

INFO EDUARD

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ISSUE 112



P-51D 1/48

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INFO EDUARD

ISSUE 112



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

AUGUST 2019

CONTENT

EDITORIAL - 4

KITS - 6

Chattanooga Choo Choo Limited Edition 1/48
MiG-21bis Limited Edition 1/48
Albartos D.V Weekend Edition 1/48
A-4F Super44 1/144

HISTORY - 13

BRASSIN - 54

PHOTO-ETCHED SETS - 60

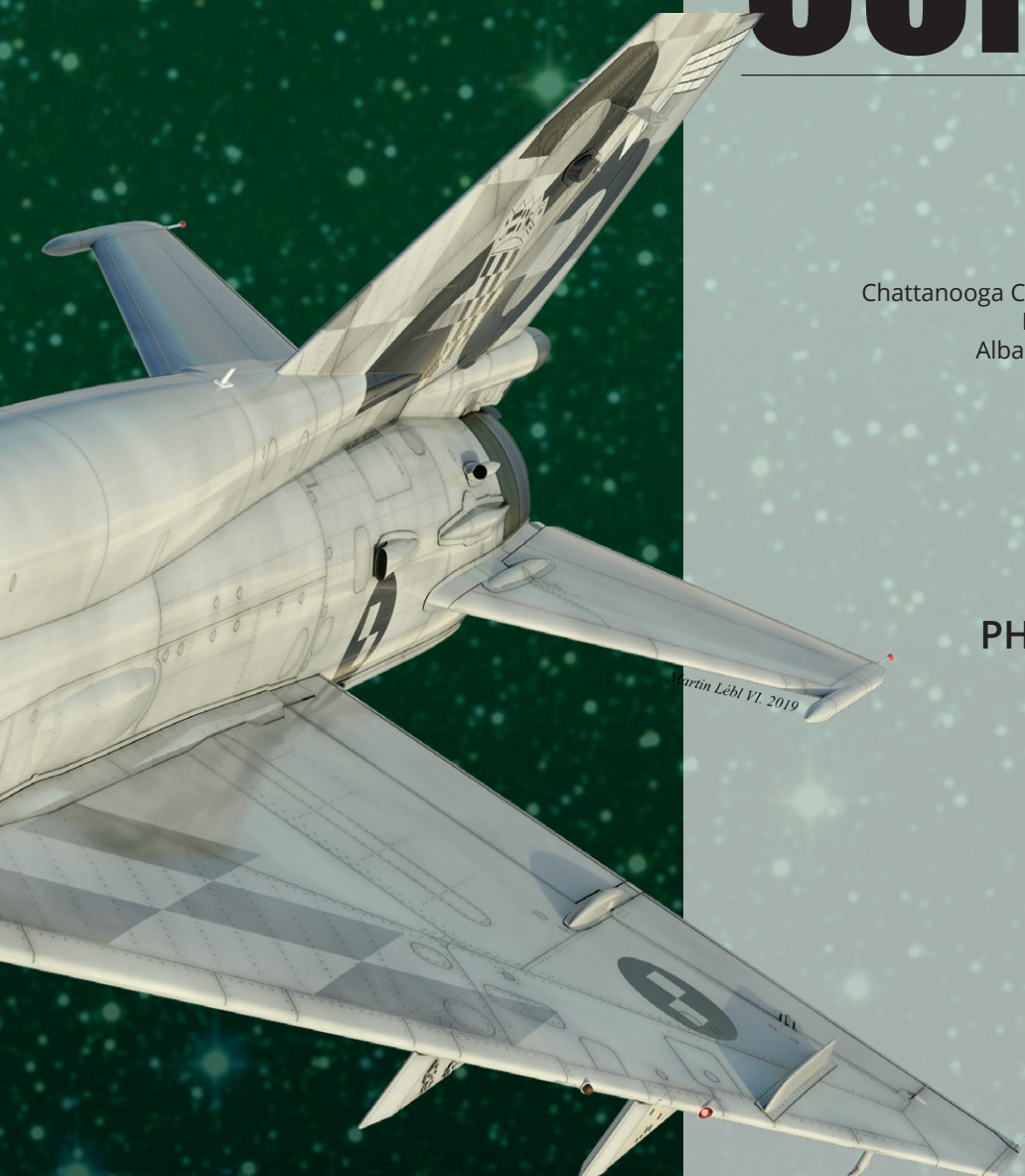
BIGED - 64

RELEASE - 67
August 2019

BUILT - 68

Chattanooga Choo Choo 1/48
JUGS OVER GERMANY 1/48
Afrika 1/48
Aussie Eight 1/48
Lynx HMA.8 1/48

ON APPROACH - 75
September 2019



EDITORIAL

Dear Friends and modellers,

Welcome to Eduard's August newsletter. This is a month that will, no doubt, belong to the new 48th scale Mustang, even though the ProfiPACK P-51D-5 Mustang premiere isn't slated until the end of September. But the Mustang is an American aircraft, an American thoroughbred legend, and it would be a crime not to introduce the kit at an American venue. This is especially true taking into account that one of the better known Mustangs was christened 'Chattanooga Choo Choo' and this year's National Convention is being held in Chattanooga, Tennessee. Opportunities like this need to be taken advantage of, and so we expended a lot of effort to make it all happen in time. It is finished, and the Chattanooga Choo Choo kit, named for the centrepiece of options it offers, and the aircraft itself for the famous hit by Glenn Miller, is heading off to Chattanooga, and beyond to the farthest reaches of the modelling world. As of next Wednesday, the Mustang will also be available on the Eduard e-store in the Afterparty event, ensuring that even those who cannot make the Nationals are not left out in the cold. Out of the so far produced 3,000 kits, about 400 remain in our warehouse, which is no guarantee that everyone who wants one, but delays, will actually get one. But we are working hard to get around this, and the second production batch of the kit is in progress now, and should resupply stocks by the end of next week. It will differ from the first batch in minor detail changes to the instructions, and the decals will be somewhat thinner than those printed by Cartograf. All other aspects of the decal sheets will, in my opinion, be comparable to the first release. They will hail from our new print facility, installed in June and perfected through July. You will be able to judge their quality for yourselves, because besides the second series of Chattanooga Choo Choo, this equipment will be used for all new releases in September.

Back to the Mustang. Besides the much overwhelming words of support, there has also been the usual 'why a Mustang? We have enough Mustangs, there's no need for more.' Yes. That's how it might appear. Over the life of our hobby, there have been a lot of 48th scale Mustangs and all of their incarnations are consistent with the technology of the time in which

they were released. Until now, the best available, with all do respect to our British and Chinese colleagues, was the release by Tamiya in the nineties. Excellent model. I built it myself, and I enjoyed every minute of it. But today, a model of the Mustang can be made better to adhere to current expectations in terms of detail, both internal and surface. This is something, I think, we have become quite good at, and this is why we produce models of subjects that others have done, usually to the extent that the technology of the day allowed. We are trying to do the same thing...produce kits that today's technology allows. We could focus on kits no one has done before, like, say, a Lockheed Vega. It would be beautiful, but something tells me that it wouldn't resonate as much as a Mustang or a Hurricane.

I won't go into any great detail, in describing the Mustang kit. Everything is on our Facebook page. I will just say that, just as the Mustang swept the skies of the Luftwaffe in the real world, our Eduard Mustang is sweeping away the Messerschmitts in our catalogue, at least in terms of the month of August. You see, our focus on completing the Mustang in time for the Nationals forced the postponement of the completion of moulds for the anticipated Bf 109G-6/AS to the third quarter of the year. It will be a nice kit, but at the moment, someone else is reigning supreme.

All the other announced new releases remain intact. The nicest of these, if you ask me, is the 1:48th scale MiG-21bis as a Limited Edition kit labelled 'Around the World'. It offers seven markings options of seven air forces from four continents. Representing Europe, there are options for Soviet, Croatian, Hungarian and Polish bises, Asia is represented by Iraq, Libya from the African continent, which is also the newest in terms of service life, and from the

Americas, we have a Cuban aircraft. My personal favourites are the Central and Southern European birds, Polish, Croatian and Hungarian Speaking of Cuban aircraft, did you know that the famous Cuban leader and exporter of revolution, Che Guevara, was a pilot? A revolutionary type of pilot, true, and probably had a pretty lax set of piloting rules that he followed, which led to his crash landing in the garden of his own villa. Well, his 'own'...we won't get into the details of Marxist revolutionary practices here. The main point is the crash itself. If you can figure out what it was he crashed in, you will get a clue as to one of our future projects. Take it as a small quiz for all those who constantly ask about future project plans, because they just can't wait for anything and everything new, except for what is being released at the moment. And, by the way, we still have not made a new nose for the bis, since the old nose just isn't the deviation it needs to be to justify it. Gabor forgive us.

We also have the Albatros D.V in the Weekend line in 1:48th and the tiny little A-4F Skyhawk in the SUPER44 line, in 1:144th. The Albatros is ours, and the Skyhawk hails from, originally, Platz, from Japan. There will be more of these, as already mentioned in previous newsletters, and the next in line are Hellcats and P-51D Mustangs.

Turning our attention to accessories, please note the 1:32nd scale sets for the Fw 190A-8/R2 (Revell) and Bf 110C (Revell, ex-Dragon). In this line, we are also releasing a collection of sets for the MH-60L from Kitty Hawk. Please note that this kit is in 1:35th. In the standard 35th line, we have two sets, for the Su-85 from Zvezda and for the M10 IIC Achilles from Tamiya. In 1:48th scale, we are offering newly designed sets for the Yak-1b from Zvezda, a kit that has its roots in Accurate Miniatures. This is a kit we also released in our Limited Edition lines some time back.



Besides these, we also have another three 1:48th scale sets, for the A6M5 Zero from Tamiya, the F-4J from Academy and the F-22A from Hasegawa. In 1:72nd, we have sets focused on the B-24J (Hasegawa), Su-30SM (Zvezda), Mi-24V (also Zvezda) and the Eurofighter 2000 (Revell)

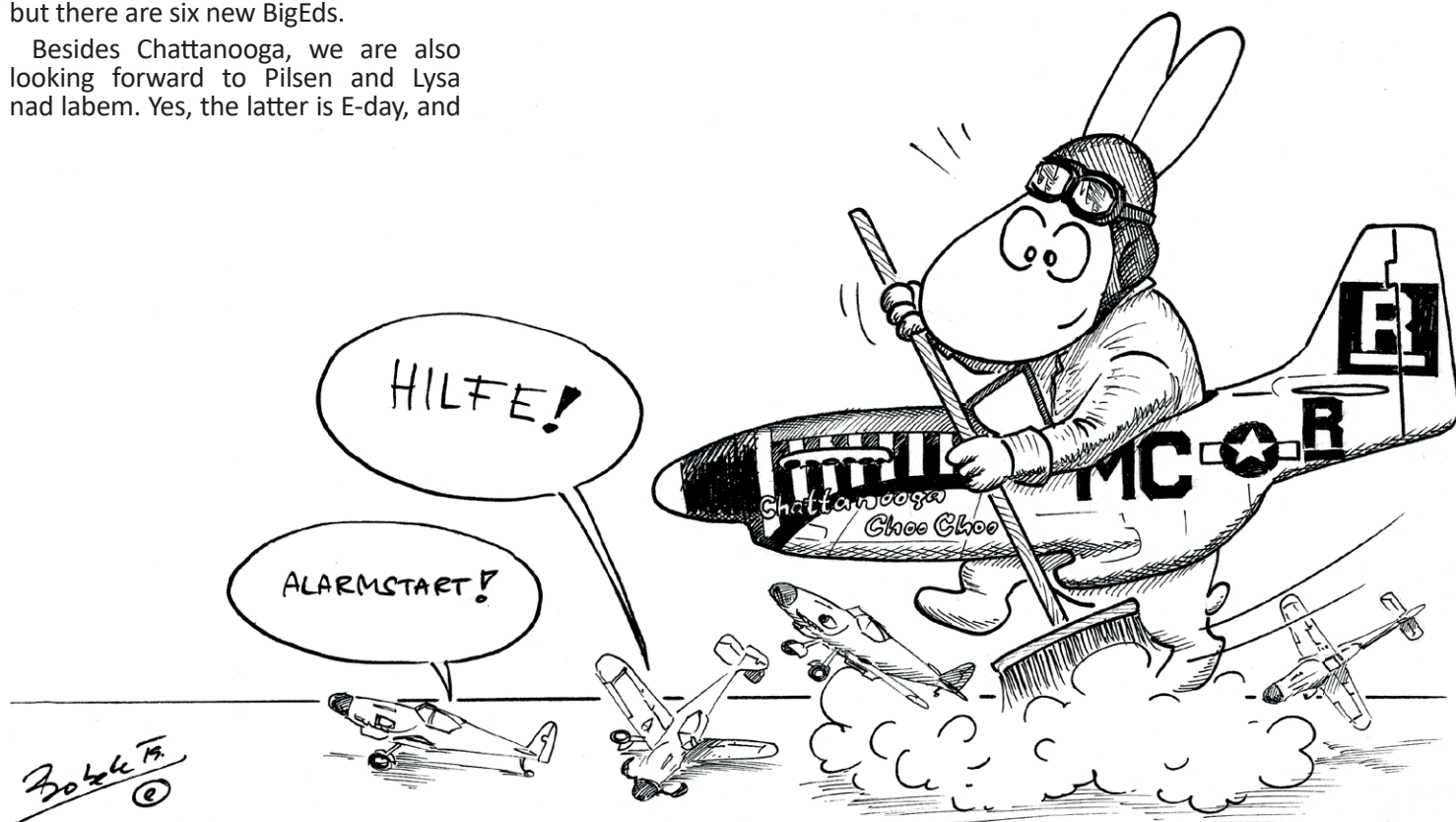
In the Brassin line of resin details, I would like to point out the selection of sets for the 1:32nd scale Bf 109E Engine and Bf 109E Fuselage Guns, sets that are suitable for our recently released legion Condor Limited Edition kit. We also have a set for the Bf 109G-10/U4 cockpit, meant for the most recent edition of the Bf 109G kits, the G-10 armed with 30mm MK 108s. Note also the set of FOD covers for the MiG-21 in 1:48th, which is essentially a set scaled up from the 72nd scale release from June. There was a lot of demand for these sets on various forums. The line of 35th scale weapons expanded by the eight-gun set of STEN Mk.II submachine guns, and aircraft sets in 1:48th have grown by the addition of the SUU-7 Dispenser w/ Extended Tubes (648478). There are also three new Look sets, notably including one for the new 1:48th scale P-51D-5. Here, the D-5 suffix is pretty important, because the D-5 had a different instrument panel from later Mustangs, which will be covered in version-specific sets. Besides the Looks, there are also two new, small sets for the Mustang. These are the exhausts and wheels. In time, there will be more wheel sets, dictated by tread patterns. We also have wheel sets for the 1:72nd scale for Tamiya's P-47D. There are no BigSins for August, but there are six new BigEds.

Besides Chattanooga, we are also looking forward to Pilsen and Lysa nad labem. Yes, the latter is E-day, and

it's time to invest some attention to that show. I should begin giving some clues as to the admissions kit, but I am thinking that this is a bit of a waste of time, since everyone will figure it out in no time. So, just for the heck of it, start guessing! It's also time to start divulging some of the details regarding E-day scheduling, especially with regards to the Friday evening of the show. We are preparing the program for that evening, and it will be called 'Heat Wave', inspired by a Mustang of the same name offered in the P-51D-5 ProfiPACK kit, which will be released on the occasion of the show. There will be three seminars, all dedicated to the Mustang. One will be focused on Mustangs over the Protectorate, one will be focused on building our kit, and the third will be on flying the Mustang. These will be done by a historian, modeller and pilot, respectively. There will also be a seminar that will detail the aspects and considerations of judging a model in both basic categories, the National Championships, Hobby as well as Masters levels. This is in response to our colleagues from the SMCR from last year regarding fairness (or lack of) of the point system and final results of the National Championships. I am hoping that these seminars will be priceless to the show, and hopeful of what they can bring to the table, so to speak. The show will also have a stand with coffee and strudel, and most likely one with beer and some food as well. Our table, as well as maybe a few others, will be open for business. There will be much to offer, trust me! Maybe even

more so than the Mustang, the MiG-23BNs in 1:48th scale will be pulling some weight. I suspect most of you will already be aware of this forthcoming kit, but if not, it is the Trumpeter kit released as one of our standard Limited Edition efforts. It will also include a publication by Martin Janousek. It is an extension of last years Bedna release, which covered the MF and ML fighters. There will be no effort in the kit to correct the shape issues that are a part of the base kit, and we didn't do that in the Bedna kit, either. I will touch upon that in the next newsletter, but I have explained this on numerous occasions before. Besides this, there will also be a Weekend Edition kit covering the MiG-21MFN, which won't have quite the attractive markings options of the MF released in September (and sold at Pilsen), but even so, the two options are nice in their own ways. And then we have the Fokker D.VII MAG, where a good half of the marking options are dedicated to the only machine of this type to fly in the Czechoslovak Air Force. I am confident that all of these kits, including the BN, will still be available on the Saturday. If, for some reason, there are sellouts on the Friday, there will be an attempt to restock for the Saturday, but it will be best to just show up on the Friday!

Happy Modelling
Vladimir Sulc

CHATTANOOGA CHOO CHOO 1/48

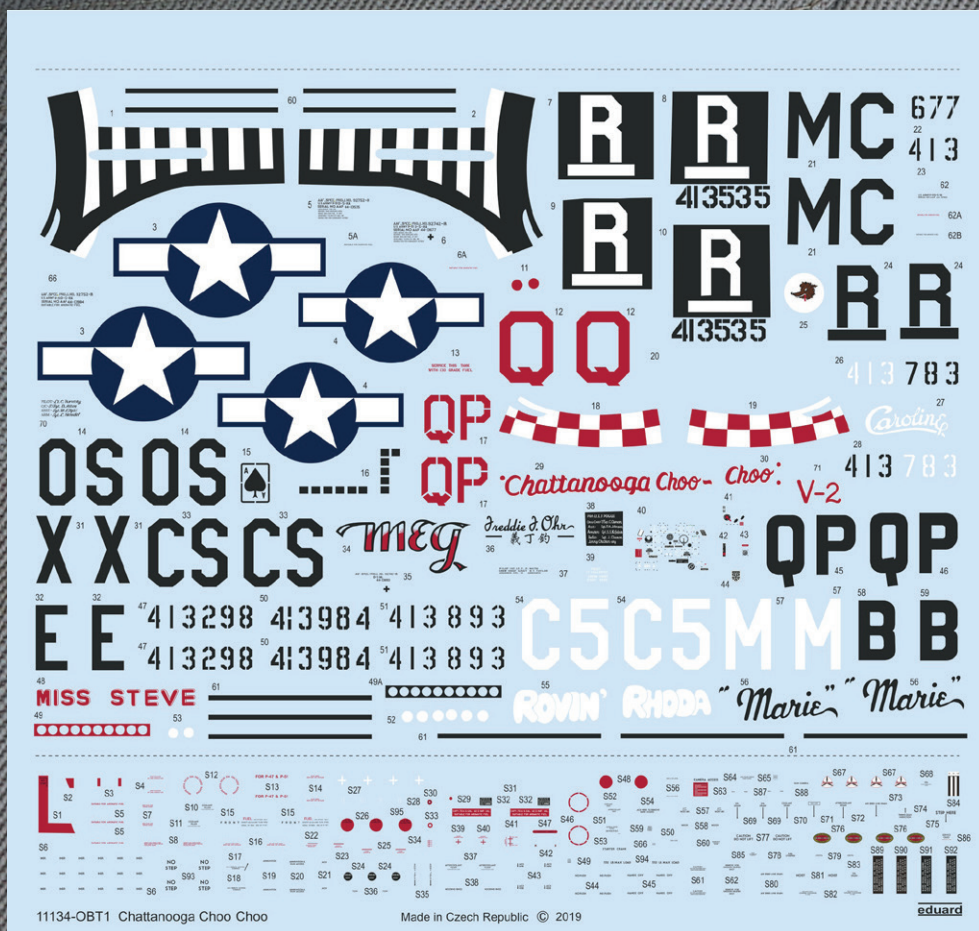
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11134-OBT1 Chattanooga Choo Choo

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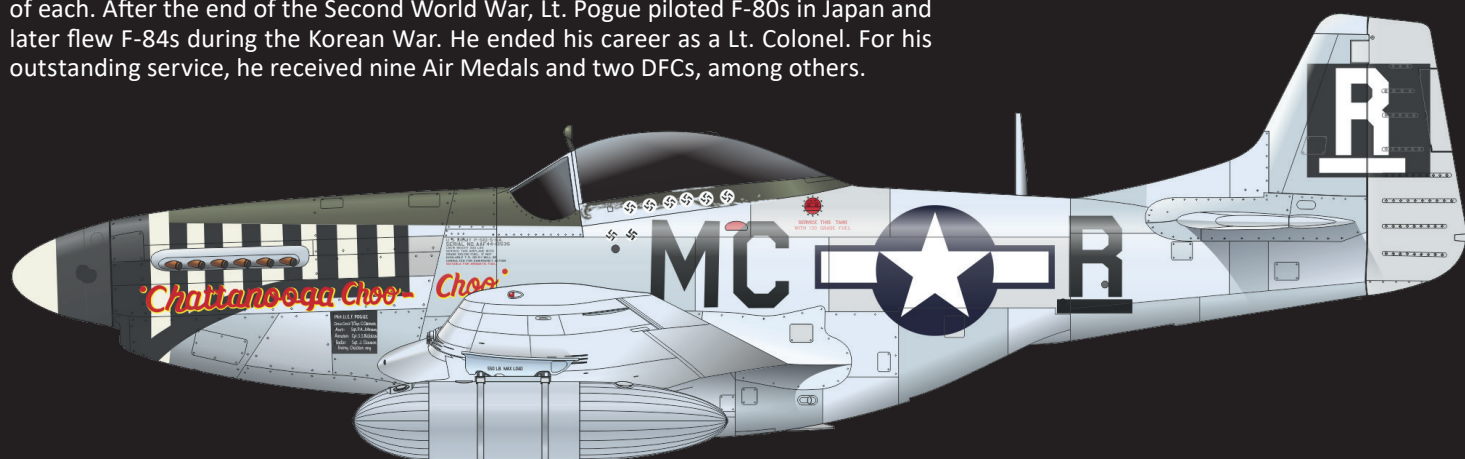
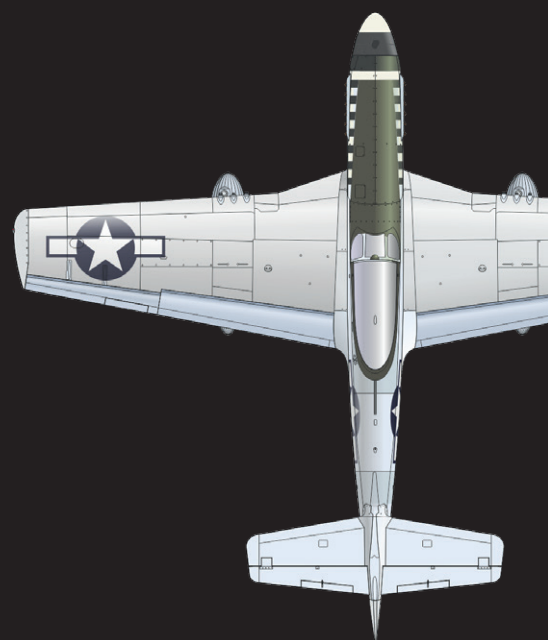
P-51D MUSTANG™

1/48

44-13535, Lt. Edward F. Pogue, 79th FS, 20th FG, Kings Cliffe, United Kingdom, 1945

'Pardon me, boy, is that the Chatanooga Choo Choo...?' was very often heard throughout the forties in dance halls in the United States and England, especially on bases of the USAAF. Mustang MC-R, with the aircraft letter underlined, was flown by Lt. E.F. 'Pogie' Pogue at the end of 1944, and already had a long and rich service career behind her that saw a list of 20th FG pilots in the cockpit. The aircraft carried names like 'Black's Bird' and 'Wilma', but it was under the name of 'Chatanooga Choo Choo' that the airplane made her mark, a name taken from the popular song by Mack Gordon and Harry Warren and made famous by Glenn Miller.

As the names of the plane changed, so did its appearance. The original 20th FG markings consisting of black and white stripes on the nose behind the spinner were later supplemented by vertical black and white bands, the 20th Fighter Group identifier. The black square on the tail indicated service with the 79th Fighter Squadron. The application of the invasion stripes also went through an evolution. During the course of its service career, the aircraft received the wing fillet that became typical of later block P-51Ds, although as of the end of summer, 1944, the aircraft is documented with the original tail. Later on, the serial number of the aircraft also made a return on the fin and rudder. The illustration here captures the look of the aircraft as it appeared in the spring of 1945, by then carrying the name 'Chatanooga Choo Choo' on the left side and 'V-2' on the right. By this time, the invasion stripes had been removed, and so were the ETO quick identification markings. The underlined individual aircraft letter indicated that, at the time, there was already an airframe coded MC-R flying. During this period, it was flown almost exclusively by Lt. Pogue and according to available sources, was used in achieving all of his victories on the ground, six destroyed and four confirmed damaged. Lt. Pogue's most successful combat mission came on April 10th, 1945, when he destroyed three He 111s and a Bf 109, while damaging another of each. After the end of the Second World War, Lt. Pogue piloted F-80s in Japan and later flew F-84s during the Korean War. He ended his career as a Lt. Colonel. For his outstanding service, he received nine Air Medals and two DFCs, among others.



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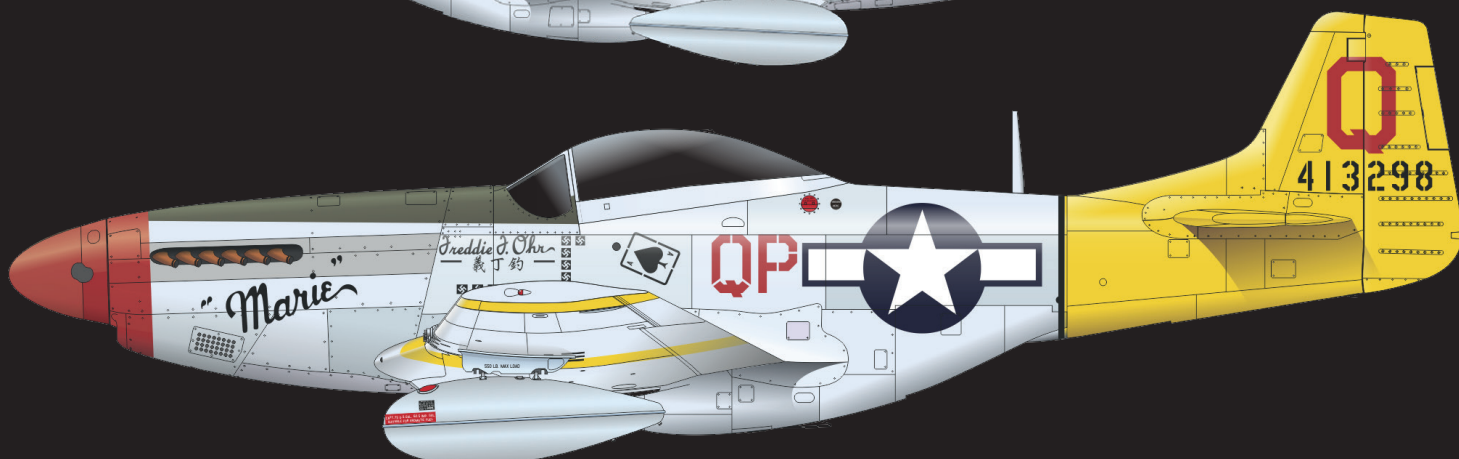
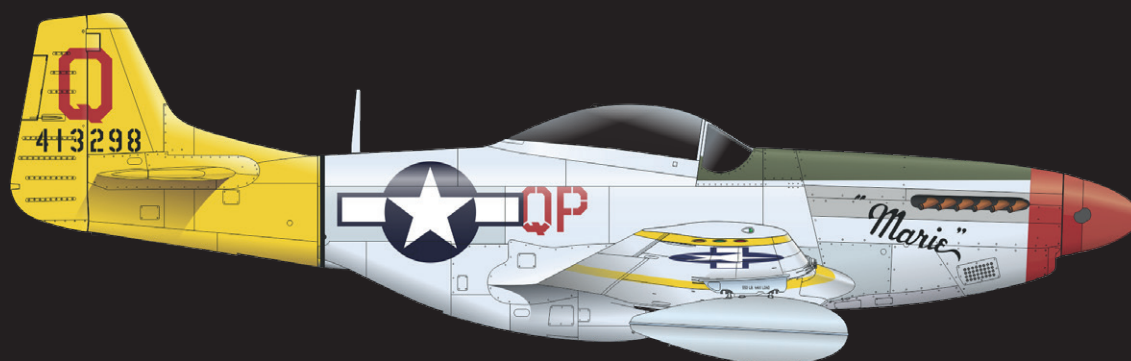
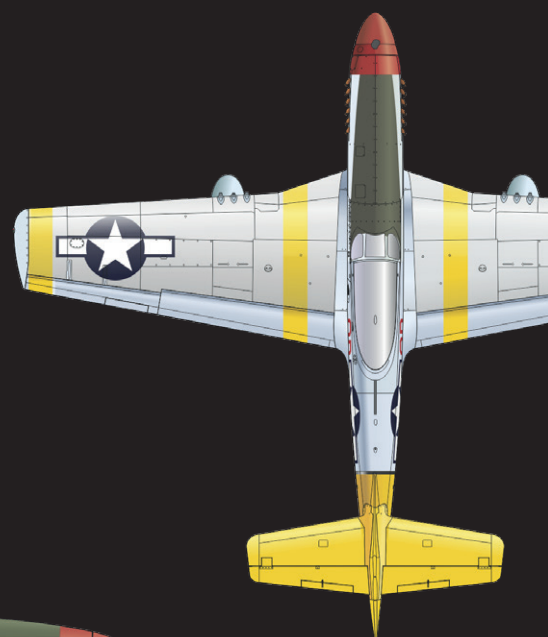


1/48

P-51D MUSTANG™

44-13298, Capt. Freddie F. Ohr, 2nd FS, 52nd FG, Madna, Italy, Fall, 1944

The 52nd Pursuit Squadron, known after May, 1942 as the 52nd Fighter Group, was established in January, 1941 at Selfridge Field in Michigan. Initial training was undertaken on the P-39 and was followed by a move to Northern Ireland in the summer of 1942, where the unit continued training on Spitfires, and this was in turn followed by a brief combat tour over western Europe under the command of the 8th AF. By November, 1942, the entire unit was transferred to Northern Africa. After arrival there, combat operations were undertaken through north Africa, Sicily and Italy while still flying Spitfires, but this time under the leadership of the 12th USAAF. In April, 1944, the long awaited change to the Mustang arrived, along with a change in mission assignment and location under the 15th AF, tasking the 52nd FG with escort duties of this Army Air Force's strategic bombers. The aircraft flown by Freddie Ohr, an American ace of Korean decent, was as it was delivered from the manufacturing facility, with aluminum sprayed wings and a bare metal fuselage. The red nose and yellow rear fuselage distinguished aircraft of the 52nd FG and the yellow wing bands were reserved for aircraft of the 15th USAAF.



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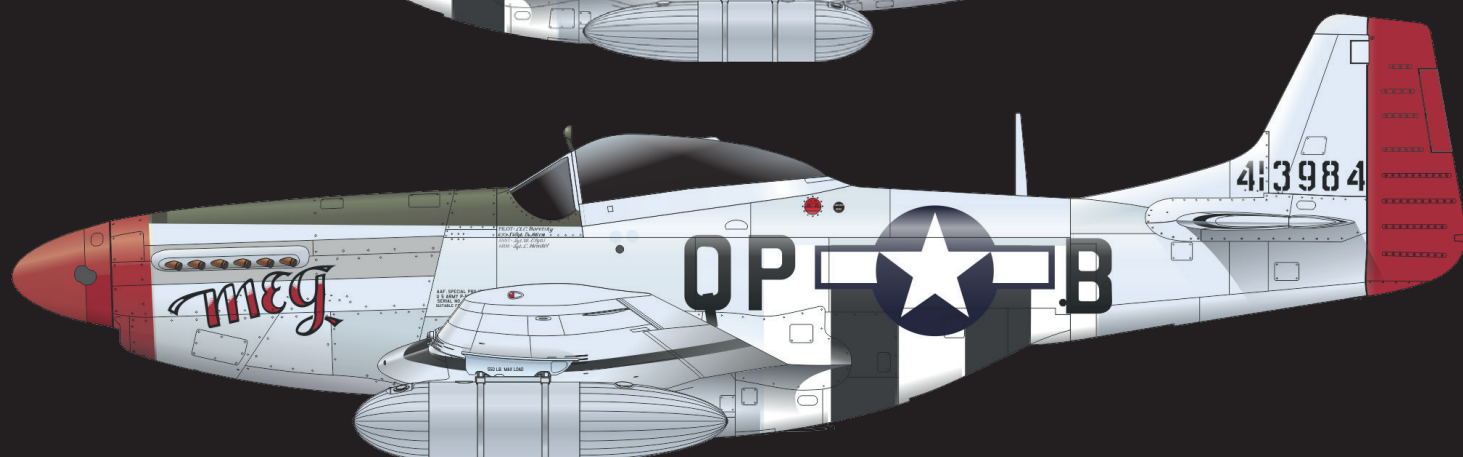
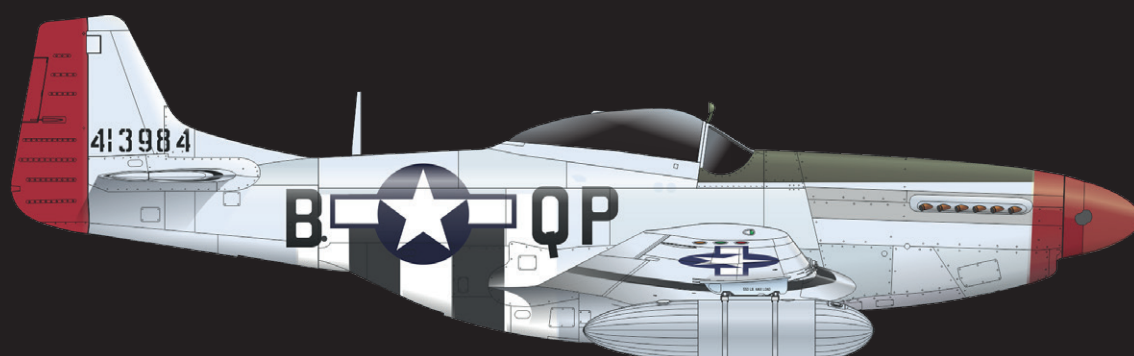
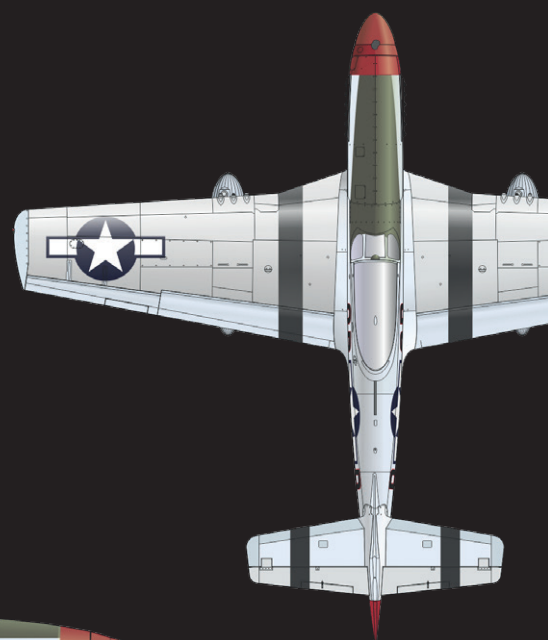


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P-51D MUSTANG™

44-13984, Lt. Clarence Boretsky, 334th FS, 4th FG, Debden, United Kingdom, Fall, 1944

The 4th FG was dubbed the 'Debden Eagles' due to their beginnings, having been formed from originally RAF Squadrons (No.s 71, 121 and 133). After being incorporated into the 8th USAAF, the units were redesignated as the 334th FS, 335th FS and the 336th FS. Their equipment, in the form of the legendary Spitfire, was changed on April 1st, 1943 to the P-47, and these were in turn replaced by the P-51 in February, 1944. Lt Boretsky joined the 4th FG in June, 1944 and applied the inscription 'MEG' to the noses of his aircraft, which were the initials of his neighbour and platonic love, Mary Ellen G. The scheme of this aircraft was as it was delivered from the factory. Black ETO quick identification bands on the wings and stabilizers that were used over Europe were also added. As with other 4th FG aircraft, the nose was painted in red and the rudder in the same colour adorned aircraft of the 334th FS. The application of the invasion stripes were consistent with requirements from the end of summer and beginning of fall, 1944, when all that remained from the original markings were the short bands only under the fuselage. Even these were removed from aircraft as the war drew to its inevitable conclusion.



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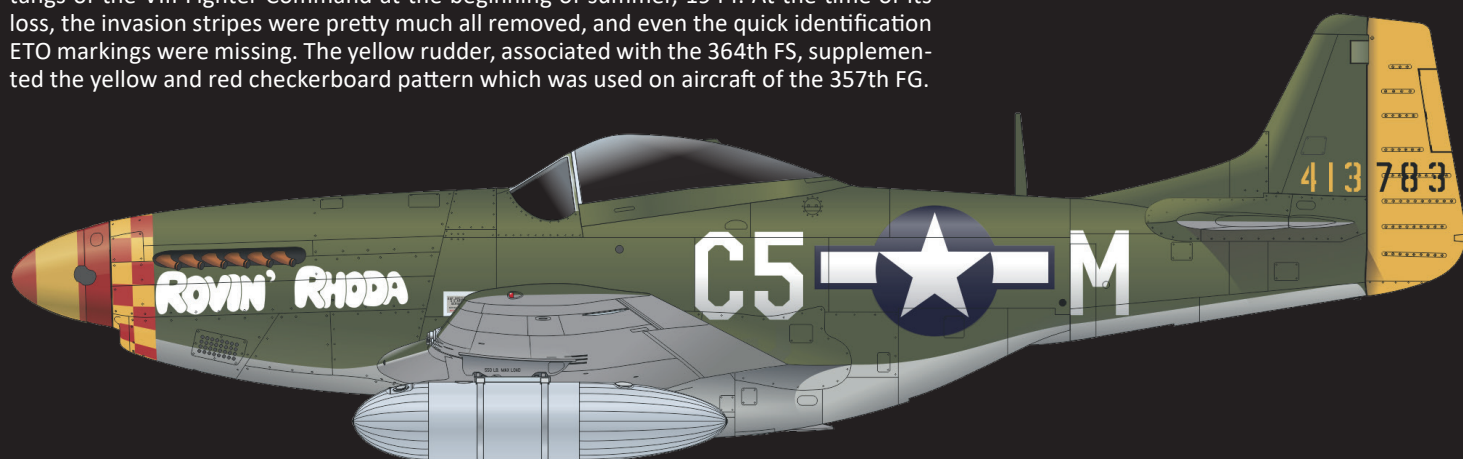


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P-51D
MUSTANG™

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

The 357th Fighter Group was the first of the 8th Army Air Force to be equipped with the P-51 Mustang, with which they began to undertake training at Raydon in Great Britain. Combat operations were initiated in February, flying out of Leiston. Lt. George Morris first flew this Mustang named 'Bobby Marilyn', and it was later flown by Lt. Irving Snedeker, who was hit by flak in the spinner on April 17, 1945 during a raid on the air field at Prague-Ruzyně and was forced to put down on the field's perimeter. After a short time in captivity, he was taken by car and delivered to American units together with Germans fleeing the coming Soviet forces. The aircraft flown by Lt. Snedeker carried the inscription 'ROVIN' RHODA' on the left side of the nose and '4BOLTS' on the right. Former group members speak of British colours (Dark Green and Medium Sea Grey), but preserved vintage colour photos show US colours Olive Drab and Neutral Grey. The noses of 357th FG aircraft carried a yellow and red checkerboard pattern and the spinner was painted in the same colours. By the time when, on April 17th, 1945, Lt. Snedeker took off on a mission to support bombers headed for targets in eastern Germany and the Protectorate, 'Rovin' Rhoda' was already a true veteran. On that day, the 8th USAAF attacked, besides the main target of the marshalling yard at Dresden, transportation and industrial sites in Kladno, Usti nad Labem, Roudnice, Sokolov and Beroun. In the vicinity of the targets, the escorting Mustangs met with significant enemy fighter opposition, dominated by Me 262s, during which the American pilots downed thirteen aircraft and destroyed a further 286 on the ground (with another 118 listed as damaged) for the loss of seventeen of their own. One of these was Snedeker's 'Rovin' Rhoda'. At 1655h, during a run at Luftwaffe aircraft on the ramp at Prague-Ruzyně airport, Snedeker's aircraft was hit in the spinner and lost its propeller. There was little option but to land wheels up immediately in front of him. He spent a few days in captivity among the Me 262 pilots, and according to his memoirs, Snedeker was treated quite well, with the German pilots poking fun at him for landing his Mustang without the use of a propeller. The aircraft was painted in green, which was common to day-fighting D-5 version Mustangs of the VIII Fighter Command at the beginning of summer, 1944. At the time of its loss, the invasion stripes were pretty much all removed, and even the quick identification ETO markings were missing. The yellow rudder, associated with the 364th FS, supplemented the yellow and red checkerboard pattern which was used on aircraft of the 357th FG.



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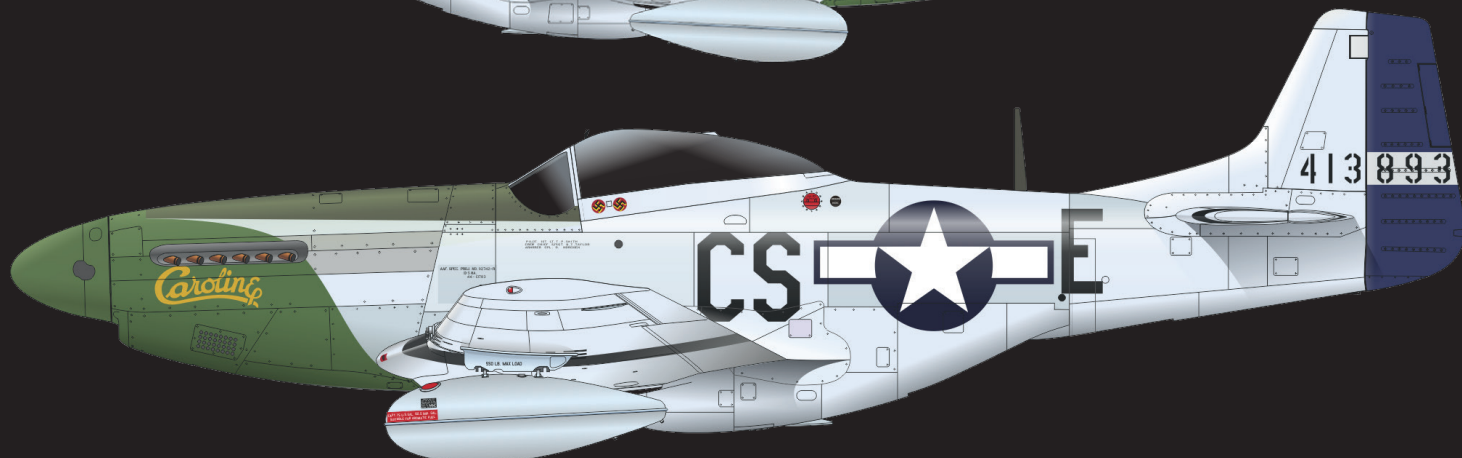
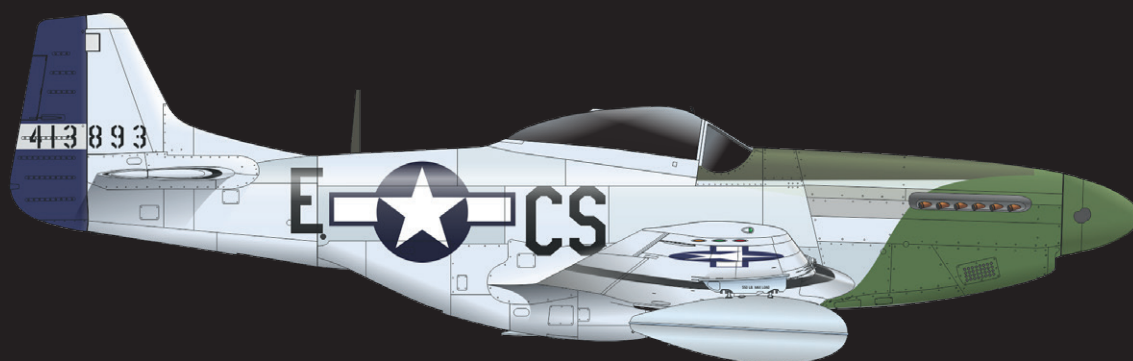
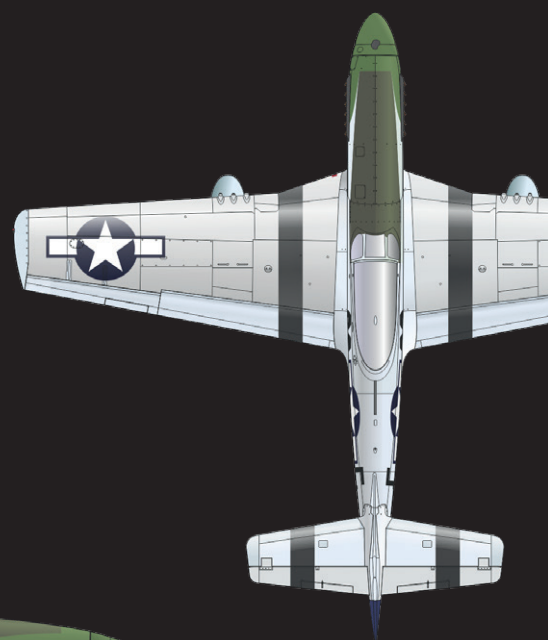


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P-51D MUSTANG™

44-13893, Lt. Thomas P. Smith, 370th FS, 359th FG, East Wretham, United Kingdom, 1945

On April 11th, 1944, Thomas P. 'Teepee' was forced into an emergency landing in his Thunderbolt at Macau, France. After a short time in captivity, he was reunited with his unit on September 16th, 1944, by which time they had been re-equipped with the P-51D Mustang. After some necessary conversion training, he undertook his first combat sortie in a Mustang on November 21st, 1944, and shot down two Focke Wulf Fw 190s. His aircraft was as it was delivered from the factory. The green nose was a characteristic of aircraft belonging to the 359th Fighter Group, and aircraft allocated to the 370th Fighter Squadron had a blue rudder towards the end of the war. The yellow inscription on the nose belonged to Smith's younger sister, Caroline. The aircraft is illustrated here as she appeared in the spring of 1945 prior to the cessation of operations in Europe. Later, it received blue canopy framing, red exhaust covers, antennae and red borders to the ETO quick ID markings. The same is the case of the buzz letters on the bottoms of the wings.



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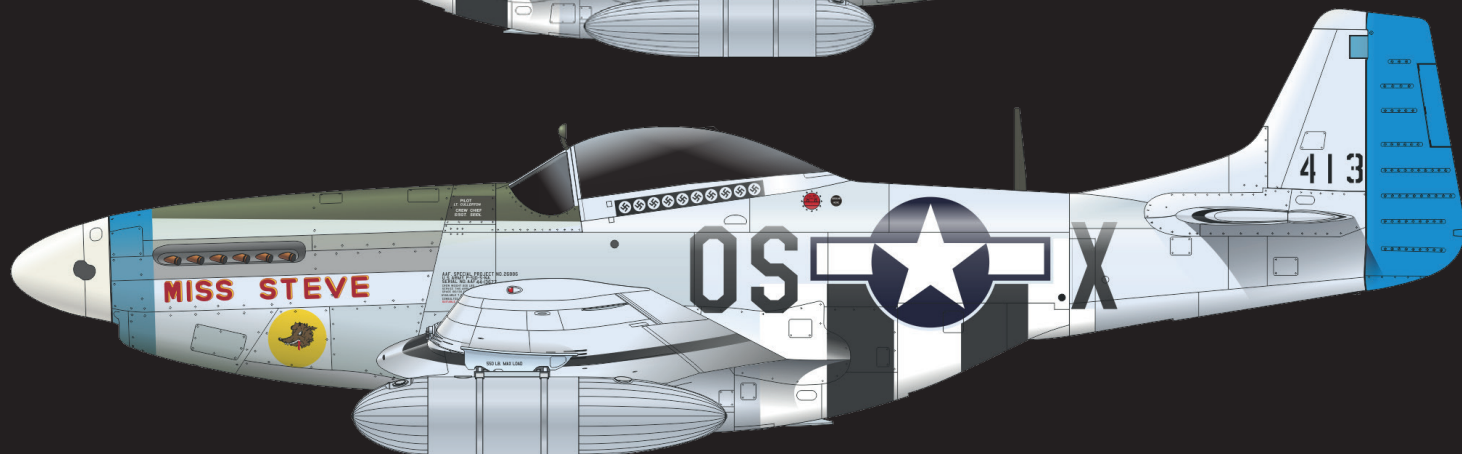
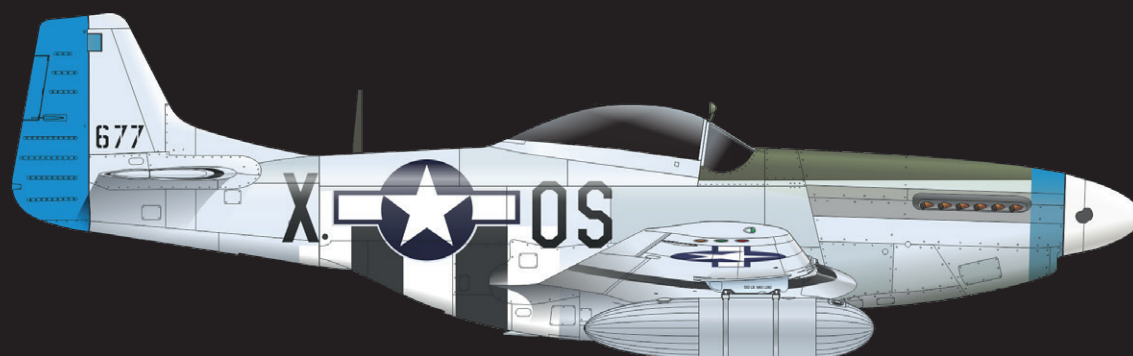
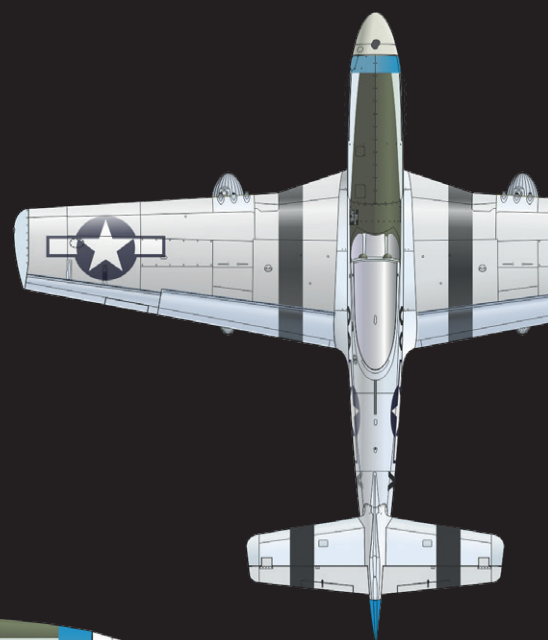


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P-51D
MUSTANG™

44-13677, Lt. William G. Cullerton, 357th FS, 355th FG, Steeple Morden, United Kingdom, 1944

William Cullerton, a native of Chicago, was born on June 2nd, 1923. He volunteered for the air service on America's entry into the war, underwent training and flew P-51B and P-51D Mustangs with the 357th FG. On April 8th, 1945, he was hit during an attack on the field at Ansbach and was forced to land. He was discovered by German soldiers, one of which shot him in the stomach, and was abandoned. He was found by a German farmer, who, thinking this was a German pilot, took him to the nearest hospital, from where the American was able to escape. After the war, he married Elaine Stephen and in the fifties, he formed Cullerton Co., a maker of outdoor and fishing products. He died on January 12, 2013. Over the course of the Second World War, he destroyed 21 enemy aircraft, five in the air and sixteen on the ground. His aircraft appeared as it was delivered, with the nose and tail were painted at unit level in light blue. The nose bore an inscription relating to his lady friend, Miss Steve.



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Chattanooga Choo - Choo

A Mustang story

Mike Murray
20th FG historian
Kings Cliffe

The North American P-51 Mustang is a plane that needs little in the way of introduction. Appearing in US service over Europe in early 1944 it sounded the death knell for the Luftwaffe. Already engaged in a battle of attrition with increasing numbers of P-47 Thunderbolts and P-38 Lightnings, the huge range of the Mustang meant there were few areas of Germany that were safe for the Luftwaffe to operate in. The Mustang's introduction meant that Eighth Air Force bombers could now be escorted all the way to their targets and Jagdwaffe losses became increasingly severe.

The 20th Fighter Group arrived in the UK in August 1943 and was based at Station 367 King's Cliffe in Northamptonshire. After a period of training it entered combat flying missions with the 55th Fighter Group in November. Equipped with the P-38 Lightning the group flew escort missions, fighter sweeps and bombing raids. Many early missions were blighted due to problems with group's Lightnings. Poor reliability and frequent engine problems led to a high number of aircraft aborting missions and others not returning. The group's lowest point was the mission of 11th February 1944 when 8 aircraft were lost including the CO Col. Montgomery. Slowly the issues were solved and the Lightning became an effective aircraft, especially in the run up to D-Day when missions were performed at lower altitudes which suited the plane far better. However due to the issues with the P-38 the decision had been made to convert all the Lightning groups onto the Mustang. The first Mustangs arrived at King's Cliffe in early July 1944 and by the end of the month the Group had converted fully to the type.

Mustang 44-13535 was a P-51D-5NA and was built at the company's factory in Inglewood, California. It was given the NAA construction number 109-72168 and was delivered to the USAAF on 23rd June 1944. Assigned to the 20th Fighter Group on the 4th July 1944 it was one of the original Mustangs in the group. Little did anyone know that the plane would go on to fly with the group throughout the rest of the war racking up an impressive 107 completed missions.

44-13535 didn't enjoy the most auspicious starts to its combat career. Assigned to the 79th Fighter Squadron and Lt. Frank Roark, who named it Wilma, it took part in the 20th Fighter Group's first full P-51 mission on 24th July 1944 providing cover for bomber attacks in support of the American breakout attempt from Normandy. However the next two missions both resulted in early returns. On its seventh mission 44-13535 would open its account against the Luftwaffe. On 9th August having escorted a raid to the Munich area the 79th Fighter Squadron became embroiled with Luftwaffe fighters. Lt. Roark reported on his return to King's Cliffe "I was leading Blue Flight when we saw 40 plus Fw190s off to our left, 45 miles away flying 180° to us. We were at 18,000ft with the 190s about 3,000ft below us. We made a left turn which allowed us to drive right up behind the enemy aircraft out of the sun. I fired at one from 200 – 250 yards, 10° deflection. He took little evasive action. I saw strikes all along the fuselage from the engine to the tail and on the right wing. Pieces flew off and he broke into fire around the engine at 15,000ft. I last saw the plane fluttering to the ground out of control as though the pilot had been killed." Roark had expended 960 rounds of .50cal ammunition in destroying this Focke Wulf 190.

It would take until 10th September before 44-13535 saw more combat. Being flown by Lt. Clyde Dixon on a mission to the Stuttgart area Blue Flight spotted an airfield with several Luftwaffe aircraft parked on it. Attacking at low level Blue One was damaged by flak whilst Blue Two and Three set five aircraft ablaze on their pass. Dixon flying as Blue Four delayed his pass slightly but claimed an unidentified enemy aircraft as damaged. These low level attacks proved very dangerous and many American airmen would be lost whilst strafing airfields in the last year of the war.

The following day the 20th Fighter Group provided the escort to Frantic VI a shuttle mission to the USSR. The group were assigned to escort 75 B-17s from the 45th Combat Wing of the 3rd Bomb Division. They rendezvoused with the bombers 30 miles east of their target, an industrial plant in Chemnitz and escorted them until German Soviet frontline was reached. The 11th of Septem



P-51s of the 20th Fighter Group during the Frantic VI Mission on 11th September 1944. 44-13535 "Wilma" can be seen nearest the camera.

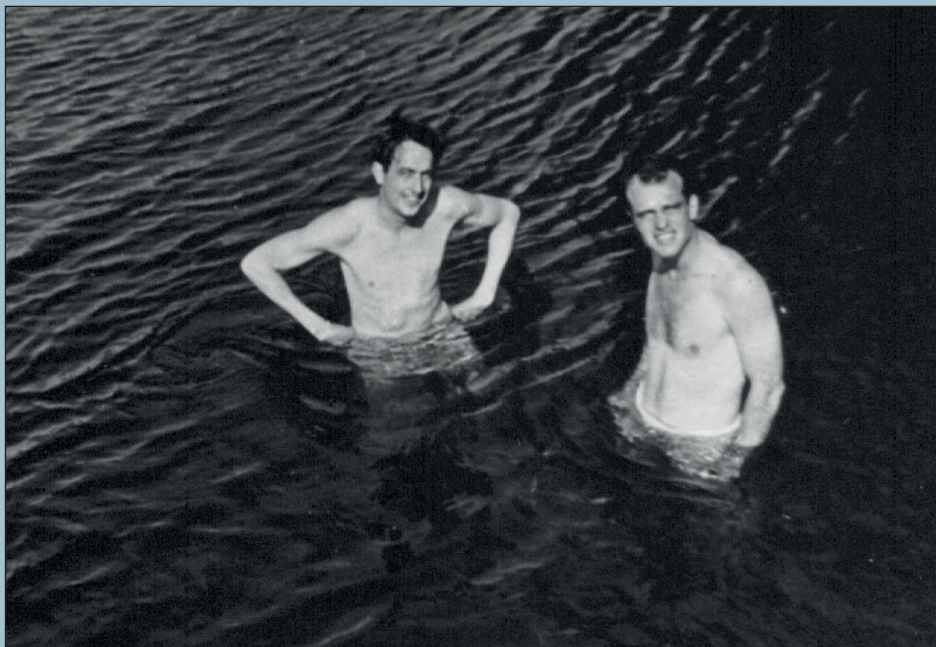


ber was one of the most intense days in the air war over Europe but the 20th Fighter Group and their bombers didn't see any German Fighters. The group landed at Piryatín airfield six and half hours after take-off. Lt Horst became separated from the rest of the 79th Fighter Squadron and was unable to locate Piryatín. He eventually force landed in Poland having spent over nine hours in the air, which was a new record for a single engine fighter on a combat mission. 44-13535 was flown on this mission by Lt Roark who was promoted to Captain two days later. On the 13th September the bombers left Soviet territory, escorted by the 20th Fighter Group, and attacked targets at Miskolc in Hungary. Escorting the bombers as far as Adriatic Coast of Yugoslavia the fighters landed at three airfields near Foggia in Italy. The next three days were spent enjoying wine, beer, bourbon and Coca Cola as well as visiting Foggia and swimming in the Adriatic Sea. The last leg of the mission was considered a non-operational flight as they returned over France to the UK.

Newly promoted Captain Roark completed his tour and returned to the USA at the end of September. 44-13535 was flown by a number of different pilots. It was during this period that Lt. Walter Buller claimed a He115 floatplane destroyed. Spotting a number of enemy seaplanes moored on a lake near Berg Dievenow the group attacked. Red flight destroyed four He115s before Blue flight, including Lt. Buller in 44-13535, destroyed a further two.

Lt. Clyde Dixon who claimed an unidentified German aircraft as damaged whilst flying 44-13535 "Wilma" on 10th September 1944.

Lt. Glenn Webb and (newly promoted) Capt. Frank Roark bathe in the Adriatic Sea having completed the second leg of *Frantic VI* from the Soviet Union to Italy.



At some point in late 1944 44-13535 was fitted with the extended fin fillet to improve lateral stability. It also received camouflage on its upper surfaces and the 20th Fighter Group's new unit identity colours of black and white "piano keys" on the nose. The camouflaged green upper surfaces may have been linked to the plan to relocate some of the Eighth Air Force Fighter Groups to the continent. The green was later removed and the aircraft returned to its natural metal finish.

44-13535 was then assigned to Lt. Richard Black who renamed the aircraft from Wilma to Black's Bird. The aircraft had a disappointing end to 1944. No more successes in combat was compounded by a series of early returns and failures to take off due to mechanical issues. This period of frustration came to an end on 44-13535's 61st mission on the 14th January 1945. Lt Black flying as Red One on an escort mission to Magdeburg "Before the target we saw 75 plus enemy aircraft at 30,000 ft. We were at 27,000 feet. We dropped tanks. I led my flight on a bounce of three enemy aircraft and I got a 90° deflection shot at one. I saw no strikes. I ended up on the tail of the third enemy aircraft in the group. I gave him a half second burst, 200 yards, 10° deflection. Saw strikes. My outboard right gun didn't fire. This pulled me off the target. The enemy aircraft pulled up and chopped his throttle. I did the same and slipped in behind him again and fired a two second burst, 0° deflection from 50 yards. I got many strikes on both wings. Smoke poured out from what appeared to be the engine. He rolled over and started to auger towards the ground. I followed him down to 18,000 feet during which period I gave him several more one second bursts. I pulled up when I saw another bogie which proved to be friendly. In pulling up to 25,000 feet,

sharply, I lost my flight. Off my port side I saw 5 Me109s in a left turn. I bounced the number two man which dispersed the formation. I gave him a one second burst, 30° deflection from 200 yards. There were hits on both his wings. In clearing my tail I saw that the number five man positioning himself on my tail. Consequently I broke away." Lt Buller claimed one Me109 destroyed and a further one damaged.

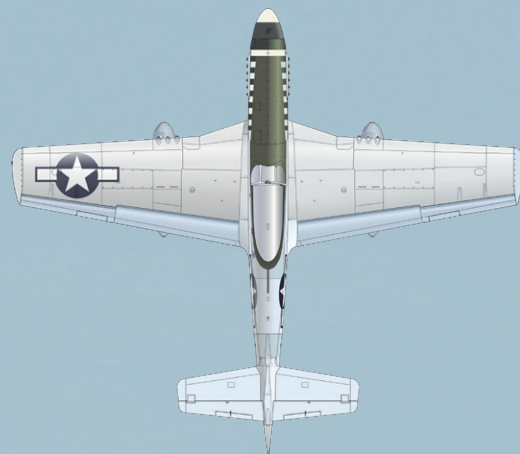
The 14th February saw Capt. John Taylor's first mission with the Group. Returning in 44-13535 from a mission to targets in Dresden accurate flak punched a hole through the tail of the Mustang. Capt. Taylor was able to make it back to King's Cliffe in the damaged plane which was repaired and available for action the following day. Shortly after this incident the aircraft was assigned to Lt. Edward Pogue. Hailing from Chattanooga, Tennessee Lt. Pogue had 44-13535 renamed "Chattanooga Choo Choo"



Lt. Walter Bullers (seen here with 44-14365, MC-E Bud's Comet) who claimed a He 115 as destroyed on 6th October 1944 whilst flying 44-13535.



Lt. Richard Black with 44-13535 MC-R "Black's Bird" in late 1944. (Peter Randall collection)



44-13535 MC-R "Black's Bird" in late 1944 showing the newly applied piano keys identification markings of the 20th Fighter Group. (Peter Randall collection)



44-13535 MC-R "Chattanooga Choo Choo" at Station 367: King's Cliffe.



after the 1941 Glen Miller hit and his hometown. In October 1944 the song was included on a V-Disc record released by the War Department and sent free to overseas military personnel which meant it would have been a familiar sound around US airfields in early 1945.

Lt. Pogue's second mission in "Chattanooga Choo Choo" on the 20th February resulted in more combat success for 44-13535. The 20th Fighter Group was directed to attack rail traffic found in the area of Nuremburg. Arriving at 11:50 the group split and looked for targets on the four main rail lines leading from Nuremburg. The 79th Fighter Squadron report states "After our squadron had strafed transportation targets in the area Lt. Jones, leading Blue Flight, sighted an airfield on which there were approximately 35 He111s, 8 Me110s, 1 Me410, 1 Me109 and 1 Fw190. The airfield was strafed from 12:35 until 12:45. Blue Flight led by Lt. Jones made two passes, Red Flight led by Capt. Hollins made three passes, Yellow Flight led by Capt. Kies made two passes and White Flight led by Major Meyer made two passes. Light flak was encountered coming from the woods north west of the airfield. It was moderate and inaccurate. Capt. Kies was wounded in the right leg by a single .30 cal projectile. Planes were dispersed and an attempt had been made to camouflage them by covering them with boughs from trees and mesh netting". Lt Pogue expended 530 rounds and claimed two He111s destroyed. The 79th Fighter Squadron claimed 22 aircraft destroyed and a further 15 damaged in this ten minute attack.

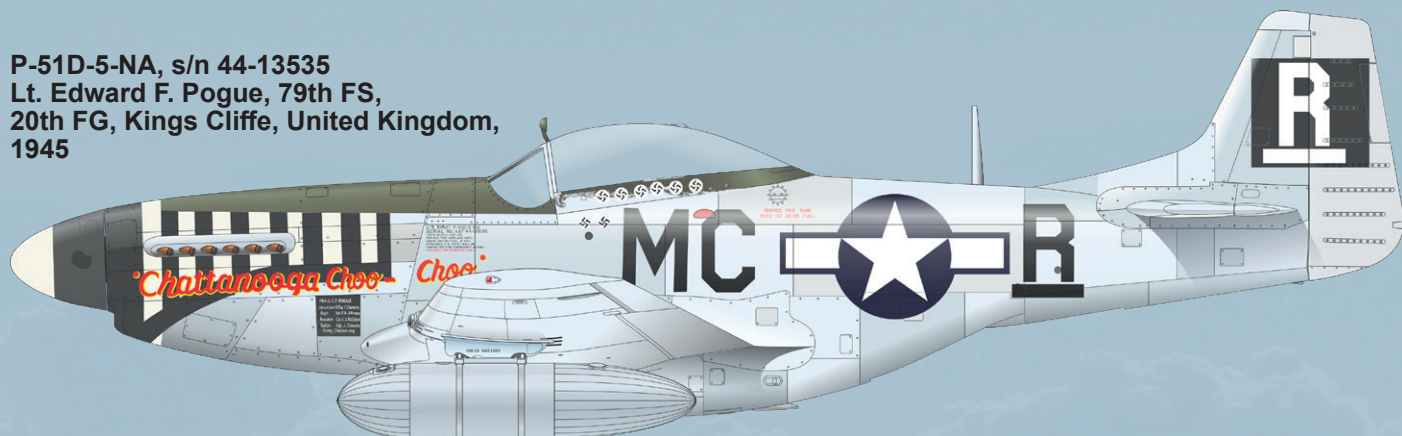
The pace of operations at this time can be seen by the fact that next claim made in "Chattanooga Choo Choo" was 52 days after the 20th February mission. In those 52 days 44-13535 flew 40 missions. The mission of 13th April was to escort Bombers attacking railroad yards east of Hamburg.

The 79th Fighter Squadron then attacked airfields across the Jutland Peninsular. Two passes were made over the airfield at Jagel. Lt. Pogue claimed an Me109 damaged on the second pass. A further landing strip near Hutzfeld was also attacked with Lt. Pogue claiming to have damaged a He177. These were the last claims made by a pilot flying 44-13535. The aircraft would fly another six missions with the last on one 21st April. The 20th Fighter Group flew one further mission on 25th April but "Chattanooga Choo Choo" wasn't scheduled to fly. By this point there were few worthwhile targets left in the little that remained of the Third Reich's territory. Thirteen days later the Germans surrendered and the war in Europe was over.

44-13535 had flown 107 combat missions to targets all across occupied Europe, had visited the Soviet Union and Italy, had been flown operationally by 35 different pilots and was responsible for the destruction of five enemy aircraft and damaging a further four.

As the war in Europe became a memory and the world returned to some form of normality a huge number of combat aircraft were scrapped. Having an illustrious war time record was not reason enough to keep an aircraft and on 21st August 1945 44-13535 was recorded as having been scrapped, probably at RAF Speke.

P-51D-5-NA, s/n 44-13535
Lt. Edward F. Pogue, 79th FS,
20th FG, Kings Cliffe, United Kingdom,
1945



Lt. Edwin Pogue with his ground crew and other personnel sat on 44-13535 MC-R "Chattanooga Choo Choo".





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P-51D
MUSTANG™

in surfacer

built by **Martin Nademlejnský**



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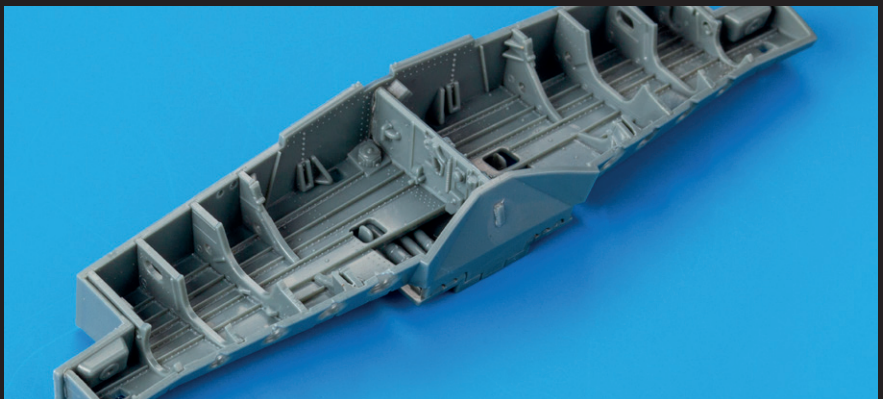
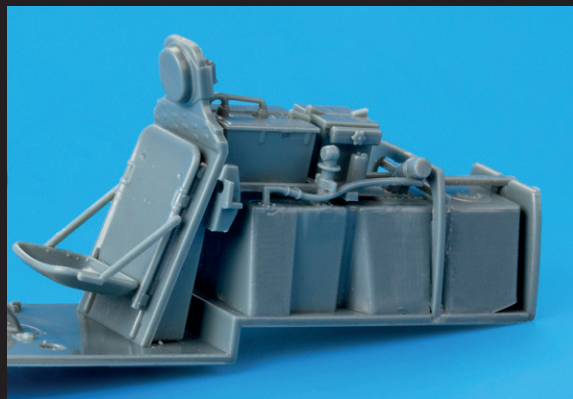
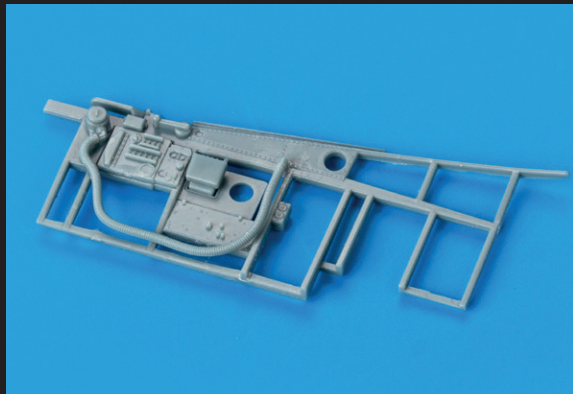
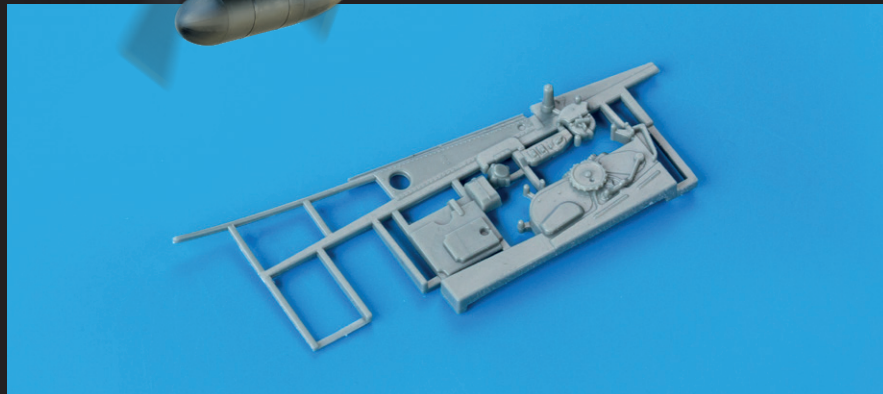


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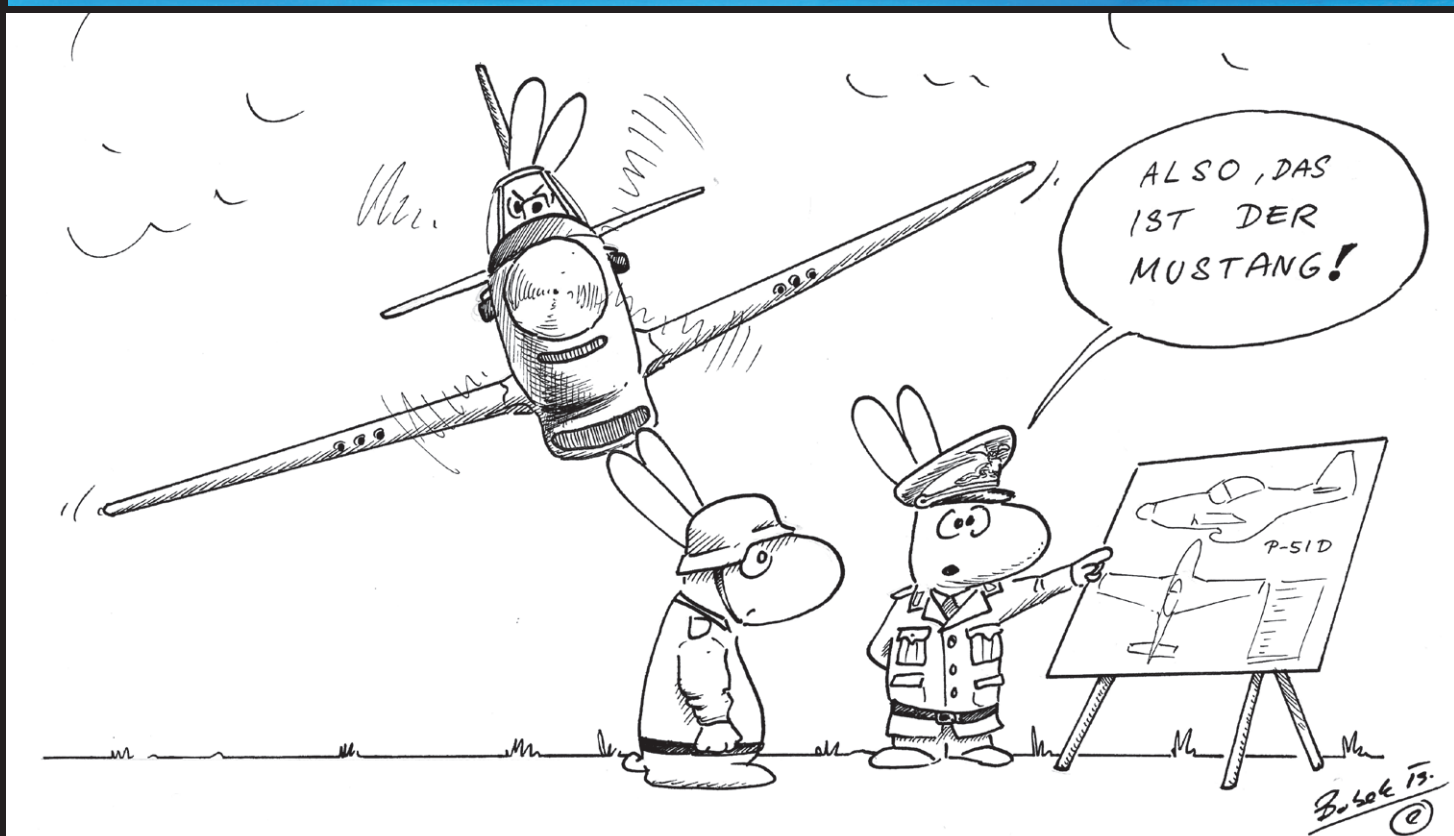
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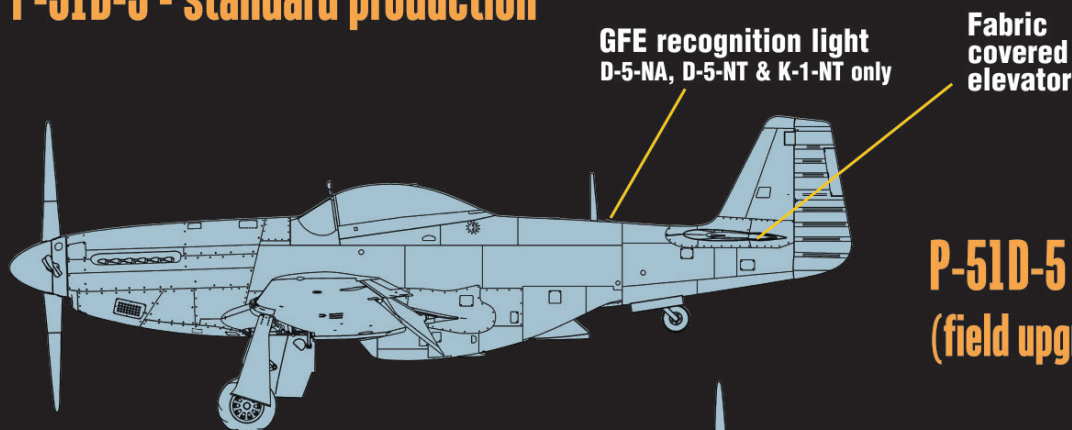
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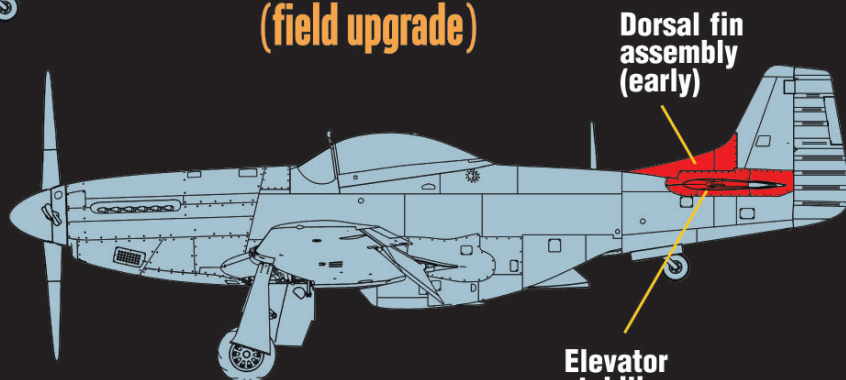
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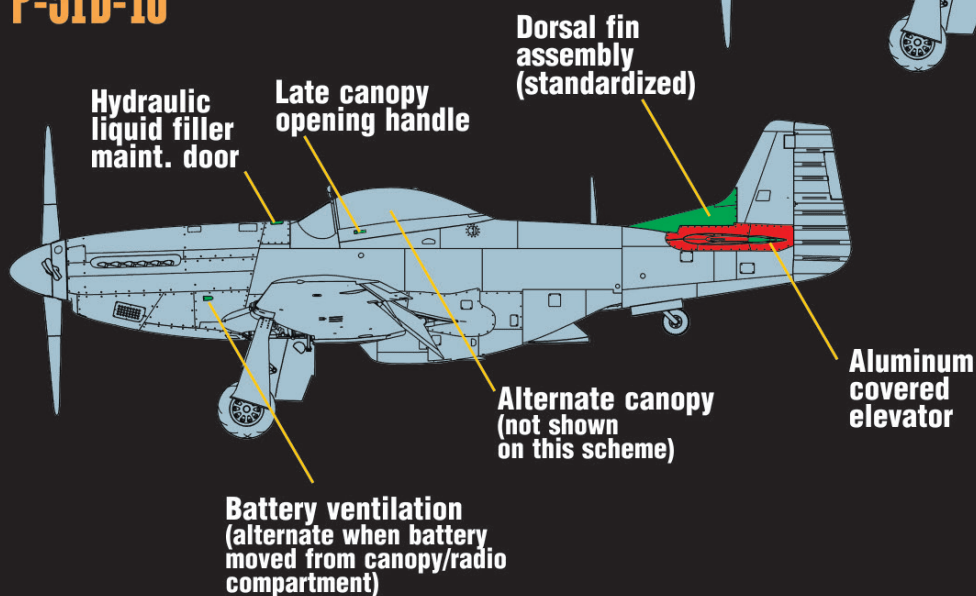
P-51D-5 - standard production



P-51D-5 with dorsal finlet assembly (field upgrade)



P-51D-10



Elevator stabiliser angle changed

P-51D-5 and D-10 major external difference

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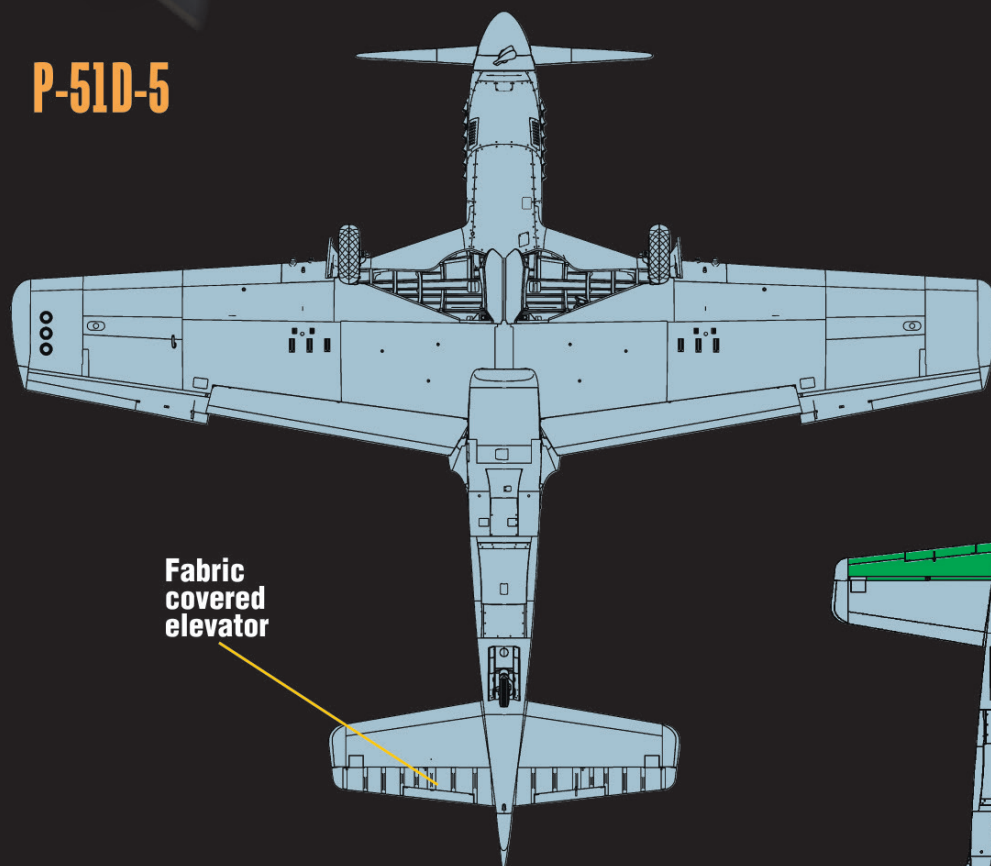


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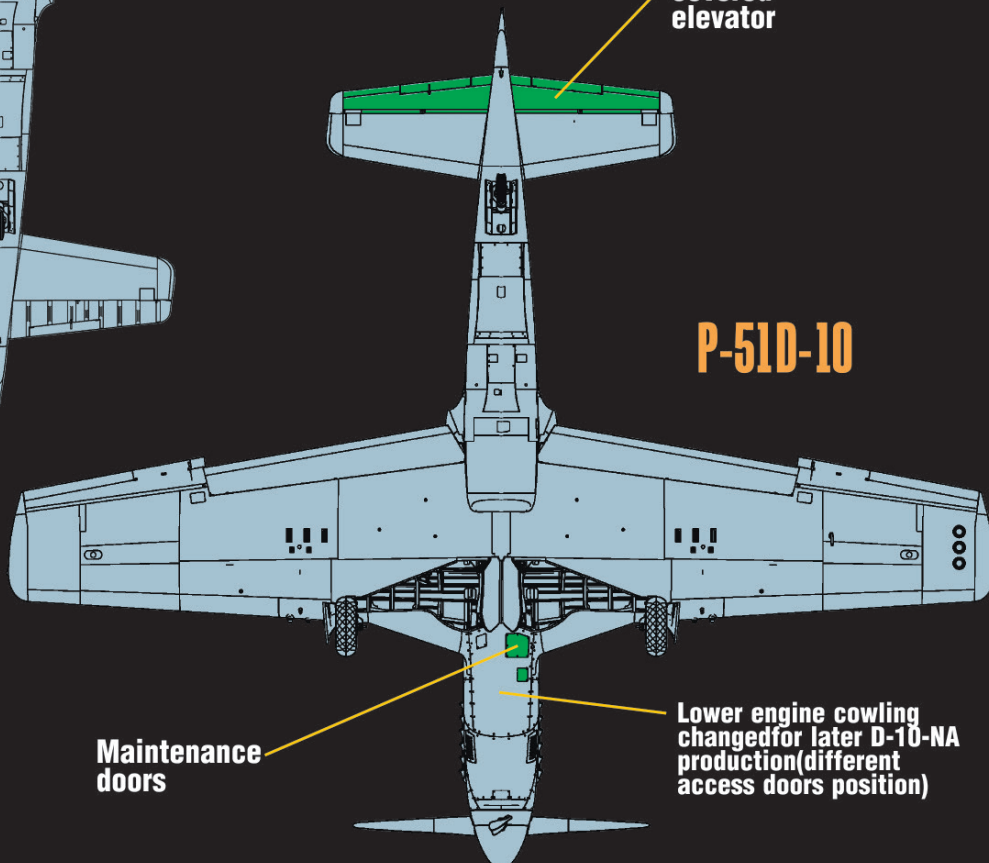
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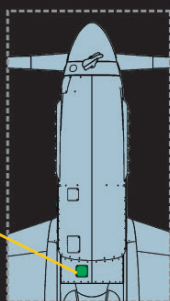


Aluminum covered elevator

P-51D-10



Hydraulic liquid filler maintenance door



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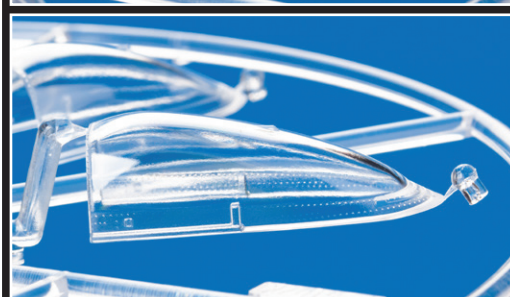
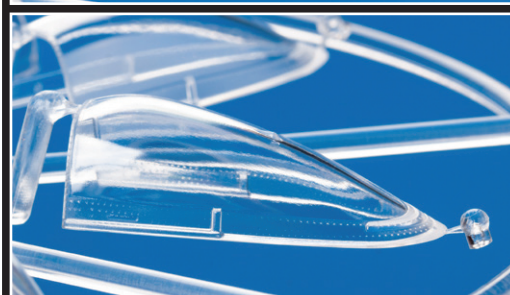
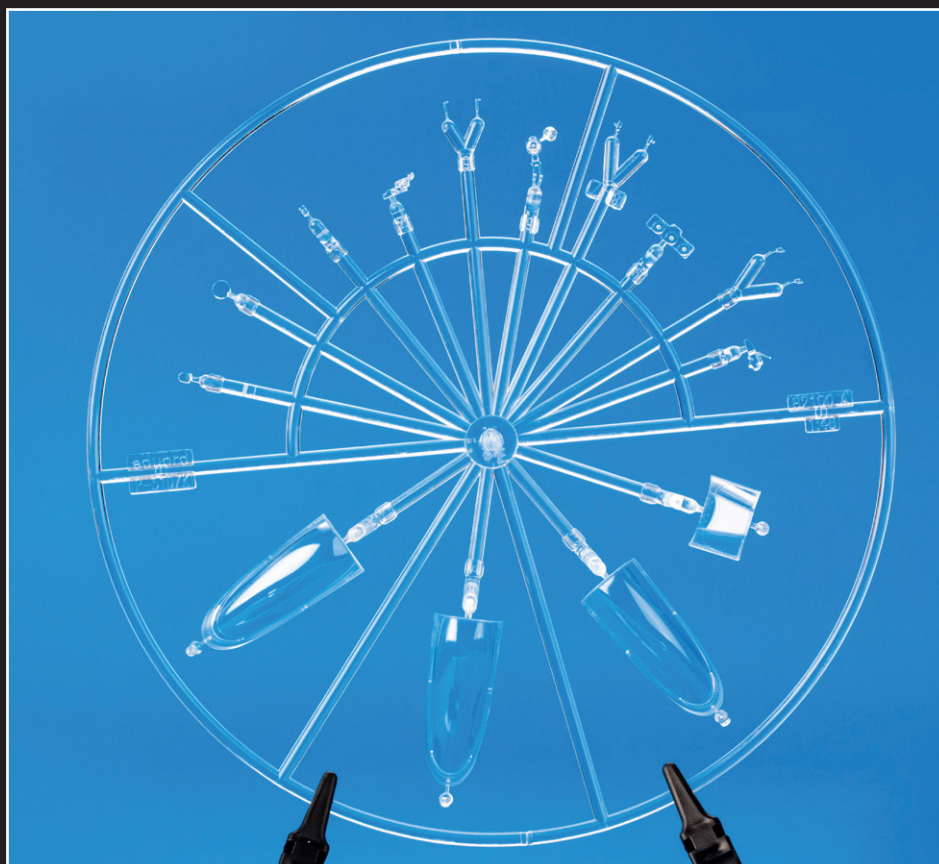
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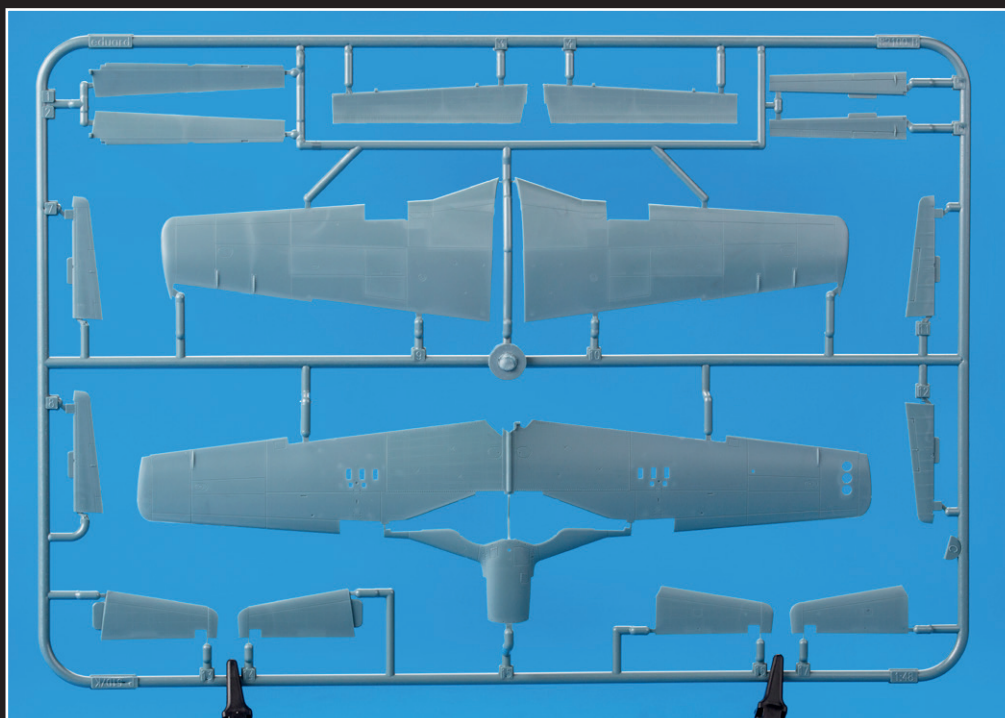
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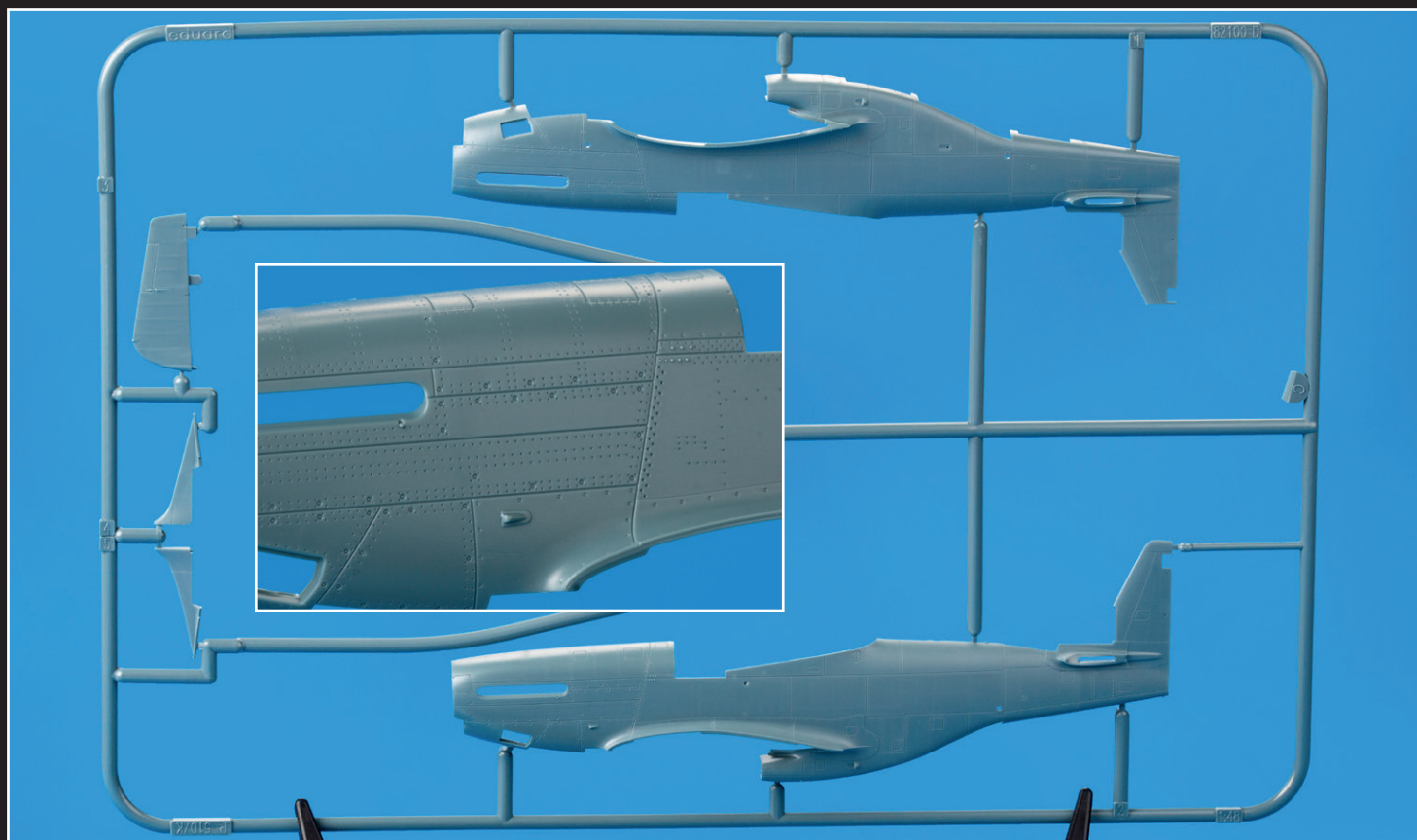
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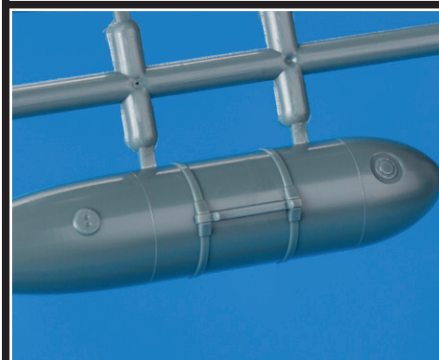
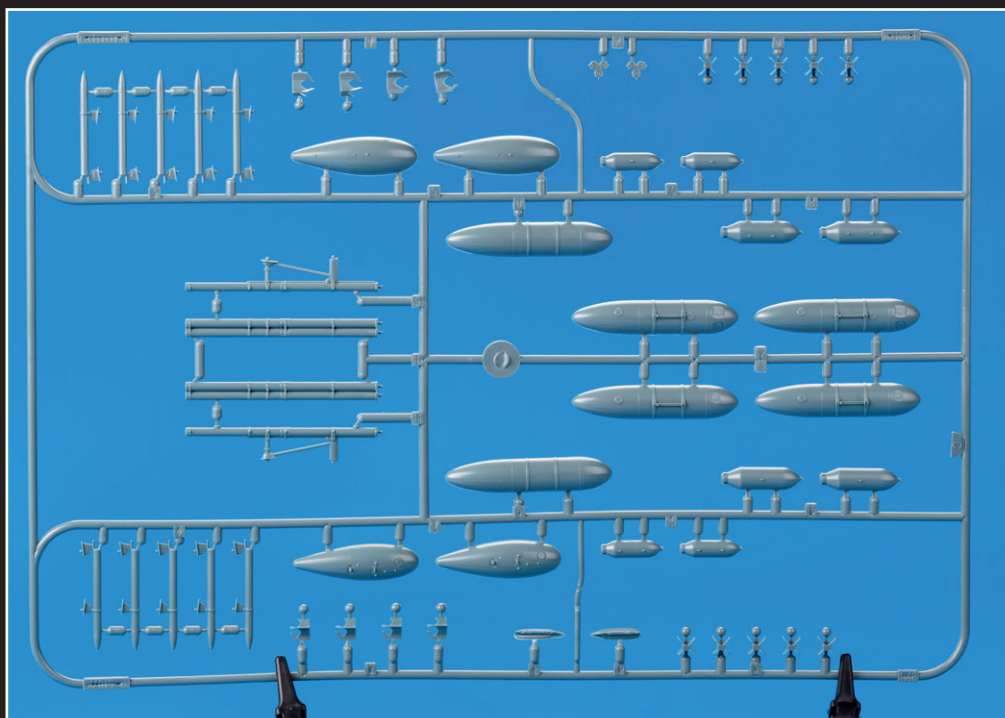
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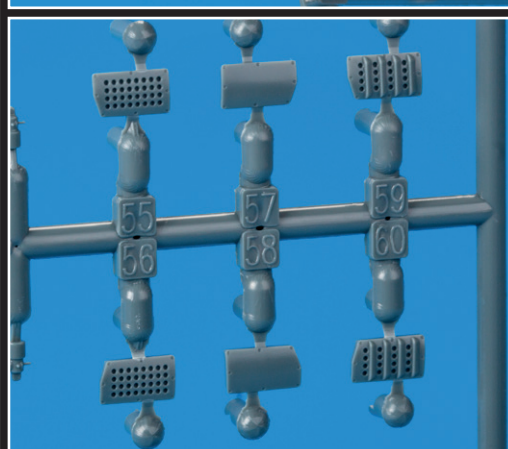
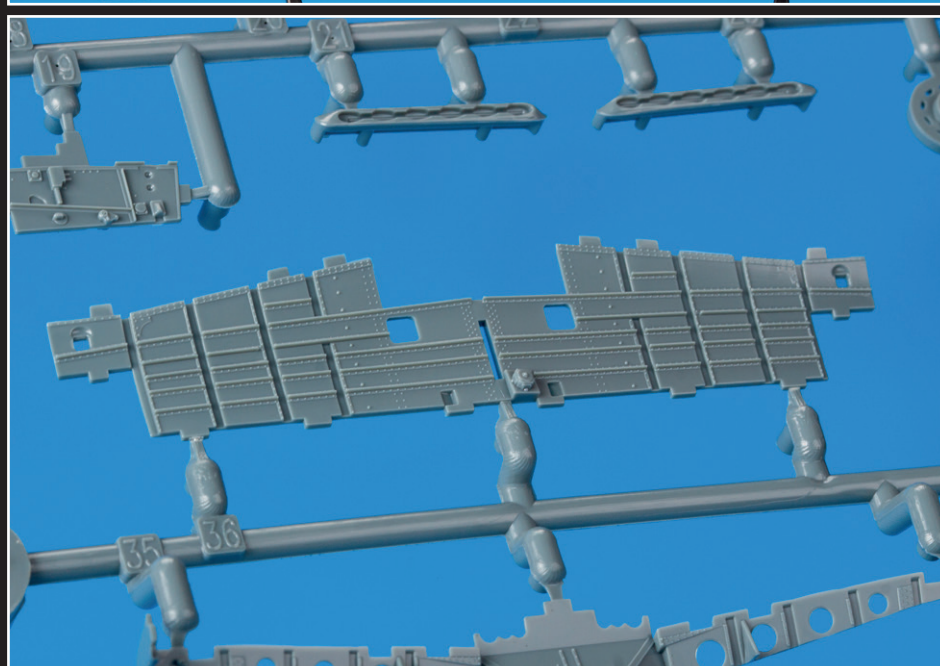
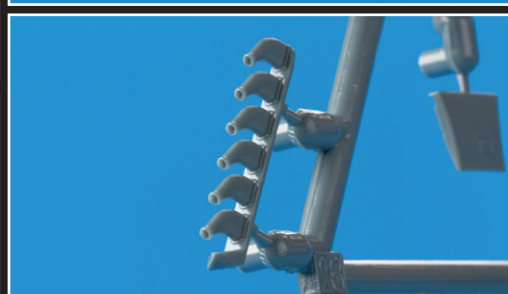
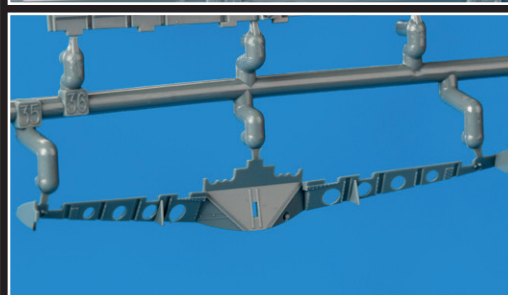
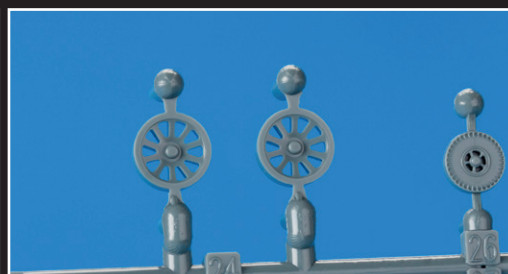
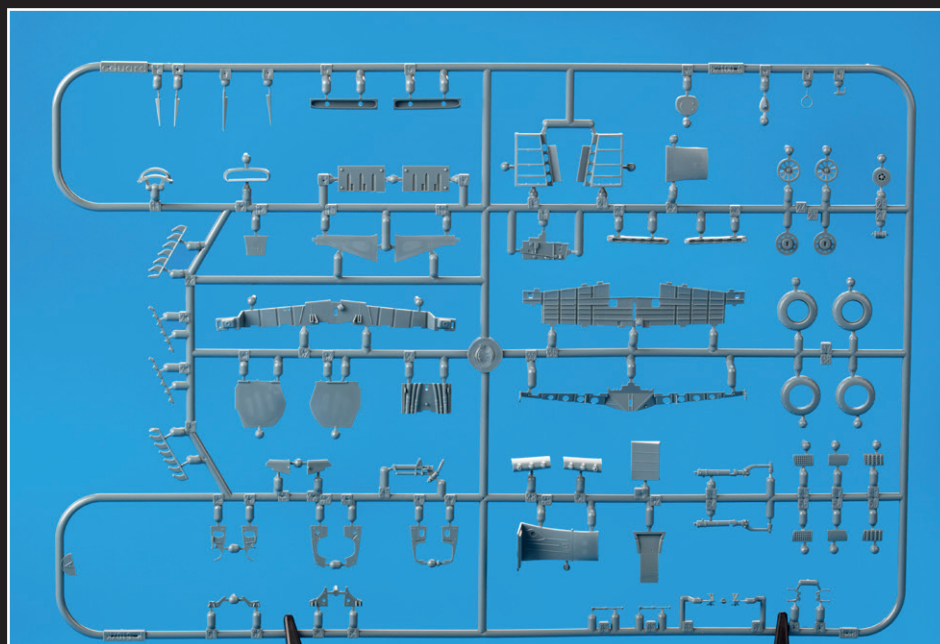
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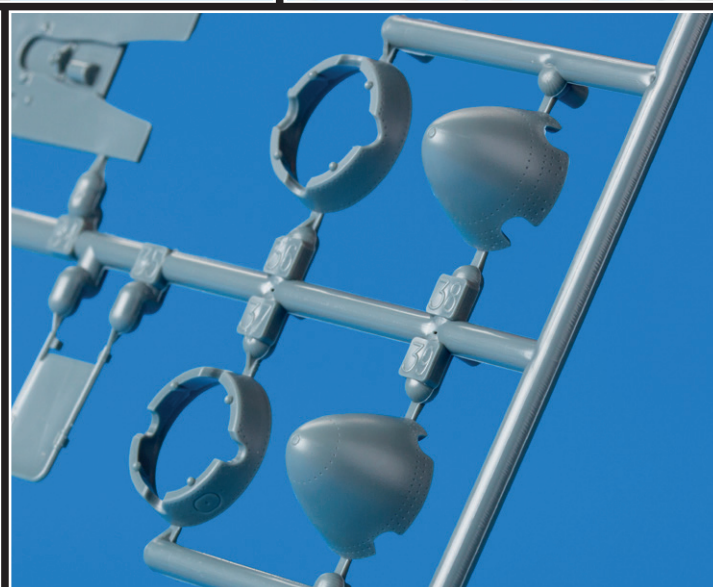
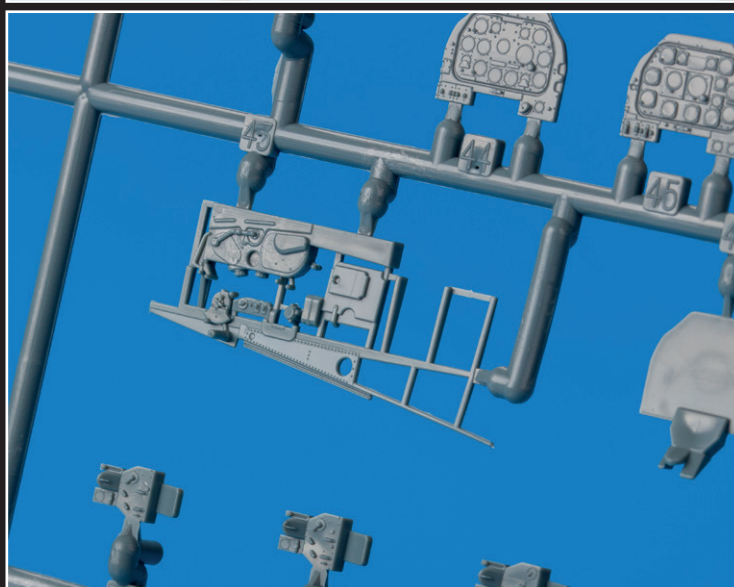
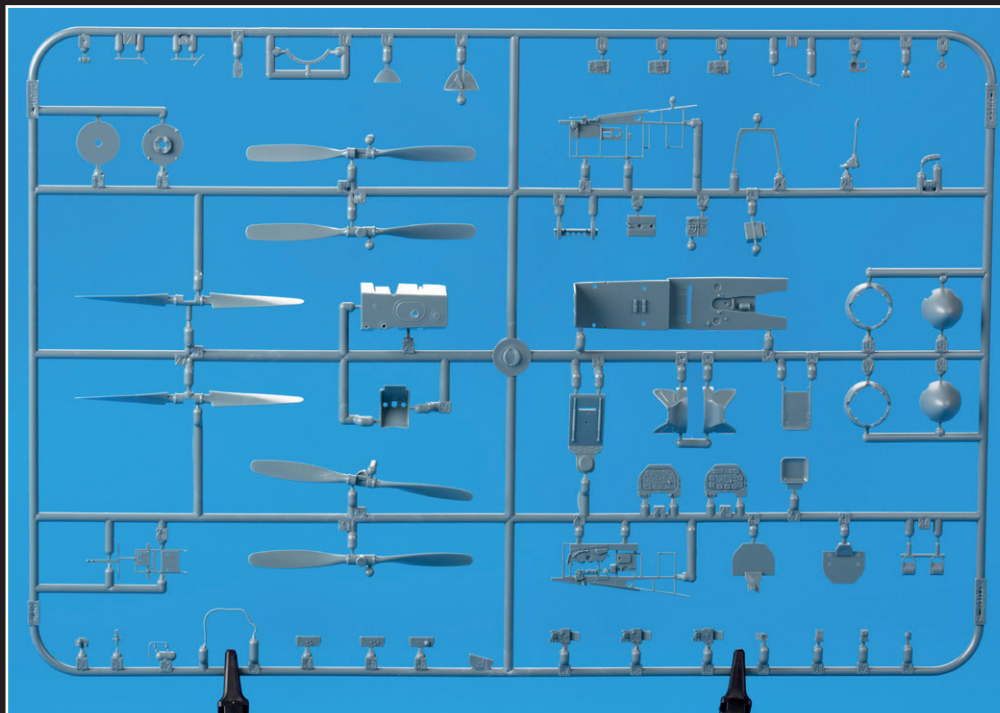
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CANOPY VARIATIONS

DALLAS early
common canopy
on late war NT build Mustangs

A3

INGLEWOOD intermediate
common on
D-10-NA, D-15-NA, D-25-NA

A2

INGLEWOOD early
common on D-5

A1

Late (rectangle) canopy
opening handle

Early (square)
canopy opening handle

COCKPIT INNER FRONT PANEL VARIATIONS

EARLY TYPE
common on D-5

B1

LATE TYPE
common on D-10 +

B2

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SPITFIRE TYPE mirror

C1

EXTERNAL
CANOPY
MIRRORS

THEATRE UPGRADE
(one of several)

C2

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N-9 GUNSIGHT
reflexive / early

D1

GUN SIGHTS

K-14 GUNSIGHT
gyroscopic / late

D2

EARLY type

E1

LATE type

E2

INSTRUMENT PANELS

from block D-5

Three variants of
Front switch box

from block D-10

from block D-15

Switches / from block D-20

Receiver / from block D-10

Switches / from block D-10

Receiver / from block D-20

Switches / from block D-5

Receiver / from block D-5

RIGHT SIDEWALL SWITCH PANELS

Fuzes box + relay / from block D-5

IFF switches

Fuzes box + relay / from block D-20

Radio SCR-522 switches

Fuzes-box + relay / from block D-10

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Three variants of RADIO / BATTERY / IFF INSTALLATIONS

N1

Battery

SCR-522 radio equipment

No IFF installed

N2

IFF

SCR-522 radio equipment

IFF installed,
battery moved
to the nose

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P-51D 1/48 MUSTANG™

ANTENNA INSTALLATIONS

Standard VHF
antenna mast

G1

7th Fighter Command
Uncle-Dog VHF antennas /
AN/ARA 8 radio set (D-30-NT)
used in PTO

G2

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P-51D MUSTANG™

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Radio direction finder
loop antenna

G3

used mainly on F-6D & F-6K
(photo-recon variants of P-51D and P-51K),
and on CBI theatre Mustangs

AN-104-A antenna mast
for AN/ARC 3 radio set
used in PTO (D-30-NT)

G4

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DORSAL FILLET VARIATIONS 1/2

rear fuselage light
on D-5 only

D-5-NA, D-5-NT
standard (no fillet)

H1

D-5-NA, D-5-NT
with dorsal fillet assembly
Field / Theatre upgrade

H2

Changed angle
of the horizontal stabilizer

NEW DESIGN & TOOLS

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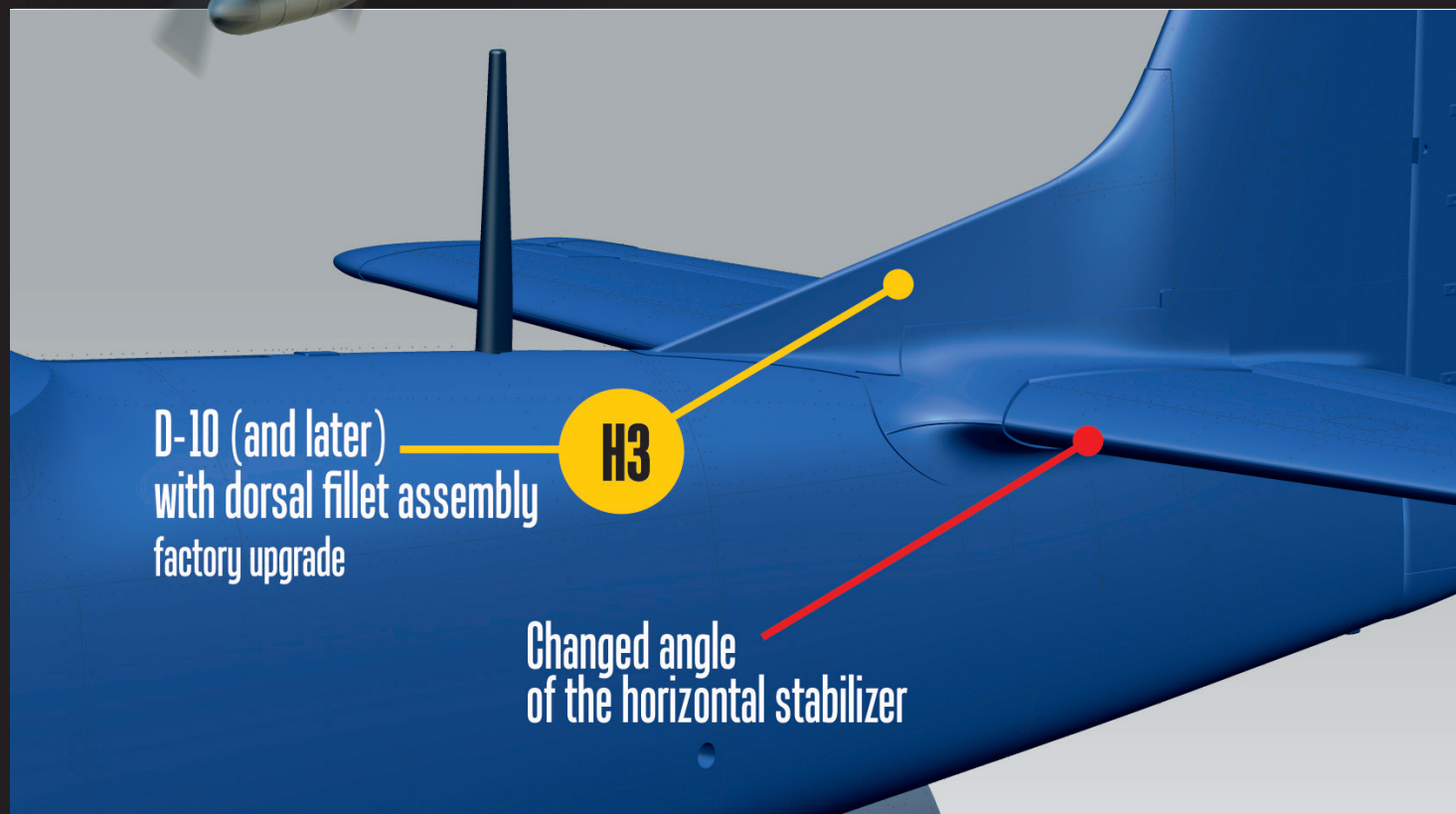
eduard



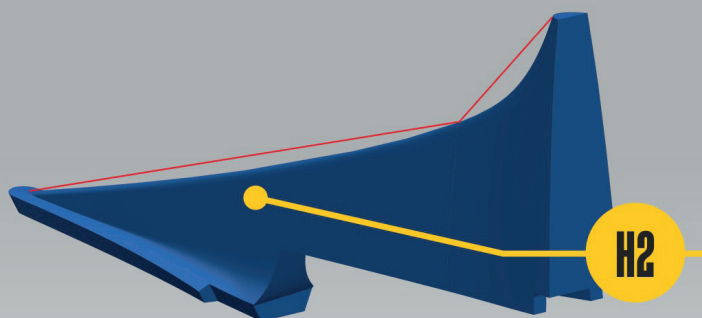
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P-51D MUSTANG™

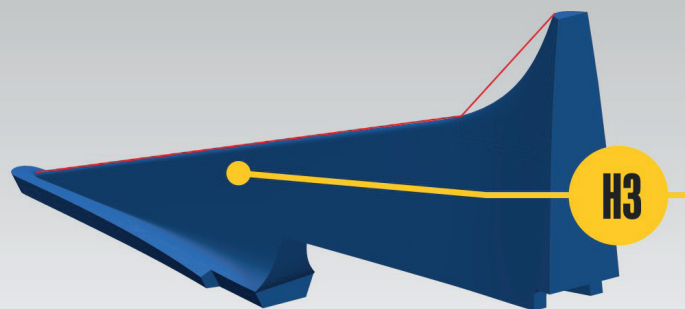
1/48



DORSAL FILLET VARIATIONS 2/2



D-5-NA, D-5-NT
with dorsal fillet assembly
Early - field / theatre upgrade
(deflected profile)



D-10 (and later)
with dorsal fillet assembly
Late / Factory upgrade
(straight profile)

NEW DESIGN & TOOLS

P-51D-5 MUSTANG™
WITH DORSAL FIN ASSEMBLY

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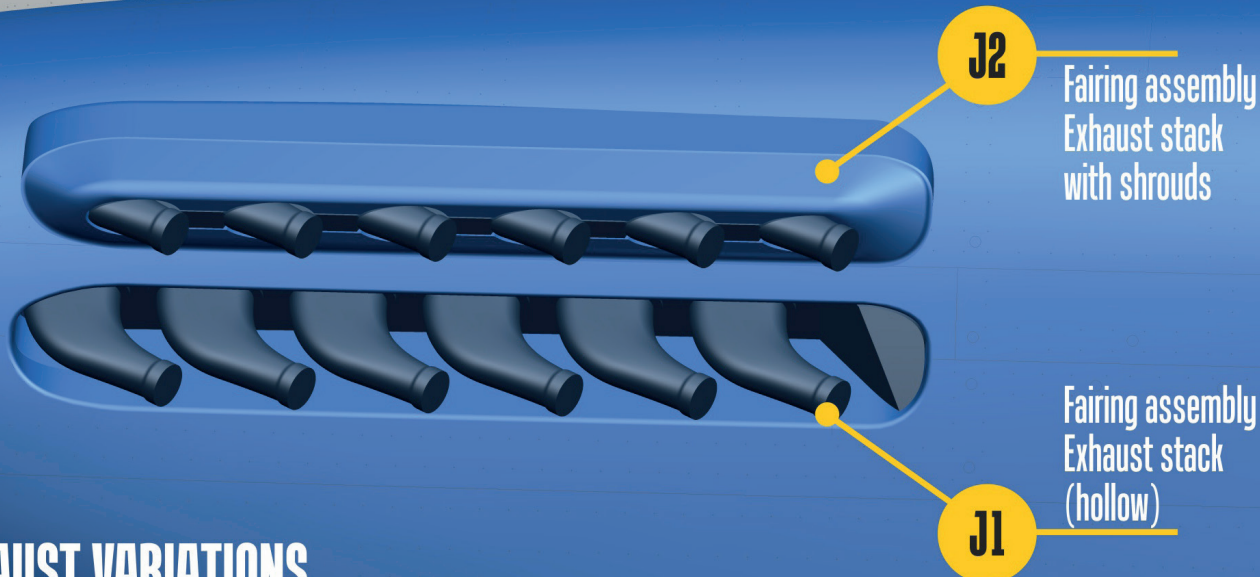
eduard



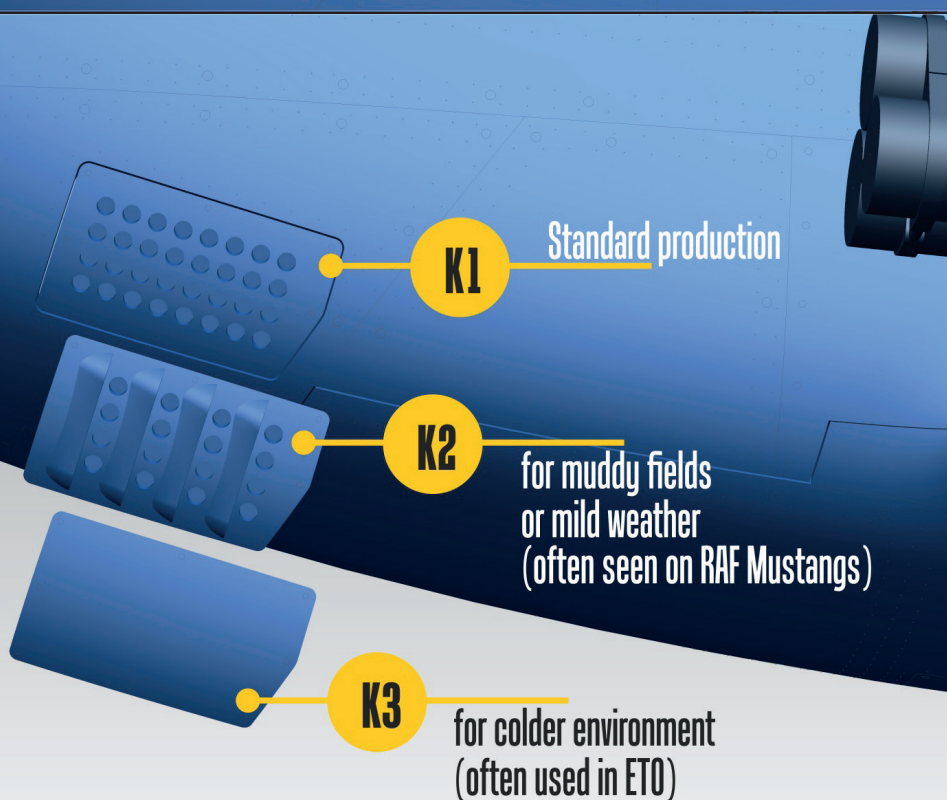
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EXHAUST VARIATIONS



CARBURETOR AIR FILTER INTAKE VARIATIONS



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PROPELLER AND SPINNER VARIATIONS

Aeroproducts
11'0" P-51K

L3

L1

Hamilton Standard
Cuffed 11'2"
commonly used on P-51D

L2

Hamilton Standard
Uncuffed 11'2"
late P-51D

ELEVATOR VARIATIONS

Aluminum covered
late - from block D-20-NA

M2

M1

Fabric covered
early

A technical order from Feb. 1945 instructed to replace fabric covered elevators by alclad variant on all P-51D/K and all F-6D/K in service.

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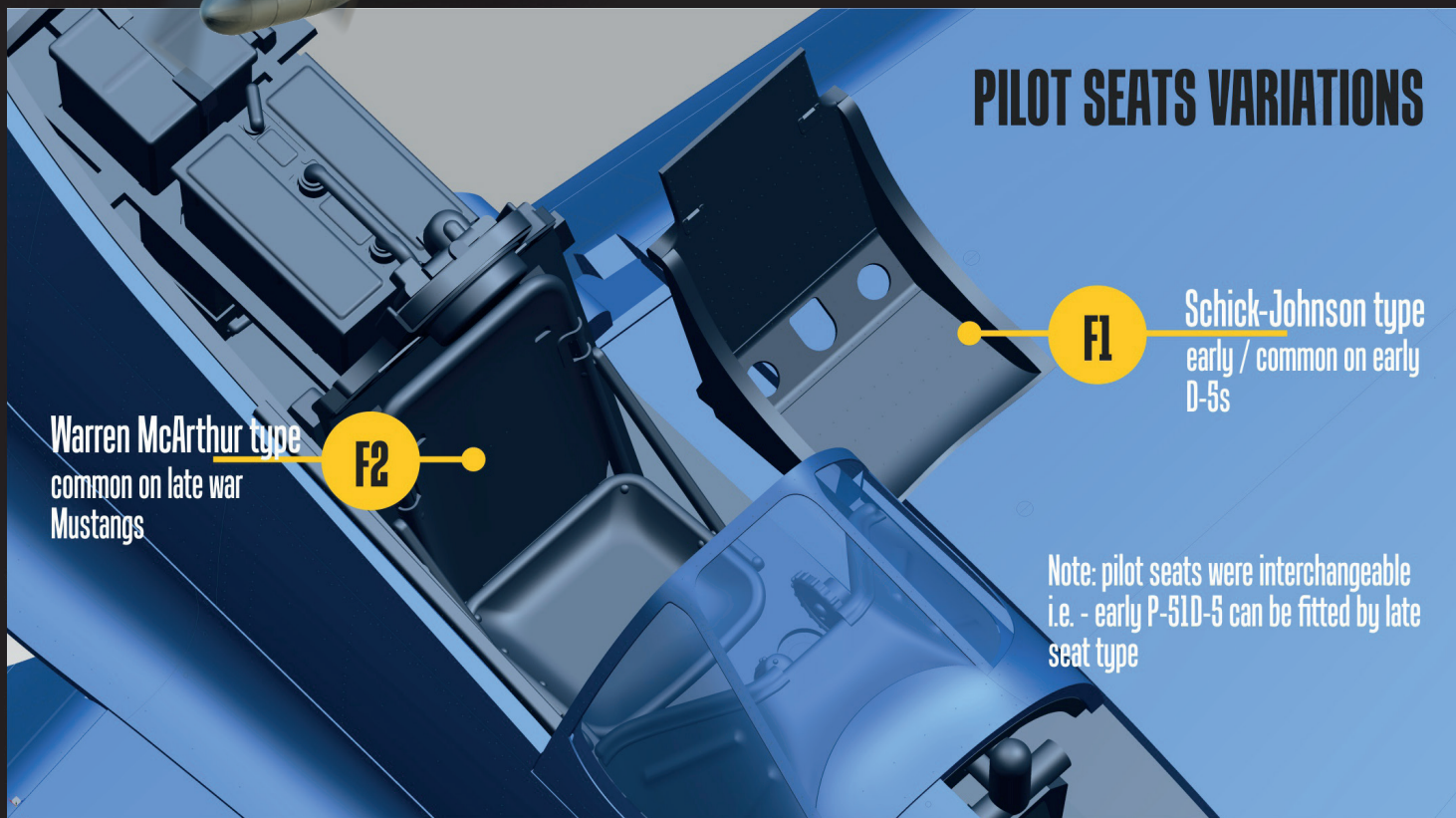
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PILOT SEATS VARIATIONS

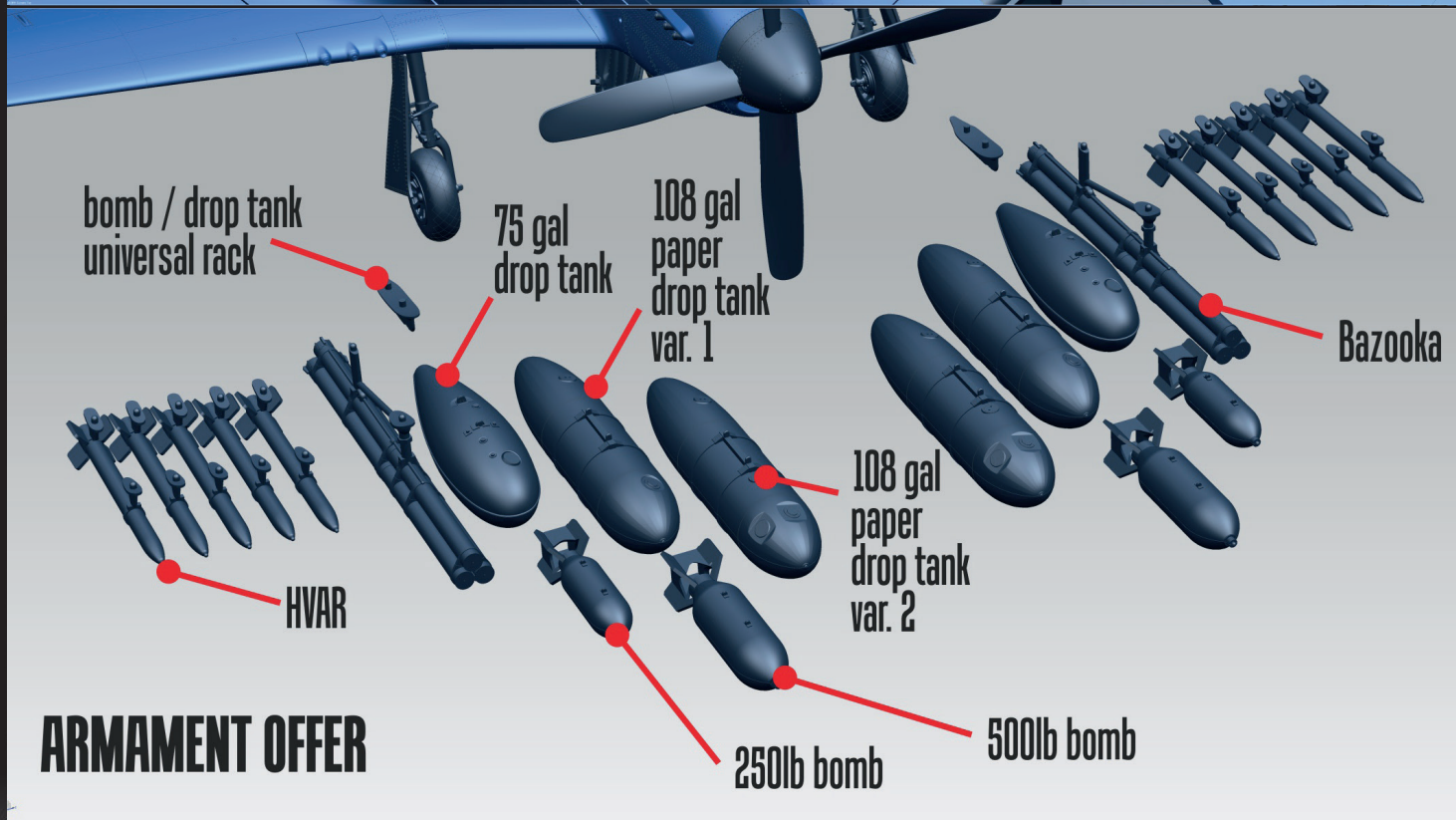
Warren McArthur type
common on late war
Mustangs

F2

F1

Schick-Johnson type
early / common on early
D-5s

Note: pilot seats were interchangeable
i.e. - early P-51D-5 can be fitted by late
seat type



bomb / drop tank
universal rack

75 gal
drop tank

108 gal
paper
drop tank
var. 1

Bazooka

HVAR

108 gal
paper
drop tank
var. 2

ARMAMENT OFFER

250lb bomb

500lb bomb

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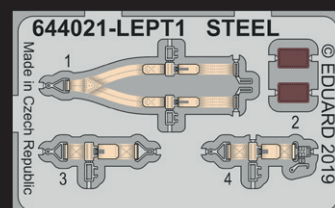
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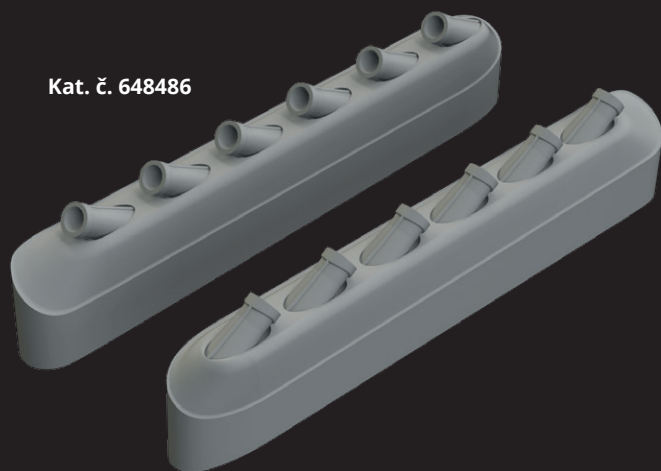
P-51D MUSTANG™

Recommended for P-51D-5 Mustang



Kat. č. 644021

Kat. č. 648486



Kat. č. 648494



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P-51D MUSTANG™

built by **Jan Novotný**
Camo C



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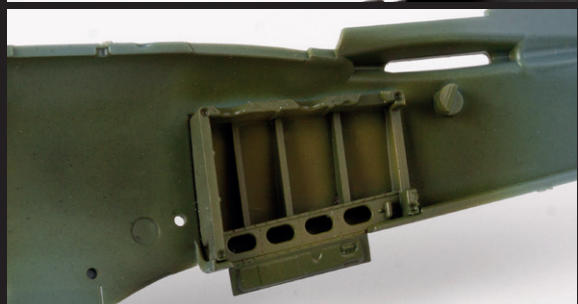
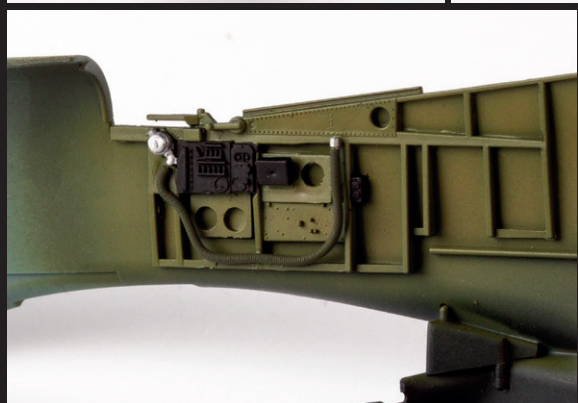
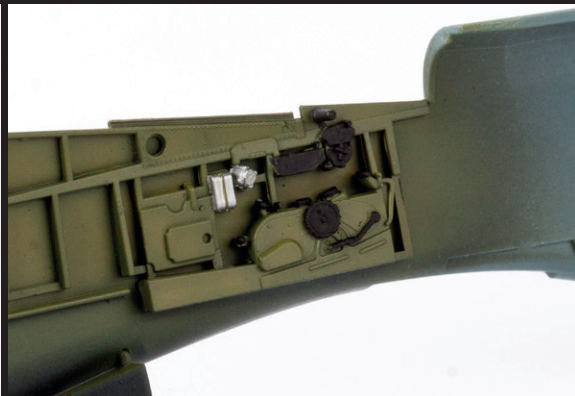
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44-13298, Capt. Freddie F. Ohr, 2nd FS, 52nd FG, Madna, Italy, Fall, 1944

The 52nd Pursuit Squadron, known after May, 1942 as the 52nd Fighter Group, was established in January, 1941 at Selfridge Field in Michigan. Initial training was undertaken on the P-39 and was followed by a move to Northern Ireland in the summer of 1942, where the unit continued training on Spitfires, and this was in turn followed by a brief combat tour over western Europe under the command of the 8th AF. By November, 1942, the entire unit was transferred to Northern Africa. After arrival there, combat operations were undertaken through north Africa, Sicily and Italy while still flying Spitfires, but this time under the leadership of the 12th USAAF. In April, 1944, the long awaited change to the Mustang arrived, along with a change in mission assignment and location under the 15th AF, tasking the 52nd FG with escort duties of this Army Air Force's strategic bombers. The aircraft flown by Freddie Ohr, an American ace of Korean decent, was as it was delivered from the manufacturing facility, with aluminum sprayed wings and a bare metal fuselage. The red nose and yellow rear fuselage distinguished aircraft of the 52nd FG and the yellow wing bands were reserved for aircraft of the 15th USAAF.



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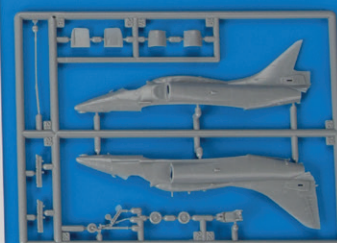
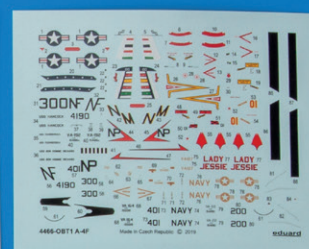
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A-4F 1/144

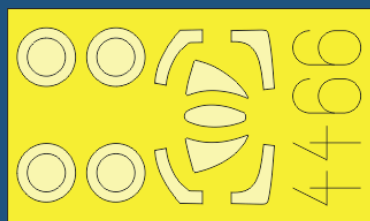
SUPER44



NEW STYLE PACKAGING

1/144, Cat. No. 4466

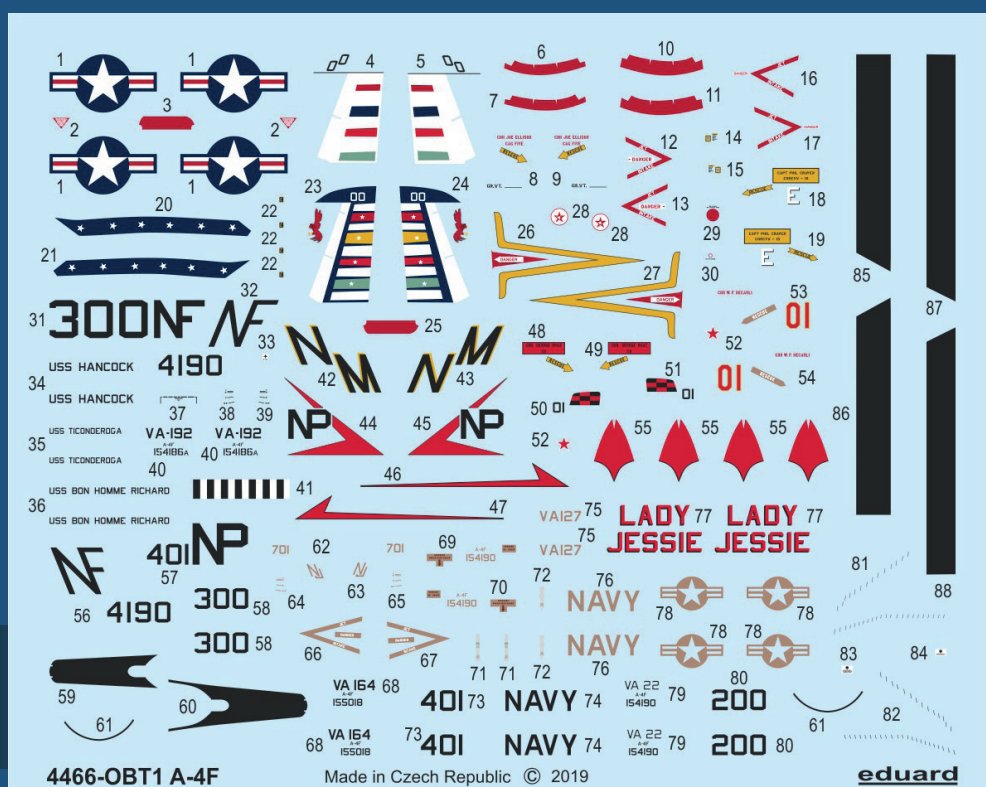
- Plastic parts Platz
- Decals Eduard
- Painting mask
- 4 markings



Product Page

RECOMMENDED:

144010 A-4F (PE-Set)



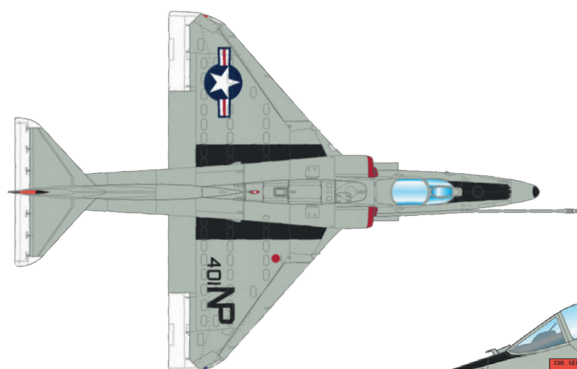
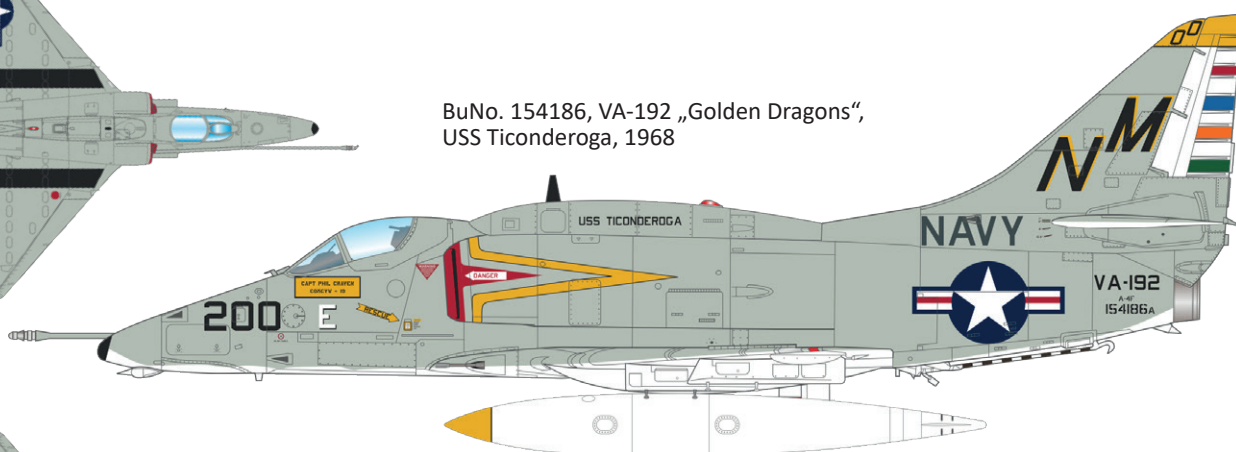
4466-OBT1 A-4F

Made in Czech Republic © 2019

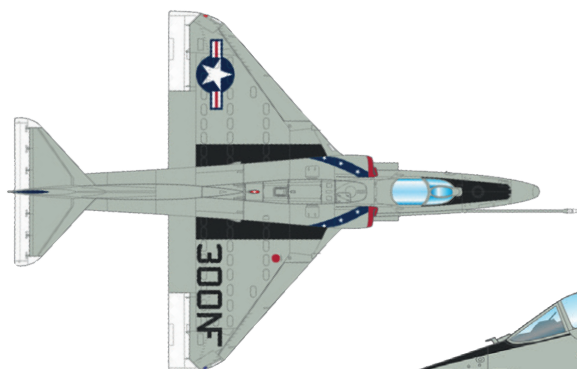
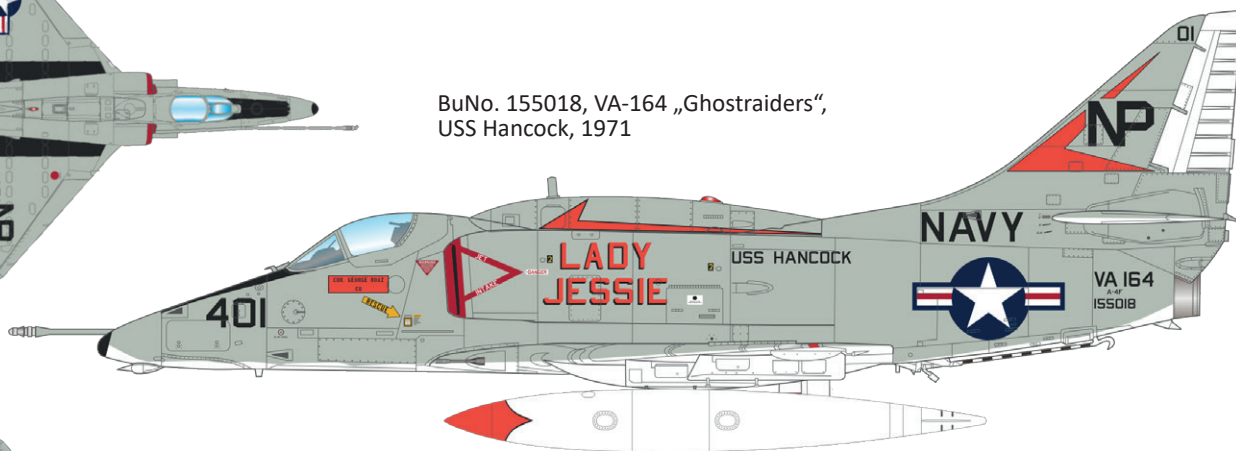
eduard



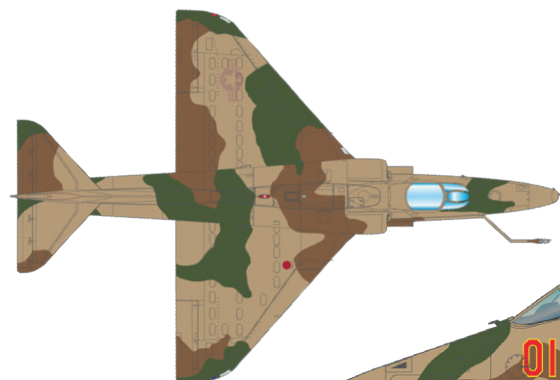
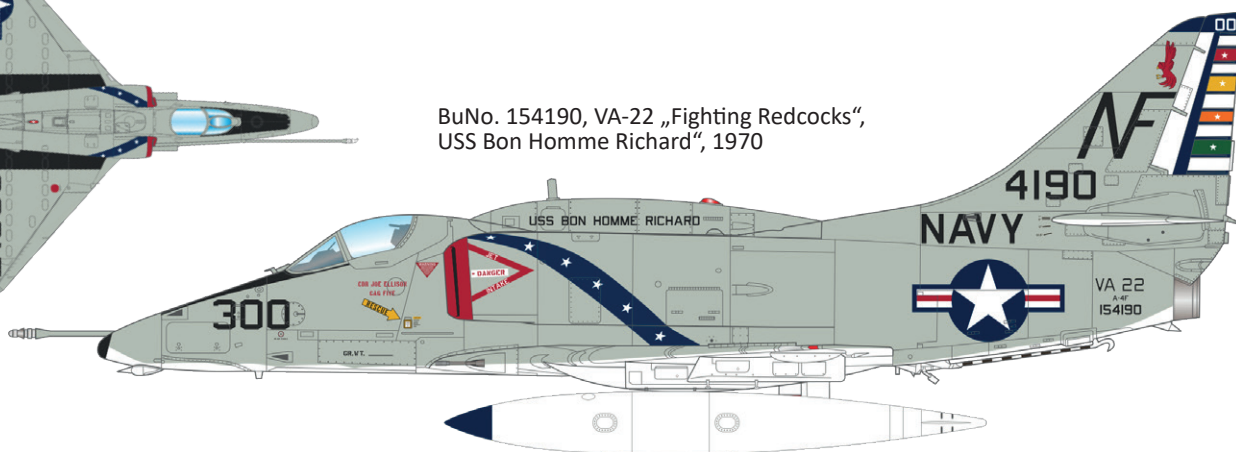
BuNo. 154186, VA-192 „Golden Dragons“,
USS Ticonderoga, 1968



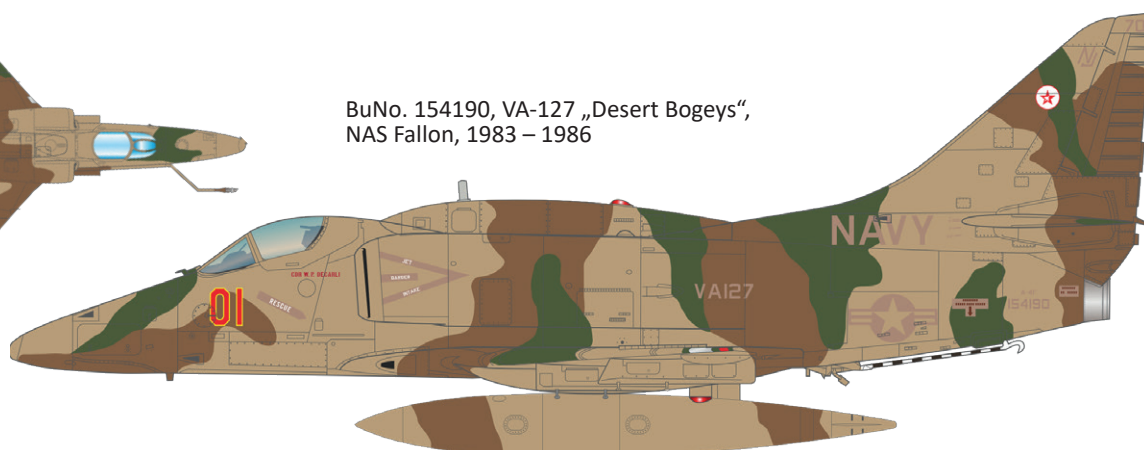
BuNo. 155018, VA-164 „Ghostraiders“,
USS Hancock, 1971



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



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



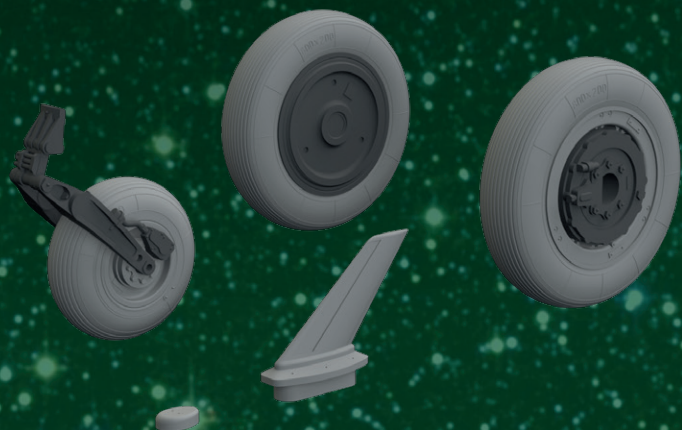
MiG-21bis

around the World

1
48

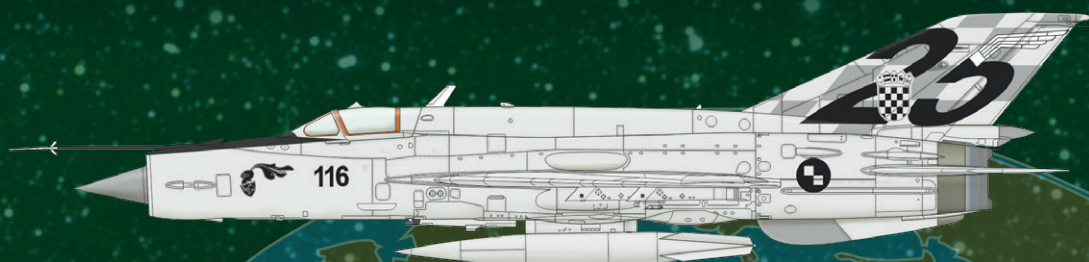
Cat. No. 11135

- Plastic parts Eduard
- Decals Cartograf for 7 markings
- PE-Sets and painting mask Eduard
- Brassin: undecarriage wheels, dorsal antenna

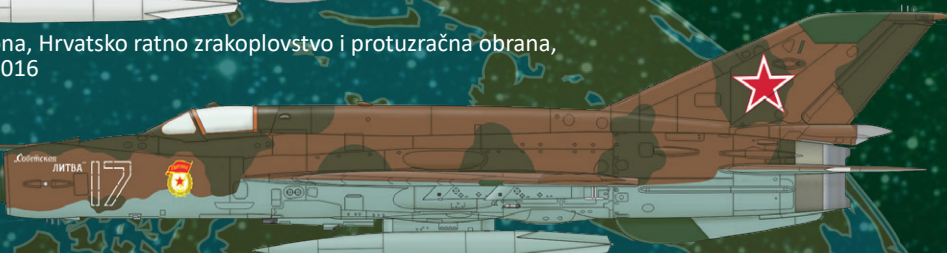


Product Page





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, Marynarka Wojenna, 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'

Recommended for MiG-21bis:

- 48704 MiG-21 ladder 1/48 (PE-Set)
- 48994 MiG-21 surface panels 1/48 (PE-Set)
- 49110 MiG-21 seatbelts STEEL 1/48 (PE-Set)
- 648025 Rocket launcher UB-16 and UB-32 1/48 (Brassin)
- 648026 MiG-21 wheels 1/48 (Brassin)
- 648049 MiG-21 wheel wells 1/48 (Brassin)
- 648050 MiG-21BIS interior 1/48 (Brassin)
- 648051 MiG-21BIS exhaust nozzle 1/48 (Brassin)
- 648064 MiG-21 late airbrakes 1/48 (Brassin)
- 648080 MiG-21 undercarriage legs BRONZE 1/48 (Brassin)

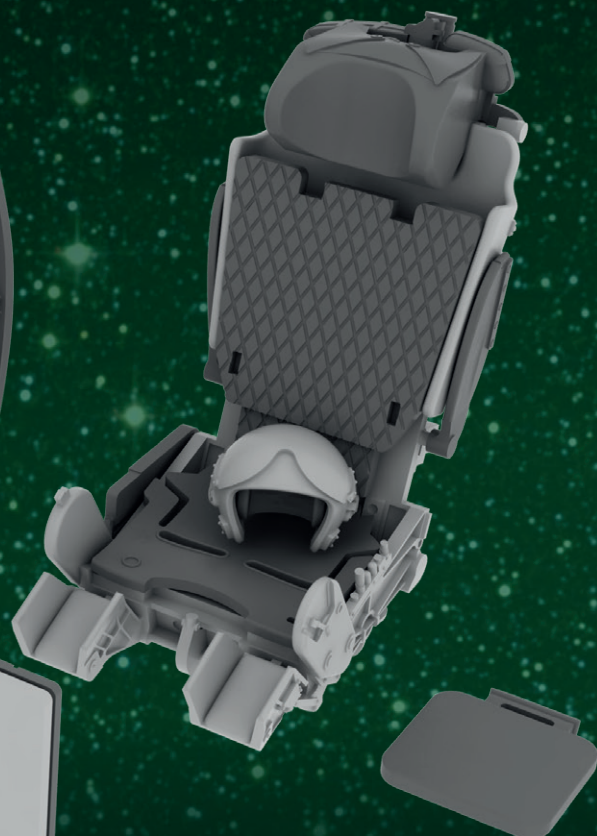


Cat. No. 648049

Cat. No. 648051



Cat. No. 648050



WEEKEND

edition

Albatros D.V

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

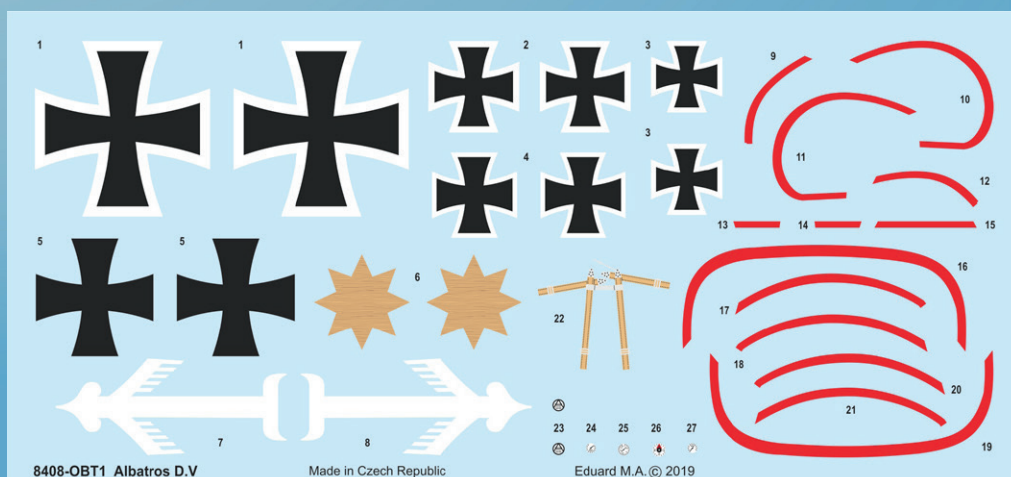
1/48, Cat. No. 8408



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

[Product Page](#)

- 2 markings
- Decals Eduard



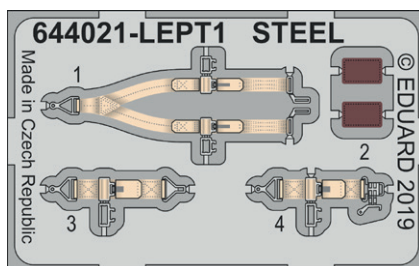
8408-OBT1 Albatros D.V

Made in Czech Republic

Eduard M.A. © 2019



644021
P-51D-5 LööK
1/48 Eduard



LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-51D-5 in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)



644022
P-47D Razorback LööK
1/48 Tamiya

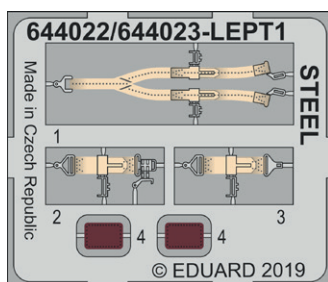
LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-47D Razorback in 1/48 scale. Easy to build, replaces plastic parts.

Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



644023

P-47D Bubbletop Löök

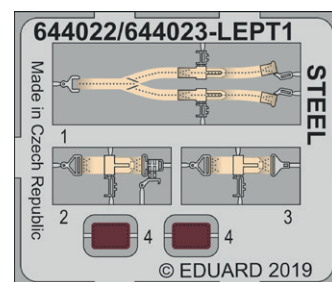
1/48 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-47D Bubbletop 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](#)


635015

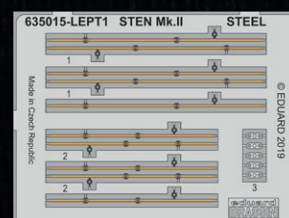
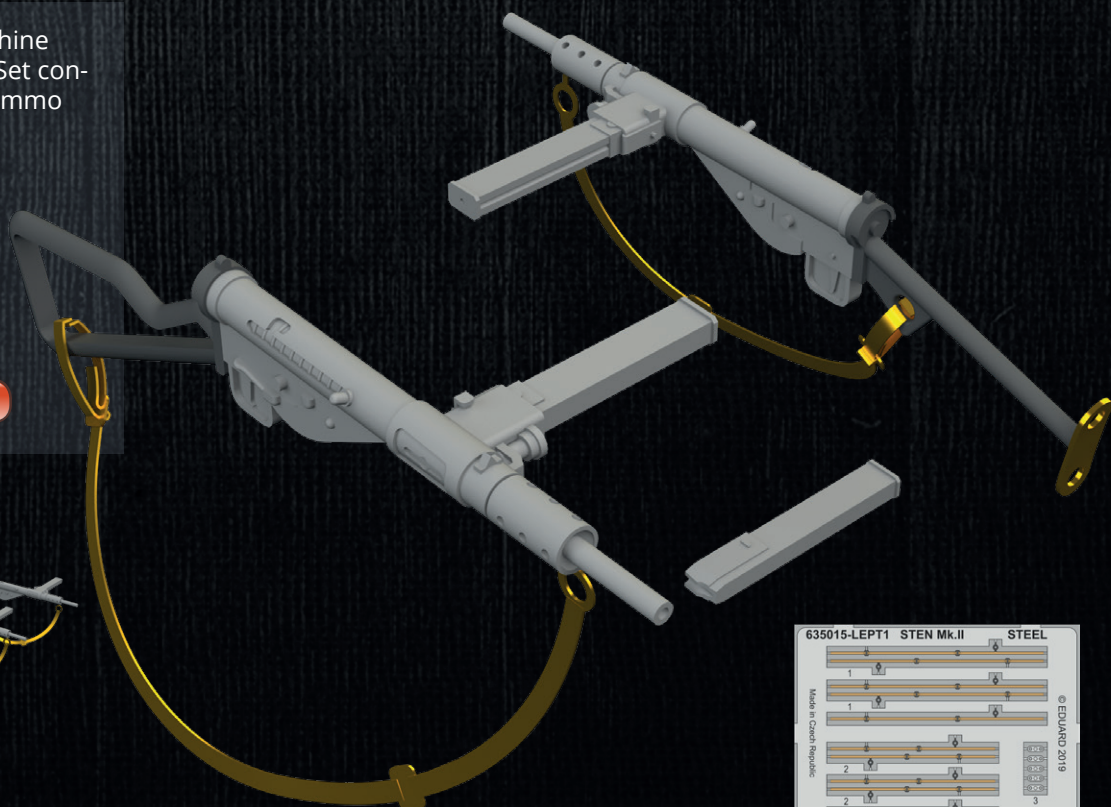
STEN Mk.II submachine gun

1/35

Brassin set - a British submachine gun STEN Mk.II in 1/35 scale. Set consists of 8 guns and separate ammo drums.

Set contains:

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

[Product Page](#)
eduard
BRASSIN


648478

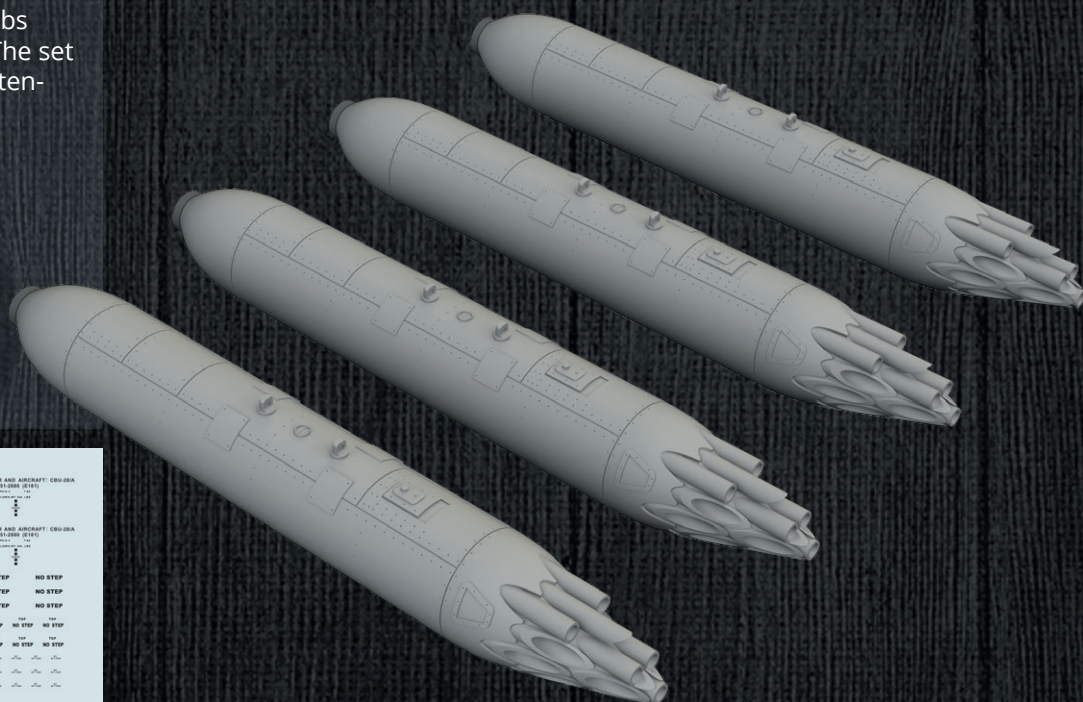
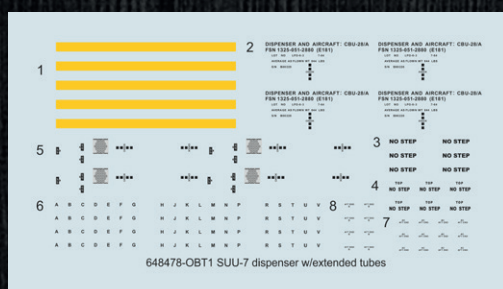
SUU-7 dispenser w/ extended tubes

1/48

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

Set contains:

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

[Product Page](#)


648479

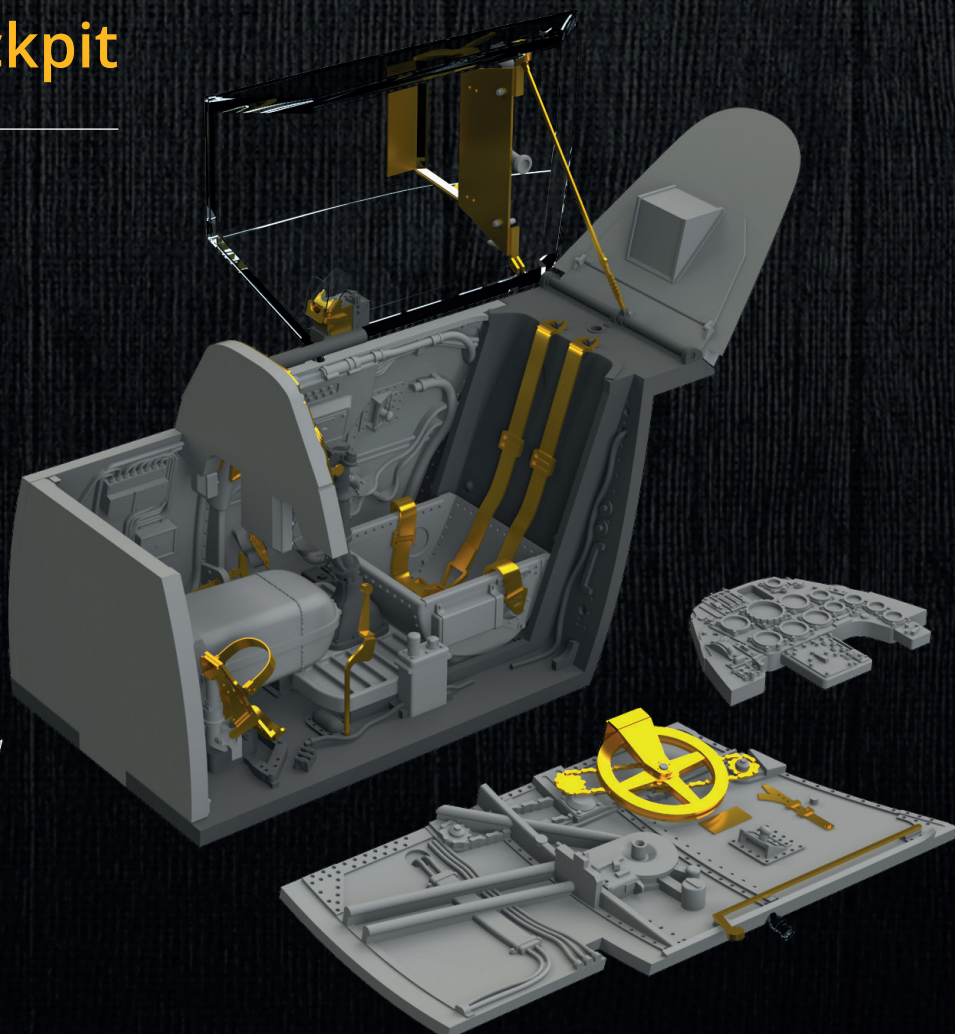
Bf 109G-10/U4 cockpit

1/48 Eduard

Brassin set - the cockpit for Bf 109G-10/U4 equipped with 30mm cannon in 1/48 scale. Recommended kit: Eduard.

Set contains:

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

[Product Page](#)


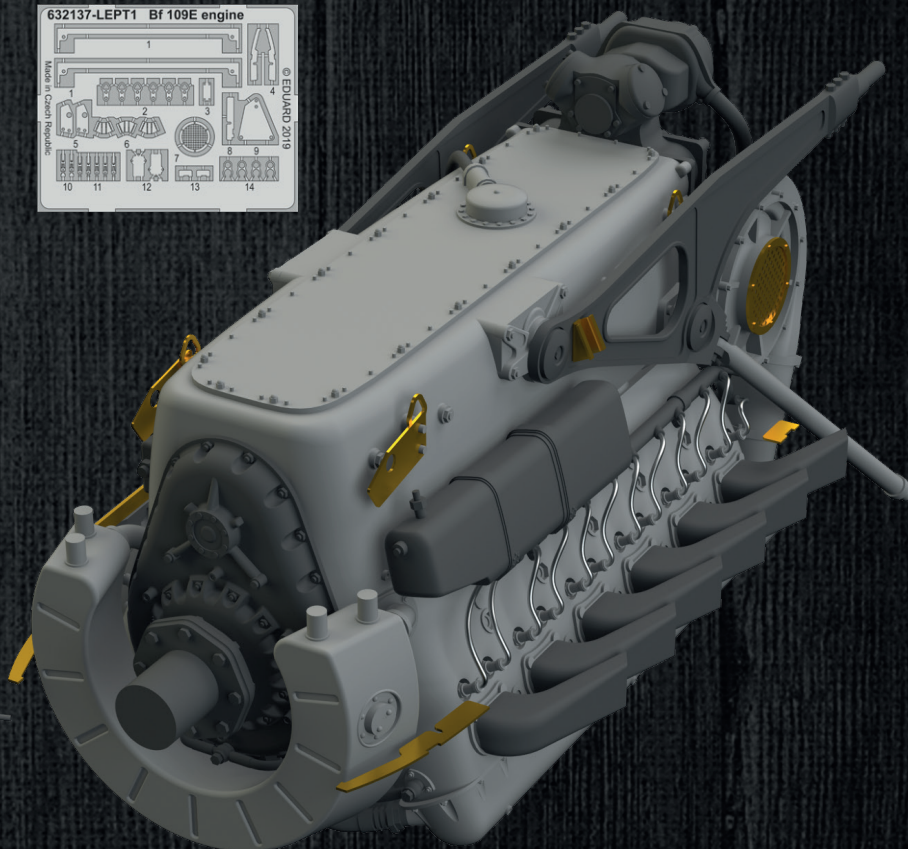
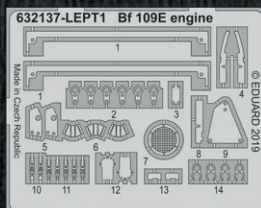
632137 Bf 109E engine 1/32 Eduard

Brassin set - the engine for Bf 109E in 1/32 scale. The cowling is included. Recommended kit: Eduard

Set contains:

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

[Product Page](#)



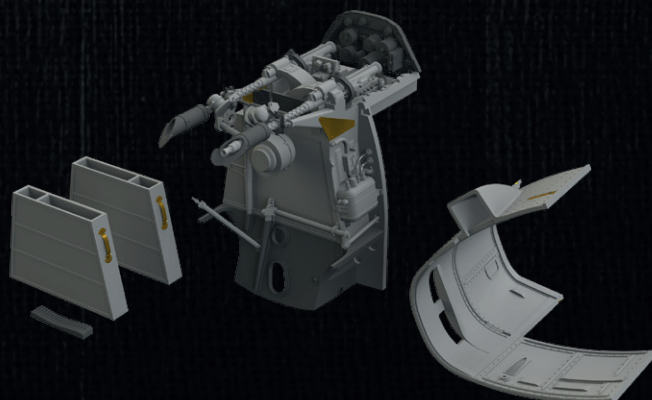
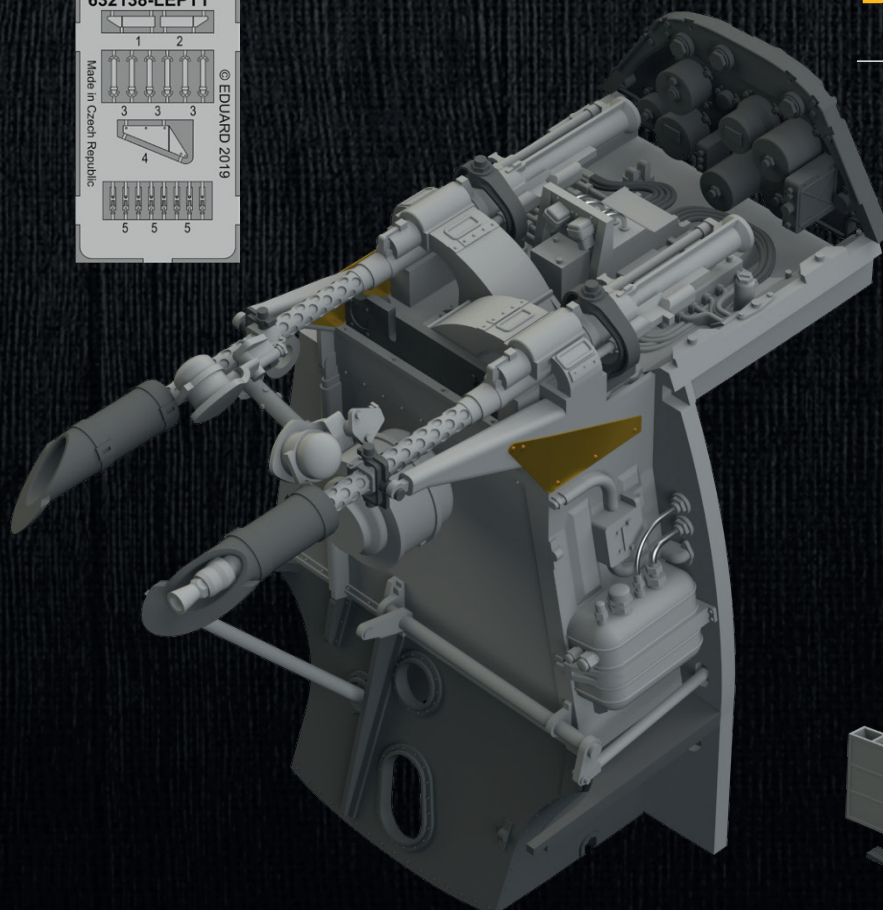
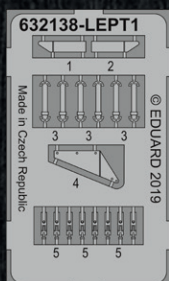
632138 Bf 109E fuselage guns 1/32 Eduard

Brassin set - fuselage guns for Bf 109E in 1/32 scale. Recommended kit: Eduard

Set contains:

- resin: 29 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)



648486

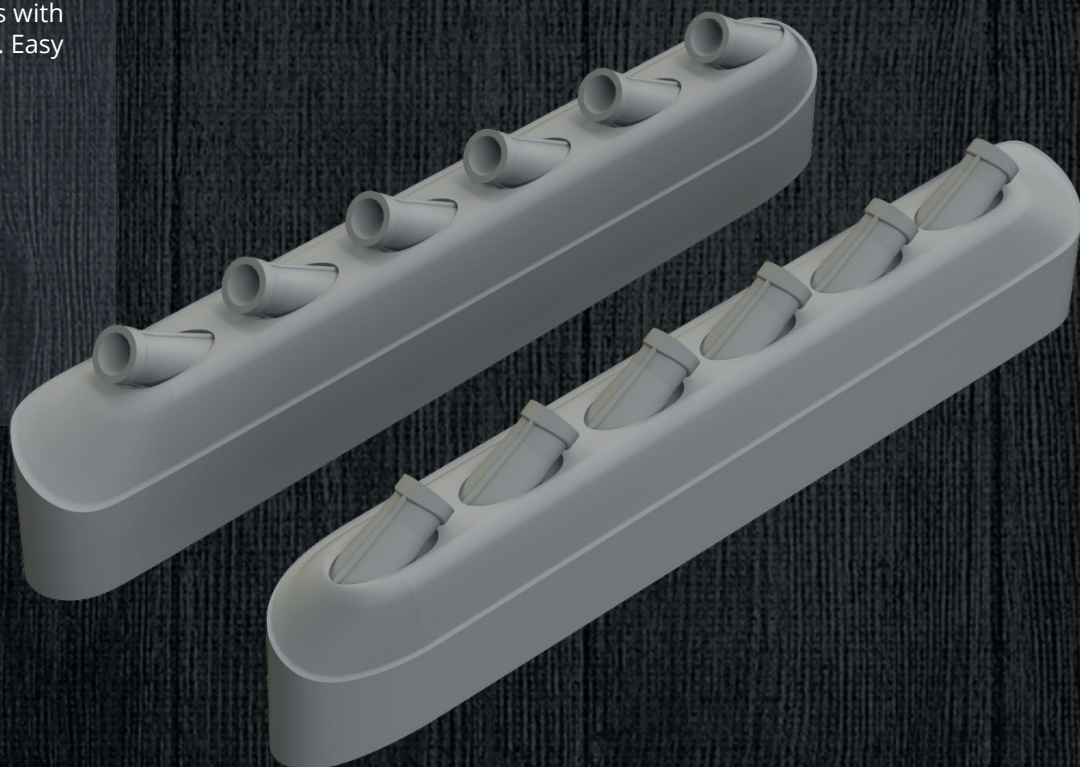
P-51D exhaust stacks w/ fairing

1/48 Eduard

Brassin set - the exhaust stacks with fairings for P-51D in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)


648490

MiG-21 F.O.D.

1/48 Eduard

Brassin set - the engine intake and exhaust nozzle covers for MiG-21 in 1/48 scale.

Recommended kit: Eduard

Set contains:

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

[Product Page](#)


648494

P-51D wheels diamond tread

1/48 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/48 scale. The set consists of main wheels and a tailwheel. Easy to build, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)


672221

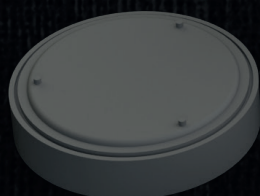
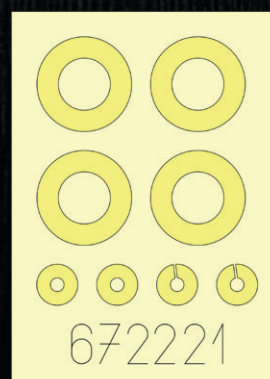
P-47D wheels

1/72 Tamiya

Brassin set - the undercarriage wheels for P-47D in 1/72 scale. The set consists of main wheels and a tailwheel. Easy to build, replaces plastic parts. Recommended kit: Tamiya

Set contains:

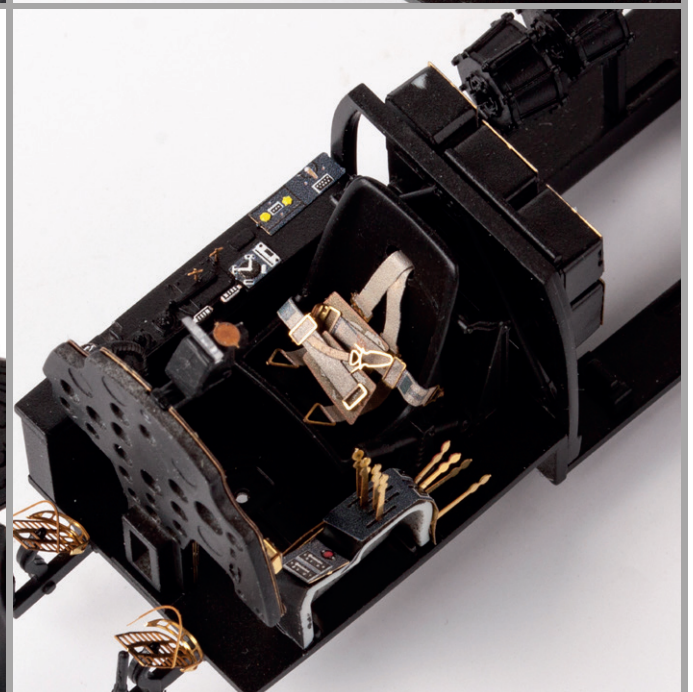
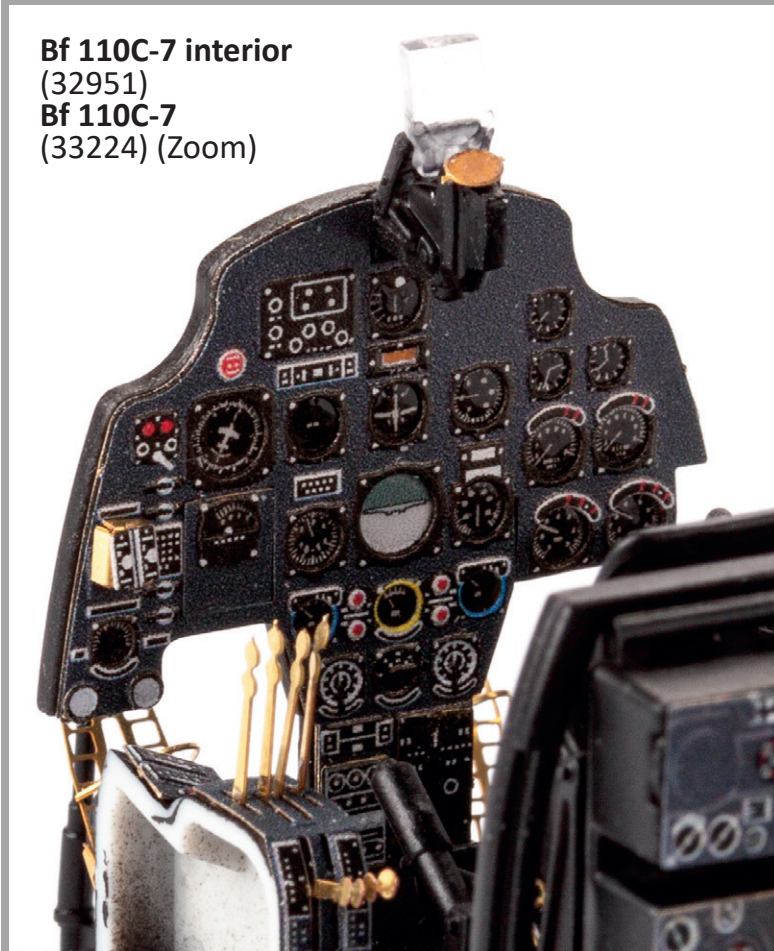
- resin: 7 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.

[Product Page](#)


Bf 110C-2/C-7 1/32 Revell

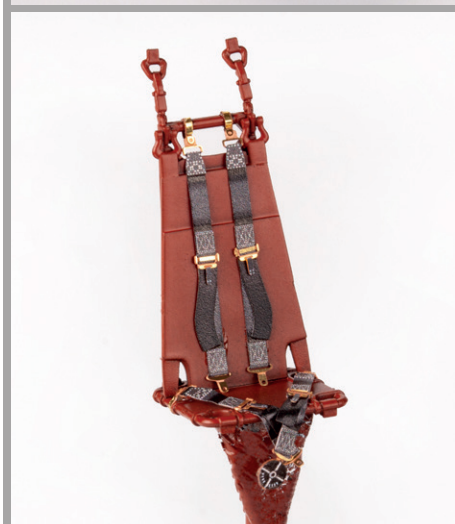
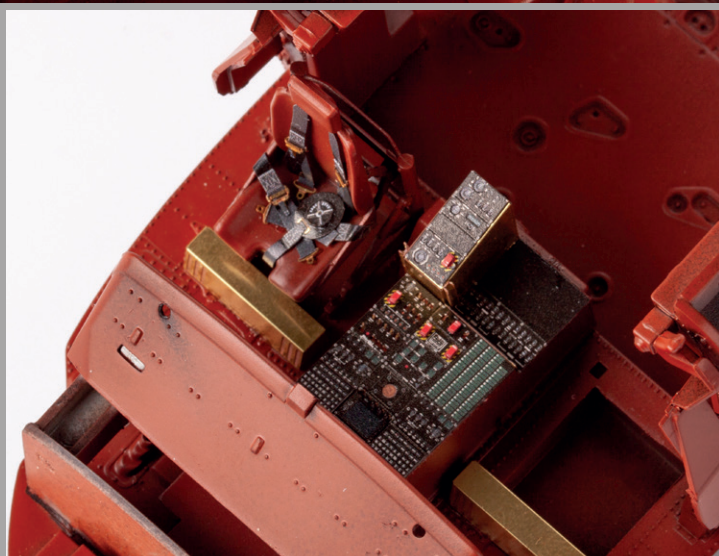
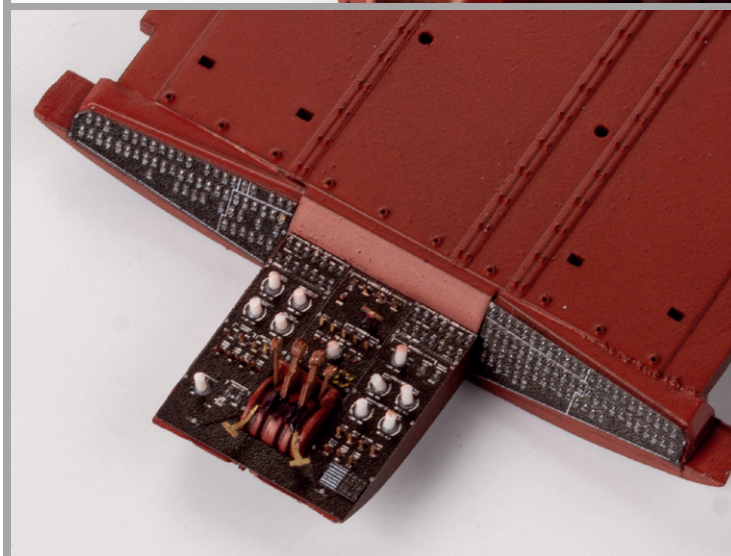
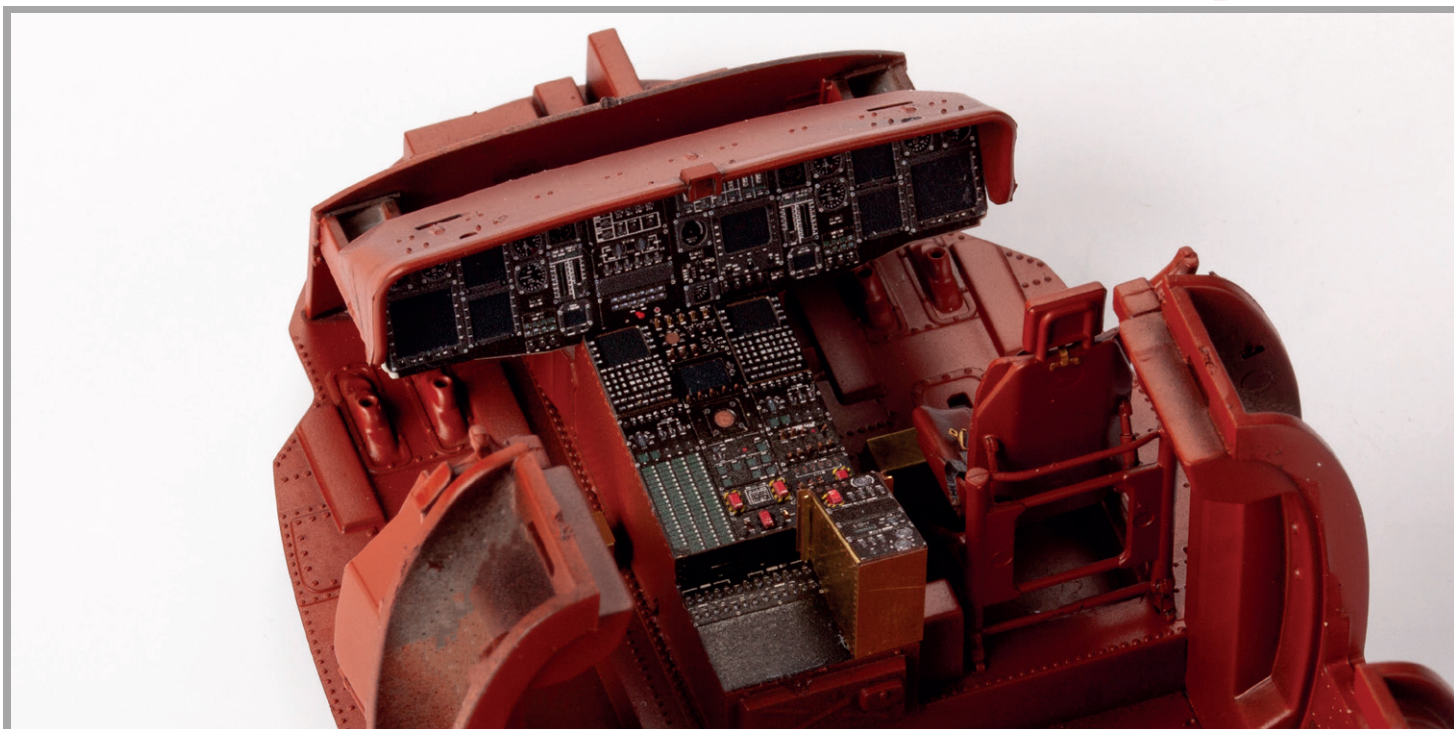
Bf 110C-2/C-7 exterior 1/32 Revell (32443)
Bf 110C-2 interior 1/32 Revell (32950)
Bf 110C-7 interior 1/32 Revell (32951)
Bf 110C-2 1/32 Revell (33223) (Zoom)
Bf 110C-7 1/32 Revell (33224) (Zoom)
Bf 110C-2/C-7 seatbelts STEL 1/32 Revell (33225) (Zoom)
Bf 110C-2/C-7 1/32 Revell (JX237) (Mask)
Bf 110C-2/C-7 TFace 1/32 Revell (JX238) (Mask)

Bf 110C-7 interior
(32951)
Bf 110C-7
(33224) (Zoom)



MH-60L 1/35 Kitty Hawk (32953)
MH-60L crew seatbelts STEEL 1/35 Kitty Hawk (32954)
MH-60L 1/35 Kitty Hawk (33228) (Zoom)
MH-60L pilots/gunners seatbelts STEEL
1/35 Kitty Hawk (33228) (Zoom)
MH-60L 1/35 Kitty Hawk (JX235) (Mask)
MH-60L TFace 1/35 Kitty Hawk (JX235) (Mask)

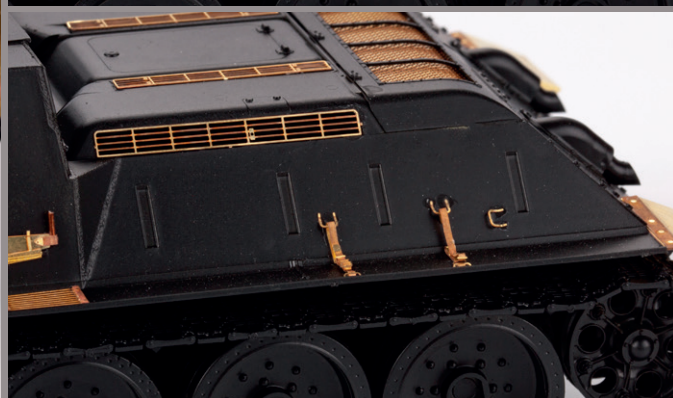
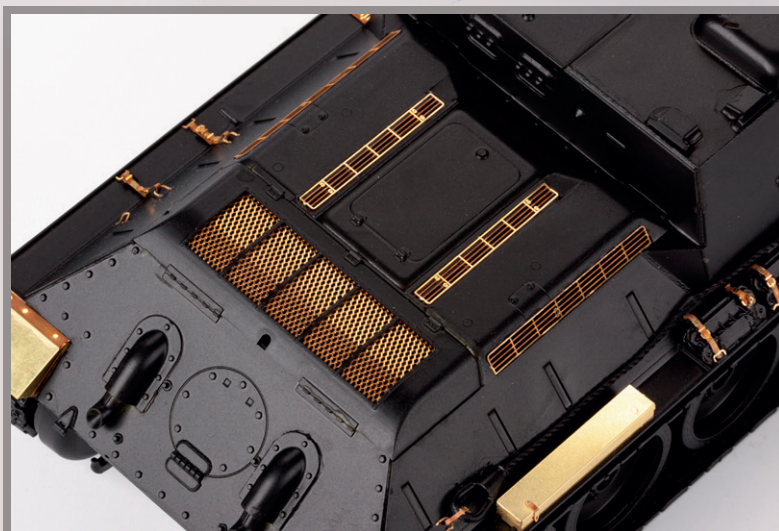
MH-60L 1/35 Kitty Hawk



SU-85

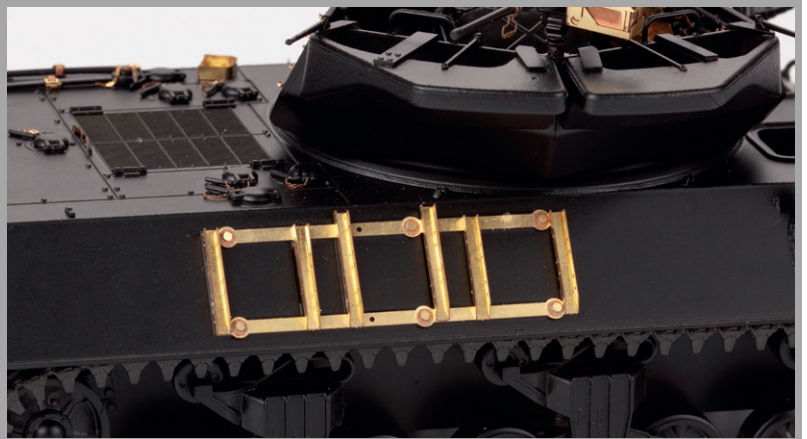
1/35 Zvezda

SU-85 1/35 Zvezda (36424)



M10 IIC Achilles 1/35 Tamiya

M10 IIC Achilles 1/35 Tamiya (36425)



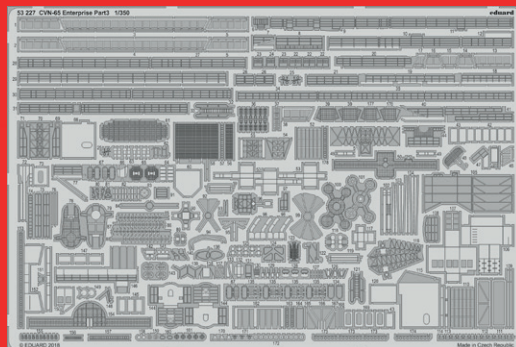
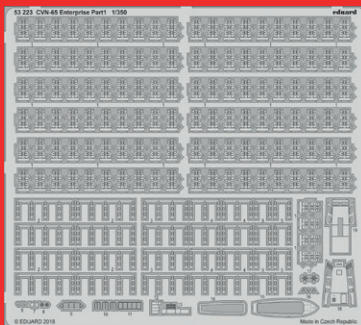
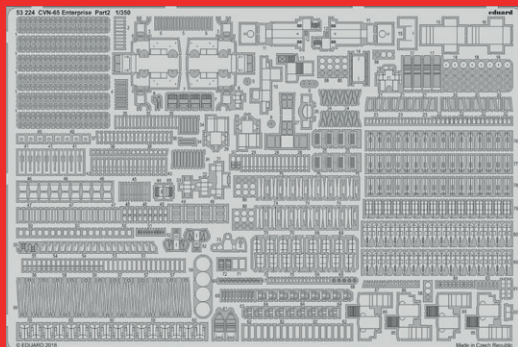
All sets included in this BIG ED are available separately,
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BIG ED

BIG5351 CVN-65 Enterprise PART I 1/350 Tamiya

[Product Page](#)

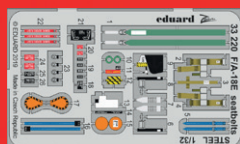
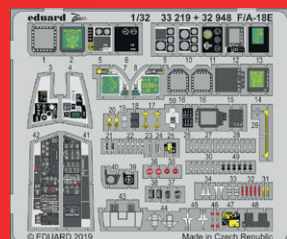
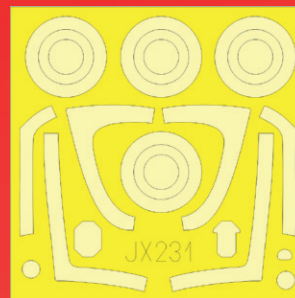
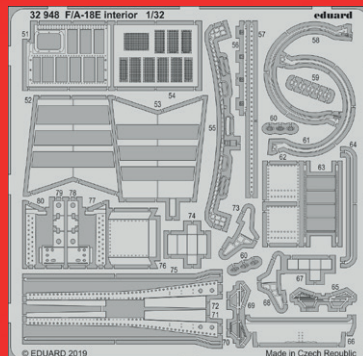
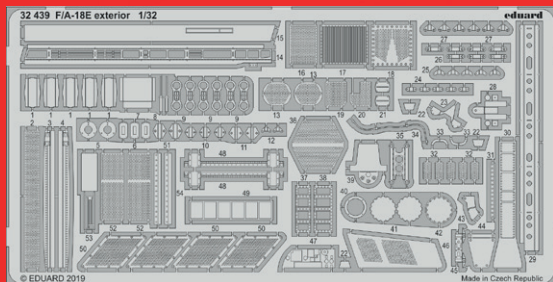
- 53223 CVN-65 Enterprise pt.1 1/350
53224 CVN-65 Enterprise pt.2 1/350
53227 CVN-65 Enterprise pt.3 1/350



BIG33101 F/A-18E 1/32 Revell

[Product Page](#)

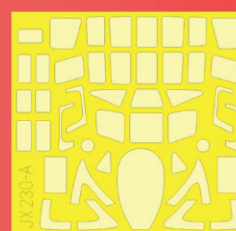
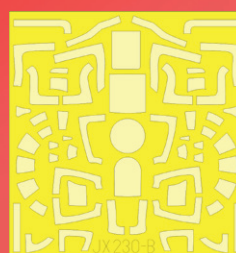
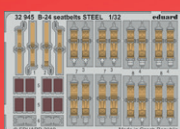
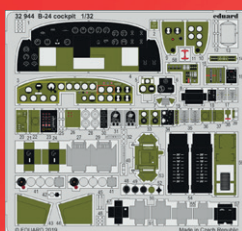
- 32439 F/A-18E exterior 1/32
32948 F/A-18E interior 1/32
33220 F/A-18E seatbelts STEEL 1/32
JX231 F/A-18E 1/32



BIG33102 B-24 PART I 1/32 Hobby Boss

[Product Page](#)

- 32438 B-24 engines 1/32
32944 B-24 cockpit 1/32
32945 B-24 seatbelts STEEL 1/32
JX230 B-24 1/32



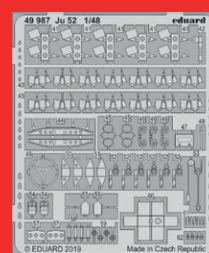
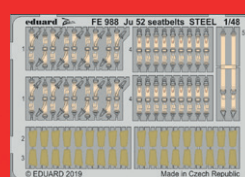
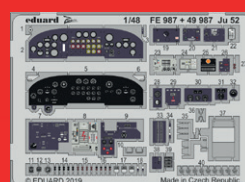
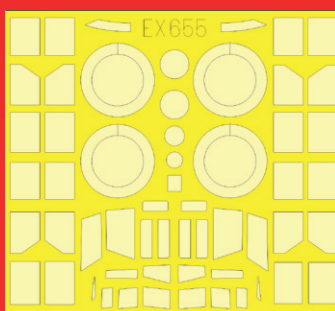
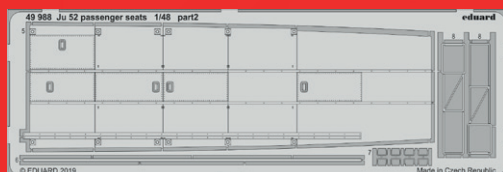
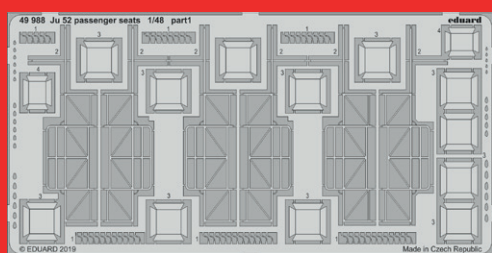
All sets included in this BIG ED are available separately,
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BIG ED

BIG49229 Ju 52 1/48 Revell

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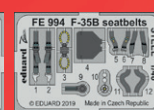
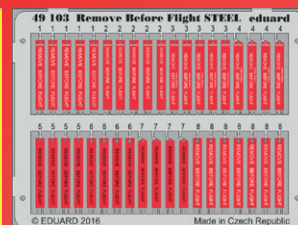
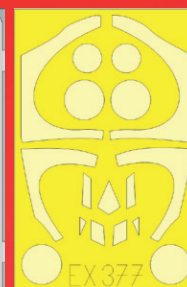
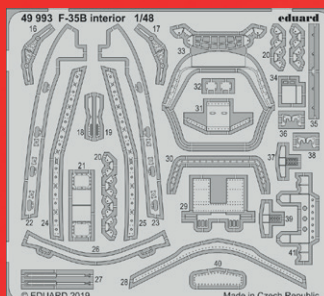
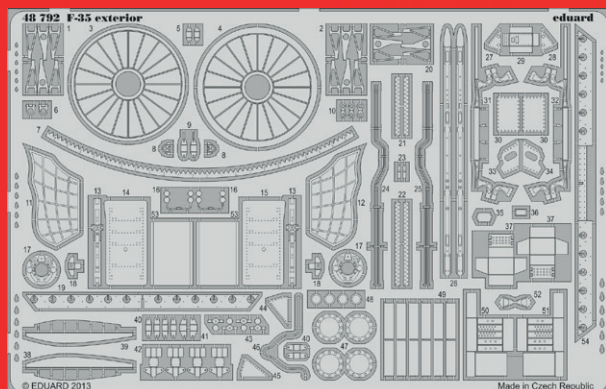
49987 Ju 52 1/48
49988 Ju 52 passenger seats 1/48
FE988 Ju 52 seatbelts STEEL 1/48
EX655 Ju 52 1/48



BIG49230 F-35B 1/48 Kitty Hawk

[Product Page](#)

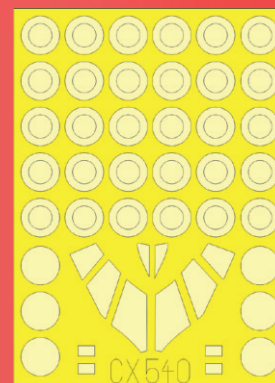
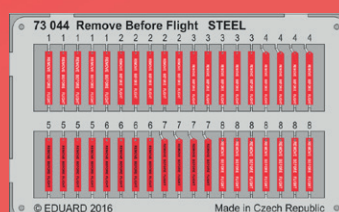
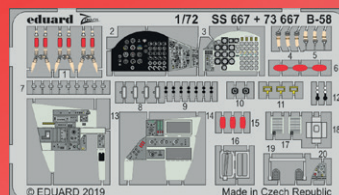
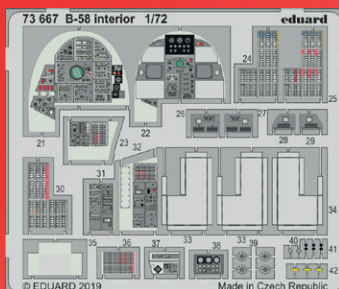
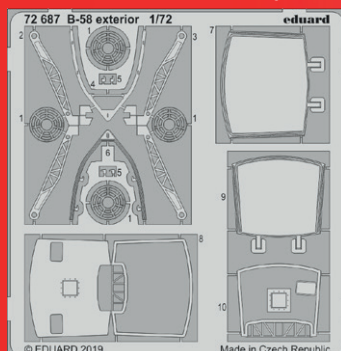
48792 F-35B exterior
49993 F-35B interior 1/48
FE994 F-35B seatbelts STEEL 1/48
EX377 F-35B 1/48
49103 Remove Before Flight STEEL



BIG72149 B-58 1/72 Italeri

[Product Page](#)

72687 B-58 exterior 1/72
73667 B-58 interior 1/72
CX540 B-58 1/72
73044 Remove Before Flight STEEL



EDUARD MASK

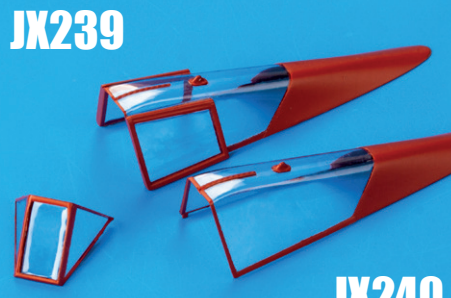
IT FITS!

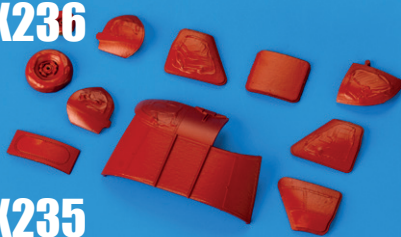
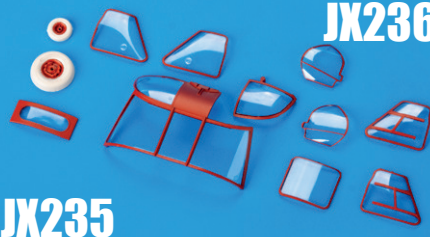
JX235 MH-60L 1/35 Kitty Hawk
 JX236 MH-60L TFace 1/35 Kitty Hawk
 JX237 Bf 110C-2/C-7 1/32 Revell
 JX238 Bf 110C-2/C-7 TFace 1/32 Revell
 JX239 Fw 190A-8/R2 1/32 Revell
 JX240 Fw 190A-8/R2 TFace 1/32 Revell
 EX658 Yak-1b 1/48 Zvezda
 CX544 Su-30SM 1/72 Zvezda

JX240

JX239

JX240
JX239

JX240
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JX235

JX236
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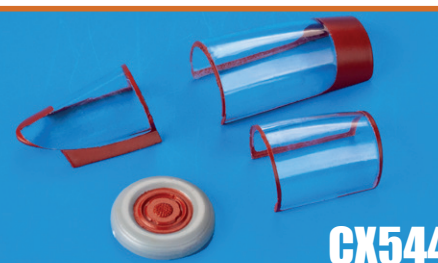
JX237

JX238
JX237

JX238
JX237

JX238
CX544

CX544

CX544


August 2019

KITS

11134	Chattanooga Choo Choo	1/48	Limited edition
11135	MiG-21 bis	1/48	Limited edition
8408	Albatros D.V	1/48	Weekend edition
4466	A-4F	1/144	Super44

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

BIGED

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

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

JUGS OVER GERMANY 1/48



Camo C

built by Václav Vopalecký



P-47D-26-RA, Maj. Donavon Smith, the CO of 61st FS, 56th FG, Boxted AB, early 1945

Smith's personal mount was camouflaged in a consistent manner with other 56th Fighter Group aircraft. The paints used are a topic of discussion, but in all probability were British Dark Green, Ocean Gray and Medium Sea Gray. In early 1945, a temporary white color was painted on the upper surfaces. The red rudder identifies this as a 61st Fighter Squadron aircraft. Maj. Donavon Smith led the 61st FS from September 26, 1944 to January 10, 1945. He is credited with 7.5 confirmed kills, one probable and three enemy aircraft damaged. After the war, Smith's military career continued and his last assignment was as CO of the 6th Tactical Air Force.

Cat. No. 1179



Afrika

1/48

Camo G
built by Václav Vopalecký



Bf 109F-4/Trop, W. Nr. 8673, Hptm. Hans-Joachim Marseille, CO of 3./ JG 27, Quotaifiya, Egypt, September 1942

Hans-Joachim Marseille flew this aircraft from August 24th, 1942 to September 25th, 1942, after his return from Rome. Flying this plane he was credited with 49 shot downs of Allied forces' aircraft; this aircraft was the last "Friedrich" he used. On September 30th, 1942 piloting Messerschmitt Bf 109G-2/Trop he lead 3rd Staffel during the escort of Stuka Staffel. His cockpit filled up with smoke upon his return to the base and he was forced to catapult himself. His attempt was unsuccessful, during his catapult he hit the rudder of his aircraft, consequently he lost consciousness, his parachute then failed to open and the fall to the ground became fatal for him. After Marseille's death, W. Nr. 8673, served at 1./ SG 2 where it got lost after being hit by flak south of El Alamein on October 22th, 1942. This aircraft is painted RLM 79 on the upper sides and all over the sides of the fuselage, this was an irregularity. The undersides were camouflaged by RLM 78. The camouflage was complemented by the marking of the aircraft flying in the Southern Front – white wingtips, white propeller spinner and white band on the tail of the aircraft. The engine cover had I. Gruppe JG 27 emblem on both sides.

Cat. No. 11116



1/48

Aussie Eight

Cat. No. 1188



Camo 25

built by Ďuro Bojkovský



A58-303, No. 1 APU, Laverton, Victoria, late 1944

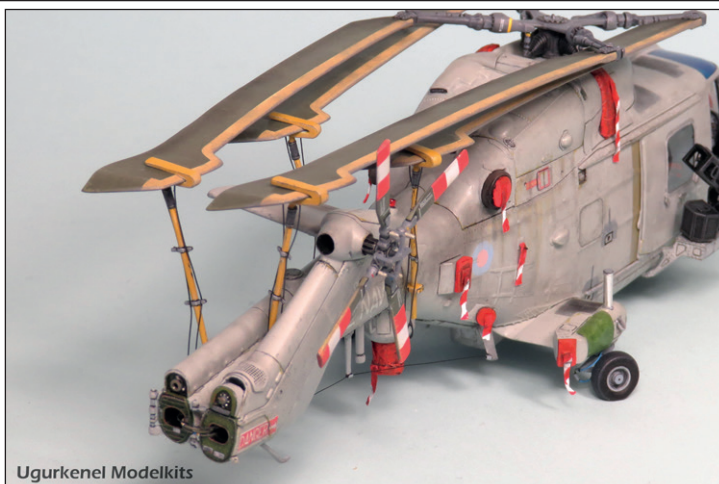


Lynx HMA.8 1/48

set used Cat. No. 48741

built by Ugur Kenel

Product Page





BIG5352



BIG3596

BIGED (September)

BIG5352 CVN-65 Enterprise PART II 1/350 Tamiya
BIG33103 B-24 PART II 1/32 Hobby Boss
BIG33104 Lynx Mk.8 1/32 Revell
BIG3596 StuG IV 1/35 Academy
BIG49231 F-4C 1/48 Academy
BIG72150 Sunderland Mk.V 1/72 Special Hobby

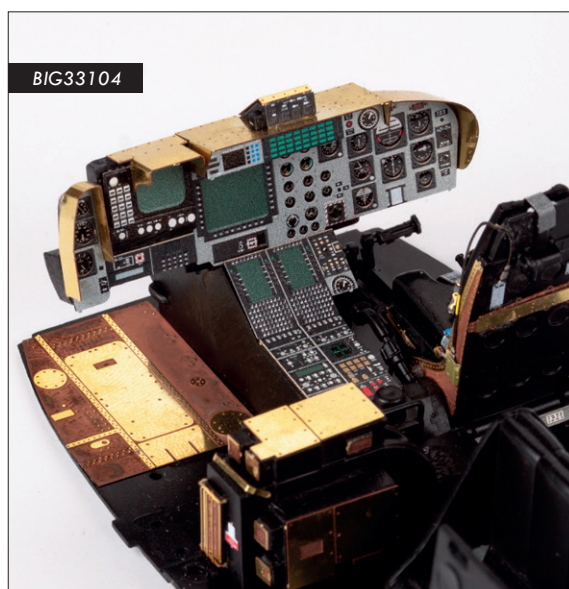
BRASSIN (September)



632131 Spitfire Mk.IX cockpit 1/32 Tamiya
644024 Bf 109E LööK 1/48 Eduard
644025 P-400 LööK 1/48 Eduard
648480 PAVE Way I Mk 83 Slow Speed LGB Thermally Protected 1/48
648484 P-47D wheels 1/48 Tamiya
648491 AN/ALQ-71(V)-2 ECM pod 1/48
648493 AN/ALQ-87 ECM pod 1/48
648496 PB-250 bombs 1/48
648497 UPK-23-250 gun pods 1/48
648498 F/A-18E ECS pipes late 1/48 Eduard/Hasegawa
648499 Tempest Mk.V intake ring 1/48 Eduard
648500 Tempest Mk.V dust filter w/ eyelid 1/48 Eduard

BIGSIN (September)

SIN64860 Fw 190A-8/R2 ADVANCED 1/48 Eduard



BIG33104

644024 Bf 109E LööK 1/48 Eduard

LööK

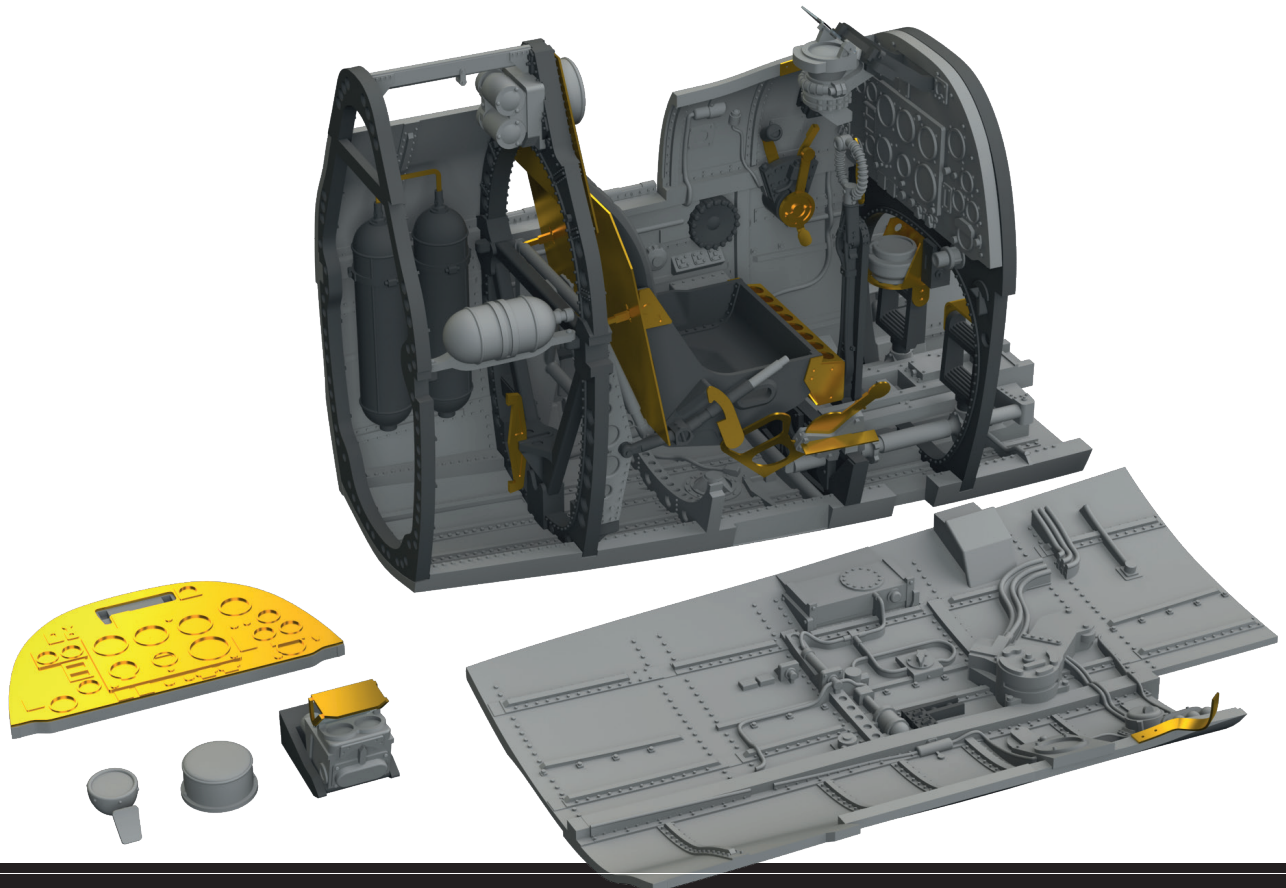


644025 P-400 LööK 1/48 Eduard

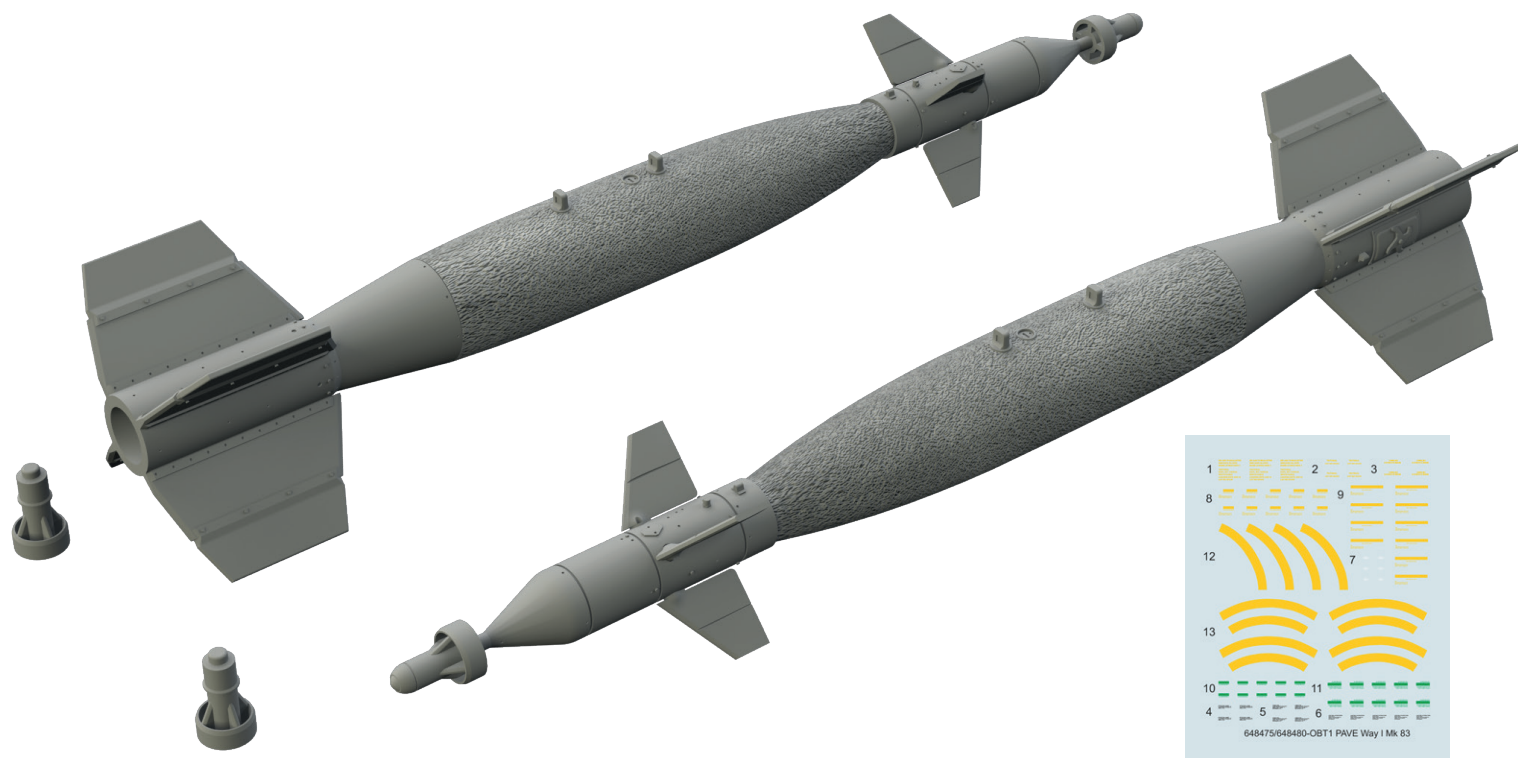
LööK



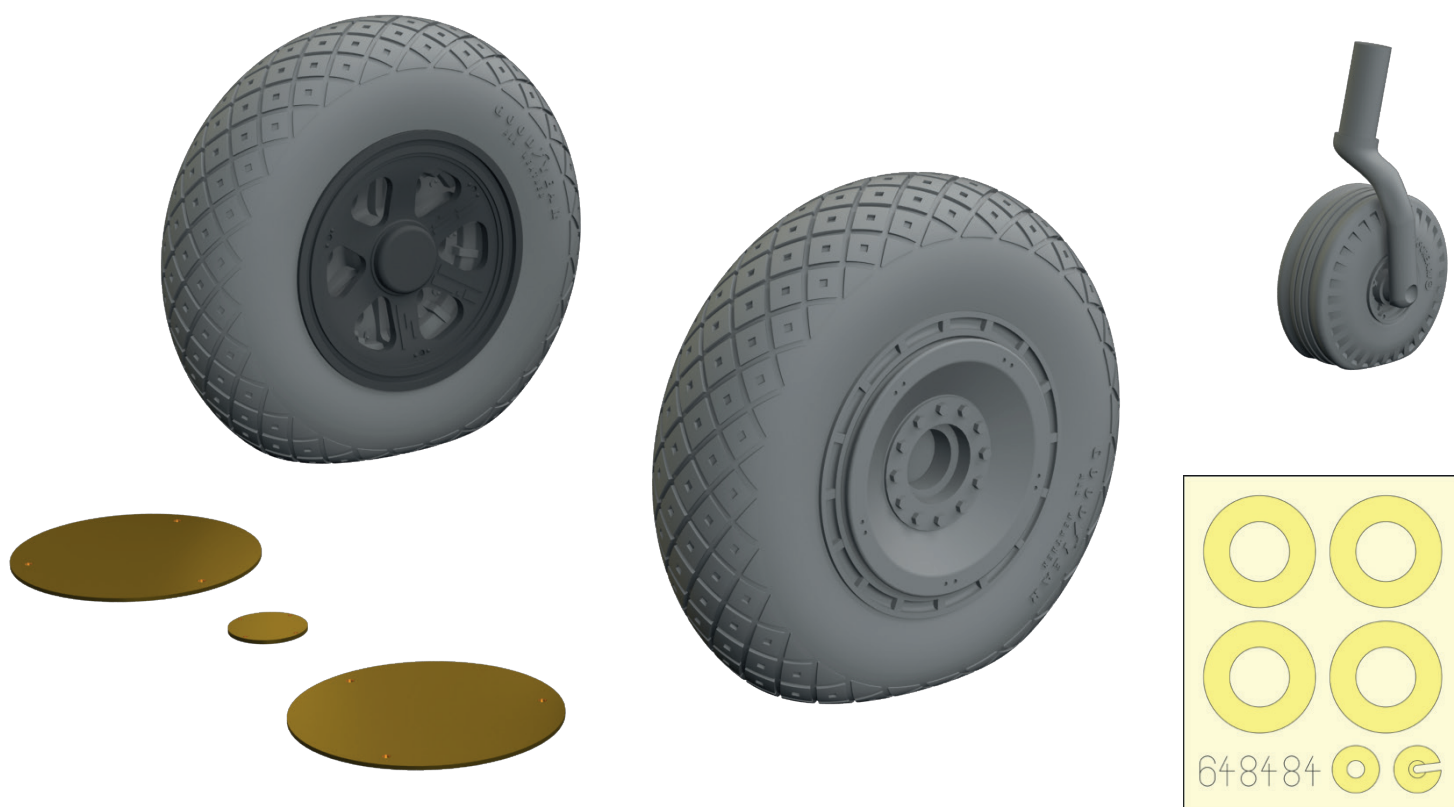
632131 Spitfire Mk.IX cockpit 1/32 Tamiya



648480 PAVE Way I Mk 83 Slow Speed LGB Thermally Protected 1/48

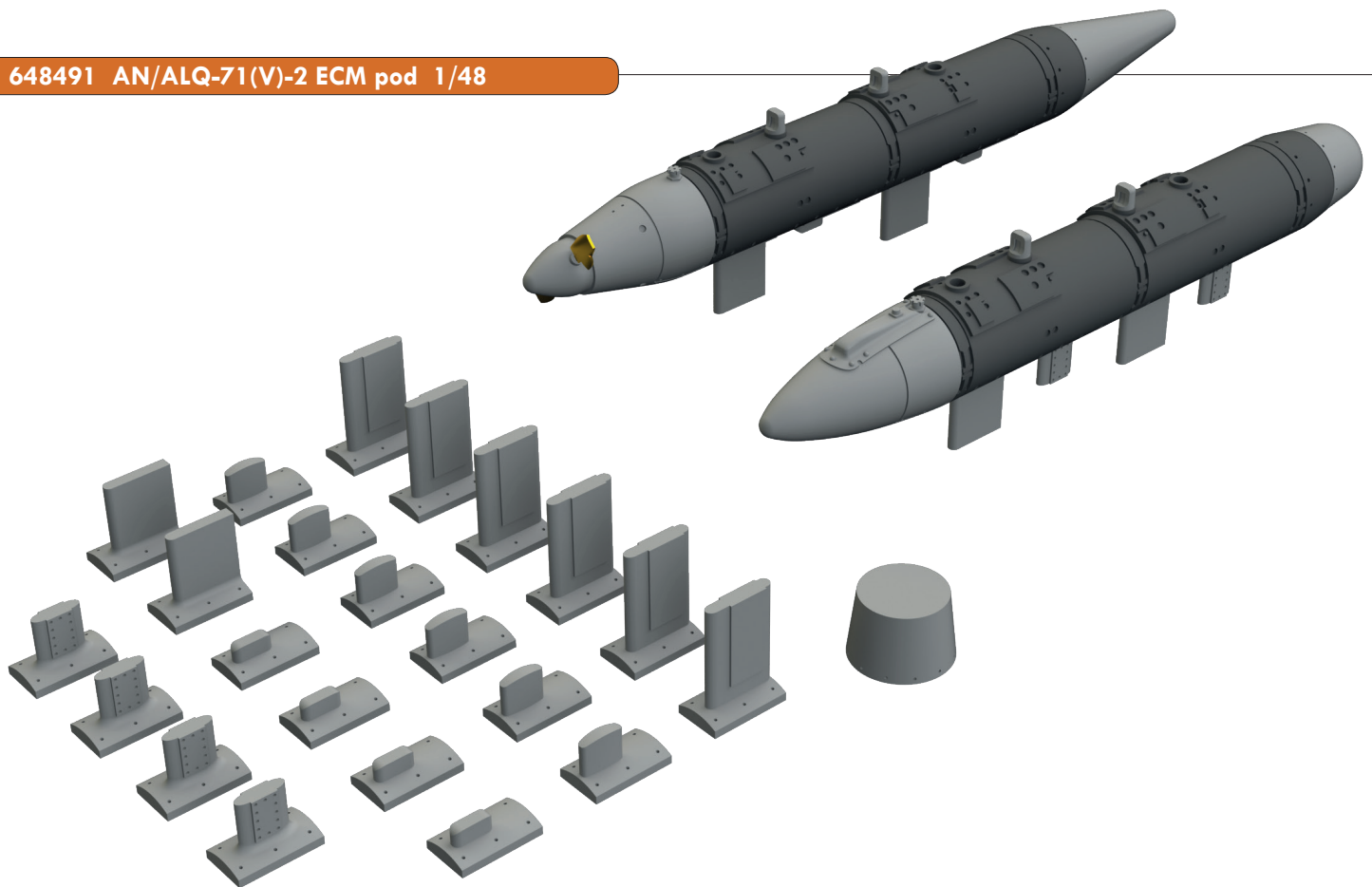


648484 P-47D wheels 1/48 Tamiya

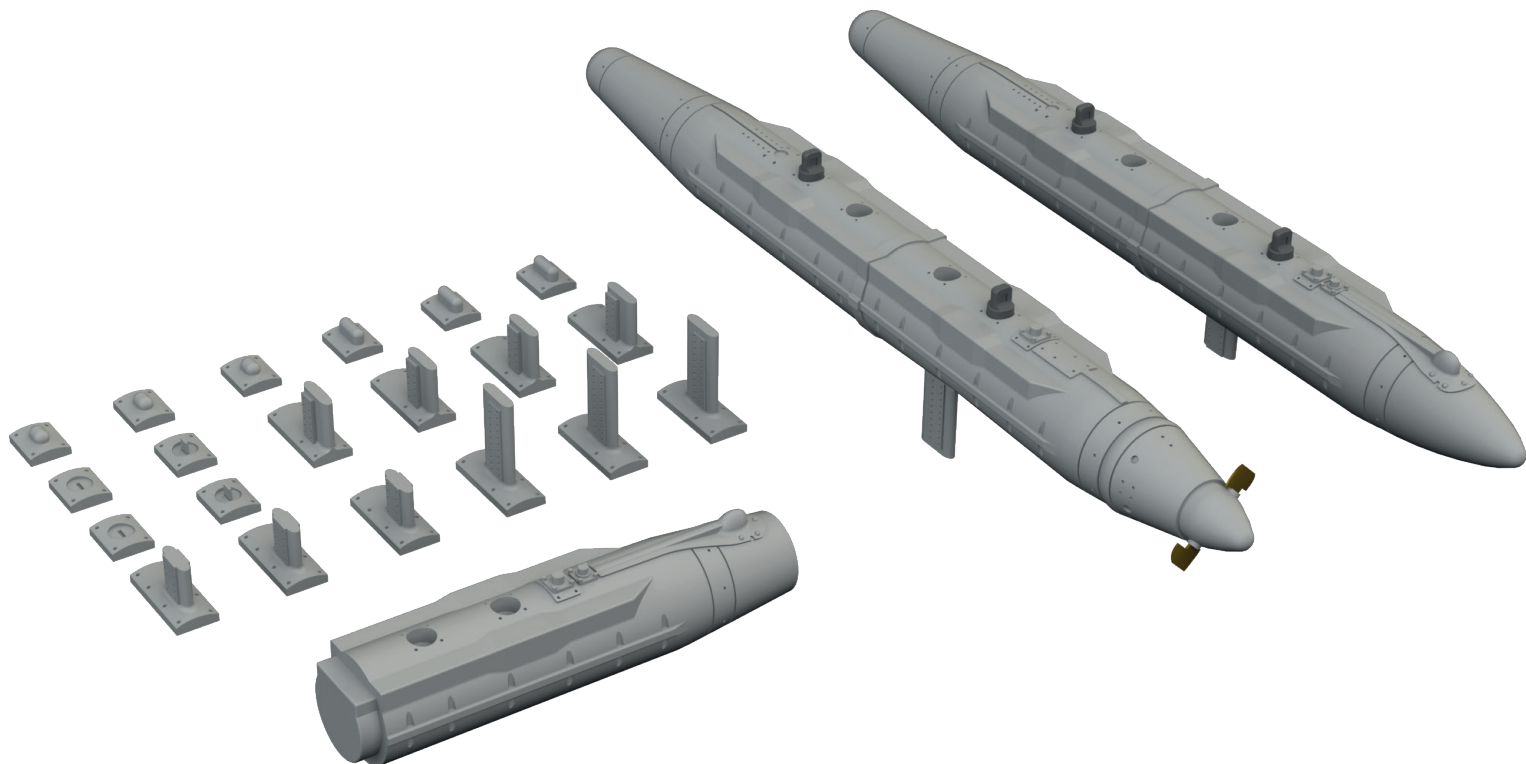


BRASSIN

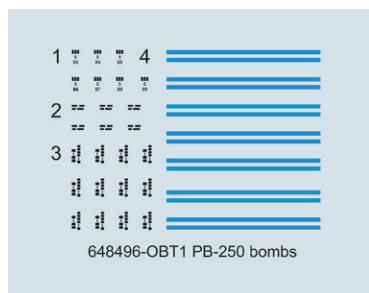
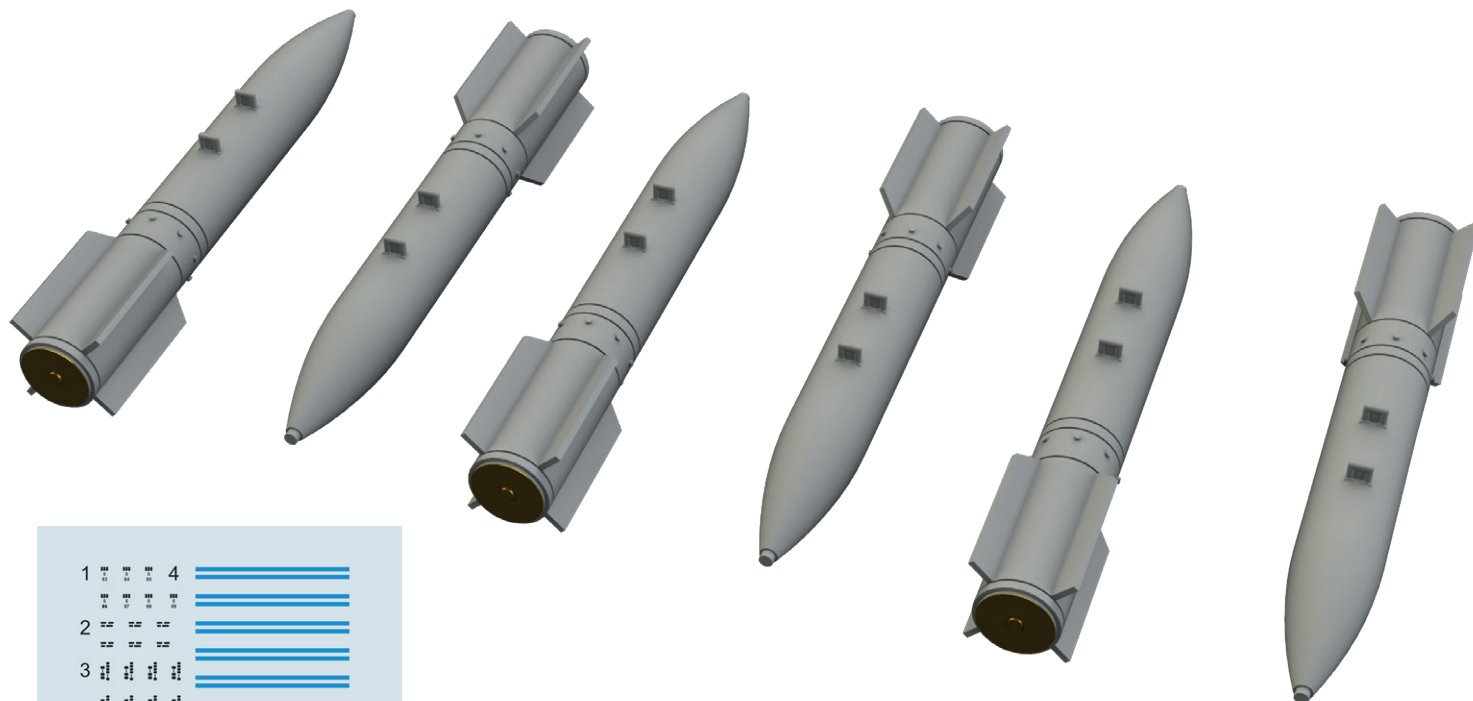
648491 AN/ALQ-71(V)-2 ECM pod 1/48



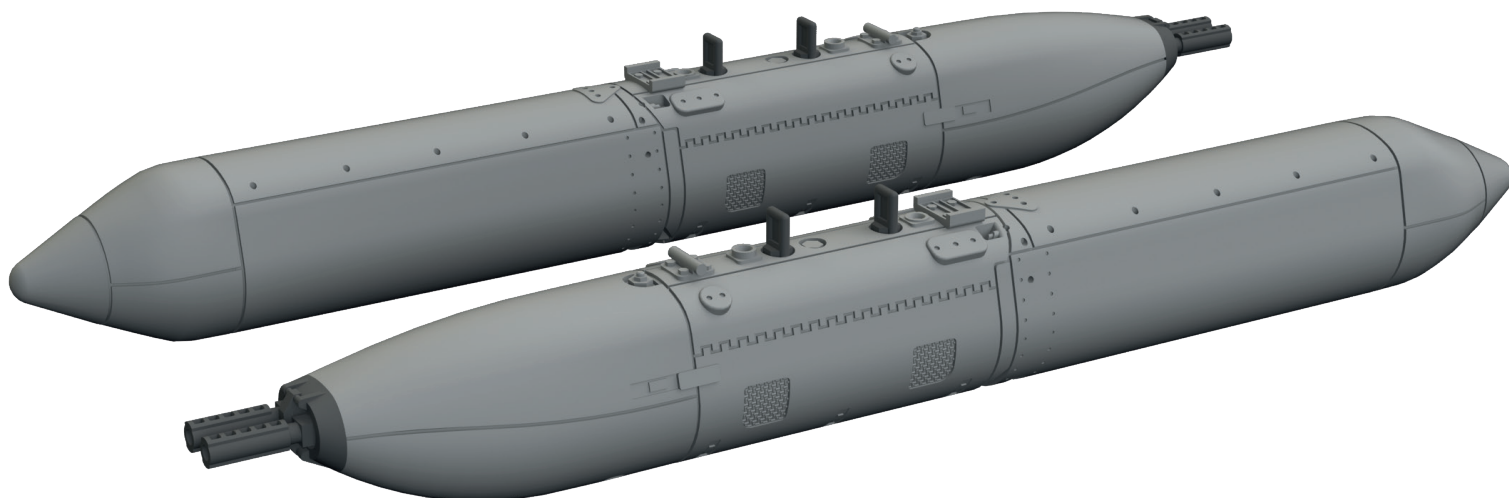
648493 AN/ALQ-87 ECM pod 1/48



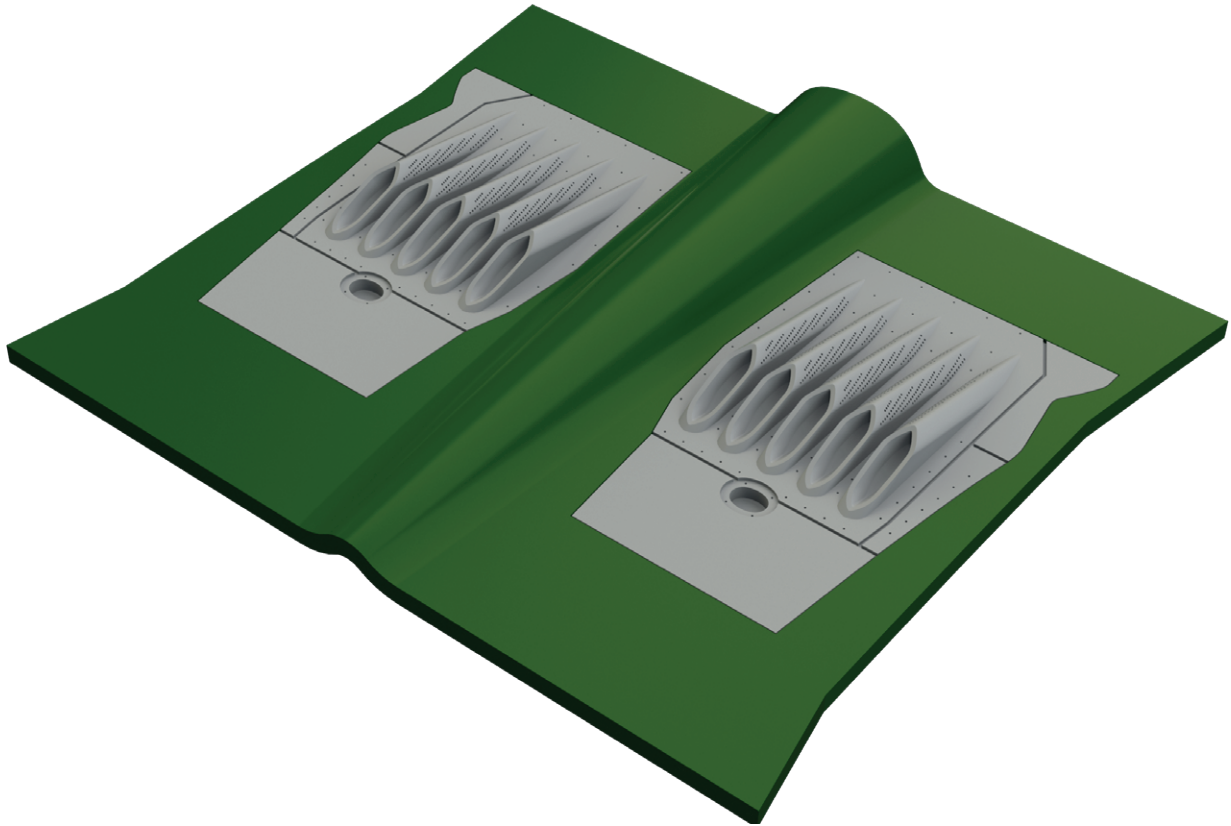
648496 PB-250 bombs 1/48



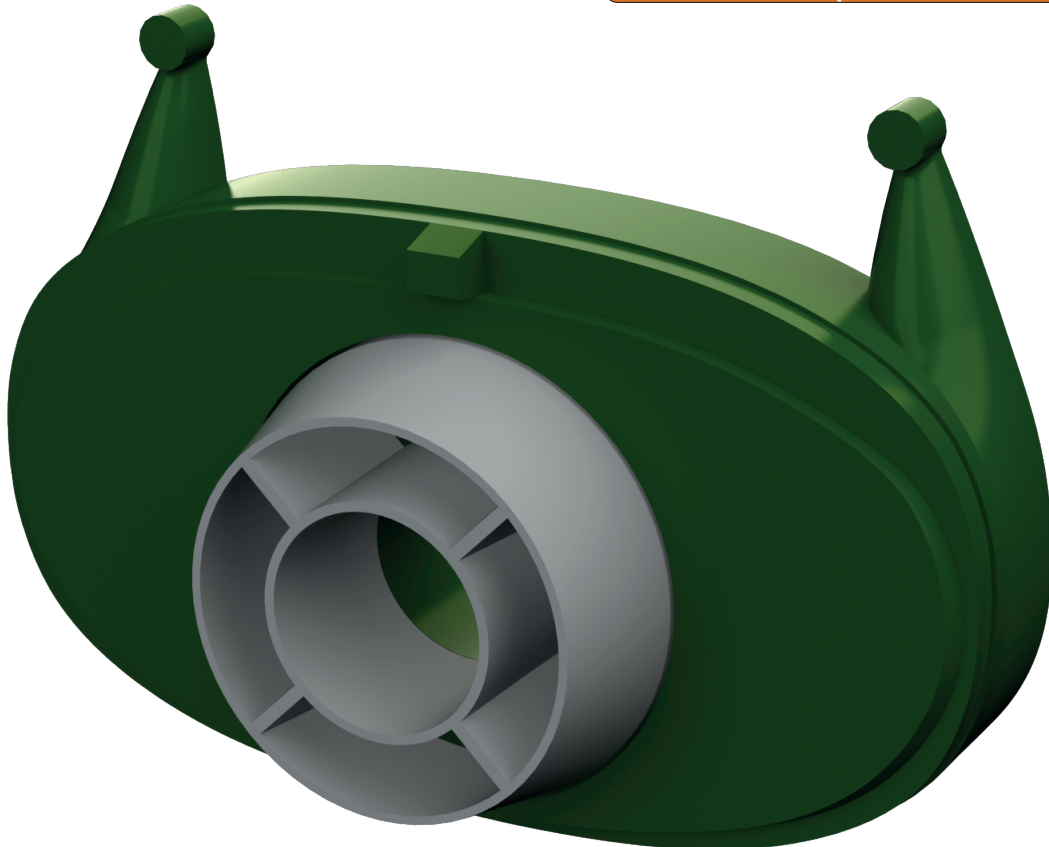
648497 UPK-23-250 gun pods 1/48



648498 F/A-18E ECS pipes late 1/48 Eduard/Hasegawa



648499 Tempest Mk.V intake ring 1/48 Eduard



648500 Tempest Mk.V dust filter w/ eyelid 1/48 Eduard



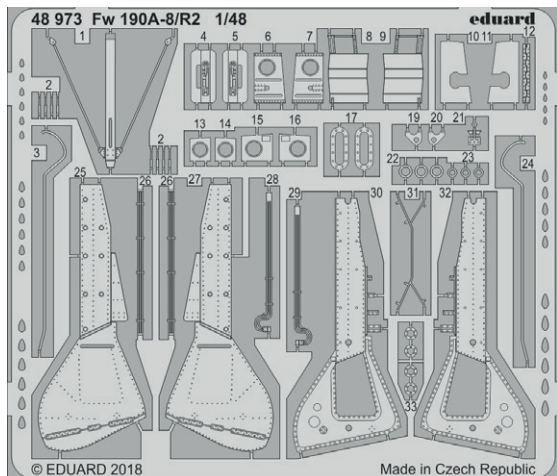
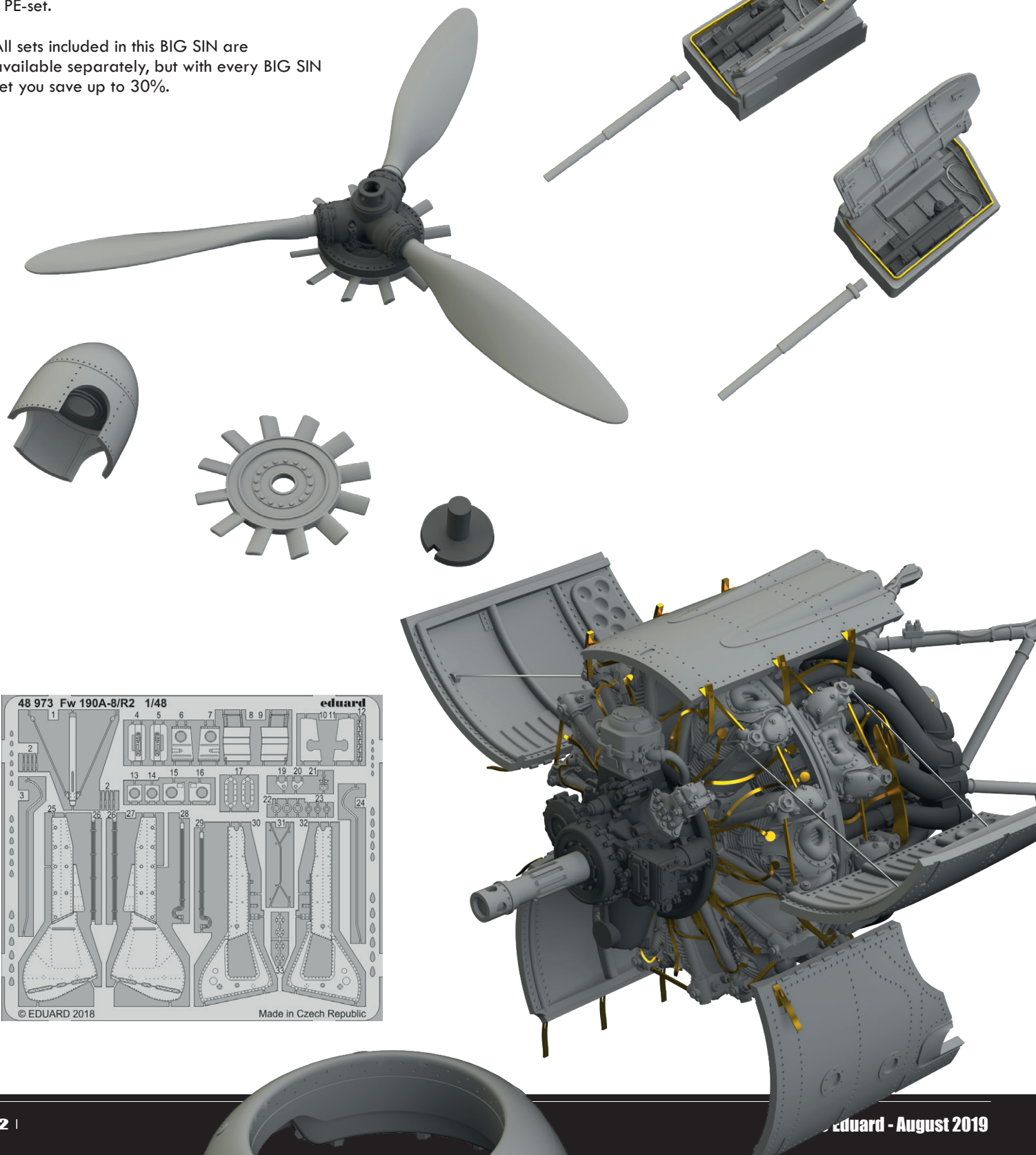
BRASSIN

SIN64860 Fw 190A-8/R2 ADVANCED 1/48 Eduard

Collection of 4 sets for Fw 190A-8/R2
in 1/48 scale by Eduard.

- propeller,
- wingroot gun bays,
- engine,
- PE-set.

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



PE-SETS and MASKs

PE-SETS

32447	MH-60L ammo feed chutes
32955	P-51D interior late ser. 20-35
32956	P-47D-25 interior
36426	M-46 Patton
48997	Do 217N-1 landing flaps
48998	Do 217N-1 exterior
491018	Do 217N-1
491022	Si 204D
491024	F-16I SUFA interior
491026	A-10C interior
491028	Typhoon Mk.Ib Bubbletop
73680	MiG-21F-13
73681	A-4E
73682	C-27J
73683	Super Mystere B.2

1/32	Kitty Hawk
1/32	Tamiya
1/32	Hasegawa
1/35	Takom
1/48	ICM
1/48	ICM
1/48	ICM
1/48	Special Hobby
1/48	Hasegawa
1/48	Italeri
1/48	Hasegawa
1/72	Modelsvit
1/72	Hobby Boss
1/72	Italeri
1/72	Special Hobby

ZOOMS

33230	F-4J interior
33231	P-51D interior late ser. 20-35
33232	P-51D interior late ser. 20-35 seatbelts STEEL
33233	P-47D-25
33234	P-47D-25 seatbelts STEEL
FE1018	Do 217N-1
FE1019	Do 217N-1 seatbelts STEEL
FE1020	Do 217N-1 radar antennas
FE1021	P-51D seatbelts STEEL
FE1022	Si 204D
FE1023	Si 204D seatbelts STEEL
FE1024	F-16I SUFA
FE1025	F-16I SUFA seatbelts STEEL
FE1026	A-10C
FE1027	A-10C seatbelts STEEL
FE1028	Typhoon Mk.Ib Bubbletop
FE1029	Typhoon Mk.Ib Bubbletop seatbelts STEEL
SS680	MiG-21F-13
SS681	A-4E
SS682	C-27J
SS683	Super Mystere B.2

1/32	Tamiya
1/32	Tamiya
1/32	Tamiya
1/32	Hasegawa
1/32	Hasegawa
1/48	ICM
1/48	ICM
1/48	ICM
1/48	Eduard
1/48	Special Hobby
1/48	Special Hobby
1/48	Hasegawa
1/48	Hasegawa
1/48	Italeri
1/48	Italeri
1/48	Hasegawa
1/48	Hasegawa
1/72	Modelsvit
1/72	Hobby Boss
1/72	Italeri
1/72	Special Hobby

MASKS

EX659	Do 217N-1
EX660	Si 204D
EX661	Si 204D TFace
CX545	A-4E
CX546	MiG-21F-13
CX547	MiG-21F-13 TFace
CX548	Super Mystere B.2

1/48	ICM
1/48	Special Hobby
1/48	Special Hobby
1/72	Hobby Boss
1/72	Modelsvit
1/72	Modelsvit
1/72	Special Hobby

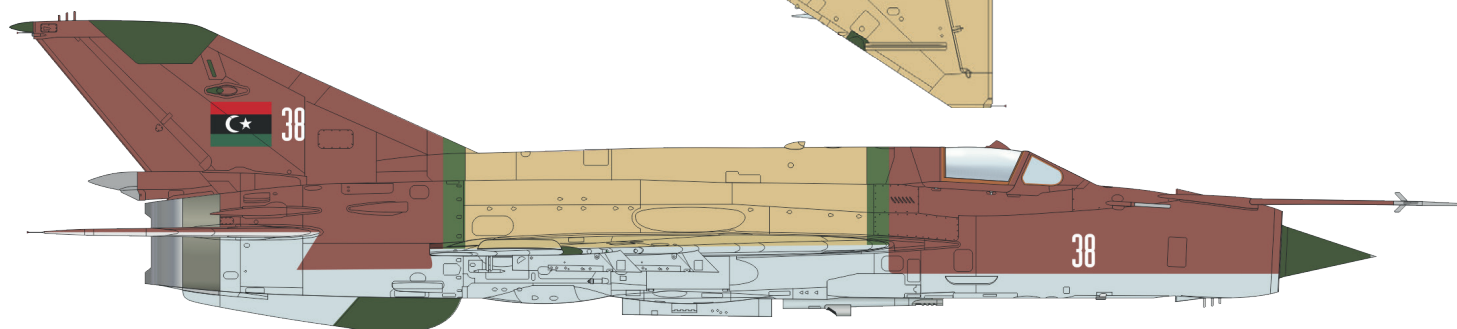
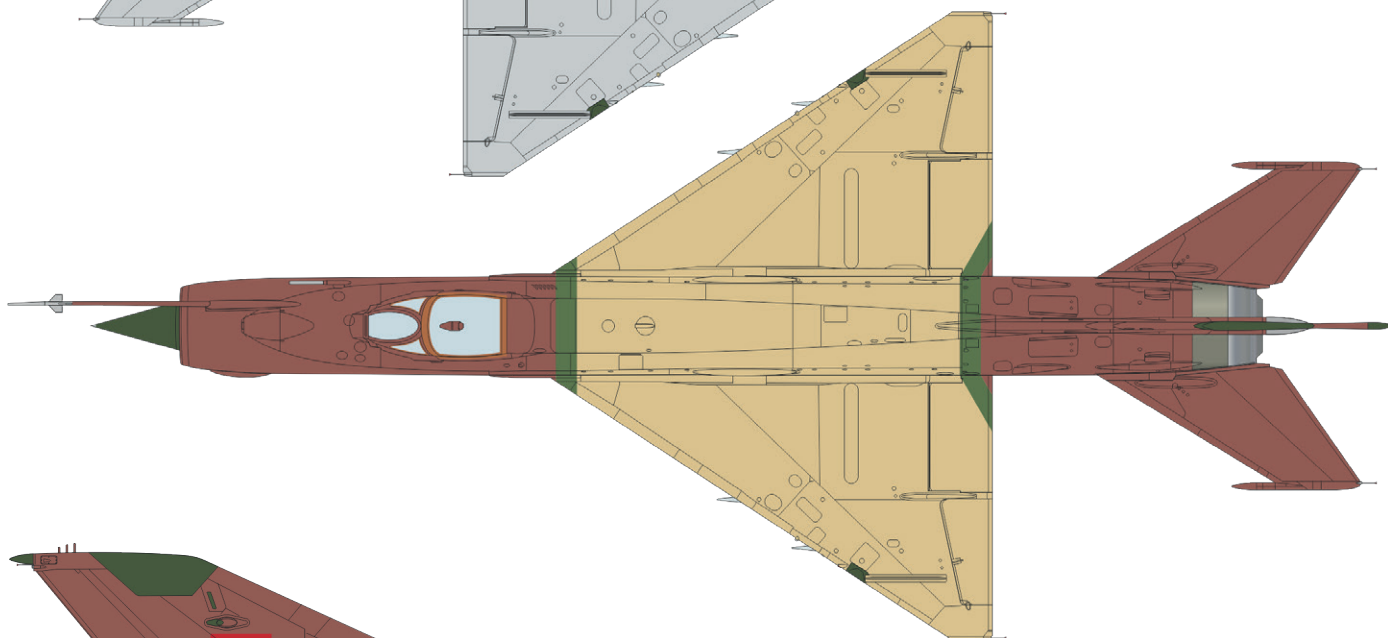
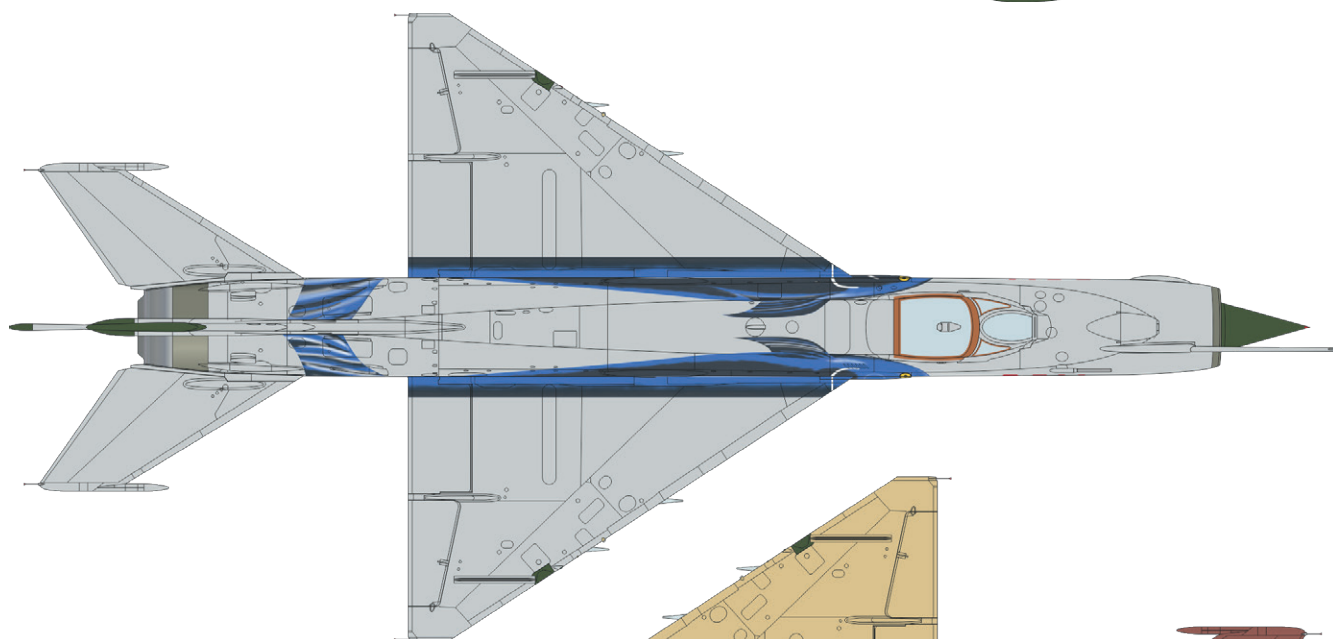
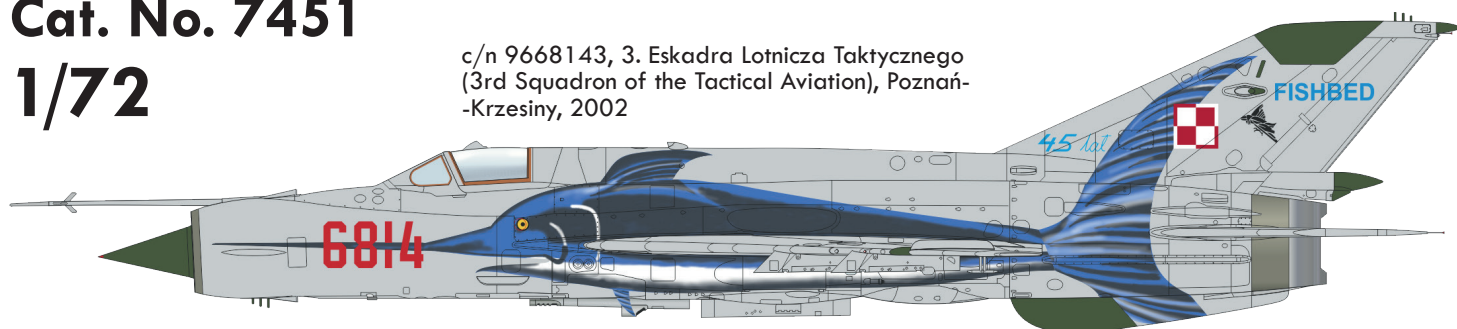
MiG-21MF Fighter Bomber

WEEKEND
edition

Cat. No. 7451

1/72

c/n 9668143, 3. Eskadra Lotnicza Taktycznego
(3rd Squadron of the Tactical Aviation), Poznań-
-Krzesiny, 2002



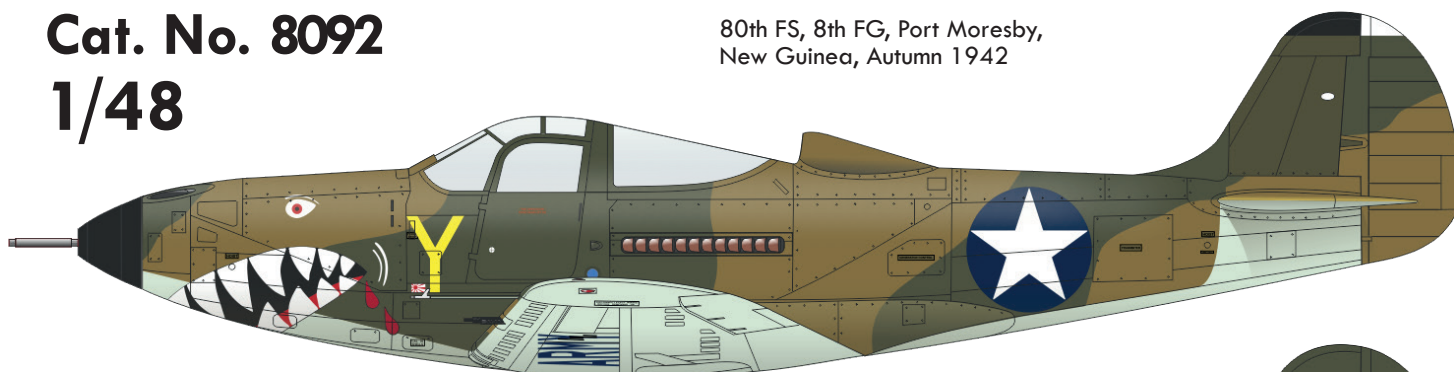
Free Libyan Army, Tobruk, Libya, 2016

P-400

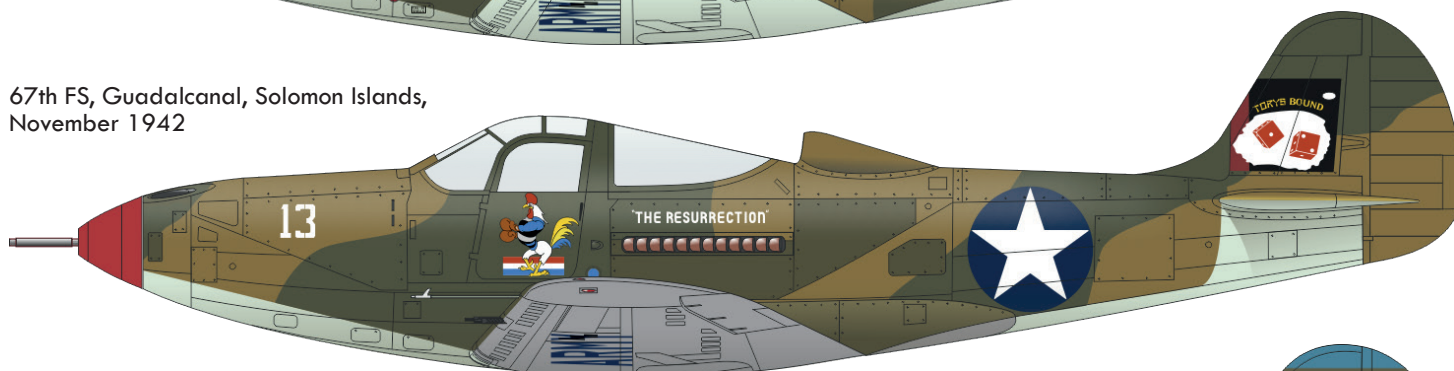
ProfiPACK
edition

Cat. No. 8092
1/48

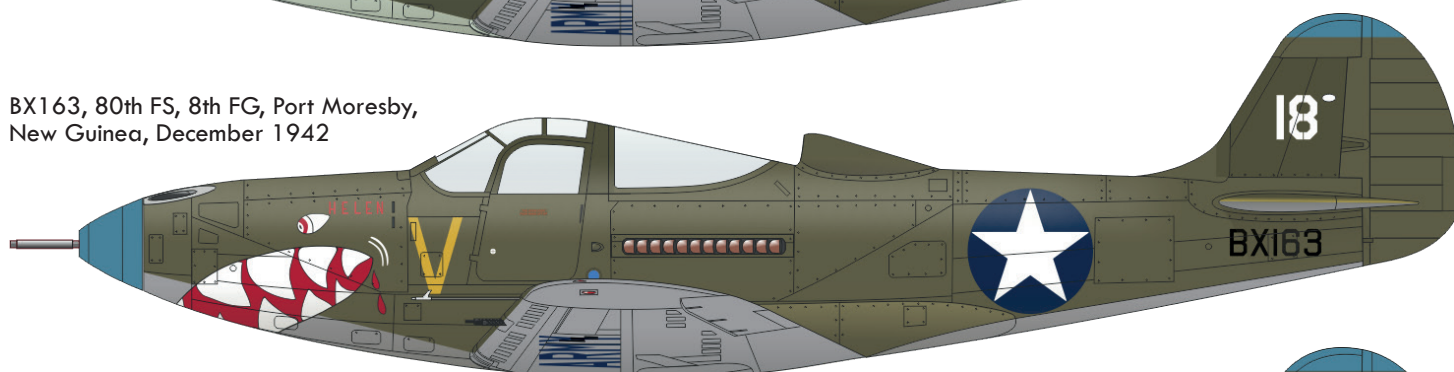
80th FS, 8th FG, Port Moresby,
New Guinea, Autumn 1942



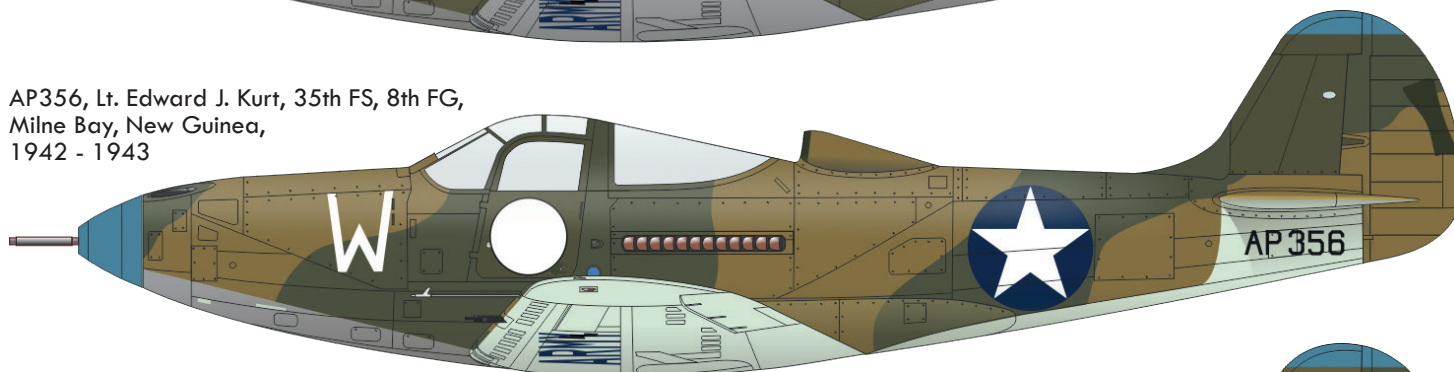
67th FS, Guadalcanal, Solomon Islands,
November 1942



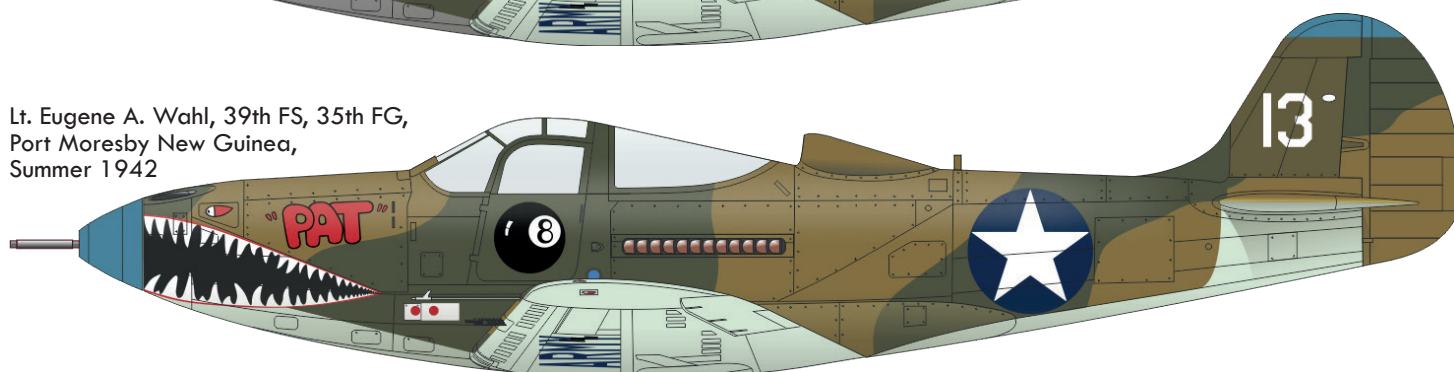
BX163, 80th FS, 8th FG, Port Moresby,
New Guinea, December 1942



AP356, Lt. Edward J. Kurt, 35th FS, 8th FG,
Milne Bay, New Guinea,
1942 - 1943



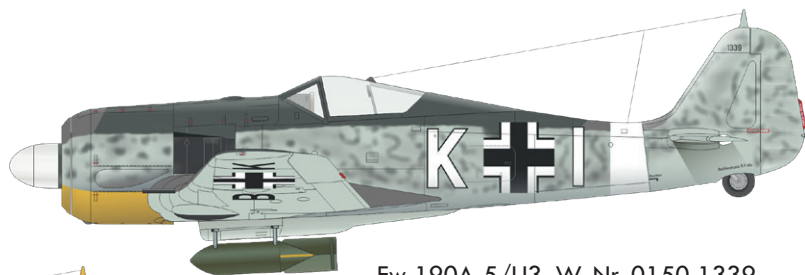
Lt. Eugene A. Wahl, 39th FS, 35th FG,
Port Moresby New Guinea,
Summer 1942



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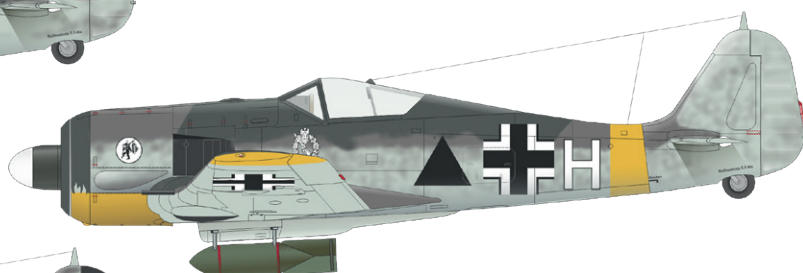
Cat. No. 11131
1/48



Fw 190A-5/U3, W. Nr. 0150 1339,
9./SKG10, Gela – Ponte Olivo, Sicily,
July 1943



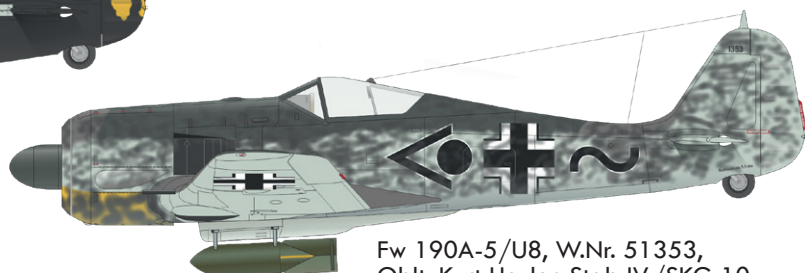
Fw 190A-5/U3, W. Nr. 0150 1437,
Ofw. Johannsen, 7./SchG. 2, Catania,
Sicily, July 1943



Fw 190A-5/U3, 1./SchG. 1, Orel,
Soviet Union, July 1943



Fw 190A-5/U8, W. Nr. 152596,
Uffz. Werner Öhne, 1./SKG 10, Poix,
France, June 1943



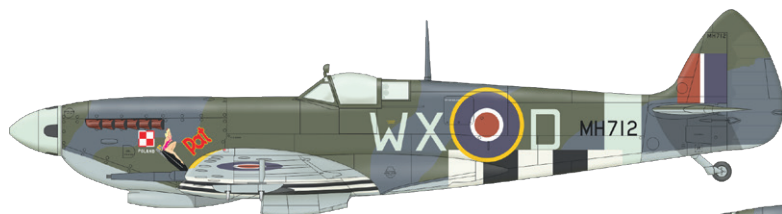
Fw 190A-5/U8, W.Nr. 51353,
Oblt. Kurt Hevler, Stab IV./SKG 10,
Cognac, France, June 1943

Spitfire Mk.IXc late version

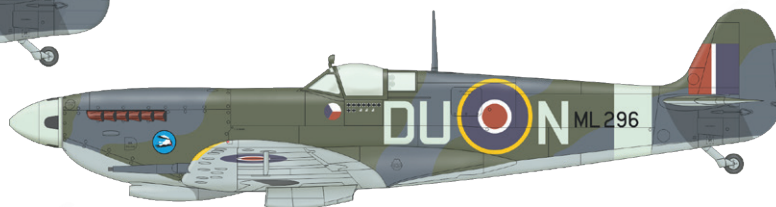
ProfiPACK
edition



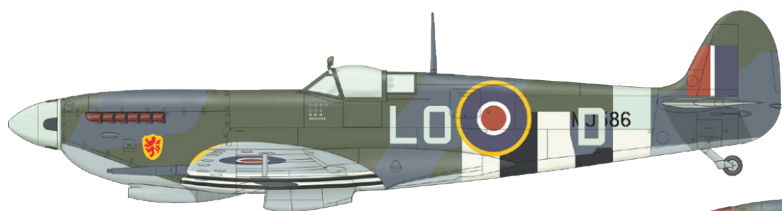
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1/72



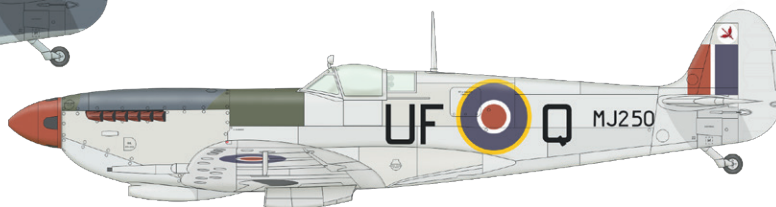
Spitfire LF Mk.IXc, MH712, W/O Henryk Dygala,
No. 302 Squadron, Summer / Autumn 1944



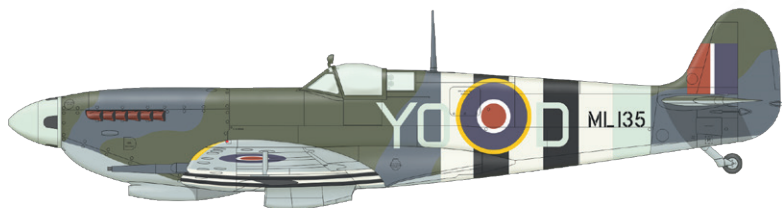
Spitfire HF Mk.IXc, ML296, F/Lt Otto Smik,
No. 312 Squadron, North Weald AB,
Late August 1944



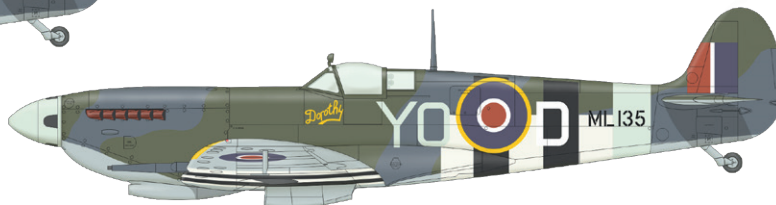
Spitfire LF Mk.IXc, MJ586, Pierre Clostermann,
No. 602 Squadron,
Longues sur Mer airfield, July 7 1944



Spitfire LF Mk.IXc, MJ250, No. 601 Squadron,
Italy, Summer 1944



Spitfire LF Mk.IXc, ML135, Jerry Billing, No. 401
Squadron, Tangmere AB, June 7 1944



Spitfire LF Mk.IXc, ML135, Jerry Billing, No. 401 Squadron, France, July 1 1944

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