

INFO EDUARD

Vol. 10 • Issue 12 • December 2010

Editorial	3
Mirage IIICJ 1/48	6
Bf 109E-4 1/32 & Bf 108B 1/48	7
December Brassin	8
December PE-Sets	9
BIG-ED Sets	11
Built: P-39 Airacobra Over New Guinea	20
Built: IJN Aircraft Carrier Deck WWII	22
On approach: MiG-21	23
January 2011 Releases	24



Built: **Nieuport Ni-17**

Page 18

Events: **Eduard at Tokyo**

Page 5



Brassin: **Su-7 seat 1/48**

Page 8

History: **Israel's Third Highest Scoring**

Page 14



© Eduard-Model Accessories, 2010

FREE FOR DOWNLOAD, FREE FOR DISTRIBUTION!

This material may only be used for personal use. No part of the text or graphic presentations can be used in another publication in any other media form or otherwise distributed without the prior written permission of Eduard Model-Accessories and the authors involved.

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

EDITORIAL



And here we are again; Europe is covered with snow and has frozen over. We, or more accurately, our banner, has frozen the discussion forum at Hyperscale, and to all those affected, I offer my sincere apology. The problem came about as a result as a server failure with our IP, and really was our fault. Unfortunately,

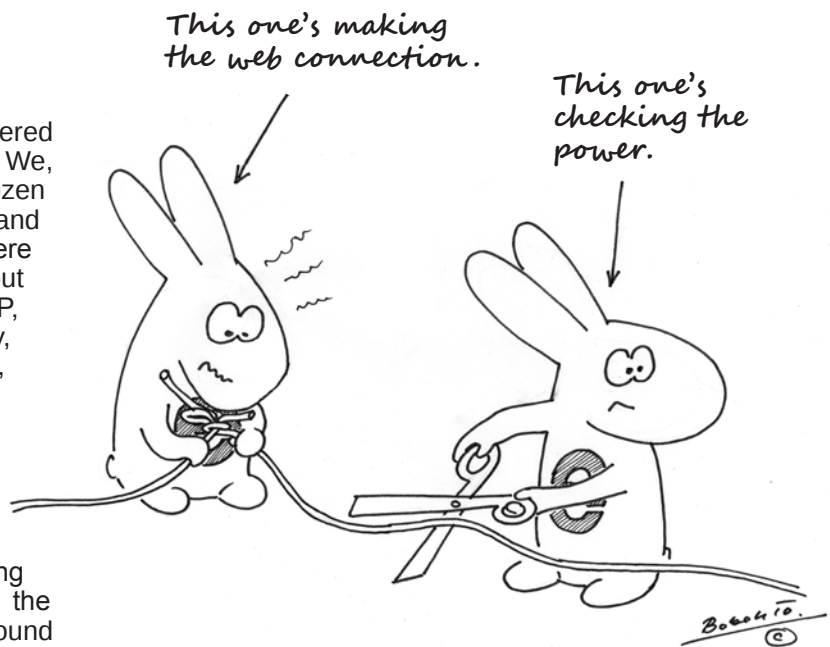
we reacted to the problem after some twenty hours, which we, and I personally, feel very sorry for. So, once again, my apologies to all those that were affected.

With December, the snow and the cold, we soldier on towards Christmas, and ultimately the end of the year. Christmas is nice, and I have hung my lights in the windows, and I am trying to avoid the inundation of Christmas music in the stores. Around this time of year, at least with respect to sales, I try to shorten the year a bit. After last year's experiment with selling through between Christmas and New Year's, we are reverting back to the tried and true model, and will be accepting orders up to Friday, December 17th (actually Sunday the 19th), and process them by the 23rd, after which we will be enjoying a Christmas break. Sales will restart after the New Year, and we will be accepting new orders as of January 3rd, and will begin sending them out on the 5th of January, 2011. Incidentally, the mask promotion also wraps up on December 17th, 2010.

For December, we've prepared three kits, although no premiers, but interesting pieces nonetheless. With our Mirage IIICJ, we have a little conflict between the boxart subject and the scheme offered in the box. This come out of that the painting is several years old now, and its author has not been among us now for over a year, and we still wanted to use it for the re-edition. I trust that the up to date scheme offered in the box takes priority over the picture, as good as it is, on the box top. The theme of the Israeli Mirage IIICJ extends to an article in this issue of the Info. Along with the Mirage, which is a Profipack boxing, we are also releasing a Weekend Edition of two Messerschmitts, the Bf 108 in 1/48th, and the Bf 109E-4 in 32nd.

In contrast, but as usual, there is a lot being offered this month in the way of new photoetched items, most of which come from modelers' wish lists. For example, we are covering Hasegawa's He 111Z in 1/72nd, the landing flaps for the 1/48th scale MC 200, and the sets covering the likewise 48th scale EA-6B from Kinetic. I would like to also point out the BigEd set covering the F-16I Sufa, which stands out not only on its own merit, but also through the increasingly standard inclusion of a set yet to be released as a stand alone item, in this case Israeli 'Remove Before Flight' tags. This will be release on its own in January, 2011.

Similarly, we are responding to modelers' wishes in the Brassin releases this month, and the wish for the seat for the Su-7 was not very subtle, to say the least! This is the seat that was included in the Limited Edition Su-7 kit we released a while back. I had some personal doubts about this release, and when you have personal doubts, there's nothing better than practical experience!



For the beginning of December, we had another little piece of practical experience to gain, and that was to verify measurements of the nose on the MiG-21bis, so that we could get it as correct as we could. However, thanks to the aforementioned snowfall across Europe, the MiGs are buried. We have had enough practice sweeping MiGs, and since we arrived in Riga at about the same time as the snow, we had no choice but to shovel off the object of our desires. Unfortunately, it turns out that in Riga, the version was not the true bis, so the next step in confirming our development is a trip to Hungary or Germany, and in the Christmas lull, we will be able to finally do this. Incidentally, the MiG-21bis is the third planned release of this type, and the slight delay in the verification process will not affect the release of the MF and SMT versions. It's clear to me that it is high time this project be completed, and we are working at a fevered pace to that end. Last week, we started the development process of the wings, fin, and everything that has anything to do with the flying surfaces.

And that brings me to the most frequently asked of all questions over the past while, 'when?'. In which month will Eduard release the highly anticipated 'Miguars', as they have been dubbed by our rabbit developer, Honza Bobek? Last month, I promised February, but March is looking a bit more realistic. After all, I do expect the 450 parts to need at least some fine tuning, and its not something we are willing to rush through, although even that may not be totally avoidable, as things tend to go.

It is also time to reveal the fifth camouflage scheme to be included in the MF kit, and actually, the sixth, since we really couldn't make up our own minds, weather to include an East German aircraft or Polish. So, we decided on both. So, the winners of our previous newsletter little mini contest are two, Diego Mariano Pavese of Argentina and David Rezabek from IPMS Kaznejov, near Pilsen.

So, to sum up, Eduard's Miguar month is March, 2011. This is the key piece of information for the MiG-21, specifically MiG-21MF, kit. One bit of less significant, perhaps, information is that we are planning a special,

pre-paid edition with several incentives, for those that would like to take advantage of it for their patience while we develop this kit. This will be in the form of an expanded decal sheet and a Brassin seat. Precise conditions that apply will be revealed in January.

And speaking of January, we are planning to box a Profipack re-release of the Yak-3 that month. There will also be a Weekend Edition of the Fw 190D-9, and the first 1/72nd scale Liberator, which will be the British Liberator B.Mk.VI from the CBI Theatre of Operations. This is in line with our successful reboxing practices from the past, and this kit is originally the Minicraft model, with our photoetched and decals from Cartograf with four attractive noseart aircraft. In the Brassin line, you can look forward to 1/32nd wheel

sets for the F-4J/S and 1/48th F-4 exhausts. Of course, there will also be the usual pile of brass and masks under the 'what's new' heading as well. The brass will, for example, cover the 48th scale Ar 196 from Italeri and the 1/35th scale BT-7 from Tamiya with some attractive offerings.

The January Info will also reveal some details about our planes for 2011. And that is all for the year from me. I wish you all a very enjoyable Christmas, a Happy New Year, and nerves of steel for whatever greets all of us in the coming twelve months!

Keep on Modeling!

Vladimir Sulc

Have you missed any of the previous issues of INFO EDUARD

FREE DOWNLOAD
FREE FOR DISTRIBUTION
PUBLISHED MONTHLY
WWW.EDUARD.COM



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

全日本模型ホビーショー

ALL JAPAN MODEL & HOBBY SHOW



Mr. Irisawa (second from right), an owner of Beaver Corp and also a delegate of the Wholesaler Association, cut the tape for the opening ceremony, together with Mr. Uchida, president of Doyusya, Mr. Tamiya, and other persons of authority.

We would like to express our thanks to Mr. Daisuke Yasutake of Beaver Corp. for the photographs.

Eduard at Tokyo Hobby Show 2010



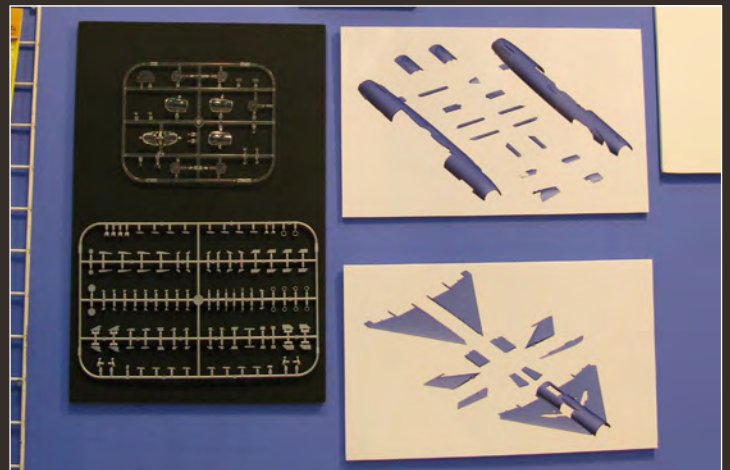
Segment of Beaver Corp's stall dedicated to Eduard products.



Models of various manufacturers utilizing Eduard photoetched parts.



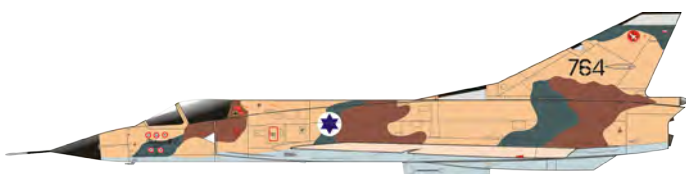
Fw 190D.



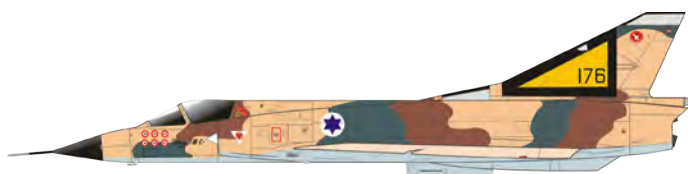
On display in Japan were the first molded frames for the MiG-21 in 1/48th.

Mirage IIICJ 1/48 ProfiPACK

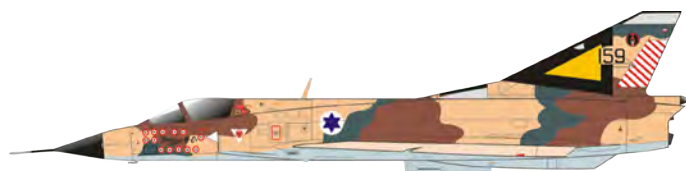
Cat.No. 8102



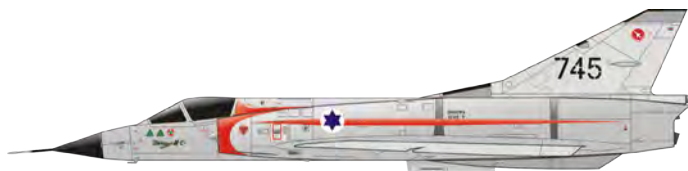
MIRAGE IIICJ, No.764, Yehuda Koren, 117th Tayeset, Ramat - David airbase, May 1970



MIRAGE IIICJ, No.176, 117th Tayeset, Ramat - David Air Base, 1973



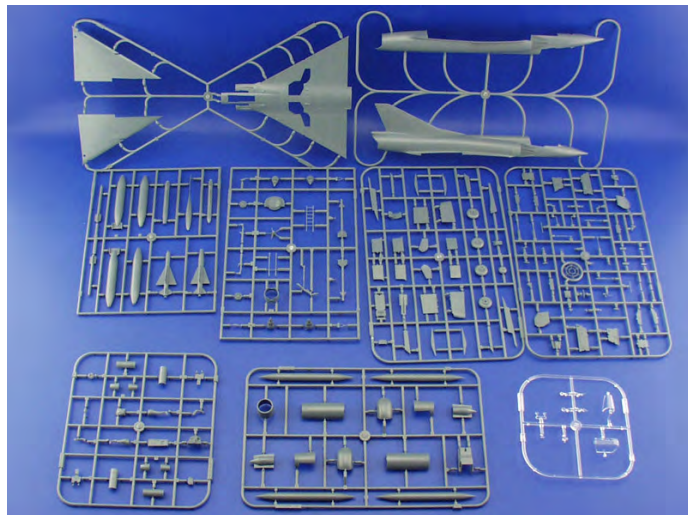
MIRAGE IIICJ, No.159, 101st Tayeset, Hatzor Air Base, 1974



MIRAGE IIICJ, No.745, Yehuda Koren, 117th Tayeset, Ramat - David Air Base, June 1967

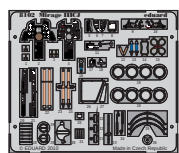


MIRAGE IIICJ, No.768, Abraham Salmon, 119th Tayeset, Tel Nof Air Base, Six Day War, 1968



Don't miss our historical article geared to the theme of this kit on pages 13 a 17.

Color Photo-etched sets.



BUY 8102 Mirage IIICJ 1/48



Bf 109E-4 1/32 Weekend edition

Cat.No. 3403



**Lt. Josef Eberle, 9./JG 54,
The Netherlands – August 1940**

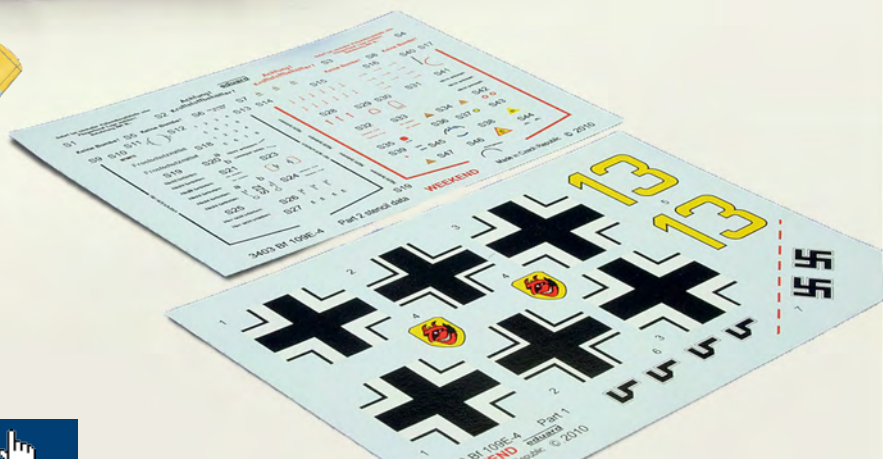
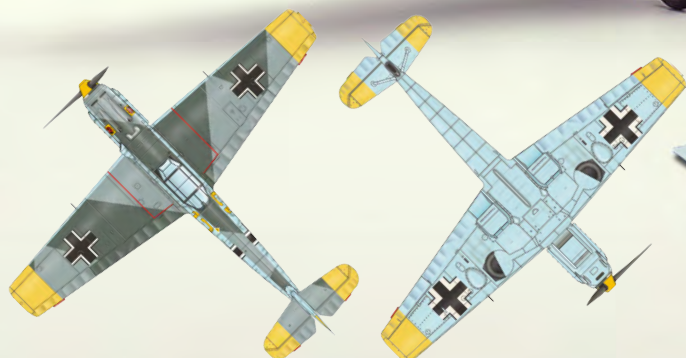
Very interesting camouflage schemes were rendered on the aircraft of JG 54 by the unit's ground personnel in the summer of 1940. They applied vertical to diagonal lines of RLM 71 in an attempt to darken the light blue fuselage sides. The standard scheme of 02/71/65 was applied, along with the quick identification attributes. The period scheme was applied to Yellow '13', with which, on August 12, 1940, Lt. Josef Eberle managed to cross the Channel and belly land in France despite personal injury. The wingtips and fin of Eberle's aircraft were painted RLM 27 Yellow, lighter than RLM 04 that the spinner, tactical number and background of the III./JG 54 emblem were painted. The bottom wing color RLM 65 extended marginally to the upper surface. Some sources erroneously identify this aircraft as an E-3. Despite having tempted fate once over the Channel, he was not as successful on October 9, 1940, when he lost his life in combat with RAF fighters.



Bf 109E-4: The Bf 109E-4 in 1/32nd scale is also available as a Profipack boxing under Catalog No. 3003. The photograph shows one of the five marking options offered in the kit – W.Nr. 5819, Obstlt. Adolf Galland, Geschwaderkommodore JG 26, Audembert, France, December, 1940.



BUY 3003 Bf 109E-4 1/32



BUY 3403 Bf 109E-4 1/32

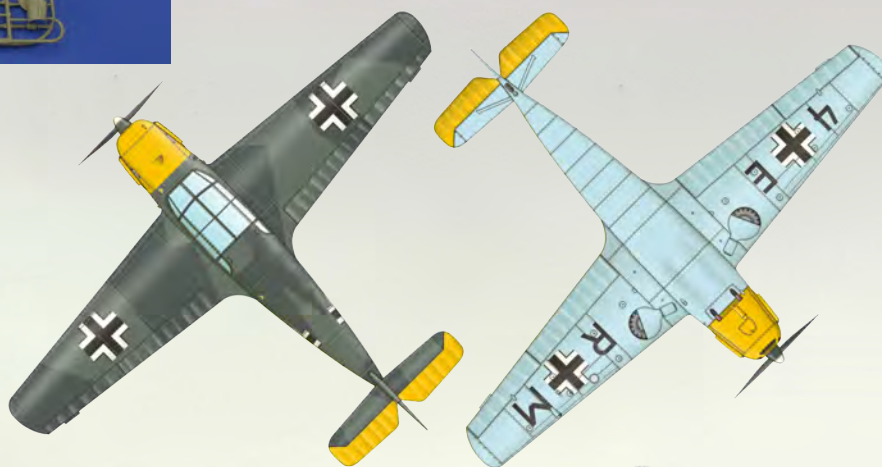
Bf 108B 1/48 Weekend edition

Cat.No. 8477



4.(H)/13, Romania, 1940

A liaison plane, which belonged to 4.(H)/Aufkl. Gr. 13 is shown as it appeared at one of the Luftwaffe's airports in Romania in April 1940. The plane carried besides a standard camouflage scheme comprised of fractional fields of colors RLM 70/71 on the upper surfaces and a color RLM 65 on the underside of the wings, a fresh yellow recognition add-ons designated for the Balkan campaign – yellow nose section and yellow movable surfaces of the tail section. The emblem of (H)/Aufkl. Gr. 13 was painted on the nose of the plane and it also had somewhat non-standard shape of letters of the code markings.

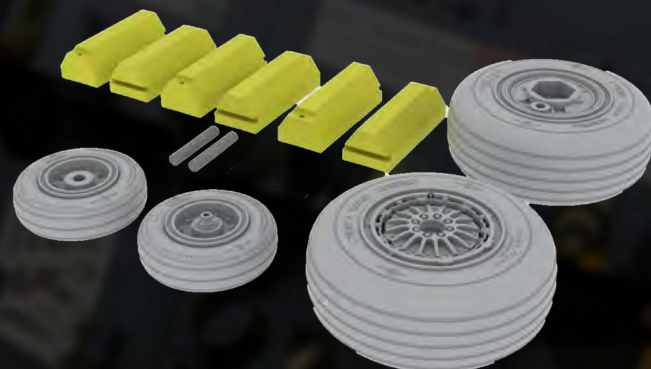


BUY 8477 Bf 108B 1/48



632005
F-4C/D/E/F/G wheels
(Tamiya)

1/32

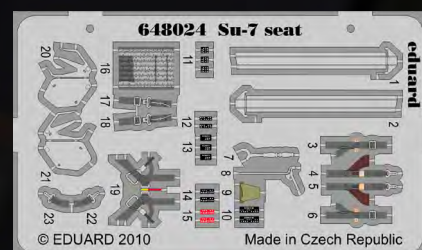


BUY F-4C/D/E/F/G wheels 1/32



648024
Su-7 seat
(KP-Models)

The seat can be used with all Su-7 kits in 1/48th in all previous editions of the kit released by OEZ Letohrad, KP and KOPRO.



1/48



BUY Su-7 seat 1/48



SELECTED PHOTO-ETCHED

For whole actual
Photo-Etched production
see page 12.

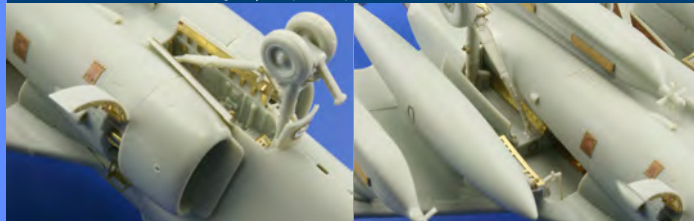
49531 MC.200 S.A. 1/48 (Italeri)



48678 MC.200 landing flaps 1/48 (Italeri)



48681 EA-6B undercarriage 1/48 (Kinetic)



49531 MC.200 S.A.
1/48 (Italeri)



48684 EA-6B electronic equipments 1/48 (Kinetic)



BIG ED



73326 A-7A S.A. 1/72 Hobby Boss (BIG7260)



49474 F-16I SUFA Ladder Flight 1/48 Hasegawa (BIG4937)



48658 HH-60H exterior 1/48 Italeri (BIG4939)



48628 TBF-1/TBM-3 bomb bay 1/48 Hobby Boss (BIG4938)

BIG7260 A-7 1/72 (Hobby Boss)

73326 A-7A S.A.



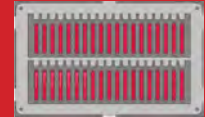
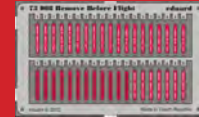
SS338 A-7 avionics



CX207 A-7



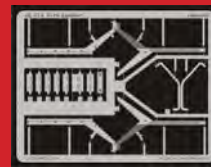
73008 Remove Before Flight



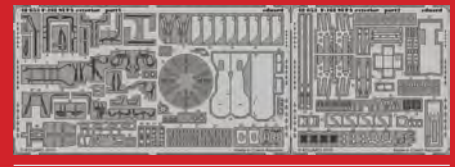
* Items of this set are displayed in the same scale

BIG4937 F-16I SUFA 1/48 (Hasegawa)

48474 F-16 ladder Flight



48653 F-16I SUFA exterior

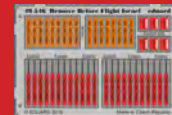


* Items of this set are displayed in the same scale

49484 F-16I SUFA interior S.A.



49546 Remove Before Flight



EX290 F-16I SUFA



BIG4939 HH-60H 1/48 (Italeri)

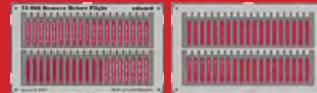
48658 HH-60H exterior



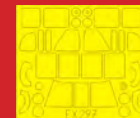
49496 HH-60H interior S.A.



49009 Remove Before Flight



EX297 HH-60H



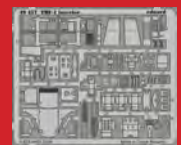
* Items of this set are displayed in the same scale

BIG4938 TBF-1 1/48 (Hobby Boss)

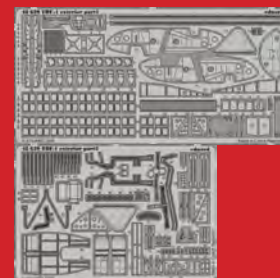
48626 TBM-1/TBF-3 landing flaps



49457 TBF-1 interior S.A.



48629 TBF-1 exterior



EX264 TBM-3



48628 TBF-1/TBM-3 bomb bay



BUY BIG7260 A-7 1/72 (Hobby Boss)



BUY BIG4937 F-16I SUFA 1/48 (Hasegawa)



BUY BIG4939 HH-60H 1/48 (Italeri)



BUY BIG4938 TBF-1 1/48 (Hobby Boss)



DECEMBER 2010 RELEASES

eduard

KITS

8102	Mirage IIICJ	1/48	ProfiPACK
3403	Bf 109E-4	1/32	Weekend
8477	Bf 108B	1/48	Weekend

BRASSIN

632005	F-4C/D/E/F/G wheels	1/32	Tamiya
648024	Su-7 seat	1/48	KP-Models

PE-SETS

32259	P-40N exterior	1/32	Hasegawa
32265	Spitfire Mk.VIII landing flaps	1/32	Tamiya
32677	P-40N early interior S.A.	1/32	Hasegawa
32679	Spitfire Mk.VIII interior S.A.	1/32	Tamiya
32680	Spitfire Mk.VIII seatbelts	1/32	Tamiya
36135	Flakpanzer I	1/35	Dragon 6577
36139	KV-1 1939	1/35	Trumpeter
48663	A-7D exterior	1/48	Hobby Boss
48678	MC.200 landing flaps	1/48	Italeri
48681	EA-6B undercarriage	1/48	Kinetic
48684	EA-6B electronic equipments	1/48	Kinetic
49506	A-7D interior S.A.	1/48	Hobby Boss
49507	F-111E interior S.A.	1/48	Hobby Boss
49531	MC.200 S.A.	1/48	Italeri
49532	F-4C S.A.	1/48	Hasegawa
49537	G4M Betty interior S.A.	1/48	Tamiya
72512	He 111Z exterior	1/72	Hasegawa
73341	He 111Z interior S.A.	1/72	Hasegawa
73364	F/A-18D S.A.	1/72	Academy
73365	F-100D S.A.	1/72	Trumpeter
73369	F/A-18D seatbelts	1/72	Academy

ZOOMS

33063	AV-8B interior S.A.	1/32	Trumpeter
33072	P-40N early interior S.A.	1/32	Hasegawa
33085	Spitfire Mk.VIII interior S.A.	1/32	Tamiya
FE506	A-7D interior S.A.	1/48	Hobby Boss
FE507	F-111E interior S.A.	1/48	Hobby Boss
FE531	MC.200 interior S.A.	1/48	Italeri
FE532	F-4C interior S.A.	1/48	Hasegawa
SS341	He 111Z interior S.A.	1/72	Hasegawa
SS364	F/A-18D interior S.A.	1/72	Academy
SS365	F-100D interior S.A.	1/72	Trumpeter
TP530	StuG.III Ausf.G new tool interior	1/35	Dragon 6365

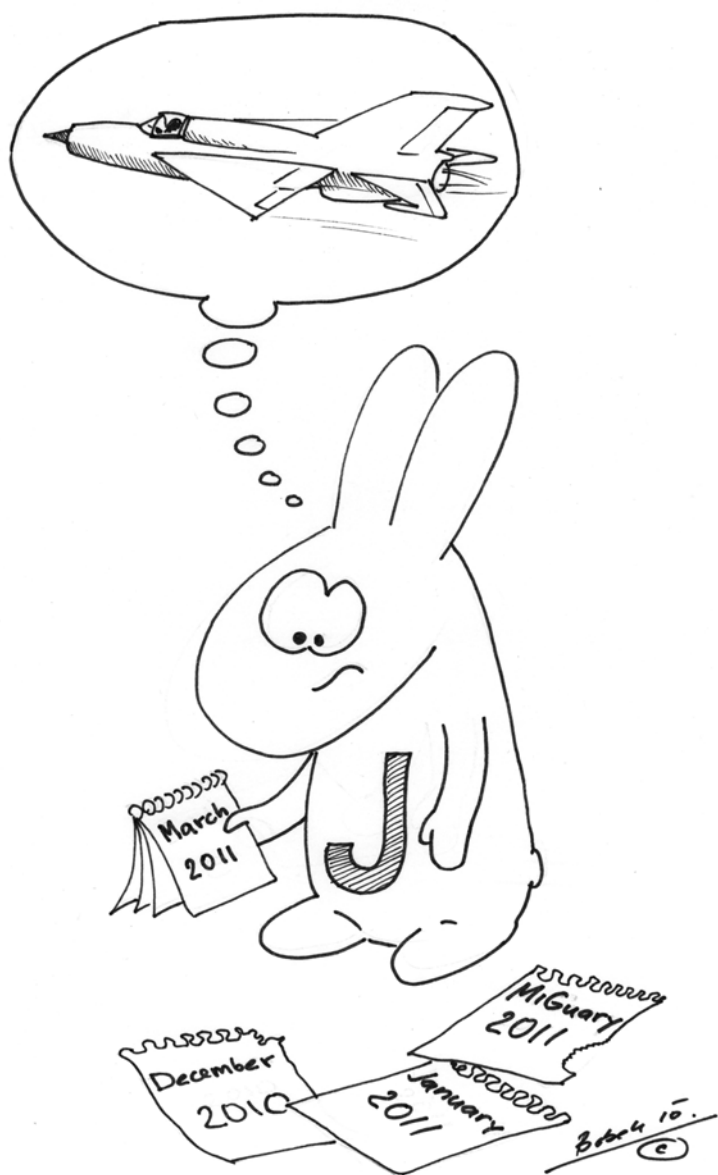
MASKS

CX271	He 111Z	1/72	Hasegawa
CX273	F-16I SUFA	1/72	Kinetic
CX276	F-100F	1/72	Trumpeter
EX316	Tornado ADV	1/48	Hobby Boss
EX318	A6M3 model 32	1/48	Tamiya
EX321	Spitfire Mk.I	1/48	Airfix
JX115	Il-2 single seater	1/32	Trumpeter
JX116	Bf 109F-4	1/32	Hasegawa
JX118	Ki-27 Nate	1/32	Special Hobby
XT164	M-50A wheels	1/35	Academy
XT166	BT-7 wheel masks	1/35	Tamiya

BIG-ED SETS

BIG7260	A-7	1/72	Hobby Boss
BIG4937	F-16I SUFA	1/48	Hasegawa
BIG4938	TBF-1	1/48	Hobby Boss
BIG4939	HH-60H	1/48	Italeri

Comments and input from J&T


[BUY on e-shop Eduard](#)


Mirage 159 – Myths and Facts

Martin Pospíšil

The reissuing of a model kit, when there is a maintained level of demand after the initial sellout of the kit, presents the manufacturer with a chance of modifying and improving upon the original edition of the kit, particularly if a significant amount of time has elapsed between initial and subsequent releases. Research progress in the field of aviation history continues in leaps and bounds, revealing new facts and color schemes, and it is necessary to take advantage of these in the re-editions. As such, Eduard has decided to dust off the Mirage IIIC kit, currently as a Profipack kit targeting the Israeli Air Force Mirage IIICJ consistent with the most recent information that has come to light, with new camouflage and decals. What has remained the same is the painting by Martin Novotny, with Mirage No. 159 as the subject of the boxart. This is based on information available more than six years ago, and has now been tweaked based on more recent data. The painting should then be taken as using a certain amount of artistic license, if you will, illustrating combat between Israeli and Arab jets during the Yom Kippur War, rather than an actual accurate historical depiction. As it turns out, the representation on the box depicts the aircraft with at least two significant historical inaccuracies, concerning the black and yellow quick recognition triangles, and the number of kills depicted under the cockpit. In the following sentences, I will try to clear up and briefly detail the history of Sahak No. 59. This aircraft is one of two Mirage IIICJs credited with 13 kills. It was delivered in 1962 to the 101st Tayeset Ha'Krav Ha'Rishona (First Fighter Squadron). On December 14, 1966, flown by Yoram Agmon, the jet was the first to record a kill by a Mirage in the world. Further kills followed quite quickly, so that by 1970, there was a total of eleven. At the time, the plane still flew in a natural metal finish, as delivered by the manufacturer, and there were ten kill marks painted under the cockpit. The identification number was changed to '259', where the '2' identified service with the 101st Tayeset.

At the beginning of the seventies, the aircraft received the standard Israeli three-color scheme in use since 1967. This consisted of sand FS 33531, green FS 34227 and brown FS 30219, with light blue FS 35622 undersides. The last two kills came in 1973, one on September 13th, and the other on October 6th on the first day of the Yom Kippur War. On the next day, the plane was severely damaged in an aborted take-off by Israel Baharav, who was injured in the incident. At this time, the aircraft had twelve kill marks painted under the cockpit. While the pilot was able to return to duty on October 13th, the aircraft was damaged such that repairs took almost a full year. It was returned to service through 1974, but likely with an Atar 9C engine and with the identifier '159' and black and yellow recognition triangles. These quick identifiers were applied on Israeli aircraft from October 14, 1973, when Israeli ground units were first attacked by Libyan Mirages operating out of Egypt.



Shortly after its return from repairs, it was converted to a photoreconnaissance version with a Mosel nose and components of the Nesher, and renumbered as '459', with the '4' signifying a recon bird. At the end of the seventies, it was re-converted to a fighter, and as '159' assigned to 254th Tayeset Mercatz Ha'Medina (Midland Squadron). In 1982, it was sold to Argentina. In 2003, the aircraft was sold back to Israel for a symbolic sum, and is today displayed at the Aviation Museum at Hatzerim. If we compare '159' on the boxart to the above noted revelations, the following can be concluded: the aircraft is depicted during the Yom Kippur War, which was theoretically possible, but unlikely in this guise. At the beginning of the war, the aircraft carried 12 kill marks and not six. The other problem concerns the recognition triangles, which, as noted, began to be applied on October 14th, 1973. The aircraft at that time was not airworthy due to the serious damage sustained on October 7th, 1973.

However, not even the new research can take away from the artwork that so effectively captures the atmosphere of combat conducted by Mirages flying the Star of David as the sixties gave way to the seventies.

Aerial Victories of Mirage 59:

Date	Tayeset	Pilot	Victim	Armament used
14. 7. 1966	101	Joram Agmon	MiG-21 (Syria)	cannon
5. 6. 1967	101	Ilan Gonen	Il-14 (Egypt)	cannon
6. 6. 1967	101	Uri Sachar	MiG-19 (Egypt)	cannon
7. 7. 1969	101	Oded Marom	MiG-21 (Egypt)	cannon
20. 7. 1969	101	Giora Joeli	MiG-17 (Egypt)	cannon
11. 9. 1969	101	Giora Epstein	Su-7 (Egypt)	cannon
11. 11. 1969	101	Jair Sela	MiG-21 (Egypt)	cannon
4. 1. 1970	101	Oded Marom	MiG-21 (Egypt)	cannon
6. 3. 1970	101	Jiftach Spector	MiG-21 (Egypt)	cannon
10. 7. 1970	101	Israel Baharav	MiG-21 (Egypt)	cannon
10. 7. 1970	101	Israel Baharav	MiG-21 (Egypt)	AIM-9B
13. 9. 1973	101	Avraham Salmon	MiG-21 (Syria)	AIM-9D
6. 10. 1973	101	Eitan Karmi	EAF AS-5 „Kelt“ (Egypt)	cannon

Sources:

Shlomo Aloni: The June 1967 Six-Day War, IsraDecal Publications 2008
 Shlomo Aloni: Israeli Mirage and Nesher Aces, Osprey Publishing, 2004
 Yoav Efrati: Colors and Markings of the IAF, IsraDecal Publications 2005



Israel's Third Highest Scoring

Martin Pospíšil

Mirage

Jet fighters in which pilots have achieved ten or more kills, are relatively few in the world. Even among aircraft in the Israeli Air Force (Heyl Ha'Avir), some of which were involved in a large number of dog fights, there were only seven that surpassed this number. Included in the seven are Mirages IICJ No.58 and No.59 (13 kills), No.68 (11), No.62 and No.79 (10), and two IAI Neshers numbers 10 (13 kills) and 61 (12). In the shadows of the better known Mirage Nos 58 and 59 is Mirage No. 68 that was lost in a crash in 1973. In the cockpit of Mirage 68, sat several aces who contributed to its success including: Israel's second leading ace Avraham Salmon, with 14.5 kills, Asher Snir Israel's third leading ace with 13.5 kills, and Amos Amir with seven kills.

Mirage IICJ No. 68 one of 72 single seat Mirage IICJs and four two seat Mirage IIBJs delivered to Israel and was assigned to No.119 Tayeset Ha'Atalef (Bat Squadron), stationed at Tel-Nof. The Mirage IICJ was given the Hebrew name 'Shahak' (Skyblazer) due to its very inspirational Mach II performance and highly polished metal finish.

First known combat use of Mirage 68 came in Operation 'Moked' (Focus) which was launched by the on June 5th, 1967. During that operation which culminated in the Six Day War, Heyl Ha'Avir sent majority of its fighter, attack and jet trainers to attack airfields and other targets in Egypt, Syria, Jordan, Iraq and Lebanon. The waves were composed of several formations of threes and fours. Shahak equipped units were also earmarked for protection of the airspace over Israel.

Operation Moked's first wave of attack, 119 squadron formation 'Lintel' took off from Tel Nof air base at 0727h, and was comprised of Oded Sagee (Shahak 80), Arnon Lapidot (Shahak 68), Eelan Hight (Shahak 79) and Itamar Neuner (Shahak 19). The formation reached their objective, Cairo-West air base at 0800h. Using 500kg bombs, they destroyed the airstrip, one bomber (a Tu-16 or Il-28), two MiG-21s and two decoy MiG-17s.

The same formation ('Lintel'), with a slightly altered roster – Oded Sagee (Shahak 79), Shlomo Egozy (Shahak 19), Eelan Hight (Shahak 80) and Itamar Neuner (Shahak 68), took off at 0948h as part of the second wave of attack on Egyptian air fields. This time the target was the distant Egyptian airfield at El Minya. In this attack the formation cratered the runway and destroyed between six and eight Il-14s on the ground. The third wave of Israeli aircraft switched its focus to Syrian and Jordanian air bases, even though some of them were initially directed for attacks on Egyptian targets. The change in plan affected Formation 'Floor', flown by Avraham Salmon (Shahak 07), Omri Afek (Shahak 79), Ja'akov Agassi (Shahak 41) and Menachem Shmul (Shahak 68), originally assigned to attack Gardak in Egypt, and was diverted to Jordan's Base H-5 at Amman. Again, the aircraft dropped 500kg bombs on the runways and in subsequent attacks, hit aircraft on the ground, and base equipment.

Shahak 68's final mission of Operation 'Moked' came in the fourth wave with Formation 'Fence'. This was flown by Eitan Karmi (Shahak 68), Giora Romm (Shahak 43), Eliezer Prigat (Shahak 20) and Asher Snir (Shahak 32), and they attacked the Syrian Base T-4. The formation was jumped by two Syrian MiG-21s, which were shot down by Giora Rom and Asher Snir.

A big day for our subject Shahak came on June 8th (the fourth day of the war), when two Egyptian MiG-19s were flamed by Avraham Salmon over the Sinai Peninsula, and the second pilot in the formation to down another MiG-19 was Menachem Shmul (Shahak 78). Avraham Salmon thus opened his own account, and also that of Shahak 68.

The Six Day War ended on June 10th, but the situation in the Middle East didn't quiet down much. Air to air combat engagements erupted as soon as replacement fighter planes were transferred from the Soviet Union to Egypt. Mirage fighters of 119th squadron began engaging Egyptian MiGs in air to air combat as soon as July 15th, 1967. On that day, two Egyptian MiG-17s were downed

by Asher Snir (Shahak 85), and a MiG-21 by each of Ran Ronen (Shahak 83) and Eliezer Prigat (Shahak 68). From October 21st, 1967, tallies rose in the so-called War of Attrition, which didn't end until August, 1970.

An interesting kill was gained in the cockpit of Shahak 68 by Reuven Rozen on April 14th, 1969. For the first time in the history of the Heyl Ha'Avir, a kill was gained using the American air-air missile, the AIM-9B, known in the Israeli Air Force as the 'Barkan' (Thorn), and the victim was an Egyptian MiG-21. These missiles were pressed into service by the Heyl Ha'Avir a short time prior, as a component of the purchase of the American McDonnell Douglas F-4 Phantom II, known in Israel as the 'Kurnass' (Sledgehammer). Combat with Egyptian MiG-21s was also in the cards on May 21st, when a group of them attempted to infiltrate over Israeli held areas of the Sinai. Opposing them was the pair of 119 squadron Mirages; Asher Snir (Shahak 68) and Eliyahu Menachem operating out of the Sinai forward base of Refidim. This pair was quickly joined by another pair of 119 squadron Mirages lead by Ran Ronen (Shahak 03) and Reuven Rozen (Shahak 58) who took off out of Tel Nof. During the ensuing combat, three of the Bat squadron pilots downed a MiG-21 each (Ronen, Snir and Rozen) and a forth MiG-21 was downed by a Hawk anti-aircraft battery.

Over the next year, Shahak 68 raised its total by another four kills, which were progressively added by Amos Amir, Asher Snir, and two by Avraham Salmon.

Mirage 68's final documented kill came on July 30th, 1970, when Asher Snir took part in the trap to down Soviet flown MiG-21MF pilots operating out of Egypt. The 119th squadron was represented by Amos Amir, Asher

Snir (Shahak 68), Avraham Salmon (Shahak 78) and Avraham Gilad. From the total of five Soviet MiG-21MF's downed, the pilots of the Bat squadron accounted for 2.5.

Bat squadron Mirage operations ended in October 1970 as the squadron began reequipping with the F-4 Phantom II. 119 squadron personnel that opted not to continue on to operate and fly the Phantom were distributed among the remaining Shahak units - the 101st and 117th squadrons. Shahak 68 was assigned to the No. 117 Tayeset Ha'Silon Ha'Rishona (First jet squadron) based at Ramat David. Mirage 68 was lost on January 9th, 1973, when, during a low level flight it crashed into the Sea of Galilee killing the pilot Ran Meir.

Aerial Victories of Mirage 68:

Date	Tayeset	Pilot	Victim	Armament used
8. 6. 1967	119	Avraham Salmon	MiG-19 (Egypt)	cannon
8. 6. 1967	119	Avraham Salmon	MiG-19 (Egypt)	cannon
15. 7. 1967	119	Eliezer Prigat	MiG-21 (Egypt)	cannon
14. 4. 1969	19	Reuven Rozen	MiG-21 (Egypt)	AIM-9B
21. 5. 1969	119	Asher Snir	MiG-21 (Egypt)	cannon
2. 7. 1969	119	Amos Amir	MiG-21 (Egypt)	cannon
11. 9. 1969	119	Asher Snir	MiG-21 (Egypt)	cannon
2. 4. 1970	119	Avraham Salmon	MiG-21 (Syrie)	cannon
16. 5. 1970	119	Avraham Salmon	MiG-21 (Egypt)	AIM-9E
30. 7. 1970	19	Asher Snir	MiG-21 (SSSR)	AIM-9D

Sources:

Shlomo Aloni: Israeli Air Force - Tayeset 119, AiDOC 2007
 Shlomo Aloni: The June 1967 Six-Day War, IsraDecal Publications 2008
 Shlomo Aloni: Israeli Mirage and Nesher Aces, Osprey Publishing 2004
 Yoav Efrati: Colors and Markings of the IAF, IsraDecal Publications 2005

Acknowledgements: I would like to extend my sincere thanks for their help with photographs and in the preparation of this article to Yoav Efrati and Ra'anana Weiss of Israel.



The first two photographs of Shahak 768 were taken at the beginning of the seventies during an open house at one of the Israeli bases, probably Ramat-David. The aircraft carries the 117th Tayeset marking, to which the aircraft was assigned at the end of 1970.

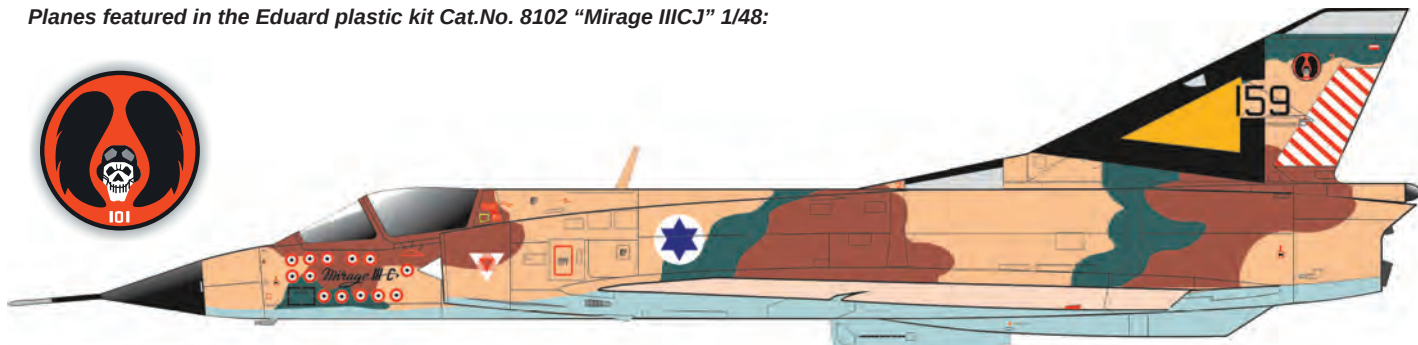
(IsraDecal Studio Archive)



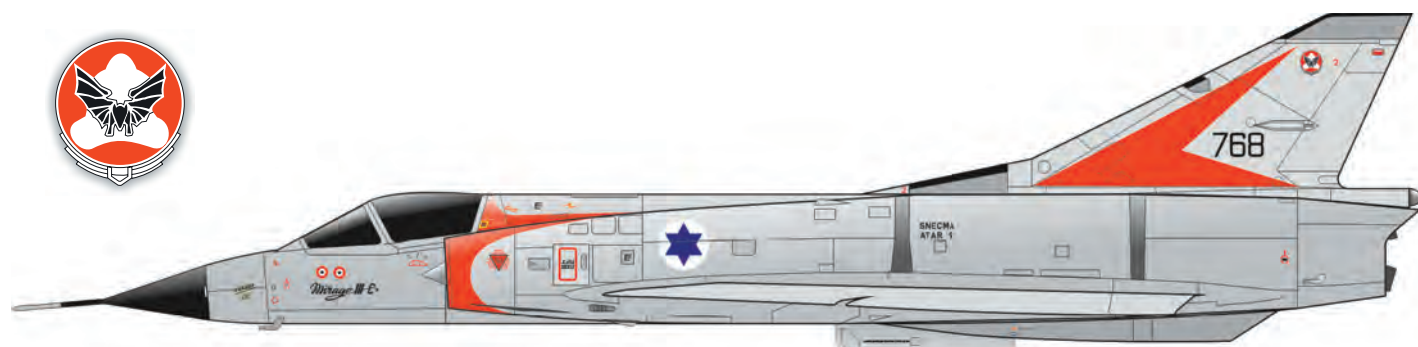
Close-up of the nose of Shahak 768 with eleven kill marks under the cockpit. At the time of this photograph, the aircraft served the 117th Tayeset. In available references, the aircraft had shot down ten aircraft, and it is possible that the eleventh, so far unconfirmed kill, was gained by one of the pilots of the 117th Tayeset. This is only speculation at this point, as the combat details of this unit are not published.

(Isradecal Studio Archive)

Planes featured in the Eduard plastic kit Cat.No. 8102 "Mirage IIICJ" 1/48:

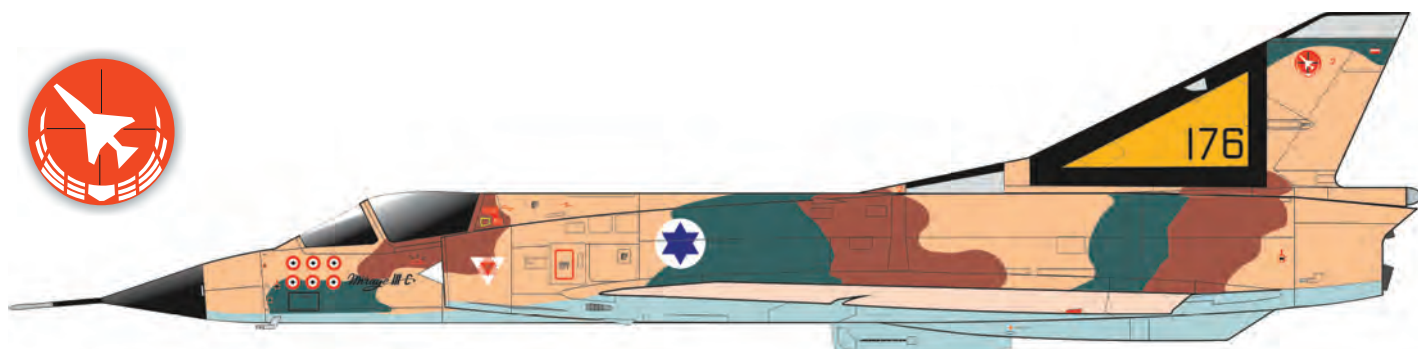


MIRAGE IIICJ, No.159, 101st Tayeset, Hatzor Air Base, 1974. This aircraft went through several physical incarnations over time. In this way, it appeared after the one year-long repair, in 1974. Whether this aircraft obtained new ATAR 09C engine and newly designed tail is not confirmed by photos. Along with aircraft No. 58, this Shahak claimed the greatest number of kills, a total of 13. These are symbolized on the front of the aircraft. It was in this aircraft, at the time numbered '59', that Yoram Agmon shot down a Syrian MiG-21 on July 14th, 1966, the first kill achieved on the type.



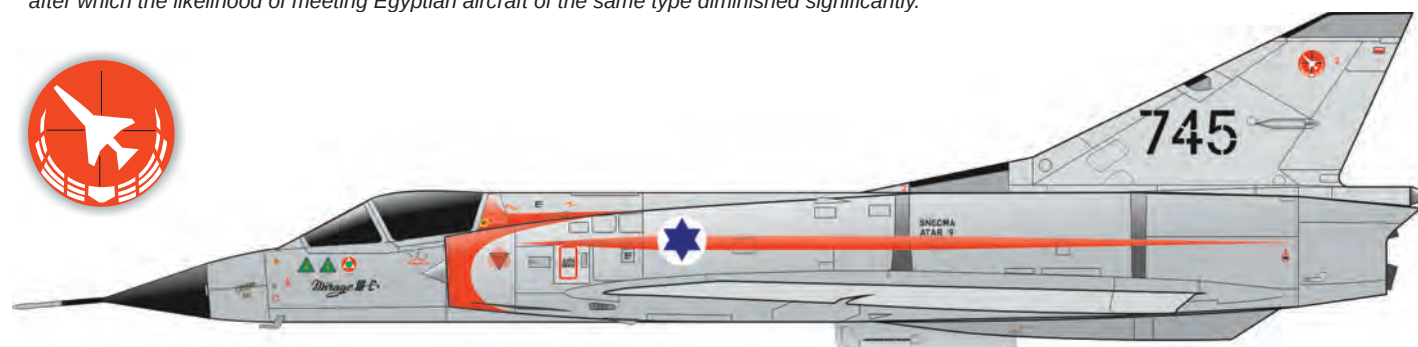
MIRAGE IIICJ, No.768, Avraham Salmon, 119th Tayeset, Tel Nof Air Base, Six Day War, 1968

On this aircraft, pilots of 119th Tayeset gained a total of eleven kills between 1967 and 1970. Among them was Abraham Salmon, Israel's second most successful fighter ace with 14.5 kills to his credit, four of which were in this bird. Two of them were flamed on June 8th, 1968.

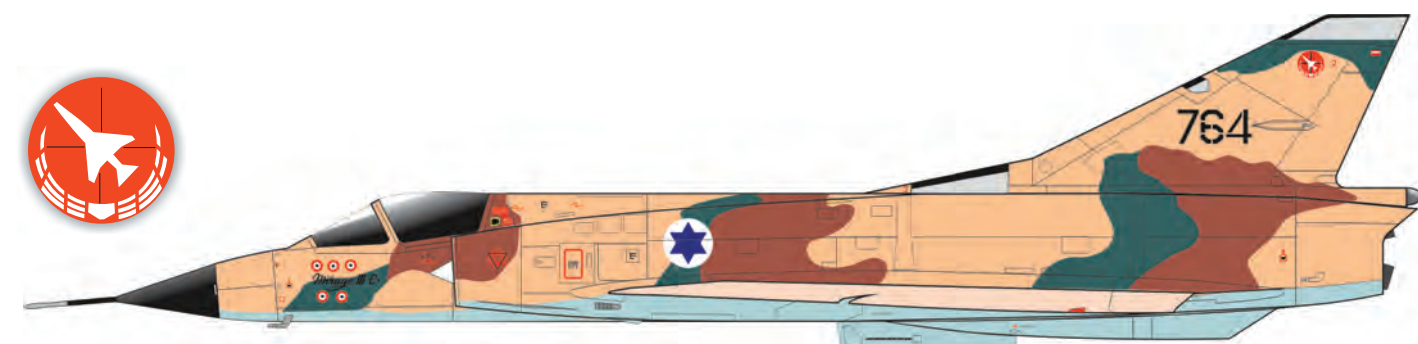


MIRAGE IIICJ, No.176, 117th Tayeset, Ramat - David Air Base, 1973

Camouflage on the Shahak appeared in the beginning of 1969. In October, 1973, yellow, black-outlined triangles appeared, to serve as quick recognition markings to differentiate them from enemy aircraft. These were dropped from use in 1979, at the end of the conflict with Egypt, after which the likelihood of meeting Egyptian aircraft of the same type diminished significantly.



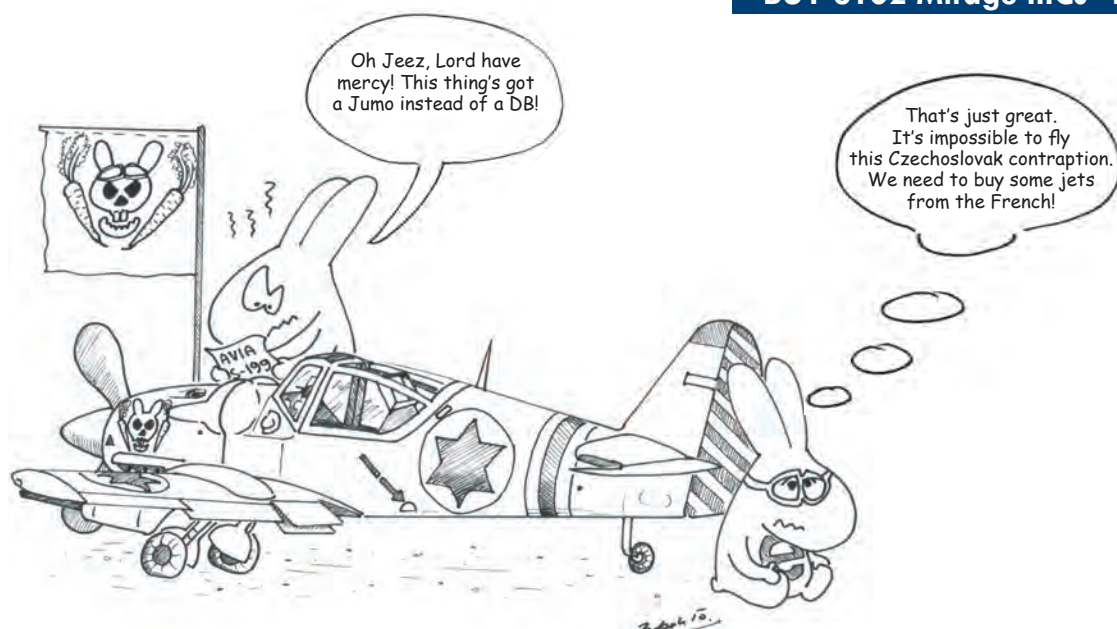
MIRAGE IIICJ, No.745, Yehuda Koren, 117th Tayeset, Ramat - David Air Base, June 1967. At the end of the Six Day War, this aircraft had three kill marks on the nose. One of these was a Lebanese Hawker Hunter on June 5th, 1967, then an Iraqi Hunter and MiG-21 a day later, which were shot down by Yehuda Koren. The then Chief of Staff of the Israeli Defence Force and later Israeli Prime Minister, Yitzhak Rabin, was photographed in front of this aircraft. He was assassinated on November 4th, 1995. Up to the beginning of 1969, the Mirage IIICJ served as delivered by the manufacturer - in natural metal, with bright red trim..



MIRAGE IIICJ, No.764, Yehuda Koren, 117th Tayeset, Ramat - David Air Base, May 1970

Yehuda Koren, an ace with 10.5 kills to his credit, bagged his fifth kill, an Egyptian MiG-21, on May 15th, 1970 using a Rafael Shafrir air-to-air missile. This kill was achieved in the cockpit of camouflaged Shahak No. 64.

BUY 8102 Mirage IIICJ 1/48



Nieuport Ni-17

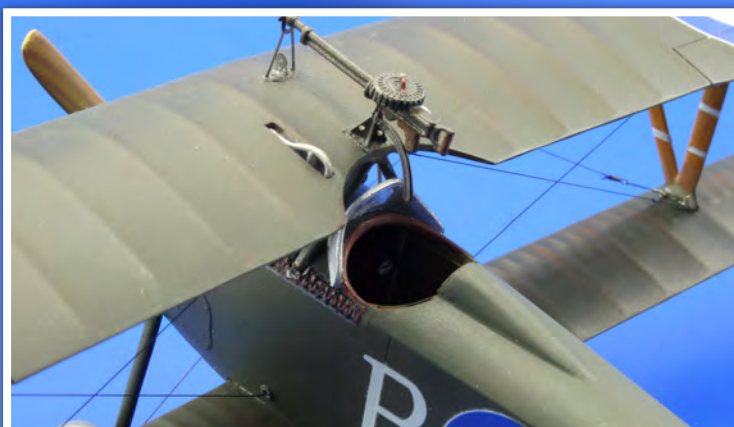
Cat.No. 8051

1/48

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

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

Built by Jiří Brůna.

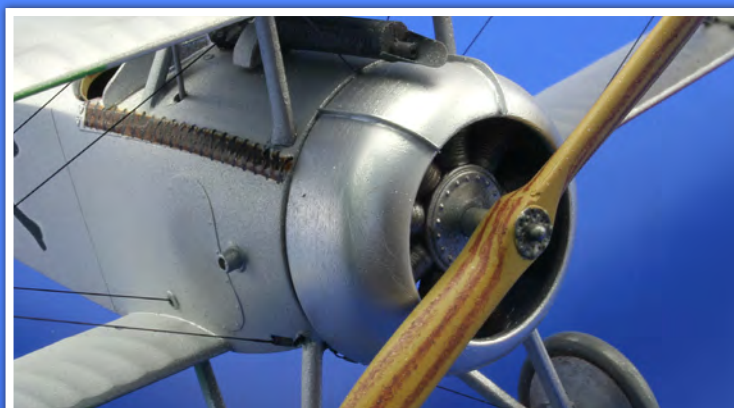


Kamufláž:
Ni-17, N3139, ten. Fulco Ruffo
di Calabria, 91a Squadriglia,
Italian Front, Spring 1917



Nieuport Ni-17
Cat.No. 8051

BUY 8051 Nieuport Ni-17 1/48



P-39 Airacobra over New Guinea

Cat.No. 1152

Interesting all-black camo on P-39D-1 s/n 41-38401 – where aircraft 'B' from our limited edition P-39 Airacobra over New Guinea, was selected by 15 year-old author of this model, Jan Petr, from MK Apolo Koprivnice. Congratulations to the young modeler for this excellent build!



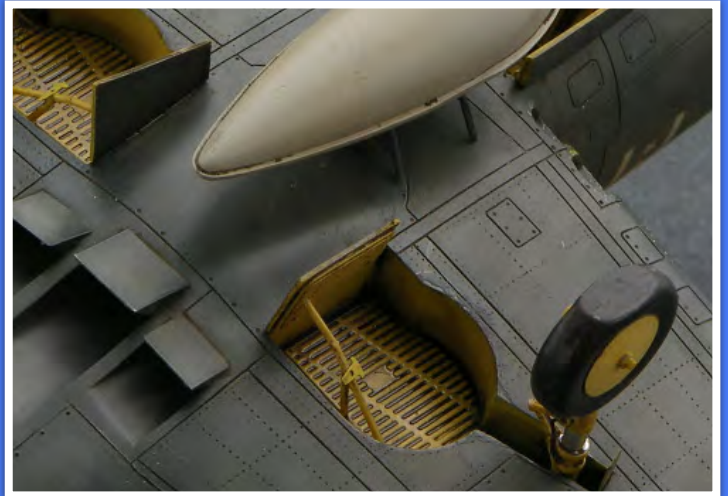
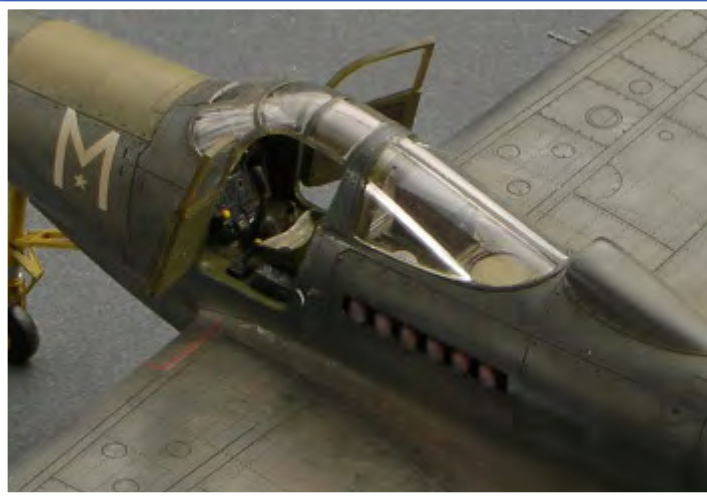
P-39D-1 s/n 41-38401, Maj. Norman "Coach" G. Morris, CO of 35th FS / 8th FG, Milne Bay, Fall, 1942.

Norman G. Morris commanded the 35th FS / 8th FG from October, 1942 to March, 1943. The uncommon all black livery of this aircraft, in all likelihood, hails from the period of protecting the Australian port of Townsville against night attacks by the Japanese as July turned into August in 1942. On the night of the 26th and 27th of July, pilots of the 8th FG were able to bring down one of the attackers. The fighter remained in the same camouflage scheme through to the battles over New Guinea in the spring of 1943. The Milne Bay marking was finished off with the letter 'M', which partially obscured the original writing on the front. The letter was also the initial of not only the pilot's last name, but also his rank, and the name of his mechanic, S/Sgt Mattea.





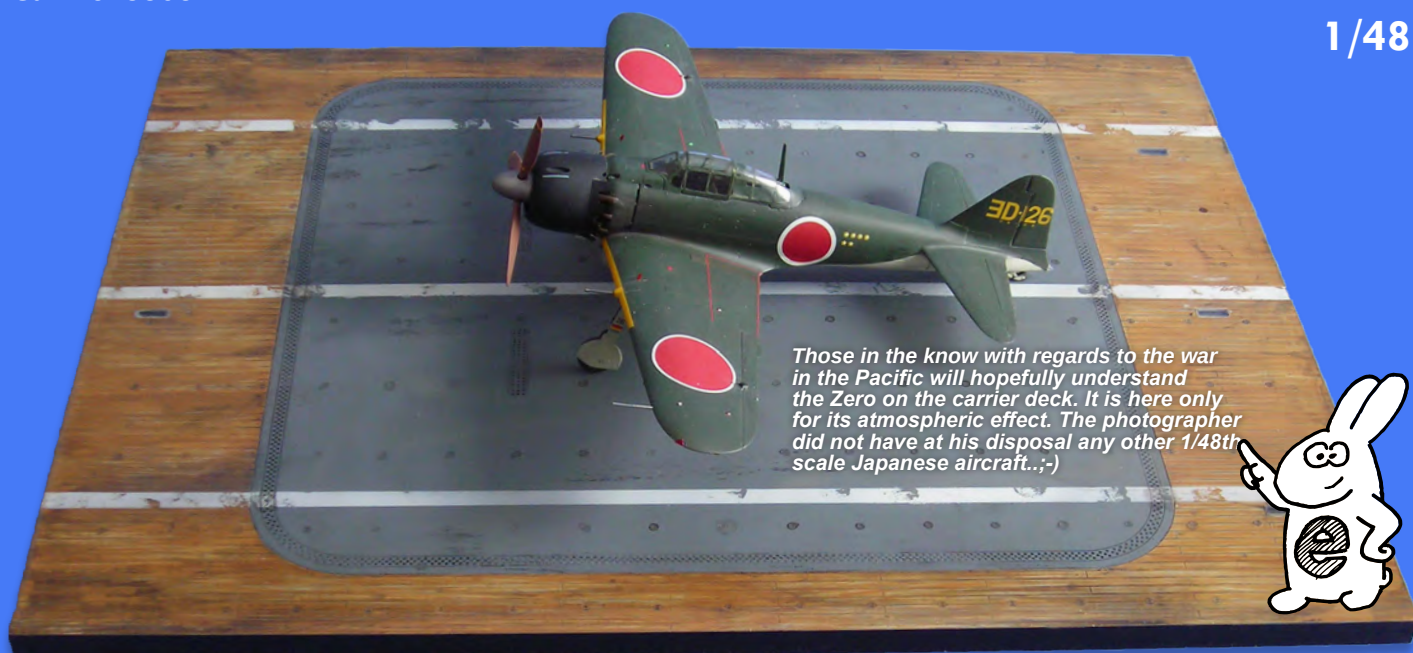
BUY P-39 Airacobra over New Guinea 1/48



Cat.No. 8803

IJN Aircraft Carrier Deck WWII

1/48



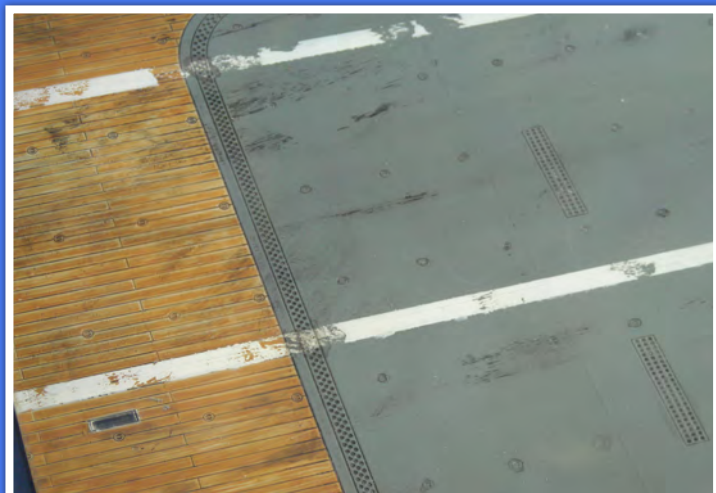
Built by Steffen Arndt, IPMS Deutschland

Painting process Elevator section:

1. Vallejo Grey Urethane Primer (74.601) airbrushed.; 2. Vallejo "New Wood" (Panzer Aces 311) and Tamiya Buff (XF-57) applied in a streaky fashion with a brush.; 3. Wash: Tamiya Clear yellow mixed with Klear (Future) (over the entire deck).; 4. Washes: not fully covering but at in a random 'pattern' with 'Devlan Mud' and 'Badab Black' (both washes from Citadel/ Games Workshop).

Wooden part:

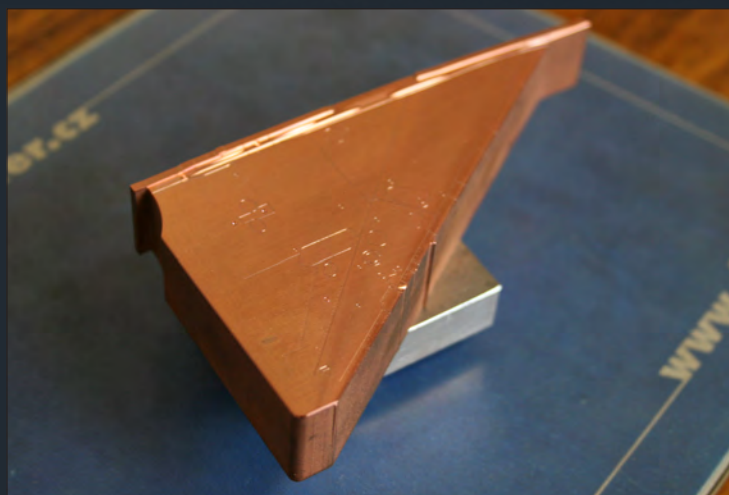
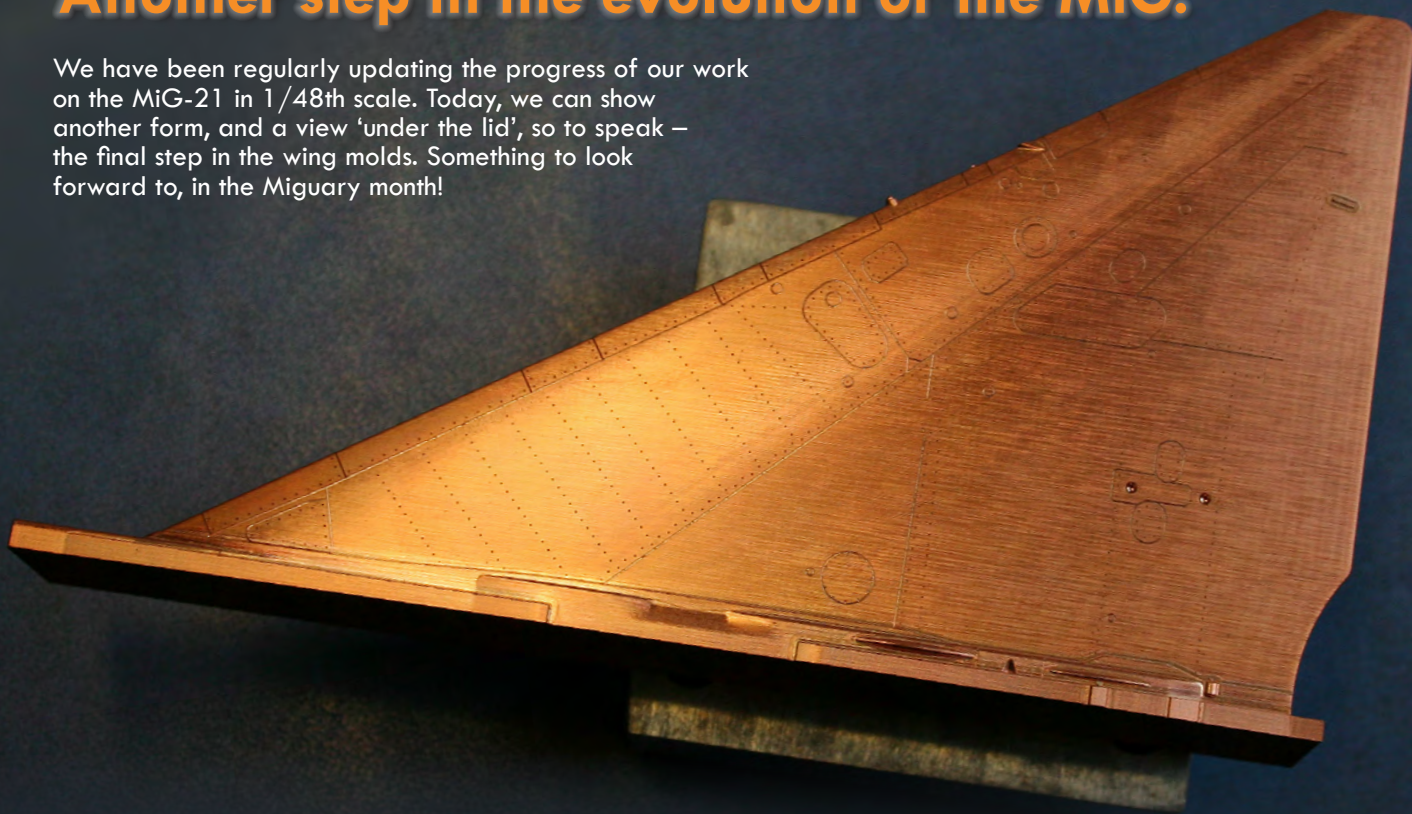
5. Masking and airbrushing the Elevator (Neutral Grey).; 6. Masking the white stripes.; 7. applying some dabs of Maskol with an old sponge for the wear on the stripes.; 8. Airbrushing with white.; 9. Demasking the entire deck.; 10. applying a black wash to show some wear and emphasize the tie-downs.



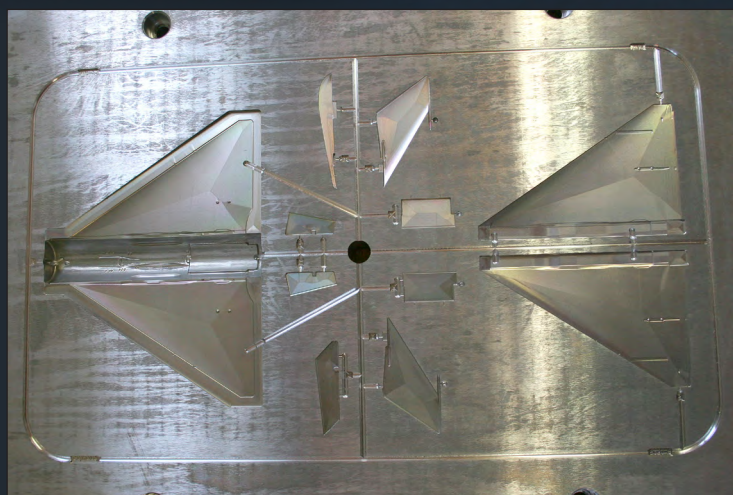
BUY IJN Aircraft Carrier Deck WWII 1/48

Another step in the evolution of the MiG.

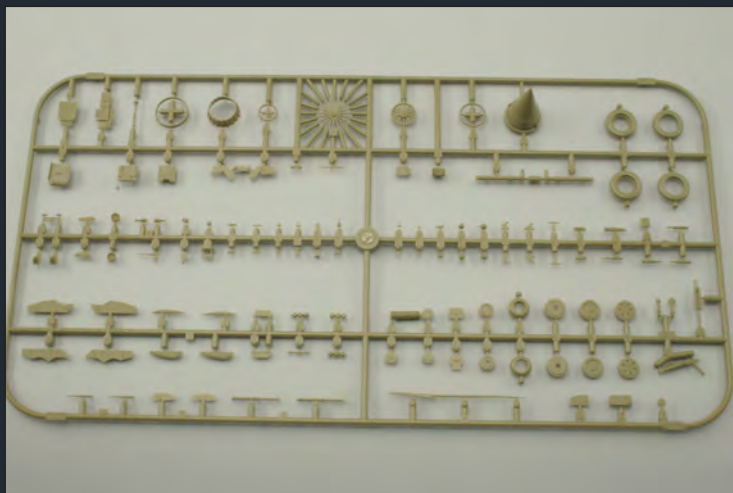
We have been regularly updating the progress of our work on the MiG-21 in 1/48th scale. Today, we can show another form, and a view 'under the lid', so to speak – the final step in the wing molds. Something to look forward to, in the Miguary month!



Set up to incorporate the surface details onto the metal wing forms.



The form containing the flying surfaces and fin.



The tree containing fine components of the landing gear, wheel wells, avionic sensors, and other parts.



January kits:

- 8089 Yak-3 ProfiPACK 1/48
- 2110 Liberator B. Mk.VI in CBI LIMITED EDITION 1/72
- 84100 Fw 190D-9 Weekend edition 1/48

January Brassin:

- 648022 F-4 exhaust nozzles early 1/48 Hasegawa
- 632006 F-4J/S wheels 1/32 Tamiya



January BIG-ED:

- BIG3294 KITTYHAWK Mk.I/Mk.III 1/32 Hasegawa
- BIG4940 E-2C 1/48 Kineti
- BIG4941 F6F-3 1/48 Hobby Boss
- BIG7261 Su-27 FLANKER A 1/72 ICM



January PE-Sets (selected):

48672 EA-6B exterior 1/48 Kineti

48680 EA-6B wing fold 1/48 Kineti

49522 Tornado IDS interior S.A. 1/48 Hobby Boss

49538 F-100F interior S.A. 1/48 Trumpeter

PHOTO-ETCHED SETS

JANUARY 2011

GET 20% DISCOUNT

ON EVERYTHING, WHEN YOU ADD MASK TO YOUR ORDER

The Eduard mask line will be subject to a promotion in the form of an exclusive fall sale. Try our masks out! All orders through our e-shop on www.eduard.com, or an order via e-mail, that contains at least one mask, will receive 20% off for the entire order!

How to order:

Transfer payments – Send us an e-mail of your entire order that contains at least one mask.

Credit Card Payment – Process your order through our e-shop and add at least one mask! Your sale price will be applied on billing.

TILL 17th Dec 2010!

This offer applies to all orders that include a minimum of one Eduard of Express Mask (CX, EX, FX, GX, JX, XL, XS, XT). The offer is valid from October 1st to December 17th, 2010 and is valid for internet and e-mail orders.



www.eduard.com