

INFO

EDUARD

VOL. 11 • ISSUE 8 • AUGUST 2011



KITS:

Tempest Mk.V 1/48 LIMITED EDITION

BUILT:

Spad XIII 1/48



F6F-3

AUGUST KIT:
HELLCAT 1/72

1/72

INFO EDUARD

VOL. 11 • ISSUE 8 • AUGUST 2011

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

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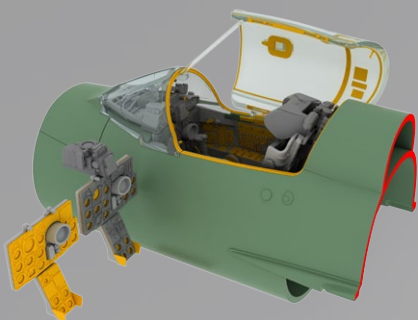
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ON APPROACH

September 2011 releases



MiG-21 MF interior early



Hellcat



F6F-3
HELLCAT! 1/72

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Issued by Eduard Model-Accessories, Ltd.
Mírová 170, Obrnice 435 21
info@eduard.cz
www.eduard.com

EDITORIAL



Well, August would be the second of the lazy, hazy summer months, but not here. We are taking part in two shows this month, and that makes this about the busiest month of the year, at least for some of us. We'll be at the IPMS Nats first, in early August, in Omaha, and then, in late August, we will participate in the Pilzenkit show in Pilzen. And to top it off, our design offices are gearing up for the busy release schedule for the autumn months on all fronts.

We have a hot new little item for August. This is the month of the seventy second scale Hellcat. We are now in a position to make many small scale lovers happy with this kit. We have already spent a lot of time building this new kit, and all of our testers are in agreement that this kit follows well on the heels of the MiG-21 in terms of quality and detail. I personally am very pleased to open our new 72nd scale age with his item. Our idea is to develop well detailed, easy to built kits, with very good fit and a high

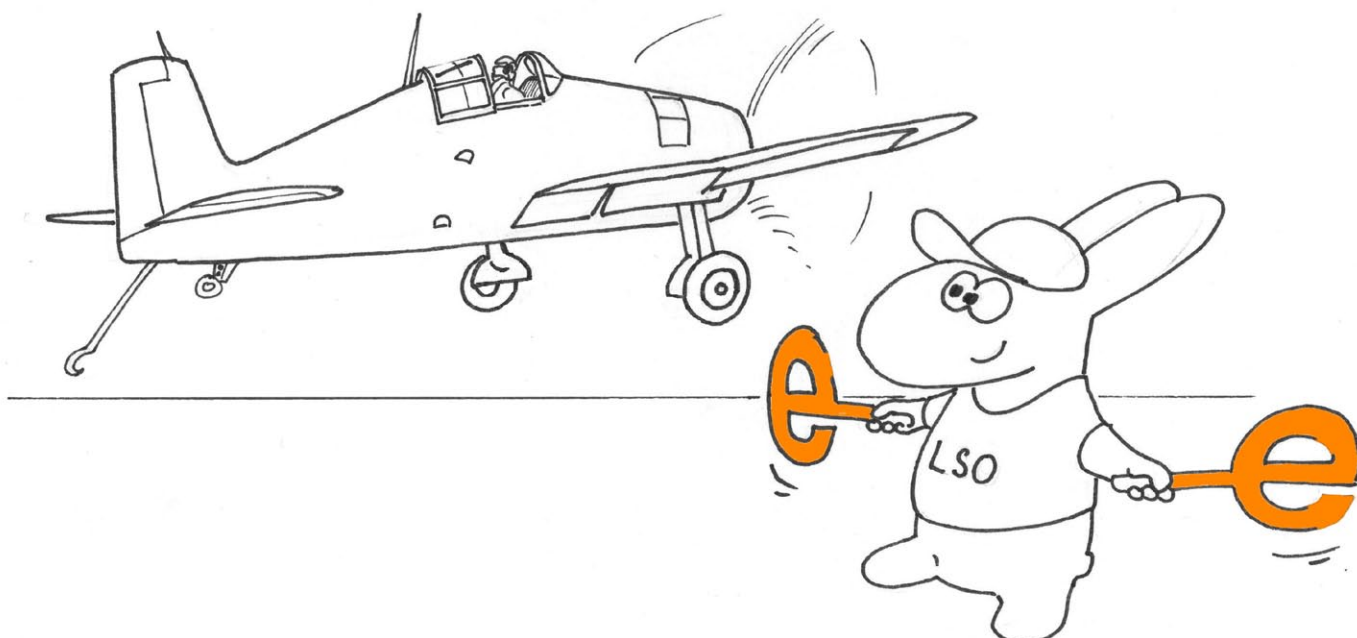
accessory equipment inclusion in the Profipack line. Besides the details, easy of assembly, the mask, photo etch and the high quality Cartograf decals, we are also trying out a side opening box on this item. This is the first time that we are trying out this kind of boxing.

The second kit for August is the well known quarter scale Tempest. For the longest time I was against the re-release of this old warrior, but when I see all the photo-etch and resin upgrade items, as well as the refreshed plastic and the Cartograf decals, I see this is still a nice kit. But either way, this is really the last edition of the old Eduard quarter scale Tempest. If we do end up releasing the Tempest again, it will surely be a new tooled kit.

The Brassin line offers a single set in August, which is the early style cockpit interior for the MiG-21MF. This is the only Brassin set this month, but not the only MiG-21 accessory set for August, as there are some MiG-21 items among

the photo-etched sets. All these new August items will be available at our booth at the IPMS Nats in Omaha, at least on the first day of the show. If you have a question, or if you want to see our hottest releases in person, come stop by! You will be welcome, as usual! Those that can't come to Omaha, just wait a couple of days to see these new releases at your local shop. To help alleviate any boredom in the meantime, check out our Rabbit comics this month. They are Hellcat themed....check them out, and check six!

Vladimir Sulc



e-BUNNY TALES

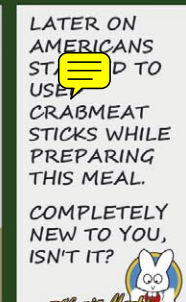
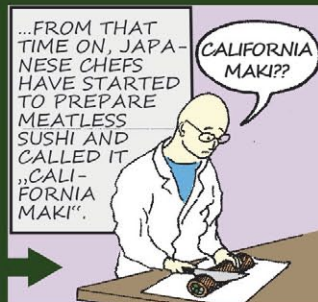
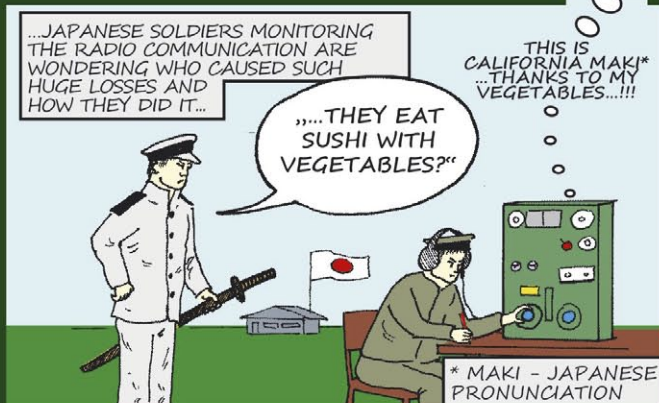
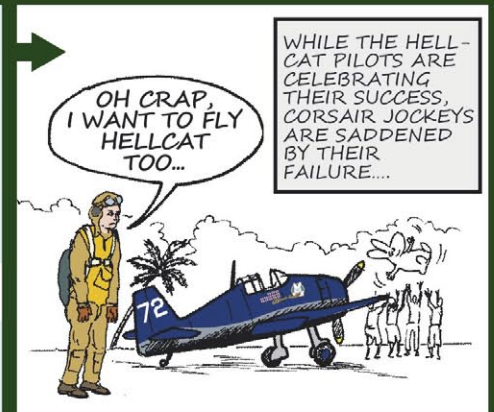
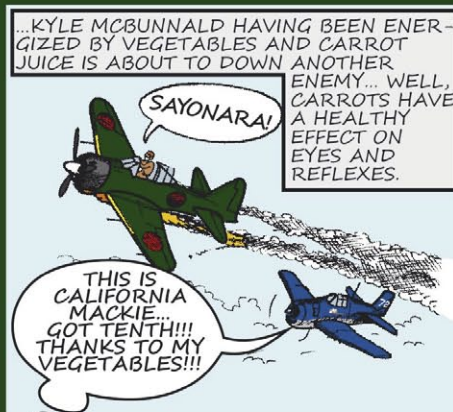
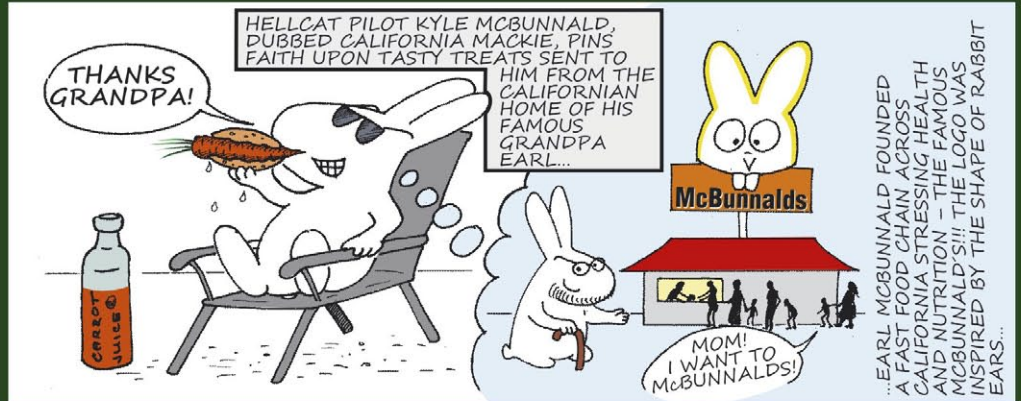
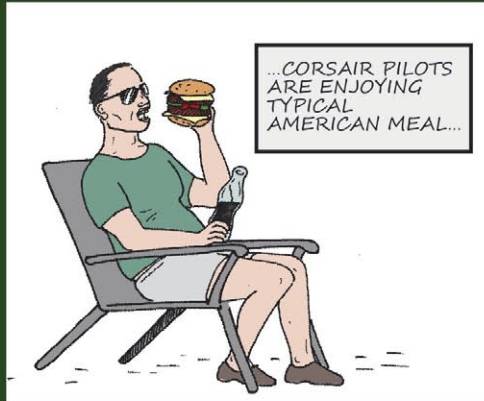


THE CALIFORNIA MACKIE

BY JAN BOBEK & MARTIN FERKL
EDUARD - MODEL ACCESSORIES 2011



1943, US AIR JOCKEYS ARE BATTLING JAPANESE FIGHTERS VERY, VERY HARD. BEHIND AERIAL FIGHTS EXISTS A HIDDEN RIVALRY BETWEEN HELLCAT AND CORSAIR PILOTS. THEY ARE RACING TO SEE WHO CAN DOWN THE HIGHER NUMBER OF ENEMY AIRCRAFT...



WARNING! CALIFORNIA MAKI IS NOT INCLUDED IN EDUARD'S NEW 1/72 HELLCAT! WWW.EDUARD.COM

F6F-3 ProfiPACK Edition

1/72 Cat.No. 7076



F6F-3, BuNo 25813, Lt. C.K. 'Ken' Hilderbrandt, VF-33, Ondonga, December 1943



F6F-3, BuNo 40090, VF-1, Lt. William C. Moseley, USS Yorktown, June 1944



F6F-3, Probable BuNo 66016, VF-16, USS Lexington, Hawaii, September 1943

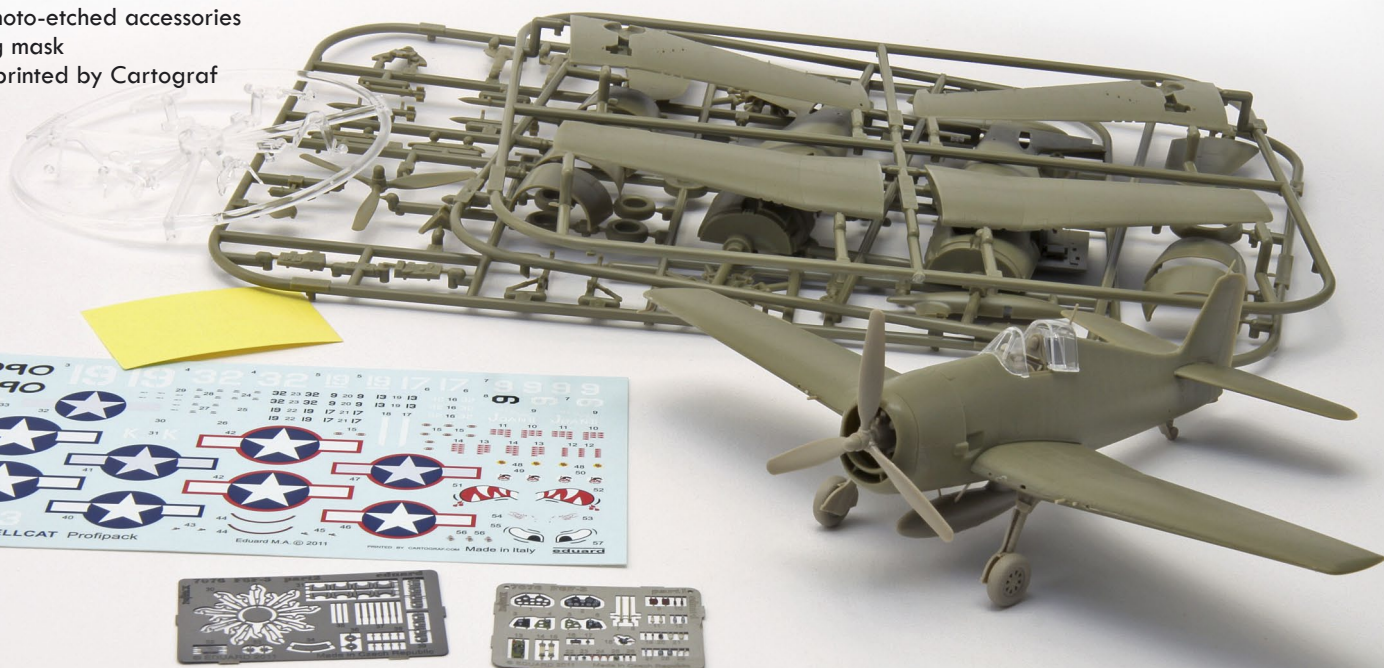


F6F-3, Lt. Richard E. Stambook, VF-27, USS Princeton, October 1944



F6F-3, BuNo 40467, Lt. Alexander Vraciu, VF-6, USS Intrepid, February, 1944

- five attractive markings
- color photo-etched accessories
- painting mask
- decals printed by Cartograf

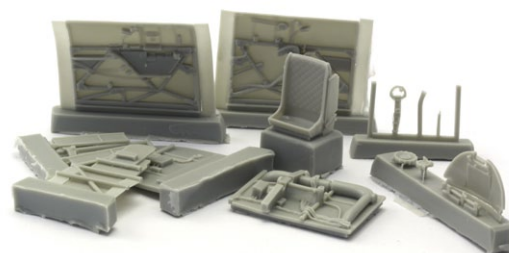


BUY F6F-3 1/72

Tempest Mk.V. LIMITED EDITION**1/48 Cat.No. 1157**

- six marking options
- resin parts for complete cockpit interior
- color photo-etched accessories
- painting mask
- decals printed by Cartograf

RESIN PARTS



W/Cdr Roland P. Beamont, CO of No.150 Wing, Castle Camps, early 1944



Pierre Clostermann, No.3 Sqn., RAF, Fassberg, Germany, May, 1945



F/O B.F. Miller, No. 501 Sqn, Bradwell Bay, October, 1944



Pierre Clostermann, No.3 Sqn, RAF, Fassberg, Germany - Copenhagen, Denmark, July - August 1945



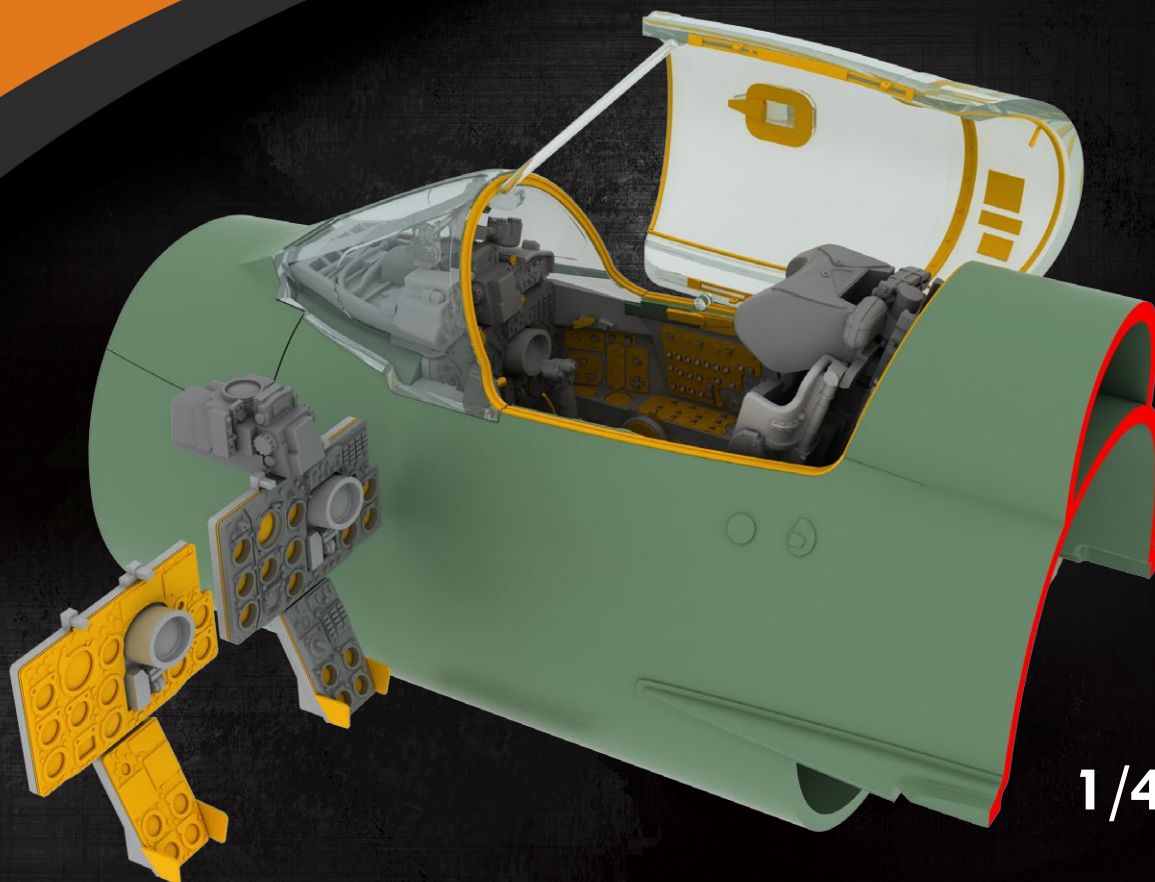
S/L Cornelius J. Sheddan, CO of No. 486 Sqn, RAF, Fassberg, May, 1945



W/Cdr Evan D. Mackie, CO of No.122 Wing, Fassberg, Germany, May, 1945

**BUY Tempest Mk.V 1/48**

648035 MiG-21MF interior early 1/48 (Eduard)



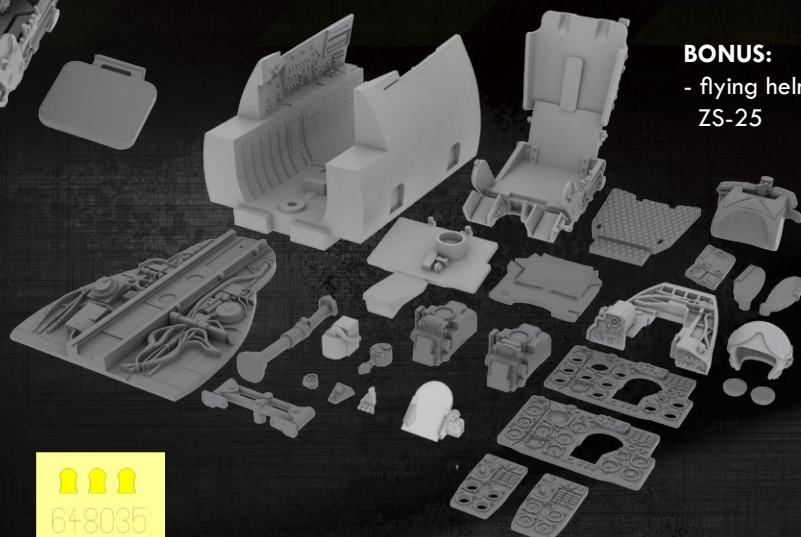
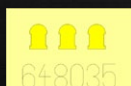
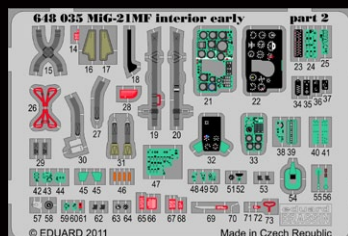
1/48

BUY MiG-21MF interior early

- cockpit with the side panels and back bulkhead
- seat with cushion and headrest
- 3 instrument panel versions (just resin; resin + color PE; PE combination)
- 2 types of gunsight (early nad late)
- reflexive glass for the gunsight is made from clear resin
- rudders
- control sticker

BONUS:

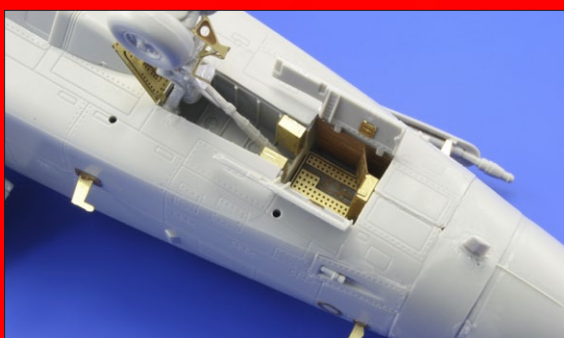
- flying helmet ZS-25



BIG ED



48676 Tornado IDS exterior (BIG4953)



48676 Tornado IDS exterior (BIG4953)



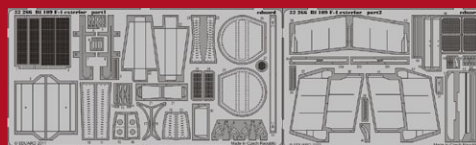
49501 F-111 avionics (BIG4954)



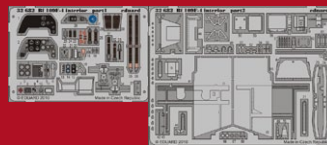
48668 F-111 engine (BIG4954)

BIG3303 Bf 109F-4 1/32 HASEGAWA*

32266 Bf 109F-4 exterior



32682 Bf 109F-4 interior S.A.

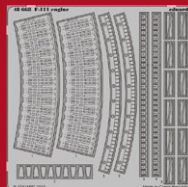


JX116 Bf 109F-4



BIG4954 F-111C 1/48 HOBBY BOSS*

48668 F-111 engine



48674 F-111C exterior



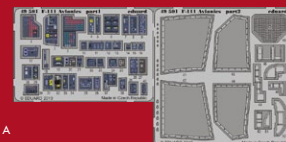
49498 F-111 early seatbelts



49518 F-111C interior S.A.



49501 F-111 avionics



49009 Remove Before Flight



EX292 F-111A



BIG4953 TORNADO IDS 1/48 HOBBY BOSS*

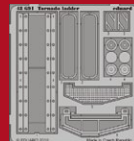
48676 Tornado IDS exterior



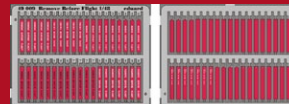
48690 Tornado Air brake and flaps



48691 Tornado ladder



49009 Remove Before Flight



49522 Tornado IDS interior S.A.



49527 Tornado IDS seatbelts



EX299 Tornado IDS

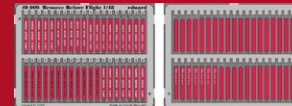


BIG4952 EF-2000 TYPHOON Single Seater 1/48 REVELL*

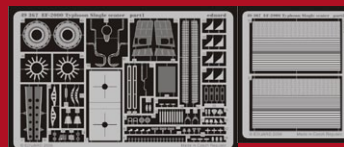
48657 EF 2000 ladder



49009 Remove Before Flight



49367 EF-2000 Typhoon Single Seater



EX191 EF-2000 Typhoon Single Seater



BUY BIG3303 Bf 109F-4 1/32 HASEGAWA



BUY BIG4954 F-111C 1/48 HOBBY BOSS



BUY BIG4953 TORNADO IDS 1/48 HOBBY BOSS



BUY BIG4952 EF-2000 TYPHOON Single Seater REVELL



SELECTED

PHOTO-ETCHED

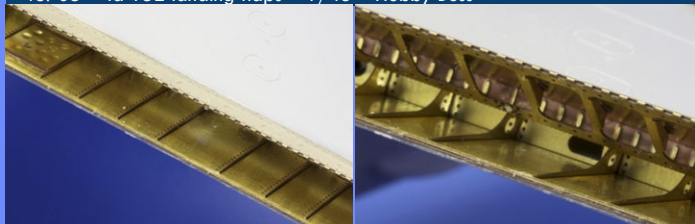


49567
Ta 152 S.A.
1/48 Hobby Boss

48701 S-2E exterior 1/48 Kinetic



48705 Ta 152 landing flaps 1/48 Hobby Boss



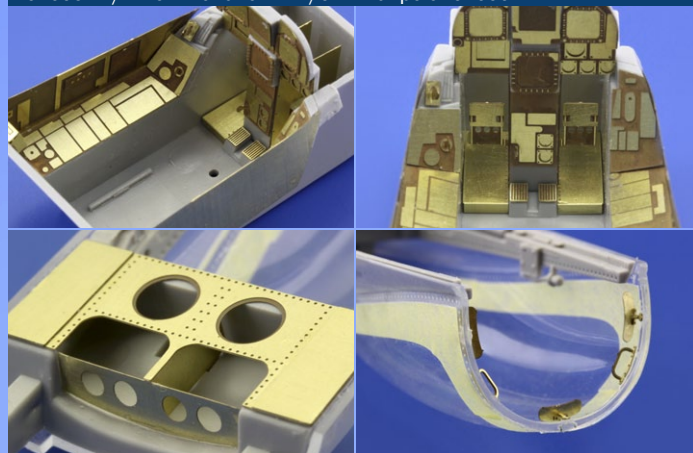
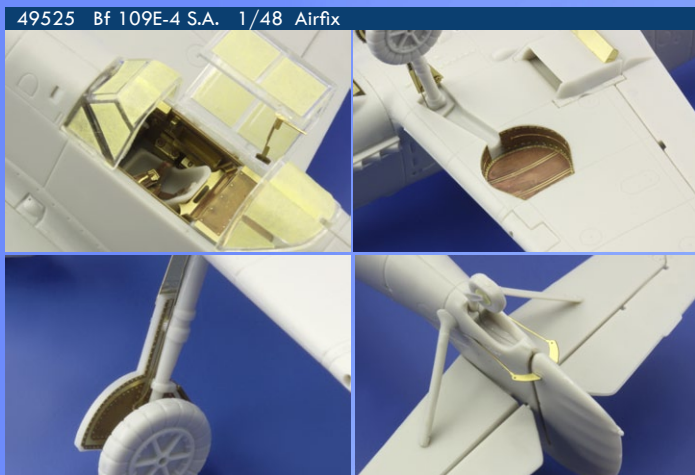
49567 Ta 152 S.A. 1/48 Hobby Boss



32687 F/A-18E seatbelts 1/32 Trumpeter



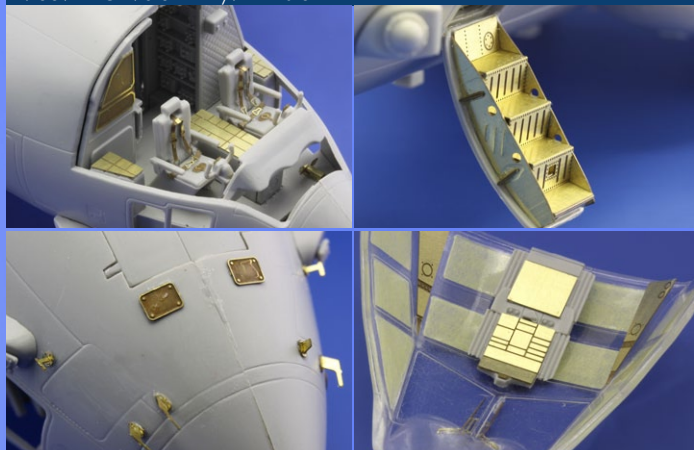
32688 F/A-18E interior S.A. 1/32 Trumpeter 32688



For whole actual
Photo-Etched production
see page 12.

PHOTO-ETCHED

73394 C-27J S.A. 1/72 Italeri



53061 Admiral Hipper 1/350 Trumpeter



53062 Admiral Hipper railings 1/350 Trumpeter



53061
Admiral Hipper
1/350 Trumpeter

eduard

KITS

7076	F6F-3	1/72	ProfiPACK
1169	TEMPEST Mk. V.	1/48	LIMITED

PE-SETS

32687	F/A-18E seatbelts	1/32	Trumpeter
32688	F/A-18E interior S.A.	1/32	Trumpeter
32702	F-16I SUFA undercarriage	1/32	Academy
36175	BR 86 floor plate	1/35	Trumpeter
36176	BR 86 interior	1/35	Trumpeter
36177	BMP-3 UAE	1/35	Trumpeter
36178	BMP-3 UAE baskets	1/35	Trumpeter
36182	Leopard 2A6M CDN	1/35	Hobby Boss
48694	Lavochkin La-5 landing flaps	1/48	Zvezda
48701	S-2E exterior	1/48	Kinetic
48705	Ta 152 landing flaps	1/48	Hobby Boss
49525	Bf 109E-4 S.A.	1/48	Airfix
49562	Lavochkin La-5 S.A.	1/48	Zvezda
49567	Ta 152 S.A.	1/48	Hobby Boss
49572	MiG-21MFN interior S.A.	1/48	Eduard
53061	Admiral Hipper 1/350	1/350	Trumpeter
53062	Admiral Hipper railings 1/350	1/350	Trumpeter
72518	Mi-4 exterior	1/72	Hobby Boss
72519	Mi-4 cargo	1/72	Hobby Boss
73387	Mi-4 interior S.A.	1/72	Hobby Boss
73392	Bf 110E S.A.	1/72	Airfix

73394	C-27J S.A.	1/72	Italeri
99023	Railings 45' 3 bars short	1/700	
99024	Railings 45' 3 bars short	1/350	
99031	WWII IJN watertight doors	1/700	

ZOOMS

33079	F/A-18E interior S.A.	1/32	1/32	Trumpeter
FE525	Bf 109E-4 interior S.A.		1/48	Airfix
FE562	Lavochkin La-5 S.A.		1/48	Zvezda
FE567	Ta 152 interior S.A.		1/48	Hobby Boss
FE572	MiG-21MFN interior S.A.		1/48	Eduard
SS387	Mi-4 interior S.A.		1/72	Hobby Boss
SS392	Bf 110E interior S.A.		1/72	Airfix
SS394	C-27J S.A.		1/72	Italeri

MASKS

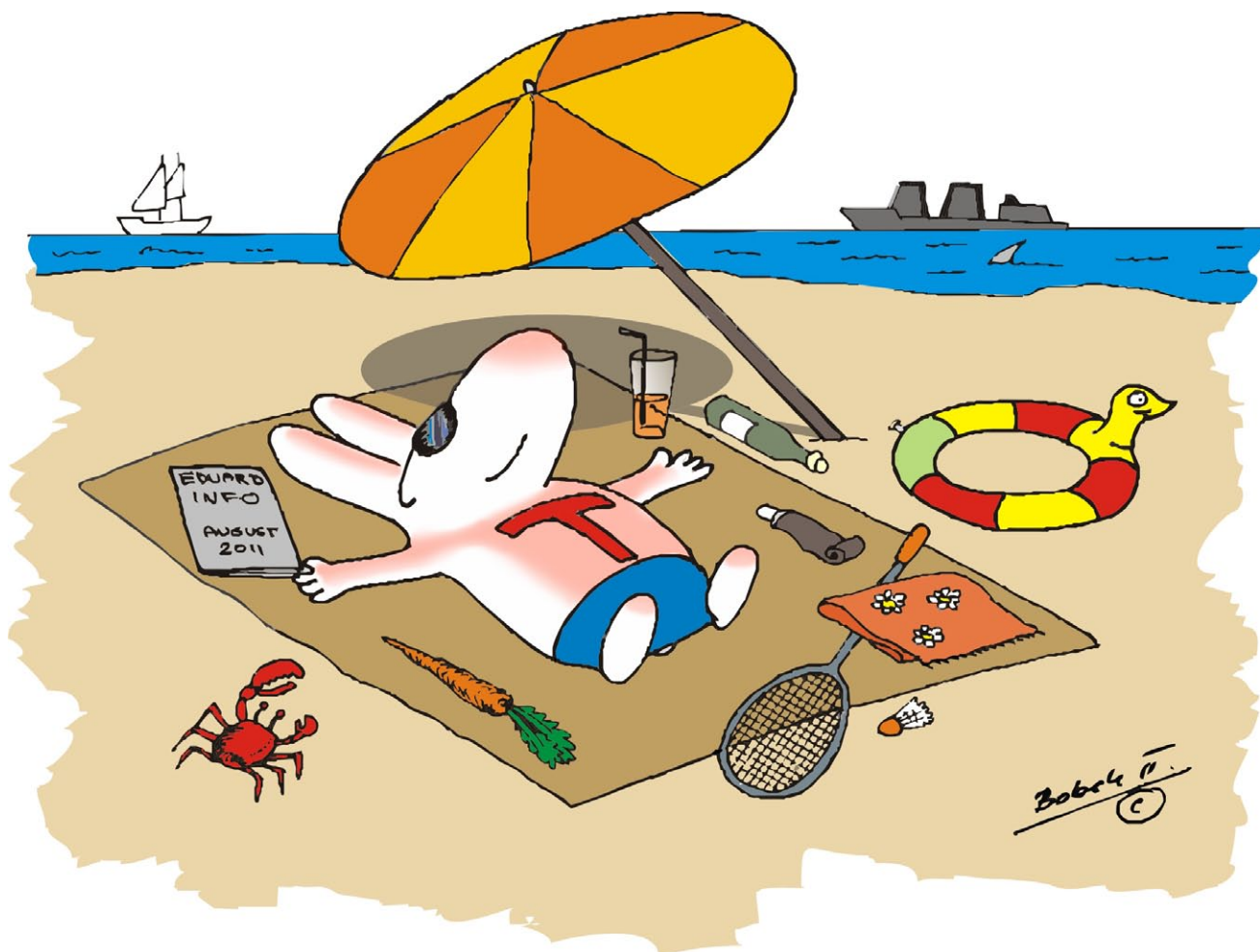
CX292	F9F-2	1/72	1/72	Hobby Boss
EX336	UC-43/C-17	1/48	1/48	Roden
JX127	He 111P	1/32	1/32	Revell
JX129	Spitfire Mk.XVle	1/32	1/32	Tamiya
JX130	Harrier Gr.Mk.7	1/32	1/32	Trumpeter
JX131	Il-2M two seater	1/32	1/32	Trumpeter

BIG-ED

BIG3303	Bf 109F-4	1/32	1/32	Hasegawa
BIG4952	EF-2000 TYPHOON Single Seater		1/48	Revell
BIG4953	TORNADO IDS		1/48	Hobby Boss
BIG4954	F-111C		1/48	Hobby Boss

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Comments and input from J&T





Srecko Bradic

HELLCAT!

Mark Nankivil

With 12,275 example built, the Grumman Hellcat was not most the most numerous aircraft of WWII, nor the fastest, best armed or most maneuverable machine, but it did boast the best kill to lost ratio at all WWII fighters; and it is credited with 55 % of all aerial kills by the US Navy and Marine Corps with 5,156 victories (4,947 by carrier-based units and 209 by land-based units) for the loss of just

270 Hellcats. The Hellcat's design offered an ideal compromise of power, durability and performance.

Development of the Hellcat started as Designs 33 and 33A, which were developments of the Wildcat fighter adapted to install the more powerful Wright R-2600 radial. In March 1938, work on an all-new naval fighter with the R-2600 was initiated as Design

35. After some basic evaluation it was decided to proceed with work on the brand new design. In most aspects the design followed the basic principles of the Wildcat but many improvements were made, including wider landing gear, lower wings and much improved visibility. Reports from the war in Europe made it clear that the new fighter must have better performance than the Wildcat. The US Navy ordered two XF6F-1 prototypes (BuNos 2981/02982) on 30 June, 1941. It is interesting that the Vought Corsair was also ordered on the same day. The first order production order of 1080 samples was placed in 1942. After several variants were developed and tested, the first operational version, the F6F-3, was first flown on 3 October, 1942. From August 1943, all Hellcats were fitted to carry a 1504- US gal (568-liter) drop tank beneath the fuselage. Beginning in January 1944, 60 per cent of the F6F-3s were delivered with the R-2800- 10W engines in place of the R-2800-10s, which lacked water injection. A total of 4,402 F6F-3s and last F6F-3 was



An F6F-3 in flight during 1942. Early Hellcats had Non-Specular Blue Grey camouflage on the upper surfaces with simple stars (no bars). Note that the paint is heavily faded.

Photo up: This F6F represents a later build -5 model without the windows aft of the canopy.

HISTORY

delivered by 20 April, 1944. A total of 229 Hellcats were modified by Grumman as F6F-3Ns night fighters. The next version was the F6F-5, which fully replaced the older version F6F-3 by early 1945. The night fighter version F6F-5N was produced also. It is interesting that there are two main versions and several subversions of the Hellcat.

The Hellcat's first combat mission occurred on August 31, 1943, in a strike against Marcus Island, including CDR. Charles Crommelin's VF-5, LCDR Phil Torrey's VF-9, and a detachment of O'Hare's VF-6. The early-morning raiders destroyed eight twin-engine bombers on the ground; while losing two Hellcats to anti-aircraft fire and one to engine trouble. The next day, over Howland and Bakers Islands, LTJG Dick Loesch and ENS A.W. Nyquist scored the Hellcat's first aerial victory when they teamed up to shoot down a Kawanishi H8K flying boat. Hellcats were used on during the big battles off Formosa on 12-14 October, 1944; the Second Battle of the Philippine Sea on 24 and 25 October; Iwo Jima in February 1945 and Okinawa in March 1945. Finally, carrier-based Hellcats provided air cover for the bombers attacking the remnants of the Imperial Japanese Navy, which were taking refuge in the Inland Sea. The fierce air battles were fought on Japanese skies against Japanese Army and Naval Air Forces till the cease of fire. All top-scoring Navy carrier aces were F6F pilots, namely CDR David McCampbell of VF-15 (34 victories), LCDR Cecil Harris of VF-18 and -27 (24), LCDR Gene Valencia of VF-9 (23), LCDR Alex Vraciu of VF-6, -16, and -20 (19), and LCDR Pat Fleming of VF-80 (19 each).

Hellcats deployed into Marines services were principally used by night fighter squadrons, with the F6F-3Ns of VMF(N)-534 being the first to reach the combat zone when they arrived on Guam in early August 1944. The only claim of this unit was a Nakajima C6N1

Mark Nankivil



A British crew works hard to prepare this Hellcat Mk I. for a mission. British Hellcats featured some minor improvements to the cockpit.

reconnaissance aircraft which was shot down in daylight. Night fighters F6F-3Ns were also deployed with VMF(N)-541, arriving in September 1944 on Peleliu, in the Palau Islands, where it claimed its first enemy aircraft. It then was credited with the destruction of twenty-two aircraft in the air and several on the ground during operations from Tacloban. During the Okinawa campaign, when they flew F6F-5Ns, pilots from VMF(N)-533, 542, and 543 respectively claimed thirty-five, eighteen and fifteen night air victories. All three squadrons were on Okinawa when the war ended. By early 1946, Hellcat night fighters were serving with eight squadrons on Okinawa and in China, Japan, and the United States. Soon afterwards the number of squadrons was reduced, and by the end of the decade the last Marine F6F-5Ns had been replaced by more modern aircraft.

One of the USMC squadrons that operated standard Hellcat fighter was MAG-51 (Marine Air Group 51), which in 1944 trained with Tiny Tim rockets in preparation for deployment to Europe (Project Danny) and operations against V-1 flying-bomb launching sites. Other Hellcats used by USMC in combat operations were those of VMD-354 (Marine Photographic Squadron 354). Equipped with F6F-5Ps, this squadron was sent to Guam in May 1945 and operated until the end of the war from Peleliu, Ulithi, and Okinawa. Marines were in general operated Corsairs.

The main battlefield for the US Hellcats was the Far East but in August 1944, aircraft from VOF-1 (Observation Fighting Squadron One) aboard the USS Tulagi (CVE-72) and VF-74 aboard the USS Kasaan Bay (CVE-69) commenced operations in European theater and provided air cover during Operation Dragoon in southern France. The Hellcat's role was directing naval gunfire, armed reconnaissance, interdiction, strafing, and bombing sorties. Few air kills were achieved during this operation.

The United Kingdom was only official foreign operator of the Hellcat. A total of 1,177 F6F-3s, F6F-5s, F6F-5Ns, and F6F-5Ps were delivered to the Fleet Air Arm. I say official, as one sole example was captured in Taiwan and transported to Japan during the war.

The Hellcat was the most numerous American aircraft operated by the Fleet Air Arm during the war years. The first 252 aircraft were F6F-3s, which were to have been designated Gannet Is in British Naval service but were redesignated Hellcat Is before deliveries began in May 1943. They were followed by 849 F6F-5s and seventy-six F6F-5Ns, which respectively became Hellcat F. Mk. IIs and Hellcat N.F. Mk. IIs with the Fleet Air Arm. Most Hellcats were operated as received from the United States, but Blackburn Aircraft fitted British rocket projectile launchers to a number

Mark Nankivil



They fought hard for our freedom! This board is evidence of the Hellcat's achievements.



First aerobatic team of the US Navy was equipped with Grumman Hellcats for one year before being replaced with Bearcats. Aircraft have standard naval pattern of the overall Glossy Sea Blue with yellow letters. Note that pilot wear green flying suit and that was very new nylon material which was proven as non suitable for practical use.



This machine was flown by ENS Bob Burnell of VF-27, on aircraft carrier USS Princeton, October 1944. Camouflage is standard late war and aircraft personal name was PAPER DOLL. Stylized Japanese flags representing air claims are painted beneath the cockpit.



After the war Hellcat find its role as pilot trainer or reserve. This sample machine was from Naval Air Station New York. Camouflage is standard and warm yellow band indicate its reserve unit. Numbers standard in white color.

Mark Nankivil



One of the radar housing variants of the F6F-3 model.

of F6F-3s and modified some F6F-5s as Hellcat P.R. Mk. II lighter-reconnaissance aircraft and others as Hellcat P.R. Mk. II unarmed photographic-reconnaissance aircraft. The first two squadrons to be equipped with Hellcats were Nos. 800 and 804. They were soon engaged in Operation Tungsten on 3 April, 1944, during which they provided cover for strikes against the German battleship Tirpitz anchored in Norway. During the various missions in early stage UK Hellcats downed three enemy aircraft and lost two of own (after dogfights with Bf 109s and Fw190s). Operating from HMS Emperor, they flew cover for landings in Southern France.

British Hellcat squadrons went into action against Japan on 29 August, 1944, when Nos. 1839 and 1844 aboard HMS Indomitable provided cover during strikes against a harbor in the Netherlands East Indies. The most important combat sorties flown by British Hellcats in this theatre of operations were attacks on Sumatra oil refineries in January 1945. In the closing days of the war in the Pacific, they provided only night operations cover. After the war, almost all airworthy Hellcats were returned to the United States. The last two squadrons to fly the type were No.892 and No.888, which disbanded in April and August 1946 respectively. The last Hellcat retained in the United Kingdom was KE209. This aircraft was still airworthy as late as 1953.

Post War Service

When the war ended, the Hellcat was quickly withdrawn from US front line service. The last example was replaced by 1948. Only the night fighter version, the F6F-5N, served longer, until the summer of 1954. However, the Hellcat still saw some very important post-war work as F6F-3K and F6F-5K drones. In July 1946, F6F-3K drones were flown through radioactive clouds during Operation Crossroad, the famous atomic bomb test in Bikini lagoon. Between 28 August and 2 September, 1952,

six F6F-5Ks of GMU-90 (Guided Missile Unit 90) were launched from the USS Boxer (CV-21) against a bridge, a railway tunnel, and a power plant in North Korea. It is also important to note that very first Blue Angels aerobatic team started with Hellcats, and it was named after a night club. NASA was also one of the post-war operators of Hellcat in USA.

Post War Foreigners

France received 179 F6F-5s and F6F-5Ns to equip units of both the Armée de l'Air operating in Indochina; and the Aéronautique Navale based in France and deployed to Indochina aboard carriers. In the spring of 1950, while an initial group of Aéronautique Navale pilots received conversion training in the United States, the first F6F-5s were ferried to Bizerte, Tunisia, aboard the escort

carrier Dixmude to replace Supermarine Seafire IIIs and XVs in service with Flottilles 1F and 12F. Aéronautique Navale eventually received 124 F6F-5s and fifteen F6F-5Ns, with the last being received in 1953. The Armée de l'Air received forty F6F-5s and F6F-5Ns, the later which were delivered to in October 1950 and were operated in Indochina by three Groupes de Chasse. It is interesting to note that longest operational combat service after the WWII was achieved by French Hellcats.

In Indochina, Groupe de Chasse 1/6 'Corse' was the first French unit to use its Hellcats to provide air support to French troops and to interdict Viet Minh lines of communication during operations from Da Nang (Tourane named by French) in early December 1950. Later in the month, F6F-5s were also assigned to supplement the Bell P-63Cs of GC II/6 'Normandie Niemen.' Both GC I/6 and GC II/6 sent Hellcat detachments to Hanoi for operations in the Tonkin area where they helped stop a major Viet Minh offensive. In March 1951, GC I/6 converted to Bearcats and in April 1951, before being sent back to France without equipment, GC II/6 began transferring its F6F-5s to GC II/9 'Auvergne'. This latter unit then flew Hellcats until the end of 1952, when it converted to Bearcats and transferred its last F6F-5s to the Aéronautique Navale.

The first combat sorties of the Aéronautique Navale were flown from the light carrier Arramanches on 6 October and the carrier. Her Hellcats and Curtiss Helldivers remained in operation until returning to France in May 1952. When the carrier had to be sent back to France for refit in early 1953, Flottille 12F was transferred ashore and continued flying combat operations from the light carrier La Fayette. Flottille 12F returned to France



Instrument panel of an F6F-3.

aboard the La Fayette in May 1953 and then began its conversion to Vought F4U-7s. Meanwhile, Flottille 1F had been renumbered 11F. This unit returned to Indochina aboard Arromanches for combat operations from October 1953 until after the fall of Dien Bien Phu on 7 May, 1954. Flottille 11F lost four of its Hellcats during operations in support of the Dien Bien Phu garrison.

Hellcats were operated at Hyeres by the Section d'Entrainement at la Chasse de Nuit (SECN), which had a number of radar-equipped F6F-5Ns; and by Escadrilles de Servitude 3S, 54S, 57S, and 59S. The last Hellcat operations were in 1960 when four aircraft were sent to Algeria in 1960 in an attempt to intercept guerilla supplies across the border with Tunisia. After these operations, the remaining Hellcats of the Aéronautique Navale were used by 'Marine' l'Ecole de Rochefort as instructional airframes.

Ten F6F-5s were transferred to the Argentine Aviacion Naval after the war. Several of these machines were later handed over to Paraguay. A handful of ex-Argentine F 6F-5s saw limited service with the Servicio de Aeronautica de la Marina of Paraguay. Ten F6F-5s were ferried from the United States in April 1952 to Uruguay and received the serials A-401/A-406 and A-451/A-454 in service with the Aviacion Naval.

After the End

Hellcats were mostly removed from military service in early 1960s and after that a number of them found places in various museums and private collections. We are also fortunate to have have a number of examples in air-worthy condition. There was even one attempt to fit a Hellcat with chemical tanks for crop dusting, but this proven uneconomical so the idea was dropped.

Mark Nankivil



An F6F-5N in French service. These post-war French machines may easily be identified by their additional cannons.

Mark Nankivil



This machine was the sole example remaining in British service after the Second World War. It is currently on public display.

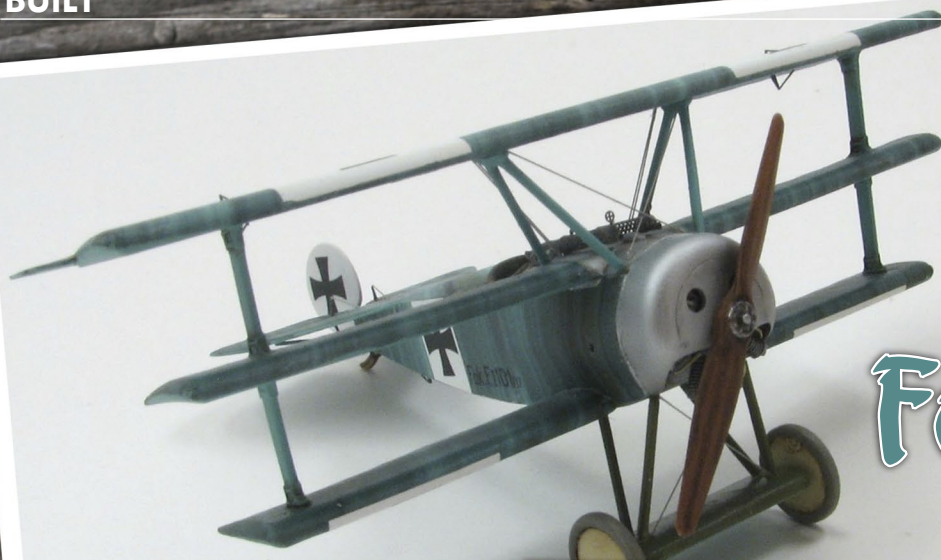
Mark Nankivil



These colorful machines were used post-war as drones during atomic tests.

BUY F6F-3 1/72





Fokker F.I, 10
Adlershof, spring 1917

172 Fokker F.I

Author: Matt Bittner, USA
(www.internetmodeller.com)



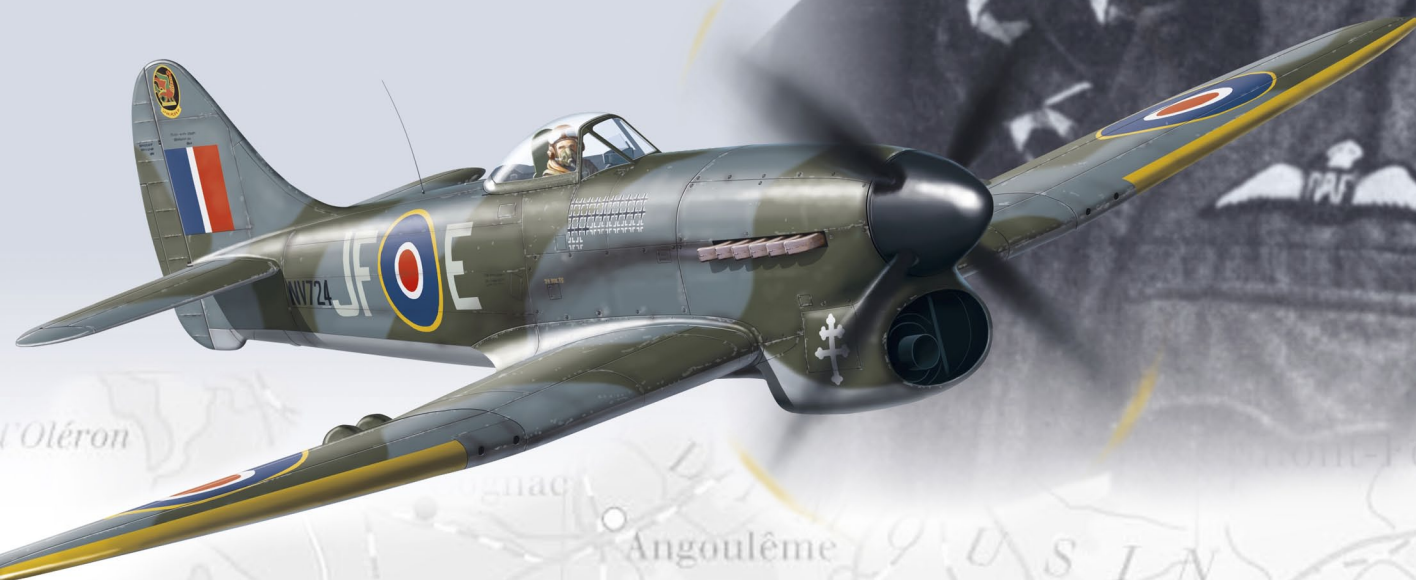
BUY Fokker Dr.I



The Fokker Triplane is the best known, most glamorous as well as one of the most mysterious aircraft of all time. Its birth is hidden in a bit of a fog. The Fokker Dr.I was the result of lucky circumstances. In the spring of 1917, the German Air Force requests a new fighter, which could replace the obsolete Albatros fighters. Newer British types, such as the Sopwith Camel or SE 5a outclass them. At the same time, the Fokker Company, after a couple of previous abortions, works hard on new fighter designs to regain its lost position among German Air Force suppliers. Fokker builds an extensive line of prototypes, with wooden, self-contained wings, with quite a fat profile. In June 1917, they have a promising biplane, named V4. At this time, Fokker receives an Idflieg (Inspektorat der Flieger, German AF technical commission) official request to build three triplane prototypes. Without hesitation, Fokker re-designs the V4 into a triplane. Successful trials of the new triplane fly in late June 1917, and on July 14th, Idflieg orders the first 20 aircraft. The first three prototypes acquired by the German Air Force are designated Fokker F.I. The first Triplanes to see front line service in late August 1917, are two Fokker F.I prototypes, 102/17 and 103/17. Both birds are assigned to JG I, where the most famous members employ them. Manfred Von Richthofen receives 102/17, and Werner Voss, commander of Jasta 10, and an ace with 47 victories, gets 103/17. Richthofen gets two victories in 102/17's cockpit, but this aircraft is shot down on September the 13th when it is flown by Lt. Kurt Wolf. Voss reaches 9 victories with 103/17, before he is killed in his epic fight with seven S.E.5a's of 56 Squadron RFC, on September the 23rd. The Fokker F.I starts the long fighting career of Fokker's Triplanes.

A POPULAR FRENCHMAN AND HIS TEMPESTS

MARTIN FERKL



In a past era when books, magazines and the daily press were the main sources of information, it was not uncommon for the authors of these media to be made famous by their work. One of the most successful writers of wartime memoirs was French WWII pilot Pierre Clostermann. His autobiographical book *The Big Show* (*Le Grand Cirque*) became very popular and much loved by many boys and men. Thanks to this book he became more famous than many of his more successful colleagues, assuming that we take the number of victories to be the ultimate mark of success for a fighter pilot.

Clostermann's name will be forever associated with the Hawker Tempest, although he actually only flew the type for a relatively short period. The Tempest was in Eduard's sights many years ago with its 1/48 scale kit, released around 1997. The same sprues are now making an encore appearance as a Limited Edition release. This new release will include a good selection of new marking options. Our intention was to select the most interesting planes, so the Tempests flown by Pierre Clostermann could not be ignored.

Pierre Clostermann was born in Curitiba, Brazil on 28 February 1921, into the family of a French diplomat. He moved to France in his youth, where he lived with his uncle, Robert Aubry, a WWI airman. During that time he discovered the memoirs of famous WWI heroes Guynemer, Navarre and Fonck.

After two years in France he returned to Brazil, where we obtained his pilot license under instruction from Karl Benitz, who was later killed in WWII as a Luftwaffe pilot.

After the French defeat in 1940, Clostermann resolved to join the Free French forces and continue the struggle. He traveled to Great Britain and then to the USA, where he studied at the California Technical Institute. He completed his global round trip to reach England and on 18 March 1942 he joined the Free French.

After RAF pilot training and officer school he went to No. 61 OTU, where he sat in a Spitfire cockpit for the first time. In January 1943 Clostermann joined No. 341 "Alsace" Squadron RAF. His first combat operation was on 24 March 1943 during a photo reconnaissance mission flying a Spitfire.

His first success came five days later, when he damaged one Bf 109. His debut full kills came on 27 July, when he shot down two Fw 190s.

One of Clostermann's most controversial moments came in September 1943 when, due to repeated flying indiscipline and possible contribution to the accidental death of his C.O., he was forced to leave the French unit and join British No. 602 Sqn.

New successes followed, and on 6 July 1944 he was awarded by British DFC for his seven confirmed victories flying Spitfires. At that time he completed his combat tour and was transferred to the HQ of Free French Air Force (the Press branch). During this new assignment he was promoted to officer's rank. His long months work at HQ was interrupted only by a course at the Central Gunnery School in Catfoss.

By the end of 1944 Clostermann finally tired of work at the Press office in London and asked to return to a combat unit. Although the request was initially denied, he was finally successful.

He commenced Typhoon training in December 1944 and he sat in the Hawker Tempest cockpit for the very first time on 10 February 1945.

This powerful plane became his most famous mount. He was amazed by the Tempest, especially its speed.

Clostermann was assigned to No. 274 Squadron on 2 March 1945 and scored his first Tempest victory three days, when he downed a Bf 109 in the Hengelo area. Another came on 17 March, when he joined 56 Squadron. Clostermann's Tempest was hit by German flak during a combat operation on 24 March, resulting in a dramatic fiery crash landing and a leg injury. But four days later he was able to shoot down a Fi 153 Storch taking off from an airfield. A much tougher opponent came on April 2, 1945, a Fw 190 D, but Clostermann once again prevailed.

Clostermann's next assignment was with 3 Squadron RAF. He joined the Squadron on 8 April 1945 and became A Flight leader. This was the first occasion that he flew the Tempest with marking JF E, S/N NV994. On 20 April 1945 he claimed two Fw 190s, but was forced to crash-land upon

return from the mission. Clostermann was back to flying duties on 3 May 1945 with a new Tempest marked by JF E, S/N SN222. This was the famous "Le Grand Charles".

On this same day he took part on attack to Großenbrode, which ended very successfully for Clostermann. He claimed a Fw 190 D, Bv 138, Ju 252 and two Bf 109 shared with another pilot, and two Do 24s.

A guardian angel stayed with Clostermann even after the end of hostilities. During a military fly-past at Bremerhaven on 12 May 1945, four planes of his flight collided mid-air. Clostermann was the only pilot unhurt, although he had to bail out of his aircraft.

SN222 also survived the war. Clostermann flew his famous aircraft again during mid June in Copenhagen. Later he also flew his previous JF E, S/N NV724.

Pierre Clostermann was demobbed from the military on 27 August 1945, but he enlisted to return to flying duties in the 1950s during

the Algerian conflict. This time, however, instead of powerful fighters he flew the MH.1521 Broussard liaison aircraft.

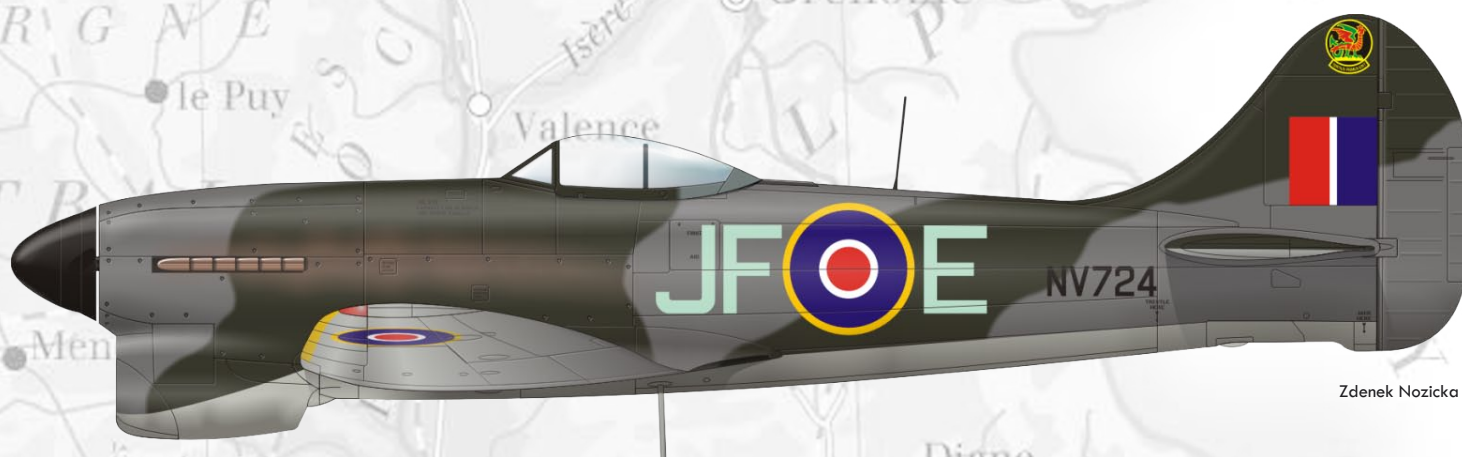
During peacetime Clostermann worked in top management positions in the aviation industry, and he also had political career. He finally entered aviator's heaven on 22 March 2006.

Plastic modelers and historians often discuss the number of Clostermann's kills and the exact appearance of his planes. Both subjects are controversial.

Kill tallies varied partly due to the different systems of assessing kill confirmations by British and French authorities, specifically by different counting of air and ground victories. The French assigned 33 victories to Clostermann (24 confirmed and 9 as probable), while RAF documents state 24 confirmed victories.

Here is a listing of Clostermann's confirmed victories while flying the Tempest, based on British documents:

Date	Enemy	Area	Assignment
5 March 1945	1 x Bf 109	Nordhorn	No. 274 Sqdn
14 March 1945	1 x Bf 109	Hannover	No. 274 Sqdn
28 March 1945	1/2 Ju 88	Rheine Hopsten AB	No. 274 Sqdn
2 April 1945	1 x Fw 190 D-9	Ahlhorn AB	No. 56 Sqdn
5 April 1945	1 x Ju88	Wunstorf	No. 56 Sqdn
5 April 1945	1/2 Bf 109	Dümmer Lake	No. 56 Sqdn
5 April 1945	1/2 Bf 109	Dümmer Lake	No. 56 Sqdn
20 April 1945	2 x Fw 190 D-9	Dümmer Lake	No. 3 Sqdn
20 April 1945	1/2 Ju 290	Skagerrak	No. 3 Sqdn
3 May 1945	1 x Fw 190D-9	Kiel	No. 3 Sqdn
3 May 1945	1 x Ju 252	Großenbrode	No. 3 Sqdn
3 May 1945	2 x Do 24	Channel at Fehmarn isle	No. 3 Sqdn
3 May 1945	1/2 Bf 109	Großenbrode	No. 3 Sqdn
3 May 1945	1/2 Bf 109	Großenbrode	No. 3 Sqdn
	Total 13		

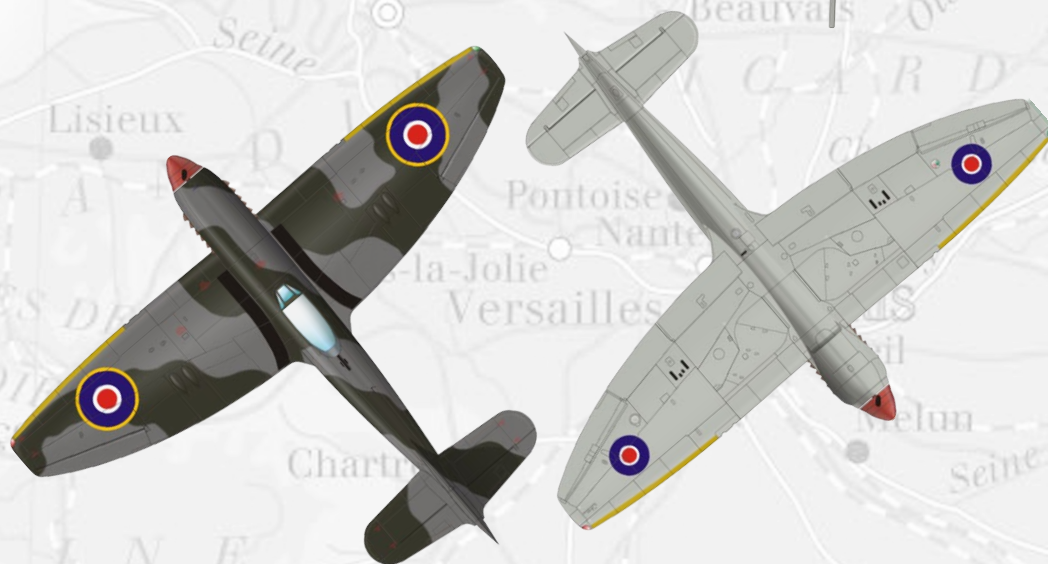


Zdenek Nozicka

Another of Clostermann's four Tempests coded JF-E, carrying more striking markings. The front was adorned by the Lorraine Cross, the symbol of the Free French, and the fin tip carried the marking of No.3 Squadron. Notice the expanded kill tally underneath the cockpit. The total count of Clostermann's kills have been a topic of debate. The post-war French confirmed numbers are inconsistent with those of wartime documentation in British archives, thanks mainly due to different practices between the two air forces. It is interesting to note that Pierre's cousin, Bruno Clostermann, served on the other side of the front, with JG 300. He, however, did not survive the war, with his death on January 14th, 1945.



Zdenek Nozicka



Pierre Clostermann is one of the best known French military pilots. His book, 'The Big Show' became a best seller, and a favorite among aviation enthusiasts the world over. The son of a diplomat, he joined the side of the Free-French. He first flew Spitfires with No. 602 Sqn. In March, 1945, he transferred to No. 274 Sqn, where he first came into contact with the Tempest. He ended the war as Flight A Leader with No.3 Sqn, where he flew several Tempests coded JF-E. Tempest SN222 was named 'Le Grand Charles'.

Clostermann's Tempests with the JF E designation are the subject of frequent and serious errors, especially with regard to their serial numbers. There is evidence of three JF E Tempests while Clostermann was assigned to No. 3 Sqn:

- NV994 without any personal marking
- SN222, which wore "Le Grand Charles" and

28 victory markings. This was later upgraded to 32 crosses, and a large emblem of 3 Sqn was applied to the tail.

- NV724, without Le Grand Charles marking and with a small emblem of No. 3 Sqn, 32 victory marks, and later with the Cross of Lorraine on the engine cowling.

Eduard's decal sheet is designed to allow you to depict the Tempest S/Ns SN222 and NV724 in any of their documented livery.

Our thanks go to Michel and Josie Clostermann as our source of information. Contact was provided by O. Repka and M. Souffan. We are also grateful to Michal Havrda for his expert consultation.

Thanks also to Brett Green for English translation supervising.



BUY 1169 Tempest Mk.V 1/48



SPAD XIII

1/48



Sergent Fernand Chavannes, Escadrille SPA.112, August, 1918

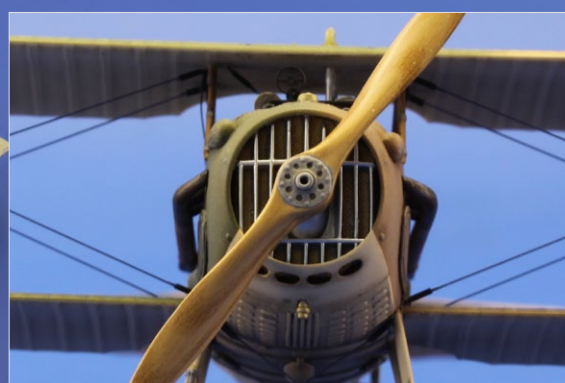
Built by Lubos Zach.

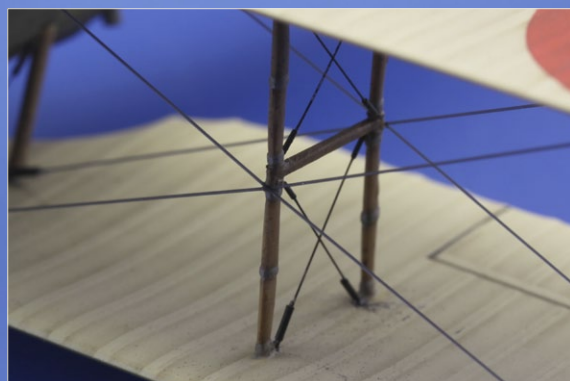
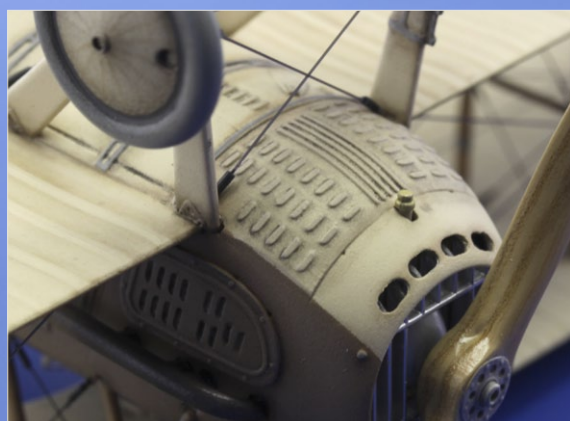
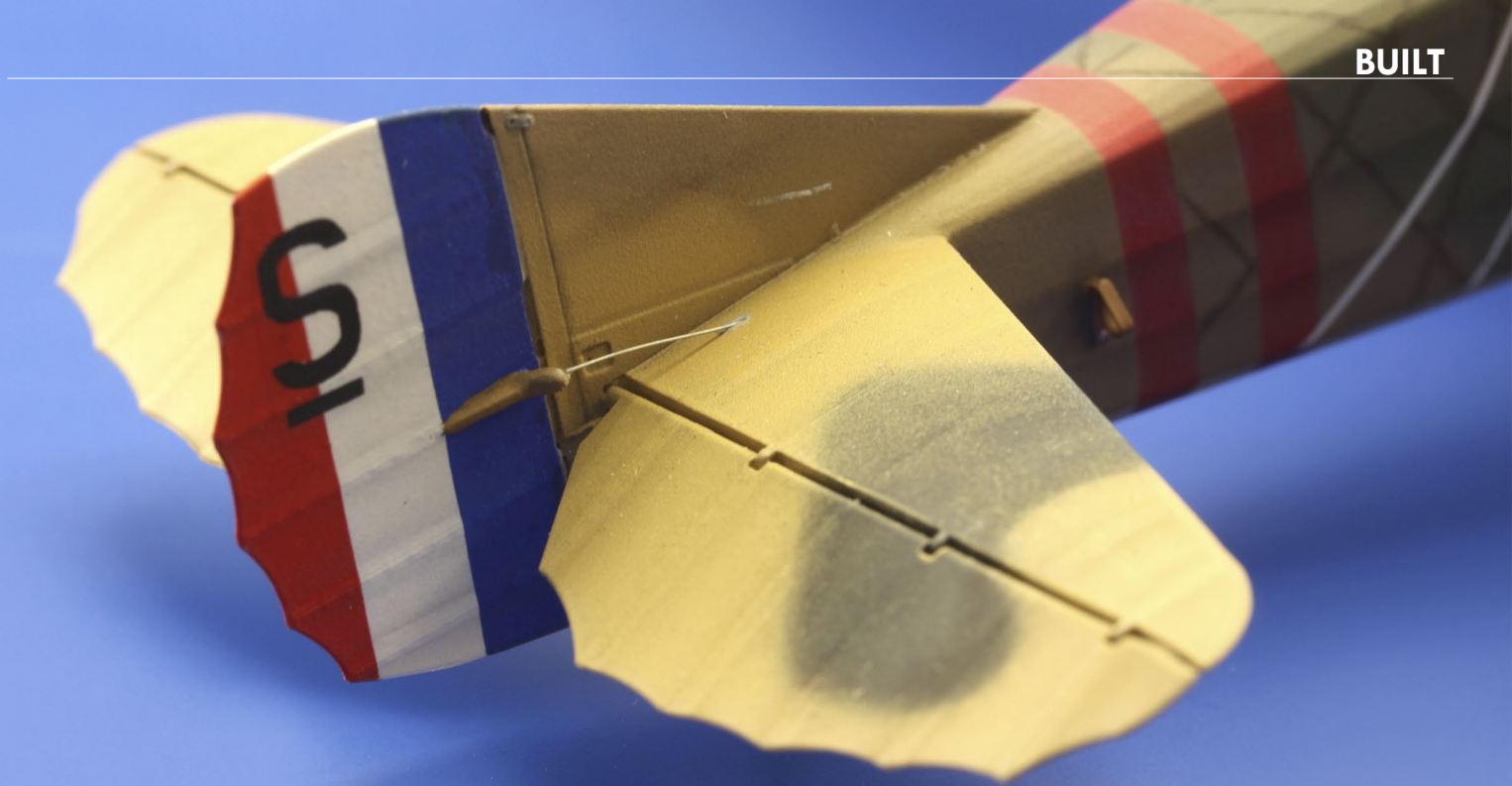
The French SPAD S.XIII evolved as a development of the successful S.VII. With the use of the more powerful Hispano-Suiza HS 8Be, developing 220hp (162kW), and later the HS 8BEe at 235hp (173kW), the main drawback of inadequate single-gun armament could be addressed. The S.XIII received two Vickers machine guns with 400 rpg. Chief designer of the SPAD, Louis Bechereau, enlarged the airframe slightly, and also, generally strengthened it. The first prototype took to the air on April 4th, 1917 with Rene Dorme at the controls. Due to the heavier nature of the aircraft, some maneuverability was lost, but climb rate was improved upon, and the maximum speed rose to 215 km/h. The initial series of the SPAD had rounded wing tips, but these quickly reverted to those used on the S.VII.

Performance of the new fighter was such that a large-quantity contract was immediately awarded. Nine manufacturers ultimately took part in production: SPAD, A.C.M., Bernard, Bleriot, Borel, Kellner, Levasseur, Nieuport, and SAFA. Besides

the French air force, the SPAD S.XIII also saw service with the air forces of Great Britain, the USA, Italy, Belgium, and after the end of the First World War, Poland and Czechoslovakia.

Fernand Henri Chavannes was born on April 16th, 1897. He served with N.112, and later with SPA.112, when the unit transitioned from Nieuports to SPADs and was accordingly redesignated. Between February 8th, 1918, and August 22, 1918, he accumulated seven aerial victories. He finished the war as Sous Lieutenant with SPA.176. He lived to be 88, and died on October 5th, 1985 in Paris. During manufacture, SPAD S. XIII's received a five-color camouflage scheme made up of beige, dark brown, light green, dark green and black. Although this scheme was officially prescribed, there were variations depending on manufacturer.

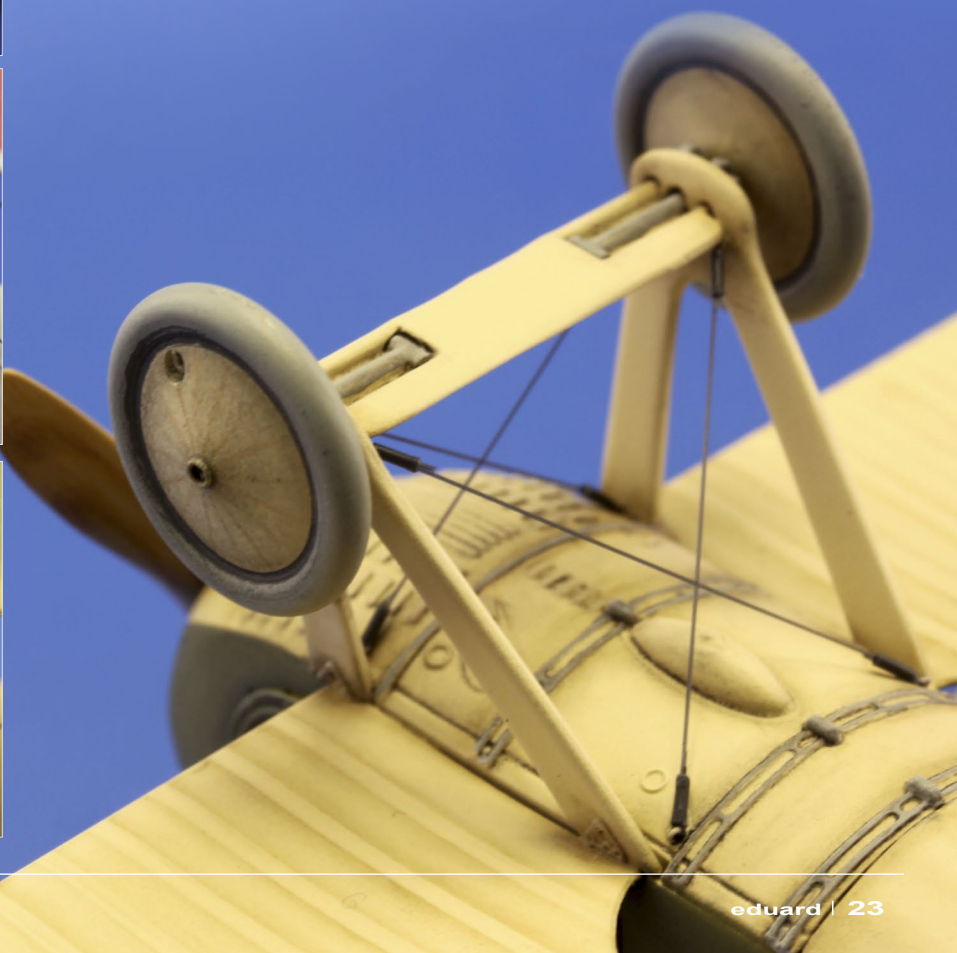




SPAD XIII Family:

- ◉ 7053 Spad XIII 1/72 ProfiPACK
- ◉ 1142 Spad XIII American Eagles DUAL COMBO 1/48 LIMITED
- ◉ 7411 Spad XIII Early 1/72 Weekend
- ◉ 8196 Spad XIII late 1/48 ProfiPACK
- ◉ 8424 Spad XIII late 1/48 Weekend

BUY Spad XIII



8197

Spad XIII early
1/48 ProfiPACK

KITS

SEPTEMBER

1158

MiG-21MF in Czechoslovak service
1/48 LIMITED EDITION

84111

Fw 190F-8
1/48 WEEKEND

BIG ED

SEPTEMBER

BIG7268	F-16I SUFA	1/72	Kinetic
BIG7269	Bf 109G-6	1/72	Airfix
BIG4955	Su-24M FENCER D	1/48	Trumpeter
BIG5309	PRINZ EUGEN	1/350	Trumpeter

eduard BRASSIN

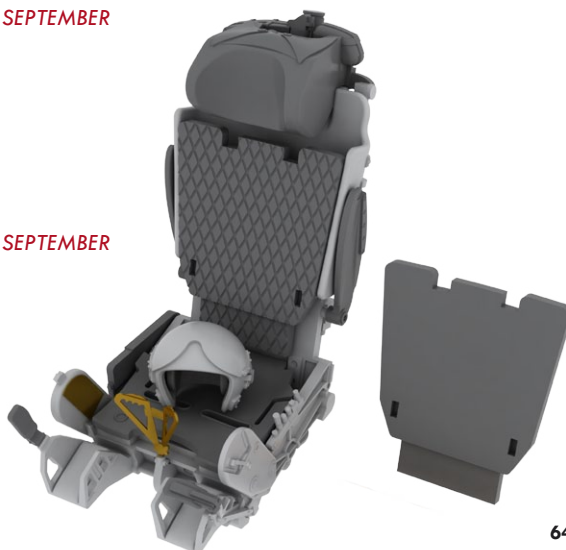
SEPTEMBER

648031

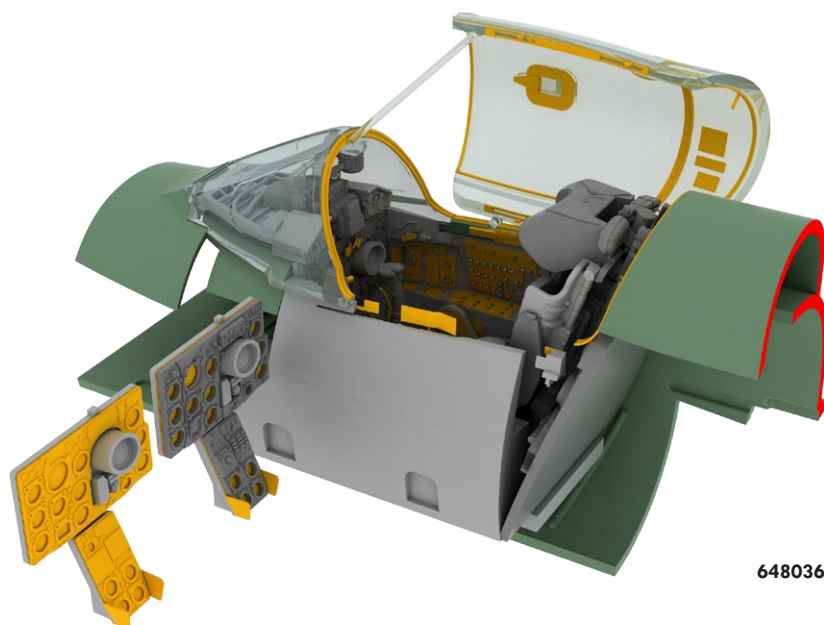
MiG-21 seat early
1/48 Eduard

648036

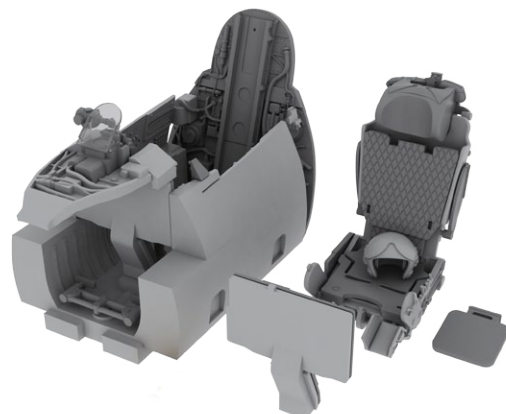
MiG-21MF interior
late
1/48 Eduard



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648036



PE-SETS

SEPTEMBER

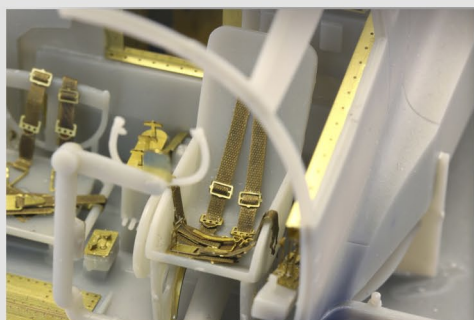
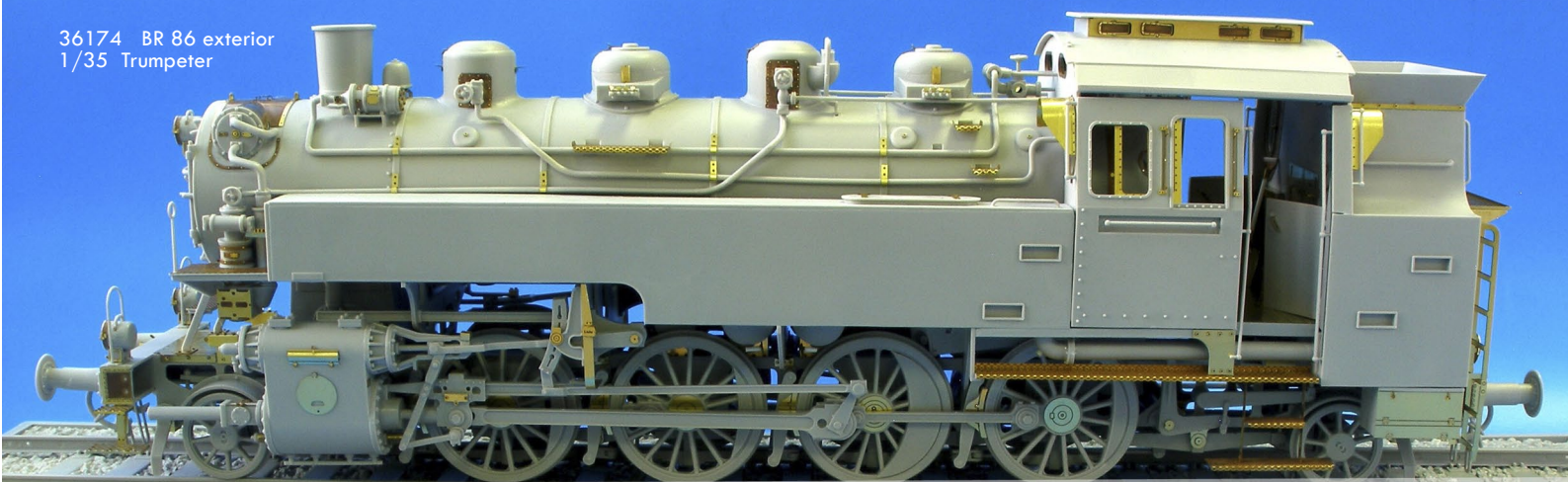
PE-SETS

32271	F-16I SUFA exterior	1/32	Academy	53053	I-53 Kaiten	1/72	Lindberg
32272	F/A-18E exterior	1/32	Trumpeter	53063	Akagi rear column	1/350	Hasegawa
32298	F/A-18 ladder	1/32	Trumpeter	73389	F-16D S.A.	1/72	Kinetic
32700	MiG-23ML Flogger G interior S.A.	1/32	Trumpeter	73395	T-6G Texan	1/72	Academy
32708	He 111 seatbelts	1/32	Revell	99025	Railings 45' 2 bars short	1/350	
32714	F/A-18 Chaff and Flare dispensers	1/32	Trumpeter	99028	Railings 45' 2 bars long	1/700	
36167	rushes/rákos	1/35		99032	WWII IJN extra ladders	1/700	
36174	BR 86 exterior	1/35	Trumpeter	99040	IJN ship windows	1/700	
36183	Leopard 2A6M CDN boxes	1/35	Hobby Boss				
36184	Leopard 2A6M CDN mesh	1/35	Hobby Boss				
48687	MiG-27 Flogger D exterior	1/48	Italeri				
48711	MiG-21SMT exterior	1/48	Eduard				
49560	MiG-27 Flogger D interior S.A.	1/48	Italeri				
49563	Me 262A-1a/U3 S.A.	1/48	Hobby Boss				
49570	F-14A S.A.	1/48	Hobby Boss				
49576	MiG-21SMT interior	1/48	Eduard				
53051	I-53 floor plates 1/72	1/72	Lindberg				
53052	I-53 1/72	1/72	Lindberg				

ZOOMS

33088	MiG-23ML Flogger G interior S.A.	1/32	1/32	Trumpeter
33098	Bf 110C-7	1/32	1/32	Dragon
FE560	MiG-27 Flogger D interior S.A.	1/48	1/48	Italeri
FE563	Me 262A-1a/U3 S.A.	1/48	1/48	Hobby Boss
FE570	F-14A interior S.A.	1/48	1/48	Hobby Boss
FE576	MiG-21SMT interior	1/48	1/48	Eduard
SS389	F-16D interior S.A.	1/72	1/72	Kinetic

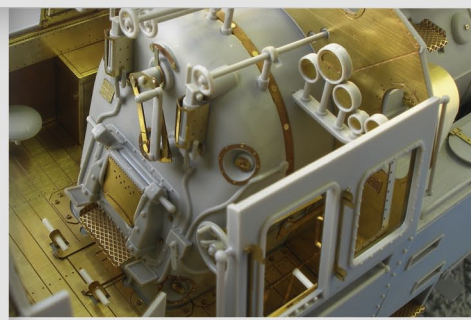
36174 BR 86 exterior
1/35 Trumpeter



32708 He 111 seatbelts
1/32 Revell



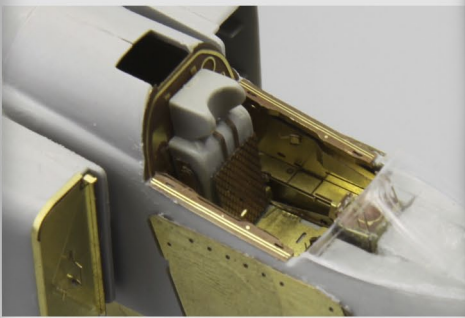
36167 rushes/rákos
1/35



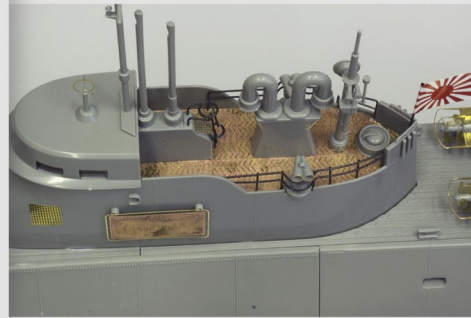
36174 BR 86 exterior
1/35 Trumpeter



48687 MiG-27 Flogger D exterior
1/48 Italeri



49560 MiG-27 Flogger D interior S.A.
1/48 Italeri



53052 I-53
1/72 Lindberg

PE-SETS

fauna



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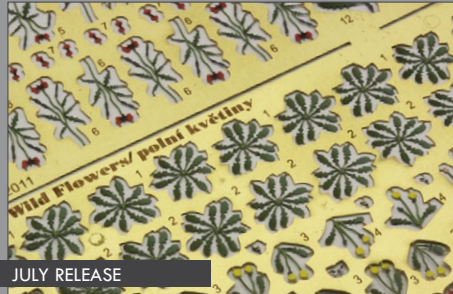


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36152 Wild Flowers



JULY RELEASE

36161 Ivy-berry



MAY RELEASE

36152 Sunflowers



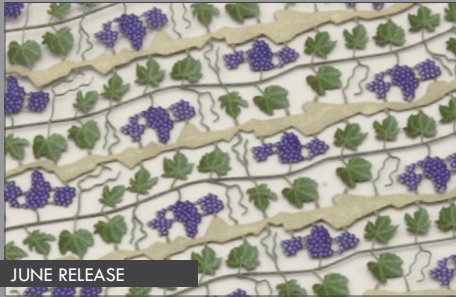
JUNE RELEASE

36152 Wild Flowers



JULY RELEASE

36161 Ivy-berry



JUNE RELEASE

36167 Rushes

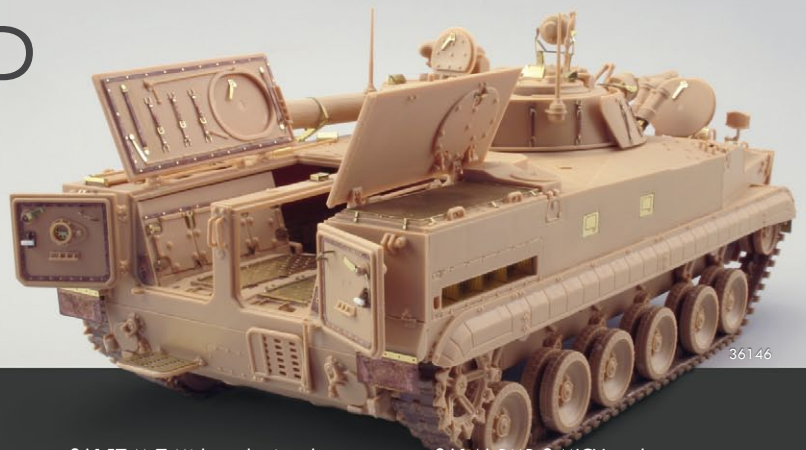


AUTUMN 2011

BEST BRASS AROUND

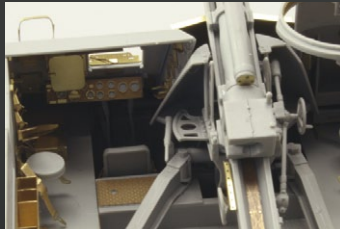
SELECTED
APRIL - MAY - JUNE RELEASES

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BRASS



36146

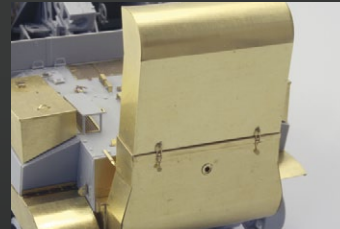
36142 M-7 Mid production interior
1/35 Dragon



36156 M-7 Mid production ammo boxes
1/35 Dragon



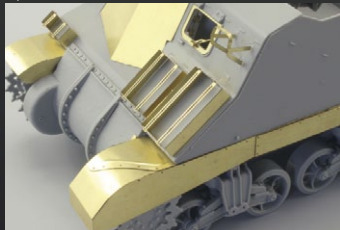
36157 M-7 Mid production deep water
fording eq. 1/35 Dragon



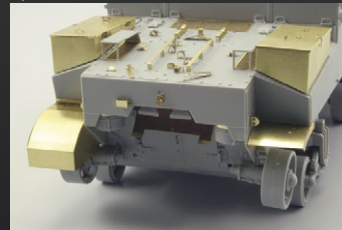
36146 BMP-3 MICV early
1/35 Trumpeter



36155 M-7 Mid production fenders
1/35 Dragon



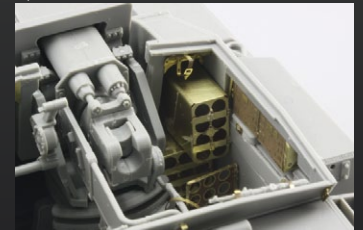
36158 M-7 Mid production exterior
1/35 Dragon



36140 StuG.III Ausf.F/8
1/35 Dragon 6644



36140 StuG.III Ausf.F/8
1/35 Dragon 6644



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