INFO EDUARD

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ISSUE 83

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SE.5a 1/48 Royal Class
Fw 190A-8/R2 1/72 ProfiPACK
F6F-3 1/72 Weekend edition

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INFO EDUARD

ISSUE 83



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MAY 2017

CONTENTS

EDITORIAL ▪ 4

KITS ▪ 6

Fw 190A-8/R2 ProfiPACK 1/72
SE.5a Royal Class 1/48
F6F-3 Weekend Edition 1/72
CRUSADER Limited Edition 1/48

HISTORY ▪ 15

Memmingen 18-7-1944

BRASSIN ▪ 33

PHOTO-ETCHED SETS ▪ 38

BIGED ▪ 44

RELEASE ▪ 45

May 2017

BUILT ▪ 46

Fw 190A-8/R2 1/72
SE.5a 1/48
Bf 109G-2 1/48
Bf 109F-2 1/48
Avia B.534 early series 1/72
Crusader 1/48

ON APPROACH ▪ 66

June 2017

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EDITORIAL

Dear Friends,

May is here, and seeing as the First of May is a holiday free from work, your monthly newsletter has been delayed by one day. But the festivities of this part of the world that celebrates this day are behind us, and it's back to work, which includes bringing you this info. April was a relatively lively month, during which we noted some lively discussions on modelling forums which was a welcome change from the previous few months. There was one thing on the internet that struck me as being somewhat odd. Every time a discussion comes up that gets a bit heated but could potentially lead to something positive, it seems that moderators, among others, work to a quick end for the discussion because it becomes (apparently) a little too lively for their liking. And it's true. Some of these discussions do get a bit on the passionate side. Add to this that more often than not, there is little willingness demonstrated to hear opposing view-points. That's pretty normal. We guys, especially, tend to have a certain amount of vanity wired into us and we have a really tough time admitting that we may be wrong about something, especially when it's as much a matter of opinion as anything else. However, my experience is that a reasonable man will think about his position, and will ultimately modify said position to suit observable reality, and will move on. The step forward may not necessarily be huge, but it's a step in the right direction, and that's what counts. But without the discussion, there is no reason to evolve. And if the discussion is civilized, constructive and argumentative in the sense that there is an exchange of ideas, then it is in everyone's best interest to take place. There was, as an example, a lively discussion about the boxart for the 1/72nd scale Fw 190A-8/R2 that for some of its participants was an unlikely, wild depiction. In fact, the scene on the cover was meticulously researched and is based on fact, and the preparatory work was passed on to the artist, who is in this case Piotr Forkasziewicz. Just what happened on July 18, 1944, you can read in this info in the article by Jan Zdiarsky. I highly recommend reading it. It's one of the most riveting historical accounts I have ever read.

The boxart is not just a simple attempt to illustrate the harsh realities of war, but is also an example of the style and attention we plan on committing to the creation of our boxart. With that, we are dispensing with the concept of political correctness of the illustrations. We want the boxart on our ProfiPack kits to depict accurate scenes that will not bore or promote sleep, but rather something that will catch our, as well as your, eye, and something that you won't want just as boxart, but something worthy of display on your wall or monitor. It is in this context that we will be releasing selected boxart in the EduArt Line.



The first ones will be available already in May, and you should watch our Facebook page for details, as well as www.eduard.cz. It should be noted that not all examples will strictly illustrate a historically accurate scene. Sometimes, finding and identifying such a scene is beyond being reasonably possible. In certain instances, that is how it will be. As an example, the new boxart for the re-edition of the Fokker Dr.I in 1/48th scale.

We made some good strides at the end of April in the modernization of our workshops. We took delivery of our new CNC machine which the technician is just in the process of bringing to life, and tomorrow we will be conducting our first test work with it under the watchful eye of the supplier. Once it is fully in service, we expect to cut mould production times. It's been a while since I've fielded questions about the Eduard Month, but with this baby, I expect to cut it down to some three weeks. It will also allow us to improve our production capacity that in turn will promote the evolution of projects for which we lacked the production capability. This will give the visitors to this year's Novemberfest something to look forward to, because those that have been here will not recognize parts of our firm. The changes go further than that, as for example, a new printer for colour photoetched parts should be here this month.

Let's turn our attention to new releases for May. The 1/72nd scale Fw 190A-8/R2 and its monumental artwork on the cover has already been mentioned. The markings have been chosen to satisfy interest in terms of colour and physical attractiveness as well as in service with various units. The Hellcat in the same scale has been called recently our best 1/72nd scale effort. I don't complpetely agree with this assessment, but I have to say that I am not particularly bothered by it, either. In May, we are releasing this kit as a Weekend Edition kit in its F6F-3 version. The remaining two kits are both in 1/48th. Our last new release is the SE.5a with the Wolseley engine and has been on sale now for four weeks. May's Royal Class will include two full kits, one including each engine, the Viper and the Hispano-Suiza, and will also cover a night fighter theme. The decals are printed by Cartograf, and will cover thirteen options, and masks, photoetching and resin details will also be included. There is also the usual bonus inclusion with this Royal Class boxing that includes a unit



emblem. I decided to save the Crusader for last in this paragraph covering new kits. This Limited Edition kit, under the simple title CRUSADER, contains the Hasegawa F-8E kit, Cartograf decals, photoetching, masks and Brassin accessories. The decal sheet design was the resposibility of Furball Aerodesign, as has become the norm in the packaging of kits of American subjects recently. The Crusader will be released in a quantity of 3,000 kits, and I expect to be the main attraction for May's listing.

With respect to accessory items, much of them are dedicated to kits that we are just now releasing ourselves. As a result, among photoetched sets you'll find 48925 F-8E Upgrade Set, and in the assortment of Brassins you'll find F-8E and SE.5a items. Photoetched sets and masks for the Fw 190A-8/R2 and the F6F-3 have been out for a bit now, and this month you'll find a decal sheet covering the F6F-3 stencil data in 1/72nd scale under the Catalogue Number D72014. Among the photoetched sets you will also then find the sets for the H8K2 Emily from Hasegawa (1/72nd) which now includes five photoetched sets and one ZOOM set. There is no mask being offered for the kit, since it's already included with the model. This is does not not hold true for the other 1/72nd scale kit we are covering this month, the Trumpeter MiG-29UB. We are releasing a full PE set, a ZOOM set and masks for this item. The same applies for the new 1/48th scale Zvezda Bf 109G-6, for the Su-17M3/M4 from Kitty Hawk in 1/48th and for the Mirage IIIE/R in 1/32nd from Italeri. Besides a set of photoetching for the Su-25UB/UBK in 1/48th (Smer/ex-

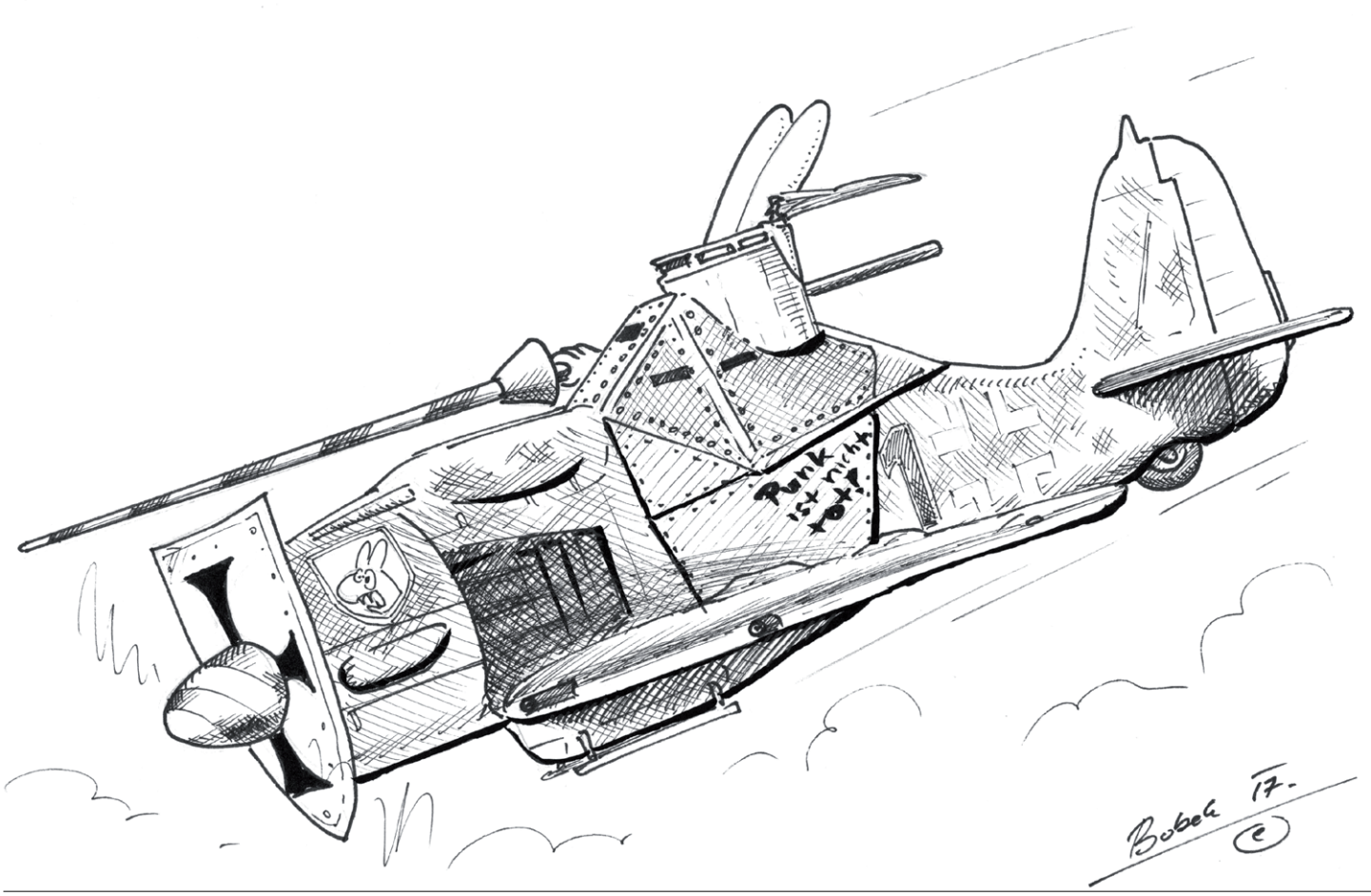


New CNC machine.

OEZ), we are also releasing a mask set. There is also a unique set of masks for the anti-glare panels of the B-17G in 1/72nd from Airfix, and to keep it from being too simple, it covers these aircraft built by Boeing and Douglas. In May, we will be releasing the first two of eight sets for the 1/200 trumpeter HMS HOOD. I would also like to draw your attention to the Big Ed releases, and of course, the BIG SIN for the Bf 109F in 1/48th scale. That is for our own kit. This leads me to the Brassin accessories. Besides the already mentioned items for the F-8E and the SE.5a, you'll find a cockpit set for the Spitfire Mk.VIII in 1/72nd scale, also for the Eduard kit, two sets for the still new Ki-61 from Tamiya in 1/48th, and three weapons sets, the Sniper ATP as well as TER and MER racks in 1/32nd. Those familiar with the TER and the MER will recognise their value and potential.

That'll be it from me for now. More information, as usual, can be gleaned from the pages of this newsletter. In May, we will be represented at Kit Show in Koprivnice, though we will not be selling there, only introducing new items through a special display. You can still purchase items through the event via our Afterparty on our e-shop at www.eduard.cz and take advantage of the deals offered. I wish you a good read, as usual, of our current newsletter.

Vladimir Sulc



Fw 190A-8/R2

1/72

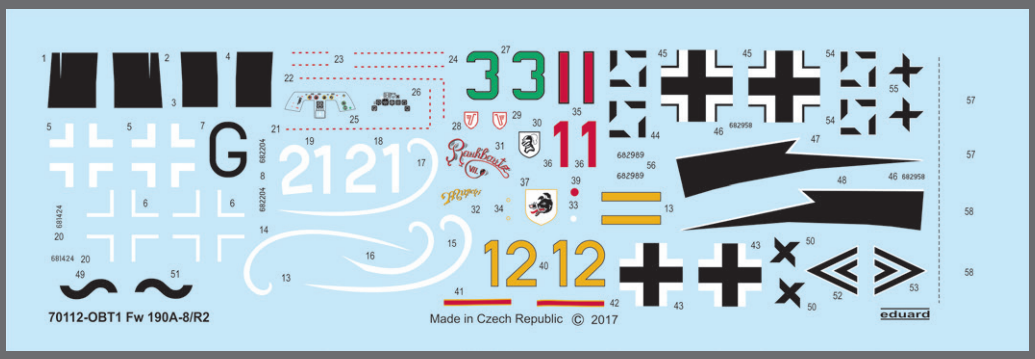
ProfiPACK edition

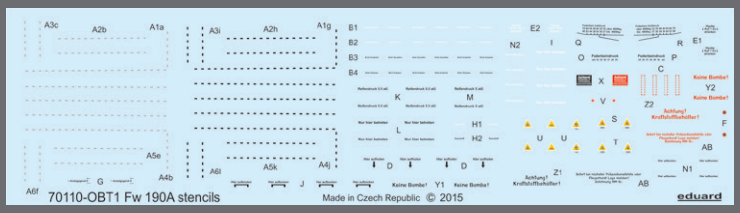


1/72, Cat. No. 70112

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

Product Page

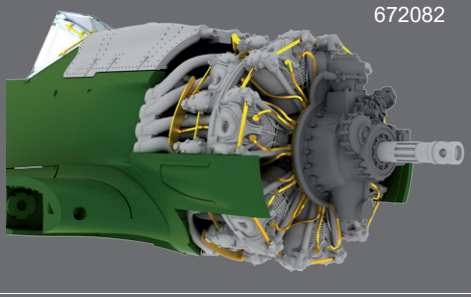


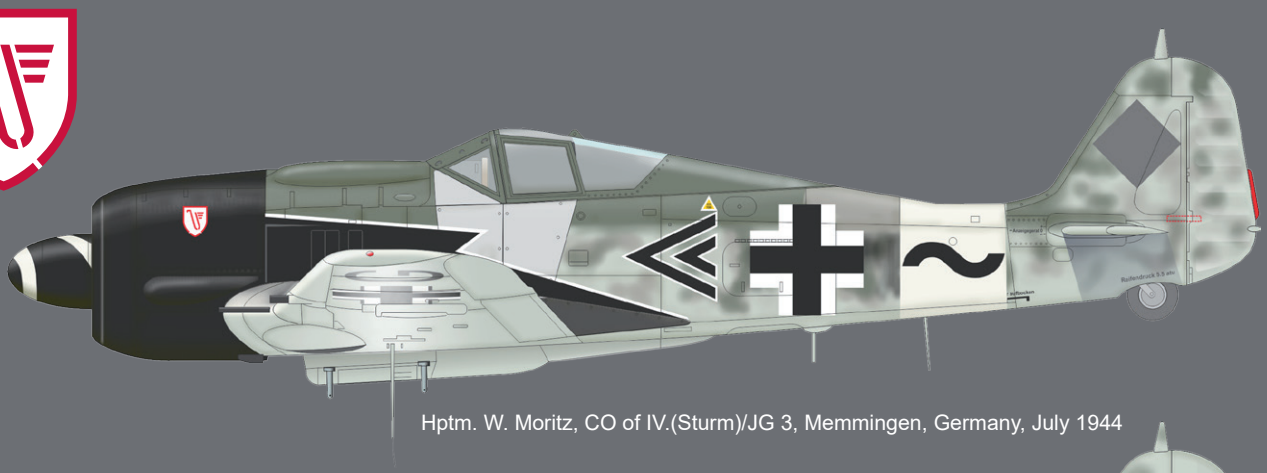


RECOMMENDED:

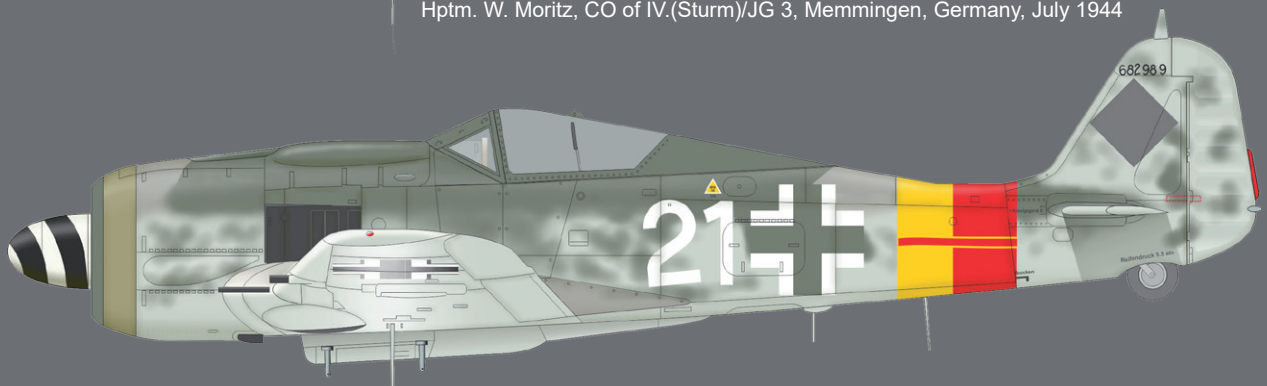
73033	Fw 190A-8 seatbelts SUPERFABRIC (PE-Set)
672081	Fw 190A-8 cockpit (Brassin)
672084	Fw 190A-8 MG 131 mount (Brassin)
672082	Fw 190A-8 engine (Brassin)
672086	Fw 190A propeller (Brassin)
672085	Fw 190A exhaust stacks (Brassin)

672082





Hptm. W. Moritz, CO of IV.(Sturm)/JG 3, Memmingen, Germany, July 1944



W. Nr. 682989, 5./JG301, Germany, May 1945



W. Nr. 682958, Uffz. P. Lixfeld, 6.(Sturm)/JG 300, Löbnitz, Germany, December 1944



W. Nr. 681424, Oberstlt. H. - G. von Kornatzki, CO of II./JG 4, Welzow, Germany, September 1944



W. Nr. 682204, Lt. K. Bretschneider, 5./JG 300, Löbnitz, Germany, December 1944

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LIMITED EDITION

Crusader



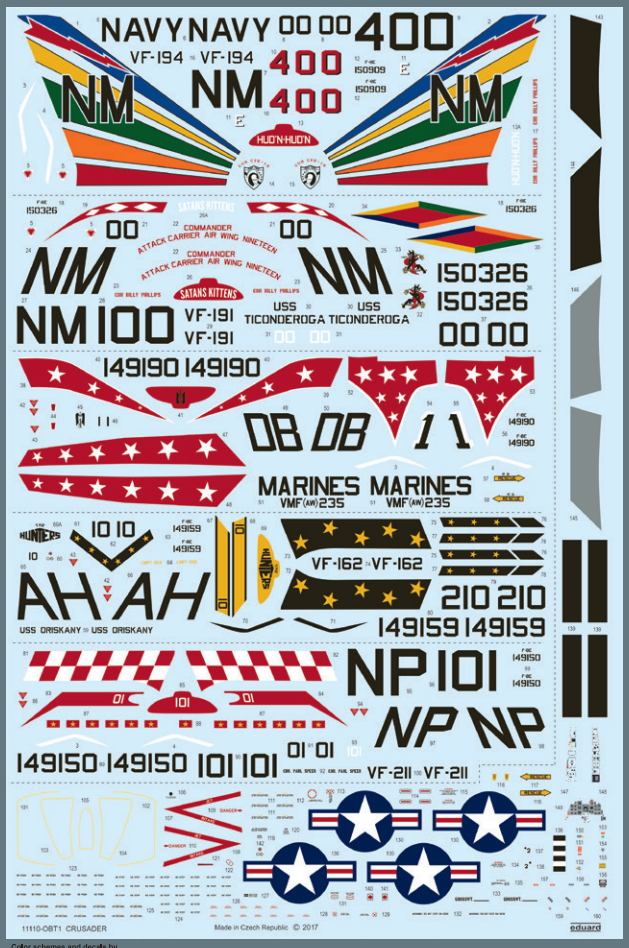
1/48

1/48, Cat. No. 11110

- plastic parts Hasegawa
- photo-etch set
- painting mask
- Brassin: ejection seat and wheels
- decals Cartograf
- 5 markings



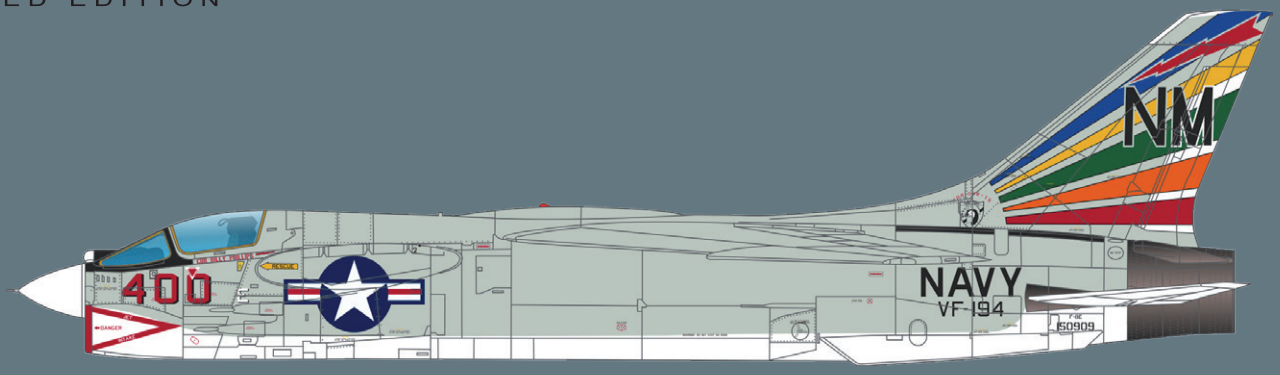
Product Page



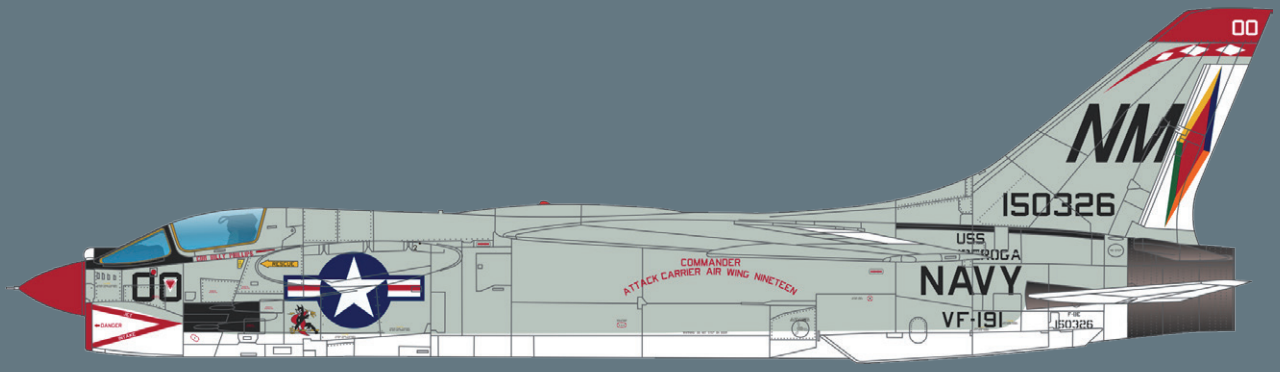
Color schemes and decals by FURBALL AERO DESIGN

RECOMMENDED:

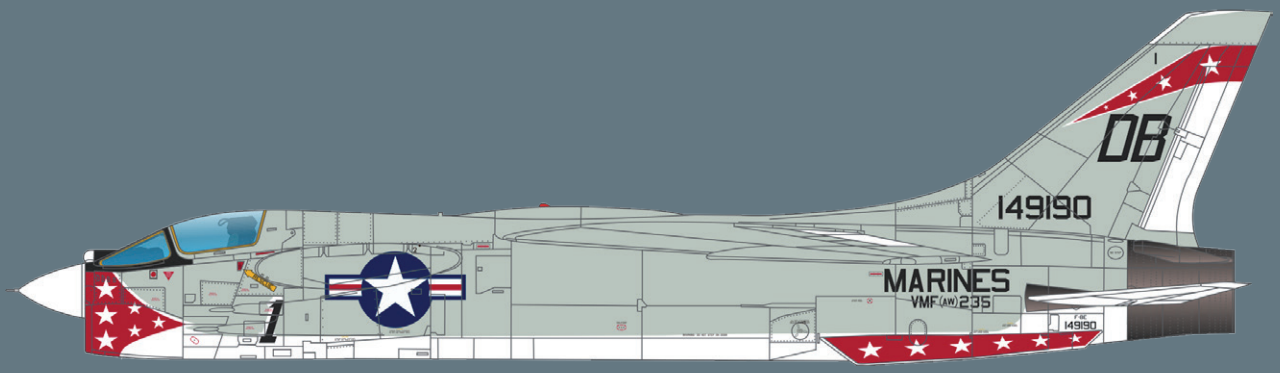
48925	F-8E upgrade set	1/48	Eduard	(PE-Set)
648301	Crusader air intakes			(Brassin)
648302	Crusader exhaust nozzle			(Brassin)



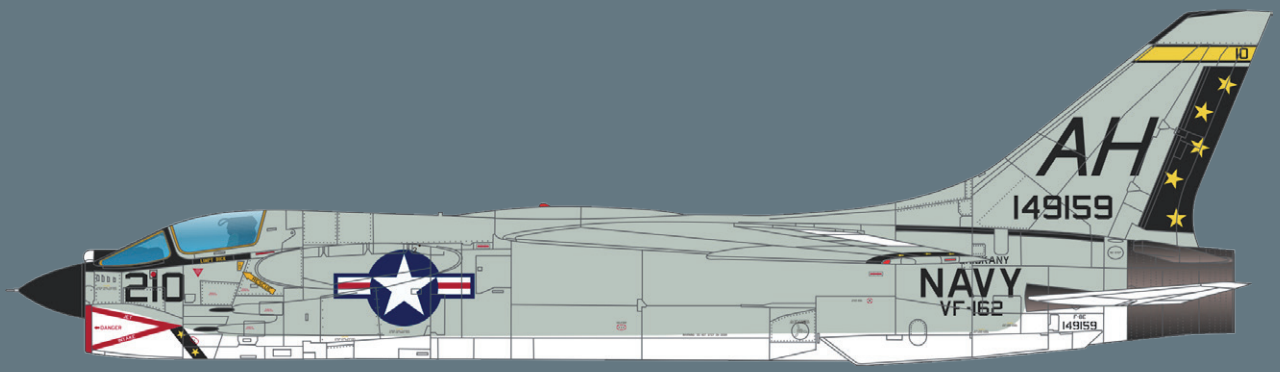
BuNo. 150909, VF-194 „Red Lightnings“, USS Ticonderoga, 1966



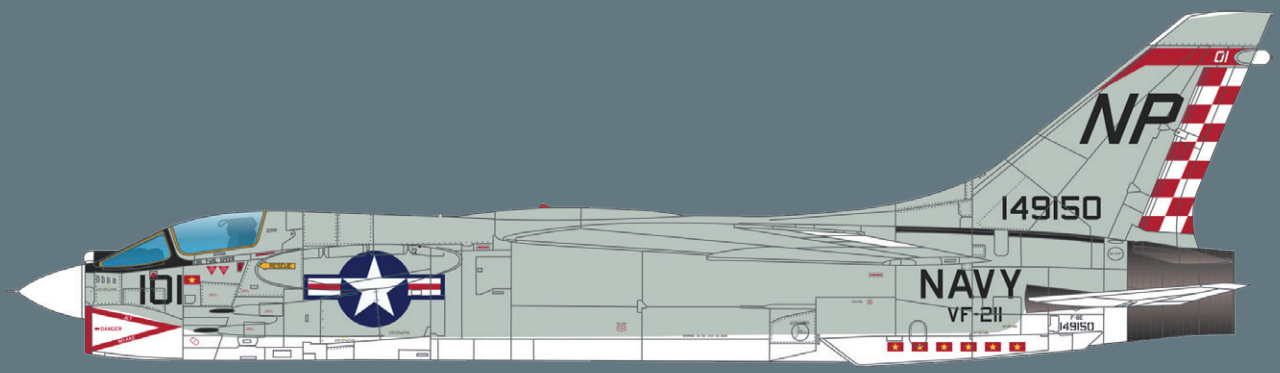
BuNo. 150326, VF-191 „Satan´s Kittens“, USS Ticonderoga, 1967



BuNo. 149190, VMF(AW)-235, „Death Angel´s“, Da Nang Air Base, Republic of Vietnam, 1968

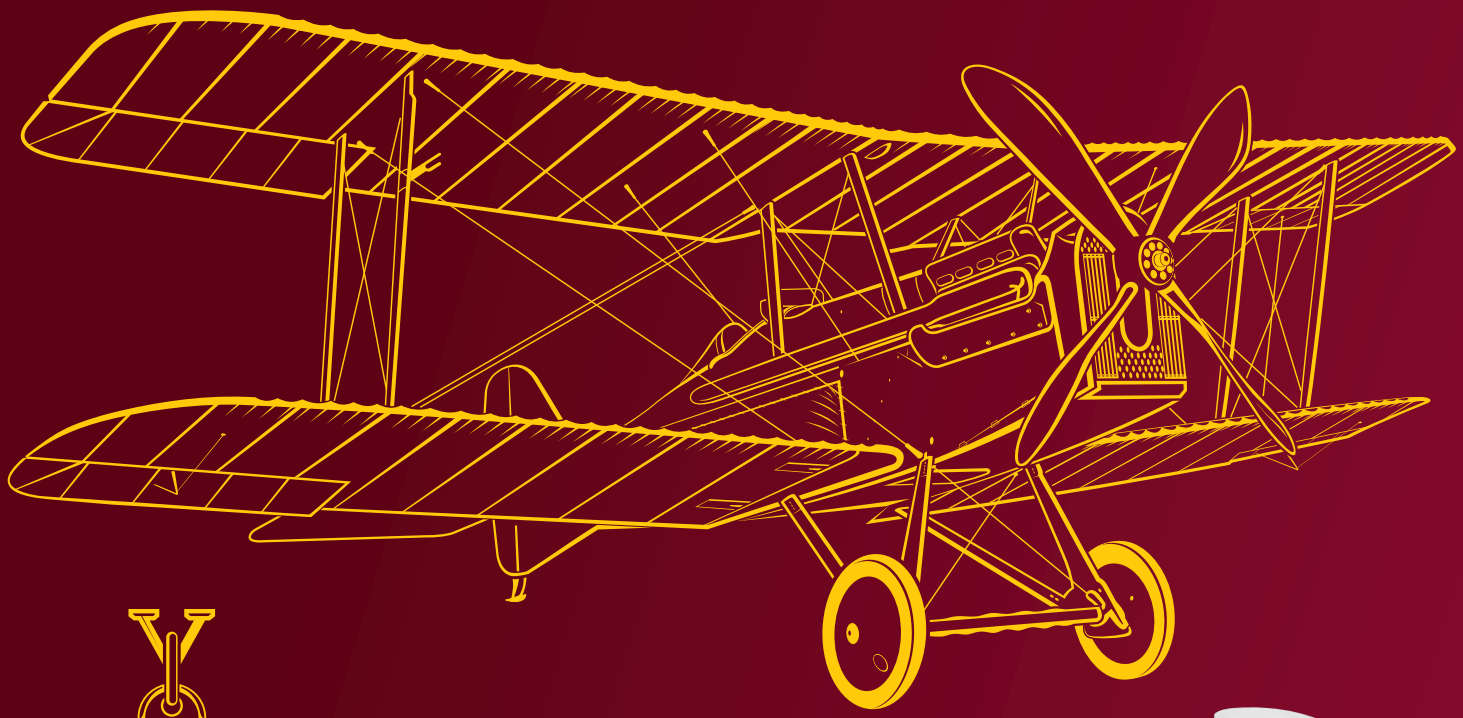


BuNo. 149159, VF-162 „The Hunters“, USS Oriskany, September 1966



BuNo. 149150, VF-211 „Fighting Checkmates“, NAS Miramar, August 1967

ROYAL CLASS
eduard



SE.5a

1/48 DUAL COMBO



Vintage RFC style
stainles steel
whiskey flask (210 ml)



- plastic parts Eduard
- photo-etch set
- painting mask
- decals Cartograf
- 13 markings

Cat. No. R0015

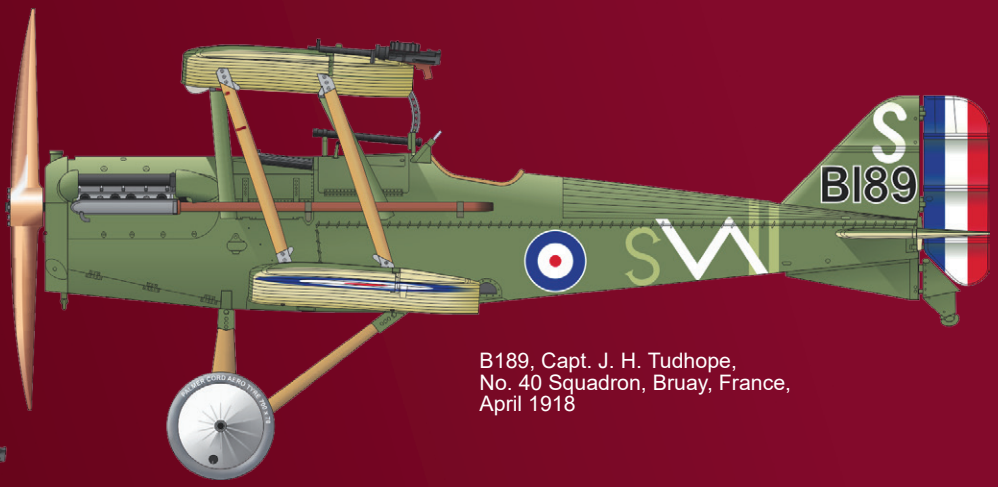
Product Page

Eduard Brassin guns and flame dampers





C1803, Capt. C. J. Truran,
No. 143 Squadron, Detling,
Great Britain, May 1918



B189, Capt. J. H. Tudhope,
No. 40 Squadron, Bruay, France,
April 1918



C1904, Maj. W. A. Bishop,
No. 85 Squadron, Petit Synthe,
France, June 1918



B4863, Capt. J. T. B. McCudden,
No. 56 Squadron, Estrée Blanche,
France, September 1917



F9029, No. 1 Squadron Canadian Air
Force, Shoreham, Great Britain, 1919



B603, Training Unit,
Great Britain, 1918



D362, 5th and 6th Training Squadron,
Australian Flying Force,
Minchinhampton, Great Britain, 1918/1919



B525, Lt. A. P. F. Rhys - Davids,
No. 56 Squadron, Estrée Blanche,
France, October 1917



D278, Capt. E. Mannock,
No. 74 Squadron, Clairmarais North,
France, April 1918



B507, 2/Lt J. J. Fitzgerald,
No. 60 Squadron, Sainte-Marie-Cappel,
beginning of October 1917



A2-24, F/O F. C. Even,
No. 3 Squadron Australian Air Force,
Canberra, Australia,
beginning of May 1927



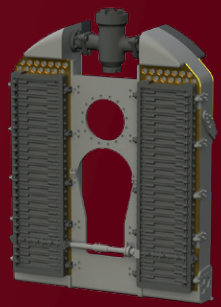
F8005, Capt. R. G. Landis, CO of 25th
Aero Squadron, Collombey-les-Belles,
France, November 1918



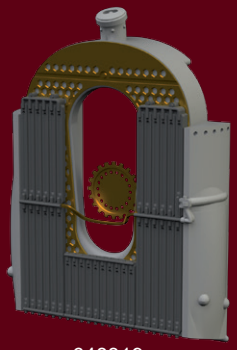
F5687, Lt. J. A. Roth,
No. 60 Squadron, Quiévy, France,
November 1918

RECOMMENDED for SE.5a 1/48

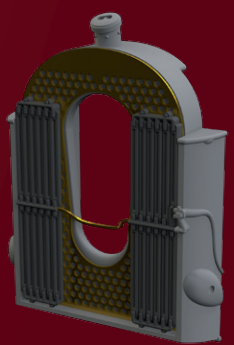
48915	SE.5a stretchers (PE-Set)
648296	SE.5a propeller two-blade (left rotating) (Brassin)
648297	SE.5a propeller two-blade (right rotating) (Brassin)
648298	SE.5a radiator - Wolseley Viper (Brassin)
648318	SE.5a propeller four-blade (Brassin)
648319	SE.5a radiator - Hispano Suiza for 4blade prop (Brassin)
648320	SE.5a radiator - Hispano Suiza for 2blade prop (Brassin)



648298



648319



648320

WEEKEND edition

F6F-3

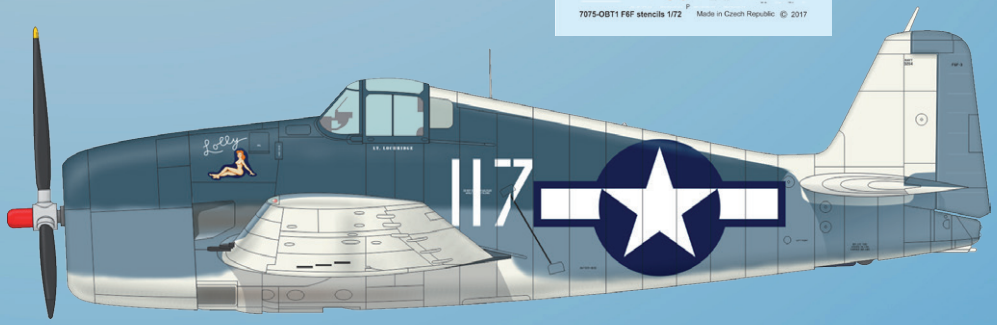
1/72, Cat. No. 7441



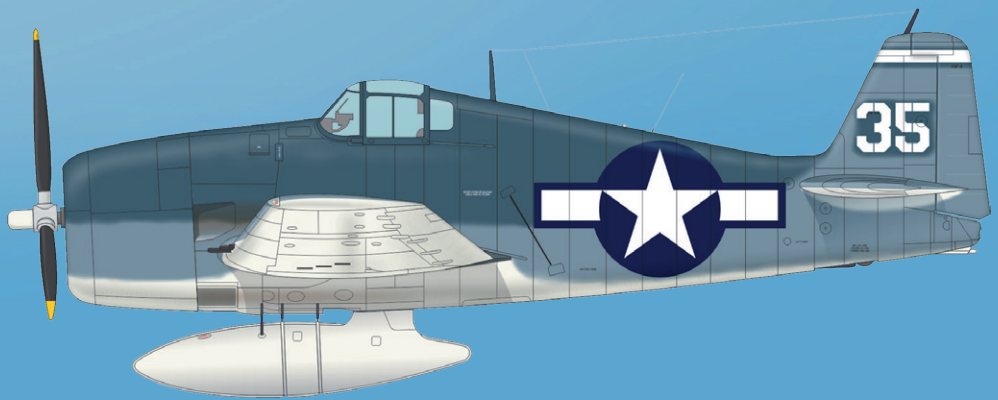
- 2 markings
- decals Eduard

Product Page





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



F6F-3, LTJG Arthur Singer, VF-15, USS Essex, October 24-25, 1944

MEMMINGEN 18-7-1944

Jan Zdiarský



It doesn't occur very often that art destined for the box of a model kit evokes such strong emotions even before the kit itself is released. But this is the case with the boxart painting by Piotr Forkasiewicz for the 1/72nd scale Fw 190A-8/R2 Sturmbock. Because the depicted scene has a strong resemblance to actual history, which is something I tend to occupy my time with, I was very pleased to be able to be involved in the preparation of the references involved, and to have had the opportunity to collaborate with Piotr on the overall feeling and details of the art.

The chosen markings for the boxart were the older of the two known Sturmbocks of the CO of IV.(Sturm)/JG 3, Hptm. Wilhelm Mortiz. My choice of specific event to be depicted was that of July 18, 1944, which is somewhat overshadowed by the bloodier events that unfolded in the Moritz story on July 7, 1944. During my ever deepening research into the events that unfolded on July 18, 1944, it became clear that the things that occurred on that day were of incredible proportions. It had little to do with the actual size of the Sturmbock attacks, with this one being able to be considered on a somewhat smaller scale, but, certainly, in terms of the fates of its participants...

NORTHWARD

Early in the morning of July 18, 1944, German radar screens monitoring the skies of southern Germany discovered signs of a formation of 15th USAAF bombers. It was possible to extrapolate their course as heading towards the Alps, with a safe assumption of their continuing on into the southern part of the Fatherland. Schweinfurt? Nuremburg? Regensburg?

Five hundred four engined heavy bombers were heading northward from Italian bases. Their flight plan took them across the Adriatic, over a small section of northern Italy and the Alps, during which they had strict orders to not cross the Swiss border. Over Germany, each wing was to individually continue on to their specific waypoints.

Further to the theme of the Fw 190A-8/R2 and the evolution of Sturmbock tactics against Allied bombers, I would recommend two of our earlier articles,

Info 07/2010 - Sturmbock: Panzerglass, Panzerplatte and the Whites of the Tail Gunner's Eyes

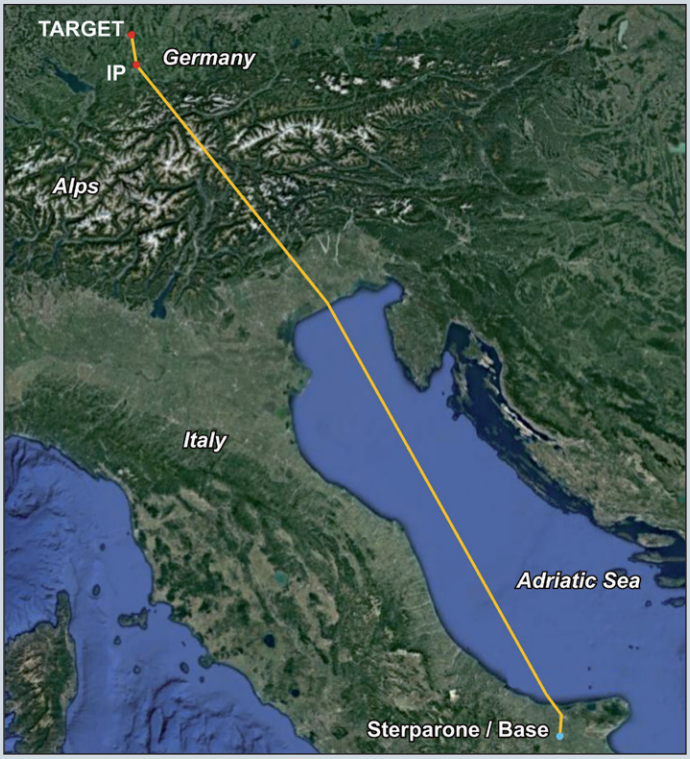
Info 04/2015 - Pauke! Pauke!

Title boxart: Piotr Forkasiewicz
Hptm. Wilhelm Moritz portrait: Petr Štěpánek, sr.



B-17G element of the 301st BG led by a PFF ship over Alps. [NARA]

Track of 483th BG to target. 18 July 1944. [map: Google Earth]



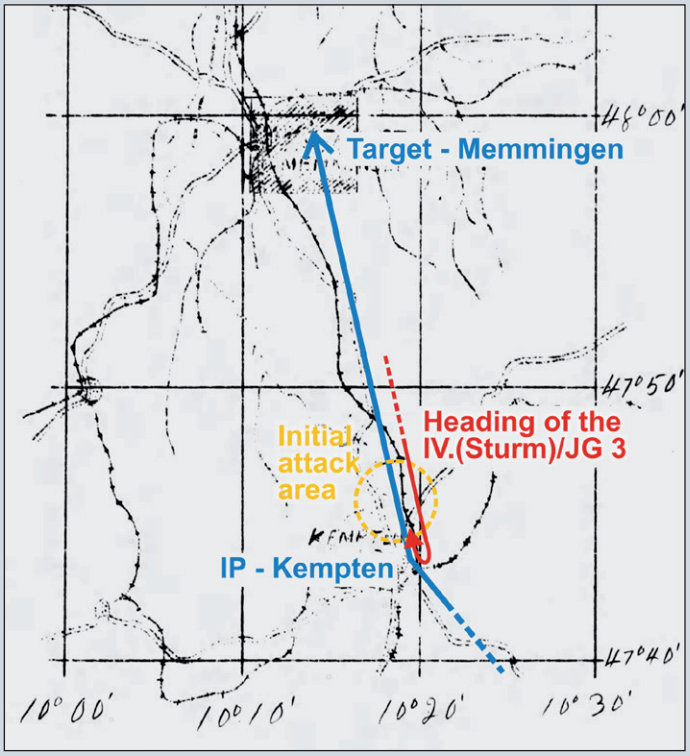
The 47th Bombardment Wing (BW), composed of four bomb groups of B-24s, was too raid the air base at Friedrichschafen-Lowenthal. The 55th BW, equipped in a similar manner, was headed to the refinery of synthetic gasoline at Ober-Raderach and another four groups of B-24s from the 304th BW targeted the factory for aircraft engines at Raybach. A smaller force from the 49th BW of three groups of B-24s was to attack Dornierwerke in Manzell. All of the targets for the Liberators were in a small area of Friedrichschafen. Liberators should arrive over their targets between 10:40 and 11:10 hrs

The force of bombers was led by six groups of B-17s from the 5th BW that would then attack the field at Memmingen, a target somewhat further away, where it was reported were some 70-75 Luftwaffe aircraft, including Bf 110s and Me 410s that were apparently 'not well dispersed'. More importantly, though, the base served as a high level repair depot and assembly plant for new aircraft. Weather or not the Allies knew that Memmingen housed armoured Fw 190s of IV.(Sturm)/JG 3 is not indicated within the reports. And they certainly could not have been aware of the role that these actors would play in a few, short hours.

The reports did give some indication of the potential opposition to be encountered from the Defence of the Reich. They suggested that in the case of good weather conditions during the course of this mission, the bombers could expect 125 single engined and 115 twin engined fighters to meet them. There could also be an additional thirty to forty enemy fighters coming up from bases in northern Italy.

The bombers were escorted by seven fighter groups with P-38s and P-51s. Four of these were to cover Liberators to Friedrichschafen and back, while the remaining three covered the 5th BW B-17s to Memmingen.

Liberators of the 461st BG over Alps. The Dornier factory in Manzell was their assigned target for 18 July 1944.
[NARA]



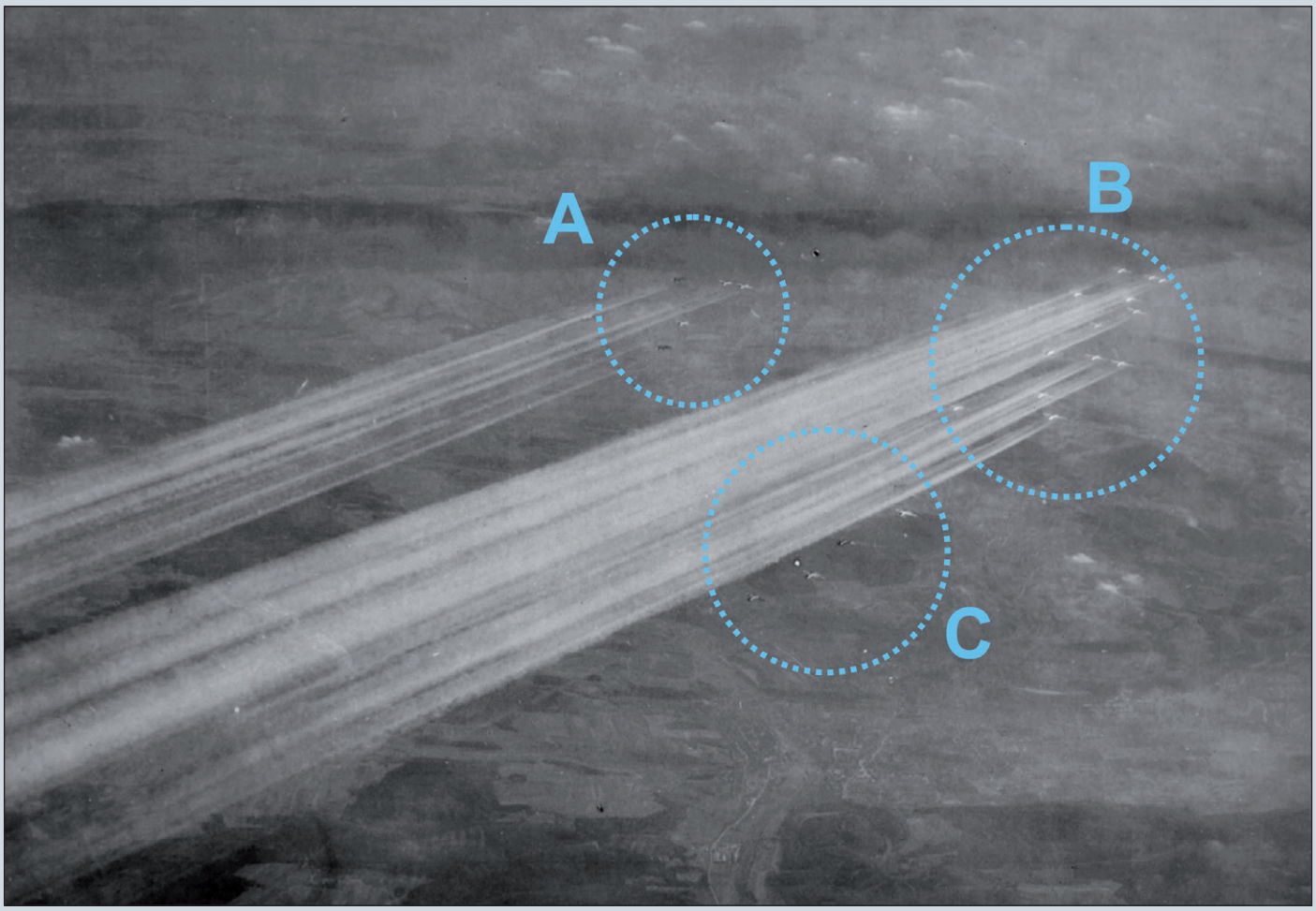
The last leg of the 483rd BG track to the target and the arrival of IV.(Sturm)/JG 3 (marked on the original map chart assigned to the 453rd BG loss report).

The assembly of specific Groups was planned so that they would be over their bases between 7:29 and 7:41 hrs. They then proceeded to the Wing assembly area over Caprara Island, which was to be executed between 7:47 and 7:53 hrs. The 483rd BG which was leading the entire bomber stream, had to fly a total of 1026 miles to target and back. Most of the route was proceeded over an 8-10/10 overcast sky with cloud cover at 18000 feet, but North of Alps, the cloud cover scattered and the visibility was CAVU. It was later seen that it had a great impact on the results of bombing.

German expectations of a dangerously eventful morning were soon realized, when a string of bombers approached northern Italy and headed over the Alps. The expectations proved to be correct! Opposing the bombers and their escorts was to be the task of JG 300 (I. and II. Gruppe) with Bf 109Gs and Fw 190A (Note 4), II./JG 27, I./JG 302 and 2./JG 51 (Note 3) with Bf 109Gs and IV.(Sturm)/JG 3 with Fw 190A-8/R2s. The basis of the German defence was an intercept by heavily armed Fw 190A-8/R2s and standard Fw 190A-8s covered by three Gruppe of Bf 109Gs.

At around 10:00 hrs, they took off from the Wells base. At around the same time, 19 Bf 110Gs of II./ZG 1, and also 19 Me 410 of II./ZG 76 from Seyring, took to the air. Both Zerstörer units returned to their bases two hours later without contact with the enemy.

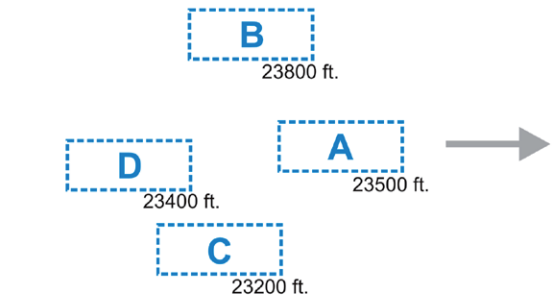
First encounter of that day developed over Treviso and Udine area, when some 30 Bf 109s and Fw 190s tried to attack the last wave of the bomber stream. Soon were dismissed by US fighter escort.



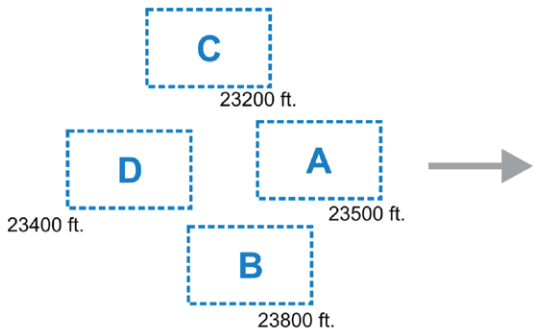
Regular B-17G combat box of unidentified 15th USAAF Bomb Group. Lead squadron in Center (A), high squadron over (B) and low squadron (C). Eventual rear squadron "D" should fly whilst trailing the Lead, and slightly lower due to dense contrails. [NARA]

COMBAT BOX - REGULAR USAAF BOMBER FORMATION COMPOSED BY 4 SQUADRONS
(situation for 483rd BG, 18 July 1944)

SIDE VIEW



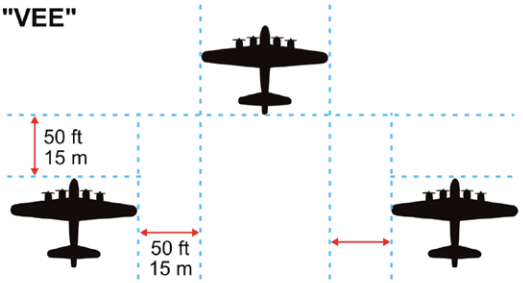
TOP VIEW



A - lead squadron
B - high squadron
C - low squadron
D - rear squadron

BASIC ELEMENT

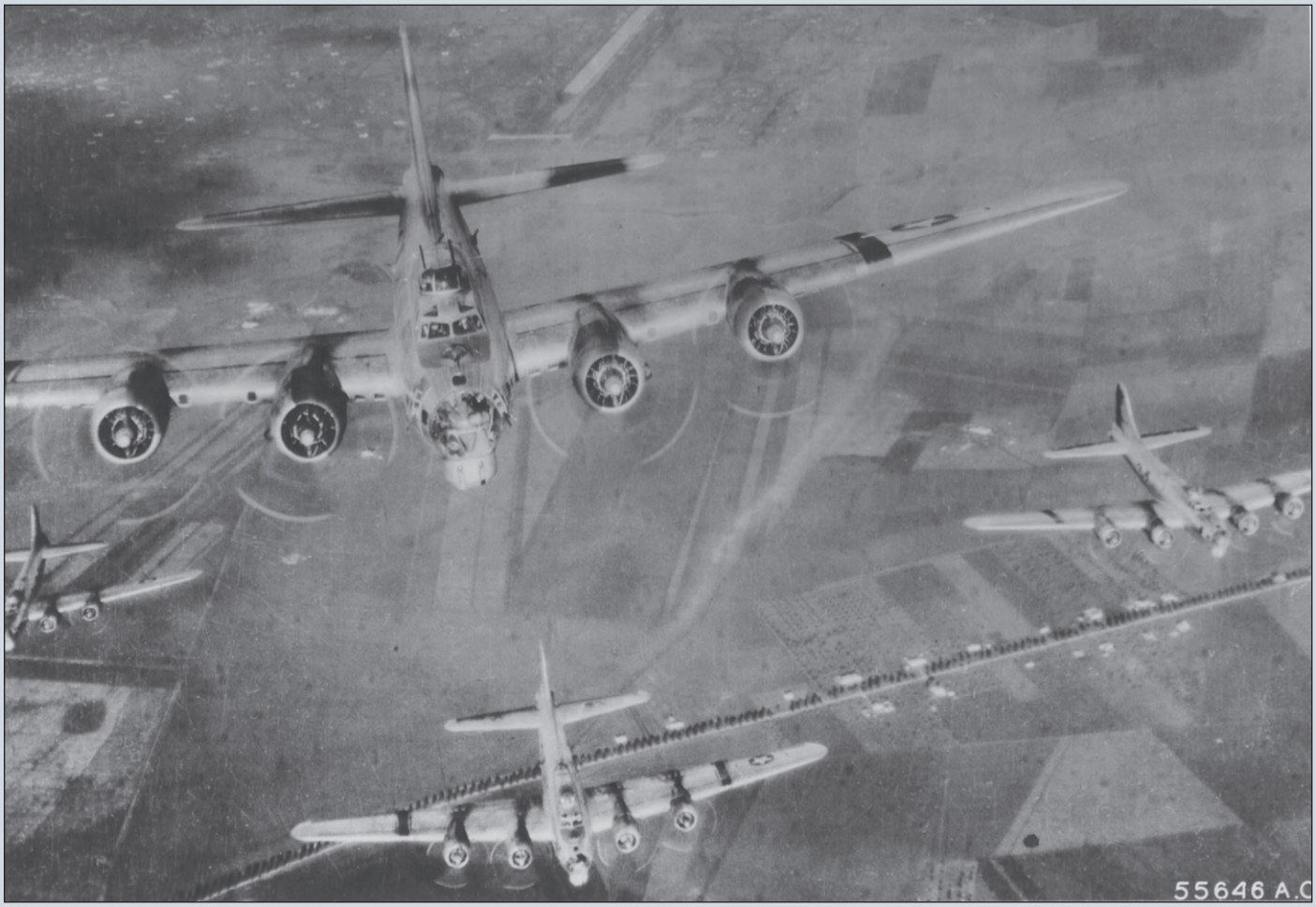
"VEE"



BOX ASSEMBLY FOR BOMBING AT IP
(situation for 483rd BG, 18 July 1944)

SIDE AND TOP VIEW





Tight B-17 formation of 99th BG, 15th USAAF
[NARA]

THE ATTACK

Around 0900h, the Fw 190 pilots of IV.(Sturm)/JG 3 at Memmingen were scrambled and they took of by 0930h. Wilhelm Moritz, the unit CO, organized 45 of his Sturmbocks with black cowlings into formation. According to estimates, 42 of these continued on to perform the interception. On a southward leg of the flight, when it was anticipated that the bomber formation would be contacted, he spotted the sun's reflections off of the silver fuselages of the targets.

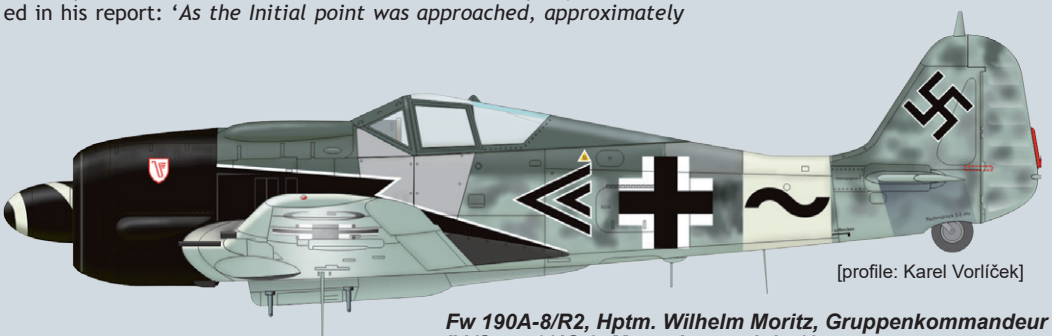
The 483rd Bombardment Group (BG) found herself without escort fighters past the Alps, since they were unable to make the predetermined rendezvous. The Group was approaching its Initial Point (Note 1), which was the town of Kempten, and began to change from its combat box formation to a bombing one, with individual squadrons coming in one after the other.

A representative of the unit CO, Lt.Col. William Sperry, later stated in his report: '*As the Initial point was approached, approximately 75 enemy fighters swept by the group formation on the right making a wide turn at the rear in a preparation for a tail attack...*'

After having failed gaining the target to within a useful firing range, Hptm. Moritz led his formation around the 483rd BG, turned 180° to the north, and not only set himself up for an attack from the rear of the bombers, but also put him into the sun from the point of view of the gunners in the B-17Gs. Missing the first opportunity eliminated the element of surprise, but other advantages of the Sturmjagers were in tact. To top it off, there was no sign of escort fighters (Note 2). It appeared that the success gained by the Gruppe eleven days earlier over Merseburg might be repeated.

The first attack focused on the last of the four squadrons, which were swept from the sky within a half a minute. In very short order, the aircraft at the rear of the formation were lit up with well placed 20 and 30mm fire. American aircrew reports often describe hits from 20mm ammunition, but in reality, the 30mm rounds would be much more destructive. Their explosive 'Minnengeschoss' ammunition were sometimes identified as rockets by the bomber crews. They would rip apart and light up everything in their path.

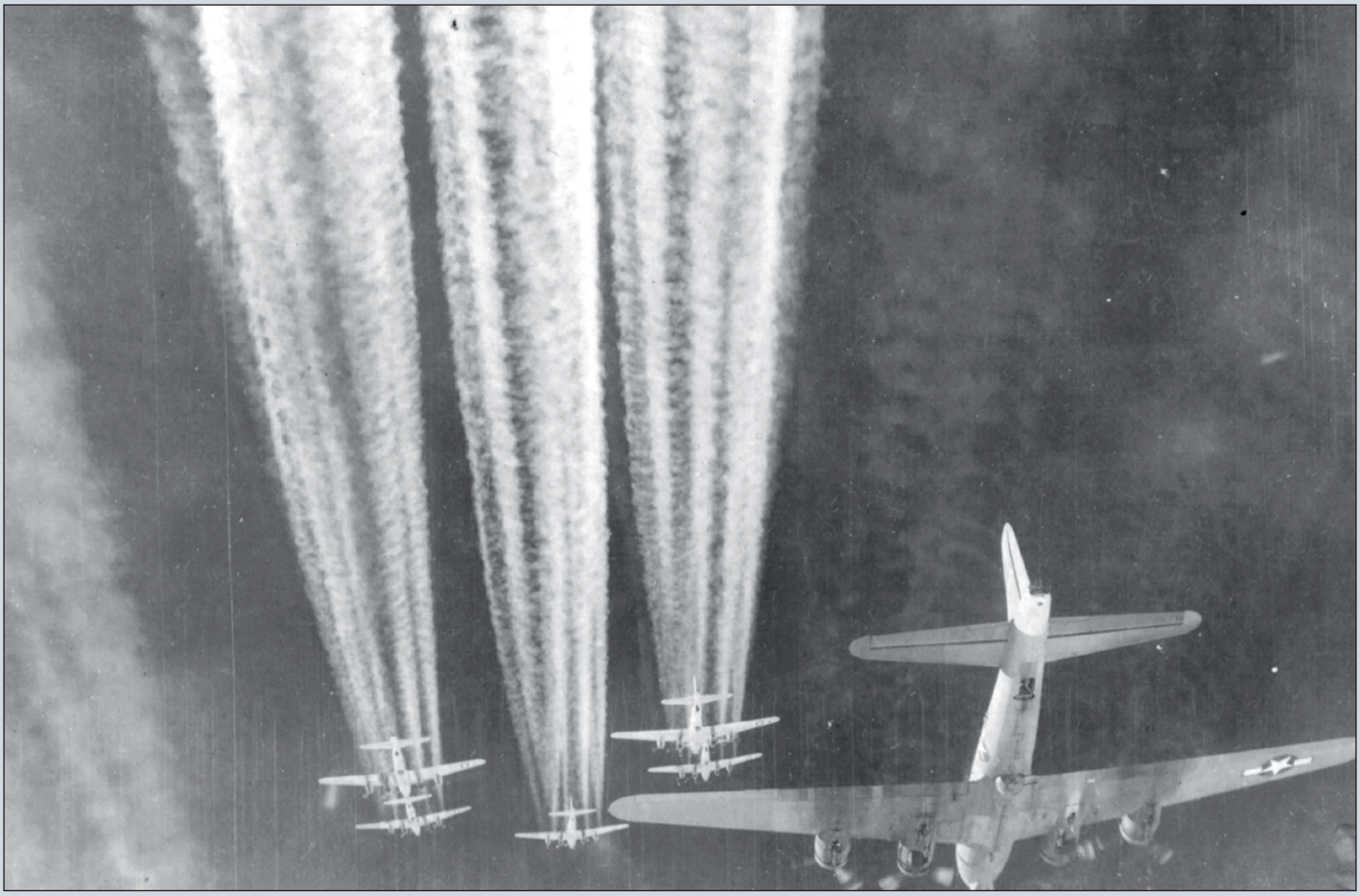
Many of the bomber crews were killed or very seriously wounded in the first wave of at



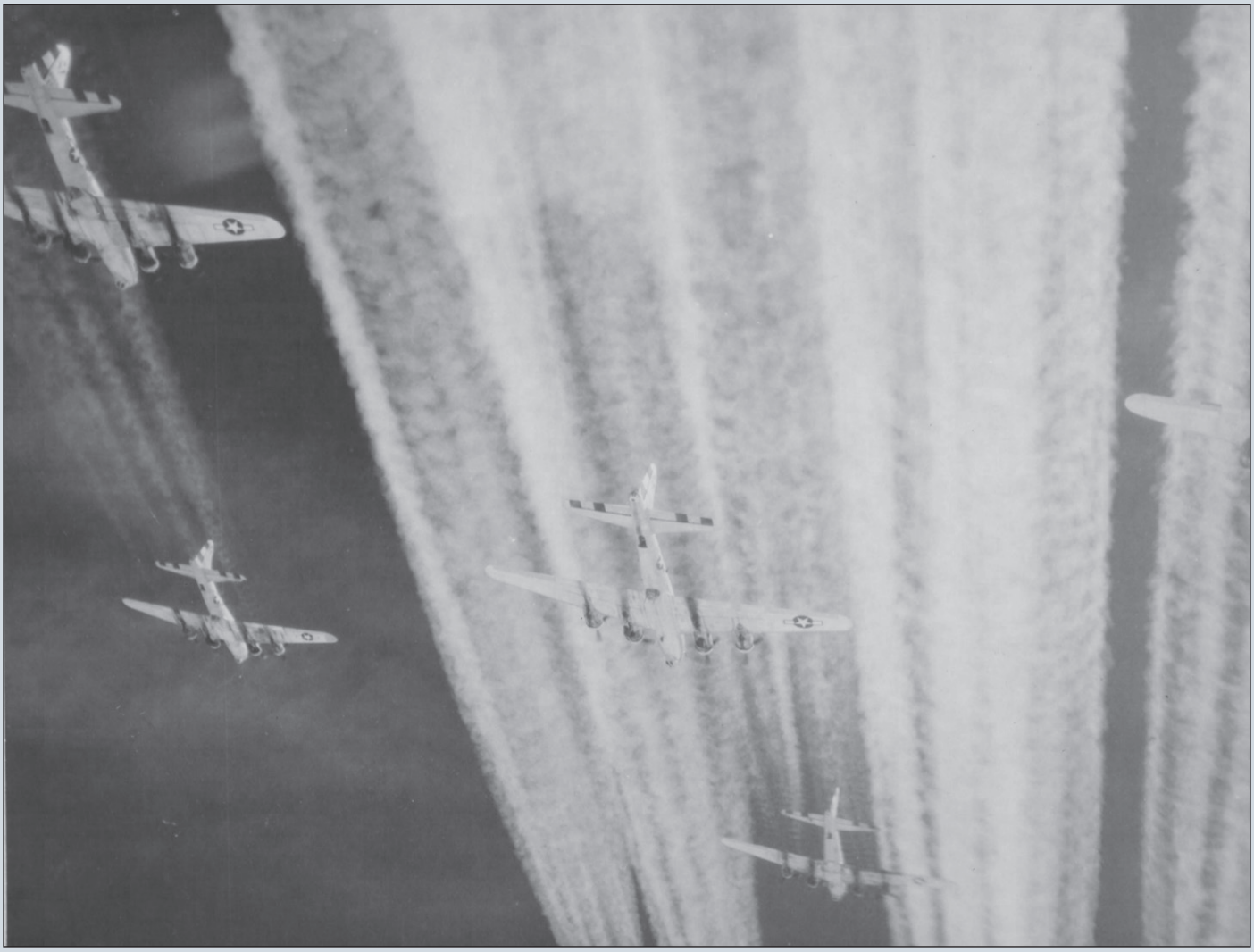
[profile: Karel Vorlíček]

Fw 190A-8/R2, Hptm. Wilhelm Moritz, Gruppenkommandeur IV.(Sturm)/JG 3, Memmingen, July 1944

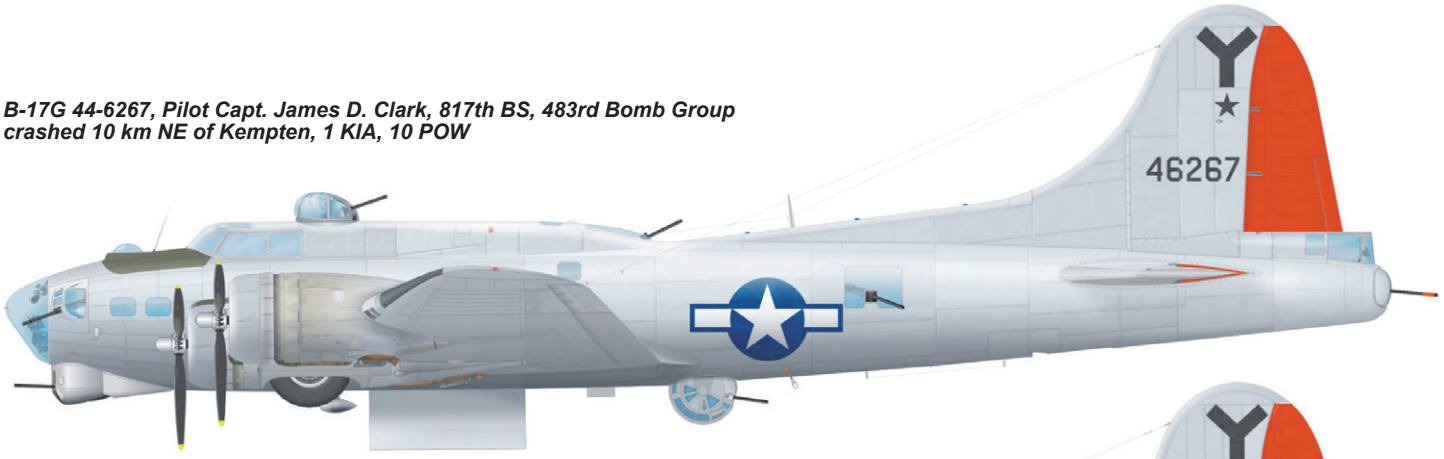
The interpretations of the only known photograph of Moritz's older Sturmbock (eg Peter Rodeike; Focke Wulf Jagdflugzeug Fw 190 A Fw 190 „Dora" Ta 152 H; German edition, pg. 344) are not uniform. The controversial issues are the JG 3 marking on the engine cowl, the method of covering the openings after gun removal, as well as the colour of the armour plates on the side of the fuselage. The armour plates are in the factory colour (assumed to be a light grey) without a subsequent camouflage coating. It cannot be ruled out that the only lighter area was the armoured triangular piece by the windscreen. Black 'Adlerflügel' was likely applied over the armour plates. Applying the JG 3 emblem on the cowl (where the interpretations of the photo most often differ) is the easiest to model - use or do not use the decal at your own discretion. The boxart depicts the emblem as being carried. For the large-format print EduArt Edition (available from mid-May 2017), the emblem will be omitted. In the case of the 13 mm machine gun openings above the engine being fared over, we are inclined to agree with Peter Rodeike's interpretation, who concluded that the troughs were rotated to form the covering, which was sometimes practised by Sturm / JG 3. In any case, the kit again offers both solutions.



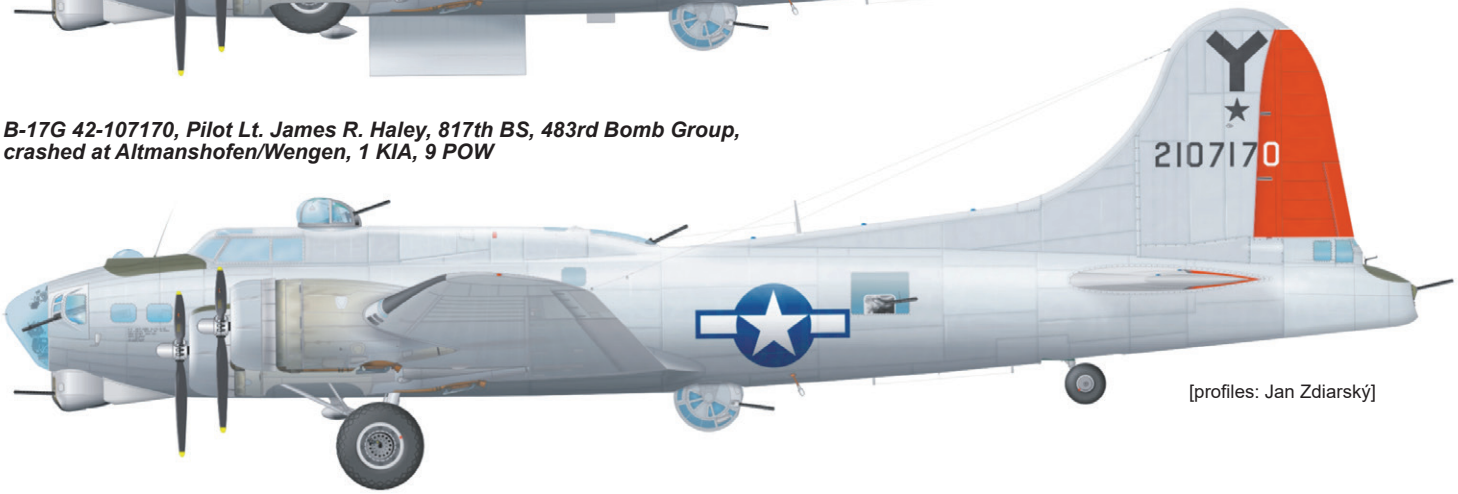
Flying in compact tight formations was not easy for B-17 pilots. A permanent concentration was necessary and there was also increased danger in case of a bomber being hit by flak. On the other hand though, it provided better protection while under fighter attack. [NARA]



B-17G 44-6267, Pilot Capt. James D. Clark, 817th BS, 483rd Bomb Group crashed 10 km NE of Kempten, 1 KIA, 10 POW



B-17G 42-107170, Pilot Lt. James R. Haley, 817th BS, 483rd Bomb Group, crashed at Altmanshofen/Wengen, 1 KIA, 9 POW



[profiles: Jan Zdiarský]

Historians dealing with the 15th USAAF, often paraphrase the nickname of the 8th USAAF 'Mighty Eighth' and the 15th USAAF as the 'Forgotten Fifteen'. It is surprising how little historical material exists for the 15th as compared to the 8th and how few veteran associations and researchers really deal with its history. This also applies to the traceability of information regarding specific 483rd BG aircraft lost on July 18, 1944. Their reconstructions are based on the known details of their production block coupled with their standard unit markings. The question of when the 483rd BG began to colour their rudders red could not be answered reliably by the time of boxing. We have chosen an unpainted variant. Later, Slovak historian Peter Kaššák
expressed the notion that the red colour appeared in July 1944. The uncertainty demanded a closer study at some German materials concerning the downed machines. Reporting on the crash of one of the B-17Gs mentioned in this article, the red colour of the rudders is explicitly mentioned. The Boxart failed to capture this fact, but EduArt's edition (available from mid-May) will take this into account.

tack. Reports by crews who survived the raid or after having come back from capture described the horror that played out on board the B-17Gs.

Again, from Lt.Col. Sperry, 483rd BG: ...'*seven airplanes of the 816th Bombardment Squadron made up the number four box and the entire enemy fighter strength made a concentrated attack on these seven airplanes. Three B-17´s were shot to pieces while in level flight and while maintaining their positions in formation. A fourth went down, apparently shot out of control, and broke apart as soon as the ship went into a spin. The three remaining airplanes of the 816th Squadron drifted out of formation and appeared to be out of control, two of which began to burn. Several occasional parachutes were seen...*'

The fighter attack was executed in waves of 5 and 6 ships in close javelin formation closing directly and on a level with the tail of each B-17.The fighter waves concentrated on 2 or 3 ships on an attack, and fired only on the rearmost airplanes...!'

After destroying the rear (fourth) box, the fighters switched their attention to the third box, and in a similar fashion dispatched another five aircraft.

As can be gleaned from the operational report of the 483rd BG, not all of the Sturmbocks flew through their formation during the attacks: '*... The methods of the enemy attack enabled the bomber gunners to bring only a minimum number of guns to bear upon them at any one time. The Germans came in very close, throttled back, maintaining almost the same flying speed as the formation, made a very precise attack, then rolling over, dove down and away from the formation.*'

Claims by the IV.(Sturm)/JG 3 pilots, as the main strength of the Luftwaffe on that day with respect to place and time, are consistent with the reported losses of the 483rd BG. According to German records, the first B-17Gs began to fall earthward at between 10:49 and 10:50 hrs. By 10:55, it was all over. Some of Moritz's pilots gained their first kills, and some their second immediately thereafter. Hptm. Moritz himself got 'his' B-17G over Kempten at 10:50 and took his personal score to 41 kills. The most successful of them on that day was Lt. Oskar Romm, who downed two confirmed B-17Gs and a P-51B.

Report regarding the battle over Kempten, by Lt. Col. Willard S. Sperry [NARA]

CONFIDENTIAL
HEADQUARTERS
FOUR EIGHTY THIRD BOMBARDMENT GROUP (H)
APO 520

Statement of Witness

On 18 July 1944 the 483rd Bombardment Group (H) went into the assigned target area without fighter escort or other group support. As the initial point was approached approximately seventy-five (75) enemy fighters swept by the group formation on the right making a wide turn at the rear in preparation for a tail attack.

When the 483rd Group executed the turn onto the bombing run the four boxes went into the box-in-trail formation. While the turn was being made, the aforementioned enemy fighters attacked, supported by an additional force of equal fighter strength. The estimated total enemy fighter strength was approximately 175-200 when the tail attack was made.

Seven airplanes of the 816th Bombardment Squadron made up the number four box, and the entire enemy fighter strength made a concentrated attack on these seven airplanes. Three B-17's were shot to pieces while in level flight and while maintaining their positions in formation. A fourth went down, apparently shot out of control, and broke apart as soon as the ship went into a spin. The three remaining airplanes of the 816th Squadron drifted out of formation and appeared to be out of control, two of which were beginning to burn. Several occasional parachutes were seen although a number of crew members were thrown from their ships and it is unknown whether their parachutes functioned.

A considerable number of enemy fighters were shot down by the gunners in these ships while the attack was being made, but the fighter fire power was overwhelming. The enemy attack was made in such a manner that very few guns of each airplane could bear on the fighters.

The fighter attack was executed in waves of 5 and 6 ships in close javelin formation closing directly and on a level with the tail of each B-17. The fighter waves concentrated on 2 or 3 ships on an attack, and fired only on the rearmost airplanes.

The fighters moved up to the number three box after destroying the airplanes of the 816th Squadron, and five ships of the 817th Squadron were destroyed in the same manner.

Twelve remaining airplanes of the 483rd Group reached the target and dropped their bombs.

WILLARD S. SPERRY,
Lt. Col., Air Corps,
Deputy Group Commander.

B-17G 42-97584, PFF, Pilot Lt. John M. Hommel, 816th BS, 483rd Bomb Group, crashed at Memholz/Kempten, 5 KIA, 6 POW



[profile: Jan Zdiarský]

A BAD GAME OF CAT AND MOUSE

The formation of the 483rd BG fell like a house of cards under the strain of the Sturmbocks. The Group lost fourteen aircraft in a short few minutes, with several others being damaged.

The destruction of B-17G 42-102927 'Bunky' was described by three crewmembers in their reports:

Lt. Paul E. Ray, pilot of 42-32077: *'Ship No. 927 was hit by 20 mm in No. 3 main gas tank, opening a large hole from which fire poured. The pilot reeled the ship out of formation and was observed to make several spiral turns and explode.'*

S/Sgt. James R. Bullock, Starboard Waist Gunner on 42-107081: *'I saw the fighter hit the number one engine on ship No. 927, and it caught fire. Then it levelled off and went on it´s left wing and then inverted flight. The tail gunner bailed out, no others were seen to get out. It exploded quite a ways after inverted flight.'*

Lt. Henry R. Gajda, Co-pilot 42-32044: *'I saw Lt. VandenDries´ Ship No. 927 as it was sliding out of box in a two o´clock direction, dropping very fast but seemingly under control in a gliding attitude. Flames were very evident beneath the fuselage and No. 3 engine. It got out my field of view when our right wing obscured my vision. He was dropping down rather fast and F.W. 190´s were making passes at him. I didn´t see anymore.'*

Out of the ten member crew under Lt. William P. Vanden Dries, five were saved. Gunner Sgt.W.H. Barlow, who was on his first mission, was killed by a fighter in the first attack. Sgt. Robert K. Bell attempted to help his good friend Sgt. Allard, who was seriously wounded and perhaps already killed, and refused to leave the aircraft. Both were later found in the wreck. The drama unfolded in the front of the plane as well. Navigator Lt. Wojciechowski was hit by shrapnel and received bits of glass to the face, costing him an eye. Bombardier Lt. Herbert F. Rosoff was hit by fire which would later cost him his left leg that had to be amputated above the knee. The aircraft was in flames, Rosoff saw Wojciechowski bail out, and attempted to do the same. At that moment, the aircraft became completely uncontrollable, which forced him back to the front, where he lost consciousness. The B-17 exploded, and Lt. Rosoff was thrown out of the plane by the explosion, and in free fall he regained consciousness and was able to open his chute.....

The fuselage of 42-102422 'Old Shillelagh' broke into two pieces after the attack by the defending fighters. Out of the ten man crew commanded by Lt. Timothy A. Gunn, the only survivor was gunner Sgt. Stephen Jaski. After the fighters drove home their attack, he attempted to care for the heavily wounded Sgt. Nicholas and to open the cover of the lower turret. The aircraft exploded, and he was ejected. On hitting the ground, the bombs went off in the front half of the machine and the resulting explosion scattered the bodies in the section throughout the immediate vicinity. The rear part of the airplane fell nearby.

Lt. M. P. Hildreth, pilot of another downed aircraft, 42-107008: *'I saw the following ships blow up or go down immediately prior to my leaving the ship: flown by Timothy A. Gunn, Eugene A. Jackson, Hans B. Gussarson, Richard F. Coombs, John M. Hommel and Howard B. Smithers... After I was captured by German civilians near where I went down, I was taken to a small village (name not known) here I was forced to pick up the remains of the bodies of the crew of Timothy A. Gunn´s ship, the last three numbers of the ship were 422, the crew members were taken from the rear section of the ship, which was in-tact, Ball-turret operator, tail gunner, left waist gunner, radio operator. It looked as if the front section blew up, I did pick up small pieces of bodies over about 2 acres of field and place them in a wagon. I talked to an enlisted man who said that he was the right waist gunner, he said he was thrown from the ship and knew nothing of what happened to the remainder of the crew'*



Lt. John M. Hommel was recommended by the 483rd BG HQ for the Silver Star medal on the 23rd July 1944, although the command had no knowledge about tragedy on board Hommel´s ship. His personal heroism was described by his surviving crewmates after the war.

Of the eleven-man crew of the radar equipped (PFF) aircraft, 42-97584, five were lost, including pilot Lt. John M Hommel. Co-pilot Lt. Garden C. Ball later after the war recalled: *'After the first pass we were the only ship left in the squadron. It was then that we slipped the ship down to the right trying to put the fire in the right wing out, but to no avail. After levelling the ship, we found that the left wing was also on fire and the fighters were continuing their attacks. It was then John gave the order to bail out.*

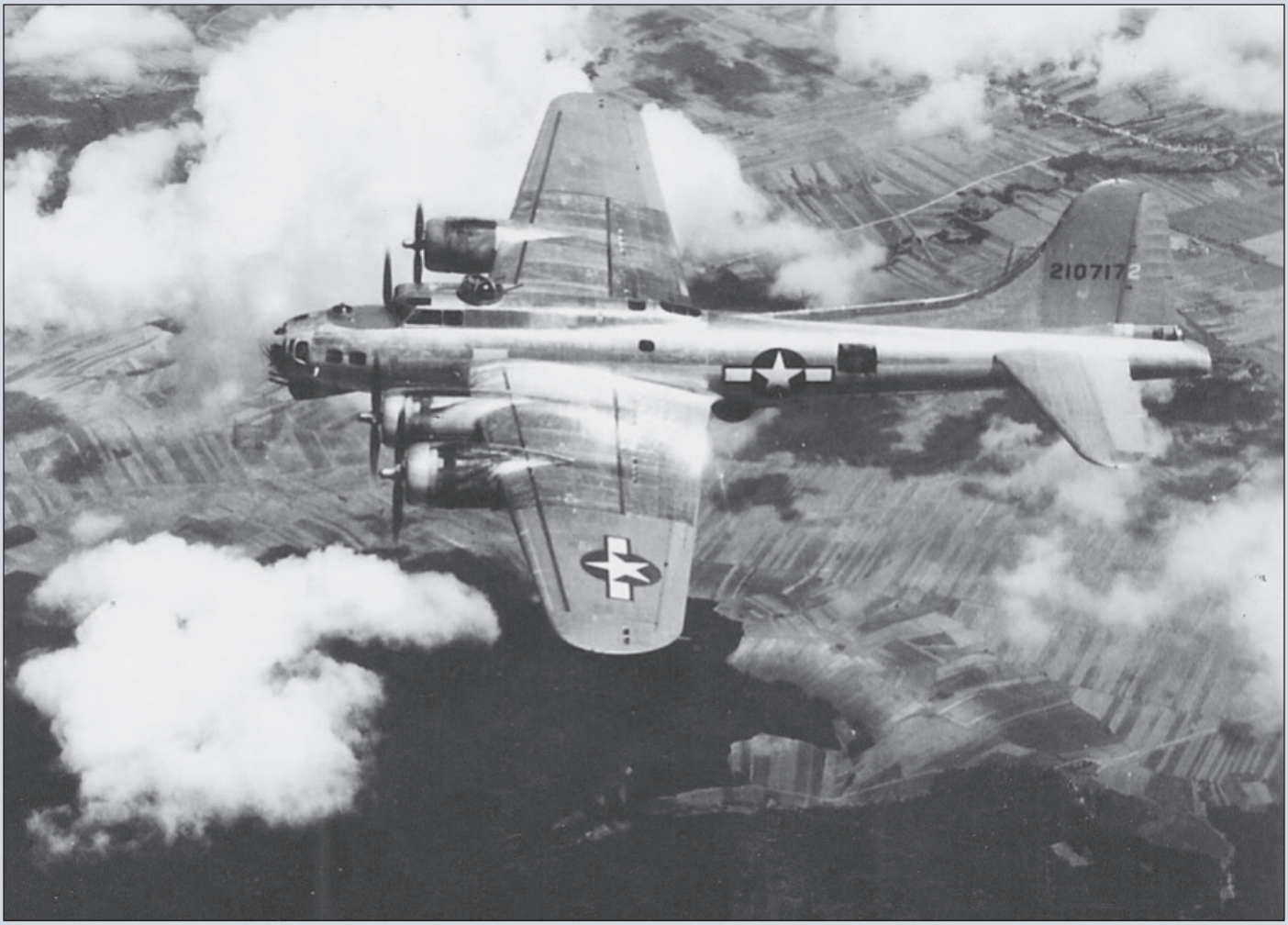
Pat Rooney left the ship first, then Fitzgibbons, Peterson, Herbie and myself, all leaving from the front hatch. We were never able to drop our bombs. Just before leaving the ship I reached up and gave John a pull on the leg as he was still in the seat. He gave me the go ahead sign, but never made an attempt to leave the seat. The cockpit of the ship was pretty well shot up, but neither John nor myself were hit. In my opinion John knew that there was a wounded man, Trevor, on board and for that reason he would not leave the ship.'

The above mentioned Lt. Thomas A. Trevor was radar equipped 'Mickey' 's navigator who's position was in the radio room, where he was hit be a round in the first attack. T/Sgt W.L. Leukering tried to save Lt. Trevor, but neither man would survive the impending explosion.

Memories on the pilot, Lt. Hommel, were expressed by bombardier Lt. Herbert P. Leblanc: *'He had often said that should our ship ever catch fire, his one hope was to have the presence of mind and fortitude to handle his plane and enable the crew to get out of the ship. I can honestly say that he was not lacking and I believe that such heroism should not go unrewarded.'*

S/Sgt. Owen C. Hurst was the only survivor from the eleven-man crew commanded by Lt. Hans B. Gussarson. Their B-17G 42-97671 was hit by fighters and corkscrewed into the ground.

Similarly, out of the ten-man crew of 44-6174 (pilot Lt. Eugene A. Jackson), the only survivor was upper gunner Sgt. Erickson.



B-17G s/n 42-107172, was delivered to the USAAF on Tulsa, OK AB on 13 March 1944. Photo shows this ship before its assignment to the 483rd BG and application of group markings.

Greater luck was met by the entire crew of 42-107008 'Flack Off Limits', that on the orders of the pilot, Lt.Major P. Hildreth exited the aircraft and took to their chutes.

Only two members of the crew of 42-107172, under the command of Lt. Richard R. Combs, were saved. Upper gunner Wright W. McGee was preparing to exit the aircraft via the lower side doors, by which he found the unconscious gunner Sgt. Russel E Becker. He pushed him out the door and followed closely behind. Both were saved but were taken prisoner.

Although all members of the crew of 42-107179, commanded by Lt. Howard B. Smith, were able to exit their aircraft, one crewman did not survive. According to the crew, the parachute of S/Sgt. Thompson, who was able to egress the aircraft unscathed, burned up.

Sgt. R.D. Jamieson, a gunner, was lost out of the crew commanded by Russel M. Ward, flying B-17G 44-6177 'Dry Run'.

Waist gunner on 42-107081, Sgt. Melvin H. Sinquefield said during his debrief '*Lt. Ward´s ship No. 177 was hit in the left wing in the Tokyo tank. It rolled over on to the left wing and lost about 500 feet. Three men bailed out at this time. The R.W. gunner stayed aboard and shot down an F.W. 190. It was now completely on fire. Three more men bailed out. About 1500 feet below the formation it exploded...*'

T/Sgt. L. P. Studnicka, upper gunner on 42-32044: '*During the attack, Lt. Ward´s ship No 177 climbed up alongside of our box and rallied left with No 3 and 4 engines on fire. A few seconds later I saw 3 chutes open, and almost right after that 3 more chutes opened...*'

Just what went on inside the aircraft was described by waist gunner Sgt. Durham. Himself wounded, he assisted the other injured waist gunner, Sgt. Alfano, when out of the bottom turret appeared a dazed and bleeding from the head veteran of over 40 missions, Sgt. Jamieson. He strapped on his chute and sat beside the turret. Right after the two waist gunners jumped, the aircraft exploded.

Uncertainty is brought in by Lt. Isham O. Teasley, pilot of 42-107081: '*...ship No. 177 was completely on fire, including the left and right wing and cockpit. I saw one chute which was on fire. The ship turned over its back and I think it was impossible for any other persons to get out.*'

After a repeated attack by the fighters from the rear, the right side of the wing of B-17G 42-102382 'Virgin's Virgin' was set ablaze. The aircraft rolled on its back and exploded in mid-air.

The team commanded by Lt. Donald W. Bentzen consisted of men from five different crews. In the wreckage lay tail gunner Sgt. Davenport, who was last spotted bent over his guns soaked in blood. According to accounts given by the waist gunners, the rear of the airplane was shot up to the point where it would not have been possible to survive the attack. After the crew took to their chutes, the aircraft exploded.

Hits made by the Sturmbocks also served as a trigger on B-17G 42-107862, piloted by Lt. Don R. Maclin. Radio operator Sgt. Ricciardo was spotted laying on the floor of the radio compartment, the pilot slumped over his seat, and the lower gunner Sgt. Barney left the turret and although was seen approaching the exit doors, was not found among the survivors. Sgt. Travis G. Keeling was heavily wounded in the legs. He managed to exit the aircraft, but during that night had one of his legs amputated at the hospital in Kempten. His other leg, despite its injuries, was saved.

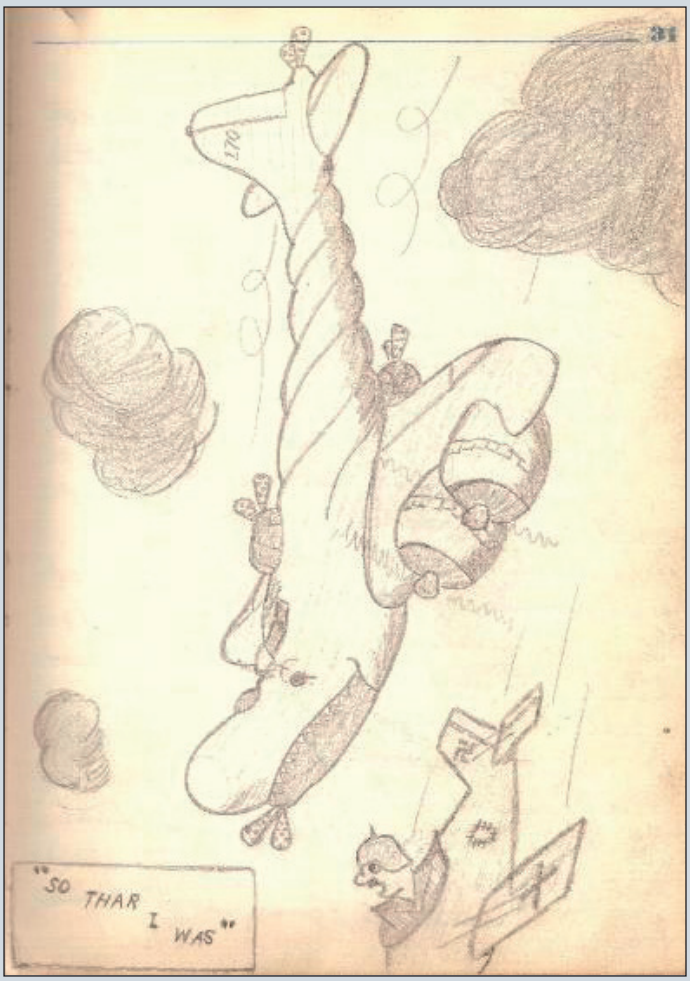
Nearby aircraft reported seeing flames coming out of engine no.2 which spread to the entire aircraft. Five of the ten crewmembers perished.

The same ratio befell the crew commanded by Lt. Stan M. Rickert flying B-17G 42-102923, nicknamed 'Baraz Twins II'.

From the reportof T.Sgt. James W. Schofield, radio operator of Crew 703: '*Lt. Ricket ship No. 923, went over the top of our ship with all engines on fire. He was flying Number seven position. All engines were still running and the ship seemed to be under control. No chutes were observed.*'



Lt. Haley crew on Sterparone base, Italy: standing (L-R) J. J. Blanchard, C. H. Dreps, R. S. Yarnell, C. W. Kleinknecht, and V. J. Rosczewski. Kneeling (L-R) P. W. Moewe, E. J. Lafferty, J. C. Burns (KIA), J. R. Haley, D. J. Lionette. [Clint E. Daniel Collection]



Shortly before that, crew replacement Sgt. John H. Huntley reported fighters from the rear turret at 7 o'clock high. This was followed by a report that his weapons had received a hit, and that he was leaving the turret. He was not heard from again.

When radio operator Sgt. Andrew R. Greeny attempted to egress the his burning airplane, he came across the bodies of the waist gunners and a shot up rear section.

Neither the electrical nor hydraulic systems were functioning, and in the front of the aircraft, the co-pilot was wrestling with the emergency escape hatch that would not open....

Lt. Frederic A. Hicks (Navigator): '*Our plane was shot down about 30 seconds to a minute after the battle started. We had no time to see what damage the ship had sustained, but I believe it went into a spin just before I bailed out. The co-pilot bailed out before me – the bombardier followed me. The radio operator told me he bailed out of the top hatch in the radio room. And the pilot said the ship was at about 5000´when he bailed. It happened somewhere near Kempten, Germany.*'

After the crew that could left the aircraft, it split apart and crashed into the mountains about 10km from Kempten.

One of the five survivors, bombardier Lt. John W. Galt: '*The Germans took me up to the plane and told me there were 3 bodies in it. Then they bought out the opened parachute of Sgt. Wertembergerand, covered in blood. Later, during an interrogation, I noticed his crash bracelet lying with other personal belongings and it was covered with dry blood.*'

The fighters also took apart B-17G 42-107170 commanded by Lt, James R. Haley. The bottom turret received a direct hit, killing gunner Sgt. Jack C. Burns. Afire broke out in the radio room and took out the intercom. The right wing was in flames. The plane dropped out of formation and exploded before hitting the ground. Despite all that, the remaining crew was able to bail out. Not all chutes were observed

Even the stress and fright experienced by these young men doesn't stop them looking back on that event with a black humour, as evidenced on this painting by Lt. Parke W. Moewe, co-pilot of B-17G 42-107170, whilst created in the Stalag Luft I POW camp. [Clint E. Daniel Collection]

from the ground. leading to some pretty detective reasoning expressed by the Gendamerie major in Wangen:

'On 18 July 1944, near 11:00 o´clock 5 minutes, a four engined bomber was shot down in aerial combat over the boundary between Haeberlings/Lanberg, Community of Altmanshofen, District Wangen 1. A. The machine was torn to pieces in the air. Lt. James Haley, 0-807840 was stopped by the peasant Geiger and was captured by me. One man of the crew was found dead, He was in a condition beyond identification. He had a dark complexion and had black curly hair. His identification tag could not be found. The dead was buried in the Cemetery in Seibranz. Lieutnant Haley reported that ten men were in the bomber. Geiger saw five parachutes. The crew members must have escaped. I saw one man flee. Only five were seen to parachute, and one body was recovered, the other four must still lie under the machine. The main part of the machine lies buried in the ground where it crashed and could only be recovered by crow-bar. the air force commander in Memmingen was informed and the bomber was inspected.

A day was taken for the salvage since the machine was far in the woods and the country was swampy. Several hundred meters away in Seibrans the trapped crew members were buried.An identification tag was found. On two pieces of uniform was found the name John T. Blanchard and on a notebook which was sent to the council. The other was the name of Carl Kleinnecht. The notebook is of American origin. It is very evident that they were the trapped crew members. So far in connection with the salvage of the Bomber of the dead will follow an additional report with designation of the dead."

Randel,

Major of the Gendamerie"

The ten-member crewcommanded by Capt. James D. Clark also suffered heavy loss of life. The destruction of their B-17G 44-6267 is supported, among others, by Lt. Hugh M. Row, Jr., pilot in 817 Sq.: *'On Tuesday, 18th July, 1944, on a mission to Air-Drome in Germany, I witnessed Captain Clark´s ship going down. Ship No. 267. At the beginning of the intense fighter attack, 2 mm shells were bursting 20 to 50 feet ahead of the ship. The bursts worked their way back until they were exploding all around him. First, the rudder was shot away and the tail gunner ceased firing. Then his elevators, right and left ailerons were shot away. There were holes in the vertical stabilizer. His wings caught fire. As I pulled away he was listing to the right.'*

Fighter fire concentrated on the rear of the bomber killed rear gunner S/Sgt. Pat Dadson. His body fell out of the resulting disintegration of the rear section.

On reaching the ground by parachute, waist gunner Sgt. Kidwell discovered the body of Pat Dadson, took his ID tags, and covered the body with branches.

Sgt. J. C. Catherine added: *'I was the last to leave the aircraft and when I went through the waist, the entire rear section of the plane was destroyed to the best of my memory... when we found our tail gunner Pat J. Dadson ASN 17127805 . He was found dead, with practically every bone broken in his body, due to the fall from 23000 feet with no chute. He must have been blown completely clear of the aircraft when enemy fighters fired into our ship.*

We of the crew hope that he was killed before his great fall because of the horrible death (Imagine falling 23000 feet to your death).'

Pilots of IV.(Sturm)/JG 3 were credited with the destruction of 27 B-17s and 11 HSS. Additionally, in the same vicinity and at around the same time, claims were made by pilots of JG 27, JG 51 and both Gruppe of JG 300. All together, the claims amounted to the downing, confirmed by the OKL, of 38 B-17s and 13 knocked out of formation (HSS). In reality, the 5th BW lost 'a mere' sixteen aircraft.

Much to the chagrin of the pilots of IV.(Sturm)/JG 3 and II.(Sturm)/JG 300, claims of downed B-17s were also made by pilots flying Messerschmitts with I./JG 51, who dove on the bombers despite their assigned role of covering both Sturmgruppe and keeping American fighters from getting under their skin.

As I./JG 300 approached the bombers, they were observed by US escort fighters. Part of I./JG 300 finished their pass on bombers, irrespective of the fighters. Then, some minutes after the combat with IV.(Sturm)/JG 3 and the 483rd BG, several dog fights broke out between Bf 109Gs of I./JG 300 and II./JG 27, and P-51s of the 332nd, and also part of the 31st Fighter Group, which was originally assigned to escort Liberators to Friedrichshafen area. This combat took place in the same area and at various altitude levels. Involved US Fighter Groups lost 6 P-51s (three planes each).

HEADQUARTERS
FOUR HUNDRED EIGHTY THIRD
BOMBARDMENT GROUP (H)
APO 520

19 July 1944

MEMORANDUM:

TO : All Personnel, 483rd Bombardment Group (H)

Yesterday this Group became engaged in an air battle with the German Air Force and suffered very heavy casualties. Normally in battles of this kind we are supported by several other bombardment and fighter groups. This time we stood alone! By ourselves, we shot down at a conservative estimate, many times our own number of German Fighters and still went in and destroyed our assigned target. We took our losses, severe as they were, but we fought and decisively defeated a large portion, possibly a third, of the cream of German Fighter Forces in Europe.

This battle is a gallant chapter in the history of the 483rd Bombardment Group (H) and of the United States Air Forces. I am proud of you all and you have every right to be proud of yourselves!

Yesterday we established a fighting tradition which we must continue to uphold. Failure to do so would constitute a betrayal to the memories of those brave and gallant men who did not come back. I know you will not fail, but will continue to carry out more and more successful attacks against the German enemy until the war is victoriously ended.

PAUL L BARTON
Colonel, Air Corps
Commanding



Memorandum of Lt.Col Barton, CO of the 483rd BG, from 19 July 1944 to his men, shocked by the unit's loss a day before. [483rd BG records, via Peter Kaššák].
Post-war photo of Paul J. Barton in the rank of Brigadier General. [USAF]



Oskar Romm of 12. Staffel became the most successful fighter pilot of the battle on 18 July 1944. He claimed two victories over B-17s and one P-51. Later on in the war Oskar Romm became the CO of IV(Sturm)/JG 3.
[photo: Erich Brown]

HEAVY TAX

Despite the exaggerated claims of July 18, 1944 over Kempten, IV.(Sturm)/JG 3 achieved another significant success. But it certainly wasn't without expense. Defensive gunners were credited with many of the attackers.

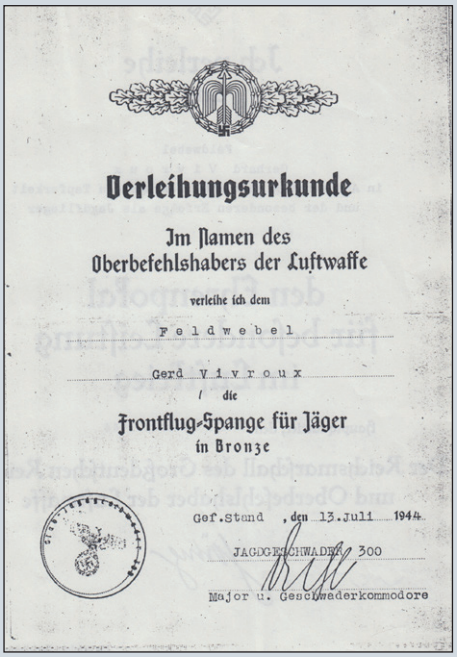
At the time of the final attacks by IV.(Sturm)/JG 3 on the decimated 483rd BG, the escort fighters finally arrived, forcing the pilots of the Sturmbocks to search for some salvation at lower altitudes.

Although the numbers claimed by the defensive gunners of the bombers (keeping in mind that these didn't even include claims by those gunners that did not make it back to base) were in any case overestimated (a total of 53), they were the ones that caused the most damage to the Sturmgruppe. This was confirmed by the Sturmbock pilots themselves, who reported that their biggest source of losses was from the bomber defensive fire.

Moritz lost 12 Fw 190A-8/R2 aircraft out of 45 that took off, seven pilots being killed, with at least five being seriously wounded. This was for the downing of a confirmed fourteen Flying Fortresses.

One of the unit's best pilots, Oblt. Hans Weik, was hit by defensive fire emanating from the bomber formation, just as he got his 36th kill. Seriously wounded hands would keep him from flying again. Command of 10th Staffel was passed on to Ltn. Walter Hagenah, who on that day also claimed the destruction of a B-17G. Wounded Willi Unger of the 11th Staffel had to forced land at Memmingen (some sources claiming he bailed out of his aircraft). Gefr. Erich Erck of the 11th Staffel died after gaining his first victory. A similar fate befell Uffz. Hans Scheu of the same Staffel. he managed to bail out and take to his chute, but succumbed to his injuries later that day. The 12th Staffel lost four pilots, who were credited with kills in the same battle: Fw. Hubert Borowski (first victory), Fw. Otfried Baisch (second victory), Fw. Helmut Starke (first), and Ogefr. Alfred Schwarz (first and second kills). Lt. Karl-Dieter Hecker of the 12th Staffel was hit by defensive fire from the bombers having claimed a B-17G just prior.





Verleihungsurkunde

Im Namen des
Oberbefehlshabers der Luftwaffe

verleihe ich dem

Feldwebel

Gerd Vivroux

die

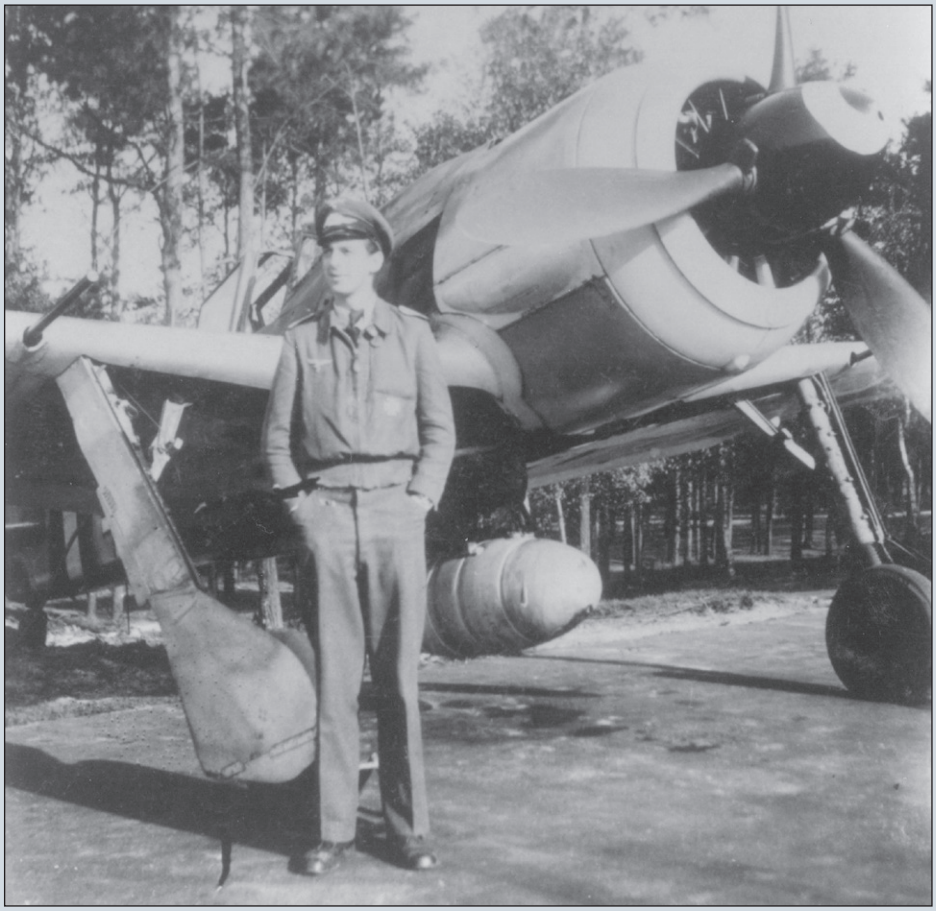
Frontflug-Spange für Jäger
in Bronze

Gef.Stand, den 13.Juli 1944

JAGDGESCHWADER 300

Major u. Geschwaderkommodore

On the 18th July 1944, Gerhard Vivroux of 11. Staffel achieved his 7th victory over Kempton, for which he claimed a HSS of a B-17G. The photo below, with the Fw 190A-6, was taken during his service with Sturmstaffel 1. On 6 October 1944, Gerhard Vivroux received severe injuries which later,
on 25 October 1944, resulted in his death. He died at Lazaret, Teupitz. In addition to his other medals, he received the Deutches Kreuz in Gold, Ehrenpokal Luftwaffe, Frontflug-Spange für Jäger in Bronze, and lastly the Verwundetabzeichen in Gold for the injury that 19 days later caused his death.
[Both photos and document: Archive of Jagdgeschwader 4 & Sturmstaffel 1 / Museum of Air Battle over the Ore Mountains on September 11th, 1944]



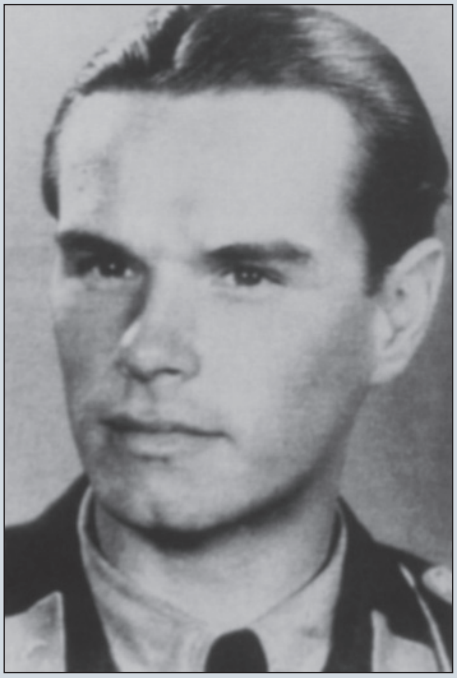




Both photos above: Willy Unger was one of most successful Sturmjägers. The downing a B-17 in Kempten was his 12th victory. [photo: Erich Brown]



Oskar Bösch of 11. Staffel claimed the downing of a B-17 during an initial attack at 10:50. That day he increased his score to 5 victories. [photo: Archive of Jagdgeschwader 4 & Sturmstaffel 1 / Museum of Air Battle over the Ore Mountains on September 11th, 1944]



Right: Walter Hagenah of 10. Staffel claimed a victory over a B-17G at 10:50, in the Kempten area [photo: Erich Brown]

Below right: On the 18th July 1944, Hans Weik of 10. Staffel achieved his 36th and last victory. During an attack on a bomber formation, he received return fire from bomber gunners. This injury disqualified him from operational flying until end of the war. [photo: Erich Brown]

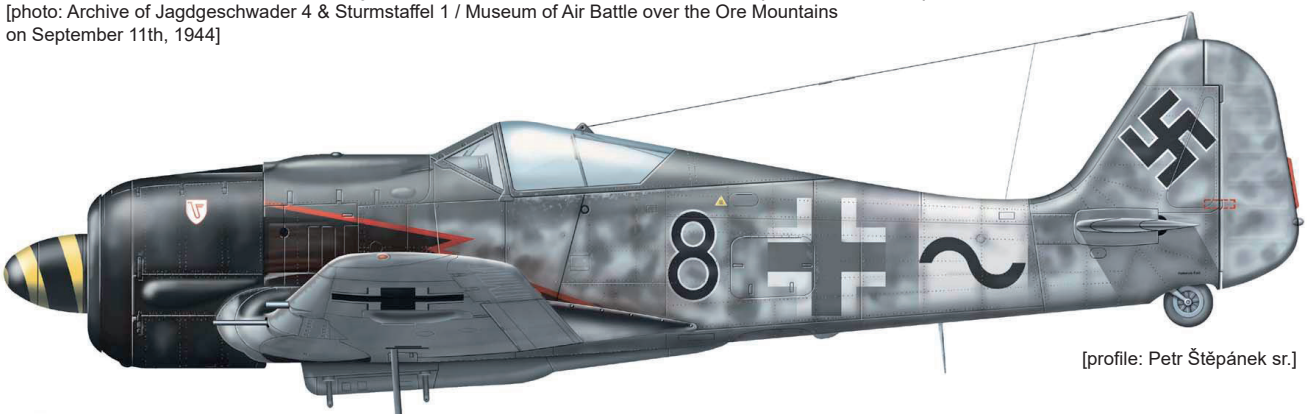
Group photo of pilots from Sturmstaffel 1, on the front of a Fw 190A-7/R2, April 1944. Some of these men later served together with IV.(Sturm)/JG 3 and participated in the combat of 18 July 1944. These victories, some doubled, were claimed by Werner Gerth (6 from left – 15th and 16th victory), Kurt Roehrich (7th from left – 12th and 13th victory), Willi Maximowitz (4th from right – 9th victory) and Oskar Bösch (2nd from right – 5 victories). In the center, wearing a leather overcoat, is Sturmstaffel 1 CO, Maj. Hans-Günter von Kornatzki. From fifteen Sturmjägers on the picture, only three survived the war... [photo: Archive of Jagdgeschwader 4 & Sturmstaffel 1 / Museum of Air Battle over the Ore Mountains on September 11th, 1944]







Willi Maximowitz and Gerhard Vivroux were already close friends during their service with Sturmstaffel 1 (on photo). They later served together at IV.(Sturm)/JG 3 and participated in the combat of 18. 7. 1944. None of these two big friends survived. Vivroux died of his injuries on October 25th, 1944. Maximowitz perished on 20 April 1945.
[photo: Archive of Jagdgeschwader 4 & Sturmstaffel 1 / Museum of Air Battle over the Ore Mountains on September 11th, 1944]



[profile: Petr Štěpánek sr.]

Fw 190A-8/R2, Uffz. Willi Maximowitz 11./IV.(Sturm)/JG 3, Dreux, 06/1944
[photo: Archive of Jagdgeschwader 4 & Sturmstaffel 1 / Museum of Air Battle over the Ore Mountains]

Uffz. Willi Maximowitz







[profile: Petr Štěpánek sr.]

Fw 190A-8/R2, Lt. Werner Gerth, IV.(Sturm)/JG 3, Memmingen, 07/1944



Werner Gerth of 11. Staffel achieved his 15th victory, downing a B-17G in the area SE of Kempten during the first attack at 10:50. Two minutes later he claimed another one. Gerth was killed on 2 November 1944 with a score of 27 victories. 22 of them were for four-engined bombers. He himself was shot down at least twelve times.

[photo: Archive of Jagdgeschwader 4 & Sturmstaffel 1 / Museum of Air Battle over the Ore Mountains on September 11th, 1944]

IV.(Sturm)/JG 3 pilots claims for 18 July 1944

[Tony Woods, O.K.L. Fighter Claims Chef für Ausz. und Dizsiplin Luftwaffen-Personalamt L.P. , Reich, West & Südfront May-July 1944]

Name	Stafffel	Type	Area	Time
Fw. Josef Brandt: 5	10./JG 3	B-17	30 km. S.E. Memmingen: 7.600 m.	10.50
Fw. Otto Erhardt: 10 1	0./JG 3	B-17 HSS	-	
Fw. Otto Erhardt: 11 (verv.)	10./JG 3	B-17 HSS	-	
Gefr. Günther Heinig: 1	10./JG 3	B-17	50 km. S.E. Memmingen: 7.600 m.	10.50
Gefr. Günther Heinig: 3	10./JG 3	B-17	30 km. S.E. Memmingen: 7.700 m.	10.50
Ltn. Walter Hagenah: 13	10./JG 3	B-17	30 km. S.E. Memmingen: 7.500 m.	10.50
Oblt. Hans Weik: 36 (verv.)	10./JG 3	B-17	30 km. S.E. Memmingen: 7.600 m.	10.50
Uffz. Hubert Drdla: 2	10./JG 3	B-17	30 km. S.E. Memmingen: 7.600 m.	10.50
Uffz. Hubert Drdla: 3	10./JG 3	B-17	50 km. S.E. Memmingen: 7.600 m.	10.50
Fw. Gerhard Vivroux: 7	11./JG 3	B-17 HSS	-	
Fw. Kurt Roehrich: 12	11./JG 3	B-17	S.E. Kempten at 7.000 m.	10.52
Fw. Kurt Roehrich: 13	11./JG 3	B-17 HSS	-	
Fw. Willi Maximowitz: 9	11./JG 3	B-17	S.E. Kempten: 7.000 m.	10.50
Gefr. Erich Erck: 1 (+)	11./JG 3	B-17	S.E. Kempten: 7.000 m.	10.50
Ltn. Werner Gerth: 15	11./JG 3	B-17	S.E. Kempten: 7.000 m.	10.50
Ltn. Werner Gerth: 16	11./JG 3	B-17	S.E. Kempten at 7.600 m.	10.52
Obgefr. Erich Erck: 2	11./JG 3	B-17 HSS	S.E. Kempten at 7.000 m.	10.52
Uffz. Friedrich Essig: 2	11./JG 3	B-17 HSS	-	
Uffz. Hans Scheu: 1 (+)	11./JG 3	B-17 HSS	-	
Uffz. Helmut Keune: 2	11./JG 3	B-17 HSS	-	
Uffz. Oskar Bösch: 5	11./JG 3	B-17	S.E. Kempten: 7.000 m.	10.50
Uffz. Wolfgang Engel: 2	11./JG 3	B-17	S.E. Kempten: 6.500-7.000 m.	10.47
Uffz. Wolfgang Engel: 3	11./JG 3	B-17	S.E. Kempten: 7.000 m.	10.50
Fhj.Fw. Heinz Angres: 1	12./JG 3	B-17 HSS	-	
Fhj.Fw. Heinz Angres: 2	12./JG 3	B-17 HSS	-	
Fw. Helmut Starke: 1 (+)	12./JG 3	B-17	40 km. S.E. Memmingen: 7.500 m.	10.50
Fw. Helmut Wichmann: 3	12./JG 3	B-17	30 km. S.E. Memmingen: 7.500 m.	10.50
Fw. Hubert Borowski: 1 (+)	12./JG 3	B-17 HSS	-	
Fw. Otfried Baisch: 2 (+)	12./JG 3	B-17	30 km. S.E. Memmingen: 7.500 m.	10.50
Fw. Willi Unger: 12 (verv.)	12./JG 3	B-17	30 km. S.E. Memmingen: 7.500 m.	10.50
Ltn. Karl-Dieter Hecker: 5	12./JG 3	B-17	20 km. S.E. Memmingen: 7.500 m.	10.50
Ltn. Oskar Romm: 78	12./JG 3	B-17	30 km. S.E. Memmingen: 7.500 m.	10.50
Ltn. Oskar Romm: 79	12./JG 3	B-17	30 km. S.E. Memmingen: 7.800 m.	10.50
Ltn. Oskar Romm: 80	12./JG 3	P-51	bei Kempten: 7.500 m. [Bayern]	10.55
Obgefr. Alfred Schwarz: 1	12./JG 3	B-17	30 km. S.E. Memmingen: 7.500 m.	10.49
Obgefr. Alfred Schwarz: 2 (+)	12./JG 3	P-51	3 km. S.E. Kempten: tiefflug	10.50
Uffz. Hans-Joachim Scholz: 3	12./JG 3	B-17	30 km. S.E. Memmingen: 7.500 m.	10.50
Uffz. Heinz Jeworrek: 6	12./JG 3	B-17	40 km. S.E. Memmingen: 200 m.	10.55
Uffz. Reinhold Hoffmann: 3	12./JG 3	B-17	Raum Memmingen: 7.000 m.	10.55
Hptm. Wilhelm Moritz: 41	Stab IV./JG 3	B-17	Raum Kempten: 7.600 m.	10.50

I hereby certify that the following is a true list of combat claims for this Group covering the raid on Memmingen, Germany, on 18 July 1944:

NAME	RANK	DAMAGE
Bruce D. Alexander	1st Lt	1 FW-190 Damaged
Robert K. Ashdown	T/Sgt	1 FW-190 Destroyed
Roy H. Baine	S/Sgt	2 FW-190 Destroyed
William H. Barlow	Sgt	1 FW-190 Destroyed
William M. Black	Sgt	1 FW-190 Destroyed
Charles S. Bloom	2nd Lt	1 FW-190 Destroyed
James R. Bullock	S/Sgt	1 FW-190 Destroyed
James R. Bullock	S/Sgt	1 FW-190 Prob Destroyed
James A. Boran	S/Sgt	1 FW-190 Destroyed
John F. Bosy	S/Sgt	1 FW-190 Destroyed
Frank S. Budsik	Sgt	1 FW-190 Destroyed
Thomas J. Burton	T/Sgt	1 FW-190 Destroyed
Cma H. Coker, Jr	S/Sgt	1 FW-190 Prob Destroyed
Pat J. Dadson	S/Sgt	1 FW-190 Destroyed
Robert J. Dalzin	S/Sgt	1 FW-190 Destroyed
Norman J. Davis	S/Sgt	1 FW-190 Destroyed
Donald H. Elliot	S/Sgt	1 FW-190 Prob Destroyed
Theodore Engelun	S/Sgt	1 FW-190 Destroyed
Dean H. Freund	T/Sgt	1 FW-190 Destroyed
Elbert J. Gamble	Sgt	1 FW-190 Destroyed
Walter J. Gladieux	S/Sgt	1 FW-190 Destroyed
Joseph S. Good	S/Sgt	1 FW-190 Prob Destroyed
Howard W. Haynes	T/Sgt	1 FW-190 Destroyed
George M. Pechenino	S/Sgt	4 FW-190 Destroyed
Vincent Peporone	S/Sgt	1 Me-109 Destroyed
Seymour L. Potter	S/Sgt	2 FW-190 Destroyed
John T. Pycior	S/Sgt	1 Me-109 Destroyed
John T. Pycior	S/Sgt	1 Me-109 Prob Destroyed
John T. Pycior	S/Sgt	1 Me-109 Damaged
John T. Pycior	S/Sgt	1 FW-190 Prob Destroyed
Melbourne D. Ring	S/Sgt	1 FW-190 Destroyed
Victor J. Roszczewski	S/Sgt	1 FW-190 Destroyed
Melvin H. Sinquefield	S/Sgt	1 FW-190 Destroyed
Donald S. Smith	S/Sgt	1 Me-109 Destroyed
Willard S. Sperry	Lt Col	1 Me-109 Destroyed
Jack L. Tuckman	S/Sgt	1 FW-190 Destroyed
Freddie W. Vaughn	T/Sgt	1 FW-190 Destroyed
Harry W. Watt	S/Sgt	1 FW-190 Destroyed
Elmer R. Winters	T/Sgt	2 FW-190 Destroyed
Elmer R. Winters	T/Sgt	1 FW-190 Damaged

EDWIN J. SIEGRAVES
Major, Air Corps
Group Intelligence Officer

Claims of 483rd BG on 18 July 11944

[483rd BG records, via Peter Kaššák]

OVER MEMMINGEN

After the Sturmbock attacks subsided, the remnants of the 483rd BG continued on to their targets, followed by the other Groups of the 5th BW - the 2nd, 97th, 99th, 301st and 463rd BG. Some Bomb Groups flying in this formation were sporadically attacked.

B-17G 42-102943 of the 301st BG was over target area by 11:04 hrs. It was hit by fighters and crashed during an attempt to return alone whilst over Bolzano, Italy. The tail gunner was killed by the fighter attack, and the rest of Lt. Wilson's crew became POWs.

One loss was from the 2nd BG. Their B-17G 42-31889 had severe problems with engine temperature, and whilst already over Alps, it was unable to stay in formation. Even the jettisoning of bombs didn´t helps, so ten minutes before IP, the crew abandoned the journey and turned towards neutral Switzerland. After crash-landing in Dübendorf, it was discovered by Swiss technicians that there was sand in the oil tanks. Lt. Pedig's entire crew was interned.

Twelve surviving B-17s of the 483rd BG reached their assigned target at 10:55 hrs, and dropped their 36-ton load of bombs with excellent results, hitting the aim point. After their attack, another group of the 5th BW followed.

The bombing under conditions of excellent visibility caused extensive damage. Several hangars were destroyed, the landing strip was damaged and many aircraft dispersed around the field and in the hangars were destroyed. The cost of life was also high, with some 200 military personnel being killed and another 100 injured. IV.(Sturm)/JG 3 lost at least twelve ground personnel.

Based on the INTOPS Summary of MTO Strategic Air Force, No. 362 was the target bombed by 79 B-17s (from 167 which were dispatched for the mission), collectively dropping 203.5 tons of bombs. The bombing results are mentioned in the document as thus: *„Bomb strike photos show 118 E/A present (40 S/E, 77 T/E and 1 Multi-Engine). Claims are 14-4-14. A heavy concentration of strike covers entire installation area of the North side of the A/D. Two and possibly three of very large hangars were very heavily hit and totally destroyed. Four other hangars on the North perimeter suffered direct hits and damage by blast. A very large hangar on the West boundary received direct hits and near misses. Two warehouses and adjacent rolling stock in the South-central part suffered direct hits followed by fires and two explosions. Several small shops in the S.E. corner received direct hits and near misses. Several units of barracks in East part of the area suffered direct hits and were destroyed. Scattered damage to shops, barracks and administration buildings in the West end of the area, is also visible."*

Due to weather reasons, twenty-seven B-17G of the 97th BG failed to proceed to their target, so they bombed an RR bridge in Casarsa as a last resort target.

On a return flight, the 483rd BG was attacked once again over Innsbruck. Some 25 Bf 109s approached out of the sun and attacked the front of the formation, disappearing under the formation. No losses or claims occurred from this incident.

During the aforementioned mission, crews of the 483rd BG claimed 28-7-2*6 German fighters. This score was later uprated to 53-8-5 (from this figure are claimed 58 Fw 190s as destroyed or damaged – much more than was the actual number of all Fw 190s originally scrambled from Memmingen).

The 483rd BG returned to base, less 14 B-17s and their crews, and two crates had major damage, and six had minor damage, with one seriously and 3 slightly injured crew members aboard. Aircraft No. 792 emergency landed at Fermo base, Italy.

For the mission on 18 July 1944 the 483rd BG received the Distinguished Unit Citation.







Presidental (Distinguished) Unit Citation ribbon.

Top: Target photo of Memmingen from 18 July 1944 by 301st BG. The north-west part of the aerodrome is covered by dense smoke, bomb hits are visible, also on the runway and perimeter tracks. [NARA]

Recon photo of the Memmingen AD after the attack from 5th BW on 18 July 1944. [NARA]

Maj. WILHELM MORITZ

Wilhelm Moritz was born on June 29, 1913 in Hamburg-Altona and joined the Reichswehr at twenty. Soon thereafter, he was transferred to the Luftwaffe where he undertook aerial and then pilot training. He became a pilot of twin engined aircraft and he was assigned to II./Zerstorergeschwader 1 equipped with Bf 110s which he flew during the Polish campaign. From the summer of 1940, he flew the Bf 109E in Norway and in France with 6./JG 77, the unit he served with in the battle against Great Britain. On September 9, 1940 as an Obertleutnant, he got his first command of the Staffel that he served with at the time. At the beginning of 1941 he was the CO of EinstazStaffel/Jagdfliegerschule 4 in Furth-Buchschwab and served in that role until March 21, 1942., when this unit became the basis for the rebuilt 11./JG 1 flying off of fields in Germany and Holland. As its CO, he served with the rank of Hauptman from April 4 until September 10, 1942. The combat life of Moritz with the last two units was not particularly eventful. Changes came about after October, 1942, when he took over command of 12./JG 51. Over the course of serving for a year on the Eastern Front he gained twenty-five victories. From October 19, 1943 he served as the commanding officer of 6. Staffel JG 3 with which he took part in the Defence of the Reich.

On April 18, 1944, he took over command of IV.Gruppe Jagdgeschwader 3 at Salzwedel from Hptm. Heinz Lang. At the time of his arrival, the unit was in the process of transitioning from the Bf 109G to the Fw 190 and was assigned the task of combating formations of Allied bombers. The tactics that were to be adopted for this role were developed by Sturmstaffel 1 and for this reason, among others, experienced pilots from this unit would form the basis of the transformed IV.(Sturm)/JG 3. Although with 33 kills to his credit, Moritz had more success in terms of numbers than his subordinates, but when it came to the tactics to be used, he was a rookie. However, Moritz was passionate and a capable CO, and soon he was able to make IV.(Sturm)/JG 3 into an effective, well oiled machine. His own capabilities even in his new role were demonstrated as early as April 22, 1944, when he shot down a B-24, which was his 34th kill. Others followed through the spring and early summer, 1944. A big day for Moritz came on July 7, 1944, when his Sturgruppe came into contact with 8th USAAF bombers in the vicinity of Merseburg. In co-operation with JG 300, commanded by Major Dahl, pilots of IV.(Sturm)/JG 3 were credited with 21 kills against bombers and the COs of both units were very much noticed by the leadership and also gained considerable media attention.

The success was repeated on July 18, 1944 on the day that is the subject of this article. After that specific success, Wilhelm Moritz was awarded the Knight's Cross.

The growing influence of American escorting P-51s over Germany caused a decrease in the effectiveness of the Sturmgruppen. Despite this fact, IV.(Sturm)/JG 3 was able to gain several other noteworthy successes, usually in co-operation with JG 300. An example was on September 11, 1944, when together they attacked 1st Air Division bombers heading for targets in the area of Merseburg. Other significant dates included September 27, 1944 and November 2 of the same year. All of these operations, associated with a healthy dose of success, always were also accompanied by heavy losses. Even despite the effort of the Sturmbock pilots, the numbers of Allied bombers over continental Europe steadily rose and thanks to USAAF and RAF round the clock bombing, the reality of the outcome began to feel like a certainty. On October 1st, Moritz was made a Major.

The final sizeable combat conducted by the Sturmbocks of IV. Gruppe JG 3 on November 2, 1944 saw what was likely the final kill gained by Moritz when he downed a B-17G. Constant pressure from his command duties and the general situation drove Moritz to a nervous breakdown, thanks to which on December 5, 1944, he was recalled from his function as IV.(Sturm)/JG 3 CO. In actual fact, though, his physical and psychological state were far from the only reasons for this recall, and some blame is certainly to be put on his frequent being at odds with Reichsmarschall Goring.



After a short rest, he was made CO of the non-combat IV./Erganzungs-Jagdgeschwader 1 on December 14, 1944. He led the unit until April 17, 1945 when he was assigned CO of II.(Sturm)/JG 4, taking those duties over from Maj. Rudolf Schroder. Although it meant the return of Moritz to the Sturmgruppe , it was far from the assignment he would've liked. The swansong of the armoured Fw 190s attacking bomber formations had already sounded long before. The unit fulfilled a role that more closely resembled that of fighter-bomber, attacking columns and various escorts in the vicinity of Berlin. During this period, Moritz flew only sporadically. However, for his pilots and ground personnel, he planned all the missions to the end, ensured logistical support, performed essential administrative duties and was a support for his men under increasingly difficult and for them, critical, conditions.

Wilhelm Moritz was one of a few Luftwaffe pilots that flew from the very beginning to the very end of the war. The same can be said of being one of a few Sturmjager pilots to survive to a relatively mature age. When the war ended, he was just shy of 32. Behind him were some 500 combat sorties, 44 confirmed kills with twelve four engined bombers among them. He died in Canada in 2010 at the age of 97 years.

Significant Awards:
Knight Cross (Ritterkreuz), July 18, 1944; Ehrenpokal der Luftwaffe; Iron Cross, 1st and 2nd Class; Deutchez Kreuz in Gold, 1945; Registration in Wehrmachtbericht (July 8, 1944)

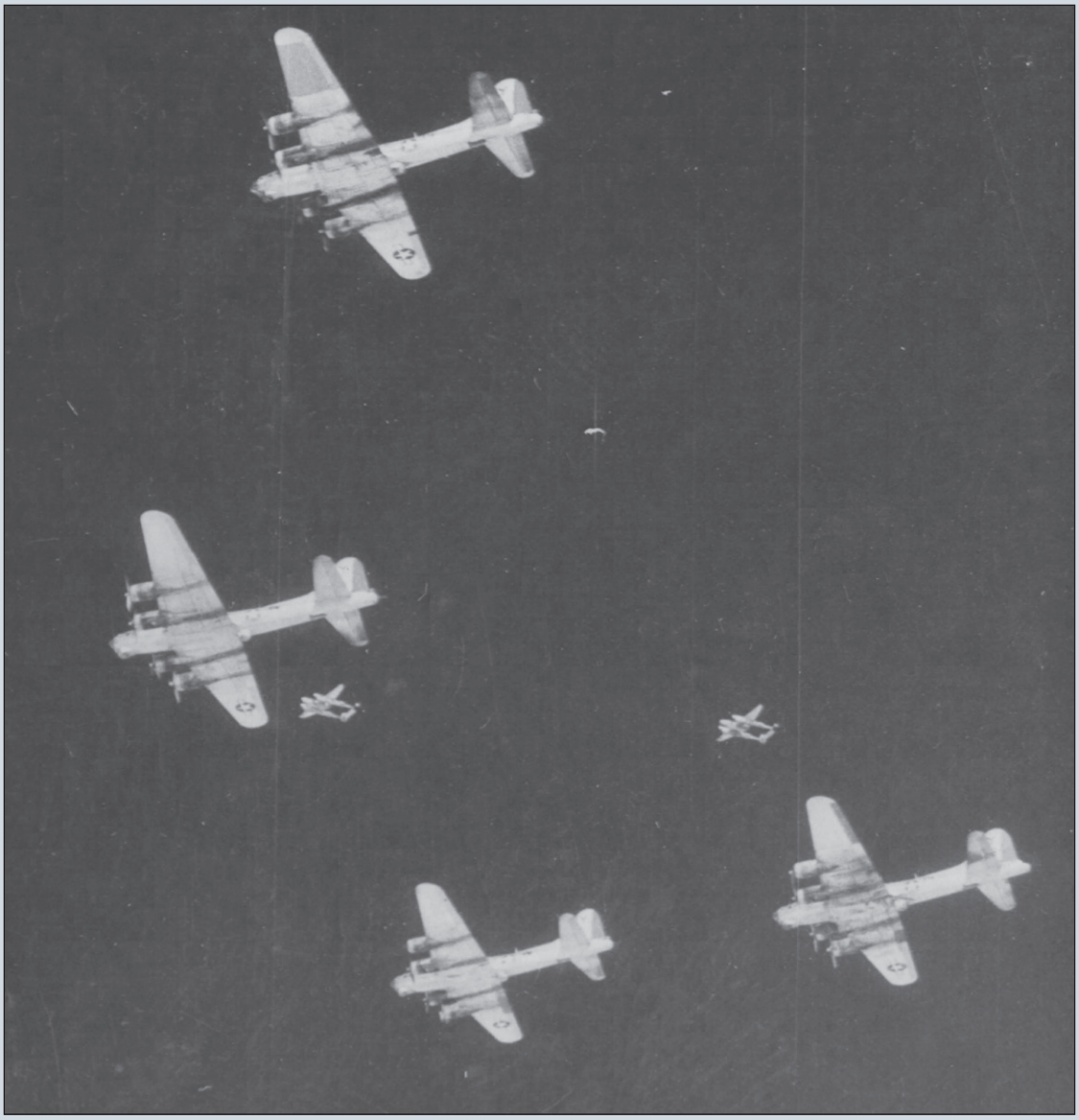


[profile: Petr Štěpánek sr.]

Fw 190A-8/R2 W.Nr. 681382, Hptm. Wilhelm Moritz, Gruppenkommandeur IV.(Sturm)/JG 3, 09/1944



Maj. Wilhelm Moritz, as CO of II.(Sturm)/JG 4, at the end of WWII.
[photo: Archive of Jagdgeschwader 4 & Sturmstaffel 1 / Museum of Air Battle over the Ore Mountains]



Four B-17G of 15th USAAF, most probably 483rd BG, this time also with fighter escort...
[NARA]

NOTES:

Note 1: IP (Initial Point) was the last way point before acquuiring the target where the unit would change formations in preparation for its bombing run maintaining altitude and course, something that anti-aircraft units enjoyed.for what are probably pretty obvious reasons.

Note 2: This fact dispels one of the myths of the 'Red Tails', the 332nd FG 'Tuskegee Airmen', that speaks of no bombers being lost during their escort duties. Regardless of the reasons or mistakes made, it was this unit, among others, that failed to make the planned rendezvous with the 483rd BG and entered the combat eight minutes late, by which time it was all pretty much over....

Note 3: 2./JG 51 was assigned during this period to be under the command of IV.(Sturm)/JG 3, as the Gruppe´s defence Staffel. Later, on 10 August 1944, it was transformed into 16./JG 3.

Note 4: II./JG 300 was converted into II.(Sturm)/JG 300 during July 1944, and their standard Fw 190A-8 were subsequently replaced by Fw 190A-8/R2

Note 5: based on info by Don Caldwell. Some bomber crews from various units, reported attacks by Bf 110 or Me 210 on that day.

Note 6: (destroyed-probably destroyed-damaged)

Special thanks to Peter Kaššák, Erich Brown, Eric Mombeek, Dan Case, Clint E. Daniel, John Bubak and Jim Hatch

SOURCES:

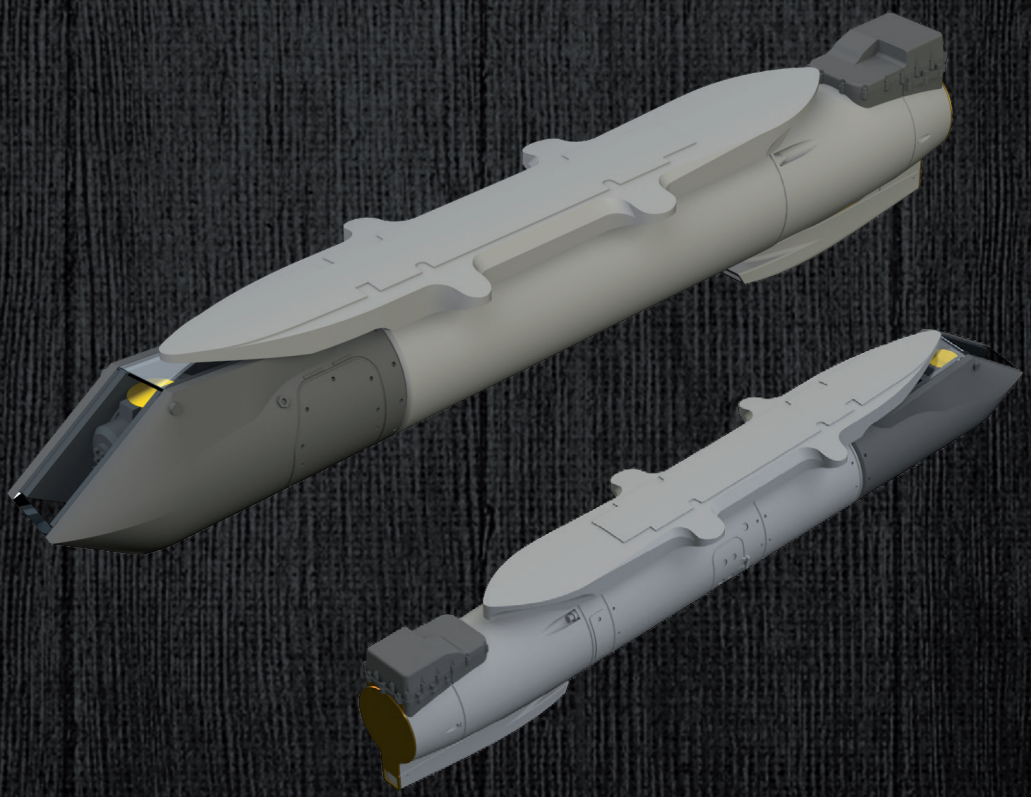
- Operations Order 5th BW, No. 626
- Intelligence Annex 5th BW, Op. No. 628
- 483rd BG Mission Report for 18 July 1944
- 483rd BG Special Narrative Report for 18 July 1944
- Operations Order No. 110, 49th BW, for 18 July 1944
- NARA: Missing Air Crew Reports for 483rd, 331st and 2nd Bomb Group, 18 July 1944
- 2nd BG_Second Was First 11 - Chapter 11 - Operations- July 1944
- 5th Bomb Wing planes names
- Archive of Jagdgeschwader 4 & Sturmstaffel 1 / Museum of Air Battle over the Ore Mountains on September 11th, 1944
- Willi Reschke: Jagdgeschwader 301/302 "Wilde Sau"
- Donald Caldwell: Day Fighters in Defence of the Reich: A War Diary, 1942 – 45
- Jean-Yves Lorant, Richard Goyat: JG 300 Wilde Sau Vol. 1
- Eric Mombeek: Sturmjäger, vol. I., II.
- Peter Kacha: Aces of the Luftwafe (www.luftwaffe.cz)
- Michael Holm: Luftwaffe 1943-1945 (www.ww2.dk)
- Clint E. Daniel Collection
- John Weal: Luftwaffe Sturmgruppen
- Roger A. Freeman, David Osborne: The B-17 Flying Fortress story

Product Page

eduard BRASSIN

05/2017

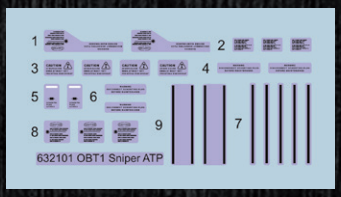
632101
Sniper ATP
1/32

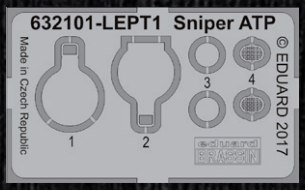


Brassin set - Sniper Advanced Targeting Pod in 1/32 scale.

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

Product Page





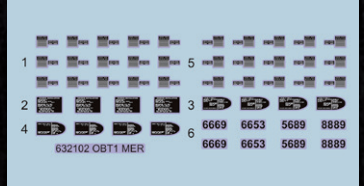
632102
MER
1/32

Brassin set - 3 pieces of MER racks in 1/32 scale.

Set contains:
- resin: 75 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page



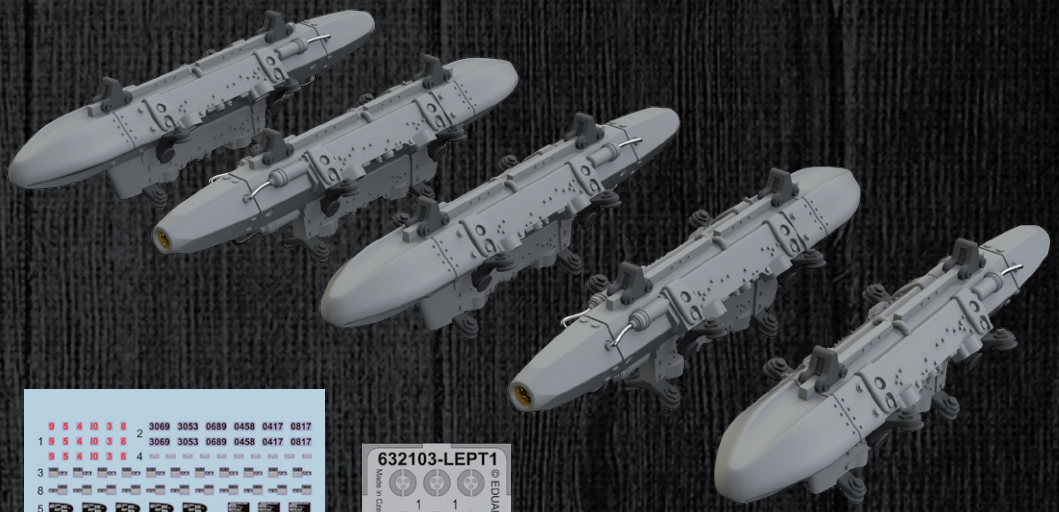


632103
TER
1/32

Brassin set - 5 pieces of TER racks in 1/32 scale.

Set contains:
- resin: 50 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page



648301
Crusader air intakes
1/48 Eduard/Hasegawa

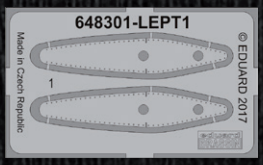
Brassin set - air intakes for F-8E Crusader in 1/48 scale by Eduard/Hasegawa. Set includes both intakes located on the tail.

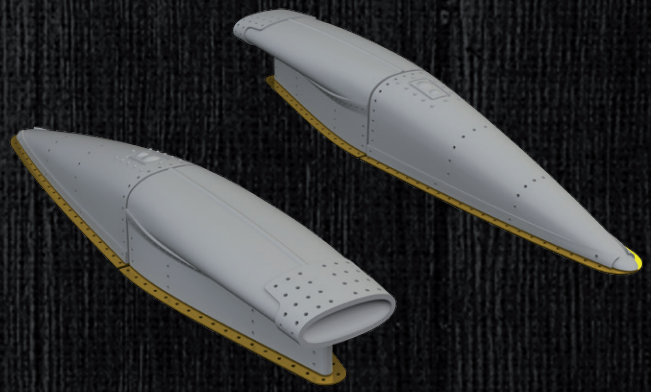
Set contains:
- resin: 2 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

Product Page

Recommended for kit Cat. No. 11110.



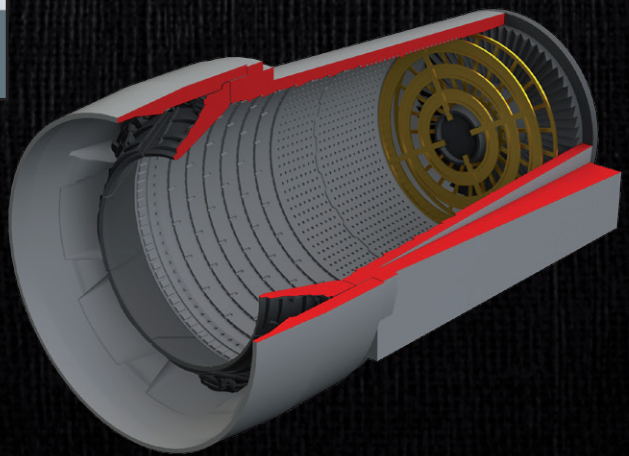




Recommended for kit Cat. No. 11110.



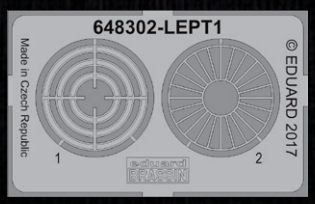
648302
Crusader exhaust nozzle
1/48 Eduard/Hasegawa



Brassin set - exhaust nozzle for F-8E Crusader in 1/48 scale by eduard/Hasegawa. Set includes exhaust nozzle, easy to built, replaces plastic parts.

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

Product Page

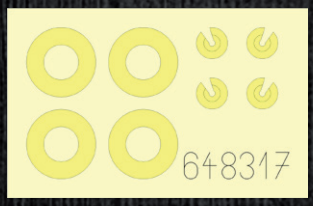


648317
Ki-61-Id wheels
1/48 Tamiya

Brassin set - undercarriage wheels for Ki-61-Id in 1/48 scale by Tamiya. Set includes both main wheels and a tailwheel.

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

Product Page





648318
SE.5a propeller four-blade
1/48 Eduard

Brassin set - four-blade propeller for SE.5a in 1/48 scale by Eduard.

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

Product Page

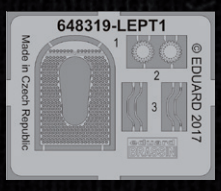


Recommended for kit Cat. No. R0015.





648319
SE.5a radiator - Hispano Suiza for 4blade prop
1/48 Eduard



Recommended for kit Cat. No. R0015.





Brassin set - the radiator for SE.5a powered by Hispano Suiza engine with 4blade prop in 1/48 scale by Eduard.

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

Product Page

648320
SE.5a radiator - Hispano Suiza for 2blade prop
1/48 Eduard

Brassin set - the radiator for SE.5a powered by Hispano Suiza engine with 2blade prop in 1/48 scale by Eduard.
Set includes radiator with photo-etched details.

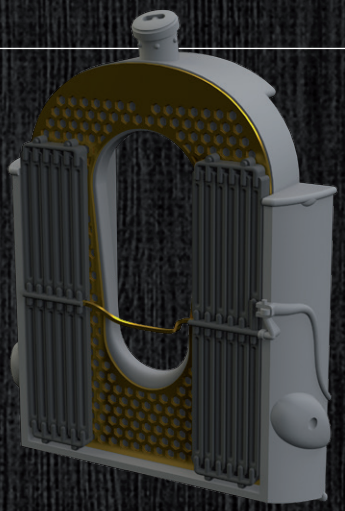
Set contains:
- resin: 4 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

Product Page

Recommended for kit Cat. No. R0015.





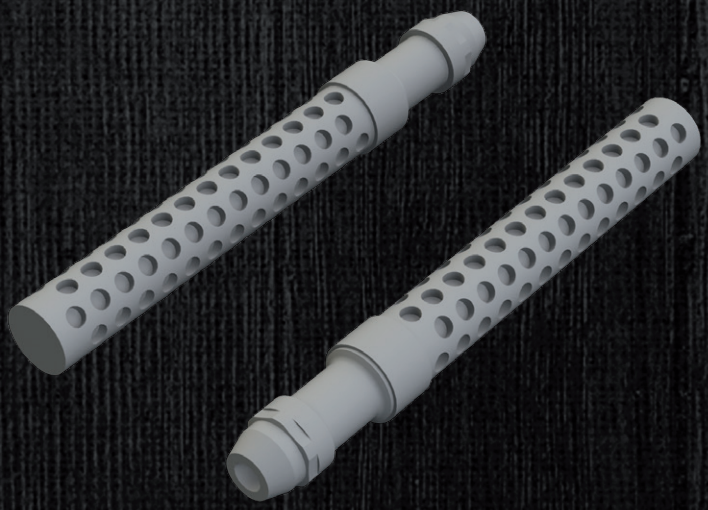


648321
Ki-61-Id gun barrels
1/48

Brassin set - gun barrels for Ki-61-Id in 1/48 scale by Tamiya.

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

Product Page



Recommended for kit Cat. No. 2119.







672156
Spitfire Mk.VIII cockpit
1/72

Brassin set - cockpit for Spitfire Mk.VIII in 1/72 scale by Eduard.

Set contains:
- resin: 22 parts,
- decals: no,
- photo-etched details: yes, color
- painting mask: no.

Product Page

SIN64830

Bf 109F ADVANCED

1/48 Eduard

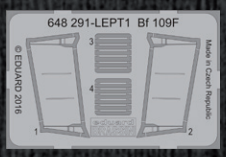
Product Page

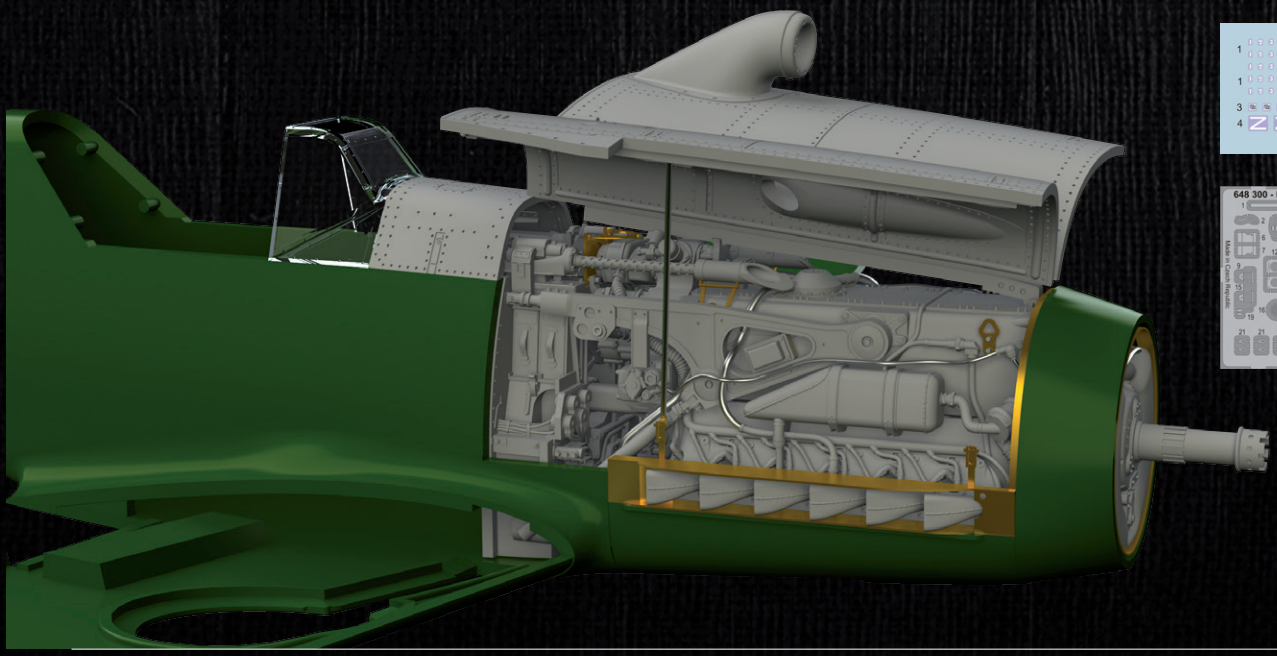
Collection of 3 Brassin sets for Bf 109F in 1/48 scale by Eduard.

- engine & fuselage guns,
- control surfaces,
- landing flaps.

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









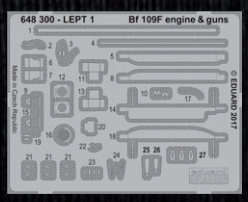
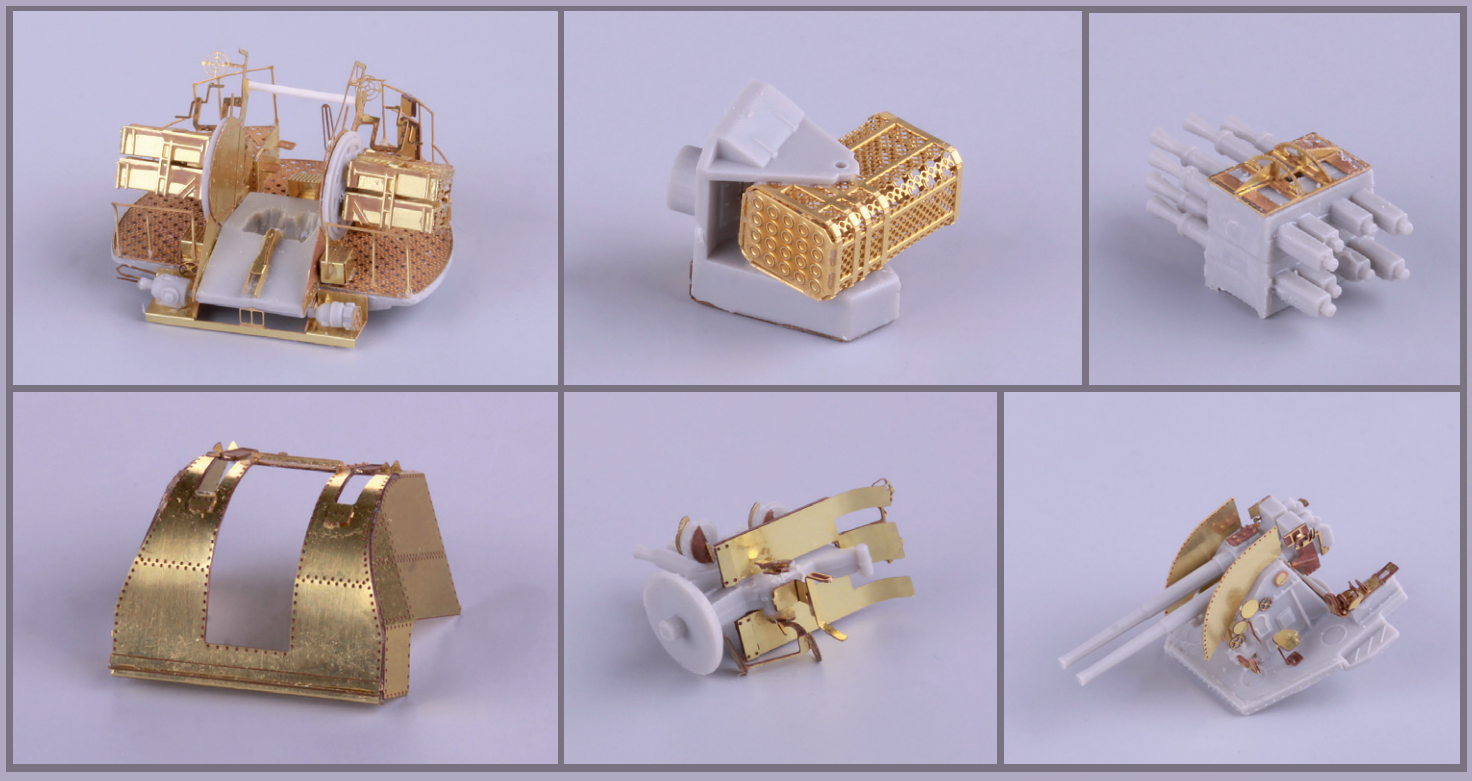


PHOTO-ETCHED SETS AND MASKS

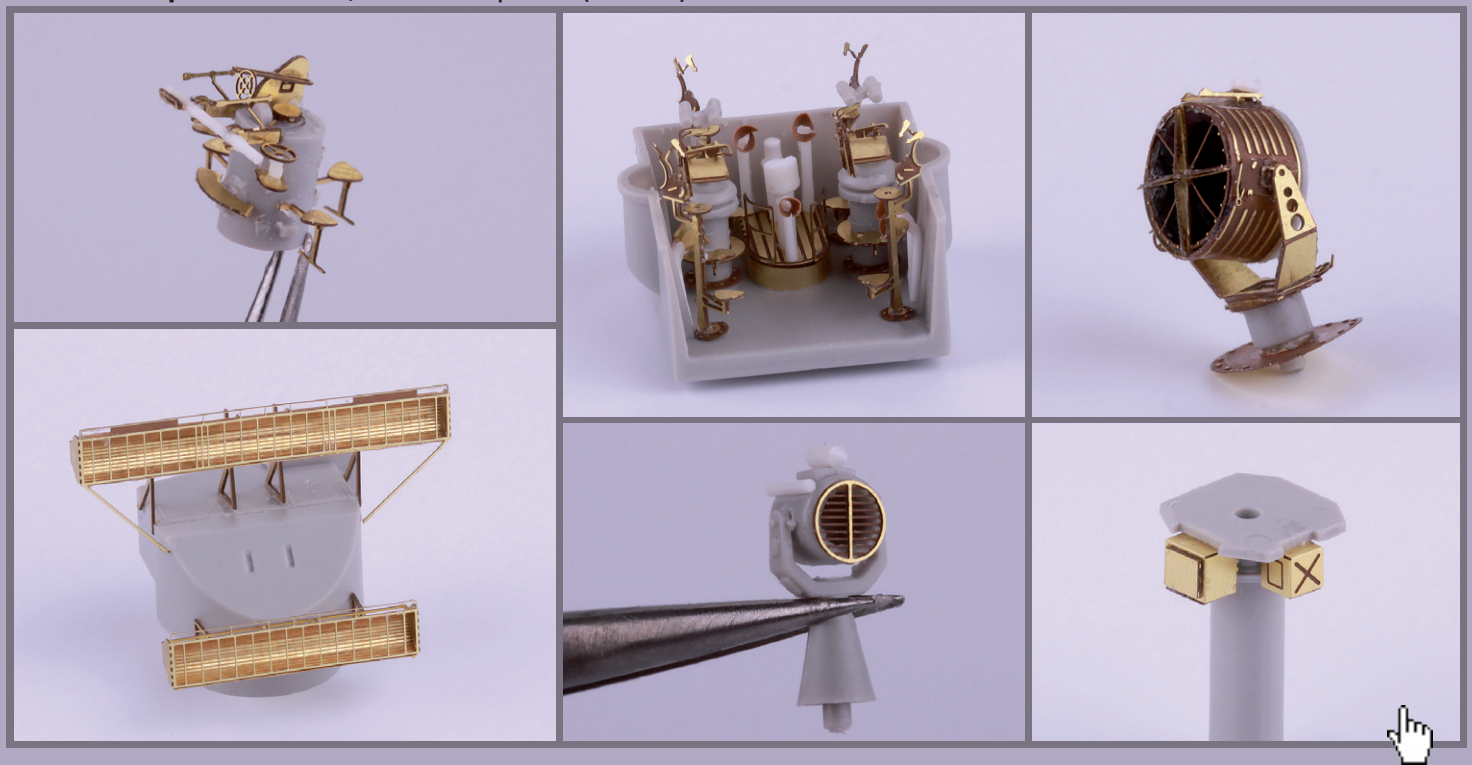
SELECTED 05/2017

HMS Hood 1/200 Trumpeter

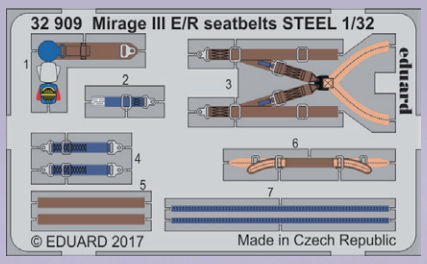
HMS Hood pt. AA guns and rocket launchers 1/200 Trumpeter (53187)

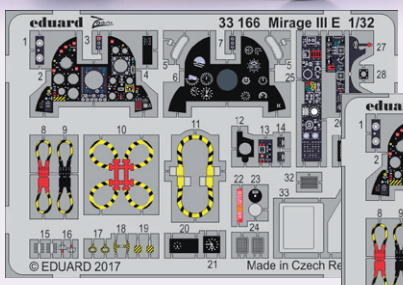


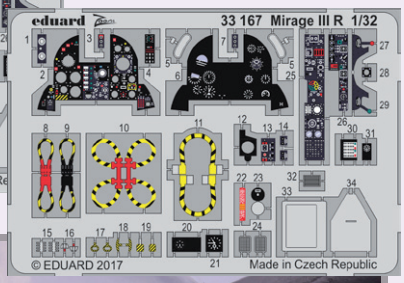
HMS Hood pt.2 radars 1/200 Trumpeter (53188)



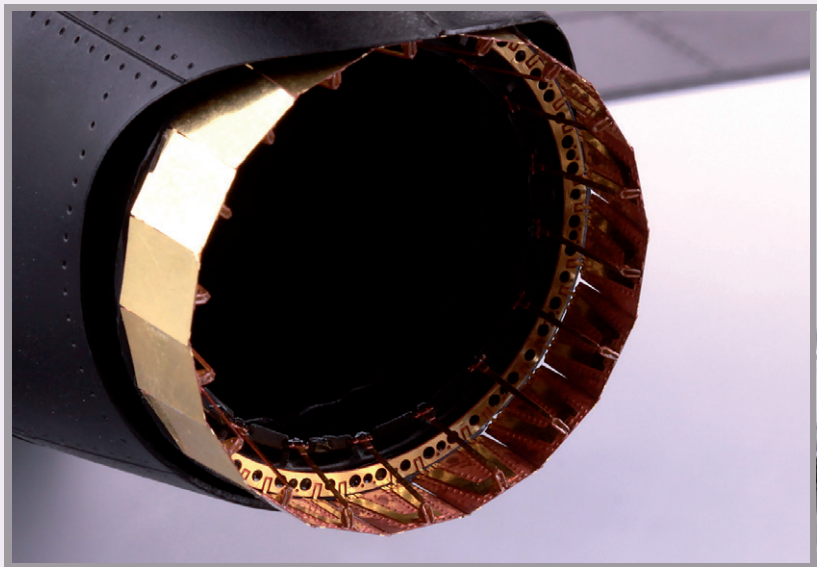
Mirage III E/R 1/32 Italeri



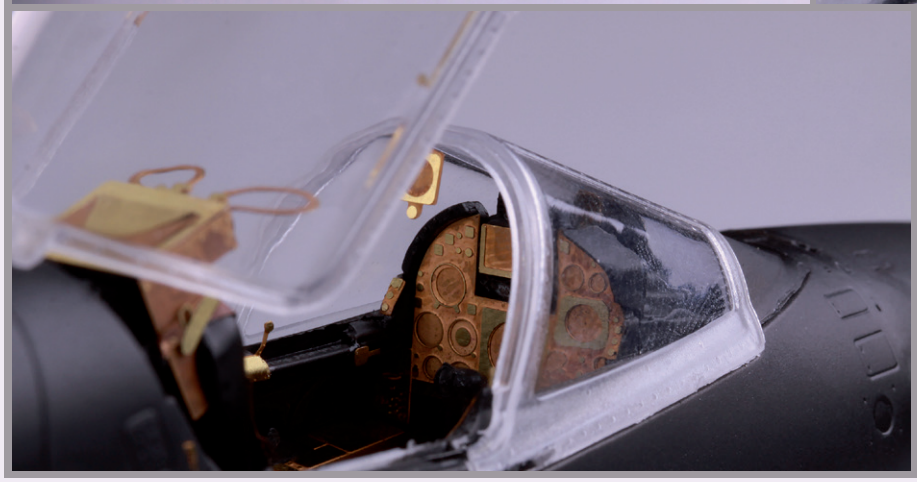




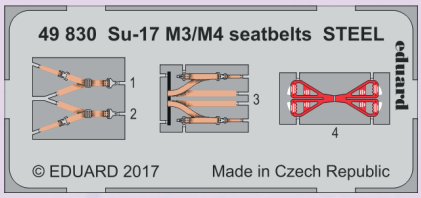
Mirage III E/R exterior 1/32 Italeri (32403)
Mirage III E 1/32 Italeri (32907)
Mirage III R 1/32 Italeri (32908)
Mirage III E/R seatbelts STEEL 1/32 Italeri (32909)
Mirage III E 1/32 Italeri (33166) (Zoom)
Mirage III R 1/32 Italeri (33167)(Zoom)
Mirage III E/R 1/32 Italeri (JX200) (Mask)







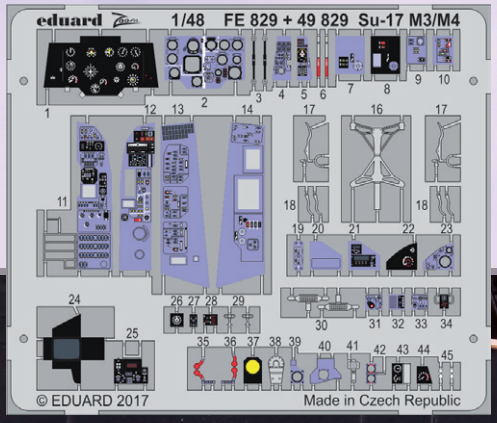




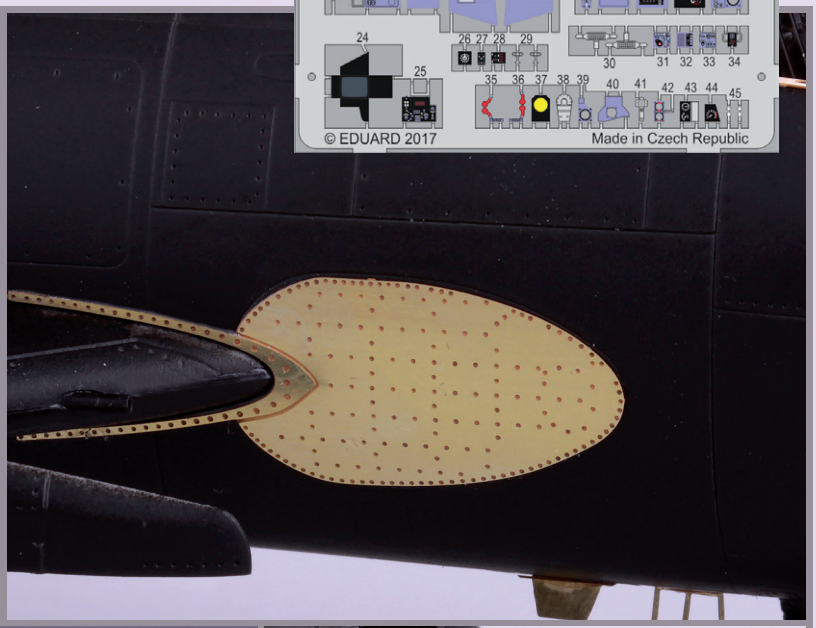
Su-17 M3/M4 1/48 Kitty Hawk



Su-17 M3/M4 exterior 1/48 Kitty Hawk (48922)
Su-17 M3/M4 F.O.D. 1/48 Kitty Hawk (48923)
Su-17 M3/M4 air brakes 1/48 Kitty Hawk (48924)
Su-17 M3/M4 interior 1/48 Kitty Hawk (49829)
Su-17 M3/M4 seatbelts STEEL 1/48 Kitty Hawk (49830)
Su-17 M3/M4 interior 1/48 Kitty Hawk (FE829) (Zoom)
Su-17 M3/M4 1/48 Kitty Hawk (EX551) (Mask)

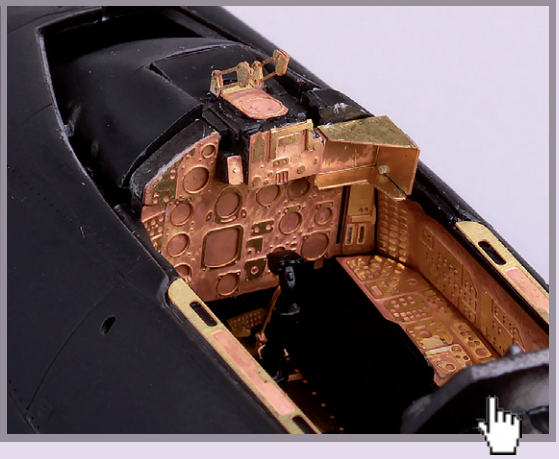












H8K2 Emily
1/72 Hasegawa

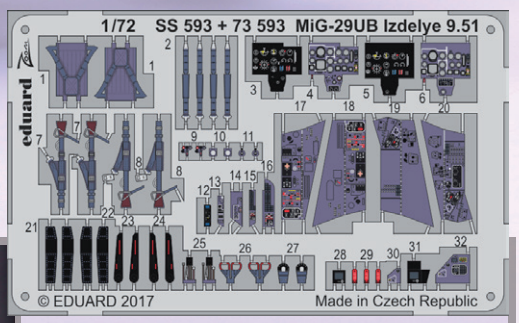


H8K2 Emily nose interior 1/72 Hasegawa (72650)
H8K2 Emily rear interior 1/72 Hasegawa (72651)
H8K2 Emily exterior 1/72 Hasegawa (72652)
H8K2 Emily maintenance platforms 1/72 Hasegawa (72653)
H8K2 Emily cockpit interior 1/72 Hasegawa (73592)
H8K2 Emily 1/72 Hasegawa (SS592) (Zoom)



MiG-29UB Izdelye 9.51
1/72 Trumpeter





MiG-29UB Izdelye 9.51 1/72 Trumpeter (73593)
MiG-29UB Izdelye 9.51 1/72 Trumpeter (SS593) (Zoom)
MiG-29UB Izdelye 9.51 1/72 Trumpeter (CX482) (Mask)





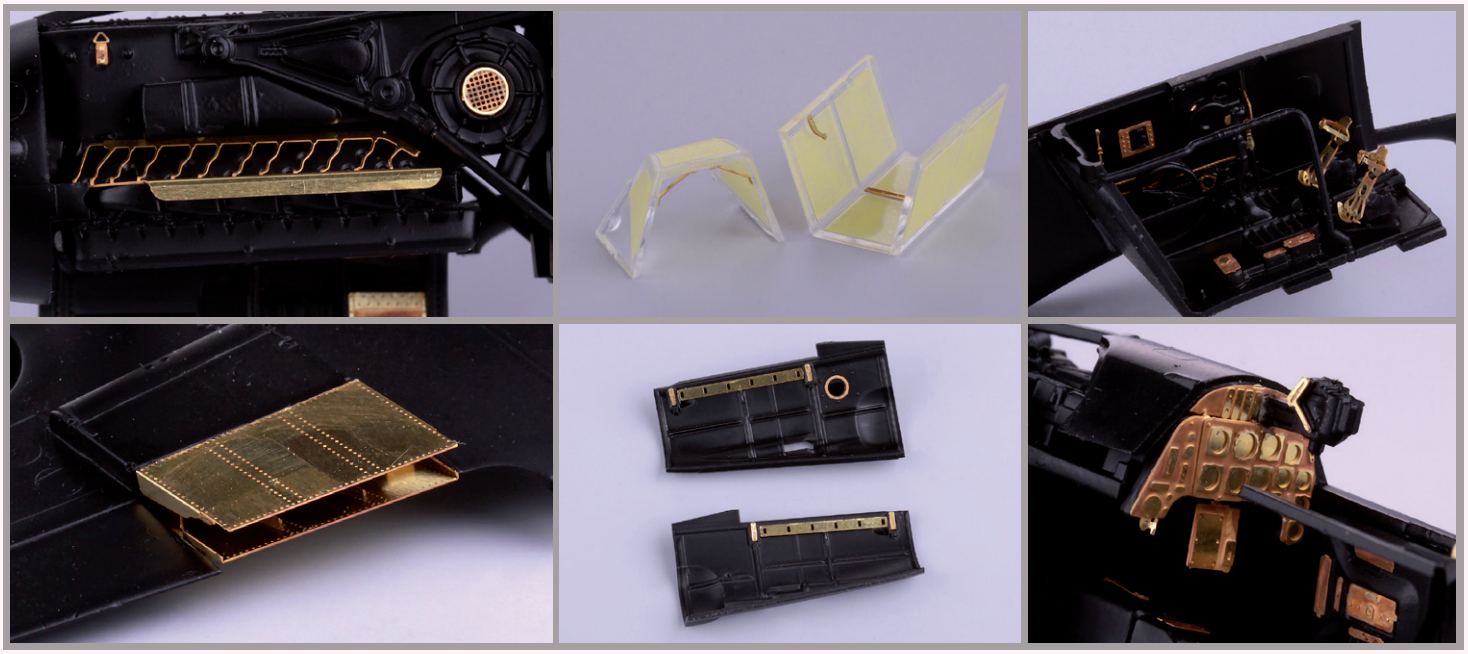




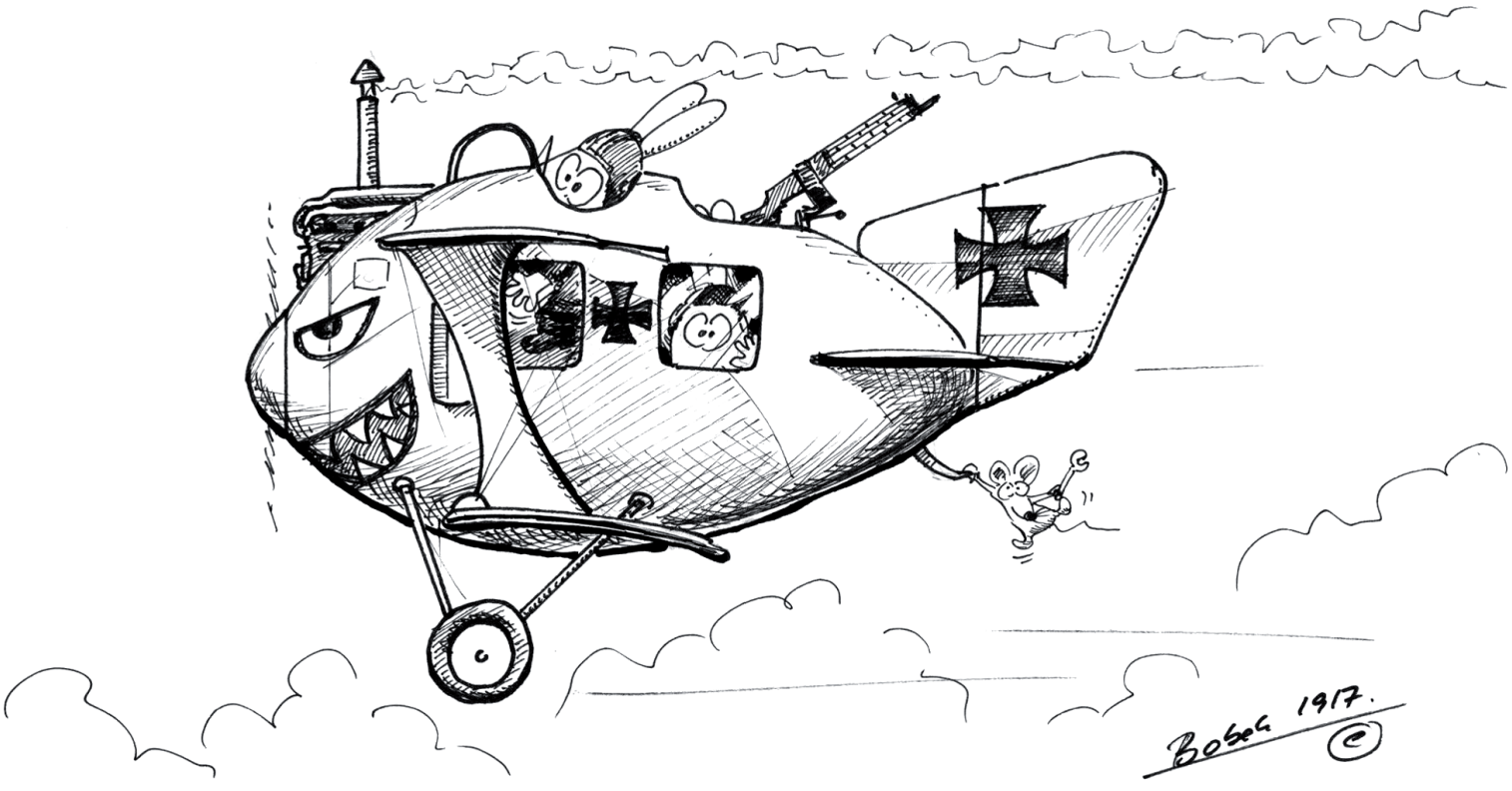


Bf 109G-6 1/48 Zvezda

Bf 109G-6 1/48 Zvezda (49831)
Bf 109G-6 seatbelts STEEL 1/48 Zvezda (49832)
Bf 109G-6 1/48 Zvezda (FE831) (Zoom)
Bf 109G-6 1/48 Zvezda (EX552) (Mask)



E-BUNNY SQUAT



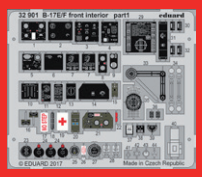
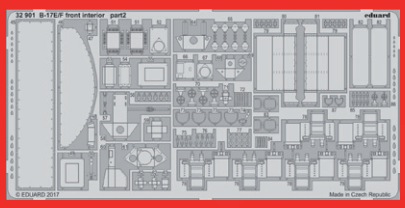
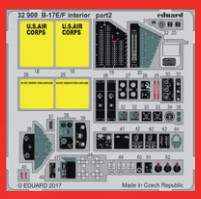
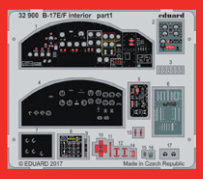
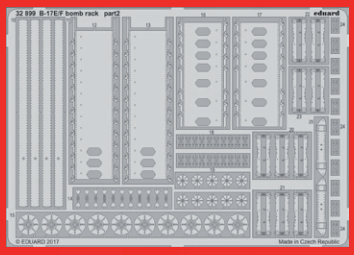
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

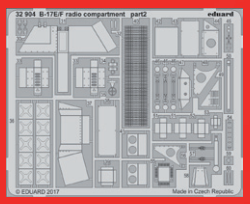
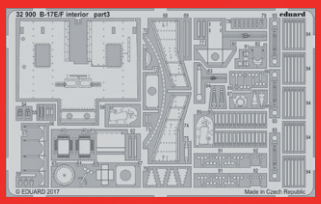
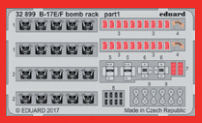
BIG ED

BIG3375 B-17E/F PART 2 1/32 HKM

32899 B-17E/F bomb rack
32900 B-17E/F interior
32901 B-17E/F front interior
32904 B-17E/F radio compartment

Product Page

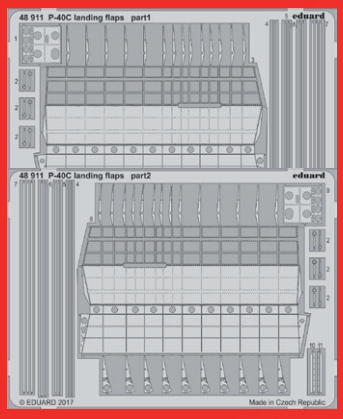
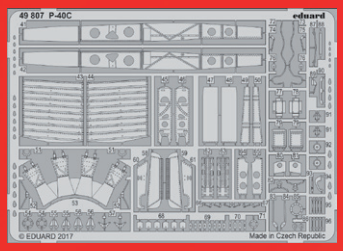
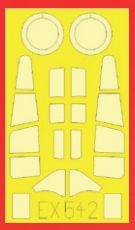






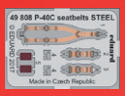




BIG49170 P-40C 1/48 Bronco

49807 P-40C
49808 P-40C seatbelts STEEL
48911 P-40C landing flaps
EX542 P-40C

Product Page

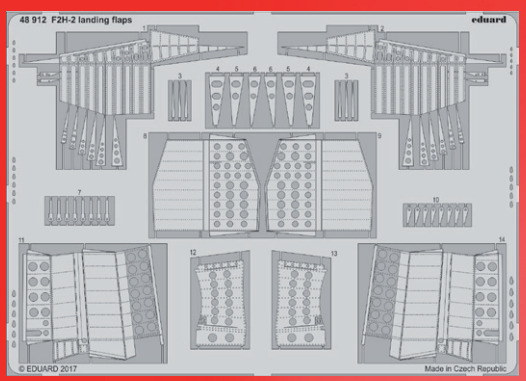
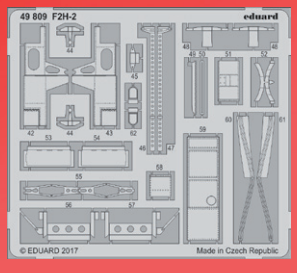
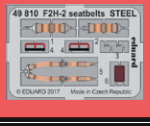
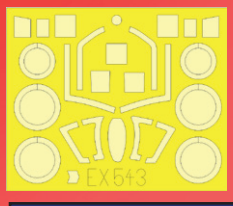
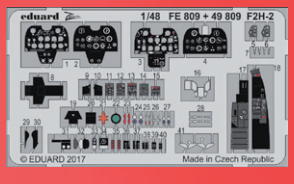







BIG49171 F2H-2 1/48 Kitty Hawk

49809 F2H-2
49810 F2H-2 seatbelts STEEL
48912 F2H-2 landing flaps
EX543 F2H-2

Product Page


May 2017

KITS

7441	F6F-3	1/72	Weekend edition
70112	Fw 190A-8/R2	1/72	ProfiPACK
11110	Crusader	1/48	Limited edition
R0015	SE.5a Dual Combo	1/48	Royal Class

PHOTO-ETCHED SET

53187	HMS Hood pt. 1 AA guns & rocket launchers	1/200	Trumpeter
53188	HMS Hood pt. 2 radars	1/200	Trumpeter
32403	Mirage III E/R exterior	1/32	Italeri
32907	Mirage III E	1/32	Italeri
32908	Mirage III R	1/32	Italeri
32909	Mirage III E/R seatbelts STEEL	1/32	Italeri
48922	Su-17 M3/M4 exterior	1/48	Kitty Hawk
48923	Su-17 M3/M4 F.O.D.	1/48	Kitty Hawk
48924	Su-17 M3/M4 air brakes	1/48	Kitty Hawk
48925	F-8E upgrade set	1/48	Eduard
49829	Su-17 M3/M4 interior	1/48	Kitty Hawk
49830	Su-17 M3/M4 seatbelts STEEL	1/48	Kitty Hawk
49831	Bf 109G-6	1/48	Zvezda
49832	Bf 109G-6 seatbelts STEEL	1/48	Zvezda
72650	H8K2 Emily nose interior	1/72	Hasegawa
72651	H8K2 Emily rear interior	1/72	Hasegawa
72652	H8K2 Emily exterior	1/72	Hasegawa
72653	H8K2 maintenance platforms	1/72	Hasegawa
73592	H8K2 Emily cockpit interior	1/72	Hasegawa
73593	MiG-29UB Izdelye 9.51	1/72	Trumpeter

ZOOMS

33166	Mirage III E	1/32	Italeri
33167	Mirage III R	1/32	Italeri
FE826	Seatbelts Italy WWII fighters STEEL	1/48	
FE829	Su-17 M3/M4	1/48	Kitty Hawk
FE831	Bf 109G-6	1/48	Zvezda
SS592	H8K2 Emily	1/72	Hasegawa
SS593	MiG-29UB Izdelye 9.51	1/72	Trumpeter
SS594	Seatbelts Italy WWII fighters STEEL	1/72	

MASKS

JX200	Mirage III E/R	1/32	Italeri
EX551	Su-17 M3/M4	1/48	Kitty Hawk
EX552	Bf 109G-6	1/48	Zvezda
EX553	Su-25UB/UBK	1/48	Směr
CX482	MiG-29UB Izdelye 9.51	1/72	Trumpeter
CX483	B-17G antiglare panels (BO & DL production)	1/72	Airfix

DECALS

D72014	F6F stencils	1/72	Eduard

BIGED

BIG3375	B-17E/F PART 2	1/32	HKM
BIG49170	P-40C	1/48	Bronco
BIG49171	F2H-2	1/48	Kitty Hawk

BRASSIN

632101	Sniper ATP	1/32	
632102	MER	1/32	
632103	TER	1/32	
648301	Crusader air intakes	1/48	Hasegawa
648302	Crusader exhaust nozzle	1/48	Hasegawa
648317	Ki-61-Id wheels	1/48	Tamiya
648318	SE.5a propeller four-blade	1/48	Eduard
648319	SE.5a radiator - Hispano Suiza for 4blade prop	1/48	Eduard
648320	SE.5a radiator - Hispano Suiza for 2blade prop	1/48	Eduard
648321	Ki-61-Id gun barrels	1/48	Tamiya
672156	Spitfire Mk.VIII cockpit	1/72	Eduard

BIGSIN

SIN64830	Bf 109F advanced	1/48	Eduard

May Releases

Fw 190A-8/R2

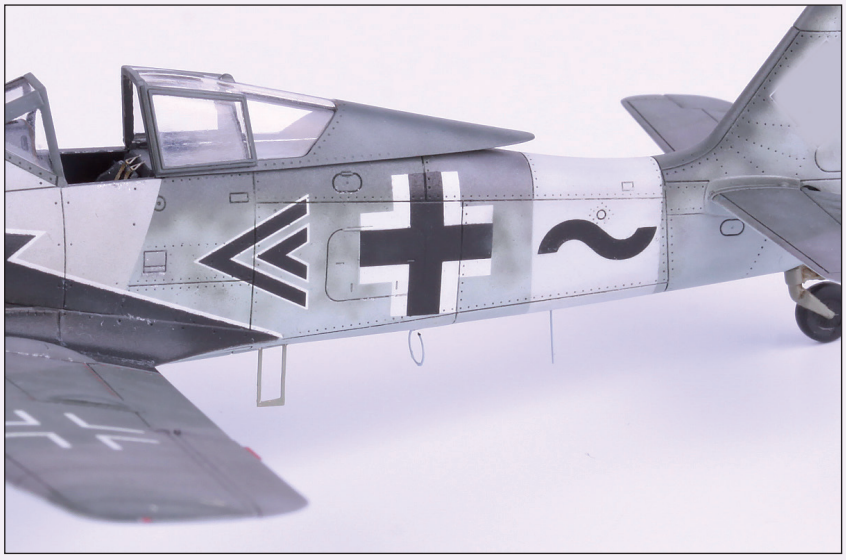
1/72

Camo A
built by Jan Baranec











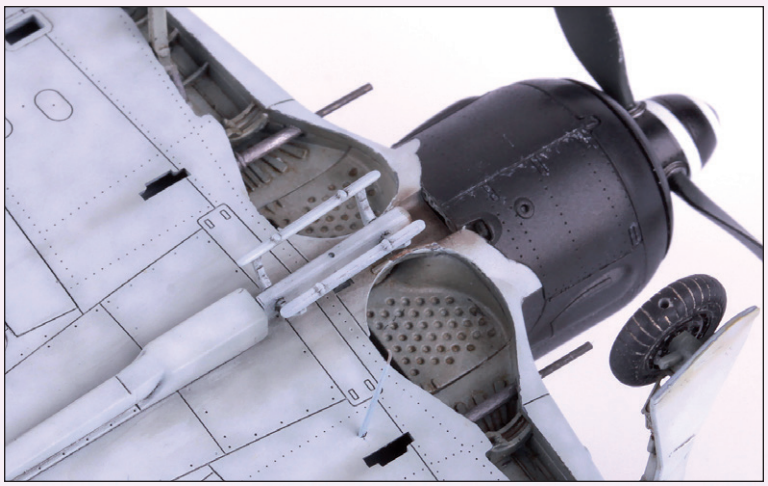
Hptm. W. Moritz, CO of IV.(Sturm)/JG 3, Memmingen, Germany, July 1944

Wilhelm Moritz was born on June 29th, 1913 in Hamburg and joined the German army in 1933. He was assigned to the air force and went through fighter pilot training. The beginning of the war found him flying the twin engined Bf 110 with II./ZG 1. In the summer of 1940 he was reassigned to 6./JG 77 and in April 1942, he served as CO of 11./JG 1. In September 1942, he was transferred to JG 51 on the Eastern Front where he would go on to shoot down twenty-five aircraft. On October 19th, 1943, he was made Staffelkapitan of 6./JG 3. JG 3 was a component of the fighter network tasked with the defence of the Reich (Reichsverteidigung) and on April 18th, 1944, Wilhelm Moritz became the CO of its IV. Gruppe. This Gruppe specialised in the use of heavily armed and armoured single engined fighters against Allied four-engined bombers. He was relieved of his command of IV. Gruppe on December 5th, 1944, following a nervous breakdown and after recuperating he took over command of the Luftwaffe replacement training unit IV./EJG 1. He found his way back to a combat unit before the war ended, becoming CO of II./JG 4 on April 18th, 1945, a post he held till the end of the war. He is credited with the downing of 44 enemy aircraft in total. He was awarded the Knight's Cross on July 18th, 1944.

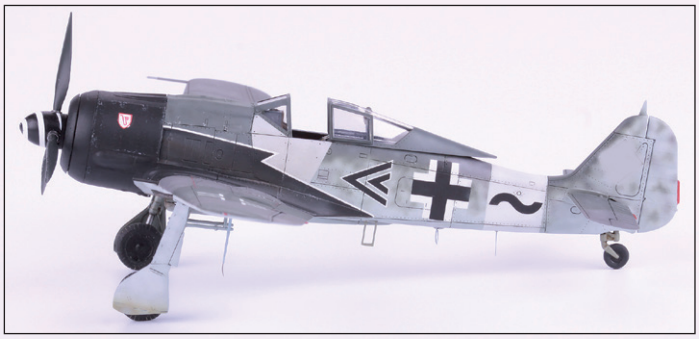
Moritz's aircraft carried the standard Luftwaffe fighter camouflage scheme. Aircraft of IV./JG 3 had black engine cowls. The double wedge identifies the Gruppe leader's aircraft and the wave marking on the rear fuselage was carried by aircraft of the IV. Gruppe. Fuselage armour plates protecting the cockpit were light gray or unpainted. The majority of JG 3 aircraft carried the unit marking on the engine cowl, but available photographs cannot confirm whether or not this was the case with this machine flown by Moritz.











Product Page

Cat. No. 70112



Fw 190A-8/R2

1/72



Camo D

built by Josef Blažek





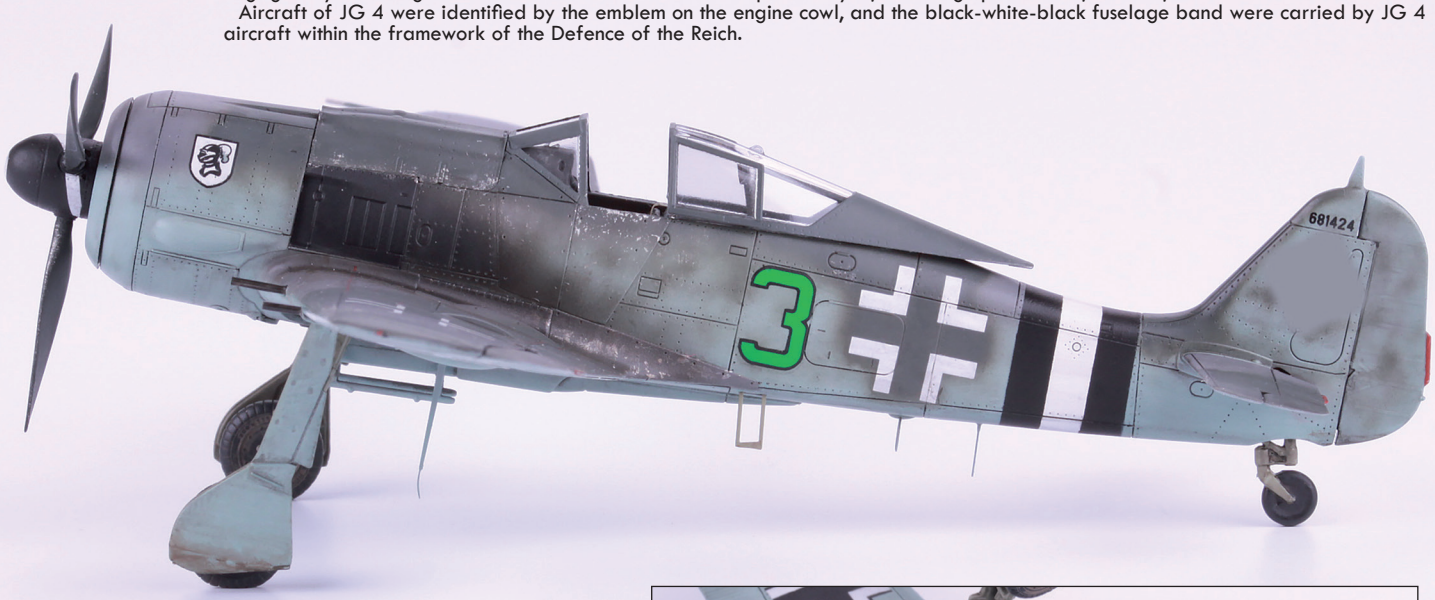




W. Nr. 681424, Oberstlt. H. - G. von Kornatzki, CO of II./JG 4, Welzow, Germany, September 1944

Hans-Günther von Kornatzki was born in Liegnitz in Lower Silesia (today Legnica, Poland) on June 22nd, 1906. In 1928, he first joined the army, and transferred to the Luftwaffe on its formation in 1933. In May 1941, he married Goering's secretary Ursula Grundtmann. After she became a victim of an Allied bomber raid on Berlin, he became a supporter, and later a leader, of units tasked with intercepting the heavy bombers with heavily armed fighters from as close a range as possible. The first such unit was Sturmstaffel 1, which was deemed combat ready on January 1st, 1944. It was disbanded in May 1944 and Kornatzki took command of II.(Sturm)/JG 4. On September 12th, 1944, he led an attack against a B-17 formation near Magdeburg. After destroying one of the bombers, he was engaged by escort fighters and was shot down. In his attempt to belly in, he hit high power lines, crashed, and was killed.

Aircraft of JG 4 were identified by the emblem on the engine cowl, and the black-white-black fuselage band were carried by JG 4 aircraft within the framework of the Defence of the Reich.









Product Page

Cat. No. 70112

Fw 190A-8/R2

1/72

Camo C

built by Petr Zatřepálek









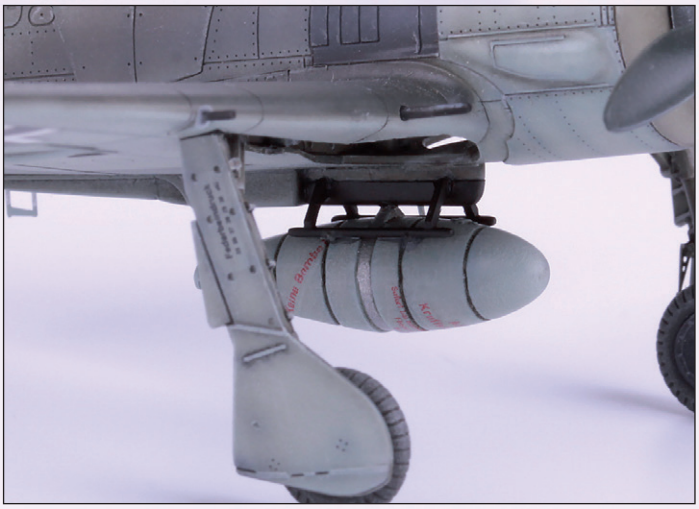
W. Nr. 682989, 5./JG301, Germany, May 1945

The order for the formation of Jagdgeschwader 301 was issued on September 26th, 1943 and the unit was to be equipped with single engined fighters tasked with night fighting duties. In March 1944, this role was changed to day fighting within the framework of the Defence of the Reich. The unit was initially equipped with Bf 109G-6 fighters, but over time, re-equipped with the Fw 190A-8 and A-9, followed by Fw 190D-9s. JG 301 went on to become the first unit to be given the Ta 152 at the beginning of March 1945.

The pictured Sturmbock was discovered by Allied troops in May 1945. The yellow-red fuselage band identified JG 301 aircraft within the Defence of the Reich network.







Product Page

Cat. No. 70112



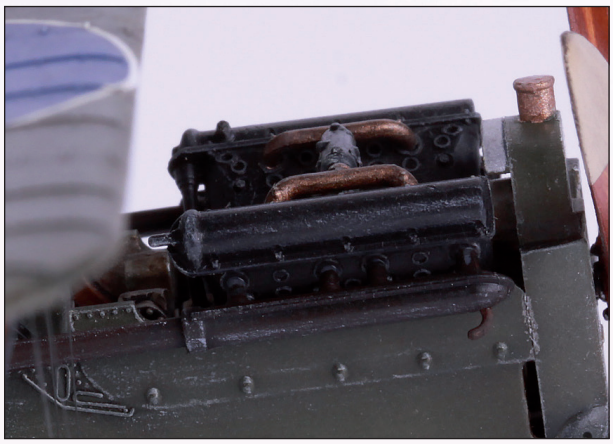
ROYAL CLASS
eduard

SE.5a 1/48

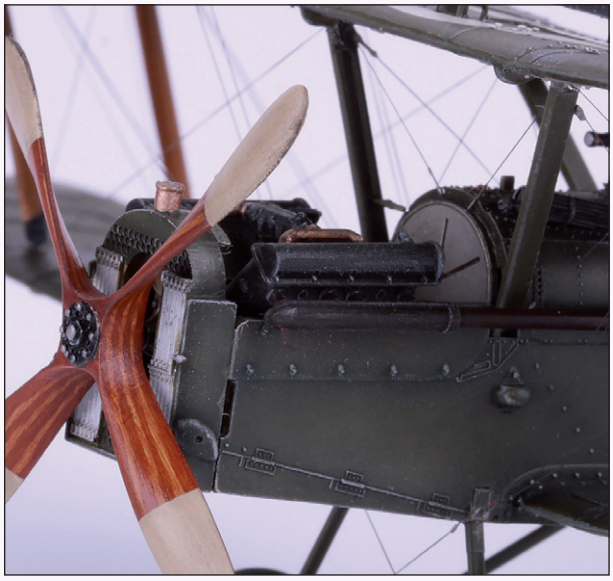


Camo I
built by Petr Zatřepálek









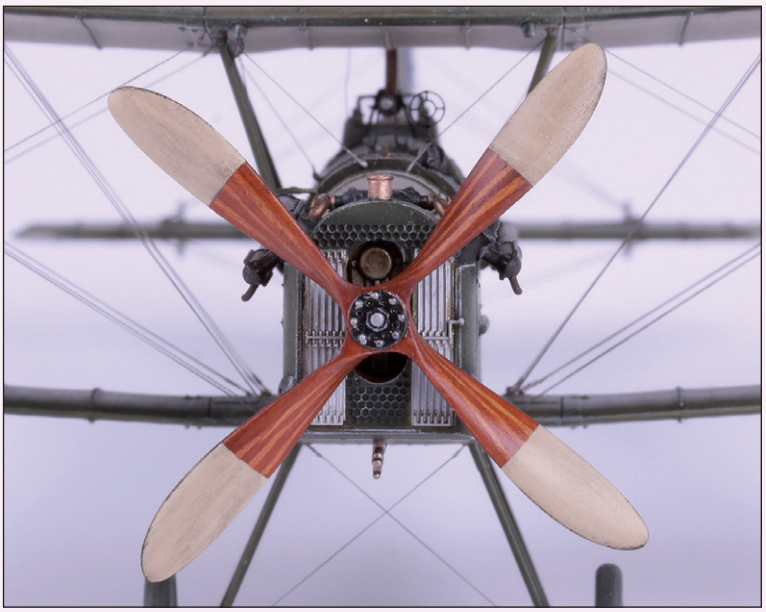
B507, 2/Lt J. J. Fitzgerald, No. 60 Squadron, Sainte-Marie-Cappel, beginning of October 1917

No.60 Squadron was formed on April 30th, 1916 at Gosport and was equipped with Morane Saulnier Type N fighters. After the Battle of Somme, when heavy losses were suffered, the unit was re-equipped with the Nieuport 17 and then with the new British SE.5a in July 1917.

Machine B507 served first with No.56 Squadron, where it was flown by Lt. L.M. Barlow who with it shot down several enemy aircraft. On August 22nd, 1917, the aircraft was damaged by 2/Lt. A.P.F. Rhys-Davids. After being repaired, the plane was attached to No.60 Squadron. Engine failure forced 2/Lt. J.J. Fitzgerald to land at a Jasta 18 airfield, making him a prisoner on October 5th, 1917.









Product Page

Cat. No. R0015

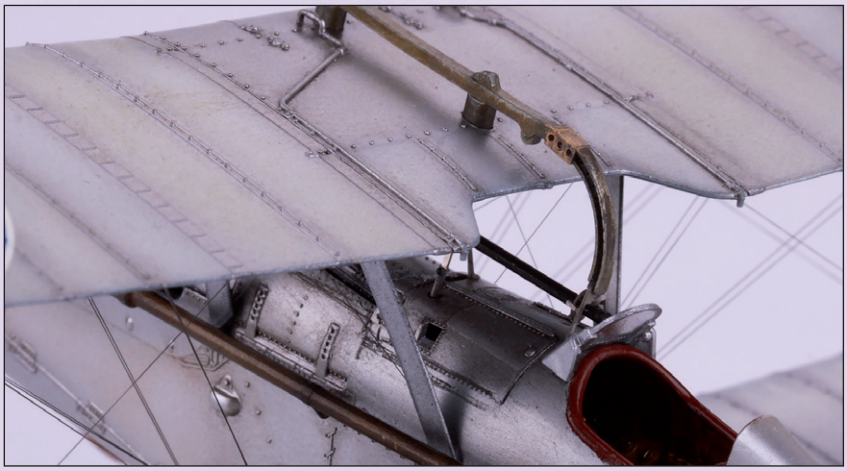


ROYAL CLASS
eduard

SE.5a 1/48

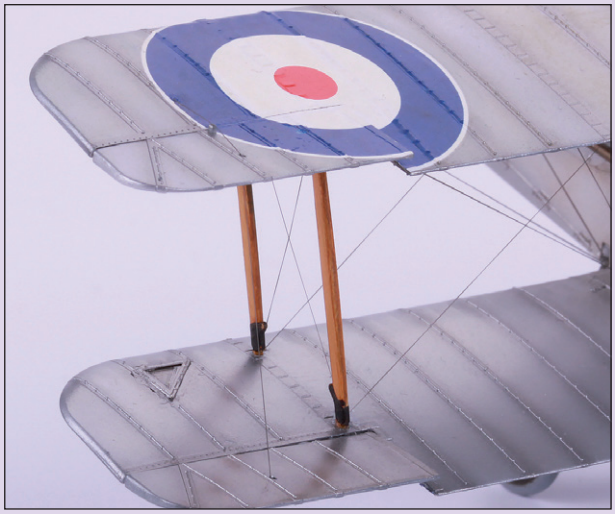


Camo L
built by Martin Jirkal









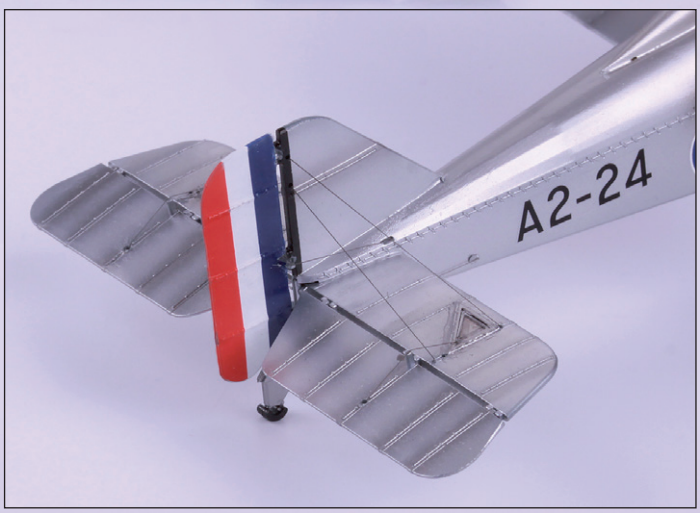
A2-24, F/O F. C. Even, No. 3 Squadron Australian Air Force, Canberra, Australia, beginning of May 1927

On June 4th, 1919, Australia was gifted aircraft from Great Britain, among them being thirty-five new machines from British stocks. After their arrival in Australia, they were first stored in wheal sheds at Spotswood near Melbourne. After the formation of the Australian Air Force on March 31st, 1921, they became the first aircraft used by the service. They were marked A2-1 to A2-35.

SE.5a A2-24 (originally coded C8995) was in storage till 1926. After that, it first served with No.1, and subsequently No.3, Squadrons. On May 9th, 1927, during a ceremonial parade commemorating the opening of a new federal parliament house, the airplane crashed with F/O F.C. Even flying it. He did not survive.









Product Page

Cat. No. R0015

Bf 109G-2
1/48

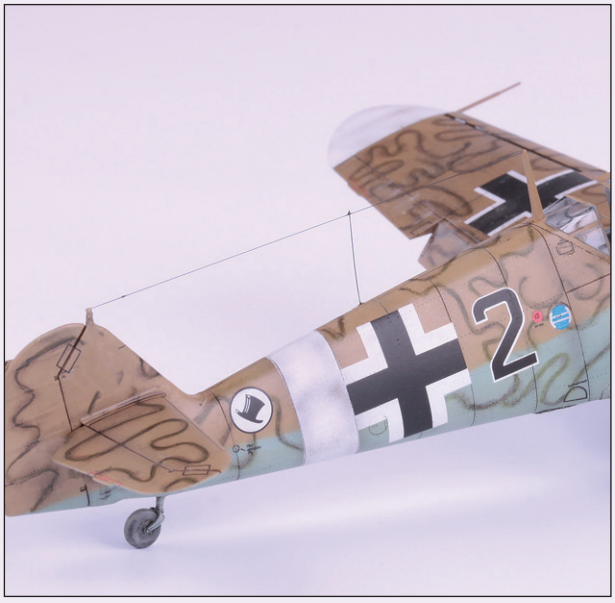


Camo A
built by Tomáš Török



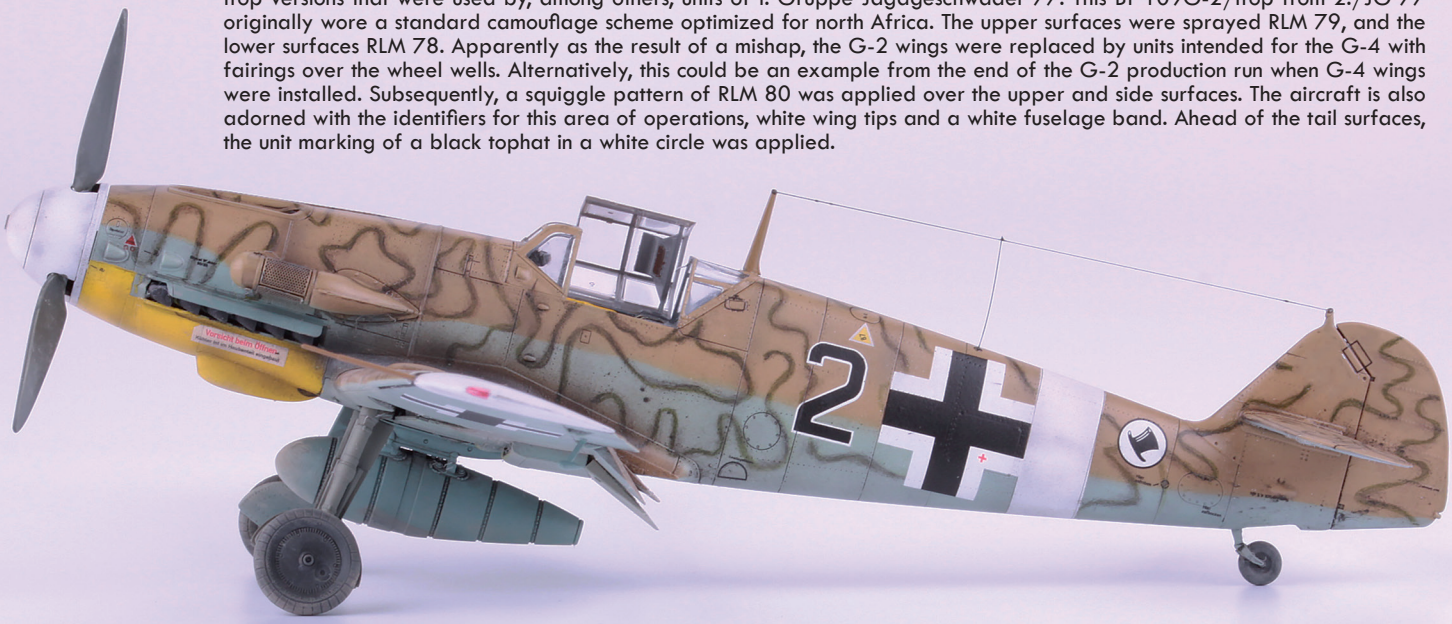


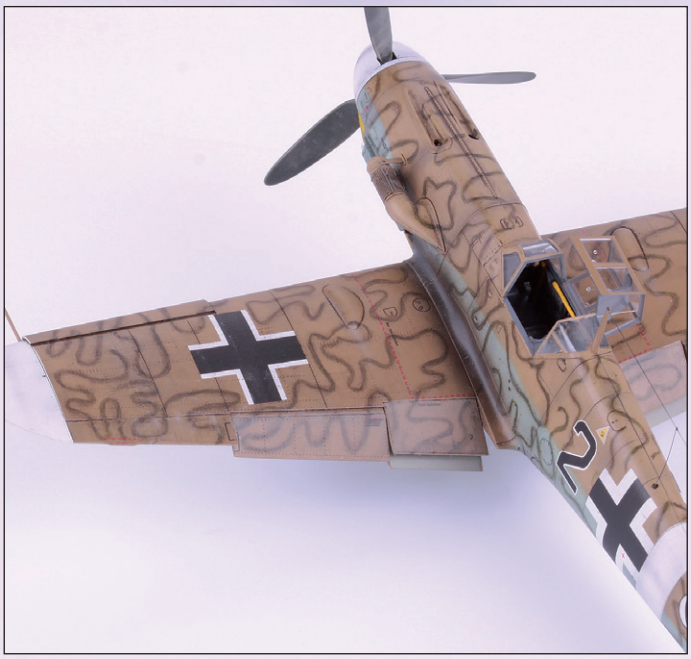




Bf 109G-2/trop, 2./ JG 77, Matmata, Tunisia, early 1943

After modified Messerschmitt Bf 109F-4 fighters, Luftwaffe fighter units also began to take delivery of the improved G-2/trop versions that were used by, among others, units of I. Gruppe Jagdgeschwader 77. This Bf 109G-2/trop from 2./JG 77 originally wore a standard camouflage scheme optimized for north Africa. The upper surfaces were sprayed RLM 79, and the lower surfaces RLM 78. Apparently as the result of a mishap, the G-2 wings were replaced by units intended for the G-4 with fairings over the wheel wells. Alternatively, this could be an example from the end of the G-2 production run when G-4 wings were installed. Subsequently, a squiggle pattern of RLM 80 was applied over the upper and side surfaces. The aircraft is also adorned with the identifiers for this area of operations, white wing tips and a white fuselage band. Ahead of the tail surfaces, the unit marking of a black tophat in a white circle was applied.







ProfiPACK
edition



Product Page

Cat. No. 82116

Bf 109F-2
1/48



Camo B
built by Petr Zatřepálek









Bf 109F-2, W. Nr. 9538, Lt. Hans Beißwenger, 6./ JG 54, Ostrow, Soviet Union, July 1941

Hans 'Beißer' Beißwenger was first assigned to an anti-aircraft gun unit after enterring the Wermacht in 1937, and went through pilot training in 1938. After completion, he taught flying. In the winter of 1940, he was assigned to 6./JG 54, and while serving with this unit he shot down a Yugoslav Hurricane on April 7th, 1941. Other victories came against Soviet pilots, and he eventually accummulated 152 kills. On March 6th, 1943, his Bf 109G-2 was the victim of a taran attack conducted by Ivan Kholodov of the 32nd GIAP, from which the latter was able to bail out, while in the wreck, Beißwenger met his death. 'Yellow 4' was camouflaged in the standard Luftwaffe RLM 74/75/76 scheme, and the sides received an additional squiggle pattern of RLM 75 bordered with irregular lines of RLM 74. Some sources say that the squiggles were in RLM 02 and the linework in RLM 71. The yellow wingtips and fuselage bands were applied to aircraft operating on the Eastern Front.











Product Page

Cat. No. 82115



Avia B.534 early series 1/72

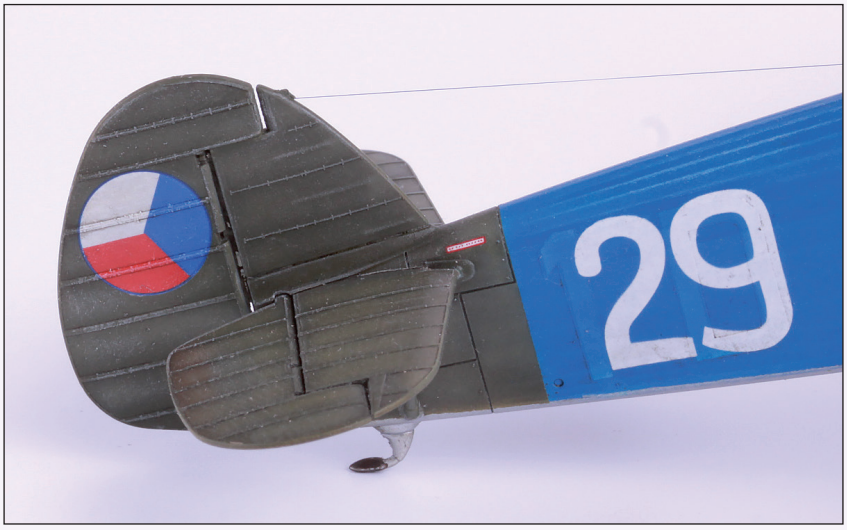


Camo B
built by Petr Zatřepálek

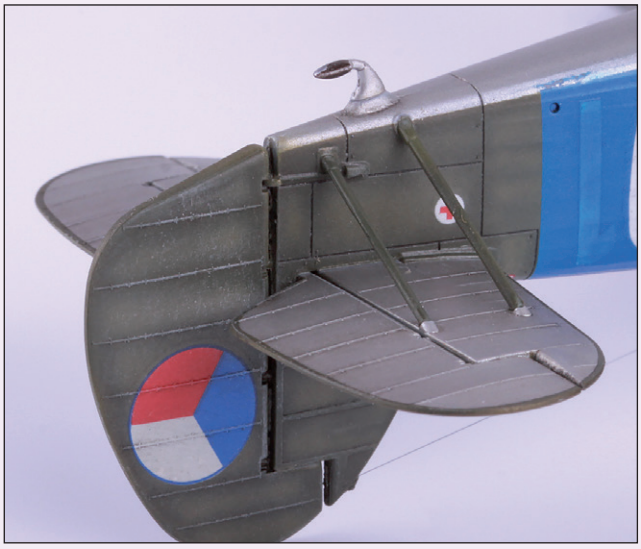








**B.534.47 I. serie, 34th Fighter Squadron,
Air Regiment 4, Hradec Kralove, September 1936**









Product Page

Cat. No. 70103



Avia B.534 early series 1/72

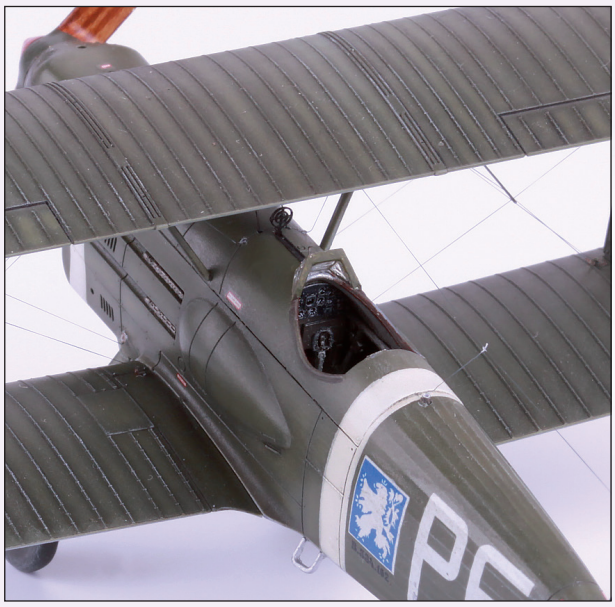


Camo E
built by Petr Zatřepálek





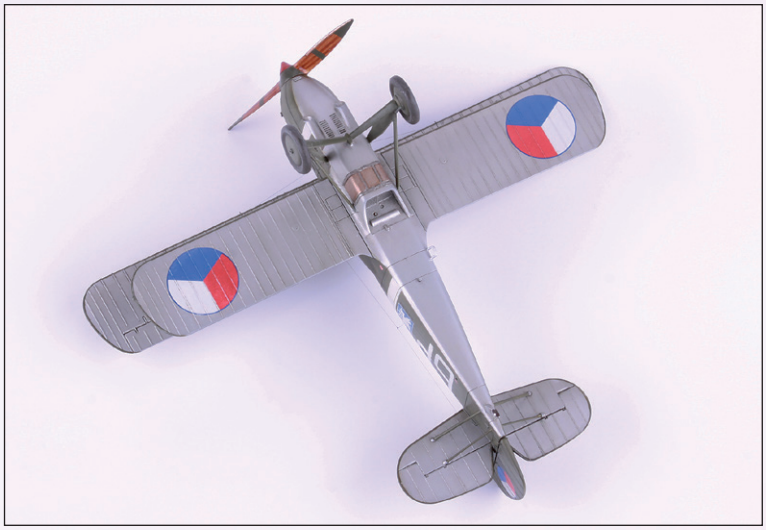




B.534.102 II. serie, 31st Fighter Squadron, Air Regiment 1,
Hradec Kralove, May 1938







Product Page

Cat. No. 70103



Crusader

1/48



Camo A
built by Jan Novotný





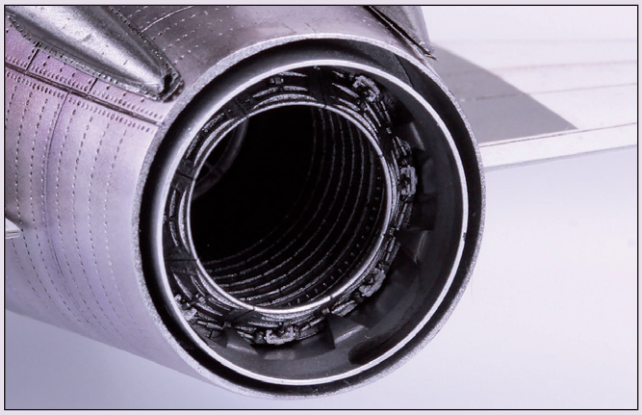


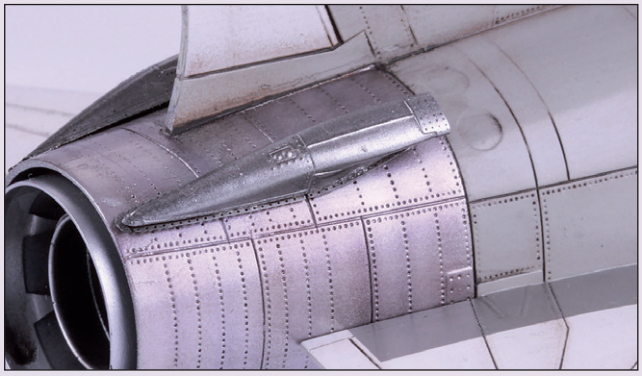


BuNo. 149190, VMF(AW)-235, „Death Angel´s“, Da Nang Air Base, Vietnam, 1968

The “DEATH ANGELS” made two deployments to Da Nang Airbase during the Vietnam War from 1966thru 1968. Close Air Support specialists, the squadrons directly supported Marines on the ground.

Interestingly, the squadron also had the unique mission of base defense, since Da Nang wouldfrequently come under Viet Cong attack. VMF(AW)-235 was also the last active duty USMC squadron to fly the F-8 Crusader.









Accessories used:

48925 F-8E Upgrade set (PE-Set) Product Page
648093 Mk.82 bombs (Brassin) Product Page
648227 MER (Brassin) Product Page
648301 Crusader air intakes (Brassin) Product Page
648302 Crusader exhaust nozzles (Brassin) Product Page



Product Page

Cat. No. 11110

ON APPROACH

NEXT MONTH...





BIGED (June)

BIG49172 Su-27 1/48 Hobby Boss
BIG49173 MiG-25RBT 1/48 ICM
BIG72126 Spitfire Mk.IIa 1/72 Revell

BRASSIN (June)

632104 AIM-4G 1/32
648312 F-14A cockpit 1/48 Tamiya
648322 Matra R-550 Magic 1/48
648325 M36 cluster bombs 1/48
648326 Su-34 wheels 1/48 Hobby Boss
672128 CBU-97 1/72
672152 Spitfire Mk.XVI gun bays 1/72 Eduard
672157 H8K2 Emily guns 1/72 Hasegawa
672158 H8K2 Emily engines 1/72 Hasegawa

BRASSIN (June)

SIN63209 Bf 109G-6 1/32 Revell

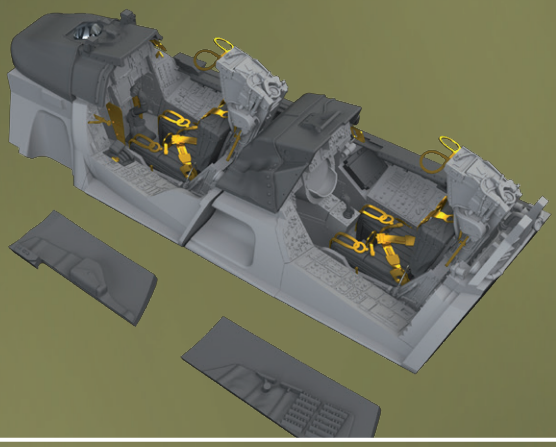
632104 AIM-4G 1/32



ON APPROACH

June 2017

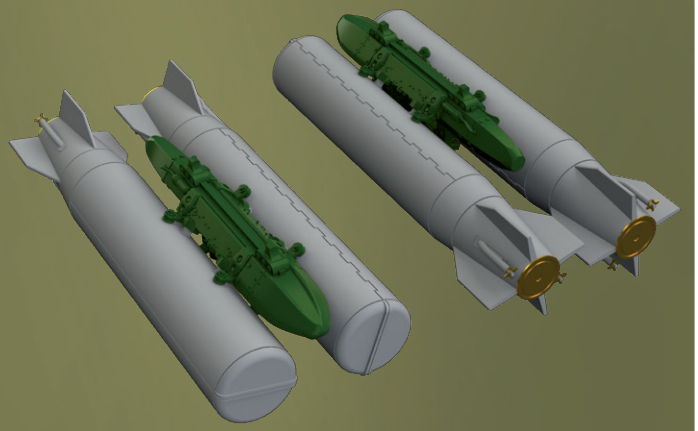
648312 F-14A cockpit 1/48 Tamiya



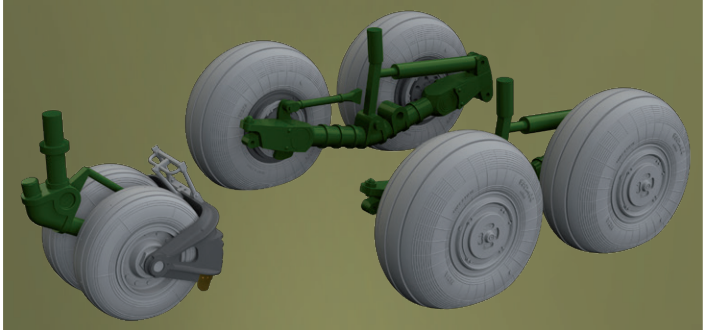
648322 Matra R-550 Magic 1/48



648325 M36 cluster bombs 1/48



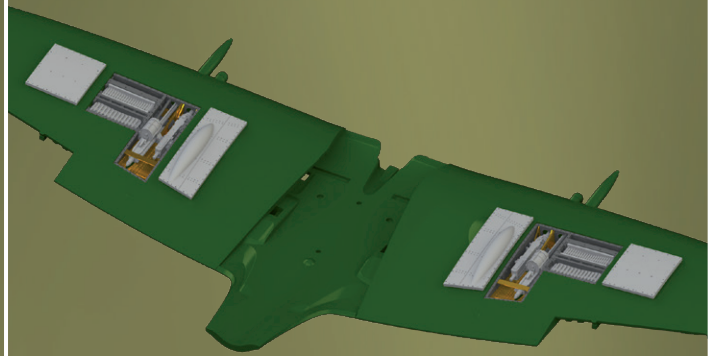
648326 Su-34 wheels 1/48 Hobby Boss



672128 CBU-97 1/72



672152 Spitfire Mk.XVI gun bays 1/72 Eduard



672157 H8K2 Emily guns 1/72 Hasegawa



672158 H8K2 Emily engines 1/72 Hasegawa



ON APPROACH

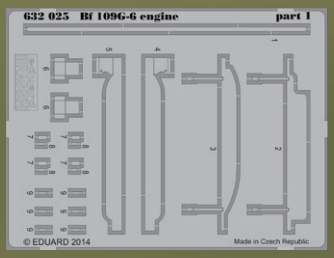
June 2017

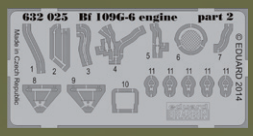
SIN63209 Bf 109G-6 1/32 Revell

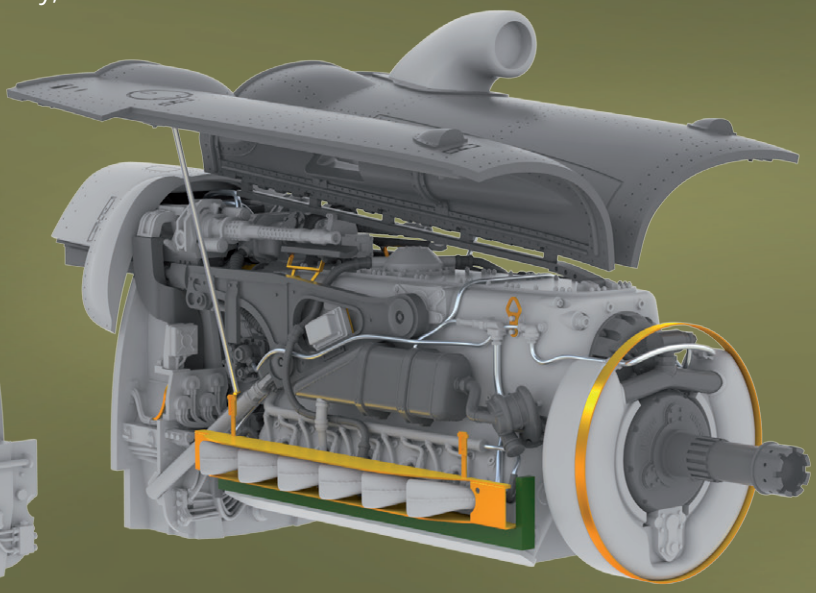
Collection of 3 individual sets for Spitfire Mk.IIa in 1/72 scale by Revell.

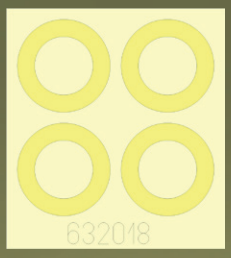
- general set,
- landing flaps,
- painting mask.

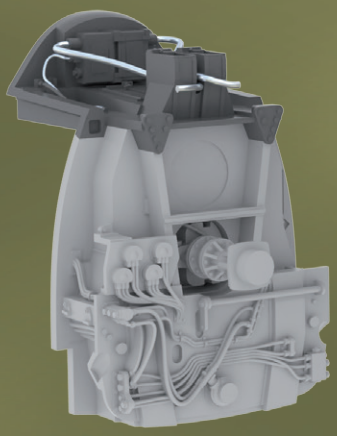
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

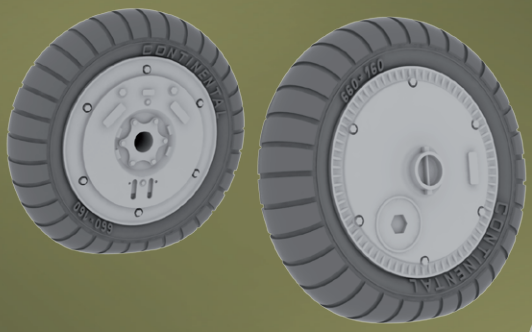


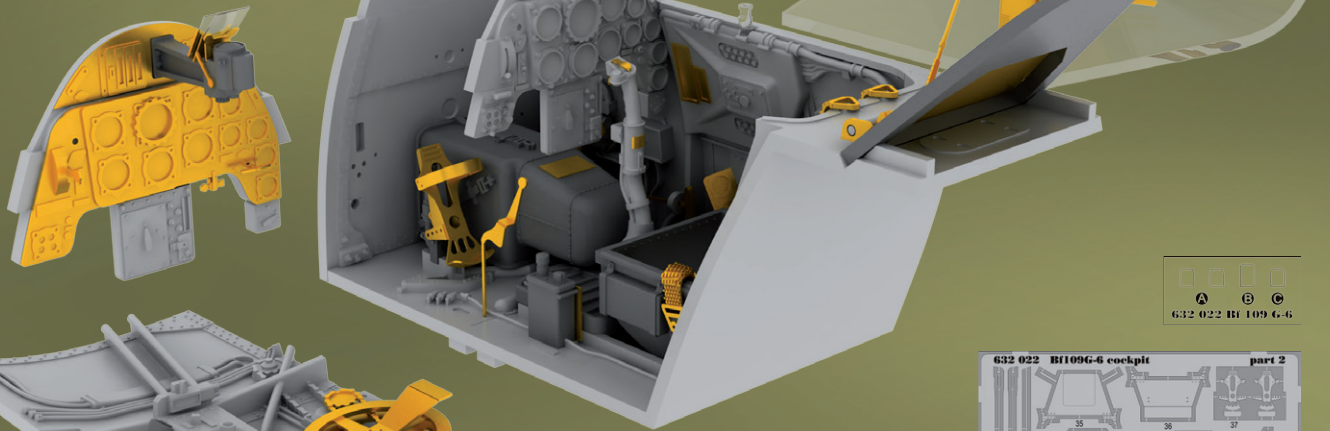


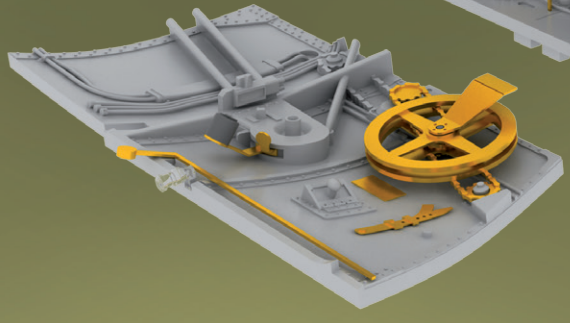


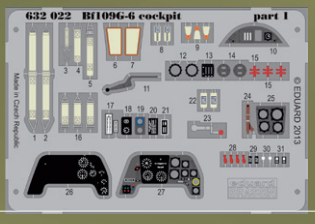


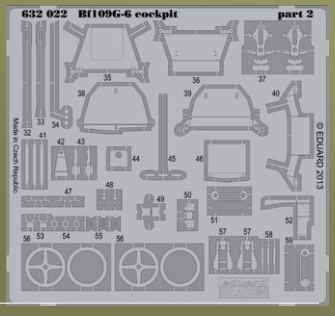












ON APPROACH

June 2017 / kits

70126

Spitfire Mk.XVI Bubbletop

1/72 ProfiPACK edition



8043 1/48

Roland C.II Reedition

ProfiPACK edition



ProfiPACK edition 8207 1/48

Bf 110F



84143 1/48 WEEKEND edition

Bf 109G-6 MTT Regensburg

53189	HMS Hood pt. 3 railings	1/200 Trumpeter
53190	HMS Hood pt. 4 life rafts	1/200 Trumpeter
53191	DKM U-boat VIIc U-552 pt.1	1/48 Trumpeter
53192	DKM U-boat VIIc U-552 pt.2	1/48 Trumpeter
32404	F-35A exterior	1/32 Italeri
32405	F-35A wheel bays and bomb bays	1/32 Italeri
32910	F-35A interior	1/32 Italeri
48926	Super Seasprite exterior	1/48 Kitty Hawk
48927	Su-25UB/UBK exterior	1/48 SMĚR
49833	Bf 110F	1/48 Eduard
49834	Super Seasprite interior	1/48 Kitty Hawk
49835	Su-25UB/UBK interior	1/48 SMĚR
72654	MiG-31B/BM	1/72 Trumpeter
73595	MiG-31B/BM	1/72 Trumpeter
73596	Ki-49 Donryu / Helen	1/72 Hasegawa

ZOOMS

33168	F-35A	1/32 Italeri
33169	F-35A seatbelts STEEL	1/32 Italeri

PHOTO-ETCHED SETS (June)

FE834	Super Seasprite	1/48 Kitty Hawk
FE835	Su-25UB/UBK	1/48 SMĚR
FE836	Su-25UB/UBK seatbelts STEEL	1/48 SMĚR
FE837	Super Seasprite seatbelts STEEL	1/48 Kitty Hawk
FE838	Luftwaffe rudder pedals	1/48
FE839	Seatbelts France WWII STEEL	1/48
FE840	Spitfire Mk.IX seatbelts STEEL	1/48 Eduard
SS595	MiG-31B/BM	1/72 Trumpeter
SS596	Ki-49 Donryu / Helen	1/72 Hasegawa
SS597	Spitfire Mk.IX seatbelts STEEL	1/72 Eduard
SS598	Luftwaffe rudder pedals	1/72
SS599	Seatbelts France WWII STEEL	1/72

MODELLBRNO

16. - 17. JUNE 2017



BRNO EXHIBITION CENTRE

International plastic modelers' meeting and competition

16 June 2017 - XXL events for modelers on Friday afternoon (14:00 - 18:00)
17 June 2017 - Saturday public program (9:00 - 16:00)
SIGs & Themed Exhibitions
60 Competition Classes, more than 3000 kits
Historical hardware
Dozens of traders selling kits and accessories

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KPM BRNO

TECHNICKÉ MUZEUM V BRNĚ

B Pavilion

Entrance by E pavilion
49°11'4.89"N, 16°34'55.61"E

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IPMS CZECH REPUBLIC CHAMPIONSHIP

23 SEPT. 2017
TOP HOTEL PRAGUE, CZ



09:00 - 18:00 HRS.

THOUSANDS OF AIRPLANE, SHIPS AND AFV SCALE MODELS, FIGURES, DIRAMAS, TENS OF MANUFACTURERS, SHOPS AND SPECIAL EXHIBITORS, MASTER AND HOBBY CHAMPIONSHIP CATEGORIES

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