

INFO **EDUARD**

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

NOVEMBER 2019

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December 2019

EDITORIAL

Ladies and Gentlemen,

Welcome to November! In today's newsletter, you'll find something out about this year's Iron Bunny contest, which, as usual, was an awesome event with a great atmosphere. This year, the teams built a Mustang. That was no real shock to anyone, but given that what was anticipated in past years was not always realised, there was still an element of doubt. But, it happened. Building the Eduard Mustang in 24 hours, albeit without an engine, which is not yet available, is a major sporting feat, one that was put forth by all eight teams. Just as E-day, this year's Iron Bunny is a big challenge for next year's event, and this year's contest will be tough to beat. Having already mentioned E-day, I would like to say that I am toying more and more with the idea that maybe, after all, there should be some tweaking of the point system in use. It occurred to me while witnessing the points awarding process in the Iron Bunny event. The system is largely based on a process of elimination, searching for mistakes. Maybe, it wouldn't be a bad idea to try and reverse it a bit, and base it on a search and assessment of positives aspects of a build. I think that perhaps, such an approach might do much for the interest and attraction of model contests. I realise that a criticism can drive the criticised forward, but I don't see this happening so much in reality. I don't know of too many cases, where criticism has led the criticised into subsequent projects, that will in turn generate only further criticisms. On the other hand, I have seen many times where the criticised has offered sarcastic thanks, and then proceeded to tell the judge to kindly take his criticism and shove it up his [REDACTED] (censored). I am beginning to think that the future of our hobby is not so much about new kits being offered to beginners, but offering enough praise, and general positive feedback, to beginners and advanced modellers alike. And, by the way, this goes for reviewers as well. Thank you, boys, for pushing us forward, but please,

it's getting tiring. Learn to say something nice. Take it as a chance to learn something new!

In this newsletter, you'll find two articles of note. The first one is a historical piece titled 'Friedrich-Karl Muller', a Wilde Sau and Mosquito ace by Neil Page. It is related to night fighting Wilde Sau missions and to our new Bf 109G-6/AS. The second article, or more accurately, report, comes from Martin Ferkl, and describes the completion of the restoration of the world's only surviving and preserved He 219 at the Udvar-Hazy Centre NASM in Maryland. When we left Chattanooga this year, we had a chance to spend an evening at the centre, witnessing the installation of the engines into the Uhu, and I gotta say, what an evening it was!

November's new items are now available, including sets for two significant new items, the P-38F/G from Tamiya in 1:48th, and for Kinetic's F-104G in the same scale. For the Starfighter, we have photoetched and mask sets, including STEELBELTS items, and interior and exterior TFace masks, as for the P-38, add to that two Look sets, resin wheels and gun muzzles. More items can be expected in the coming months, December 2019 and January, 2020. Other noteworthy November sets include items for the Me 262A in 1:32nd scale for the Revell kit. For Czech modellers, given the recent decision on the purchase of the AH-1Z for the Czech Air Force, sets for the Academy kit of this aircraft in 1:35th scale will be attractive. In 1:48th scale, we have a revitalised set for Tamiya's G4M. In 1:35th scale, you'll find two sets, ammunition boxes for the Hummel from Tamiya and a set for the

2S35 cannon from Zvezda. In 1:72nd, we are releasing new sets for the Lancaster B.Mk.I/III from Airfix, and in the ship department in 1:350th, we have completed the second of two sets for the British heavy cruiser HMS Cornwall. Noteworthy are also the new Brassin wheels (P-51D Pointed Cross Tread) and gun bays for our 48th scale P-51, along with two sets for the MiG-23BN in 1:48th covering the intakes and exhausts. There are four new BigEds, including a collection of sets for the Si-204 from Special Hobby (1:48th). Again, there is only one new BigSin, the Bf 109G-10/U4 ESSENTIAL in 1:48th.

We have the usual four new kits for the month. Being released now is the Bf 109G-6/AS (ProfiPACK 1:48th) that was originally to be out in August. This is a kit of an interesting subject with a selection of some striking marking options. The Bf 109G-6/AS and Bf 109G-14/AS were a passionate request of us expressed on various modelling forums. In 1:72nd scale, we have a reboxing of the MiG-15bis, replenishing stock of the same sold out item in the same line. It's not really a straight re-pop, though. It has a new boxart, a new marking selection and a new catalog number. There is a Weekend Edition kit of the Fokker Dr.I in 1:48th and an F6F-5 Hellcat in the newly conceptualised SUPER44 line, relating, of course, to the scale of 1:144th. These moulds have been used by Platz.

There are some interesting new BFC items as well. There are two publications available, 'Riders in the Sky, 1944' (BFC095) and 'BEDNA MiG-23MF/ML' (BFC096). A third publication 'MF/MiG-21 (Second Edition)'





will be available under the catalog number BFC098. On the occasion of the decorating of Mr. Kurt Taussig, we are releasing a kit of his Spitfire Mk.IX, which he flew in Italy with No.225 Squadron. In 1:72nd scale, it is being released under the catalog number BFC 091, and in 1:48th scale, BFC092. There are also two new variations of kits being released for the BFC, one each for the MiG-15bis and Bf-109G-6/AS. All of these new additions and offers to the BFC represent the highest volume of items dedicated to that now very popular institution. To top it off, on November 20th, on the anniversary of the creation of the Bunny Fighter Club, we will be releasing two new Admissions Models, the long awaited P-40E in 1:32nd and MiG-21MF in 1:72nd. In the spring, we would like to release another two such items, one in 1:48th and the other in

1:35th, which will be the also long-awaited fire-fighting-agricultural Sherman from Obrnice.

November is a busy month in terms of modelling events, too. The most significant of these is Scale Model World in Telford and we will again be there, but with a new team representing our firm. Both Petras, Pavlickova and Solcova, will be there. Our trip to Telford is somewhat complicated by the events surrounding Brexit, and we hope that this won't have any major adverse effects on it. SMW will also have the usual After-party event associated with it.

At the same time as our team from Telford returns home, there will be a small celebration on November 11th, Veteran's Day, at Peace Square in Prague (Namesti Miru). This will be our first time taking part in this commemoration and we hope that

we can, in same small way, add to its success.

On November 30th, we will, of course, be in Bratislava, with our new items for December, including the Royal Class P-51D Mustang kit, and a lot of new items for not just the Mustang, but also the P-38 from Tamiya and the B-17G from HKM. This is the 'Plastic Winter' event, and will also have its own After-party, associated with Black Friday. In December, we will also repeat last year's sell off of older in-stock items, as long as there is something to sell after the retailers go through everything on our e-shop.

So, here's to a happy November, my friends!

Happy Modelling,
Vladimir Sulc



Bf 109G-6/AS

1/48

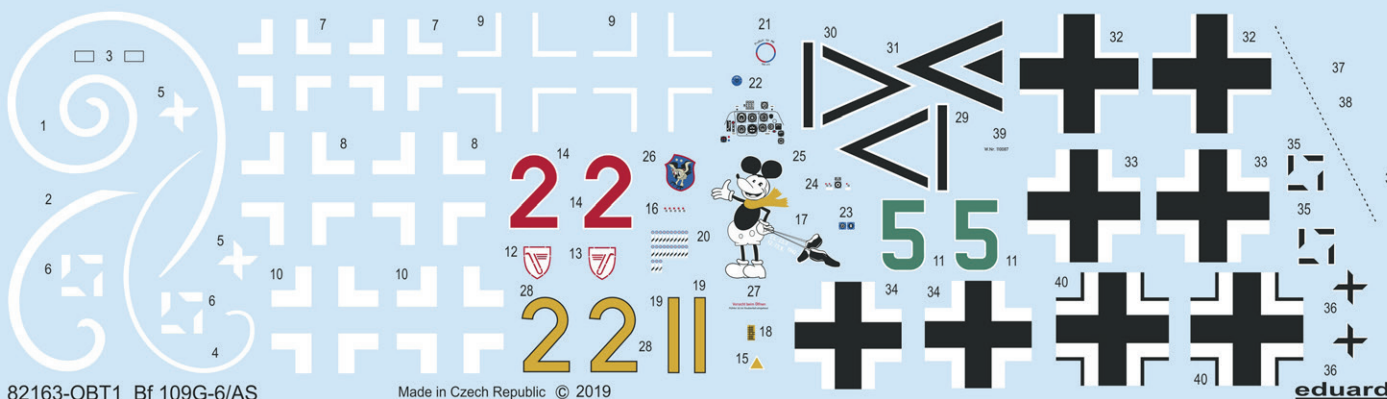
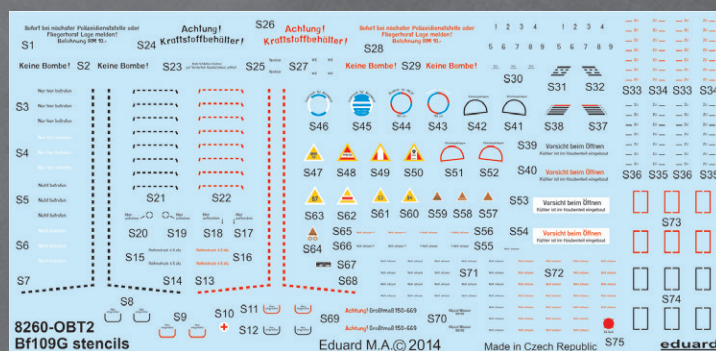
ProfiPACK
edition

**FIRST RELEASE
OF G-6/AS VERSION**

1/48, Cat. No. 82163

- Eduard plastic parts
- Photo-etched set
- Painting mask
- Eduard decals
- 5 marking options

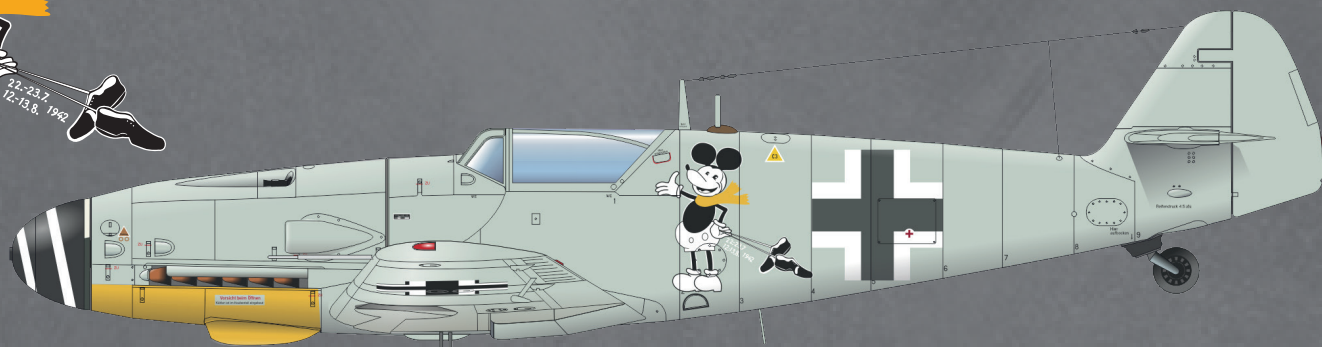
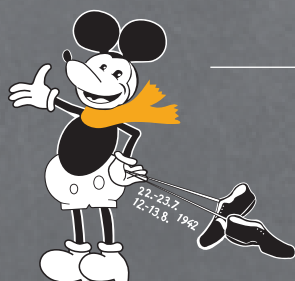
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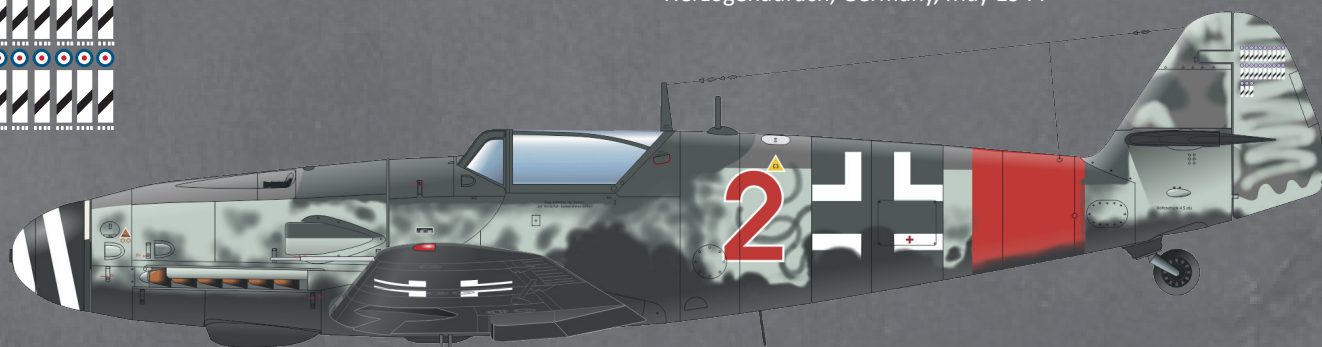
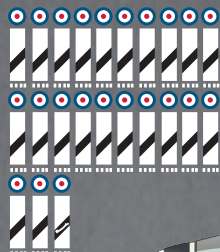
82163-OBT1 Bf 109G-6/AS

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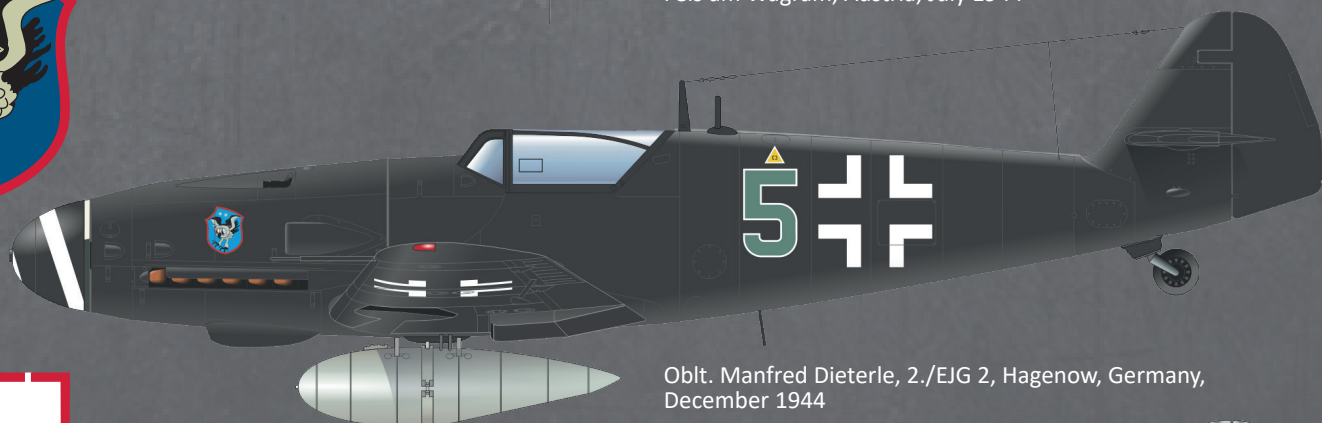
W. Nr. 110087, Hptm. Horst Carganico, CO of I./JG 5, Herzogenaurach, Germany, May 1944



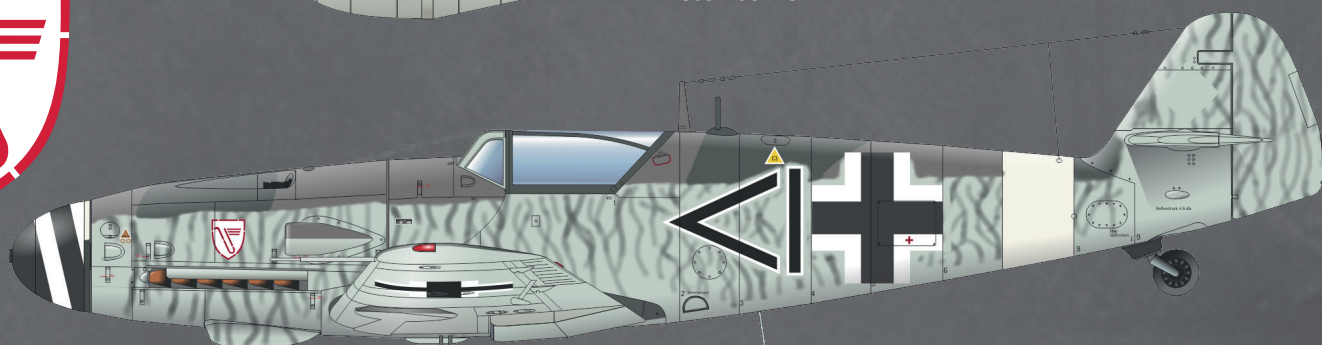
Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944



W. Nr. 412807, Uffz. Heinz Zimmermann, 6./JG 27, Fels am Wagram, Austria, July 1944



Oblt. Manfred Dieterle, 2./EJG 2, Hagenow, Germany, December 1944



Stab I./JG 3, Gütersloh, Germany, July 1944

Friedrich-Karl Müller



Wilde Sau ace

Author: Neil Page

Leading wilde Sau night fighter ace Friedrich-Karl Müller was an experienced Lufthansa pilot before the war and one of the founder members of Jagdgruppe Herrmann, forerunner of the original wilde Sau Geschwader JG 300. He went on to command two of the Luftwaffe's specialist Mosquito-hunting (Moskito-Jagd) units, 1./NJGr 10 and I./ NJG 11. Müller achieved around 30 victories in only 52 combat flights in what must have been one of the most difficult forms of combat flying - 'unguided' night-time freelance hunting in a single-engine fighter.

The idea to deploy single-engine fighters at night is largely credited to decorated bomber pilot 'Hajo' Herrmann. He proposed flying the standard single-engine day fighters of the Luftwaffe at night as a means of making up for a general shortfall in night-fighter production. The German High Command authorised him to begin testing his theories in the so-called Nachtjagdversuchskommando Herrmann, (Night fighter Test Detachment Herrmann) Herrmann's unit based at Bonn Hangelar comprised ex-bomber and Lufthansa pilots who were experienced in blind flying techniques and would be deployed to attack RAF bombers visually- at night. On 24 July 1943, the RAF had escalated their night bomber offensive with the launch of a series of raids against the port city of Hamburg. The raids were significant for the first successful deployment of 'Window'- tiny strips of metal foil - which, cut to the right wavelength, successfully jammed German radar equipment. The attack and the resulting firestorm, which caused huge loss of life and damage to industrial installations, accelerated testing then being undertaken by Herrmann's pilots. These trials had met with some success- on the night of 3/4 July during an attack on Cologne Herrmann's pilots destroyed six bombers, including one brought down by Herrmann himself, for the loss of just one machine.

Operating with the aid of searchlights or the light from flares and thus independently of radar- this method of attack - free hunting - was dubbed 'wilde Sau' or 'wild boar' night fighting. The relative success of these early trials with what became known as 'JG Herrmann' led to the establishment of Herrmann's Jagdgeschwader 300 - the first Luftwaffe night fighter Geschwader equipped solely with single-engine fighters.

Although they had few aircraft of their own at the start, JG 300 flew both types of Luftwaffe primary frontline fighter, the Stab and II. Gruppe finally being equipped with Fw 190s, whereas I. and III. Gruppen flew Bf 109 Gs. Oblt. Friedrich-Karl Müller was appointed the unit's technical officer. Müller flew both the Bf 109 and Fw 190 whilst serving with the Geschwaderstab JG 300. Call sign 'wilde Sau 3' his Fw 190 A-6 'grüne 3' WNr 550 717 was lost on the night of 22 October 1943 whereas 'Green 3' WNr 550 453, displayed details of his 19 nocturnal victories on its rudder. One of the unit's most notable initial combat actions came on the night of 17/18 August 1943 during the raid on Peenemünde. JG 300 reported four victories, including two downed by Müller flying a Fw 190. On the night of 23/24 August JG 300 pilots shot down 13 RAF "heavies", including a triple returned by Müller (Stab JG 300) and Lt. Robert Plewa of 2./ JG 300. During another major action (5/6 September) JG 300 again reported 13 kills. That night Müller claimed a Halifax and Stirling, followed by two Lancasters 24 hours later. Such were the successes of Müller and JG 300 that orders were issued to form another Wilde Sau unit - JG 301, followed in November by a third, JG 302.

However with the onset of poorer autumn and winter weather, attrition began to take its toll. Takeoffs and landings at night on dimly lit airfields in a single-engine fighter for a sixty-minute sortie on instruments in often atrocious weather conditions required considerable feats of airmanship and accidents were a frequent occurrence. The Bf 109 especially gave its pilots potentially lethal handling difficulties to contend with - its small wing, narrow-track undercarriage, an overloaded airframe and large engine driving a broad-three-bladed propeller gave it a nasty tendency to swing badly on take-off and landing. Short on range, a single-engine fighter could ice up dangerously quickly when climbing through the cloud layer. The more heavily armed Fw 190 was sturdier and, equipped with a 300 litre Zusatztank (drop tank) to extend endurance, enjoyed a reasonable loiter time over any supposed target area. The only navigation aid for the wilde Sau - aside from corridors of searchlights - were radio beacons and the onboard radio, short on range and liable to heavy jamming by the British. But even

if getting airborne, navigating and attacking a huge bomber stream were accomplished successfully, trying to then locate an airfield to put down on in the dark would become something of an exploit for all but the most proficient of pilots.

While the backbone of the Wilde Sau units were seasoned blind flyers, losses led increasingly to numbers of younger pilots being 'blooded', such as Feldwebel Walter Schermutzki who flew his first combat sortie with JG 302;

".. my first posting as a wilde Sau pilot was to JG 301 in November 1943 before I moved to 4./ JG 302 based in Ludwigslust. By that stage of my career as a fledgling night fighter I had flown some twenty night training missions in the Bf 109- it was barely enough to be able to control the aircraft. At 02:00 on the morning of 24 December I was put on readiness. At 03:10 I went out to my aircraft, "White 3", and climbed up into the cockpit by torch light - I could see the frost glittering on the wings. My comrades were dispatched one by one into the night at five-minute intervals and then it was my turn. As soon as I was airborne I received instructions to head for Leipzig where the 'firework display' of RAF markers had started. However this proved to be a diversion. Thirty minutes later instructions came over the frequency to head for Berlin. By that stage I could hear from the communications that Ju 88 and Bf 110 night fighter Gruppen were also en route for the capital. Fifteen minutes later I was over the city - it appeared to be a vast mosaic of fires. Against the orange glow, the searchlights sweeping the sky, the explosions of the flak and streams of tracers lent the scene a fantastical appearance. I orbited for some time, encountered a twin-engine machine that I identified as a Bf 110, but gradually the anti-aircraft fire died down and the searchlights went out one by one. The English raid had finished. We'd arrived on the scene too late. I landed at Brandis at 05:20. My next wilde Sau sortie was flown on 6 January 1944. The sky was clear of clouds and the full moon provided exceptional visibility when I took off at 03:15. That night I was flying "White 11", fitted with two 20 mm cannon mounted in underwing gondolas. I was instructed to orbit beacon "Siegfried" north of Berlin. Now and again I waggled my wings to try and prevent ice forming and at around 04:00 I was ordered to head at full speed to Stettin. I arrived there some twelve minutes later - the sky was full of contrails. Then I saw them - Lancasters! They were flying in groups of twenty aircraft. I misjudged my first pass since I was going too fast and went right through a group - these were huge machines so close up. Streams of tracers snaked out around me, my 109 was rocked by several jolts. Weaving violently I pulled back around and came back under the bombers opening up with my MGs and cannon. I saw four or five small explosions in the fuselage of my victim, who pulled up into a climbing turn but then I lost him in cloud. I was sure that he was crippled but I noted my oil temperature rising and had to break off. Coming in to land at Werneuchen, my port gear leg refused to come down and I had to go around. Over the frequency I asked for the airfield lighting to be illuminated. Suddenly, searchlights and runway markers were lit up and signal flares fired off. I came in on one wheel, stick held hard over, keeping the port wing off the ground for as long as possible, before violently ground looping. I managed to extricate myself from the cockpit. My first thought was to have a pee. It was then as I stood there that I heard the approaching roar of engines, the airfield lights snapped out and suddenly an aircraft flashed low and fast across the field, machine guns blazing away - a Mosquito!"

Schermutzki's first encounter with the 'scourge of the Luftwaffe' - the Mosquito- was a portent of things to come. Capable of out-running the latest Luftwaffe fighters and hauling a bomb load of 1,800 kg, even a lone Mosquito could send entire city populations to the air raid shelters and proved a real thorn in the night defences of the Reich as they carried out night-time bombing raids and reconnaissance sorties on an almost daily basis during the last two years of the war. From the summer of 1943 special day fighter units had been formed to

combat the Mosquito menace - Hermann Graf's JGr. 50 enjoyed a spectacular lack of success against the fast British twins. The wilde Sau units, JG 300, 301, and JG 302 had likewise claimed barely a handful of Mosquitoes shot down since their formation - Schermutzki recalled only one success during this period, Ofw. Karl Deissinger claiming a Mosquito shot down near Wittstock during March 1944. Uffz. Hans Brandlein shot down on 6 January 1944 over Stettin had almost certainly fallen to a Mosquito, his machine exploding in the air, debris being found over a 500-metre radius, while Gruppenkommandeur II./JG 302 Hptm. Colling was lucky to escape unscathed from a dogfight with a Mosquito on 24 February 1944 in the region of Sylt. Even the more successful pilots of II./JG 302 would have their hands full when up against the Moskito; Ofw. Kurt Welter had claimed two Lancasters during the night of 2-3 December 1943 which took his score to eleven, all returned during wilde Sau sorties, but up against one of the fast British twins on the night of 21-22 January 1944 over Magdeburg, the RAF bomber had managed to give him the slip. Schermutzki recalled;

".. I flew two Mosquito-hunting sorties on 20 and 23 April over Berlin and Magdeburg, returning empty-handed on both occasions. On 9 May 1944 I was in pursuit of a Mosquito west of Berlin. At an altitude approaching 10,000 metres my poor old Gustav was struggling to keep up - I could barely reach 520 km/h. The radio interference that night was particularly effective; all I heard was 'wilde Sau 15, he's directly ahead of you!' It was then that I caught sight of a contrail up ahead and at higher altitude. I turned for home in disgust and landed back at Ludwigslust at 01:10.."

However during early 1944 the weight of the Allied air offensive was such that the wilde Sau Gruppen increasingly found themselves turned over to day sorties. III./ JG 300 at Jüterbog-Waldlager was one such wilde Sau unit converted to the day fighter role. However most of the pilots had little or no notion of day fighter combat.

Schermutzki recalled;

"..We flew a few formation exercises during June which served little purpose. I flew my first day sortie at the controls of "Yellow 6" on 20 June 1944 as number '3' in Oblt Gottuck's Schwarm. We were escort for heavily armed Me 410s. We were closing on a Pulk of Liberators over Lake Murtitz when a shouted warning came over the radio, "Mustangs!" At that moment it was every man for himself! Fortunately I managed to land unscathed back at Jüterbog. The following morning we were airborne again as escort for the Me 410s, making visual contact with the Americans at 6,000 metres altitude over Neuruppin. Climbing hard I came back around to attack a box of Liberators over the Oder, Gottuck following my every move. He obviously reckoned I was more experienced than he was! At 700 km/h I opened up with everything and watched my fire slam home. Parachutes started to appear as the giant machine that had been in my sights slowly rolled over on its back and plunged earthwards. It came down at Zossen. Back at Jüterbog Gottuck congratulated me on my 'victory' and assured me that he would try everything to get me back into a wilde Sau unit. I didn't know whether to take that as a compliment or not. As it happened the next sorties I flew with III./ JG 300 were all at night, chasing Mosquitos. I was airborne on 8, 18, 22 and 24 July over Berlin without sighting a single Mosquito. Each sortie played out in similar fashion; airborne under clear skies to loiter at 9,500 metres over Berlin. The Mosquitos would drop their bombs at 8,000 metres. Unfortunately I was always given a reciprocal heading which meant that I only ever saw the Mosquitos' contrails. Later that summer our Kommandeur Hptm. Iro Ilk summoned me to his office and told me I was heading to a new unit being established for single-engine night fighters.."

Given the option of converting to the day fighter role or remaining night fighters, the more proficient of the wilde Sau pilots were detached to form a new specialist single-engine night fighter unit, 1./NJGr.10- under Hptm. Friedrich-Karl

Müller. This unit's initial complement of pilots and machines was established by the simple expedient of siphoning off elements of I./ JG 300. One of the primary roles of this unit was to develop tactics with on-board radar systems - the principal weakness of the wilde Sau fighters through the winter of 1943 had been their 'blindness' in inclement weather - but NJGr. 10 was soon largely turned over to combating the RAF's Mosquito bombers, the scourge of the Luftwaffe fighter force during the last two years of the war.

The new 1./ NJGr. 10 was equipped with the latest high-altitude and high speed models of the Bf 109. The Bf 109 G-6/ AS ('S' for Sonder or 'special') first entered service during May 1944. These first Erla-refurbished/built aircraft were manufactured at the Erla VII plant in Antwerp. Peter Schmoll in "Me 109 Produktion und Einsatz" indicates that Mtt Regensburg constructed 325 examples of the G-6/AS during 1944. The variant was powered by the DB 605 AS engine, a stop-gap development which featured a larger blower taken from the DB 603. The bigger intake required a larger port-side engine bearer arm which in turn resulted in the new refined cowl shape, the so-called asymmetrical 'Ballungen' ahead of the cockpit. The G-6 MG cowl 'bulges' were dispensed with so that this variant was essentially 'Beulenfrei'. It was chiefly developed - aside from on-going issues with the DB 605 D engine - to fulfill a high-altitude interceptor role, the so-called "Höhenjäger". Other features of the G-6/AS included wider propeller blades, a clear-vision canopy and in most cases a deeper oil cooler. The bigger engine also required the larger 'aufgestockt' tailfin to compensate for handling. With a new high-performance engine and MW 50 power boost the Bf 109 could once again compete on equal terms with the latest Allied fighters. On paper at least, these G-6/AS and later G-10 variants now possessed a turn of speed which enabled them to catch a Mosquito - provided they

were loitering at high altitude along one of the many 'corridors' through which the Mosquitos penetrated German air space on their night raids.

Fw. Fritz Gniffke was one wilde Sau night fighter to join Müller's 1./ NJGr.10;

"..following two months rest and convalescence I resumed combat flying during July 1944 and was posted to Nachtjagdgruppe 10 in Bonn where I met up again with my old comrade Kurt Welter. By this time he had accumulated 22 victories and in two day sorties on 18 and 19 July had even managed to add three Mustangs to his tally.. NJGr. 10 flew the latest model of the Bf 109 - the folding hood no longer featured the heavy metal framework of previous versions. However even better for us was the improved supercharger which enabled higher top speeds and a ceiling of some 14,000 metres - during a check flight on 3 August 1944 I reached a speed of 680 km/h at more than 6,000 metres altitude. I had never flown at these sorts of speeds in a 109! On 13 August 1944 our Staffel moved to Rheine and on 15 August at 23:30 I was scrambled to intercept a Mosquito. The controller gave me a vector that took me over the Ruhr where I orbited at 9,000 metres. I was given constant changes of heading - our radar posts evidently had their work cut out trying to pinpoint the English pilot. The night sky was exceptionally bright - visibility was at least 5 km. After 60 minutes of fruitless orbiting I returned empty-handed to Rheine. Here I learned that Kurt Welter had just brought down his first Mosquito following a chase that had taken him north of Hanover. This feat was of course celebrated in due fashion as the occasion warranted - certain pilots including even our Kommandeur Hptm. Friedrich-Karl Müller were soon very much the worse for wear and took the best part of a day to get over their hangovers...."



Bf 109 G-6/AS "Red 2" (WNR. unknown) was flown by Friedrich-Karl Müller, CO of I./NJGr 10 during July and August 1944. The rare photos reproduced here (via Jean-Yves Lorient) were taken on the occasion of the visit of Müller's wife and son to Werneuchen during the summer of 1944. The very large bunch of flowers was most likely presented to mark the ace's award of the Ritterkreuz during July 1944 for 23 victories which was followed shortly thereafter by his promotion to command I./NJG 11. Müller's 24th victory on 23 August 1944 was his first (and only?) Mosquito. He made at least six flights with this Bf 109 G-6/AS "Red 2" from 26 July 1944, including two combat sorties from Werneuchen during the night of 27-28 July 1944. These Mosquito hunting missions were timed at 00h03-00h44 and then from 01h10-01h53 followed by landings back at Werneuchen in both cases. Both sorties were evidently unsuccessful. According to his 'erster Wart', Gefreiter Hans Knott, it was this same 'Red 2' which was then repainted 'Green 3' early in September 1944 when Müller took over I./NJG 11 and elected to re-use his preferred number.

I./NJG 11 was established in early September 1944 by expanding Müller's I./NJGr. 10 to Gruppe strength. The unit shifted back to Bonn-Hangelar before moving to Biblis near Mannheim. During this month the pilots were scrambled on no fewer than eight anti-Mosquito missions without even catching sight of the elusive RAF foe. Also in September 1944 Feldwebel Walter Schermutzki was assigned to I./NJG 11 and recalled;

"...in September 1944 NJGr.10 was re-designated I./NJG 11 and 'officially' became a Moskito-Jagd Gruppe. I was posted in and arrived at Biblis on 27 September. Here we flew the latest Bf 109 G-14/AS and G-10 models powered by up-rated engines for high altitude combat. Lone Mosquitoes soon appeared over the airfield to harry us with bombing or strafing runs and our Kommandeur, Hauptmann Müller had to insist on take-offs in total darkness - a procedure that still makes my hair stand on end when I think about it! A searchlight some three kms from the airfield in line with the runway axis was switched on for one minute, pointing vertically up into the night sky. When the beam was lined up in our windscreen, we could open up the throttle, trying all the while to keep the beam in the windscreen. Most

take offs were completed on one wheel - on the first bounce we held the stick back two centimetres and climbed out at 10 metres/second. The searchlight was extinguished the moment we overflew it. One night in October 1944 I got my own back on the Mosquitoes. At an altitude of 9,000 metres I managed to cut across the turn of a lone intruder, activated the power boost and came in behind a twin-engine machine weaving to avoid the searchlights. I opened fire with my cannon and twin cowl MGs and saw two explosions on his port wing. He instantly pulled into a hard turn to starboard but I followed him, still firing. He was suddenly caught in a searchlight - his contrails were blindingly white in my windscreen. My cannon fire slammed into his fuselage and large pieces of his aeroplane were torn off and swept back in the slipstream. Suddenly we were in darkness again. The Mosquito plunged into a dive; I dropped like a stone after him. As he pulled out at 5,000 metres my controls had virtually locked up - only turning the stabiliser trim wheel gradually brought the aircraft out of the dive. I had lost him....."

An extremely rare photo shows the pilots of I./NJG 11 in September 1944 at Bonn-Hangelar. Gruppenkommandeur 'Nasen' Müller can be seen delivering a pep talk to his assembled pilots with his back to the camera. Third from the left is Feldwebel Fritz Gniffke, two unidentified and F-K. Müller. To the right of Müller facing the camera, (small stature and hair combed back) is Fw. Willi Rullkötter, Lt. Lothar Sachs with his back to the camera, two unidentified and finally Fw. Walter Schermutzki and Lt. Hermann Stitz (lower part of his face obscured). All these pilots flew anti-Mosquito sorties with varying degrees of success on high performance Bf 109s almost up until the end of the war, although very little information has been published on the activities of the unit. By mid-March 1945 for example both Gniffke and Schermutzki had flown some twenty wilde Sau sorties against Mosquitoes with little or no success. Anti-Mosquito sorties were in any event turned over the handful of Me 262 jets of II./NJG 11. On 23 March I./NJG 11 moved to Stuttgart Echterdingen. It was the beginning of the end as Schermutzki remembered;

"...only the most experienced pilots were authorised to

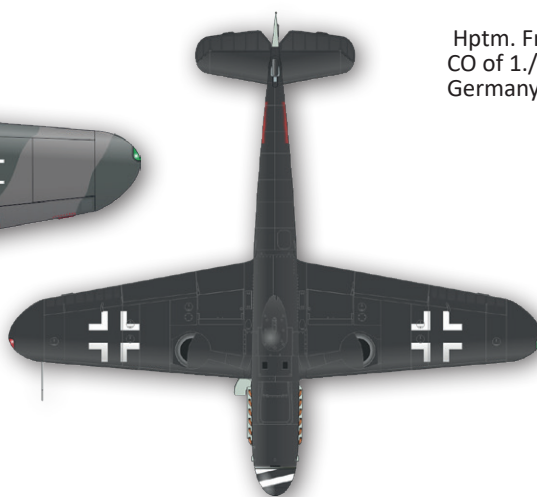
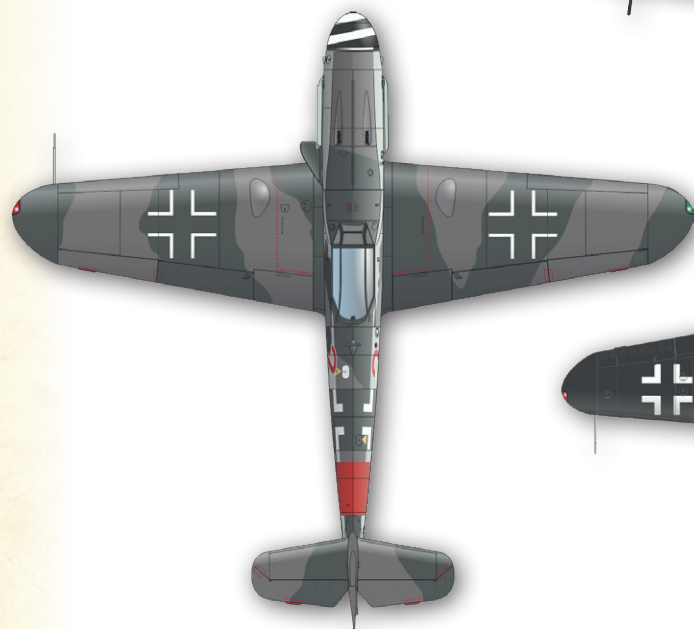
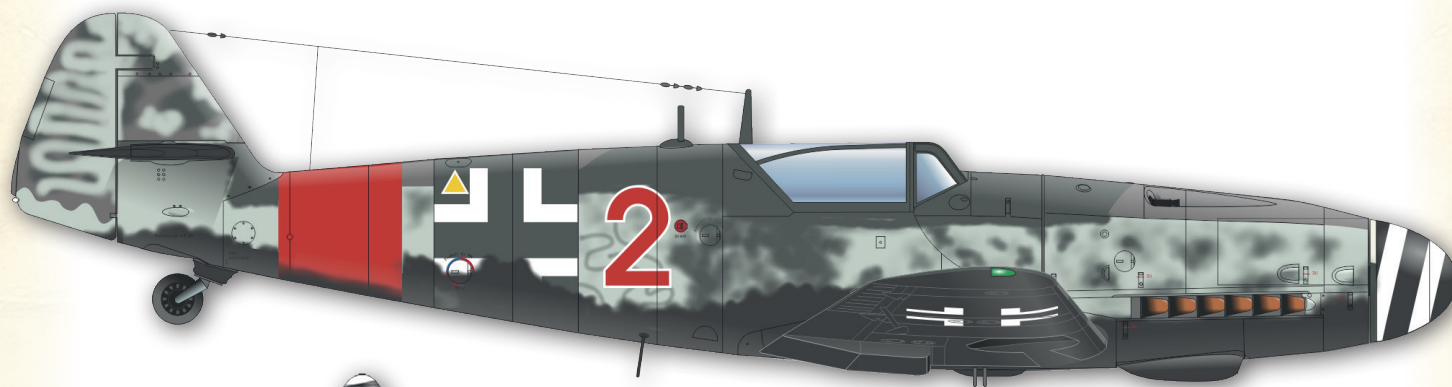


HISTORY

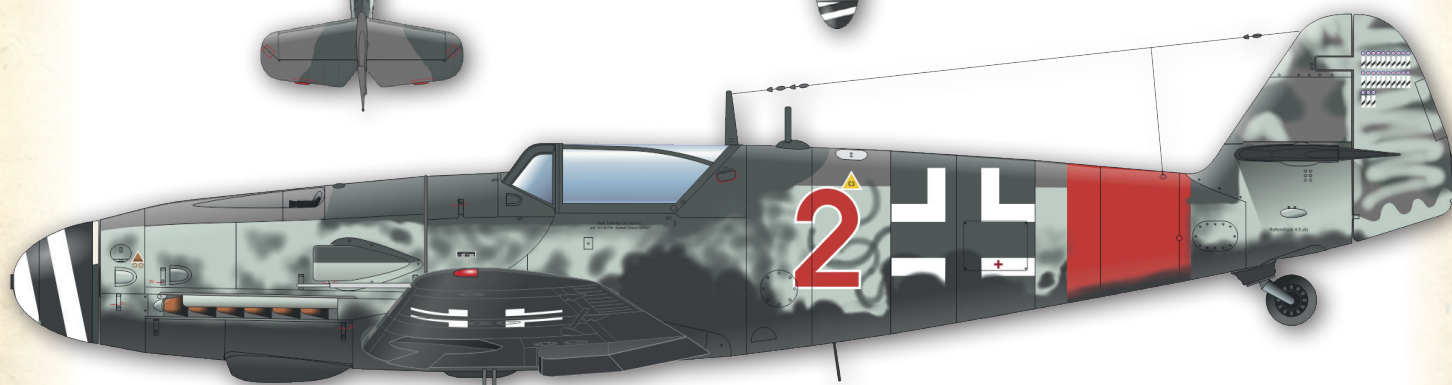
fly sorties now. We were airborne most nights in the sector Bamberg-Bayreuth, flying strafing sorties against American road convoys pressing into southern Germany. From 16 April 1945 we flew from Penzing. I flew a final sortie on the evening of 26 April 1945, airborne in Müller's Bf 109 K-4 marked with a double chevron. As I recall he had just returned his thirtieth night victory in this machine. Only four of us were up on this last night, attacking enemy road traffic around the Danube. We landed at Holzkirchen on 27 April where we were taken captive by the Americans - the four of us - Lt. Hermann Stitz, Fw. Fritz Gniffke, Uffz. Eugen Künstler and myself - were the last wilde Sau pilots of the Luftwaffe.."

Caption for 'Red 2'

Bf 109 G-6/AS "Red 2" (WNr. unknown) flown by Friedrich-Karl Müller with 1./NJGr 10 during July and August 1944. As a Moskito hunter the lower surfaces are in black while the Kennziffer '2' is confirmed as red from Müller's log book. The aircraft features a red fuselage band (just visible in one image), pointing to this as being an ex-JG 300 aircraft, probably built by Mtt. Regensburg judging by the camouflage and stencil below the canopy. Note the absence of head armour to save some additional weight, a feature of Bf 109s selected for the specialised role of hunting RAF Mosquitoes. While not visible in any of the photos of 'Red 2', all of Müller's aircraft can be assumed to have sported a rudder scoreboard, from his Fw 190 'Green 3' to his final K-4..



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





Author is owner of the historical blog FalkeEins.

<http://falkeins.blogspot.com/>

Bf 109G-6/AS

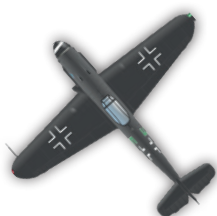
ProfiPACK
edition



Product Page

1/48 scale

eduard



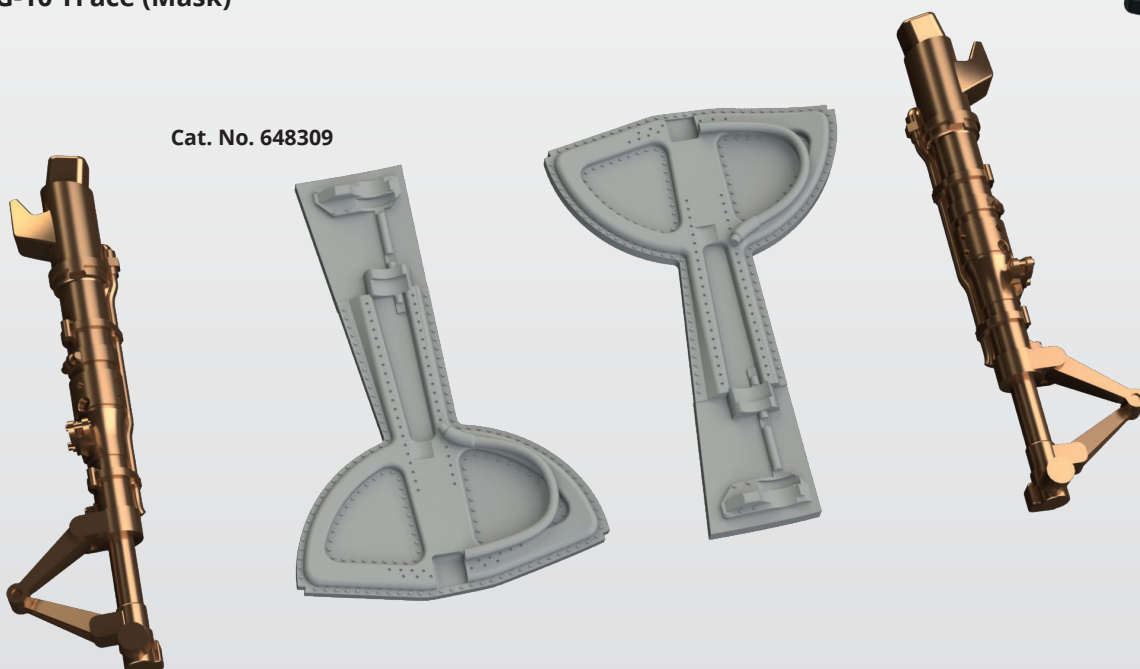
Recommended for Bf 109G6/AS:

- 48961 Bf 109G-10 (PE-Set)
- 49093 Bf 109G seatbelts FABRIC (PE-Set)
- 49094 Bf 109G seatbelts SUPERFABRIC (PE-Set)
- 49095 Seatbelts Luftwaffe WWII fighters (PE-Set)
- FE812 Seatbelts Luftwaffe WWII fighters (PE-Set)
- FE910 Bf 109G steel seatbelts (PE-Set)
- 644004 Bf 109G-10 LööK (Brassin)
- 648149 Bf 109G-6 wheels (Brassin)
- 648239 Bf 109G-6 radio compartment (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648310 Bf 109G control surfaces (Brassin)
- EX512 Bf 109G spinner spirals (Mask)
- EX609 Bf 109G-10 TFace (Mask)

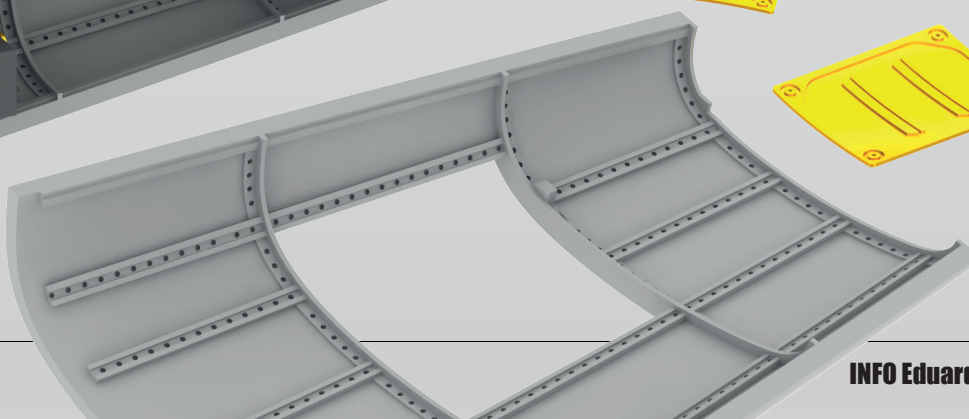
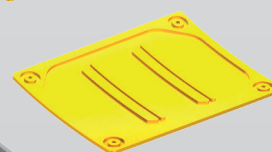
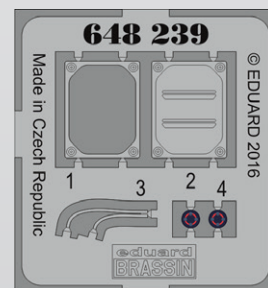
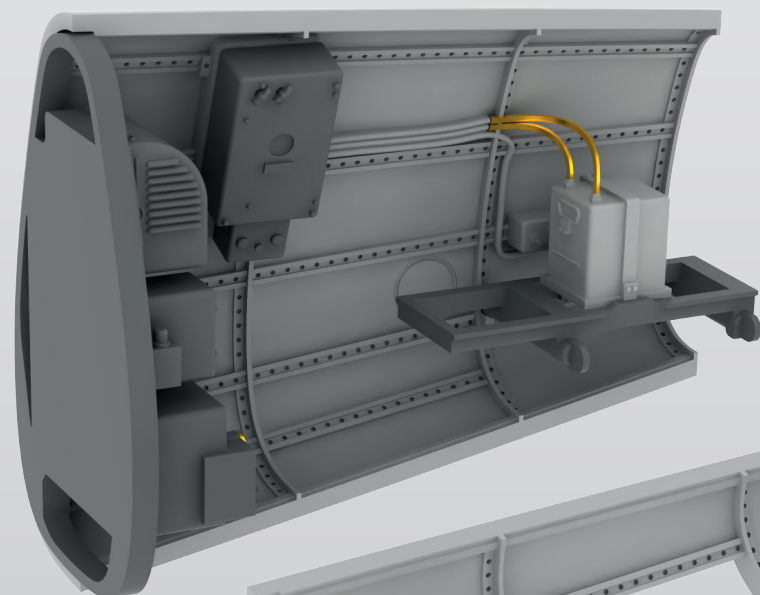
Cat. No. 644004



Cat. No. 648309



Cat. No. 648239



BFC089

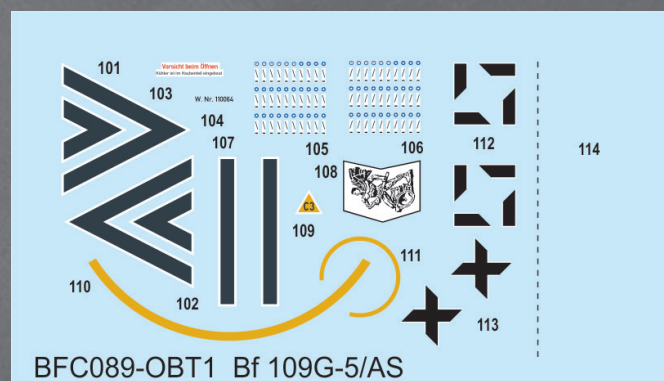
Bf 109G-5/AS Günther Specht



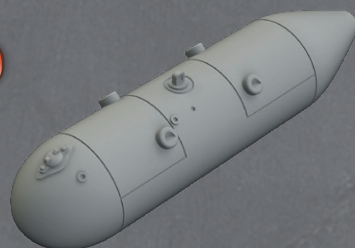
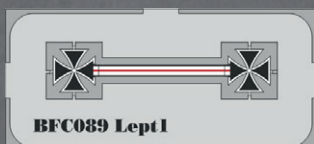
FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC089

- Complete Bf 109G-6/AS kit (ProfiPACK Cat. No. 82163)
- Unique decal sheet and for an aircraft Günther Specht.
- Brassin: external fuel tank
- PE-Set



Product Page



W. Nr. 110064, Hptm. Günther Specht,
CO of II./JG 11 Wunstorf, Germany, April 1944

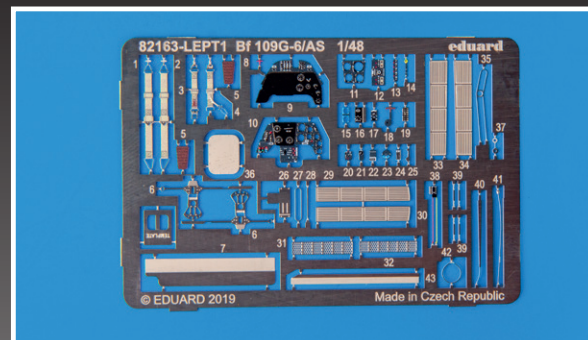
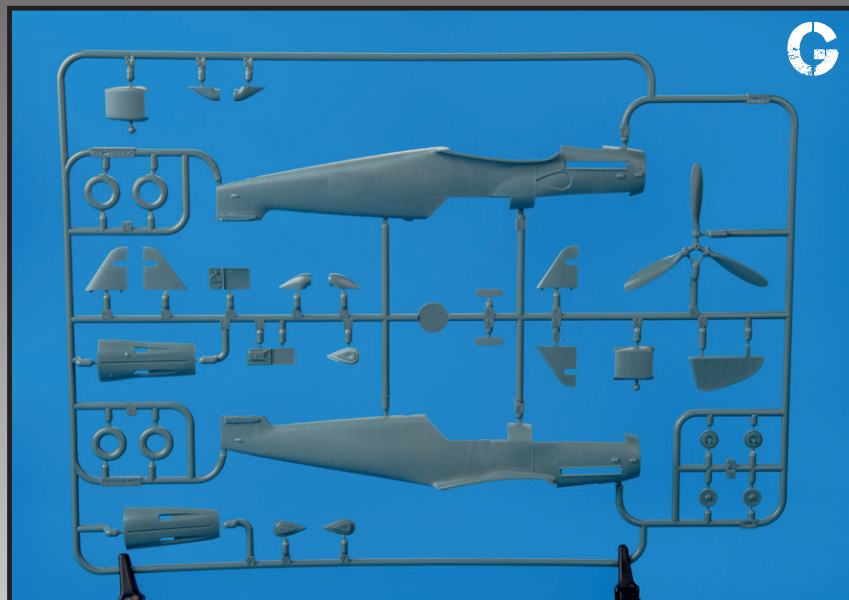


OVERTREES

BF 109G-6/AS

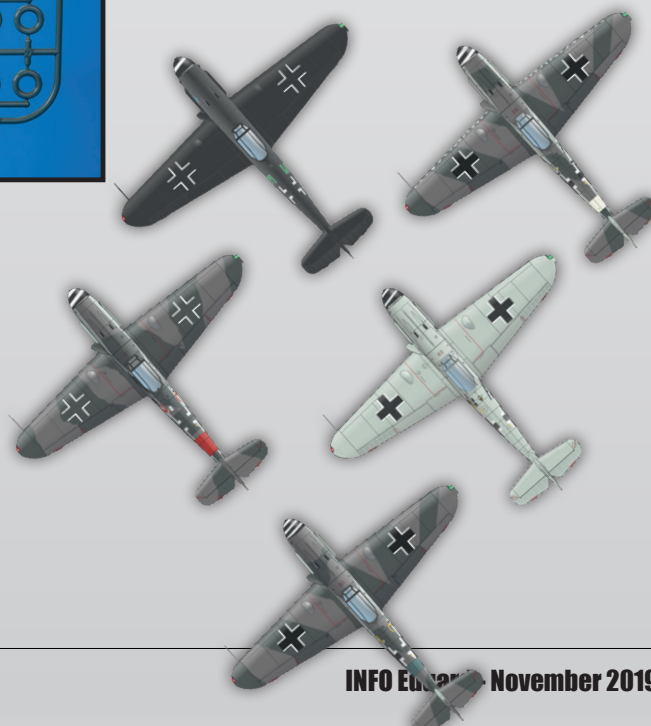
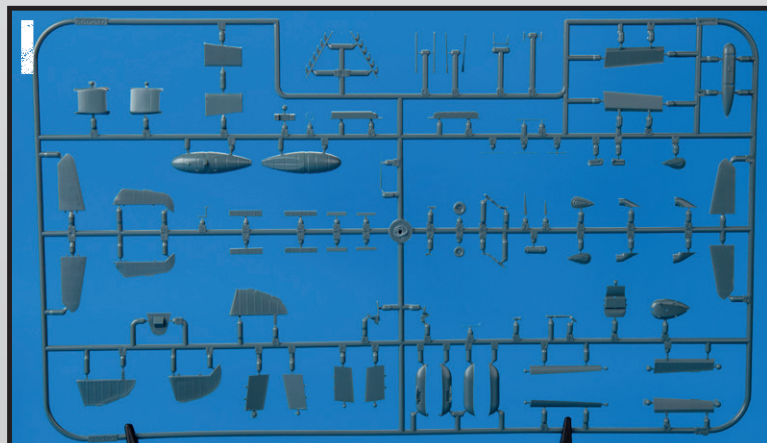
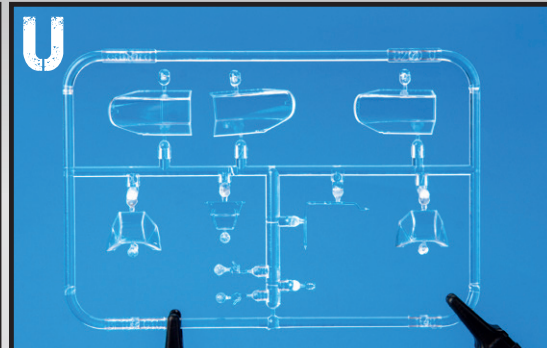
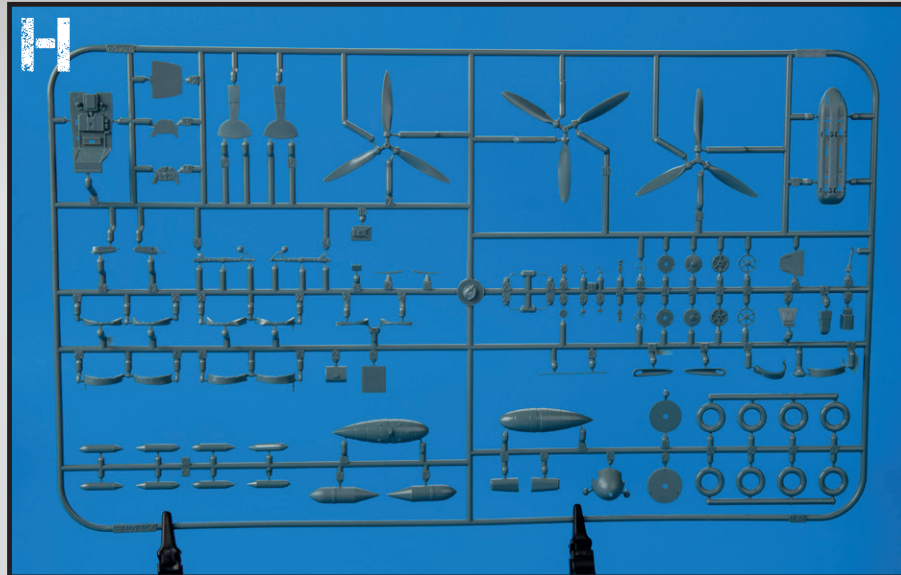
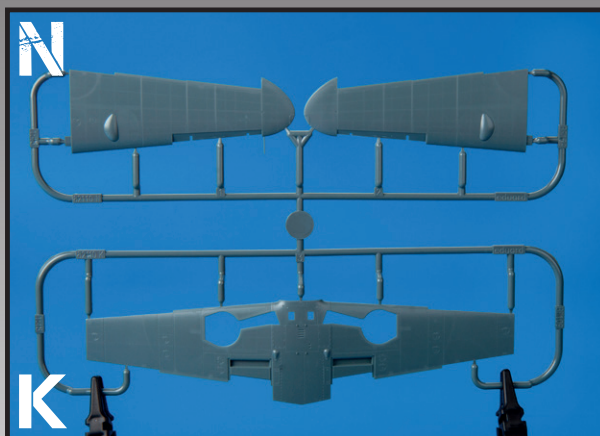
CAT. NO. 82163X

Product Page



CAT. NO. 82163-LEPT1 OVERLEPT

Product Page

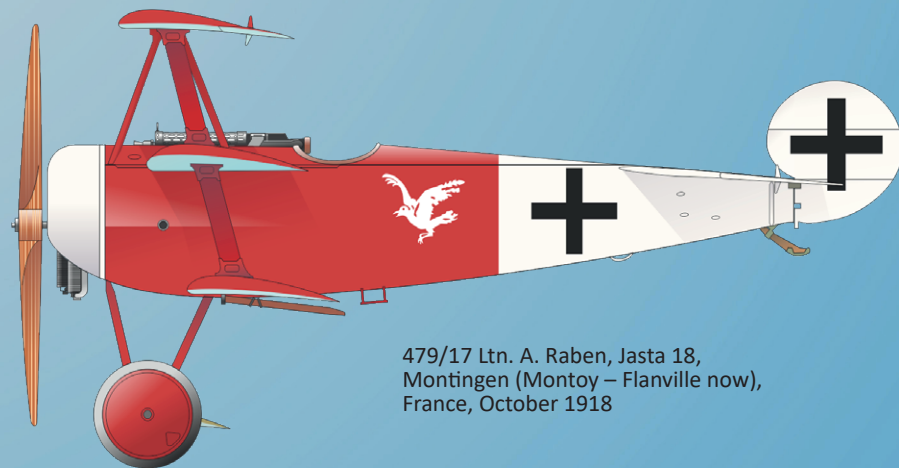
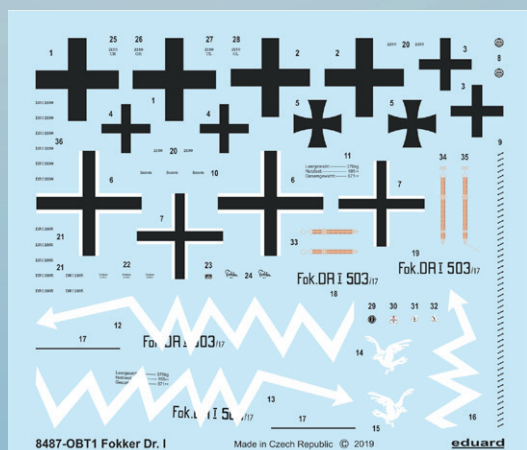


WEEKEND

edition

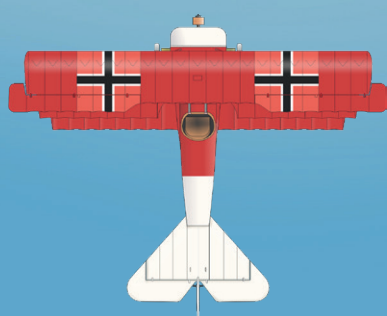
Fokker Dr.I

1/48, Cat. No. 8487

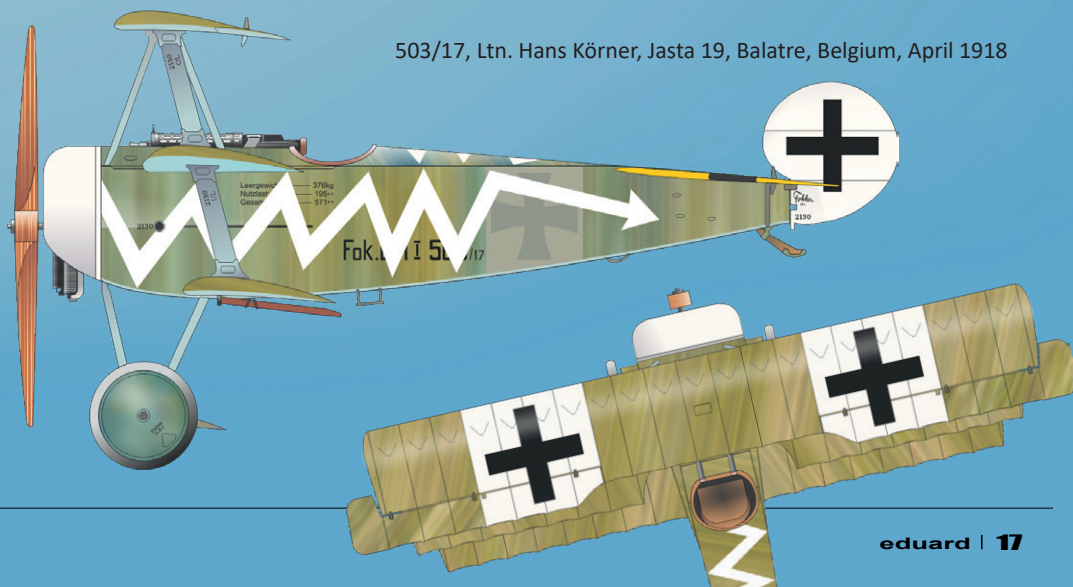


Product Page

- 2 marking options
- Eduard decals



503/17, Lt. Hans Körner, Jasta 19, Balatre, Belgium, April 1918



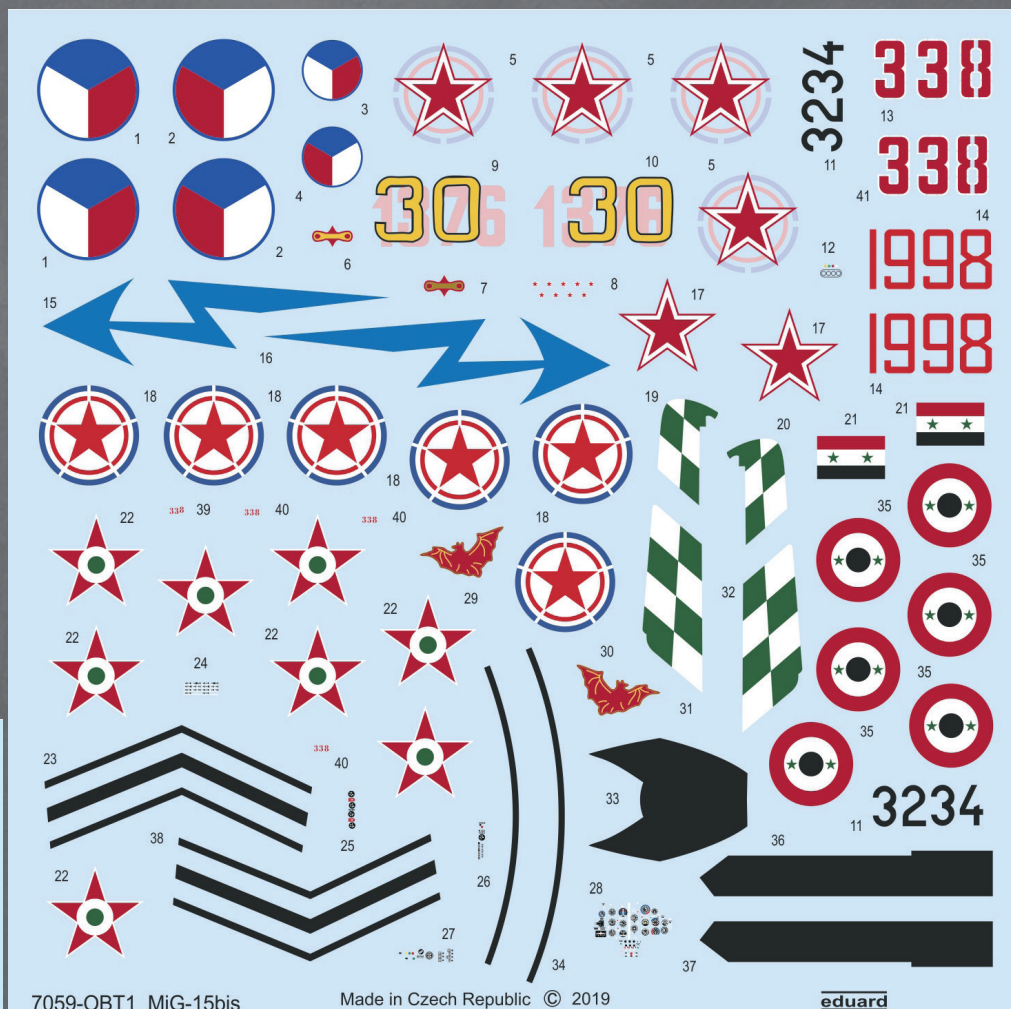
MiG-15bis

1/72

ProfiPACK
 edition


1/72, Cat. No. 7059

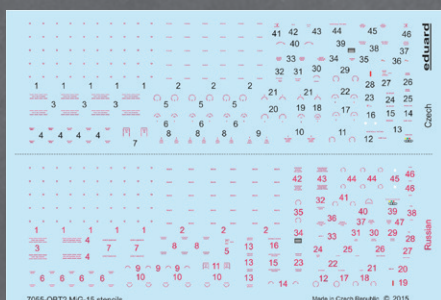
- Eduard plastic parts
- Photo-etched set
- Painting mask
- Eduard decals
- 5 marking options

[Product Page](#)


7059-OBT1 MiG-15bis

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eduard





c/n 613234, kpt. Oldřich Paldus, 15. slp, Cottbus Airfield,
German Democratic Republic, August 30th, 1957



c/n 0320138, 1st Squadron, 101st Reconnaissance Regiment,
Szolnok, Hungary, 1972



No. 20 Squadron, Egypt., Late 50s / Early 1960s



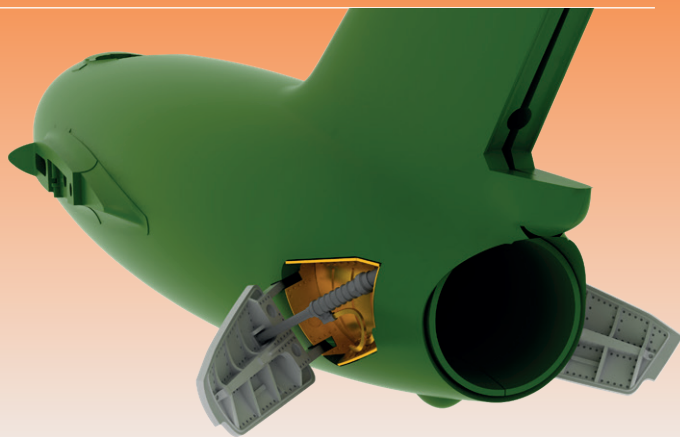
Maj. Mikhail Ivanovich Mikhin, 518th IAP, North Korea, May 1953



c/n 1315376, ex 64th IAK, Soviet Union, mid 50'

Recommended for MiG-15bis:

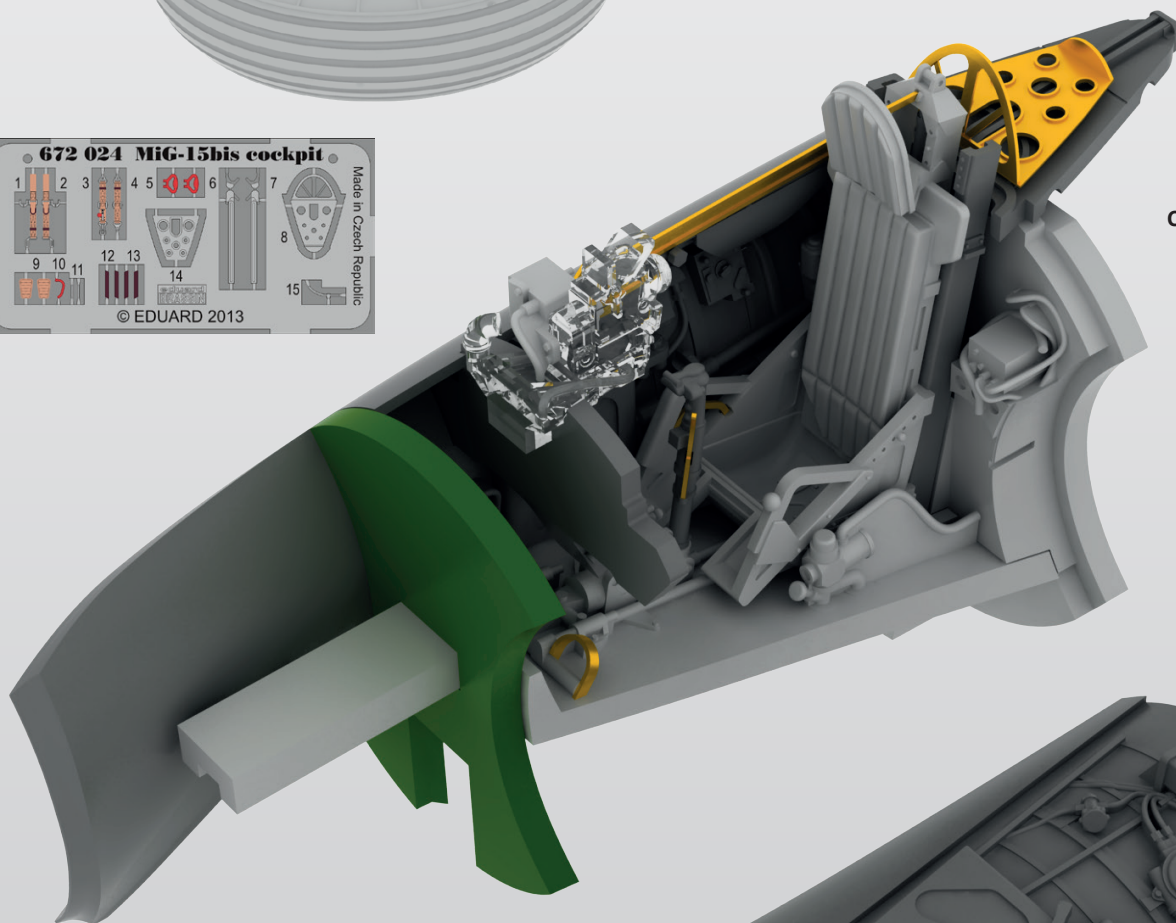
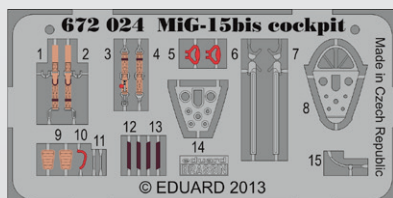
- 72574 MiG-15 landing flaps (PE-Set)
- 72575 MiG-15/MiG-15bis exterior (PE-Set)
- 672007 MiG-15 wheels (Brassin)
- 672008 MiG-15 ejection seat (Brassin)
- 672020 MiG-15bis airbrakes (Brassin)
- 672024 MiG-15bis cockpit (Brassin)



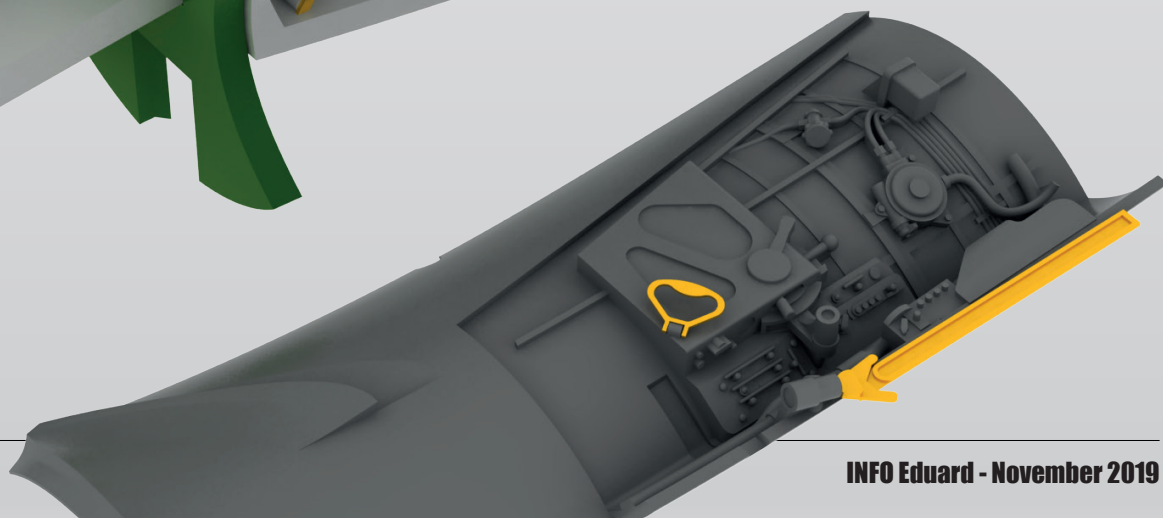
Cat. No. 672020



Cat. No. 672024

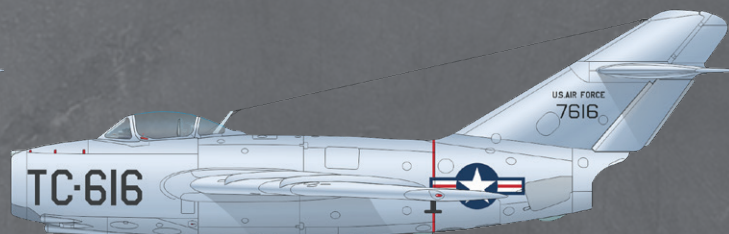
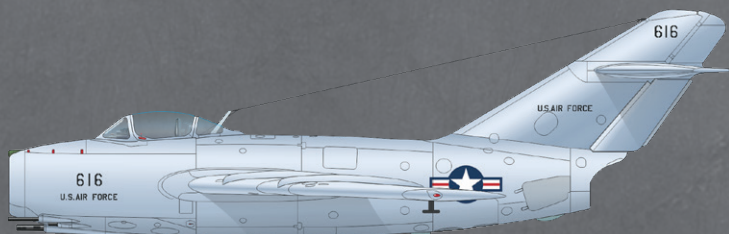
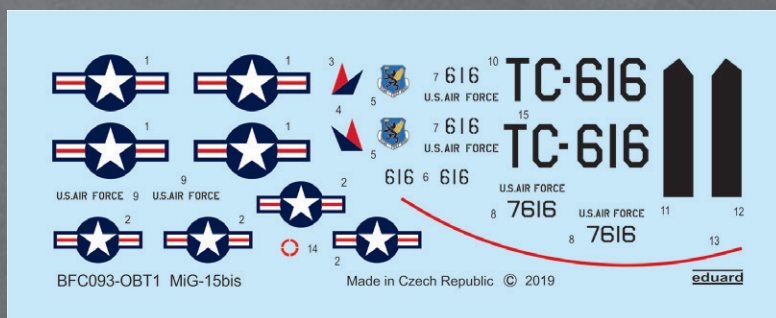


Cat. No. 672024

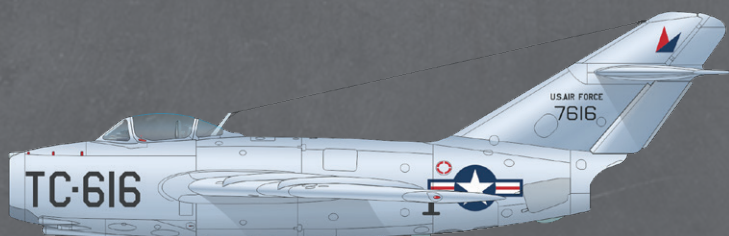


BFC093**MiG-15bis USAF****FOR BFC MEMBERS ONLY****1/72, Cat. No. BFC093**

- Complete MiG-15bis kit (ProfiPACK Cat. No. 7059)
- Unique decal sheet and for an aircraft used by USAF.

[Product Page](#)


c/n 2015337, US Air Force & US Navy, 1953 - 1956

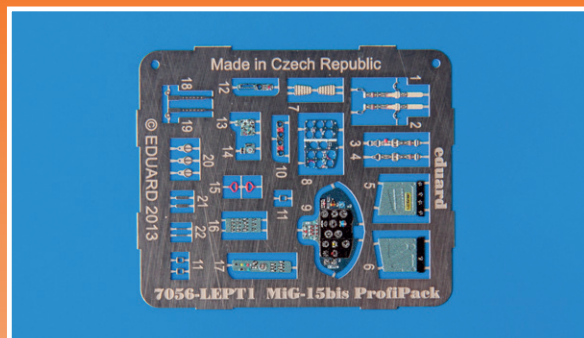


OVERTREES

MIG-15BIS

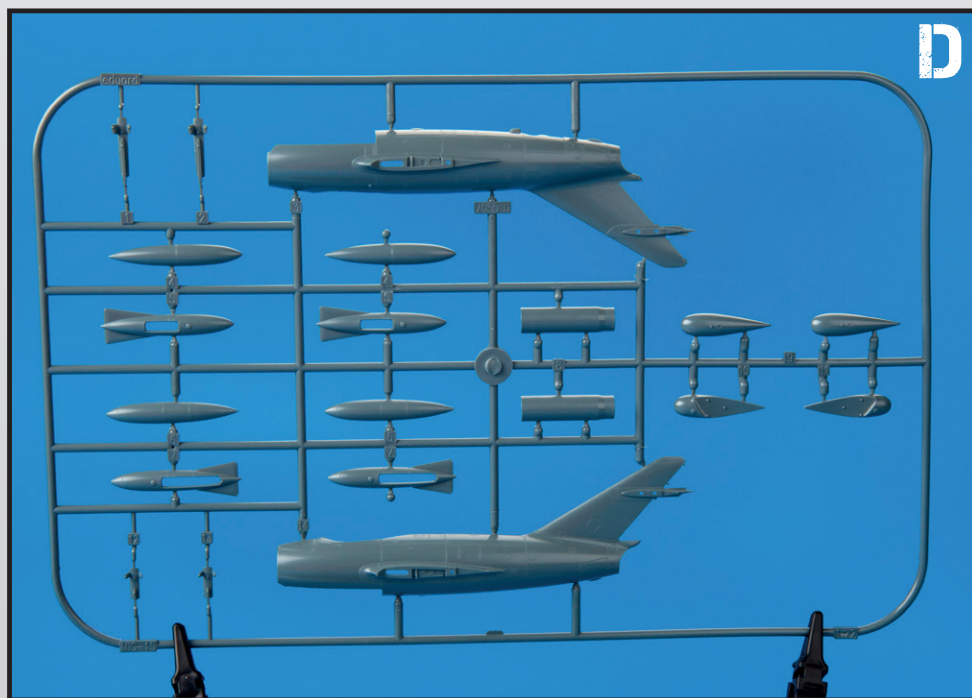
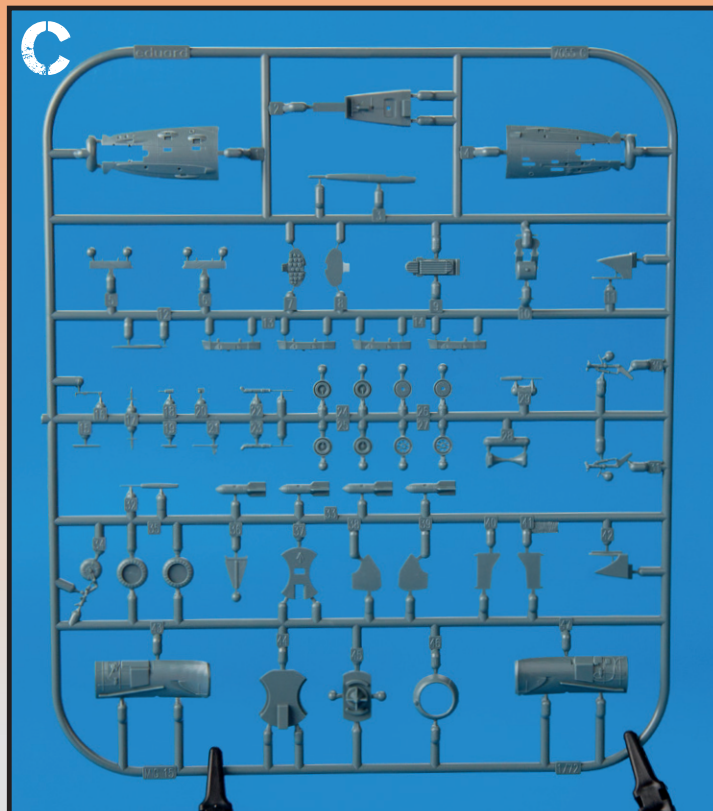
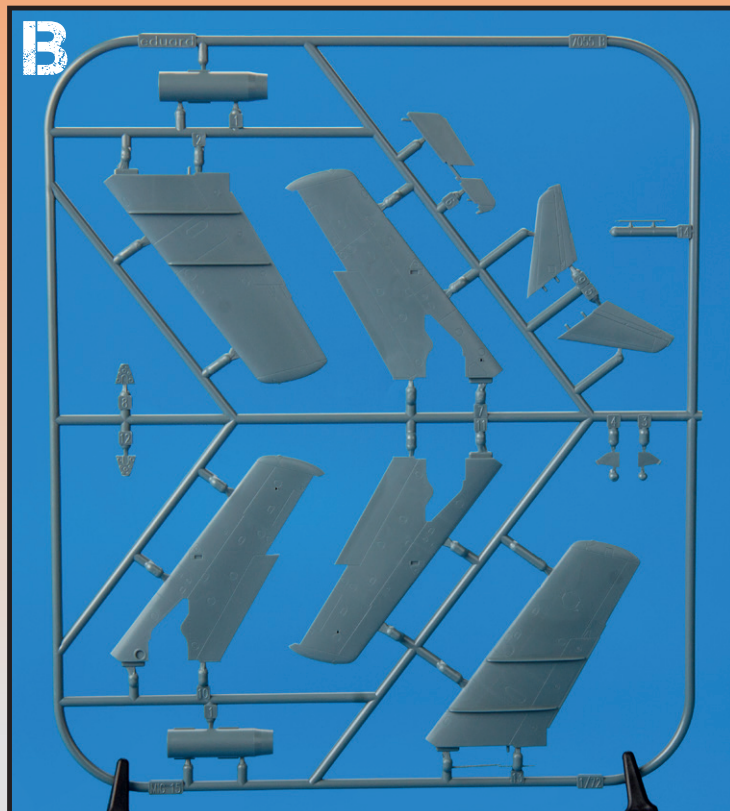
CAT. NO. 7059X

Product Page



CAT. NO. 7056-LEPT OVERLEPT

Product Page



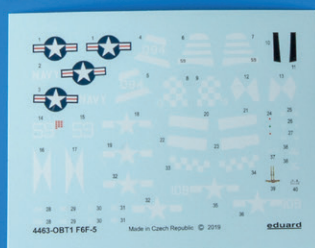
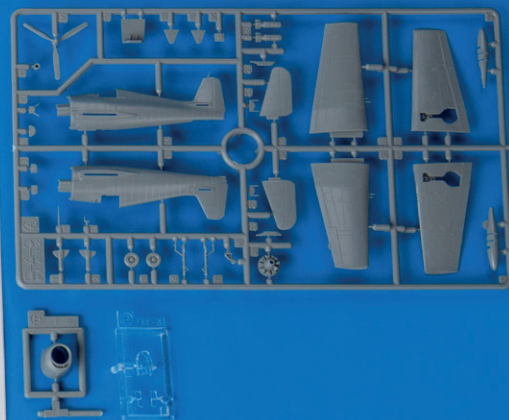
MISSION MODELS

PREMIUM HOBBY PAINTS, PRIMERS & ADDITIVES



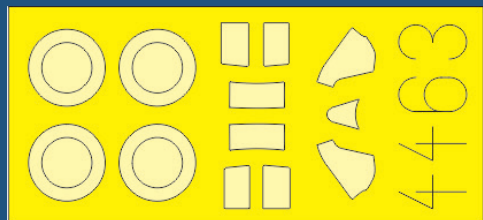
F6F-5 1/144

SUPER44

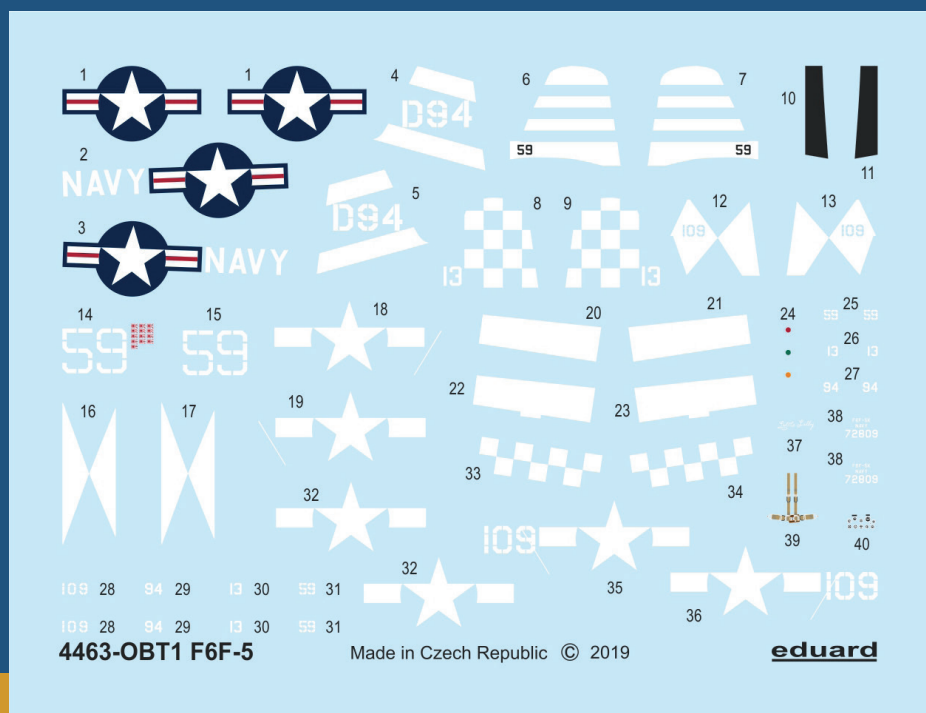


1/144, Cat. No. 4463

- Plastic parts Platz
- Painting mask
- Eduard decals
- 4 marking options

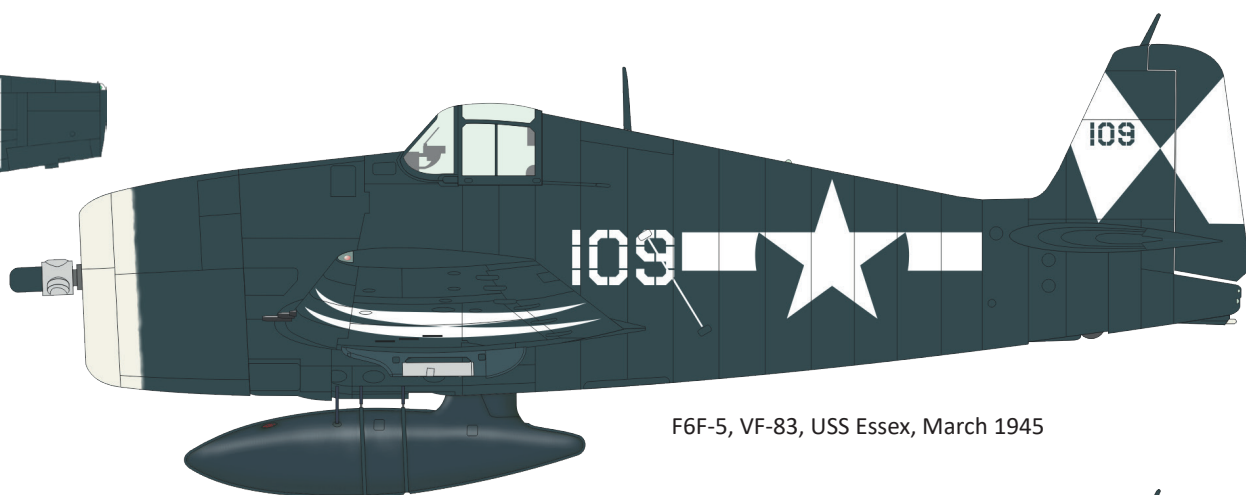
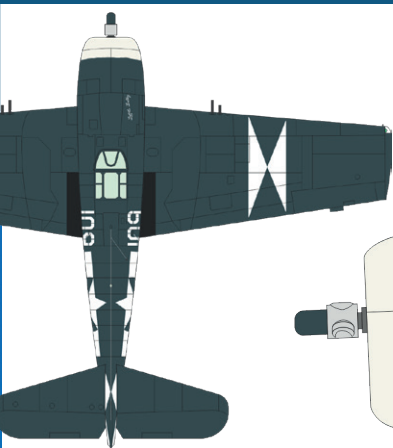


Product Page

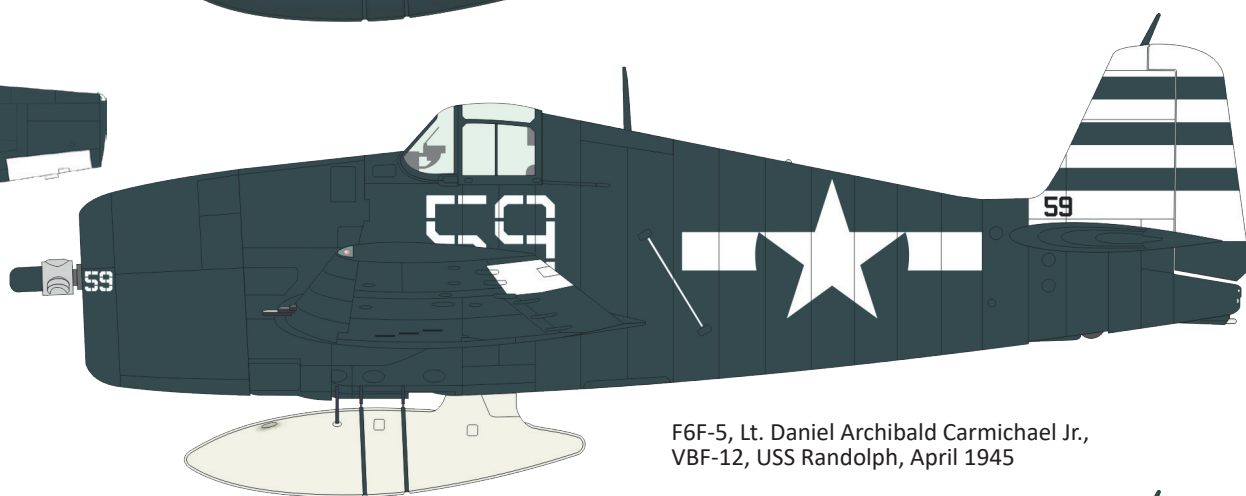
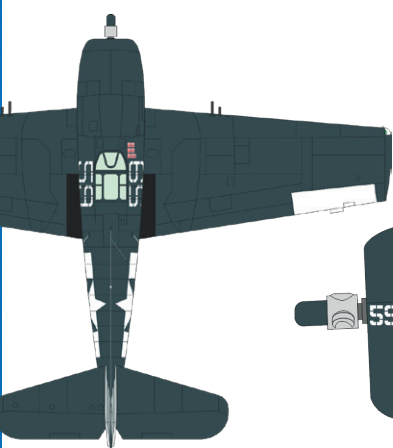


**Recommended
for F6F-5:**

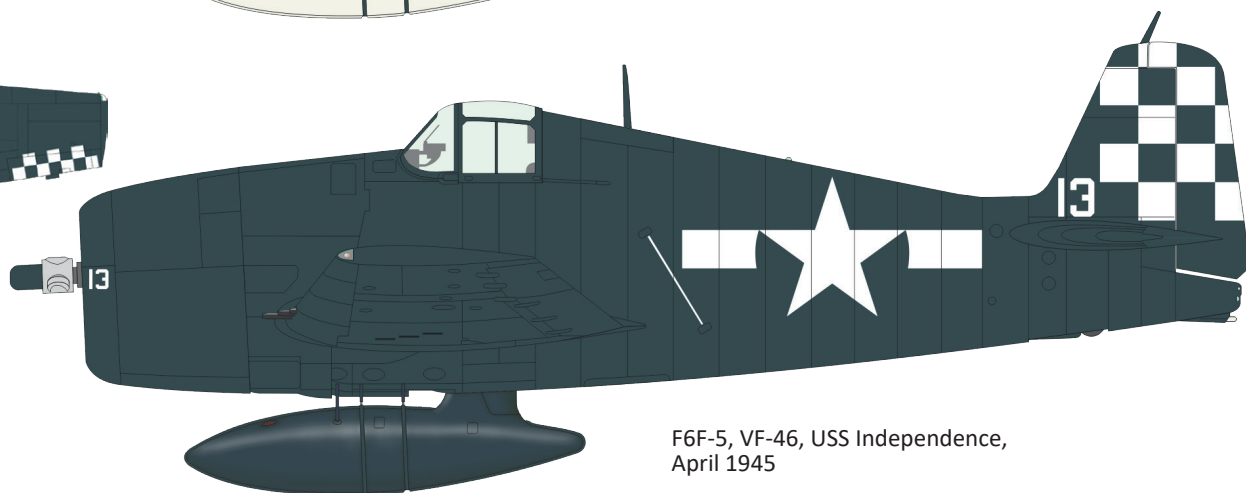
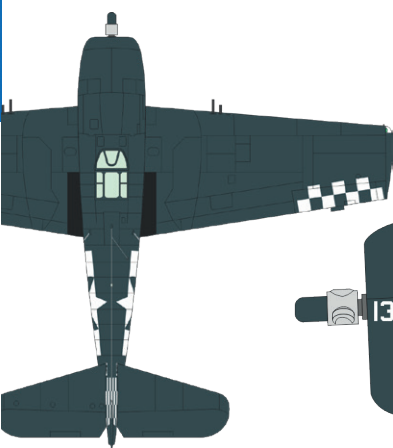
144012 F6F-5 (PE-Set)



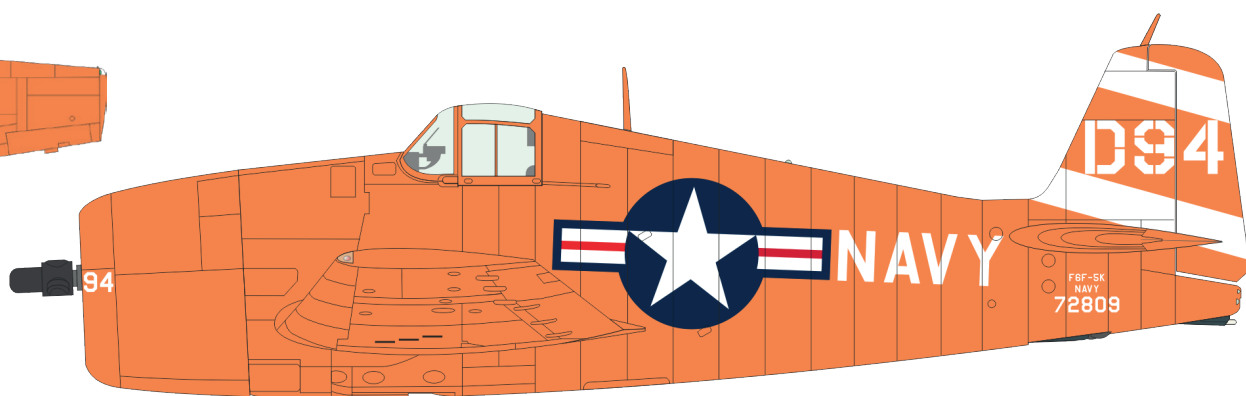
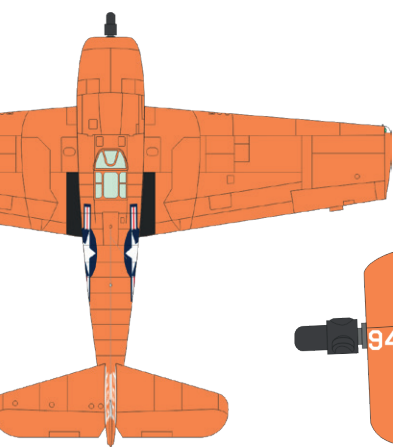
F6F-5, VF-83, USS Essex, March 1945



F6F-5, Lt. Daniel Archibald Carmichael Jr.,
VBF-12, USS Randolph, April 1945



F6F-5, VF-46, USS Independence,
April 1945



F6F-5K, Chincoteague Naval Air Station,
Virginia, 1949

BFC091

Spitfire F Mk.IX Taussig



Kurt Taussig
(28. 8. 1923 Teplice,
Czechoslovakia,
19. 9. 2019 London, UK)

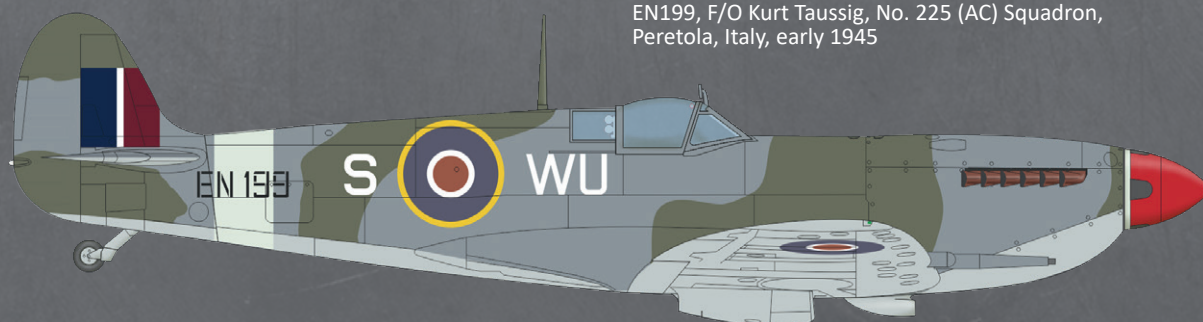


1/72

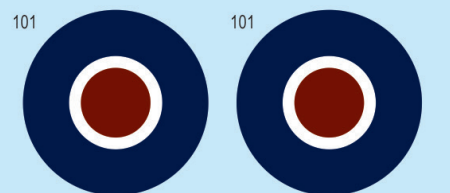
FOR BFC MEMBERS ONLY

1/72, Cat. No. BFC091

- Complete kit Spitfire F Mk.IX kit (ProfiPACK Cat. No. 70122)
- Unique decal sheet and for an aircraft Kurt Taussig.

[Product Page](#)


EN199, F/O Kurt Taussig, No. 225 (AC) Squadron,
Peretola, Italy, early 1945



WU	102	S	103	104	EN 199
WU	102	S	103	104	EN 199

Made in Czech Republic © 2019

eduard**BFC091-OBT1 Spitfire F Mk.IX Taussig**

BFC092

Spitfire Mk.IXc early version **Taussig**



1/48

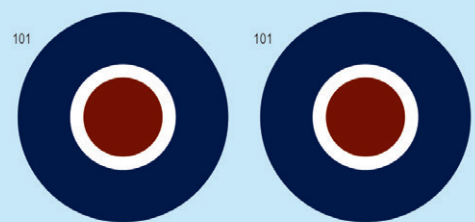
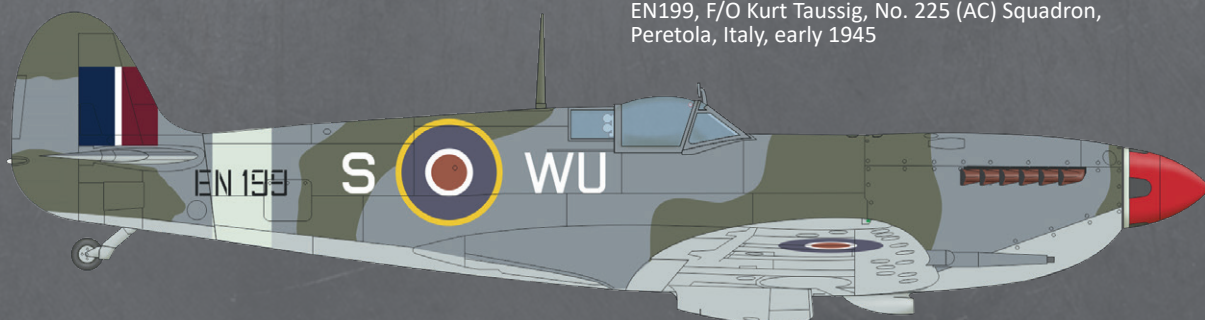


FOR BFC MEMBERS ONLY

1/48, kat. č. BFC092

- Complete Spitfire F Mk.IX kit (ProfiPACK Cat. No. 8282)
- Unique decal sheet and for an aircraft Kurt Taussig.

Product Page



WU 102 S 103 104 EN 199
WU 102 S 103 104 EN 199

Made in Czech Republic © 2019

eduard

BFC092-OBT1 Spitfire F Mk.IX Taussig

EN199, F/O Kurt Taussig, No. 225 (AC) Squadron, Peretola, Italy, early 1945

BFC034

P-40E



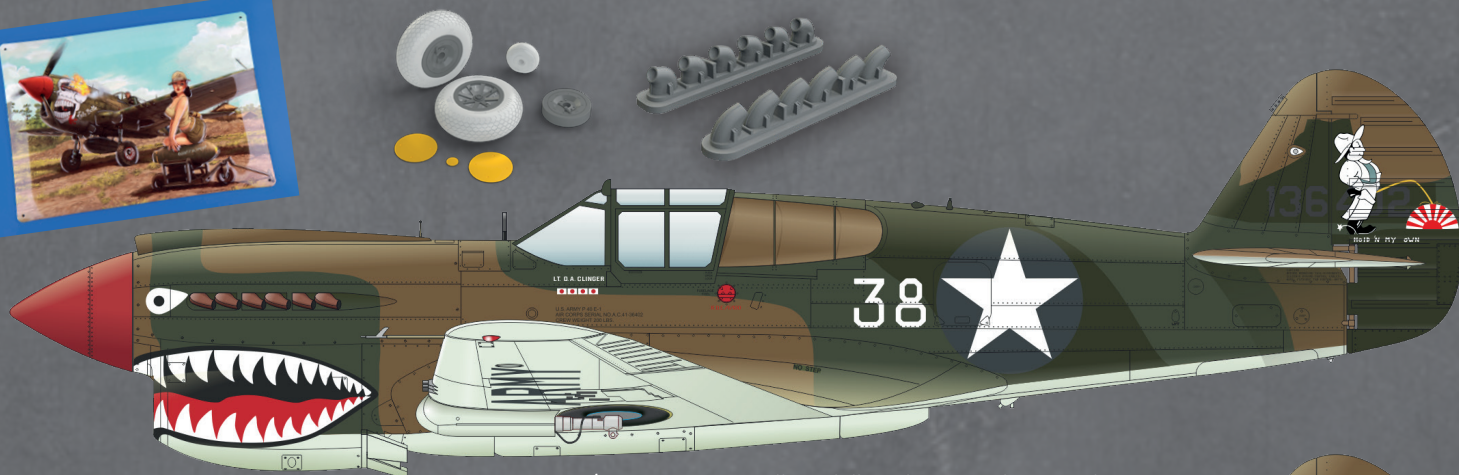
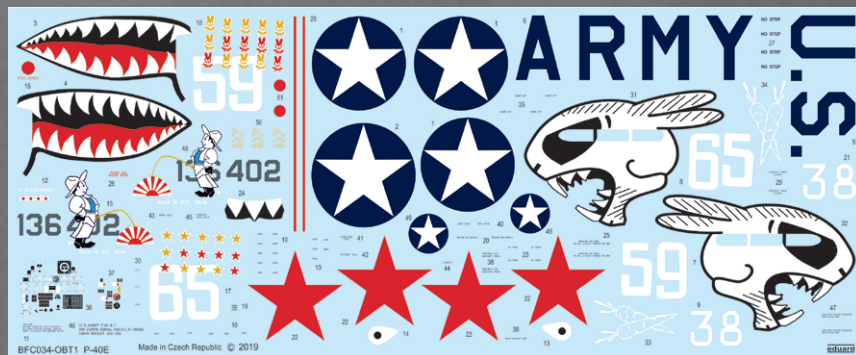
On sale 20.11. 2019

NEW ACTIVATION PRODUCT

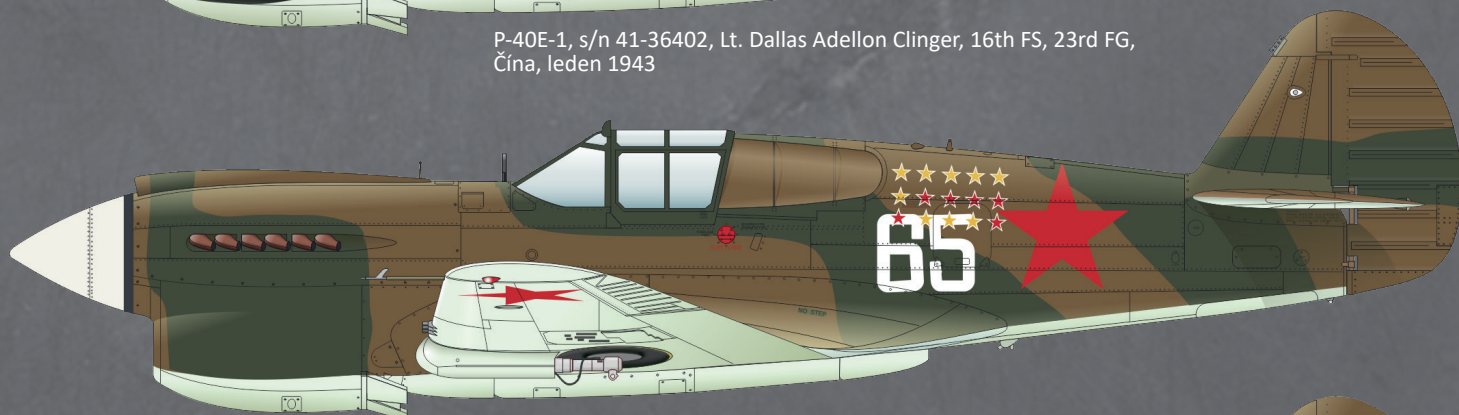
By purchasing this kit you become
a Bunny Fighter Club member.

1/32, Cat. No. BFC034

- Hasegawa plastic parts
- Photo-etched set
- Painting mask
- Eduard decals
- 3 marking options
- Brassin: wheels, exhaust stacks
- Metal table with 3D effect



P-40E-1, s/n 41-36402, Lt. Dallas Adellon Clinger, 16th FS, 23rd FG,
Čína, leden 1943



P-40E, mjr. Alexandr Andrejevič Matvejev, 154. IAP, Leningradská oblast,
léto 1942



Lt. Eduard Kleinkönig, JG 9, ostrov Kolgujev, 1946

BFC094

MiG-21MF

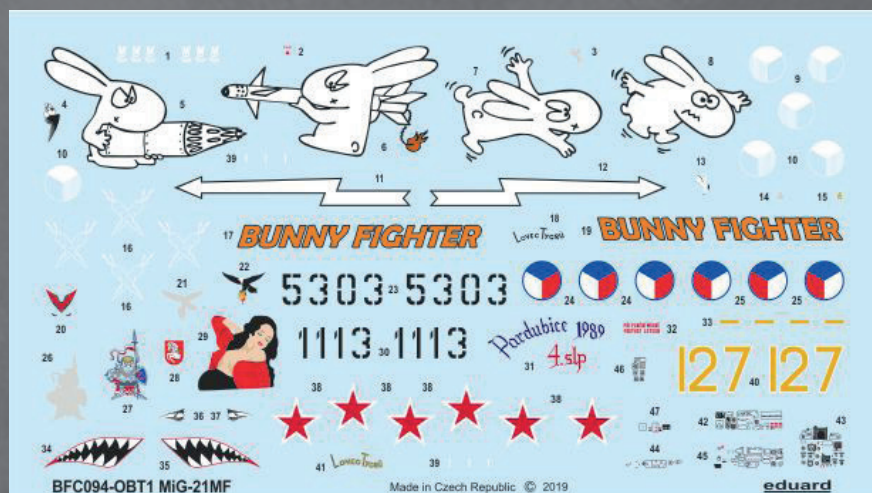
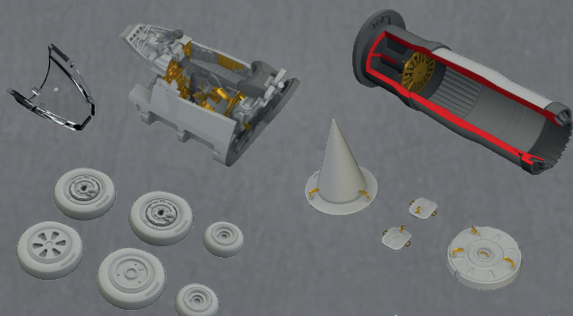
On sale 20.11. 2019

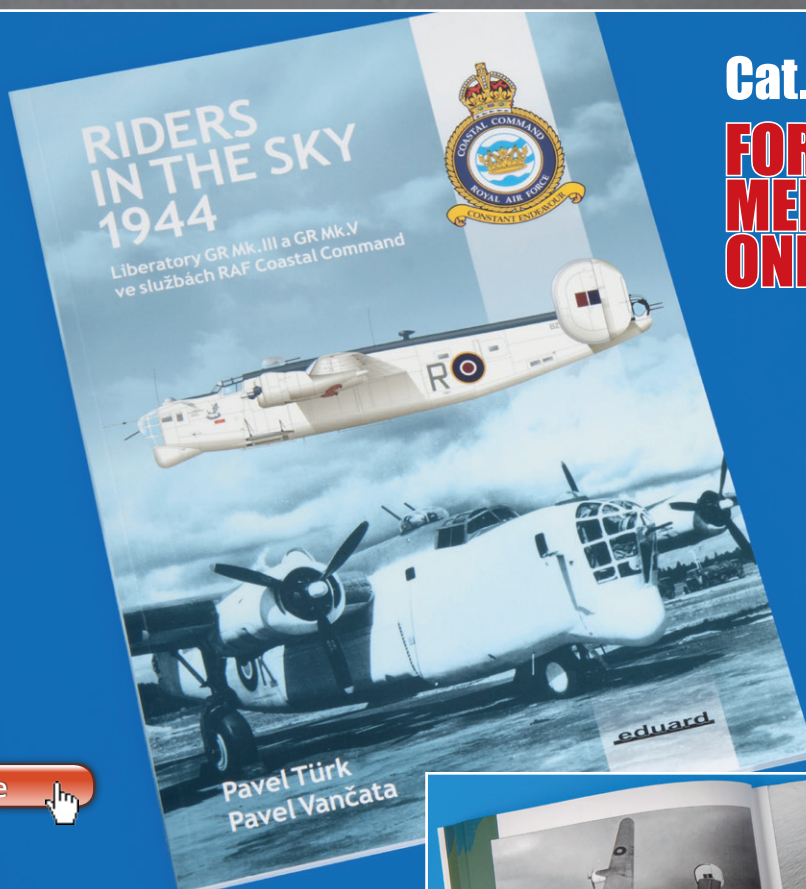
NEW ACTIVATION PRODUCT

By purchasing this kit you become a Bunny Fighter Club member.

1/72, Cat. No. BFC094

- Eduard plastic parts
- Photo-etched set
- Painting mask
- Eduard decals
- 4 marking options
- Brassin: wheels, cockpit, exhaust nozzle and F.O.D.





Cat. No. BFC095
FOR BFC MEMBERS ONLY

Product Page

Pavel Türk
 Pavel Vančata



Liberator GR Mk.V



BFC096

BEDNA MiG-23MF/ML book

Cat. No. BFC096

FOR BFC MEMBERS ONLY



Product Page



BFC098

MF MiG-21 book (revised)

Cat. No. BFC098

**FOR BFC
MEMBERS
ONLY**

Product Page





Product Page 

NOVINKA

MiG-15bis
 Maj. Mikhail Ivanovich Mikhin, 518th IAP, North Korea, May 1953
 by Adam Tooby

 Eduard - Model Accessories, 2019
 www.eduard.com



Product Page 

NOVINKA

Bf 109G-6/AS
 Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944
 by Adam Tooby

 Eduard - Model Accessories, 2019
 www.eduard.com

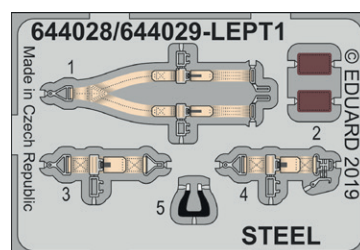


Löök set - Brassin pre-painted dashboard and STEEL seatbelts for P-38F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



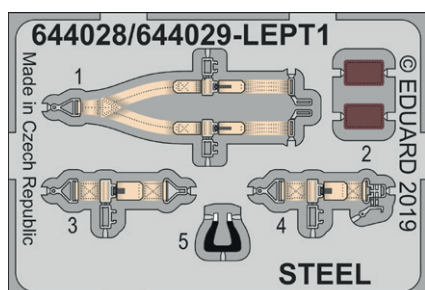
644029
P-38G Löök
1/48 Tamiya

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

Set contains:

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

[Product Page](#)



632139

P-40 exhaust stacks fishtail

1/32 Hasegawa

Brassin set - fishtail-style exhaust stacks P-40 in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Hasegawa

Set contains:

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

[Product Page](#)


648492

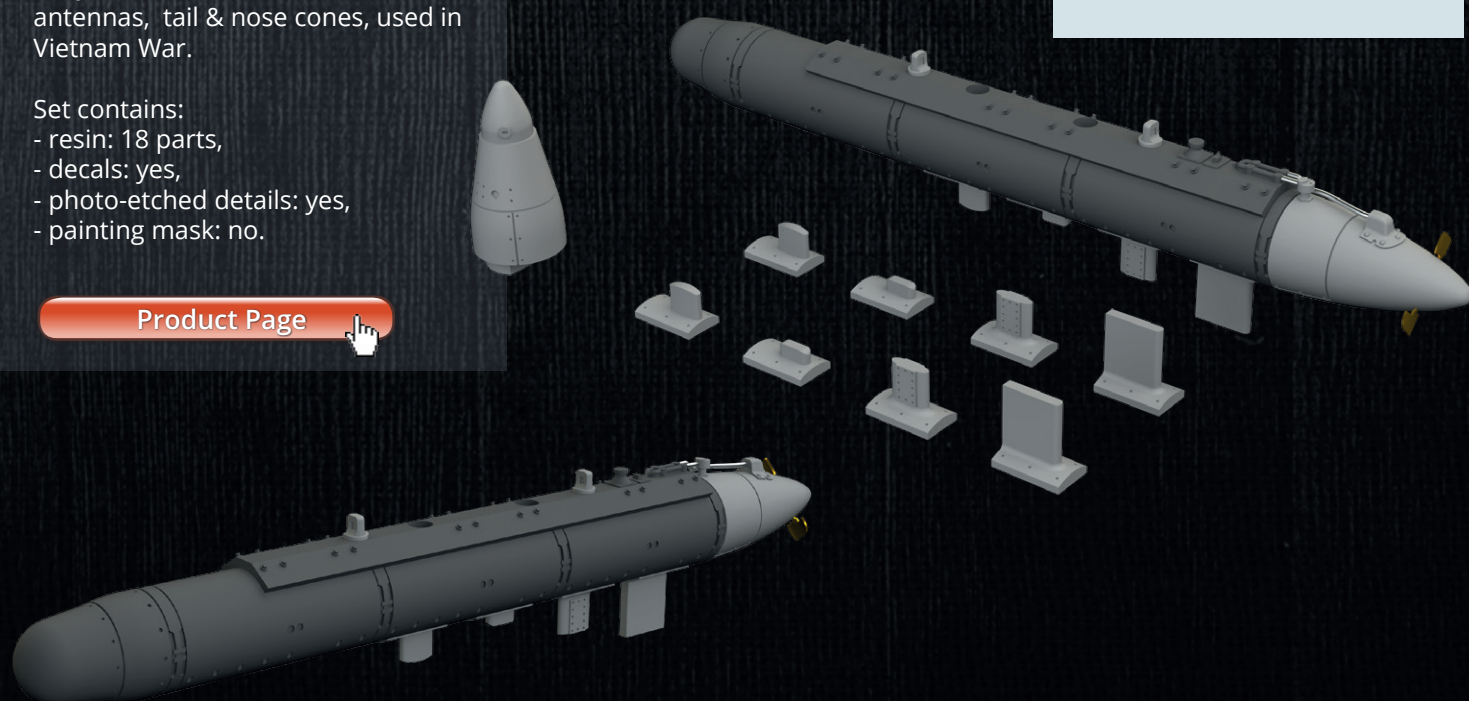
AN/ALQ-71(V)-3 ECM pod

1/48

Brassin set - the ECM pod AN/ALQ-71(V)-3 in 1/48 scale. Variable antennas, tail & nose cones, used in Vietnam War.

Set contains:

- resin: 18 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)


1	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	2	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3
1	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3
4	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	4	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3
5	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	5	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3	ALQ-71(V)-3

648491-648492 OBT1 AN/ALQ-71(V)

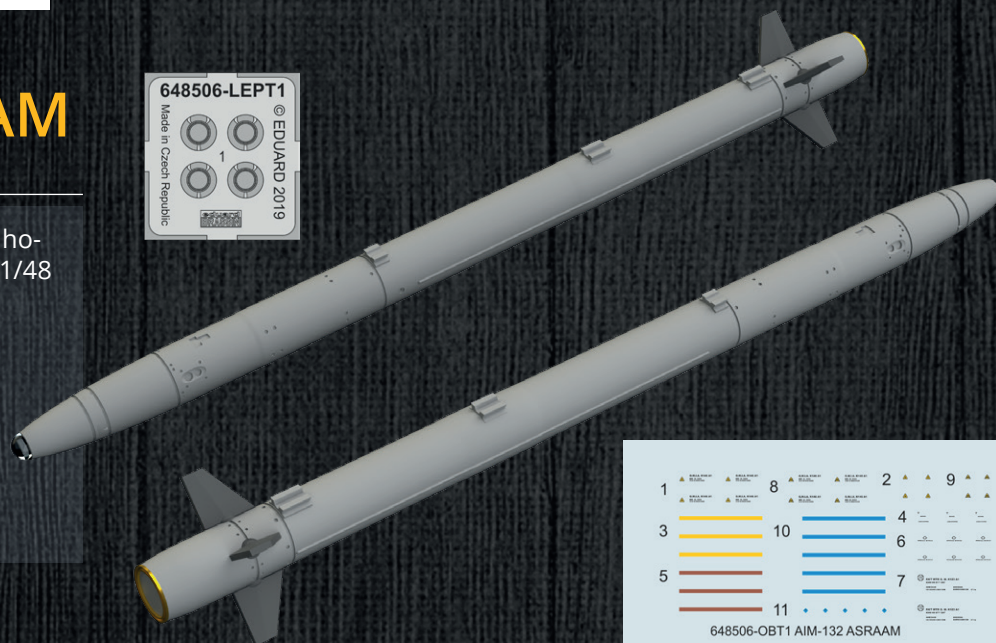
648506 AIM-132 ASRAAM 1/48

Brassin set - an air-to-air infrared homing missile AIM-132 ASRAAM in 1/48 scale. Set consist of 2 missiles.

Set contains:

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

Product Page



648507 SUU-14 dispenser 1/48

Brassin set - the US cluster bombs dispenser SUU-14 in 1/48 scale. The set consists of 4 dispensers.

Set contains:

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

Product Page



P-400

ProfiPACK



648508 P-400 exhaust stacks 1/48 Eduard

Brassin set - exhaust stacks P-400 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



648509

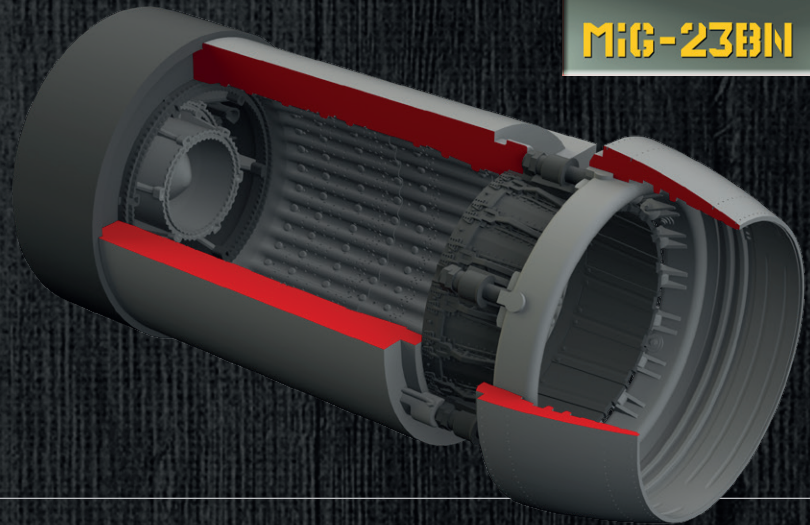
MiG-23BN exhaust nozzle

1/48 Eduard/Trumpeter

Brassin set - exhaust nozzle for MiG-23BN in 1/48 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard / Trumpeter

Set contains:

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

[Product Page](#)


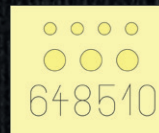
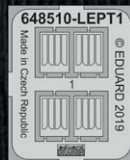
648510 MiG-23BN engine air intakes

1/48 Eduard/Hasegawa

Brassin set - engine air intakes for MiG-23BN in 1/48 scale.
Recommended kit: Eduard / Trumpeter

Set contains:

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

[Product Page](#)


648513

P-51D wheels pointed cross 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: 5 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.

[Product Page](#)

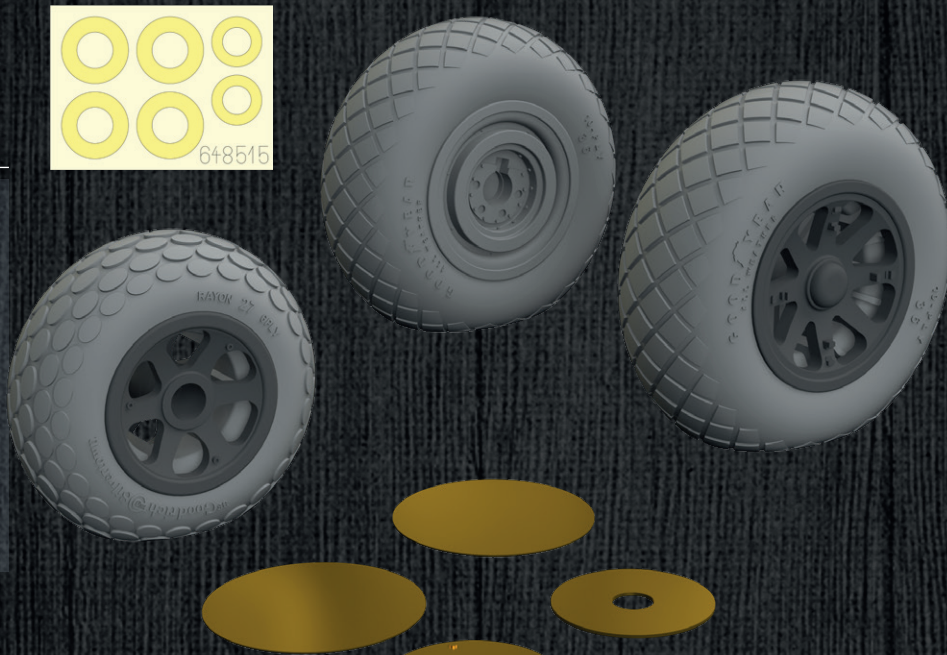

648515 P-38F/G wheels 1/48 Tamiya

Brassin set - the undercarriage wheels for P-38F/G in 1/48 scale. The set consists of main wheels and a nosewheel. Easy to build, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



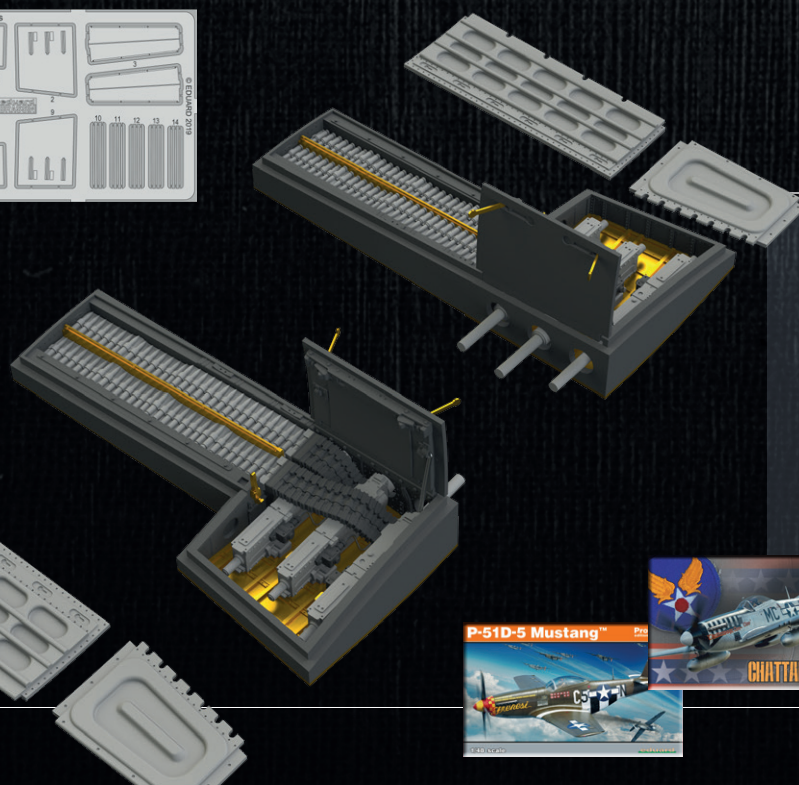
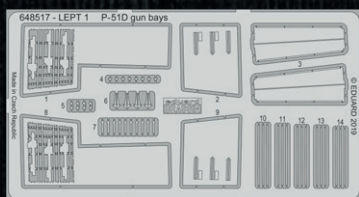
648516 P-38F/G gun barrels 1/48 Tamiya

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

Set contains:

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

[Product Page](#)



648517 P-51D gun bays 1/48 Eduard

Brassin set - the gun bays for P-51D in 1/48 scale. Set consists of two gun bays. Recommended kit: Eduard

Set contains:

- resin: ca 38 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no

[Product Page](#)

SIN64862

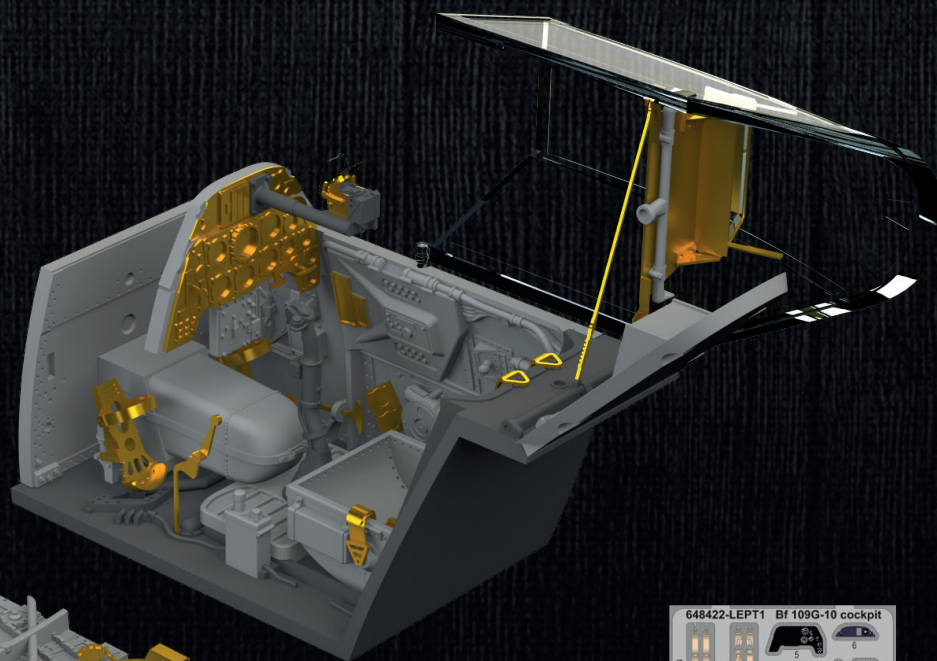
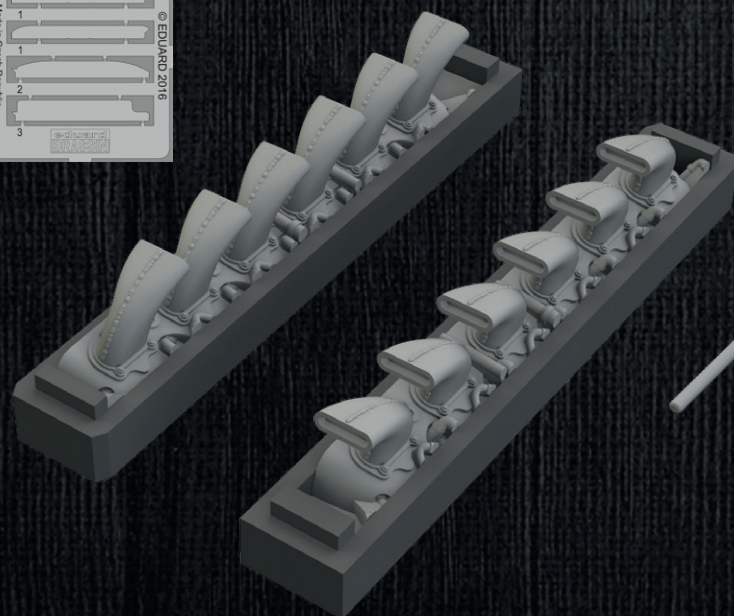
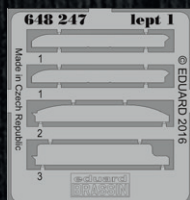
Bf 109G-10/U4 ESSENTIAL

1/48 Eduard

Collection of 4 sets for Bf 109G-10/U4
in 1/48 scale by Eduard.

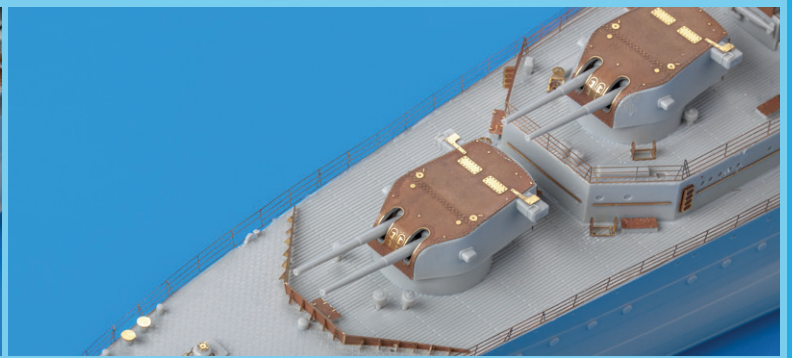
- cockpit,
- exhaust stacks,
- undercarriage wheels,
- Pitot tubes.

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

[Product Page](#)


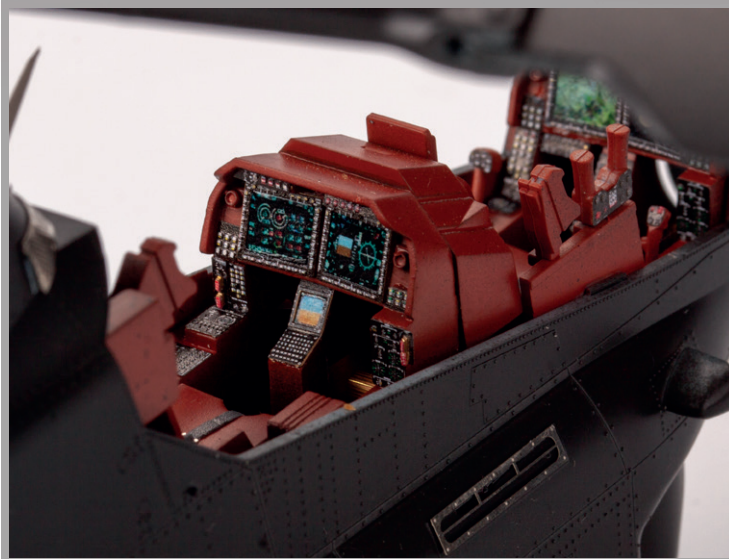
HMS Cornwall 1/350 Trumpeter

HMS Cornwall railings 1/350 Trumpeter (53243)
HMS Cornwall 1/350 Trumpeter (53244)



AH-1Z 1/35 Academy (32961)
AH-1Z 1/35 Academy (33242) (Zoom)
AH-1Z seatbelts STEEL 1/35 Academy (33243) (Zoom)
AH-1Z 1/35 Academy (JX242) (Mask)
AH-1Z TFace 1/35 Academy (JX243) (Mask)

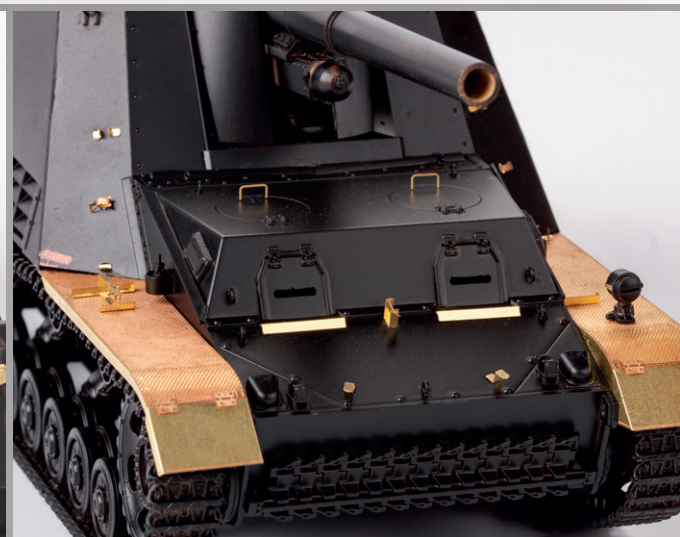
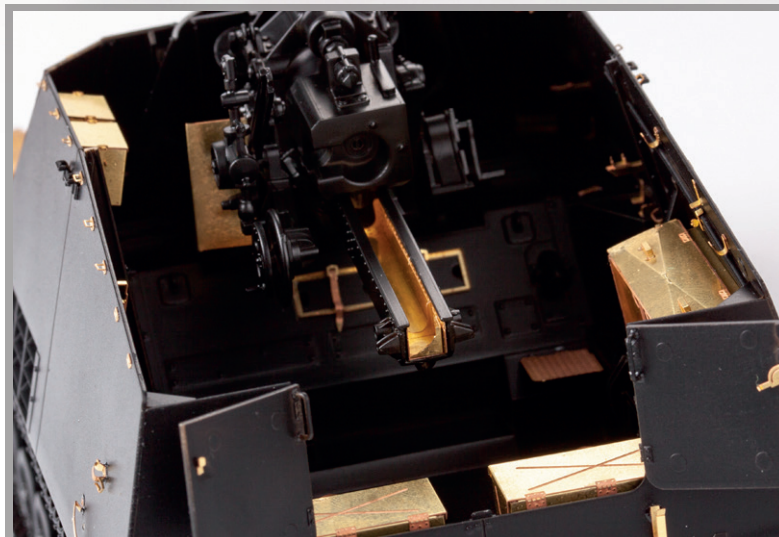
AH-1Z 1/35 Academy



Hummel

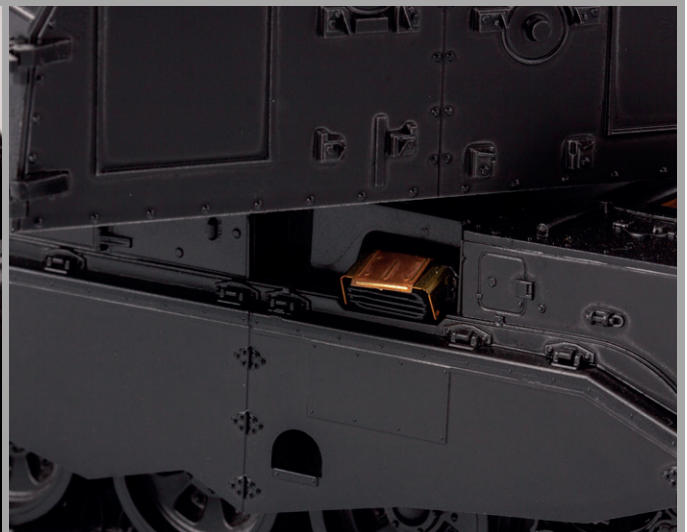
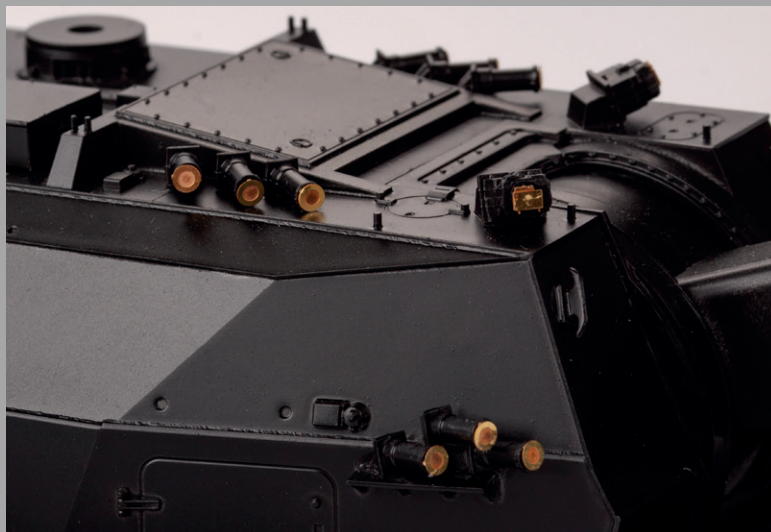
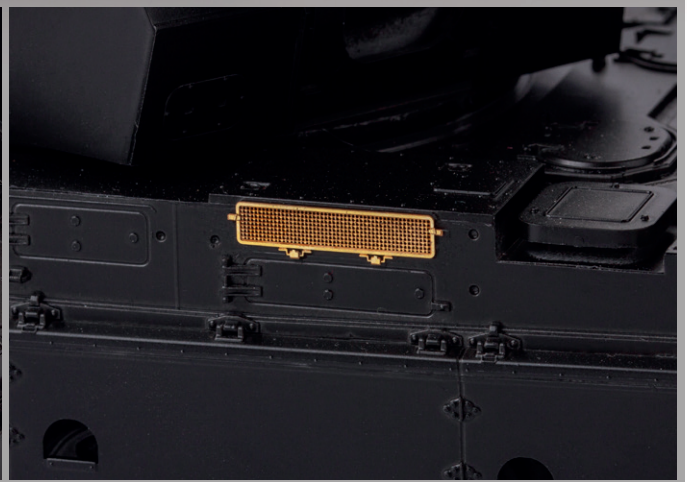
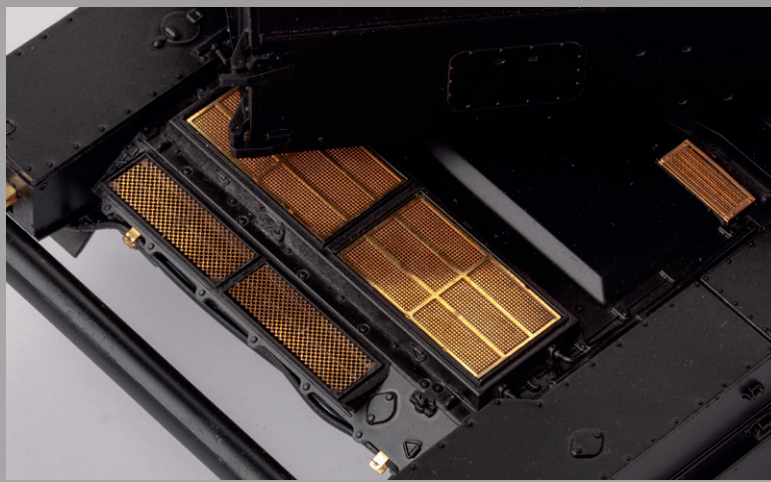
1/35 Tamiya

Hummel interior 1/35 Tamiya (36427)
Hummel exterior 1/35 Tamiya (36428)
Hummel ammo boxes 1/35 Tamiya (36429)



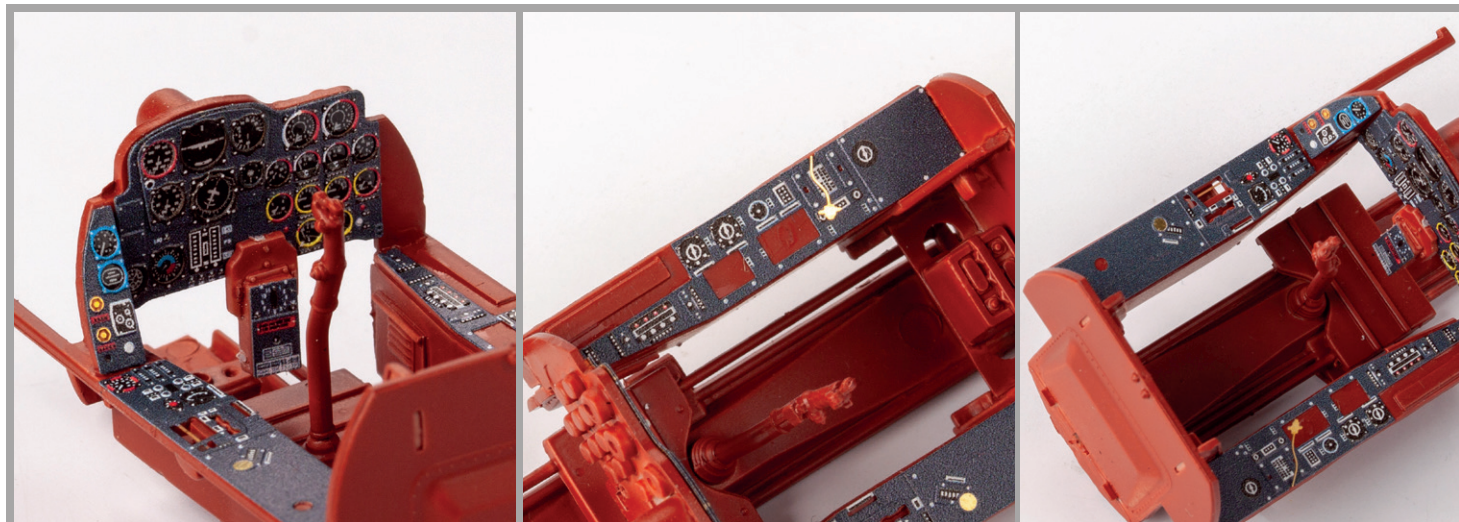
2S35 Koalitsiya howitzer 1/35 Zvezda

2S35 Koalitsiya howitzer 1/35 Zvezda (36430)



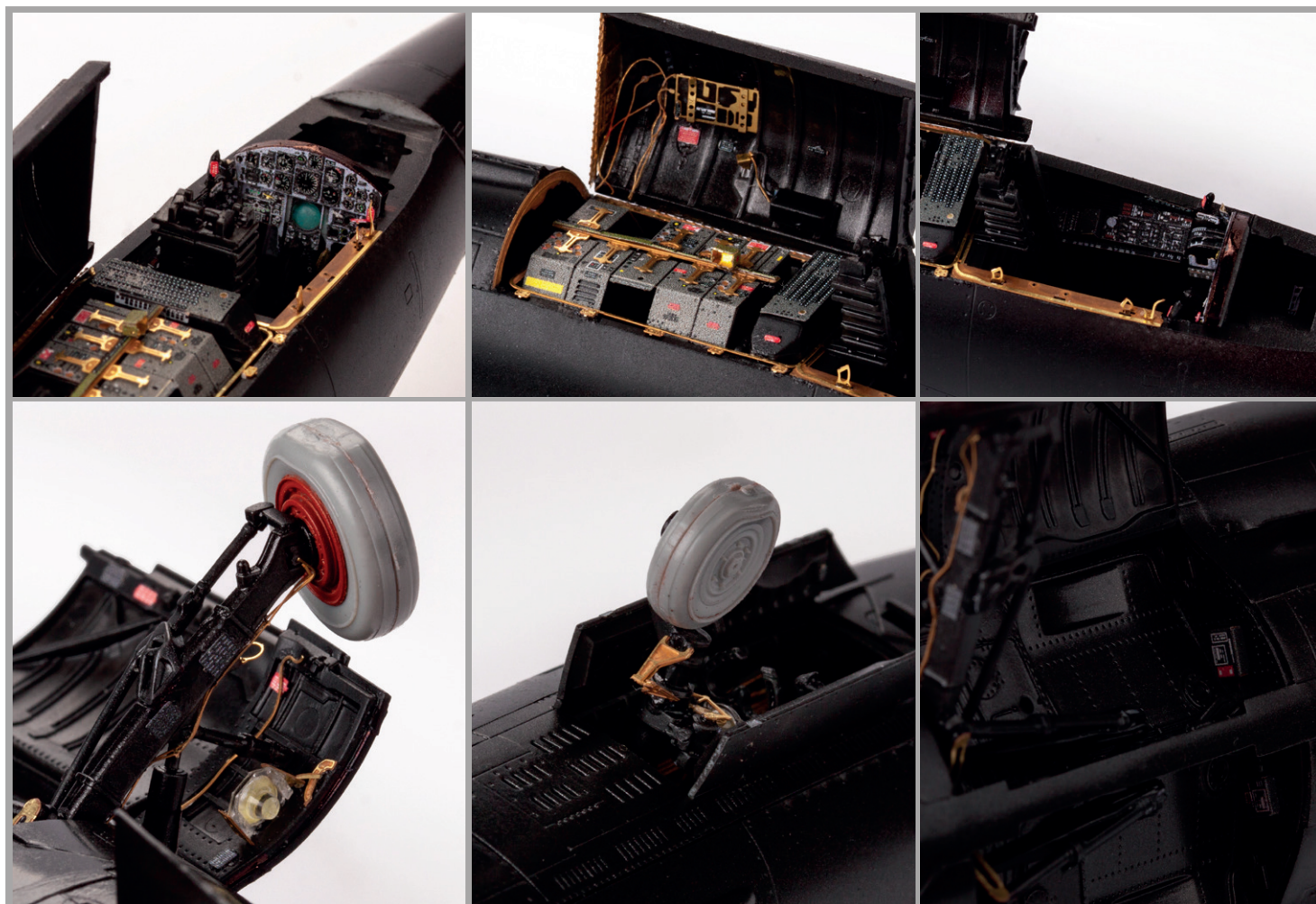
Me 262A 1/32 Revell

Me 262A exterior 1/32 Revell (32448)
Me 262A interior 1/32 Revell (32960)
Me 262A 1/32 Revell (33240) (Zoom)
Me 262A seatbelts STEEL 1/32 Revell (33241) (Zoom)
Me 262A 1/32 Revell (JX244) (Mask)
Me 262A TFace 1/32 Revell (JX245) (Mask)



F-104G late 1/48 Kinetic

F-104G late 1/48 Kinetic (491038)
F-104G late 1/48 Kinetic (FE1038) (Zoom)
F-104G late seatbelts STEEL 1/48 Kinetic (491038) (Zoom)
F-104G 1/48 Kinetic (EX664) (Mask)
F-104G TFace 1/48 Kinetic (EX665) (Mask)



P-51D

1/144 Eduard/Platz

P-51D 1/144 Eduard/Platz (144011)



Recommended for kit 7137.

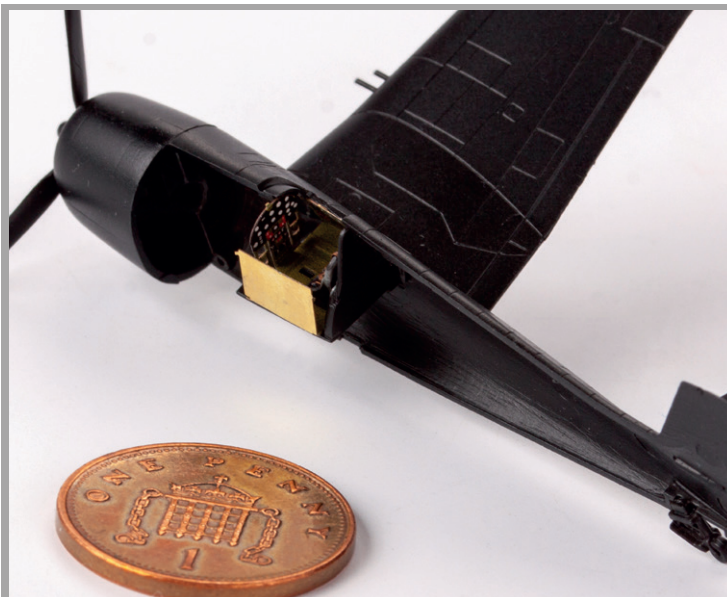


F6F-5

1/144 Eduard/Platz

F6F-5 1/144 Eduard/Platz (144012)

Recommended for
kit 4463.



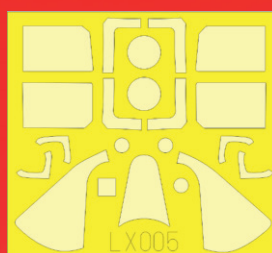
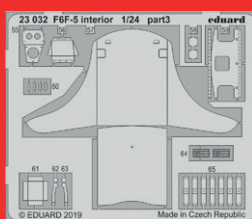
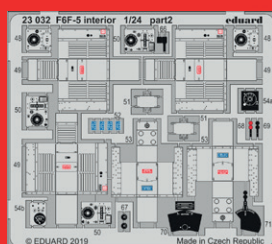
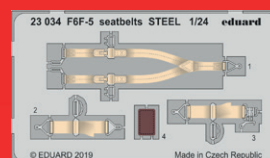
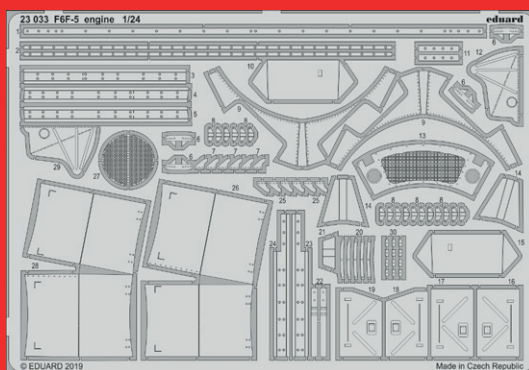
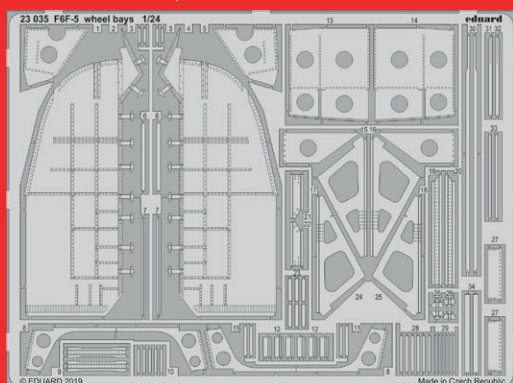
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG2404 F6F-5 1/24 Airfix

[Product Page](#)

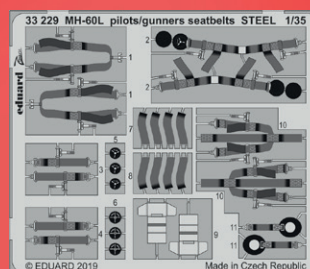
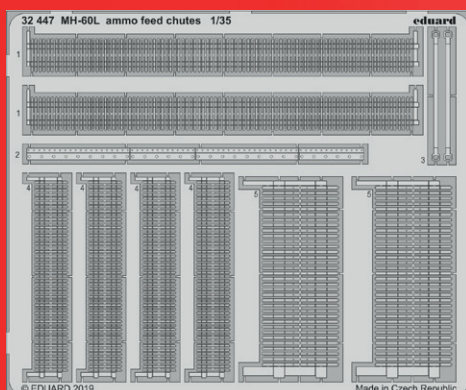
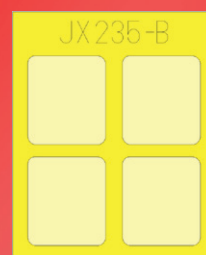
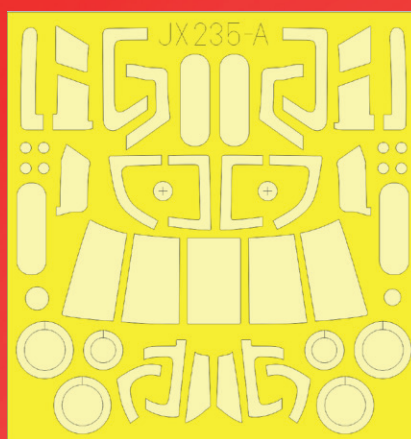
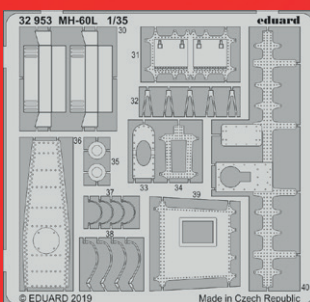
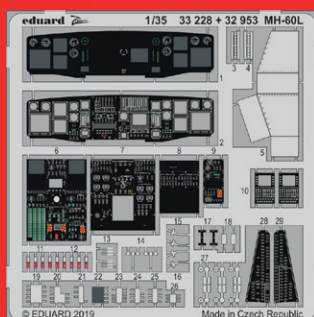
- 23032 F6F-5 interior 1/24
- 23033 F6F-5 engine 1/24
- 23034 F6F-5 seatbelts STEEL 1/24
- 23035 F6F-5 wheel bays 1/24
- LX005 F6F-5 1/24



BIG33108 MH-60L 1/35 Kitty Hawk

[Product Page](#)

- 32447 MH-60L ammo feed chutes 1/35
- 32953 MH-60L 1/35
- 32954 MH-60L crew seatbelts STEEL 1/35
- 33229 MH-60L pilots/gunners seatbelts STEEL 1/35
- JX235 MH-60L 1/35



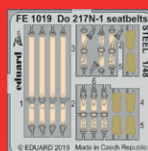
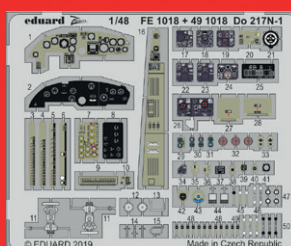
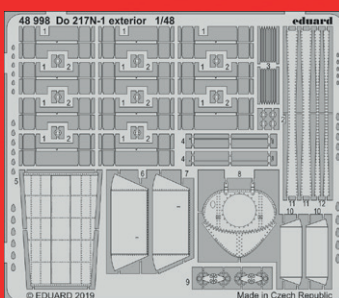
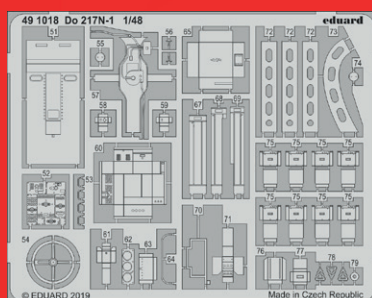
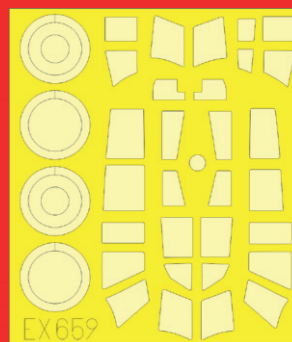
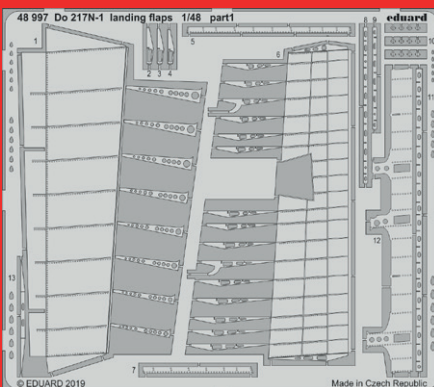
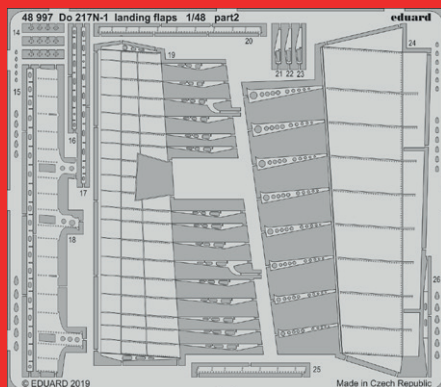
All sets included in this BIG ED are available separately,
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BIG ED

BIG49234 Do 217N-1 1/48 ICM

[Product Page](#)

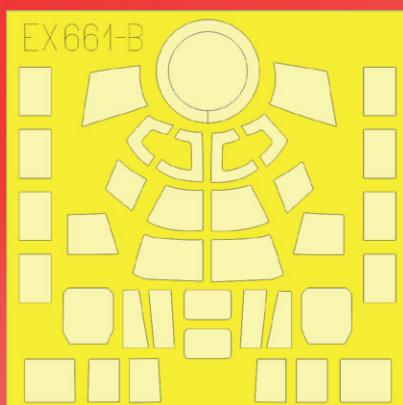
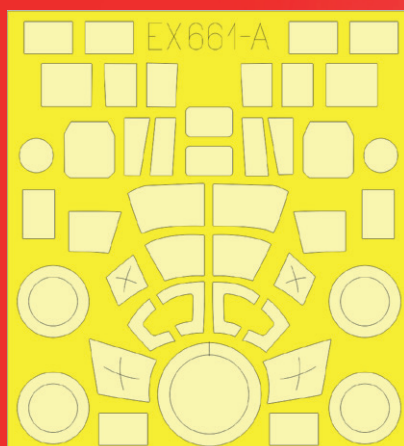
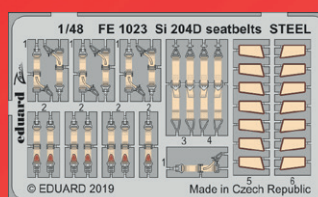
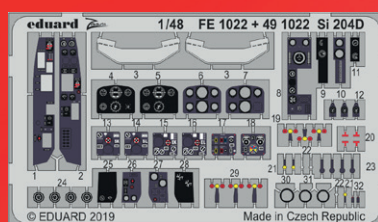
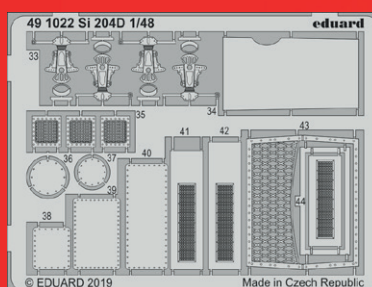
48997 Do 217N-1 landing flaps 1/48
48998 Do 217N-1 exterior 1/48
491018 Do 217N-1 1/48
FE1019 Do 217N-1 seatbelts STEEL 1/48
EX659 Do 217N-1 1/48



BIG49235 Si 204D 1/48 Special Hobby

[Product Page](#)

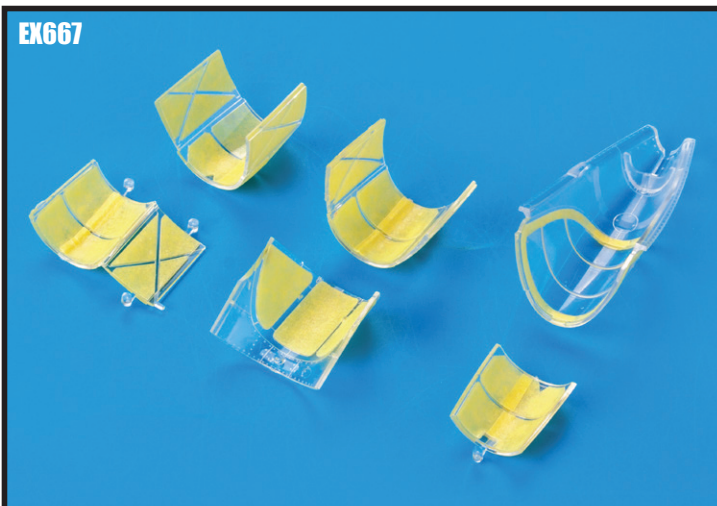
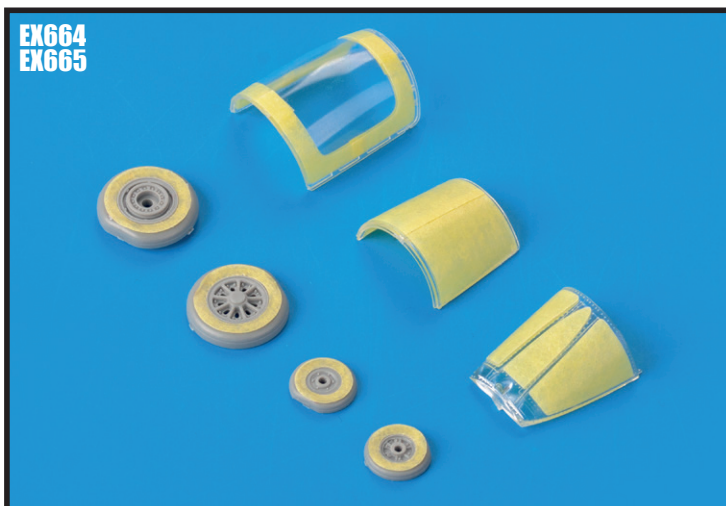
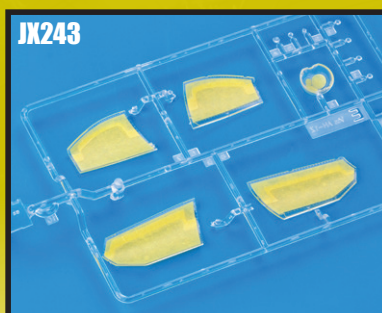
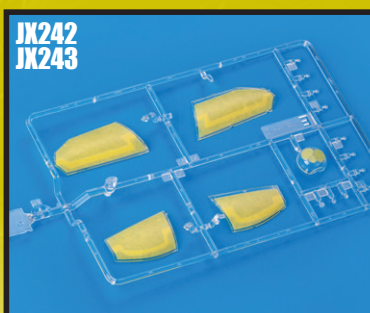
491022 Si 204D 1/48
FE1023 Si 204D seatbelts STEEL 1/48
EX661 Si 204D TFace 1/48



EDUARD MASK

IT FITS!

JX242 AH-1Z 1/35 Academy
 JX243 AH-1Z TFace 1/35 Academy
 JX244 Me 262A 1/32 Revell
 JX245 Me 262A TFace 1/32 Revell
 EX664 F-104G 1/48 Kinetic
 EX665 F-104G TFace 1/48 Kinetic
 EX666 P-38F/G 1/48 Tamiya
 EX667 P-38F/G TFace 1/48 Tamiya



November 2019

KITS

82163	Bf 109G-6/AS	1/48	ProfiPACK
7059	MiG-15bis	1/72	ProfiPACK
8487	Fokker Dr.I	1/48	Weekend edition
4463	F6F-5	1/144	Super44

PE-SETS

53244	HMS Cornwall	1/350	Trumpeter
32448	Me 262A exterior	1/32	Revell
32960	Me 262A interior	1/32	Revell
32961	AH-1Z	1/35	Academy
36429	Hummel ammo boxes	1/35	Tamiya
36430	2S35 Koalitsiya howitzer	1/35	Zvezda
481001	MiG-23BN upgrade set	1/48	Eduard/Trumpeter
491037	F-104G early	1/48	Kinetic
491038	F-104G late	1/48	Kinetic
491041	P-38F	1/48	Tamiya
491042	P-38G	1/48	Tamiya
491044	G4M Betty interior	1/48	Tamiya
73687	Lancaster B Mk.I/B Mk.III interior	1/72	Airfix
144011	P-51D	1/144	Eduard/Platz
144012	F6F-5	1/144	Eduard/Platz

ZOOMS

33240	Me 262A	1/32	Revell
33241	Me 262A seatbelts STEEL	1/32	Revell
33242	AH-1Z	1/35	Academy
33243	AH-1Z seatbelts STEEL	1/35	Academy
FE1037	F-104G early	1/48	Kinetic
FE1038	F-104G late	1/48	Kinetic
FE1039	F-104G early seatbelts STEEL	1/48	Kinetic
FE1040	F-104G late seatbelts STEEL	1/48	Kinetic
FE1041	P-38F	1/48	Tamiya
FE1042	P-38G	1/48	Tamiya
FE1043	P-38F/G seatbelts STEEL	1/48	Tamiya
FE1044	G4M Betty interior	1/48	Tamiya
FE1045	G4M Betty seatbelts STEEL	1/48	Tamiya
SS687	Lancaster B Mk.I/B Mk.III interior	1/72	Airfix

MASKS

JX242	AH-1Z	1/35	Academy
JX243	AH-1Z TFace	1/35	Academy
JX244	Me 262A	1/32	Revell
JX245	Me 262A TFace	1/32	Revell
EX664	F-104G	1/48	Kinetic
EX665	F-104G TFace	1/48	Kinetic
EX666	P-38F/G	1/48	Tamiya
EX667	P-38F/G TFace	1/48	Tamiya

BIGED

BIG2404	F6F-5	1/24	Airfix
BIG33108	MH-60L	1/35	Kitty Hawk
BIG49234	Do 217N-1	1/48	ICM
BIG49235	Si 204D	1/48	Special Hobby

BRASSIN

632139	P-40 exhaust stacks fishtail	1/32	Eduard
644028	P-38F LööK	1/48	Tamiya
644029	P-38G LööK	1/48	Tamiya
648492	AN/ALQ-71(V)-3 ECM pod	1/48	
648506	AIM-132 ASRAAM	1/48	
648507	SUU-14 dispenser	1/48	
648508	P-400 exhaust stacks	1/48	Eduard
648509	MiG-23BN exhaust nozzle	1/48	Eduard/Trumpeter
648510	MiG-23BN engine air intakes	1/48	Eduard/Trumpeter
648513	P-51D wheels pointed cross tread	1/48	Eduard
648515	P-38F/G wheels	1/48	Tamiya
648516	P-38F/G gun barrels	1/48	Tamiya
648517	P-51D gun bays	1/48	Eduard

BIGSIN

SIN64862	Bf 109G-10/U4 ESSENTIAL	1/48	Eduard
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He 219

The National Air and Space Museum owns the only surviving example of the German He 219 night fighter. The aircraft is an He 219A-2/R4, W.Nr. 290202.

The war trophy went through an extended restoration, lasting several years. The aircraft's restored components, fuselage, engines and tail surfaces, were seen at the Udvar-Hazy Centre in Maryland, near the Washington - Dulles International Airport. The week of the 12th to 16th of August, 2019, saw the final assembly of the airplane.

This was done in the main display area of the museum, and required a list of accommodations that needed to be implemented. Their Fw 190F-8 had to be temporarily relocated, and a section of the museum's WWII collection was less accessible to visitors. Work was done, mainly for safety reasons, outside normal business hours and typically began around 5:30 in the afternoon.

Monday saw the completion of the fuselage and the wing, Tuesday was used to install the landing gear, the engines and their gondolas were attached on Wednesday, and the tail surfaces were planned for Thursday.

Thanks to the kindness of the museum staff, we had the opportunity to witness the installation of both engines into their gondolas and then the wings. For Second World War groundcrew, this relatively routine operation required over five hours, with a short break. Heavy equipment was used (a crane, lifting equipment), as was the usual list of smaller items (hammers, Allen keys, screwdrivers).

Five hours or being around the Uhu and discussing the matter with the personnel involved in its restoration resulted in some interesting modelling information:

The aircraft, although it carries the W.Nr. 290202, is apparently a combination of three aircraft. After storing three recently tested He 219s after the war, some of the assemblies were scrapped with no regard as to which specific aircraft they actually came from.

The aircraft carries two versions of RLM 02 visible to the eye.

The entire cockpit was not sprayed RLM 66 Black, but was restricted to the instrument panel and side consoles. The rest of the cockpit remained in natural metal, or, more accurately, in the material from which they were made. RLM 66 was also used on some components in the radar compartment in the nose.

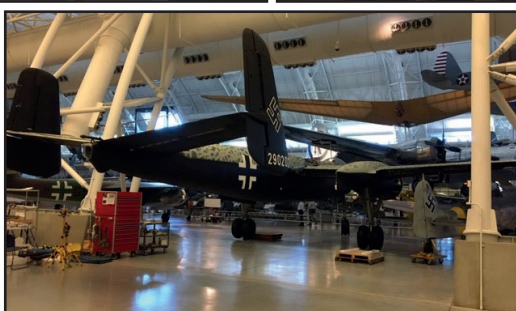
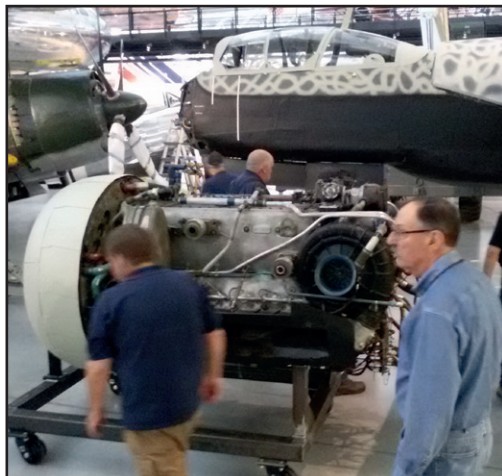
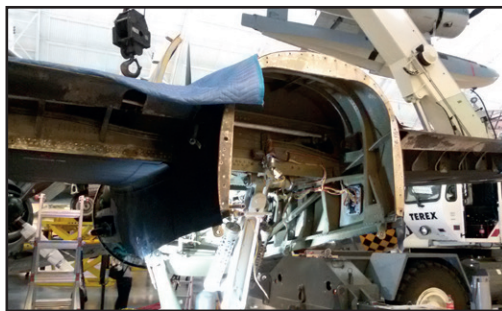
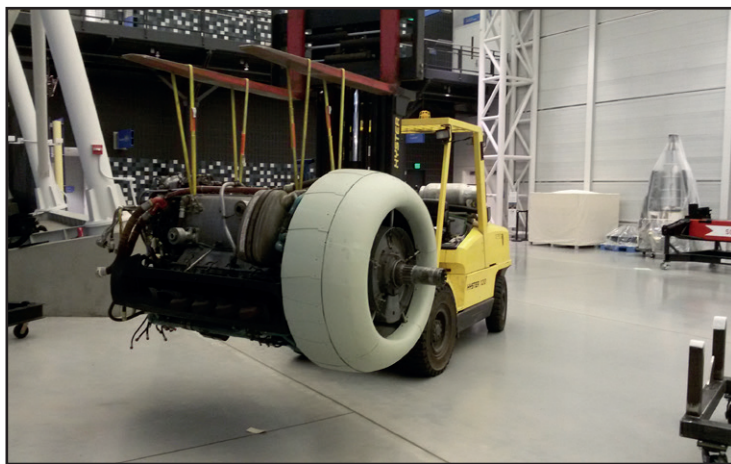
The fuselage preserved some areas of the original camouflage scheme. It is interesting to note how much the shade of RLM 76 changed, after its application in the snake pattern over the RLM 75 on the upper surfaces.

It was evident that the camouflage scheme, especially on the fuselage, was applied prior to attaching the wings and tail surfaces.

We would like to extend out sincere gratitude to especially Brian Nicklas and Ed Mautner, as well as Pat Robinson, for the opportunity to witness this event.

The Eduard Team





1/48

Barbarossa



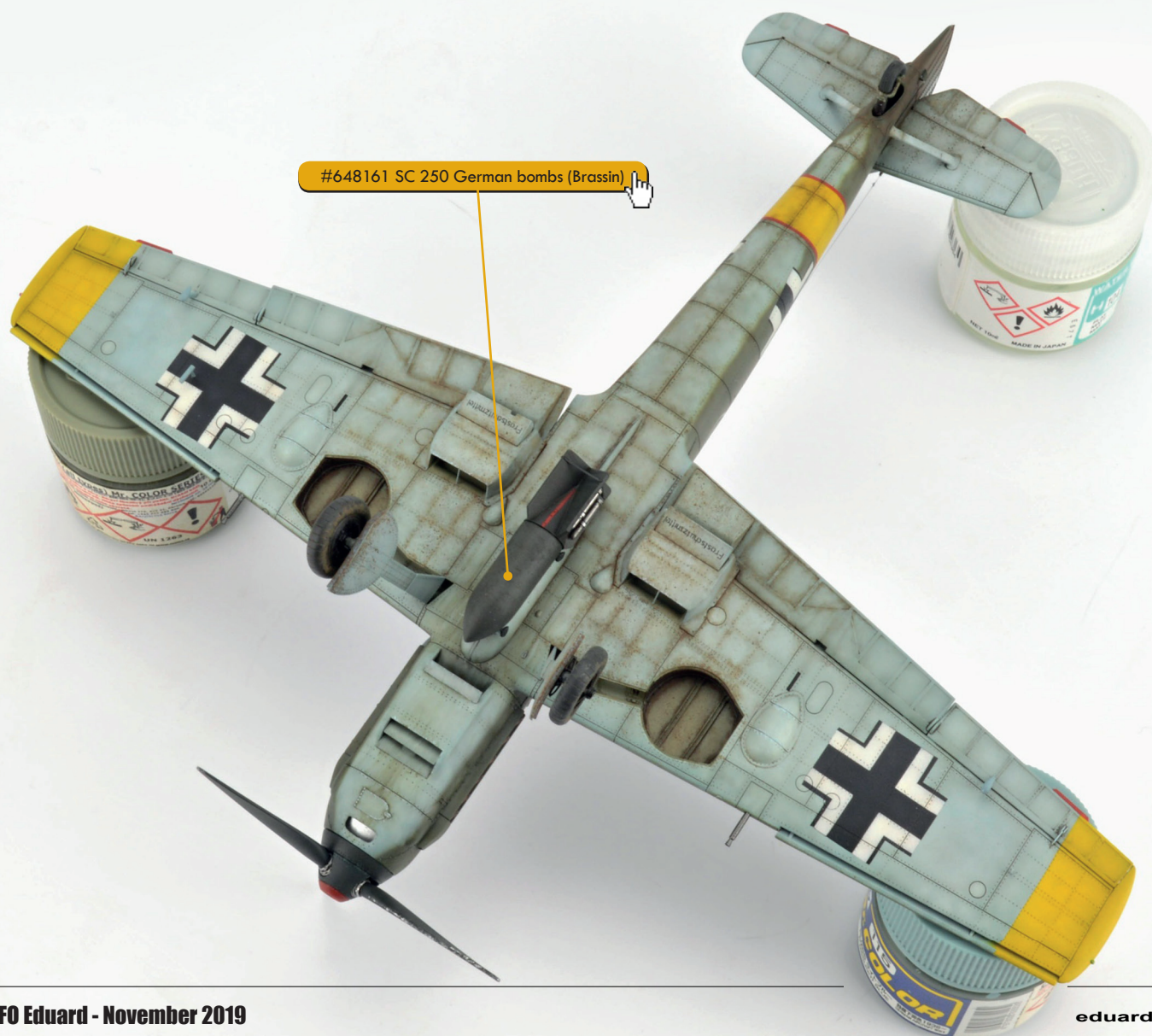
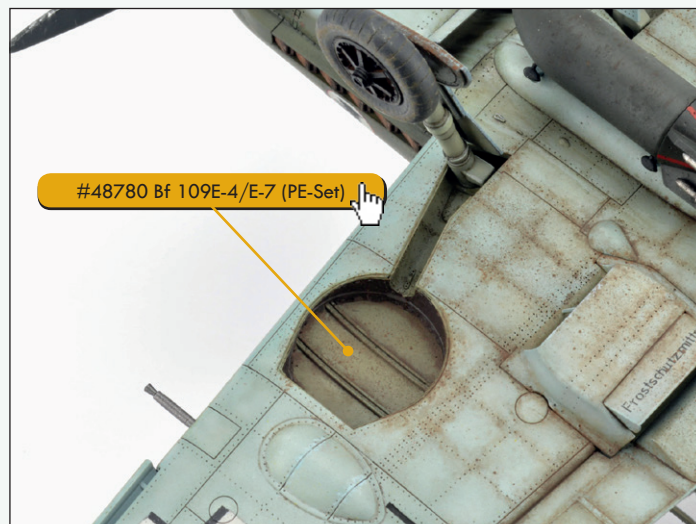
Camo A
Cat. No. 11127

built by Jan Baranec



Bf 109E-4/B, W. Nr. 3605, Ofw. Reinhold Schmetzer, 8./JG 77, Balti, Soviet Union (nowadays Republic of Moldova), July 1941

After the battle for Crete in the beginning of June 1941 III. /JG 77 was transferred to Vienna for a short rest and here its equipment was supplemented by Messerschmitts Bf 109F. Regardless the majority of the equipment was represented by series E aircraft. In the middle of the month the unit was relocated to the Romanian territory from where, on June 22nd, 1941, it commenced its participation in the operation Barbarossa. Reinhold Schmetzer flying "black 5" achieved his first kill (5th in his fighter pilot career) during the USSR campaign the very first day when he shot down a Soviet I-16. Having been hit in the engine of his "black 5" on July 20th, 1941, he force-landed at Balti airport. On May 7th, 1944, already in the JG 4 ranks, Lt. Schmetzer was killed in the air combat over the central Italy. His final score in World War II was 31 victories. The upper and side surfaces of this aircraft were over-sprayed in almost solid coat of RLM 71, aircraft marking in the form of black number 5 outlined in white is complementing the III. Gruppe JG 77 marking on the airplane's nose, the lower surfaces and the tail sport the yellow marking of the aircraft deployed to the Eastern front. The rudder carries the white bars indicating the aerial kills.

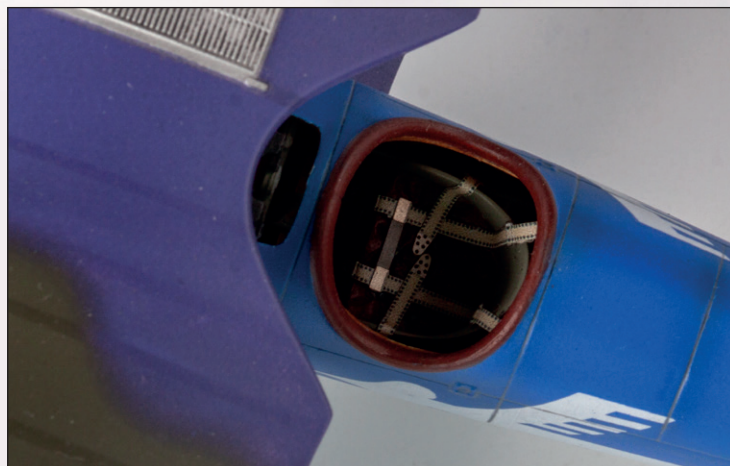


Albatros D.V 1/48



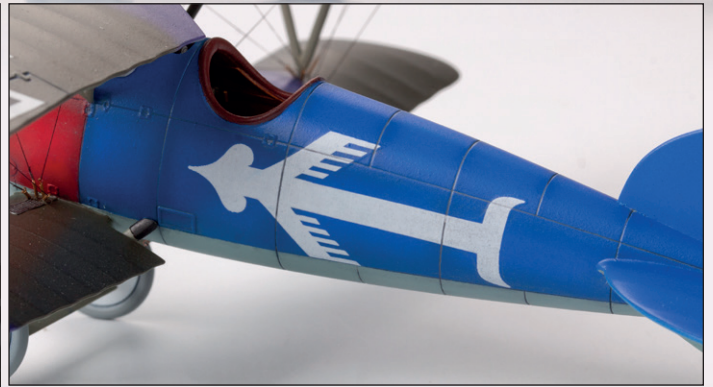
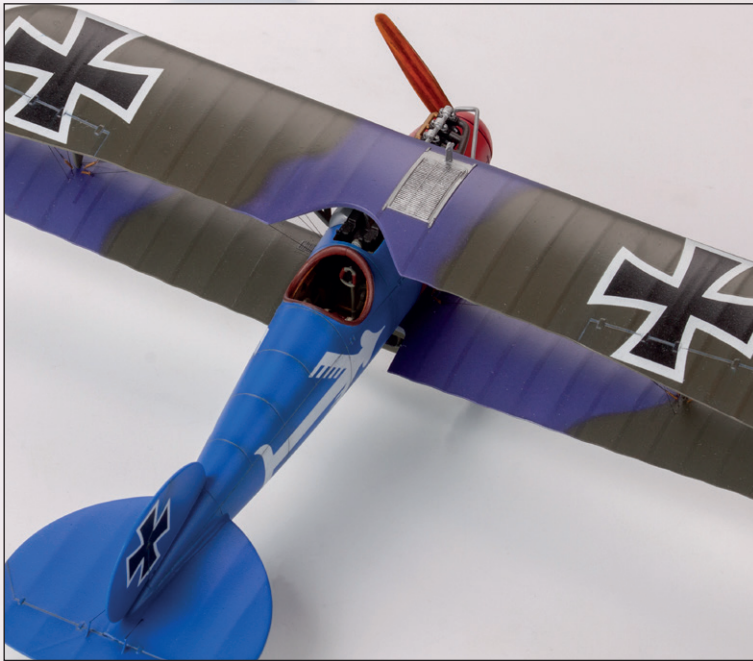
Camo B
Cat. No. 8408

built by Zdeněk Holka



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

Having served with infantry units, at the end of 1915 Josef Veltjens volunteered for the air corps. After completing the training in May 1916, he was assigned to FA 23, since March 1917 he already flew as a fighter pilot with Jasta 14 where he claimed his first victory. He continued serving with Jasta 18 and Jasta 15 which he commanded later. His total score during the World War One was 35 kills. After the war he dedicated himself to selling the weapons, he supplied both sides of the Civil War in Spain, Italian units in Ethiopia as well as Finland during the Winter War. At the beginning of World War Two, he was invited to serve in the Luftwaffe, he acted as Göring's personal ambassador for Finland and Italy. On October 6th, 1943 he perished in the Ju 52 crash into Monte Cervellino in the Apennines.


[Product Page](#)


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Fw 190A-4/Trop

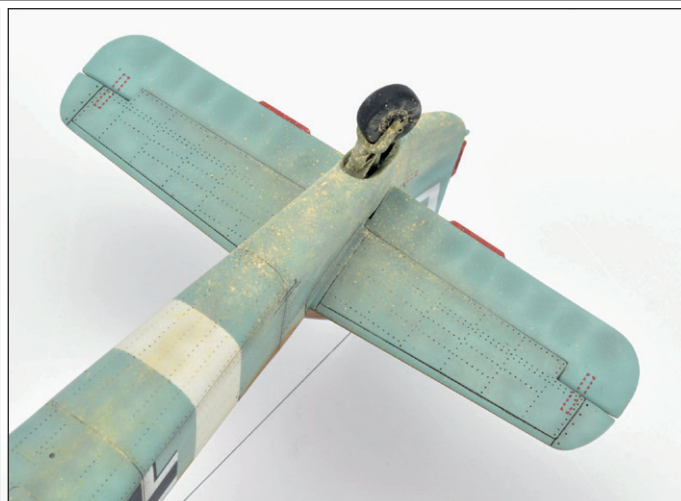
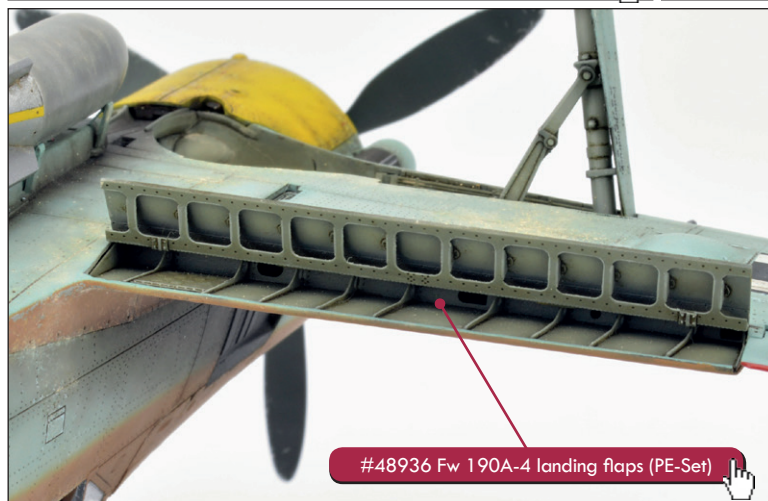


Camo M
Cat. No. R0016
built by Jan Baranec



Fw 190A-4/Trop, W. Nr. 145614, EKdo 19, Benghazi, Lybia, November 1942

On July 1st, 1942 Erprobungskommando 19 was formed, who's task it was to evaluate the suitability of the Bf 109 and Fw 190 as a fighter-bomber under tropical conditions. The unit was manned by two instructor/pilots and six pilots that came from Ergänzungsgruppe JG 27 and JG 53. This unit was disbanded after a few months and their assets were distributed among other units. Aircraft of EKdo 19 carried the so-called desert scheme, composed of RLM78/79, and also carried a white fuselage band with a white 'E' on the rudder.



$\frac{1}{48}$

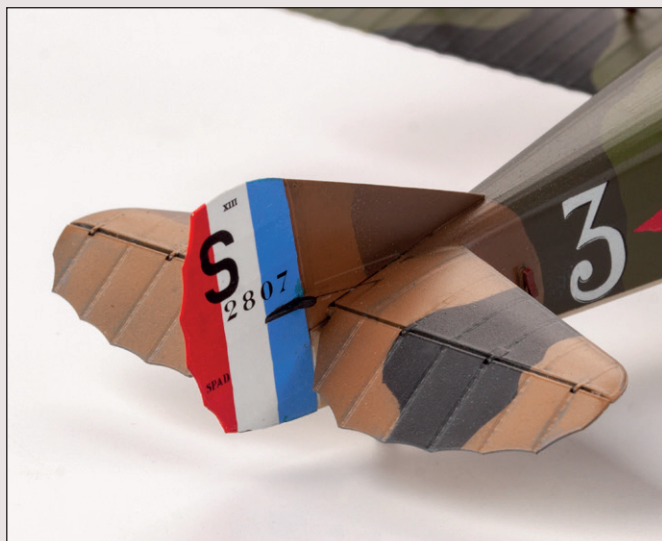
LEGIE

SPAD XIII



Camo A
Cat. No. 11123

built by Zdeněk Holka



S 2807, Adj. Augustin Charvát, Spa.315, Chaux, France, September 1918

The beginning of the war found the tailor Augustine Charvat in France, expanding his horizons. Along with many other Czechs who found themselves in that country at that time, he joined the French military through the Foreign Legion. After recovering from injuries sustained in the fighting on September 28th, 1915, he underwent pilot training and served as a fighter pilot over the Front from January 1917. First, he was assigned to the reconnaissance unit F.58, and from September 1917 with N./Spa.315, a fighter squadron. Charvat is credited with a single confirmed kill, gained on September 14th, 1918, shared in the destruction of a German two seat aircraft.

Charvat's SPAD 13C1 was built at Bleriot and carried the standard five-colour scheme with a layout that was consistent with this manufacturer. It also carried the white numeral 3 and the Spa.315 unit emblem. The inscription *Vieux Père* („Gramps“) below the cockpit was in reference to Charvat's nickname among the other pilots of the unit.



[Product Page](#)



BRASSIN



BIGED (December)

BIG33109 I-16 Type 10 1/32 ICM

BIG3597 Hummel 1/35 Tamiya

BIG49236 A-6A 1/48 Hobby Boss

BIG72152 Super Mystere B.2 1/72 Special Hobby

BRASSIN (December)



634014 Fw 190A-8 LööK 1/32 Revell

634015 Me 262A LööK 1/32 Revell

644030 P-51D-10 LööK 1/48 Eduard

644031 P-51D-15+ LööK 1/48 Eduard

648511 P-51D wheels diamond tread 2 1/48 Eduard

648512 P-51D wheels rhomboid tread 1/48 Eduard

648514 P-51D wheels grooved 1/48 Eduard

648518 Paveway II Mk 13/18 1/48

648519 P-38F/G superchargers 1/48 Tamiya

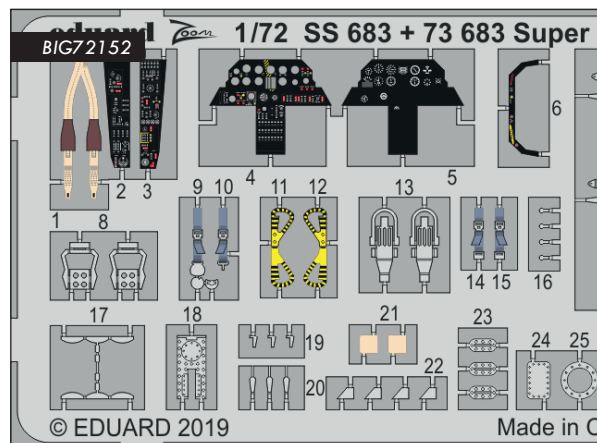
648520 P-38F/G landing flaps 1/48 Tamiya

648522 P-51D cockpit 1/48 Eduard

648529 B-17 wheels 1/48 HKM

672222 AGM-65 Maverick 1/72

672225 FAB-500 M54 1/72

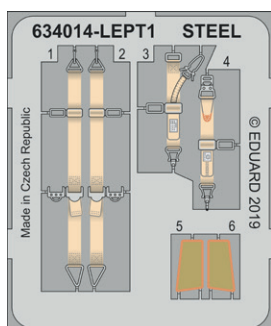


BIGSIN (December)

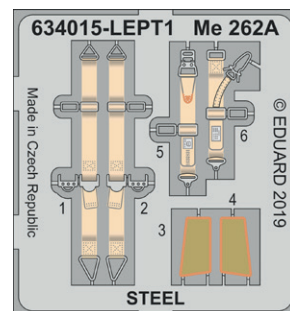
SIN64863 MiG-23BN 1/48 Eduard

SIN64864 P-51D-5 ESSENTIAL 1/48 Eduard

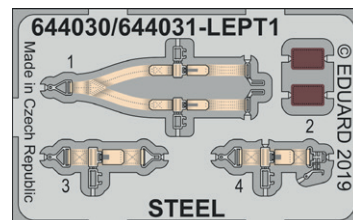
634014 Fw 190A-8 LööK 1/32 Revell



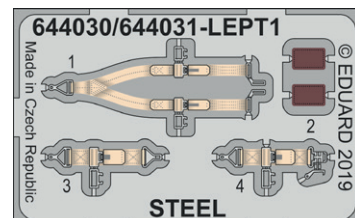
634015 Me 262A LööK 1/32 Revell



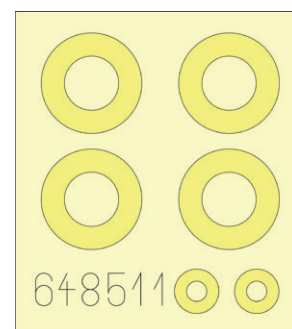
644030 P-51D-10 LööK 1/48 Eduard



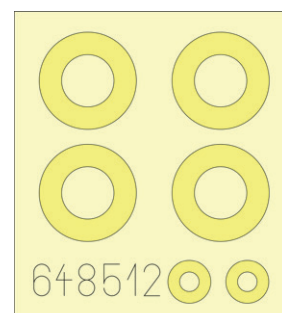
644031 P-51D-15+ LööK 1/48 Eduard



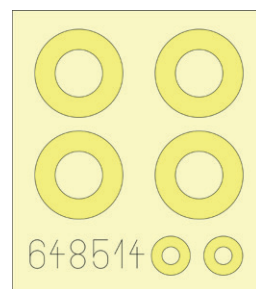
648511 P-51D wheels diamond tread 2 1/48 Eduard



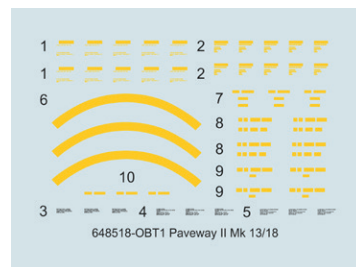
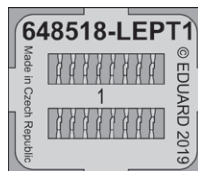
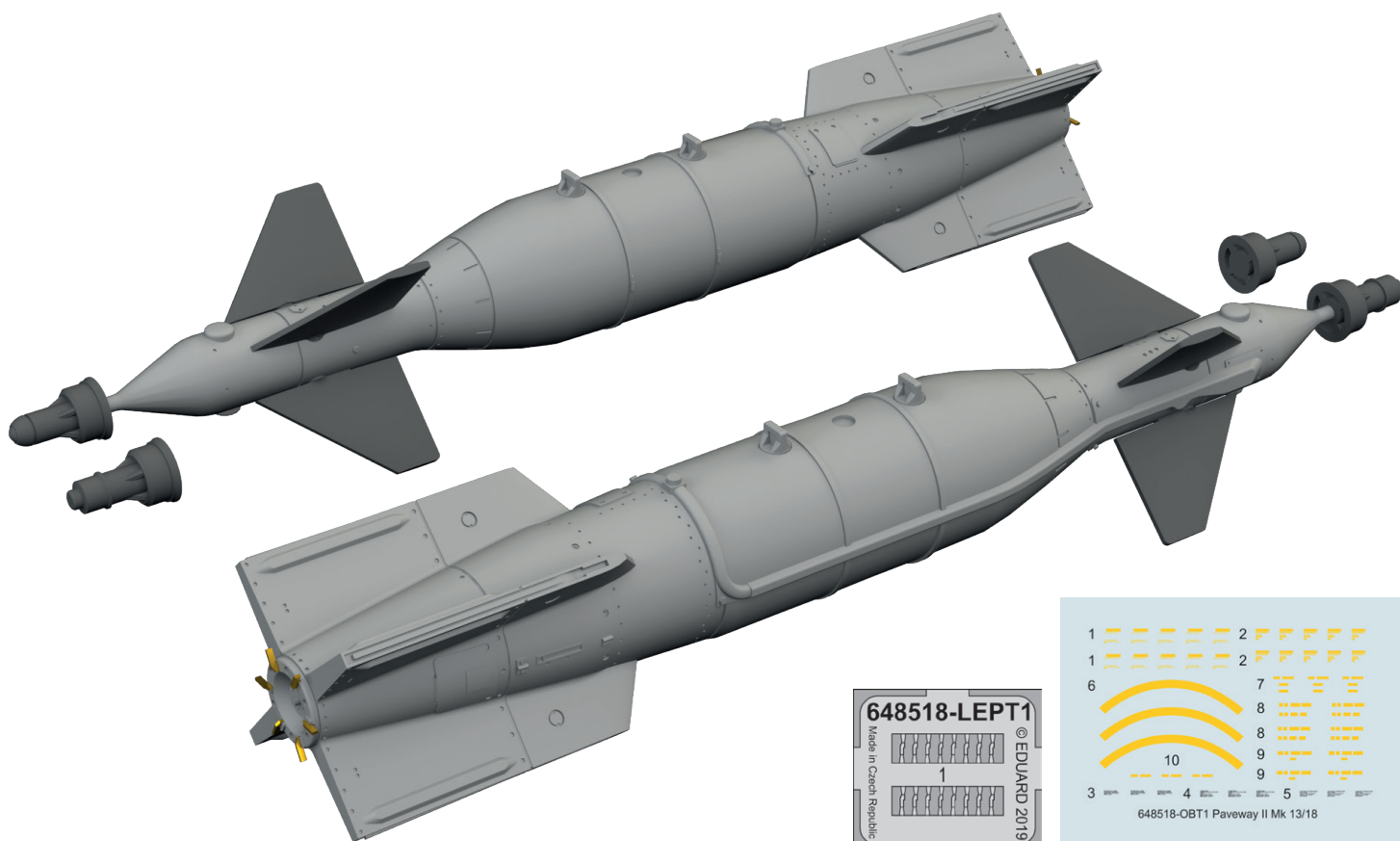
648512 P-51D wheels rhomboid treat 1/48 Eduard



648514 P-51D wheels grooved 1/48 Eduard



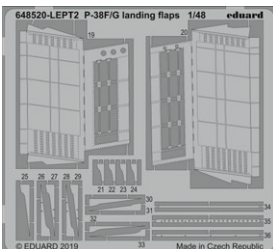
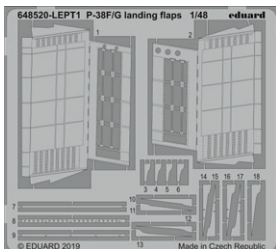
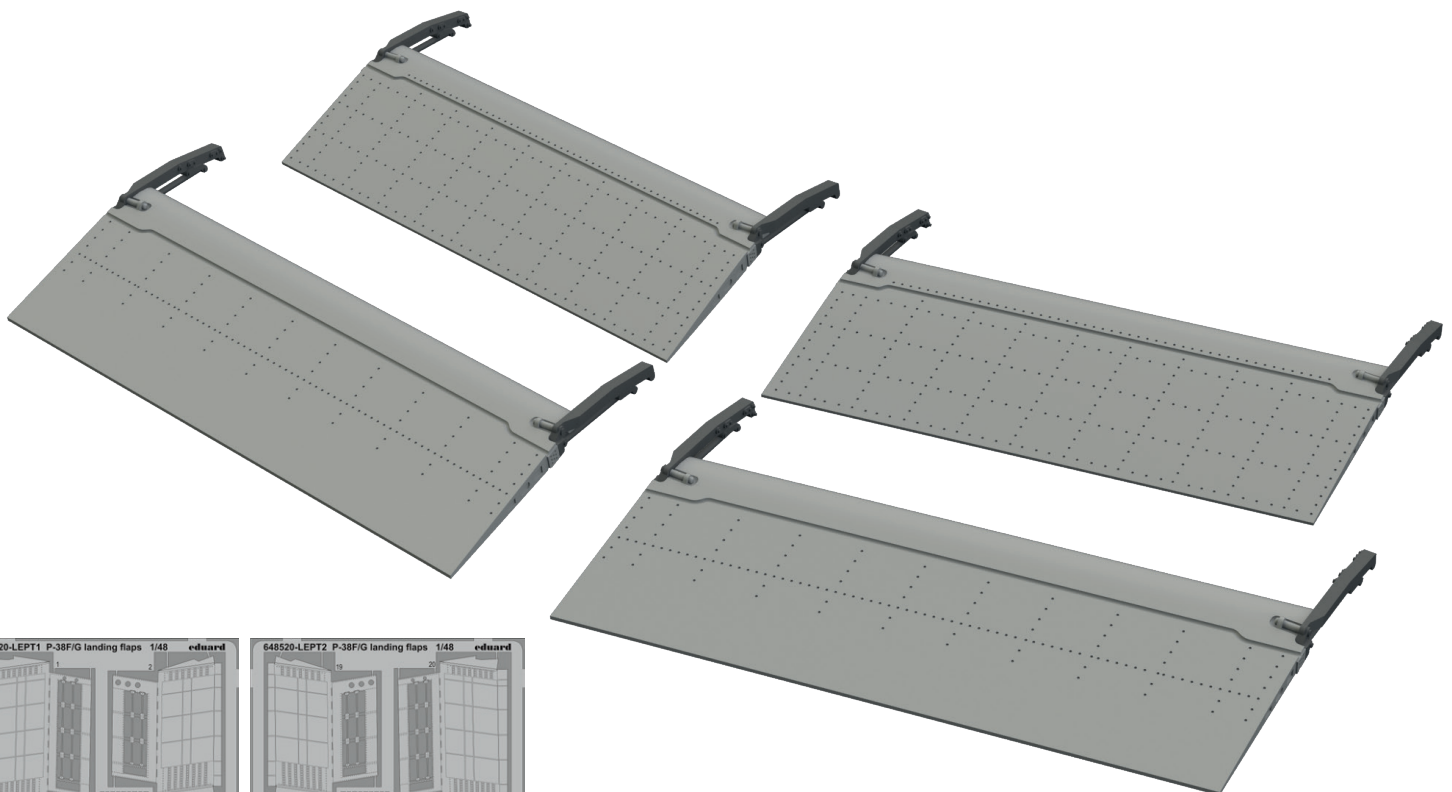
648518 Paveway II Mk 13/18 1/48



648519 P-38F/G superchargers 1/48 Tamiya

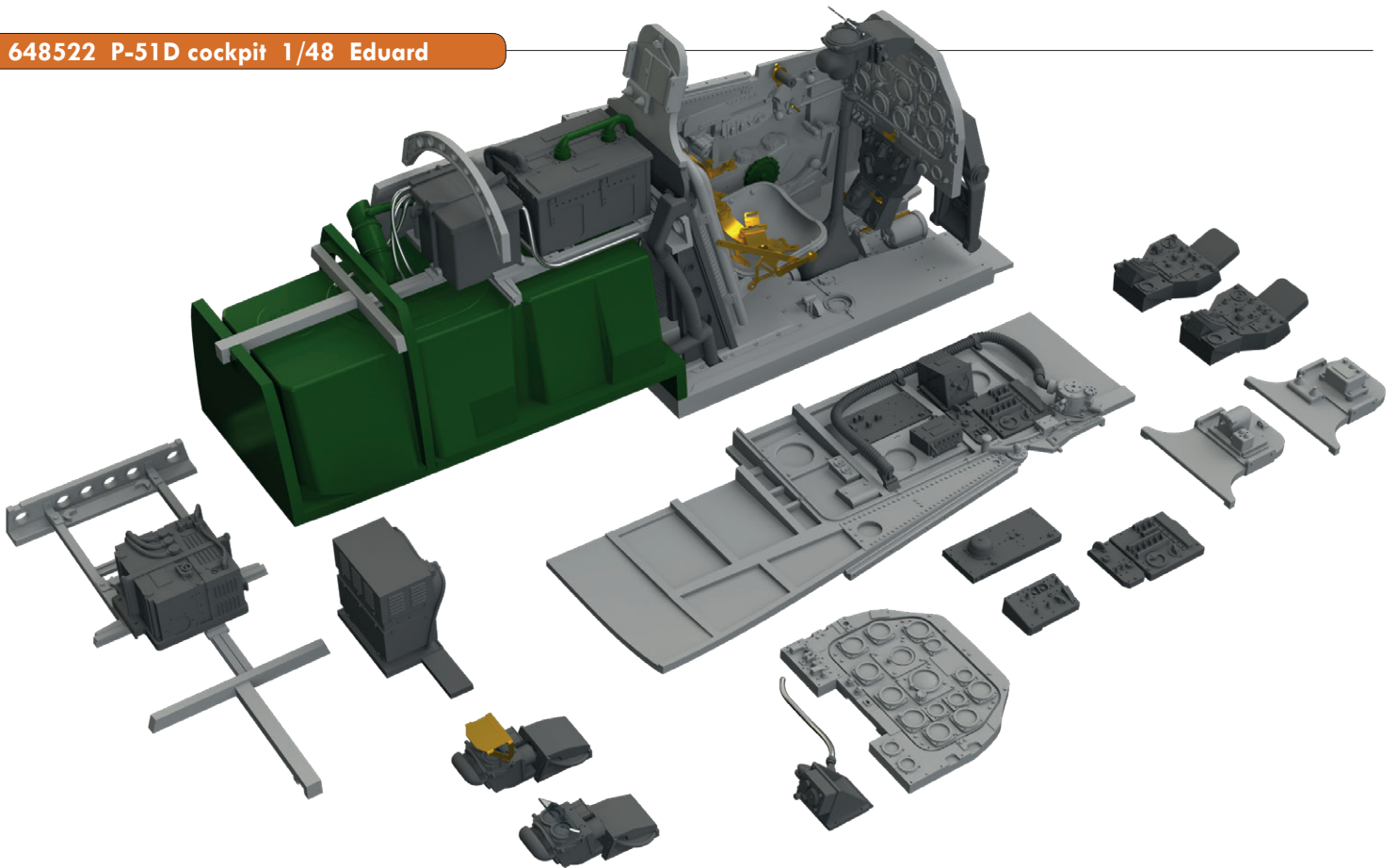


648520 P-38F/G landing flaps 1/48 Tamiya



BRASSIN

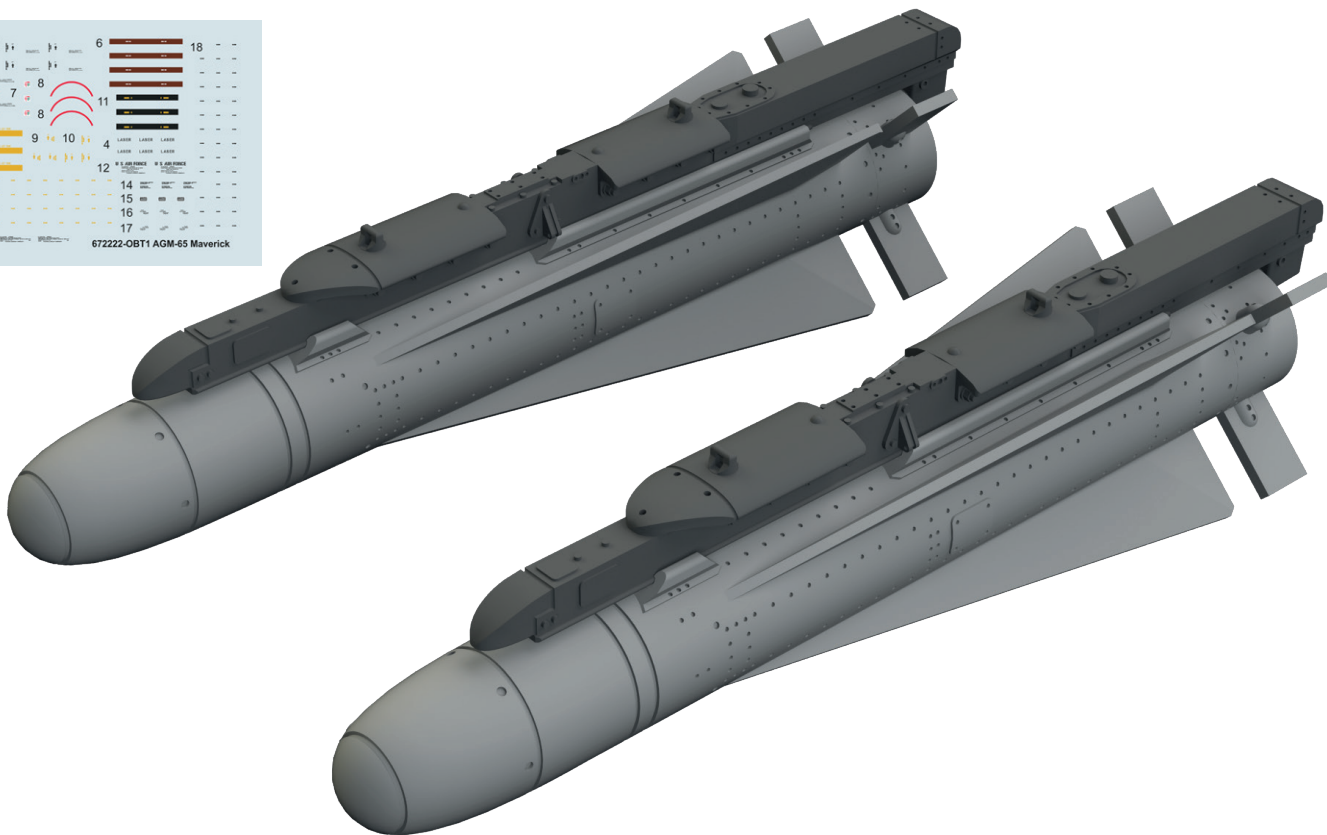
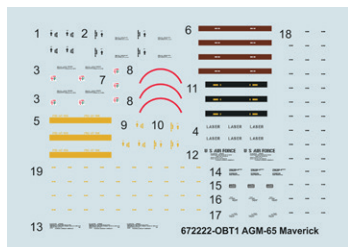
648522 P-51D cockpit 1/48 Eduard



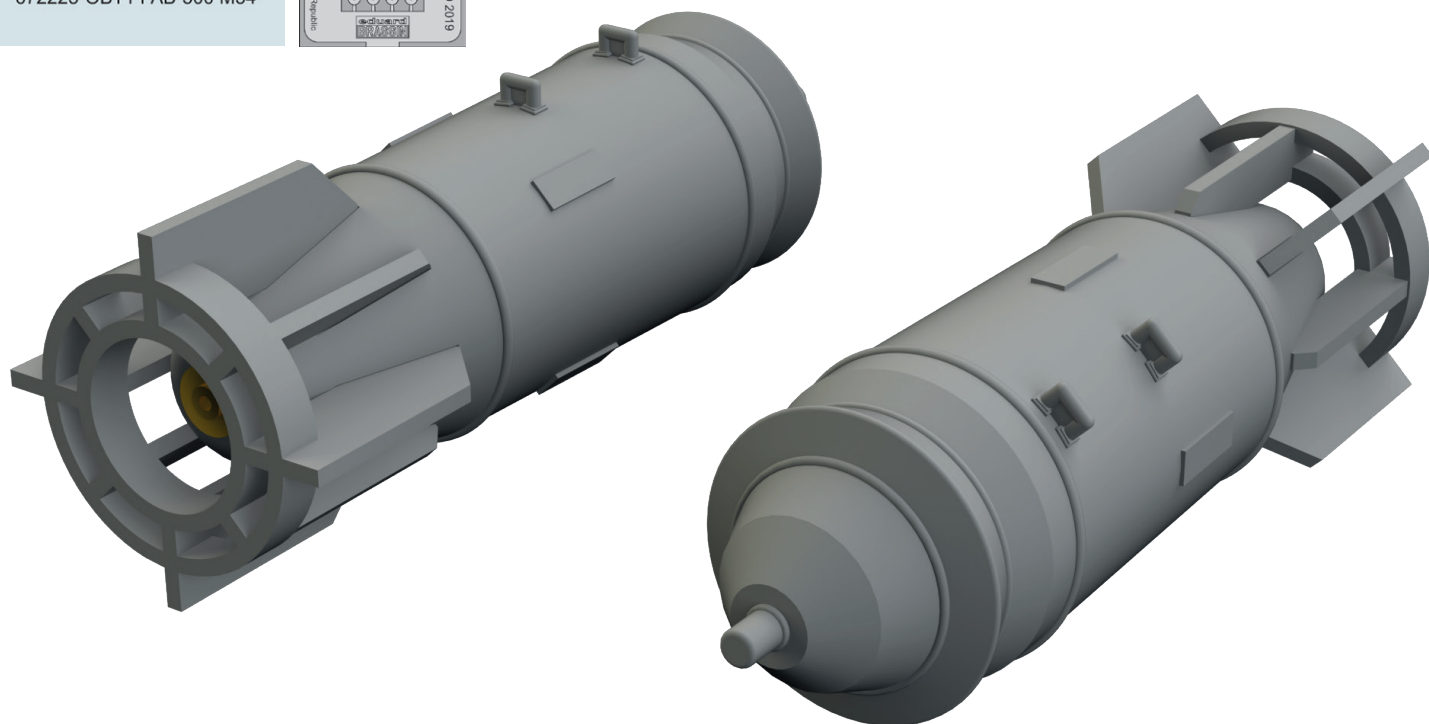
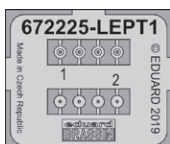
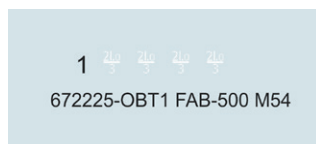
648529 B-17 wheels 1/48 HKM



672222 AGM-65 Maverick 1/72



672225 FAB-500 M54 1/72



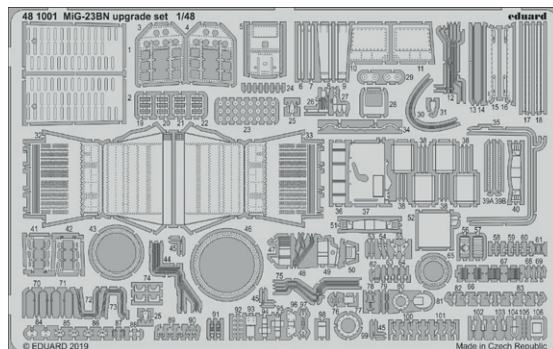
BRASSIN

SIN64863 MiG-23BN 1/48 Eduard

Collection of 4 sets for MiG-23BN
in 1/48 scale by Eduard / Trumpeter.

- exhaust nozzle,
- engine air intakes,
- undercarriage wheels,
- upgrade PE set.

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



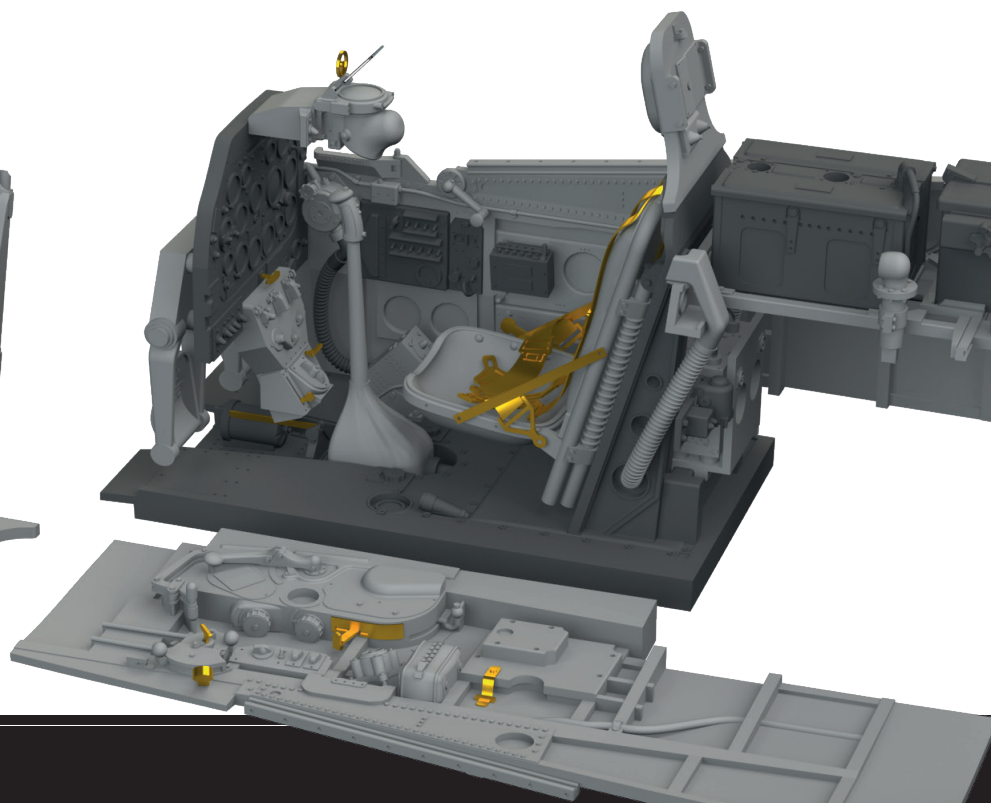
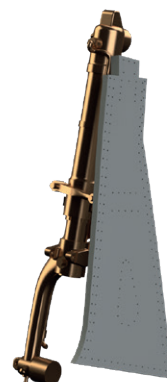
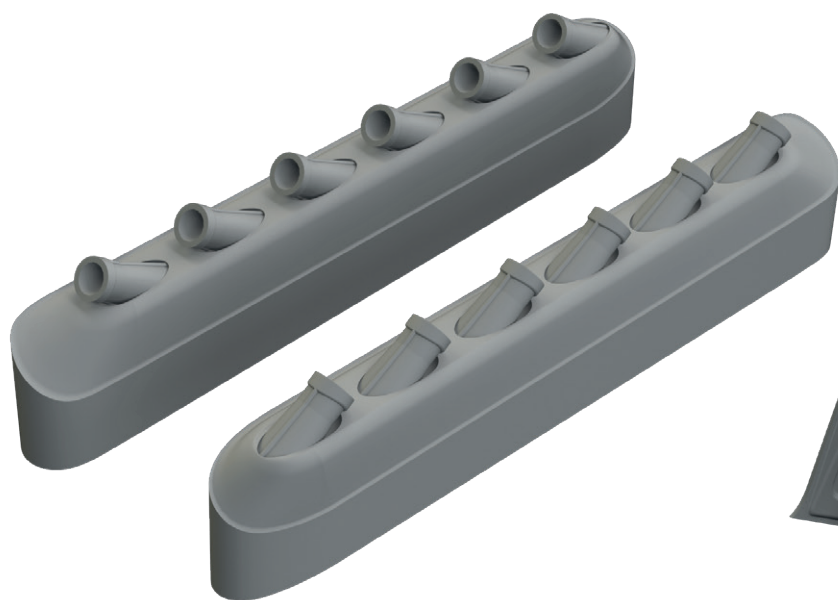
BRASSIN

SIN64864 P-51D-5 ESSENTIAL 1/48 Eduard

Collection of 4 sets for P-51D-5 in 1/48 scale by Eduard.

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

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

53245	DKM Schleswig - Holstein	1/350	Trumpeter
53246	Royal Navy ensign flag WWII (cruisers/destroyers) STEEL	1/32	
32449	P-40N landing flaps	1/32	Trumpeter
32450	P-40N gun bays	1/32	Trumpeter
32451	P-40N exterior	1/32	Trumpeter
32962	P-40N interior	1/32	Trumpeter
491046	IAI Kfir C7 interior	1/48	AMK
491048	F-16C Block 25	1/48	Tamiya
491050	F-104J	1/48	Kinetic
72693	Shackleton MR.3 landing flaps	1/72	Revell
72694	Tu-22 exterior	1/72	Trumpeter
73688	Su-57	1/72	Zvezda
73689	Pe-2	1/72	Zvezda
73690	Shackleton MR.3	1/72	Revell
73691	Tu-22 interior	1/72	Trumpeter

ZOOMS

33244	P-40N	1/32	Trumpeter
33245	P-40N seatbelts STEEL	1/32	Trumpeter
FE1046	IAI Kfir C7	1/48	AMK
FE1047	IAI Kfir C7 seatbelts STEEL	1/48	AMK
FE1048	F-16C Block 25	1/48	Tamiya
FE1049	F-16C Block 25 seatbelts STEEL	1/48	Tamiya
FE1050	F-104J	1/48	Kinetic
FE1051	F-104J seatbelts STEEL	1/48	Kinetic
FE1052	Bf 109E-3 Weekend	1/48	Eduard
SS688	Su-57	1/72	Zvezda
SS689	Pe-2	1/72	Zvezda
SS690	Shackleton MR.3	1/72	Revell
SS691	Tu-22	1/72	Trumpeter
SS692	MiG-21MFN Weekend	1/72	Eduard

MASKS

JX246	P-40N	1/32	Trumpeter
JX247	P-40N TFace	1/32	Trumpeter
EX668	F-104J	1/48	Kinetic
EX669	F-104J TFace	1/48	Kinetic
EX670	MiG-23BN TFace	1/48	Eduard/Trumpeter
EX671	Bloch MB.151	1/48	Dora Wings
CX551	Su-57	1/72	Zvezda
CX552	Pe-2	1/72	Zvezda
CX553	Shackleton MR.3	1/72	Revell
CX554	Tu-22	1/72	Trumpeter

DECALS

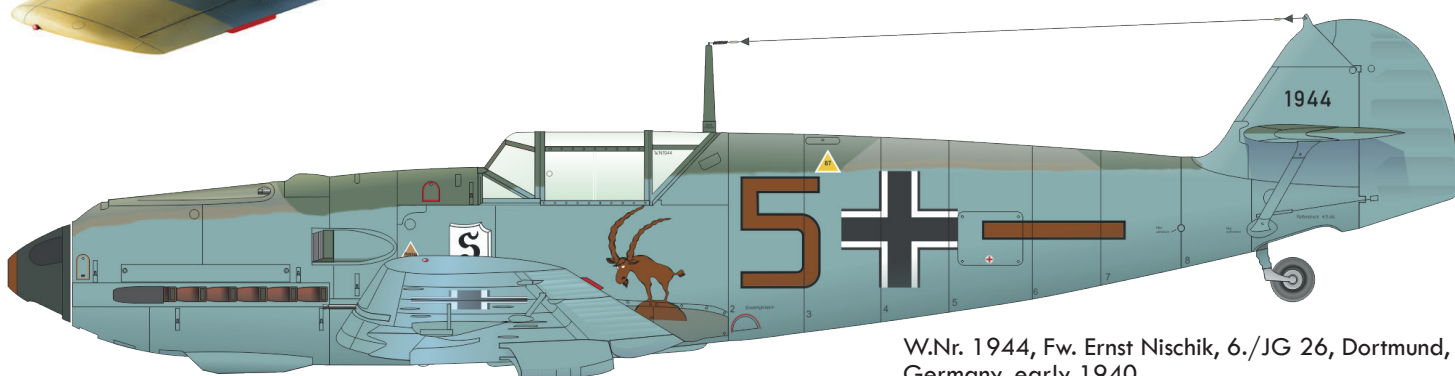
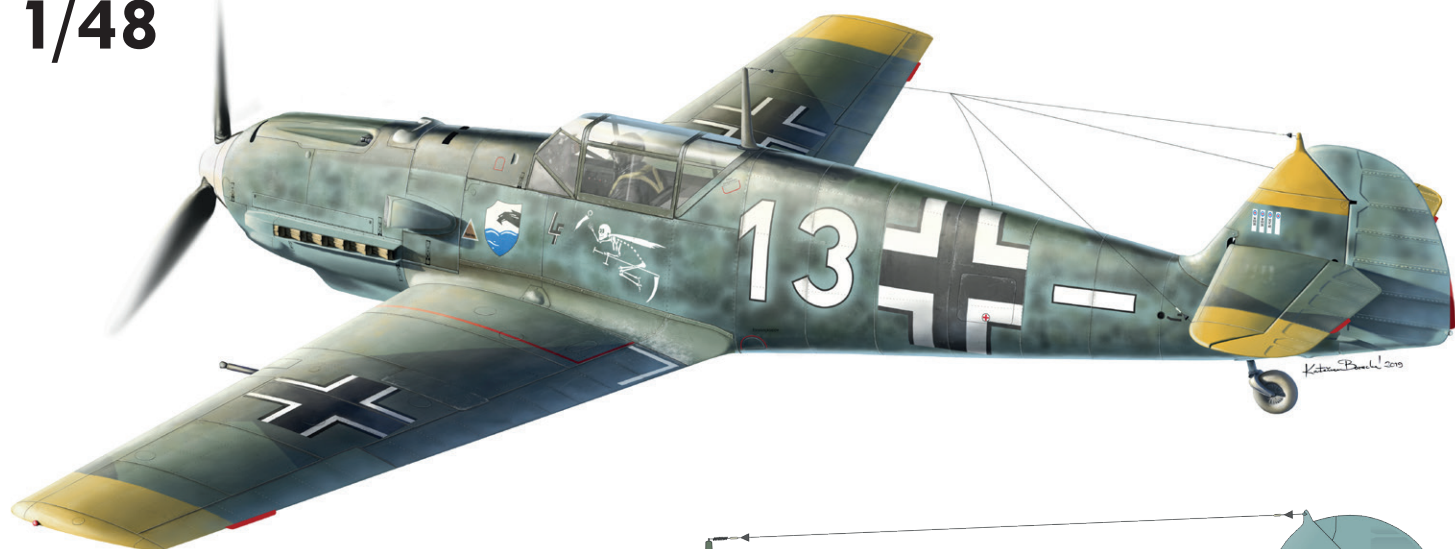
D48035	Bf 109G-10 MTT / WNF national insignia	1/48	Eduard
D48036	Fw 190A-8/R2 national insignia	1/48	Eduard
D48037	Fw 190A-8 national insignia	1/48	Eduard

Bf 109E-3

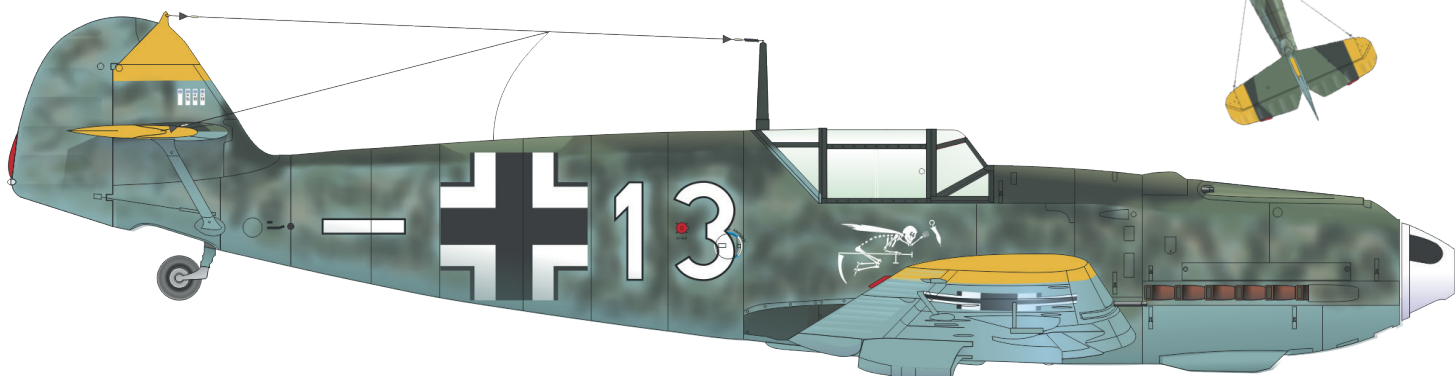
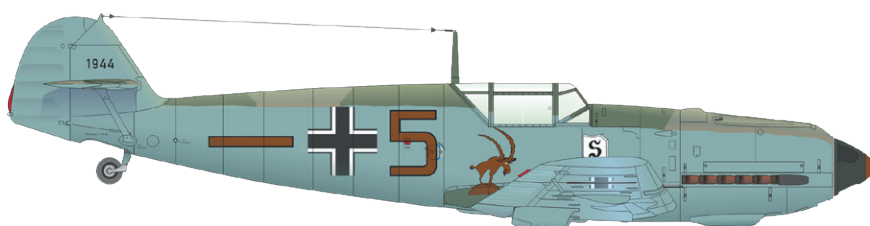
WEEKEND
edition

Cat. No. 84157

1/48



W.Nr. 1944, Fw. Ernst Nischik, 6./JG 26, Dortmund, Germany, early 1940



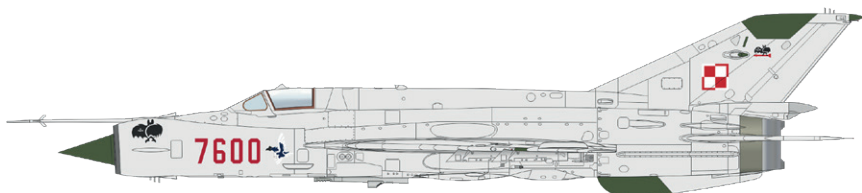
W.Nr. 1271, Oblt. Helmut Henz, CO of 4./JG 77, Mandal, Norway, September 1940

MiG-21MF Interceptor

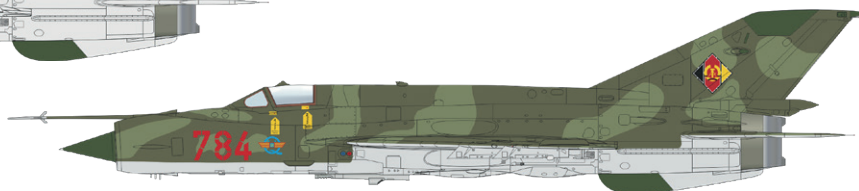
ProfiPACK
edition

Re-release
Cat. No. 70141

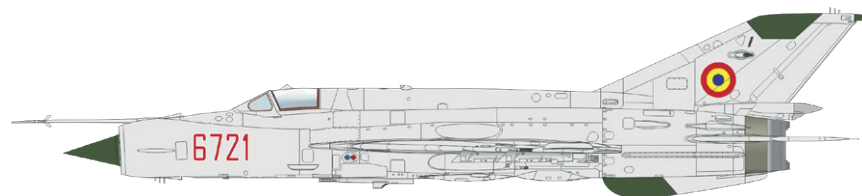
1/72



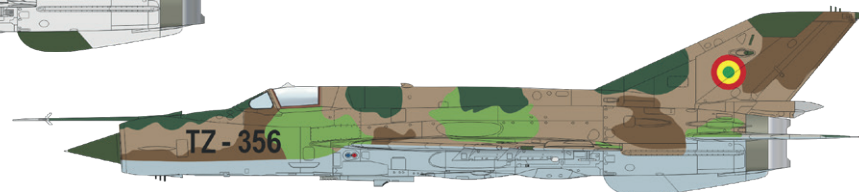
C/n 96007600, No. 7600,
11. Pułk Lotnictwa Myśliwskiego,
Mierzęcice, Poland, early 90'



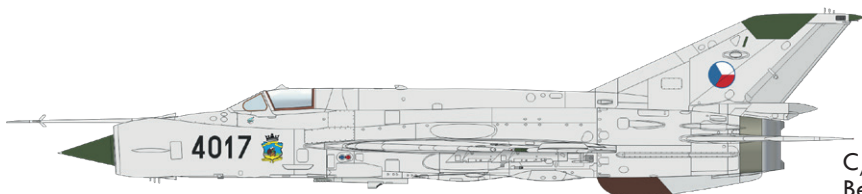
C/n 96002170, No. 784,
Jagdfliegergeschwader 3, Preschen,
German Democratic Republic, late 80'



C/n 96006721, No. 6721,
Regimentul 71 Aviație Vânătoare,
Câmpia Turzii Airbase, Romania, 90



C/n 96005512, No. TZ-356, Senou Airbase,
The Republic of Mali, 2006



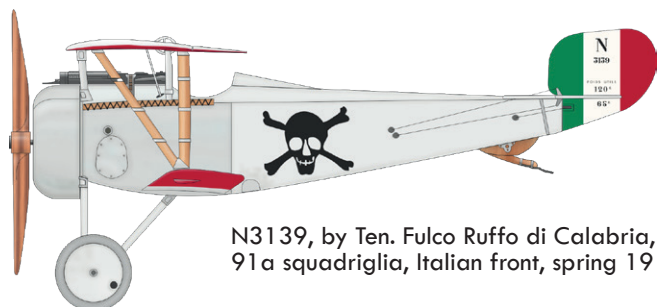
C/n 96004017, No. 4017, 9.slp/ 9. sbolp,
Bechyně, Czechoslovakia, early 90

Nieuport Ni-17

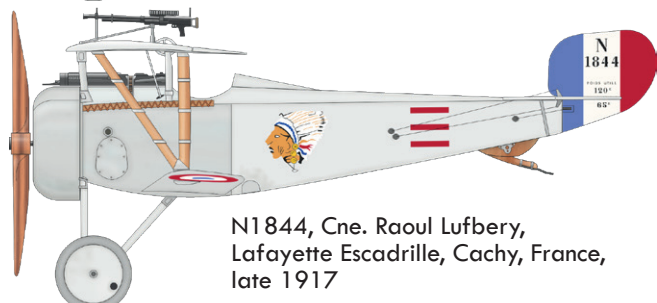
ProfiPACK
edition

Cat. No. 8071

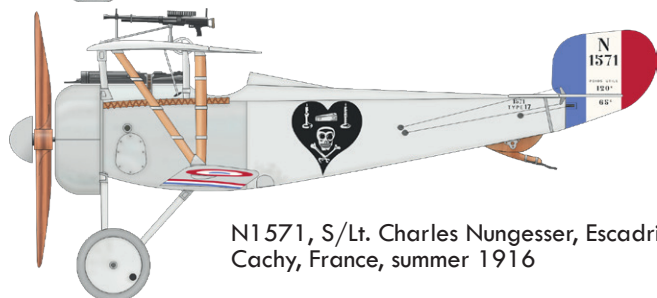
1/48



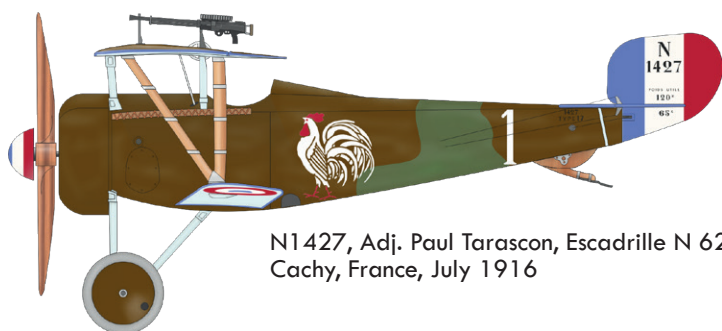
N3139, by Ten. Fulco Ruffo di Calabria,
91a squadriglia, Italian front, spring 1917



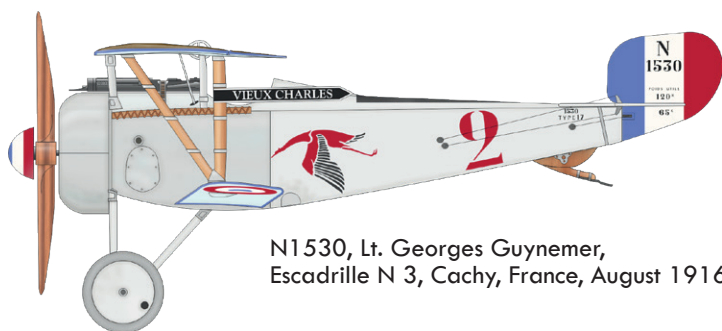
N1844, Cne. Raoul Lufbery,
Lafayette Escadrille, Cachy, France,
late 1917



N1571, S/Lt. Charles Nungesser, Escadrille N 65,
Cachy, France, summer 1916



N1427, Adj. Paul Tarascon, Escadrille N 62,
Cachy, France, July 1916



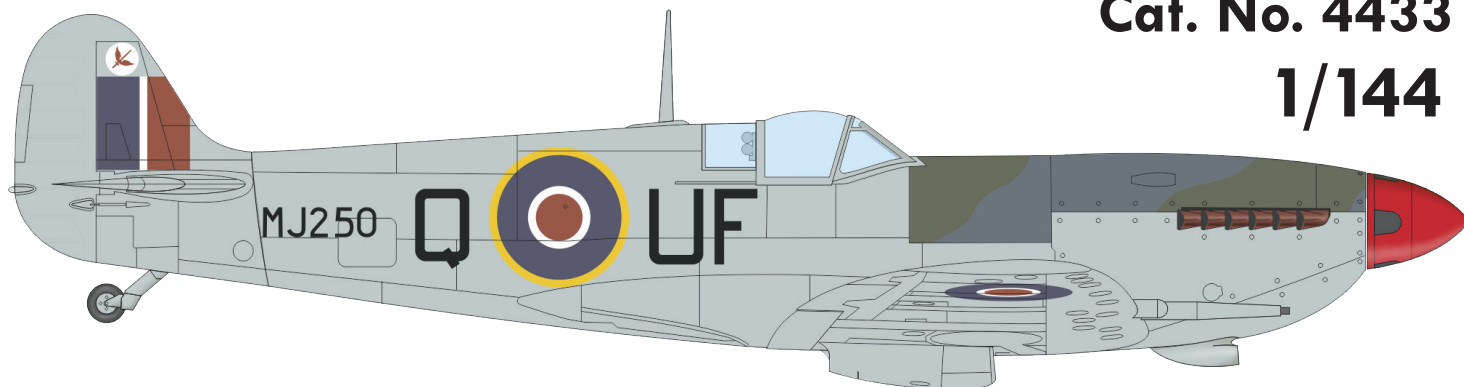
N1530, Lt. Georges Guynemer,
Escadrille N 3, Cachy, France, August 1916

Spitfire Mk.IXc late

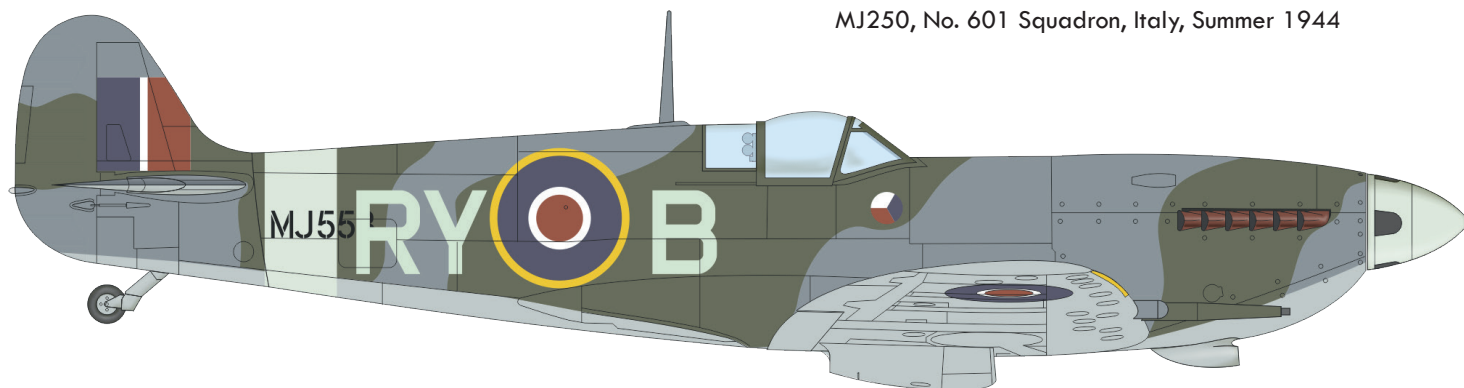
SUPER44

Cat. No. 4433

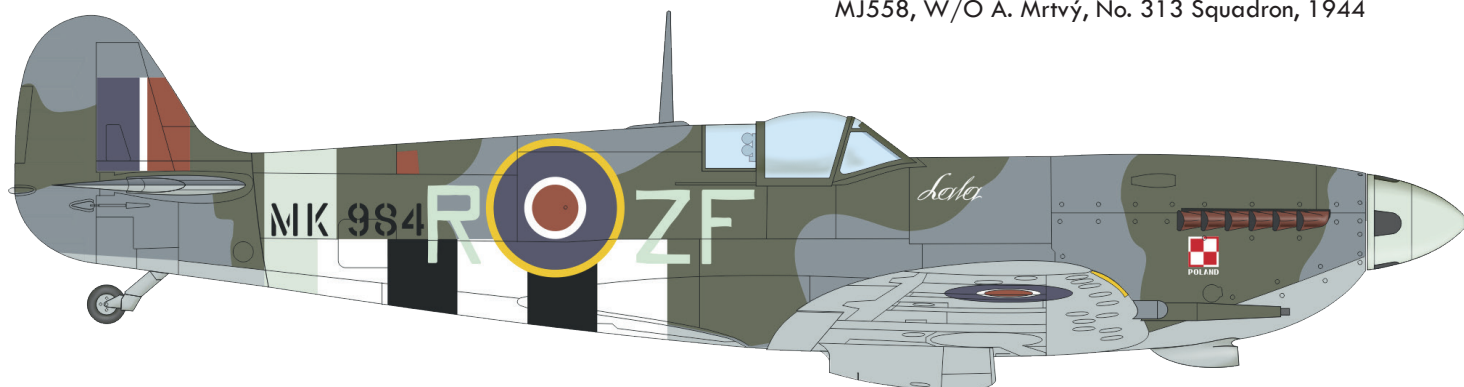
1/144



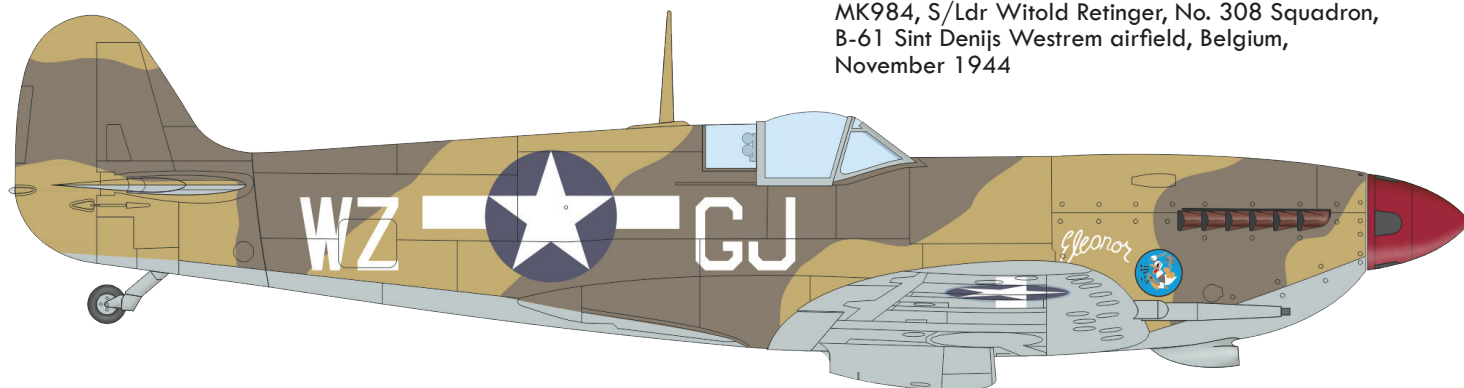
MJ250, No. 601 Squadron, Italy, Summer 1944



MJ558, W/O A. Mrtvý, No. 313 Squadron, 1944



MK984, S/Ldr Witold Retinger, No. 308 Squadron,
B-61 Sint Denijs Westrem airfield, Belgium,
November 1944



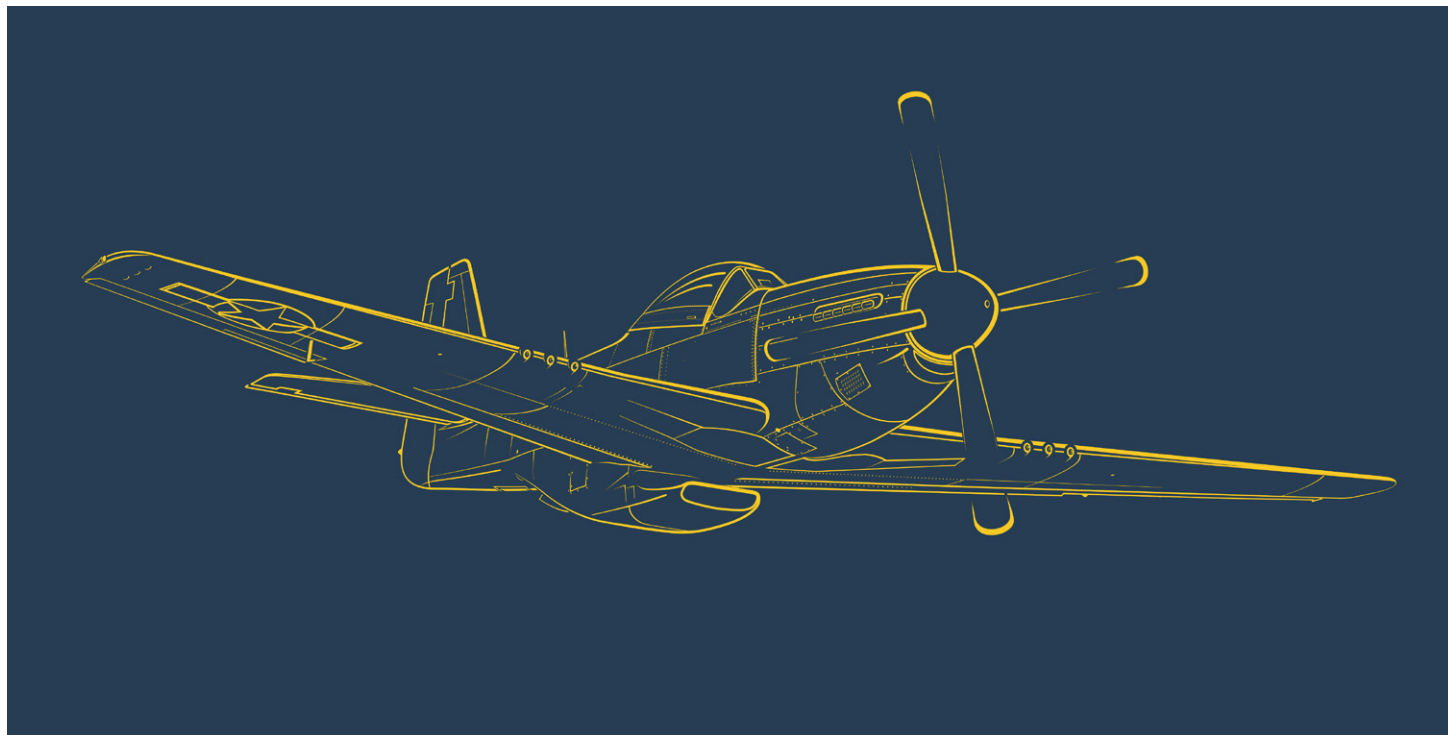
Maj. Garth Jared, CO of 309th FS, 31st FG, USAAF, Pomigliano / Castel Volturno AB, Italy, late 1943/early 1944

Mustang

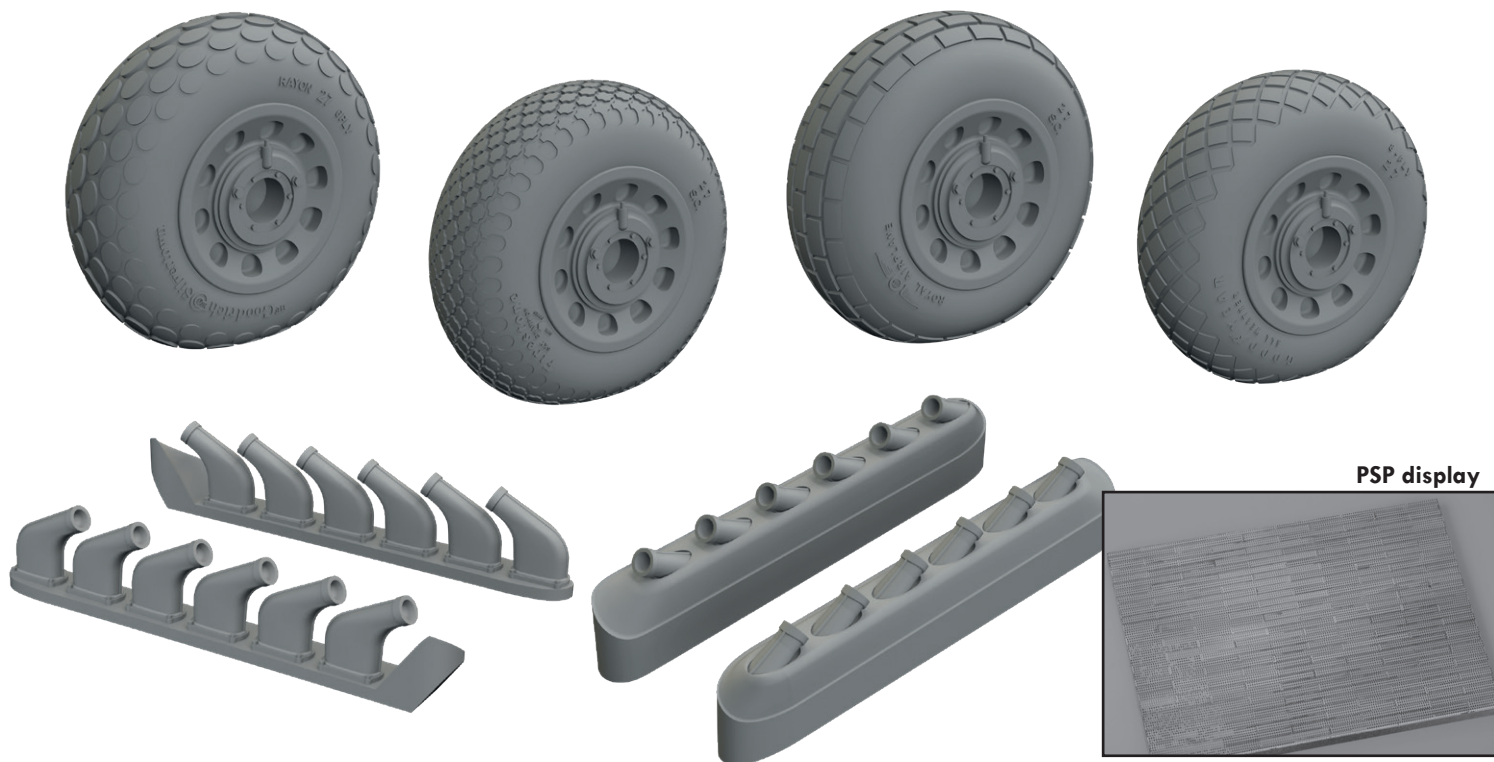
ROYAL CLASS
eduard

Cat. No. R0020

1/48

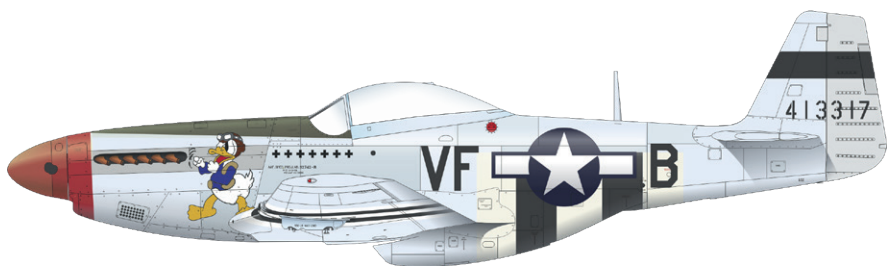


There will be two pairs of wheels chosen, at random, from these four samples.

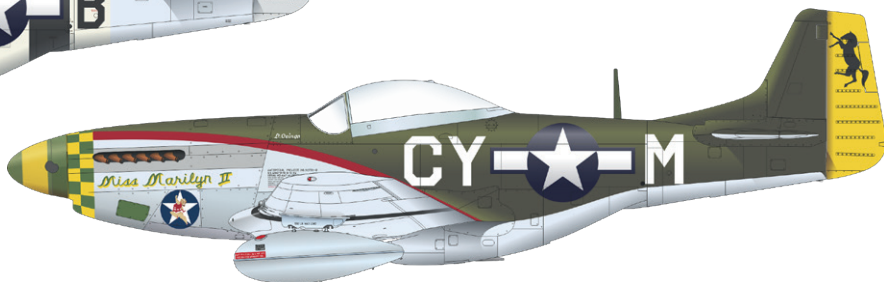


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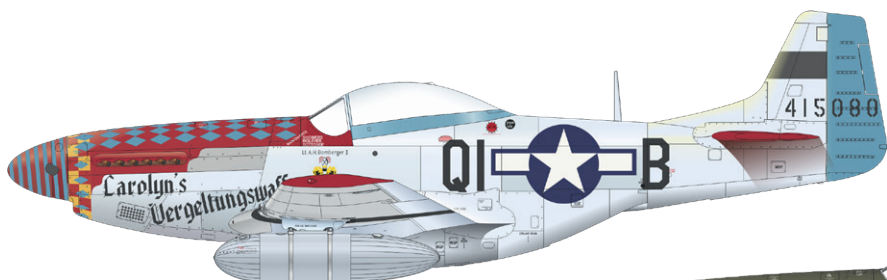
*Marking options previews are subject of change.



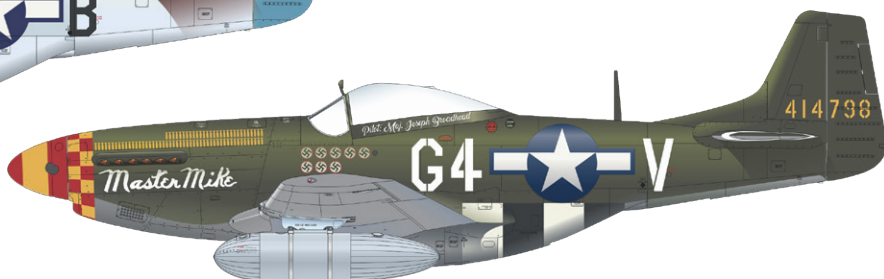
P-51D-5, 44-13317, Capt. Donald R. Emerson,
336th FS, 4th FG, 8th AF, Debden,
Great Britain, September 1944



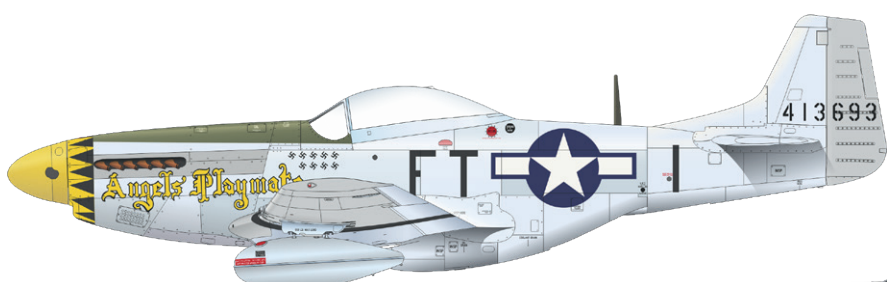
P-51D-5, 44-13837, Lt. Richard Ozinga,
343rd FS, 55th FG, 8th AF, Wormingford,
Great Britain, September 1944



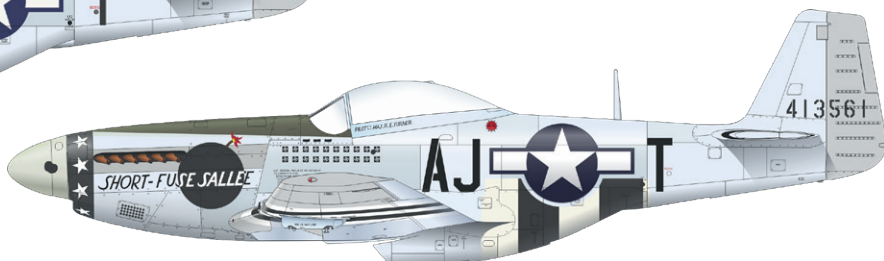
P-51D-15, 44-15080,
Capt. Amos H. Bomberger, 361st FS,
356th FG, 8th AF, Martlesham Heath,
Great Britain, December 1944



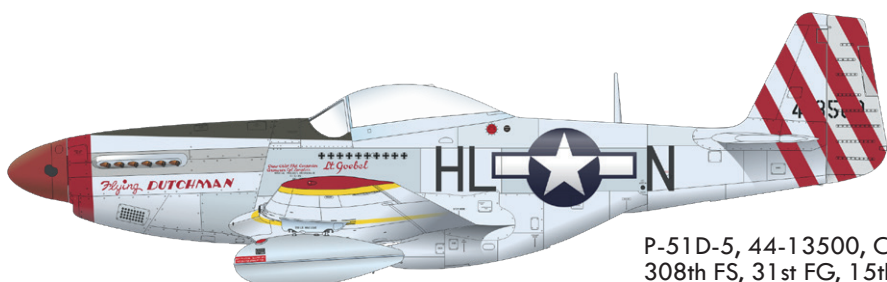
P-51D-10, 44-14798, Maj. Joseph Broadhead,
CO of 362nd FS, 357th FG, 8th AF, Leiston,
Great Britain, January 1945



P-51D-5, 44-13693, 2nd Lt. Bruce W. Carr,
353rd FS, 354th FG, 9th AF, Orconte,
France, October 1944



P-51D-5, 44-13561, Maj. Richard E. Turner,
356th FS, 354th FG, 9th AF, Orconte,
France, September 1944

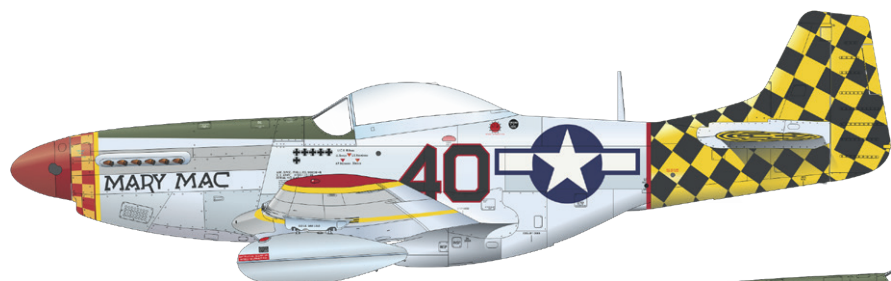


P-51D-5, 44-13500, Capt. Robert J. Goebel,
308th FS, 31st FG, 15th AF, San Severo, Italy, 1944

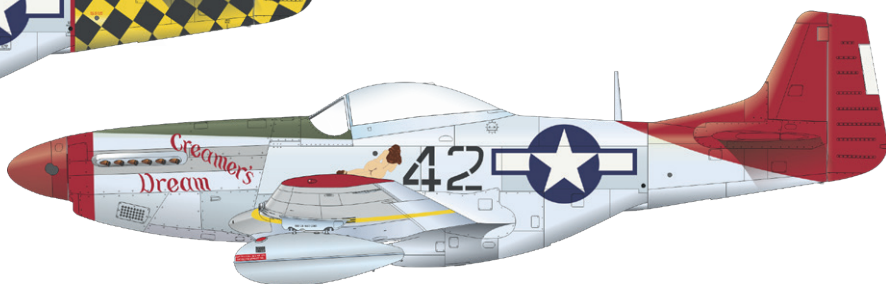
Mustang



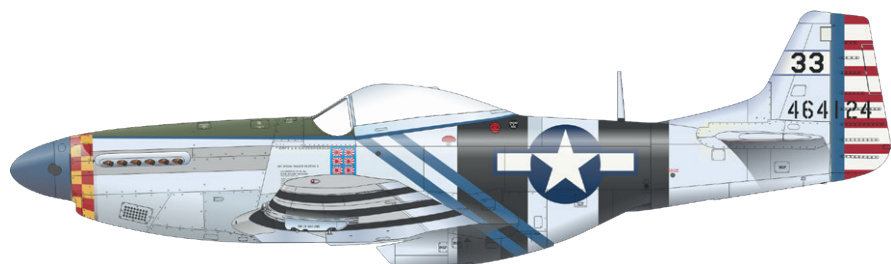
*Marking options previews are subject of change.



P-51D-10, 44-14467, Lt. Gordon H. McDaniel,
318th FS, 325th FG, 15th AF, Rimini,
Italy, March 1945



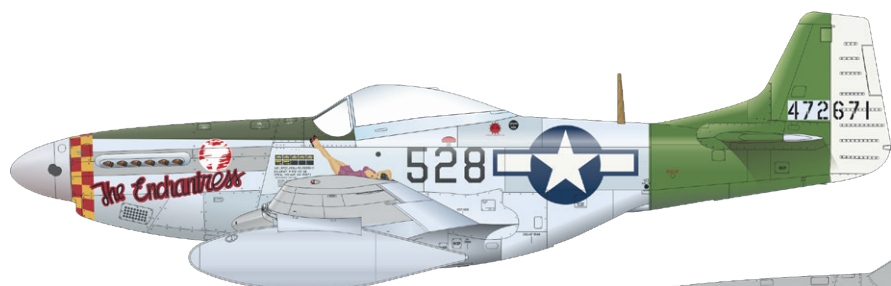
P-51D, flown by Lt. Charles White,
301st FS, 332nd FG, 15th AF, Ramitelli,
Italy, January 1945



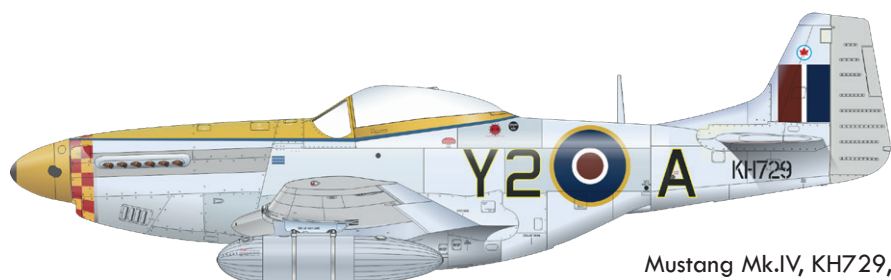
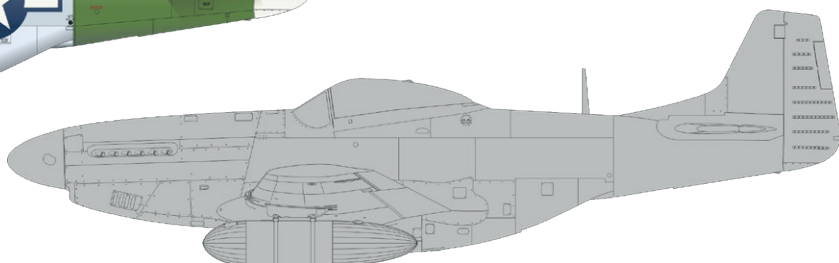
P-51D-20, 44-64124,
Capt. Leroy V. Grosshuesch, 39th FS,
35th FG, 5th AF, Okinawa, August 1945



P-51D-20, 44-72812, Lt. Ralph R. Coltman,
458th FS, 506th FG, 12th AF, Okinawa,
June 1945



P-51D-25, 44-72671, 2nd Lt. William Saks,
457th FS, 506th FG, 12th AF, Okinawa,
May 1945



Mustang Mk.IV, KH774, Fl/Lt. Ellis F. Blanchford,
No. 112 Squadron RAF, No. 239 Wing RAF,
Italy, April 1945

Mustang Mk.IV, KH729, S/Ldr Mitchell Johnston, No. 442 „Caribou“
Squadron RCAF, RAF station Digby, United Kingdom, June 1945