

INFO **EDUARD**

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FOLIORE

eduard

INFO **EDUARD**

ISSUE 75

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

SEPTEMBER 2016

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October 2016

EDITORIAL

Dear Friends,

the end of the summer holiday season is here, and it's time to get back to some serious work. And it's not that we haven't been in the middle of any. Even though there was downtime that we could enjoy, we have been focusing on the design and production of fall releases. These are in no small quantities, and we believe will garner a lot of positive attention. Even preparations for E-day is no small feat, and that has included a few planned surprises with which we intend to make your experience that much better. Of the publication on the Hind in Czechoslovak service penned by Jaroslav Spacek you already know. An autograph session and a seminar featuring Lt.Col. Jaroslav Spacek, the founder of the helicopter Tiger Flight, and the current Flight commander, mjr. Janem Vanicky, will begin at 1100h, coinciding with the release of the model. For the remainder of the day, we will be presenting other projects, both already announced, and others that are not generally known. Of course, there will be the 'kettle' discussion session, where you can ask any question you like. Of course, on the flip side, I will answer as I want, but rest assured, I will answer as truthfully and fully as I can, as

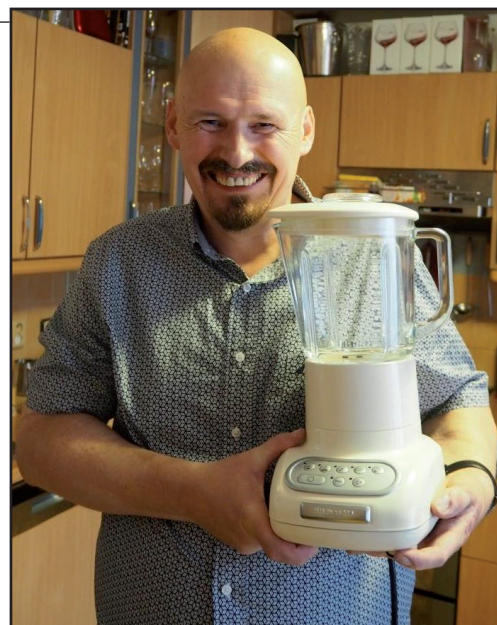
Jindrich 'Dachshund' Sterbacek, the moderator of the event. and also the editor of Modelar magazine, that this years kettle session will be longer and able to accommodate a greater number of people. We agreed that this years list of topics is potentially overwhelming. I am not one of those that feel that our field is in a state of crisis. To the contrary, I feel that we are in positive growth, but I do understand how some can view this from the other side of the coin. Even that can be a topic. At the session, I expect to receive official requests for the inclusion of 1/32 scale kits in the Limited Edition line, for which I am actually looking forward to, and it will take some time to discuss, so don't forget to drink lots of fluids and take a bathroom break beforehand! Besides that discussion session, there will be another, one that also become somewhat traditional, with Fredy Riedel of Special Hobby (formerly CMK/MPM), and he will no doubt have his own themes to take apart. The workshops will see demonstrations from several specialists, including Kristof Pulinckx and Jay Laverty, several firms will have their own programs, that, as



S. Archman and M. Ferkl by P-51D in NASM.

a faithful and loyal dachshund. We have come to an agreement with

usual, will take up most of the Saturday schedule, because Sundays tend to be a little more tired and laid back after



a very active night.

Turning to our stall, it will be organised in much the same way as recent years, with four checkout registers, and a pick up desk for preordered items. The preorder window actually opens on September 5th, and closes on September 15th, which is a Thursday. Unfortunately, this does not include October releases, not even the Hind. But not to worry, there will be enough product to go around, with a resupply on the night of Saturday/Sunday. I also have to mention that the preorder offer is open to only those that will be in attendance. For those that cannot be in attendance, there will be a simultaneous internet 'Afterparty', that will allow anyone to purchase items under the same conditions as if they were purchased at the event in Butovice. This year, we will also be correcting a faux pas that occurred last time with the admissions kit for the members of the BFC. Due to our mistake of last year, members of the BFC will be compensated with both models that will be prepared in advance. The final clue to the admissions kit this year can be found in my picture at the top of the page. Send your guesses in to me before tonight midnight, at sulc@eduard.cz and put 'model e-day' in the subject field. The first three correct answers will get the kit with a dedication. Besides the admissions kit, we also have a special gift set for every displaying modeler. Ladies and gentlemen, we are really looking forward to seeing you!

Our August trip to the United States was both pleasant and productive. The IPMS Nationals Convention in South Carolina was awesome and perfectly organised, and the city itself impressed me with its depth and also the number of bars in the local vicinity. Thanks to the organisers and to all, who visited our booth and showed an interest in our products and our future plans. I don't think we have yet received such acclaim

and praise at any other show and we were left with a very warm feeling. We also went to Virginia, which is a place I have fallen in love with, and to which I love to come back to. At Virginia Beach, we again visited Jerry Yagen and his Military Aviation Museum, so that we could take advantage of his Mustang. I think we used the time to maximum benefit, as we did on another example of the P-51D at the NASM in Washington DC. We also visited the Udvar Hazy Center close to Dulles Airport, where, among other items, we spent time studying the Sikorsky S-43, which will be a topic of a Limited Edition kit dedicated to the anniversary of the attack on Pearl Harbour. We are looking forward to both of these projects, and hope that they will command a lot of attention. Another theme for discussion in two weeks' time at E-day.

Besides October releases, you will also find at E-day the new items released today, the September items. Their flagship is probably the Spitfire Mk.IX in the 1/72nd scale Royal Class boxing. To a large extent, this kit mirrors its 1/48th scale predecessor, except for the number of actual kits in the box. The 1/72nd edition is in the Quattro Combo format, meaning, naturally, that there are four complete kits. These include one Spitfire F Mk.IXc (the type referred to as 'Early'), one Spitfire LF/HF Mk.IXc (Late), and two Spitfire Mk.IXe aircraft. The reason for two of the latter being included is in the marking options dedicated to this version. There is a total of fourteen marking options available, and the decals are printed by Cartograf, as is customary with the Royal Class kits. Masks are typically also included, as are photoetched details and Brassin items. The bonus is another beer mug, which will also be available as a stand alone item. There are six variations on the beer mug, and these will also be available as a complete set. There will be 2,000 kits produced. At the same time as the kit, there will be OVERTREES kits available, to include all four subtypes, The same goes for the small detail parts. Naturally, the photoetching will also be available separately. While on the topic of OVERTREES, please note that with these items of the main kits, such as the Spits in both scales, the MiG-21s, Bf 109s and some others, the OTs will be offered as constant items that will not be discontinued after a month, or, in some cases, several months, as has been the case, typically. There will also be the coaster game available with the Spitfire, which is being initiated today. Rules, terms and conditions can be found in today's newsletter.

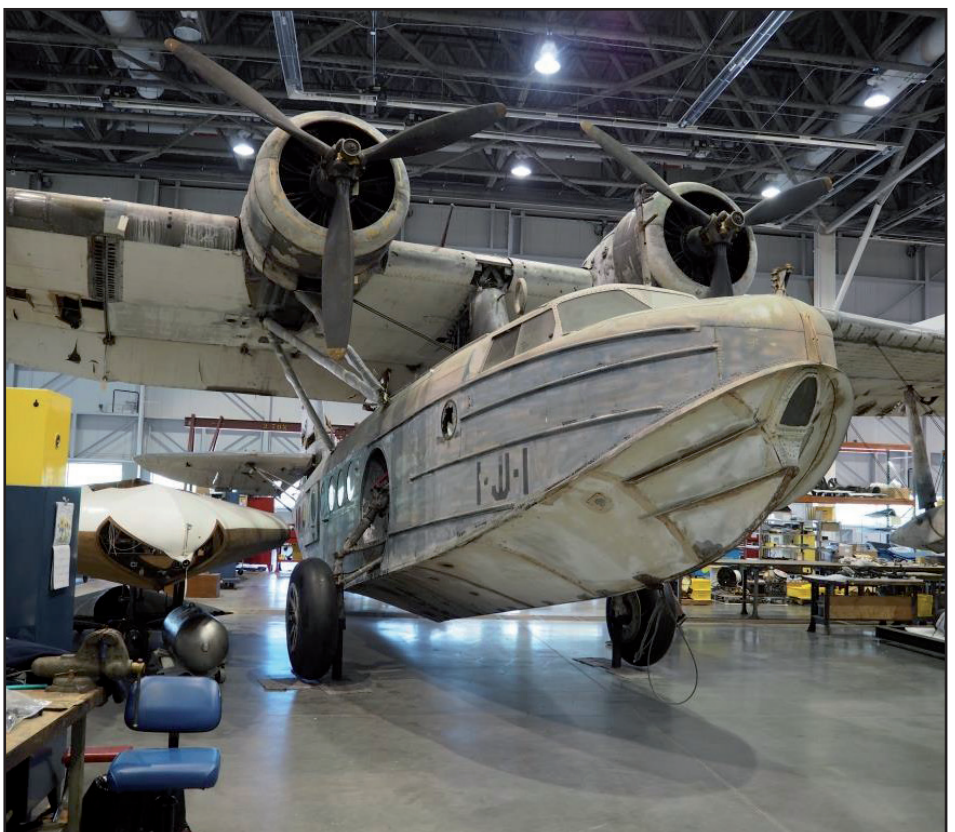
September ProfiPack kits are represented by the 1/72nd scale Fw 190F-8. Compared to preceding



P-51D ve Virginia Beach.

kits of the Fw 190A series, the F has a separate tree that includes the under hung rockets and bombs. There are several offered weapons variations supported by the photoetched brass ensemble. The markings options are standard, five versions, that, perhaps to some surprisingly, do not copy those of the preceding 1/48th scale kit. These will also have the Overtrees option available, and not on a temporary basis, either.

Sikorski S-43 in UDVAR-HAZY CENTER



The September Weekend kit is the Albatros D.III in 1/48th. This good old, several times released kit, is this time adorned with two marking options covering two famous German aces, Werner Voss and Manfred von Richthofen. You may think that this is not particularly earth shattering, and you'd be right. Consider it a bet on a favourite!

I have left the Limited Edition offer for the month to the end. This is the 1/48th scale Macchi C.202 Folgore. The base kit comes for Japan's Hasegawa, complemented by the usual photoetched brass, masks, Brassin resin bits, and a decal sheet printed by Cartograf. There are six marking options, and they were selected to cover the range of camouflage schemes found on this elegant aircraft. In the mix, you will find some well known names of pilots, and some perhaps, not so much. This is a trend over the last little while, to include well known subjects in the marking options, and some not so well known. This makes the options offered all the more interesting. Although the basic truth about not being able to satisfy everybody applies, it is fair to say that the selection of markings included in our kits over the past several months has had some success. The kit does not include a resin cockpit or wheel wells, which would include a mess of hoses, wires and tubes in the main wheel wells and above, and although certainly many modellers would've appreciated the inclusion, that would have also

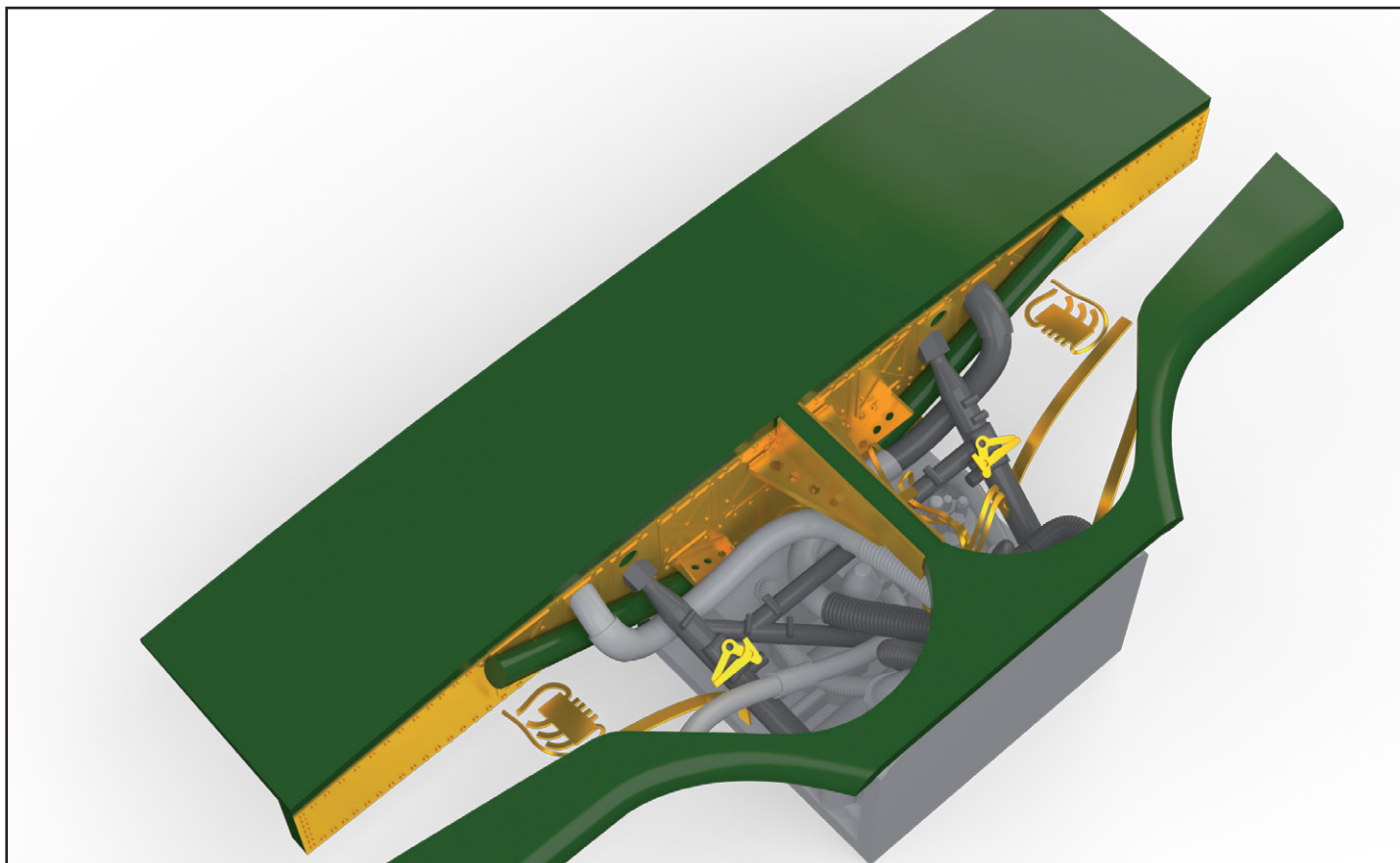
Wheel bay MC.202 1/48 Brassin

complicated the kit and would have driven up the price substantially. Another reason for not tying a bunch of octopuses together for this item was time. There was no way to meet the required deadline of mid August, when September releases have to be ready, and have the wheel wells included. We understand that for many modellers, this item might be a key determining factor in deciding to purchase, or not to purchase. So, we decided that we will be releasing this item as a separate Brassin set. In all likelihood, it will be available in November, 2016. It will be available at a very good price, and will be quite nice! You can get a sneak peek here.

Let's turn our attention to accessory sets. Connected to the release of the Spitfire Mk.IX there is a quartet of Brassin sets being offered, among which I would like to point out two sets for the upper engine cowl. These are based solely on popular requests by people who see this as a plausible approach to what they see as a shortcoming with the original plastic cover that in the kit is made up of separate halves. This is considered by some as a rather labour intensive step. I read on a local forum that this is an admission by as that the original covers are wrong. That is an interesting theory, but the reality is that we are releasing these items, again, by request, due to the complicated nature of the split components in the kit. I am bringing this up only because I often read that we do not do what modellers want, and I feel that this simply is not

true. What is true, is that we cannot satisfy every request. Every modeller wish is very specific and simply cannot be accommodated. But, we do what we can. For example, the P-38F 1/48 scale cockpit, originally from our Limited Edition kit, was requested, so now it is available. The month's releases also include another two sets for the Spitfire, a 500lb bomb with rack, and an auxiliary fuel tank. Besides these Spit and P-38 sets, there are another five sets and one BigSin, the Bf 109G-5 Essential, that includes a photoetched fret, a Brassin cockpit and steel seatbelts.

Turning to photoetched items, there are two collections of sets for interesting new releases. The Hasegawa 1/32nd scale A6M5c has been available now for several months, and our sets for this kit can hopefully still be considered timely. In order to ride the wave of interest of modellers, same as for the P-40B in 1/48th scale by Airfix, which was planned for a September release. Here's hoping that our set for this well executed model comes at the ideal time. For both of these kits we have three sets in the form of basic sets (32882, 49786), landing flaps (32339, 48895) and steel seatbelts (32883, 49787). We are following a similar pattern with respect to the ICM Do 17Z-2 in 1/48, but in this case, there are four sets, since the detail small bits and large parts are split into two sets. In the new offerings for the month, you will also find sets for the PT-17 (1/48, Revell), Super Etendard (1/48 KittyHawk) and JAS-

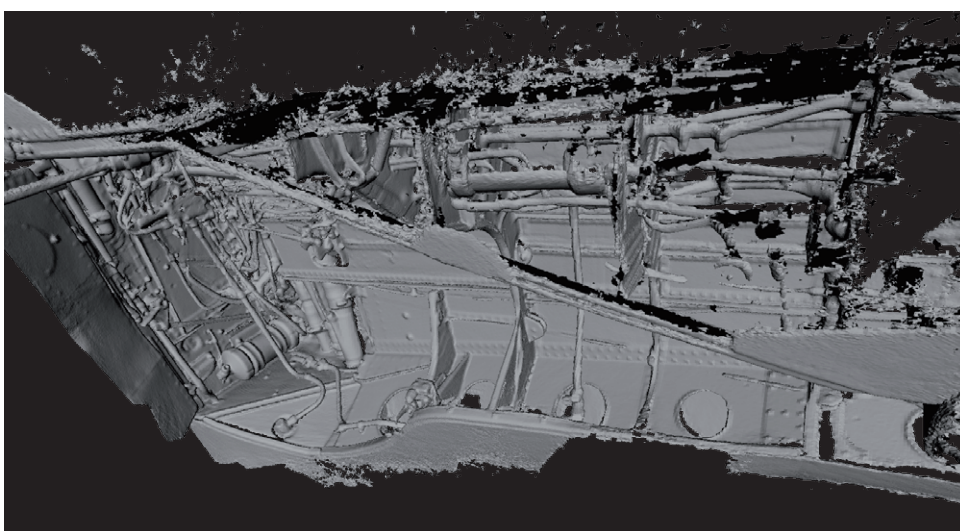


39D Gripen (1/72, Revell). With the release of the new type of seatbelts, we have decided to more vigorously integrate them into individual sets in 1/48 and in 1/32 scale, and possibly into larger scales as well. This is to satisfy those modellers who do not hold an interest in any photoetching beyond seatbelts. Steel seatbelts (STEELBELTS) in September will be in the form of USN fighters and those of the Italian WWII Air Force in all three main scales, along with a set of REMOVE BEFORE FLIGHT tabs in 1/32 and 1/72. I hope that you have had a chance to try the new belts out, and if not, you will get a chance to trying them first hand at E-day. For all of the above mentioned kits covered by the accessory items, you can also add mask sets, with the exception of the Gripen, which was already offered in August. You will also find masks for two kits from Aoshima in 1/72 scale, the Ki-61-II with various canopy options. And that's about all regarding new items prepared for September.

On Saturday, September 3rd, you can come and visit us at PilsenKit, in Plzen, and I will be there as well. Simultaneously, the 'Afterparty' to PilsenKit is starting up and run through to the 6th.

So, in closing, I hope you have a good read with our e-magazine, and I hope to see you soon at one of the upcoming shows.

Vladimir Sulc

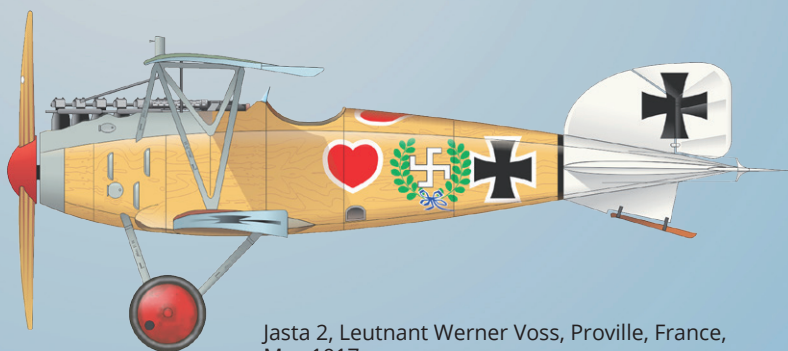


3D scans wheel bay P-51D.

WEEKEND e d i t i o n

1/48, Cat. No. 8438

Albatros D.III



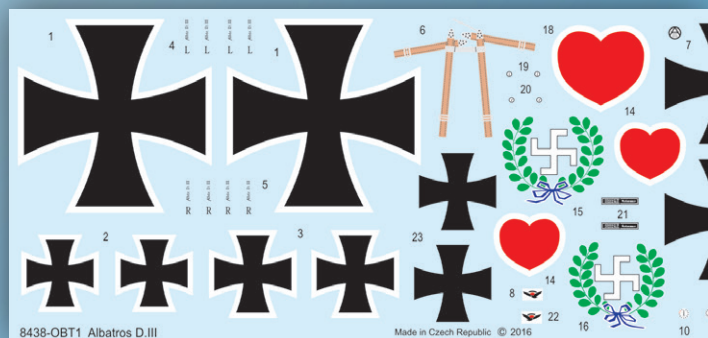
Jasta 2, Leutnant Werner Voss, Provville, France, May 1917



Jasta 11, Rittmeister Manfred Freiherr von Richthofen, Harelbeke, Belgium, Juni 1917

- 2 markings
- decals Eduard

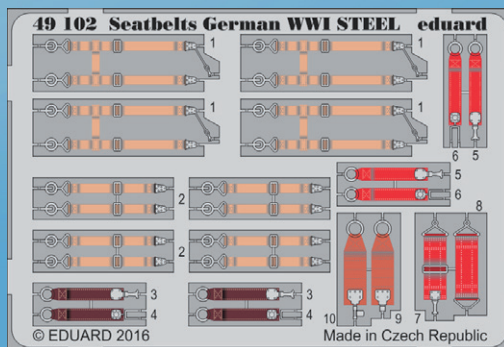
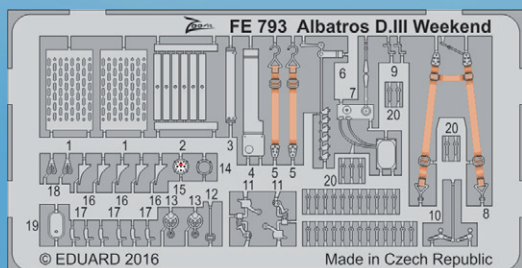
Product Page



RECOMMENDED:

FE793 Albatros D.III Weekend (PE-Set)

49102 Seatbelts German WWI STEEL (PE-Set)



Fw 190F-8

ProfiPACK
edition

1/72



NEW TOOL 2016

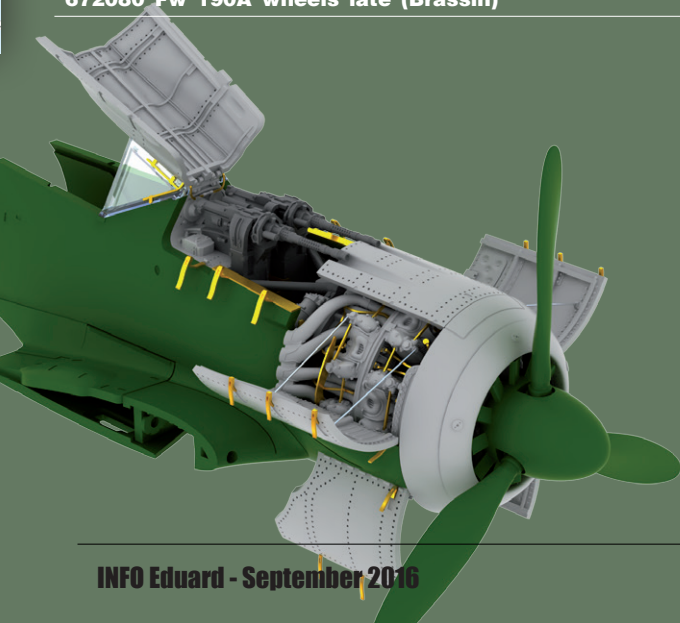
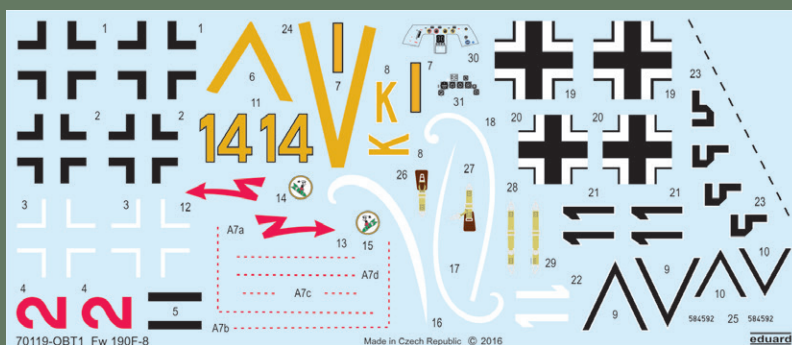
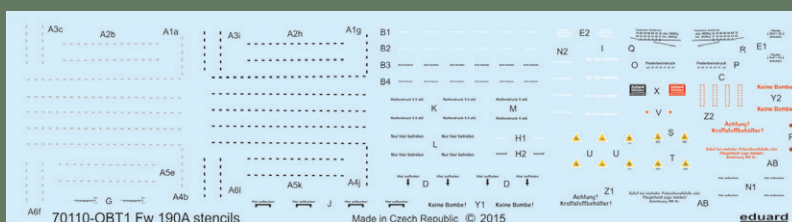
RECOMMENDED:

- 73034 Seatbelts Luftwaffe WWII STEEL (fotolept)
- 672081 Fw 190A-8 cockpit (Brassin)
- 672084 Fw 190A-8 MG 131 mount (Brassin)
- 672082 Fw 190A-8 engine (Brassin)
- 672086 Fw 190A propeller (Brassin)
- 672088 Fw 190A-8 engine & fuselage guns (Brassin)
- 672085 Fw 190A exhaust stacks (Brassin)
- 672080 Fw 190A wheels late (Brassin)

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

1/72, Cat. No. 70119

Product Page





5./SG 77, Cottbus, Germany, early 1945



SG 10, Ceske Budejovice, Czechoslovakia, May 1945



1./SG 4, Piacenza air base, Italy, 1944



W.Nr. 584592, SG 2 or SG 10, Neubiberg, Germany, May 1945



SG 2, Hungary, late 1944 / early 1945



FOLGORE

Cat. No. 1132

- plastic parts Hasegawa
- color photo-etched set
- painting mask
- decals Cartograf
- 6 markings
- Radio compass antenna, engine intakes, main wheels and two types of tail wheel

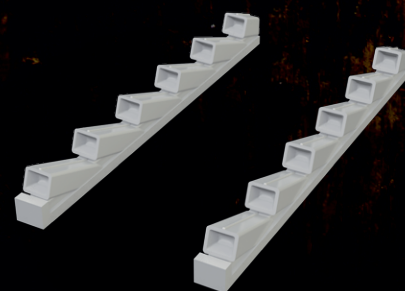
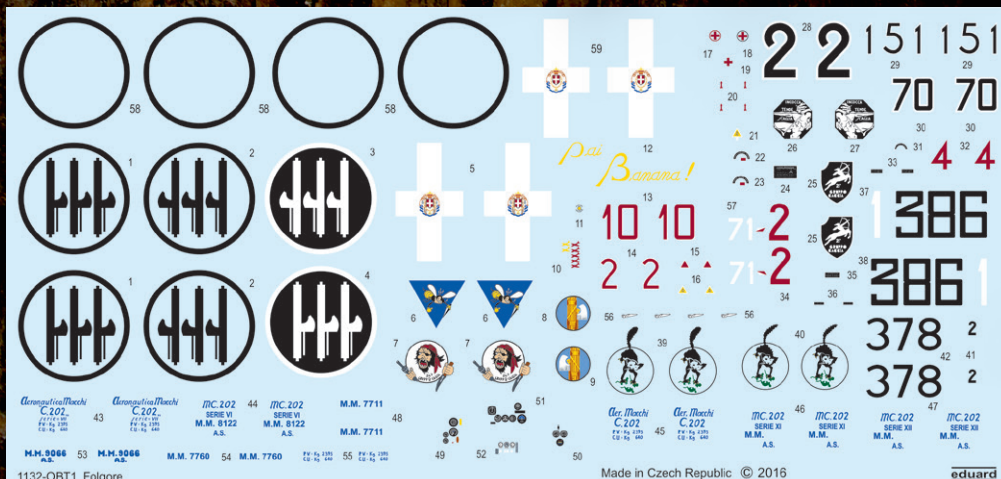
Product Page



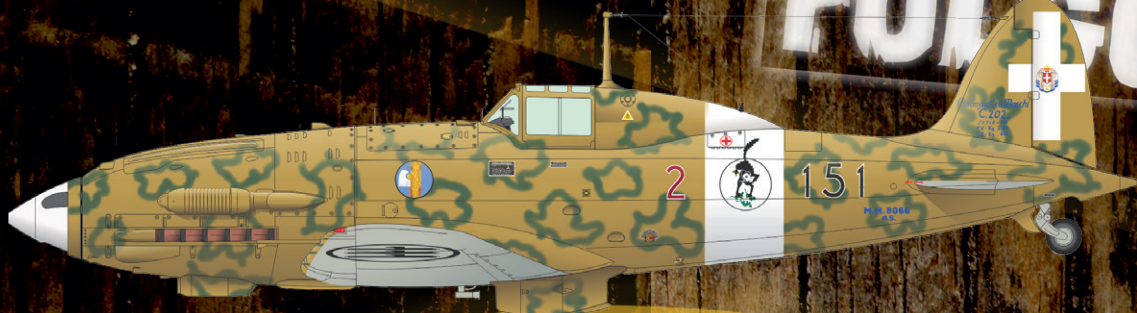
RECOMMENDED:

49105 Seatbelts ITALY WWII fighter STEEL (PE-Set)

648281 MC.202 exhaust stacks (Brassin)



October release



Macchi C.202 VII. Serie, M.M.9066, Maersciallo Ennio Tarantola,
151a Squadriglia, 51o Stormo C.T.,
Gela, September 1942



Macchi C.202 VI. Serie, M.M.8122, 386a Squadriglia, 21o Gruppo Autonomo C.T.,
Kantemirowka, October 1942



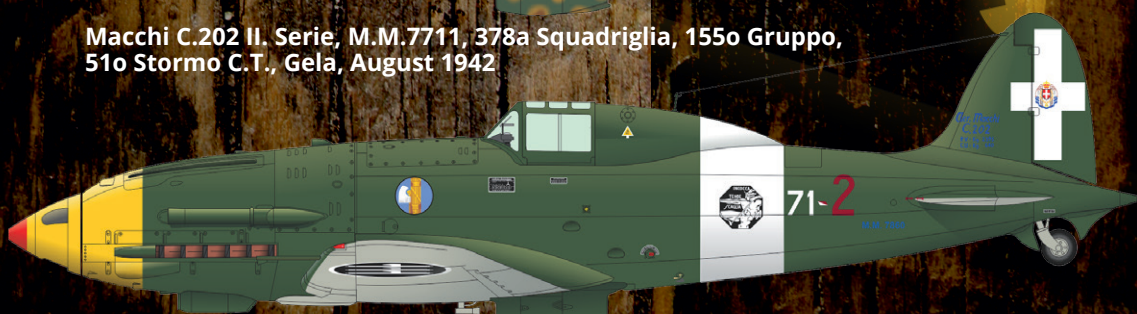
Macchi C.202 XI. Serie, M.M. Unknown, 24o Gruppo Autonomo C.T.,
Olbia-Venafiorita, June 1943



Macchi C.202 XII. Serie, M.M. Unknown, 70a Squadriglia, 3o Stormo C.T.,
Cerveteri, August 1943



Macchi C.202 II. Serie, M.M.7711, 378a Squadriglia, 155o Gruppo,
51o Stormo C.T., Gela, August 1942



Macchi C.202 I. Serie, M.M.7860, 71a Squadriglia, 17o Gruppo, 1o Stormo C.T.,
Udine-Campoformido, October 1941



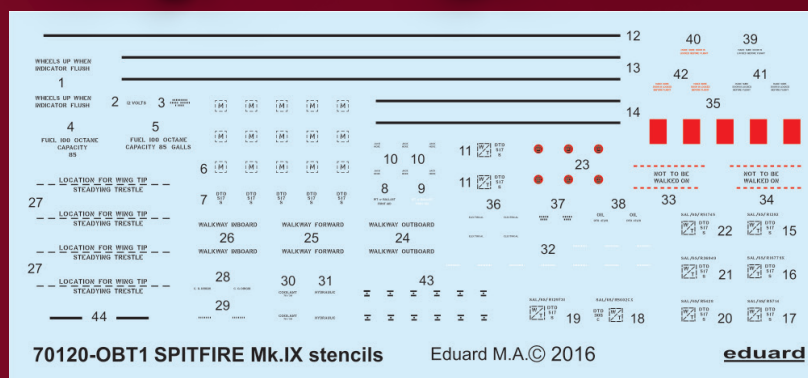
Plastic sprues, photo-etched accessories
and painting mask for four complete
models of Mk.IXc early (1 kit),
Mk.IXc late (1 kit) and Mk.IXe (2 kits)
versions

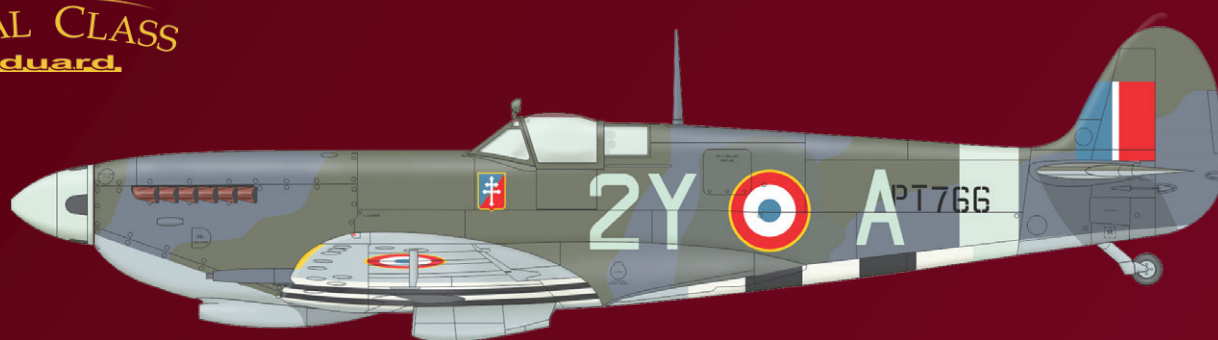
Spitfire Mk.IX

QUATTRO COMBO 1/72



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

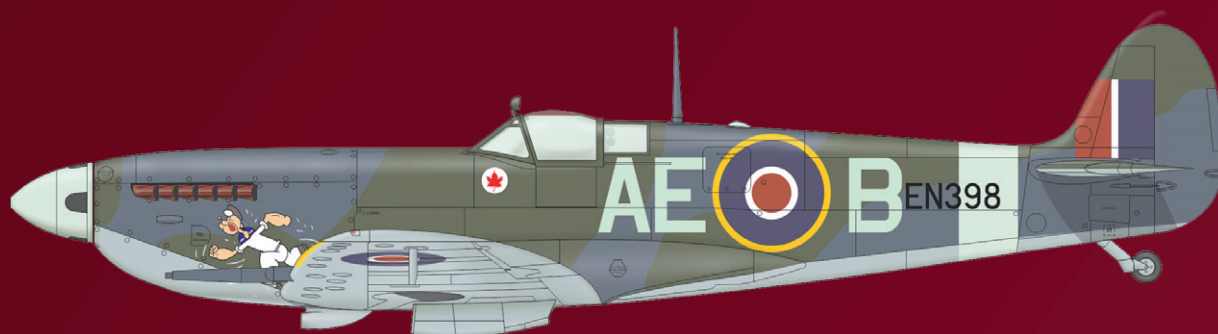




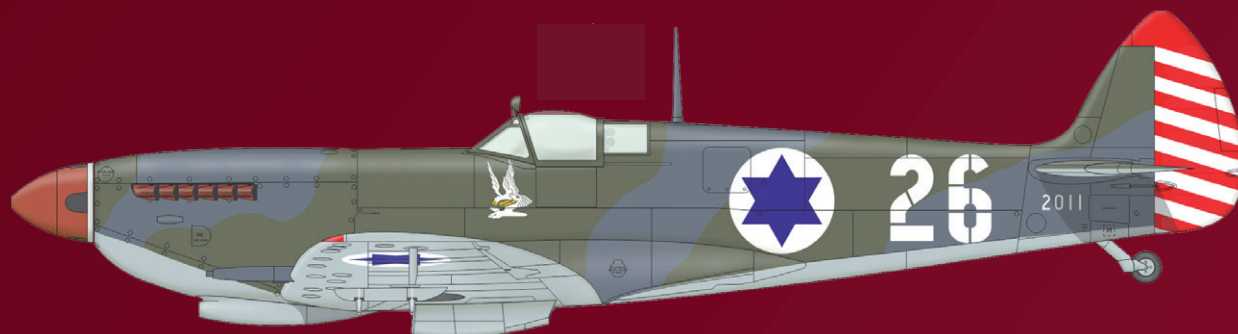
HF Mk.IXe, PT766, flown by Jean-Marie Accart, CO of No. 345 Squadron, Deanland AB, September, 1944



LF Mk.IXe, flown by Maj. Vasiliy A. Matsyevich, CO of 26th GIAP, Leningrad Area, May, 1945



F Mk. IXc, EN398, flown by F/O Ian Keltie, No. 402 Squadron, Kenley AB, March, 1943



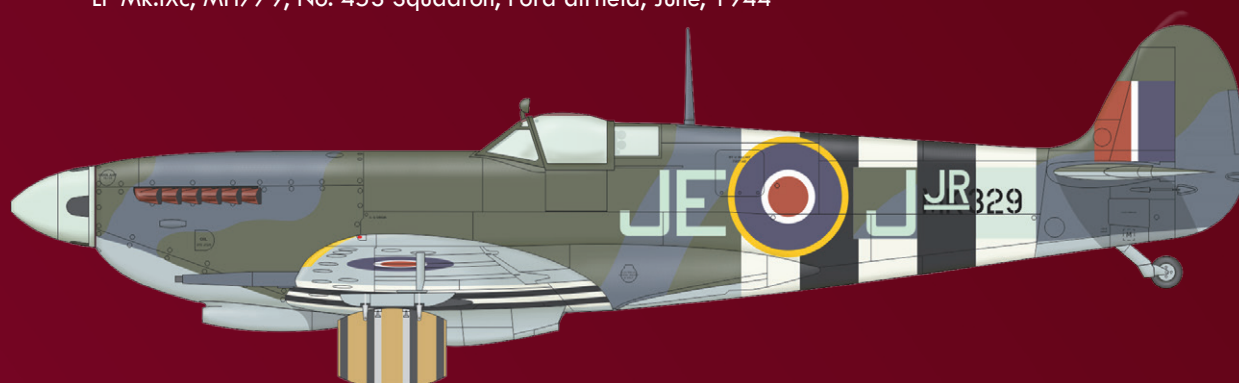
LF Mk.IXe, SL632, 101st Tayeset, Israeli Air Force, late 1949



LF Mk.IXe, MH978, No. 132 Squadron, 1944



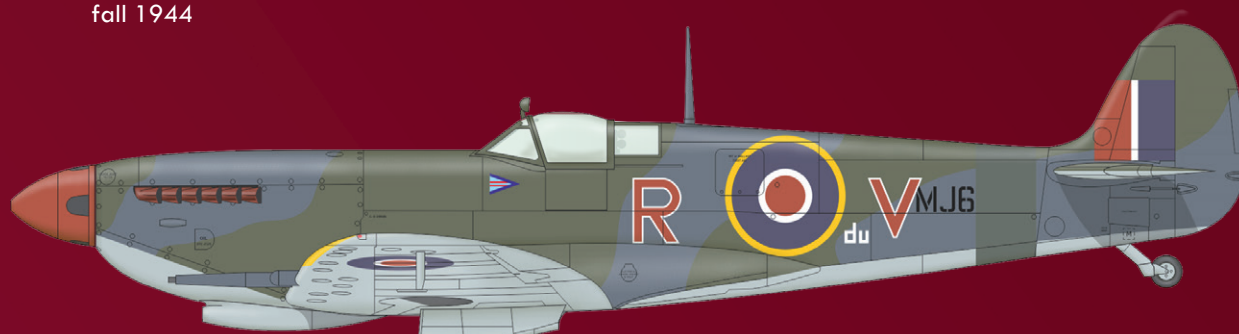
LF Mk.IXc, MH779, No. 453 Squadron, Ford airfield, June, 1944



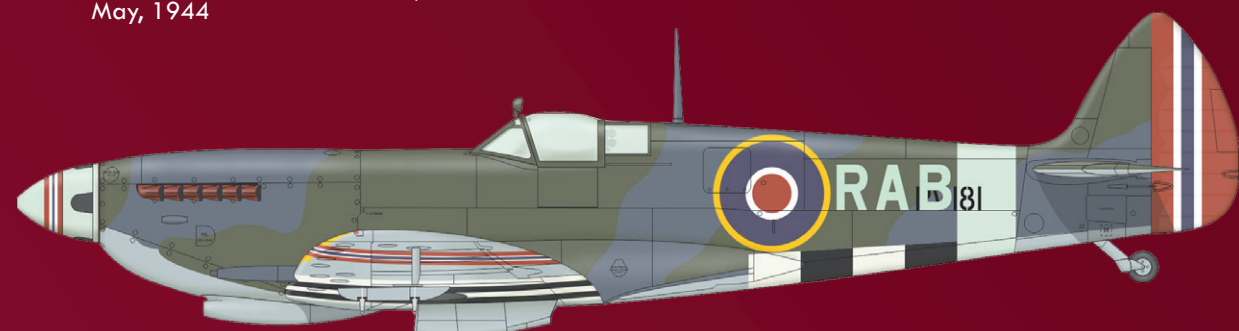
Mk.IXe, MK329, flown by W/Cdr J. E. Johnson, CO of No. 144 Wing, June, 1944



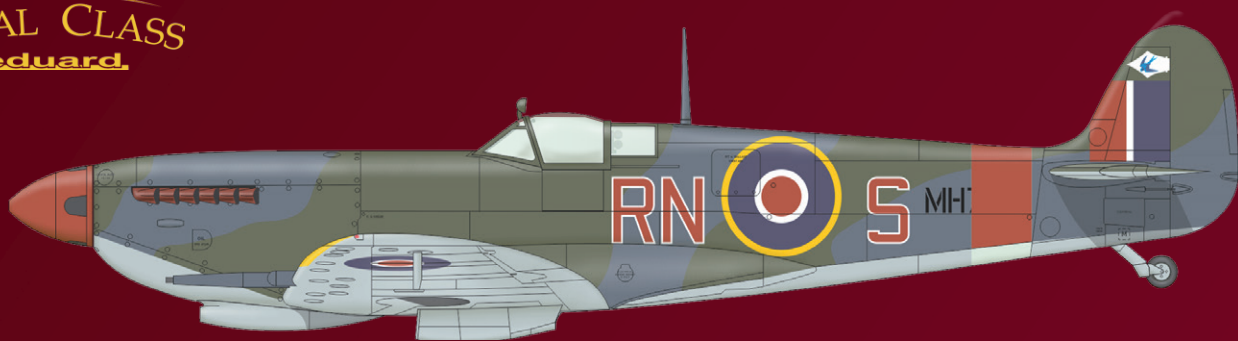
LF Mk.IXe, NH432, flown by F/O Max A. Collet, No. 485 Squadron, Maldegem airfield, Belgium, fall 1944



LF Mk.IXc, MJ628, flown by W/Cdr Daniel le Roy du Vivier, CO of No. 324 Fighter Wing, Italy, May, 1944



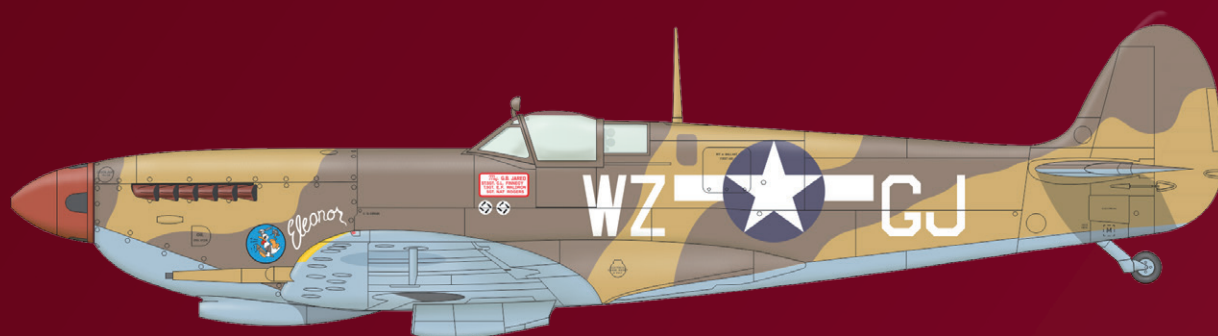
Mk.IXe, PV181, flown by W/Cdr Rolf Arne Berg, CO of No. 132 Wing, Twente AB, the Netherlands, winter 1944 - 1945



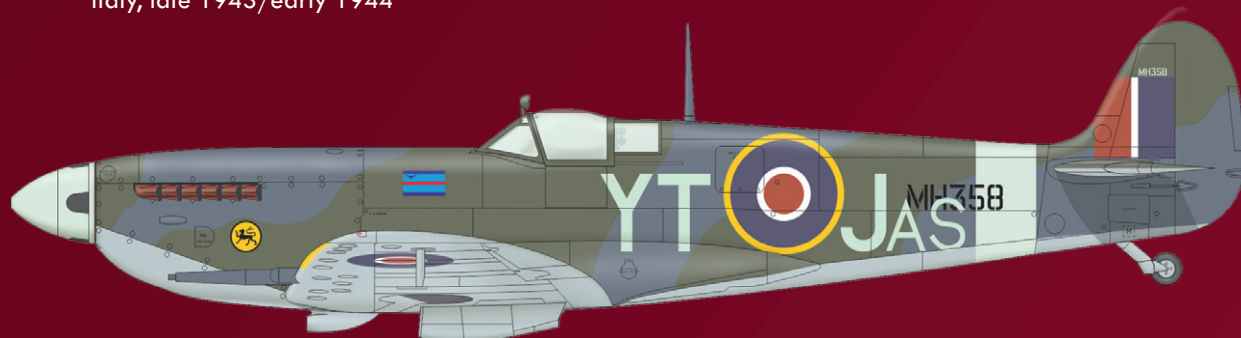
LF Mk.IXc, MH763, flown by Prince Emanuel Galitzine, No. 72 Squadron RAF, Ramatuelle Airfield, France, autumn, 1944



F Mk.IXc, EN526, flown by W/Cdr A. Gabszewicz, CO of Northolt Wing, Northolt AB, summer, 1943



LF Mk.IXc, flown by Maj. Garth Jared, CO of 309th FS / 31st FG, USAAF, Pomigliano / Castel Volturno AB, Italy, late 1943/early 1944



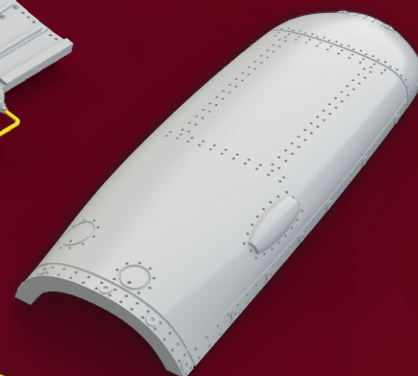
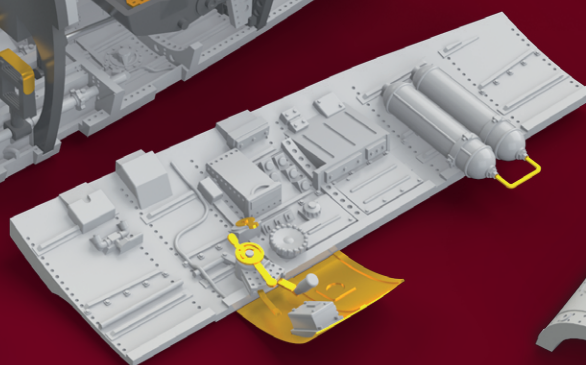
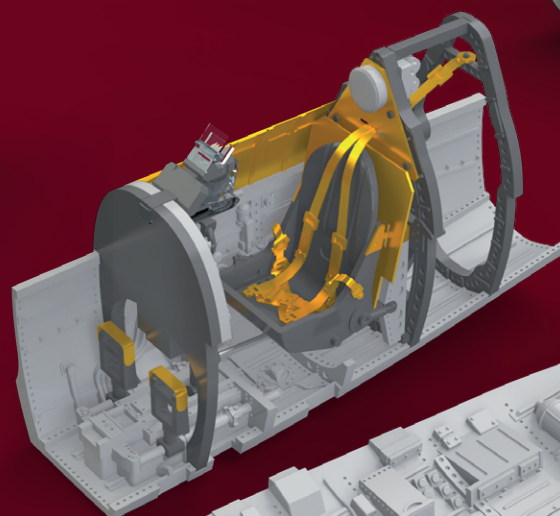
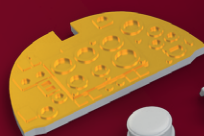
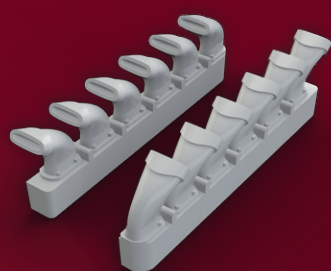
F Mk.IXc, MH358, flown by S/L James E. Storrar, CO of No. 65 Squadron, Kingsnorth AB, September, 1943

RECOMMENDED::

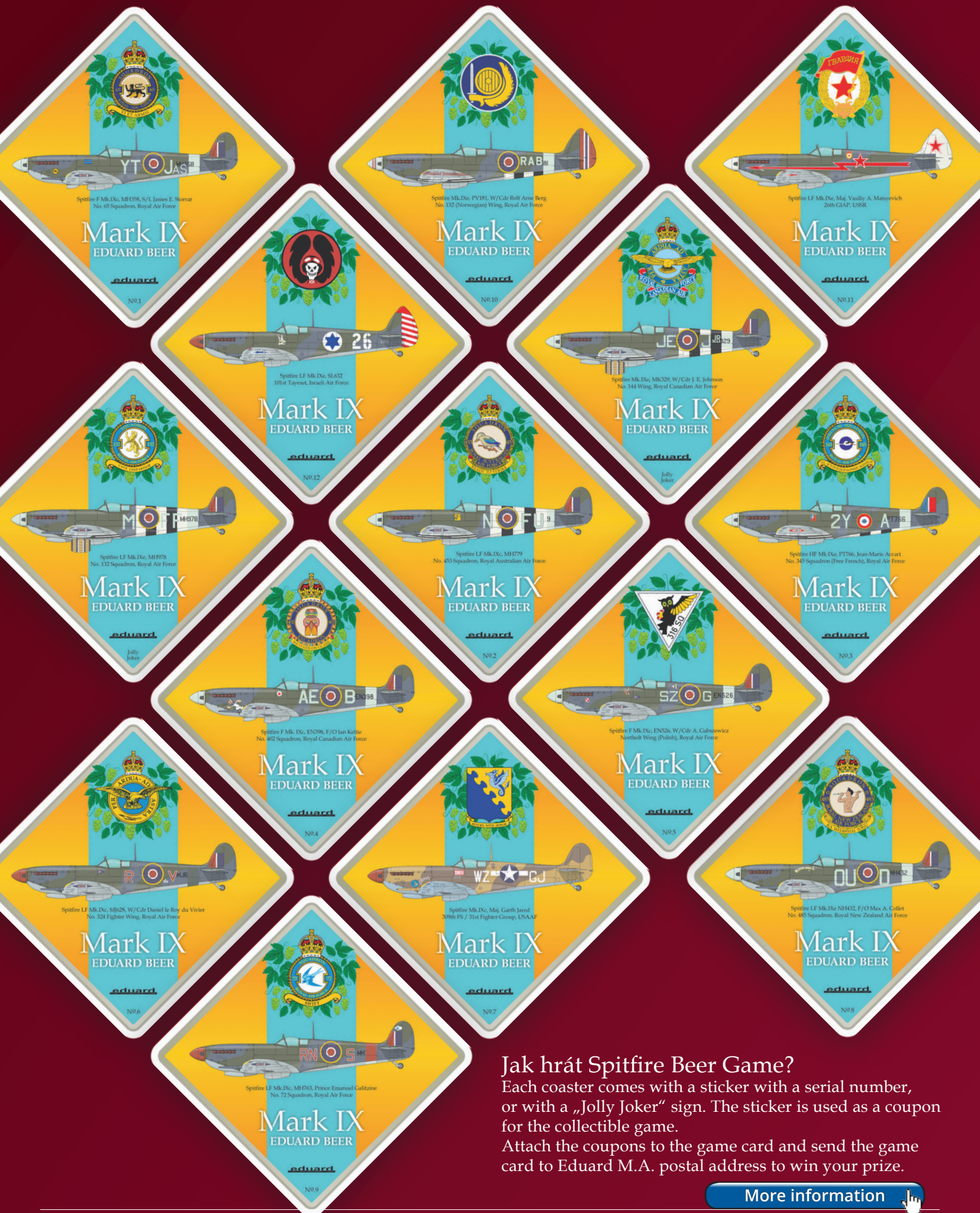
- 72623 Spitfire Mk.IX landing flaps (PE-Set)
- 72624 Spitfire Mk.IX (PE-Set)
- 672106 Spitfire Mk.IX wheels - 5 spoke, smooth tire (Brassin)
- 672107 Spitfire Mk.IX wheels 5 spoke, w/pattern (Brassin)
- 672108 Spitfire Mk.IX wheels 4 spoke, smooth tire (Brassin)
- 672109 Spitfire Mk.IX wheels 4 spoke, w/pattern (Brassin)
- 672110 Spitfire exhaust stacks - fishtail (Brassin)
- 672111 Spitfire exhaust stacks - rounded (Brassin)
- 672112 Spitfire Mk.IX cockpit (Brassin)
- 672121 Spitfire 500lb bomb set Eduard (Brassin)
- 672122 Spitfire drop tank Eduard (Brassin)
- 672123 Spitfire Mk.IX top cowl early Eduard (Brassin)
- 672124 Spitfire Mk.IX top cowl late Eduard (Brassin)

Spitfire Mk.IX 1/72

ROYAL CLASS
eduard



BEER GAME



Jak hrát Spitfire Beer Game?

Each coaster comes with a sticker with a serial number, or with a „Jolly Joker“ sign. The sticker is used as a coupon for the collectible game.

Attach the coupons to the game card and send the game card to Eduard M.A. postal address to win your prize.

[More information](#)



Mark IX
EDUARD BEER



Mark IX
EDUARD BEER



Mark IX
EDUARD BEER



Mark IX
EDUARD BEER



Mark IX
EDUARD BEER



Mark IX
EDUARD BEER

185 mm

Set of all six glasses
PRR0013-SET

Exclusively on Eduard
webstore

Beer Glaas

Cat. No. PRR0013-453



Cat. No. PRR0013-312



Cat. No. PRR0013-402



Cat. No. PRR0013-072

Cat. No. PRR0013-313

Cat. No. PRR0013-485



FW 109F-8 1/72

[Product Page](#)

OVERTREES

CAT.NO.70119X

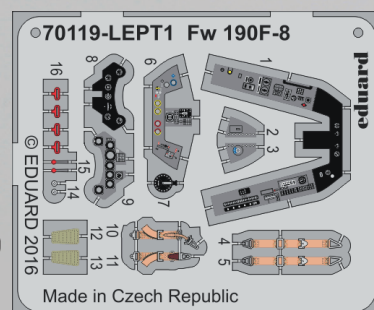


CAT.NO. 70119-LEPT1
FW 109F-8 1/72
PE-SET

[Product Page](#)

ONLY 1.-30. 09. 2016

OVERLEPT

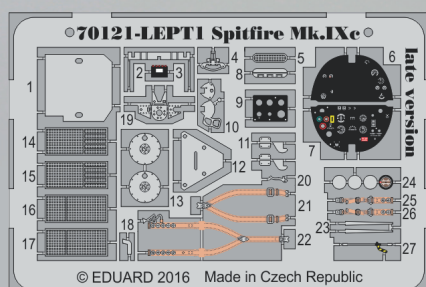
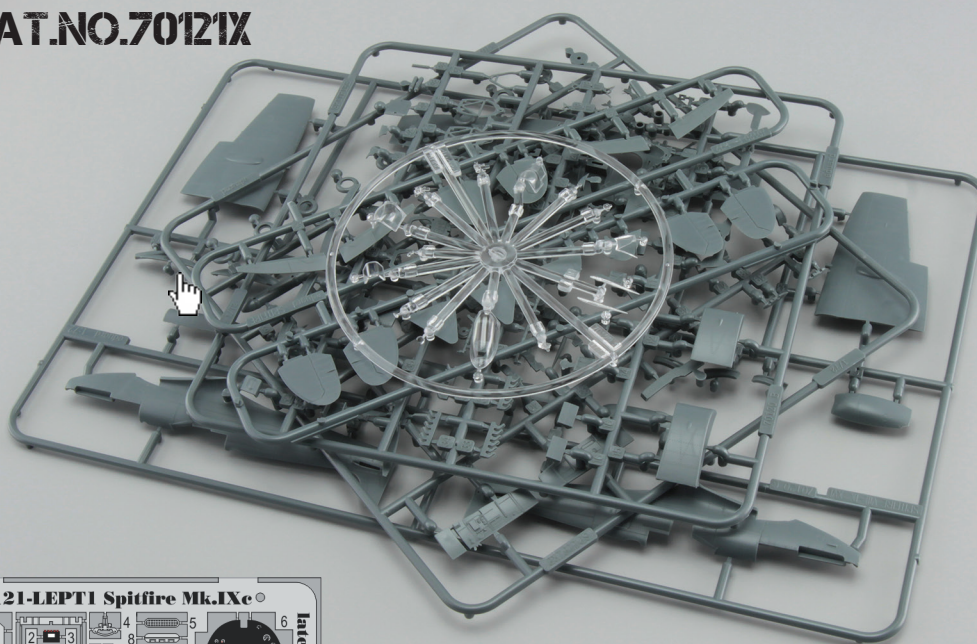


SPITFIRE MK.IXC LATE VERSION 1/72

[Product Page](#)

OVERTREES

CAT.NO.70121X



CAT.NO. 70121-LEPT1
SPITFIRE MK.IXC LATE VERSION 1/72
PE-SET

[Product Page](#)

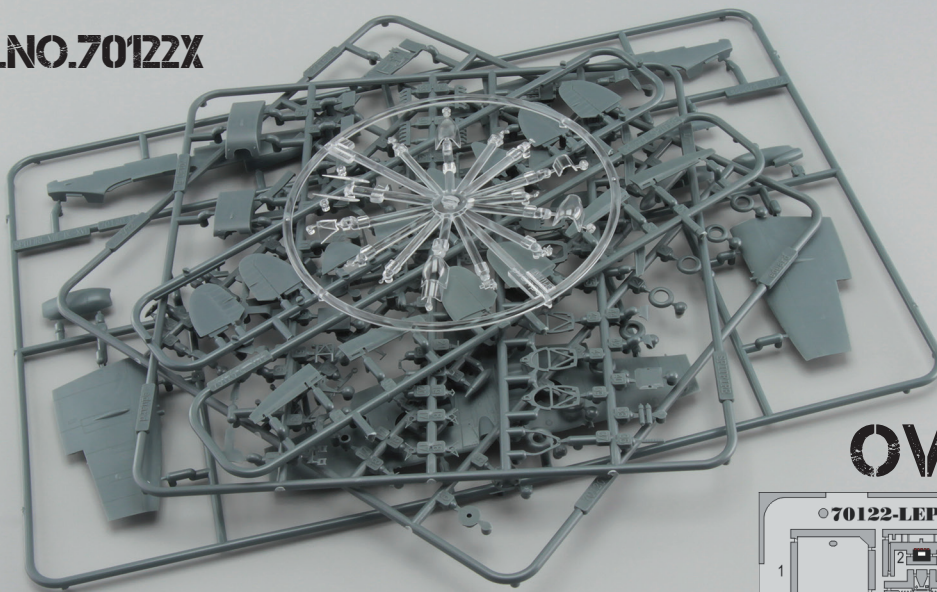


SPITFIRE MK.IXC EARLY VERSION 1/72

OVERTREES

[Product Page](#)

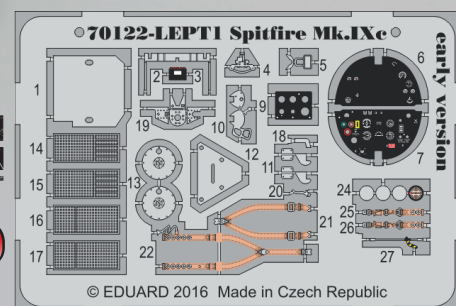
CAT.NO.70122X



OVERLEPT

CAT.NO. 70122-LEPT1
SPITFIRE MK.IXC EARLY VERSION
1/72 PE-SET

[Product Page](#)



ONLY 1.-30. 09. 2016

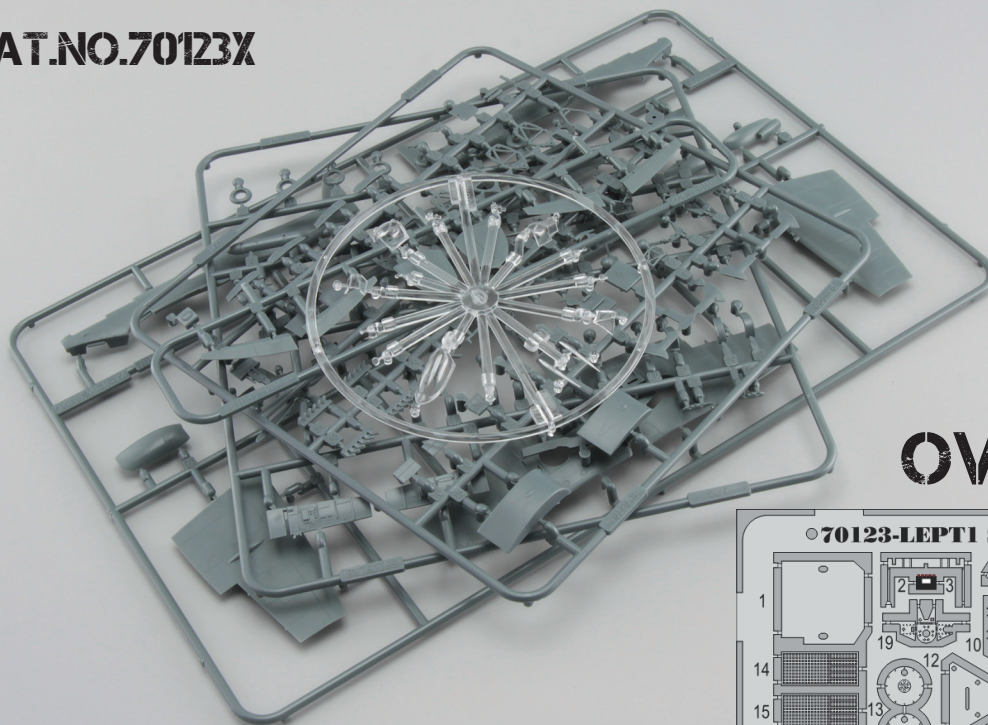


SPITFIRE MK.IXe 1/72

OVERTREES

[Product Page](#)

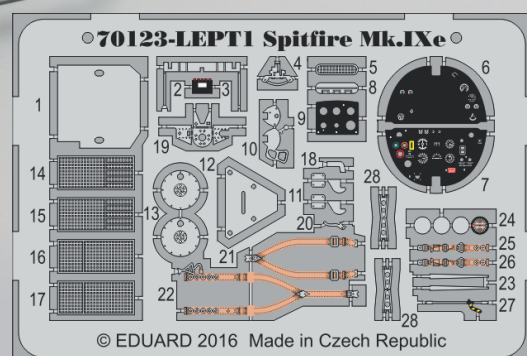
CAT.NO.70123X



OVERLEPT

CAT.NO. 70123-LEPT1
SPITFIRE MK.IXe 1/72
PE-SET

[Product Page](#)



09/2016

632087 A6M5c Zero wheels 1/32 Hasegawa

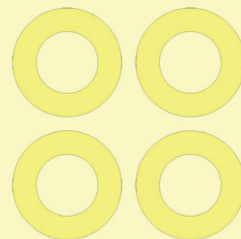


Brassin set of wheels for A6M5c Zero in 32nd scale by Hasegawa. Set includes main wheels and tailwheel.

Set contains:

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

[Product Page](#)



632087

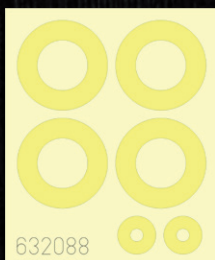
632088 P-47D wheels 1/32 Hasegawa

Brassin set of wheels for P-47D in 32nd scale by Hasegawa. Set includes main wheels and tailwheel.

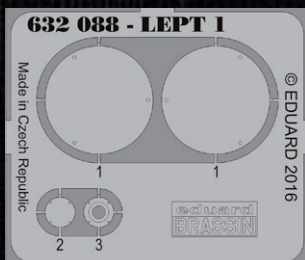
Set contains:

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

[Product Page](#)



632088



648274 CBU-87 1/48

Brassin set of 6 pieces of CBU-87 bombs in 48th scale.

Set contains:

- resin: 12 parts
- decals: yes
- photo-etched details: no
- painting mask: no

Product Page



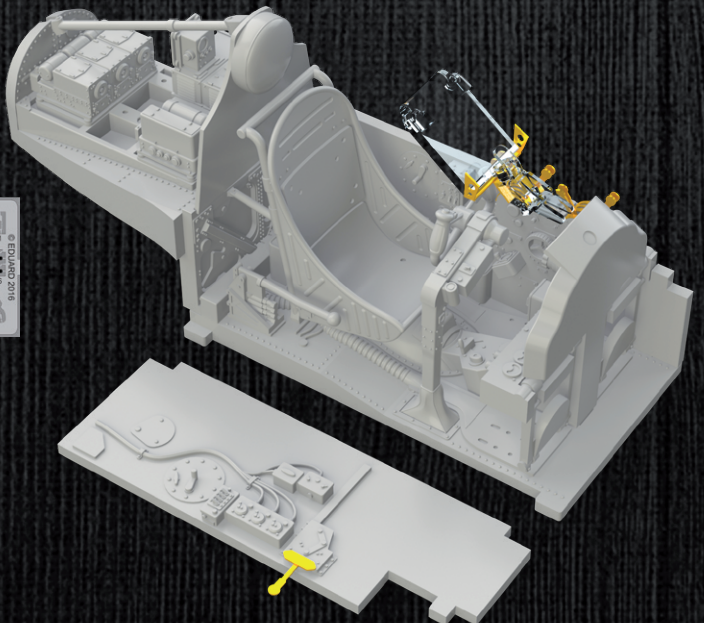
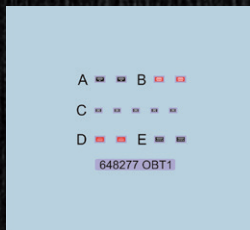
648277 P-38F cockpit 1/48 Academy

Brassin cockpit set for P-38F in 48th scale by Academy.

Set contains:

- resin: 22 parts
- decals: no
- photo-etched details: yes
- painting mask: no

Product Page



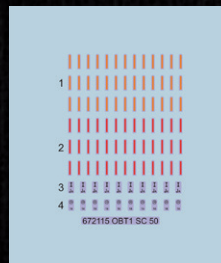
672115 SC 50 German WWII bombs 1/72

Brassin set of 8 pieces of SC 50 German WWII bombs in 72nd scale.

Set contains:

- resin: 40 parts
- decals: yes
- photo-etched details: no
- painting mask: no

Product Page



672120

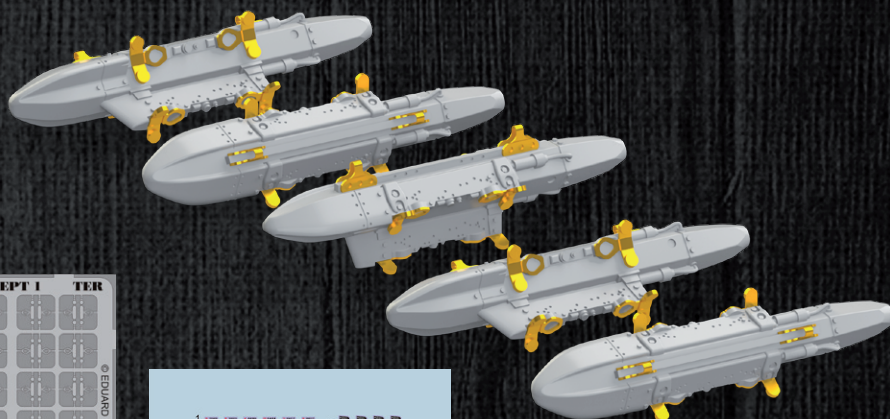
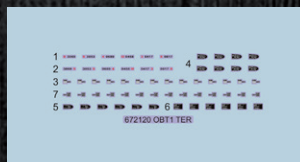
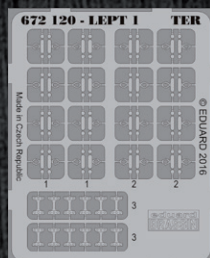
TER

1/48

Brassin set of 5 pieces of TER racks in 72nd scale.

Set contains:

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

[Product Page](#)


672121

Spitfire 500lb bomb set

1/72 Eduard

Brassin set of 500lb bomb with rack in 72nd scale for Eduard's Spitfire.

Set contains:

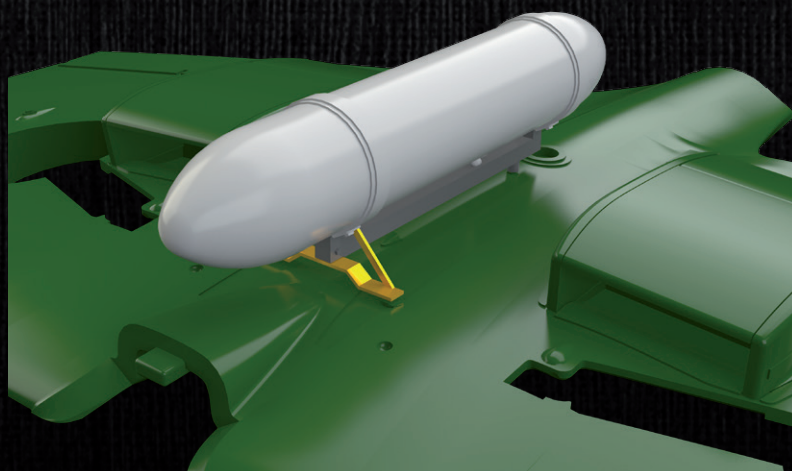
- resin: 4 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product Page](#)


648272

Spitfire drop tank

1/72 Eduard



Brassin set of drop tank with rack in 72nd scale for Eduard's Spitfire.

Set contains:

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

[Product Page](#)

672123

Spitfire Mk.IX top cowl early

1/72 Eduard

Brassin set of early top cowl for Spitfire Mk.IX in 72nd scale by Eduard.

Set contains:

- resin: 1 part
- decals: no
- photo-etched details: no
- painting mask: no

[Product Page](#)


672124

Spitfire Mk.IX top cowl late

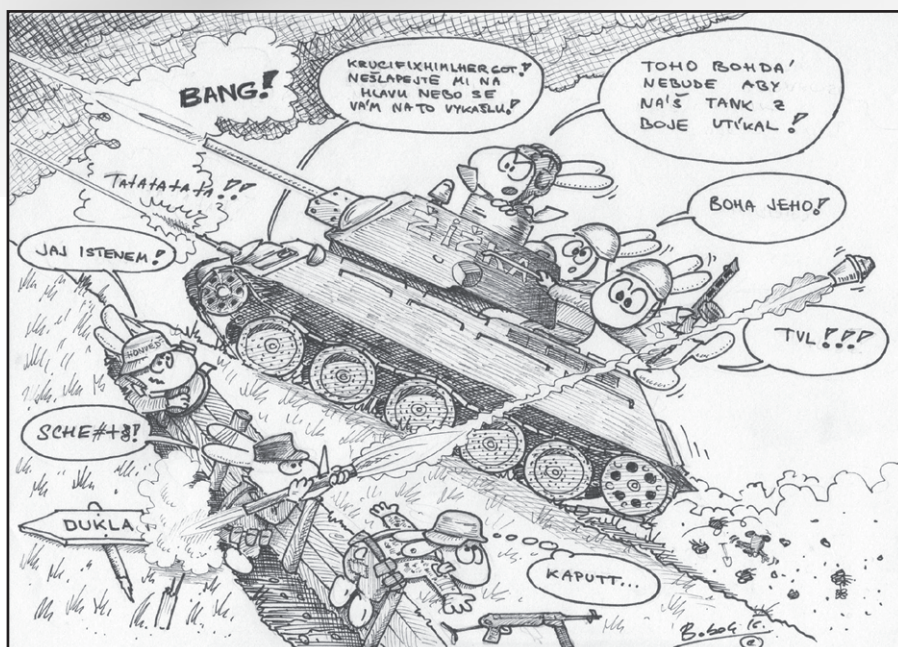
1/72 Eduard



Brassin set of late top cowl for Spitfire Mk.IX in 72nd scale by Eduard.

Set contains:

- resin: 1 part
- decals: no
- photo-etched details: no
- painting mask: no

[Product Page](#)
**E-BUNNY'S SQUAT**

SIN64825

Bf 109G-5 ESSENTIAL

1/48 Eduard

Collection of 2 photo-etched sets and 1 Brassin set for Bf 109G-5 in 48th scale by Eduard.

- exterior,
- Seatbelts Luftwaffe WWII fighters (STEEL),
- Brassin cockpit.

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

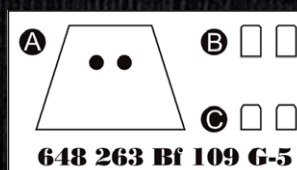
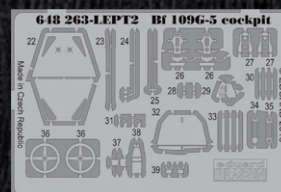
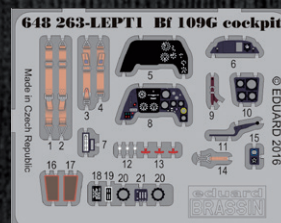
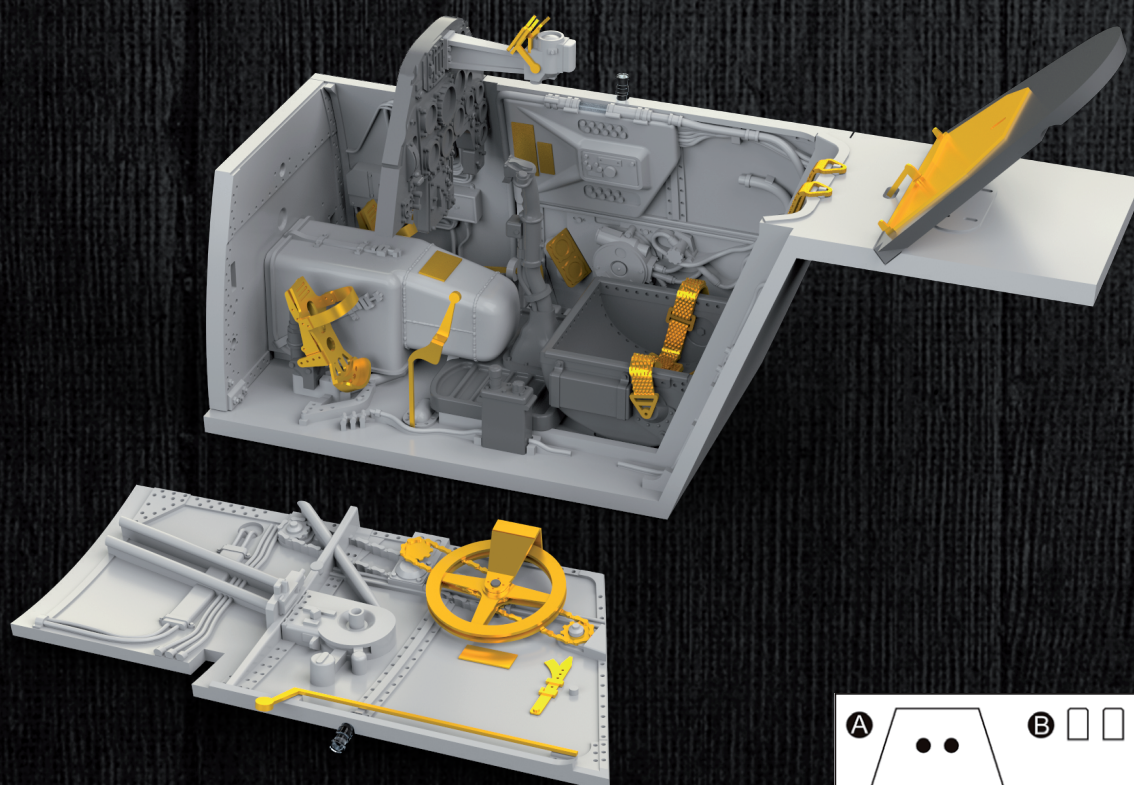
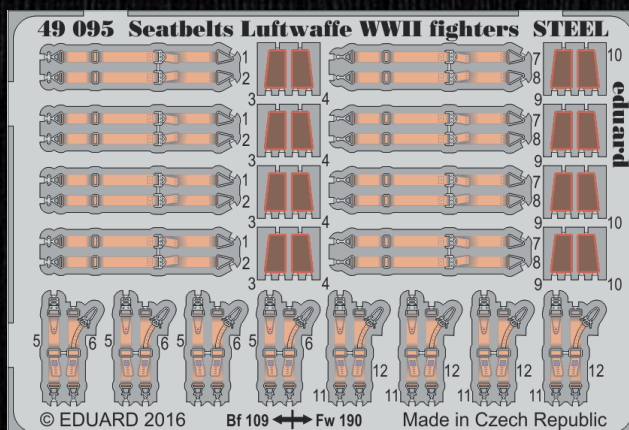
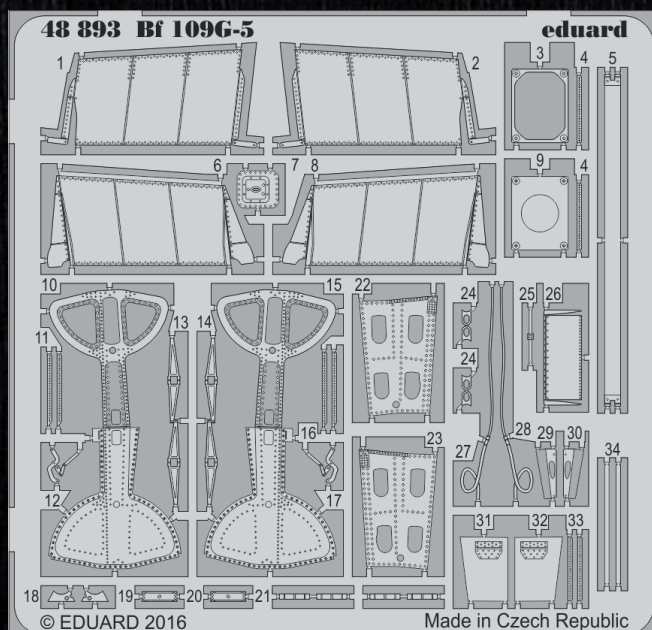
[Product Page](#)
**648 263 Bf 109 G-5**

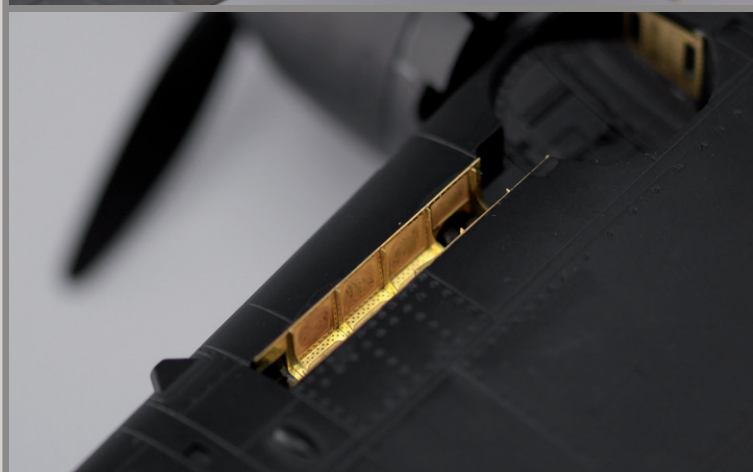
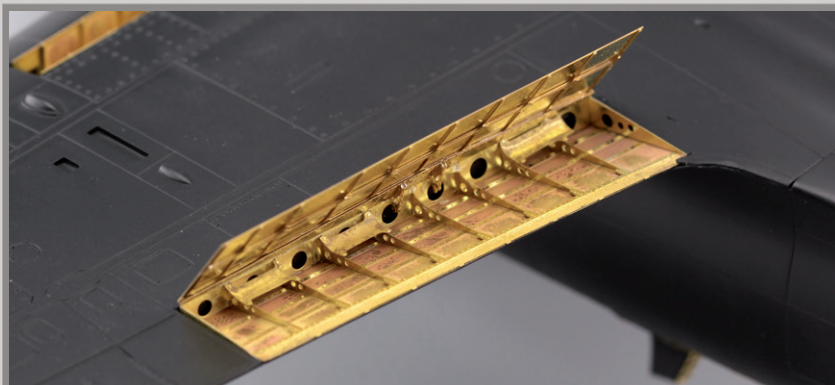
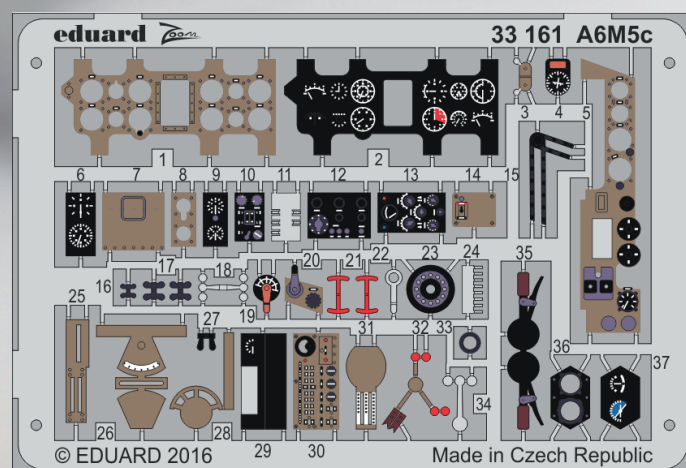
PHOTO-ETCHED SETS AND MASKS

SELECTED 09/2016



A6M5c 1/32 Hasegawa

A6M5c landing flaps 1/32 Hasegawa (32393)
A6M5c 1/32 Hasegawa (32882)
A6M5c seatbelts STEEL 1/32 Hasegawa (32882)
A6M5c 1/32 Hasegawa (33161) (Zoom)
A6M5c 1/32 Hasegawa (JX194) (Mask)

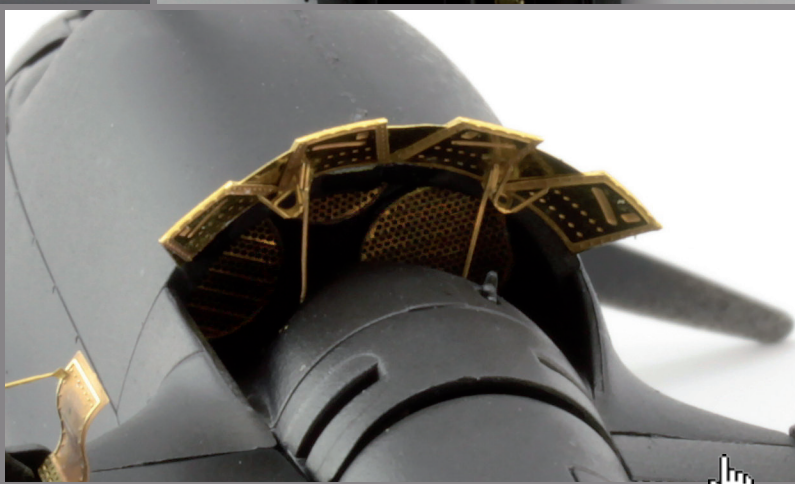
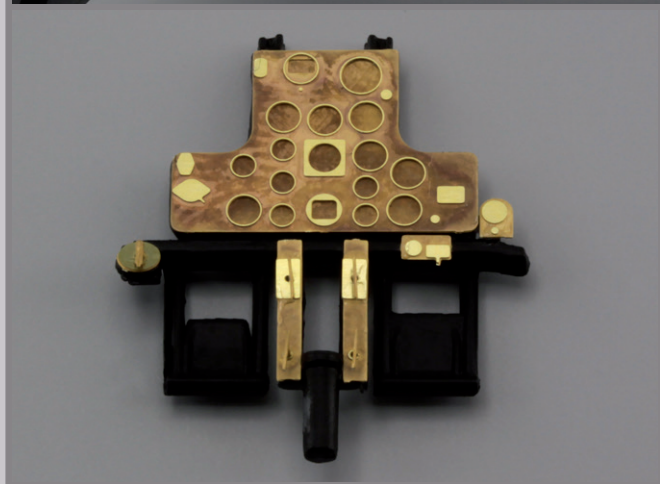
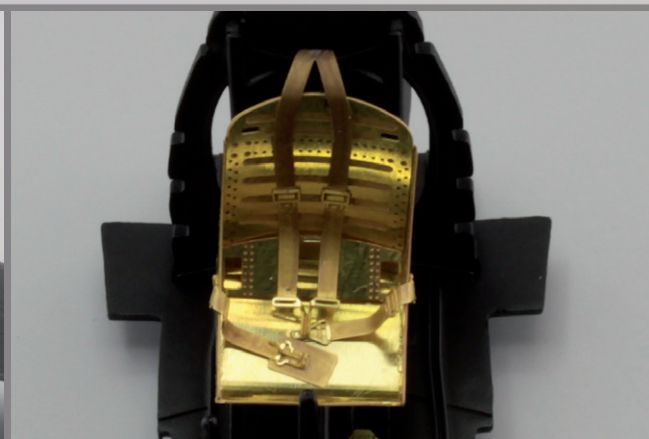
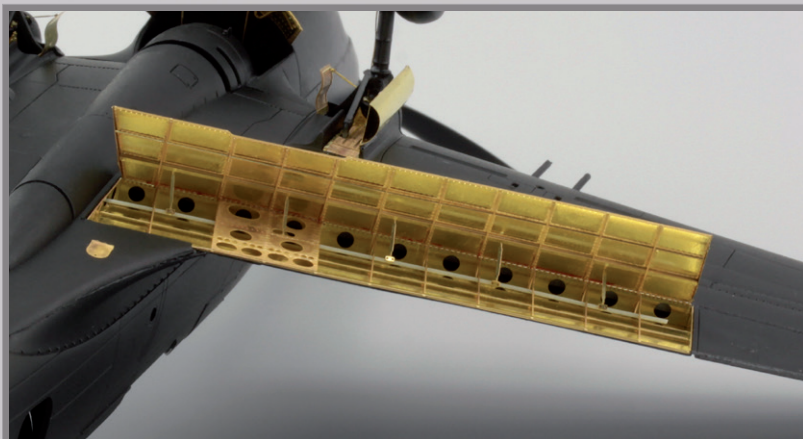
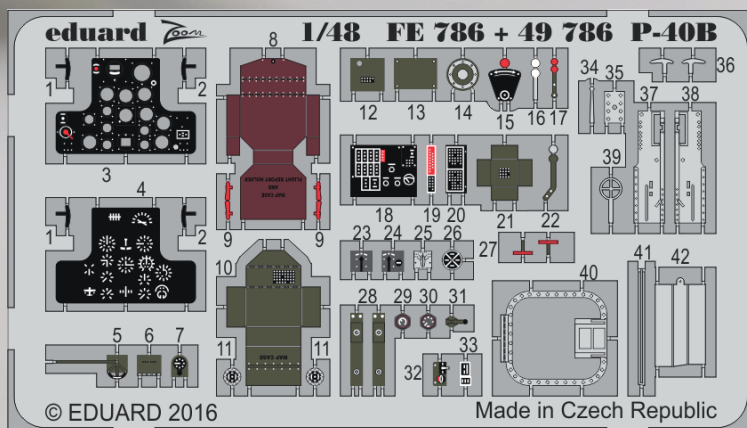




P-40B 1/48

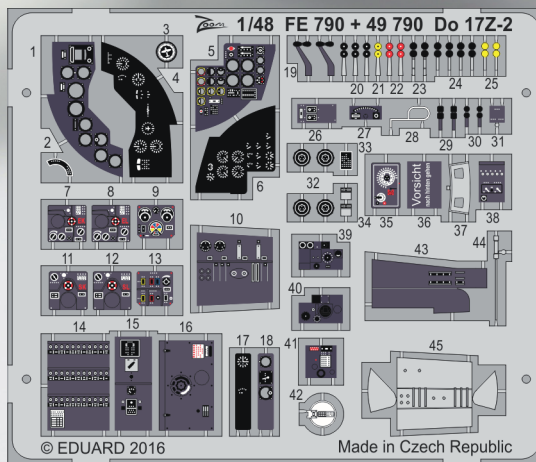
Airfix

P-40B landing flaps 1/48 Airfix (48895)
 P-40B 1/48 Airfix (49786)
 P-40B seatbelts STEEL 1/48 Airfix (49787)
 P-40B 1/48 Airfix (FE786) (Zoom)
 P-40B 1/48 Airfix (EX530) (Mask)

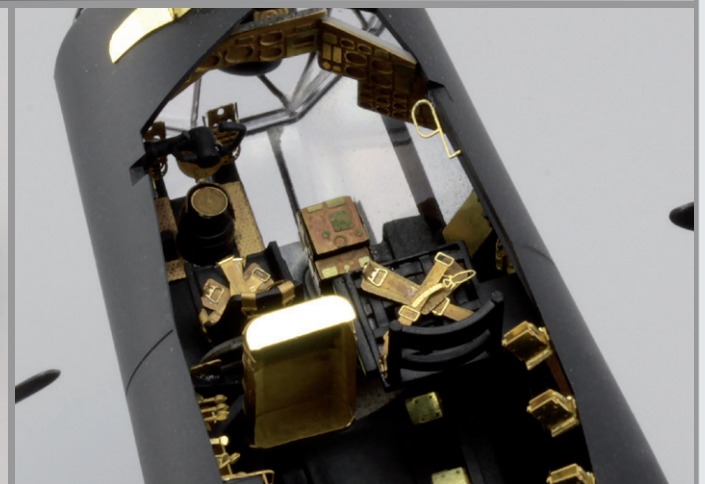
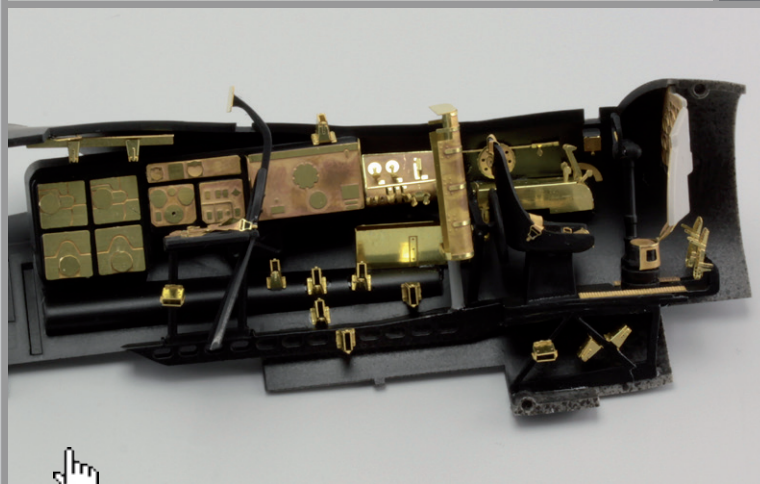
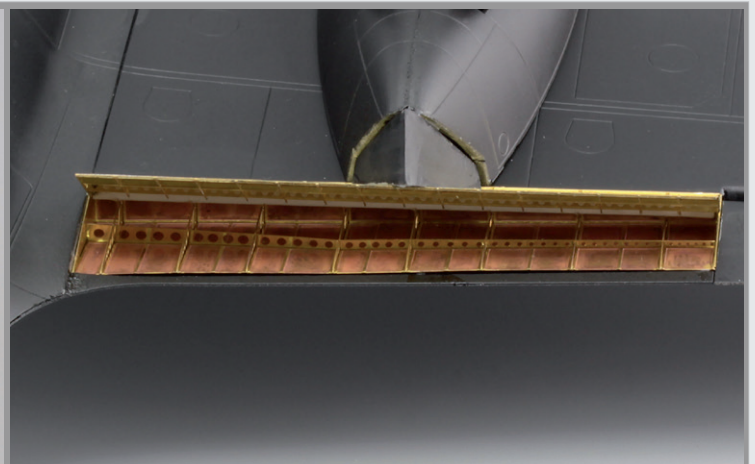
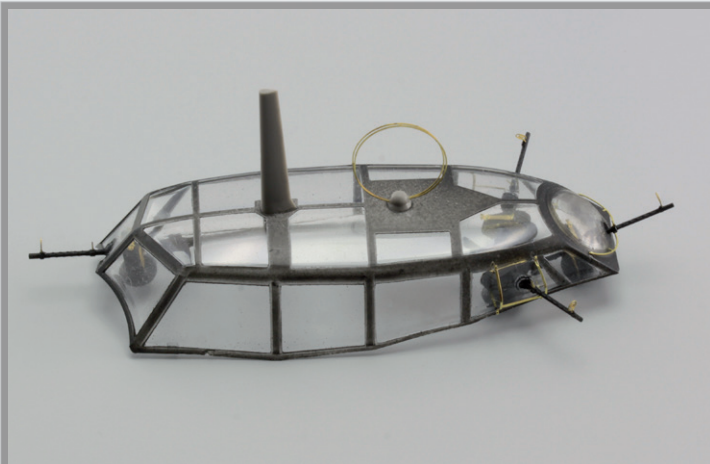


Do 17Z-2 1/48

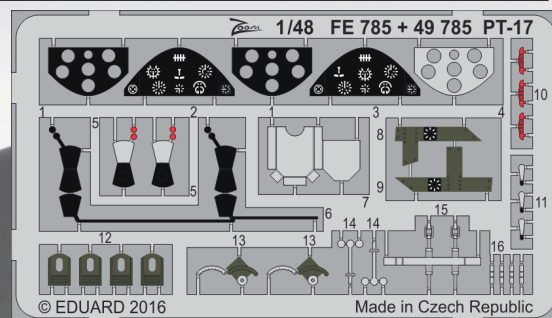
ICM



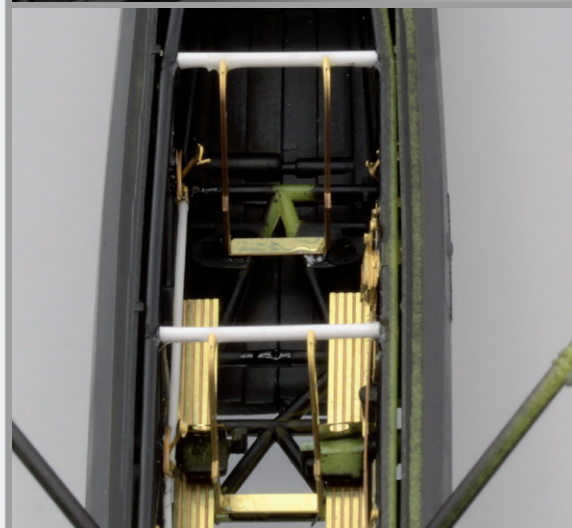
- Do 17Z-2 exterior** 1/48 ICM (48896)
- Do 17Z-2 landing flaps** 1/48 ICM (48897)
- Do 17Z-2 seatbelts STEEL** 1/48 ICM (49789)
- Do 17Z-2** 1/48 ICM (49790)
- Do 17Z-2** 1/48 ICM (FE790) (Zoom)
- Do 17Z-2** 1/48 ICM (EX529) (Mask)



PT-17 1/48 Revell



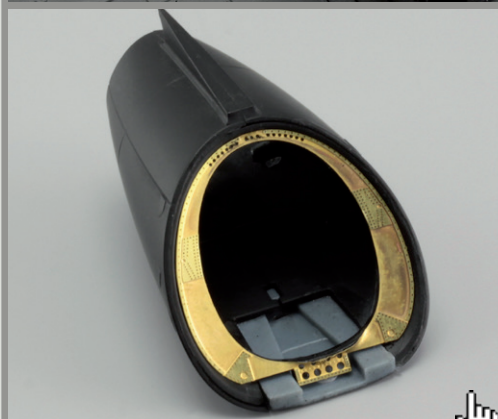
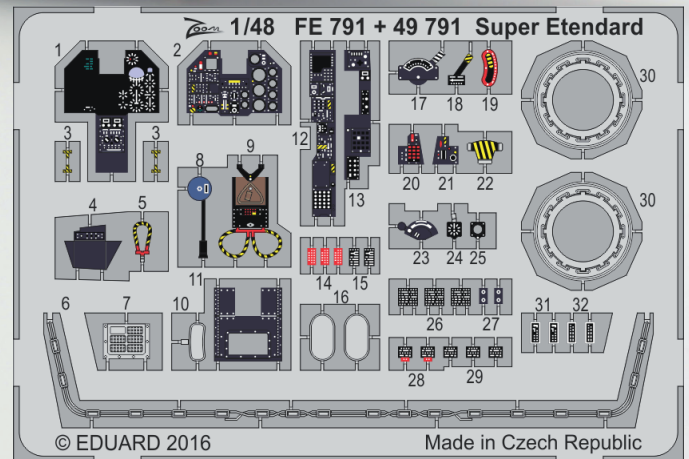
- PT-17 1/48 Revell (49785)
- PT-17 1/48 Revell (FE785) (Zoom)
- PT-17 1/48 Revell (EX529) (Mask)



Super Etendard 1/48 Kitty Hawk



Super Etendard 1/48 Kitty Hawk (49791)
Super Etendard seatbelts **STEEL** 1/48 Kitty Hawk (49792)
Super Etendard 1/48 Kitty Hawk (FE791) (Zoom)
Super Etendard 1/48 Kitty Hawk (EX531) (Mask)

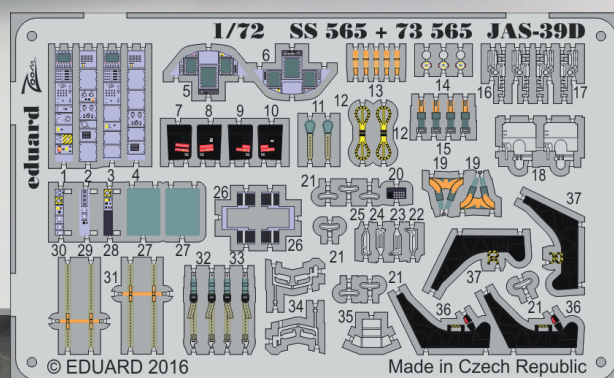


JAS-39D 1/72

Revell



- JAS-39D** 1/72 Revell (73565)
- JAS-39D** 1/72 Revell (SS565) (Zoom)
- JAS-39D** 1/72 Revell (CX460) (Mask)



BIG ED

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



53165 HMS King George V cranes & railings (BIG5340)



48889 Yak-38 exterior (BIG49156)



48890 Super Étendard exterior (BIG49157)

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

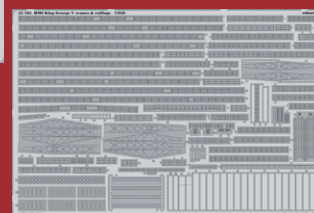
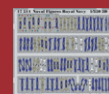
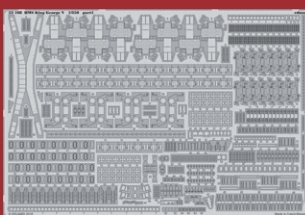
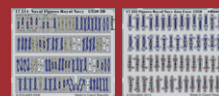


BIG72112 BLENHEIM Mk.IF 1/72 Airfix



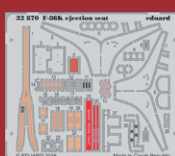
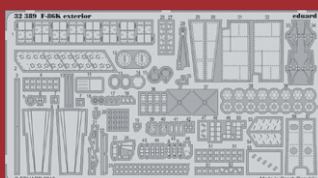
BIG5340 HMS KING GEORGE V 1/350 Tamiya

- 53165 HMS King George V cranes & railings 1/350
- 53168 HMS King George V 1/350
- 53169 HMS King George V lifeboats 1/350
- 17514 Naval Figures Royal Navy S.A. 1/350 3D
- 17514 Naval Figures Royal Navy S.A. 1/350 3D
- 17522 Figures Royal Navy Gun Crew S.A. 1/350 3D



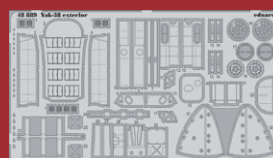
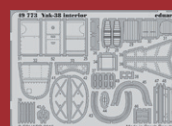
BIG3368 F-86K 1/32 Kitty Hawk

- 32389 F-86K exterior
- 32870 F-86K ejection seat
- 32871 F-86K interior
- JX191 F-86K 1/32



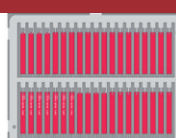
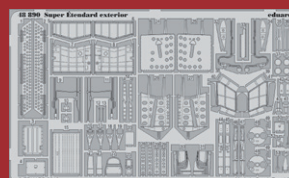
BIG49156 Yak-38 1/48 HobbyBoss

- 48889 Yak-38 exterior
- 49773 Yak-38 interior
- EX517 Yak-38 1/48



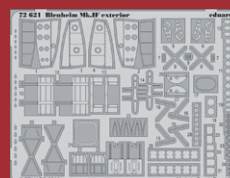
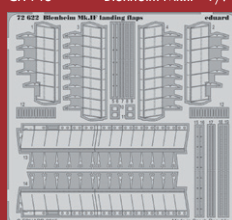
BIG49157 SUPER ÉTENDARD 1/48 Kinetic

- 48890 Super Étendard exterior
- 49776 Super Étendard interior
- EX519 Super Étendard 1/48
- 49009 Remove Before Flight



BIG72112 BLENHEIM Mk.IF 1/72 Airfix

- 72621 Blenheim Mk.IF exterior
- 72622 Blenheim Mk.IF landing flaps
- 73556 Blenheim Mk.IF interior
- CX448 Blenheim Mk.IF 1/72



September 2016

KITS

8438	Albatros D.III	1/48	Weekend edition
70119	Fw 190F-8	1/72	ProfiPACK
1132	Folgore	1/48	Limited edition
R0013	Spitfire Mk.IX	1/72	Royal Class

PHOTO-ETCHED SET

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

ZOOMS

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

MASKS

JX194	A6M5c	1/32	Hasegawa
EX528	Do 17Z-2	1/48	ICM
EX529	PT-17	1/48	Revell
EX530	P-40B	1/48	Airfix
EX531	Super Etendard	1/48	Kitty Hawk
CX461	Ki-61-II Kai Tear Drop	1/72	Aoshima
CX462	Ki-61-II Kai Fastback	1/72	Aoshima

BIGED

BIG5340	HMS KING GEORGE V	1/350	Tamiya
BIG3368	F-86K	1/32	Kitty Hawk
BIG49156	Yak-38	1/48	HobbyBoss
BIG49157	SUPER ETENDARD	1/48	Kinetic
BIG72112	BLenheim Mk.IF	1/72	Airfix

BRASSIN

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

SIN64825	Bf 109G-5 ESSENTIAL	1/48	Eduard
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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

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List of Steelbelts



Pilsen Artwork

Warrant Officer William 'the Giant' Svacho

(the nickname given me by the boys after I uttered the opinion that 'a person thinks he's a giant while in fact, he ain't worth shit, my friend...').

Total Mi-24 flight hours: 476

Function: Flight Engineer, 2nd Technical Flight, 2nd Squadron, 11th Helicopter Regiment

Case 1 - Aircraft 0786 and the Launchpad McQuack'

The origin of the artwork depicting the legendary flying maniac Launchpad McQuack' on Mi-24V 0786 is dated 1992. The author was Flight Engineer 1st Lieutenant Jiri Kucera, who was responsible for the chopper. The roots, however, lay in the facts that played out a few years prior, but did not remain forgotten...

On Tuesday, June 13, 1989, there was a fairly conventional regimental exercise at the Plzen-Bory airfield which included a flight of the helicopters to VVP Doupov. Aircraft 0789 was boarded by a crew consisting of Cpt. Radomir 'Endy' Lazak, Lt. Richard Plos and WO3 Zdenek 'Zubr' Poboril. After performing some important tasks prior to taking off, the crew was anxious to get going. Following a slamming sound, the Hind found itself on the ground with retracted landing gear! The landing gear retraction lever remained in the 'unlocked' position. This presented a bit of a problem. The finger pointing began immediately, not just around the Pilsen region, but even extended beyond its borders! The captain of the helicopter, 'Endy' Lazak, was labelled an ass by not only his superiors, but also by Helicopter Tribunal Board Engineer WO2 Vojta Vrzal. From that point on, after some back and forth posturing and threats of court martial, the unlucky captain was accused of no more than being 'the one who wrecked a machine'.

At the beginning of the nineties, animated movies began to be very popular, and it was just a question of time before some of these adorned the helicopters. Jiri 'Kuca' Kucera took this task upon himself. He adorned his aircraft coded 0786 with a figure dedicated to 'the pilot who had a bad day'.

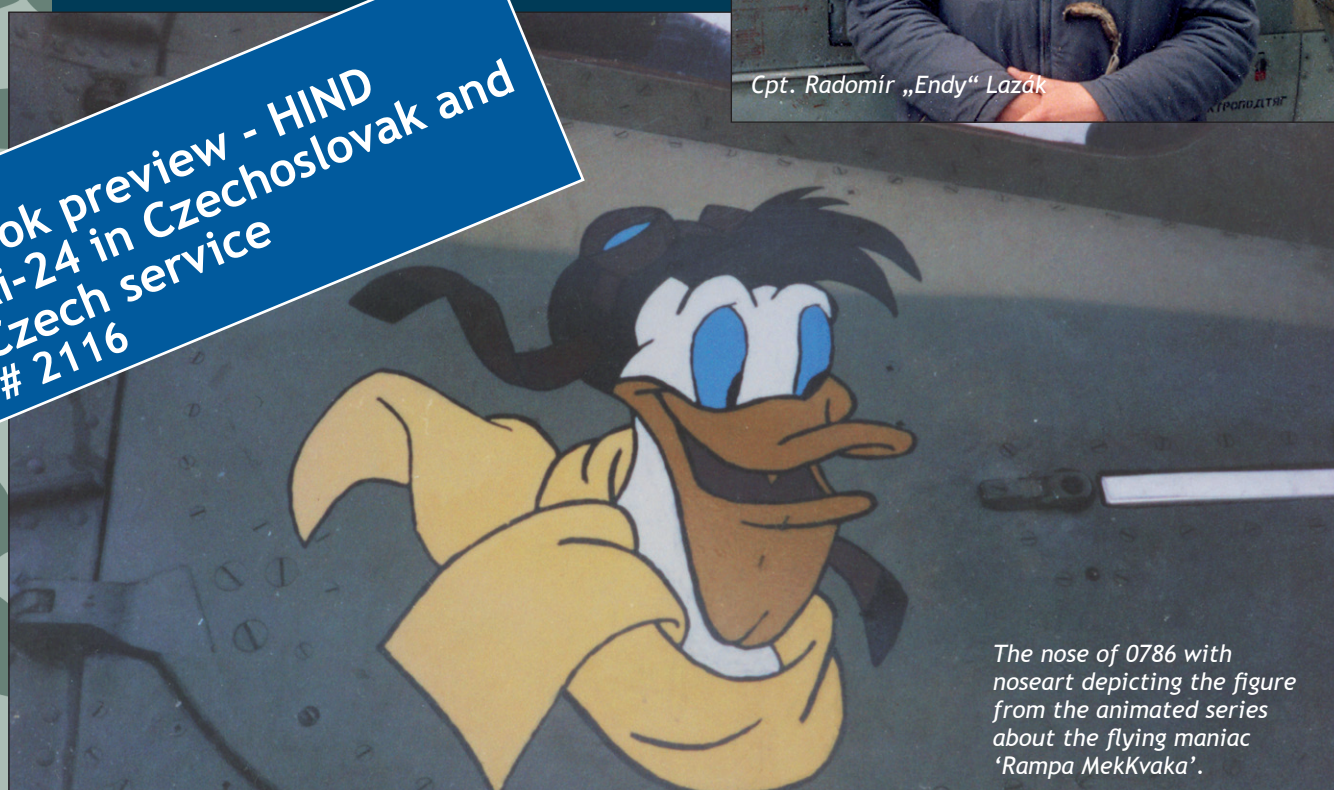


W/O Viliam Švacho



Cpt. Radomir „Endy“ Lazák

Book preview - HIND
Mi-24 in Czechoslovak and
Czech service
2116



The nose of 0786 with noseart depicting the figure from the animated series about the flying maniac 'Rampa MekKvaka'.



Contrary to the D models, Mi-24Vs were delivered with their fuselage codes applied at the factory. The codes were black without the previous white border. The camouflage patterns were standardised, though there were subtle differences between specific aircraft. The first Mi-24Vs (up to code 0710) carried gun cameras in a fairing on the port wing. Aircraft beginning with fuselage code 0786 had these items in a metal well by the gunsight in the pilot's cockpit. It not only recorded the target area, but also the symbology displayed on the gunsight glass, and slightly impeded the forward view of the pilot.



Mi-24V 0786, Maj. Dušan Fryčka, Lt. Jan Dubec,
Antonín Povoda, 11. vrp, CSIAF Bratislava,
5th September 1992





The unfortunate helicopter coded 0789 lay on the field at Bory on June 13, 1989. The airframe was damaged during this incident to a point not clear during initial examination of it, and was only revealed a few years later when the aircraft was delivered to Brno-Cernovice for overhaul. Close inspection revealed a deformation of the frame. A similar inspection further revealed cracked bulkheads and longerons along the fuselage behind the cockpits. Retirement of the helicopter could only be implemented by the sole repair facility available and the machine was transported to Kbelly. There, the aircraft was stricken off charge and used as a spare parts source.



Helicopter 0787 and the Teddy Bear 'Balu'

The author of this artwork is once again Jiri Kucera. 'Launchpad McQuack' and 'Balu' came to being simultaneously. But why the bear 'Balu', specifically? The bird coded 0787 was assigned to WO3 Viktor Cerny, who, after completing his training, joined his unit as an aircraft technician. This very talented fellow, not of particularly tall stature, soon became accustomed to the joys of aviation life and clean living suffered as a result. His desire to fly became increasingly strong, and Viktor completed ULZ training, and began to certify as a Flight Engineer. As it so often is, his short stature accentuated every gram of fat on his body, and the short, round crewman began to garner attention around the base among his colleagues, who dubbed him 'Teddy Bear'.

In any case, Viktor Cerny became a Flight Engineer, and also performed many jumps, but did not fly for very long. After a tragedy involving helicopter 0929 at VVP Jinec, in which the entire crew perished, he vowed to 'never get into that piece of crap again'.

Helicopter 0787 took part in an air show at the French field at Le Luc in the summer of 1992, where it was adorned with the insignia of the local training school. This marking, along with that of 'Balu', stayed on the machine until being transferred to Slovakia, specifically to Sliac, to where the helo was ferried on October 27, 1992.



Helicopter 0787 on the ground at Line in late summer, 1992. On the starboard side of the fuselage is the painting of the teddy bear 'Balu', and on the port side is the marking of Ecole d'Application de l'Aviation Legere de l'Armee de Terre (EA/ALAT). This was not sprayed on, but was rather applied as a decal. New Mi-24V/35s progressively received a second radio LUN 3520.





Helicopter 0834 'Pilsner Dude'

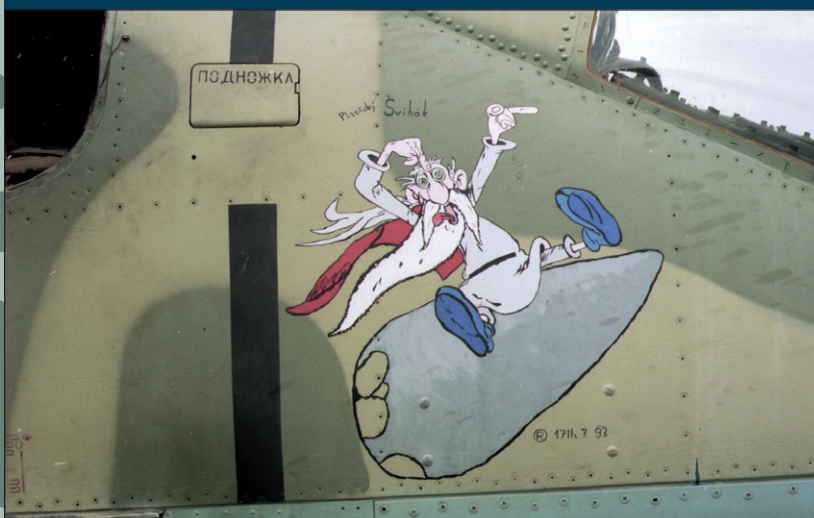
The drawing of the 'Pilsner Dude' was applied to 'his' aircraft 0834 by WO2 Robert Teleha. Before it could be finished, though, he left, and it remained incomplete. After the merger of both Hind flights, we used the aircraft in various ways, according to needs, specific cases, resources and the like. As it happened, I was assigned 0834 for use at CIAF (Czech International Air Fest) 93 at Hradec Kralove. Because the artwork at the time remained unfinished, I brought along some UNICOL paints (at the time, I was an avid modeller) and finished it off. The original idea of Robert Teleha was to incorporate a figure of Merlin the Magician, but I really was not that familiar with this concept, so I finished the art guided by my own imagination. I figured that the end result differed from the original concept, so I labelled the figure with the inscription 'Plzensky Svihak' ('Pilsner Dude'), so there would be no doubt in anyone's mind from whence we came. The date is on there too, but I don't look back too fondly on those days. I knew dick about the English language, but I recall being photographed by visitors for posterity and as a rare example of folk art in practice.



Best for Last - 0705 Sharkmouth (Finally)

After the disbandment of the 5th slp at Line much of the flying and technical personnel were reassigned to the 11th vrp helicopter regiment. Among those that further wanted to serve their country was Lt. Miroslav Cerny, nicknamed Mirecek, aka 'Buzumbura'. Exactly where this nickname came from is not important here. Mirecek began his career as a crew chief on fighters, servicing a MiG-21. After retraining as a helicopter technician on the Mi-24V, in the hectic post-revolutionary period, when just about everything everywhere was being disbanded, he was assigned Mi-24 coded 0705. It should be noted that Mirecek was the older brother of Viktor Cerny, the previously mention Teddy Bear. Mirecek likewise transferred to flying service, because many of his colleagues no longer saw much prospect in remaining in the army, and there was a mass exodus from the services to civilian employment or to different air fields. This in turn began to cause a shortage in some fields.

However, Mira was the exact opposite of his brother. For tactical reasons, he avoided the bar scenes at the local Pilsen pubs and clubs. He was very faithful to his country and his wife, and after flying always made his way home, which, in the local aviation circles, as so often happens, made him the target of ridicule.



The portrait of Pilsner Dude in its final form, with the 'unlucky' date of July 17, 1993.

One day, Mirecek decided to adorn his Mi-24 with a sharkmouth. And this he did. But he shouldn't have. Immediately, there arose heated debate, why a sharkmouth? Mira's excuse was that this was something that was missing, while at Prostějov, there were many, that this type of things looks good on the machine, and so on. The opinion of his colleagues was pretty much one-sided. That was one mouth, that should've been kept shut!

Mirecek later went on to serve on the Mi-17, and later went on to the newest type in the army, the W-3A Sokol. It is on this type in Pilsen that he currently serves.

Even if my recollections here sound perhaps a bit euphemistic, that's how we all were. We made fun of one another as a matter of course. Love of flying was first and foremost, though, same as was the technical standard of our equipment. Countless hours were dedicated to the care of our helicopters under all sorts of conditions, seven hour long demonstrations at home and abroad, and especially thousands of hours spent in the most beautiful medium there is gives us the right. We were young, and we were a really good mix, unique in some ways. I met a lot of amazing people, from commanders to engineers, civilian workers, pilots and operators, and experienced some events not fit to print.

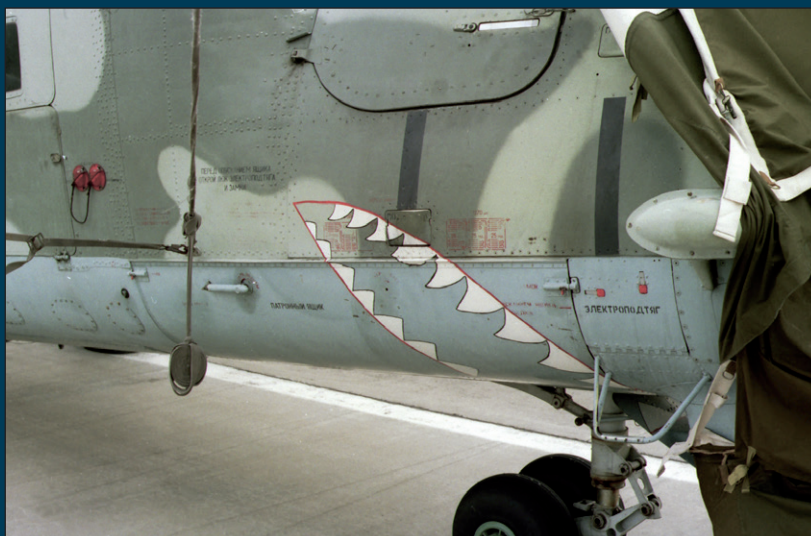
Unfortunately, our work also carried with it a high cost. Along with their crews, flight engineers perished, who deserved the highest praise for their abilities and dedication to their extreme responsibilities. The feeling while kneeling 'in the tunnel' knowing that at some critical moment, there is nothing in the cockpit that they can have momentary influence over, is a difficult game. It was these moments that influenced the little artwork on our aircraft, the odd uncomplimentary nickname and various insults.

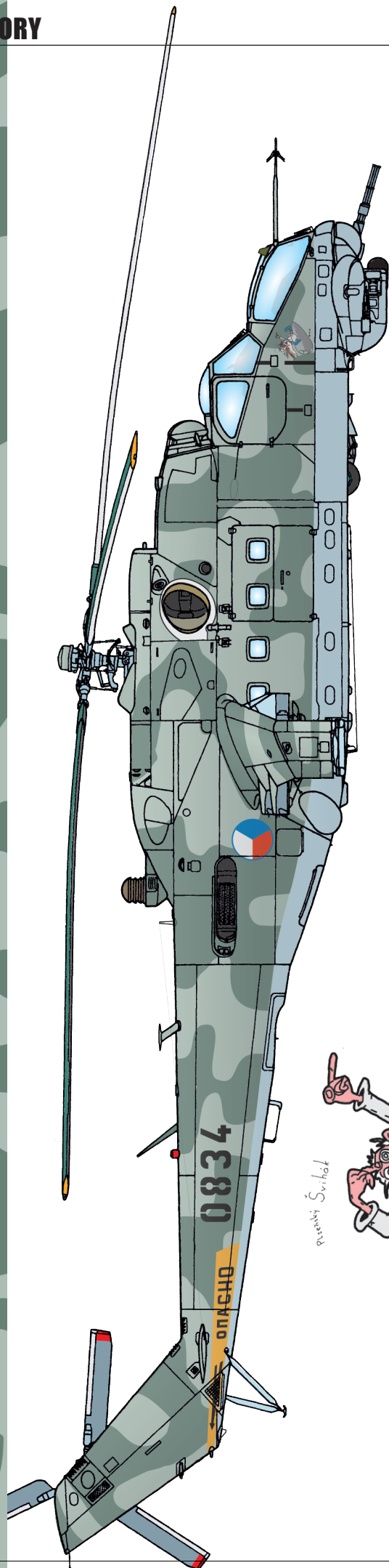
The Mi-24 Hind was slim, agile, fast and safe machine and will be remembered in our hearts as such, even if some of us may have already been leading civilian lived for a long time now. A beautiful time was had at Namestí nad Oslavou in August, 2013, when waves of current and former Hind personnel got together. It was amazing to see our old pictures in their work quarters, photos of their predecessors, and their sincere respect for ourselves. It is noteworthy that all protagonists of these stories were informed of the contents of these writings, and approved their printing. And finally, I would like to thank my wife Darina for her amazing patience and support in the preparation of this article, which was, after all, very time intensive ;-)

Keep on Flyin'!

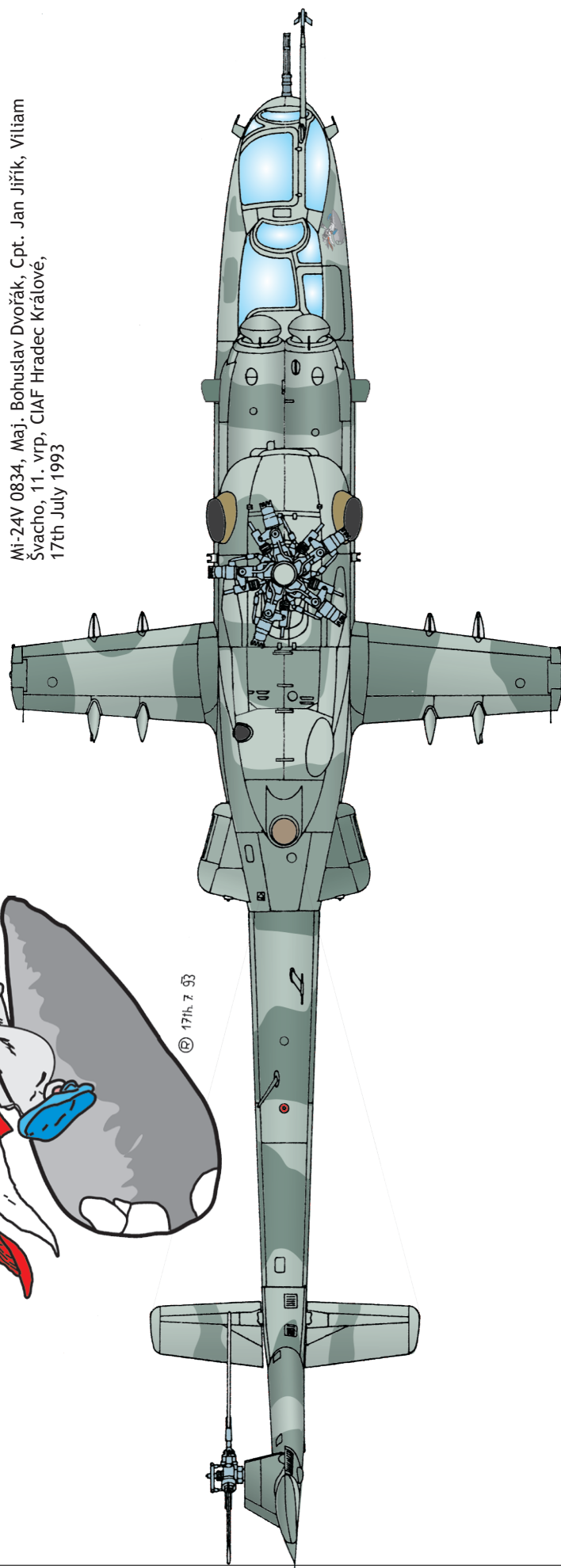


Helicopter coded 0705 was adorned throughout its service life, along with 'D' model 4011, the greatest number of camouflage schemes. After being assigned to the 11th vrp in Pilsen-Line it received the sharkmouth marking. The author of the art was Lt. Miroslav Cerný.





Mi-24V 0834, Maj. Bohuslav Dvořák, Cpt. Jan Jiřík, Viliam Švacho, 11. vrp, CIAF Hradec Králové, 17th July 1993



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Mi-24 in Czechoslovak
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ENNIO TARANTOLA – a Friend on mine



Title photo: Ennio Tarantola and Maurizio diTerlizzi

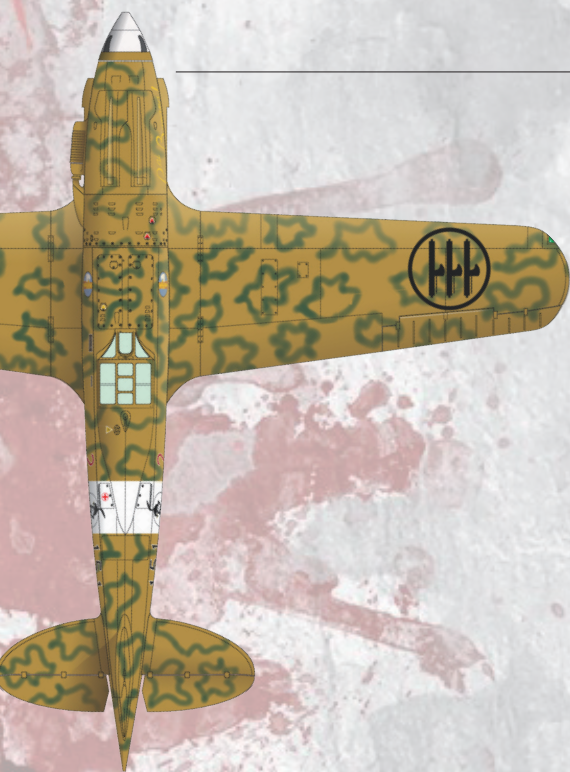
Maurizio diTerlizzi

Since my childhood, I have been passionate about the Italian air force during WWII, and grew up learning and studying about the wartime exploits of this bunch of brave people. I was fascinated by their flights, performed with a constant lack of fighter aircraft, fuel, technology and numbers in respect to the enemy. This was courage! Among the many and celebrated Italian fighter pilots, the most famous were Visconti, Gorrini, Lucchini and Visentini; a group of pilots that are still relatively unknown, despite their war reputation and flight kills. In 1997 I started my career as a writer, and I wanted to put on paper all my knowledge about Italian airplanes and wanted to share the many unseen pictures I had and my modelling skills. The mix of all these attitudes (modelling, history and unseen pictures) gave birth to the most appreciated series of books from the Aviolibri series. After several fighter titles, I discovered a real passion for the Junkers Ju 87 Stuka, a German dive-bomber that was delivered also to Italian units. I started some in-depth research of surviving pilots and issued some photos, and managed to find both of them. After a long interview with one that was living near my home (!), I turned my attention to Ennio Tarantola, a pilot with a long and fantastic career of which I never come across before. Why? Why did I never contact a pilot that flew CR.32s in Spain, G.50s in the interwar period, and then Stuka and Macchi C.202 aircraft? I really do not know, but it is probably because he lived far away from the fame side of things, both during the war and during the subsequent years. Anyway,



Photo of Ennio Tarantola in his uniform, with all the medals, with personal dedication to the author of this article.

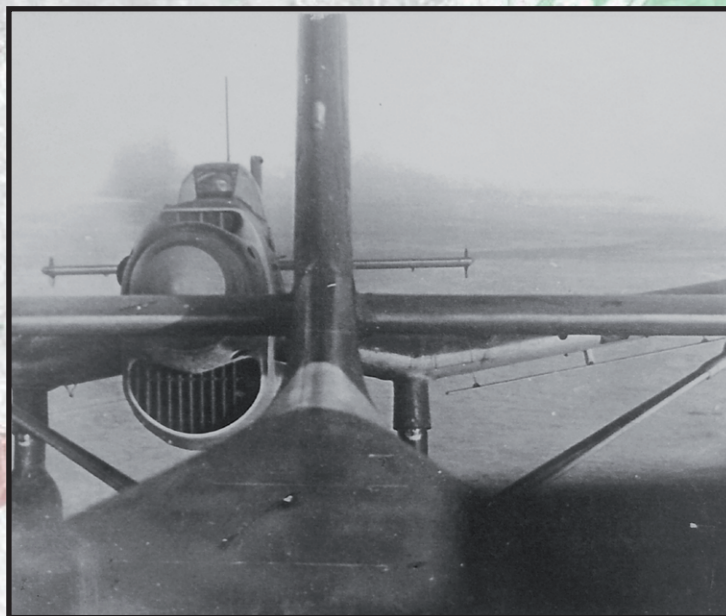




I discovered that he was living in Cesenatico (coast of Romagna region near Rimini) and had his phone number from a friend. How I was excited when dialing it!! After a while a nice voice answered and we started a comfortable conversation. I was initially formal in explaining to him that I was an Italian Custom Police Warrant Officer, as well as a researcher, and would like to interview him and have some pictures for my book. He let me talk a while and then said: "well, why don't we be less formal? Please call me Ennio, after all, we are fellow warrant Officers, aren't we?" I remained speechless. Ennio tarantola, a fighter legend from Italy during WW2, is calling me "colleague" just because NOW we have the same rank? I suddenly thought: Wow...I love this man! This was the beginning of my friendship with him. He then explained that his wife Rosetta died last week and that he just needed some time to reorganize his life, and then he would ship me the requested pictures. He maintained his word, after ten days I received many copies of his original pics and was happy to have with him two or three further conversations where he explained to me many details of his aircraft, and told me some very interesting stories. Ennio was born in Como, northern Italy in 1915, when he was a boy, he worked selling fruit in the middle of the city's square, and that was the origin of "Banana", his nickname. When he enlisted in the Regia Aeronautica as an NCO pilot, he soon joined the Spanish civil war with Fiat CR.32 biplanes. He was very young, as the writing "pivello" (rookie) indicated of his airplane's fin. He wasn't a rookie though, as he managed to destroy one enemy aircraft to begin his career. After being repatriated, he was posted to the

famous 6th Stormo, one of the best Italian fighter units, flying Fiat CR.32s. In that war period, Italy started to receive its first Stukas, much celebrated by the propaganda. He wanted to join this new way of fighting and was posted to 239° Squadriglia. Soon he started his activity in the Mediterranean area with bombing and strafing missions, and on 29th June 1941, he successfully bombed HMS Watheren, which later sunk, and the next day he was hit by a cannon shell that severed one of his propeller blades. His aircraft soon started to shake with severe vibrations, whilst his rear gunner screamed "We are going down, let's hit the silk!". Tarantola tried to calm his gunner by saying "don't move, keep calm and I will put this aircraft gently on the sea!" In fact, he did a perfect water landing despite the two large undercarriage legs fixed below. When he turned to the gunner saying "did you see? Smooth as cream..." he noticed he had disappeared....he had bailed out under panic at a too low an altitude... Banana remained in his dinghy adrift for 18 hours, exhausted, and was rescued by a Cant Z.501 rescue floatplane. His first words to his rescuer were: "I want to turn back to fighting unit, so that I could defend myself and attack them!" He was posted to 51st Stormo, and became a close friend with an officer, Captain

Doglio, who elected Ennio as his wingman. The fight was now over Malta, where his 20° Gruppo fought desperately, losing many pilots. After a long and fierce duel, his Captain was shot down and killed on 27 July 1942, by famous Canadian Malta Ace George Beurling. Tarantola, while not being at any fault, mourned his friend so much in desperation. The battle for Malta became more fierce every day, and while in Gela, the ground crew tried to raise the pilot's morale by painting something nice over their airplanes, and this tradition lasted until the end of the war. One morning, Ennio said, found his Macchi C.202 decorated with large yellow writing saying "Dai banana! (Go banana!)" on the nose. He was astonished but was happy with it. Among the others, "Forza Pierino" was also seen. At the same time, his kills were painted on his rudder, with the Spanish one in red, and the WW2 in yellow. In the pictures he is



always seen smiling, in front of his plane, with friends. The struggle for Malta got a further tally of pilots MIA or KIA and Tarantola itself was first injured in an arm, and he was forced to bail out from his stricken Macchi, with severe leg burns. These injuries kept Tarantola away from the war for a long time, before rejoining his unit once again on May 1943, when his 151st Squadriglia was fighting in Cagliari area in the defense of Sardinia. Equipped with a mix of C.202 and the new and powerful C.205 Veltros, his unit fought hard battles every day against B-26, P-38 and P-40s that attacked Sardinian coasts. On 2nd of August he had an epic clash, flying 5 missions in the same day, and getting a tally of two P-38s and one Consolidated Catalina shot down. He was switching from one aircraft to another during the missions, leaving the one with low fuel and ammo and jumping into another that the ground crew had carefully refueled and ammunition loaded. In the last flight, he



and eventually managed to successfully do so. After a painful descent, he hit the ground hard, but happy to be alive. At once, a group

he was allowed to recover in a nearby hospital. Later that night, the Allies bombed Turin, so the nuns took the injured people to an underground shelter. With no light, and hearing the bombing, he tried to talk a little with his neighbor, asking: "Hey, what's your name?" No reply came, and Ennio once again asked "Hey, are you a pilot?" Eventually, another man said: "yes, he is a pilot but he is British!" Ennio was heard cursing all the bombing that was going on.



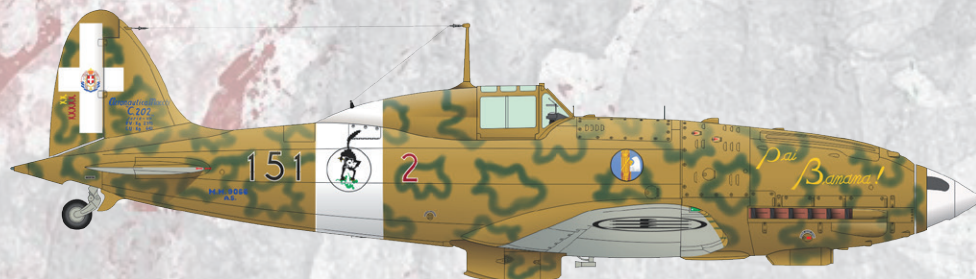
used Captain Morino's personal aircraft, coded 151-1, which was so much desired by the pilots because it was a Series III Macchi C.205 aircraft, equipped with 20 mm wing cannon. This aircraft too was decorated with the nose inscription "Padella" (pan) referring to a fooling around of the Captain for not being a "top gun pilot". After the Armistice, Tarantola came back home to Cesenatico, until he enlisted in the new Aeronautica Nazionale Repubblicana, that was founded in Turin. He joined his colleagues in Squadriglia Montefusco and started a new training flight with the powerful Fiat G.55 Centauro, until the unit was combat ready. On 25 April 1944, while he was attacking over 200 enemy bombers and fighters over Turin, they fell prey to P-47s that shot them down. He was injured in the buttock and in a wrist, and made a tremendous effort to bail,

of fully armed Germans arrived and shouted at him: "hands up or I'll shoot you!". Ennio told me this curious tragi-comedy with a smile...he wasn't able to hold his hands up so shouted himself: "I am not able to do it!" and the Germans said again "Hands up or I'll shoot you!" So Tarantola said: ok, so shoot me, I cannot do anything. They came close to him and he told them to open one of his pockets where he had a postcard from a friend, written in the Italian language, along with an address. They did so, and so

In 1999, I decided to visit Ennio at his home. He was a perfect and exquisite host, and he talked with me and my wife and offered us a seafood lunch in the best restaurant in the city...what a man ..again! During the lunch it was nice to talk with him, because he talked about his life, his beloved wife that he assisted until the end, and also his aeroplane stories. He was full of epic, tragic and amusing stories that he told me with his vivid voice...what a pleasure. One of my favourite is the one that happened in Sicily when 51st Stormo fought against Malta. Ennio was a very experienced Maresciallo (Warrant Officer) and as often happened despite his rank, he was asked by the CO to lead the group into the battle. Ennio said



he was proud of this, because all the Officers were behind him and his orders. He also felt much the responsibility for his actions. At that time, NCO pilots were paid with a compensation for their flying activity, while the officer had a further one, for their navigations skills. All of them were able to navigate, but NCOs were unhappy because they did the same job earning less. Ennio told me that when he was upset and the CO asked him to lead the group in battle, sometimes he would reply "OK colonel, but I only am able to take off, then once in air, I start circling because I don't know what to do, so I'll wait until an officer tell me where to go!" He didn't come back to fight, and the war was over for him, so he went back to Cesenatico and started working with his father-in-law, producing flour. He was later called back on duty for the reborn Italian Air Force, where he stayed until 1960. In 2001 his nephew advised me that Ennio was in hospital and that there were few hopes for him. He suffered from kidney problems and from the many war injuries. I decided to leave immediately to give him a last goodbye although my wife was pregnant. We found him in a beautiful room, and he was cheerful and kind as usual. He sweetly caressed my wife's pregnant belly and said "Ah, la padrona ti darà un bel bambino!" (Ah, your home mistress will give birth to a wonderful baby!) We stayed there until 6pm, when we then went back to Rome. After a week or so his nephew rang me to say that he had passed away. I asked something about his last words, or what had happened, and he said: "on that morning he woke up, stayed a little, and then went to the window where it was a sunny day. He watched out and said: "It is foggy...what a shame I won't fly today. So ended the life and the crazy career of Ennio Tarantola, awarded too few medals to describe his valour, and credited with 12 kills. I'll remember him forever. Have a good flight, Ennio !



„PS: finishing this article in last days, has been very hectic, since its author Maurizio diTerlizzi works as a Warrant Officer for the Italian Custom Police in the Air Service, and was involved in rescue operations after the catastrophic earthquake in Italy, few days ago.

Our sincere thanks to Maurizio for his duty. Pray to all victims and people involved.

Donation possibility for victims of the Earthquake in Central Italy:

<http://www.cesvi.eu/news/earthquake-central-italy>



Product Page

Kat. č. 1132

FOLGORE



Camo C

built by Jakub Nademlejnský



**Macchi C.202 VI. Serie, M.M.8122, 386a Squadriglia,
21o Gruppo Autonomo C.T., Kantemirówka, October 1942**

This machine manufactured by Breda carried that facility's typical olive green over hazelnut brown camouflage scheme on the upper surfaces, and blue-grey on the bottom. The yellow markings were designated for aircraft used on the Eastern Front, to which the Italians also added the white triangles on the leading edges of the wings. The rudder carried the 21o Gruppo Autonomo C.T. unit marking on both sides.



[Product Page](#)

Cat. No. 1132



Bf 109G-6 EARLY VERSION

1/48



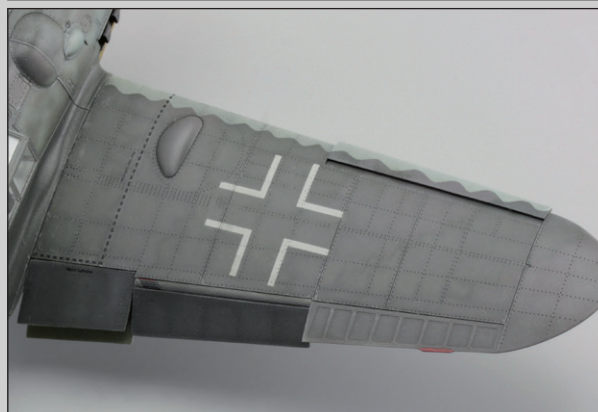
Camo A

built by Petr Zatřepálek



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

Hermann Graf was credited with 212 kills, 202 of them over the Eastern Front. He was awarded the Knight Cross with Oak Leaves, Swords and Diamonds on September 16, 1942 for 172 kills. Graf flew this colorful aircraft in the fall of 1943 when he served as the CO of JGr 50. Jagdgruppe 50 was officially created on August 15, 1943 out of Jagdgruppe Süd der ObdL that was formed as a high altitude fighter unit to combat recce Mosquitos from July 21, 1943. JGr 50 was led by Hermann Graf who gave birth to the unit's crest painted under the canopy. The Red Hunter symbolized the German Luftwaffe soccer team known under the nickname 'Die roten Jäger'. Graf was a member of this team, along with then German national team members. The unit existed for only a few months, and in October 1943 was incorporated into I./JG 301. The presence of the emblem under the canopy isn't clearly photographically documented.



[Product Page](#)

Cat. No. 82113



Harrier GR Mk.7/9 1/48



Camo B
built by Petr Zatřepálek



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

With the small zig-zag style sharkmouth, this Harrier II served during Operation Telic, based at Jaber Air Base in Kuwait as a part of specially formed No. IV (AC) Squadron. The 30 Harriers were pooled from all four RAF Harrier squadrons (1st, 3rd, 4th and 20th). On the Port side there were black silhouettes of seven Paveway attacks plus two iron bombs attacks. Additionally, there was also a small silhouette of a MiG-29 painted just under the canopy (still unknown why). This Harrier II ended up at the 'Boneyard' as a spares donor for USMC AV-8Bs.



Product Page



Cat. No. 1166



Harrier GR Mk.7/9 1/48



Camo A
built by Jan Novotný



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

In 2009, the Royal Navy celebrated a century of UK Naval aviation. For that memorable anniversary, the fin of ZD 406 was painted in a striking three colour design with the inscription 'Fly Navy 100 1909 - 2009'. Apart from the fin, all surfaces were in Medium Sea Grey, except the canopy fairing, which was Dark Sea Grey. The aircraft ended up as a USMC spare parts source in the 'Boneyard'.



Product use:

49784 Harrie GR Mk7/9 up grade set (PE-Set)

[Product Page](#)

648266 TERMA pod (Brassin)

[Product Page](#)

648273 Sniper ATP (Brassin)

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648029 AIM-9 (Brassin)

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648267 Harrier GR Mk.7/9 exhaust stacks (Brassin)

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Cat. No. 1166



SEPTEMBERS BRASSINY

built by Jakub Nademlejnský

A6M5c Zero wheels

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Cat. No. 632087



P-47D wheels

[Product Page](#)

Cat. No. 632088



Spitfire 500lb bomb set

[Product Page](#)

Cat. No. 672121



Spitfire drop tank

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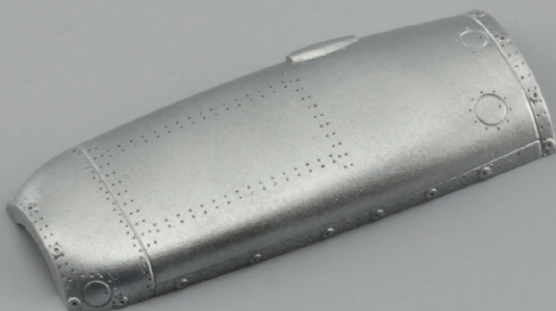
Cat. No. 672122



Spitfire Mk.IX top cowl early

[Product Page](#)

Cat. No. 672123



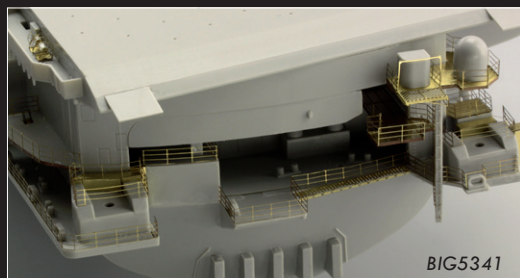
Spitfire Mk.IX top cowl late

[Product Page](#)

Cat. No. 672124



NEXT MONTH...



BIG5341



BIG3587

BIGED (October)

- BIG5341 CV-63 Kitty Hawk Part I. 1/350 Trumpeter
- BIG3587 Su-76M 1/35 Tamyia
- BIG3369 T-28B Trojan 1/32 KittyHawk
- BIG49158 Su-33 1/48 Kinetic
- BIG72113 Mirage F.1 1/72 Special Hobby

BRASSIN (October)



- 632093 CBU-87 1/32
- 648281 MC.202 exhaust stacks 1/48 Eduard/Hasegawa
- 648282 Bf 109F wheels 1/48 Eduard
- 648283 P-38J turbochargers & air intakes 1/48 Academy
- 648284 Harrier GR Mk.7/9 1/48 Hasegawa
- 672130 B-17G wheels 1/72 Airfix
- 672131 B-17G engines 1/72 Airfix
- 672133 B-17G turbochargers 1/72 Airfix
- 672134 Spitfire Mk.IX legs BRONZE 1/72 Eduard
- 672135 Spitfire Mk.IX legs BRONZE w/ 5 spoke wheels, smooth tire 1/72 Eduard
- 672136 Spitfire Mk.IX legs BRONZE w/ 5 spoke wheels, pattern 1/72 Eduard
- 672137 Spitfire Mk.IX legs BRONZE w/ 4 spoke wheels, smooth tire 1/72 Eduard
- 672138 Spitfire Mk.IX legs BRONZE w/ 4 spoke wheels, pattern 1/72 Eduard
- 672140 UB-32A-24 rocket pods for Mi-24 1/72 Eduard/Zvezda



BIG3369

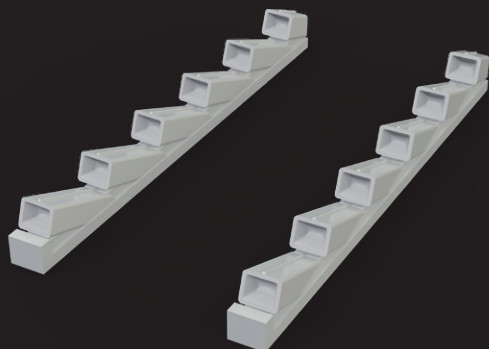
BIGSIN (October)

- SIN64826 P-38J 1/48 Academy

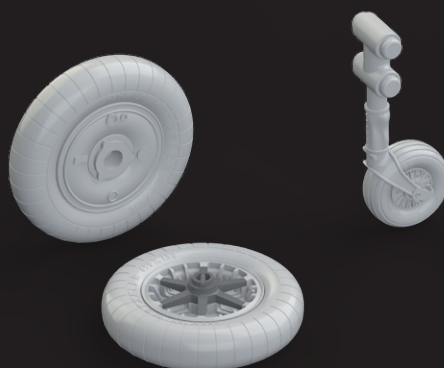
632093 CBU-87 1/32



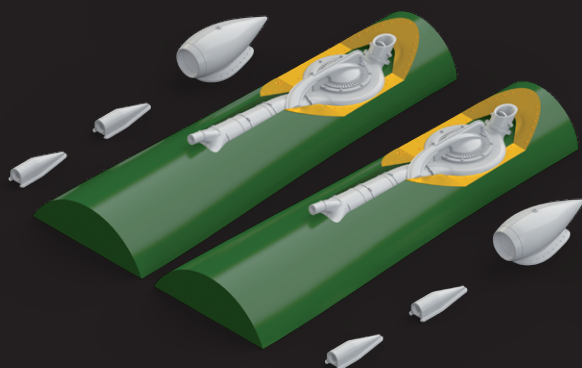
648281 MC.202 exhaust stacks
1/48 Eduard/Hasegawa



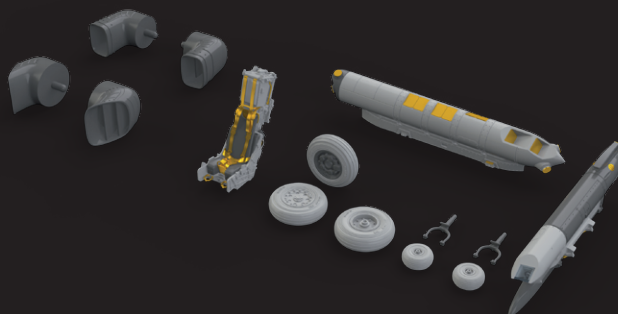
648282 Bf 109F wheels 1/48 Eduard



648283 P-38J turbochargers & air intakes
1/48 Academy



648284 Harrier GR Mk.7/9
1/48 Hasegawa



672140 UB-32A-24 rocket pods for Mi-24
1/72 Eduard/Zvezda



672130 B-17G wheels 1/72 Airfix



672131 B-17G engines 1/72 Airfix



672133 B-17G turbochargers 1/72 Airfix



672135 Spitfire Mk.IX legs BRONZE w/ 5 spoke wheels, smooth tire 1/72 Eduard



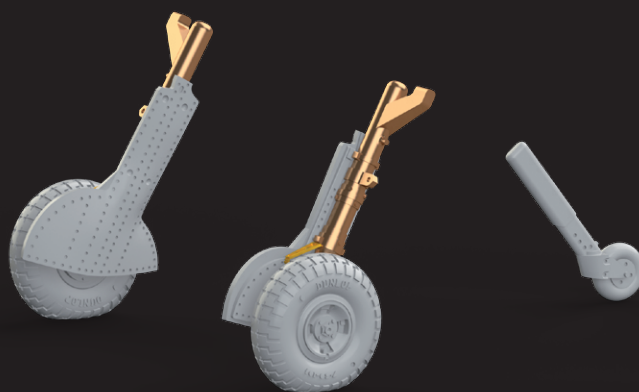
672136 Spitfire Mk.IX legs BRONZE w/ 5 spoke wheels, pattern 1/72 Eduard



672137 Spitfire Mk.IX legs BRONZE w/ 4 spoke wheels, smooth tire 1/72 Eduard



672138 Spitfire Mk.IX legs BRONZE w/ 4 spoke wheels, pattern 1/72 Eduard



ON APPROACH

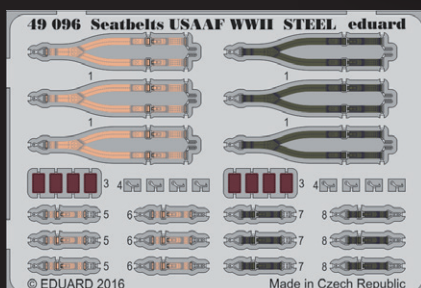
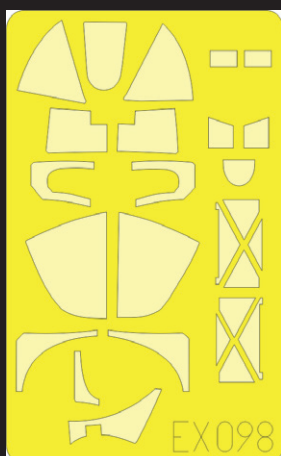
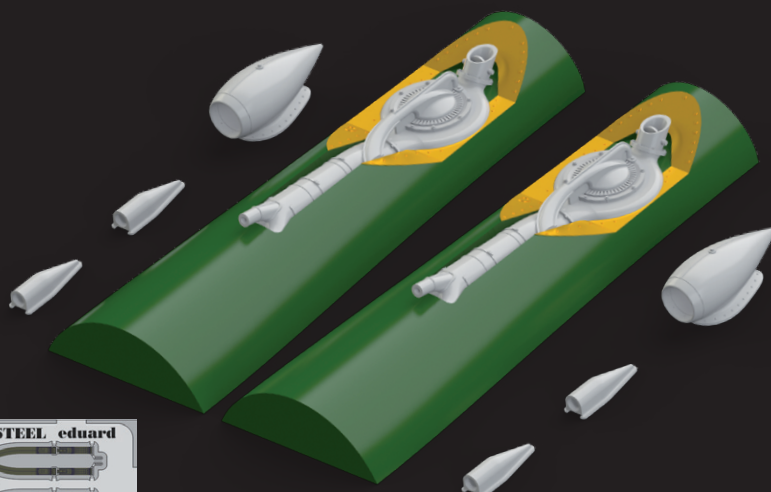
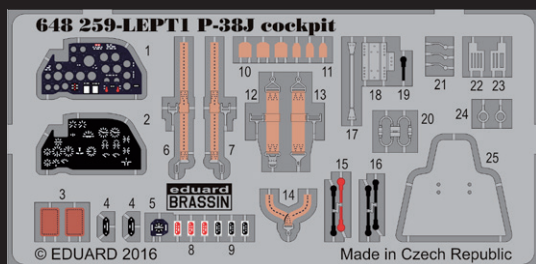
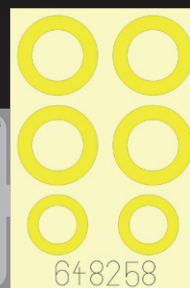
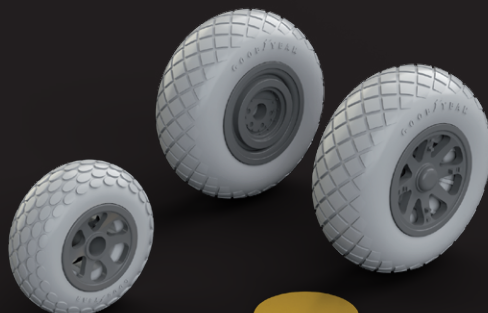
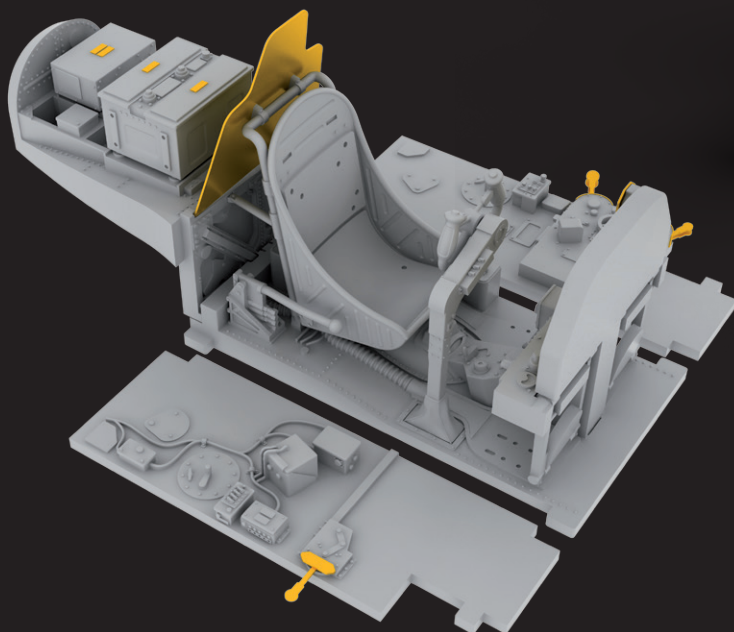
October 2016

SIN64826 P-38J 1/48 Academy

Collection of 5 photo-etched sets and Brassin sets for P-38J in 1/48 scale by Academy.

- wheels,
- cockpit,
- turbochargers & air intakes,
- steel seatbelts,
- painting mask.

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



2116

HIND / Mi-24 in Czechoslovak and Czech Service

1/72 Dual Combo

eduard
LIMITED EDITION**ON APPROACH**

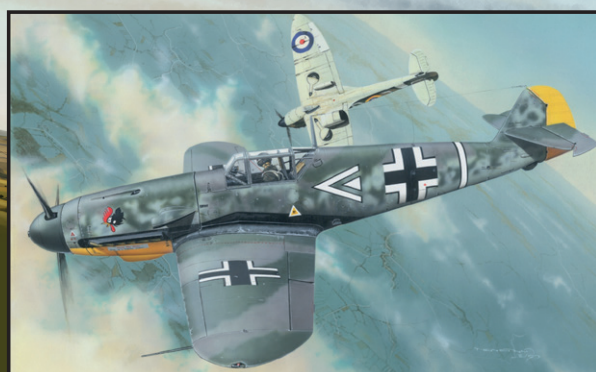
October 2016 / kits



7437

Hellcat Mk.I

1/72

WEEKEND
edition

82114

Bf 109F-4

1/48

ProfiPACK
edition

11102X

Dawn Patrol

1/48 Dual Combo

eduard**PHOTO-ECHTED SETS**

53175	HMCS Snowberry pt. 1 armament	1/144	Revell
53176	HMCS Snowberry pt. 2 superstructure	1/144	Revell
32887	Seatbelts France WWII STEEL	1/32	
32888	Seatbelts RFC WWI STEEL	1/32	
36347	MIM-104F PAC-3	1/35	Dragon
36348	Tie Downs & Straps US STEEL	1/35	
48898	F/A-18C exterior	1/48	Kinetic
48899	Bf 109F-4	1/48	Eduard
49106	Seatbelts France WWII STEEL	1/48	
49107	Seatbelts RFC WWI STEEL	1/48	
49794	F/A-18C interior	1/48	Kinetic
49795	F/A-18C seatbelts STEEL	1/48	Kinetic
72629	B-17G landing flaps	1/72	Airfix
72630	B-17G bomb bay	1/72	Airfix
72631	B-17G exterior	1/72	Airfix
72632	WWII USAAF Bomber Re-supply Set	1/72	Airfix
72633	Mi-24/35 upgrade set	1/72	Eduard
73045	Seatbelts France WWII STEEL	1/72	
73046	Seatbelts RFC WWI STEEL	1/72	
73566	Jet Provost T.3 / T.3a	1/72	Airfix
73567	B-17G cockpit interior	1/72	Airfix
73568	B-17G seatbelts STEEL	1/72	Airfix
73569	B-17G rear interior	1/72	Airfix
73570	B-17G front interior	1/72	Airfix

PHOTO-ECHTED SETS (October)**ZOOMY**

FE794	F/A-18C	1/48	Kinetic
SS566	Jet Provost T.3 / T.3a	1/72	Airfix
SS567	B-17G	1/72	Airfix
SS572	Hellcat Mk.I Weekend	1/72	Eduard

OVERTREES

82114X	Bf 109F-4	1/48	Eduard
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OVERLEPT

82114-LEPT1	Bf 109F-4	1/48	Eduard
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PILSENKIT 2016

AFTERPARTY

3. 9. (8:00 CET) - 4. 9. (24:00 CET)

DISCOUNT 15% (BFC 20%) IN EDUARD WEBSTORE



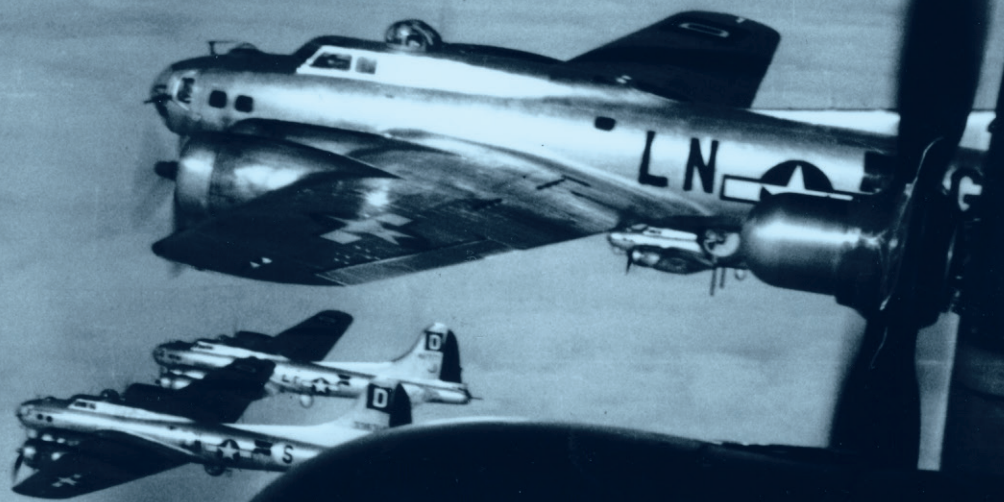
e day

PREORDERS

- 5. - 15. SEPTEMBER @EDURAD WEBSTORE
- PICK UP ON E-DAY ONLY



DISCOUNT 20% / BFC 25%



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

WWW.MUSEUM119.CZ

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