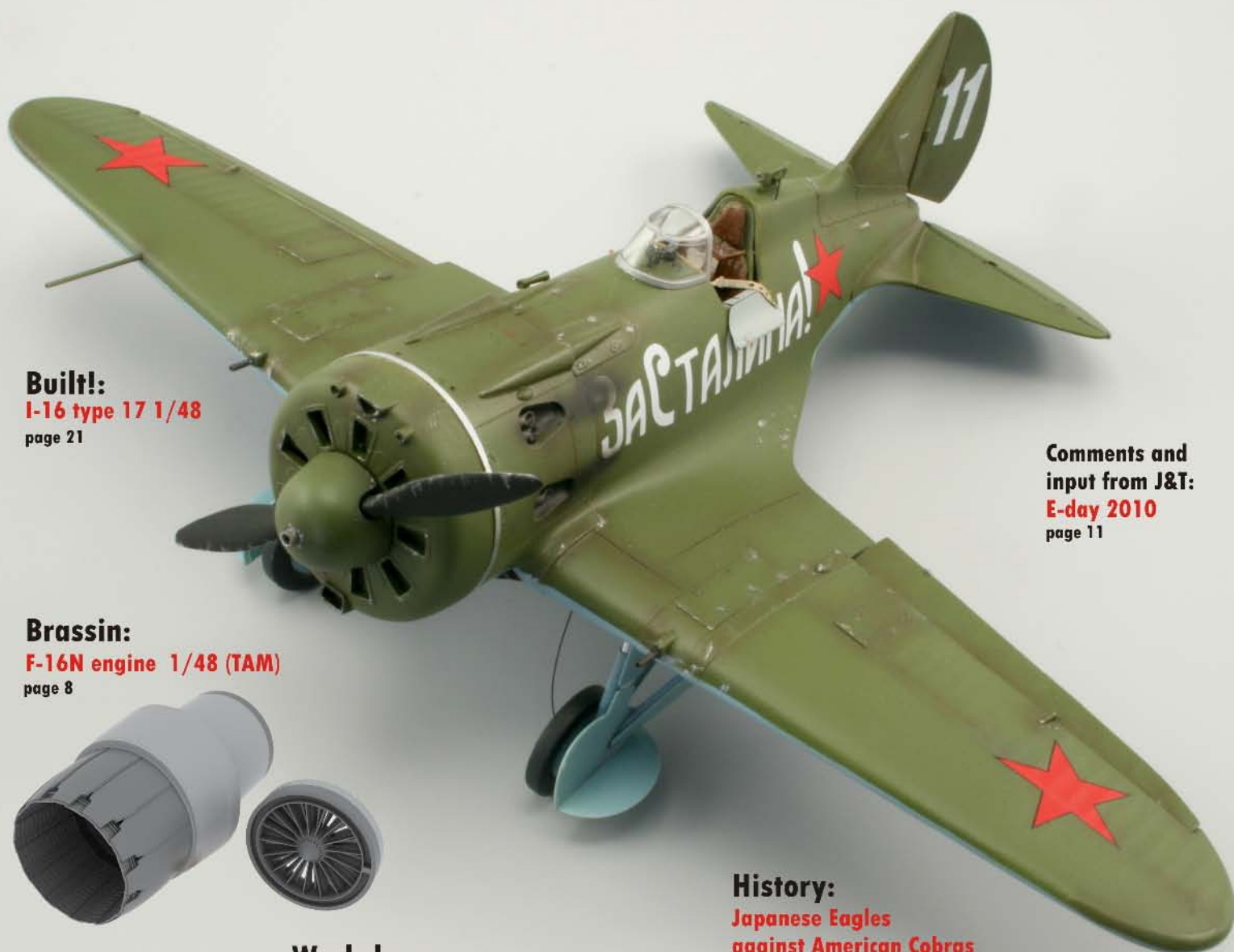


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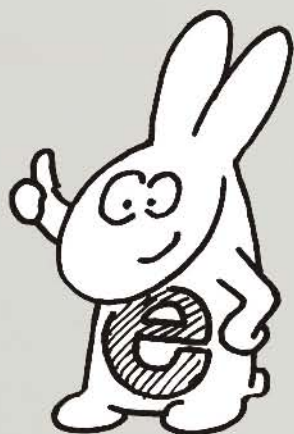
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Editorial and Graphics - Marketing department, Eduard-Model Accessories, Ltd.

EDITORIAL



The US IPMS NATS weren't too busy this year. Frankly speaking, it was very slow and some days, such as Thursday and Friday, were quite long for all us vendors in the hall. There were less modelers, evidently, and even Johnny Vojtech decided to stay home, which, for me, is akin to Roger Federer not playing in the US Open. To be an editor of an economic magazine, I have to arm myself with a healthy skepticism to get a general feel for the future of our business, and taking note of all of this summer's business activities, it seems like the depression is back. Fortunately, I am only an amateur, so I can afford myself the luxury of optimism. I believe the show this year was as slow as it was if only due to the excessively hot weather, coupled with the hesitation for people to travel to the opposite coast. In any case, although the show was relatively quiet, we engaged in the traditional discussions about our approach to kit and accessory design, and we received much useful feedback, as usual. I must admit that such face to face interaction at these shows is infinitely more preferable to the internet forums.

Summer is slowly drawing to a close, and we can turn our attention to the work at hand for the fall, notably in regards to E-day. E-day is close; it will be in Prague on September 18th-19th, 2010. The weather around E-day is always nice, not too hot, not too cold, usually sunny, which is not the main difference comparing E-day and the other European shows to the Nationals. These European shows are much more intensive, they run one or two days only, and everyone has a lot of things to do during that relatively short period of time, maybe because the European modeler's average age seems to be much lower. We are ready for E-day, and hope that Zdenek Sebesta will not follow Johnny's lead and stay home!

Another traditional celebration was last week in Kovarska, on Saturday, September 11, 2010. This celebration commemorates the 66th anniversary of the probably biggest air battle over Czech territory during World War II. It occurred on September 11th, 1944, with huge material and personal losses on the side of the USAAF as well as the Luftwaffe. Many World War II veteran pilots and other air crew of all nations come together at Kovarska every year, which is a very good reason for others to come to Kovarska too, if not this year then in the coming years. I suspect it is one of the last occasions to meet WWII pilots and to talk with them personally. Unfortunately, there will be less and less such occasions in future years.

One kit release looks promising considering the slow summer, the quarter scale Su-25K in the Limited edition

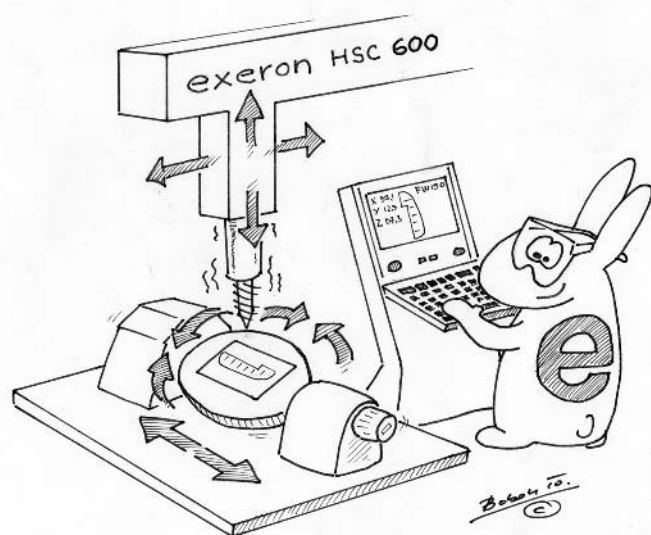


IPMS USA (from the left Vladimír Šulc and Martin Finger)

boxing. This is one of the Limited kits, which tend to sell out very quickly, actually within about ten days. There are just a couple of boxes remaining for availability for E-day. Although you will surely find the usual discussions of all that is wrong with this kit and what we could've done better (much better), if you intend to buy this kit, don't hesitate. They will be available through September, and then become rare and expensive items after that. All three already released Sukhoi fall into this category, and I'm sure that the next one, the Su-22M4, will be among them.

One of the important highlights of these kits is the Brassin accessories. The most frequent question of the past several months is if we will release these accessories in the Brassin line as well. Yes, we will, at least the seats. But later, probably early next year, after all the Sukhoi are definitively gone from the shops.

We activated our new CNC milling machine in late August, with basic crew training. The first test jobs look magnificent, with a monumental leap over the old



machines, and our technicians and designers are excited. The difference in the quality, as well as in the speed of the job, is unbelievable. Progress is simply unstoppable! Eduard invested a lot of money in this progress this year, despite the slow down in the global economy, and the benefits are even now obvious despite. For example, there are no more critics to the quality of the color photoetch printing after acquiring the new machines, which may mean that the topical quality of the color etch is now at a comfortable level for modelers. Also, the restock of the PE sets is much faster now, the spring problem with restocking has been resolved. Now we have to improve kit production, as we still are not as fast as we'd like to be. However, we reorganized our manufacturing process from the spring of 2009, which was a complex operation, but making it much more effective. During the next few months, we will make some final changes and improvements, when the new machine will take its rightful place in our technical system, and the results will be evident in the next releases.

Our investment activity is not yet complete this year, and we would like to launch our new website before the end of fall. We all here are looking forward to seeing the new site up and running, although I'm personally not able to understand all of the niceties of the expert discussion. No matter; the IT guys surely know what they are doing, and all will go well. Or at least start well.

The Eduard season starts on September 1st, I'm sure you will remember that I noted this fact already over the past few Septembers. So, just to be sure, Eduard's season starts in September with E-day, and ends in August with the Nats. Ladies and gentlemen, welcome to Eduard's year!

Keep on modeling!

Vladimír Šulc



Have you missed any of the previous issues of INFO EDUARD?

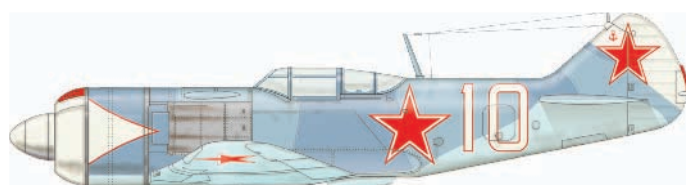


*Just click here on the cover.
The rest does itself.....;-)*



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

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



White 10, Vasiliy A. Zaitsev, deputy CO, 1st GSAK, 1944



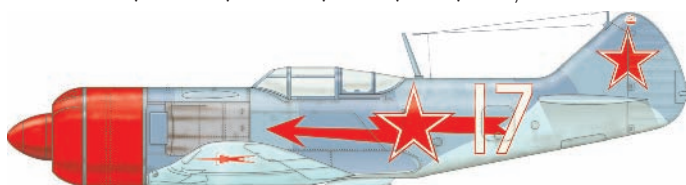
White 12, Lt. Col. Filipp M. Kosolapov, CO, 937th IAP / 322nd IAD, Prague – Kbely airfield, Czechoslovakia, May 1945



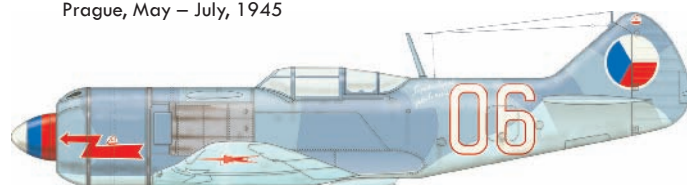
White 63, 813th IAP, 215th IAD, 8th VA, winter, 1944/45



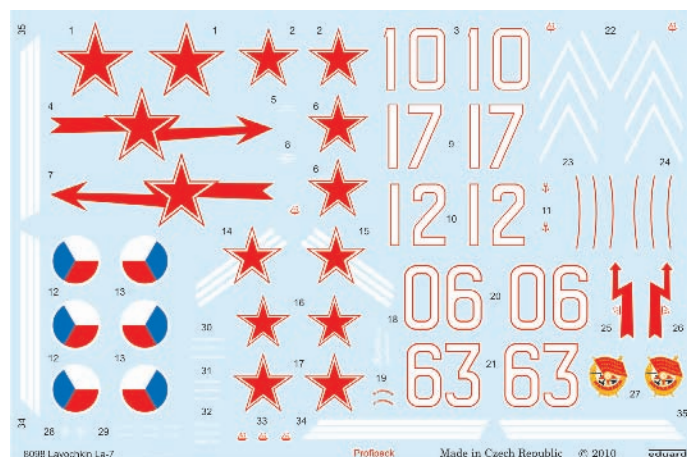
White 06, c/n 45210806, 2nd Czechoslovak Fighter Regiment, Prague, May – July, 1945



White '17', Maj. Vladimir D. Lavrinenkov, CO, 9th GIAP, April, 1945



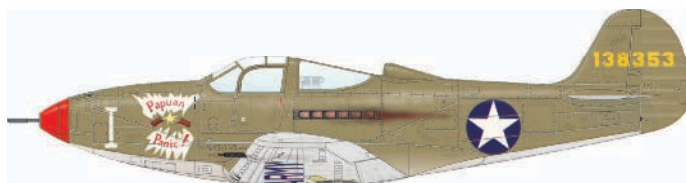
White 06, c/n 45210806, 2nd Czechoslovak Fighter Regiment, Piestany Airfield, 1946



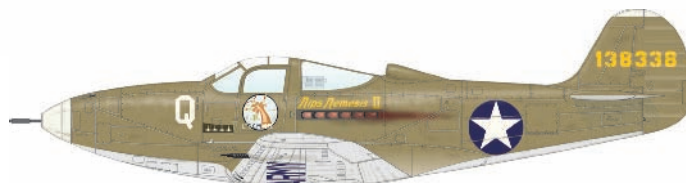
BUY La-7 1/48 ProfIPACK (8098)

P-39 Airacobra over New Guinea 1/48 Cat.No. 1152

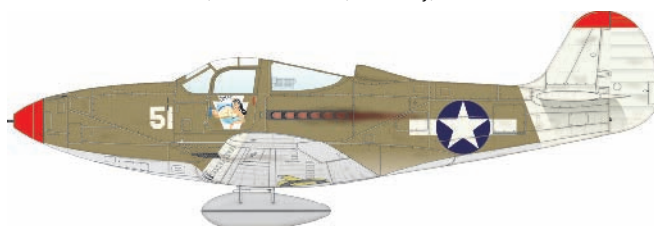
LIMITED EDITION



P-39D-1 s/n 41-38353, 35th FS / 8th FG, Milne Bay, December 1942



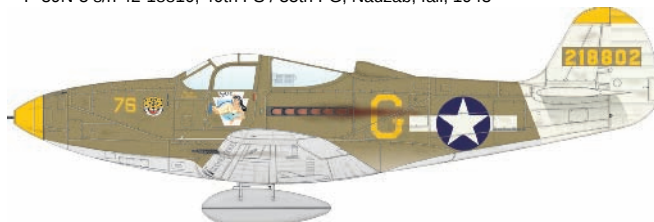
P-39D-1 s/n 41-38338, Lt. Don C. McGee, 36th FS / 8th FG, Milne Bay airbase, fall, 1942



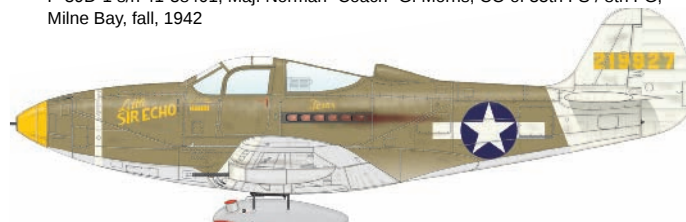
P-39N-5 s/n 42-18810, 40th FS / 35th FG, Nadzab, fall, 1943



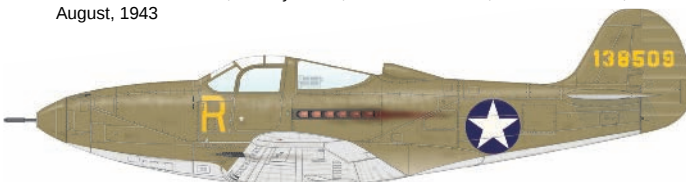
P-39D-1 s/n 41-38401, Maj. Norman "Coach" G. Morris, CO of 35th FS / 8th FG, Milne Bay, fall, 1942



P-39N-5 s/n 42-18802, Lt. Roy Owen, 41st FS / 35th FG, Tsili-Tsili airbase, August, 1943



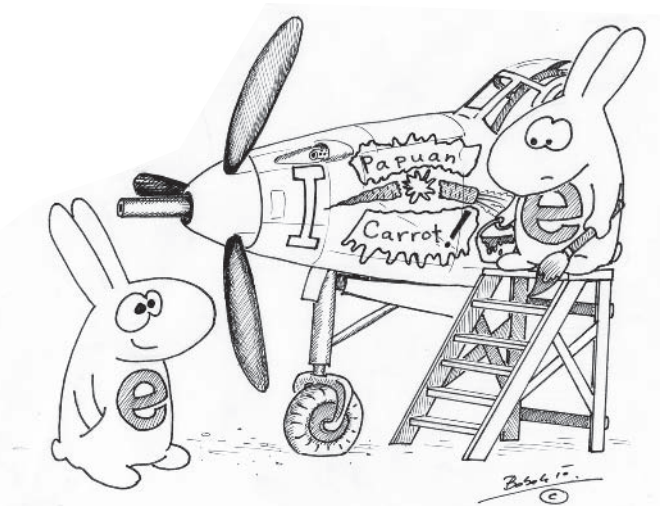
P-39Q-6 s/n 42-19927, Capt. L. A. Tate, 82nd TRS / 71st TRG, May, 1944



P-39D-2 s/n 41-38509, 80th FS / 8th FG, Milne Bay airbase, January 1943



- Two complete kits of P-39 versions D, N and Q.
- Full color 16 page PUBLICATION about P-39s over New Guinea.
- Huge decal sheet for 7 interesting markings and complete stenciling.
- Photo-etched accessories and Express mask.



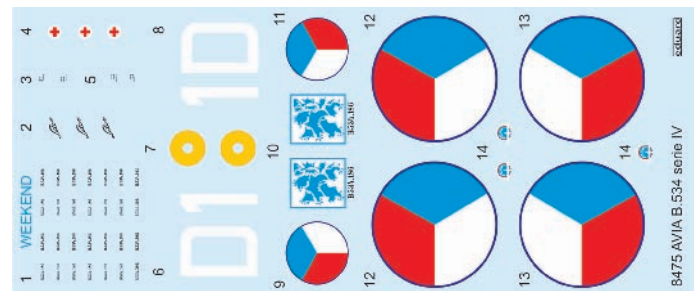
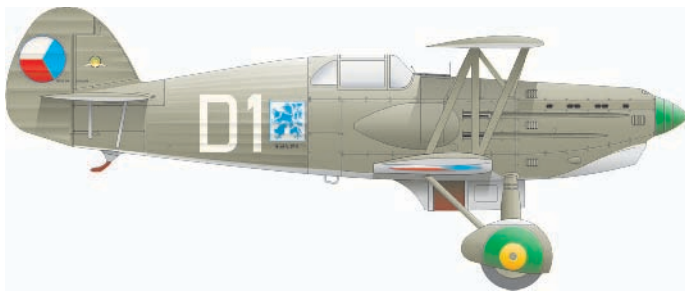
I think you get panic, because of carrot shortage here in Papua!

BUY P-39 Airacobra over New Guinea 1/48 (1152)

Avia B-534 serie IV 1/48 WEEKEND EDITION Cat.No. 8475



BUY Weekend edition Avia B-534 serie IV 1/48 (8475)

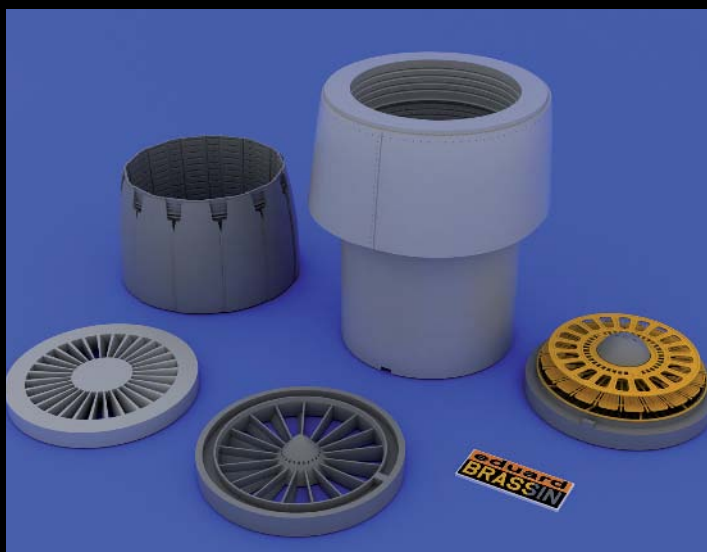


Japan Navy aircraft carrier deck 1/48 Cat.No. 8803

BUY Japan Navy aircraft carrier deck 1/48 (8803)

eduard
BRASSIN

648021 F-16N engine 1/48 (for Tamiya kit)



BUY 648021 F-16N engine 1/48 (TAM)

632002 F-4B/J/N/S seat 1/32 (for Tamiya kit)



BUY 632002 F-4B/J/N/S seat 1/32 (TAM)

EXPECTED EDUARD BRASSIN

Best Brass Resin Around

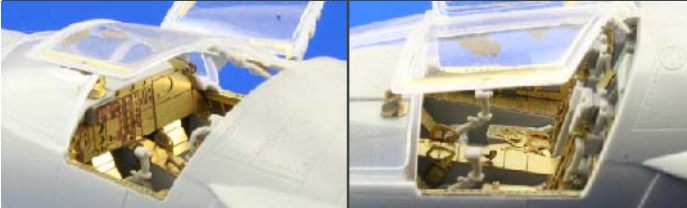
eduard
BRASSIN

DB 601
A/N POWERPLANT

for Eduard's Bf 109E

1/32

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



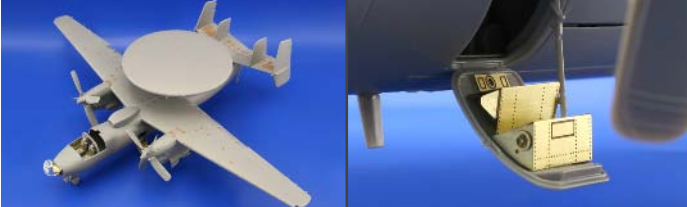
49508 Bf 109F-2 S.A. 1/48 (Zvezda)



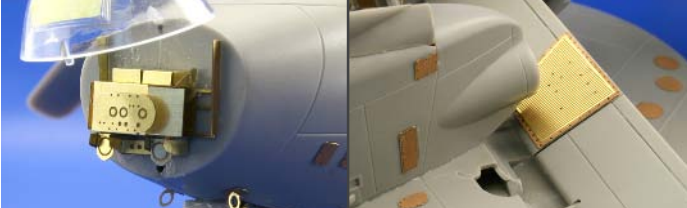
49508 Bf 109F-2 S.A. 1/48 (Zvezda)



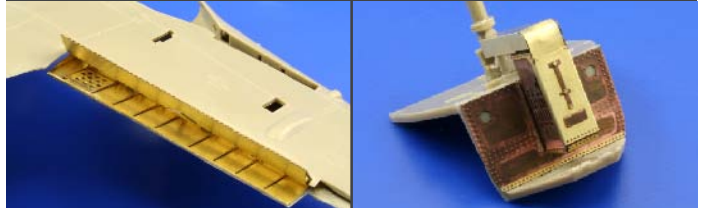
73362 E-2C 2000 S.A. 1/72 (Hasegawa)



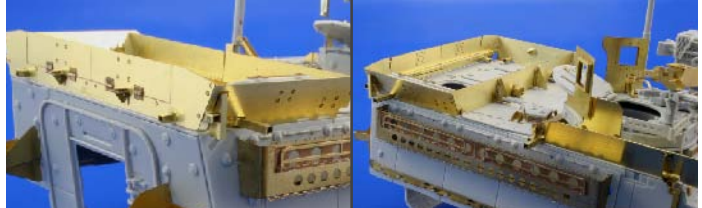
73362 E-2C 2000 S.A. 1/72 (Hasegawa)



48664 Fw 190D wooden landing flaps - 48654 Fw 190D-13 1/48 (Eduard)



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



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



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



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



BUY (e-shop www.eduard.com)

PE-SETS - SELECTED OCTOBER 2010

36125
Challenger 2 Enhanced armour slat
1/35 (Trumpeter)



36126
Challenger 2 Enhanced armour
1/35 (Trumpeter)



48661
F-111A exterior
1/48 (Hobby Boss)



49501
F-111 Avionics
1/48 (Hobby Boss)



BIG ED

BIG3289 BAC LIGHTNING F.1A/F.3 1/32 (TRUMPETER)

32227 BAC Lightning F.1A/F.3 exterior

32642 BAC Lightning F.1A/F.3 seatbelts

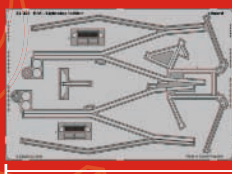


32501 Remove Before Flight

32635 BAC Lightning F.1A/F.3 interior S.A.

JX086 E.E. F.1A/F.3

32231 BAC Lightning ladder

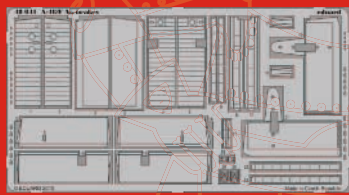


* Items of this set are displayed in the same scale

BIG4933 A-4E/F 1/48 (HASEGAWA)

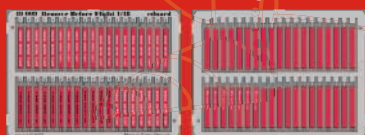
48641 A-4E/F airbrakes

49273 A-4E/F



49009 Remove Before Flight

EX023 A-4E/F

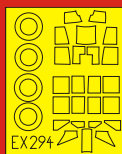
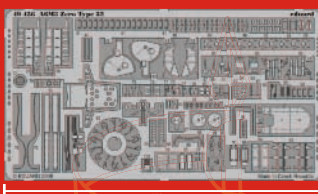


BIG4934 A6M3 ZERO Type 32 1/48 (HASEGAWA)

48625 A6M3 Zero Type 32 landing flaps

48456 A6M3 Zero Type 32 S.A.

EX294 A6M3 Zero

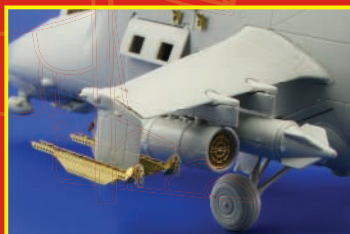
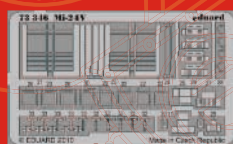
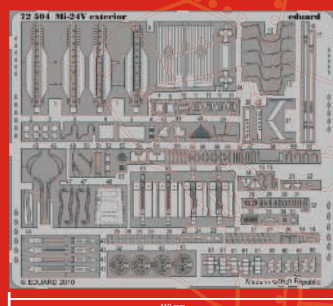


BIG7257 Mi-24V HIND 1/72 (HOBBY BOSS)

72504 Mi-24V Hind exterior

73346 Mi-24V Hind

CX246 Mi-24V Hind



* Items of this set are displayed in the same scale



32227 BAC Lightning F.1A/F.3 exterior (TRU)



32227 BAC Lightning F.1A/F.3 exterior (TRU)



48625 A6M3 Zero Type 32 landing flaps (HAS)



72504 Mi-24V Hind exterior (HOB)

BUY BIG3289 BAC LIGHTNING F.1A/F.3 1/32

BUY BIG4933 A-4E/F 1/48

BUY BIG4934 A6M3 ZERO Type 32 1/48

BUY BIG7257 Mi-24V HIND 1/72

eduard

MODELY

8098 La-7
1152 P-39 Airacobra over New Guinea
8803 Japan Navy aircraft carrier deck
8475 Avia B-534 serie IV

1/48 PROFIPACK
1/48 LIMITED EDITION
1/48
1/48 WEEKEND

49510 Sea King AEW Mk.2 S.A.
73361 Ju 88G-6 Night Fighter S.A.
73362 E-2C 2000 S.A.

1/48 Hasegawa
1/72 Hasegawa
1/72 Hasegawa

BRASSIN

648021 F-16N engine
632002 F-4B/J/N/S seat

1/48 Tamiya
1/32 Tamiya

ZOOMY

33051 Su-30 Flanker G interior S.A.
33069 Kittyhawk Mk.I/Mk.III interior S.A.
FE493 B-57G interior S.A.
FE499 F-111A interior S.A.
FE508 Bf 109F-2 S.A.
FE510 Sea King AEW Mk.2 interior S.A.
SS361 Ju 88G-6 Night Fighter S.A.
SS362 E-2C 2000 S.A.

1/32 Trumpeter
1/32 Hasegawa
1/48 Airfix
1/48 Hobby Boss
1/48 Zvezda
1/48 Hasegawa
1/72 Hasegawa
1/72 Hasegawa

FOTOLEPTY

17519 Figures Airliner 1/400
32243 Su-30 Flanker G exterior
32256 Kittyhawk Mk.I/Mk.III landing flaps
32258 Kittyhawk Mk.I/Mk.III gun bay
32660 Su-30 Flanker G interior S.A.
32674 Kittyhawk Mk.I/Mk.III interior S.A.
36117 Sherman Firefly Mk.Ic Hybrid
36120 M-1131 additional armour
36129 M-1131 slat armour
36130 M-1131 blast panels
36134 Sherman Firefly Mk.Ic Hybrid fenders
48654 Fw 190D-13
48664 Fw 190D wooden landing flaps
48665 Sea King AEW Mk.2 exterior
49493 B-57G S.A.
49499 F-111A interior S.A.
49508 Bf 109F-2 S.A.

1/400
1/32 Trumpeter
1/32 Hasegawa
1/32 Hasegawa
1/32 Trumpeter
1/32 Hasegawa
1/35 Dragon
1/35 Trumpeter
1/35 Trumpeter
1/35 Trumpeter
1/35 Dragon
1/48 Eduard
1/48 Eduard
1/48 Hasegawa
1/48 Airfix
1/48 Hobby Boss
1/48 Zvezda

MASKY

CX264 F-16I SUFA
CX265 F-21/Kfir
CX266 A-20B
EX312 F-15I RAAM
EX313 HAR Mk.3
JX110 Kittyhawk Mk.I/Mk.III

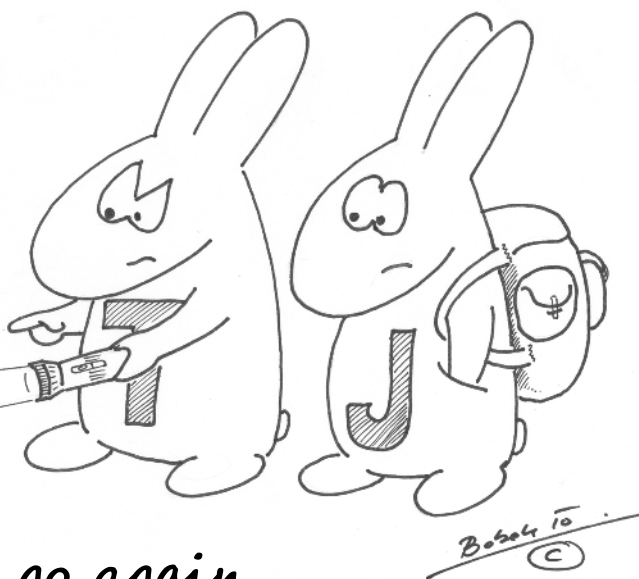
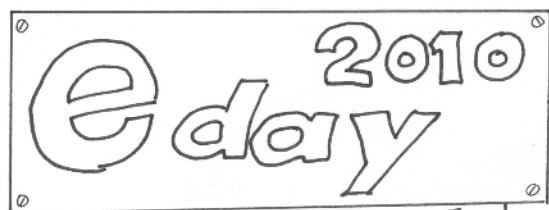
1/72 Hasegawa
1/72 Hasegawa
1/72 MPM/Italeri
1/48 Academy
1/48 Hasegawa
1/32 Hasegawa

BIG-ED

BIG3289 BAC LIGHTNING F.1A/F.3
BIG4933 A-4E/F
BIG4934 A6M3 ZERO Type 32
BIG7257 Mi-24V HIND

1/32 TRUMPETER
1/48 HASEGAWA
1/48 HASEGAWA
1/72 HOBBY BOSS

BUY (e-shop www.eduard.cz)

COMMENTS AND INPUT FROM J&T

'Oh, lovely! Here we go again
lure us into the dark garage,
and free us of our money!

Japanese Eagles against American Cobras

P-39/P-400 Airacobra Opponents over New Guinea

Martin Ferkl

With the attack on Pearl Harbor on December 7th, 1941, the Pacific war began. In conjunction with that attack, Japanese invasion forces also turned their attention to the shores of the Philippines and Indochina. The American and British forces were caught unprepared, and the Japanese also held a technical and tactical superiority. Progress was very rapid, and in a matter of several months, they were quite literally knocking on the door of the Australian continent, thousands of kilometers from their homeland.

After the battles of Midway and the Coral Sea, the lightning fast expansion was slowed. The road to Australia for the Japanese was blocked by Port Moresby. After unsuccessful landing attempts, whose failure was ensured by the cruel defeat in the Coral Sea, the attempt was made to take the target over land, and the complicated conditions of the New Guinea jungle and the Owen Stanley mountain range proved to be insurmountable.

As a result, the Japanese continued to press air attacks. These were made from bases along the northeastern shore of New Guinea at Lae, Salamaua, and especially later from Buna.

The brunt of the combat with units equipped with the Airacobra was carried out in 1942 by the Imperial Japanese Naval Air Force, notably by two units - the Tainan *Kokutai*¹ and the 2nd Kokutai, besides the vanguard role played by the 4th Kokutai. This was a mixed unit with fighters and bombers in its inventory.

The unit arrived at Lae, just several days after the base was secured by Japanese ground forces on March 11th, 1942. Attacks on Port Moresby began immediately, and Lae had seven *Reisens*² available. There was a reorganization of the unit on April 1st, with the 4th Kokutai becoming exclusively a bomber unit, and her fighter assets were formally turned over to the Tainan Kokutai. On dividing the aircraft, pilots were also reassigned accordingly. Tainan Kokutai is without question, the best known unit within the Japanese forces operating during World War Two. Out of its ranks came the greatest number of aces, including Saburo Sakai, and the most successful Japanese fighter ace of all time, Hiroyoshi Nishizawa. New Guinea was reached in April, 1942, and the unit arrived at Rabaul by the transport ship 'Komaki Maru', and then proceeded by air to Lae on April 17th. On April 25th, there twenty-four Reisens at Lae. From April to the early August, the unit conducted 51 raids on Port Moresby. Claims of victories were, as they were all over the world, more or less exaggerated. According to the pilots, there were 246 enemy aircraft shot down (of which 45 were probables). Other victories were claimed during combat directly over the bases at Lae and Buna. The majority of the opponents were identified as P-39s, which, in a maneuvering dogfight with a Zeke, had no chance. They themselves lost twenty aircraft to various causes, including crashes.

The turning point came with the American landings at Guadalcanal on August 7th, 1942. Tainan Kokutai



The Japanese also abandoned this Reisen Model 32, c/n 3030. The white outlined red 'Q-102' on the tail puts the aircraft with 2nd Kokutai. On the side of the fuselage, there is the dedication inscription Hokoku No. 872, donated by „Katayoshi“. The plane was built by Mitsubishi, and left the assembly line on June 30th, 1942.



The Japanese abandoned a large amount of non-functional equipment at Buna in New Guinea. Reisen Model 32 V-187 c/n 3028 left the assembly line to meet the same fate in June, 1942. The circumstances of its purchase and dedication by 'Kogen' who's name appears on the side of the fuselage as part of the dedication inscription Hokoku No. 870, are symbolized. The vertical tail surfaces have one horizontal stripe and a yellow diagonal on the fuselage. This marking indicated that the aircraft was flown by the Shotai (flight) leader. The letter 'V' identified service with Tainan Kokutai.

dedicated all of its strength to the liquidation of the landings, and the battle for Port Moresby, while Australia took a back seat. The unit began using Rabaul as its base, since it was closer to Guadalcanal than Buna.

In the battle over New Guinea, the unit was replaced by the 2nd Kokutai. It was formed on the last day of May, 1942, as a mixed unit operating both fighters and bombers. After two months of equipping and training, this unit set out on the transport converted to escort carrier 'Yawata Maru', and headed southeast. Primarily, the unit was committed to fighting in the New Hebrides. The Japanese never did reach these islands, and the 2nd Kokutai landed at Rabaul in mid August. The first meeting of these pilots with Airacobras came on the 24th of August on an attack on Rabi, southeast of Port Moresby. The Japanese, with no losses to themselves, claimed nine kills, two of which were probable. Further attacks followed on the 26th and 27th of August, but this time with the loss of two bombers and six Reisens (four from Tainan Kokutai). Attacks on Port Moresby continued by the 2nd Kokutai flying from Buna up to September 8th, and then came operations in support of counter offenses in an attempt to push the Americans back from Guadalcanal.

On November 1st, 1942, came a reorganization of the IJNAF, affecting the units in question, with Tainan Kokutai becoming the Kokutai 251, and the 2nd becoming the Kokutai 582.

Further combat, where units flying the Airacobra were met, came during Operation 'I' (in Japanese I-go Sakusen). This operation, personally overseen by the architect of the attack on Pearl Harbor,

and the head of the Japanese Navy, Admiral Isoroku Yamamoto, took place between the 7th and 14th of April, 1943, and its goal was to regain the initiative in the southwest Pacific. Within this operation, the Japanese undertook massive attacks on Port Moresby (April 12th), and Milne Bay (April 14th). The entire venture ended in failure, despite minimal losses, Yamamoto was killed several days later thanks to the breaking of encryption codes and P-38s waiting for him as a result, and the Japanese forces found themselves strictly on the defensive, which eventual led to final defeat.

Over 1943, the Imperial Japanese Army Air Force also began to commit to New Guinea. Fighter units equipped with the Ki-43 Hayabusa (dubbed 'Oscar' by the Allies) and the Ki-61 Hien ('Tony'), as well as bomber units equipped with light bomber Ki-48 ('Lily') and Ki-49 Donryu ('Helen') heavy bombers. These units suffered greatly at the hands of American fighters, notably the P-38 Lightning and P-47 Thunderbolt.

Getting back to the most intensive fighting that occurred during the spring and summer of 1942 involving the Airacobra, claims by the two best known fighter aces of the Tainan Kokutai, Hiroyoshi Nishizawa and Saburo Sakai, included quite the list of the P-39. Nishizawa claimed 21 confirmed P-39 kills plus five probables between May 1st and June 25th, 1942. His best results came over Port Moresby on May 17th, when he claimed five Airacobras confirmed and one probable. Sakai claimed 22 confirmed Airacobra kills and one probable between April 11th and August 2, 1942. He also could boast about downing five P-39s in one day, on June 16th. Although these numbers are evidently inflated, there is no doubt that



At the beginning of 1943, Japanese Army Air Force aircraft began to appear over New Guinea with the aim of supporting their naval colleagues. The squadrons were equipped with limited numbers of the Kawasaki Ki-61 Hien (Swallow), and predominantly the Nakajima Ki-43 Hayabusa (Peregrine Falcon). The photo shows a Ki-43-II Otsu of the 248th Sentai, the wreckage of which is being examined by American soldiers at Aitape. This entity joined in the fighting over New Guinea in November, 1943, and in July, 1944 was, for reasons of fatal losses of men and equipment, disbanded.

the Zeke in the hands of a capable Japanese pilot, had a definite advantage. The Japanese fighter pilots were aware of this fact and did not consider the Airacobras in the same league. The skies over New Guinea were not much safer even in 1944, when the Japanese air forces presented no great danger. Between January and August, the 71st TRG³ lost a minimum of nine Airacobras over the space held by the enemy.

The Reisen, aka Zero

The Mitsubishi A6M, better known as the 'Zero' and 'Zeke', are known to even those that have little or no interest in the

events that defined the far east and southwest Pacific wars. During the service career of these aircraft, they were called the 'Reisen', which is short for Rei Shiki Kanjo Sentoki, or Carrier Based Fighter Aircraft Type 0. Airacobras had the opportunity to go into combat against three versions of the Reisen - A6M2 Model 21, A6M3 Model 22 and the A6M3 Model 32.

The most interesting of these was the A6M3 Model 32. It descended directly from the A6M2 Model 21, and differed in the installation of the more powerful Sakae 21, and a redesigned wing with a wingspan shortened by 1.0m (3 ft). These changes were intended to improve certain characteristics, notably speed at medium altitudes. This did happen, as the speed increased to 545 km/hr at 6,000m, as opposed to 533km/hr at 4,550m. There were some penalties to pay, such as turn rate which the Japanese pilots preferred, and range, which put Guadalcanal at the limit of the Model 32's reach, but did allow it to take part in important operations over the island. At the end of 1942, the designers returned to the original span, a better turn rate, and greater fuel carriage, bringing on the A6M3 Model 22. The armament remained the same, consisting of two 7.7mm machine guns in the fuselage, and two 20mm cannon



American intelligence had a field day at Buna. There were at least thirteen Reisen on the ramp in various states of disrepair. Two of them were passed on to a second opinion in Australia. Aircraft „Q-102“ was inspected right on the premises at Buna. The photo shows the Sakai 21 engine that has clearly seen better days, and the oil tank is visible on the fuselage bulkhead.



In 1944, the Japanese air forces were immersed deep in defensive operations. Shown here from the air are North American B-25 Mitchells of the 5th AF on a raid on Dagua on February 3, 1944. Parachute retarded bombs are about to destroy three Kawasaki Ki-61 Hiens from 68th or 78th Sentai of the Japanese Army Air Force.

in the wings. The production run of the Model 32 lasted from June, 1942, to the end of the year, and yielded a total of 343 aircraft.

The first unit to receive the new machine was the 2nd Kokutai, which was the first to take the type into combat over New Guinea in August, 1942. Progressively, other units took delivery as well, including Tainan Kokutai, and with front line units through 1943.

The shortened wing span and the clipped wing changed the silhouette of the type significantly. The difference was significant enough to misidentify it as a new type altogether, and allocate it a new reporting name, 'Hap', and later, 'Hamp'. 'Hap' was used in the American code system until the intervention of General Henry H. 'Hap' Arnold, who was not particularly pleased that his name was associated with lists of shot down aircraft. When it was realized that the 'Hamp' was a version of the Reisen, the code name was dropped once and for all, and 'Zero' and 'Zeke' were used.

Notes:

- 1) Kokutai - Air group equivalent to a regiment
- 2) Reisen - Japanese designation for the fighter that is historically remembered as the 'Zero' and 'Zeke'.
- 3) TRG Tactical Reconnaissance Group – US Army Air Force unit dedicated to tactical reconnaissance

This article is related to P-39 Airacobra over New Guinea 1/48, LIMITED EDITION, Released September 2010



BUY P-39 Airacobra over New Guinea 1/48 (1152)

Advanced Technique For Wood And Fabric Texture Finish - Oeffag 253

Sláva Vaňous

One big advantage of this kit of the Albatros D.III OEFFAG is that the fuselage, wings and rudder can all be built as separate entities. They can be joined after complete painting. In the case of the fuselage, this greatly facilitates work on replicating the wood grain effect.

I use oil colors. I am used to them, they are easy to work with, and it's possible to simulate the look of wood very well with them. Oil paints are somewhat translucent, and this is something that can be taken advantage of in thin layers. This is the reason why they are particularly effective for this purpose. In the simulation of wood grain, I start with the lightest tones, and proceed on to the darkest, using a series of overlapping layers.

Ten Steps to simulating Wood Finish:

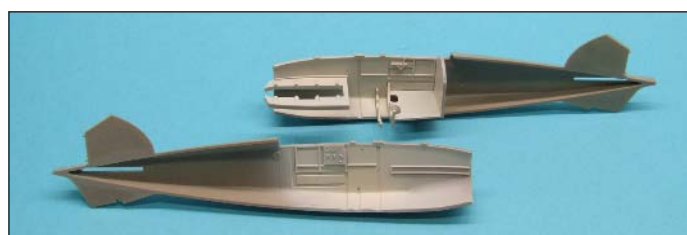
1. A spray of a light base color
2. First layer of light wood - oil paint
3. Varnish layer
4. Layer of darker wood grains - oil paint
5. Varnish layer
6. decals
7. Varnish layer
8. Color filter layer
9. Weathering
10. Final varnish layer

Typical of the Albatros factory was the use of birch plywood of the fuselage formers and skinning. This same material was used by the licensed manufacturers. In the case of Albatros, the fuselage was coated with a clear varnish, with no additives. Birch has a light, low contrast grain to it, and on varnishing, it darkens up a bit, and the yellow-cream shades become almost a red-brown.

Further changes to the wood grain occur under service conditions and weathering, fuel and oil stains, and the effects of the exhaust. These would all serve to darken the appearance of the wood that much more, and accentuate the grain pattern.

Steps During Fuselage Construction and Simulating the Wood Grain

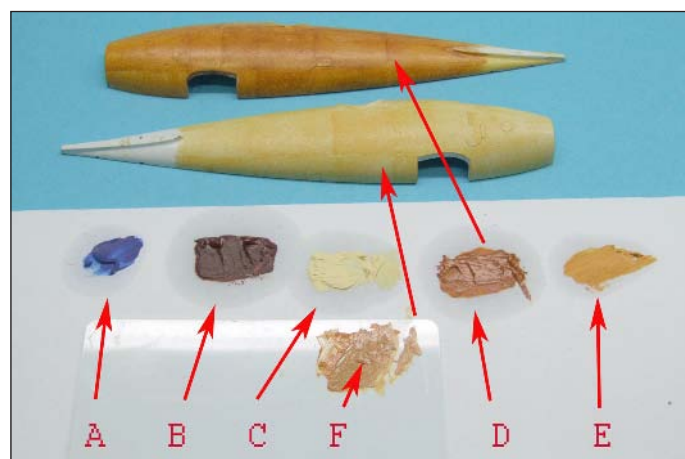
Be very careful during application. You only want to apply a thin layer, through which the base layer is readily visible.



1. A light spray of the interior using cream toned Mr. Base White.



2. Mixing and testing a shade of the oil paint. For testing, I use the fuselage from a kit that for one reason or another, won't be built. After testing, the fuselage is cleaned using a thinner for synthetic paints. Here, the application method can also be tested out, and modified as desired or needed. Here, there is a choice - a brush, a small sponge, or your finger. If that sounds surprising to you, then try your finger out as a paint applicator. This method has now been used successfully my club colleague Marek Mincbergr. Personally, I prefer the sponge.



Recommended Oil Paint Colors:

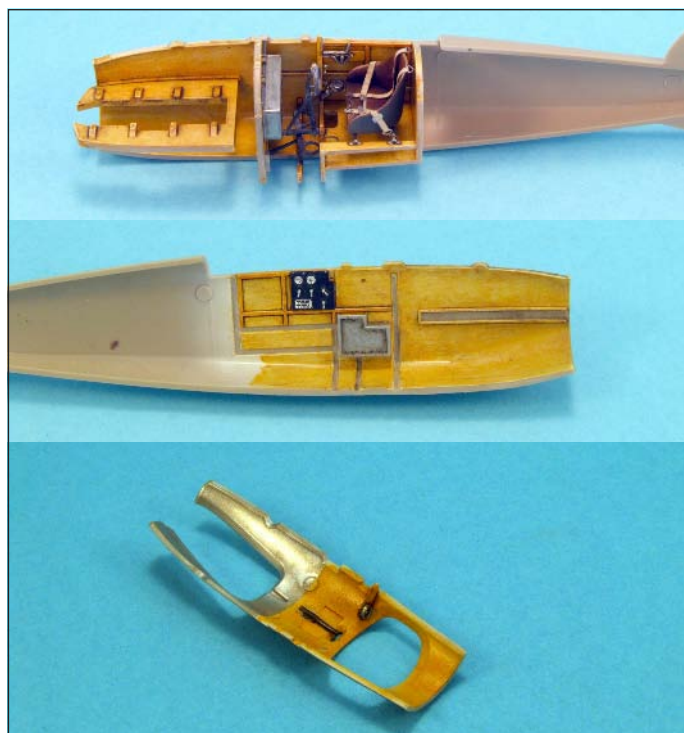
- A. Blue, or, in some cases, purple - for toning down colors
- B. Burnt Sienna
- C. Naples Yellow
- D. Ochre (Golden)
- E. Ochre (Light)
- F. Resulting mixes of the paints

Bottom fuselage - the first layer of wood - appears ideal, so this is the shade I will apply to the model.

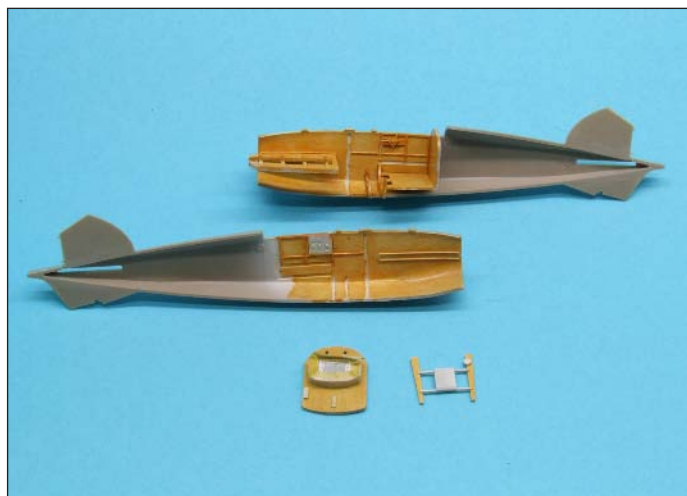
Top Fuselage - the second layer of a darker shade - but it appears too dark. A lighter shade needs to be applied.



3. Interior coat - begin with less visible areas, allowing further tweaking as needed.



7. Completion of assembly, painting and shading ahead of the closed up fuselage.



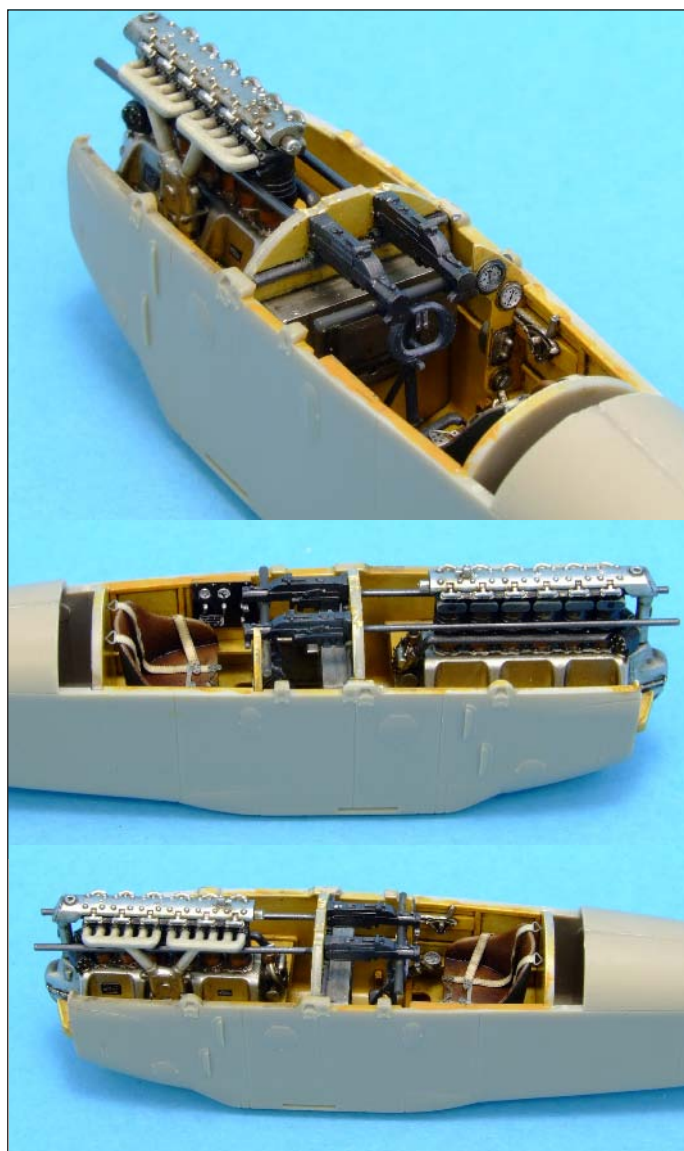
4. Complete paint application to the interior.



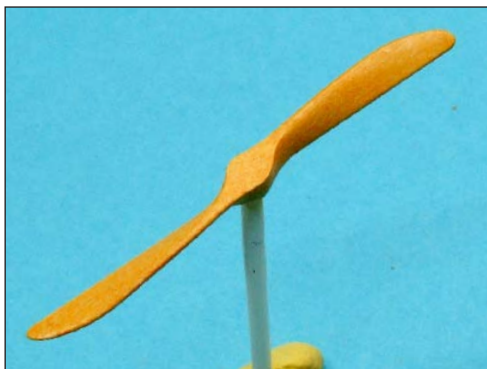
5. Painting and shading of every detail on the seat, also in oils.



6. Mr. Metal Color Dark Iron coat on the machine gun, polished to bring out the relief detail.



8. Completed interior and attachment of the engine ahead of the covered top fuselage and cowl.



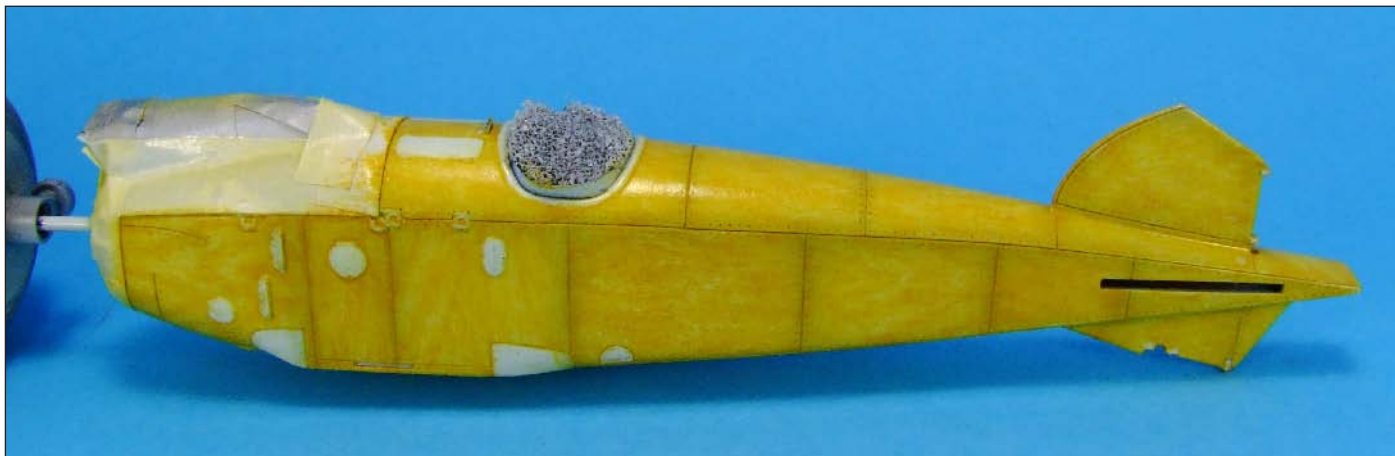
9. Painting of the propeller - first light layer.



10. Second layer - darker wood grains - on the propeller, applied to the varnished first layer.



11. Top layer of the wood finish on the fuselage. For easier application, it is necessary to mount the fuselage in a way that it will be secured during painting. For this step, I refrained from gluing in the propeller shaft, and the engine was carefully glued onto its bed. I inserted a strong metal rod, filed to a wedge shape at the end in such way as to allow it to be inserted into the engine without the fuselage rotating around it. The fuselage was held secure by the shaft, in a vice which I normally use in painting figures. In this way, I can rotate the whole assembly to the required angle without having to touch it, and potentially damage the finish. Painting is applied in layers in the order indicated above.



12. Appearance after applying the second layer of wood grain



13. Appearance after the application of the decals. The relief detail receives an application of heavily diluted Van Dyck Brown oil paint, and weathering of the engine covers and other service panels on the fuselage has also been conducted. The fuselage is just about to receive its final varnish coat.

Assembly and Painting of the Engine in Ten Steps

The engine should be left in subassemblies, that will facilitate painting and final assembly:

- A. Engine Block
- B. Rocker Covers and ignition
- C. Intake Manifold
- D. Exhaust Manifold

1. The engine block including the cooling equipment in the back.
2. Items such as the cam shaft cover, rocker covers and ignition harness are glued onto the engine block, but only the components themselves, in order to best ease the process of painting.
3. Painting of the engine body - to replicate the metal components, I use metallic paints of the Mr. Color line, Super Titanium, and Super Stainless. For the black heads of the cylinders, Mr Metal Color Dark Iron on the copper parts is used.
4. Addition of the ignition harness - copper wire works

well for the wiring to the spark plugs (not yet installed here) before the installation of any items that may get in the way of them.

5. Paint application of the cam shaft assembly, sprayed Super Titanium. Caution: for a realistic look to the engine, the effective accentuation of the rockers is important, and this is best done by painting the spaces between them with matt black - rockers and valve springs will stand out beautifully, and the block that connects them will optically become a shadow. Magnetos are painted gloss black.

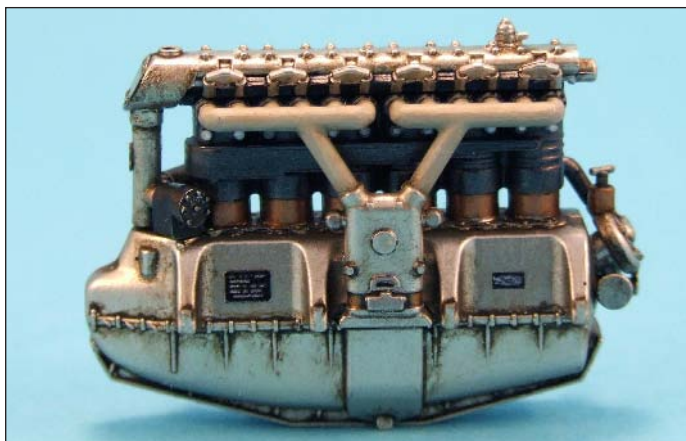
6. The intake manifold is attached to the block, which was first painted Super Titanium. The actual intake manifold is painted in matt light grey/cream color, to replicate the asbestos insulation.

7. The cam shaft is glued in position.

8. Application of the nameplates and other details.

9. The engine receives a wash of heavily diluted Van Dyck Brown oil paint, leading to a desired accent of details.

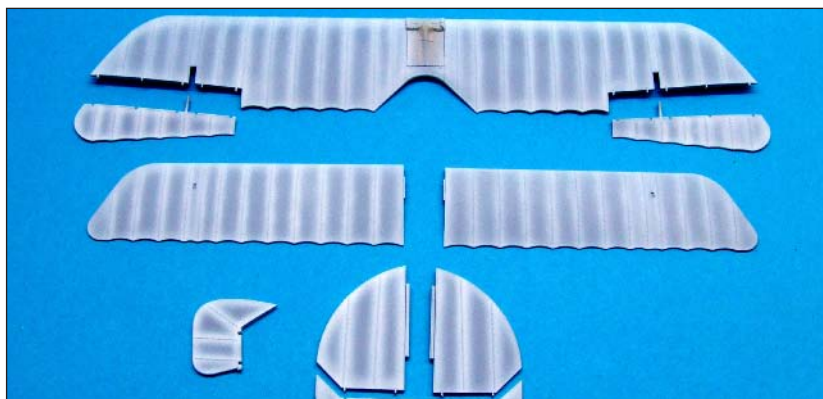
10. The exhausts are painted metal, and covered with a shade of rust. These are then attached to the model after the paint application to the fuselage is complete. In this way, the exhausts are protected from breaking off and/or being lost.



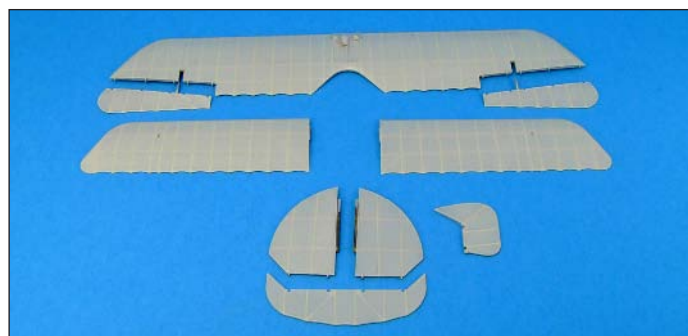
Painting of the Wings in Twenty Steps

First, pour yourself a nice glass of wine. The representation of unpainted, clear-doped linen, to look convincing, is in my opinion, the most difficult finishes to simulate. What makes it difficult and challenging, is that it is a bit translucent. The structural members underneath it are visible in the form of shadows and lightly visible details that project themselves on the fabric covering. On the top of the wing, the interior structure, with respect to the local area, comes across as lighter. They capture light. On the bottom sides, the effect is negative, and the structural members block light causing shadows. On the upper surface of the wing, the area between the ribs comes across as darker - light rays penetrate from these areas and through to the bottom surface, where the space between the ribs comes across as lighter. This can be observed by going to an airshow that features historical types that have these types of coverings and can be observed close up and photographed. Beware of taking such reference photos in museums. The flash will distort this effect.

The painting of the wings allows the taking of advantage of the qualities of Gunze paints, that allow the use of preshading, postshading and the application of filters. So, to the job at hand:



1. Base coat of Mr. Surfacer.
2. A coat of white over ports, borders and leading edges
3. Masking and spraying of radiator using Mr. Color Super Stainless.
4. Masking of radiators, ports and borders of wings
5. Spraying of surfaces in the areas of struts and the wooden leading edges.
6. Masking of struts and leading edges.
7. Spraying areas of the shadow of the national insignia on the lower wing surfaces.
8. Masking of the shadow of the national insignia of the lower wing surfaces.
9. Spray of the spacings between wing ribs on the upper surfaces - grey.
10. Spray of the spacings between the wing ribs on the lower surfaces - white with grey edges.
11. Removing the masks of the ports, wing borders, struts and shadows caused by the national insignias. Only the radiators remain masked.
12. Spray highly diluted paint of the fabric shade in several thin layers, so that the desired shadow effects are achieved.
13. Clear gloss in decal areas.
14. Decal application with the use of setting solutions.
15. Decal clear coating.



16. Spraying a filter over the filter, such that the darker color remains in the areas of the port, areas between the wing ribs are lightened in a subtle manner.
17. Weathering of the wings with highly diluted oil paints
18. Shading of the radiators - wash with highly diluted black oil paint.
19. Final adjustments, especially with the use of filters
20. Application of flat coat.

And that is essentially it. Hope you try it, like it, and have success with it!

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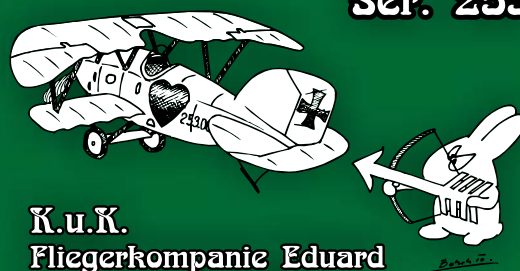
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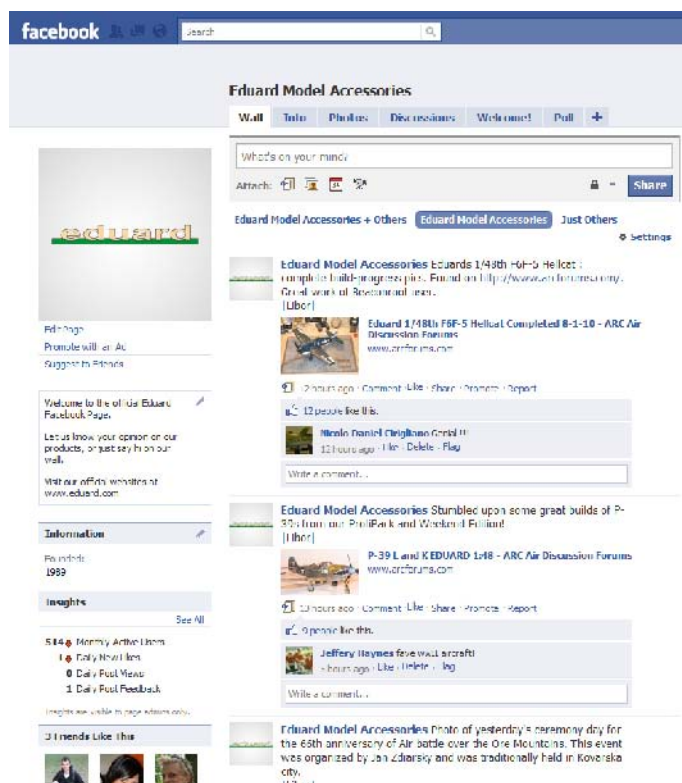
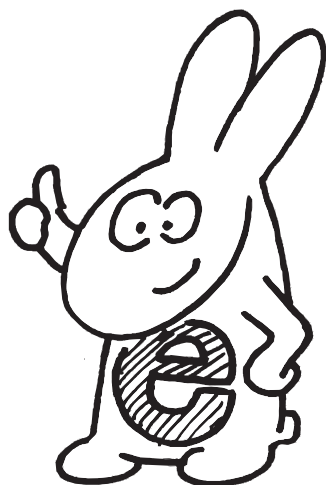
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