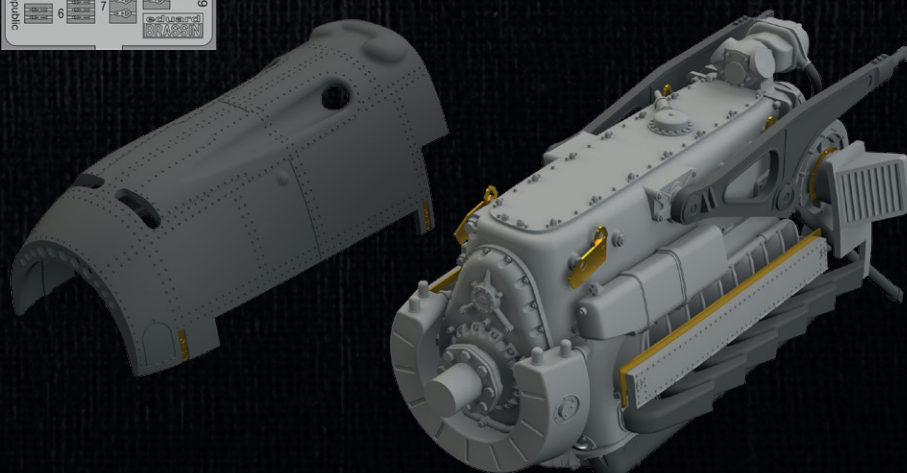
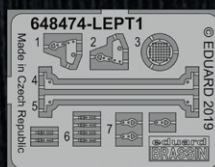
1/48 Eduard

Brassin set - an engine for Bf 109E in 1/48 scale. The upper cowling is included.
Recommended kit: Eduard

Set contains:

- resin: 23 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

Product Page



648475

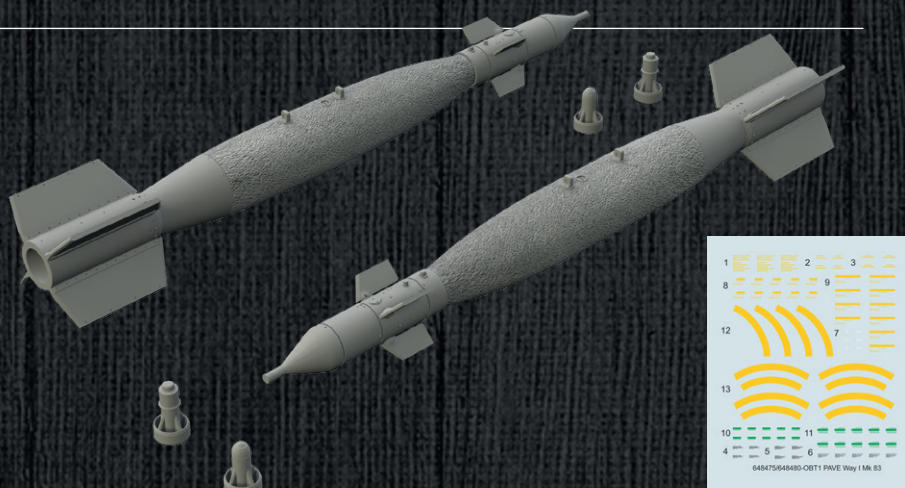
PAVE Way I Mk 83 Hi Speed LGB Thermally Protected

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

[Product Page](#)


648476 Fw 190A-8 undercarriage legs BRONZE

1/48 Eduard



Brassin set - the undercarriage legs for Fw 190A-8 in 1/48 scale. The legs are made of bronze. The wheel bay doors are included. Recommended kit: Eduard

Set contains:

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

[Product Page](#)

648477

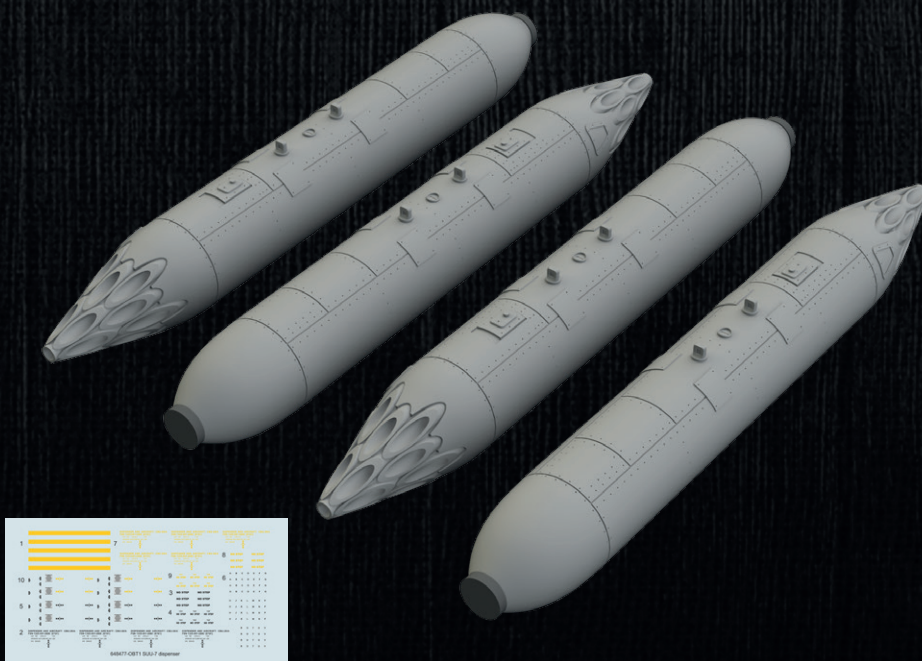
SUU-7 dispenser

1/48

Brassin set - the US cluster bombs dispenser SUU-7 in 1/48 scale. The set consists of 4 dispensers.

Set contains:

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

[Product Page](#)


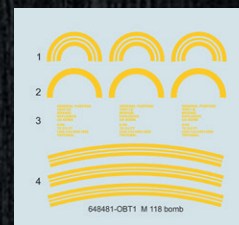
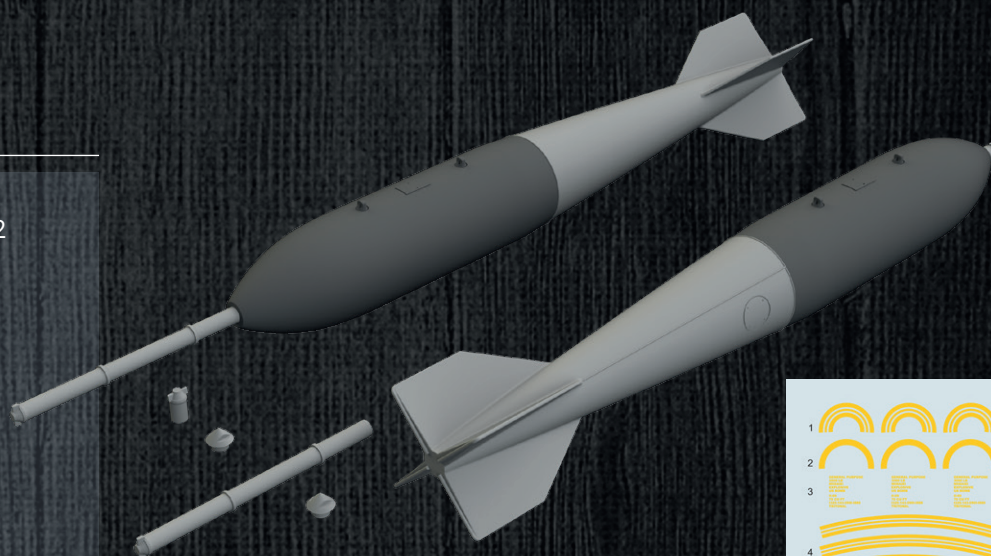
648481 M 118 bomb 1/48

Brassin set - the US bombs M118 in 1/48 scale. The set consists of 2 bombs.

Set contains:

- resin: 10 parts,
- decals: yes,
- photo-etched details: no,
- painting mask: no.

[Product Page](#)



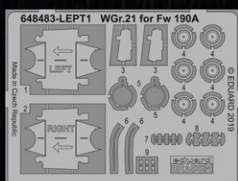
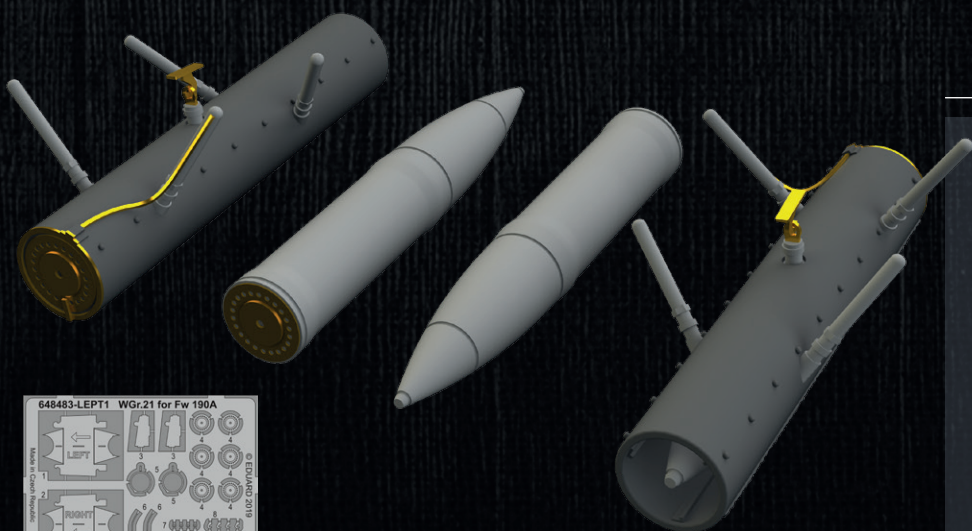
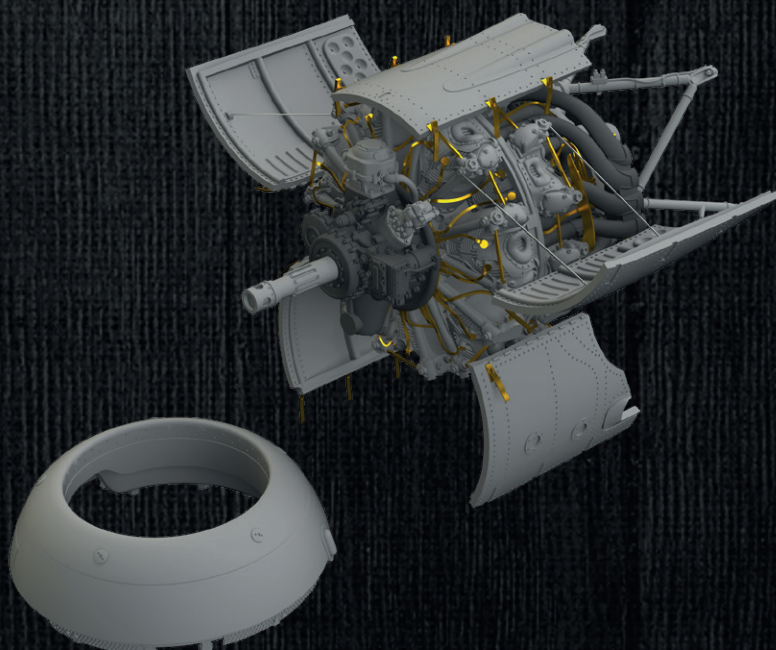
648482 Fw 190A-8/R2 engine 1/48 Eduard

Brassin set - an engine for Fw 190A-8/R2 in 1/48 scale. Recommended kit: Eduard

Set contains:

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

[Product Page](#)



648483 WGr.21 for Fw 190A 1/48 Eduard

Brassin set -WGr.21 rocket launchers for Fw 190A in 1/48 scale. Set consists of two launchers and two spare rockets.

Recommended kit: Eduard

Set contains:

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

[Product Page](#)

672219

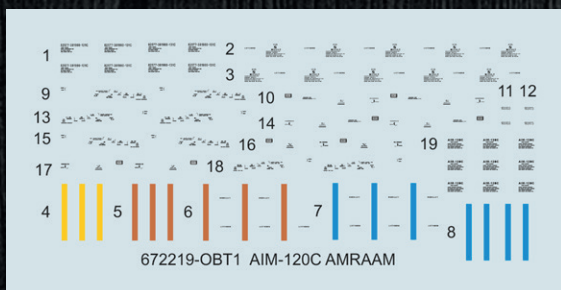
AIM-120C AMRAAM

1/72

Brassin set - US missile AIM-120C AMRAAM in 1/72 scale. Set consists of 4 missiles (2 service missiles and 2 training missiles) and 4 launchers.

Set contains:

- resin: 40 parts,
- decals: yes,
- photo-etched details: no,
- painting mask: no.

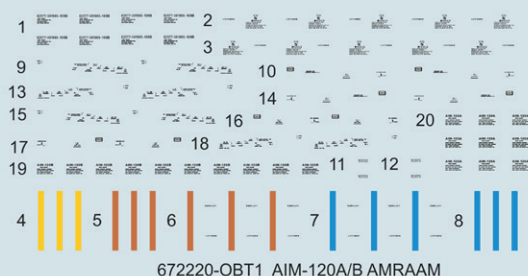
[Product Page](#)


672220 AIM-120A/B AMRAAM 1/72

Brassin set - US missile AIM-120A/B AMRAAM in 1/72 scale. Set consists of 4 missiles (2 service missiles and 2 training missiles) and 4 launchers.

Set contains:

- resin: 40 parts,
- decals: yes,
- photo-etched details: no,
- painting mask: no.

[Product Page](#)


SIN64859 Spitfire Mk.I

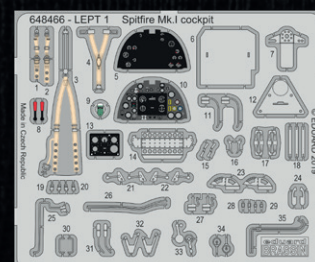
1/48 Tamiya

Collection of 3 sets for Spitfire Mk.I
in 1/48 scale by Tamiya.

- cockpit,
- undercarriage wheels,
- exhaust stacks.

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

Product Page



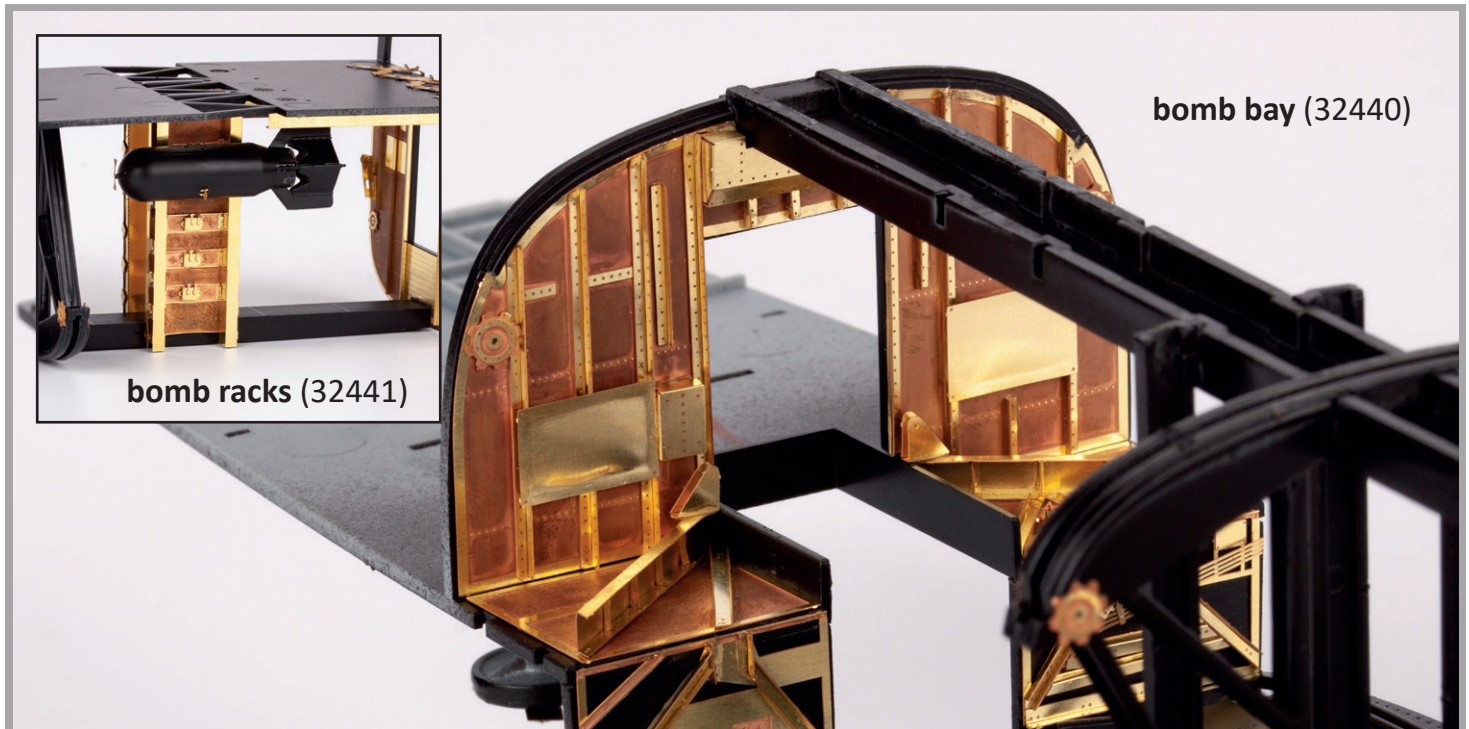
DKM Blücher 1/350 Trumpeter

DKM Blücher 1/350 Trumpeter (53241)
DKM Blücher railings 1/350 Trumpeter (53242)



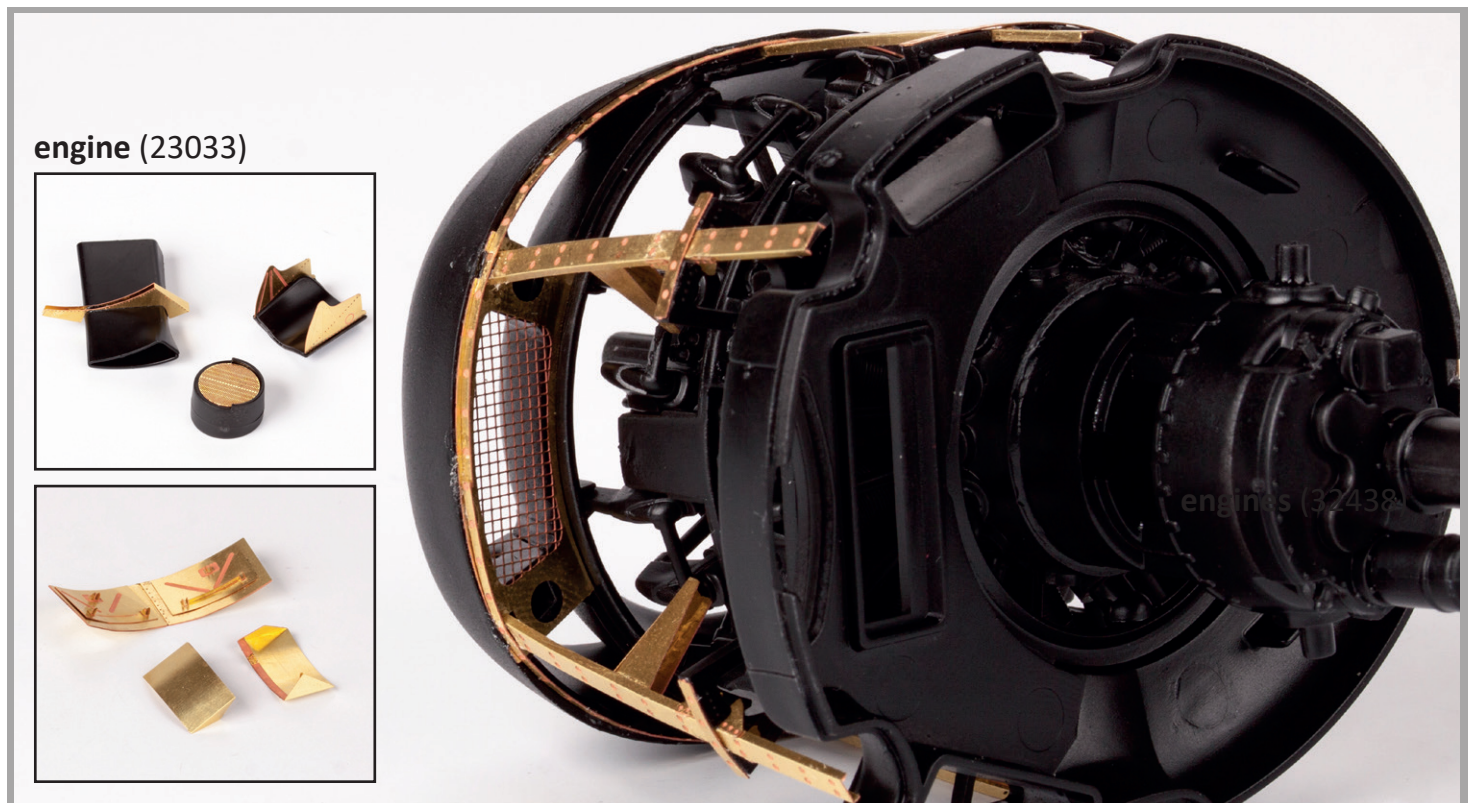
B-24 cockpit 1/32 Hobby Boss (32944)
B-24 seatbelts STEEL 1/32 Hobby Boss (32945)
B-24 undercarriage 1/32 Hobby Boss (32437)
B-24 engines 1/32 Hobby Boss (32438)
B-24 bomb bay 1/32 Hobby Boss (32440)
B-24 bomb racks 1/32 Hobby Boss (32441)
B-24 1/32 Hobby Boss (JX230) (Mask)

B-24 1/32 Hobby Boss



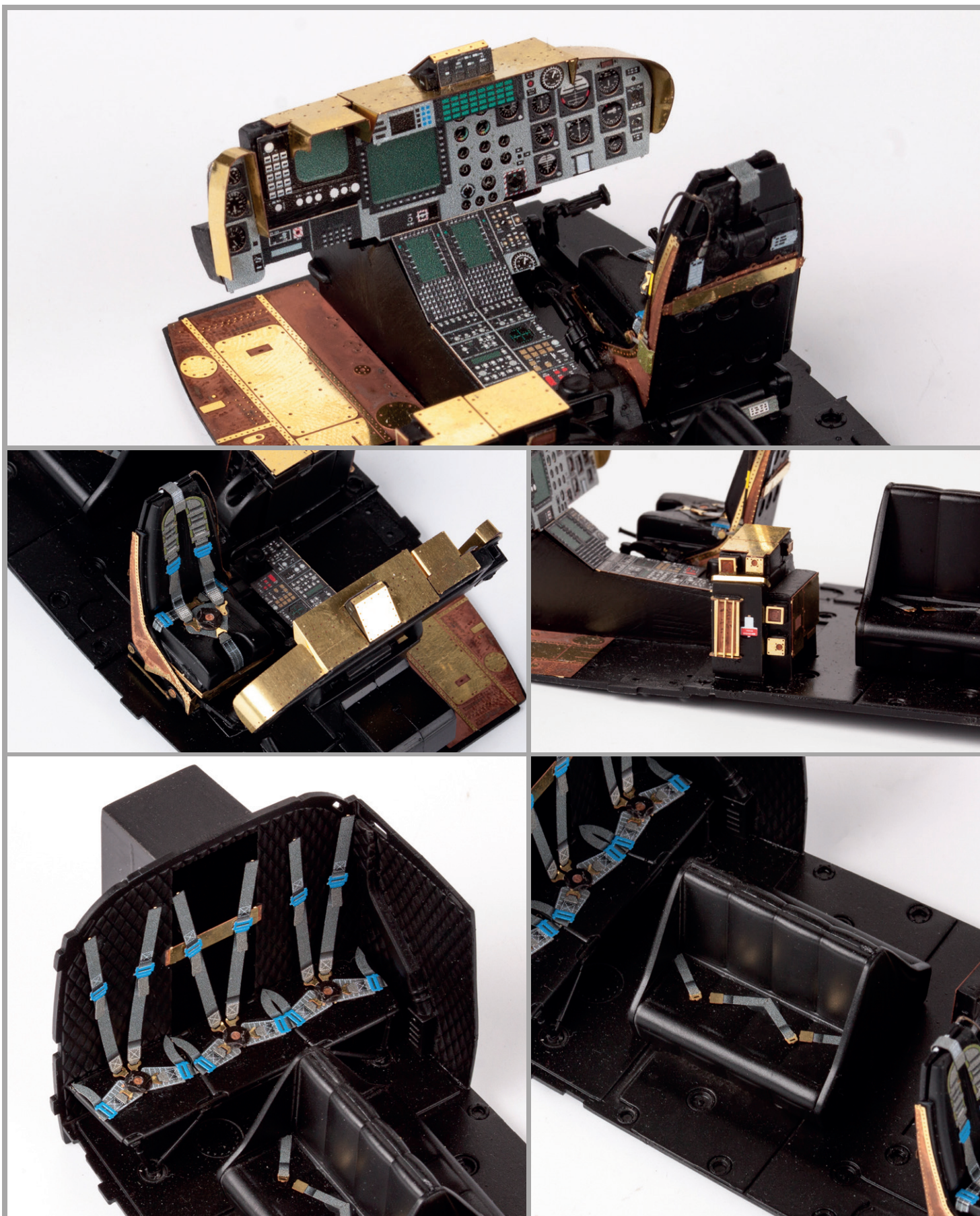
F6F-3 interior 1/24 Airfix (23032)
F6F-3 engine 1/24 Airfix (23033)
F6F-3 seatbelts STEEL 1/24 Airfix (23034)
F6F-3 wheels bay 1/24 Airfix (23035) **08/2019**
F6F-3 1/24 Airfix (LX005) (Mask)
F6F-3 TFace 1/24 Airfix (LX006) (Mask)

F6F-3 1/24 Airfix



Lynx Mk.8 exterior 1/32 Revell (32439)
Lynx Mk.8 interior 1/32 Revell (32948)
Lynx Mk.8 1/32 Revell (33219) (Zoom)
Lynx Mk.8 seatbelts STEEL 1/32 Revell (33220) (Zoom)
Lynx Mk.8 1/32 Revell (JX231) (Mask)
Lynx Mk.8 TFace 1/32 Revell (JX232) (Mask)

Lynx Mk.8 1/32 Revell



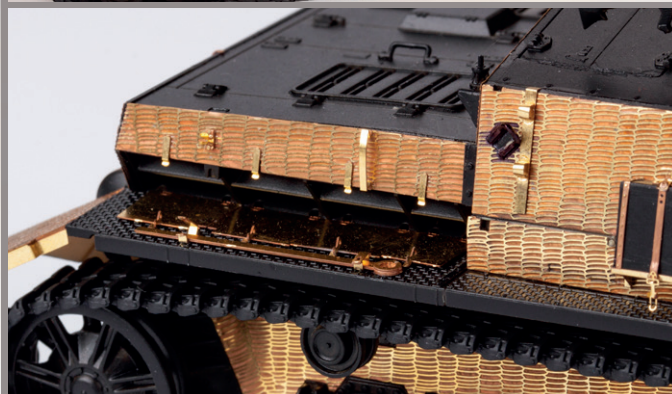
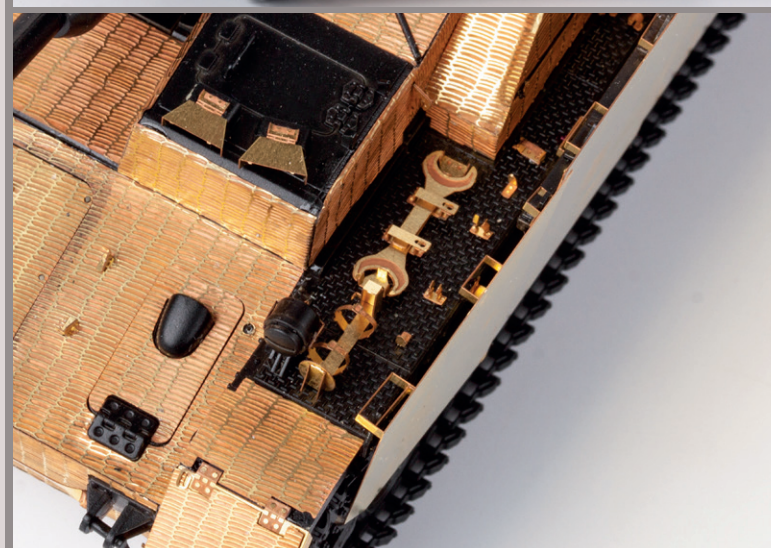
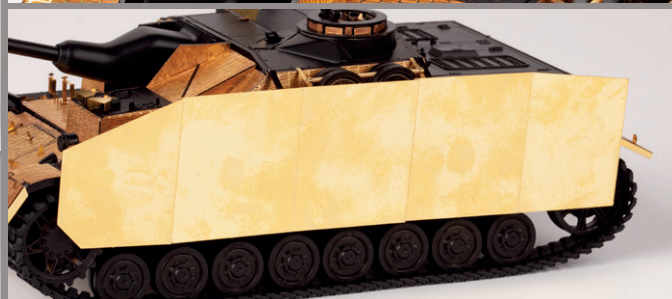
T-34/76 1/35 Zvezda

T-34/76 1/35 Zvezda (36418)



StuG IV 1/35 Academy

StuG IV 1/35 Academy (36419)
StuG IV schürzen 1/35 Academy (36420)
StuG IV zimmerit 1/35 Academy (36423)



U-2A 1/48 AFV Club (49989)
 U-2A 1/48 AFV Club (FE989) (Zoom)
 U-2A 1/48 seatbelts STEEL AFV Club (FE990) (Zoom)
 U-2A 1/48 AFV Club (EX656) (Mask)
 U-2A 1/48 TFace AFV Club (EX657) (Mask)

U-2A 1/48 AFV Club



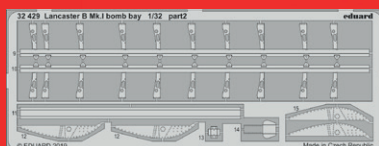
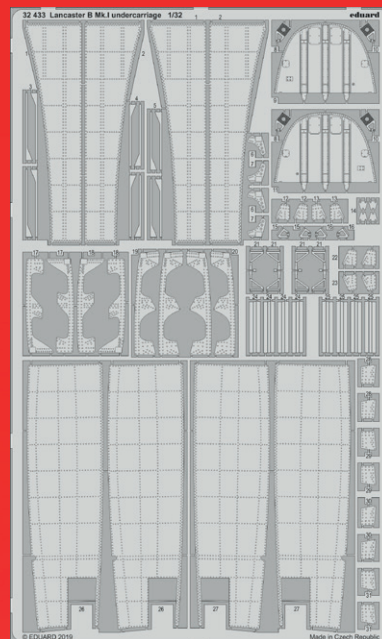
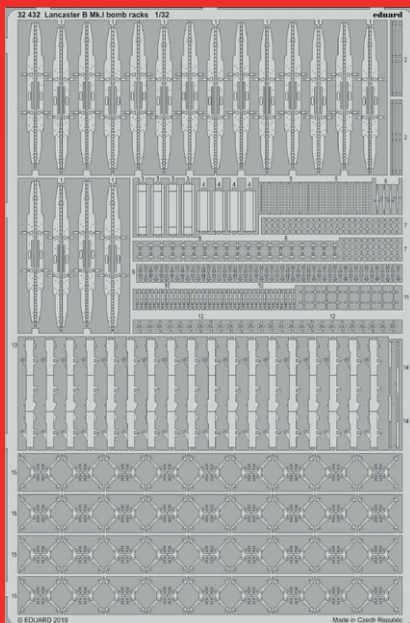
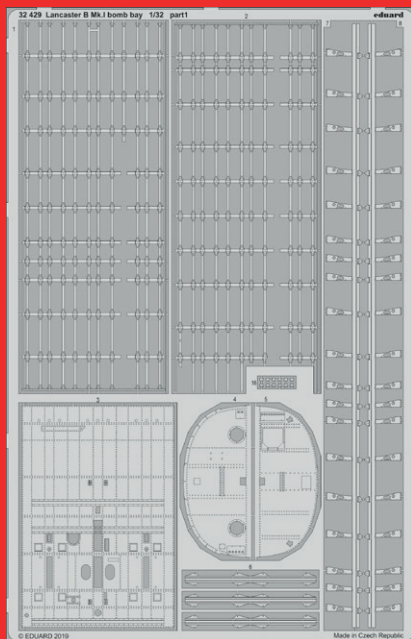
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG33100 Lancaster B Mk.I PART II 1/32 HKM

[Product Page](#)

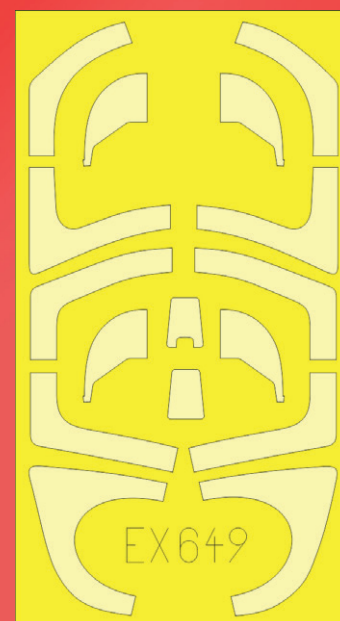
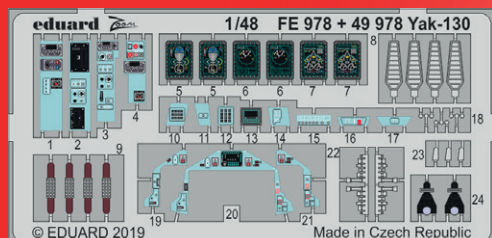
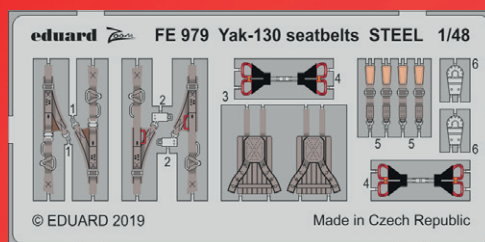
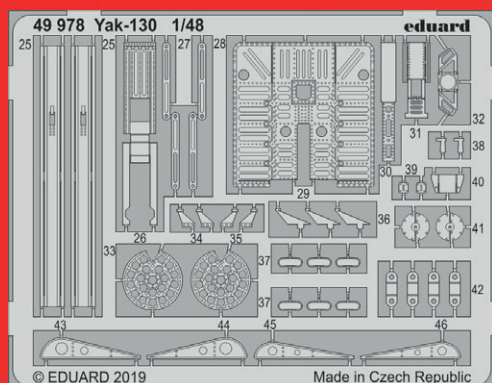
- 32429 Lancaster B Mk.I bomb bay 1/32
- 32432 Lancaster B Mk.I bomb racks 1/32
- 32433 Lancaster B Mk.I undercarriage 1/32



BIG49225 Yak-130 1/48 Zvezda

[Product Page](#)

- 49978 Yak-130 1/48
- FE979 Yak-130 seatbelts STEEL 1/48
- EX649 Yak-130 1/48



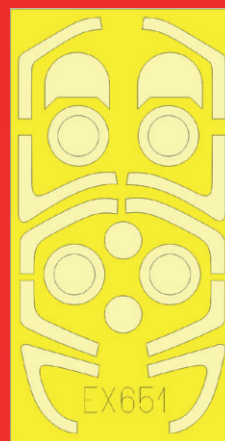
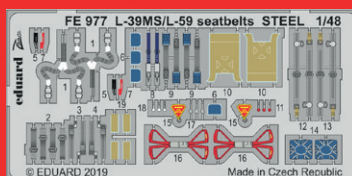
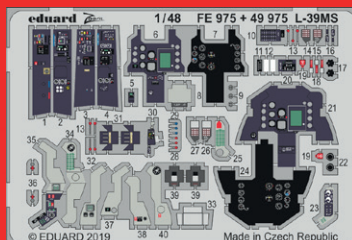
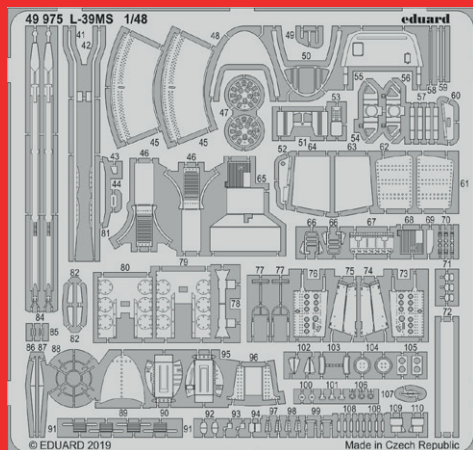
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49226 L-39MS 1/48 Trumpeter

[Product Page](#)

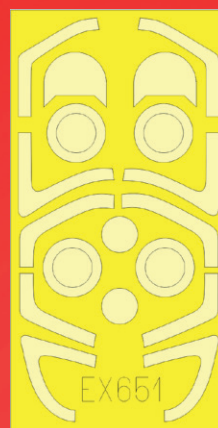
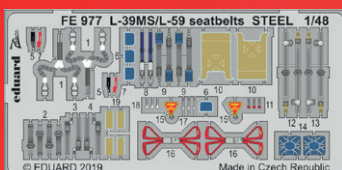
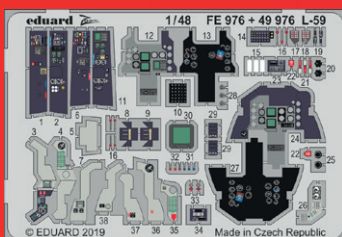
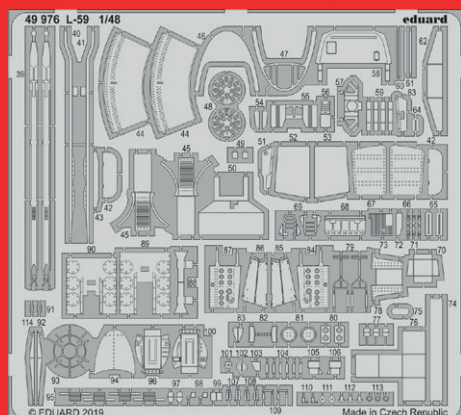
49975 L-39MS 1/48
FE977 L-39MS/L-59 seatbelts STEEL 1/48
EX651 L-39MS/L-59 1/48



BIG49227 L-59 1/48 Trumpeter

[Product Page](#)

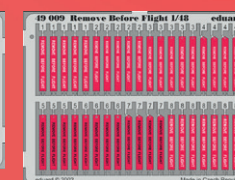
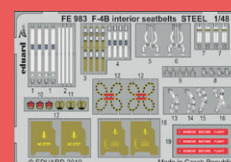
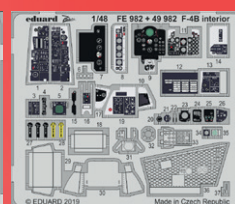
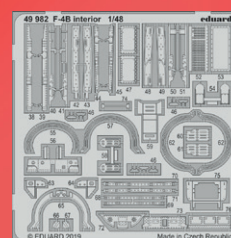
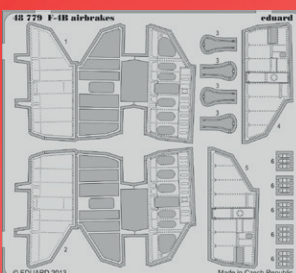
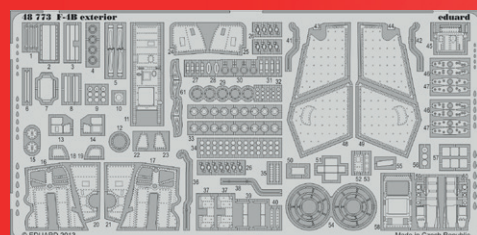
49976 L-59 1/48
FE977 L-39MS/L-59 seatbelts STEEL 1/48
EX651 L-39MS/L-59 1/48



BIG49228 F-4B 1/48 Academy

[Product Page](#)

49982 F-4B interior 1/48
FE983 F-4B interior seatbelts STEEL 1/48
48773 F-4B exterior
48779 F-4B airbrakes
49009 Remove Before Flight
EX393 F-4B 1/48



EDUARD MASK

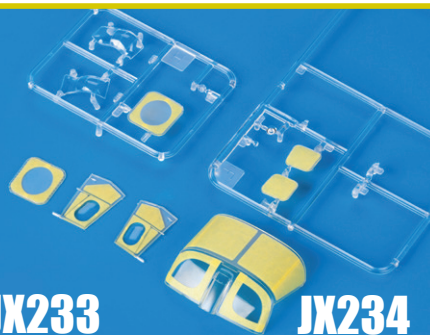
IT FITS!

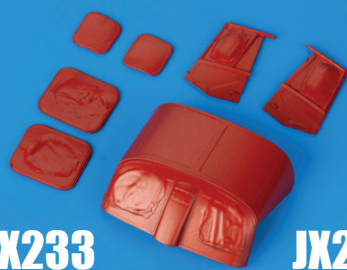
LX005 F6F-5 1/24 Airfix
 LX006 F6F-5 TFace 1/24 Airfix
 JX233 Lynx Mk.8 1/32 Revell
 JX234 Lynx Mk.8 TFace 1/32 Revell
 CX543 Su-7BMK 1/72 Modelsvit

LX005

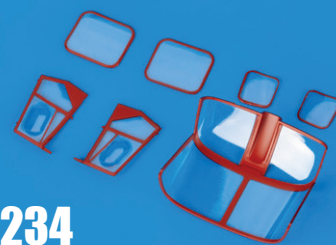
LX006
LX005

LX006
LX005

LX006
JX233

JX234
LX006

JX233

JX234
JX234

JX233
JX234

JX234

CX543

CX543

CX543


July 2019

KITS

7074 F6F-3
R0018 Tempest Mk.V
11105 Legion Condor
8479 Bf 108

1/72 ProfiPACK
1/48 Royal Class
1/32 Limited edition
1/48 Weekend edition

PE-SETS

53241 DKM Blücher
53242 DKM Blücher railings
23032 F6F-5 interior
23033 F6F-5 engine
23034 F6F-5 seatbelts STEEL
32440 B-24 bomb bay
32441 B-24 bomb racks
32442 Lynx Mk.8 exterior
32949 Lynx Mk.8 interior
36418 T-34/76
36419 StuG IV
36420 StuG IV schurzen
36421 US ensign flag WWII STEEL
36422 US ensign flag modern STEEL
36423 StuG IV zimmerit
48995 Superbug upgrade set
49989 U-2A
49998 L-29 Delfin interior
491000 MiG-17F
491006 F-4C interior
491008 J-35 Draken interior
72690 Sunderland Mk.V bomb bay
72691 Sunderland Mk.V maintenance platforms
73673 Lancaster Mk.I/Mk.III interior
73674 EA-18G
73675 Su-7BMK

1/350 Trumpeter
1/350 Trumpeter
1/24 Airfix
1/24 Airfix
1/24 Airfix
1/32 Hobby Boss
1/32 Hobby Boss
1/32 Revell
1/32 Revell
1/35 Zvezda
1/35 Academy
1/35 Academy
1/35 Academy
1/48 Eduard
1/48 AFV Club
1/48 AMK
1/48 Hobby Boss
1/48 Academy
1/48 Hasegawa
1/72 Special Hobby
1/72 Special Hobby
1/72 Revell
1/72 Hasegawa
1/72 Modelsvit

ZOOMS

33221 Lynx Mk.8
33222 Lynx Mk.8 seatbelts STEEL
FE989 U-2A
FE998 L-29 Delfin
FE999 L-29 Delfin seatbelts STEEL
FE1000 MiG-17F
FE1001 MiG-17F seatbelts STEEL
FE1002 B5N2
FE1003 B5N2 seatbelts STEEL
FE1004 U-2 / Po-2
FE1005 U-2 / Po-2 seatbelts STEEL
FE1006 F-4C
FE1007 F-4C seatbelts STEEL
FE1008 J-35 Draken
FE1009 J-35 Draken seatbelts STEEL
SS673 Lancaster Mk.I/Mk.III
SS674 EA-18G
SS675 Su-7BMK

1/32 Revell
1/32 Revell
1/48 AFV Club
1/48 AMK
1/48 AMK
1/48 Hobby Boss
1/48 Hobby Boss
1/48 Hasegawa
1/48 Hasegawa
1/48 ICM
1/48 ICM
1/48 Academy
1/48 Academy
1/48 Hasegawa
1/48 Hasegawa
1/72 Revell
1/72 Hasegawa
1/72 Modelsvit

MASKS

LX005 F6F-5
LX006 F6F-5 TFace
JX233 Lynx Mk.8
JX234 Lynx Mk.8 TFace
CX543 Su-7BMK

1/24 Airfix
1/24 Airfix
1/32 Revell
1/32 Revell
1/72 Modelsvit

BIGED

BIG33100 Lancaster B Mk.I PART II
BIG49225 Yak-130
BIG49226 L-39MS
BIG49227 L-59
BIG49228 F-4B

1/32 HKM
1/48 Zvezda
1/48 Trumpeter
1/48 Trumpeter
1/48 Academy

BRASSIN

632136 F/A-18E wheels
635016 Panzerfaust 60
644020 Typhoon Mk.Ib Löök
648473 Bf 109E fuselage guns
648474 Bf 109E engine
648475 PAVE Way I Mk 83 Hi Speed LGB Thermally Protected
648476 Fw 190A-8 undercarriage legs BRONZE
648477 SUU-7 dispenser
648481 M 118 bomb
648482 Fw 190A-8/R2 engine
648483 WGr.21 for Fw 190A
672219 AIM-120C AMRAAM
672220 AIM-120A/B AMRAAM

1/32 Revell
1/35 Hasegawa
1/48 Eduard
1/48 Eduard
1/48 Eduard
1/48 Eduard
1/48 Eduard
1/48 Eduard
1/48 Eduard
1/72
1/72

BRASSIN

SIN64859 Spitfire Mk.I

1/48 Tamiya

1/48

Fw 190A-8/R2



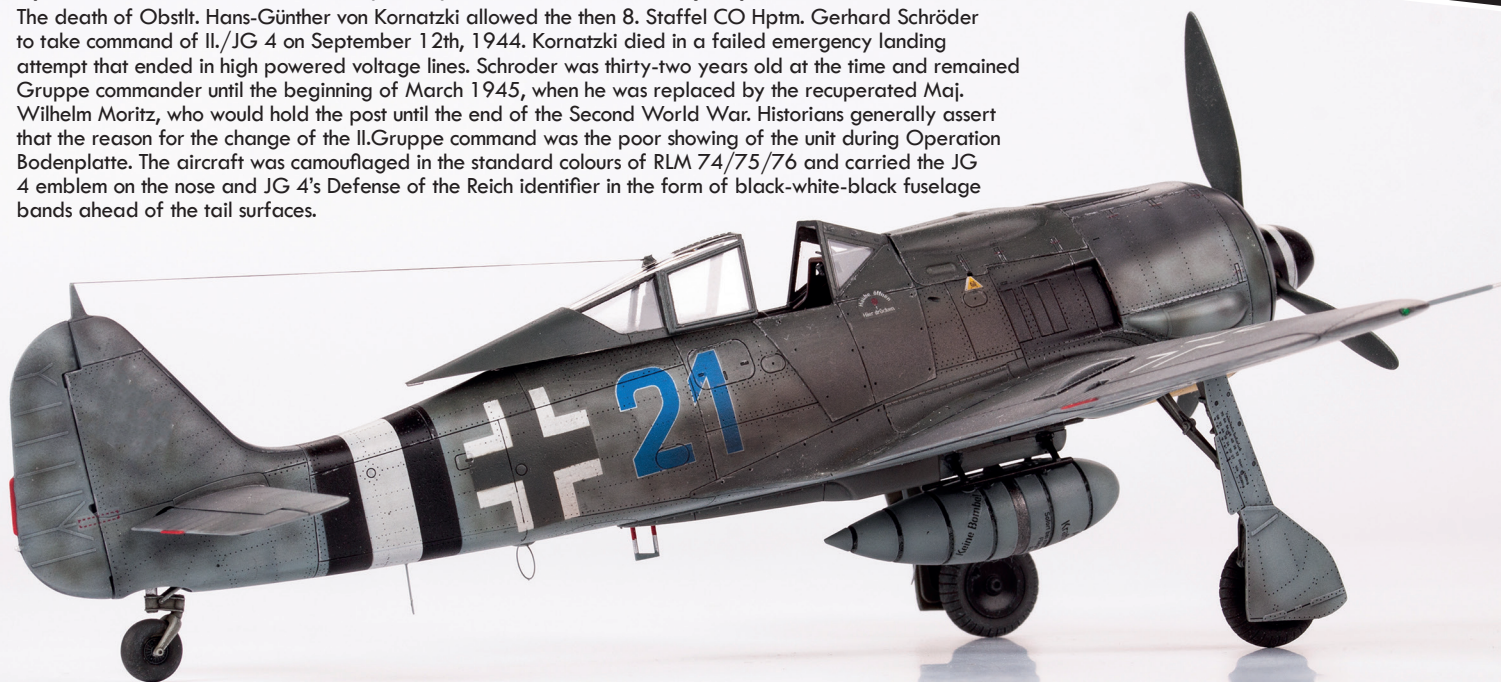
Camo B

built by Petr Zatřepálek



Hptm. Gerhard Schröder, CO of II.(Sturm)/JG 4, Welzow, Germany, September 1944

The death of Obstlt. Hans-Günther von Kornatzki allowed the then 8. Staffel CO Hptm. Gerhard Schröder to take command of II./JG 4 on September 12th, 1944. Kornatzki died in a failed emergency landing attempt that ended in high powered voltage lines. Schröder was thirty-two years old at the time and remained Gruppe commander until the beginning of March 1945, when he was replaced by the recuperated Maj. Wilhelm Moritz, who would hold the post until the end of the Second World War. Historians generally assert that the reason for the change of the II. Gruppe command was the poor showing of the unit during Operation Bodenplatte. The aircraft was camouflaged in the standard colours of RLM 74/75/76 and carried the JG 4 emblem on the nose and JG 4's Defense of the Reich identifier in the form of black-white-black fuselage bands ahead of the tail surfaces.



Product Page

82145

REICHsverTEIDIGUNG

1/48



Camo D

Cat. No. 11119

built by
Matthias Becker
JET&PROP



Fw 190A-8/R2, Uffz. Erich Keller, 5.(Sturm)/ JG 4, Babenhausen, Germany, December 1944

Uffz. Erich Keller was an example of the short but intensive life of the Sturmjäger. His service with II.(Sturm)/ JG 4 was preceded by that of 2./ ZG 1, where he flew Ju 88s against RAF Coastal Command aircraft over the Bay of Biscay. With this unit, on June 6th, 1944, he flew combat missions against the invasion in northern France and was shot down and wounded near Caen. As a Sturmjäger within the Defence of the Reich, he gained his first victory on September 28th, when he was credited with downing a P-38. On October 6th, he shot down two B-17Gs during a single mission and by the 14th of October he had raised his total to five kills. During one combat action of II.(Sturm)/ JG 4 on December 23rd, 1944, he was shot down but managed to set down near his home in Brackenheim. He was able to spend two days with his family. He was shot down flying the illustrated aircraft here. Shortly thereafter, on his return to his unit, he took part in Operation Bodenplatte, during which he was shot down over Belgium and has been listed as MIA ever since.



Bf 109G-6 late series 1/48



Camo C

built by Ďuro Bojkovský



W.Nr. 411960, Hptm. Franz Dörr, the CO of III./JG 5, Gossen, Norway, May, 1945

Franz Dörr downed his first victim, a British Wellington bomber, on September 29, 1941 as a member of 1.(Erg.)/JG 3. This unit was redesignated 7./JG 5 on January 1, 1942. In early May 1944, Dörr took command of III. Gruppe of JG 5 and led this unit till the end of war. Dörr was awarded the Ritterkreuz on August 19, 1944. He managed to down 122 enemy aircraft – his score is marked on the rudder of his personal Bf 109G-6, W. Nr. 411960. This aircraft was manufactured at the Erla factory and sports all its typical characteristics such as the small bulge on the right side of the cowling and different gun troughs. The exact colour of the spinner is inconclusive from photographic evidence but can be black with a white spiral. The small disc on the rear fuselage identified III. Gruppe aircraft.



Product Page

82111

Spitfire Mk.XVI

1/48



Camo E

built by Václav Vopalecký



SL718, No. 612 Squadron RAuxAF, Cooper Air Race, Elmdon Air Base, July, 1949

One of the aircraft that participated in the 1949 Cooper Air Race was Spitfire Mk. XVI SL718. The small bulge on the wings upper surface was created to accommodate the three-spoke undercarriage wheels. Black and white photos show reversed colors in the fin flash. The color of the fuselage band is not clear but was light blue in all probability.

Cat. No. 1198



BUILT

German Submarine Type VIIC/41

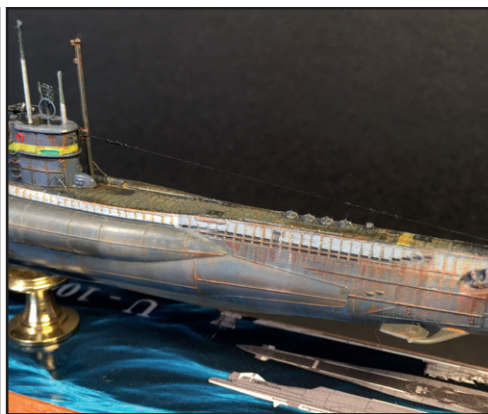
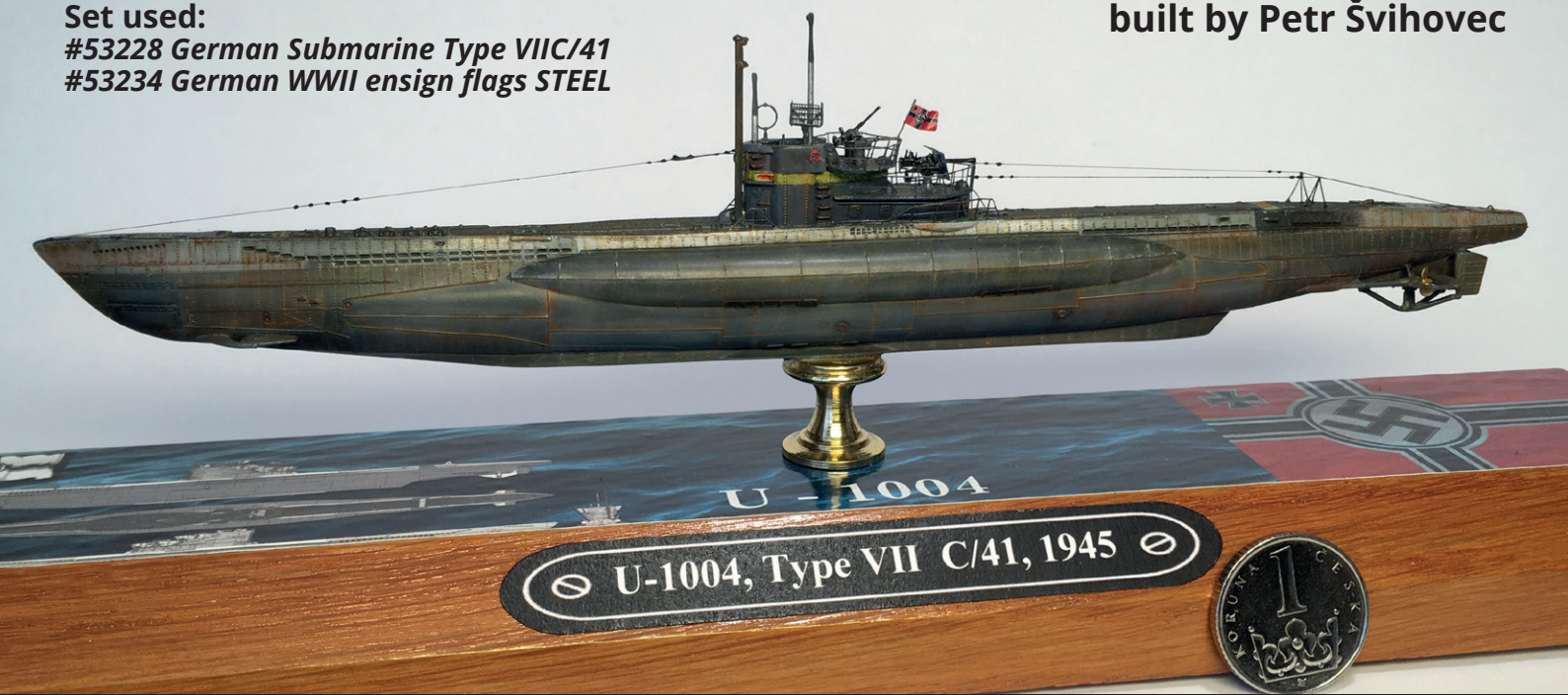
1/350 Revell

Set used:

#53228 German Submarine Type VIIC/41

#53234 German WWII ensign flags STEEL

built by Petr Švihovec





Bf 109G-14

1/48



Camo A

built by Václav Vopalecký



Bf 109G-14/U4, Hptm. E. Hartmann, 4./ JG 52, Csór, Hungary, October 1944

Erich Hartmann, the most successful fighter plane pilot of all times, first joined the 7. Staffel of JG 52 on October 10, 1942. He remained with Jagdgeschwader 52 till the end of World War Two; in fact he became the commander of its I. Gruppe. The total count of his shot down aircraft was 352. For his exceptional success he was awarded the Knight's Cross of the Iron Cross with Oak Leaves, Swords and Diamonds. After WWII he was transferred to the POW camp in the Ural Mountains in Soviet Union and was not released until 1955. The following year he joined the ranks of Western German Luftwaffe. He became the commander of JG 71, the first fighter plane Luftwaffe squadron equipped with jet-powered fighter aircraft. He retired in 1970 and died on September 20, 1993. Standard camouflage of Hartmann's "white 1" Luftwaffe fighter plane was complemented by black tulip with white outline situated at the nose of the aircraft; this was in the time of his command of 4. Staffel. On the left side, underneath the cockpit, there was a heart with Hartmann's wife's name written over it. The yellow bottom parts of the wing tip and the yellow stripe around the back part of the fuselage marked the aircraft serving on the Eastern Front. The photograph of the nose of this aircraft shows that the engine cover is identical to those produced in Erla factory in Leipzig.



BEST BRASS AROUND

He 111H-3

FOR ICM kit 1/48

built by Albert Tureczek



Set used:

#48947 undercarriage (PE-Set)

[Product Page](#)

#48948 bomb bay (PE-Set)

[Product Page](#)

#49886 nose interior (PE-Set)

[Product Page](#)

#49887 radio comp. (PE-Set)

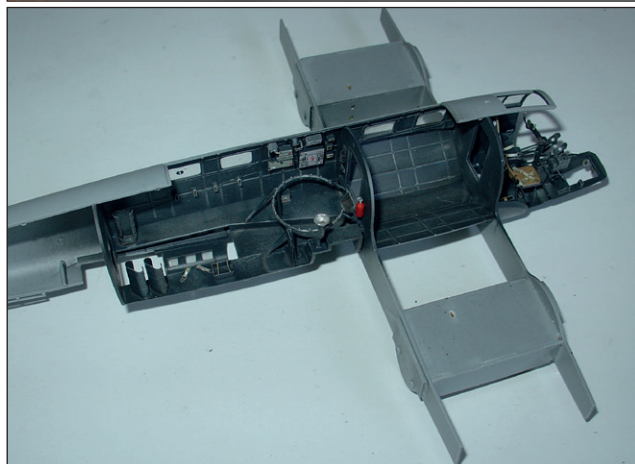
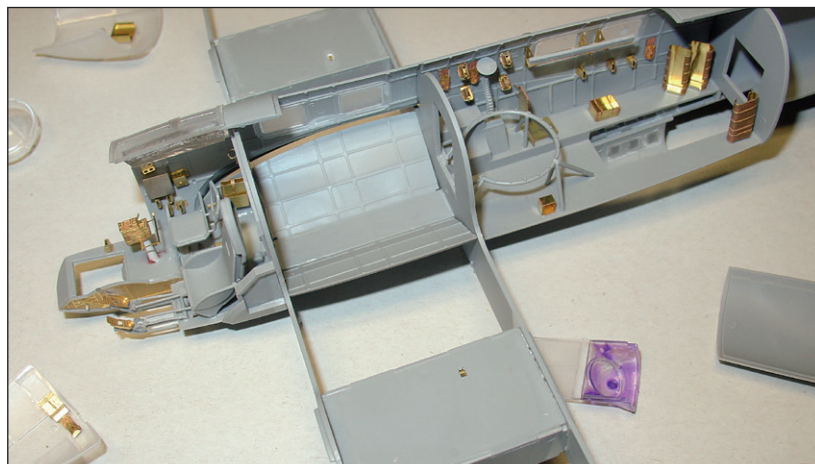
[Product Page](#)

#FE887 seatbelts STEEL (PE-Set) (Zoom)

[Product Page](#)

#EX580 He 111H-3 (Mask)

[Product Page](#)



MISSION MODELS

PREMIUM HOBBY PAINTS, PRIMERS & ADDITIVES





BIG5351



BIG49229

BIGED (August)

BIG5351 CVN-65 Enterprise PART I 1/350 Tamiya
BIG33101 F/A-18E 1/32 Revell
BIG33102 B-24 PART I 1/32 Hobby Boss
BIG49229 Ju 52 1/48 Revell
BIG49230 F-35B 1/48 Kitty Hawk
BIG72149 B-58 1/72 Italeri

BRASSIN (August)



632137 Bf 109E engine 1/32 Eduard
632138 Bf 109E fuselage guns 1/32 Eduard
635015 STEN Mk.II submachine gun 1/35
644021 P-51D-5 LööK 1/48 Eduard
644022 P-47D Razorback LööK 1/48 Tamiya
644023 P-47D Bubbletop LööK 1/48 Tamiya
648478 SUU-7 dispenser w/ extended tubes 1/48
648479 Bf 109G-10/U4 cockpit 1/48 Eduard
648486 P-51D exhaust stacks w/ fairing 1/48 Eduard
648490 MiG-21 F.O.D. 1/48 Eduard
648494 P-51D wheels diamond tread 1/48 Eduard
672221 P-47D wheels 1/72 Tamiya



BIG33102

644021 P-51D-5 LööK 1/48 Eduard



644022 P-47D Razorback LööK 1/48 Tamiya

LööK

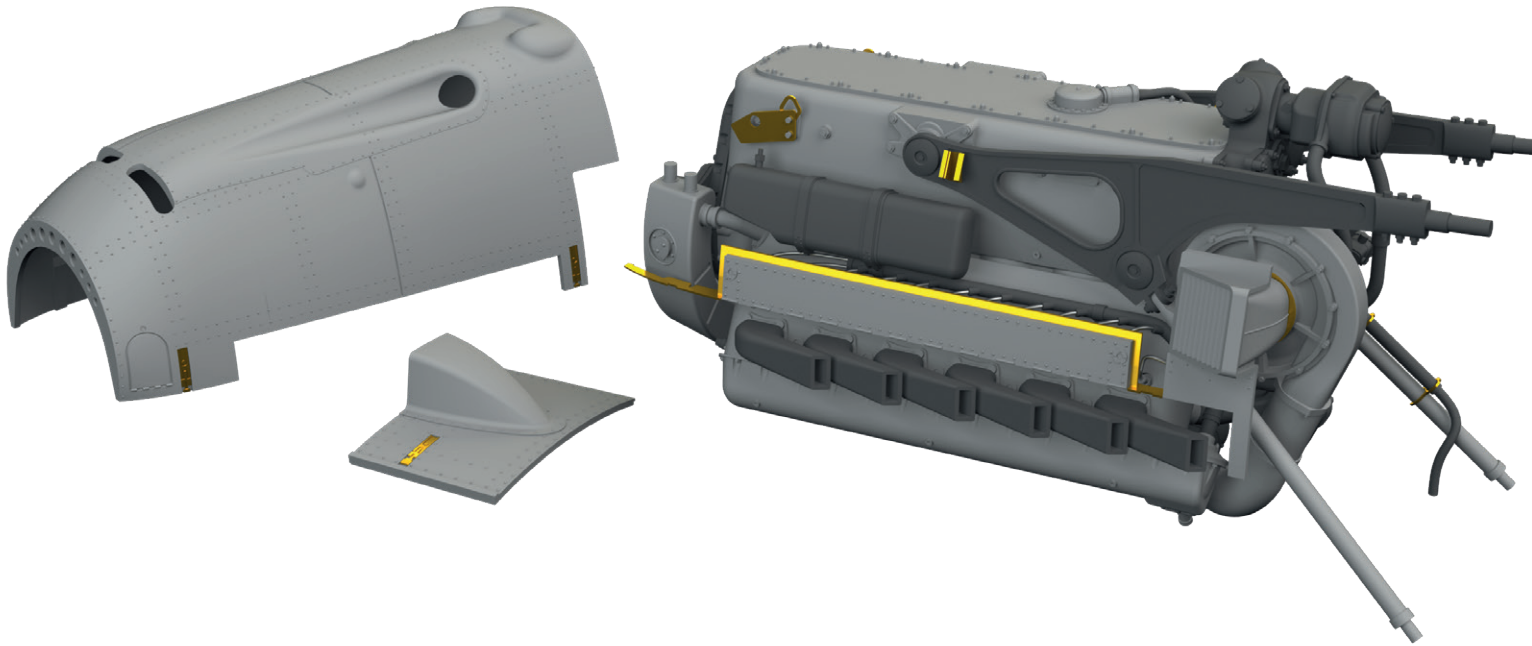


644023 P-47D Bubbletop LööK 1/48 Tamiya

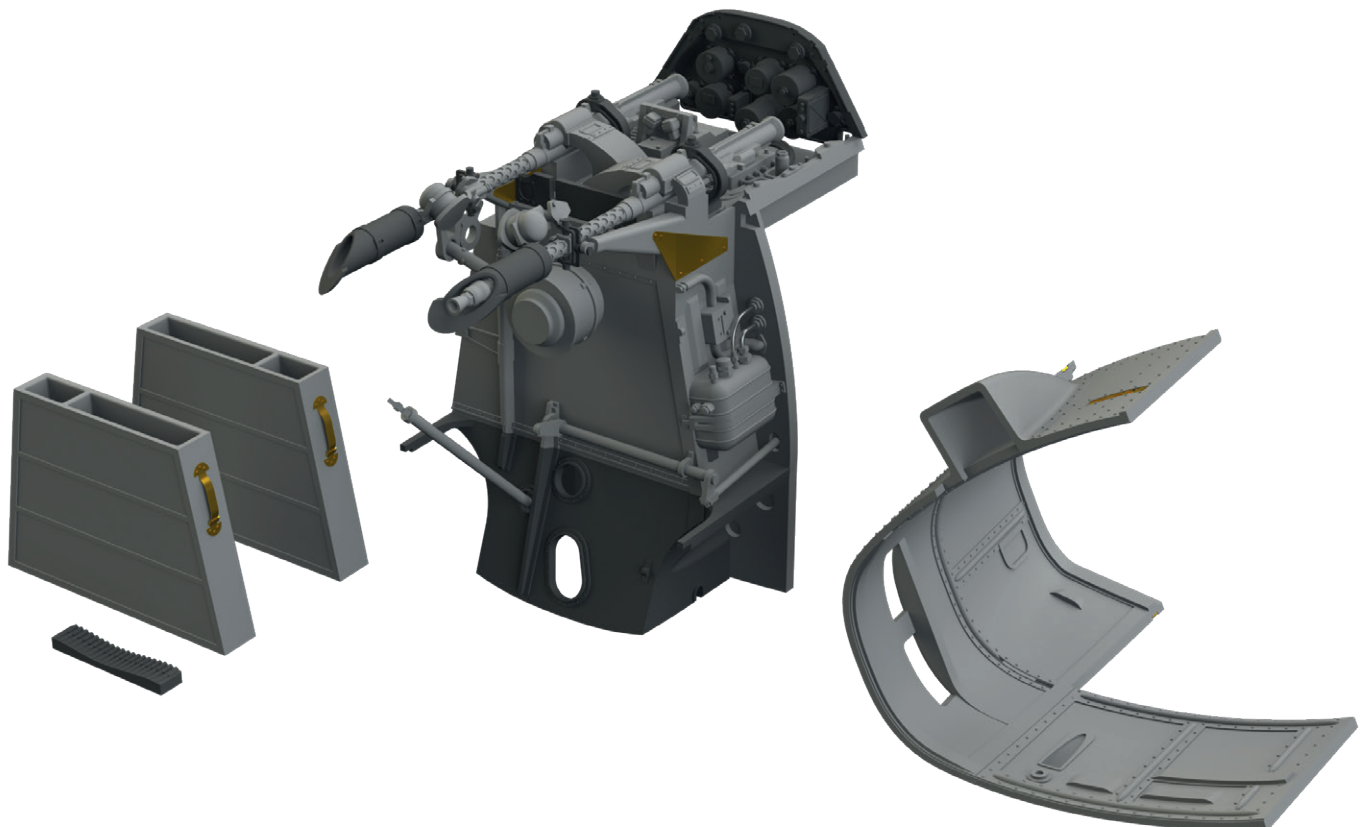


LööK

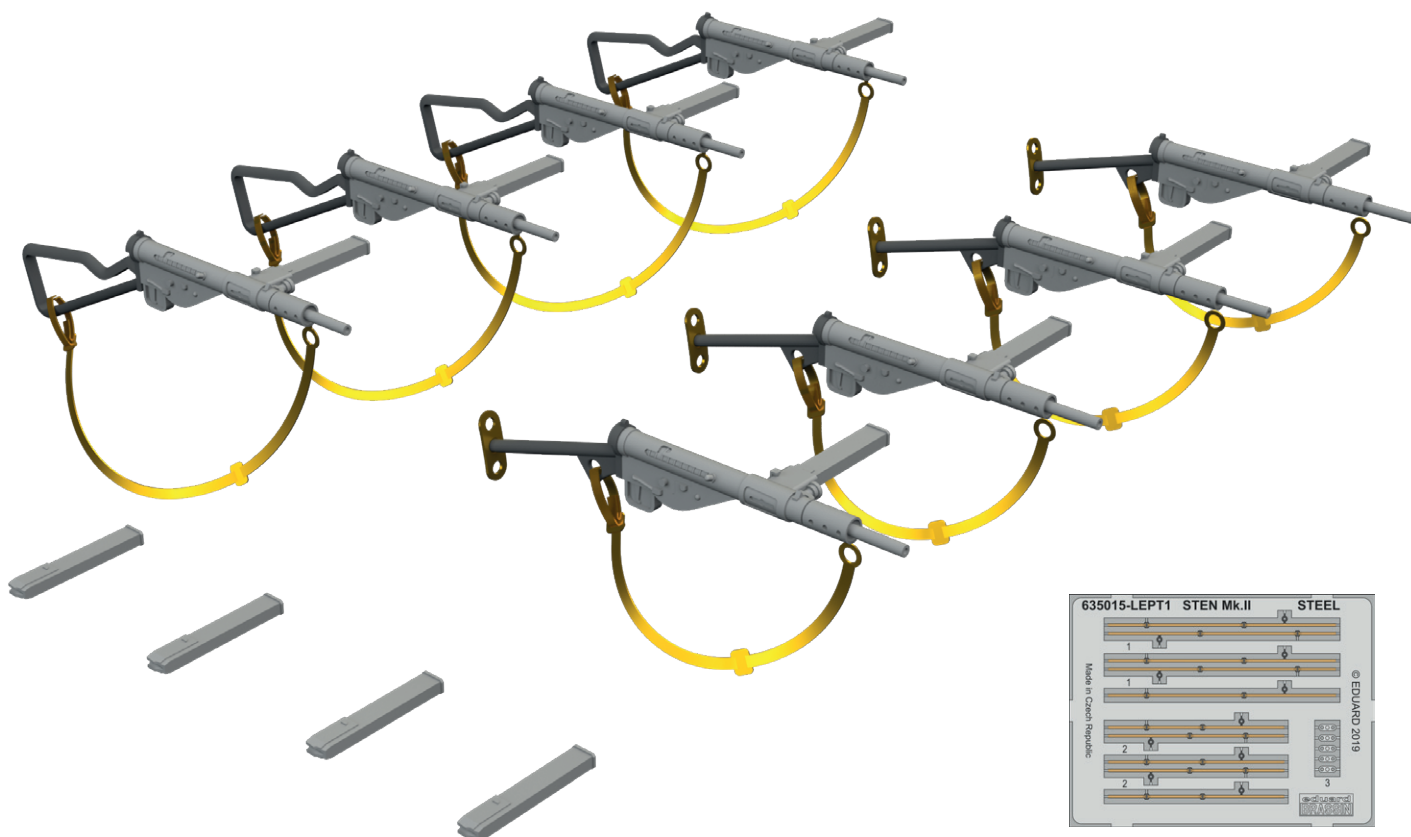
632137 Bf 109E engine 1/32 Eduard



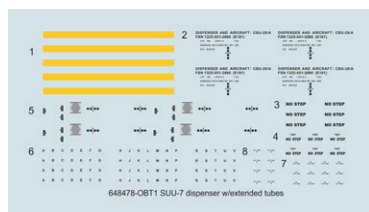
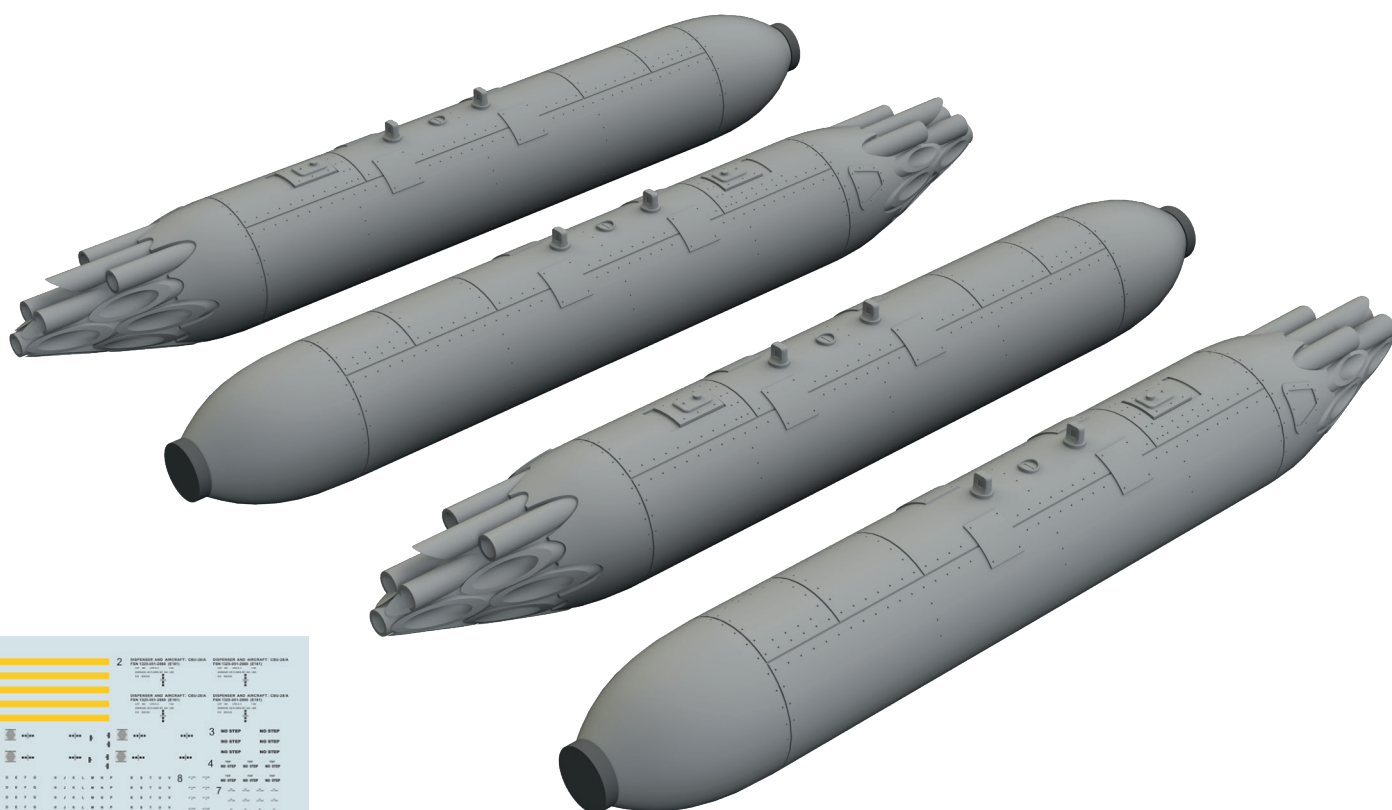
632138 Bf 109E fuselage guns 1/32 Eduard



635015 STEN Mk.II submachine gun 1/35



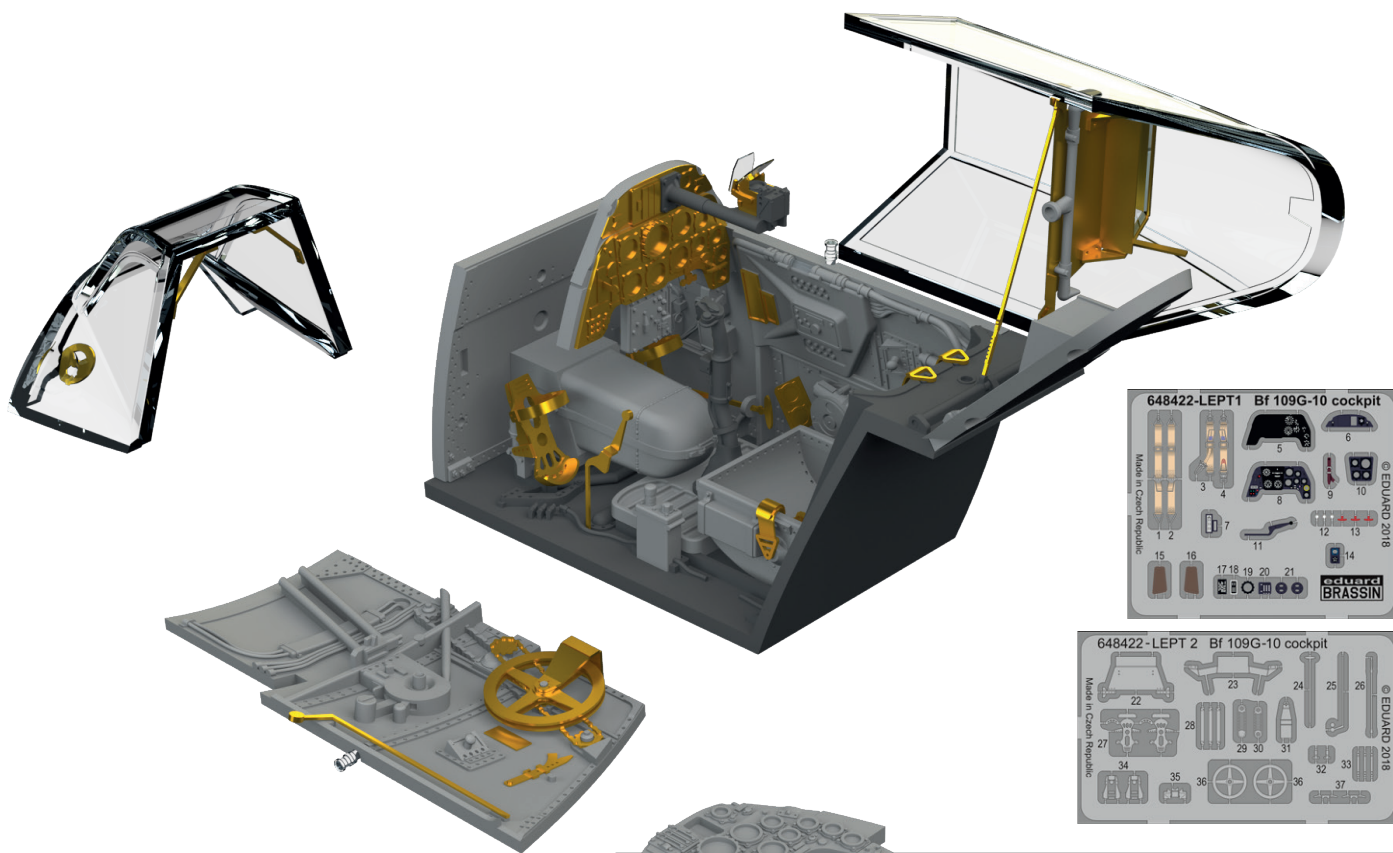
648478 SUU-7 dispenser w/ extended tubes 1/48



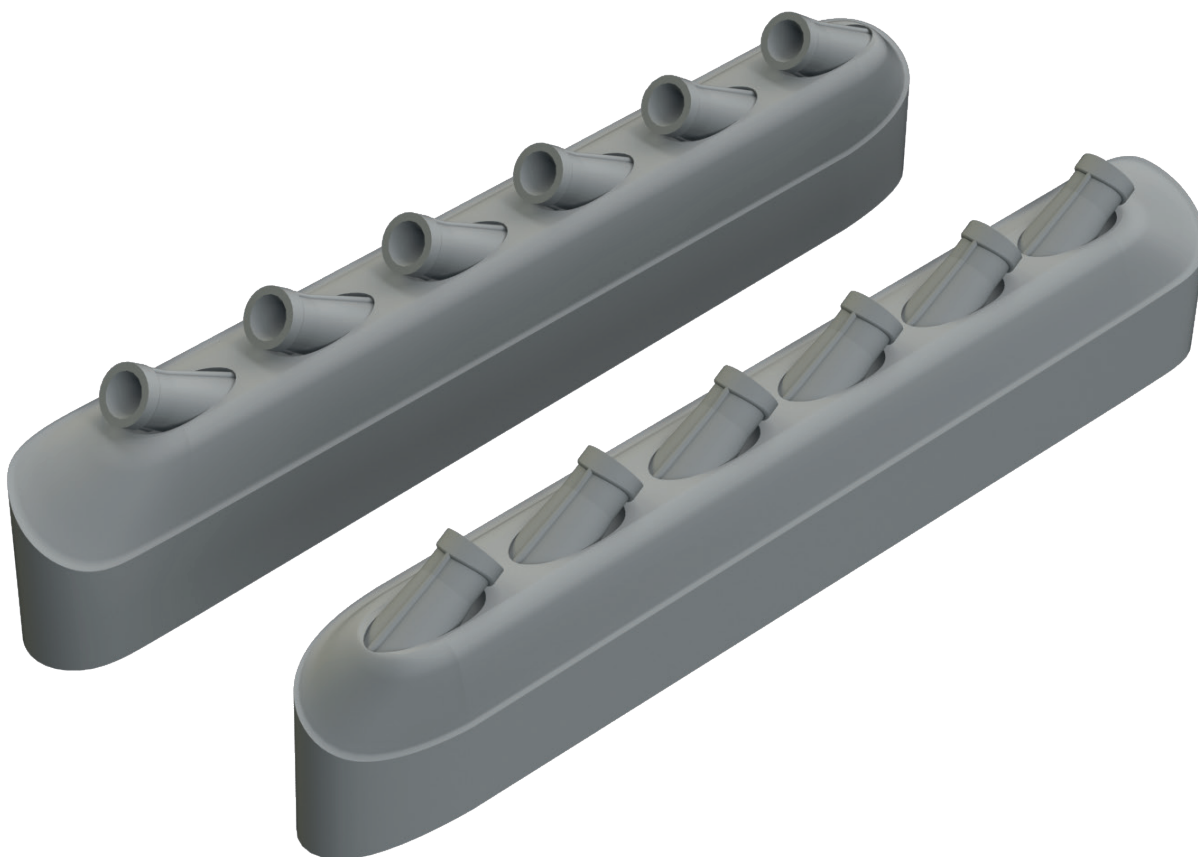
ON APPROACH

BRASSIN

648479 Bf 109G-10/U4 cockpit 1/48 Eduard



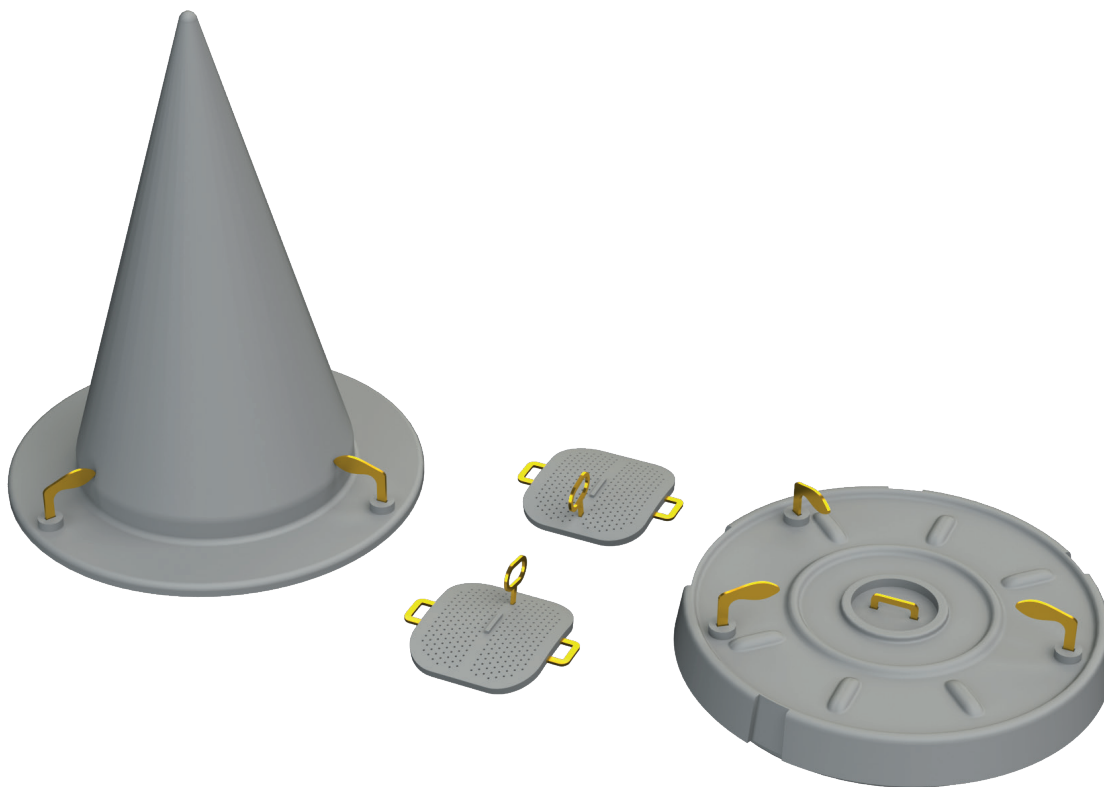
648486 P-51D exhaust stacks w/ fairing 1/48 Eduard



ON APPROACH

BRASSIN

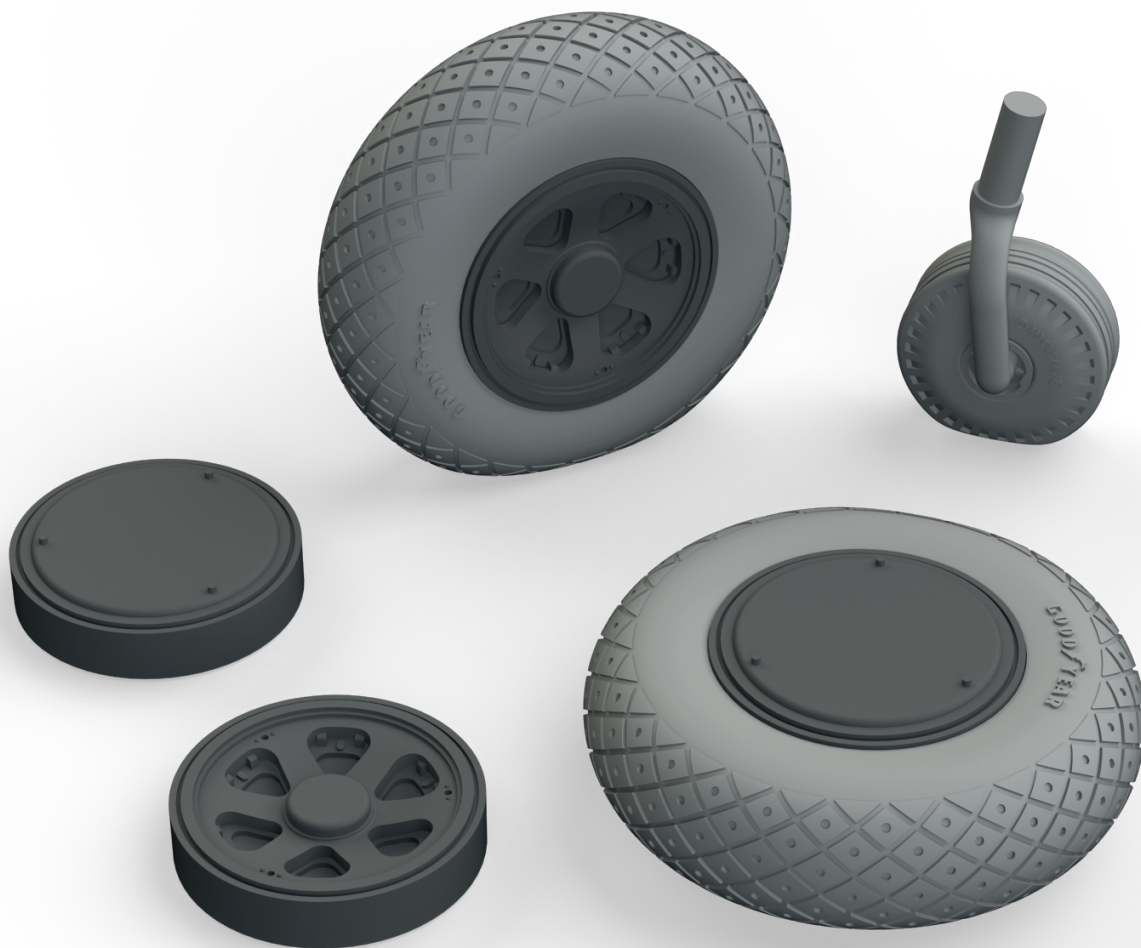
648490 MiG-21 F.O.D. 1/48 Eduard



648494 P-51D wheels diamond tread 1/48 Eduard



672221 P-47D wheels 1/72 Tamiya



PE-SETS and MASKs

PE-SETS

23035	F6F-5 wheel bays	1/24	Airfix
32443	Bf 110C-2/C-7 exterior	1/32	Revell
32444	Fw 190A-8/R2 exterior	1/32	Revell
32445	Fw 190A-8/R2 engine	1/32	Revell
32446	Fw 190A-8/R2 landing flaps	1/32	Revell
32950	Bf 110C-2 interior	1/32	Revell
32951	Bf 110C-7 interior	1/32	Revell
32952	Fw 190A-8/R2	1/32	Revell
32953	MH-60L	1/35	Kitty Hawk
32954	MH-60L crew seatbelts STEEL	1/35	Kitty Hawk
36424	SU-85	1/35	Zvezda
36425	M10 IIC Achilles	1/35	Tamiya
48996	Yak-1b landing flaps	1/48	Zvezda
491010	Yak-1b	1/48	Zvezda
491012	F-4J interior	1/48	Academy
491014	F-22A interior	1/48	Hasegawa
491016	A6M5	1/48	Tamiya
73676	Su-30SM	1/72	Zvezda
73677	B-24J interior	1/72	Hasegawa
73678	Mi-24V	1/72	Zvezda
73679	EF-2000 Typhoon Single Seater	1/72	Revell
144010	A-4F	1/144	Eduard/Platz

ZOOMS

33223	Bf 110C-2	1/32	Revell
33224	Bf 110C-7	1/32	Revell
33225	Bf 110C-2/C-7 seatbelts STEEL	1/32	Revell
33226	Fw 190A-8/R2	1/32	Revell
33227	Fw 190A-8/R2 seatbelts STEEL	1/32	Revell
33228	MH-60L	1/35	Kitty Hawk
33229	MH-60L pilots/gunners seatbelts STEEL	1/35	Kitty Hawk
FE1010	Yak-1b	1/48	Zvezda
FE1011	Yak-1b seatbelts STEEL	1/48	Zvezda
FE1012	F-4J	1/48	Academy
FE1013	F-4J seatbelts STEEL	1/48	Academy
FE1014	F-22A	1/48	Hasegawa
FE1015	F-22A seatbelts STEEL	1/48	Hasegawa
FE1016	A6M5	1/48	Tamiya
FE1017	A6M5 seatbelts STEEL	1/48	Tamiya
SS676	Su-30SM	1/72	Zvezda
SS677	B-24J	1/72	Hasegawa
SS678	Mi-24V	1/72	Zvezda
SS679	EF-2000 Typhoon Single Seater	1/72	Revell

MASKS

JX235	MH-60L	1/35	Kitty Hawk
JX236	MH-60L TFace	1/35	Kitty Hawk
JX237	Bf 110C-2/C-7	1/32	Revell
JX238	Bf 110C-2/C-7 TFace	1/32	Revell
JX239	Fw 190A-8/R2	1/32	Revell
JX240	Fw 190A-8/R2 TFace	1/32	Revell
EX658	Yak-1b	1/48	Zvezda
CX544	Su-30SM	1/72	Zvezda

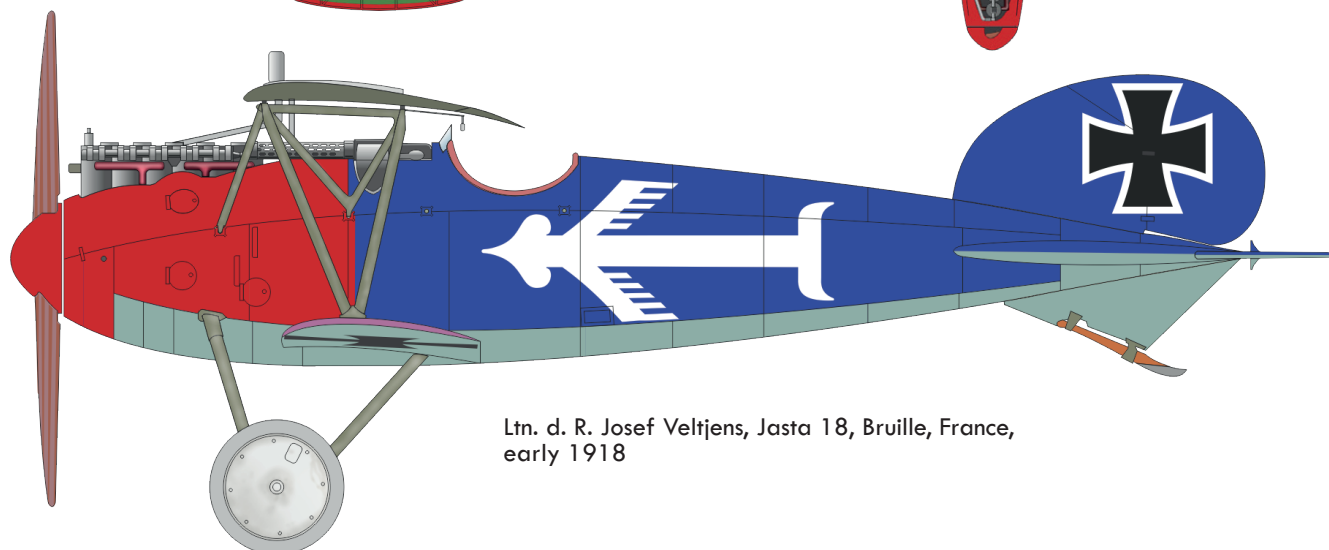
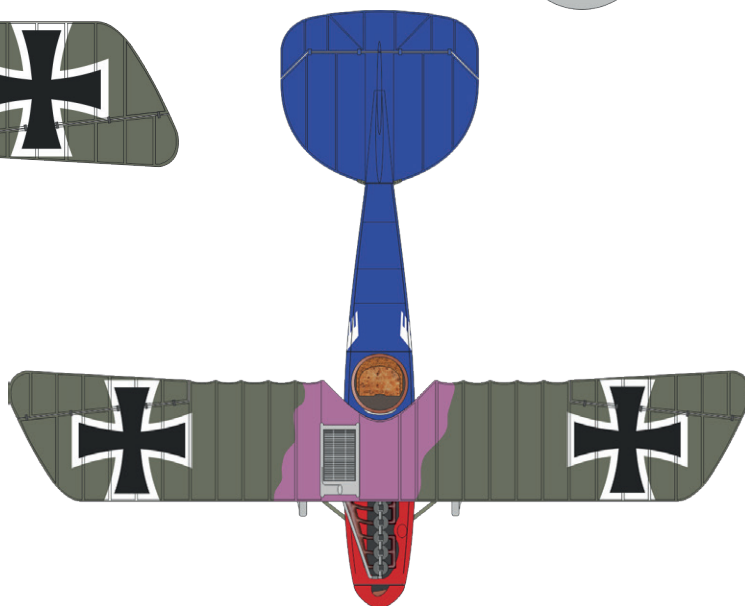
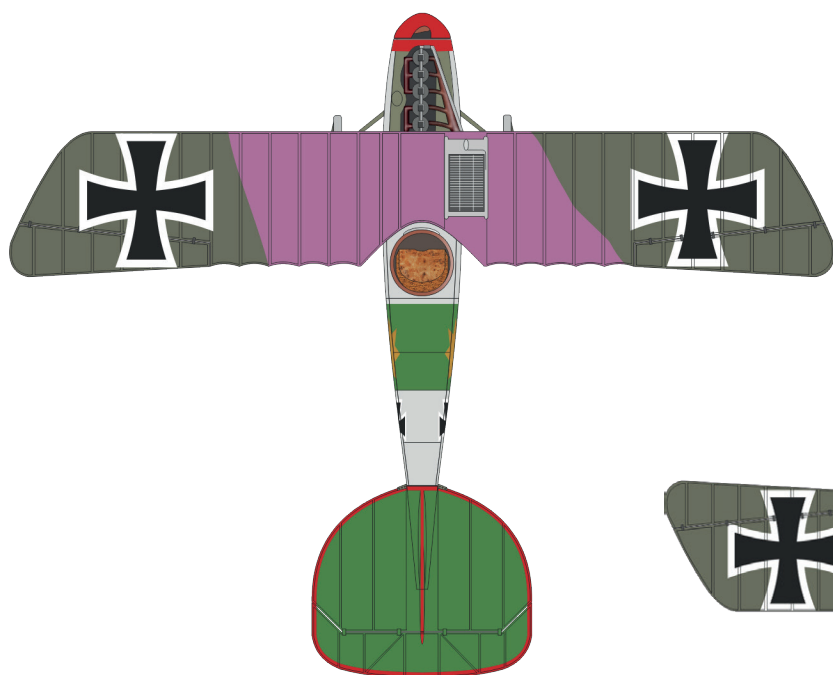
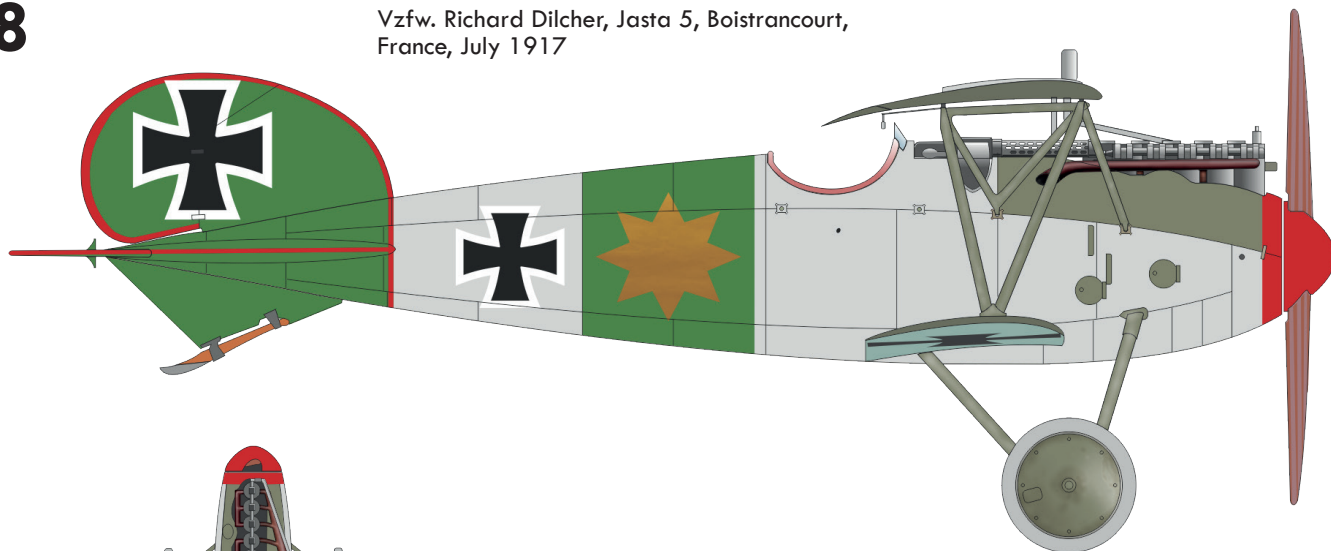
Albatros D.V

WEEKEND
edition

Cat. No. 8408

1/48

Vzfw. Richard Dilcher, Jasta 5, Boistrancourt,
France, July 1917

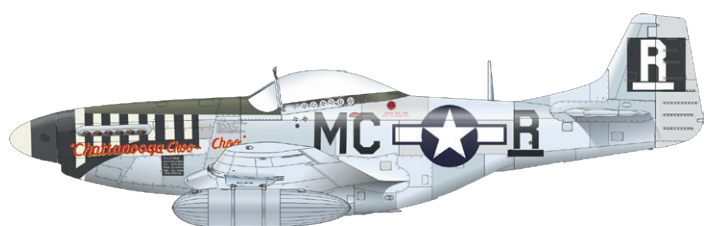


Ltn. d. R. Josef Veltjens, Jasta 18, Bruille, France,
early 1918

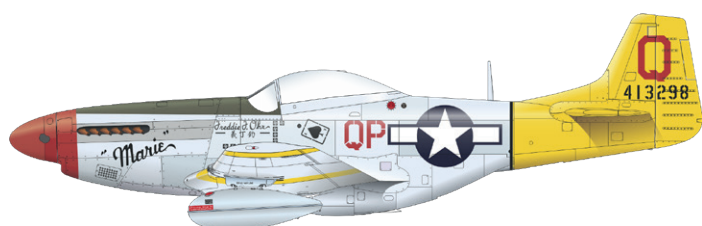
Chattanooga Choo Choo

eduard
LIMITED EDITION

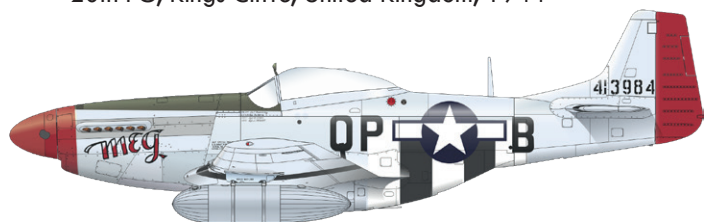
Cat. No. 11134
1/48



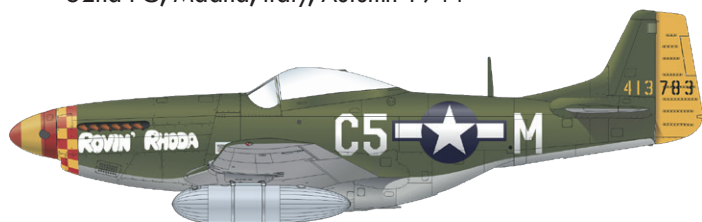
s/n 44-13535, Lt. Edward F. Pogue, 79th FS,
20th FG, Kings Cliffe, United Kingdom, 1944



s/n 44-13298, Capt. Freddie F. Ohr, 2nd FS,
52nd FG, Madna, Italy, Autumn 1944



s/n 44-13984, Lt. Clarence Boretsky, 334th FS,
4th FG, Debden, United Kingdom, Autumn



s/n 44-13783, Lt. Irving Snedeker, 364th FS,
357th FG, Leiston, United Kingdom, April 1945



s/n 44-13893, Lt. Thomas P. Smith, 370th FS, 359th FG,
East Wretham, United Kingdom, November 1944

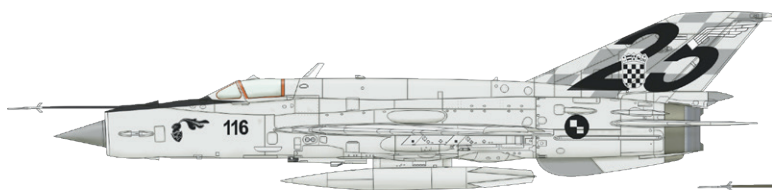


s/n 44-13677, Lt. William G. Cullerton, 357th FS,
355th FG, Steeple Morden, United Kingdom,

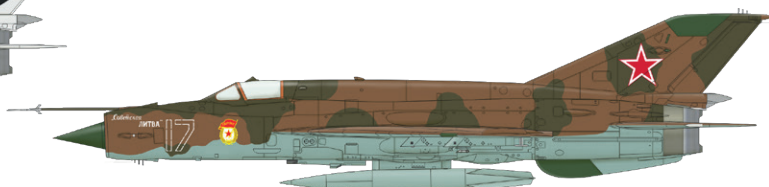
MiG-21bis

eduard
LIMITED EDITION

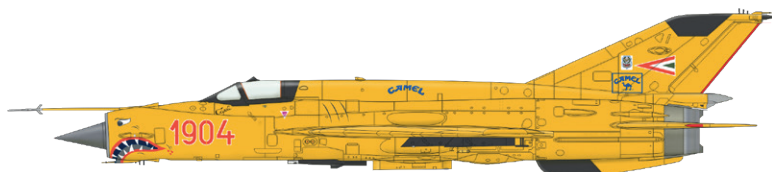
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1/48



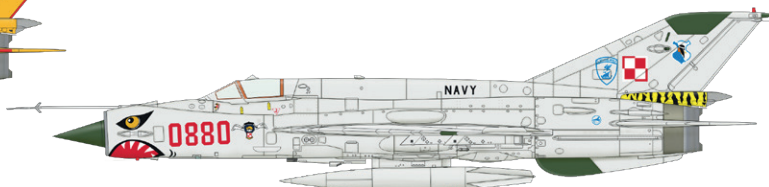
MiG-21bisD, Eskadrila borbenih aviona, Hrvatsko ratno zrakoplovstvo i protuzračna obrana, Zagreb – Pleso, Croatia, December 2016



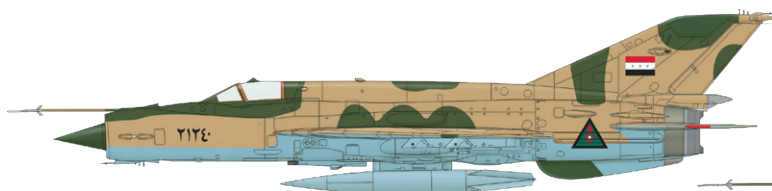
MiG-21bis, 115th GIAP, Soviet VVS, Bagram Air Base, Afghanistan, 1980



MiG-21bis, c/n 75061904, 2nd Fighter Squadron, Taszár Air Force Base, Hungary, 1992



MiG-21bis, c/n 75080880, 1. Pucki DLMW, Wojska Lotnicze i Obrony Powietrznej, Gdynia-Babie Doły, Poland, June 2000



MiG-21bis, No. 47 Squadron, Iraqi Air Force, Al Hurrya Air Base, Iraq, 90'



MiG-21bis, Free Libyan Air Force, Tobruk, Libya, November 2011



MiG-21bis, San Antonio de los Baños, Cuba, 90'

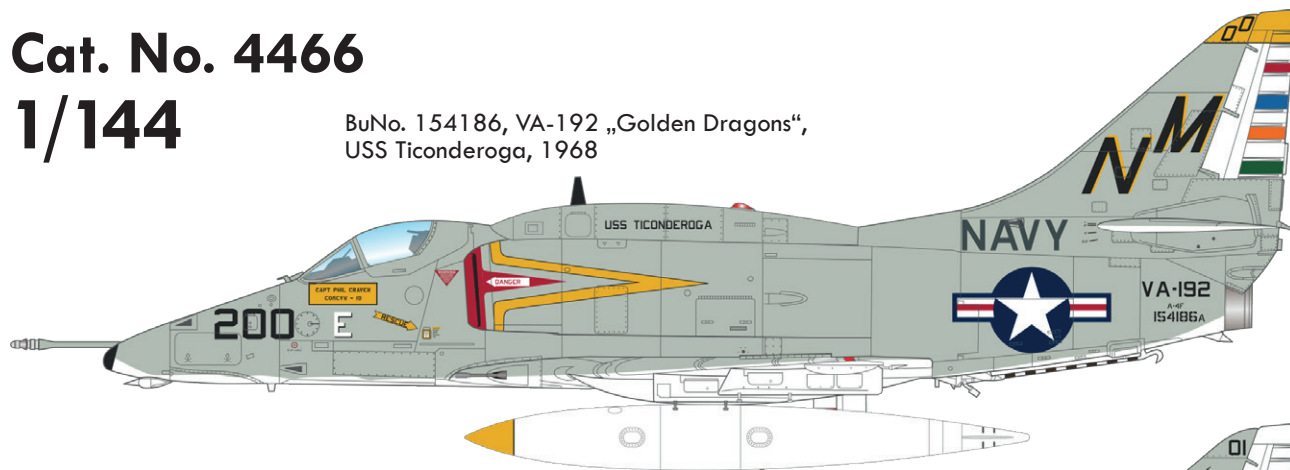
A-4F

SUPER44

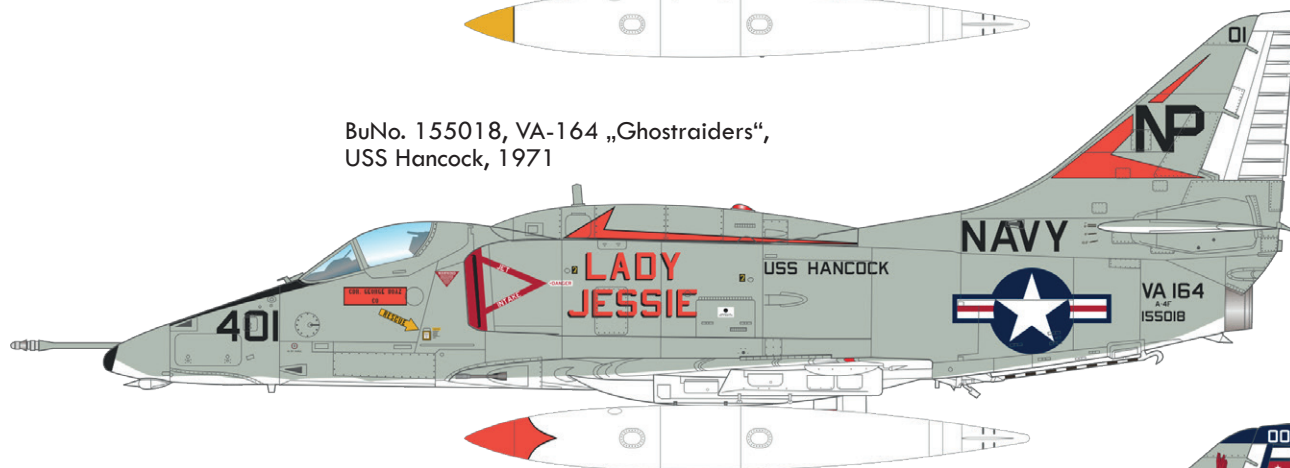
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1/144

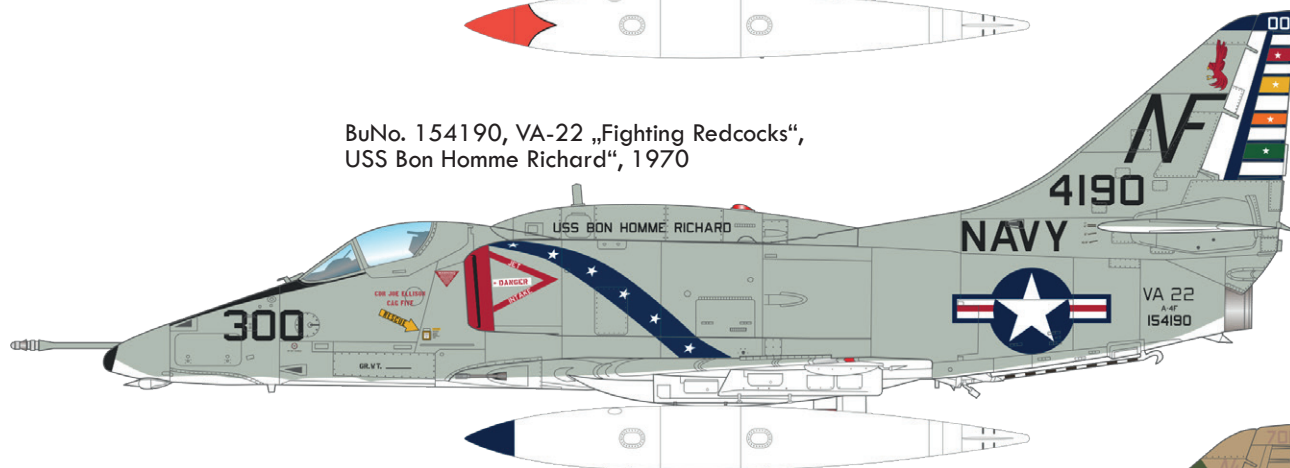
BuNo. 154186, VA-192 „Golden Dragons“,
USS Ticonderoga, 1968



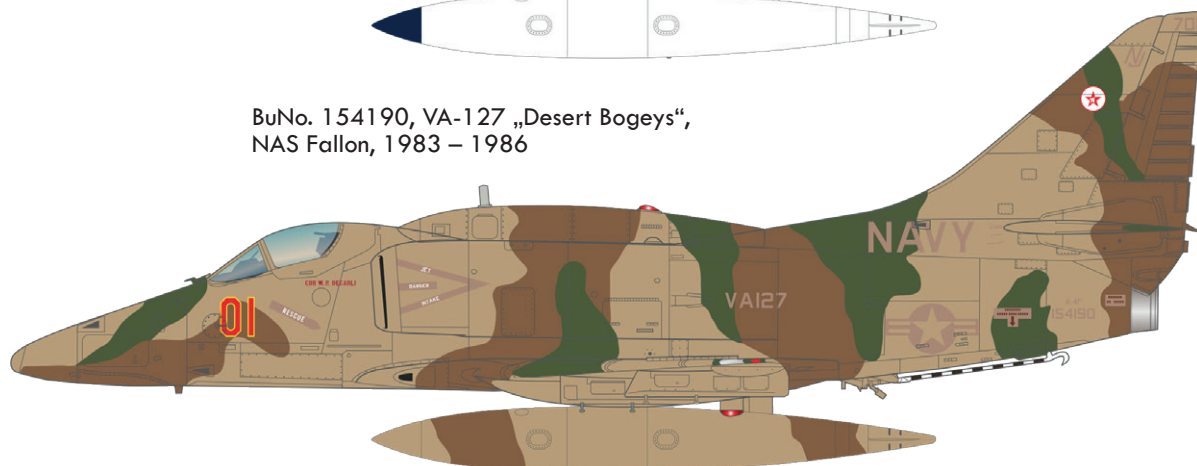
BuNo. 155018, VA-164 „Ghostraiders“,
USS Hancock, 1971



BuNo. 154190, VA-22 „Fighting Redcocks“,
USS Bon Homme Richard, 1970



BuNo. 154190, VA-127 „Desert Bogeys“,
NAS Fallon, 1983 – 1986



Eduard 2019

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