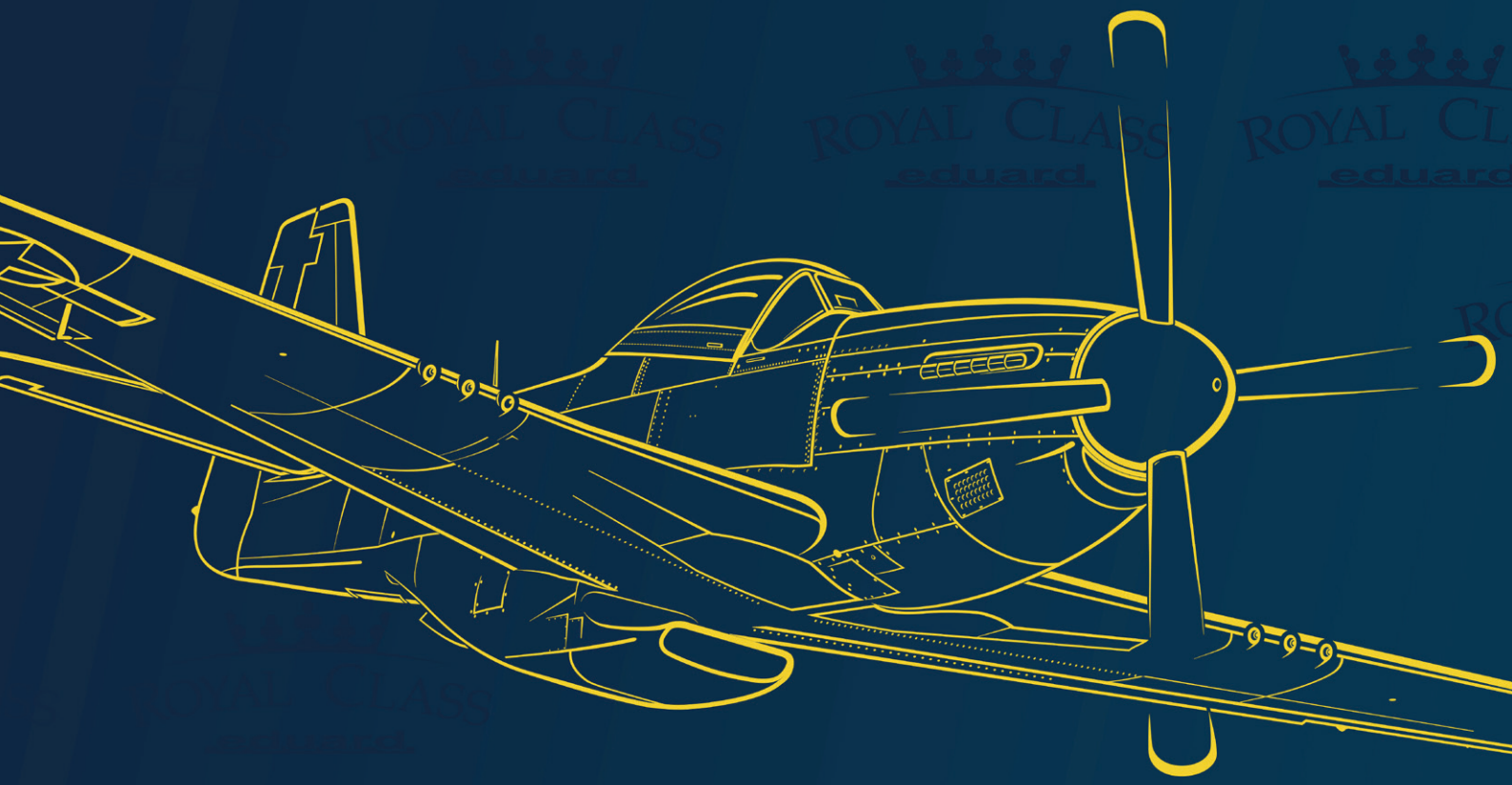
INFO EDUARD
Vol 18, December 2019
ISSUE 117

ROYAL CLASS
eduard



P-51D MUSTANG

DUAL COMBO 1/48

INFO EDUARD

ISSUE 117



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DECEMBER 2019

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Issued by Eduard-Model Accessories, spol. s.r.o.
Mírová 170, Obrnice 435 21
support@eduard.com www.eduard.com

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EDITORIAL



Here we are, in the homestretch for the year. Today introduces new items that Friday will hit the market, and this will be for the final time this year. But, fear not, since January will see the process renew. Next year will be worth the wait!

The best should always be saved for last, or Christmas, and that is why our Royal Class boxing of the P-51D in 1:48th scale is coming out now. That's not to say that previous months have not been good to successful releases, and several new releases in recent months have sold out very quickly. The first Mustang, Chattanooga Choo Choo, was even released in three editions, the first edition of Jabo disappeared very quickly, sold out are both E-day Limited Edition kits, the Fokker D. VII MAG and the MiG-23BN, and the sales pace of the new Bf 109G-6/AS is very brisk. Of all of the mentioned kits, that last one may well be the biggest surprise to me. On the one hand, releases of the later versions of the Bf 109 were influenced by modellers with special interests, and that is not always a guarantee of commercial success. Truth be told, it actually tends to go the other way. But, on the other hand, it turns out that not everyone knows just what the Bf 109G-6/AS was. Questions regarding the differences between it and the classic Bf 109G-6 or G-10 are plentiful, but even so, supplies are beginning to scrape the bottom of the barrel and that genuinely pleases me.

But let's get back to the new releases for December for a moment. As is already known, these were available last Saturday in Bratislava during the 'Plastic Winter' show, and are currently available as part of the 'Afterparty' and Black Friday events. It should be said that the Royal Class P-51D kit gave us a bit of a 'what for'. The markings options selection alone was a complicated process. After extended discussions back and forth, it was finally decided to only focus on the fighter variants, and to leave out the photo reconnaissance F-6Ds. That will be a stand-alone ProfiPACK kit at the end of the year coming. As a result, the Royal Class kit has held on to the fighter versions of the P-51D from various production blocks, the P-51K and the British Mustang Mk.IV. The kit also includes long range tanks that were used in the Pacific, and these are included as a separate sprue, not as resin parts! The marking options for the European based Mustangs is spread amongst various Air Armies of the USAAF, and the Western and Italian Fronts are represented. There are two marking options for the British Mk.IV. The kit follows the Dual Combo concept, and includes the sprue with the non-filleted P-51D-5. Masks, two groups of photoetched frets (one for the D-5 and one for the later variants) and Brassin details in the form of covered and uncovered exhausts and two wheel sets are included. And things are not all that simple with the latter. We are offering four different wheels in the Brassin line for the Mustang, varying in the tread patterns. Two of these are being placed in each Royal Class kit by chance and with coincidental combinations. You can certainly trade amongst yourselves, but please, friends, don't write us about exchanges! Exchanging wheel sets would just not be a good, or possible, time investment.

The Royal Class Mustang is set to be another quickly sold-out item. After the New Year, we will continue on with the P-51 in the ProfiPACK line, with the Series 10 and higher in March. As opposed to the earlier releases of the kit, where we generally strove to include striking marking options regardless of weather or not the pilot was particularly famous or successful, this ProfiPACK kit is being approached differently. The options provided will cover the biggest aces of the European theatre. L. Carson, P. McKennon, J.C. Meyer, J. Landers, G.T. Eagleston, J. Voll....each name a legend. This is to let you know that, should you miss out on the Royal Class kit, you will still have plenty of opportunity in different forms to acquire a solid P-51D kit. For those of you that like to focus on the PTO, there will be a special Pacific boxing of the kit in August. British specific Mustangs are being planned for 2021.

Another kit of an aircraft flown by many aces with stories to tell will likely dwell in the shadow of the Mustang, that being the Nieuport 17. It is being once again released as a ProfiPACK kit in 1:48th. Even here, the list of names is very impressive – Guynemer, Nungesser, Tarascon, Lufbery, Rufo di Calabria. As with the Mustang....show me a name and I'll show you a legend with a helluva story to tell. It is true that this is now an older kit, and we have not heard the last of this type developed using older technology. It is still a good piece of work and shows the quality of a good ol' handmade craftsmanship. This kit will also be attractive by virtue of the effectiveness of its boxart. I will admit that, on hearing of the concept of showing a downed aircraft, I was sceptical, but after familiarising myself with the story, I gave the go-ahead. It's good to experiment. I will just add that the boxart depicts the emergency landing of

Guynemer between the front line trenches on August 21st, 1916. French soldiers took the plane apart during the night, allegedly with axes, and transported it back behind the French lines. This is where the trail of this Nieuport ends. It was also likely Guynemer's final flight in a Nieuport 17, and after this, he flew SPADs.

December sees the return of the 1:72nd scale ProfiPACK MiG-21MF Interceptor, known in our neck of the woods as 'the Grey'. This kit remains unchanged from its original release. The Weekend Line is being continued with the Bf 109E-3 in 1:48th, and the SUPER44 line with the Spitfire Mk.IXC in 1:144th scale.

The Brassin line is growing thanks to new sets designed for the P-51D, starting with the cockpit for later versions of the Mustang, another three variants of wheels, and two LooK sets for the P-51D-10 and the P-51D-15 (and later). The LooK line also offers sets for the Fw 190A-8 and the Me 262A (both for the 1:32nd scale Revell kits). The first sets, wheels, for the B-17 (1:48th, HKM) and two for the P-38F/G (1:48th, Tamiya), will also prove to be popular items. In the photoetching department, I would like to point out sets for the F-104J (1:48th, Kinetic) and the P-40N (1:32nd , Trumpeter). In 1:72nd scale, we are releasing sets for the Su-57 and Pe-2 from Zvezda, the Tu-22 (Trumpeter) and the Shackleton MR.3 (Revell). The 1:350th ship line is growing by the addition of two sets, for Germany's Schleswig-Holstein and a set of flags for Royal Navy torpedo boats and battleships. Note also the Zooms for the MiG-21MFN in 1:72nd scale for October's Weekend kit and for the Bf 109E-3 in 1:48th for the new Weekend kit. We also have, worth mentioning, a mask set for that fiercely discussed Dora Wings MB.151 in 1:48th. Mask sets, as with all of the other accessory items including decal sheets, are a-plenty this month, and include the T-Face interior/exterior incarnations. Note the three new decal sheets with national insignia for the Bf 109G-10 and the Fw 190A-8. These are generally meant to be used in conjunction with the Overtree kits, and they will also find favour with modellers who have specific aircraft markings on hand but are lacking the national insignia. December's releases also include the now-traditional four BigEds and two Brassin BigSins, those being for the P-51D and the MiG-23BN, both, naturally, in 1:48th scale.

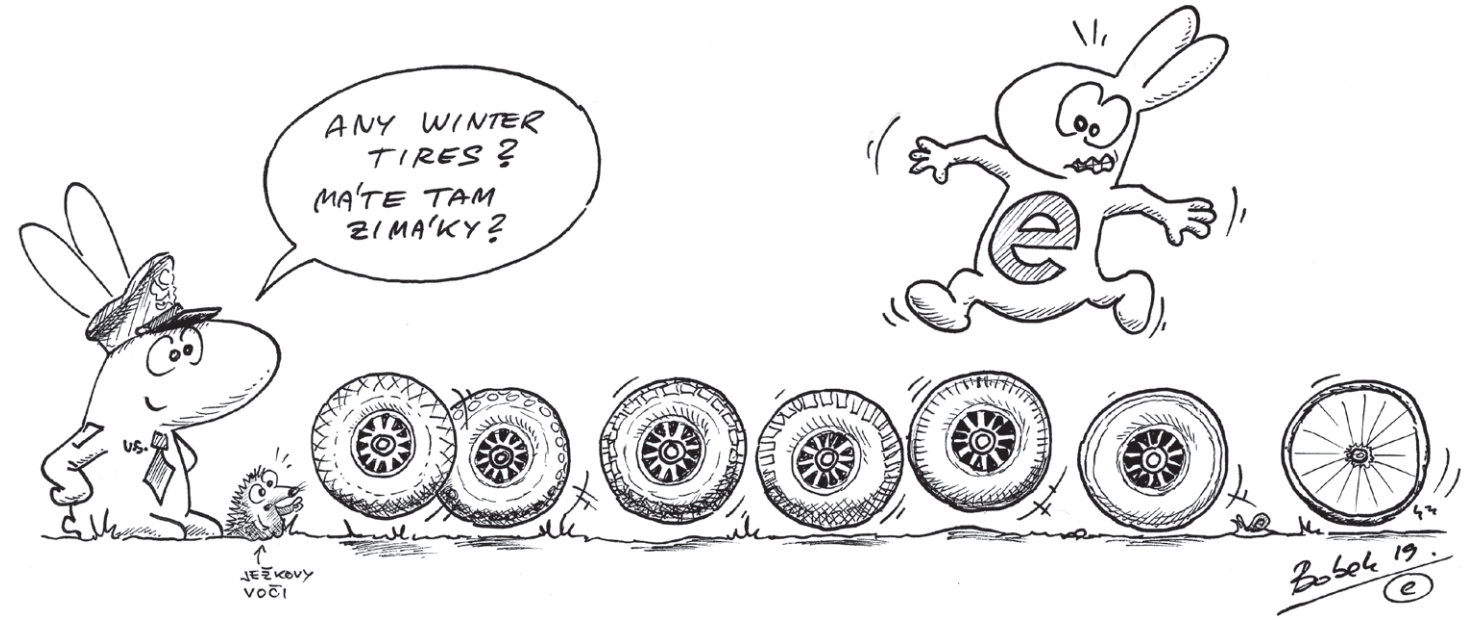
December is a special month, as always, and we will be selling only until Christmas. We will close up shop at that point, and won't reopen until after New Year's. This year's schedule will be as follows: December's new releases have been available since last Thursday, and at the moment, the Plastic Winter Afterparty event is ongoing, but will end tomorrow afternoon. On Wednesday, December 4th, we will initiate the SWEEP 2019 sale, which will focus on liquidating some older kits in stock. In most cases, these are Limited Edition kits and are accompanied by accessory items which remained in stock from last year's event and were not returned into circulation. The list of all items that fall under SWEEP 2019 is valid until stocks are gone.

The retail department will cease sending items out on December 20th. Orders received by Monday, December 16th are guaranteed to go out by the 20th. Everything received after the 16th will go out after the New Year. We expect that sending out orders will resume on January 6th, 2020.

Everything that is being planned for the upcoming year will be discussed next month, in the first and most popular newsletter of the year. There will be no shortage of things to say...the list of plans is a long one.

Here's wishing you a very Merry Christmas! Happy Modelling

Vladimir Sulc



ROYAL CLASS
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MUSTANG
P-51D



1/48 Dual Combo
Cat. No. R0020

Product Page

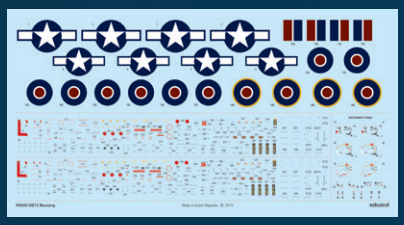
- Two complete kits of North American P-51D Mustang™, productions block D-5, D-10, D-15, D-20, D-25 and Mustang Mk.IV
- Plastic parts, photo-etched parts, painting mask
- 14 marking options
- PSP display base - Perforated Steel Plates 1/48
- Eduard Brassin exhaust stacks (2 sets - regular & with fairings) and wheels (2 sets)



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

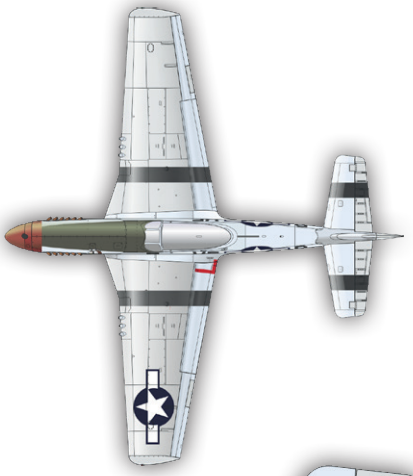




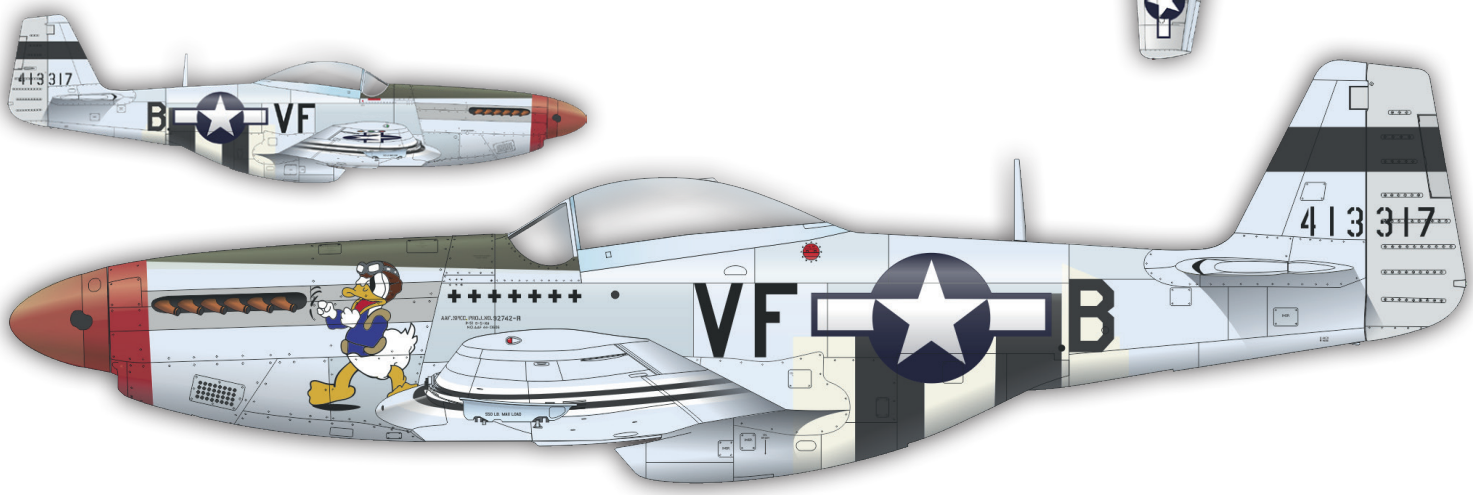




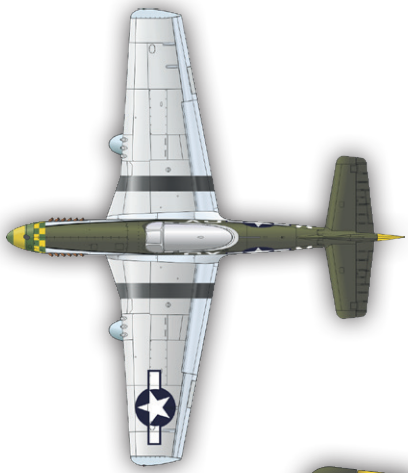
P-51D-5, 44-13317, Capt. Donald R. Emerson, 336th FS, 4th FG, 8th AF, Debden, United Kingdom, September 1944



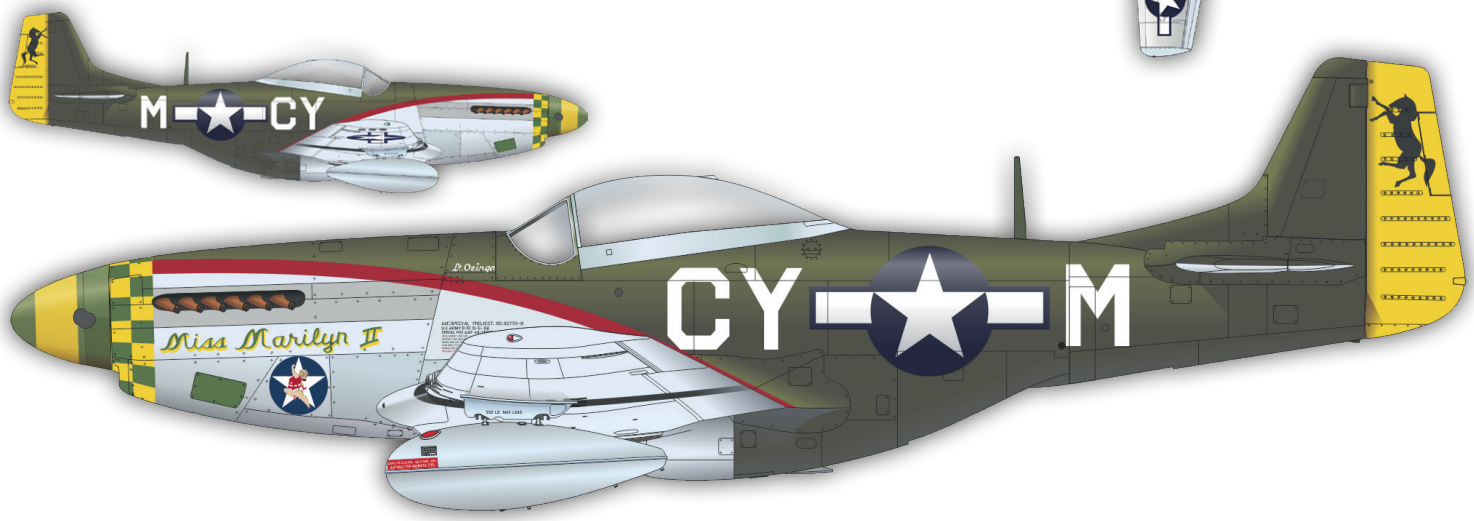
4th FG was nicknamed Debden Eagles thanks to its home base and origins because it was formed from RAF Eagle squadron (71st, 121st and 133rd squadrons). After the incorporation into 8th AF the squadrons were re-named to 334th FS, 335th FS and 336th FS. Their Spitfires were replaced by P-47s as of April 1st, 1943 and in February 1944 these were replaced by P-51 aircraft. Donald Emerson joined the ranks of 4th Fighter Group on March 9th, 1944 and during the following eight months of duty he flew 89 sorties during which he was credited with 4.5 enemy aircraft shot down. On December 25th, 1944 he perished returning from the bomber escort mission when he spotted six Bf 109s. During the ensuing combat he descended close to the terrain and was hit by the anti-aircraft fire over the front. Pilot was probably killed and his aircraft crashed nearby the town of Sittard in The Netherlands. However he had managed to shot down two of his opponents. Capt. Emerson had the fuselage port side of his Mustang decorated with boxing Donald Duck in resemblance to his first name.
There are seven kill markings painted under the windshield. From the beginning of September the invasion stripes on the upper wings and fuselage sides surfaces of the allied aircraft weere deleted and left on the lower surfaces only.



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



55th Fighter Group history starts in January 1941 by establishing 55th Pursuit Group at Hamilton airbase in California. In May 1943 it was re-named to 55th FG, started training on P-43 aircraft and finished it on P-38. On October 15th, 1943 having been transferred to Great Britain the unit was declared combat--ready on P-38H. In July 1944 it was re-equipped with P-51D flying mostly four engine bombers' escorts till the end of war. On August 20th, 1946 the unit was disbanded.
Richard Ozinga was assigned to 343rd FS after he completed his pilot training on August 2nd, 1944 and flew with this unit until the end of World War Two. Besides him also 2nd Lt. Kenneth J. Mix and Lt. Robert E. Welch logged several flights in this aircraft. Richard Ozinga passed away on April 8th, 1994.
55th Fighter Group aircraft noses received green-yellow checkerboards for better mid-air recognition. The same colors appeared on the propeller spinners. Typical for this unit was the coloration of its Mustangs fuselages when the olive drab antiglare panel was extended to the rear fuselage. Yellow rudder was the 343rd FS recognition marking. Richard Ozinga named his aircraft by his girlfriend and later wife Marilyn.



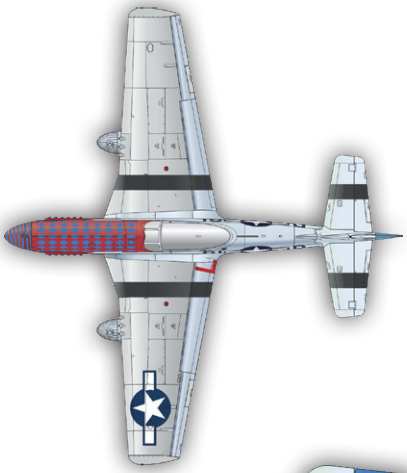
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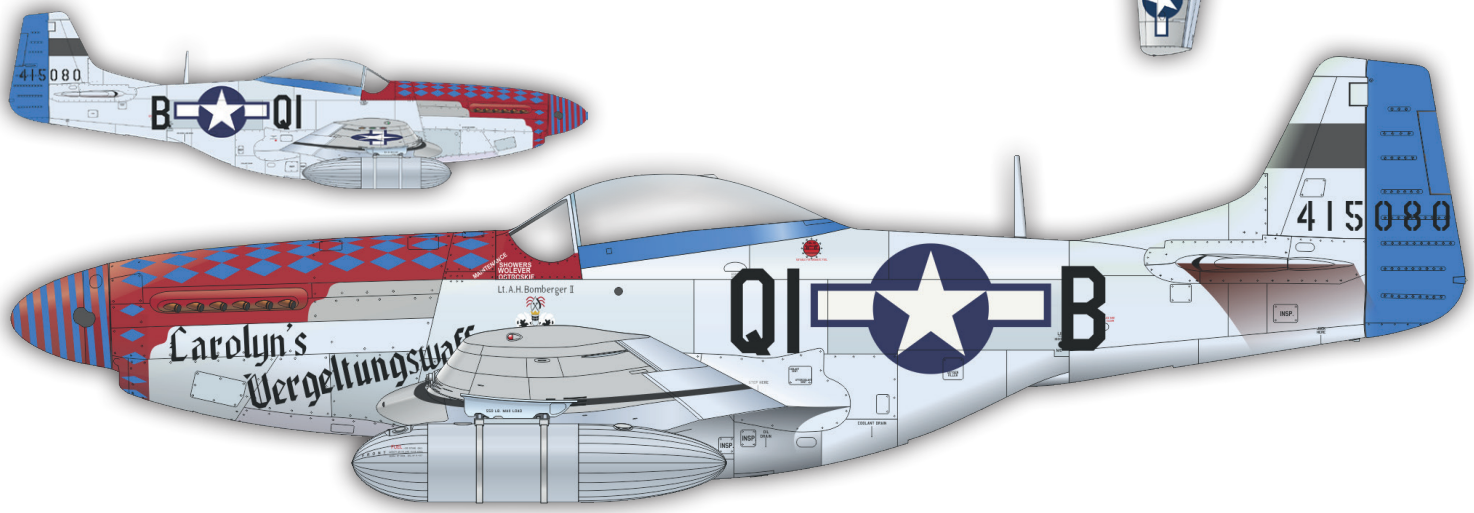


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P-51D-15, 44-15080, Capt. Amos H. Bomberger, 361st FS, 356th FG, 8th AF, Martlesham Heath, United Kingdom, December 1944

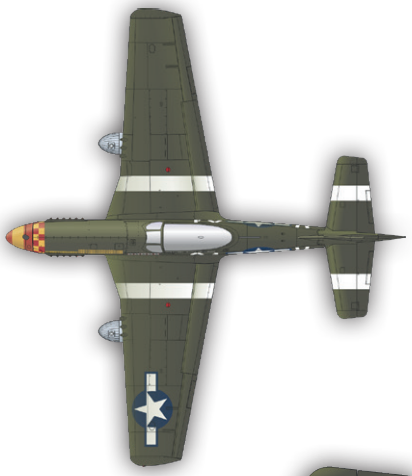
356th FG was established on December 8th, 1942 and after necessary training in the south of the United States it was dispatched to Great Britain in fall 1943 and incorporated into 8th AF. It was equipped with P-47 Thunderbolts and the main mission was providing the escort to B-17 and B-24 four engine bombers on their sorties over the Third Reich territory. In November 1944 356th FG squadrons were equipped with P-51D Mustangs flying them until the end of World War Two. Shortly after, on November 10th, 1945, the unit was disbanded.
356th FG aircraft marking was the red fuselage nose with blue diamonds, same colors were applied to the propeller spinners. Capt. Bomberger christened his aircraft Carolyn's Vergeltungswaffe. This word meaning „revenge weapon" in English was the designation for V-1 flying bombs and V-2 rockets in German propaganda parlance.

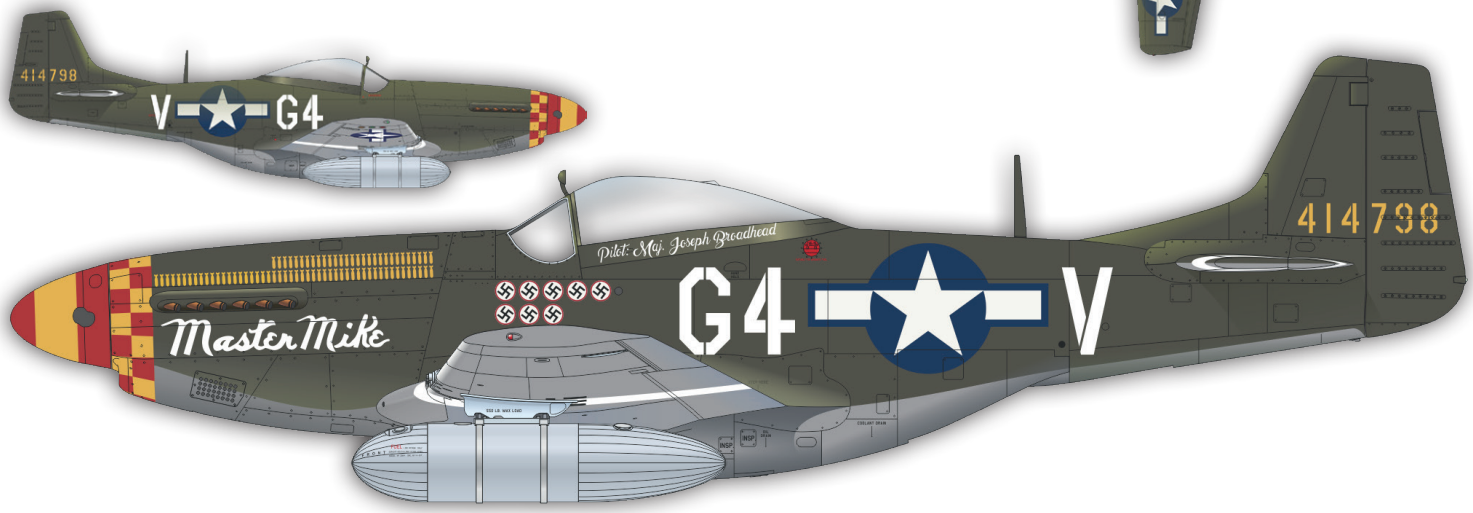




P-51D-10, 44-14798, Maj. Joseph Broadhead, 357th FG, 8th AF, Leiston, United Kingdom, January 1945

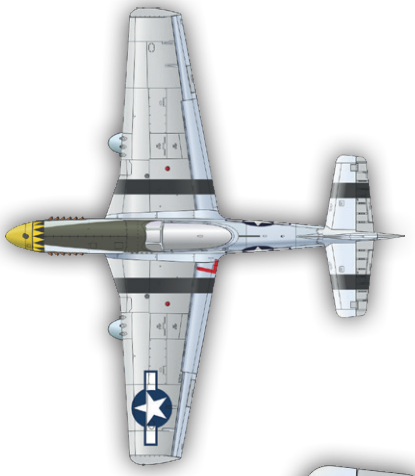
357th Fighter Group became the first 8th Air Force fighter group equipped with P-51 Mustang with which, in November 1943, it underwent the training at British airbase Raydon. It entered into the combat with enemy in February operating from Leiston airbase. The unit personnel was nicknamed Yoxford Boys first time by the commentator of British Broadcasting of the German Radio during the night after their arrival in Leiston airbase located nearby the village of Yoxford. Joseph Broadhead commanded the incorporated 362nd FS from March 10th to August 25th, 1944 when having completed his second tour of duty he was sent back to United States for recuperation. After that he returned to 357th FG for his third tour of duty which he completed in February 1945. His score in World War Two was eight kills. Maj. Broadhead machine carried on the nose port side the inscription Master Mike (his previously flown P-51B was christened Baby Mike). Number of sorties flown was marked above the exhaust in the form of little bombs. It is not clear what kind of camouflage paint was applied on 357th FG aicraft. While the veterans speak about British colors Dark Green and Medium Sea Gray the period color pictures point us towards American colors Olive Drab and Neutral Gray. 357th FG aircraft noses were decorated with yellow-red checkerboard, the propeller spinners were painted in the same colors.

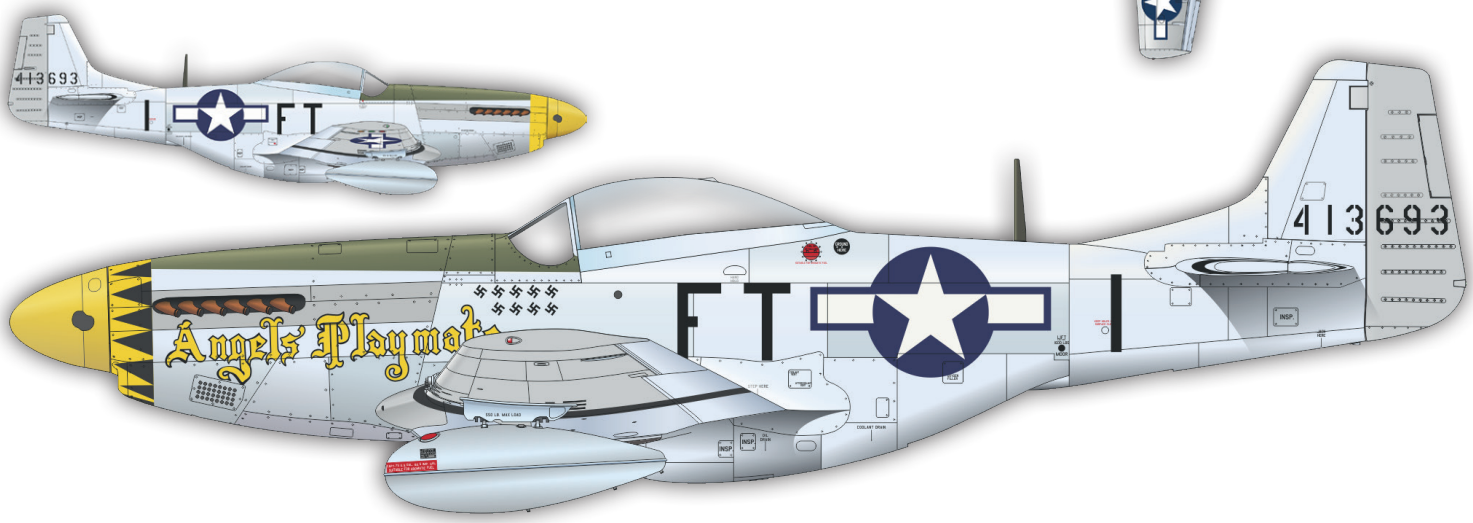




P-51D-5, 44-13693, 2nd Lt. Bruce W. Carr, 353rd FS, 354th FG, 9th AF, Orconte, France, October 1944

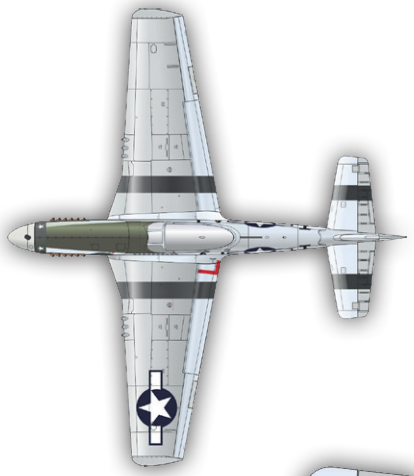
Bruce W. Carr started his pilot training on September 2nd, 1942. After its completion on August 30th, 1943, he added to his qualification ratings on A-36 and P-51A and after that he was dispatched to 380th FS. On March 8th, 1944 he recorded his first victory and consequently was re-assigned to 353rd FS becoming one of the 354th Fighter Group aces. On November 2nd, 1944 during the fighter sweep over the occupied Czechoslovakia his aircraft was hit by the anti aircraft fire. Bruce Carr bailed out and after landing undetected penetrated the Luftwaffe airbase where he was able to capture Fw 190A-6 fighter and return with it to his home base in Orconte. During the World War Two he was credited with 15 enemy aircraft shot down. He continued with his aviation career after the war, flew combat in Korea and Vietnam as well. He passed away in April 1998 in Florida.
353rd FS aircraft noses and spinners were painted yellow with added black triangles on the engine cowling. As the majority of fighter pilots Capt. Bruce Carr too had his score painted under the windshield in the form of small swastikas.

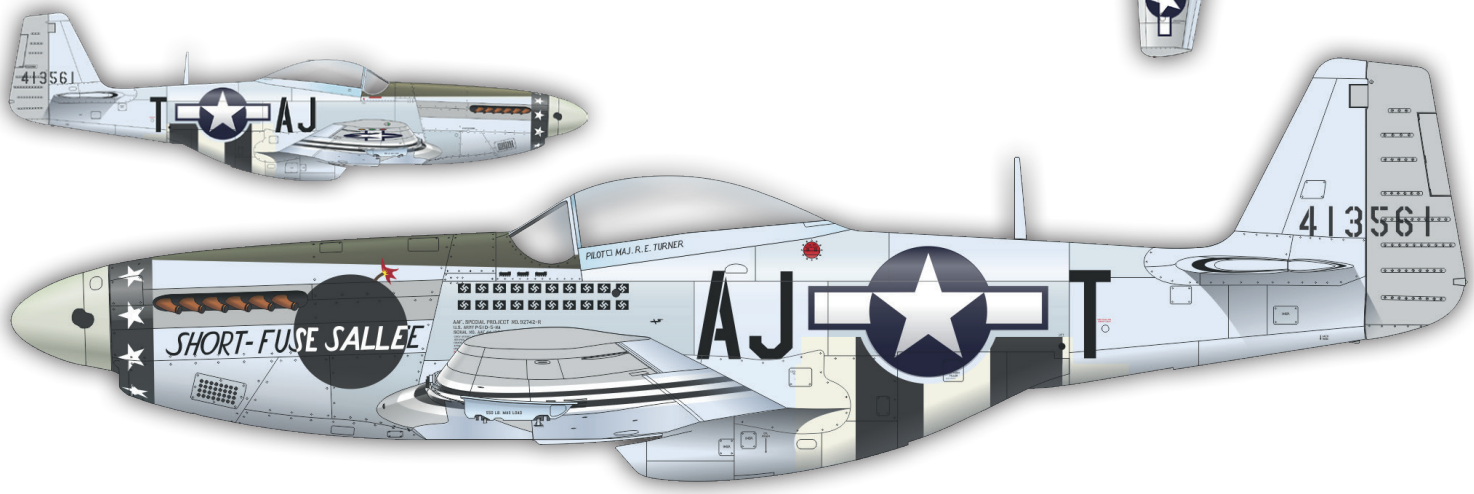




P-51D-5, 44-13561, Maj. Richard E. Turner, 356th FS, 354th FG, 9th AF, Orconte, France, September 1944

The birth of 354th Fighter Group is dated November 12th, 1942, when it was formed at Hamilton Field airport in California. After the initial hassle and bustle the training started on P-39 aircraft. After its transfer to Europe in November 1943 the 354th FG personnel was informed about the incorporation into the 9th Air Force fighter groups and at the same time about the re-equipment with P-51B Mustangs. Among all fighter groups fighting in the European Theater during the World War Two, 354th FG pilots achieved the highest number of enemy aircraft shot down (701 kills).
356th Fighter Squadron machines proudly carried the black noses with white stars. Maj. Turner had the nose of his Mustang decorated with the inscription which appears on the other aircraft he flew, sometimes slightly modified. The fuselage side of his aircraft is marked with symbols of his victories over the enemy.





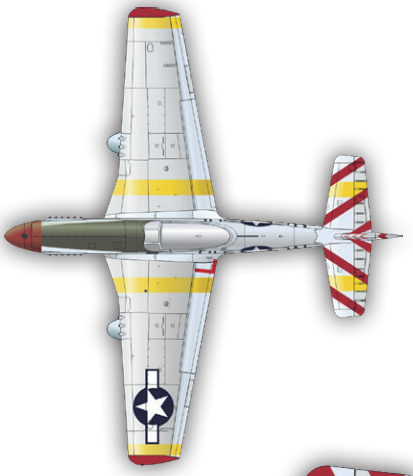
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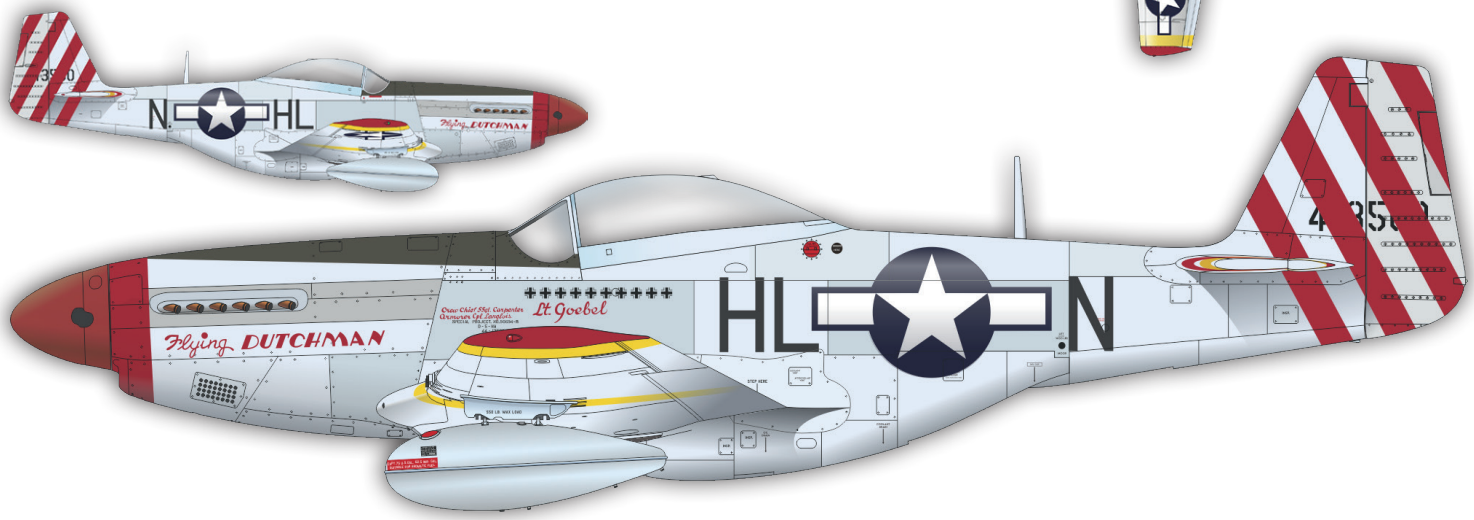


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P-51D-5, 44-13500, Capt. Robert J. Goebel, 308th FS, 31st FG, 15th AF, San Severo, Italy, 1944

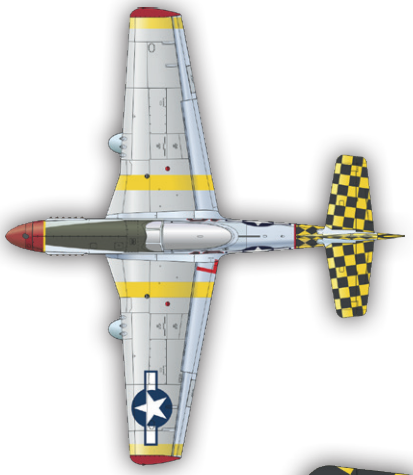
December 22nd, 1939 is a birthday of 31st Pursuit Group which was renamed as Fighter Group on May 15th, 1942. On February 1st following year the unit was activated at Selfridge Field airport in Michigan and equipped with P-39 aircraft. In October 1942, after a short service with 8th AF, the unit was transferred to North Africa and incorporated into the 12th AF. During its deployment with 8th and 12th AF the unit was equipped with British Spitfires, after the transfer to 15th AF it received P-51 Mustangs. At the same time its mission changed to flying escorts to the heavy bombers. While the identification of the airplanes flying with 8th and 9th AF consisted of black or white stripes on the wing and tail surfaces the aircraft operating in the south of Europe carried yellow stripes. Red nose and spinner was also part of the recognition marking of the 15th AF fighters. To help friend-or-foe identification during the bomber escort sorties 31st FG aircraft carried red diagonal stripes on the tail surfaces. Lt. Goebel named his machine Flying Dutchman.

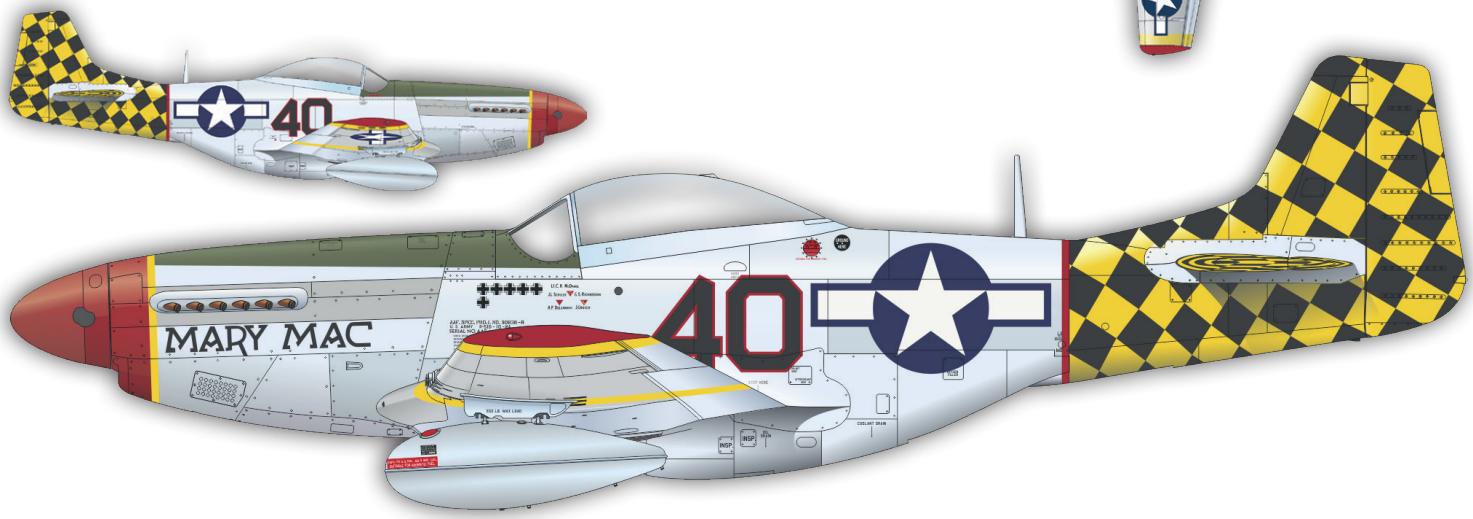




P-51D-10, 44-14467, Lt. Gordon H. McDaniel, 318th FS, 325th FG, 15th AF, Rimini, Italy, March 1945

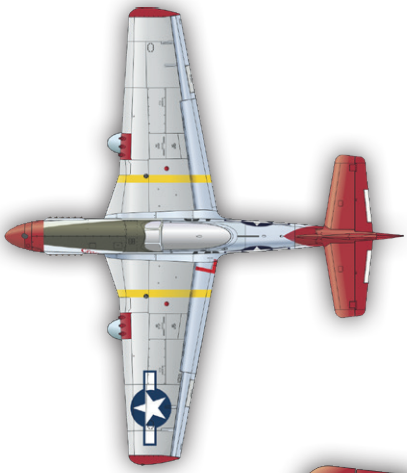
The birth of 325th Fighter Group is dated in August 1942 when it was activated at Mitchel Field airbase in New York. The training on P-40 aircraft was conducted at Hilsgrove Field airbase in Rhode Island. The unit was transferred to North Africa in the beginning of 1943 and re-equippment to more powerful Thunderbolts took place in the end of the same year. Once the training was completed the transfer to Italy followed. Here, in the ranks of 15th AF, the unit was flying escorts to heavy bombers on their raids over Southern and Central Europe. The entire group was re-equipped with Mustangs in May the following year. Further escort missions of the heavy bombers over Europe followed as early as in June. 325th Fighter Group was disbanded in May 1945.
Since the deployment in Africa the 325th FG aircraft were marked with yellow-black checkerboard on the tail surfaces to help with the friend-or-foe identification flying escorts to the bombers who gave them the nickname „Checkertails“. The checkerboard squares on P-51s measured 10 by 10 inches each. Lt. McDaniel had his girlfriend‘s name (Mary) and his nickname (Mac) painted on the nose of his fighter.

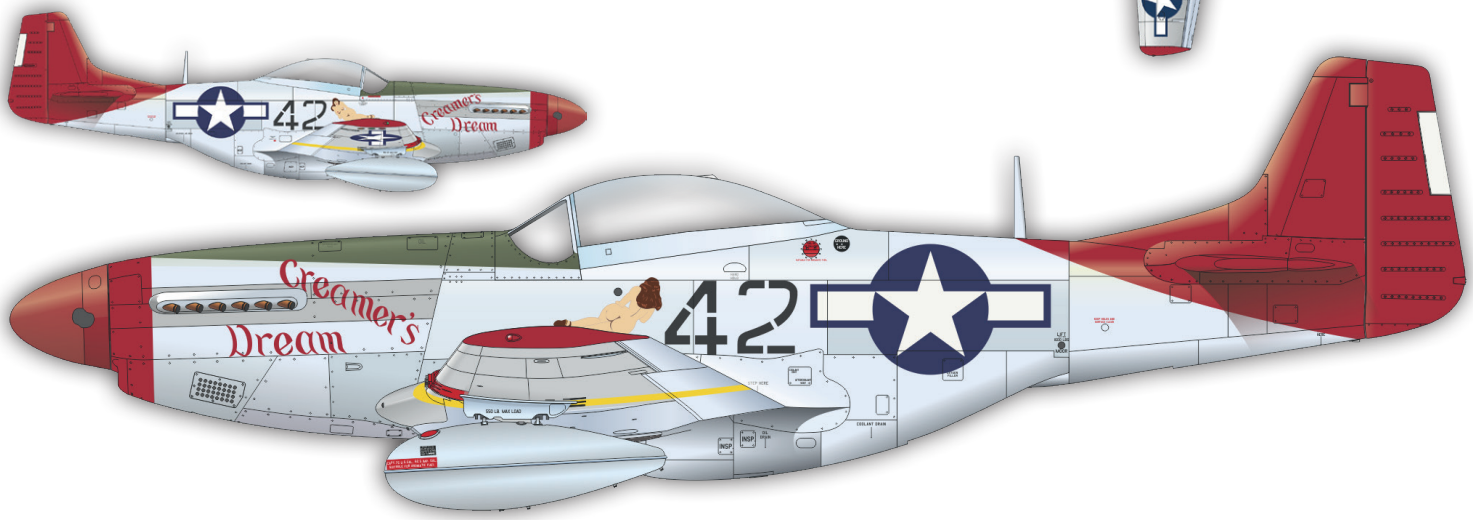




P-51D-15, Lt. Charles White, 301st FS, 332nd FG, 15th AF, Ramitelli, Italy, January 1945

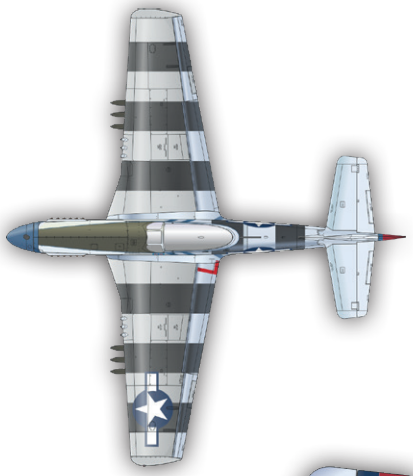
332nd FG was established on July 4th, 1942 at Tuskegee Army Air Field in Alabama. The unit possessed special status since the vast majority of its personnel and pilots were American Africans. The training on P-39s and P-40s was being dragged on because the superior officers were reluctant to deploy the unit in the European Theater. In the end it was transferred to 15th Air Force where its primary mission was to neutralize the garrison and airbase on the island of Pantelleria preceding the Sicily landing. After the transfer to Italy, in June 1944, the unit was equipped with P-47 Thunderbolts which after a month were replaced by superior Mustangs flown by the unit till the end of war. The unit was disbanded on October 19th, 1945. 332nd FG aircraft had their tail surfaces painted red for better friend-or-foe recognition on their bombers' escort sorties over the occupied Europe. This gave birth to their nickname Red Tails.

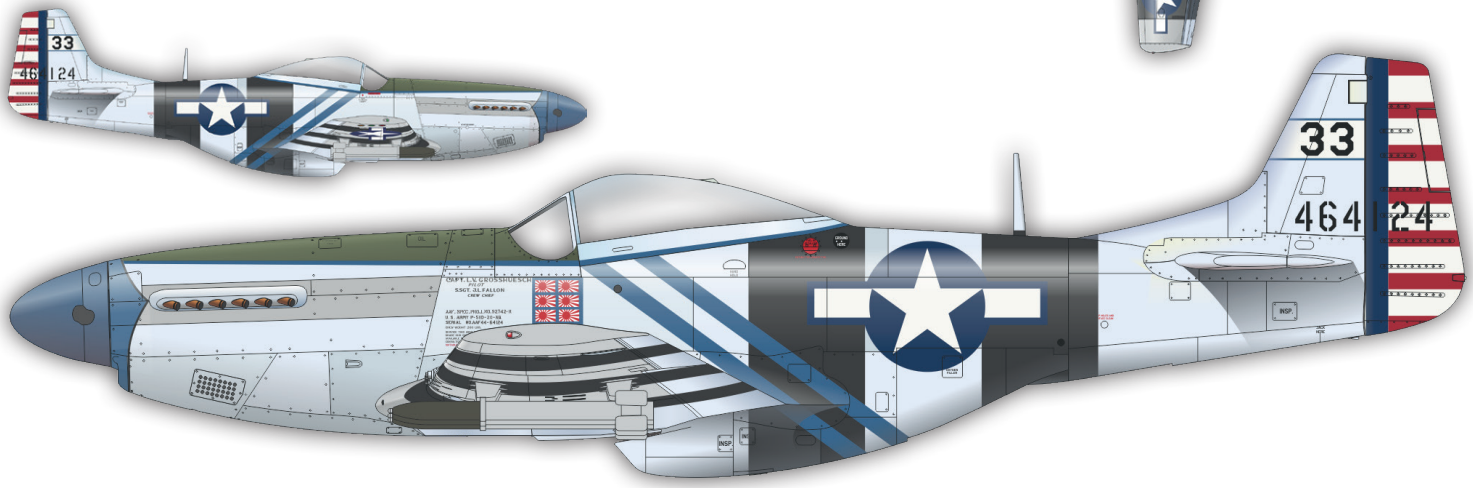




P-51D-20, 44-64124, Capt. Leroy V. Grosshuesch, 39th FS, 35th FG, 5th AF, Okinawa, August 1945

The 39th FS, initially equipped with the P-39 and P-400, was relocated in the summer of 1942 to undertake defence duties of Port Moresby, New Guinea. Leroy V. Grosshuesch began his combat career with the squadron in November 1943, and a year later was named CO of 39th FS. By that time, the unit was flying the robust P-47 Thunderbolt, with which Grosshuesch would achieve seven kills against the Japanese over the Philippines. For their transition onto the elegant Mustang, the 39th FS moved to Okinawa and from there, flew long range missions to targets on the Japanese island of Kyushu and in Korea. On one of the squadron's last missions on August 12th, 1945, Grosshuesch shot down a JAAF Ki-84. The pictured Mustang sustained heavy damage during the combat, and he flew it only for a short while. The heavy black bands, sometimes in combination with white ones, were standard identifiers of 5th Air Army single engined fighters from the end of 1944. Two blue diagonal bands on the fuselage below the cockpit were used by the Squadron CO. Leroy Grosshuesch served out his command function til the spring of 1946, and it was during the immediate postwar era that one of his Mustangs carried the inscription ‚Little Girl', erroneously attributed to Mustang serialed 44-64124 from the summer of 1945.





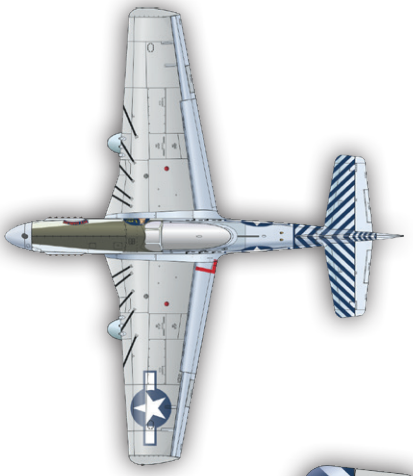
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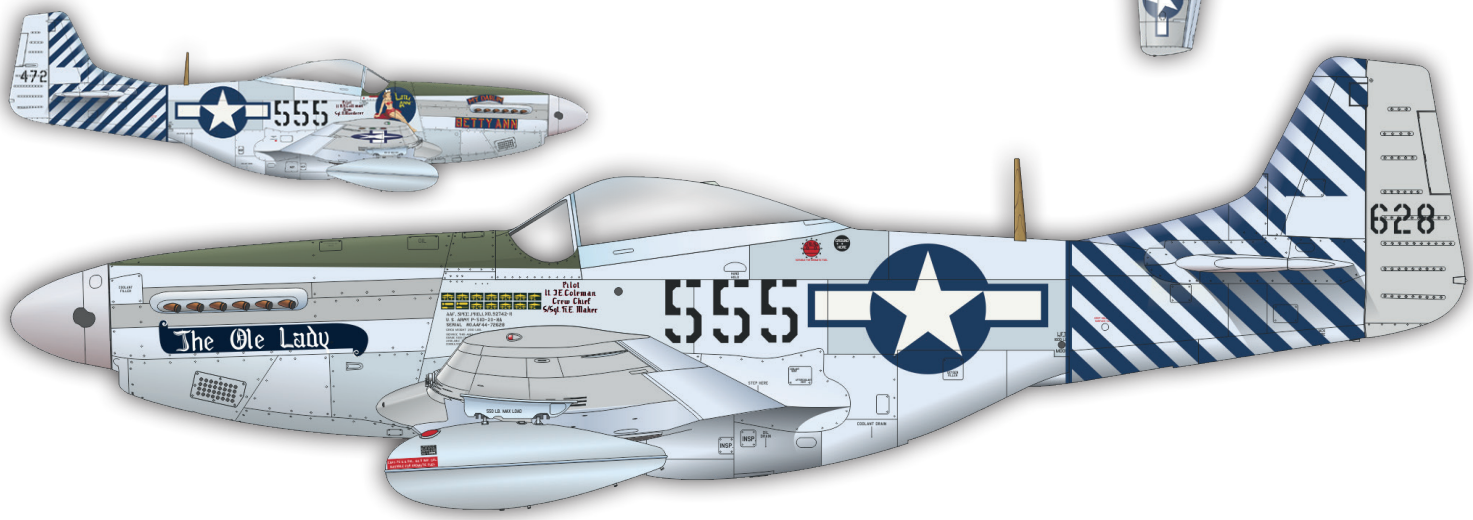


ROYAL CLASS eduard

P-51D-25, 44-72628, Lt. Ralph R. Coltman/ Lt. James E. Coleman, 458th FS, 506th FG, 20th AF, Iwo Jima, July 1945

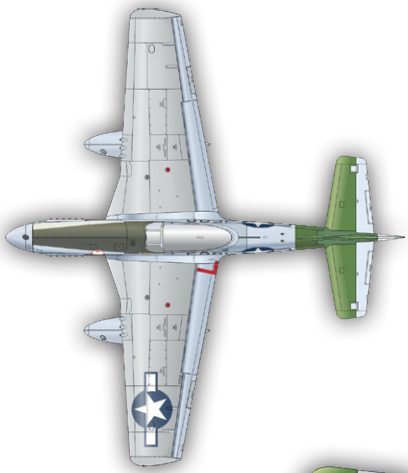
From its inception in October 1944 at Lakeland Army Airfield in Florida, 506th Fighter Group was equipped with P-51 Mustangs. During the training Its pilots were polishing the skills in very long range flights since their mission was escorting the B-29 bombers in the Pacific Theater of Operation. On March 17th, 1945, the ship carrying the unit's personnel anchored at Guam where they received new P-51D versions 20 and 25 which they flew over to Tinian and consequently Iwo Jima from where, starting in May 1945 flew the sorties against Bonin Islands and Japan and also escorts to B-29 bombers on their sorties against Japan. 506th FG aircraft sported colorful tails, either in solid color or in the form of diagonal stripes. Blue indicated 458th FS. The aircraft 44-72628 is attractive thanks to the variety of artwork and inscriptions on its fuselage nose.

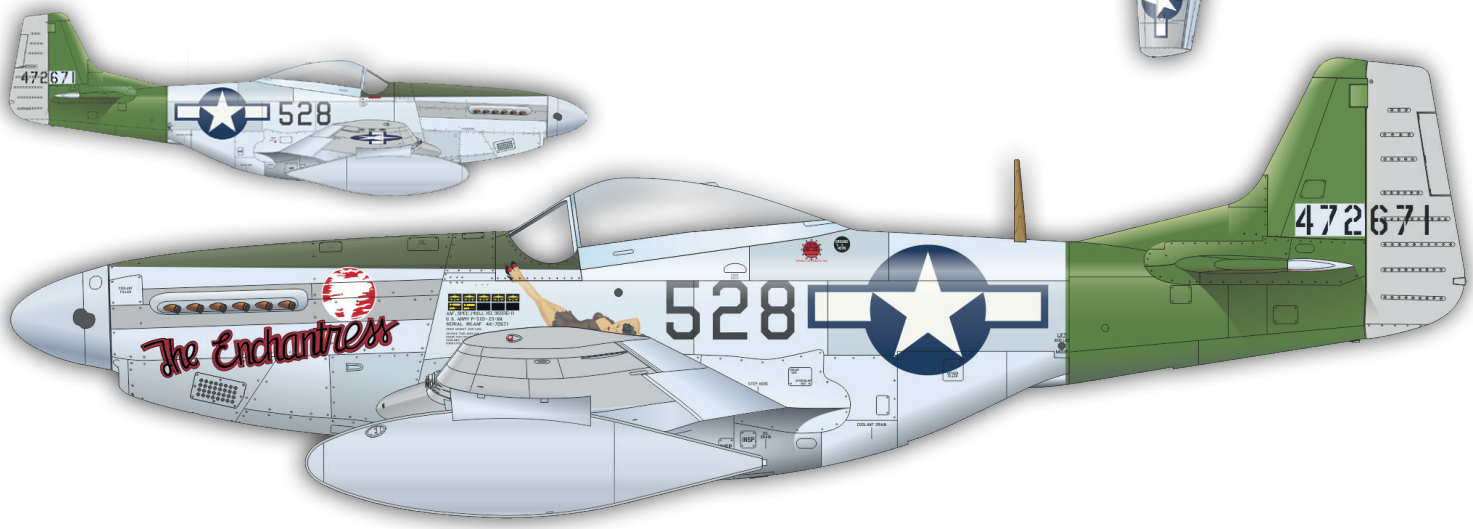




P-51D-25, 44-72671, 457th FS, 506th FG, 20th AF, Iwo Jima, June 1945

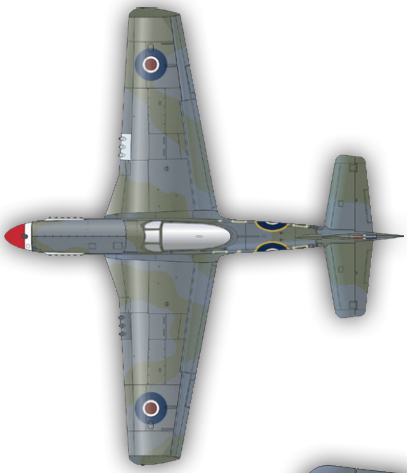
2nd Lt. William Saks is better known among historians for his Mustang's decoration than his combat achievements and scored enemy aircraft kills. In the ranks of 457th Fighter Squadron he participated in the B-29 bombers' escort sorties which were devastating Japanese islands or in the entire 506th FG Mustang fleet raids against the logistical centers and other military targets in Japan.
His fate was sealed on June 1st, 1945 when returning to Iwo Jima he perished together with another eleven pilots of this unit. This day he flew with machine 44-72885. The cause of this tragedy was bad weather. This day is called Black Friday in 506th FG records. 457th FS aircraft tails were sprayed in green color for better recognition during the long range escort flights. 2nd Lt. Saks named his aircraft Enchantress, there was a sparsely-clad girl painted under the windshield inspired by Albert Varga's artwork.

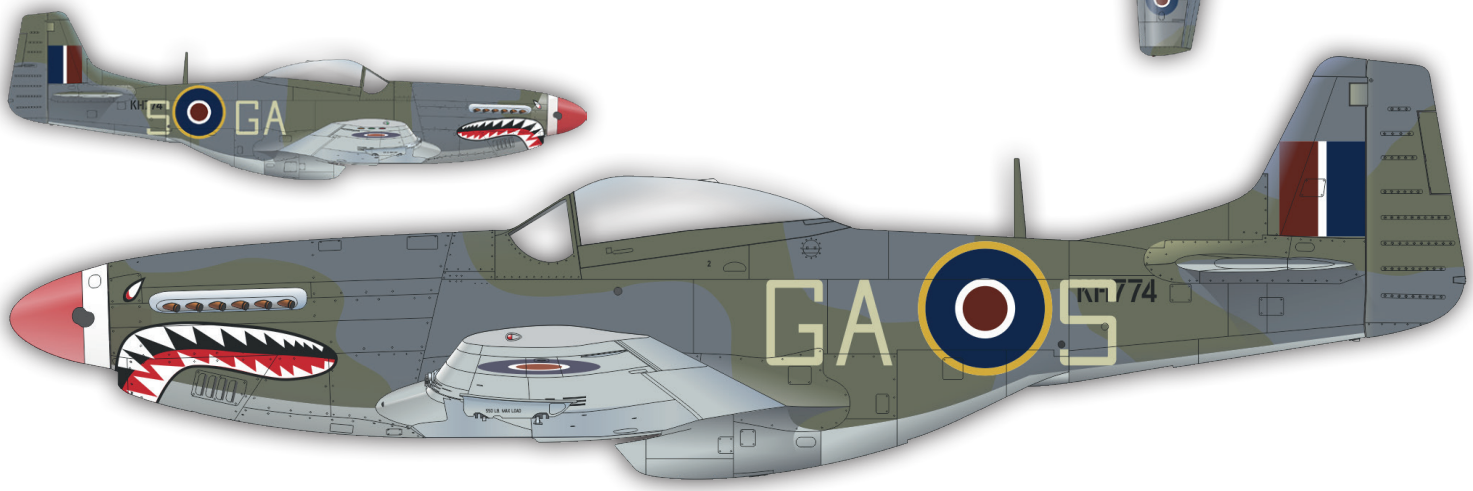




Mustang Mk.IVA, KH774, Fl/Lt. Ellis F. Blanchford, No. 112 Squadron RAF, No. 239 Wing RAF, Italy, April 1945

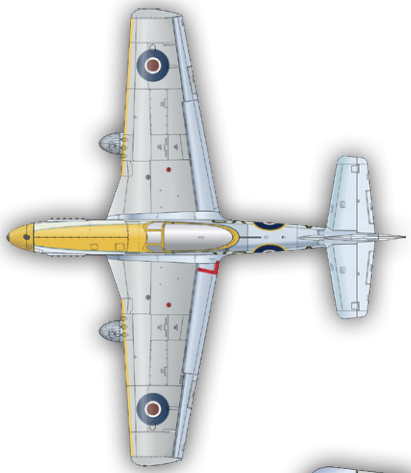
No. 112 Squadron history dates back to Worl War One period, it had been established in June 1917 at Throwley aerodrome in Kent with the mission to protect London against enemy raids. Before the World War Two outbreak it was sent to Egypt to protect this territory in the case of a conflict. Later it participated in the defense of Greece during the German invasion of the country, battles on the African hot soil and later in Sicily and Italy. During July 1941 the unit received the American P-40 aircraft on which, inspired by Bf-110 aircraft from ZG 76, sharkmouths were painted. This practice lasted until the re-equipment to Mustang Mk.III in June 1944. In February the unit received newer Mustangs Mk.IV which it flew until the end of hostilities. During the World War Two pilots of this unit shot down 206 enemy aircraft and destroyed further 62 on the ground. Mustang camouflaged in British colors of Dark Green and Ocean Gray on the upper and side surfaces sports the sharkmouth on the nose, typical for No. 112 Squadron aircraft. The lower surfaces were painted in Medium Sea Gray.

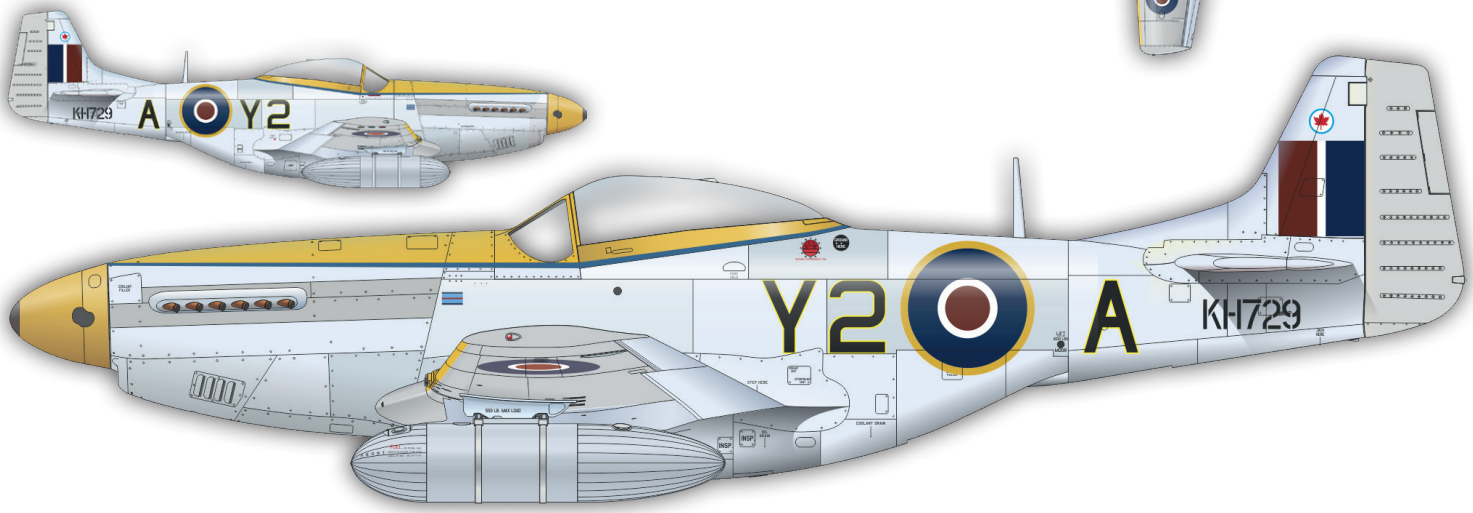




Mustang Mk.IVA, KH729, flown by S/Ldr Mitchell Johnston, No. 442 „Caribou“ Squadron RCAF, RAF station Digby, United Kingdom, June 1945

442nd Squadron was activated in 1942 as No. 14 Squadron flying P-40 aircraft with the mission to defend the Canadian western coast againt the potential Japanese attack against Canadian territory after the Pearl Harbor attack. During its mission to prepare for the landing on Japanese-occupied island of Kiska, pilots of this unit were flying out of the Alaska airfields. Later it was re-numbered to No. 442 Squadron and dispatched to Great Britain where if flew Mustangs Mk.IV on the long-range sorties escorting heavy bombers on their raids to the targets in Germany and occupied Europe. During World War Two the unit recorded 58 aerial kills and in addition destroyed hundreds of transports utilized by German war machine to move troops or supplies to the battle fields. The last unit's sortie was the Navy force escort during the Norman Islands liberation on May 9th, 1945. The unit was disbanded after the end of war. RAF marked P-51Ks manufactured at Dallas factory in Texas as Mustang Mk.IV. Code letters and unit insignia above British marking on vertical tail surface confirm that the aircraft belonged to No. 442 Squadron RCAF. James E. Storrar logged several flights in this particular airplane.





P-51D-25, 44-72671, 457th FS, 506th FG, 20th AF, Iwo Jima, June 1945

2nd Lt. William Saks is better known among historians for his Mustang's decoration than his combat achievements and scored enemy aircraft kills. In the ranks of 457th Fighter Squadron he participated in the B-29 bombers' escort sorties which were devastating Japanese islands or in the entire 506th FG Mustang fleet raids against the logistical centers and other military targets in Japan.
His fate was sealed on June 1st, 1945 when returning to Iwo Jima he perished together with another eleven pilots of this unit. This day he flew with machine 44-72885. The cause of this tragedy was bad weather. This day is called Black Friday in 506th FG records. 457th FS aircraft tails were sprayed in green color for better recognition during the long range escort flights. 2nd Lt. Saks named his aircraft Enchantress, there was a sparsely-clad girl painted under the windshield inspired by Albert Varga's artwork.








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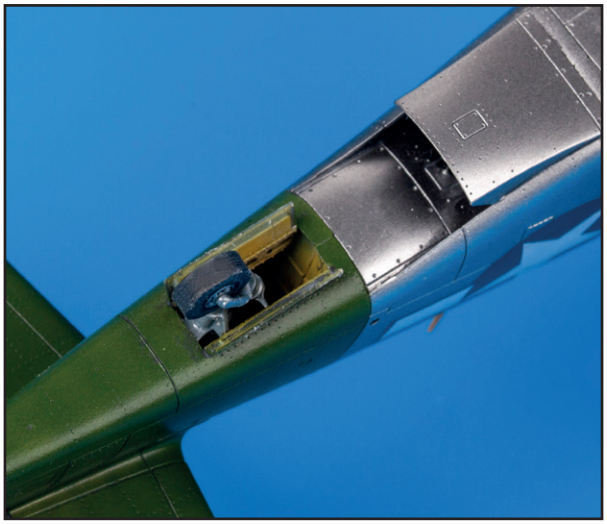

The Enchantress




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The Enchantress
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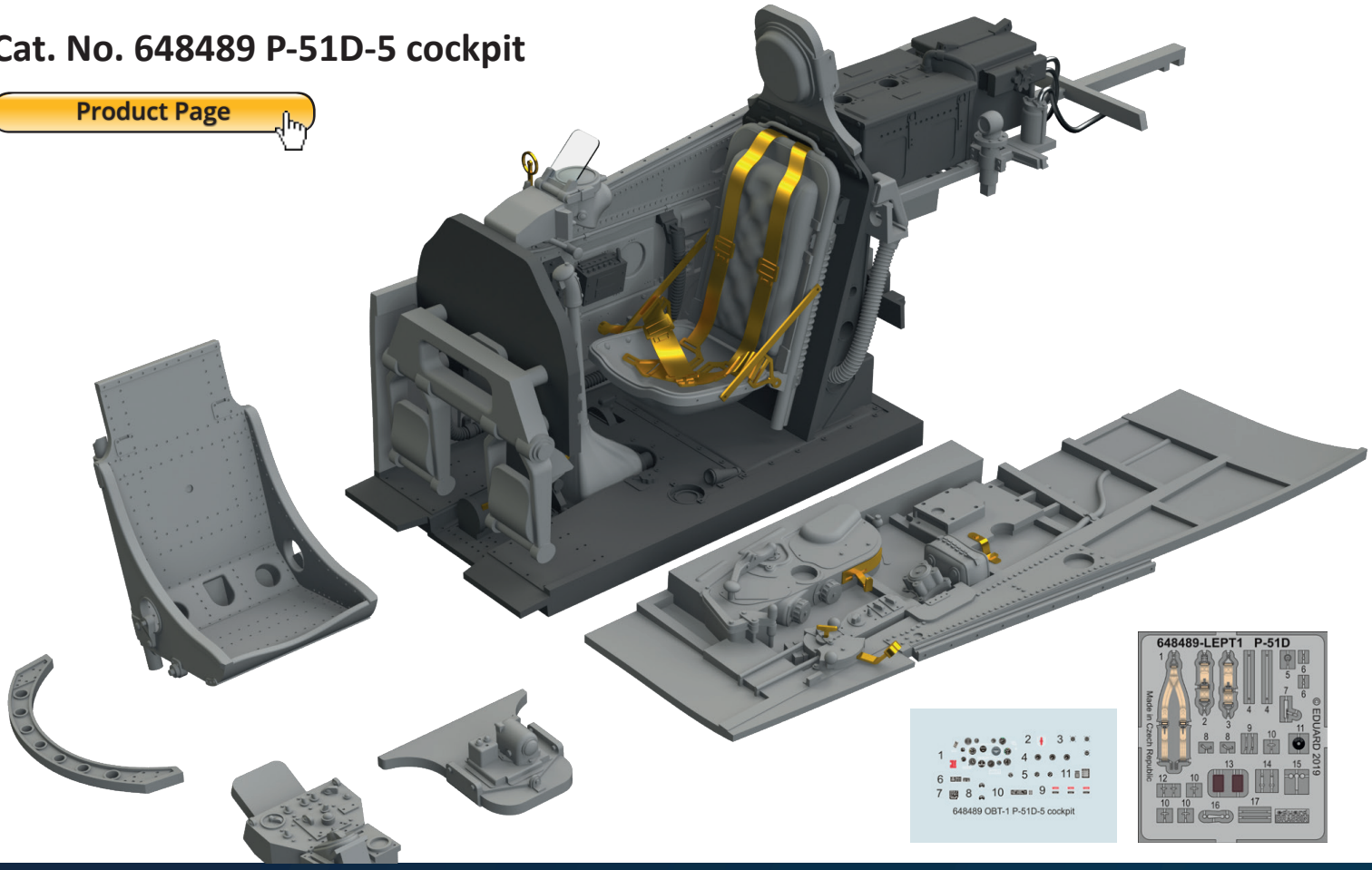

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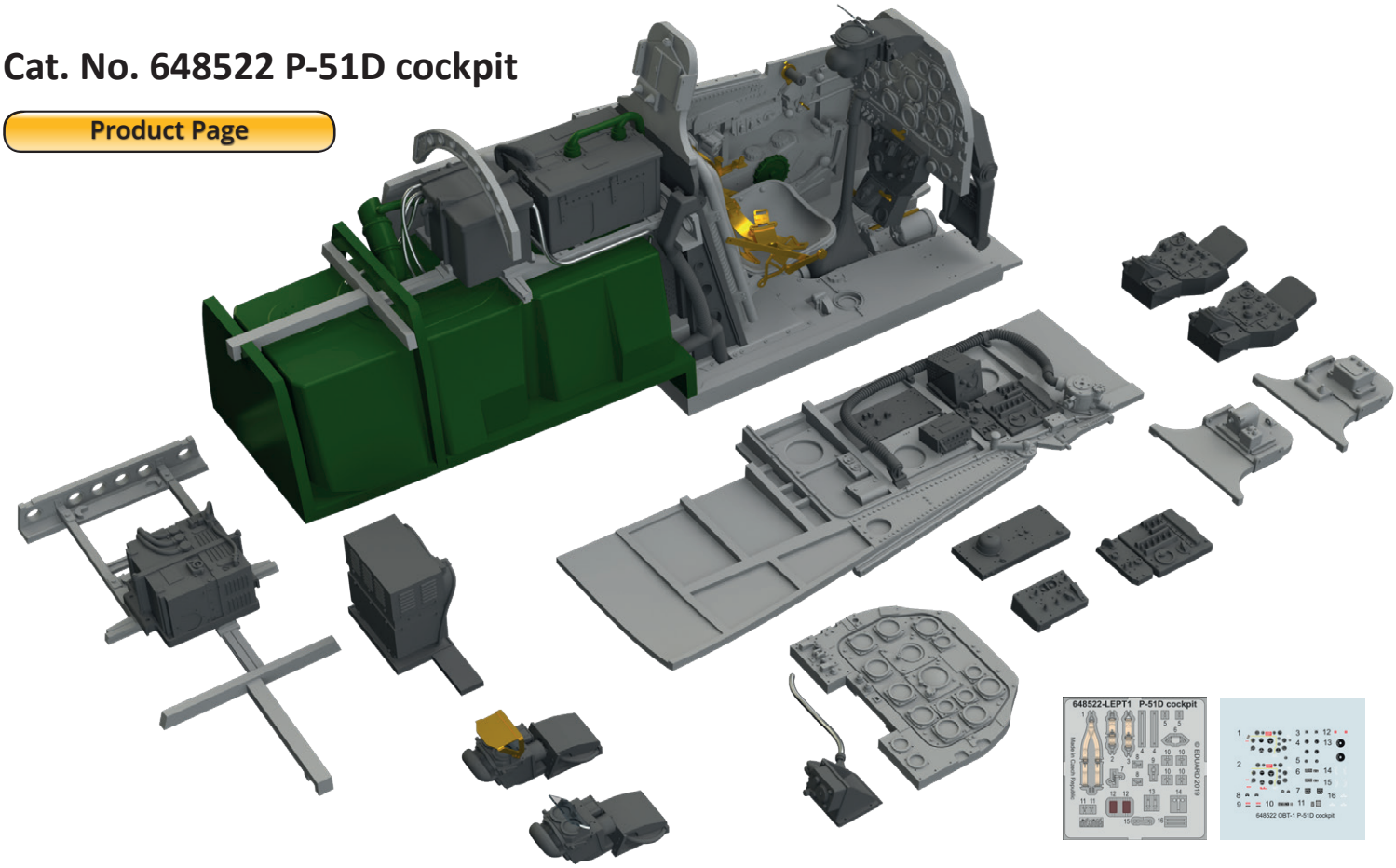
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Cat. No. 648522 P-51D cockpit

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Cat. No. 644021 P-51D-5 LööK

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Cat. No. 644030 P-51D-10 LööK

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Cat. No. 644031 P-51D-15+ LööK

Product Page





Cat. No. 648494 wheels diamond tread

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Cat. No. 648503 wheels oval tread

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Cat. No. 648504 wheels cross tread

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Cat. No. 648505 wheels block tread

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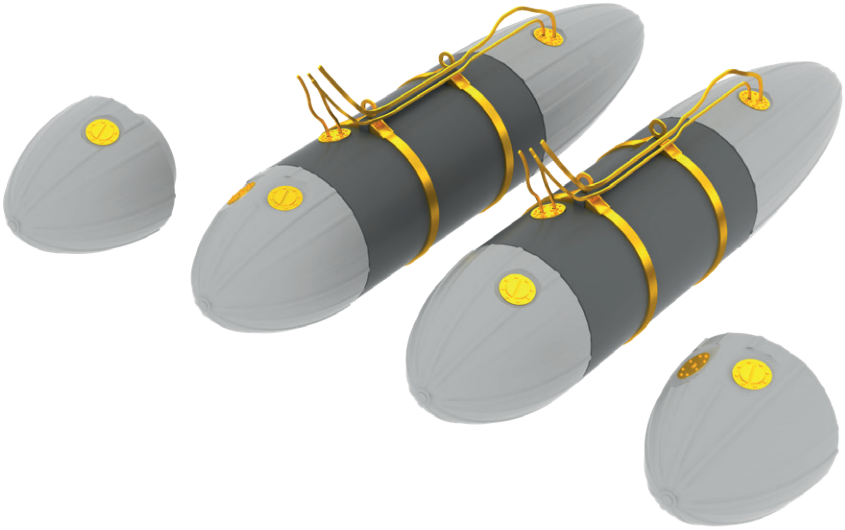
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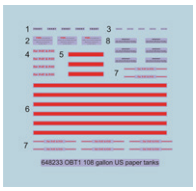
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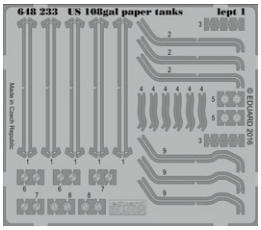


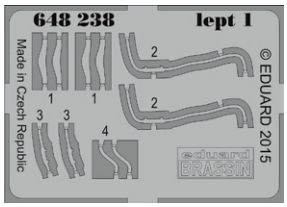
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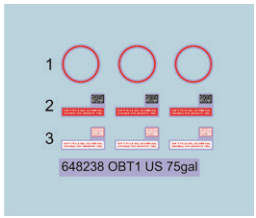
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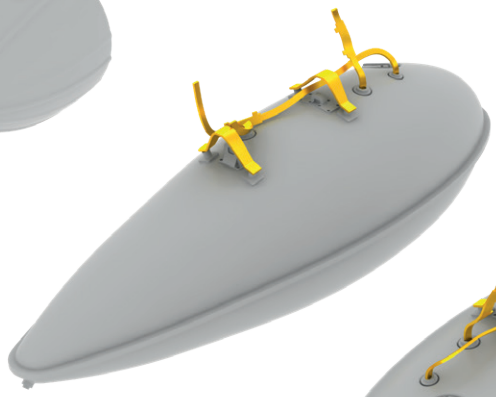














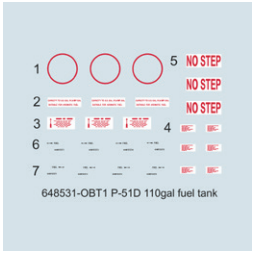
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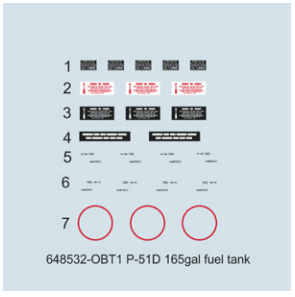
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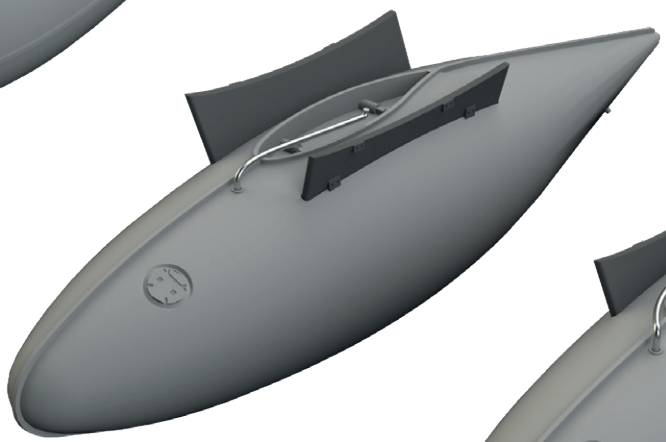




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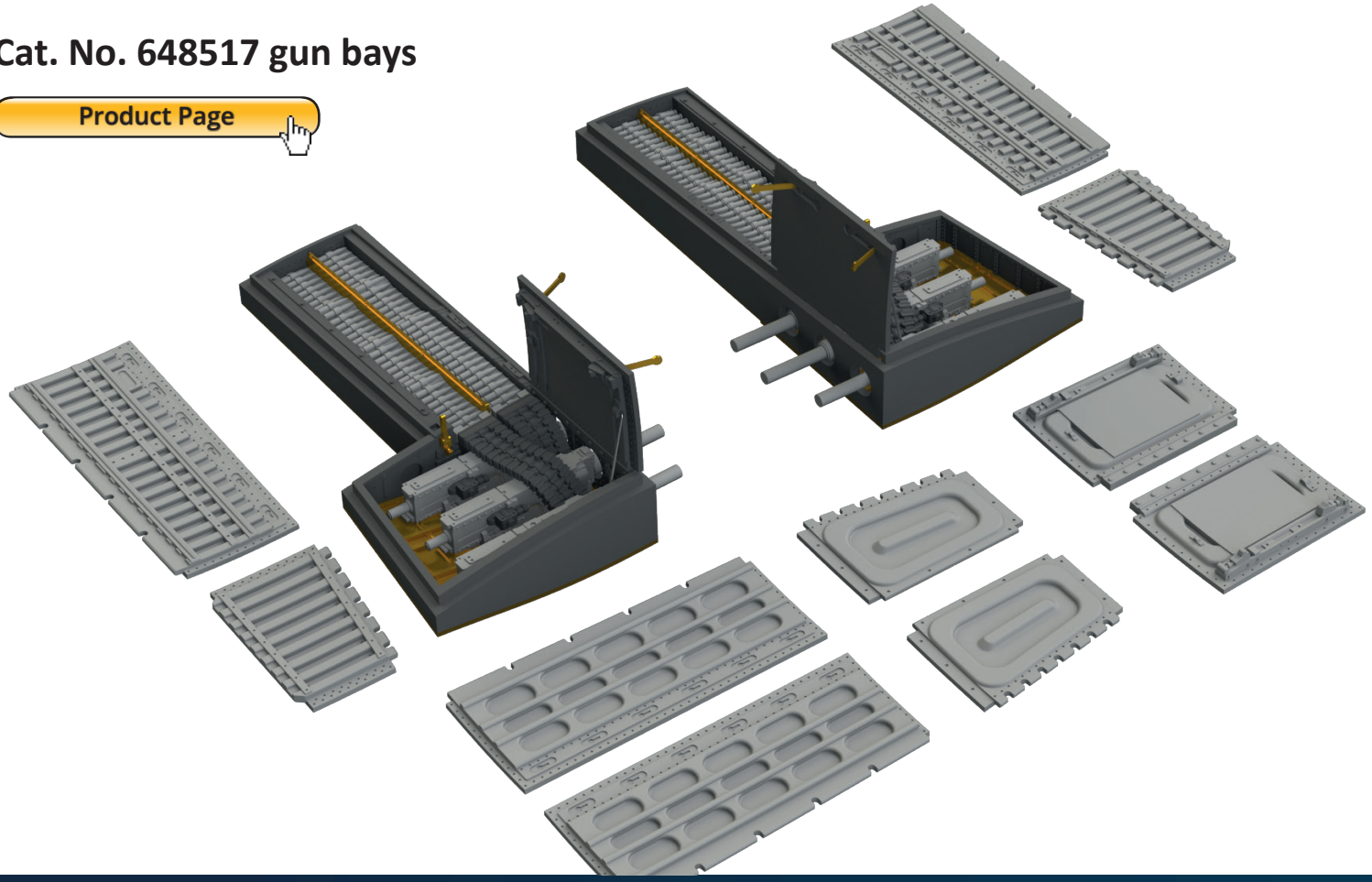




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Cat. No. 648517 gun bays

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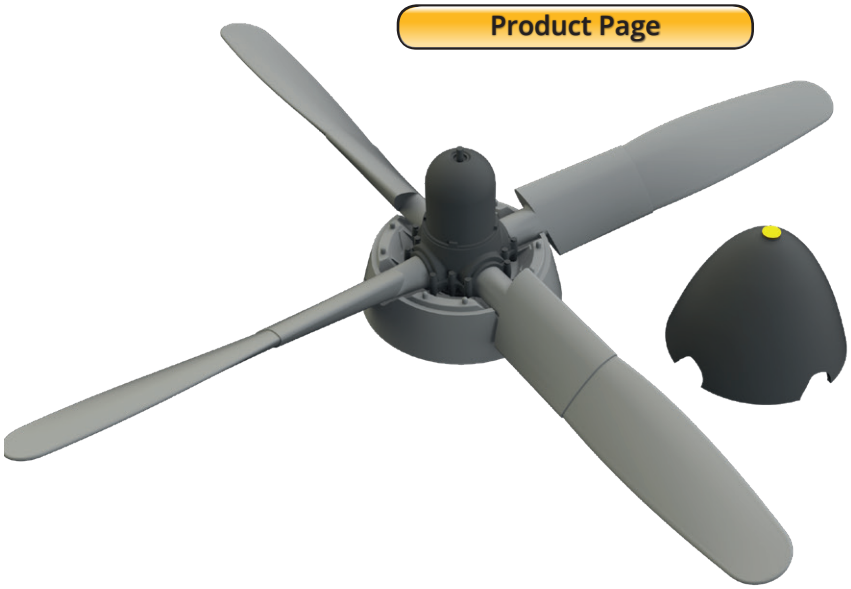
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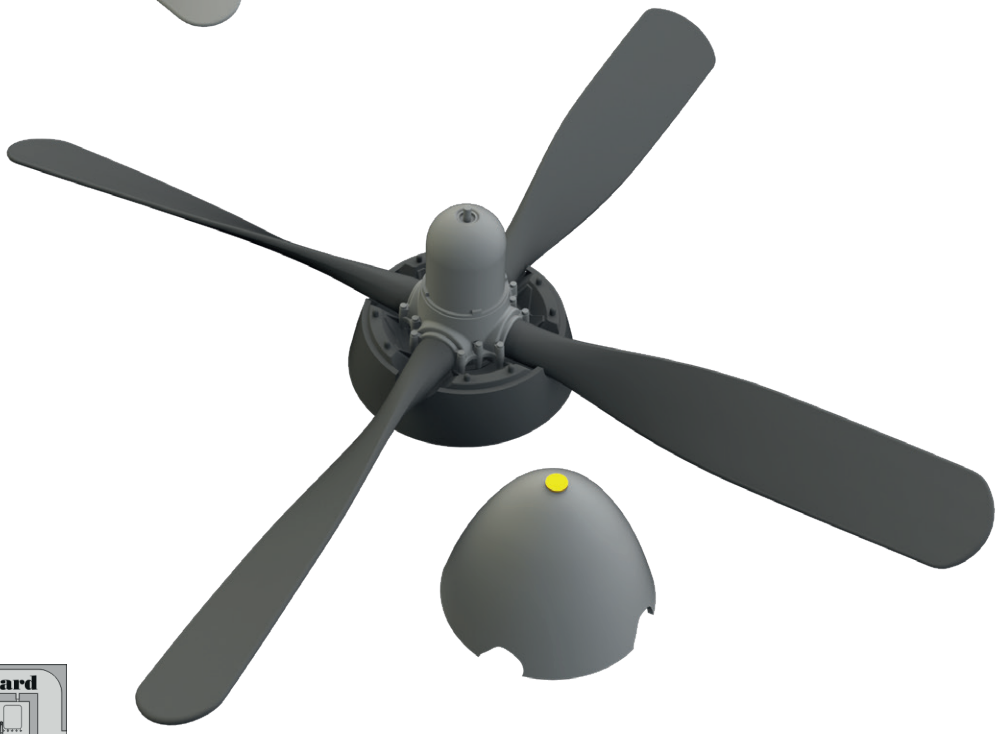
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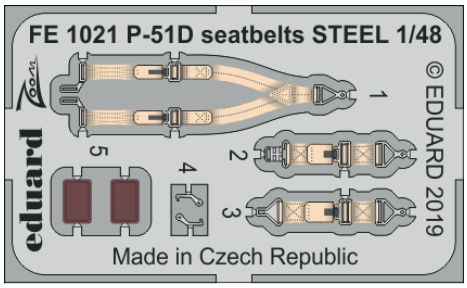
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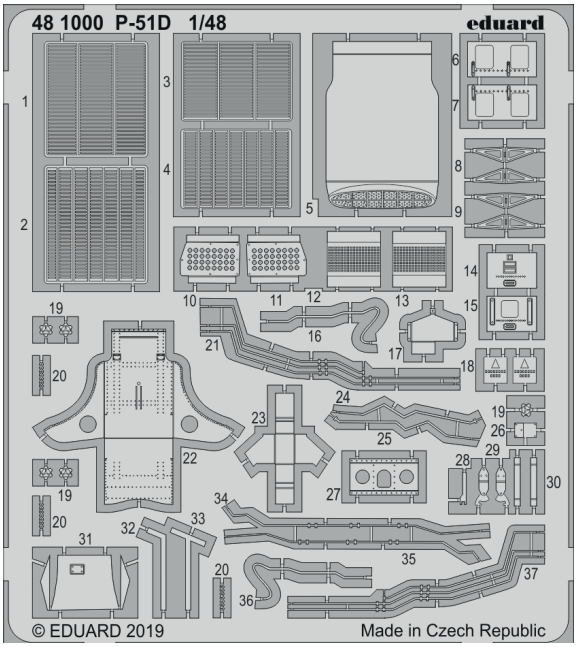
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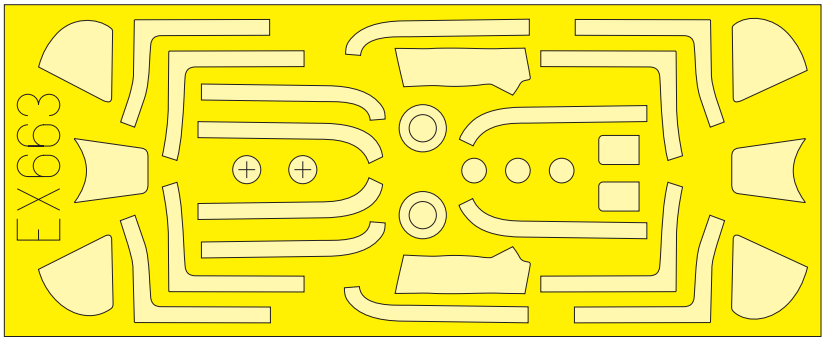
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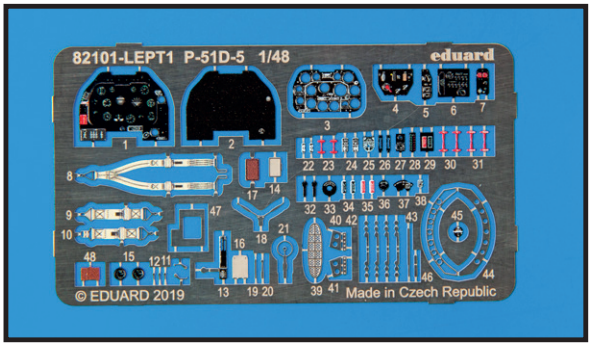
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OVERTREES

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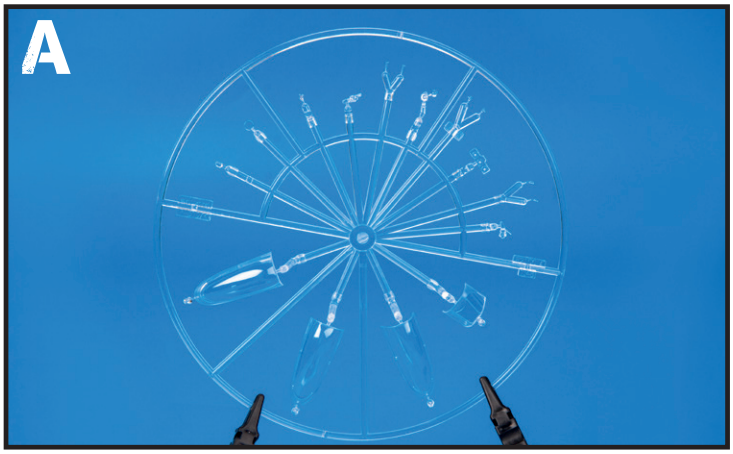
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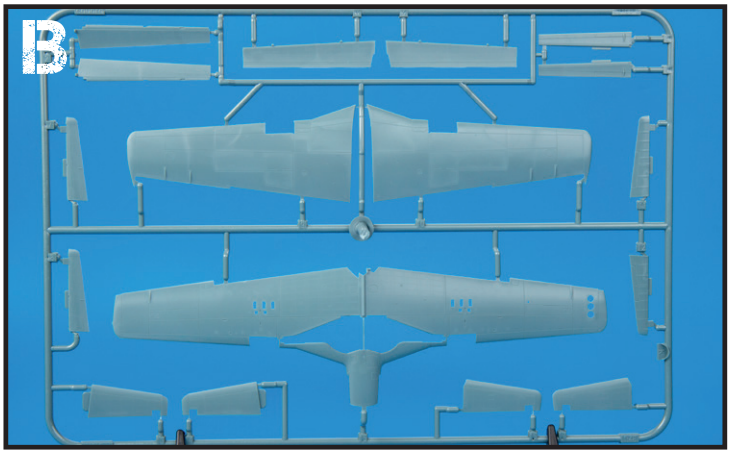
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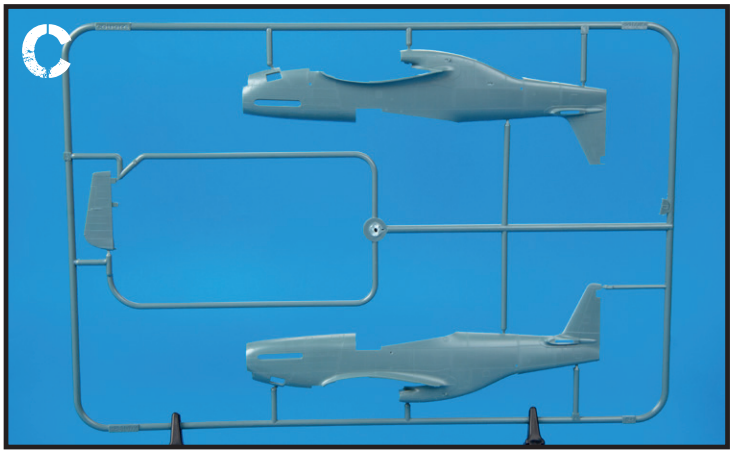


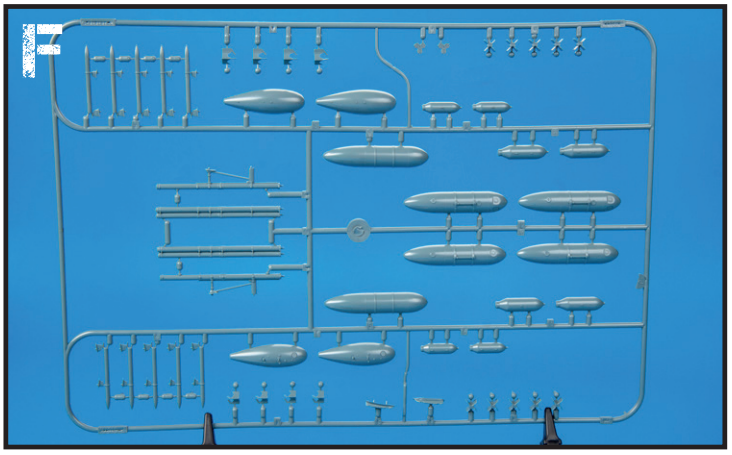
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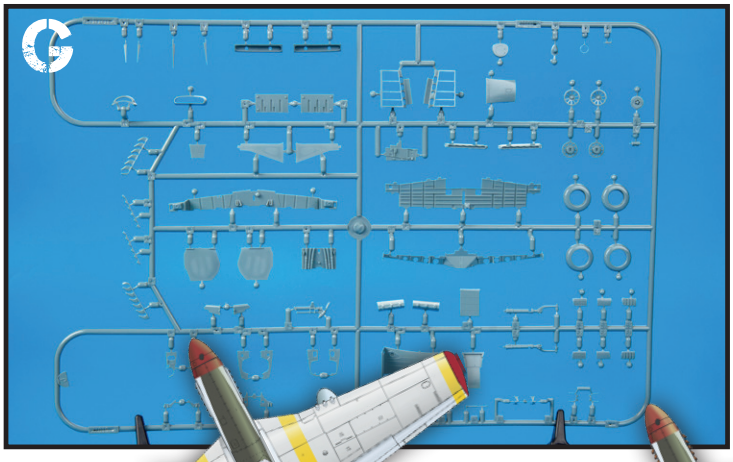
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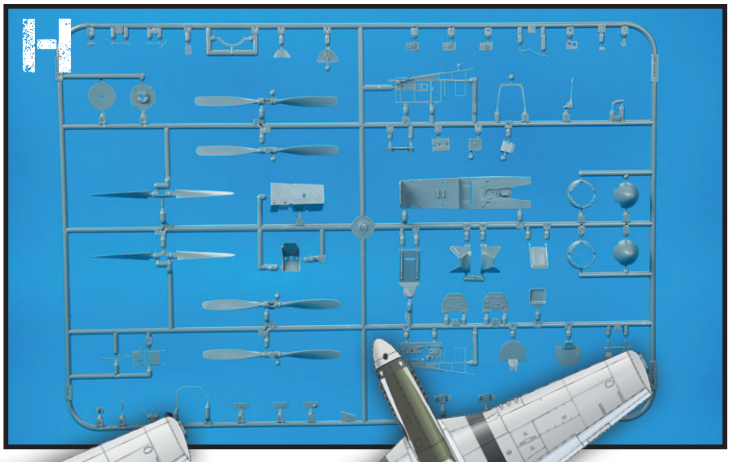


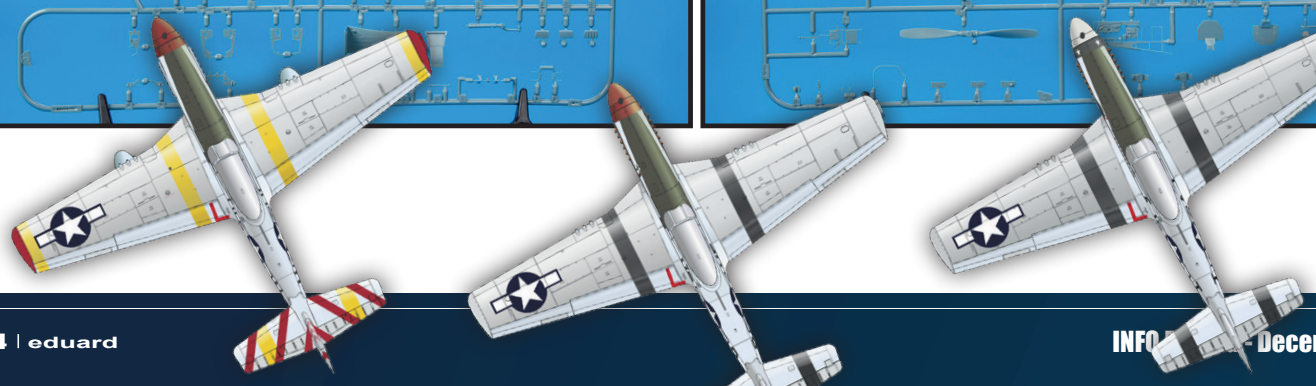












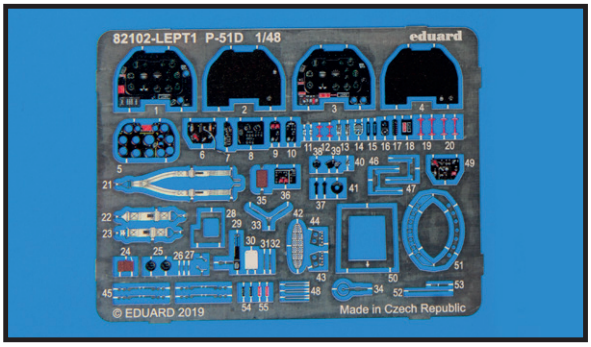
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P-51D

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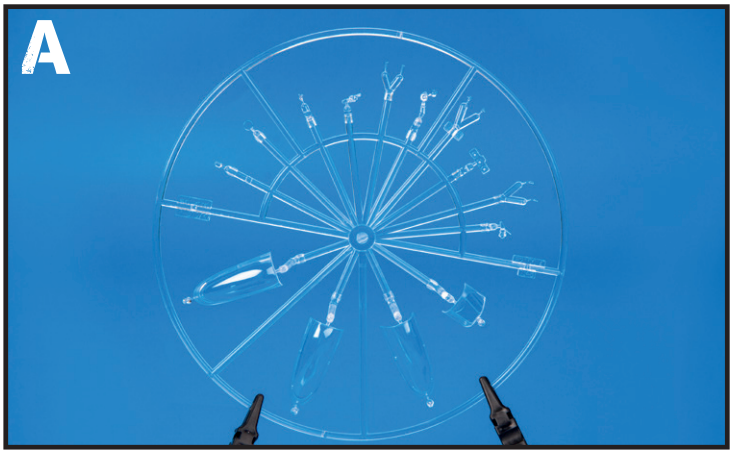
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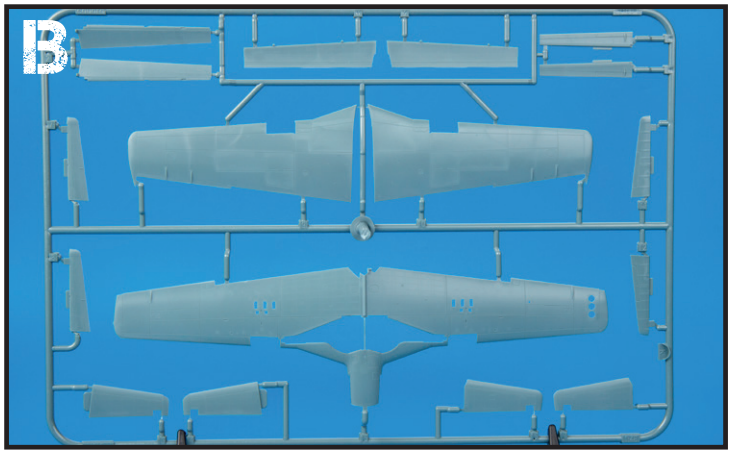


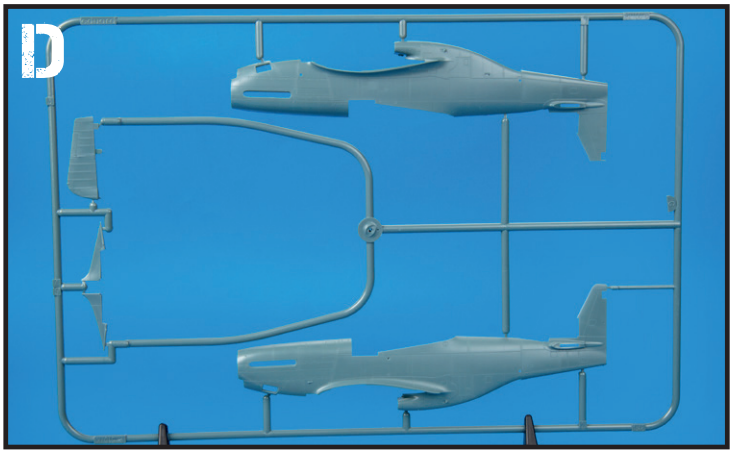


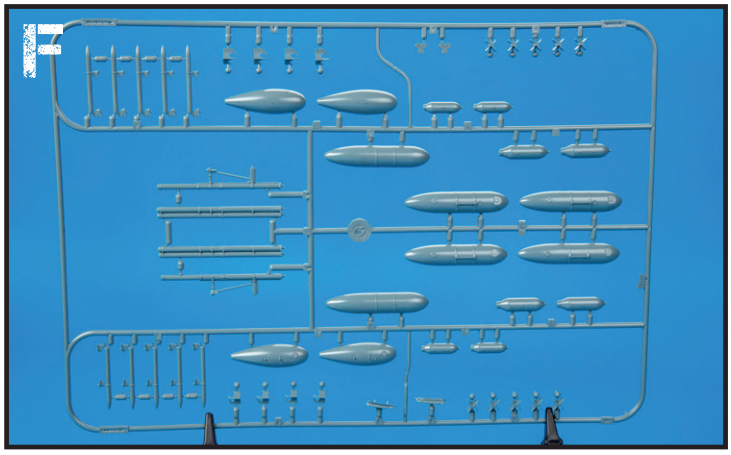
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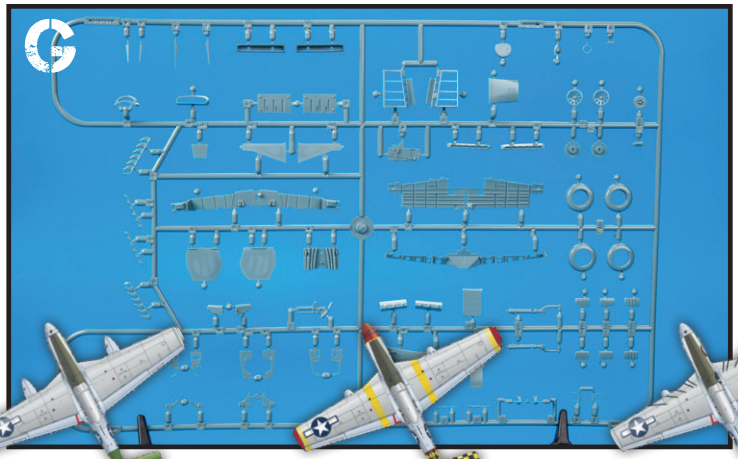
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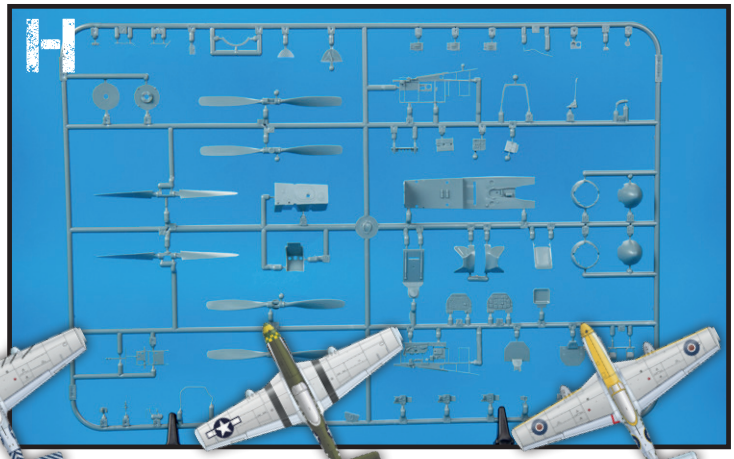


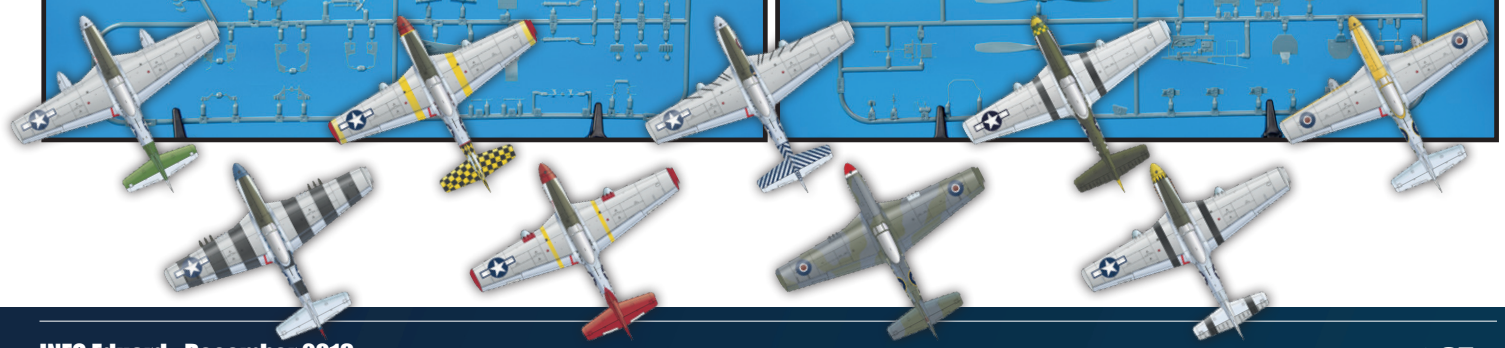










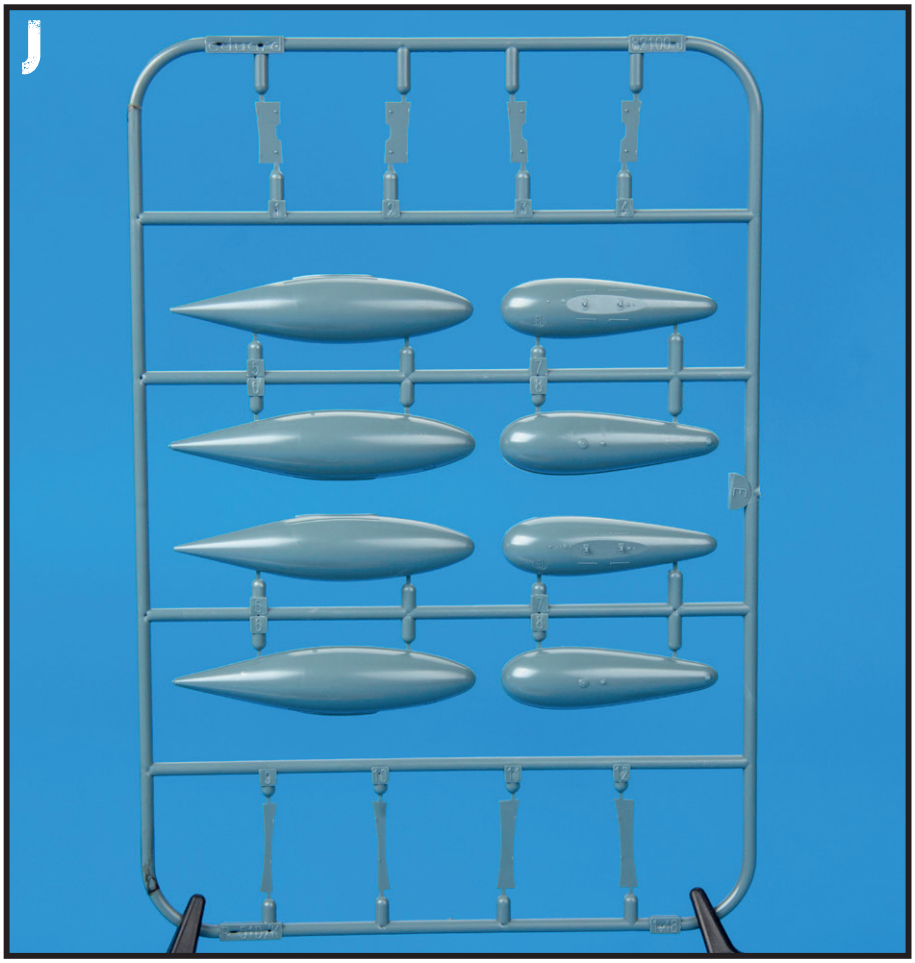


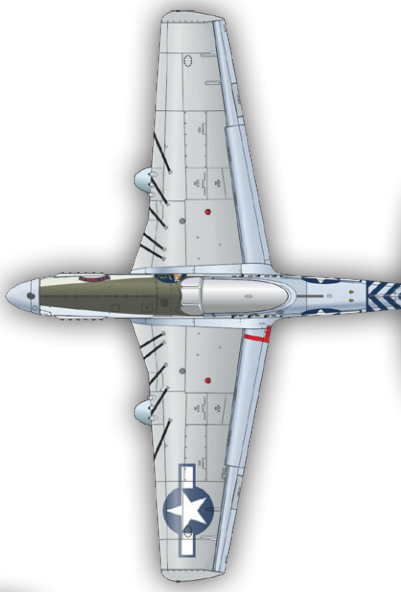
OVERTREES

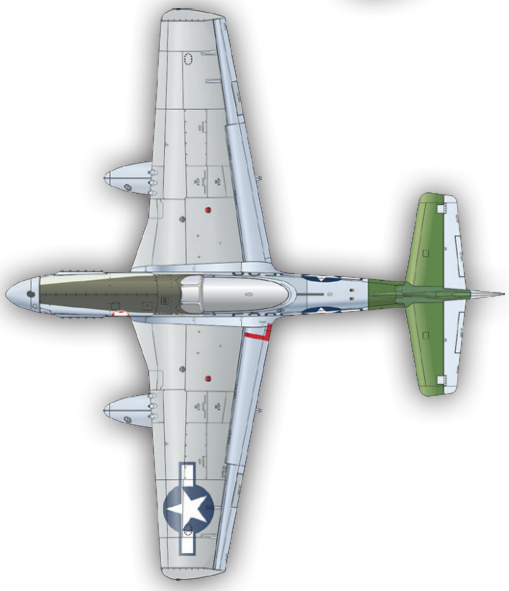
P-51D VLR DROP TANKS

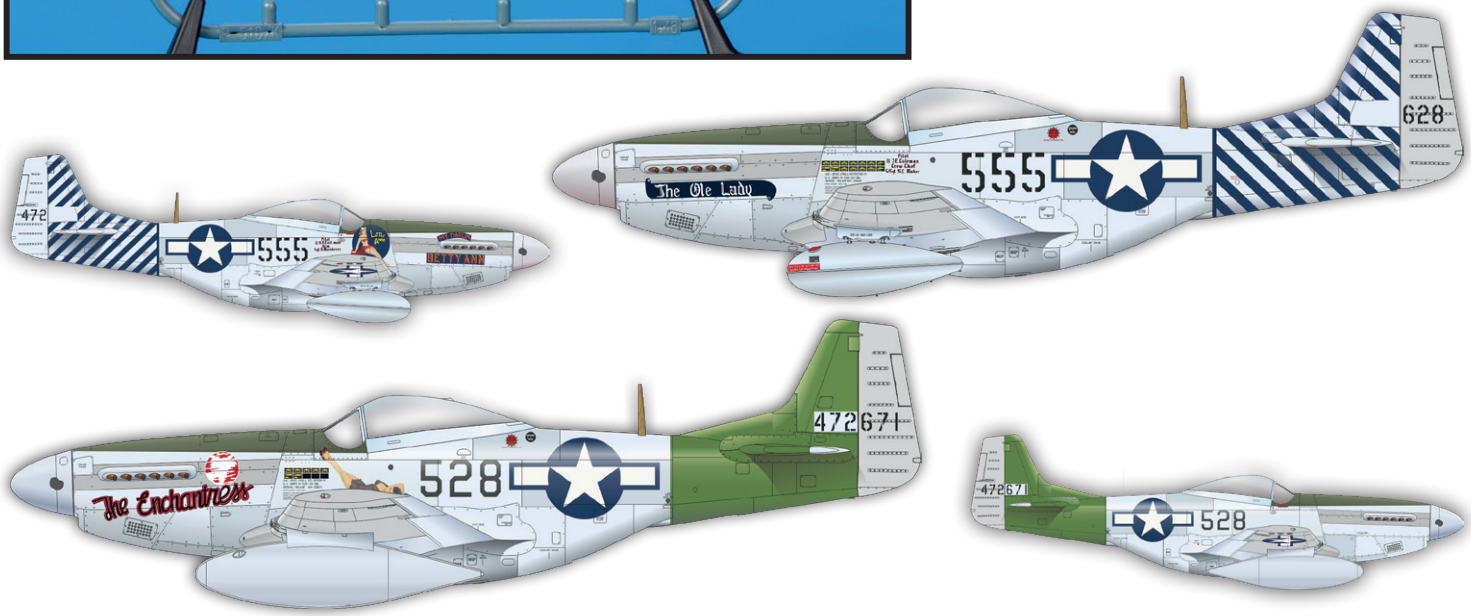
CAT. NO. 82109X

Product Page











NEW

Nieuport Ni-17

No. N1530, Lt. Georges Guynemer, Escadrille N 3, Cachy, France, August 1916
by Piotr Forkasiewicz

Eduard - Model Accessories, 2019
www.eduard.com

Product Page



NEW

MiG-21MF Interceptor

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

Eduard - Model Accessories, 2019
www.eduard.com

Product Page

MiG-21MF Interceptor 1/72 re-release

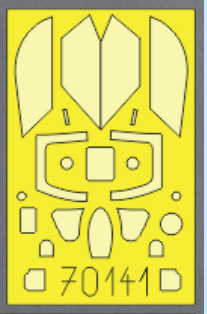
ProfiPACK edition

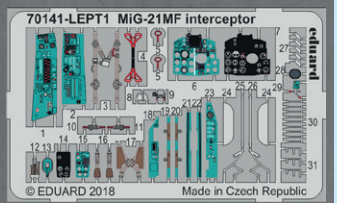


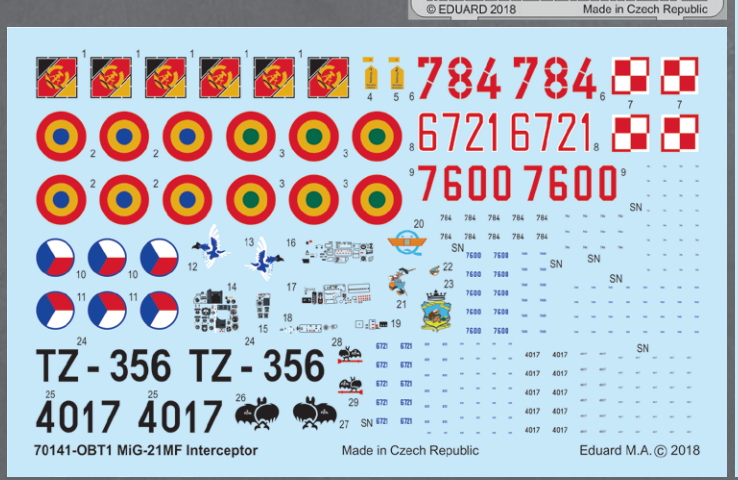
1/72, Cat. No. 70141

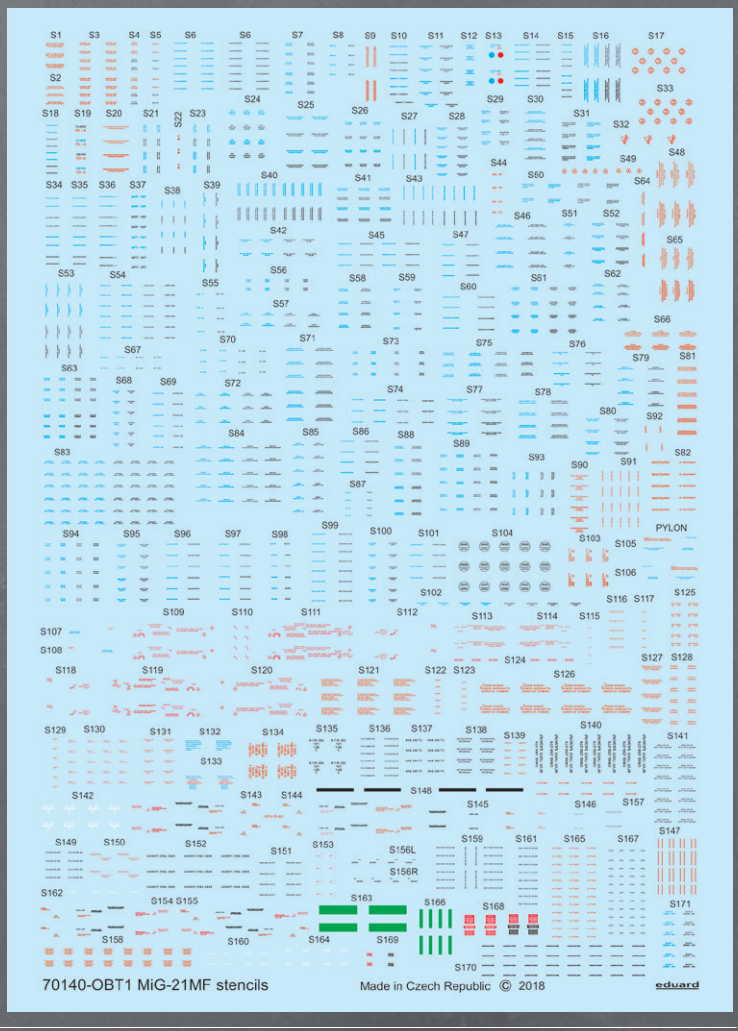
- Eduard plastic parts
- Photo-etched set
- Paiting mask
- 5 marking options

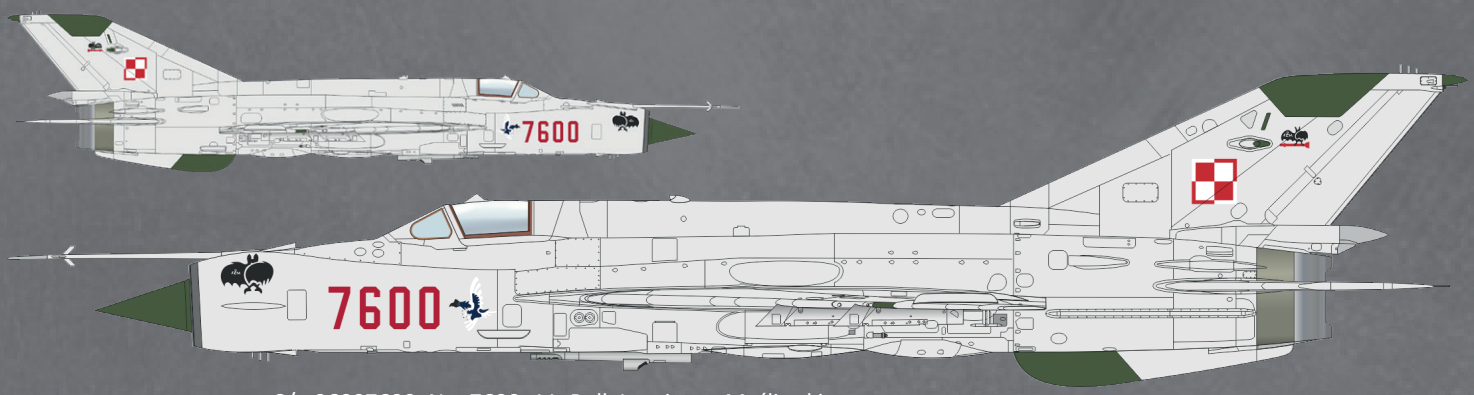
Product Page







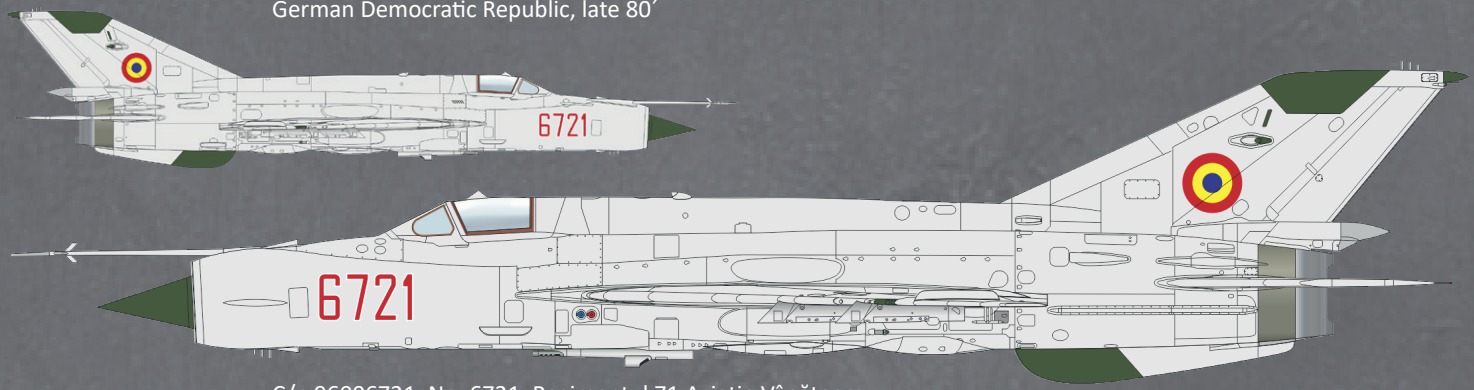




C/n 96007600, No. 7600, 11. Pułk Lotnictwa Myśliwskiego,
Mierzęcice, Poland, early 90´



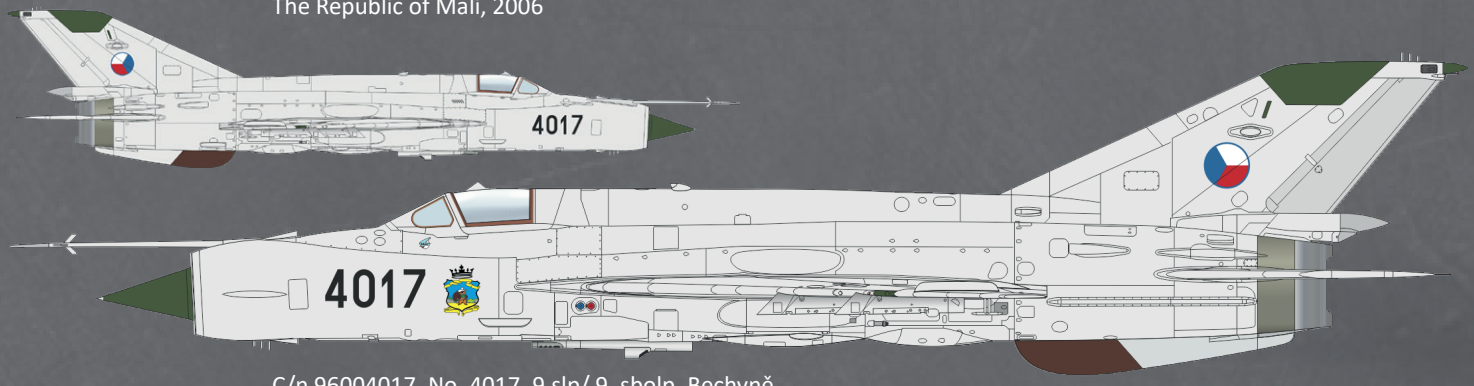
C/n 96002170, No. 784, Jagdfliegergeschwader 3, Preschen,
German Democratic Republic, late 80´



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



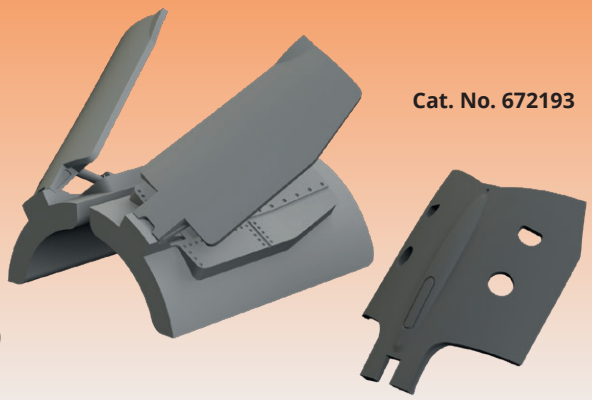
C/n 96005512, No. TZ-356, Senou Airbase,
The Republic of Mali, 2006



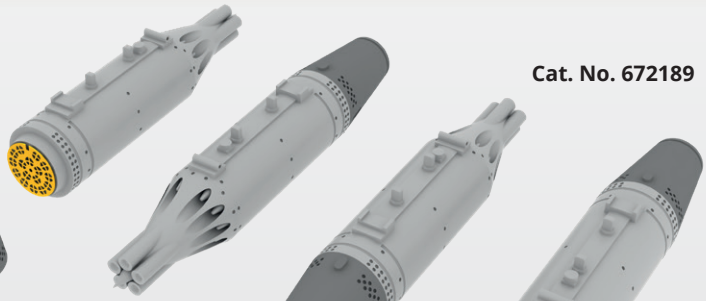
C/n 96004017, No. 4017, 9.slp/ 9. sbolp, Bechyně,
Czechoslovakia, early 90´

Recommended for MiGu-21MF Interceptor:

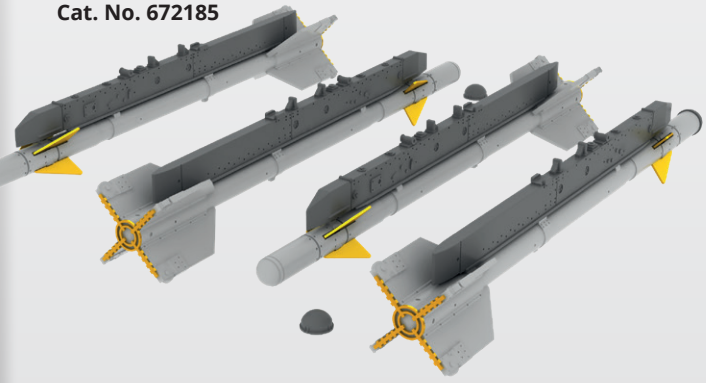
72689 MiG-21MF 1/72 (fotolept)
672180 MiG-21MF Interceptor cockpit 1/72 (Brassin)
672181 MiG-21MF exhaust nozzle 1/72 (Brassin)
672182 MiG-21MF wheels 1/72 (Brassin)
672184 MiG-21MF pylons 1/72 (Brassin)
672185 R-3S missiles for MiG-21 1/72 (Brassin)
672186 R-3S missiles w/ pylons for MiG-21 1/72 (Brassin)
672187 R-13M missiles for MiG-21 1/72 (Brassin)
672188 R-13M missiles w/ pylons for MiG-21 1/72 (Brassin)
672189 UB-16 rocket launchers for MiG-21 1/72 (Brassin)
672190 UB-16 rocket launchers w/ pylons for MiG-21 1/72 (Brassin)
672191 RS-2US missiles for MiG-21 1/72 (Brassin)
672192 RS-2US missiles w/ pylons for MiG-21 1/72 (Brassin)
672193 MiG-21MF airbrakes 1/72 (Brassin)
672197 MiG-21MF ejection seat 1/72 (Brassin)
672195 SPS-141 ECM pod for MiG-21 1/72 (Brassin)



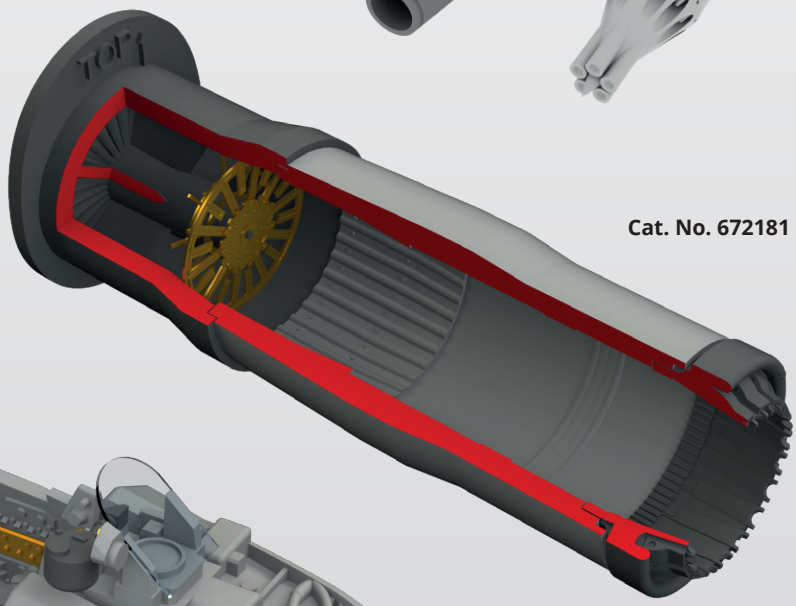
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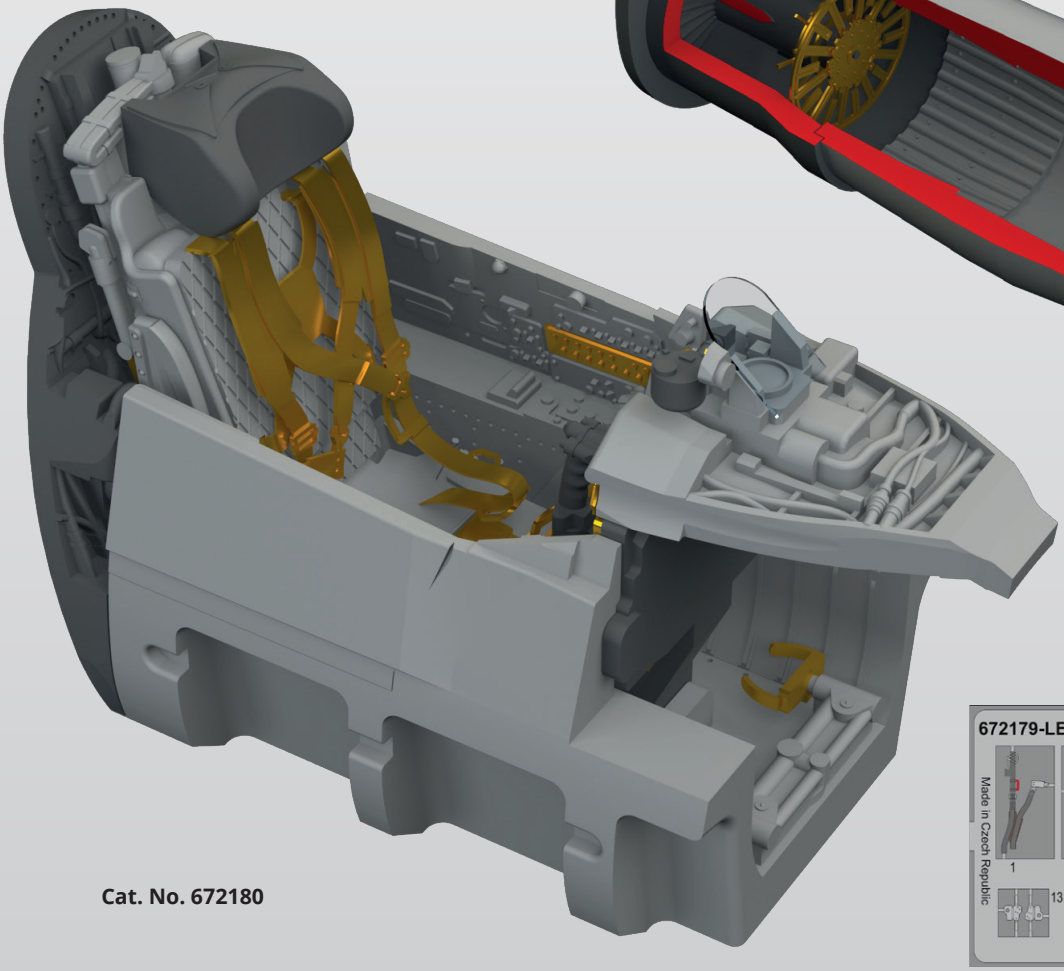
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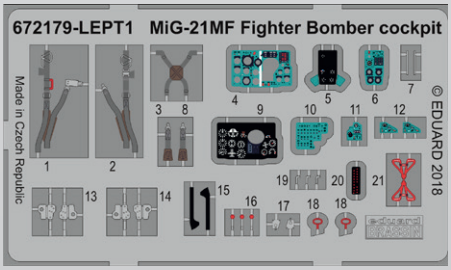
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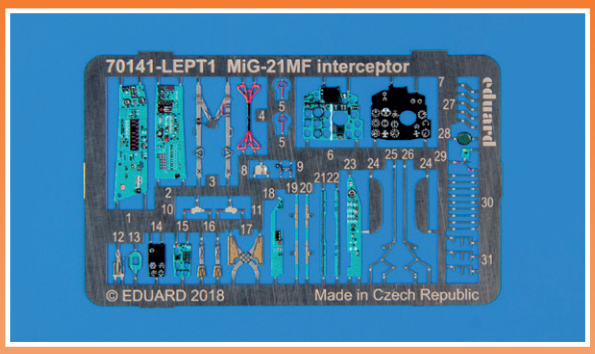


OVERTREES

MIG-21MF INTERCEPTOR

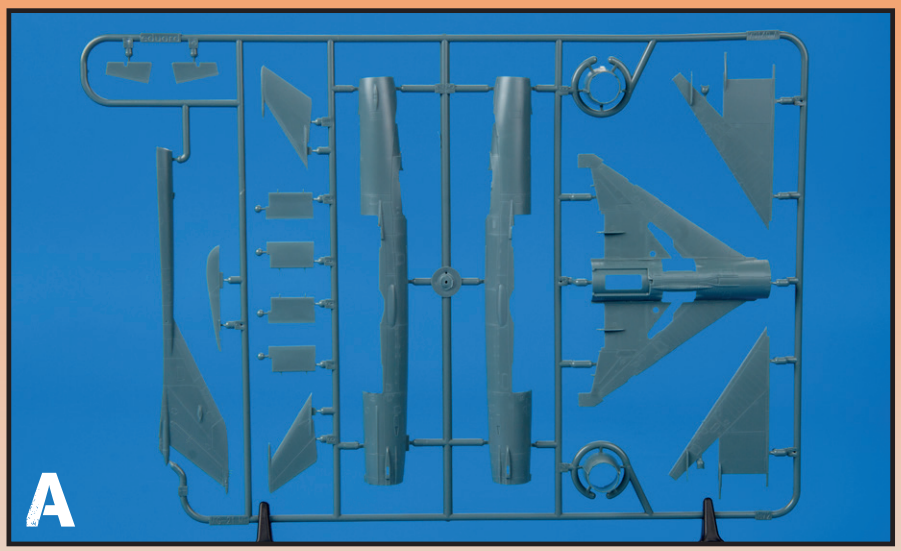
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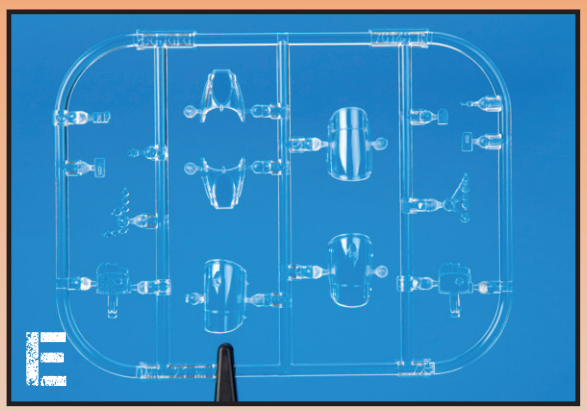
Product Page

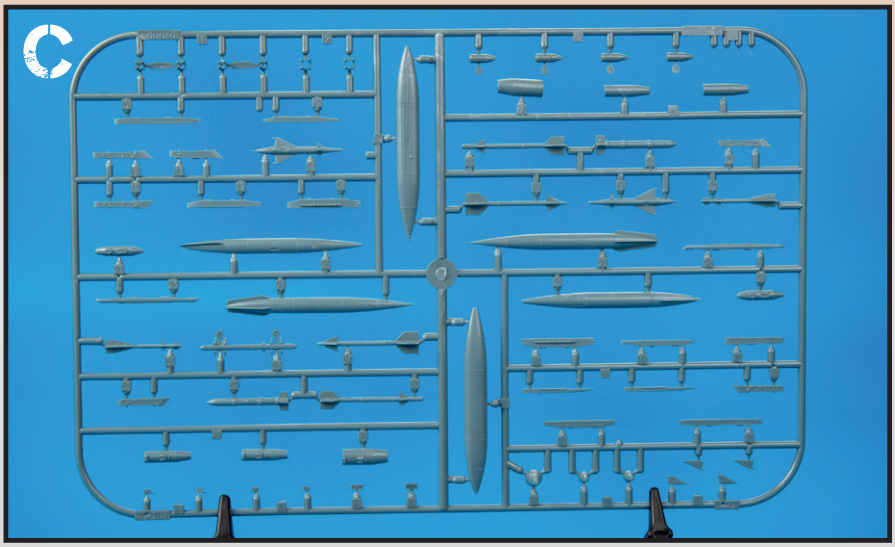


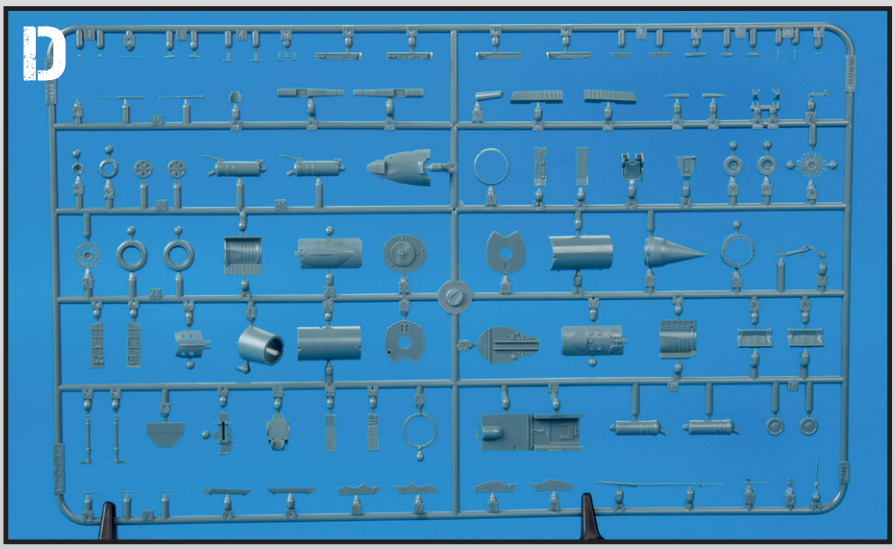
CAT. NO. 70141-LEPT OVERLEPT

Product Page











Nieuport Ni-17

1/48

ProfiPACK edition

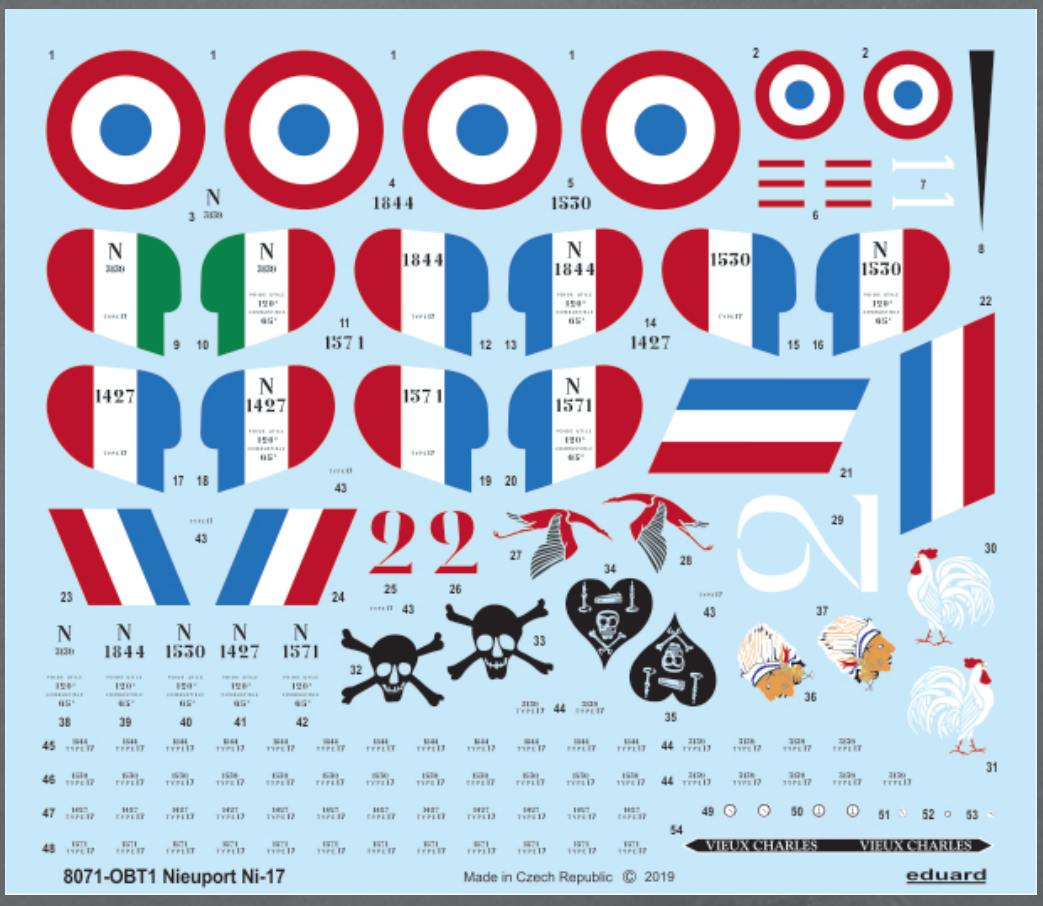


1/48, Cat. No. 8071

- Eduard plastic parts
- Photo-etched set
- Paiting mask
- 5 marking options

Product Page







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



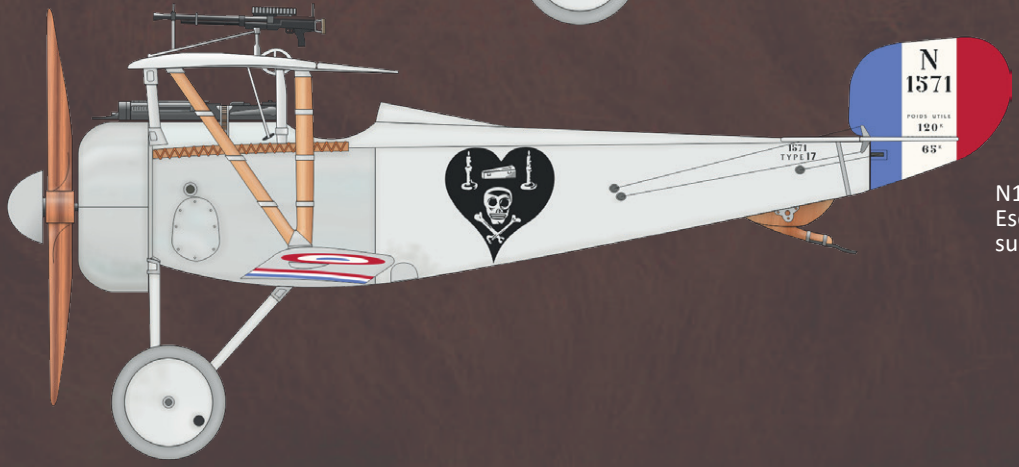
N3139, Ten. Fulco Ruffo di Calabria, 91a squadriglia, Italian front, spring 1917



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



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



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

ProfiPACK edition

Nieuport Ni-17

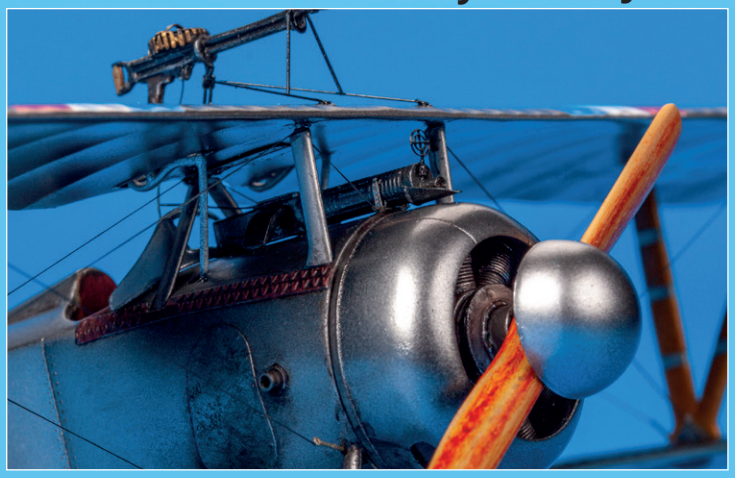
1/48



Cat. No. 8071
built by Martin Jirkal

Camo D









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

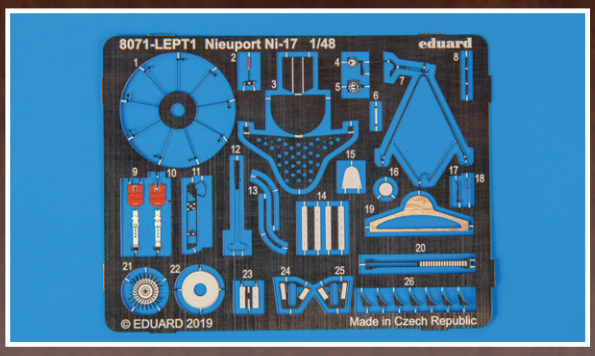
Charles Eugene Jules Marie Nungesser, born on March 15th, 1892 in Paris, volunteered for the French Army on May 18th, 1914. In January 1915, on his own request he was re--assigned to the air corps where he underwent a pilot training and as of April 1915 was transferred to Escadrille VB 106 where he flew 53 bombing missions. In November 1915, after necessary training on Nieuports he was incorporated into Escadrille N 65 staff. Except of several breaks forced by the recuperation from numerous wounds he remained with this unit until the end of the war. During the conflict he shot down 43 enemy aircraft and became the third top French fighter ace after Rene Fonck and Georges Guynemer. On May 8th, 1927 Charles Nungesser disappeared together with Francois Coli during the attempt to cross the Atlantic. The aviation history researchers offer two theories of their end. The majority inclines towards the crash into the ocean due to rain, the minority opposes it claiming their aircraft crashed in Maine.
Charles Nungesser's aircraft carried the personal marking in the form of black heart inside of which symbols of death were painted, skull with crossed bones and the coffin between two funeral candles. This personal marking was carried by the airplanes Nungesser flew at VB 106. N 65 marking were oblique white stripes on the upper and lower wing surfaces, the French tricolor was added to this marking on Nungesser's planes.



Product Page

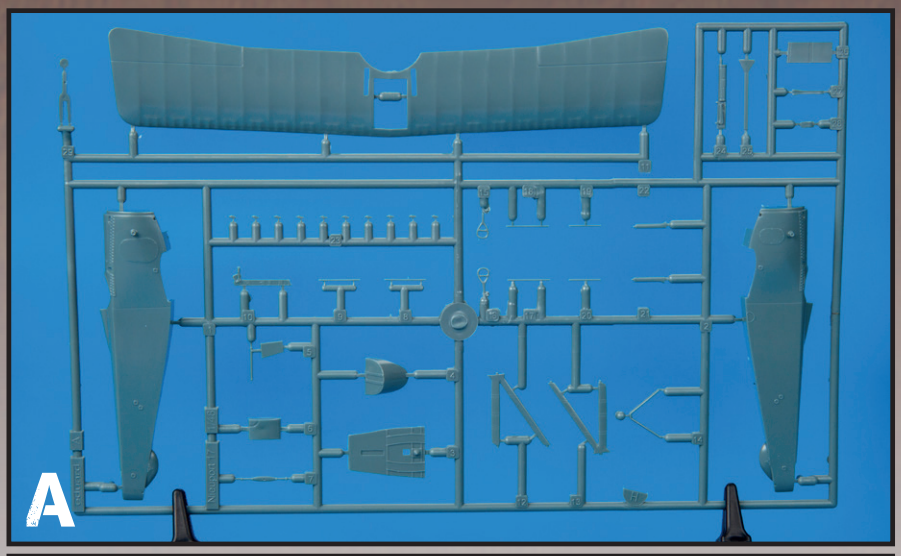
OVERTREES
NIEUPORT NI-17
CAT. NO. 8051X

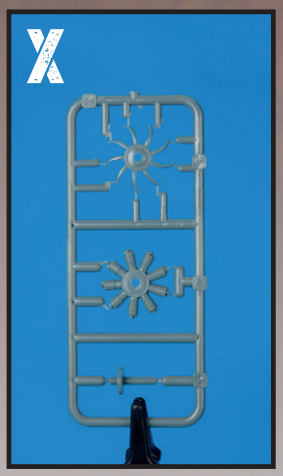
Product Page

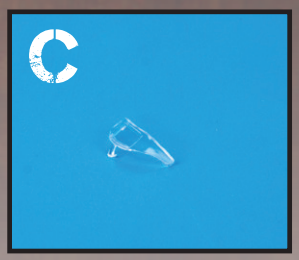


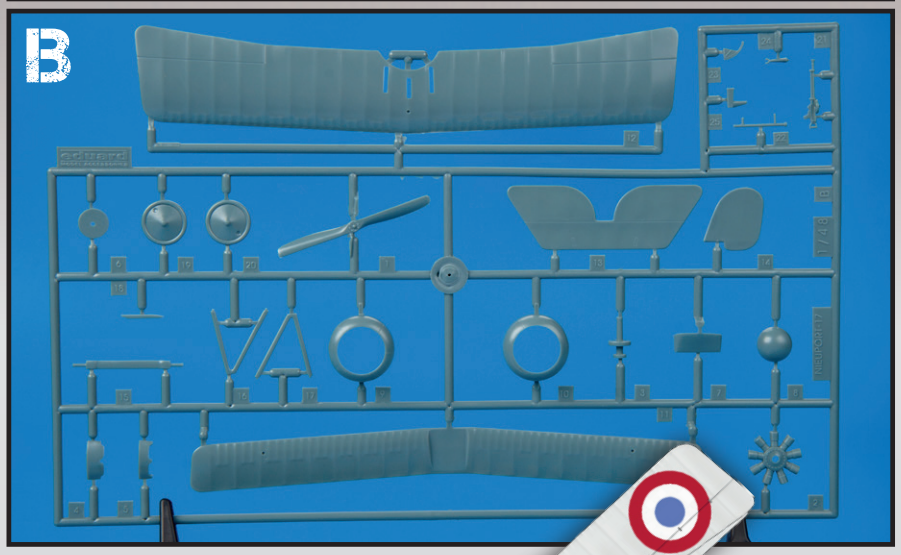
CAT. NO. 8071-LEPT OVERLEPT

Product Page









WEEKEND edition

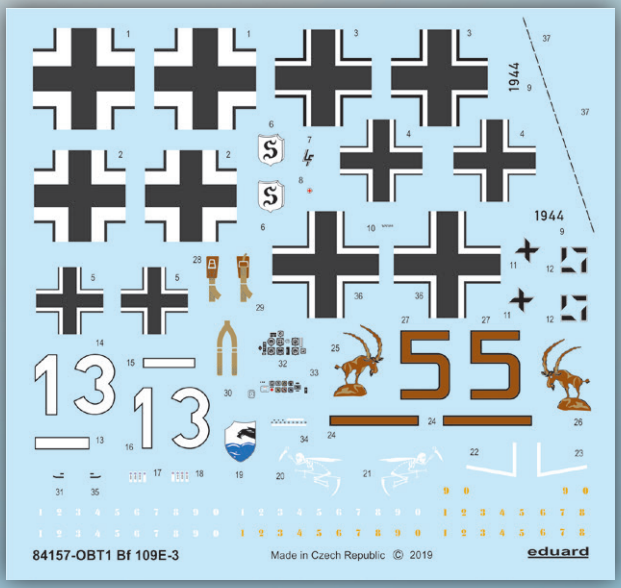
Bf 109E-3

1/48, Cat. No. 84157



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

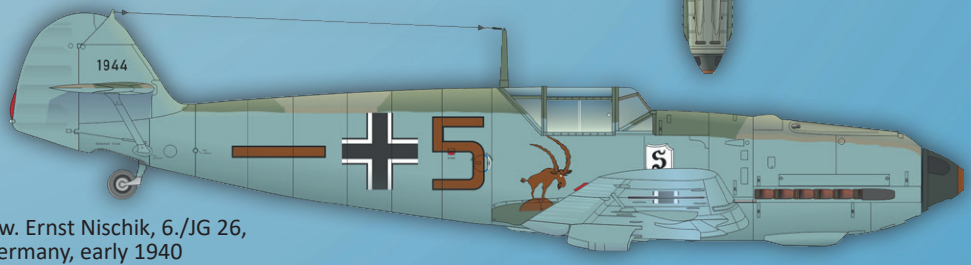






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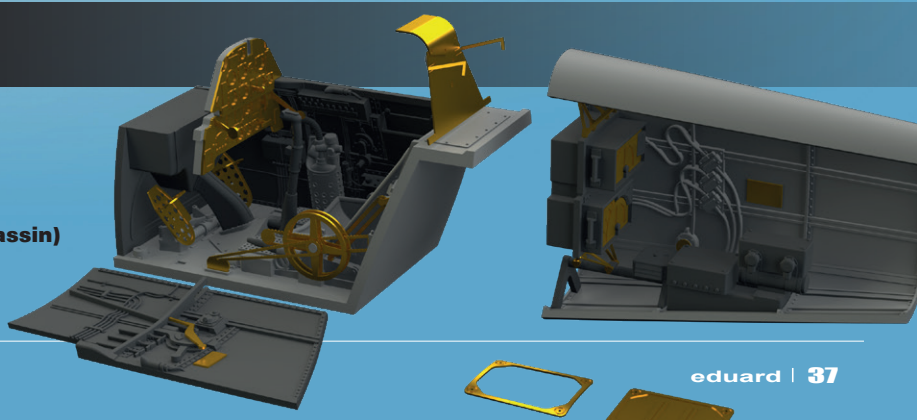
- 2 marking options
- decals Eduard



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

RECOMMENDED:

48774 Bf 109E-3/E-4 (PE-Set)
49651 Bf 109E Weekend (PE-Set)
644024 Bf 109E LooK (Brassin)
648058 Bf 109E wheels (Brassin)
648472 Bf 109E cockpit & radio compartment (Brassin)
648473 Bf 109E fuselage guns (Brassin)
648474 Bf 109E engine (Brassin)
EX439 Bf 109E-1/E-3 (Mask)

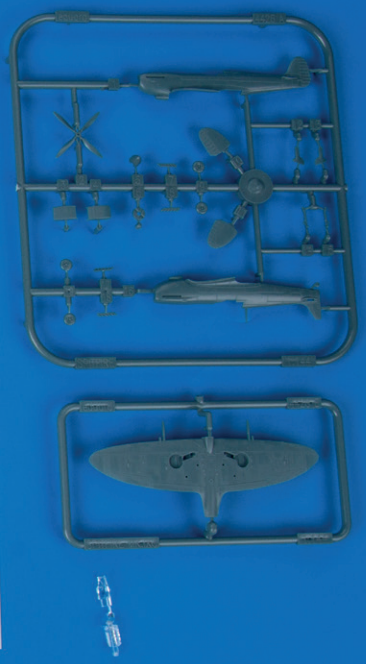


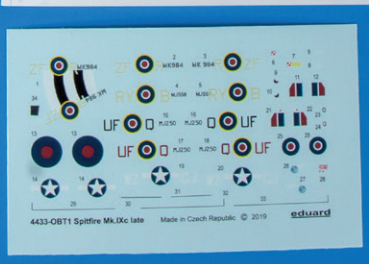
Spitfire Mk.IXc late

SUPER44



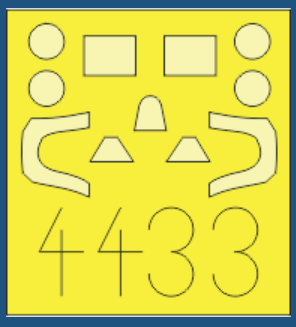




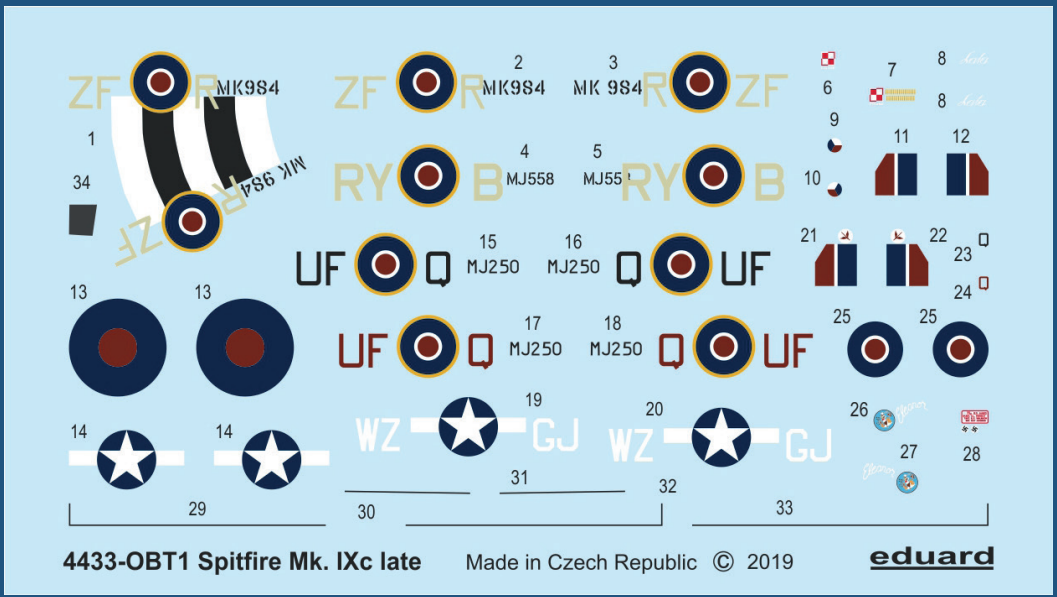


1/144, Cat. No. 4433

- plastic parts Eduard
- painting mask
- 4 marking options

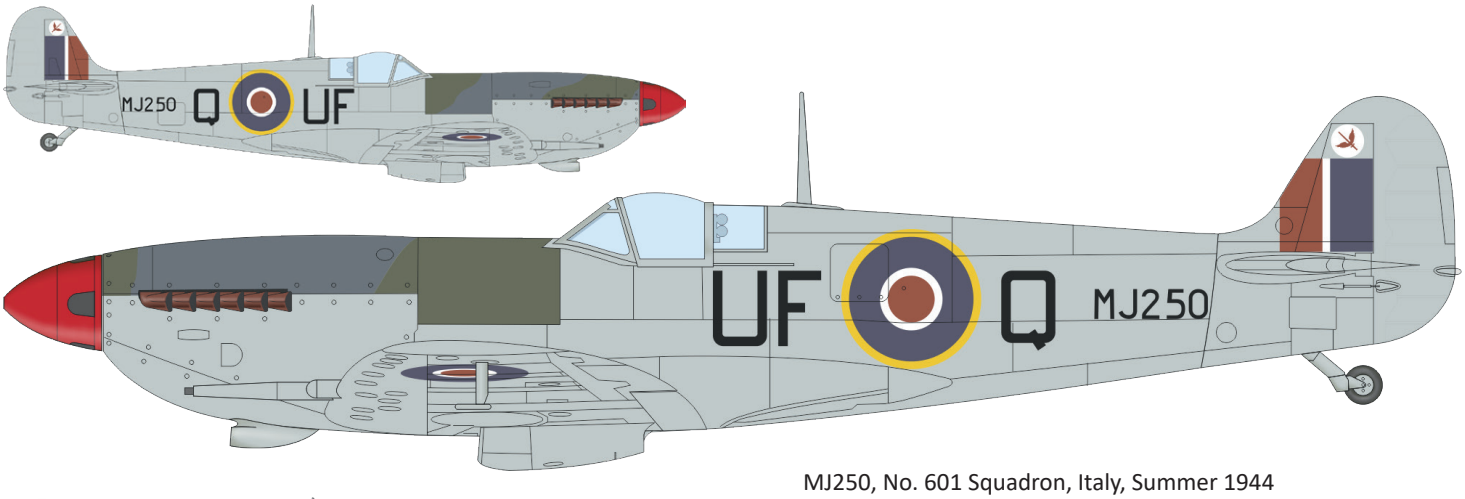


Product Page

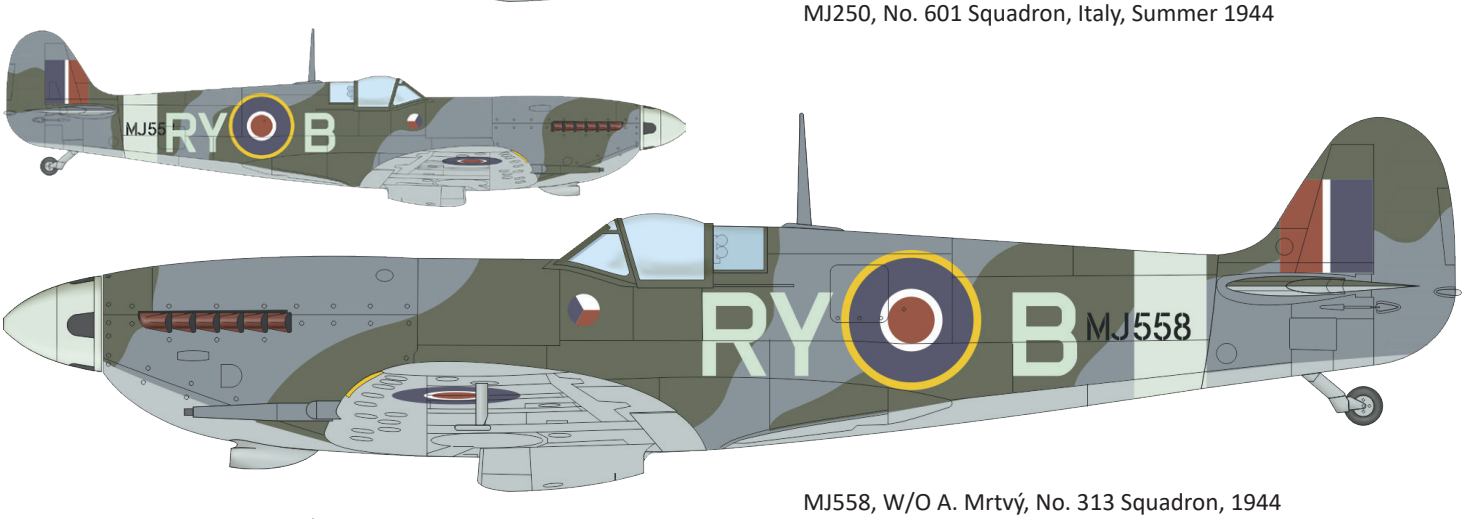


RECOMMENDED:

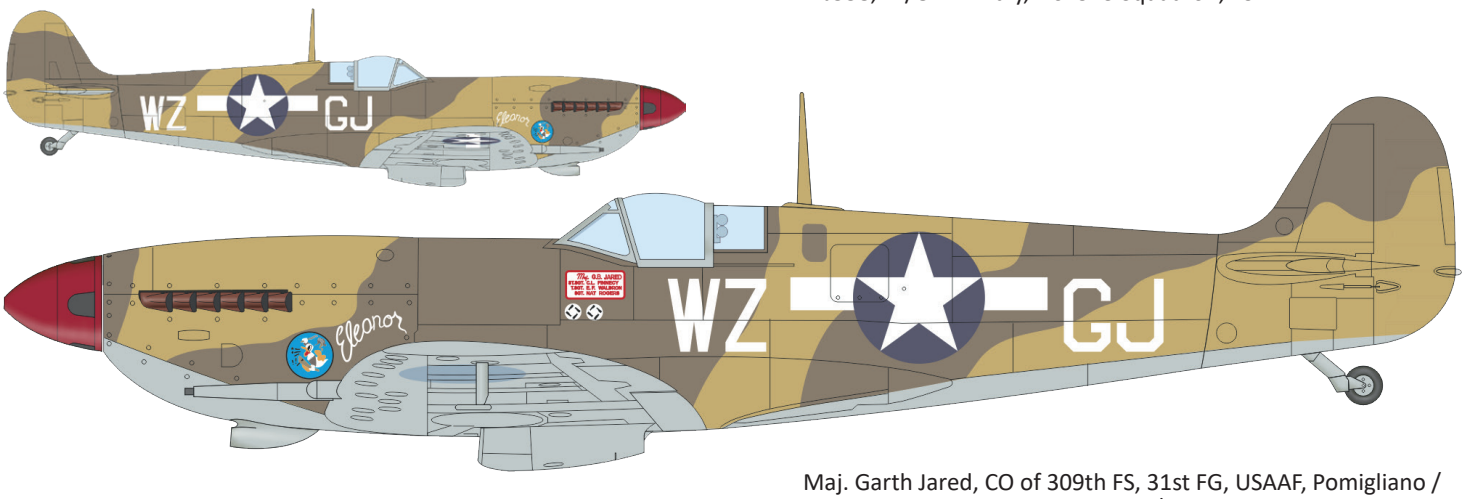
144006 Spitfire Mk.IX 1/144 (PE-Set)



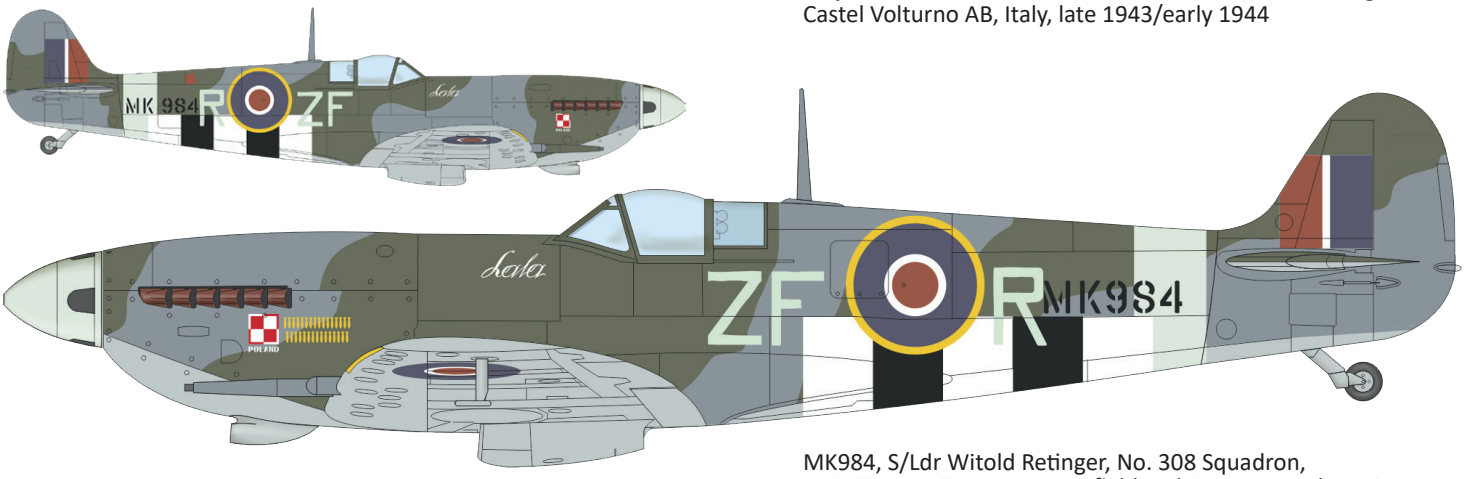
MJ250, No. 601 Squadron, Italy, Summer 1944



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



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



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

BFC034

P-40E

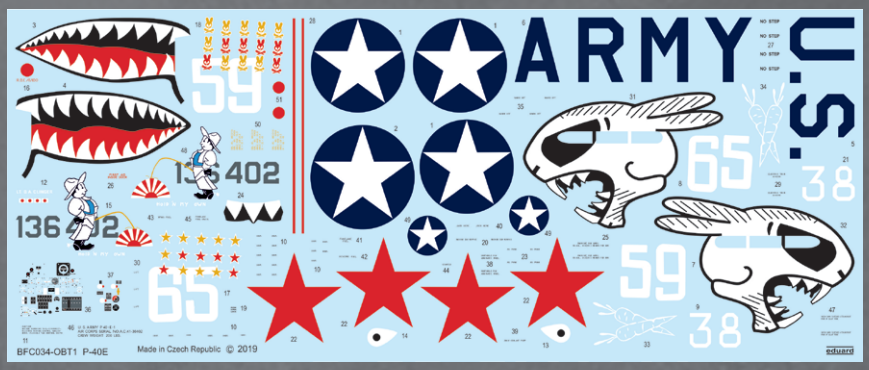
BUNNY FIGHTER
EDUARD EXCLUSIVE CLUB

NEW CLUB ACTIVATION KIT

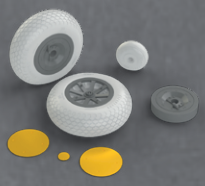
By purchasing this kit you become a Bunny Fighter Club member.

1/32, Cat. No. BFC034

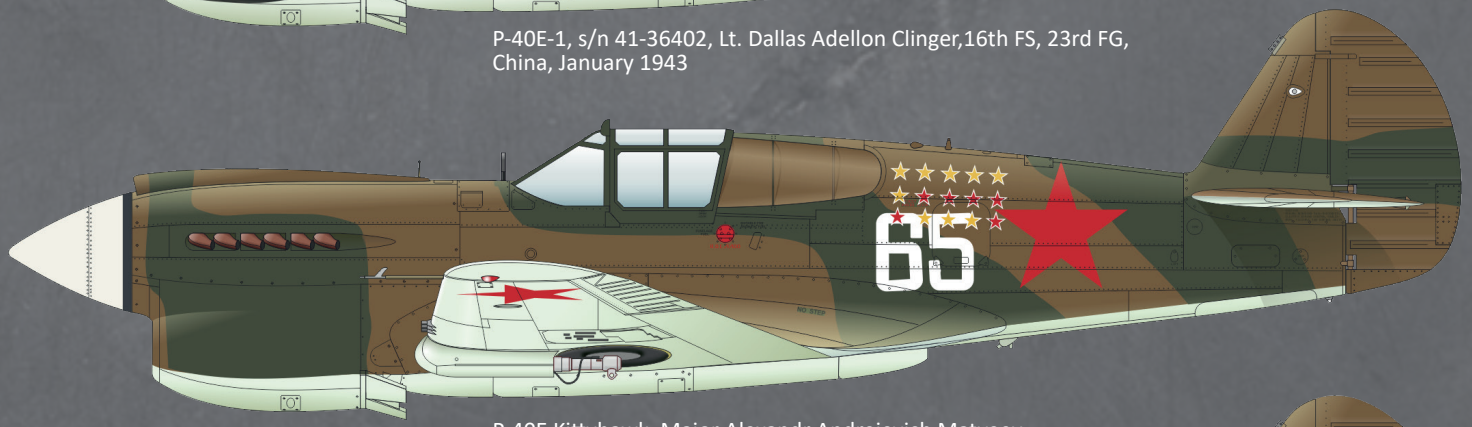
- Hasegawa plastic parts
- Photo-etched set
- Paiting mask
- 3 marking options
- Brassin: wheels, exhasut stacks
- Metal table with 3D effect



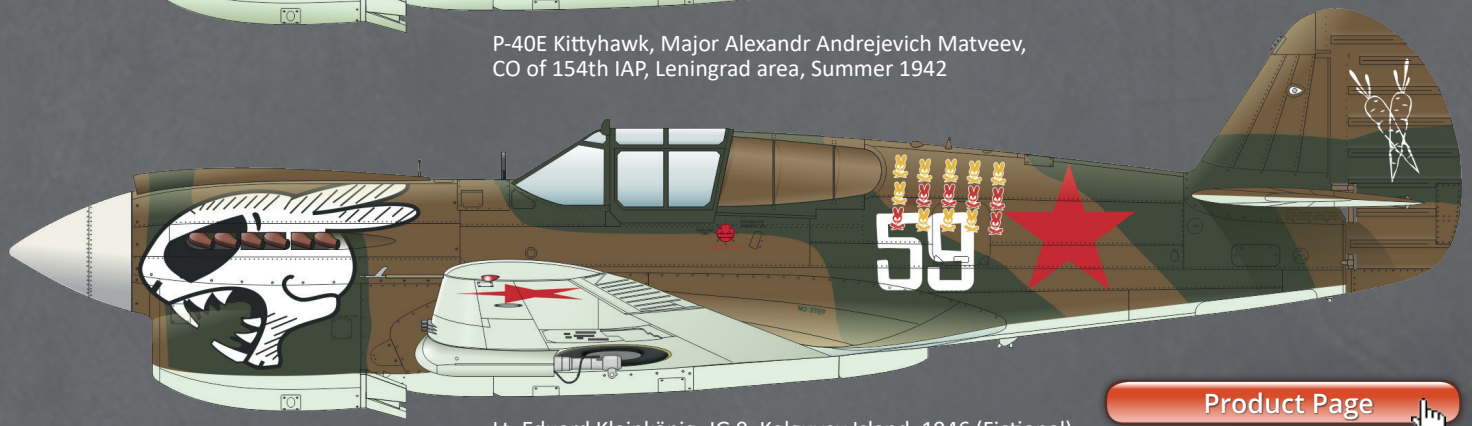




P-40E-1, s/n 41-36402, Lt. Dallas Adellon Clinger,16th FS, 23rd FG, China, January 1943



P-40E Kittyhawk, Major Alexandr Andrejevich Matveev, CO of 154th IAP, Leningrad area, Summer 1942



Lt. Eduard Kleinkönig, JG 9, Kolguyev Island, 1946 (Fictional)

Product Page

BUNNY FIGHTER
EDUARD EXCLUSIVE CLUB

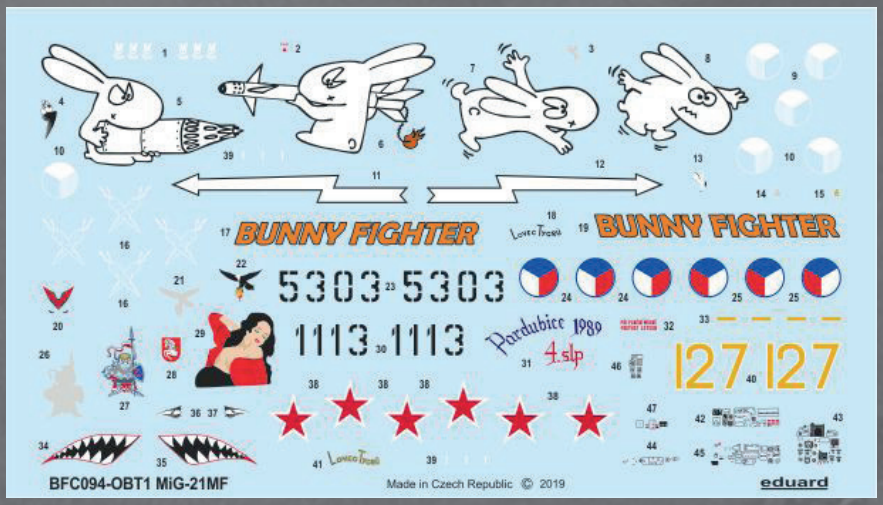
BFC094
MiG-21MF BUNNY FIGHTER

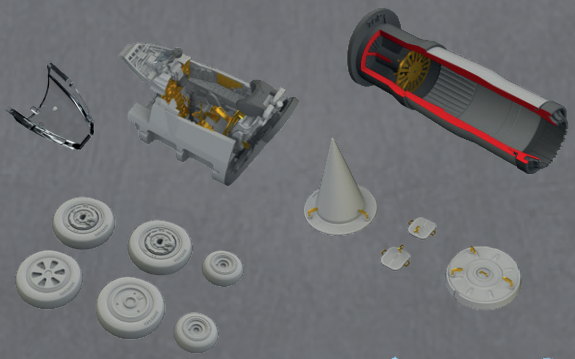
NEW CLUB ACTIVATION KIT

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

1/72, Cat. No. BFC094

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



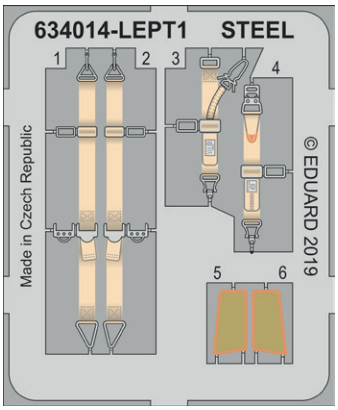




Product Page

Löök

634014
Fw 190A-8 LööK
1/32 Revell



LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Fw 190A-8 in 1/32 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Revell

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

Product Page





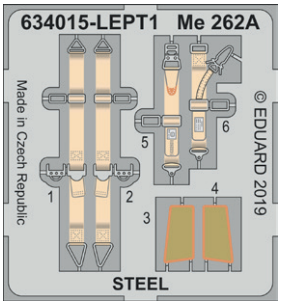
634015
Me 262A LööK
1/32 Revell

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Me 262A in 1/32 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Revell

Set contains:
- resin: 4 parts,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

Product Page





644030
P-51D-10 LööK
1/48 Eduard

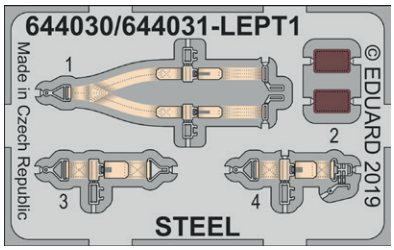


LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-51D in 1/48 scale. The dashboard is designed for subversion P-51D-10. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

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

Product Page







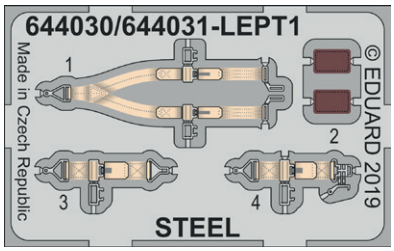
644031
P-51D-15+ LööK
1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-51D in 1/48 scale. The dashboard is designed for subversions P-51D-15+. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

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

Product Page









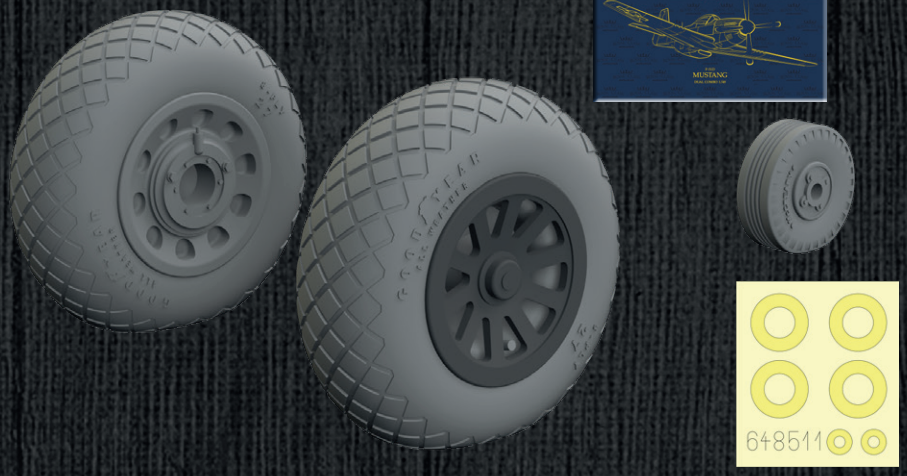


648511
P-51D wheels diamond tread 2
1/48 Eduard

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





648512
P-51D wheels rhomboid 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





648514
P-51D wheels grooved
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

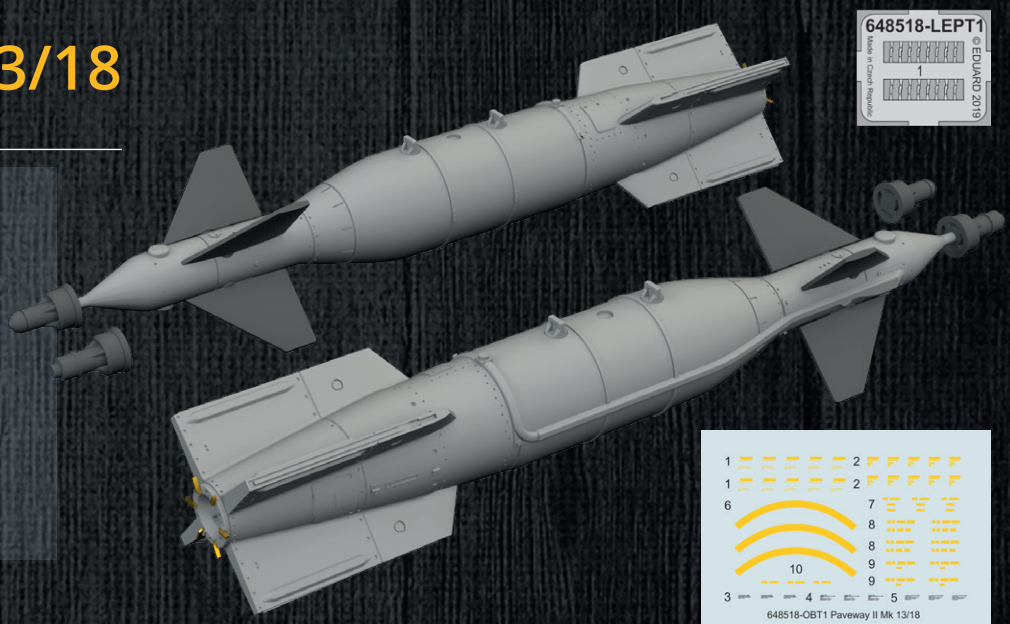


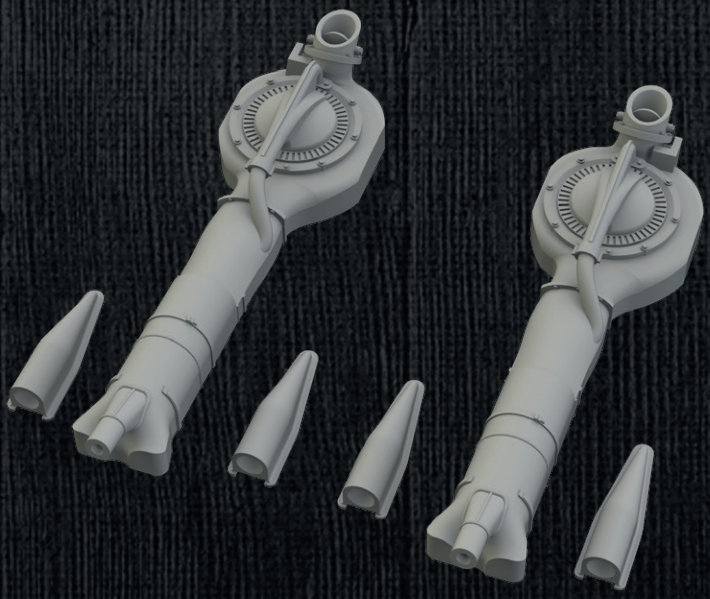
648518
Paveway II Mk 13/18
1/48

Brassin set - the laser guided bombs Paveway II Mk.13/18 in 1/48 scale. The set consists of 2 bombs.

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

Product Page





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

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

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

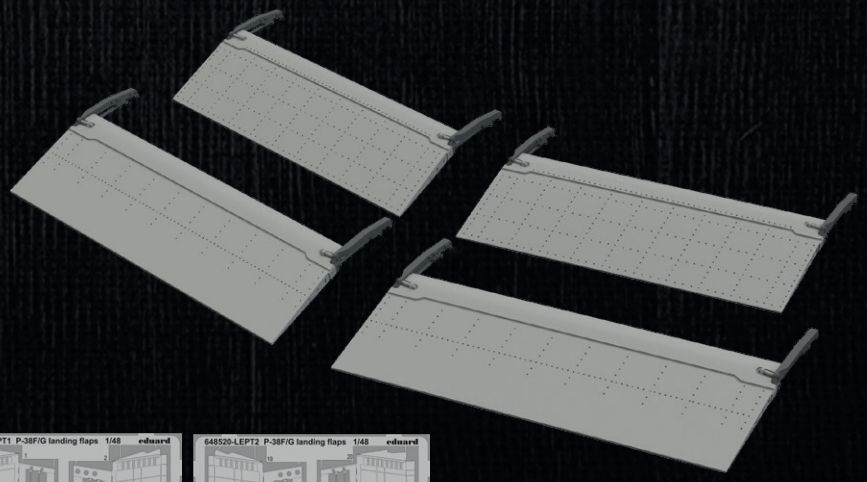
Product Page

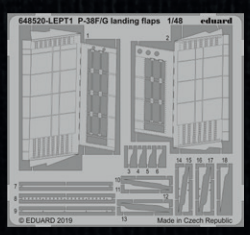
648520
P-38F/G landing flaps
1/48 Tamiya

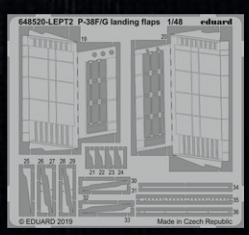
Brassin set - landing flaps for P-38F/G in 1/48 scale.
Recommended kit: Tamiya

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

Product Page





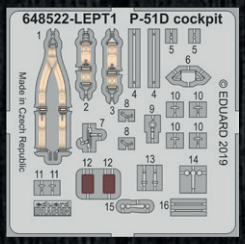


648522
P-51D cockpit
1/48 Eduard

Brassin set - the cockpit for P-51D in 1/48 scale. Designed for subversions P-51D-10+.
Recommended kit: Eduard

Set contains:
- resin: ca 28 parts,
- decals: yes,
- photo-etched details: yes, pre-painted,
- painting mask: no.

Product Page







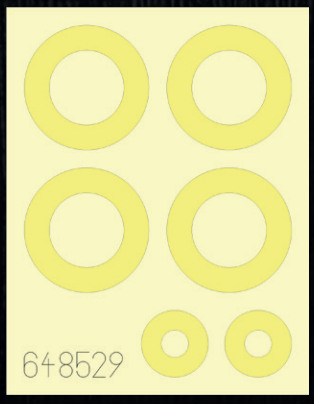
648529
B-17 wheels
1/48 HKM

Brassin set - the undercarriage wheels for B-17 in 1/48 scale. The set consists of main wheels and a tailwheel.
Easy to build, replaces plastic parts.
Recommended kit: HKM

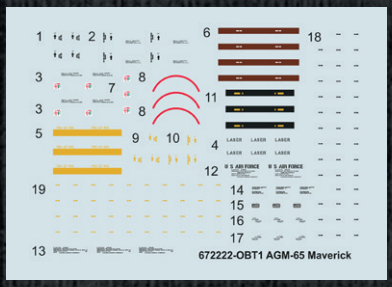
Set contains:
- resin: 7 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.

Product Page





672222
AGM-65 Maverick
1/72





Brassin set - the air-to-ground missile AGM-65 Maverick in 1/72 scale.
The set consists of 2 missiles and launchers.

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

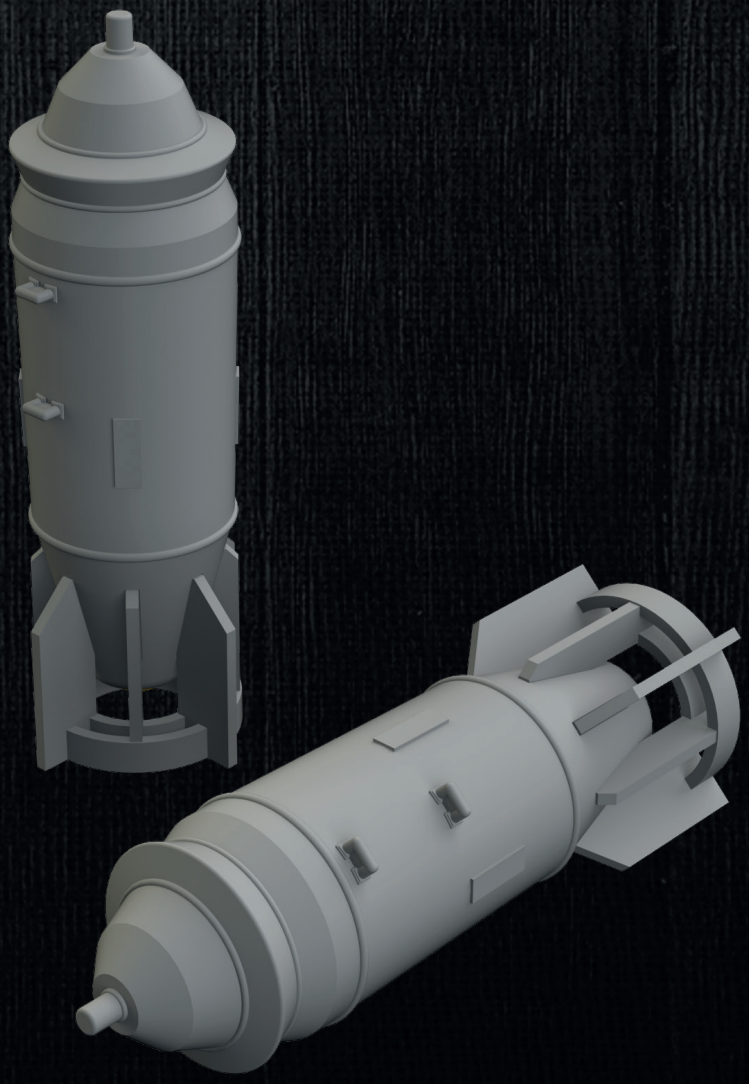
Product Page

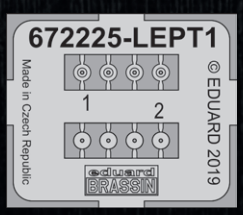
672225
FAB-500 M54
1/72

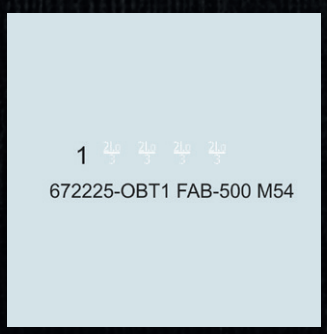
Brassin set - the Soviet / Russian FAB-500 M54 bombs in 1/72 scale.
The set consists of 2 bombs.

Set contains:
- resin: 4 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: yes.

Product Page







SIN64863

MiG-23BN

1/48 Eduard

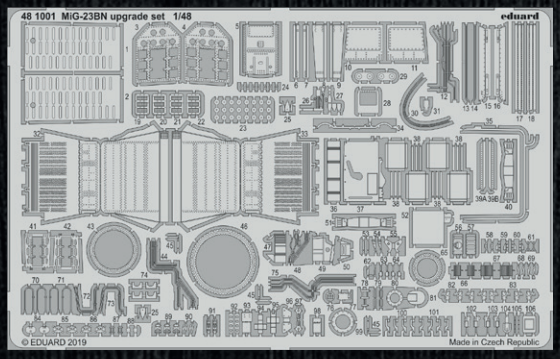


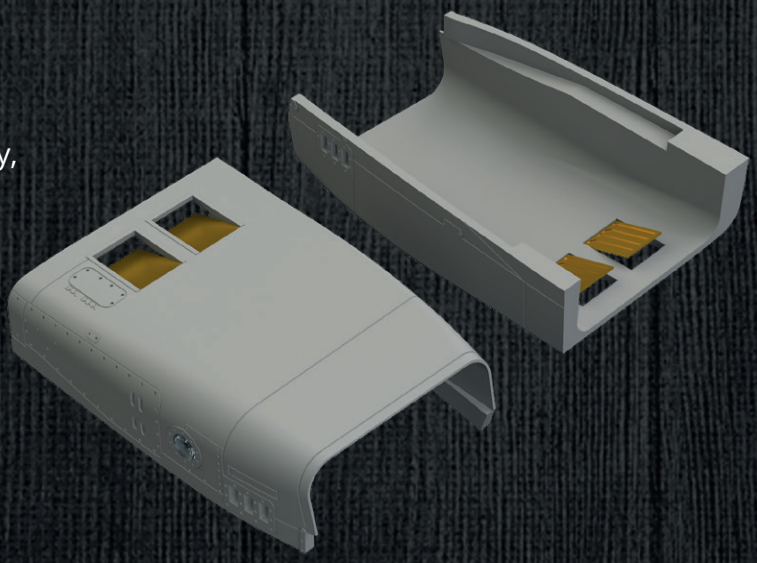
Collection of 4 sets for MiG-23BN in 1/48 scale by Eduard / Trumpeter.

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

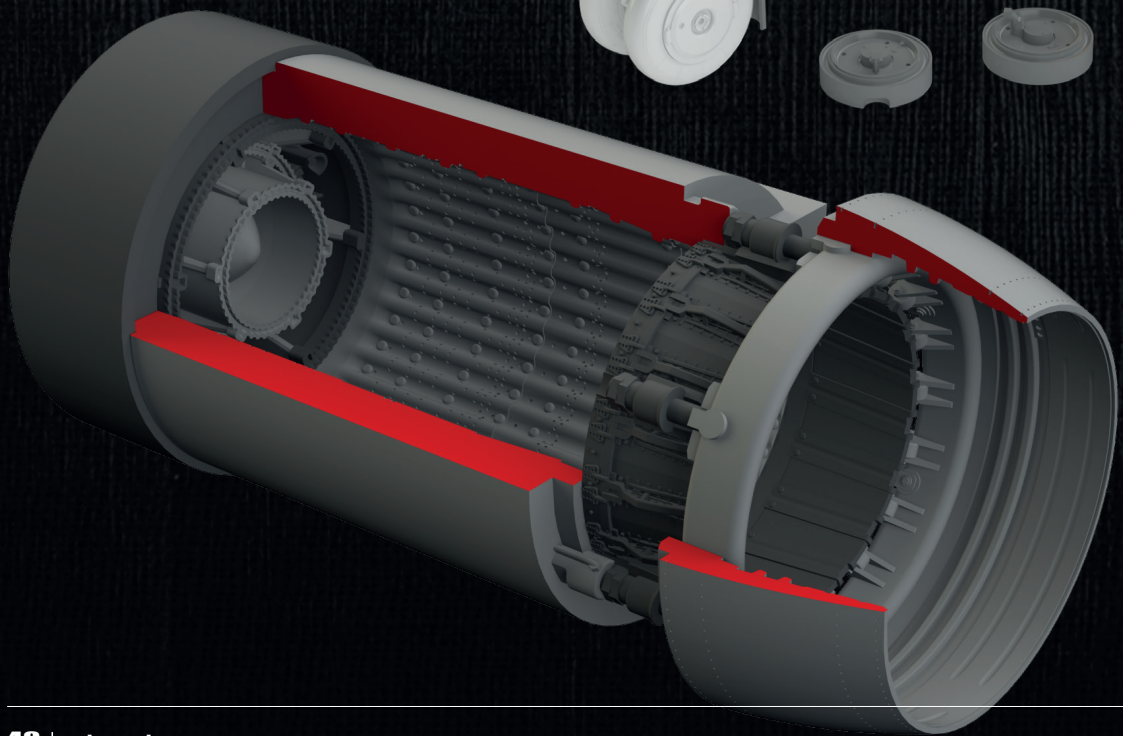
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.

Product Page









SIN64864

P-51D-5 ESSENTIAL

1/48 Eduard





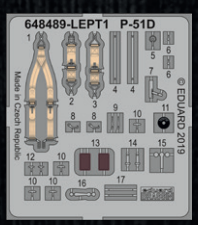


Collection of 4 sets for P-51D-5 in 1/48 scale by Eduard.

- 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%.

Product Page





VIETNAM WAR USAF ECM PODS



AN/ALQ-71

The initial bombing of North Vietnam began on 3 March 1965. Known as Operation ROLLING THUNDER, it lasted until 30 October 1968. North Vietnam was defended by to SA-2 Guideline (Soviet designation V-750 or S-75) Surface-to-Air-Missiles (SAM) that relied on the SNR-75 fire control and tracking radar, known by its NATO code name of FAN SONG. The SAMs forced the attacking aircraft (primary F-105D/Fs) to fly at lower altitudes, which made them vulnerable to Anti-Aircraft Artillery (AAA), much of which was directed by the SON-9 FIRE CAN radar. Electronic Countermeasures (ECM) pods were introduced by the USAF to defeat these radars.

Since the primary threat, the SA-2, was only found in North Vietnam, when looking at contemporary photos from the war, if an aircraft had ECM pods, it was headed for North Vietnam. If it didn't, it was going to South Vietnam, Laos or Cambodia.

It's helpful to know how the FAN SONG radar worked. This, believe it or not, is a VERY simplified explanation! (Since the Vietnam War, NATO has changed the radio frequency band designations. For this explanation, the original band designations are used.) The FAN SONG had three antennas:

- A rectangular vertical trough that tracked target elevation operating in the F-band using vertically polarized beams. The U.S. ECM antennas that addressed azimuth were referred to as EVEN antennas.
- A horizontal trough that tracked target azimuth operating in the E-band using horizontally polarized beams. The U.S. ECM antennas that addressed elevation were referred to as ODD antennas.
- A dish antenna at the end of the horizontal trough sent guidance signals to the missile in C-band, with the missile responding in F-band.

The SA-2 missile had two stages. Once the first (booster) stage burned out and fell away, it uncovered the 'beacon' antenna at the back of the second stage, allowing the Fan Song's dish antenna to guide the missile using a sequence of three-pulse groups known as 'triplets'.

The initial variants of the AN/ALQ-71 and AN/ALQ-87 were each composed of two cannisters which contained two transmitters each. Initially, the pods were configured with two jammers assigned to barrage jam the Fan Song with the other two jamming AAA radars.

The QRC-160-1 was the pre-production variant of what became the AN/ALQ-71. It was used on three 45th TRS RF-101Cs flying out of Tan Soh Nhut AB (near Saigon) on 29 April 1965. Each jet carried four pods! They used two pylons with either one pod, or two using a dual adapter (the only published photograph of an RF-101C with a QRC-160-1 shows a single parent-mounted pod). The RF-101C was not designed with wing pylons and the jury-rigged installation had adverse effects on the aircraft and the aerodynamic vibrations damaged the pods. So, this poorly thought out experiment was quickly ended. The pods themselves were then made more physically robust (including the addition of two hardbacks on the top of the pods) and redesignated QRC-160A-1.

As losses of F-105D/Fs mounted during 1966, the idea of using ECM pods was revisited. Despite some initial misgivings, the 355th TFW at Takhli RTAFB began carrying QRC-160A-1 pods on 26 September 1966. The pods proved so successful that soon every 355th jet was carrying pods under both wings! However, there was a limited number of pods at the time (about 140), so half were given to the 388TFW F-105D/Fs at Korat RTAFB. By November 1966 all F-105D/Fs flying over North Vietnam were equipped with QRC-160A-1s. The most famous use of the QRC-160A-1s was during Operation Bolo in January 1967, when 8th TFW F-4Cs borrowed some pods and pretended to be F-105s. Carrying the pods on the right outboard wing pylons, they lured 11 North Vietnamese MiG-21s into a trap, shooting down seven.

Production versions of the QRC-160A-1 pods, known as AN/ALQ-71(V)-2, began arriving in Thailand in December 1966. During this initial time period, the F-105D/Fs flew in carefully defined four-ship 'pod' formations to maximize jamming effectiveness. Lead (#1) carried a pod mounting EVEN antennas. Assistant flight lead (#3) carried a pod mounting ODD antennas. Their wingmen (#2 & #4) would carry at least one pod on an outboard station and, by the end of 1967, on both outboard pylons, one each EVEN and ODD, with the EVEN pods mounted on the wings on the outside of the formation. (Beginning in December 1966, Lead and three often carried an AERO 3B-mounted AIM-B Sidewinder on the opposite outboard pylon.)

'Special' Pods

The so-called 'SPECIAL' pods were a slight modification of the original pods that used all four transmitters to block the SA-2 guidance (beacon) commands. Beginning in November 1967, 388th TFW Wild Weasel F-105Fs began using a configuration of two pods per aircraft: one standard (sometimes called 'NORMAL') and one beacon configured (almost always marked as 'SPECIAL' on the side of the pod). Strike F-105D/Fs of the 355th and 388th TFWs adopted this practice the following month. AN/ALQ-71s were used as SPECIAL pods prior to April 1968, but gradually gave way to the more powerful AN/ALQ-87s for this task by July 1968.

By 1968 all aircraft using ECM pods were modified to provide

aircraft electrical power to the pods, so the ram air turbines (RAT) originally used were replaced by dummy nose cones.

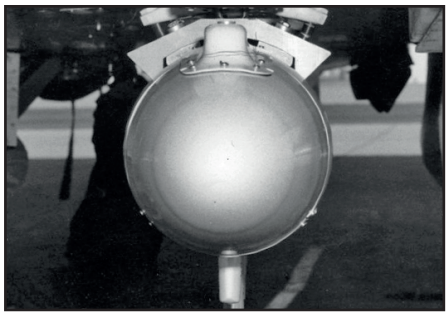
As the number of AN/ALQ-71 pods increased, USAF F-4D/Es were also fitted with them beginning in April 1967. Initially the F-4s were modified to carry the pods on other pylons than the right outboard, but soon the strike aircraft began carrying them in the front Sparrow wells, freeing up the other stations for ordnance or fuel tanks.

The first F-4D unit to receive ECM pods was apparently the Udorn RTAFB-based 432nd TRW. Prior to January 1968 they carried at least one AN/ALQ-71. From January through March 1968, they carried two AN/ALQ-71 pods, one standard and one SPECIAL.

Beginning in April 1968, Da Nang-based 366th TFW F-4D/Es, which only flew in the southern part of North Vietnam where the only threat was (wrongly) assumed to be AAA, were fitted with a single AN/ALQ-71 pod. Since the pod formation was only needed to counter the SAM threat, these aircraft commonly flew in pairs.





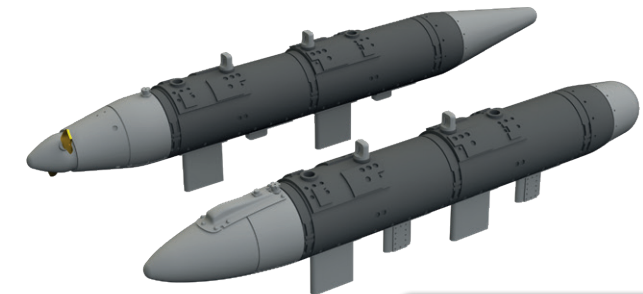




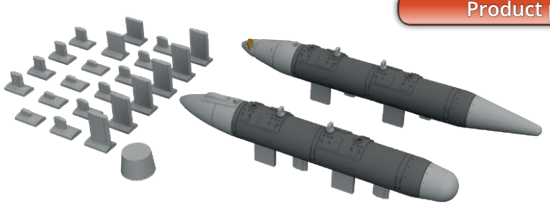


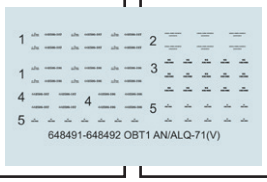


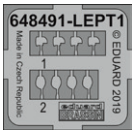
Cat. No. 648491 AN/ ALQ-71(V)-2 ECM pod



Product page



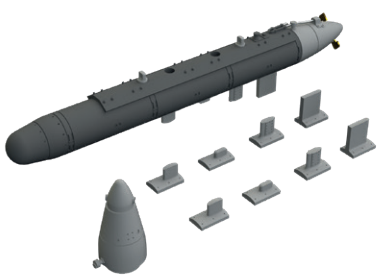




Cat. No. 648492 AN/ALQ-71(V)-3 ECM pod



Product page



AN/ALQ-87

Pre-production versions of what would become known as the AN/ALQ-87 were the QRC-160-8. Like the AN/ALQ-71 they were noise jammers, but the new pod was twice as powerful as the AN/ALQ-71. Unlike the AN/ALQ-71, which had a round cross section, the AN/ALQ-87 had a ridge running down both sides of the top half of the pod to facilitate sway braces and a smaller ridge running down each side of the pod where it split in two for maintenance.

Three QRC-160-8 pods were tested by on Ubon RTAFB-based F-4Cs of the 8th TFW beginning mid-1967, but production AN/ALQ-87s didn't arrive until October (so use of RATs soon became rare).

During January and February 1968, each Ubon RTAFB-based 8th TFW strike F-4D carried two AN/ALQ-87 pods—one standard and one SPECIAL. From March through June they still carried one standard and one SPECIAL pod, but both AN/ALQ-71s and AN/ALQ-87s were used. From July 1968 until the bombing halt began, their F-4Ds carried only one standard-configured AN/ALQ-71 or AN/ALQ-87 pod.

In addition to F-105D/Fs, AN/ALQ-87 pods were used on F-4C/D/Es, F-111As (both in 1968 and 1972) and AC-130As.

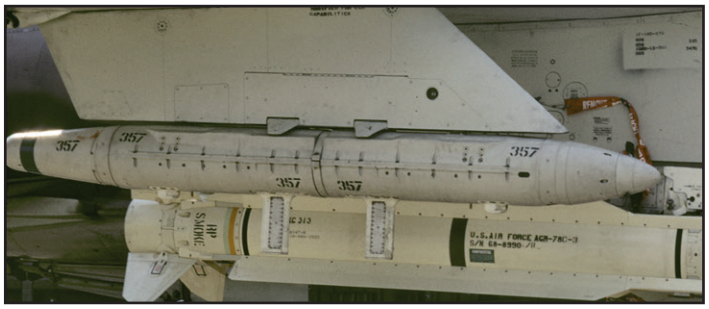
he SA-2 guidance (beacon) commands. Beginning in November 1967, 388th TFW Wild Weasel F-105Fs began using a configuration of two pods per aircraft: one standard (sometimes called 'NORMAL') and one beacon configured (almost always marked as 'SPECIAL' on the side of the pod). Strike F-105D/Fs of the 355th and 388th TFWs adopted this practice the following month. AN/ALQ-71s were used as SPECIAL pods prior to April 1968, but gradually gave way to the more powerful AN/ALQ-87s for this task by July 1968.

By 1968 all aircraft using ECM pods were modified to provide aircraft electrical power to the pods, so the ram air turbines (RAT) originally used were replaced by dummy nose cones.

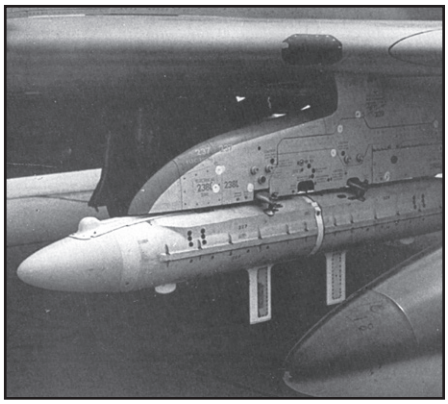
As the number of AN/ALQ-71 pods increased, USAF F-4D/Es were also fitted with them beginning in April 1967. Initially the F-4s were modified to carry the pods on other pylons than the right outboard, but soon the strike aircraft began carrying them in the front Sparrow wells, freeing up the other stations for ordnance or fuel tanks.

The first F-4D unit to receive ECM pods was apparently the Udorn RTAFB-based 432nd TRW. Prior to January 1968 they carried at least one AN/ALQ-71. From January through March 1968, they carried two AN/ALQ-71 pods, one standard and one SPECIAL.

Beginning in April 1968, Da Nang-based 366th TFW F-4D/Es, which only flew in the southern part of North Vietnam where the only threat was (wrongly) assumed to be AAA, were fitted with a single AN/ALQ-71 pod. Since the pod formation was only needed to counter the SAM threat, these aircraft commonly flew in pairs.





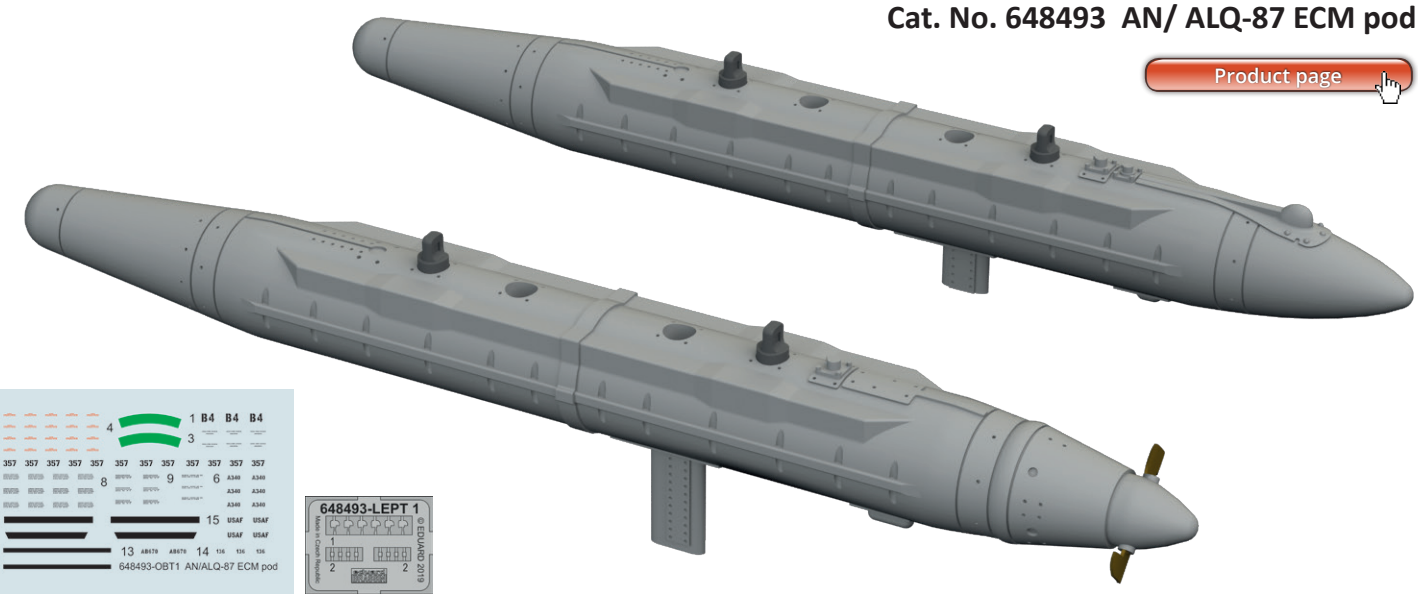






Cat. No. 648493 AN/ ALQ-87 ECM pod

Product page



AN/ALQ-101

QRC-335As, pre-production versions of what would become known as the AN/ALQ-101(V)-2 began showing up in SEA in April 1968. Unlike the earlier pods, it was capable of both noise (barrage) and deception jamming. However, production AN/ALQ-101 pods didn't become operational until 1970, during the bombing halt that began in November 1968 and lasting until early 1972.

Available information on the 432nd TRW is completely contradictory. In the same paragraph it is stated that they began receiving AN/ALQ-87s in April 1968 and during April and May carried a one each of standard AN/ALQ-71s and AN/ALQ-87s. Beginning in June 1968, this changed to carrying a single pod, either an AN/ALQ-71 or AN/ALQ-87. By mid-1968, RF-4Cs began carrying two standard AN/ALQ-71s. Then it goes on to state that the QRC-335As (also) arrived in April 1968 and until the bombing halt, the 432nd TRW F-4D/Es were configured with one standard and one SPECIAL pod (ALQ-71s or ALQ-87s), or one QRC-335A and one standard configured AN/ALQ-87.

Initially, Takhli-based 355th TFW Wild Weasel F-105Fs did not carry ECM pods. However, beginning in July 1968, they began carrying one QRC-335A and/or a normal AN/ALQ-87. F-105F Wild Weasels from the 388th TFW didn't began using QRC-335As until the end of 1968 (presumably after the bombing halt began). Later, the F-105G Wild Weasels used a 'split' AN/ALQ-101, called the AN/ALQ-105, mounted on its fuselage flanks.

Although authorized for use by the F-105D, no evidence has been found to indicate they actually used the AN/ALQ-101 operationally and all the F-105s, save the F-105Gs were withdrawn from SEA well before the bombing of North Vietnam began again in 1972.

By the time of Operation LINEBACKER, which began in May 1972, the AN/ALQ-71s appear to have been largely (but not totally) superseded by a mixture of AN/ALQ-87s and AN/ALQ-101s. AN/ALQ-101(V)-2s were also used as SPECIAL pods.

In total, 155 of the original AN/ALQ-101(V)-2 pods were built. Only 71 of the longer AN/ALQ-101(V)-3 were built before being superseded by the AN/ALQ-101(V)-4, with 324 being built and seeing extensive used during Operation LINEBACKER. Only 58 AN/ALQ-101(V)-6s, with the distinctive conduit running down the left side of the pod, were built. While they may have been used towards the end of the Vietnam War, they seem to have been mainly exported. They were widely used by Israeli F-4Es during the 1973 Yom Kippur War, carried in the front left Sparrow well, and were also noted on German F-4Fs, mounted on the centerline station.







USAF Units Using ECM Pods During the Vietnam War

During the Vietnam War, pods were distributed by base. These bases and their aircraft were:

Da Nang AB	Mar 68-Apr 69 Jan 68-Jun 72 Apr 69-Jun 72	366th TFW	F-4D (CA-CZ) F-4D (LF) F-4E (LA, LC)
Korat RTAFB	Apr 66-Dec 69 Nov 68-Dec 75 Jun 74-Jun 75	388th TFW 347th TFW	F-105D/F (JJ, JE, JV) F-105G (JB, MD, ZB), F-4E (JJ, JV, UP), A-7D (JH) F-111A (HG)
Takhli RTAFB	Nov 65-Dec 70 Sep 72-Jul 73 Aug 73-Jun 74	355thTFW 474th TFW 347th TFW	F-105D/F (RE, RK, RM, RU), F-111A (NA) F-111A (HG)
Tan Son Nhut AB	Mar 65-May 65	45th TRS	RF-101C
Ubon RTAFB	Dec 65-Sep 74 Apr 72-Sep 73	8th TFW 4th TFW	F-4C (FG, FP) F-4D (FA, FG, FO, FP, FY), AC-130A/E (FT) F-4E (SA, SC, SJ)
Udorn RTAFB	Sep 66-Nov 74	432nd TRW	F-4D (OC, OO, OY), RF-4C (OZ), F-4E (ED, OS, OY, PN, ZF)

DKM Schleswig - Holstein

1/350 Trumpeter

DKM Schleswig - Holstein
1/350 Trumpeter (53245)

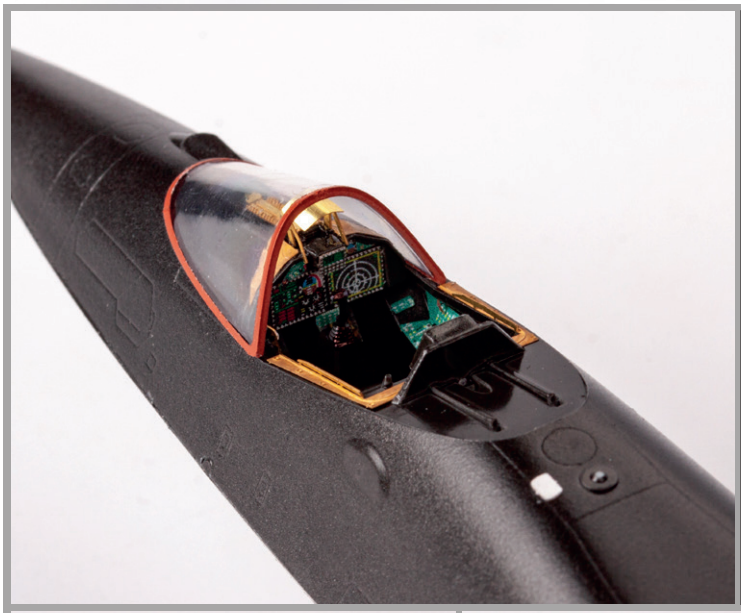


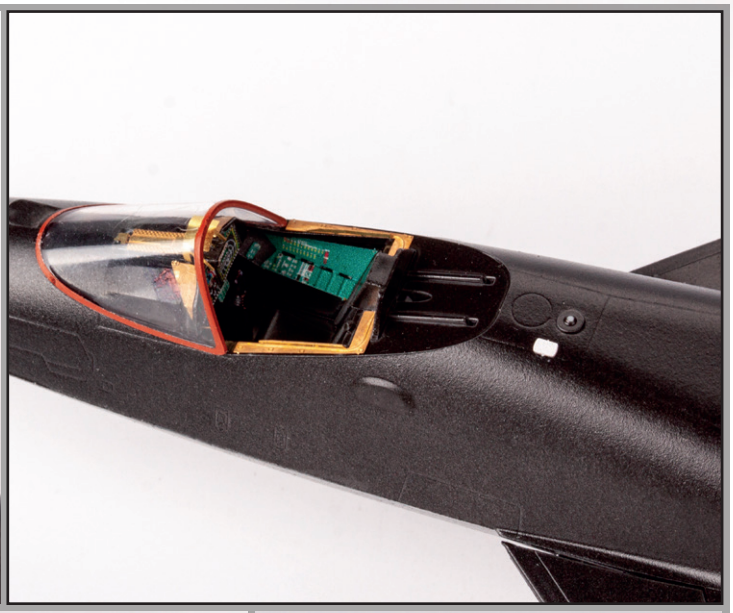


Su-57 1/72 Zvezda (73688)
Su-57 1/72 Zvezda (SS688) (Zoom)
Su-57 1/72 Zvezda (CX551) (Mask)

Su-57
1/72 Zvezda

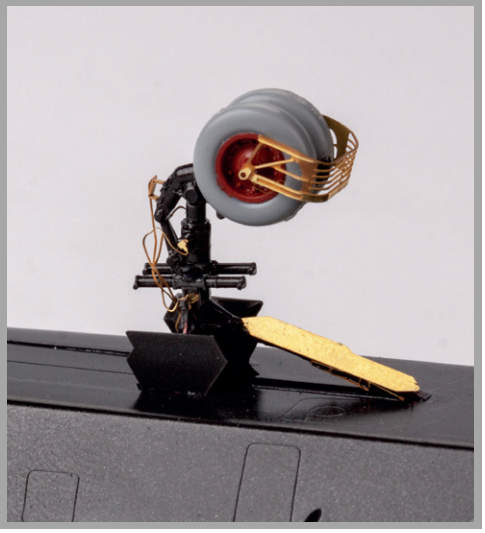






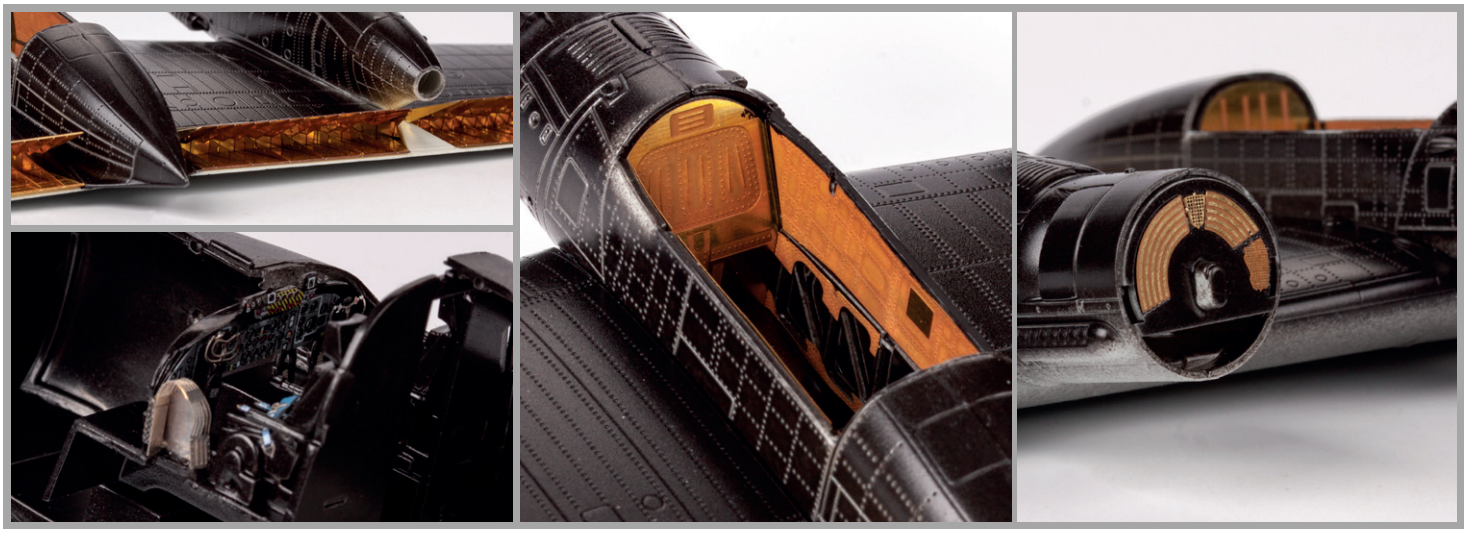






Shackleton MR.3
1/72 Revell

Shackleton MR.3 landing flaps 1/72 Revell (72693)
Shackleton MR.3 1/72 Revell (73690)
Shackleton MR.3 1/72 Revell (SS690) (Zoom)
Shackleton MR.3 1/72 Revell (CX553) (Mask)



Tu-22
1/72 Trumpeter

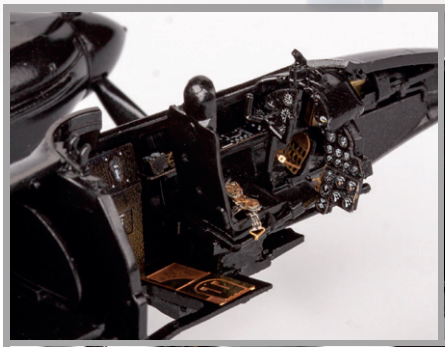
Tu-22 exterior 1/72 Trumpeter (72694)
Tu-22 interior 1/72 Trumpeter (73691)
Tu-22 1/72 Trumpeter (SS691) (Zoom)
Tu-22 1/72 Trumpeter (CX554) (Mask)

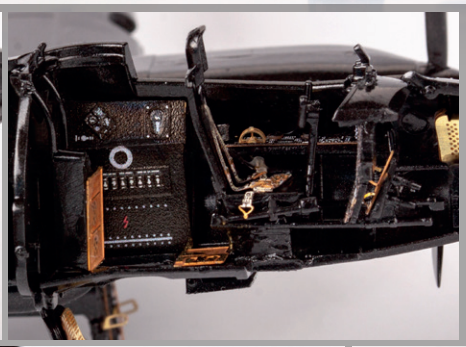


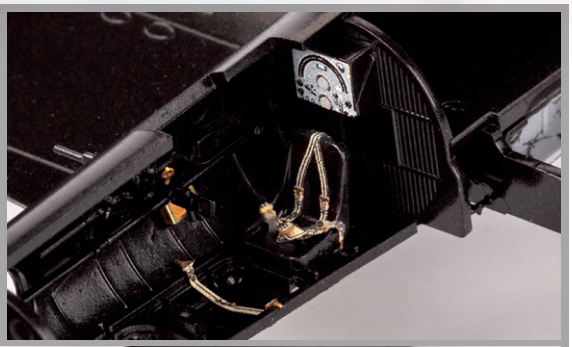
Pe-2 1/72 Zvezda (73689)
Pe-2 1/72 Zvezda (SS689) (Zoom)
Pe-2 1/72 Zvezda (CX552) (Mask)

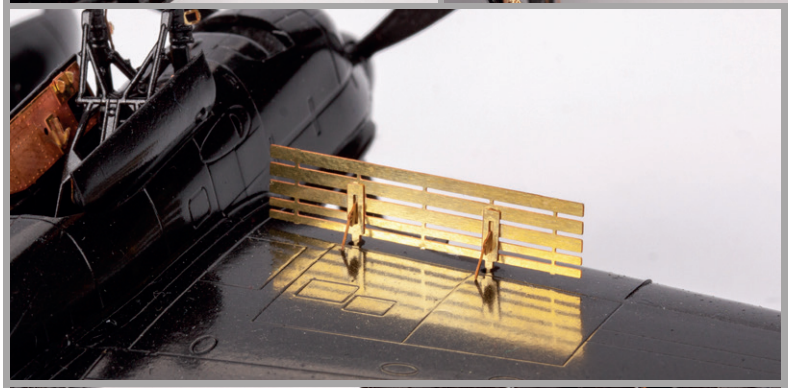
Pe-2 1/72 Zvezda



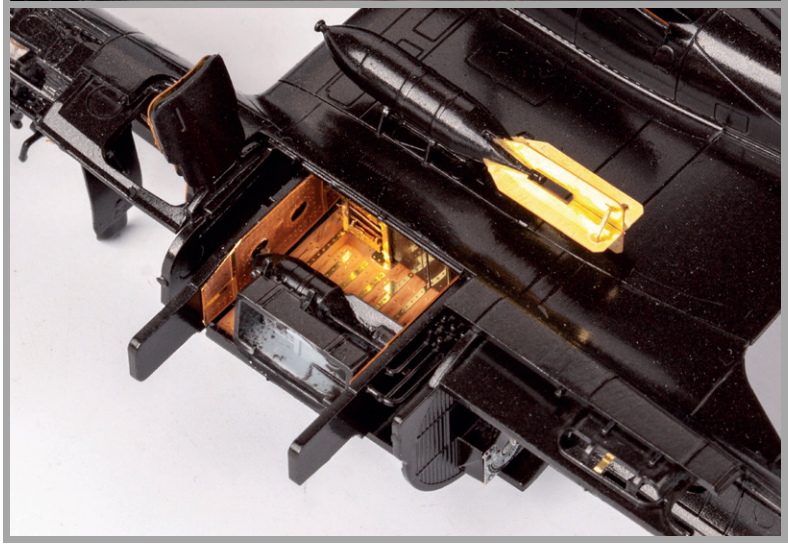














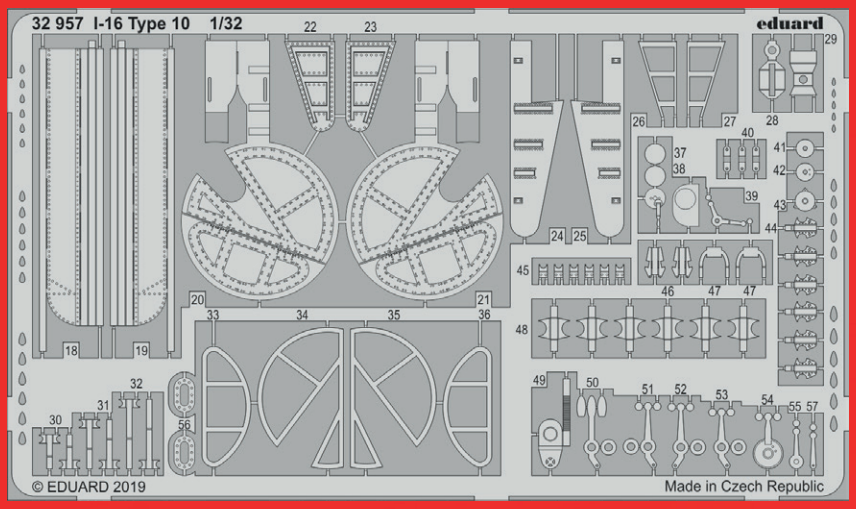
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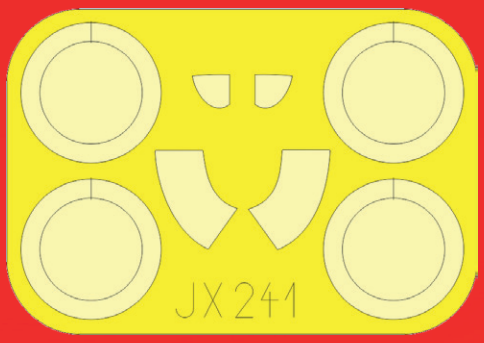
BIG ED

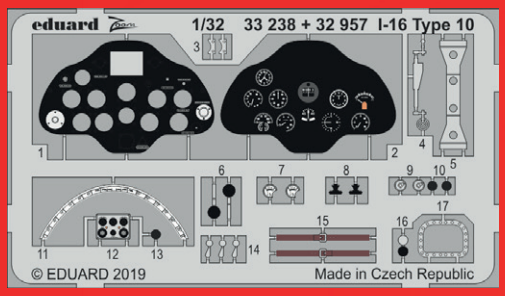
BIG33109 I-16 Type 10 1/32 ICM

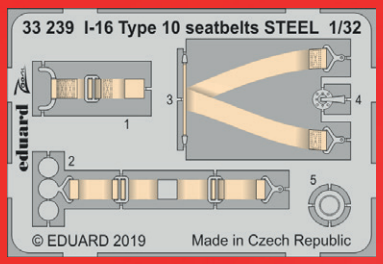
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32957 I-16 Type 10 1/32
33239 I-16 Type 10 seatbelts STEEL 1/32
JX241 I-16 Type 10 1/32





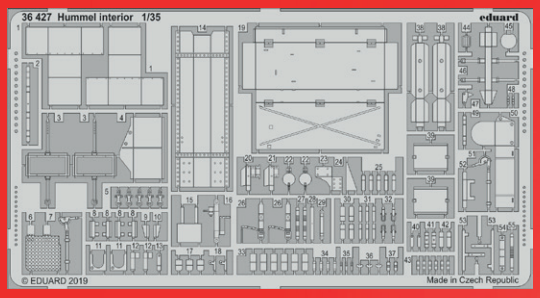


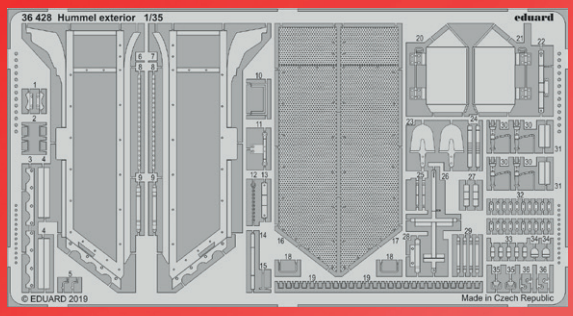


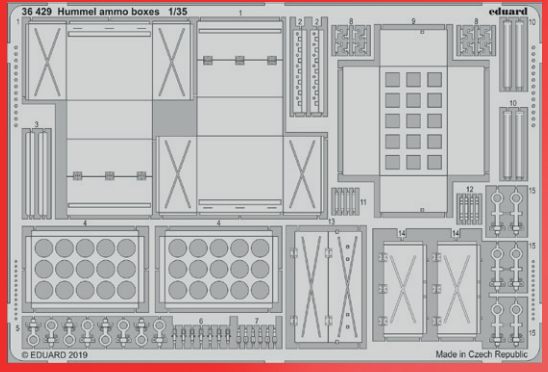
BIG3597 Hummel 1/35 Tamiya

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36427 Hummel interior 1/35
36428 Hummel exterior 1/35
36429 Hummel ammo boxes 1/35







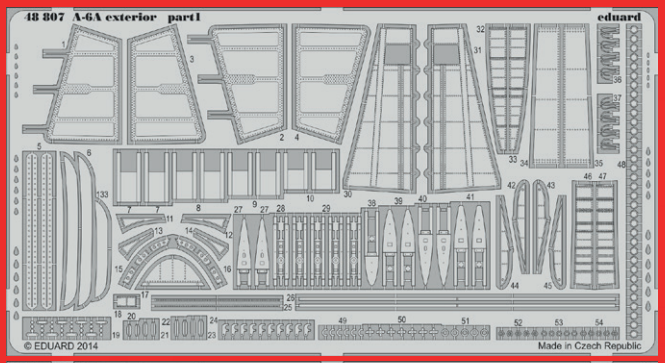
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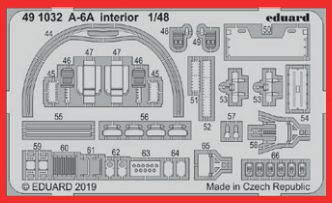
BIG ED

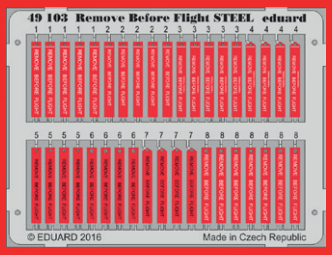
BIG49236 A-6A 1/48 Hobby Boss

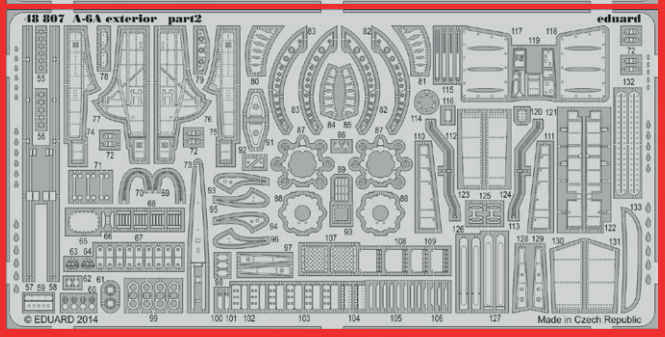
Product Page

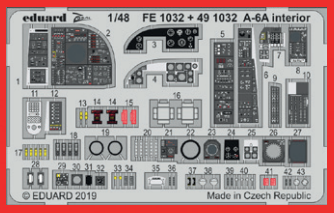
48807 A-6A exterior
491032 A-6A interior 1/48
FE1033 A-6A seatbelts STEEL 1/48
EX427 A-6A 1/48
49103 Remove Before Flight STEEL

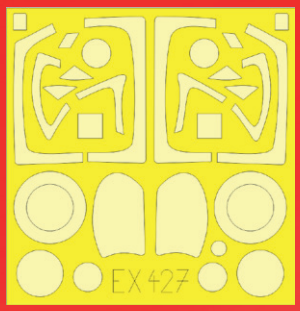


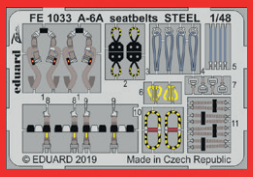








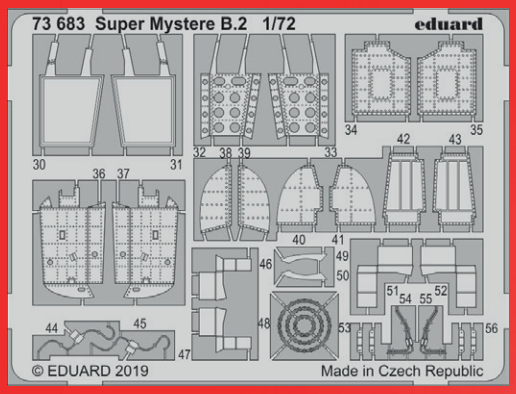


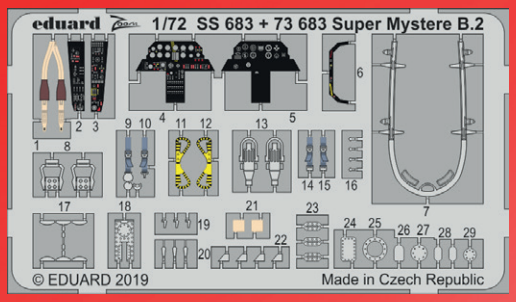


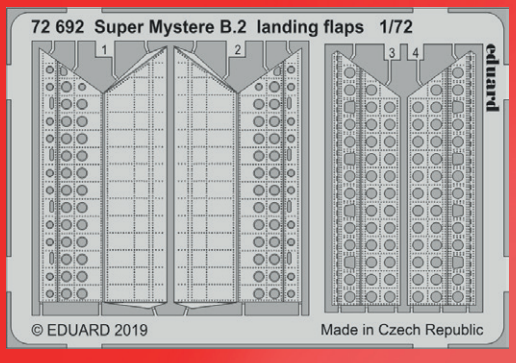
BIG72152 Super Mystere B.2 1/72 Special Hobby

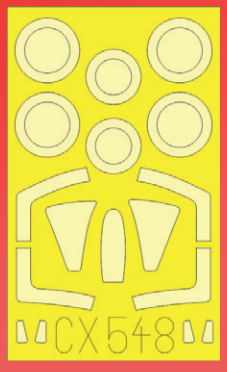
Product Page

72692 Super Mystere B.2 landing flaps 1/72
73683 Super Mystere B.2 1/72
CX548 Super Mystere B.2 1/72



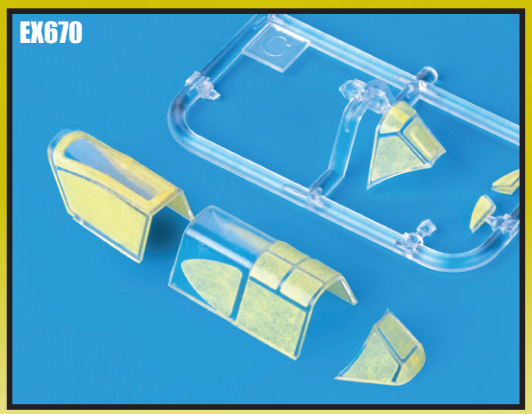


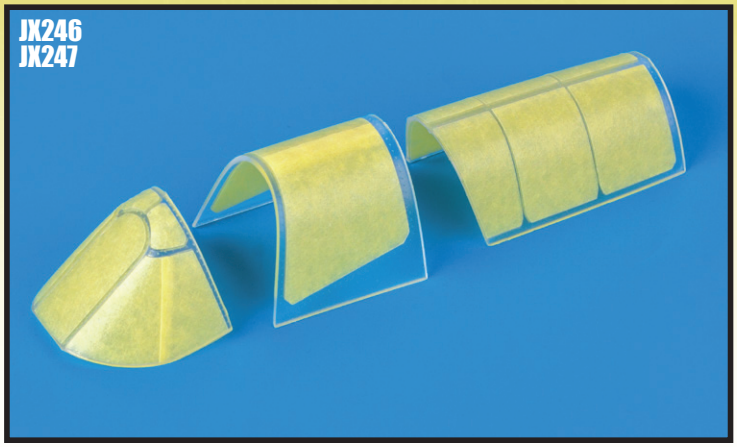


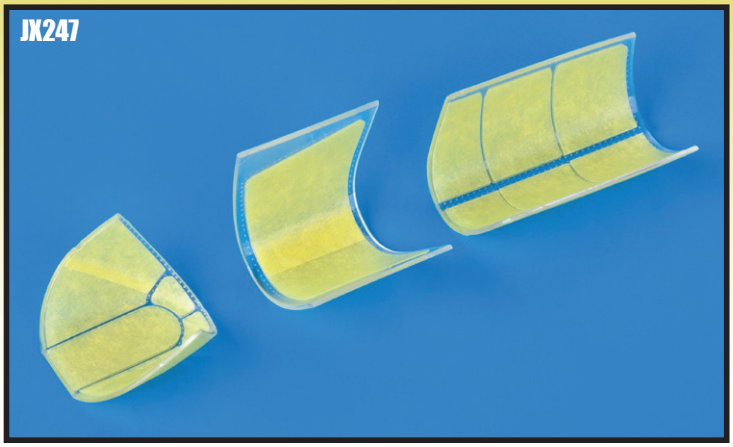


EDUARD MASK IT FITS!

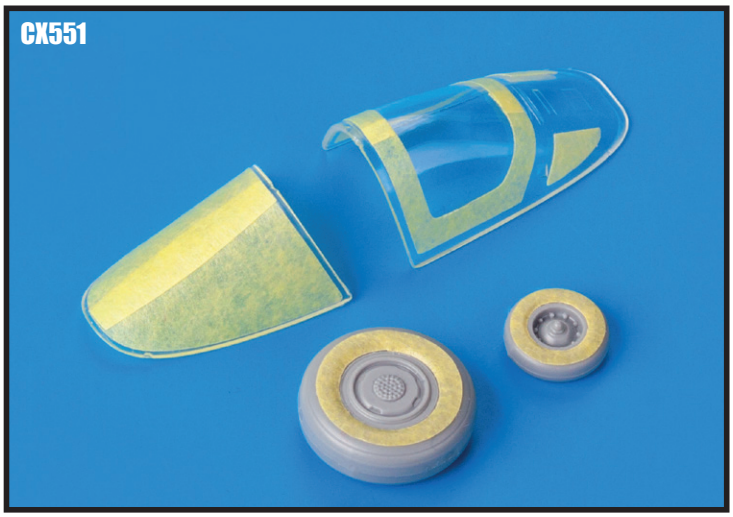
JX246 P-40N 1/32 Trumpeter
JX247 P-40N TFace 1/32 Trumpeter
EX668 F-104J 1/48 Kinetic
EX669 F-104J TFace 1/48 Kinetic
EX670 MiG-23BN TFace 1/48 Eduard/Trumpeter
EX671 Bloch MB.151 1/48 Dora Wings
CX551 Su-57 1/72 Zvezda
CX552 Pe-2 1/72 Zvezda
CX553 Shackleton MR.3 1/72 Revell
CX554 Tu-22 1/72 Trumpeter

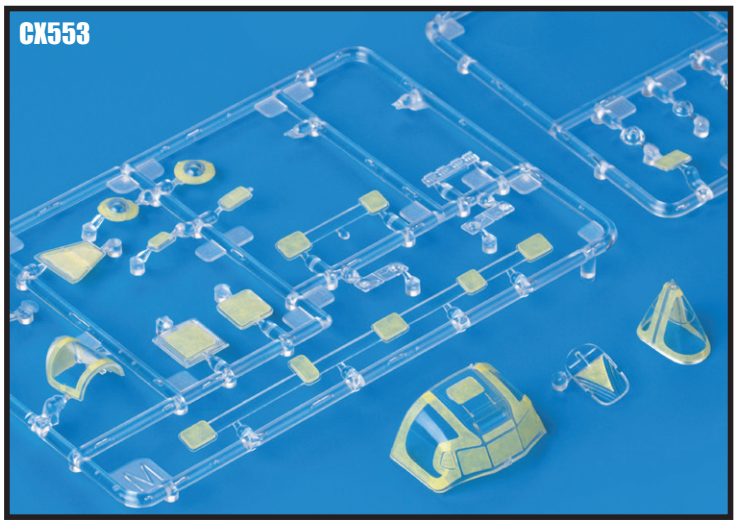


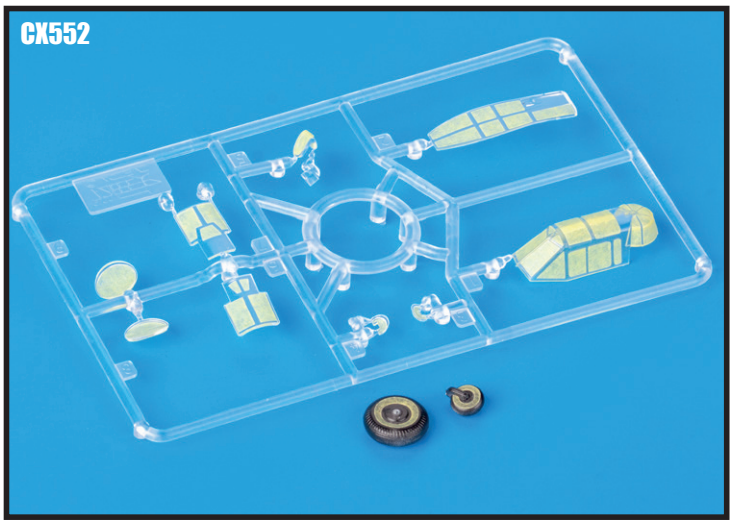












eduard

December 2019

Releases

KITS

R0020	Mustang	1/48	Royal Class
70141	MiG-21MF Interceptor	1/72	ProfiPACK
8071	Nieuport Ni-17	1/48	ProfiPACK
84157	Bf 109E-3	1/48	Weekend edition
4433	Spitfire Mk.IXc late version	1/144	Super44

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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

BIGED

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

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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

SIN64863	MiG-23BN	1/48	Eduard
SIN64864	P-51D-5 ESSENTIAL	1/48	Eduard

OBTISKY

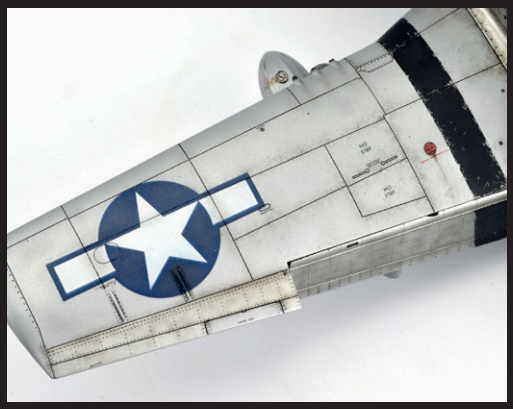
D48035	Bf 109G-10 MTT / WNF national insignia	1/48	Eduard
D48036	Fw 190A-8/R2 national insignia	1/48	Eduard
D48037	Fw 190A-8 national insignia	1/48	Eduard



1/48 P-51D MUSTANG™

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

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





built by Jan Baranec

Camo E
Cat. No. 11134

NEW DESIGN & TOOLS

eduard

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

RELEASE DATE 7 AUGUST 2019 @ WWW.EDUARD.COM

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P-51D 1/48 MUSTANG™

















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

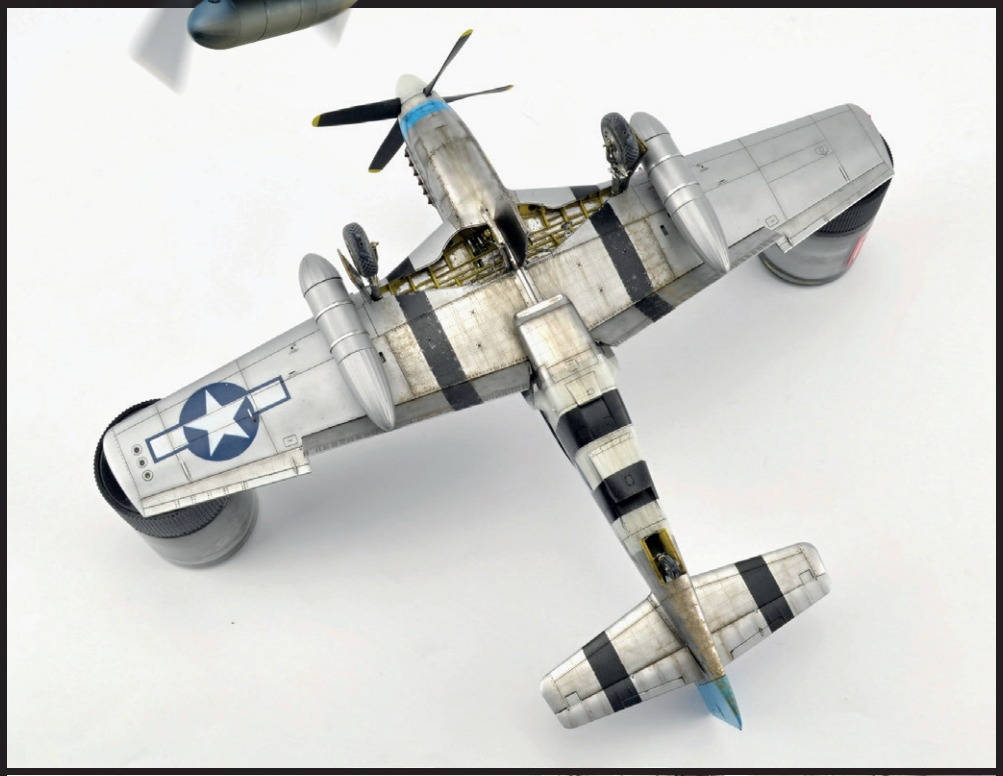
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P-51D MUSTANG™

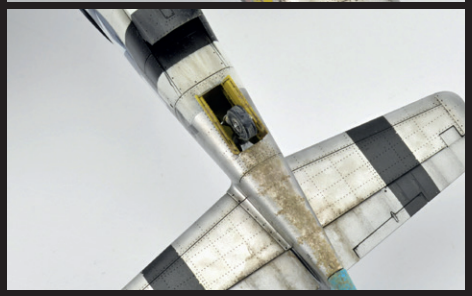
1/48

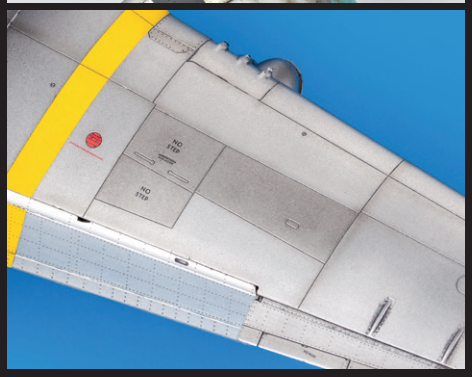












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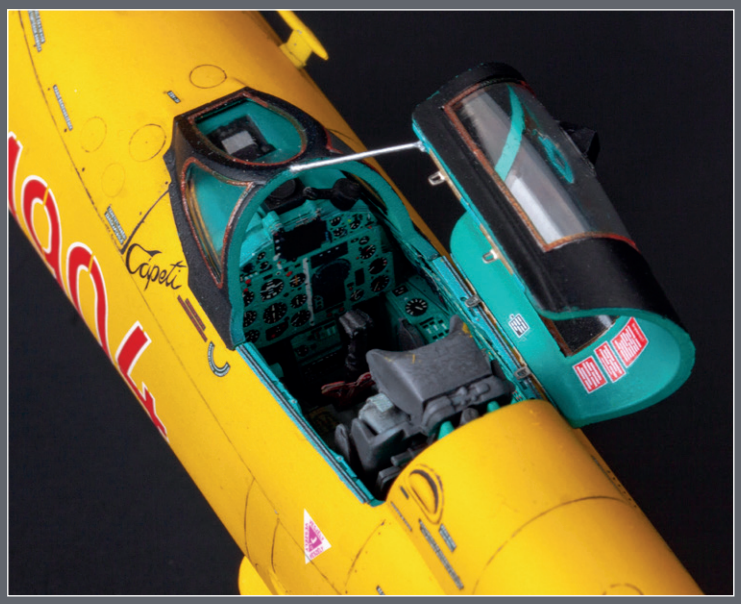
eduard
LIMITED EDITION

MiG-21bis around the World



Camo C
Cat. No. 11135

built by Tomáš Török





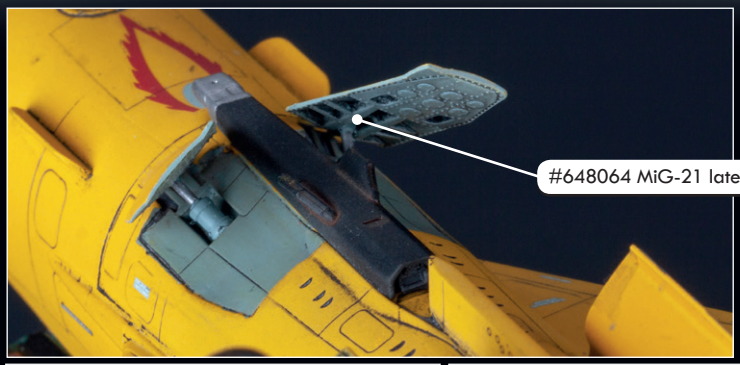




MiG-21bis, c/n 75061904, 2nd Fighter Squadron, Taszár Air Force Base, Hungary, 1992

In 1992 a special paint scheme was created by the technicians at Taszar Air Force Base following on the heels of the "white tail" 1874 aircraft from the previous year's air show circuit. A more distinct and permanent scheme was applied to MiG-21bis (c/n 75061904) of the local Turul squadron.
The intention was to provide one fighter for dissimilar air combat training. ‚Capeti 1904' was, of course, playing the role of aggressor, to be hunted down by a pair of scrambled fighters. After the show the aggressor role remained and the aircraft was used extensively in the following years.
The decal sheet provides two options: one for the actual August 8th/9th,1992 air show, which included the CAMEL logo, but dropped the tobacco adds for the remainder of the year. In the summer of 1993, ‚Capeti' was completely repainted for the Fairford visit, with redesigned markings.
‚Capeti 1904' still exists today at the Szolnok museum, but it was repainted five or six times with little resemblance to the original 1992 scheme.





#648064 MiG-21 late airbrakes (Brassin)







#648026 MiG-21 wheels (Brassin)



#648049 MiG-21 wheel wells (Brassin)

Product Page



1/72



F6F-3

Camo B

Cat. No. 7074









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

Second unit marked as VF-8 was established on June 1st, 1943 under the command of LCdr. William M. Collins Jr. and was dispatched for the operational training aboard USS Intrepid which was sailing in the Caribbean Sea at that time. Tri-color camouflage, introduced as of January 5th, 1943, for the application on the aircraft deployed to Pacific, composed of Non-specular Sea Blue, Semi-gloss Sea Blue, Intermediate Blue and Non-specular White, was applied slightly differently than on the other aircraft. National markings featuring the red outline were introduced as of June 28th, 1943.













Product Page

eduard
LIMITED EDITION

1/48

MERSU

BF 109G-2 AND G-6 IN FINLAND



Cat. No. 11114
built by James Cann

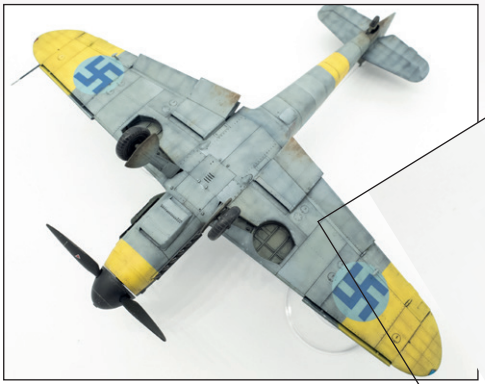
Camo D

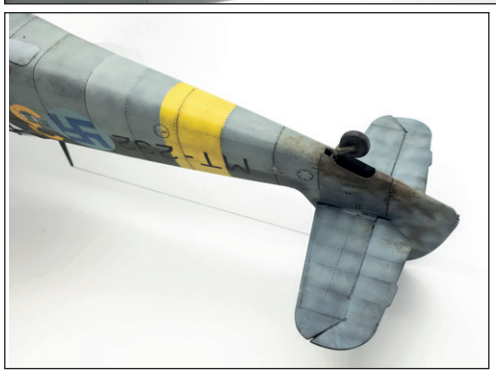


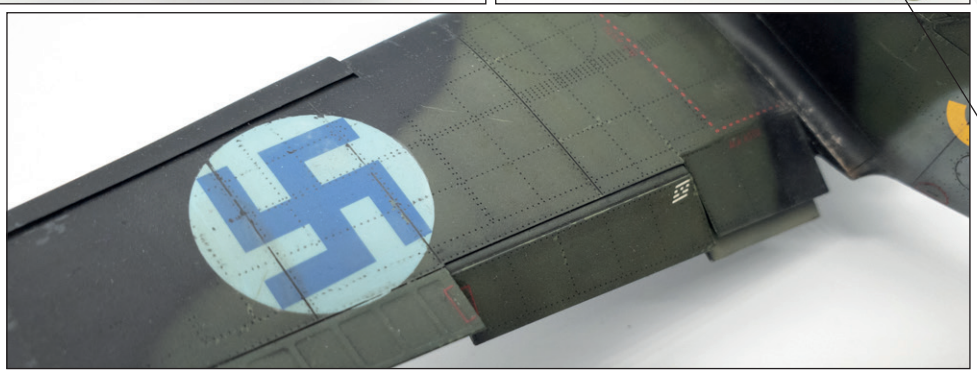








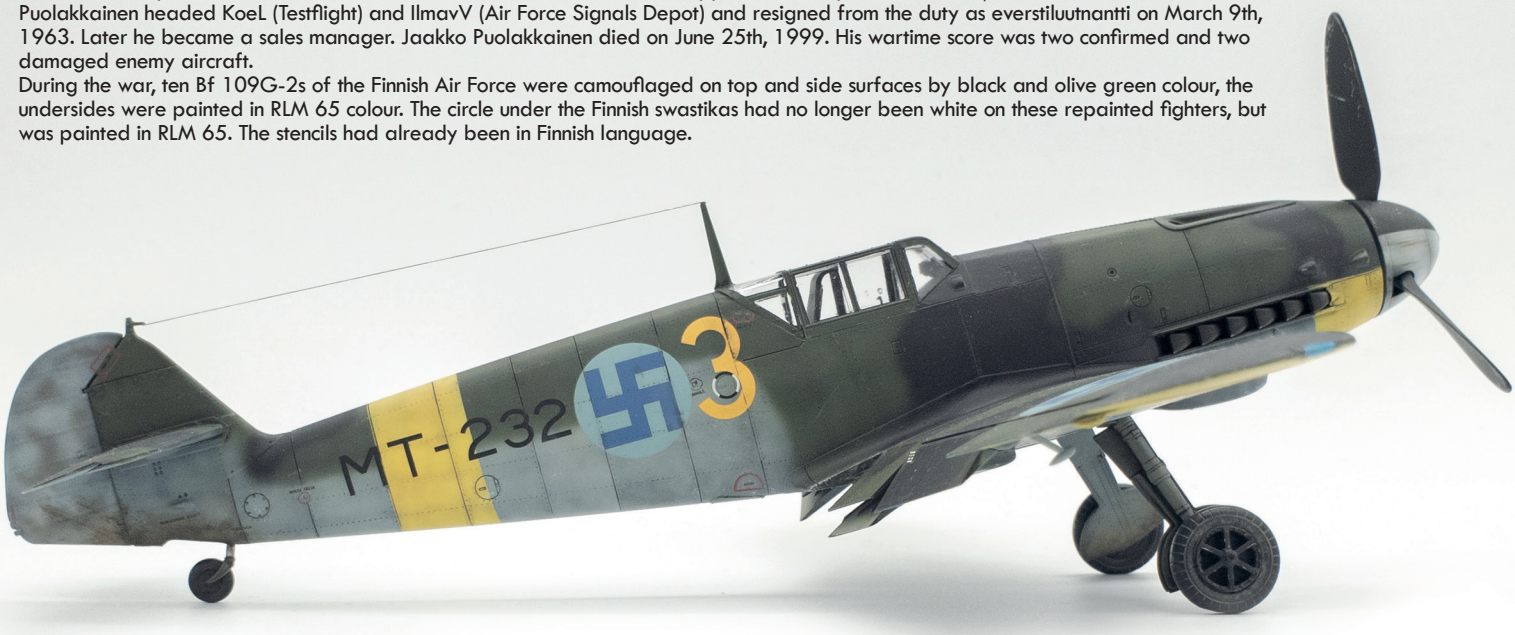




Bf 109G-2, MT-230, kapteeni (Captain) Jaakko Puolakkainen, 2/HLeLv 28, Värtsilä, Finland, August 1944

Jaakko Puolakkainen was born in St. Petersburg on September 29th, 1915. He received flying training in 1937-38 and on December 5th, 1939 was posted as vänrikki to LLv 28. On October 31st, 1943 was appointed as kapteeni to lead 2/LeLv 28. After the war Puolakkainen headed KoeL (Testflight) and IlmavV (Air Force Signals Depot) and resigned from the duty as everstiluutnantti on March 9th, 1963. Later he became a sales manager. Jaakko Puolakkainen died on June 25th, 1999. His wartime score was two confirmed and two damaged enemy aircraft.

During the war, ten Bf 109G-2s of the Finnish Air Force were camouflaged on top and side surfaces by black and olive green colour, the undersides were painted in RLM 65 colour. The circle under the Finnish swastikas had no longer been white on these repainted fighters, but was painted in RLM 65. The stencils had already been in Finnish language.





P-51D-5 1/48

ProfiPACK edition

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Camo C
Cat. No. 82101
built by Paolo Portuesi



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

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













SUPER44

1/144 Fw 190D-9



Cat. No. 4461
built by Karel Pádár

Camo A

Product Page



W. Nr. 210003, Oblt. Hans Dortenmann, IV./JG 26, Germany, 1945

Hans Dortenmann, a 38 kill fighter ace and Knight's Cross holder, noted in his memoirs that he used Dora W. Nr. 210003 as a personal mount from September 1944 to the end of hostilities. He personally destroyed her at the end of hostilities to avoid falling into enemy hands. At first, during Dortenmann □s service with III./JG 54, the airplane was marked ‚Red 1'. In late February III./JG 54 was redesignated IV./JG 26, and Dortenmann was appointed Staffelkapitän of 12./JG 26. His Dora became ‚Black 1'. The White-Black band appeared on the tail as well as IV. Gruppe's wave. According to Dortenmann □s memoirs, the original RLM 74/75 camouflage scheme was changed to RLM 81/82, but the reason for re-painting remains unknown. A new-style blown canopy was installed instead of the original flat one. The vertical part of the tail unit was painted yellow from JG 54 days.





Camo B

W.Nr. 600424, Lt. Heinz Sachsenberg, Munich - Riem airport, Germany, April - May 1945

Lt. Heinz Sachsenberg (104 victories) was the Co of Platzschutzschwarm. The aircraft assigned to Sachsenberg carried the inscription 'Verkaaft's mei Gwand, I foahr in himmel', which is a Bavarian proverb 'sell my shroud, I am leaving for Heaven' The font was Schwab, which was popular at the time. Sachsenberg, holder of the Knight's Cross, came from an aviation family. His uncle Gotthard flew in the First World War and shot down 31 aircraft, and was awarded the Pour le Merite. Heinz's brother, also named Gotthard, flew a night fighter with NJG 3. He shot down two British bombers and fell on March 8th, 1943. The aircraft was found at the end of the war at Munich - Riem, where it remained after the departure of JV 44 to Austria at the end of April 1945.









Camo C

W. Nr. 211115, I./EKG(J) or V./EJG 2, Pilsen, Czechoslovakia, May 1945

Dora captured by U.S. forces at Pilsen airfield in May 1945, formerly belonged to I./EKG(J) – I. Gruppe of Ergänzungskampfgeschwader (Jagd). This supplementary unit was redesignated as V./EJG 2 on March 29th, 1945, and was located in Pilsen by the end of hostilities. Unusual style of Gruppe wave in red indicates that this Dora belonged to V./EJG 2 rather than to I./EKG(J) as this Gruppe marking wasn´t used by I. Gruppe. The upper surfaces were camouflaged in RLM 81/82, and the under surfaces in RLM 76. The forward part of wing under surfaces were RLM 81, while the remainder of the wing bottoms were left unpainted except for the RLM 76 ailerons. The small black circle with a stylized number 17 under the cockpit appeared on the aircraft after capture and its exact meaning is unknown.







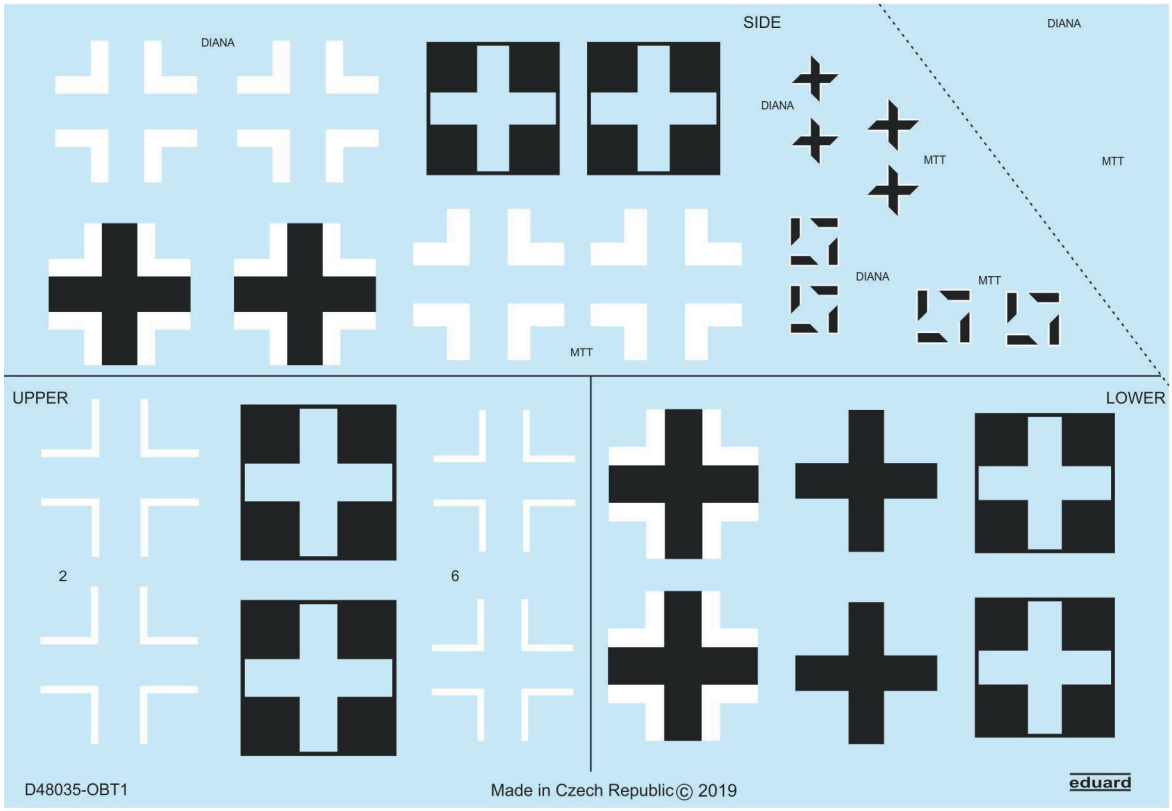
Camo D

W. Nr. 211164, Stab/JG 6, Prag – Rusin, Czechoslovakia, May 1945

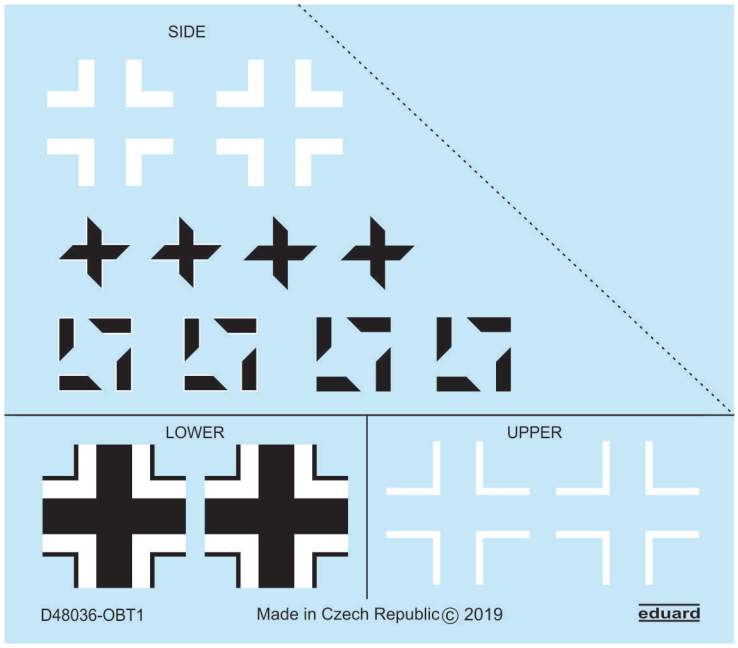
Dora W. Nr. 211164 found at Prague-Rusin airfield after WWII, in all probability belonged to Stab/JG 6. The upper cowling was painted in RLM 81 as well as the rest of the fuselage except for the rear, which was sprayed RLM 82. The tail section had previously been painted with a light colored tailband, which was oversprayed with RLM 81. The same colour was used for spots sprayed on the vertical tail surface. Wing upper surfaces were in RLM 81/ 82 too. The forward part of the wing undersides were painted RLM 81. Note the lack of a white spiral on the propeller spinner that was prescribed for all fighter aircraft engaged in the Western theatre of operations from July 1944 onwards.







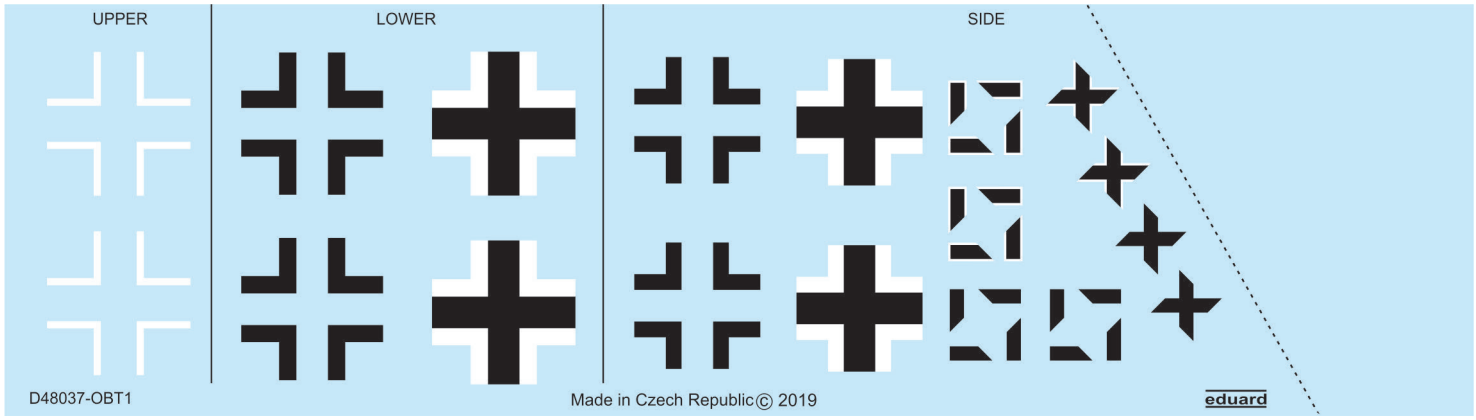
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Bf 109G-10 MTT / WNF national insignia
1/48 Eduard
Product Page



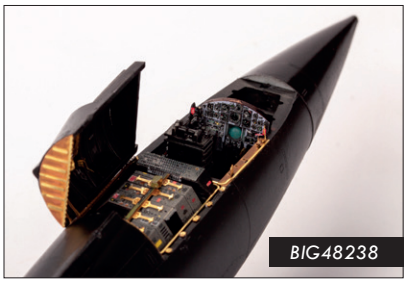
Cat. No. D48036
Fw 190A-8/R2 national insignia
1/48 Eduard
Product Page

Product Page

Cat. No. D48037
FW 190A-8 national insignia
1/48 Eduard







BIGED (January)

BIG33110 Me 262A 1/32 Revell
BIG33111 AH-1Z 1/35 Academy
BIG49237 F-104G early 1/48 Kinetic
BIG49238 F-104G late 1/48 Kinetic
BIG49239 P-38F 1/48 Tamiya
BIG49240 P-38G 1/48 Tamiya

BRASSIN (January)

634016 P-40N LööK 1/32 Trumpeter
644032 F-104G LööK early 1/48 Kinetic
644033 MiG-21bis LööK 1/48 Eduard
644037 F-104G LööK late 1/48 Kinetic
648521 P-38F/G undercarriage legs BRONZE 1/48 Tamiya
648523 F-104 wheels early 1/48 Kinetic
648524 F-104 wheels late 1/48 Kinetic
648525 F-104 C2 ejection seat 1/48 Kinetic
648526 F-104 MB.7 ejection seat 1/48 Kinetic
648530 F-14D wheels 1/48 AMK
648531 P-51D 110gal fuel tank 1/48 Eduard
648532 P-51D 165gal fuel tank 1/48 Eduard
672226 AIM-9X 1/72
672227 Pe-2 wheels 1/72 Zvezda
672228 MiG-17 wheels 1/72 Airfix



BIGSIN (January)

SIN64865 P-51D ESSENTIAL 1/48 Eduard

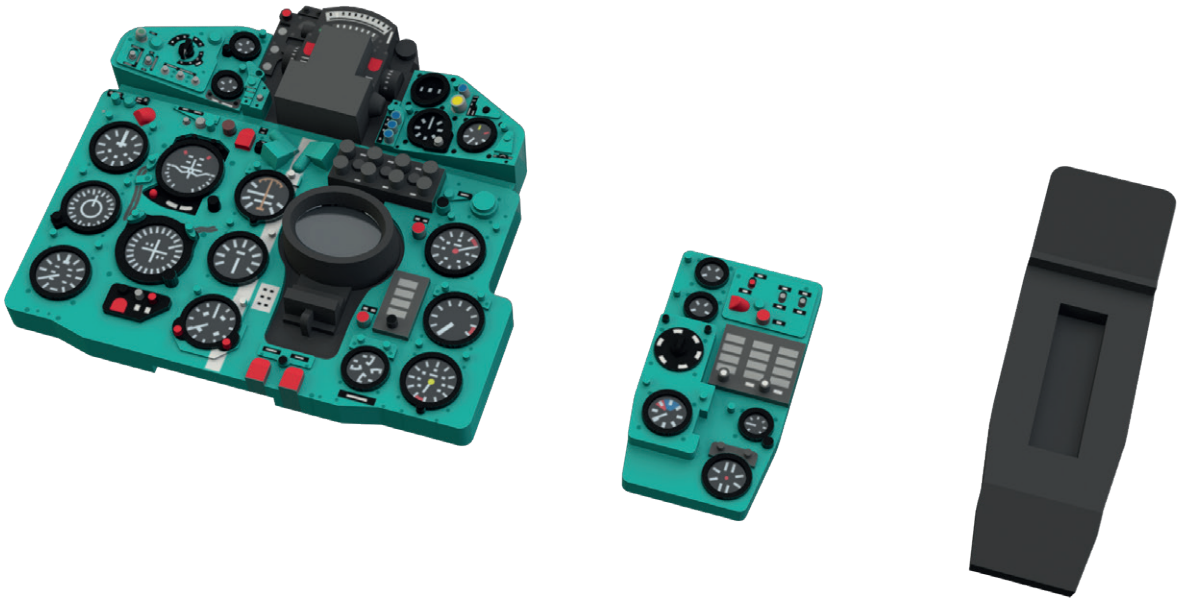
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644032 F-104G LööK early 1/48 Kinetic



644033 MiG-21bis LööK 1/48 Eduard



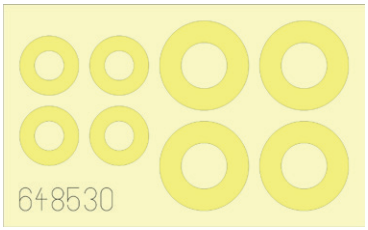
644037 F-104G LööK late 1/48 Kinetic



648521 P-38F/G undercarriage legs BRONZE 1/48 Tamiya



648530 F-14D wheels 1/48 AMK



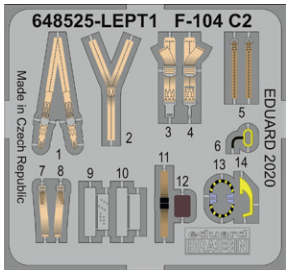
648523 F-104 wheels early 1/48 Kinetic



648524 F-104 wheels late 1/48 Kinetic



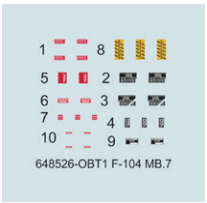
648525 F-104 C2 ejection seat 1/48 Kinetic

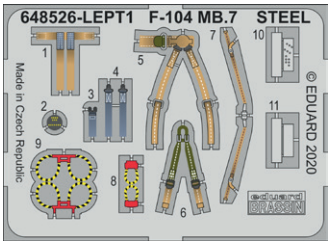




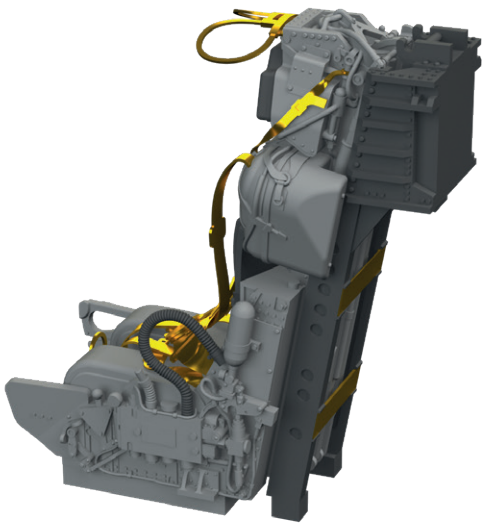


648526 F-104 MB.7 ejection seat 1/48 Kinetic

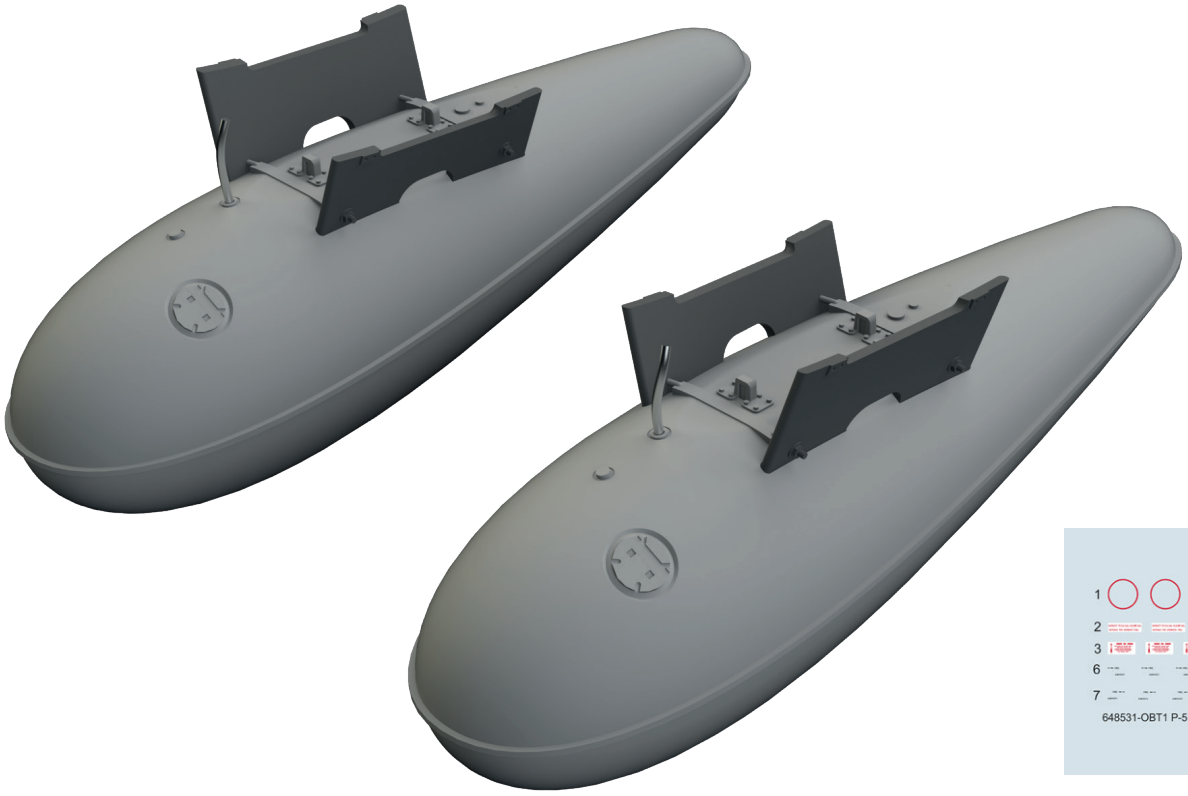


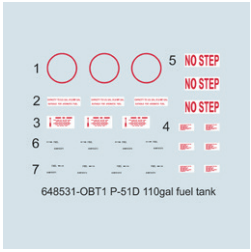




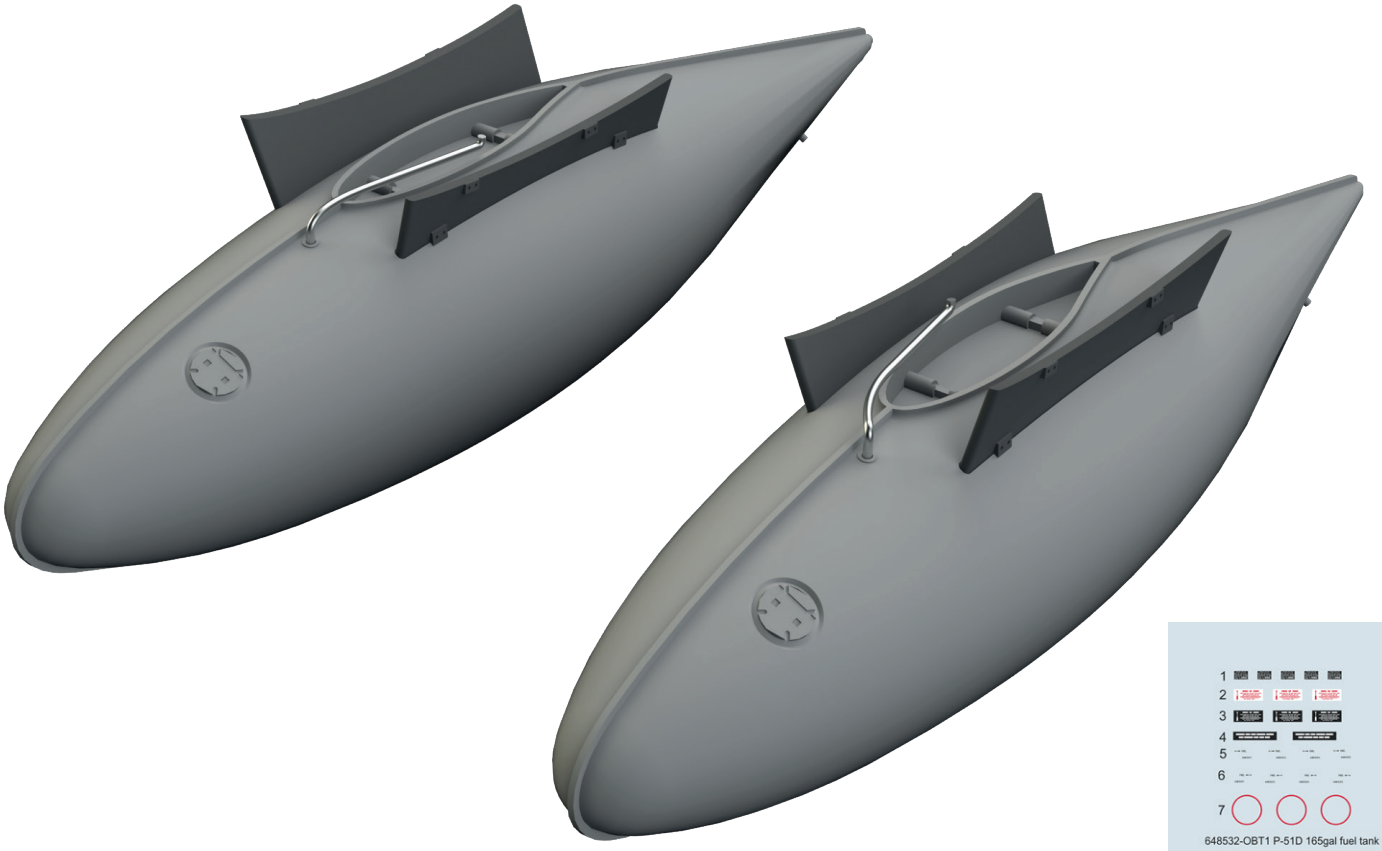


648531 P-51D 110gal fuel tank 1/48 Eduard





648532 P-51D 165gal fuel tank 1/48 Eduard



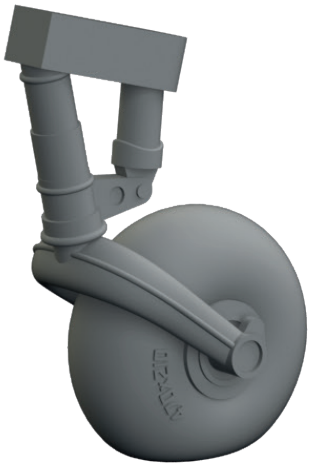
672226 AIM-9X 1/72

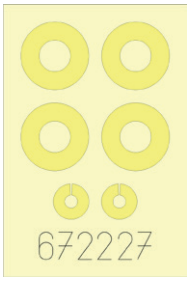




672227 Pe-2 wheels 1/72 Zvezda

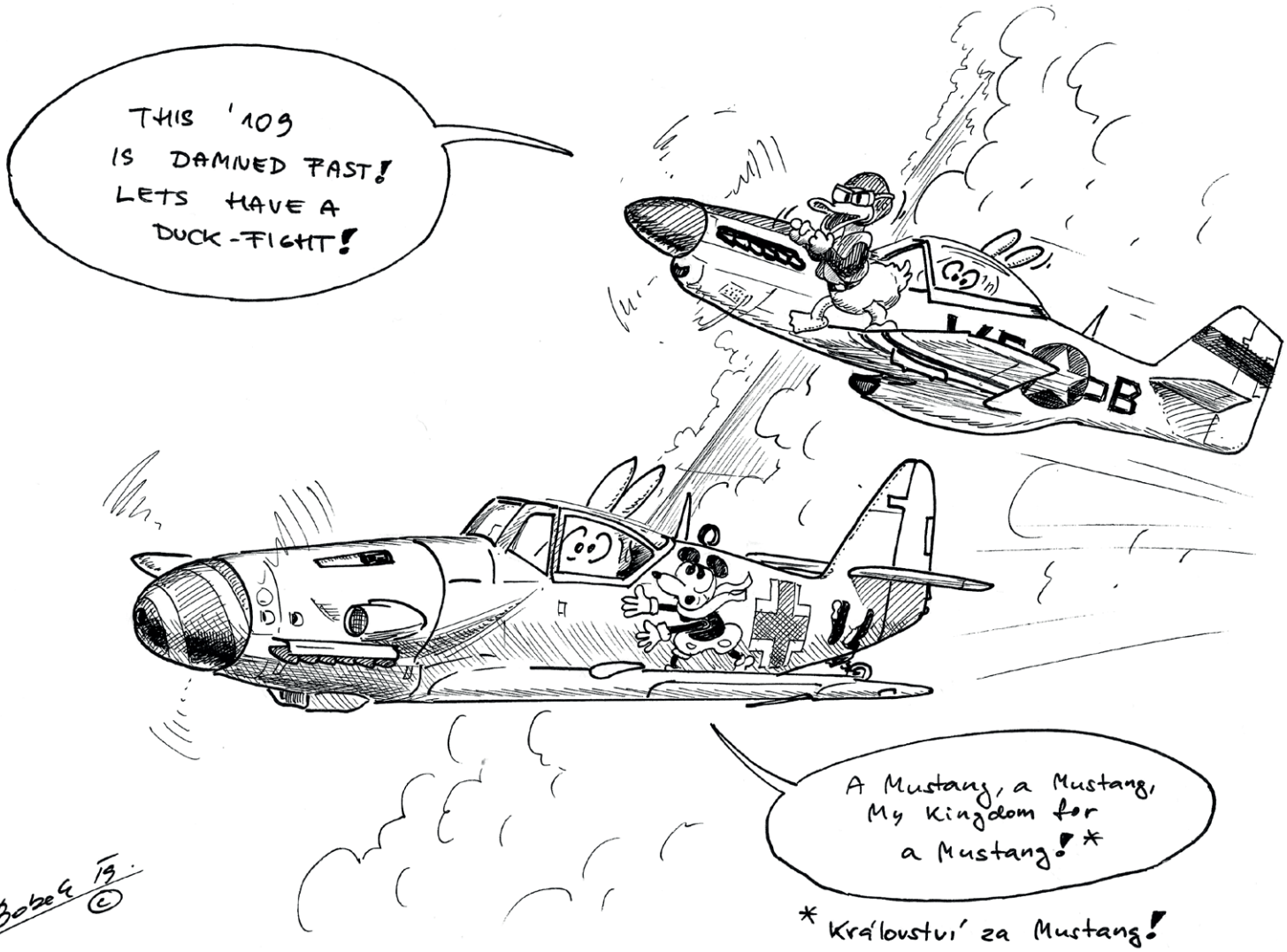






672228 MiG-17 wheels 1/72 Airfix





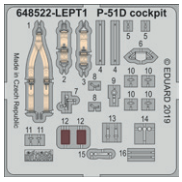
SIN64865 P-51D ESSENTIAL 1/48 Eduard

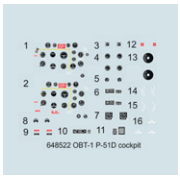
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- cockpit,
- exhaust stacks,
- undercarriage wheels,
- undercarriage legs BRONZE.

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36431	M4A3 (76) W	1/35	Meng
481002	Eiko upgrade set	1/48	Eduard
481003	B-26B-50 Invader undercarriage & exterior	1/48	ICM
491053	F-14D	1/48	AMK
491055	B-26B-50 Invader	1/48	ICM
491057	B-17G cockpit	1/48	HKM
491058	B-17G radio compartment	1/48	HKM
72695	MiG-21PFM	1/72	Eduard
72696	TBF/TBM-1 Avenger landing flaps	1/72	Hasegawa
73693	F-14D	1/72	Great Wall Hobby
73694	Buccaneer S.2C	1/72	Airfix
73695	MiG-17	1/72	Airfix
73696	TBF/TBM-1 Avenger	1/72	Hasegawa
73697	SBD Dauntless	1/72	Hasegawa

ZOOMS

33246	He 111P-1	1/32	Revell
FE1053	F-14D	1/48	AMK
FE1054	F-14D seatbelts STEEL	1/48	AMK
FE1055	B-26B-50 Invader	1/48	ICM
FE1056	B-26B-50 seatbelts STEEL Invader	1/48	ICM
FE1057	B-17G	1/48	HKM
FE1058	B-17G seatbelts STEEL	1/48	HKM
FE1059	Fw 190A-8 Weekend	1/48	Eduard
FE1060	Ar 68E	1/48	Roden
SS693	F-14D	1/72	Great Wall Hobby
SS694	Buccaneer S.2C	1/72	Airfix
SS695	MiG-17	1/72	Airfix
SS696	TBF/TBM-1 Avenger	1/72	Hasegawa
SS697	SBD Dauntless	1/72	Hasegawa

MASKS

EX672	F-14D	1/48	AMK
EX673	F-14D TFace	1/48	AMK
EX674	B-26B-50 Invader	1/48	ICM
EX675	Ki-51 Sonia	1/48	Dora Wings
EX676	Ar 68E	1/48	Roden
EX677	Fw 190A-8 Weekend	1/48	Eduard
EX678	B-17G	1/48	HKM
EX679	W-3A Sokol	1/48	Answer
CX555	F-14D	1/72	Great Wall Hobby
CX556	Buccaneer S.2C	1/72	Airfix
CX557	MiG-17	1/72	Airfix
CX558	Ki-51 Sonia	1/72	Clear Prop
CX559	T-4	1/72	Hobby Boss

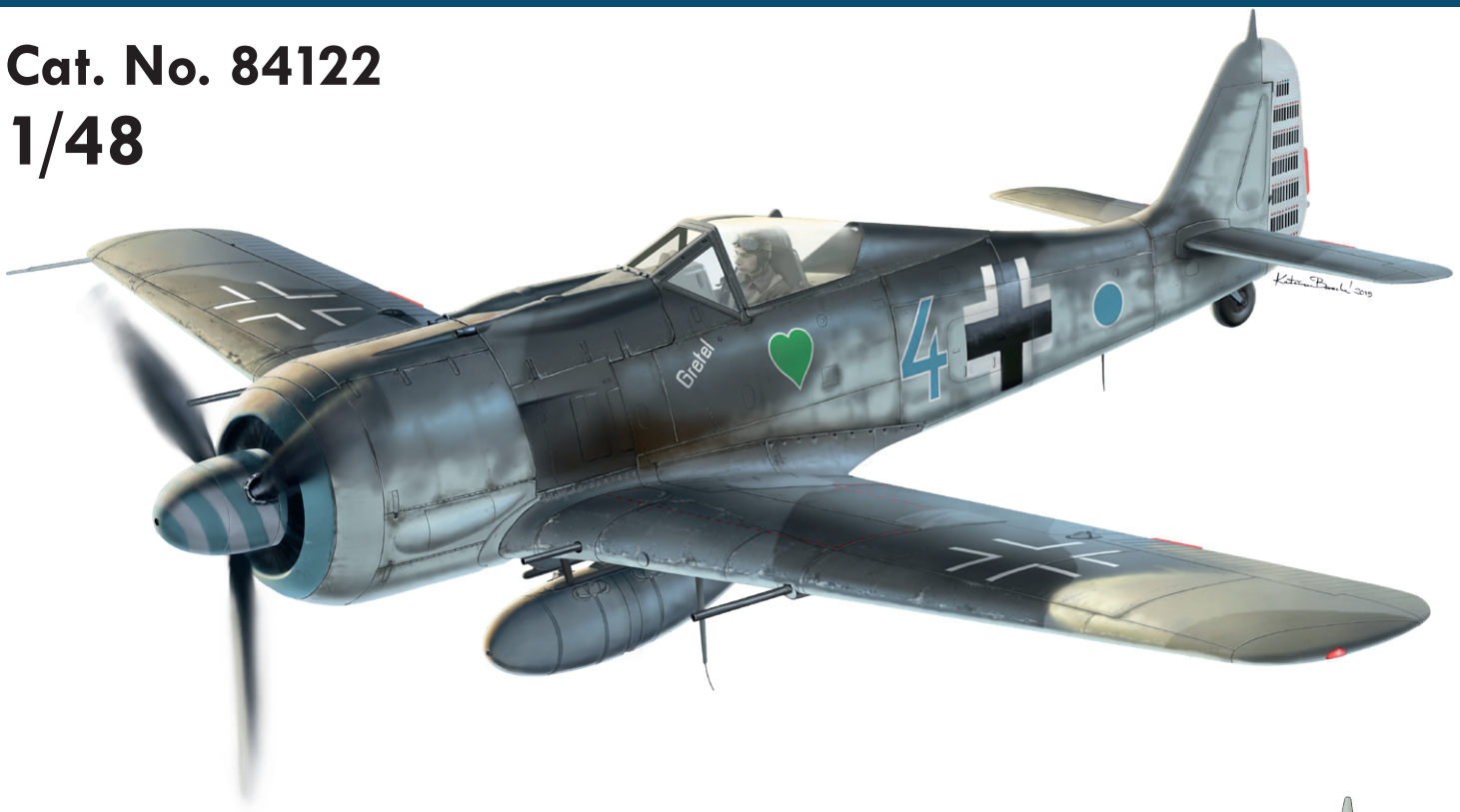
DECALS

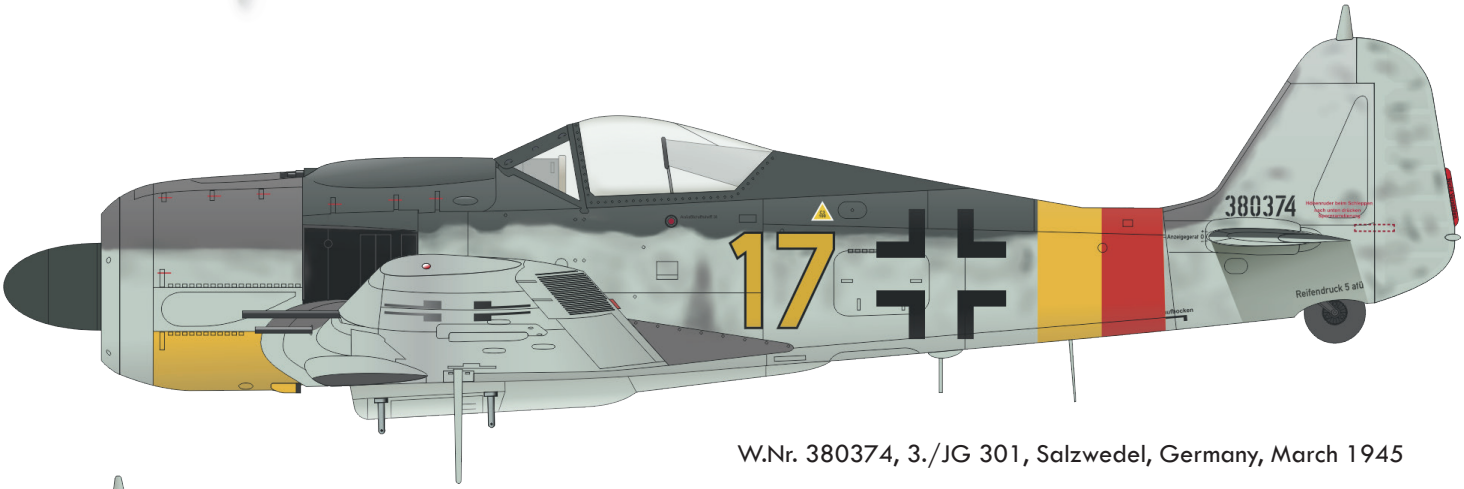
D48038	Fw 190A-4 national insignia	1/48	Eduard
D48039	Fw 190A-5 national insignia	1/48	Eduard
D72016	Fw 190A-8 national insignia	1/72	Eduard

Fw 190A-8

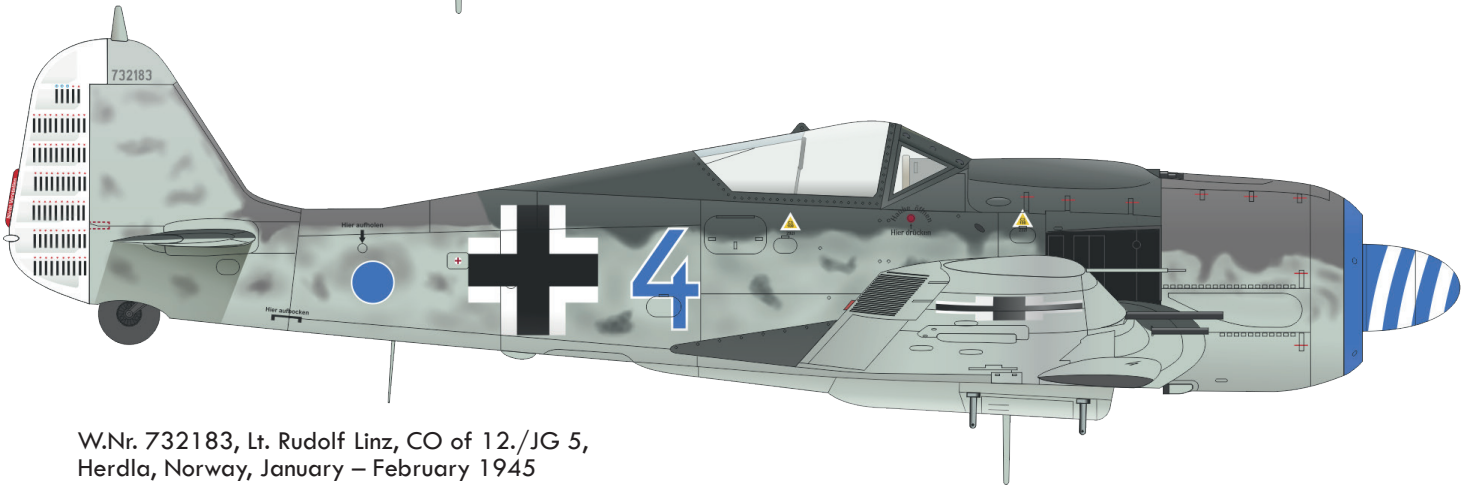
WEEKEND edition

Cat. No. 84122
1/48





W.Nr. 380374, 3./JG 301, Salzwedel, Germany, March 1945

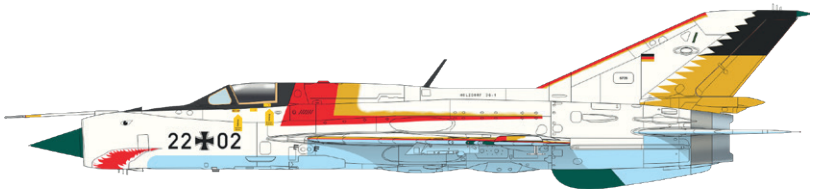


W.Nr. 732183, Lt. Rudolf Linz, CO of 12./JG 5,
Herdla, Norway, January – February 1945

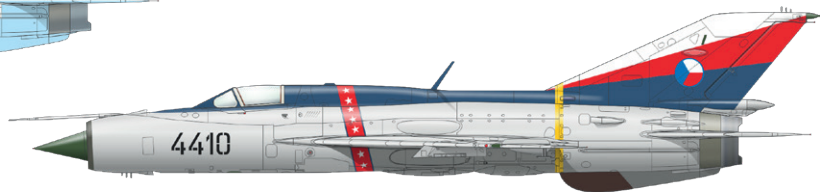
MiG-21PFM

ProfiPACK edition

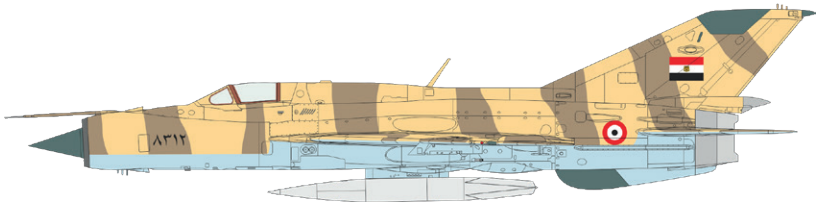




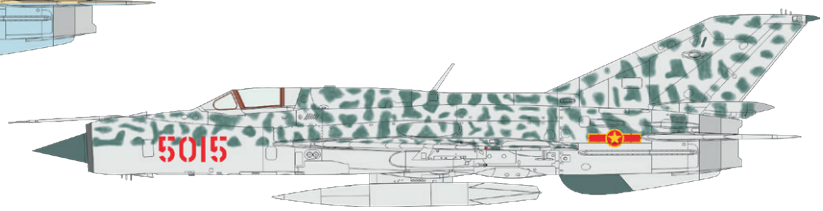
Jagdfliegergeschwader 1,
Holzdorf / Drewitz air base,
Germany, 1990 – 1991



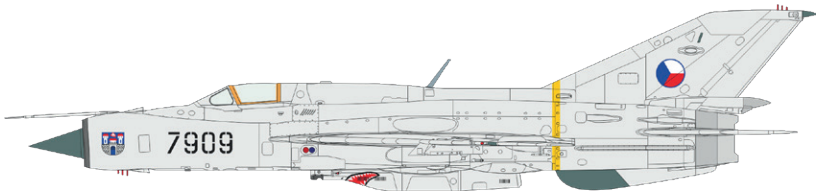
11th Fighter Regiment, Czechoslovak Air Force,
Žatec air base, Czech and Slovak Federative
Republic, Spring 1990



Egyptian Air Force, Inshas airbase,
Arab Republic of Egypt, early 80´s



921st Fighter Regiment, Vietnamese People´s
Army Air Force, Noi Bai AB, Democratic Republic
of Vietnam, 1968

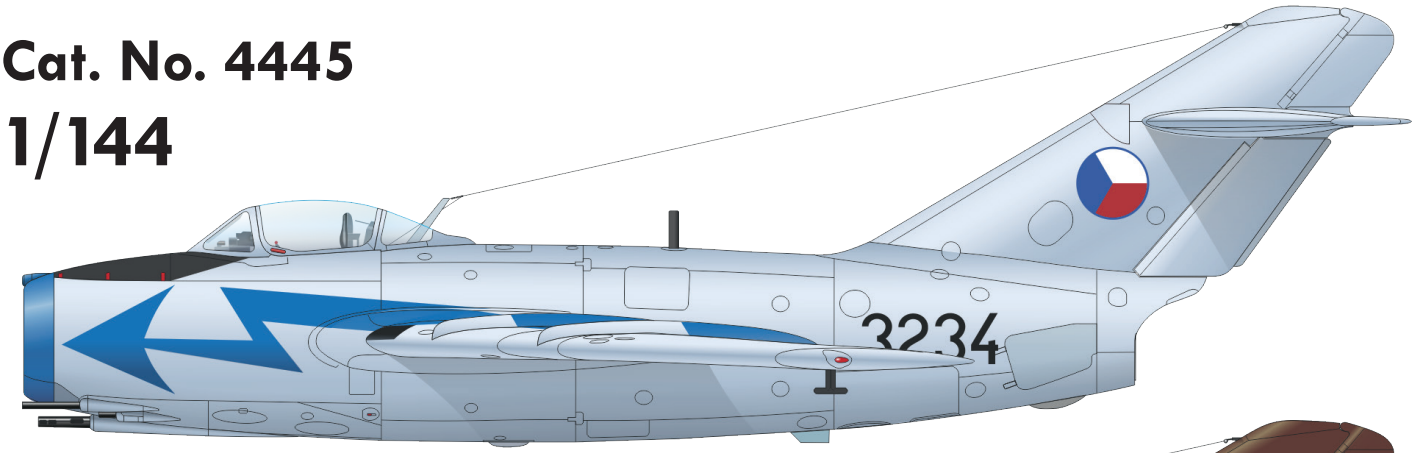


11th Fighter Regiment, Czechoslovak Air Force,
Žatec air base, Czech and Slovak Federative
Republic, March 1991

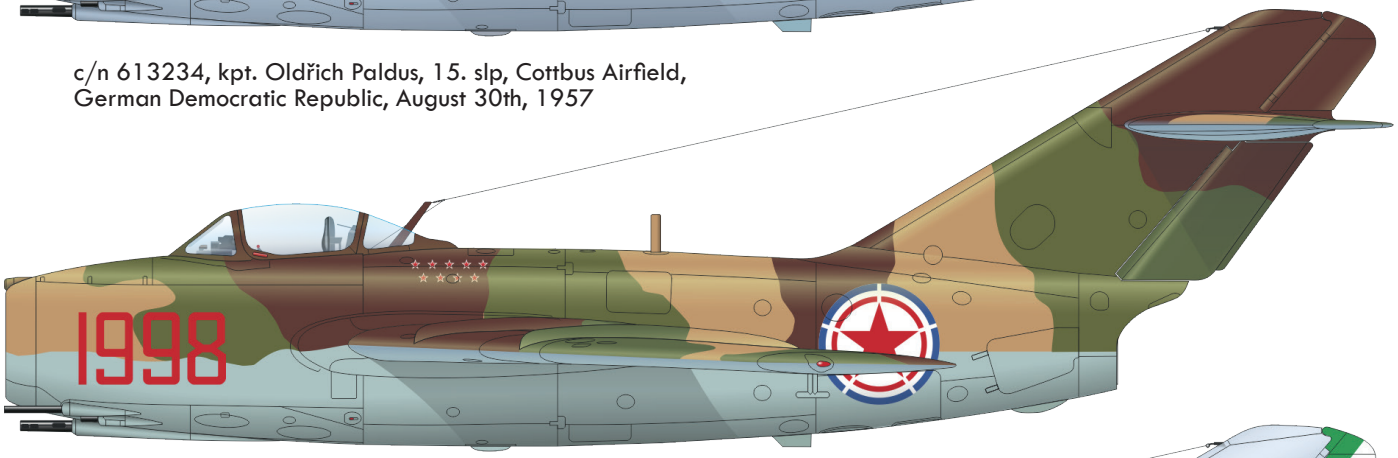
MiG-15bis

SUPER44

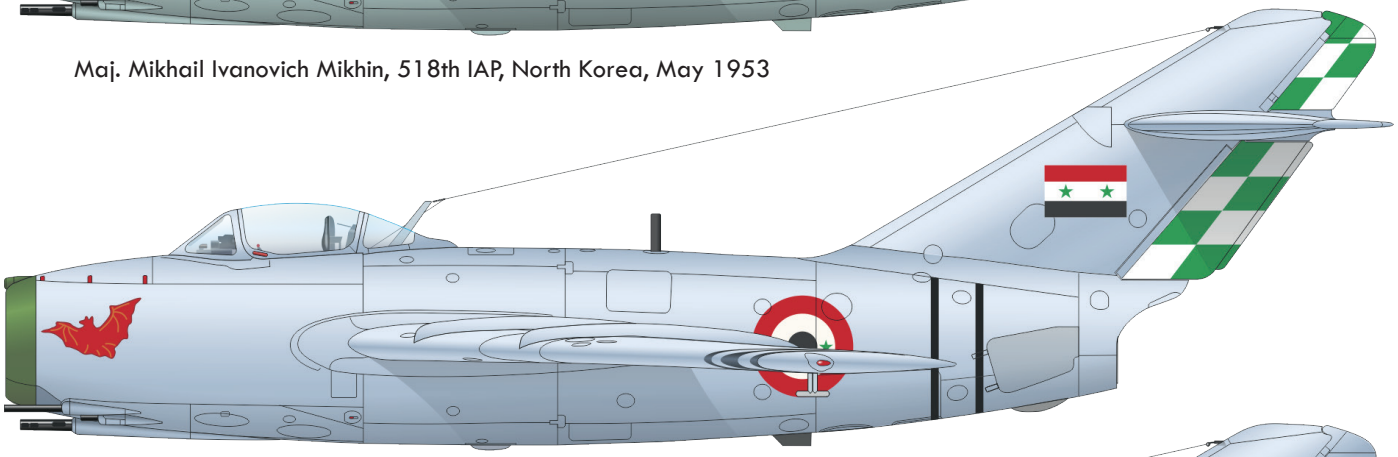
Cat. No. 4445
1/144



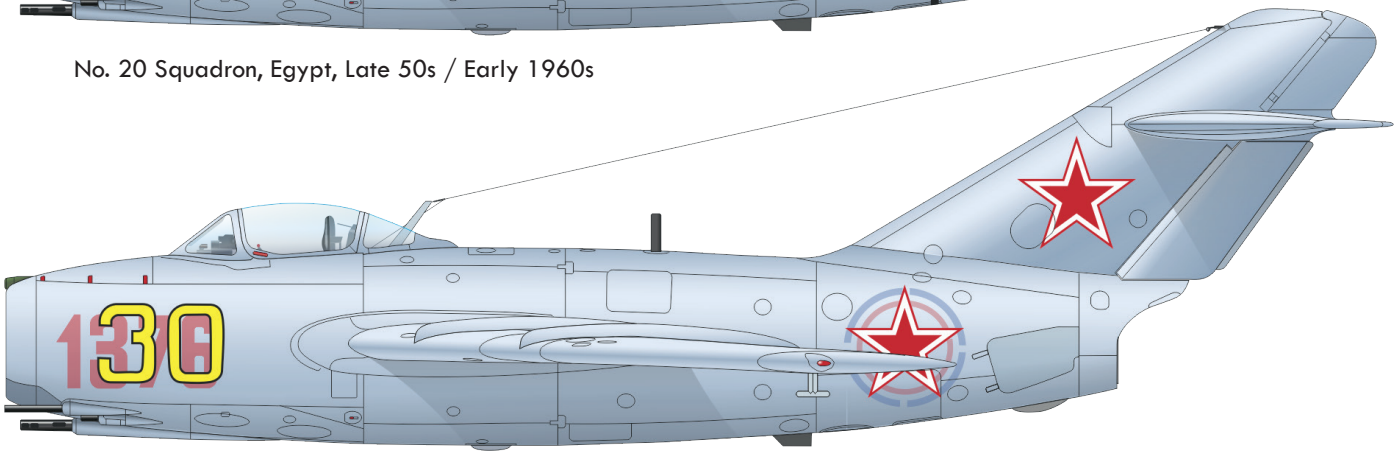
c/n 613234, kpt. Oldřich Paldus, 15. slp, Cottbus Airfield,
German Democratic Republic, August 30th, 1957



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



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

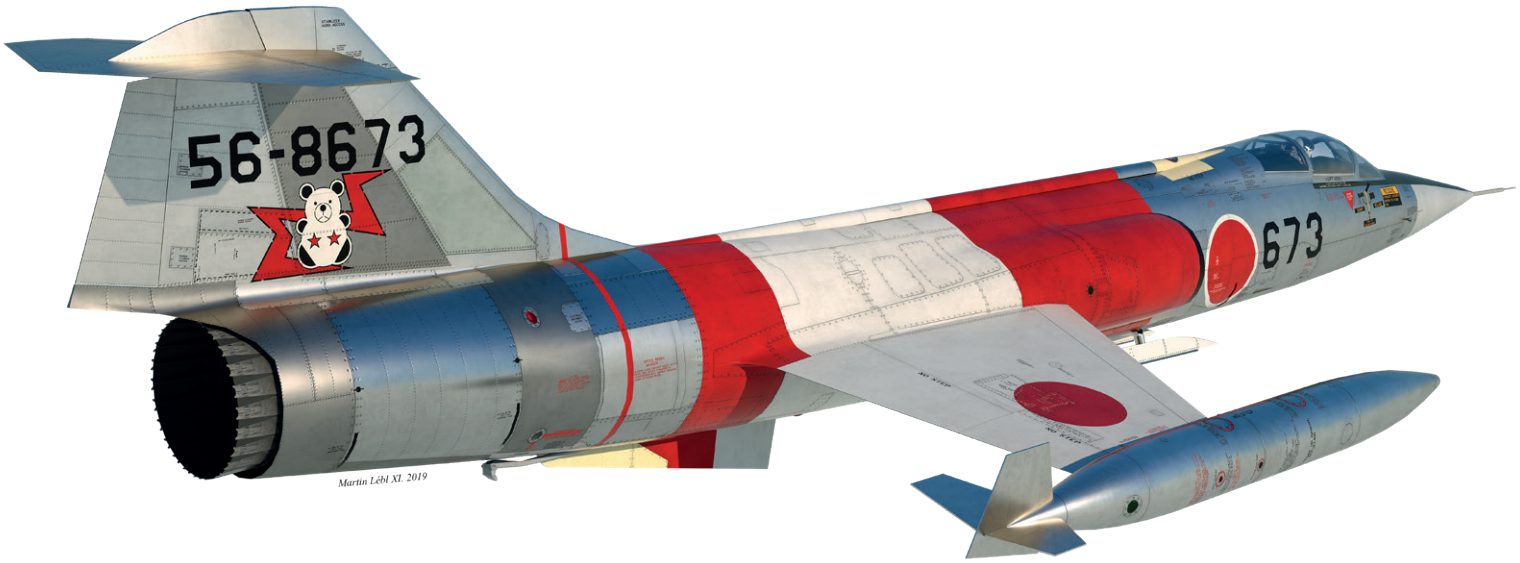


c/n 1315376, ex 64th IAK, Soviet Union, mid 50´

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