

INFO EDUARD

Vol 14, October 2015

ISSUE 64



price US \$ 0.00



Fw 190A-8 1/72

ProfiPACK
edition

eduard

INFO **EDUARD**

ISSUE 64

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

October 2015

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November 2015



EDITORIAL

It seems that we are living the golden age of modelling, the golden age of modelers exhibitions. Small, medium as well as the biggest shows are mature and well done, organization teams are perfectly organized, visitors satisfied, modelers happy, vendors friendly. Even E-day received good feedback and a great turnout of 5000 visitors. It's so great, what more can we do, in what more can we hope? Maybe we can hope in our ability to remember what happened on which show. All shows are perfect, all shows are similar. Sincerely, who remembers what happened on IPMS Nationals in 2004, or when was the Nationals in Albuquerque hold? And what about a European show, that is held on the same place for long years. Do you remember the after party in the fallout shelter after the first show in Butovice? And do you know, that this was the 15th E-day ever and the 10th E-day in Butovice? So, let's come to Prague next year, for the 16th E-day, let's go back to the garage, because Czech modeling business rose up from garage and it must be back at least once yearly. You will find the report from E-day in this issue of Eduard Info.

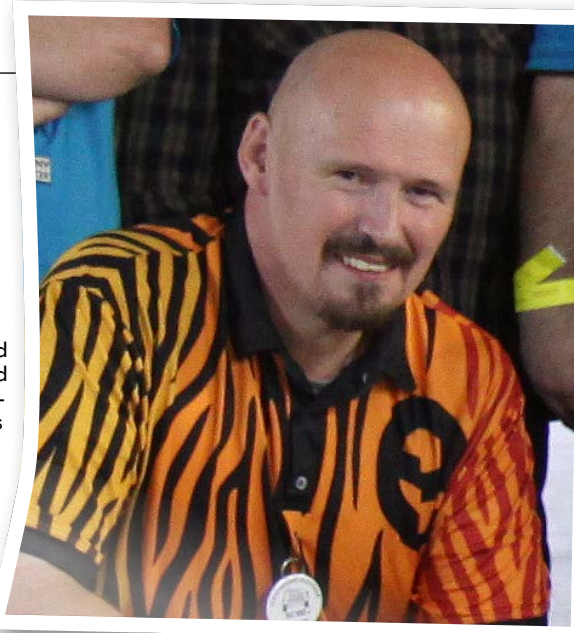
E-day is over, Iron Bunny is coming soon, already on October, 17th and 18th. This is a four member team competition, the target is to build up a complete model using the accessories or not, in the time limit of 24 hours. All material is available, the model is kept secret until the start of the competition. The set up window was open 14 minutes only this year, before all 9 teams were registered. 9 teams is a limit for this event. It's big fun, the only problem is the loftiness of the location, but our idea is to find a new location in Prague or other big city and make the event international. In November, we are in Telford and Bratislava, and we hold our traditional Novemberfest on November 28th, 2015. Yes, Novemberfest has the same problem as the exhibitions, it seems to be the same every year, but we will organize this event until it will be interesting for you. You can find more information in this issue of our INFO today.

We have had 80 pcs of the new Fw 190A-8 in Profipack 1/72nd scale edition available on our E-day show, all were sold in one hour,

so we supplied another 200 and we sold 130 pcs once again, which is the second best sale of a new item on any modelers show, the only better is the first sales figure of the Bf 110E in 1/48 – do you remember, when and where we introduced that kit?

The first Fw 190A-8 release introduced during E-day and today is the Profipack version, the Royal Class is the next, to be released in December. The kit comes in Quattro Combo mode, with four complete kits together in the box. Two of the plastic sets inside will be Fw 190A-8, accompanied by two Fw 190A-8/R2 with additional armor. Two bonuses are included, a glass and the piece of real plane, destroyed on September 11th, 1944 in the air battle over the Ore mountains here in Czech Republic. Talking about Fw 190, it's good to know more about the batch of various accessories released together with this kit. We release two photoetch sets, Superfabric seatbelts and four Brassin sets, however, couple of others are already in the design process, including the BMW 801A engine set. In this context, please note the 1/32nd scale BMW 801A set designed for 1/32nd scale Revell kit, introduced right now. This is to be a highlighted one, with interesting design solutions and magnificent details. Also, both sets, 1/32nd as well as the 1/72nd, will be completed not only with the fuselage weapons sets, but also with propeller set with propeller, propeller cone and engine ventilator with complete installation. Both sets, weapon as well as propeller, are separate items to be latter released in BigSin compilation set.

There are two Profipack kits released in October, with the Spitfire Mk.XVI in 1/48th scale on the list. This is the kit widely equipped by aftermarket products in all our lines already from July, when the bubble top Spitfire was introduced as a part of Dual Combo Limited edition release Spitfire Mk.XVI. All these aftermarket sets are still available so I recommend you to look for those items together with the new Profipack, it sound useful, I guess. The third October kit release is Spitfire once again, in this case

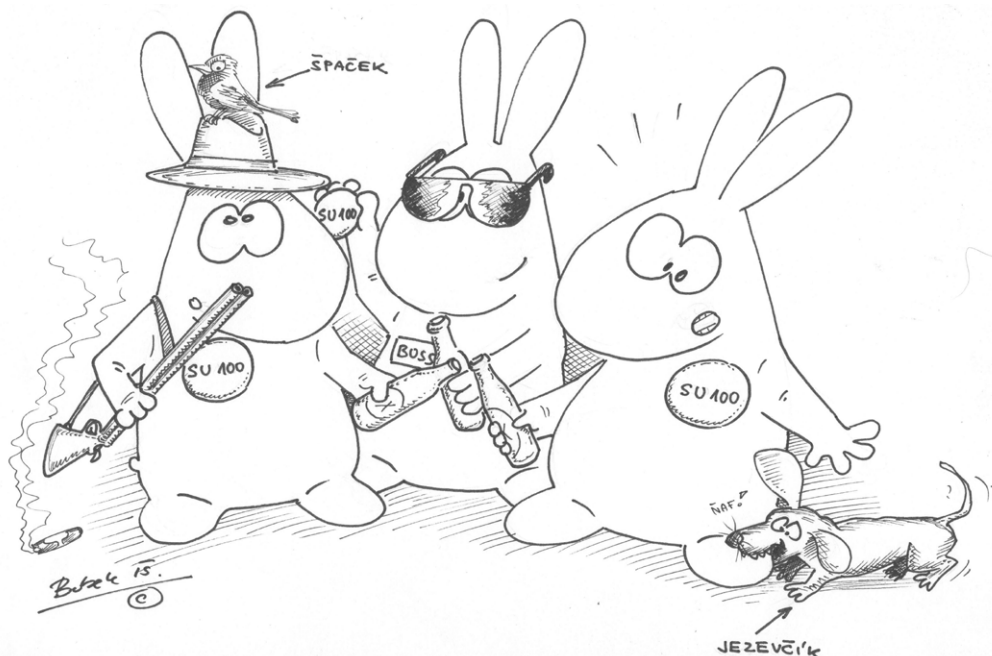


1/144 scale Naši se vrací / The Boys are back Quattro combo item dedicated to the service of the Spitfire Mk.IX in Czechoslovak Air Force/RAF in the WWII and early post war period. The marking selection is based on the 1/48th scale NSV kit (item # 1181), however, the number of marking options is reduced. Also, the book is not included, as well as the photoetch, this is the smallest scale release with not as high ambitions as the 1/48th scale ones. The September kits are actually four, with 1/48th scale Mirage IIIC in Weekend edition to complete the list of new kits.

Concerning the Photoetch, the offer is usually wide. Except already mentioned sets for the new Fw 190A-8 of our own production, there is a mix of sets designed for new as well as for the older kits. Among the older ones, you can find the sets for B-1B and AC-47 Gunship in 1/48th scale by Revell, and Su-22M-4 by Směr, which is ex-OEZ or latter ex-KP 1/48th scale kit – I mean the right old KP company located in Prostějov, not the new fake one. There is quite strong virtual feedback in internet discussions on these kits with latent request to see new PE sets for those, so well, we try to do them, I must confess I'm seriously curious what real sale we will actually see. Among the new items, you can see the sets for Ju 87G-2 1/32 by Trumpeter or 1/72nd scale Supermarine Swift by Airfix. See the only 1/35th scale set named US Army Bulldozer, which is the WWII Caterpillar D7 produced in 1/35th by MiniArt in couple of sub-versions. We keep the manufacturer's label, which is our standard approach, we do it because we expect the customer will better understand and trust in the accord of the PE sets and kits together. What might be good sellers, are the BigEds as well as the only October BigSin. These sets are usually bestsellers, and also the October ones are significantly interesting items, please, check all of them. Concerning the masks, the list shades the list of PE sets, with two exceptions which are painting masks for camouflage patterns for Spitfire Mk.I and Hurricane Mk.I in 1/72nd scale.

You can find the information about all our new releases in this Info today. Ladies and gentleman, enjoy the study of our new releases as well as the historical articles and the build up models!

Vladimír Šulc

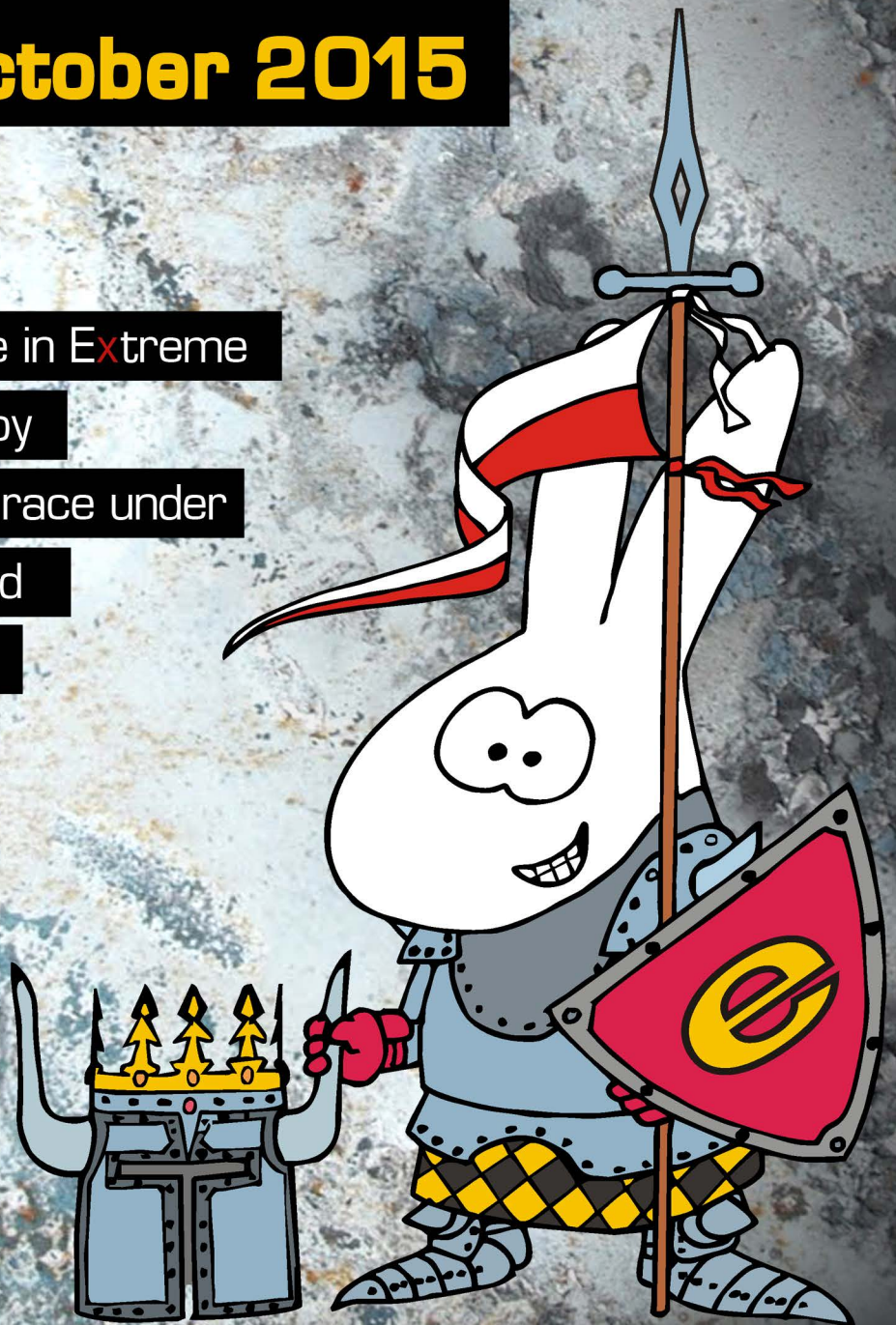


IRON BUNNY 2015

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.

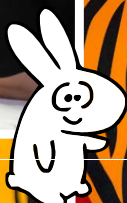


eday

26. - 27. 9. 2015



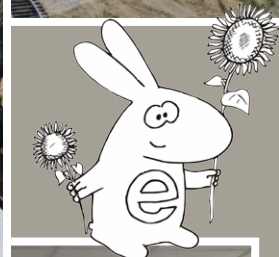
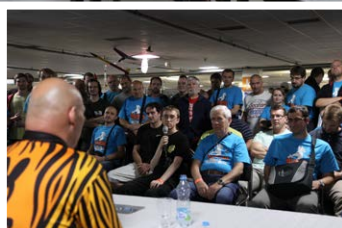
photo: Libor Havránek, Vladimír Šulc

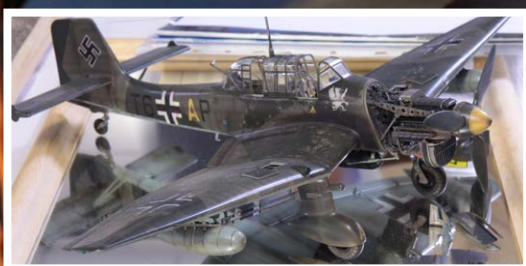


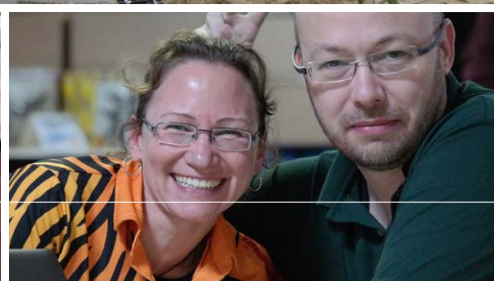
Jakub
Vilinger's
workshop



discussion with pilots MiG from
11. slp in Žatci

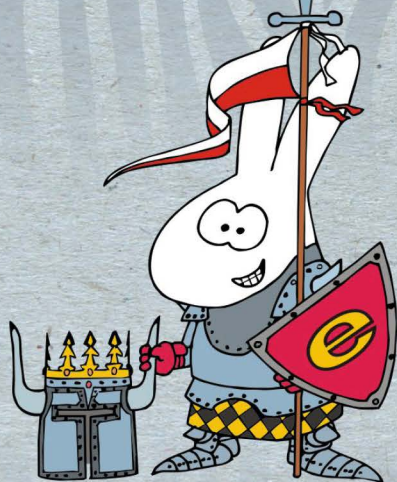






NOVEMBERFEST

3rd OPEN DOORS WITH EDUARD



- **Creative tour**
- **Exclusive kit**
- **Loads of fun!**
- **ONLY 144 SPOTS AVAILABLE**

27TH - 28TH NOVEMBER 2015

BASIC AGENDA

27th November 2015 – 16:00 – 23:00

- arrivals, accommodating attendees
- stock department visit (pickup of pre-orders and possibility of further shopping)
- evening meeting at Integrated leisure-time activities centre in Obrnice

28th November 2015 – 9:00 – 22:00

- creative tour
- lunch
- evening meeting with reception

TOURS

Tours will happen in groups of 12 people and will be accompanied by permanent tour guide throughout individual production tech-areas. There will be special groups for English speaking visitors.

IMPORTANT NOTICE:

The tour is physically demanding. If you have any health problems, please consider participating.
Allergies notice – air of resin manufacturing department contains polyurethane fumes. Air of decals manufacturing department contains polyurethane and solvents fumes.
Minimum age for participating at Novemberfest is 15 years.

FACILITIES YOU'LL VISIT

- **HQ** – Integrated leisure-time activities centre in Obrnice
- **Eduard company building**
 - **department of plastic kits** manufacturing – construction, toolshop, milling machine
 - **department of PE details** manufacturing – construction, production line, coloring
 - **department of Brassin** manufacturing – construction, production line
 - **department of decals** manufacturing – construction, print
 - **stock department** – customer care system, possibility of purchasing directly from Eduard's stock hall

TIMES AND PROGRAM CAN BE CHANGED, KEEP CHECKING OUR WEB SITE!

WEEKEND

edition

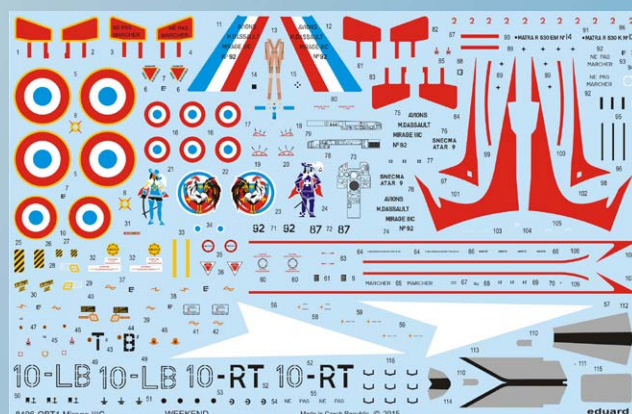
Mirage IIIC

1/48, Cat. No. 8496



- 2 markings
- decals Eduard

BUY on Eduard store



No. 92, EC 02/010, Seine, Armée de l' Air,
BA 120 Cazaux, April 1976



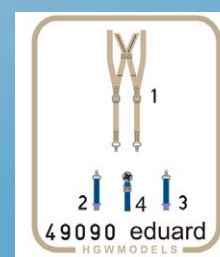
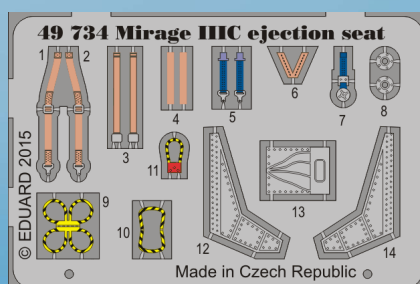
No. 87, EC 03/010 Vexin, Détachement Air 1 B 88,
Armée de l' Air, Djibouti, October 1984

RECOMMENDED:

49089 Mirage IIIC seatbelts FABRIC (PE-set)

49090 Mirage IIIC seatbelts SUPERFABRIC (PE-set)

49734 Mirage IIIC ejection seat (PE-set)





Fw 190A-8

1/72, Cat. No. 70111

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

BUY on Eduard store

RECOMMENDED:

- 672080 Fw 190A wheels late (Brassin)
- 672081 Fw 190A-8 cockpit (Brassin)
- 672084 Fw 190A-8 MG 131 mount (Brassin)
- 672085 Fw 190A exhaust stacks (Brassin)
- 72611 Fw 190A-8 (PE-set)
- 72612 Fw 190A-8 landing flaps (PE-set)
- 73033 Fw 190A-8 seatbelts SUPERFABRIC (PE-set)



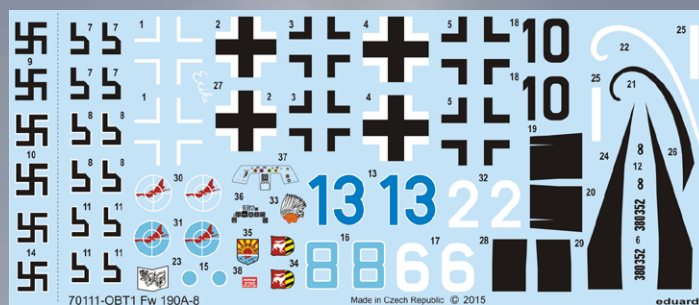
W.Nr 380352, E I./JG 11, Darmstadt,
Germany, Spring, 1945



Lt. Gustav Salfner, 7./JG 300, Lobnitz,
Germany, March, 1945



IV./JG 5, Herdla, Norway, Spring, 1945



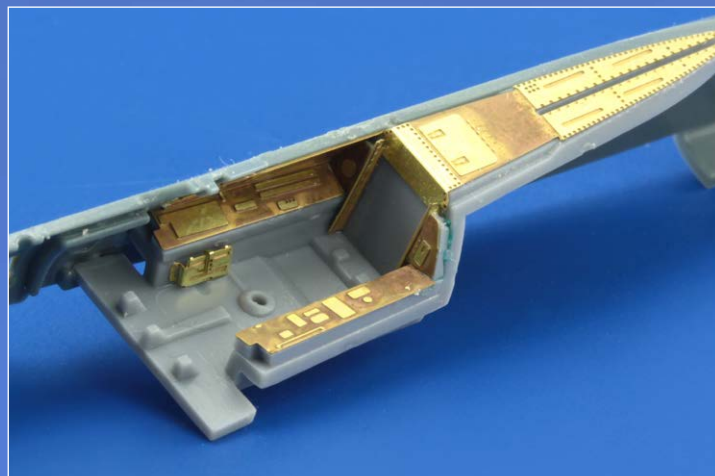
Maj. Walter Dahl, Stab/JG 300, Jüterbog,
Germany, December 1944



Uffz. Julius Händel, IV./JG 54, Poland,
August/September, 1944

RECOMMENDED:**PHOTO-ETCHED SETS Fw 190A-8 1/72**

Fw 190A-8
1/72 Eduard (72611)



Fw 190A-8 landing flaps
1/72 Eduard (72612)

Spitfire Mk. XVI Bubbletop

1/48, Cat. No. 8285

BUY on Eduard store

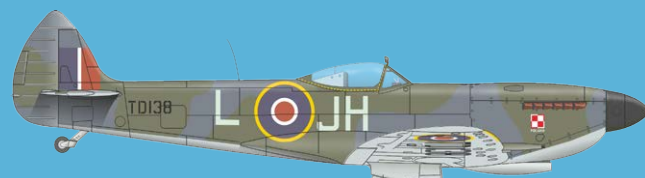
- color photo-etched set
- painting mask
- decals Eduard



TB702, Flown by Cpt. P. G. J. Albertin, No. 340 Squadron RAF, B105 Airfield (Lingen/Drope), May, 1945



RW393, No. 601 Squadron RAuxAF, 1949



TD138, No. 317 Squadron RAF, Ahlhorn Air Base, Germany, Spring – Summer, 1946



SL549, No. 17 Squadron RAF, Farnborough Air Base, 1950



TE199, Flown by Air Officer Commanding, No. 21 Group RAF, Swindesby Air Base, 1948

ProfiPACK
edition



RECOMMENDED:

- 648216 Spitfire Mk.XVI gun bays (brassin)
- 648217 Spitfire Mk.XVI engine (brassin)
- 648218 Spitfire Mk.XVI wheels - 3 spoke (brassin)
- 648206 Spitfire Mk.XVI cockpit (brassin)
- 49725 Spitfire Mk. XVI (PE-set)
- 49083 Spitfire Mk.XVI seatbelts SUPERFABRIC (PE-set)
- 48850 Spitfire Mk.XVI surface panels (PE-set)
- 48849 Spitfire Mk.XVI landing flaps (PE-set)

Naši se vracují

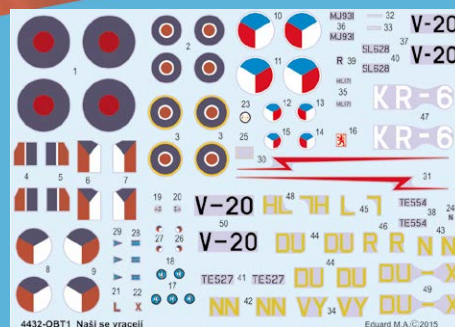
RECOMMENDED:

144006 Spitfire Mk. IX 1/144 (PE-set)

1/144, Cat. No. 4432

- painting mask
- decals Eduard

BUY on Eduard store



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



Spitfire LF Mk. IXc, MJ449, F/Lt. František Truhlář,
No. 312. Sqdn., Appledram air base, June 1944



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



Spitfire LF Mk. IXc, SL628, pplk. Jaroslav Hladý,
Pražská - Ruzyně, August 13, 1945



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



Spitfire LF Mk. IXc, TE554, Air Regiment 10,
Pražská - Kbely airfield, Spring, 1946



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



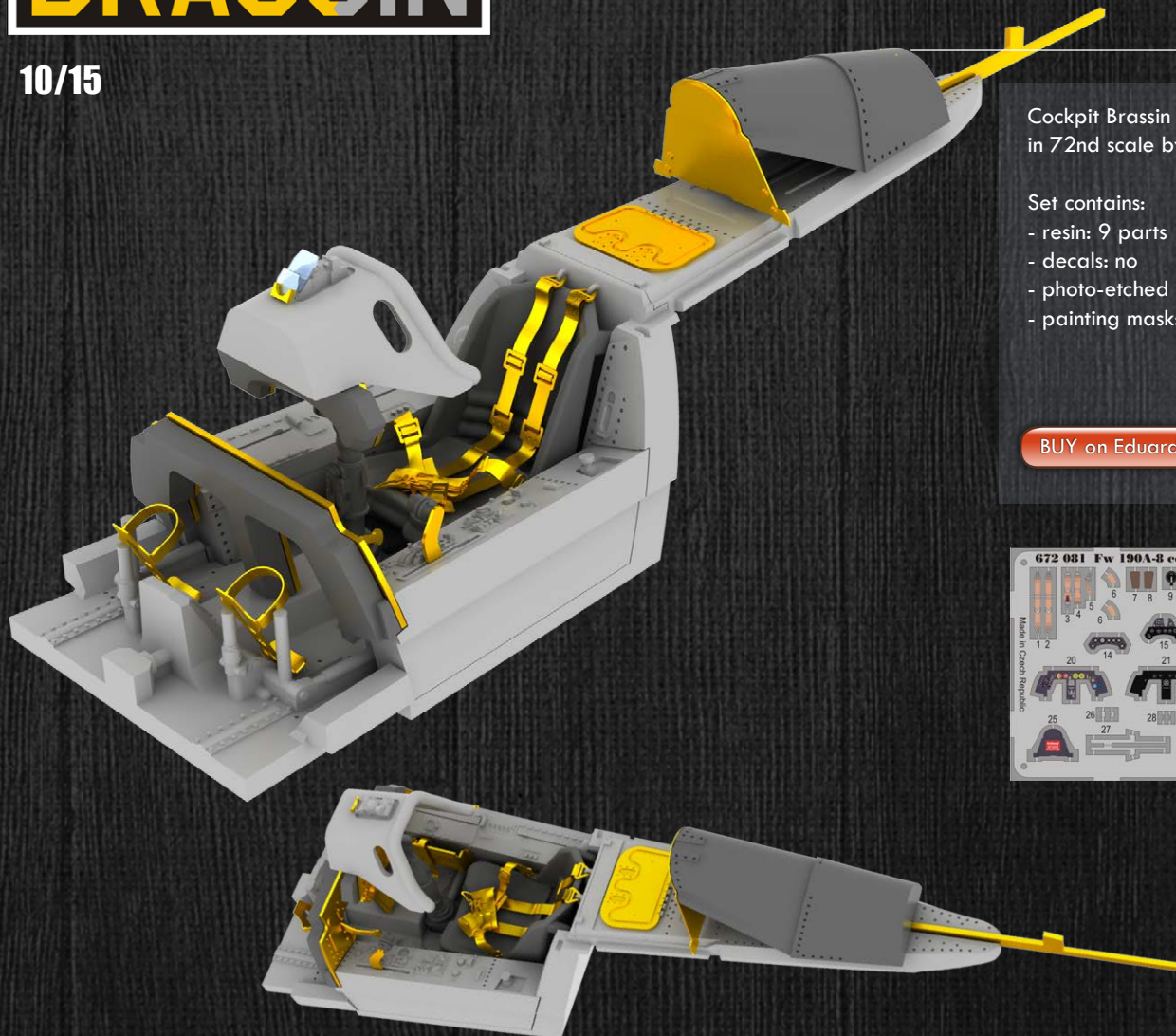
Spitfire LF Mk. IXc, MJ931, F/O Ladislav Světlík,
No. 312. Sqdn., Jan. - Jun. 1944

10/15

672081

Fw 190A-8 cockpit

1/72 Eduard

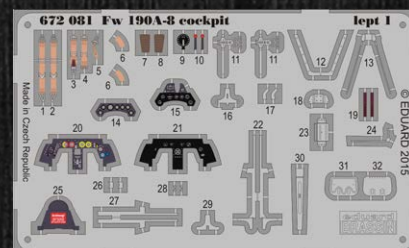


Cockpit Brassin set for Fw 190A-8 in 72nd scale by Eduard.

Set contains:

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

BUY on Eduard store



672080

Fw 190A wheels late

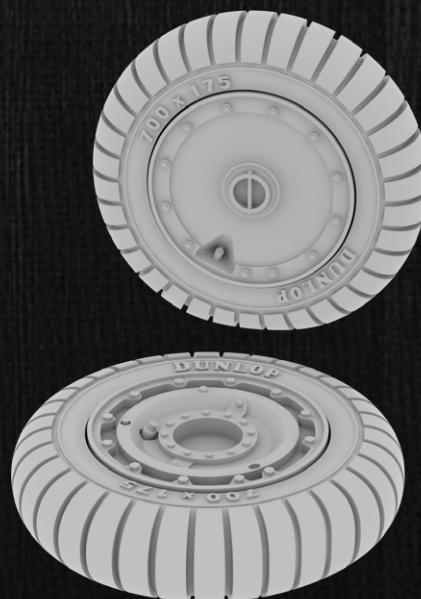
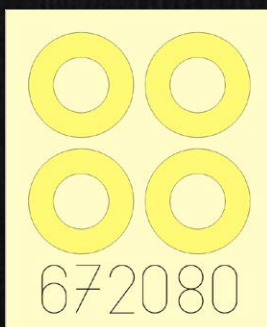
1/72 Eduard

Brassin set of pair of main wheels for Fw 190A in 72nd scale by Eduard.

Set contains:

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

BUY on Eduard store



672084

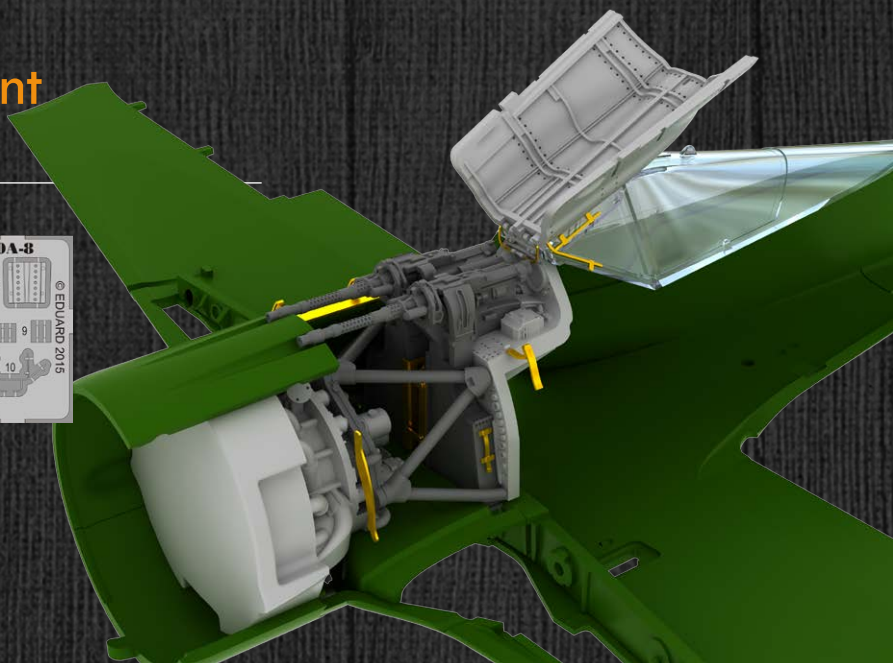
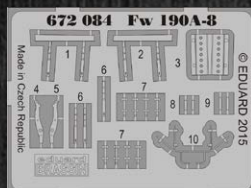
Fw 190A-8 MG 131 mount

1/72 Eduard

Brassin set of MG 131 mount for Fw 190A-8 in 72nd scale by Eduard.

Set contains:

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

[BUY on Eduard store](#)


672085

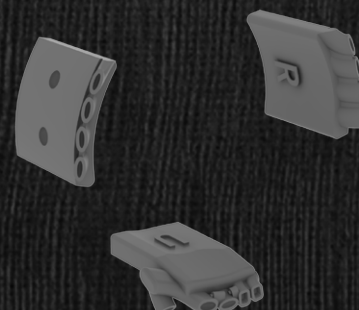
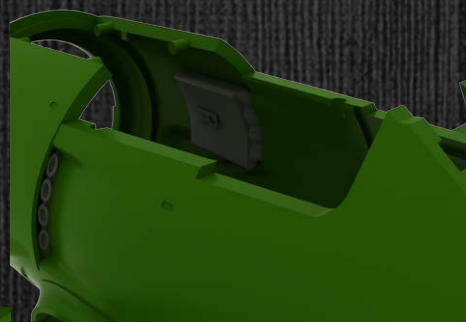
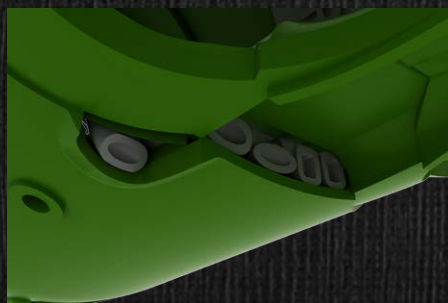
Fw 190A exhaust stacks

1/72 Eduard

Brassin set of exhaust stacks for Fw 190A in 72nd scale by Eduard. Contains left, right and lower stacks.

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: no

[BUY on Eduard store](#)


632063

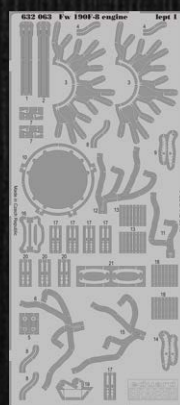
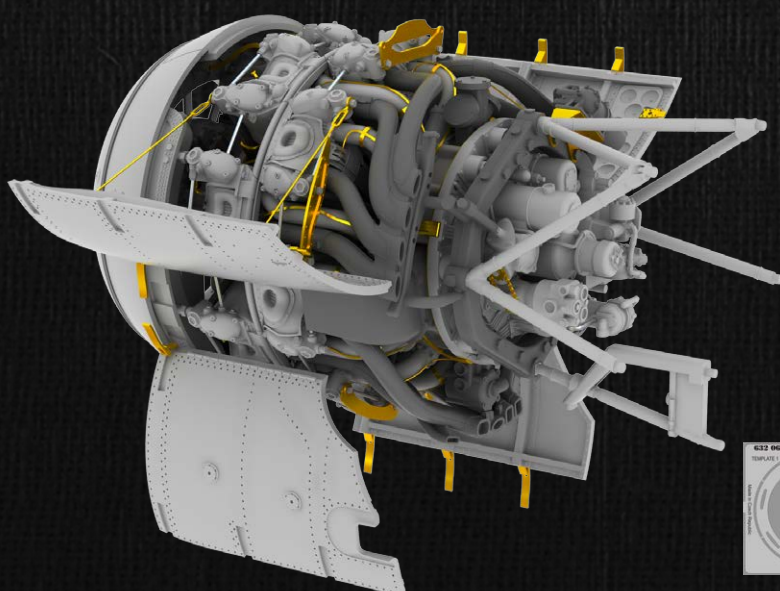
Fw 190F-8 engine

1/32 Revell

Engine Brassin set for Fw 190F-8 in 32nd scale by Revell.

Set contains:

- resin: 71 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[BUY on Eduard store](#)


632067

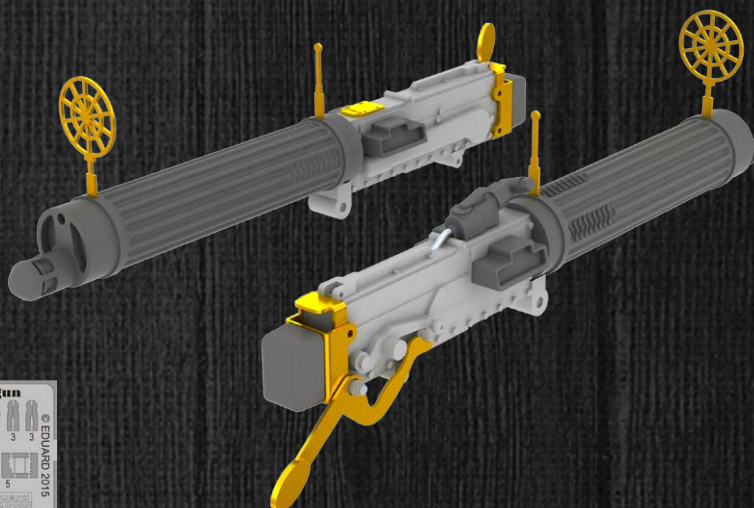
Vickers Mk.I WWI gun

1/32

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

Set contains:

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

[BUY on Eduard store](#)


672055

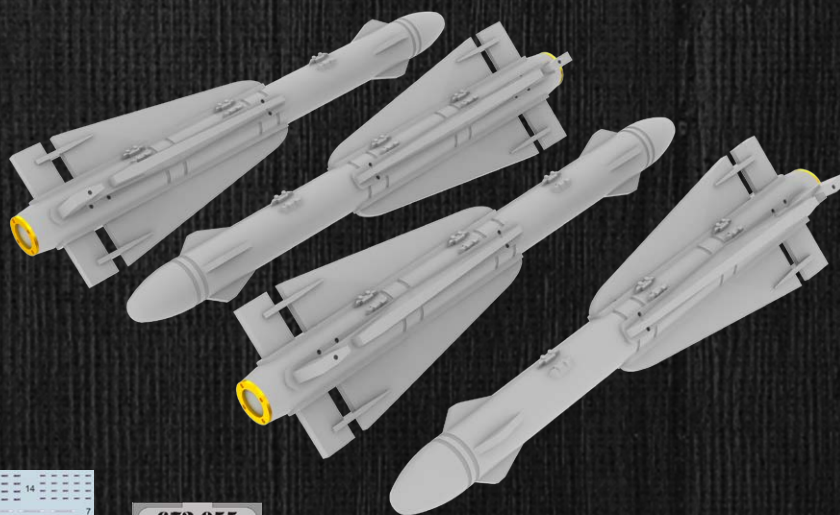
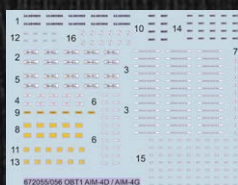
AIM-4D

1/72

Brassin set of 4 pieces of AIM-4D missiles in 72nd scale.

Set contains:

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

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672057

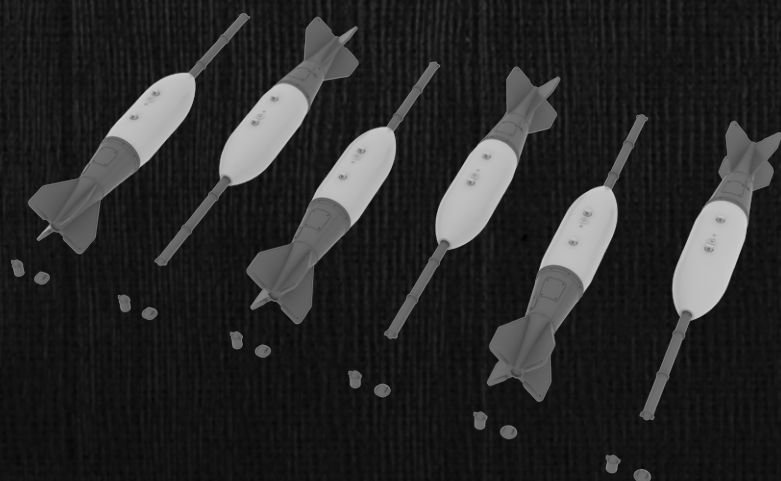
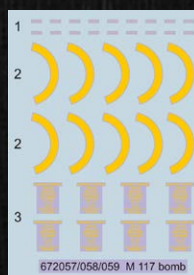
M117 bombs early

1/72

Brassin set of 6 pieces of M117 early bombs in 72nd scale.

Set contains:

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

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648205

Lewis Mk.III WWI gun

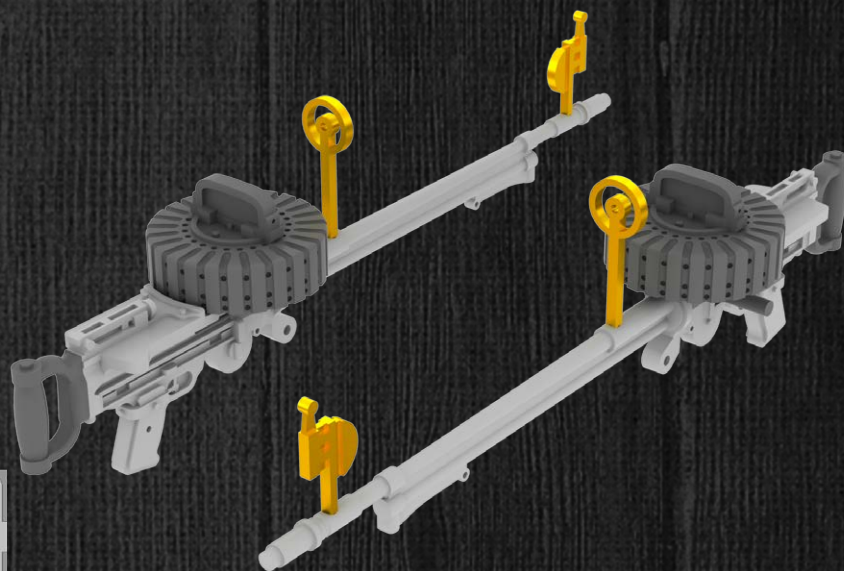
1/48

Brassin set of Lewis Mk.III WWI guns in 48th scale. Set contains 2 pieces of guns and 6 magazines.

Set contains:

- resin: 11 parts
- decals: no
- photo-etched details: yes
- painting mask: no

BUY on Eduard store



648222

Storm Shadow

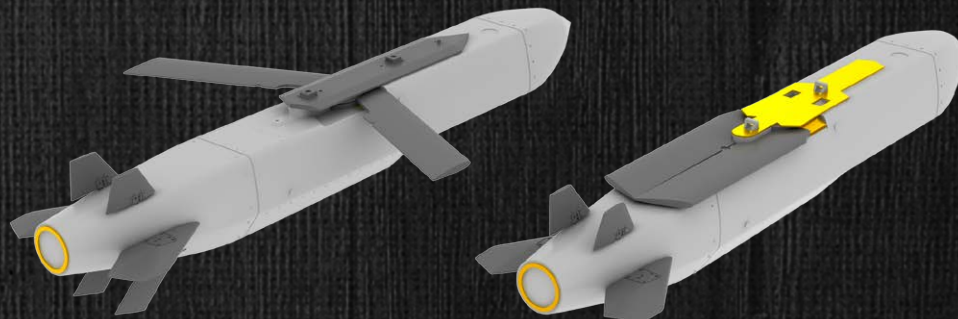
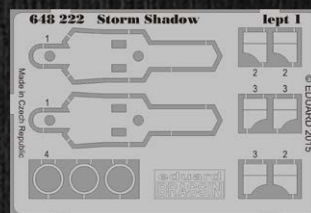
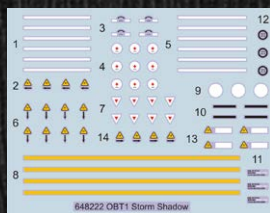
1/48

Brassin set of two pieces of Storm Shadow missile in 48th scale.

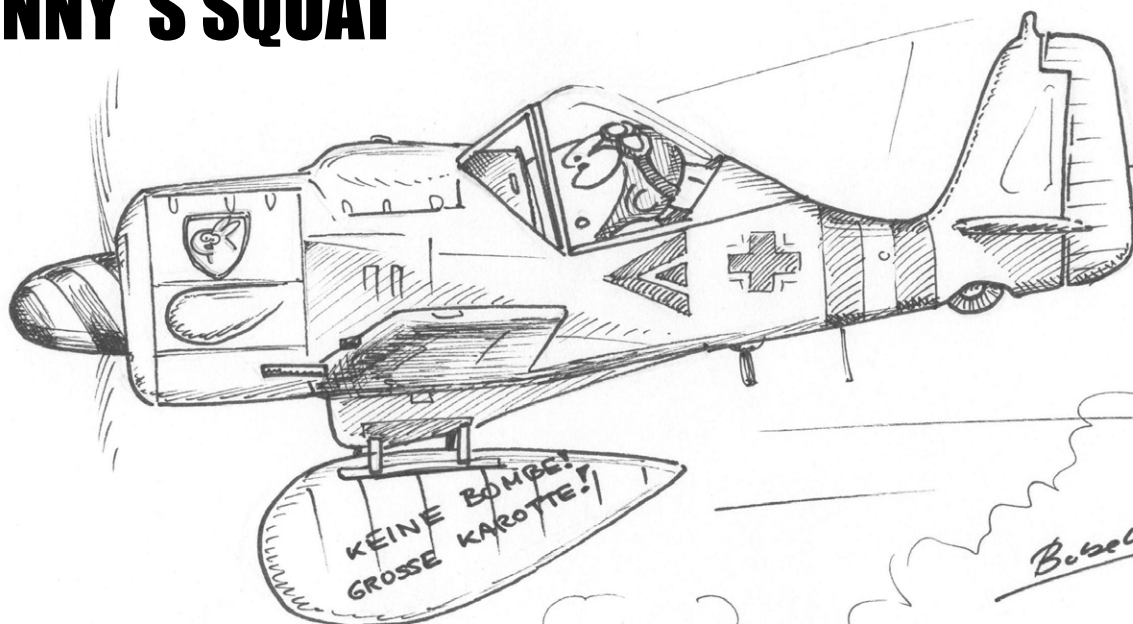
Set contains:

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

BUY on Eduard store



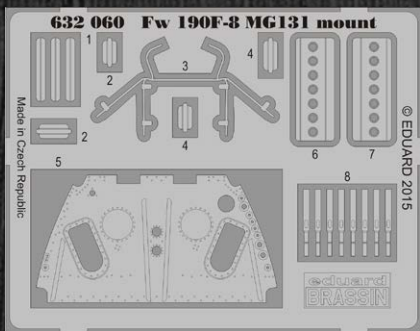
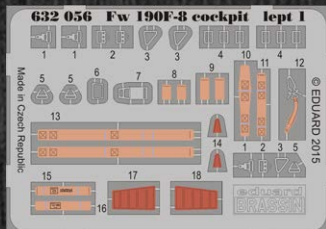
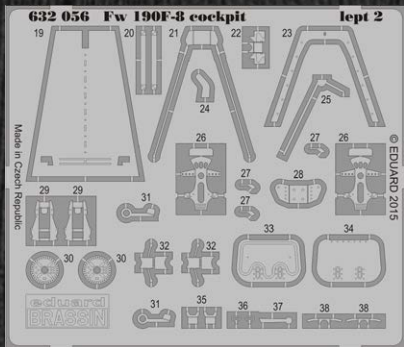
E-BUNNY'S SQUAT



SIN63206

Fw 190F-8 PART I.

1/32 Revell



BIG SIN collection containing 2 individual Brassin sets and 1 photo-etched set for Fw 190F-8 in 32nd scale by Revell.

- cockpit,
- MG 131 mount,
- landing flaps

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

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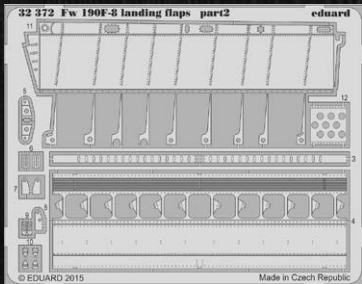
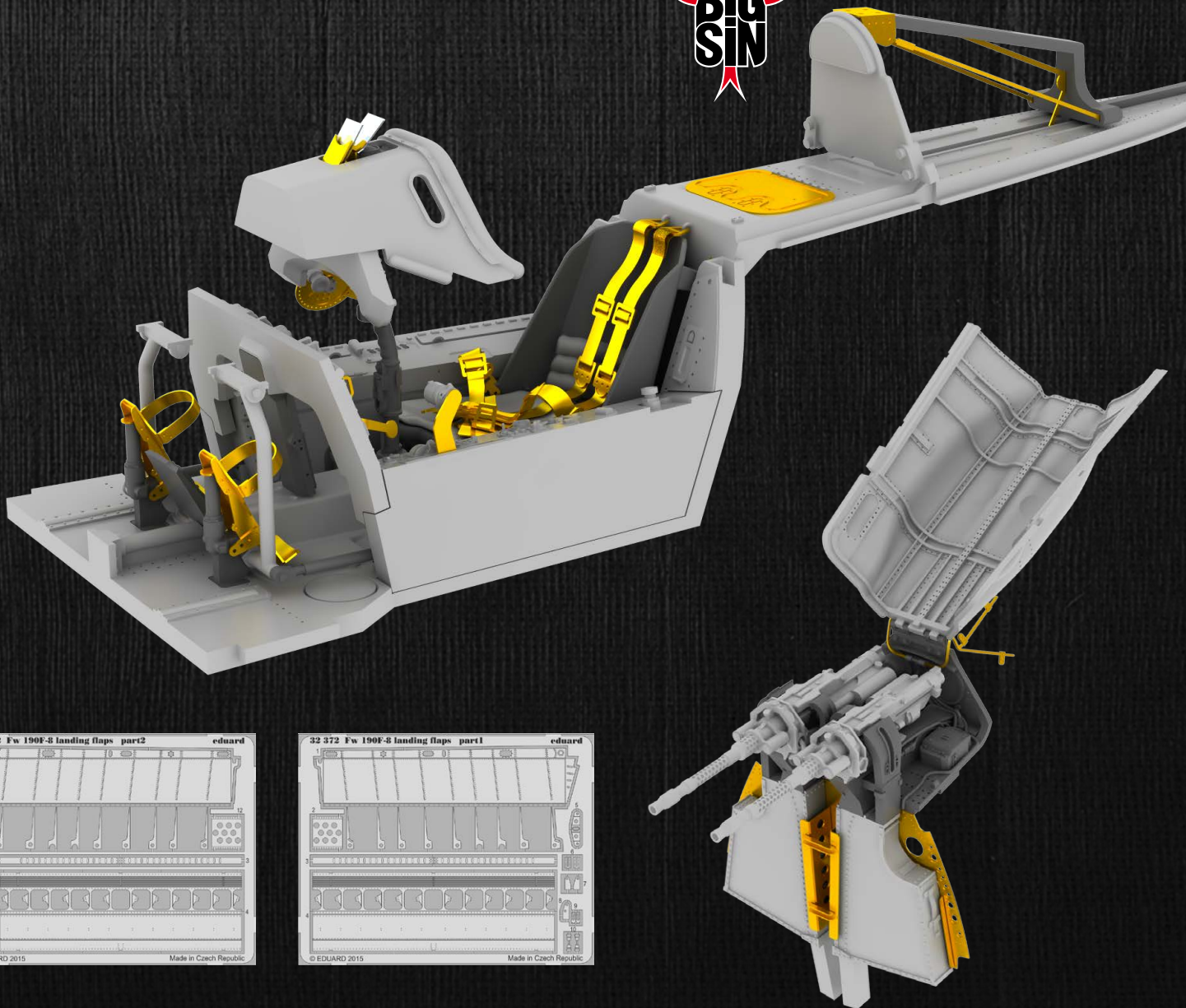


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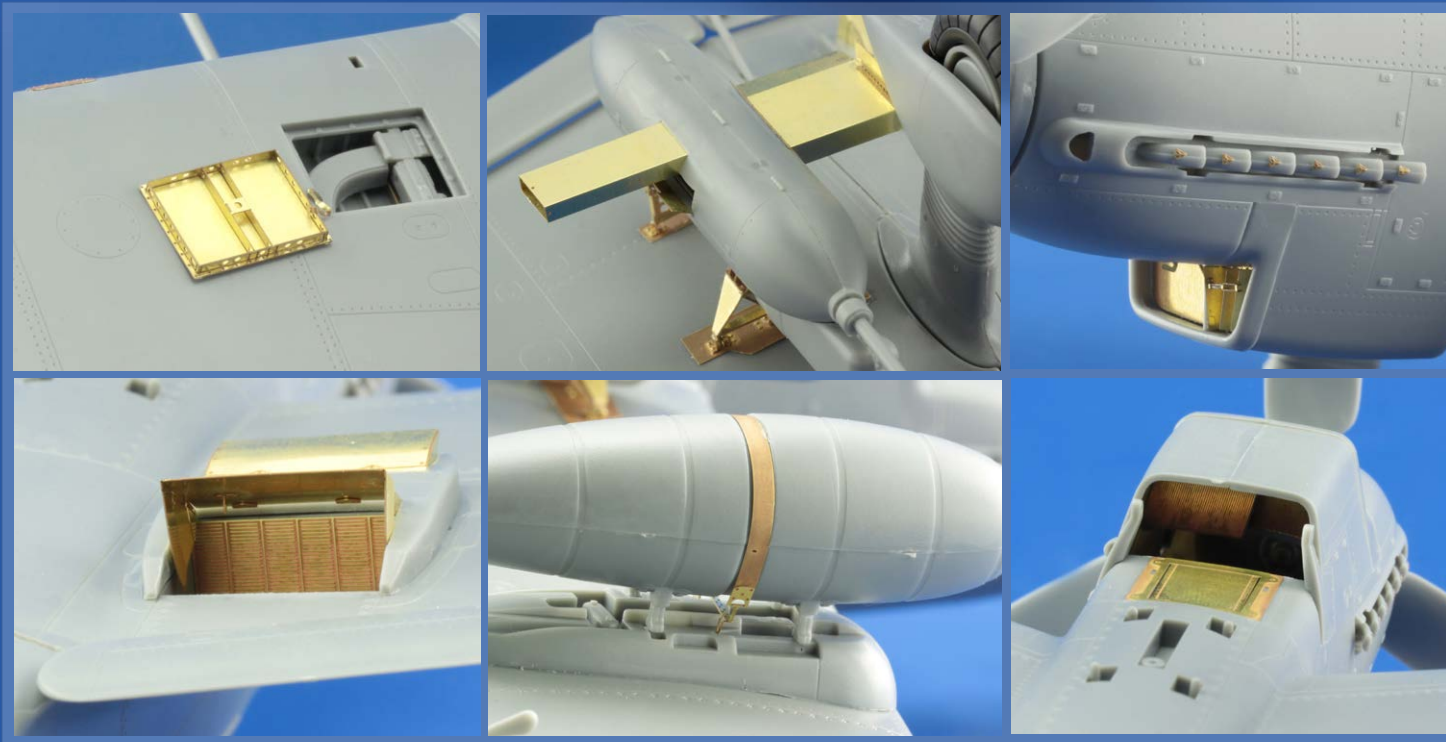
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Ju 87G-2 1/32 Trumpeter (JX183)

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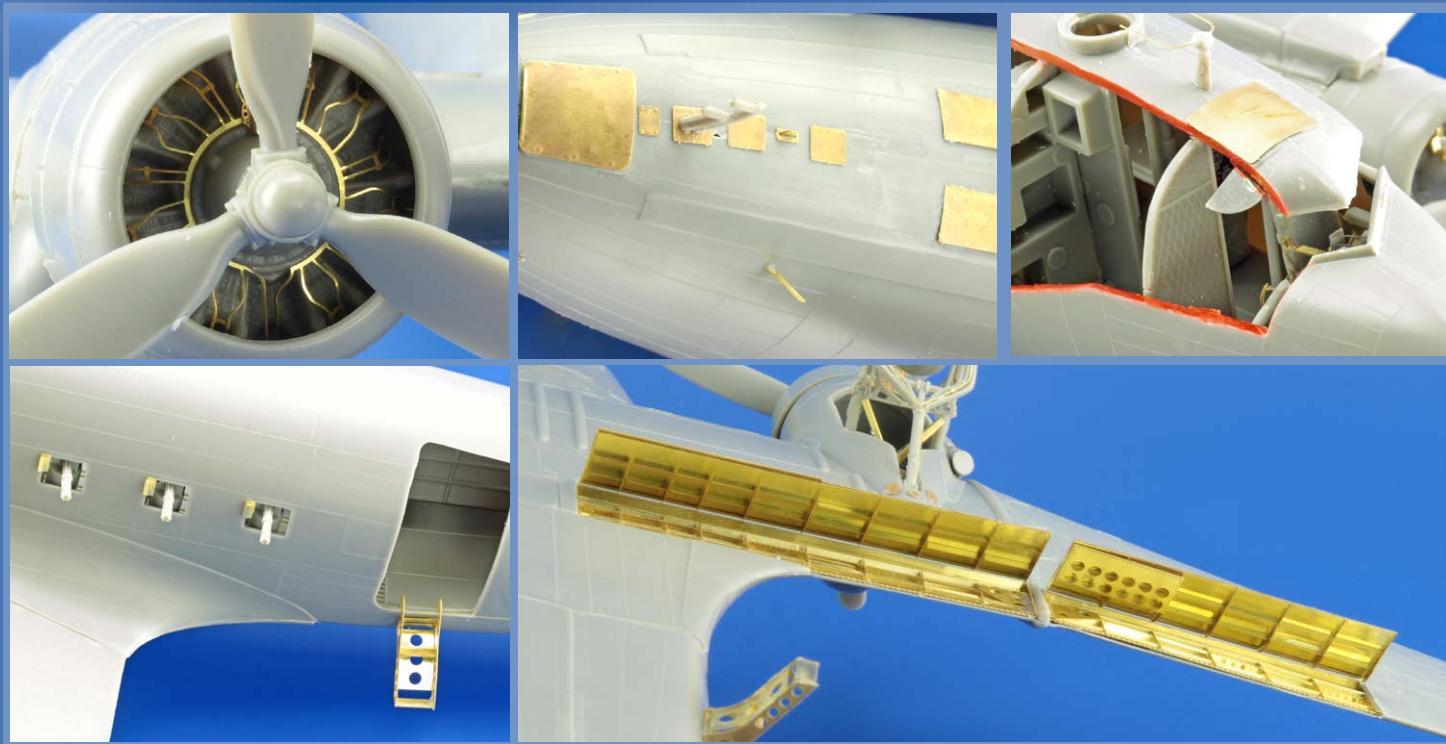


Ju 87G-2 exterior 1/32 Trumpeter 32847

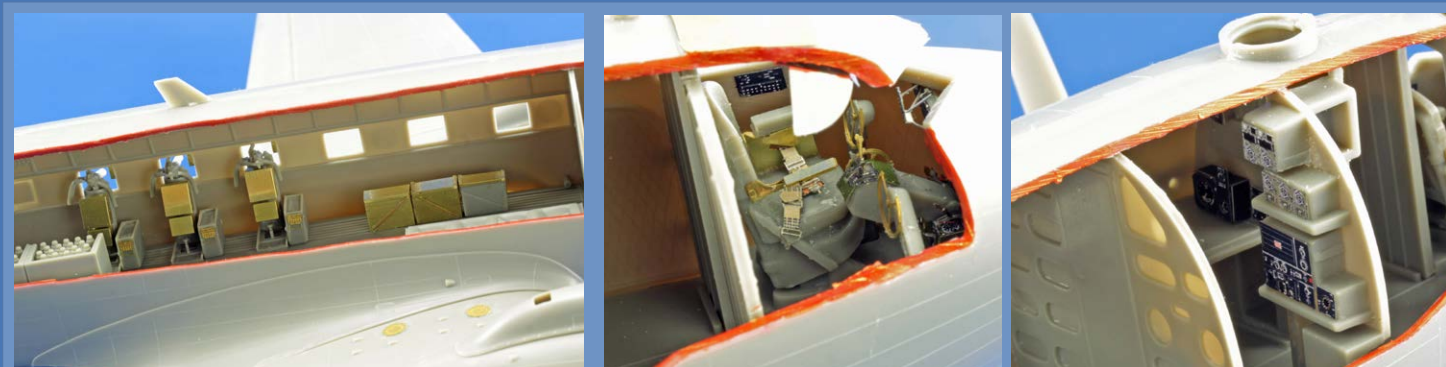


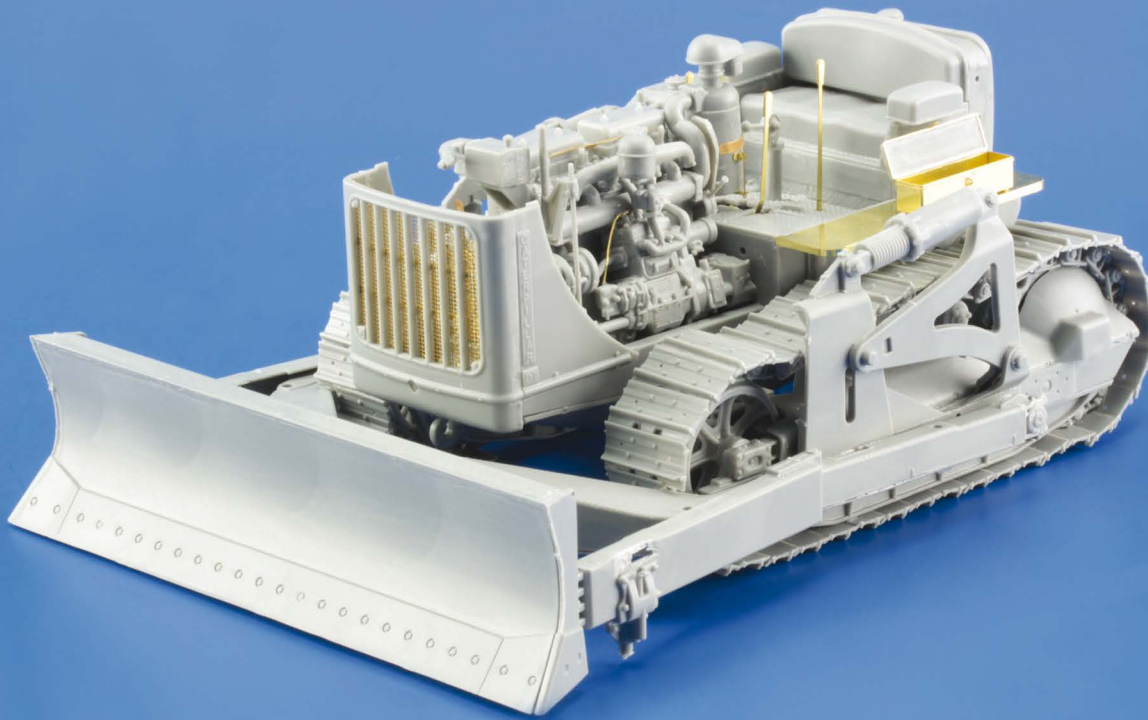


AC-47 Gunship exterior 1/48 Revell (48858)
AC-47 Gunship landing flaps 1/48 Revell (48859)

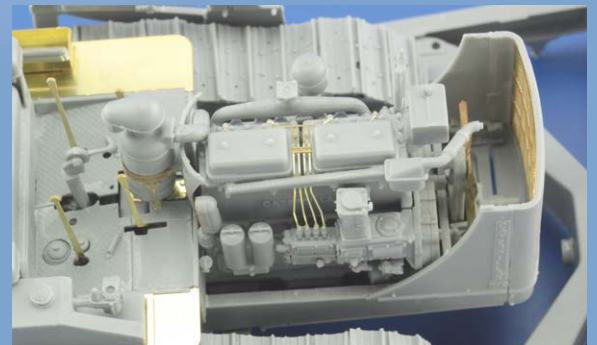
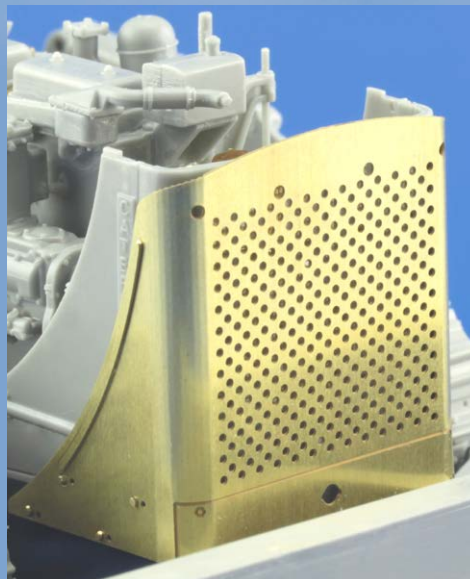


AC-47 Gunship interior S.A 1/48 Revell (49736)





US Army Bulldozer 1/35 Mini Art (36326)



Swift FR.5 interior 1/72 Airfix (73533+SS533)

Swift FR.5 1/72 Airfix (CX424) Painting mask

Swift FR.5 landing flaps 1/72 Airfix (72613)

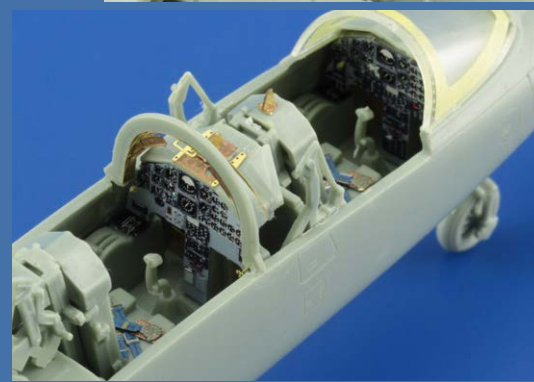




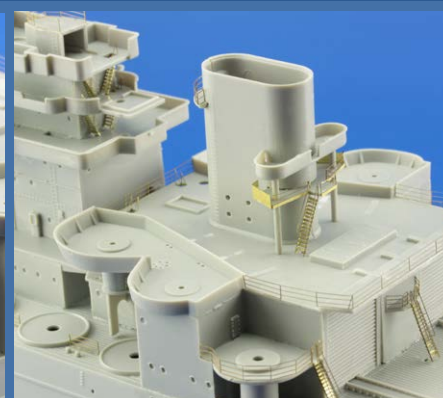
T-38A Talon 1/48 Wolfpack (EX478)
Painting mask

T-38A Talon 1/48 Wolfpack (49733)

T-38A Talon interior 1/48 Wolfpack (FE733)



HMS Queen Elizabeth 1943 pt 1 - railing and ladders 1/350 Trumpeter (53145)



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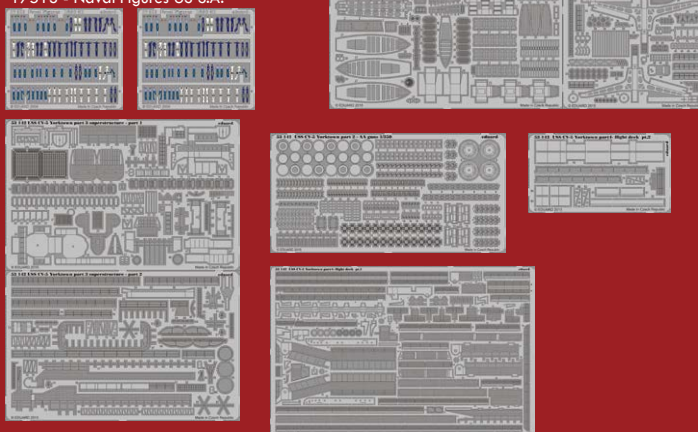
32372 Fw 190F-8 landing flaps (BIG3354)



48848 C-45F exterior (BIG49135)

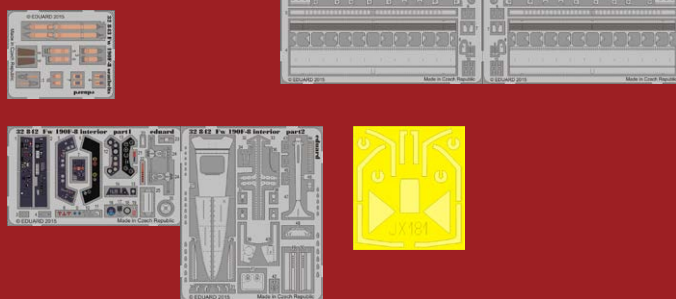
BIG5330 USS CV-5 Yorktown 1/350 Merit

53140 - USS CV-5 Yorktown part 1 cranes & life boats
53141 - USS CV-5 Yorktown part 2 AA guns
53142 - USS CV-5 Yorktown part 3 superstructure
53143 - USS CV-5 Yorktown part 4 flight deck
17513 - Naval Figures US S.A.



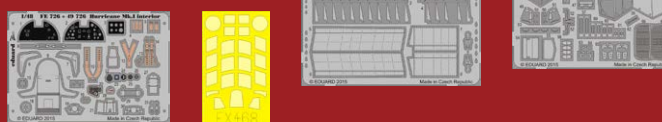
BIG3354 Fw 190F-8 1/32 REVELL

32372 - Fw 190F-8 landing flaps
32842 - Fw 190F-8 interior S.A.
32843 - Fw 190F-8 seatbelts
JX181 - Fw 190F-8



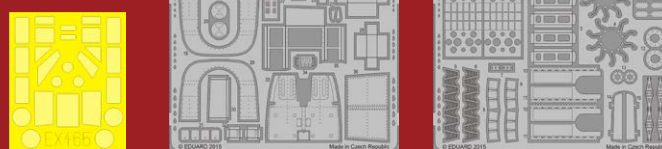
BIG49134 Hurricane Mk.I 1/48 Airfix

48852 - Hurricane Mk.I landing flaps
49726 - Hurricane Mk.I S.A.
FE726 - Hurricane Mk.I interior S.A.
EX468 - Hurricane Mk.I



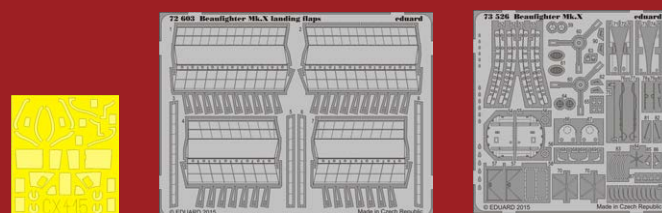
BIG49135 C-45F 1/48 ICM

48848 - C-45F exterior
49722 - C-45F interior S.A.
EX465 - C-45F



BIG72100 Beaufighter Mk.X 1/72 Airfix

72603 - Beaufighter Mk.X landing flaps
73526 - Beaufighter Mk.X S.A.
CX415 - Beaufighter Mk.X



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

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KITS

70111	Fw 190A-8	1/72	ProfiPACK
8285	Spitfire Mk.XVI Bubbletop	1/48	ProfiPACK
8496	Mirage IIIC	1/48	Weekend
4432	Naši se vraceji Quattro Combo	1/144	Super44

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53144	Figures Royal Navy	1/200	
53145	HMS Queen Elizabeth 1943 pt 1 - railing and ladders	1/350	Trumpeter
53146	HMS Queen Elizabeth 1943 pt 2 - AA guns	1/350	Trumpeter
32378	Ju 87G-2 exterior	1/32	Trumpeter
32847	Ju 87G-2 interior	1/32	Trumpeter
36326	US Army Bulldozer	1/35	Mini Art
48857	B-1B exterior	1/48	Revell
48858	AC-47 Gunship exterior	1/48	Revell
48859	AC-47 Gunship landing flaps	1/48	Revell
49089	Mirage IIIC seatbelts FABRIC	1/48	Eduard
49090	Mirage IIIC seatbelts SUPERFABRIC	1/48	Eduard
49733	T-38A Talon	1/48	Wolfpack
49734	Mirage IIIC ejection seat	1/48	Eduard
49735	Su-22M-4	1/48	Smér
49736	AC-47 Gunship interior S.A.	1/48	Revell
49737	B-1B S.A.	1/48	Revell
72611	Fw 190A-8	1/72	Eduard
72611	Swift FR.5 landing flaps	1/72	Airfix
72612	Fw 190A-8 landing flaps	1/72	Eduard
73033	Fw 190A-8 seatbelts SUPERFABRIC	1/72	Eduard
73533	Swift FR.5	1/72	Airfix
73534	T-2C Buckeye	1/72	Wolfpack

ZOOMS

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

MASKS

CX423	T-2C Buckeye	1/72	Wolfpack
CX424	Swift FR.5	1/72	Airfix
CX425	Spitfire camo scheme B	1/72	
CX426	Hurricane camo scheme B	1/72	
EX478	T-38A Talon	1/48	Wolfpack
EX479	Su-22M4	1/48	Smér
EX480	B-1B	1/48	Revell
EX481	AC-47 Gunship	1/48	Revell
JX183	Ju 87G-2	1/32	Trumpeter

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

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	Fw 190F-8 engine	1/32	Revell
632067	Vickers Mk.I WWI gun	1/32	
672055	AIM-4D	1/72	
672057	M117 bombs early	1/72	
648205	Lewis Mk.III WWI gun	1/48	
648222	Storm Shadow	1/48	

BIGSIN

SIN63206	Fw 190F-8 PART I.	1/32	Revell
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Focke-Wulf Fw 190 A-2 12./JG 5 at Herdla airbase, Norway, early 1945. In the foreground stands „blue 12“, her pilot Fw. Eberhard Hasse stands second from the left. Note the small digit on undercarriage cover.
(Photo: via Kjetil Åkra)



BLACK FRIDAY AND JAGDGECHSWADER 5 - part 1

Jan Bobek

www.czechflyingrabbit.blogspot.cz



Messerschmitt Bf 109 G-6 of III./JG 5 commander Hptm. Heinrich Ehrler, Alakurti, June 1943. The rudder sports symbols of 115 aerial victories and fuselage marking applicable to 6./JG 5, Ehrler's former unit. This transfer between units also explains the horizontal bar on fuselage the II. Gruppe marking.
(Profile: Kjetil Åkra)

Aerial combat that took place on February 9th, 1945 over Norway's Førde Fjord, characterizes several superlatives. For one, it was the largest air battle to take place over Norway. At the same time, it was an event that caused Coastal Command its greatest losses during the Second World War. For this reason, the British began to refer to this day as 'Black Friday', and the RAF reviewed its priorities in the selection process of sea targets to be attacked from the air. For the pilots of Jagdgeschwader 5, as you will see later on, this day also left a black mark. In the first part of my article, I would like to first describe the circumstances that led up to the memorable conflict.

You have, no doubt, heard of the legendary unit, JG 5. For the majority of their existence, they operated over regions of northern Europe. Its Stab, I., II., and III. Gruppe equipped with Bf 109E, F and Gs based in northern Finland, fought mostly against elements of the Soviet air force in the area of Murmansk. It's IV. Gruppe operated mostly from

bases in Norway and often against aircraft of the RAF and on occasion with the Fleet Air Arm. It was also the first unit within JG 5 to take on the Fw 190 A. The duties of JG 5 while patrolling such a large territory brought it into contact with not only the Soviets, but at the same time the western Allies as well. Besides the aforementioned Jagdgruppen under JG 5, there were also two other auto-

nomous elements. These were a Zerstörerstaffel equipped with the twin-engined Messerschmitt Bf 110 (carrying several designations, but its longest used was 13.(Z)/JG 5) and a Jabostaffel with Fw 190As (14.(Jabo)/JG 5). Their main concern was first and foremost opponents to the east, mainly ground targets. Jagdgeschwader 5 began to be referred to as 'Eismeer', (meaning 'Ice Sea'), an obvious reference to their theatre of operations. Their most successful period was through 1942 and 1943 while operating against the Soviets. The number of kills attained by JG 5 pilots was apparently in the neighborhood of 2700 (though some sources put the number as high as 3200). Among the notable pilots of JG 5, two reached 200 kills during their time with the unit (Theo Weissenberger, with 208, and Heinrich Ehrler, with 204), while another (Walter Schuck) came close, and finished with a total of 206. Two pilots crossed the 100-kill plateau (Franz Dörr and Jakob Norz), and a host of others reached at least fifty victories. One of these was Rudolf Linz,



Messerschmitt Bf 109 G-6 of JG 5 commander Major Heinrich Ehrler, Loustari, August 1944. This aircraft could have also early type of canopy.
(Profile: Kjetil Åkra)

for whom Black Friday would prove to be fateful.

It may be surprising to consider the fact that fourteen holders of the Knight's Cross that served with JG 5 (mostly in command functions) accounted for over 1300 aerial victories! This accounts for almost half of all of the kills claimed by Eismeer-geschwader! It should also be remembered that nine of these top aces did not survive the war. Their successes caused the unit 435 killed, missing and captured men. A further 235 were put out of action through injury..

Among the lesser known facts are those pertaining to the operations of I. and II./JG 5 outside of Finland and Norway. The destinations to where these 'northern specialists' were sent were a bit surprising. The northern hunting grounds were left first by I./JG 5. In November 1943, it transferred to Romania, and at the beginning of 1944 moved over to Bulgaria, and then later took part in the Defense of the Reich flying from German air bases. At the time, the unit CO was Horst Carganico, who you may know thanks to the large renditions of Mickey Mouse that adorned the sides of many of his aircraft.

After Carganico's death, I./JG 5 went through some changes, ending up in June 1944, on the 'Invasion Front' under the leadership of Theo Weissenberger, and in October, 1944, was made subordinate to JG 6 as its III. Gruppe. II./JG 5 also headed south in November 1943, but was assigned to bases in the Baltic and western Russia. The unit returned to the Baltic for a few weeks in April 1944. After that, the unit was moved also to Germany, was briefly stationed in France in June 1944, and in October of that year was attached to the newly formed JG 4 as its IV. Gruppe.

In the meantime, there were many changes in the northern battlefield. In September, 1944, the Finns and the Soviets agreed to a cease fire, and soon after, the so-called 'Lapland War' began between Finland and Germany. At the same time, the Soviets began to increase pressure on the area surrounding Petsamo in northern Finland. To counter, III./JG 5 was committed in earnest, coming from Norway to the aid of IV./JG 5. Pilots of Eismeer-geschwader even engaged the Finns, their former allies. In October 1944, both Gruppen had to be pulled back to bases from beyond the Arctic Circle to the southwest, to Norway, due to the advancing Red Army. This was new for these pilots. And, it was not the end of the downward spiral of things. There began a steady loss of qualified command personnel within the ranks of naval and aerial assets in Norway, and at times, even the loss of qualified common sense. For example, in the first half of November, JG 5 received orders to convert one Staffel from III./JG 5 with 109s onto the Fw 190 in one day, and, to top it off, those in need of the conversion were new, inexperienced pilots!

The severity of problems demonstrated itself



Bf 109 G-2/R-6 „yellow 10“ (W. Nr. 14 800) of 6./JG 5 at Alakurtti or Salmijärvi, spring 1943. This colorful ship belonged to Fw. Hans Döbrich, fighter ace with 65 kills.
(Photo: via Kjetil Åkra)



Messerschmitt Bf 109 G-6 „yellow 10“ of 9./JG 5 commander Fj.-Ofw. Walter Schuck, Petsamo, June 1944. Schuck used this very fighter plane on June 18 to shoot down Soviet recon Spitfire PR IV of 118. ORAP.
(Profile: Kjetil Åkra)



Fighter bomber Focke-Wulf Fw 190 A-3 „black 4“ of 14.(Jabo)/JG 5 at Finnish airbase Petsamo.
(Photo: via Kjetil Åkra)



Messerschmitt Bf 110 F-2 „LN+MR“ of 10.(Zerstörer)/JG 5. Note the dachshund badge on the nose of the aircraft, mascot of this Staffel. There is possibility this aircraft belonged to Ofw. Theodor Weissenberger.
(Photo: via Kjetil Åkra)



Messerschmitt Bf 110 G-2 „1B+AX“ (W. Nr. 120 037) flown by commander of 13.(Zerstörer)/JG 5 Hptm. Herbert Treppe, Kirkenes, autumn 1943.
(Profile: Kjetil Åkra)



Messerschmitt Bf 109 G-14 „blue 8“ of 16./JG 5, Stavanger-Sola, October 1944. Pilot Ofw. Heinz Halstrick wanted to his ship identify with personal emblem consisting of „Jagdpeil“ and crest of city of Cologne as well as Cologne carnival greeting.
(Profile: Kjetil Åkra)



Focke-Wulf Fw 190 A-3 „black 5“ of 14.(Jabo)/JG 5 commander Friedrich-Wilhelm Strakeljahn.
(Profile: Kjetil Åkra)

on November 12, 1944 during Operation Catechism, the RAF raid on the battleship Tirpitz. Not only did the Kriegsmarine not inform their Luftwaffe colleagues where the Tirpitz was anchored (!), but subsequent mistakes and misunderstandings on the part of command of both the Kriegsmarine and aerial ops resulted in JG 5 not being told where the ship was or where the bombers were! The end result is well known, but JG 5 CO, Ehrler, ended up before a court, and the result of the classic show trial, three years' detention, was reported by the BBC a day before it was published, no less!

Thanks to the activities of Ehrler's subordinates, it became possible for Hitler to step in and have the sentence reduced to three months. At the same time, Ehrler was allowed to return to the front. Theo Weissenberger took him under his protective wing to JG 7, equipped with the Me 262. With this unit, Ehrler died in combat in April, 1945. According to witnesses who heard his final words, his death was the result of a suicide ramming attack of an American B-24 Liberator.

In my opinion, the majority of the responsibility for the chaos during the defense of the Tirpitz lies on the shoulders of the command of air operations in Norway, who was no other than Generalleutnant Eduard Ritter von Schleich, a veteran of the First World War and good friend of Goering's. Three days after the sinking of the Tirpitz, Goering quietly moved him behind the scenes.

When III./JG 5 completed its partial transition from the 109 to the Fw 190 at the end of 1944, JG 5 was a shadow of its former self. The unit had half its strength, suffered losses and withdraws, and its confidence after the Ehrler issue in Norway and in Berlin was in serious doubt.

The British opponent proved to be very well trained, flying cutting edge technology. Being downed into the water presented very little chance of survival for any real length of time, and coming down in the mountains wasn't much better. The ratio of killed or severely injured JG 5 pilots to the number of destroyed aircraft was over the final half-year considerable higher than it was during combat on the Eastern Front.

At the beginning of 1945, however, there were still experienced fighter pilots with active roles within JG 5 that could extend their skills to subordinates. The CO, after the trial of Ehrler, became Obstlt. Günther Scholz. He was a veteran from the Legion Condor days in Spain, and he had some 22 victories to his credit, and was also a recipient of the German Cross in Gold. His unit, as were the Stabs of III. and IV. Gruppe, was equipped with the Bf 109G-14, but also had other versions on hand as well, including the elderly G-2!

The CO of III./JG 5 located in Gossen and Herdla was, from August 1944 to the end of the war the aforementioned Franz Dörr. The equipment of the 10th and 11th Staffel

consisted of mostly the Bf 109G-6, G-14 and several G-2s. Two of the remaining Staffeln (9th and 12th) used the Fw 190, mainly the A-8 and F-8 versions, but also had older versions on hand as well, notably the A-2 and A-3. The leaders of the individual Staffeln at the beginning of 1945 still belonged to the 'industry' elite. 9./JG 5 Lt. Werner Gayko (13 victories, after the war becoming Oberst of the Bundeswehr, 10./JG 5 Lt. Walter Schuck (206 kills, eight flying the Me 262, holder of the Knight's Cross with Oak Leaf), 11./JG 5 Oblt. Rudolf Gloeckner (32 kills, emigrated to the US after the war and later returned to Germany), 12./JG 5 Lt. Rudolf Linz (70 kills, posthumously awarded the Knight's Cross). The post of IV./JG 5 from May 1944 was held by Hptm. Fritz Stendel (six kills). His four Staffeln, re-equipped with the Bf 109G-6, G-14 and G-14/AS flew from the base at Stavanger-Sola, Lister and Kjevik: 13./JG 5 Oblt. Hans Schneider (11 kills, died in March, 1945), 14./JG 5 Lt. Hans Richter (temporarily entrusted as a replacement for Lt. Helmut Neumann, 62 kills), 15./JG 5 Lt. Heinz K  ppler (23 kills, died during mishap in March, 1945, 16./JG 5 Lt. Hans Vollet (10 kills). Several of their subordinates had tallies that amounted to ten or through the twenties, and from December 1944 to the end of the war,



Focke-Wulf Fw 190 A-3 „black 9“ of 2./JG 5 at Stavanger-Sola airbase, July 1942. The digit painted on undercarriage cover is typical for 190s of I. and III./JG 5. This fighter plane got a „tiger“ camouflage and ETC 501 rack. Both features are unusual for this unit and period of war. (Profile: Kjetil   kra)

pilots of III. and IV./JG 5 were able to down around fifty aircraft in combat with the RAF. Of course, they paid a higher price than their victory total in terms of more than fifty killed, wounded or missing. That amounts to about one full Gruppe! Note 2: Black Friday illustrated how difficult an opponent the Brits could be.

(To be completed next time)

Notes:

1. Schleich (born 1888) gained thirty-five kills in the First World War and from March, 1918 to the end of the conflict, he was the CO of Jagdgruppe 8 on the Western Front. For his efforts, he received the Pour le M  rite. After the war, he joined the ranks of the NSDAP and the SS, established the aerial component of the Hitlerjugend, was twice elected as a member of the Reichstag, and before the Second World War was commander of the 'Schlageter' fighter wing. In 1941, he gained command of the Luftwaffe over Denmark, and subsequently in 1944 over Norway. After the war, and up to his death in November, 1947, he was an American POW, indicating the high priority he was allocated. This was one of the most influential members of the Nazi party.

2. In April, 1945, and by extension, without participation in Black Friday, II./JG 5, under Stab 5., 6., and 7./JG was reformed in Norway. Its CO was Hptm. Herbert Treppe, a veteran of twin-engined fighters of JG 5. This newly reformed Gruppe was partially formed out of the members of 9., 12., and 16./JG 5, and partly from Stab IV./ZG 26 and 10./ZG 26 (formerly 13.(Z)/JG 5). If this soup is getting a bit confused, I can't say that I blame you. What is interesting, though, is that the Messerschmitt Bf 110 Gs from the defunct Zerst  rerstaffel were split amongst the three Gruppen of JG 5 with single-engined fighters, and used them up to the end of the war!

Fw 190A-8
ProfiPACK
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BUILT

Fw 190A-8

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built by Petr Zatléřpálek

IV./JG 5, Herdla, Norway, Spring, 1945

Blue '8' with the name 'Erika' below the cockpit, was one of several Fw 190A-8 that 12.Staffel/JG 5 abandoned at Herdla in Norway after disbanding in the spring of 1945. The aircraft carried RLM 74/75/76 camouflage with a blue cowl ring and spinner denoting its Staffel. The applied Adlerflugel behind the exhausts was for the noted time period uncommon. The JG 5 insignia 'Eismeer' on the engine cowl was applied only on the port side. The aircraft number was repeated on the wheel hub. IV./JG 5 took part in the defence of northern sector of occupied Europe, but was not standardized within the Defence of the Reich system.

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Fw 190A-8

1/72

eduard



built by Petr Zatléřpálek

Maj. Walter Dahl, Stab/JG 300, Jüterbog, Germany, December 1944

With the illustrated aircraft, the later of his two documented Blue ,13's, Maj. Walter Dahl took part in combat operations in the Defence of the Reich in 1944, as Kommodore of JG 300. For a time, the plane carried the emblem of Stab JG 300, a B-17 silhouette in crosshairs. This emblem likely also appeared on the other side of the engine cowl. Although this was in all likelihood without a background, it has been speculated that this may also have been in a light blue

color. The aircraft carries the standard camouflage of RLM 74/75/76 with obvious signs of repair and respraying. This may have included a yellow underside of the cowlings, which at this time was ordered to have been overpainted. The red identification band on the fuselage used in the ID system within the Defence of the Reich may have also been switched later to blue-white-blue.





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I-16 typ 24

1/48



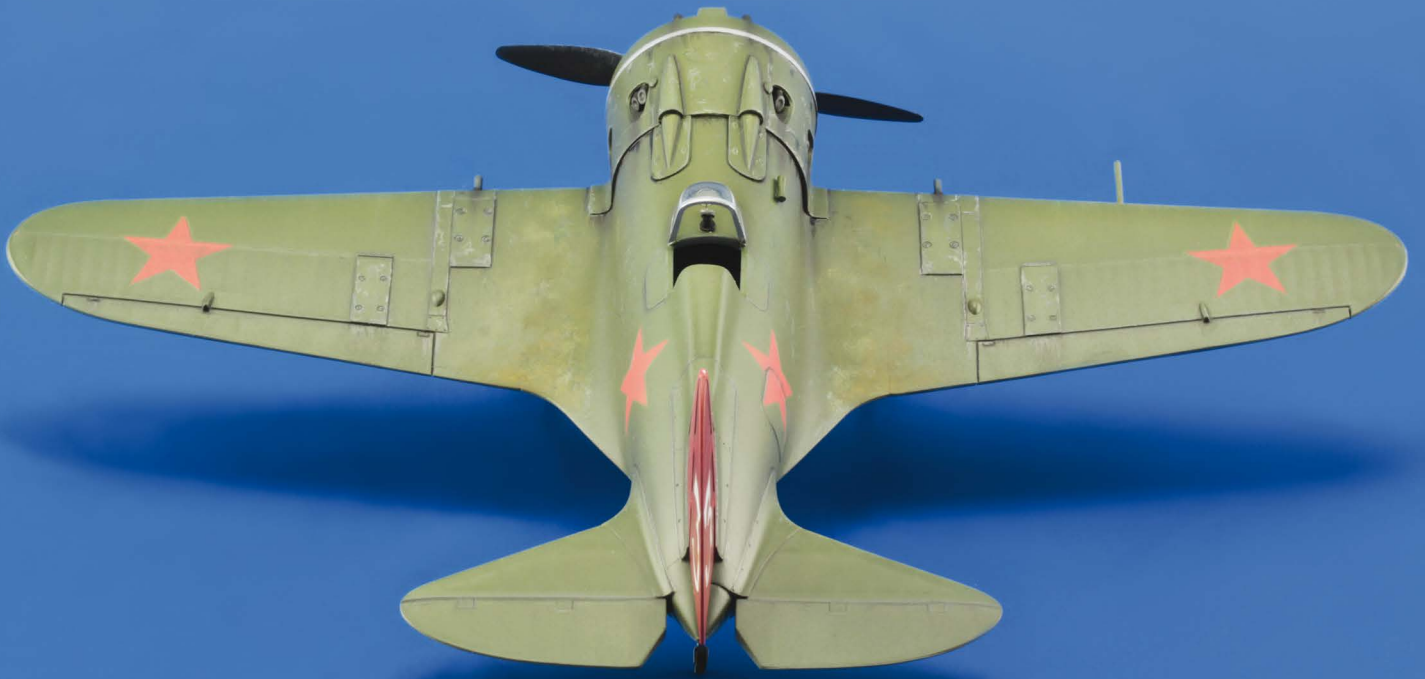
built by Luboš Zach

Lev L. Shestakov, 69. IAP, Odessa, summer 1941

69. IAP (Fighter Aviation Regiment), later renamed 9. GIAP (Guard Fighter Aviation Regiment), was commanded by a Spanish Civil War veteran, Lev Shestakov, in the summer of 1941. The regiment took part in the protection of the important south Ukrainian port of Odessa against advancing German and

Rumanian troops. Lev Shestakov was an ace with 7 individual and 8 shared victories, with another three (2+1), achieved in Spain. The 9.GIAP gained notoriety later in the war, after re-equipping with P-39 Airacobras, during the Battle of Kuban, under the command of the legendary, three-time Hero of the Soviet Union, A. I. Pokryshkin



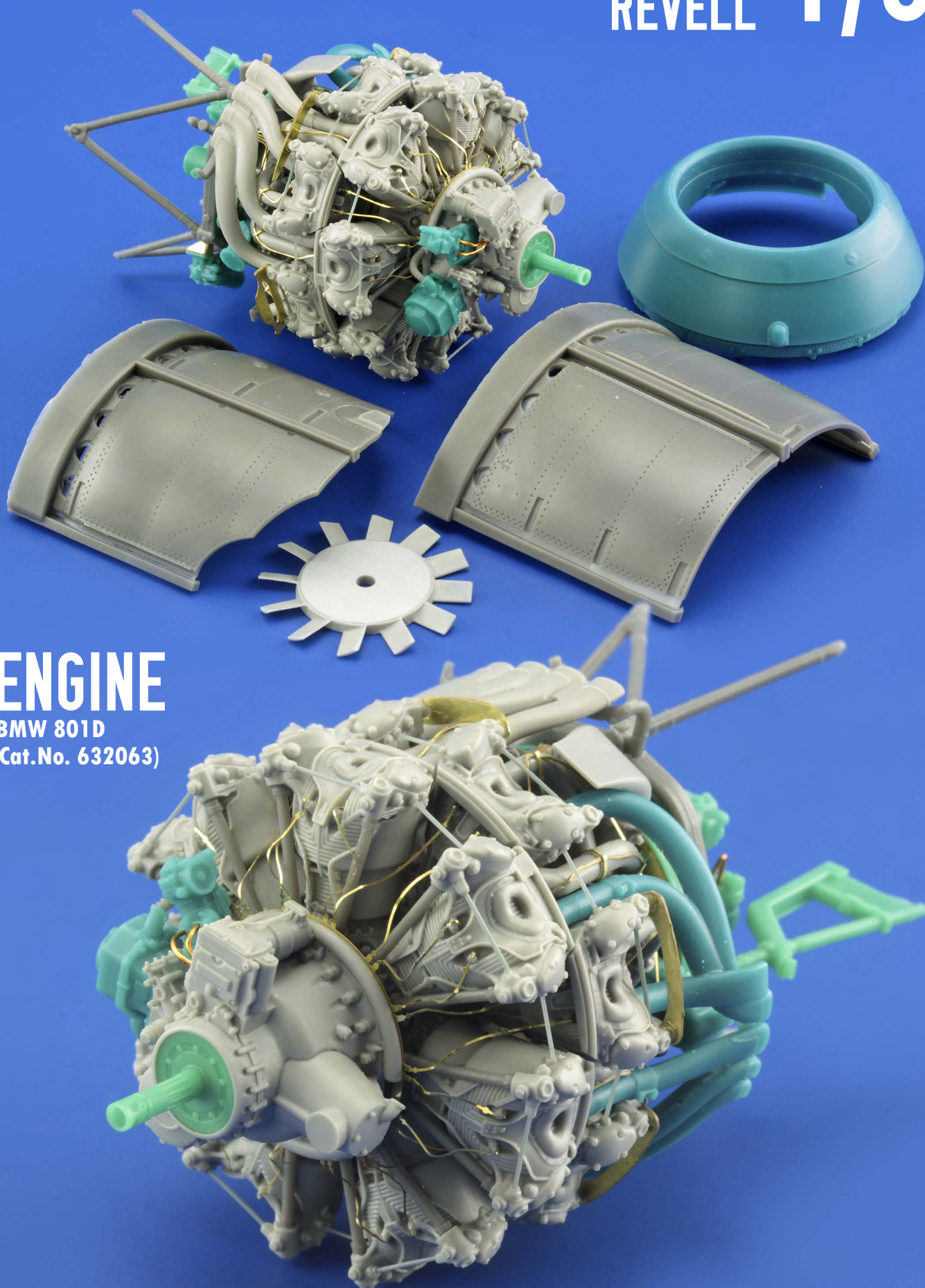


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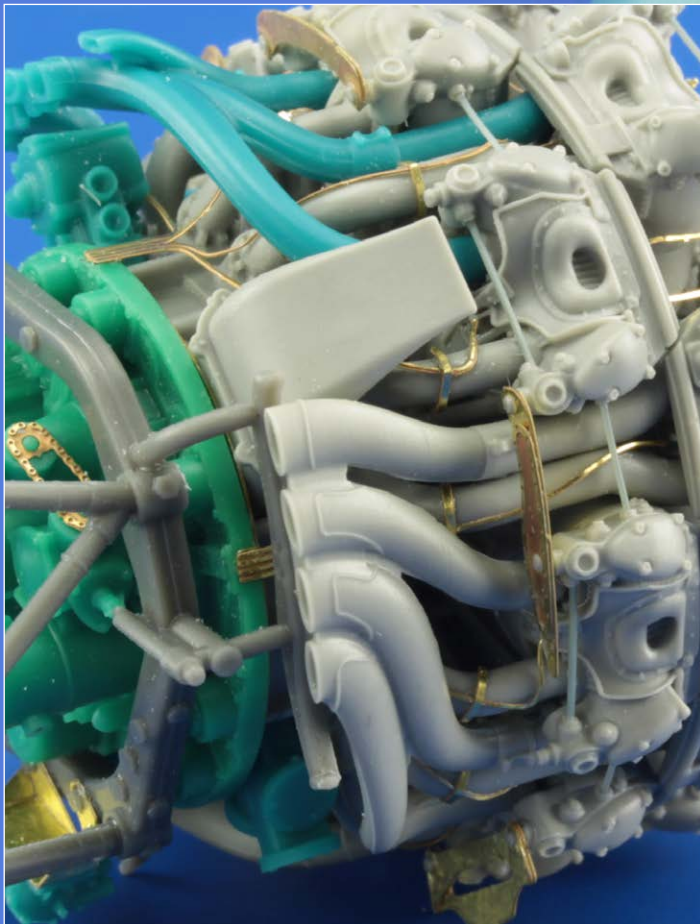
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REVELL 1/32



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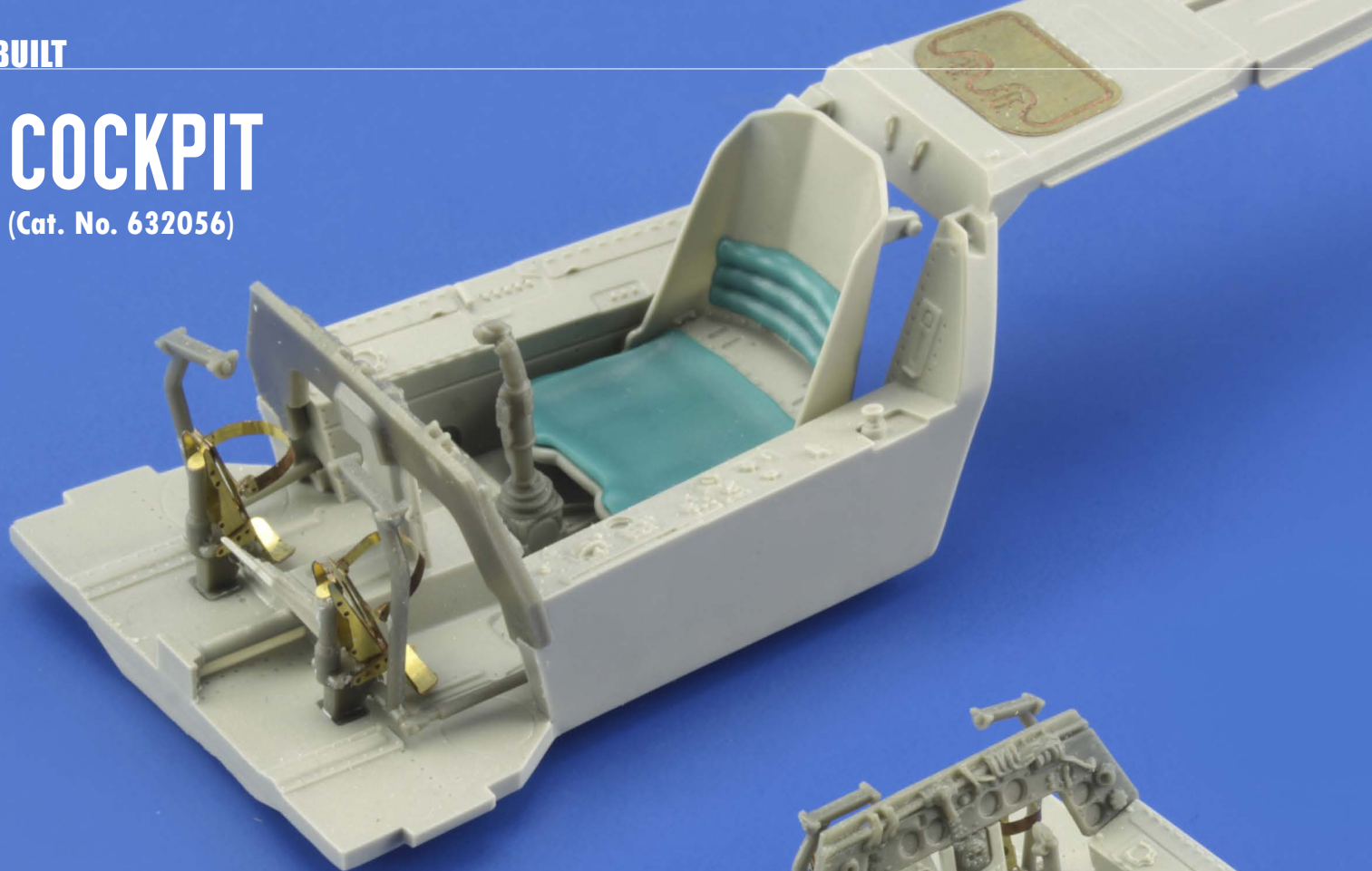
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BUILT

COCKPIT

(Cat. No. 632056)

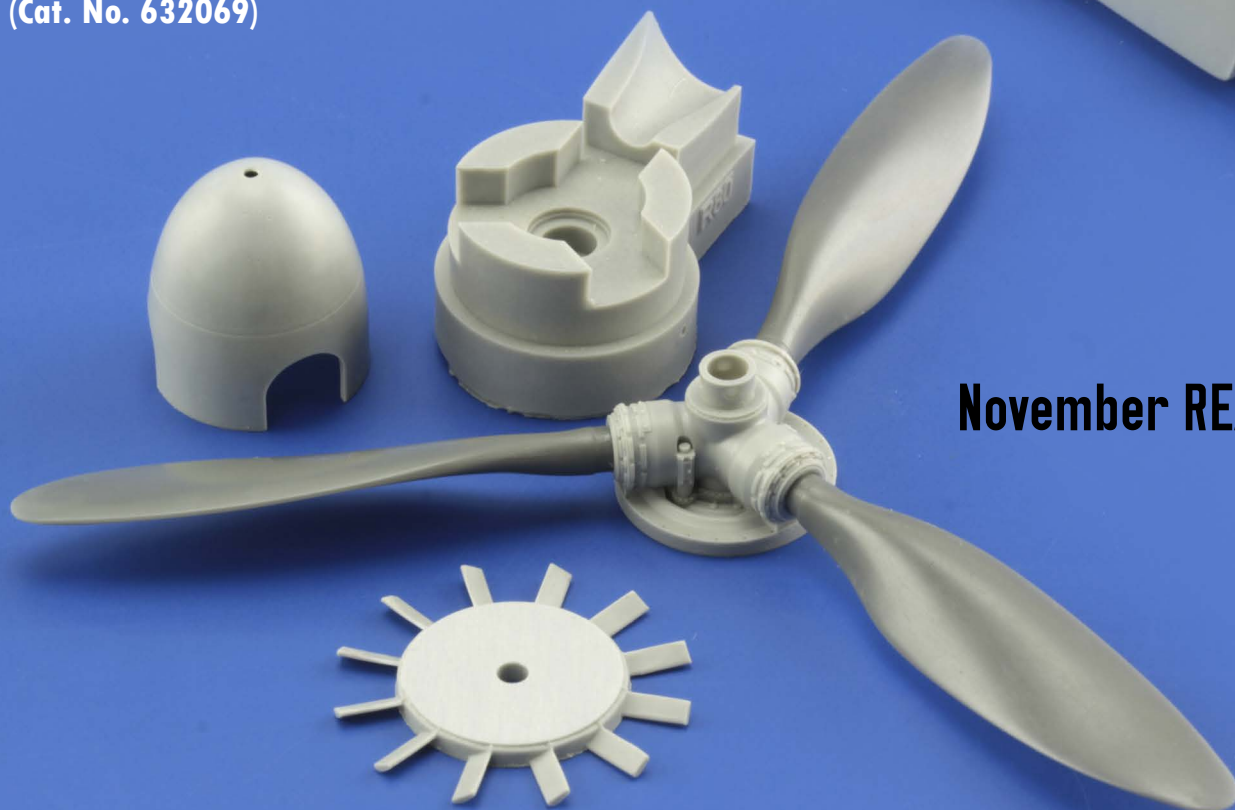


BUY on Eduard store



PROPELLER

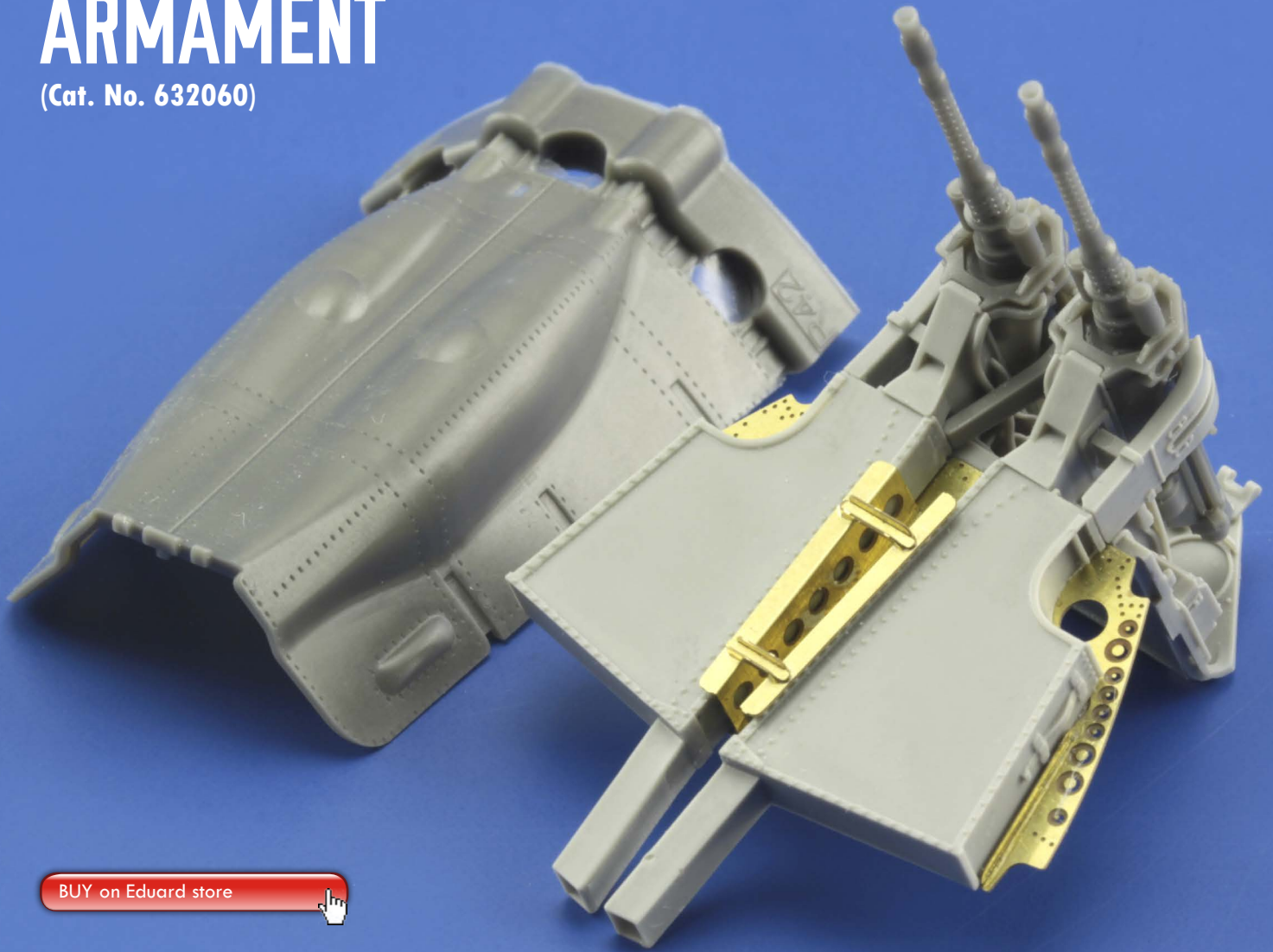
(Cat. No. 632069)



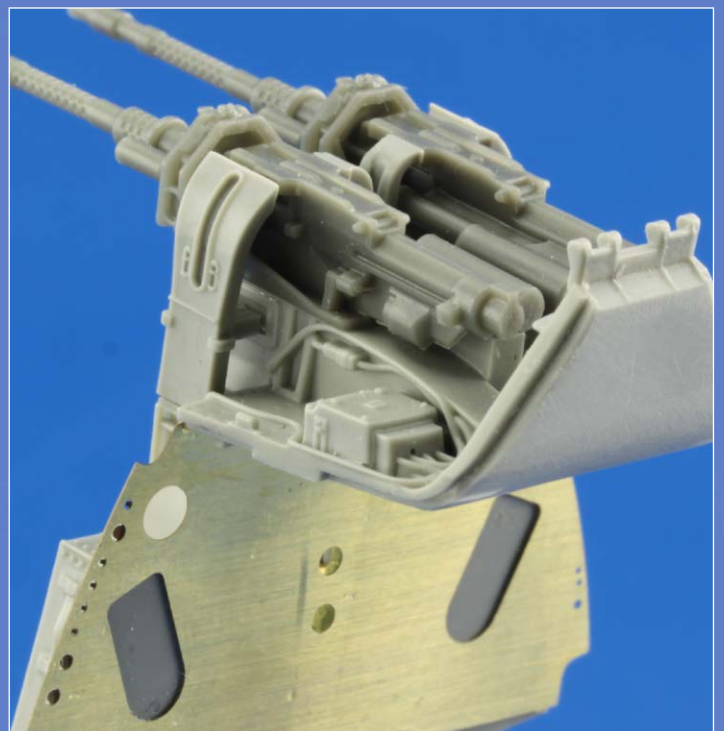
November REALEASE

ARMAMENT

(Cat. No. 632060)



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Spitfire Mk. XVI TB752

Richard Jenkinson



Imagine my great delight when I saw that Eduard were bringing out a Mk XVI high and low back Spitfire. Even more so when one of the sets of markings is for TB752. This Spitfire lives just up the road from me in The Spitfire and Hurricane Museum at the former RAF Manston.

The kit was duly ordered and arrived by post. On opening the box the first impression was what a wonderful kit; what great engineering. Then I noticed that TB752 had elliptical wings in the instructions. The one at Manston does not. Time to do some investigation.

I have known this Spitfire for over 50 years. When I was a young boy, it was stood outside as the RAF Manston gate guard. Every so often it was painted up to keep it's good looks. These were the days when you could touch (climb all over it) the aircraft and not get told off!

To me she was just the local gate guard that



(photo: via www.spitfiremuseum.org.uk)

most RAF bases had. There were a lot of Spitfires left out in the cold in those days. As it turned out this one had quite an illustrious history.

History

And so on the 21st. February 1945, a brand new TB752 was handed over to 33 Maintenance Unit at RAF Lyneham.

Specification of TB752. Mk XVI (LF) (clipped "E" wings). Power unit: Packard Merlin 266 (1580 hp. Max).

She entered service with RAF in March 1945 being allocated to 66 Squadron at RAF Lynton-on-Ouse. She then went on to Schijndel (B85) in Holland where she undertook numerous sorties. On the 25th. March she made a wheels up landing damaging one wing and the prop. (Category AC damage.) and sent to No. 403 Repair and Salvage Unit. 19th. April 1945 reissued to 403 Squadron. Given the code KH - Z. 21st. April 1945 S/L Zary gains the aircrafts first „kill“ flying from B.114 airfield at Diepholtz, Germany. (Bf 109).

25th. April 1945 P/O D. Leslie gains TB752 second „kill“. (FW 189), 1st. May 1945 F/O R. Young gains TB752 third „kill“. (FW190). 3rd. May 1945 F/O Fred Town downs a He 111.

Post war she went into storage until 1956 when RAF Manston was reopened as a Master Diversion Airfield and TB752 was acquired as a gate guardian. There she stood through wind and rain until by chance The Medway Branch of the Royal Aeronautical Society were on the look out for an aircraft to restore and TB752 fitted the bill nicely.

They spent over 15,000 man hours restoring her to the standard we see today. Exactly as she was when she finished service with 403

Squadron. She is a testament to the hard work and skill they put in.

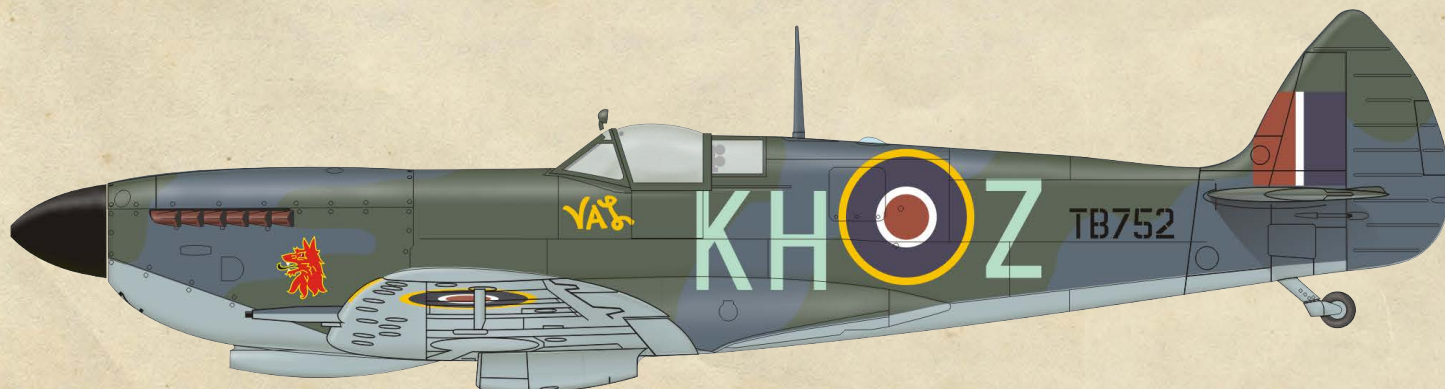
The only way you can tell a IX from a XVI is by it's serial number as externally they look the same. Fortunately TB752 was very well investigated whilst being restored under the leadership of Mr. Lewis Deal who was the project leader for the restoration. He wrote a book about it all simply called "The Manston Spitfire TB752" (Copies can still be had on e-bay ISBN 0 9505733 5 3) and is well worth the read. What we see today is 100% accurate. The markings are those that she wore at the end of her service life with 403 Squadron. As for this lovely kit, well, to do TB752 correctly using the markings in the kit, the modeller will need to use the wings with the bulges over the wheel wells and have them clipped. All parts are in the kit. The Markings are correct for Squadron Leader Zary on the 21st. April, 1945, so no problems there.

Here are a few walk around photo's that might help with making the kit up. Please note Spitfires only had their flaps down when landing and undergoing maintenance.

The Medway Preservation Society has also an interesting track record for restorations and their website is also worth a visit <http://www.mapsl.co.uk/>

I would like to thank Matt Demedts (Museum Manager) for his help in the article.

Richard Jenkinson



Today



(photo: via Richard Jenkinson)

Spitfire Mk.XVI TB752 in Eduard kit:



1198
Spitfire Mk.XVI
1/48 Limited edition

BUY on Eduard store



Aussie Eight

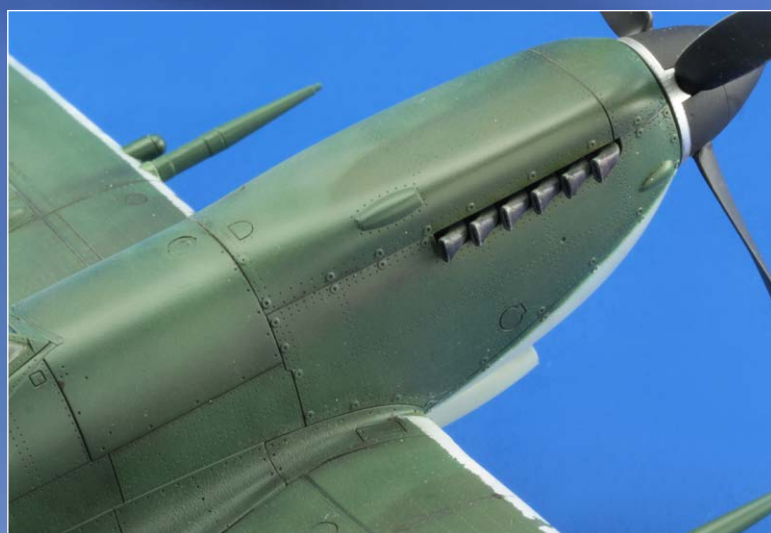
Cat. No. 1188

1/48



built by Zdeněk Nožička

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



This aircraft was originally finished in the RAF Day Fighter Scheme. The tropical sun has caused the RAAF Foliage Green to start fading on the wing upper surface, top of the fuselage and the rudder, and sections of RAF Ocean Grey are starting to appear. Cannon fairings were Foliage Green.





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ON APPROACH

NEXT MONTH....

November 2015



BIG3356



BIG72102

BIGED (November)

BIG3355 MOSQUITO Mk.IV 1/32 HKM
BIG3356 Fw 190F-8 PART II. 1/32 Revell
BIG49136 A-10C 1/48 Italeri
BIG72101 F-4J 1/72 Academy
BIG72102 He 111P-2 1/72 Airfix
BIG72103 C-54 1/72 Revell

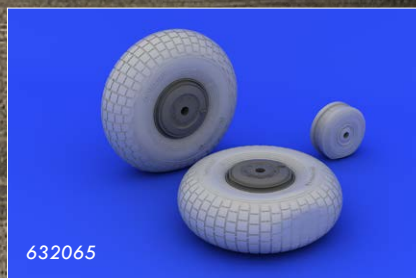
BRASSIN (November)



632065 Mosquito Mk.VI wheels 1/32 Tamiya
632066 Mosquito Mk.VI exhaust stacks 1/32 Tamiya
632069 Fw 190F-8 propeller 1/32 Revell
648220 GBU-49 1/48
648225 Mk.81 bombs w/airbrake 1/48
648232 TER 1/48
648234 F-104 pylons 1/48
648235 F-86F wheels 1/48
672056 AIM-4G 1/72
672077 UTI MiG-15 cockpit 1/72 Eduard

BIGSIN (November)

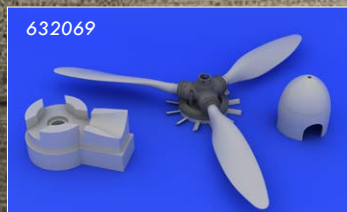
SIN64820 SPITFIRE Mk.XVI ESSENTIAL 1/48 Eduard



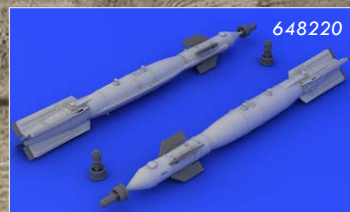
632065



632066



632069



648220



648225



648232



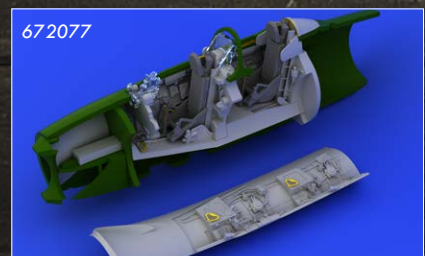
648234



648235

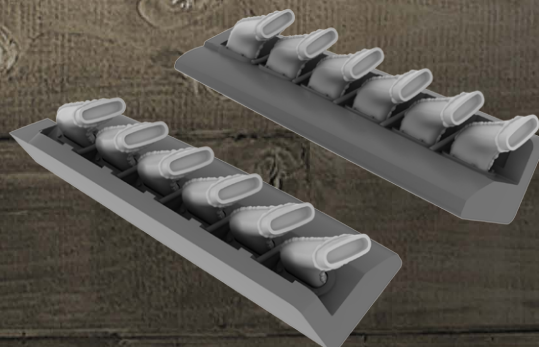
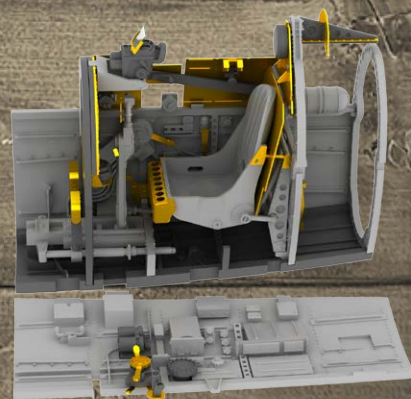
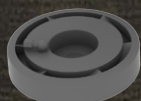
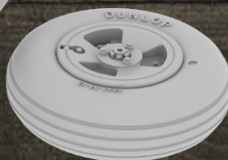


672056



672077

SIN64820



KITS (November)



70102

Avia B.534 IV. serie

1/72 ProfiPACK

ProfiPACK
edition

1145

Gladiator

1/48 Limited edition

eduard
LIMITED EDITION

8094

DH-2

1/48 ProfiPACK

ProfiPACK
edition

7433

UTI MiG-15

1/72 Weekend

WEEKEND
edition



PHOTO-ETCHED SETS

53147 HMS Queen Elizabeth 1943 pt 3	
- superstructure	1/350 Trumpeter
53148 HMS Queen Elizabeth 1943 pt 4	
- cranes & lifeboats	1/350 Trumpeter
36327 Panther Ausf. D	1/35 Tamiya
36328 Panther Ausf. D Zimmerit Horizontal	1/35 Tamiya
36329 WWII German 12.8cm FlaK 40 Zwilling	1/35 Takom
32379 Mosquito Mk.VI exterior	1/32 Tamiya
32380 OV-10A/C exterior	1/32 KittyHawk
32848 Ju 87G-2 seatbelts	1/32 Trumpeter
32849 Mosquito Mk.VI interior	1/32 Tamiya
32850 OV-10A/C	1/32 KittyHawk
32851 OV-10A/C seatbelts	1/32 KittyHawk
48860 Do 17Z-10 exterior	1/48 ICM
48861 Do 17Z-10 landing flaps	1/48 ICM
48862 Gladiator upgrade set	1/48 Eduard
49738 Do 17Z-10 interior	1/48 ICM
49739 Bristol F.2B Fighter	1/48 Revell

PHOTO-ETCHED SETS (November)

72614 Stirling Mk.I bomb bay	1/72 Italeri
72615 Stirling Mk.I exterior	1/72 Italeri
73535 Stirling Mk.I	1/72 Italeri

ZOOMS

33151 Mosquito Mk.VI interior	1/32 Tamiya
33152 OV-10A/C interior	1/32 KittyHawk
FE738 Do 17Z-10 interior	1/48 ICM
SS535 Stirling Mk.I	1/72 Italeri
SS537 UTI MiG-15 Weekend	1/72 Eduard

Jerry Billing

401. squadron

Into our Spitfire MK.IXC late version (Cat 8281) kit, we have also included Spitfire ML135, flown by Canadian Jerry Billing, a member of the 401st Squadron, in June and July 1944.

Immediately after the release of this kit, we welcomed the opportunity to deliver one copy to the pilot himself, which was mediated by Bob Swaddling. Although confined to a hospital bed, Jerry was pleased by a memory of an airplane he flew shortly after the D-day. Name Dorothy had nothing to do with Jerry's private life, it was only amplifying the letter D in the codename of his Spitfire YO D.



Spitfire LFMk.IXc, ML135, flown by Jerry Billing, No. 401 Squadron, Tangmere AB, June 7, 1944

One of many Canadians in the RAF was Jerry Billing. He volunteered for the RAF in October 1942 to help the Malta defense. He joined No. 185 Squadron and fought over the island until March 1943, when he was downed by a Bf 109 pilot. In 1944, Jerry Billing was sent to No. 401 Squadron. He downed a Ju 88 bomber and damaged two Fw 190s on June 7, 1944, the second day of the invasion of Normandy. On July 1, 1944, his Spitfire, ML135, was hit by AAfire and landed in no-

-man's land in France. He managed to get back to the UK with the help of a French family. After WWII, Jerry Billing re-enlisted in the Royal Canadian Air Force and became an instructor. In 1951, he joined the Blue Devils – a Canadian aerobatics team that flew Vampire jets. In 1964, he left the RCAF and took a job at DeHavilland as a test pilot.



(photo:via Robert Swaddling)



(photo:via Robert Swaddling)



Spitfire LFMk.IXc, ML135, flown by Jerry Billing, No. 401 Squadron, France, July 1, 1944

Jerry Billing was shot down at the controls of ML135 on July 1, 1944 and crash landed 7 miles south of Ca-
rentan, France. The D-Day stripes were left on the under-
sides only and the female name 'Dorothy' appeared
under the windscreen.

Jerry Billing died on January 9th, 2015
at the age of 93. May he rest in peace.