INFO EDUARD

Vol 17, November 2018

ISSUE 103

price US $ 0.00



FAMOUS ACES

Fw 190A-2

eduard

INFO EDUARD

ISSUE 103



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

NOVEMBER 2018

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Issued by Eduard-Model Accessories, spol. s.r.o.
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EDITORIAL



Dear Friends and modellers,

I am writing today's newsletter on the train from Florence to Siena, and a short time ago, I was sound asleep. I was awakened by the conductor who promptly fined us each 5 Euros because we had neglected to stamp our tickets in Florence. We protested and he was rather determined and told us that the usual fine would really be more like 60 Euros. After he left us, an announcer came on the intercom warning that anyone without a valid ticket would be fined upwards of 200 Euros. Then he thanked everyone for their co-operation. Originally, I wanted to go to Siena yesterday, but there was a strike. The station didn't really look like it was in the midst of a strike, the trains were running normally, but to make sure I went over to the information desk, and they confirmed that indeed, there was a strike. So we hung out for a while, sang some Italian songs I learned in Grade 8, had a meal which was awesome at a roadside stall, and we headed off for Siena today. When we went through the turnstile, there were a couple of inspectors there who looked at our tickets and didn't say anything. Maybe this was their expression of the strike. People can strike in different ways, I suppose. It occurred to me that we could validate the absence of the stickers for our sticker game. We haven't had stickers now for a long time because they are somewhat time consuming to produce and we also didn't help matters by ordering them late. So, that's why you don't have them, and if we fined you, we could make a better profit than the train station here! This brings us to the main point here, and that is that the stickers are again being sent, but they won't be around for long because the print shop raised their prices. The reason, as mentioned, is that they are labour intensive to produce. Our economics department has put a stop to further orders for them.

So there's my rant and we can get on to the new items. As has become customary month after month, we have four new kits ready for release. Three are new and one is a rebox. In the ProfiPACK line in 1/48th, we have the Fw 190A-2, which is a version that we originally did not want to even produce. We considered it somewhat uninteresting. Modellers had other opinions on the matter, so we decided to change ours. The interesting thing in this kit are the two separate wings, with two or four cannon. We included both because we still think that this version is not interesting enough to dedicate two kits to, and I personally think that the markings possibilities for this day fighter are all the same, pretty much. In the box, you'll also find a small bag with resin bits inside for the inner gear doors. This is a result of our lack of desire on this one and our ability to improvise. There are the usual five marking options and the decals are printed by us. The masks are standard and the instrument panel has lenses applied over the dials. With the masks, we will be phasing out our old plotter with the traditional knife blade and replacing it with a modern laser cutting tool. There will be no comparison in terms of quality of the cuts. The differences will be very clear.

In the Limited Edition line, we are releasing our anticipated ‚Riders In The Sky 1945'. It is in 1/72nd scale and contains the Liberator GR.Mk.VI and GR.Mk. VIII. Most of the schemes offered for this kit, as well as the included publication, focus on No.311 Czechoslovak Squadron. Some of these include aircraft that were ferried to Czechoslovakia in Czechoslovak markings in the summer of 1945. These No.311 Squadron aircraft ensured a functioning bridge between Great Britain and Czechoslovakia and ferried both supplies and personnel. But so as to avoid a certain degree of monotony, we have included two Dutch and one Canadian aircraft as well. There are a little more imaginative in their appearance. It's too bad that among the Czechoslovak units, a similar mania towards individualism didn't flourish of the type that have been documented on different MiGs through the nineties. Incidentally, the MiG-23 Limited Edition kit BEDNA is sold out. I admit, I didn't see it happening so fast. While on the topic of Limited Edition kits, we will be re-releasing the Pe-2 Limited Edition kit in 1/48th. This one doesn't change from the first time we released this kit. The plastic is again from Zvezda, the decals from Cartograf, and the rest id ours. This one will be available only to the tune of a thousand kits and most of those have been ordered by retailers. The Weekend Line will expand in November by the Avia B.534 II Series in 1/72nd scale, and this is such a striking kit that I don't even know quite what to say about it.

Turning our attention to accessory items, There are three new LööK items in the Brassin line in 1/32nd scale designed for the Bf 109G-6 from Hasegawa. A closer look is deserved by the MiG-23MF and ML sets we have out, including the intake corrections. For a moment, I will move to the opposite end of the MiG-23. A while back, there was a modelling forum where the discussion came up surrounding the asymmetrical, drooped exhaust of the MiG-23. Careful study shows that we incorporated this feature into our exhaust, but no one evidently noticed. Actually, neither did we. But now you know, and you can be that much more satisfied with your exhaust on this plane. And those that held the asymmetry as a fault, and for that reason did not buy the set, can rest assured that it really is accurate. Also interesting will be the two new bronze landing gear sets for the Fw 190A-5 and Fw 190A-8/R2 in 1/48th, same as the set of German Type 98 weapons in 1/35. The collection is rounded by several weapons sets and a set of wheels for the B-25 in 1/72. In terms of masks and photoetched, don't overlook the items designed for the F--14D in 1/48 from Tamiya. Also interes-

ting will be the sets for the Blenheim Mk.IF and the Meteor FR.Mk.9 in 1/48 for the Airfix kits. In 1/48, we also have sest for the Fw 190A-2 and fw 190A-8/R2of our own production, and 1/72 we are offering up sets for the P-61C from Hobby Boss. November offers also sest for bigger kits, like the TF-104G in 1/32 from Italeri and the Mosquito FB.Mk.VI in 1/24 from Airfix. Sets for 1/35 scale armour this time around only focuses on the Pz.III Ausf B/D from Miniart, and the same can be said of ship topics, where the new item this month is for the U-Boot Type VIIC/1941 from Revell in 1/350. Check out the BigEDs and BigSins too, there are some pretty interesting morsels there to be found as well.

And now, some items that will be going on in November. The popular yearly Edoween is slowly coming to a close, but after a few days will begin the Afterparty for Scale Model World. We will again be in Telford, and there is still some tension over the question as to weather or not we will be selling our Tempest there. At this point, the answer is still not clear. The forms still need a bit of tweaking, here and there. I must point out that if we do end up having the Tempest for sale at Telford, we will not be selling it as part of the Afterparty on our e-shop. If it is not ready in time for Telford, it will be for Bratislava, because Telford is still prior to official release date of the Tempest, unlike Bratislava, and all of December's new items must be ready for that show. Immediately prior to the Plastic Winter show in Bratislava, we will have our Black Friday event, that will cross over from the Afterparty for the Bratislava show. And over the course of these events, December items will be available, including the Tempest.There will be one more interesting event to go along with the Black Friday and Plastic Winter Afterparty offers, under the name of Sweep 2018. During this event, we will be clearing out at 50% off all of the self-adhesive sets and about fifty kits. There are some interesting items among these from the Limited Edition and Royal Class lines. Please be aware that these are the last of these items and while some may still number in the hundreds, others only a couple dozen. They will also be available to retailers, and the assumption that they will be selling them under the same conditions. Some these items may be gone within a few hours. It's the same for the self-adhesive sets. A list of the items will be made available on our Facebook page as well as at www.eduard.cz.

And now, I am finishing this introduction to the newsletter on the train from Sien to Florence, and without a ticket conflict, since I am now officially a seasoned railroad traveller. This trip is as interesting as the trip from Lyse nad Labem, although true, a person doesn't ave to work so hard. Despite that, the Italian rail system has much in common with its Czech counterpart. I feel quite at home.

I would finally like to point out that two weeks ago, we had our fifth running of the Iron Bunny contest. This was the second time that the kit built was the Fw 190A-2 to A-5 in 1/48, and it was clear that under the leadership of Lubos Kuna, the contest has matured nicely, as have the modellers over the five years. Weaknesses in both the team and individual aspects have virtually disappeared and differences in the quality of the finished kits were pretty much non-existent. The difference between first and fourth place was a measly three points. The point system was also interesting, and it was revamped a bit due to some past protests. These changes made no difference in the final victors, but it did prove to be an interesting experience. It will leave its mark in the future, and I don't think it will be limited to just the Iron Bunny competition. More on that elsewhere here.

See you in Telford and Bratislava.

Happy Modelling!

Vladimir Sulc



IRON BUNNY 2018







The 5th season of the amazing 24-hour race in extreme team scale modelling, under the auspices of the Bunny Fighter Club and the Eduard company, took place in Bublava (Ore Mountains, Czech Republic) on October 19 - 21, 2018. The race director, Luboš Kuna, again managed to prepare the event down to the smallest detail, so it went smoothly and without incident. Eight four-member teams fought for the glass art trophy made by Stanislav Müller. The Bunny Fighter-inspired trophy was awarded by Eduard CEO, Vladimir Sulc. The secret kit, to be built in a 24-hour baton race, was declassified on the very evening before the race. This was the Eduard 1/48 scale Fw 190A-4 / A-5, with huge support by means of Brassin and photo-etched accessories. The level of all finished models was very high and the whole event was great, not just because of the modellers' skill level, but also by the general atmosphere. Big thanks to the organizers and all competitors.

The 6th season of Iron Bunny "Champions fight" will take place on October 18 - 20, 2019. Be there!

Photos and text by JanZ





Quizz picture with hints suggestions about the secret kit to be build.



Cake by the Lepí-M team for the 100th anniversary of Czechoslovakia.












NOTHING BOX
TEAM
2017
2016
2014
2015
2
1
3


Hell's Snails


CARROT EATERS


BANDA VESELÝCH PATLALŮ
OLDA


IRNBNNY


HGW SQUAD
IRON BUNNY TEAM


MARNÁ SNAHA
IRON BUNNY
2018


LEPÍ-M
IRON BUNNY 2018



Nothing Box



Hells Snails



Carrot Eaters



Banda veselých patlalů



Plastic Kommando



HGW Squad



Marná snaha



Lepí-M



Nothing Box



Hells Snails



Carrot Eaters



Banda veselých patlalů



Plastic Kommando



HGW Squad



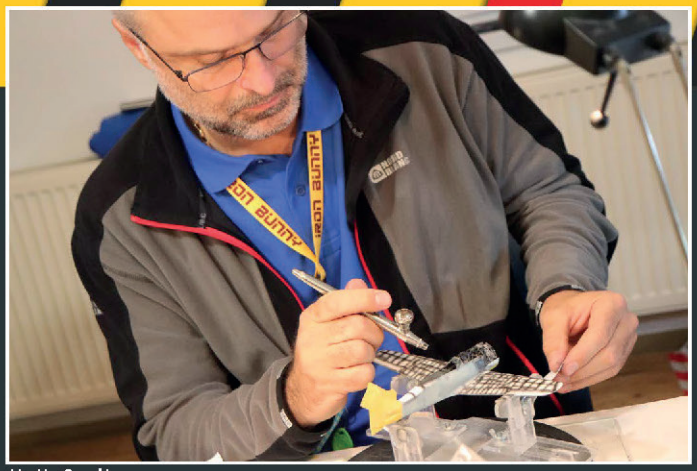
Marná snaha



Lepí-M



Nothing Box



Hells Snails



Carrot Eaters



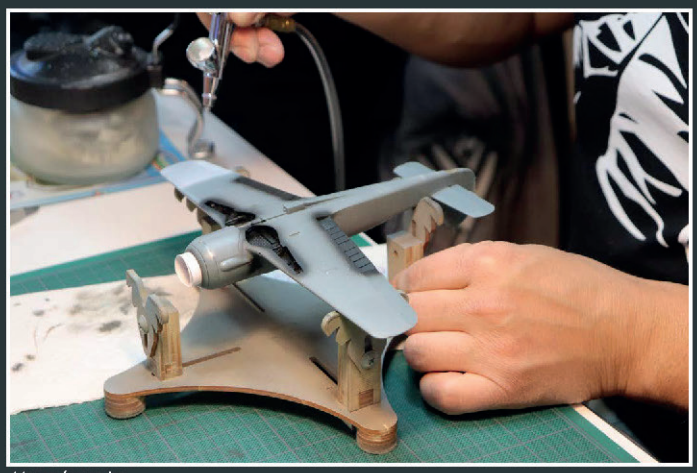
Banda veselých patlalů



Plastic Kommando



HGW Squad



Marná snaha



Lepí-M



Závodiště

Black-out.

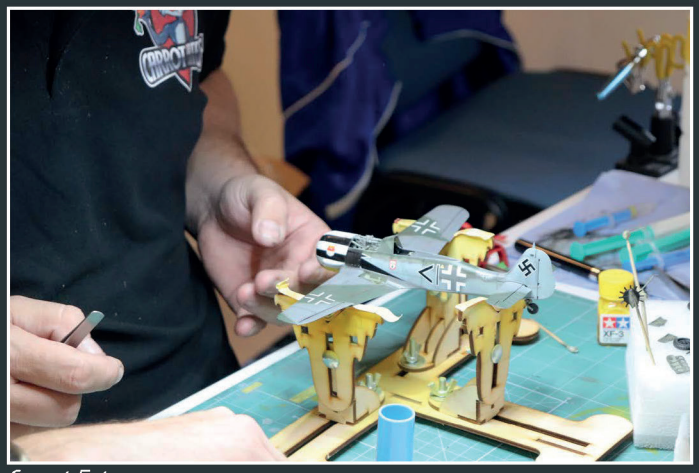




Nothing Box



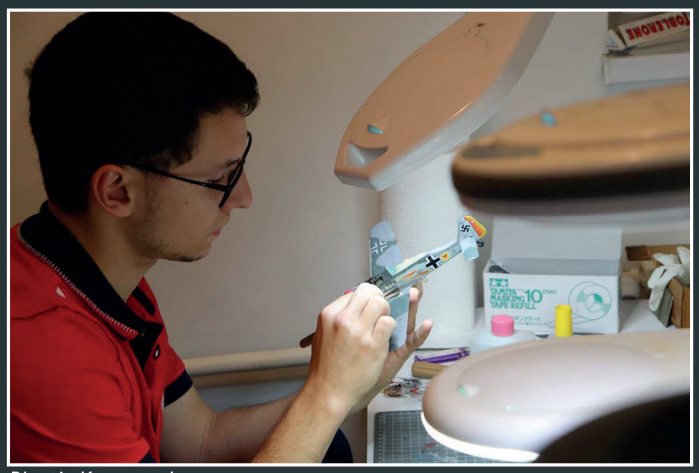
Hells Snails



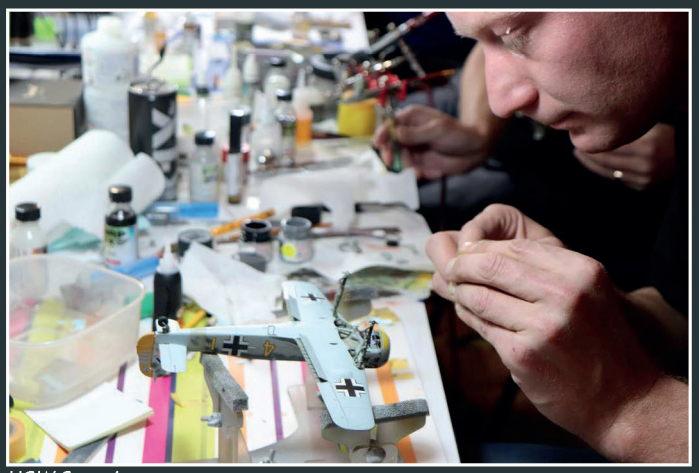
Carrot Eaters



Banda veselých patlalů



Plastic Kommando



HGW Squad



Marná snaha



Lepí-M



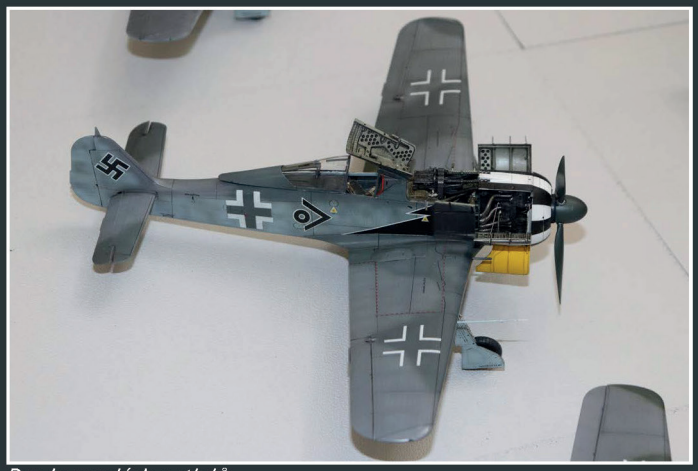
Nothing Box



Hells Snails



Carrot Eaters



Banda veselých patlalů



Plastic Kommando



HGW Squad



Marná snaha



Lepí-M



The main trophy







Awards collection.





Judges.









„Sweet (cat)ering team!“



Team winning the best t-shirt design competition. Lepí-M.







1st place

Lepí-M

Fw 190A-4 W.Nr. 760,
Fw R. Eisele, 8/JG 2, January 1943

Michal Sudek
Petr Vacek
Jakub Sudek
Tomáš Matyska

Ranking: 82,5 points

Kit:
www.eduard.com/store/eduard/fw-190a-4-1-48-1.html
Accessories:
www.eduard.com/store/eduard/fw-190a-4-engine-%26-fuselage-guns-1-48.html
ww.eduard.com/store/eduard/fw-190a-3-a-4-undercarriage-legs-bronze-1-48.html
www.eduard.com/store/eduard/fw-190a-4-cockpit-1-48.html
www.eduard.com/store/eduard/fw-190a-wingroot-gun-bays-1-48.html
www.eduard.com/store/Eduard/Fw-190-wheels-early-1-48.html
www.eduard.com/store/eduard/fw-190a-propeller-1-48.html
www.eduard.com/store/eduard/fw-190a-4-1-48-1-2.html
www.eduard.com/store/eduard/fw-190a-pitot-tubes-early-1-48.html





2nd place

Plastik Kommando

Fw 190A-5 W.Nr. 0152 594, Maj. Hermann Graf, CO of JGr. Ost, Toulouse - Blagnac, France, April 1943

Jakub Nademlejnský
Josef Blažek
Martin Nademlejnský
Jan Baranec

Ranking: 81,5 points

Kit:
www.eduard.com/store/eduard/fw-190a-5-light-fighter-1-48.html
Accessories:
www.eduard.com/store/eduard/fw-190a-5-engine-%26-fuselage-guns-1-48.html
www.eduard.com/store/eduard/fw-190a-5-cockpit-1-48.html
www.eduard.com/store/eduard/fw-190a-wingroot-gun-bays-1-48.html
www.eduard.com/store/Eduard/Fw-190-wheels-early-1-48.html
www.eduard.com/store/eduard/fw-190a-propeller-1-48.html
www.eduard.com/store/eduard/fw-190a-5-1-48-1-6.html
www.eduard.com/store/eduard/fw-190a-pitot-tubes-early-1-48.html
www.eduard.com/store/eduard/fw-190a-5-landing-flaps-1-48.html





3rd place

HGW Squad

Fw 190A-4 W.Nr.746, Oblt. S. Schnell, CO of 9./JG 2, Vannes-Meucon, France, January 1943

Daniel Marek
Michal Dostál
Martin Beneš
Tomáš Pelej

Ranking: 81,0 points

Kit:
www.eduard.com/store/eduard/fw-190a-4-1-48-1.html
Accessories:
www.eduard.com/store/eduard/fw-190a-4-engine-%26-fuselage-guns-1-48.html
ww.eduard.com/store/eduard/fw-190a-3-a-4-undercarriage-legs-bronze-1-48.html
www.eduard.com/store/eduard/fw-190a-4-cockpit-1-48.html
www.eduard.com/store/eduard/fw-190a-wingroot-gun-bays-1-48.html
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www.eduard.com/store/eduard/fw-190a-4-1-48-1-2.html
www.eduard.com/store/eduard/fw-190a-pitot-tubes-early-1-48.html
www.eduard.com/store/eduard/fw-190a-4-landing-flaps-1-48.html





4th place

Hells Snails

Fw 190A-5/U12 W.Nr. 410266, Lt. Erich Hondt, CO of 2./ JG 11, Husum, Germany, October 1943

Petr Pastera
Zdeněk Bříza
Jan Starý
Michal Bříza

Ranking: 80,5 points

Kit:
www.eduard.com/store/eduard/fw-190a-5-light-fighter-1-48.html
Accessories:
www.eduard.com/store/eduard/fw-190a-5-engine-%26-fuselage-guns-1-48.html
www.eduard.com/store/eduard/fw-190a-5-cockpit-1-48.html
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www.eduard.com/store/eduard/fw-190a-propeller-1-48.html
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www.eduard.com/store/eduard/fw-190a-pitot-tubes-early-1-48.html
www.eduard.com/store/eduard/fw-190a-5-u12-gun-pods-1-48.html





5th place

Nothing Box

Fw 190A-4, W.Nr. 140634,
Maj. H. Graf, CO of JGr. Ost,
Toulouse - Blagnac, France, April 1943

Jan Hanzlíček
Martin Vochoc
Bohumír Bílek
Vladimír Šuma

Ranking: 79 points

Kit:
www.eduard.com/store/eduard/fw-190a-4-1-48-1.html
Accessories:
www.eduard.com/store/eduard/fw-190a-4-engine-%26-fuselage-guns-1-48.html
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www.eduard.com/store/eduard/fw-190a-4-cockpit-1-48.html
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www.eduard.com/store/Eduard/Fw-190-wheels-early-1-48.html
www.eduard.com/store/eduard/fw-190a-propeller-1-48.html
www.eduard.com/store/eduard/fw-190a-4-1-48-1-2.html
www.eduard.com/store/eduard/fw-190a-pitot-tubes-early-1-48.html





6th place

Banda veselých patlalů

Fw 190A-5 light fighter 1/48 - Oblt.
Rolf Strohal, Stab I./JG 1, Deelen,
the Netherlands, April 1943

Martin Němec
Petr Němec
Václav Sluníčko
Oldřich Řezníček

Ranking: 78,5 points

Kit:
www.eduard.com/store/eduard/fw-190a-5-light-fighter-1-48.html

Accessories:
www.eduard.com/store/eduard/fw-190a-5-engine-%26-fuselage-guns-1-48.html
www.eduard.com/store/eduard/fw-190a-5-cockpit-1-48.html
www.eduard.com/store/eduard/fw-190a-wingroot-gun-bays-1-48.html
www.eduard.com/store/Eduard/Fw-190-wheels-early-1-48.html
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www.eduard.com/store/eduard/fw-190a-5-1-48-1-6.html
www.eduard.com/store/eduard/fw-190a-pitot-tubes-early-1-48.html





7th place

Carrot Eaters

Fw 190A-4, W.Nr. 140581, Lt. E. Burath, Stab I./JG 1, Deelen, the Netherlands, April 1943

Martin Sýkora
Martin Černý
Tomáš Venkrbec
Radek Šafrhans

Ranking: 68 points

Kit:
www.eduard.com/store/cs/eduard/fw-190a-rane-verze-1-48.html
Accessories:
www.eduard.com/store/eduard/fw-190a-4-engine-%26-fuselage-guns-1-48.html
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www.eduard.com/store/eduard/fw-190a-4-1-48-1-2.html
www.eduard.com/store/eduard/fw-190a-pitot-tubes-early-1-48.html





8th place

Marná snaha

Fw 190A-5 light fighter - W.Nr.538, 6./Schl.G 1, Deblin - Irena, Poland, January 1943

Alexander Uhlík
Luboš Pavel
Jan Kotas
Martin Benko

Ranking: 56 points

Kit:
www.eduard.com/store/eduard/fw-190a-5-light-fighter-1-48.html
Accessories:
www.eduard.com/store/eduard/fw-190a-5-engine-%26-fuselage-guns-1-48.html
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www.eduard.com/store/Eduard/Fw-190-wheels-early-1-48.html
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www.eduard.com/store/eduard/fw-190a-5-1-48-1-6.html
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INTERVIEW WITH PILOT RADIM VOJTA

Alena Čechová

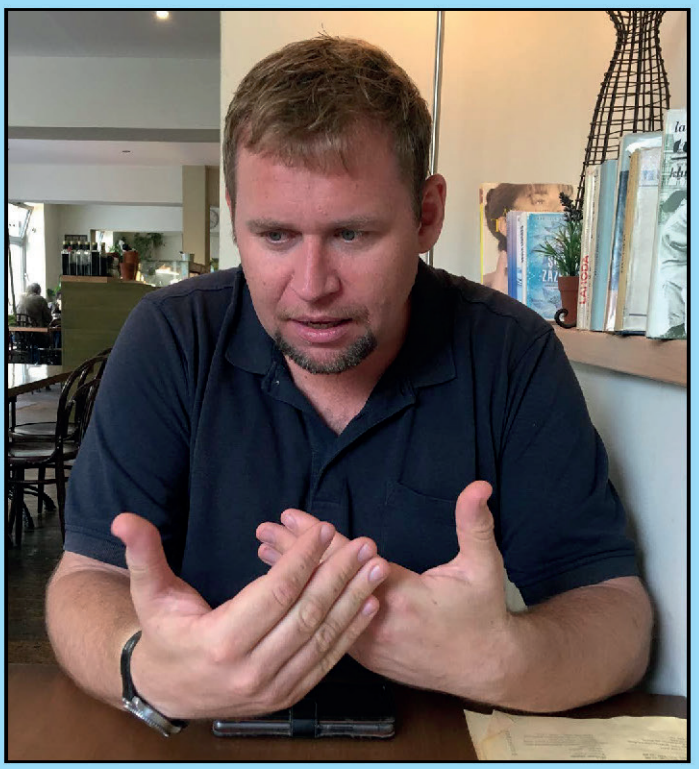
During your childhood years you were significantly influenced by your grandfather who had been a military pilot. What are your memories of him?

Only good ones. He was a tough and stand up man what I always contributed to his imprisonment in the concentration camps first in Dachau then in Buchenwald for almost the whole duration of war. First, he completed the pilot training in Letnany as a part of "1000 pilots for the Republic" campaign, then during 1936-37 he studied at SDZ in Prostejov as an observer followed by the famous "fast track" school year at the Academy in Hranice where his schoolmates were the future renowned aviators such as Jiri Manak, Jiri Hartmann, Karel "Bimbo" Becvar, Vladimir Nedved, Frantisek Truhlar or Alois Tolar. With the last one he was fleeing across the border, crossing it to Slovakia my grandfather drew shorter matchstick and went first - and fell into the trap. Sometimes I ask myself how it all would have ended had he drawn the longer matchstick. The name Boleslav Srom could have been as well known as his namesake Leopold, he may not have survived the war and by all means I would not have been born because he met my grandmother in the sanatorium for concentration camp survivors where she worked as a nurse.

After the war he briefly flew as a navigator on Mosquitos with 24th Air Regiment at Pilsen-Bory then he had to stop flying due to the health issues however continued serving in various command and staff posts until 1968. Even after the war he suffered his share of the persecution, his interrogation and upcoming trial in 1951 were stopped only due to the ongoing power struggle and those who bore grudge on him (namely Col.Ludvik Klen, chief of the 5th department of HS) were either stripped of power or some of them even sent to gallows. Then in 60s he was removed from all posts and spied on because the Bundeswehr Intelligence became interested in him through his sister-in-law who had emigrated to the West Germany, fact learnt, in a kind of silly way, by State Security in Nymburk so in the end of 60s he ended up as an Operation Officer in the Air Home Defense. After 1968 he resigned from the Air Force and until his retirement worked as a brick layer in Nymburk. During his aviation career, among others, he held the posts of Pilsen-Bory airport Commander, 15th Fighter Group Chief of Staff, Deputy to Chief of Headquarters Staff, Chief of Anti Radio-Technical Department. Based on this it's obvious that he was a role model grandfather to be admired by the young boy in the same way Little Peter admired Mr. Kodet in the movie "Pelisky". After all Peter Sabach who wrote the movie script lived in the neighboring



Radim Vojta,
born in 1977 in Prague. Education: Electrical Industry Middle School of Fr. Krizik, Transportation Faculty of the Czech High Technical Education Establishment, majored in Management and Economics of the Air Transportation. In 1994 he commenced his glider training in Aeroclub Kladno, since 2012 he has been a member of the Classic Trainers Association in Plzen-Line. In 2000 he launched his professional pilot career. He was involved in the aviation sports, primarily aerobatics, vintage aircraft are his hobby.



building in Dejvice's Koterka and was my uncle's friend, so I would not be surprised if qualities of his character would have been inspired by my grandfather - these are just my guesses. But I do see those in the movie. Fact is that my grandfather cherished I was following his footsteps and I am enormously grateful he lived to see my professional pilot career take off when I started to fly L-410.

What is the journey from boy's dream to be a pilot to its materialization?

Short and long, easy and difficult. All depends on the focus and two reference points we select for that journey. Mine was very standard, boring, without any major changes because at any given moment I made only one move in the right direction and then waited a little. This is caused by a strange mixture of my contradictory qualities- laziness, caution and boldness. I was always moving forward as that "Bull-Earthmover-Special" from Werich's fairy tale who moves slowly but surely. He doesn't mind ridges, boulders mean no obstacles, but God forbid he gets into the swamp. Similarly, my journey was slow but steady too. All started at the age of six with scale models, I was gluing (slamming) together planes made by "Real McCoy" Kovozavody Prostejov, Smer and when I got lucky at DTM Revell kits as well. In the spring of 1989 I even participated in the competition held at my "home" MMSTe in Juliska which I won scoring incredible 49 points in junior category. Article about it was published in L+K (Aviation and Cosmonautics), and even though I was infinitely proud to see my name in such a prestigious magazine our "master pieces" were rather harshly criticized. Thanks to the results me and my friend advanced to the Czech Republic Championship of Juniors in Telc where we totally failed realizing it immediately once our roommates started to unbox their models. Since then we have been arguing with my friend who was the last and who last but one. If any of P.T. readers can locate the records of this Championship of Juniors I would be eternally grateful because I could finally beat Victor with these facts. Regardless in 1991 I switched to flying models. I was missing that actual flight from my plastic kits besides the attempt "to teach" flying Dubena Cesky Dub Tu-104 throwing it out of the second floor. It was a defining moment and since then, besides Komar, none of my models has flown properly so I did not dedicate too much time to flying models until sudden success stuck and "Andulka" (Antonov An-2 biplane) from Modela performed textbook flights. After that I was on a roll, RC models for 2 years and hurrah to the Aeroclub. After all it is a shorter way from flying models to actual flying. In 1994 I started training, predictably, on Blanik (Aero L-13 glider) in Kladno Aeroclub and fell in love with it. You know, I did not join the aeroclub to become a B737 captain or Spitfire pilot, that came later as a logical development. I joined because I wanted, at least once, to fly by myself. And this step i.e., make up your mind and go to the airport, was incredibly easy and fast, in a couple of months I logged my first solo flight. I recon sometimes that people are forgetting this nowadays, everyone is inquiring how to get to the cockpit of those big, fast, "adult" airplanes but the basics are so easy, affordable and note, in case of the "ordinary" i.e. non-competitive aeroclub gliding, cheap as well. Since then I was progressing, slowly but steadily - in 1996 single engine sign off on Z-126, aerobatics in 1997, in 1999 twin engine certification on L-200, in 2000 IFR certification and L-410 sign off, in 2003 CSA co-pilot on B737, in 2005 moving to captain's seat on ATR. Then interesting thing happened. One would say, mission accomplished, job secured, something new should follow. But young kid feelings came back even if I was in my thirties. I returned to modeling. And in a reverse order, RC models first, Mustang, Spitfire, Mig-15, and then, in about a year, plastic models. I bought an airbrush and it was an eye-opener, quantum leap in quality I could never achieve with the brush. In addition, this triggered my interest in the warbirds which I put on the back burner for several years while training as an air transport pilot. Over the time I obtained Zlin 326 which I later exchanged for my current beloved Z-526, and on them I learned what it means to operate and maintain an aircraft, not just fly it. My interest in warbirds was firmly seeded, started to grow and bloom and then it was only a combination of correct moves and luck.



Airplane modeling played an important role in your life. Which aircraft do you like to build most?

My scope of interest very much corresponds to my interest in real flying i.e. vintage airplanes flown by our pilots. Primarily WWII and after, 1/48 scale so as I can see the parts and not too much storage space is needed. The only exception I have made so far is Yak-3, none of our pilots ever flew it. Now I'm working on the high-back Spitfire XVIe, just yesterday I put the coat of Mr. Surfacer on it, which I want to finish as TE184 at the time I qualified on it i.e. with VY code letters for Tomas Vybiral. The "shelf queen" for several years is the Kiwi Resins conversion of Bf 109G-10 to CS-199 but the progress is so slow

With Luboš Páral and children, in Sušická primary school modelling club, 1992.... or 1993? 1994?



With Harvard. Točná, September 2018.

that you may release it sooner and then I'll be crying over the waste of my energy invested in the project. I can tackle short-runs, more-less, but seem to be ham-fisted for these conversions. What I really enjoy is the fact that one can live with these vintage planes for better or for worse. Then he can transfer a lot of things into the scale modeling. For example, the observation that service fluids can leak basically from anywhere, depends where the loose connection just happened, where on the wing I just put that oily container and so on. Sometimes I am really amused reading the discussions on message boards where one modeler depicts the leak from a certain cover and another modeler harshly criticizes him saying it's BS because it's an inspection panel for control linkage, so it is "dry", and no leak is supposed to be there. Ha, ha, I have seen, on Spitfire namely, leaking oil, hydraulic or coolant fluids from unbelievable and non-sensical places so that I could talk you into the glycol leaking from control stick while in fact, I pissed my pants in flight!

„There are moments that you can´t describe with words...". Pilatus, Plzeň, August 2018.





Radim leading the formation during the flight from Most to Praha-Kbely, during Eduard's project „Naši se vracejí" (Our boys are back), August 2013.

Supposedly you support the young modelers, how?

That's relatively recent activity. When I became successful many years ago I said to myself I needed to praise God and do good, so I started to send funds to a certain workshop. But things turned out to be rather disastrous over there as far as the finance is concerned so I and my fried decided that if we want to be good-doers why not do it where it all started for us. So as of this year we have started with a little sponsorship for DDM, formerly MSMTe, where we, as youngsters, used to attend hobby center. My friend knows a person in charge, so we consider it kind of guarantee. Also, we are in contact with DDM Friend Tremosna where, for a change, our support takes form of flying in some planes from our fleet to participate in aviation camps taking place at Plasy airport. This year we dispatched Harvard, flown in by a handsome young man so all those teenage girls were excited, but last year it was me with Spitfire. After half an hour of huge initial interest only seven kids remained interested but so much so, they stuck around the aircraft until its afternoon departure. They were asking me if this Spitfire has already Bendix-Stromberg injection carburetor installed or the old one that was failing at negative g-force, and so on. And these are exactly the kids one dedicates his time for and it all makes sense to do it exactly for them. And I admire people who dedicate their time to children in hob-



After the flight to Kbely. Naši se vracejí, 2013

by centers and camps and who are willing to assume that huge responsibility for these kids.

You flew a variety of aircraft types, which became your most favorite?

It was exactly 50 aircraft types, mostly those I liked - which is logical after all. There are a few of them that were really essential in my life as an aviator. L-13, Z-126 through 726, Z-50, L-200, B737, AT-6, Yak-3 or Spitfire these days. I really like all of them and logged quite some time on each of them. But there is one standing out, best of the best, Z-526. Maybe only technical buff will understand how sixteen years old boy falls in love when hangar doors open and he can see her standing there. Pretty, slim, proud. It was a love at a first sight and forever. First, I was dreaming about her and when I was twenty I started to fly her. It was a two-seater F version and you may imagine that I felt like flying Spitfire. And when in fall this year she was sent for an overhaul we received single-seater "Shorty" (AFS version) we were in for a ride! Forget Mustang! I built a strong bond to this plane and even in "poorer times" when I was only starting off as an air transport pilot I flew at least a couple of short flight in it every year. Since 2010 I own one of these beauties, it's a family metal-made mascot, and I am not short of flying with her. Once I chatted with Dan Griffith who said, suppose God shows up and says "you have the last half hour of your life, choose anything out of all planes you ever flew and it's yours to fly" he would supposedly choose F-18 with vectored thrust which was his project in the test pilot school. I would choose Zlin 526.

Can you manage your professional pilot career and warbirds flying hobby at the same time?

Yes, I can, depending how you secure your income at a time. When I flew ATR with CSA I was not short of anything, out of four I had three weekends off because this type was not scheduled for weekends too much, I did not appreciate it however and became bored. So, before crisis I went to TVS flying business jet first and then back to B737. And then the roller-coaster started. Well first years were superb because I was discovering the world and could command my beloved B737, impossible in CSA at that time due to the fleet changes (it's possible today again, we are talking about somersaults here) but charter traffic peak season is in summer and it started to be a rough ride for me. Critical was the year when during the whole season (May through September) I had exactly 20 days off I could use for everything, air shows, training, maintenance, not speaking about personal matters. I realized then I could not carry on like this. I became fed up with large airplanes too, there was a time when I was approaching Ruzyne airport and saw an airliner taking off I got sick in the stomach. A textbook example of mid-life crisis. I had to throttle down, cut back on my working hours. In the end I solved the situation by joining the private enterprise. I am not allowed to disclose any further details, but the bottom line is that during the summer I have exactly as much time as I needed for flying the warbirds, maybe even a bit more than needed. And I am looking forward to flying the big airplanes for living again. A bit.

It is impossible not to ask about Spitfire of which you are the only pilot in the Czech Republic. Who can become one?

Ah, you are wrong! I am no longer the only one! As of the last weekend i.e. October 6th there are two of us! Jirka Horak, my long-time friend from the aeroclub and current chairman of our association Classic Trainers, qualified on Spitfire. But as you can see anyone can become a Spitfire pilot, look at two of us, are we the chosen ones? Not at all. Just two guys who devoted a lot of time and energy to achieve the goal.

And of course, with the right mix of the aeronautical experience where thousands of hours in aluminum tubes releasing barium and other chemicals into blue skies (it was published in



An attempt at creating a metal surface. Delfín in 1/48 scale, after washing . Sometimes, even aircraft have to be washed.



Police Air Patrol Unit Spitfire. I built it during my stay in Canada, and I forgot to bring some interior paint. And even worse, I didn't have the correct paints to mix it. It was hard work sourcing something in the prairies. So, if you don't have British interior paint, use the American one. Or ketchup.



Although these are not kits, it is evident that it's only one step from scale modelling to real aircraft. A 12 year old photo where Jirka Horák and I are playing with a model of a Fw 190A. Today we both fly Spitfire.



Alternative Press, must be truth) are not the priority but tens and hundreds of hours logged in the planes such as Trener, Stearman and Harvard matter. Exactly what Spitfire owner, Stephen Stead says - it's not difficult to find some one who would fly his plane. It's essential to find some one who will contribute something as well, help with maintenance, share the cost of insurance, fly in the air shows if he cannot do it himself. In addition, I started with him when he was still operating Yak-3M, so he needed somebody to fly with him a formation to the airshow. Big role in this plays the fact that Steve relates to the Central and Eastern Europe, he spent many years here on business. So, he can speak Czech a little and understands quite a lot. England is rather full of the warbirds, Continental Europe on the other hard is eager to get them. As a good businessman Steve approached locations he was familiar with and where he identified the interest. First, he was in Germany, Bremgarten, then he got in contact with us in Pilsen and after couple of seasons he based his planes here. Initially it was Yak-3M, which he already sold, then Spitfire and lastly Bucker Jungmeister. We can provide home base and essential operational maintenance. At the same time, thanks to basing the airplanes with us, he significantly saves on the cost of transfer flights, so Spitfire is available to smaller airshows and venues such as Rakovnik, Chotebor or attack on the train near Nymburk. Steve is an immensely generous human being and as such besides two of us about five years ago let his Polish friend Jacek to log some time on Spitfire. He is therefore the only Britton who ever let contemporary pilots from countries which decisively helped Britain at the critical time to honor memory of their war-time pilots by flying the Spitfire.

I got curious about the fact that the owner Stephen Stead once in couple of years changes Spitfire's camouflage. How does he make his choices?

From this aspect Steve is as mysterious as the proverbial Carpathian Castle, he is silent, snooping around, occasionally asks Michael Krechowski who is our club's Spitfire expert and then he arrives from Biggin Hill maintenance sporting some code letters on the fuselage. These are painted in washable paint, so they can be replaced quickly, the most difficult thing is to obtain the CAA and RAF permits. Before it was based at our airport his Spitfire carried the codes EJC, then B-K, neither of which was "ours". Years 2014 and 2015 were a blast since the aircraft carried Otto Smik's codes DU-N from the time of his service with 312. Squadron. Then Steve wanted invasion stripes, so he marked the plane with letter codes VY belonging to Tomas Vybiral. The following year he returned to Otto Smik's aircraft, this time from the period of his service, and tragic death, with 127. Squadron i.e. 9N-B. The appearance of this machine is controversial, there is a debate about the code letters as well and our research team, having studied ORB, arrived at different conclusion than Eduard some time ago. But as it's said, no photo, no proof. What's important for us is that it's one of our pilots. Why Otto Smik again? Because Smik represents a typical Central European mixture, so distant from the racial purity of the defenders of Reich, so the vast number of people can relate to him. Czechs, Slovaks, Jews, Georgians...

What camouflage would you like?

I would personally like best the aircraft coded FF-M flown by Franz Colloredo-Mansfeld. Besides he was an outstanding fighter pilot and commander, and quite older man for the time, his origins are very interesting as well. He came from an old aristocratic family living in our lands since 17th century. Until 1918 he was growing up at Zbiroh castle, nearby Pilsen-Line, later he emigrated to USA. So again, various groups can "claim" him, Czechs, Austrians, Americans, various blue-blood groups, and he could also remind some latent Bolsheviks that even aristocracy, later being deprived of their property, actively fought against Nazis.



Attack on the train at Nymburk. E-Day, 28 September 2018.

Can you describe the wings modification done on Spitfire?

You think about their clipping, don't you? Well it's quite a simple thing, it seems to be done easier than on the scale model. One unscrews couple of tens of screws around the wing tip perimeter, pulls out 2 pins and done. Then, in a same way, new wing tip is installed. Done in an hour or two. No irreparable cutting with long-tail saw.

What is the impact on the flying characteristics?

Quite significant, to my big surprise. Roll speed increased significantly, ailerons forces were reduced, mainly at higher speed, controls are now even more balanced than before. On the other hand, the induced drag was sharply increased. Not too much at the small angles of attack, on the contrary the total drag is noticeably reduced and therefore the plane beautifully accelerates for instance descending at the high speed. With the angle of attack increase though, namely at higher maneuvering speed induced drag increases rapidly and the airplane loses a lot of energy mainly in transition to the vertical climb or steep turns. In those maneuvers Spitfire loses a lot and especially for our purposes i.e. airshow flying it's the change for worse. I must admit though that in the combat, especially at low altitudes or ground attacks it could have been beneficial. Personally, I feel that by clipping the wings the aircraft aggressivity increased from the flying characteristics point of view as well as visually. It looks more like a weapon.

Did this aircraft see combat?

Not this one. It was manufactured in May 1945 and for a first year was stored in reserve. There is an interesting story associated with it. After the action "Locomotive Buster" on the following day we made the aircraft accessible to the public at Tocna airport. A lady approached it, touched the wing and said, "I don't understand". I asked what don't you understand? "Well the plane has a lot of positive energy, somebody loves it a lot". I said everybody loves it, it's the large crowds favorite, as well as ours. "Well yes but I still don't understand. It is a weapon!" It's true I said but it did not see a combat. "So, it means it didn't kill anyone?" No, this one for sure didn't. "Now I understand, I didn't feel death anywhere" lady concluded. I confess I never thought about this. I always appreciated the war-weary airplanes, very few of which are still airworthy by the way - most survivors are non-combat machines or replicas built from scratch. And this little Spit is like our puppy. People love it, it's docile and never hurt anyone.

How do you like flying Spitfire in comparison for instance with Yak-3 in which you logged time as well?

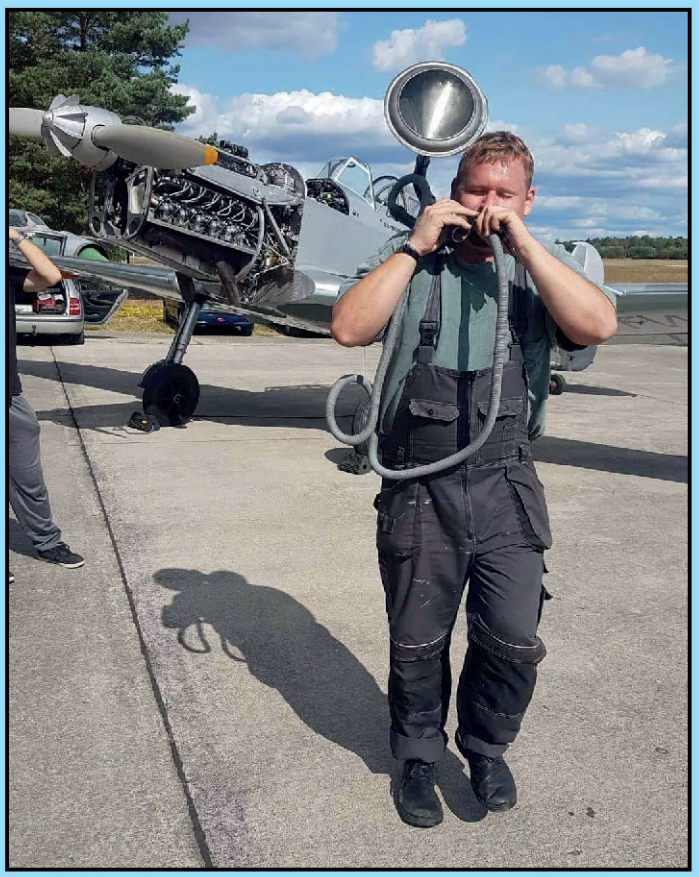
It flies beautifully. It's a refined machine, pilot's cockpit offers a pleasant environment even though falls short a bit in comparison to the American airplanes. It strikes me as an oversized Z-526. Yak-3 was a handful. It could be managed but was less forgiving and pilot had to be on alert all the time and perform exactly by the book, no experimenting. Yak's cockpit was hot and suffered from vibrations, pilot got more tired after the flight. On the other hand, it was, traditionally, a masterpiece of the Russian aerodynamics. Yak's flying characteristics were fantastic except the fact that due to Clark YH airfoil and wing lacking any aerodynamical or geometrical torque there was absolutely no stall warning, pilot had to be on the highest alert while maneuvering at low speed. It featured however incredibly low induced drag which I realized only later comparing it with clipped-wing Spitfire and thanks to it beating Spitfire in dogfight was a piece of cake. We used to try crazy things like that. I like to say should I need to go into dogfight at low altitude Yak-3 would be my choice. But that's where it ends, in all other altitudes Spitfire dominates (at least version IX and further) and that's why it's combat value was higher. Maybe that's why Yak-3 in Soviet service was rather single task type compared to its larger and more versatile brother Yak-9.



I'd like to try, say, P-51, Focke Wulf or 109 (I'd need to lose some weight to fit into it) to get the broader comparison.

Flying is not only enjoyment from the flight itself, it's also aircraft maintenance, legal aspects of the operation and so on. What are the most frequent challenges you must face?

We have eight aircraft in total in our hangar and they are registered in several countries and various categories so all must be tailored to an specific aircraft. It seems that the best solution is registration either in standard categories in USA or in special category in Czech Republic. The maintenance differs accordingly, something can be done by us, something by our mechanics based on their qualifications approved by corresponding bureau, some work must be performed by people from overseas. It's a lot of work by all standards. Once I wrote somewhere that it resembles the life with a gorgeous woman that the whole town envies you. They don't see however that at home she's a regular human being with all those moods and other negatives. Spitfire is the same. After a week you show up in the hangar and you see a leak under it, there is a flat tire, metering pump sucked air, there is a loose screw over there, sheared rivet, lost screw stopper, Dzus lock cannot be closed...



What did you want to achieve in the aviation? Did you reach your goals?

I basically achieved everything because I have never been interested in climbing the corporate ladder, maybe except being an instructor and I have done it both in small and large airplanes. I always wanted to experience a lot of enjoyable flying in beautiful airplanes and that I achieved to the fullest. When I was still young and able several times I was the Czech Republic Champion in Aerobatics in the Intermediate category on Z-50M, I even flew one season in Advanced category on Z-50LS where in one race, in Roudnice I think, I beat Martin Sonka. He was the last (exceptionally) and myself by some miracle last but one- -this placing is reminding me of something after all. But higher categories were not for me, natural talent is not enough, you must work very hard, on your physical condition as well, and I didn't like it because I'm like Garfield the Cat - lazy and fat, and I'm proud of it. And whereas Martin attracts crowd of young and pretty female fans causing them lack of sleep and stress in the queue for his autograph my group of fans is very small, almost none. Instead of the beauties there are mostly children relate to myself. Once a chubby, middle-aged gentleman approached me and said: "Mr.Vojta I must thank you so very much. You gave a hope to us, chubby guys, who thought all their lives they would never fit into an airplane. It's not likely we ever fly but you gave us the option to dream about it at least..."

This may be more rewarding than a smile of the 25-years old beauty holding the card for an autograph.

Photo: Michal Krechowski, Radim Vojta archive, Alena Čechová, Jan Zdiarský, Petr Kolman.

STRAFER AT NYMBURK

RADIM VOJTA



The end of August was nearing and I was on my way to the Ore Mountains in the end-of-summer thirty-five degree heat. Through Chomutov in the direction of Mount Saint Sebastian, turn west just before it, meander through the huge blades of the wind farms and into the region that is home to those hills. The sky began to lightly cloud over. When I reached the location of where I was to be lodged, I got out of the car, and by that time the temperature had dropped down to some twenty-five degrees, and every now and then I could feel an innocent drop of rain. I entered through the gate in the fence, crossed the playground, went around the building and stopped at the entrance booth beside which was a piece of an aerial bomb, signalling to me in no uncertain terms that I had arrived at the right spot. This was the Museum of the Air Battle Over the Ore Mountains.

I had an evening meeting scheduled Misters Sulc and Zdiarsky from the modelling company Eduard, and we were no strangers. In the summer of 2013, we collaborated on the ‚The Boys are Back' project, a successful venture dedicated to the use of the ultimate Spitfire Mk.IX version by Czechoslovak pilots in 1/48th scale. There were changes since those days; Eduard has produced new kits, and we ourselves firmly became settled at Plzen with a handsome lineup of historical aircraft in our collection, including our flagship Spitfire XVIe, TF184.

That night, that was to be the topic of conversation. The concept of this co-operative effort came about as the result of chance meetings over time at airshows, occasional e-mails and phone-calls, culminating into the final form that the idea took. We would conduct a ground attack against a train pulled by a vintage steam locomotive for this year's E-day, the Czech Republic Modelling Nationals!

I must admit that I didn't hold out a lot of hope for the success of our talks. I was very much aware of some of my own attributes relevant to the situation, besides being extremely lazy and, as a very realistically reasoning individual, an overly careful chickenshit. I really don't like to get involved in complex events, and so immediately began coming up with a list of reasons why this one would not work. It's gonna be too expensive. It's dry and steam locomotives have been banned from operations. The track that would need to be used is frequently travelled and we would not get the necessary permits. It will need to be labelled as an aviation display with the proper authorities. We can't do this in secret. And that meant other things: proper stamps of approval, requests, a program, a plan, NOTAM, a risk assessment, approval of local land owners, crowd control measures, emergency services, government offices...a whole mess of stuff with very little time in which to operate.

But, I was wrong. I wasn't sitting in front of two naive aviation fans who thought the concept led directly to the reality. I was sitting with a couple of very practical men, who were well informed about everything. They agreed to everything that needed to be done to dot the ‚i's and cross the ‚t's, and would issue a limited edition kit of the Spitfire that would be carried in my gun bays.

It was getting dark when I left the museum. I had to rip myself away from the museum displays, and Mr. Zdiarsky has a way about him that immerses you in the stories behind them. To top it off, I still had a couple of hours of driving before I got home. The trip through the mountains was pleasant and my mind was filled with many ideas. This needs to work.



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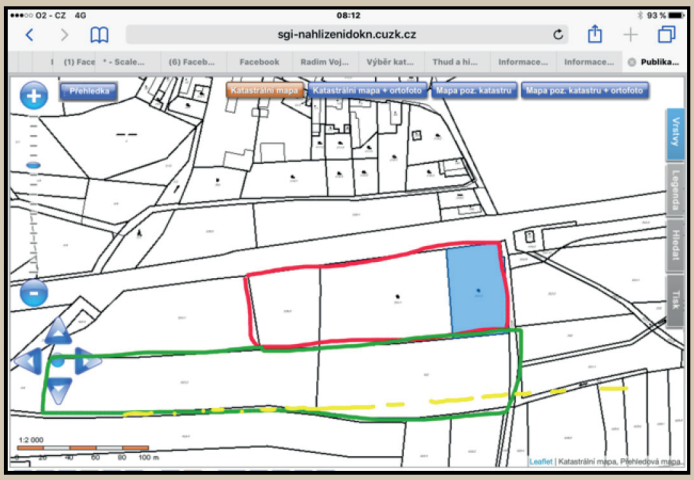


In the Museum of the Air Battle Over the Ore Mountains. The idea takes shape. Thursday, September 23, 2018, Day D minus 36.

And if it works out, it will really be something else. But can I get the day for that event? Or will Steve fly it? We divided up all the necessary tasks amongst ourselves. I would walk into the relevant local government offices and find out if such an event was even possible and i would try and come up with some places where it would be possible to actually make it work. The boys would begin to secure emergency services and especially try and negotiate a permit to stop the train on the tracks for five minutes.

My trip to the government was very hopeful. The representative I spoke with was evidently a hobbyist and knew who Eduard was, and could quite precisely name the forms that would connected with the use of the railroad. But he said right from the outset that as long as we did everything that was asked from the Aviation Authority, there would be no issues.

In a few days I set out with Jana, the future head of the LVV, to inspect the track. According to the map, we picked out a few places that would work for our purposes and set out to have a look. Personally, I liked the a piece of track on the Lysa nad Labem - Milovice line, but it would not work there., as I found out later. On the former Austrian Northwestern line, today Route 231 Lysa nad Labem - Nymburk, there was one section south of Kamenne Zbozi that to us looked as the most suited and included enough airspace for me to conduct my maneuvres. The boys from Eduard suggested two spots, both north of the track, which would have been favourable in terms of the position of the sun, but in one case it was right next to a village, and I would not be able to avoid flying a few meters above ground level and that would not work. The other had an unfavourable curve in the track that would make it difficult to maintain position. Other places, besides these three, had problems with large numbers of property owners, and that would cause problems in getting unanimous consent in the little time we had. In the end, the area south of Kamenne Zbozi won out.



Fist sketches of the action.

It was Eduard's move. They were to get the approval of the village, the land owners (private persons, the village of Kamenne Zbozi, the town of Nymburk), emergency services, and others. The task of coming up with the display itself, risk management and other government approvals fell on me. And at this point I would like to ask all of the doubters who right from the start were convinced that we did everything wrong to dummy up.

Intelligent people who know that putting something like this together is not an easy job, can skip this boring passage.

One of the important things that someone who puts in such a request involving a public flying demo to the local authorities is an identification of the greatest risks and hazards involved, and to present methods and measures to lower those risks. The flying portion of the whole thing had, paradoxically, relatively minimal risks and really didn't deviate from what a standard airshow dis-

play looks like for the Spitfire and other types. This was further simplified by the fact that no aerobatics would be flown. The terrain below was flat, with no obstacles, the village was sufficiently distant, giving a good amount of room for maneuvring. The minimum distance between the spectators and the display area for this type of event is set at 100m. So, for one thing, that means that overflying directly over the train is out, as would have been the case in the war, nor would attacks from the side going into the vertical be allowed. Another question was related to the spectator area.They were intended to be on the train. The Railroad Authority (SZDC) ruled that as long as none of the passengers left the train and there were no pyrotechnics used, they would have no objections. If there were other issues, they would bring into play other authorities regarding the tracks and that would not be possible to do with the time remaining. Even so, we set another 30m from the tracks into the protected area to include a piece of the road on which the emergency services would be waiting just in case. This meant that the minimum allowable distance between the aircraft and the train was now 130m, and the edges of the area would be marked for my own orientation.

Other problems that were considered, such as engine failure and acts of terrorism, were considered relatively unlikely and in the first case even not particularly dangerous, since there were many nearby areas that could accommodate an emergency landing. There was also the slight but completely controllable risk of conflicting with the local air traffic, but that could be virtually eliminated with the help of the relevant parties. There could be some danger from drones, but this risk was lowered by the fact that the event had relatively little publicity and the place of the mock attack was not revealed in advance.

The largest single risk factor was a result of the area reserved for spectators was near an often used rail line. The passengers on the train, as indicated earlier, would not be a problem. But people who were attracted to the event essentially off the street and in an attempt to get a better look will begin to gather on or near the tracks. The rail line was not shut down, and a train could have come in from the opposite direction. That this didn't happen was a stroke of good luck. Some could think that they are just not stupid enough to gather on tracks. I know that YOU wouldn't, but years of airshow experience has shown me that people who are not restrained behind a barrier are quite capable of wandering around running aircraft, something a knowledgeable person would consciously avoid doing at all costs. These people will even go so far as to justify their behaviour by claiming to be experts, photographers, journalists and whatever else you can think of. It would simply be impossible with limited resources to keep all of the people out of the bushes and ditches who wanted that one amazing photograph. We were not worried about the citizens of Kamenne Zbozi. They've been living next to the tracks for some 150 years. We had a great level of co-operation from the local mayor, and the main concern centred around those opportunistic spectators.

That was the main reason to keep the location of the mock attack secret for as long as possible. It was clear that some information would probably leak out, there wouldn't be an insurmountable number of people to deal with. This was a factor in the required aforementioned risk analysis. It also helped out that it was an event put on for the visitors of a model contest, and not enthusiasts of aviation history or just fans who just wanted to witness the mock attack. The target audience was kept small. For the public at large, that couldn't make the display for whatever reason, we set up a public Saturday viewing of the Spitfire on the field at Tocna where I landed after my attack on the train. It was a good opportunity to get up close and personal to the aircraft and take detail pictures and see the plane take off on its way back to Plzen, including a little of aerobatics and fly-bys.

The basic plan manifested itself. Now came personal preparation. From our point of view, the aerial point of view, things were not particularly complicated, as I had eluded to earlier. It was nothing we hadn't done before, so it also went pretty fast. It took up maybe three long nights. But time marched on, and in my subconscious, I was waiting for the moment when the whole idea would be scrapped. From infrequent communications, I had

The Harvard is gassed up, checked over, and we get in. In fifteen minutes, we'll be over Kamenne Zbozi.





Thiiiiis is gonna work.....

understood that the ground part of the team was going full throttle, when I got a phonecall from Mr. Sulc that he wanted to see me. So, we went for a coffee in Zlicine, where he presented me with a bunch of forms with authorizations. From everyone.....the village, the town, emergency services, the hospital, the police....

So, we had won. The next day, I put in my request to the local authorities. In a week, I got the OK.

I need to digress a little bit here. We are a nation of complainers and we like to complain about everything we can. Maybe it would be prudent of us to realize that we really have no reasons to. Especially in aviation. Say what you want, but we are a nation that has impacted aviation, at the very least on an European level. Just even look at ultralights! What other country has as amny as we do? This also applies to actual aircraft. There is a huge network of airports and bases on the basis of which a lot of history is built. Add to this people's passions and the level of technical expertise. Our related offices and authorities play no small role in this, either, although there will be people, usually out of ignorance, that wouldn't agree with me. Personally, I don't recall a time where I didn't come out of an office asking for something and haven't been satisfied to at least some degree. Registering a unique aircraft, its upkeep and maintenance (or attempted maintenance) of airworthiness, some insignificant changes and mods, overflights at low level of memorials, and now this. It always, of course, had to have some level of common sense attached to it. When I talk to some of my friends from around the world, about how they have it when trying to secure permission to overfly a specific flight (such as over Holland or Austria), I am happy where I am. I can't imagine that a display involving a mock attack against a train would be possible in many western European nations. I've heard some British say that our country reminds them of theirs thirty years ago when they were in the good ol' days of optimum combination of freedom and regulations. Then things changed and began to go downhill. Unfortunately, the progress of regulations don't match the progress of public safety when there is a lack of common sense. Maybe we should think about that and try and come up with a way to keep current standards for as long as we can.

A view at Point M from the rear seat of the Harvard. Mr. Sulc observes closely from the platform.



About a week before the event proper, we met at the designated spot. We went through the location of the stopped train and the direction of the attack. In the afternoon, we drove out to Tocna, took the Harvard and with Mr. Zdiarsky went to inspect the spot closer. We were higher and slower than I would be with the Spitfire, but it occurred to me that there could be an issue in turning at a higher speed and keeping my position in the space permitted. So I came home and (please try not to laugh) turned on my computer, and after a long time fired up my flight simulator FSX, where I have the Spitfire loaded and also a comparatively detailed map of the Czech republic. Directly over our spot on the map, I went through the maneuvres and clocked them. It would just barely fit, but I ended up fine tuning some of the turns to avoid excessive angles of approach to the





Gunbays filling....

target. I calculated that in six minutes I could perform my five required turns. In Plzen, we opened up the gun bays, measured them, and calculated how many kits would fit inside them.

D-Day Approaches

Day D minus 3, Tuesday. In the evening, I stop off at the Sulc's for a coffee and to get the kits. I had a bit of a flashback. At the end of the eighties, a little kid stands in line at the local department store in the National Square and buys a newly released model from KP, a Spitfire LF Mk.IXe. On the blue box is a beautiful painting of the plane flying high in the sky by Mr. Velc. Would that not be something? It was probably a good thing that I couldn't see into the future back then. If somebody back then would've told me that I would be given a model of the Spitfire from a Czech company to a standard not even dreamt of back then, on which I was photographed flying it, and the instructions showing the plane in the markings options with a description of me at the controls, I would've keeled over immediately. The dreams of a kid with a mode....

Day D minus 2

Wednesday, it's time to put the Spitfire models in the Spitfire. We put the models in the bays covered with protective wrappings so that they wouldn't bounce around too much. The end count is thirty-five. Twice four kits in the ammo bays under the wing, two tens in the gun bays, and seven in the fuselage radio compartment.

Day D minus 1

I took the Spitfire to Tocna. There were several reasons for this. For one, I never landed it there and would like to try it out unrehearsed, with no witnesses. Then there's the kamerka. It doesn't last very long and wouldn't survive the Plzen - Nymburk - Tocna flight. From Tocna, yes. The third reason was that the train was delayed. The engineer, a Mr. Kraus told me that he thought there was a 90% likelihood of being on time, but that who know's...we should call each other prior to the flight. A half hour before then,

Yes, it's nice here....Spitfire sunbathing at Tocna.





things should be clear. That should give us enough time. Ten minutes from engine start to take-off, fifteen minutes to the spot, and that even leaves a little reserve. First, there was a small interview that was shot with Lubos Jungbauer on the Spitfire with the short wings and on the attack on a train. And then, with Krech, we pushed the aircraft outside. I got in, started her up, and got myself ready. Prior to departure, I buzzed the field a couple of times and did some time measurements, and it worked out a little bit better then on the simulator.

The flight to Tocna was really nice. Blue sky and unlimited visibility. The sun behind me beautifully lit up the countryside. I went into my final approach to Tocna. I turned final 27, slightly uphill. No wind. Tocna is not exactly short, but the terrain has always had this little hunchback to it, on which you could do a bit of bouncing. You can't really go too far because of a road in front of the airport. I fly over the airport threshold at 95mph, as per the Pilot's Notes for the Mk.ix and the XVI with a short wing. I throttle back. I want a three point landing but that doesn't quite work out. The main gear touched first. But I managed not to bounce. I apply the brakes lightly. Then, there's my direction. Direction's important, but fortunately the Spitfire is easily maintained in direction, despite everything you've heard about its narrow track landing gear. I approached that hunchback and the plane jumped lightly, but nothing too drastic. I come to a stop, and I still had about a third to a quarter of the strip in front of me. Just awesome!

Nikola offered me a ride, but I declined with a thanks and I was actually looking forward to the walk. I walk through a small treed valley with a red bag on my back, courtesy of a bus on Route 190. I look forward to the next two days like a kid at Christmas.

D-Day (Friday)

Jana woke me up and it was a good thing she did. It was 0900h and we still wanted to stop off and say hi, and put our telephone connections on the train so that Jana, who would have her spot there, had information as it came in regarding any issues, notably delays. Really was a good thing she woke me.

So we headed out to Tocna and confirmed phone contacts. Poor Krecha was already there, after I told him that we'd be there in the morning. It was 1030h already. So, we installed the last eight of the kits into the ammo bays, an easy thing to do. Jana and Krecha went to take up their positions and I along with Nikola pushed the aircraft. The time is getting near. Again, I recalculate my departure time. The time of the mock attack is set at 1319h. Flight time there is twelve minutes, putting take-off at seven minutes after the hour. I subtracted two in the event that the train was actually early, five in case I had problems turning the engine over, and so I plan the take-off at the top of the hour. Then ten minutes for warmup. I got in the aircraft. Everything is as it should be. I begin with the phonecalls. Jana reported that everything is proceeding as planned. The train reports that everything looks



to be on schedule. Ten to the top of the hour, and I started the engine.

In short order, the Spitfire is rushing over the countryside in the direction of Ricany, then around Uval and over to Lyse. I wanted to make a visual confirmation that the train was on its way. Already from quite a distance I could make out the plume of black smoke. It occurs to me what this must've done to the air quality, way back in the day. But steam locomotives are a thing of beauty, nevertheless. I overfly the train station at Lyse at a height of 300m and it was empty...the train has left the station. It was about nine minutes after the hour leaving ten til the attack. I set out along the tracks to Nymburk at 150m, fly over a locomotive and continue on, climbing to 300m. As I approached Nymburk, I called the Nymburk RADIO frequency, notifying them at I would be initiating the display shortly. They were all on the ground, where they were supposed to be, so I thought that later I would reward them with a few close in flybys. It would be a serious issue if there were other aircraft moving around this airspace, but these people were dedicated to their task. At the spot, it felt like being in a cage. The airspace was empty, as it should've been. North of the route for the inhabitants of Kamenne Zbozi, who were the only ones to be informed of the place of the mock attack from us, was well defined. The display area was outlined with large white tarps. The emergency services were at their predetermined spot, too. Excellent! I bleed off a bit of time over the countryside, as if searching for a target. The train approached from Lyse. And no flak anywhere!

D Day, 1319h

I flew east of Kostomlat nad Labem, where my great uncle Erich Teisinger von Tullenburg had set up a practice before the war. He served in the Wermacht as a doctor and if he had seen a Spitfire, he'd be jumping for the nearest ditch. I fly over the track in a descent and south of it and initiate a sort of a warning flyby, giving the train engineer a heads up. The locomotive brakes with a scream with the Spit in the display area to the south of the tracks at Kamenne Zbozi in the direction of Nyburk. I go into a climb and a light turn to the left to leave myself enough room to turn right and head back again. I manage to this more tightly than I did on the FSX sim, and that was a good thing. Maybe even a little too good. The train hasn't had time to come to a complete stop yet. I aim at it at an angle of about 30 degrees, align myself with the tracks to keep me within the display boundaries and climb directly in line with Kostomlat. There, I turn to the left and re-initiate the attack. This turn was not as tight and I need to make a correction so as to not come in at an excessive angle. The train is still, but it seems that maybe it stopped too soon. But that is of no concern to me. I press the trigger of the 20mm cannon and half inch machine guns. I am coming up on the train relatively quickly and the firing takes up a second, maybe two. I turn sharply to the right of the train and go into a climb. For this style of attack during the war, exposing my undersides like that, I would have been transferred to the infantry. But there is no other way, and back then it was a matter of life and death. Today, it's more of a matter of life, and in a good way. I cannot, and will not, kill anyone. And if I am to be limited to attacks from along the tracks, that underbelly myst become exposed. Another attack....time and space are actually working out better than I had anticipated. There will be further attacks. Well, there will be a total of four attacks, but as a bonus, I will add some really cool flybys. I will give the photographers something to shoot for, even though I am mindful of the fact that the sun will limit them. I pick up speed and set up my angle that will allow me a top side pass. I make sure to maneuvre in a way that the Spit prefers, and I maintain the bank, and climb. And, one more time. My watch indicates 6 minutes from the start. This was the agreed upon time, so I go into a climb in the direction of Nyburk and wave with my wings. This is a signal that we are at an end and the train, and its engineer, can put their mind at ease.

I set a course for the airfield at Nymburk, where I had promised a few of those really cool flybys for the locals. It was a pleasure to deal with them in putting all of this together.





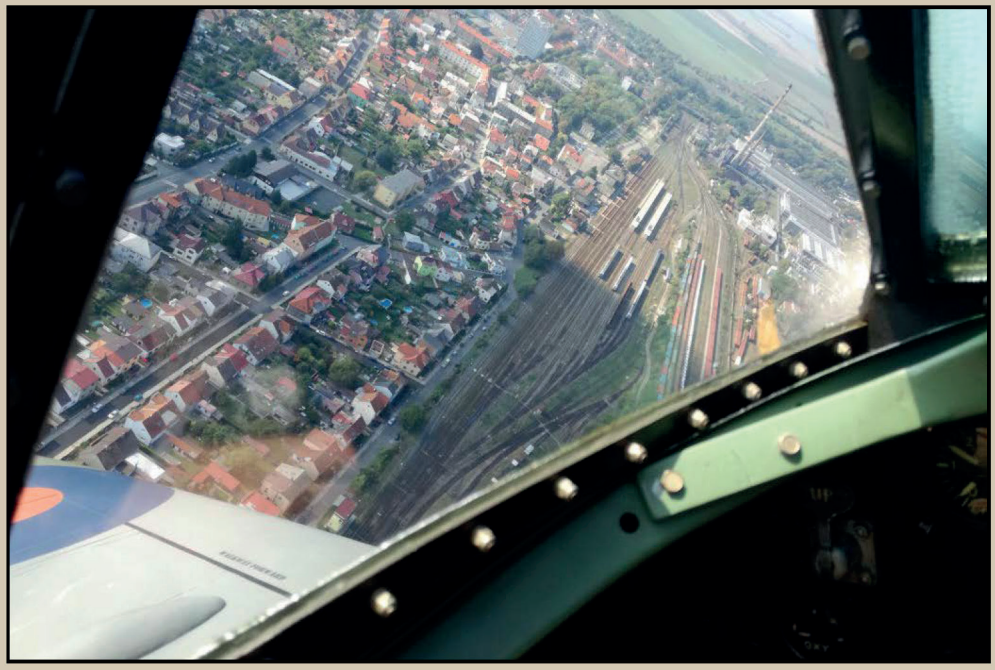




I had requested to be able to use their frequency to contact Jana on the ground at Kamenne, and also to restrict the use of the needed airspace to prevent anyone trying to get a look at this display from the air. I was rolling around in the air enough as it was, and having to keep an eye out for other aircraft would have made the task a lot more difficult. They were great, and they kept the radio absolutely silent for us. So, one flyby in the direction of Strip 27, one for 09 and one more with a brake to the town. I climbed back up to 300m and throttled back to cruise.

Nyburk. As a bonus, I decided to buzz it three times. I thought I'd give that steam locomotive, that in the meantime returned to the station, a little but of a good ol' noisy treat. Also, a quarter of my roots are from here. My grandmother on my mom's side was born and raised here. They had a fur shop set up here. She returned here with my grandfather to spend retirement, so as a kid, I would spend a lot of time here. I overflew the cemetery where both have been laid to rest. My grand dad was a military flyer, but instead of fate dealing him the hand of serving on a Wellington or a Spitfire, it decided he should not cross the border. I am glad he lived to see the beginning of my own flying career, including my professional life, bit it's too bad he didn't live to see this. But, it wouldn't have probably been possible anyway. I certified on the Spitfire after he would've turned 100. It was worth noting for me that after the war, he was able to get along well with his newly acqui-

Nymburk.



red brother-in-law, although they were on opposite sides of the war. I circle around various spots that hold relevance to my life and to my youth. I take a few pictures and take it towards Kovanska where some of my aunts and uncles live. Then, back to Tocna.

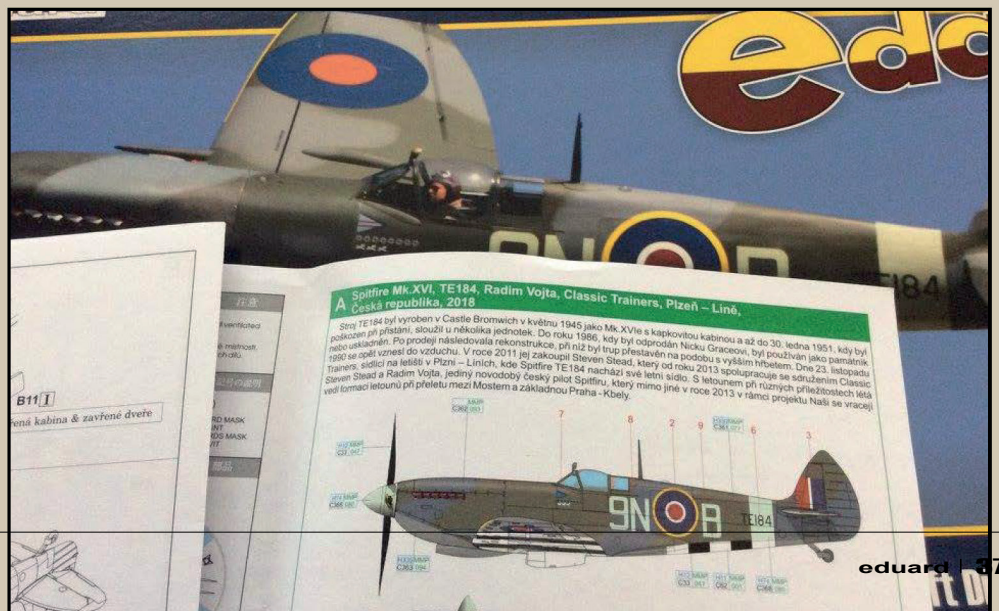
Mock Attack plus 25

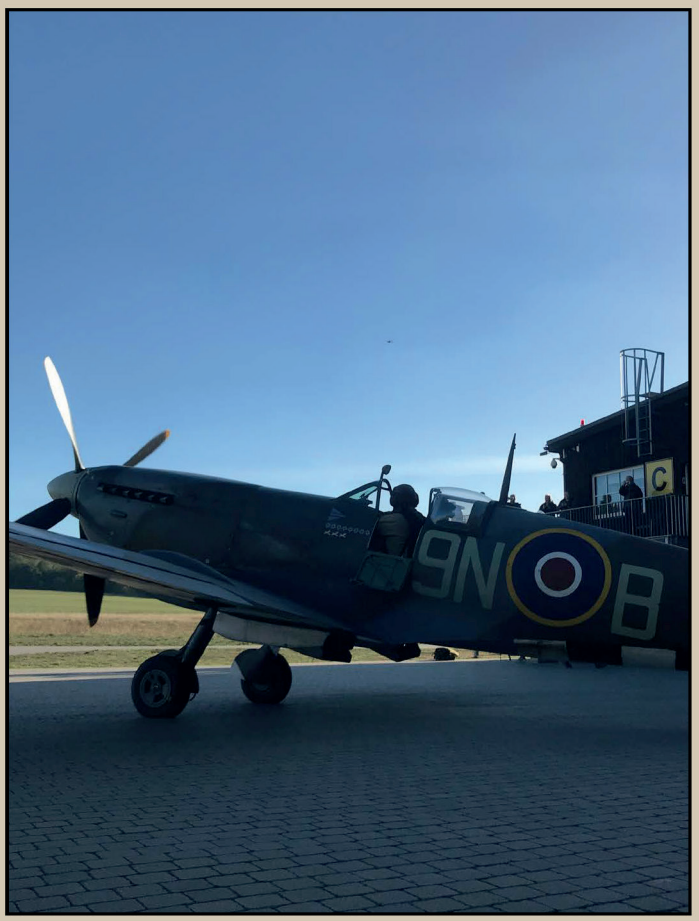
I approach Tocna. I do a flyby, circle around, open up the glycol radiator, wheels down, flaps down and focus on the landing. Speed 95mph, ease off a bit, straighten out, set her down, maintain alignment with the runway and apply light brakes.

I came to a stop and opened the canopy and the side door, got out and let out a massive sigh of relief. We did it!!!

Post Scriptum (or Post Flight):

Even though I write this from the point of view of a person who always took the last cookie in the cookie jar, I have to say that I this whole event meant a great amount of dedication to a lot of people, notably for the team from Eduard, Mr. Sulc and Zdiarsky, who had to jump through a whole lot of hoops at a lot of places and organizations, to be able to put all this together to its successful conclusion. Not only did they manage to do all of this in a limited amount of time, but were able to also thoroughly impress.

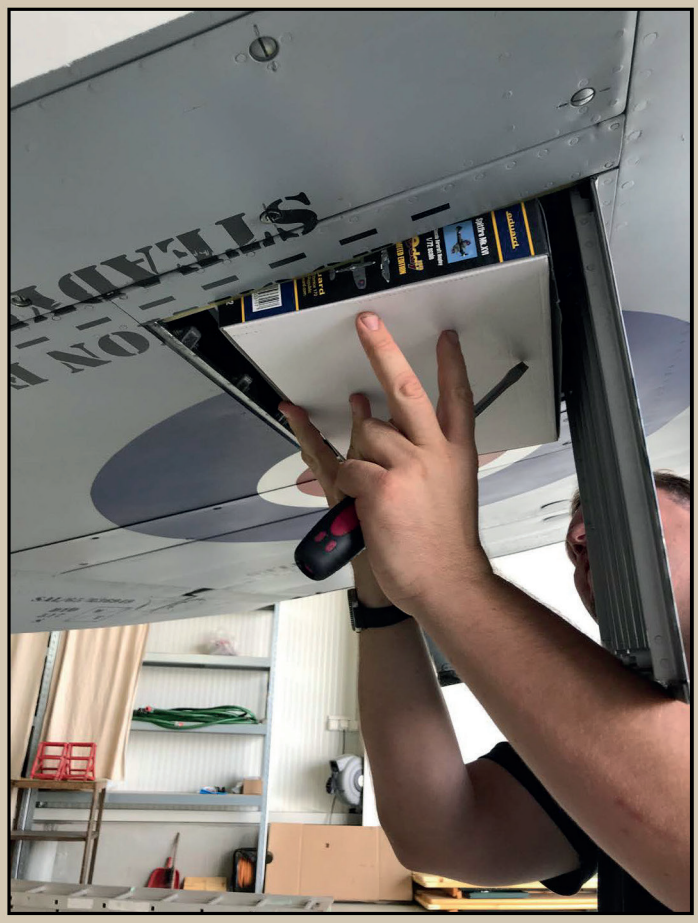






On my return to Tocna and after pushing the Spitfire back into the hangar, I and Jarda Kral unpacked 35 shaken but not stirred, and now unique, kits that experienced this whole event from within the Spitfire. At the venue of the modelling event, I then signed all of the boxes, verifying all this with date and time that each one had, in fact, taken part in this unique event.





Mr Sulc told me himself that he had personally gained a new and heightened sense of respect for our nation when he witnessed first hand the level of co-operation among everyone.

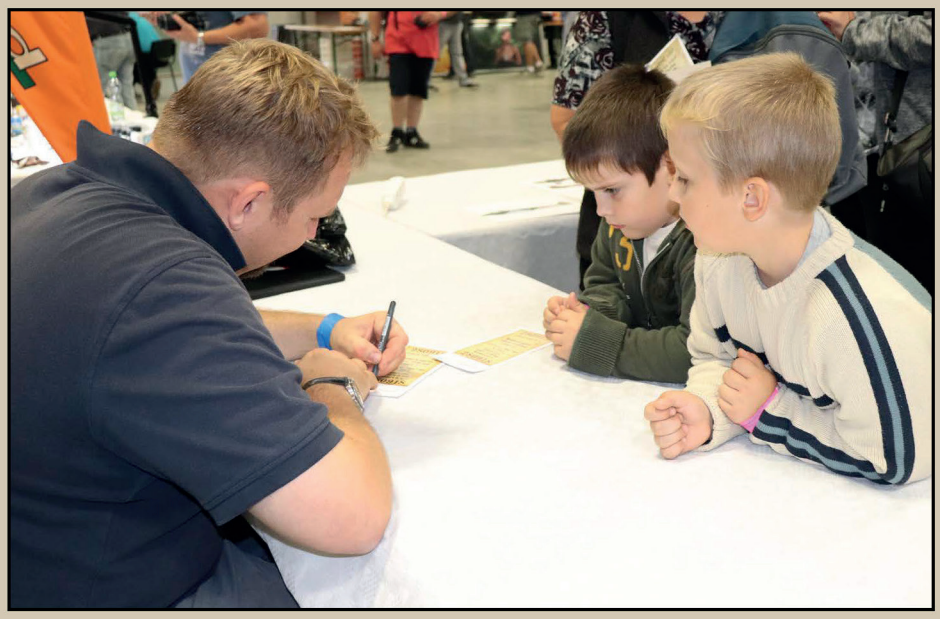
A huge thanks has to go out all the people on the ground that ensured our safety and success, a task that fell on to Mr. Zdiarsky. Ultimately, that was the last thing that could've thrown a monkey wrench into everything. A disorganized mess would have meant that Jana would radio me three times the command to STOP, and all would be for not. By the time whatever needed cleaning up got cleaned up, it would've been too late to continue. Except for one minor glitch that was quickly eliminated, the entire display area was kept clear.

As it is, the grunts on the ground always have the toughest jobs. We, in the Air Force, have it pretty easy and when I got back to Tocna, I got nice comfy ride back to Lyse to the show, where I signed and dated all of those model boxes. But I have it hard, too. Keep in mind that at no point in time did two twenty-five-year-old beauties fight over my autograph. Life's tough.

Saturday was also really good. During the day, we made it possible for the enthusiasts to get close up to the Spitfire and take closeup pictures.We flew around in the Harvard, too. More people came out for the advertised takeoff and departure, but because it was such a beautiful day, I was in a good mood and got some fuel from the field at Tocna, I put on a small show before heading for home, to Plzen.

And my very final word goes out to anyone who did not come away feeling satisfied (sometimes even proclaiming 'God help our history. It's better to not do this stuff at all then to do it like this.') with what we had done, or even complained about our quote, unquote choice of locomotive. Certain aspects of this needed to be nailed down well in advance. The idea of the mock combat came about only a month ahead of the model show. At that point, it became a bit of a crapshoot and you were dealt the hand you were dealt. I have a suggestion for you. Organize your own super retro show, with no wires around to contend with, with the proper locomotive with a big-ass 'V' on the front of it and we'll supply the Spitfire. But if you really want authenticity, and you want a P-47 Thunderbolt, we could likely arrange for that too to come in from England. But be forewarned. You'll need to shell out at least three quarters of a million. If not a million. Maybe more. But it'll be easy, don't worry. You know who to turn to. ▫

(Photos: Pavel Vanka, Jakub Vanek, Michal Krechowski, Radim Vojta, Petr Stepanek, Jan Zdiarsky, Jaroslav Kral, Milan Dlouhy, Radim Ondruska)













AUCTION









Spitfire Mk.XVI TE184 during E-day reconstruction of its attack on a steam train on September 28, 2018 carried in its gun bays and radio compartment special E-Day Limited Edition kits in 1/72 scale in colour scheme of this particular aircraft. After landing at the Točná airport were kits removed personally by pilot Radim Vojta. They were taken to the E-day venue where Radim Vojta certified all of them by his signature and time of the attack.

Thirty of these kits we will soon offer in an auction. Stay tuned! More information will be available on www.eduard.com and our Facebook page.

The kits will also include a train ticket signed by an assistant stoker of the attacked train Vladimír Šulc. Whithin the 30 kits offered in the auction was a part of them set aside as a Super Edition, which contains an authentic piece of this Spitfire Mk.XVI TE184, coming from airframe repairs in summer 2018 and for this opportunity was provided by Classic Trainers.



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Spitfire LF Mk.IXe

Boží se vracejí - československá Spitfiry nad Prahou, 13. srpen 1945
Petr Forbelský

Eduard - Model Accessories, 2017
www.eduard.com



Fw 190A-2

Obw. Erwin Leibold, Stab I./JG 26, Fw 190A-2 W. Nr. 0125228, St. Omer-Arques, France, July 1942
by Adam Tooby

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NEW



Spitfire Mk.VIII

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SPAD XIII

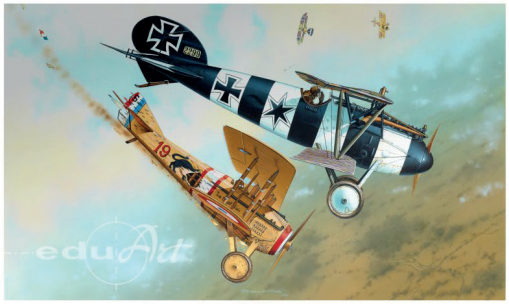
Lieutenant Charles Nungesser, Escadrille SPA.65 (GC.13), September 1918
by Petr Štěpánek, sr.

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Bf 109G-10 Mtt Regensburg

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Fw 190A-2

ProfiPACK edition

FAMOUS ACES

Fw 190A-2

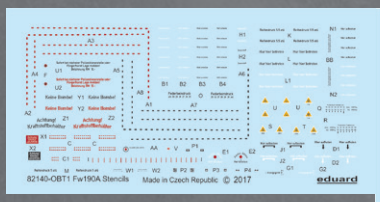
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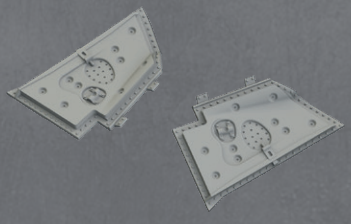


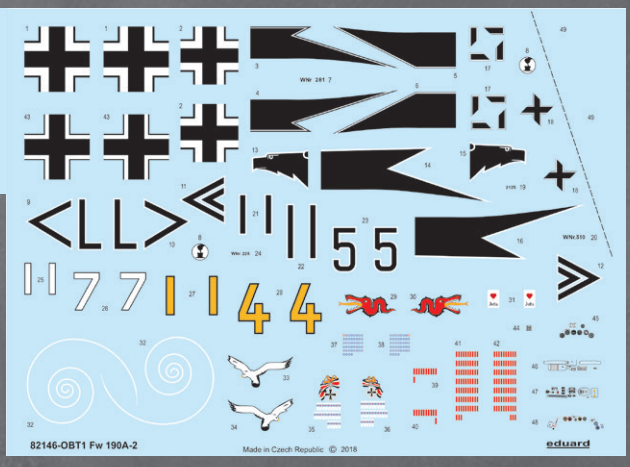
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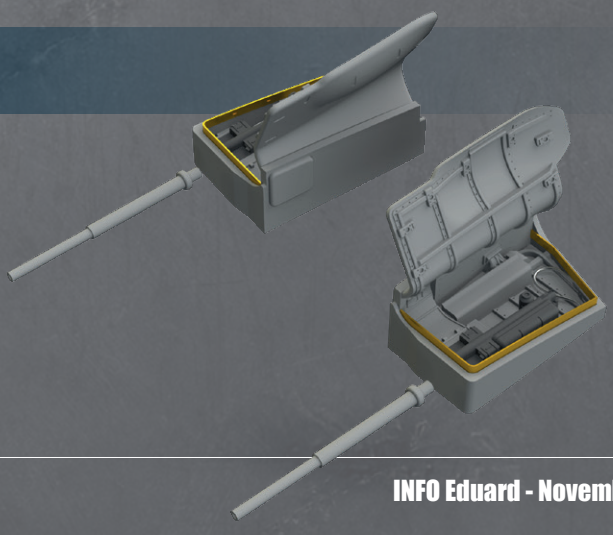






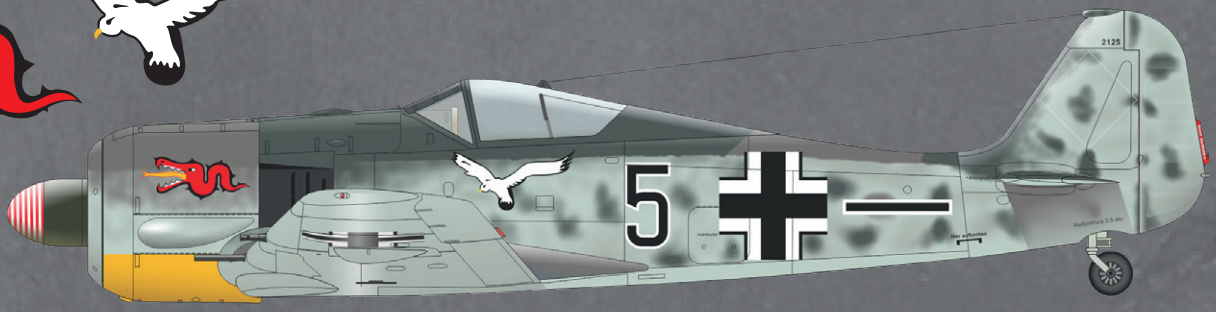
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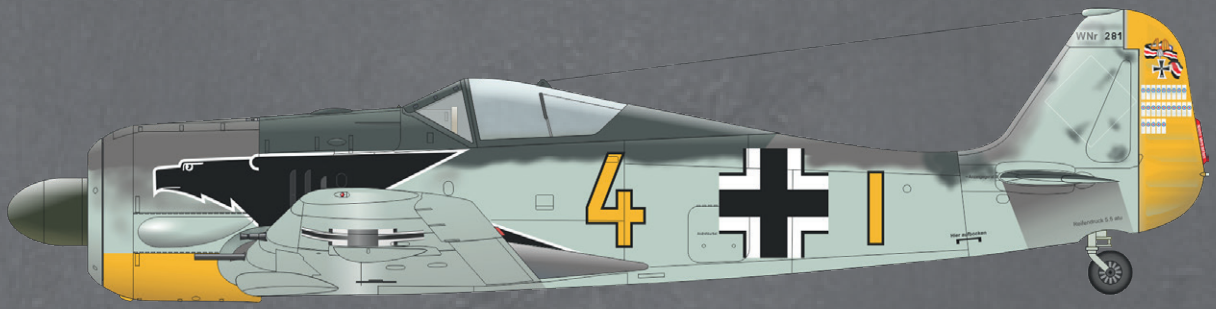




Oblt. Egon Mayer, CO of 7./JG 2, Théville, France, Summer 1942



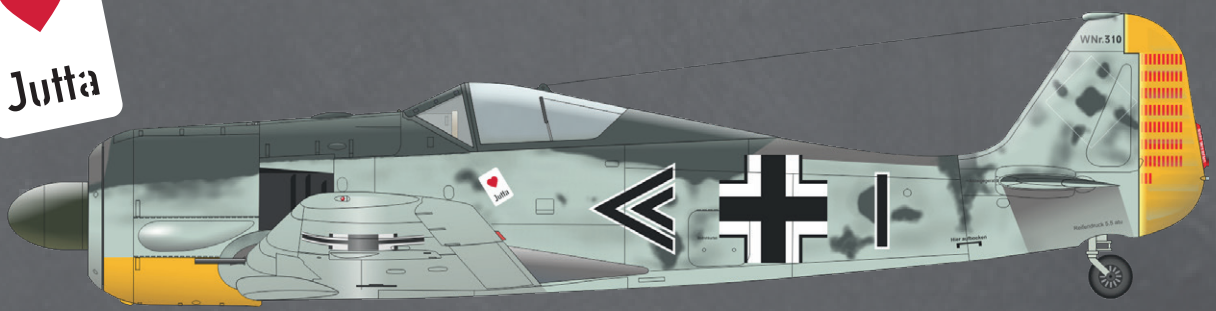
W. Nr. 0122125, Oblt. Max Buchholz, CO of 5./JG 1, Katwijk, the Netherlands, Summer 1942



W. Nr. 0125281, Oblt. Siegfried Schnell, CO of 9./JG 2, Théville, France, June 1942



W. Nr. 0125228, Ofw. Erwin Leibold, Stab I./JG 26, St. Omer-Arques, France, July 1942



W. Nr. 0125310, Hptm. Josef Priller, CO of III./JG 26, Wevelghem, Belgium, June 1942

BFC058

Fw 190A-2 JABO

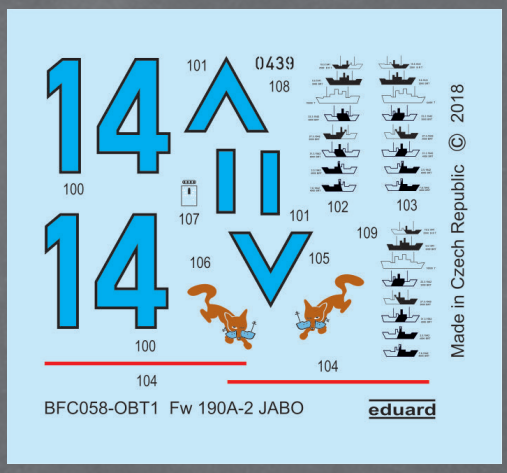


FOR BFC MEMBERS ONLY

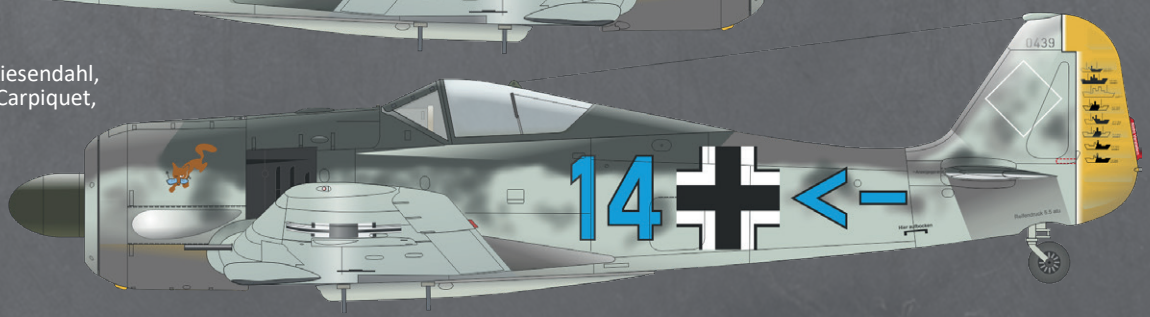
1/48, Cat. No. BFC058

- Complete Fw 190A-2 kit (ProfiPACK Cat. No. 82146)
- Unique decal sheet for Oblt. Frank Liesendahl

Product Page





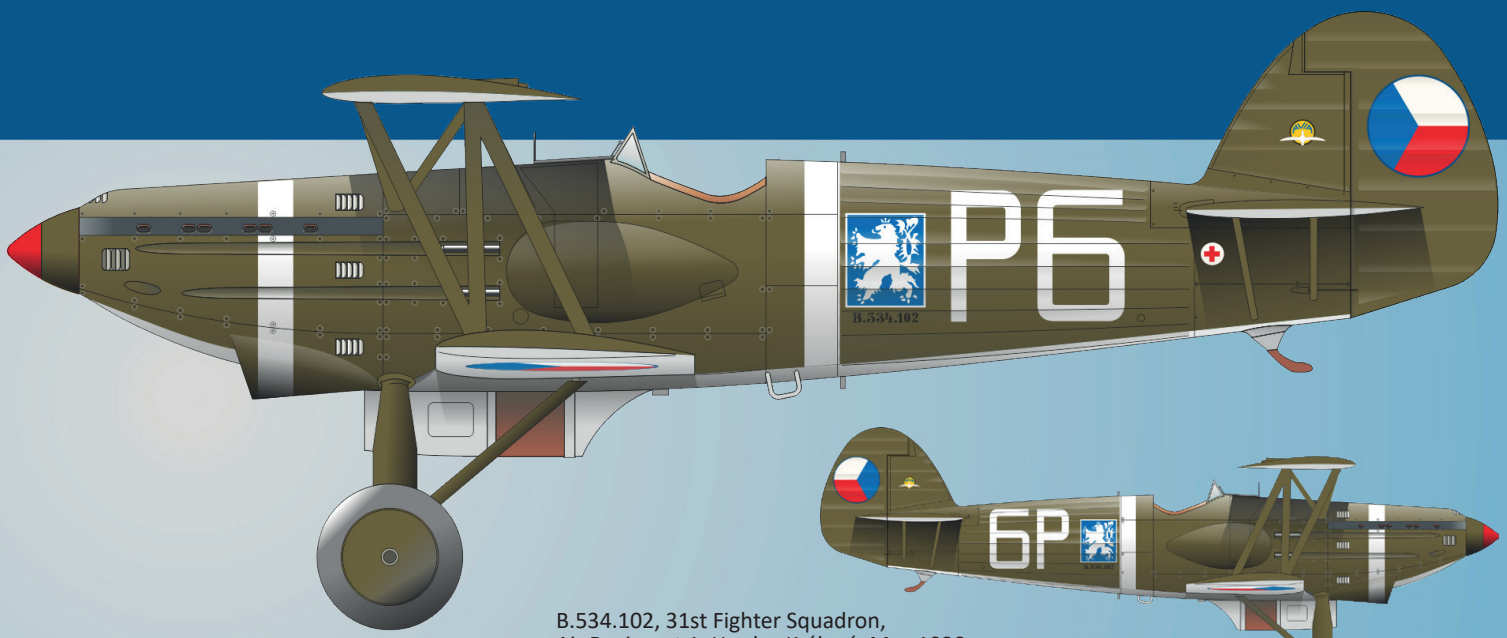


W. Nr. 120439, Oblt. Frank Liesendahl, CO of 10.(Jabo)/JG 2, Caen-Carpiquet, France, Summer 1942

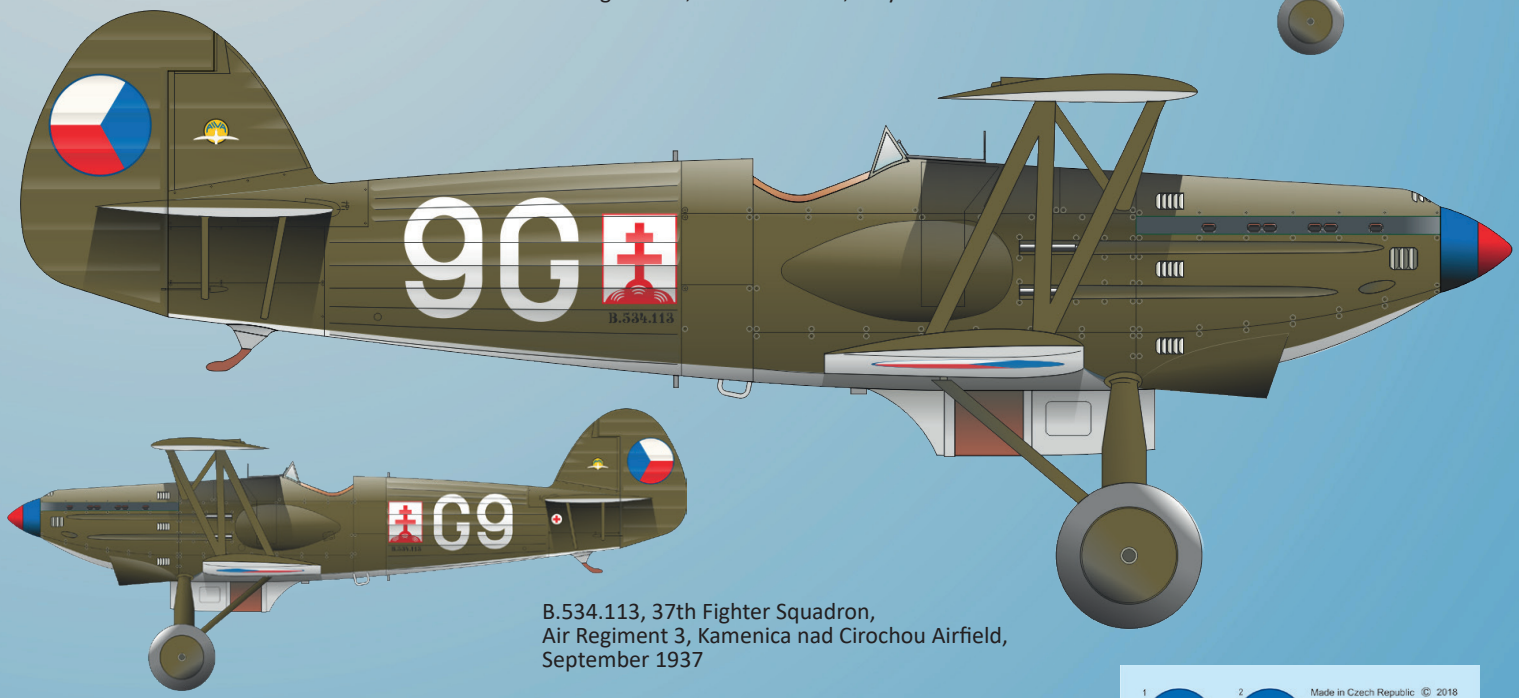
WEEKEND edition

Avia B.534 II. serie

1/72, Cat. No. 7448



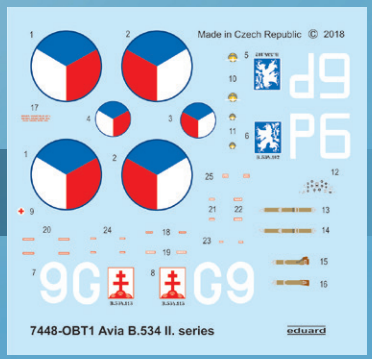
B.534.102, 31st Fighter Squadron,
Air Regiment 1, Hradec Králové, May 1938



B.534.113, 37th Fighter Squadron,
Air Regiment 3, Kamenica nad Cirochou Airfield,
September 1937

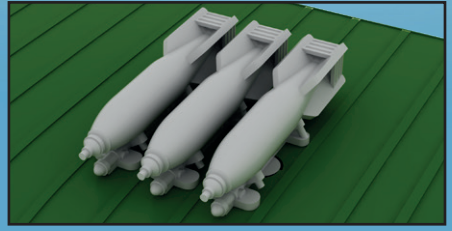
- 2 markings
- decals Eduard

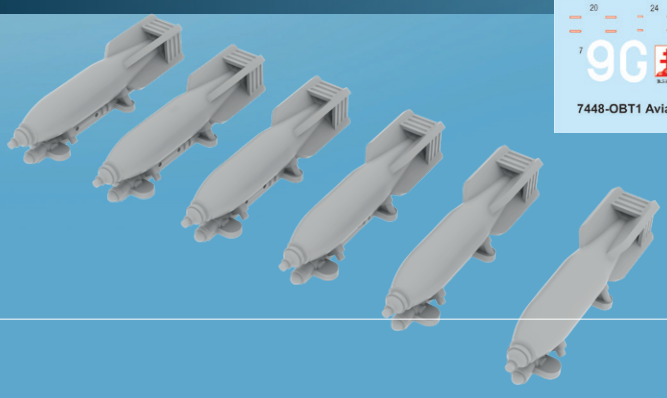
Product Page



RECOMMENDED:

72602 Avia B.534 wires & stretchers (PE-Set)
672069 B.534 bombs & racks (Brassin)





eduard
LIMITED EDITION

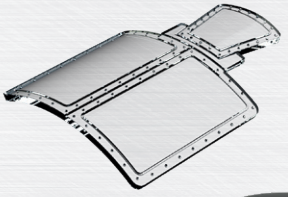
Пешка
PESHKA

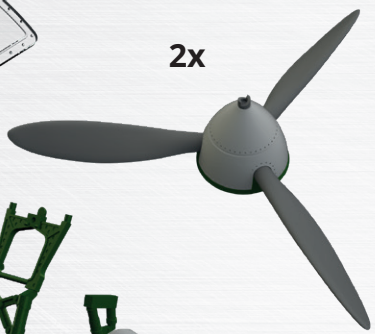


1/48, Cat. No. 11112
RE-RELEASE

Product Page

- Plastic parts Zvezda
- Photo-etch set anad painting mask
- Eduard Brassin: undercarriage wheels, alternative propellers and top fuselage window
- Cartograf decals for 5 markings









RECOMMENDED:

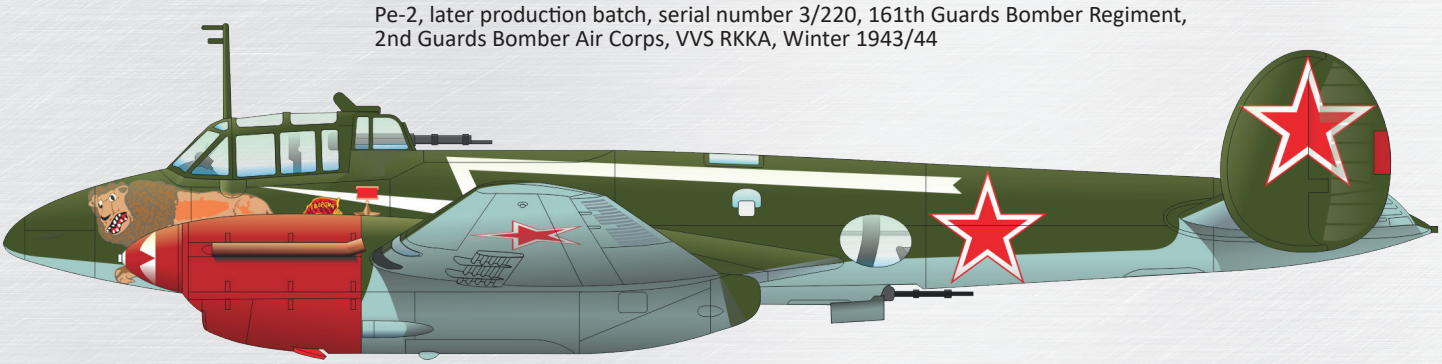
49867 Pe-2 upgrade set (PE-SET)
648372 Pe-2 UBT guns (Brassin)

Obtisky zkonstruovány ve spolupráci s firmou Begemot.

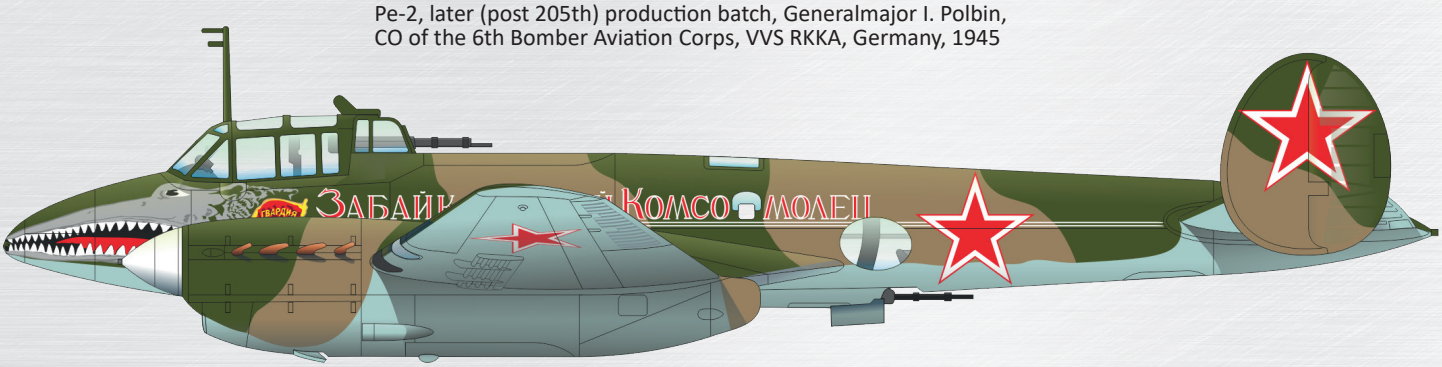
Begemot



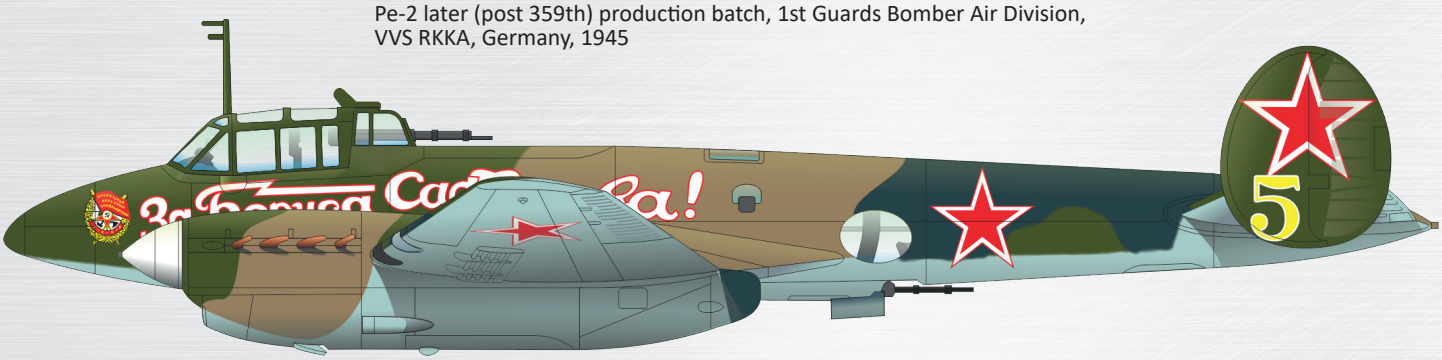
Pe-2, later production batch, serial number 3/220, 161th Guards Bomber Regiment, 2nd Guards Bomber Air Corps, VVS RKKA, Winter 1943/44



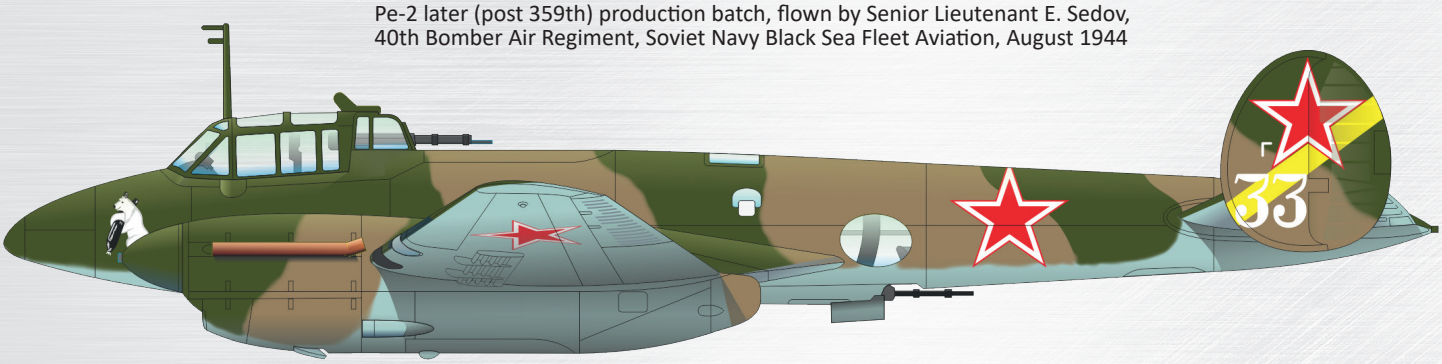
Pe-2, later (post 205th) production batch, Generalmajor I. Polbin, CO of the 6th Bomber Aviation Corps, VVS RKKA, Germany, 1945



Pe-2 later (post 359th) production batch, 1st Guards Bomber Air Division, VVS RKKA, Germany, 1945



Pe-2 later (post 359th) production batch, flown by Senior Lieutenant E. Sedov, 40th Bomber Air Regiment, Soviet Navy Black Sea Fleet Aviation, August 1944



Pe-2 post 205th production batch, 36th Guards Bomber Regiment, 276th Bomber Division, VVS RKKA, Leningrad front, December 1944

Begemot

BFC060

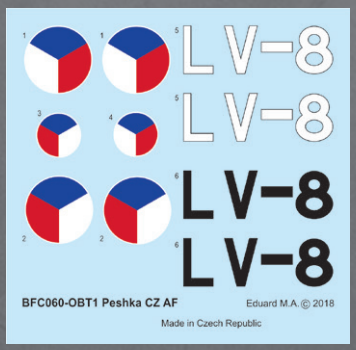
Peška/Peshka CZ AF



FOR BFC MEMBERS ONLY

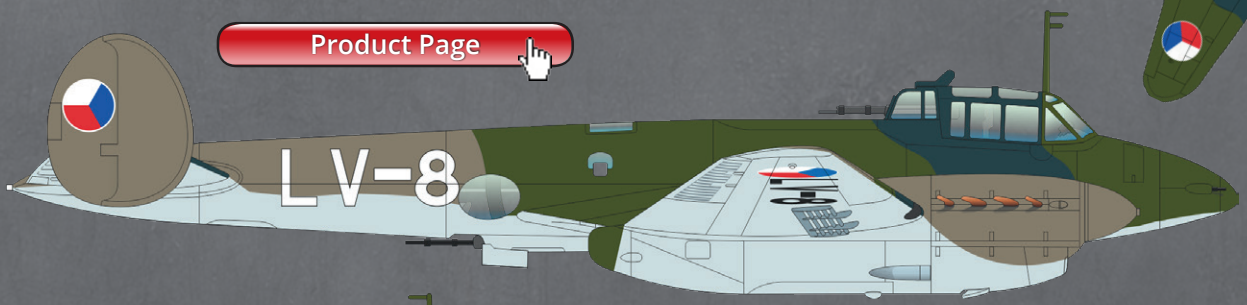
1/48, Cat. No. BFC060

- Complete PESHKA kit (Limited edition Cat. No. 11112)
- Unique decal sheet for one Pe-2 flown by Czechoslovak AF during late 40ties

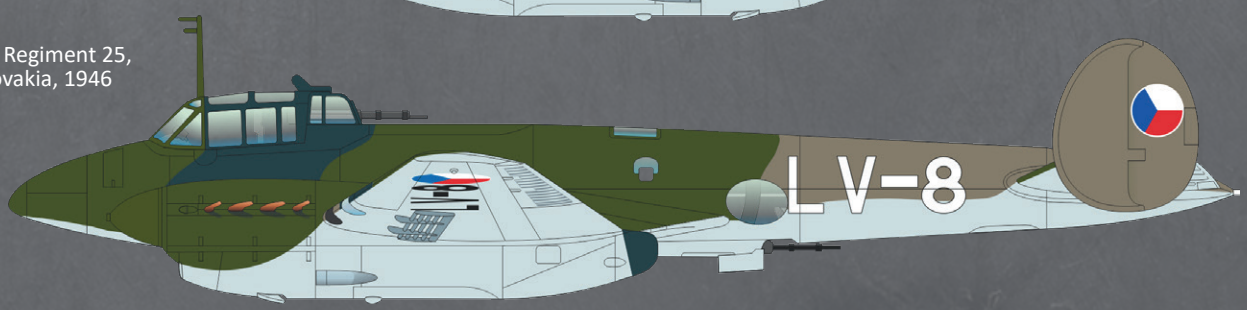




Product Page



LV-8, 1th squadron, Air Regiment 25, Plzeň – Bory, Czechoslovakia, 1946



BFC061

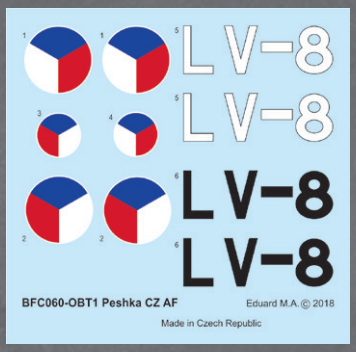
Peška/Peshka 125th gv. bap



FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC061

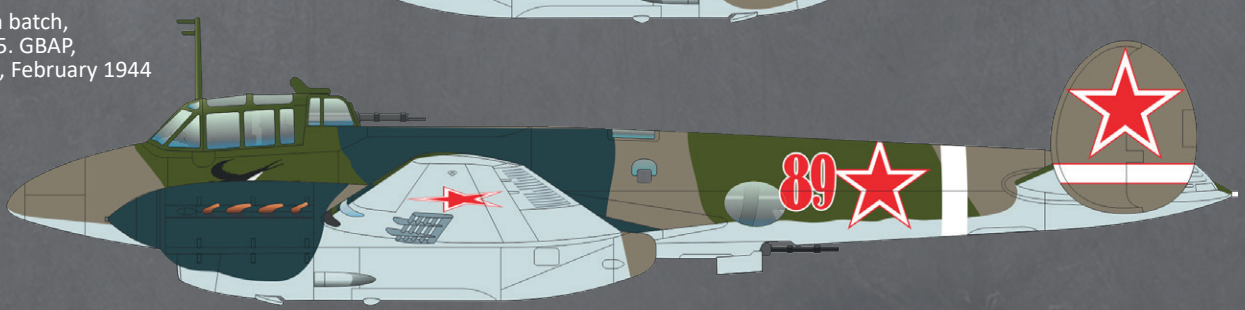
- Complete PESHKA kit (Limited edition Cat. No. 11112)
- Unique decal sheet for one Pe-2 flown by female crew within 125th gv. bap



Product Page



Pe-2, middle production batch,
Captain M. I. Dolina, 125. GBAP,
VVS RKKA, Soviet Union, February 1944



PESHKA

1/48



Camo E

built by Petr Zatřepálek









Pe-2 later (post 359th) production batch, 1st Guards Bomber Air Division, VVS RKKA, Germany, 1945

This aircraft belonged to a squadron of Pe-2s financed by workers from the Trans-Baikal region. The aircraft was painted in accordance with the 1943 directives, position of camouflage colors is standard type No.1. The pike head and the Guards badge were placed on both sides of the fuselage, with the slogan appearing only on the port side.







Product Page

Cat. No. 11112



eduard
LIMITED EDITION

Riders in the Sky 1945 1/72

Liberator GR Mk.VI and GR Mk.VIII in the RAF Coastal Command service





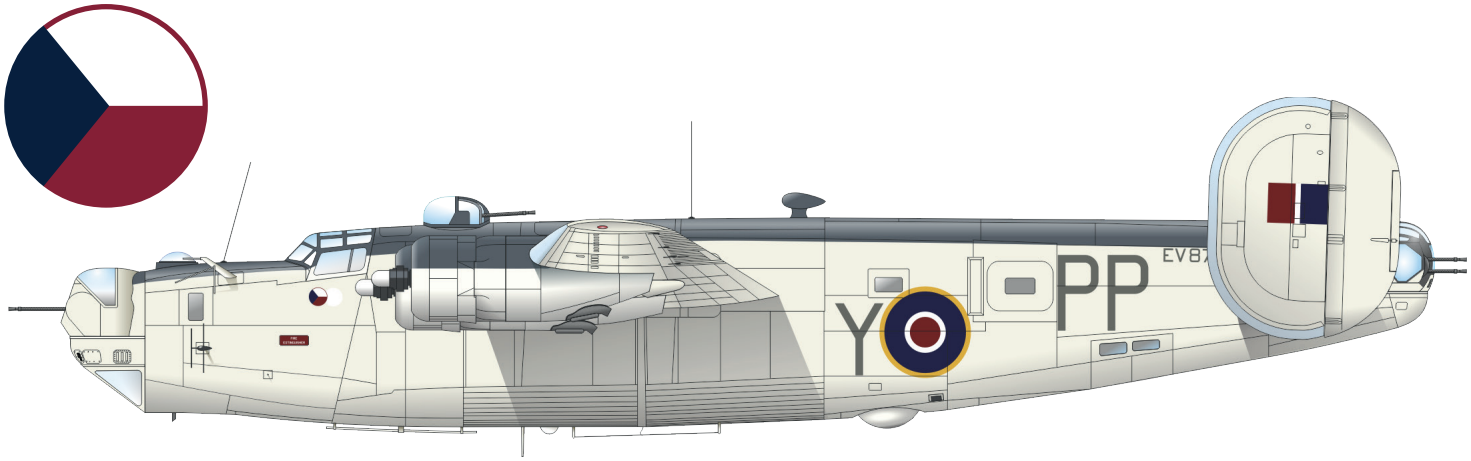
Cat. No. 2123

- Hasegawa plastic parts
- Two unique plastic sprues by Eduard (parts for GR Mk.VI and GR Mk.VIII)
- Eduard photo-etched sets and painting mask
- A2 size boxart print by Piotr Forkasiewicz
- Cartograf printed decals for 13 marking
- 76 pages book by Pavel Türk and Pavel Vančata related to the theme with focus to No. 311 (Czechoslovak) Squadron RAF (in Czech language, English text available on Eduard website)

Product Page

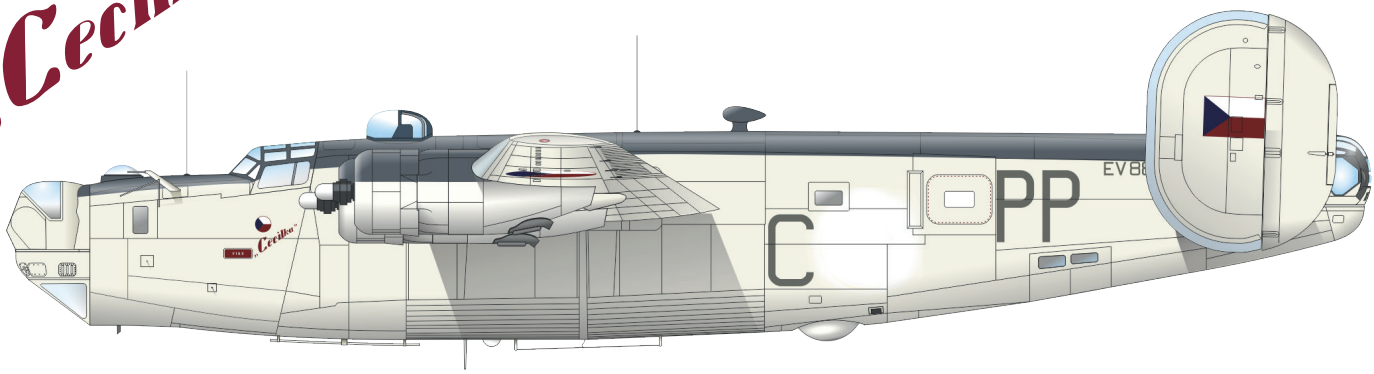






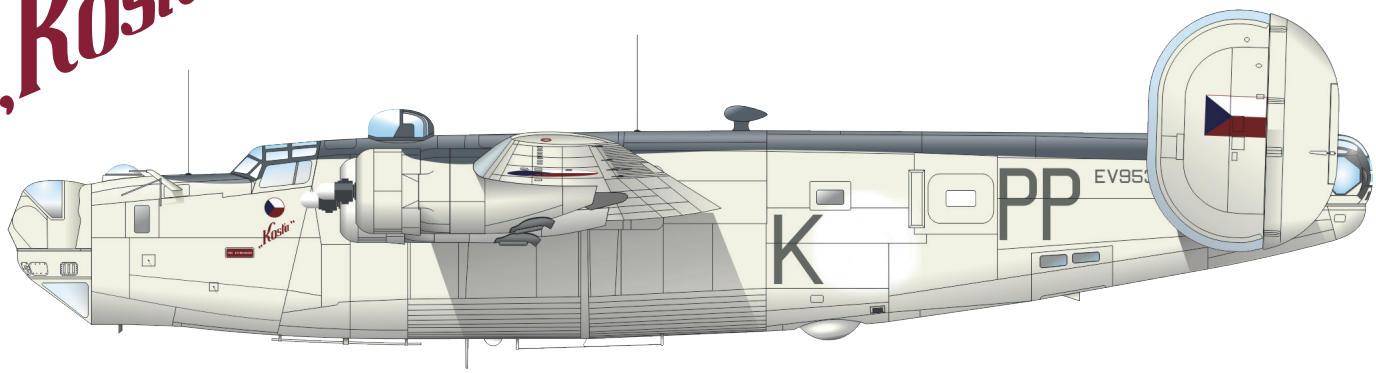
Liborator GR Mk.VI, EV872, No. 311 Squadron,
Tain, Great Britain, summer 1945

„Cecilka"



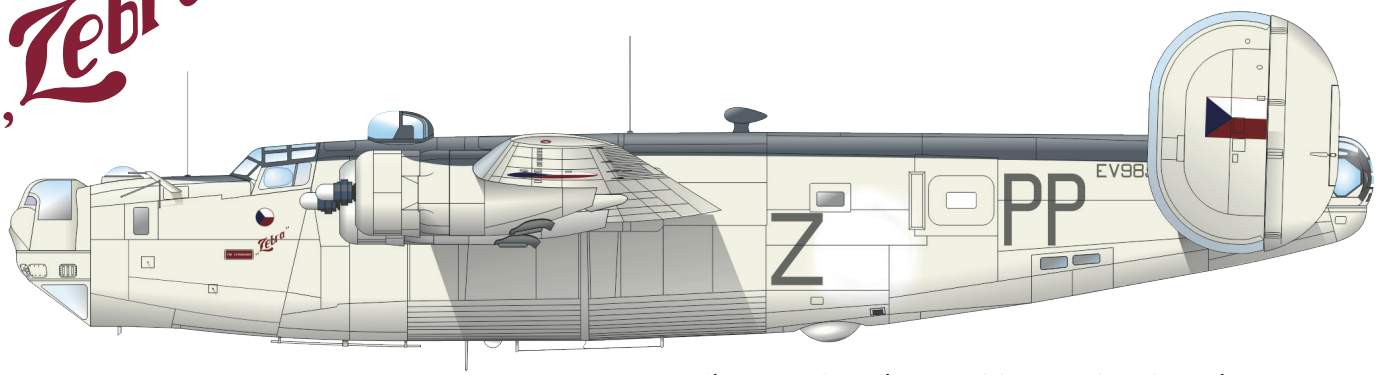
Liborator GR Mk.VI, EV883, No. 311 Squadron,
Prague, Czechoslovakia, autumn 1945

„Kosťa"

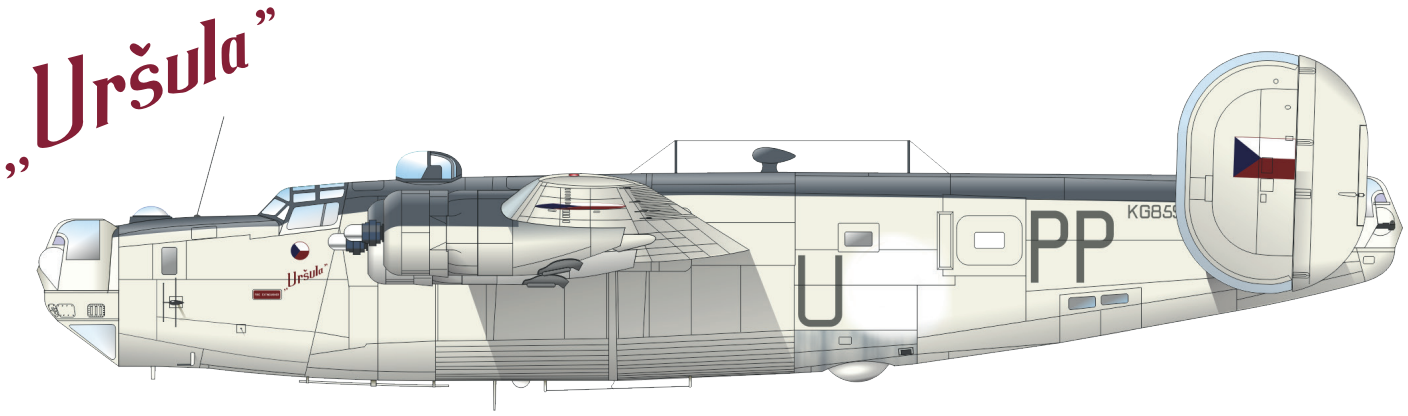


Liborator GR Mk.VI, EV953, No. 311 Squadron,
Prague, Czechoslovakia, August 1945

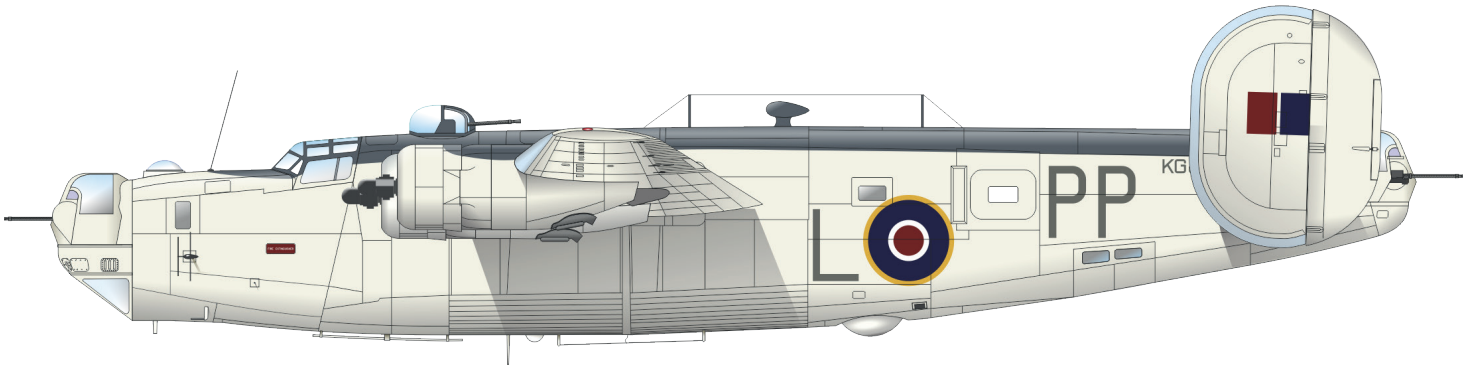
„Zebra"



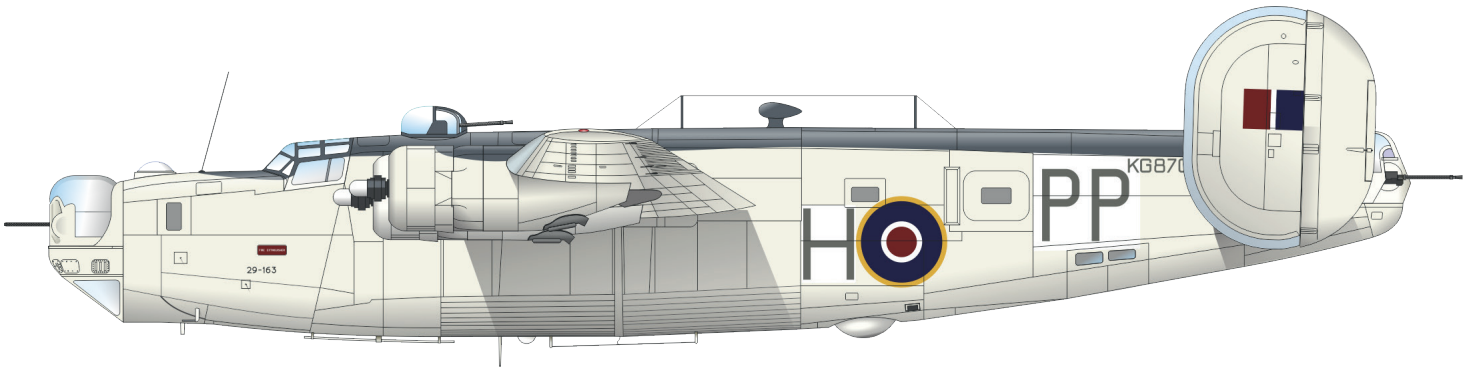
Liborator GR Mk.VI, EV985, No. 311 Squadron,
Prague, Czechoslovakia, autumn 1945



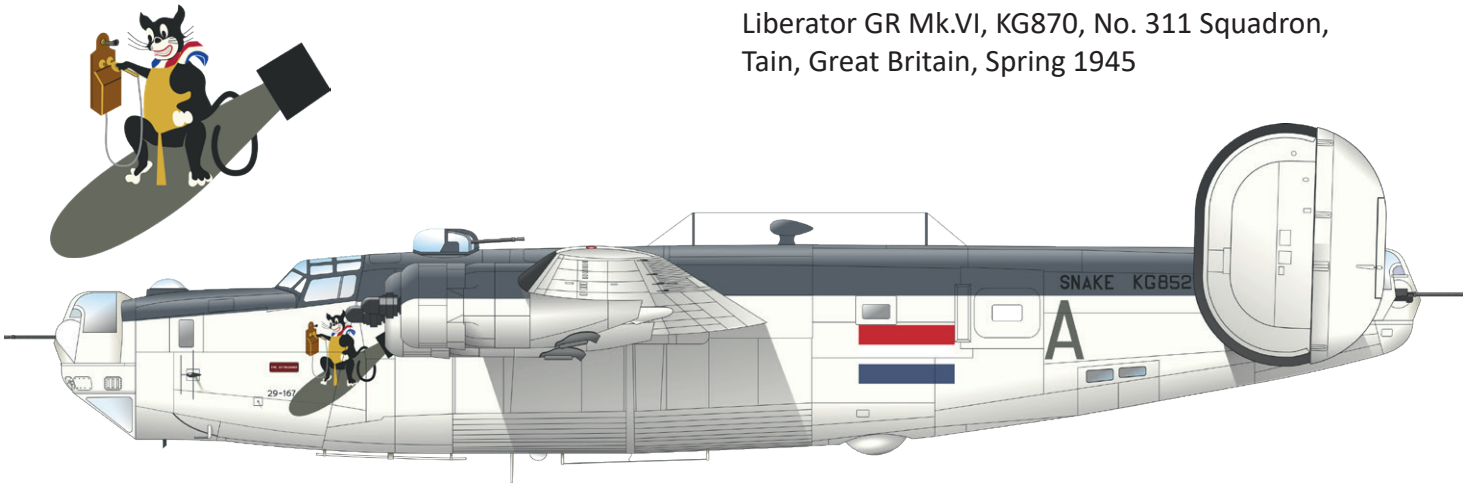
Liberator GR Mk.VI, KG859, No. 311 Squadron, Prague, Czechoslovakia, autumn 1945



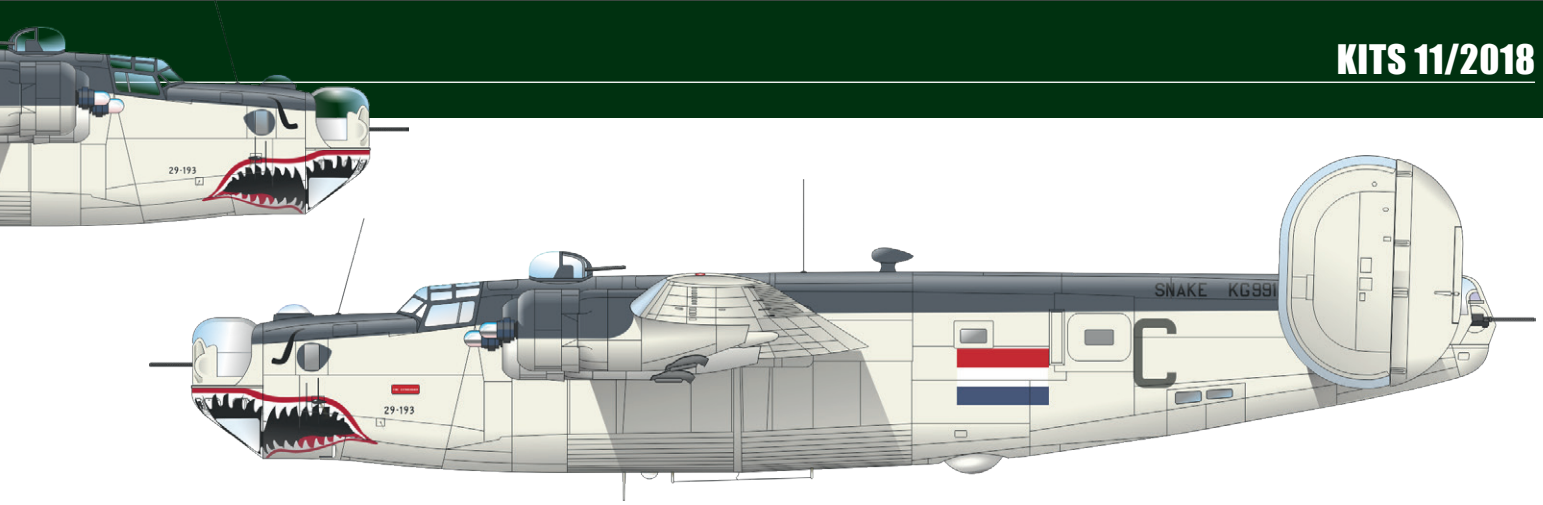
Liberator GR Mk.VI, KG861, No. 311 Squadron, Tain, Great Britain, Spring 1945



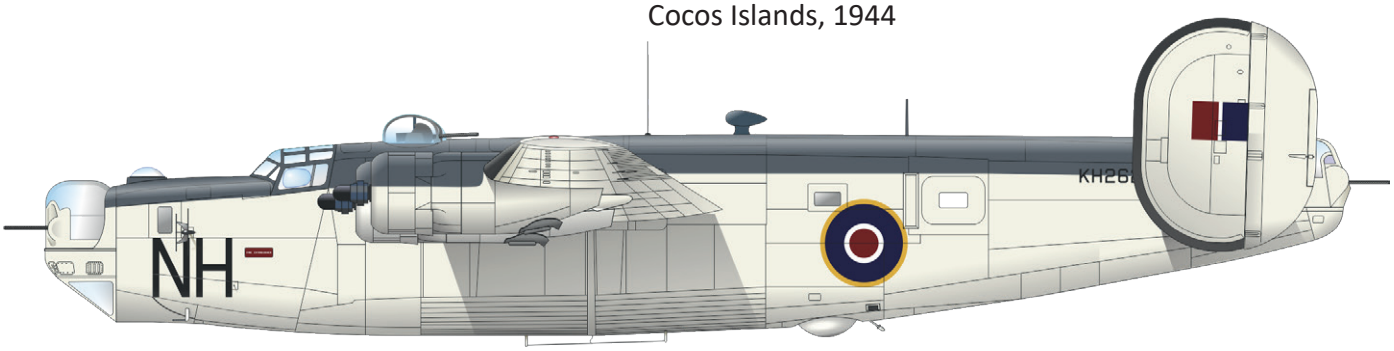
Liberator GR Mk.VI, KG870, No. 311 Squadron, Tain, Great Britain, Spring 1945



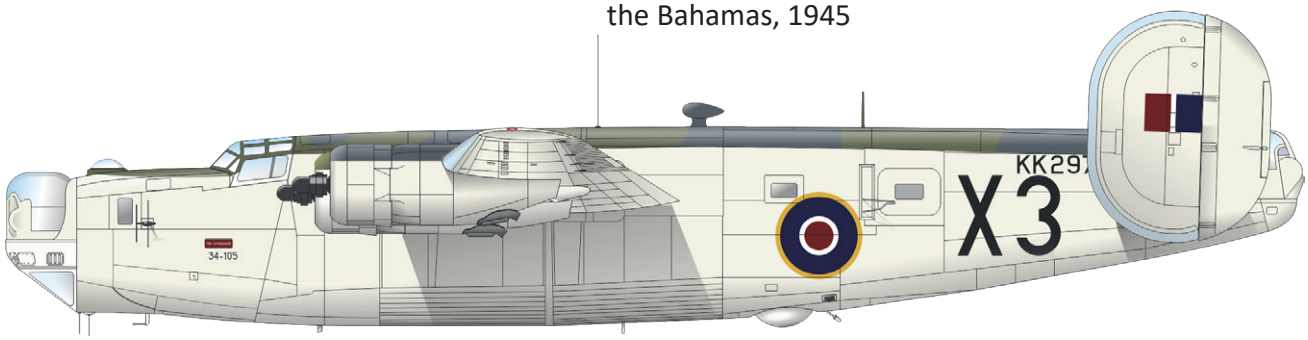
Liberator GR Mk.VI, KG852, No. 321 Squadron, Morokrembangan, Dutch East Indies, 1945



Liberator GR Mk.VI, KG991, No. 321 Squadron, Cocos Islands, 1944



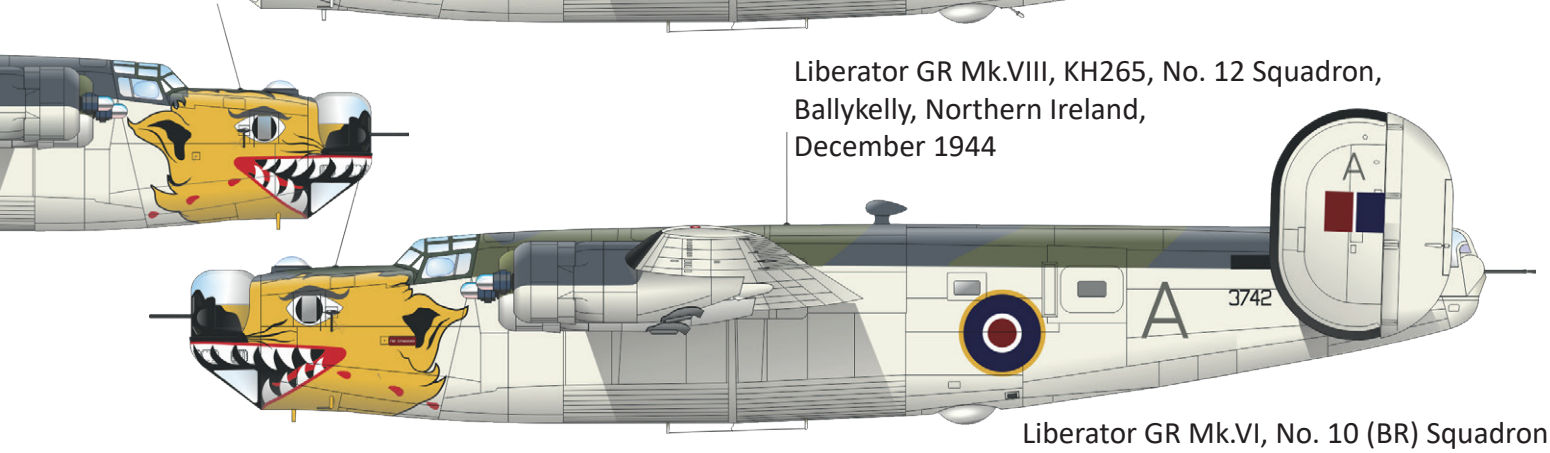
Liberator GR Mk.VIII, KH262, No. 111 OTU, the Bahamas, 1945



Liberator GR Mk.VIII, KH297, No. 111 OTU, Lichfield, Great Britain, 1946



Liberator GR Mk.VIII, KH265, No. 12 Squadron, Ballykelly, Northern Ireland, December 1944



Liberator GR Mk.VI, No. 10 (BR) Squadron RCAF, Yarmouth, Canada, July 1945

BFC062

Riders in the Sky 1945 w/ a beer glass



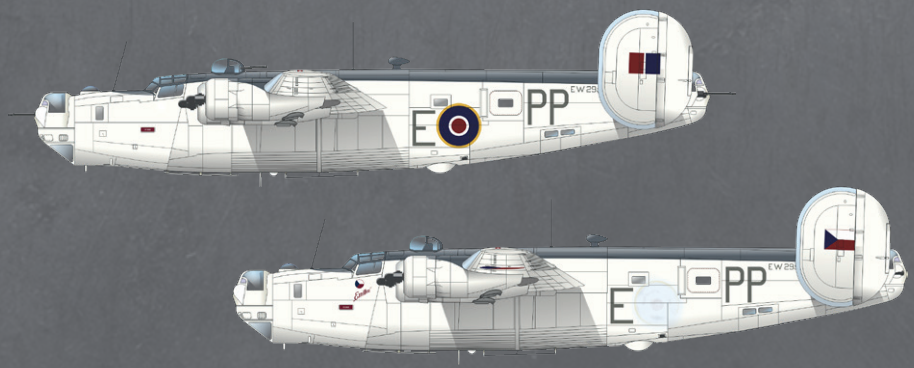
FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC062

- Complete Riders in the Sky 1945 kit (Limited edition Cat. No. 2123)
- Unique The beer glass with No. 311 Squadron RAF motif
- Unique decal sheet for two appearances of one Liberator from No. 311 Squadron (named Emilka)

Product Page







BFC063

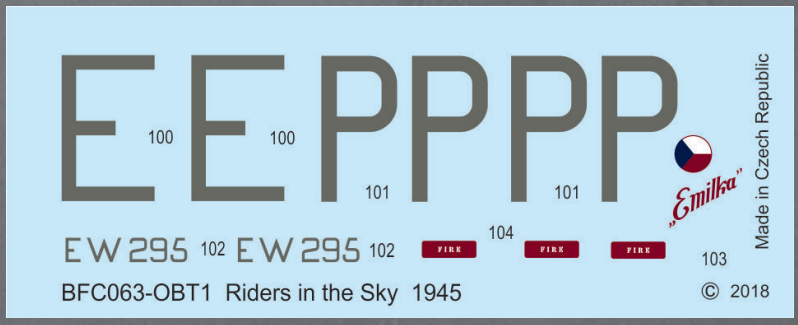
Riders in the Sky 1945 w/extra decals



FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC063

- Complete Riders in the Sky 1945 kit (Limited edition Cat. No. 2123)
- Unique decal sheet for two appearances of one Liberator from No. 311 Squadron (named Emilka)



Product Page

„Emilka"



Liberator GR Mk.VI, EW295, No. 311 Squadron, Tain, United Kingdom, Spring 1945



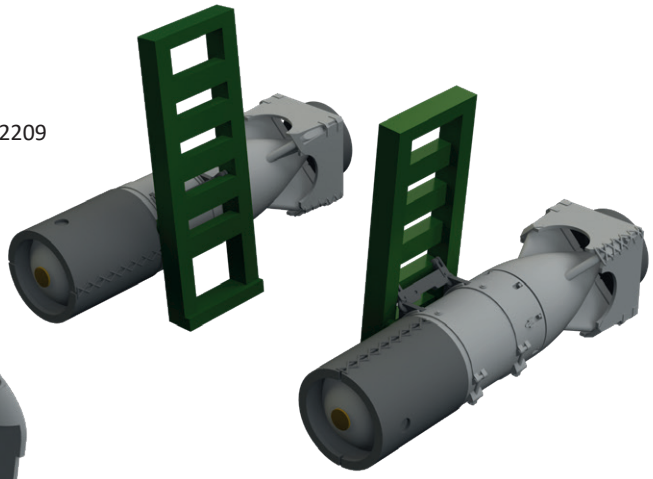
Liberator GR Mk.VI, EW295, No. 311 Squadron, Prague, Czechoslovakia, Summer/ Autumn 1945

RECOMMENDED for Riders in the Sky 1945:

672170 B-24 wheels 1/72 (Brassin)
672171 B-24 engines 1/72 (Brassin)
672172 British 250lb depth charges 1/72 (Brassin)
672177 B-24 bomb bay rocket projector 1/72 (Brassin)
672178 B-24 turbochargers 1/72 (Brassin)
672183 B-24 bomb bay doors 1/72 (Brassin)
672209 Mk.24 Mine FIDO torpedo 1/72 (Brassin)



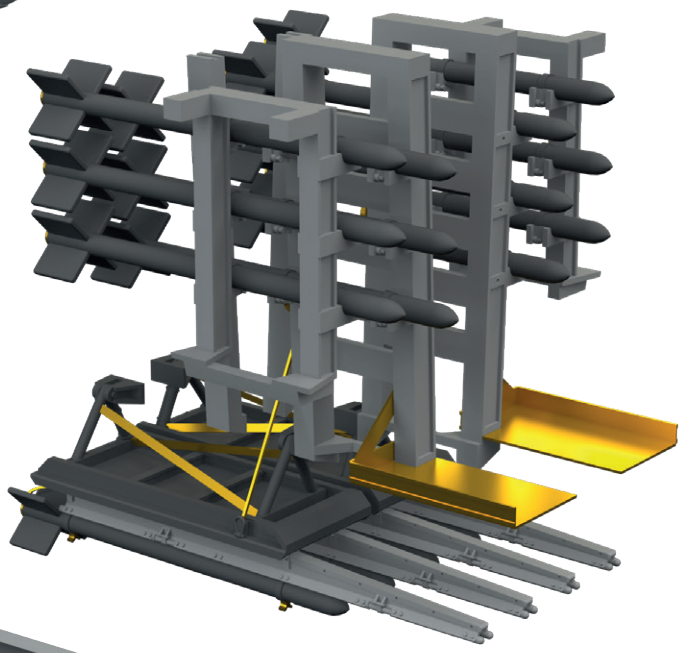
672209



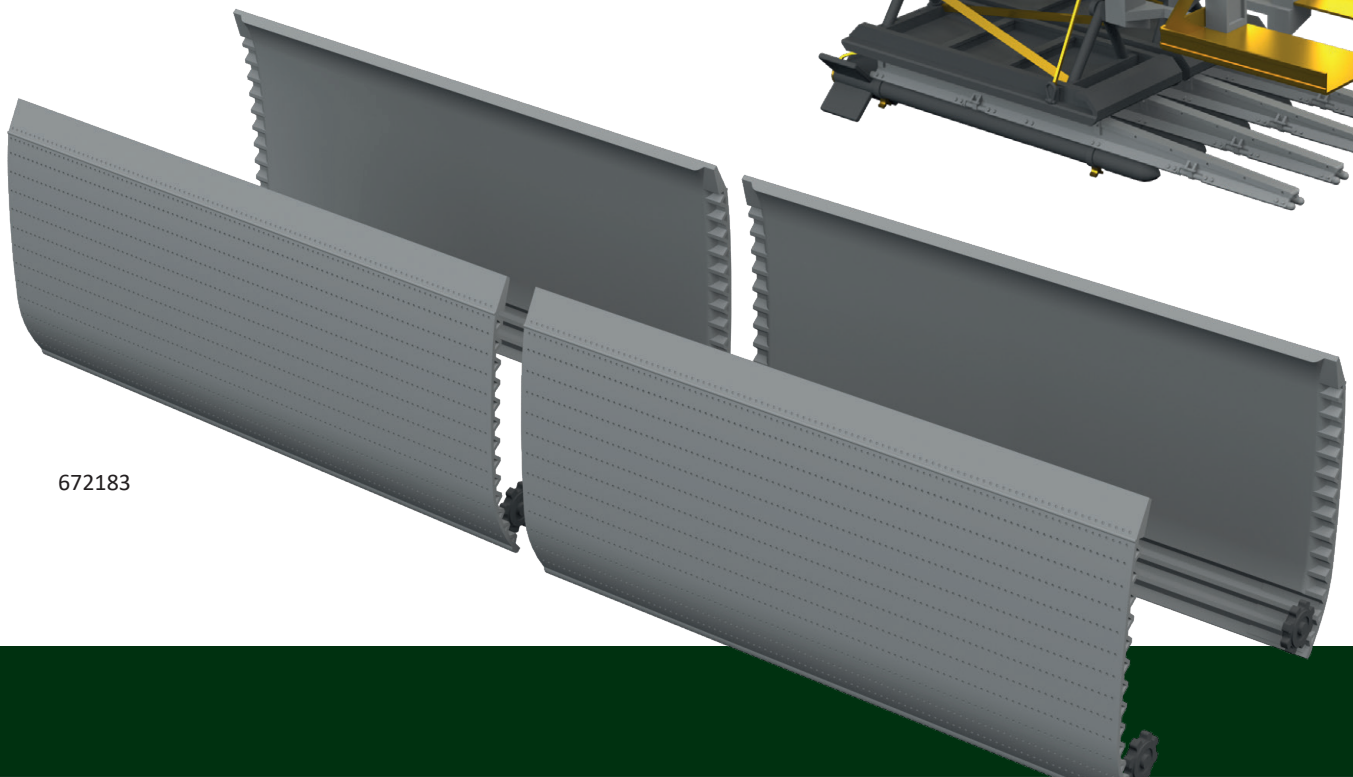
672171



672177



672183



Beer glass No. 311 Czechoslovak Squadrons RAF



Cat. No. PR2123-311

Product Page

Beer Glass Set - Czechoslovak Squadrons RAF (4pcs)

Cat. No. PRCZ-RAF-SET

Product Page



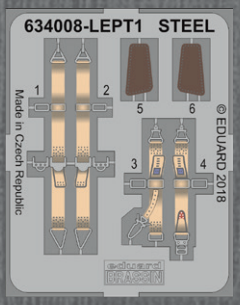
634008
Bf 109G-6 LööK
1/32 Hasegawa

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-6 in 1/32 scale. Easy to build, replaces plastic parts. Recommended kit: Hasegawa

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

Product Page





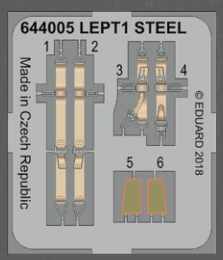
644005
Fw 190A-8/R2 LööK
1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Fw 190A-8/R2 in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Eduard

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

Product Page



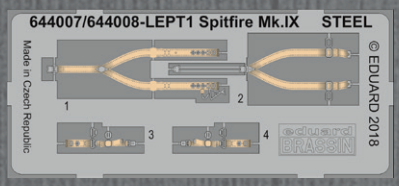


644007
Spitfire Mk.IX early LööK
1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Spitfire Mk.IX (early subvariants) in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Eduard

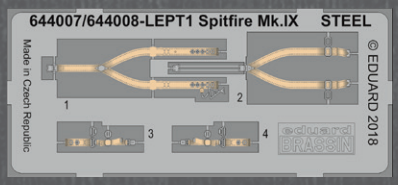
Set contains:
- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

Product Page





644008
Spitfire Mk.IX late LööK
1/48 Eduard



LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Spitfire Mk.IX (late subvariants) in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Eduard

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

Product Page



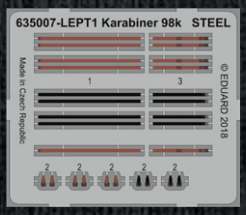
635007
Karabiner 98k
1/35

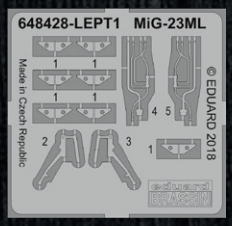
Brassin set - German WWII Karabiner 98k in 1/35 scale. The set consists of 8 carabines.

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

Product Page





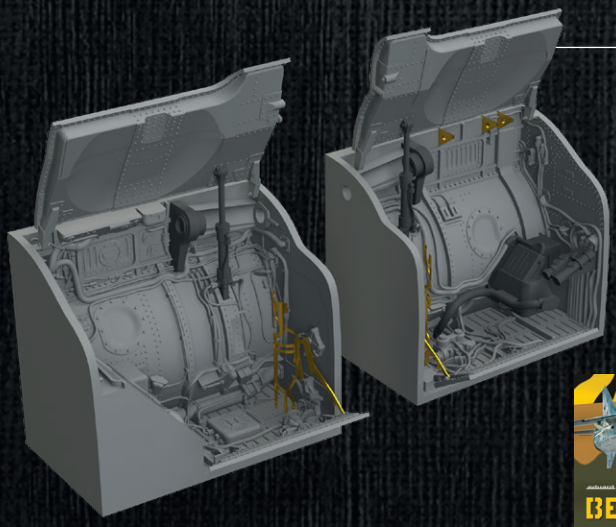


648428
MiG-23ML main wheels bay
1/48 Eduard/Trumpeter

Brassin set - main wheels bay for MiG-23ML in 1/48 scale. Recommended kit: Eduard/Trumpeter

Set contains:
- resin: 13 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

Product Page





648434
MiG-23MF engine air intakes
1/48 Eduard/Trumpeter

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

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

Product Page



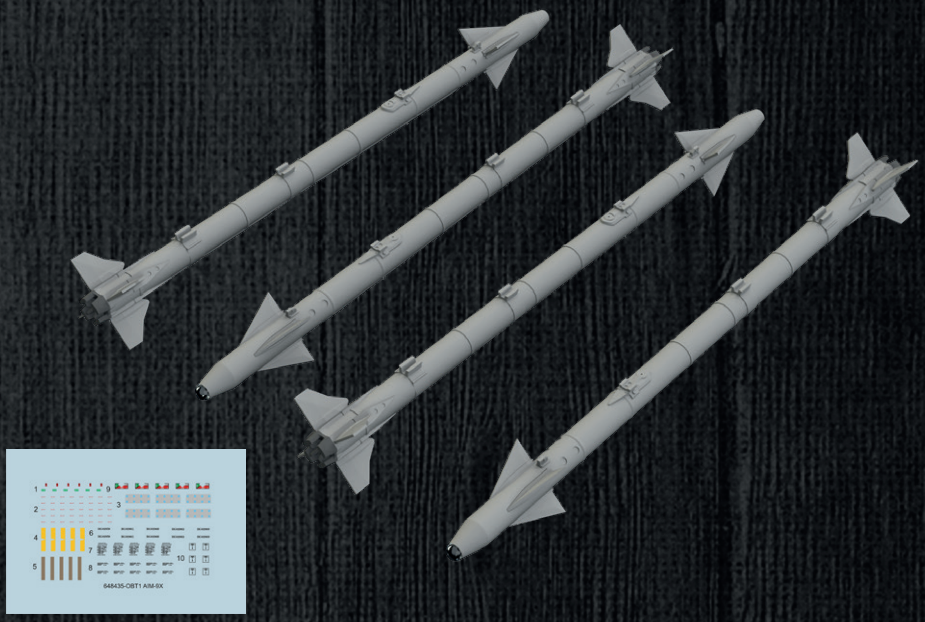


648435
AIM-9X
1/48

Brassin set - AIM-9X missiles in 1/48 scale. The set consists of 4 missiles.

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

Product Page



648436
Fw 190A-5 undercarriage legs BRONZE
1/48 Eduard

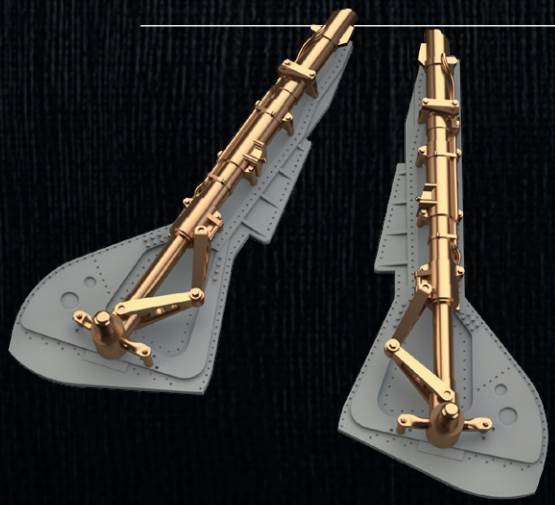
Brassin set - the undercarriage legs for Fw 190A-5 in 1/48 scale. The legs are made of bronze. The wheel bay doors are included. Recommended kit: Eduard

Set contains:
- resin: 4 parts,
- bronze: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.

Product Page



648437
Fw 190A-8/R2 undercarriage legs BRONZE
1/48 Eduard



Brassin set - the undercarriage legs for Fw 190A-8/R2 in 1/48 scale. The legs are made of bronze. The wheel bay doors are included. Recommended kit: Eduard

Set contains:
- resin: 4 parts,
- bronze: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.

Product Page

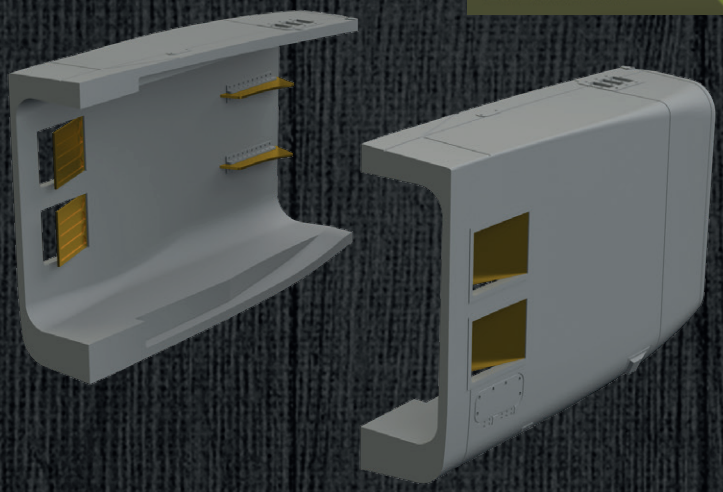


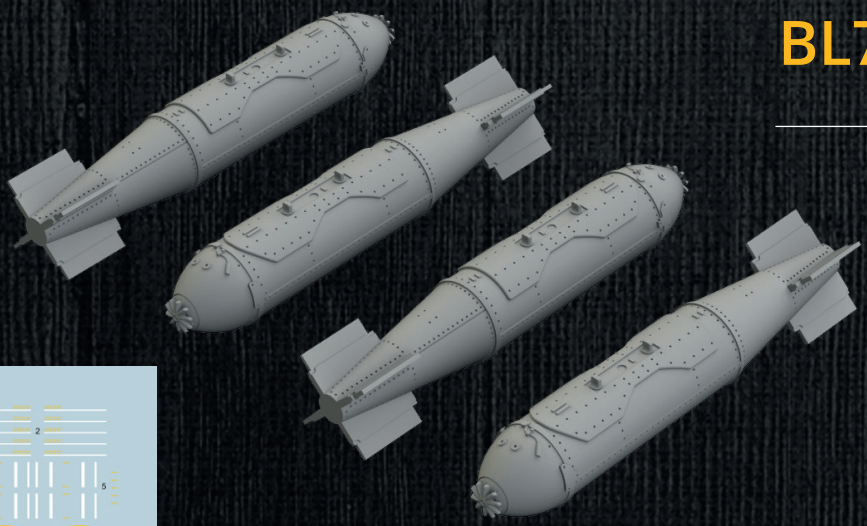
648438
MiG-23ML engine air intakes
1/48 Eduard/Trumpeter

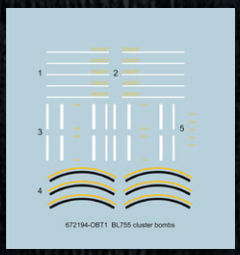
Brassin set - engine air intakes for MiG-23ML in 1/48 scale. Recommended kit: Eduard/Trumpeter

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

Product Page







672194
BL755 cluster bombs
1/72

Brassin set - British BL755 cluster bombs in 1/72 scale. The set consists of 4 bombs.

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

Product Page

672206
B-25 wheels
1/72 Hasegawa

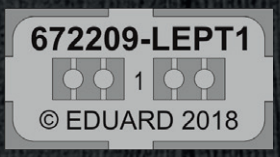
Brassin set - undercarriage wheels for B-25 in 1/72 scale. Set consists of main wheels and the nose wheel. Easy to build, replaces plastic parts. Recommended kit: Hasegawa

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

Product Page



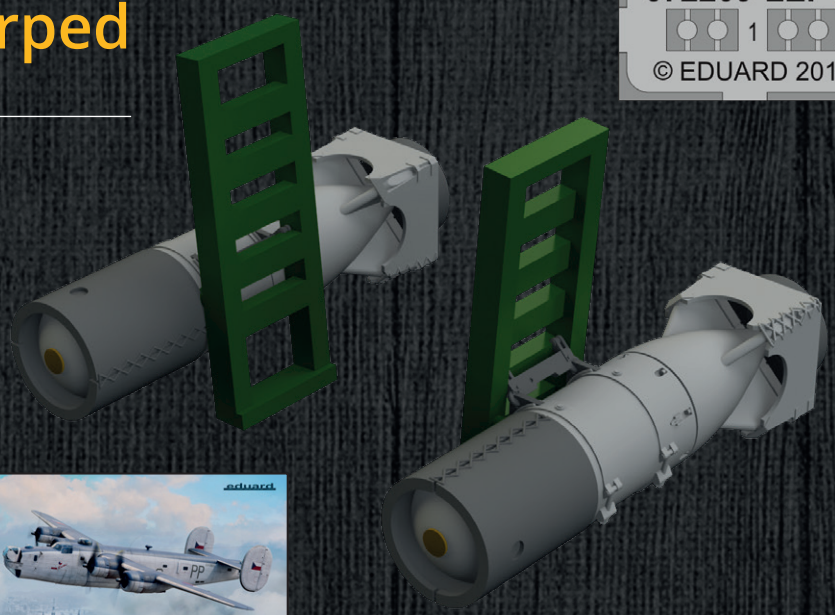
672209
Mk.24 Mine FIDO torped
1/72



Brassin set - US Mk.24 Mine torpedo known also as FIDO in 1/72 scale. Used during WWII against submarines. The set consists of 2 torpedos.

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

Product Page





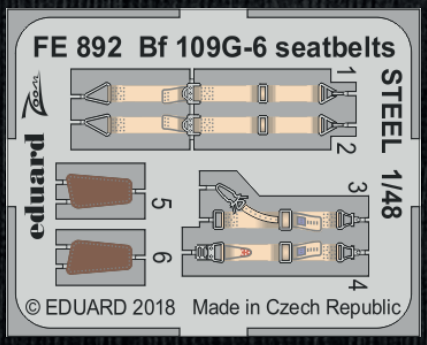
SIN64849
Bf 109G-6/U4 ADVANCED
1/48 Tamiya

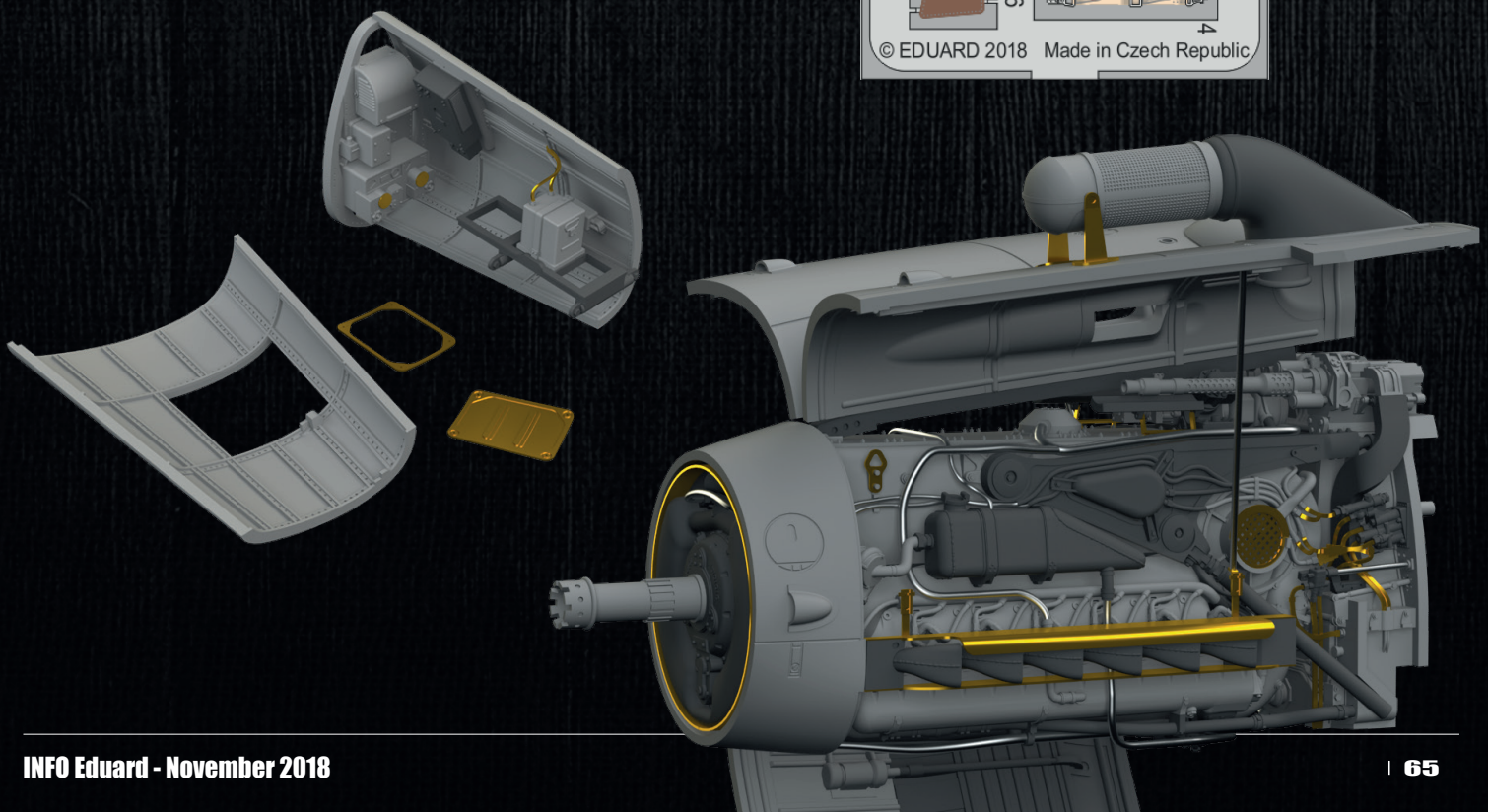
Collection of 3 sets for Bf 109G-6/U4 in 1/48 scale by Tamiya.

- 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





SIN64850

MiG-23MF

1/48 Eduard



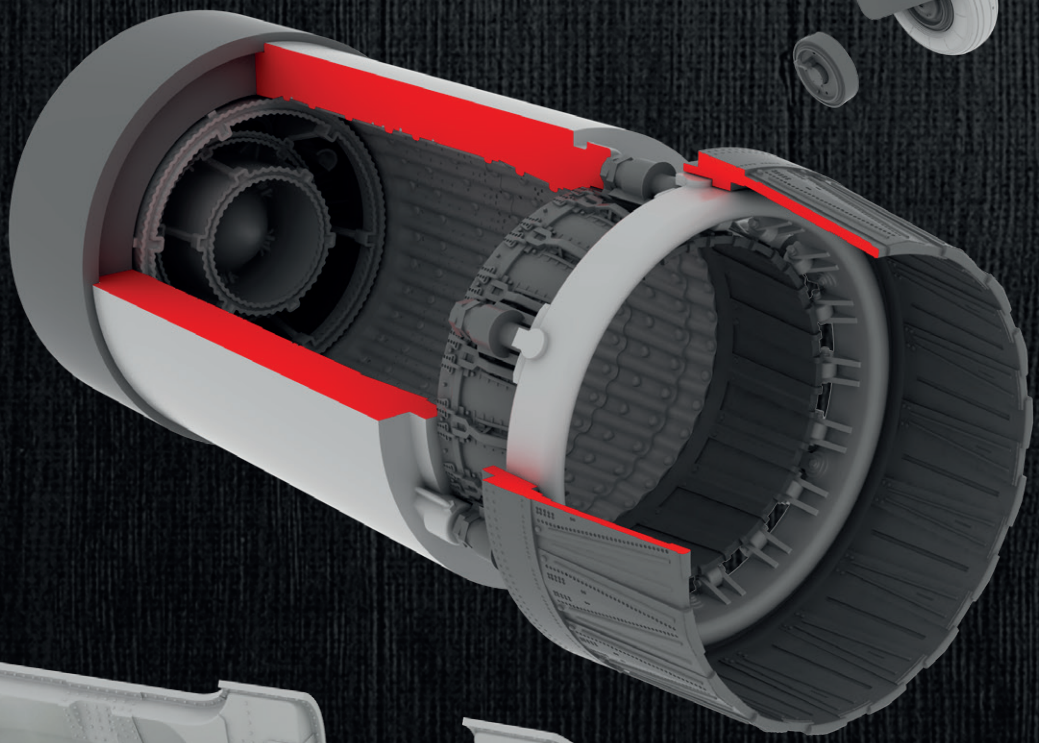
Collection of 3 Brassin sets for MiG-23MF in 1/48 scale by Eduard.

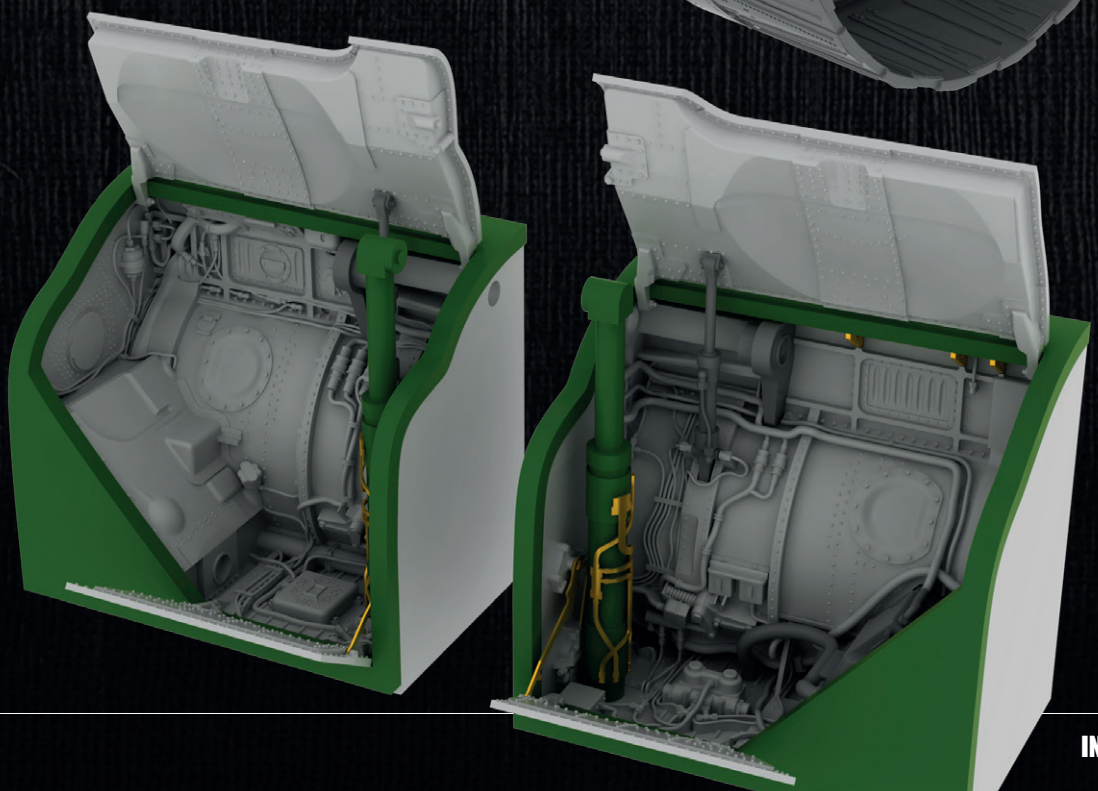
- exhaust nozzle,
- undercarriage wheels,
- main wheel bay.

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

Product Page



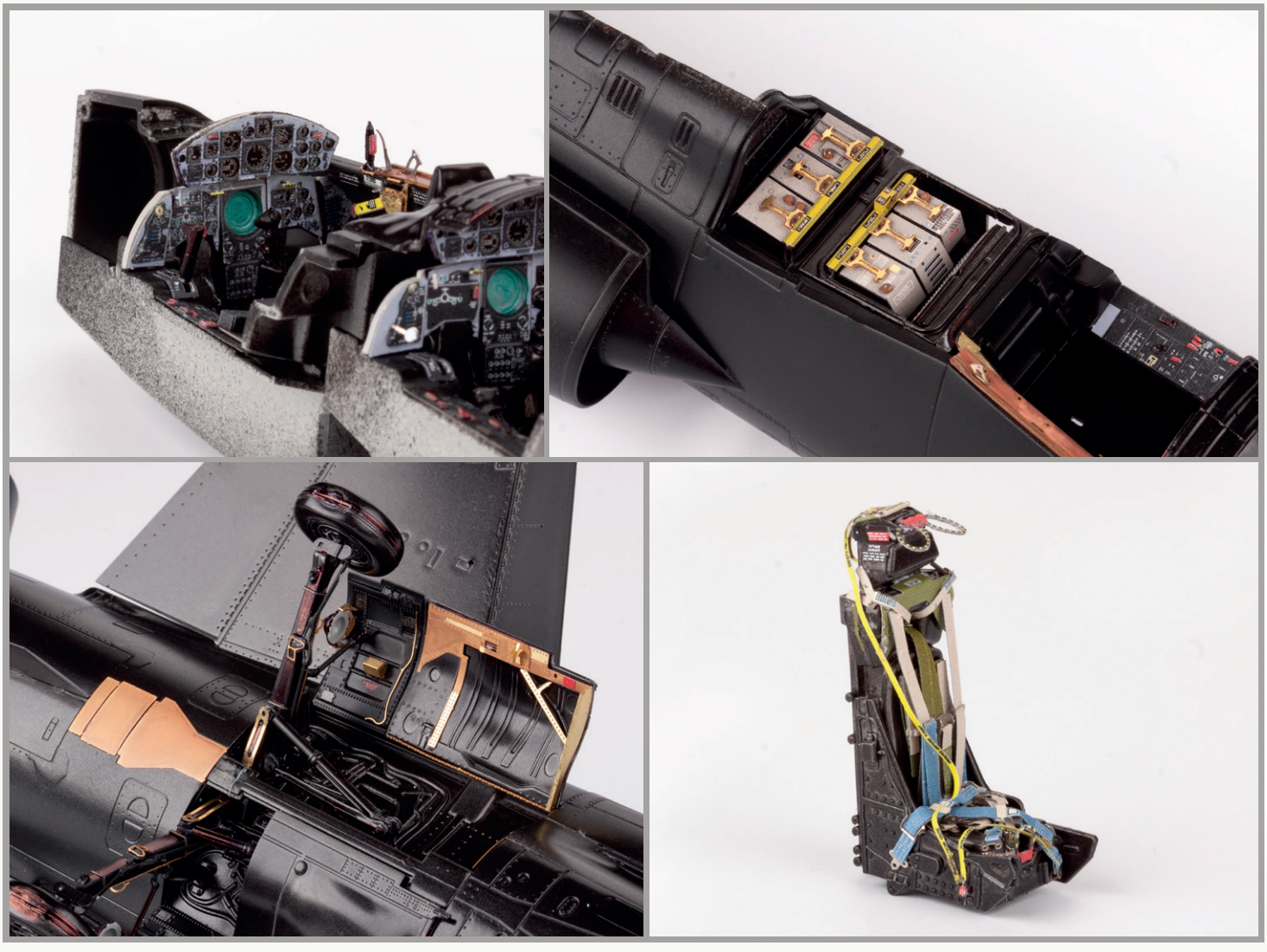




TF-104G 1/32 Italeri

TF-104G exterior 1/32 Italeri (32427)
TF-104G interior w/C2 seats 1/32 Italeri (32931)
TF-104G interior w/MB seats 1/32 Italeri (32932)
TF-104G electronic equipment 1/32 Italeri (32933)
TF-104G undercarriage 1/32 Italeri (32934)
TF-104G w/C2 seats 1/32 Italeri (33202) (Zoom)
TF-104G w/MB seats 1/32 Italeri (33203) (Zoom)
TF-104G seatbelts C2 STEEL 1/32 Italeri (33204) (Zoom)
TF-104G seatbelts MB STEEL 1/32 Italeri (33205) (Zoom)
TF-104G 1/32 Italeri (JX222) (Mask)
TF-104G TFace 1/32 Italeri (JX223) (Mask)

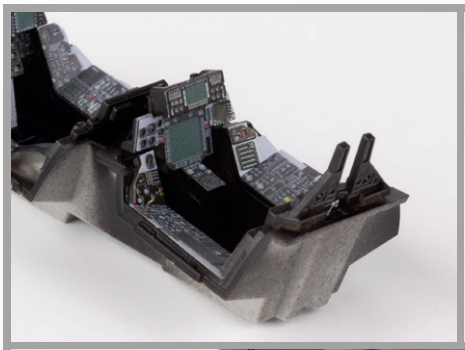


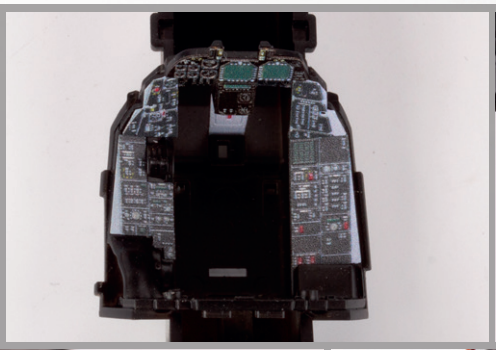


F-14D
1/48 Tamiya

F-14D engines STEEL 1/48 Tamiya (48969)
F-14D exterior 1/48 Tamiya (48970)
F-14D 1/48 Tamiya (49933)
F-14D 1/48 Tamiya (FE933) (Zoom)
F-14D seatbelts STEEL 1/48 Tamiya (FE934) (Zoom)
F-14D 1/48 Tamiya (EX624) (Mask)
F-14D TFace 1/48 Tamiya (EX625) (Mask)



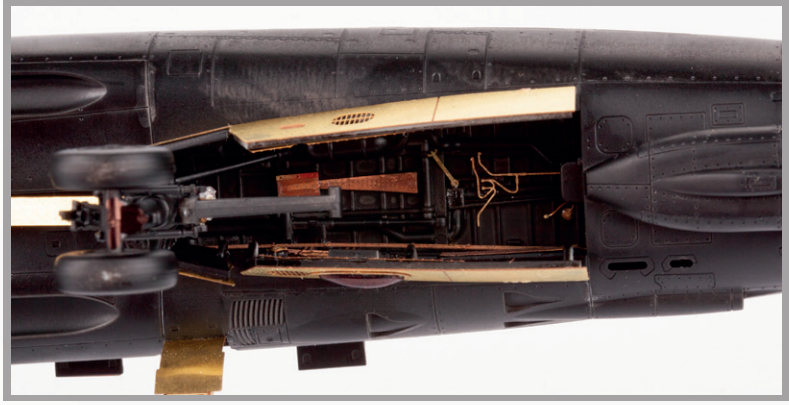








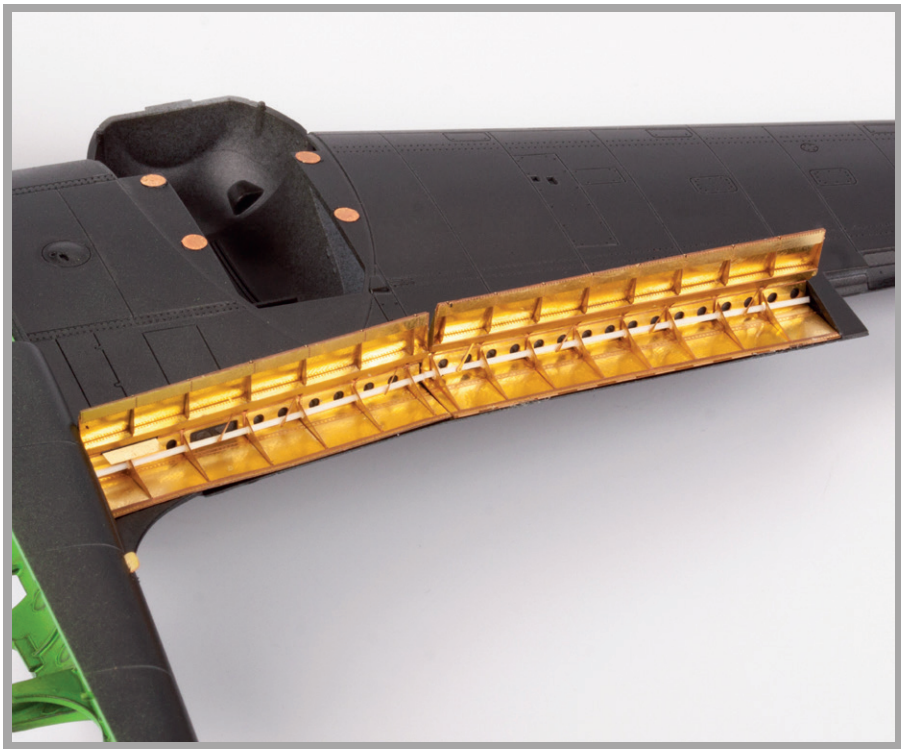


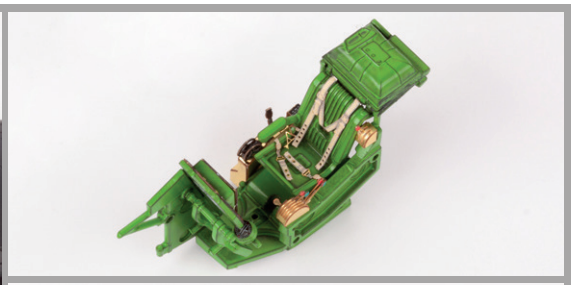


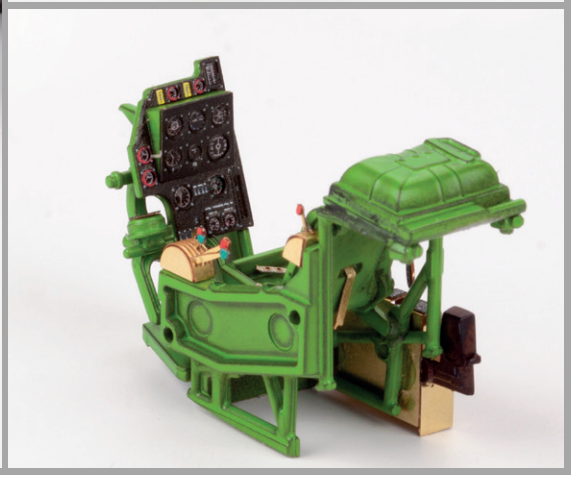


Blenheim Mk.IF landing flaps 1/48 Airifx (48975)
Blenheim Mk.IF 1/48 Airifx (49935)
Blenheim Mk.IF 1/48 Airifx (FE935) (Zoom)
Blenheim Mk.IF seatbelts STEEL 1/48 Airifx (FE936) (Zoom)
Blenheim Mk.IF 1/48 Airifx (EX626) (Mask)
Blenheim Mk.IF TFace 1/48 Airifx (EX627) (Mask)

Blenheim Mk.IF 1/48 Airifx







EIGHT TEAMS - ONE GOAL
IRON BUNNY 2019
„Souboj Mistrů"
VI. ročník
pohodového závodu
v
eXtrémním modelaření družstev
probíhajícího pod záštitou
BUNNY FIGHTER CLUBU
18.-20. října 2019
Bublava v Krušných Horách
„Champions Fight"
VI. season
of the homely cool race
in
eXtreme team scale-modelling
ongoing under the auspices of the
BUNNY FIGHTER CLUB
October 18 to 20, 2019
Bublava in Ore Mountains
Main partner: Media Partner: Partners: Info:

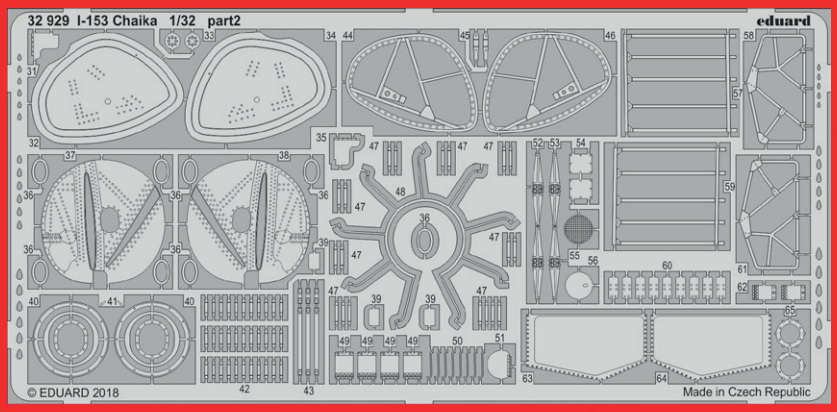
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

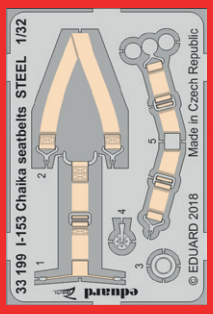
BIG ED

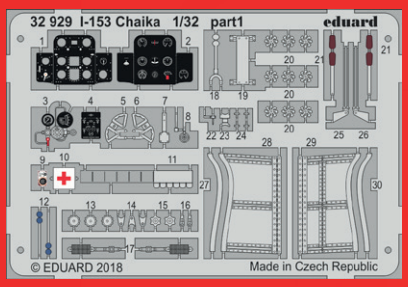
BIG3392 I-153 Chaika 1/32 ICM

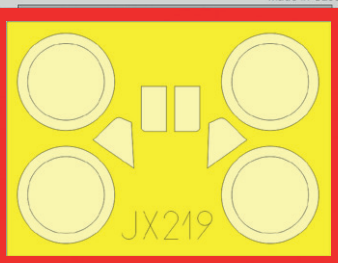
Product Page

32929 I-153 Chaika 1/32
33199 I-153 Chaika seatbelts STEEL 1/32
JX219 I-153 Chaika 1/32





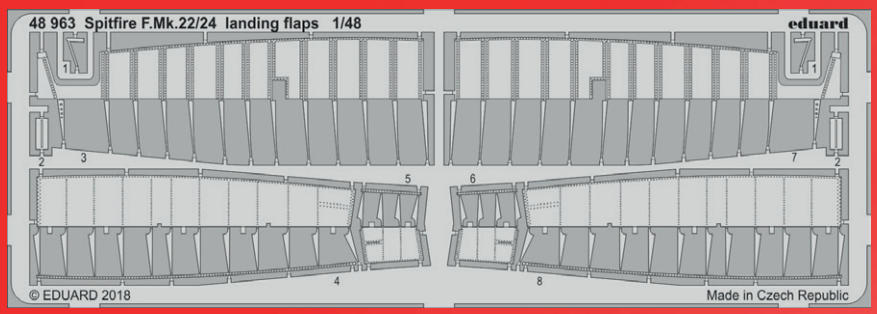


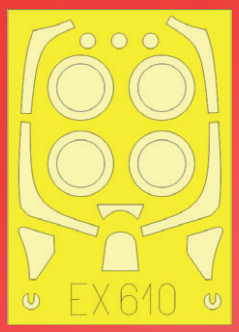


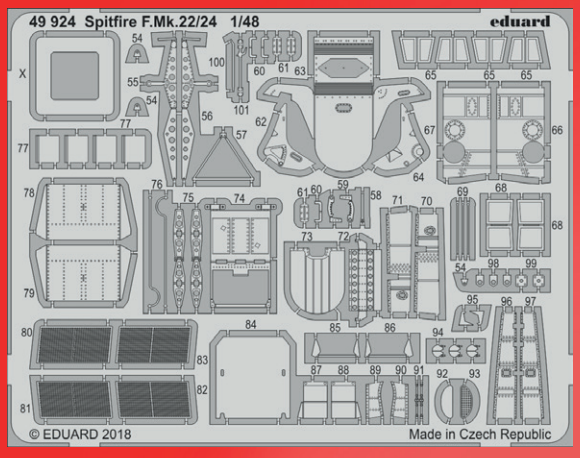
BIG49203 Spitfire F.Mk.22/24 1/48 Airfix

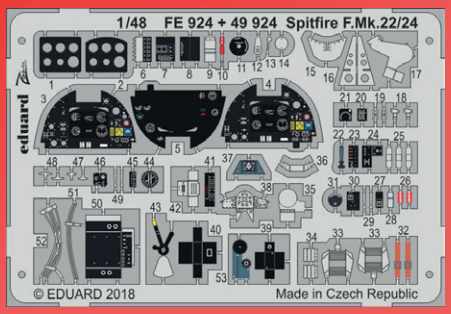
Product Page

48963 Spitfire F.Mk.22/24 landing flaps 1/48
49924 Spitfire F.Mk.22/24 1/48
FE925 Spitfire F.Mk.22/24 seatbelts STEEL 1/48
EX610 Spitfire F.Mk.22/24 1/48









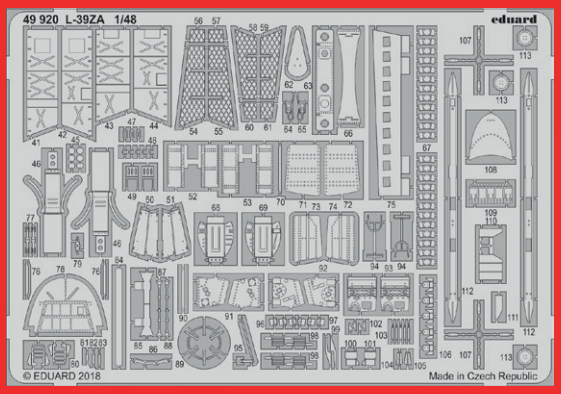
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

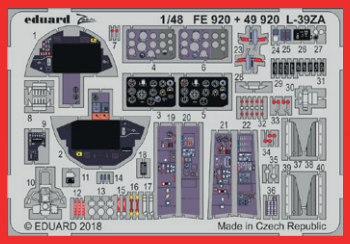
BIG ED

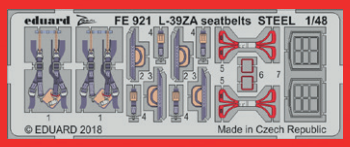
BIG49204 L-39ZA 1/48 Trumpeter

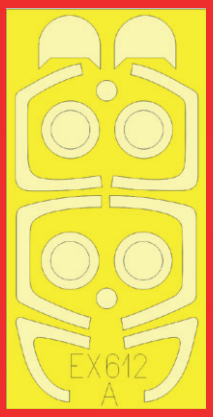
Product Page

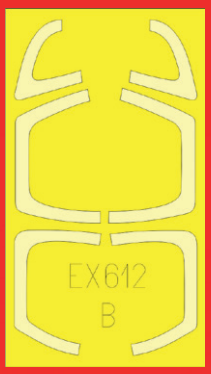
49920 L-39ZA 1/48
FE921 L-39ZA seatbelts STEEL 1/48
EX612 L-39ZA TFace 1/48







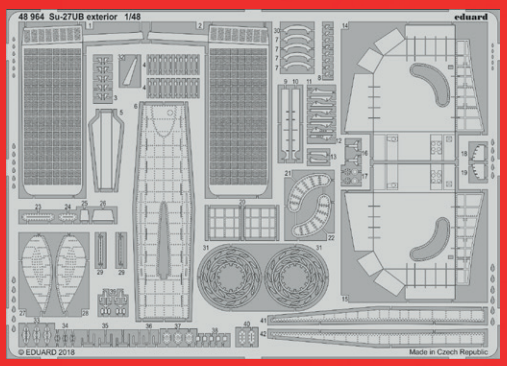


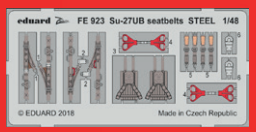


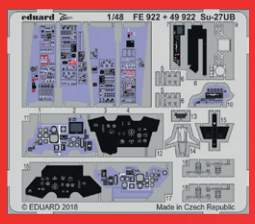
BIG49205 Su-27UB 1/48 Hobby Boss

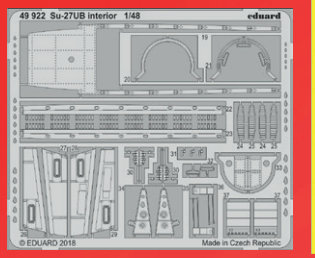
Product Page

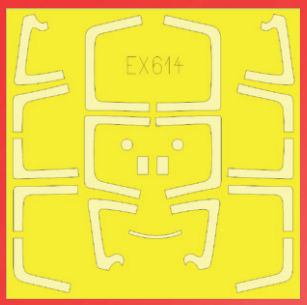
48964 Su-27UB exterior 1/48
49922 Su-27UB interior 1/48
FE923 Su-27UB seatbelts STEEL 1/48
EX614 Su-27UB TFace 1/48







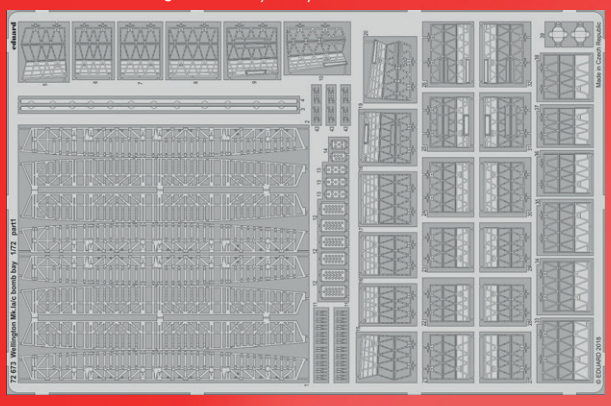


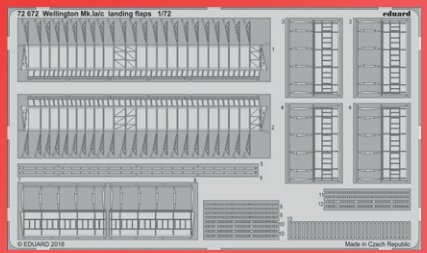


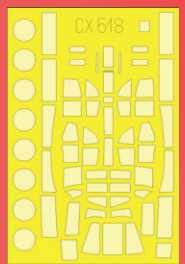
BIG72141 Wellington Mk.Ia/c 1/72 Airfix

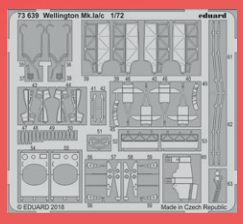
Product Page

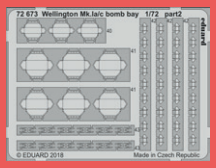
72672 Wellington Mk.Ia/c landing flaps 1/72
72673 Wellington Mk.Ia/c bomb bay 1/72
73639 Wellington Mk.Ia/c 1/72
CX518 Wellington Mk.Ia/c 1/72







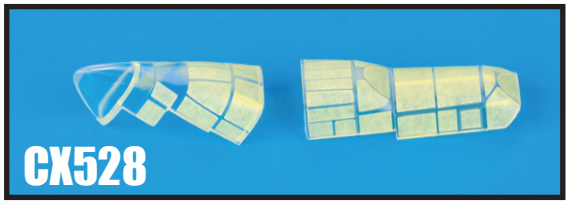


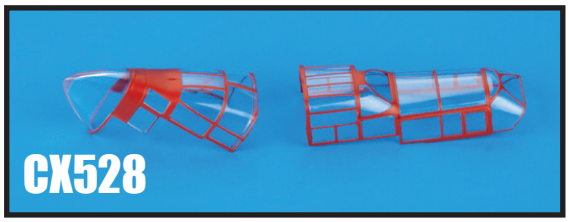




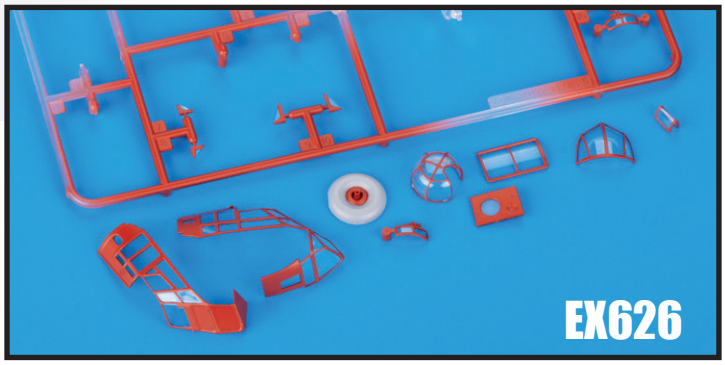
EDUARD MASK IT FITS!

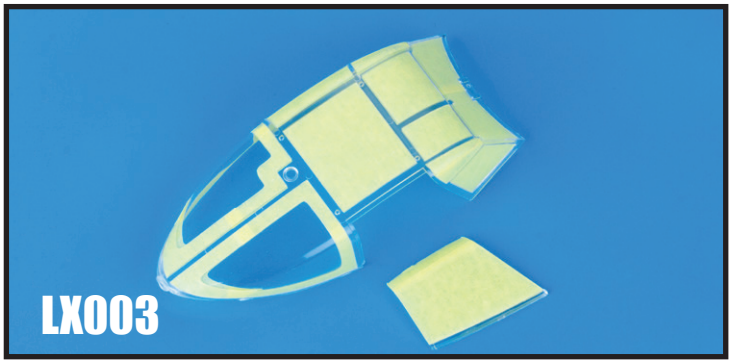
LX003 Mosquito FB Mk.VI 1/24 Airfix
LX004 Mosquito FB Mk.VI TFace 1/24 Airfix
JX222 TF-104G 1/32 Italeri
JX223 TF-104G TFace 1/32 Italeri
EX623 Meteor FR.9 1/48 Airfix
EX624 F-14D 1/48 Tamiya
EX625 F-14D TFace 1/48 Tamiya
EX626 Blenheim Mk.IF 1/48 Airfix
EX627 Blenheim Mk.IF TFace 1/48 Airfix
CX528 P-61C 1/72 Hobby Boss

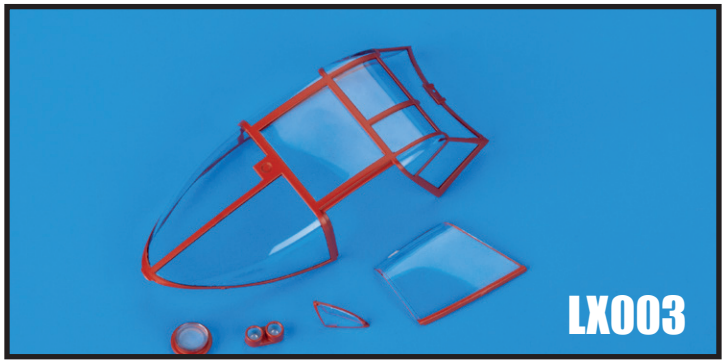




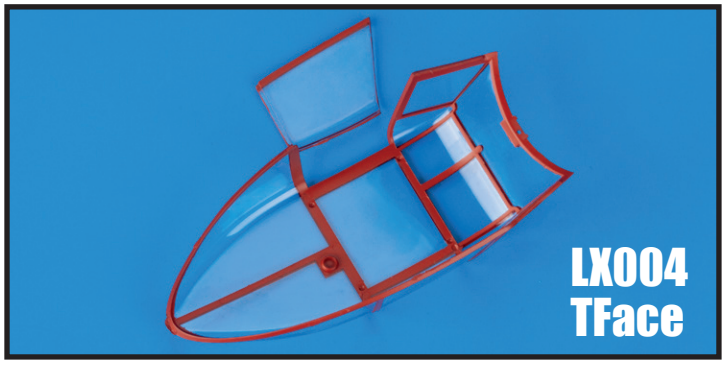


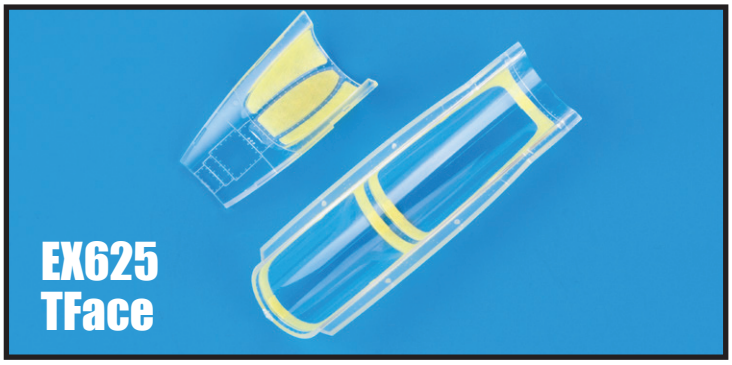


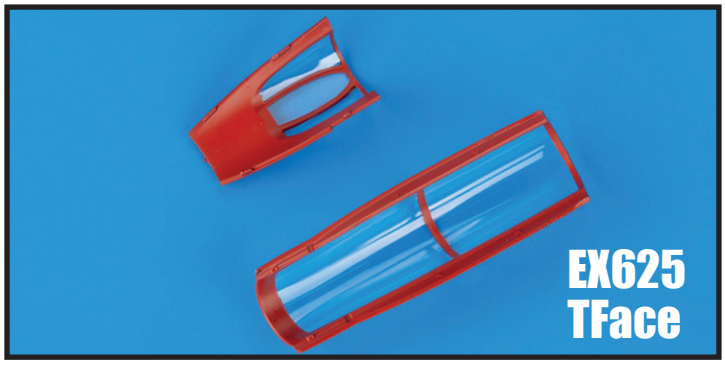












November 2018

KITS

7448	Avia B.534 II. serie	1/72	Weekend edition
82146	Fw 190A-2	1/48	ProfiPACK
11112	PESHKA	1/48	Limited edition
2123	Riders in the Sky 1945	1/72	Limited edition

PE-SETS

53228	German Submarine Type VIIC/41	1/350	Revell
23027	Mosquito FB Mk.VI interior	1/24	Airfix
23028	Mosquito FB Mk.VI seatbelts STEEL	1/24	Airfix
23029	Mosquito FB Mk.VI dashboard	1/24	Airfix
23030	Mosquito FB Mk.VI radiators	1/24	Airfix
32427	TF-104G exterior	1/32	Italeri
32931	TF-104G interior w/C2 seats	1/32	Italeri
32932	TF-104G interior w/MB seats	1/32	Italeri
32933	TF-104G electronic equipment	1/32	Italeri
32934	TF-104G undercarriage	1/32	Italeri
36402	Pz.Kpfw.III Ausf. D/B	1/35	MiniArt
48969	F-14D engines STEEL	1/48	Tamiya
48970	F-14D exterior	1/48	Tamiya
48971	Fw 190A-2	1/48	Eduard
48972	Fw 190A-2 landing flaps	1/48	Eduard
48973	Fw 190A-8/R2	1/48	Eduard
48974	Fw 190A-8/R2 landing flaps	1/48	Eduard
48975	Blenheim Mk.IF landing flaps	1/48	Airfix
49933	F-14D	1/48	Tamiya
49935	Blenheim Mk.IF	1/48	Airfix
49937	Meteor FR.9 interior	1/48	Airfix
72675	P-61C exterior	1/72	Hobby Boss
72676	P-61C airbrakes	1/72	Hobby Boss
73644	P-61C interior	1/72	Hobby Boss

ZOOMY

33202	TF-104G w/C2 seats	1/32	Italeri
33203	TF-104G w/MB seats	1/32	Italeri
33204	TF-104G seatbelts C2 STEEL	1/32	Italeri
33205	TF-104G seatbelts MB STEEL	1/32	Italeri
FE933	F-14D	1/48	Tamiya
FE934	F-14D seatbelts STEEL	1/48	Tamiya
FE935	Blenheim Mk.IF	1/48	Airfix
FE936	Blenheim Mk.IF seatbelts STEEL	1/48	Airfix
FE937	Meteor FR.9	1/48	Airfix
FE938	Meteor FR.9 seatbelts STEEL	1/48	Airfix
SS644	P-61C	1/72	Hobby Boss

MASKS

LX003	Mosquito FB Mk.VI	1/24	Airfix
LX004	Mosquito FB Mk.VI TFace	1/24	Airfix
JX222	TF-104G	1/32	Italeri
JX223	TF-104G TFace	1/32	Italeri
EX623	Meteor FR.9	1/48	Airfix
EX624	F-14D	1/48	Tamiya
EX625	F-14D TFace	1/48	Tamiya
EX626	Blenheim Mk.IF	1/48	Airfix
EX627	Blenheim Mk.IF TFace	1/48	Airfix
CX528	P-61C	1/48	Hobby Boss

BIGED

BIG3392	I-153 Chaika	1/32	ICM
BIG49203	Spitfire F.Mk.22/24	1/48	Airfix
BIG49204	L-39ZA	1/48	Trumpeter
BIG49205	Su-27UB	1/48	Hobby Boss
BIG72141	Wellington Mk.Ia/c	1/72	Airfix

BRASSIN

634008	Bf 109G-6 LööK	1/32	Hasegawa
635007	Karabiner 98k	1/35	
644005	Fw 190A-8/R2 Löök	1/48	Eduard
644007	Spitfire Mk.IX early LööK	1/48	Eduard
644008	Spitfire Mk.IX late LööK	1/48	Eduard
648428	MiG-23ML main wheels bay	1/48	Eduard/Trumpeter
648434	MiG-23MF engine air intakes	1/48	Eduard/Trumpeter
648435	AIM-9X	1/48	
648436	Fw 190A-5 undercarriage legs BRONZE	1/48	Eduard
648437	Fw 190A-8/R2 undercarriage legs BRONZE	1/48	Eduard
648438	MiG-23ML engine air intakes	1/48	Eduard/Trumpeter
672194	BL755 cluster bombs	1/72	
672206	B-25 wheels	1/72	Hasegawa
672209	Mk.24 Mine FIDO torpedo	1/72	

BIGSIN

SIN64849	Bf 109G-6/U4 ADVANCED	1/48	Tamiya
SIN64850	MiG-23MF	1/48	Eduard

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LIMITED EDITION

REICHSVERTEIDIGUNG 1/48



Built by Petr Zatřepálek

Camo M



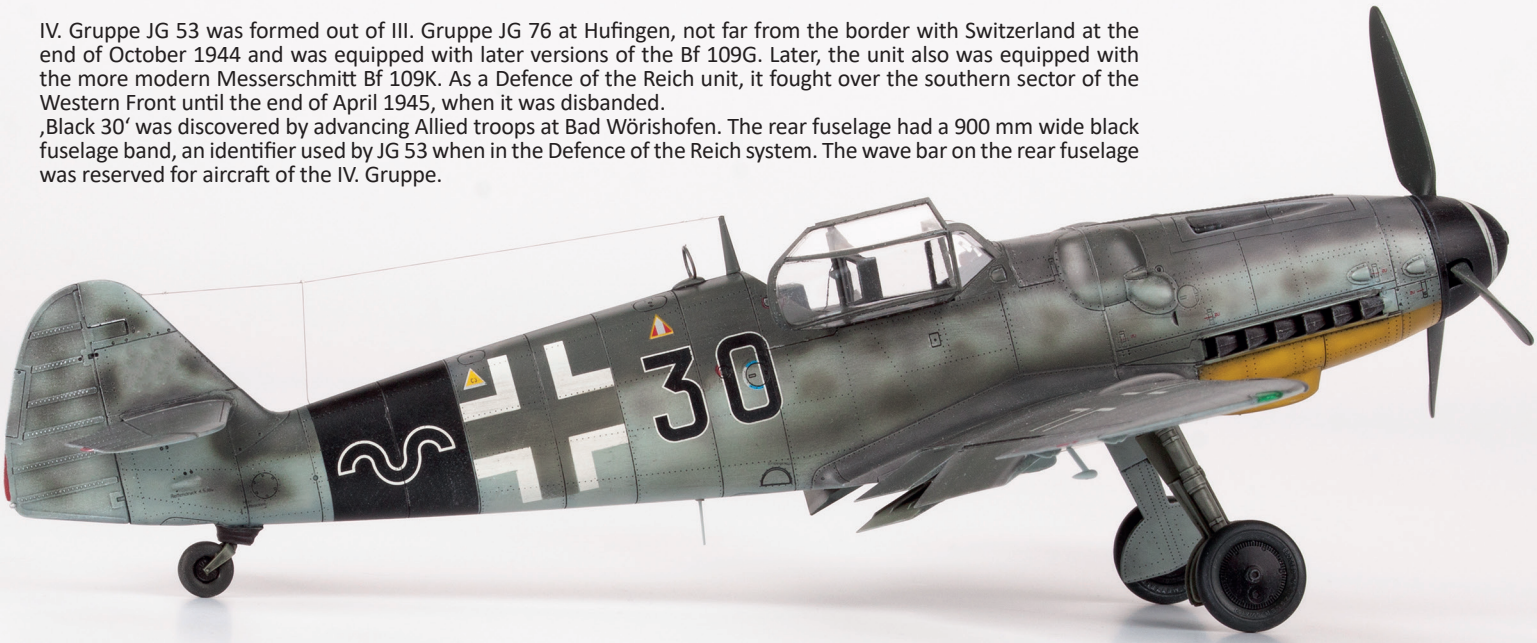


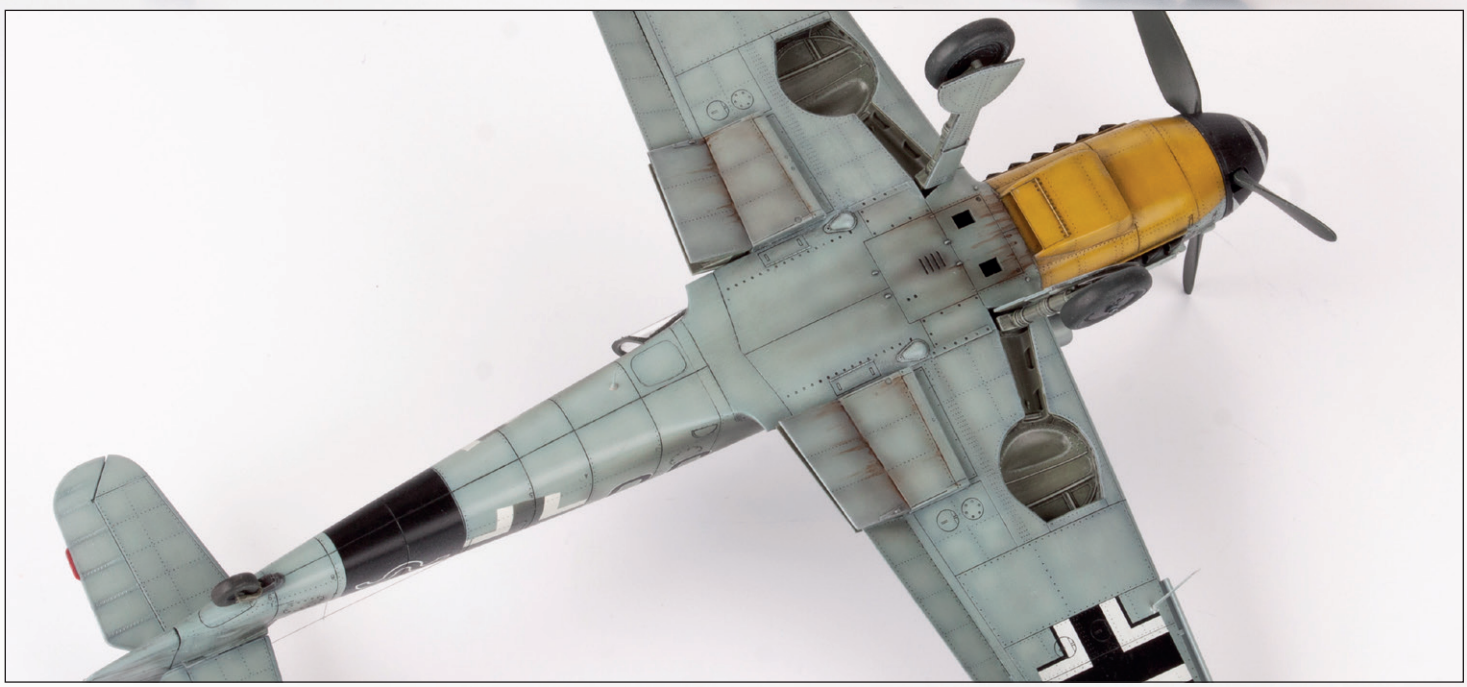




Bf 109G-14, 13./ JG 53, Bad Wörishofen, Germany, 1945

IV. Gruppe JG 53 was formed out of III. Gruppe JG 76 at Hufingen, not far from the border with Switzerland at the end of October 1944 and was equipped with later versions of the Bf 109G. Later, the unit also was equipped with the more modern Messerschmitt Bf 109K. As a Defence of the Reich unit, it fought over the southern sector of the Western Front until the end of April 1945, when it was disbanded.
‚Black 30' was discovered by advancing Allied troops at Bad Wörishofen. The rear fuselage had a 900 mm wide black fuselage band, an identifier used by JG 53 when in the Defence of the Reich system. The wave bar on the rear fuselage was reserved for aircraft of the IV. Gruppe.





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LIMITED EDITION

REICHSVERTEIDIGUNG

1/48



postavil Petr Zatřepálek

Camo E









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

Holder of the Knight's Cross and fighter ace Klaus Bretschneider was one of the founding pilots of II. Gruppe JG 300. He achieved fourteen kills before being trained in the Sturm tactics of attacking and would claim another twenty afterwards, the majority of which were four-engined heavy bombers. He fell as CO of 5./ JG 300 on December 24th, 1944 after an attack on a group of B-17s. He was the victim of escort fighters, likely from the 357th Fighter Group. His aircraft went down not far from Oberaul in Hesse.
Bretschneider's Sturmbock, christened ‚Rauhbautz VII', had the side armoured glass units removed on the sliding portion of the canopy. Markings of the aircraft of JG 300 within the Defence of the Reich, a red fuselage band ahead of the tail surfaces, was further complemented by a red horizontal bar for aircraft of the 5th Staffel. According to new sources, the inscription below the cockpit was yellow with red shadowing, the spinner carries a white spiral on a red background. This kit includes the newer interpretations as well as the more usual red with black shadowed inscription and black spinner and white spiral.





Product Page

11119



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Avia S-99/C-10 1/48

built Martin Jirkal

Camo D





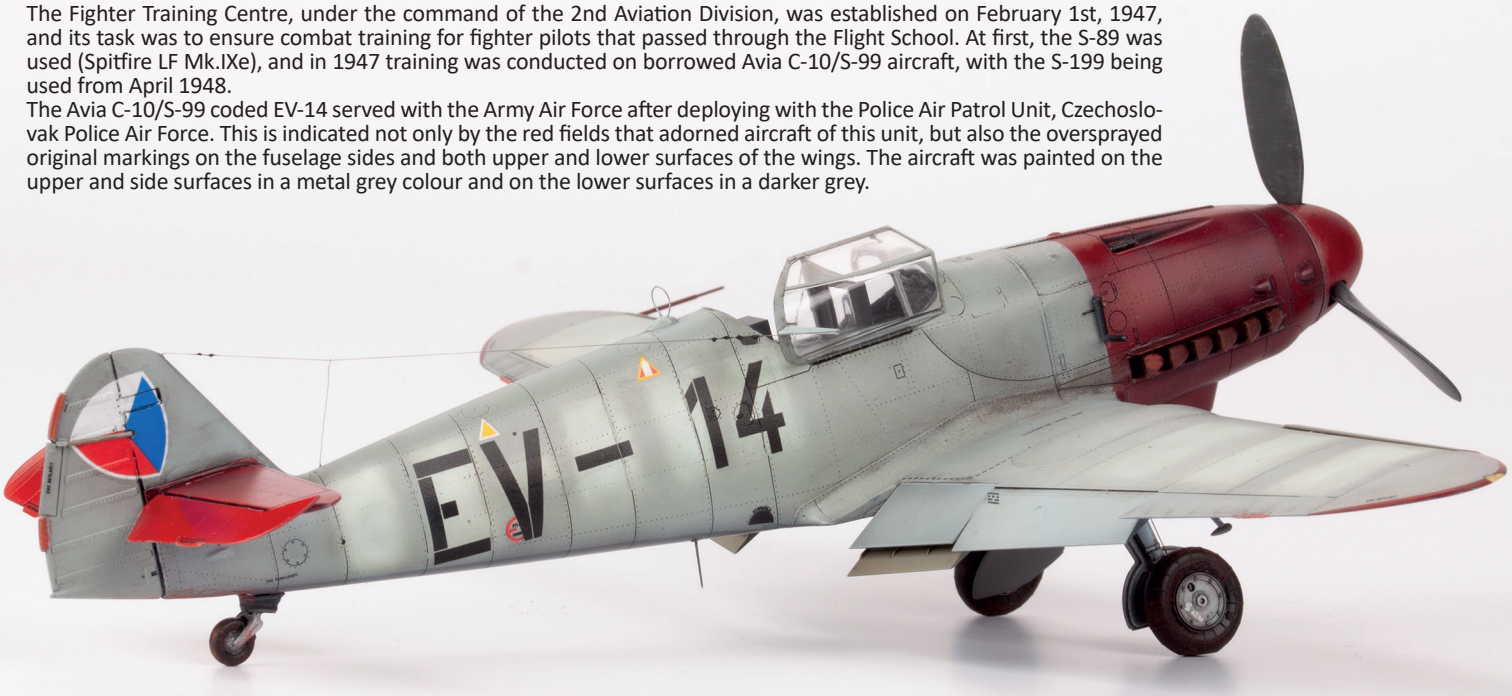






Avia C-10, EV-14, Fighter Training Centre, Czechoslovak Air Force, Planá Air Base, České Budějovice, 1947

The Fighter Training Centre, under the command of the 2nd Aviation Division, was established on February 1st, 1947, and its task was to ensure combat training for fighter pilots that passed through the Flight School. At first, the S-89 was used (Spitfire LF Mk.IXe), and in 1947 training was conducted on borrowed Avia C-10/S-99 aircraft, with the S-199 being used from April 1948.
The Avia C-10/S-99 coded EV-14 served with the Army Air Force after deploying with the Police Air Patrol Unit, Czechoslovak Police Air Force. This is indicated not only by the red fields that adorned aircraft of this unit, but also the oversprayed original markings on the fuselage sides and both upper and lower surfaces of the wings. The aircraft was painted on the upper and side surfaces in a metal grey colour and on the lower surfaces in a darker grey.









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Avia S-99/C-10 1/48

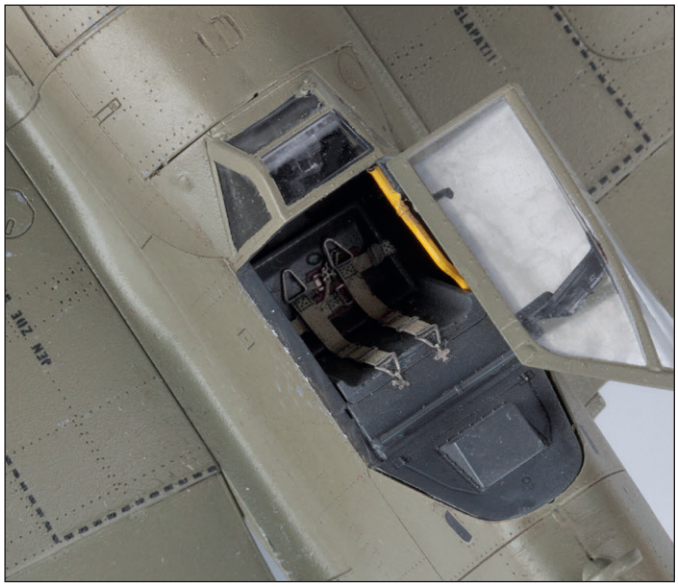
built by Martin Benák

Camo B











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

This aircraft, borrowed from the Czechoslovak Police Air Foirce, flew with the black fuselage code EV-11 with the Air Force. The same code should also appear under the wings, according to Staff Command Order from January 1946. This, however, remains unconfirmed due to the low quality of photographic evidence. According to some sources, the entire aircraft was painted in a grey-green colour, most likely German RLM 02, with the white outlined Czechoslovak national roundels in six positions.



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eduard
LIMITED EDITION

1/48

Bella



Camo F

built by Matthias Becker JET&PROP







P-39Q-10, 212. GIAP, 22. GIAD, Stockerau, Austria, 1946

This Airacobra from 212. GIAP is in the non-standard one-color light blue-gray scheme, photographed sometime between summer 1945 and winter 1946/47 when regiment was based at the Stockerau airfield in Austria. Note missing Alexander Nevsky and Guard emblem on the door.
A blue nose, including the prop spinner, served as a quick identification aid on aircraft of the 212. GIAP at the end of the Second World War. A diagonal band in the vertical tail in yellow identified aircraft of the 22. GIAD. Some sources claim that this band may have been blue or white.

Product Page
11118









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LIMITED EDITION

Fw 190D-9 1/48



Camo C built by Matthias Becker JET&PROP



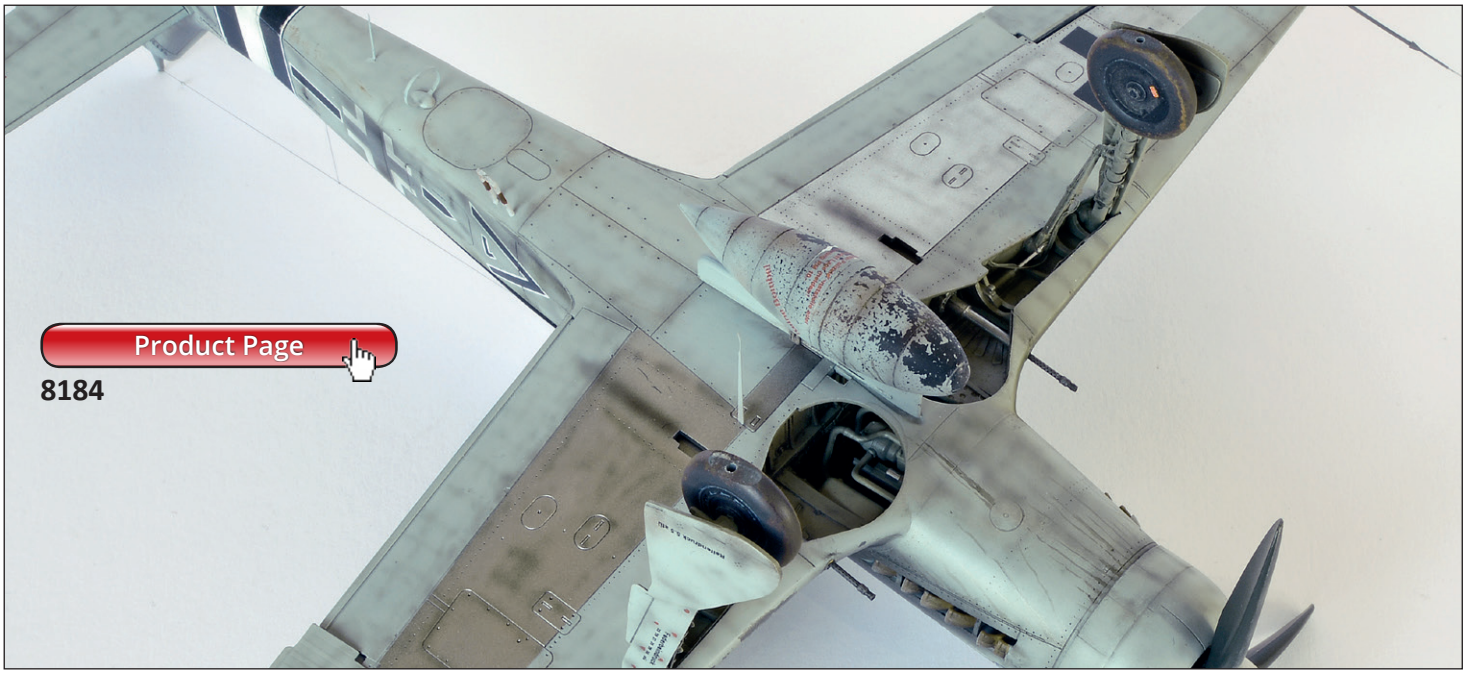




W. Nr. 600150, Stab/JG 4, Frankfurt am Rhein-Main, Germany, April 1945

Dora W.Nr. 600150 was built by Gerhard Fieseler Werke (first production batch). It is the only recently discovered JG 4 Dora that sports the unit´s badge. U.S. forces found her at Frankfurt am Rhein-Main airfield in April, 1945. Camouflage consisted of RLM 74/75 on the upper surfaces, and blue-green RLM 76 on the lower. The RLM 74 and 75 were applied to the fuselage, and the tail unit wore mottling of the same colours. The engine section showed original Junkers paint of RLM 74 and a whitish RLM 76. The RLM 75 spots were added to the upper cowling by GFW. The forward part of the wing under surfaces, ailerons and landing flaps were blue-green RLM 76. The Werk Nummer is present on the port side of the fin only. There is no pulley system on the early-style canopy. The Black-White-Black band on the tail identifies this as a JG 4 aircraft.









ProfiPACK edition

SE.5a Night Fighter 1/48



Camo A

built by Pavel Zimandl









B658, Capt. Cecil Lewis, No. 61 (Home Defence) Squadron, Rochford, United Kingdom, January 1918

Cecil Arthur Lewis was born on March 29th, 1898 and joined the RFC in 1915 and served with No.3 Squadron equipped with the Morane Parasol. Between May and June 1917, he flew SE.5as with the well known No. 56 Squadron. This was followed by stints with Home Defence units, but by the second half of 1918 he found himself back in France serving with No. 152 Squadron, as a night fighter flying the Sopwith Camel. After the war, he left the service and was one of the founders of the BBC for which he wrote, produced and served as its CEO. In 1938 he received an Oscar for his script for the film Pygmalion. At the beginning of the Second World War, he joined the RAFVR and he served in southern Europe. In 1947, he established a farm in South Africa and returned to United Kingdom in 1950. From 1956, he worked as a reporter for the Daily Mail. After retiring, he moved to the island of Korfu, where he would live out the rest of his life but never stopped writing. He died on January 27th, 1997 in London.











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82133

ON APPROACH

DECEMBER 2018

NEXT MONTH....





BIGED (December)

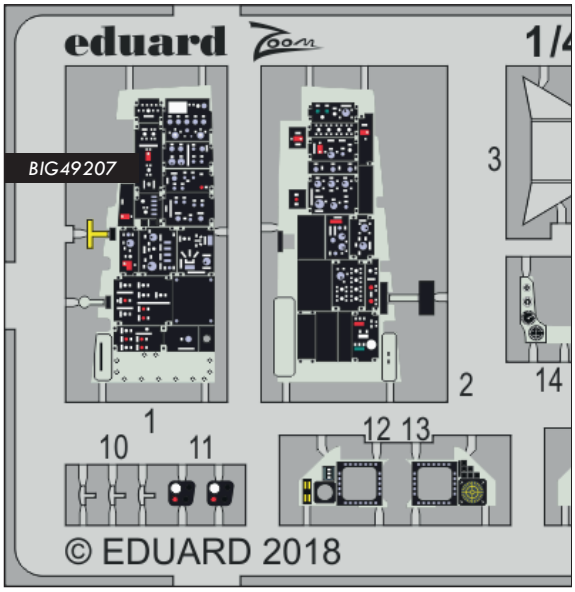
BIG3393 F-5E 1/32 Kitty Hawk
BIG49206 MiG-25PD 1/48 ICM
BIG49207 Beaufighter TF.X 1/48 Revell
BIG49208 F-16C/N 1/48 Tamiya
BIG3594 King Tiger Porsche 1/35 Meng

BRASSIN (December)

634009 P-40N-1 LööK 1/32 Eduard/Hasegawa
634010 P-47D LööK 1/32 Eduard/Hasegawa
644006 Tempest Mk.V LööK 1/48 Eduard
648416 Tempest Mk.V cockpit 1/48 Eduard
648418 Tempest Mk.V exhaust stacks 1/48 Eduard
648419 Tempest Mk.V gun bays 1/48 Eduard
648420 Tempest Mk.V wheels early 1/48 Eduard
648421 Tempest Mk.V wheels late 1/48 Eduard
648439 Fw 190D fuselage guns 1/48 Eduard
672210 Liberator Mk.VI wheels 1/72 Eduard/Hasegawa
672211 LAU-10/A ZUNI 1/72
672212 GBU-32 Thermally Protected 1/72

BRASSIN (December)

SIN64849 Bf 109G-6/U4 ADVANCED 1/48 Tamiya
SIN64850 MiG-23MF 1/48 Eduard



634009 P-40N-1 LööK 1/32 Eduard/Hasegawa



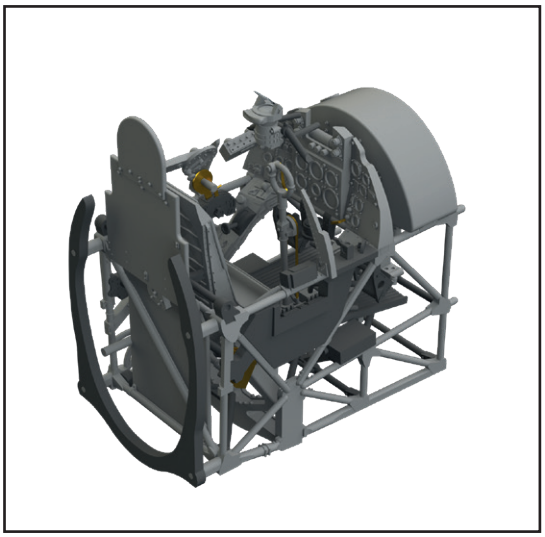
634010 P-47D LööK 1/32 Eduard/Hasegawa

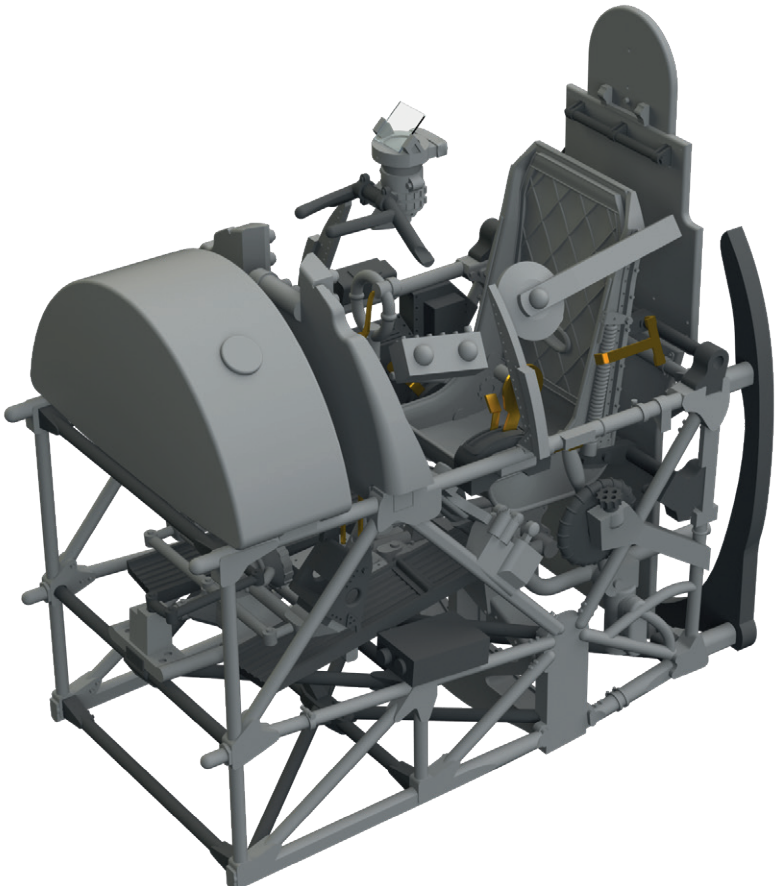


644006 Tempest Mk.V LöökK 1/48 Eduard



648416 Tempest Mk.V cockpit 1/48 Eduard





eduard



TEMPEST Mk.V

Series 1

1/48



JN766, No. 486 (RNZAF) Squadron, April 1944



JN751, Wg Cdr R. P. Beamont DSO, DFC & bar, June 1944



JN751, Wg Cdr R. P. Beamont, DSO, DFC & bar, April 1944



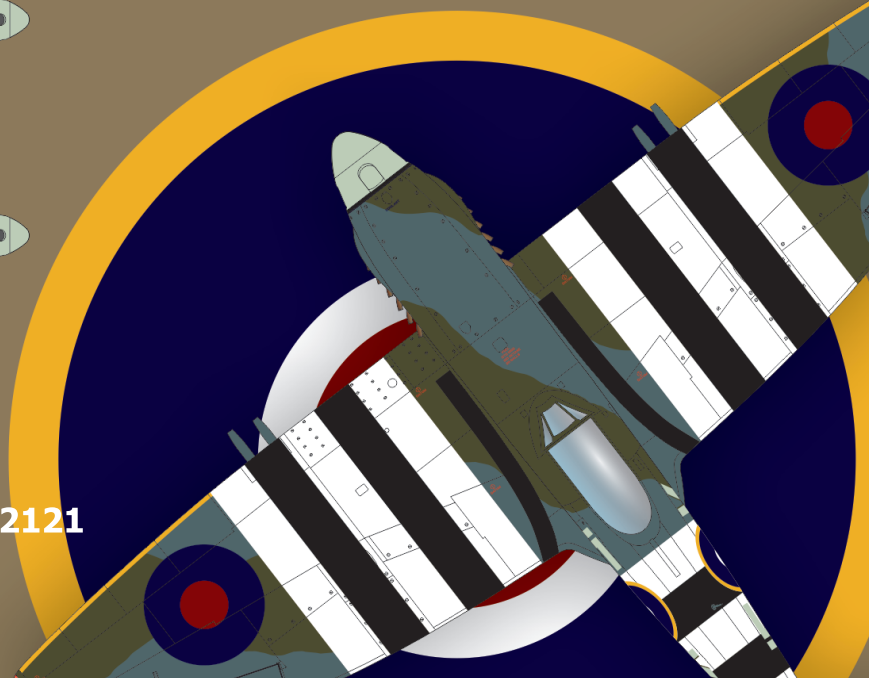
JN763, No. 486 (RNZAF) Squadron, June 1944



JN755, No. 3 Squadron, May 1944



JN765, No. 3 Squadron, June 1944

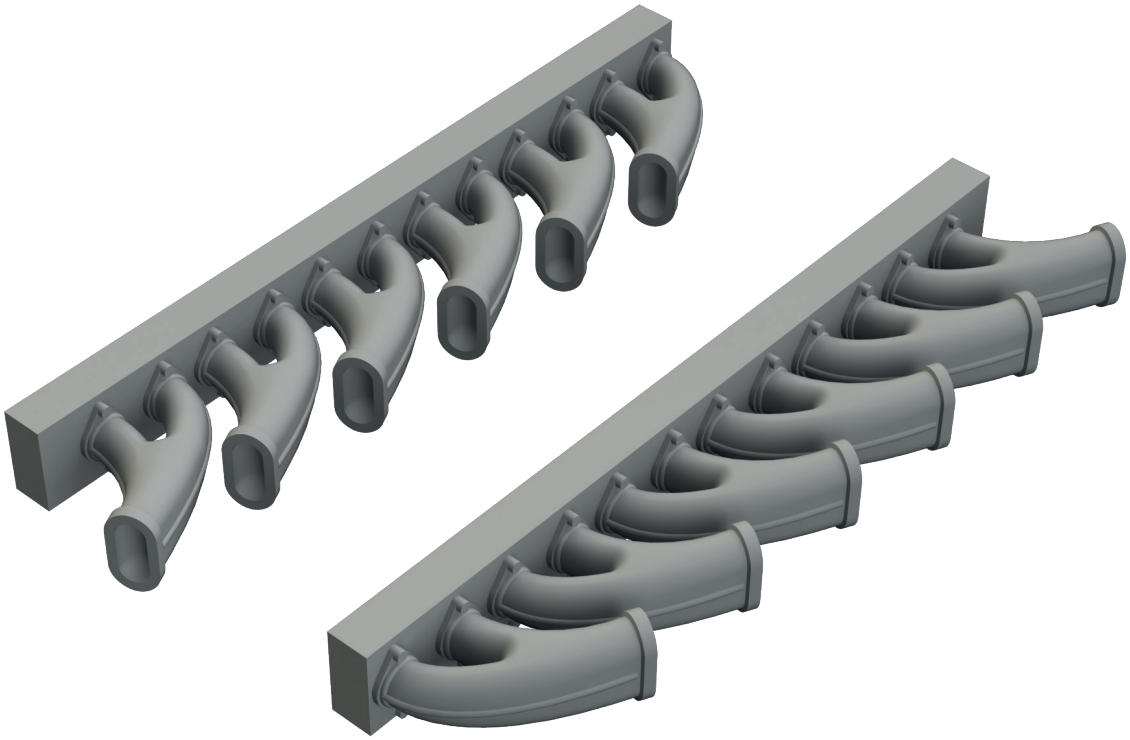


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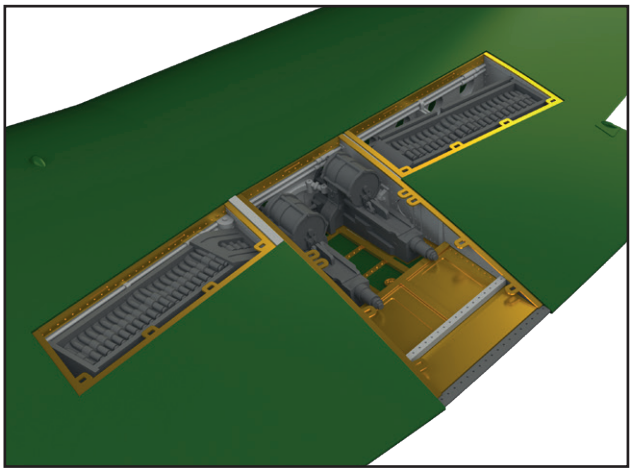
DECEMBER 2018 ProfiPACK #82121

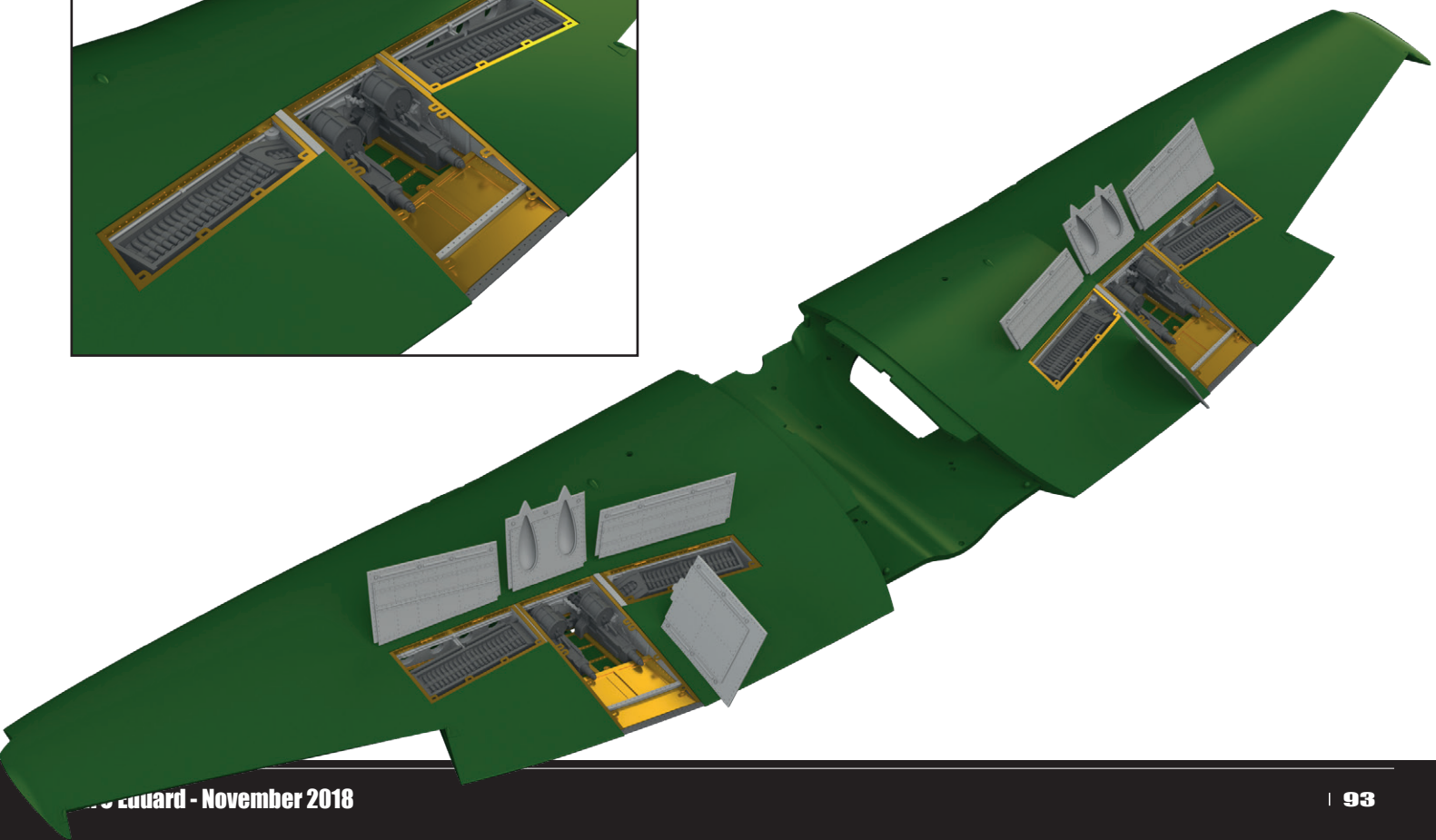
WWW.EDUARD.COM

648418 Tempest Mk.V exhaust stacks 1/48 Eduard



648419 Tempest Mk.V gun bays 1/48 Eduard





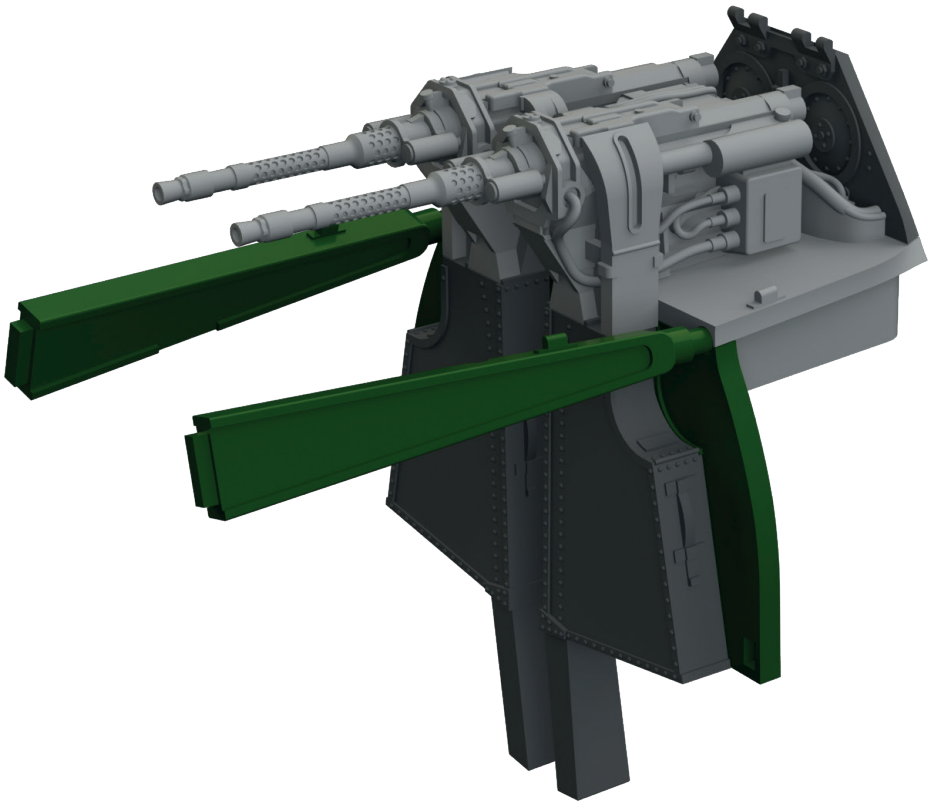
648420 Tempest Mk.V wheels early 1/48 Eduard



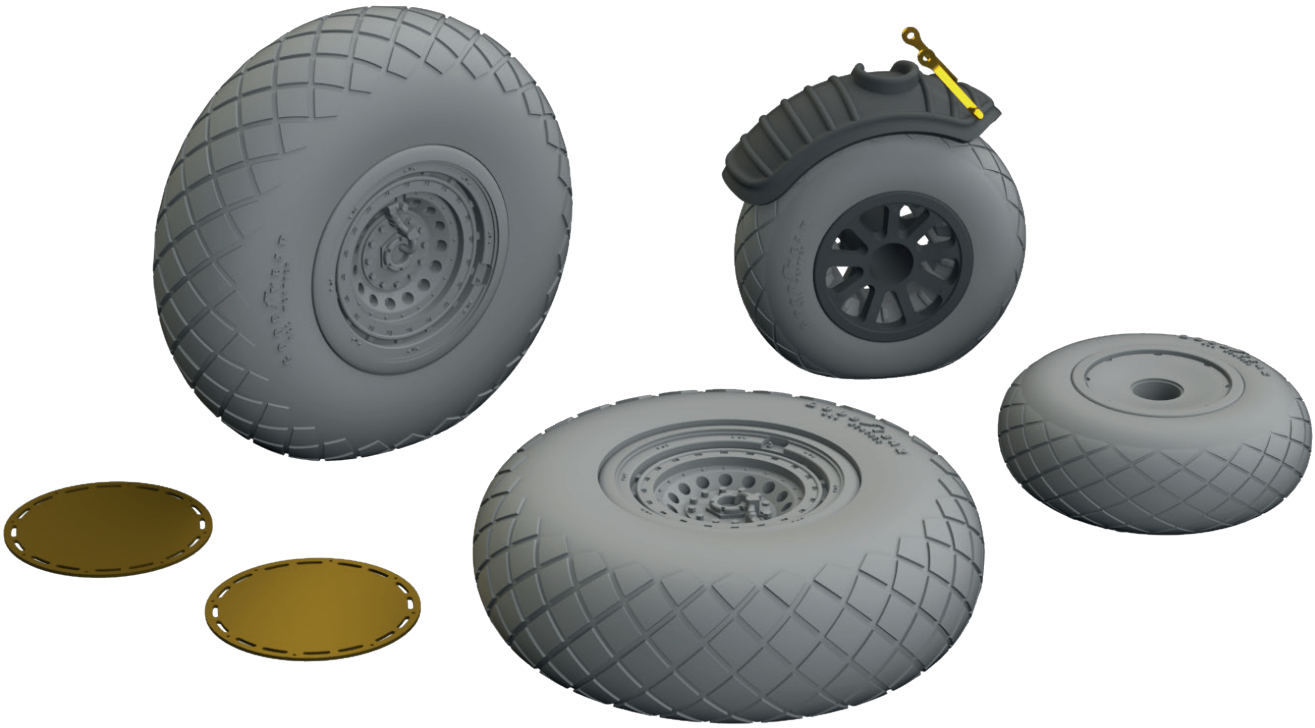
648421 Tempest Mk.V wheels late 1/48 Eduard



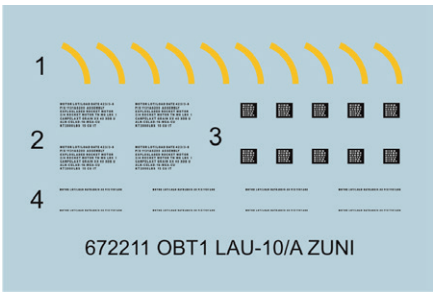
648439 Fw 190D fuselage guns 1/48 Eduard

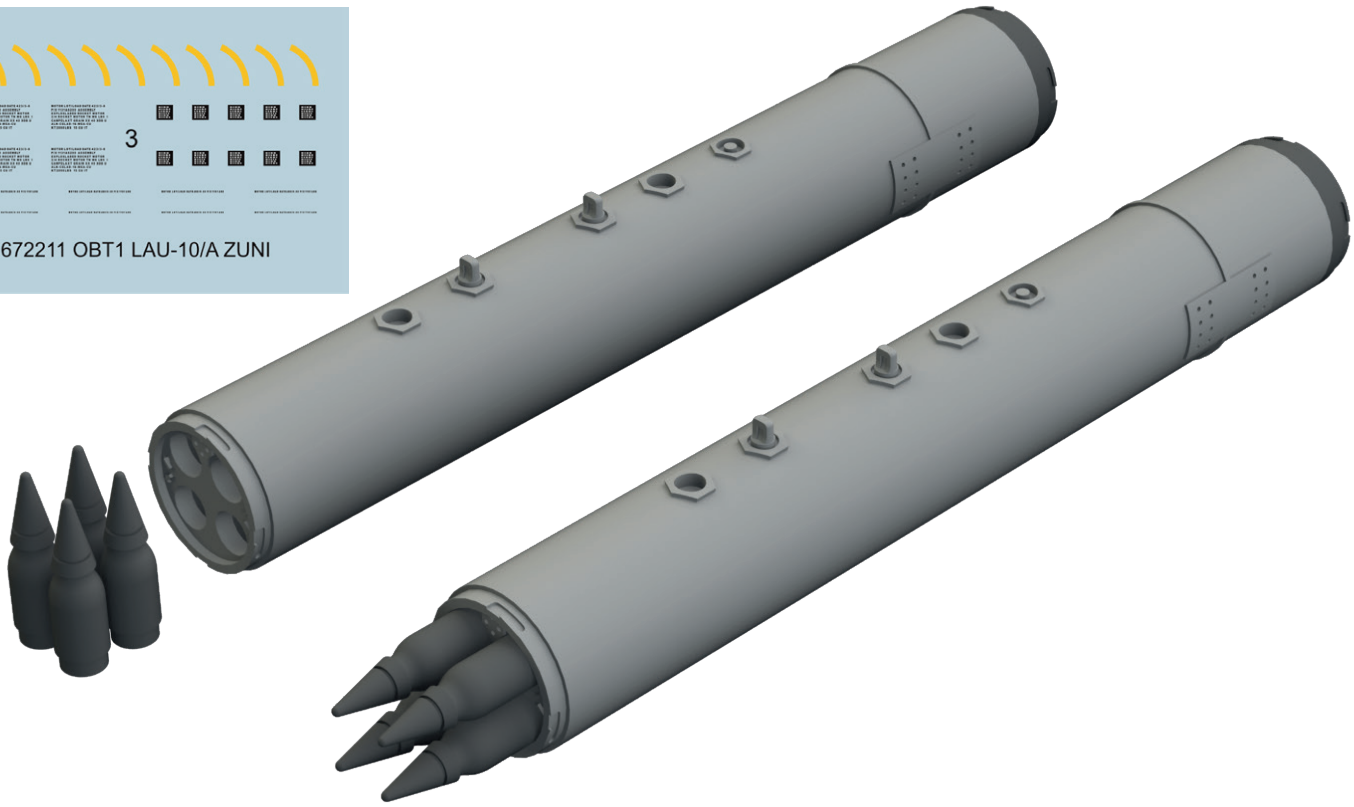


672210 Liberator Mk.VI wheels 1/72 Eduard/Hasegawa

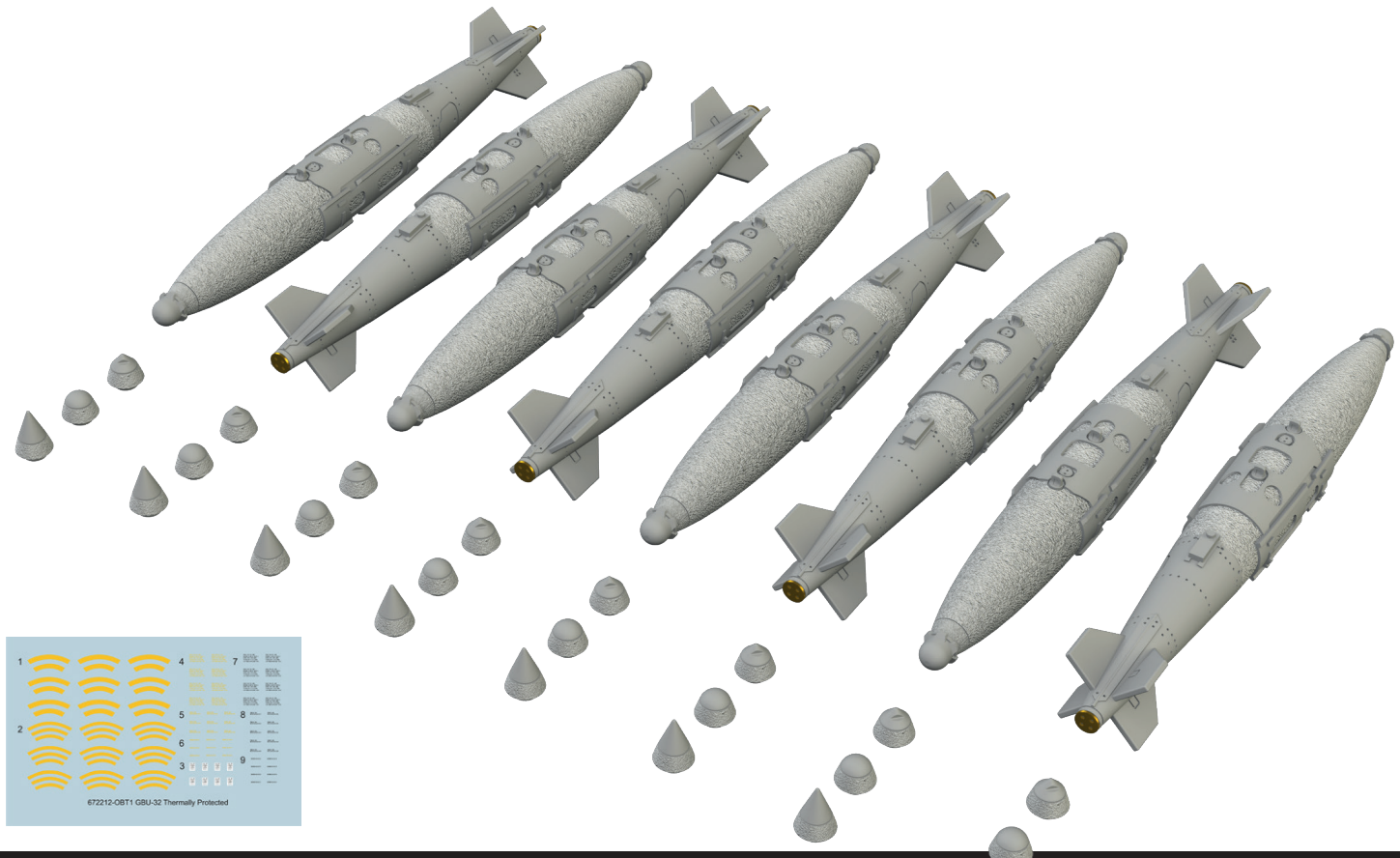


672211 LAU-10/A ZUNI 1/72





672212 GBU-32 Thermally Protected 1/72

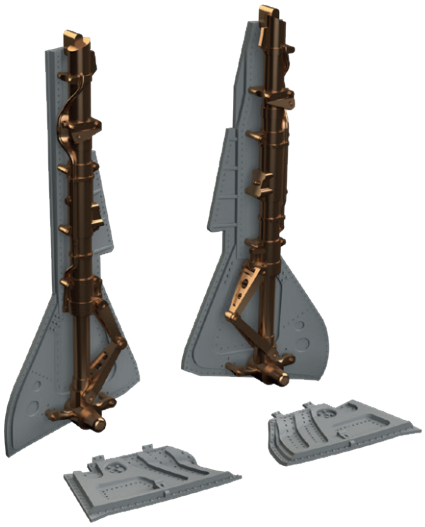


SIN64851 Fw 190A-5 ESSENTIAL 1/48 Eduard

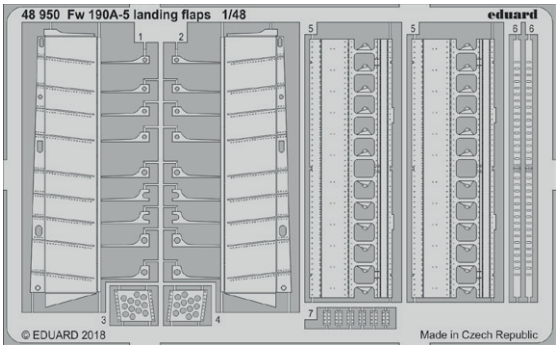
Collection of 4 sets for Fw 190A-5 in 1/48 scale by Eduard.

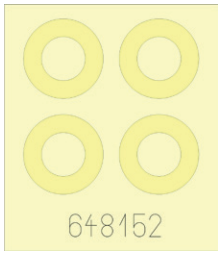
- cokpit,
- PE landing flaps,
- undercarriage legs BRONZE w/ wheel well doors,
- undercarriage wheels.

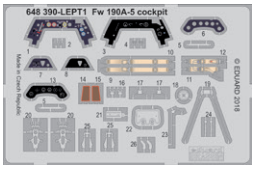
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.











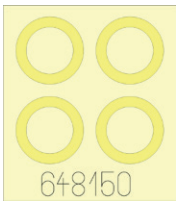


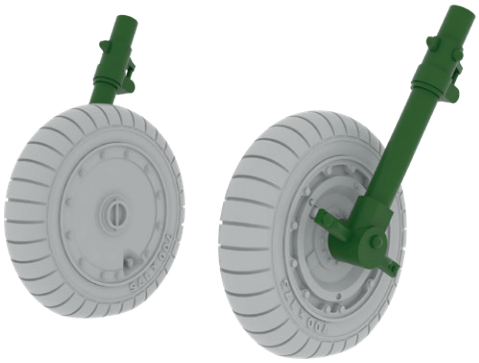
SIN64852 Fw 190A-8/R2 ESSENTIAL 1/48 Eduard

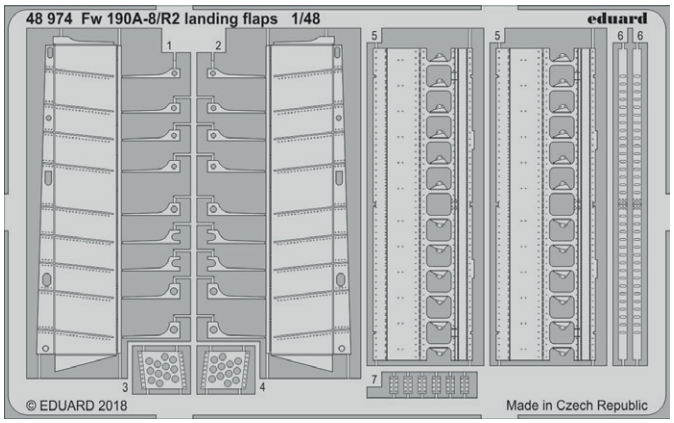
Collection of 4 sets for Fw 190A-8/R2 in 1/48 scale by Eduard.

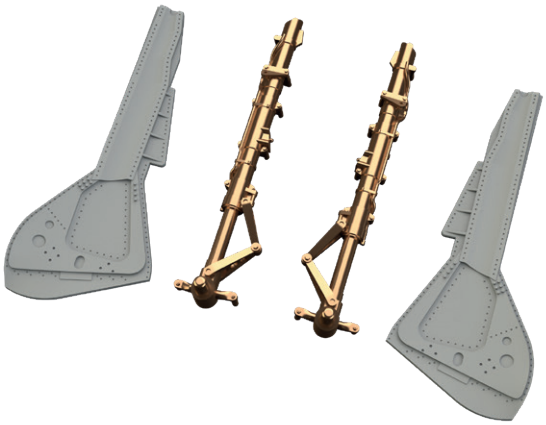
- cokpit,
- PE landing flaps,
- undercarriage legs BRONZE w/ wheel well doors,
- undercarriage wheels.

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











PE-SETS

53229	Royal Navy signal flags STEEL	1/350	
53230	Royal Navy signal flags STEEL	1/700	
23031	Mosquito FB Mk.VI undercarriage	1/24	Airfix
36403	Su-100	1/35	Zvezda
48976	Tempest Mk.V upgrade set	1/48	Eduard
48977	Tempest Mk.V landing flaps	1/48	Eduard
48978	RF-101C exterior	1/48	Kitty Hawk
48979	F-101B exterior	1/48	Kitty Hawk
48980	Fw 190A-3 landing flaps	1/48	Eduard
49939	RF-101C interior	1/48	Kitty Hawk
49941	F-101B interior	1/48	Kitty Hawk
49945	Albacore	1/48	Trumpeter
72677	B-52G landing flaps	1/72	Modelcollect
72678	Victor K.2 exterior	1/72	Airfix
72679	Victor K.2/SR.2 airbrakes	1/72	Airfix
72680	B-52G engines	1/72	Modelcollect
73645	Victor K.2 interior	1/72	Airfix
73646	B-52G interior	1/72	Modelcollect
73647	Liberator GR Mk.VI upgrade set	1/72	Eduard/Hasegawa

ZOOMS

FE939	RF-101C	1/48	Kitty Hawk
FE940	RF-101C seatbelts STEEL	1/48	Kitty Hawk
FE941	F-101B	1/48	Kitty Hawk
FE942	F-101B seatbelts STEEL	1/48	Kitty Hawk
FE943	Tempest Mk.V seatbelts STEEL	1/48	Eduard
FE944	Fw 190A-4 Weekend	1/48	Eduard
FE945	Albacore	1/48	Trumpeter
FE946	Albacore seatbelts STEEL	1/48	Trumpeter
SS645	Victor K.2	1/72	Airfix
SS646	B-52G	1/72	Modelcollect

MASKS

EX628	Tempest Mk.V TFace	1/48	Eduard
EX629	RF-101C/G/H	1/48	Kitty Hawk
EX630	RF-101C/G/H TFace	1/48	Kitty Hawk
EX631	F-101B	1/48	Kitty Hawk
EX632	F-101B TFace	1/48	Kitty Hawk
EX633	Albacore	1/48	Trumpeter
CX529	Victor K.2	1/72	Airfix
CX530	Victor SR.2	1/72	Airfix
CX531	B-52G	1/72	Modelcollect
CX532	F-14A	1/72	Fine Molds

DECALS

D48030	Tempest Mk.V stencils	1/48	Eduard

eduard

LIMITED EDITION



1/48

Viribus Unitis

Tribute to the old Monarchy



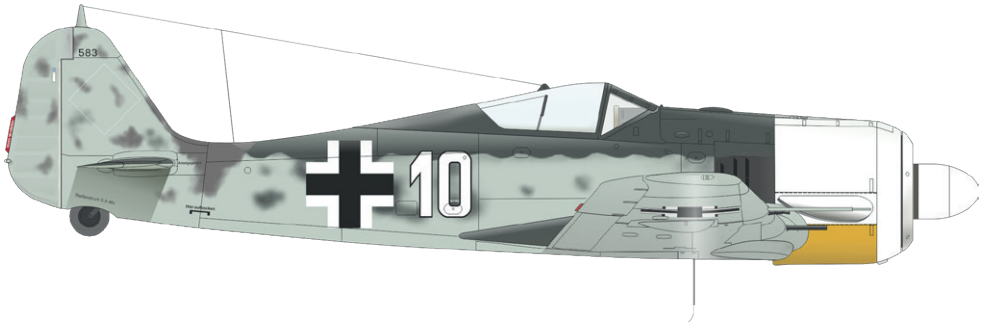
Albatros D.III Oeffag
153/253 flown by
Austro-Hungarian
Empire pilots

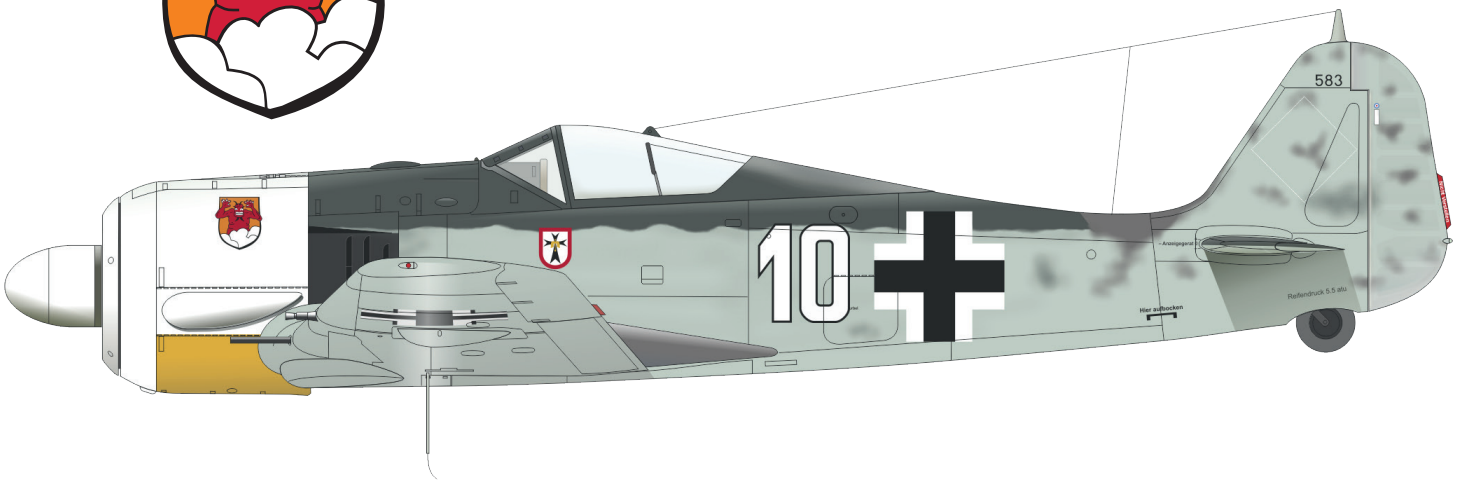
Dual Combo
Limited Edition No. 11124 December 2018 www.eduard.com

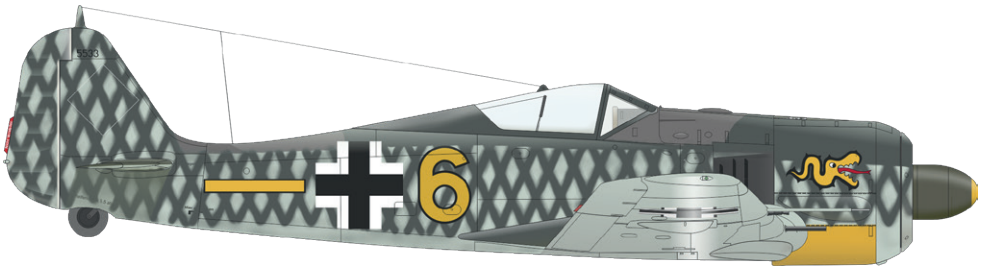
Fw 190A-4

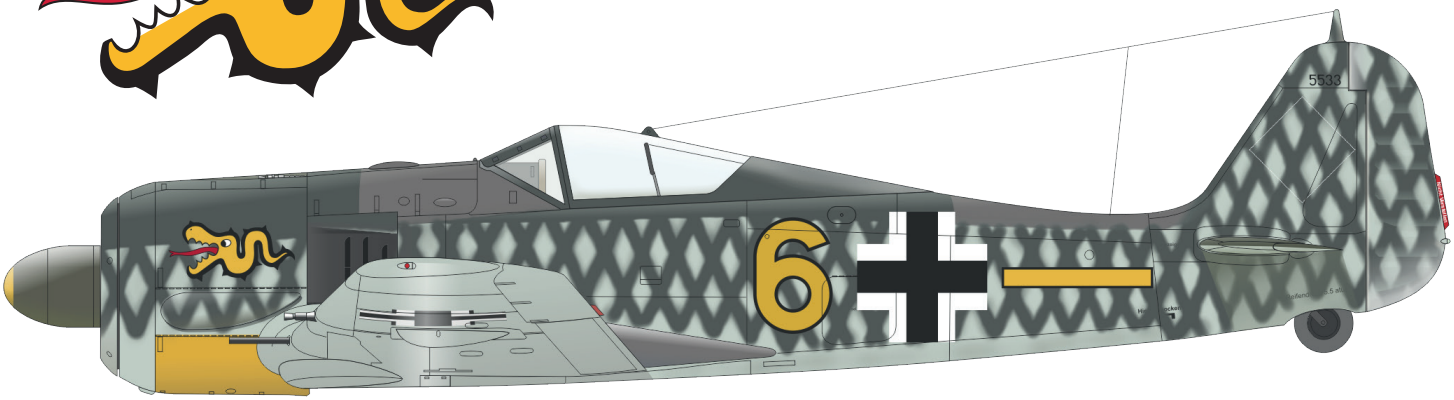
WEEKEND edition

Cat. No. 84121
1/48





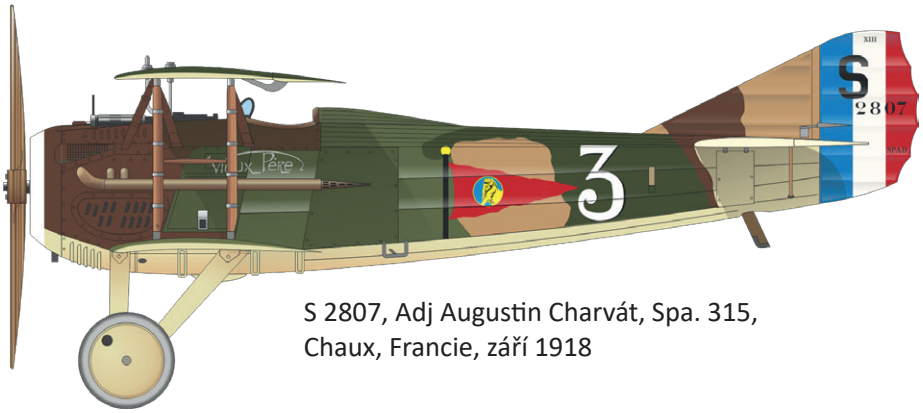


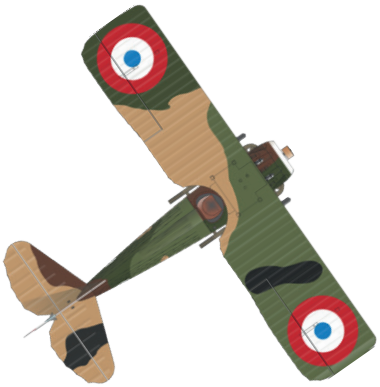


LEGIE 1/72

eduard
LIMITED EDITION

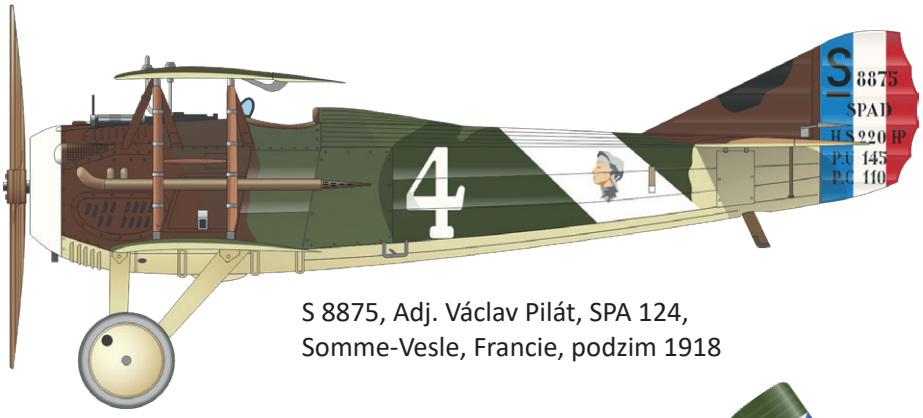
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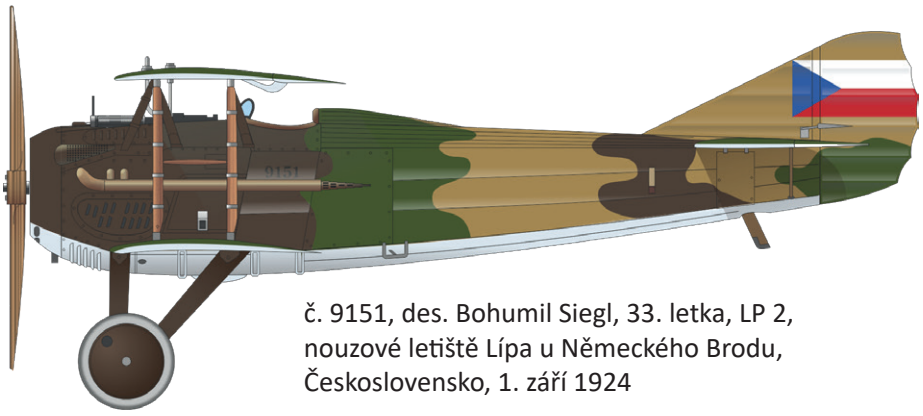


S 2807, Adj Augustin Charvát, Spa. 315,
Chaux, Francie, září 1918



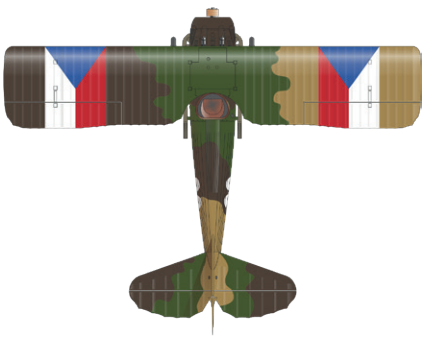


S 8875, Adj. Václav Pilát, SPA 124,
Somme-Vesle, Francie, podzim 1918





č. 9151, des. Bohumil Siegl, 33. letka, LP 2,
nouzové letiště Lípa u Německého Brodu,
Československo, 1. září 1924





č. 9152, čet. František Lehký, 32. letka,
LP 1, polní letiště Blíževedly,
Československo, 28. srpna 1924