

INFO **EDUARD**

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KITS

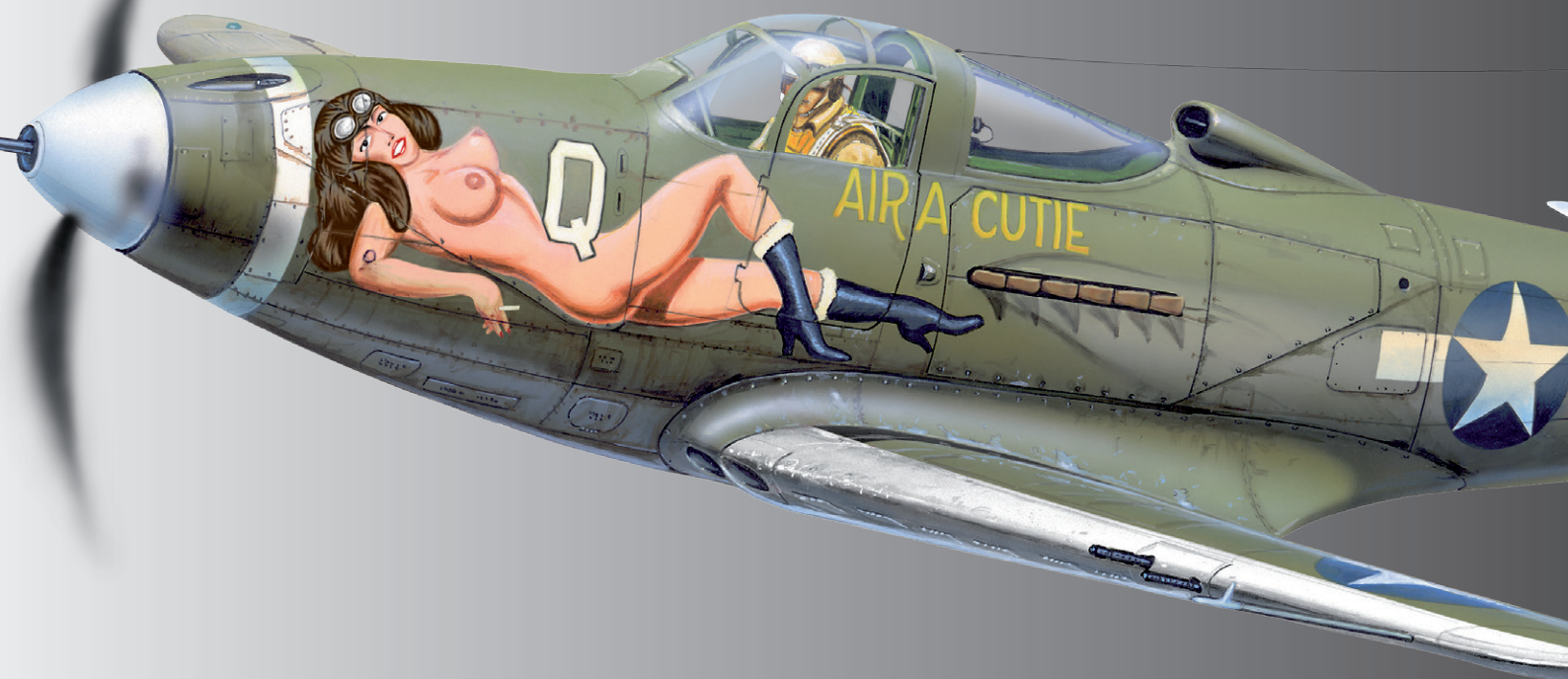
P-400 Air A Cutie 1/48
Avia B.534 Ill. série 1/72
SBD-5 Dauntless 1/48
Bf 108 1/48

HISTORY

Captain Hillin's Bloody Valentine
My father's treasures

BUILT

Gladiator
Naši se vracují 1/144
Spitfire Mk.II cockpit
Fw 190A-8



WEEKEND

e d i t i o n

eduard

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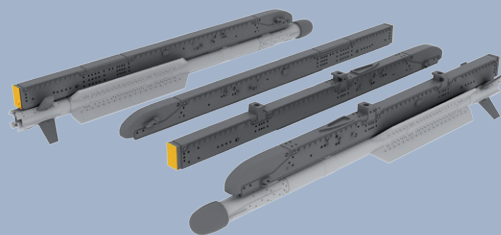
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Editorial and Graphics - Marketing department, Eduard - Model Accessories, Ltd.

January 2016

CONTENTS



EDITORIAL ▪ 4

KITS ▪ 8

P-400 Air A Cutie 1/48

Avia B.534 III. série 1/72

SBD-5 Dauntless 1/48

Bf 108 1/48

BRASSIN ▪ 14

PHOTO-ETCHED SETS ▪ 18

BIGED ▪ 27

RELEASE ▪ 28

January 2016

HISTORY ▪ 29

Captain Hillin's Bloody Valentine

My father's treasures

BUILT ▪ 34

Gladiator

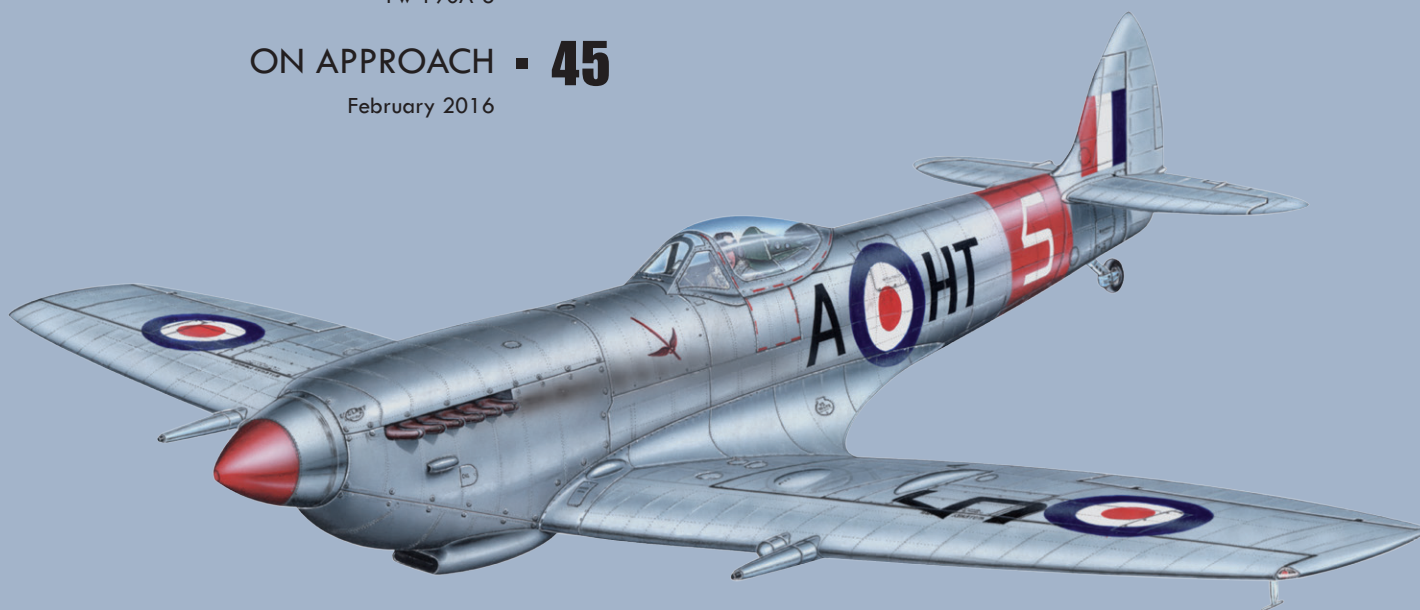
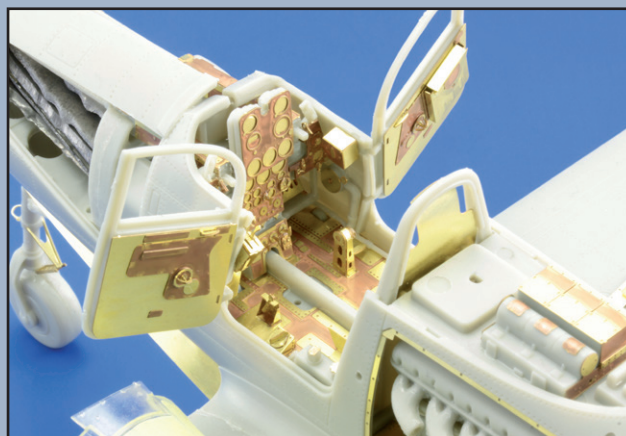
Naši se vracají 1/144

Spitfire Mk.II cockpit

Fw 190A-8

ON APPROACH ▪ 45

February 2016



EDITORIAL

Dear friends and fellow modellers, welcome to the first newsletter of 2016. Thank you for your support over the past year, and we hope that we will deserve a continuation through the upcoming year. We will attempt to give you all a long list of reasons to make that come true, whether in the form of new products, or events that we organize or support. In the case of events, we will have our first of the year, as has become tradition, at Norimberk, and participation in home grown events will kick

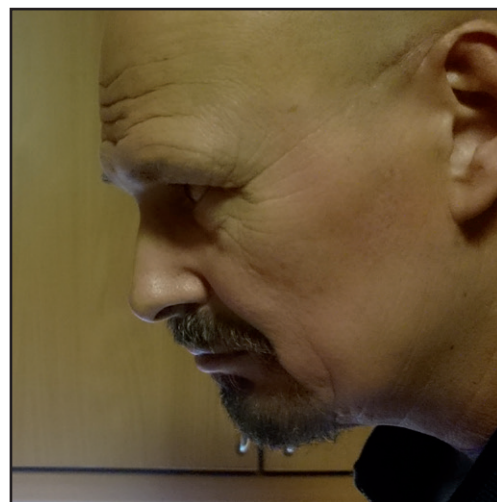
Bratislava.

Turning our attention to products, we have several items to settle left over from last year. To that end, the oft asked question why it takes Eduard so long to do everything is relevant. The answer to that question is simple: because Eduard does things right. Past that answer, however, there arise a long list of other questions, the most notable of which, for me, is what exactly does doing things right mean? What makes a kit



off with Prosek, and that will be followed up with Moson in Hungary. There will be no Brno show this year, which is a shame, but I must admit that I fully understand the reasoning behind having that an every-other-year affair. In the summer, we will be in the US, in South Carolina, something I am looking forward to like a little kid. I love American history, and my list of things to do and places to visit between Columbia in South Carolina and Washington DC, from where we will be flying home, would take two months. So, over the spring, I will begin to whittle said list down to something manageable in the usual two week period. Maybe three week...we'll see. If there will be a show in Pilsen, we will go there, too, and after that, it will be the usual seasonal climax, E-day in the Butovice garage. We will not be abandoning the garage, at least not of our own free will. It's not only that the number of critics of the venue died off, but somehow, the venue has become our own. Among other reasons, a significant amount of our business, at least here at home, emerged out of some garage, and a significant percentage of it will stay in one. There is no ulterior motive here. I have a certain amount of pride in those beginnings. This year's E-day, if it all goes according to plan, will be unusually interesting, especially with respect to our guests. More on that later. A short time after E-day, we will be taking part in the 24-hour Iron Bunny event at Bratislava. After that comes Novemberfest, but weather or not we will be following Modell-Brno's lead into an every other year format remains to be seen. We will make that decision in the first quarter of this year and your comments and suggestions on this matter are more than welcome. After this years excellent experience at Telford, we intend to be back, and the same goes for

a 'quality' kit? Is it clean moulding, detail finesse and fidelity, or well fitting parts? It occurs to me that the better our products are, the more intense their development, criticisms typically concern less important items that were relatively recently beyond the scope of criticisms. This puts a lot of pressure on us to deal with these smaller and smaller details. I see this very clearly among developing 48th scale kits, with the Fw 190A, Bf 109G and the Tempest. In the case of all three, we kept their preceding experiences very much in mind, and we focused on criticised and critical aspects, and design times began to be exceeded. Even before, kit design, especially details, was always a time intensive affair, and that doesn't even begin to address other design steps, and if it continues this way, prep time will get longer and, of course, more expensive. This takes us to a dilemma. Modellers want virtually perfect kits, as inexpensive as possible and with as few parts as possible that can be built quickly. A few days ago, I read an interesting and I would say representative article on a modelling forum



regarding this theme. The writer praised our models, but sees them as somewhat complicated, and as an example, he presented the wheel wells of the Spitfire kit that is made up of 16 parts. This is true, and even I think that the construction is complicated and somewhat tedious. But this wasn't really something we could skirt around. Those sixteen parts are an approach dictated by the tunnel of the wheel being characteristically angled with respect to the wing axis. As an aside, this generated a lot of discussion around the Spitfire, lasted several days and had many contributors, before the consensus was reached that this oddity was not a fault lying with Eduard. And furthermore, if this area of the kit is to display some detail work that would greatly enhance it, and that ultimately raised the level of praise of this kit to that of one of the best kits today, then there was little choice but to approach the concept in this way. Simpler approach would've brought a simpler result. You decide, which is better. By nature, we tend to find the best compromise between complexity and simplicity with maximum detail allowed by thoughtful simplifying of the process. This end is greatly helped by current modelling engineering considerations that include resin aftermarket details. These raise the level of the detail, for those who want that, and are willing to pay for it. From my point of view, this works well, but on the other, I wouldn't dare to hope to not run into criticisms that often times cross the line into hysteria. But even that brings with it certain satisfaction. Take as an example the current comparisons of the poor Fw 190A-8 kit with the older but excellent Hellcat, both in 1/72nd scale. That the Hellcat is a better kit, that currently appears to be without question. But





its a little like reminiscing about how much better things were here under the communists, not to mention the Austro-Hungarian Empire. It makes me happy, because I remember the initial reaction to the Hellcat at the time of its release. Yes, it was very critical. According to that initial reaction, the kit was oversimplified, especially in the wheel wells, which were deemed to be too shallow, and 'unmodelike' and the landing gear likewise oversimplified (which is true, but what should be expected from this scale?). It was also accused of suffering from shallow panel lines not allowing for wash applications, incomplete riveting, overemphasized flying surface separation lines, panel lines that were not exactly variant specific, engine that lacks detailing, same for the cockpit, poor photoetching with a significant raster effect and a wide cockpit. The tires were said to be inadequate, poor weapons options, wrongly shaped droptank, and the worst off was said to be the Hellcat grin on the front of the cowling. Some of the parts were said to suffer from poor fit. Decals, awful! The data could not be read, and in all, they came off as 'soft'. Cartograf is better. Even the decal options were said to be poor, with better available. In short, it came across as a tragedy, and another missed opportunity compared to other kits of this type offering no advantage, and well short of Tamiya, and to top it off, the best kit of the Hellcat was still considered to be the good ol' Frog kit. I was quite disappointed at the initial response to our Hellcat kit. As is my custom, I glued together several kits prior to their release, and although a few

bugs did exist, I felt that the end result was satisfying, and as tends to be the case, we caught some of the issues before release, some were realized later. In short, to me the model came across as very good, definitely



one that raised the bar, and a good starting point for a line of kits in 1/72nd scale, but it was met with this kind of welcome, and it came under severe scrutiny. Recently,



this kit was re-released as a Weekend Edition kit, and and it was compared to the Tamiya Corsair and that, in that regard, it falls flat. I put both kits together as a comparison, and I honestly didn't think that the Hellcat noticeably lagged. So now, the release of the Fw 190 brings with it a certain satisfaction, even a level of catharsis, and admittedly, not a small level. The Hellcat suddenly is the example of the good ol' kit, achieving a standard not yet reached, and maybe even cannot be reached again, while the 190 has dethroned it as the king of the missed chances, although I suspect that the MiG-15 and the B.534 have done the same to one degree or another. I just don't understand why it had to take four years. If it was just the Hellcat, but this happens with every new kit, the only thing different is the time any given kit needs to achieve a level of acceptance. Even with our most accepted model of our production, the Spitfire Mk.IX, it took about a year. I don't expect it to happen, but I would greatly value if the official critics were able to tweak their approach in critiquing new kits. Criticism has its own value, as long as it offers relevant feedback.

So, what are we working on? First off, a new lease on life for older items. January sees the introduction of the Avia B.534 III.

Serie in a 1/72nd scale ProfiPACK kit. This is an older kit, one that will not likely excite anyone too much. What might generate a bit more excitement, however, are other versions of this famous Czechoslovak bi-plane. We are preparing the I., II. and Bk.534 versions and we would like to box these through the second half of the year. The Bk.534 is practically a new kit, and inherits only the wheels, radiator and propeller from its predecessors. Also the canopy, actually. The I. and II. series are derived from the current III. and IV. series items, with some changes, most notably new wings. The original wings were criticized for having heavy surface details. We have prepared a new procedure that we would like to try here, and it should result in greater acceptance. I have already been faced with the argument that this will result

in a slap across the face, to have two kits of the same basic type with different surface detail finesse in the display case, side by side. I don't really see the problem, since often you have a case where even the manufacturers vary in side by side kits, with correspondingly different details, and to a larger extent. I think those that will be truly bothered by this condition are hardcore and occupy hopefully a small chunk of the total. If you don't believe me, try it on your wife. The Avia in January will be accompanied by a re-edition of the 1/48th scale Bf 108, with the original boxart that was so admired by our colleague Muzikant that he copied it for his resin kit. This kit will be with four new marking options. Nice marking options, In the Limited Edition line, we will be releasing an SBD-5 in 1/48, ex-Accurate Miniatures. This kit has even nicer marking options, but the nicest of all are being included in the Weekend boxing of the good ol' Air-a-Cutie, the P-400 from New Guinea. And yes, you read right, P-400. At least for the moment. God knows, what research will say in five years, but we are ready, and our development will be consistent with the research, and if there will be a change, we will re-release the kit yet again! I have to say that from the moment when I discovered Mr. Novotny's essays later published in the book of Papuan half-truths, I have a soft spot for New Guinea.

Some old friends will also be making an appearance in February. In the Profipack range, the Fw 190A-5 will be released. Of course, it won't be as good as the Hellcat, but give it three or four years. It will, no doubt, raise a lot of comments, some have fairings while others don't, and it is a great



do so, and is something that is easily added by those who feel that this is not an acceptable omission. The second kit release for February will be 'Rockin' Rhino', this is none other than the F-4J from Academy, another in the 1/48th scale line of Phantoms, with decals developed by Furball and printed by Cartograf, along with the usual assortment of brass, resin and masks. I have already read somewhere that the marking options are lousy, but, although to some that may be true, I like them. This pretty decent threesome is rounded out by the bubble-top Spitfire Mk.XVI in a Weekend Edition boxing, and along with the new attractive

on, and the Bk.534 IV. Serie, which will be included twice. There will also be a 1/72nd scale Weekend Edition Fw 190A-8 with a standard wing. This time, there won't be a Profipack release, but there is yet more planned. Through March, there will be a new line introduced under the name Edu-Art. This will be based on artwork in the form of A2 prints. The artist that will open this line will be called 'Rise of the Bubbletops' depicting combat between a Spitfire Mk.X-VI and an Fw 190D-9. There will be 1,000 prints for sale and will be available exclusively on the net. Through the remainder of the year, there will be two other prints made available, one of which will focus on combat during the First World War between a SPAD XIII and a Fokker D.VII, and the other will feature a couple of 'stovepipes' in the form of a MiG-21PFM and an A-4E/F Skyhawk over, naturally, Vietnam.

April will see one of the year's highlights, the re-release of the Bf 109G-6. We changed on this pretty much everything, and I would repeat that the main reason for the changes stem from the incorrect measurements and the public outcry that ensued. As I wrote earlier, we also tweaked other aspects of the kit, some that were well known, others that were not, but that we felt we could do a better job on. Often, the changes were small but many, and took a lot of resources to implement. This new kit is really well stacked. It will be released in a new boxing, a new parts breakdown, new markings and new box-cart (guess by who!). Initial kits will not be replaced by new, but we are preparing a special internet offer for owners of the previous kit. April will also see a couple of new Weekend kits, the F6F-5N Hellcat Nightfighter in 1/72 scale and a Fooker D. VII OAW.

Moving along into May, this is far enough ahead that the level of uncertainty grows correspondingly. One of the items that does not necessarily have to work out is the Spitfire Mk.IXc in 1/72nd scale. For now, this item is on course, but anything can come along and divert. The same can be said for the MiG-21MF in Czechoslovak Service Limited Edition. Bur again, Murphy's law can come into play at any time... In any case, both the Spitfire and the MiG-21MF will receive the



candidate for detail confusion and ultimately, even mistakes including by those doing the assessing. In an attempt to get ahead of the discussion and to make use of the markings potential, we include two wings, four and two cannon types, with a flat cover under the empty gun bay. It's a bit of a complication, but it does allow for some interesting marking options flown by some interesting men. I will point out that the small bump on that flat metal covering on the machine flown by Hermann Graf is something that we decided not to solve. It simply made no design and development sense to

releases surrounding photoetching and resin, the month becomes downright awesome.

That brings us to March, and we haven't said anything about its releases yet, so this is first hand news. There will be a LEGION CONDOR Dual Combo Limited Edition release, containing a Bf 109E-1/E-3 and... an He 51, ex-Roden. A peak at the markings options will be made through mid-January. Part of April's collection will be made up of another Quattro Combo in 1/144 scale, later variants of the B.534, which will include the IV. Serie, IV. Serie racing versi-



time and care that they deserve. The book looks good, and the markings options that will be offered should be considered one of the pearls of our history. So, is there anything that is certain for May? Yes....May 1st and a 1/48th scale Weekend Edition Ni-11. I hope that sounds promising.

June releases are likewise not etched in stone. It should include the aforementioned Avia B.534 I. and II. Serie in 1/72nd scale. It should also include another Bf 109G in 1/48 as a Profipack kit, a Saab J-35 in 1/48th (ex-Hasegawa) in Limited Edition, and another Fw 190A in 1/72nd scale in the Weekend line. Exact versions of the Bf 109G, Fw 190A and Saab J-35 are not currently known, but a decision will be made through January.

That takes us to the second half of the year and it should be noted that a look that far into the future is foggy at best. We'd like to release a long list of new items, such as a Royal Class boxing of the Spitfire Mk.IX in 1/72nd. Another Fw 190A and F in 1/72 is very likely, and we are hoping for the Bk.534 (1/72) and we would also like to see a 1/48th scale SE-5a by the end of the year. God willing, the first brand-new Fw 190A will also make an appearance. Design of this kit is dragging along, slowed by fine tuning details, and the chances of seeing it out by Christmas is low, but it is not zero. The new Tempest is not expected until next year. The Limited Edition line will see the release of two new ex-Hasegawa kits, the Macchi MC.202 and the Harrier Mk.7. Another kit being readied is based on the Mi-24 in 1/72nd scale (ex-Zvezda), and the author of the included publication will be Jaroslav Spacek, and the book along with the kit should be set for E-day, along with the participation, hopefully, of the book's author. There will be signing sessions with the author, along with Mr. Janousek with the MiG book, and perhaps even with Koike Shigeo. And of that, I am not kidding, and working out the details for his visit are at an advanced stage.

The previous information has focused on upcoming kits, which should come across pretty much as sensible, since that is the most observed aspect of our production, but not in terms of our sales. That is still made up of, in majority, by accessories, and the

top of that list is occupied by photoetched brass. Of course, it is difficult to outline in detail every item that is expected to be released in the coming year. The planning stages involved are not as long for these items. The planning to realization timespan for photoetching and masks is somewhere in the neighbourhood of three months, maybe up to six with Brassins. Monthly activity of accessories is a reaction to the market, on the activity of other companies, for who's kits we make them, and our own activities since the manufacture of aftermarket bits is a major part of our production. In January, we are releasing photoetching and masks for the beautiful new Pe-2 by Zvezda (1/48), the P-39 from Kittyhawk (1/32), the Horsa from Bronco (1/35), the Shackleton from Airfix (1/72) and for the Eduard Dauntless. February will be the Trumpeter MiG-23BN's turn, and for the Ju 88A-5 from ICM (both in 1/48) and the Shackleton, but this time for the Revell kit in 1/72. Brassins will focus on the usual smaller items, wheels and armaments, but also will include some larger efforts, such as for Trum-

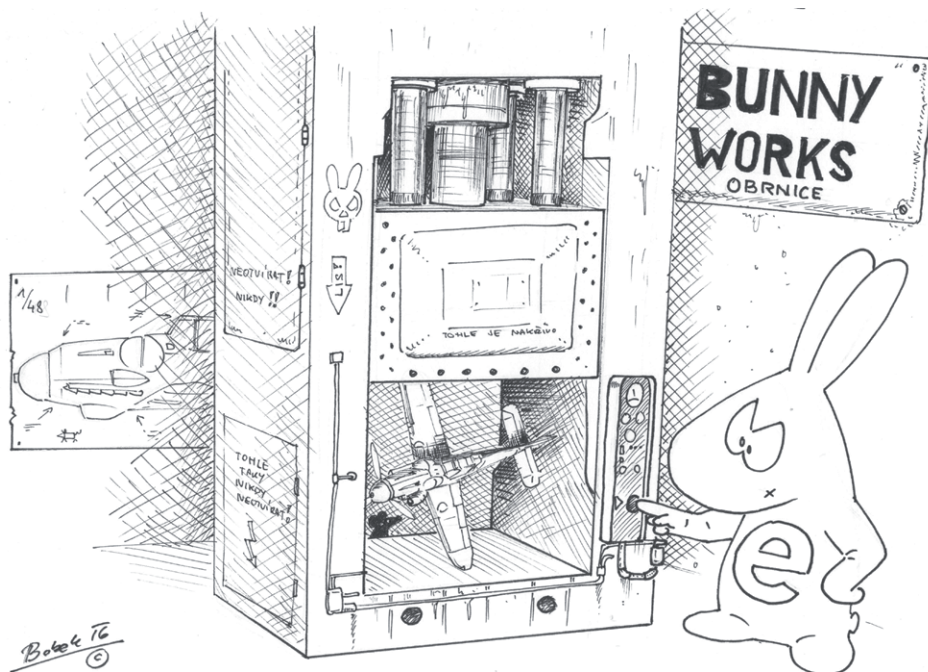
peter's MiG-29 in 1/72. We are often asked about future plans for missiles and bombs, and other armaments, and the general answer is yes, we want to have as a varied an assortment of both modern and historical weapons options as possible. As an example, we are working on a weapons set for the Tamiya Mosquito (1/32), and several other modern weapons sets. Over the course of last year, there appeared several complaints regarding mistakes in our sets, including remarks regarding our inability or unwillingness to do something about it. This is only an impression, and recently we have instigated new control measures into our production processes and I am convinced that their impact is becoming evident even now. Unfortunately, that doesn't mean that every bit of future controversy can be eliminated. Anyone,

who makes anything, will always be able to make mistakes, and we will make our share. This is a fact of life in development of products, and in ever-increasing demand on resources, when a mistake is perceived to be exactly that, when not long ago it would have been gladly tolerated. We believe that our efforts will be well rewarded, and will be welcomed by you. The old and tested rule of modelling, nevertheless, will always continue to apply, that being that the final outcome depends mostly on you!

And so, with that, I wish you all a very happy and prosperous New Year, peace, and many great models, and not only from Eduard, for your enjoyment.

Happy Modelling!

Vladimir Sulc



ROYAL CLASS

KAISER ANTON VIII. BEER GLASSES



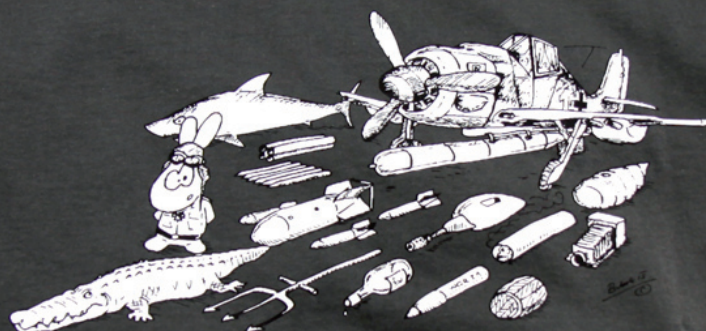
BUY on Eduard store

Fw 190A-8 T-shirts

Available sizes:

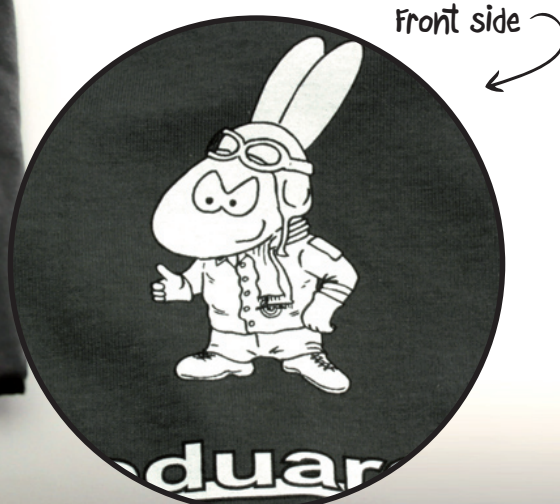
S, M, L, XL, XXL, XXXL

BUY on Eduard store



Fw 190A-8

Back side



Front side

WEEKEND edition

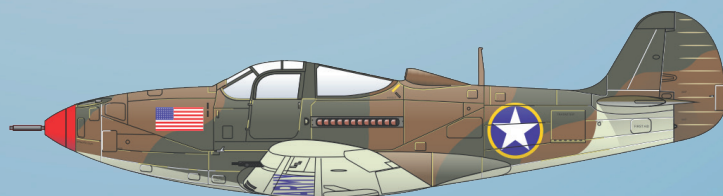
P-400 Air A Cutie

1/48, Cat. No. 8472

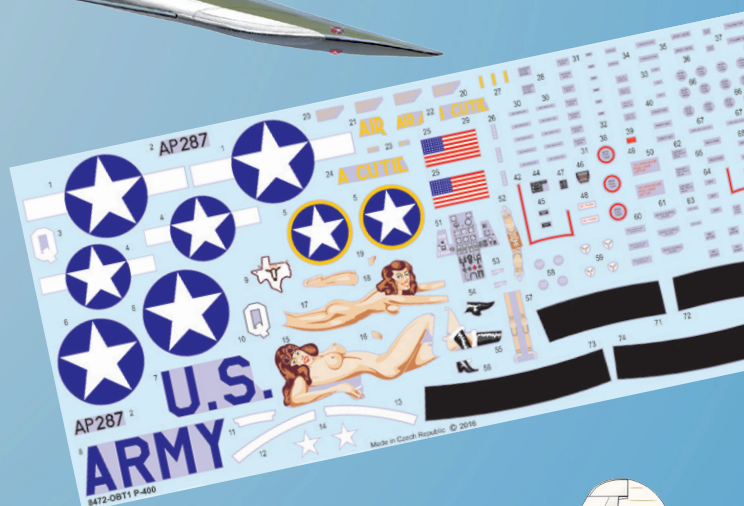


- 2 markings
- decals Eduard

BUY on Eduard store



P-400, flown by Capt. James R. Hillin,
91st FS / 81st FG, Tunisia, February, 1943



P-400, 36th FS, 8th FG, New Guinea, November, 1943

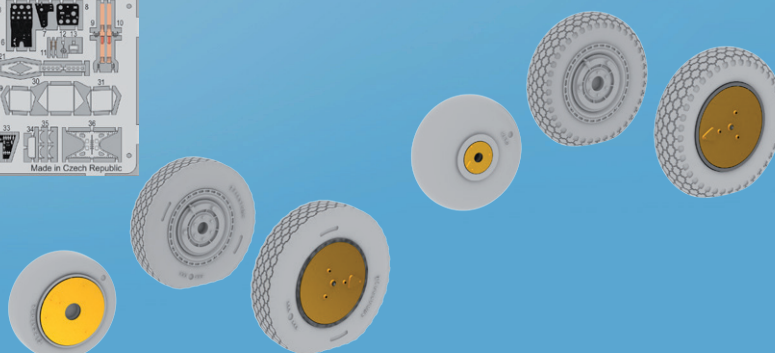
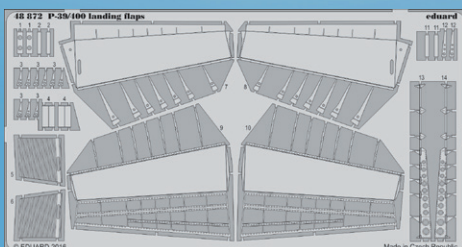
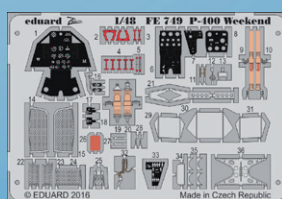
RECOMMENDED:

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

FE749 P-400 Weekend (PE-Set)

648202 P-39 wheels early (Brassin)

648203 P-39 wheels late (Brassin)



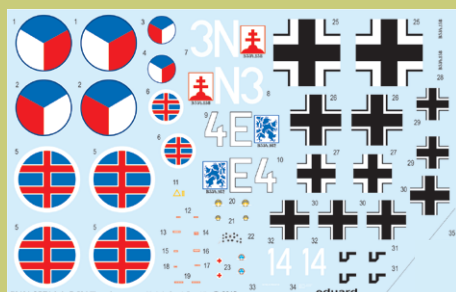


Avia B.534 III. série

1/72 Cat. No. 70101

- color photo-etched set
- painting mask
- decals Eduard
- 4 markings

BUY on Eduard store

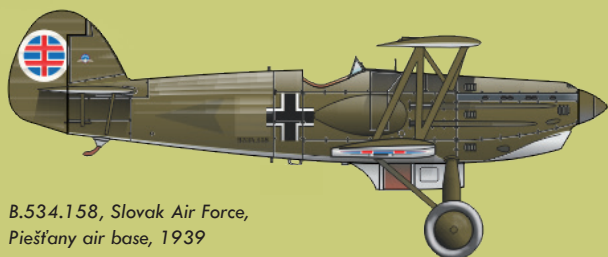


RECOMMENDED:

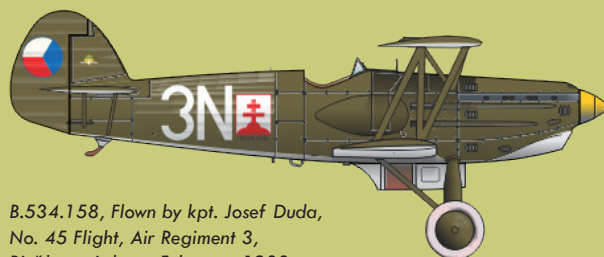
72602 Avia B.534 wires & stretchers (PE-Set)

672066 B.534 wheels & spats (Brassin)

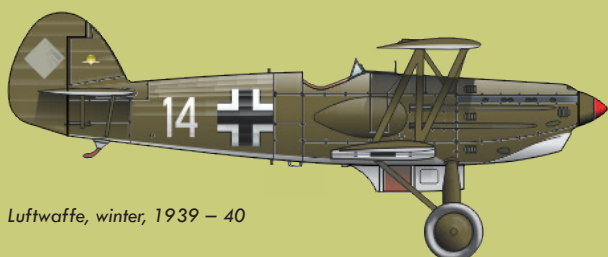
672069 B.534 bombs & racks (Brassin)



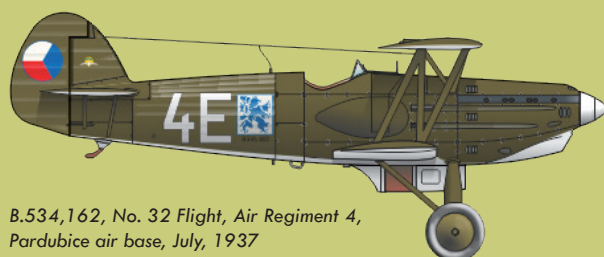
B.534.158, Slovak Air Force,
Piešťany air base, 1939



B.534.158, Flown by kpt. Josef Duda,
No. 45 Flight, Air Regiment 3,
Piešťany air base, February, 1938



Luftwaffe, winter, 1939 – 40



B.534.162, No. 32 Flight, Air Regiment 4,
Pardubice air base, July, 1937

ProfiPACK

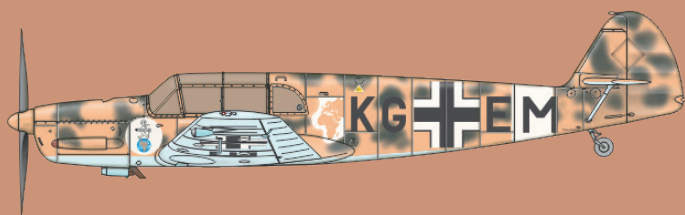
edition

Bf 108

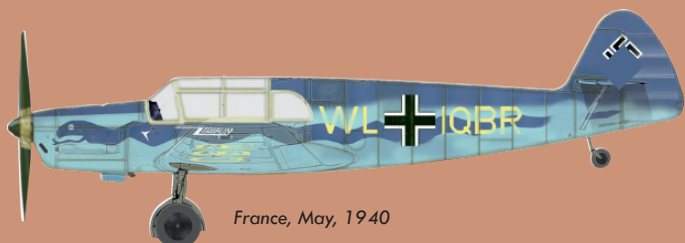
1/48 Cat. No. 8078

- color photo-etched set
- painting mask
- decals Eduard
- 5 markings

BUY on Eduard store



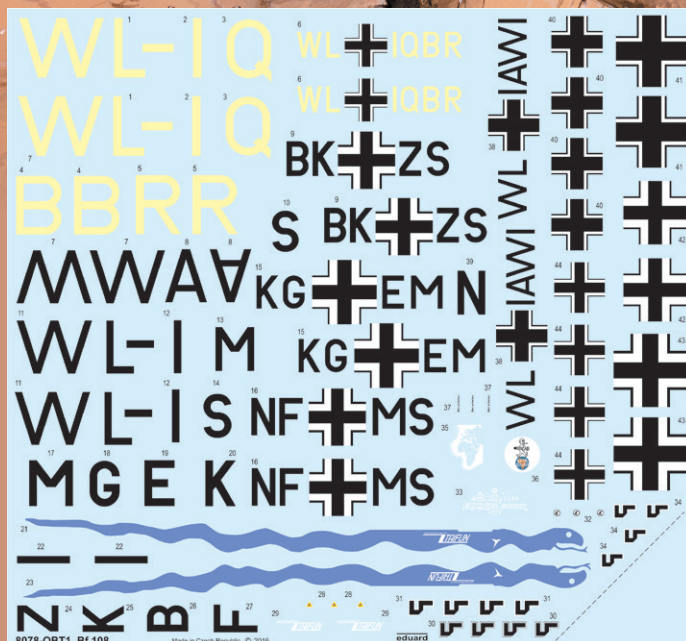
Sonderkommando Blaich, Libya 1942



France, May, 1940



Germany, September, 1939



8078-OBT1 Bf 108

Made in Czech Republic © 2016



Hungary, 1942 - 1944



Eastern Front, 1942 - 1943

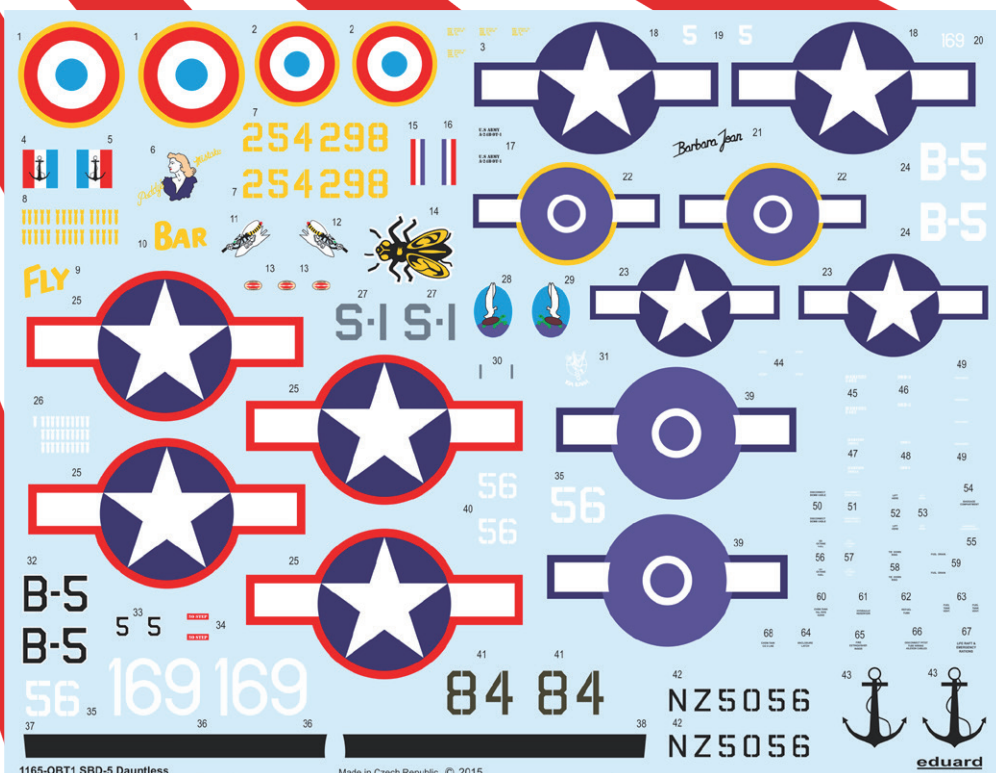
SBD-5 DAUNTLESS



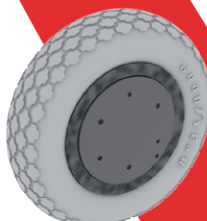
1/48, Cat. No. 1165

- color photo-etched set
- painting mask
- decals Cartograf
- brass in guns, wheels
- 5 markings
- sprue Academy

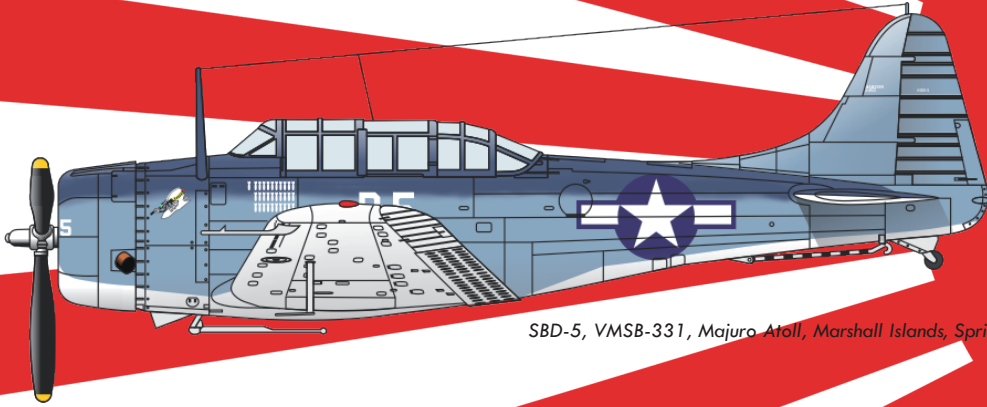
BUY on Eduard store



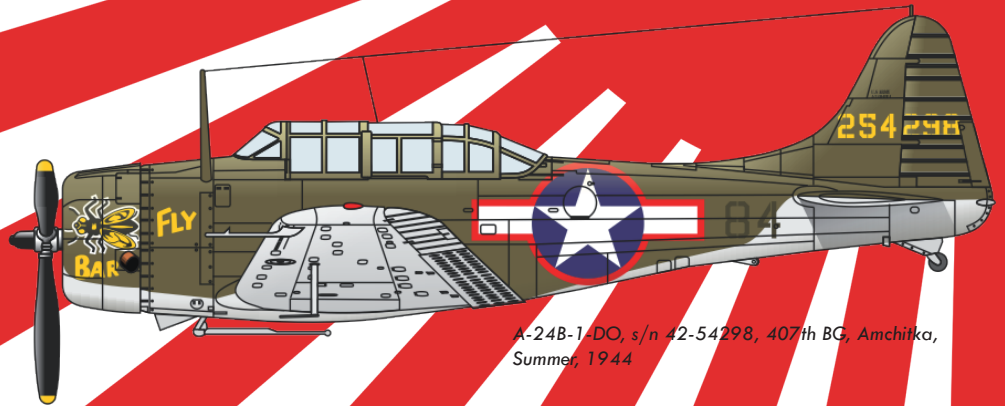
eduard
BRASSIN



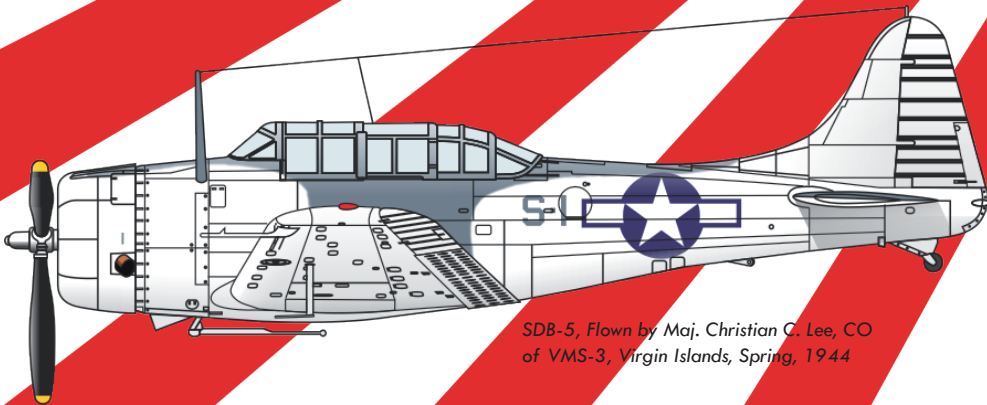
SBD-5 DAUNTLESS



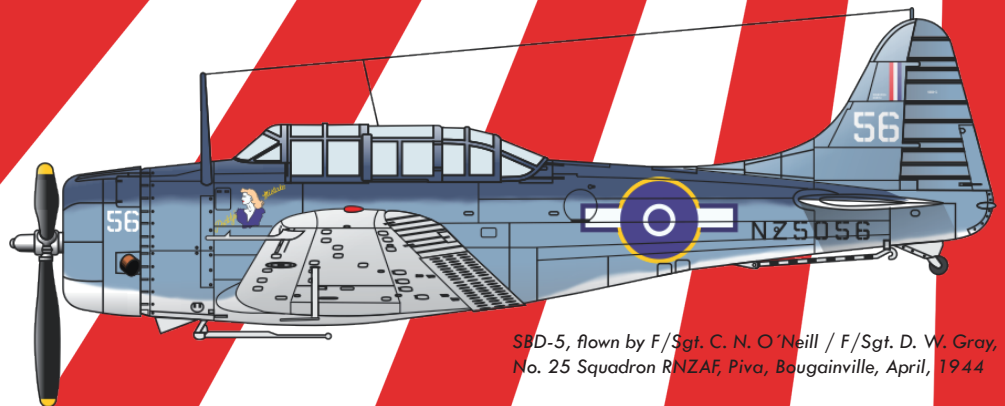
SBD-5, VMSB-331, Majuro Atoll, Marshall Islands, Spring, 1944



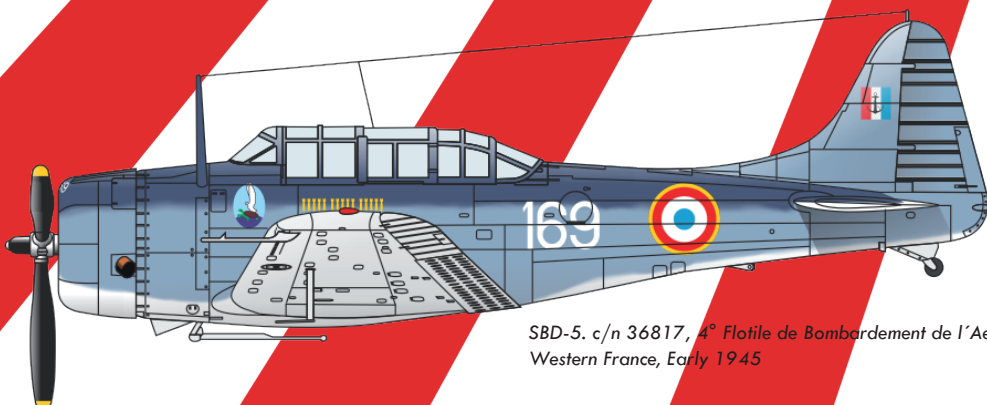
A-24B-1-DO, s/n 42-54298, 407th BG, Amchitka, Summer, 1944



SDB-5, Flown by Maj. Christian C. Lee, CO of VMS-3, Virgin Islands, Spring, 1944



SBD-5, flown by F/Sgt. C. N. O'Neill / F/Sgt. D. W. Gray, No. 25 Squadron RNZAF, Piva, Bougainville, April, 1944



SBD-5, c/n 36817, 4^e Flotile de Bombardement de l'Aeronavale, Western France, Early 1945



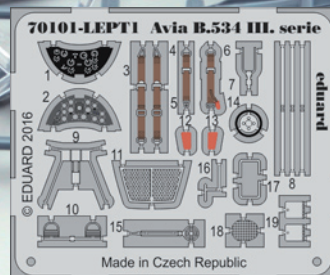
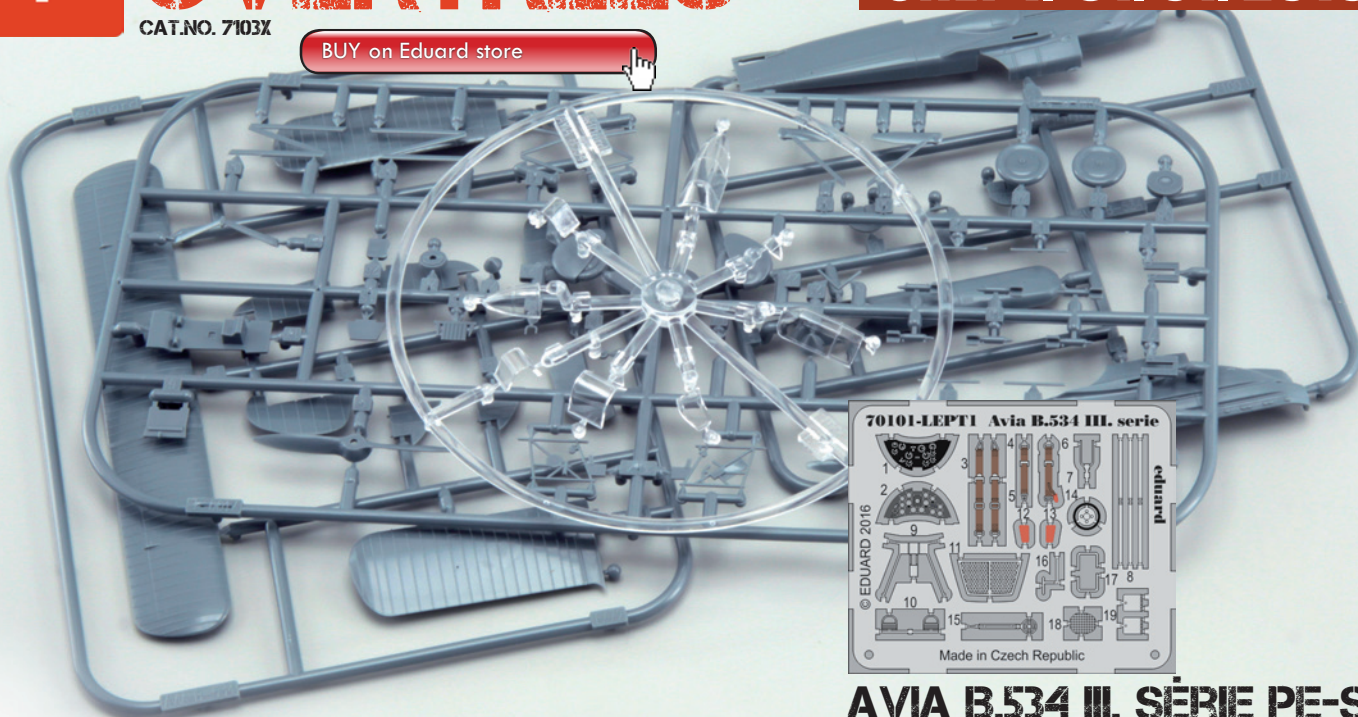
AVIA B.534 III.SERIE 1/72

OVERTREES

CAT.NO. 7103X

BUY on Eduard store

ONLY 1.-31. 01. 2016



AVIA B.534 III. SÉRIE PE-SET
CAT.NO. 70101-LEPT1

BUY on Eduard store



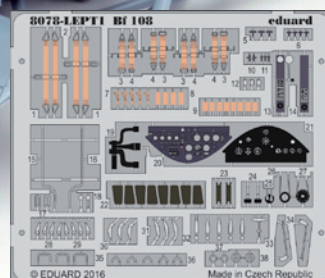
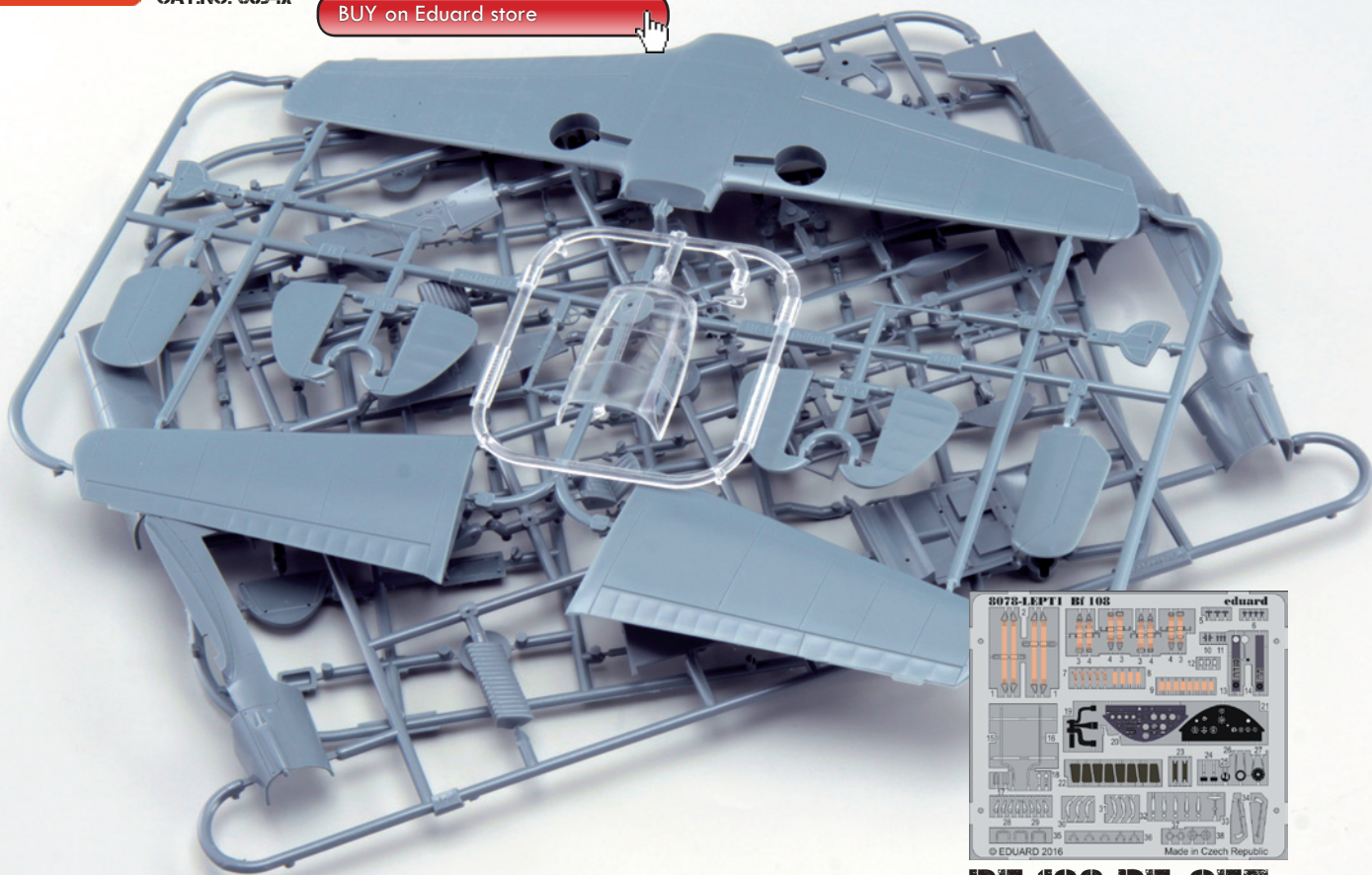
BF 108 1/48

OVERTREES

CAT.NO. 8054X

BUY on Eduard store

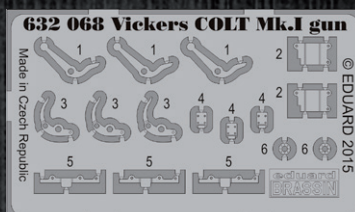
ONLY 1.-31. 01. 2016



BF 108 PE-SET
CAT.NO. 8078-LEPT1

BUY on Eduard store

01/2016

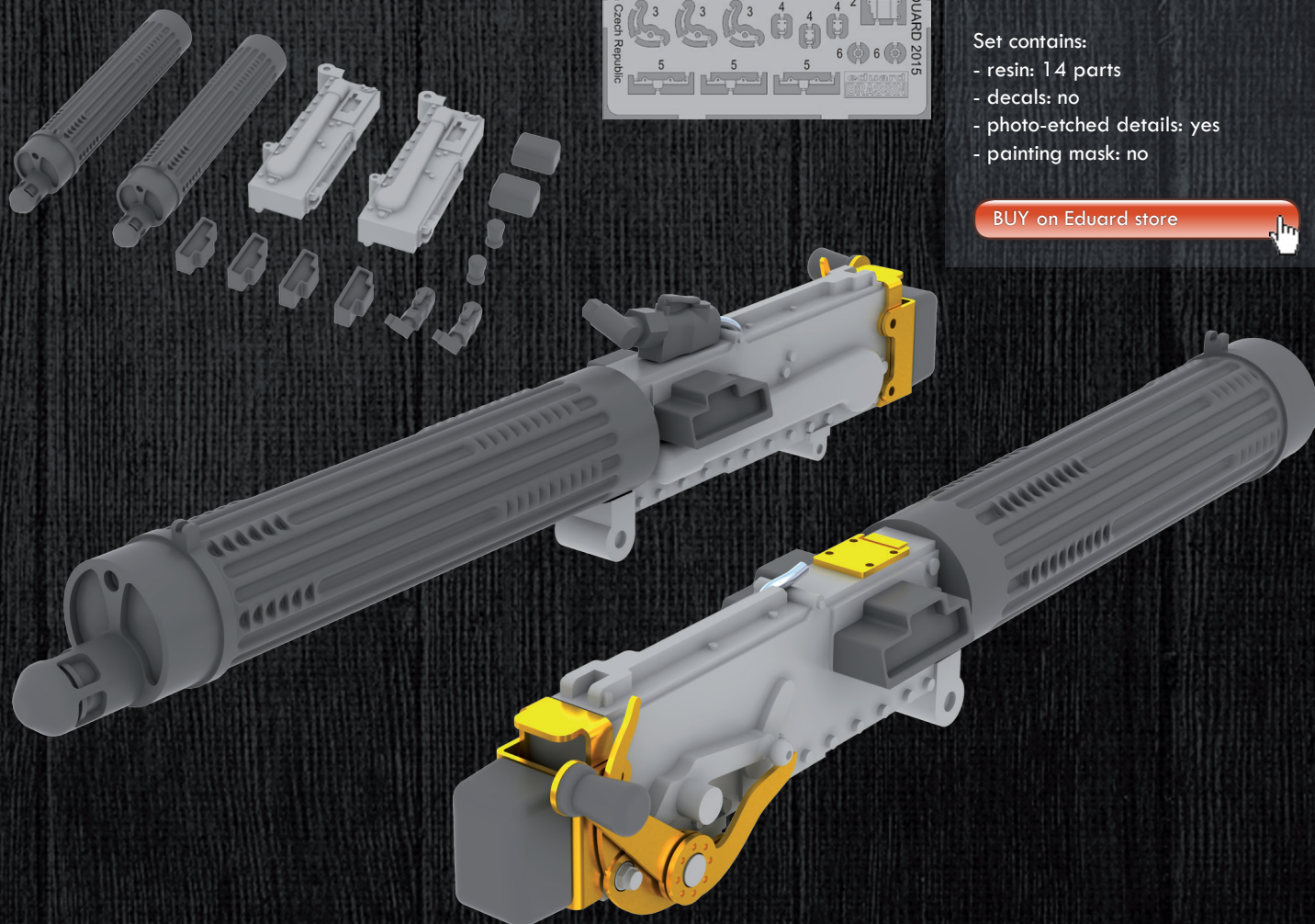


Brassin set of 2 pieces of Vickers Colt Mk.I WWI guns in 32nd scale.

Set contains:

- resin: 14 parts
- decals: no
- photo-etched details: yes
- painting mask: no

BUY on Eduard store



648186

AIM-4D

1/48

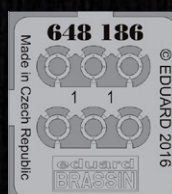
Brassin set of 4 pieces of AIM-4D missiles in 48th scale.

Set contains:

- resin: 4 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

BUY on Eduard store

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100



648202

P-39 wheels early

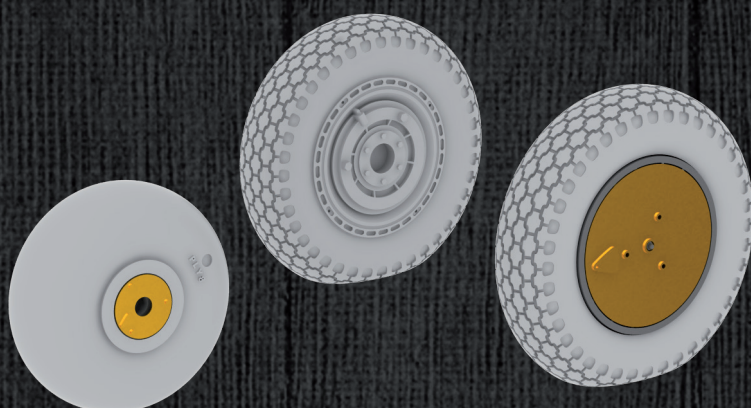
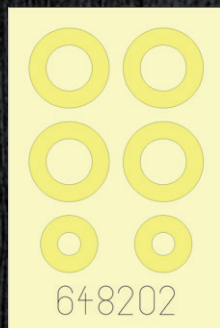
1/48

Brassin of P-39 wheels early in 48th scale. Set consists of two main wheels and one front wheel.

Set contains:

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

BUY on Eduard store



648203

P-39 wheels late

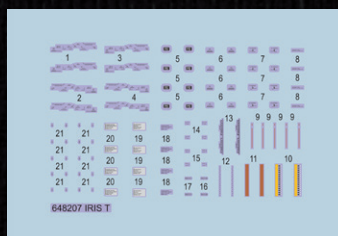
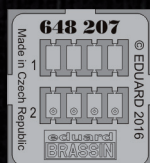
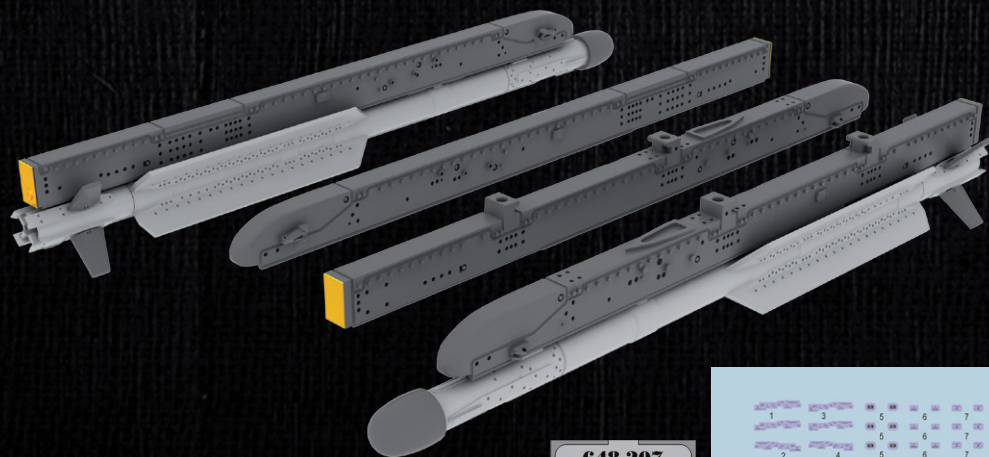
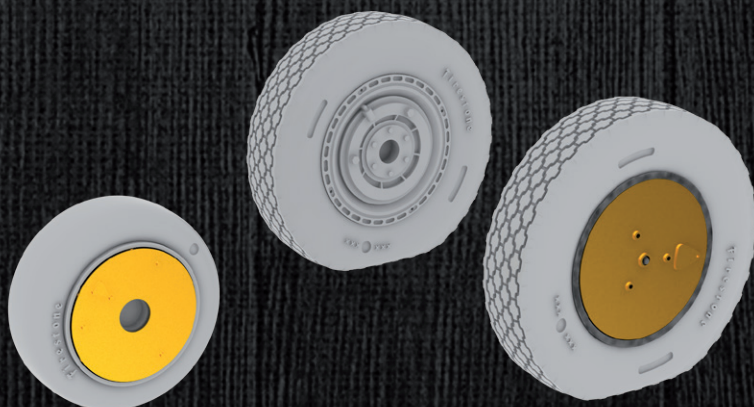
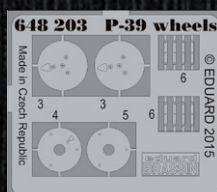
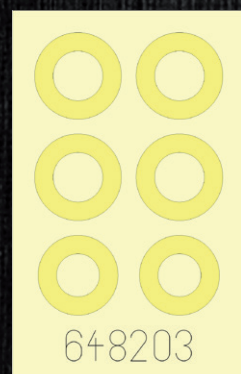
1/48

Brassin of P-39 wheels late in 48th scale. Set consists of two main wheels and one front wheel.

Set contains:

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

BUY on Eduard store



648207

IRIS-T

1/48

Brassin set of 2 pieces of IRIS-T missiles in 48th scale.

Set contains:

- resin: 20 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

BUY on Eduard store

672059

M117 bombs w/airbrake

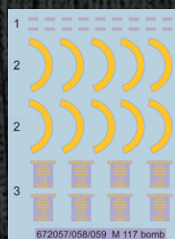
1/72

Brassin set of 6 pieces of M117 bombs with airbrake in 72nd.

Set contains:

- resin: 30 parts
- decals: yes
- photo-etched details: no
- painting mask: no

BUY on Eduard store



672087

Mk.82 bombs

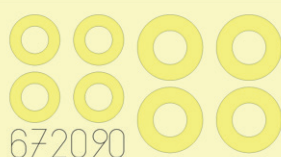
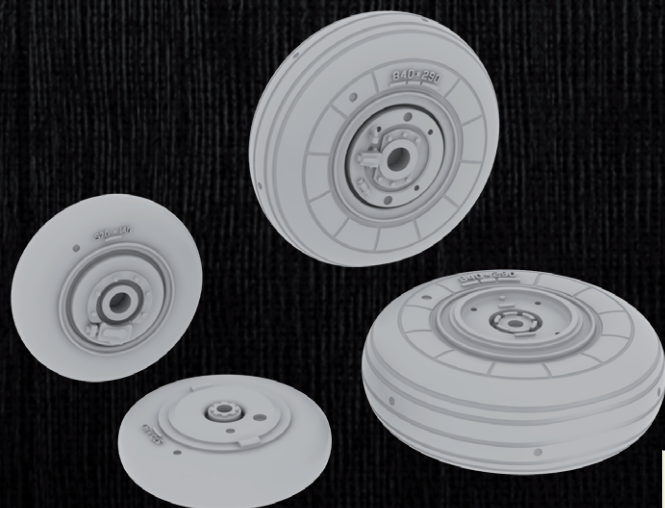
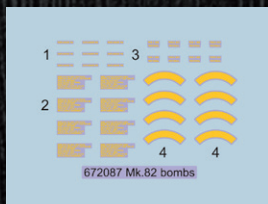
1/72

Brassin set of 6 pieces of Mk.82 bombs in 72nd scale.

Set contains:

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

BUY on Eduard store



672090

MiG-29 wheels

1/72 Trumpeter

Brassin set MiG-29 wheels in 72nd scale for kit by Trumpeter. Set contains two main and two front wheels.

Set contains:

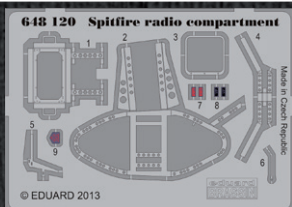
- resin: 4 parts
- decals: no
- photo-etched details: no
- painting mask: yes

BUY on Eduard store



SPITFIRE Mk. XVI ADVANCED

1/48 Eduard

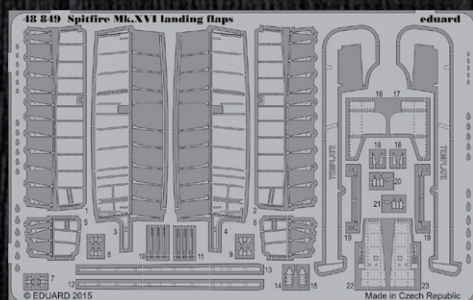
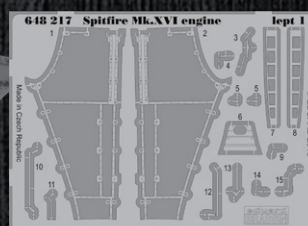


BIGSIN collection containing 3 individual Brassin sets and 1 photo-etched set for Spitfire Mk. XVI in 48th scale by Eduard.

- radio compartment,
- gun bays,
- engine,
- landing flaps.

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

BUY on Eduard store



E-BUNNY'S SQUAT

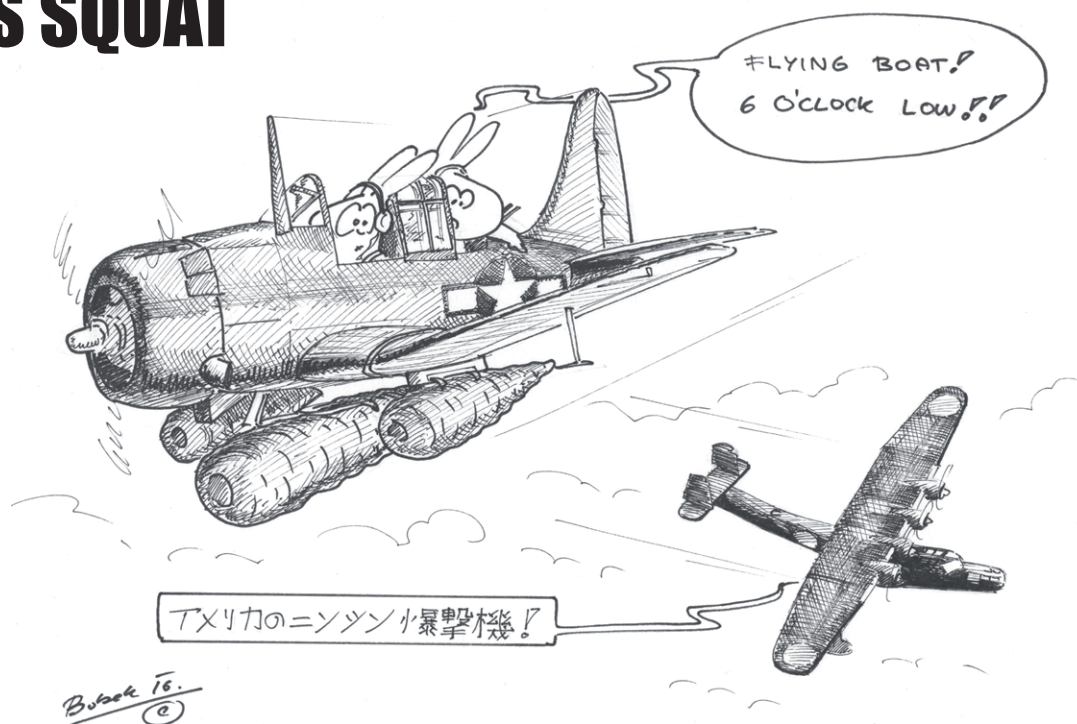


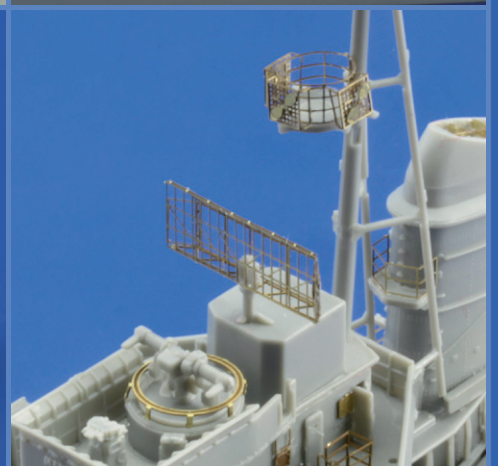
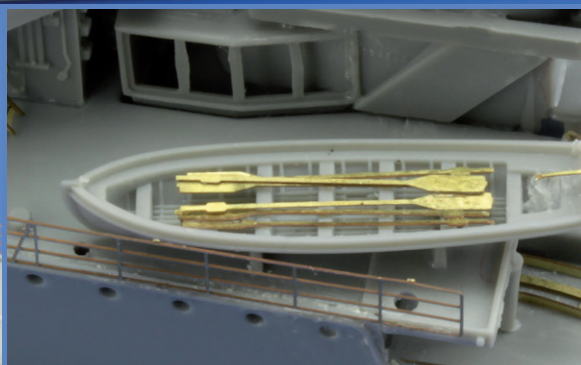
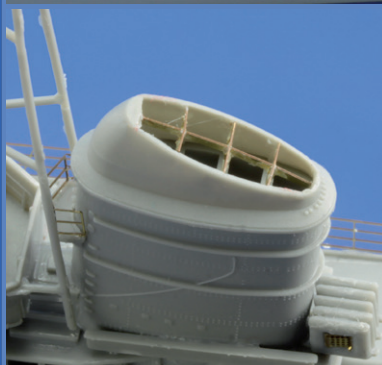
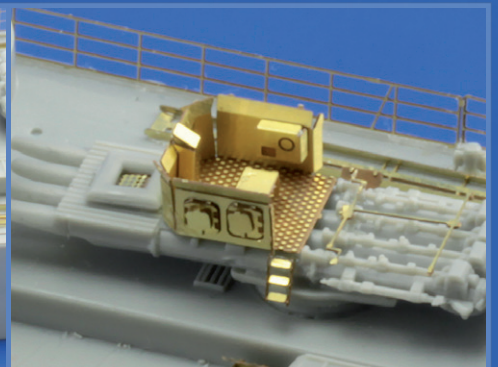
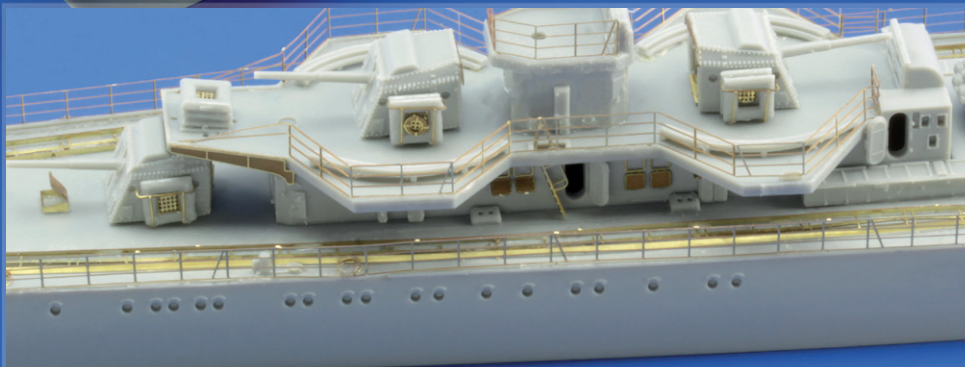
PHOTO-ETCHED SETS AND MASKS

01/2016 SELECTED



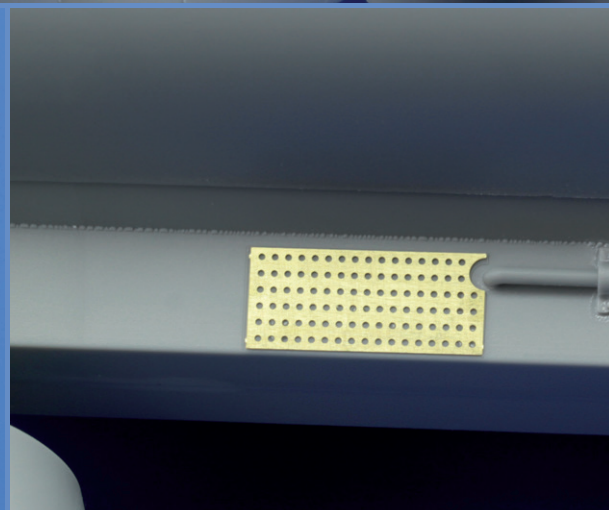
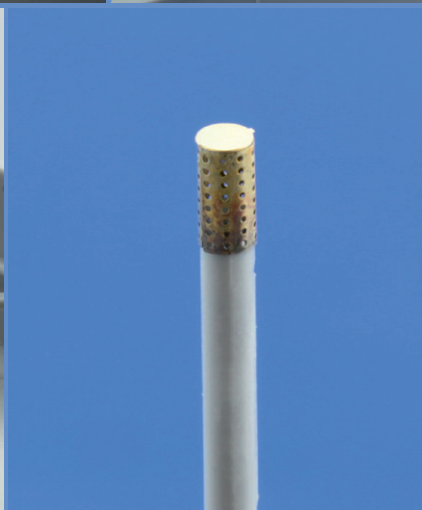
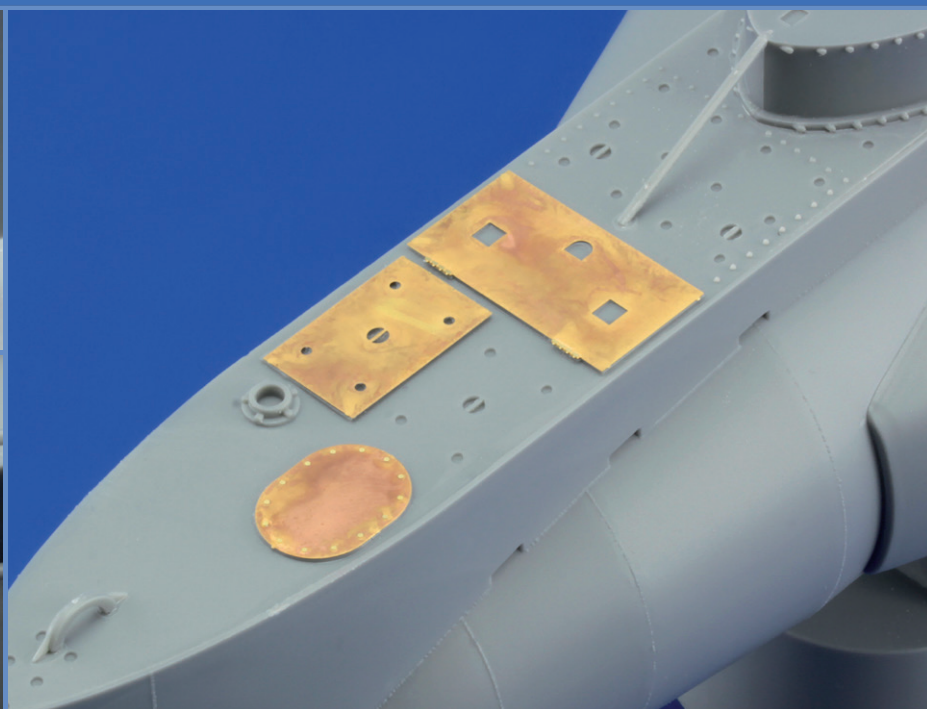
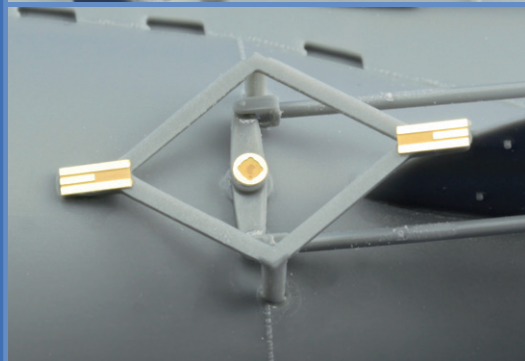
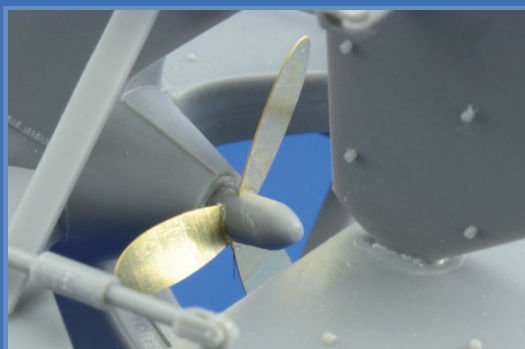
Z-32 destroyer 1/350 Dragon (53151)

Z-32 destroyer railings 1/350 Dragon (53152)





HMS X-craft submarine 1/35 Merit (53153)

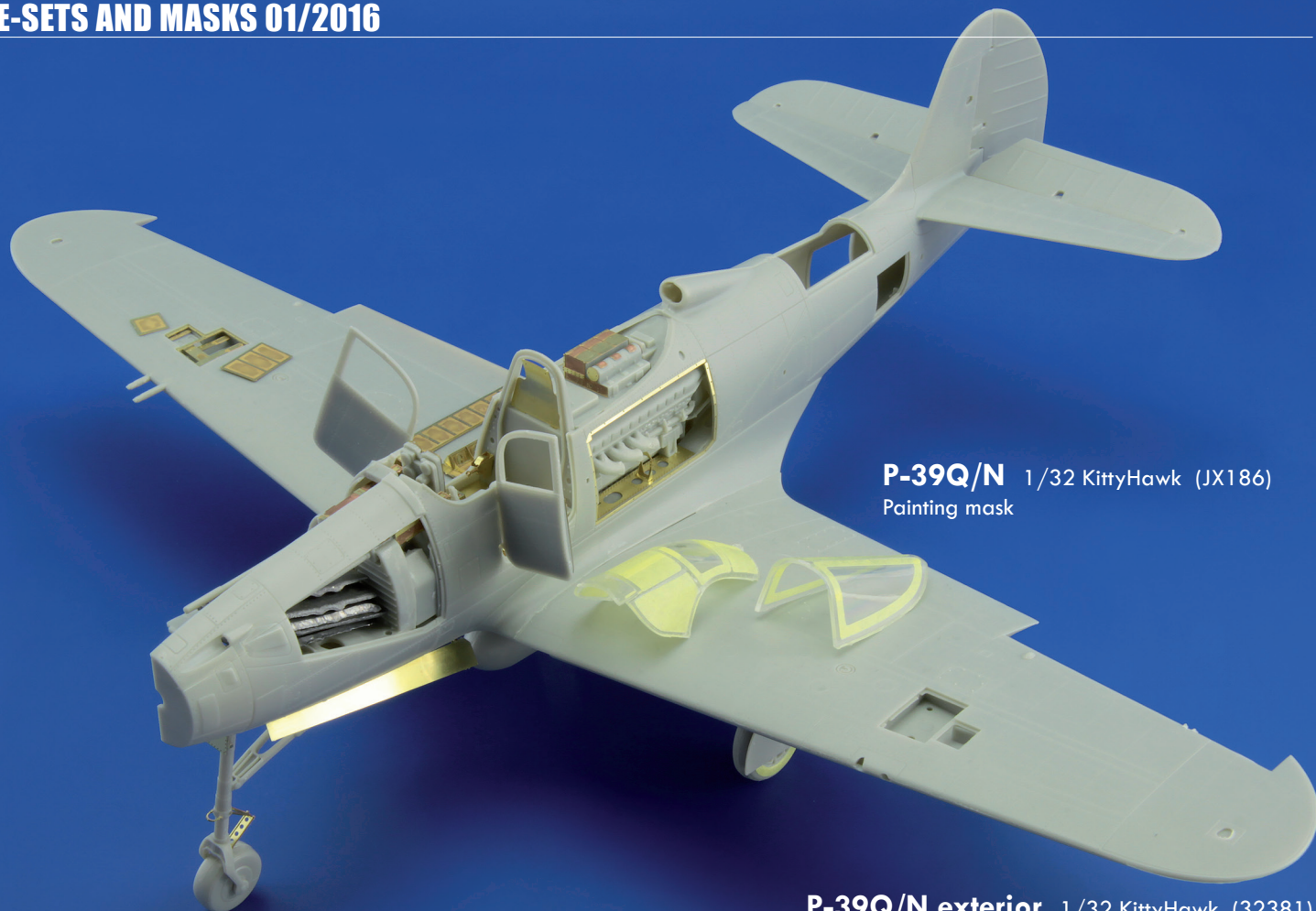




MiG-29A Izdeliye 9-12 1/72 Trumpeter (CX433)
Painting mask

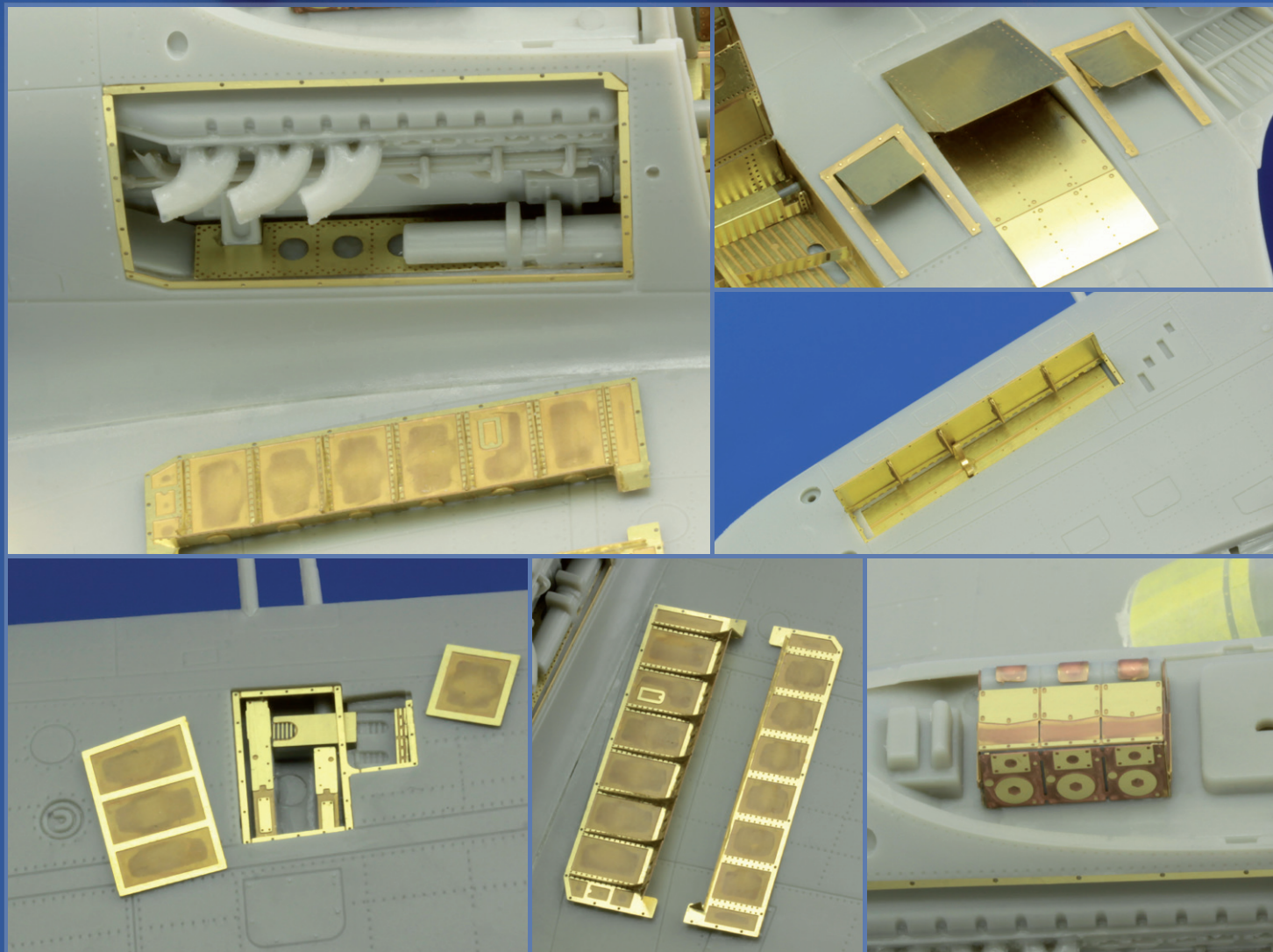
MiG-29A Izdeliye 9-12 1/72 Trumpeter (73541)
MiG-29A Izdeliye 9-12 interior 1/72 Trumpeter (SS541)

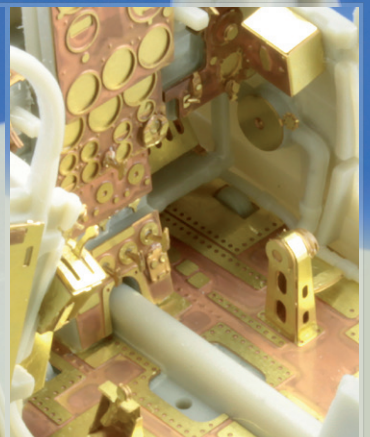
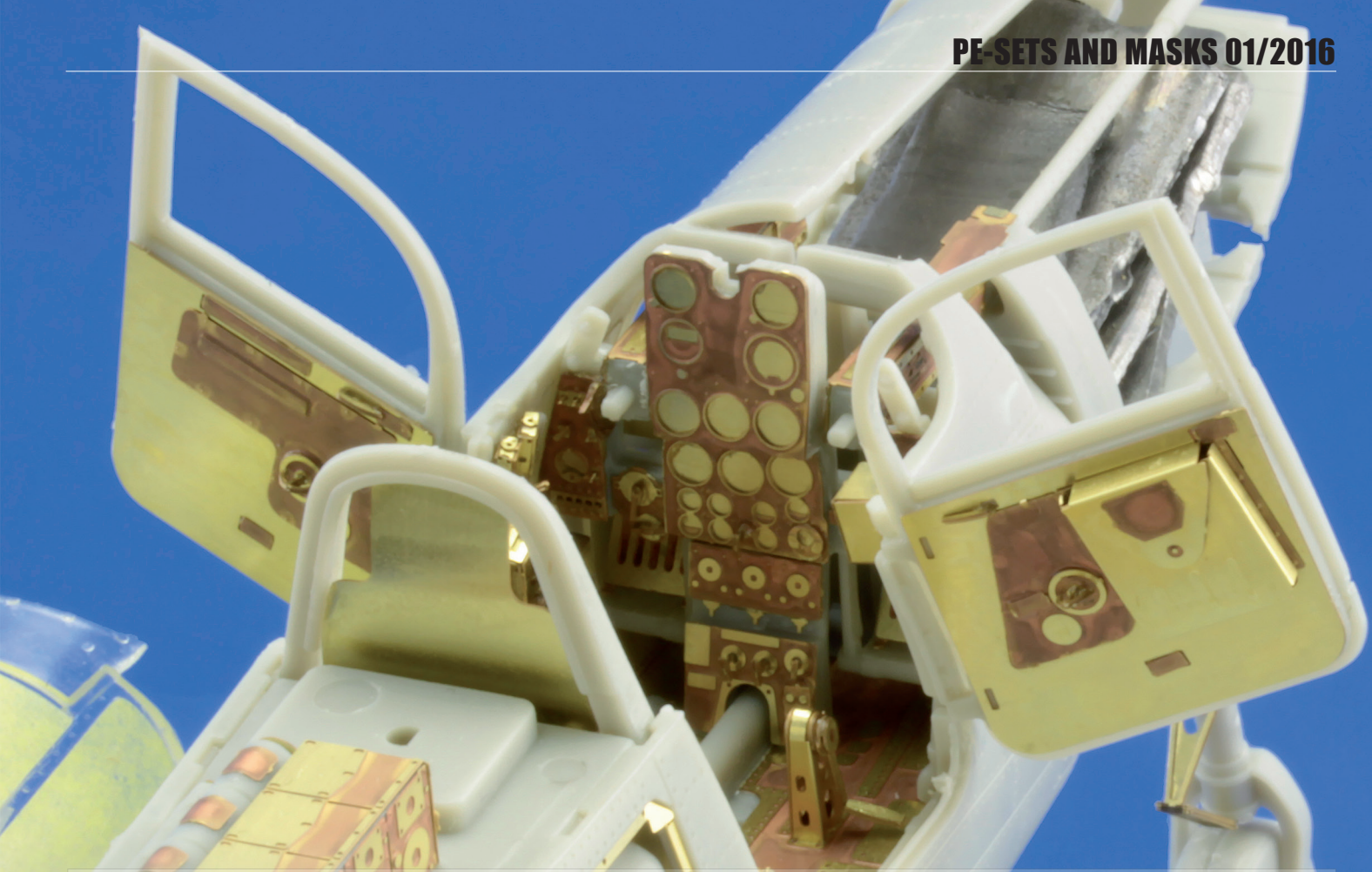




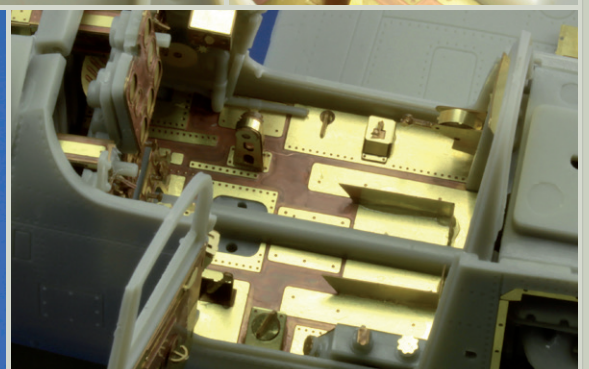
P-39Q/N 1/32 KittyHawk (JX186)
Painting mask

P-39Q/N exterior 1/32 KittyHawk (32381)

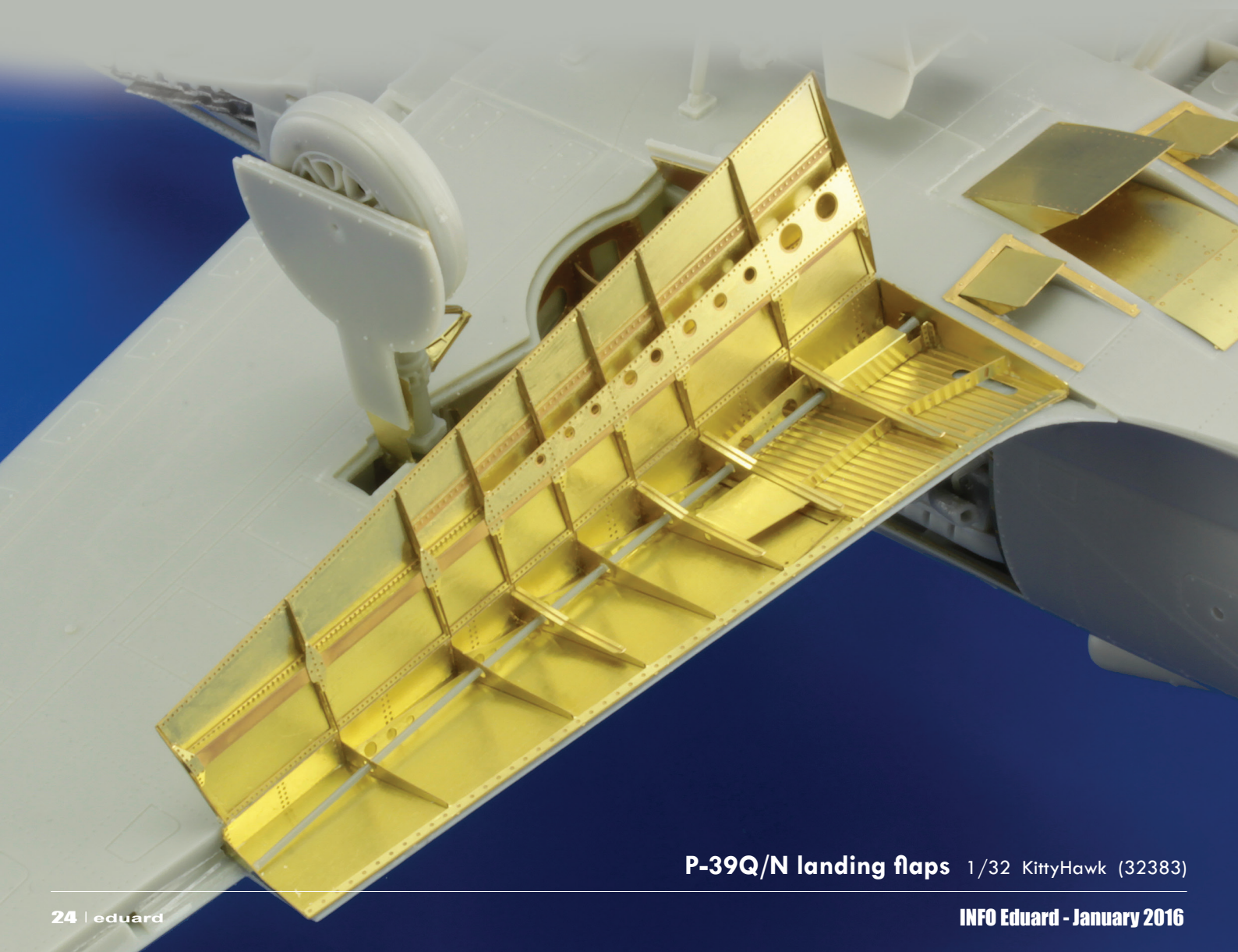
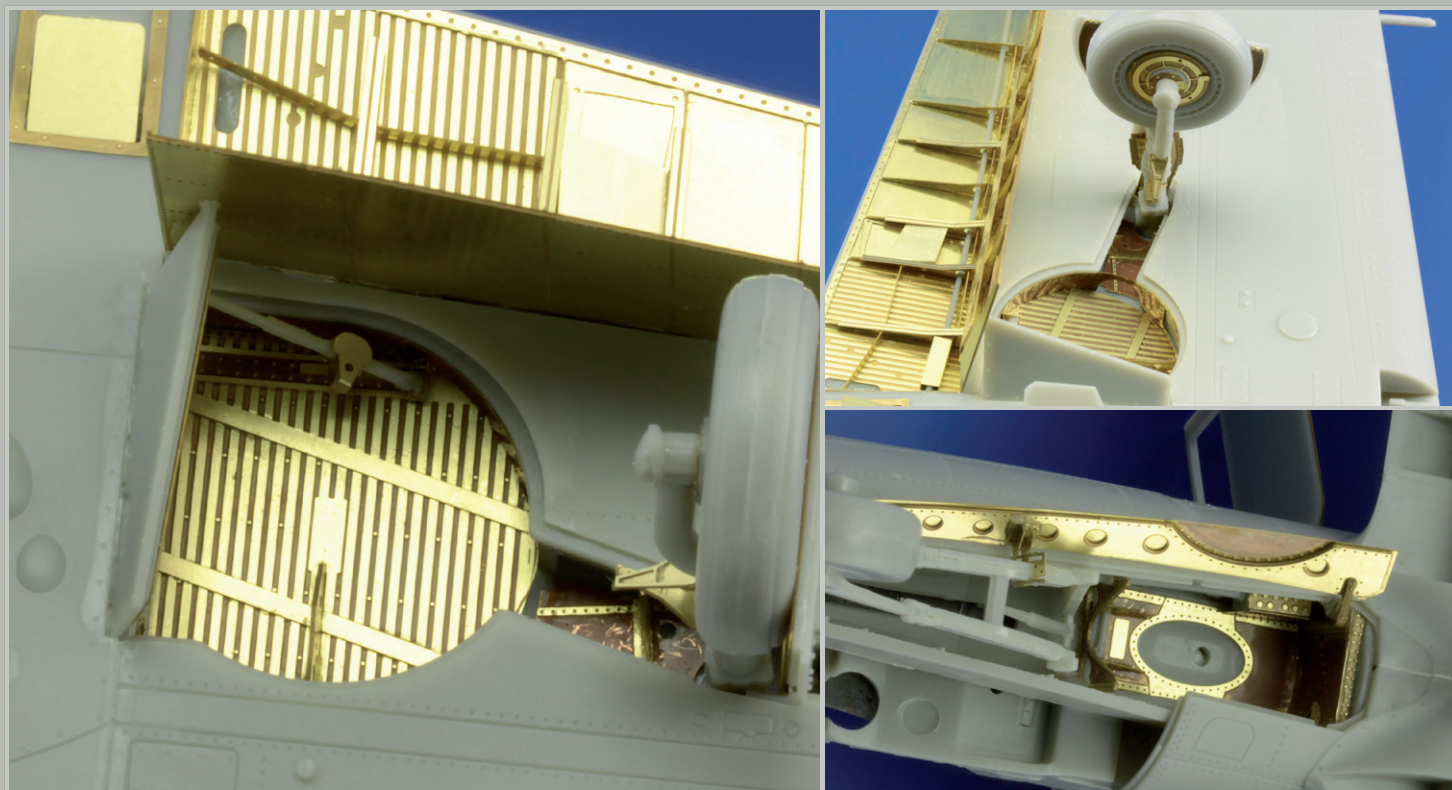




P-39Q/N interior 1/32 KittyHawk (32853)



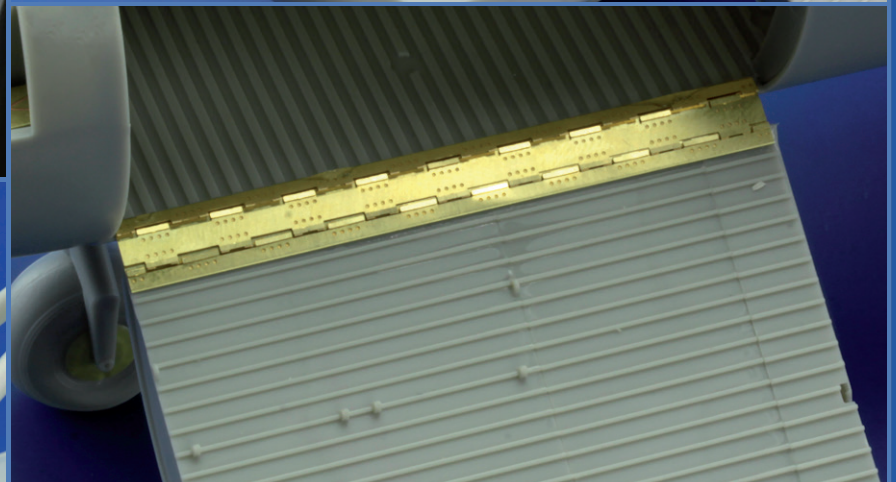
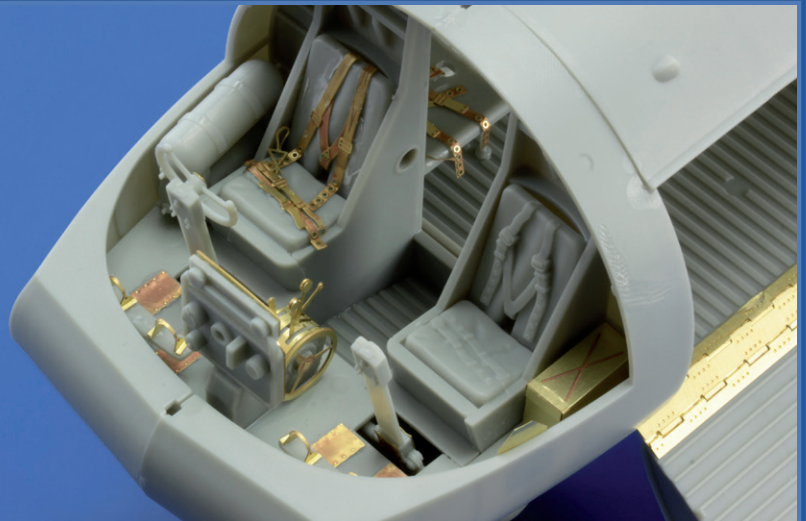
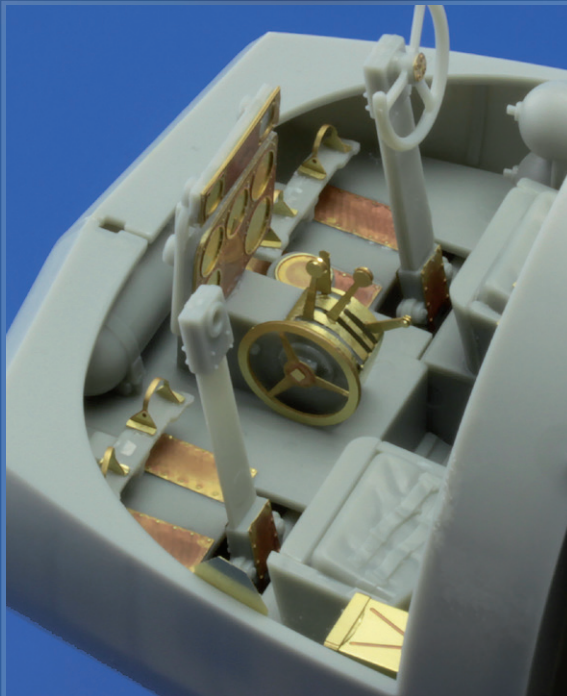
P-39Q/N landing gear 1/32 KittyHawk (32382)

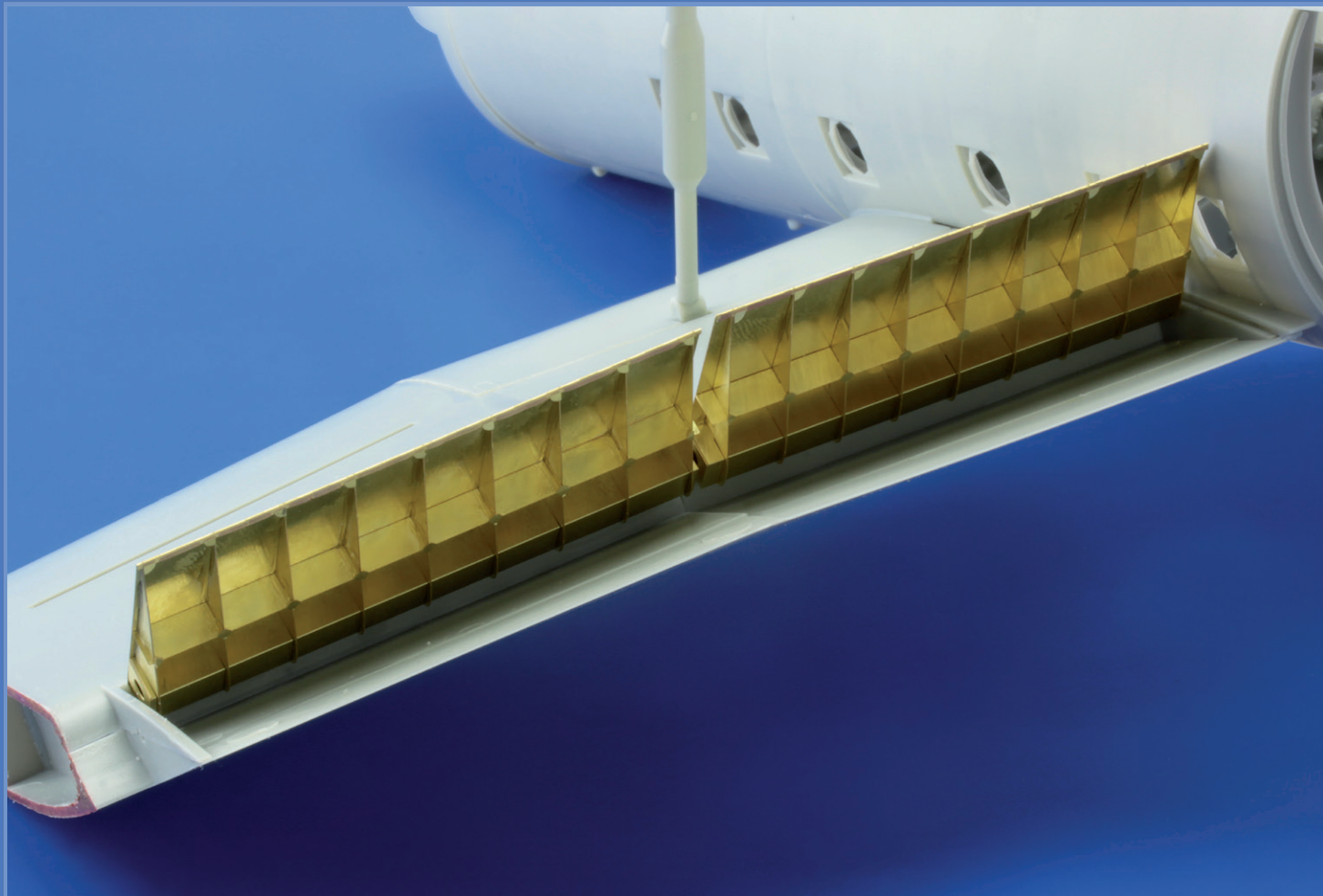
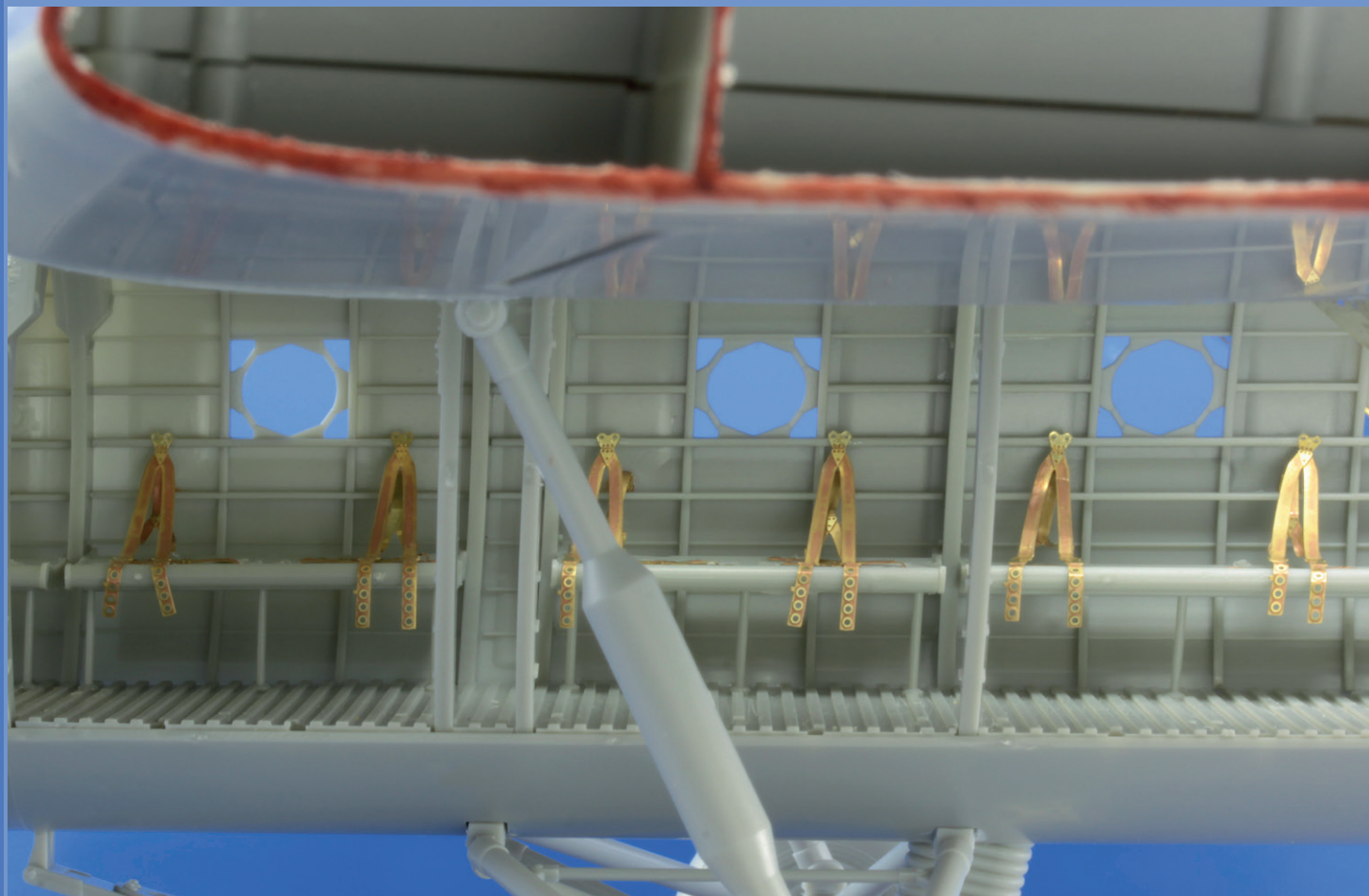


P-39Q/N landing flaps 1/32 KittyHawk (32383)



A.S. 51 Horsa Glider Mk.I interior 1/35 Bronco Models (32855)

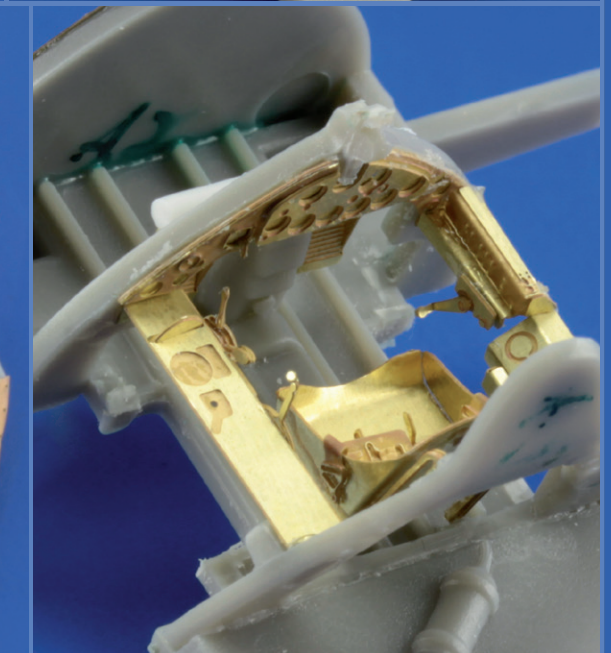
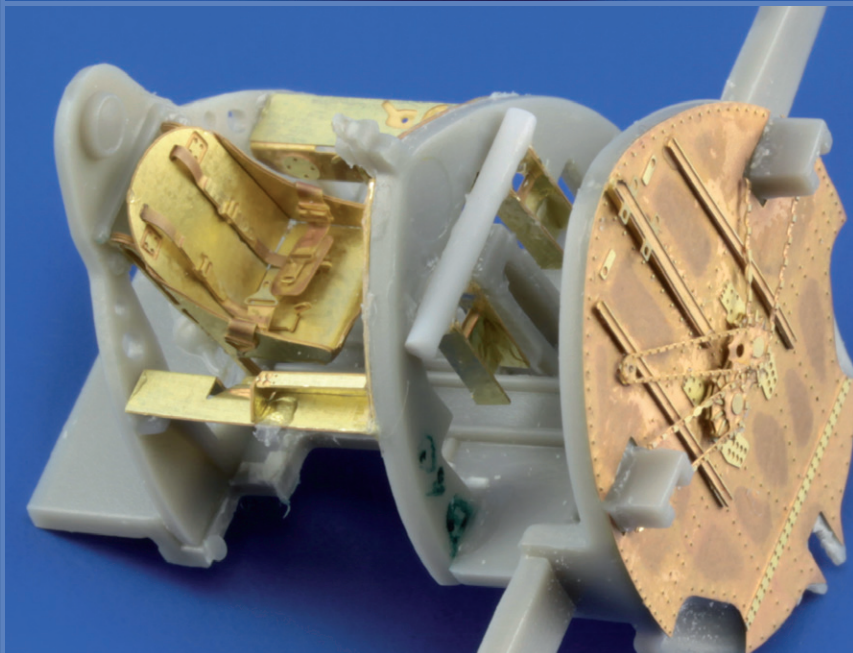
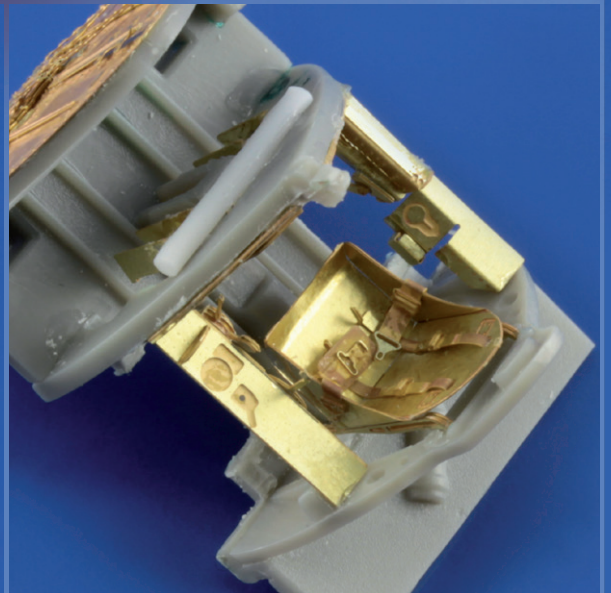
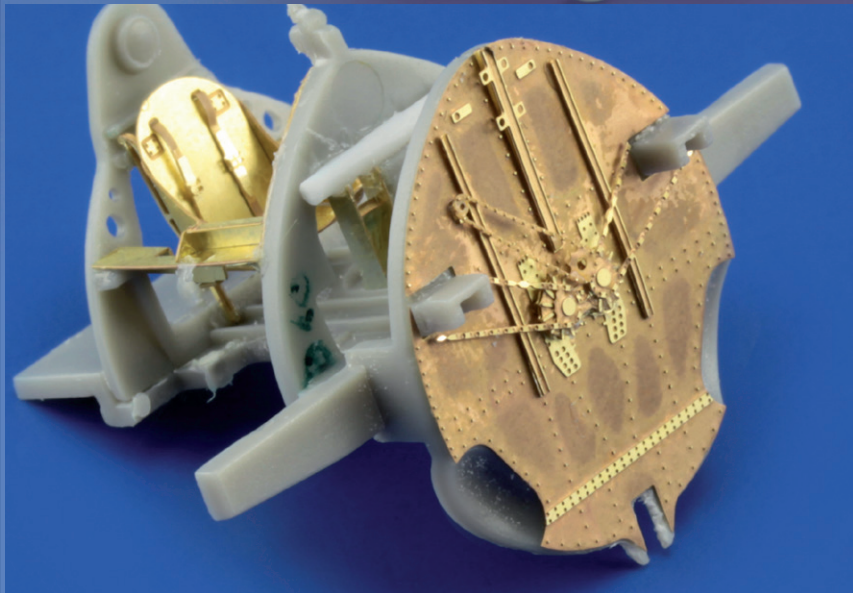






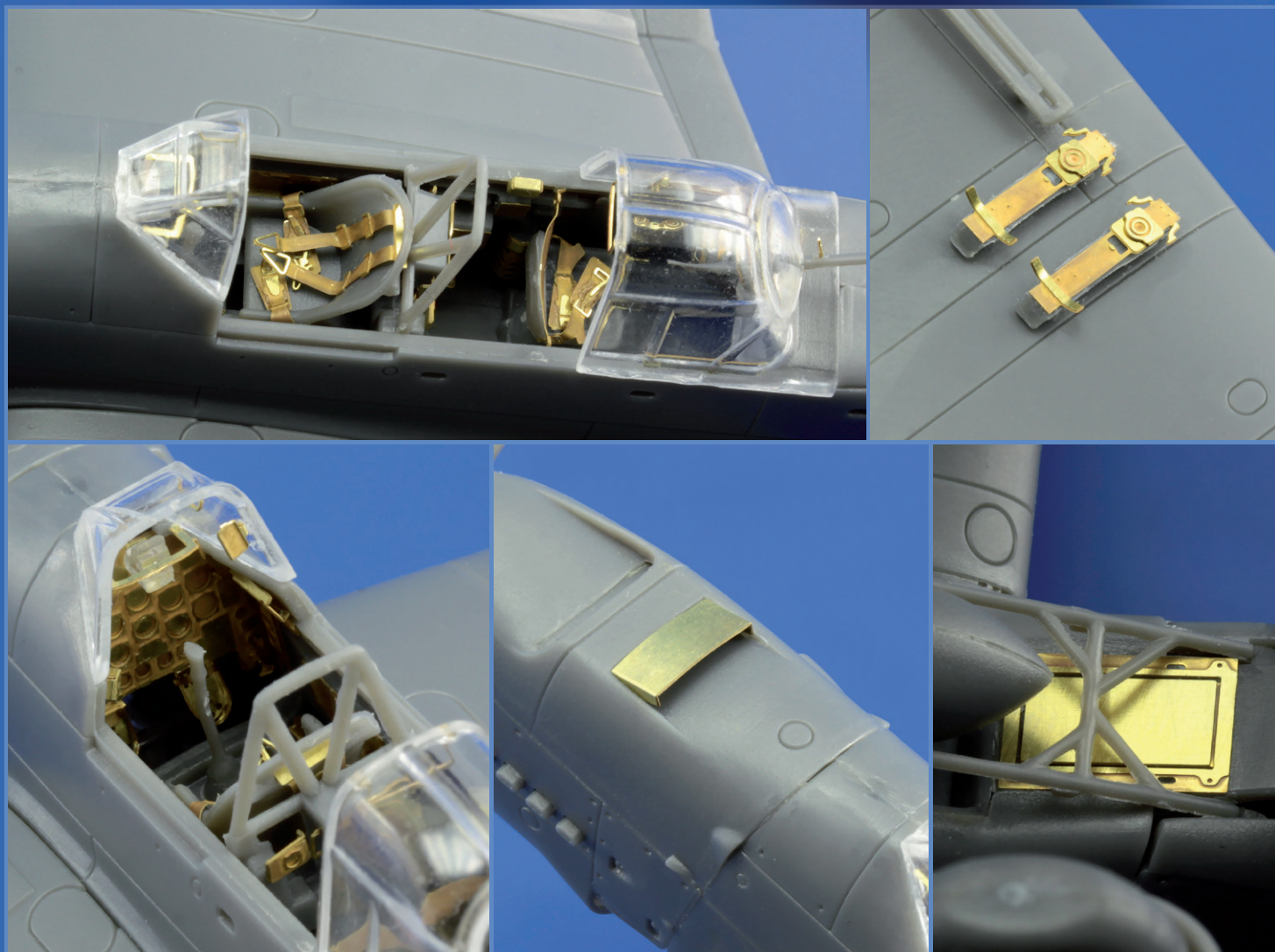
F4F-4 1/72 Airfix (49538) December 2015

F4F-4 1/72 Airfix (SS538)





Ju 87B-1 1/72 Airfix (73543+SS543)



BIG ED

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



48858 AC-47 Gunship exterior (BIG49139)



49733 T-38A Talon (BIG49140)



73534 T-2C Buckeye (BIG72106)

BIG49139 AC-47 GUNSHIP 1/48 Revell

BIG49140 T-38A TALON 1/48 Wolfpack

BIG49141 B-1B 1/48 Revell

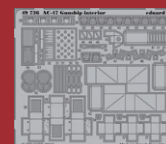
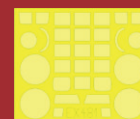
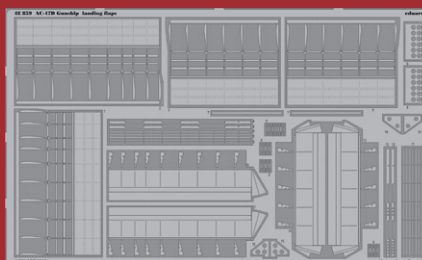
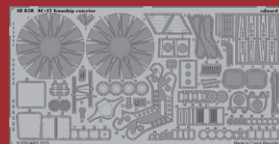
BIG72105 SWIFT FR.5 1/72 Airfix

BIG72106 T-2C BUCKEYE 1/72 Wolfpack



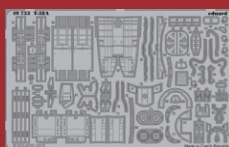
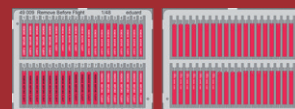
BIG49139 AC-47 Gunship 1/48 Revell

48858 AC-47 Gunship exterior
48859 AC-47 Gunship landing flaps
49736 AC-47 Gunship interior S.A.
EX481 AC-47 Gunship



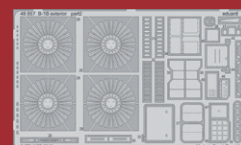
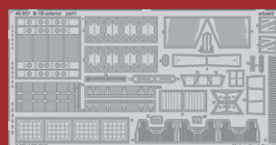
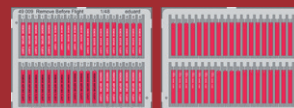
BIG49140 T-38A Talon 1/48 Wolfpack

49733 T-38A Talon
EX478 T-38A Talon
49009 Remove Before Flight



BIG49141 B-1B 1/48 Revell

48857 B-1B exterior
49737 B-1B S.A.
EX480 B-1B
49009 Remove Before Flight



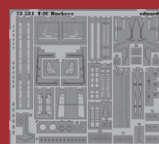
BIG72105 Swift FR.5 1/72 Airfix

72613 Swift FR.5 landing flaps
73533 Swift FR.5
CX424 Swift FR.5



BIG72106 T-2C Buckeye 1/72 Wolfpack

73534 T-2C Buckeye
CX423 T-2C Buckeye
73008 Remove Before Flight



January 2016

KITS

1165 SDB-5 Dauntless	1/48	Limited Edition
8078 Bf 108	1/48	ProfiPack
8472 P-400 Air A Cutie	1/48	Weekend
70101 Avia B.534 III. série	1/72	ProfiPack

PHOTO-ETCHED SET

32381 P-39Q/N exterior	1/32	KittyHawk
32382 P-39Q/N landing gear	1/32	KittyHawk
32383 P-39Q/N landing flaps	1/32	KittyHawk
32384 A.S. 51 Horsa Glider Mk.I landing flaps	1/32	Bronco Models
32852 P-39Q/N seatbelts	1/32	KittyHawk
32853 P-39Q/N interior	1/32	KittyHawk
32854 P-39Q/N seatbelts FABRIC	1/32	KittyHawk
32855 A.S. 51 Horsa Glider Mk.I interior 1/35	1/32	Bronco Models
32856 A.S. 51 Horsa Glider Mk.I cargo seatbelts 1/35	1/32	Bronco Models
48869 Dauntless upgrade set	1/48	Eduard
48870 Dauntless landing flaps	1/48	Eduard
48871 Pe-2 exterior	1/48	Zvezda
48872 P-39/400 landing flaps	1/48	Eduard
49091 Pe-2 seatbelts SUPERFABRIC	1/48	Zvezda
49092 Pe-2 seatbelts FABRIC	1/48	Zvezda
49747 Pe-2 interior	1/48	Zvezda
49748 SPAD XIII	1/48	Revell
53151 Z-32 destroyer 1/350	1/350	Dragon
53152 Z-32 destroyer railings 1/350	1/350	Dragon
53153 HMS X-craft submarine 1/35	1/35	Merit
72616 Shackleton MR.2 landing flaps	1/72	Airfix
73541 MiG-29A Izdeliye 9-12	1/72	Trumpeter
73542 Shackleton MR.2	1/72	Airfix
73543 Ju 87B-1	1/72	Airfix
73544 Shackleton MR.2 fuselage interior	1/72	Airfix

ZOOMS

SS538 F4F-4	1/48	Airfix
33153 P-39Q/N interior	1/32	KittyHawk
33154 A.S. 51 Horsa Glider Mk.I 1/35	1/32	Bronco Models
FE747 Pe-2 interior	1/48	Zvezda
SS541 MiG-29A Izdeliye 9-12 interior	1/72	Trumpeter
SS542 Shackleton MR.2 cockpit interior	1/72	Airfix
SS543 Ju 87B-1 interior	1/72	Airfix
FE749 P-400 Weekend	1/48	Eduard

MASKS

CX433 MiG-29A Izdeliye 9-12	1/72	Trumpeter
CX434 Shackleton MR.2	1/72	Airfix
CX435 La-5FN	1/72	KP
CX436 Ju 87B-1	1/72	Airfix
EX488 Pe-2	1/48	Zvezda
JX186 P-39Q/N	1/32	KittyHawk
JX187 A.S. 51 Horsa Glider Mk.I 1/35	1/32	Bronco Models

BIGED

BIG49139 AC-47 GUNSHIP	1/48	Revell
BIG49140 T-38A TALON	1/48	Wolfpack
BIG49141 B-1B	1/48	Revell
BIG72105 SWIFT FR.5	1/72	Airfix
BIG72106 T-2C BUCKEYE	1/72	Wolfpack

BRASSIN

632068 Vickers Colt Mk.I WW1 gun	1/32	
648186 AIM-4D	1/48	
648202 P-39 wheels early	1/48	Eduard
648203 P-39 wheels late	1/48	Eduard
648207 IRIS-T	1/48	
672059 M117 bombs w/airbrake	1/72	
672087 Mk.82 bombs	1/72	
672090 MiG-29 wheels	1/72	Trumpeter

BIGSIN

SIN64821 SPITFIRE Mk. XVI ADVANCED	1/48	Eduard
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OVERTREES

7103X Avia B.534 III.serie	1/72	
8054X Bf 108	1/48	

OVERLEPT

70101-LEPT1 Avia B.534 III. serie	1/72	Eduard
8078-LEPT1 Bf 108	1/48	Eduard

BUY on Eduard store

CAPTAIN HILLIN'S BLOODY VALENTINE



František Šrédľ

At the start of research into the fate and appearance of the Airacobra of Capt. Hillin I came across a photograph of the aircraft in the hands of his mechanics. The caption read „Airacobra „Lone Star“ of Capt. Hillin undergoing open air maintenance, Thelepte Air Base, Tunisia, March, 1943.

At the time, the final phases of the war, and its eventual victory over the Axis, were being conducted, and Airacobras were playing their part. Effective firepower on the one hand, and the general consensus that the Airacobra could not hold its own against German fighters on the other, ensured that the aircraft was used primarily in the ground support role. Despite the missions of this type being among the most dangerous, they occurred with relatively little publicity, and even today are not talked about that much. Ground personnel often witnessed attempts at bringing home stricken aircraft in vain, as was the case with the aircraft piloted by Capt. Hillin.

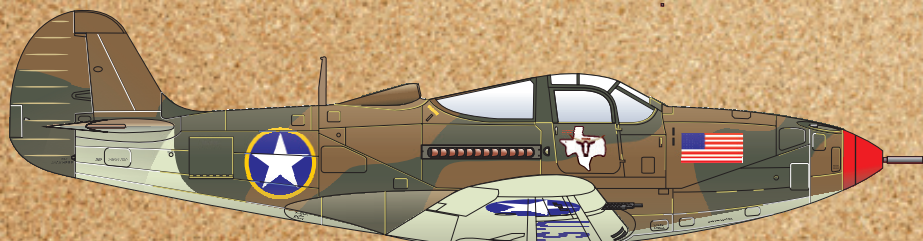
The fateful event took place on February 14th, 1943. According to period documents describing the combat that day, Capt Hillin, member of the 91st FS/81st FG was shot down in flames during an attack on advancing German units near Djabal Goudron. It was noted that the pilot was captured.

While attempting to research further information regarding this loss on a discussion forum dedicated to the 81st FG, I ran into Clay Hillin. This was not a coincidence in names, but was actually the son of James R Hillin. From his words, based on his father's memories, it soon became clear just how raw the February 14th, 1943 mission was, how dangerous the conditions endured by the pilots were, and the unforeseen circumstances they had to deal with.

On that day began the final offensive by the Akrikorps, that German and Italian units conducted during the African campaign. Determined and concentrated counter attacks by the Allies, as before, intervened and stabilized the front, even if after several days and



A shot from Thelepte, capturing maintenance of the P-40 flown by Capt. James R. Hillin. The American flag was painted on both sides of the front, as indicated by the cover leaning up against the left landing gear. The door bears the personal marking of the pilot. The propellers lacks the manufacturers' logo. Note the non-standard painting of the spinner and the absence of the underfuselage rack for a drop tank, which were removed from all aircraft of the unit.



HISTORY

for significant losses in both manpower and equipment. Capt. Hillin took off in support of the fiercely defended American 2nd Division. He led one of the flights of the 91stFS that was dispatched to attack advancing Afrikakorps armoured units. Expensive experience gained during previous combat missions dictated that the Airacobras approach their targets at the lowest possible altitudes. Enemy anti-aircraft defences were such that approach from any higher altitude was very risky. The eight-member group of American fighters came in at high speed hugging the terrain below them, and just at the moment when the pilots were about to drive home their attack, a remarkable coincidence would leave its mark. A space between the oncoming armoured column and the attacking fighters was occupied by grazing sheep. The rising sound level of the droning engines had apparently awakened a relaxing sheep herder who to his extremely poor luck took to his feet, and within a fraction of a second the front of the airplane, including the canopy, was covered in blood and the remains of the poor sheep herder who was torn apart by the propeller blades of the aircraft.

James Hillin, who was at the moment completely focused on the attack of an armoured column, was not expecting to contact a human body and instinctively went into a climb. His flight followed, and all were thus exposed to concentrated fire from the German tanks and armoured vehicles.

Capt Hillin crashed in flames after being hit by enemy armoured vehicles. He put down just ahead of the column that he was preparing to attack. Also becoming a POW was Lt. Bedrick G. Wesley, likewise shot down by skilful enemy fire, and several other aircraft in the formation were damaged. It appears that the Germans were able to successfully repel the attack, and that, paradoxically, the only casualty of the combat engagement was a single sheep herder.

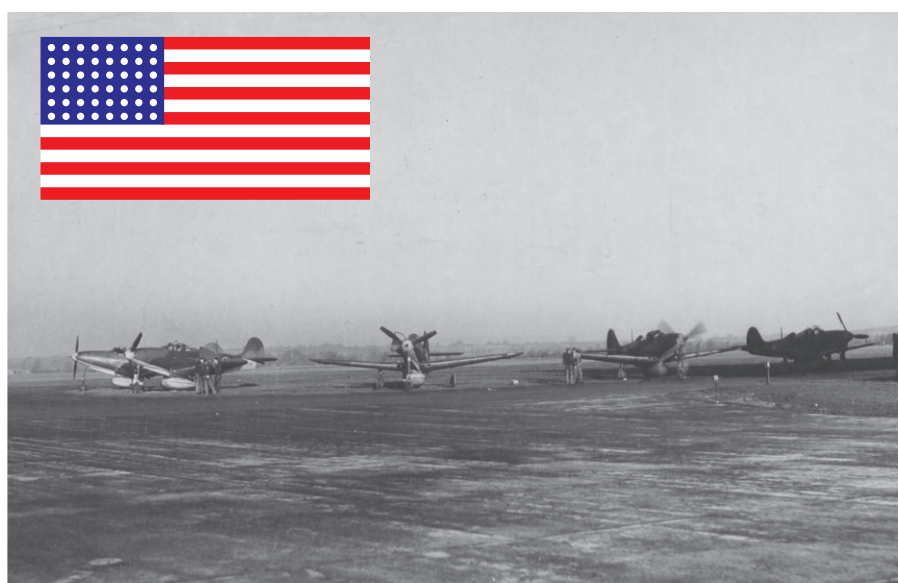
Captain Hillin was interned until the end of the war and died in 1972.

I took the opportunity to contact Mr. Clay Hillin and sent him a letter with a list of questions regarding the service career of the Airacobra flown by his father. To my pleasant surprise, I received an answer. His father tended to not talk of his wartime experiences. However, in his childhood, Clay assembled a kit of the Airacobra that his father flew. Clay Hillin recalled: "I helped my father put together a plastic model of his airplane when I was a child, and we painted it olive drab with a grey belly. It didn't have the brown camouflage that the British versions had. It also had a red spinner and tips on the propeller".

With respect to researching the subject, the most basic piece of information concerns the red spinner. Originally, Airacobras transported to Africa had the spinners painted in Sky. In the case of Capt. Hillin, the aircraft was lost relatively soon after arriving in theatre, and it is not certain if repainting the spinners in red had taken place by February 14th, 1943. The available photographs are inconclusive, as the colour of the spinner appears lighter than that of the American flag, but darker than the Sky on the bottom of the fuselage.



A photograph dated March 16, 1943 showing one of the P-400s prior to being shipped to Africa. The first 41 P-400s of the 81stFG took off from the British base at Burtonwood on a fairy flight of some 2,000 km on December 27th, 1942. The flight was only completed by thirty-six of the fighters, and five had to put down in neutral Portugal, which meant, among other things, the loss of the CO of the entire 81stFG, Lt.Col. H.S. Wade. One hundred and fifty gallon drop tanks are carried under the fuselages. These, being atypical for the Airacobra, were used only for fairy flights, and their installations required specific modifications of the standard rack. This likely contributed to these aircraft operating without functioning underfuselage racks for drop tanks or bombs in Africa.



Capt. James R. Hillin ve stavebnici 8472:



8472
P-400 Air A Cutie
1/48 Weekend edition

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MY FATHER'S TREASURES

Jo Whistler

The Little Jewel. That's what my father called the F-86 Sabre Jet.

When I asked him why he liked the F-86 so much, he said,

"Because it felt like you wore it."

"Of course," he added, "I liked all the planes."

Dad grew up on a ranch. He raised and sold a calf to pay for eight hours of flying lessons in Piper Cub and Taylorcraft airplanes. His flying adventures took off the evening of November 25, 1943. Thirteen-year-old John Clarence Whistler took his first solo flight in a Taylorcraft BC-12 single-engine 65 horsepower plane at Eagletail Airport in Raton, New Mexico. The flight lasted 20 minutes. It was a success.

Entry into military service

When the Korean War began, he joined the New Mexico Air National Guard and became active duty military. The New Mexico Air National Guard provided him with the experience and access to enter the United States Air Force.

Details of military history

Whistler was assigned to the 188 Fighter Squadron at Kirtland Air Force Base in New Mexico. In May of 1951, his squadron was sent to Long Beach Municipal Airport in California where he served as a crew chief, inspecting, maintaining and testing B-26s, P-51s and T-6s. These planes were sent to Korea. B-26s flew out. P-51s and T-6s were loaded on ships.

North American Aviation was just coming out with the F-86s, which were loaded onto aircraft carriers and sent to Korea.

From California, the Guard assigned Whistler to Yuma City Airport, Arizona for aerial and gunnery, to maintain F-51 aircraft, and then to F-86 E Maintenance School at North America Aviation in Englewood, California.

In early August of 1952, discharged from the Air National Guard, Whistler joined the United States Air Force as an airman. Soon afterwards he entered cadet training at Hondo Air Force Base in Texas and graduated in November 1953 as a second lieutenant in the United States Air Force. He reported to Nellis Air Force Base in Nevada for F-86 fighter training and gunnery.

Three months later, Dad was assigned to the 4th Fighter Interceptor Wing of the 334th Fighter Squadron in Kimpo, South Korea, where he served as wingman and flew F-86s. Since he was a young pilot, he escorted photo-reconnaissance and weather information planes, usually B-29s, B-45s and B-50s, and defended them when they were attacked by MIGs. Nine months later, all three squadrons of the 4th



My dad in a PT-19 at Long Beach in the early 1950s



My dad as a young F-86 pilot in flight room at Kimpo AB August 1955

334th SQ. Victory Chart			
NAME	Squadron	Product	Status
Adams	334th	1	1
Adams	334th	2	1
Adams	334th	3	1
Adams	334th	4	1
Adams	334th	5	1
Adams	334th	6	1
Adams	334th	7	1
Adams	334th	8	1
Adams	334th	9	1
Adams	334th	10	1
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Adams	334th	93	1
Adams	334th	94	1
Adams	334th	95	1
Adams	334th	96	1
Adams	334th	97	1
Adams	334th	98	1
Adams	334th	99	1
Adams	334th	100	1

334th Interceptor Sqd Victory List.

Fighter Interceptor Wing relocated to bases in Japan, where they remained for the duration of the Korean War. Whistler's squadron, the 334th Fighter Squadron, settled in Chitose Air Base on the island of Hokkaido.

Though he didn't fly combat missions in Korea, he learned a lot from more experienced pilots. By the end of the Korean War, he was a pretty good gunner.

While in Korea, he participated in a study of the jet stream which rose over the Yalu River. Riding a jet stream, the F-86 acted like a glider, and he could fly an extra 100 miles. This study and its findings were important as fighter pilots learned to shut down their engines when they gained sufficient altitude, ride the jet stream and conserve fuel for landing.

Much as he loved the speed and power of the F-86, Whistler learned to appreciate the F-86 D model which was used by the people who flew the weather planes. This D was much slower than other F-86s. Dad never flew it, but he appreciated its radar, which allowed pilots to see at night.

Dad ferried F-86Es, Fs and Hs and other aircraft, mostly single-engines, to bases for the United States National Guard within the United States and to mutually assisting countries in Europe and Asia.

This was in the days before air-to-air refueling, so these ferrying missions involved island-hopping across the North Atlantic. The Fs and Hs had slats in its wings for more maneuverability and were more powerful than the F-86 E. The F-86 H also had a compressor with a self-starter unit, so it didn't require an auxiliary power unit, a distinct advantage when the craft was delivered to bases that didn't have power units.

At the beginning of the Vietnam War in 1958, Whistler was assigned to the 1738th Ferrying Wing at Kelly Air Force Base in Texas, and then to Langley Air Force Base in Virginia, where he established the 4440th Air Delivery Group under the command of WWII flying ace Don Blakesly.

In the mid-to-late 1960s, Whistler was a flight instructor, first at Hickam Air Force Base in Hawaii and later at Myrtle Beach Air Force Base in South Carolina.

Summary of service

As a veteran of the Korean and Vietnam wars, Dad served in the United States Air Force as an enlisted man and later as an officer. He served as a crew chief, a ferrying pilot, a fighter pilot and a flight instructor. During the Vietnam War, he carried the flag of the United States on many of the 182 combat missions he flew. All of those missions involved air-to-ground combat and close air support.

Medals

Between 1968 and 1969, Major John Clarence Whistler received the Bronze Star Medal for meritorious service from September 7,



My dad as an F-86 pilot pre-flight in front of operations office Kimpo AB in South Korea.



My dad relaxing with relaxing with F-86 at Kimpo AB, South Korea



Anti-aircraft at Kimpo AB, South Korea

1968 to September 6, 1969; the Air Medal (second thru ninth oak leaf cluster) for meritorious achievement while participating in aerial flight from October 31, 1968 to August 16, 1969 and the Distinguished Flying Cross for extraordinary achievement while participating in aerial flight December 12, 1968.

The flying bug bit permanently!

Dad flew more than 10,000 hours by the time he retired from the United States Air Force in 1970. Then he built an experimental aircraft, a BD-4, from parts that arrived from Bell & Howell via United Parcel Service, which he flew twice cross-country.



My dad with an F-86 at Kimpo AB in Korea, 1954



Dad said the serial number for the F-86 with his name on it was 524519 (FU-519).

Sabre F-86F-30-NA in kit 1163:



1163
Ultimate Sabre
1/48 Limited edition

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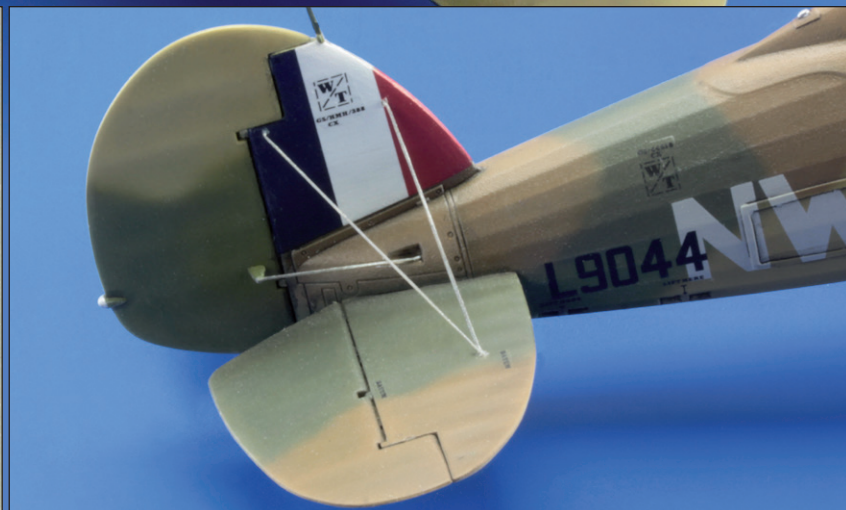
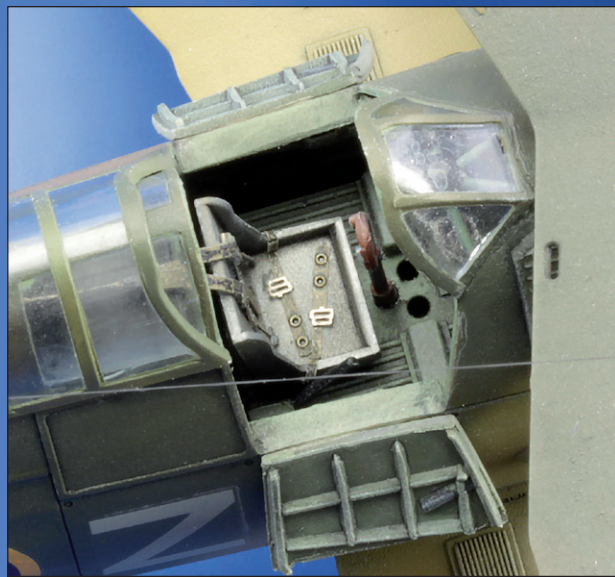


BUILT

GLADIATOR

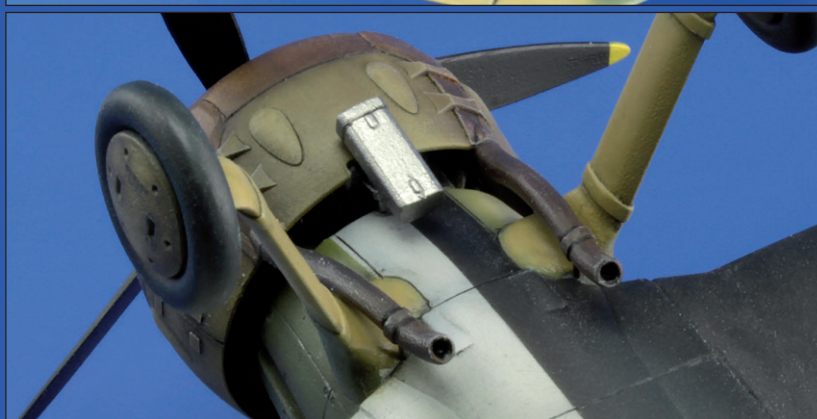
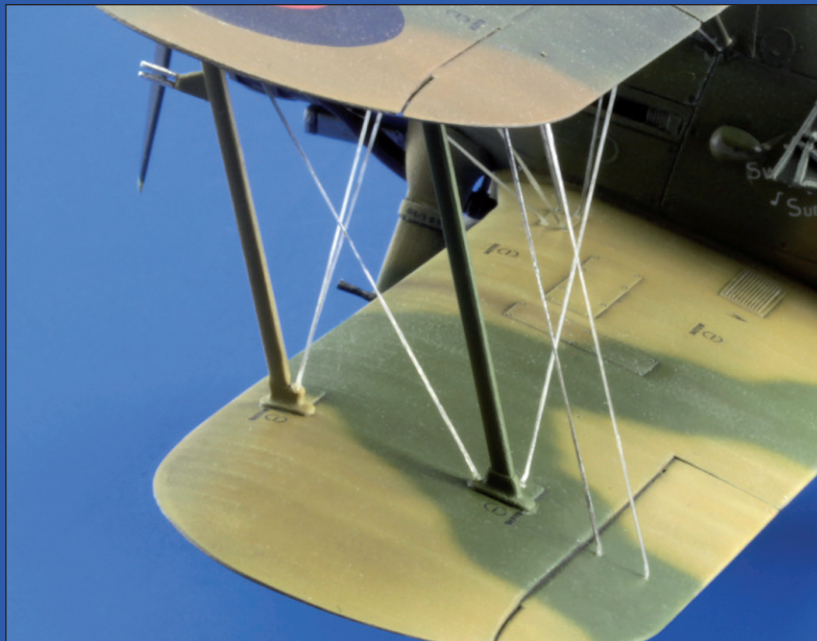
1/48

built by Petr Zatřepálek



Gladiator Mk.II, L9044, No. 3 Squadron RAAF,
Maruba, Libya 1941

F/O Peter St. George Bruce Turnbull, DFC, flew this plane from Maruba and recorded one damaged Fiat G.50 with it (during this fight three of his four guns jammed). The plane sported the Shadow Compensating Scheme over the upper surfaces consisting of Dark Earth/Dark Green on the upper wing and upper part of fuselage and Light Earth/Light Green on the lower wing and sides of the fuselage. Undersides were painted black (port) and white (starboard). The plane had 'Sweet Sue' painted under the canopy (port side), surrounded by musical notes. Turnbull scored 12 victories during the war, four of them in a Hurricane Mk. I and five in a P-40 Tomahawk in Africa and the Middle East. He added three more Zeros to his tally after he moved to No. 75 Squadron and transitioned to a P-40 Kittyhawk in New Guinea. He died on August 7th when his plane hit trees while attacking ground targets.



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Cat. No. 1145





BUY on Eduard store



Cat. No. 4432



built by Petr Zatlěpálek

SUPER44



Spitfire LF Mk.IXc, MJ291, F/O Otto Smik, No. 312 Sqdn., Mendlesham air base, early 1944



SUPER44

Spitfire HF Mk.IXc, ML171, W/Cdr. Tomáš Vybíral, No. 312. Sqdn., North Weald air base, September 1944



Spitfire LF Mk.IXe, TE527, škpt. Hugo Hrbáček,
CO of No. 312 Squadron, Praha - Ruzyně
airfield, August 13, 1945



SUPER44

Spitfire LF Mk.IXe, TE515, CO Flight of 2nd Air
Division, June 1946 – December 1948



Spitfire Mk.II cockpit

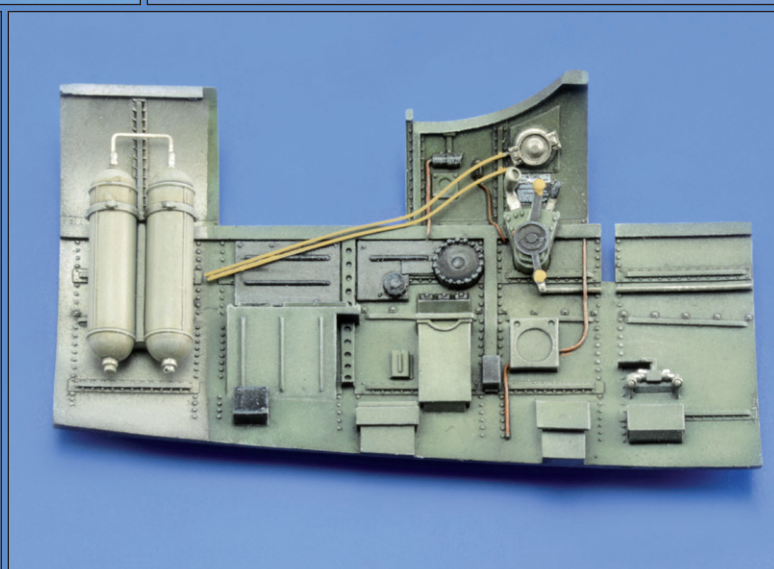
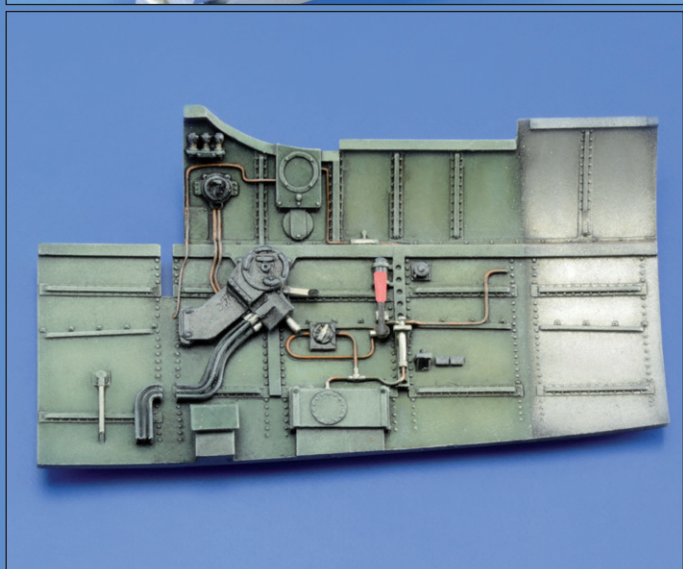
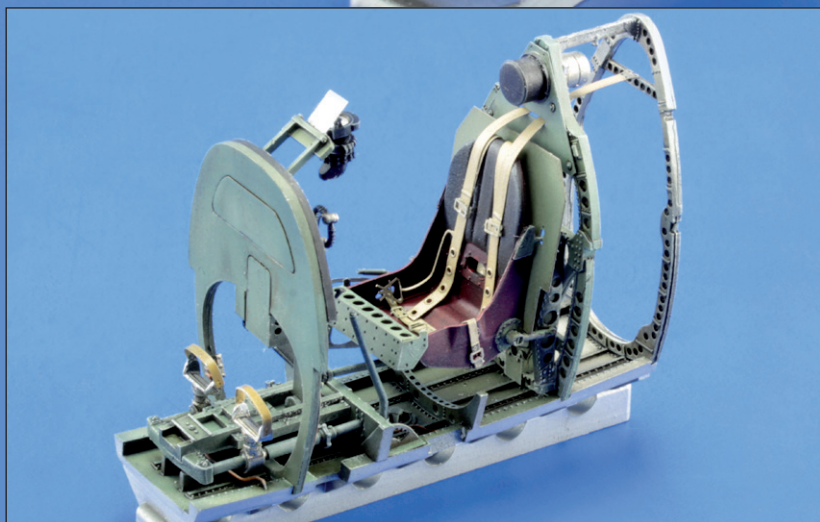
Revell 1/32



BUY on Eduard store

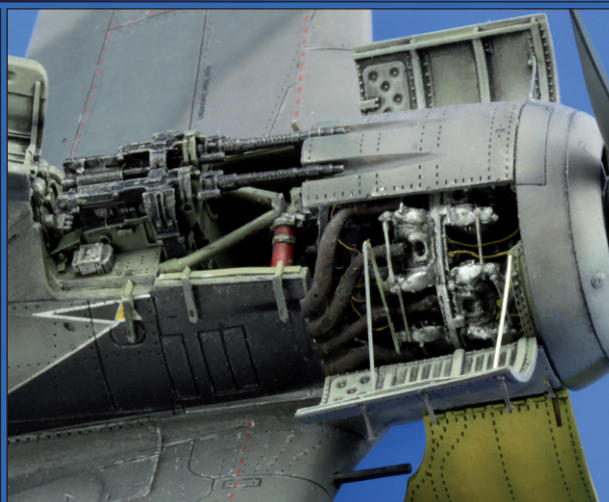
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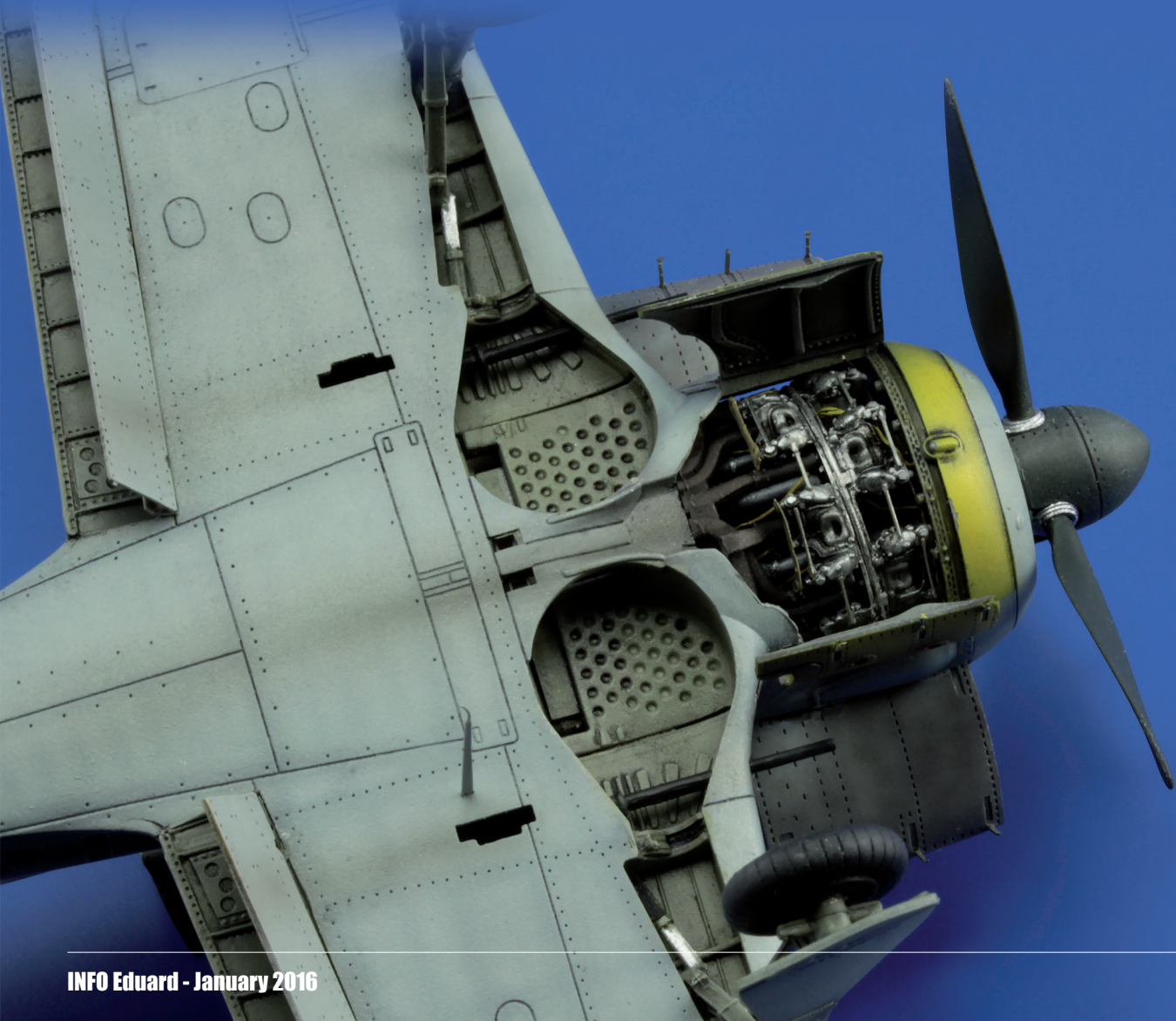
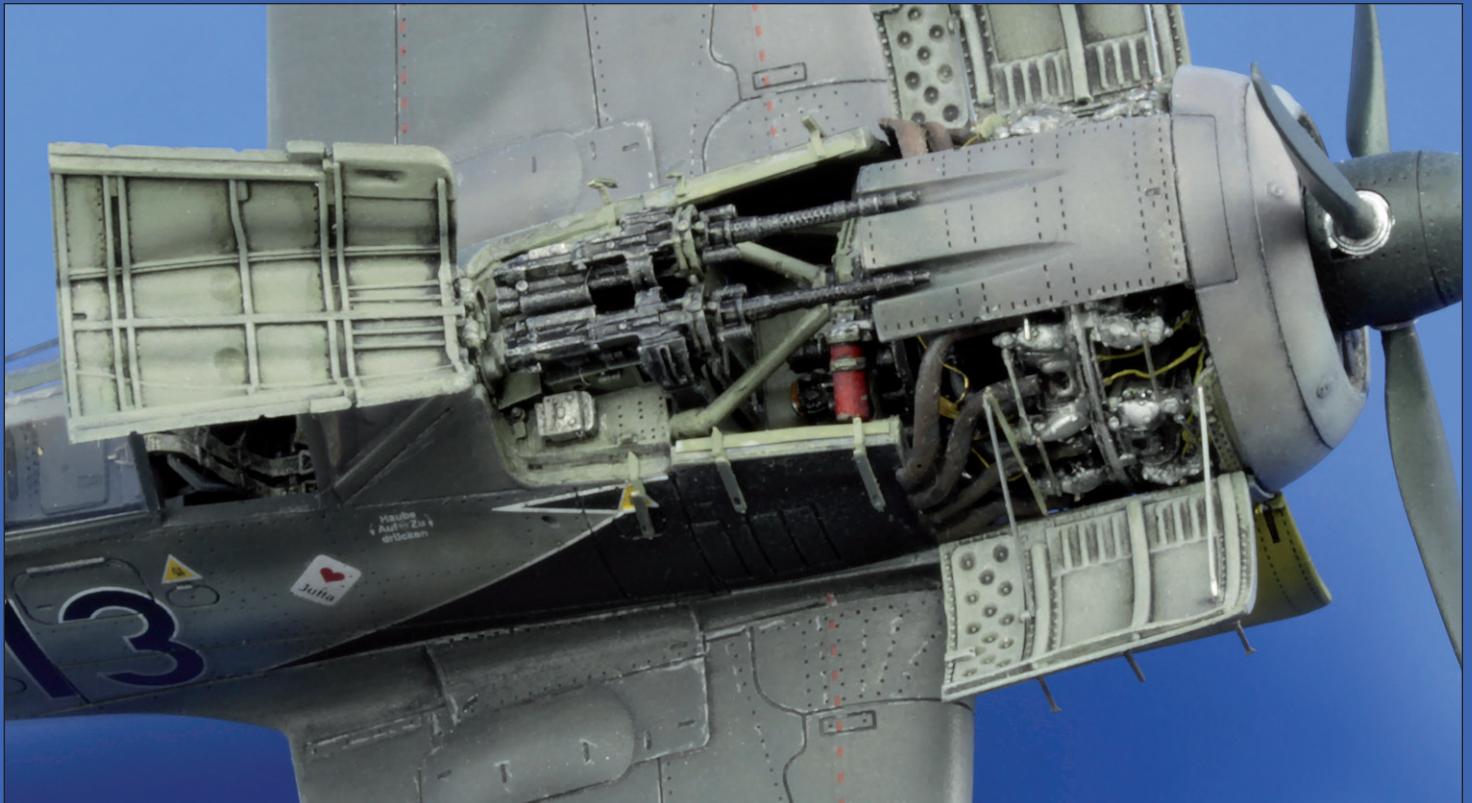
built by Petr Zatřepálek





built by Petr Zatřepálek



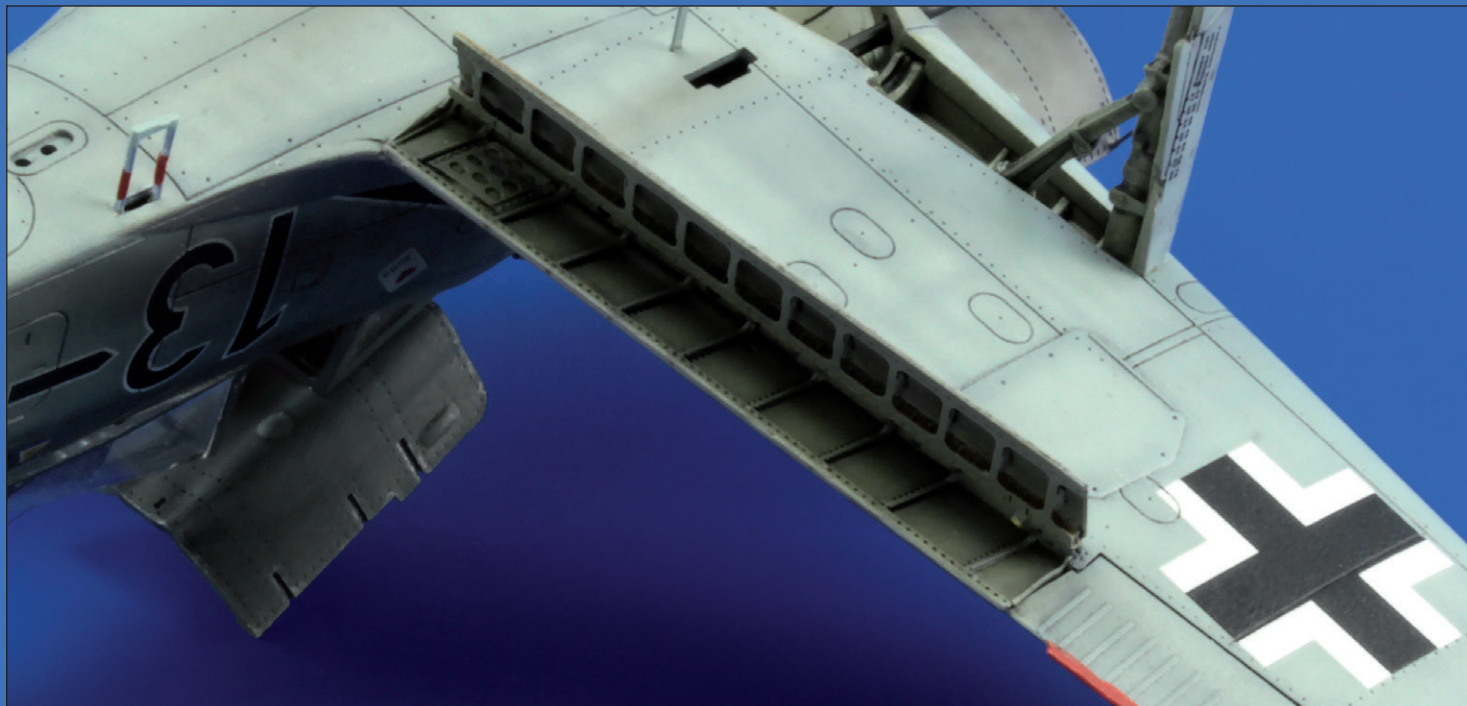


Fw 190A-8, flown by Obstlt. Josef Priller, the CO of JG 26, Rambouillet, France, Summer 1944

Black '13' was the personal aircraft of the commanding officer of JG 26, 'Schlageter', Oberstleutnant (Lieutenant Colonel) Josef Priller, who was, with 101 aerial victories, the eighth most successful Luftwaffe ace on the western front (he never served in the east). His plane was in the standard colours of RLM 74/75/76. Under the canopy, on both sides, was a picture of

a playing card with a red heart and the inscription 'Jutta' as a personal marking of the pilot. The area behind the exhausts was painted in the form of black 'Adlerflügel', with a white outline. In front of the fuselage cross, there were visible the remnants of the overpainted letters 'SH'. They were part of the Stammkennzeichen (the four letter code new airplanes were assigned as radio call

letters by the factory). The other two letters behind the cross are not apparent. In this aircraft, Priller, together with his wingman, Heinz Wodarczyk, strafed the beaching allies in Normandy. He ceased operational flying after being appointed Inspekteur der Jagdflieger West on January 28th, 1945. Note his aircraft had outer wing cannons removed.



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Cat. No. R0012



ON APPROACH

NEXT MONTH....

February 2016



BIG5333



BIG3359

BIGED (February)

BIG5333 HMS QUEEN ELIZABETH 1943 -
PART I. 1/350 Trumpeter
BIG3358 OV-10A/C 1/32 KittyHawk
BIG3359 MOSQUITO Mk.VI 1/32 Tamiya
BIG49142 DO 17Z-10 1/48 ICM
BIG72107 STIRLING Mk.I 1/72 Stirling

BRASSIN (February)

632071 MG 14/17 Parabellum WW1 gun 1/32
632073 P-39 wheels late 1/32 KittyHawk
648231 LAU-3/A 1/48
648233 US 108gal paper tanks 1/48
672058 M117 bombs late 1/72
672091 MiG-29A exhaust nozzles 1/72 Trumpeter
672093 MiG-29A ejection seat 1/72 Trumpeter
672094 MiG-29A Izdelye 9-12 cockpit 1/72 Trumpeter
672095 Fw 190A-8 1/72 Eduard

eduard
BRASSIN

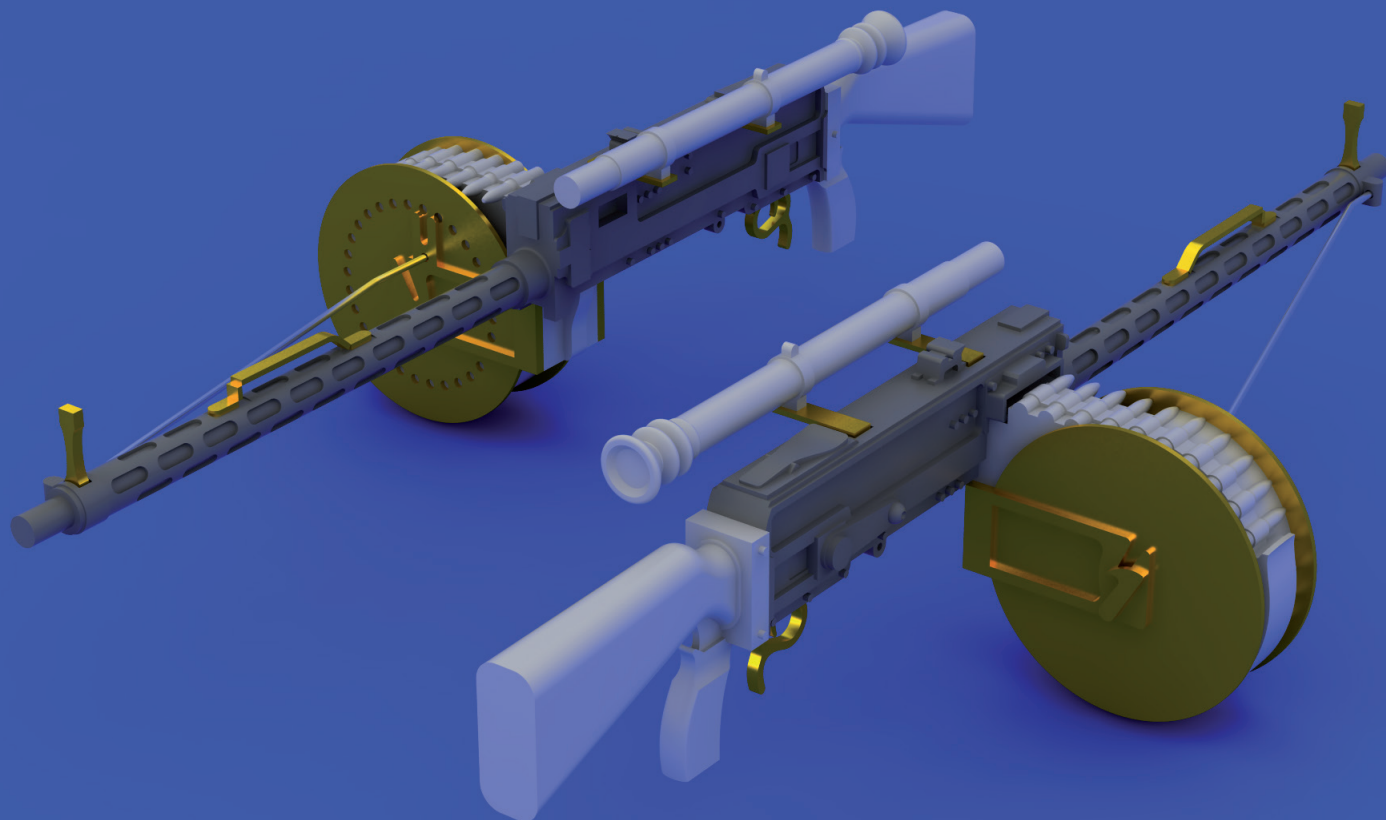
BIGSIN (February)

SIN67207 FW 190A-8 1/72 Eduard

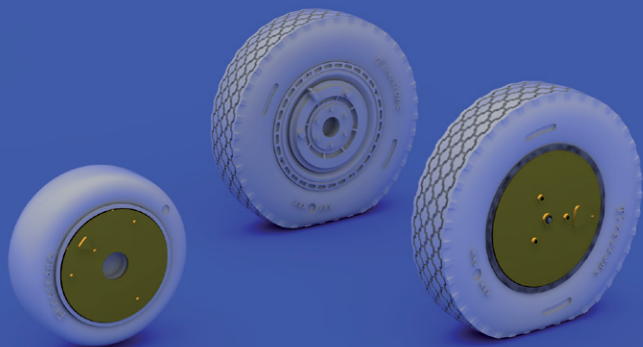


BIG49142

632071 MG 14/17 Parabellum WW1 gun 1/32



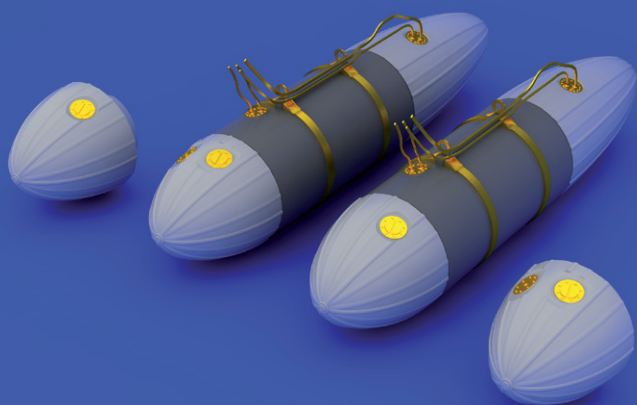
632073 P-39 wheels late 1/32



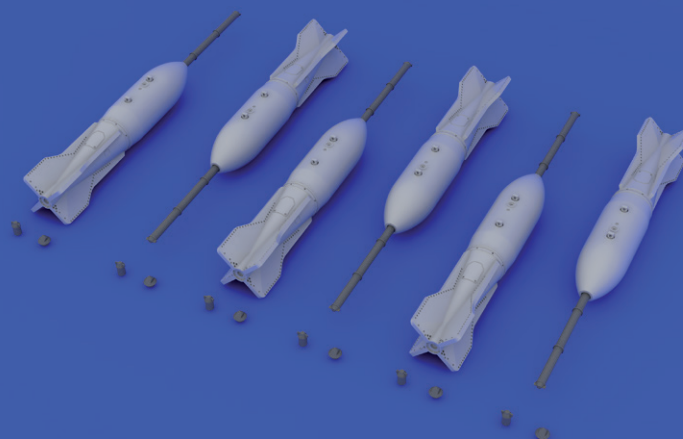
648231 LAU-3/A 1/48



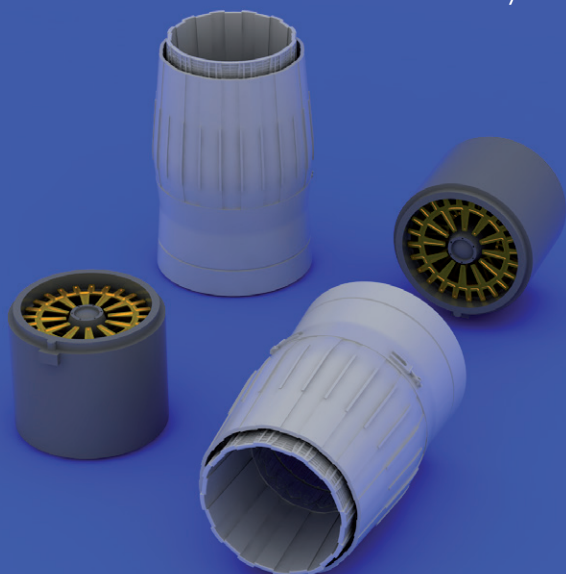
648233 US 108gal paper tanks 1/48



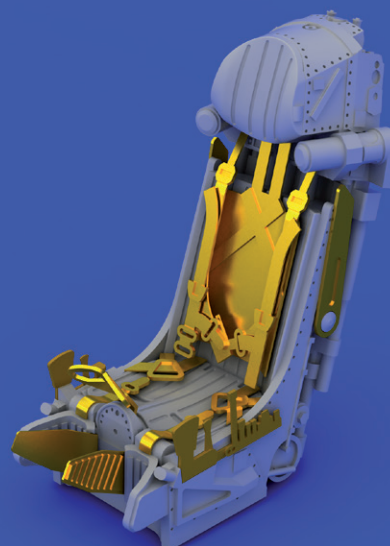
672058 M117 bombs late 1/72



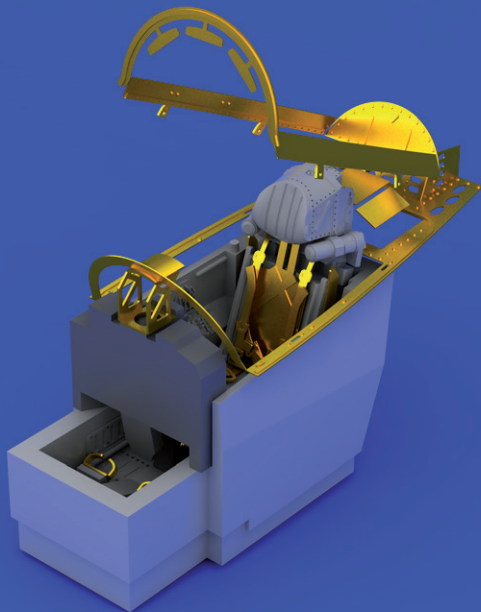
672091 MiG-29A exhaust nozzles 1/72



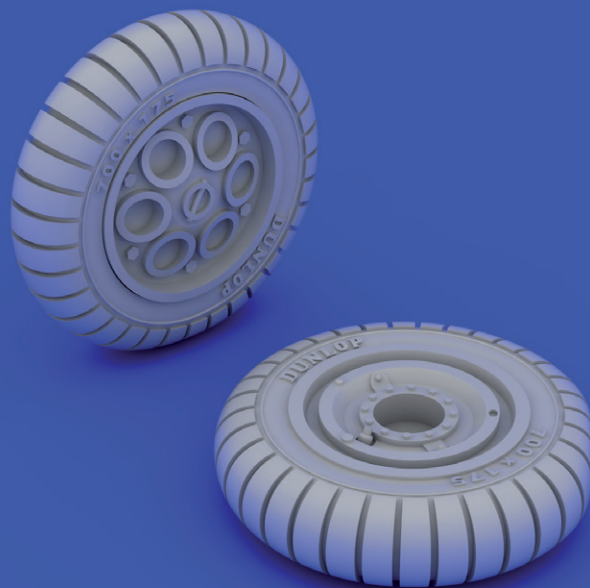
672093 MiG-29A ejection seat 1/72



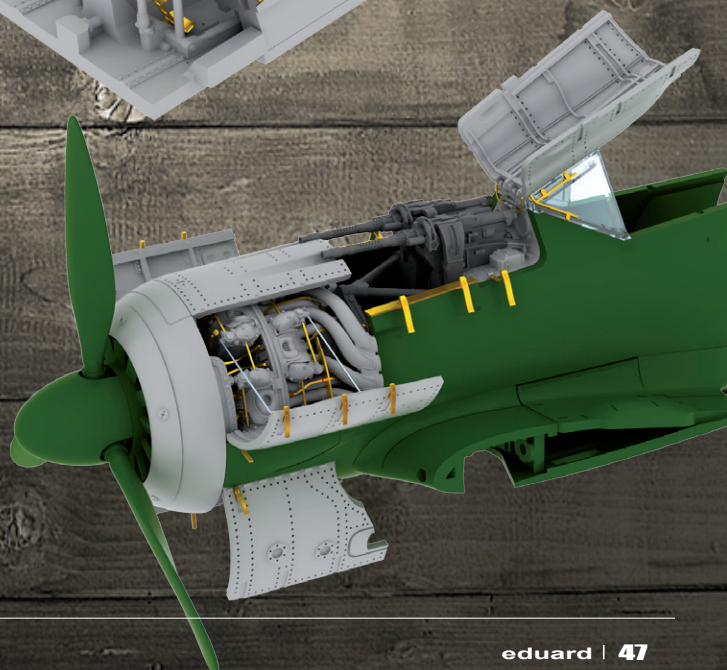
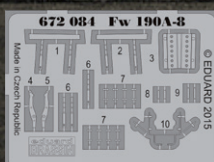
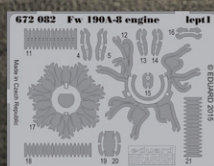
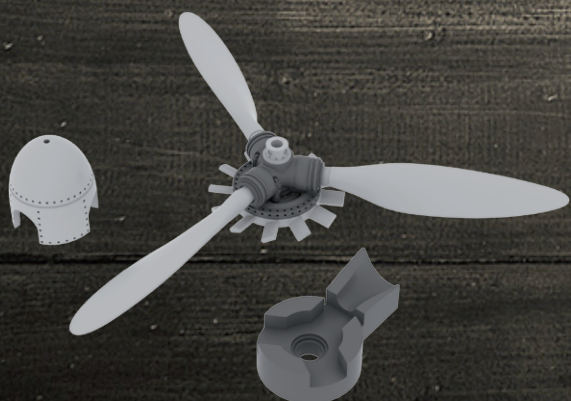
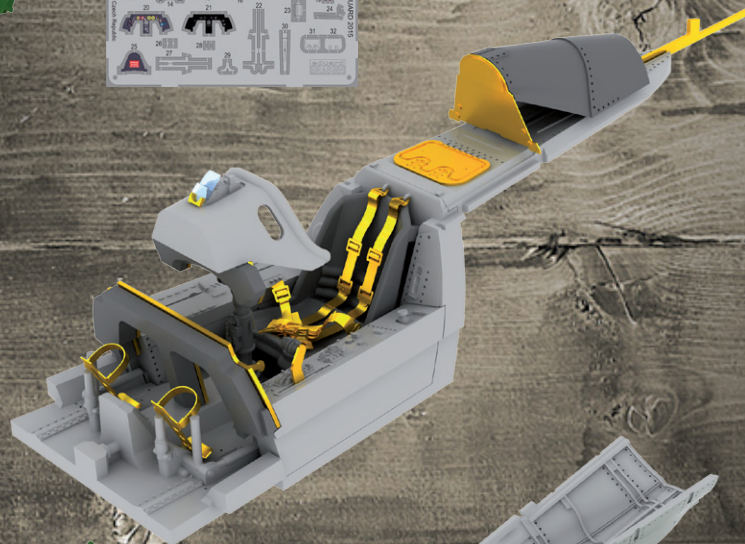
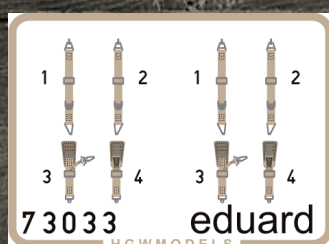
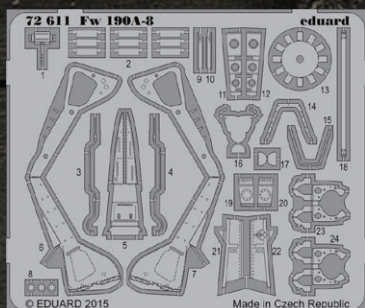
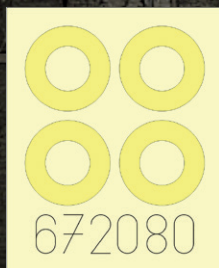
672094 MiG-29A Izdelye 9-12 cockpit 1/72



672095 Fw 190A-8 1/72



SIN67207





84141
Spitfire Mk.XVI Bubbletop
1/48 Weekend

WEEKEND
edition

1143
Rockn' Rhino
1/48 Limited edition

eduard
LIMITED EDITION

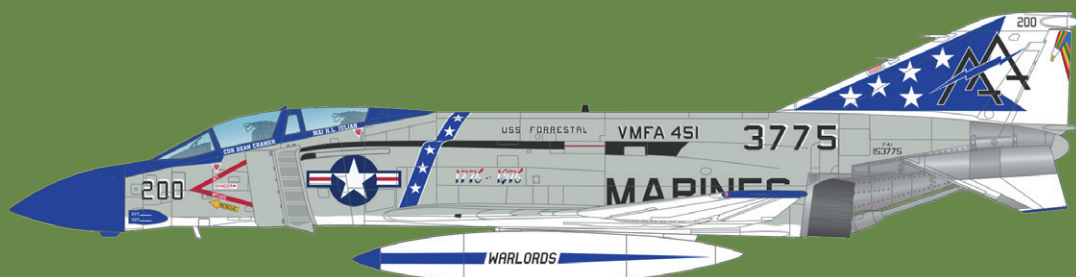


PHOTO-ECHTED SETS

53154	USS Texas BB-35 pt 1 - AA guns	1/350	Trumpeter
53155	USS Texas BB-35 pt 2 - railings & ladders	1/350	Trumpeter
32857	Seatbelts RFC WW1	1/32	
32858	Seatbelts German WW1	1/32	
36333	Magach 7c	1/35	Academy
48873	MiG-23BN exterior	1/48	Trumpeter
48874	MiG-23BN weapons	1/48	Trumpeter
48875	MiG-23BN F.O.D.	1/48	Trumpeter
48876	Ju 88A-5 exterior	1/48	ICM
48877	Defiant Mk.I landing flaps	1/48	Airfix
49750	Ju 88A-5 interior	1/48	ICM
49751	Ju 88A-5 seatbelts	1/48	ICM
49752	MiG-31BM	1/48	AMK
49753	Defiant Mk.I	1/48	Airfix
49754	MiG-23BN interior	1/48	Trumpeter
72617	Sea King HC.4 exterior	1/72	Airfix
72618	Shackleton AEW.2 landing flaps	1/72	Revell
72619	Fw 190A-5 landing flaps	1/72	Eduard
72620	Fw 190A-5	1/72	Eduard
73545	Sea King HC.4 interior	1/72	Airfix
73547	Shackleton AEW.2	1/72	Revell

PHOTO-ECHTED SETS (February)

ZOOMS

FE750	Ju 88A-5	1/48	ICM
FE752	MiG-31BM interior	1/48	AMK
FE753	Defiant Mk.I	1/48	Airfix
FE754	MiG-23BN	1/48	Trumpeter
FE755	Spitfire Mk.XVI Weekend	1/48	Eduard
SS545	Sea King HC.4	1/72	Airfix
SS547	Shackleton AEW.2	1/72	Revell

OVERTREES

70117X	Fw 190A-5 w/ bulged wings	1/72	Eduard
70116X	Fw 190A-5 w/ smooth wings	1/72	Eduard

OVERLEPT

70116-LEPT1	Fw 190A-5	1/72	Eduard
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