

INFO **EDUARD**

Vol 15, August 2016

ISSUE 74



price US \$ 0.00



Bf 109G-6 EARLY ON TIME!

eduard

INFO **EDUARD**

ISSUE 74

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

AUGUST 2016

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EDITORIAL

Dear Friends,

We are exactly halfway through the summer holiday season, and I have to say that this July is nowhere as boring and uneventful as what we have grown accustomed to. It would appear that events have been put into place that will cause our world to go through some major changes. The beginning of the summer here gave us the sense that we were escaping the turmoil evident in many other parts of the world, but from a business point of view, there was also the feeling that we were far from the usual summertime lull. Certainly, our September release preparations had a lot to do with this feeling, a release schedule that is slated to include four new kit releases, including the Spitfire Mk.IX Royal Class in 1/72nd scale. The Profipack boxing of the Spitfire Mk.IXc has certainly pulled its own weight around here, in terms of providing things to do over the month of July. It certainly has been selling well, and this has led to some stock issues, but it appears that it has not been relegated to too many shelves, and has garnered a large amount of attention. It has also led to discussions and questions regarding our release plans for the future, and this in turn has generated a lot of suggestions and ideas. For those, we are grateful, and customer wishes will certainly be a large part of the decision making process, although, as you can certainly understand, not all can possibly be fulfilled. If nothing else, it would be physically impossible to have a release schedule that satisfies all of the wishes and suggestions that come to us because that is simply beyond our production capacity, and is beyond the limits of capital investment as well. To be more specific, as I write this introduction, I am also monitoring a modelling forum discussion on the theme of releasing a Limited Edition kit in 1/32nd scale, preferably on the basis of a Hasegawa kit. Although the notion cannot be shrugged off that simply, I have to say right off the bat that such a product would tie up rather significant financial assets and would put a strain on further associated planning and production capabilities. I think that, to some extent, it is comparable to the situation brought on by the Brexit. It's one thing to hold a referendum, but another to accept the results and to ensure the realisation of the result. I am beginning to sound like a politician, no? In short, I will say that there is nothing we will not do for you, but we will need the time. If you are patient, and the support in the form of a referendum is there on the modelling forum, your wish may well come true

at some point in the future, perhaps under your Christmas tree. In any case, the resulting discussion will be fodder for an upcoming Q and A at this year's E-day.

However, according to my calendar, it is still summer, and it is time to look at August's new releases. We'll begin with model kits. There are three for the month, and I believe they will command attention. The most significant item I would consider to be the Profipack Bf 109G-6 in 1/48 scale. This version depicts the classic birdcage canopy aircraft with the lower rudder. I would call this the 'most Messerschmitted Messerschmitt of all the Messerschmitts!' The boxart depicts an aircraft flown by Hermann Graf, with the red tulip marking around the nose, and the kit includes a further four marking options from which it will be difficult to choose the most interesting and colorful among them. In our somewhat elegant way, if I do say so myself, we have addressed this rather common dilemma through the offer of the OVERTREES. The plastic includes alternate parts for aircraft produced at Messerschmitt Regensburg, WNF and Erla Leipzig, although the latter only is represented in the marking options by the above noted aircraft flown by Graf. The aircraft offered in the decal sheet flown by Erich Hartmann, Georg Amon, Alfred Hammer and Rene Darbois were built at Regensburg. It is interesting to note that the aircraft flown by Rene Darbois has had a profound impact on the development of our model, as it was one of the aircraft that we intensely studied during the design phase of the kit. I am referring to the current, corrected kit, and this aircraft, displayed at the NASM in Washington, DC, served us well in the study of the curves around the nose and the fuselage behind the cockpit. Unfortunately, it could not help with the nose radiator, which is damaged on that particular example. The decals are of our own production, and the photoetched details are slightly modified from the first (Bf 109G Late Series) to be hopefully a little more useful, and the masks are the standard items you are used to. The production run will total 5,000 pieces, and I am expecting resupplies to be quick, but even so, demand may be higher than expected, so some temporary shortages may be experienced. So, if that does,



in fact, happen, I would kindly ask you for your patience, especially in view of the planned event in conjunction with the USA IPMS Nationals, and more on that a little later. Another contributing factor to potential shortages may be the next 48th scale kit released slated for August 1st, the Harrier GR.7/9. This is a Limited Edition kit based on the Hasegawa moulds spruced up with the usual photoetched brass details, masks, Brassin accessories and a decal sheet printed by Cartograf. The markings were picked out to evenly represent the GR.7 and the GR.9, taking into account also the 65% and 100% LERX arrangements. If you have an interest in this airplane, I would suggest that you do not hesitate, as these are typically very good sellers. For us, this is a pleasant aspect, and the popularity of this line typically clears out the stock shelves in a matter of weeks, if not days. I expect our Harrier to be gone before Britain exits the EU, and, just as with this parallel, won't be back.

The third kit for August is the Fw 190A-5 Heavy Fighter in a 1/72nd scale Weekend Kit boxing. 'Heavy Fighter' in this case means a version with a wing endowed with a full complement of four cannon. As has become the norm in the Weekend kits, there are two marking options. The sales of the Weekend Kits have steadily improved since the new format of new graphics and two marking options was introduced. It would appear that in this case, our analysis and interpretation of modellers' wishes was correct. At this point, I would like to point out that with this kit, we have also introduced something that we have dubbed the 'Slim'. It is a reference to the new box introduced here, and is about a third thinner than the previous boxes, making the package significantly slimmer. We are going to utilise two sizes of 'slims', one smaller, internally known as a Type 5 derived from a Type 4 box (used typically for packaging 1/72nd scale kits) and a larger version derived

from the Type 8 (used in, for example, packaging the current Bf 109G-6 in 1/48th). Into this bigger Slim, which is first and foremost designated for 48th scale Weekend kits, we are packing the 1/72nd scale Focke-Wulf, and will continue to do so with subsequent FWs and Spitfires in 1/72 in an effort to avoid certain, unpleasant differences in the sizes of boxes and sprue frames in these kits. This is in response to much internet discussion surrounding this theme in recent months. By the way, if anyone should find more than their sprue frames bent for whatever reason, please don't hesitate to contact our service department.

Turning to accessories, there are fourteen new Brassin sets and one BigSin, which is designed for the Bf 109G-6. This one is dubbed Bf 109G-6 ADVANCED and follows up on the Bf 109G-6 ESSENTIAL released in July. Both are more than suitable for the Bf 109G-6 released in August. Among with the standard Brassin sets you will find two sets for the limited Edition Harrier GR.7/9 and three sets for the 1/72nd scale Fw 190A-5. These are sets 672101 Fw 190A-5 Fuselage Guns and 672117 Fw 190A-5 Engine, while the third, 672118, is a combination of the other two, under the label FW 190A-5 Engine and Fuselage Guns. Other Brassin offerings are a mix of smaller sets in all of the major scales, among which I would probably draw attention to the seat for the Yak-38 in 1/48th scale, that also found some wishing in internet forum discussions. So, now, they have one! But that doesn't mean that those 1/32nd scale kits are around the corner! If you're really serious about wanting those, make some internet noise in favor of Eduard thirtyseconds!

Out of the new photoetching, I'd like

to draw your attention to a monumental collection for the Typhoon Mk.Ib (car door) in 1/24th scale from Airfix, closely followed by a collection for the Tempest Mk.V in 1/32 by Special Hobby. We don't often make these types of sets for our friends at Special Hobby, but this exception is certainly warranted. We were pleased to design brass accessories for this kit, and we congratulate them on this effort, and for the chance to do our thing, too. Further, we have photoetching and a mask set for the Ju 88A-4 from ICM, a nice kit of an important type, and the A-4 set is naturally similar to the previous A-5. The collection of photoetched brass and masks in 1/72 is this month pretty wide, including four brass and one mask set for the Halifax Mk.III from Revell, two etched and a mask for the Beaufighter Mk.10 from Airfix, and one each of brass and mask items for the Su-24M from Trumpeter, which is another release based on popular demand. Also noteworthy, three sets for the USS Kitty Hawk CV-63 in 1/350th scale by Trumpeter to complement the two sets already released for this kit. There's a set for the AMX-13 by Tamiya in 1/35. This kit is introduced in a black-gold scheme in the photographs, the model being black and the applied photoetching gold. This is a standard we are developing for the introduction of all new photoetched sets to be used in our catalogue material as well is on the pages of our website. Don't forget to take note of the six new BigEds. We are also continuing on in the development of our STEELBELTS line. This month we are releasing belts for newer types of RAF aircraft and German belts for WWI aircraft. These are in the three main scales. August will also see the introduction of steel 'REMOVE BEFORE FLIGHT' tags, beginning with the classic red-black items in 1/48th scale. It's

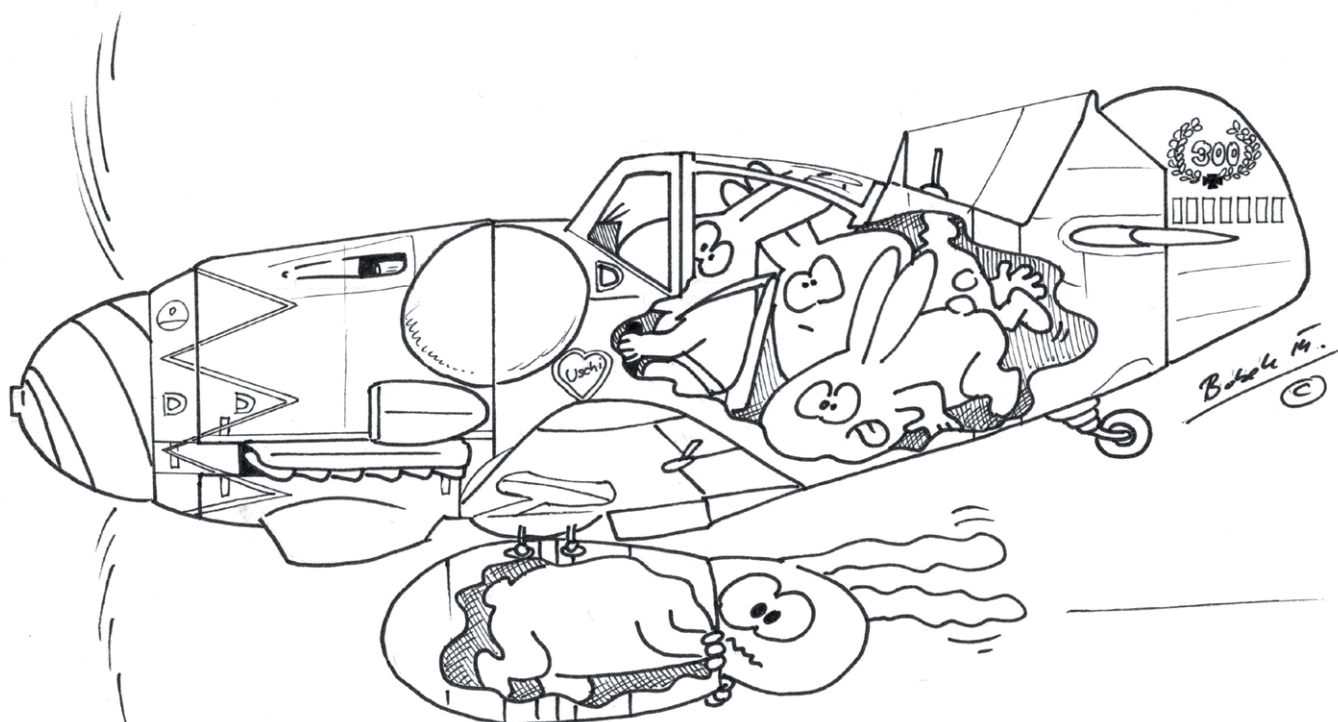
interesting to bear in mind that in 1/48th scale, the classic RBF tags are the best selling accessory item of our company, and we expect these to be even more popular. The STEELBELTS and RBF tags are the subject of a new marketing campaign, to be released right around now. It is politically incorrect, embarrassing, sexist and just generally cracked, and so, I think you will enjoy it!

The sales date for all of the new items listed here is August 1st, and from the 3rd to the 6th we will be showing them off in Columbia, South Carolina at the traditional IPMS USA National convention. For all those who cannot be in attendance, our e-shop will feature a parallel sales event up to Tuesday, August 9th. Keep an eye on our Facebook page and at www.eduard.cz. Keeping an eye on our Facebook page will be an interesting affair in August, as Honza Bobek is in fine form and his rabbits will be commenting on Gustav the Sixth in his own, unique style. And among all that, I will also be celebrating my birthday on the fifth.

And that would be about all for today. I'll finish off with a hint as to this year's admissions kit. The type in question has the engine at the back, prop at the stern, and underwing weapons hung under pylons.

Happy Modelling!

Valdimir Sulc.





OPEN SKIES FOR HANDICAPPED 2016

Milan Simr

Title photo: Participants with the an Mi-24.

The air base at Namest nad Oslavou opened the skies to the handicapped for what is now the third time. This was the objective of the organizers of the OPEN SKIES FOR THE HANDICAPPED 2016 event.

Hradec Kralove Air Base opened its doors for the ninth time on the same day for an identical, simultaneous function.

Visitors were treated to an interesting program in which members of the 22nd Helicopter Unit took part. Participants were able to get up close and personal to not only military hardware, but also emergency response assets. The ramp displayed current pieces of inventory including the Mi-24 and Mi-171, and a Su-7BM which was in service up to 1989.

Besides a close inspection of these pieces of hardware, visitors could also witness training and obedience of service dogs, a display of predatory birds, hand weapons and a fire fighting demonstration.

At the end of it all, kids were treated to model kits supplied by Eduard. The handover was made by the commander of the Air Force of the Czech Republic, Brig. General Libor Stefanik, who was the CO



Mi-171Š



Brig. General Libor Stefanik handing out Eduard kits.

of the base between 2007 and 2013.

Thanks to him, the kids, by way of the MiG-21MF kit, were able to learn that he himself flew the type, and that he actually belonged to the 'chosen' group of pilots that undertook the final flights of the type over Czech territory. On July 13, 2005, he flew MiG-21UM '9341' to Prerov and by doing so, became the last Czech pilot to fly the type. While handing out MiG-15 kits, he used the occasion to recount the fact that his father flew the type prior to transitioning on to the Su-7.

The visitors further had the opportunity to inspect different types of combat aircraft stored in the 'heritage hangar' that served at the base - the MiG-15bis, L-29RS, Su-7BM, Su-25K, Su-22M4, L-159 and L-39ZA. In front of the staff building, there also stands an Mi-2 and an Mi-24 in a tiger motif.

The entire day was blessed with sunshine, and the event was capped off by an authentic, certified air force gulash. The event was very much enjoyed by all, and the anticipation of next year was already felt.



Photograph dated July 13, 2005 after the final flight of MiG-21UM '9341'. Col. Libor Stefanik in the front cockpit, 1st Lt. Rastislav Golias in the rear.



Some of the historical types in the collection of the 22nd Helicopter Base at Namest nad Oslavou, Su-7BM, Su-22M4 and Su-25K.

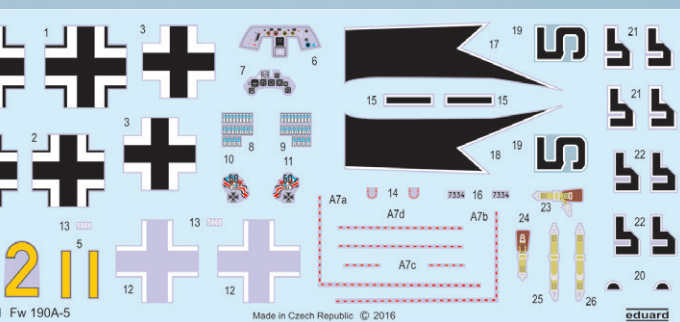


Editor's Note: The author of this article was himself a pilot with the CSLA and ACR (Czechoslovak Peoples' Army and the Army of the Czech Republic) on such types as the L-29, MiG-21F, MiG-21R and Su-22. More information can be learned in the Stribrne Sipy (Silver Arrows) publication in Eduard's Limited Edition kit No.1159. (Photo: 2016 - Milan Simr, 2005 - Gonzoaviation.com)

Fw 190A-5 heavy fighter



- 2 markings
- Eduard decals

[Product Page](#)


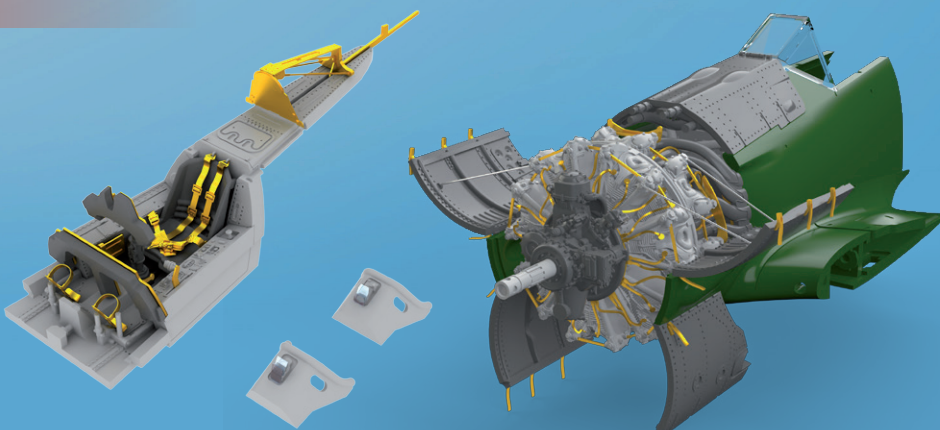
W. Nr. 7334, Oblt. Josef Wurmheller, 9./JG 2, Vannes, July 1943



W. Nr. 5868, Oblt. Max Stotz, 5./JG 54, Eastern front, summer 1943

RECOMMENDED:

- 72619 Fw 190A-5 (PE-Set)
- 72620 Fw 190A-5 (PE-Set)
- SS564 Fw 190A-5 Weekend (PE-Set)
- 672086 Fw 190A propeller (Brassin)
- 672095 Fw 190A wheels early (Brassin)
- 672096 Fw 190A-5 cockpit (Brassin)
- 672117 Fw 190A-5 engine (Brassin)
- 672118 Fw 190A-5 engine and fuselage guns (Brassin)
- CX456 Fw 190A-5 (Mask)



Bf 109G-6 EARLY VERSION

1/48

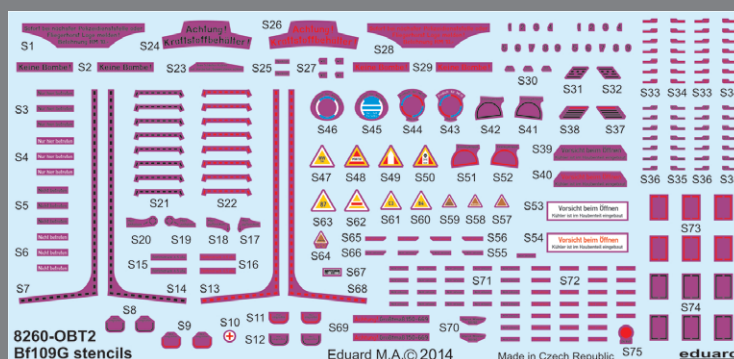
ProfiPACK
 edition


NEW TOOL

RECOMMENDED:

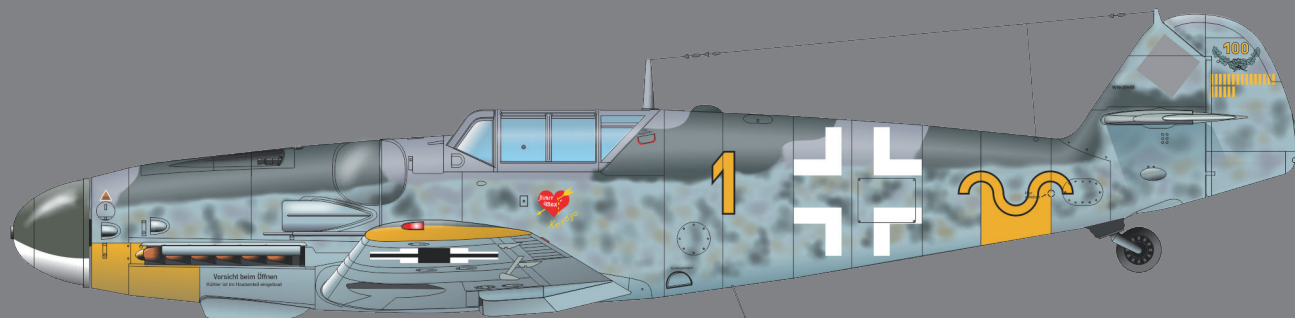
- 48885 Bf 109G-6 (PE-Set)
- 49093 Bf 109G seatbelts FABRIC (PE-Set)
- 49094 Bf 109G seatbelts SUPERFABRIC (PE-Set)
- 648239 Bf 109G-6 radio compartment (Brassin)
- 648240 Bf 109G-6 cockpit (Brassin)
- 648245 W.Gr.21 for Bf 109 (Brassin)
- 648246 Bf 109 cannon pods (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 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)
- 648250 Bf 109G-6 engine and fus. guns (Brassin)
- 648255 Bf 109G-6 propeller (Brassin)
- 648261 Bf 109G-6 wheels (Brassin)
- 648265 Bf 109G-6 external fuel tank (Brassin)

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

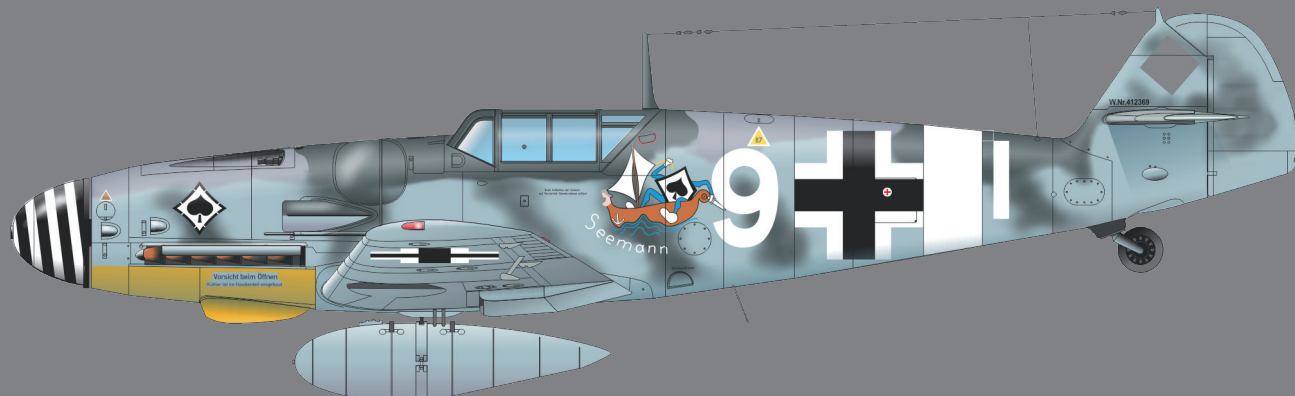
1/48, Cat. No. 82113
[Product page](#)




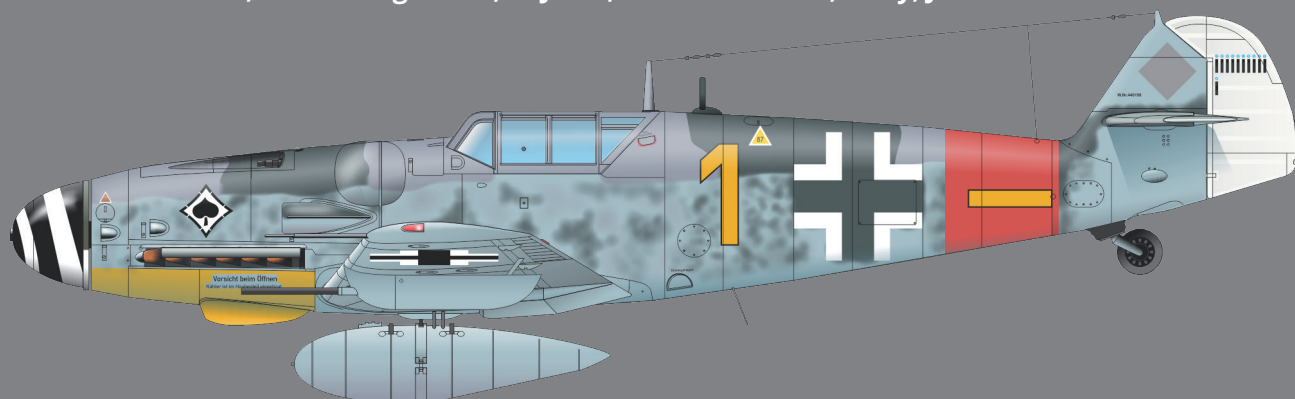
W.Nr. 15919, Maj. Hermann Graf, CO of JGr 50, Wiesbaden – Erbenheim, September 1943



W.Nr. 20499, Lt. Erich Hartmann, CO of 9./JG 52, Nove Zaporozhye, October 1943



W.Nr. 18107, Uffz. Georg Amon, 7./JG 53, Torazzo Airfield, Sicily, June 1943



W.Nr. 440190, Lt. Alfred Hammer, CO of 6./JG 53, Wien – Seyring, February 1944



W.Nr. 160756, Uffz. Rene Darbois, I./JG 4, Santa Maria, July 25, 1944



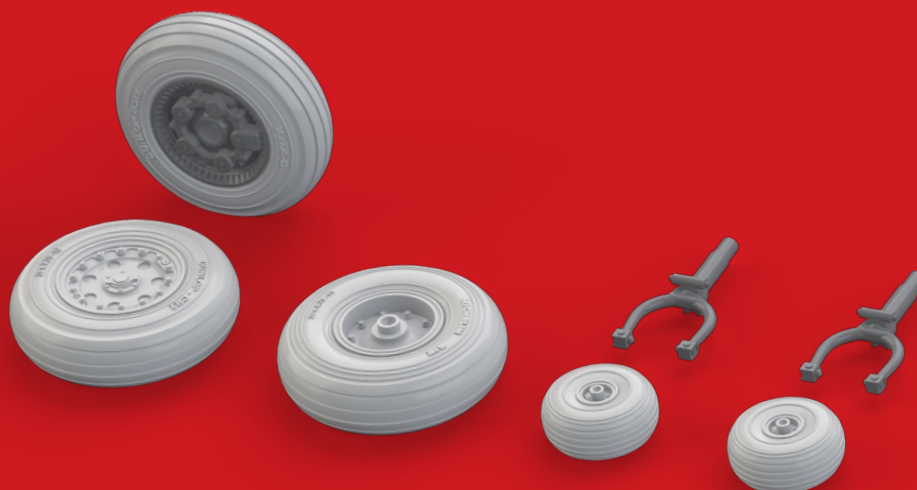
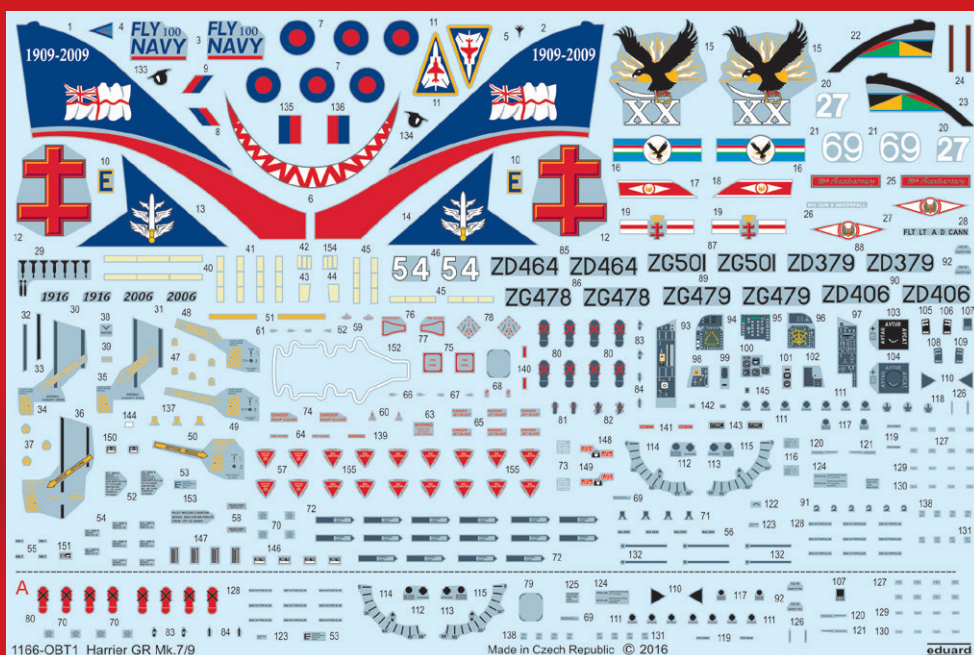
1/48

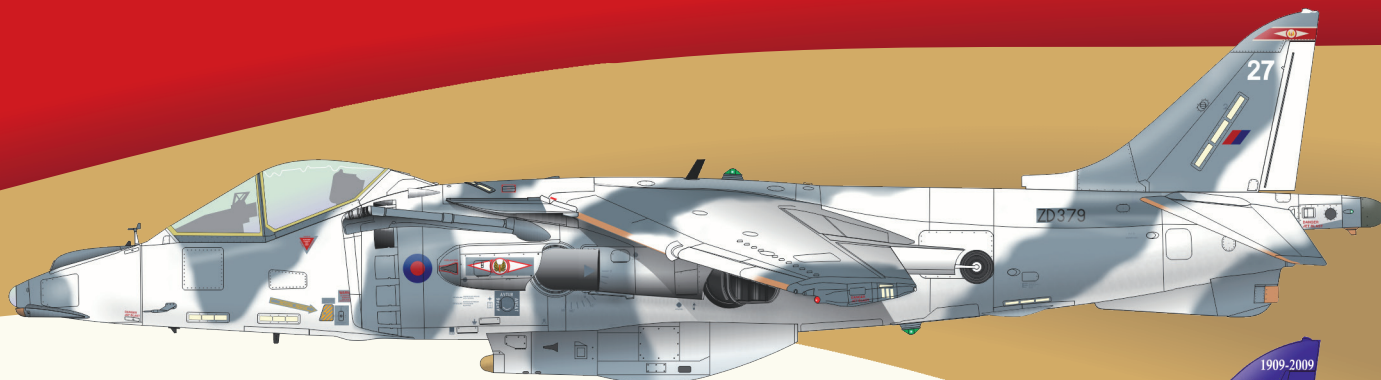
HARRIER GR.7/9

Cat. No. 1166

- sprues Hasegawa
- color photo-etch set
- painting mask
- decals Cartograf
- 6 markings
- Brassin seat and wheels

Product Page

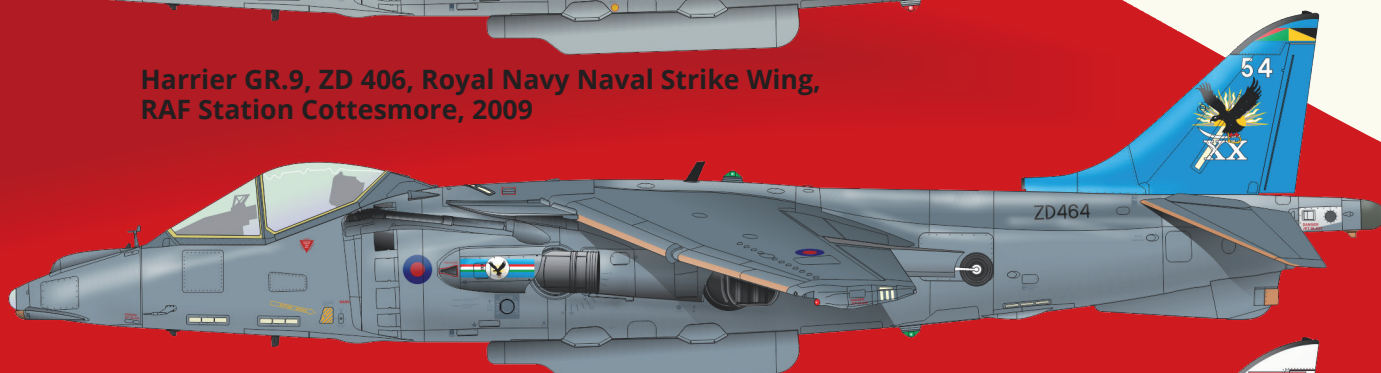




Harrier GR.7, ZD 379/27, 1(F) Squadron, Barduffoss, Norway, January 2004



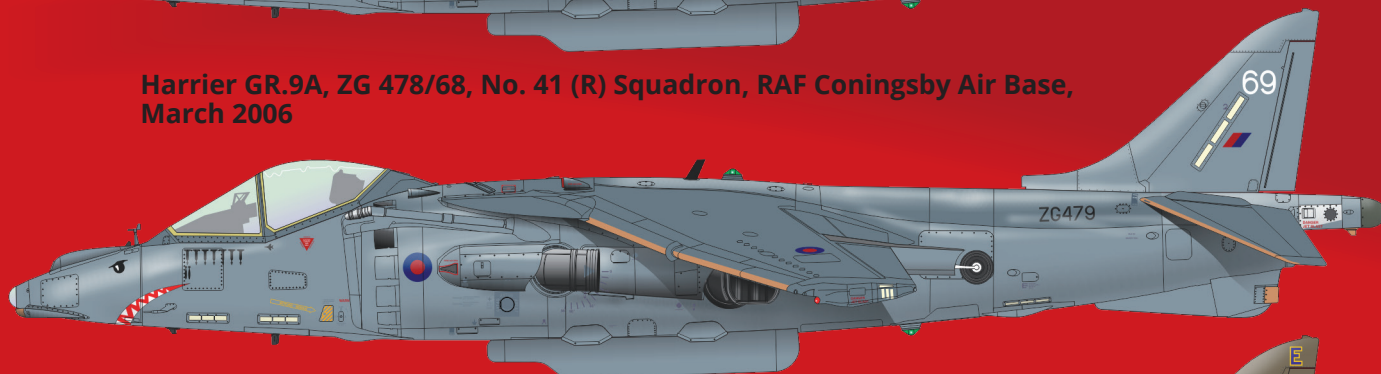
Harrier GR.9, ZD 406, Royal Navy Naval Strike Wing, RAF Station Cottesmore, 2009



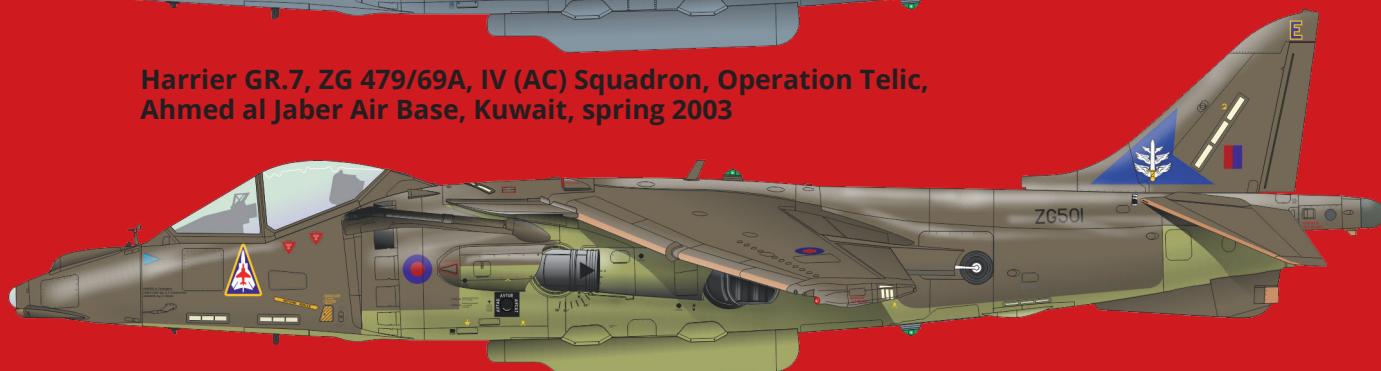
Harrier GR.7, ZD 464/54, 20 (R) Squadron, RAF Wittering Air Base, 2002



Harrier GR.9A, ZG 478/68, No. 41 (R) Squadron, RAF Coningsby Air Base, March 2006



Harrier GR.7, ZG 479/69A, IV (AC) Squadron, Operation Telic, Ahmed al Jaber Air Base, Kuwait, spring 2003



Harrier GR.7, ZG 501, SAEU Boscombe Down, 1996



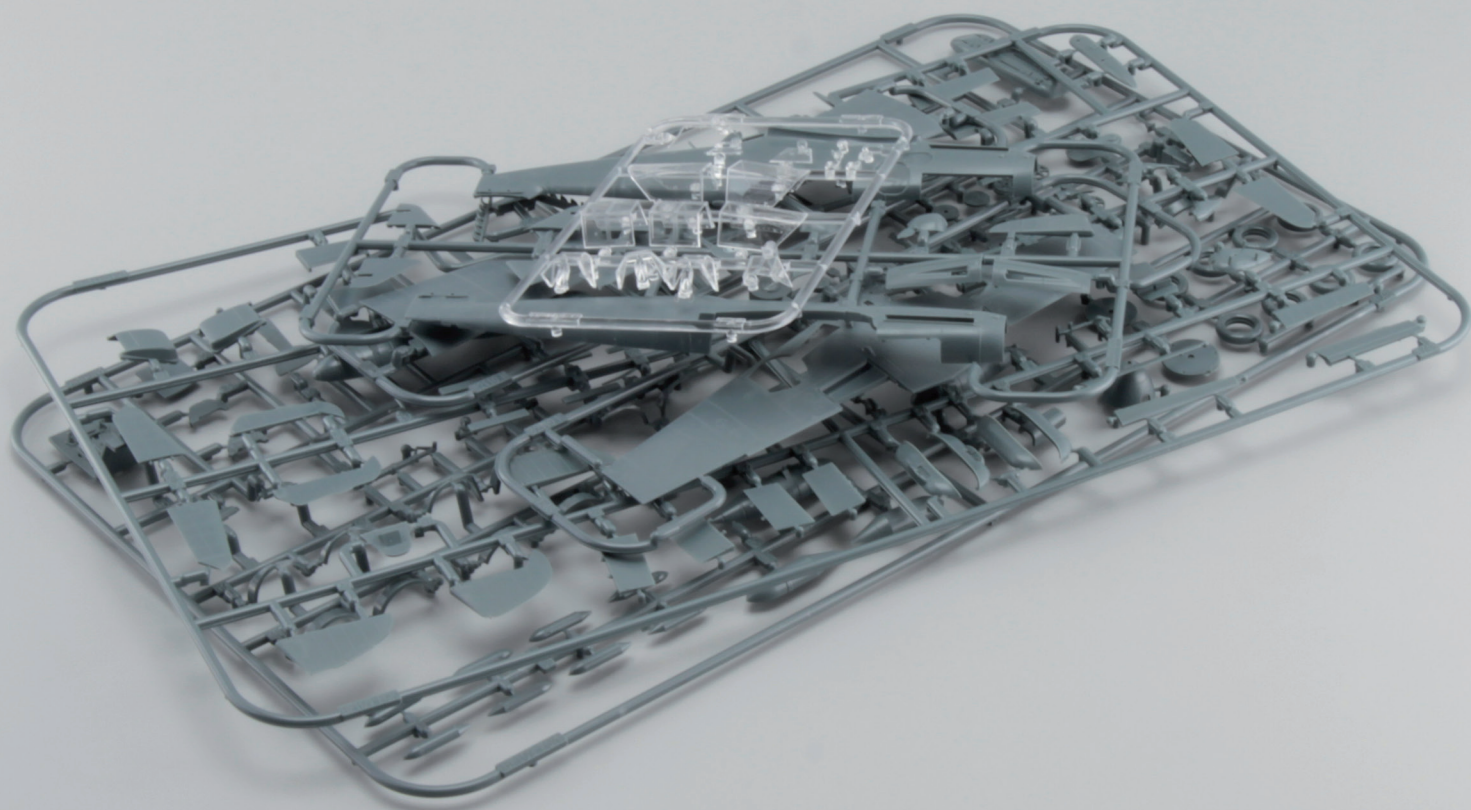
BF 109G-6 EARLY VERSION 1/48

OVERTREES

CAT.NO.82113X

ONLY 1.-31. 08. 2016

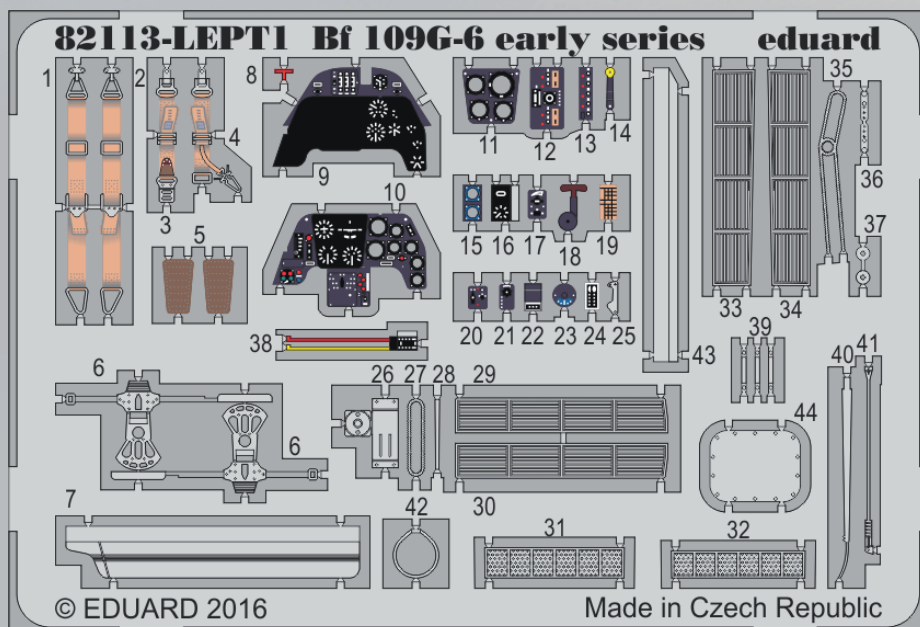
Product Page



OVERLEPT

CAT.NO. 82113-LEPT1
BF 109G-6 EARLY VERSION 1/48
PE-SET

Product Page



08/2016

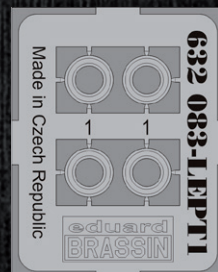
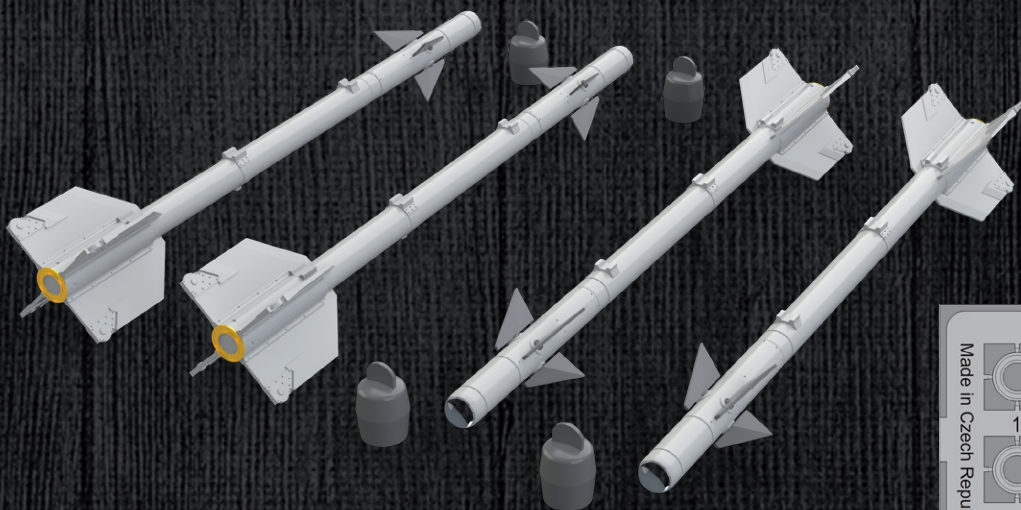
632083 AIM-9B Sidewinder 1/32

Brassin set of 4 pieces of AIM-9B Sidewinder missiles in 32nd scale.

Set contains:

- resin: 28 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product Page](#)



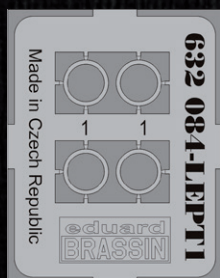
632084 AIM-7E Sparrow 1/32

Brassin set of 4 pieces of AIM-7E Sparrow in 32nd scale.

Set contains:

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

[Product Page](#)



648266

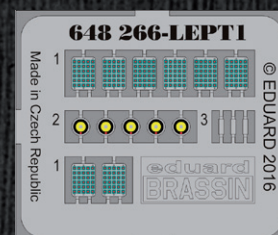
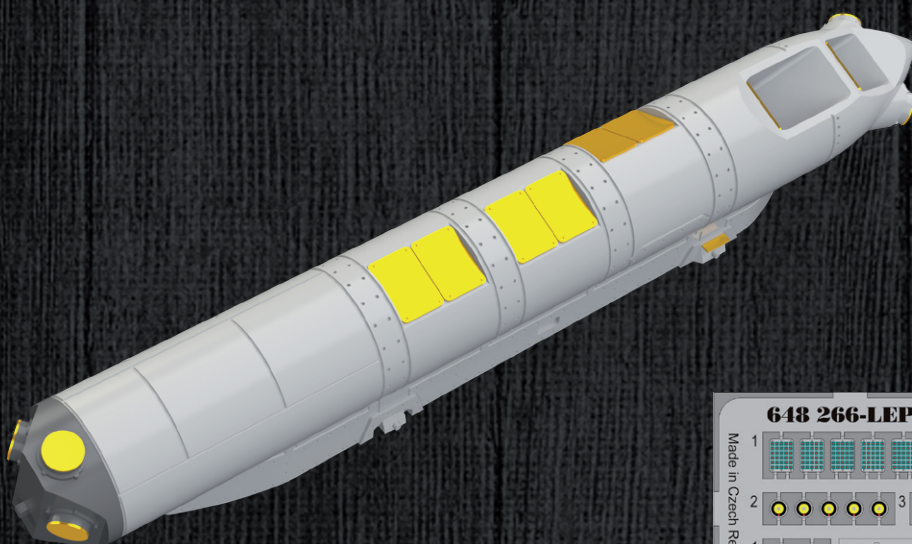
TERMA pod

1/48 Eduard/Hasegawa

Brassin set of TERMA pod
in 48th scale for
Eduard/Hasegawa kit.

Set contains:

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

[Product Page](#)


648267

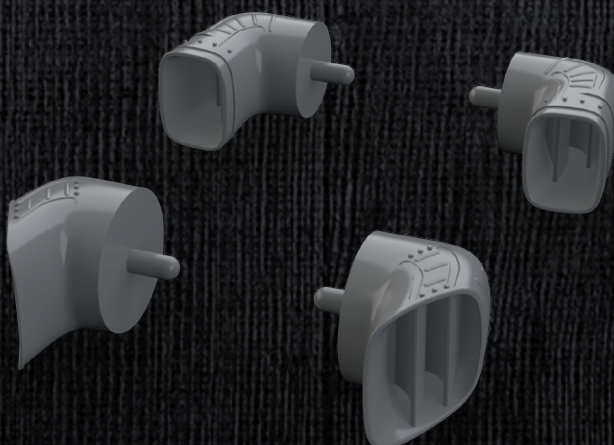
Harrier GR Mk.7/9 exhaust nozzles

1/48 Eduard/Hasegawa

Brassin set of exhaust nozzles
for Harrier GR Mk.7/9 in 48th
scale kit by Eduard/Hasegawa.

Set contains:

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

[Product Page](#)


648269

Yak-38 ejection seat

1/48 Hobby Boss

Brassin set of ejection seat
for Yak-38 in 48th scale
by Hobby Boss.

Set contains:

- resin: 10 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product Page](#)


648270

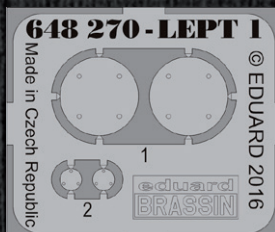
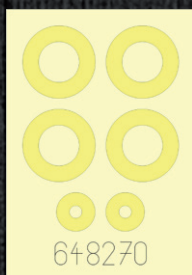
P-40B wheels

1/48 Airfix

Brassin set of wheels for P-40B in 48th scale by Airfix.

Set contains:

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

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648271

P-40B exhaust stacks

1/48 Airfix

Brassin set of P-40B exhaust stacks for 48th scale kit by Airfix.

Set contains:

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

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648272

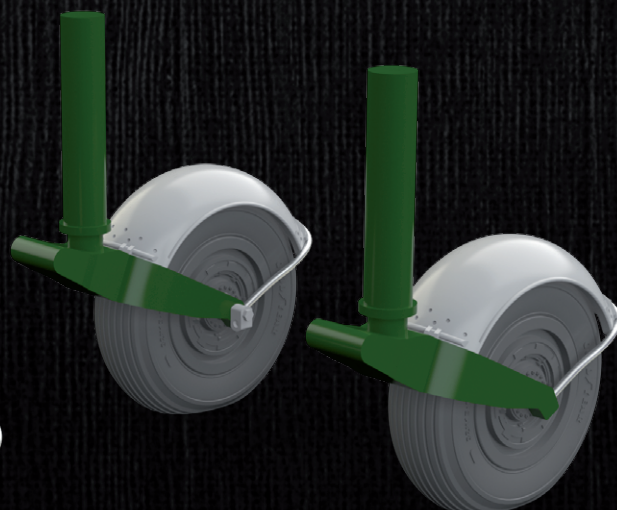
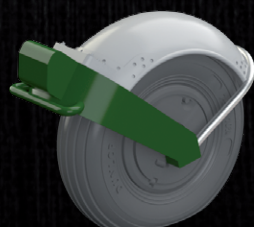
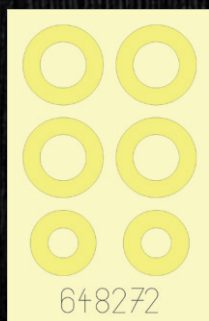
Meteor F.8 wheels

1/48 Eduard

Brassin set of Meteor F.8 wheels and mudguard for 48th scale kit by Airfix.

Set contains:

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

[Product Page](#)


648273

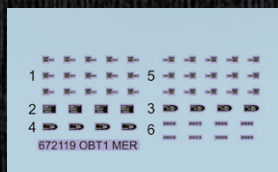
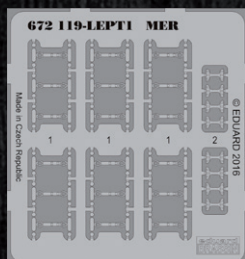
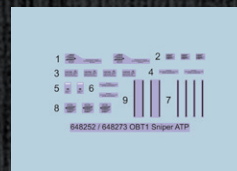
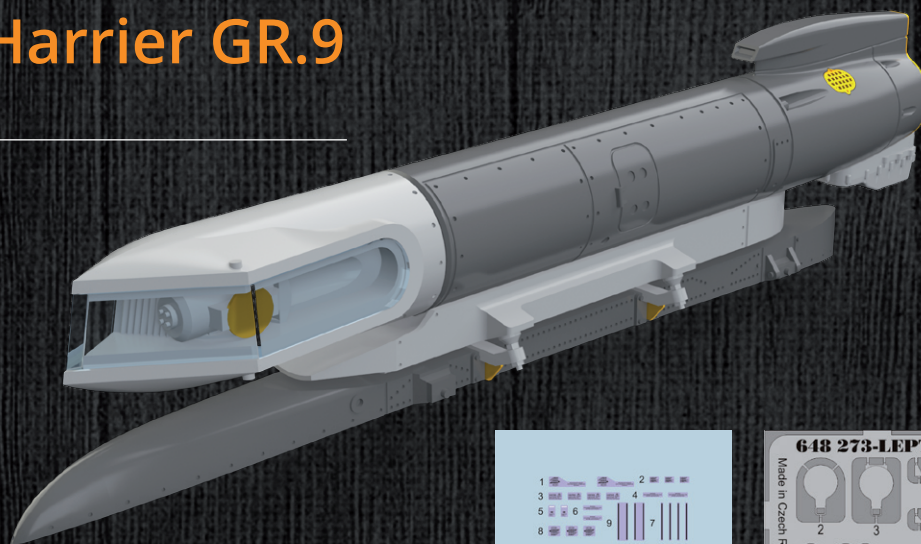
Sniper ATP for Harrier GR.9

1/48 Eduard/Hasegawa

Brassin set of Sniper ATP for Harrier GR.9 in 48th scale by Eduard/Hasegawa.

Set contains:

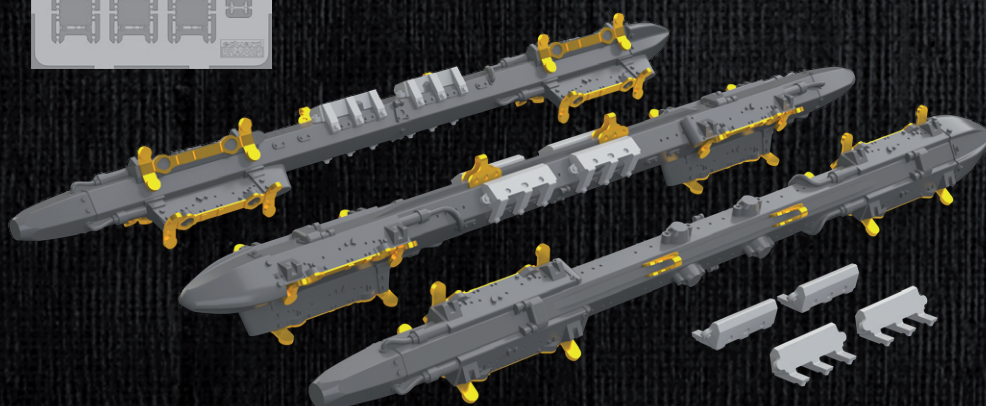
- resin: 9 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Stránka produktu](#)


672119

MER

1/72



Brassin set of 3 pieces of MER pylons in 72nd scale.

Set contains:

- resin: 15 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Stránka produktu](#)


672116

Mk.77 bombs

1/72

Brassin set of 2 pieces of Mk.77 bombs in 72nd scale.

Set contains:

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

[Stránka produktu](#)

672117

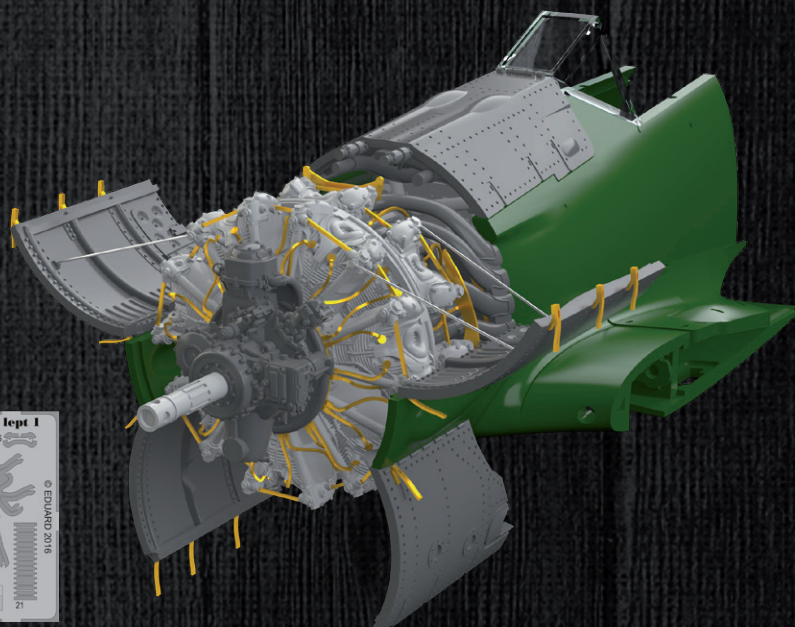
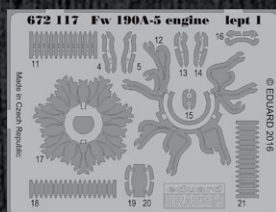
Fw 190A-5 engine

1/72 Eduard

Brassin set of engine for Fw 190A-5 in 72nd scale by Eduard.

Set contains:

- resin: 21 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Stránka produktu](#)


672118

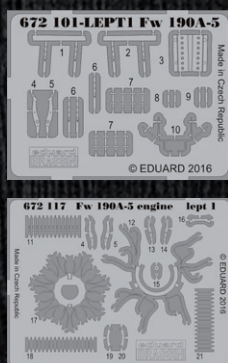
Fw 190A-5 engine & fuselage guns

1/72 Eduard

Brassin set of engine & fuselage guns for Fw 190A-5 in 72nd scale by Eduard.

Set contains:

- resin: 28 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Stránka produktu](#)


672101

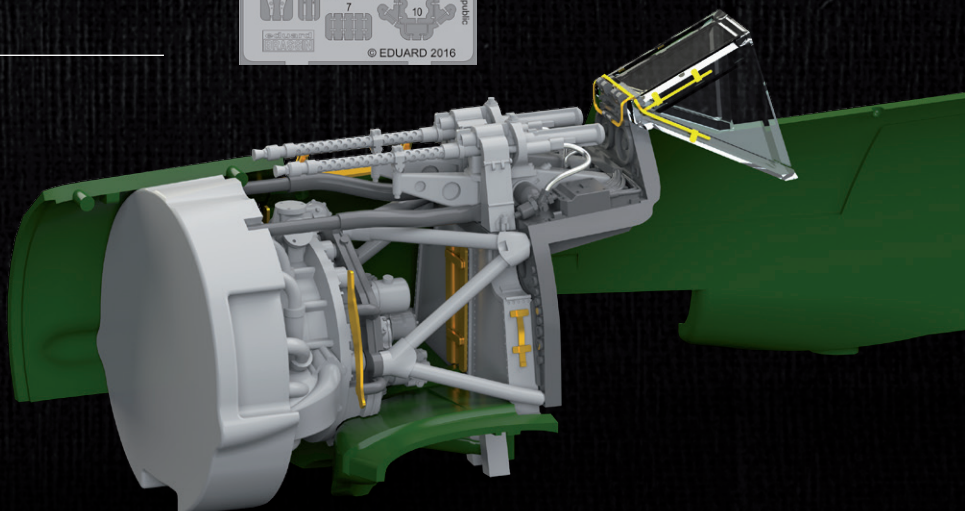
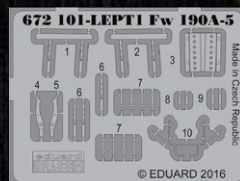
Fw 190A-5 fuselage guns

1/72 Eduard

Brassin set of fuselage guns for Fw 190A-5 in 72nd scale by Eduard.

Set contains:

- resin: 15 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Stránka produktu](#)


SIN64824

Bf 109G-6 ADVANCED

1/48 Eduard

Collection of 5 Brassin sets for Bf 109G-6 in 48th scale by Eduard.

- engine & fuselage guns,
- propeller,
- wheels,
- external fuel tanks,
- radio compartment.

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

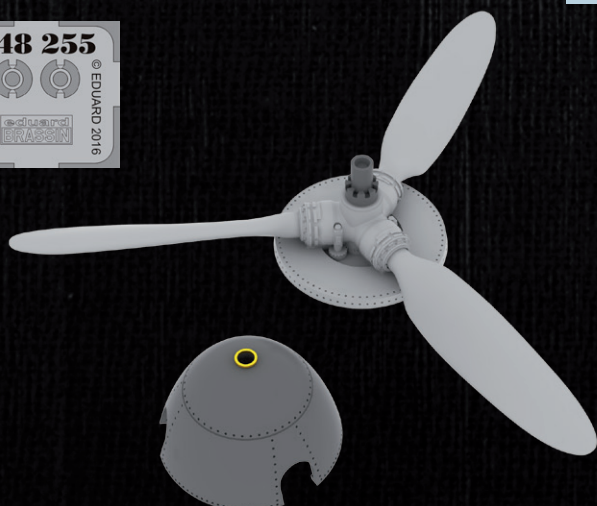
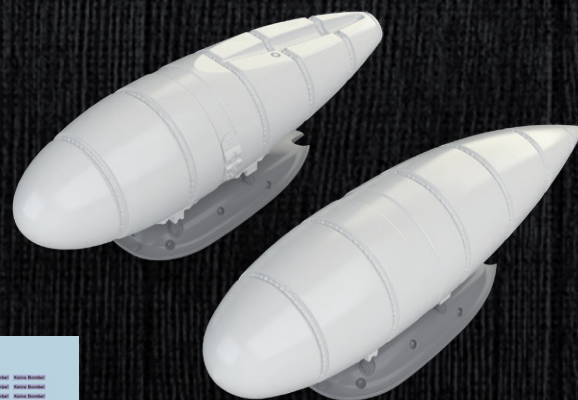
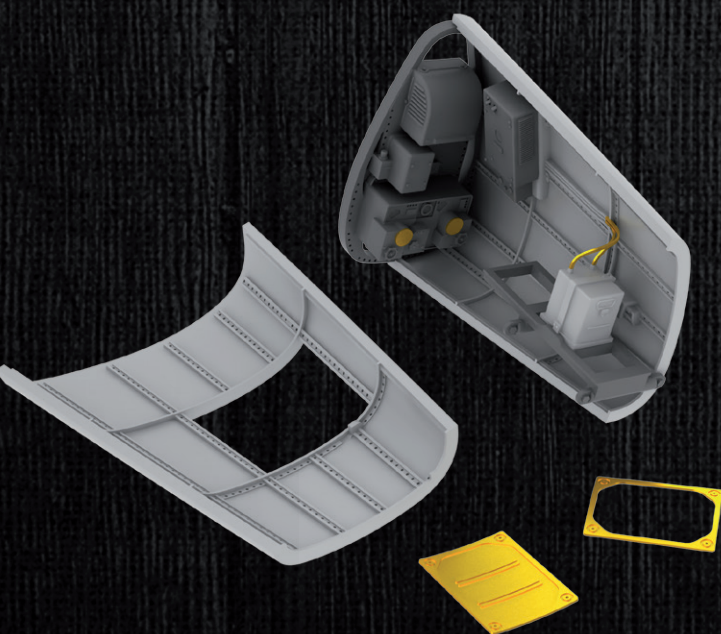
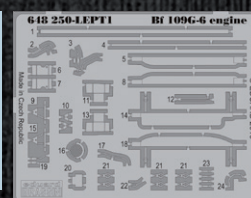
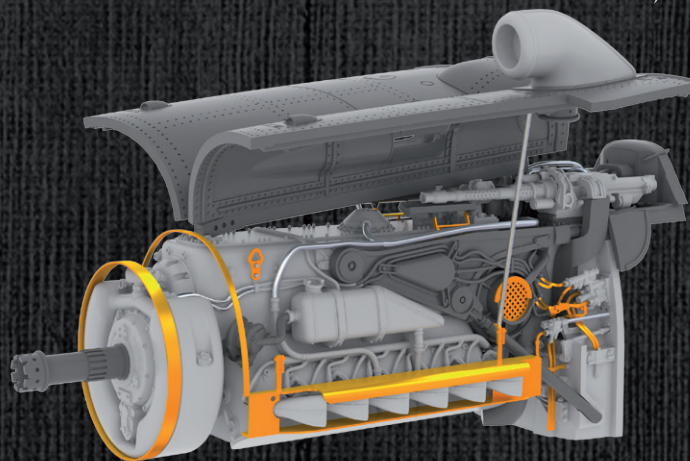
[Product Page](#)


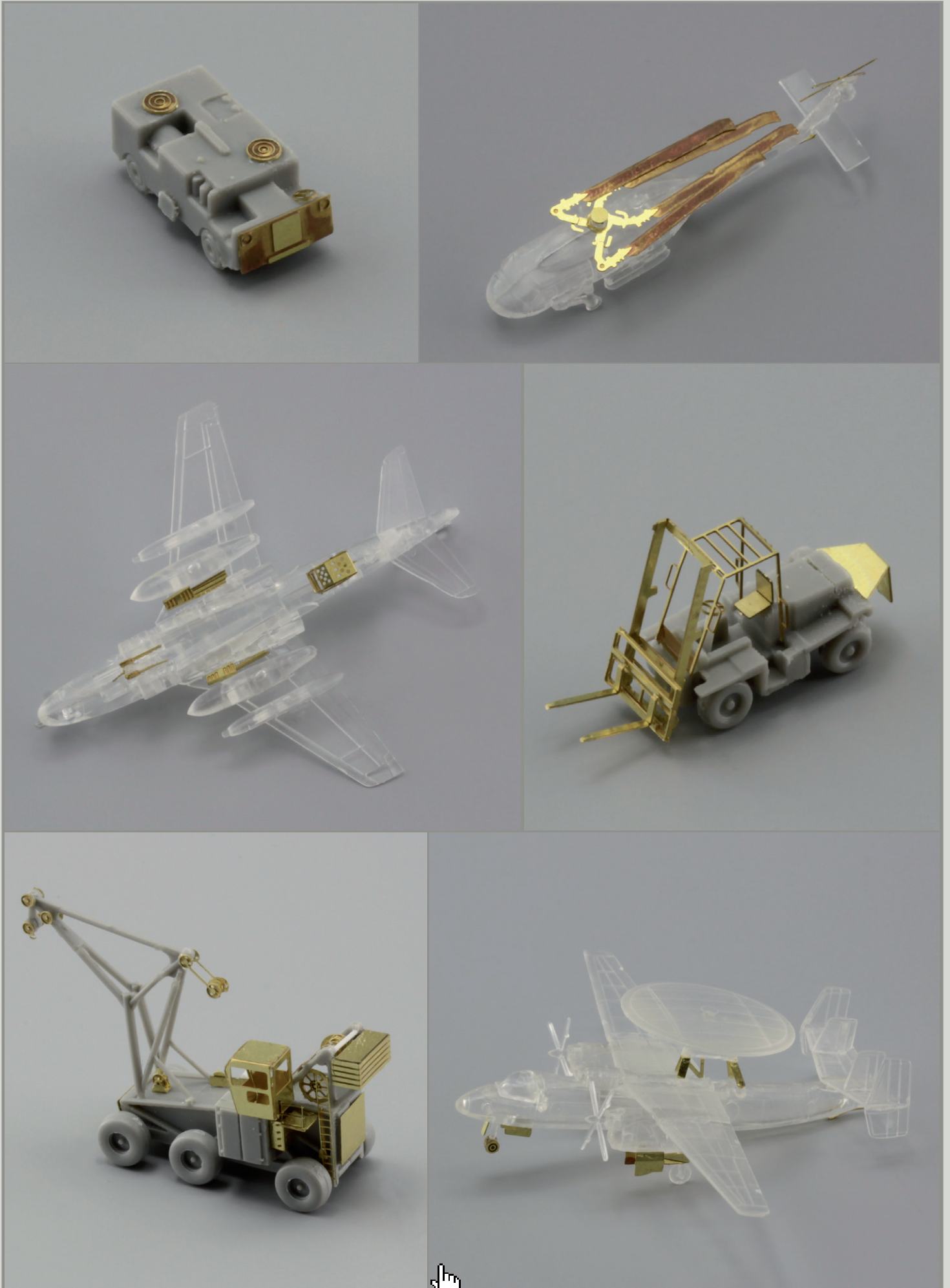
PHOTO-ETCHED SETS AND MASKS

SELECTED 08/2016

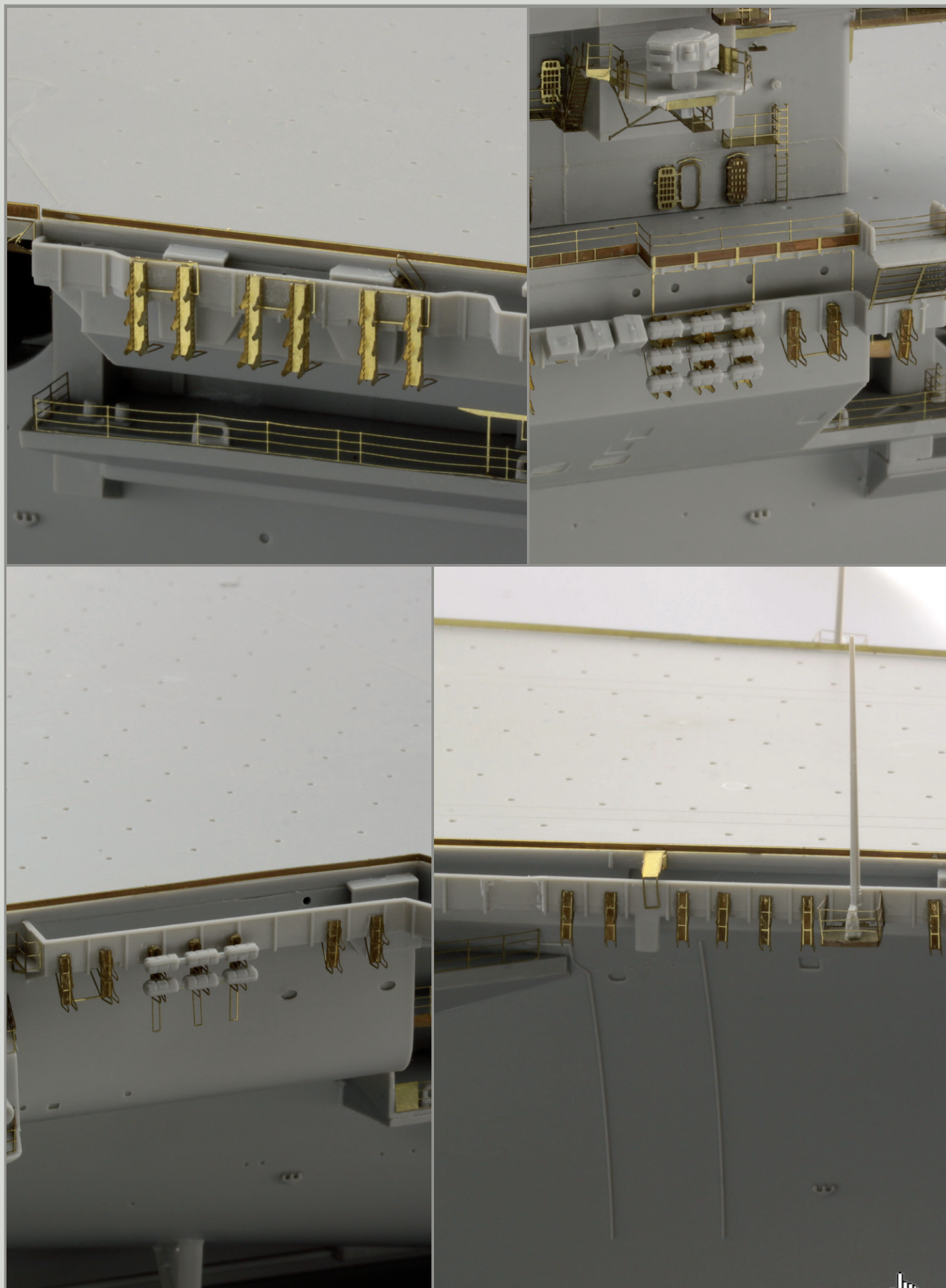
CV-63 Kitty Hawk pt.3 - railings and safety nets 1/350 Trumpeter (53172)



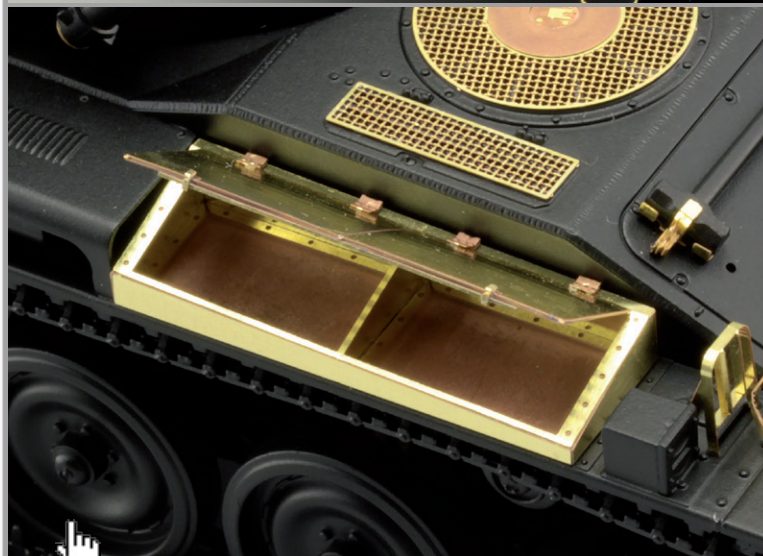
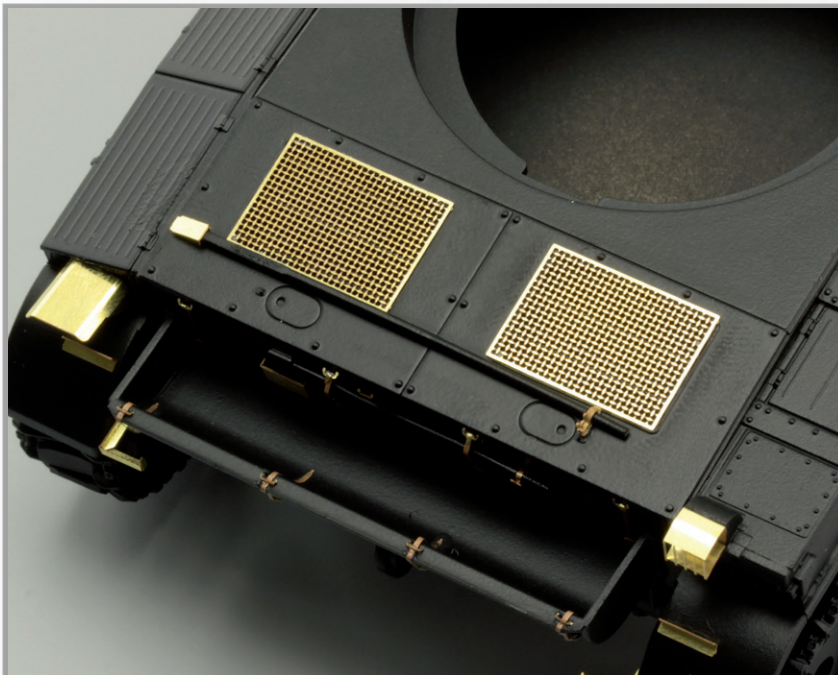
CV-63 Kitty Hawk pt.4 - aircraft 1/350 Trumpeter (53173)

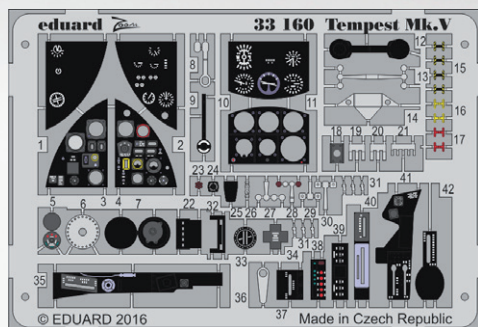


CV-63 Kitty Hawk pt.5 life boats 1/350 Trumpeter (53174)



AMX-13 1/35 Tamiya (36346)

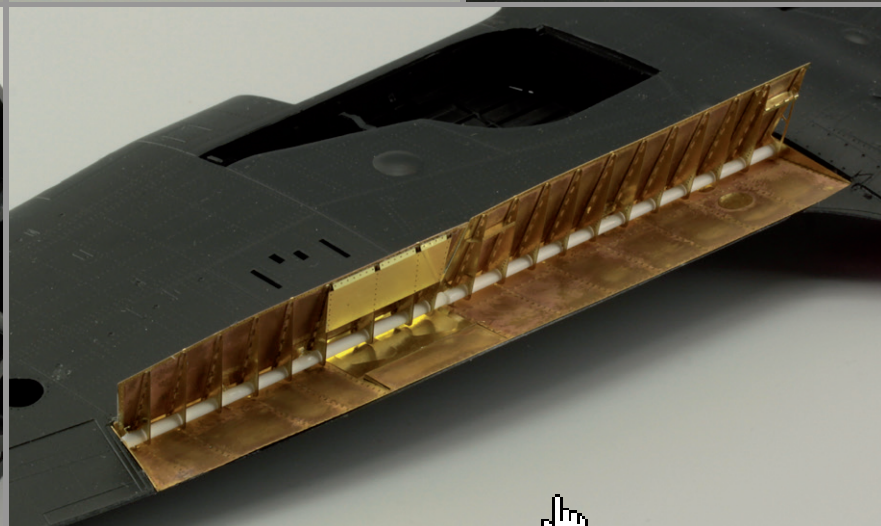
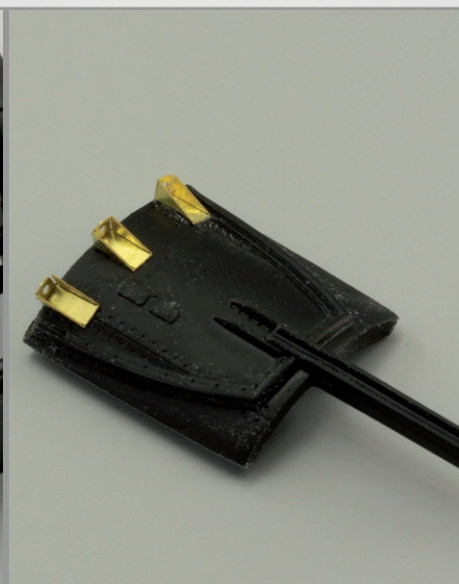
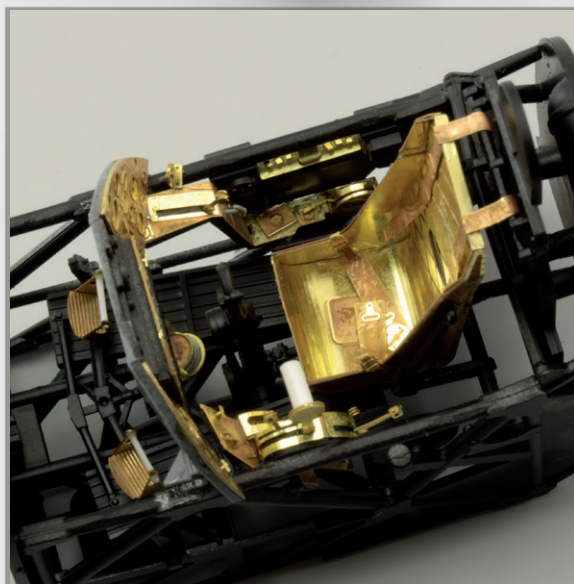


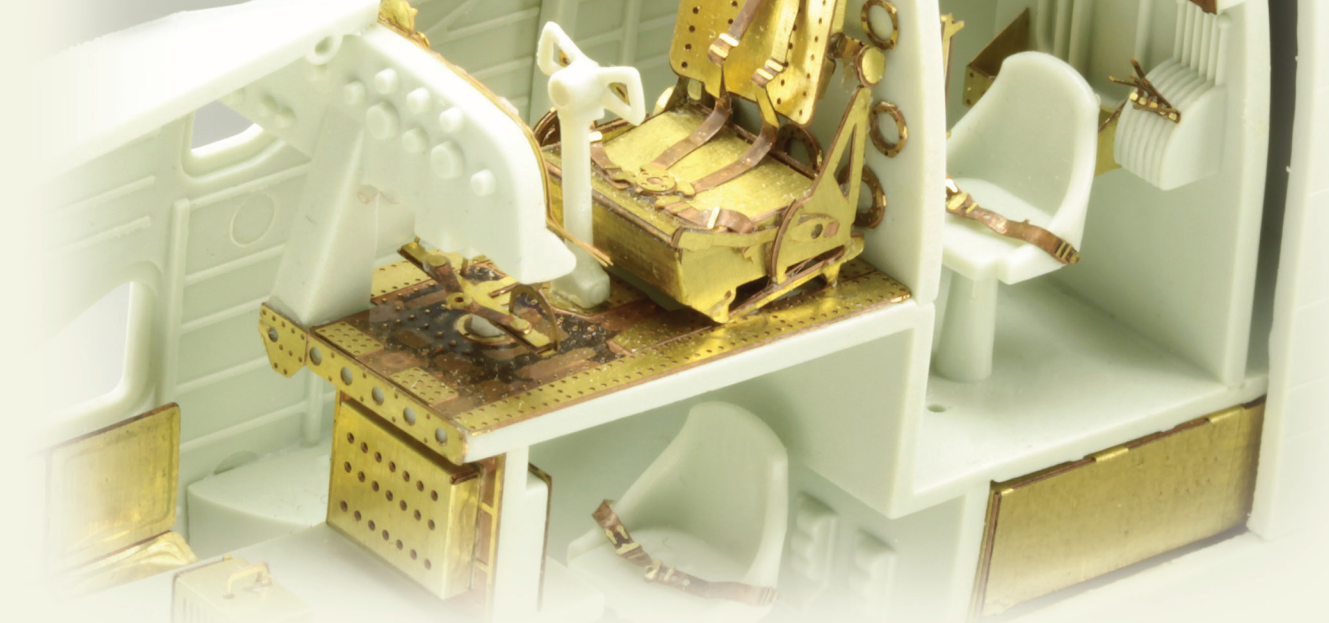
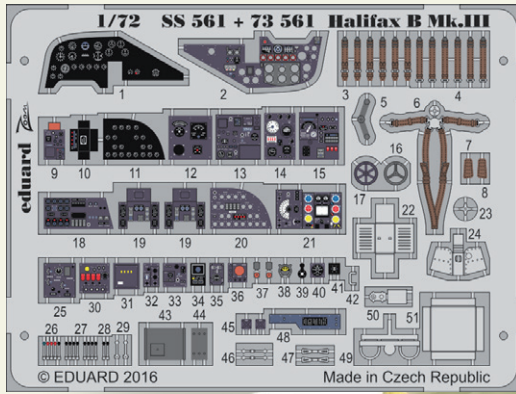


Tempest Mk.V 1/32 Special Hobby



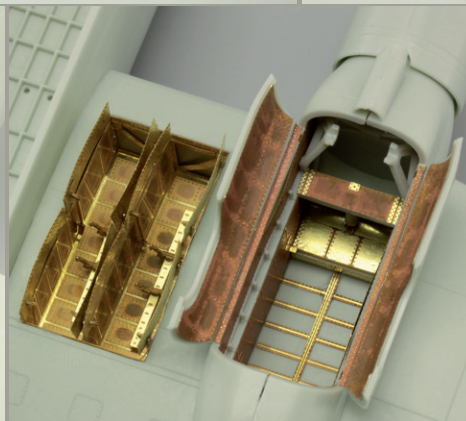
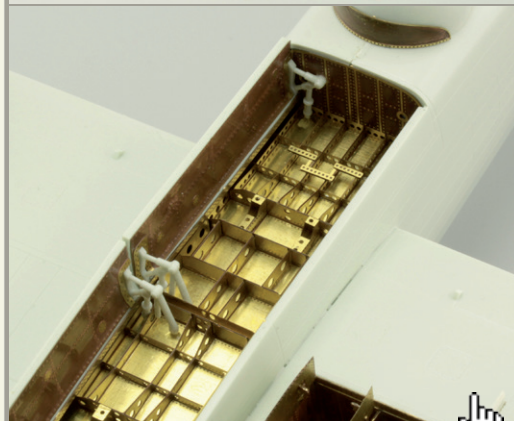
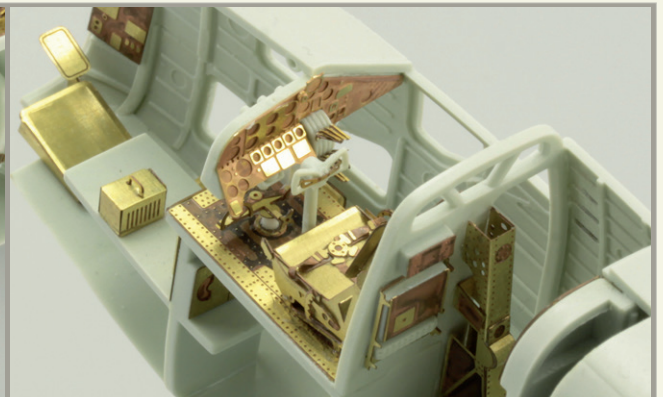
- | | |
|-------------------------------------|----------------------------|
| Tempest Mk.V landing flaps | 1/32 Special Hobby (32392) |
| Tempest Mk.V | 1/32 Special Hobby (32880) |
| Tempest Mk.V seatbelts STEEL | 1/32 Special Hobby (32881) |
| Tempest Mk.V (Zoom) | 1/32 Special Hobby (33160) |
| Tempest Mk.V (Mask) | 1/32 Special Hobby (JX193) |





Halifax B Mk.III main bomb bay 1/72 Revell (72625)
Halifax B Mk.III wing bomb bays 1/Revell (72626)
Halifax B Mk.III exterior 1/Revell (72627)
Halifax B Mk.III interior 1/Revell (73561)
Halifax B Mk.III (Zoom) 1/Revell (SS561)
Halifax B Mk.III (Mask) 1/Revell (CX548)

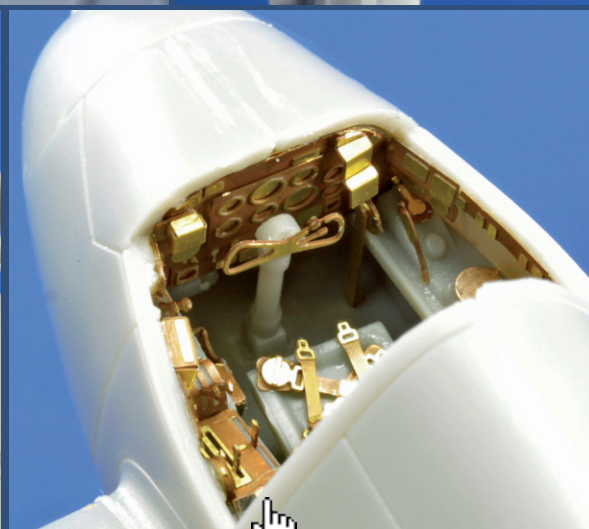
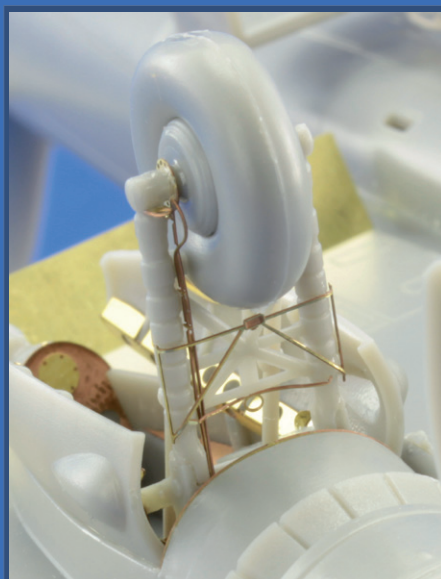
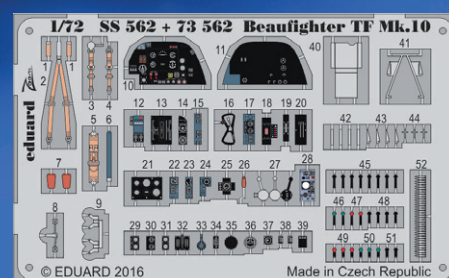
Halifax B Mk.III 1/72
Revell



Beaufighter 1/72 Airfix



Beaufighter TF Mk.10 landing flaps 1/72 Airfix (72628)
Beaufighter TF Mk.10 1/72 Airfix (73562)
Beaufighter TF Mk.10 (Zoom) 1/72 Airfix (SS562)
Beaufighter TF Mk.10 (Mask) 1/72 Airfix (CX459)



BIG ED

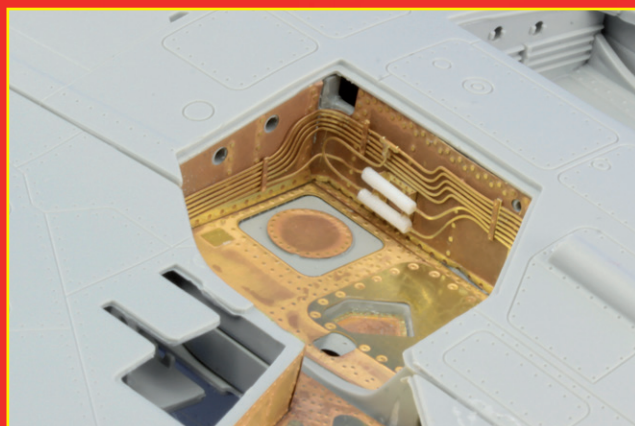
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.



53166 IJN Mikuma railings (BIG5339)



36335 D9R Doobi w/ armor slats - interior (BIG3586)



32385 Mirage IIIc exterior (3367)

BIG5339 IJN MIKUMA 1/350 Tamyia

BIG3586 D9R DOOBI w/ armor slats 1/35 Meng

BIG3367 MIRAGE IIIc - PART II. 1/32 Italeri

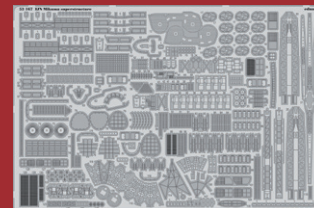
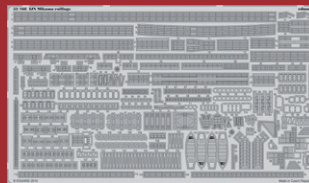
BIG3366 A-6E TRAM - PART II. 1/32 Trumpeter

BIG49154 F-15I 1/48 Great Wall Hobby

BIG49155 SEA HARRIER FRS.1 1/48 Kinetic

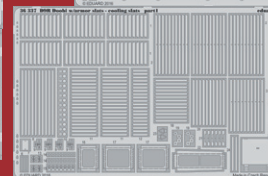
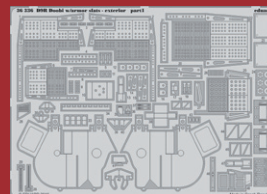
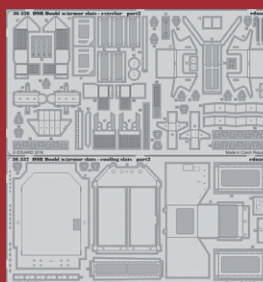
BIG5339 IJN MIKUMA 1/350 Tamyia

53166 IJN Mikuma railings 1/350
53167 IJN Mikuma superstructure 1/350
17518 IJN Figures S.A. 1/350 3D
17518 IJN Figures S.A. 1/350 3D



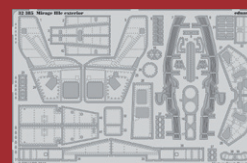
BIG3586 D9R DOOBI w/ armor slats 1/35 Meng

36335 D9R Doobi w/ armor slats - interior
36336 D9R Doobi w/ armor slats - exterior
36337 D9R Doobi w/ armor slats - cooling slats



BIG3367 MIRAGE IIIc - PART II. 1/32 Italeri

32385 Mirage IIIc exterior
JX188 Mirage IIIc



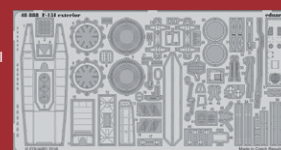
BIG3366 A-6E TRAM - PART II. 1/32 Trumpeter

32387 A-6E TRAM exterior
JX190 A-6E TRAM 1/32
32501 Remove Before Flight



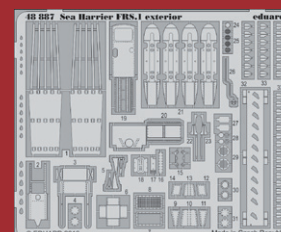
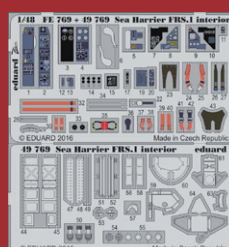
BIG49154 F-15I 1/48 Great Wall Hobby

48888 F-15I exterior
49772 F-15I
EX516 F-15I 1/48
49546 Remove Before Flight - Israel



BIG49155 SEA HARRIER FRS.1 1/48 Kinetic

48887 Sea Harrier FRS.1 exterior
49769 Sea Harrier FRS.1 interior
EX508 Sea Harrier FRS.1 1/48



August 2016

KITS

7436	Fw 190A-5 heavy fighter	1/72	Weekend edition
82113	Bf 109G-6 early version	1/48	ProfiPACK
1166	Harrier GR.7/9	1/48	Limited edition

PHOTO-ETCHED SET

53172	CV-63 Kitty Hawk railings & safety nets pt.3	1/350	Trumpeter
53173	CV-63 Kitty Hawk aircraft pt. 4	1/350	Trumpeter
53174	CV-63 Kitty Hawk life boats pt. 5	1/350	Trumpeter
23022	Typhoon Mk.Ib Car Door interior	1/24	Airfix
23023	Typhoon Mk.Ib Car Door landing flaps	1/24	Airfix
23024	Typhoon Mk.Ib Car Door engine	1/24	Airfix
23025	Typhoon Mk.Ib Car Door seatbelts STEEL	1/24	Airfix
23026	Typhoon Mk.Ib Car Door wings armament	1/24	Airfix
32392	Tempest Mk.V landing flaps	1/32	Special Hobby
32878	Seatbelts RAF late STEEL	1/32	
32879	Seatbelts German WWI STEEL	1/32	
32880	Tempest Mk.V	1/32	Special Hobby
32881	Tempest Mk.V seatbelts STEEL	1/32	Special Hobby
36346	AMX-13	1/35	Tamya
48849	Ju 88A-4 exterior	1/48	ICM
49101	Seatbelts RAF late STEEL	1/48	
49102	Seatbelts German WWI STEEL	1/48	
49103	Remove Before Flight STEEL	1/48	
49782	Ju 88A-4 interior	1/48	ICM
49783	Ju 88A-4 seatbelts STEEL	1/48	ICM
49784	Harrier GR Mk.7/9 upgrade set	1/48	Eduard
72625	Halifax B Mk.III main bomb bay	1/72	Revell
72626	Halifax B Mk.III wing bomb bays	1/72	Revell
72627	Halifax B Mk.III exterior	1/72	Revell
72628	Beaufighter TF Mk.10 landing flaps	1/72	Airfix
73040	Seatbelts RAF late STEEL	1/72	
73041	Seatbelts German WWI STEEL	1/72	
73561	Halifax B Mk.III interior	1/72	Revell
73562	Beaufighter TF Mk.10	1/72	Airfix
73563	Su-24M	1/72	Trumpeter

ZOOMS

33160	Tempest Mk.V	1/32	Special Hobby
FE782	Ju 88A-4	1/48	ICM
SS561	Halifax B Mk.III	1/72	Revell
SS562	Beaufighter TF Mk.10	1/72	Airfix
SS563	Su-24M	1/72	Trumpeter
SS564	Fw 190A-5 Weekend	1/72	Eduard

MASKS

LX002	Typhoon Mk.Ib Car Door	1/24	Airfix
JX193	Tempest Mk.V	1/32	Special Hobby
EX527	Ju 88A-4	1/48	ICM
CX456	Fw 190A-5	1/72	Eduard
CX457	Su-24M	1/72	Trumpeter
CX458	Halifax B Mk.III	1/72	Revell
CX459	Beaufighter TF Mk.10	1/72	Airfix
CX460	JAS-39D Gripen	1/72	Revell

BIGED

BIG5339	IJN MIKUMA	1/350	Tamya
BIG3586	D9R DOOB w/ armor slats	1/35	Meng
BIG3367	MIRAGE IIIc - PART II.	1/32	Italeri
BIG3366	A-6E TRAM - PART II.	1/32	Trumpeter
BIG49154	F-15I	1/48	Great Wall Hobby
BIG49155	SEA HARRIER FRS.1	1/48	Kinetic

BRASSIN

632083	AIM-9B Sidewinder	1/32	
632084	AIM-7E Sparrow	1/32	
648266	TERMA pod	1/48	Eduard/Hasegawa
648267	Harrier GR Mk.7/9 exhaust nozzles	1/48	Eduard/Hasegawa
648269	Yak-38 ejection seat	1/48	Hobby Boss
648270	P-40B wheels	1/48	Airfix
648271	P-40B exhaust stacks	1/48	Airfix
648272	Meteor F.8 wheels	1/48	Airfix
648273	Sniper ATP for Harrier GR.9	1/48	Eduard/Hasegawa
672101	Fw 190A-5 fuselage guns	1/72	Eduard
672116	Mk.77 bombs	1/72	
672117	Fw 190A-5 engine	1/72	Eduard
672118	Fw 190A-5 engine & fuselage guns	1/72	Eduard
672119	MER	1/72	

BIGSIN

SIN64824	Bf 109G-6 ADVANCED	1/48	Eduard
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OVERTREES

82113X	Bf 109G-6 early version	1/48	Eduard
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OVERLEPT

82113-LEPT1	Bf 109G-6 early version	1/48	Eduard
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August Releases

eduard

CV-63 Kitty Hawk

1/350 for Trumpeter kit

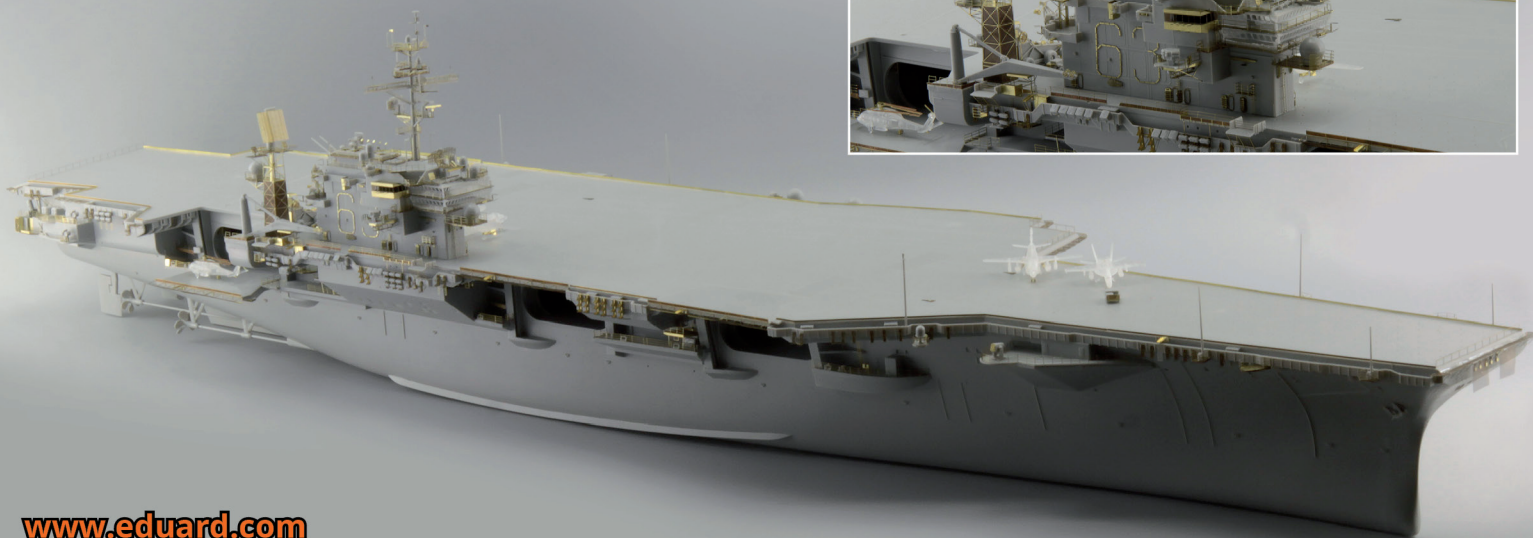
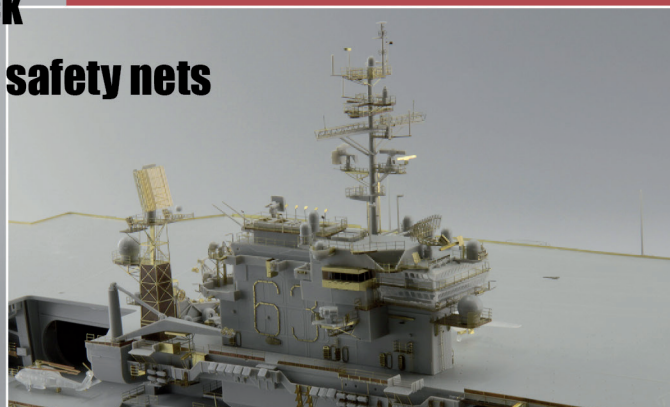
53170 CV-63 Kitty Hawk pt.1 - island

53171 CV-63 Kitty Hawk pt.2 - hull and deck

53172 CV-63 Kitty Hawk pt.3 - railings and safety nets

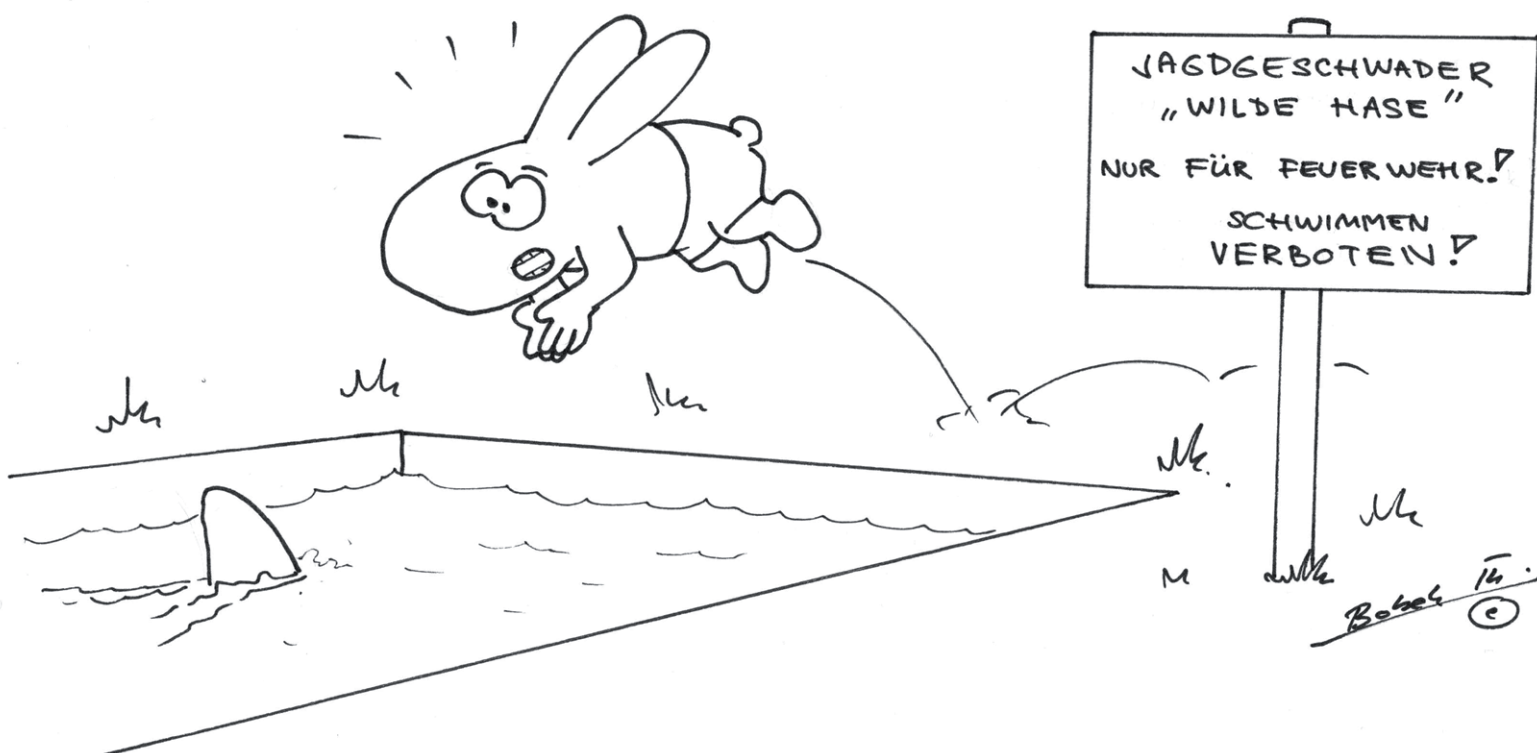
53173 CV-63 Kitty Hawk pt.4 - aircraft

53174 CV-63 Kitty Hawk pt.5 - life boats



www.eduard.com

E-BUNNY'S SQUAT





Where Does Pik-As Mann Hail From?

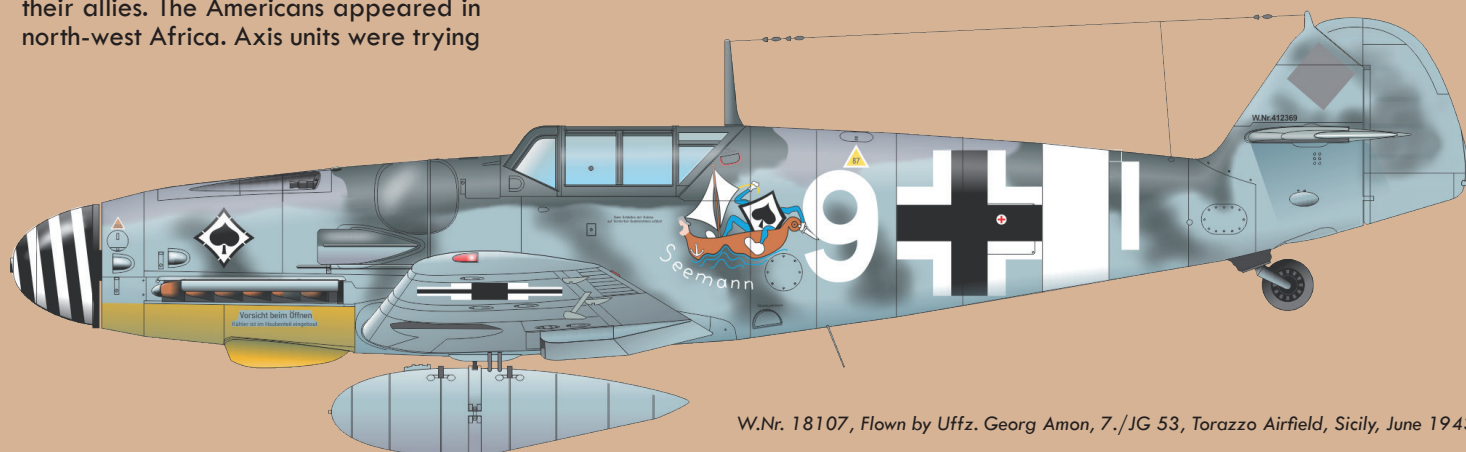
Jan Bobek

The folks at Eduard came to me with a proposition to write a few lines about Georg Amon and his 7. Staffel Jagdgeschwader 53 'Pik-As', which is included as a subject matter in the marking options of the August release of the Bf 109G-6 Early Version in 1/48th scale. That put me in a rather delicate situation, since at the same time, a detailed article on the same thing was coming out in the Czech magazine REVI (No.s 102-104), and I truly have no desire to become an author copying himself. So I decided to handle this incarnation of the theme from a slightly wider perspective and remain, for the most part, with the unit's connection to Sicily. I would recommend reading in a relaxed state with a few olives, some cheese, and if so inclined, and of age, a good wine; perhaps something from the Sciacca region, ideally my personal favourite, Nero d'Avola.

The situation on the African battlefield at the end of 1942 for the Germans and the Italians was not particularly good. From the east came the British and their allies. The Americans appeared in north-west Africa. Axis units were trying



A photograph taken on the same day that Amon's White '9' was shot down. Representatives of fighter unit command in Sicily during a meeting. From the left: Generalleutnant Theo Osterkamp (formerly Jafü Sizilien), Generalmajor Adolf Galland - Der Inspekteur der Jagdflieger and Jafü Sizilien, his adjutant Oberstleutnant Günther Lützow, Kommodore JG 53 Oberst Günther Freiherr von Maltzahn and Kommodore JG 77 Major Johannes Steinhoff. (Foto: Bundesarchiv, Bild 183-J14659 via Wikimedia Commons)



W.Nr. 18107, Flown by Uffz. Georg Amon, 7./JG 53, Torazzo Airfield, Sicily, June 1943

to solve an unprecedented problem - to maintain supply routes across the Mediterranean at a time when they were losing ground on two African fronts and during increased activity on the part of the allies in the MTO. At the same time, the allies introduced for the first time the use of four-engined heavy bombers for targets in Africa and in Sicily. Neither the Germans nor the Italians were prepared for this, and their tactics over the previous several years in Africa had developed to counter allied fighters and twin engined bombers. It became clear to the Germans that for Sicily, a separate command of German fighter assets would need to be set up. This governing body came about in April, 1943 under the name Jagdfliegerführer Sizilien (shortened to 'Jafü Sizilien'). Its commander was the legendary veteran fighter pilot of both wars Theo Osterkamp (Pour le Mérite recipient and holder of the Knight's Cross), who held the same post through 1940/1941 with fighter units of Luftflotte 2 at La Manche.

Amon's 7. Staffel was a part of III. Gruppe Jagdeschwader 53 'Pik-As' (shortened to III./JG 53) who's flight elements were composed of 7., 8., and 9. Staffel. The III. Gruppe experienced relatively heavy fighting in 1942 in Africa, and received an order to transfer to Sicily. The unit's CO was Hptm. Franz Götz (63 victories, Knight's Cross), who later was to become the last Kommodore of JG 26 (you are likely well aware of his Fw 190 D-13 with the spade insignia). There, the unit mobilised its assets and personnel, and exhausted pilots and mechanics were able to take some time off. And then came a surprise. The unit's transfer was made permanent. The unit's three Staffels occupied various airfields, and they settled into several months of essentially boring service. Their primary duties were to escort to Tunisia transport aircraft and surface vessels, cover reconnaissance aircraft (first and foremost over Malta) and to eliminate allied fighters over Sicily. III./JG 53 pilots sometimes during the escort missions received orders to remain up to several days in Africa. But such excursions to the active battlefield were the exception. Generally speaking, it can be said that up to the end of hostilities in Africa, this fighter group had less opportunity to accumulate kills in comparison to their colleagues with other Jagdgruppe that stayed in Africa. What's really surprising is that over the course of 1943, it was III./JG 53 that became the most successful fighter group in the Mediterranean! Its pilots amassed 219 victories, mostly in the defence of Sicily and Italy in the second half of the year. Its also interesting to



Scramble! German pilots in Sicily rush to their aircraft during a scramble. This was a common sight in the summer of 1943. (Photo: Bundesarchiv, Bild1011-468-1414-18 via Wikimedia Commons)



Wreck of a Bf 109F of III./JG 53 found by American airmen in Africa. It is that of Yellow ,10' from 9./JG 53. Note the Pik-As figure on the engine cowl laying on the ground. (Photo: via Mark O'Boyle)

note the number of losses were also comparatively high (231 destroyed or damaged Bf 109s) and is a testament to the ferocity of the allies in the MTO. For example, I. and II./JG 77, also equipped with the Bf 109G, were just shy of the 200 victory mark in 1943, but their losses were quite a bit lower than those of III./JG 53. (Note 1)

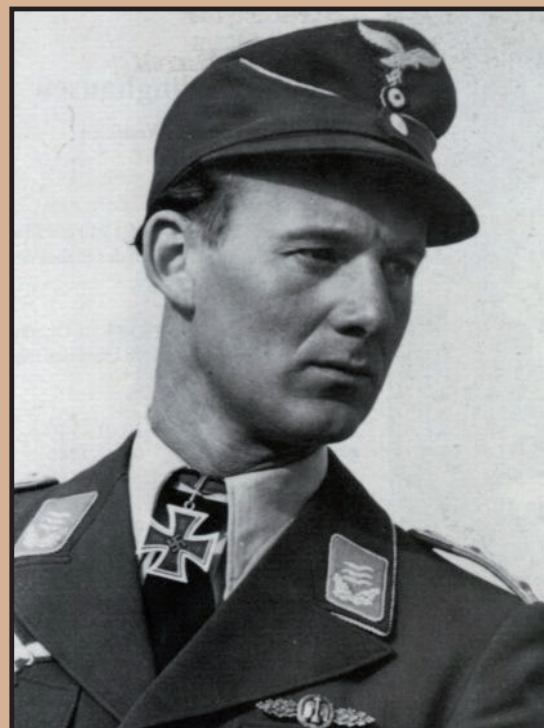
There were two very significant pilots flying with 7./JG 53 in 1943 who had a resounding impact on the effectiveness and morale within the entire Staffel, and who also were instrumental in improving the abilities of individual pilots. Amon's 7. Staffel was CO'd by Oblt. Jürgen Harder (born 1918 in Swinemünde, Pomerania). This was a professional officer, and although he would not hesitate to get rid of any individual who did not deliver that which was expected, he treated his men with an almost father-like attentiveness. A member of One of his units even became godfather to his son. On at least two occasions, he saved the life of one of his downed flyers in a Fiesler Fi-156 Storch. From the very beginning of his career, he served with 7. Staffel JG 53 and later he served in different capacities within components of III. Gruppe. In Africa, he achieved, among others, two night kills over South African twin-engined Bostons. He led Amon's 7. Staffel with various pauses from August, 1942 to February, 1944. In the summer of 1943, he was absent from the front for an extended period after the loss of his second brother in combat. On his return in the second half of 1943, he commanded the entire III./JG 53 and later took over I./JG 53 in Italy, Romania and Hungary. His final posting was that of Jagdgeschwader 11 Kommodore, where he was killed in an air accident in February, 1945. In all, he is credited with 65 victories (some sources say 64), out of which seven were in the Mediterranean in 1943. At the end of the war, he was awarded the Knight's Cross with Oak Leaves. This honor, however, for the first time, he was not able to accept personally. The ceremony was to have taken place in January, 1945 by Göring himself, but Harder's glowing reviews of new Soviet fighters upset the Marshall to the point where Harder had to make do without any commendations. His men were inclined to cancel celebrations and hide presents. (Note 2)

The second experienced pilot with the 7.Staffel was Obfw. Günther 'Hupatz' Seeger (born 1918 in Offenbach). After a two year training period, he became a member of 3./JG 2 'Richthofen' at the beginning of 1940, and got his first kill against the French. Later, he served with Stab JG 2 as the wingman for several Kommodore of this famous unit. In the west, he had gained 24 victories by the end of 1942, including three Spitfires, which he destroyed during the operation at Dieppe (himself being shot down during this op). At the end of 1942, he relocated with 11./JG 2 to Africa and was soon assigned to JG 53. At first, he served with II. Gruppe for a short time (where he claimed six victories), but midway through February, he moved to 7./JG 53. Soon, he set himself apart by bagging a B-17 and while with 7. Staffel he gained a total of fifteen victories during 1943 (adding another in January, 1944). With that, he became one of JG 53's most successful fighter pilots in the Mediterranean over 1943. Over Sicily, he even encountered American Spitfires. He downed one 308th FS Spit over Ragusa on July 6th, and it's possible that the victim was the unit's CO who perished there. His most productive day would turn out to be July 10th, when he shot down three Spitfires over Avola, the victims likely belonging to 1435 Sq. RAF. At the beginning of 1944, Seeger received the Knight's Cross and was temporarily assigned to the Stab of II./JG 53 and from July, he commanded 4./JG 53 (later redesignated as the new 7./JG 53) within the Defense of the Reich system. In all, he claimed 56 kills

Günther Seeger



Jürgen Harder



Photograph taken by Bob Hanning of the 57th FG showing an abandoned Bf 109G-6 (W.Nr.18 052) White, 3' of 7./JG 53 at Comiso Air Field in Sicily. This is the former aircraft of Uffz. Gunther Seeger. In the background an Italian Bf 109G-6 can be seen with the 3° Gruppo devil marking visible on the nose. (Photo: via Mark O'Boyle)

over the course of 504 combat flights. His final kill (a P-47) came in April, 1945, with eight of his victims being four engined heavy bombers. After the war he managed to evade capture, and in 1956 he rejoined the Luftwaffe, achieving the rank of Oberstleutnant, but was restricted from flying for health reasons.

As mentioned previously, the first half of 1943 in Sicily the 7. Staffel JG 53 found itself in the midst of a period of 'nothing to do'. Georg Amon recalled: 'At the beginning of our deployment to Sicily, there was little in the way of flying, and we used some of the free time to decorate our aircraft with personal emblems. The artist was Uffz. Heinz Zach, one of our groundcrew.' It should be added that the markings captured the squadron emblem of the spade in the form of a figure that began to be referred to as 'Pik-As Mann'. One possible English translation might be 'the Spadester'. As far as I am aware, Staffelfkapitän Harder did not take part in this shananigan, and instead, under his canopy, he had a four leaf clover painted for good luck and the name of both his fallen brothers, Rolf and Harro. The markings themselves usually depicted situations where Pik-As Mann punished American and British 'assets' or national symbols. Among them was the exception of a pilot who had the side of his aircraft White '7' adorned with a rabbit in a crib! (Note 3). Another exception was Georg Amon, who was nicknamed 'Seemann' ('Sailor') and it was along these lines that his White '9' was decorated.

The relative calm in Sicily ended with the surrender of the axis in Africa and the beginning of the preparations for the invasion of Sicily. The allies turned up the heat in the form of raids on the Sicilian infrastructure with formations of four and twin engined bombers and fighter-bombers. There was not enough co-ordination between the Germans and the Italians. The defence of Sicily came about as a desperate hurried measure. The legendary Gen. Maj. Adolf Galland took over the functions of Jafü Sizilien in the second half of June, 1943. It is my opinion that he did not grab the bull at the right end. He did not keep around him key personnel that were at the Jafü up to that time. He had a small number of members in the team and furthermore had no one at his disposal with any experience with combat against four engined heavies. A complete debacle came about on June 25th, during the defence of Messina against a raid of 135 American B-17s. Even though about the same number of fighters were dispatched to counter the raid, many units were vectored against



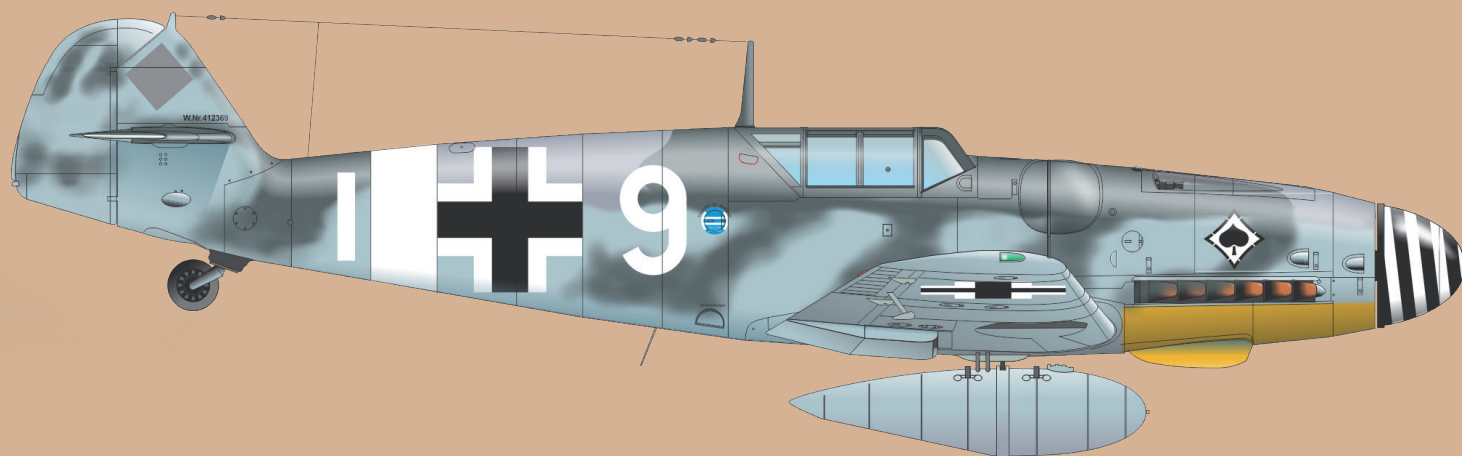
Amon's White '9' among the trees on the Sicilian field at Sciacca. At the time when Amon was incarcerated, his colleague Uffz. Walter Reinicke was shot down in combat with Spitfires on July 3, 1943. Quite by accident, he was rescued by a British rescue vessel not far off the Sicilian coast! (Photo: G. Amon via J. Prien)



Georg Amon during the winter of 1944/45. (Photo: G. Amon via J. Hradec)



Curious members of No.43 Sq RAF examine an abandoned Bf 109G-6 of 6./JG 53 (II. Gruppe) at the Sicilian base at Comiso. The twin cannon pods and the paired 210mm rocket tubes were common fixtures on aircraft of III./JG 53. In fact, Amon's 7./JG 53 was specialised in the use of rockets against bombers as so-called 'Werferstaffel' over the second half of the year. Within JG 53, III. Gruppe was consequently referred to as 'Schwere Gruppe' (Heavy Group) and in 1943 became the most successful fighter Gruppe in the Mediterranean. (Photo: IWM CNA 1045)



the intruders too late and only one was shot down! Göring was infuriated, and he ordered that each Gruppe choose a pilot to be brought before a court. Galland even took this order a bit further, in some instances. Among the 'lucky' ones was Georg Amon, who found himself in prison, which was nothing more than a tent where the armourers slept. The accusations were withdrawn due to a lack of evidence. But what was accomplished on the side of the unit leaders and other personnel was a shakeup in the confidence of the Luftwaffe command.

Galland's staff operated under some very improvised conditions, even to the point that Galland navigated for

individual or paired fighters in combat. This was not anticipated by anyone, and so, when on June 28th, Günther Seeger and his wingman got the order to chase down a Spitfire at 8,000m, he could not have possibly foreseen what was waiting. Galland vectored the pair with great precision, but the Spitfire by then had gained a lot of inertia in a dive in the direction of Malta and had disappeared. Seeger reported that there was no contact with the target, to which Galland angrily responded 'Turn around, you slow pricks!' (Kehren Sie um, Sie langsamer Sack!). That left Seeger somewhat unimpressed and he replied (loosely) 'Kiss my ass!' (Leck mich am Ärmel!). Immediately upon landing, he was summoned to Galland's

office, where he finally realised to whom he was speaking while up in the air. He had to give up his weapon, and charges were prepared for a court martial. In the end, though, Seeger was able to convince Galland that he had been erroneously vectored!

Experience with co-ordination between units of the Jafü Sizilien progressively began to bear fruit and ultimately even success. Some American pilots described combat with JG 53 over Sicily as some of the worse that they endured during the war. Very difficult circumstances were encountered by escort P-38 pilots. Before leadership was able to learn exactly how to deploy these aircraft on



A view of the base at Trapani-Milo after it was occupied by the allies. At left is a wreck of a Focke-Wulf Fw 190G, and at right lies the fuselage of a Bf 109G-6 with the fuselage number '8'. This is likely the aircraft with the W.Nr. 19 482 of III./JG 27. Escort missions were flown from this base to Tunisia by Amon's 7./JG 53 from January to April 1943. (Photo: NARA 342-FH-3A27051-795 via Footnote.com)

escort missions, three Fighter Groups lost some one hundred pilots! This was the time frame through which Georg Amon passed. As a twenty-two-year-old, he joined 7./JG 53 in September, 1942 in Africa, and soon was responsible for two and four ship flights. His first victory came April 18, 1943 over Tunisia while escorting Junkers Ju 52 transports. Some sources claim that his opponent was F/Lt. Mieczysław Wyszowski of 'C' Flight, No.145 Sq. RAF (Skalski's Circus). This claim, however, is erroneous. The Polish pilot was shot down at a different time and different place. Amon further shot down two Liberators, two Lightnings, a B-17 and one Marauder by the end of 1943 over Sicily and Italy. The first half of 1944 saw him serving as an instructor with Jagdgruppe Süd in southern France and here he managed to shoot down a B-17. According to one piece of archival documentation, which I have at my disposal, this was his eighth kill. In the summer of 1944, Georg Amon returned to III./JG 53, that by then was taking part within the Defence of the Reich. He joined its 10. Staffel and over August and September he managed to down one Flying Fortress and a Liberator. In mid-September, III./JG 53 gained a fourth Staffel, designated 12./JG 53 (Note 4) and one of the veterans that it was formed around was Georg Amon. His last victory of which I am aware was in March, 1945. Again, it was allegedly a four engined bomber. The military career of Georg Amon ended in a dramatic way, but also with incredible luck on April 2, 1945 south of Würzburg. During an attack on a column of the American 12th Armoured Division, he was hit by anti-aircraft fire and his '109 burst into flame. In what can only be described as a miracle, he was able to successfully take to his chute at low altitude. Despite being injured, he was alive and was taken prisoner. his nickname of 'Sailor' he used to the end of the war and was reportedly also his radio call sign.

During the writing of this article, I received help from Mark O'Boyle, who kindly contributed the published photographs from the collection of the family of Bob Hanning. For this, I am very grateful, and I wish him success in fishing and I invite you to visit his page www.57thfightergroup.org and www.47thbombgroupp.org. I would like also express my thanks to Ota Jírovec and Dr. Jochen Prien for their kind support.

NOTES:

1. Not completely insignificant were the number of losses due to allied bombing of axis airfields and those losses during retreat. For example, III./JG 53 lost about fifty aircraft in this way in 1943. In terms of victory to loss ratios, best off was probably II./JG 2 'Richthofen', that in Africa flew the Fw 190A. This unit's pilots claimed 103 victories for the loss of 22 destroyed or damaged aircraft between January and March 1943! It should, however, be noted that a full 61 of these victories were accounted for by two pilots - Oblt. Kurt Böhlingen and Hptm. Erich Rudorffer. This successful kill/loss ratio in the Mediterranean in 1943 is completely unequaled.

2. Further details in Harder's biography that I wrote with Otto Jírovec for REVI (No.s 62 to 64).

3. None of the pilots, however, named Haase or Kaninchen. In all likelihood, this all centred around a rookie, who received the marking on his aircraft for good luck.

4. In mid-1944, a quantity of single engined fighters came too the base to be organised into four Staffel instead of three. III./JG 53 was no exception, that was then composed of the 9., 10., 11., and 12. Staffel.

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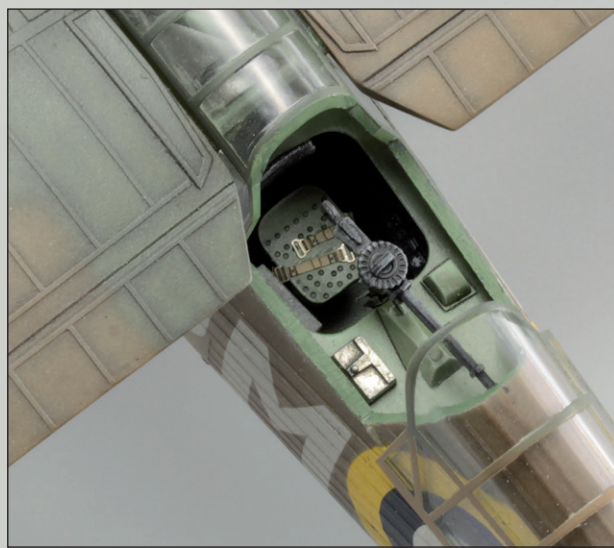
Lysander Mk.III



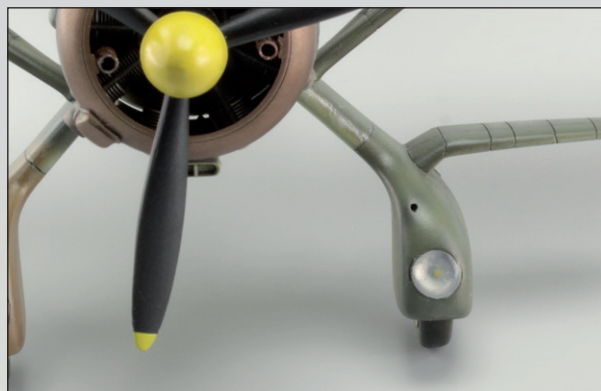
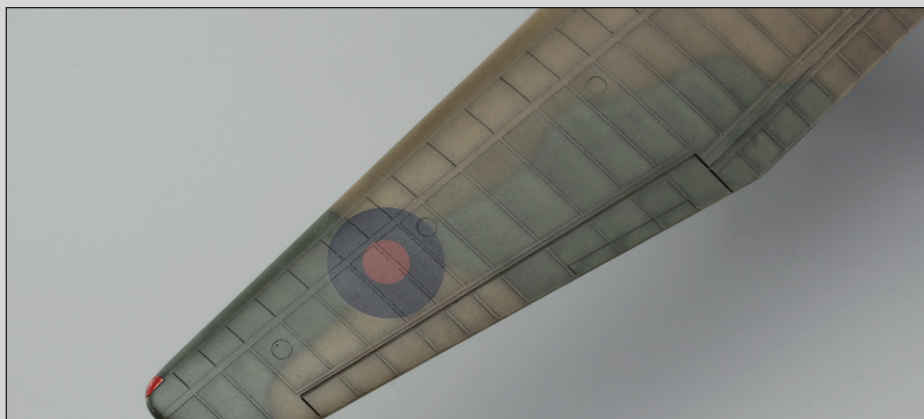
1/48

Camo C

Built by Petr Zatřepálek



Lysander Mk.III, T1429, No. 26 Squadron RAF,
Air base Gatwick, 1940/41



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Cat. No. 8290



Yak-3 1/48



Camo A
Built by Petr Zatřepálek



Lt. Semyon Ivanovich Rogovoi, A 64th GIAP,
2nd Baltic Front, Fall, 1944



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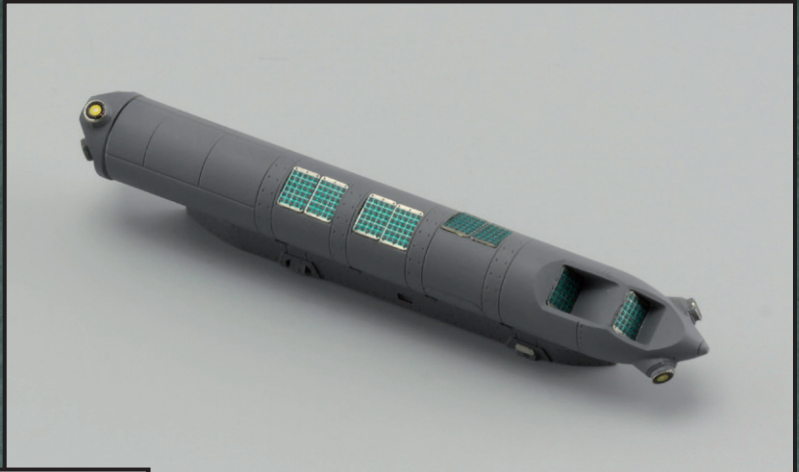
AUGUST BRASSINS

Built by Jakub Nademlejnský

TERMA Pod

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Harrier GR Mk. 7/9 exhaust nozzles

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Yak-38 ejection seat

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Sniper ATP for Harrier GR.9

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Mk.77

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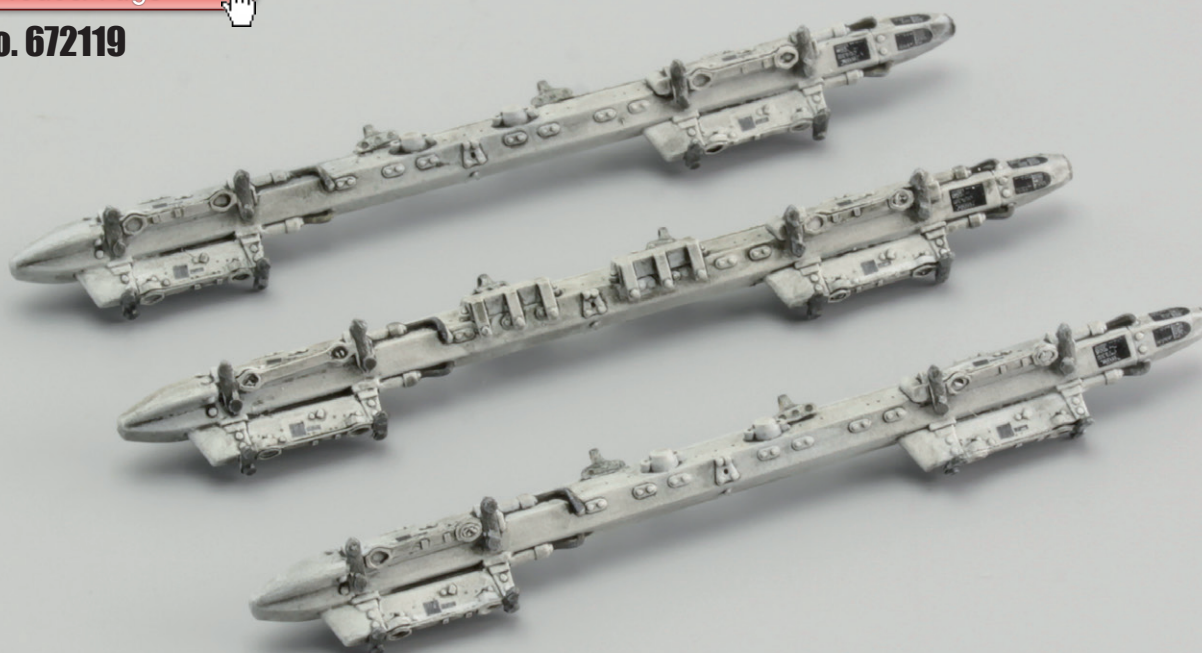
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Fw 190A-5 engine and fuselage guns 1/72

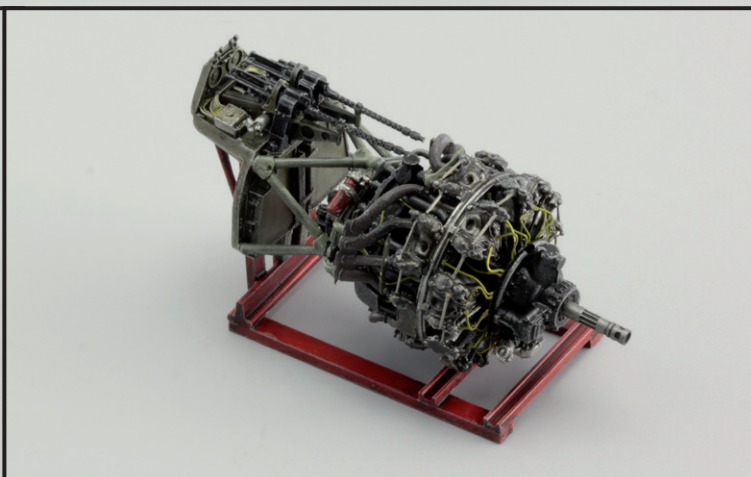
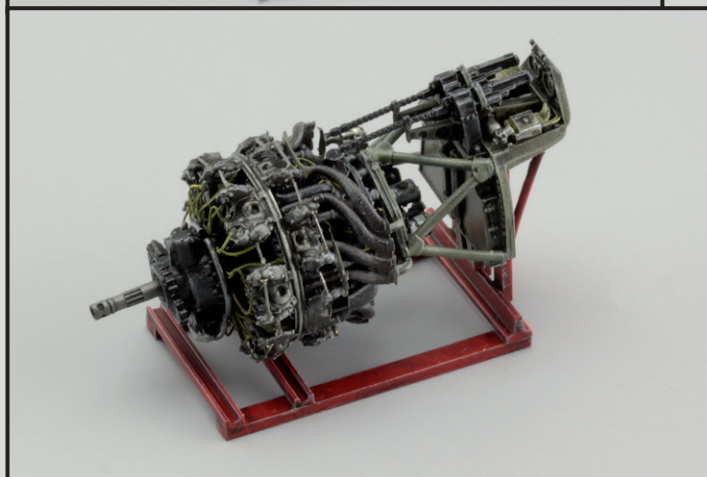
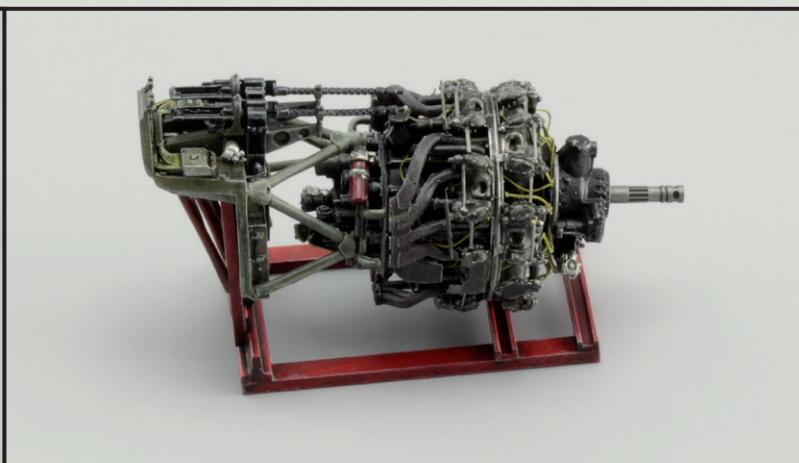


Built by Petr Zatřepálek

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NEXT MONTH...



BIG5340



BIG49156

BIGED (September)

BIG5340 HMS KING GEORGE V 1/350 Tamiya

BIG3368 F-86K 1/32 Kitty Hawk

BIG49156 Yak-38 1/48 HobbyBoss

BIG49157 SUPER ÉTENDARD 1/48 Kinetic

BIG72112 BLENHEIM Mk.IF 1/72 Airfix

BRASSIN (September)



632087 A6M5c Zero wheels 1/32 Hasegawa

632088 P-47D wheels 1/32 Hasegawa

648274 CBU-87 1/48

648277 P-38F cockpit 1/48 Academy

672115 SC 50 German WWII bombs 1/72

672120 TER 1/72

672121 Spitfire 500lb bomb set 1/72 Eduard

672122 Spitfire drop tank 1/72 Eduard

672123 Spitfire Mk.IX top cowl early 1/72 Eduard

672124 Spitfire Mk.IX top cowl late 1/72 Eduard

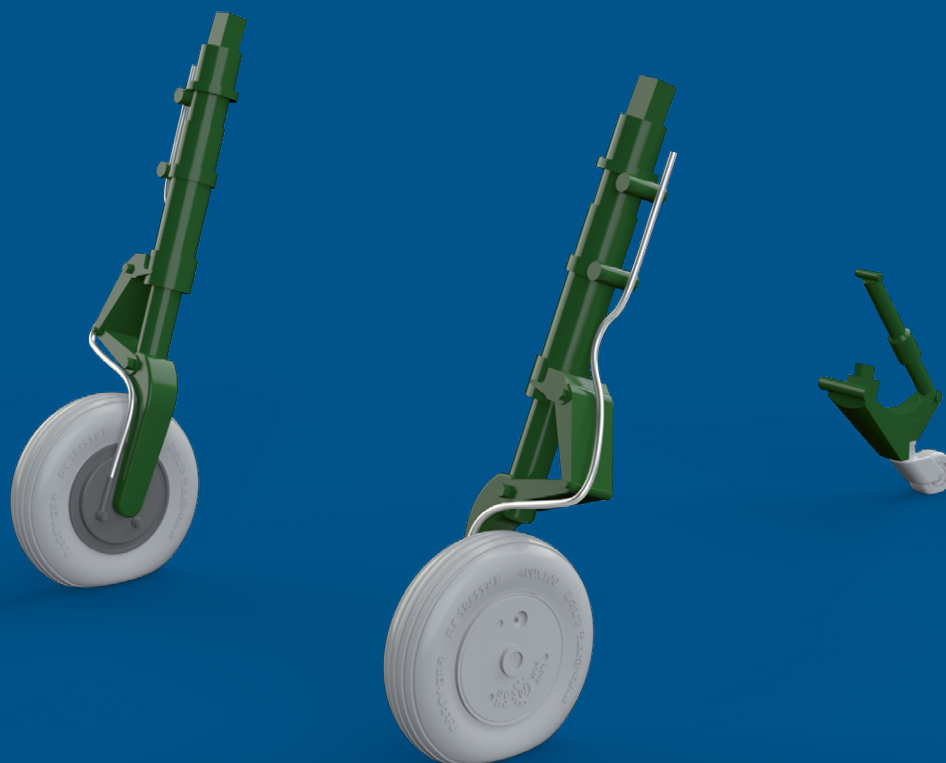
BIGSIN (September)

SIN64825 Bf 109G-5 ESSENTIAL 1/48 Eduard

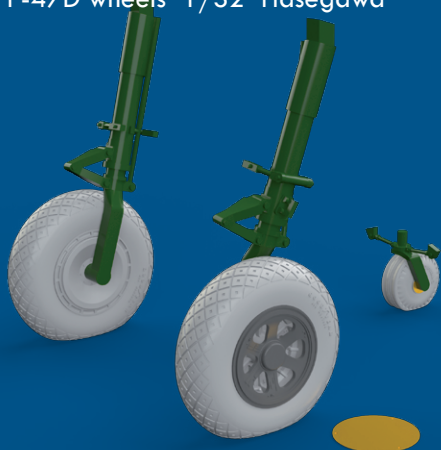
BIG49157



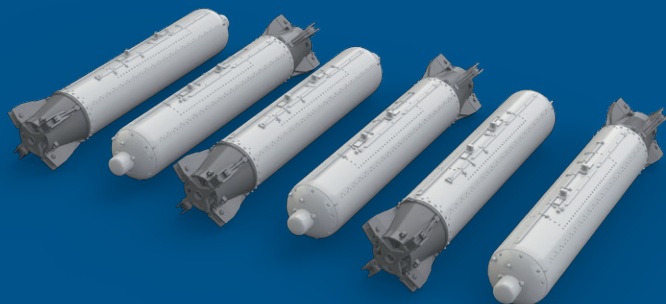
632087 A6M5c Zero wheels 1/32 Hasegawa



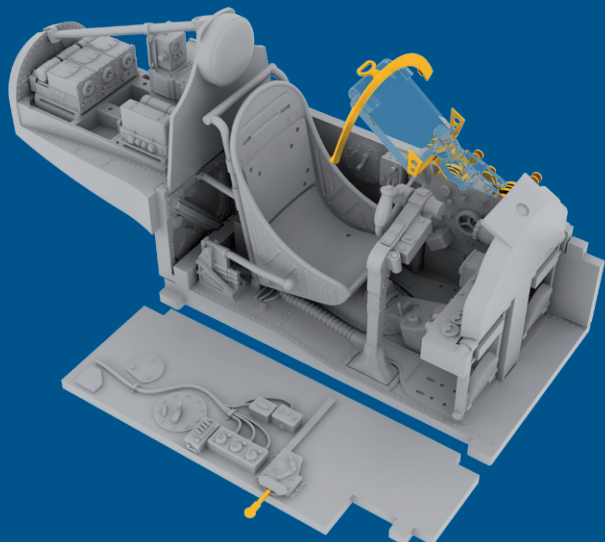
632088 P-47D wheels 1/32 Hasegawa



648274 CBU-87 1/48



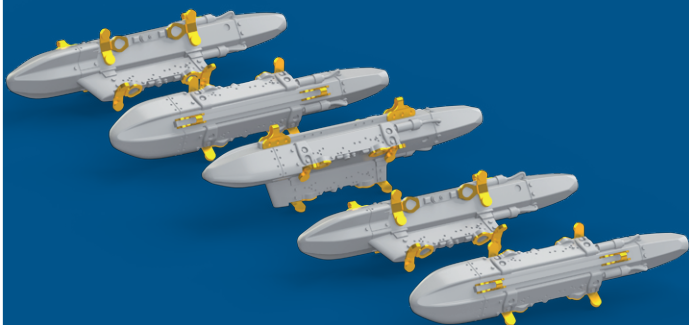
648277 P-38F cockpit 1/48 Academy



672115 SC 50 German WWII bombs 1/72



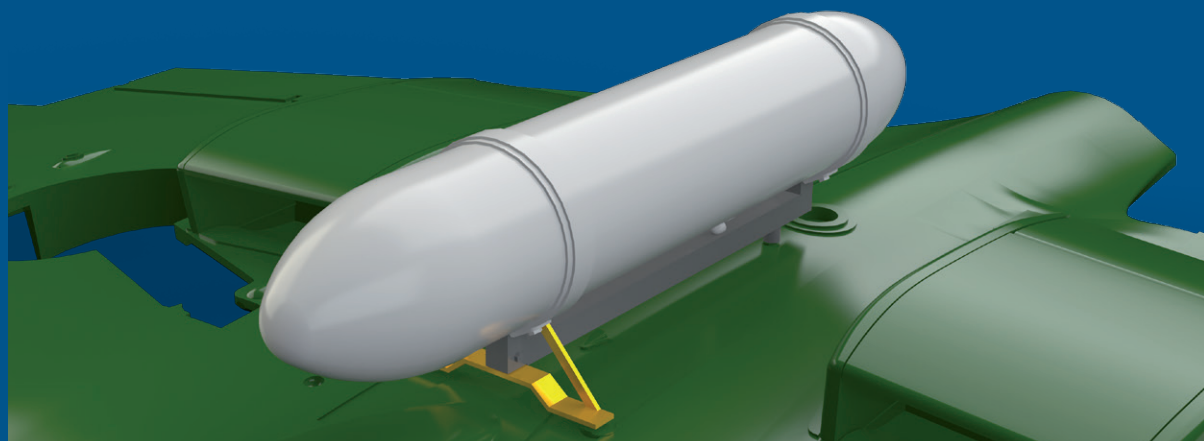
672120 TER 1/72



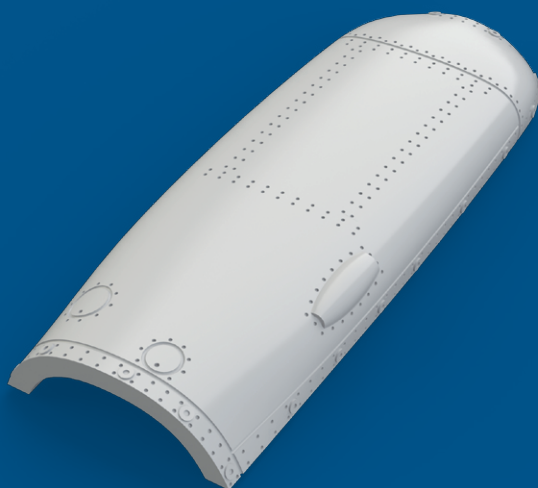
672121 Spitfire 500lb bomb set 1/72 Eduard



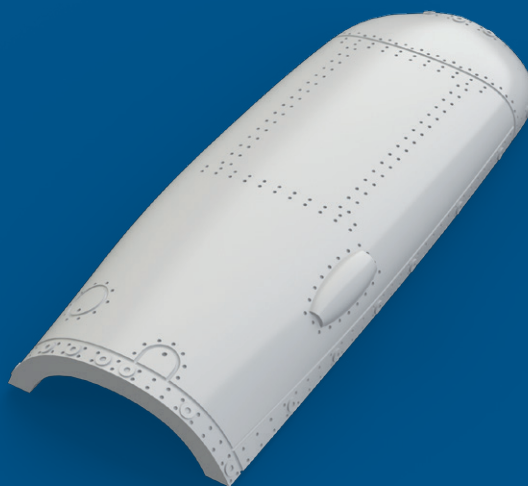
672122 Spitfire drop tank 1/72 Eduard



672123 Spitfire Mk.IX top cowl early 1/72 Eduard



672124 Spitfire Mk.IX top cowl late 1/72 Eduard



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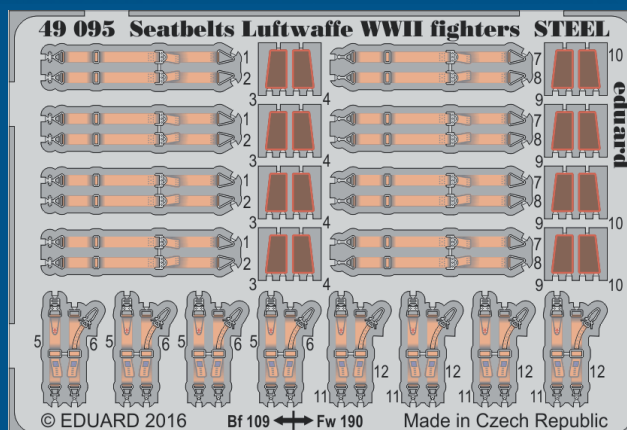
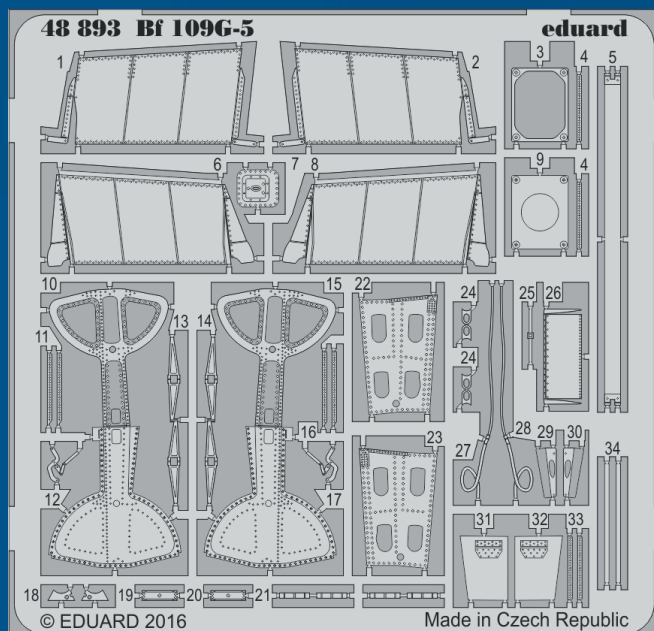
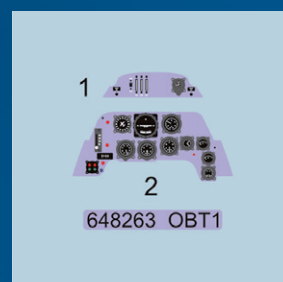
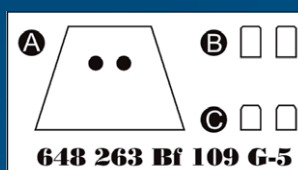
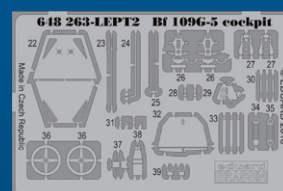
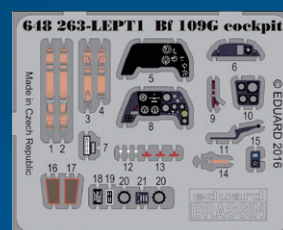
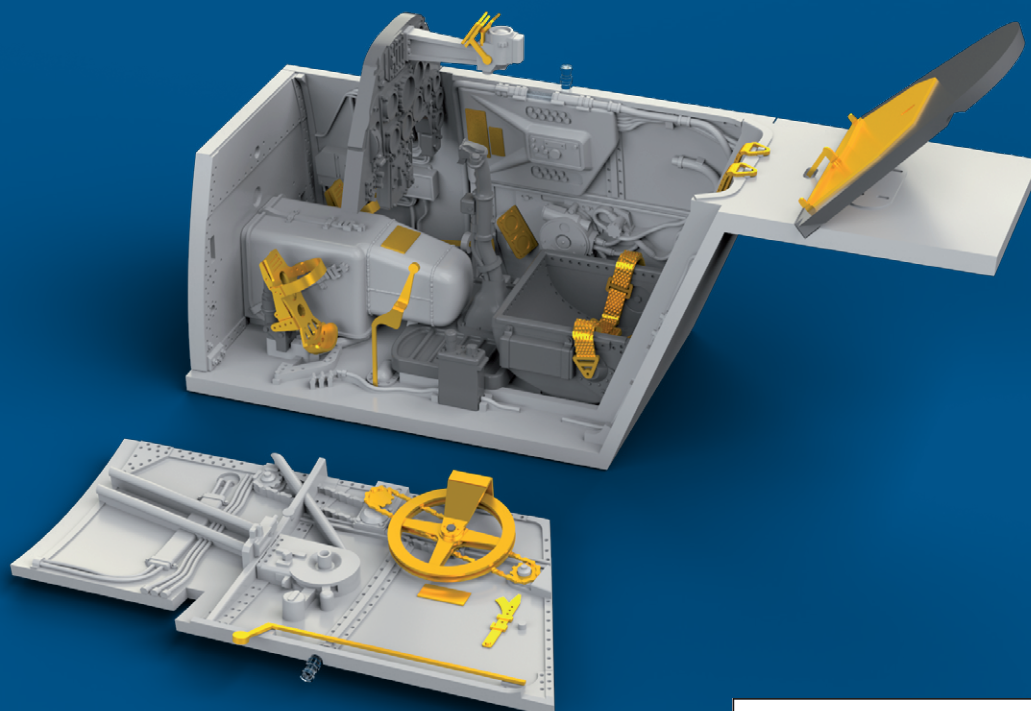
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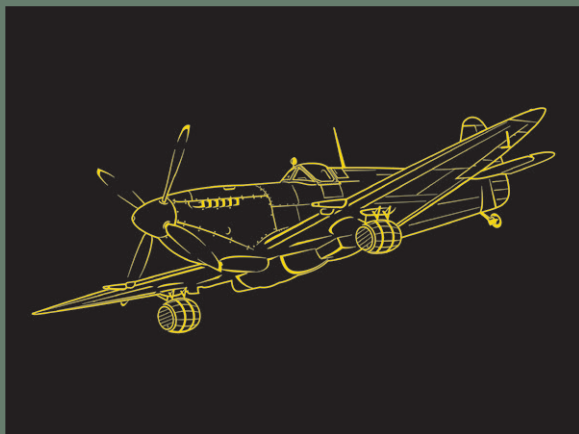


PHOTO-ECHTED SETS

32393	A6M5c landing flaps	1/32	Hasegawa
32882	A6M5c	1/32	Hasegawa
32883	A6M5c seatbelts STEEL	1/32	Hasegawa
32884	Seatbelts USN WWII fighters STEEL	1/32	
32885	Seatbelts Italy WWII fighters STEEL	1/32	
32886	Remove Before Flight STEEL	1/32	
48895	P-40B landing flaps	1/48	Airfix
48896	Do 17Z-2 exterior & bomb bay	1/48	ICM
48897	Do 17Z-2 landing flaps	1/48	ICM
49104	Seatbelts USN WWII fighters STEEL	1/48	
49105	Seatbelts Italy WWII fighters STEEL	1/48	
49785	PT-17	1/48	Revell
49786	P-40B	1/48	Airfix
49787	P-40B seatbelts STEEL	1/48	Airfix
49788	PT-17 seatbelts STEEL	1/48	Revell
49789	Do 17Z-2 seatbelts STEEL	1/48	ICM
49790	Do 17Z-2	1/48	ICM
49791	Super Etendard	1/48	Kitty Hawk
49792	Super Etendard seatbelts STEEL	1/48	Kitty Hawk
73042	Seatbelts USN WWII fighters STEEL	1/72	
73043	Seatbelts Italy WWII fighters STEEL	1/72	
73044	Remove Before Flight STEEL	1/72	
73565	JAS-39D	1/72	Revell

PHOTO-ECHTED SETS (September)

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33161	A6M5c	1/32	Hasegawa
FE785	PT-17	1/48	Revell
FE786	P-40B	1/48	Airfix
FE790	Do 17Z-2	1/48	ICM
FE791	Super Etendard	1/48	Kitty Hawk
FE793	Albatros D.III Weekend	1/48	Eduard
SS565	JAS-39D	1/72	Revell

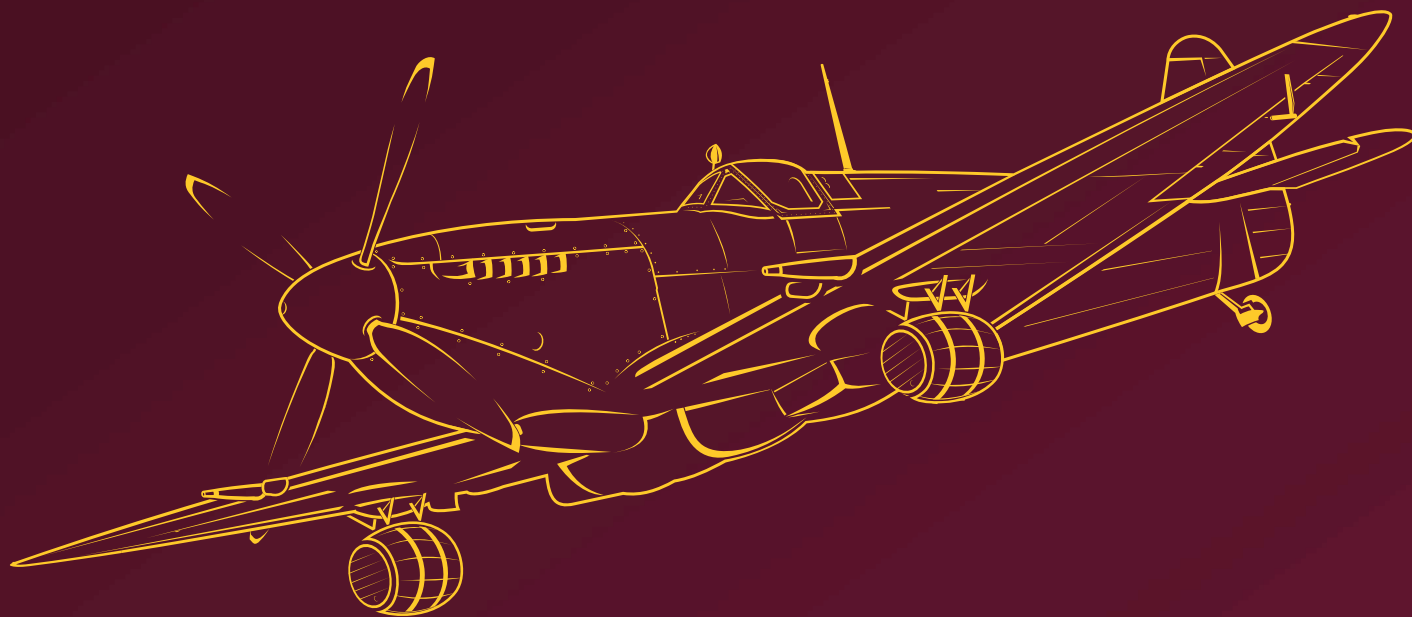
OVERTREES

70119X	Fw 190F-8	1/72	Eduard
70121X	Spitfire Mk.IXc late version	1/72	Eduard
70122X	Spitfire Mk.IXc early version	1/72	Eduard
70123X	Spitfire Mk.IXe	1/72	Eduard

OVERLEPT

70119-LEPT1	Fw 190F-8	1/72	Eduard
70121-LEPT1	Spitfire Mk.IXc late version	1/72	Eduard
70122-LEPT1	Spitfire Mk.IXc early version	1/72	Eduard
70123-LEPT1	Spitfire Mk.IXe	1/72	Eduard

ROYAL CLASS



Spitfire Mk.IX

QUATTRO COMBO



Spitfire Mk.IXc W/Cdr J. E. Johnson
No. 144 (Canadian) Wing RAF



Spitfire F Mk.IXc W/Cdr A. Gabszewicz
Northolt (Polish) Wing RAF



Spitfire LF Mk.IXc, Prince Emanuel Galitzine
No. 72 Squadron RAF



Spitfire LF Mk.IXc, SL632
101st Tayeset, Israeli Air Force



Spitfire LF Mk.IXc, MJ628, W/Cdr D. le Roy du Vivier
No. 324 Fighter Wing RAF



Spitfire LF Mk.IXc, MH1779,
No. 453 Squadron RAAF



Spitfire HF Mk.IXc, Jean-Marie Accart
No. 345 Squadron RAF (Free French)



Spitfire LF Mk.IXc, NH432, F/O Max A. Collet
No. 485 Squadron RAF



Spitfire LF Mk.IXc, Maj. Vasilii A. Matsyevich
26th GIAP, USSR



Spitfire F Mk.IXc, EN398, F/O Ian Keltie
No. 402 (RCAF) Squadron



Spitfire Mk.IXc, PV181, W/Cdr Rolf Arne Berg
No. 132 (Norwegian) Wing RAF



Spitfire F Mk.IXc, MH358, S/L James E. Storrar,
No. 65 Squadron RAF



Spitfire LF Mk.IXc, MH1978
No. 132 Squadron RAF



Spitfire Mk.IXc, Maj. Garth Jared
309th FS / 31st FG USAAF

Plastic sprues, photo-etched accessories
and painting mask for four complete
models of Mk.IXc early (1 kit),
Mk.IXc late (1 kit) and Mk.IXe (2 kits)
versions

ROYAL CLASS EXCLUSIVE CONTENTS

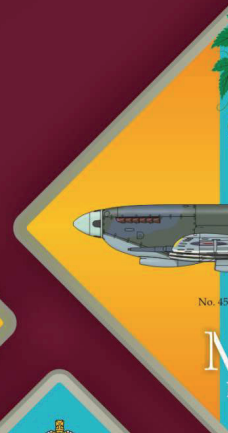
Plastic sprues, photo-etched accessories
and painting mask for four complete
models of Mk.IXc early (1 kit),
Mk.IXc late (1 kit) and Mk.IXe (2 kits)
versions

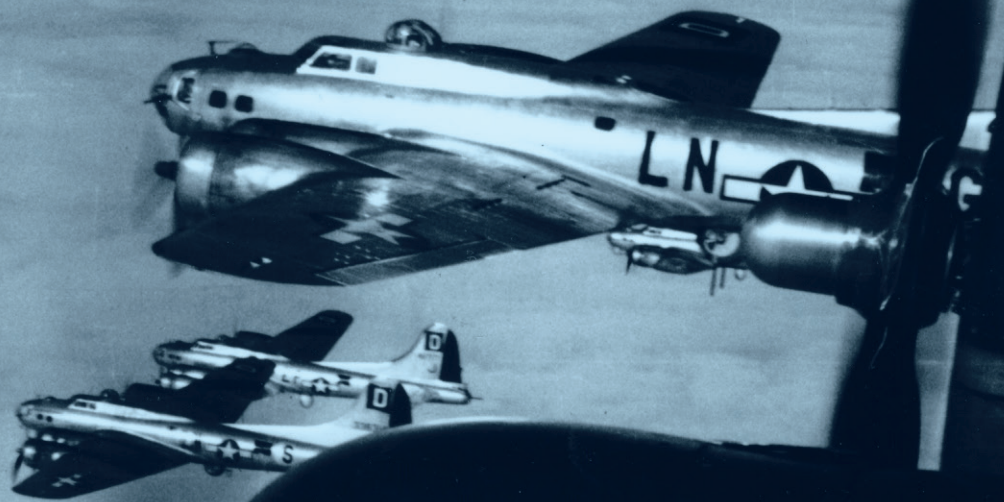
Decals for fourteen colorful and famous markings

▶ **Mark IX Eduard beer glass**
(glass design may vary / random selection of 6 designs)

▶ **Mark IX Beer coaster**
(1 of 14 / random selection)

Eduard Brassin accessories:
landing gear wheels (4 sets),
▶ "Mk. XXX" beer barrels (2 pcs)





KOVÁŘSKÁ 10. 9. 2016

A FULL-DAY PROGRAMME FOR THE WHOLE FAMILY IN A NEW FORMAT

SATURDAY 10 SEPTEMBER 2016 (10:00 - 19:00):

23RD WWII AVIATION MEETING, HISTORICAL WWII MILITARY VEHICLES AND MILITARY HISTORY GROUPS, LECTURES, CAMP LUCKY STRIKE 1944, CEREMONY AT THE MEMORIAL OF FALLEN AIRMEN, PATH TO HISTORY – VISIT THE CRASH SITE OF A PLANE DOWNED ON SEPT 11 1944, SCALE AIRPLANE PLASTIC KIT MODELLING COMPETITION, LIVE COUNTRY MUSIC, NEW ITEMS ON DISPLAY IN THE MUSEUM, AIR CAFÉ, CLASSICAL MUSIC CHOIR CONCERT IN ST. MICHAEL'S CHURCH, ETC.

**MUSEUM OF AIR BATTLE OVER THE ORE MOUNTAINS
ON SEPTEMBER 11TH, KOVÁŘSKÁ TOWNHALL,
ELEMENTARY SCHOOL OF SGT. J. C. KLUTZ**



KOVÁŘSKÁ

eduard



MUSEUM
OF AIR BATTLE OVER
THE ORE MOUNTAINS
ON SEPTEMBER 11TH, 1944

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