

INFO EDUARD

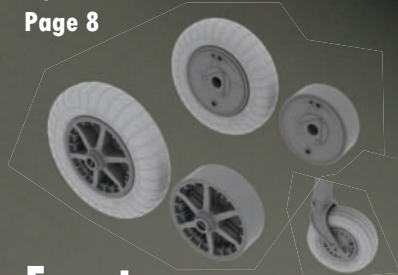
Vol. 10 • Issue 10 • October 2010

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Brassin:
Wheels for Bf 109E
1/32 Eduard

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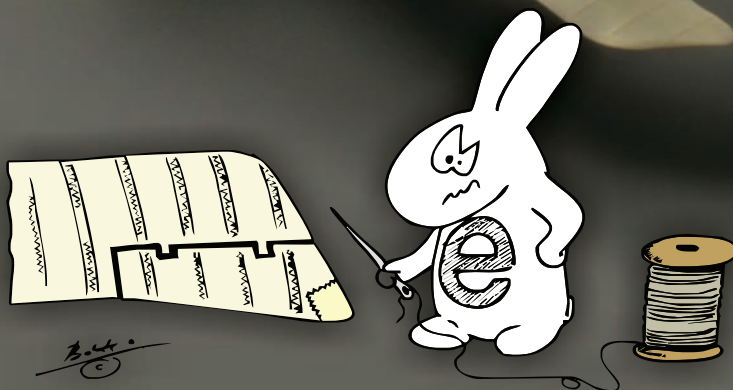
Events:
E-day 2010 report

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Built:
Albatros D.III Oeffag 253

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INFO EDUARD

Vol. 10 • Issue 10 • October 2010

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

EDITORIAL



E-day is over, including the usual comments about the smell of the garage and not enough cultural space. After 10 years (yes, we have had our 10th anniversary show of E-day)

I have decided to refuse to discuss such matters. I sometimes wonder if these guys bitching about the smell of exhaust were actually in the vicinity. Actually, the space used by E-day is well ventilated, and this year it was pretty well chilled, I would say to the US standard. For next year, we would like to bring some changes to E-day, including change of date. The reason is, that we are on a collision course with other shows in the Czech Republic and Central Europe in general. The new date is yet to be decided, but what is for certain is that we will continue on!

We have a traditional discussion at E-day shows, known as 'the Pot'. It is a valuable occasion for me, not only for the given questions, but also for the not given questions. When nobody asks me about the raster of the painted photoetch, I can deduce that modelers find the topical quality of the color sets acceptable. Also, there was a big discussion about the possible re-edition of the Tempest. This is not probable, the Tempest is already an old kit with old tools, and we don't plan to release this kit again. I can only recommend all interested to buy this kit whenever they are available, before they are sold out, at which point it will be much more expensive to get them! Especially the Limited Edition kits are released in very limited editions, and who wants to get their hands on them must be fast and should not hesitate. Quarter scale Su-22M-4 is a good example of such a fast seller, I'm sure we will have zero stock by early November. Maybe you can convince us to release this kit again, but I doubt it will be possible!

I saw couple of very nice reviews of the OEFFAG which makes me happy. The only thing that confused me, when Windsock commented the wing surface as made in WN style. Sorry Ray, but this is Eduard style! We were first who had such netting on the wing and tail surfaces, and we developed it ourselves. The first kit with such surface was 1/72nd scale SPAD XIII in 2007, followed by the Avia B-534



Vladimir Sulc, Eduard CEO, 'in the pot'...

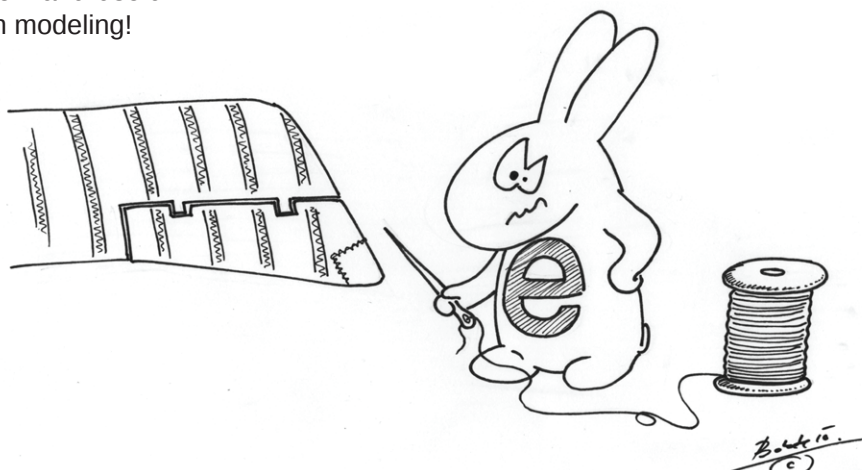
a couple of months later. Coincidentally, we will re-release the SPAD in November, the Avia was re-released in September, and the main October release is a quarter scale OEFFAG series 153. Compared with the previous 253, we improved on some not so perfect details, such as the seat, which was without perforations,



typical for Austro-Hungarian fighters. However, it is not so easy to do such a seat in plastic, actually, it is real bit of monkey business, so we added it to the photo etch set, together with corrected Austrian seatbelts.

Well, the October INFO brings much new and useful information, so I will not keep you. Keep on modeling!

Vladimir Sulc



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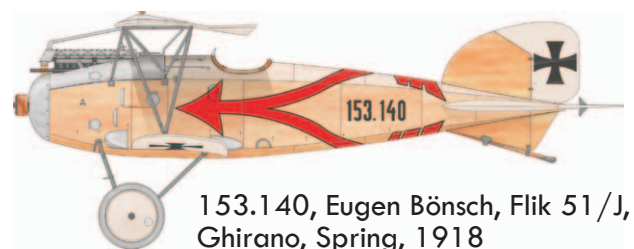
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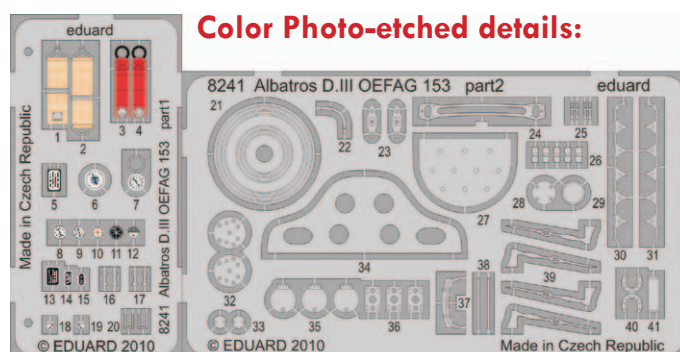
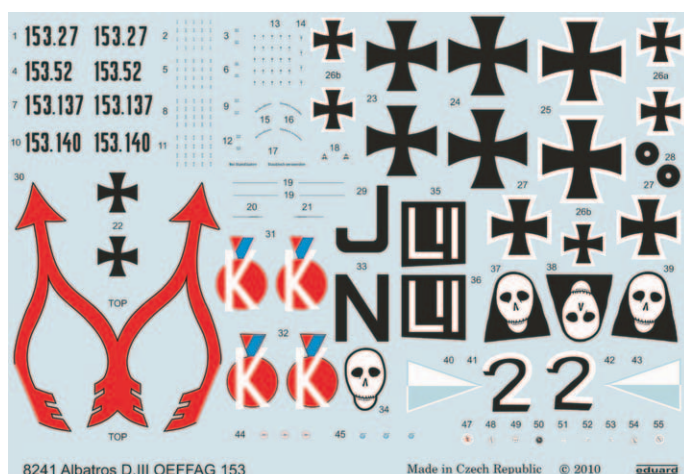
All older issues from years
2001-2010 of Info Eduard
can be found here:

[Newsletter 2001-2010](#)



Albatros D.III Oeffag 153 1/48 PROFIPACK EDITION**Cat.No. 8098**

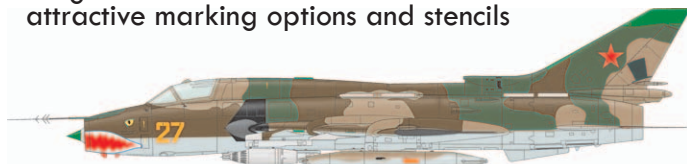
Wood, Fabric and 200hp:
Wonder of the Austro-Hungarian Empire
Color photoetched details and Express
mask, 5 attractive markings.

**BUY Albatros D.III Oeffag 153 1/48**

Su-22M4/Su-17M4 1/48 LIMITED EDITION Cat.No. 1151

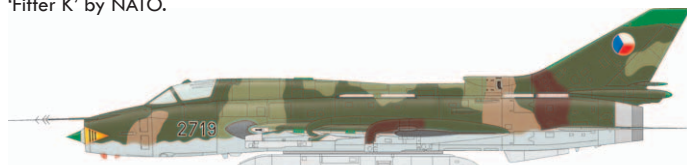


- Superdetailed cockpit and external accessories from the Eduard BRASSIN line
- Impressive photo-etched frets
- Express maska
- Large decal sheet with five attractive marking options and stencils



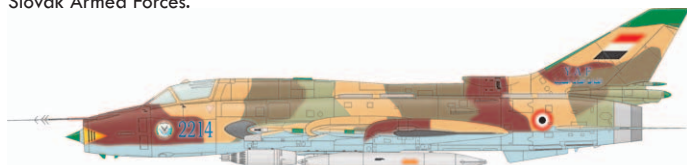
Su-17M4, Yellow '27', 20th GvAPIB, Templin (Gross Dölln) Air Base, April 5, 1994

Soviet (later Russian) armed forces were based in the German Democratic Republic (communist East Germany) till reunification in the early 90's. The 20th GvAPIB (Guards Fighter-Bomber Regiment) who operated Su-17s at Templin (Gross Dölln) Airbase, was a part of these forces. This aircraft was photographed at Templin on April 5, 1994 during the final withdraw of Russian forces back to their country. Su-17M4 s and the export version, Su-22M4s, are codenamed 'Fitter K' by NATO.



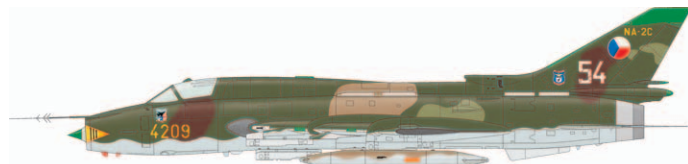
Su-22M4, Czechoslovak People's Army, 47th pzlp, Pardubice Air Base, Czechoslovakia, 1980's

This aircraft was a part of the first batch of Su-22M4s delivered to Czechoslovakia in March, 1984. Later, in 1991, the fuselage number changed to '2219'. During the split of Czechoslovakia in 1993, this particular aircraft was transferred to the Slovak Armed Forces.



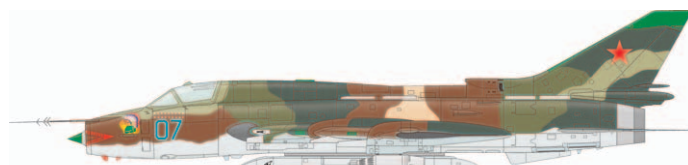
Su-22M4, No. 26 Squadron, Yemen Air Force, San'a'a Air Base, Yemen, 2009

Fifty Su-22s have served with the Yemeni Air Force, some of them to this day with No. 26 Squadron based at Sana'a, the capital city of Yemen. Sukhoi took part in long term fighting in northern Yemen against the Sa'dah insurgency. On 11 August 2009, Yemeni armed forces started 'Operation Scorched Earth'. Yemeni Air Force supported the troops in the offensive and flew many air raids over rebel held positions. On the 5th of October 2009, two Yemeni Su-22s crashed on their way back from a mission while flying in formation. On the 8th of November, a third Yemeni fighter aircraft reported to be a "Sukhoi" was destroyed. The military officials claimed all aircraft crashed due to technical problems, while the rebels claimed they shot them down. The pilot of the latter Sukhoi used the 'hot seat' successfully to survive the crash. Su-22M4s and two seat Su-22UM3K serve with No.26 Squadron based at Sana'a Air Force Base.



Su-22M4, Czech Army, 32nd zTI, Namest nad Oslavou Air Base, Czech Republic, 1994 to 2002

This aircraft was delivered to the former Czechoslovakia in 1989 and served with the 20th sbolp (Fighter-bomber Air Regiment). When this unit was disbanded, '4209' was transferred to 32nd zTI (Tactical Air Force Airbase) based at Namest nad Oslavou. It has remained at the airbase, now serving as a gate guardian. The aircraft was wired to carry the KKR-2 reconnaissance container. The 'NA-2C' inscription on the tail refers to Namest Air Base, 2nd Flight, Section C.



Su-17M4R, 886th ORAP, Bagram Air Base, Afghanistan, December, 1998

'Volgogradskiy Krasnoznamenniy' 886th Independent Reconnaissance Regiment was transferred to Afghanistan from Ekabpils Air Base (today Latvia). The aircraft wore the temporary unit badges on the nose – an Indian on the port side and a Bat on the starboard side. The recce container KKR-1/2 was attached to the underside of the fuselage. Small white stars on the port side of the nose symbolize combat missions flown in Afghanistan.

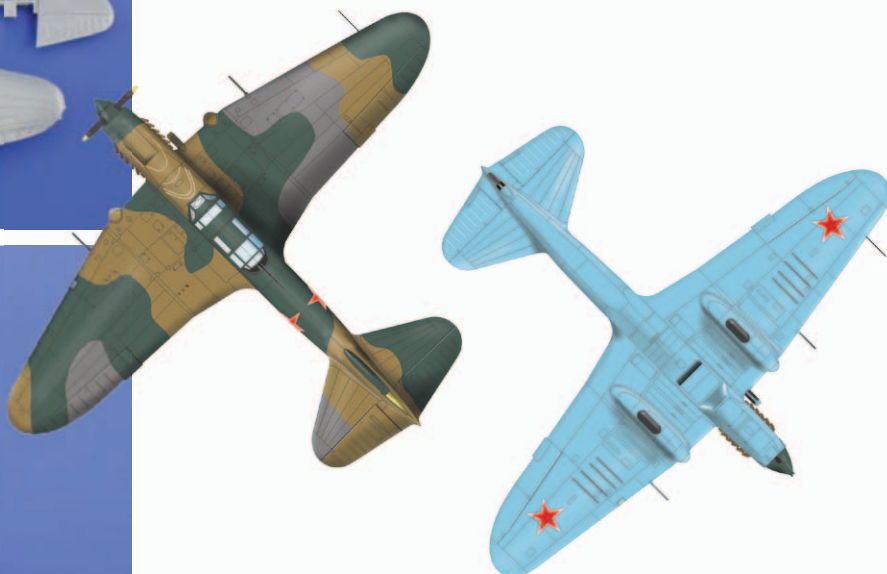
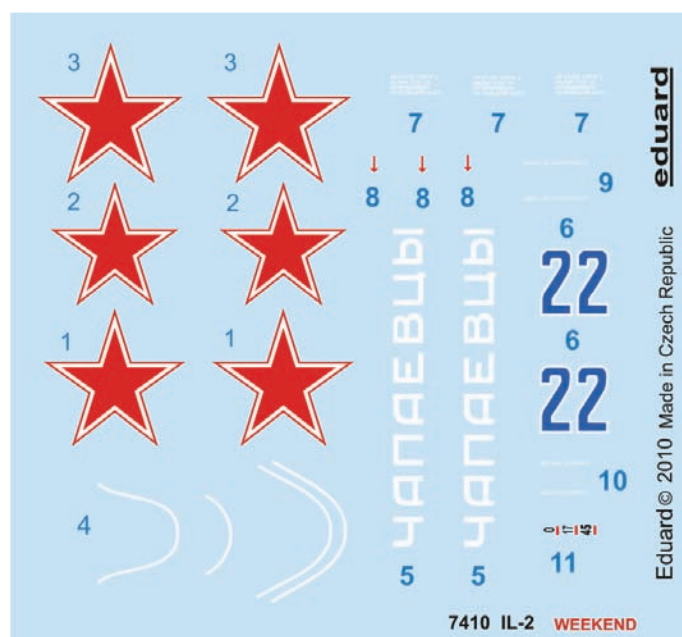


BUY Su-22M4/Su-M17 1/48 (1151)



II-2 1/72 WEEKEND EDITION Cat.No. 7410

Il-2m-3, Chapaevtsy (named after Russian Civil War hero), Blue 22, 3rd Czechoslovak Dqn



BUY II-2 1/72 (7410)



eduard
BRASSIN

Set 632004 opens a new door for the Brassin line. Not only is it the first set made for a model kit of our own production, but is also the first set designed for an aircraft from the Second World War.

The ten piece Brassin set contains the main wheels and tailwheel with scissor links and wells. It is designed for all of the Eduard Bf 109Es in 1/32nd scale. The sets as usual are designed with accuracy in mind, and for ease incorporation into the intended kit as well.

It's no secret that the wheel set opens up a whole new series of Brassins for the Eduard Emils. Subsequent sets will include a DB 601, including cowl pieces (by the end of the year) and later, a set covering defensive armament.



YOU CAN LOOK FORWARD TO:

632003 – DB 601A/N powerplant 1/32

NOVEMBER 2010!



BUY 632004 Bf 109E wheels 1/32



The sets are intended for use on these already released Bf 109 version Es from Eduard:



Bf 109 E-1 1/32
PROFIPACK EDITION
Cat.No. 3001



Bf 109 E-3 1/32
PROFIPACK EDITION
Cat.No. 3002



Bf 109 E-4 1/32
PROFIPACK EDITION
Cat.No. 3003



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

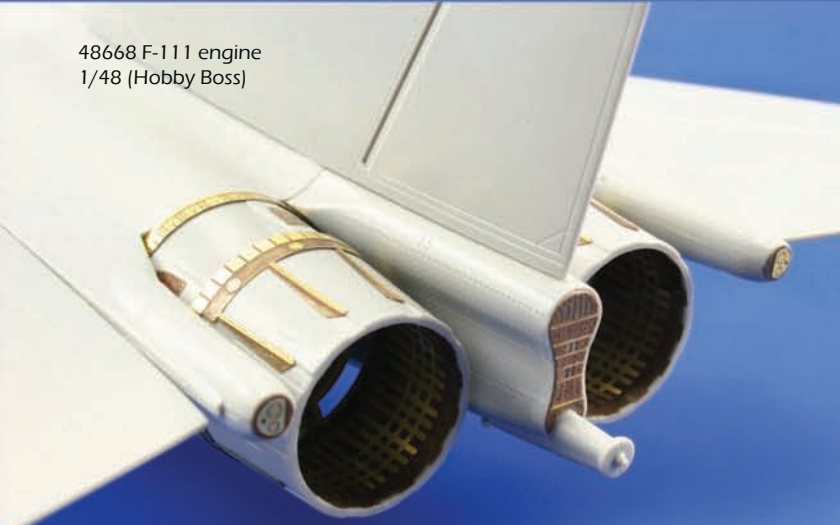


Bf 109 E-7 TROP 1/32
PROFIPACK EDITION
Cat.No. 3004

SELECTED PHOTO-ETCHED

For whole actual
Photo-Etched production
see page 11.

48668 F-111 engine
1/48 (Hobby Boss)



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



32676 A5M2 Claude S.A. 1/32 (Special Hobby)



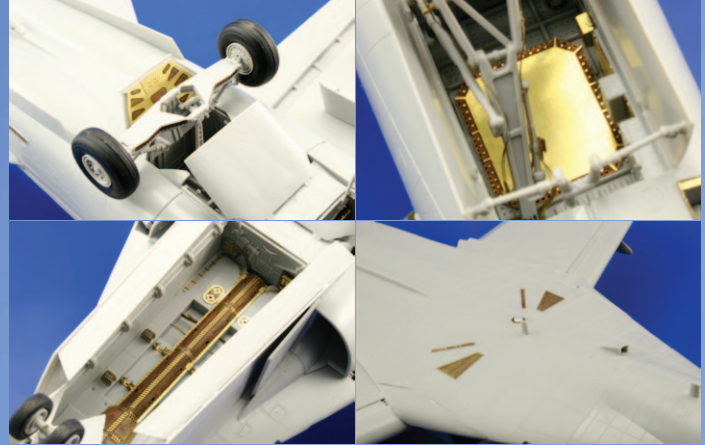
49501 F-111 avionics 1/48 (Hobby Boss)



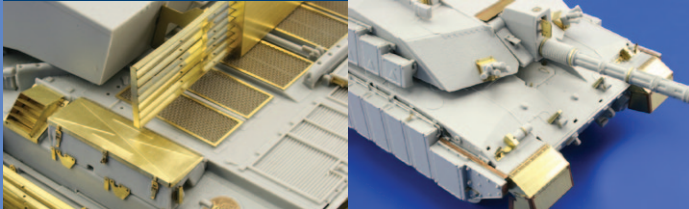
36126 Challenger 2 Enhanced armour 1/35 (Trumpeter)



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



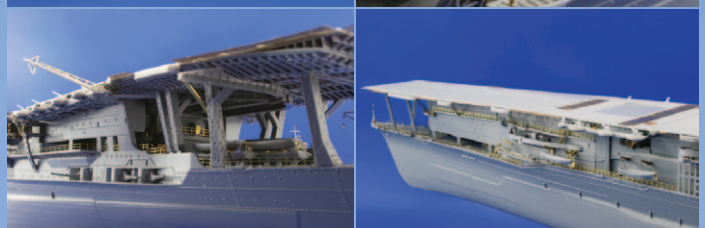
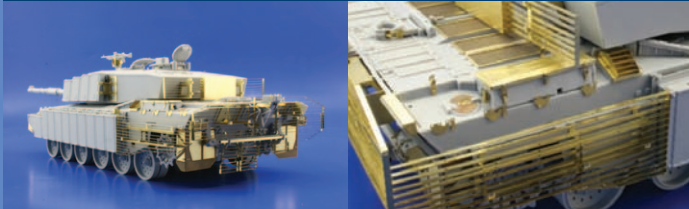
36126 Challenger 2 Enhanced armour 1/35 (Trumpeter)



53047 Akagi 1/350 (Hasegawa)



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



BIG ED



73339 E-2C S.A. (TRU)



48628 TBF-1/TBM-3 bomb bay (HOBS)



32245 EF 2000 Single Seater exterior (REV)



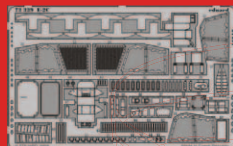
32239 F-86F-30 exterior (KIN)

BIG7258 E-2C 1/72 (Hasegawa)

72498 E-2C undercarriage



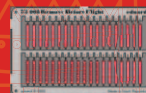
73339 E-2C S.A.



CX236E-2C



73008 Remove Before Flight



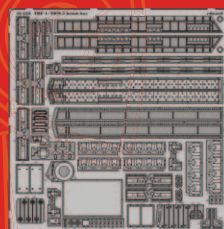
* items of this set are displayed in the same scale

BIG4935 TBM-3 1/48 (Hobby Boss)

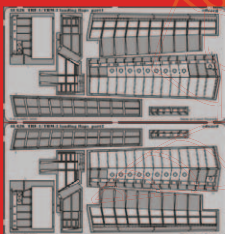
48624 TBM-3 exterior



48628 TBF-1/TBM-3 bomb bay



48626 TBM-1/TBF-3 landing flaps



EX264 TBM-3

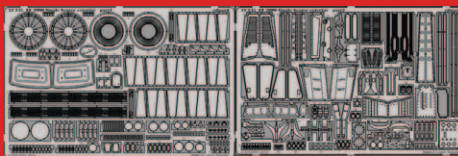


49450 TBM-3 interior S.A.

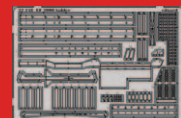


BIG3290 EF-2000 SINGLE SEATER 1/32 (Revell)

32245 EF 2000 Single Seater exterior



32248 EF 2000 ladder



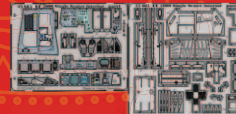
32501 Remove Before Flight



32664EF 2000 Single Seater seatbelts



32665EF 2000 Single Seater interior S.A.



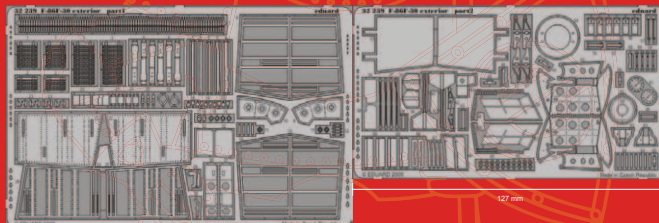
JX097 EF-2000A Typhoon Single Seater



* items of this set are displayed in the same scale

BIG3291 F-86F-30 1/32 (Kinetic)

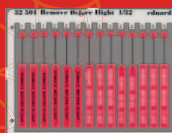
32239 F-86F-30 exterior



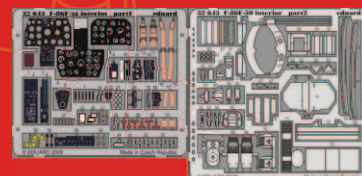
JX093 F-86F



32501 Remove Before Flight



32643 F-86F-30 interior S.A.



* items of this set are displayed in the same scale

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KITS

8241 Albatros D.III Oeffag 153
1151 Su-22M4
7410 Il-2

1/48 PROFIPACK
1/48 LIMITED EDITION
1/72 WEEKEND EDITION

72500 A-20B exterior
73366 F-16I SUFA S.A.
73367 A-20B S.A.

1/72 MPM
1/72 Hasegawa
1/72 Special Hobby

BRASSIN

632004 Bf 109E wheels

1/32 Eduard

PE sets

32257 Kittyhawk Mk.I/Mk.III exterior
32676 A5M2 Claude S.A.
36119 M4 DV
36122 M-1131 stovage belts
36124 M-1131 mounted rack and belts
36125 Challenger 2 Enhanced armour slat
36126 Challenger 2 Enhanced armour
48661 F-111A exterior
48666 Fw 190D-11
48667 F-15I Ra'aM exterior
48668 F-111 engine
49501 F-111 avionics
49511 SH-3 interior S.A.
49512 F-15I Ra'aM interior S.A.
49513 E-2C 2000 interior S.A.
53047 Akagi 1/350

1/32 Hasegawa
1/32 Special Hobby
1/35 Dragon 6579
1/35 Trumpeter
1/35 Trumpeter
1/35 Trumpeter
1/48 Hobby Boss
1/48 Eduard
1/48 Academy
1/48 Hobby Boss
1/48 Hobby Boss
1/48 Hasegawa
1/48 Academy
1/48 Kinetic
1/350 Hasegawa

ZOOMS

33070 A5M2 Claude interior S.A.
FE511 SH-3 interior S.A.
FE512 F-15I Ra'aM interior S.A.
FE513 E-2C 2000 interior S.A.
SS366 F-16I SUFA S.A.
SS367 A-20B S.A.

1/32 Special Hobby
1/48 Hasegawa
1/48 Academy
1/48 Kinetic
1/72 Hasegawa
1/72 Special Hobby

MASKS

CX267 Rafale B
CX268 JAS 39D Gripen
CX270 Boston Mk.III
EX314 MC 200
JX112 A5M2 Claude

1/72 Hobby Boss
1/72 Italeri
1/72 MPM
1/48 Italeri
1/32 Special Hobby

BIG-ED sets

BIG3290 EF-2000 SINGLE SEATER
BIG3291 F-86F-30
BIG4935 TBM-3
BIG7258 E-2C

1/32 Revell
1/32 Kinetic
1/48 Hobby Boss
1/72 Hasegawa

BUY On E-shop Eduard



Comments and input from J&T



FACEBOOK NEWS

Our Facebook fanbase is steadily growing larger and it is good thing to see that our efforts are rewarding in some way on both sides.

In the past month, we shared several photos and notes directly from E-day 2010 exhibition in Prague. Many of you were disappointed you couldn't be there, so to all of you guys: we hope that next year you'll find some spare time for exploring beauty of Prague and visit E-day 2011 exhibition as well.

If you haven't stumbled upon our video interviews from E-day 2010, you can follow the links bellow.

Let us know your opinion on anything Eduard and drop us a comment on our Facebook or YouTube channel. See you online guys!



Official Eduard
YouTube channel



E-day 2010 -
Interview with Jan Bobek



About E-day 2010 event
- Jindrich Sterbacek
interviewing Vladimir
Sulc PART 1



Interview about MiG-21
- Jindrich Sterbacek
interviewing Vladimir
Sulc PART 2



E-day 2010 - about
Eduard's new Brass line
- Jindrich Sterbacek
interviewing Vladimir Sulc
PART 3



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**FIVE AUSTRO-HUNGARIAN PILOTS FEATURED
IN THE ALBATROS D.III OEFFFAG 153 EDUARD KIT**

Georg Kenzian

Georg Kenzian von Kenzianhausen was born on May 11th, 1894 in Linc (or Jičín in Bohemia according to some sources). Following in the footsteps of his father, he chose to be a career officer, and in 1913 he joined Pionierbattalion 2. Within this unit, he served on the Russian Front, and in December, 1914, was wounded. In September, 1915, he was promoted to Oberleutnant. In the winter of 1915/16, he requested a transfer to the air force, which was granted in February, 1916. After completion of his training, he served as an observer with Flik 24, which operated in the Italian Front commanded by Gustav Studeny. Here, Georg Kenzian and his pilot, Rudolf Frost, shot down an enemy Farman on June 16th, 1916, becoming his first kill. At the end of July, the crew of Alois Jezek and Georg Kenzian were shot down by a group of Italian fighters. Kenzian returned to his unit, but not until after three months of recuperation. In February, 1917, Kenzian was transferred to a flight school at Wiener-Neustadt as an instructor.

Kenzian also took the opportunity here to gain pilot training, and after gaining his wings he was attached to Flik 55/J in August, 1917 as Chefpilot (deputy commander). On September 29th, he shot down an Italian Nieuport, scoring his first kill as a pilot. In November, he then got a further two kills in the cockpit of Albatros D.III (Oef) 153.27. To his five kills he progressively added until reaching nine in March, 1918. In May, 1918, he was transferred to Flik 68/J to rep-

lace the unit's shot down CO, Karl Patzelt. Here, he would move from the Oeffag into the Austrian Phonix D.II/Ila fighter. Then, in October, he became CO of Flik 42/J, where he would remain until the end of the war.

After the war, Kenzian took part in battles as a pilot in Carinthia. He also served in the Luftwaffe in the Second World War. Georg Kenzian died of a heart attack in Vienna in 1953.

Aircraft 153.27 was accepted by the air force in September, 1917 and was assigned to Flik 55/J, where it became the personal aircraft of Georg Kenzian von Kenzianhausen. Flying this machine, he gained his fourth and fifth kills on the 18th and 27th of November, 1917. In December, the aircraft was damaged on landing and stricken off charge in January, 1918.



*Albatros D.III (Oef) 153.27,
flown by Georg Kenzian,
Flik 55/J, Pergine, Winter,
1917.*

Godwin Brumowski

Godwin Brumowski, with 39 kills to his credit, was the most successful Austro-Hungarian fighter pilot. He was born in 1889 in Galician city of Wadowice. As a sidenote, this was where, thirty one years later, Karol Wojtyla, the man who eventually became Pope John Paul II was born. After attending the Military Technical Academy in Vienna, Brumowski was assigned to 29th Field Artillery Regiment stationed at Jaroslav. He served there through the beginning of World War One on the Russian Front. In July, 1915, he was transferred as an observer to Flik 1. Along with the unit CO, Otto Jindra, he would gain his first two kills on April 12th, 1916 (Jindra's sixth and seventh). The interesting thing about these two kills is that the crew first made a bombing run that successfully interrupted a troop inspection conducted by Russian Czar Nicholas II, and the two downed Moranes that were scrambled in the defense of this event. Brumowski would gain another two kills flying with this unit, the last of which was attained as a pilot. This was followed by a transfer to Flik 12 on the Italian Front, where he would accumulate another two victories. He was to take command of the newly formed Flik 41/J, but not before a short stint in Germany with Jasta 24 on the Western Front, where he participated in combat flights. He had the opportunity to meet Manfred von Richthofen, where he was not only

able to gain experience through purely fighter mission participation, but also was inspired to paint his fighters in red. He painted a minimum of three of his Albatros Series 153 in this manner. His first kill after his return to the Italian Front came on May 10th, 1917, flying a Hansa-Brandenburg D.I. Although Brumowski's Albatroses are much better known, he was more successful in the Hansa-Brandenburg D.I, with a total of eighteen kills. His aircraft 28.69, christened 'Lucky Star', was flown for twelve kills, and was probably the most successful aircraft in the Austro-Hungarian air force as a whole. His final four victories were attained by Brumowski in June, 1918. After a long term leave, still as CO of Flik 41/J, he was named fighter units commander of the Isonzo Front in October, 1918.

After the war, he tried his hand at farming on his wife's farm in Transylvania, but there was no room in this venture for his rapid pace of lifestyle. As the twenties turned into the thirties, he left his family and returned to his beloved Vienna. Here, at the Aspern air field, he returned to aviation and opened a pilot school. He died on June 3, 1936, during a crash landing attempt at Schiphol airfield in Holland.

Aircraft 153.52 is one of the aforementioned red Albatroses which Brumowski flew. In the cockpit of this aircraft, he gained two kills, and was himself shot down in it on February 4th, 1918.

The treated natural covering of the aircraft was mottled with red with a heavy consistency that gave it a monotone finish. Onto this finish, small swirls (ringlets) were added. The skull was later in the war to become Brumowski's personal marking. Of note is the

good luck horseshoe on the left interwing

strut, not uncommon within Flik 41/J.



Albatros D.III (Oef), 153.52, flown by Godwin Brumowski, Flik 41/J, Passarella, February, 1918.

Josef Novák

Josef Novák was born in 1893 in Dobřichov in Kolín (Bohemia). He began the war with Infanterie Regiment 36, and later was assigned to Flik 3 as a mechanic. It's clear that being an educated engineer helped him to that end. In the spring of 1916, he went through pilot

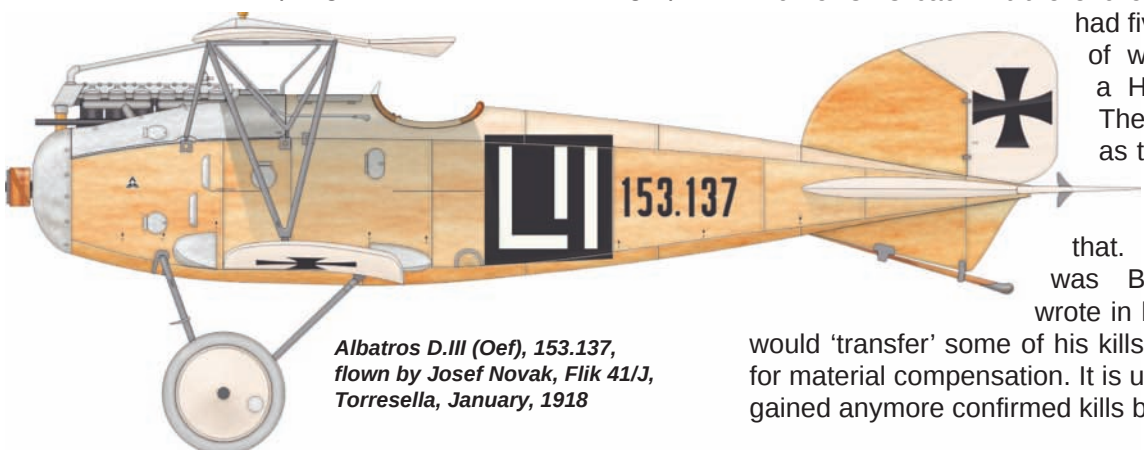
training. Between June, 1916 and March 1917, he served as a pilot with Flik 29 on the Russian and Rumanian fronts. After a short time with Flik 8, he requested a transfer to Flik 41/J in June, which was granted. The CO of the unit, Godwin Brumowski, recognized great qualities in Novák, and the two often flew as a pair, with Novák covering Brumowski's back. At the end of January, 1917, Novák

had five kills to his credit, four of which were while flying a Hansa-Brandenburg D.I.

The question has arisen as to whether or not Novák actually shot down more aircraft than

that. František Šimek, who was Brumowski's mechanic, wrote in his memoirs that Novák

would 'transfer' some of his kills to Brumowski in return for material compensation. It is unlikely that Josef Novák gained anymore confirmed kills by the end of hostilities.



Albatros D.III (Oef), 153.137, flown by Josef Novák, Flik 41/J, Torresella, January, 1918

After the war, Novák served with the Czechoslovak air force, and among others, he demonstrated the only Czechoslovak Fokker D.VII (MÁG) at airshow aerobatic displays. From August, 1921, he was employed as factory pilot with Aero. In 1930, he crashed flying an Aero A-34, and although he survived, the severe injuries he sustained were a factor in his untimely death in January, 1934.



*Fokker D.VII (MÁG) 3867,
Josef Novák, Czechoslovakia, 1920*

[Buy Fokker D.VII \(MÁG\)](#)

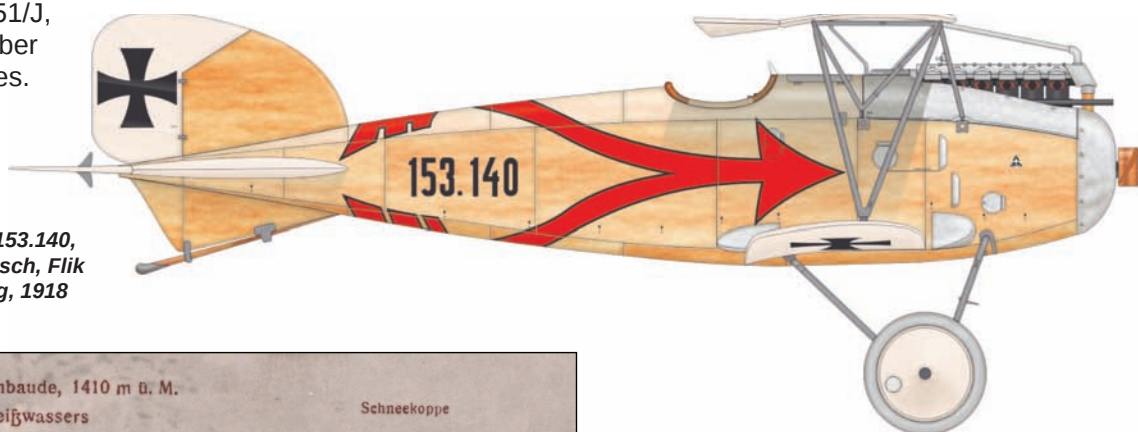
Eugen Bönsch

Eugen Bönsch came from an Velká Úpa in Krkonoše mountains (Bohemia), where he was born in 1897 to a German family of Vinzenz and Anna Bönsch as a second youngest of seventeen children. Extended family of Bönsch had lived in this area for over 300 years, and were among founding members of the community. They also owned several mountain hotels and resorts. After completing engineering studies in 1915, Eugen Bönsch volunteered for the army. He served in Infanterie Regiment 4. Shortly thereafter, he requested, and was granted, transfer to the air force, and served as a mechanic. After graduating from pilot training, he was assigned to Flik 51/J in August, 1917. Through the course of September, he had already accumulated three kills. He gradually added to his tally, and by the beginning of October, 1918, he totaled 11 kills. At that time, the state of the Austro-Hungarian monarchy was catastrophic, and it fell apart. The same happened to its army. Separate units within began to display non-compliance and morale and results quickly fell to zero. But some of them stood fighting. Among them was Flik 51/J, which through October gained nine victories. Bönsch was involved in five of these, and he downed his last

kill on October 29th. A few days later, the war came to an end, as did the Austro-Hungarian Empire.

After the war, Eugen Bönsch, as a Sudeten German attempted unsuccessfully to aid in separatist elements in the predominantly German border regions of the newly formed Czechoslovakia, serving as courier pilot between Vienna and Trutnov. After the situation quieted down, he returned to his native community, and here he co-owned and managed a mountain resort, 'Luční Bouda' on a ridge below the tallest Czech mountain, Snezka. Here, he also enthusiastically flew his two gliders with some flights logging even for several flight hours. After the Second World War, in which he served in a Luftwaffe uniform as CO of an airfield in Silesia, he decided to not return home, and died in 1951 of cancer in a mountain hotel managed by his brother in Ehrwald in Tirol.

Eugen Bönsch flew 153.140 from March to June 1918, and gained five victories with it.



*Albatros D.III (Oef), 153.140,
flown by Eugen Bönsch, Flik
51/J, Ghirano, Spring, 1918*



*Hotel Lucni Bouda at the time that
it was managed by Eugen Bönsch.*

[Book accommodation on Luční bouda](#)

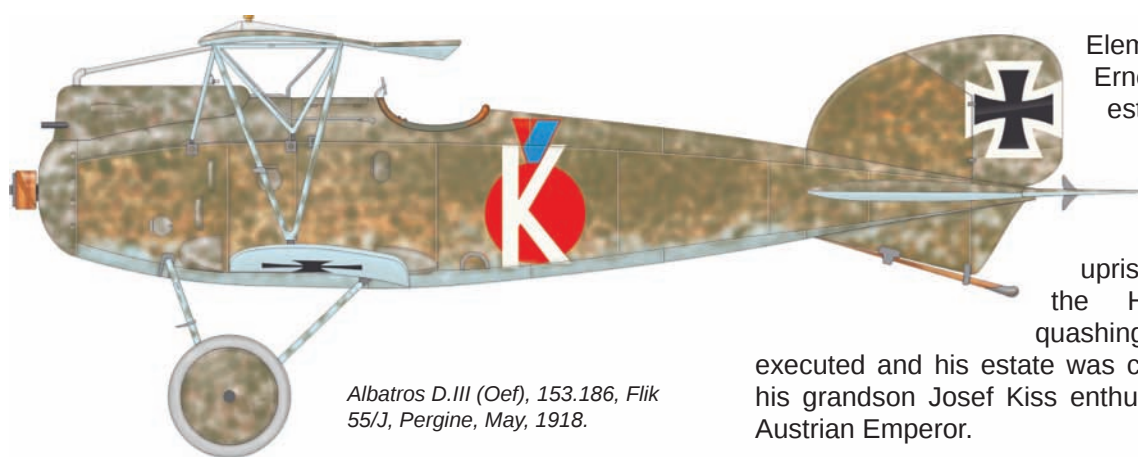
Josef Kiss

Flik 55/J pilots had their pictures taken on May 10th, 1918 with Albatros 153.186. Among them was Josef Kiss, who was, with nineteen kills, the most successful pilot to hail from the Hungarian portion of the Austro-Hungarian Empire. Because the aircraft carried a large letter 'K' on the fuselage with a representation resembling a medal below it, it has been widely assumed that the plane was assigned to Kiss. However, from at least the middle of May, Kiss flew Phonix



The execution of Eleméri és ittebei Kiss Ernő in 1849 for the uprising against the Habsburgs.

(Author János Thorma, source: Wikipedia)



Albatros D.III (Oef), 153.186, Flik 55/J, Pergine, May, 1918.

D.IIa 422.10, in which he ultimately died. Kiss's personal marking on this machine was a white stripe on the rear of the airplane. Similarly, none of Kiss's other mounts are known to carry anything resembling the markings seen on Albatros 153.186. It is therefore possible, that the aircraft belonged to another Flik 55/J pilot that verifiably flew the aircraft - Josef Kos or Oto Kullas. Neither of them ever gained the success of Josef Kiss; in fact, neither scored a kill, but, unlike their more famous colleague, they survived the war.

The Albatros in question also did not survive the war. On August 5th, 1918, the plane went in the drink during practice attacks on surface targets, and the pilot Karl Greischberger was killed. It's possible that the light blue underside color extended quite a bit further up the fuselage sides, and even may have encompassed the tail surfaces. It was onto this surface that the camouflage colors were applied.

Although aircraft 153.186 may not have been Josef Kiss's personal aircraft, it is worth noting a few tidbits illustrating the diversity and contradictions of life in the Danube monarchy. Even though Kiss is often credited with being the most successful Hungarian pilot of the First World War in terms of nationality, it is more accurate to refer to him as a Hungarian pilot in terms of region of birth. His father was Hungarian, and his mother was Slovak, and he spoke both languages fluently. Although he came from a poor family (his father was a gardener at a Bratislava Cadet school), he had roots in nobility. His grandfather,

Eleméri és ittebei Kiss Ernő was the owner of an estate in Eleméri in what is today Vojvodina in Serbia. He achieved the rank of General, but during Hungarian uprising in 1848, he opposed the Habsburgs. After the quashing of the uprising, he was

executed and his estate was confiscated. Despite this, his grandson Josef Kiss enthusiastically fought for the Austrian Emperor.

Because he joined the army as a volunteer to the Bratislava Infantry Regiment No.72, even before finishing secondary education, he couldn't, according to regulations, become a reserve officer, something he very much wished for. The only option was to be promoted for extreme merit in the field, which was under the vigorous rules of the Austro-Hungarian army next to impossible. Josef Kiss was finally promoted to Leutnant in der Reserve - posthumously.

Notes:

- *Flik*: *Fliegerkompagnie* - Aviation Company, basic operational unit of Austro-Hungarian Air Force
- *Flek*: *Fliegerersatzkompagnie* - Aviation Replacement Company, training unit.



BUY Albatros D.III Oeffag 153 1/48 (8241)



WARNING!

DON'T WAIT AND ORDER NOW!

LAST KITS AVAILABLE!



Hellcat Mk.II

**PROFIPACK EDITION
DUAL COMBO**

1/48, Cat. No. 8223



Fw 190D-11/13

PROFIPACK EDITION

1/48, Cat. No. 8185

Albatros D.V

**LIMITED EDITION
DUAL COMBO**

1/48, Cat. No. 1124

Fw 190F-8

PROFIPACK EDITION

1/48, Cat. No. 8179

Fw 190A-8

PROFIPACK EDITION

1/48, Cat. No. 8173

M-4A3 (76mm) Sherman late

PROFIPACK EDITION

1/48, Cat. No. 7602



e day 2010

Between September 18 and 19, 2010, another E-Day was hosted at the Butovice Gallery in Prague, and with it, also the Czech Republic Plastic Model Championships.



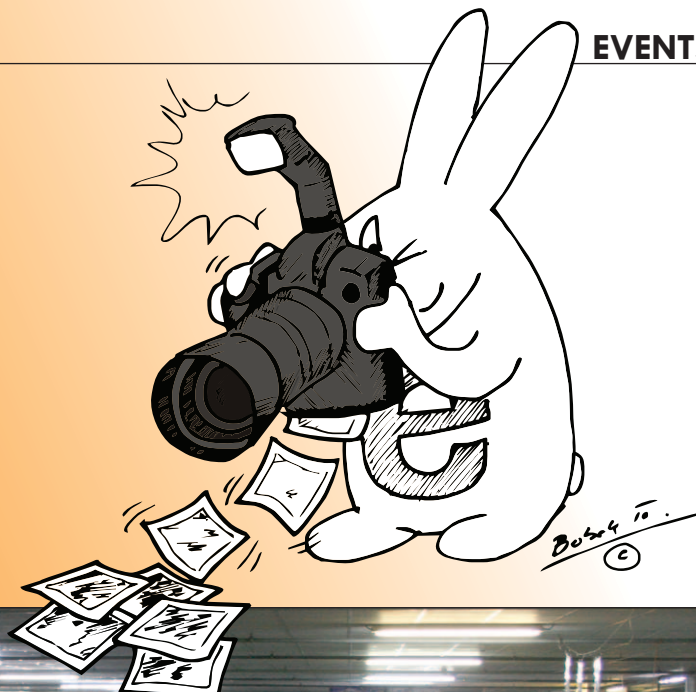
The wave of modelers from far and wide.



Among the displays were examples of water representations, including landing craft.



Aviation and automobile computer simulators have now for several years been a staple of E-Day, and one of the things that have contributed to its variegation.



This years E-Day has been visited by over 3500 visitors.



Ladislav Estok from Eduard in a discussion with Mark Peacock of ADH Publishing (publisher of Tamiya Model Magazine International, Model Military International, Model Airplane International etc.)



Vladimir Sulc, Eduard CEO, and Jindrich Sterbacek, editor of Modelar magazine, 'in the pot'....



One of the most successful of dioramas at the show, depicting an American field hospital in a church in the French city of Bastogne. (modeled by: Svejda Pavel)



Military ship models, as usual, come across as monumental...



Sopwith Camel F.1 1/48th (Eduard) – by: Prosen Igor.



Bf 109E-4 1/48th (Eduard) in the camouflage of Maj. Helmut Wick of JG 26 picked up a special award from KPM Brno.



Kübelwagen: mud, and more mud...



Clean and well built La-7 in 1/48th (Eduard).



M2A1 Halftrack in 1/48th (Dragon), by: Svejda Pavel.



Workshop demonstrations were carried out by the designers of the sets. Vladislav Kratochvil has his back to the camera.



Result announcements of the Czech Rep Championships in Plastic Modeling within the SMCR.



CCKW GMC 353 1:35, by: TupaTomas.



Diaroma 'The Last Samurai' using Eduard kit Ki-115 TSURUGI in 1/48th scale.



The Battle of Akkon (Pegasus Models), by Dvorak Drahoslav.



A Husite bust. Is this not a fascinating look into the face of Czech history? Model by Musil Zbynek.



This Bf 110C-6 1/48th (Eduard), by Pospisil Petr.



The host of the excursion to the airfield at Prague Letnany was Milan Mikulecky, but only after he returned from the heavens in his precise replica of the Avia BH-5 coded L-BOSA.



MiG-21s in various models in the collection of the Kbely (VHU Praha) museum, in front of historical Hangar No.3 of the firm Aero.

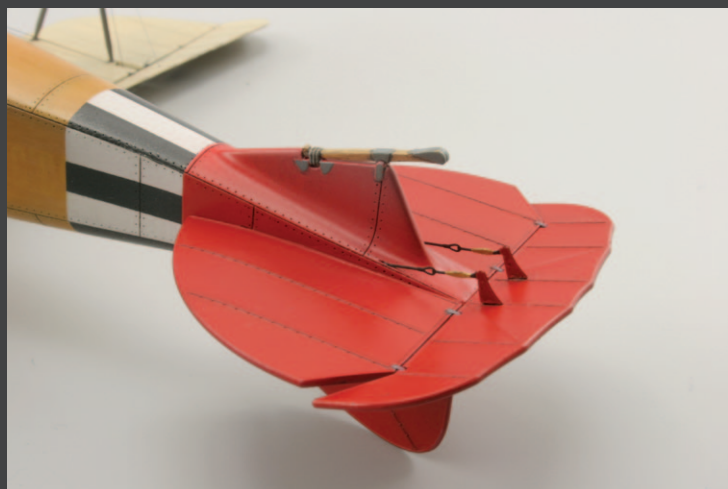
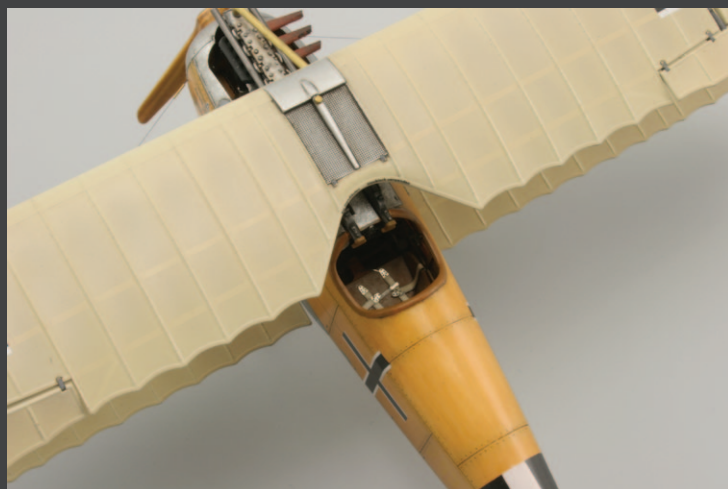
...and a return to the Oeffag!



Albatros D.III Oeffag 253

Two more examples of this past July's new releases from homegrown talent.

Zgsf. Rudolf Nemec, Flik 63/J, Portobuffolee, September, 1918, modeled by Petr Marek.

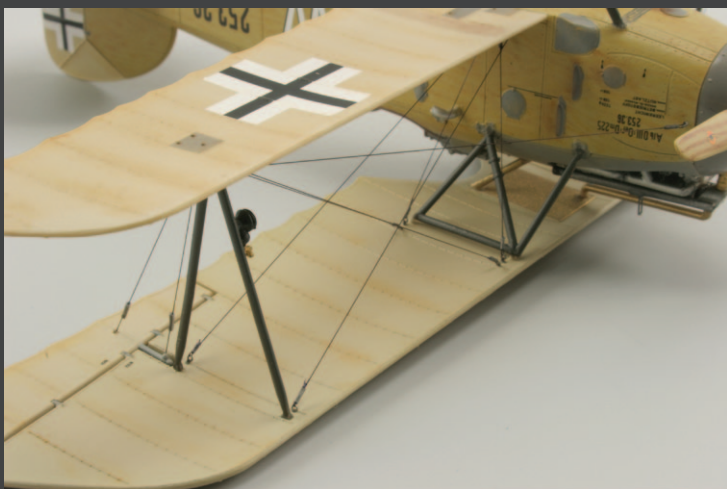


Albatros D.III Oeffag 253 1/48 (Eduard) Cat.No. 8242





Oeffag 253.36, flown by Oblt. Othmar Wolfan, Flik 56/J, August, 1918, rendered by Jiri Bruna.



Albatros D.III Oeffag 253 1/48 (Eduard) Cat.No. 8242



Kits for November:

Fw 190D JV 44

(Sachsenberg's Platzschuttschwarm)

LIMITED EDITION

Dual Combo!

1/48, Cat. No. 1154

Spad XIII Early

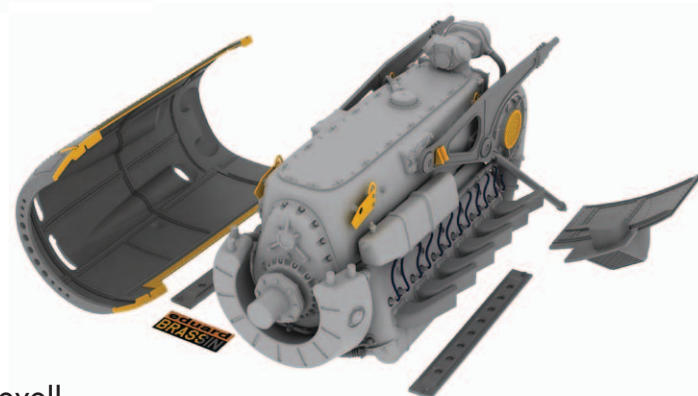
WEEKEND EDITION

1/72, Cat. No. 7411



Brassin For November:

Brassin specialists putting finishing touches on the masters for the DB 601A/N in 1/32.



BIG EDs for November:

BIG3290	EF-2000 SINGLE SEATER	1/32	Revell
BIG3291	F-86F-30	1/32	Kinetic
BIG4935	TBM-3	1/48	Hobby Boss
BIG7258	E-2C	1/72	Hasegawa

Info 11/2011:

Workshop: Application of mask Eduard

Photo-etched for November (selected):

49509 Hs 126 SA.
1/48 (ICM)

49519 EA-6B interior SA.
1/48 (Kinetic)

36136 StuG.III Ausf.G New tool
1/35 (Dragon 6365)

36138 M-50A1
1/35 (Academy)

73363 F-100C SA. 1/72 (Trumpeter)

PHOTO-ETCHED DETAILS

NOVEMBER 2010