

INFO EDUARD

Vol. 14, September 2015

ISSUE 63



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Aussie Eight

eduard

INFO **EDUARD**

ISSUE 63

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

September 2015

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October 2015



EDITORIAL

Dear Friends,
E-day is fast approaching. In only four weeks, we will again meet in the Butovice garage. If, after all these years you find the garage dark and smelly, you should probably stay home. If, on the other hand, you are up for a great modeling experience, we will be more than happy to see you. What can you expect? Well, probably a lineup to get in in the morning. We will try to expedite entry into the venue, but some shape or form of a morning line-up is going to manifest itself. If you really want to avoid it, it might be prudent to come a bit later. It is true that you may miss something, but the main activities won't likely get rolling until late morning. There will be workshops, a seminar featuring MiG-15 pilots, and the usual roundtable discussion. Actually, there will be more than one, at least. The usual one with myself surrounding Eduard Q and As, and another by MPM Productions with Fredy Riedel. You can monitor our Facebook page for specifics about the show over the course of September. The Admission Kit will be one of two, as last year, and also as with previous years, I will keep what they are to myself, save for the fact that they will be 1/144 scale. For active modelers, we are planning a little something extra. E-day will see the introduction of October releases, including our brand spanking new Fw 190A-8 in 1/72nd scale, and accessory kits intended for that kit.

E-day will also offer, of course, September releases, although by the time the show rolls around, these may be somewhat old news. But, not so much today. The most intriguing of these is destined to be the Limited Edition kit 'Aussie Eight', dedicated to the Spitfire Mk. VIII in RAAF service during the Second World War and shortly thereafter. It is a theme that is extraordinarily rich in subject matter, and I believe that it is pretty much universally appealing. We took a lot of care in preparing this item, and besides two large, Cartograf printed decal sheets offering some thirty options, we have included a theme-specific book containing 104 pages that maps out the his-

tory of the Spitfire Mk.VIII in the RAAF, the development of camouflage and markings, and also includes pilot memoirs. The book was developed with the co-operation of well known Australian authority Peter Malone, and is based on his text and photographs, one-third of which have not been previously published. The colour illustrations in the book will shine a new light on the look of Australian Spitfires, and so is bound to generate a lot of interest and discussion.

As we have learned, this tends to lead to very good sales. The model is being released as a DUAL COMBO kit, meaning two complete sets of plastic parts, photoetched brass, and masks are included. Besides that, two sets of resin wheels have been added, with their characteristic 'tractor' tread pattern, and stencil data printed by us, here.

Besides 'Aussie Eight', September also sees the release of the SPAD XIII as a Weekend Edition kit and the UTI MiG-15 in 1/72 as a ProfiPACK kit. This is one of interest for Czech and Slovak modelers, since the UTI was built in large numbers in Czechoslovakia and this is reflected in the markings options. This model also has the choice of two photoetched accessories for it, flaps and a more generic set, and also a set of BRASSIN 300I drop tanks. These tanks have had a lot of verbal requests behind them, so we will see just how much interest they actually generate. My guess is 40 sets in the Czech Republic will be sold by the end of the year. And speaking of photoetched sets, I would like to point your attention to other sets, such as that designed for the Academy F-4D Phantom II. In 1/72, besides the aforementioned sets for the MiG, there are new sets for the Airfix He 111P and Whitley Mk.V. For September, we have also prepared a new set of seat harnesses for the new Mosquito by Tamiya. One is a traditional colour photoetched affair, while the other is a fabric, or more accurately 'paper', set in the FABRIC line. There are also two new sets for ships in 1/700. The five new BIG ED sets

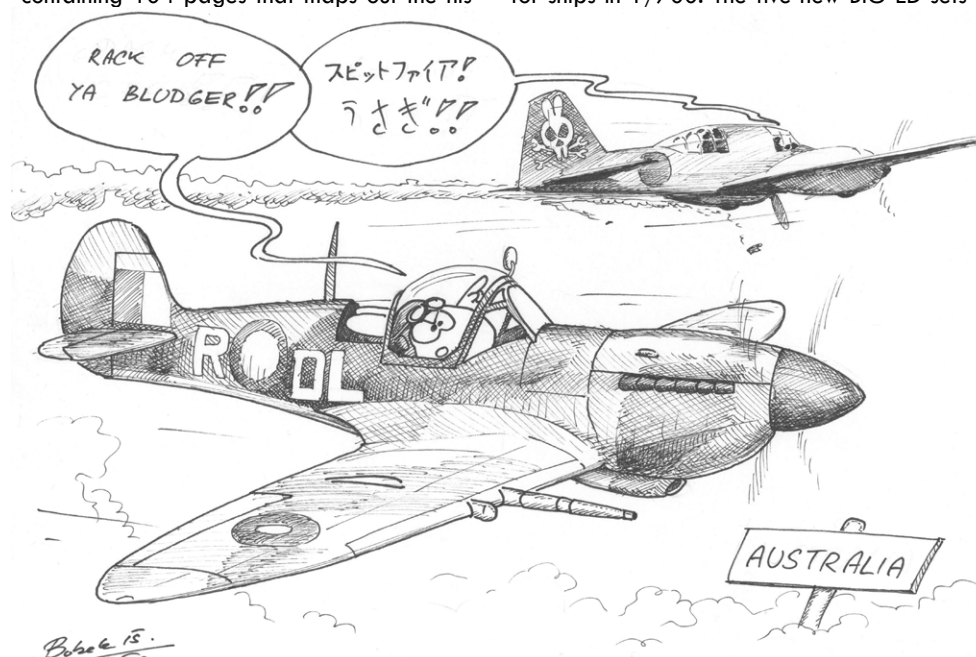


should not be overlooked, along with a relatively wide assortment of new masks, including two new sets for camouflaging Spitfires and Hurricanes in 1/72 scale. Similarly interesting items can be found in the BRASSIN line, besides the aforementioned drop tanks, to include cockpits for the F-4J Phantom II from Academy and the 1/32 scale Spitfire Mk.II from Revell. The larger sets are, as usual, complemented by smaller sets, mainly addressing various rockets, bombs and other forms of payload. I would also point out the seats for the F-4C from Academy and the two small sets for the HKM Mosquito in 1/32 scale covering wheels and exhausts. It should be added that, with respect to accessory kits, September could be dubbed 'Phantom Month', as it appears that you can never have too many Phantom kits or accessories for them if sales of whatever we have so far released on the F-4 is any indication. And we are nowhere near done with the F-4, and we will be continuing on with the F-4J in the new year. Prior to that, though, there will be other new Limited Edition kits - the Gladiator in November, F-86F in December, and the SBD-5 Dauntless in January. All of the mentioned are in 1/48 scale. The 1/72 Royal Class Fw 190A-8 will manage to sneak in there in December.

Those are some of our plans for the near future. If you would like to learn more of our plans in greater detail, come out to the roundtable discussion at E-day on Saturday, September 26.

Happy Modeling!

Vladimír Šulc



INTERNATIONAL SCALE KIT EXHIBITION

IMPS CZECH REPUBLIC

PRE-ORDERS

Eday

1-17/9 2015

We're accepting preorders for Eday event from 1st to 17th September 2014.
After 17th no further changes in your orders are possible!

Payment: All types of payment available at Eduard Store. Pre-orders can also be paid by cash and picked up personally at Eduard stand. (CZK or EUR)
Credit card payments can only be used online at Eduard Store, credit card payments for pre-orders will not be accepted at Eduard stand.

Pre-orders pick up: You can pick up your order at marked place at Eduard stand (please specify the currency for payment in the comment field of your order).
In case your pre-order will be paid in advance, please, don't forget your identification card to proof your identity. We suggest also to have a proof of the payment.

The October new releases will also be available for purchase !!!

Eduard stand:
- Cash payment (CZK or EUR)
- Credit card payment only acceptable for payments CZK 500,- and above (doesn't apply for pre-orders)
- On Friday the 25th of September, only one cashdesk will be open for both, regular purchases and pre-order pickups.

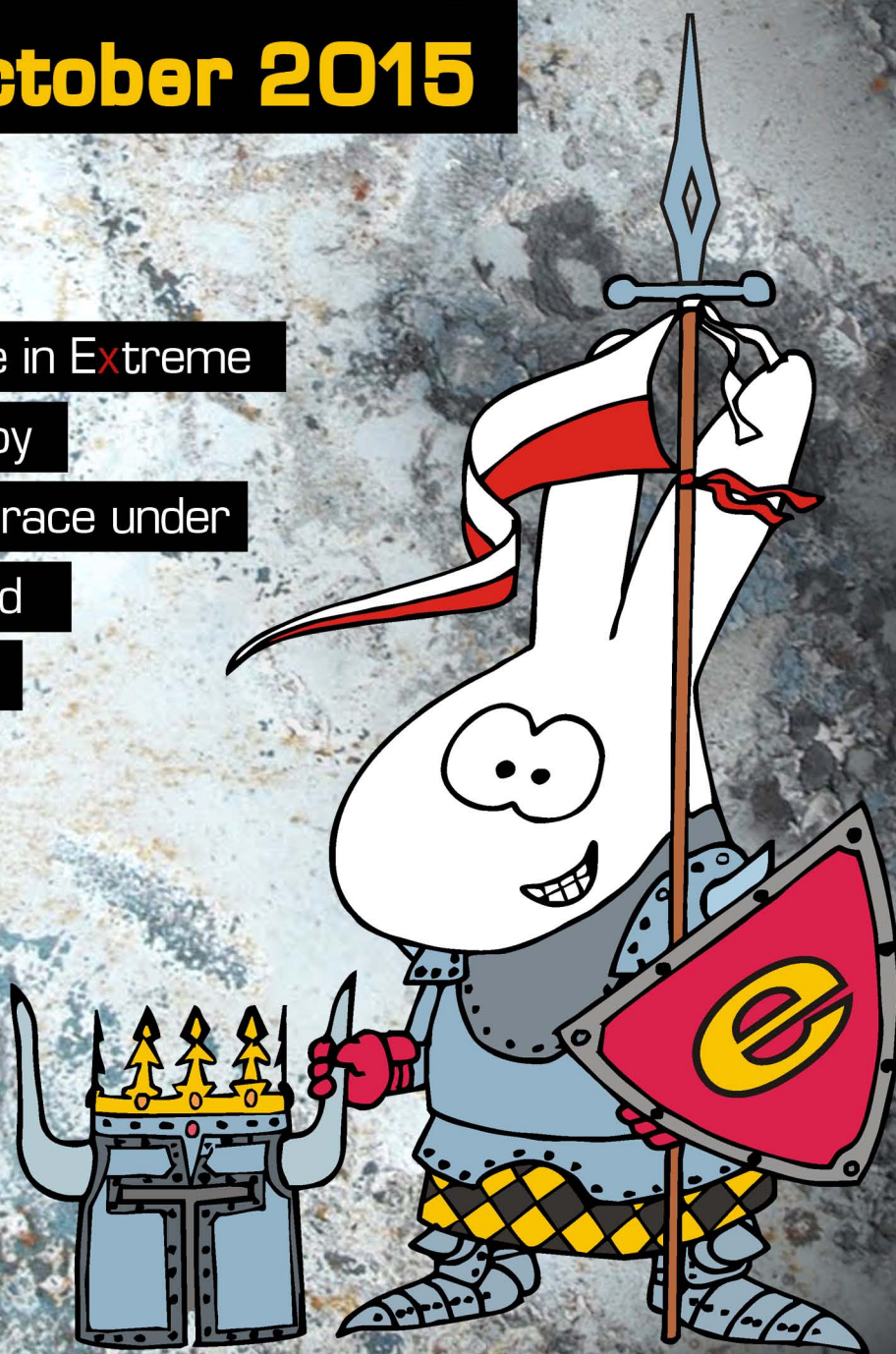
Discount: 20% (25% for BFC members)
BFC FRIENDS, DON'T FORGET TO TAKE YOUR T-SHIRT!

ירון בונה 2015

BUBLAVA IN THE ORE MOUNTAINS

16th -18th October 2015

A team relaxing race in Extreme
modelling inspired by
24 Heures du Mans race under
the support of Eduard
Bunny Fighter Club.

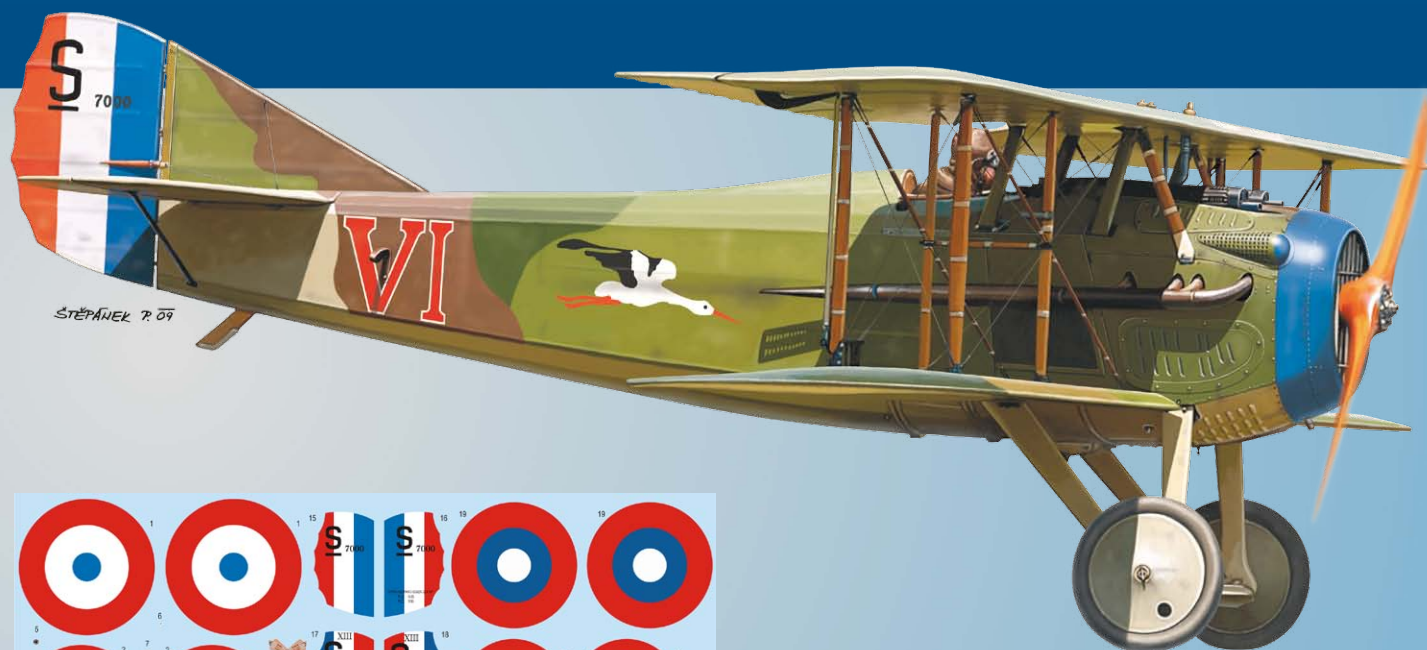


WEEKEND

edition

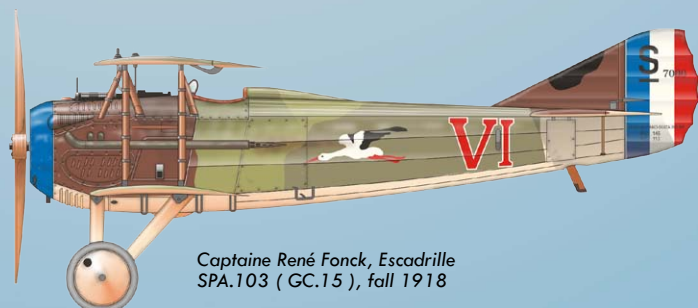
SPAD XIII

1/48, Cat. No. 8425



- 2 markings
- decals Eduard

BUY on Eduard store



Captaine René Fonck, Escadrille
SPA.103 (GC.15), fall 1918

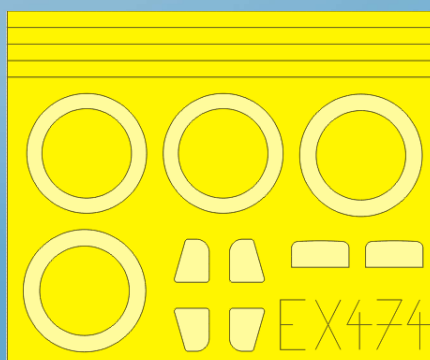
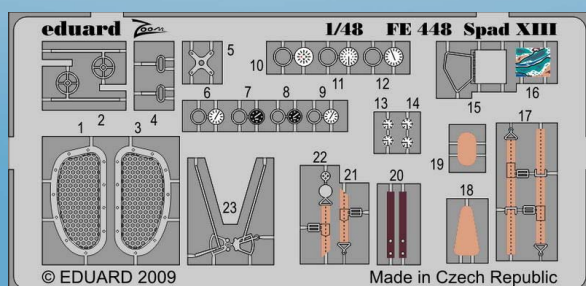


Frank Luke, 27th Aero Squadron
- September 1918

RECOMMENDED:

EX474 SPAD XIII (Masks)

FE448 SPAD XIII Weekend (PE set)





UTI MiG-15

1/72, Cat. No. 7055

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

BUY on Eduard store



UTI MiG-15, 6th Fighter-Bomber Air Regiment,
Prerov Air Base, Czechoslovakia, Summer, 1974



UTI MiG-15, Soviet Union, 1960s through the 1970s



UTI MiG-15, c/n 922226, Hävittäjälentolaivue 31, Rissala Air
Base, Finland, Late 1960s

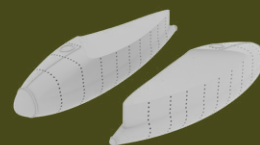
RECOMMENDED:



672068 MiG-15 fuel tanks 300l (Brassin)

72607 UTI MiG-15 landing flaps (PE set)

72608 UTI MiG-15 exterior (PE set)



UTI MiG-15, Indonesian Air Force, Jakarta-Kemajoran Air
Base, 1960s



UTI MiG-15, Algerian Air Force, 1960s through the 1980s

Spitfire Mk.VIII in the Australian service

Aussie Eight

LIMITED EDITION 1/48

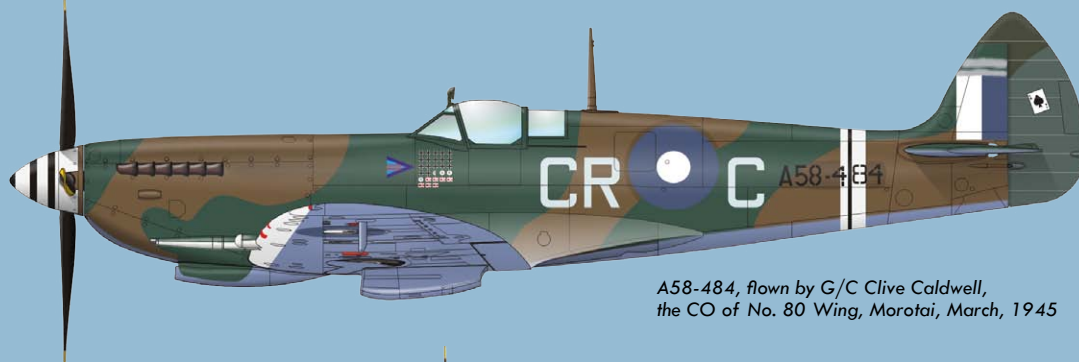
BUY on Eduard store



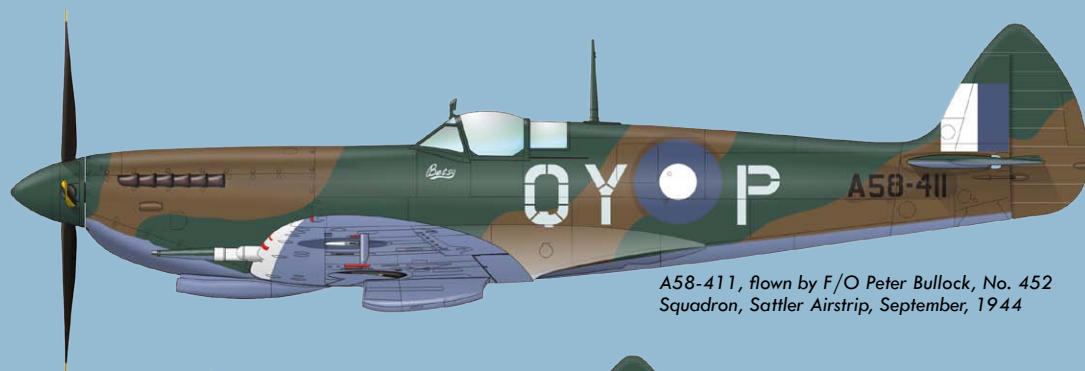
CAT. NO. 1188

www.eduard.com

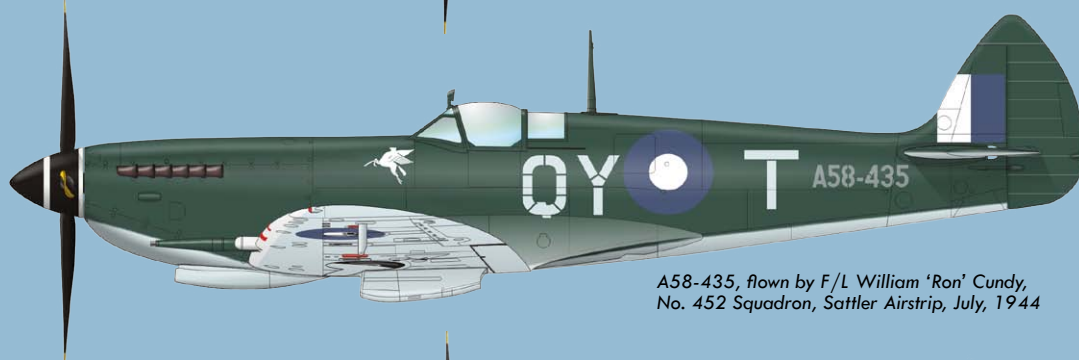
- Dual Combo - two complete kits
- Cartograf decals for **31 markings**
- Color photo-etched set and painting mask
- Brassin: wheels (2 pairs)
- **Eduard publication by Peter Malone about Spitfire Mk.VIII in the Australian service**



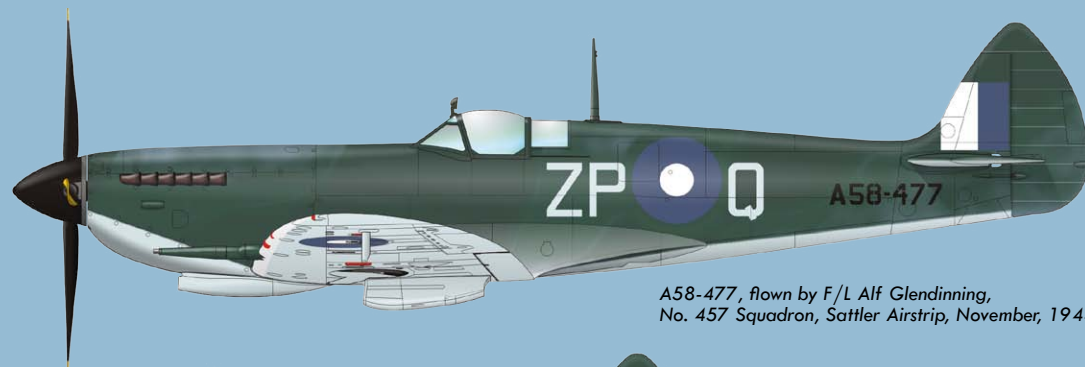
A58-484, flown by G/C Clive Caldwell,
the CO of No. 80 Wing, Morotai, March, 1945



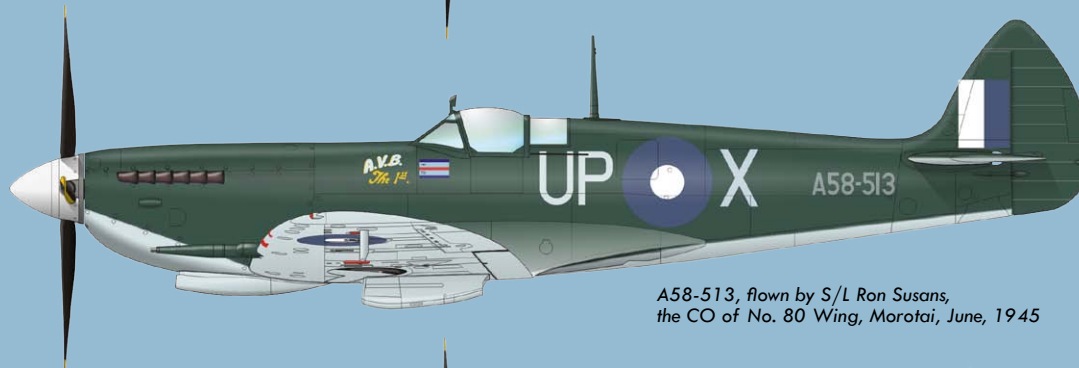
A58-411, flown by F/O Peter Bullock, No. 452
Squadron, Sattler Airstrip, September, 1944



A58-435, flown by F/L William 'Ron' Cundy,
No. 452 Squadron, Sattler Airstrip, July, 1944



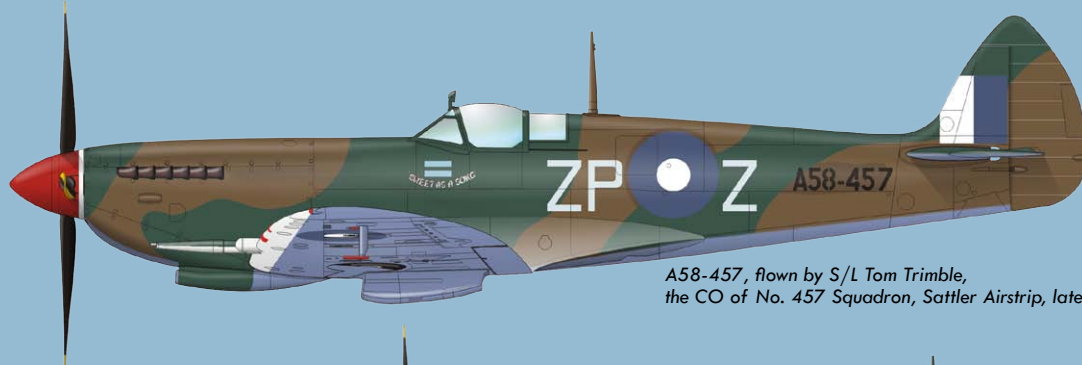
A58-477, flown by F/L Alf Glendinning,
No. 457 Squadron, Sattler Airstrip, November, 1944



A58-513, flown by S/L Ron Susans,
the CO of No. 80 Wing, Morotai, June, 1945

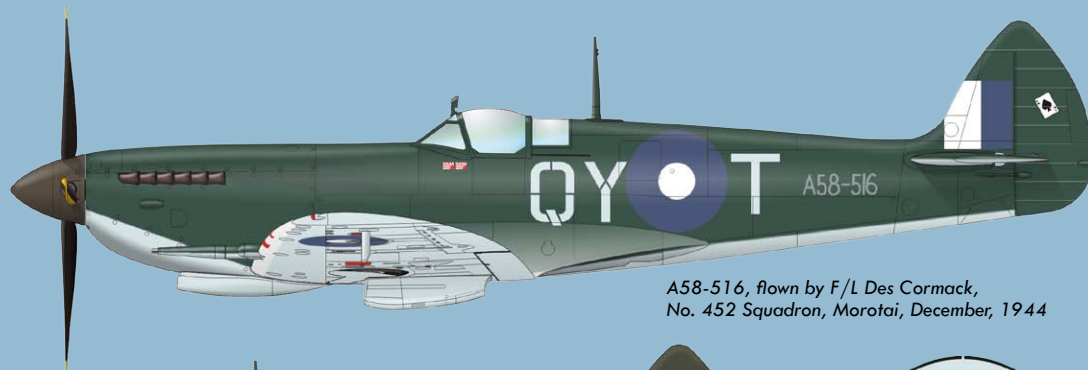


A58-528, flown by G/C Clive Caldwell,
the CO of No. 80 Wing, Clark Field,
Philippines, March, 1945

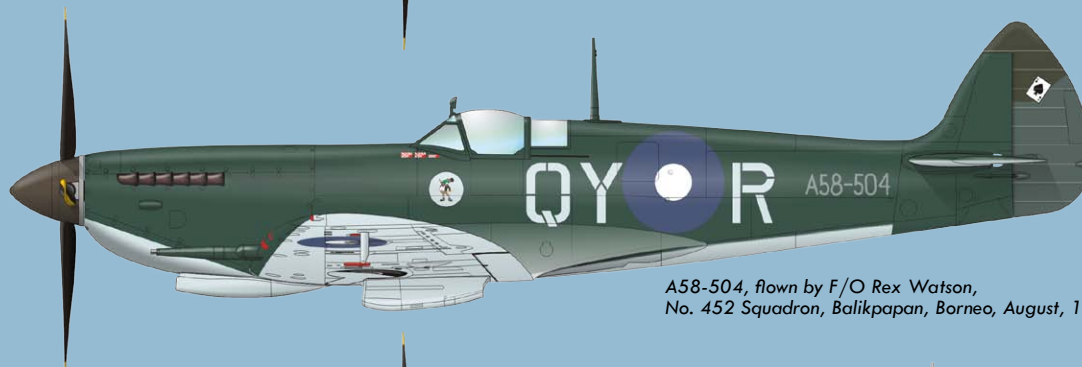


A58-457, flown by S/L Tom Trimble,
the CO of No. 457 Squadron, Sattler Airstrip, late 1944

SWEET AS A SONG



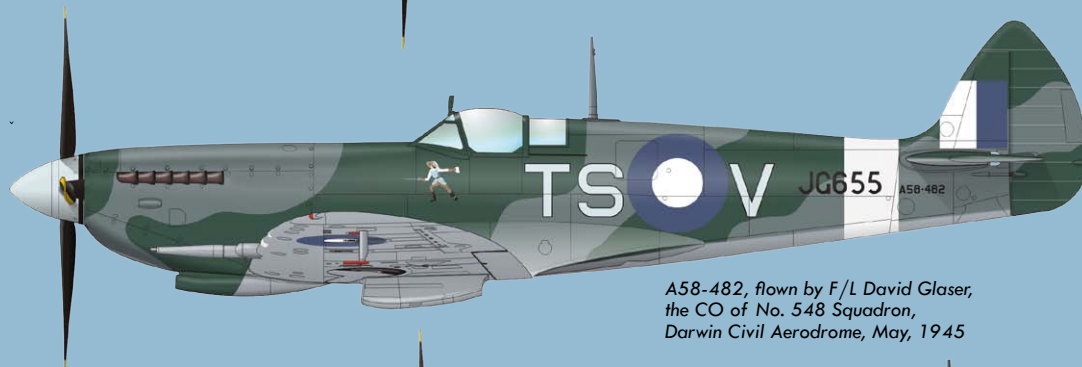
A58-516, flown by F/L Des Cormack,
No. 452 Squadron, Morotai, December, 1944



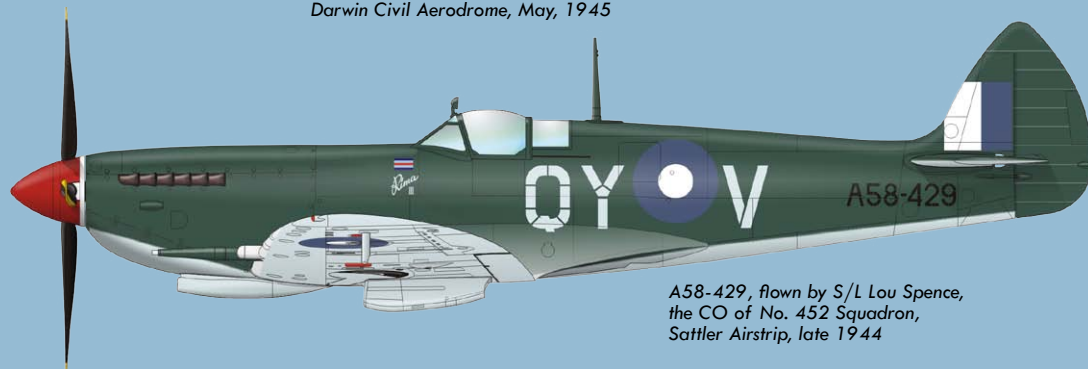
A58-504, flown by F/O Rex Watson,
No. 452 Squadron, Balikpapan, Borneo, August, 1945



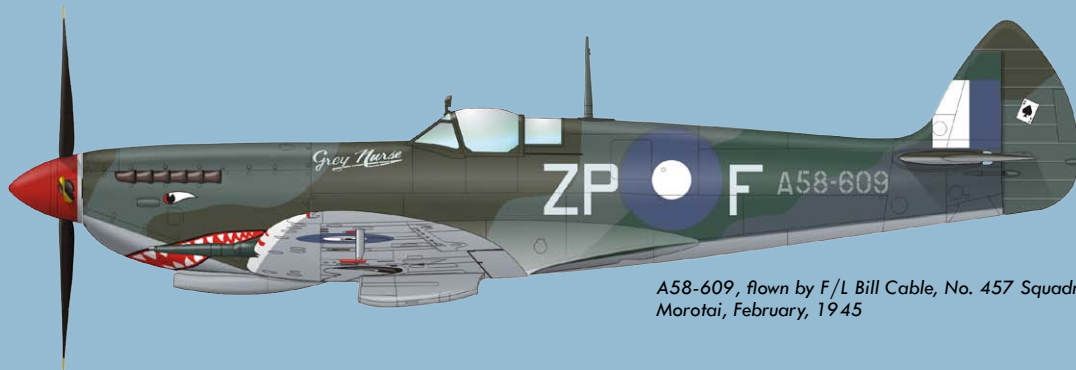
A58-379, flown by F/L David Glaser,
No. 549 Squadron, Strauss Airstrip, September, 1944



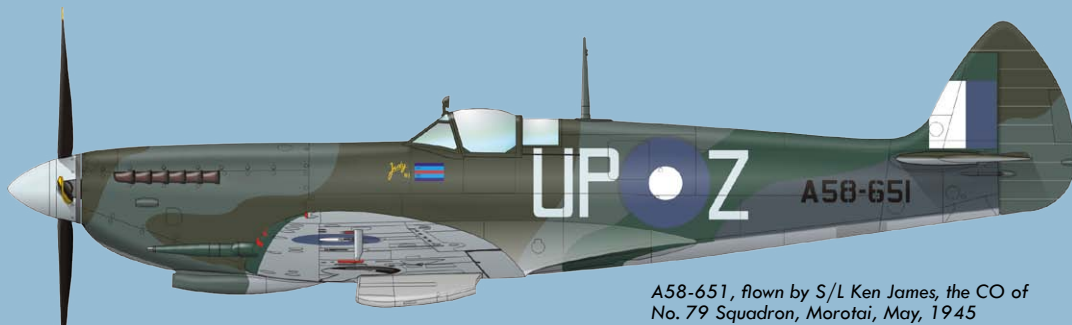
A58-482, flown by F/L David Glaser,
the CO of No. 548 Squadron,
Darwin Civil Aerodrome, May, 1945



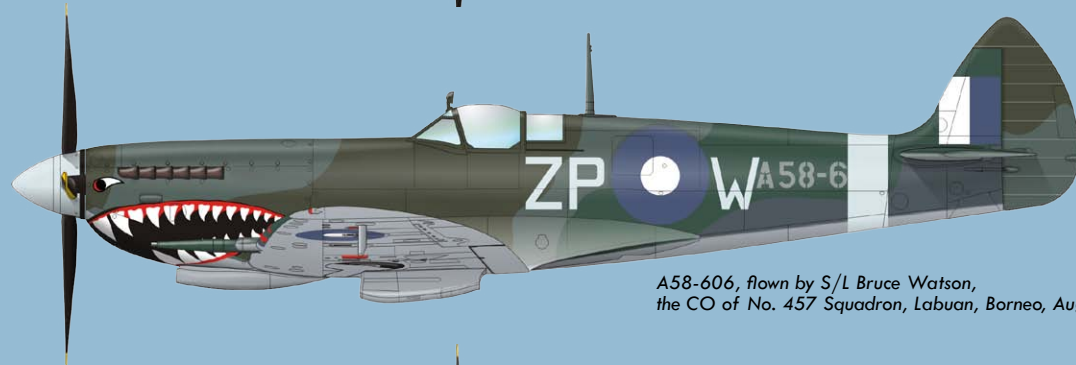
A58-429, flown by S/L Lou Spence,
the CO of No. 452 Squadron,
Sattler Airstrip, late 1944



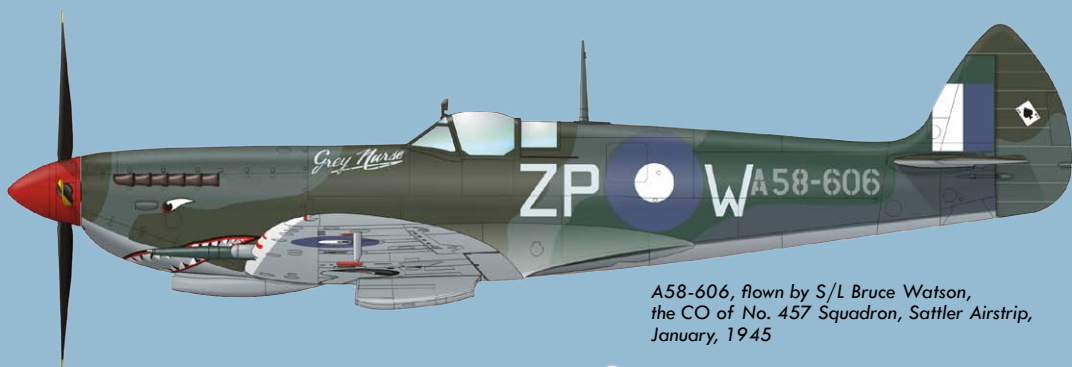
A58-609, flown by F/L Bill Cable, No. 457 Squadron, Morotai, February, 1945



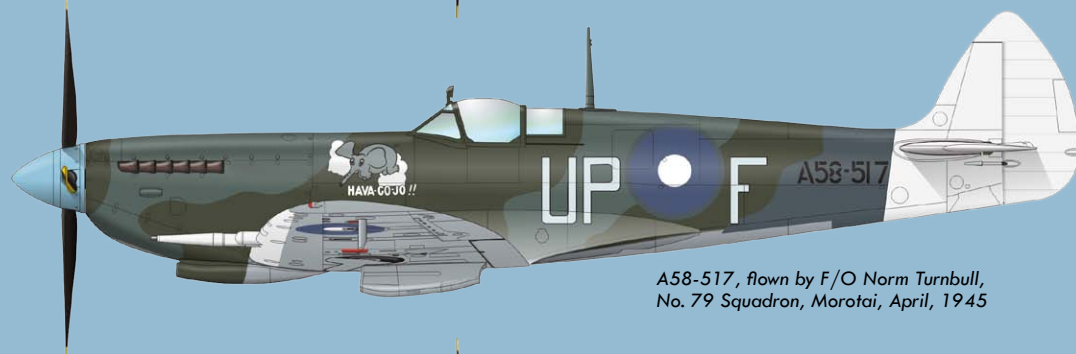
A58-651, flown by S/L Ken James, the CO of No. 79 Squadron, Morotai, May, 1945



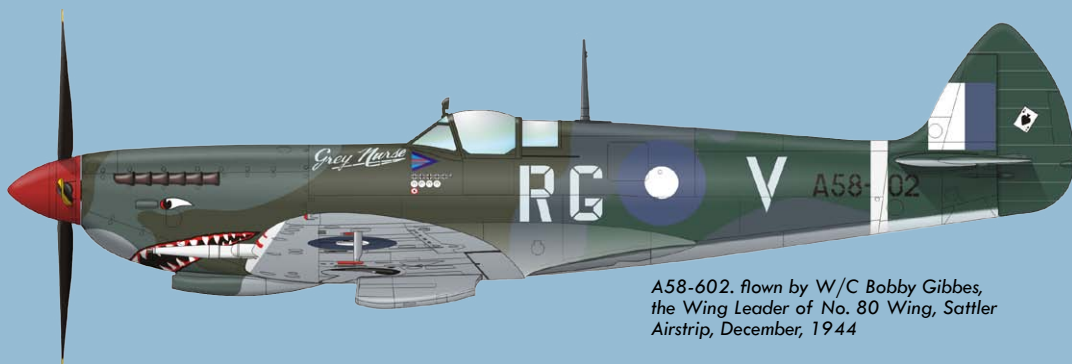
A58-606, flown by S/L Bruce Watson, the CO of No. 457 Squadron, Labuan, Borneo, August, 1945



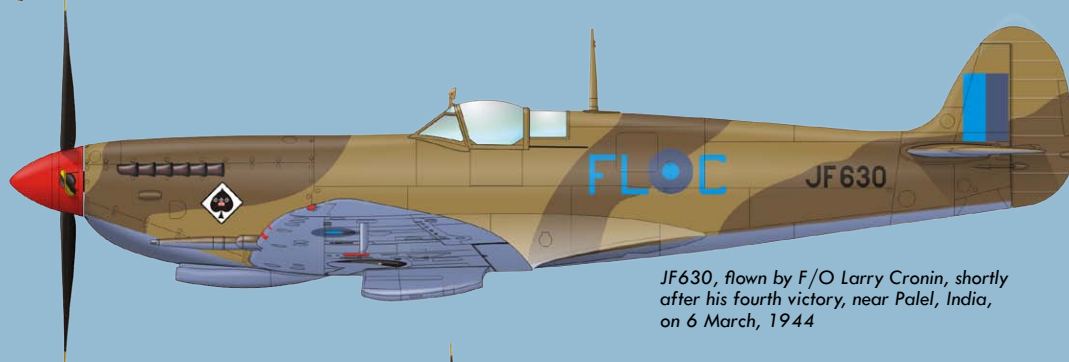
A58-606, flown by S/L Bruce Watson, the CO of No. 457 Squadron, Sattler Airstrip, January, 1945



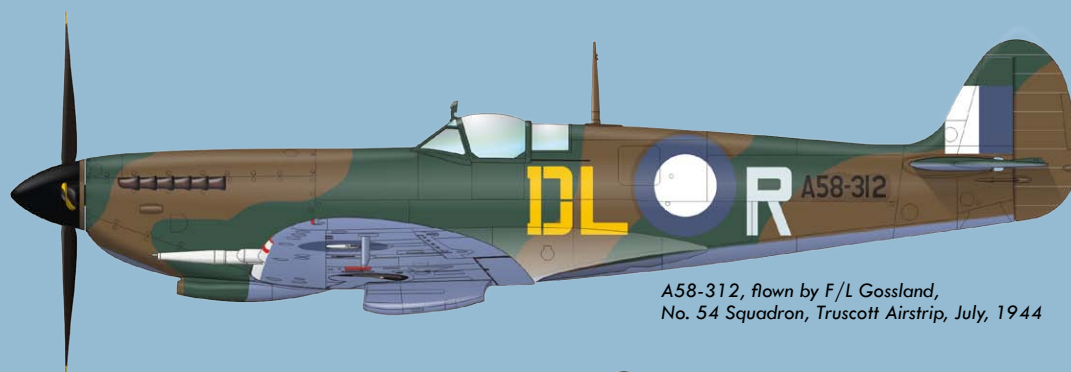
A58-517, flown by F/O Norm Turnbull, No. 79 Squadron, Morotai, April, 1945



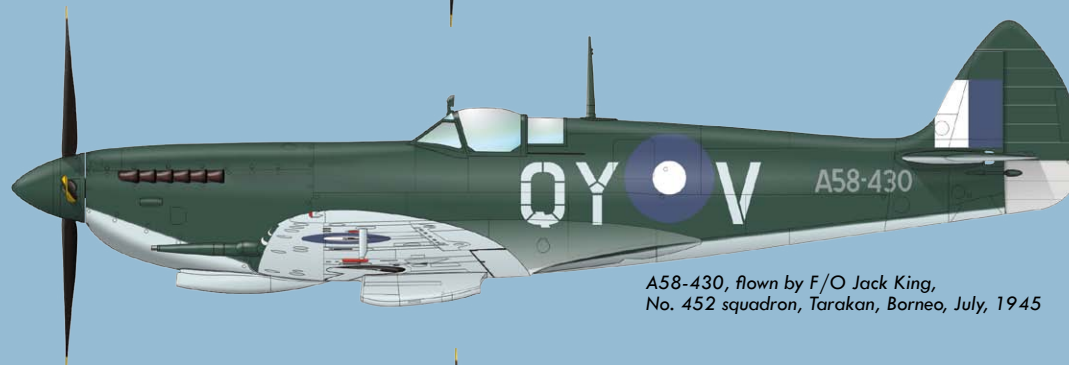
A58-602, flown by W/C Bobby Gibbes, the Wing Leader of No. 80 Wing, Sattler Airstrip, December, 1944



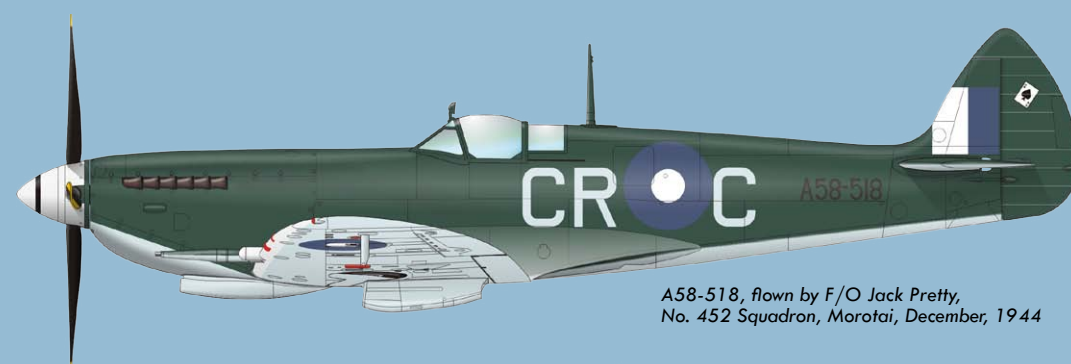
JF630, flown by F/O Larry Cronin, shortly after his fourth victory, near Palel, India, on 6 March, 1944



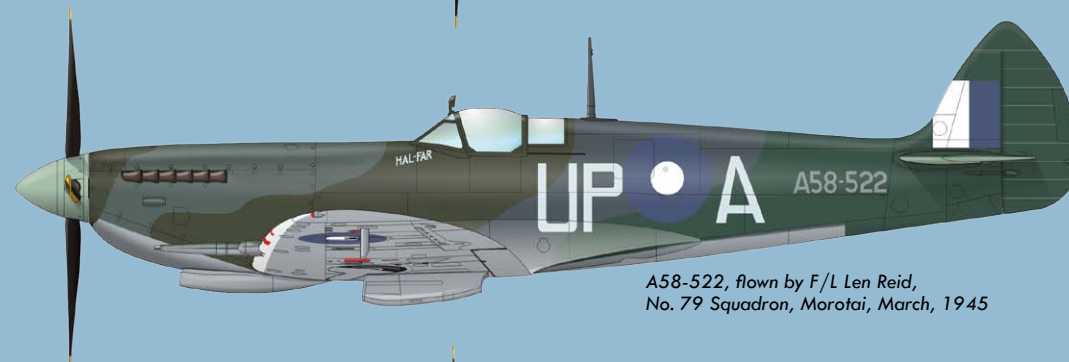
A58-312, flown by F/L Gossland, No. 54 Squadron, Truscott Airstrip, July, 1944



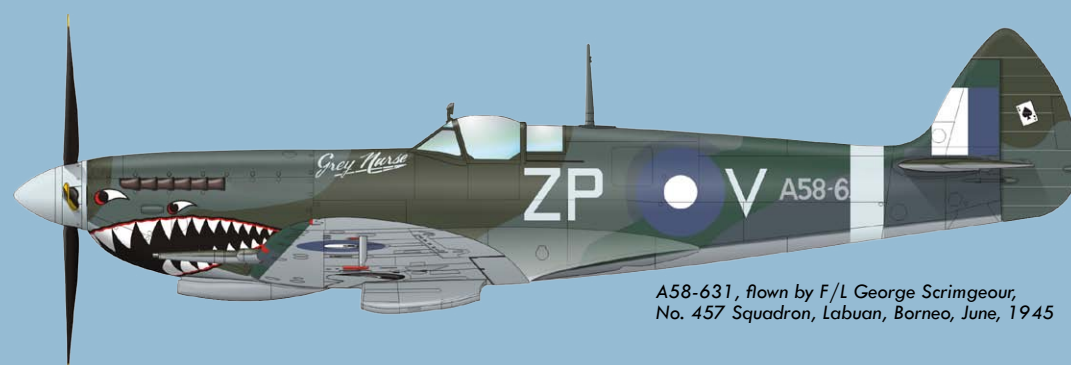
A58-430, flown by F/O Jack King, No. 452 squadron, Tarakan, Borneo, July, 1945



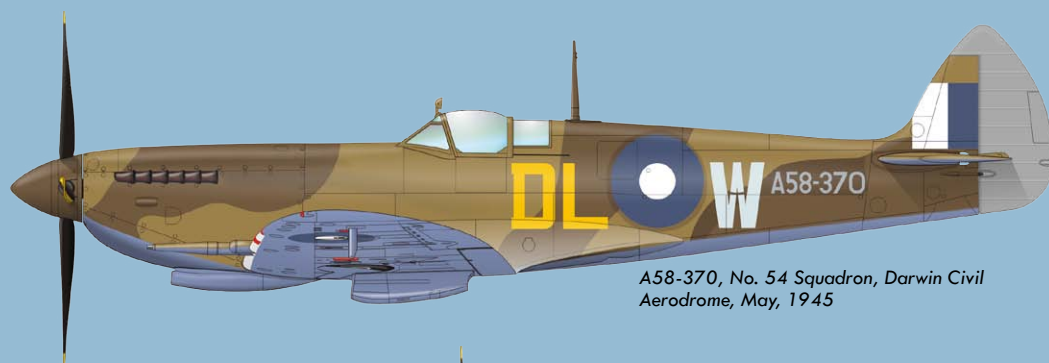
A58-518, flown by F/O Jack Pretty, No. 452 Squadron, Morotai, December, 1944



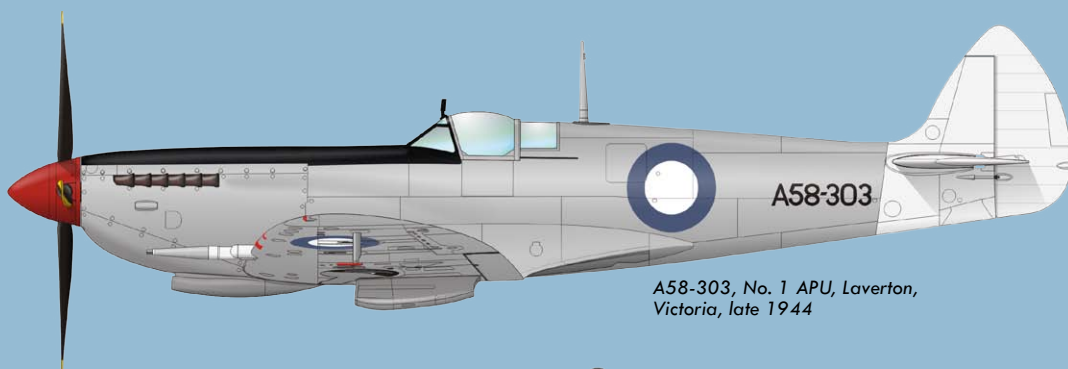
A58-522, flown by F/L Len Reid, No. 79 Squadron, Morotai, March, 1945



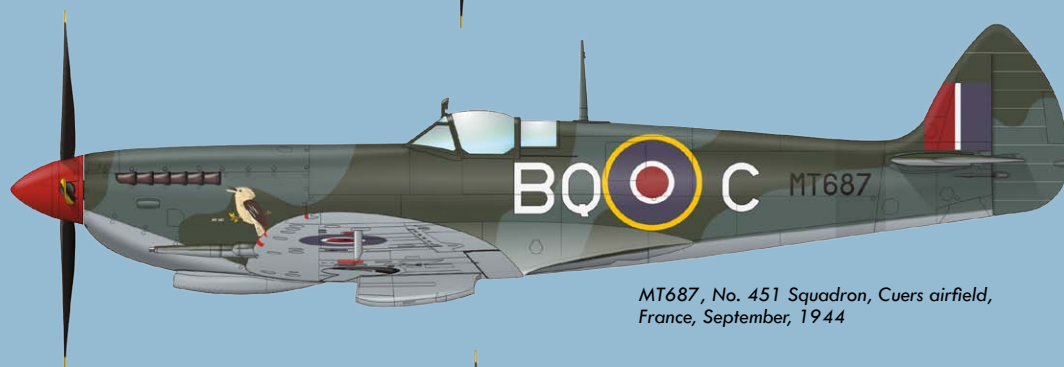
A58-631, flown by F/L George Scrimgeour, No. 457 Squadron, Labuan, Borneo, June, 1945



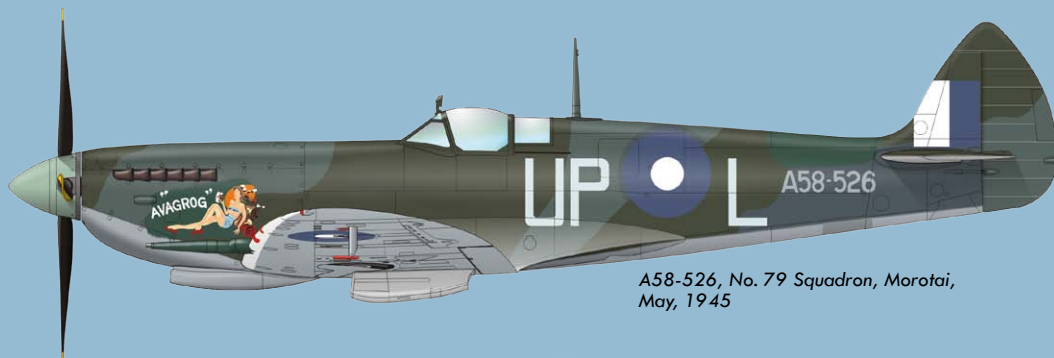
A58-370, No. 54 Squadron, Darwin Civil Aerodrome, May, 1945



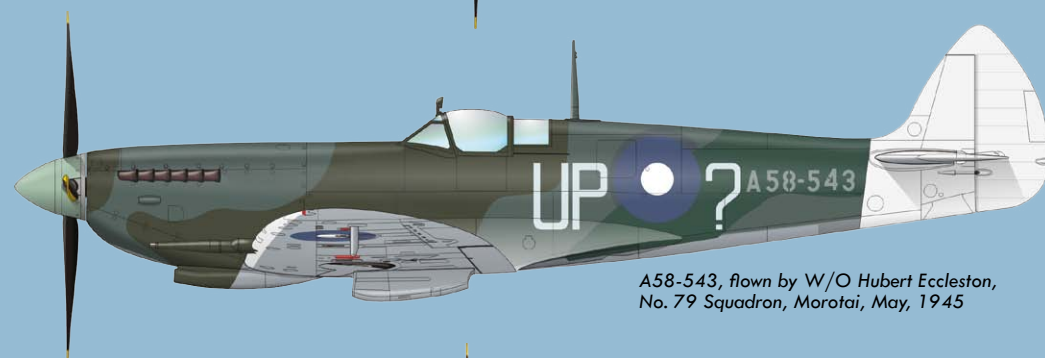
A58-303, No. 1 APU, Laverton, Victoria, late 1944



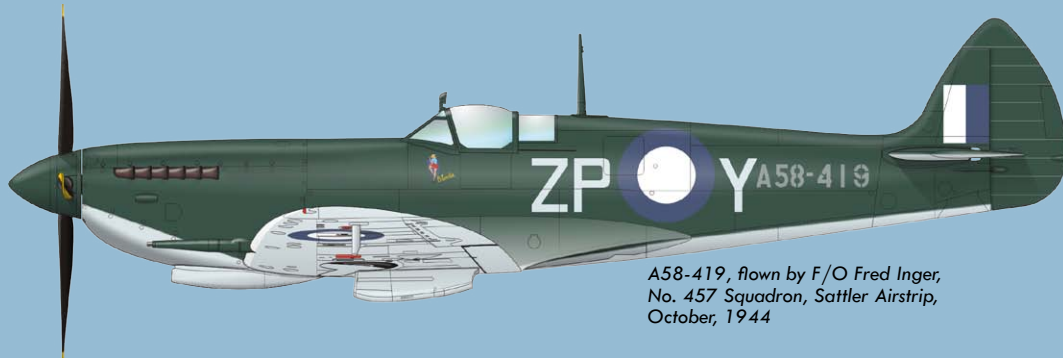
MT687, No. 451 Squadron, Cuers airfield, France, September, 1944



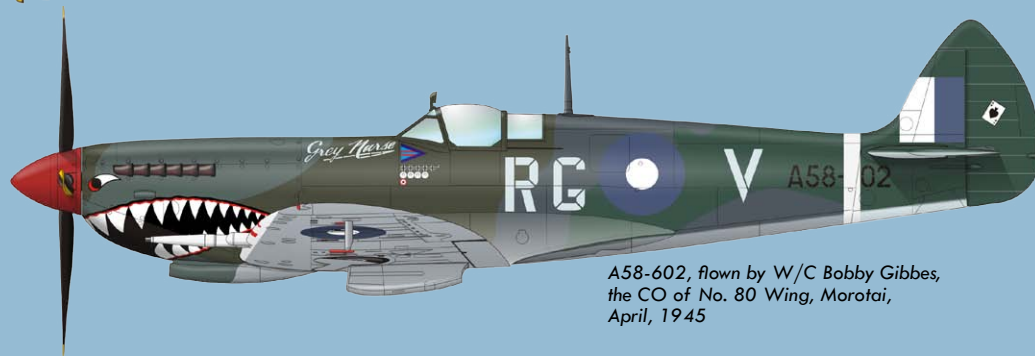
A58-526, No. 79 Squadron, Morotai, May, 1945



A58-543, flown by W/O Hubert Eccleston, No. 79 Squadron, Morotai, May, 1945



A58-419, flown by F/O Fred Inger, No. 457 Squadron, Sattler Airstrip, October, 1944



A58-602, flown by W/C Bobby Gibbes, the CO of No. 80 Wing, Morotai, April, 1945

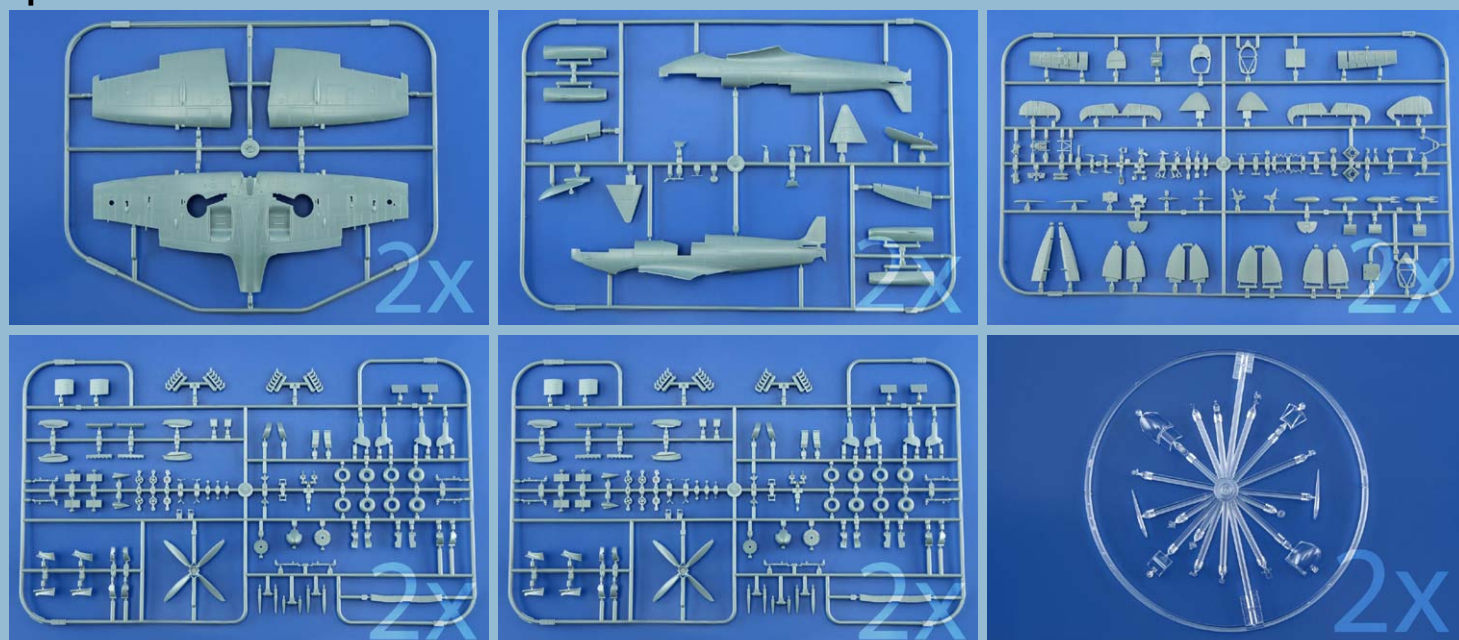
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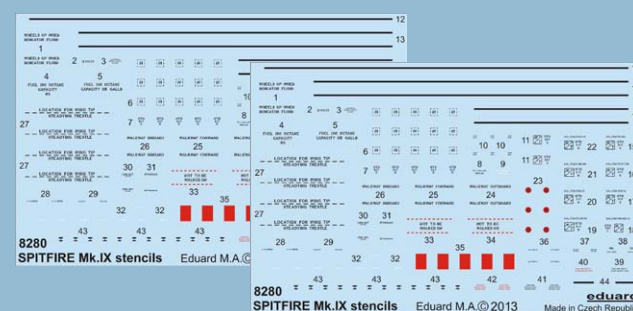
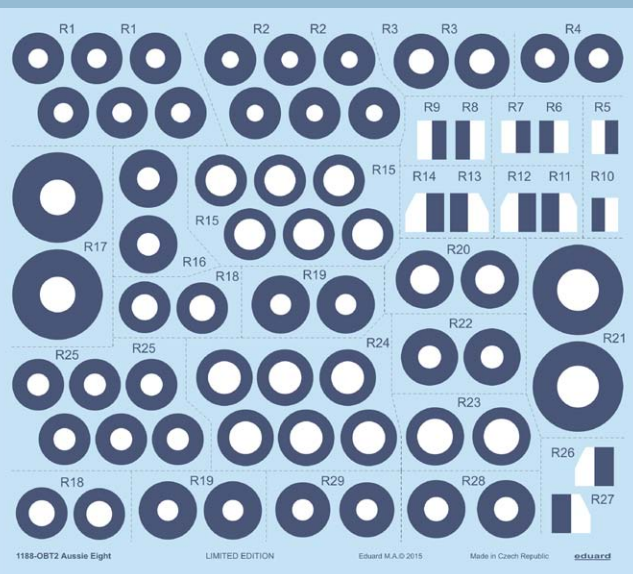


Brassin wheels (2 pairs)



Sprues

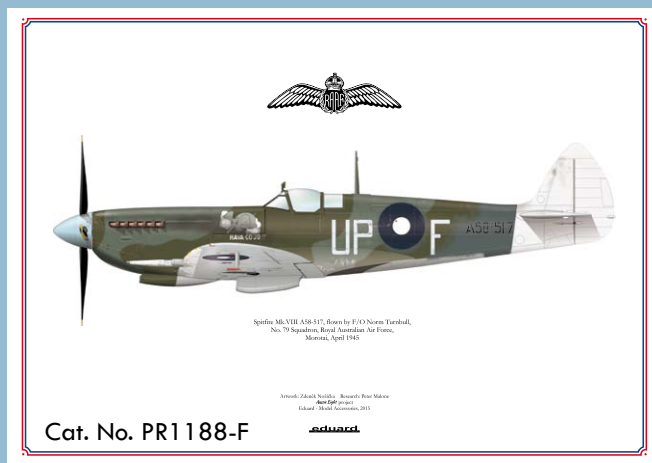




Poster (size A3, heavy and high-quality paper, one of two variants)



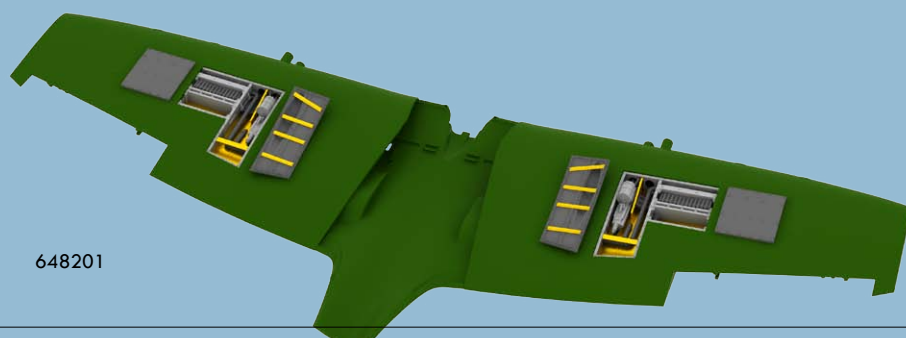
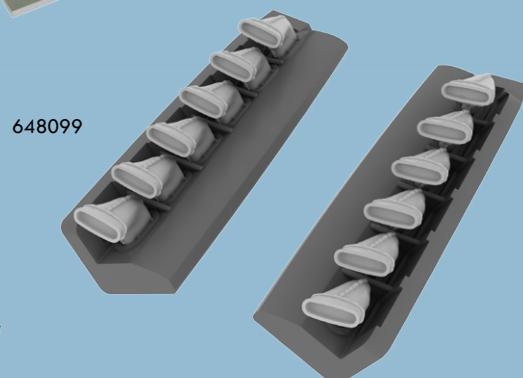
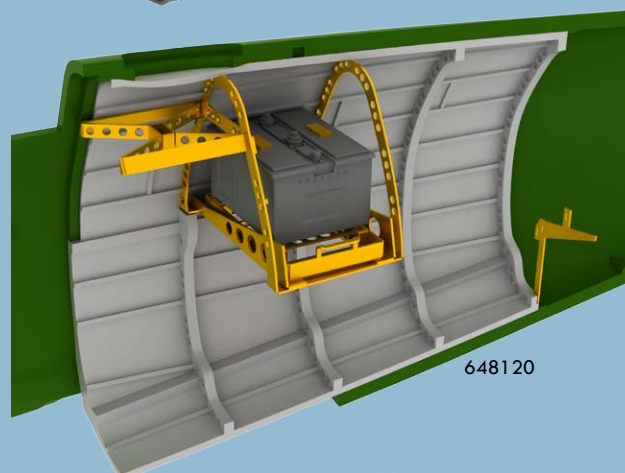
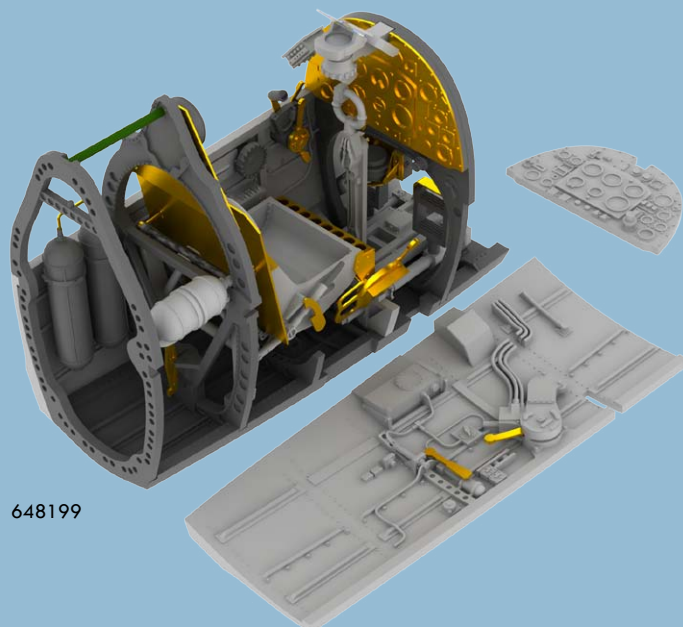
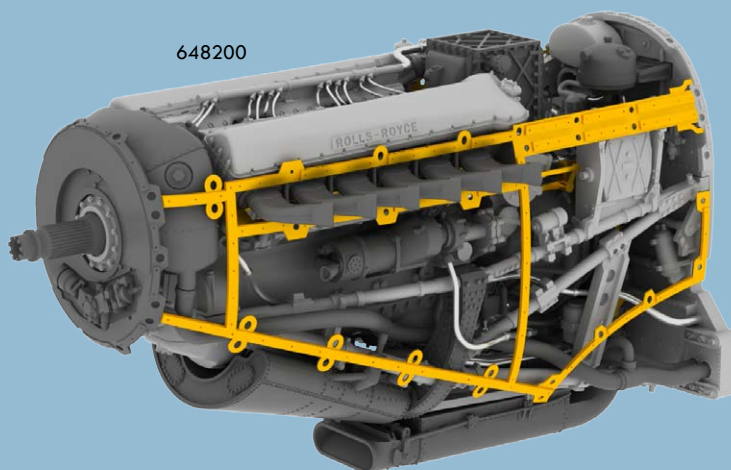
BUY on Eduard store



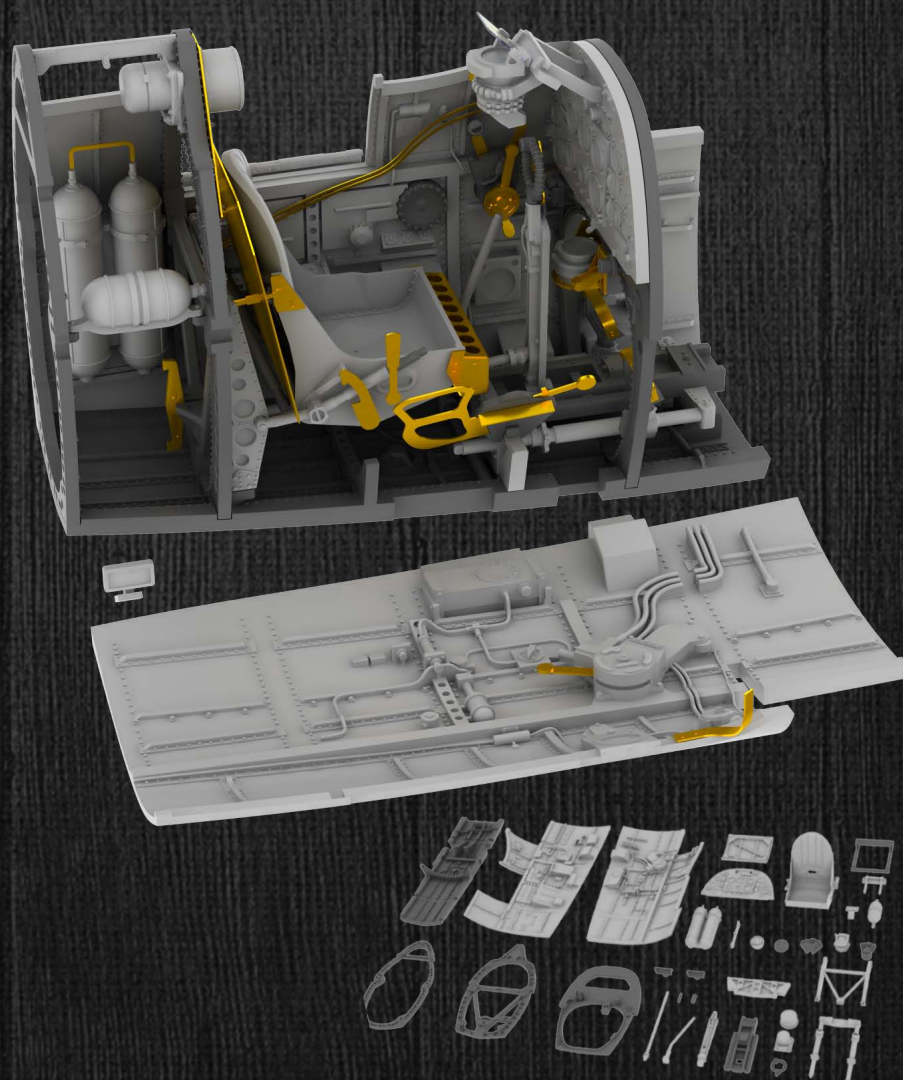
BUY on Eduard store

RECOMMENDED:

- 648201 Spitfire Mk.VIII gun bays (Brassin)
- 648200 Spitfire Mk.VIII engine (Brassin)
- 648199 Spitfire Mk.VIII cockpit (Brassin)
- 48834 Spitfire Mk.VIII landing flaps (PE set)
- 48835 Spitfire Mk.VIII surface panels (PE set)
- 49074 Spitfire Mk.VIII seatbelts SUPERFABRIC (PE set)
- 648120 Spitfire - radio compartment (Brassin)
- 648099 Spitfire exhaust stacks fishtail (Brassin)



09/15



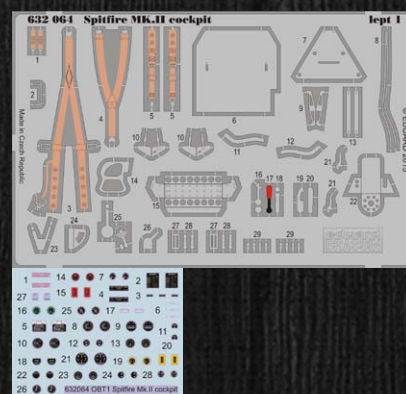
632064 Spitfire Mk.II cockpit 1/32 Revell

Complete cockpit set for Spitfire Mk.II in 32nd scale for kit by Revell.

Set contains:

- resin: 34 parts
- painting mask: no
- decals: yes
- photo-etched details: yes
- film: yes

BUY on Eduard store



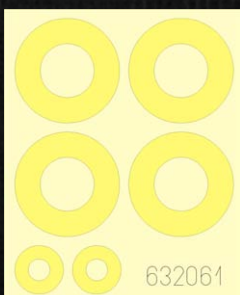
632061 Mosquito FB Mk.IV wheels 1/48 HKM

Brassin set of pair of main wheels and one rear wheel for Mosquito FB Mk.IV in 32nd scale by HKM.

Set contains:

- resin: 7 parts
- decals: no
- photo-etched details: no
- painting mask: yes

BUY on Eduard store



632062

Mosquito FB Mk.IV exhaust stacks

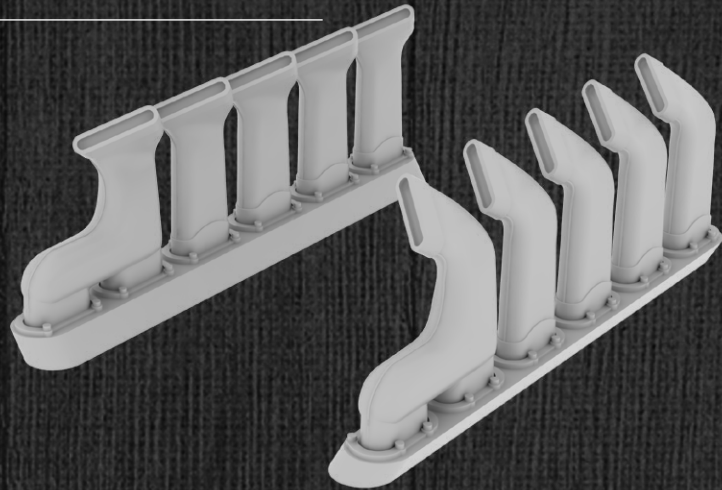
1/32 HKM

Brassin set of exhaust stacks for Mosquito FB Mk.IV in 32nd scale by HKM.

Set contains:

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

BUY on Eduard store



648194

AM-39 Exocet

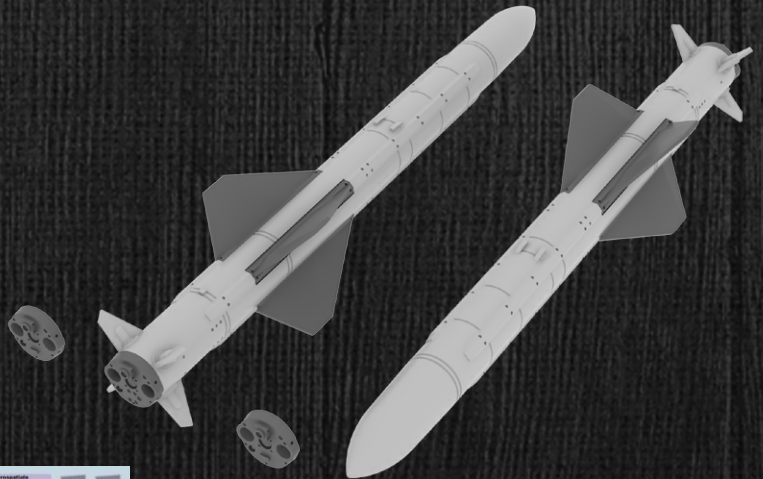
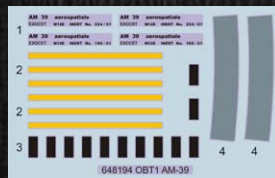
1/48

Brassin set of 2 pieces of AM-39 Exocet missiles in 48th scale.

Set contains:

- resin: 14 parts
- decals: yes
- photo-etched details: yes

BUY on Eduard store



648208

F-4C ejection seats

1/48 Academy



Brassin set of 2 pieces of ejection seats for F-4C in 48th scale by Academy.

Set contains:

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

BUY on Eduard store

648224

Mk.81 bombs

1/48

Brassin set of 2 pieces of Mk.81 bombs in 48th scale.

Set contains:

- resin: 36 parts
- decals: yes
- photo-etched details: no
- painting mask: no

[BUY on Eduard store](#)


648226

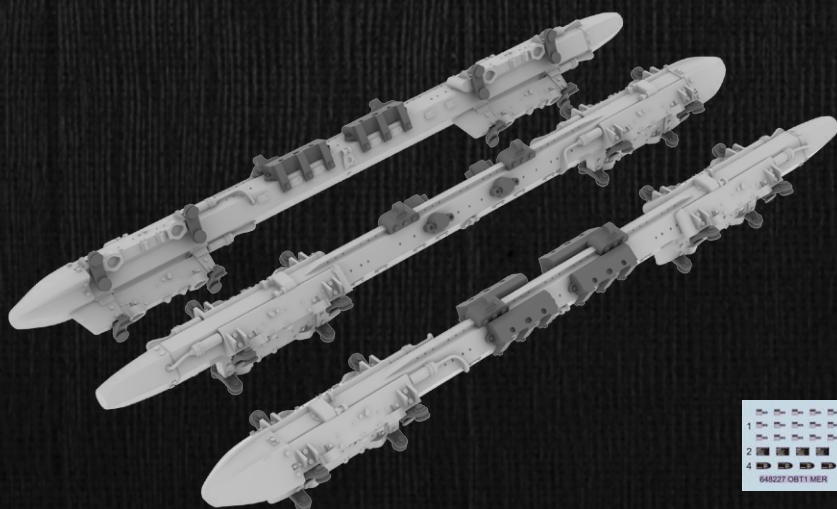
LAU-10/A ZUNI

1/48

Brassin set of 2 pieces of LAU-10/A ZUNI rocket launchers in 48th scale.

Set contains:

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

[BUY on Eduard store](#)


648227

MER

1/48

Brassin set of 3 pieces of MER pylons in 48th scale.

Set contains:

- resin: 69 parts
- decals: yes
- photo-etched details: no
- painting mask: no

[BUY on Eduard store](#)

648228

F-4J cockpit

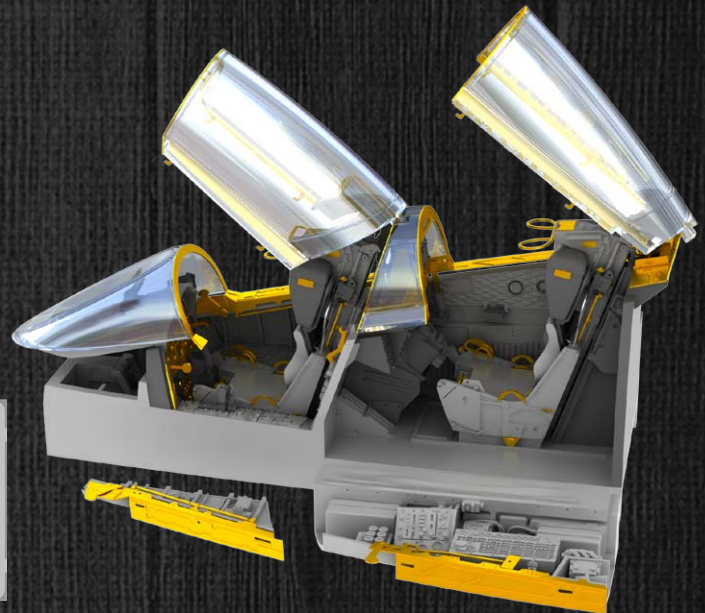
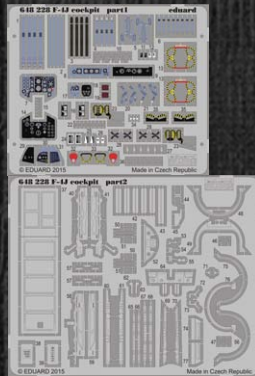
1/48 Adacemy

Cockpit Brassin set for F-4J in 48th scale for kit by Academy.

Set contains:

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

BUY on Eduard store



672068

MiG-15 fuel tanks 300l

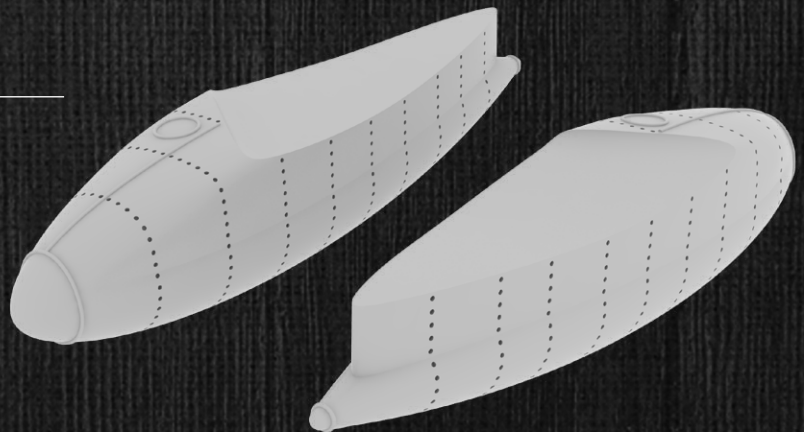
1/72 Eduard

Brassin set of 300 litres fuel tanks for MiG-15 in 72nd scale for kit by Eduard.

Set contains:

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

BUY on Eduard store



672074

Mk.84 bombs – retarded fin

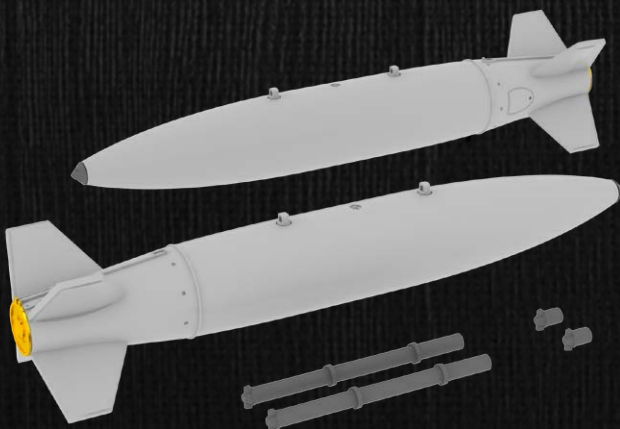
1/72

Brassin set of 2 pieces of Mk.84 bombs in 72nd scale.

Set contains:

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

BUY on Eduard store



672078

F-4J wheels

1/48 Academy

Brassin set of 2 main wheels and 2 front wheels for F-4J in 72nd scale for kit by Academy.

Set contains:

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

BUY on Eduard store

**DECALS**

D72007

MiG-15/MiG-15bis stencils

1/72 Eduard

BUY on Eduard store

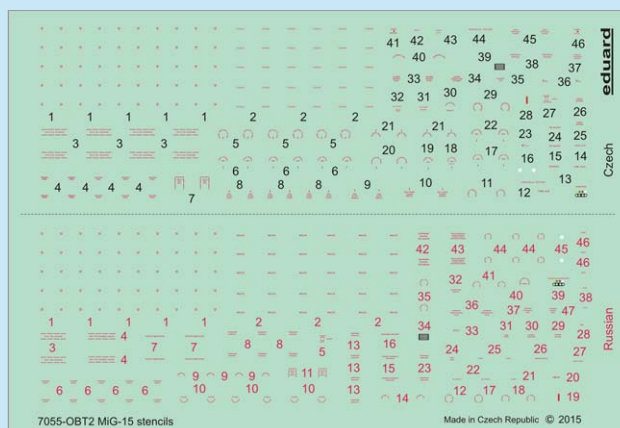
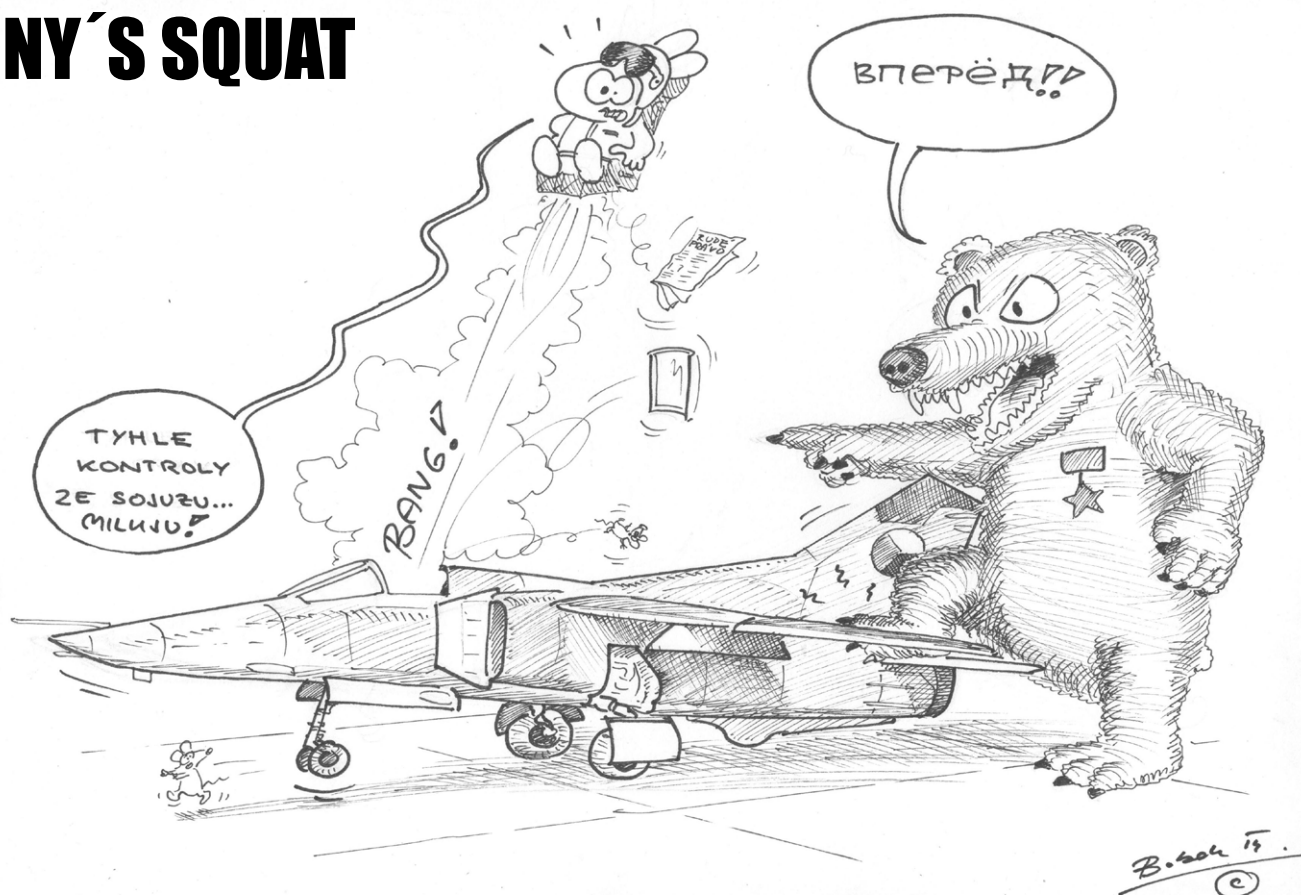
**E-BUNNY'S SQUAT**

PHOTO-ETCHED SETS AND MASKS

SELECTED 08/15



HMS Dreadnought 1915 1/700 Trumpeter 17039

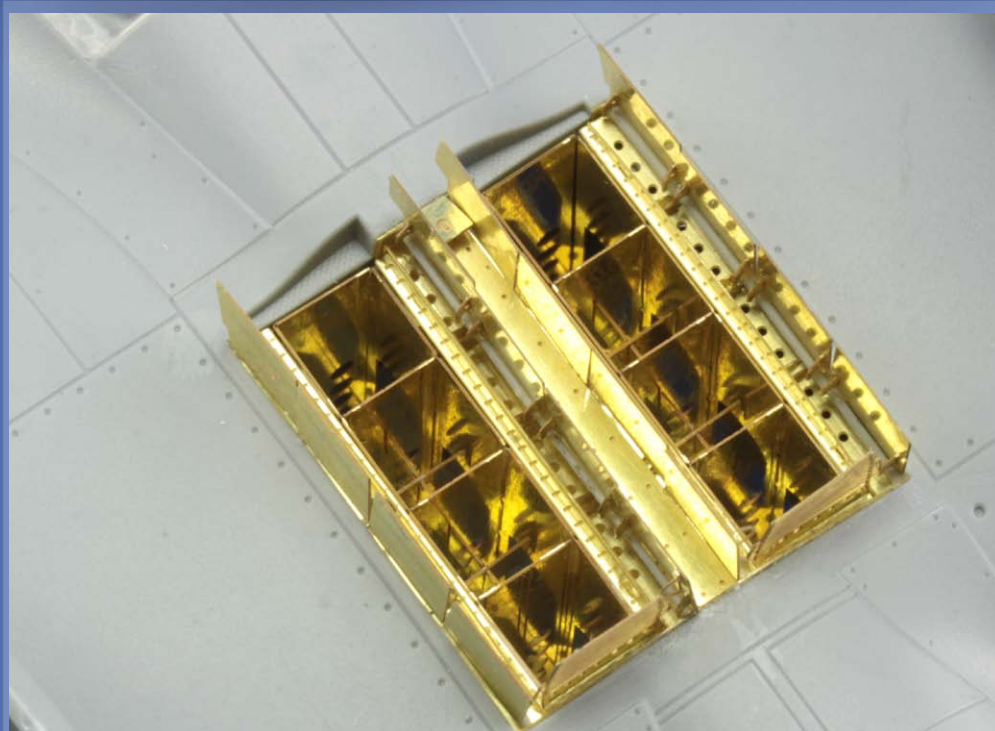




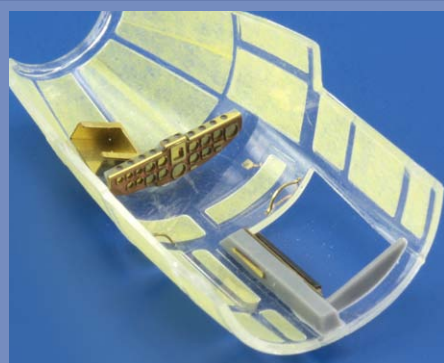
HE 111 P-2 1/72 Airfix (CX419)
Painting mask

He 111P-2 exterior 1/72 Airfix (72609)

He 111P-2 bomb bay 1/72 Airfix (72610)



He 111P-2 interior S.A. 1/72 Airfix (73532)

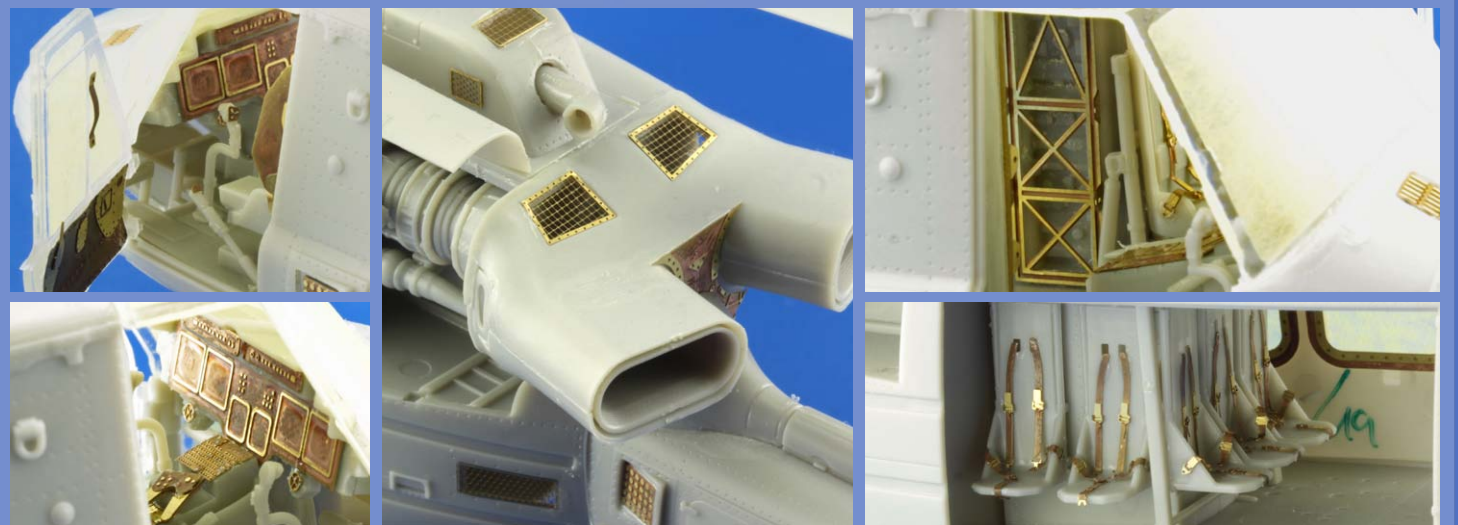


UH-1Y 1/48 Kitty Hawk (EX476)
Painting mask



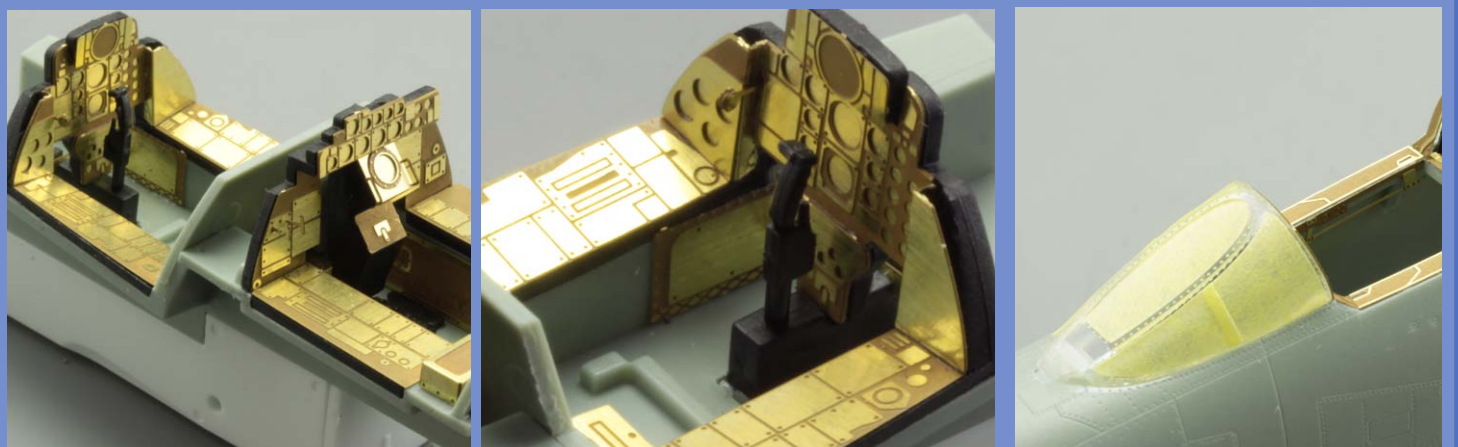
UH-1Y S.A. 1/48 Kitty Hawk (49731)

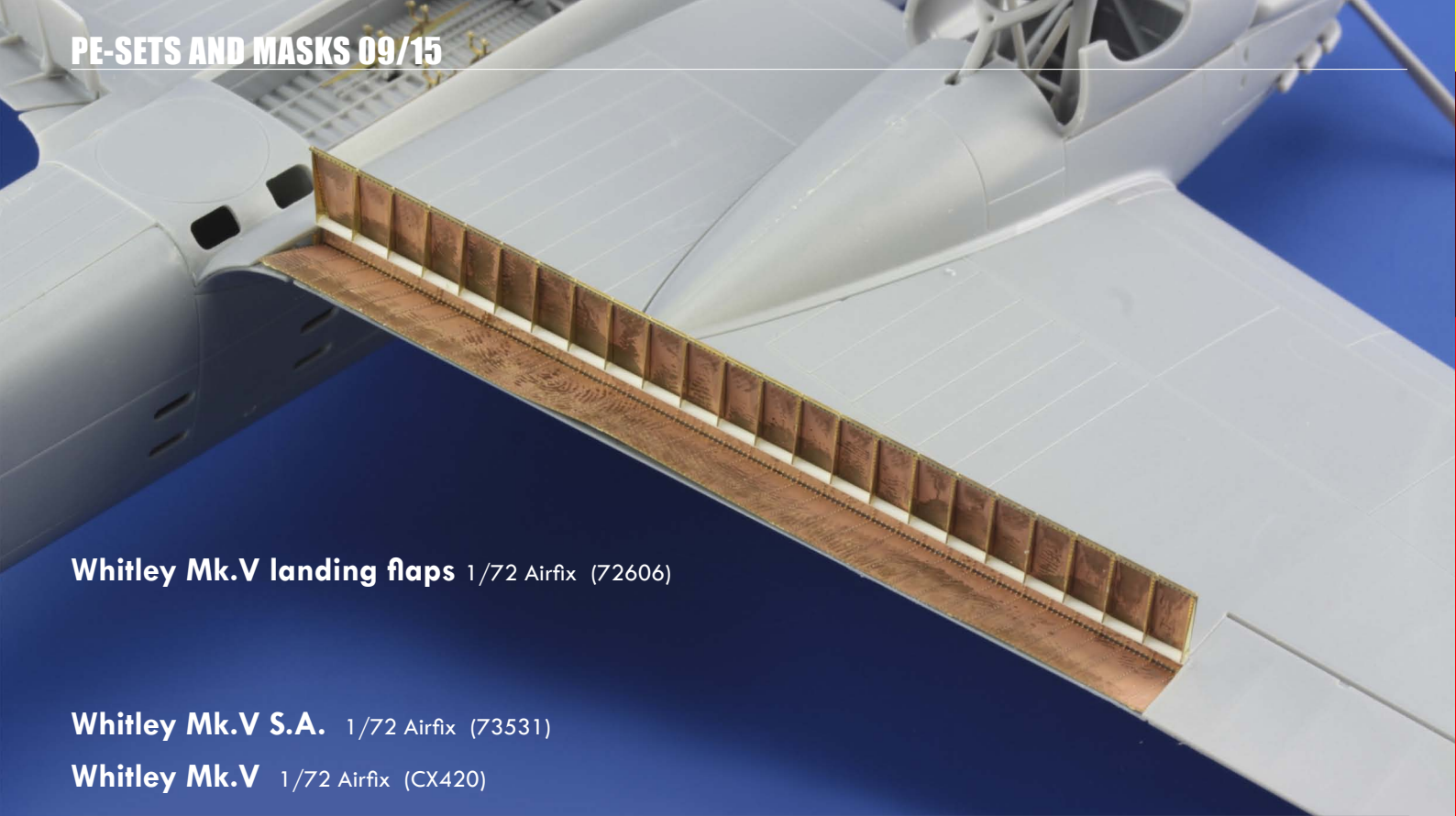
UH-1Y seatbelts 1/48 Kitty Hawk (49732)



F-4D interior S.A. 1/48 Academy (49729)

F-4D 1/48 Academy (EX475) Painting mask

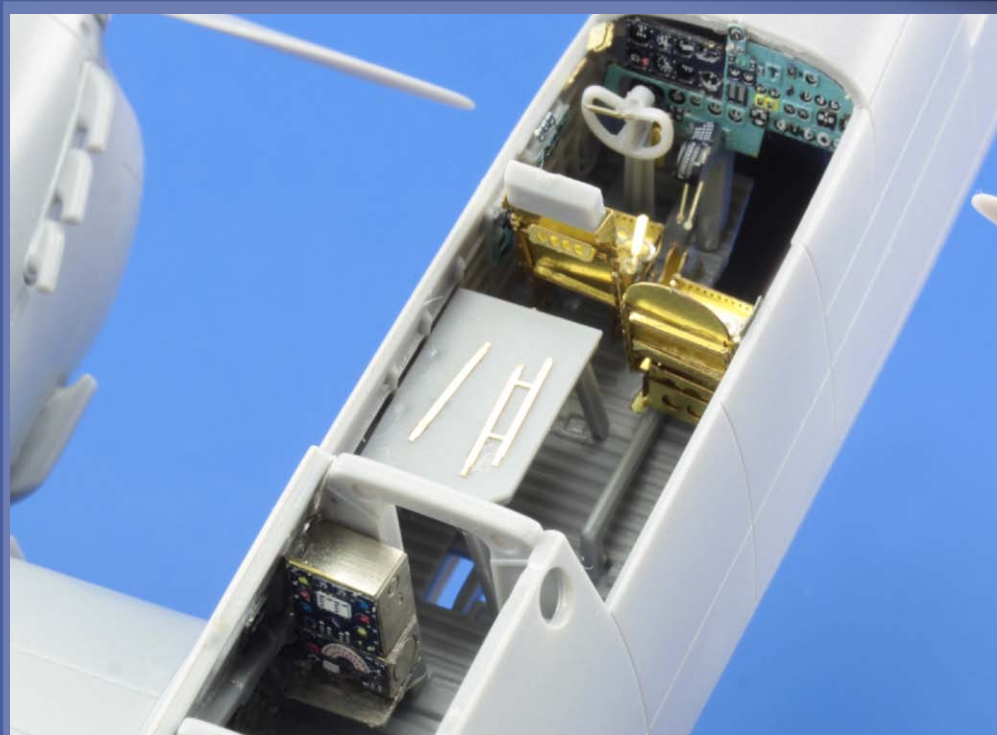




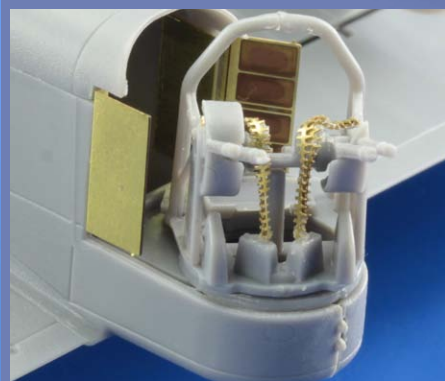
Whitley Mk.V landing flaps 1/72 Airfix (72606)

Whitley Mk.V S.A. 1/72 Airfix (73531)

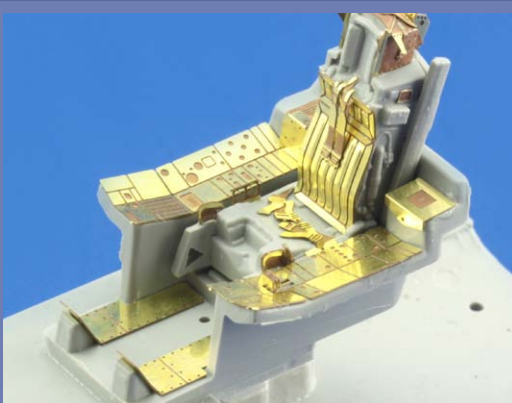
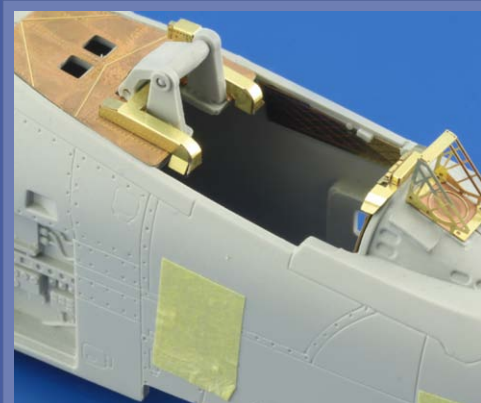
Whitley Mk.V 1/72 Airfix (CX420)



A-10C interior S.A. 1/48 Italeri (49728)



A-10C 1/48 Italeri (EX477) Painting mask



BIG ED

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



53137 HMS illustrious flight deck (BIG5329)



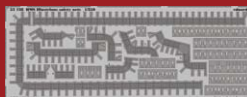
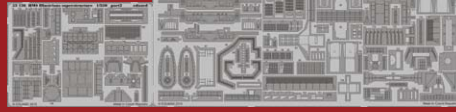
36319 T-34/85 (BIG3585)



48849 Spitfire Mk.XVI landing flaps (BIG49132)

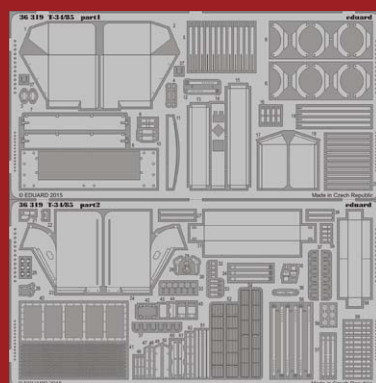
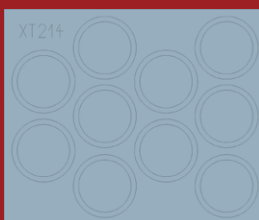
BIG5329 HMS illustrious 1/350 AIRFIX

53136 HMS illustrious superstructure
53137 HMS illustrious flight deck
53138 HMS illustrious safety nets
99042 illustrious class Helicopters
17514 Naval Figures Royal Navy S.A.
17514 Naval Figures Royal Navy S.A.



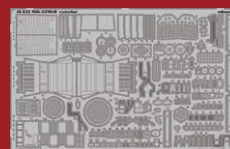
BIG3585 T-34/85 1/35 ACADEMY

36319 T-34/85
XT214 T-34/85 wheels



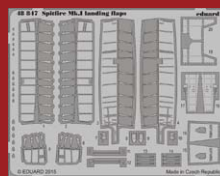
BIG49131 MiG-23MLD 1/48 TRUMPETER

48841 MiG-23MLD weapons
48842 MiG-23MLD exterior
49716 MiG-23MLD S.A.
48758 MiG-23 F.O.D.
EX460 MiG-23MLD



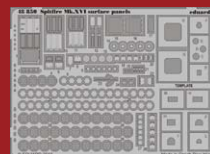
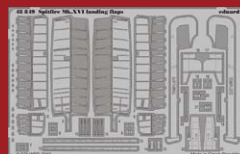
BIG49132 Spitfire Mk.I 1/48 AIRFIX

48846 Spitfire Mk.I exterior
48847 Spitfire Mk.I landing flaps
49720 Spitfire Mk.I interior S.A.
EX464 Spitfire Mk.I 1/48



BIG49133 Spitfire Mk.XVI 1/48 EDUARD

48849 Spitfire Mk.XVI landing flaps
48850 Spitfire Mk.XVI surface panels
49725 Spitfire Mk.XVI



BIG5329 HMS illustrious 1/350 Airfix



BIG3585 T-34/85 1/35 Academy



BIG49131 MiG-23MLD 1/48 Trumpeter



BIG49132 Spitfire Mk.I 1/48 Airfix



BIG49133 Spitfire Mk.XVI 1/48 Eduard



Preview of the "Aussie Eight" book, author Peter Malone. The book in English is part of the 1188 limited edition kit (Spitfire Mk.VIII in the Australian services 1/48).



Chapter 3 - Spitfire Pilots

Flying Elephant



Flying Officer Norm Turnbull poses next to his favourite aircraft, A58-517, UP-F. Norm flew her on some 40 operational flights, totalling over 70 hours, and she never once let him down. Norm was not the thinnest of men, and it was easy to see why his ground crew chose to paint a flying elephant on his aircraft. Note the Black 'pin striping' around the outside edge of the code letter.

Top: A58-517, UP-F, parked with the aircraft of 'A' Flight at Morotai in early April 1945. Already, signs of wear are starting to appear. The White paint on the empennage is clearly wearing away where the ground crew perched on it when the engine was being run up. On this aircraft the upper wing roundels have been retained at their original size, merely the Red having been over painted with White.

Norman Albert Turnbull

Norman Turnbull, or Jo as his squadron mates knew him, was born in the Melbourne suburb of Collingwood on 15 September 1922. After leaving school, he trained as a fitter and turner toolmaker. In March 1939, he enlisted as a gunner with the 22nd Battalion of the Militia. Following the declaration of war, he applied for entry into the Empire Air training Scheme, and was accepted for pilot training on 20 June 1941. He was still three months shy of his nineteenth birthday.

Norm's initial training was on the locally designed and built Wackett Trainer at 3 Elementary Flying Training School at Essendon near Melbourne. From there, he moved to Wagga Wagga in southern New South Wales where he undertook his advanced training on Wirraways at No. 2 Service Flying Training School.

Norm, now a fully qualified Sergeant Pilot, was posted to the United Kingdom on completion of his training, arriving at No. 52 Operational training Unit, based at Aston Down in Gloucestershire. He flew the Miles Master and then converted to the Spitfire II. Norm graduated with just over 60 Spitfire hours in his logbook and, after a brief period at No. 552 Squadron, he joined No. 131, (County of Kent), Squadron at Westhampnett, near Chichester in West Sussex, at the end of December 1942. Shortly after, in January 1943, the squadron took its Spitfire VB aircraft to Castletown, near Scapa Flow, where they were to provide fighter cover for the Royal Navy and fly convoy patrols.

Some relief from the tedium of continual patrols



A58-517 at dispersal on Morotai in early April 1945. The areas where the RAAF has over painted the Yellow of the original RAF roundel, the original RAF serial, and the Sky rear fuselage band are apparent.

occurred in May 1943 when Norm was detached to No. 768 Fleet Air Arm Squadron at HMS Landrail, the FAA Station at Machrihanish on the western coast of Scotland. Here, he was given two days instruction in deck landing techniques. The object of the exercise was to see if normal, squadron-level, RAF pilots would be able to operate Seafires from Royal Navy aircraft carriers in the forthcoming operations in the invasion of Italy. Norm was then flown out to HMS Argus where he completed two successful take-offs and landings.

After this brief interlude, he returned to No. 131 Squadron. At the end of June, the squadron moved to Exeter, in south-west England. The squadron's role changed dramatically. Now they were engaged in Rhedos, Rhubarbs, and Ramrods over France and Holland.

On 12 July, Norm flew NX-E, fitted with a belly tank,

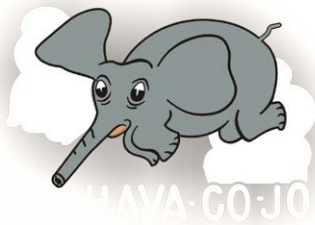
on a Rhubarb against enemy trains near Morlaix in western France. Red Section, consisting of Flight Sergeants Ken Parry and Norman Turnbull attacked a goods train south of Morlaix, each diving to 500 feet, and firing at the locomotive. The boiler erupted in a great cloud of steam. They then turned their attention to a stationary train and it too was left emitting large clouds of steam. They then flew south towards Saint Brieuc where they attacked a third goods train travelling through a cutting. Both pilots delivered head-on attacks on the locomotive which was left stationary and emitting the usual clouds of steam. As they were attacking this train they were subject to intense light flak and Norm was hit. He pulled up immediately and made for home, landing successfully at Bolt Head.

Norm and his ground crew pose next to the emblem on his aircraft. The elephant was a 'tongue in cheek' comment referring to Norm's build. His nickname in the squadron was Jo and hence the invocation, 'Hava Go Jo!!'. This is a common piece of Aussie slang, often used in urging on the subject to carry the fight up to his opponent. The elephant, although clearly based on Disney's Dumbo, was not pink, (nor indeed was Disney's original). Norm was quite clear when he told the author that it was, "grey, like any other bloody elephant". In fact, in Australia, to suggest that someone may be seeing pink elephants is to suggest that they may have imbibed too much beer, a comment that Norm's ground crew would never have made about him.

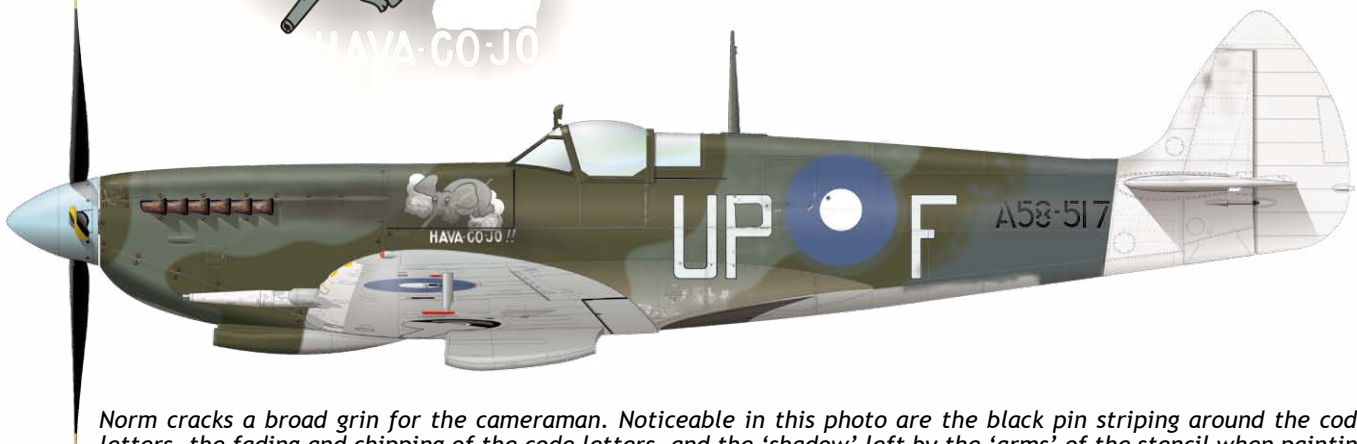




Norm with Flying Officer Doug Edwards, at left, and Flight Lieutenant Len Reid DFC, at right, pose in front of A58-517 in June 1945. The ravages of three months operational service are now readily apparent. As well as having been eroded from the empennage, the White paint on the wing leading edges has also become badly chipped and worn, allowing sections of the original RAF Yellow leading edge paint to show through on the outer part of the wing.



A58-517, flown by F/O Norm Turnbull, No. 79 Squadron, Morotai, April, 1945



Norm cracks a broad grin for the cameraman. Noticeable in this photo are the black pin striping around the code letters, the fading and chipping of the code letters, and the 'shadow' left by the 'arms' of the stencil when painting the 'P'.



On 16 July, Norm was allotted a new aircraft, EP395, NX-D, 'Faversham', a Presentation Spitfire. He flew this aircraft on most of his operations from Exeter and Redhill over the next two months. He was flying it on a Circus on 3 August when he claimed a Fw 190 probable.

On 18 September the squadron moved to Church Stanton in south-west England where they re-equipped with the Spitfire IX. Norm's new aircraft was also coded NX-D, and he took this aircraft up to 35,000 feet on 23 September. He simply noted in his log book, "Wonderful !!!". Two days later he was notified that he had been granted a Commission with the rank of Pilot Officer on the 6 September. Life was good.

On 9 November, NX-D let Norm down. The engine caught fire shortly after take-off and, although he managed to extinguish the flames, he was still faced a very difficult engineless emergency landing at Exeter. This he completed successfully, earning the praise of his Wing Leader, Wing Commander D.G. Smallwood, who noted in Turnbull's logbook, "A good forced landing carried out under hazardous conditions".

Norm's tour was over. He had accumulated some 300 hours in the Spitfire, nearly 80 hours of those on operations. In November he embarked for Australia. After a spot of leave he was posted in March 1944 to No. 2 Operational training Unit at Mildura where he put in some time instructing in Wirraways and then did a refresher course in Spitfires, being checked out by Flight Lieutenant Bruce Watson. From there he was posted to No. 15 Aircraft Repair Depot at Port Moresby in New Guinea where he test flew newly repaired Spitfires and other types.

In mid June 1944, he joined No. 79 Squadron based at Los Negros in the Admiralty Islands. The war was well away from the area by then and most of the flying consisted of practices and convoy patrols with the odd scramble, mainly to intercept US bombers that had forgotten to switch on their IFF. A brief bit of excitement came on 27 November when he borrowed a Corsair from No. 23 Squadron RNZAF for an hour's flight. "Alright!!!", was Norm's comment. The squadron's Spitfire VC aircraft were now extremely tired and the Merlins were not reacting well to the coral dust of the tropical strips. When word came through that they were to return to Australia to re-equip with Spitfire VIII aircraft the pilots were elated. The news was "No.1" according to Norm.

Over three days, from 3 to 5 December, Norm flew A58-35, UP-V, from Momote to Oakey, near Brisbane, Queensland, in six legs, for a total flight time of about thirteen hours. Norm was glad to be back in 'civilisation' again, and see the last of the clapped out Spitfire VCs. On 8 December, he made his first flight in a Spitfire VIII, A58-517. Norm liked this new Spitfire, and was more akin to the Spitfire IX he had flown in England. His comment, "Good to get back in an aeroplane!!!".

The euphoria did not last long. In early January, Norm noted, "A/C go U/S due to Glycol pipes!!!!" It was not until late February that Norm got A58-517, UP-F, back from repairs. On 6 March the squadron commenced their move to Morotai, arriving there on 9 March. Norm flew his first operation, a dawn patrol, on 15 March.

Throughout March and April, the squadron was kept busy with patrols, armed reconnaissance and scrambles. By early May, their aircraft had been fitted with the locally designed under-wing bomb racks and Norm flew his first bombing strike. He recorded it in his log, "First use of bombs on Spits in S.W.P. Dive-bombed and strafed Darou Village!" On 27 May, Norm flew a convoy escort of over 3 hours in the air; "sore bum!!" noted Norm.

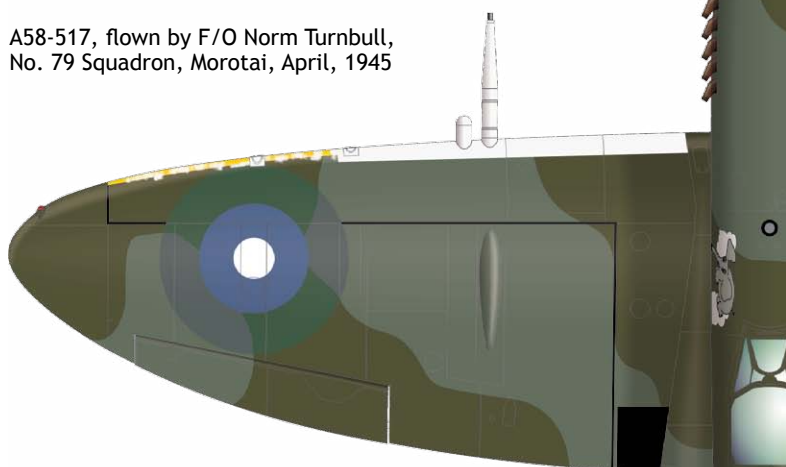
Although Norm flew most of the aircraft in 'A' Flight on operations, most of his operational time was in his faithful A58-517, UP-F. In three months he flew some 73 operational flights, totalling some 75 operational hours. These operations consisted of cover patrols, scrambles, night patrols, armed reconnaissance, dive bombing, convoy escort and ASR searches. Shortest flights were about one hour, mainly scrambles, and the longest was three hours and fifty minutes on a convoy escort. She never once let him down.

In July, Norm became ill and returned to Australia for a spot of recuperation leave. While on leave he took the opportunity to change his name by deed poll to Norman Smithells. Norm had never got on well with his father, and when his mother remarried, he took the opportunity to change his name as well. This has often caused some confusion with historians but he was legally Norman Turnbull until August 1945 when he became Norman Smithells.

While he was away, A58-517 was sent to No. 9 RSU for a major service. When Norm returned to the squadron at the end of August, he acquired a new 'F', A58-638. He did have one more flight in A58-517, when he test flew her on 24 September, noting that he, "tested the old 'F'". Norm's last fight in a Spitfire was when he ferried A58-490 from Morotai back to Oakey in November 1945. He had accumulated nearly 900 hours, most of it in Spitfires.

Norm was discharged from the RAAF in February 1946. He went on to the Active Reserve and served as an instructor in the Air training Corps for over thirty years.

A58-517, flown by F/O Norm Turnbull, No. 79 Squadron, Morotai, April, 1945



UP-F at dispersal on Morotai.



September 2015

KITS

7055	UTI MiG-15	1/72	ProfiPACK
1188	Aussie Eight Dual Combo	1/48	Limited Edition
8425	SPAD XIII	1/48	Weekend

PHOTO-ETCHED SET

17039	HMS Dreadnought 1915	1/700	Trumpeter
17530	Naval Figures Royal Navy	1/700	
32845	Mosquito Mk.VI seatbelts	1/32	Tamiya
32846	Mosquito Mk.VI seatbelts FABRIC	1/32	Tamiya
48854	A-10C exterior	1/48	Italeri
48855	F-4D air brakes	1/48	Academy
48856	F-4D exterior	1/48	Academy
49728	A-10C interior S.A.	1/48	Italeri
49729	F-4D interior S.A.	1/48	Academy
49730	F-4D seatbelts	1/48	Academy
49731	UH-1Y S.A.	1/48	Kitty Hawk
49732	UH-1Y seatbelts	1/48	Kitty Hawk
72606	Whitley Mk.V landing flaps	1/72	Airfix
72607	UTI MiG-15 landing flaps	1/72	Eduard
72608	UTI MiG-15 exterior	1/72	Eduard
72609	He 111P-2 exterior	1/72	Airfix
72610	He 111P-2 bomb bay	1/72	Airfix
73531	Whitley Mk.V S.A.	1/72	Airfix
73532	He 111P-2 interior S.A.	1/72	Airfix

ZOOMS

FE729	F-4D interior S.A.	1/48	Academy
FE731	UH-1Y interior S.A.	1/48	Kitty Hawk
FE728	A-10C interior S.A.	1/48	Italeri
SS532	He 111P-2 interior S.A.	1/72	Airfix

MASKS

EX474	SPAD XIII	1/48	Eduard
EX475	F-4D	1/48	Academy
EX476	UH-1Y	1/48	Kitty Hawk
EX477	A-10C	1/48	Italeri
CX419	He 111 P-2	1/72	Airfix
CX420	Whitley Mk.V	1/72	Airfix
CX421	Spitfire camo scheme A	1/72	
CX422	Hurricane camo scheme A	1/72	

BIGED

BIG5329	HMS Illustrious	1/350	Airfix
BIG3585	T-34/85	1/35	Academy
BIG49131	MiG-23MLD	1/48	Trumpeter
BIG49132	Spitfire Mk.I	1/48	Airfix
BIG49133	Spitfire Mk.XVI	1/48	Eduard

BRASSIN

632061	Mosquito FB Mk.IV wheels	1/32	HKM
632062	Mosquito FB Mk.IV exhaust stacks	1/32	HKM
632064	Spitfire Mk.II cockpit	1/32	Revell
648194	AM-39 Exocet	1/48	
648208	F-4C ejection seats	1/48	Academy
648224	Mk.81 bombs	1/48	
648226	LAU-10/A ZUNI	1/48	
648227	MER	1/48	
648228	F-4J cockpit	1/48	Academy
672068	MiG-15 fuel tanks 300l	1/72	Eduard
672074	Mk.84 bombs – retarded fin	1/72	
672078	F-4J wheels	1/72	Academy

DECALS

6D72007	MiG-15 / MiG-15bis stencils	1/72	Eduard
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Aussie Eight

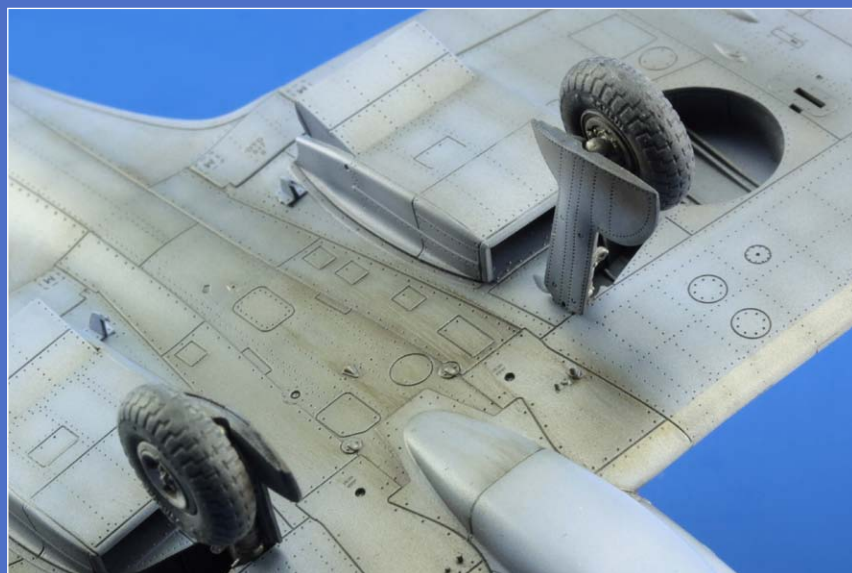
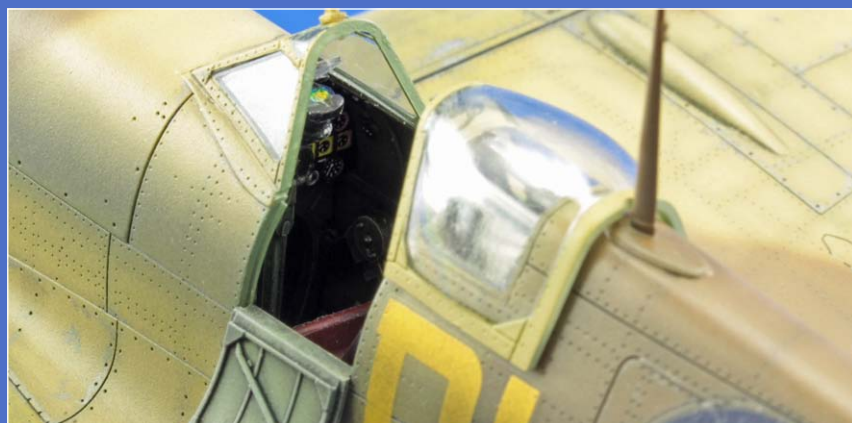


built by Petr Zatřepálek

A58-370, No. 54 Squadron, Darwin
Civil Aerodrome, May, 1945

This A/C has clearly been fitted with a freshly bagged rudder. This could be K3/181 Covering Dope Aluminium or some form of primer grey. The RAAF overpainted the RAF serial, the Yellow surround of the fuselage roundel and reduced the size of the upper wing roundels. The colours used

would most likely have been: RAAF Light Earth, in place of Middle Stone. This colour is close to the RAF Light Earth but darker than Middle Stone. RAAF Dark Earth is very similar to the RAF Dark Earth, being only marginally darker. The squadron code letters are Yellow.





BUY on Eduard store 



Aussie Eight



built by Petr Zatřepálek

A58-602, flown by W/C Bobby Gibbes, the CO of No. 80 Wing, Mototai, April, 1945





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Aussie Eight

Cat. No. 1188



built by Martin Nademlejnský

A58-517, flown by F/O Norm
Turnbull, No. 79 Squadron,
Morotai, April, 1945





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On the rear fuselage, the Yellow ring on the RAF roundel, the RAF serial and the Sky fuselage band appear to have been over painted with RAAF Dark Sea Grey. Foliage Green does not appear to have been used on this aircraft. Norm Turbull personally told the author of the book that the elephant was grey.



ON APPROACH

NEXT MONTH....

October 2015



BIG5330



BIG3354

BIGED (October)

BIG5330 USS CV-5 Yorktown 1/350 Merit

BIG3354 Fw 190F-8 1/32 Revell

BIG49134 Hurricane Mk.I 1/48 Airfix

BIG49135 C-45F 1/48 ICM

BIG72100 Beaufighter Mk.X 1/72 Airfix

BRASSIN (October)



632063 Fw 190F-8 engine 1/32 Revell

632067 Vickers Mk.I WWI gun 1/32

648205 Lewis Mk.III WWI gun 1/48

648222 Storm Shadow 1/48

672055 AIM-4D 1/72

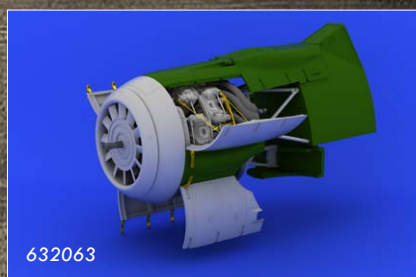
672057 M117 bombs early 1/72

672080 Fw 190A wheels late 1/72 Eduard

672081 Fw 190A-8 cockpit 1/72 Eduard

672084 Fw 190A-8 MG 131 mount 1/72 Eduard

672085 Fw 190A exhaust stacks 1/72 Eduard



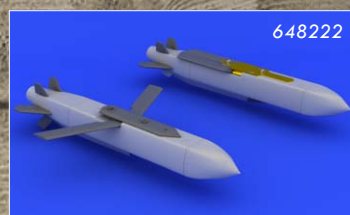
632063



632067



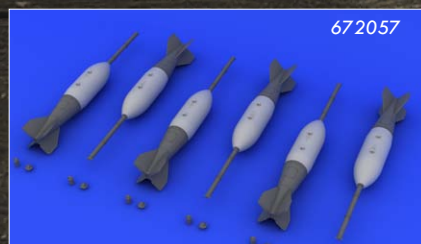
648205



648222



672055



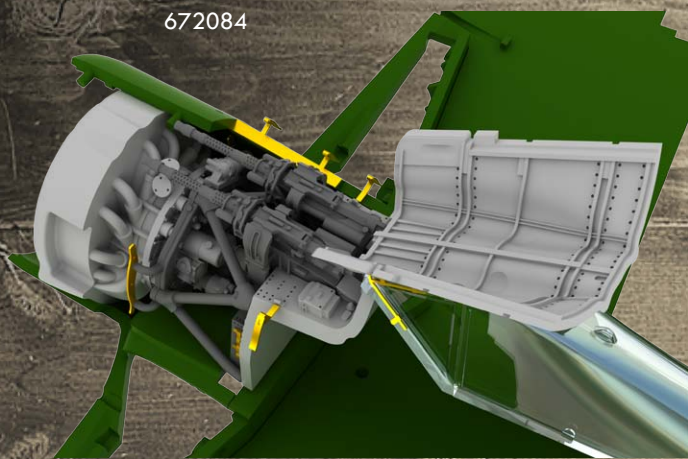
672057



672080



672085



672084



672081



KITS (October)

8285
**Spitfire Mk.XVI
Bubbletop**
1/48 ProfiPACK



ProfiPACK
edition

8496
Mirage IIIC
1/48 Weekend
WEEKEND
edition



4432
Naši se vracují
1/144 Super44

SUPER44
eduard



70111
Fw 190A-8
1/72 ProfiPACK

ProfiPACK
edition

PHOTO-ETCHED SETS

32378 Ju 87G-2 exterior
32847 Ju 87G-2 interior
36326 US Army Bulldozer
48857 B-1B exterior
48858 AC-47 Gunship exterior
48859 AC-47 Gunship landing flaps
49089 Mirage IIIC seatbelts FABRIC
49090 Mirage IIIC seatbelts SUPERFABRIC
49733 T-38A Talon
49734 Mirage IIIC ejection seat
49735 Su-22M-4
49736 AC-47 Gunship interior S.A.
49737 B-1B S.A.
53144 Figures Royal Navy
53145 HMS Queen Elizabeth 1943
pt 1 - railing and ladders
53146 HMS Queen Elizabeth 1943
pt 2 - AA guns

1/32 Trumpeter
1/32 Trumpeter
1/35 Mini Art
1/48 Revell
1/48 Revell
1/48 Revell
1/48 Revell
1/48 Eduard
1/48 Eduard
1/48 Wolfpack
1/48 Eduard
1/48 Směr
1/48 Revell
1/48 Revell
1/200
1/350 Trumpeter
1/350 Trumpeter

PHOTO-ETCHED SETS (October)

72611 Fw 190A-8
72611 Swift FR.5 landing flaps
72612 Fw 190A-8 landing flaps
73033 Fw 190A-8 seatbelts SUPERFABRIC
73533 Swift FR.5
73534 T-2C Buckeye
1/72 Eduard
1/72 Airfix
1/72 Eduard
1/72 Eduard
1/72 Airfix
1/72 Wolfpack

ZOOMS
33150 Ju 87G-2 interior
FE733 T-38A Talon interior
FE735 Su-22M-4 interior
FE736 AC-47 Gunship interior S.A.
FE737 B-1B interior S.A.
SS531 Whitley Mk.V S.A.
SS533 Swift FR.5 interior
SS534 T-2C Buckeye interior
1/32 Trumpeter
1/48 Wolfpack
1/48 Směr
1/48 Revell
1/48 Revell
1/72 Airfix
1/72 Airfix
1/72 Wolfpack

INTERNATIONAL SCALE KIT EXHIBITION

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EASY ACCESSABILITY, FREE PARKING, SNACK-BAR

TUBE

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underground parking lot

GPS: 50°2'50.9"N, 14°21'17.7"E

shopping center
GALLERY BUTOVICE
Prague

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KOVÁŘSKÁ

2015

FRI. SAT. 11. – 12. 9.



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

FRIDAY 11. SEPTEMBER 2015 (18:00)

CLASSICAL MUSIC CHOIR CONCERT IN ST. MICHAEL'S CHURCH, OUTDOOR PROJECTION OF AVIATION MOVIES

SATURDAY 12. SEPTEMBER 2015 (10:00 - 18:00):

22ND 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, ETC.

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



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

WWW.MUSEUM119.CZ

