

INFO EDUARD

Vol 10 • Issue 8 • **August 2010**

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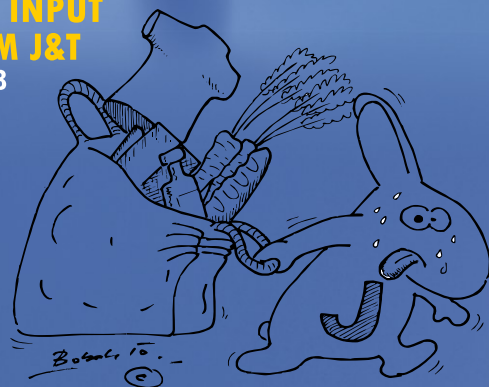


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INFO EDUARD

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Editorials and Graphics – Marketing department, Eduard - Model Accessories

EDITORIAL



Today's editorial is fairly unusual, because I am not writing it in my home office, or the kitchen and bedroom, where I've tended to write these in recent months, but on board KLM Flight 669 some 38 000 feet over the Atlantic. I'm flying with our team to Phoenix, Arizona to celebrate my birthday.

Well, of course, the reason for our trip are the US IPMS Nationals, my Thursday birthday is just a bonus. However, at my age, it is nothing to celebrate, so I will be fully focused on discussions with modelers, as every year.

I hope we will be finally able to issue this August's info more quickly than the July issue. I'm very sorry for the July delay. As it is very often with new projects, we underestimated how difficult the new form of the newsletter could be, especially with the English translation. I trust we will be able to eliminate all, and for us, new, troubles, and report our activities in real time.

Our new Youtube advertisement for the 1/48th scale OEFFAG was introduced also in late July, and it seems it quickly became very popular, much more than we expected. However, some people doubt the real kit will be really so easy to build. I can promise that, yes, it will. The OEFFAG is maybe our first kit release, where all of the theoretical premises regarding fit were fulfilled at 100%, and the kit fits exceptionally well. There is no doubt in my mind that there will be some very important shape problem, such as wrong proportions of seat, or the size of the wheels, but I must confess that the fit and sharpness of the parts are my personal quality criterion. That's not to say the exact shape is not important, surely it is, but there will be always too many individual points of view and individual interpretations of various historical and technical aspects, that there must be that discussion forever. Which is not a bad thing, such discussion pushes the evolution ahead, although it seems the more we learn on a specific subject, more questions arise. Which is nice, it gives our bunnies a good chance for a long life. You can see the beautiful OEFFAG built by Slava Vanous



New CNC machine already in its place, under the care of engineers.

in this newsletter, and we all here at Eduard think it is a magnificent job by Slava. I personally hope he will be so kind and he will prepare an article about his approach to model building, it could be highly interesting, I think.

The first August working day was extremely important for Eduard. That day, we received our new CNC milling machine, which will take the center position in our future kit and Brassin development. This machine is exceptional not only for its weight, which comes in at 9 tons, but it also represents the biggest investment in an individual machine in company history. We expect it will help us very much with timing of our new projects, as well with the quality of the final items. However, we expect that we will need some time, at least a couple of months, to fully integrate the new machine into our process, and to allow us to fully employ all advantages of the new machine. To understand this well, it needs to be realized that this new machine is two generations ahead of our topically used CNC milling machines, and the new machine has many processes that are automated, and it works faster and much more precisely. The accuracy of the milling is about one decimal place higher than the old machine, and this fact alone gives us a big chance to make much better kits than in the past with respect to the fit and quality of the details and surface.

Except for the new machine installation, the summer period is usually not super exciting, unless you book your Greek vacation through a tourism office on the verge of collapse! I was with my wife in Norway. It was fine, maybe a little bit cooler, which I can now balance out in Arizona. Weather its hot or cold where you are, I hope you enjoy the Eduard August newsletter!

Vladimir Sulc



AUGUST KITS

August kits offer an excursion through pretty much the whole of the twentieth century. From the end of the First World War, we have the Nieuport 17 in a ProfiPACK boxing, to the other big one with a Weekend Kit offering of the Bf 109E-1, on through the war in Afghanistan. The latter is covered by a 1/48th scale Su-25K, which extends the line of Sukhois from KP with the addition of the extras defining it as a Limited Edition kit. The previous Su-7BKL/BMK and Su-22/Su-17M3 kits are gone, so be forewarned...

September 2010 offers up some interesting pieces. Besides the Weekend boxing of the Avia B-534 Serie IV and the repopping of the Japanese Navy Aircraft Carrier

Deck, we have the La-7 as a ProfiPACK kit and a Limited Edition P-39 Airacobra over New Guinea as a Dual Combo kit, which includes not only seven very interesting camouflage schemes, but also a sixteen page booklet on the subject. All kits are in 1/48th.

September releases are covered in the section 'On Approach' at the end of this magazine. October will see the Albatros D.III Oeffag Series 153 (1/48th), the next in the line of Limited Edition Sukhois, this time with the Su-22M4 (1/48th), satisfying our own lovers of Czech aviation that month, and a Weekend edition Il-2 (1/72nd).

(JZ)

Nieuport Ni-17 1/48 PROFIPACK Cat.No. 8051



The kit of the famous French fighter in the colors of the French Air Force, the Royal Flying Corps, and the Italian Air Force. Color photoetched, Express Mask, and all-color instructions are the standard make-up of a ProfiPACK kit.



Ni-23, B'3474, Capt. William C. Campbell, No. 1 Sqn RFC, Western Front, July 1917



Ni-17, N3139, ten. Fulco Ruffo di Calabria, 91a Squadriglia, Italian Front, Spring 1917



Ni-17, N1887, Stg. Edward Hinkle, Esc. N124 Lafayette, Western Front, Spring 1917

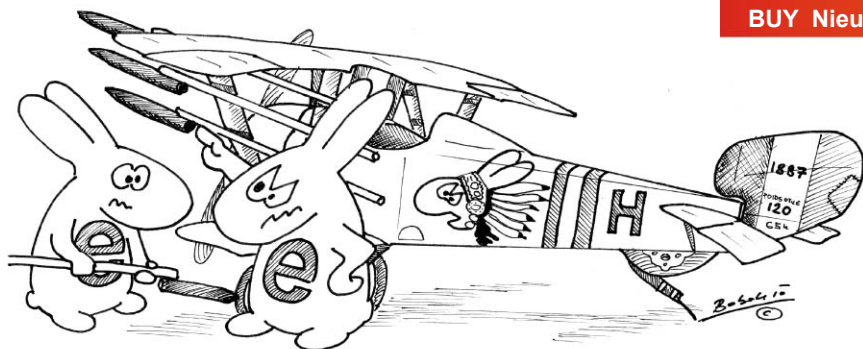


Ni-17, Lt. Marius Ambrogi, Esc. N90, Western Front, 1917 - 1918

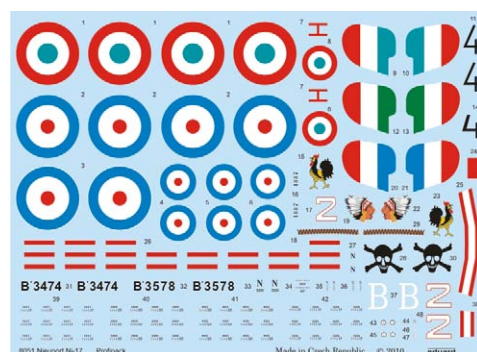


Ni-23, B'3578, Lt. Laurence Kert, No. 29 Sqn RFC, Western Front, November 1917

BUY Nieuport Ni-17 1/48 ProfiPACK (8051)



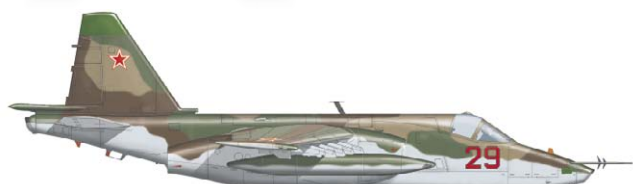
Don't initiate such innovations here, monsieur, rockets have no future on fighters!



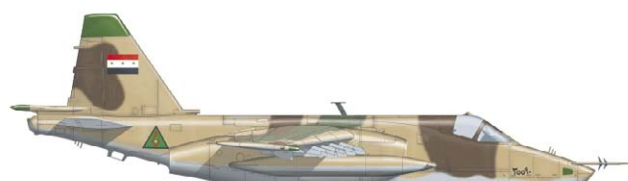
Su-25K 1/48 LIMITED EDITION Cat.No. 1150



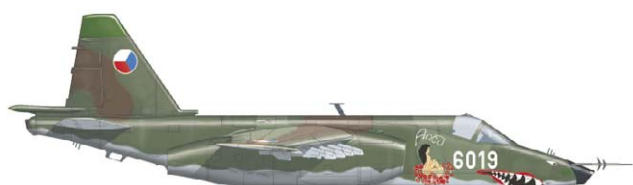
Model kit of a Soviet close support aircraft, covered by the Su-25 and Su-25K, offers six attractive marking options and a large decal sheet from Cartograph. 103 original parts from KP are complemented by detail components from the Eduard Brassin line, such as the seat, front fender, and chaff/flare dispensers. The kit naturally does not lack color photoetched brass components or an Express Mask.



Su-25, Red 29, 378th OShAP Soviet Air Force. The 378th OShAP (Otdelnyy Shturmovoy Aviatsionnyi Polk – Independent Attack Air Regiment), the operator of this Frogfoot A, fought in Afghanistan from 1984, flying numerous counter-insurgency missions against the Mujahideen. Afghan Mujahideen employed the Stinger personal portable infrared homing surface-to-air missile to shoot down enemy aircraft. The Stinger was developed in the United States, entered service in 1981, and was supplied to the Mujahideen by the CIA. As can be seen in photos, the Frogfoot was able to stay in the air after absorbing heavy damage by such weapons as the Stinger.



Su-25K, No. 3009, Iraqi Air Force. Iraq was one of the foreign operators of the Frogfoot. These aircraft took part in the air war against Iran from 1987 and performed approximately 900 combat sorties throughout the course of the war, carrying out the bulk of Iraqi air attack missions. During Operation Desert Storm in the early 90's, seven Su-25Ks flew to Iran to avoid damage or capture. All the Iraqi Frogfoots remain in Iranian hands to this day. Only one aerial clash between US aircraft and Iraqi Frogfoots is recorded. Two Su-25Ks along with two MiG-21s were shot down by USAF F-15C Eagles on February 6, 1991.

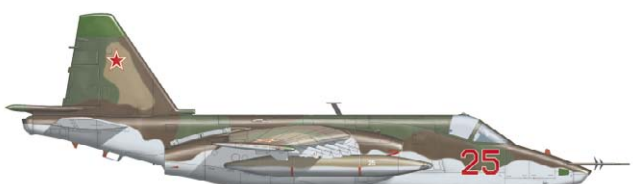


Su-25K, No. 6019 „Anca“, 30th bilp.

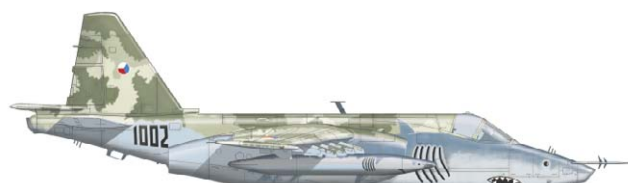
This export version of the Frogfoot was delivered to former Czechoslovakia in October 1984. During military exercises at Slovak air base Malacky on August 25, 1988, the artwork of the pin-up girl and female name „Anca“ (Czech version of „Ann“) was applied to the starboard side of the nose. The artwork was erased just after the static exhibition and was never flown. The badge of City of Ostrava on the port engine nacelle refers to the titular name of the 30th bilp (Attack Air Regiment) „Ostravsky“ (Ostravian). This Frogfoot ended its military career in 2000 and was sold to an American client in 2004.



Su-25, 160th UAP, Russian Naval Aviation. Russian Naval Aviation is a recent Frogfoot operator. This Su-25 was used by this service of the Russian Armed Forces, as can be deduced from the Naval Aviation flag situated on the engine nacelles. In recent times, the Russian Naval Aviation uses 8 Su-25UBP and 6 Su-25UTG two-seaters for Su-33 pilot training. The single-seat Su-25 depicted was also used for training by the 160th UAP (Uchobnyi Aviatsionnyi Polk – Training Air Regiment).



Su-25, 368th OShAP Soviet Air Force. The combat career of the 368th OShAP is quite interesting. It was the third Su-25 regiment to serve in Afghanistan between October 1986 and November 1987. Its Frogfoots flew from Baghram and Kandahar air bases. The regiment was transferred to Demmin-Tutow air base in East Germany, and then, along with 357th OshAP, was the only Su-25 equipped unit to serve in East Germany as a part of 16th Air Army. After the reunification of Germany, the unit flew back to the Soviet Union in 1993.



Su-25K, No. 1002, 32nd zTL, Czech Air Force. This Su-25K served wearing the standard camouflage scheme from 1987, when it was delivered to the Czechoslovak Air Force. The new attractive „shark“ colours appeared on the Frogfoot in May 1996 at Pardubice air base. The aircraft belonged to the 32nd zTL (32nd Tactical Air Force Airbase) and was to be used for exhibitions. The 32nd zTL was formed from the 30th bilp in 1993.



Brassin details covering the Su-25 kit – seat, front fender and chaff/flare dispensers.



BUY Su-25K 1/48 Limited Edition (1150)

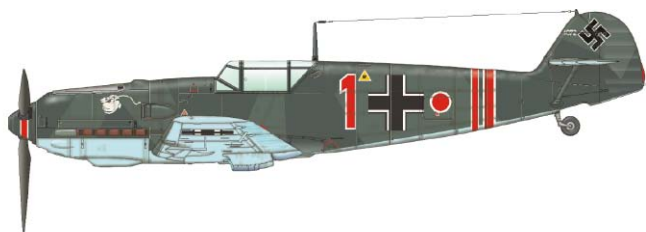
Bf 109E-1 1/32 WEEKEND EDITION Cat.No. 3401



**Bf 109E-1 W.Nr. 4072 Red "1",
Hptm. Hannes Trautloft, 2./JG 77,
Juliusburg, Germany, September 1939**

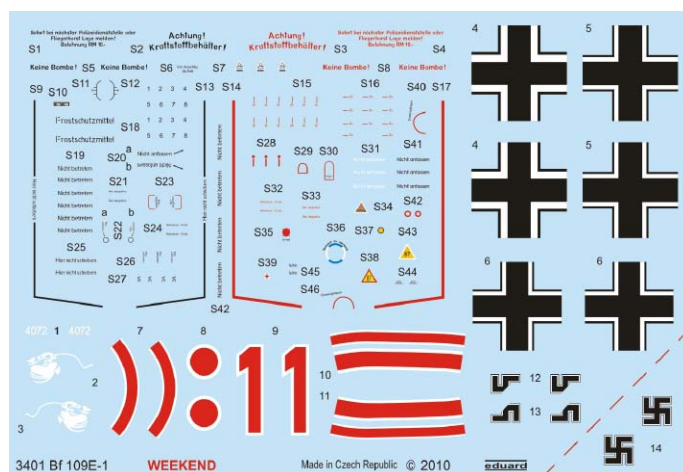
„Red '1' was flown by veteran of the Spanish Civil War, later the ace and Knight's Cross recipient Hptm. Trautloft, and was an example of the oldest camouflage scheme used on the E-1. The upper surfaces are in the standard irregular patterns of two dark greens, RLM 70/71. The sharp demarcation between these and the lower RLM65 was very low on the fuselage, Upper surface colors also curled under the leading edges of

the wings to extend to the bottom surfaces. Inconsistent upper and lower color demarcation appears on the engine cowling. The striking red markings reveal service with 2. Staffel and the shoe emblem identifies the planes connection to I./JG 77, which descended from IV./JG 132. It was with this aircraft that Hptm. Trautloft commanded his Staffel during the Polish campaign.



For further information on the theme of this kit of Bf 109E-1, W.Nr. 4072, and of Hptm. Hannes Trautloft, don't miss the article in the History Section on Page 9.

BUY Weekend edition Bf 109E-1 1/32 (3401)



OTHER KITS OF THE 1/32nd Bf 109E from the PROFIPACK BOXING



3001 Bf 109E-1



3002 Bf 109E-3

Ebunny suggests:

'Clicking on the pic of the box gets you to the spot from where you can snag this puppy on-line, like yesterday, dude :-)'



3003 Bf 109E-4



3004 Bf 109E-7 Trop

August Brassin offerings include two more seats for jets. The first is in 1/48th for the F-22A from Hasegawa (the wheels for which were released in May, 2010, Cat. No. 648017). The second Brassin set is a seat for the F-4 version C, D, E, F and G from Tamiya. We released a seat set for these birds back in May, 2010, but those were for the Hasegawa 1/48th scale kits, which is not

the main difference. First and foremost, this set, 632001, is our first 1/32nd scale Brassin. The details of the Brassin technology are even more noticeable here. (JZ)

BUY 648018 F-22A seat 1/48 (HAS)

BUY 632001 F-4C/D/E/F/G seat 1/32 (TAM)

eduard BRASSIN

648018 F-22A seat 1/48 (for Hasegawa kit)



632001 F-4C/D/E/F/G seat 1/32 (for Tamiya kit)



Check out our first Youtube video! - 3D animation of Albatros D.III Oeffag 253 1/48 construction:



BUY Albatros D.III Oeffag 253 1/48 ProfiPACK

AUGUST PHOTOETCHED

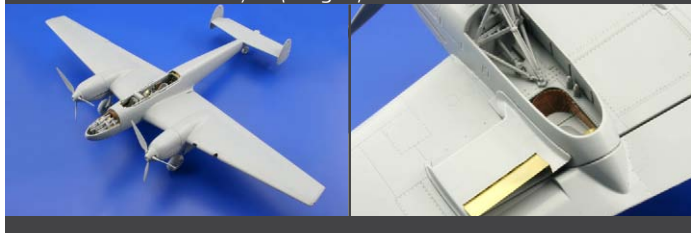


Photoetched for this month is represented by 18 sets and five Zooms. The offerings will be most welcomed by owners and builders of the Trumpeter F-100, since sets for this kit have been rather impatiently anticipated. This month offers up three sets for this kit and one interior Zoom. Turning to AFVs, close attention has been paid to Trumpeter's M-1127 in 1/35th scale. If you're building the M-1131, don't despair, that there is only one set offered for it this month. September will add another three. (JZ)

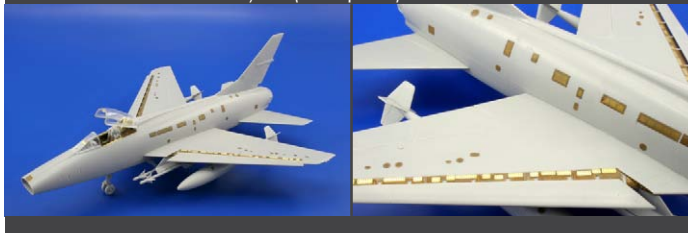
Left Photo: One of our PE designers, Vladislav Kratochvil, working on a set for the A5M2b Claude in 1/32nd scale from MPM.

The set will come out in October, 2010 under the Catalog Number 32676 (more in our Facebook gallery [here](#)).

48655 Bf 110D exterior 1/48 (Dragon)



48660 F-100D exterior 1/48 (Trumpeter)



49494 Bf 110D interior S.A. 1/48 (Dragon)



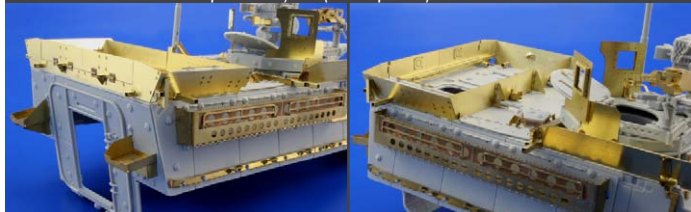
48662 F-100D undercarriage 1/48 (Trumpeter)



36133 M-1127 blast panels 1/35 (Trumpeter)



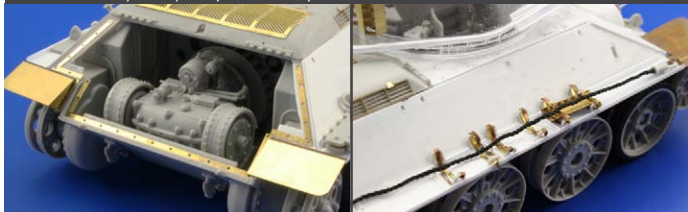
49500 F-111 late seatbelts 1/48 (Hobby Boss)



36132 M-1131 FSV 1/35 (Trumpeter)



36116 T-34/85 1/35 (AFV Club)



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PHOTOETCHED - SEPTEMBER 2010 SELECTION

36117
Sherman Firefly Mk.Ic Hybrid
1/35 (Dragon)



36134
Sherman Firefly Mk.Ic Hybrid fenders
1/35 (Dragon)



36130
M-1131 blast panels
1/35 (Trumpeter)



49499
F-111A interior S.A.
1/48 (Hobby Boss)



BIG ED

BIG3287 P-51D 1/32 (TRUMPETER)

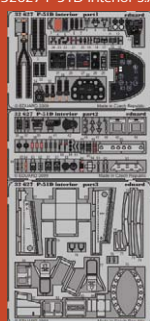
32216 P-51D exterior



32226 P-51D wheel wells



32627 P-51D interior S.A.



32218 P-51D gun bay

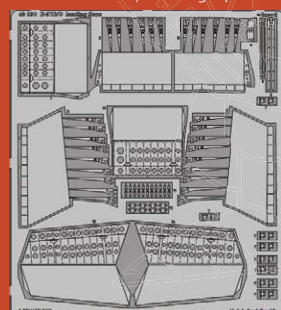


JX083 P-51D



BIG4931 B-57B 1/48 (AIRFIX)

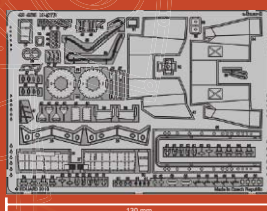
48630 B-57B/G landing flaps



49495 B-57B seatbelts



49465 B-57B S.A.



EX279 B-57B



BIG3288 F-8E FRENCH NAVY 1/32 (TRUMPETER)

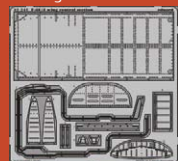
32233 F-8E/J weapon



32237 F-8E exterior



32241 F-8E/J wing central section



32501 Remove Before Flight



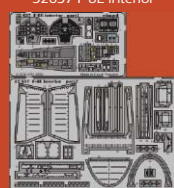
JX088 F-8E



32648 F-8E/J M.B.Mk.7A France seatbelts

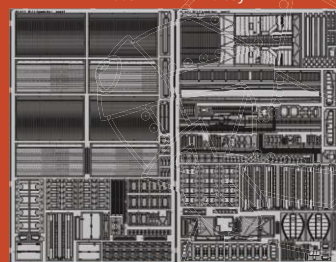


32637 F-8E interior



BIG4932 B-24D 1/48 (REVELL/MONOGRAM)

48634 B-24 bomb bay



48635 B-24D exterior



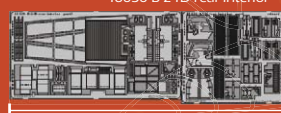
48647 B-24 surface panels



49473 B-24D front interior



48636 B-24D rear interior



489474 B-24D cockpit interior



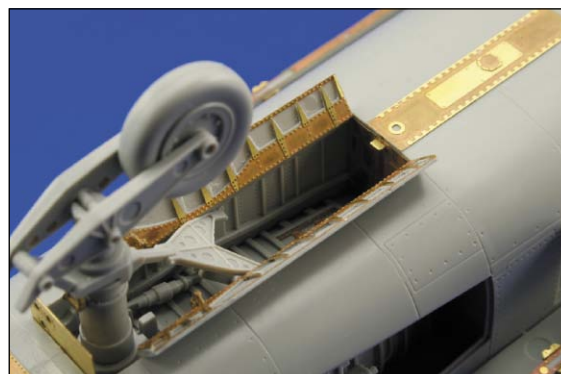
489474 B-24D seatbelts



EX293 B-24D



32216 P-51D exterior (TRU)



32237 F-8E exterior (TRU)



32237 F-8E interior S.A. (TRU)



32233 F-8E/J weapon (TRU)

BUY BIG3287 P-51D 1/32 (TRU)

BUY BIG4931 B-57B 1/48 (AIR)

BUY BIG3288 F-8E French Navy 1/32 (TRU)

BUY BIG4932 B-24D 1/48 (REV/MON)

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MODELY / KITS

8051	Nieuport Ni-17	1/48	ProfiPACK
1150	Su-25K	1/48	Limited
3401	Bf 109E-1	1/32	Weekend

BRASSIN

648018	F-22A seat	1/48	Hasegawa
632001	F-4C/D/E/F/G seat	1/32	Tamiya

LEPTY / PE-SETS

32663	Su-27UB/Su-30 Flanker seatbelts	1/32	Trumpeter
36116	T-34/85	1/35	AFV Club
36123	T19 105mm HMC	1/35	Dragon
36128	M-1127 additional armour	1/35	Trumpeter
36131	M-1127 slat armour	1/35	Trumpeter
36132	M-1131 FSV	1/35	Trumpeter
36133	M-1127 blast panels	1/35	Trumpeter
48655	Bf 110D exterior	1/48	Dragon
48660	F-100D exterior	1/48	Trumpeter
48662	F-100D undercarriage	1/48	Trumpeter
49494	Bf 110D interior S.A.	1/48	Dragon
49500	F-111 late seatbelts	1/48	Hobby Boss
49503	F-100D interior S.A.	1/48	Trumpeter
72503	Su-27 Flanker A exterior	1/72	ICM
72510	Su-27 ladder	1/72	ICM
73018	Remove Before Flight yellow/black	1/72	
73350	Su-27 Flanker A S.A.	1/72	ICM
73355	F/A-18A S.A.	1/72	Academy

ZOOMY / ZOOMS

33068	Su-27UB Flanker C interior S.A.	1/32	Trumpeter
FE494	Bf 110D interior S.A.	1/48	Dragon
FE503	F-100D interior S.A.	1/48	Trumpeter
SS350	Su-27 Flanker A S.A.	1/72	ICM
SS355	F/A-18A interior S.A.	1/72	Academy

MASKY / MASKS

EX308	Sea King AEW Mk.2	1/48	Hasegawa
EX309	A-7D	1/48	Hobby Boss
EX310	Bf 109F-2	1/48	Zvezda
XT162	Sherman Firefly wheel masks	1/35	Dragon

BIGY / BIG-ED sets

BIG3287	P-51D	1/32	Trumpeter
BIG3288	F-8E FRENCH NAVY	1/32	Trumpeter
BIG4931	B-57B	1/48	Airfix/REV
BIG4932	B-24D	1/48	REV/MON

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COMMENTS AND INPUT FROM J&T

Eduard isn't always the modeler's worst enemy.

Hannes Trautloft and Wanderzirkus Janke

Jan Bobek



Most people connect Hannes Trautloft with his association with Jagdgeschwader 54 'Grünherz' ('Green Heart'), which is understandable, since this was the most important

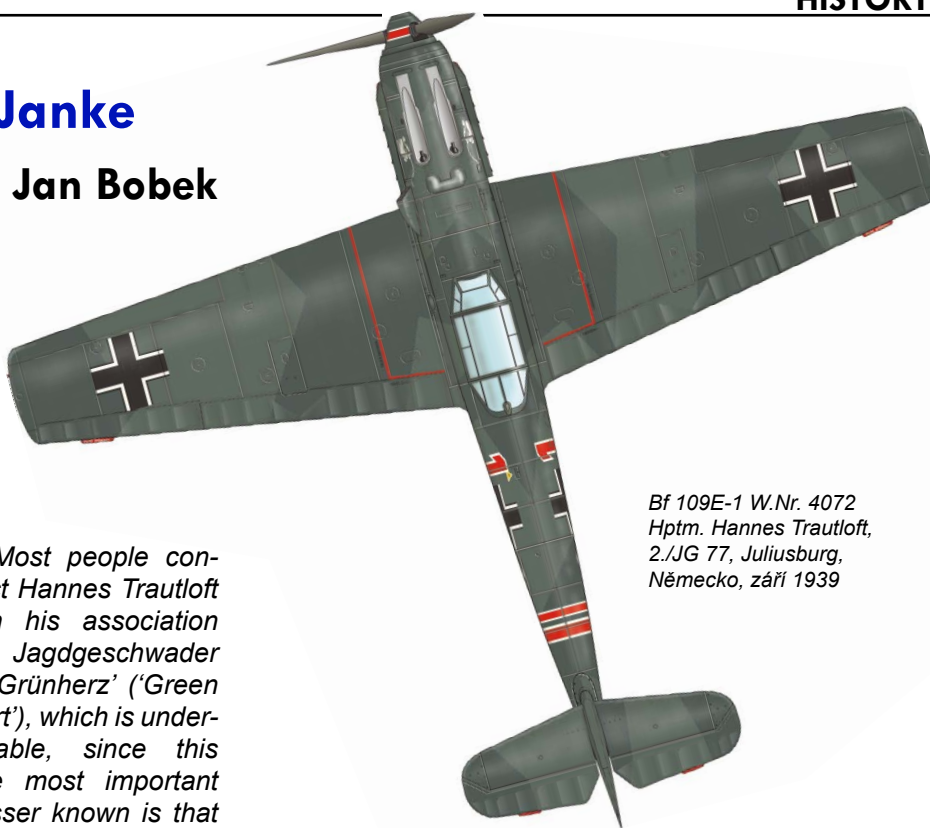
era of his military career. What is lesser known is that he had already a distinguished military past behind him by the time the Second World War began. In the first year of the war, he performed command duties with two units that had no connection to JG 54, while JG 54 (with 3 Gruppen) was formed by Hannes Trautloft. A closer look at this period of his military career is warranted, as is a more detailed look at the Messerschmitt Bf 109E-1, which this month appears as a Weekend Edition kit.

SECRET TRAINING IN RUSSIA AND A LEGIONNAIRE IN SPAIN

Hannes Trautloft was born on March 3rd, 1912 in Grossobringen at Weimar / Thüringen. This area is known as the 'Green Heart of Germany'. As a child, he felt very much at home in the forest, helped by his father who performed the function of a gameskeeper in Thüringen. So, it becomes apparent why Hannes Trautloft felt comfortable in the hunt, and why his aircraft were adorned with a green heart. His family was evidently well situated, as Hannes was accepted for study at Germany's school for transport pilots in Schleissheim after finishing high school in 1931. These were actually secretive studies for future military fliers.

Secret training in the case of Trautloft led all the way to Russia. The German leadership at the time signed a deal with its Soviet counterpart on the training of German soldiers at Lipetsk. The secret program lasted from 1925 to 1933, when it was cancelled by the Nazi government. It included the development of fighter pilots, as well as other fliers. Trautloft gained four months worth of experience here from May, 1932. It is interesting to ponder the possibility that he would fight against Soviet fliers in two wars.

After his return to Germany, he was attached to Infantry Regiment No.15 in October, and over the two subsequent years he underwent officer training at the relevant facility in Dresden. In October, 1934, he was given the position



*Bf 109E-1 W.Nr. 4072
Hptm. Hannes Trautloft,
2./JG 77, Juliusburg,
Německo, září 1939*

of instructor with the rank of lieutenant at Schleissheim's school for fighter pilots.

In April, 1936, he joined III.(schwere)/JG 134 in Cologne (Köln am Rhein) equipped with Heinkel He 51 biplanes. This unit later gave way to heavy fighter Gruppe I.(Zerstörer)/LG 1 with Messerschmitt Bf 110s. Of course, the peace time service of Trautloft would dramatically change. In July, 1936, the Spanish Civil War erupted, and Hitler decided to support Franco's Nationalists with materials and combat units. It wasn't only the Germans and the Italians that stood with the Nationalists as foreign volunteers. It is not a well known fact that combat against the Republicans was also participated in by the Portuguese, Romanians, French and Irish, with other nationalities being represented in smaller numbers. For example, American firms contributed significant quantities of oil and transport equipment (with American volunteers fighting on the side of the Republicans).

Among the Legionnaires fighting for Franco was also Hannes Trautloft. He came to Spain in August, 1937 as a civilian, although in actual fact he was a member of the Legion Condor. Along with other pilots and mechanics, he had to assemble the first six Heinkel He 51s of his unit. Summers in Spain run hot, and combat missions were started off by pilots in the cockpits of their aircraft wearing sporting clothes. Trautloft would start out wearing his tennis shorts and shirt. Together with Staffel CO Oblt. Kraft Eberhardt, Trautloft would gain the very first German fighter kills since the First World War. On August 25, 1936 they claimed one Breguet XIX each. But, on August 30, Trautloft was himself shot down and had to bail out of his aircraft. He was fortunate to endure this fate over friendly territory, and even so, the high flying non-Spanish speaking tennis player was met with suspicion from Nationalist troops. He was the first German downed during this conflict!

(Hannes Trautloft portrait by Petr Štěpánek; profiles of Bf 109E-1 - Miroslav Horčíčka)

Hannes Trautloft gained a total of five aerial victories in Spain up to December, 1936. It was already becoming evident what his strong and weak points were. He was a capable leader with good organizational skills, commanded excellent understanding of the technical aspects of aircraft, and was a superb pilot. However, he suffered from a lack of something that was generally common to pilots that achieved a greater number of kills in the Second World War; good eyesight. In his memoirs from Spain, Trautloft wrote of his tendency to spot enemy aircraft later than his colleagues, his tendency to confuse enemy aircraft with Italian ones, and so on.

His last kill was a Polikarpov I-16 Rata, which, for an He 51 would have been an annoying enemy. At this time, the Germans had decided to combat test their new fighter, the Messerschmitt Bf 109, and one of the pilots to conduct the testing was to be Trautloft. Three prototypes were sent to Spain: V3, V4 and V5 (possibly V6). The situation was somewhat an improvisation, as there was no factory pilot available for any schooling or advice. Additionally, there were still teething troubles with the type, to say nothing of specific Bf 109 characteristics. So, it comes as no surprise that one of the prototypes crashed immediately during a failed take-off. Hannes Trautloft concentrated on fine tuning the use of the other prototypes, which took about a month (from mid December, 1936 to the middle of January). By that time, even Trautloft had several forced landings behind him, and each flight with the new Messerschmitts brought new challenges. During the first combat flight on January 20th, 1937 out of Villa del Prado, with Hannes Trautloft at the controls, another problem was encountered when the tail wheel failed to lower, and the rudder was damaged on landing.

Hannes Trautloft, however, did a great service to Messerschmitt and the Luftwaffe. He helped to uncover provisional problems and other shortcomings of the type under combat conditions. The prototype with the call numbers '6-1' carried Trautloft's personal emblem, the green heart as a reminder of his ancestral Thuringia. Trautloft returned to Germany in March, 1937, and in the same month, the Legion Condor received its first series Messerschmitt Bf 109s.

AIR RACES IN ZURICH

After his return from Spain, Trautloft began to share his combat experiences. First, he served as CO of 1. Staffel u.I./JG 135 (later I./JG 51) in the Bavarian town of Bad Aibling, until the Luftwaffe decided to utilize him for more representative purposes.

The first task was to participate in the opening ceremonies for an airfield at Budapest. An aerobatic group of Messerschmitt Bf 109s went through their paces at this event in June, 1937. A more significant event for Trautloft came at the end of July, 1937, with his participation in the 4th International Air Meet in Zurich, Switzerland (IV. Internationales Flugmeeting Zürich). This included large air races that were organized every five years. Civil as well as military aircraft took part. The German team was composed of people like Ernst

Udet, Major Seidemann (*NOTE 1*), and even General der Flieger Erhard Milch.

Much attention was garnered by the five Messerschmitt Bf 109s, four prototypes and one series production Bf 109 B. Three of the aircraft were powered by the Jumo 210 G (730 hp), and two with the significantly uprated Daimler-Benz DB 601 (1565 and 1658 hp).

The main opposition to the Germans at these races were the Czechoslovaks with four Avia B-534s and eight aerobatic Avia Ba-122. Unfortunately, the British did not attend with their Hurricanes and Spitfires.

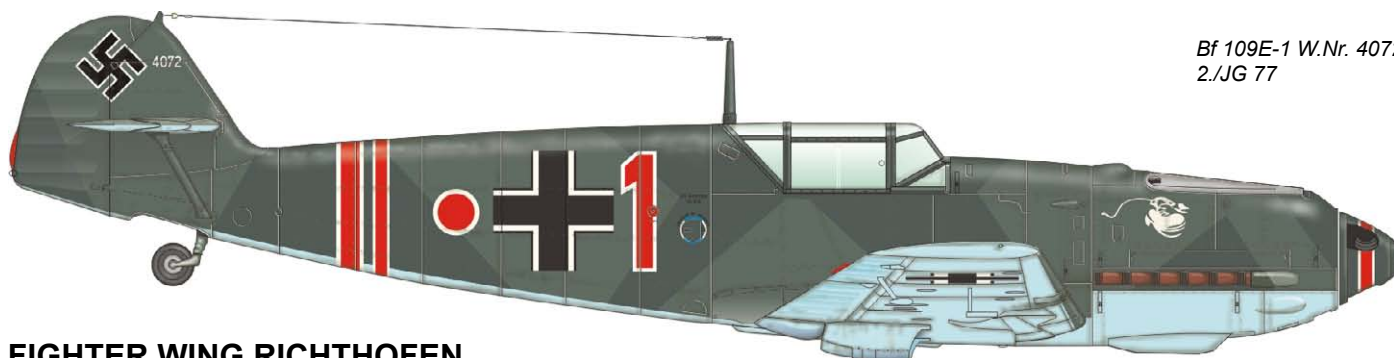
Ernst Udet had remarkably bad luck, crashing twice with Bf 109 V-14 (with a DB 601). The Germans, except for one occasion, were pressured to continue racing with only the Messerschmitts powered by the lower rated Jumo 210G, and as such, during one event, the aircraft were outpaced by a Dornier 17M V-1.

Probably the most intense races were the Alp circuits with three member formations on July 27 (Alpenrundflug Kategorie C: Ein-oder Mehrsitzer in Dreierkette), which came to do a battle between the Germans and the Czechoslovaks. The course was in three sections: Dübendorf – Thun, Thun – Bellinzona, and Bellinzona – Dübendorf. The German effort was flown by Hptm. Restemeier, Oblt. Trautloft and Oblt. Schleif. The Czech B-534s were flown by Jaroslav Hlad'o, Frantisek Peřina and Jaroslav Šnobl (*NOTE 2*). Both sides endured technical problems, and the Germans prevailed with a time of 58:52.7 with an average speed of 374.8 km/h. The Czechoslovaks came in about 2 minutes later with an average speed of 361.2 km/h. In third place were the French, with Dewoitine 510s with an average speed of 336.0 km/h.

The same course was flown by individuals, where the best time was submitted by Major Seidemann (56:47.1), while Jaroslav Hlad'o was second at 63:32.8.

NOTE 1. Hans Seidemann also underwent aerial training in Lipetsk, Russia. After serving some time with Legion Condor, he gained the function of Staff Chief. At air races Challenge International de Tourisme 1934, he finished third of all with a Fieseler Fi-97 (D-IPUS). Over the Second World War, he led III./LG 1, led aerial operations in Africa, and later became head of VIII. Fliegerkorps. He was awarded the Knight's Cross with Oak Leaf.

NOTE 2. Jaroslav Hlad'o, during the war in Great Britain and after service with several British squadrons, took command of No.312 Squadron (Czechoslovak) RAF and later the Czechoslovak Fighter Wing. Frantisek Peřina gained eleven confirmed victories with the French Air Force. He later also served with No.312 (Czechoslovak) Squadron RAF, where gained one more victory. After the war, he emigrated out of Czechoslovakia to avoid imprisonment by the communists. He moved to the United States where he worked for Weber Aircraft Co. in San Fernando Valley where he was involved with the manufacture of components for the Gemini Program and the Boeing 747. After 1989, he and his wife Ann returned to the Czech Republic, where he was actively involved with the Veteran's Organization of Czechoslovak Airmen RAF. He died in 2006.



Bf 109E-1 W.Nr. 4072
2./JG 77

FIGHTER WING RICHTHOFEN, WANDERZIRKUS JANKE or WHERE DID THAT DISCARDED SHOE COME FROM?



In the fall of 1937, Hannes Trautloft was named commanding officer and head of training at Werneuchen's fighter school. In July, 1938, finally came the longed for attachment to a fighter squadron, and that to the elite Richthofen unit. Trautloft was named CO of 12. Staffel within the framework of Jagdgeschwader 132 in Werneuchen. The Gruppe was equipped with the Messerschmitt Bf 109 D-1, and the Gruppenkommandeur was Hptm. Johannes Janke. He became a friend of Trautloft's, and more will be warranted about him later.

Hannes Trautloft almost met his Czechoslovak opponents from Zurich in combat in September, 1938. Germany and Czechoslovakia were on the brink of war. History and fate dictated that war would be averted at that time, and Germany was granted large sections of Czechoslovakia, with some going to Hungary, and, to a lesser extent, Poland. Germany annexed the western Czechoslovak frontier which was populated mainly by Sudeten Germans, and for this action deemed air cover necessary.

One unit that was allocated to this action was Janke's IV./JG 132 'Richthofen'. Trautloft, as a result, spent most of October in Karlovy Vary (Karlsbad), and at the end of the month he and his unit moved to Moravská Třebová (Mährisch – Trübau), where he remained until February, 1939. At the beginning of November, 1938, Janke's unit was extracted from 'Richthofen', and was given the designation I./JG 331, and from May, 1939, was re-designated its likely best known designation, I./JG 77. During this evolution, Hannes Trautloft's Staffel changed its position within the Gruppe, and at the time was 2. Staffel carrying red tactical markings.

In February, Janke's unit moved to today's Wrocław, to the Breslau-Schöngarten airfield in German Upper Silesia. The unit did not remain there for very long, as in March, 1939, Hitler managed to annex the remainder of Bohemia and Moravia (in former Czechoslovakia) thanks to the infamous policy of appeasement on the part of the world. Janke's unit again found itself covering ground units, and for a change, found itself in the Moravian town of Olomouc (Olmütz).

It is easy to lose track of all the places that Janke's unit was stationed. For the time, the movement was uncommon, and covered relatively large distances. For fighter and transport pilots, that belonged to the Jagdgruppe, this was not a big issue. Naturally, they simply flew to where they were ordered to be. But, the remaining Gruppe personnel, which numbered about



Hptm. Hannes Trautloft with his men from 2. Staffel Jagdgeschwader 77 at Juliusburg airfield several days prior to the invasion of Poland. In the background is his personal Emil Red '1' (W.Nr. 4072). On the front of it is the discarded shoe marking, the emblem of I./JG 77, which was nicknamed 'Wanderzirkus Janke'. Trautloft's aircraft has the fuselage stripes identifying it as the unit CO's.

(Trautloft via J. Prien)



Hannes Trautloft resting in front of his aircraft. After leaving 2./JG 77, his Red '1' was taken over by Oblt. Eckehard Priebe.

(Lächler via J. Prien)

600, would generally be moved via ground transport. It's no wonder, then, that members of I./JG 77 ironically dubbed themselves 'Wanderzirkus Janke' (Janke's Travelling Circus), and expressed their feelings resulting from constant relocation through their unit symbol, a discarded shoe.

THE WAR AGAINST POLAND AND FURTHER FATE OF TRAUTLOFT'S 'RED 1'

In April, 1939, Janke's Wanderzirkus moved again from Olomouc to Breslau-Schöngarten airfield, and in May began to re-equip from the Messerschmitt Bf 109 D-1 to 'light' Bf 109 E-1s and 'heavy' Bf 109 E-3s. At the end of August, I./JG 77 moved to the field at Juliusburg (today



Wanderzirkus Janke at Odendorf base, in the summer of 1940. On the cowling of the aircraft in the foreground, the 'Lumpenstiefel' emblem of I./JG 77 can be seen.

Bundesarchiv Bild 101I-058-1784A-14 via Wikimedia Commons



Gruppenkommandeur Hptm. Johannes 'Jänki' Janke (left) with officers of his Stab. In the fall of 1940, his Gruppe was made subordinate to Hannes Trautloft's JG 54, which was paradoxical since Janke was formerly Trautloft's superior. Janke was transferred to Stab 1. Jagddivision in February 1941.

Bundesarchiv 58-1784-17 via J. Prien

Dobroszyce not far from Wroclaw) to be in a location better suited to support the attack on Poland. There are two color films from this period, available on the internet, that capture not only Trautloft, but also aircraft from his 2. Staffel. Janke's personal aircraft, and that of Trautloft's Red '1', carried fuselage stripes behind the crosses that clearly signified aircraft of the unit CO.

When the war began on September 1st, 1939, Janke's I./JG 77 was tasked with covering the advance on Krakow. The very first aerial victory in the war was gained on September 3rd by Lt. Karl-Gottfried Nordmann with the downing of a PZL-23 (NOTE 3).



The second victory over the Poles was gained by Hannes Trautloft. It involved the flaming of a PZL-23 at 0820h over Warta, about 15km northwest of Sieradz. An eye witness to the event was Oblt. Eckehard Priebe of 2./JG 77: 'In Poland, we had few encounters with the enemy. Hannes Trautloft, with who's Staffel I flew, shot down a Polish observer. It crashed into a marsh, and one crewmember bailed out, but his chute snagged the tail of the aircraft, and it dragged him down behind it. Lt. 'Hubs' Mütterich shot at the dark squiggle in the swamp, the later holder of the Knight's Cross figuring that if it's shot down, it should burn.' (NOTE 4)

The crew that died in this tragic manner apparently belonged to reconnaissance unit 32. Eskadra Rozpoznawcza. Trautloft's victory corresponds to the events under which a PZL-23B coded 44.55 was lost. Its crew were composed of ppor. pil. Adam Kandzior, plut. pil. Czesław Kruszewski and kpr. strz. Kazimierz Tyrakowski.

Janke's unit gained one more aerial victory, but further successes were elusive. Polish resistance ended without further loss of aerial personnel, but the end of September saw the unit go through an important change. Hannes Trautloft was transferred to take command of an entirely different fighter Gruppe, and 2. Staffel JG 77 command was picked up by Oblt. Priebe. He also took over Trautloft's Red '1' (W.Nr. 4072), previous to which Priebe flew Bf 109E-1 Red '13' (W.Nr. 3378)

NOTE 3. Nordmann later became Kommodor JG 51, gained a total of 78 kills, and was awarded the Knight's Cross with Oak Leaf. He spent the latter part of his life in Connecticut, USA.

NOTE 4. Citation Prien J.: Geschichte des Jagdgeschwaders 77 Teil, page 80. Hubert Mütterich gained a total of 43 kills and later became CO of 5./JG 54. He died on September 9, 1941 not far from Leningrad. He was shot down by an enemy fighter and hit a tree on attempting to land. From the wreckage photos, it is evident that the aircraft didn't burn either.

Messerschmitt Bf 109 E-1 of 2. Staffel from I. Gruppe Jagdgeschwader 20 at Brandenburg-Briest base. Trautloft led this unit from September 23, 1939 to August 24, 1940. In July, 1940, it was redesignated III./JG 51.

Bundesarchiv Bild 146-1997-026-32A via Wikimedia Commons

At the end of September, 1939, I./JG 77 was moved to western Germany, and Priebe managed a kill on the very first combat flight in the area. It occurred on the 11th of October over Lauterburg, and the victim was a French high-wing Mureaux 115 (No. 12) reconnaissance plane from GAO 553. The French crew's mission was to photograph bridges over the Rhein around Worth. S/Lt Laluee was injured and taken prisoner, while Lt. B. Hautiere was killed.

At the beginning of 1940, fuselage of Red '1' received a coat of light blue paint, but the fuselage stripes behind the cross remained. I./JG 77 participated in Blitzkrieg operations in May and June, and Oblt. Priebe gained his second and third victories. First, he downed a French Morane MS.406 on May 15th at 1455h over Dinant. His third and last came on the evening of May 19th over Cambrai. Priebe's 2. Staffel tangled with eight Hurricanes. Priebe and Mutherich managed one Hurricane each, but Priebe was wounded and his Red '1' was damaged. This ends the known history of Bf 109 E-1 with Werk Nummer 4072. It was built in the summer of 1939 by Focke-Wulf as part of a ninety aircraft production run, and after its use by Trautloft and Priebe, further information on this aircraft is lacking, aside from appearing in kit form by Eduard in the beginning of the 21st century, first as an option among four in Profipack form (Cat.No. 3001) and in August, 2010, in a Weekend Edition kit (Cat.No. 3401).

Janke's 'Traveling Circus' was transferred to northern Germany after combat in France. Getting back into intensive combat occurred in August 1940, in the middle of the Battle of Britain. The first combat against the defenders of Albion occurred on August 31, 1940. The first action resulted in the capture of Eckehard Priebe. During late morning fighting, his Messerschmitt (W.Nr. 4076) suffered a gun problem. In combat over the Thames, he tried to disengage, but had Spitfires bearing down on him from behind. Eventually, he bailed out of his heavily damaged plane over Elham. It was a black day for Janke's unit. Over the course of several combat flights, it lost seven machines and six pilots.

In the fall of 1940, I./JG 77 was redesignated IV./JG 51.

GOOD MORNING, HERR GESCHWADERKOMMODORE!

At the end of September, 1939, Trautloft took control of the fighter Gruppe designated I./JG 20 in Brandenburg – Briest. At the time, the unit was provisionally placed under JG 2 'Richthofen' and in the future was to have been transformed into III./JG 2. The plans changed, however, and progressively, Trautloft's unit was attached to JG 3 and finally JG 51. During 'Sitzkrieg' (or The Phoney War), I./JG 20 was able to down only two enemy aircraft, but during the fighting in the west in May, 1940,

Messerschmitt Bf 109 G-2 of III./JG 54 at a Russian airfield in the fall of 1942. A non-standard camouflage scheme consisting of no less than three dark colors are visible on the top surfaces. Jagdgeschwader 54 used its own camouflage customized for the conditions on the eastern Front practically from the beginning of the war against the USSR.
Bundesarchiv Bild 101I-398-1794-18 via Wikimedia Commons



Messerschmitt Bf 109 F of Jagdgeschwader 54 'Grünherz' at a Russian airfield at the beginning of 1942. At this time the whole of JG 54 adopted the personal emblem of Hannes Trautloft – the green heart – as its own.
Bundesarchiv Bild 101I-395-1533-06A via Wikimedia Commons

thirty-five were claimed. Hannes Trautloft accounted for two Spitfires during this period, and his Adjutant was Lt. Werner Kalau vom Hofe, who would serve as such for the next several years.

From the end of June, 1940, Trautloft and his Gruppe were again engaged in heavy combat. Through July and August, I./JG 20 (through which time it was redesignated III./JG 51), was constantly engaged against the RAF. By August 24th, the unit accounted for over seventy aerial victories, with relatively low losses – six pilots lost, two injured, and 13 aircraft lost or heavily damaged. The unit's CO gained only two kills, while his Adjutant claimed three, and the CO of 7. Staffel and future legendary fighter pilot Walter Oesau got fourteen.

Why is the 24th August so important? That was the day that Hannes Trautloft was called back, and made Kommodore Jagdgeschwader 54. It was for him difficult to fathom. He was only 28, and was put in command of a fighter wing of over 2,000 men!

He heard of the promotion unofficially a day in advance, and bearer of the good news was none other than Werner Mölders. Trautloft was awakened in the morning by the phone call, with the greeting 'Good Morning, Herr Geschwaderkommodore!'. He basically warned the caller that it was too early in the morning for such gags, but he was assured that the information had 'come from a reliable source'.



In his memoirs, Trautloft looks back at the nomination with respect and humility. He described as such: Staffelfkapitän fights, Kommandeur leads, but the Kommodore – its up to him to shape the Geschwader, define its character, and give it its very spirit’.

The new Kommodore meets up with his former brothers in arms from I./JG 77 and his friend, Janke, at the end of August. And that sets up a paradoxal situation, because I./JG

Furthermore, so that things weren’t too simple, Trautloft’s unit wasn’t a single entity. Its only original component was I./JG 54. But, II./JG 54 was up to the beginning of July, 1940, an individual, standalone unit with the designation I./JG 76 (earlier falling under JG 2), and III./JG 54 was also standalone – originally carrying the designation I./JG 21, and operationally falling under JG 27. Trautloft then was faced with a formidable task: take these individual components, and meld them into one unit, and successfully deploy it in combat.

Another conflict into which Trautloft led his fighters was the Balkan campaign. Participants included II. and III./JG 54, and, of course, the Kommodore and his Stab. The German pilots met the Messerschmitt Bf 109 E-3s that were flown by the Yugoslavs in combat. After the end of

the conflict, Trautloft flew a captured glider over Belgrade, which ended in a crash, but without injuries.

In June, 1941, the entire Jagdgeschwader 54 took part in the invasion of the Soviet Union. By that time, the unit emblem had become Trautloft’s Green Heart, and the pilot’s accepted as their own. It began to appear on aircraft, ground equipment, and even on the collar of the Kommodor’s dachshund. Even to this day, some JG 54 veterans have the Green Heart on their mail box.

The different type of combat and the environmental conditions found in the Soviet Union compared to western Europe quickly led JG 54 to modify the camouflage of its aircraft. An example can be found again with the Kommodor’s aircraft, which, at the beginning of the Soviet campaign, had little in common with standard camouflage schemes. There are several theories as to where these colors came from. Anders Hjortsberg, in a commentary with one of his illustrations in this article, summarizes most of these. Personally, I feel that over the course of three years of war, during which JG 54 modified the camouflage of its aircraft, led to all of the following theories, and even the possibility of the use of paints from other sources.



Bf 109 G-2 flown by Hannes Trautloft in the summer of 1942. Color photos of this aircraft show that the upper camouflage colors probably consisted of RLM 70, RLM 02 and a rather bright medium green not corresponding to any contemporary Luftwaffe color. The aircraft was also photographed without the broad yellow fuselage band. This machine had pressure-sealing vertical head armor equal to G-1 or G-3 version.

There have been many theories about the non-standard colors used by JG 54 on the Eastern front. One has been the use of captured Soviet paints. Suggestions have also been made that Finnish paint had been

used and the Finns indeed used a bright medium green that comes close to what some JG 54 machines wore. Two theories involve the use of RLM colors. One, as put forward by Ken Merrick, is that JG 54 used the old colors RLM 61 and RLM 62 in a field test before their re-introduction as RLM 81 and RLM 82 respectively. The final theory is that JG 54 mixed regular camouflage colors like RLM 70 and RLM 71 with parking colors like RLM 04 and RLM 23 to obtain the browns and greens found in some photos. Indeed, a mix of RLM 04 and RLM 71 could be used to create the medium color seen on Trautloft’s G-2.

Text and Illustrations by Anders Hjortsberg



W. Nr. 19456 was originally a Bf 109 G-4 which was damaged in a bombing raid of Trapani on May 10, 1943 whilst on strength with 6./JG 27. When it was repaired, it was also upgraded to G-6 standard, although it retained the earlier wheel configuration with spoked main wheels and open tailwheel well. Trautloft used it in June, 1943.

It is finished in a standard RLM 74/75/76 camouflage scheme which has been additionally mottled with what appears to be RLM 70. During autumn 1943 this machine was flown by members of Stab of the General der Jagdflieger, among others by Hannes Trautloft and Günther Lützow.

Text and Illustrations by Anders Hjortsberg



The original personal emblem of Hannes Trautloft, later adopted by Stab and all JG 54 Gruppen.



The personal emblem of Hannes Trautloft in the function of Kommodore JG 54. He used it on the Bf 109 F, G and on the Fw 190 A. The order of the three Gruppe emblems inside the green heart progressively changed.



I./JG 54 emblem formed out of the Nürnberg Coat of Arms.



II./JG 54 emblem - The Lion of Aspern (Lowe von Aspern) indicating the Gruppe's formation at Vienna - Aspern (Wien - Aspern). The Lion of Aspern is a memorial dedicated to the victory over Napoleon at Aspern - Essling in May, 1809.



III./JG 54 emblem - Jesau Coat of Arms, where the Gruppe was formed, detailed with fighter silhouettes. Jesau is nowadays Russian city Yushny in former East Prussia.

(Emblems illustration by Jan Zdiarský, text by Jan Bobek)

During the vast majority of combat on the Eastern Front under Trautloft's command, JG 54 operated over the northern and central sectors within the framework of Luftflotte 1. Despite the size of the area of operations, Trautloft managed to maintain contact with all elements of the fighter wing and personally knew all the pilots, including non commissioned officers. Under his command, there was a line of successful fighter pilots and commanders, such as Nowotny, Kittel, Phillip, Beisswenger, Hrabak, Ostermann, etc.

Trautloft was awarded the Knight's Cross on July 27th, 1941, not for his number of kills, but more for the overall success of JG 54. It is interesting to note that he received the German Cross in Gold, which typically preceded the awarding of the Knight's Cross, on August 17th, 1942.

The number of aerial victories attained by the Germans on the Eastern Front, compared to those reached on the Western Front, were nothing short of unbelievable. JG 54 reached its 1000th on August 1st, 1941 (Lt. Ostermann), the 2000th was bagged by Ofw. Klemm on April 4th, 1942, and no. 3000 came on September 14th, 1942 by Lt. Heyer.

Trautloft scored his fiftieth kill in WW II on February 15th, 1943 south of Leningrad. He identified his victim as a Mustang. Trautloft wanted to personally capture his victim and meet him, but the unfortunate Soviet pilot hit a tree while trying to set down. Shortly after that event, JG 54 achieved its 4000th kill.

At the time, part of the unit was re-equipping on the Messerschmitt Bf 109 G transferred to Western Europe, where the pilots had to re-orientate themselves to a different opponent, at different altitudes, and ground support that was unthinkable on the Eastern Front. The remainder of JG 54 went from the Messerschmitt Bf 109G to the Focke-Wulf Fw 190 A.

In July, 1943, Trautloft left JG 54, and became Inspector of Fighter Units on the Eastern Front under the Stab of General of Fighter Forces Adolf Galland. At the end of 1943, he was named inspector of the entire fighter force, and after difficulties with Luftwaffe leadership, he gained the dubious function as CO of the 4th Air Force Training Division.

In all, he flew 560 combat missions from 1936 to the summer of 1943, and scored 58 victories.

After the end of the war, he made a living by various means, including in graphics, and as a merchant. In 1957, he returned to the air force, and gained the rank of Generalmajor, retiring in 1970. He was also the first chairman of the German Fighter Pilots Association. In 1979, he became the senior European tennis champion in mixed doubles!

Hannes Trautloft is the author, or co-author, of around ten books, some of which he himself illustrated.

In the preparation of this article, valuable assistance was given by Franek Grabowski, Ota Jírovec, Dr. Jochen Prien and Anders Hjortsberg. I extend my gratitude to all. For an overview of Trautloft's victories, I recommend visiting the web page of Petr Kacha at <http://www.luftwaffe.cz/trautloft.html>

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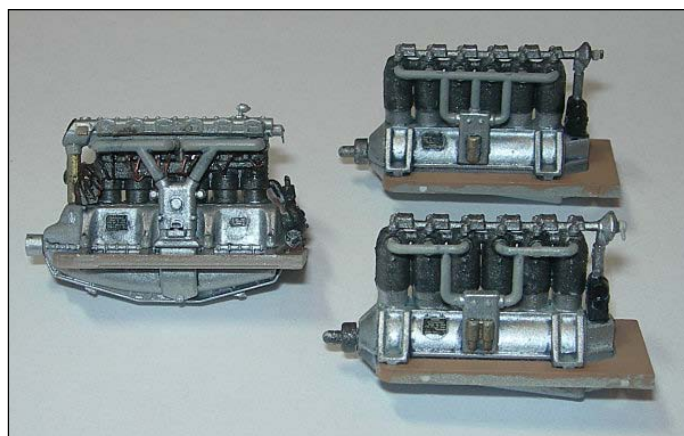
Bf 109E-1 W.Nr. 4072, Hptm. Hannes Trautloft, 2./JG 77, Juliusburg, Germany, September 1939

Illustration by Petr Štěpánek used as boxart for the Weekend edition of Eduard Bf 109E-1 kit.

BUY Weekend edition Bf 109E-1 (3401)

Eduard Austro-Daimler 1/48 engine

by Rob Stewart



Austro-Daimler, Mercedes D.IIIa and BMW III.

History

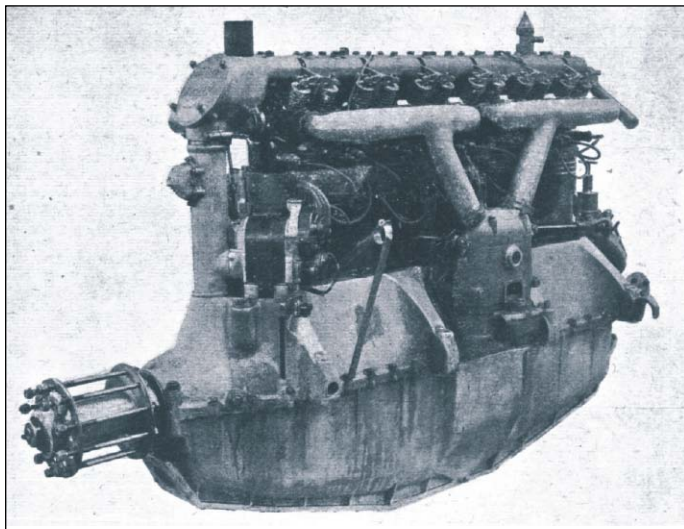
The A-D 200HP engine was designed by the legendary Dr. Ferdinand Porsche and produced by Austro-Daimler in Wiener-Neustadt and also under Licence by MAG. It was a very efficient engine, with a high compression ratio, comparable to the Maybach Zeppelin engines of the time, which A-D were building under licence, and far in excess of the contemporary fighter engines of the Central Powers. It gave over 200BHP at 1400RPM with extremely little fluid leakage. In fact a captured engine tested in 1918 by the RAE showed no oil or water leakage at all. It also was not prone to the overheating problems of the Mercedes engines, which, combined with summer weather had caused accidental "cooking off" of phosphorous ammunition. Even the high compression 200HP Mercedes D.IIIa engine and the high altitude version of that engine built by BMW to power the Fokker D.VII fighter didn't match the performance of the A-D engine, and Fokker was determined to marry his D.VII airframe with the A-D engine. He got his wish right at the end of the war when MAG, in which Anthony Fokker was a shareholder, was given a contract to produce Fokker D.VIIs for the Empire. However this came too late and the 30 or so single and two seater versions that were produced only saw service for the various air forces involved in the strife brought upon by the collapse of the Empire. Marek Minberger has produced a splendid history of these aircraft which comes with the Eduard Limited Edition Fokker D.VII (MAG) dual combo kit. (Cat.No. 1147)

Introduction

This article is intended as a reference for modellers who will be building the 200HP Austro-Daimler engine in 1/48 as part of their WWI aircraft builds. I will describe the engine, discuss the kit parts and walk the modeller through the build steps, adding suggestions for simple additions to the supplied parts for extra authenticity/detail. References are given below.

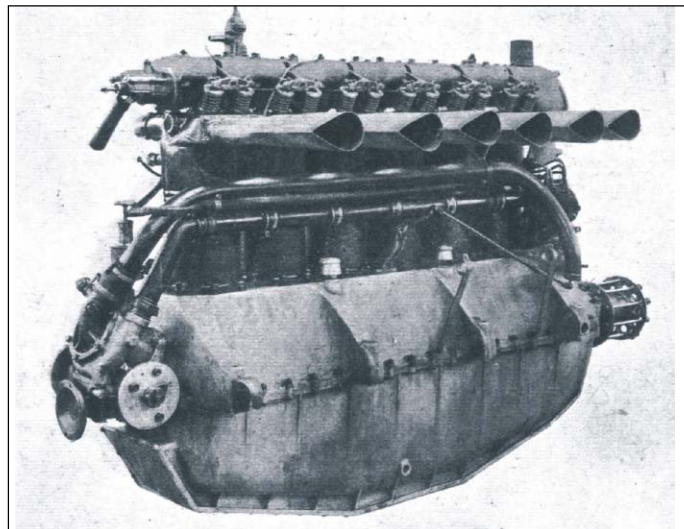
Left side view

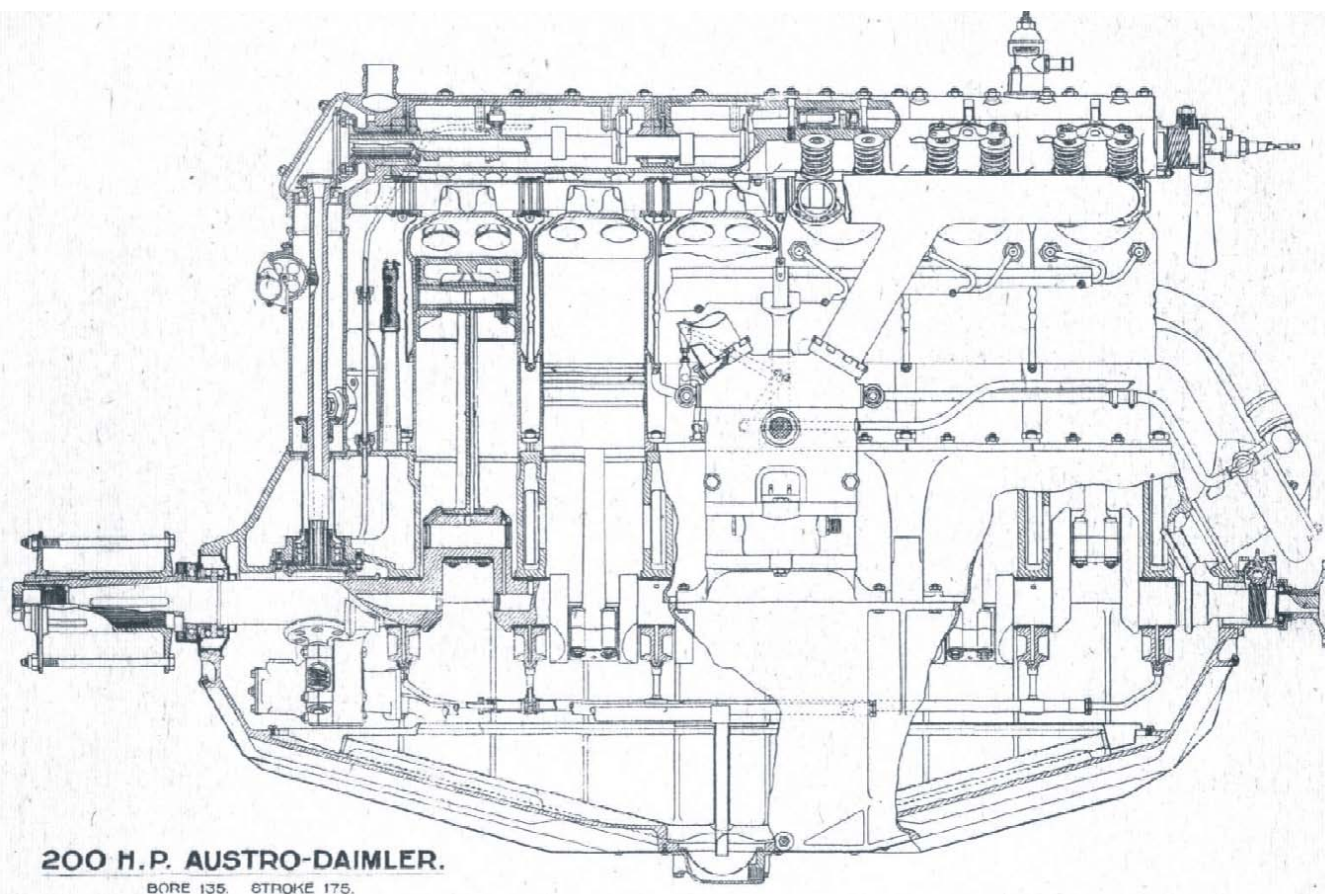
(photo: Flight, 1918)



Right side view

(photo: Flight, 1918)



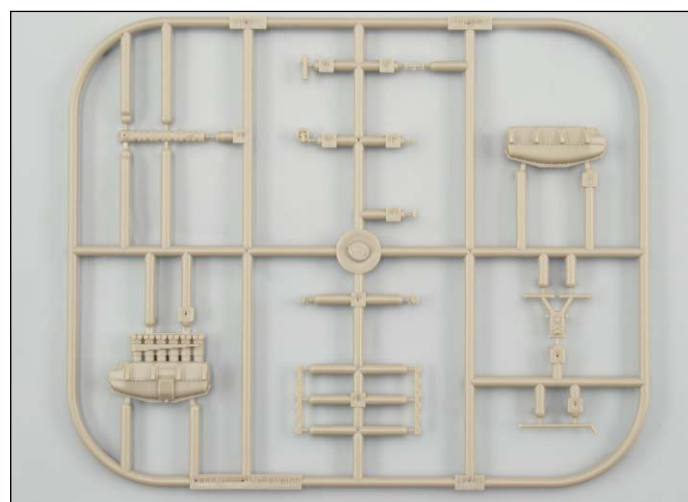


(Flight, 1918)

It was a 6-cylinder vertical water cooled engine with separate steel cylinders. These were encased in a pressed steel water jackets. Each cylinder had twin inlet and exhaust valves and 2 spark plugs on the inlet side only. The crankcase and pistons were made of (mostly) aluminum. The two magnetos are set at 52 degrees of the vertical cam shaft at the front of the engine and are controlled automatically by the throttle. An air pump is positioned on top of the rocker case, and the water pump is at the rear of the crankcase.

Kit parts

The engine comes on a single sprue. In "ProfiPACK" versions of the kit there will be additional parts on a PE fret. In all there are 12 plastic parts to the engine and an additional 6 PE parts. The parts are moulded in great detail and are crisp. There are no sink or pin marks anywhere that I could see.



Colours

Either follow the Eduard colour guide for the engine parts or paint parts according to the references. A couple of points to note from the RAE report are that the HT cable carrier was "red sheet fabric", and that the inlet pipes were "galvanised steel lagged with asbestos".

Build Steps

1. Assemble the engine block and add the rocker cover, parts X 1, 8 and 9. Paint according to the painting guide or references. Add the name plate PE part if necessary. At this stage you can either add parts X11 to the rocker cover and cylinder heads or scratch build some valve springs. I chose the latter option and made some valve springs by winding a length of wire round a #80 drill bit as shown.

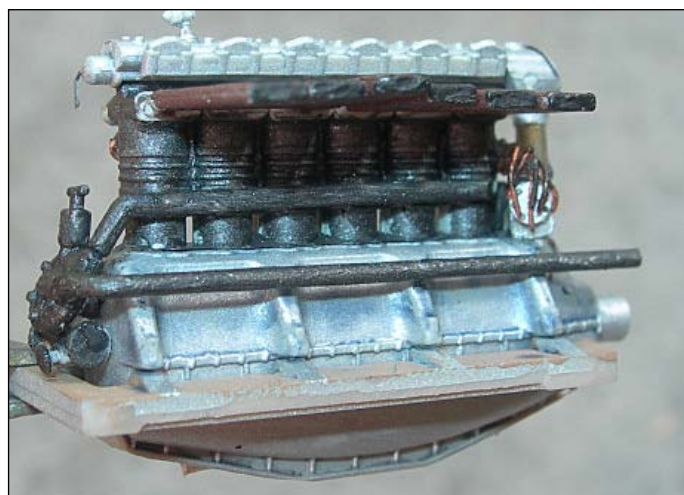
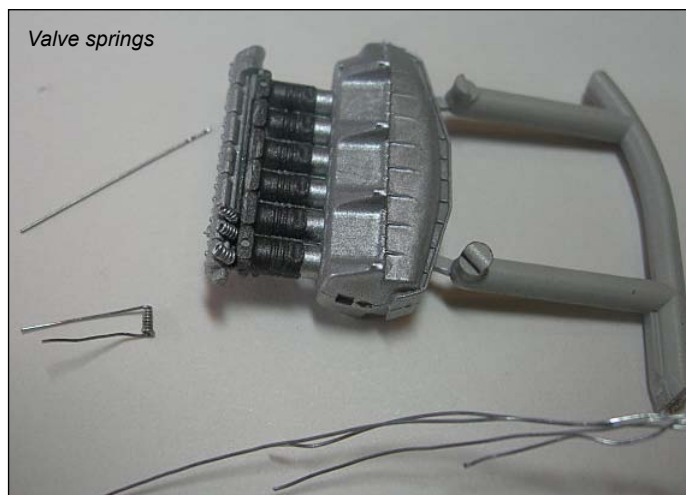
2. Add the PE labels and gaskets, if applicable.

3. Add the magneto assembly, parts X2 and X10(2). Not that the magnetos are supposed to be at an angle of 104° to each other, and not 90°. A right angle will cause you some problems with later fittings.

4. Additional scratch building step - Add HT cabled to the spark plugs and join them to the cable carrier. Wire the magnetos to the cable carrier. I used short lengths of copper wire to do this CA glued into position.

5. Add the air pump, X6 and the carburettor, X12, and the PE plate 13 if applicable.

6. Add the cooling system to the engine block and the cylinder cooling jackets. X7, 3, 13. NB the exploded view in the instructions may show X5 and X3 incorrectly positioned. Part X3 should be above part X5, as in the diagram shown here.



Detailing

I was able to add some copper wire as HT leads to the spark plugs, and to the magnetos. I also experimented with adding valve springs, which should be manageable in scale, as the original springs were made from 4mm steel, but my attempts weren't as precise as I wanted. See for yourself in the image above. I also added a length of sbe styrene rod from the water pump forward to the radiator. This works for a MAG Fokker D.VII, but on an Albatros this piping would go vertically upward to the upper wing radiator.

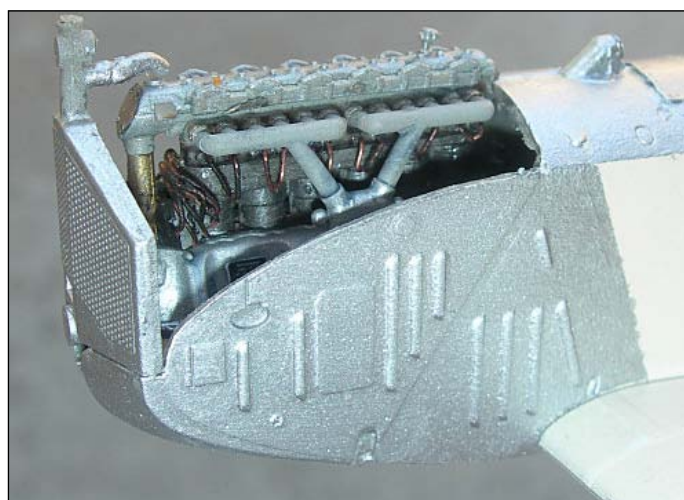
Conclusion

A lot can be done with this very detailed little engine. It isn't such a great challenge to scratch build the parts I did, and will look great inside any OEFFAG aircraft.

Thanks

Thanks to Eduard for the kit. Thanks to Karen Rychlewski for permission to use her images of the engine at the Krakow Museum.

Author is member of the Internetmodeler team
<http://www.internetmodeler.com/>



Mounted on a MAG Fokker D.VII (Eduard).

References

Jane's Fighting Aircraft of WWI
 Flight Magazine October 31 1918 p 1217-1222
 Flight Magazine November 7, 1918, p 1255-1259
 Flight Magazine; November 14 1918, 1 1288-1293
 Karen Rychlewski's photos of the engine the Kraków museum.
 Andi Szekeres' photos of the engine at the Budapest Aviation Museum/
 Vienna Technical Museum.

Photo credits:

Title Image: Karen Rychlewski
 All other embedded photos: Rob Stewart, Eduard

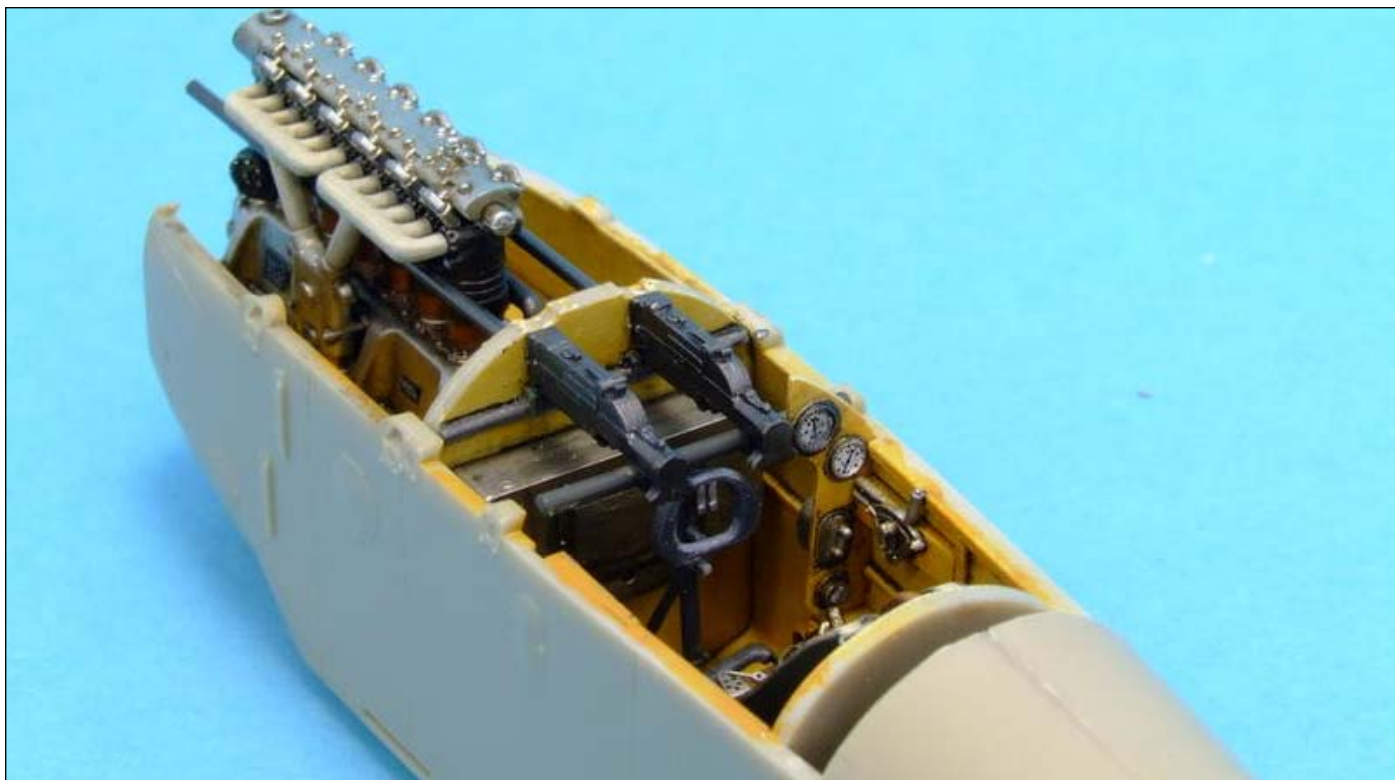
Eduard kits containing the above described engine:



BUY Fokker D.VII (MÁG) 1/48 Limited edition



BUY Albatros D.III Oeffag 253 1/48 ProfiPACK

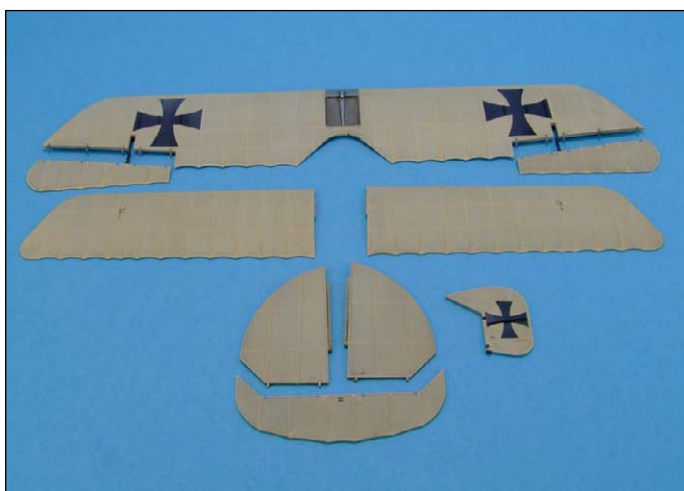
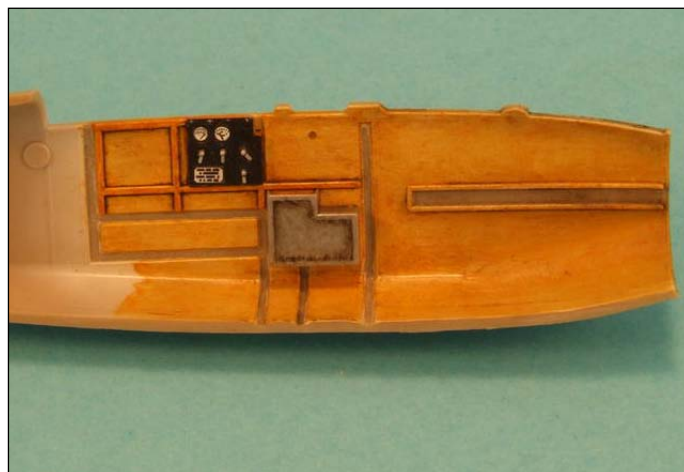
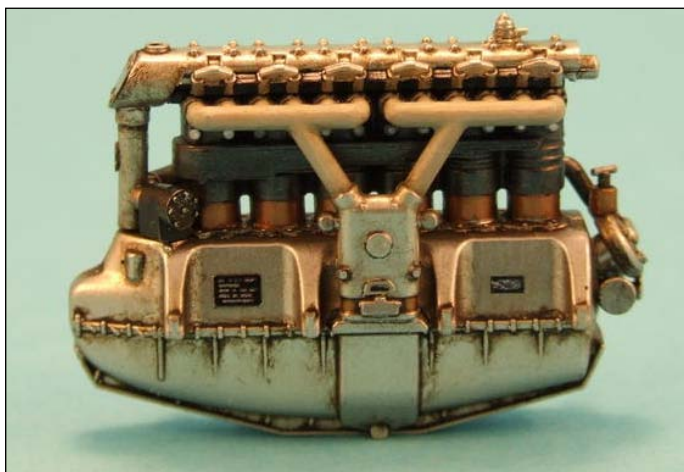


QUICKLY FROM THE OEFFAG 253 BUILD

A few tempting morsels from the build of the Albatros D.III Oeffag 253 by Prague modeler Miloslav Vanous. Two photographs below act as an invitation to workshops from some of the future issues, to which the model's author is preparing a tutorial on the creation of the very realistic opaque fabric covering (in process on the left photo) and the wooden covering of the aircraft. This theme

will be covered later with two very different approaches rendering very nice results by Jiri Bruna and Miloslav Vanous.

Photograph of the completed work in progress can be found on Pages 22-23. (JZ)



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BUY 648017 F-22A wheels 1/48 (HAS)

eduard
BRASSIN

Brassin wheels for the F-22A in 1/48th from Hasegawa (648017), as with the F-16CJ Block 50 exhaust for the Tamiya kit (648020) built by court modeler Luboš Zach. This well built and exquisitely painted accessory shows the effectiveness of the resin and photoetched components. (JZ)



BUY 648020 F-16CJ Block 50 engine 1/48 (TAM)



Excellent model of the Oeffag 253 in 1/48th scale from modeling champion Miloslav (Slava) Vanous from Prague built in the markings of the CO of Flik 51/J Oblt.i.d.Res. Benno Fiala. Note the rendering of the opaque fabric on the wing and wooden panel surfaces on the fuselage. The markings come from the kit. Also worth

noting are the treatment of the stitching and other details. Some of Slava Vanous's techniques will be described in future issues in the Workshop section of the Eduard Newsletter. (JZ)

BUY Albatros D.III Oeffag 253 ProfiPACK 1/48 (8242)





Realistic rendering of the engine, including exhausts and covers.

BUY Albatros D.III Oeffag 253 ProfiPACK 1/48 (8242)





A beautifully built model of the Fw 190D-11 from the Eduard kit, Cat. No. 8185 by Jiri Bruna. The model carries the markings depicted in the boxart, an aircraft from Sachsenberg Schwarm JV 44 flying out of Munchen-Riem in May, 1945, where this unit covered Me 262 experts under the command of Adolf Galland. The well rendered

kit and subtle weathering bring out the beautiful lines of the 'Longnose Dora'. (JZ)

BUY Fw 190D-11/D-13 1/48 Dual Combo! ProfiPACK





The monotone scheme of this night fighting F6F-5N in 1/48th flown by Maj. Bruce Porter, CO of VMF(N)-542 and modeled by Karel Cvancara doesn't detract from the model's appearance. This is built out of the box, Cat.No.8226 (released in January, 2010). Worth noting are the accented panel lines and the treatment of the

seen on individual parts of the model, and also the subtle signs of use. The kit of this aircraft includes resin details to make it into a nightfighting Hellcat. (JZ)

BUY F6F-5N Hellcat ProfiPACK (8226)



EVENTS

One of the bigger events for us this year has been the acquisition and installation of a new CNC five-axis highspeed milling machine. The nine tonne Digma 600 reaches 42,000 rpm, and besides orientating tools along five axis, it has the added feature of individual component temperature regulation which adds to its precision. Also adding to precision is a special polymer bed that, with other features, dampens vibration. The new milling machine will allow us to increase the speed and precision of our metal mold production. The timing of the delivery of this colossus coincided with construction work in and around the square in Obrnice, and this, as is evident from the shots, had a bearing on delivery. Now, the machine is in place, and is undergoing connection and calibration.

The first news of the moving in of the milling machine, placed in our Facebook page, evoked a wave of interesting comments (which can be seen and participated in here).

Further developments of bringing this piece of equipment on-line will be reported on regularly, including the first molds that pass through it. We are all excited about this event...! (JZ)





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FRANTIŠEK TOMAN



Frantisek has worked at Eduard for twelve years, but his association goes back further. For example, he hails from the same model club as Vladimir Sulc. He is 48 years old, and his current function is that of Tooling Head. It is through Frantisek and his people that mold production, fine tuning and prepping for molding passes through. His life-long passion is aviation in many forms. He is a modeler, and flies an ultralight and gliders at the aeroclub in Slany. Besides his smaller aircraft types, he has also tried his hand at historically significant gliders and even a P-51 Mustang, and a Ju 52. He also likes motorcycles and traveling.

(JZ)

Frantisek Toman calibrating forms.



'One of my built models'.



Two saved castaways after a non-voluntary landing in a field.... In fact three – in the background, an L-13 Blanik.



An awesome experience was to be able to fly historically significant gliders, which Frantisek was able to do in the spring of 2010. At left, Hol's der Teufel, and at right, the SG 38.



A once-in-a-lifetime opportunity to fly in a modified two-seat P-51D Mustang at Lakeland, Florida. 'It was like at home, over Bohemia..... we escorted a B-24 Liberator.....'



With the EV97 Eurostar in Charvatka.

Frantisek thinking to himself: 'now, THAT'S a production line for Eduard...'

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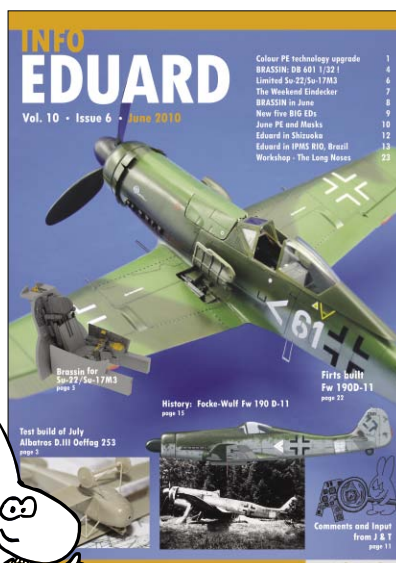
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The rest does itself....;-)*

All older issues from years 2001-2010 of Info Eduard can be found here: [NEWSLETTER 2001-2010](#)

September 2010 offers up some interesting pieces. Besides the Weekend boxing of the **Avia B-534 Serie IV** and the repopping of the **Japanese Navy Aircraft Carrier Deck**, we have the **La-7** as a Profipack kit and

a Limited Edition **P-39 Airacobra over New Guinea** as a Dual Combo kit, which includes not only seven very interesting camouflage schemes, but also a sixteen page booklet on the subject. All kits are in 1/48th.



La-7 1/48 ProfiPACK Cat.No. 8098

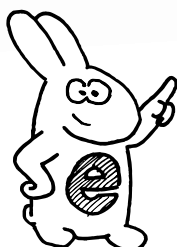


Avia B-534 serie IV
1/48 Weekend edition
Cat.No. 8475

SEPTEMBER 2010



P-39 Airacobra
over New Guinea
1/48 Dual Combo!
Limited edition
Cat.No. 1152



THE FINAL DOT

And that's all for today. September is slowly coming, and that month is dedicated to E-DAY. So, if you come to Prague in the third week of September, we are looking forward to seeing you! Keep on modeling!

Vladimír Šulc



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Kovářská 11.9.2010

17th international WWII aviation meeting

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CEREMONY AT THE FALLEN AIRMEN MEMORIAL,
"THE HISTORY PATH" – A GUIDED VISIT TO
A CRASH SITE OF ONE OF THE AIRCRAFT SHOT
DOWN ON SEPT 11, 1944, HISTORICAL WAR
VEHICLES RIDES, ARMY HISTORICAL CLUB,
PRESENTATIONS, CZECH ARMY PRESENTATION,
RC MODELS**

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COMPETITION AND EXHIBIT OF PLASTIC
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