

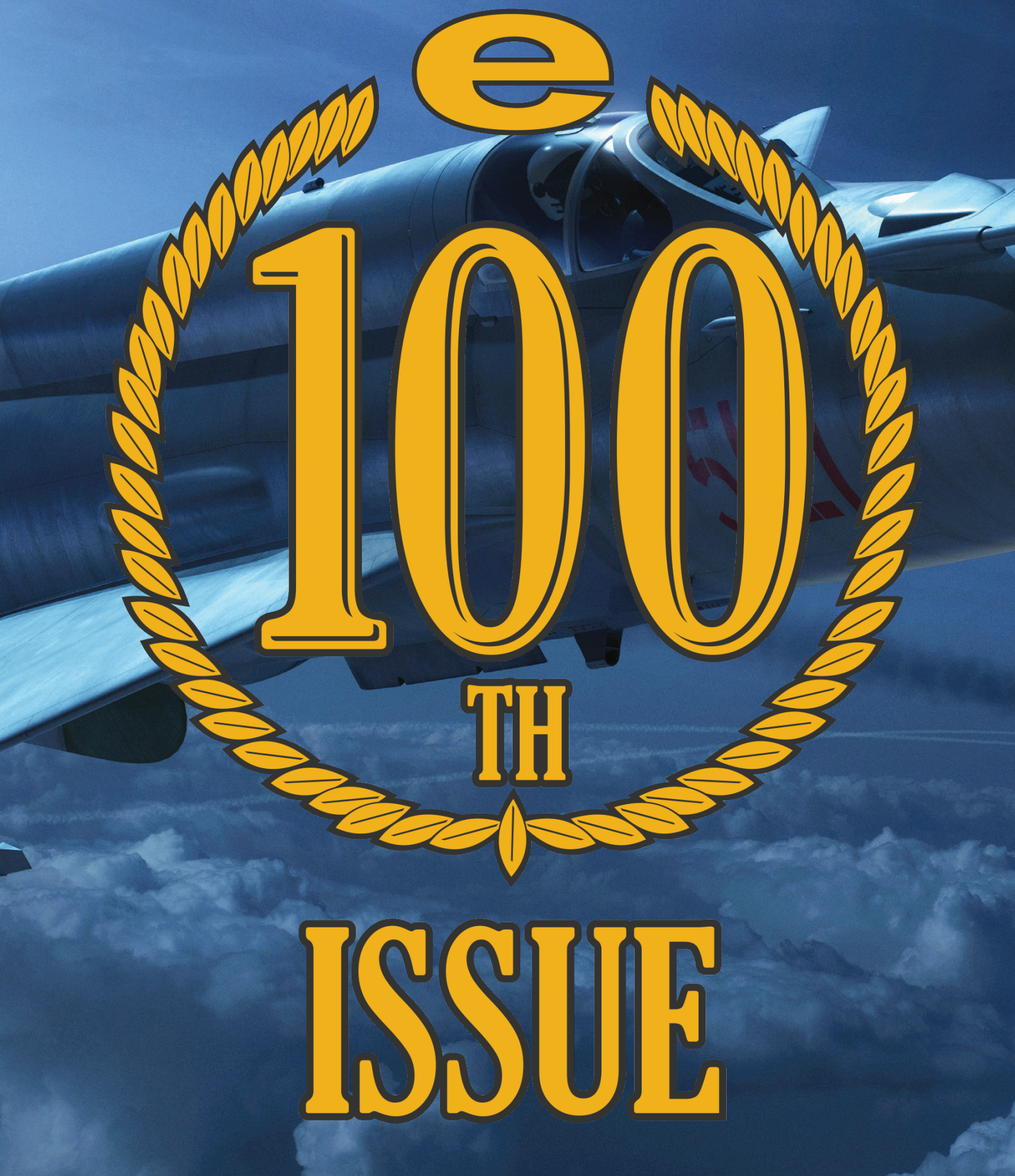
INFO **EDUARD**

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INFO EDUARD

ISSUE 100



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

SEPTEMBER 2018

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October 2018

EDITORIAL

Dear Friends,

Welcome to this, our one-hundredth, newsletter. In honor of the centennial issue, it has a length of one hundred pages, and here, at the beginning, I need to mention a few things regarding not only new items for October that will have their premiere at this year's E-day. That will take place on September 28th and the following newsletter will come out on October 1st, technically too late for that event. So, I will begin with E-day. That it will take place in Lysá nad Labem has already been mentioned in previous issues. September 28th is a Friday, and it is a Czech national holiday celebrating Saint Wenceslaus. I apologize to not only our Slovak brothers, but to all neighbouring nations that have that Friday as a normal work day, but this is how it worked out. It probably wouldn't be such a bad idea for other, at least European, nations to take the St. Wenceslaus holiday and adopt it with us as a day of peace and tranquility. That certainly won't fly, since the modelling community voice will be in a small minority on the subject. On the other hand, it can be assumed that subsequent September 29ths will not fall on a Friday, so E-days will fall on

the normal Saturday. The program will begin already on Thursday with model registration, stall setup and the pre-party at a local restaurant. Friday will be described on our Facebook page as it approaches, and we are planning the Pot Q & A session, some workshops and lectures. At this point in time, we don't quite have the theme ironed out. We will be introducing new items for next year and also the end of this one. That will be the Tempest, for which we will have some test shots, and also the Mustang, which is a project entering the mould production phase. We will have something to say about further MiG-21s in 1/72nd scale, about Fokker D.VIIs and the Z-37 Cmelak (Bumble Bee) to which we have gotten around to rather reluctantly. What will be new this time around is the talk on the train from Prague to Lysá nad Labem and to Nymburk and back. Here, I also have to admit to not having a completely firm plan in mind and there are things to consider, such as the ban on steam locomotives due to the dry conditions. Should the ban continue, then the train will be hauled by a diesel locomotive, but that will unfortunately lose some of the effect. With respect to the trip



by train to Nymburk, we are working on an aerial component to that leg of the journey, but it still isn't clear if this will bear fruit, since this is dependent on several local government offices giving their approval and that is not yet a certainty. In any case, you can count on updates on our Facebook page and on our site.

And now a few words regarding the promised new October items for E-day. Among these, we have three Czechoslovak aircraft in 1/48th scale, as a tribute to the birth of the Czechoslovak Republic in 1918. All three fall under the Limited Edition label and each hails from a different era that together define the evolution of Czechoslovak aviation through that century. The First World War era and the twenties are represented by the SPAD XIII, released under the heading of LEGIE with the



BEONFA

catalog number 11123. Two markings are dedicated to Foreign Legion pilots serving in French Aviation Militaire units at the end of the war and two other markings are post war Czechoslovak aircraft with the flag type national markings.

The Second World War era is covered by the Avia S-99/C-10, which is a WNF (Diana) produced Bf 109G-10. This is not identical to the August released Bf 109G-10 Mtt. Regensburg. The S-99/C-10 had a somewhat differently shaped skinning of the fuselage below the windscreen, and more importantly, larger fairings on the upper surfaces of the wings. These planes served predominantly with the Czechoslovak Police Air Units, and this is reflected in the markings options. To most, there may not be much variation from one to the next in terms of the markings, but I think that the home market will be more appreciative.

Finally, we have an aircraft from the eighties and nineties. This is something that has been dubbed 'the Box' in our air force, and is the MiG-23MF/ML. This includes a publication, a bunch of resin and photoetched and a big decal sheet. The concept fills the kit with a lot of options. The basis is the plastic from Trumpeter in an incarnation not offered by them. The kit offers the building of either one MF or one ML version. The publication is extensive, the Brassin accessories include rockets and the seat, while other accessories are available separately. The size of the kit has a matching price tag, which is not small, but the value for price ratio is certainly acceptable.

In, October, we will have a total of five kits. Besides the above mentioned three items, there will be a re-boxing of the Fw 190D-9 Late in 1/48th scale, as a ProfiPACK kit, and unchanged from the first edition, save for a reworked photoetched fret. It now includes instruments dials with a lens effect applied to them and weathered seatbelts. In the Weekend Line, we have the Bf 109G-4 with an interesting marking option for an aircraft flown by Wübke. This pilot later flew an Fw 190D-9 with JV 44. The second marking is in a desert scheme, giving a couple of interesting options to consider. With this kit, I hope to please our

Slovak members of the BFC because we will be offering markings for a Jan Reznak aircraft through the club.

Our E-day stall will also, of course, offer new accessory items. Among them, you'll find things for the MiG-23, and sets for recent new items like the 48th scale Beaufighter TFX from Revell, the M-3 Lee in 1/35th by Tamiya and the F-5E in 1/32nd from Kitty Hawk. The Meng Porsche King Tiger in 1/35th is also a new item and we are releasing three sets for it. We even have some new sets for older kits, such as the 1/48th Tamiya F-16C/N and the MiG-25PD from ICM. In the Brassin Line, the three LööK sets in 1/48th scale should prove to be very noteworthy, as should the DB 605 engine for the Tamiya Bf 109G-6/U4 in 1/48th. Most

of the new items for October can be found in the 'On Approach' section at the end of today's newsletter.

E-day will also have its associated Afterparty event, which is an internet sale that allows people to purchase items at show prices without having to actually be there.

For September we have prepared three new kits. For the Czech and Slovak, and indeed Eastern European, market, of note will be the 1/72nd scale ProfiPACK kit MiG-21MF Fighter Bomber. This is the most widely used MiG-21MF production variant, built in Moscow. The collection of markings represents a fraction of users, since five marking options, the ProfiPACK standard, can't possibly cover the vast amount of client states for the MiG-

-21MF. Even so, this version of the MiG-21 can arguably be considered the most interesting. I would also like to draw attention to the boxart, which depicts an actual event, that of the only B-52 kill gained by a Vietnamese fighter over the course of the Vietnam war. It occurred on December 27th, 1972 during Linebacker II, and the MiG-21MF was flown by future Vietnamese astronaut Phạm Tuân. This kit will also have its BFC edition, containing an SPS-141 ECM pod. This is a resin part and includes markings for two aircraft wired to carry it. One is in natural metal, the other is camouflaged and both are Czechoslovak aircraft.

In the Weekend line, we have a 48th scale SE.5a with the Hispano Suiza engine, which is a pretty standard affair, but the month's Limited Edition release brings with it a mouthful. It is dubbed the REICHsverteidigung. In German, that means 'Defence of the Reich'. The attractiveness of the theme is the basis of its anticipated success. The boxing will include two kits, one Bf 109G-6/G-14 and an Fw 190A-8/R2. And the latter is what makes it so attractive besides the marking options. It is a new tool kit and next in line of the Fw 190A in 1/48th scale. The Fw 190A-8 belongs among our most successful kits and the Fw 190A-8/R2 is one of the most famous fighters of all time. Add to that these new tooled kits, as compared to the older releases, carry with them all the advantages of our recent kit design philosophy and ease of assembly, as well as details. Marking options are a deal maker in kits, and that is especially true here. We tried to locate some options that we hadn't yet offered, and ones that haven't already been beaten to death. I think we have been successful, but you can judge for yourselves. It should be noted that we worked with Neil Page in developing these options, well known for his blog Falke Eins. To go along with REICHsverteidigung, we are offering up three BFC items, built around aircraft carrying the W.Gr.21 rocket launcher. I won't go into any great detail on these, and you can find them on 65, 66 and 67.

Turning our attention to accessory items, the Brassin line releases a cockpit set for the Fw 190A-8/R2 for the

just mentioned new release of the kit. September sees the release of the first two LööK items in 1/48th scale, one for the Fw 190A-5 from Eduard and the other for the Bf 109G-6 from Tamiya. There will be a total of three LööK releases for the month, and the third is for the Tamiya 1/32nd scale Spitfire Mk.IXc Late Version. For this kit, we are also releasing two wheel sets and other sets will follow in subsequent months. September's wheel sets will also grow by those designed for the F6F Hellcat from Eduard in 1/72nd scale. In this scale, we will also have cannon pods for the Fw 190A-5/U12, which is a scaled down version of the 1/48th scale items released back in August and was also designed for our kit. Then we have the engine set for the new Wellington Mk.Ia/c from Airfix. Weapons kits that expand that line by two items include the GBU-32 Non-Thermally Protected bomb in 1/72nd and the AGM-158 in 1/48th. In the BiG Sin collections we have also two sets, the Bf 109G-6 ADVANCED for the 1/48th scale Tamiya kit and in 1/72nd for the MiG-21MF from us. For a more thorough understanding of the contents of these sets, I would suggest a closer look at pics later on down, especially for the Bf 109G-6.

Photoetched accessories include another set for the Airfix 1/72nd scale Wellington Mk.Ia/c, and this one is for the bomb bay. In the same scale, there are another two sets, one for the F-18E and one for the AH-64D, both from Academy. In 1/48th, work is being completed on sets designed for the Su-27UB and the L-39ZA from Trumpeter. Except for the Wellington, we are also preparing mask sets, including T-Face types, for the above mentioned kits. Simple masks and two sets of photoetched brass are being prepared for the Airfix re-release of their Spitfire Mk.22/24, which you may recall as the kit that formed the basis of one of our Limited Edition releases. In 1/32nd scale, we have photoetched and mask sets for the I-153 Chaika from ICM and in 1/35th scale, the T-34/85 from Zvezda. For the naval guys, we have three sets including two of steel pre-painted flags. There are four BigEd sets, two in 1/48th (Su-35S and the He 111H-6), one in 1/72nd scale (Sea King HAR.3/Mk.43) and one in 35th (Panther Ausf.A).

To end off today's introduction to the newsletter, I would like to make a historical-political comment. When we announced the release of the REICHsverteidigung kit and published its boxart graphic, several modellers came forward that they would appreciate a t-shirt with a print of it. We decided that this was not a bad idea, and my colleague Jan Zdiarsky put forth the first proposal, posted to our Facebook page, and we were immediately accused of glorifying Nazism in the name of money. Unfortunately, no one has ever been able to satisfy everyone at the same time. I would like to seriously assure any one who thinks that we would ever glorify Nazism that they are completely out in left field on that accusation. No one here has any sympathy to that ideology, I am personally a great believer in democracy, and I would not tolerate a Nazi supporter on our team. In our work, we are concerned with an accurate mapping of aviation history. I myself couldn't write a better response to how we feel about this issue than the words of Jan Zdiarsky conveyed, the author of the shirt design and box, in his response to one of the rattled visitors of our Facebook page:

„Dear sir, this t-shirt has nothing to do with money or the glorification of evil, as you profess. It's about fighters, seasoned men, and terrified guinea pigs who sat in the cockpits of interceptors in an attempt to stop the bombings of their homeland and the bombings of their families. I have no desire to take apart the question as to which side was the right, just side. For me, the answer to the question is clear. This was the side of the Allies. I imagine that, on that point, we can agree. The Second World War was an intense storm that could not be stopped. I do not believe that those who stood up to the challenge of the storm, regardless of which side fate decided they should be on, deserve any less than our respect. I have been friends with many Czechoslovak and American aviators, as well as with many German ones. I can tell you categorically that none of the many German pilots I have been friends with were Nazis. At the time of the war, they were young men who only wanted to survive, to have families and who just wanted the damn war to end. It's true that these boys were shooting down

Allied bombers in which were other fine, young men doing their job. Was it their fault? Did the fault lie with the boys in the B-17s, that their bombs were destroying homes in German cities and towns? No, it wasn't. Neither of them was to blame. It was the fault of those that caused that terrible war that these young lads just tried to survive. We are trying to remember the heroes of this war regardless of their nationality and our own personal politics and historical sympathies. Without this, history cannot be complete and an incomplete history is always a lie.'

I would like to add that my colleague Zdiarsky, besides his work with Eduard, is curator of the Museum of Air Battle over the Ore Mountains, dedicated to the events of September 11th, 1944, where that specific area saw intense combat between American 100th BG B-17Gs and German JG 4 interceptors. For over thirty years, he has been researching the fates of participating airmen, has met with many of them and continues to meet with their relatives.

Among others, he is a member of the 100th Bomb Group Foundation. With respect to his professional direction, B-17s, Mustangs, Bf 109s and Fw 190s, especially the A-8/R2 version, are literally an integral part of his life. His design of the shirt is no run of the mill item; it is a graphic expression of his life's work and devotion.

Incidentally, after his July lecture on the battle from September 11th, 1944 at the 100th Air Refuelling Wing, USAF, Mildenhall, England, base, the CO of the unit decided to adorn one of the unit's KC-135s with an artwork depicting one of the B-17Gs shot down over the Ore Mountains. This unit is descended from the 100th BG and is the only current American unit to carry on its aircraft markings hailing from the Second World War. I am hoping that the promised article on the lecture comes out before the end of the year and that it will reveal which noseart it is.

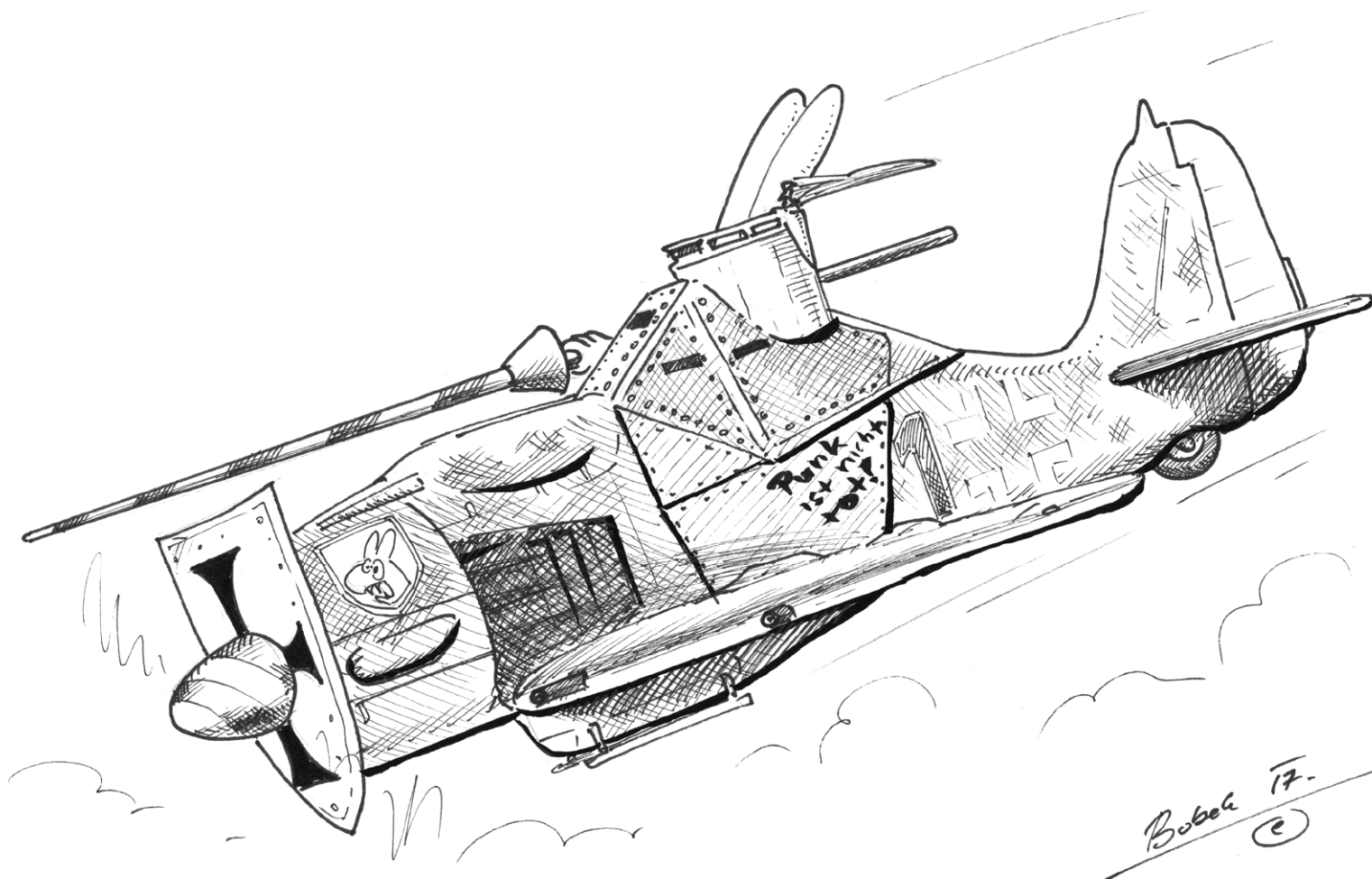
And while on the topic of America, we were there at the IPMS National Convention at the beginning of August.

Arizona is mesmerizing, the convention was awesome, and we thank all those who took a bit of time and visited our table and chatted with us. We also give thanks to those who took part in our internet post-event Afterparty and for patience regarding the slightly delayed delivery times. We would also like to thank the organizers of the IPMS National Convention from IPMS Phoenix with their help in our participation and with the work of putting on the show in general. We registered to be at the show next year in Chattanooga, Tennessee. The second half of next year will include our new Mustang, and so our goal is to introduce the stylized P-51 'Chattanooga Choo Choo' at the show. And when you see our Mustang for yourselves, only then will you understand the concept of glorification!

And with that threat, I sign off for today.

Happy Modelling!

Vladimir Sulc

MiG-21MF Fighter Bomber 1/72

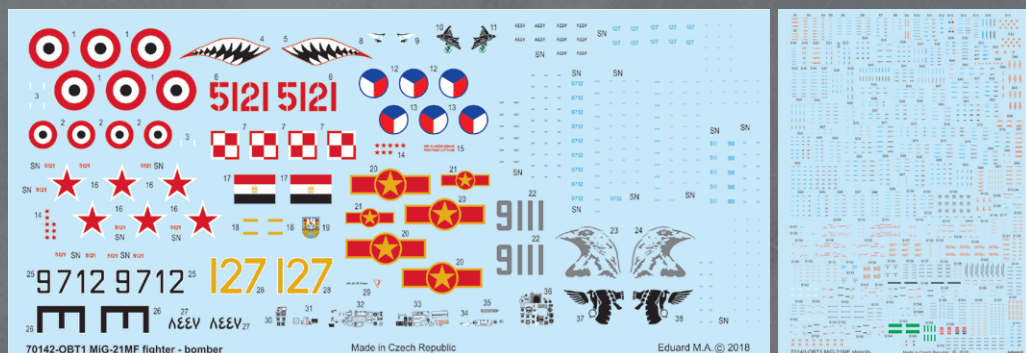
ProfiPACK
edition



1/72, Cat. No. 70142

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

Product Page



RECOMMENDED:

672179 MiG-21MF Fighter Bomber 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)

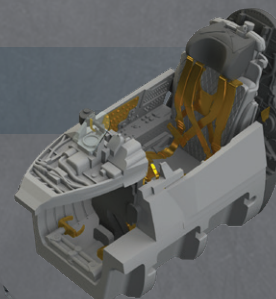
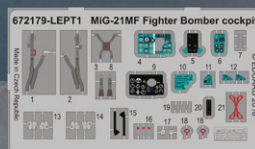
672186 R-3S missiles w/ pylons for MiG-21 1/72 (Brassin)

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)

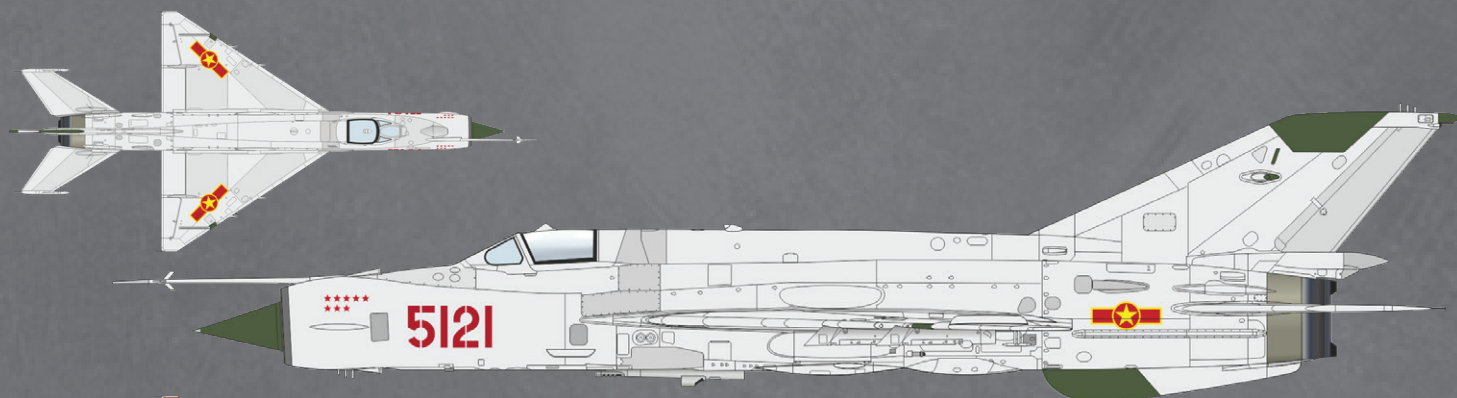


672191 RS-2US missiles for MiG-21 1/72 (Brassin)

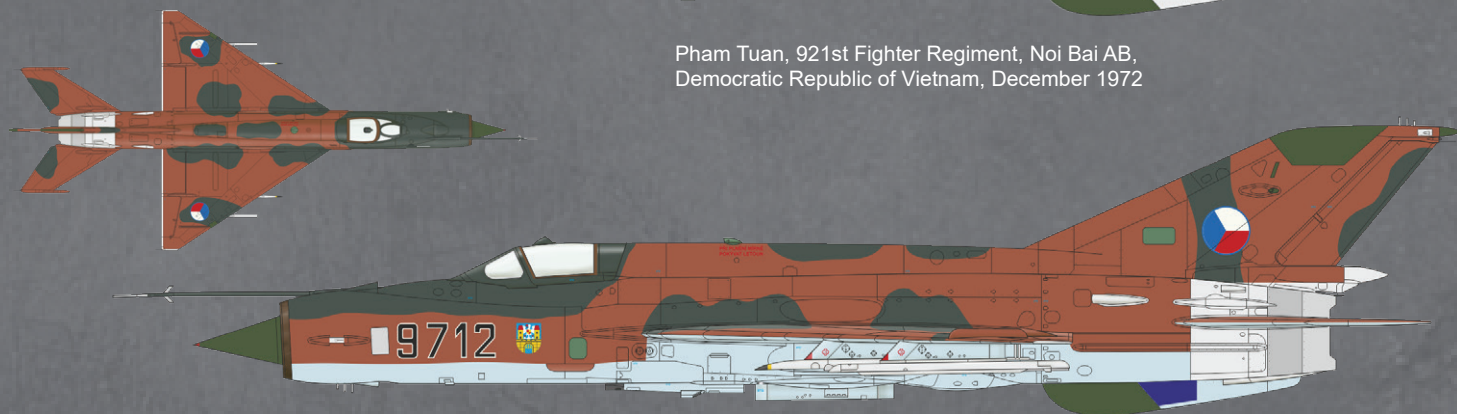
672192 RS-2US missiles w/ pylons for MiG-21 1/72 (Brassin)

672193 MiG-21MF airbrakes 1/72 (Brassin)

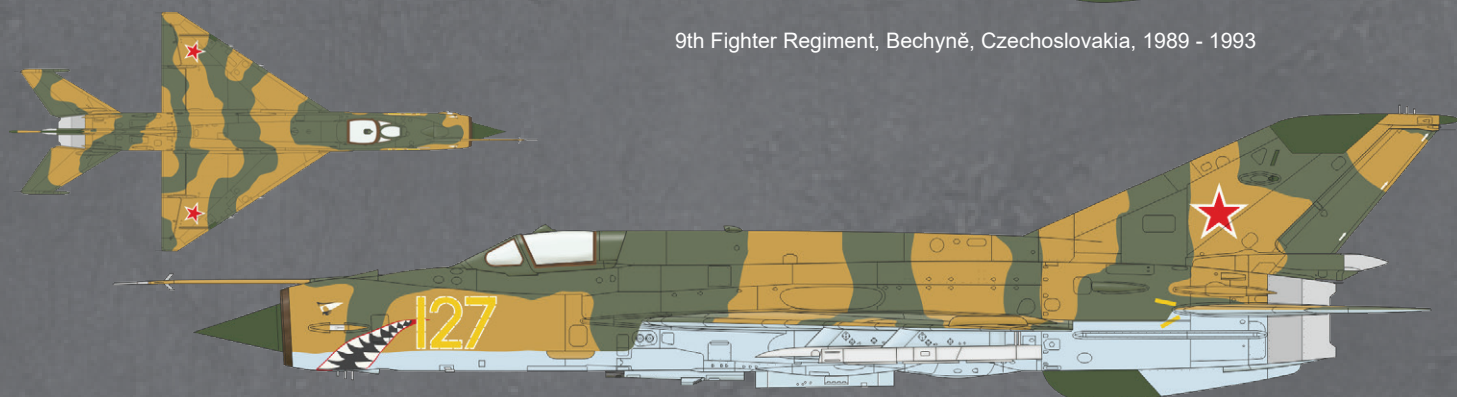
672197 MiG-21MF ejection seat 1/72 (Brassin)



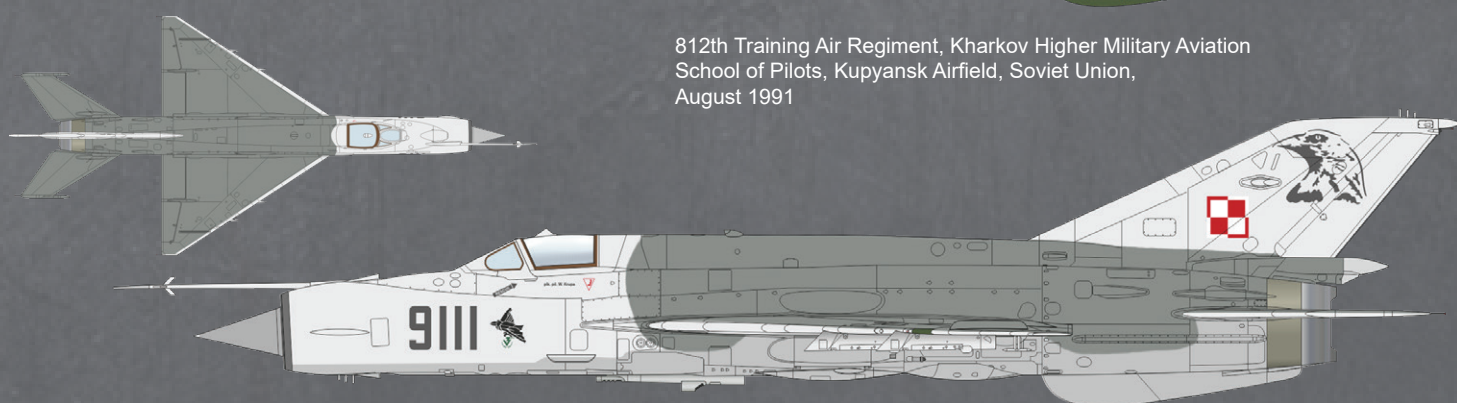
Pham Tuan, 921st Fighter Regiment, Noi Bai AB,
Democratic Republic of Vietnam, December 1972



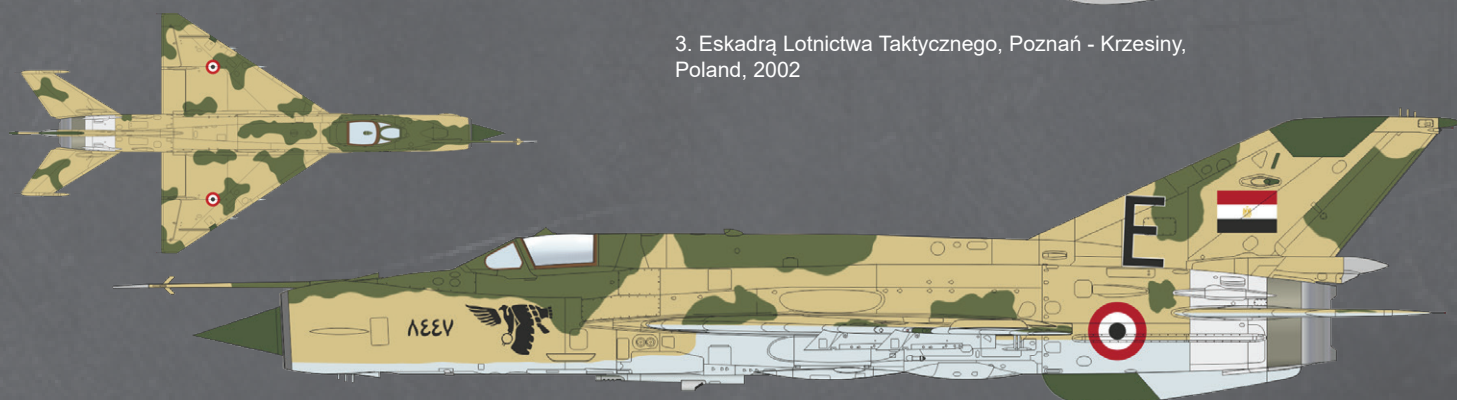
9th Fighter Regiment, Bechyně, Czechoslovakia, 1989 - 1993



812th Training Air Regiment, Kharkov Higher Military Aviation
School of Pilots, Kupyansk Airfield, Soviet Union,
August 1991



3. Eskadrą Lotnictwa Taktycznego, Poznań - Krzesiny,
Poland, 2002



No. 46 Squadron, Egypt, 1973

MiG-21MF Fighter Bomber

ProfiPACK 1/72
edition

MiG-21MF subvariants Eduard 1/72 scale kit solution

A unique position
of the air intake
(moved onwards)

A simplified shape
of rear-view mirror

A unique shape of the ammo case upper cover
(sharp corners, 3 screws on the bottom line)

A unique shape
of the maintenance
access hatch

ŠEDIVKA - Gorki
construction plant

An ammo case lower
cover located at the
edge of skin panel

oval-shaped bulge

Deep cut-out
on the side
of exhaust
nozzle

STRAČENA - Moscow
construction plant

A unique position of the air
intake (moved backwards)

A unique shape
of rear-view
mirror

A unique shape of the ammo case
upper cover (rounded corners,
2 screws on the bottom line)

A unique shape
of the maintenance
access hatch

An ammo case lower
cover located in the middle
of skin panel

S-shaped bulge

Shallow cut-out
on the side
of exhaust
nozzle

eduard

MiG-21MF Fighter Bomber

ProfiPACK 1/72
edition

MiG-21MF subvariants Eduard 1/72 scale kit solution

A unique shape
of the maintenance
access hatch

No oval panel on the wings

An unique shape of the ammo case upper cover
(sharp corners, 3 screws on the bottom line)

A simplified shape
of rear-view mirror

A unique shape
of the maintenance
access hatch

No oval panel
on the wings

ŠEDIVKA - Gorki
construction plant

A unique shape
of the maintenance
access hatch

An oval panel on the upper wing surface

An unique shape of the ammo case upper cover
(rounded corners, 2 screws on the bottom line)

A unique position
of the air intake (moved backwards)

A unique shape
of rear-view mirror

A small
maintenance
access hatch

An oval panel on the upper wing surface

STRAČENA - Moscow
construction plant

eduard

MiG-21MF 1/72

Fighter Bomber

in surfacer



Product Page



built by Martin Nademlejnský





REICHsverTEIDIGUNG

Fw 190A-8/R2 **NEW DESIGN**
& Bf 109G-6/14 1/48 SCALE DUAL COMBO

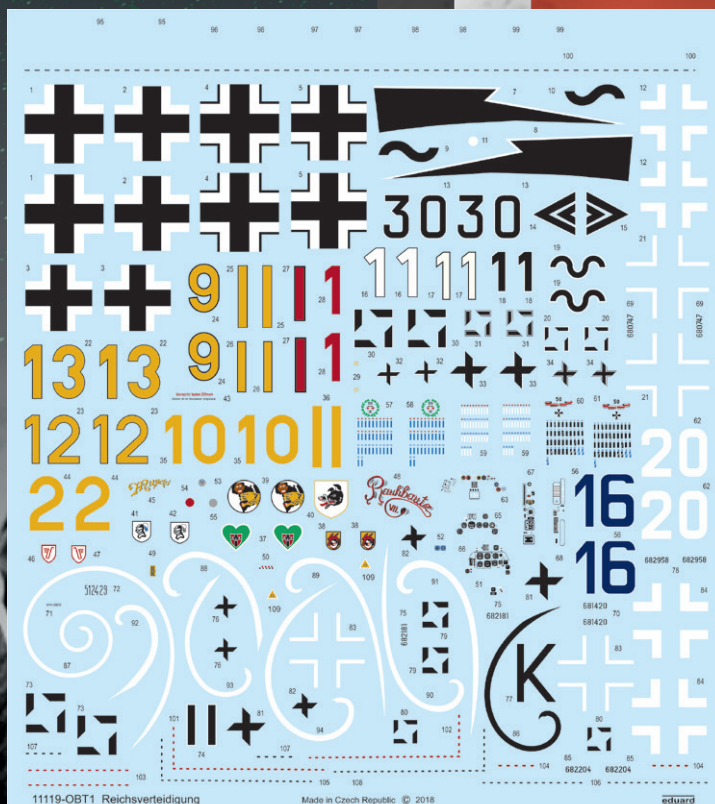


1/48

Cat. No. 11119

- plastic parts Eduard
- photo-etch set
- painting mask
- A3 size print of Fw 190A-8R/2 by Piotr Forkasiewicz
- decals Eduard
- 13 markings

Product Page

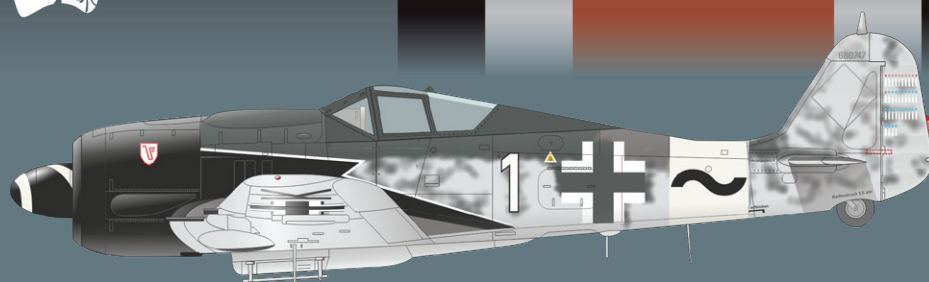


11119-OBT1 Reichsverteidigung

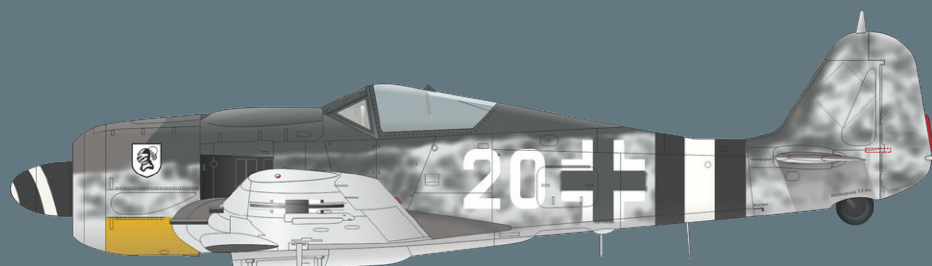
Made in Czech Republic © 2018

eduard





Fw 190A-8/R2, W. Nr. 680747, Oblt. Hans Weik,
CO of 10.(Sturm)/ JG 3, Memmingen, Germany, June 1944



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



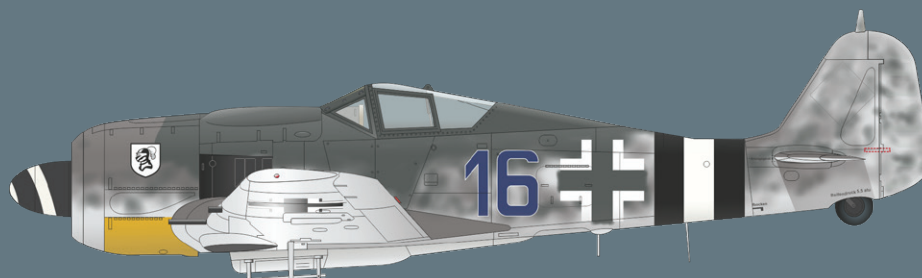
Fw 190A-8/R2, W. Nr. 682958, flown by Uffz. Paul Lixfeld,
6.(Sturm)/ JG 300, Löbnitz, Germany, December 1944



Fw 190A-8/R2, W. Nr. 682204, Oblt. Klaus Bretschneider,
5. (Sturm)/ JG 300, Löbnitz, Germany, December 1944

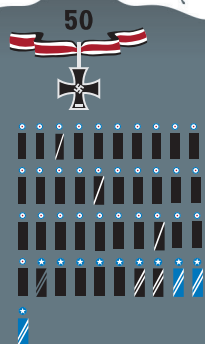


Fw 190A-8/R2, W. Nr. 682181, Fw. Hubert Engst,
Löbnitz, 6.(Sturm)/ JG 300, Löbnitz, Germany, early 1945

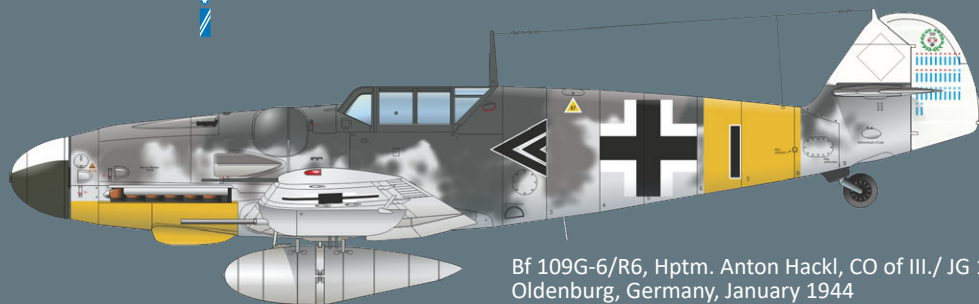


Fw 190A-8/R2, W. Nr. 681420, Lt. Alfred Lausch,
8.(Sturm)/ JG 4, Welzow, Germany, September 1944





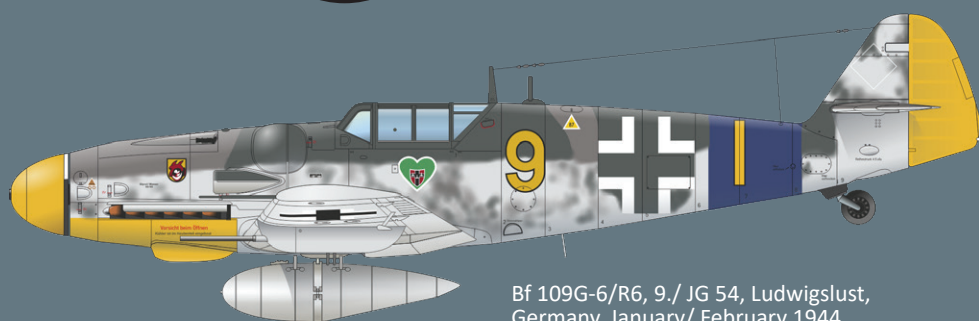
Bf 109G-6/R6, W. Nr. 20272, Oblt. Heinrich Klöpfer, CO of 7./ JG 1, Leeuwarden, the Netherlands, November 1943



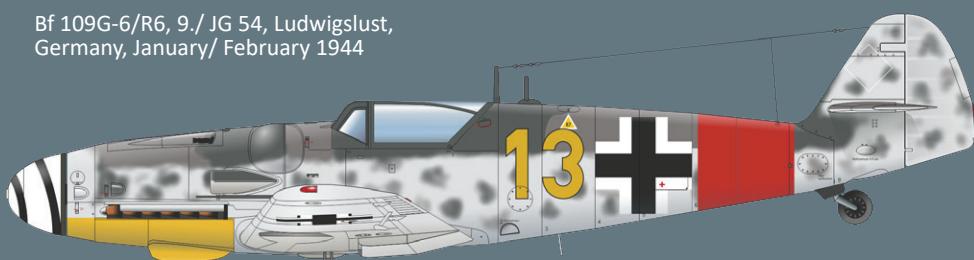
Bf 109G-6/R6, Hptm. Anton Hackl, CO of III./ JG 11, Oldenburg, Germany, January 1944



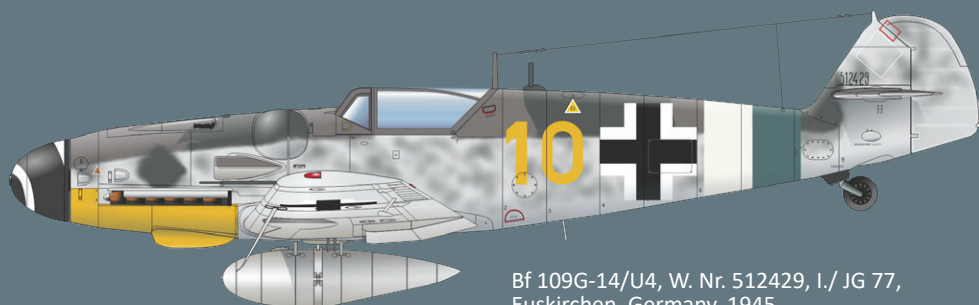
Bf 109G-6/R6, 2./ JG 27, Trenčín, Slovak Republic, early 1944



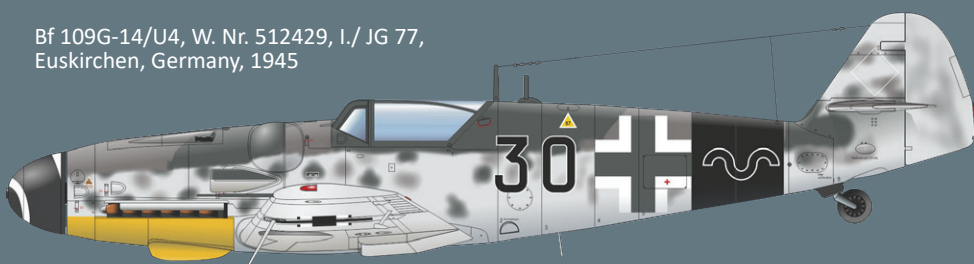
Bf 109G-6/R6, 9./ JG 54, Ludwigslust, Germany, January/ February 1944



Bf 109G-6, flown by Uffz. Klaus Lambio, 9./ JG 300, Jüterbog – Waldlager, Germany, June 1944



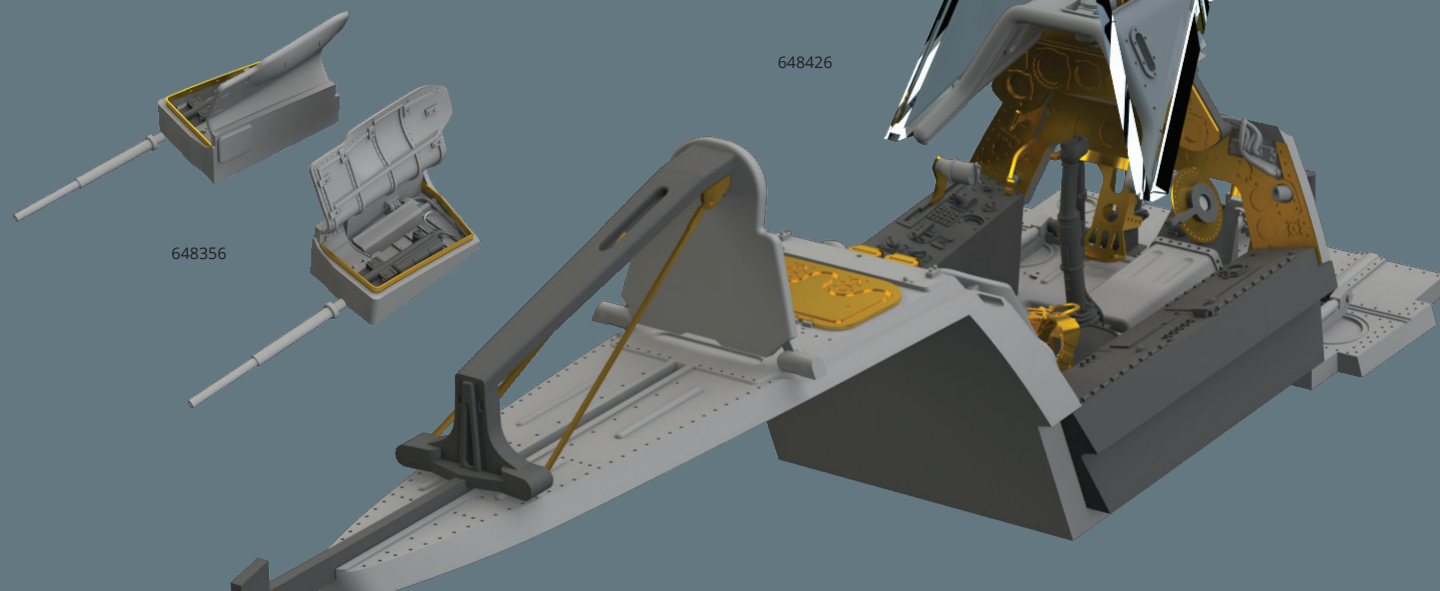
Bf 109G-14/U4, W. Nr. 512429, I./ JG 77, Euskirchen, Germany, 1945



Bf 109G-14, 13./ JG 53, Bad Wörishofen, Germany, 1945

RECOMMENDED for Fw 190A-8/R2:

- FE863 Fw 190A seatbelts STEEL 1/48 (PE-Set)
- 648356 Fw 190A wingroot gun bays 1/48 (Brassin)
- 648366 Fw 190A propeller 1/48 (Brassin)
- 648381 Fw 190A exhaust stacks 1/48 (Brassin)
- 648426 Fw 190A-8/R2 cockpit 1/48 (Brassin)



RECOMMENDED for Bf 109G-6/G-14:

- 48885 Bf 109G-6 (PE-Set)
- 48942 Bf 109G-14 (PE-Set)
- 49093 Bf 109G seatbelts FABRIC (PE-Set)
- 49094 Bf 109G seatbelts SUPERFABRIC (PE-Set)
- 648239 Bf 109G-6 radio compartment (Brassin)
- 648240 Bf 109G-6 cockpit (Brassin)
- 648245 W.Gr.21 for Bf 109 (Brassin)
- 648246 Bf 109 cannon pods (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648310 Bf 109G control surfaces (Brassin)
- 648332 Bf 109F and G Pitot tubes (Brassin)
- EX509 Bf 109G camo scheme - Mtt (Mask)
- EX510 Bf 109G camo scheme - Erla (Mask)
- EX511 Bf 109G camo scheme - WNF (Mask)
- EX512 Bf 109G spinner spirals (Mask)



HOLD STEADY!

REICHsverTEIDIGUNG

EXTERNAL DIFFERENCES Fw 190A-8 and Fw 190A-8/R2 Sturmbock

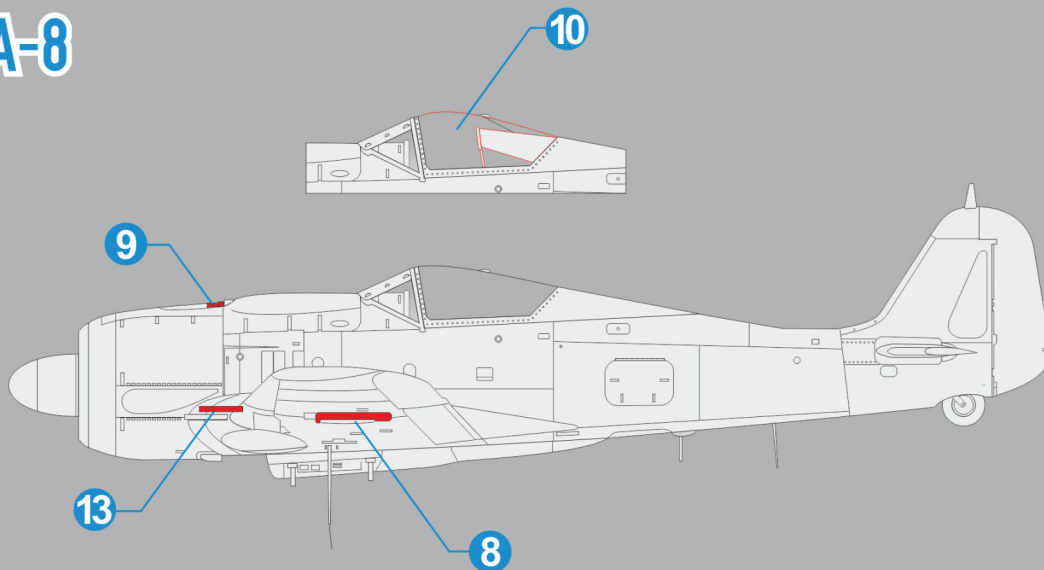
Fw 190A-8/R2:

- 1 – 3-piece 5 mm armored plates mounted on cockpit (each side)
- 2 – frames with 30 mm armored glass on canopy (late summer 1944 dismantled)
- 3 – triangular shaped frames with 30 mm armored glass on wind shield
- 4 – short barrels of 30 mm MK 108 cannons
- 5 – slot of spent cartridges ejection chute (for 30 mm cannons), the maintenance door upgraded
- 6 – fuselage 13 mm MG 131 machine guns usually removed
- 7 – modified upper cowling part with machine guns slots (individual solution – either reversed slots upgrade as shown on „7“, or original slots shape and open machine guns gap (7a))
- 11 – universal wing with outer cannons bulges on upper wing always used

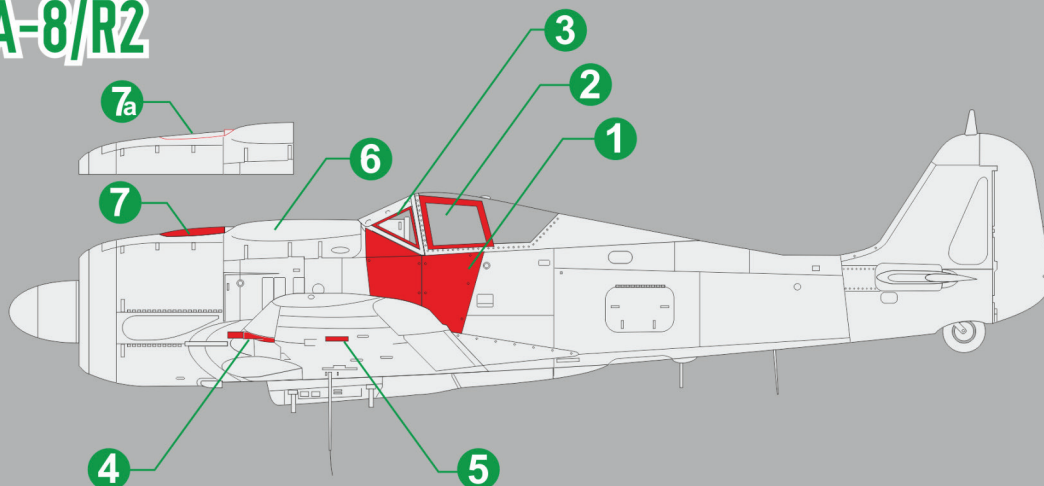
Fw 190A-8 (standard)

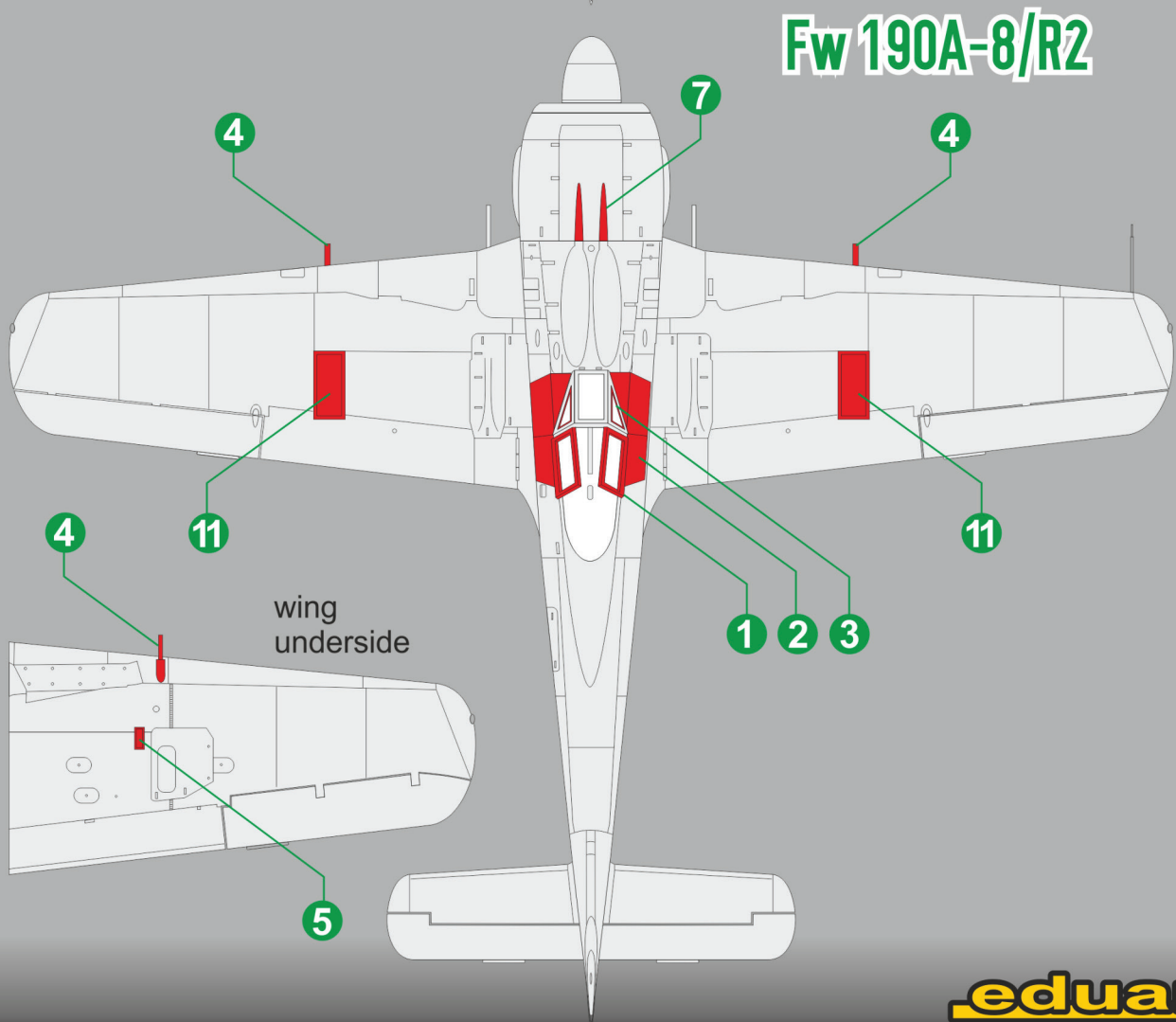
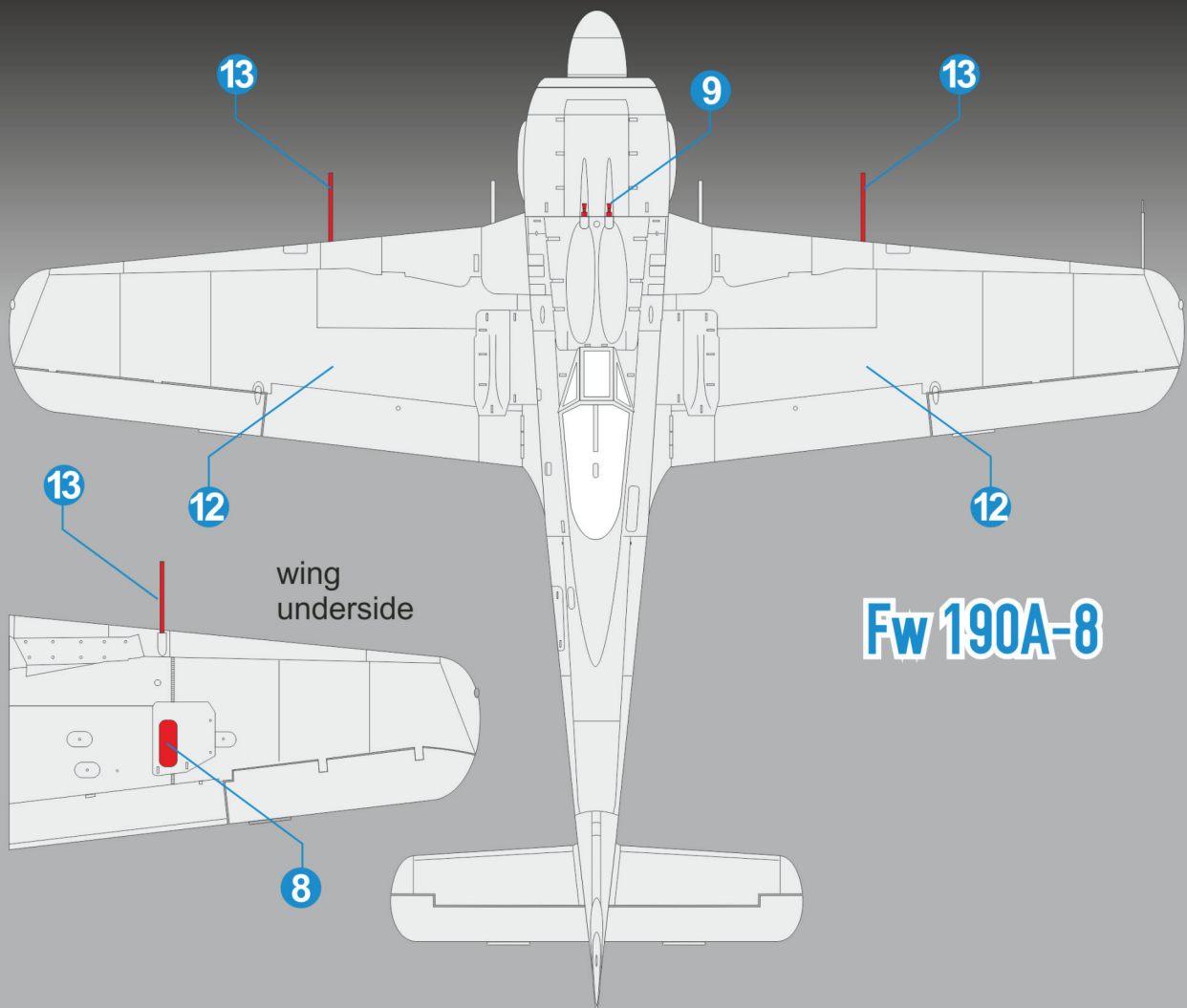
- 8 – specific lower wing maintenance door with ejection chutes for 20 mm MG 151 cannon spent cartridges
- 9 – 13 mm MG 131 fuselage machine guns
- 10 – alternate bulged canopy (later), never used on R2
- 12 – using of universal wing with outer cannons bulges on upper wing was alternate
- 13 – 20 mm MG 151 cannons on wings outer positions (long barrels)

Fw 190A-8



Fw 190A-8/R2





1/48

REICHsverTEIDIGUNG

Fw 190A-8/R2

in surfacer



Product Page



built by Martin Nademlejnský

NEW DESIGN!







LONE ADLER

BY JAN ZDIARSKÝ



The story of the air battle from the afternoon of September 11th, 1944 over the Czechoslovak-German border that claimed eighty airmen and over sixty aircraft from both sides has been described in this newsletter on several occasions. It was also a theme on which some Limited Edition Eduard kits have been based. So, with detailed descriptions of the battle itself linked at the end of this article, we will dedicate ourselves to the final phases of combat that took place around 1220h on that day, accented by only necessary information that is relevant to this article.

The heavy combat over those Ore Mountains began with a clash of fighters between 55th FG (38th and 338th FS) Mustangs and III./JG 4 pilots flying the Messerschmitt Bf 109G, which were tasked with fighter escort of heavily armed and armoured Fw 190A-8/R2s. After several minutes, the entire Sturmgruppe attacked the at the time unprotected bomber formation from the 100th Bomb Group. This led to the initial phase of the main battle in which, over a short period of time, the German pilots were able to eliminate a third of the B-17Gs from the 'Bloody Hundred', as the 100th BG was called. But the defensive gunners in the bombers were not so willing to give up their skins without a good fight, and so the rising smoke from the wrecks in the mountain forests, meadows and villages emanated not only from the bombers, but their antagonists as well.

Lt. Francis R. Gerard - in the air battle on 11 September 1944 claimed four aerial victories. In September 1997 he was one of veterans of the battle opening in Kovarska Museum dedicated to that combat.

The free-for-all was soon joined by two fresh P-51 squadrons from the 339th FG (503rd FS) and later by the 55th FG (343rd FS). The chaos that was playing out from an altitude of 7600m to ground level is difficult to fathom. One of the American pilots who came away at the end of the day with four confirmed kills, Lt. Francis R. Gerard, recalled:

"All hell was breaking loose around me, and there were so many aircraft involved that it was difficult to distinguish friends from enemies, but thank God there were so many of them and few of us. I finally picked out an FW-190 that was in a slight dive. I got on his tail and gave him a short burst, and he immediately exploded. Captain James Robinson confirmed this kill. I then damaged another 109, but





Lt. Alfred Lausch

Fw 189 of 11.(H)/Aufklarungsgruppe 12 with which Alfred Lausch spent an important part of his flying career.



in the confusion of diving through the bomber formation - I swear that I could hear the rapid fire from the heavy armament of the B-17s, and the sky around me was filled with parachutes and pieces of debris flying through the air - I wasn't able to follow him to confirm this kill. Much remained to be done to assist the bomber crews and their aircraft."

The German fighter pilots felt their fortunes changing for the worse and inspired by depleting fuel supplies and knowledge of the upper hand held by the P-51 Mustang over the heavily armoured Sturmböcke attempted to head for their base at Welzow, near Cottbus. This began the third phase of the battle characterised by many Fw 190 crashes as well as their escorting Messerschmitts in an area along



the German-Czech border and the town of Chemnitz. The event described here played out at that time.

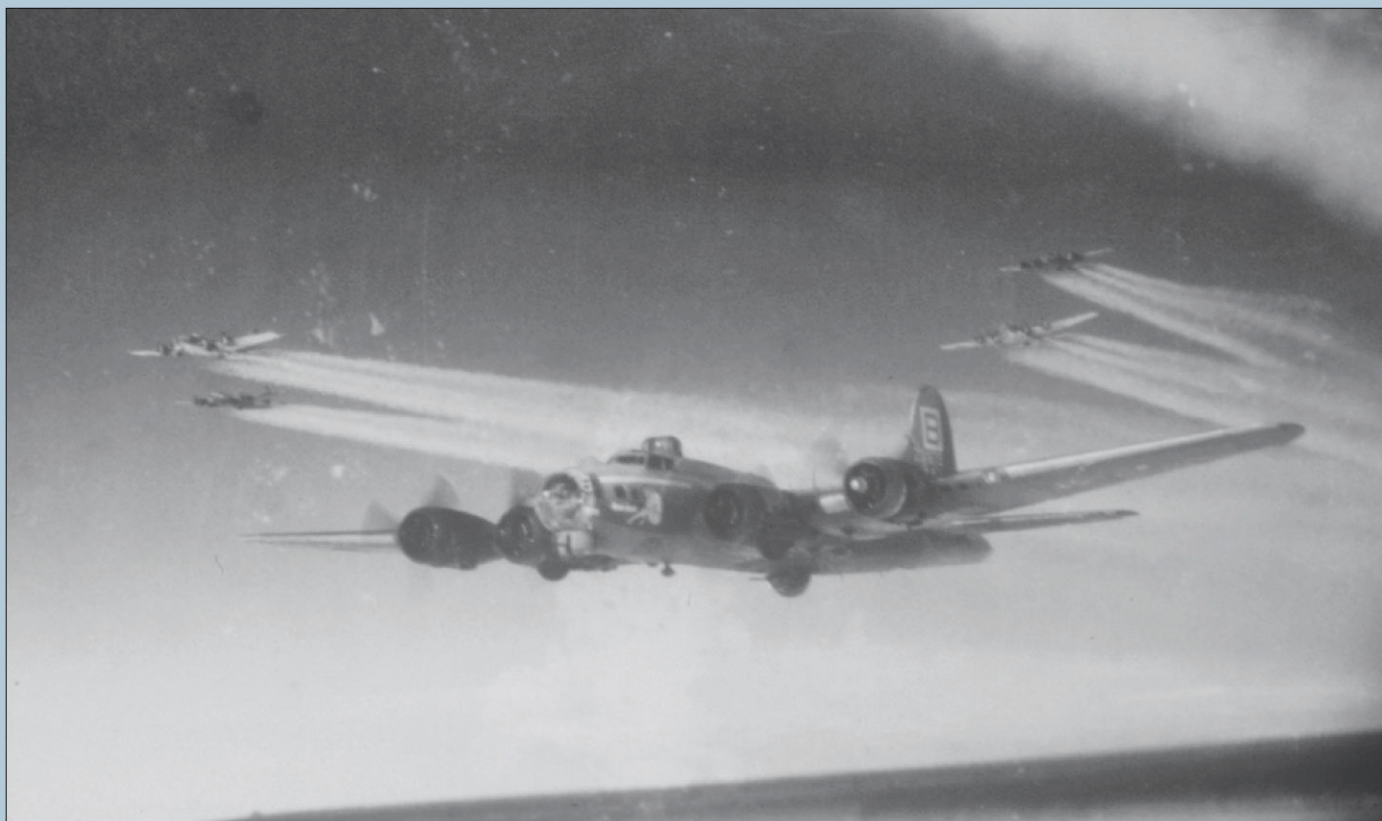
Alfred Lausch was born on October 12th, 1919 in Dittersbach, in the Javoricke foothills in the eastern Sudetenland on the frontier of the former Czechoslovak Republic. As a young boy, he moved with his parents to the nearby town of Barzdorf, from which he was called on by the Luftwaffe as a German national after the Sudetenland was gifted to the Reich. He underwent training, becoming an Fw 189A pilot with 11.(H)/Aufklarungsgruppe 12. Significantly, he flew over 300 operational sorties for which he would receive the EK I, EK II and the Frontluftspange (Frontal Aviation Pin). During his service career, he was shot down several times and each time was able to find his way back to his unit. In November, 1942, at the rank of Feldwebel, he was awarded the Ehrenpokal der Luftwaffe (an award given in honour of unusual success) and on July 26th, 1943, he received the high award Deutsches Kreuz in Gold (German Cross in Gold, formally presented to him on May 17th, 1943). Later, he trained to convert to fighters and in the summer of 1944 was assigned to 8. Staffel II.(Sturm)/JG 4, with which he would take part in the unit's baptism of fire.

On that day at around 1210h, the unlucky and highly dispersed 100th Bomb Group exited the area in which they were fiercely intercepted by the II.(Sturm)/JG 4 Sturmböcke and headed north to their last waypoint before acquiring their target. In a little under ten minutes later, the Ore Mountain region saw the arrival of the somewhat delayed formation designated 13B Combat Wing, made up of two 95th BG squadrons and one from the 390th BG.

In an area north of Chomutov and at an altitude of around 26,000 feet (7600m), there were still some active Sturmböcke of JG 4. These were predominantly from the 8th Staffel under the command of Hptm. Gerhard Schröder, tasked with top cover for its Gruppe and as such did not take part in the initial attack on the 100th BG to the same intensity as other Staffels. Their members didn't record their kills until later, at around 1219h.

Crews on board the 95th BG reported several Fw 190s hanging back from the combat box. The bombers were subjected to one careful, but effective, attack. According to available sources, it was conducted by Lt. Alfred Lausch in the cockpit of a Sturmböcke coded Blue 16.

From the time of service with JG 4 - Alfred Lausch seated at right, with his friend Rolf von Lobenwein Weinegg at left.



Formace B-17G 95th Bomb Group, 8th USAAF

S/Sgt J.F. Donelli, rear gunner in B-17G 43-38333 flown by Lt. Orval D. Collings, claimed damage against the attacker and wrote in his report:

"One Fw 190 attacked Mooring in High squadron from tail. Mooring on fire peeled off. Fw 190 continued toward front and made left turn and swung toward our tail on our left dropping lower. He went past us about 600 yards and then swung toward our a/c from 730 o'clock. Two other Fw 190's came in right behind him. I opened fire when E/A was 400 yards out. Gave about 4 bursts (2 seconds). At 300 yards he rolled into his back and went into spin. Other two E/A dived after him."

Mentioned couple of another Fw 190s were surely American Mustangs, as mentioned by other crews of the 95th BG and also the Operational Summary of the unit for that day:

"One Fw 190 attacked on 1220 at 5030N-1325E. Fairly Aggressive. Closed to about 400 yds. Single Fw 190 swung around Group from left and came into low group at 6 o'clock from above. Pressed attack to about 400 yds and then flipped over and went back and down as P-51's jumped him. Only one pass made."

Upper turret gunner of the hit bomber, T/Sgt. Charles P Stein, wrote:

"Saw what looked like P-47 off to right rear and called tail-gunner to watch it. Co-pilot reported pirates attacking group and turned turret to see FW 190 (Goerings yellow nosed squadron) coming in on our tail with 20mm's firing. SCARED. Commenced firing from all positions but incendiaries hit #1 and #2 engines tanks and started fire. Called Pilot but no answer so got out of turret to show damage and CP motioned me down the hatch. Put on chute, kicked emergency door off and waited. CP following me and I rolled out door and first thought, "My God, that's a long way down." Saw no more of plane or



'Hard Luck', B-17G 42-97334 of the 336th BS, 95th Bomb Group, was shot down by Lt. Lausch on September 11th, 1944 and crashed near Schmalzgrube. (The upper photo was taken by Lt. E.A. Erickson, published by courtesy of his son, Mark Erickson).





The crew of Lt. Vance Mooring, 95th BG. The Top Turret Gunner / Engineer T/Sgt. Charles P. Stein is standing far left.

group. Retained consciousness and rolled over and over and tested ways of controlling your direction. Fighters zooming around and strafing us and finally opened chute about 10,000 feet and saw others coming down..."

The pilot, Lt. Vance Mooring, attempted to keep the B-17G flying and try to reach friendly airspace. Due to a spreading fire in Engine No.1, he too ultimately had to bail out of the airplane. The entire crew survived by taking

to their parachutes and were taken POW. The abandoned aircraft came down near Schmalzgrube.

Not far from where Mooring's B-17G hit the ground, on the Czech side of the border near the village of Bohmisch Reitzenhain, another part of the story was playing itself out. The attacking Fw 190s were lost at the moment when Mooring's B-17G was hit, turned over and followed by a pair of Mustangs dove into a cloud formation at about 10,000 feet (3km). After penetrating the scattered layer of clouds, the Fw 190 found itself over a heavily wooded area. A German native Rudolf Mehnert recalled in 1996:

"I was in Reitzenhain and observed two fighters chasing a German Focke Wulf and firing at him. They came from the direction of Marienberg. All of a sudden, the engine of our fighter screamed loudly and went into a climb. I said to myself 'that's how it's done, that's a fighter...!'



In 2002 Charles P. Stein attended the meeting of 11th September 1944 air battle veterans in occasion of the 58th anniversary. On the photo, sitting far left in conversation with Hellmut Detjens, former Bf 109G pilot from III./JG 4. While Hellmut on that combat shot down one B-17G, Charlie Stein in the same combat saved his life on a parachute. Far right is seating Bavarian architect Alfred Ambs, former Me 262 pilot of JG 7.

FROM HRM 11/2114B
TO THE
OIH RM
SECRET 95BG S-235-D ATTN AC OF S, A-2

OPERATIONAL NARRATIVE REPORT 95A & 95B RUHLAND, GERMANY 11 SEPT. 1944

A. LEAFLETS: NONE

B. BOMBING RESULTS: 95A GROUP DID NOT BOMB. STRIKE PHOTOS H SHOW 95B GROUPS BOMBS IN A GOOD PATTERN IN M/Y AT FULDA.

C. ENEMY FIGHTERS: (1) ONE FW 190 (2) 1220 AT 5030N-1325E. (3) NONE (4) FAIRLY AGGRESSIVE. CLOSED TO ABOUT 400 YDS. (5) SINGLE FW 190 SWUNG AROUND GROUP FROM LEFT AND CAME INTO LOW GROUP AT 6 O'CLOCK FROM ABOVE. PRESSED ATTACK TO ABOUT 400 YDS AND THEN FLIPPED OVER AND WENT BACK AND DOWN AS P-51'S JUMPED HIM. (6) ONLY ONE PASS MADE. (7) NONE (8) NONE

An excerpt from the report filed by the 95th BG on the mission of September 11th, 1944.

but then it began to drop and belch smoke. It flew into the forest and exploded. That day or the day after, I was guarding the site. There was a crater and the destroyed aircraft all around. In the trees, there was a lot of blood and pieces of skin. We found a piece of bone and a German cross in gold. The parachute was packed and burned. We also found a cap, a rubber soul from a shoe, and a silver cigarette case containing six cigarettes, and so we smoked them. There were small ID photographs in the shoulder bag but half were missing, as if shot away. The entire rear fuselage just lay there. In three or four days that we guarded the site, a vehicle arrived and loaded the remains into a coffin along with skin pieces and dirt."

That is how the Javoricky native and Sturmjager Alfred Lausch met his end. The 'Weltverloren Adler' on his own initiative attacked a formation of bombers and so gained the last kill of II.(Sturm)/JG 4 on the day it received its baptism of fire. His death, without a doubt, came at the hands of Mustang pilots from the 343rd FS, 55th Fighter Group.

Postscript

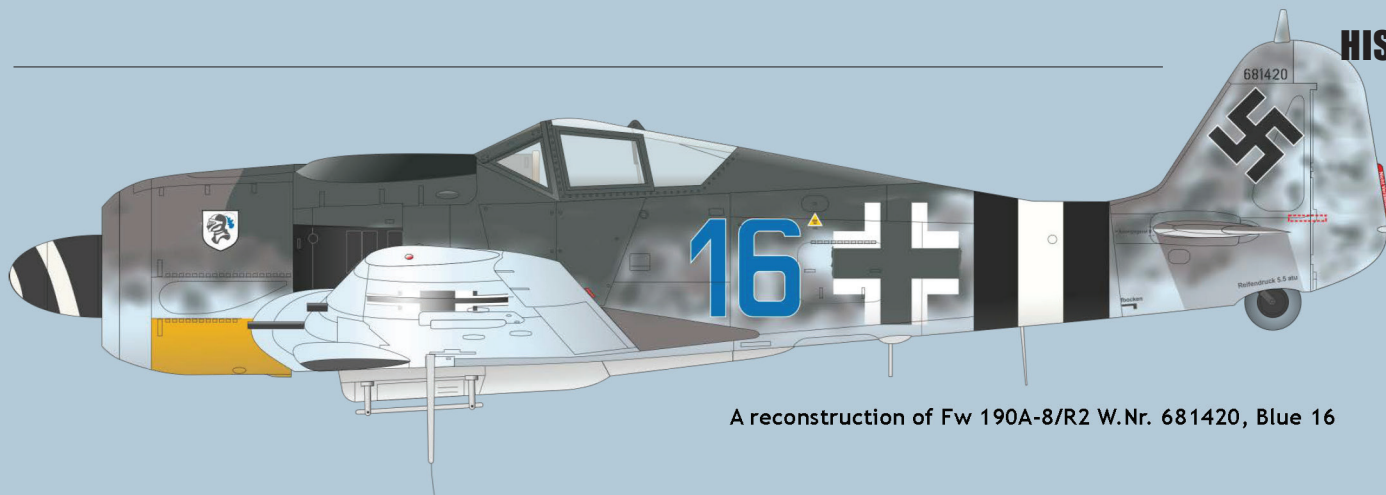
,This is how the incredible became the truth' would be written by Czech writer Bohumil Hrabal. With colleagues from the Museum of the Air Battle over the Ore Mountains September 11th, 1944, we dug for the site of the wreck-

kage of Lausch's Sturmbock from the time we met with the eyewitness Rudolf Mehnert in 1996. With no results, though. The likely area of impact was determined, but its extent refused to offer up a decent chance of locating the wreck. Needle in a haystack. It wasn't until the end of 2017 when new information was uncovered that led to very thorough research of the entire area that included topographical data of the soils and geological elements, mining and silvicultural maps and aerial survey photographs between 1953 and 2017. This allowed the narrowing of the search area to a few promising locations (still being a pretty daunting task, nonetheless) and based on all this information, a search was carried out with the goal of locating the wreckage of the airplane (bearing in mind that the biggest pieces would have been carted off shortly after the crash). The intensity of the work to locate the wreck and uncover its story led to its inclusion in the markings options of the new-tooled Fw 190A-8/R2 kit from Eduard in the Limited Edition 'Reichsverteidigung' boxing. It also led to the painting by Piotr Forkasiewicz which is included in the kit and as the title pic for this article.

At the time when I was putting the article together less than two weeks before the publication of this newsletter, I headed out one more time with my friend and volunteer Jan Jelinek to the area where Bohmisch Reitzenhain was, to look for Lausch's Sturmbock. It would be a great exclamation point to be able to include a photograph of the wreck-

Fjd. Nr.	Ort und Tag des Verlustes Feindflug:	Staffel usw.	Dienstgrad	Vorname	Familiennamen, Truppenteil Nr. der Erkennungsmarke	Geburts-			G.
						Tag	Ort	Kreis	
1	2	3	4	5	6	7	8	9	
1	Reitzenhain/ Krs. Komotau 11.9.1944 ja Werk-Nr. 681420 Fw 190 A8/R2 blaue 16	8. Sturm/ J.G. 4 (Kr.O.) Flugzeug- führer	Leut- nant (Kr.O.)	Alfred	Lausch 8. Sturm/J.G. 4 60 008/77	12. 10. 1919			

An excerpt from the Namentliche Verlustmeldung indicating the loss of Lt. Lausch.



A reconstruction of Fw 190A-8/R2 W.Nr. 681420, Blue 16

kage of Blue 16. And the incredible became the truth. After over twenty years of the first attempts to locate the site and thanks to diligent preparations and work, the wreck was located on Sunday, August 19, 2018! Lausch's Blue 16 will soon become another member of the collection of the Museum of the Air Battle over the Ore Mountains, dedicated to the battle in which Alfred Lausch was killed.

Note: Although Lt. Lausch's B-17G kill did not figure in the official list of Luftwaffe kills on September 11th, 1944, it did give rise to an unusual legend. What was really behind the attempt to stress the determination to get the kill by Alfred Lausch, if it was an attempt to squeeze every last ounce of propaganda value out of it or if it is simply the ability of a tall tale to stand the test of time, is unknown. What is certain, though, is that in the collective memory of JG 4 members, Lausch's end was put down to a ramm attack, weather the collision with the B-17 was intentional or not. The legend surrounding the ramm was brought to light and distributed by German historian Werner Girbig who ultimately misidentified the pilot when he wrote in his book *...near Chomutov, Lt. Rausch of 8. Staffel conducted a ramm attack on a B-17, but*

paid for the action with his life'. The mistake of not verifying by Werner Girbig was later repeated by other authors. But as it happens, all available and reliable sources describe the reality as somewhat less spectacular and prosaic.

For help in the preparation of this article and in researching the fate of Lt. Lausch, I would like to thank the following:

- Rudolf Mehnert, Francis R. Gerard and Charles P. Stein for their memories of September 11th, 1944.
- Thomas Posselt for enabling contact with the family of Lt. Lausch.
- Karel Orlovec for expert geological-soils consultation.
- Jan Jelinek for his excellent intuition
- Peter Forkasiewicz for capturing the proper atmosphere of his artwork
- Management of unnamed forest district office for their invaluable co-operation

Sources:

- Archives of the Museum of the Air Battle over the Ore Mountains on September 11th, 1944
- Archives of Jagdgeschwader 4 via the Museum of the Air Battle over the Ore Mountains, September 11th, 1944
- Namentliche Verlustmeldung / JG 4, 11. 9. 1944
- National Archives and Record Administration, USA
- Thomas Posselt

Marking of Fw 190A-8/R2 W.Nr. 681420
Blue 16 is included in Limited Edition
kit REICHsverTEIDIGUNG,
Cat.No. 11119 (Eduard, 09/2018)



The newly discovered wreckage of Lausch's Sturmbock, the former Bohmisch Reitzenhain (Chomutov region), August 19th, 2018.



Fw 190A-8/R2 from the previous article

REICHsverteidigung

1/48



built by Tomáš Török

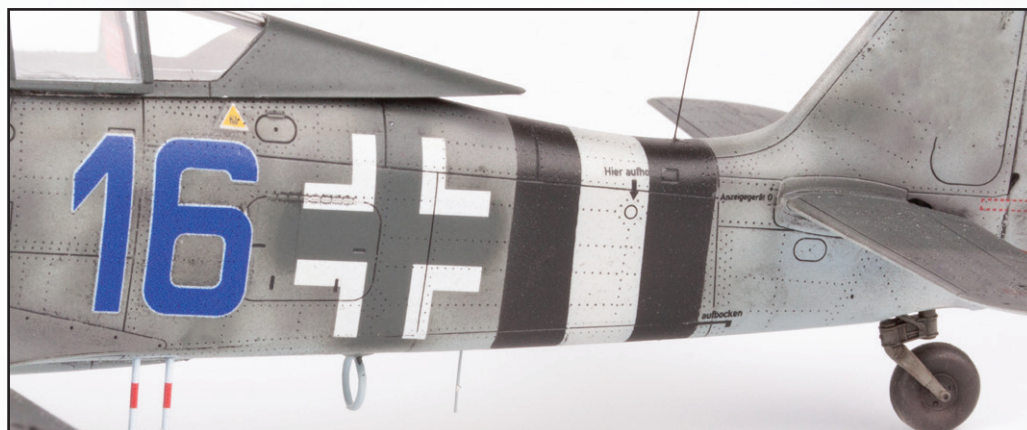
Kamo B



Fw 190A-8/R2, W. Nr. 681420, Lt. Alfred Lausch, 8.(Sturm)/ JG 4, Welzow, Germany, September 1944

Alfred Lausch came from a Czech family in the Javorice Highlands, located in the eastern Sudetenland. After the outbreak of the war, he was enlisted into the Luftwaffe as a German national where he flew Fw 189 reconnaissance aircraft over the Eastern Front. Here he flew more than 300 missions. On July 26th, 1943, he was awarded the Deutsches Kreuz in Gold. After undergoing fighter training, he was assigned to the 8.(Sturm)/ JG 4 in the summer of 1944 and flew its inaugural missions on September 11th, 1944. On that day, his unit entered combat with bombers of the 13th Combat Wing, 8th USAAF that were headed for the refineries in Ruhland. During the intercept, which today we call the Battle Over the Ore Mountains, Lt. Lausch managed to bring down a B-17G of the 95th Bomb Group north of Chomutov. He himself was hit by an escorting P-51 and his aircraft hit the ground near Reitzenhain on the Czech side of the Ore Mountains. The pilot did not survive. The remains of the aircraft are now in the possession of the Museum of the Battle Over the Ore Mountains.

Lausch's standard camouflaged Sturmbock carried the 900 mm Defence of the Reich JG 4 black-white-black fuselage band and on the nose the JG 4 unit marking. To aid in pilot protection, 5 mm thick armoured panels were added below the cockpit and the windscreen was complemented by 30 mm thick glass plating. This aircraft had the armoured glass on the sides of the sliding portion of the canopy.



Product Page

11119



HOLD STEADY!

REICHsverTEIDIGUNG



Eduard STURMBOCK T-SHIRT

- Reichsverteidigung
Fw 190A-8/R2 theme
- Limited release, 100 pcs only
- M, L, XL, XXL, 3XL sizes
- Will be released during September 2018
on Eduard webstore
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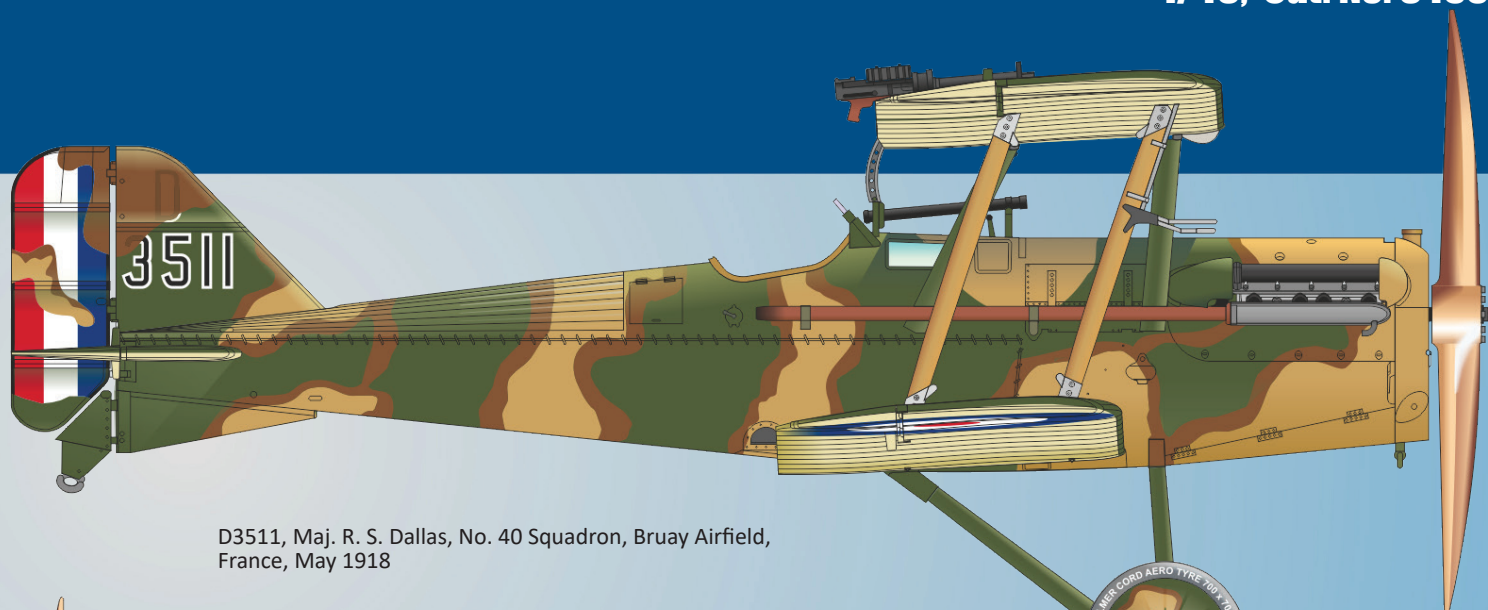
eduard

SEPTEMBER 2018

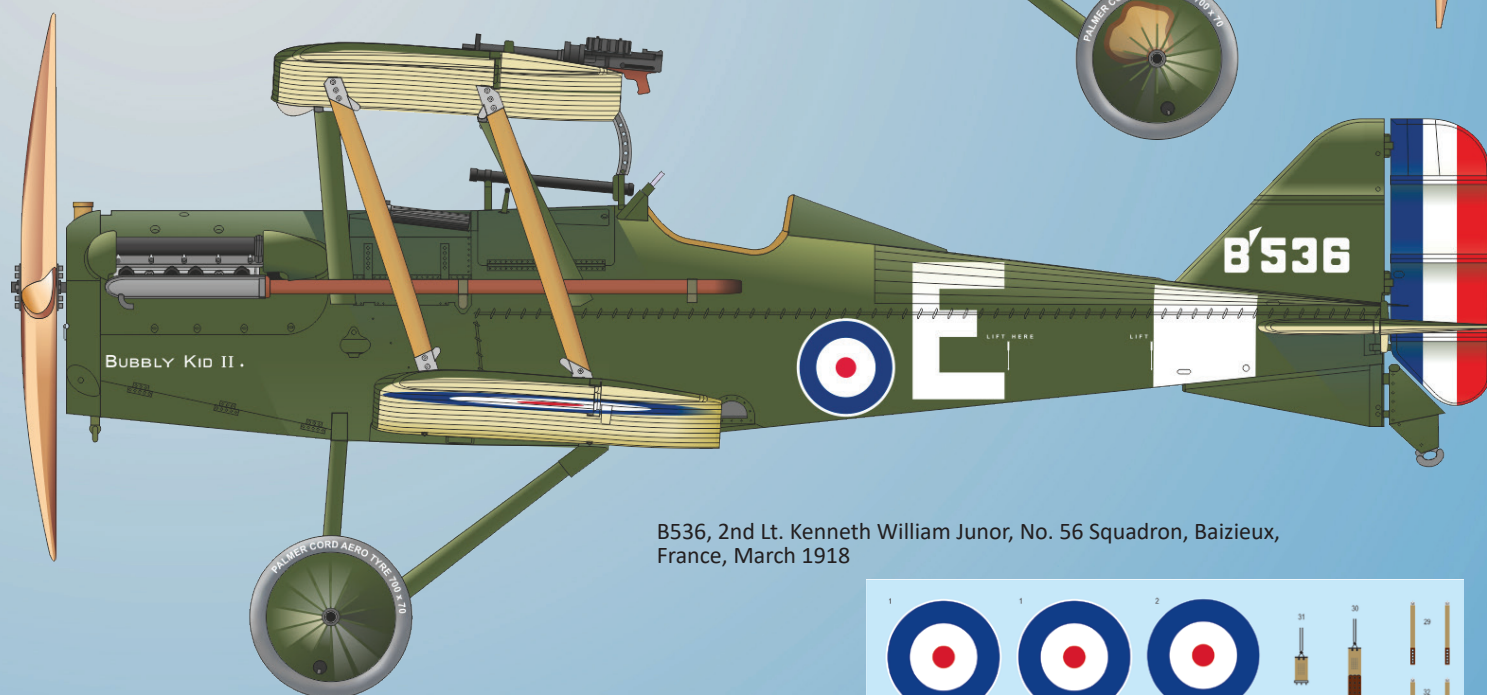
WEEKEND edition

SE.5a Hispano Suiza

1/48, Cat. No. 8453



D3511, Maj. R. S. Dallas, No. 40 Squadron, Bruay Airfield, France, May 1918



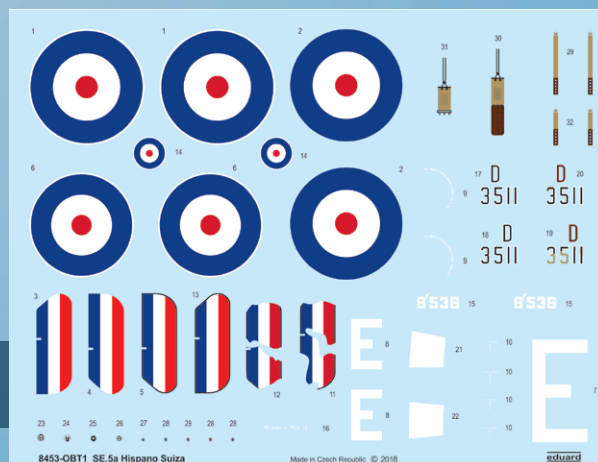
B536, 2nd Lt. Kenneth William Junor, No. 56 Squadron, Baizieux, France, March 1918

- 2 markings
- decals Eduard

Product Page

RECOMMENDED

- 48915 SE.5a stretchers 1/48 (PE-Set)
- 648296 SE.5a propeller two-blade (left rotating) 1/48 (Brassin)
- 648297 SE.5a propeller two-blade (right rotating) 1/48 (Brassin)
- 648299 SE.5a guns 1/48 (Brassin)
- 648318 SE.5a propeller four-blade 1/48 (Brassin)
- 648319 SE.5a radiator - Hispano Suiza for 4blade prop 1/48 (Brassin)
- 648320 SE.5a radiator - Hispano Suiza for 2blade prop 1/48 (Brassin)
- 648333 SE.5a wheels 1/48 (Brassin)



634006 Spitfire Mk.IX late **Löök** 1/32 Tamiya

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for late production blocks of Spitfire Mk.IX in 1/32 scale. Easy to build, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product Page](#)

644001 Bf 109G-6 **Löök** 1/48 Tamiya

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-6 in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



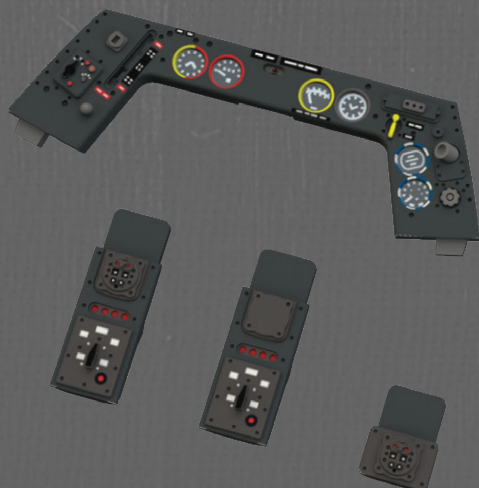
644002 Fw 190A-5 **Löök** 1/48 Eduard

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Fw 190A-5 in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Eduard

Set contains:

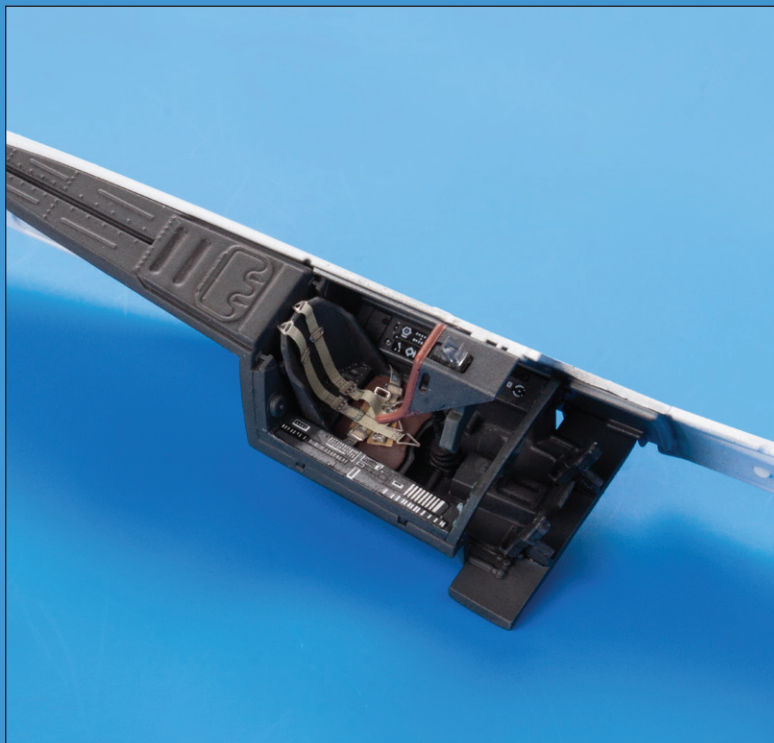
- resin: 5 parts,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

[Product Page](#)



Built on page 33.

NOW IN 1/48 SCALE !



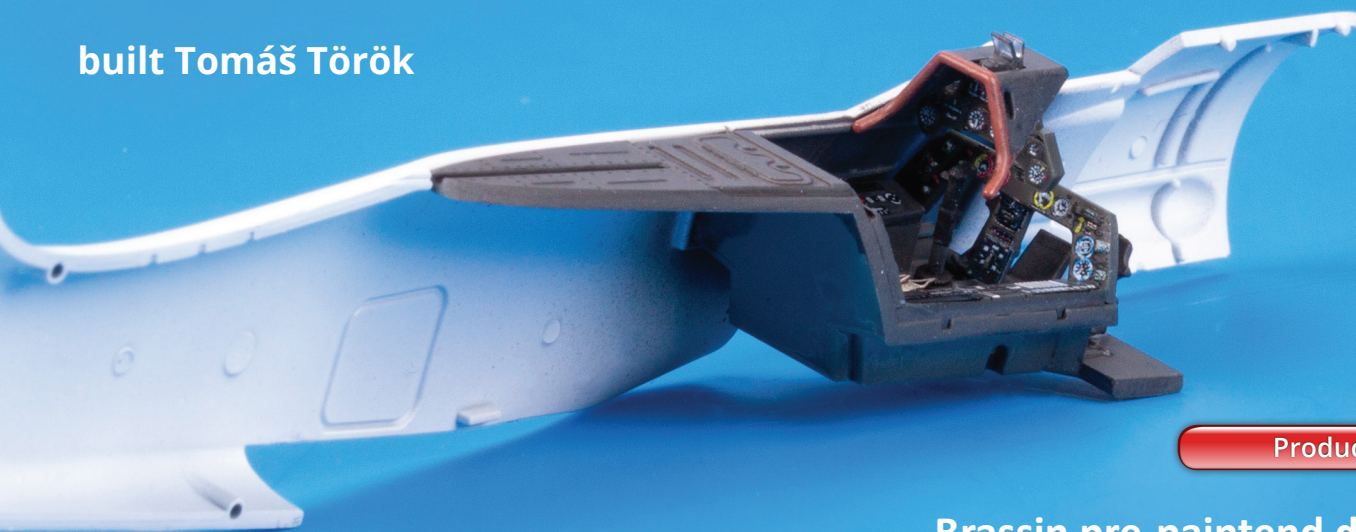
✓ Löök

Fw 190A-5 1/48

for **Eduard** kit

#644002

built Tomáš Török



[Product Page](#)

Brassin pre-paintend dashboard
Seatbelts STEEL
Easy to build

Spitfire Mk.IX wheels 4spoke w/smooth tire

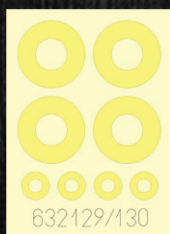
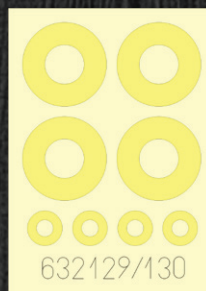
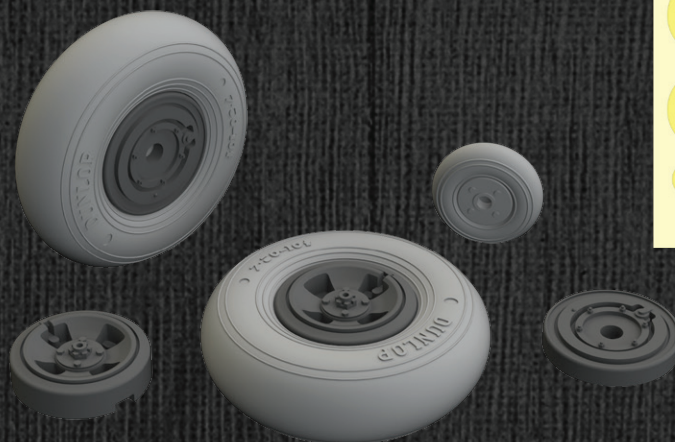
632129 1/32 Tamiya

Brassin set - 4spoke undercarriage wheels with smooth tire for Spitfire Mk.IX in 1/32 scale. Main wheels and a tailwheel included. Easy to build, replaces plastic parts.
Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



Spitfire Mk.IX wheels 4spoke w/pattern

632130
1/32 Tamiya

Brassin set - 4spoke undercarriage wheels with pattern for Spitfire Mk.IX in 1/32 scale. Main wheels and a tailwheel included. Easy to build, replaces plastic parts.
Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



648425 AGM-158

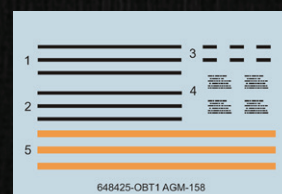
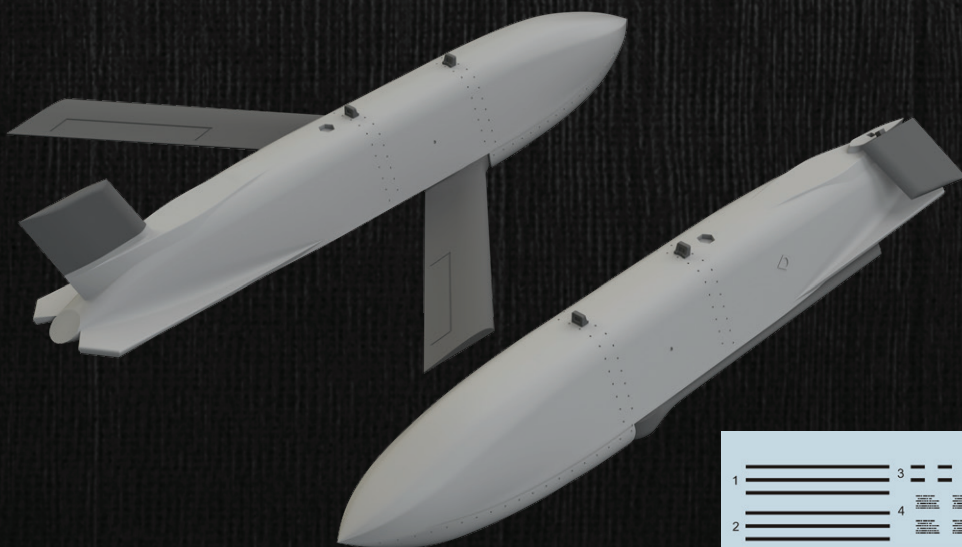
1/48

Brassin set - 2 pcs of AGM-158 air-to-surface missile in 1/48 scale. Carried by F-15E, F-16, F/A-18, F-35, B-1B, B-2, B-52.

Set contains:

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

[Product Page](#)



648426

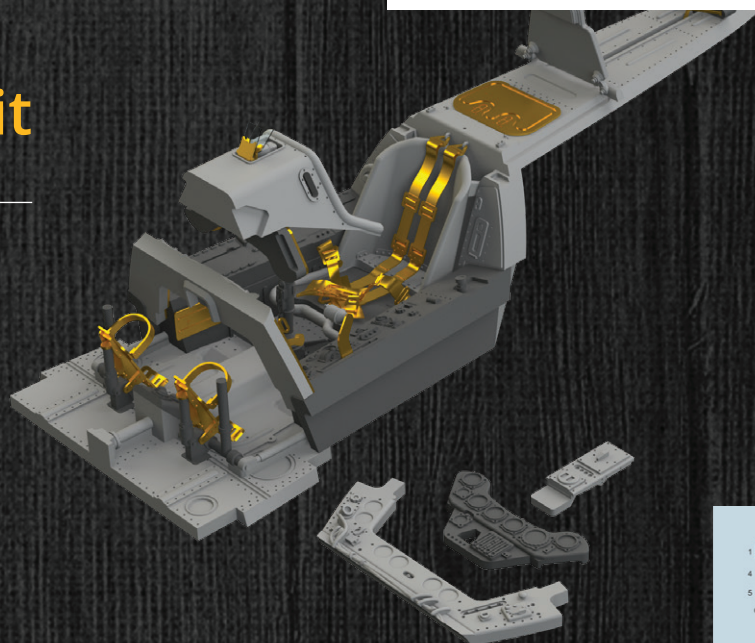
Fw 190A-8/R2 cockpit

1/48 Eduard

Brassin set - the cockpit for Fw 190A-8/R2 in 1/48 scale. Replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)


672196

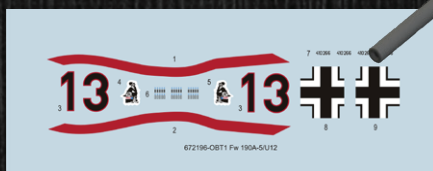
Fw 190A-5/U12 gun pods

1/72 Eduard

Brassin set - gun pods with four 20mm guns for Fw 190A-5/U12 in 1/72 scale. Decals for one marking option. Recommended kit: Eduard

Set contains:

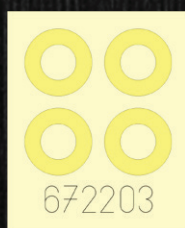
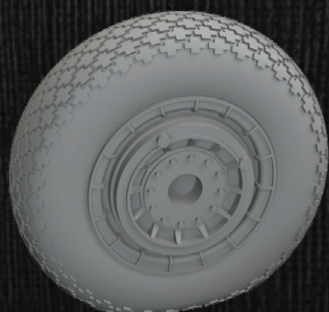
- resin: 6 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)


672003

F6F wheels

1/72 Eduard



Brassin set - undercarriage wheels for F6F in 1/72 scale. Easy to build, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)


672207

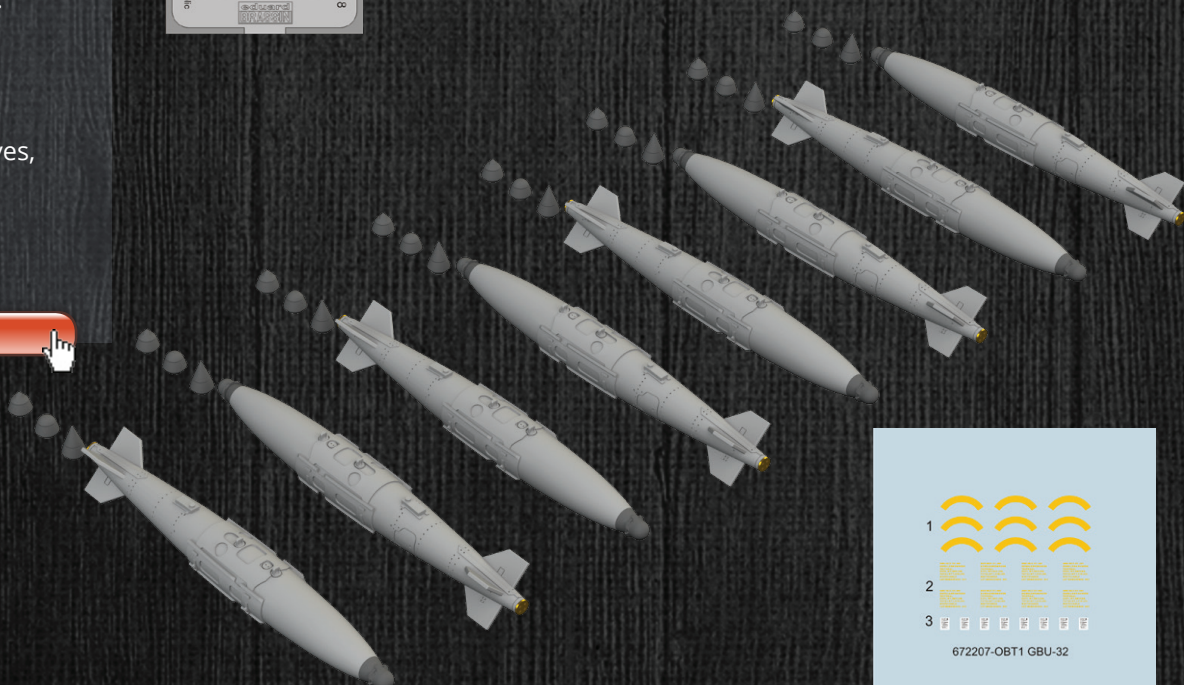
GBU-32 Non-Thermally Protected

1/72

Brassin set - 8 pieces of US guided aerial bomb GBU-32 JDAM in 1/72 scale. Non-Thermally Protected version.

Set contains:

- resin: 48 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)


672207-OBT1 GBU-32

672208

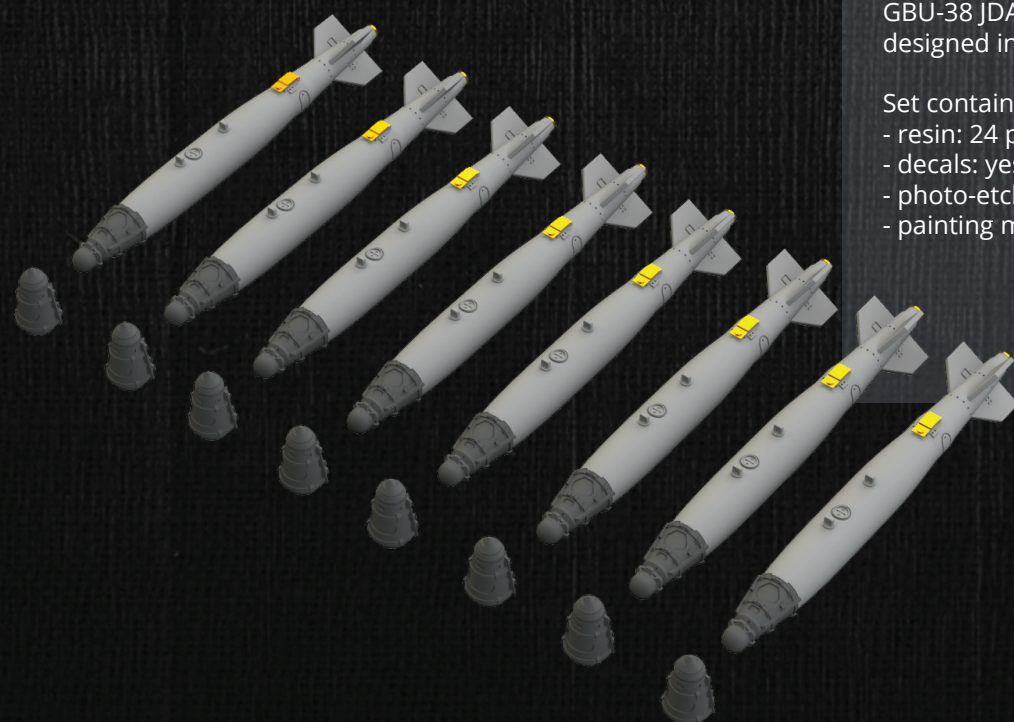
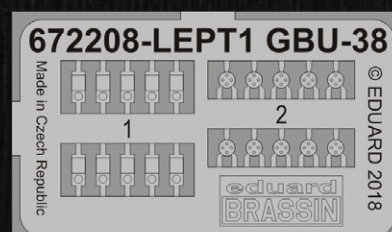
GBU-38 for B-2A

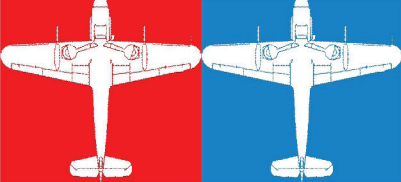
1/72

Brassin set - 8 pieces of US guided aerial bomb GBU-38 JDAM in 1/72 scale. The tail section designed in B-2A configuration.

Set contains:

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

[Product Page](#)




Bf 109G-6 accessories for TAMIYA kit 1/48

Bf 109G-6

SIN64847

Bf 109G-6 ADVANCED

1/48 Tamiya

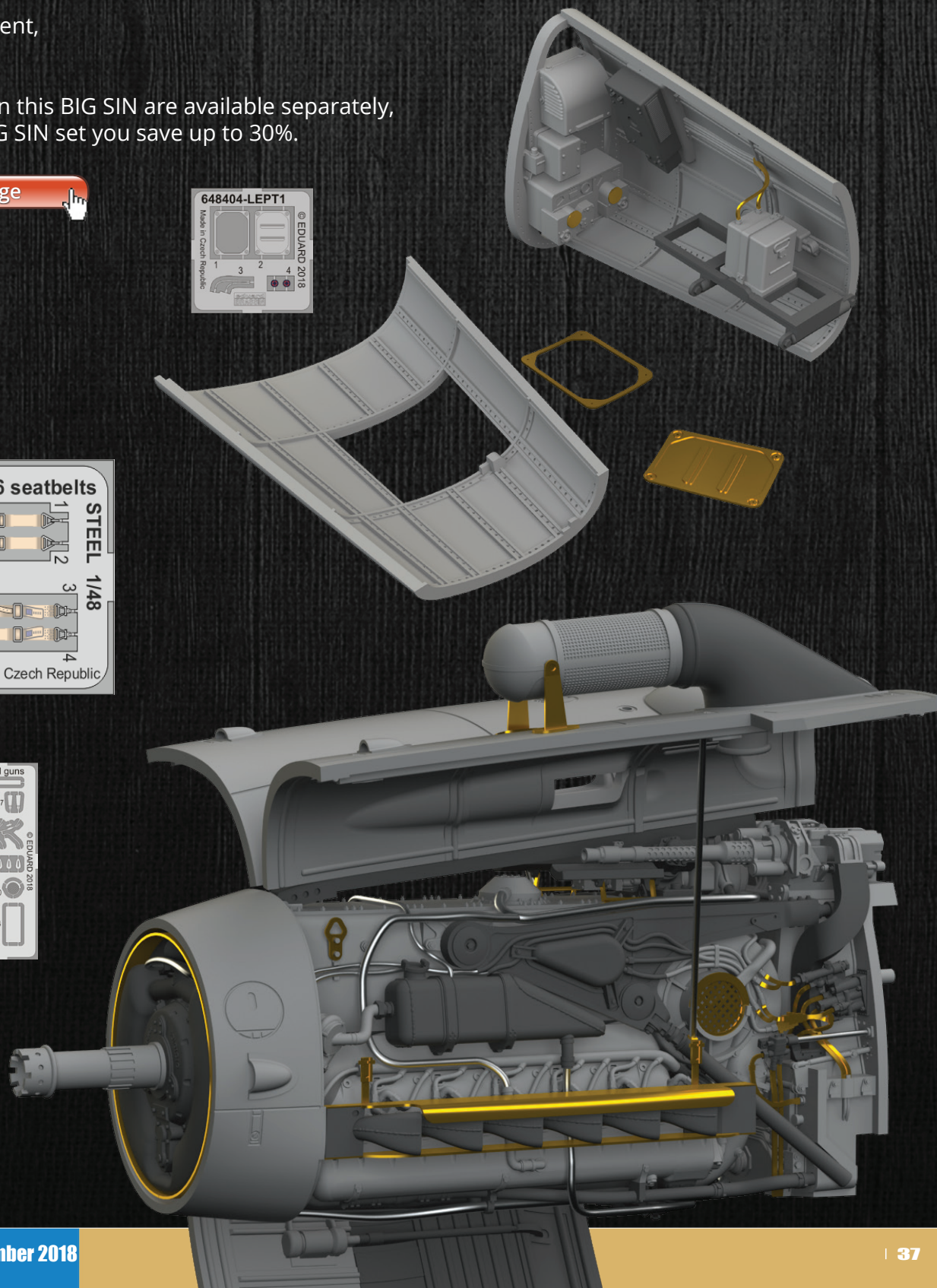
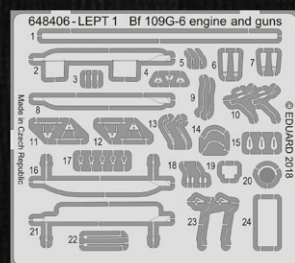
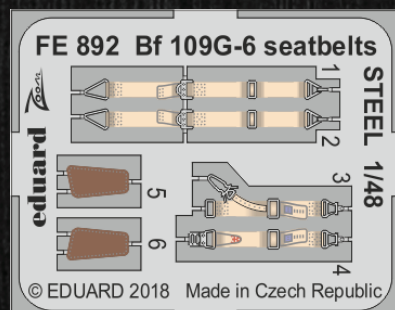
Collection of 3 sets for Bf 109G-6 in 1/48 scale by Tamiya.

- engine,
- radio compartment,
- seatbelts STEEL.

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



Product Page



SIN67216

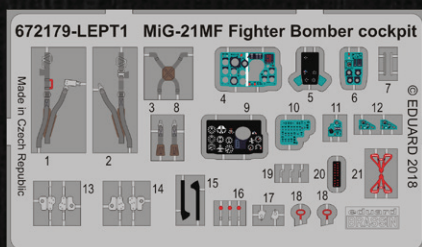
MiG-21MF Fighter-Bomber

1/72 Eduard

Collection of 4 Brassin sets for MiG-21MF Fighter-Bomber in 1/72 scale by Eduard.

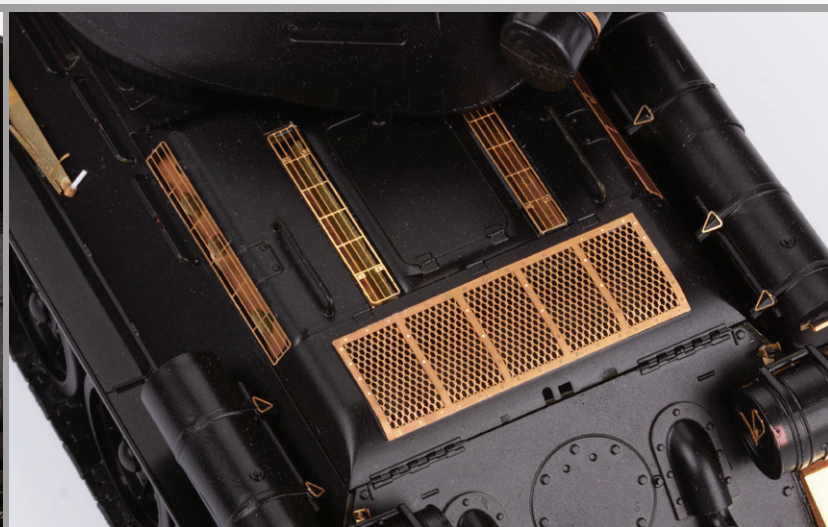
- cockpit,
- exhaust nozzle,
- wheels,
- pylons.

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

[Product Page](#)


T-34/85 1/35 Zvezda

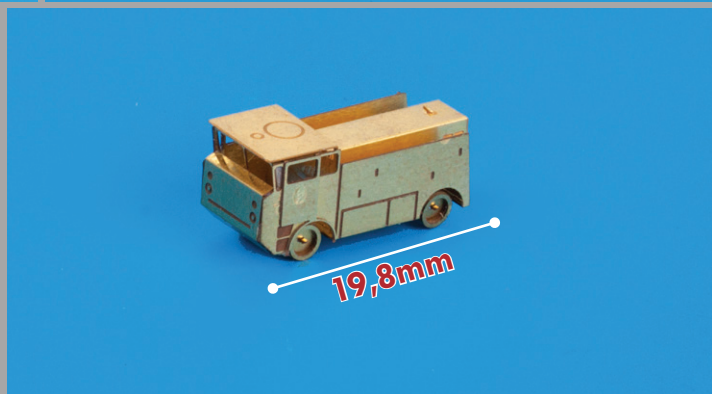
T-34/85 1/35 Zvezda (36397)



CVN-65 Enterprise pt.2

1/350 Tamiya

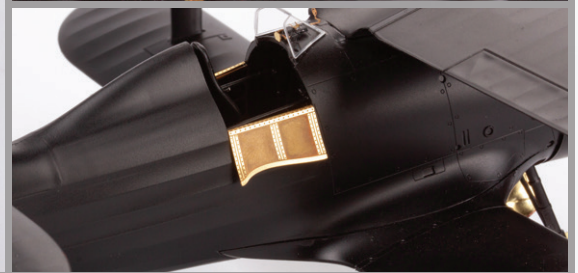
CVN-65 Enterprise pt.2 1/350 Tamiya (53224)



I-153 Chaika 1/32 ICM (32929)
I-153 Chaika 1/32 ICM (33198) (Zoom)
I-153 Chaika seatbelts STEEL 1/32 ICM (33199) (Zoom)
I-153 Chaika 1/32 ICM (JX219) (Mask)

I-153 Chaika

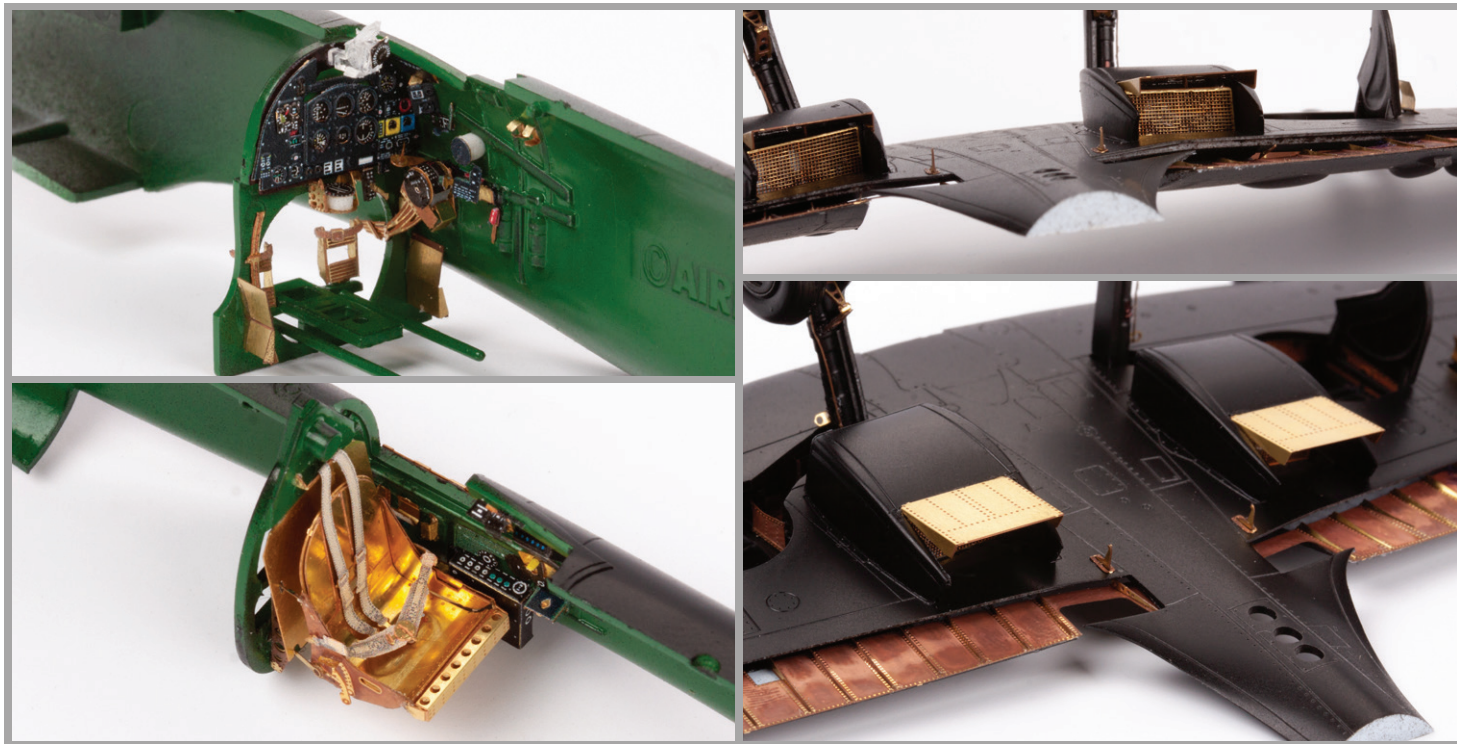
1/32 ICM



Spitfire F.Mk.22/24

1/48 Airfix

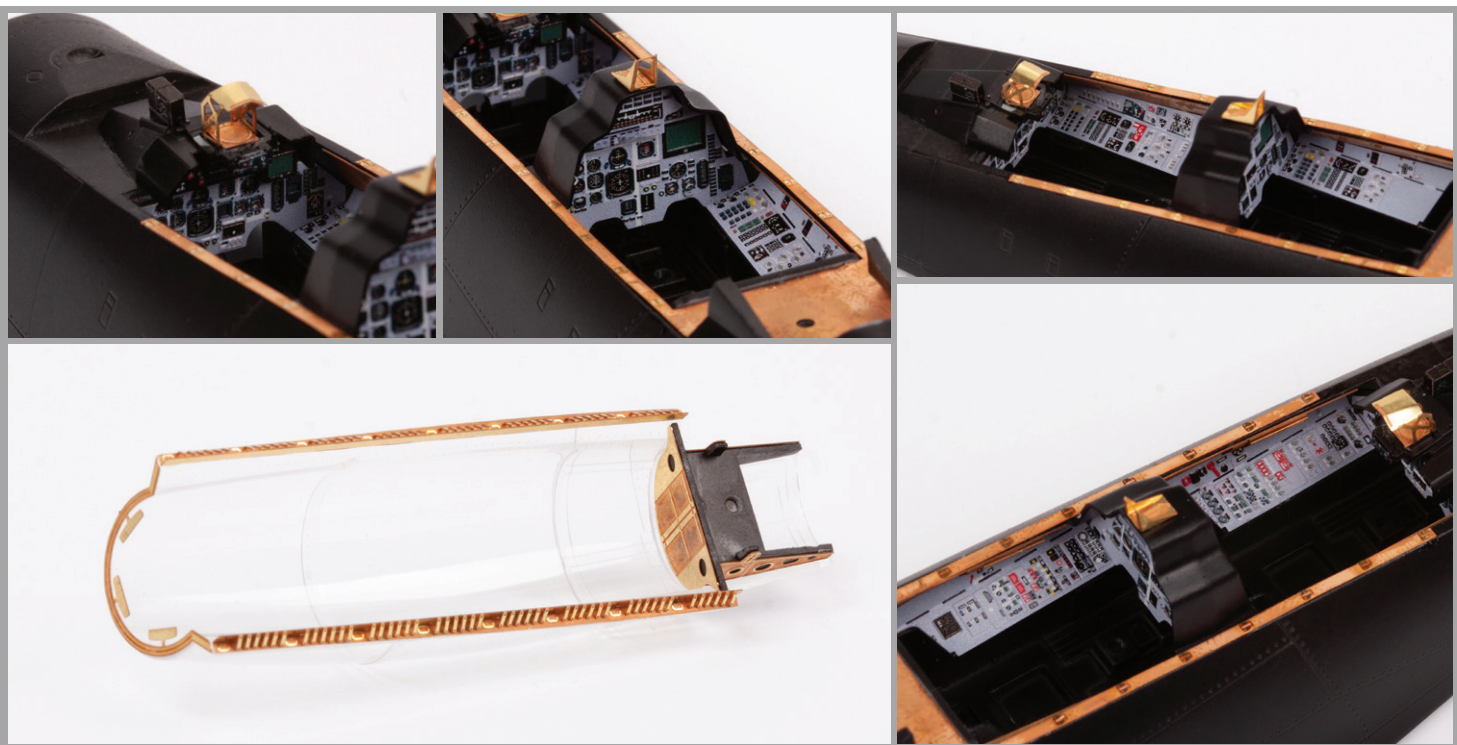
Spitfire F.Mk.22/24 landing flaps 1/48 Airfix (48963)
 Spitfire F.Mk.22/24 1/48 Airfix (49924)
 Spitfire F.Mk.22/24 1/48 Airfix (FE924) (Zoom)
 Spitfire F.Mk.22/24 seatbelts STEEL 1/48 Airfix (FE925) (Zoom)
 Spitfire F.Mk.22/24 1/48 Airfix (EX610) (Mask)



Su-27UB

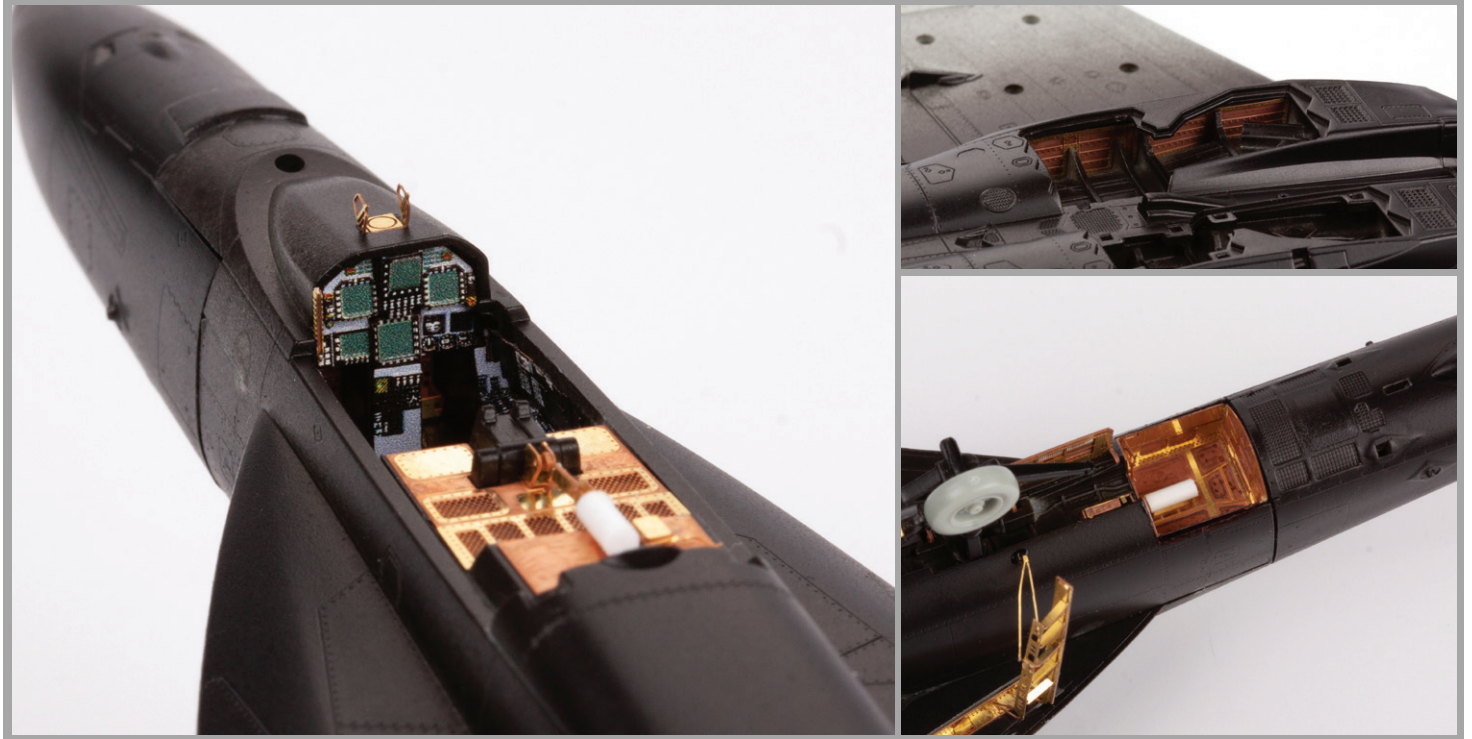
1/48 Hobby Boss

Su-27UB exterior 1/48 Hobby Boss (48964)
 Su-27UB interior 1/48 Hobby Boss (49922)
 Su-27UB 1/48 Hobby Boss (FE922) (Zoom)
 Su-27UB seatbelts STEEL 1/48 Hobby Boss (FE923) (Zoom)
 Su-27UB 1/48 Hobby Boss (EX613) (Mask)
 Su-27UB TFace 1/48 Hobby Boss (EX614) (Mask)



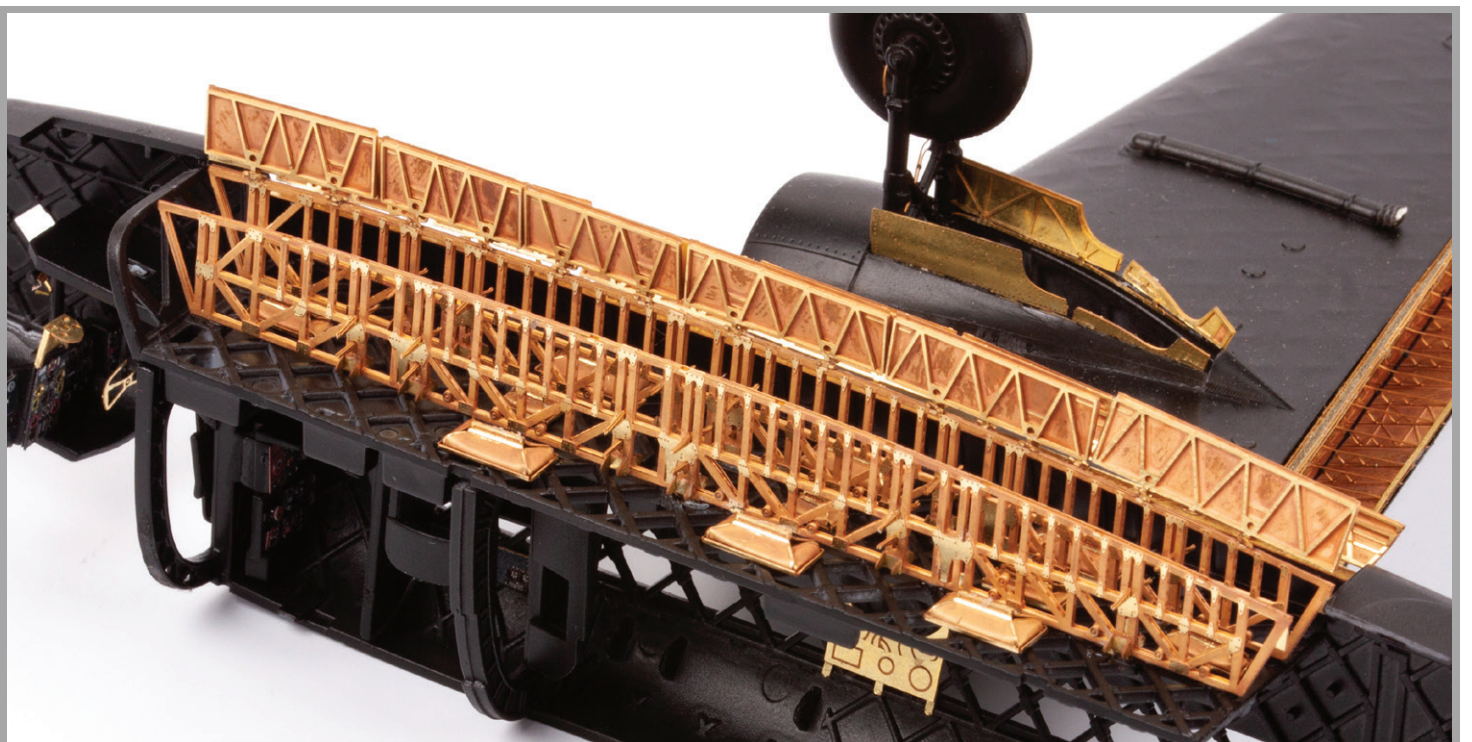
F/A-18E 1/72 Academy (73640)
 F/A-18E 1/72 Academy (SS640) (Zoom)
 F/A-18E 1/72 Academy (CX520) (Mask)
 F/A-18E TFace 1/72 Academy (CX521) (Mask)

F/A-18E 1/72 Academy



Wellington Mk.Ia/c 1/72 Airfix

Wellington Mk.Ia/c bomb bay 1/72 Airfix (72673)



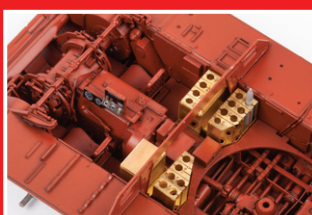
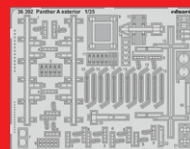
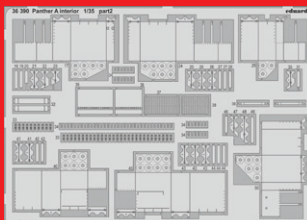
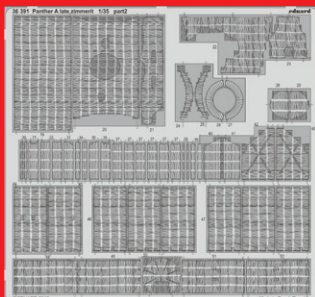
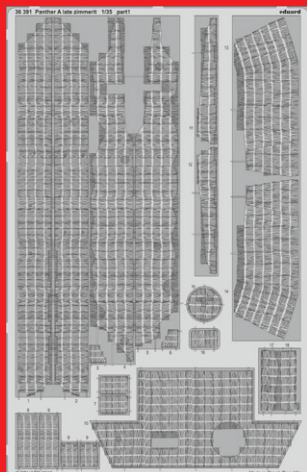
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG3593 Panther A 1/35 Takom

Product Page

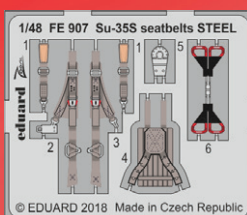
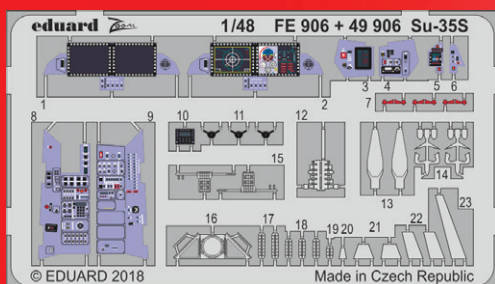
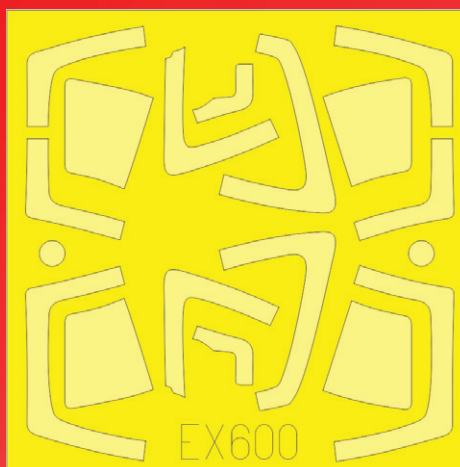
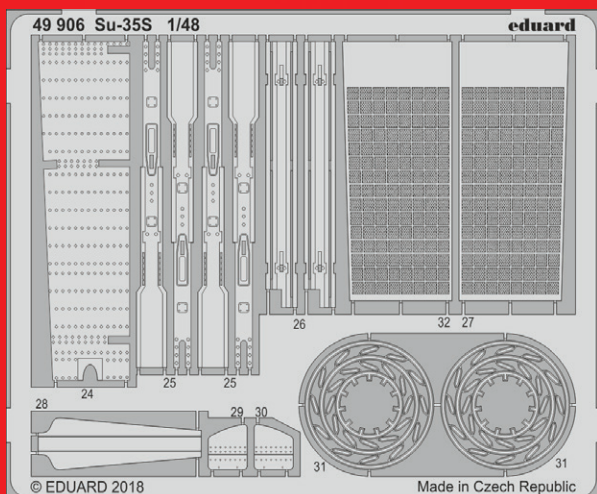
- 36390 Panther A interior 1/35
- 36391 Panther A late zimmerit 1/35
- 36392 Panther A exterior 1/35



BIG49198 Su-35S 1/48 Great Wall Hobby

Product Page

- 49906 Su-35S 1/48
- FE907 Su-35S seatbelts STEEL 1/48
- EX600 Su-35S TFace 1/48



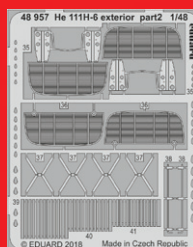
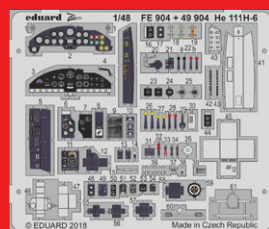
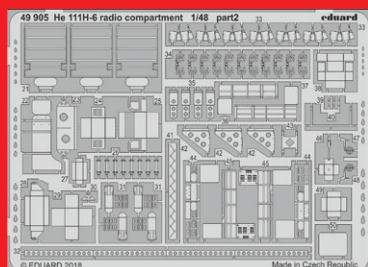
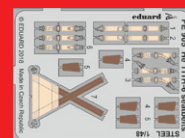
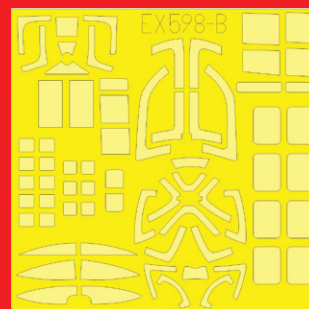
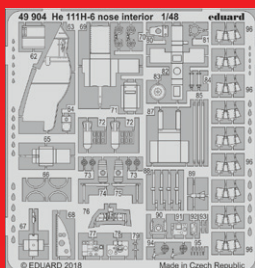
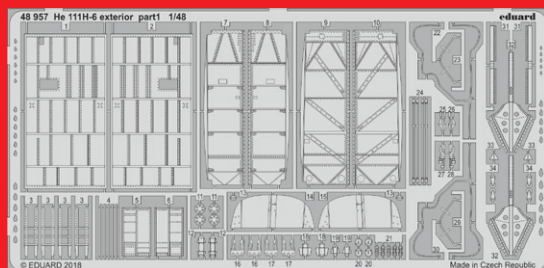
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49199 He 111H-6 1/48 ICM

Product Page

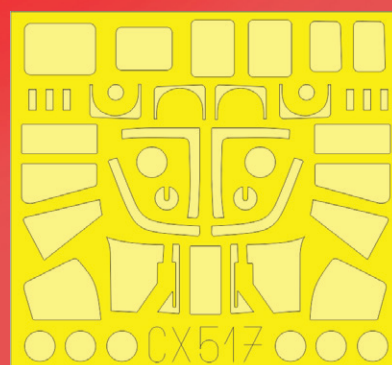
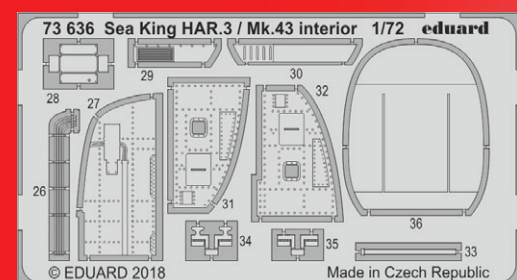
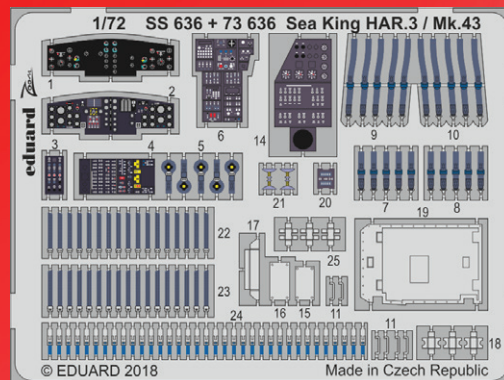
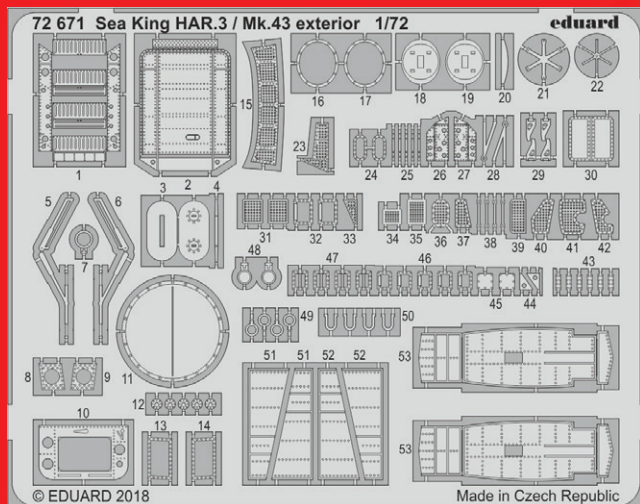
- 48957 He 111H-6 exterior 1/48
- 49904 He 111H-6 nose interior 1/48
- 49905 He 111H-6 radio compartment 1/48
- FE905 He 111H-6 seatbelts STEEL 1/48
- EX598 He 111H-6 1/48



BIG72139 Sea King HAR.3 / Mk.43 1/72 Airfix

Product Page

- 72671 Sea King HAR.3 / Mk.43 exterior 1/72
- 73636 Sea King HAR.3 / Mk.43 interior 1/72
- CX517 Sea King HAR.3 / Mk.43 1/72



EDUARD MASK

IT FITS!

I-153 Chaika 1/32 ICM (JX219)
 Spitfire F.Mk.22/24 1/48 Airfix (EX610)
 L-39ZA 1/48 Trumpeter (EX611)
 L-39ZA TFace 1/48 Trumpeter (EX612)
 Su-27UB 1/48 Hobby Boss (EX613)
 Su-27UB TFace 1/48 Hobby Boss (EX614)
 F/A-18E 1/72 Academy (CX520)
 F/A-18E TFace 1/72 Academy (CX521)
 AH-64D British Army 1/72 Academy (CX522)
 AH-64D British Army TFace 1/72 Academy (CX523)

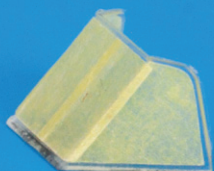
**TFace
CX523**



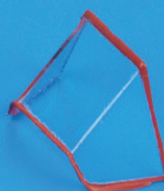
**TFace
CX523**



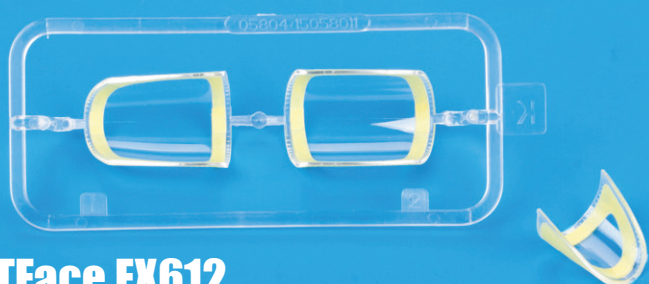
JX219



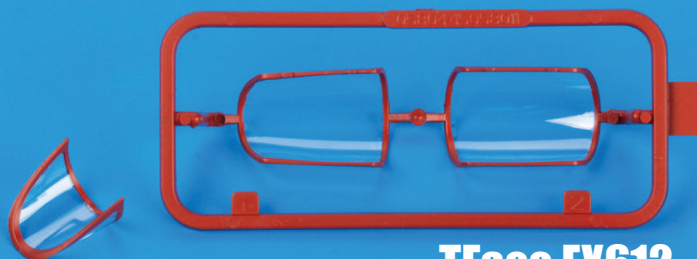
JX219



TFace EX612



TFace EX612



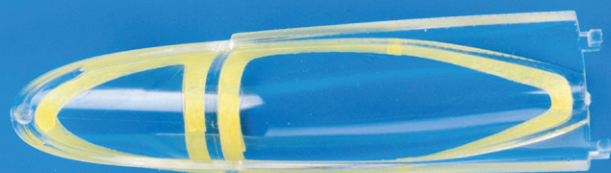
EX613



EX613



TFace CX521



TFace CX521



September 2018

KITS

8453	SE.5a Hispano Suiza	1/48	Weekend edition
70142	MiG-21MF Fighter Bomber	1/72	ProfiPACK
11118	Reichsverteidigung	1/48	Limited edition

PE-SETS

53224	CVN-65 Enterprise pt.2	1/350	Tamiya
53225	US Navy ensign flag modern STEEL	1/700	
53226	Royal Navy ensign flag WWII STEEL	1/700	
32929	I-153 Chaika	1/32	ICM
36397	T-34/85	1/35	ZVEZDA
48963	Spitfire F.Mk.22/24 landing flaps	1/48	Airfix
48964	Su-27UB exterior	1/48	Hobby Boss
49920	L-39ZA	1/48	Trumpeter
49922	Su-27UB interior	1/48	Hobby Boss
49924	Spitfire F.Mk.22/24	1/48	Airfix
72673	Wellington Mk.Ia/c bomb bay	1/72	Airfix
73640	F/A-18E	1/72	Academy
73641	AH-64D British Army	1/72	Academy

ZOOMS

33198	I-153 Chaika	1/32	ICM
33199	I-153 Chaika seatbelts STEEL	1/32	ICM
FE920	L-39ZA	1/48	Trumpeter
FE921	L-39ZA seatbelts STEEL	1/48	Trumpeter
FE922	Su-27UB	1/48	Hobby Boss
FE923	Su-27UB seatbelts STEEL	1/48	Hobby Boss
FE924	Spitfire F.Mk.22/24	1/48	Airfix
FE925	Spitfire F.Mk.22/24 seatbelts STEEL	1/48	Airfix
SS640	F/A-18E	1/72	Academy
SS641	AH-64D British Army	1/72	Academy

MASKS

JX219	I-153 Chaika	1/32	ICM
EX610	Spitfire F.Mk.22/24	1/48	Airfix
EX611	L-39ZA	1/48	Trumpeter
EX612	L-39ZA TFace	1/48	Trumpeter
EX613	Su-27UB	1/48	Hobby Boss
EX614	Su-27UB TFace	1/48	Hobby Boss
CX520	F/A-18E	1/72	Academy
CX521	F/A-18E TFace	1/72	Academy
CX522	AH-64D British Army	1/72	Academy
CX523	AH-64D British Army TFace	1/72	Academy

BIGED

BIG3593	Panther A	1/35	Takom
BIG49198	Su-35S	1/48	Great Wall Hobby
BIG49199	He 111H-6	1/48	ICM
BIG72139	Sea King HAR.3 / Mk.43	1/72	Airfix

BRASSIN

632129	Spitfire Mk.IX wheels 4spoke w/smooth tire	1/32	Tamiya
632130	Spitfire Mk.IX wheels 4spoke w/pattern	1/32	Tamiya
634006	Spitfire Mk.IX late LööK	1/32	Tamiya
644001	Bf 109G-6 LööK	1/48	Tamiya
644002	Fw 190A-5 LööK	1/48	Eduard
648425	AGM-158	1/48	
648426	Fw 190A-8/R2 cockpit	1/48	Eduard
672196	Fw 190A-5/U12 gun pods	1/72	Eduard
672203	F6F wheels	1/72	Eduard
672207	GBU-32 Non-Thermally Protected	1/72	
672208	GBU-38 for B-2A	1/72	

BIGSIN

SIN64847	Bf 109G-6 ADVANCED	1/48	Tamiya
SIN67216	MiG-21MF Fighter-Bomber	1/72	Eduard





DAMBUSTER LANCASTER

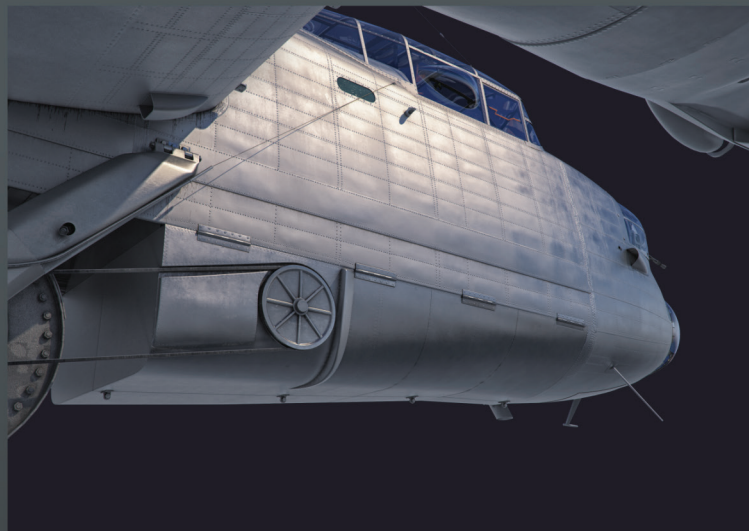
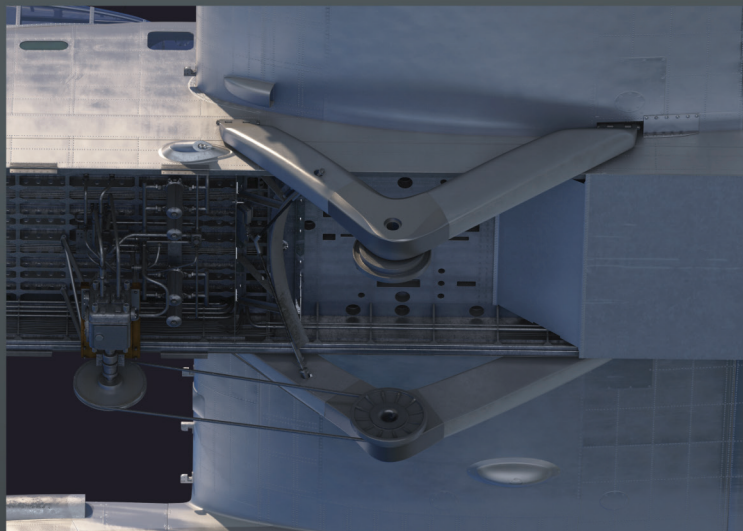
by Piotr Forkasiewicz
and Mark Postlethwaite

128 pages

WingLeader / Red Kite edition

Close up views of the aircraft both in natural metal and camouflage, detailed studies inside the cockpit area, a full exploration of Upkeep and the fusing systems and finally detailed histories of all 23 Type 464s using every known photograph to illustrate each airframe.





Available on publisher's webstore
wingleader.co.uk

Piotr Forkasiewicz will be an exclusive
guest of E-DAY 2018,
Lysa Nad labem, 28. September 2018

2018
eday

Bf 109G-4

1/48



Camo B
built by Jan Novotný



Bf 109G-4/trop, W. Nr. 15013, flown by Lt. U. Seiffert, 8./JG 53, Tindja, Tunisia, April 1943

III./JG 53 took part in the defensive battles of the German Afrika Korps in the face of increasingly offensive pressure emanating from the Allied advance through today's Tunisia at the end of spring 1943. This unit was based in Sicily, but a temporary home for the 8th Staffel was made at the Tunisian base at Tindja from April 1st to the 20th.

This tropicalized Bf 109G-4 was flown by Lt. Seiffert during this time period. The aircraft was sprayed in a desert camouflage consisting of RLM 79 which covered the upper and side surfaces, while RLM 78 was the bottom side colour. The white bottom wing tips and the white fuselage band ahead of the tail surfaces were identifying marks for aircraft on the southern front. The upper surfaces would later receive a squiggle pattern of RLM 80.



Product Page



Bella

1/48



Camo B

built by Jan Novotný



P-39N-0, s/n 42-8747, Guard Captain Grigoriy Andreevich Rechkalov, 16. GIAP, Germany, Spring 1945

From the summer of 1943, the 16. GIAP used a red outlined in white top of the vertical tail and a red spinner as a quick identification aid.



Product Page

11118



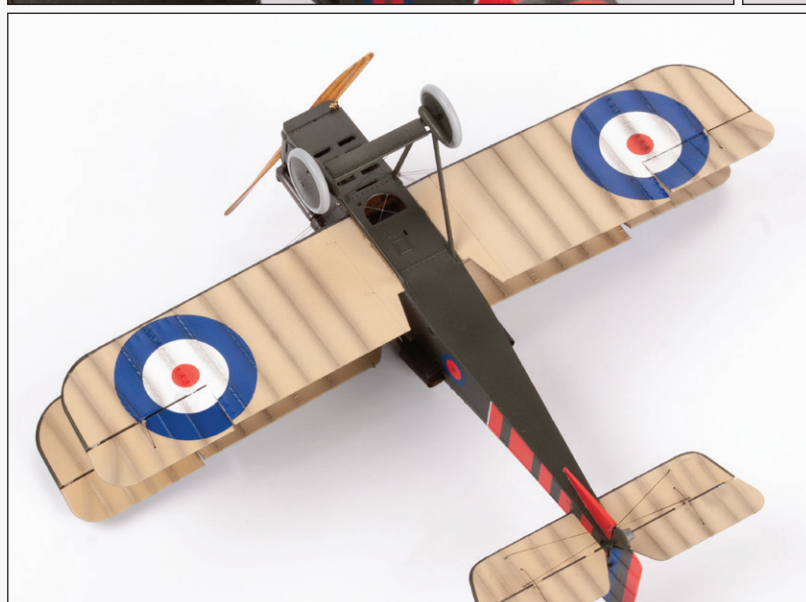
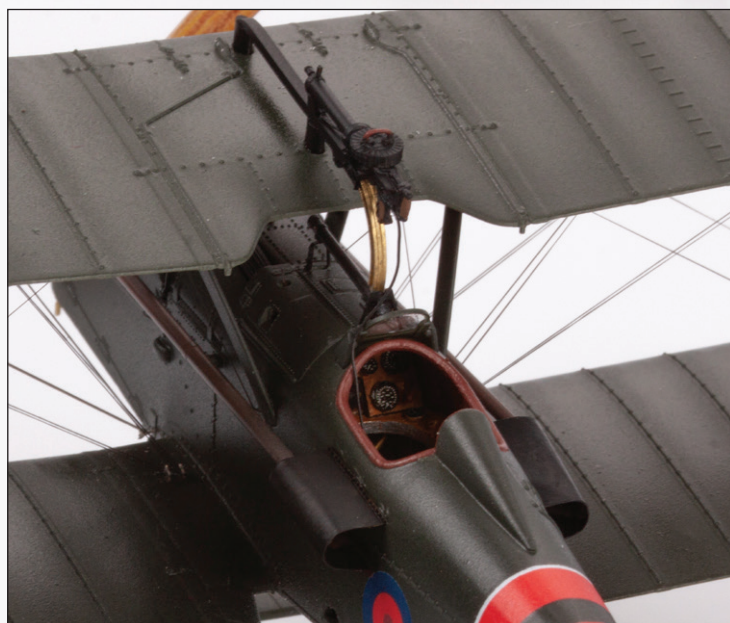
SE.5a Night Fighter

1/48



built by Zdeněk Holka

Camo C



Capt. Gilbert Insall VC, No. 50 (Home Defence) Squadron, Bekesbourne, United Kingdom, May/ July 1918

Gilbert Insall entered the ranks of the RFC on March 14th, 1915 as a 2nd Lieutenant and was assigned to No. 11 Squadron. For his salvaging of his Vickers FB.5 Gunbus on November 7th, 1915, he was awarded the Victoria Cross. He would not be able to claim it, though, until September 27th, 1917, upon his escape from captivity after being shot down on December 14th, 1915. After his return to service, he was assigned to No. 50 Squadron where he was Flight A leader. He remained a military pilot after the end of the First World War and retired on June 30th, 1945. He passed away on February 17th, 1972 and his Victoria Cross found its way into the collection of the RAF Museum in Hendon.

The white ring on the national markings on the upper wings and the white band on the rudder were overpainted in the camouflage colour NIVO that were used to help conceal the aircraft on the upper and side surfaces. The white ring on the national markings on the fuselage was overpainted with red colour.



Product Page

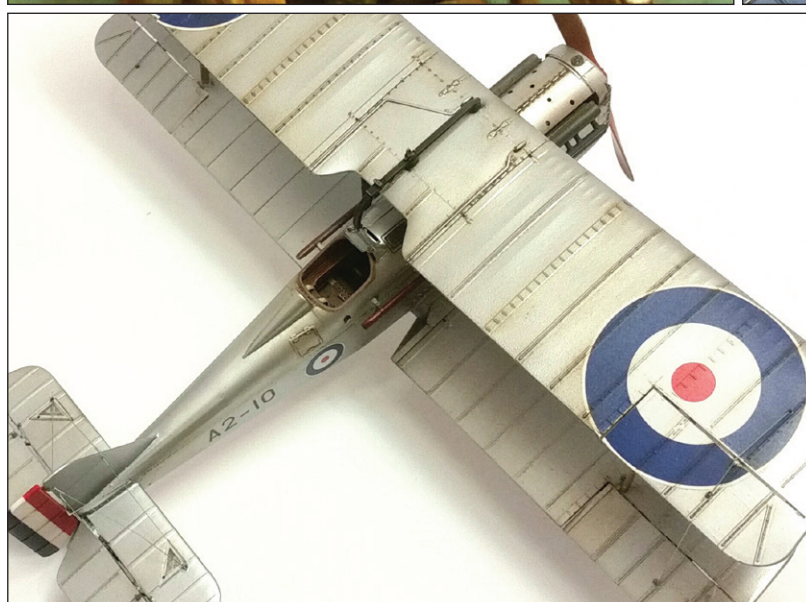
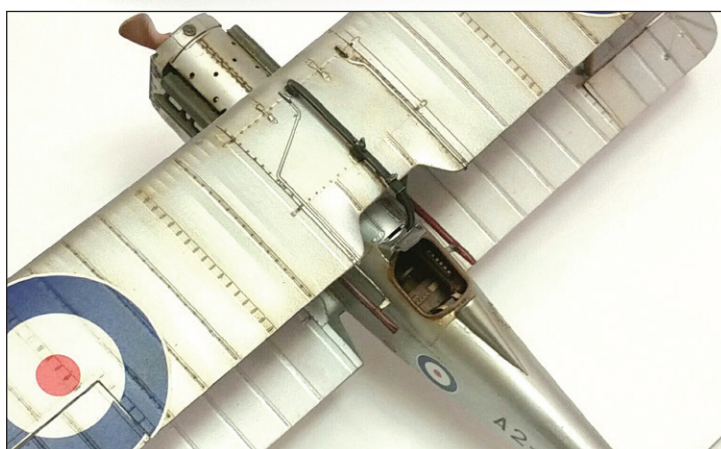
82133



SE.5a 1/48



built by Paolo Portuesi





Kit: R0015
Decal: own

[Product Page](#)

Accessories used:

48915 SE.5a stretchers 1/48 (PE-Set)

648297 SE.5a propeller two-blade (right rotating) 1/48 (Brassin)

648298 SE.5a radiator - Wolseley Viper 1/48 (Brassin)

648333 SE.5a wheels 1/48 (Brassin)

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[Product Page](#)

[Product Page](#)



1/48

Bf 109G-10

Mtt Regensburg



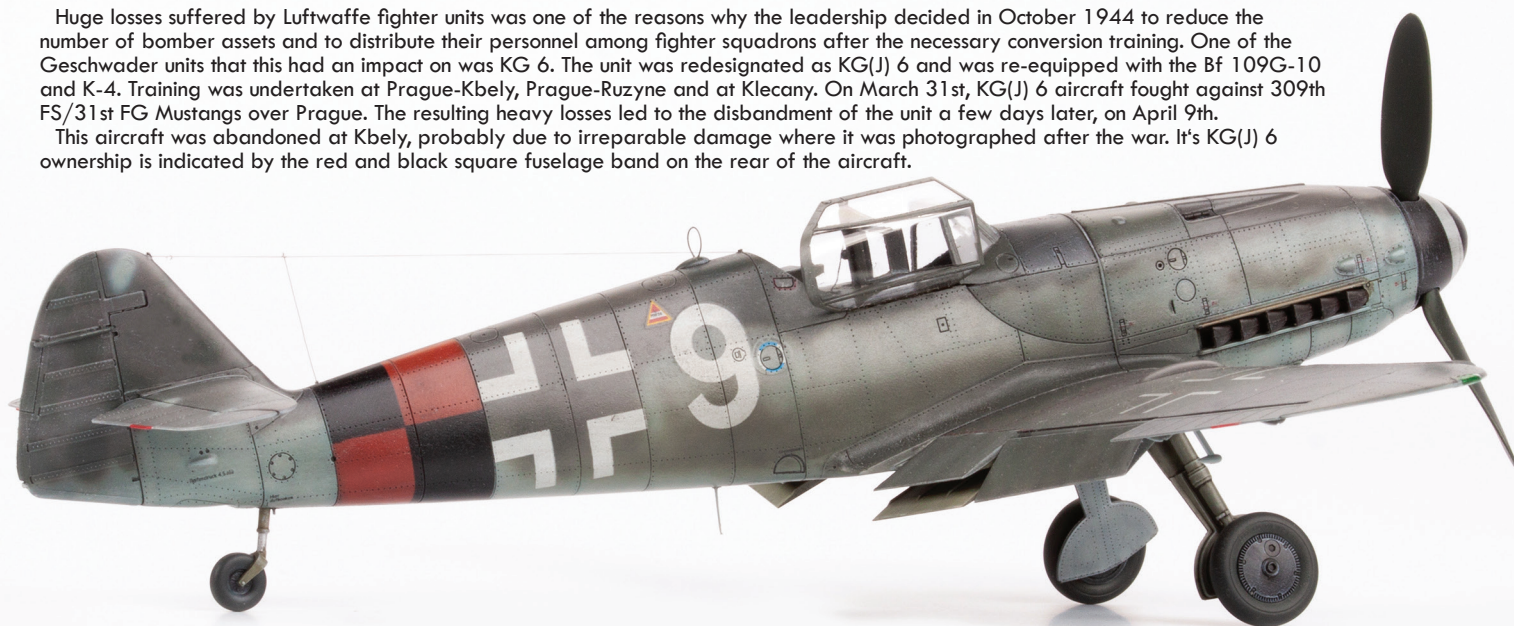
Camo A built by Petr Zatřepálek



1./ KG(J) 6, Prague – Kbely, Protectorate of Bohemia and Moravia, March / April 1945

Huge losses suffered by Luftwaffe fighter units was one of the reasons why the leadership decided in October 1944 to reduce the number of bomber assets and to distribute their personnel among fighter squadrons after the necessary conversion training. One of the Geschwader units that this had an impact on was KG 6. The unit was redesignated as KG(J) 6 and was re-equipped with the Bf 109G-10 and K-4. Training was undertaken at Prague-Kbely, Prague-Ruzyně and at Klecany. On March 31st, KG(J) 6 aircraft fought against 309th FS/31st FG Mustangs over Prague. The resulting heavy losses led to the disbandment of the unit a few days later, on April 9th.

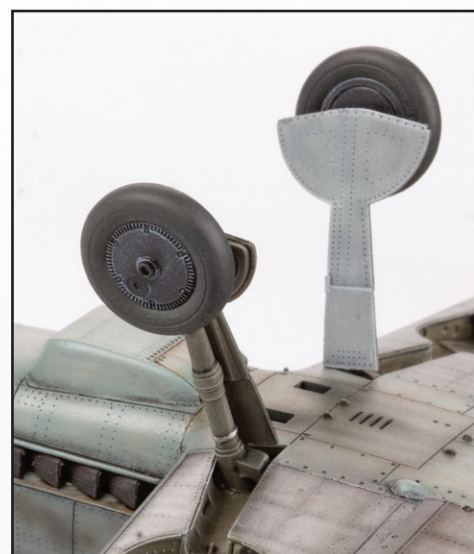
This aircraft was abandoned at Kbely, probably due to irreparable damage where it was photographed after the war. It's KG(J) 6 ownership is indicated by the red and black square fuselage band on the rear of the aircraft.



Product Page



Cat. No. 82119





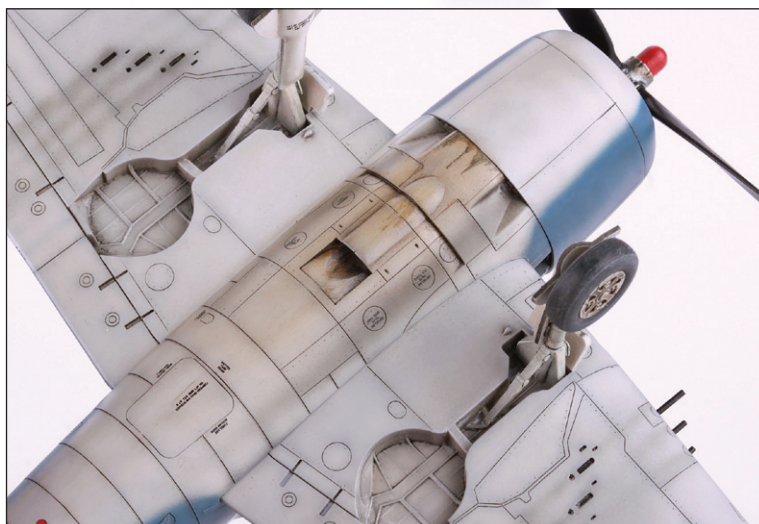
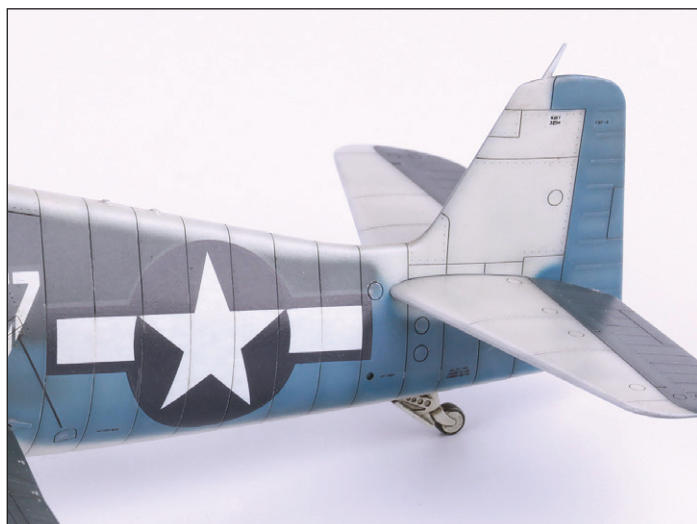
Camo B
built by Petr Zatřepálek



F6F-3, flown by Lt. Lochridge, VF-38, Guadalcanal, late 1943

The very unusual marking consisting of a white spine and part of the tail was typical for VF-38 Hellcats. Even more rare were pin-up girls on U.S. Navy fighter aircraft.

VF-38 was established on June 20th, 1943 and supported the Allied advance through New Georgia and the Solomon islands. The squadron was disbanded on January 31st, 1946.



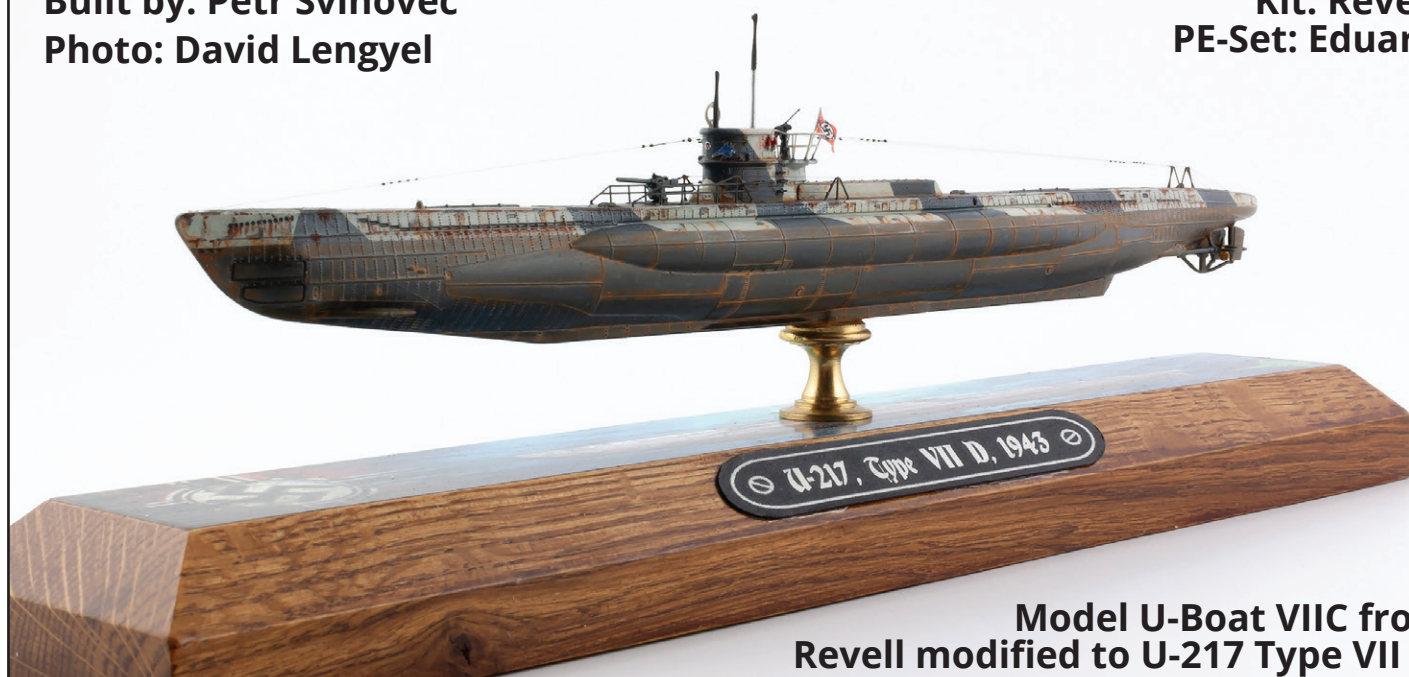
Product Page



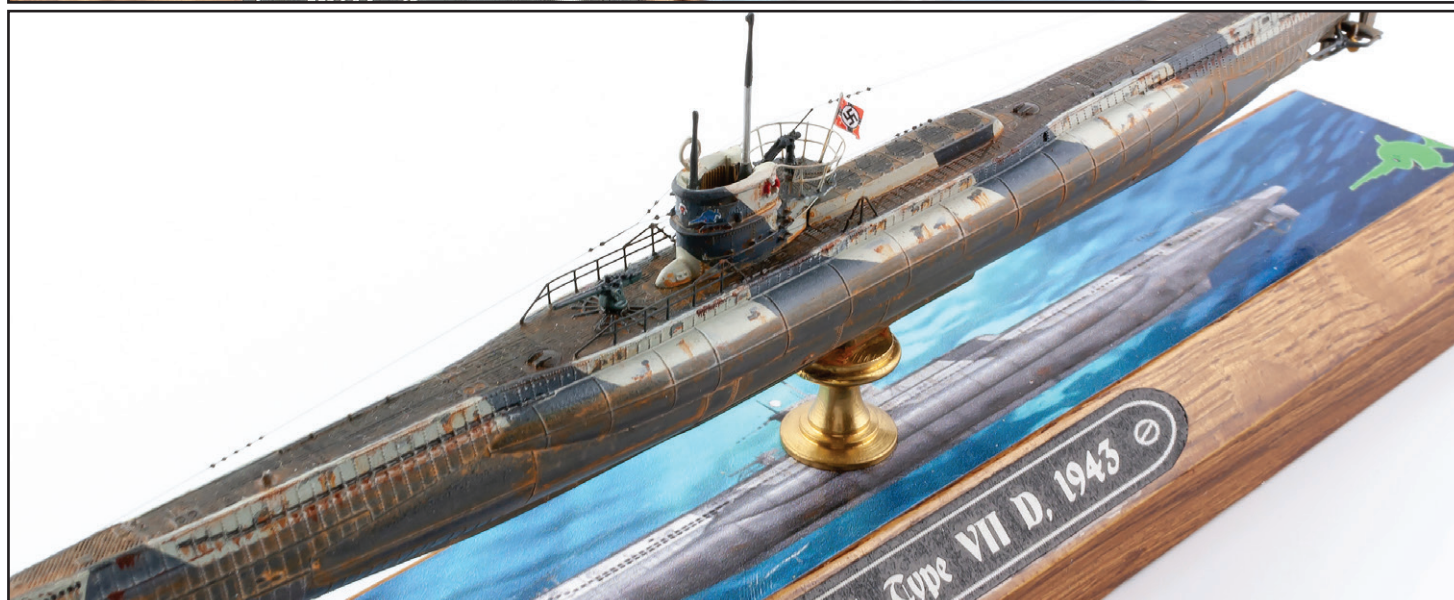
U-217 Type VII D 1943 1/350

Built by: Petr Švihovec
Photo: David Lengyel

Kit: Revell
PE-Set: Eduard



Model U-Boat VIIC from Revell modified to U-217 Type VII D.





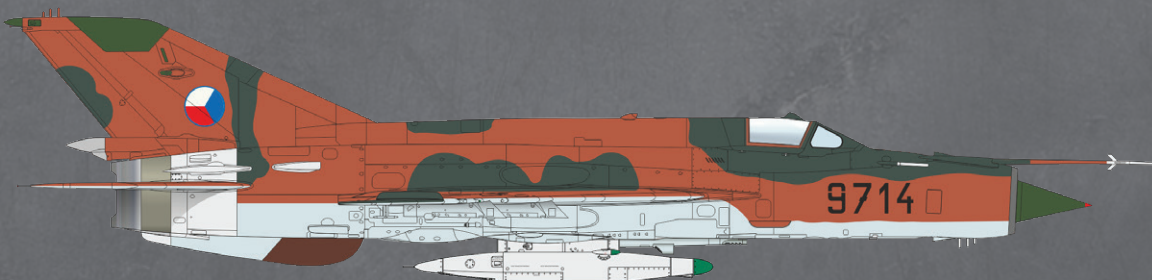
Accessories used: Cat. No. 17024 U-Boat VIIC 1/350



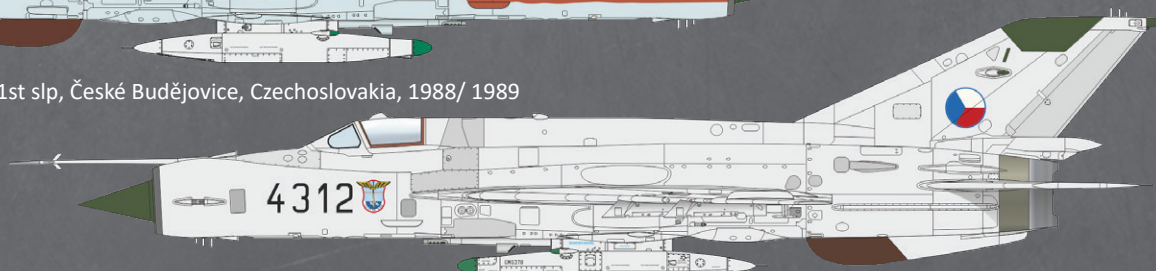
BFC051**MiG-21MF with SPS-141 ECM pod****FOR BFC MEMBERS ONLY****1/72, Cat. No. BFC051**

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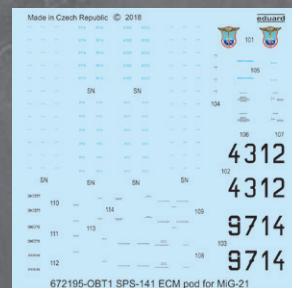
Product Page



No. 9714, 1st slp, České Budějovice, Czechoslovakia, 1988/ 1989



No. 4312, 9th slp, Bechyně, Czechoslovakia, 1980s



BFC054

Reichsverteidigung Fw 190A-8/R2 w/ WGr.21

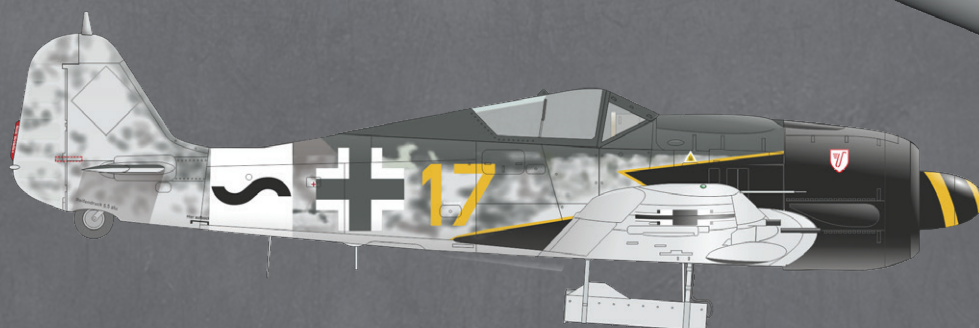
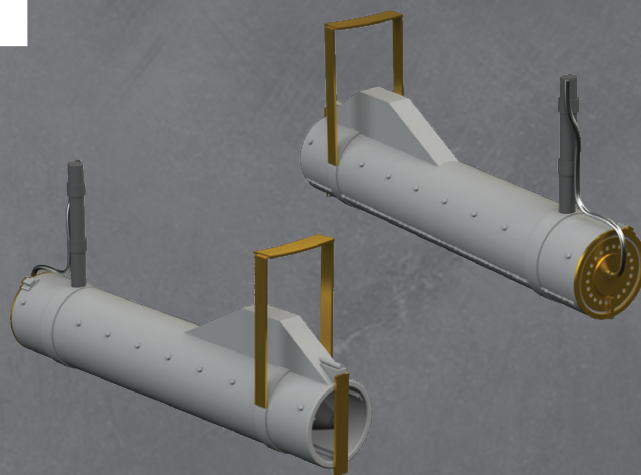
1/48



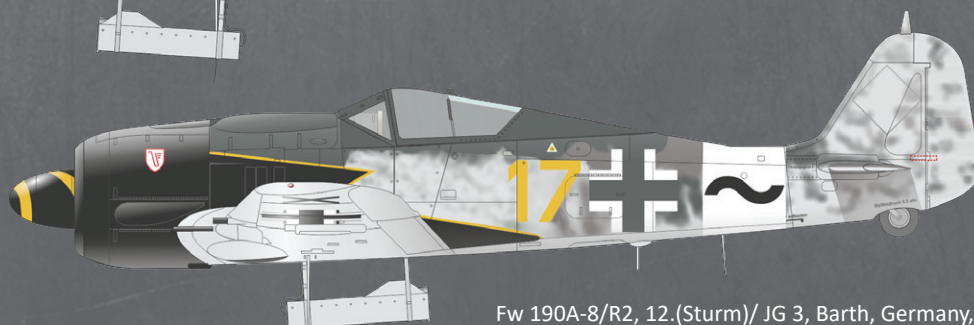
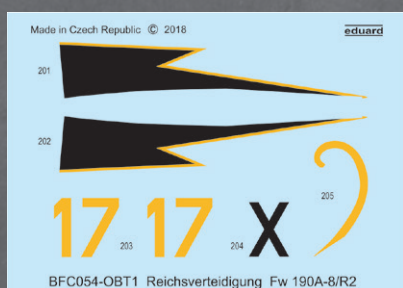
FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC054

- Complete Reichsverteidigung kit (Limited edition Cat. No. 11119)
- Unique decal sheet for Fw 190A-8/R2, 12.(Sturm)/ JG 3
- Brassin: WGr.21 rocket launcher



[Product Page](#)



Fw 190A-8/R2, 12.(Sturm)/ JG 3, Barth, Germany, May 1944

BFC055

Reichsverteidigung Bf 109G-6

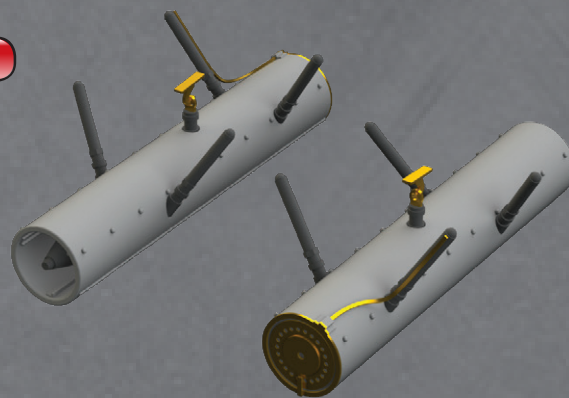


FOR BFC MEMBERS ONLY

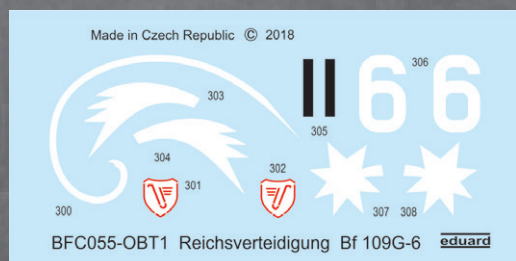
1/48, Cat. No. BFC055

Product Page

- Complete Reichsverteidigung kit (Limited edition Cat. No. 11119)
- Unique decal sheet for Bf 109G-6, 7./ JG 3
- Brassin: WGr.21 rocket launchers



Bf 109G-6, 7./ JG 3, Bad Wörishofen, Germany, October 1943



BFC057

Reichsverteidigung Fw 190A-8/R2 w/ WGr.21 and Bf 109G-6

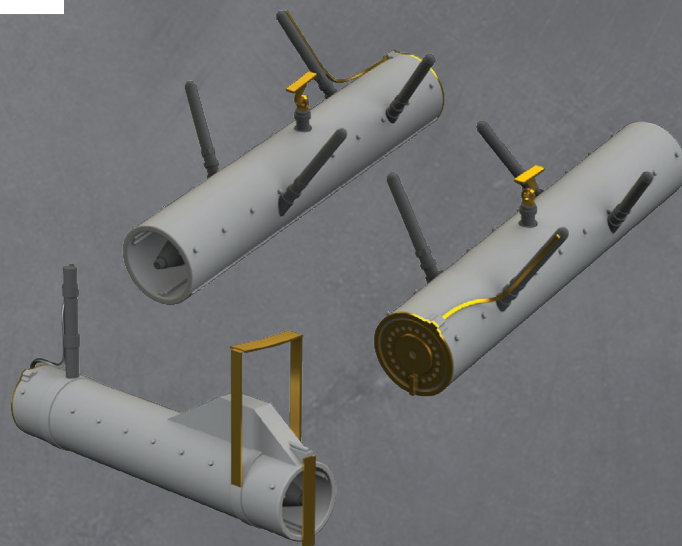
1/48



FOR BFC MEMBERS ONLY

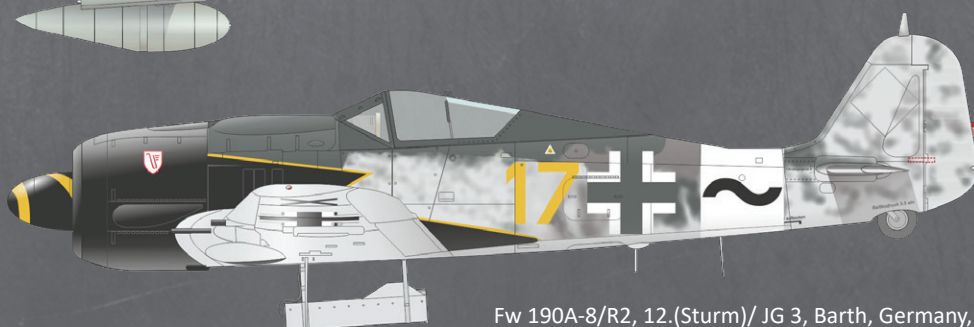
1/48, Cat. No. BFC057

- Complete Reichsverteidigung kit (Limited edition Cat. No. 11119)
- Unique decal sheets for Fw 190A-8/R2, 12.(Sturm)/ JG 3 and Bf 109G-6, 7./ JG 3
- Brassin: WGr.21 rocket launchers



Bf 109G-6, 7./ JG 3, Bad Wörishofen, Germany, October 1943

[Product Page](#)

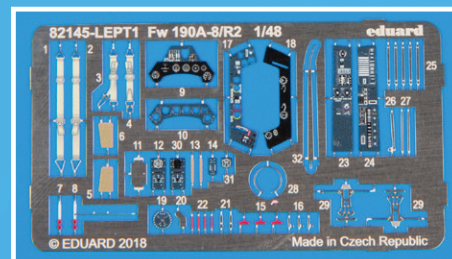


Fw 190A-8/R2, 12.(Sturm)/ JG 3, Barth, Germany, May 1944

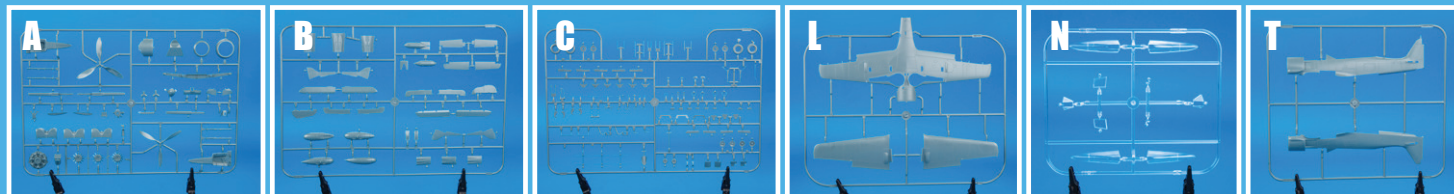
OVERTREES

FW 190A-8/R2

CAT.NO.82145X



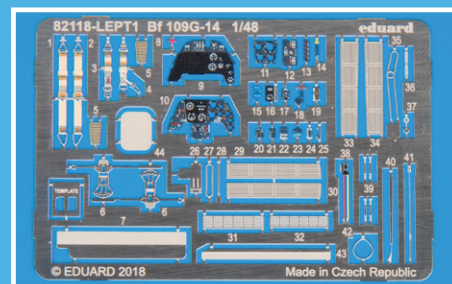
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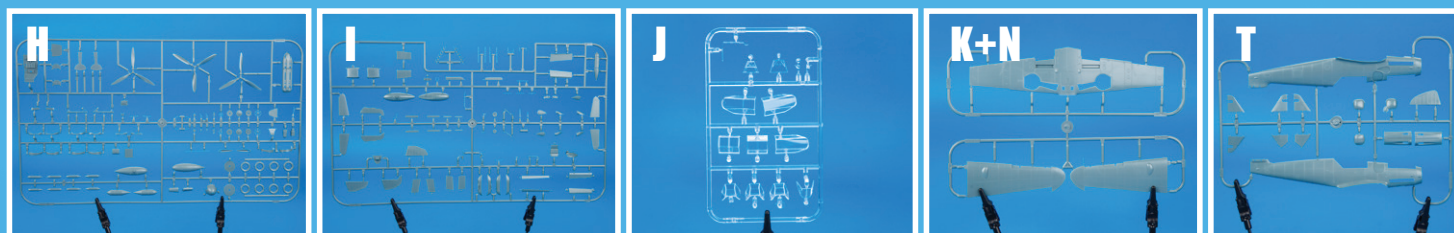
OVERTREES

BF 109G-14

CAT.NO.82118X



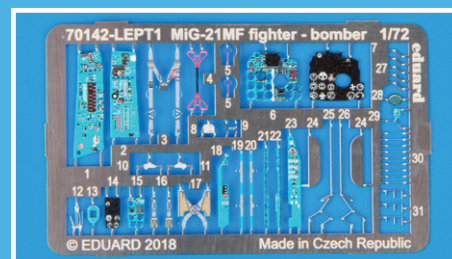
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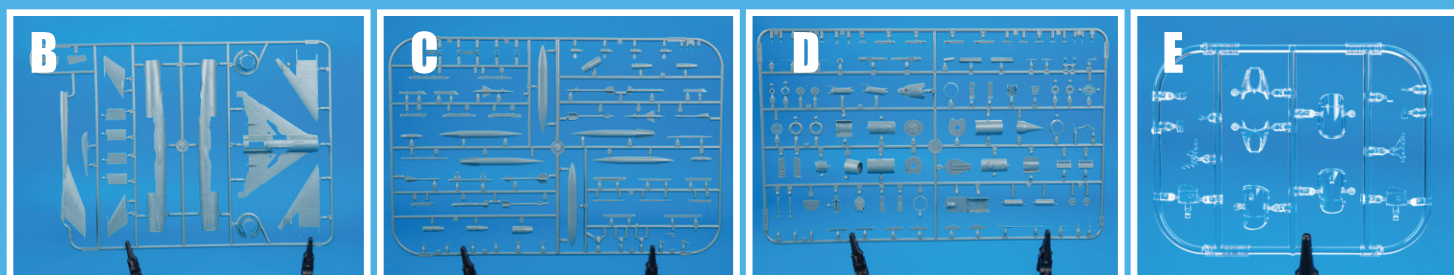
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NEW



Bf 109G-10 MH Regensburg
1./JG 303, Prague Army, Protectorate of Bohemia and Moravia, version P-101a of 21st Fighter Group, 15th SSAAF, 21 March 1945
by Piotr Farkasiewicz
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Spitfire LF Mk.IIa
Not in service! Individualized Spitfire and Phantom, 15 August 1945
Pilot: Farkasiewicz
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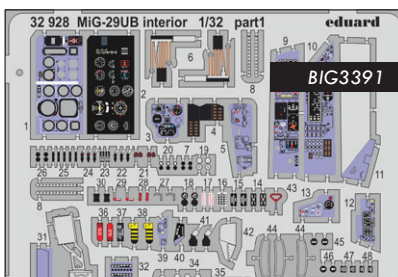
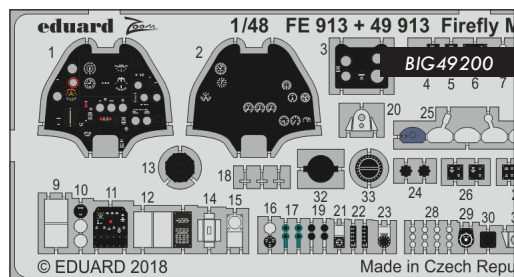


Spitfire Mk.III
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NEXT MONTH....



BIGED (October)

BIG3391 MiG-29UB 1/32 Trumpeter
BIG49200 Firefly Mk.I 1/48 Trumpeter
BIG49201 F/A-18B 1/48 Kinetic
BIG49202 F/A-18D 1/48 Kinetic
BIG72140 P-61B 1/72 Hobby Boss

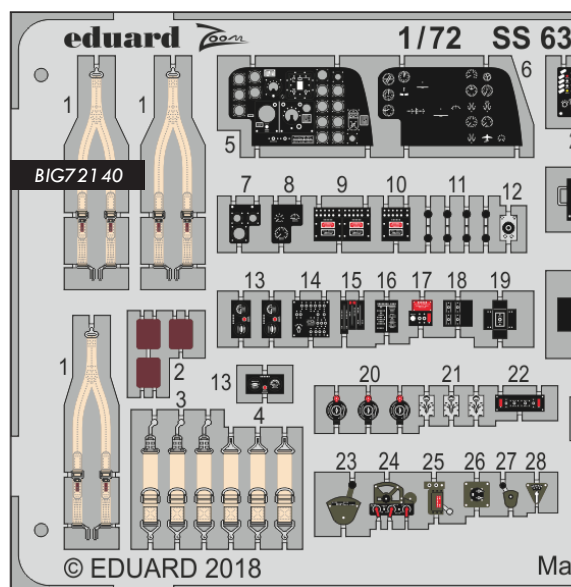
BRASSIN (October)



644003 Bf 109G-6 LööK 1/48 Eduard
644004 Bf 109G-10 LööK 1/48 Eduard
644005 Fw 190A-8/R2 LööK 1/48 Eduard
648427 Bf 109G-6/U4 engine 1/48 Tamiya
648429 MiG-23MF/ML ejection seat 1/48 Eduard/Trumpeter
648430 MiG-23ML exhaust nozzle 1/48 Eduard/Trumpeter
648431 MiG-23ML wheels 1/48 Eduard/Trumpeter
648432 R-23R missiles for MiG-23 1/48 Eduard/Trumpeter
648433 R-23T missiles for MiG-23 1/48 Eduard/Trumpeter
672195 SPS-141 ECM pod for MiG-21 1/72 Eduard
672200 Wellington Mk.Ia/c engines 1/72 Airfix
672204 F4U wheels 1/72 Tamiya
672205 B-25 wheels 1/72 Airfix

BRASSIN (October)

SIN64848 Bf 109G-10 MTT Regensburg 1/48 Eduard
SIN67217 MiG-21MF armament 1/72 Eduard



644003 Bf 109G-6 LööK 1/48 Eduard

644004 Bf 109G-10 LööK 1/48 Eduard

LööK



LööK

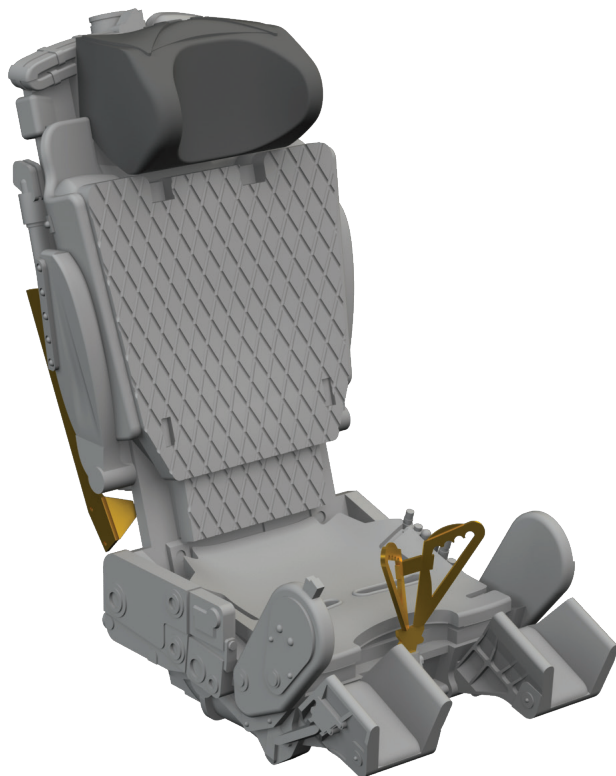


644005 Fw 190A-8/R2 LööK 1/48 Eduard

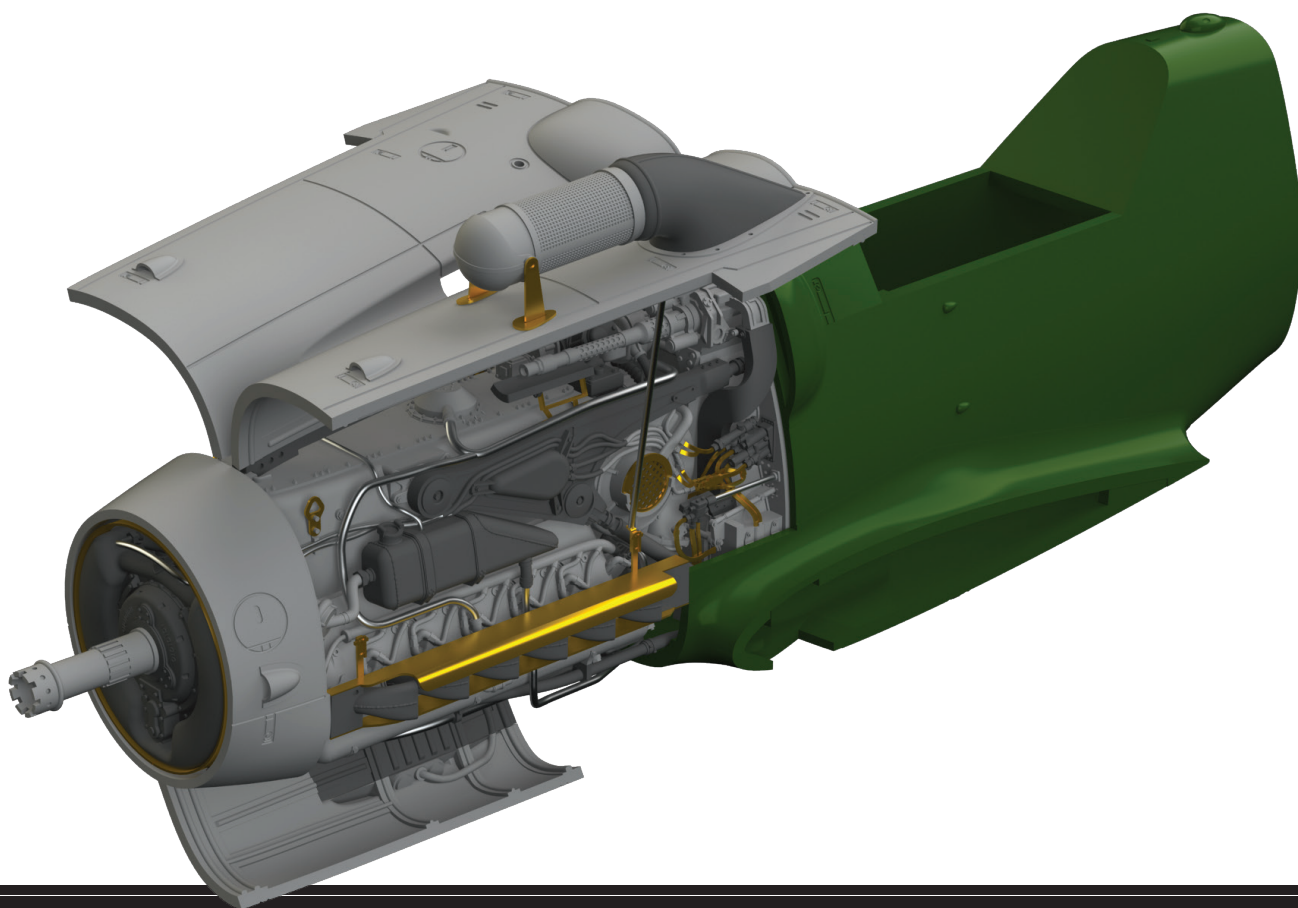
LööK



648429 MiG-23MF/ML ejection seat 1/48 Eduard/Trumpeter



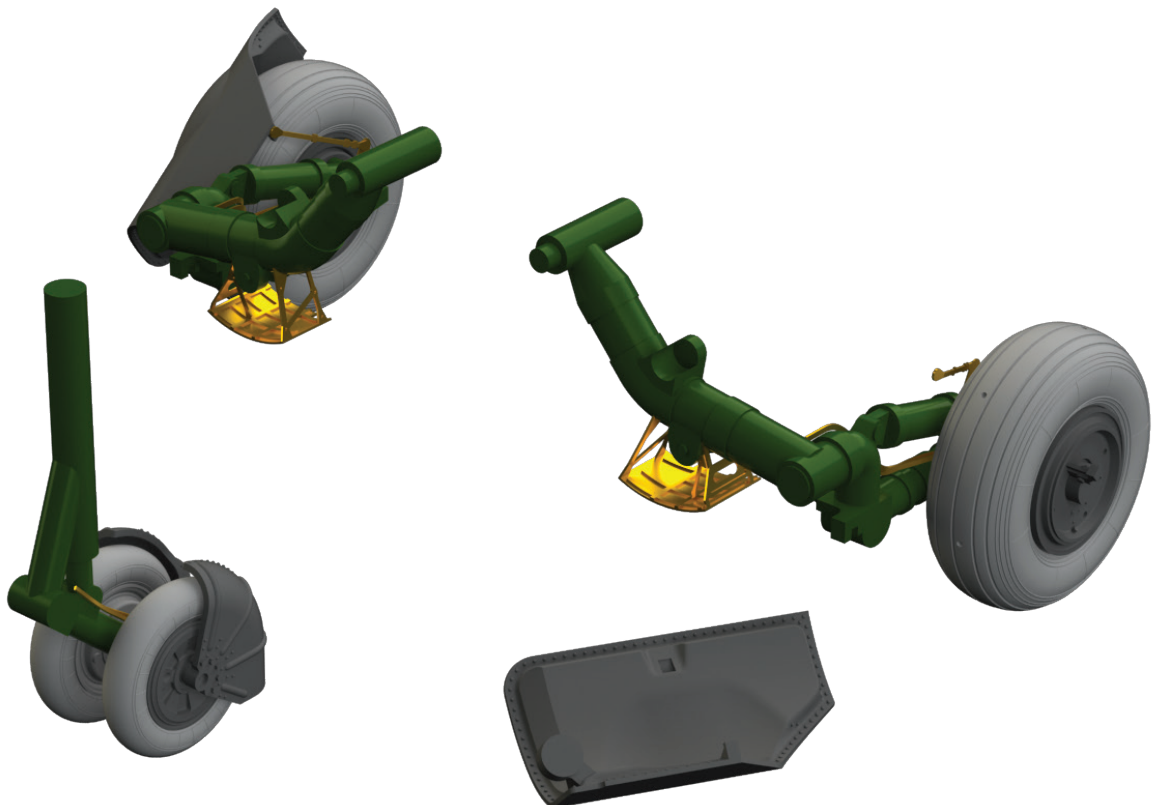
648427 Bf 109G-6/U4 engine 1/48 Tamiya



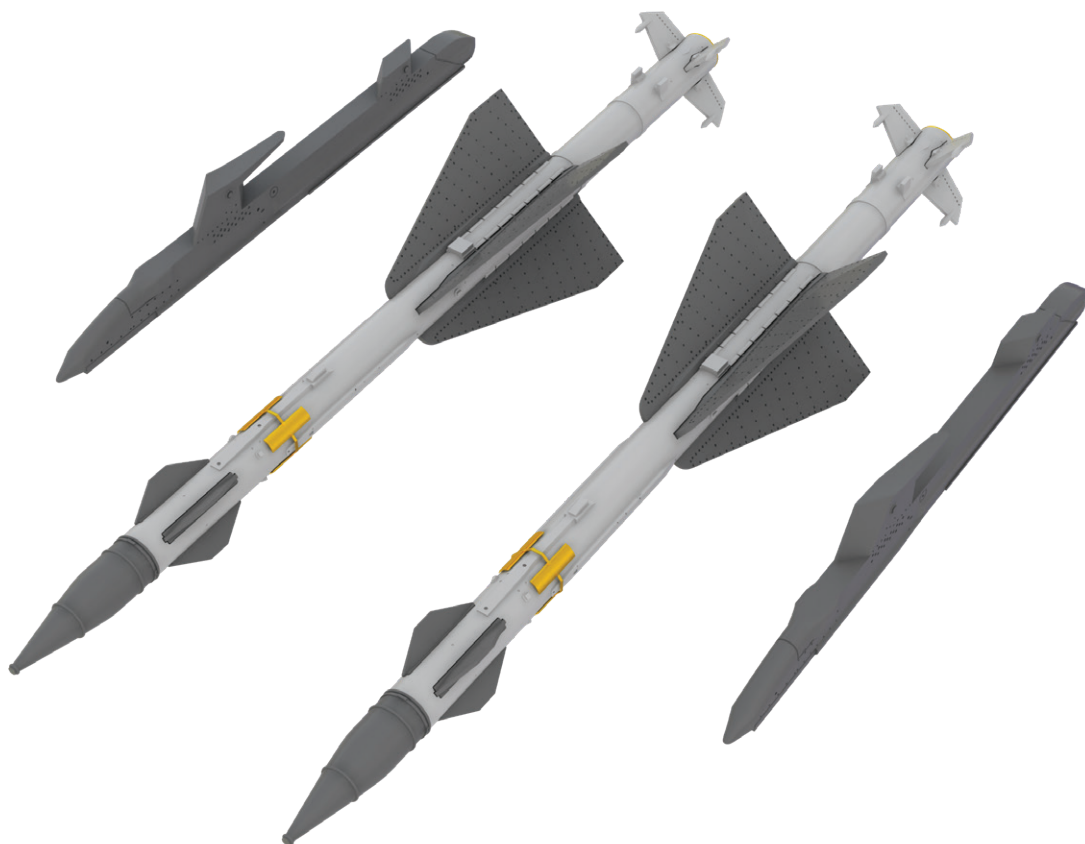
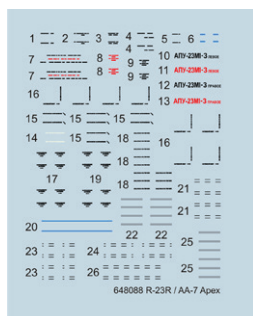
648430 MiG-23ML exhaust nozzle 1/48 Eduard/Trumpeter



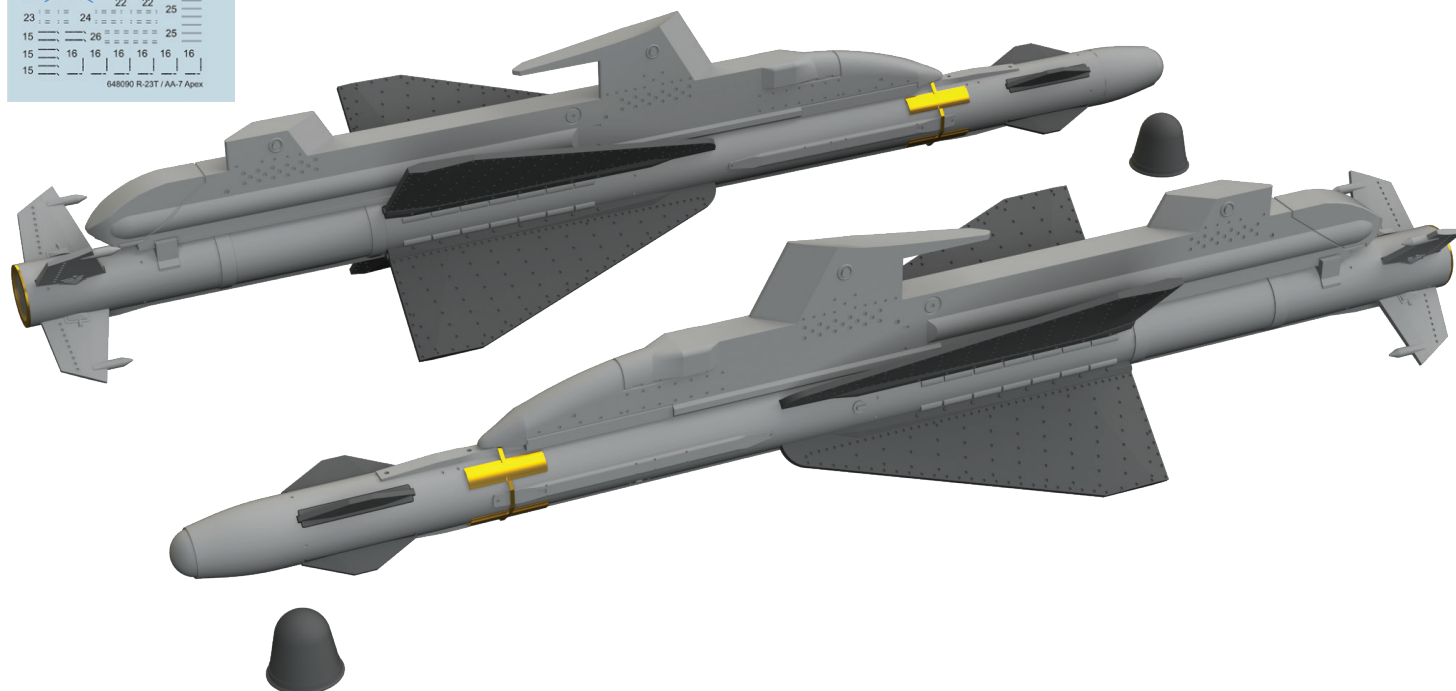
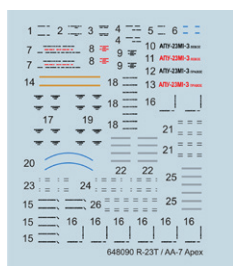
648431 MiG-23ML wheels 1/48 Eduard/Trumpeter



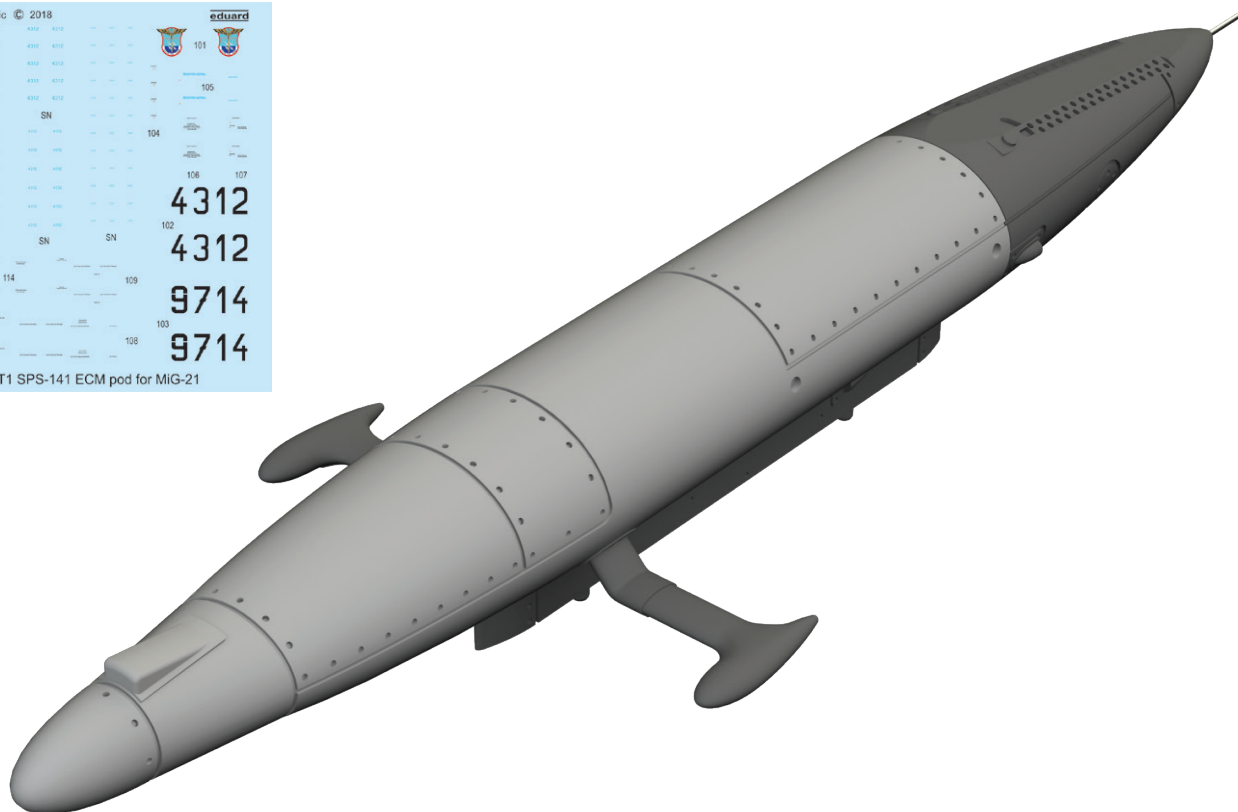
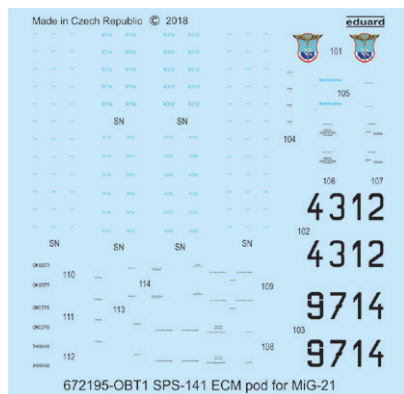
648432 R-23R missiles for MiG-23 1/48 Eduard/Trumpeter



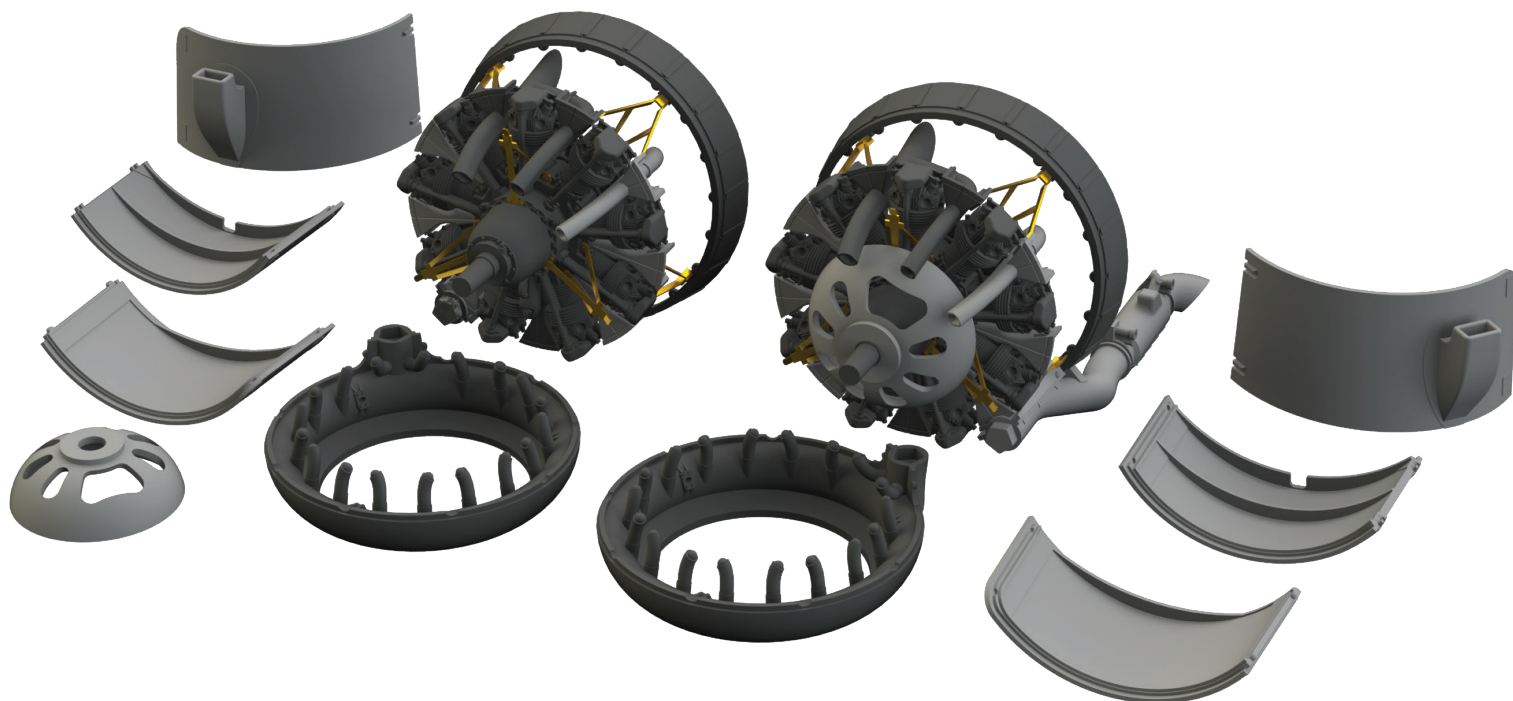
648433 R-23T missiles for MiG-23 1/48 Eduard/Trumpeter



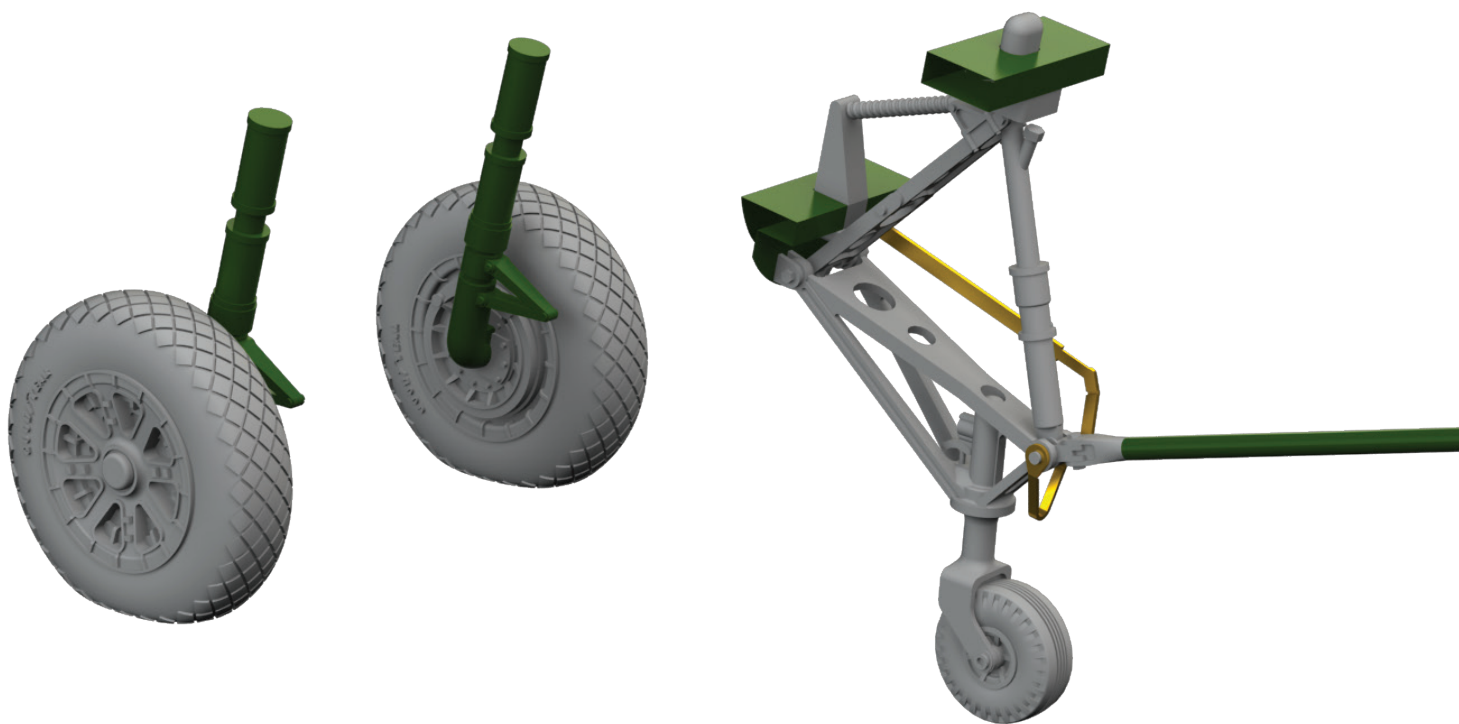
672195 SPS-141 ECM pod for MiG-21 1/72 Eduard



672200 Wellington Mk.Ia/c engines 1/72 Airfix



672204 F4U wheels 1/72 Tamiya



672205 B-25 wheels 1/72 Airfix

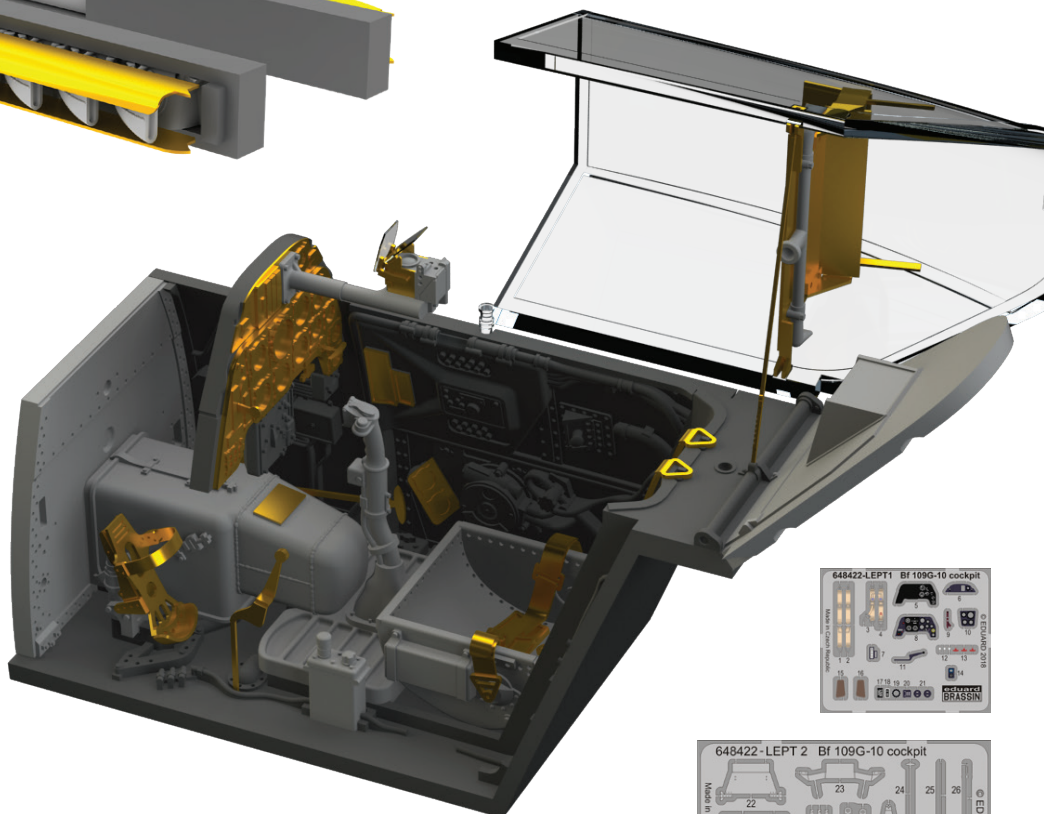
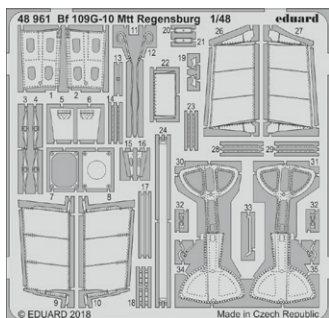
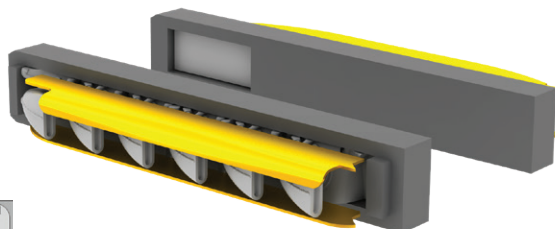
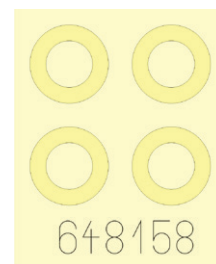


SIN64848 Bf 109G-10 MTT Regensburg ESSENTIAL 1/48 Eduard

Collection of 5 sets for Bf 109G-10 MTT Regensburg in 1/48 scale by Eduard.

- cockpit,
- rundercarriage wheels,
- exhaust stacks,
- Pitot tubes,
- general PE set.

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



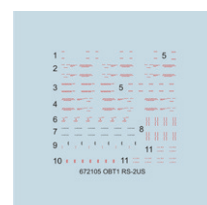
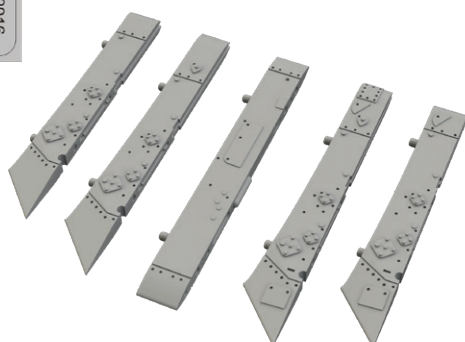
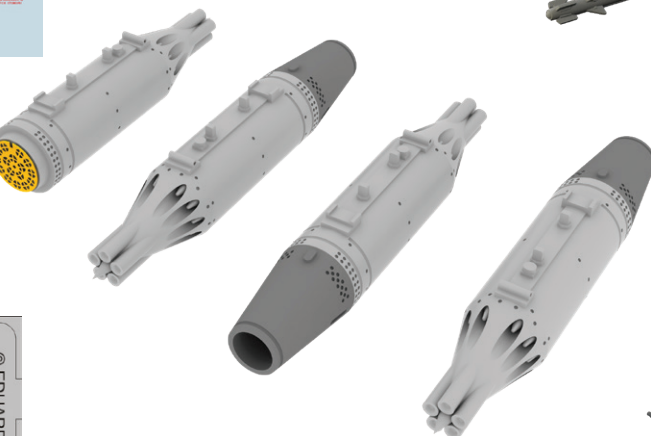
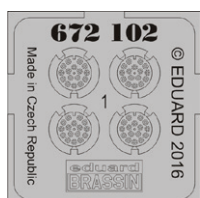
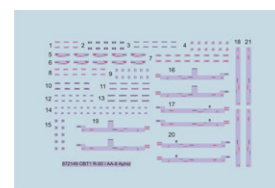
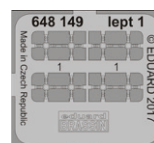
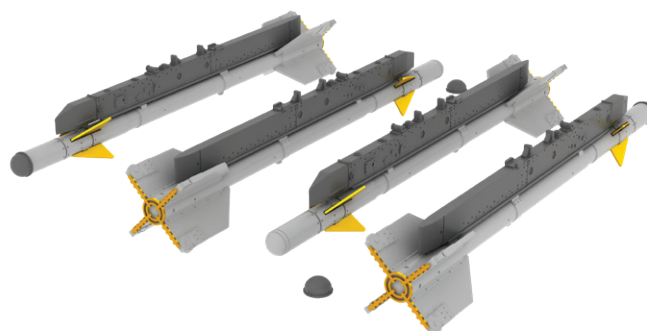
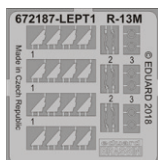
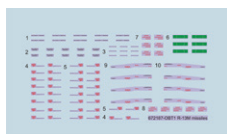
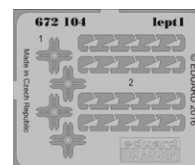
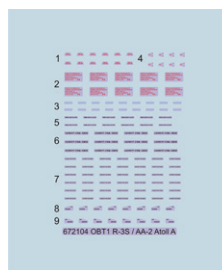


SIN67217 MiG-21MF armament 1/72 Eduard

Collection of 6 Brassin armament sets for MiG-21MF in 1/72 scale by Eduard.

- R-3S missiles,
- R-13M missiles,
- R-60 missiles,
- RS-2US missiles,
- UB-16 rocket launchers,
- pylons.

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



PE-SETS

53227	CVN-65 Enterprise pt.3	1/350	Tamiya
32426	F-5E exterior	1/32	Kitty Hawk
32930	F-5E interior	1/32	Kitty Hawk
36398	King Tiger Porsche turret	1/35	Meng
36399	King Tiger Porsche turret fenders	1/35	Meng
36400	King Tiger Porsche turret zimmerit	1/35	Meng
36401	M3 Stuart late production	1/35	Tamiya
48965	MiG-23MF upgrade set	1/48	Eduard/Trumpeter
48966	MiG-23ML upgrade set	1/48	Eduard/Trumpeter
48967	Beaufighter TF.X landing flaps	1/48	Revell
48968	MiG-25PD exterior	1/48	ICM
49926	Beaufighter TF.X	1/48	Revell
49928	MiG-25PD interior	1/48	ICM
49930	F-16C/N	1/48	Tamiya
49931	F-16C/N undercarriage	1/48	Tamiya
73642	FH-1	1/72	Special Hobby
73643	F/A-18F	1/72	Academy

ZOOMS

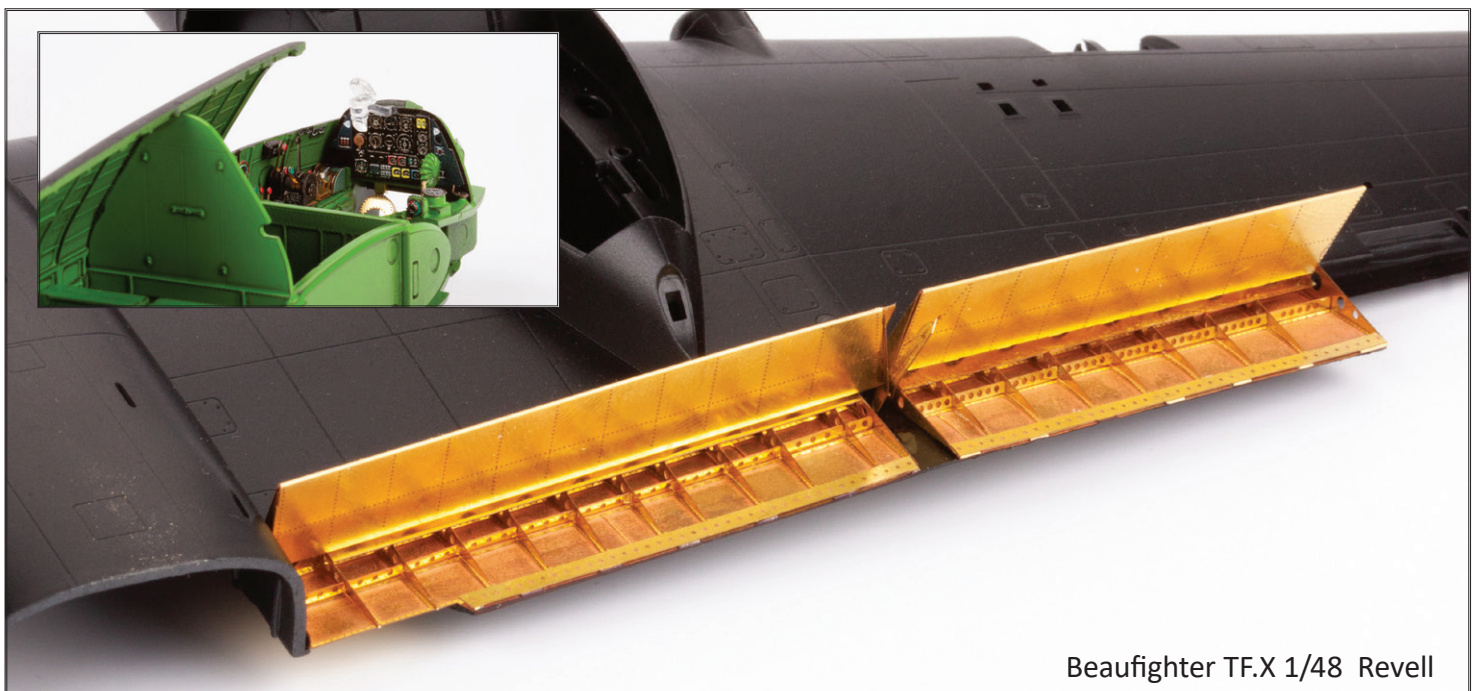
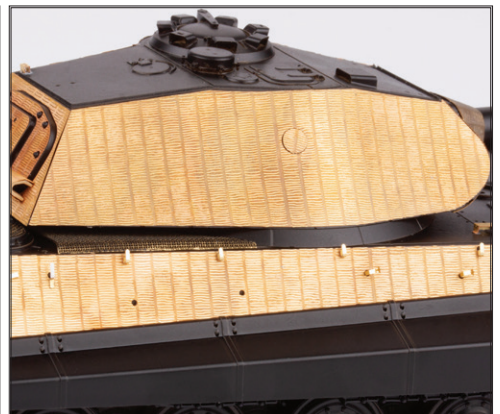
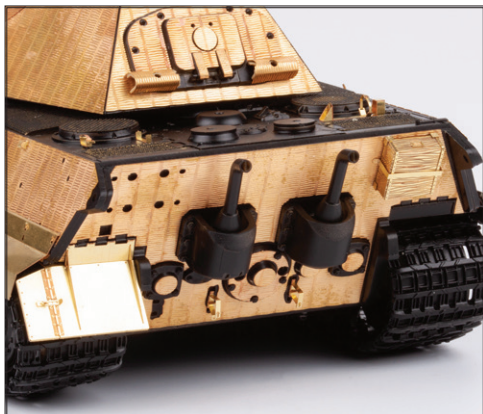
33200	F-5E	1/32	Kitty Hawk
33201	F-5E seatbelts STEEL	1/32	Kitty Hawk
FE926	Beaufighter TF.X	1/48	Revell
FE927	Beaufighter TF.X seatbelts STEEL	1/48	Revell
FE928	MiG-25PD	1/48	ICM
FE929	MiG-25PD seatbelts STEEL	1/48	ICM
FE930	F-16C/N	1/48	Tamiya
FE931	F-16C/N seatbelts STEEL	1/48	Tamiya
FE932	MiG-23MF/ML seatbelts STEEL	1/48	Eduard
SS642	FH-1	1/72	Special Hobby
SS643	F/A-18F	1/72	Academy



MiG-25PD 1/48 ICM



King Tiger Porsche turret 1/35 MENG

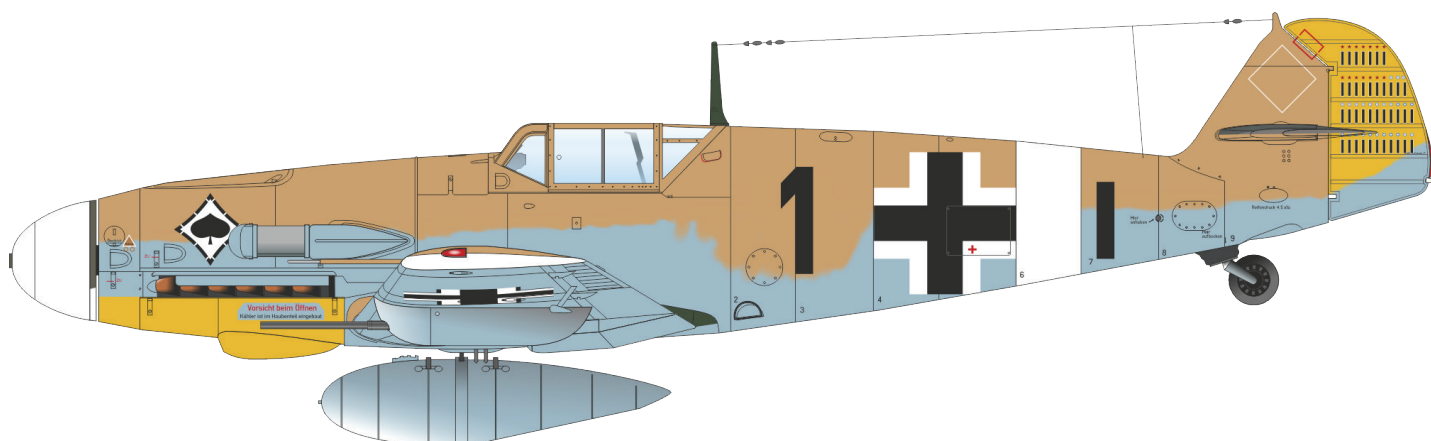
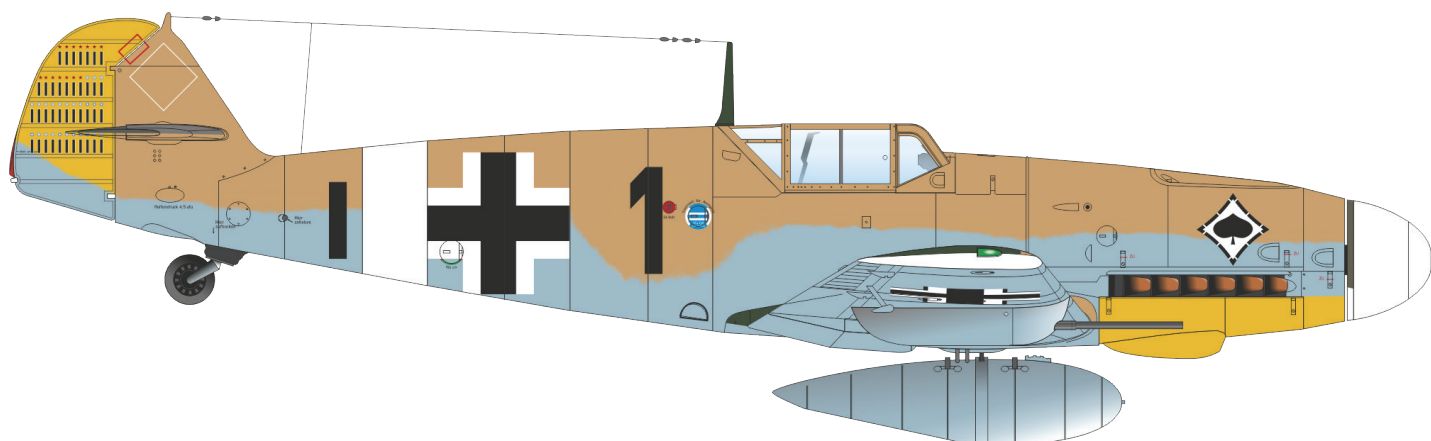
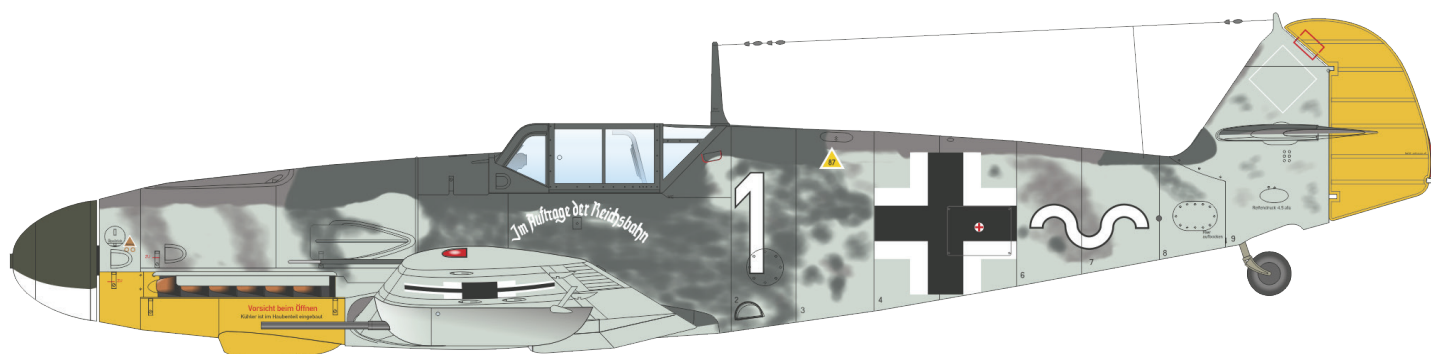
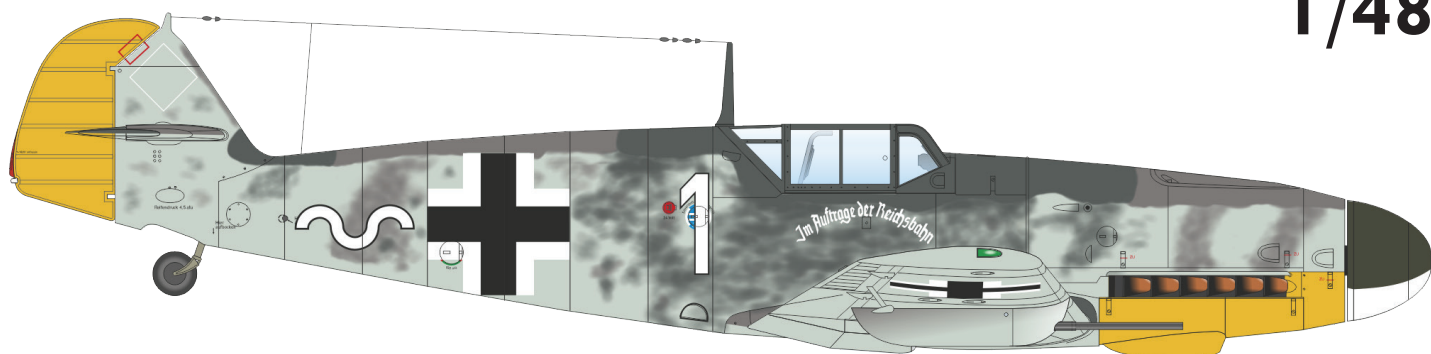


Beaufighter TF.X 1/48 Revell

Bf 109G-4 Cat. No. 84149

WEEKEND
edition

1/48

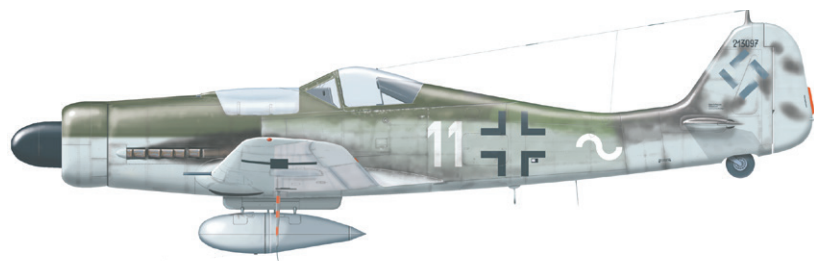
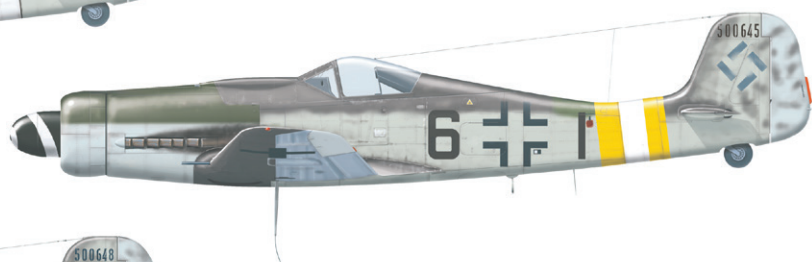


Fw 190D-9 late Cat. No. 8189

ProfiPACK
edition



1/48



Avia S-99/C-10

1/48

2018 e-day



- Avia S-99/C-10 (Bf 109G-10 WNF / Diana production)
- 4 decal options of planes used by Czechoslovak Air Force and Police Air Patrol units in 1947 - 1950
- Eduard photo-etched details and painting mask
- October 2018 release (available on e-day 2018)

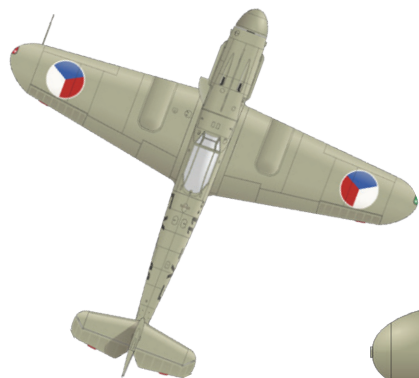
eduard

LIMITED EDITION

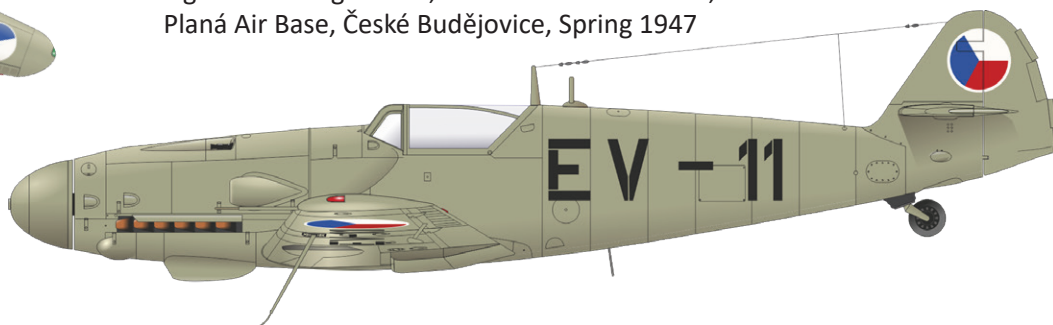
Avia S-99/C-10 Cat. No. 11122

eduard
LIMITED EDITION

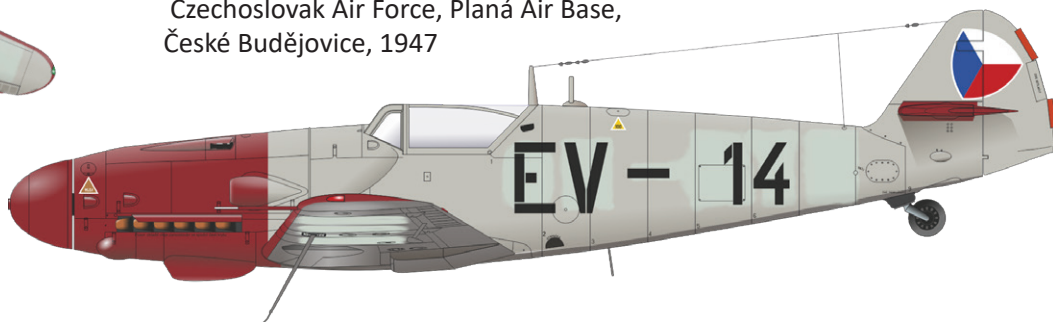
1/48



Avia C-10.6, EV-11, Command Flight, 2nd Air Division,
Fighter Training Centre, Czechoslovak Air Force,
Planá Air Base, České Budějovice, Spring 1947



Avia C-10, EV-14, Fighter Training Centre,
Czechoslovak Air Force, Planá Air Base,
České Budějovice, 1947



Avia C-10.8 (S-99.8), OK-BYH, Police Air Patrol Unit,
Czechoslovak Police Air Force,
Brno – Slatina, 1947 - 1950



Avia C-10.21, OK-BYU, Police Air Patrol Unit,
Czechoslovak Police Air Force,
Prague – Ruzyně, 1947

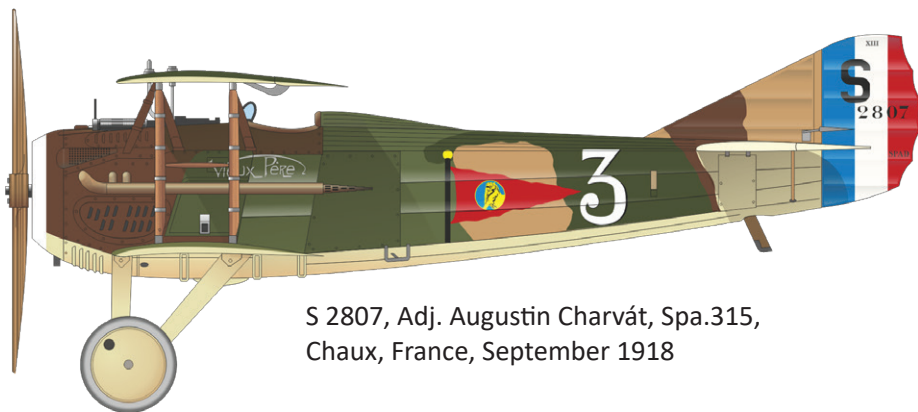


Legie - SPAD XIII čs. pilotů

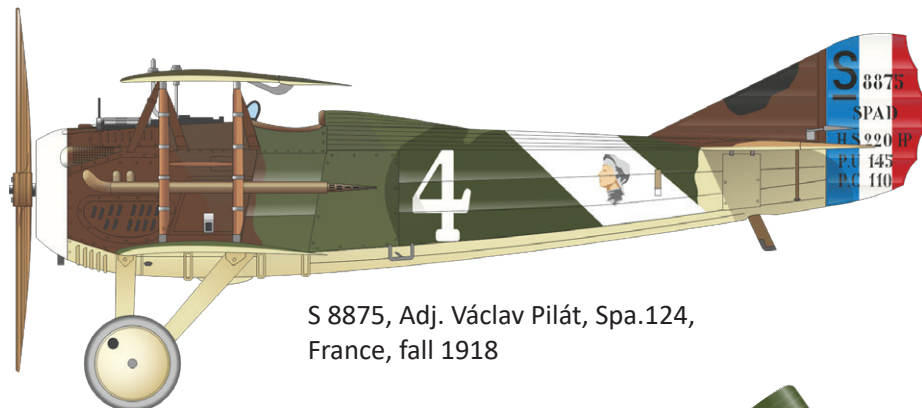
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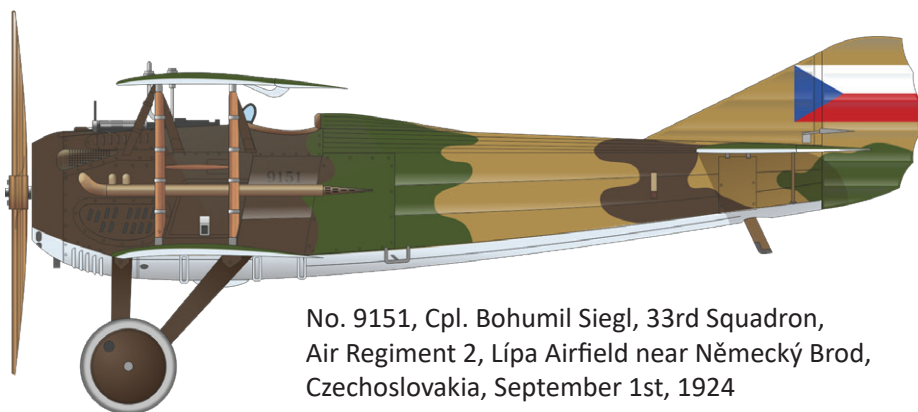
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S 2807, Adj. Augustin Charvát, Spa.315,
Chaux, France, September 1918



S 8875, Adj. Václav Pilát, Spa.124,
France, fall 1918



No. 9151, Cpl. Bohumil Siegl, 33rd Squadron,
Air Regiment 2, Lípa Airfield near Německý Brod,
Czechoslovakia, September 1st, 1924



No. 9152, flown by Sgt. František Lehký,
32nd Squadron, Air Regiment 1, Blíževedly Airfield,
Czechoslovakia, August 28th, 1924

BEZINA

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- Trumpeter plastic parts of MiG-23MF/ML
- Eduard weaponry plastic sprues
- Eduard Brassin seat and steelbelts, underwing racks and R-23T missiles
- Cartograf printed decals for 13 markings
- 128 pages photo book about MiG-23MF/ML/U in Czechoslovak / Czech Air Force service
- **October 2018 release - available on e-day 2018**



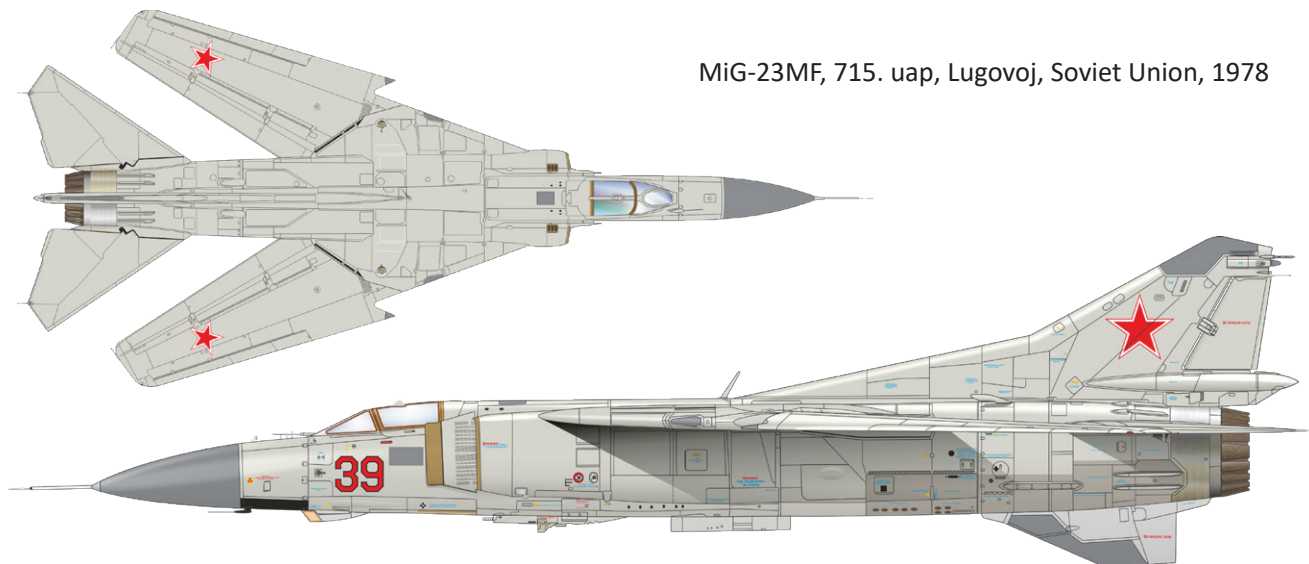
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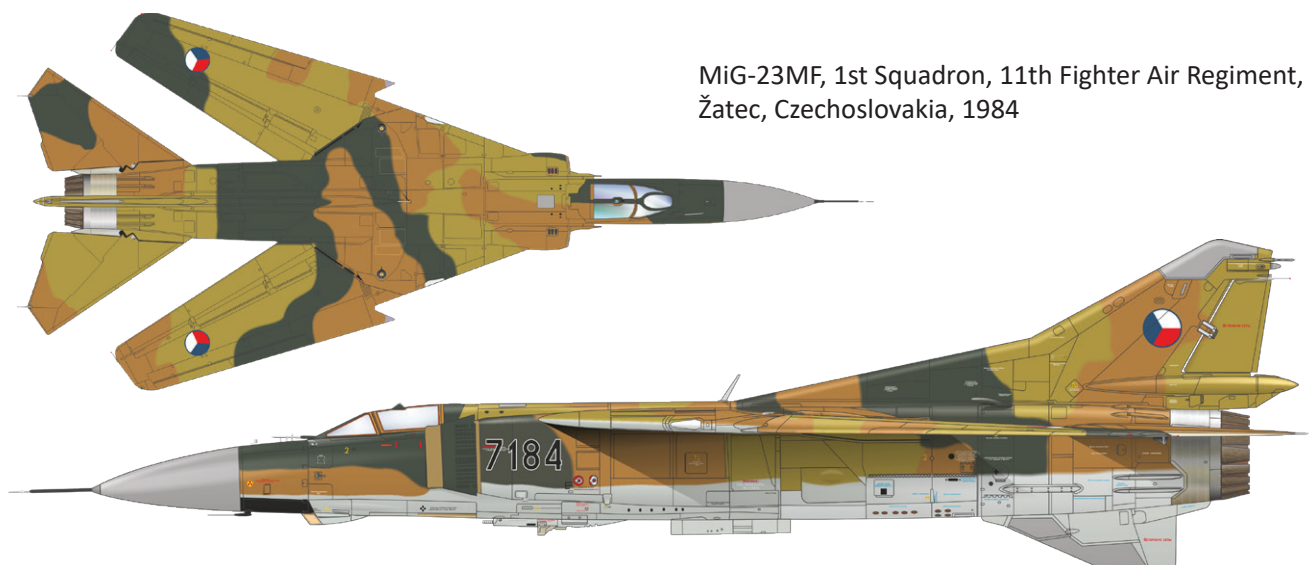
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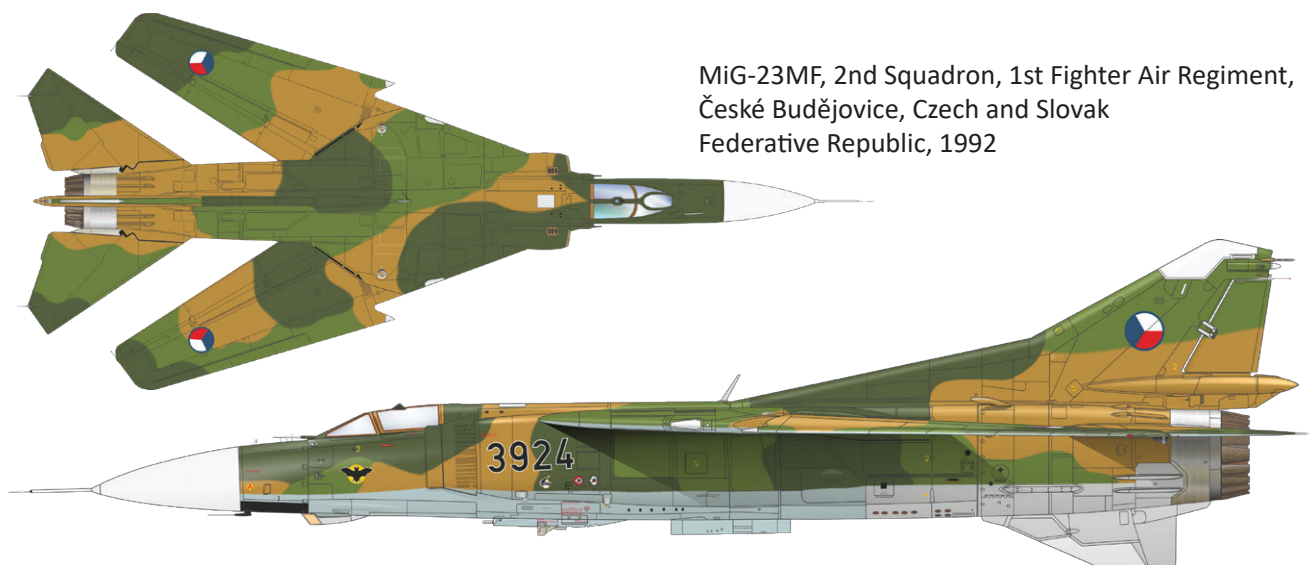
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MiG-23MF, 715. uap, Lugovoj, Soviet Union, 1978



MiG-23MF, 1st Squadron, 11th Fighter Air Regiment,
Žatec, Czechoslovakia, 1984

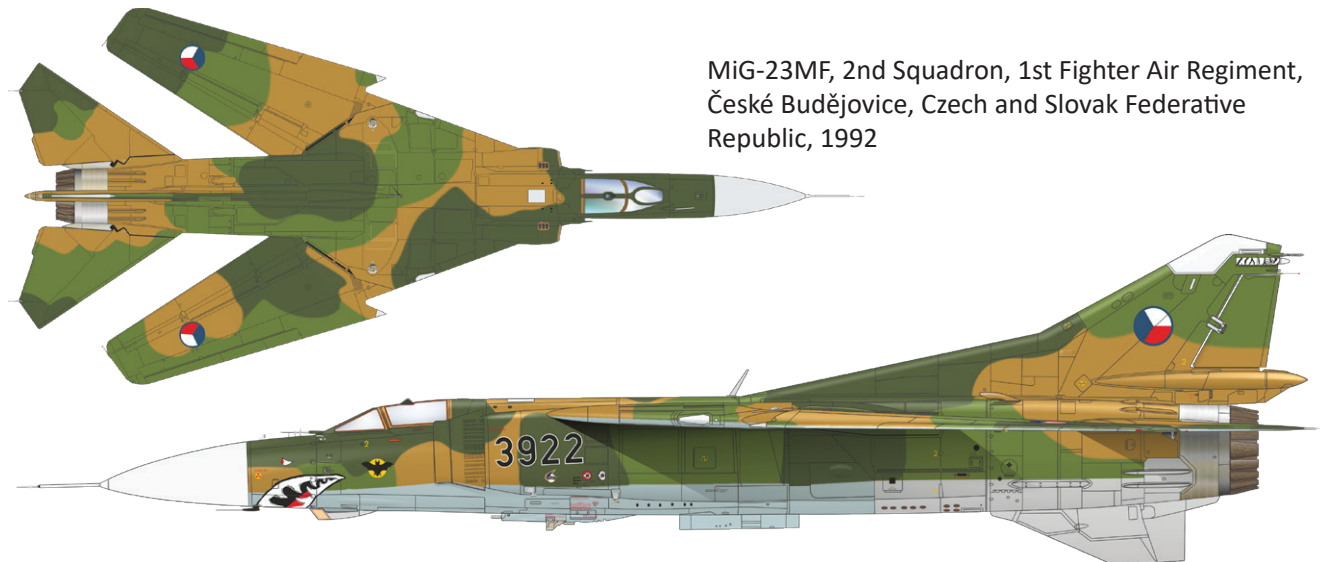


MiG-23MF, 2nd Squadron, 1st Fighter Air Regiment,
České Budějovice, Czech and Slovak
Federative Republic, 1992

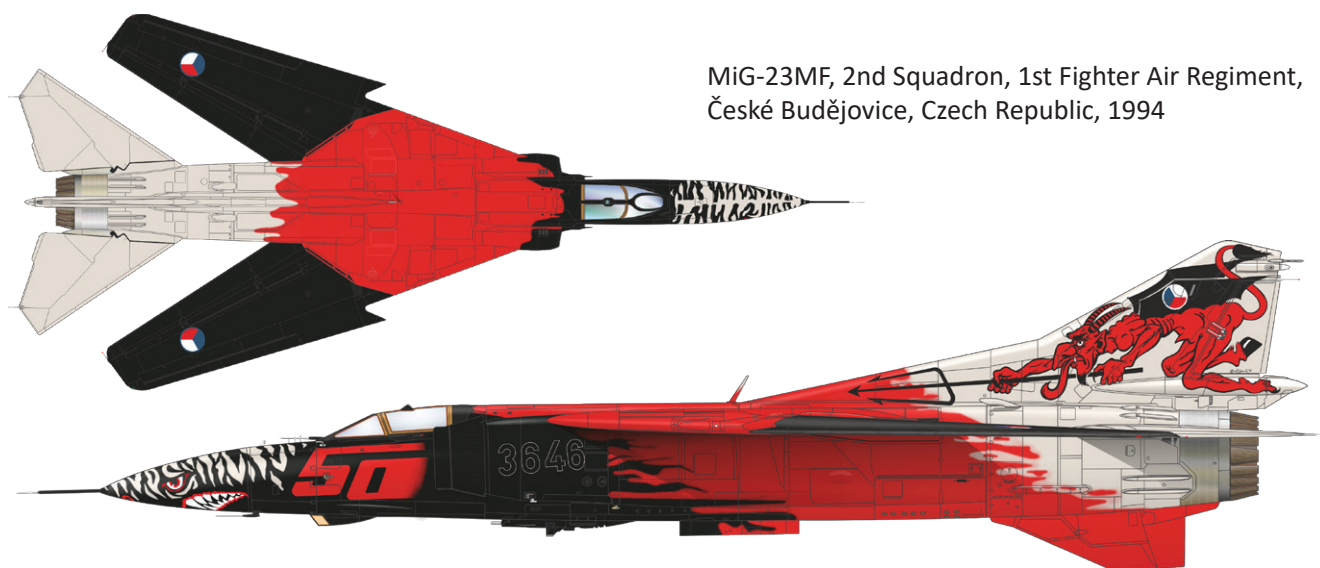
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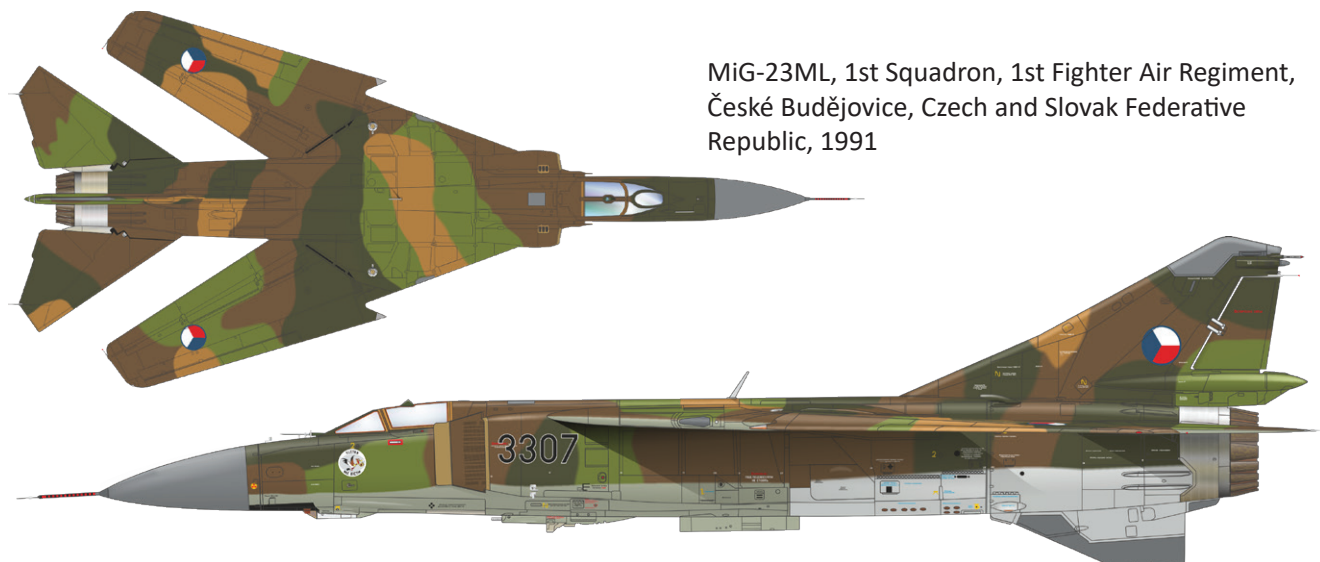
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MiG-23MF, 2nd Squadron, 1st Fighter Air Regiment,
České Budějovice, Czech and Slovak Federative
Republic, 1992



MiG-23MF, 2nd Squadron, 1st Fighter Air Regiment,
České Budějovice, Czech Republic, 1994

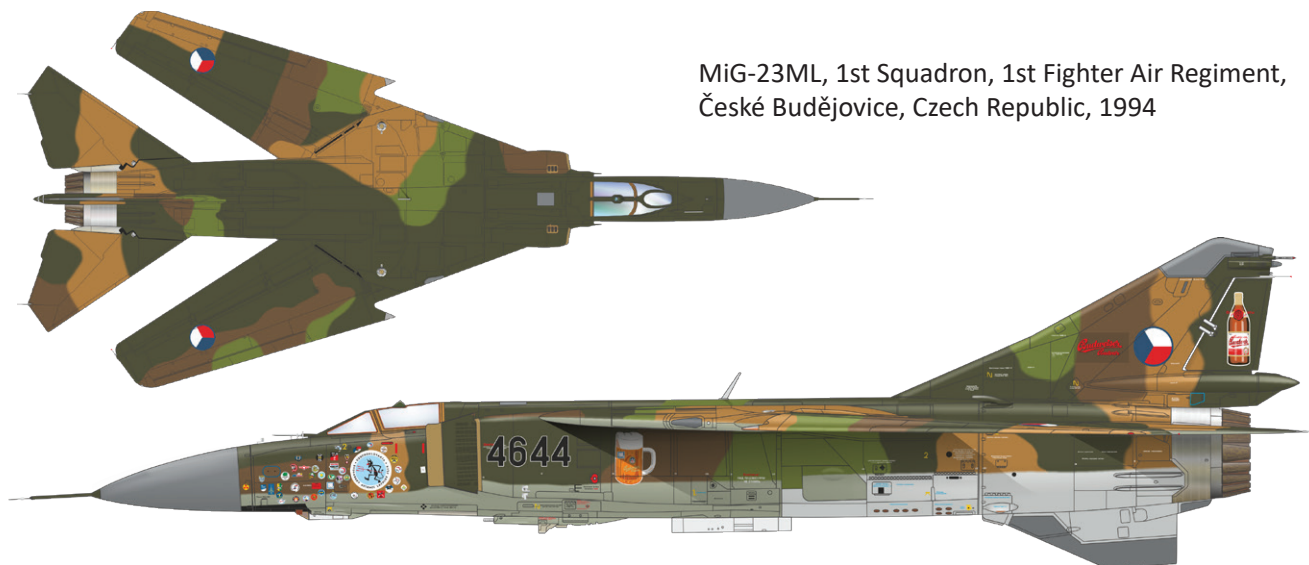


MiG-23ML, 1st Squadron, 1st Fighter Air Regiment,
České Budějovice, Czech and Slovak Federative
Republic, 1991

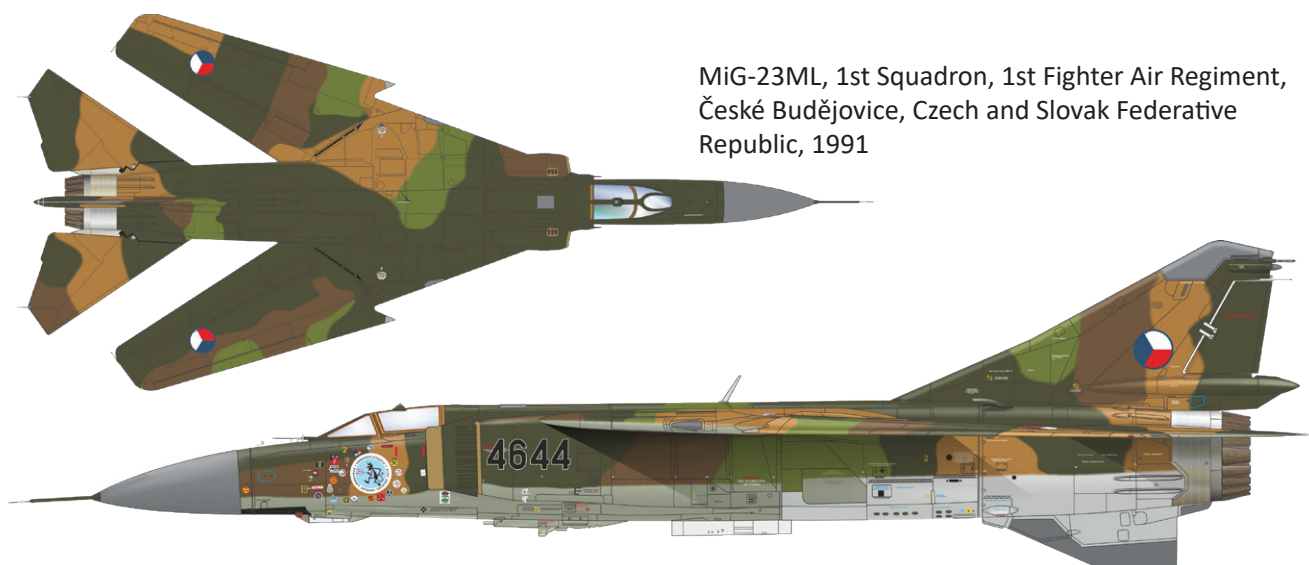
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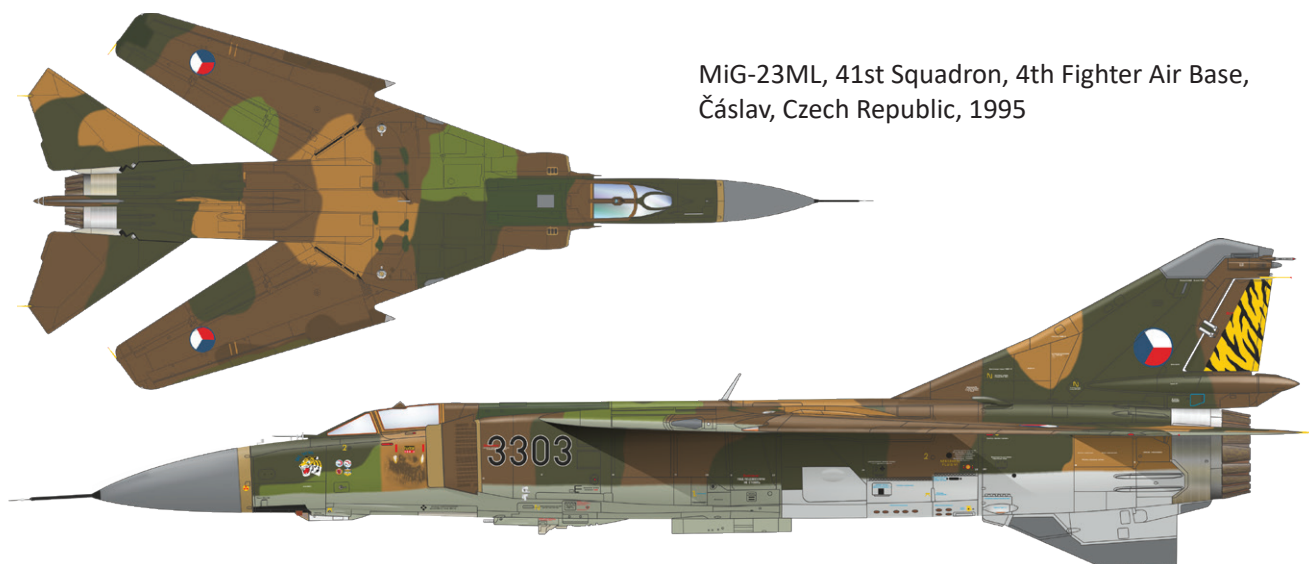
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MiG-23ML, 1st Squadron, 1st Fighter Air Regiment,
České Budějovice, Czech Republic, 1994



MiG-23ML, 1st Squadron, 1st Fighter Air Regiment,
České Budějovice, Czech and Slovak Federative
Republic, 1991

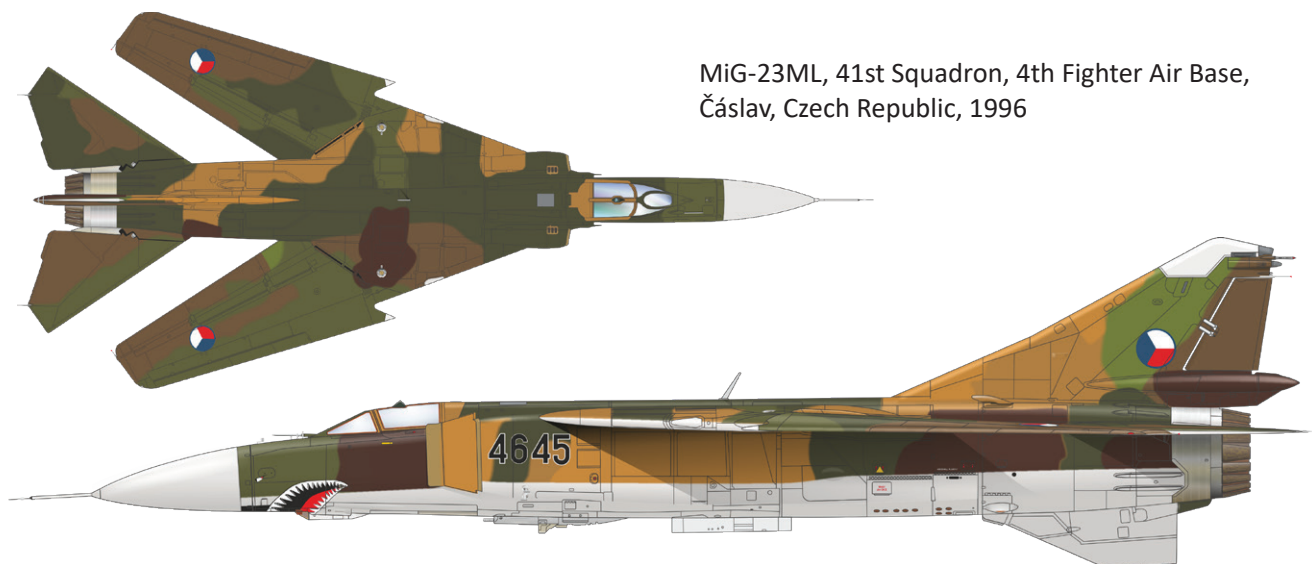


MiG-23ML, 41st Squadron, 4th Fighter Air Base,
Čáslav, Czech Republic, 1995

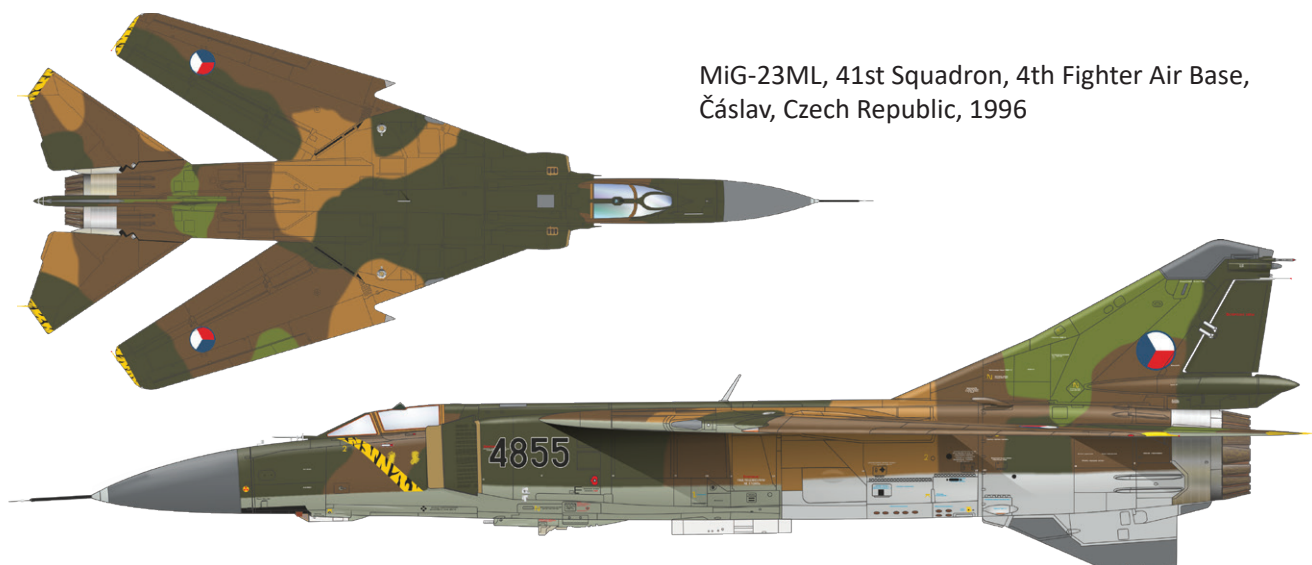
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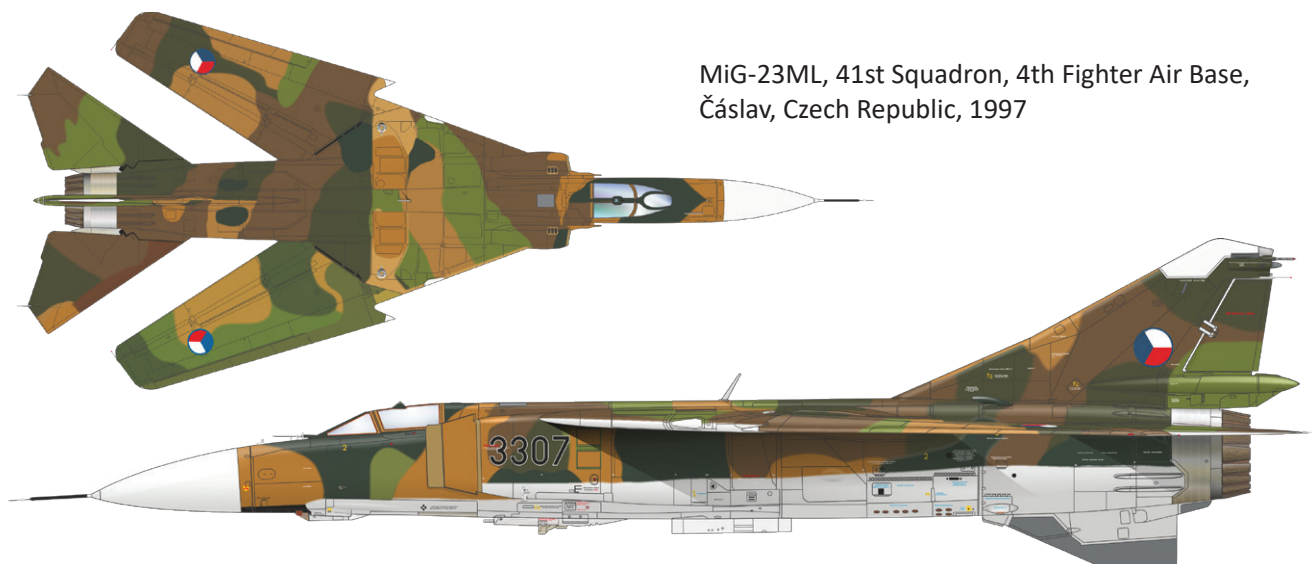
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MiG-23ML, 41st Squadron, 4th Fighter Air Base,
Čáslav, Czech Republic, 1996



MiG-23ML, 41st Squadron, 4th Fighter Air Base,
Čáslav, Czech Republic, 1996

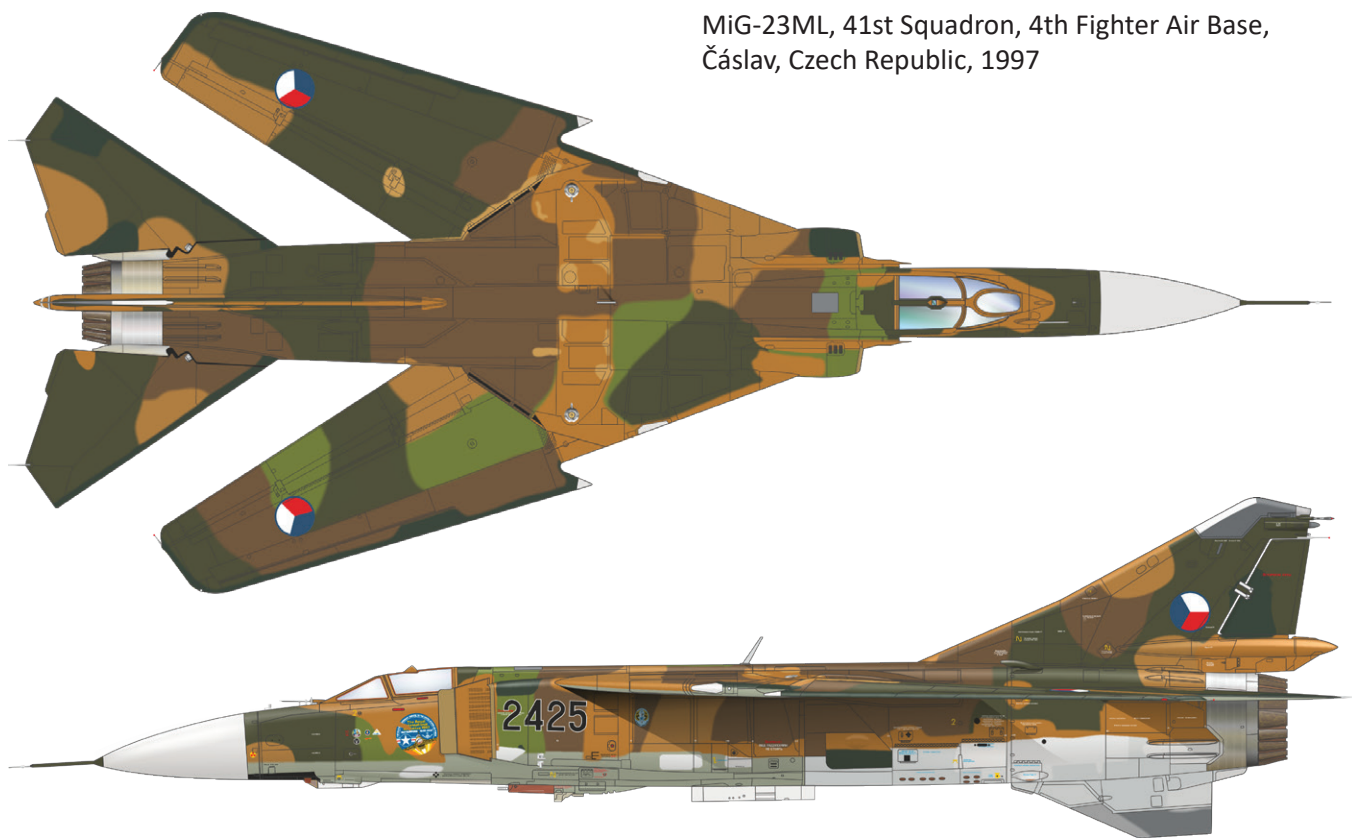


MiG-23ML, 41st Squadron, 4th Fighter Air Base,
Čáslav, Czech Republic, 1997

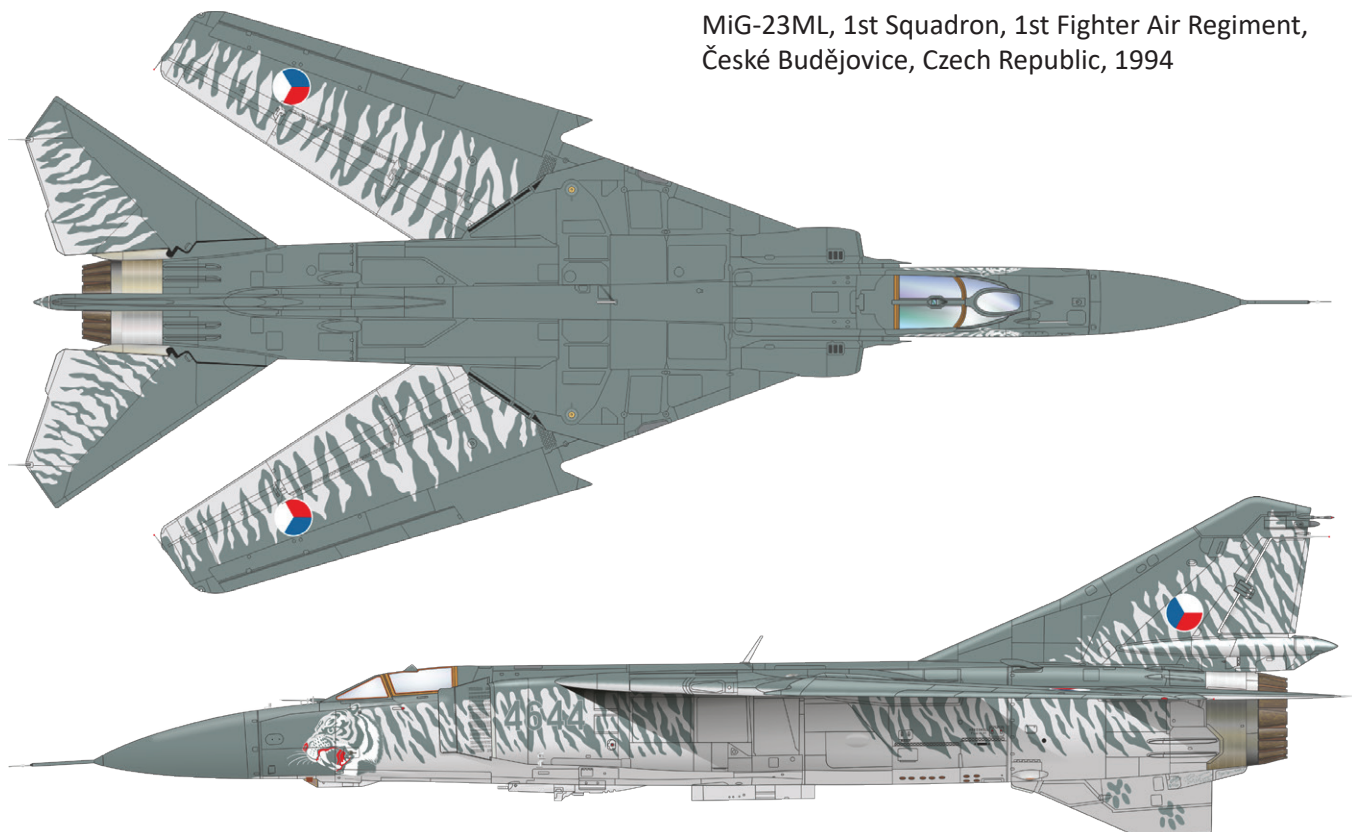
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MiG-23ML, 41st Squadron, 4th Fighter Air Base,
Čáslav, Czech Republic, 1997



MiG-23ML, 1st Squadron, 1st Fighter Air Regiment,
České Budějovice, Czech Republic, 1994





Libor Čejka

Born: 1967

Air Force units: VVLS, 1. slp České Budějovice, 4. ssl Přerov, 4. zsl Čáslav

Flown types: L-29, L-39C/ZAIV, MiG-21F-13, MiG-23MF

Flying hours: total - 12500 h, MiG-23 - 50 h

It was a sunny, cloudless day. The temperature inversion that had taken up residence over our territory for several days by then had the effect of diminishing visibility, but still did not decrease to below 5km. For takeoff and landing, there was a tailwind who's speed was listed as 4.5m/s. It's actual strength was likely a little higher than that, but it was necessary to record a speed lower than the 5m/s allowed for the takeoff and landing of our aircraft. The argument against the simple reversal of takeoff or landing direction centred around noise reduction requirements, these having been brought on by the subjecting of the local Ceske Budejovice population to the noise of airfield operations. A discussion describing the risks taken by the pilots in the name of noise reduction would be a separate topic on its own.

My assignment on that day gave me two solo flights of a higher technical piloting standard. Two weeks prior, I successfully underwent a rehearsal for today in a dual-place aircraft and was to perform all of the turns, banks, rolls and combat maneuvers solo now.

The first flight went off without a hitch. I did, however, confirm for myself on my final approach to the field that the tailwind was indeed stronger than it was supposed to be. As a first for me in the MiG-23, I needed to deploy my speedbrakes, and even they did not drop my speed to where it should have been. The landing itself was a bit on the wild side, but successful. With a pounding heart, I approached my experienced instructor, Major Hadac, who settled me down with assurances that from the ground, my landing appeared completely standard. With determination, I embarked on my second planned flight, fulfilled all of the planned obligations along the way and within the space restrictions of the flight zone, and with speedbrakes extended, landed without incident. This time, though, the Flight Leader was waiting for me with the suggestion of a third higher level qualification flight made possible by an aircraft that just happened to be free. That would mean an extra flight for me above and beyond the two I had planned for that day.

I happily accepted the opportunity, knowing that I would in fact put three such flights under my belt in one day. Everything went according to plan, and after fifteen minutes in the air I began my decent for landing. I spotted the runway from five kilometers out, slightly to the left. I made the course correction, but neglected to maintain my decent in the meantime. The speedbrakes increased the rate of decent, but the speed remained high. I sat the main gear down on the concrete at a higher speed. But, I wasn't lined up properly with the axis of the runway and I was making my way to the side grass area. I put down the nose gear rather feverishly in an attempt to first

stabilize the aircraft and then to correct my path. The suspension of the nose gear and the still high speed at which I was moving caused the aircraft to once again lift off the runway. I approached this critical moment with an overcompensating push of the stick forward, causing a second hard bounce on the concrete followed by becoming airborne yet again. At this point, I am being called on to deploy my brake chute from the director in the tower, and simultaneously to go around again by the assistant controller. However, I can't hear either one of them, because each instruction is cancelling the other out in the heat of the moment and the simultaneous transmissions. At this point, the plane is bouncing down the runway and I am helplessly fighting with the controls. Thoughts of ejection go through my mind, but I immediately reject the idea. The aircraft got me on the ground and I had no intention of abandoning it. I finally received the transmission from the main controller to release the brake chute. I do so immediately, just before another hard impact of the nose gear followed by debris flying past the canopy. From that point on, the radio was completely silent and I sat in the cockpit of the still moving airplane with the distressing thought racing through my head that 'my God, I ruined the airplane!'. I am continuing on down the runway at an unusually low level, close to the ground, unable to steer to the left or the right and I realize that the nose gear has collapsed, and that the front end is dragging along the ground. Finally, the aircraft came to a full stop, there was an ominous silence blaring from the radio, only the engine was making an empty noise. What now? As dictated by my training, I went through the engine shut down procedures and turned off all the equipment, opened the canopy and got out. I examined my battered aircraft like in some really bad dream. The approaching fire suppression vehicle snapped me back to reality and I realized that perhaps it would be wise to not stand so close to the airplane. Then the severity of the events began to sink in and I was torn by the thoughts of the pending investigation. The first conclusions ultimately read, further training allowed, temporarily only on the MiG-23U. In two days, though, another investigative team showed up, headed up by General Klocok. This struck down the first ruling and sent me in for a more thorough investigation to ULZ Prague, and forbade me to fly altogether until the determination made based on further questioning. I was also handed an envelope with a blue stripe on it, and the letter inside informed me that I was being charged with public endangerment and that my actions with the aircraft brought about damage to the value of at least three million crowns. The collapsed landing gear not only killed the gear outright, but also the destruction of the infrared sensor, damage to the radar unit and to the exhaust pedals. Furthermore, the airframe was slightly warped causing the skin along the nose to ripple. Fortunately, experts from the repair depot at the regimental level declared the aircraft to be repairable. The damaged and partially dismantled MiG-23MF coded 3888 was transported by road to the facility at Kbely, but never did fly again. It was dismantled in compliance with European disarmament treaties.

After a weeks lodging on the ULZ, I was found capable of further flying and even was given a ruling in my favour by the investigating committee. But, for varying reasons, I had to wait another three months before I got my first transport flight assignment. Naturally, after such an experience and such a long break, my landing was not a dazzling experience inspiring awe. 'Don't worry about it. You'll get the next time', my instructor reassured me. But the next time wasn't for another two and a half months, and it still wasn't quite right.

By then, I had a pretty big, dark cloud over me and I realized where I was headed, and also that one good warning delivered by fate should be enough. I requested a transfer that would put me in the subsonic L-39ZA. Thanks to this decision, my yearly total in the air rose significantly, and I was a lot more satisfied.

It would be seen as a happy ending, all things considered, had it not been for the fact that I was witness to my younger colleagues fighting through similar problems in their MiG-21MFs with just thirty hours a year flying time, seeing their superiors feeling content and satisfied with themselves that they were doing a great job.



The midlife overhaul of this aircraft, manufactured on October 27th, 1978, was conducted between April 24th, 1988 to May 26th, 1989, during when the Flights were transferring between Zatec and Ceske Budejovice. As was the case with the other aircraft, it also received a new camouflage coat.

The sad end to a landing by inexperienced pilot Libor Cejka on October 31st, 1991. MiG-23MF 3888 is shown here already pulled from the runway by a Tatra 815 AV-15 recovery vehicle. From its midlife overhaul conducted between April, 1988 and February 1989, it flew 126 hours, giving a total of 870.





During the landing, the aircraft suffered a collapsed nose gear, destroyed infrared sensor and damaged radome. Most importantly, though, the fuselage suffered warpage.

The front section of 3888 on its way to the repair facility at Kbely. Repairs to the aircraft were never realized, since at the time there was a greater urgency in retiring aircraft rather than keeping them in service. The section seen here, along with the rest of the airframe, was dismantled completely in the summer of 1995 at LOZ Ceske Budejovice.



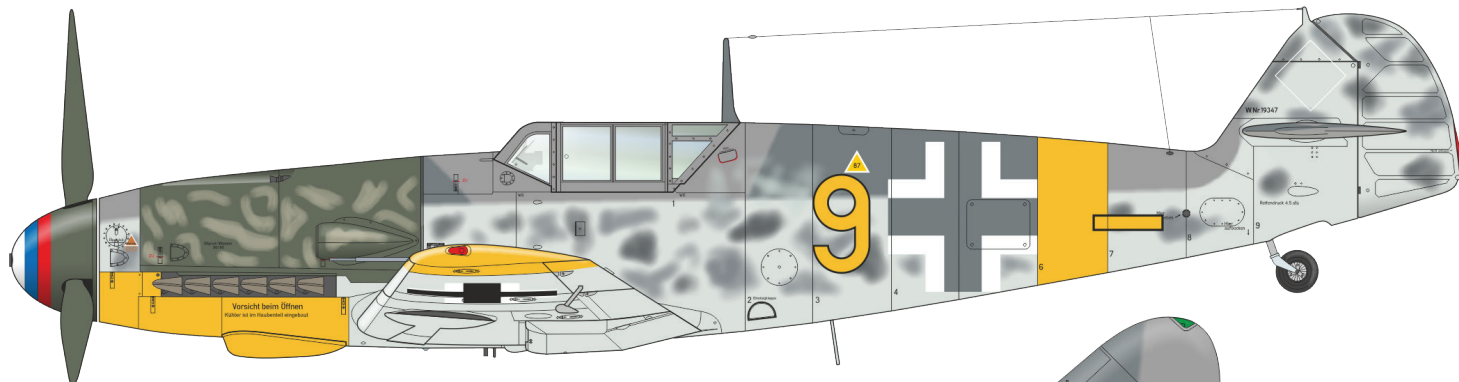


Midlife overhaul of the aircraft coded 3646 was made between June 15th, 1987 and May 26, 1988 when it was based at Zatec. The camouflage paint displays a relatively high level of wear - the radome has worn down to its original medium grey from the off-white, the speedbrakes are worn to the metal, and the rear lower fuselage originally painted in a heat resistant coating of a lighter and glossier grey, has worn down to the yellow primer. This was one of six MiG-23MFs which had the Flight's bat emblem painted on.



BFC059

Cat. No. BFC059 1/48



COL 1 – Bf 109G-4, W. Nr. 19347,
Fw. Ján Režňák 13.(Slow)/JG 52 , Anapa,
USSR April 1943

