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

SEPTEMBER 2017

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October 2017

Antonín Brucha
2017

EDITORIAL

Dear friends,

Summer is always so quiet in our hobby...I trust September is the time that we will see this change! There are several coming events this month. Firstly, we will be attending Pilsen Kit immediately tomorrow, which is also a good chance to meet us and see the very latest that we can show you concerning our release schedule. Secondly, we are going to introduce our quarter scale Fw 190A-4 in Pilsen. The tooling is finished and production of the first batch is already underway. We will introduce the complete plastic as well as the marking options with the paint schemes. The kit will be available for first time during E-day in late September. I do have the new A-4 on my desk right now and I'm excited about the details and fit of the kit, and I believe the A-4 could satisfy the shape-connoisseur too as we spent lot of time in getting the shape correct with this release, especially on the fuselage sections. There are plenty of accessories prepared for all the future 1/48th scale Fw 190As, and we will show some previews tomorrow too. So, Pilsen Kit would certainly seem to be an exciting event, and one to see what Eduard is preparing for E-day. E-day itself is coming, and Saturday September 23rd is getting very close indeed. Follow our Facebook page and the E-day page to get the latest news! I personally expect E-day will be a very busy day... yes, day, because E-day is scheduled for Saturday only this year, as Czech modelers don't seem to like shows of two or more days.

You can find three interesting articles dedicated to the Typhoon Mk.Ib in today's Info. The reason is E-day again, and a kit named RANGER, which is prepared especially for this year's E-day. There is an interesting story of the Czech Squadron leader of 611 Squadron RAF, Jiri Manak, who is an important person in Czech aviation history. His aircraft, lost in action in the early summer of 1943, is a frequent point of interest for Czech modelers since from the mid 80's, and it was of course

an interesting subject for us too. However, to finish the project was extremely complicated because there were many differing opinions about the subversion of the Typhoon flown by S/Ldr Manak. We do have two articles showing two different points of view: one Czech, one British. If you want to know our mind, wait until E-day and buy RANGER. If you can't visit E-day, you do have a chance during the Afterparty, which is the website event offering the same purchase conditions as per the show itself. If you want the Ranger kit, you must hurry as there will only be 1000 pcs released! There is a third article on Manak's Typhoon theme, which is written by Vaclav Sorel, and originally published in the early 80's. This opens the theme for this aircraft for Czechoslovak modelers. I look forward to seeing the difference in approach from these various author's, writing about the same subject. This will be quite exciting!

There is another September Czech event connected with our company, which is the 20th Anniversary day for the 'Museum of the Air Battle over the Ore Mountains on September 11th, 1944' held next weekend, on Saturday September 9th, 2017. The air battle from September 11, 1944, very much concerns the Fw 190, as the Sturmböcke of JG 4 attacked B-17s of the 100th Bomb Group there, with huge losses on both sides. The Eduard company and the Museum support each other, and I can only recommend you to learn more about this air battle, the museum, and the event next week.

What about the September release? There are some kits first, of course. We do have the other version of the famous SE.5a, which is the version powered by the HISPANO-SUIZA engine. There is no special description known amongst the various SE.5a types, except for the engine installation, so this is the reason for us naming the kit in such a manner. The box contains the same plastic frames as the previous releases, with similar mask and photo-etch parts too. What is different are the five



marking options, all representing the Hispano-Suiza engine powered SE.5a's. There is also a 1/72nd scale WWI release in the ProfiPACK line in the September schedule. This is of the famous Dreidecker, or officially, Fokker Dr.I. All previous releases of this kit have been sold out for a long time, so we decided to resurrect what is one of the most successful Eduard releases, and put it back in our production schedule. We also decided to include an innovative array of markings. This new item is also to be released as single package, with plastic parts and accessories in the box, for one model. Our next one is a 1/48th scale Limited Edition item named 'VELVET / SPITFIRE FOR ISRAEL'. The kit is based on Eduard's Spitfire Mk.IXe kit, with six markings schemes for IAF Spitfires, including the charismatic Ezer Weizman's black aircraft which is also the subject of the box-art. The box contains photo-etch, masks and resin parts too. The fourth September kit release is the Weekend edition of the P-39K/N, again in 1/48th scale. The plastic is now well-known, and the two marking options chosen, belong to the some of the most colorful Airacobra schemes. We hope this one will be as successful as our previously released Eduard Airacobras. Also, please note item 82111, the Bf 109G-6 late series kit, which was first released as Bf 109G-6, returns to sale in September. The kit is almost identical to the first edition, and no major changes were made.

What else? Well, accessories, of course! There are plenty of items

designed for the 1/48th scale P-51D Mustang, which is to be released by Airfix this September. If I'm counting correctly, there are eight Brassin sets dedicated to this new Mustang kit, including wheels, propeller, fuel tanks, bazookas, and exhaust stacks. Yet more, mostly larger sets, such as the cockpit interior, will follow during the autumn months. There are also mask sets and four photo-etch releases, two of them standard items for both the classic interior and exterior, and two Zooms sets, plus a Steelbelts release too. So, as you can see, we really like the Mustang, and it is good to know that as we work hard on our own project, that we will ensure that these sets which are designed for the Airfix kit, will be incorporated into the new design of accessories which we are developing for the Eduard Mustang!

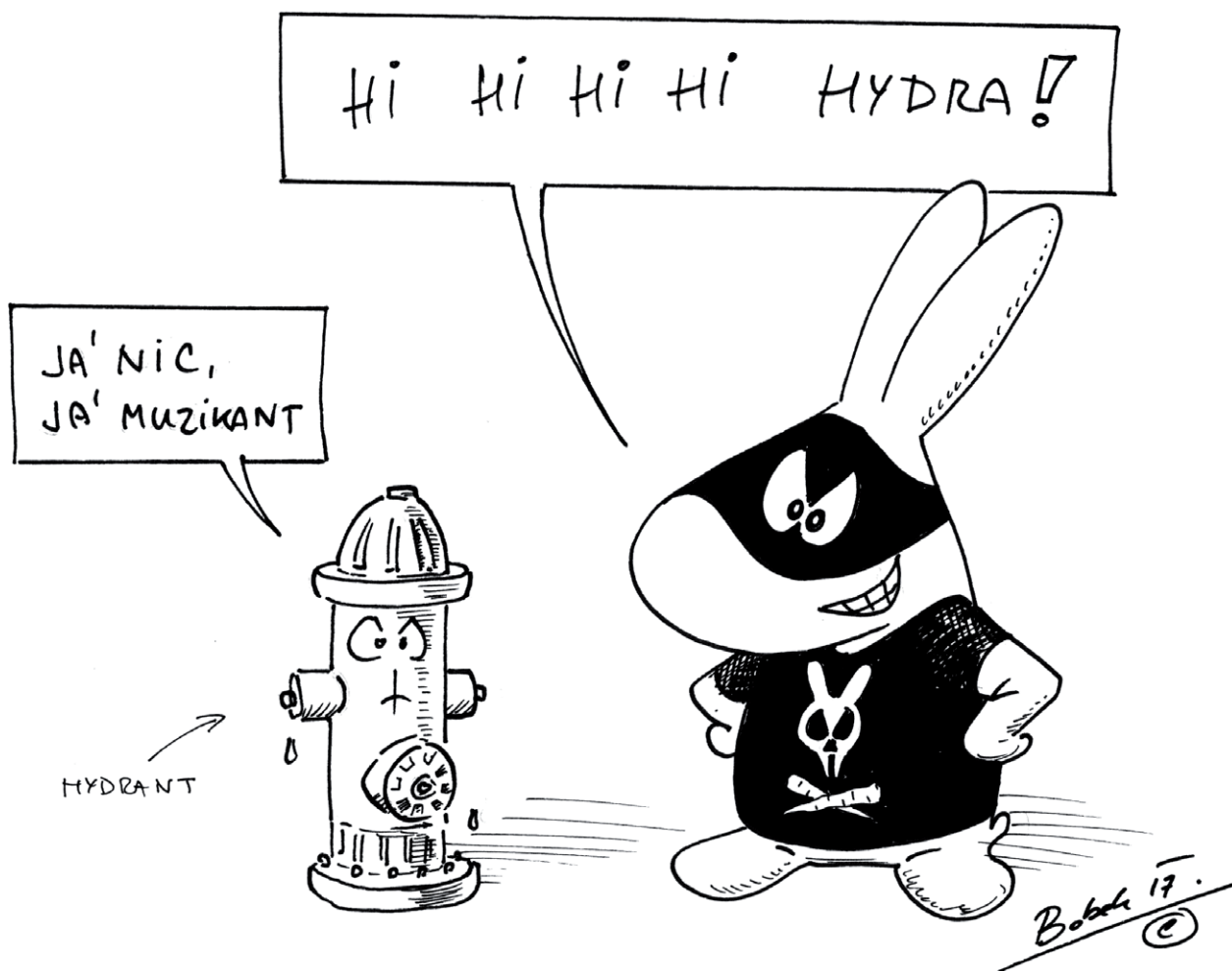
With regards to the other sets, please note the photo-etch wing bomb bay set for the Airfix 1/48th Walrus Mk.I, completes the Walrus sets released in August. There are also PE and mask sets for the Su-

-17M4, from Hobby Boss, and what is also interesting is the additional detail set for our Bf 109G-4. For our 1/72nd scale PE set range, please note the Su-34 set for the Trumpeter kit, and a new set for the older P1Y Ginga/Frances from Hasegawa. This could be a test for our market, in seeing what the response will be for new sets designed for older, but still popular kits, where our original designs are already more or less obsolete. In 1/72nd scale, you will also find a small set of ejector seat handles for Martin-Baker seats, which is another of our popular, universal sets issued at the request of modelers. A similar item is the 1/35th scale set 36362, German WW2 clamps for German WW2 tanks. 1/32nd scale PE sets are issued for Trumpeter's MiG-29, this September, and for the

PE releases for ships, you will find the last two sets dedicated to HMS Hood in 1/200, also from Trumpeter. Do not forget to look at the four new BIG Ed sets too, and finally, please check out the steel scribing templates, with a variety of different squares of various sizes.

Ladies and gentleman, that's it from me for today. If you do have some questions, you will have a chance to ask me in Pilsen or in Prague, or, if you don't plan to attend, don't hesitate to write to me! Keep on modeling!

Vladimir Sulc,
CEO, EDUARD M.A.

An Englishman

The Story of a Fighter Pilot: Jiří Maňák



Václav Šorel

They brought me to the former study of some village school. The place had a desk, some chairs and a window with no curtains. Behind the desk sat a man with an essential Adolf-style moustache wearing a leather jacket and staring into some papers. He gave me a smile.

“So, you claim being an Englishman, right?” he said in a perfect Czech, which surely did not fit to this remote corner of Dutch coast. After all, the man with such moustache did not fit there either.

“Well, well, this gentleman is an Englishman, look at that,” he continued taking me as an object of ridicule. “Come on, man, spill the beans! We know who you are, you are Czech!”

When one is told such words with a loud band into the desk, and above all, with the man being right, there is nothing more to add. Nevertheless, I stuck to my story for a good reason. They warned us of Czech shot-down pilots not being handled by Germans with kid gloves.

“Sorry, sir, I do not understand,” I kept repeating several times in English while the man started to run out of patience.

“Stop this silly comedy!” he snapped. “We don’t really care for bloody Czech guys. You’ll end up the same way your nation did. Just you wait till we win the war.” He went silent for a while and started to smile. “Collaborate and I’ll give you a chance. You can even get back to the air, on our side, though, off course!” he added and his smile broadened.

To tell the truth, my face did not produce a very intelligent look at that point. Why would I be of any use to the Nazi, I reckoned. The man understood my silence in his own way and continued.

“Well, for a start, a couple of details on the plane we shot you down with, would do. Tell us about the squadrons that fly those planes, and their air-fields, too.”

I get it, the Germans have no idea about the Typhoons; they are a mystery to them. Well, no wonder. The Typhoons swift fast near to the ground at six hundred kph, four machine guns cause a bit of damage, too, not speaking of the bombs and ground attack missiles. What’s he thinking? Most likely, he is strange in the head. If only he had seen the Czechoslovaks fight. Their “sweeps” range among the best and earn them the hard tasks to perform during the RAF operations. He must be insane, does he really think it is that easy - throwing me bait and expecting me to betray my fellows?

I gave the German a compassionate look. “Sir, I do not understand you,

I need an interpreter.”

“But I understand you very well” he sputtered, and continued speaking English. “You’re a filthy pig and your evasions would not save you!”

„I am a British Officer. My name is George Manak, that’s all I am obliged to tell you in accord with the Geneva Convention. I wish to be treated decently! Do, please, realize that you are speaking to Her Majesty’s soldier!”

That topped it all; the German could not face this any longer. Speaking Czech again: “You, Her Majesty’s soldier?” “You are a traitor and you will be lined up against the wall and shot!” His eyes projected so much hatred, that his anger almost made him suffocate. “Take him away!” he snapped at the closed door with the door briskly swung open and a first class private standing there.

“Bitte?”

“Take him away,” he snapped again and pointed at the door.

All the way to the prison cell I was contemplating my dark future. All of our shot-down men went through this recruitment procedure, but, judging by the angry German, none of them betrayed. Well, there was no bed of roses awaiting me, I thought to myself.

The private opened some door and pointed at the hard pallet that should have been my temporary bed. The door locked and I finally stayed on my own. It had not been until then that I started to shiver after the night spent at sea. I took off the soaking wet fur and sought for a place to dry it. There was no stove; above all, the fire would not have been lit at this time of the year, anyway. Hopefully it’ll dry all by itself. I sat on a pallet, stared at the wall opposite and the “film”, telling the story of my last flight, started to unfold.

28 August 1943, a day no different from other operation days of 198rd Squadron. In the morning we were shooting at the train on French border, and in the afternoon we attacked the classification yard of St. Omer train station. As it came to the evening, the weather started to go worse, it all indicated a “free evening for us all”. We were planning our evening out when, suddenly, the soldier on duty called me to the commander of the base.

“George, I’d like you to take five Typhoons to perform a patrol flight above Holland. You will escort the 184th Wing Hurricanes with the Poles from 303rd Squadron; the Hurricanes will drop bombs onto the western floodga-

Illustration: Jaroslav Velc

tes of the water canals. Do expect the Messerschmitts and Focke-Wulfs from Knokke. If you hurry, you may well surprise the Krauts still grounded!"

The command was clear, my pilots, though, were considerably tired after the two previous sweeps on that day. I tried to protest. "Sir, the weather is getting worse!"

"That's fine," he answered. The Germans will not count on the attack, so you have a high chance to catch them with their pants down!"

I picked three Englishmen and one Aussie to my patrol and gave them a command. "Boys, we'll fly near to the surface of the sea for the Huns will not be able to catch us. Mind you, no radio talk! Once we reach the coast, we'll climb to three thousand and at 19:00 we shall reach Knokke. At that time, the Hurricanes will be able to attack the canals and the Polish Spitfires will take the airfield. We will patrol behind the Poles for the Fritz escapees. As soon as we are done, we'll check out some trains.

The only answer to my command was the sound of the chairs moving away from the table. We were an elite squadron operating on our own; there was a complete understanding between us with no unnecessary debates. We left to get our gear ready; the technicians were preparing the planes. Additional tanks to be discarded while still above the sea shall enable us longer range with plenty of juice for return. The guns shall give us an immense firepower; the bombs and missiles were not needed at this time.

We were ready for a take off at 18:30. Last test of the engine, technician's thumb up and off we went.

Typhoons swiftly flew across the English coast and immediately got down flying very near to the surface of stormy seawaters. The engines of our interceptors worked like the most reliable clockwork. We were approaching the Dutch coast and almost gave a command to drop the additional tanks when we got the message on cancellation of the whole operation. The Hurricanes could not perform an attack due to the bad weather conditions. Nevertheless, I gave a command to continue and we started to climb, "come on, there must be some train down there", I thought!

The flight over the coast went surprisingly smoothly, some random enemy fire went silent shortly after we headed more inland. Who would have thought of us going "on a trip" in such a bad weather, after all.

Approximately twenty kilometres inland my engine was getting overheated and I spotted a slight stream of smoke underneath my aircraft. I immediately turned the engine revolutions down and started to look for the cause of failure. If it had not been for that smoke, the rest of the things seemed to have been fine. The Typhoon engine continued to work like perfectly designed clockwork, only the pointer of the thermometer kept rising. I might have caught some stray bullet, I thought. I notified my fellow airmen on my troubles and gave a command to turn back to the base.

The engine was getting worse, though. I reduced the revolutions to the minimum and exchanged the altitude for speed. I just need to get as far as possible; I need to get out, above the open sea. The temperature of the glycol had long overcome the threshold; the engine was just about to explode. I was descending. About ten kilometres away from the coast, the surface of the sea had suddenly been deadly close; the tips of the waves were almost touching the bottom parts of the Typhoon.

I looked at other planes that loyally followed me. If it comes to the worst, I will just land on the surface of the sea. The boys will call the base and they will come and get me out, I thought.

Then, the engine stopped working completely and things happened really fast. The cabin cover flew away and underneath the front visor I spotted a wave the size of a house.

Hit!

The safety straps cut deep into my body. I covered my face not to get hit by the gun sight that had, all of sudden, appeared dead close. The wave went over the aircraft and I started to go to a watery grave. The Typhoon went down to the bottom like a stone. I hit the buckle of the straps and pulled myself out of the cockpit. The plane was disappearing in the depths of the sea and I was going the opposite way at the same speed. Just a few more strokes and I was able to take breath.

The vest blew up all by itself; the only thing I had to do was to blow up the life raft. The sea was really stormy and it took a while till I managed to get onto the raft. On top of all that, it started to rain. I was assessing my situation. Strong wind was blowing me towards the Dutch coast; I needed to get away as far into the sea as possible, away from the coast. The flying boat seaplane of the RAF search and rescue cannot help me out right at the barrels of German guns.

My fight at sea lasted till three in the morning. I suddenly felt a hit of the land and got onto the shore. All clear, I am in Holland, that's it!

I jumped onto the shore and pulled the raft out. It had still been raining

heavily and it was pitch black dark. I tried to calm down and think what to do next. I might be able to escape the Germans while its dark. The Dutch love the Germans in a same way like other occupied nations and they might be able to help me get back to England. I had no idea then, that I got to the Island of Walcheren where German artillery had their base and Holland itself was still a narrow strip of the sea away from there.

I tried to find a good hideaway for my life raft. I could not find any in that dark, though. I left the raft there then and stumbled away from the sea. The first human voice I heard made me freeze, literally. "Halt, halt!" It had all been clear then. As I got to know later, there was no way out of the island, anyway. I was hopeless then!

They brought me to the commander of the base whose mood suddenly changed to better. He even tried to be polite and spoke of an end of war coming soon and of my prompt return home. He considered me an Englishman

Next day in the morning I was taken to the mainland and got interrogated by that "nice" civilian. I had been sitting in my prison cell for five days; my only company was the private who kept bringing me the food.

On day six, the private appeared again, this time with no breakfast. He mumbled his "bitte" and took me for another row of interrogation. I was mentally prepared for a tough verbal fight. To my surprise, there was a Luftwaffe officer sitting behind the desk. He interrupted the private's report and dismissed him. Then he got up and greeted me. I could not believe it, the greeting was a proper military one, not the Nazi one.

"Hauptmann Volf, my colleague," he introduced himself and pointed towards an empty chair that had not been there the last time I visited the room.

"George Manak."

"I know. I am sending you to the POW camp for British officers. I hope you will get home soon." Seeing my astonishment, he continued. "Herr Müller had been called off to Berlin to sort out an urgent matter."

He got up, went around the table and stared at me with a tired look. "You are lucky, my dear colleague. We got a command to focus our attention to the newly caught POWs. Allegedly you are getting ready for an invasion and we desperately want to get some details."

I also stood up and thanked him. Well, there might as well be polite Germans out there, I said to myself. Hauptmann, as if he knew what I was thinking, gave me a sad smile.

"I had also been shot down above the Channel waters. I was lucky, though. My fellow men came to get me. One never knows," he added and looked at his left hand. It had only been then that I noticed his leather glove.

"Ok, good luck, my dear colleague ... And, when you get home, greet the Prague from me."

A Footnote

While preparing the collection of The Aircrafts of the Czechoslovak Pilots for publishing, I had the honour to meet Mr. Jiří Maňák in person. Colonel Maňák showed me the flight log with a list of all of his missions. The log included the combat flights with a Typhoon bearing the unit marking TP N. I also got to know that the plane concerned, had really been the Typhoon "Car Dor". Unfortunately, Mr. Maňák did not have the aircraft serial number recorded, yet he had told me about the dramatic landing into the sea and his story worth being retold by some of the greatest writers of literature, because the further development of the story is no more incredible than its previous development.

When Mr. Maňák was forbidden to fly, in the fifties of last century, he was sent to a state farm in Hluboká nad Vltavou. And it was right there where, standing above the manure, he met a man with the same destiny. He also was sent to work on that farm, but for different reasons, for being a Sudeten German that served in Wehrmacht. They started to talk and found out that the former German soldier served at the anti-aircraft battalion and very likely he belonged to the military presence that shot S/Ldr Maňák down. Incredible, right.

The storyteller was showing mixed signs of joy and sadness. He was happy for Jiří Maňák to have survived the landing into the sea, which only happened to the lucky few. On the other hand, he was sad because of Jiří Maňák being treated in humiliating way by the communists. A soldier fighting for his country and being one of the first Czechoslovak jet pilots did not deserve such treatment.

Václav Šorel.



1/48

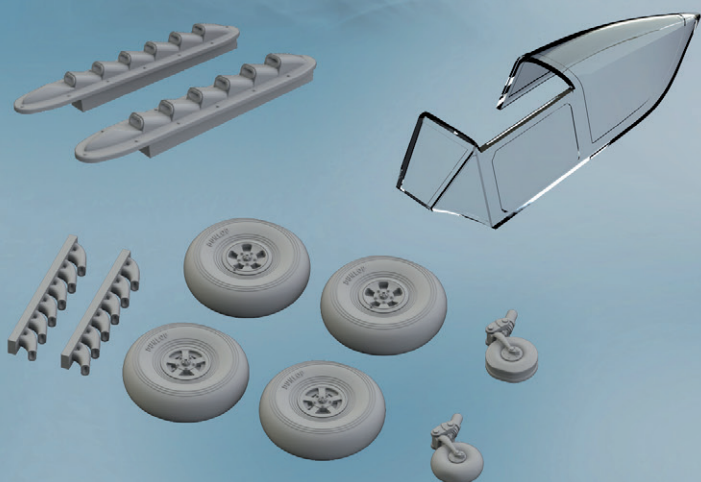
RANGER

TYPHOON Mk.IB



OCTOBER 2017

- Hasegawa plastic parts
- Eduard NEW TOOL clear plastic canopy without antenna mast
- Eduard photo-etched accessories and painting mask
- Eduard Brassin wheels (2 variants) and exhausts (2 variants)
- Eduard printed decals for 6 marking options



JP613, S/Ldr J. Maňák, CO of No. 198 Squadron, RAF Manston, Great Britain, August 1943



R8981, Fl/Lt J. Maňák, No. 182 Squadron, RAF Fairlop, Great Britain, April 1943



JP590, F/O W. R. King, No. 181 Squadron, RAF New Romney, Great Britain, September 1943



JP648, F/O K. J. Trott, No. 195 Squadron, RAF Fairlop, Great Britain, October 1943



JP784, S/Ldr G. W. Petre, Co of No. 193 Squadron, RAF Harrowbeer, Great Britain, October 1943

Related products:

48916 Typhoon Mk.Ib upgrade set (PE-Set)

648370 Typhoon Mk.Ib fuel tanks (Brassin) (Dec 17)



JR249, S/Ldr F. G. Grant, No. 438 (RCAF) Squadron, RAF Hurn, Great Britain, March 1944

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Typhoon JP613...?!

In the spring of this year, whilst we were preparing the Typhoon Mk.Ib „Car Door“ kit that was finally released under the name „Tiffany“, we also wanted to include JP613, in which S/Ldr Jiří Maňák was shot down. Due to ambiguity concerning the shape of the back of the cabin overlap, Typhoon JP613 was removed from the choices, and we decided to dedicate a special kit to it. Due to this decision, we gained time for further research of this part of the history of this specific Typhoon Mk.Ib, and also to produce a special box with an alternative cabin overlap that Hasegawa does not offer in its moldings.

As photos of the aircraft in question are not known, the appearance of Maňák's Typhoon has become an interesting topic for discussion in both professional and laic circles.

In the June issue of Modeller Extra Nr.27, an article by Karel Tůma / Jan Máče was published. The originators of the known photographs, along with subsequent information, infer that Maňák's JP613 had the antenna mast and canopy of an older version. Mr. Karel Tůma provided a shortened version of this article to be printed in this issue of Info Eduard.

At the same time, we asked Mr. Chris Thomas, a British specialist on Typhoons and Tempests, to comment. He, on the basis of long-term research and collected documents, claims that JP613 didn't have the antenna mast and was built with an alternative cabin overlap. He also summed up his knowledge of Typhoons in an article written specifically for this edition of Info Eduard.

We publish the two articles in parallel so that you can judge the relevance of both expert opinions.

With our reconstruction of Maňák's JP613, we were finally inclined to follow the point of view of Chris Thomas. However, if you prefer the second theory, the kit contains all the necessary components to complete the model with the antenna mast.

We would like to thank both Karel Tůma and his colleagues, and Chris Thomas for their willingness to share their reflections and knowledge with Info's readers.

Martin FERKL

P.S. A kit called Ranger, Cat. No. 11113, offers four more Typhoon Mk.Ib aircraft with an alternative canopy in addition to the two aircraft associated with Jiří Maňák. The kit will officially reach the market on October 1, 2017, and the preview is scheduled for E-day on September 23, 2017. There are only 1000 pieces available.

KAREL TŮMA AND JAN MÁČE

The Appearance of Manak's Typhoon Mk.Ib JP613, or Looking for a Needle in a Haystack

The introduction to this machine that influenced many modellers of not just my generation, came about thanks to a well written article by Vaclav Sorel in the Czechoslovak magazine ABC, accompanied by a beautiful Jaroslav Velc artwork. It comes as no wonder that as an avid modeller I wanted a model of this aircraft in my collection. This I managed in fairly short order thanks to an exchange with a fellow modeller from the then Soviet Union, and I became the proud owner of a 1/72nd scale Typhoon Mk.Ib from Frog. Thanks to the aforementioned article, the choice of scheme was an easy one, despite doubts regarding the colour of the fuselage codes, which I preferred to render in Sky. Proper references at that time were lacking, and even though the quality of the plastic was also lacking, this kit was for a long time the only game in town if one wanted it in their collection. After 1989, the possibility of acquiring relevant references improved significantly, and even though my main centre of interest became the Spitfire through contacts that included veterans, my interest in the Typhoon never waned and I accumulated a good amount of reference material as a result of trips to Great Britain. I had plans to replace the rather dated model in my display case, but this was easier said than done due to other activities. But the upgrade soon became clear once Eduard announced their intention to release a Limited Edition Typhoon Mk.Ib Car Door kit featuring plastic from Hasegawa. My assumption was that Manak's JP613 TP-N would be one of the decal options in the kit. Then I read the editorial by Vladimír Sulc that Manak's Typhoon would, in fact, not be a part of the first boxing of the kit, because according to some sources, it was equipped with a different rear canopy section minus the antenna mast, something that Eduard would have to manufacture new. I had some nagging doubts regarding this hypothesis, because I had come to closely connect Manak's aircraft with the version that had the mast protruding up through that rear canopy section. Photographs of JP613 TP-N are so far unknown. So I set out on the road of closer study of this question through accumulated references, the internet, and colleagues tackling the same question. Armed with a certain understanding of the problems faced by the RAF during the Second World War period, I could set out a criteria as to how my research would proceed, and what information would be considered relevant. This would not only consist of written descriptions from specialised publications, but first and foremost from the study of photographs of aircraft from the same production block, or those immediately preceding or following it, or those that were dated in the proximity of the downing of Manak's aircraft. Here, I will share my findings.

To begin with, JP613 was built by Gloster Aircraft Company as part of the fourth production block under Order Act/943/(C) encompassing the production of 600 aircraft, specifically inside of a run of 39 planes serialised JP576-JP614. The final flight of the aircraft, during which the CO of No.198 Squadron, S/Ldr.

Jiri Manak, was shot down and fell into enemy hands, occurred on August 28, 1943. Photographic documentation of the aircraft is a much more difficult endeavour. There is a long list of available photographs of the JP series of Typhoon, specifically JP648 JE-J of No.195 Squadron, JP649 ZY-Z of No.247 Squadron, JP671 XR-R of No.174 Squadron, JP682, JP736, JP752, JP789 SA-C from No.486 Squadron, JP802 MR-M No.245 Squadron, JP846 ZH-C from No.143 Wing, JP882, JP853 SA-K of No.486 Squadron, JP906 ZH-L of No.266 Squadron, JP919 of No.193 Squadron and JP961 from No.1 Squadron. None of these aircraft were equipped with the antenna mast which attests to the replacement of the TR1133 radio with the TR1143 type, which used an aerial located on the spine of the fuselage (with another change coming in the form of an IFF blade antenna beneath the rear fuselage instead of wires placed between the tail surfaces and the fuselage). However, none of these aircraft hail from the 39 aircraft sub-block of which JP613 was a part. Furthermore, none of them were delivered prior to September, 1943. The closest was photographically documented JP752 in September, 1943 at Langley during testing of a four blade propeller in combination with larger tail surfaces developed for use on the Tempest. To add to the confusion, there is a photo of JP682 that is sometimes erroneously identified as JP600 dated August 8, 1943 which would place it in the same production block as JP613. This came about as the result of the wartime censor plying his craft over the aircraft's serial number. Fortunately, IWM has the photo correctly dated as January 7, 1944 and has even identified the pilot as F/O Cobbett. The only verifiable photo I have come across of a machine that comes from the same block as JP613 came to light during my first search in the first volume of „2nd Tactical Force“ published by Classic Book. It is of JP590 EL-C of 181 Squadron. The aircraft in the photo lacks the antenna mast that passes through the rear canopy section. However, the photograph is dated October 25, 1943 and shows the attachment points for unguided rockets below the wings. I need to take a bit of a detour here and discuss my findings from specific literature. During the production of the car door version of the Typhoon, there were naturally implemented different modifications that came about either as the result of unit experience with the aircraft, or as a matter of technical evolution. This is why there was the addition of the stiffener plates around the rear fuselage ahead of the tail surfaces. On one part of the production run, the upper opening part of the canopy received a teardrop shaped fairing housing a rear view mirror. This was abandoned later in the production run because vibrations emanating from the engine relegated any rear view vision in it virtually useless. Part of the production run also saw the addition of exhaust covers, but these were often removed at unit level to ease maintenance. But of far more relevance to this discussion are the following points:

- from October, 1943, older machines began to be retrofitted with the TR1143 radio replacing the TR1133, using the aerial on the spine of the fuselage and the IFF blade antenna below the fuselage instead of the wire aerials strung between the tail surfaces and the fuselage.

- Aircraft produced from mid-September, 1943, were produced incorporating these changes.

- Furthermore, from September, 1943, Typhoons began to use 45 gallon drop tanks and the first use of unguided rockets operationally mounted under the wings came about with No.181 Squadron in October, 1943.

Keeping this in mind, we can go back to the photographs. The mentioned photograph of JP590 of No.181 Squadron loses much of its relevance with respect to JP613 because the date of the photograph (October 1943) points to it having had received the modifications (such as the mounting points for rockets under the wings and the rear cockpit section was likely replaced with the installation of the new radio), and it also suggests that aircraft from the same production block as JP613 that survived in service until October 1943 were in all probability further modified. So, my search needed to continue. Of course, there are photographs of JP series aircraft up to September, 1943, the shooting down of Manak's JP613, but in most cases, these are of aircraft of an earlier production block. Specifically, these include JP440 BR-R of 184 Squadron, JP380 XM-Y of 182 Squadron, JP447 FM-C of 247 Squadron, JP488 BR-R 184 Squadron, JP380 XM-Y 182 Squadron, JP447 FM-C from 247 Squadron, JP488 SA-L of 486 Squadron, JP494 FM-D from 247 Squadron, JP496 E-D, JP504 OV-Z from 197 Squadron, JP510 FM-A of 257 Squadron, JP513 EL-L of 181 Squadron, JP532 SA-T of 486 Squadron, JP535 XP-H of No.174 Squadron, JP546 and JP548 from No.174 Squadron. Except for two of these, (JP510 after rebuild to bubble canopy in March, 1944 and JP548, in a photo from Roydon dated January, 1944) all have the antenna mast but at the same time they do not show aircraft from the JP576-JP614 production block, despite aircraft JP532, JP535, JP546 and JP548 undeniably hail from immediately prior to the one that gave us JP613. Fortunately, luck would smile at me during my digging deeper into the matter via the publication *Typhoon Wings of the 2nd TAF, 1943-1945* from Osprey in their *Combat Aircraft* line Number 86. Page 47 of that piece has a photograph of JP577 HH-T from No.174 Squadron after a forced landing on August 16, 1943, when it was brought down by flak over Amiens-Glisy during an escort mission covering Bostons, with the pilot able to evade capture. This aircraft came from the same production block as JP613, and was specifically the second production piece of the block. It is clear from this photograph of the damaged aircraft that it had the antenna mast passing through the rear part of the canopy and so was equipped with a TR1133 radio set and also had the IFF wires leading from the tail planes to the fuselage. It is also clear from the photograph that the covers over the exhausts were not there. Unfortunately, the top of the upper part of the canopy is not visible, which was, along with the starboard door, jettisoned prior to bellying in and so we cannot tell if the teardrop fairing housing the rear view mirror was present or not. Some of the aircraft in the preceding production block were so equipped; some were not. With respect to what was indicated above, that JP590 and aircraft from subsequent production blocks had a straight, unfaired top canopy, I am inclined to conclude that JP613 also lacked the fairing that housed the rear view mirror. The photograph of JP577 taken immediately after its being shot down by the Germans on August 16, 1943, is being considered as the most relevant to the research into the appearance of JP613 TP-N for two reasons. It comes from the



same production block of 39 aircraft as Manak's Typhoon, all the more relevant considering that it was delivered to its unit in approximately the same time frame, and it was also lost at about the same time, a mere twelve days prior to the Manak's fateful flight. The photo of JP577 has even appeared on the internet under various settings, allowing some details to be more clearly seen. The conclusions that can be drawn are many. Manak's aircraft JP613 TP-N at the time of being shot down was equipped with the TR1133 radio and so had the antenna mast through the rear canopy transparency, and would've been carrying the IFF wires. The reinforcing plates around the rear fuselage ahead of the tail would also have been present. The top of the canopy would likely have been without the rear view mirror fairing and the exhausts would not be covered. The cannon would have been faired. The fuselage codes would have been in Sky (indicated by, among other things, a photo of JP666, flown by Manak's replacement as No.198 Squadron CO, S/Ldr Mike Bryan, which also carried the code TP-N acquired in September, 1944). The camouflage scheme adheres to the RAF standard for the type and time, Dark Green and Ocean Grey on the upper and side surfaces with Medium Sea Grey on the lower ones. The spinner, as well as the 457mm fuselage band would be in Sky. The inboard leading edges of the wings were in yellow. Lower surfaces were painted with identification marks consisting of 306mm wide black bands and 610mm white ones. Weather or not this aircraft carried the Squadron CO banner marking will probably never be known, although at this time it was a fairly common practice. The aircraft may have carried drop tanks (Jiri Manak spoke of their use including on the day he was shot down on August 28, 1943) but most certainly would not have been able to carry the unguided rockets under the wings. On the appearance of Manak's JP613, with all of this in mind, I am quite clear to my own satisfaction. But who knows? Maybe, somewhere down the road, someone will get the idea to raise the wreck of the machine laying at the bottom of the sea near the island of Walcheren and we'll find out that everything was actually very, very different....

KAREL TŮMA and JAN MÁČE

CHRIS THOMAS

A recent article in the Czech modelling press has presented Sqn Ldr Jiri Manak's Hawker Typhoon as having a 'car-door' cockpit with the original substantial radio mast protruding through the rear section of the glazing. My own researches indicate that while it was indeed a 'car-door' Typhoon, the 198 Squadron aircraft he was flying when he ditched in the North Sea on 28 August 1943, TP-N JP613, was in fact one of the earliest examples to be fitted with a 'whip aerial' mounted on the rear fuselage.

This aspect of Typhoon history is difficult to research as, among the records relevant to individual airframes, none detailing the airframe status (i.e. modification state) seem to have survived. However, over the last 40 years I have identified as many Typhoons in photographs as possible and recorded details of their dates/locations etc. when possible.

In the JP/JR ranges (they were all one contract for 600 aircraft) it is possible to identify 29 with car door/masts and 57 with card door/whips. All the examples with the 'mast' are between JP361 and JP579 and all those with 'whips' are between JP589 and JR371. So I would deduce that a change on

the production line took place some time between JP579 and JP589. Had the whip aerial been retrofitted to any of the 1300 earlier Typhoons I am sure some photos would be evident, but they are not (excepting a few manufacturer's development aircraft).

So in my view Manak's JP613 was one of the earliest production Typhoons in the 'whip' range. The Form 78 aircraft movement card records JP613 as delivered to 198 Sqn on 25 August 1943 and 'Missing' on 28 August. The official squadron diary (Operations Record Book) records Manak flying TP-N three times between those dates, his log book only two flights in 'N' (the first ORB flight is recorded as 'H' in the log book rather than 'N', which may be an error). So why had he changed from TP-O JP516, his usual aircraft in the preceding four weeks? Perhaps because JP613 had something new to offer – a better rear view? (Incidentally TP-O JP516 went down on the same sortie as Manak – flown by a new flight commander, who also became a PoW).

Why no earlier aircraft were modified becomes evident when other little-known changes in Typhoon policy in mid-1943 are examined. Through the spring of 1943 Fighter Command had struggled to keep its increa-

sing Typhoon force (which was mostly engaged in flying intensive 'Anti-Rhubarb' patrols to counter the low-level Luftwaffe fighter-bomber attacks along the south coast of England) fully equipped with serviceable aircraft. The Typhoon's engine, the powerful Napier Sabre, was experiencing a high level of failures and engine changes were carried out every 25 hours of flying time. This led to a severe shortage of serviceable engines and new engines were taken from aircraft fresh out of the factory (which still required lengthy preparation before transfer to the squadrons) and used to keep the urgently required operational aircraft flying.

However, in May 1943 the AOC Fighter Command, Sir Trafford Leigh-Mallory, prompted a change to a more sensible policy which saw the delivery of the latest Typhoons with newly modified and much more reliable Sabre engines. Production was running at 24 per week, sufficient to equip five squadrons per month, so by September the whole Typhoon force had been re-equipped. Many of the redundant older airframes were broken down for spares but the better examples were fed into a modification program that would fit them with modified engines, bomb/RP/long-range tank fittings, sliding (bubble) canopies and other improvements. The first aircraft from this program began arriving with the squadrons in September 1943.

As the necessary changes in the production line to introduce the bubble canopy would take several months to implement, an interim solution to the restricted vision from the original car-door canopy was devised. This involved the replacement of the mast with a rear fuselage mounted whip aerial and removal of other equipment behind the pilot's head armour, notably the upward signaling light. Also introduced at this time (apparently simultaneously on the production line) was the fitting of an exhaust fairing which covered the exhaust stubs.

So why no earlier aircraft were modified with the just the new aerial is now clear – they were simply not required – they were of no use unless they had the full range of modifications. If they had an engine with the latest modification they remained in service until their turn came for canopy and RP and other necessary modifications.

Now to respond to some of the evidence provided in the magazine article. I do not have any details of radio fits to Typhoons in the period; however, in the light of the foregoing I believe they are irrelevant. Furthermore, although the VHF transmitter/receiver TR1143 was fitted to Typhoons during mid-1943, I have not found any evidence that relates this



directly to the fitting of a whip aerial. In fact, the equipment that TR1143 was replacing, TR1133A, is noted in the Typhoon Air Publication AP.1804A (the official Typhoon manual) as being able to be connected to a mast or a whip aerial. This strongly suggests that in some cases whip aerials were fitted without the installation of TR1143.

The photograph of Typhoon EL-C JP590, one of the first with the whip aerial, came from the private album of the 181 Squadron commander,



Frank Jensen. He was unable to provide a precise date but the shot must have been taken between 29 August 1943 (when JP590 was delivered to 181 Squadron) and 25 October 1943 (lost in action). It was certainly not taken on the latter date as it was rocket-equipped on that date and lost during the first ever Typhoon rocket attack. It has bomb carriers in the photo and the squadron had been begun fitting with RP on 15 September 1943, and started practising with RP one week later. Their last bombing sortie before the first RP attack was on 23 September. So a date for the photo in the first two or three weeks of September seems likely.

Further proof that whip aerals were introduced on production aircraft in August 1943 can be seen in the following two photos. The Typhoon in Photo 2 is clearly an official 'presentation aircraft' and there were very few such Typhoons. They were photographed at the factory before delivery and the name was recorded on the Form 78 aircraft movement card. The only one that matches the photo is

'FIJI No IX

MORRIS HEDSTROM FIJI 2'

which is known to be JP606 from it's record card. In the background are the hills commonly seen in photos taken at Hucclecote, the Gloster factory (where all but 15 of the 3,315 production Typhoons were built).

The well-known colour photo of JP682 was taken by renowned photographer Charles E Brown. His archive of negatives and slides was acquired by

the RAF Museum, in the 1980s, and included his record cards that show the dates and places where his photos were shot. There were a number of black and white photos taken on the same occasion as the colour shot featuring JP682; the location was Hucclecote and the date was 24 August 1943. The movement record card for JP682 shows that it was delivered to the RAF at 20 Maintenance Unit, Aston Down, the next day, confirming again that Typhoons were delivered from the production line in August 1943 with the interim canopy modification already applied.

CHRIS THOMAS

Author /co-author

The Typhoon and Tempest Story

The Typhoon File

Typhoon and Tempest Aces

Warpaint No 5, Hawker Typhoon

Typhoon Wings of the 2nd TAF

2nd TAF Vols 1 to 4

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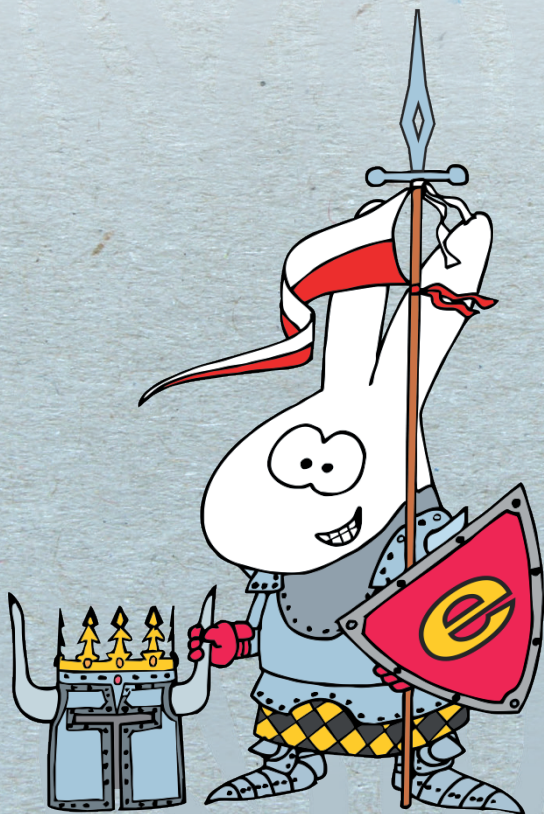
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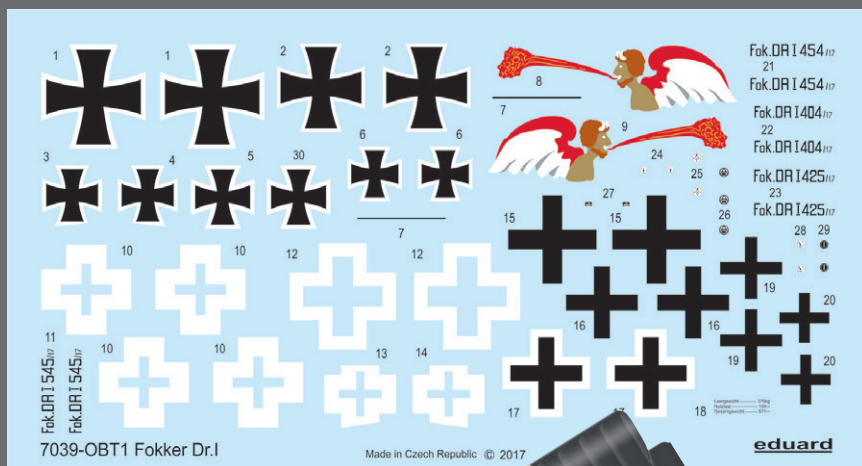
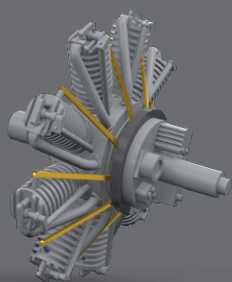
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672139 Fokker Dr.I engine 1/72 (Brassin)





450/17, Lt. J. Jacobs, Jasta 7, Rumbeke, Belgium, March 1918



454/17, Lt. Lothar Freiherr von Richthofen, Jasta 11, Avesnes-le-Sec, France, March 1918



425/17, Rittm. Manfred Freiherr von Richthofen, JG 1, Lechelle, France, March 1918



545/17, Lt. H. Weiss, Jasta 11, Cappy, France, April 1918



404/17, Hptm. A. Ritter von Tutschek, JG 2, Toulis, France, February 1918

Fokker Dr.I

1/72



September release

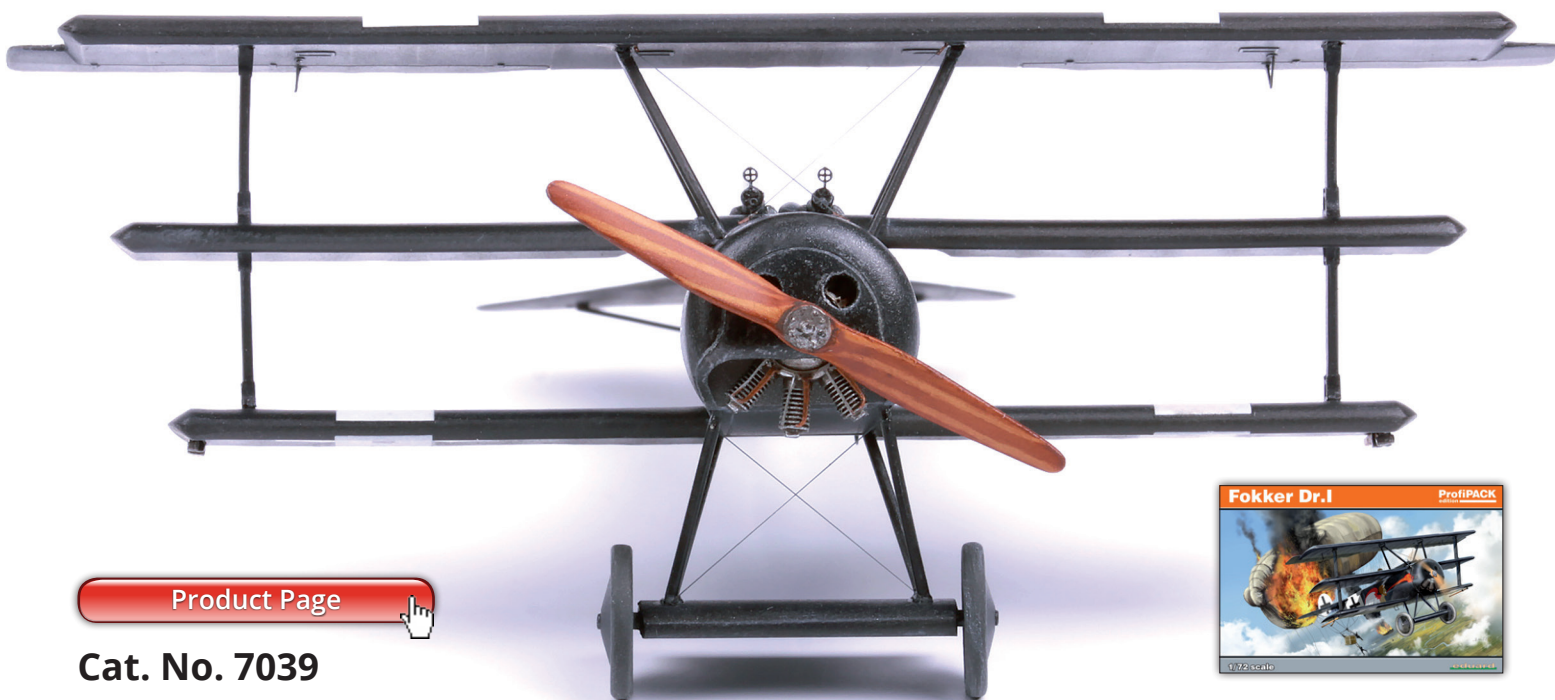
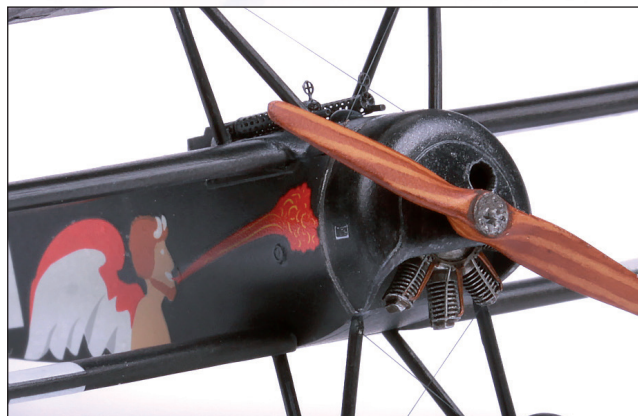
Camo A
built by Petr Zatřepálek



450/17, Lt. J. Jacobs, Jasta 7, Rumbeke, Belgium, March 1918

Josef Carl Peter Jacobs was born on May 15th, 1884 in Kreuzkapelle in Rhineland and from his school days he had been fascinated with flying, which he began to learn to do even before the war. Immediately after the outbreak of the Great War, he entered the ranks of the German air force and on completion of his training, he was assigned to the reconnaissance unit FA 11. In April 1916 he transferred to Fokkerstaffel - West, specifically Jasta 22, and subsequently took command of the entire Jasta 7 from August 2nd, 1917. He remained with this unit until the armistice and brought down a total of forty-eight enemy aircraft and balloons. After the war, he was involved with Kommando Sachsenberg in its fight against the Bolsheviks in Russia in the Baltic Sea region, and he also taught future Turkish military pilots. After the rise of Hitler in Germany, he refused to join the ranks of the NSDAP and he emigrated to the Netherlands. After the end of the Second World War, he returned to Bavaria, where he lived until his death on June 29th, 1978 in Munich.

He had his two personal aircraft which he used while serving with Jasta 7 painted all black. Aircraft 450/17 was adorned with a rendering of the devil spitting fire. This aircraft would later be fitted with an engine and propeller from a Sopwith Camel.



[Product Page](#)

Cat. No. 7039



SE.5a Hispano Suiza

1/48

ProfiPACK

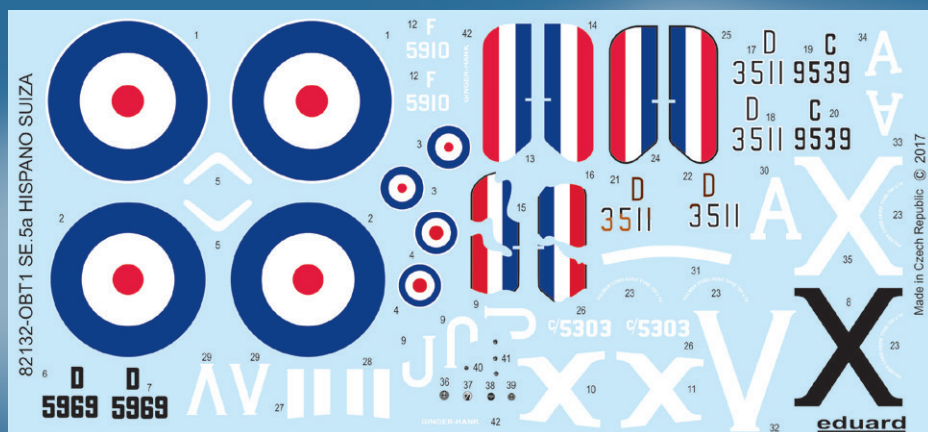
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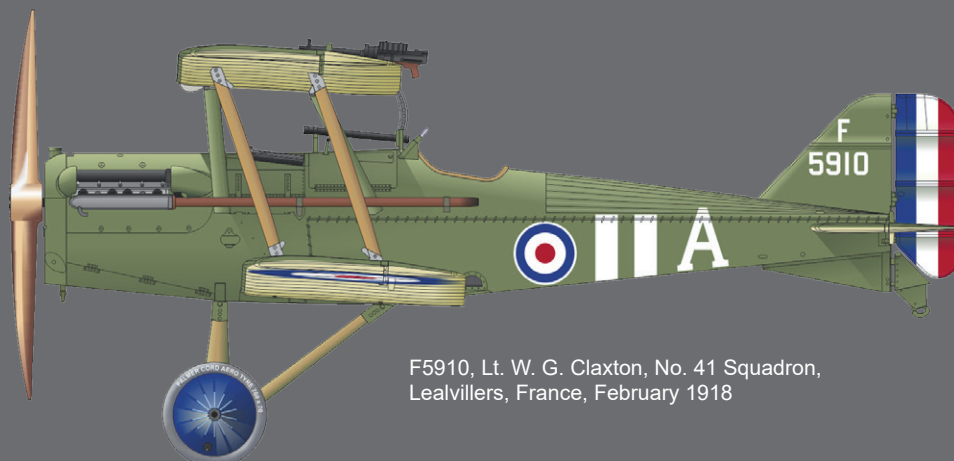
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- 48915 SE.5a stretchers 1/48 (PE-Set)
- FE843 SE.5a seatbelts early STEEL 1/48 (PE-Set)
- 648297 SE.5a propeller two-blade (right rotating) (Brassin)
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- 648299 SE.5a guns 1/48 (Brassin)
- 648318 SE.5a propeller four-blade 1/48 (Brassin)
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- 648333 SE.5a wheels 1/48 (Brassin)

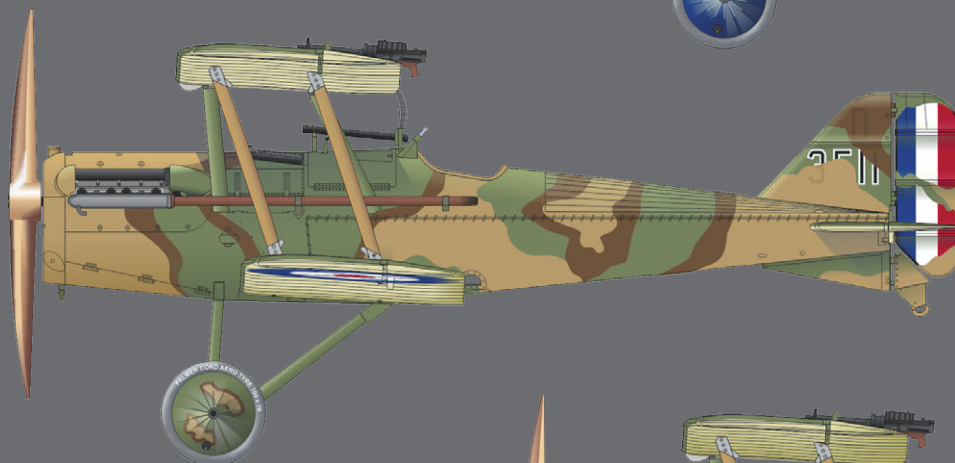




D5969, Lt. C. H. R. Lagesse, No. 29 Squadron,
St. Omer, France, June 1918



F5910, Lt. W. G. Claxton, No. 41 Squadron,
Lealvillers, France, February 1918



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



C5303, Lt. L. N. Franklin, No. 56 Squadron,
Baizieux, France, March 1918



C9539, Capt. H. G. Forrest, No. 2 Squadron,
Australian Flying Corps, Savy - Berlette,
France, March 1918

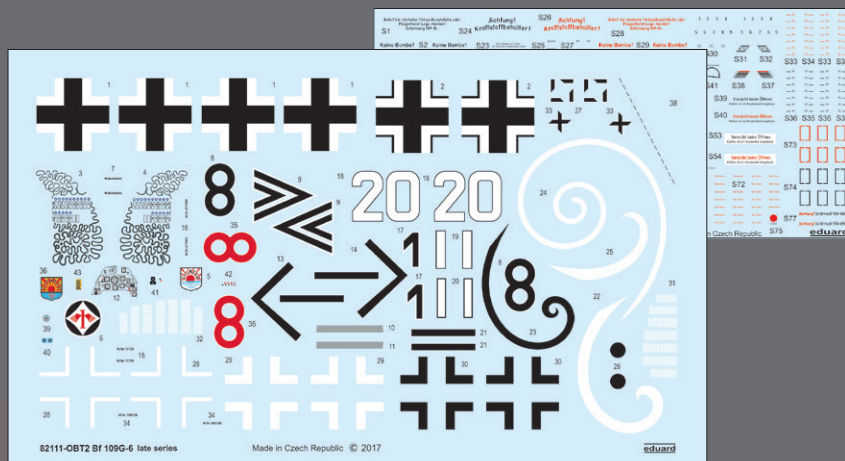
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- decals Eduard
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49093 Bf 109G seatbelts FABRIC (PE-Set)

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648239 Bf 109G-6 radio compartment (Brassin)

648240 Bf 109G-6 cockpit (Brassin)

648245 W.Gr.21 for Bf 109 (Brassin)

648246 Bf 109 cannon pods (Brassin)

648247 Bf 109G exhaust stacks (Brassin)

648309 Bf 109G undercarriage legs BRONZE (Brassin)

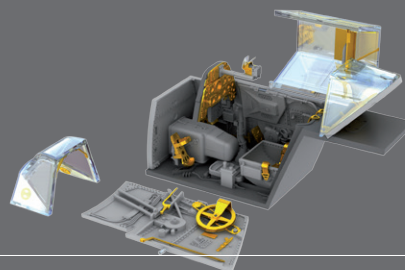
648310 Bf 109G control surfaces (Brassin)

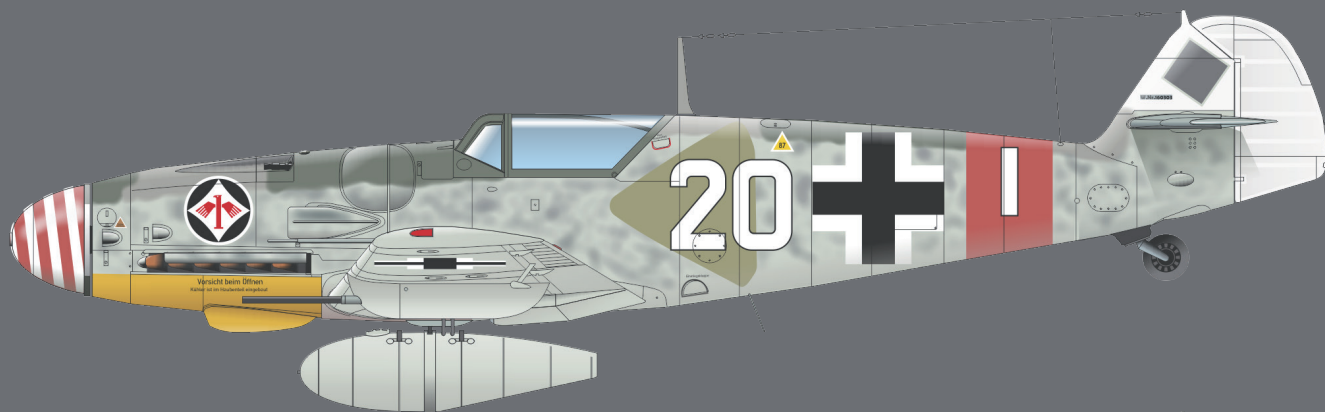
EX509 Bf 109G camo scheme - Mtt (Mask)

EX510 Bf 109G camo scheme - Erla (Mask)

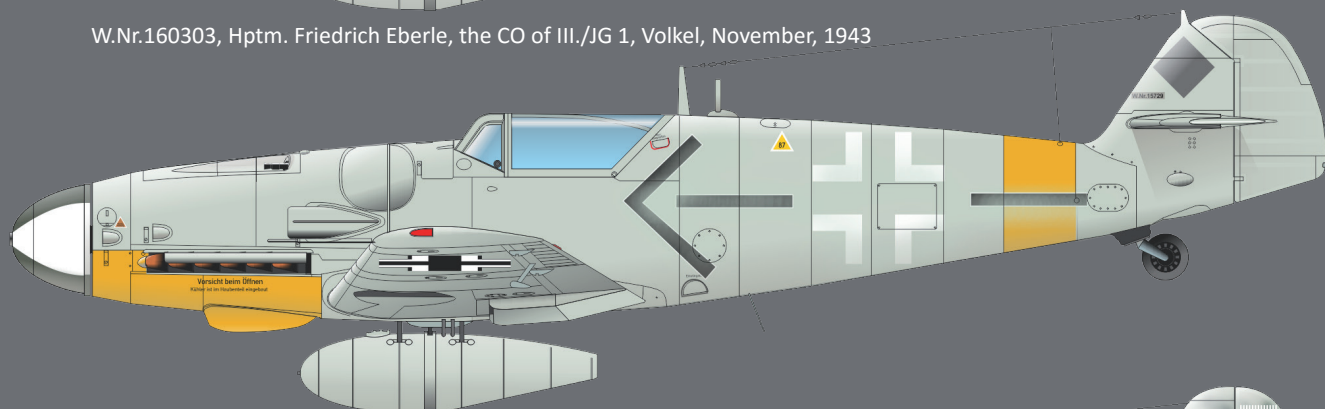
EX511 Bf 109G camo scheme - WNF (Mask)

EX512 Bf 109G spinner spirals (Mask)

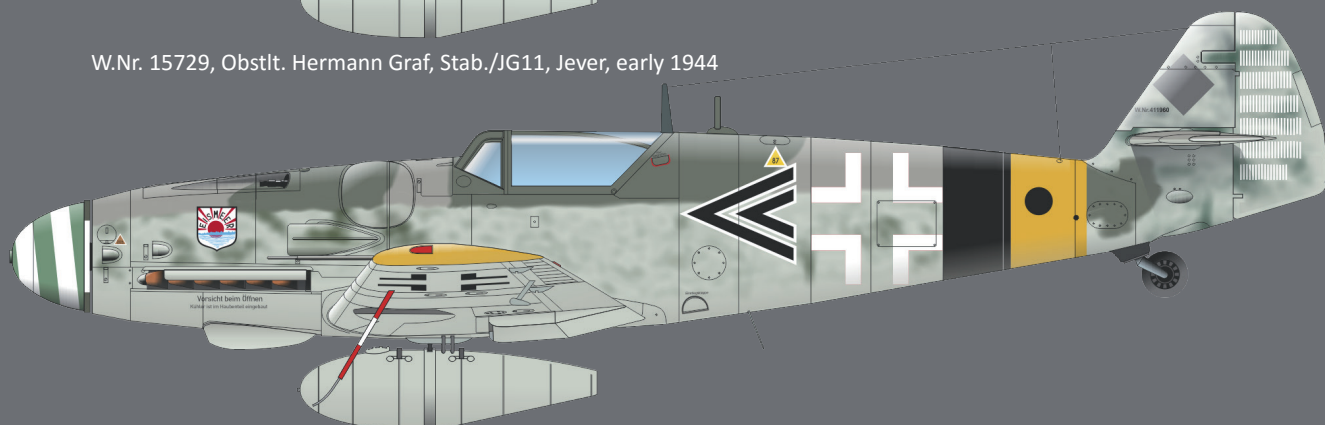




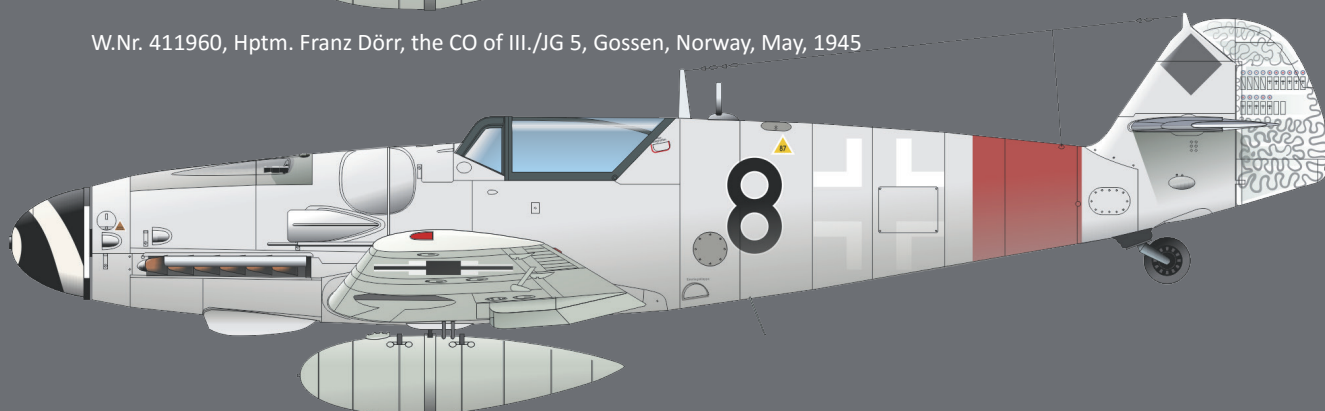
W.Nr.160303, Hptm. Friedrich Eberle, the CO of III./JG 1, Volkel, November, 1943



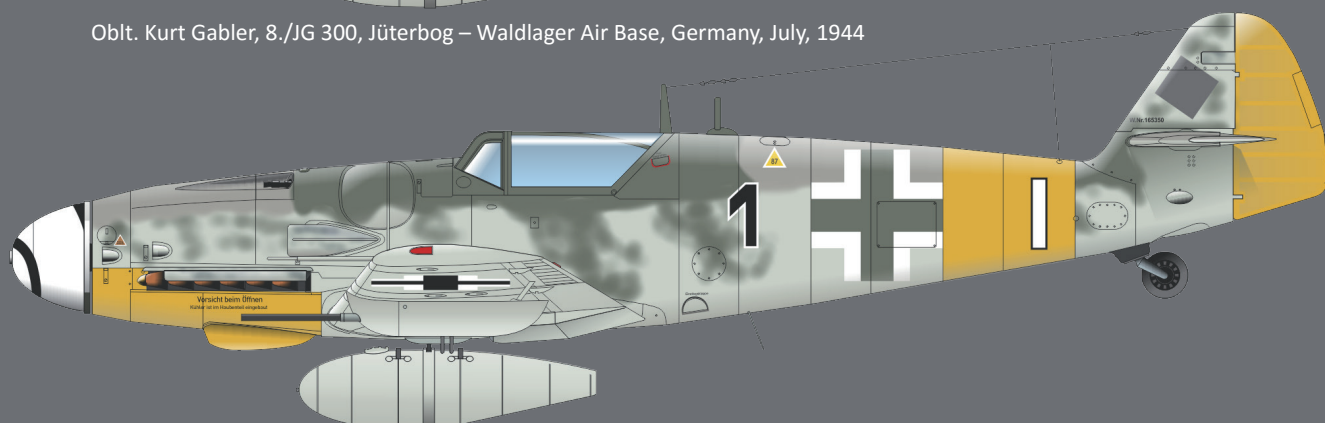
W.Nr. 15729, Obstlt. Hermann Graf, Stab./JG11, Jever, early 1944



W.Nr. 411960, Hptm. Franz Dörr, the CO of III./JG 5, Gossen, Norway, May, 1945



Oblt. Kurt Gabler, 8./JG 300, Jüterbog – Waldlager Air Base, Germany, July, 1944



W.Nr. 165350, Lt. Anton Hafner, the CO of 8./JG 51, Tilsit-Ost, August, 1944

VELVETA Spitfire
for Israel

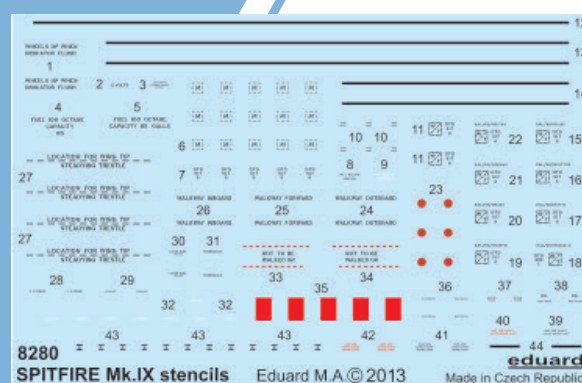
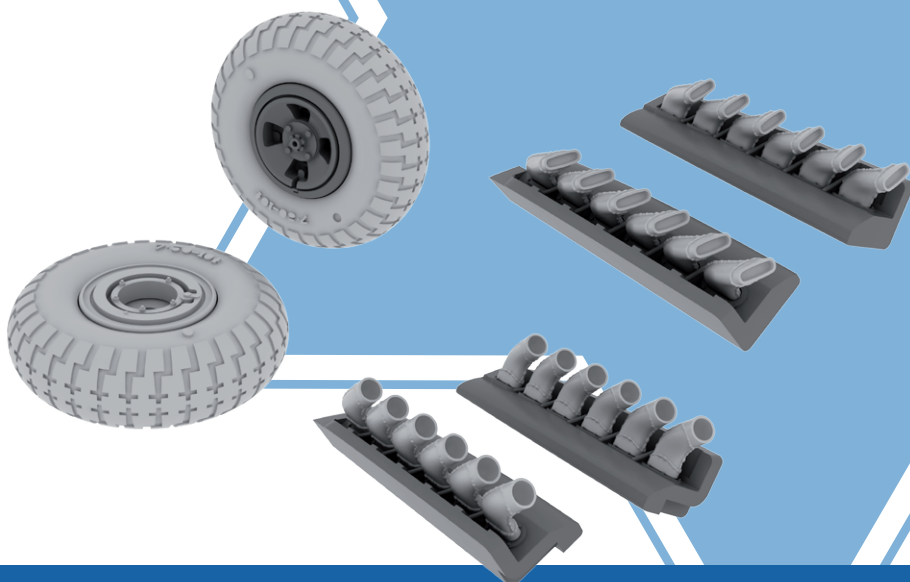
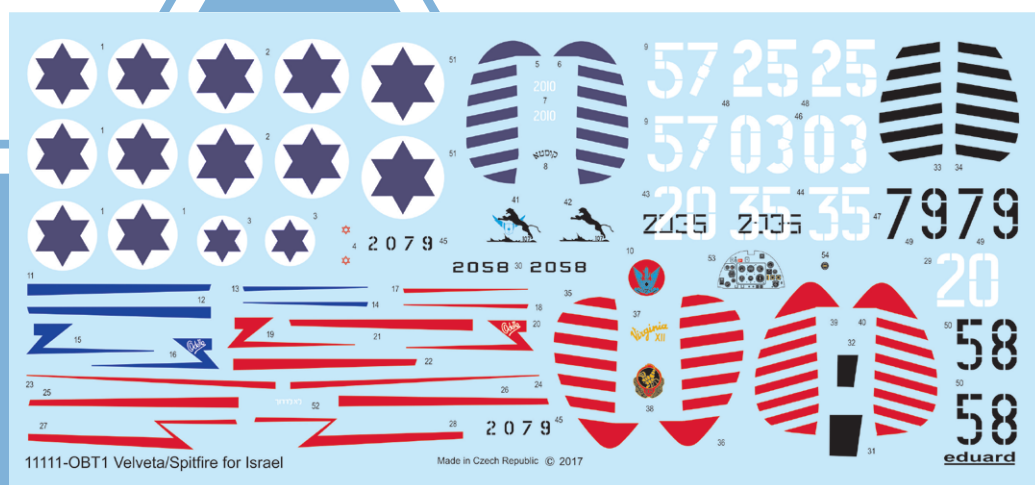
1/48



1/48, Cat. No. 11111

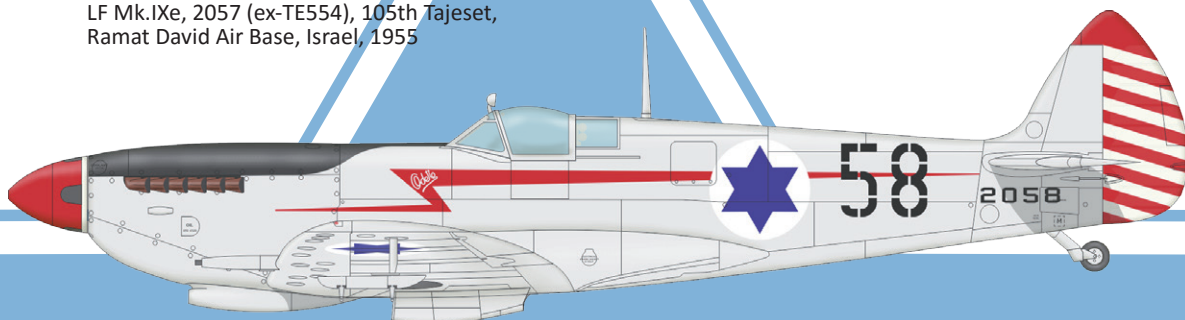
- plastic parts Eduard
- photo-etch set
- painting mask
- Decals Eduard
- 6 markings
- Brassin: wheels and two types of exhaust stacks

Product Page

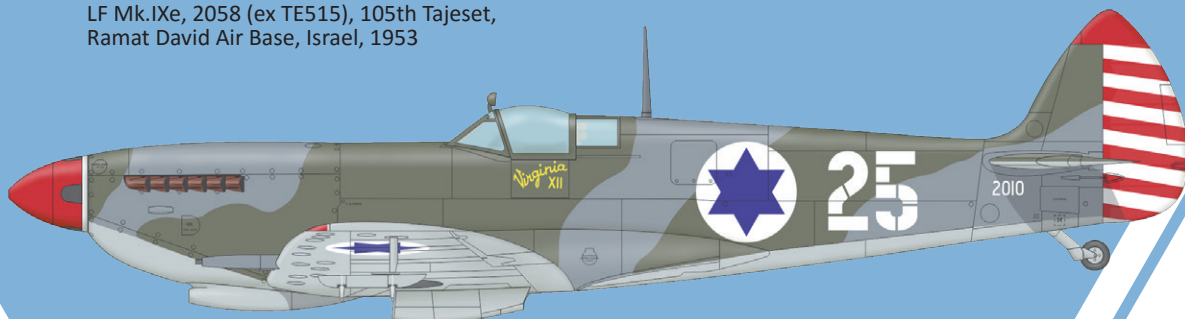




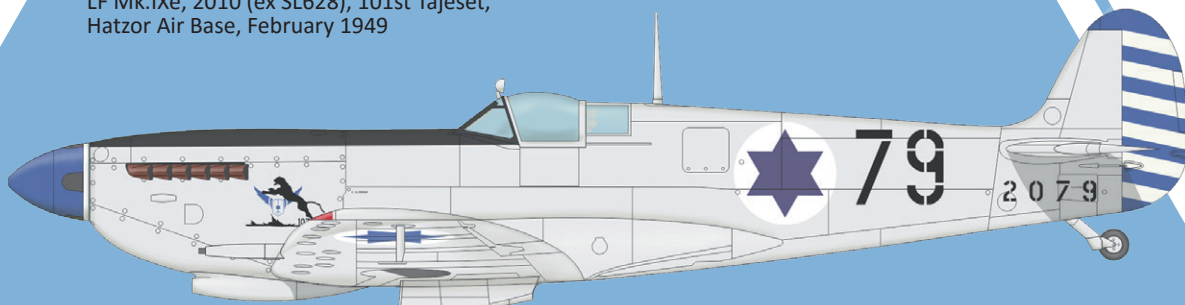
LF Mk.IXe, 2057 (ex-TE554), 105th Tajeset,
Ramat David Air Base, Israel, 1955



LF Mk.IXe, 2058 (ex TE515), 105th Tajeset,
Ramat David Air Base, Israel, 1953



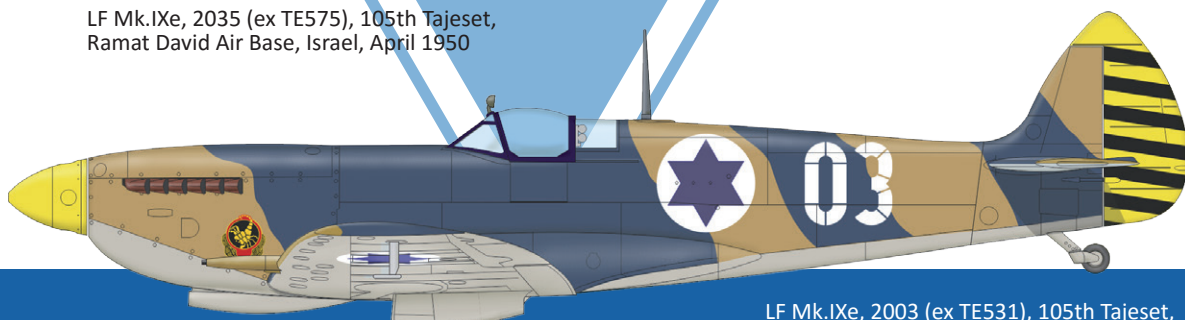
LF Mk.IXe, 2010 (ex SL628), 101st Tajeset,
Hatzor Air Base, February 1949



LF Mk.IXe, 2079, 107th Tajeset,
Ramat David Air Base, Israel, 1954



LF Mk.IXe, 2035 (ex TE575), 105th Tajeset,
Ramat David Air Base, Israel, April 1950



LF Mk.IXe, 2003 (ex TE531), 105th Tajeset,
Ramat David Air Base, Israel, September 1953

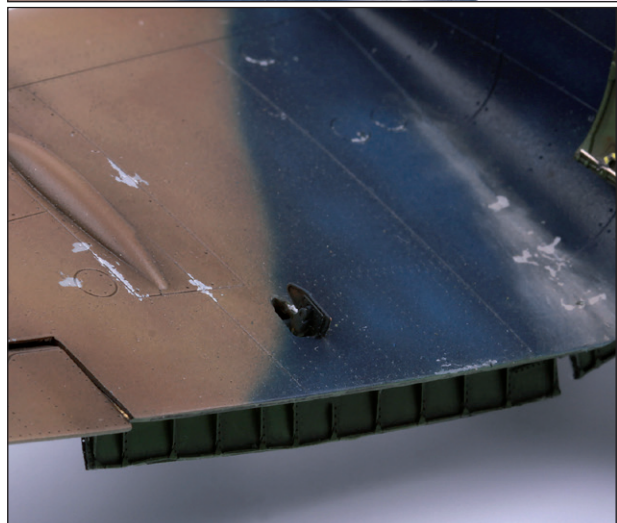
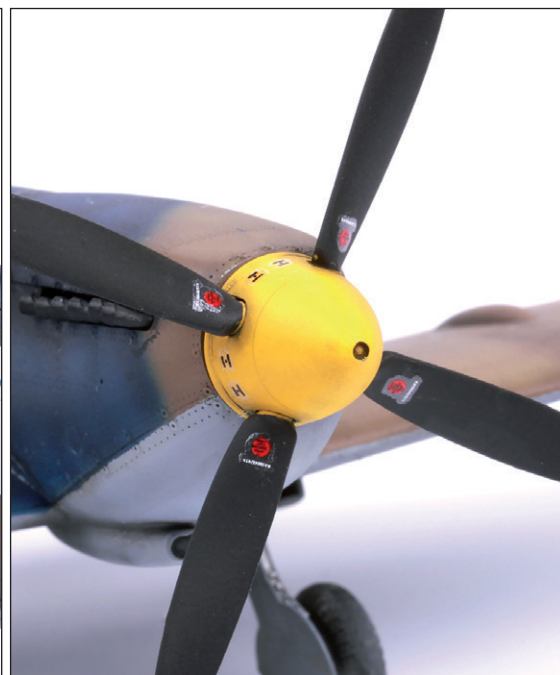
VELVETA Spitfire
for Israel

1/48

September release

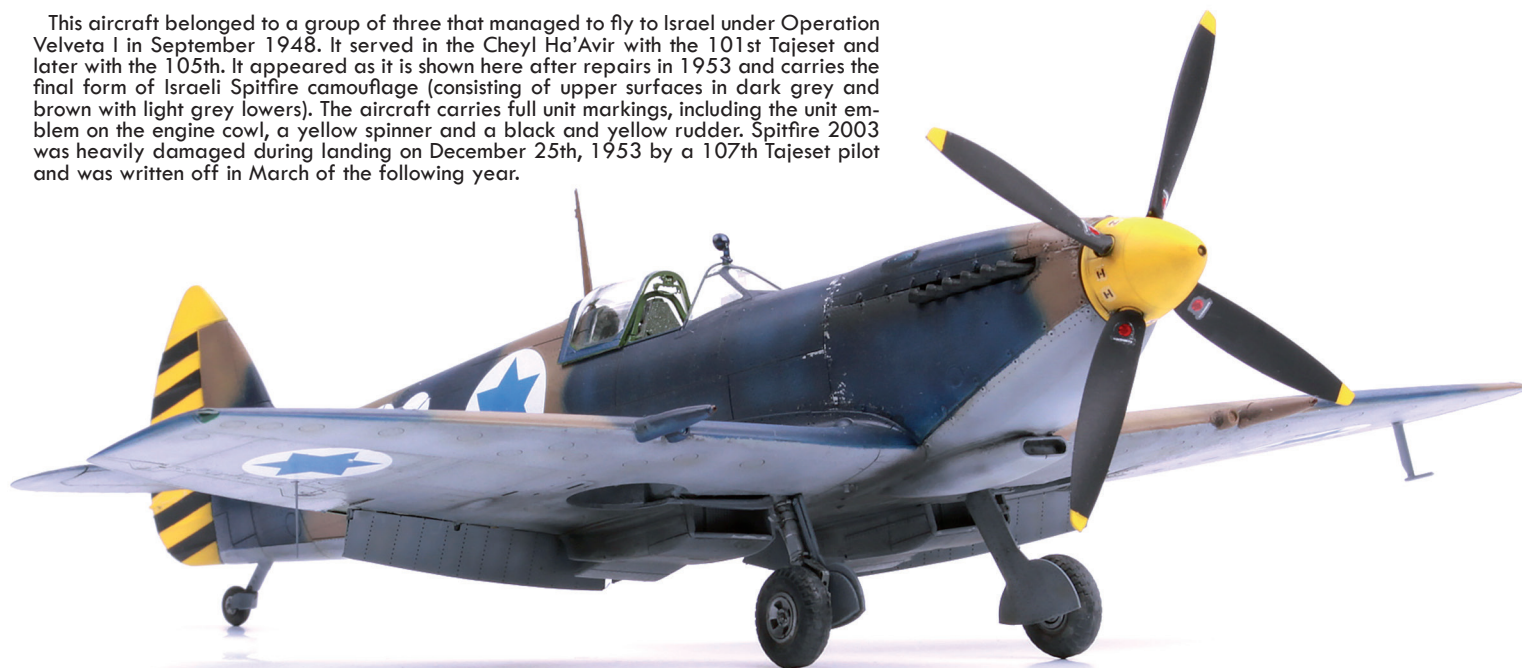
Camo F

built by Tomáš Török



LF Mk.IXe, 2003 (ex TE531), 105th Tajaset, Ramat David Air Base, Israel, September 1953

This aircraft belonged to a group of three that managed to fly to Israel under Operation Velveta I in September 1948. It served in the Cheyl Ha'Avir with the 101st Tajaset and later with the 105th. It appeared as it is shown here after repairs in 1953 and carries the final form of Israeli Spitfire camouflage (consisting of upper surfaces in dark grey and brown with light grey lowers). The aircraft carries full unit markings, including the unit emblem on the engine cowl, a yellow spinner and a black and yellow rudder. Spitfire 2003 was heavily damaged during landing on December 25th, 1953 by a 107th Tajaset pilot and was written off in March of the following year.



Product Page

Cat. No. 11111



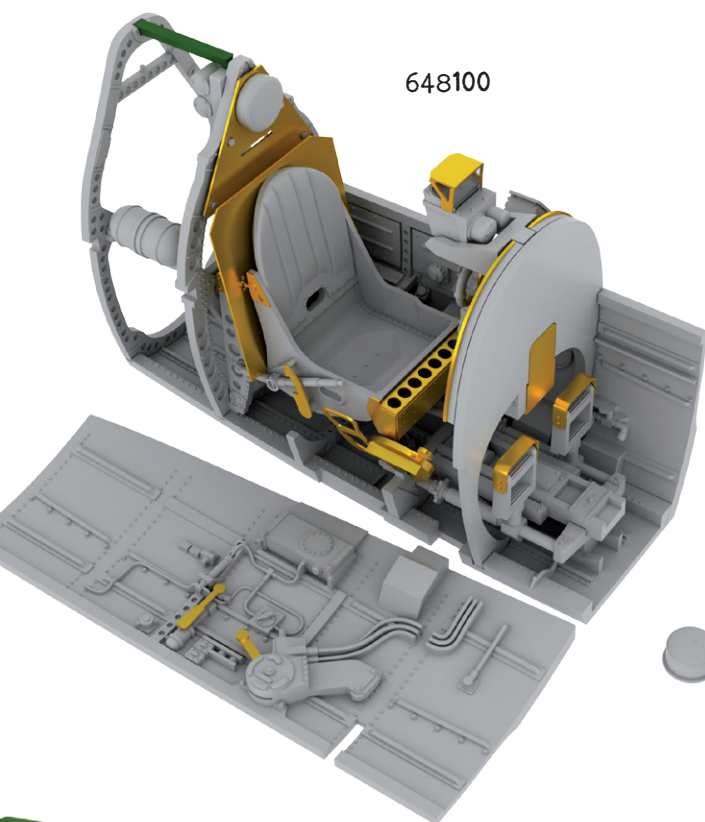
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eduard
LIMITED EDITION

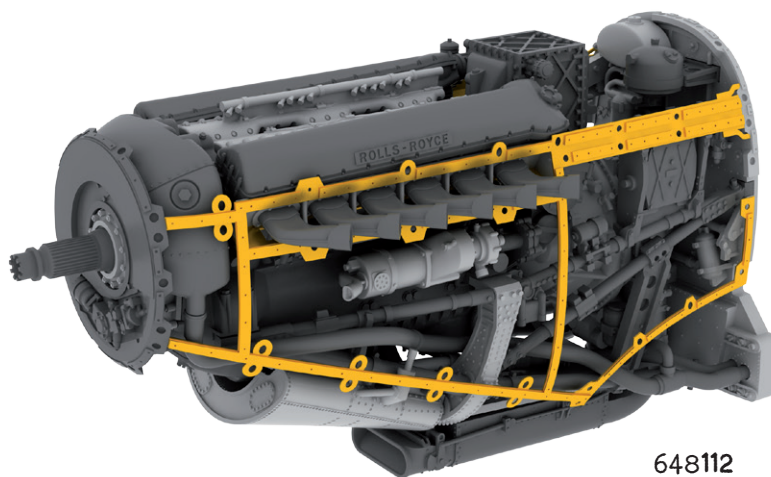
- 48765 Spitfire Mk. IXc landing flaps 1/48 (PE-Set)
- 48766 Spitfire Mk. IX surface panels 1/48 (PE-Set)
- 648100 Spitfire Mk. IX cockpit 1/48 (Brassin)
- 648112 Spitfire Mk. IX engine 1/48 (Brassin)
- 648120 Spitfire - radio compartment 1/48 (Brassin)
- 648124 Spitfire undercarriage legs BRONZE 1/48 (Brassin)
- 648306 Spitfire Mk. IX top cowl late 1/48 (Brassin)
- 648334 Spitfire Mk. IXe gun bays 1/48 (Brassin)



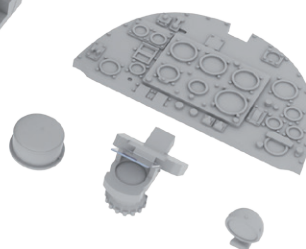
648306



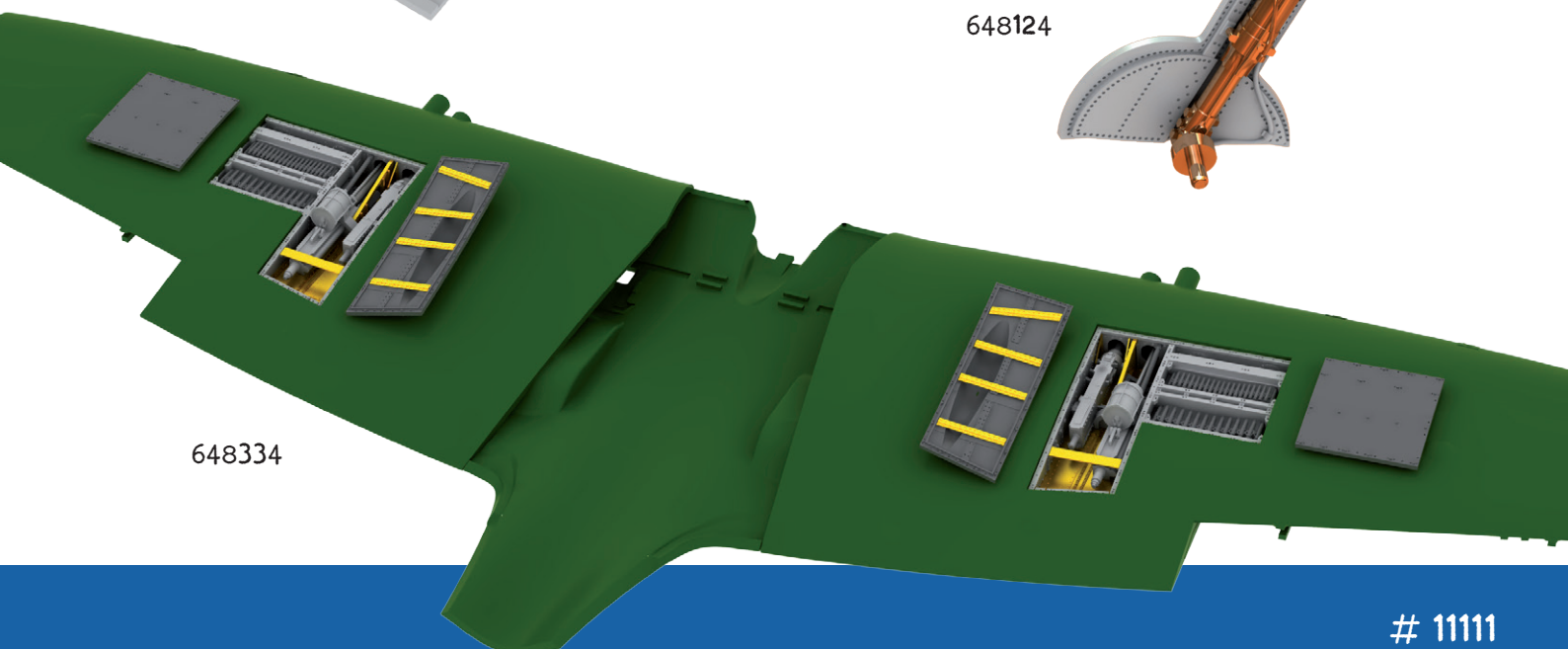
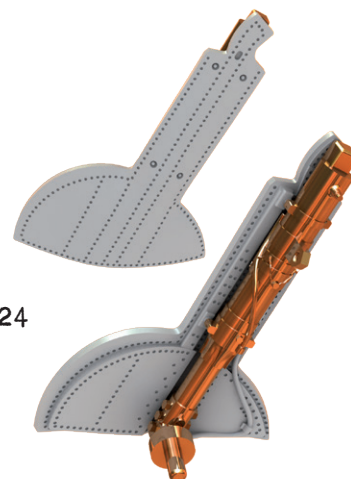
648100



648112



648124



648334

WEEKEND edition

P-39K/N

1/48, Cat. No. 84161



- 2 markings
- decals Eduard

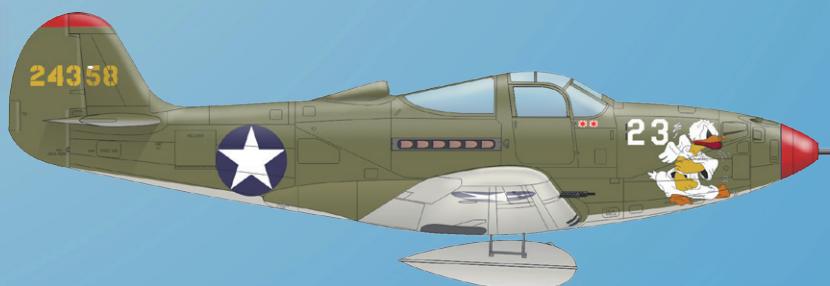
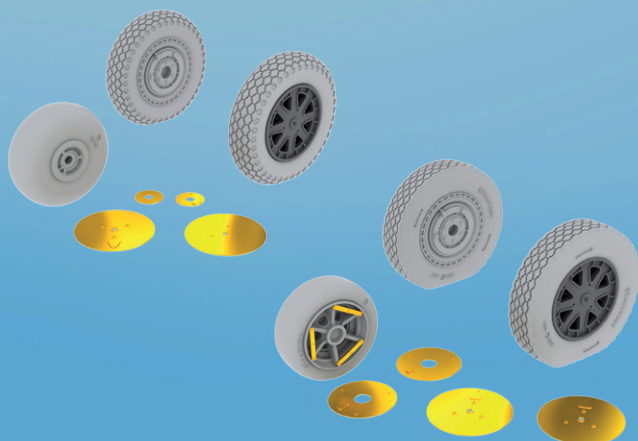
[Product Page](#)

RECOMMENDED:

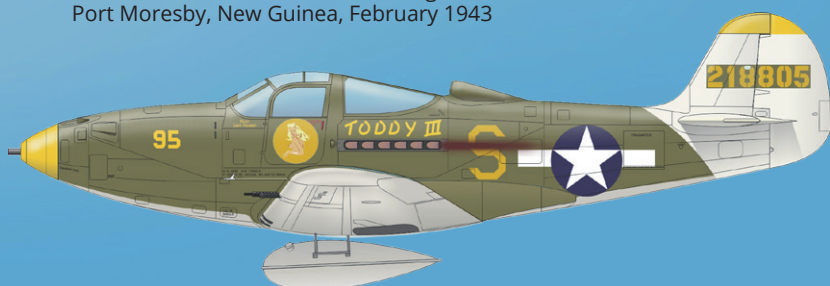
48872 P-39/400 landing flaps 1/48 (PE-Set)

648202 P-39 wheels early 1/48 (Brassin)

648203 P-39 wheels late 1/48 (Brassin)



P-39K, s/n 42-4358, Lt. W. McDonough, 40th FS, 35th FG,
Port Moresby, New Guinea, February 1943



P-39N, s/n 42-18805, Capt. G. A. Hilbert, 41st FS, 35th FG,
Tsili Tsili Air Base, New Guinea, September 1943

1/48

September release

P-39K/N



Camo B

built by Petr Zatřepálek



P-39K, s/n 42-4358, Lt. W. McDonough, 40th FS, 35th FG, Port Moresby, New Guinea, February 1943

Lt. William McDonough gained two confirmed and one probable Ki-43 Oscar kill flying this aircraft over Wau on February 6th, 1943. He would get another three to his credit at the beginning of 1944 after the unit had re-equipped with the P-47. Lt. McDonough died during a non-combat flight when his P-47 suffered an engine failure on April 22nd, 1944. This occurred after the completion of his combat tour and while awaiting return to the United States. Lt. McDonough's aircraft carried the standard Airacobra camouflage scheme consisting of Olive Drab upper and side surfaces with Neutral Grey undersides. Aircraft of the 40th FS had their spinners and top of the vertical tail painted red, but in the case of this aircraft, it is likely that the tail tip remained Olive Drab. The aircraft had its main undercarriage covers removed.



Product Page

Cat. No. 84161



09/2017

632110

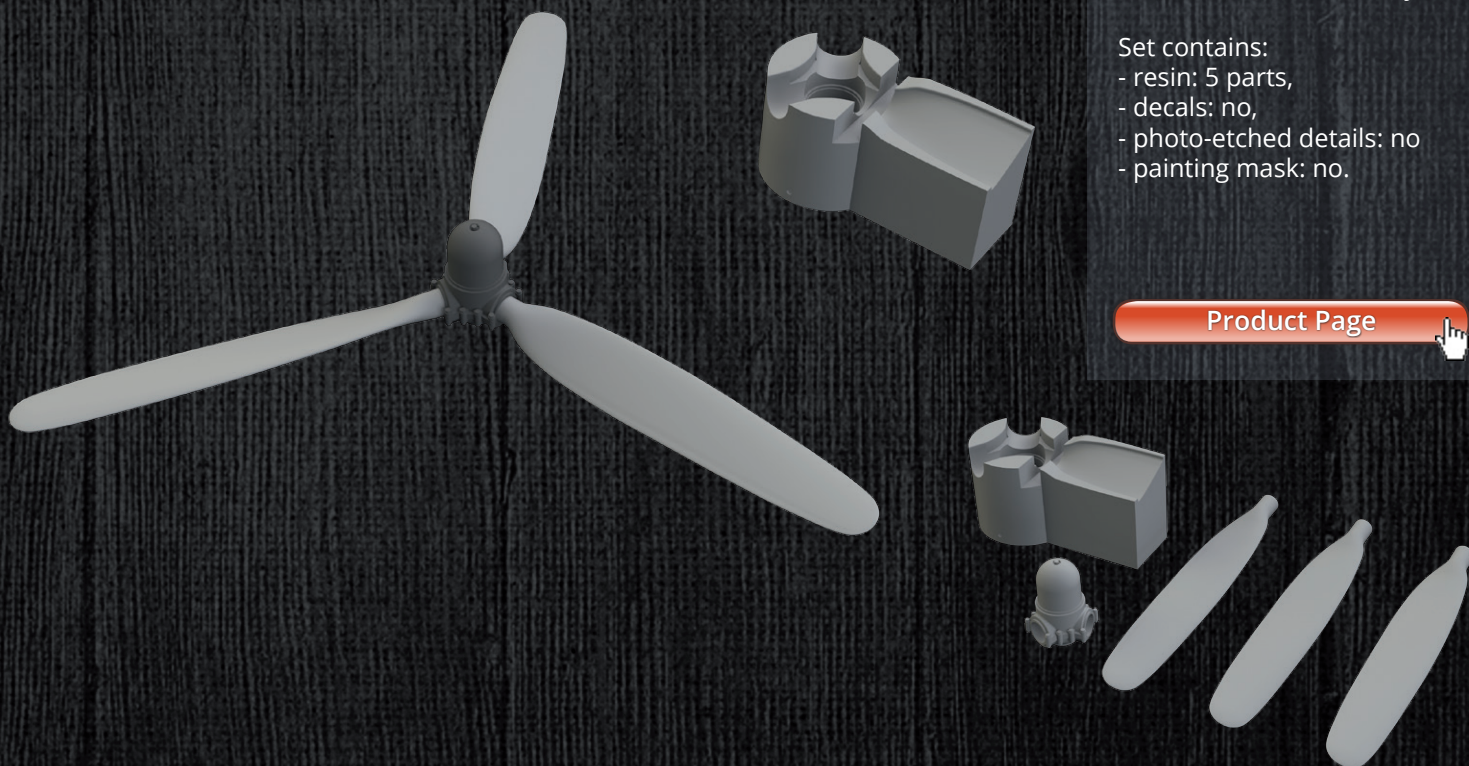
F4U-1 propeller 1/32 Tamiya

Brassin set - a propeller
for F4U-1 in 1/32 scale.
Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



648335

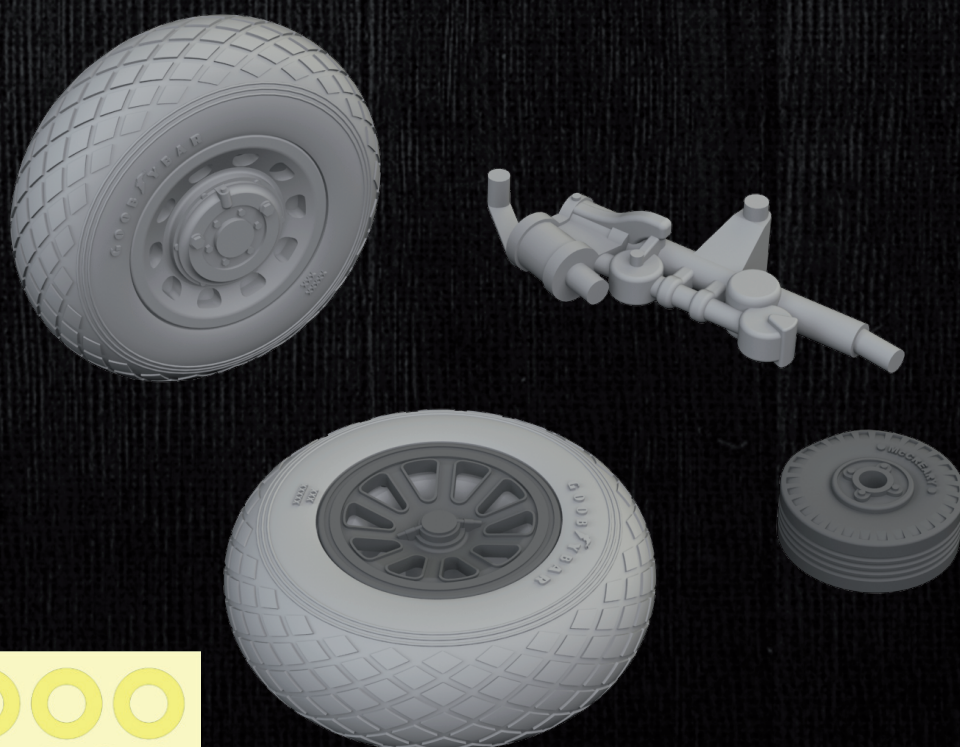
P-51D wheels 1/48 Airfix

Brassin set - undecarriage
wheels for P-51D in 1/48 scale.
Set consists of main undecarriage
wheels and tailwheel. Easy
to build, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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

[Product Page](#)



648336

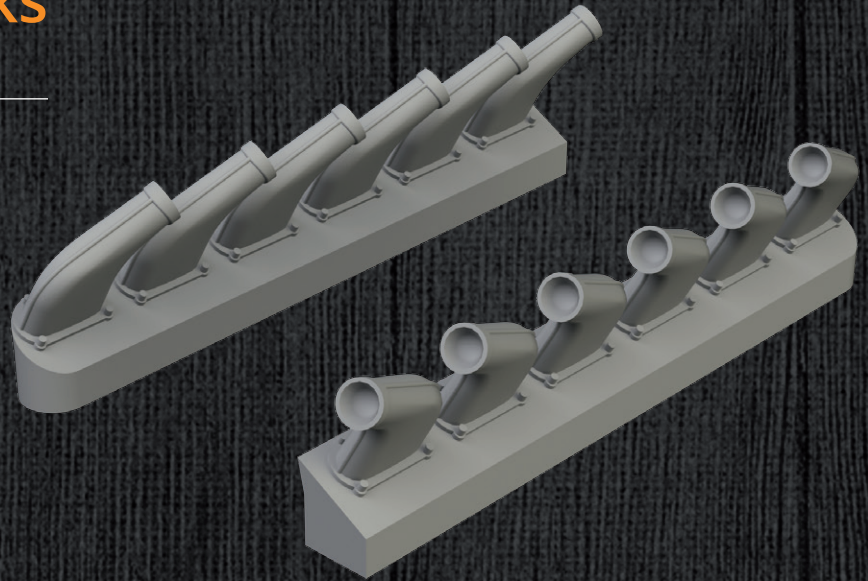
P-51D exhaust stacks

1/48 Airfix

Brassin set - exhaust stacks for P-51D in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product Page](#)


648337

P-51D bazooka rocket launchers

1/48 Airfix

Brassin set - bazooka rocket launchers for P-51D v 1/48 scale.

Recommended kit: Airfix

Set contains:

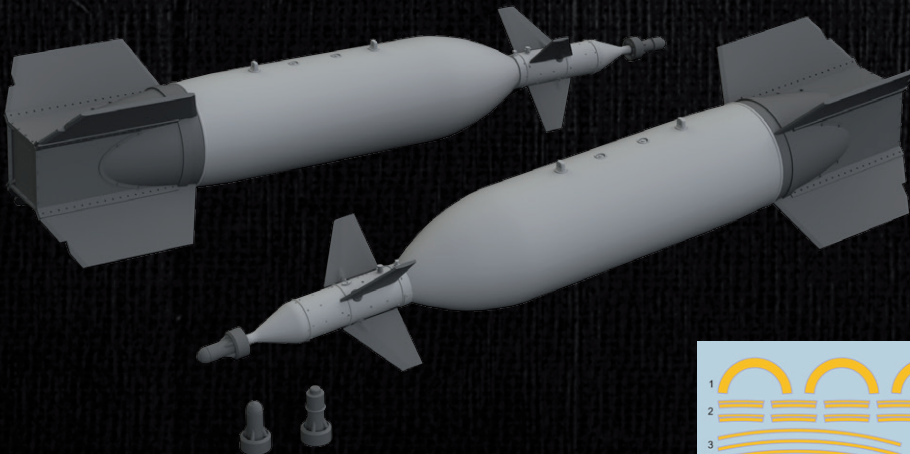
- resin: 8 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)


648342

GBU-11

1/48



Brassin set - Vietnam era Laser Guided bomb GBU-11 in 1/48 scale. Set contains two bombs.

Set contains:

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

[Product Page](#)


648344

P-51D exhaust stacks w/ fairing

1/48 Airfix

Brassin set - exhaust stacks with fairings for P-51D in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product Page](#)


648345

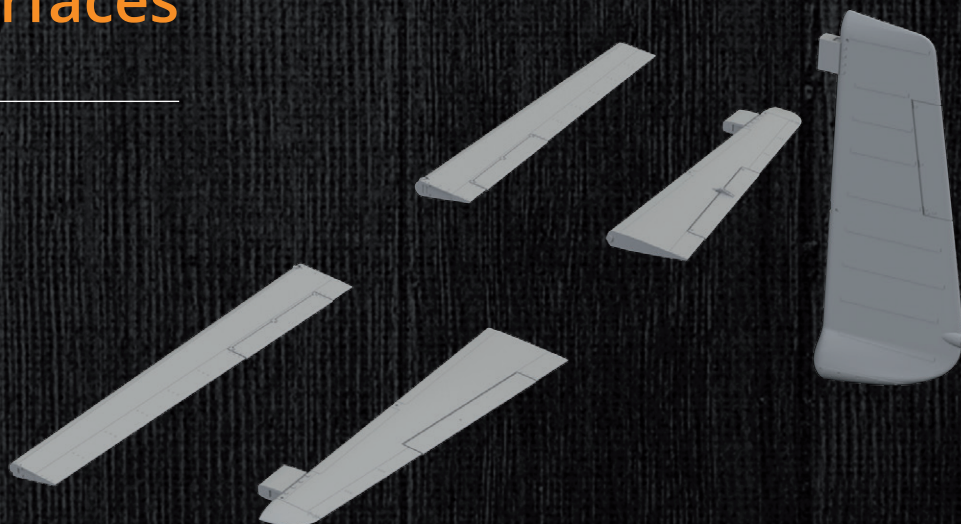
P-51D control surfaces

1/48 Airfix

Brassin set - control surfaces for P-51D in 1/48 scale. Set contains ailerons, vertical stabilizers and a rudder. Recommended kit: Airfix

Set contains:

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

[Product Page](#)


648347

P-51D Hamilton Standard propeller

1/48 Airfix



Brassin set - propeller for P-51D in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product Page](#)


648349

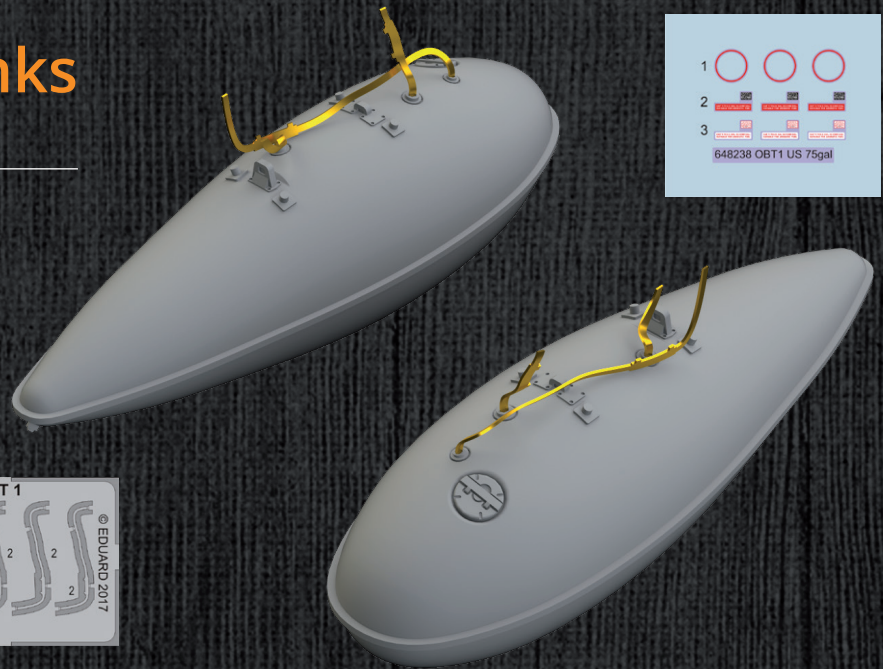
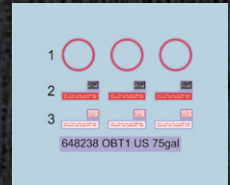
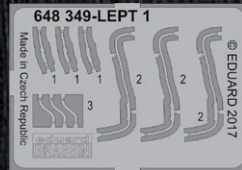
P-51D 75gal fuel tanks

1/48 Airfix

Brassin set - 75gal metal fuel tanks for P-51D in 1/48 scale. Set contains two fuel tanks. Recommended kit: Airfix

Set contains:

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

[Product Page](#)


648350

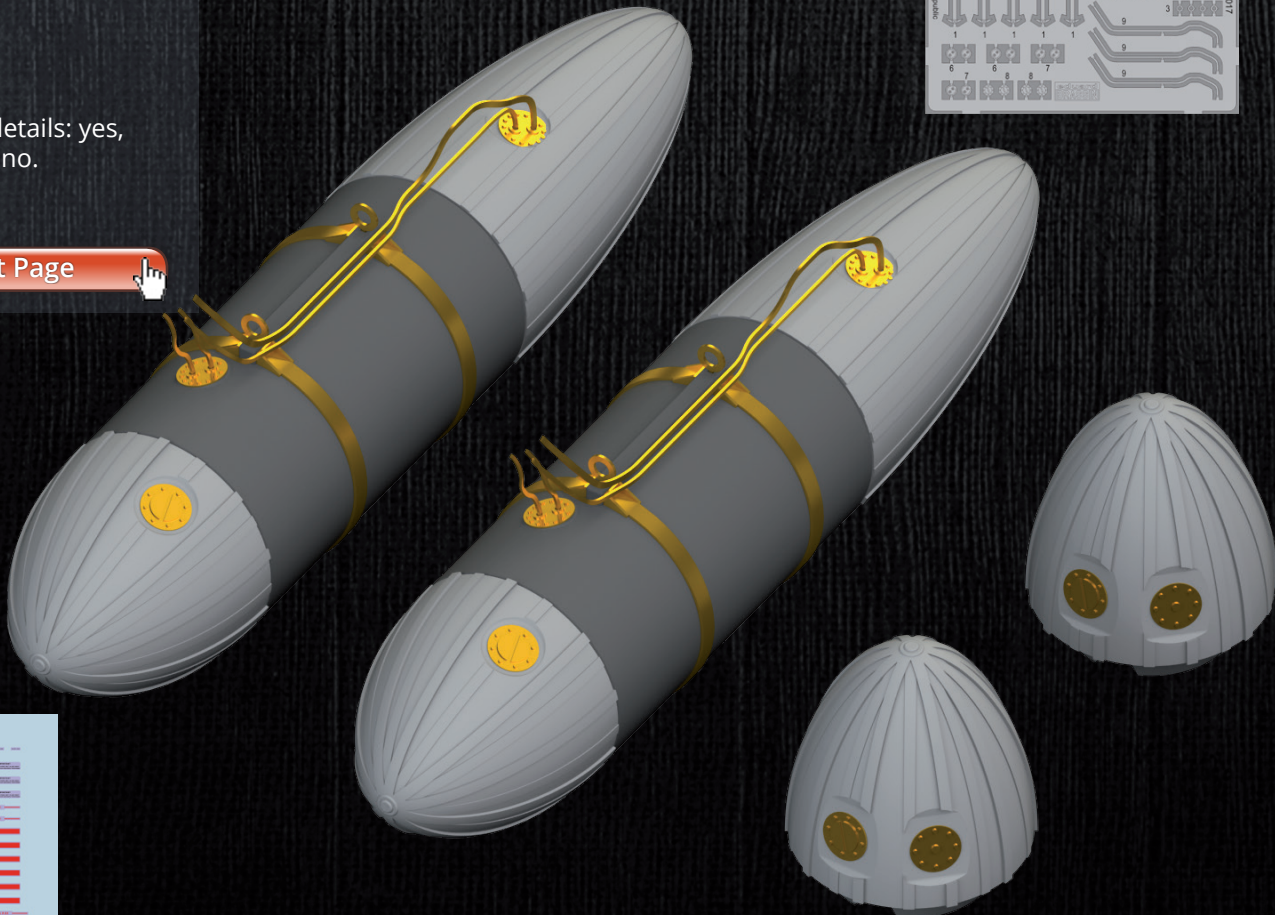
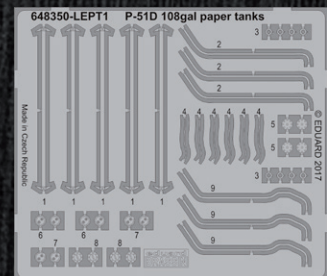
P-51D 108gal paper tanks

1/48 Airfix

Brassin set - 108gal paper fuel tanks for P-51D in 1/48 scale. Set contains two fuel tanks. Recommended kit: Airfix

Set contains:

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

[Product Page](#)


672153

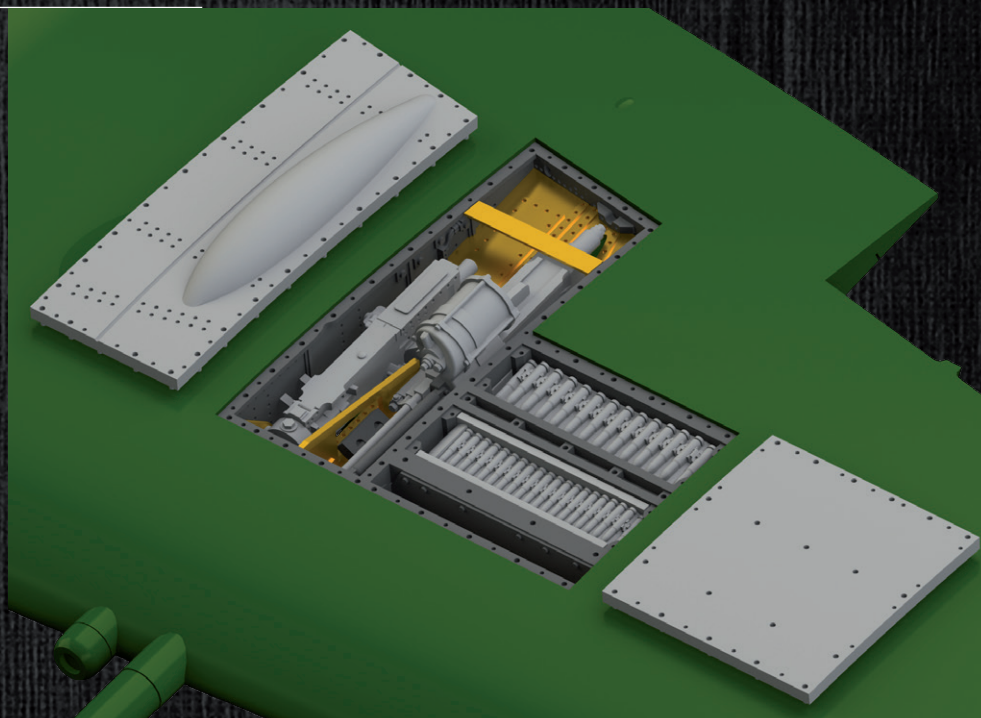
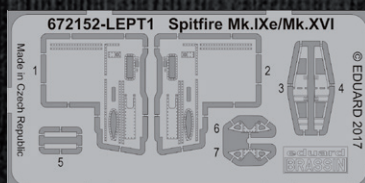
Spitfire Mk.IXe gun bays

1/72 Eduard

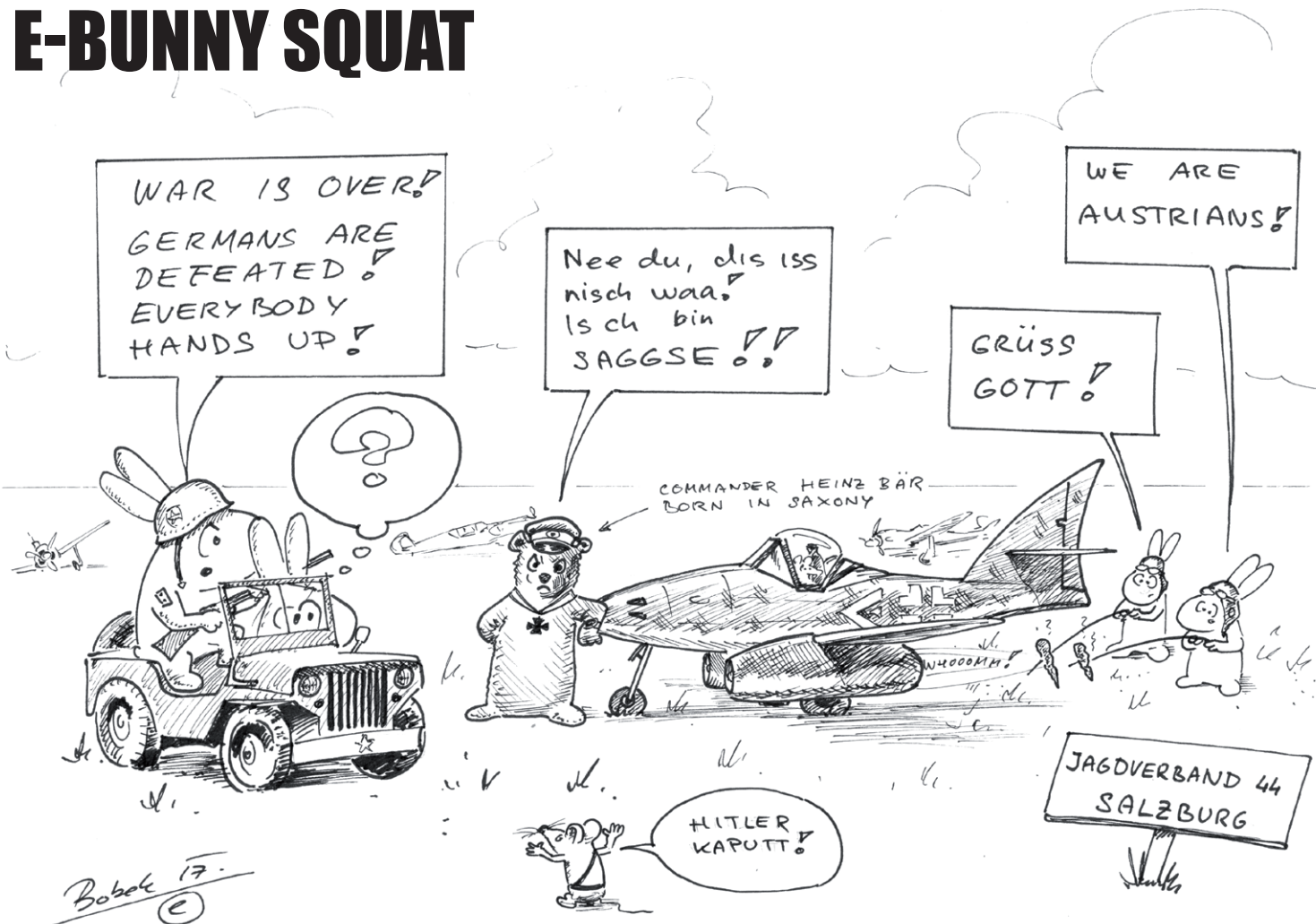
Brassin set - gun bays for Spitfire Mk.IXe in 1/72 scale.
Set gun bays for both wings.
Recommended kit: Eduard

Set contains:

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

[Product Page](#)


E-BUNNY SQUAT



SIN64831

F-14A w/early wheels

1/48 Tamiya

Collection of 3 Brassin sets for F-14A
in 1/48 scale by Tamiya.

- cockpit,
- exhaust nozzles,
- undercarriage wheels (late).

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

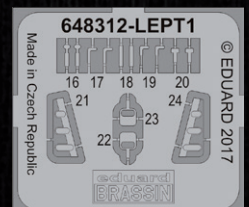
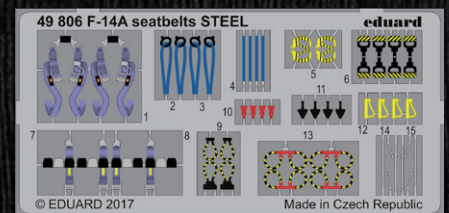
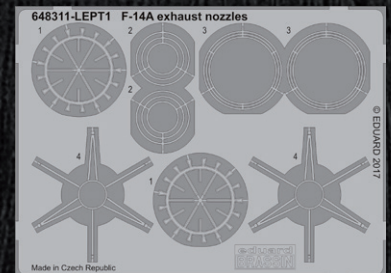
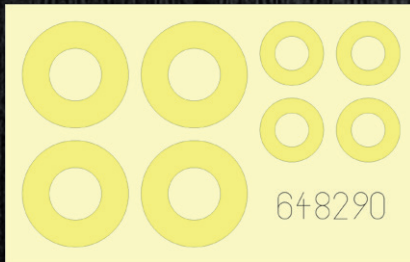
[Product Page](#)


PHOTO-ETCHED SETS AND MASKS

SELECTED 09/2017

HMS Hood 1/200 Trumpeter

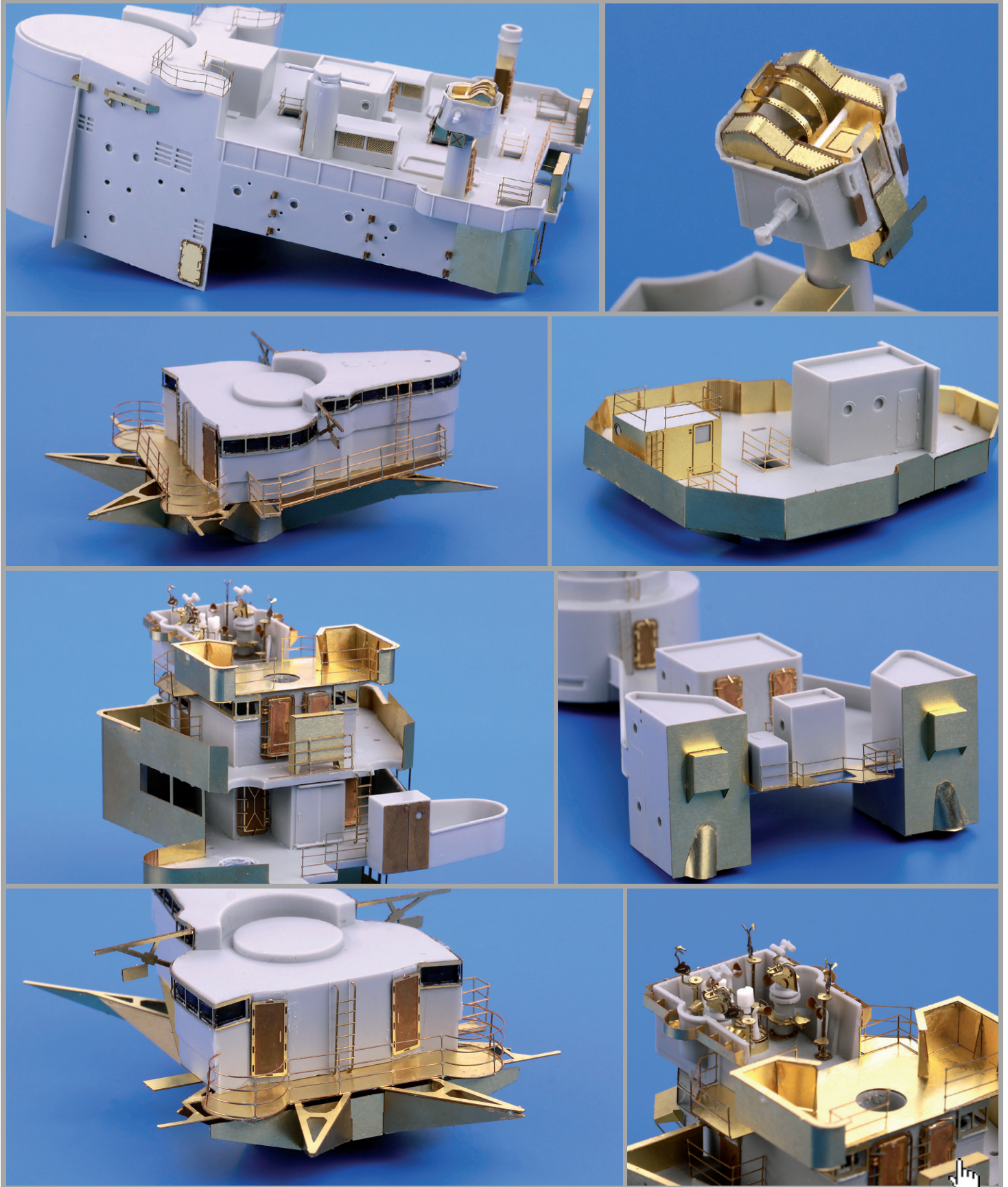
HMS Hood pt. 6 superstructure 1/200 Trumpeter (53194)



HMS Hood

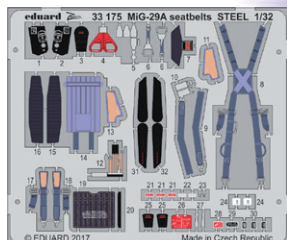
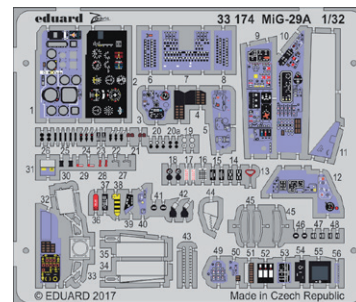
1/200 Trumpeter

HMS Hood pt. 7 main top 1/200 Trumpeter (53197)

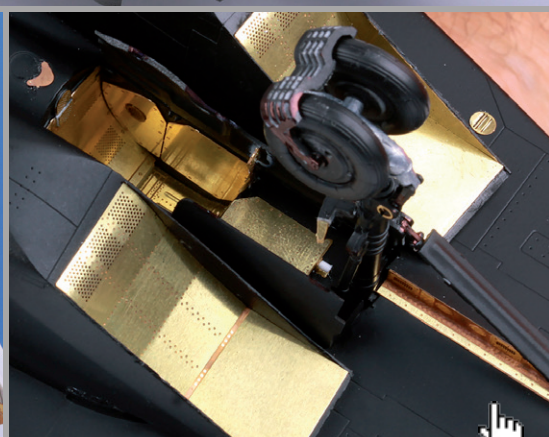
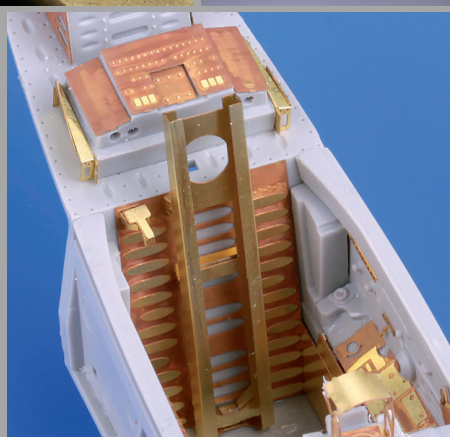
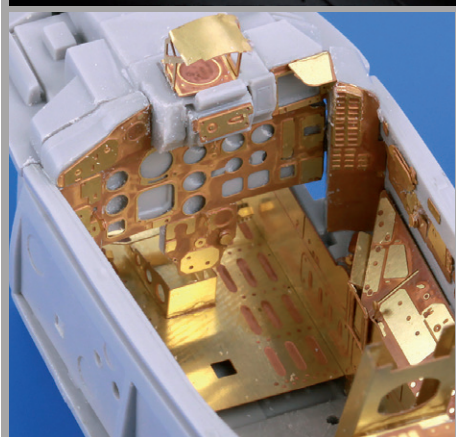
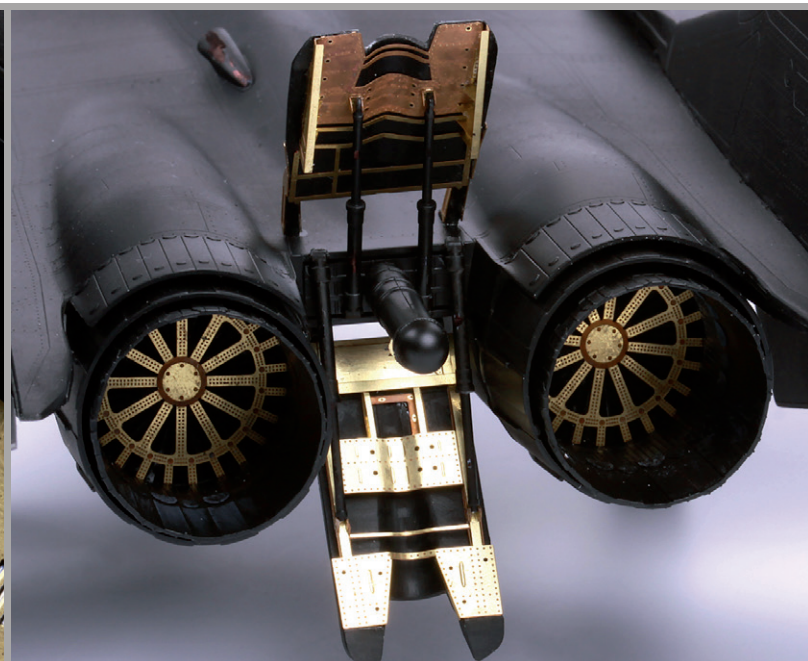
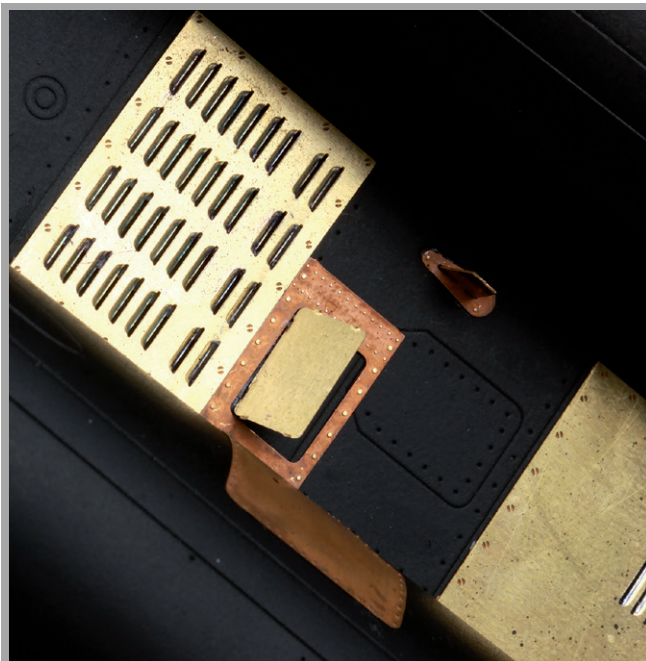


MiG-29A

1/32 Trumpeter

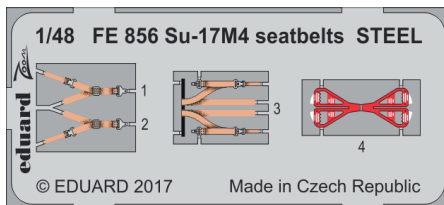
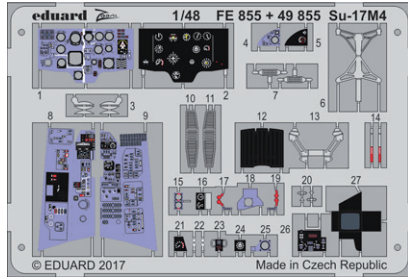


- MiG-29A undercarriage 1/32 Trumpeter (32409)
- MiG-29A exterior 1/32 Trumpeter (32410)
- MiG-29A air brake 1/32 Trumpeter (32411)
- MiG-29A interior 1/32 Trumpeter (32913)
- MiG-29A interior 1/32 Trumpeter (33174) (Zoom)
- MiG-29A seatbelts STEEL 1/32 Trumpeter (33175) (Zoom)
- MiG-29A 1/32 Trumpeter (JX204) (Mask)

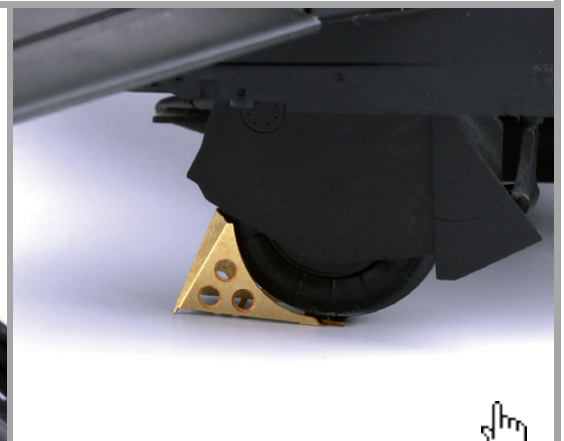


Su-17M4

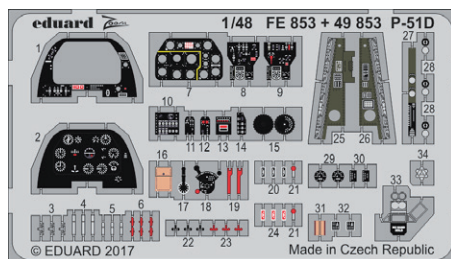
1/48 Hobby Boss



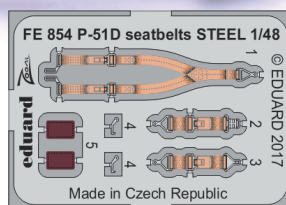
Su-17M4 exterior 1/48 Hobby Boss (48931)
 Su-17M4 interior 1/48 Hobby Boss (49855)
 Su-17M4 interior 1/48 Hobby Boss (FE855) (Zoom)
 Su-17M4 seatbelts STEEL 1/48 Hobby Boss (FE856) (Zoom)
 Su-17M4 1/48 Hobby Boss (EX561) (Mask)



P-51D 1/48 Airfix

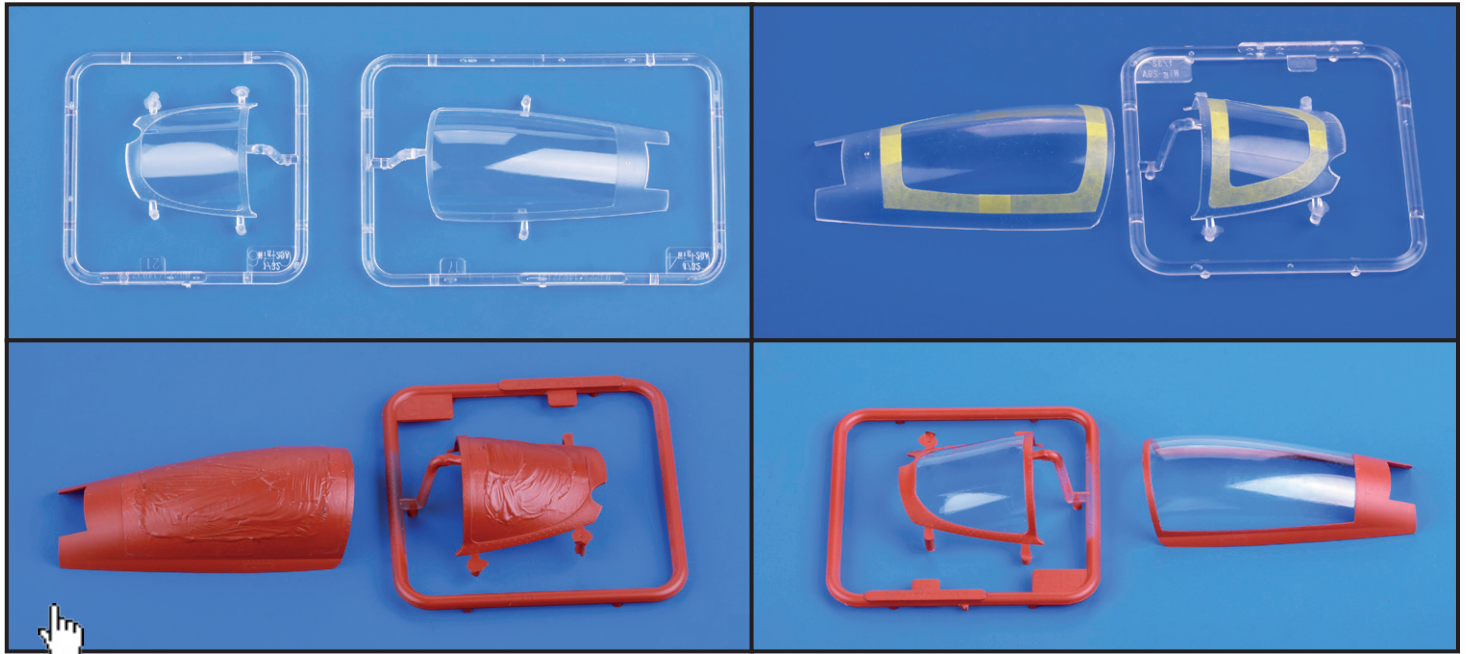


P-51D exterior 1/48 Airfix (48930)
 P-51D interior 1/48 Airfix (49853)
 P-51D interior 1/48 Airfix (FE853) (Zoom)
 P-51D seatbelts STEEL 1/48 Airfix (FE854) (Zoom)
 P-51D 1/48 Airfix (EX560) (Mask)

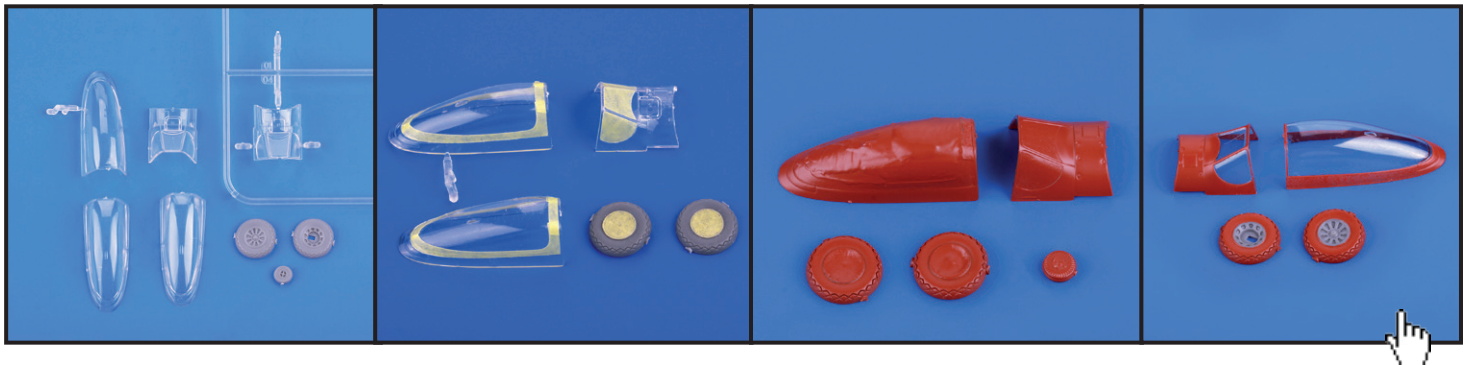


MASKS SEPTEMBER

MiG-29A 1/32 Trumpeter (JX204)



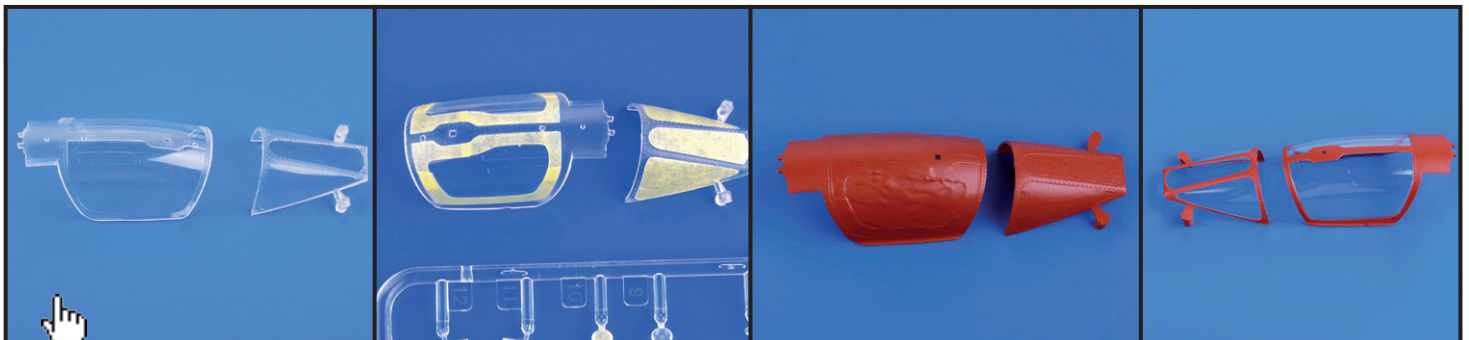
P-51D 1/48 Airfix (EX560)



Su-17M4 1/48 Hobby Boss (EX561)



Su-35 1/72 Trumpeter (CX491)



- www.eduard.com only**



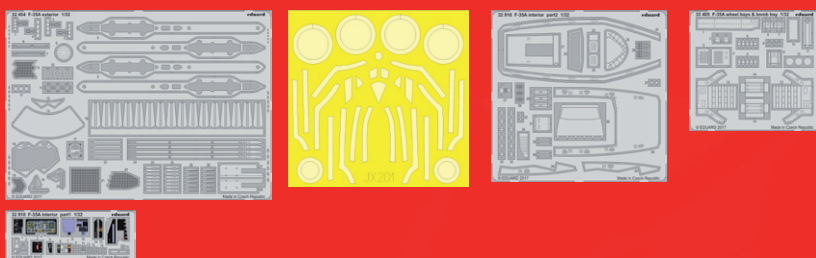
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG3379 F-35A 1/32 Italeri

- 32404 F-35A exterior 1/32
- 32405 F-35A wheel bays & bomb bays 1/32
- 32910 F-35A interior 1/32
- 33169 F-35A seatbelts STEEL 1/32
- JX201 F-35A 1/32

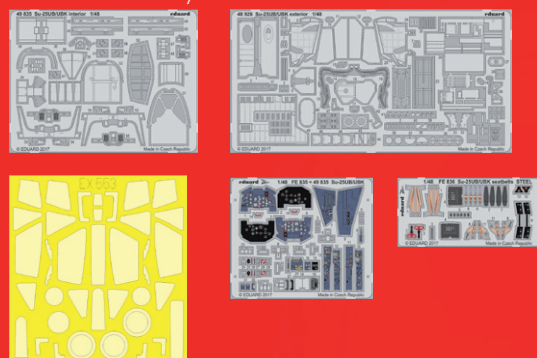
Product Page



BIG49178 Su-25UB/UBK 1/48 SMĚR

- 48926 Su-25UB/UBK exterior 1/48
- 49835 Su-25UB/UBK interior 1/48
- FE836 Su-25UB/UBK seatbelts STEEL 1/48
- EX553 Su-25UB/UBK

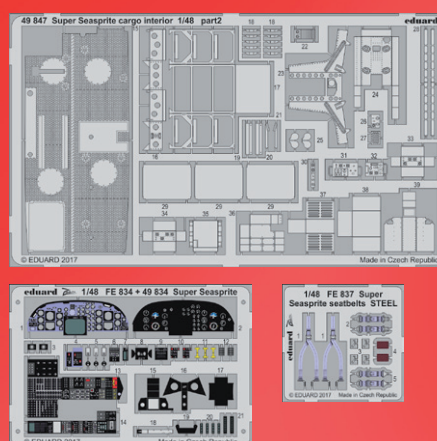
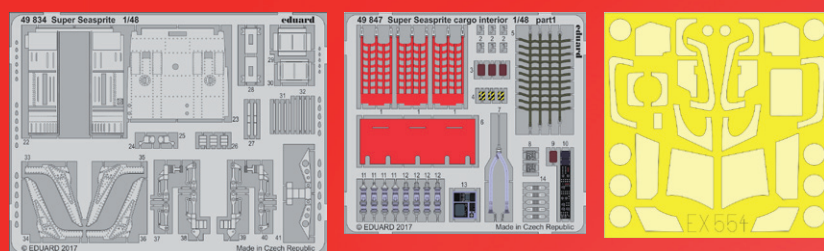
Product Page



BIG49179 Super Seasprite 1/48 Kitty Hawk

- 49834 Super Seasprite 1/48
- 49847 Super Seasprite cargo interior 1/48
- FE837 Super Seasprite seatbelts STEEL 1/48
- EX554 Super Seasprite 1/48

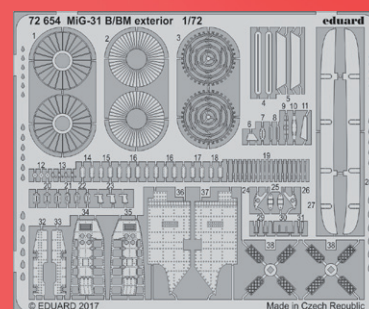
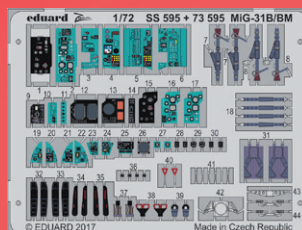
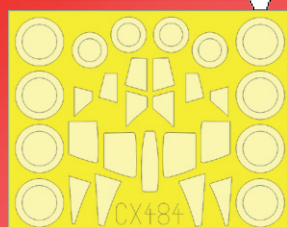
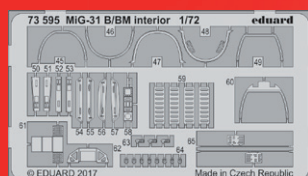
Product Page



BIG72129 MiG-31B/BM 1/72 Trumpeter

- 72654 MiG-31B/BM 1/72
- 73595 MiG-31B/BM 1/72
- CX484 MiG-31 1/72

Product Page



September 2017

KITS

84161	P-39K/N	1/48	Weekend edition
82111	Bf 109G-6 late series REEDITION	1/48	ProfiPACK
82132	SE.5a Hispano Suiza	1/48	ProfiPACK
7039	Fokker Dr.I	1/72	ProfiPACK
11111	Velveta / Spitfire for Israel	1/48	Limited edition

PHOTO-ETCHED SET

00038	Template Squares STEEL	1/200	Trumpeter
53194	HMS Hood pt. 6 superstructure	1/200	Trumpeter
53197	HMS Hood pt. 7 main top	1/32	Trumpeter
32409	MiG-29A undercarriage	1/32	Trumpeter
32410	MiG-29A exterior	1/32	Trumpeter
32411	MiG-29A air brake	1/32	Trumpeter
32913	MiG-29A interior	1/32	Trumpeter
36362	German WW2 clamps		
48930	P-51D exterior	1/48	Airfix
48931	Su-17M4 exterior	1/48	Hobby Boss
48932	Walrus Mk.I wing bomb bays	1/48	Airfix
48933	Bf 109G-4	1/48	Eduard
49853	P-51D interior	1/48	Airfix
49855	Su-17M4 interior	1/48	Hobby Boss
73609	Su-34	1/72	Trumpeter
73610	P1Y Frances/Ginga	1/72	Hasegawa
73611	MB ejection seat handles	1/72	

ZOOMY

33174	MiG-29A	1/32	Trumpeter
33175	MiG-29A seatbelts STEEL	1/32	Trumpeter
FE853	P-51D	1/48	Airfix
FE854	P-51D seatbelts STEEL	1/48	Airfix
FE855	Su-17M4	1/48	Hobby Boss
FE856	Su-17M4 seatbelts STEEL	1/48	Hobby Boss
FE857	Seatbelts IJN fighters STEEL	1/48	
SS609	Su-34	1/72	Trumpeter
SS610	P1Y Frances/Ginga	1/72	Hasegawa
SS612	Seatbelts IJN fighters STEEL	1/72	

MASKS

JX204	MiG-29A	1/32	Trumpeter
EX560	P-51D	1/48	Airfix
EX561	Su-17M4	1/48	Hobby Boss
CX491	Su-34	1/72	Trumpeter
CX492	P1Y Frances/Ginga	1/72	Hasegawa
CX493	H8K2 Emily fuselage windows	1/72	Hasegawa

BIGED

BIG3379	F-35A	1/32	Italeri
BIG49178	Su-25UB/UBK	1/48	SMER
BIG49179	Super Seasprite	1/48	Kitty Hawk
BIG72129	MiG-31B/BM	1/72	Trumpeter

BRASSIN

632110	F4U-1 propeller	1/32	Tamiya
648335	P-51D wheels	1/48	Airfix
648336	P-51D exhaust stacks	1/48	Airfix
648337	P-51D bazooka rocket launchers	1/48	Airfix
648342	GBU-11	1/48	
648344	P-51D exhaust stacks w/ fairing	1/48	Airfix
648345	P-51D control surfaces	1/48	Airfix
648347	P-51D Hamilton Standard propeller	1/48	Airfix
648349	P-51D 75gal fuel tanks	1/48	Airfix
648350	P-51D 108gal paper tanks	1/48	Airfix
672153	Spitfire Mk.IXe gun bays	1/72	Eduard

BIGSIN

SIN64832	F-14A w/late wheels	1/48	Tamiya
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eday

**INTERNATIONAL SCALE KIT EXHIBITION
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 MANUFACTU-
RERS, SHOPS AND SPECIAL EXHIBITORS, MASTER
AND HOBBY CHAMPIONSHIP CATEGORIES**

ORGANIZER
eduard

PARTNERS



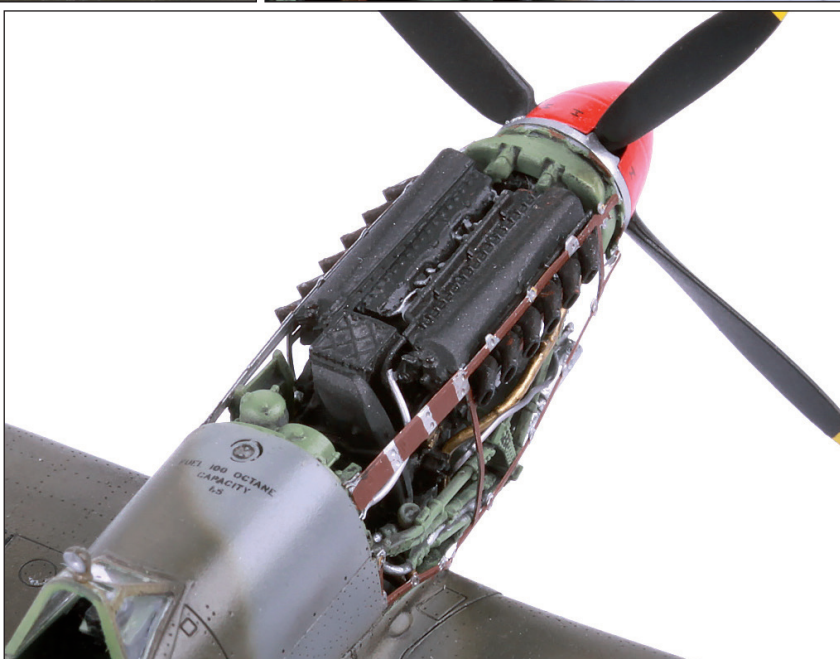
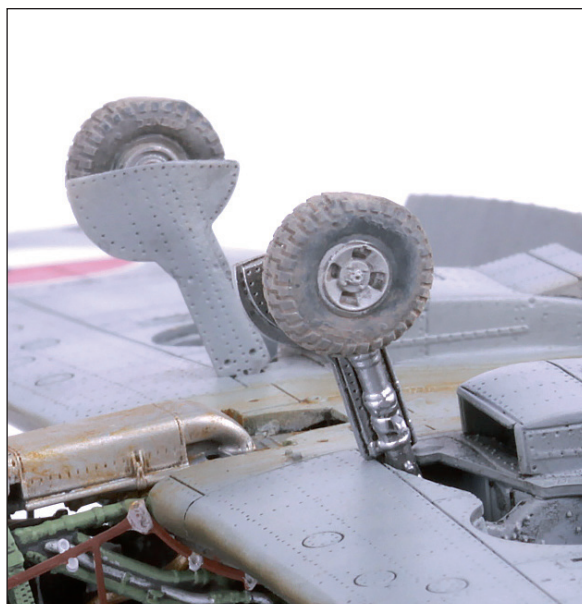
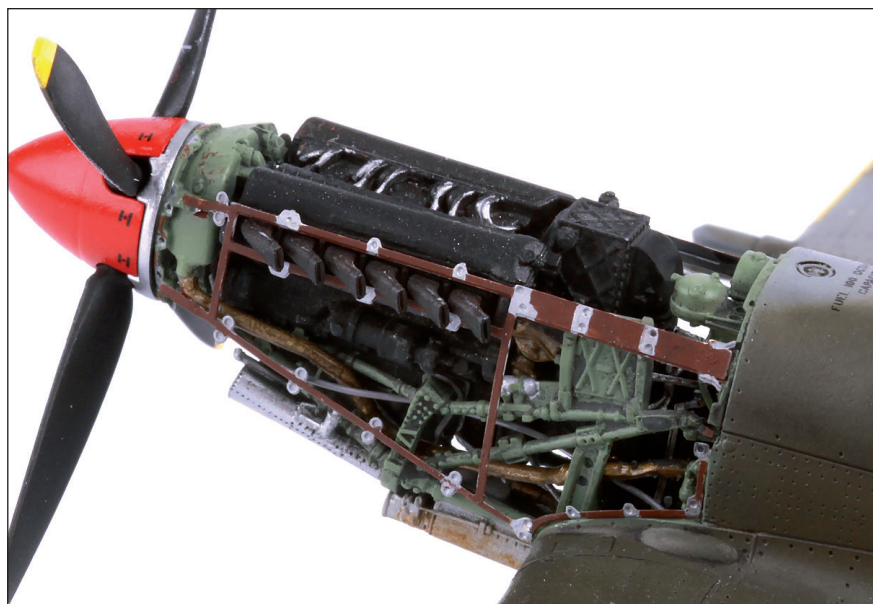
TOP Art Hotel & Congress Centre
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Chodov - Metro C + BUS 115
GPS 50.0423428N, 14.4961200E



eduard
2017
1992 - 2017



Camo 37
built by Jakub Nademlejnský

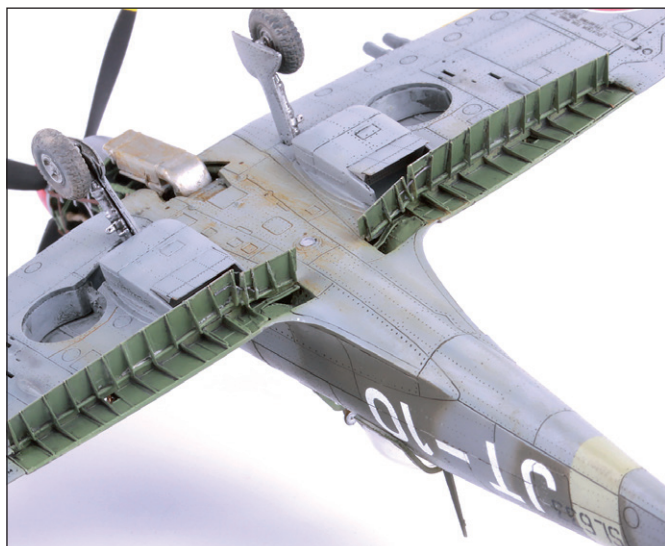


LF Mk.IXe, SL633, Letecký pluk 4, Planá,
Czechoslovakia, 1946



[Product Page](#)

Cat. No. 2120



Accessories used:

- 72623 Spitfire Mk.IX landing flaps (PE-Set)
- 72624 Spitfire Mk.IX (PE-Set)
- SS597 Spitfire Mk.IX seatbelts STEEL (PE-Set)
- 672107 Spitfire Mk.IX wheels 5 spoke,
w/pattern (Brassin)
- 672126 Spitfire Mk.IX engine (Brassin)
- 672134 Spitfire Mk.IX legs BRONZE (Brassin)

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Camo 29
built by Jan Baranec



LF Mk.IXe, TE556, Bezpečnostní letectvo, Brno - Slatina,
Czechoslovakia, Spring 1948



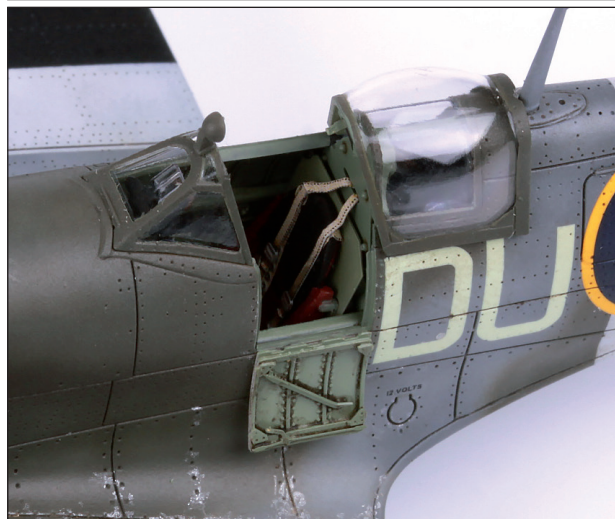
[Product Page](#)

Cat. No. 2120

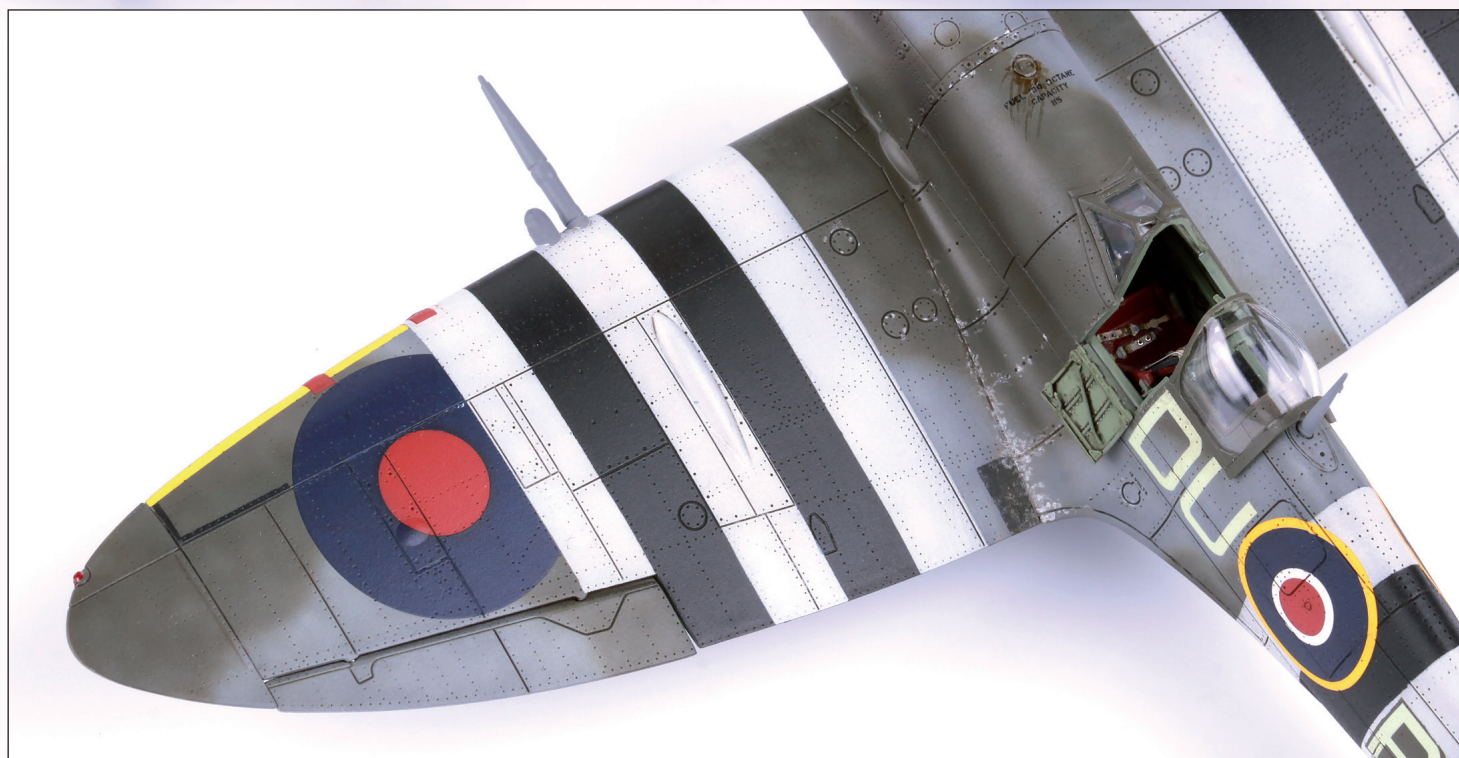




Camo 12
built by Jan Baranec



LF Mk.IXc, MJ449, F/Lt. F. Truhlář, No. 312 Squadron,
Appledram, Great Britain, June 1944



Product Page



Cat. No. 2120





Camo 29
built by Petr Zatřepálek



LF Mk.IXe, SL628, pplk. J. Hlad'o, Praha - Ruzyně,
Czechoslovakia, August 13th, 1945



[Product Page](#)

Cat. No. 2120

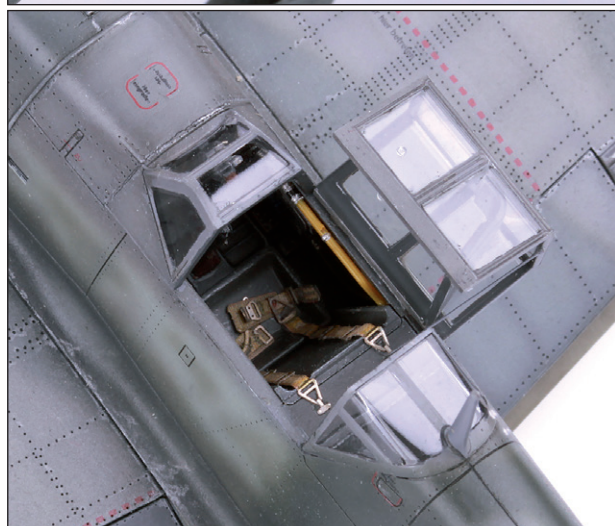


Bf 109G-4

1/48



Camo A
built by Petr Zatřepálek



Bf 109G-4, flown by Lt. Av. P. Protopopescu, Escadrila 57, Grupul 7 Vânătoare, Kirovograd (Kropyvnytskyi / Ukraine now), Soviet Union, June 1943

Alongside the German armed forces, combat against the Soviet Union was also carried out by her Axis allies, Finland, Italy, Hungary, Romania, Slovakia and Spain. Romanian ground units operated alongside the Germans on the southern front supported by their own air units. In March 1943, the Romanian unit Grupul 7 began to accept the Messerschmitt Bf 109G, but was subsequently moved to combat areas in the Ukraine. The aircraft flown by Lt. Av. Petre Protopopescu carried a camouflage scheme composed of German RLM 74/75/76. The German national insignia was oversprayed with the same colours, and the markings were replaced by those of Romania, the St. Michael Cross, and the rudder carried the Romanian national colours. Both sides of the front of the aircraft carried the inscription 'Don Pedro', the pilot's nickname.



Product Page

Cat. No. 82117



EDUARD RETRO

1/48

Hanriot HD.2 Floatplane



Camo A
built by Martin Jirkal

eduard
1992-2017



The Hanriot HD.2 of the French Aviation Maritime,
Dunkerque Naval Air Base, 1918



Cat. No. 8039

EDUARD RETRO

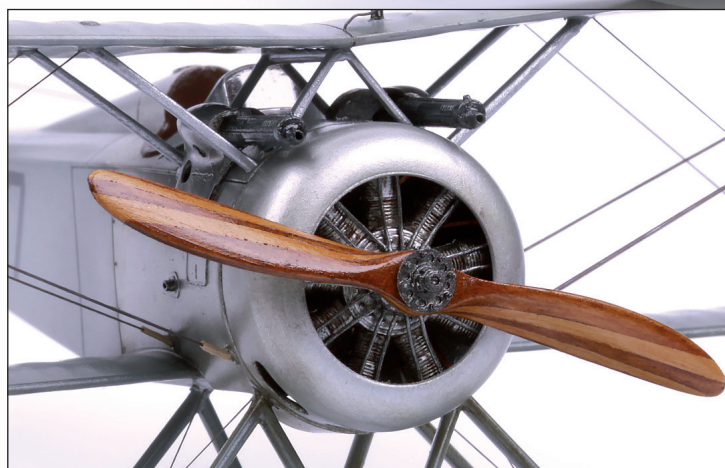
eduard
25
1992-2017

Hanriot HD.2 Floatplane

1/48



Camo C
built by Pavel Zimandl



Kat. č. 8039

HD.2 used by US Navy, December 1917, Dunkirque, France.
This aircraft was flown by lieutenant Bamberry. Note his
personal symbol "BAM" on the fuselage.



20th ANNIVERSARY OF THE MUSEUM OF AIR BATTLE OVER THE ORE MOUNTAINS

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V PLASTOVÝM MODELÁŘSTVÍ
SOBOTA - 23. září 2017
TOP HOTEL
Blažimská 1781/4, 149 00 Praha 4 - Chodov

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We designed this collection with emphasis on both textile and embroidery quality. It is fine piqué, 100% pre-shrunk ring spun combed cotton.

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- full metal
- 50 x 77 mm
- 2 back pins

Naši se vracejí

Spitfire Pin „Nasi se vraceji“

Cat. No. PR2120-1

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NEXT MONTH....



BIG5332



BIG49180

BIGED (October)

BIG5332 DKM U-boat VIIc U-552 1/48 Trumpeter

BIG49180 Yak-28P 1/48 Bobcat Models

BIG72130 SB2C-5 Helldiver 1/72 Special Hobby

BRASSIN (October)



648346 P-51D cockpit 1/48 Airfix

648351 Fw 190A-4 cockpit 1/48 Eduard

648352 Fw 190A-4 engine 1/48 Eduard

648354 Fw 190A-4 fuselage guns 1/48 Eduard

648355 Fw 190A-4 engine & fuselage guns 1/48 Eduard

648356 Fw 190A wingroot gun bays 1/48 Eduard

648359 P-51D rear view mirrors 1/48 Airfix

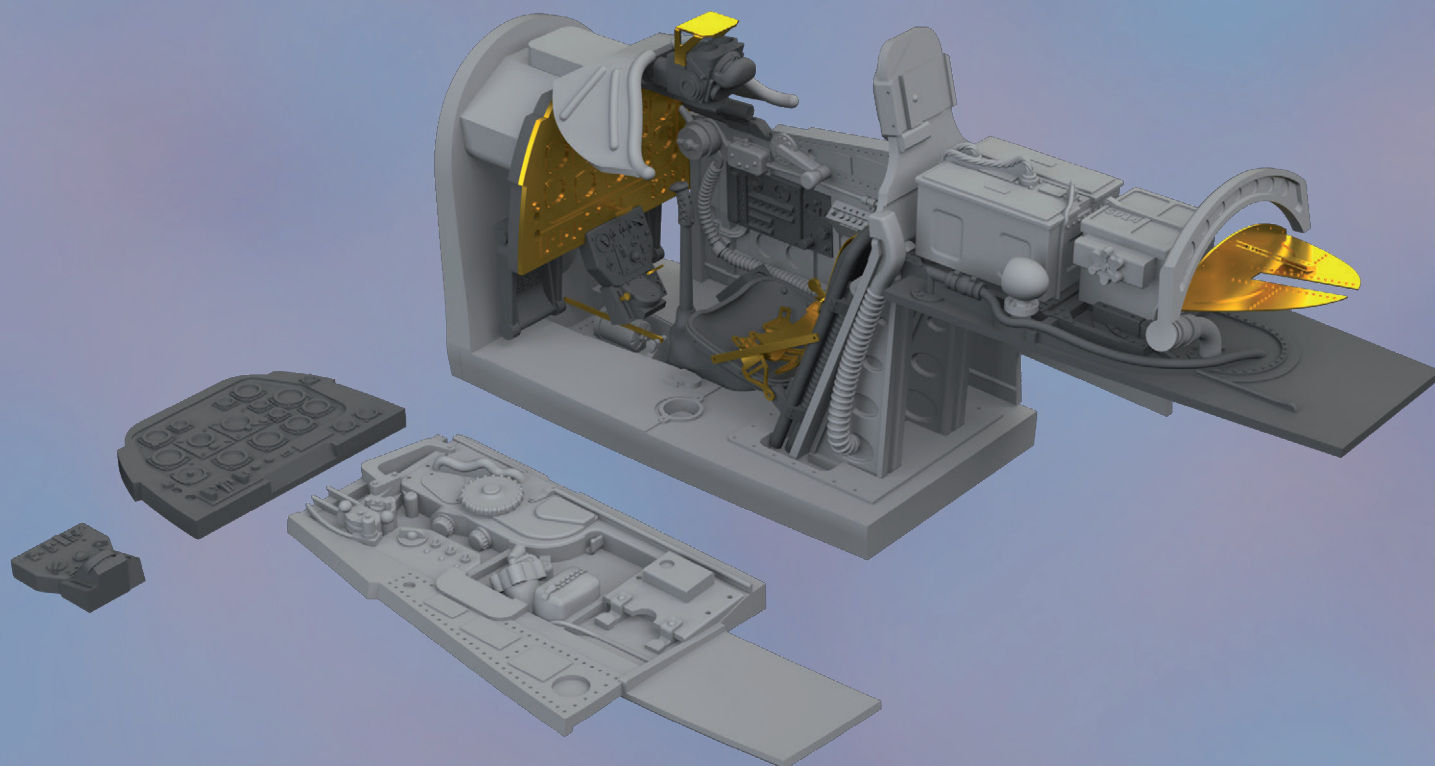
648361 P-51D gunsight 1/48 Airfix

672160 GBU-43/B MOAB 1/72

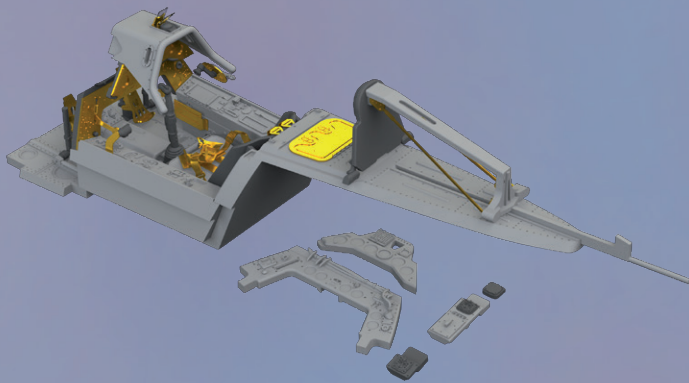
BRASSIN (October)

SIN67211 Spitfire LF/HF Mk.IXc 1/72 Eduard

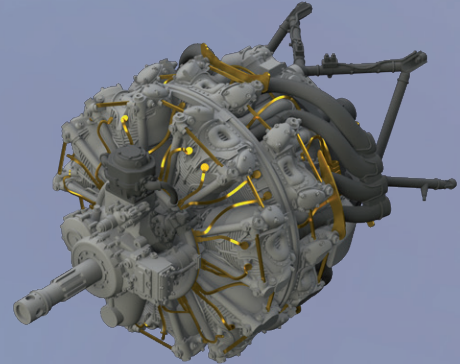
648346 P-51D cockpit 1/48 Airfix



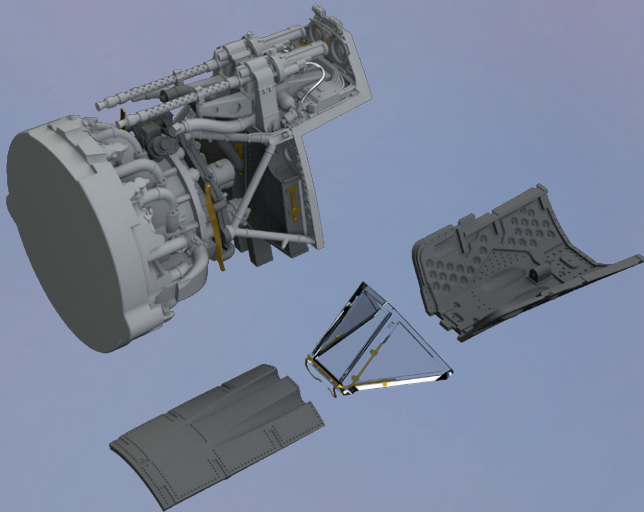
648351 Fw 190A-4 cockpit 1/48 Eduard



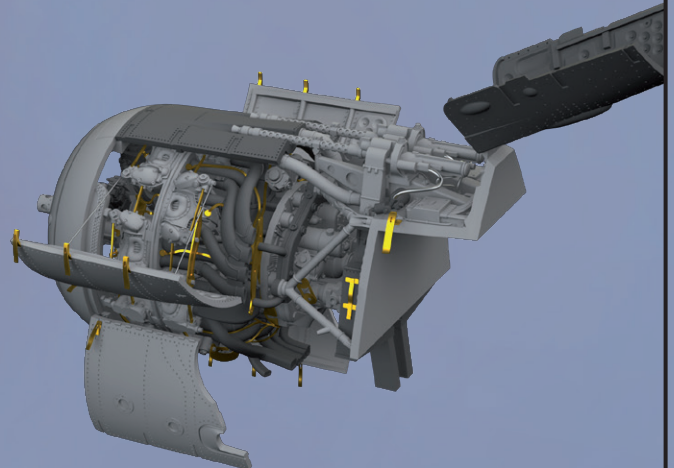
648352 Fw 190A-4 engine 1/48 Eduard



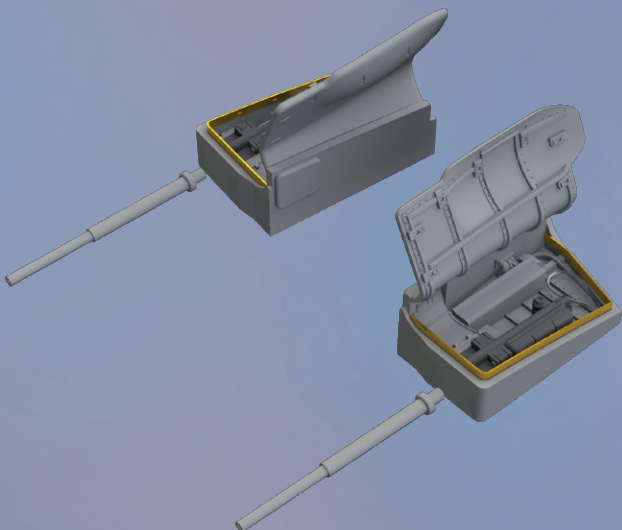
648354 Fw 190A-4 fuselage guns 1/48 Eduard



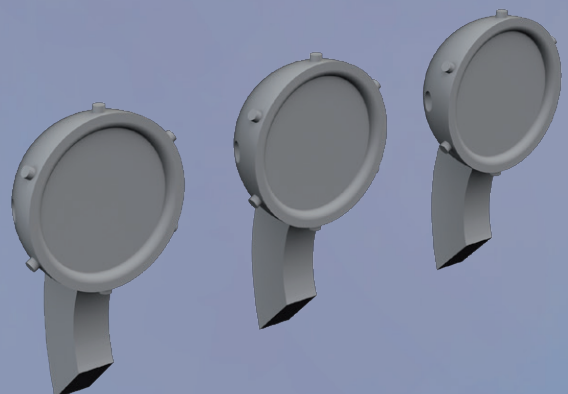
648355 Fw 190A-4 engine & fuselage guns 1/48 Eduard



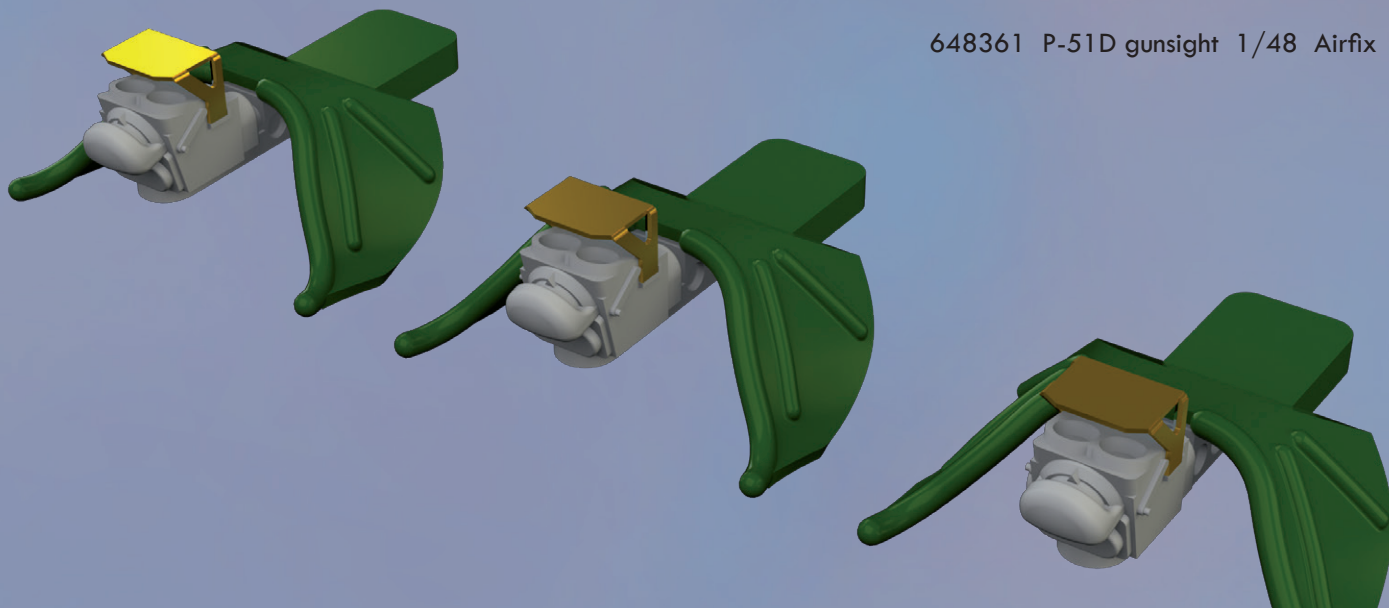
648356 Fw 190A wingroot gun bays 1/48 Eduard



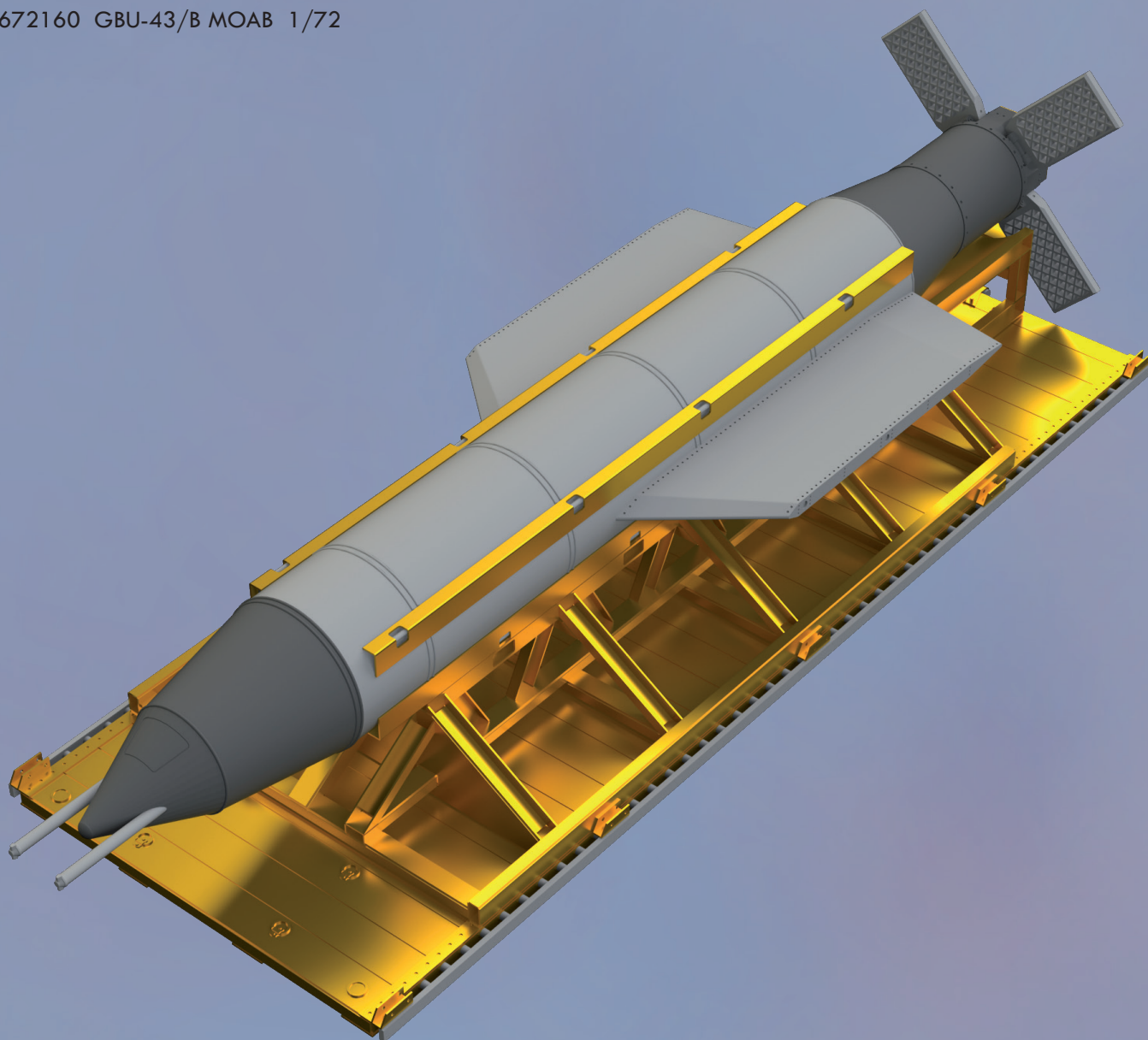
648359 P-51D rear view mirrors 1/48 Airfix



648361 P-51D gunsight 1/48 Airfix



672160 GBU-43/B MOAB 1/72



ON APPROACH

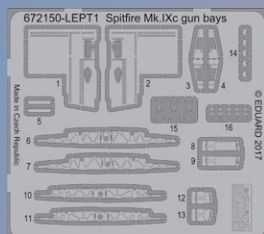
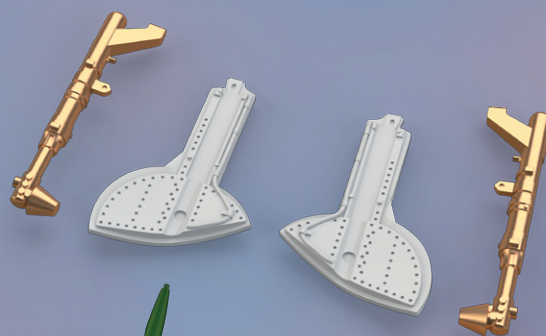
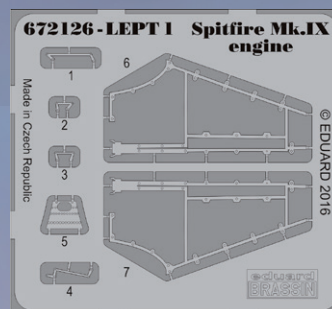
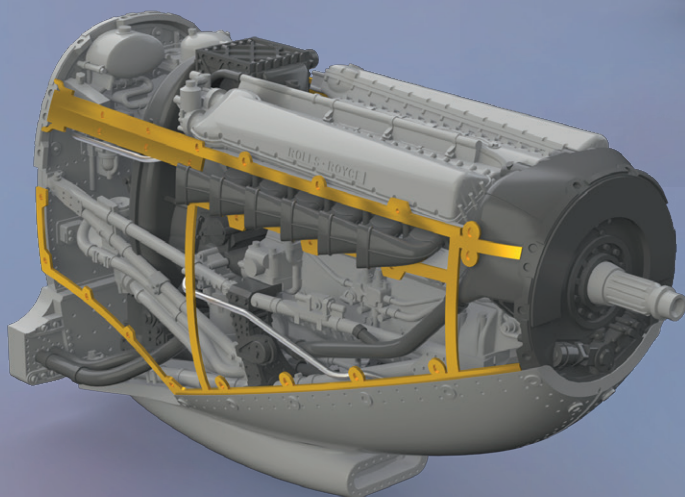
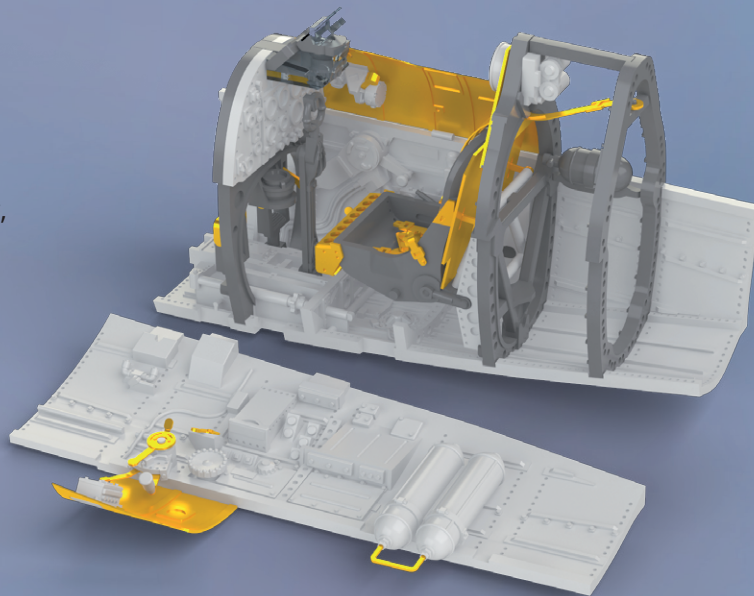
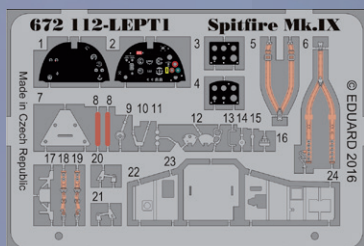
October 2017

SIN67211 Spitfire LF/HF Mk.IXc 1/72 Eduard

Collection of 4 Brassin sets for Spitfire LF/HF Mk.IXc in 1/72 scale by Eduard.

- cockpit,
- engine,
- gun bays,
- undercarriage legs BRONZE.

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



82142 1/48
Fw 190A-4

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Ranger
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7443 1/72

Fw 190A-8 w/ universal wings

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REEDICE

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edition

8233 1/48
MiG-21SMT

53199 RN Roma pt.1 main deck and guns
53200 RN Roma pt.2 AA guns
53202 USN ensign flag WW2 STEEL
32914 Fokker D.VII
36363 Sd.Kfz. 166 Brummbär
36364 Sd.Kfz. 166 Brummbär schürzen
36365 Sd.Kfz. 166 Brummbär zimmerit
48934 Su-35 Flanker E exterior
48935 UH-1D cargo interior
48936 Fw 190A-4 landing flaps
48937 Fw 190A-4
49858 Su-35 Flanker E interior
49860 Hs 123
49861 UH-1D
49864 F-35A
73613 MiG-29SMT

1/350 Trumpeter
1/350 Trumpeter
1/350
1/32 Wingunt Wings
1/35 Tamiya
1/35 Tamiya
1/35 Tamiya
1/48 Kitty Hawk
1/48 Kitty Hawk
1/48 Eduard
1/48 Eduard
1/48 Kitty Hawk
1/48 Gaspach Models
1/48 Kitty Hawk
1/48 Meng
1/48 Meng
1/72 Zvezda

PHOTO-ETCHED SETS (October)

ZOOMS

33176 Fokker D.VII seatbelts
FE858 Su-35 Flanker E
FE859 Su-35 Flanker E seatbelts STEEL
FE860 Hs 123 seatbelts STEEL
FE861 UH-1D
FE862 UH-1D seatbelts STEEL
FE863 Fw 190A seatbelts STEEL
FE864 F-35A
FE865 F-35A seatbelts
SS613 MiG-29SMT

1/32 Wingunt Wings
1/48 Kitty Hawk
1/48 Kitty Hawk
1/48 Gaspach Models
1/48 Kitty Hawk
1/48 Kitty Hawk
1/48 Eduard
1/48 Meng
1/48 Meng
1/72 Zvezda

Fw 190A-4

1/48

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OCTOBER 2017

RELATED PRODUCTS:

- 48936 Fw 190A-4 landing flaps (PE-Set)
- 48937 Fw 190A-4 (PE-Set)
- FE863 Fw 190A seatbelts STEEL (PE-Set)
- 648351 Fw 190A-4 cockpit (Brassin)
- 648352 Fw 190A-4 engine (Brassin)
- 648354 Fw 190A-4 fuselage guns (Brassin)
- 648355 Fw 190A-4 engine & fuselage guns (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 648152 Fw 190 wheels early (Brassin) 2017/11

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



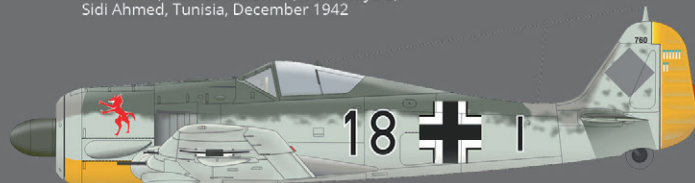
Oblt. W. Nowotny, CO of 1./JG 54, Staraya Russa, Soviet Union, March 1943



Maj. J. Trautloft, CO of JG 54, Soviet Union, early 1943



W. Nr. 749, Oblt. E. Rudorffer, CO of 6./JG 2, Sidi Ahmed, Tunisia, December 1942



W. Nr. 760, Fw. R. Eisele, 8./JG 2, Brest-Guipavas, France, January 1943

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648351

