

INFO | Eduard

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JANUARY 2023

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EDITORIAL

Dear Friends and Fellow Modellers,
Welcome to the first newsletter of 2023. The January issue traditionally introduces our planned projects for the year. This year will be no different, so we'll waste no time and get right down to the nitty gritty. We'll start off with January, new releases for which are already available from our e-shop and have been since last week.

New Kits for January

For the second time in a row, a new release within the ProfiPACK line untraditionally draws on plastic from an external source. Such sources are generally used by us in releasing kits in our Limited Edition line, but there have been some exceptions in the past. In December, we released a 1:72nd scale Bf 109E-3 with the plastic coming from Special Hobby, and last year in February, the ProfiPACK line saw a Hurricane Mk.I that hailed from the Polish firm Arma Hobby. This time around, again in 1:72nd, we have a B-25J based around the Hasegawa molds, along the same lines as September's Limited Edition 'Gunn's Bunny'. I expect this ProfiPACK B-25J Straffer, a B-25J with the metal plated gunned nose, will be just as popular as Gunn's Bunny, not just because of an attractive assortment of accessory items, but also because the marking options include items that simply could not be included in Gunn's Bunny due to space limitations. That felt like a crime. But the development of this item was not to just create the opportunity to rectify said crime. It was more of a response to the slowing of the market brought on by Russia's invasion of Ukraine. The market slowing was a reaction to this idiotic war. Between April



and September of last year, it dropped our sales by some twenty percent, and we reacted by reducing the number of editions of some of our kits, notably in the Limited Edition line. That gave us a surplus of B-25J plastic, that was then diverted to this January release.

Coincidentally, we have another 72nd scale twin coming out this month, the Bf 110E. It is a repop of the original ProfiPACK, and signals a continuation of the return of the Bf 110 family to our catalog. January has a total of three such re-editions, and besides the aforementioned Bf 110E, we have our tried and tested P-400 Airacobra in 1:48th, and the recently sold out A6M2 Zero Model 21.

Besides the four ProfiPACKS, we have a couple of new Weekend kits, the Sopwith Camel with a Clerget engine and the Spitfire Mk.Vb. The Mk.Vb is an extremely complicated type, featuring a host of consecutive manufacturing modifications. The

subtype being released this month can be considered, albeit as a bit of an oversimplification, a mid production version, characterized by an armored windscreen and a newer wing with asymmetrical kidney shaped cannon fairings under the wings.

New Kits for February

Coming in February is the 48th scale Limited Edition kit of the Hind-E. The kit will feature Zvezda's plastic and eight marking options. Besides masks and coloured photoetched, accessories will include Brassin wheels, chaff/flare dispensers and GPS antennae. The theme of the markings is geared towards service with the air forces of Czechoslovakia and the Czech Republic. As with our other 72nd and 48th scale Hind kits previous, this edition will include a publication from noted Czech military pilot Jaroslav Spacek.

The Hind E is historically a striking subject matter for a kit, and one that we will return to one more time in 2023 with a specific item. No less striking, however, is the ProfiPACK Fokker D.VII (AOW), signaling a return to World War One subjects. This kit was originally envisioned as a re-edition of the most successful of the Fokker D.VII kits, the ProfiPACK Fokker D.VII (OAW) with the catalog number 8131. But because this was repeatedly reissued several times in the past, we decided to create a new item this time around. The boxart shows what is quite possibly the most depicted aircraft of the First World War, LoI, flown by Lt. Ernst Udet, during combat in the cockpit of a very elegant Fokker D.VII which this popular aviation personality flew during that time. The aircraft carried the somewhat enigmatic inscription 'Du Doch Nicht!!' on the elevators and was shot down by defensive fire from the Breguet being attacked.



The marking options are a collection of six choices used in previous issues of the Fokker D.VII OAW kit. All in all, the options offer an attractive set of both striking and historically significant aircraft that includes among others the red and white aircraft flown by Lt. Kurt Monington of Jasta 18 with a raven and skull on the fuselage and another famed Fokker with artwork inspired by a fable of the Seven Swabians (the Brothers Grimm) from Jasta 65.

The February ProfiPACK line picks up with the Zero line, and will come in the form of an A6M3 Model 22/22a. It contains decals for five aircraft that served with ground based units of the Japanese Navy in the South Pacific and Japan. And be aware, the A6M3 Model 22 is not identical to the Model 32!

Carrying on with the Pacific theme, we have another kit, the Spitfire Mk.VIII in 1:48th, which is being released as a Weekend kit. The kit is based around the proven Spitfire Mk.IX/VIII/16 molds, and same as other February new kit releases, it is a component of our range renewal efforts. The decal options will allow building one of four aircraft that served with the RAAF in Australia and Indonesia, and within the RAF in Italy and Burma.

Another item for February's Weekend line and based on older but proven molds is our popular Fw 190A-8/R2 'Sturmbock' in 1:72nd scale. These armored machines were developed for combat with American four engined bombers and their kits are traditionally among our best selling items. One interesting fact related to this is that the subtypes Fw 190A-8 and Fw 190A-8/R2 account for half of all Fw 190 kit sales, which is furthermore the most popular type of aircraft we have kitted in terms of sales. This kit includes four marking options from JG 3, JG 4 and JG 300. The boxart depicts some of the most dramatic aerial combat to take place during the Second World War over Austria.

A significant force behind the momentum of our aforementioned range revival comes in the form of the only February re-edition. This is the ProfiPACK Bf 110E in 1:48th. This is the first Bf 110 release in 1:48th since our fire, the second anniversary of which came just before Christmas on December 19th. The re-emergence of these kits had to wait that long due to production capacity limits. In the coming months, Bf 110 kits in both 48th and 72nd scales will be expanding into the ProfiPACK and Weekend lines, and both kits will come back in the Limited Edition family as well, under the name Adlertag. At approximately the mid-way point of the year, the much requested Bf 110G-4, catalog Number 8208, will be making a comeback.

New Kits for March

For March, we are prepping for the continuation of the Wildcat series with a Li-

imited Edition kit dubbed 'Guadalcanal'. This will be dedicated to the F4F-4 Wildcat early and late versions. It will be another of the Dual Combo kits, with two complete kits in the package. In this case, it will be one set for the early version F4F-4, the other will be geared towards the later variant. These differ in the fuselage. The decal options will cover not only Guadalcanal operations conducted by the Cactus Air Force, but also aircraft operating off of aircraft carriers in various regions of the PTO during the same timeframe.

In March, the ProfiPACK line will see another 48th scale Spitfire, this time the Mk.Vc Trop and a 72nd scale Bf 109E-4. The Weekend line will grow by a 72nd scale Bf 110G-2, while the re-edition concept will be applied to the MiG-21bis and Avia B.534 of the fourth production series. Both of these will be in 1:48th. Actually, I can't rule out that the MiG might be a new item with new markings. We have what we need to go down that road.

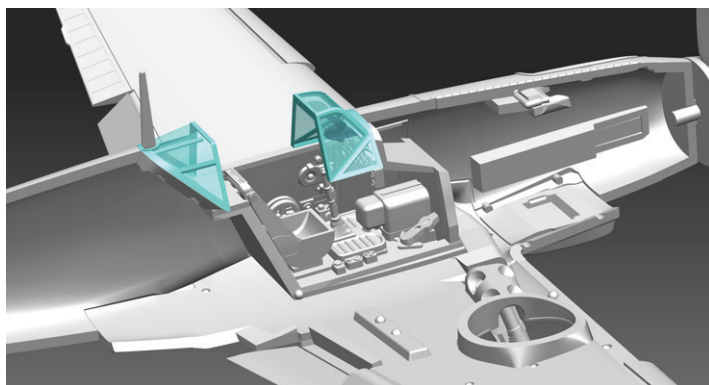
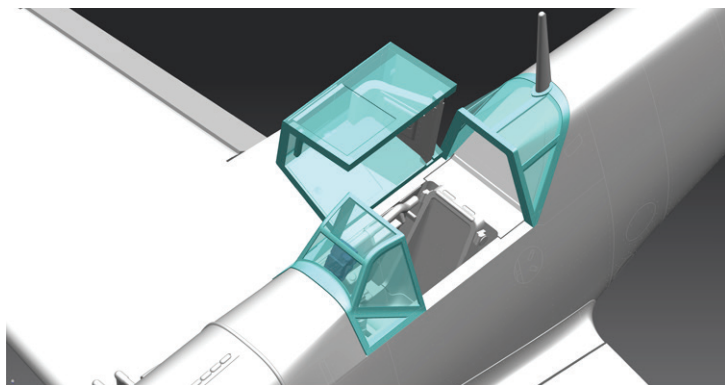
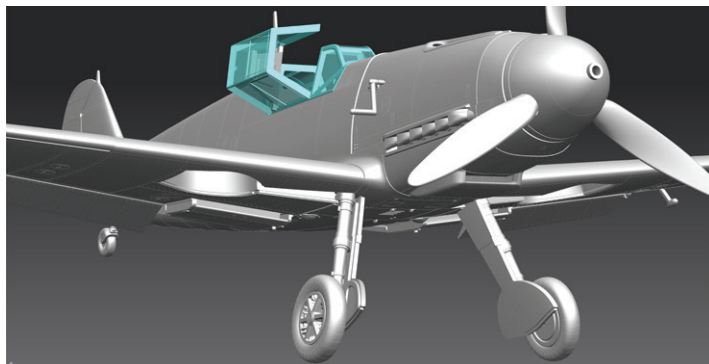
Kits for the Second Quarter

Truth be told, every year I have a greater problem with the structuring of information regarding planned kits for the upcoming twelve months. It's mostly the result of the sheer number of new releases that come out each year. Despite the fact that many modellers on internet forums complain that we release too few kits and the wait times are long, we do put out some seventy new items per year. That sort of

a schedule makes it very difficult to put together a summary of all planned releases. There is also the perception held by many modellers that only the initial release of a given kit can and should be considered a true new release. Anything else is often considered a repop and is overlooked by both the buying public and reviewers. I have a problem with this, because at least in our case, the re-editions are carefully planned items and not straight repops. It's not like we put the exact same items into twenty different boxes. Each of our projects includes as much as a dozen sprues. Typically, we try to group into main sprues all of the fine details that will be common for a specific type, and complement these with version specific sprues that hold fuselages and wings that are the items that normally will bear the brunt of the differences. The kit then contains the relevant combination of sprues. As a goal, we avoid requiring the end user to apply any surgery to these types of things, which would allow a certain level of modularization. This would be a comparatively comfortable 'out' and would be pretty cheap to boot, but the same cannot be said for the modeller. So, we reject that route and keep the end user at a higher level of priority, which explains why we include version specific fuselages and wings of a given type.

It will be during the second quarter when this philosophy will show itself in all its glory. That is when we will be unveiling our Rufe. Formally, it is a version of the





Zero. However, our version will not have very much in common with our Zero Model 21, from which the float equipped A6M2-N was derived. The new kit begs for four new sprues for its proper evolution. I have to say that I am very much looking forward to this kit. Initially, we thought that we would suspend the tradition of releasing new kits as Limited Edition items, but after a detailed historical analysis of the type, we thought that it would be a shame to do so. So, in April, we will start off with the now-traditional Limited Edition kit. The ProfiPACK version will follow in July.

For May, we have another Limited Edition kit coming. This will be the F-104C in 1:48th, another in the line of Starfighters, of which we have released a few to date. In this case, however, we have changed the supplier of the plastic and this Vietnam War version will hail from Kinetic.

June will see a significant premiere. The Limited Edition Wunderschöne Neue Maschinen Pt.1 will introduce the Bf 109F-2 and F-4, the first of our Bf 109F, G and K kits in 1:72nd scale, which will be with us for a good number of years. The 1:72nd scale Bf 109F, G and K are a very complex undertaking, and up to now, we have never committed to such an expansive type under one project umbrella. This is one of the reasons why it has taken as long as it has. Another major reason that the road to fruition was as long as it was even for us is that the basis for the project was data developed for our 1:48th Bf 109F/G/K, and we changed and corrected it to a large extent. These were on a technological as well as a conceptual level. Since those first 48th scale kits were released, our technological abilities have evolved, and with them, our view as to how a model kit should look

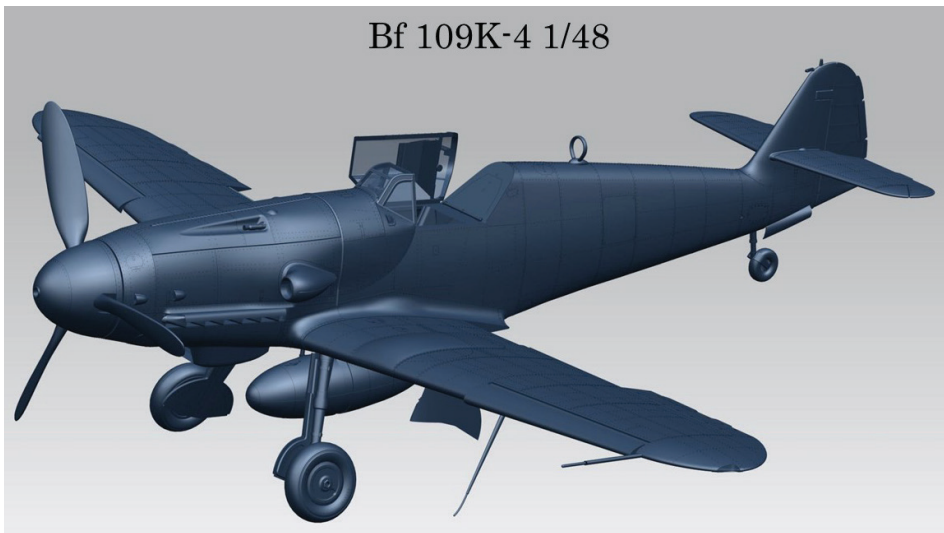
and go together. Those of you familiar with last year's released S-199 and CS-199 will now have insight into how these Bf 109s will look, because the S-199s are part of the overall same project and share a lot in common with the Bf 109F/G/K.

The release schedule of the Bf 109F, G and K will be the same as the 1:48th scale Spitfire Mk.I-V, the Zeros, the Wildcats and Trener kits. Taking it in order, in the coming months we'll see Wunderschöne Neue Maschinen Pt.2 with the Bf 109G-2 and G-4. This will be followed by 'Gustav', with the Bf 109G-6, and next year, we'll pick up with the G-14. This will be followed by the G-6/AS and G-14/AS. This year will also see the release of the first ProfiPACK Bf-109F-2 and F-4. New kits of specific Bf 109F, G and K variants will be spread out over several years and will total somewhere in the neighborhood of dozens. The entire project includes fourteen sprues (not counting the molds for the S-199 and CS-199), and most

of these deal with differences in the fuselages and wings. We are also, of course, covering detail changes as well, including such things as the sizes and types of tires and wheel hubs, tailwheels and rudders. As with the Rufe model, this approach will raise your comfort level in the build without the need of any major surgery. For those of you that really want to take your work to the next level, we are also preparing a slew of accessory items, such as photoetched, and 3D printed parts, starting with simple wheels to more complex items like engines and cockpits.

We've got one more special edition coming in the second quarter. We decreased the number of kits produced for the Hind E, and diverted the resulting balance to a truly unique release. Unlike the Hind E kit, this one will not include the publication and will feature just one decal option. This will be for Mi-35 coded 3366, a Hind who's paint scheme was inspired by the

Bf 109K-4 1/48



Alien franchise. The decals are the centerpiece of this project. From a graphic development standpoint, this is a very complex item, and its development was accompanied by constant doubt within our design team. But, after successfully completing the rivet sets for the Mi-24 and Mi-35, it was concluded that the completion of this decal set was well within our capabilities as well. In the past, we have designed and produced many large decal sheets, but in the case of Alien, it's a collection of decals that end up covering the entire model. The project is unique, and a first. It will be produced in very limited quantities, no more than 1,000 units, and will also likely become a real collector's item.

We don't live off of unique items alone, and so there are ProfiPACK and Weekend kits planned for the second quarter, as well as for the following ones. Amongst 1:48th scale ProfiPACK kits, this will include the initial release of the naval Camel 2F.1, the Z-326 Trener Master, and there will be another Wildcat. It may be a late F4F-4, or we may opt for the FM-2. This year, we'll put out both, but the order of their release has not yet been set. Putting out a Dual Combo FM-2 boxing as a Limited Edition release is also on the table. The second quarter will also see a Bf 109E-1. Re-edition efforts will centre around a quarter scale Bf 109G-6, MiG-21PFM, another Bf 110, and in 1:72nd, an Fw 190F-8, MiG-21MF (Fighter Bomber), and a MiG-15UTI. For the Weekend line, we are planning a Tempest Mk.II and a Series 2 Tempest Mk.V, an Fw 190A-4 and A6M2 Zero Model 21. Not long ago, someone wrote in a modelling forum that after the release of Academy's Model 21 Zero, this will be the final option for a release of this type from Eduard. Rest assured that this is definitely not the case. As always, we will give you plenty of reasons to consider the Eduard kit as your FIRST choice!

Third Quarter

Here, we begin to skate on some thin ice. Not that there are no plans, but as a rule, that has so far not been broken, plans tend to be subject to some dynamic changes after the second quarter. In any case, the main project for the third quarter is the 1:48th scale Bf 109K-4, which we would dearly like to release in time for the IPMS Nationals in San Marcos. This model is in a similar boat as the 72nd scale Bf 109 line – this kit also comes out of the earlier Bf 109F and G releases that came before it, but the design of the Bf 109K-4 introduced some technological and conceptual changes and innovations. The same can be said for the S-199 and CS-199, being prepared for the end of the year. In both cases, we have achieved technological and conceptual maturity, and I dare say we've fine tuned these things just right. When we get to the realization of the Kurfurst Limited Edition kit, we'll do the same for the marking

options. Of course, we'll complement it all with accessory items, down to 3D prints, so you have something to really look forward to!

The third quarter also sees plans for a Limited Edition Z-526 Trener, the final sub variant of the line. There will also be Wilde Sau Episode Three, the Final Countdown, dedicated to Wilde Sau units equipped with various versions of the Fw 190A. In the ProfiPACK line, we should see the 48th scale Rufe, another Wildcat, another Camel, and the aforementioned Bf 109F-2. The Weekend line will expand by the addition of the A6M3 Zero Model 32, another quarter scale Bf 110, Spitfire Mk.16 and an I-16 Type 10.

Fourth Quarter

Economists would call this venturing into speculation. At this point in the New Year, the fourth quarter is still very far off and plans change. At the moment, what Limited Edition kits based around outside sourced plastic will be developed is up in the air. Whatever it will be, this item is normally the hit of E-day in the fall. Finalizing agreements for the supply of the outsourced plastic won't occur until next month at Nuremburg, and there are currently several items in the running. Where this will go is uncertain also because the Nuremburg Toy Fair, at least as far as our industry is concerned, will not be exactly a beehive of activity due to kit producer attendance. And really, the same can be said of retailer attendance, so this will be the most unusual Toy Fair over the past fifty years. I do hold out some hope that it won't be so bad, and that it might end up like this past E-day, or the soccer World Cup in Qatar. These were also events that had a lot of negative predictions associated with them, but came through surpassing all expectations. Regardless of this year's outcome,

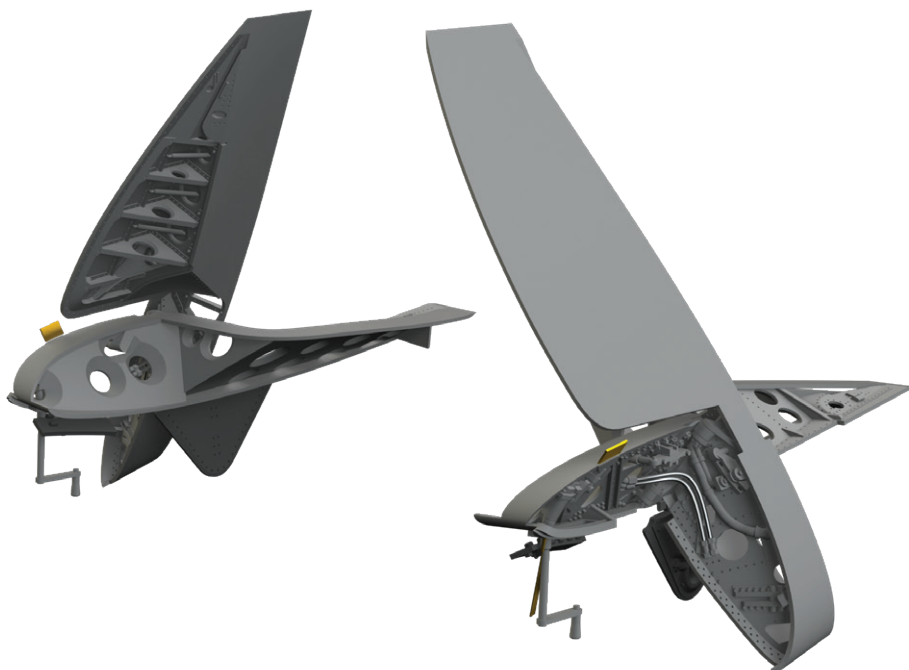
I believe that the Toy Fair will rebound over the coming years, recovering from the covid restrictions, and return to its former prosperity. How the fair goes, I will report on in the March newsletter.

Be that as it may, the main focus for the fall will be the 1:48th scale Avia S-199. It will have its premiere at E-day, and same as the Bf 109K-4, it will come from a completely new set of molds. We are also planning a Limited Edition kit for the end of the year, 'Malta', featuring the Spitfire Mk. V, and the aforementioned 1:72nd scale Gustav, the Bf 109G-6, which will apparently also include a Bf 109G-5.

We also have another new release planned for the very end of the year, and on the table are several possibilities. Whether it will be the MiG-21F-13, the P-51B Mustang, the A6M5 Model 52 Zero or something in 1:72nd will be finalized in the coming months. Take it as an early Christmas surprise, to be revealed at E-day, because within our system of releasing information, it just has to be that way.

Accessory Items for 2023

Out of the planned accessory items, I will point out those that jump out at me from the long list of things to come. The first of these would be the Brassin wingfold set for the F4F-4 Wildcat. I consider this a true masterpiece, able to turn a normal model into the pearl of a collection and able to attract the eye of any onlooker like a pole dancer. This printed set contains a set of plastic wings, because its integration naturally requires the cutting up of these items, which is much easier to do with two sets of wings rather than with just the one set from the kit. The Brassin line will also include 3D printed parts for the Fw 190A-8 in 1:48th scale. The first of these will be the cockpit, replacing the older cast resin item, and among other things, illustrates



the advances made in this technology. Our plan is to replace the cast cockpits with 3D printed ones over time. We are also going to produce 3D prints for armor in 1:35th and ships in 1:350th. Also of note are eleven new Space sets, complemented by a set for the raised rivets on the 1:48th scale Su-25 using the same technology. Among new mask and photoetched sets, I would point out items for the Tornado IDS in 1:32nd from Italeri and the first sets for the 48th scale Airfix Anson.

Shows

It looks like the revival of the show season is unstoppable. That would mean that after Nuremburg, we will attend all significant shows through the spring, including Pro-sek and Moson, and even Lingen between them. We will also attend some smaller local shows, although these will be more for exposure of our new items than as vendors. In the summer, we will be in Texas at the IPMS Nationals, the fall will have us at E-day, in which we want to draw on the success of the last show, and take it a step further. Unfortunately, Telford will not be in our plans.

Excellent news has come out of Slovakia, which will see the return of Bratislava's Plastic Winter. It will be the return of a legend in a big way. It will have a new venue and you have no idea how much I am looking forward to this show! So much so that the final big premiere of our making that I mentioned in the last paragraph will take place in Bratislava on November 11th, 2023!

Articles

There are two, in this issue, both from Mira Baric. There is the tenth edition of his report on the air war over Ukraine and the second part of Midway, about the search for sunken ships with Paul Allen. As is now our custom, we have five Boxart Stories. This newsletter is published in the classic PDF format and can be downloaded as you have in the past. At the same time, it is available through the Triobo publishing vehicle. You had an opportunity to test this new system out back in December, and the feedback has been overwhelmingly positive. There are some negative points that were raised, but among modellers, how can it be any other way? It does appear as though there are no fatal flaws in the system. If you should run into an issue, though, you can bring it to our attention, and we can discuss the principles of its functionality. Starting with February, our newsletter will be published using Triobo exclusively.

2022

The space allocated for my introduction to the newsletter has been pretty much used up, but I would at least like to summarize some stats for 2022. The year has been an

interesting one and somewhat surprising, because over a six month period of the market cooling, and the associated drop in sales, it ended with a recovery that brought us in line with our best year ever, 2020. This is because of excellent performance over the first and fourth quarters last year, brought on by your support for us and our products. Our main markets, traditionally the Czech Republic, the EU, the United States and Japan, even saw relatively significant growth. This amounted to 7% in the Czech Republic, 9% in Japan, and as high as 14% in the US. There were some major jumps in the year in smaller markets, such as China by 58% and Australia by 71%, but the champion amongst the developed world is Canada, with a jump of 84%.

With the EU, it is a bit more complicated, because we trade with individual nations. The results vary, and while we recorded an increase in sales of 11% in France and even 26% in Poland, in Germany we registered a decrease of 11%. There were downturns elsewhere as well. Predictably, Russia fell by 47% and this year the bottom will fall out if the war doesn't end soon. We'll see no sales in the Russian market immediately at the start of this year. Less understandable is the drop in sales to Great Britain, where they amounted to 25%. In a market that has seen long term growth, this is rather shocking. It can't be blamed on Brexit, and in Britain we saw a drop in the year before last of 5%, in line with the global figure compared to 2020. In short, everything appeared pretty normal and back then, there was a drop of about a percentage across the board. Last year's 25% drop in sales is more dramatic, and I would venture a guess that it points to a worsening condition for mutual trade between Great Britain and the EU. Furthermore, even we are seeing worsening conditions with respect to imports from Britain, almost to the level seen back in the days of communism. We have even refused delivery of some items, because the

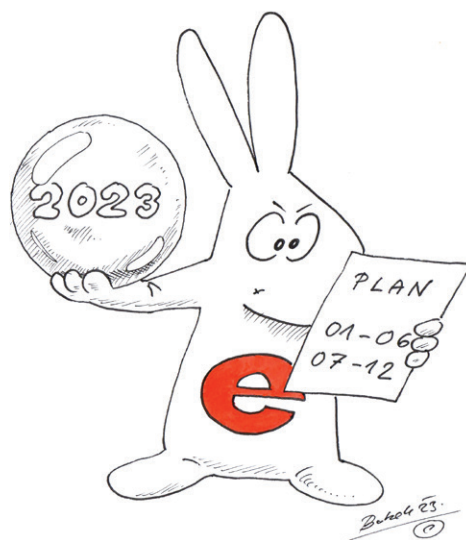
additional duties and import taxes were higher than the cost of the actual goods. Add to that the cost of postage, which has risen, and continues to rise enormously, and you can see why there is fear for the future of international trade. I would like to extend my sincere thanks and gratitude to all those who, despite these conditions, still purchased items off our e-shop. Your help in maintaining this avenue of sales is not taken for granted.

That was the good news. Here's the bad news. The other side of the coin when it comes to sales are expenses. These, unfortunately, rose exponentially. At the end of the summer, it even appeared as though these would not see any limits. There were also the effects of supply issues from earlier in the year. Luckily, our industry was not as hard hit as, say, the automobile sector. We never had to stop, or even limit, production. Nevertheless, inflation raised our expenses significantly, bit into our profits and put the brakes on development. The fall brought some relief on all fronts, including on the threat of further increases in energy costs, even though if these costs reach the government mandated ceiling, we've got something to look forward to.... we'll still end up paying three times as much as last year. The rising cost of production is the main, and really, the only, reason for price increases which we needed to implement with the New Year. We tried to minimize these as best we could, and because this was our responsibility alone, I put a lot of careful thought into this step. Despite all this, I firmly believe that we still provide the best value for the money compared to other firms. I believe that this will be noticed by you, and that we can count on your continued support for 2023!

And, I wish all the best for the New Year, much success and good health!

Happy Modelling

Vladimir Sulc

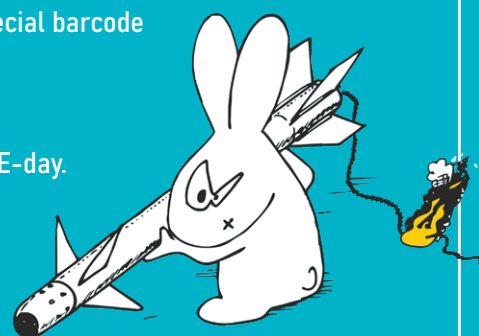


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- Club T-shirt – you will receive fancy BFC T-shirt with unique design and special barcode (used for event discounts). This exclusive T-shirt will be only available to the members of BFC.
- Free entry fee on E-day – you will not have to pay a penny to visit Eduard's E-day. That means lot of fun at E-day for two days and entry kit, absolutely free!

* E-day - INTERNATIONAL SCALE KIT EXHIBITION - IPMS Czech Republic Championship

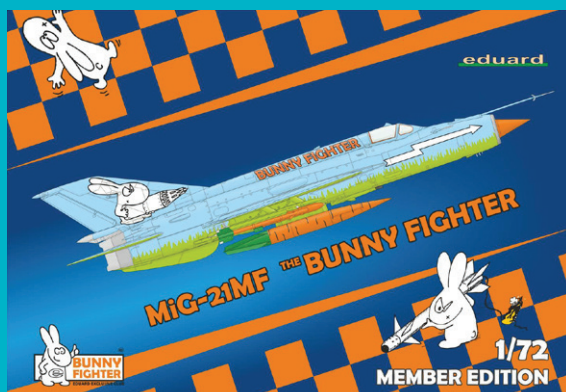


How to become a member of BFC?

Simply by purchasing the Activation product. You will be given 15% discount on (almost) every Eduard product in your shopping cart. To apply this discount, the Activation product has to be in your shopping cart. Activation product is excluded from this calculation.

Activation products:

MiG-21MF + T-shirt 1/72

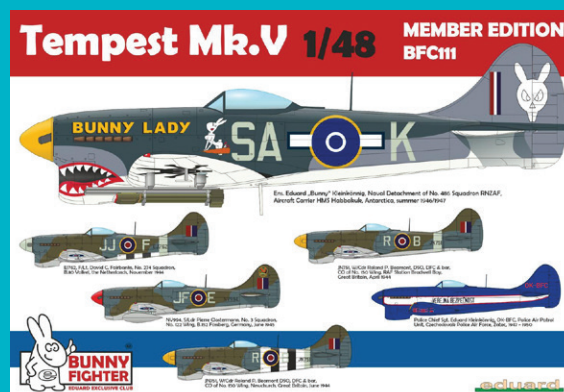


BOX CONTENT:

Plastic parts, Marking options 4, Decal Set, PE parts, Mask, Brassin parts (undercarriage wheels, cockpit, exhaust nozzle, FOD).



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

Plastic parts, Marking options 6, Decal Set, PE parts, Mask, Brassin parts (two different types of wheels, landing flaps, dust filter with eyelid, intake ring and RP-3 60lb rockets), 3D decals for main and side-walk instrument and control panels with photo-etched details and seat belts.

SEARCHING FOR THE LOST SHIPS WITH PAUL ALLEN

MIDWAY

Text: Miro Barič

Aerial shot of Midway on November 24, 1941, shortly before the start of the war with Japan.

To describe the Battle of Midway would be beating of the dead horse. The details about the air combat can be found in Tom Cleaver's article in the Info No. 152 (issue 10/2022). Therefore, in the following text we will focus on some key moments and also look into the search for the ships sunken during this battle.

Battle of the Corral Sea, described in the previous part of this series, marked the very first aircraft carriers encounter in the history. It was a Japanese tactical victory since they lost only one small aircraft carrier, Shōhō and one destroyer while they sank a large American aircraft carrier Lexington, a tanker and a destroyer. Strategically the battle meant an Allied success since they prevented the Japanese landing at Port Moresby.

In comparison Midway represented the very first American victory which not only hampered the Japanese offensive plans but also struck a devastating blow against their Navy from which they have never fully recovered. The ground for this was laid exactly by the Battle of the Corral Sea



Midway became the target of the first attack as early as December 7, 1941. Pictured here is the wreck of PBV-3 Catalina (BuNo 0824), destroyed in a night bombardment by the destroyers Ushio and Sazanami.

during which the aircraft carrier Shōkaku was severely damaged by three bombs and required the dry dock repairs. The second aircraft carrier, Zuikaku avoided the damage however lost a half of her aircraft crews and waited for the replacements. Therefore, both ships were missing at the attack on Midway.

On the other side the American aircraft carrier USS Yorktown, seriously damaged in the Corral Sea, was repaired with the enormous effort and barely withing a month could join another battle. It was an unpleasant surprise for Japanese.

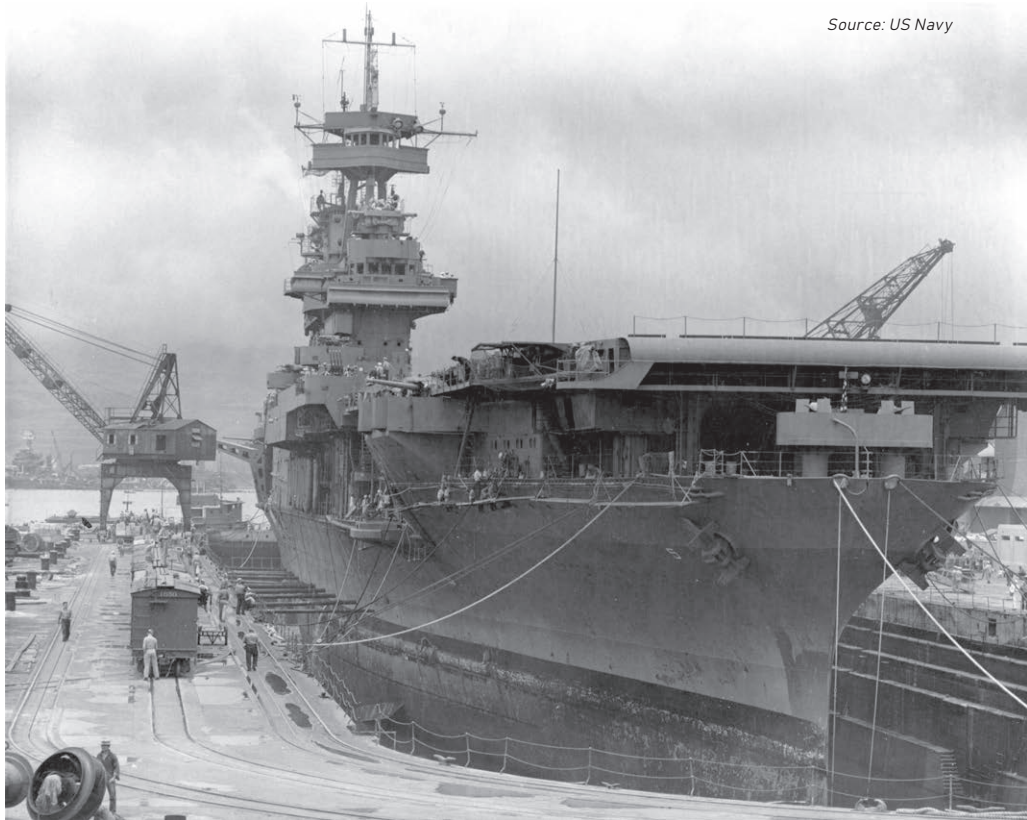
Ace in the sleeve

The greatest American advantage though was the intelligence acquired by decoding the Japanese messages. It helped to uncover the Japanese plan to land at Port Moresby – and thanks to it the Commander of the Pacific Fleet, Admiral Chester Nimitz started to trust the judgment of the HYPO station on Hawaiian Islands much more while evaluating the intercepted Japanese messages. And precisely their information played the critical role in the case of the Battle of Midway. It is the proof that even the nerds can help win the wars!

HYPO station was one of two main cryptographic intelligence unit of the USN in the Pacific. The other one was in Melbourne. The third station in Philippines had to be evacuated before the Japanese onslaught and the personnel was incorporated into the Australian unit. HYPO station was commanded by Cpt. Joseph Roschfort, a very colorful individual in the otherwise dull uniformed world. Rochefort was born in 1900 in Dayton, Ohio. In 1917 he enlisted in the US Navy. During the enlistment process he lied he had been born in 1898 and this age difference accompanied him throughout his whole career which started by graduating from the Navy Mechanic School and starting the service on the tanker USS Cuyama. There, another officer noticed his



Joseph Roschfort



USS Yorktown in dock at Pearl Harbor on May 29, 1942. Damage from the Battle of the Coral Sea was repaired in record time.

passion in solving the rebus and cross words and recommended him for the Navy crypto-analytical studies. During 1929-1932 the Navy ensured he could master the Japanese language (including the studies in Tokyo) a when he was in the beginning of 1941 commissioned to lead HYPO station, he had already had nine years of service in the intelligence units under his belt. He was allowed to personally choose the majority of his team members, so he molded his team according to his needs. Their main task was to break the Japanese Navy code called JN-25 by the Americans.

In cooperation with British, Australian and Dutch colleagues the American analytics gradually achieved the capability to read 10 to 15% of each Japanese message. To estimate the rest of the contents was a problem. That the large-scale Japanese offensive was being prepared was clear even before the first shot were fired in the Corral Sea. Those in Washington though supposed that the attack will be directed to the south, then towards Johnston Island. And finally estimated the date of the attack no sooner than middle of June 1942. On the contrary Rochefort was convinced that the Japanese operation is headed towards the central Pacific and its target is Midway and it will commence in the beginning of June. And that he was right in all aspects made him a lot of enemies in Washington. Luckily, Admiral Nimitz fully agreed with his conclusions and made the corresponding arrangements. Had he relied on the



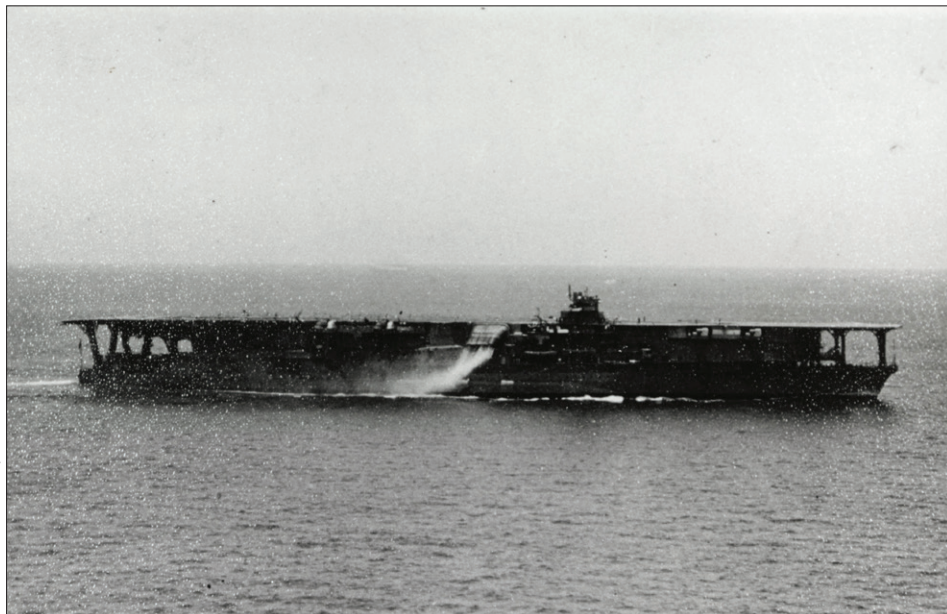
Japanese aircraft carrier Akagi at sea in the summer of 1941. Three A6M Zero fighters are parked forward.

Source: Naval History and Heritage Command

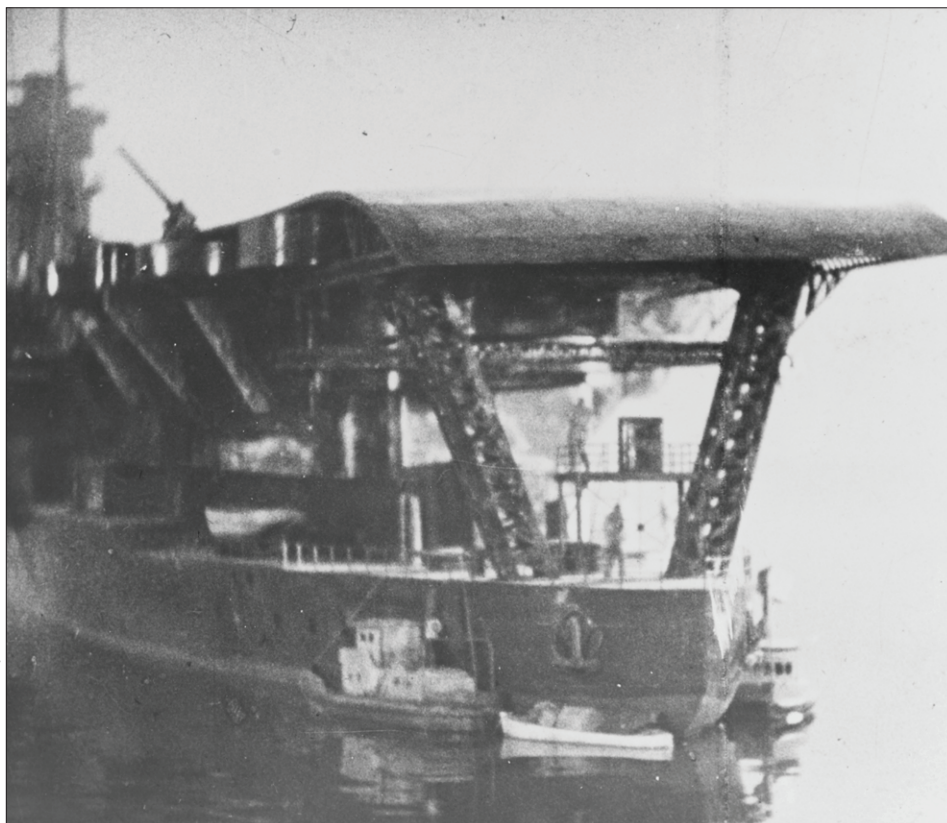
instructions from Washington he would have reached Midway after its capture by the Japanese. Instead, he could wait for Japanese and set the trap for them while they had no idea about the main American forces movement.

Trick on Japanese and their own command

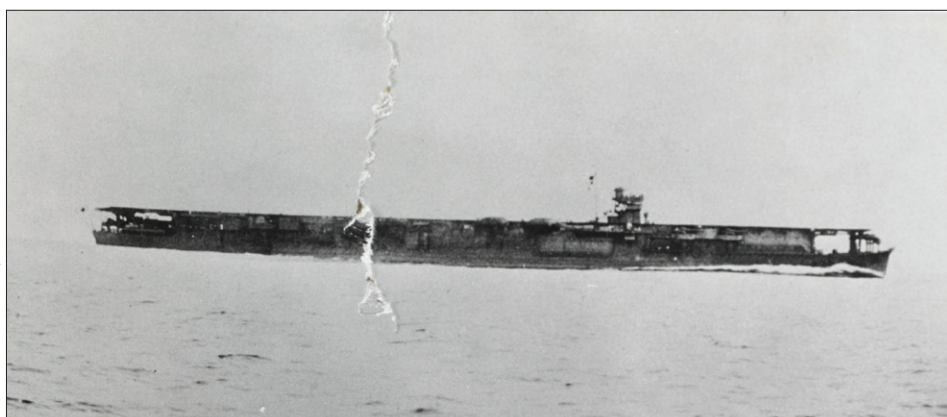
In order to confirm its judgement HYPO station came up with the deceit Admiral Nimitz also agreed with. One intercepted message contained the words "koryaku butai" which had been confirmed as "invasion fleet" combined with the designation AF. As a target of the attack AF was mentioned in further Japanese messages. Rochefort was convinced that AF is Midway. But people in Washington believed it to be Johnston Island. Then one of Rochefort's team members, Wilfred "Jasper" Holmes proposed that Midway faked the water supply problems. Nimitz gave the plan green light and the instructions were sent to Midway by underwater cable. Con-



Japanese aircraft carrier Kaga after modernization in the mid-1930s.



The stern of the Kaga circa 1941.



Japanese aircraft carrier Soryu during training cruises in January 1938.

sequently, the island reported in the plain language that the sea water processing equipment suffered from the explosion and the drinking water supplies will last for two weeks only. The message was intercepted by the Japanese station on Kwajalein and sent it to the higher command. A couple of hours later commander of the air group scheduled to occupy AF sent the request to the headquarters for the emergency water supplies. This confirmed the identity of the target.

All these analytical successes were not for free. During the month of May 1942, when any piece of informational was invaluable, for days Rochefort did not leave his bunker and worked for more than 12 hours a day. He did not follow the military rules and regulations but applied his own methods which were successful. While at work he wore the bathing robe and flippers. One can easily picture the image of Captain Benjamin "Hawkeye" Pierce from MASH series played by Alan Alda. Rochefort was lucky as well. In the very end of May 1942, the Japanese ceased to use JN-25 code and replaced it with another. That would have been broken from the scratch – however all that was important for the battle of Midway the American cryptanalysts had already found out. Nimitz wanted to reward Rochefort's efforts and proposed his decoration with Navy Distinguished Service Medal. Nimitz's superior, Admiral Ernest King refused it. He considered Rochefort the officer with the least military look he has ever met. After some other officers from Washington complained about him, he was transferred to San Francisco and put in charge of a dry dock and was no longer involved in crypto analytics until the end of war. Despite King's objections he was awarded Legion of Merit at the end of war. He passed away in 1976 and received a real award for his work only after his death. In 1985 he was awarded long denied Navy Distinguished Service Medal and in 1986 Presidential Medal of Freedom.

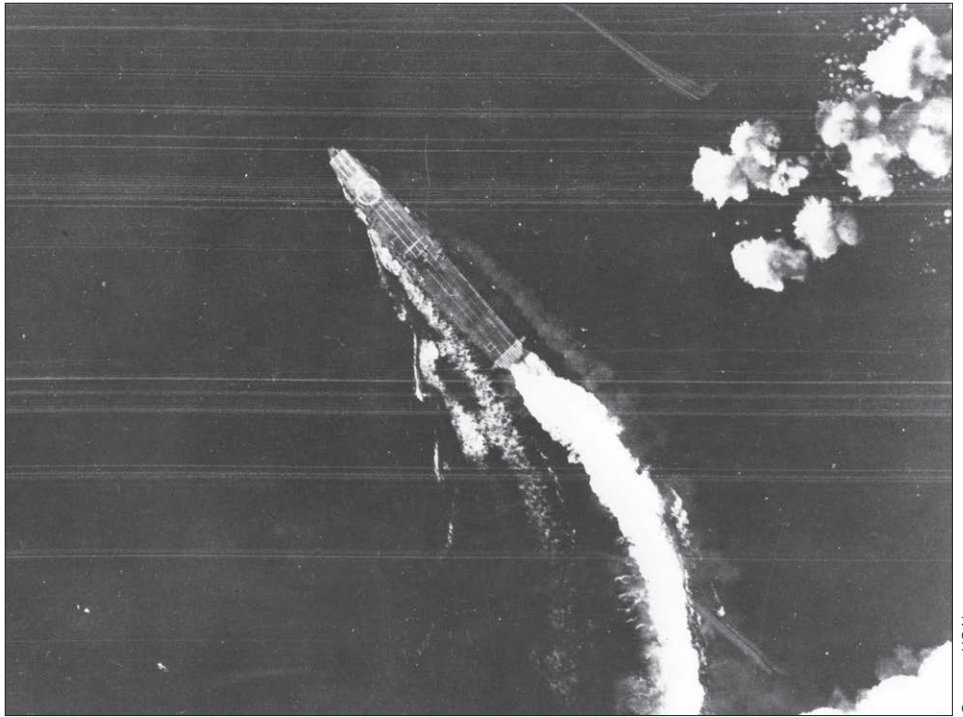
Disastrous losses

The result of the Battle of Midway is well known. Japan deployed four large aircraft carriers (Akagi, Kaga, Hiryū and Soryū) and lost all four of them. In addition, Japan lost a heavy cruiser. US Navy sent three aircraft carriers to a battle (Enterprise, Hornet, Yorktown) and lost one of them including a destroyer. What contributed to the catastrophic Japanese defeat was the fact that the Americans knew their plan and that this plan was extremely complicated. Japanese fleet was divided into several independent groups with different tasks and moving far

from each other. Therefore, in case it was necessary, they could not help each other and their coordination was very demanding. The battle started on June 3, 1942, by the unsuccessful B-17 attack against the transportation ships from the invasion fleet. At night the PBY Catalina flying boat's torpedo hit and damaged the tanker Akebono Maru. It was the only American successful torpedo attack during the whole battle. In the morning of June 4 Admiral Chūichi Nagumo dispatched the Japanese carrier-borne aircraft to attack Midway Island. They were opposed by 26 F2A Buffalo and F4F Wildcat fighters of the US Marines led by Major Floyd Parks. Fifteen of them were shot down and most of the returning aircraft were seriously damaged. Among them a Wildcat flown by Marion Carl for who this mission was a baptism of fire. Several months later he became famous during the battles of Guadalcanal where he was credited with the majority of his 18.5 victories.

In the meantime, bombers from the island were sent on the counterattack against the Japanese aircraft carriers. Without the fighter escort however, they did not score any hits and suffered heavy losses. Five out of six Avengers were shot down, out of four B-26 Marauders two did not return, out of eleven SB2U Vindicator two were lost and out of 16 SBD Dauntless eight were destroyed. Their pilots had not been trained sufficiently yet and attacked from gliding flight instead of diving. Their commander, Major Lofton Henderson was killed and in August 1942 an airport at Guadalcanal was named after him. Only 15 B-17 bombers attacking from the high altitude returned without a loss. It was clear to Nagumo that the aircraft arrived from Midway where Japanese failed to catch them on the ground. The first attacking wave also reported that they did not manage to destroy all installations and suggested to launch another wave. Therefore, its aircraft were being prepared in hangars to attack the ground targets. Nagumo however had no idea that at that time the aircraft from the American carriers were already airborne. One of the ships was discovered by a Japanese reconnaissance aircraft and Nagumo ordered to stop the aircraft re-arming and armed them with torpedoes and armor piercing bombs.

And then all hell broke loose for the Japanese Admiral. Arming the aircraft and dispatch of the second attack wave from the carriers ideally took Japanese 45 minutes but experiencing the complications it could have easily been an hour and even more. He did not have that time. The first wave



Japanese aircraft carrier Hiryū dodges bombs from American B-17s on the morning of June 4, 1942.



A Grumman F4F-4 Wildcat (BuNo 5244) takes off from Yorktown on the morning of June 4, 1942. This is aircraft No. 13 of the VF-3 unit flown by Lt. (JG) William Leonard.

from the attack on Midway was returning and if he did not want to lose them ditching in the ocean having exhausted all their fuel, he had to receive those first. At the same time first aircraft from the American carriers showed up. They however did not wait to form a large group but dispatched their units individually. Consequently, TBD Devastator torpedo bombers reached the Japanese formation first. Attacking one after another it was first 15 aircraft from

Hornet's VT-8, then 14 from VT-6 from Enterprise and 12 from Yorktown's VT-3. All 15 Devastators from the first group were shot down and 29 out of 30 aviators were killed including the commander, John Waldron. The commander of the second group, Eugene Lindsay was also killed. VT-6 lost nine aircraft and only two Devastators from the last group survived. Therefore 34 out of 41 deployed torpedo bombers were lost without achieving a



Douglas SBD-3 Dauntless No. 17 of unit VS-5 prepares to board Yorktown on the morning of June 4, 1942. Seated in the cockpit is Ens. Leif Larsen.

single successful hit. It was the Devastator's very last combat mission. Their sacrifice though was not futile. They caused another delay in re-arming of the Japanese aircraft. And above all they lured A6M fighters protecting the formation down to low altitudes at the time when the SBD Dauntless dive bombers from VB-6, VS-6 and VB-3 were approaching at the high altitude. Then they could choose the targets at will and undisturbed. Kaga received five direct hits, Akagi only one but another near miss disabled the steering and Soryu was hit directly at least three times. Under the normal circumstances the bomb hits would not have been fatal. On all three ships however, the explosions occurred in the hangars among the aircraft full of fuel. They were surrounded by bombs and torpedoes which the servicemen did not have time to store in the protected ammunition storages. All of it caught fire and started to explode. Within couple of minutes the Japanese ships were in flames from the bow to the stern.

Hiryū versus Yorktown

The only undamaged Japanese aircraft carrier Hiryū wasted no time and launched 18 D3A Val dive bombers escorted by six fighters which followed the returning American aircraft and attacked the first ship they discovered. It was USS Yorktown which sustained three bomb hits. Those tore a huge hole in the deck and disabled most of her boilers. Within an hour the ship's crew managed to temporarily cover the deck and restore the propulsion. When another

wave from Hiryū arrived in the form of ten B5N Kate torpedo bombers escorted by six fighters the ship appeared to them undamaged, and they concluded it was another ship. This time they hit Yorktown with two torpedoes. The vessel without the power started to list to the port side. The Japanese were convinced that they sank two American carriers and balanced the powers. They were preparing to strike the remaining enemy ships when 24 American dive bombers arrived and hit Hiryū with four to five bombs. The morning scenario repeated itself with large scale fires and the ammunition explosions which sealed the ship's fate. While Soryu and Kaga sank on June 4 evening, Akagi followed then only next day early morning and Hiryū sank last on June 5 at 9 am.

The main forces consequently avoided the further confrontation, and the Japanese withdrew. The cruisers Mogami and Mikuma however were left behind due to their earlier collision and damage. In the following two days they were the target the air raids which ultimately sank Mikuma on June 6.

Mogami escaped heavily damaged. On the American side the efforts to save Yorktown continued ultimately marred by I-168 submarine. On June 6 she hit the carrier with two torpedoes, third one struck destroyer Hamman which sank with the loss of 80 crew members. On the following day, June 7 in the morning, she was followed by Yorktown to the ocean bottom. The Battle of Midway final act was capturing of several Japanese sailors. First USS Trout

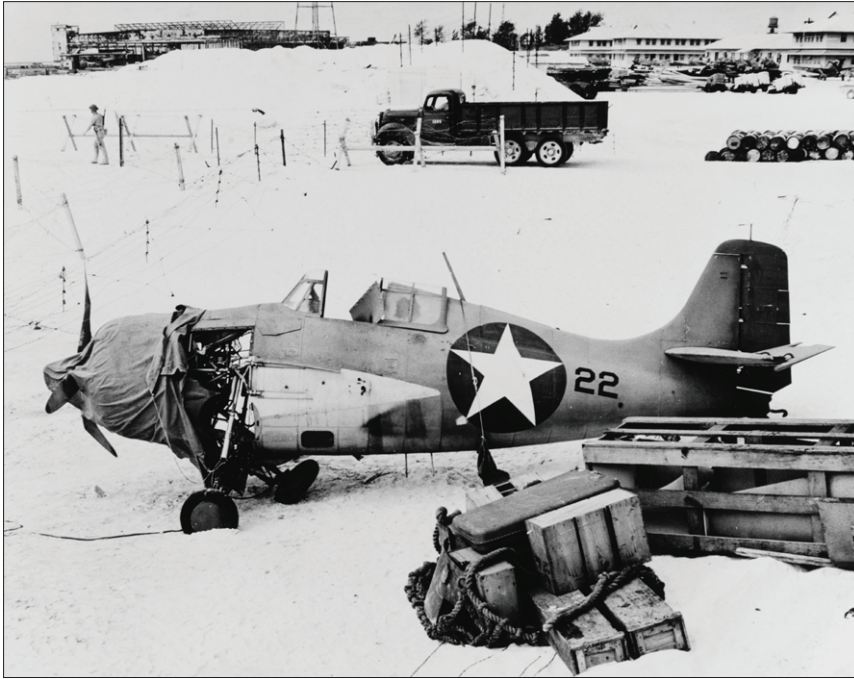
submarine picked up two survivors from Mikuma on June 9. Then, on June 14 a Catalina crew spotted a small boat hundreds of miles off Midway.

Five days later, on June 19, it was found by USS Ballard which picked up 35 Japanese sailors from it. There were mechanics left behind on the sinking Hiryū. They made their way up from below the deck, found a boat, launched it on the water just minutes before Hiryū disappeared under the surface. They tried to reach their own territory. Originally there were 39 of them but five of them did not survive the two weeks on the ocean. The rest became POWs and were transferred to Pearl Harbor. Three American aviators were also captured but their fate was much worse. Pilot Fran O'Flaherty and his gunner Bruno Peter Gaid from Enterprise were interrogated and the murdered by throwing them overboard with the weight attached. Japanese tried to kill Wesley Osmus from Yorktown in the same way but he resisted so they killed him with a hatchet and threw his dead body overboard.

Kaga and Akagi found

Midway was a turning point in the Pacific war and ships sunken in this battle would have been valued exhibits in Paul Allen's collection. He was heavily involved in searching for the shipwrecks however on October 15, 2018 he passed away after sudden illness. The company he had founded continued in his efforts for some time afterwards. Precisely a year after Allen's death his ship RV Petrel sailed on expedition

Source: Naval History and Heritage Command



This F4F-3 Wildcat from VMF-221 was flown by Capt. John Carey on June 4, 1942. He was wounded in combat and made an emergency landing. His partially disassembled BuNo 4006 is photographed in late June 1942.

Source: Naval History and Heritage Command



This SBD-3 Dauntless (BuNo 4542) belonged to VB-6 of the USS Enterprise. However, its crew, pilot George Goldsmith and radio operator James Patterson, landed aboard Yorktown due to damage and lack of fuel. The aircraft was later lost with that ship.



The burning USS Yorktown during the Japanese attacks on June 4, 1942.

Source: Naval History and Heritage Command



Attacking torpedo bomber B5N Kate (top right) seen from the deck of Yorktown.

Source: Naval History and Heritage Command



One of a pair of SBD-3 Dauntlesses from VB-3 that were unable to land aboard Yorktown due to damage and thus ended up in the water alongside the cruiser USS Astoria.

Source: Naval History and Heritage Command

to Midway. First, on October 18, 2019, they found Kaga's wreck. Her parts had been discovered by the US Navy in 1999 during the exercise involving mapping the ocean bottom. They had discovered 15 meters long bulkhead, two 25 mm caliber cannons posts and landing lights in 5200 meters depth. RV Petrel discovered the whole wreck in 5400 meters depth. The wreck is upright but significantly covered with sediments and most of her deck and superstructure is missing. She is surrounded by a lot of debris. Two days later, on October 20, 2019, RV Petrel crew discovered Akagi's wreck as well with the help of high frequency sonar in the depth of 5490 meters. The ship is upright but as opposed to Kaga is fairly undamaged. The photographs could not be made since the underwater robot was damaged while researching Kaga two days ago.

Sources:

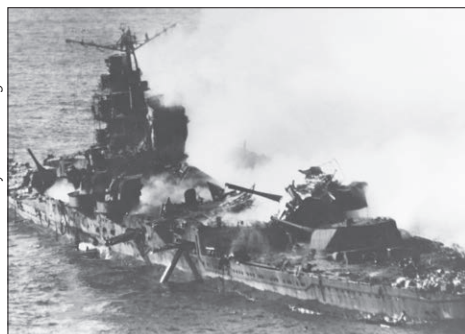
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Dauntlessy z VS-8 z Hornetu útočia na japonský krížnik Mikuma 6. 6. 1942.



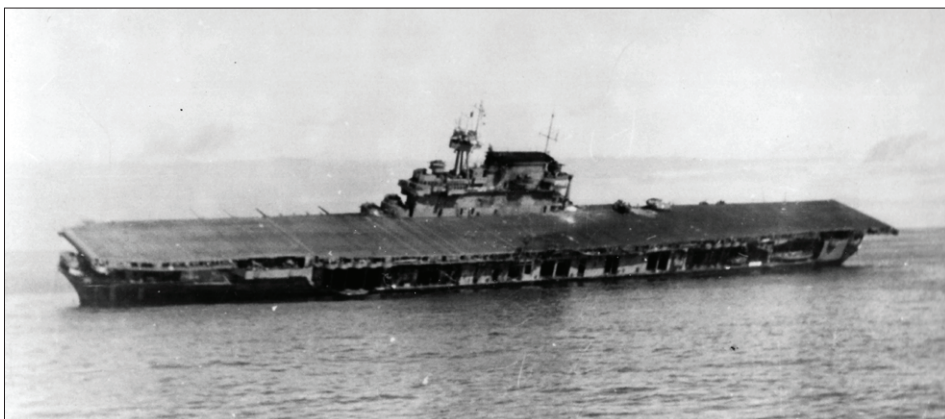
Japonský ťažký krížnik Mikuma 6. 6. 1942 krátko pred potopením.



The burning aircraft carrier Hiryū on the morning of June 5, 1942, shortly before sinking.



The destroyer USS Hammann sinks after being hit by a torpedo from a Japanese submarine. The image was taken from the deck of the Yorktown, which was also hit. At the top right is the 127 mm caliber gun platform.



The aircraft carrier Yorktown tilted after being abandoned by her crew. On board are two Wildcat fighters.



Source: Naval History and Heritage Command

After the battle. In the cockpit of an F4F-4 with seven downed symbols sits Lt. (JG) Elbert McCuskey. At left is Ensign George Gay, the only member of VT-8's Hornet squadron to survive her Devastators' attack on the Japanese ships.



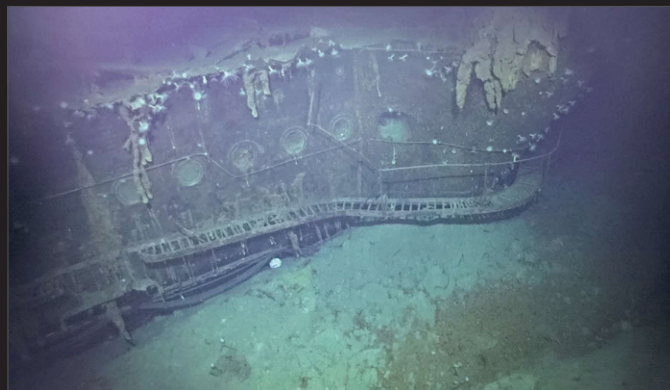
Japanese sailors from Hiryū who were captured by the USS Ballard on June 19, 1942.

Kaga wreck

Source: PaulAllen.com



Platform for one of the Kaga's anti-aircraft guns.



The odo on the side of the Kaga wreck below the platform for one of the 127 mm guns.



The platform of the 127 mm gun.



One of the 203 mm guns on the port side of the Kaga.

The air war over Ukraine

Bogged in the mud

Text: Miro Barič

Photo: ZSU
The Ukrainian soldiers in trenches near Bachmut, 2022.

The British soldiers in the battle of Passchendaele, 1917.

Photo: National Library of Scotland

During the period of November 1 through December 1 the most important event was finding out how long the eternity takes. It is 42 days. This was exactly the time which elapsed since the Russian president Putin proclaimed that Kherson will be Russian forever until the moment the city was liberated by the Ukrainian troops. Otherwise, there were no ground movements in Ukraine due to the poor weather. The massive shelling of the cities by the Russian missiles continues as well as strengthening of the Ukrainian air defenses.

Kherson was captured by Russian right at the beginning of the invasion. Besides Donbas it was the only regional center and large city the Russians managed to capture. It is located on the Dnieper right bank and its importance was as a launching point for the further advance on Mykolaiv and Odessa. Since the further advance was stopped and due to the Ukrainian counter-attack in the end of August, Kherson became a logistics nightmare.

With the unstoppable regularity, the Ukrainians shelled and destroyed the bridges across the river Dnieper, weapons dumps and command centers. Simultaneously they exercise the permanent pressure on the Russian front lines. And despite the Russian occupation administration organized the mock referendum after which the Kherson area, together with other three ones, was "forever" annexed to the Russian Federation, it was clear to the Army command that holding the positions on the Dnieper right bank will only lead to further

losses. So, on November 11, an anniversary of the armistice that ended WWI, they retreated from Kherson to the left bank and destroyed all the bridges behind them.

The legendary Chornobayivka was liberated on the way to Kherson. The Ukrainians had launched the large number of the rocket and artillery attacks on its airbase destroying a large quantity of the Russian helicopters and ground equipment. Gradually the airport was turned to a one huge graveyard. The Ukrainians recaptured two of their own helicopters (Mi-8 and Mi-24P) which had been captured by Russians at the beginning of the invasion in non-airworthy condition and painted their Z markings on them. Now the aircraft returned to the hands of their original owners.

Much like during WWI

In November the larger operations at different front sections were limited by rainy weather and mud. The worst conditions were around Bachmut in Donetsk area

where the Russians have been pushing for several months. The images from there started to resemble the battle of Ypres (Passchendaele) during WWI—trenches filled with water, shot up trees and ever-present mud. While the activity at the front (except Kherson) practically stopped it continued to be "hot" in the air. The Russians continued with their attacks against the Ukrainian energy infrastructure. They used rockets, cruise missile launched from the ships and airplanes as well as the kamikaze drones. For example, on November 23 ten strategic bombers tu-95 took part in the attack and from the safety of the Russian airspace far from the front launched more than 70 cruise missiles. More than 50 were shot down by the Ukrainian AA defense. Those who penetrated however caused a massive damage. In the course of October and November the Russians have launched altogether seven attack waves and hit around 40% of the Ukrainian energy infrastructure. After each of these attack wave millions of people remained without electricity, heating and running water.

During the last three November weeks, no Iranian unmanned vehicle Shahed-136 appeared which prompted great speculations about these kamikaze drones. In the end it turned out that the Russians had only exhausted the first batch and awaited further delivery. For more than two months Iran vehemently denied any drones deliveries to Russia. It was an obvious lie though. Ultimately on Saturday Novem-



Photo: ZSU

Shot up trees near Bachmut, 2022.



Photo: Australian War Memorial collection

The Australian soldiers in shop up forest near Passchendaele, 1917.

ber 11 Iranian Secretary of State admitted the drones deliveries with the caveat they had been done a longer time before the outbreak of the war and the quantity was small. According to the Ukrainians it is another lie since the large-scale deployment of the Iranian drones in Ukraine was confirmed by many photographs, wrecks of the shot down aircraft even captured, almost intact crashed UALs.

Blood-stained selfie

Since we mentioned the Iranian drones let's recall an incident briefly mentioned in the previous part. Details about the case which occurred on Saturday October 12 near the city of Vinnytsya when the Ukrainian AF lost a Mig-29 surfaced only recently. The fighter was hit by a debris from Shahed-136 drone just shot down and the pilot had to eject. A month later the photograph of the pilot with blood on his face was published and a little later his whole story. At that time there was another wave of the Russian rockets and drones headed towards the Ukrainian cities. The defenders dispatched Mig-29 fighters against them. One of them was flown by Major Vadym Vorochylov from 204th Brigade of the Tactical Aviation. His call sign was Karaya. Those of you who are familiar with the name Erich Hartmann do not need further explanation on the call sign. Voroshylov had chosen it in 2014. The Ukrainian citizens however gave him the nickname Ghost of Vinnytsya. Contrary to Ghost of Kiev this is a real person.

He treated his airplane as a living thing. Talked to it and touched it so as it worked as best as possible. His favorite was the aircraft with bort number 10 which he flew on about 20 combat missions and always could rely on it. On that fateful day Voroshylov woke up at 4 am due to the air sc-

ramble. The pilot from his unit destroyed two Shahed in the south of Ukraine of the first mission. Voroshylov flew the next mission. He shot down three Iranian drones and returned to the base without any problems.

At dusk however another wave of raids came in. Major Voroshylov took off from the frontline airfield in the south of Ukraine and headed towards Vinnytsya area. He started to scan for targets and first he destroyed a drone. Then he launched a missile against another one. The drones generate rather weak thermal trace therefore they had been attacked at relatively short distance. So, when Voroshylov hit his fifth drone on that day its debris hit his Mig-29 fighter as well. "It broke my windshield and destroyed the aircraft nose" said the pilot later. "I was not seriously wounded but the blood from my facial cuts got into my eyes and impaired my situational awareness. My first thought was that I did not want to eject. I saw the lights of some



Photo: ZSU

This pilot shot down 5 drones in a day. He should also be credited with two cruise missiles.



Photo: ZSU

Vadym Voroshylov in the Mig-29 cockpit.



Photo: ZSU

Major Vadym Voroshyllov took selfie of his bloodied face while he was still on the parachute.



Photo: ZSU

Wreck of the Voroshyllov's Mig-29 fighter carrying blue 10 bort number.



Photo: ZSU

Mig-29 in blue-yellow livery was returned to service in June 2022.

village in front of me. I checked my controls, and the rudder did not work. I could only control the pitch. Making turns was very limited. I turned left and saw a dark spot. I said to myself that it was probably a field and there is nothing on it. At that moment the flames erupted on the right side of the cockpit and when the fire reached me I promptly ejected, exactly according to the manual", as the pilot recalled the dramatic moments. While he was still on the parachute, he pulled out a mobile phone to check his wounds. Thus, the selfie with his blood-stained face was taken. At the same time, he wanted to let the ground control know that he was okay. It took him approximately two minutes to land. For his conduct president Volodymyr Zelenskyi awarded him with the highest award, Hero of Ukraine.

Blue-yellow markings

Also, the fighter flown by Voroshyllov had the long history. It had been manufactured in the summer of 1990 and delivered to the 161st Fighter Squadron of the Soviet AF at Limanske airbase near Odessa. The aircraft sported the standard camouflage of light gray and green-gray colors and carried the bort number "blue 31". After the breakup of the Soviet Union it remained in Ukraine and sometime in 2001-2002 it was assigned to the 204th Brigade of the Tactical Aviation in Belbek, Crimea. The bort number was changed to "blue 10". During 2007-2008 this Mig-29 was grounded since his airframe has reached the prescribed maximum flight hours. In 2014, after the Crimea was occupied by the Russians together with the other non-airworthy aircraft it was dismantled and transported by trucks to a new airbase of the 204th Brigade of the Tactical Aviation at Kulbakine near Mykolayiv. During 2015-2017 it flew again but when its unit was transferred to Luck airbase "blue 10" ended up in the group of other grounded airplanes at Ivano-Frankivsk airbase. This group of the non-airworthy airplanes became the target of the rocket attack in the very beginning of the Russian aggression launched on February 24. "Blue 10" was parked a little further and escaped without damage. The plane remained there until April at least and then, with the help of the allies who supplied the spare parts, was repaired and in June returned to service. At that time it was painted in the blue-yellow livery reminding of the former Ukrainian aerobatic group Falcons. It was returned to its original unit where it flew sporting this new marking until its last flight.

Posilňovanie PVO

The continued attacks against Ukraine carried another side effect-they sped up the supplies of the Western AA systems to Ukraine. In October Germany delive-



Photo: ZSU

Polish system Neva SC mounted on the WZT-1 tank chassis



Photo: ZSU

20 mm caliber cannon Zastava of Yugoslav origin which the Ukrainians upgraded by night vision gunsight.

red the first of four promised IRIS-T systems which was immediately deployed in the defense of the Ukrainian cities. In November the batch of various AA systems arrived from several countries. USA for example delivered the first two out of eight promised NASAMS batteries. In the end of 1990s this system was developed by the Norwegian company Kongsberg in the cooperation with the American company Raytheon. AIM-129 AMRAAM missile is used in this system. Initially it was air-air rocket, and it is its first application in

NASAMS system as ground-air missile. Its range is 50 kilometers. NASAMS can also use AIM-9X sidewinder or IRIS-T rockets. In that case the range is 25 kilometers. According to the reports from the Ukrainian battlefield the weapon is very efficient. During the one of the Russian attacks in the middle of November NASAMS fired 10 rockets and destroyed 10 targets. Britain and Netherlands promised to supply additional AMRAAM missiles for these systems. Britain promised in total 1000 AA rockets of various types.

On November 7 the Ukrainian Secretary of Defense, Oleksyi Reznikov, announced also acceptance of the Aspide system alongside the first NASAMS battery. These are originally Italian rockets developed in 1970s. Their range is 25 kilometers. In fact they were supplied by Spain who also, in the middle of October, finished the training of the Ukrainian soldiers to operate these rockets. Crotale is another older but still efficient system. It was developed in France in the 1960s but was continuously modernized. Its latest version is dated



Photo: Twitter / mil_in_ua - WM Blood



Photo: Twitter / mil_in_ua - WM Blood



Photo: Twitter / mil_in_ua - WM Blood



Photo: Twitter / mil_in_ua - WM Blood

This Mi-8 originally belonged to 11th Brigade of the Army AF and in February, during the retreat, it was abandoned at Chornobayivka airport. In November the Ukrainians recovered it. Initially it should have been "red 89" in the command version.

This Ukrainian Mi-24 helicopter was captured by Russians in Chornobayivka as well in non-airworthy condition and now it was returned back to its original owners.

Photo: ZSU



Mi-17 helicopter originally procured by the USA for Afghanistan. Now it is located in the snow-covered Ukraine sporting the desert camouflage.



This Mi-17 was donated to Ukraine by Slovakia in June. Its first image appeared only now.



The Ukrainians use simple ground launchers for their Brimstone rockets. The photograph was probably taken during the training

in 2008. It is the short-range system – 16 km range and 9 km altitude. It is capable of hitting the UALs, cruise missiles and certain types of rockets. In November France delivered two Crotale batteries.

In November the picture was published confirming the delivery of the Polish systems Neva SC. Two Ukrainian soldiers were photographed in front of one of them. The Polish modernized the originally Soviet rockets S-125 Neva (SA-3 Goa NATO code name). Many analog components were replaced by digital ones resulting in the rockets' higher accuracy and reliability. The mobility was increased by mounting them on the WZT-1 tank chassis, a T-55 towing version. The picture was apparently taken in the summer and the details about Neva SC supplies remain unknown. In the past the Ukrainians retired their S-125 Neva rockets but then they modernized them to S-125-2D Pechora standard featuring 40 kilometers range and in 2020 they re-introduced them to the service.

More was awaited

In December the delivery of another older western system was anticipated. MIM-23 Hawk battery was supposed to arrive from Spain. These rockets were introduced to the service in the USA in 1960s however they were gradually modernized. Spain delivered Phase III version which appeared in 1980s and 1990s. Around 20 countries still use these rockets including Greece, Romania, Egypt, Israel and Japan. In the USA this system was retired in 2002 but Americans will send additional rockets to Ukraine to arm six launchers delivered by Spain.

In December additional four AN/TWQ-1 Avenger systems were supposed to arrive from the USA developed on the chassis of the widely used Humvee utility vehicle carrying eight launching devices for Stinger rockets. Their range is 5 kilometers and ceiling 3.8 kilometers. The are prima-

rily designated for defense against cruise missiles, drones, helicopters and low altitude flying aircraft. These four systems allocated to Ukraine will serve against Iranian drones and cruise missiles.

Not only rocket systems but also artillery ones proved efficient against the drones. The German AA tanks take advantage of their highly accurate, radar controlled 35 mm cannons. A video was published showing a Gepard destroying a cruise missile with a short burst of fire. Besides already delivered 30 tanks Germany committed to supply another seven. Britain committed to deliver 125 AA cannons. Originally from Yugoslavia the 20 mm caliber M55 Zastava cannons showed up in Ukraine. The Ukrainians upgraded them by installing the night vision devices. The origin of these weapons is unknown, they could have been delivered from Croatia, Slovenia or Northern Macedonia.

Brimstone 2 in ground-to-ground version

Ukraine not only received weapons for the AA defense. In the end of November, the Great Britain supplied the improved

Brimstone 2 rockets. These were initially developed for the air-to-ground role to be launched from Tornados and Eurofighter Typhoon. Its first version has been in the production since 1999. After it is fired by the aircraft Brimstone 1 range is more than 20 kilometers. Brimstone 2 version was introduced into service in 2015. Its range is more than 60 kilometers and features the larger 6.2 kilos warhead efficient against the modern tanks. The missile flies to the target area on an autopilot and once there it chooses its target by its own radar and laser guided system and attacks. It can destroy the moving targets as well. In April Ukraine received Brimstone 1 rockets which however are not fired from the aircraft. Simple launching device was modified and mounted on the trucks or pickups. On May 17, first two Russian tanks were reported destroyed by these rockets. The ground launching device however means the shorter range due to the lack of the initial altitude and speed which it would have had when fired from the aircraft. According to the published video the Brimstone 2 missiles were transported by a C-17 from 99th Transport Squadron RAF from Brize



Ukrainian Su-24 with a distinct blue-yellow markings on the fuselage bottom including the drop tanks.

Norton airbase. They were offloaded at a non-specified location and a C-17 returned immediately. The Ukrainian will launch Brimstone 2 rockets from the ground as well i.e., sacrificing the range with higher accuracy though in comparison to the earlier version.

Ukrainian Sea Kings

On November 23 the British Secretary of Defense Ben Wallace announced that he was sending three Sea King helicopters to the Ukraine. At the time of the announcement the first one already reached its destination. From the beginning the British informed that these aircraft are in SAR version (Search and Rescue). It did not stop various speculations about possible anti-submarine or early warning versions. Even though it is a non-combat, older version the impact is large. Sea King is the very first western-made type Ukraine acquired since the beginning of the Russian invasion on February 24, 2022. The most important information is that already six weeks before the announcement ten Ukrainian crews and ground personnel had been undergoing the training on this type in Britain. It shows that the western countries keep the information secret until the deal is completed. If the West decides to donate to Ukraine other (for example combat ready) helicopter or airplanes, or the modern aviation ammunition we will learn about it only after the Ukrainian aviators training will be finished and the aircraft deployed at the frontline.

Czech drones from Luxembourg

Our Czech readers will be interested to learn about the Luxembourg military aid

to Ukraine. This tiny country (population of 650,000) donated 28 Humvee utility vehicles, 20 12.7 mm caliber machine guns, 50 satellite communication terminals and 470 night vision goggles. Luxembourg also acquired for Ukraine 400 122 mm caliber rockets for the Grad launchers. The most important delivery however was six Primoco One 150 reconnaissance drones manufactured by a Czech company. These aircraft are 3.65 m long, have 4.85 m wingspan, their range is 200 km and endurance up to 15 hours. Their airspeed is 150 kph, maximum weight 150 kilos and their standard equipment is the movable camera but according to the customer's specifications they can be equipped with other sensors.

Small losses

Despite several reports by both sides about the shot down aircraft during this reporting period only one loss of a piloted vehicle was confirmed. It could be also related to the combat operations slowed down by muddy terrain. That confirmed loss was an Ukrainian Mi-8 helicopter from 456th Transportation Brigade which was on November 11 hit by a portable missile during its mission in Donetsk area. The entire crew, Col. Serhyi Khomik, Maj. Viktor Penkovyi and MSgt. Vitalyi Golda. He acted as a hero when he retrieved Col. Khomik from the burning wreck. Sadly he could not be helped and Golda suffered the injuries to which he succumbed on November 16. In addition to this confirmed loss during November 1 through December 1, another wrecks of two Ukrainian helicopters were found (Mi-24P and Mi-8MTS) which had crashed during the earlier,



Photo: ZSU

Wreck of the Su-34 marked "red 22" and carrying the registration RF-095005 found near Kupyansk.

non-specified period. On the Russian side a Ka-52 wreck, until now not registered as destroyed, was found near Kherson. Su-34 "red 22" registered as RF-95005 was found near Kupyansk. Most likely it is an aircraft shot down in this area on September 24.

Tragedy in Poland

On Tuesday November 15 in the afternoon a tragic event took place. A rocket landed on the Polish territory and killed two people in Przewodow, Lublin County, barely 10 kilometers from the Ukrainian border. The rocket explosion created a large crater and knocked over a tractor with trailer. The investigation confirmed it was a rocket from the S-300 system belonging to the Ukrainian AA defense. It had been launched during a Russian attack against the missile headed towards the Ukrainian power station. The rocket however missed the target and the self-destructing system for such situation failed as well. It only exploded after hitting the ground and two Polish civilians lost their lives.



The tragic results of the Ukrainian S-300 missile impact in Polish Przewodow. Two people lost their lives.

Photo: Twitter

Text: Richard Plos
Illustration: Adam Tooby



Fast and low

The sea surface runs just a few feet below the bomb bay of the Mitchell, whose nose's eight half-inch guns shake the entire aircraft in a long burst that nails the freighter's personnel to the deck. The lead-spewing Mitchell approaches the ship at over 250 mph, the bomb bay opens, the pilot lowers the altitude even more and judges the moment. The bomb must be dropped from such a height and at such a speed that when it hits the water surface it bounces in a skipping manner towards the ship. Now! The bomb is released, hits the surface and after the first bounce it flies just above the sea to the target. A second bounce follows, and then the bomb hits the hull. The explosion engulfs the middle of the ship in fire and smoke as a thunderous shadow sweep over it, making a sharp turn towards the shore. Another round of machine gun fire showers the damaged ship, and just seconds later another bomb, sent by the second Mitchell of the attacking pair, hits the hull. The ship's fate is sealed, and the sailors seek salvation in lifeboats. The cargo destined for the Japanese troops sinks inevitably to the bottom of the sea, and the other ships of the supply convoy, which are attacked by other Mitchells, "fare similarly". This scene was recreated by Adam Tooby on a boxart for the B-25J STRAFER kit. His dramatic painting faithfully depicts a situation typical of Mitchells' attacks on supply convoys. Destroying ships by bombing proved to be a difficult

task during the war. Conventional bombing encountered several problems, from heavy anti-aircraft fire to the difficulty of hitting slender maneuvering targets. Torpedo or dive bombers did not have sufficient range to operate from land bases in such a large operational areas, and there were not enough aircraft carriers to guard all the sea lanes through which supplies flowed to Japanese forces. So as early as 1942, 5th Air Force units under the command of General George C. Kenney began experimenting with what was called "Skip Bombing", i.e., bombing from very low altitudes using the bomb's bouncing off the water's surface. However, the standard B-25D had to be modified for this task. First, the aircraft needed to be equipped with as powerful forward-firing armament as possible to silence the anti-aircraft fire of the vessels. Since no bombardier was needed for this type of bombing, his entire "office" in the nose was used to install machine guns. The main work in this regard was done by Paul Irvin "Pappy" Gunn, a legendary figure whose life story we described in a three-part article in issues [9](#), [10](#) and [11/2022](#). A mechanic, designer and pilot in one, he created an improvised design with four machine guns in the bombardier's compartment, the other four machine guns being placed in housings on the lower part of the fuselage sides. With the Mitchells thus modified, often equipped with internal auxiliary tank as well to increase operati-

onal range, the pilots then set out for their targets. After the introduction of the B-25J version, a factory modification of the machine gun version was then created, which had up to 14 forward-firing machine guns. Among the most prominent bomber groups that switched to this type of attacks, was the 345th Bombardment Group called "Air Apaches". The 499th BS, which adopted the nickname "Bats Outa Hell", was part of its lineup. During the 26 months that the 345th BG fought in the Pacific, its crews made 10,609 attacks and flew 58,562 combat hours. In all, they dropped 58,000 bombs weighing a total of 6,340 tons and expended over twelve and a half million rounds. All this resulted in the sinking of 260 enemy vessels, with 275 more damaged. In addition, the "Apaches" destroyed 260 Japanese aircraft on the ground and shot down another 107 in aerial combat. A Mitchell named Betty's Dream was assigned to this unit in June 1945 and completed 22 missions, during which she claimed two sunken vessels. On August 21, 1945, she then escorted a pair of white Japanese peace envoys were traveling to Ie Shima after the previous surrender in Manila. This aircraft was assigned to pilot 1/Lt Charles "Pop" Rice, Jr., the co-pilot was 2/Lt. Victor Tatelman. Today, the restored 45-8835 Mitchell flies in the "Betty's Dream" livery at the Texas Flying Legends Museum.

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



Black day of Jagdgeschwader "Udet"

Among the German fighter units that moved from the Eastern Front to Western Europe at the end of summer 1943 was II./JG 3 "Udet" under the command of Maj. Kurt Brändle. From the eastern battlefield, its Stab and three Staffeln returned with more than 2,100 kills to their credit. It suffered its heaviest losses during the Battle of Kursk and in the following weeks of July, losing 24 Messerschmitt Bf 109s in combat and 14 pilots killed, wounded or missing.

After moving west in late August 1943, it was supplemented by a large group of novices, but the core was still a strong group of experienced veterans. The transition to combat with American bombers and their fighter escorts was no easy task. Brändle's unit scored more than thirty kills during September and October, but lost 22 pilots, 17 Bf 109s were shot down, and another 20 were written off due to crashes. However, the worst was yet to come.

On November 3, 1943, American heavy bombers made a raid on Wilhelmshafen, accompanied by one Fighter Group with P-38s and seven others armed with P-47s. Germans were only able to send 139 fighters due to bad weather. Brändle's II./JG 3 took off from Schiphol and in a 30-minute battle with P-47s of 4th Fighter Group under the command of Lt. Col. Blakeslee claimed four victories. Two P-47s were lost and Brändle scored his 171st and 172nd victories in the process. However, the situation was reversed in the afternoon when Schiphol airfield

was attacked by 64 B-26 Marauders. The first box of Marauders flew under the protection of Coltishall Wing and the second box was protected by Spitfires of the Canadian Digby Wing, commanded by W/Cdr Lloyd W. Chadburn. Brändle's unit was ordered to make an emergency take-off at 15.40, but alarm came late as bombs began to fall on the airfield as the last of the 109s were taking-off. Brändle didn't have time to form an attacking formation. The fighter escort recorded about fifteen 109s, which were scattered in flights of two to four fighters. Spitfires attacked them immediately.

The first kill was recorded by F/O A. Bradshaw of No. 129 Sq at 15:56 over Zandvoort, on the coast. Canadian No. 416 Sq fought the 109s in a wild dogfight at 1,000 feet over same town. At 16.00 one fighter was shot down by F/Lt D. E. Noonan over the town's center. His victim was apparently an Fw. Walter Stienhans of 6./JG 3, whose machine crashed into the town and the pilot was killed.

On the outskirts of Zandvoort one Bf 109 each were claimed by F/Lt R. D. Booth, F/O W. H. Jacobs and F/Lt A. H. Sager. Noonan and Sager together shot down one more. There was probably some overclaiming, because only Gefr. Hans Hahn, also of 6./JG 3, crashed on the outskirts of the town and perished. A member of this Staffel, Fw. Walter Stienhans, shot down Jacobs. He was last seen with black smoke coming from his Spitfire and did not survive. Over Schiphol one Bf 109 was shot down by

S/Ldr M.G.L.M. Donnet of No. 64 Sq. This may have been the machine that crashed at Hooftorp and its pilot escaped unhurt. Two other Messerschmitts made emergency landings at Schiphol, one with combat damage, the other due to pilot error.

Over the sea off Ijmuiden W/C Chadburn hit one of the Bf 109, whose pilot bailed out. F/Lt John D. Mitchner of No. 402 Sq RCAF first pursued one fighter whose pilot bailed out before the Canadian could open fire. He then sent down another machine, burning, whose pilot also bailed out. This moment is captured by Piotr Forkasiewicz in the painting of this boxart story.

Chadburn flamed another Bf 109, whose pilot also bailed out. The final success was achieved by S/Ldr G. W. Northcott of No. 402 Sq RCAF, who hit a Bf 109 which caught fire and disintegrated. Northcott mistakenly thought his wingman's machine was on fire. However, his wingman flew unhurt through the explosion and lost contact with his leader. This situation was recreated by Piotr Forkasiewicz on the boxart of the previously released 1/48 scale kit Spitfire Mk. Vb late. The five victories listed above correspond to the three losses that occurred over the sea. Major Brändle, Lt. Horst Brock of 6./JG 3 and Uffz. Horst Kirschner of 4./JG 3 did not survive. The crushing defeat of II./JG 3 became one of the most successful actions in the history of the Royal Canadian Air Force.

Text: Jan Bobek

Illustration: Adam Tooby



High sky collision

Canadian William Melville "Mel" Alexander was one of the most famous aces in the Royal Naval Air Service and the RAF. Of his 22 victories (23 are also given) he achieved a total of 10 during 1917 in the Sopwith Triplane N5487 "Black Prince" in the Black Flight of No. 10 Naval Squadron. He also took part in the air battle of July 6, 1917 in which the commander of Jasta 11, Manfred Freiherr von Richthofen, was severely wounded. When Alexander went on leave in mid-October, he had 12 victories to his credit, two of them already on Camels. On his return in late December, his unit was fully rearmed with Camels.

Later Alexander would remember this type as an excellent machine, but tricky one: If a pilot passed the first 10 to 15 flying hours unscathed, he usually had the plane firmly in his hands.

It was in Camel B6289 that Alexander achieved his first victory after returning from leave. It was marked with a white letter A, which placed it in the unit's A Flight, and an individual colour motif was painted on the wheel discs. The aircraft itself already had two victories to its credit, achieved in 1917 by Flt. Sub-Lieut. H. L. Nelson. It was later turned over to No. 9 Naval Squadron and crashed in June 1918.

When Alexander took off with B6289 from Teteghem, near Dunkirk, on January 23, 1918 at 14.05 he was part of the High Offensive Patrol of ten machines of No. 10 Naval Squadron. The formation headed over

the front at 7,000 feet. Five minutes ahead of them, a formation of Camels from No. 3 Naval Squadron had taken off as well. Over the Houthulst forest, they came into combat with four DFWs escorted by three fighters of a new type. They managed to shoot down one of the two-seaters, but after the fight the English Flt. Sub-Lieut. Herbert S. J. E. Youens was missing. The German planes were apparently Pfalz scouts from Jasta 7, and Youens, who was captured, was then a guest at that unit's airfield at Aertryke. The commander of Jasta 7, who was Lt. d. R. Carl Degelow, claimed in his memoirs, after the war, that he had shot down Youens, but was not credited with the victory. However, this is probably a fabrication.

Victory over Youens was awarded to Lt. d. R. Gustav Wandelt from Jasta 36, at 15.45 near Staden. Then just five minutes later, also near Staden, Jasta 36 clashed with the Camels of Naval 10. The Naval pilots with their biplanes were just in the clouds chasing three two-seaters escorted by one fighter. These were soon joined by five Albatross from Jasta 36. Flt. Lieut. W. A. Curtis first hit a green-painted two-seater which broke up in mid-air, and then dove to pursue another two-seater with silver paint. Flt. Sub-Lieut. Nelson fired a burst at two Albatross in succession during the chase in the clouds, but to no avail. "Mel" Alexander chased one Albatros above the cloud layer and managed to hit it from below in the fuselage during a turn, the German went into

a spin. Alexander followed his adversary through the clouds and lost contact when he had to focus on another enemy machine. He was credited with an "out of control" victory. A painting by Adam Tooby shows just the moment in the opening stages of the battle, with Alexander flying close to an Albatros with blue paint on the nose, the identifying feature of the Jasta 36 machines.

This German fighter unit recorded in its diary that it was attacked by six Sopwiths. Wandelt was pursuing one Camel when suddenly his machine was hit in the engine and collided with another Camel. He did not survive the crash. The unfortunate pilot who collided with Wandelt's Albatros was Canadian Flt. Sub-Lieut. Ross A. Blyth, who was also killed. Blyth's colleagues did not see the collision, but both Alexander and Flt. Sub-Lieut. Manuel saw falling planes. The latter stated in his report that the machines fell together in a spin then hit the ground together. On the German side, both Wandelt's victories and the circumstances of his death were witnessed by Lt. d. R. Heinrich Bongartz and Max Naujock. The wreckage of Blyth's Camel was photographed by the Germans with a large group of soldiers, a common custom at the time. The picture is characteristic in that none of the onlookers look triumphant or cheerful. The 25-year-old Canadian aviator is buried today in Perth cemetery, near Leper (Ypres), Belgium. Wandelt's final resting place is unknown.

Text: Jan Bobek

Illustration: Petr Štěpánek st.



In the clouds over the Channel

The German Navy found itself in a very disadvantageous situation in the second half of the 1941. The battleships Scharnhorst and Gneisenau and the heavy cruiser Prinz Eugen were anchored in Brest thus becoming the target of repeated RAF raids. The Germans did not want to risk the ships sailing around the east coast of Great Britain and Ireland on way to their home ports in Northern Europe, because there they could not provide air cover. There was the option of sailing through the Channel, but to some of the German Navy leadership such an idea seemed too risky. The last time a group of large warships had operated so close to British shores was in 1588, it was the Spanish Armada.

The Channel option prevailed under code name Cerberus. The action was to be carried out in poor weather to make it more difficult for the British to threaten the ships. The Germans began to clear mines in the route and started jamming of radio communication and radars.

The British knew of the impending evacuation thanks to the ULTRA intercepts. They also had information about the mine clearance. In early February 1942, they expected German ships to sail north any day. And so, they tried to place new naval mines along the anticipated route.

On the Luftwaffe side, the then General der Jagdflieger, the legendary Oberst Adolf Galland, was given the task to organize air cover for the ships. He was also the author of its cover name for this air operation – Do-

nnerkeil (Thunderbolt). He had 252 fighter aircraft at his disposal. The bulk of these were Bf 109s and Fw 190s from JG 1, JG 2 and JG 26. He was also given the operational part of the training unit Jagdfliegerschule 5 as well as Bf 110 night fighters from NJG 1 and NJG 3. Bombers from KG 2 also took part. The commanders of these units learned of the plan the day before, on 11 February 1942. In the evening, Brest was bombed by RAF planes and the task force did not set sail until 22:45. Coincidentally, neither British submarines nor patrolling radar aircraft picked it up. Scharnhorst, Gneisenau and Prinz Eugen set off accompanied by six destroyers, which were joined by other vessels, mostly torpedo boats, during the following day.

Galland led fighter operations from the headquarters of his former unit JG 26 in Audembert. Directly on board Scharnhorst was fighter pilot Oberst Max Ibel, former Kommodore of JG 27. He commanded fighter units within Luftflotte 3 (Jafü 3). But within this operation he served as Jafü Schiff and was tasked with coordinating with the fighter units. He took direct command at the end of the air battle.

During the night of 11-12 February, night fighter aircraft carried out routine activities which were not intended to draw attention to the ships. The first fighter escorts appeared over the task force at 08:50 (German time) near Cherbourg. Coincidentally, these were Bf 110 night fighters. They were involved mainly because of their experience of flying

in poor weather conditions. Formations of fighters, numbering between ten and sixteen machines, were gradually launched over the task force during the day. Worse weather prevailed on the British side of the Channel, but some German fighters took off with visibility of 100 meters.

The British became suspicious at 11:00 (German time), and on radar they spotted a group of circling aircraft moving at about 20 to 25 knots. Two pairs of Spitfires independently detected the ships around 11:30. One of them broke radio silence and reported the vessels, which at the same time prepared the Germans for an air attack.

At a 13:15, the Germans came under inaccurate fire from the Dover batteries, which were firing in bad weather according to information from radar operators. Fifteen minutes later, six valiant Swordfish crews tried to release torpedoes, but all were shot down. The British lost a total of 42 aircraft out of 450 deployed in the afternoon attacks, and one destroyer and several escort vessels were also damaged. By nightfall the Germans had made 396 fighter sorties and 50 bomber sorties. They lost 22 machines. The only damage suffered by the escorted vessels was to Scharnhorst and Gneisenau, which ran into mines. On the RAF side, there were a number of shortcomings in communications and armament. The Germans managed to achieve a tactical victory, but it was de facto a strategic retreat in the Battle of the Atlantic.

Text: Jan Bobek

Illustration: Adam Tooby

Headhunters over Buna



The air war over New Guinea in 1942 is one of the best-known episodes of the Pacific War thanks to the memoirs of Saburō Sakai, who served with Tainan Kōkūtai until he was wounded on August 7, 1942, near Guadalcanal. Japanese naval aviators on New Guinea first used the Lae and Salamaua airfields. Buna was captured in July. After a few weeks, Type 32 Zeroes from the 2nd Kōkūtai and Tainan Kōkūtai began operating from there.

The Japanese were trying to fight their way to Port Moresby in southern New Guinea, to establish a base for an attack on Australia. In the air, the experienced invaders were initially faced by Australian pilots of Kittyhawks. These were gradually supplemented and replaced by American fighters with Airacobras, who quickly learned how to fight the Zeros. The forces thus began to balance out until finally the Japanese could not be sure of their superiority. Michael J. Claringbould describes the fights in this area in his well-researched publications.

One of the fresh American units to arrive on the battlefield was the 80th Fighter Squadron "Headhunters", which was part of the 8th Fighter Group. From mid-May 1942 it had been preparing to fight near Brisbane, Australia. Unit moved to Port Moresby on 20 July under the command of 1/Lt Phil H. Greasley. Their frequent duties included escorting twin-engine bombers and attacking cargo vessels, mostly in the vicinity of Buna. Greasley flew to Buna at the head of eight

Airacobras on August 26, 1942. However, he soon had to return with another pilot due to technical difficulties. He handed over the lead to Bill Brown, who mistakenly headed east to Milne Bay. His wingman, Danny Roberts, eventually broke radio silence and alerted him to the error. Brown quickly corrected the course and the Americans arrived at Buna from an unexpected direction.

Two trios of Zeros were just taking off from the airfield. The first was led by Warrant Officer Kazuo Tsunoda (9 victories) of the 2nd Kōkūtai and the second by Lt.(jg) Jōji Yamashita of Tainan Kōkūtai. They did not expect an American attack at all. Brown and Roberts hit the first trio. They killed PO1c Ki-ichi Iwase and PO3c Daizō Ihara. Tsunoda's machine "Q-102" received ten hits, he was able to open fire on the attackers, but after landing his aircraft was no longer repairable and was later captured by the Australians. The second trio came under fire from Lieutenants Helveston and Roberts, they killed PO3c Kyoshi Nakano. His fellow PO2c Ichirōbei Yamazaki (14 victories) was wounded but helped Yamashita to score victory over one of the Airacobras. It may have been 2/Lt Rogers, who, thinking he was hit by flak, ditched off the coast with his damaged machine and was rescued by natives. The Americans claimed a total of seven victories, which, although inflated, did not detract from their clear victory over the seasoned IJN veterans.

Tainan Kōkūtai, with its main base in Rabaul, was fighting on two fronts at the time. The other one, more important, was on Guadalcanal. During that same 26 August, the well-known Lt.(jg) Jun-ichi Sasai (27 victories) led eight Zeroes on escort mission to the fateful island. However, along with two other pilots, he was killed in a dogfight with Marine Wildcats. His victor was probably the legendary Joe Foss.

But the bad news wasn't over yet. The very next day, August 27, an aviator from Tainan Kōkūtai was killed by an Airacobra pilot. On another mission from Buna, eight fighters from Tainan Kōkūtai took off under Yamashita's command to escort eight Val bombers from the 2nd Kōkūtai to Rabi airfield. The bombers dropped their loads and since there were no enemy fighters in sight, Yamashita unexpectedly authorized an attack on ground targets, including the tempting four-engine B-24. But two fliers, including Yamashita, were shot down by ground fire. One of them ditched near shore, and two of his colleagues were shot down as they tried to destroy his Zero to keep it from falling into enemy hands. They were surprised by Australian Kittyhawks from No. 75 Squadron RAAF, led by the famous Les Jackson. Two Vals fell victim to them too. Tainan Kōkūtai thus lost nine Zeros and ten pilots, including two Buntaichō officers, in two days. This elite unit had to be withdrawn from the battlefield after another two months of fierce fighting.

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



Bailing out over the jungle

The duel between Japanese naval fighter Saburō Sakai and Wildcat pilot "Pug" Southerland, which took place on August 7, 1942, over Guadalcanal, is one of the most famous stories from the Pacific battles. Thanks to the books published about Sakai, as well as the interviews he gave after the war, his experiences during this encounter are fairly well known. For a depiction of this battle and his dramatic return to Rabaul in the Zero's cockpit, see the article on Saburō Sakai in the [06/2022](#) issue of INFO Eduard magazine.

James Julian "Pug" Southerland was born in 1911 in Norberth, Pennsylvania. He joined the Navy in 1930 and graduated from the Naval Academy six years later. He first served on the battleships Texas and New York but began flight training in 1939. He became a naval aviator in February 1940 and was assigned to VF-5. Two years later he was promoted to the rank of Lieutenant.

On this fateful 7 August, he took off from the deck of the USS Saratoga a total of three times. During the last sortie, he led a formation of four Wildcats that were part of the defence against a Japanese raid by G4M Betty bombers from the 4th Kōkūtai escorted by Zeros from Tainan Kōkūtai. The Japanese wanted to attack the transport vessels that were supporting the Guadalcanal landings. Southerland was the first to spot the bombers over their target in the intense cloud cover. He claimed to have shot down two Bettys, but all three of his wingmen were

attacked by Zeros led by Shirō Kawai. Two were shot down and the third returned to the carrier with a badly damaged machine. Southerland used up all of his ammunition in the attack on the Bettys, and his machine was slightly damaged by the Betty's gunners. This made things very difficult for him when he was attacked by Zeros piloted by P03c Ichirōbei Yamazaki, who broke away from Kawai's formation, and two of Sakai's wingmen, P02c Enji Kakimoto and P03c Kazushi "Popo" Utō.

Against the enemy's superior numbers, Southerland calmly fought a manoeuvre battle, getting into firing position several times, but unfortunately he was out of ammunition. He was quite protected from the effects of the Zeros' fire by the Wildcat's armor and sturdy construction. After Yamazaki broke away from the fruitless power play, Saburō Sakai flew in to help his wingmen, and the ensuing development is well known. Piotr Forkasiewicz captured the final seconds of the Wildcat's flight in his painting. Southerland bailed out of the machine at a very low altitude and the machine exploded just before hitting the ground. The American pilot managed to open his parachute and landed on the ground. He was in shock, exhausted and had eleven wounds.

At dawn on 8 August, Southerland headed east towards Lunga Point, cautiously passing through several deserted villages. He then attempted to use a canoe, but it leaked so he continued on foot along the coast.

At one of the next villages he met two native boys, one of whom was in contact with an Allied coastal watcher. Southerland was led to the village of Mamara and he could regain his strength there until dawn on 10 August. The locals were all very friendly, but they were understandably concerned about the fighting they had seen or heard in the past few days. Only the oldest man in the village was unfriendly and expressed himself in terms that he used to eat white men, but those days were gone.

On the morning of 10 August, three boys loaded Southerland into a canoe, managed to bypass the Japanese camp at the mouth of the Mantanikau River, and turned the Wildcat pilot over to a unit of U.S. Marines. On the way back, the canoe came under fire from the Japanese, sank, and the young natives fell into captivity. Fortunately, they managed to escape after a short time. Southerland departed Guadalcanal on 12 August aboard a Catalina, the first machine to land at Lunga airfield.

In April 1944, he was appointed commander of VF-83 on USS Essex and later served with VF-23 on USS Langley, becoming commander of CAG-23. With both units he flew Hellcats in 1945 and achieved three more victories. On October 12, 1949, while serving with VF-43, he was killed in a F4U-4 accident during takeoff from USS Franklin D. Roosevelt. The wreckage of his Wildcat was first examined by aviation researchers in the 1990s.

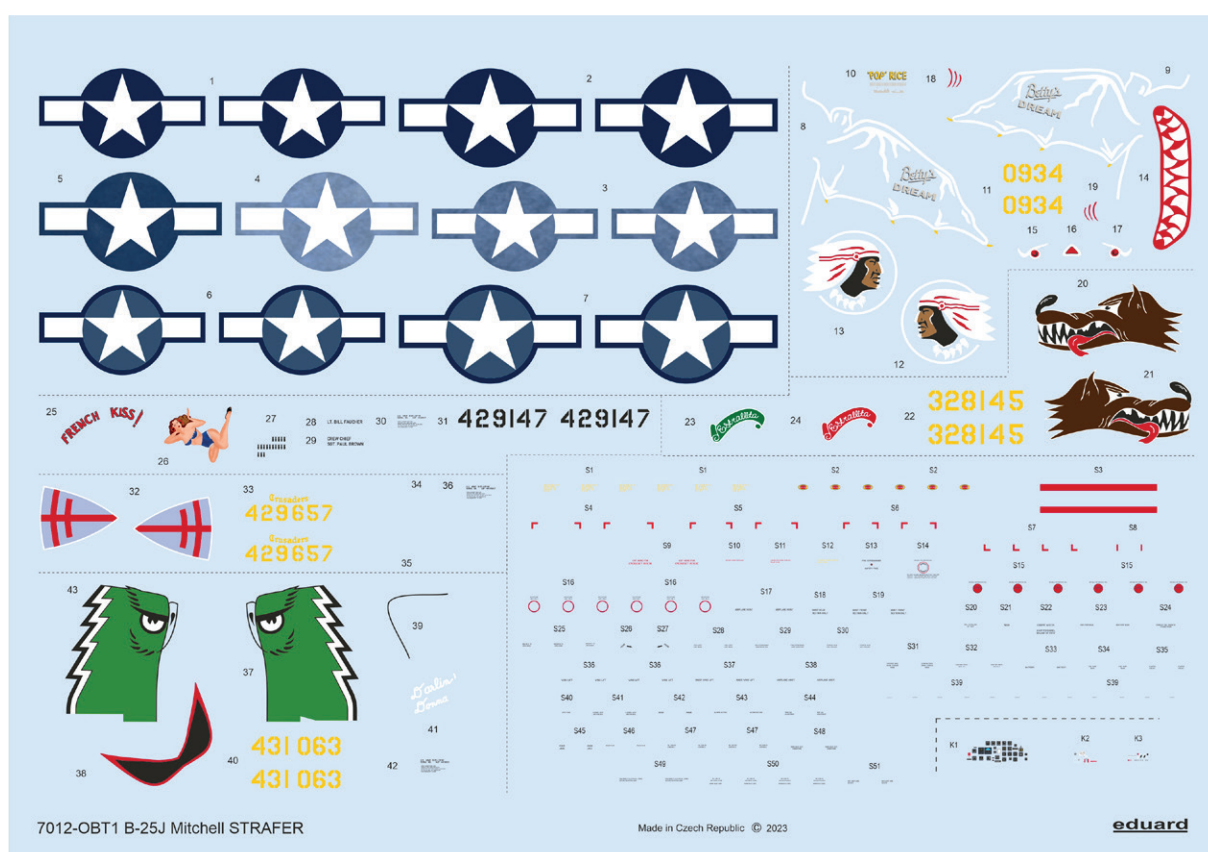
B-25J Mitchell STRAFER

1/72

#7012

ProfiPACK edition kit of US WWII medium bomber B-25J Mitchell with solid nose in 1/72 scale. The kit is focused on planes used in attack on ground targets from low level sky on the battlefields of the Pacific and Southeast Asia.

- plastic parts: Hasegawa
- marking options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

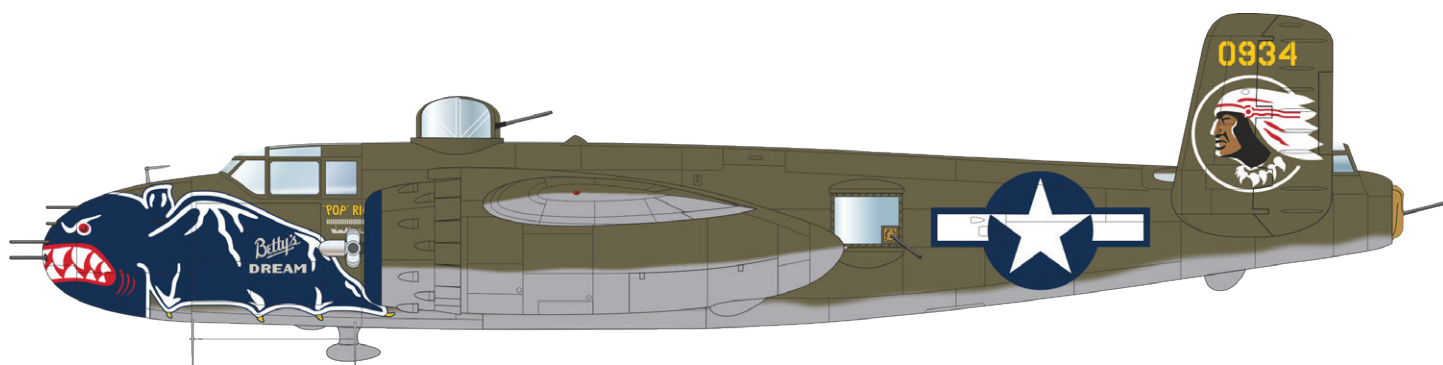
[Product page](#)


7012-OBT1 B-25J Mitchell STRAFER

Made in Czech Republic © 2023

eduard

■ B-25J-30, 44-30934, 1/Lt Charles E. Rice, Jr., 449th BS, 345th BG, 5th AF, Kadena, Okinawa, July 1945

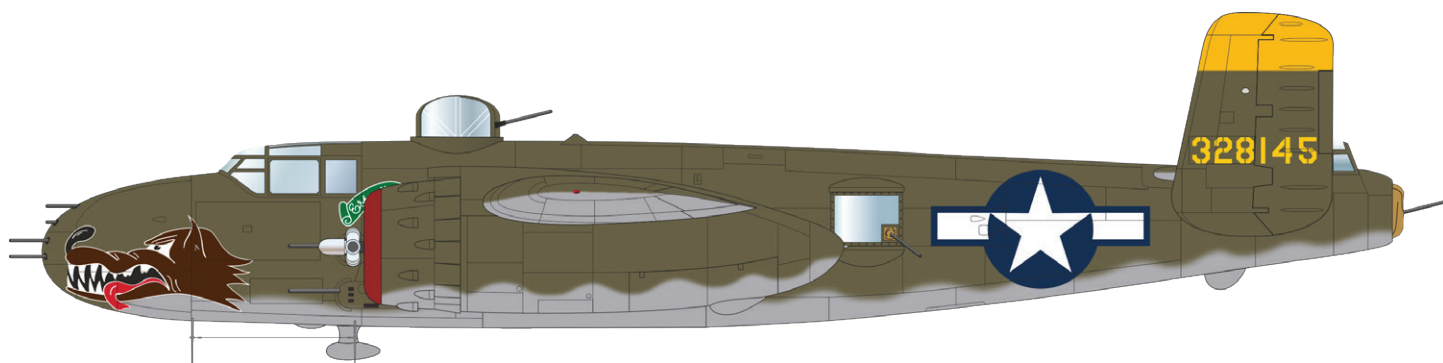


The most significant mission of the Mitchell named Betty's Dream was escort of two white Betty bombers aboard which Japanese peace envoys traveled to Ie Shima on August 21, 1945, after the previous surrender in Manila. The aircraft was assigned to 1/Lt Charles "Pop" Rice,

Jr. who later became the unit's operations officer. The Betty's Dream ship was only briefly with the 449th BS, having been assigned to the unit in June 1945. Due to that, it showed just a little sign of war wear and tear. The typical drawing of a bat on the nose referred to the unit's

name, Bats Outa'Hell. The famous Indian head was painted in its later form, which was the artwork of Cpl. Charles O. Metzel and was applied on the aircraft of the "Air Apaches" from March 1945.

■ B-25J-10, 43-28145, 71st BS, 38th BG, 5th AF, Lingayen, Philippines, 1945

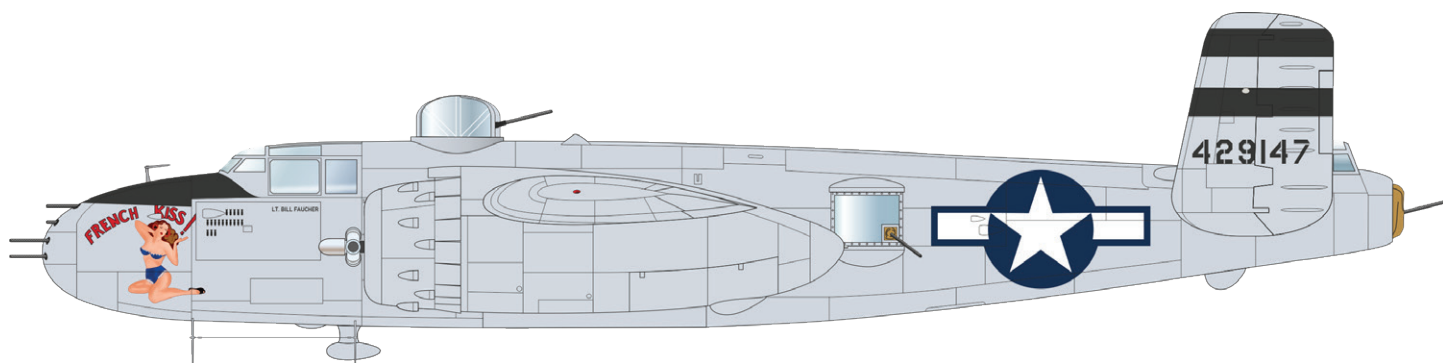


The "Sunsetters", as was the 38th Bombardment Group known, consisted of four squadrons, of which the 71st BS was nicknamed "Wolf Pack". This aircraft is known in two marking states, as it originally sported smaller wolf head painted on the nose and no bombing mission marks under the cockpit. Later the wolf head was changed for bigger one and marks indicating 106 missions were added. Originally,

the side gun packs were fitted, known photos of the later state of marking show they had been removed. The decals of this marking option refer to the early version. Unfortunately, not too much is known about this aircraft. There was nothing found about it in the squadron's official records, as many mission reports do not specify the aircraft participating. There is also uncertainty about the

color of the Estrallita inscription as well as of the wolf's head, as it was usually painted either brown or dark gray. We tend to believe it was brown in this case. Regarding the Estrallita sign we offer green and red option to choose from...

■ B-25J-20, 44-29147, Lt. William J. Faucher, 396th BS, 41st BG, 7th AF, Kadena, Okinawa, July 1945

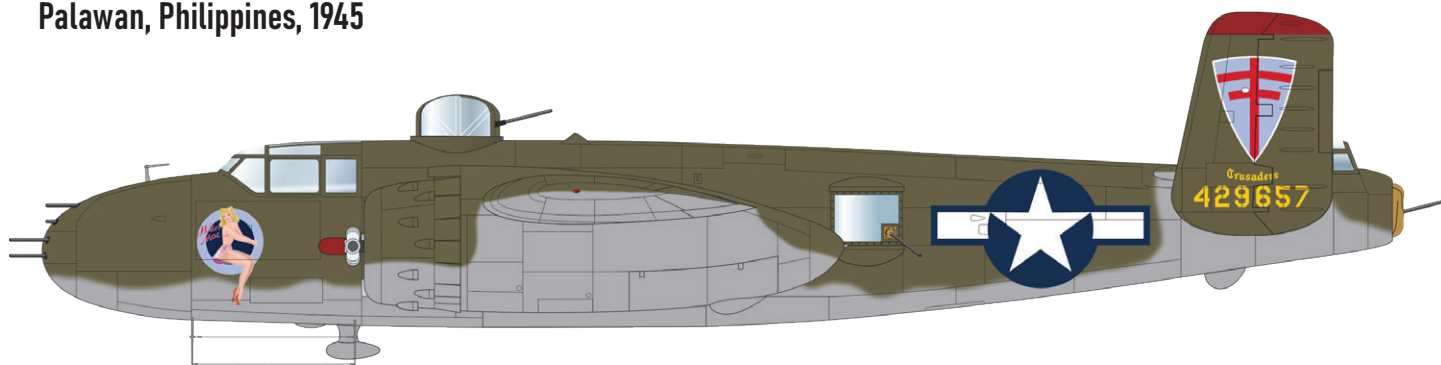


The 41st Bombardment Group moved from Hawaii to Okinawa for the final part of the war in June 1945 and they were the first unit to use the Mitchells to attack the Japanese home soil since the famous Doolittle Raid in 1942. The mission No. 1-45 was flown by 15 aircraft which attacked

the Chiran airfield on Kyushu Island. The 44-29147 did not participate but was flown on other occasions. The aircraft was assigned to Lt. "Bill" Faucher, who was usually in crew with Lt. F. E. Brown as co-pilot. The aircraft was one of those left in natural metal finish and sported the

girl wearing blue bikini swimsuit on the port side of the nose. The painting was probably one of many within USAAF inspired by famous Alberto Vargas' paintings.

■ B-25J-20, 44-29657, 1/Lt Thomas Cockrell, 100th BS, 42nd BG, 13th AF, Puerto Princesa, Palawan, Philippines, 1945

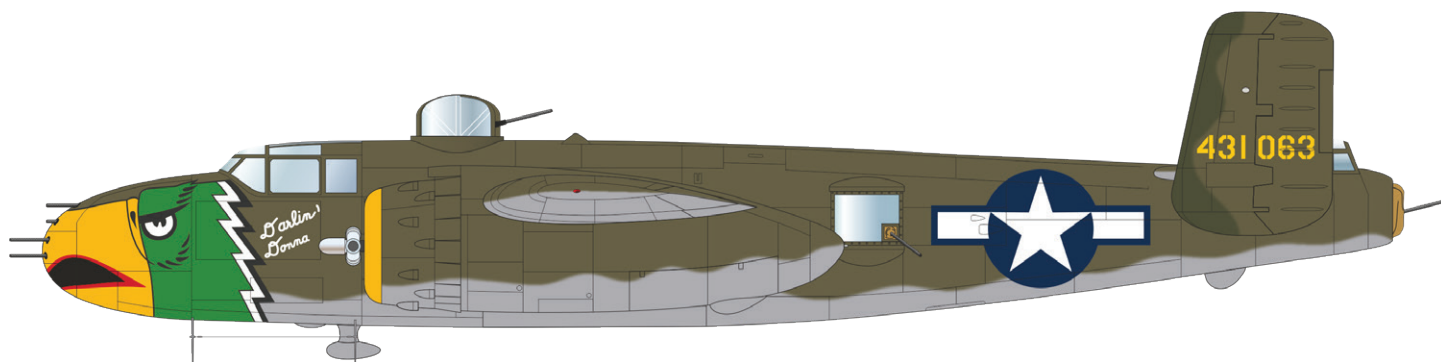


Activated on January 15, 1940, 42nd BG patrolled the west coast during 1942 and moved to the Pacific theater in March and April 1943. The Group named "Crusaders" was assigned to 13th AF and entered combat in June 1943, operating from bases in the Solomon Islands. In March 1945 the group moved to the Philippines and attacked shipping along the China coast, targets in French Indochina and

bombed airfields and installations in the Philippines. They also supported ground operations on Mindanao and supported Australian forces on Borneo during May and June 1945. Early in 1945 fifth unit, 100th BS, previously known as 106th Reconnaissance Squadron, was incorporated into the Crusaders. This Mitchell was assigned to Lt. Thomas Cockrell, whose son Gordon later followed father's foot-

steps as he served with US Army as a helicopter pilot. The colors of the nose art are not known, we tend to believe the blue colors of Crusaders' shield and of the insignia were used. Red central circle is also possible, but the red circles were something unwanted on the aircraft fighting against Japanese...

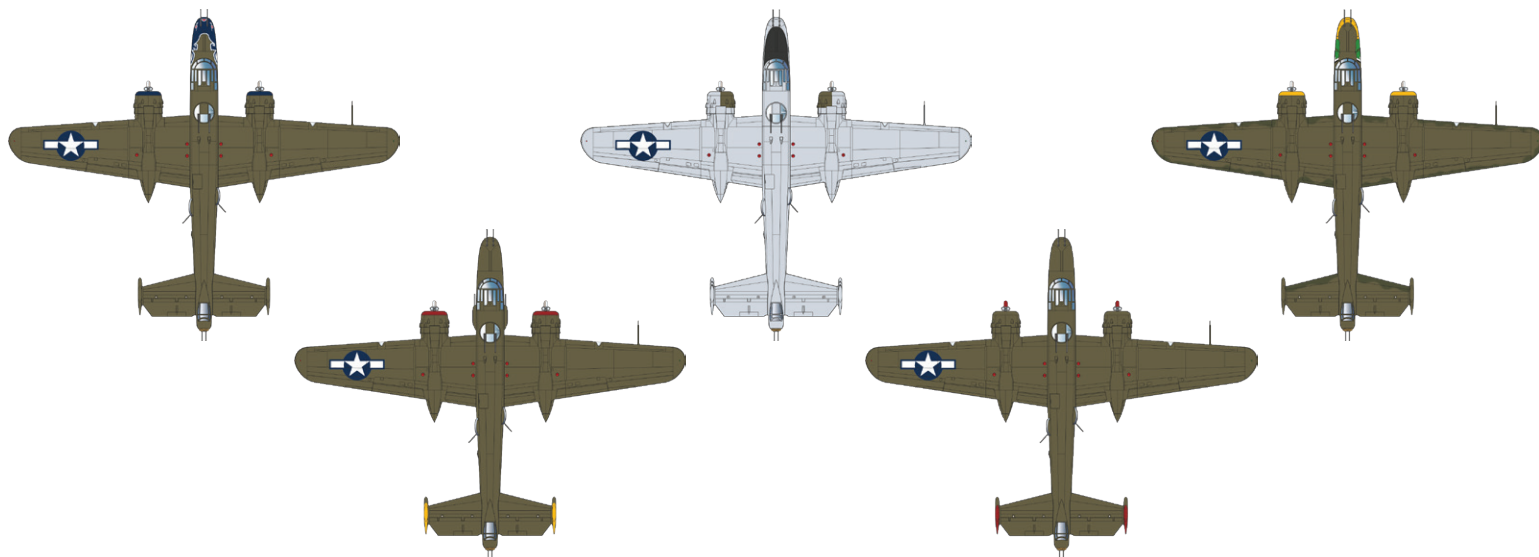
■ B-25J-30, 44-31063, 498th BS, 345th BG, 5th AF, Ie Shima, Okinawa, Japan, July 1945



One of the most famous and colorful units in the Pacific, the "Air Apaches", was constituted on September 3, 1942, as 345th Bombing Group (medium) and after activation they trained immediately with B-25s. Originally, they were to be deployed in UK, but Major General George C. Kenney had successfully pledged for more B-25 units to be assigned to his 5th Air Force. Thus, in April 1943, the Group moved to the Pacific Theatre and after arrival to Australia,

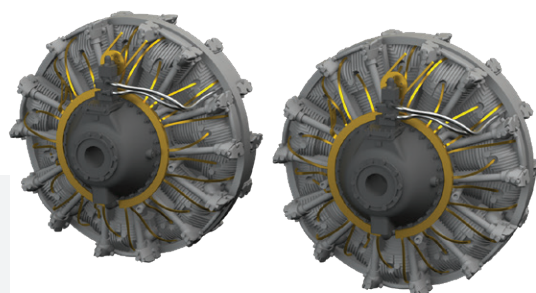
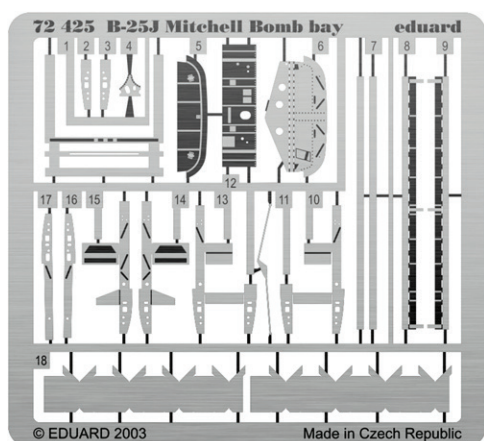
their B-25Ds were field-modified to Strafer version according to the instructions set-up by famous "Pappy" Gunn, at the time already the Technical Officer of the 5th Air Force. The "Air Apaches" participated with these and later with B-25Js in no less than nine major campaigns. All four squadrons they consisted of had their distinctive markings and names, the 498th BS being known as "Falcons" with the stylized falcon head adorning the nose of

each aircraft of the unit. The state of Darlin' Donna portrayed here matches the appearance of the aircraft when it arrived at Ie Shima at the end of July 1945. It was not sporting the famous Indian head nor the white wingtips, applied at the time already. The leading edges of the tail surfaces and wing had irregular strikes of the green color darker than the original and worn Olive Drab.



Recommended: for B-25J Mitchell STRAFER 1/72

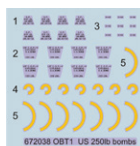
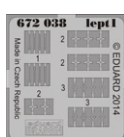
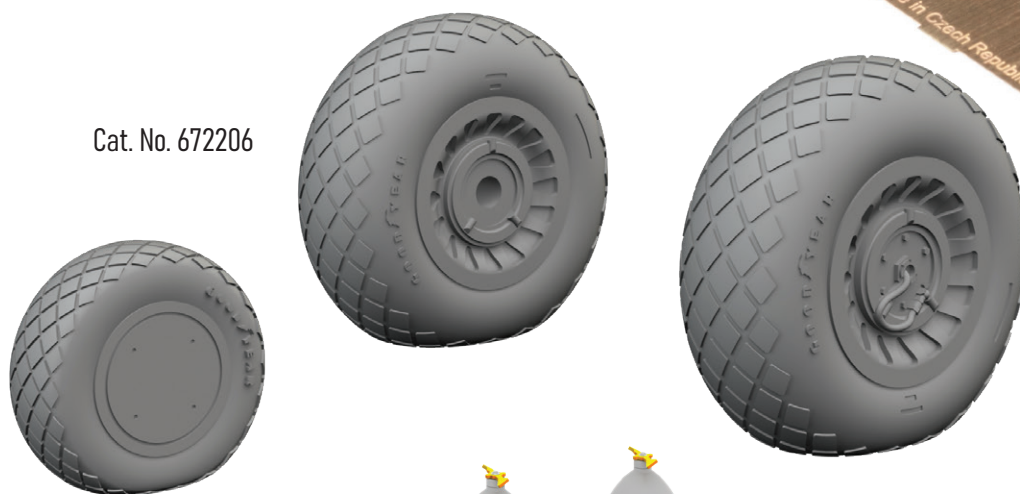
72425	B-25J bomb bay (PE-Set)
672038	US 250lb bombs (Brassin)
672039	US 500lb bombs (Brassin)
672206	B-25 wheels (Brassin)
672244	US 1000lb bombs (Brassin)
672275	B-25J engines (Brassin)



Cat. No. 672275



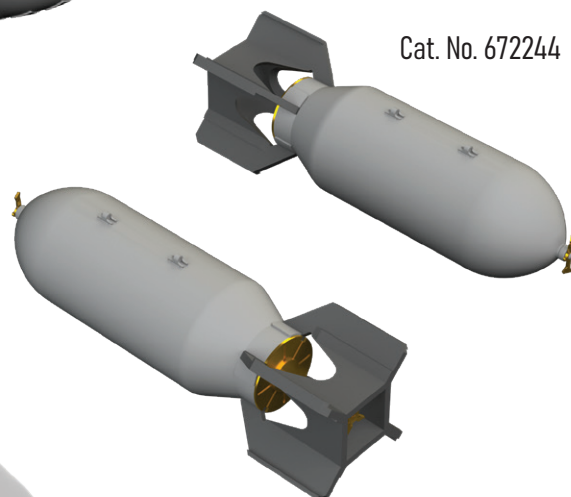
Cat. No. 672206



Cat. No. 672038



Cat. No. 672244



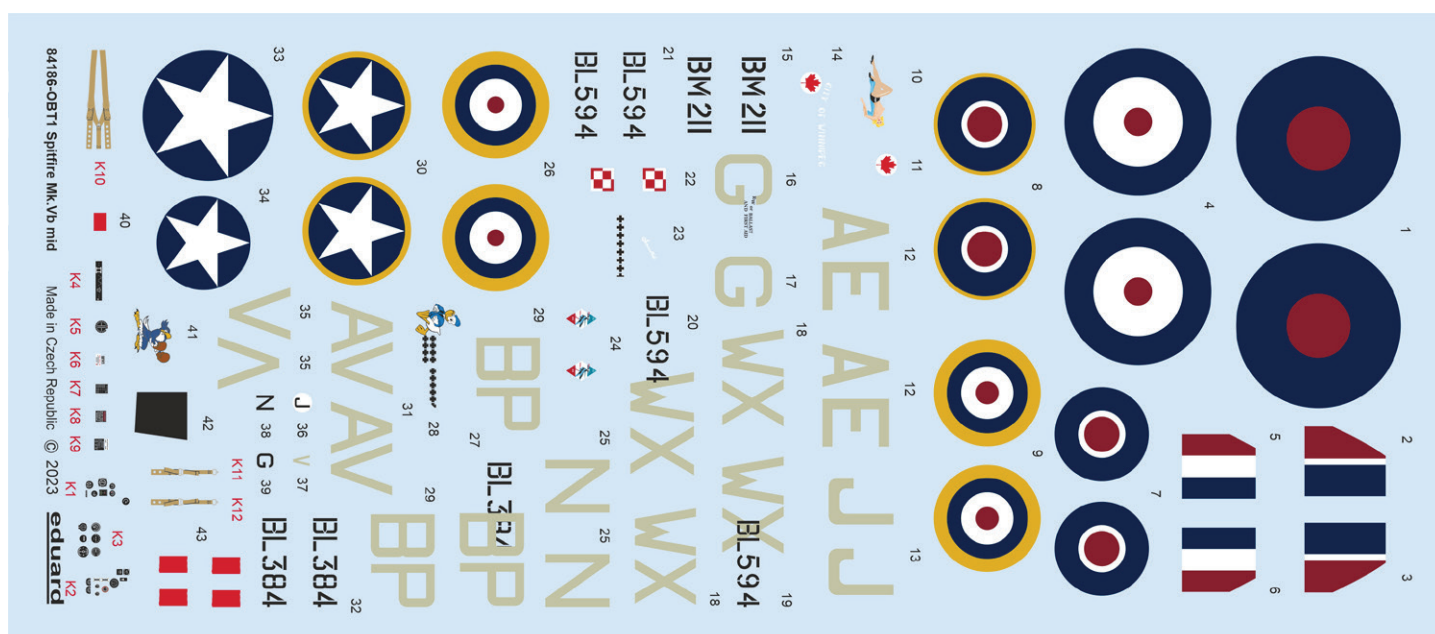
Spitfire Mk.Vb mid

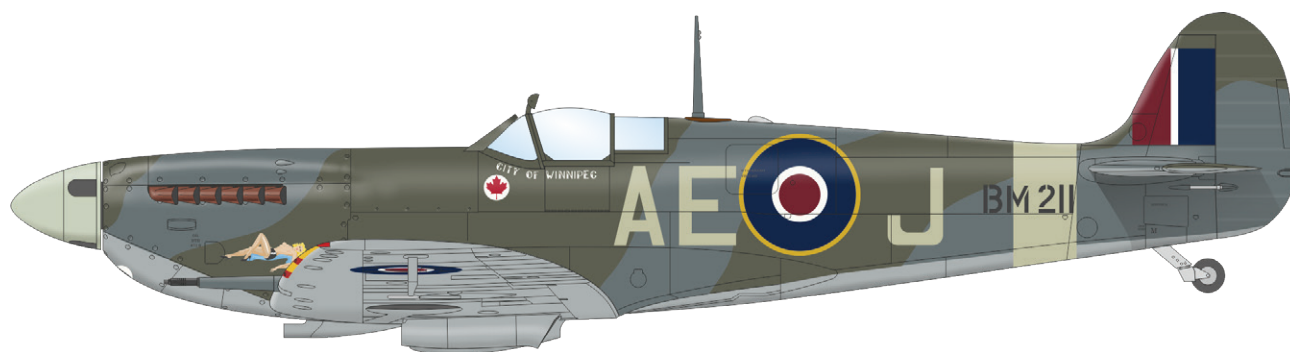
1/48

#84186

Weekend edition kit of British WWII fighter plane Spitfire Mk.Vb in 1/48 scale. The kit is focused on Spitfires in the so-called medium series with pre-set armoured glass on the windshield and a bulge covering the cannon cartridges on the lower surface of the wing in the shape of a kidney.

- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no

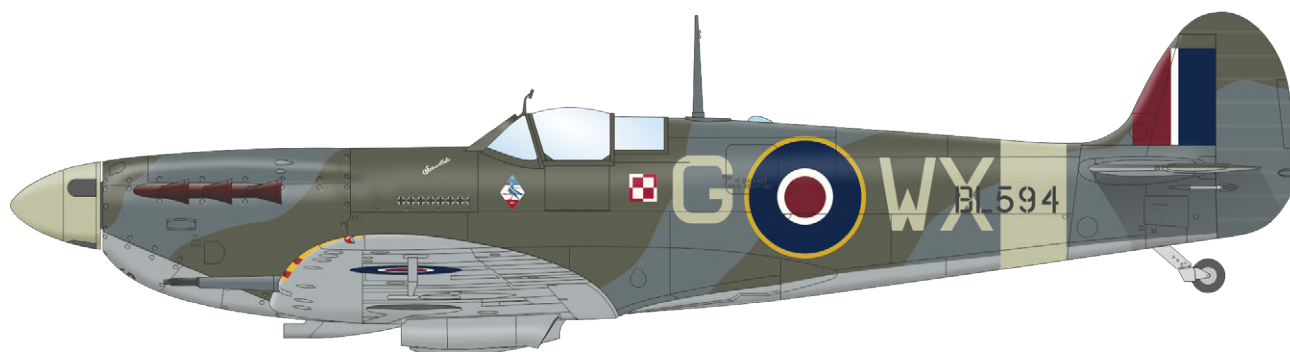
[Product page](#)


■ **BM211, F/Lt John D. Mitchner, No. 402 Squadron RCAF, RAF Merston, United Kingdom, September–November 1943**

John Mitchener was born in Saskatoon, Canada in 1914 and before he joined RCAF in October 1940 he had worked for three years as a bookseller. In June 1941 he finished his basic pilot training and after that, in the middle of August, he was transferred to Britain. In the beginning of September, he was assigned to No. 263 Squadron equipped with Whirlwinds where he flew until June 1942. After his brief instructor's stint at No. 55 OTU in July he was assigned to No. 247 Squadron and next month to No. 116 Squadron. In November he was transferred to No. 402 Squadron where, in the beginning of 1943, he scored his

first victory. In October he was decorated with DFC and in February 1944 he completed his tour of duty. After his return to Canada, he served at Tealing and in August 1944 returned to Europe where he was attached to No. 421 Squadron as a flight leader. In the end of September, he was transferred to No. 416 Squadron and in November he assumed command of the whole unit. In 1946 he returned to Canada and continued his service with RCAF. In 1953 he became commander of Sylvestre and Lac St. Debris air bases and in 1960 he retired due to the health issues. He passed away on December 8, 1964. During his wartime ca-

reer John Davidson Mitchner scored 11 confirmed kills and three probables. He also damaged three enemy aircraft. At No. 402 Squadron John Mitchner regularly flew Spitfire LF Mk. Vb BM211 coded AE-J in the fall of 1943. On the fuselage starboard side, the aircraft carried his personal nose art of sunbathing Miss Jane, a character from the Daily Mirror magazine. This Spitfire featured the newer exhausts introduced as the standard with Mk.IX version. Majority of the No. 402 Squadron Spitfires Mk.Vb were equipped with these exhausts since they helped improve the aircraft performance.

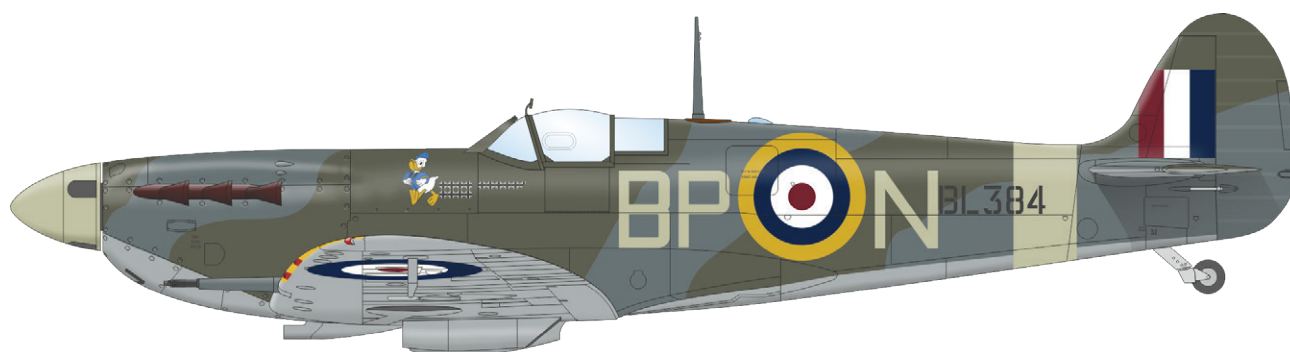
■ **BL594, W/Cdr Alexandr Gabszewicz, No. 2 Polish Wing, RAF Northolt, United Kingdom, February–May 1943**

BL594 was delivered to No. 242 Squadron in April 1942 but in May it was damaged in an accident, consequently repaired, and delivered to No. 303 (Polish) Squadron, at that time operating out of the Kirton-in-Lindsey airfield.

It was coded RF-G and assigned to F/O Horbaczewski as his personal mount. In the beginning of February 1943 No. 303 Squadron was transferred to Heston but BL594 was left at

Kirton-in-Lindsey airfield assigned to No. 2 Polish Wing commander Alexandr Gabszewicz as his personal mount. His new Spitfire was re-painted to No. 302 (Polish) Squadron standards including the unit insignia. Gabszewicz had his personal score, seven and half black crosses, painted on the drop tank port side including the name "Smarkata" (which refers to the very young age of his fiancée, Elizabeth Helen Bullimore). In

the beginning of June, No. 302 (Polish) Squadron was transferred to No. 1 Polish Wing in Heston and BL594 was left with No. 308 (Polish) Squadron. It was rebuilt to LF Mk.Vb standard and in January 1944 assigned to No. 234 Squadron. On May 9, 1944, BL594 was shot down by flak near Berck-sur-Mer. Its pilot, F/O D. N. Greenhalghem, bailed out however did not survive.

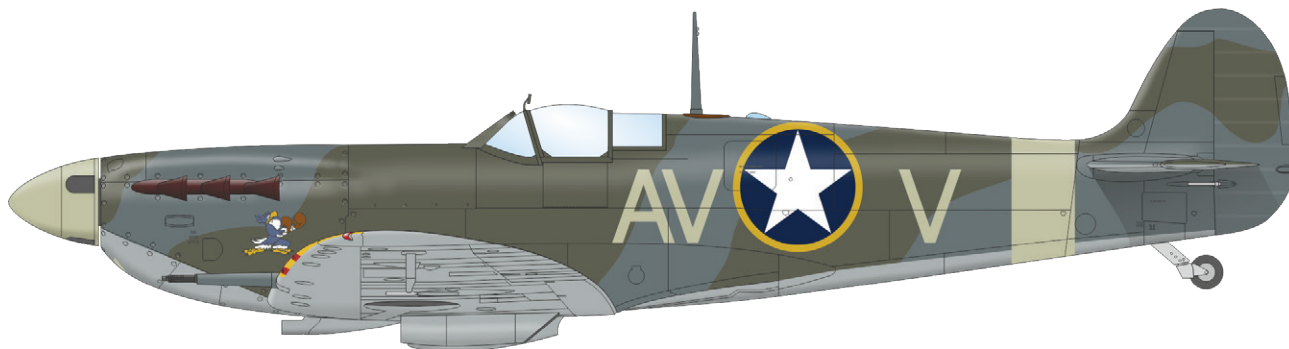
■ **BL384, F/Lt John A. A. Gibson, No. 457 Squadron RAAF, RAF Andreas, United Kingdom, December 1941**

On December 11, 1941, Spitfire BL351 was assigned to the Australian No. 457 Squadron. Initially P/O Ken James was frequently at its controls. Later this pilot was credited with 2.5 kills. In February 1942, BL351 was assigned to

F/Lt John Gibson, a New Zealander who in 1940 claimed 11.5 kills while flying Hurricanes with No. 501 Squadron. Gibson had his personal marking, Donald Duck, painted on his new Spitfire, including all his confirmed aerial victo-

ries, 13.5 of them at that time. In March 1942, BL351 was transferred to No. 452 Squadron and ultimately destroyed in a ground collision on May 8 of the same year.

■ BM309, 2/Lt Robert A. Boock, 335th FS, 4th FG, Debden, United Kingdom, February 1943



During WWII the 4th Fighter Group was a component of the 8th USAAF. The group operated out of Debden airbase which gave it a nickname Debden Eagles. Between September 1940 and July 1941 three Eagle Squadrons were formed out of the American volunteer pilots before the United States

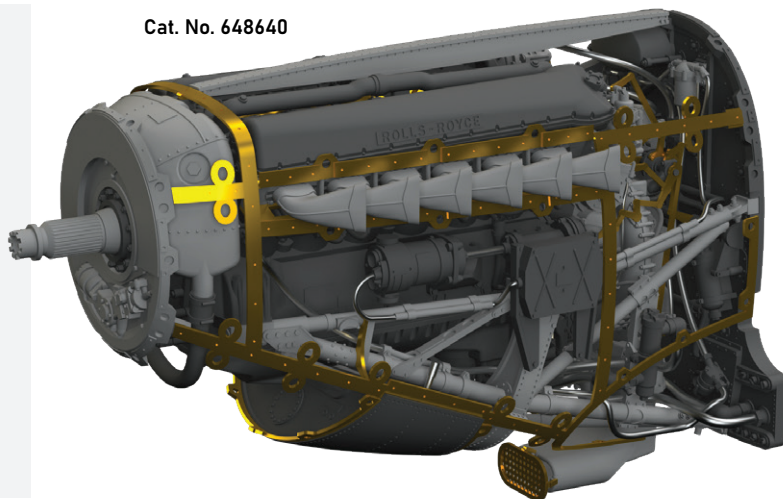
entered WWII in December 1941. These units operated under the RAF command until September 29, 1942, when they formed the 4th FG of the 8th USAAF. The No. 71, No. 121 and No. 133 Squadron RAF became 334th, 335th and 336th FG of the USAAF. During the last large scale engagement of the 4th FG

on January 22, 1943 2/Lt. Robert A. Boock from 335th FS flying Spitfire Mk.Vb BM309 shot down a Fw 190 North-West of Dunkerque. His Spitfire carried an unofficial 4th FG insignia on the starboard side of the engine cowling.

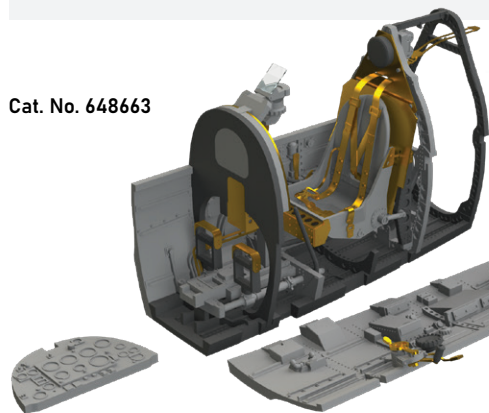
Recommended: for Spitfire Mk.Vb mid 1/48

481065	Spitfire Mk.V landing flaps (PE-Set)
FE1207	Spitfire Mk.V seatbelts STEEL (PE-Set)
FE1322	Spitfire Mk.Vb weekend (PE-Set)
644113	Spitfire Mk.V LööK (Brassin)
648098	Spitfire wheels - 5 spoke (Brassin)
648119	Spitfire wheels - 5 spoke, smooth tire (Brassin)
648640	Spitfire Mk.V engine (Brassin)
648663	Spitfire Mk.V cockpit (Brassin)
648664	Spitfire Mk.V wheels (Brassin)
648667	Spitfire Mk.V three-stacks exhausts rounded (Brassin)
648668	Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
648669	Spitfire Mk.V six-stacks exhausts fishtail (Brassin)
648738	Spitfire Mk.V landing flaps PRINT (Brassin)
D48088	Spitfire Mk.V stencils (Decal Set)

Cat. No. 648640

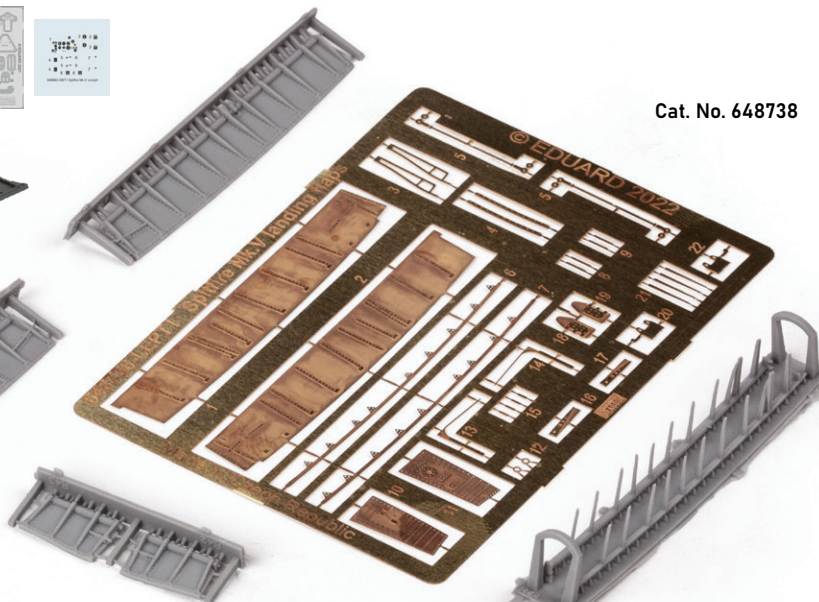


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Cat. No. 648738

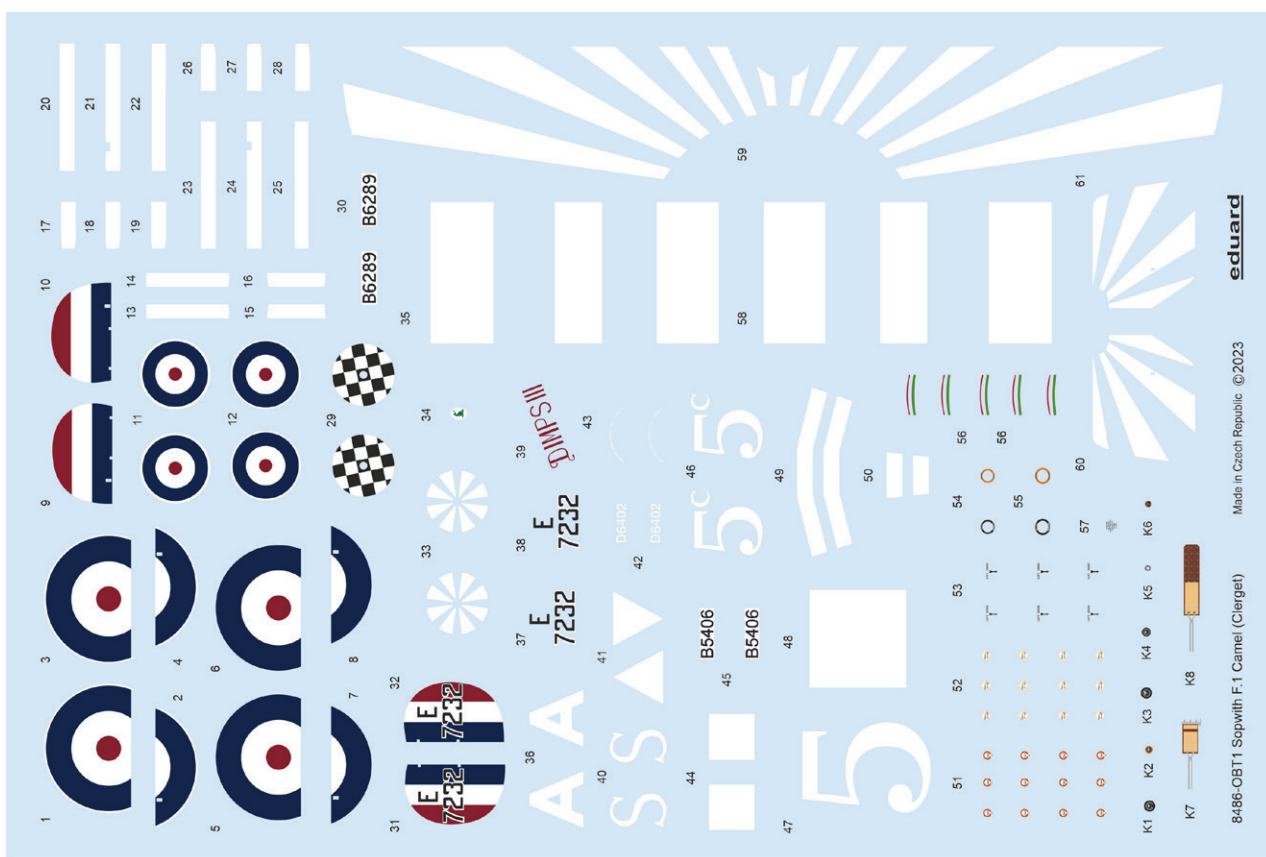


Sopwith F.1 Camel (Clerget) 1/48

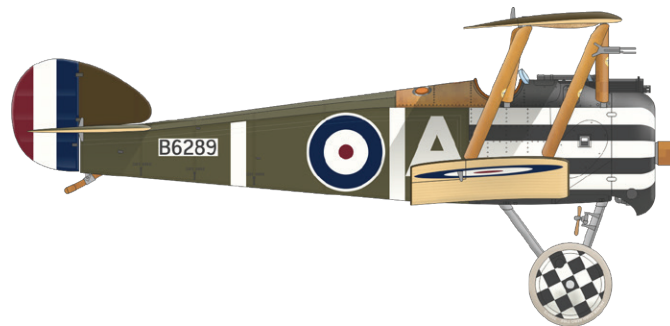
#8486

Weekend edition kit of British WWI fighter aircraft Sopwith F.1 Camel with Clerget rotary engine in 1/48 scale. The kit offers Camels served in RAF in Army, Navy and training units.

- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no

[Product page](#)

■ B6289, W. M. Alexander, No. 10(N) Squadron RNAS, Téguehem, France, January 1918



Canadian William Melville Alexander was native from Toronto, and he was keen to learn to fly as soon as he turned out 18. As the Curtiss and Wright Brothers flying schools were at full capacity, he took a journey to Stinson school in San Antonio, Texas. There he got just 3,5 hours of training prior to his flying test. He succeeded and received Aero Club of America Certificate No. 447. In 1916, back in Canada, he was appointed a flight sub-lieutenant in the RNAS and after future train-

ing he was sent overseas to become member of No. 3 (Naval) Wing in France. There he was flying Sopwith 1½ Strutters. Four months later, his unit was disbanded, and Alexander was posted to the new No. 10 (N) Squadron to fly Sopwith Triplanes as a part of Raymond Collishaw's "Black Flight". He achieved his first victory on June 2, 1917, (shared) and he added seven more by the end of July. After the unit started to receive new Camels, Alexander achieved his first victory on this type on August

16. He was also still using Triplane for some time alongside Camel. On August 27 he was appointed an acting Flight Commander. Altogether he achieved 23 victories, most of them classified as Out of Control (OOC) which was also the case of the only victory achieved with Camel B6289. He did not continue military service after the war and died on October 4, 1988, in Canada.

■ E7232, No. 4 Flying School, Freiston, United Kingdom, 1918

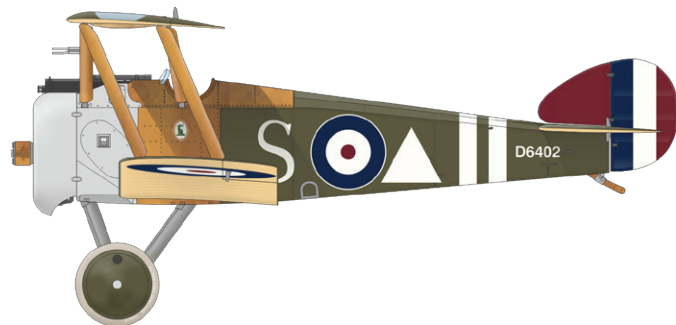


This Camel was manufactured by Ruston Proctor & Co Ltd. In September 1918 and was posted to No. 4 Flying School in Freiston, where it got colorful painting of white and red colors. The upper side of the top wing obtained the motif of the rays of rising sun, while upper side of bottom wing got simple stripes of white and red color. The name Dimpson was painted on the left side only probably. The site of the RNAS Freiston Shores was established in 1917 and served

as a satellite base for air-weapon training for near-by RNAS Cranwell. Originally it was nothing more than a field on area of about 80 acres and was originally used for final two weeks of training of officers on the advanced flying course at RNAS Cranwell. However, its role was soon extended, and the airfield was expanded and hangars, accommodation blocks and a control tower were built. The airfield was originally known as the RNAS Gunnery School

or Armament Training School and then became the School of Aerial Fighting and Bomb Dropping when the RNAS became amalgamated into the newly formed RAF in 1918. The name of the school then changed again to the No. 4 School of Aerial Fighting and Gunnery and was redesignated again as No. 4 Fighting School. The base was disbanded in March 1920.

■ D6402, Henry W. Woollett, No. 43 Sqn, Avesnes-le-Comte, France, April 1918

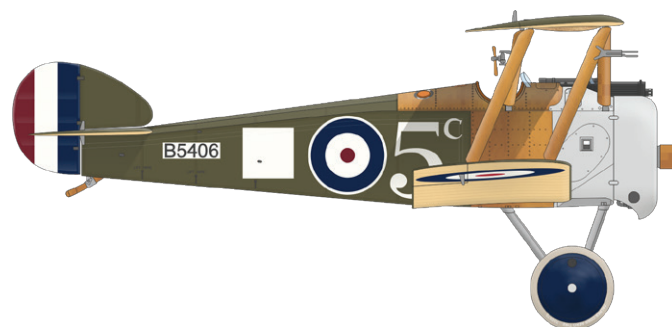
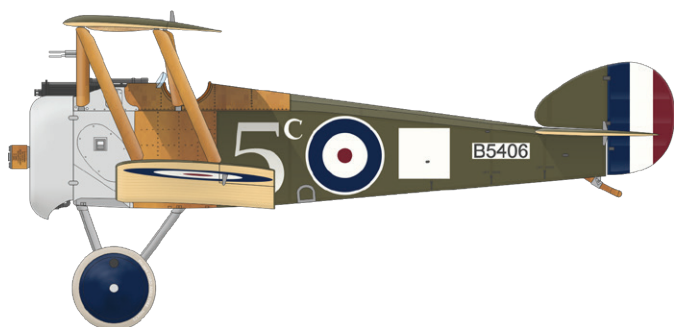


Henry Winslow Woollett was set to follow in the footsteps of his father, who was a doctor. Henry, medical student at the outbreak of WWI, was commissioned in the Lincolshire Regiment in August 1914 and took part in the Suvla Bay landings in the Dardanelles. He was transferred to the RFC in 1916 and after training he joined No. 24 Squadron RFC in November. They were flying DH-2s in France, which were getting obsolete at the time. Woollett managed to shoot

down one enemy flying this "bunch of wires". After converting to DH-5s, he added for more. In August 1917 Woollett returned to England, became Flight Commander. Back to France in March 1918, he joined No. 43 Squadron with Camels. As a leader of the C Flight, he brought his score to 35 by early August. Of these victims 11 were balloons. His specialty in fighting these heavily defended targets, was the reason behind the adoption of irregular fields of very

light color over the upper wing and rudder. This was to mimic the appearance of more colorful German aircraft. This additional camouflage lasted only for a couple of days before being ordered to be painted out. Some sources state white color of these fields, but on the existing photo they look somewhat darker and might be of very light blue as well. This is up to every modeler to choose.

B5406, Lt. Sadhar H. Malik, No. 28 Squadron RFC, Droglant, France, October 1917



Sadhar Hardit Malik became the first Indian to fly as a pilot with the RFC in the WWI. He travelled to England from Punjab at the age of 14 to attend preparation school and college studies at Balliol College. After his graduation in 1915 he applied to join the RFC but was denied. He then served with the French Red Cross in 1916 as an ambulance driver and still determined to fly he applied to join the Aéronautique Militaire in 1916. When his Oxford tutor Francis Urquhart learned about it, he considered

it scandalous and wrote to head of the RFC General Henderson. The intercession paid off and Malik was accepted as an air cadet. On April 6, 1917, he received a temporary commission as a second Lieutenant in the RFC and was trained as a pilot. His first assignment was with No. 26 Sqn from July 13, 1917. As an observant Sikh, he wore a turban instead of a helmet, later covered by specially designed flying helmet. Malik was transferred to No. 28 Sqn in 1917 and managed to score his first victory on October 18. Just

eight days later he scored another kill but was wounded in his right leg. He was set to get back to the action after convalescence, but he was diagnosed as having an allergy to the Sopwith Camel's castor oil lubricant. Due to that he spent rest of the war flying Bristol F.2b Fighters and returned to India after the end of the hostilities to serve in the Indian Civil Service. He was very successful and held several trade and diplomatic posts, namely as Indian Ambassador to France. He died on October 31, 1985.

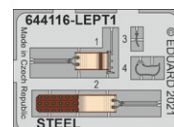
Recommended: for Sopwith F.1 Camel (Clerget) 1/48

- FE1215 Sopwith Camel seatbelts STEEL (PE-Set)
- FE1323 Sopwith Camel F.1 Camel (Clerget) Weekend (PE-Set)
- 644116 Sopwith Camel LööK (Brassin)
- 648657 Sopwith Camel wheels type 1 (Brassin)
- 648658 Sopwith Camel wheels type 2 (Brassin)
- 648659 Sopwith Camel seat (Brassin)
- 648660 Sopwith Camel Vickers Mk.I gun (Brassin)
- 648661 Sopwith Camel US Colt Vickers gun (Brassin)
- 648662 Sopwith Camel 20lb bomb carrier (Brassin)
- 648674 Sopwith Camel Rotherham air pumps (Brassin)
- 648676 Sopwith Camel Clerget engine PRINT (Brassin)
- 3DL48038 Sopwith Camel SPACE (3D Decal Set)
- EX879 Sopwith Camel (Mask)

Cat. No. 648659



Cat. No. 644416



Cat. No. 648661



Cat. No. 648676



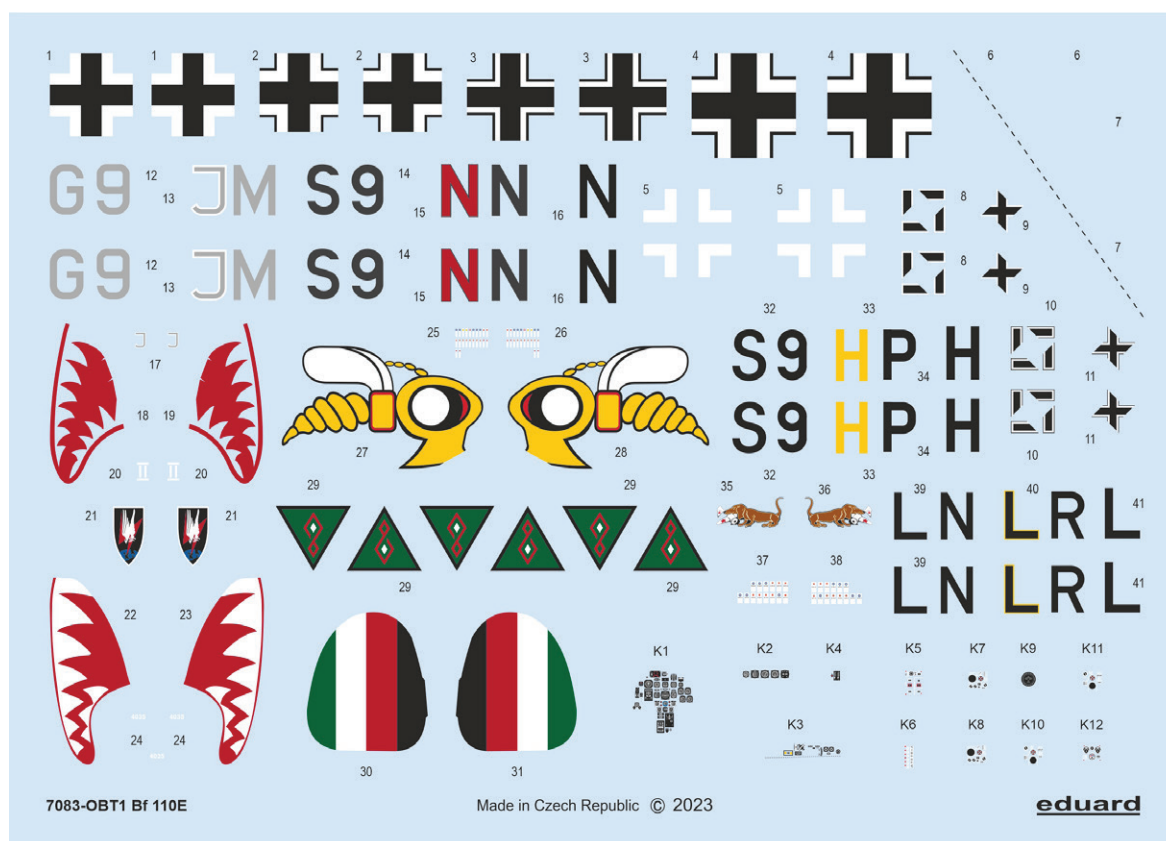
Bf 110E

1/72 Re-release

#7083

ProfiPACK edition kit of German WWII twin-engine heavy fighter aircraft Messerschmitt Bf 110E in 1/72 scale.

- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


■ 4./NJG 1, St. Trond, France, February 1942

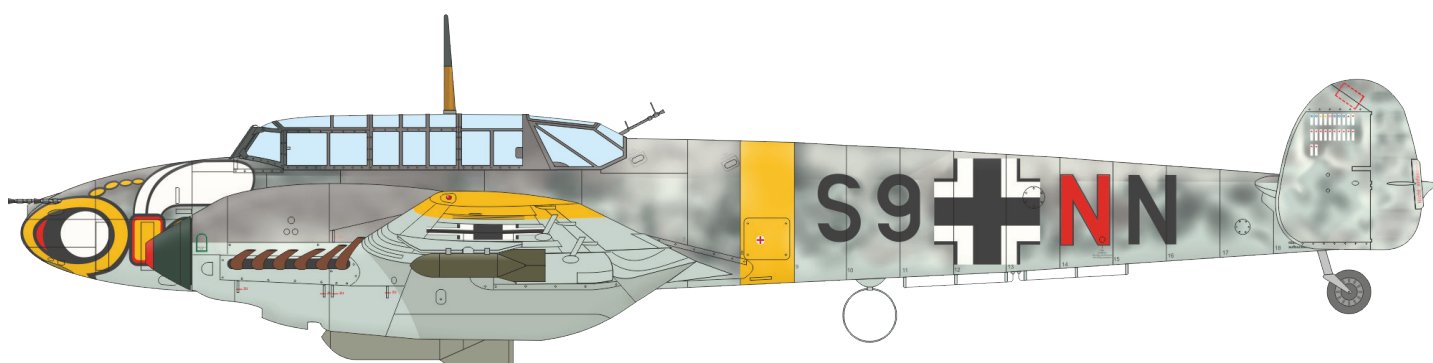


NJG 1 was the oldest night fighter Luftwaffe unit and was founded by the legendary Oberst Wolfgang Falck. At the beginning of 1942, the unit's II. Gruppe was led by Major Walter Ehle, who kept the commanding position for over next three years. In 1942, the well-known night fighter Wilhelm Hergert, for example, also served within the ranks of 4. Staffel II./NJG 1. This "G9+JM" is interesting not only for the shark mouth marking, but also for the temporary application

of a "naval" RLM 72 green on the upper surfaces, as this plane took part in patrol flights for Operation Donnerkeil. A quick identification mark came in the form of a yellow fuselage band. During the operation, the Germans managed to navigate the battleships Scharnhorst and Gneisenau as well as the heavy cruiser Prinz Eugen through the English Channel from Brest (Bretagne, France) to northern Germany. The Luftwaffe, between February 11 and 13, 1942, ensured

uninterrupted patrols over the formation. II./NJG 1 and II./NJG 3 were tasked with cover duty during twilight and overnight hours. On the second day of operations, elements of both night fighter units relocated to Lister airbase in Norway, from which the last segment of the fleet's cruise was covered. The unit's detachment stayed in Norway through to the end of February. All air to air victories during Operation Donnerkeil were achieved by day fighters of the Luftwaffe.

■ Lt. Herbert Kutscha, 5./ZG 1, Soviet Union, 1942

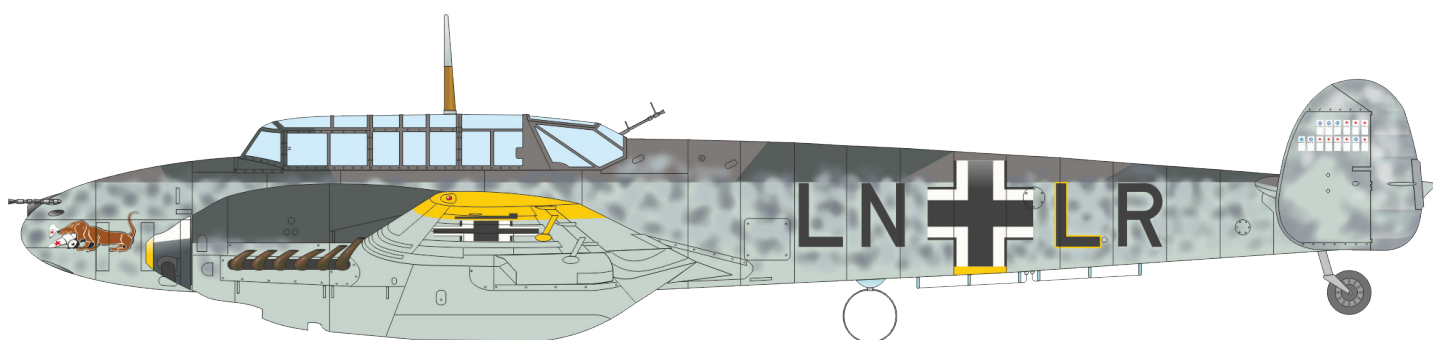


Herbert Kutscha (*1917 †2003) served with II./JG 77 at the beginning of the war, but he was soon transferred to 5./ZG 1 equipped with Messerschmitts Bf 110. During the Battle of France, he shot down a number of aircraft, including a Bf 109 of the air force of neutral Switzerland. Later, he also gained much success on the Eastern Front as a ground attack pilot, partially due to II./ZG 1 transformation into II./SKG 210. Kutscha's II.Gruppe, under the command of Hptm. Rolf Kaldrack, was specialized in ground attack operations, especially in low level bombing. The Bf 110

was able to move faster over the enemy territory than other bombers. Here is where the term "fast bombardment wing" (SKG; Schnellkampfgeschwader) was coined. Kutscha was awarded the Knight's Cross after his 22nd victory. At that time there were 41 aircraft destroyed on the ground, 41 tanks, 15 locomotives, 11 anti-aircraft guns and 157 transport vehicles added to his tally. In June 1943 he took command of 15. Staffel JG 3 "Udet", utilizing single engine fighters. In the summer of 1944, he took control of II./JG 3 in Normandy and by the end of the year he changed

the unit to lead II./JG 27. From February 1945 he commanded III./JG 1 on the Eastern Front. All in all, he flew over 900 sorties and achieved 47 kills, six of which were four engine heavy bombers and 22 of his kills he achieved behind controls of Bf 110. German Geschwader was much bigger unit than RAF or USAAF Squadron. In fact, it was corresponding to USAAF Wing, while Gruppe was equal to USAAF Group and Staffel was similar unit as the USAAF squadron.

■ Lt. Felix-Maria Brandis, 1.(Z)/JG 77, Malmi, Finland, 1942

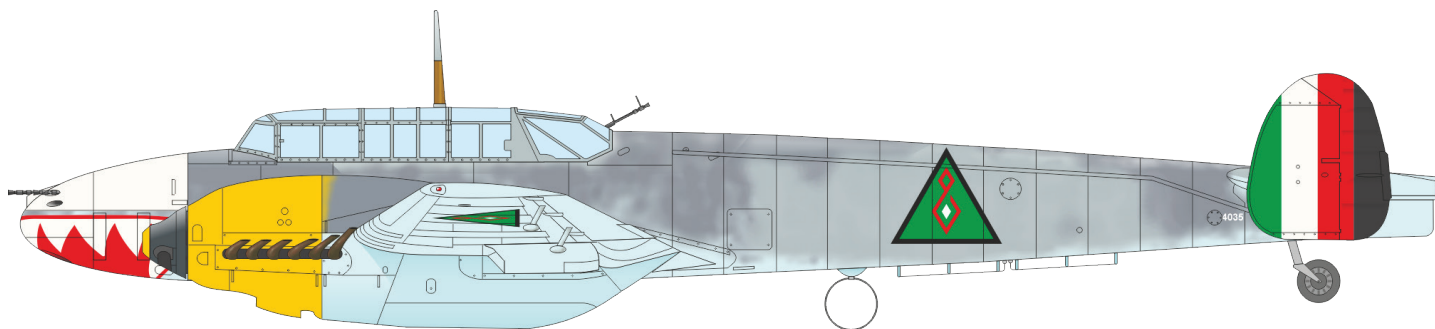


One of the aircraft of 1.(Z)/JG 77 commander Lt. Felix-Maria Brandis while stationed on the Eastern Front. His credit count tallied 14 victories of which five victims were British (including a pair of Fairey Albacores) and nine Soviet aircraft. Lt. Brandis died on February 2, 1942, when flying Bf 110E-2 (WNR. 2546) LN+AR at Olang. He crashed on the return leg of a combat sortie in bad weather conditions.

By that time, his unit had been re-designated 6.(Z)/JG 5 (January 25, 1942). The designation of the unit progressively changed from 1.(Z)/JG 77 to 6.(Z)/JG 5, 10.(Z)/JG 5 and 13.(Z)/JG 5. On the nose of the aircraft, there was the emblem of a dachshund with a Rata (Polikarpov I-16) in its mouth. It was a typical marking of this unit, as a number of these dogs were mascots of the "Dackelstaffel" through its

existence, irrespective of the unit designation carried at any particular time. Some sources even say each crew had their own dog. The wiener dogs even occasionally flew on combat missions with the crew. The unit opposed British aircraft as well as Soviet ones in northern Europe. This aircraft, flown by Lt. Harry Kripphal, fell a victim of anti-aircraft fire 30 km west of Murmansk on June 18, 1942.

■ WNr. 4035, Sonderkommando Junck, Mosul Air Base, Iraq, May 1941

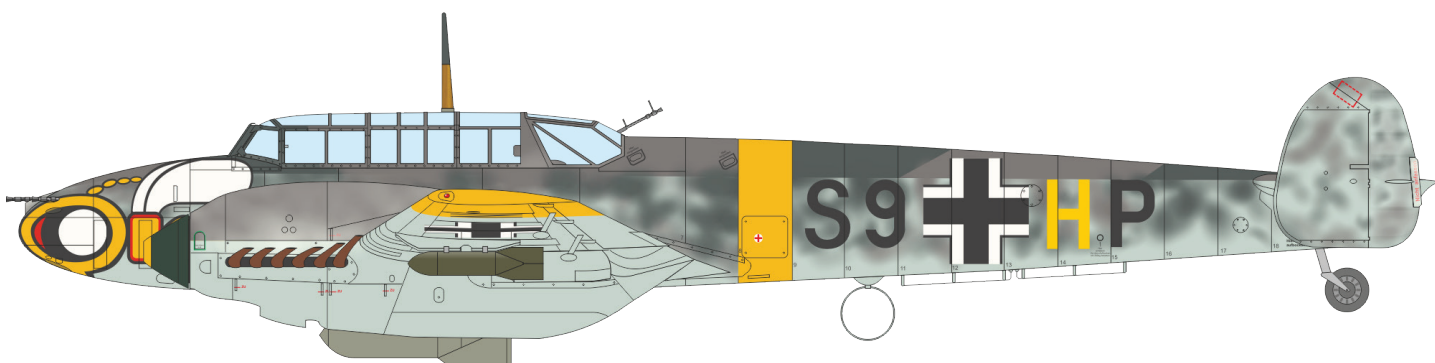


After the outbreak of the Anglo-Iraqi War, which lasted from April 18 to May 30, 1941, the Italians and Germans gave their military support to the Iraqis. The Luftwaffe opposed the RAF with the unit named Sonderkommando Junck, which had Messerschmitt Bf 110 fighters, Heinkel He 111 bombers, and Junkers Ju 52 transport planes in its inventory. The unit was commanded by Oberst Werner Junck, who, during the

course of the First World War with Jasta 8, gained five aerial victories. Between the wars, he was a well-known sport pilot. The Messerschmitts Bf 110 carried Iraqi national insignia but were manned by German crews. In fact, the aircraft in question came from ZG 76 and ZG 26. The only unit's victory during this episode was achieved on May 20, 1941 by Lt. Martin Drewes (a future night fighter ace) of II./ZG 76,

when he shot down a Gloster Gladiator flown by Sgt. Smith of A Squadron of Habbaniya Strike Force over Fallujah. Messerschmitt Bf 110E WNr. 4035 was found by the British after a forced landing. It was repaired in September 1941 and christened "Belle of Berlin". Later it was flown to Egypt to No. 267 Squadron. The aircraft was written off after a forced landing enroute to South Africa.

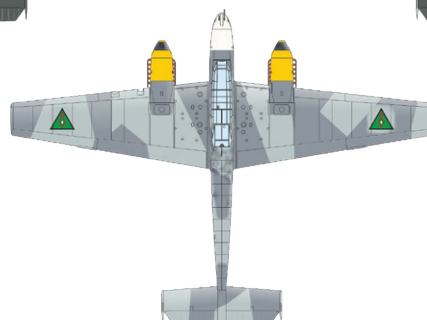
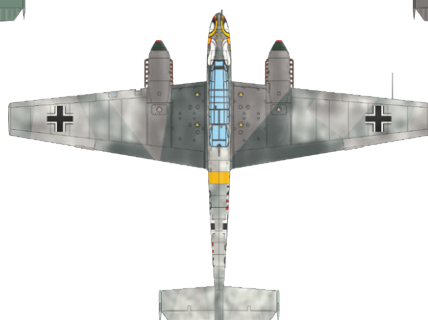
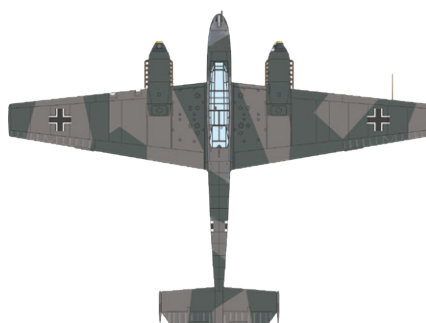
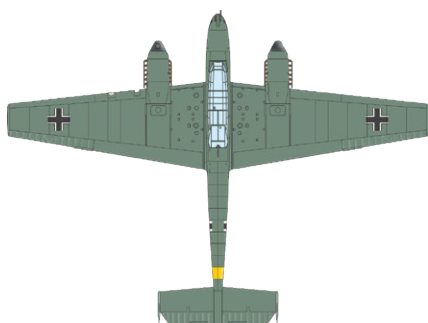
■ 6./ZG 1, Russia, Summer 1942



The wasp emblem (Wespe) was designed in the autumn of 1939 by Lt. Richard Malchfelder, a technical officer of one of the Zerstörergruppe (II./ZG 1). It was originally composed of three small wasps, and was

utilized by the same Gruppe of heavy fighters that went through several designation changes (including II./SKG 210) and, finally, in early 1942, ended up as II./ZG 1. Soon, other Gruppe of Zerstörergeschwader

1 came to use the wasp emblem and their Geschwader carried the operational name of "Wespen". This aircraft sported the RLM 74/75/76 camouflage pattern.



OVERTREES

#7091X

Bf 110E

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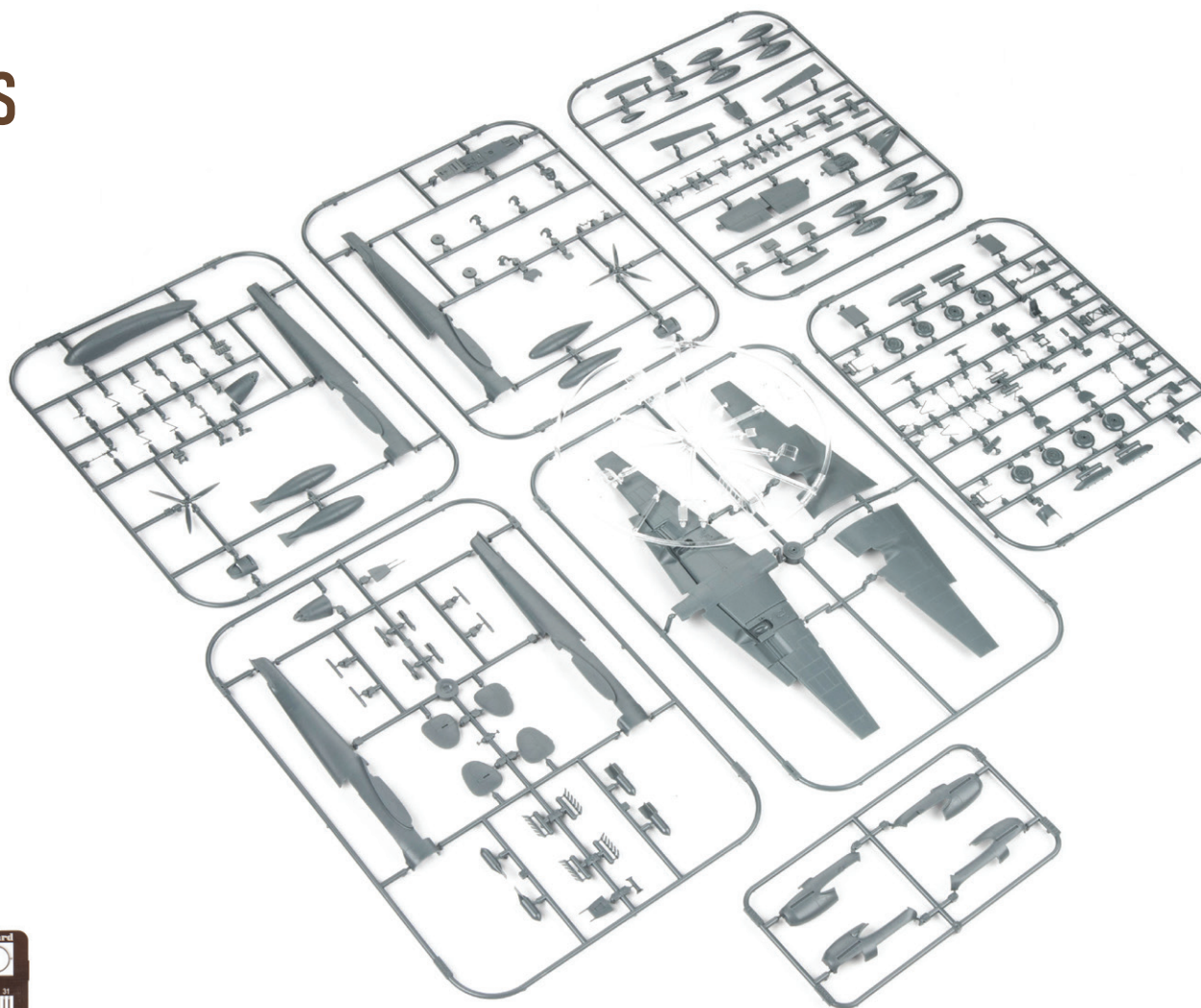
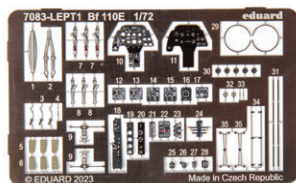
OVERLEPT

#7083-LEPT

Bf 110E

1/72

[Product page](#)



Recommended: for Bf 110E 1/72

672005

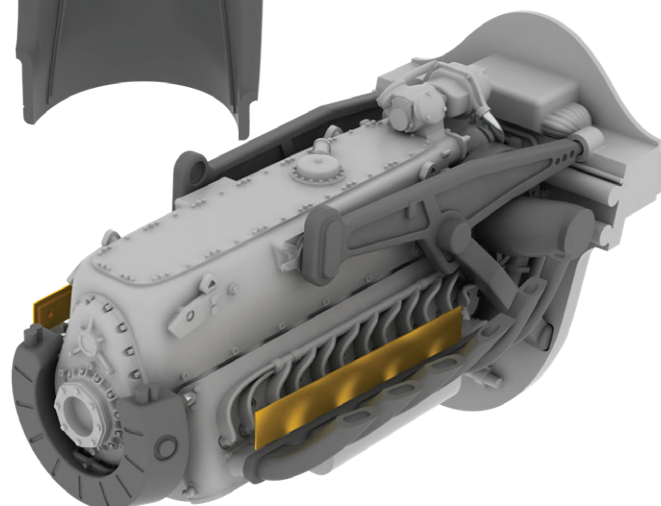
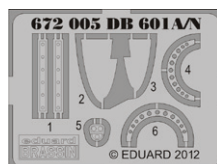
DB 601A/N for Bf 110C/D/E (Brassin)

CX633

Bf 110E (Mask)



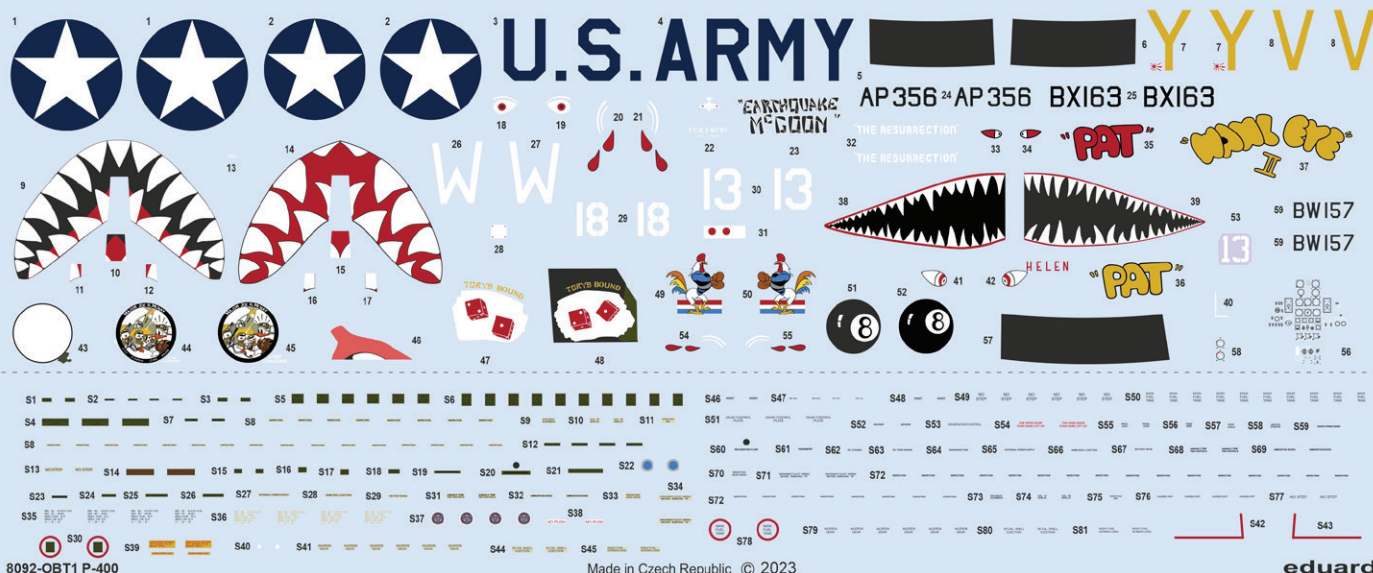
Cat. No. 672005



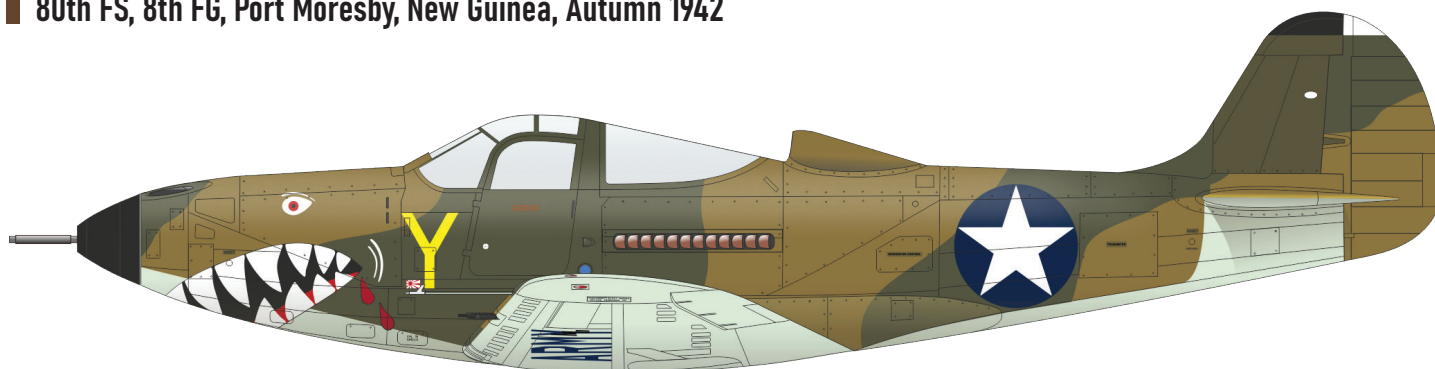
1/48 Re-release

ProfiPACK edition kit of US WWII fighter plane P-400 in 1/48 scale. This version of fighter P-39 Airacobra was ordered by British Purchase Commission in Bell Company, after Japanese attack on Pearl Harbor and entry USA into the War were 200 examples taken up by USAAF, designes as P-400 and were sent to the 5th AF for the service in the South West Pacific.

- Product page



■ 80th FS, 8th FG, Port Moresby, New Guinea, Autumn 1942

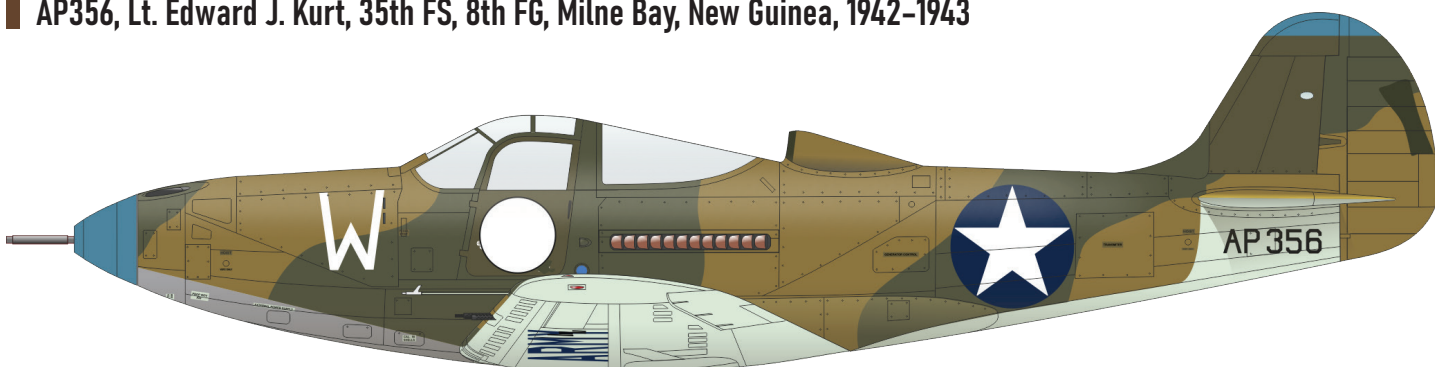


On August 26, 1942, the formation of Airacobras of 80th FS managed to ambush Japanese Zeros taking off from the Buna airbase and shoot down six of them during two attacks with two more claimed as damaged. The interesting fact is, that it all happened due to the "lucky" naviga-

tional error. Owing to the minimal activity of the Japanese air forces over New Guinea during the second half of 1942, these were the only kills credited to 80th FS in the course of 1942. George T. Helveston and Gerald T. Rogers claimed one Zero each, so it is therefore highly probable that Aira-

cobra carrying Y letter code and kill marking belonged to one of these airmen. Black painted propeller spinner and vertical tail surface are very unusual and not documented on any other Airacobra operating over New Guinea. The aircraft also featured replacement rudder.

■ AP356, Lt. Edward J. Kurt, 35th FS, 8th FG, Milne Bay, New Guinea, 1942-1943

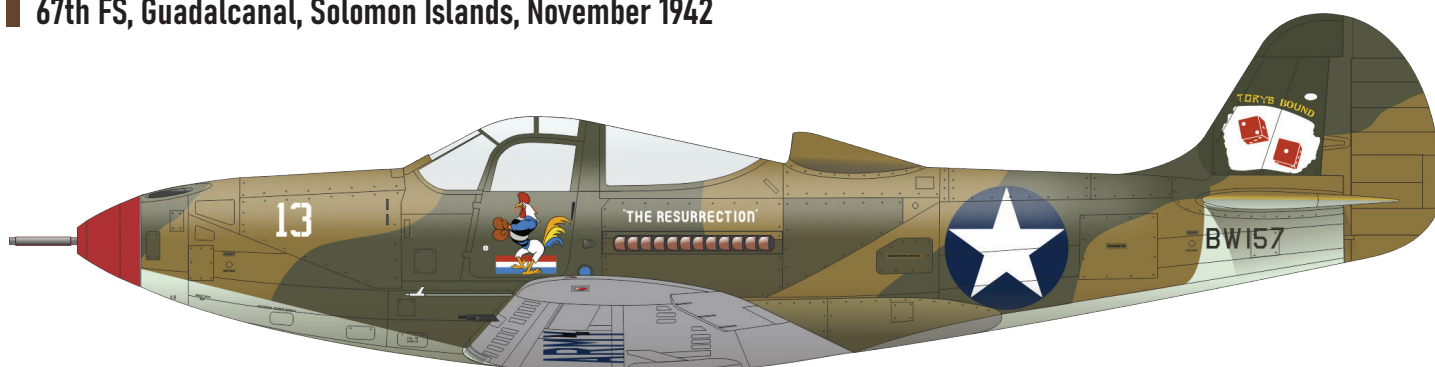


Airacobra named "Earthquake McGoon" was personal aircraft of Lt. Edward J. Kurt and flew with 35th FS from Gurney Field built on the Eastern peninsula of New Guinea island during 1942/43. Lt. Kurt joined the squadron in August 1942 after he received his transfer orders at 15th FG based on Hawaiian Islands. His Airacobra sports the standard British camouflage scheme, however with many repair patches on

the surface. There is a color touch up with darker grey paint on the aircraft nose lower part and patches in distinctly darker green color are visible on the fuselage. Another curiosity is the cockpit door salvaged from the Airacobra belonging to the sister 36th FS commander, Maj. McNay, who left the position in October 1942. The artwork adorning the left door was painted over during the aircraft service life

and in the pictures taken on Gurney Field it only the white circle is apparent. Blue painted propeller spinner and top of the vertical tail surface indicate that this Airacobra originated from 39th FS inventory. A single bomber kill marking on the starboard side of the fuselage was probably achieved by another pilot of the same unit since Lt. Kurt did not claim any victory while serving with 35th FS.

■ 67th FS, Guadalcanal, Solomon Islands, November 1942

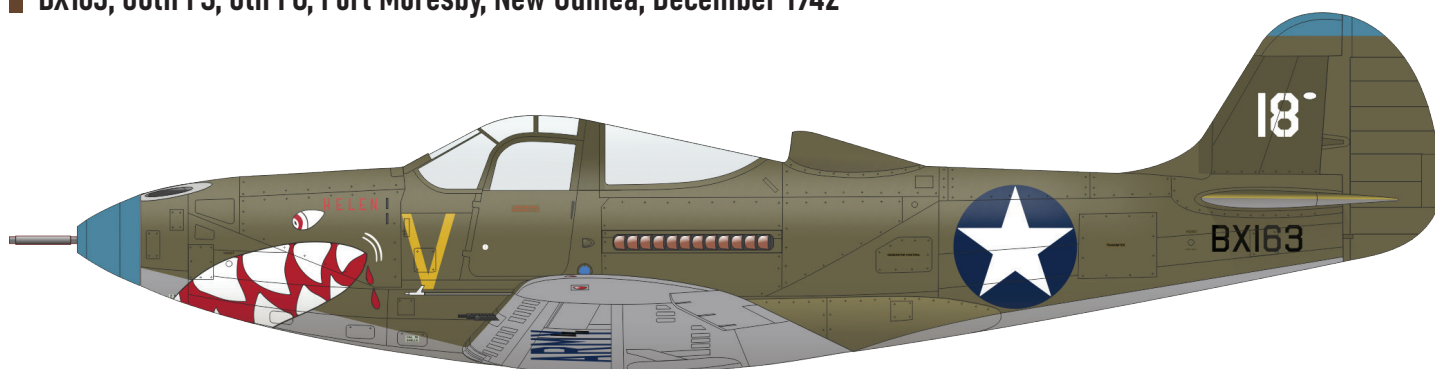


P-400 listed in the squadron records as "Old 13" was one of few original Airacobras delivered to 67th FS in the spring of 1942 and still serving on Guadalcanal in the beginning of 1943. Rudimentary conditions of the remote Pacific airbases and lack of the spare parts forced the ground personnel into many improvisations. Textbook example is the story of the "Old 13" Airacobra which already crash-landed during her service on New Caledonia and her wreck was cannibalized for the spare parts. 67th FS heavy losses after its transfer to Guadalcanal and the critical lack

of the aircraft on the island caused the abandoned Airacobra wreck to be restored to the airworthy condition after a complex repair. The aircraft received a new wing and also a number of many fuselage panels and hatches had to be replaced. According to the surviving repair record the replacement parts were painted in Olive Drab/Neutral Grey colors and therefore the Airacobra sported the unique display of the British and American camouflage shades. Furthermore, the more powerful engine was installed, and the damaged propeller blade was replaced by

another one balanced by pouring the melted plumb into its tip. The instrument panel was furnished with the essential gauges only, there were only holes after the rest of the instruments. This repaired Airacobra was christened "The Resurrection" and this inscription was painted on both sides of the fuselage. Unfortunately, no photographic evidence exists so the inscription appearance is based on another 67th FS airplane.

■ BX163, 80th FS, 8th FG, Port Moresby, New Guinea, December 1942

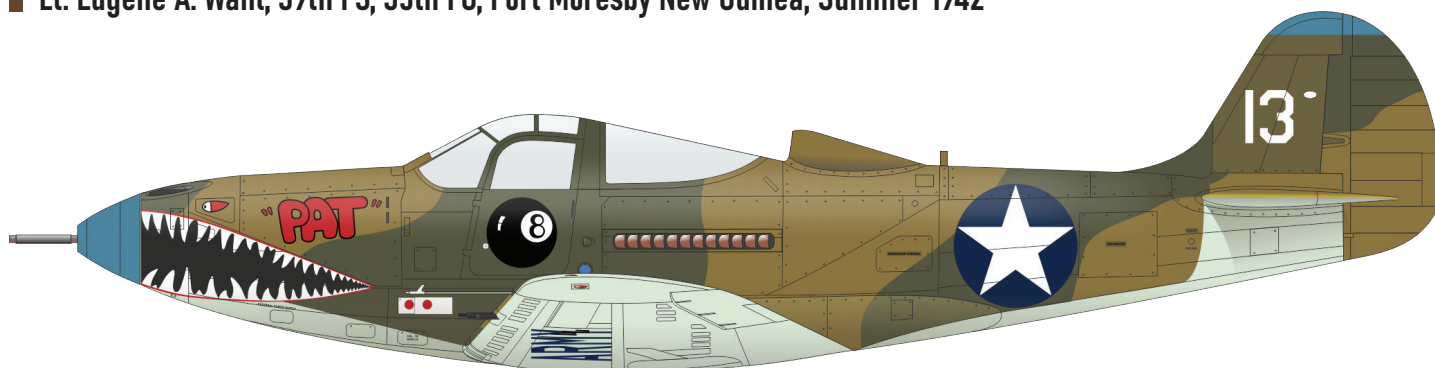


Airacobra BX163 served originally with 39th FS where she received the marking in the form of the numeral 18 and blue painted propeller spinner as well as the top of the vertical tail surface. The inscription "Helen" painted on the port side of the aircraft nose origina-

ted from the service with 39th FS as well. At 80th FS the typical shark mouth and yellow letter V were added. The camouflage in Olive Drab and Neutral Gray colors was applied before the plane's dispatch to the combat unit, same as with many other P-400s

delivered to the Southwest Pacific area in the spring of 1942. On December 24, 1942, the Airacobra BX163 was damaged during the emergency landing at Kila Drome, one of many aerodromes built in the vicinity of Port Moresby for its protection.

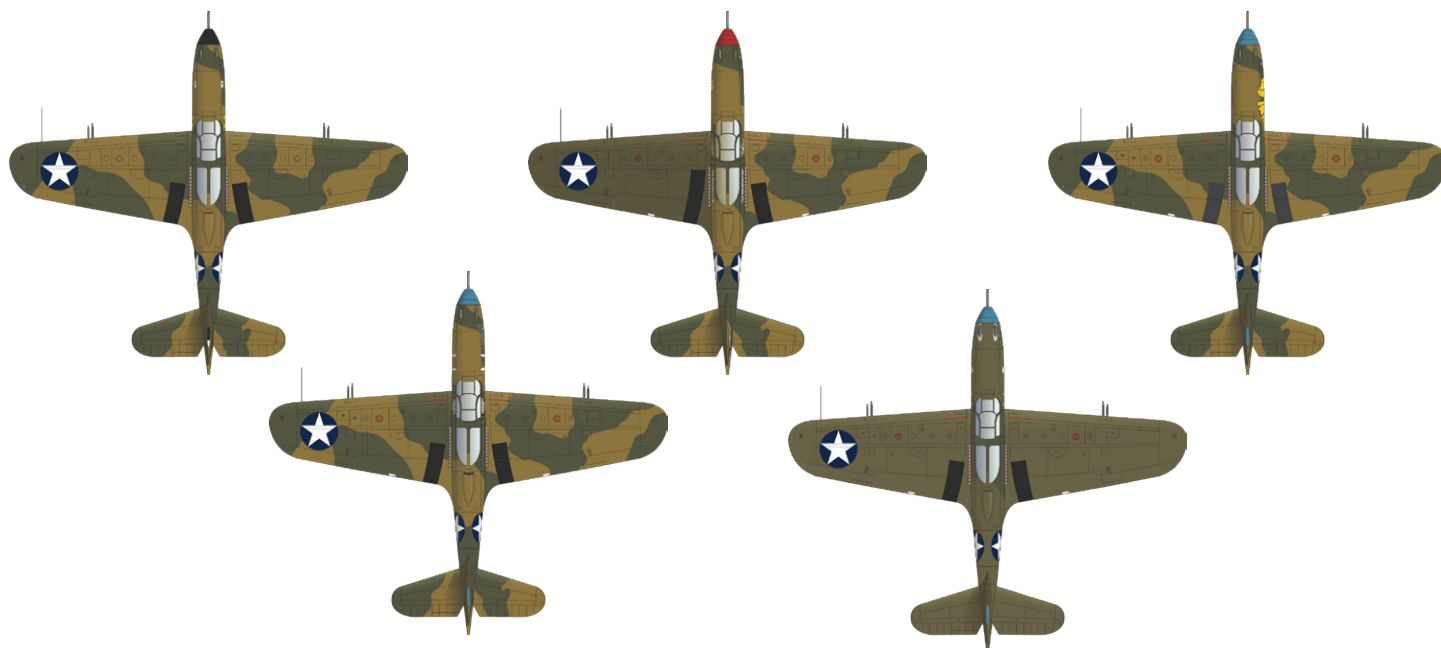
■ Lt. Eugene A. Wahl, 39th FS, 35th FG, Port Moresby New Guinea, Summer 1942



One of the best known Airacobras was named "Wahl's Eye/Pat" and participated in the fiercest air combats during the defense of Port Moresby. Its teathed mouth reminded more of the jaws of the deep-sea living fish than usual shark mouth. The blue propeller spinner and top of the vertical tail surface as well as the white number on it were a standard 39th FS marking.

The airplane was flown by Lt. Eugene Wahl who was, together with several other 35th FG pilots, assigned for traineeship with 8th FG on New Guinea during the middle of May. On May 26 he claimed a victory over a Zero. Luck did not abandon him on June 9 when, after combat with Zeros from the famous Tainan Kōkūtai, he had to perform the emergency landing.

However, after several days of hiking through the jungle he was able to rejoin his unit. Here he flew sorties until the end of June when the 39th FS was withdrawn to Australia to reorganize and re-equip with the more powerful P-38 Lightning fighters.



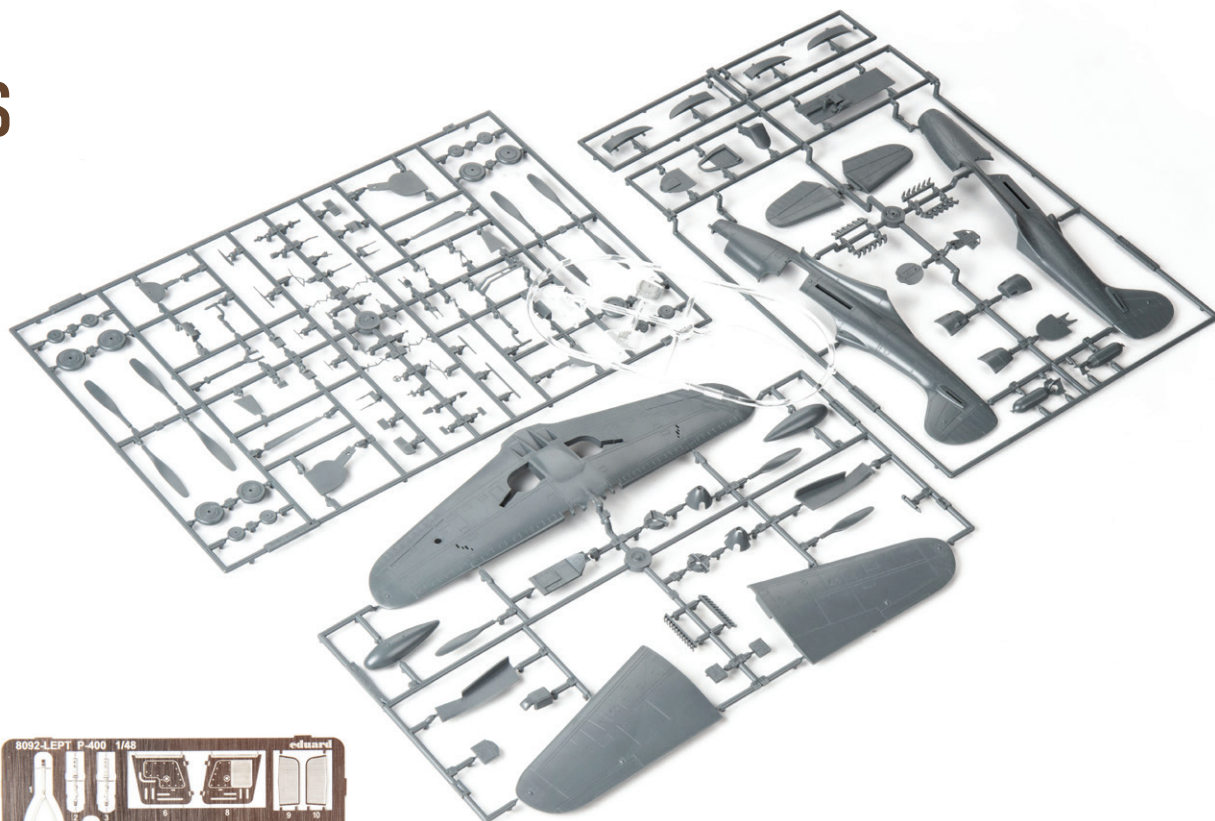
OVERTREES

#8067X

P-39

1/48

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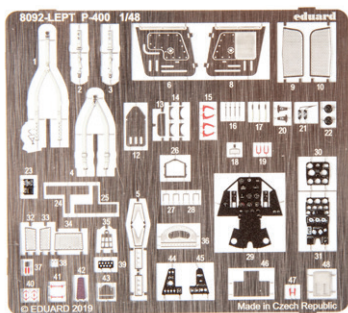
OVERLEPT

#8092-LEPT

P-400

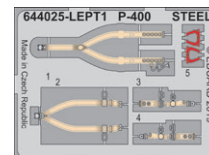
1/48

[Product page](#)



Recommended: for P-400 1/48

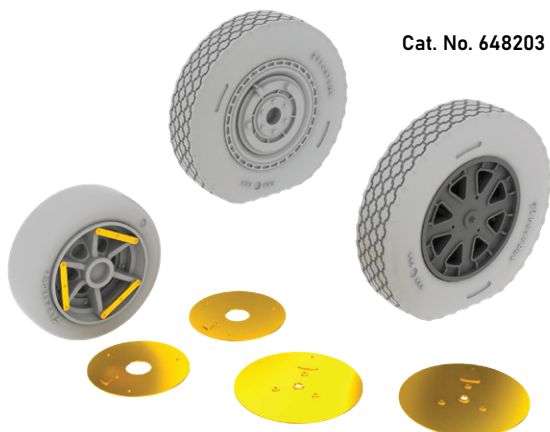
- 48872 P-39/400 landing flaps (PE-Set)
- FE919 P-39 seatbelts STEEL (PE-Set)
- 644025 P-400 LööK (Brassin)
- 648202 P-39 wheels early (Brassin)
- 648203 P-39 wheels late (Brassin)



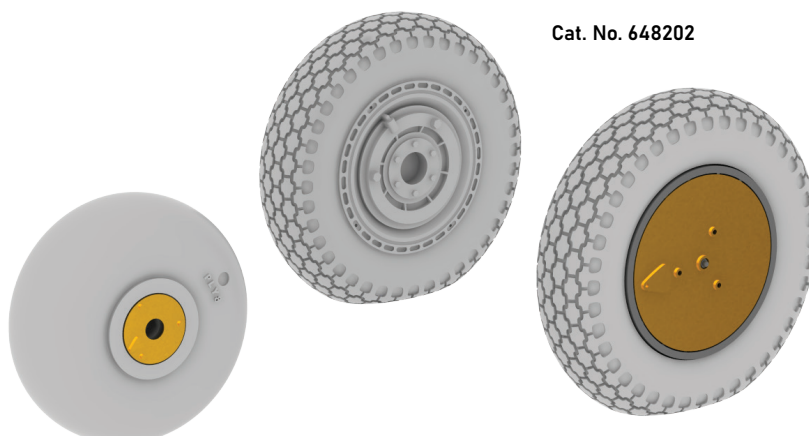
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Cat. No. 648203



Cat. No. 648202

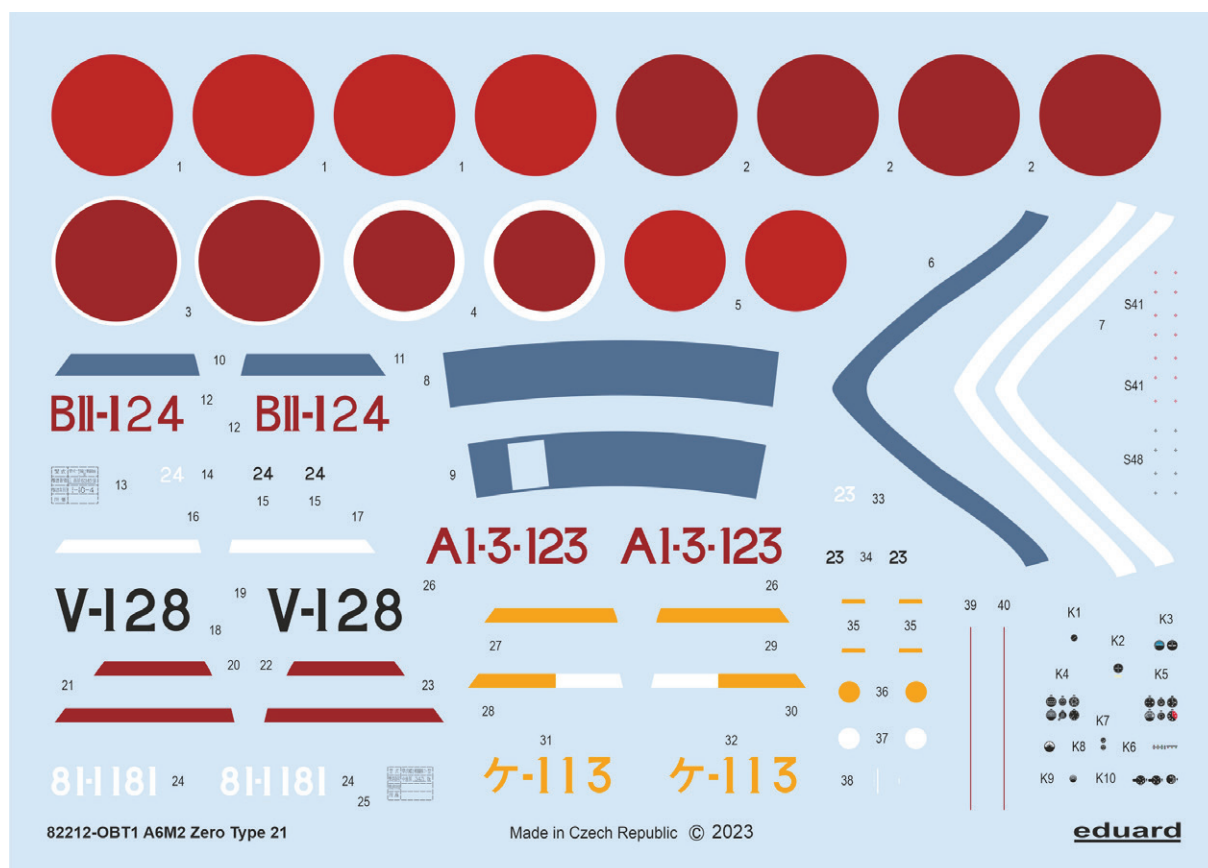


A6M2 Zero Type 21 1/48 Re-release

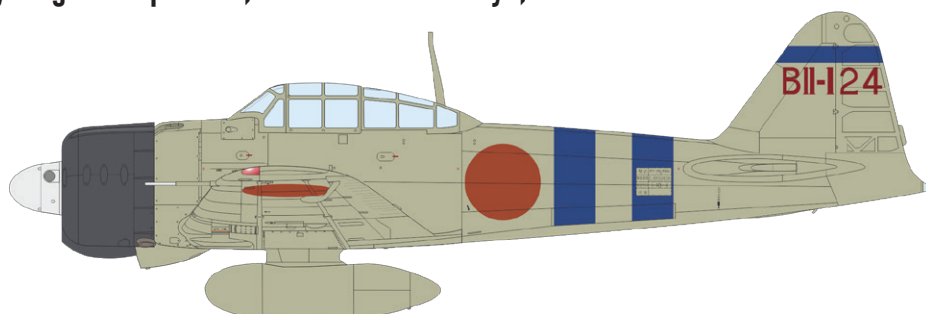
#82212

ProfiPACK edition kit of Japanese WWII naval fighter plane A6M2 Zero Type 21 in 1/48 scale.

- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


■ c/n 5379, P01c Tsuguo Matsuyama, Hiryū Fighter Squadron, aircraft carrier Hiryū, December 7, 1941

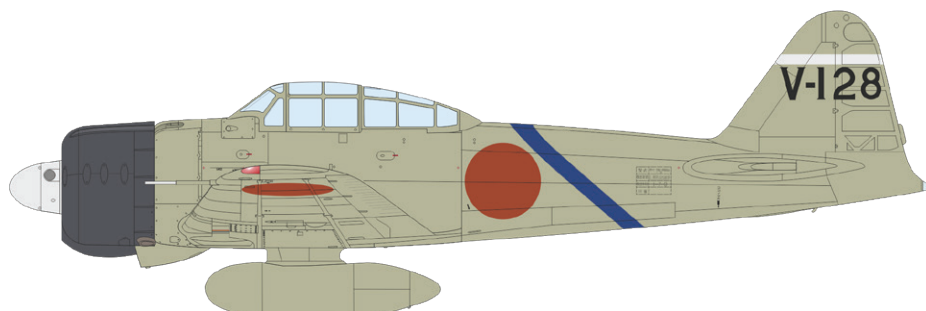


During second attack against Hawaii the Hiryū aircraft carrier sent nine Zeros under the command of Lt. Sumio Nōno. His pilots attacked Kaneohe and Bellows bases, claiming two destroyed aircraft and one car. Third Shōtai was led by P01c Matsuyama, who shot down in cooperation with his wingman P-40s piloted by 2nd Lieutenants George Whiteman and Samuel Bishop of the 44th Pursuit Squadron. Matsuyama had combat missions with the 13th Kōkūtai in China on his account already. On February 25, 1938, as wingman of the

legendary Sadaaki Akamatsu, he participated in shooting down four aircraft. During the raids on Ceylon on April 9, 1942, Matsuyama's shōtai shot down a Blenheim Mk.IV, probably of S/Ldr Kenneth Ault's crew, who was leading formation of No. 11 Squadron RAF in an attack on Japanese ships. Matsuyama later served on the aircraft carrier Hiyō and was killed on April 7, 1943 in combat with the Wildcats off Guadalcanal. The airplane BI-124 was shot down on February 19, 1942 during the raid on Darwin. After being hit by anti-aircraft fire, Se-

aman 1st class Hajime Toyoshima landed on Melville Island and was captured by Aboriginal Matthias Ulungura. Toyoshima was the first captured Zero pilot and used alias "Tadao Minami". He became one of the organizers of the largest prisoner escape in World War II. On August 5, 1944 at Cowra POW Camp he gave signal to escape. Total of 1,104 POWs attempted to escape, 231 were killed and four Australians lost their lives as well. Toyoshima was mortally wounded, so he lighted a cigarette and committed suicide.

■ P01c Saburō Sakai, Tainan Kōkūtai, Lakunai airfield, Rabaul, New Britain island, August 1942

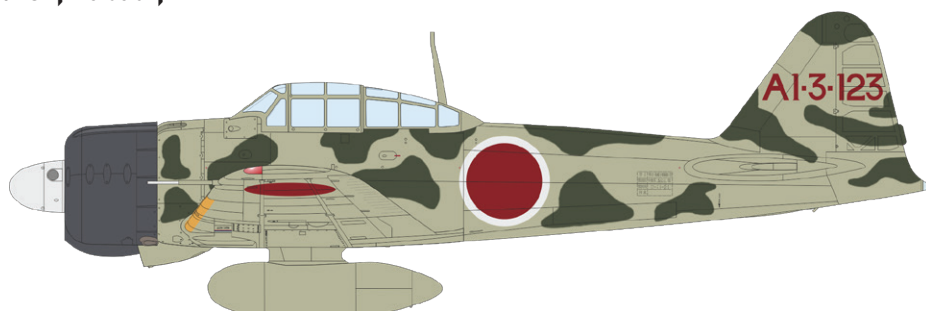


Saburō Sakai is best known Japanese fighter pilot, thanks to his memoirs and meetings with Allied airmen after World War II. He was born in 1916 and served from September 1938 with the 12th Kōkūtai in China. In October 1941, he was assigned to the newly organized Tainan Kōkūtai in Taiwan and took part in campaign heading South until he was wounded on August 7, 1942 off Guadalcanal. After recovering, he served as an instructor with Ōmura Kōkūtai, and later, despite bad eyesight,

was combat deployed with Yokosuka Kōkūtai on Iwo Jima. At the end of war he served with Kōkūtai 343 (II) and Yokosuka Kōkūtai. He is listed as an ace with 64 victories, but Sakai himself claimed the number of his victories was lower. With the first two units he actually achieved 12 individual victories, 8 shared and 4 probables. The V-128 was also flown by P02c Arita and P01c Hiroyoshi Nishizawa, who is credited with 87 victories. The color of the stripes is chosen from Sakai's reco-

lection, but there are other interpretations, such as a black or yellow stripe on the fuselage. During a fighter escort to Guadalcanal on August 7, Sakai shot down Wildcat "F12" from VF-5 piloted by "Pug" Southerland in an epic dogfight. Sakai was later severely wounded in the face by fire from VB-6 Dauntless near Tulagi Island. After nearly five hours and more than 1,000 km, he managed to land back at Rabaul. Sakai died in 2000 after formal dinner with members of the US Navy.

■ P02c Kōtarō Koyae, Zuihō Fighter Squadron, Rabaul, New Britain island, April 1943

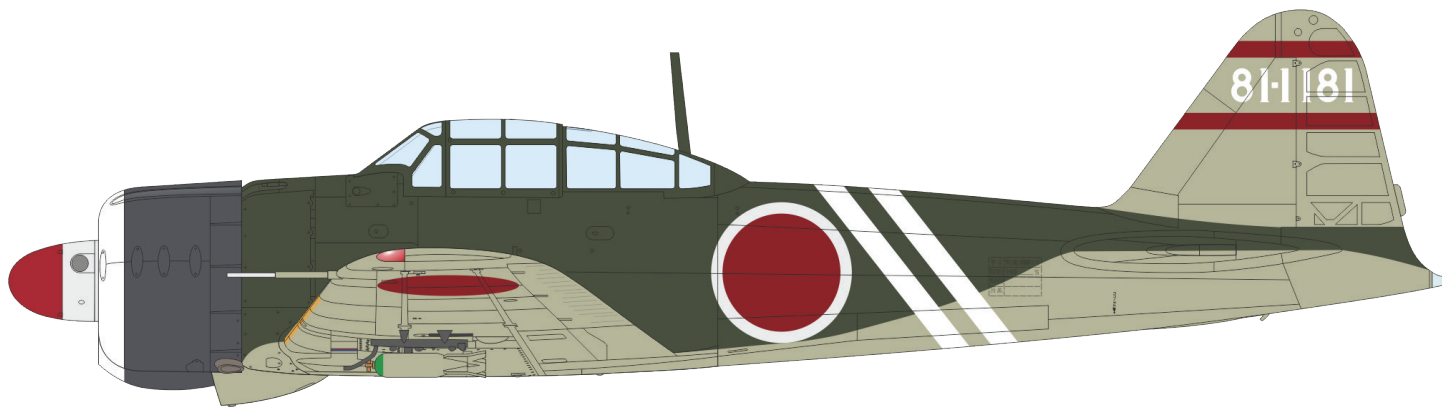


Petty Officer 2nd Class Koyae was born in 1923 in Miyazaki Prefecture and completed his flight training in November 1942. He was then assigned to the fighter unit of the aircraft carrier Zuihō in March 1943. In April, the unit moved to Rabaul and Koyae flew the aircraft during Operation I-gō. In this period, green paint was applied to Zeros in field conditions. It was usually painted by hand, the edges of the green fields being softened with thinner sometimes. However, according to the unit log, Koyae did not fly combat sorties in Ap-

ril 1943. In fact he did not encounter the enemy until November 1943 over Rabaul. During the same month he was transferred to Kōkūtai 253 at Rabaul and by early 1944 he was undergoing intense fighting. Upon his return to Japan, he was assigned to the Ōmura Kōkūtai. While on leave, on February 17, 1944, he spotted a Japanese bomber circling in the rain at night over the village of Goda, Miyazaki Prefecture. Koyae, with the help of the villagers, established a navigation signal and after some time he managed to guide the

crew to right heading. For this achievement he received a written commendation from commander of Ōmura Kōkūtai. In July 1944, Koyae was assigned to Hikōtai 701 and fought in the defense of the Philippines. After returning to Japan, he was assigned to Hikōtai 701 (II) and served with Ōmura Kōkūtai at the end of the war. After the war he worked as a fireman and published his memories. According to the local press, he achieved 20 victories, but these may be victories achieved by fighter formations in which he took part

■ Lt. Kunio Kanzaki, CO of Hikōtai 311 of Kōkūtai 381, Kendari airfield, Celebes island, May 1944

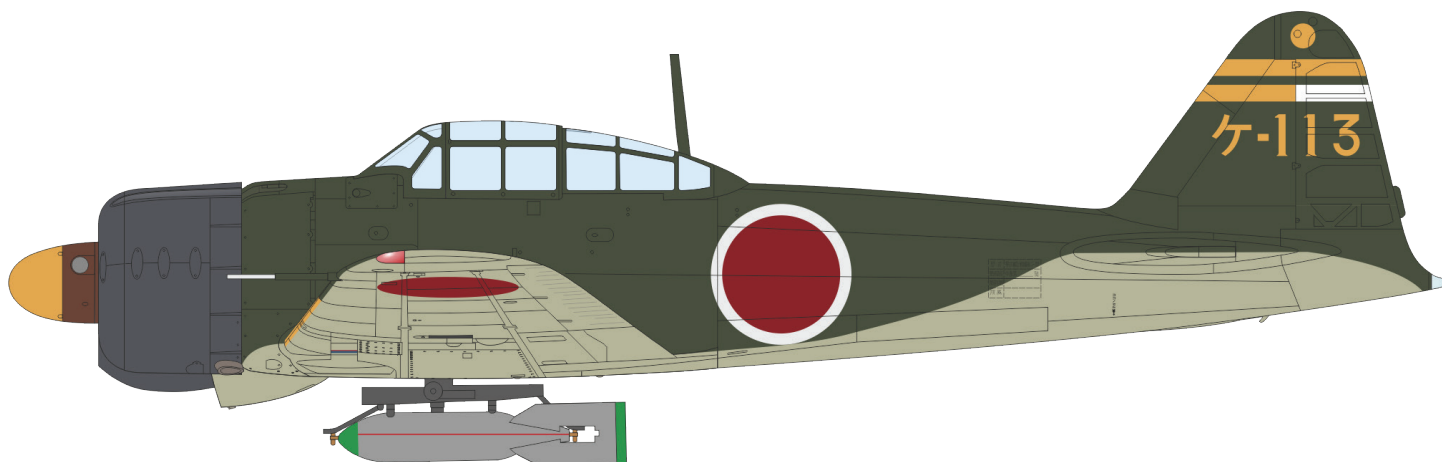


Kōkūtai 381 was established in October 1943 at Kendari Base on the island of Celebes. It was a mixed Kōkūtai with 48 fighter-bombers (Hikōtai 602), 24 night fighters (Hikōtai 902) and 48 fighter aircraft in Hikōtai 311, the latter commanded by Lt. Kanzaki. During the 1944 he operated from bases on islands in Indonesia and the Philippines. Their most frequent opponents were U.S. Army aircraft. Kanzaki's unit used special phosphorus anti-aircraft bombs to attack enemy bombers. Kanzaki's aircraft, manu-

factured by the Nakajima company, has been reconstructed in the past with various color markings. It is assumed that the vertical tail surfaces and part of the upper wing surfaces were painted the same color like lower surfaces. The front part of the engine may also have been painted grey or yellow. It is not entirely clear from the photograph of the aircraft whether the white stripes on the lower fuselage are joined. It may have been designed to improve the mutual identification of Army and Navy aircraft when fighting

Allied fighters. Another reason for this camouflage may have been for easier identification during night fighter flights. For example, Lt. Kanzaki and his wingman shot down a B-24 of the 380th BG over Balikpapan on the night of January 12-13, 1944. Some aircraft of Kōkūtai 331 were also painted in the same upper and tailplane camouflage. Both units operated in one tactical group during part of 1944.

■ Lt. Nobuo Miyatake, Kamikaze Tokubetsu Kōgekitai, 1. Shichisei-tai, Kanoya airbase, Japan, April 1944



From the April 3, 1945 a total of eight special attack units with the battle name "Shichisei" were organized from the airmen serving in Genzan Kōkūtai (II) and Hikōtai 306 (part of Kōkūtai 721). Lt. Miyatake, who was 24 years old at the time, led the 1st Shichisei-tai in an attack on a convoy off Okinawa on April 6, 1945. During that day, eleven other airmen from Genzan Kōkūtai (II) sacrificed their lives along with him. They took off successively in four forma-

tions. Their formation was part of the 524 aircraft of special attack units and escort fighters from IJN and IJA sent against Allied vessels off Okinawa as part of Operation Kikusui I. The U.S. Navy lost destroyers USS Bush and Colhoun and other ships were severely damaged. "Shichisei" units were sent against ships off Okinawa, Yoronjima, Kikai, and Tanegashima islands in several missions till May 14. Only one of them returned to base due to bad weather. Lt. Miyatake was

born in Kagawa Prefecture and graduated from the Etajima Naval Academy in 1942. Before the mission, he wrote farewell letters to his mother and three sisters. His father was interned in Siberia at the time. Nobuo Miyatake was posthumously promoted to the rank of Commander. His aircraft from Nakajima production is designated "Ke-113".



OVERTREES

#82111X

A6M2

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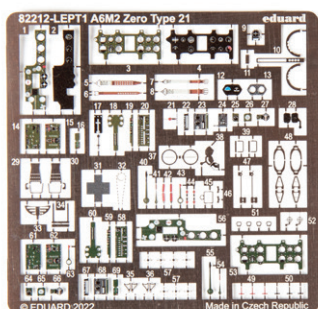
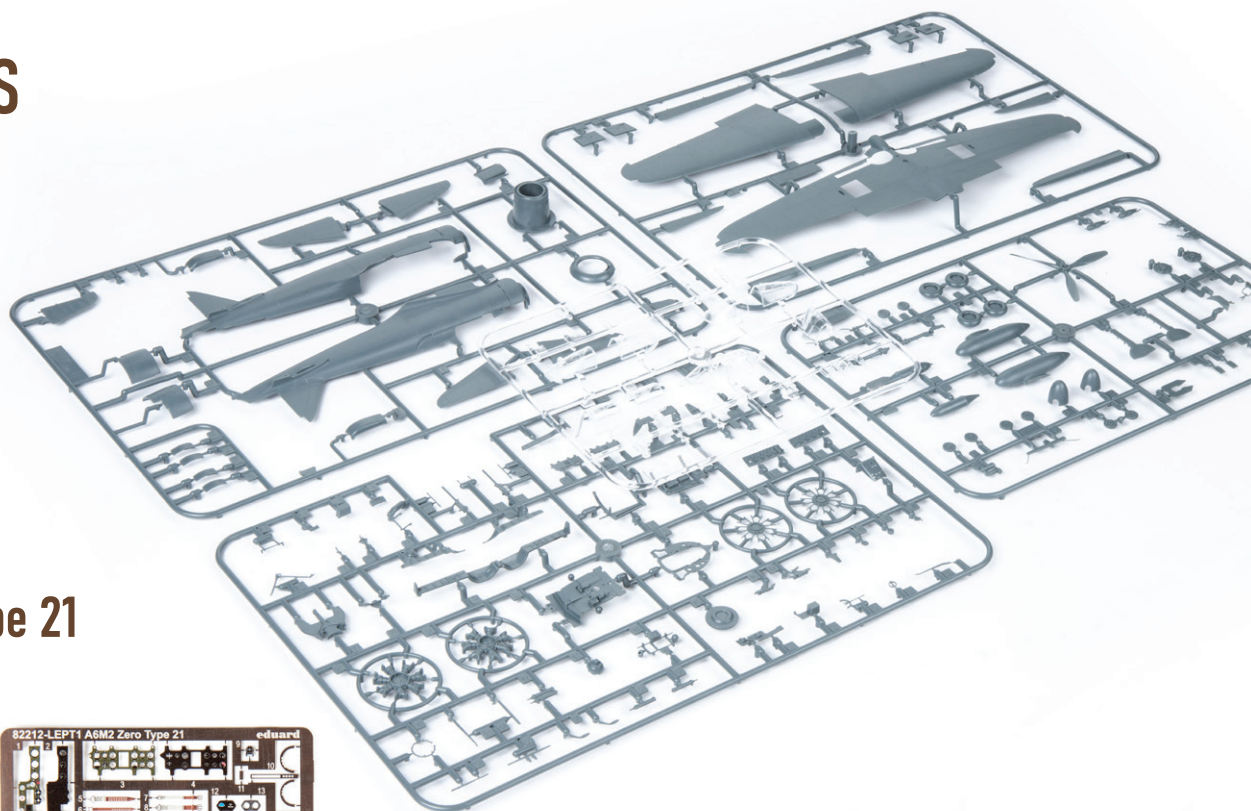
OVERLEPT

#82212-LEPT

A6M2 Zero Type 21

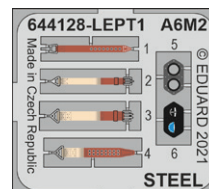
1/48

[Product page](#)

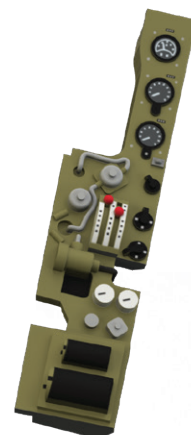


Recommended: for A6M2 Zero Type 21 1/48

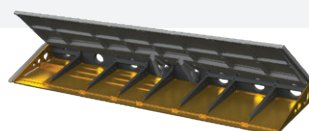
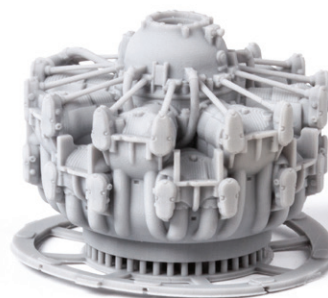
- 481076 A6M2 landing flaps (PE-Set)
- 481077 A6M2 Zero (PE-Set)
- FE1238 A6M2 seatbelts STEEL (PE-Set)
- 644128 A6M2 LööK (Brassin)
- 644134 A6M2 LööKplus (Brassin)
- 648693 A6M2 wheels (Brassin)
- 648694 A6M2 engine PRINT (Brassin)
- 648695 A6M2 undercarriage legs BRONZE (Brassin)
- 648698 A6M2 seat PRINT (Brassin)
- 648723 A6M2 cannon barrels & cockpit guns PRINT (Brassin)
- 648724 A6M2 landing flaps PRINT (Brassin)
- 3DL48050 A6M2 SPACE (3D Decal Set)
- D48098 A6M2 stencils (Decal Set)
- D48100 A6M2 national insignia (Decal Set)
- EX821 A6M2 TFace (Mask)



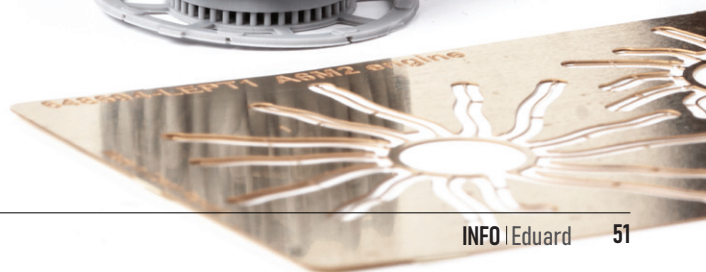
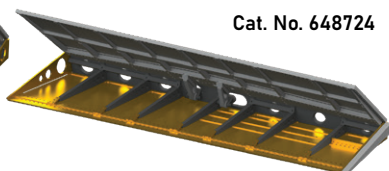
Cat. No. 644128



Cat. No. 648694



Cat. No. 648724



634029

Bf 109G-2 LööK

1/32 Revell

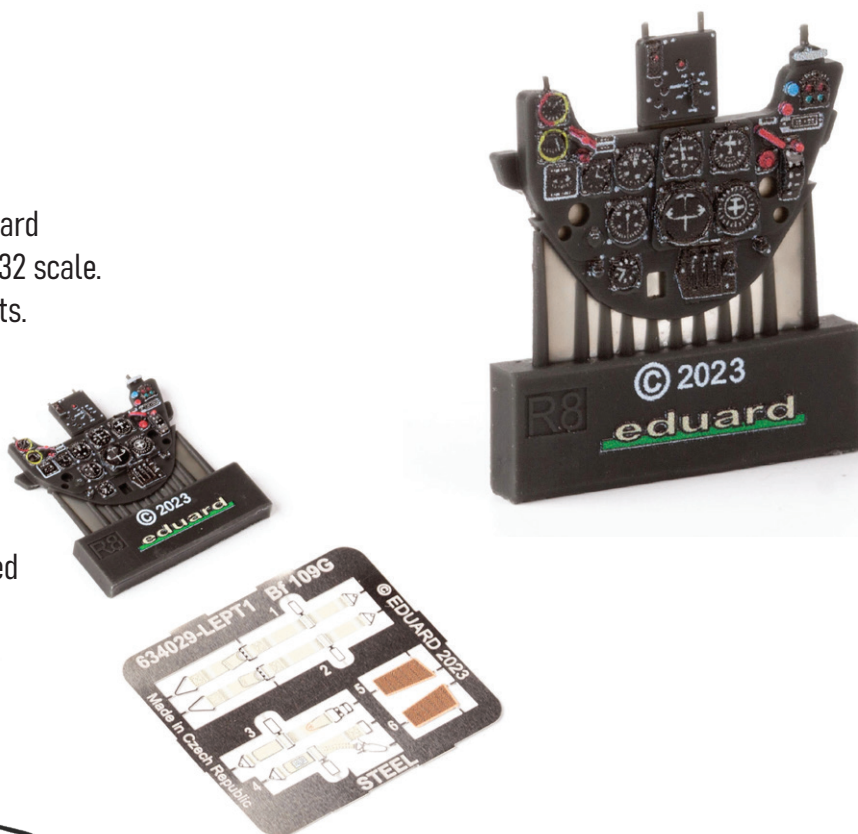
LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-2 in 1/32 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Revell

Set contains:

- resin: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)

LööK



635018

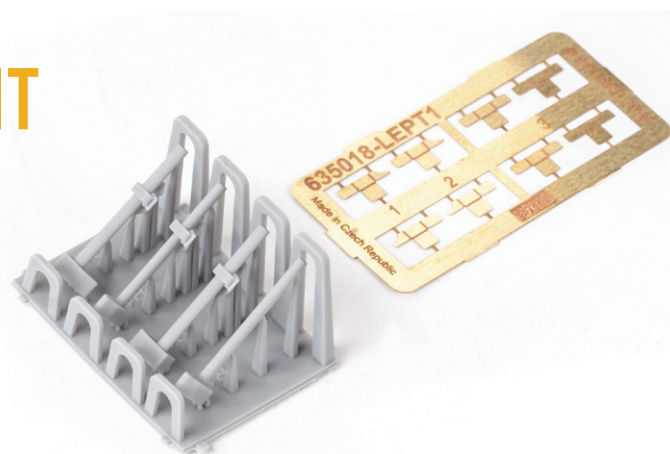
WWII German hammer PRINT

1/35

Brassin set - hammer for German WWII AFV in 1/35 scale.
The set consists of 4 hammers. Made by direct 3D printing.

Set contains:

- 3D print: 4 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)
eduard
BRASSIN
Print

635019

WWII German axe PRINT

1/35

Brassin set - axe for German WWII AFV in 1/35 scale. The set consists of 4 axes. Made by direct 3D printing.

Set contains:

- 3D print: 4 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



eduard
BRASSIN
Print

635021

WWII German clamps Type 2 PRINT

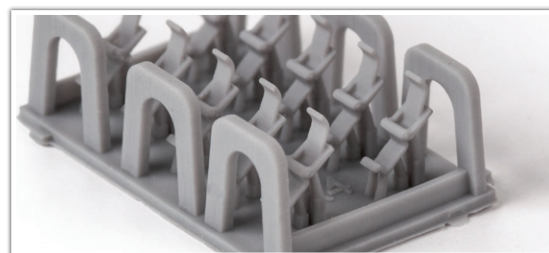
1/35

Brassin set - clamps for German WWII AFV in 1/35 scale. Made by direct 3D printing.

[Product page](#)

Set contains:

- 3D print: 50 parts
- decals: no
- photo-etched details: no
- painting mask: no



eduard
BRASSIN
Print

644191

F4F-3 early LööKplus

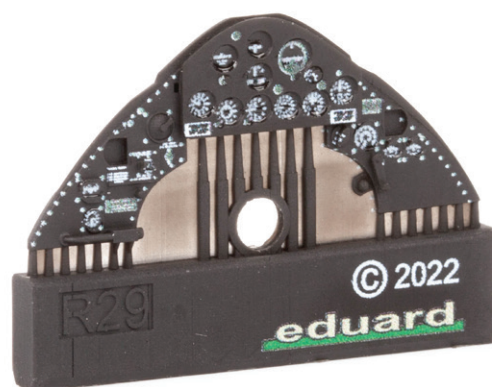
1/48 Eduard

Collection of 4 sets for F4F-3 in 1/48 scale.

Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- seat
- undercarriage wheels

[Product page](#)



644192

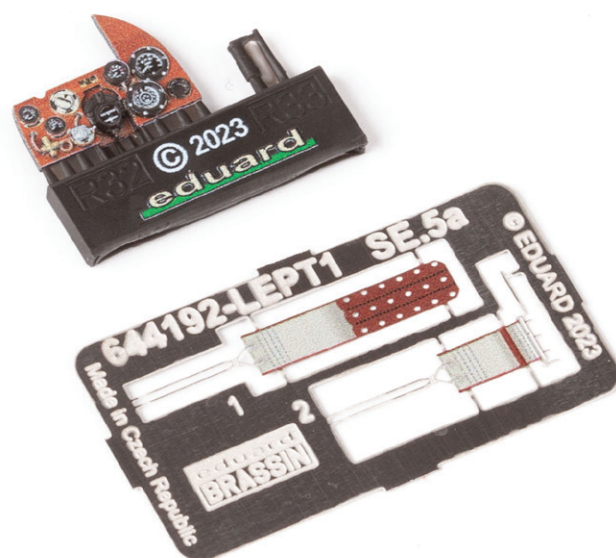
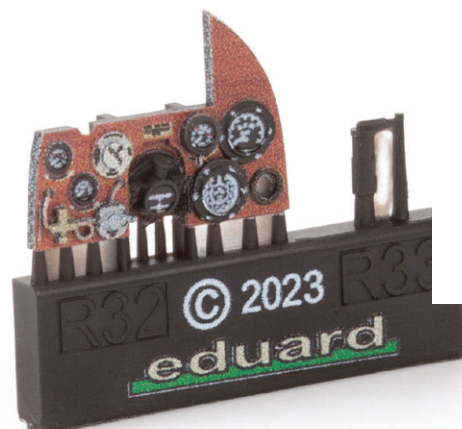
SE.5a LööK

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for SE.5a in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)



644193

Mosquito FB Mk.II LööK

1/48 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Mosquito FB Mk.II in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



LööK

[Product page](#)
644194

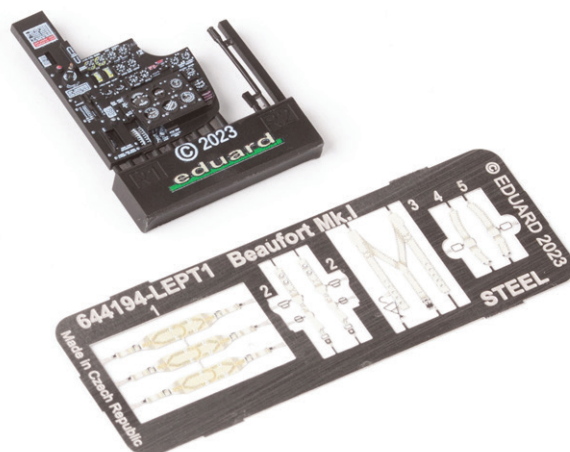
Beaufort Mk.I LööK

1/48 ICM

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Beaufort Mk.I in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no


[Product page](#)

LööK

648785

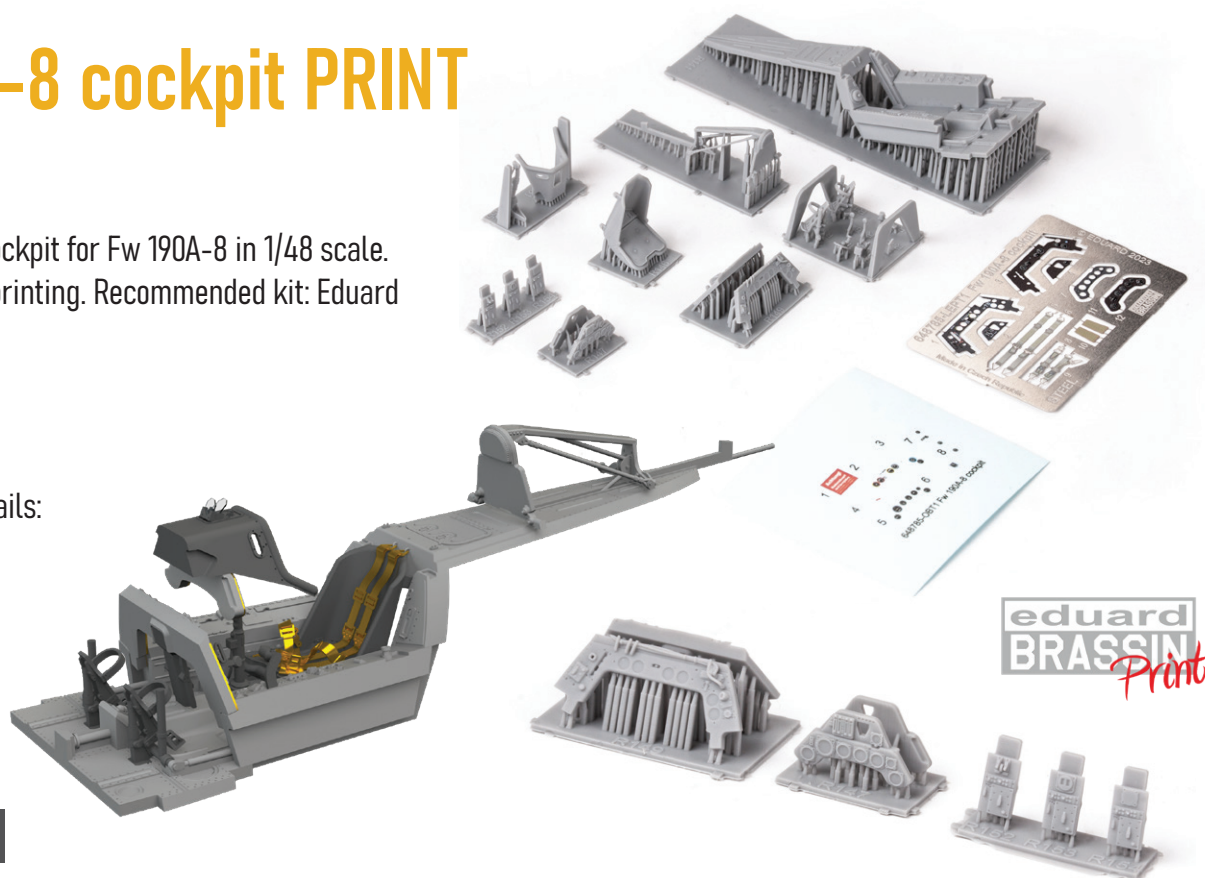
Fw 190A-8 cockpit PRINT

1/48 Eduard

Brassin set - the cockpit for Fw 190A-8 in 1/48 scale.
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 19 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no


[Product page](#)

648809

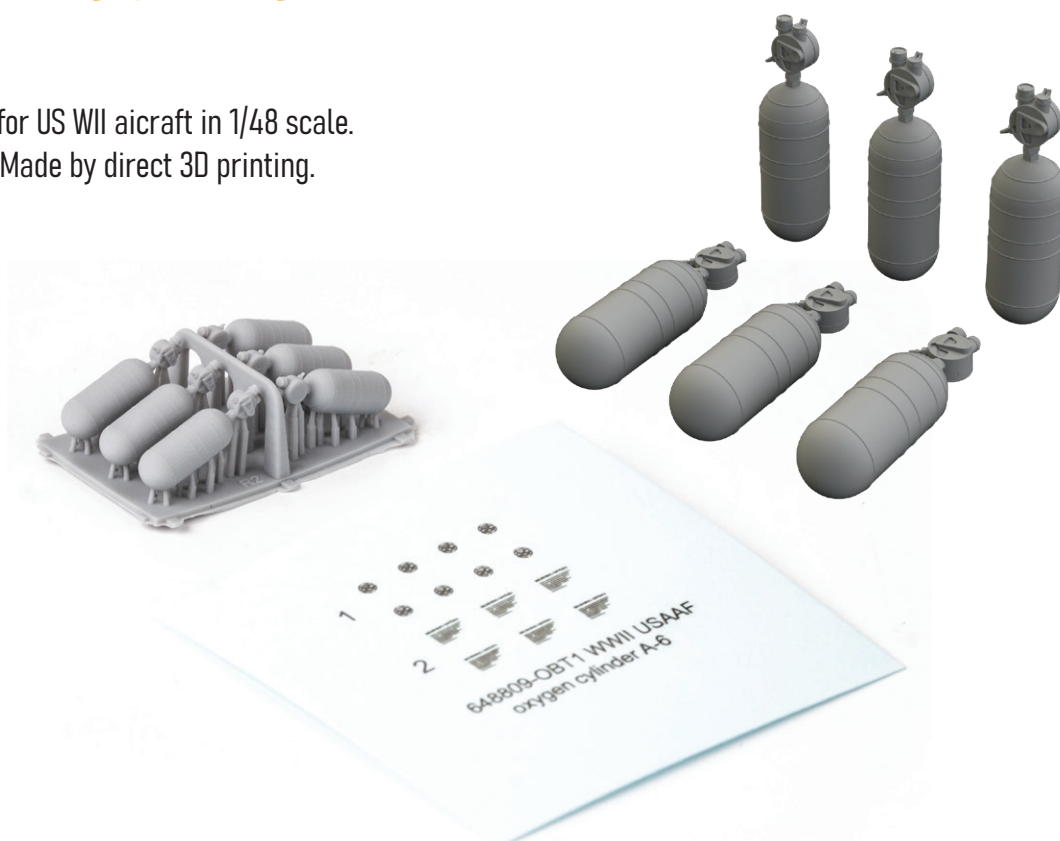
WWII USAAF oxygen cylinder A-6 PRINT

1/48

Brassin set - oxygen tanks for US WII aircraft in 1/48 scale.
The set consists of 6 tanks. Made by direct 3D printing.

Set contains:

- 3D print: 6 parts
- decals: yes
- photo-etched details: no
- painting mask: no


[Product page](#)


648810

WWII USAAF oxygen tank G-1 PRINT

1/48

Brassin set - oxygen tanks for US WII aircraft
in 1/48 scale. The set consists of 6 tanks.

Made by direct 3D printing.

Set contains:

- 3D print: 6 parts
- decals: yes
- photo-etched details: no
- painting mask: no

Product page


eduard
BRASSIN *Print*
648815

F4F-4 wheels early

1/48 Eduard

Brassin set - the undercarriage wheels for F4F-4
in 1/48 scale. The set consists of the main wheels
and a tailwheel. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

- resin: 5 parts
- decals: no
- photo-etched details: no
- painting mask: yes

Product page



648816

F4F-4 wheels late

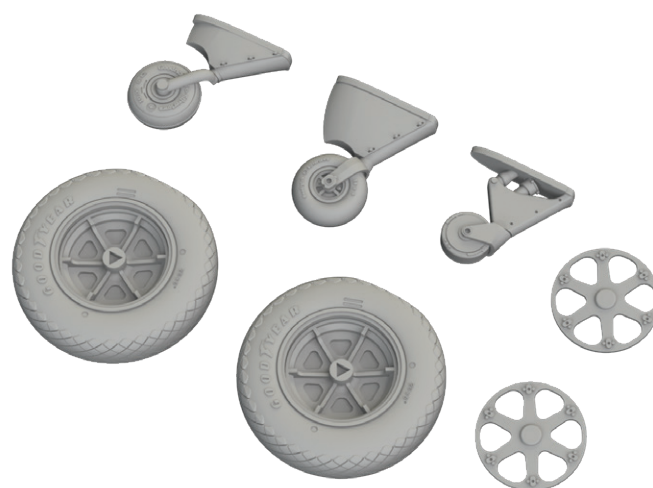
1/48 Eduard

Brassin set - the undercarriage wheels for F4F-4 in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: yes
- painting mask: yes

[Product page](#)



648817

F4F-4 landing flaps PRINT

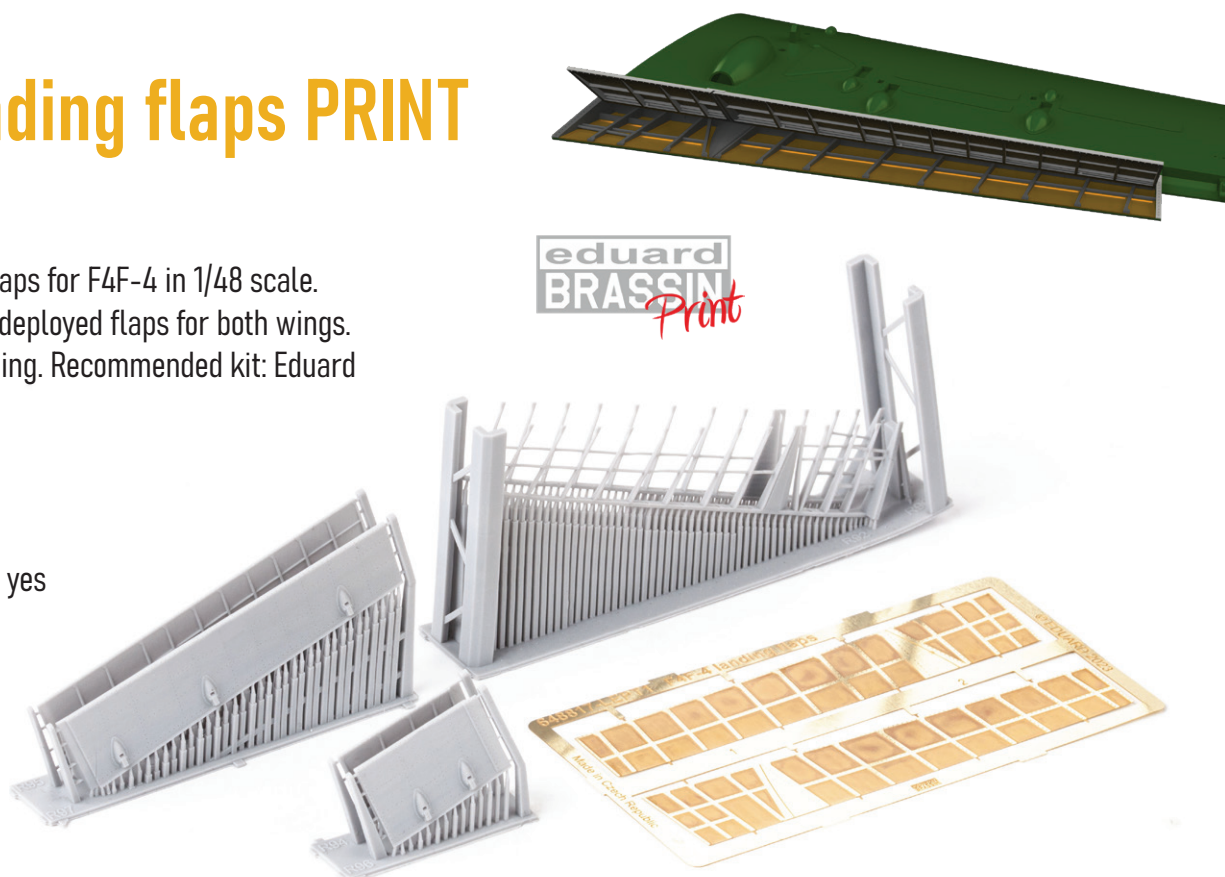
1/48 Eduard

Brassin set - landing flaps for F4F-4 in 1/48 scale. The set consists of the deployed flaps for both wings. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 8 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



648818

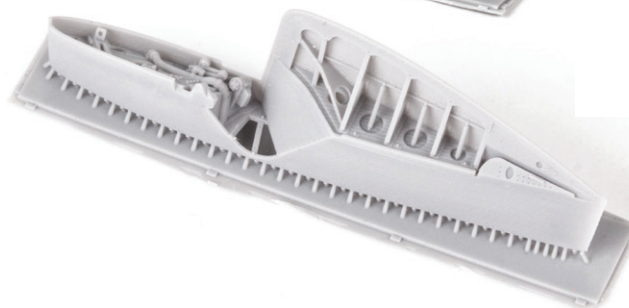
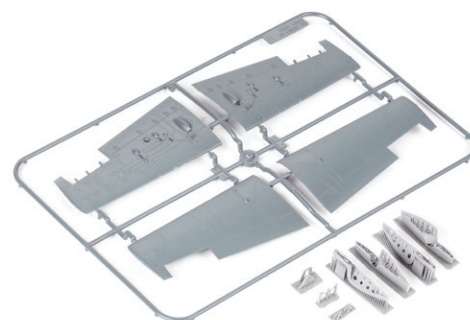
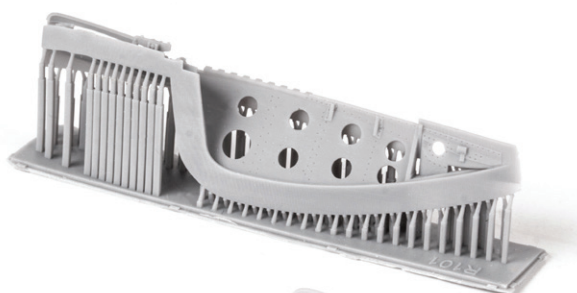
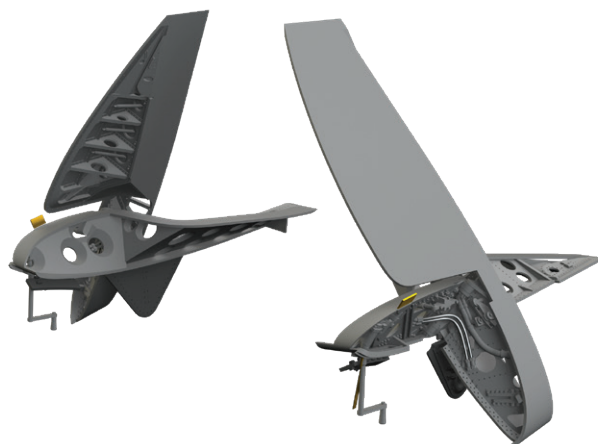
F4F-4 folding wings PRINT

1/48 Eduard

Brassin set - folding wings for F4F-4 in 1/48 scale.
 The set consists of parts for both wings.
 Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 10 parts
- plastic: 4 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)

eduard
BRASSIN *Print*
648819

F-35B wheels

1/48 Italeri

Brassin set - the undercarriage wheels for F-35B
 in 1/48 scale. The set consists of the main wheels and
 a nose wheel. Easy to assemble, replaces plastic parts.
 Recommended kit: Italeri

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes

[Product page](#)


648820

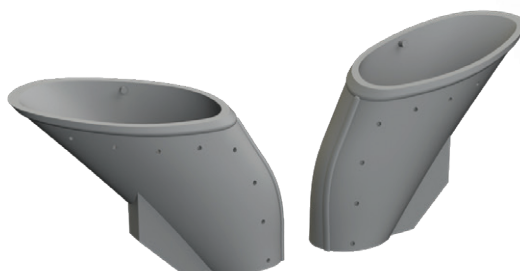
F4F-4 exhausts PRINT

1/48 Eduard

Brassin set - the exhausts for F4F-4 in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no


[Product page](#)



Print

648821

Yak-9D wheels

1/48 Zvezda

Brassin set - the undercarriage wheels for Yak-9D
in 1/48 scale. The set consists of the main wheels and
a tailwheel. Easy to assemble, replaces plastic parts.
Recommended kit: Zvezda

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes


[Product page](#)



648822

F-16A MLU wheels

1/48 Kinetic

Brassin set - the undercarriage wheels for F-16A MLU in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes

[Product page](#)

653015

Carley float for 60 people – Type 1 PRINT

1/350

Brassin set - Carley type lifeboats for 60 people in 1/350 scale. The set consists of 10 floats. Made by direct 3D printing.

Set contains:

- 3D print: 10 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)


653016

Carley float for 60 people – Type 2 PRINT

eduard
BRASSIN
Print

1/350

Brassin set - Carley type lifeboats for 60 people
in 1/350 scale. The set consists of 10 floats.
Made by direct 3D printing.

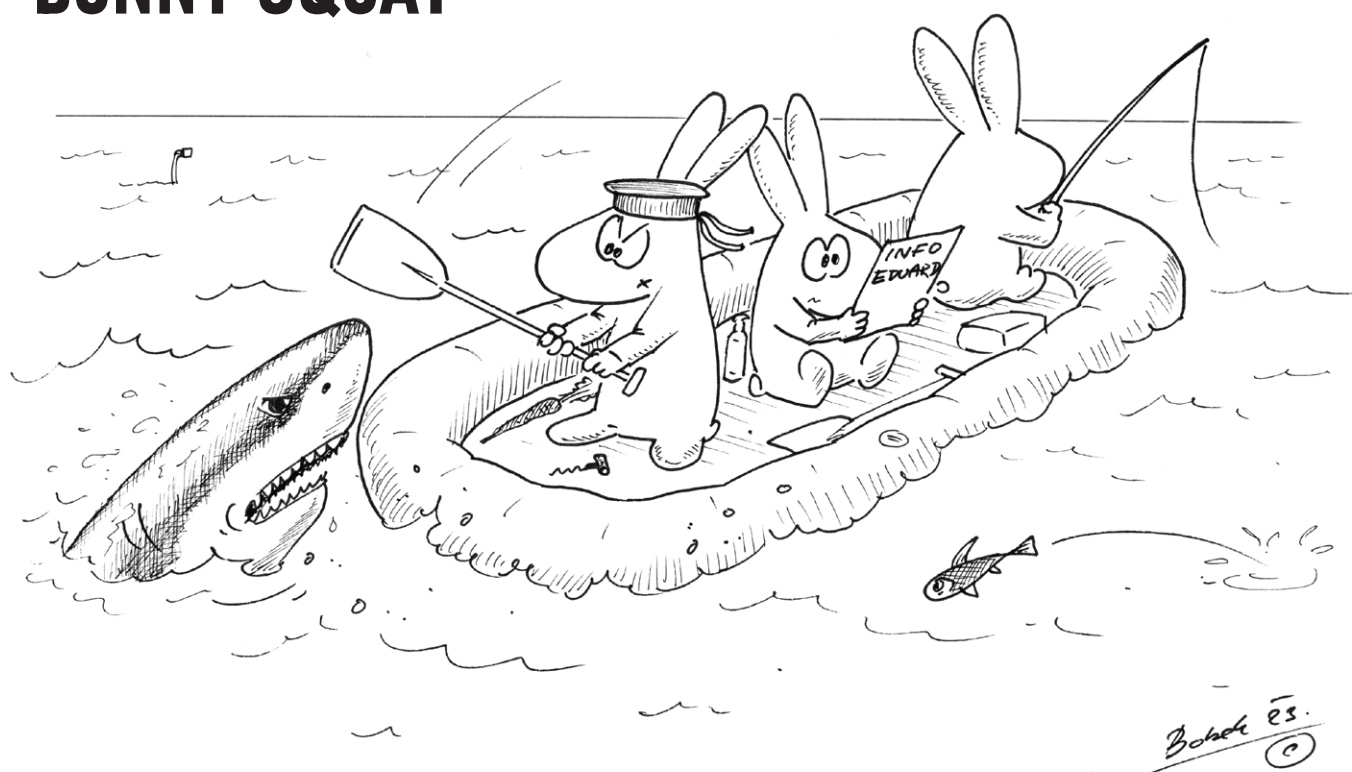
Set contains:

- 3D print: 10 parts
- decals: no
- photo-etched details: yes
- painting mask: no

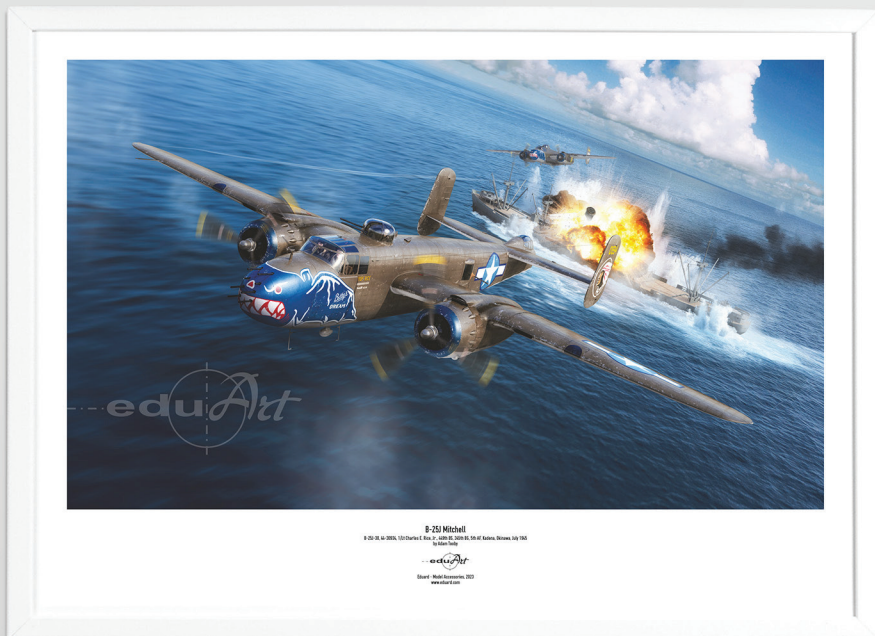
Product page



E-BUNNY SQUAT



ARTWORK PRINTS

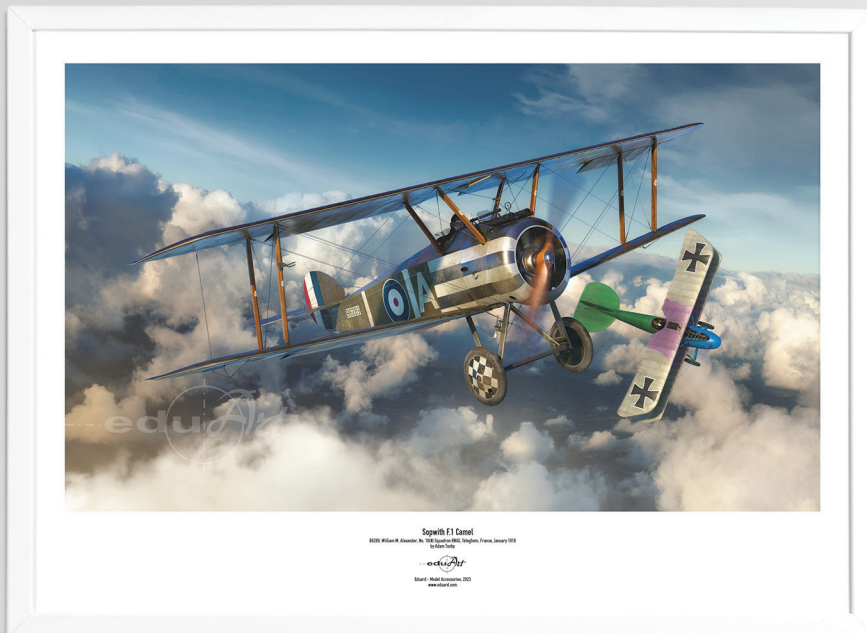


7012-ART

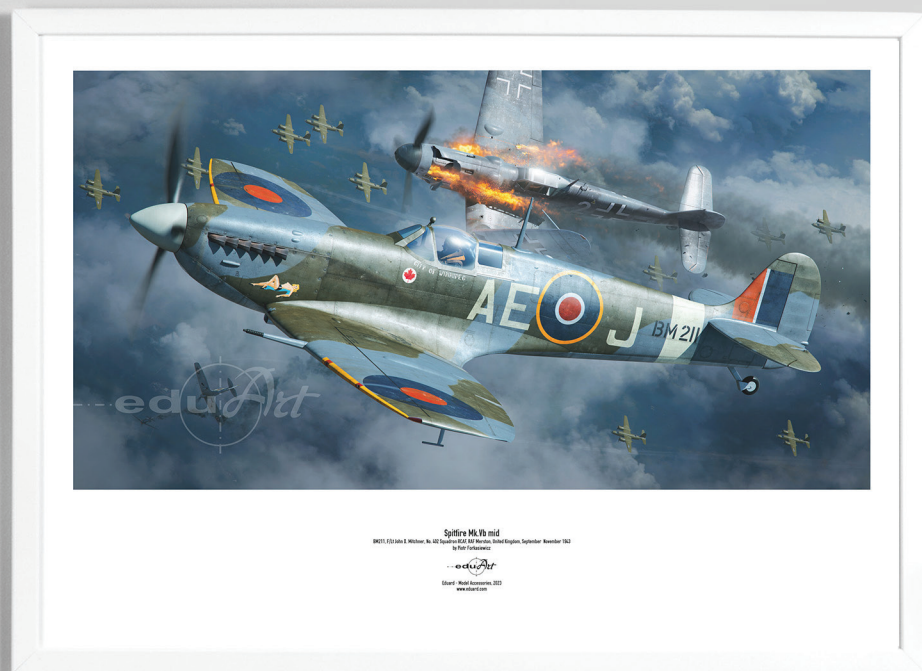
UV stable printing
on white
vinyl 160g/m2.

Packed in hard
envelope.

8486-ART



84186-ART



www.eduard.com only

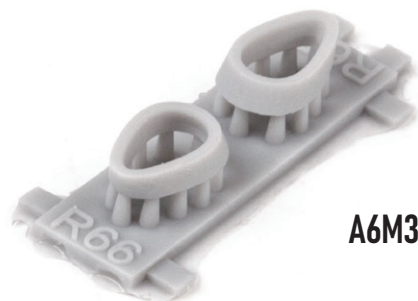
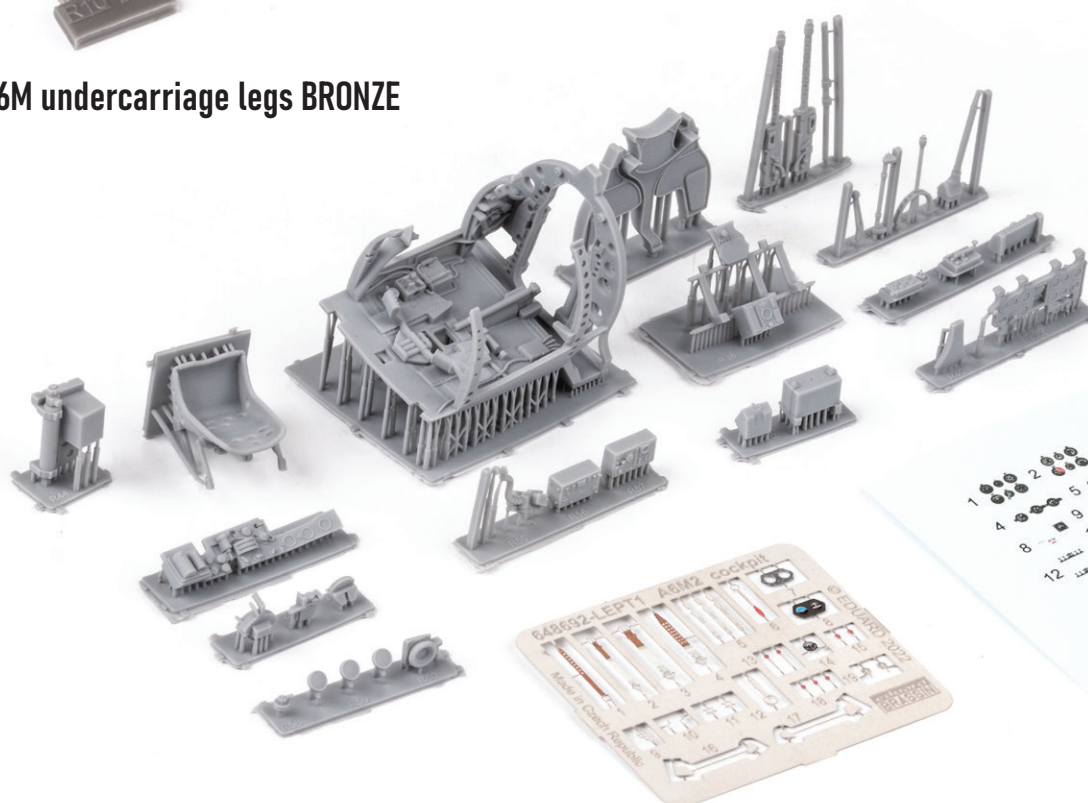
SIN64897

A6M3 Zero ESSENTIAL**1/48 Eduard**

Collection of 4 sets for A6M3 Zero in 1/48 scale.
Recommended kit: Eduard

- cockpit PRINT
- wheels
- exhausts PRINT
- undercarriage legs BRONZE

All sets included in this BIG SIN are available separately,
but with every BIG SIN set you save up to 30 %.

[Product page](#)
**A6M undercarriage legs BRONZE****A6M3 exhausts PRINT****wheels****cockpit PRINT**

SIN64898

P-38J ADVANCED

1/48 Tamiya

Collection of 3 sets for P-38J in 1/48 scale.

Recommended kit: Tamiya

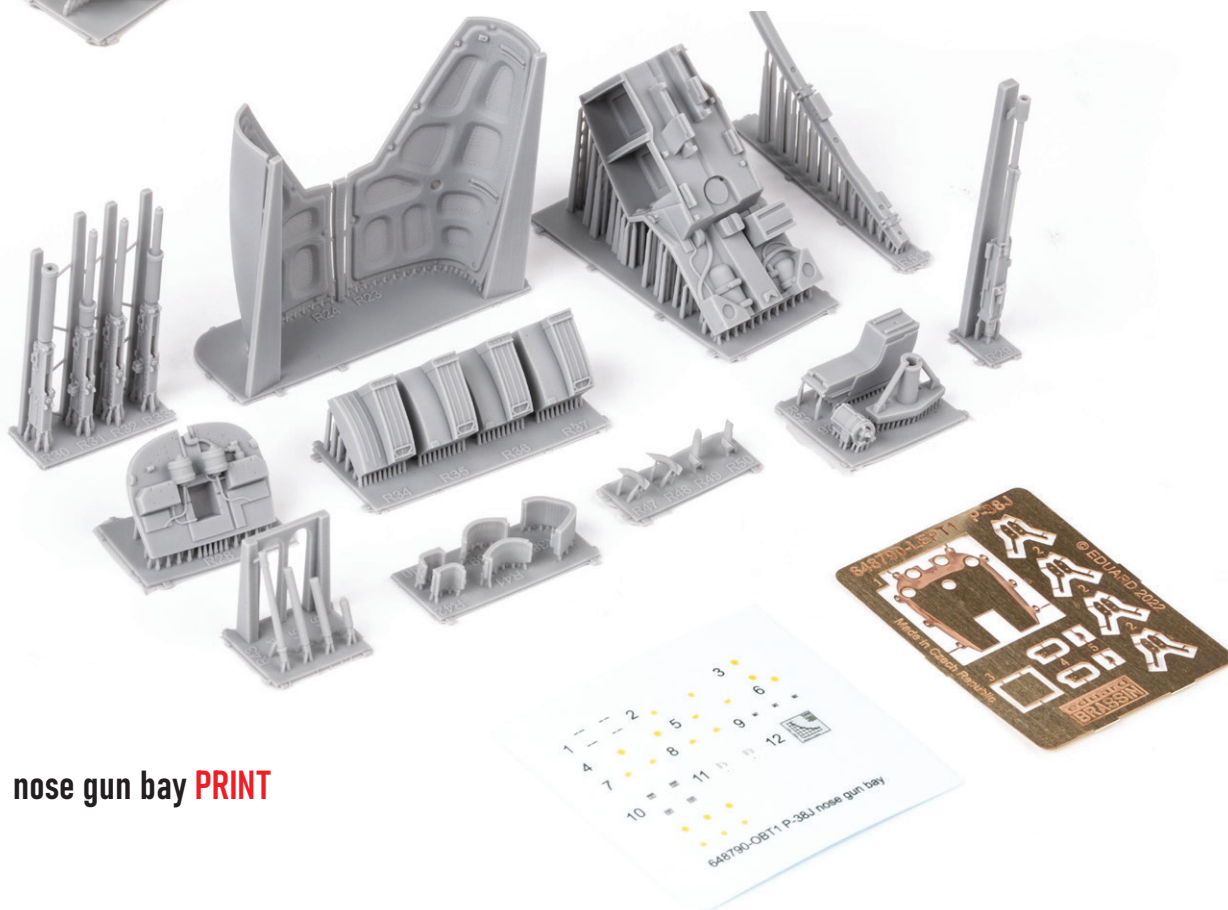
- nose guns PRINT
- superchargers PRINT
- landing flaps PRINT

All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30 %.

Product page

superchargers
PRINT

landing flaps **PRINT**

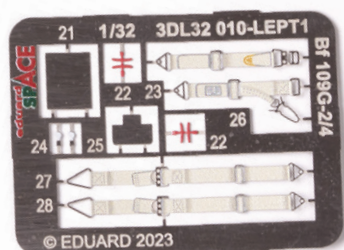
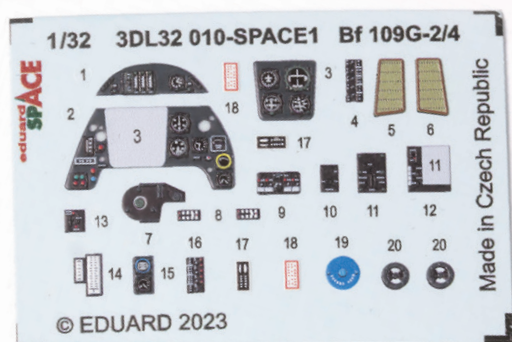


nose gun bay **PRINT**

3DL32010 Bf 109G-2/4 SPACE 1/32 Revell

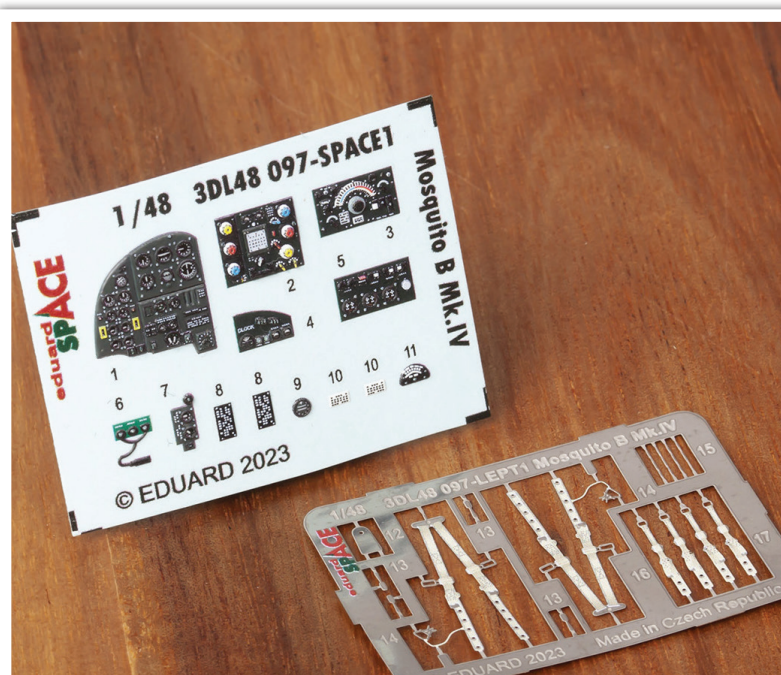
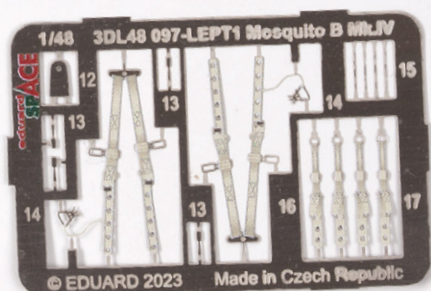
[Product page](#)

*EASY
APPLICATION*



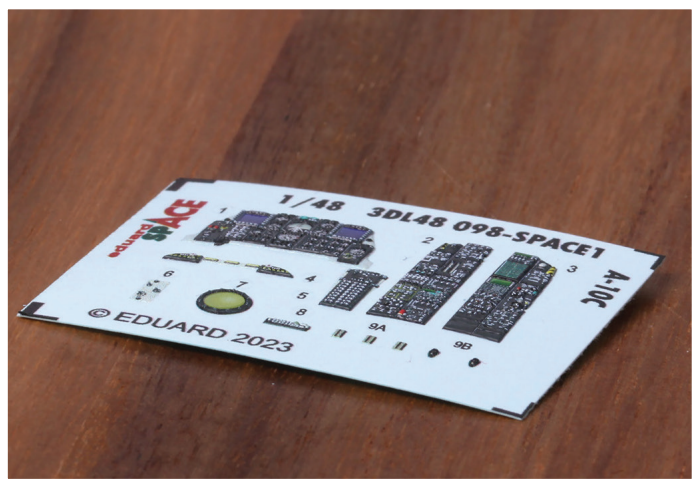
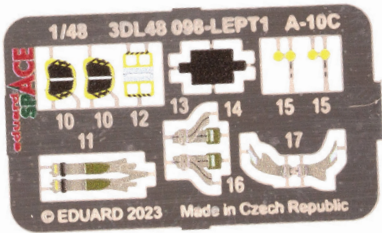
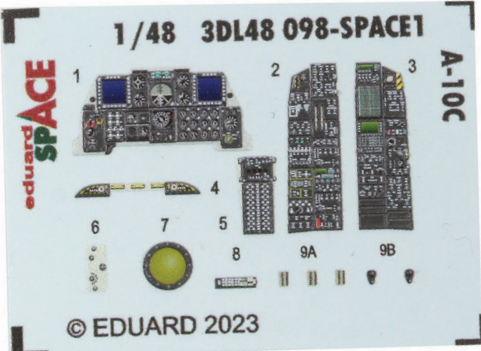
3DL48097 Mosquito B Mk.IV SPACE 1/48 Tamiya

[Product page](#)



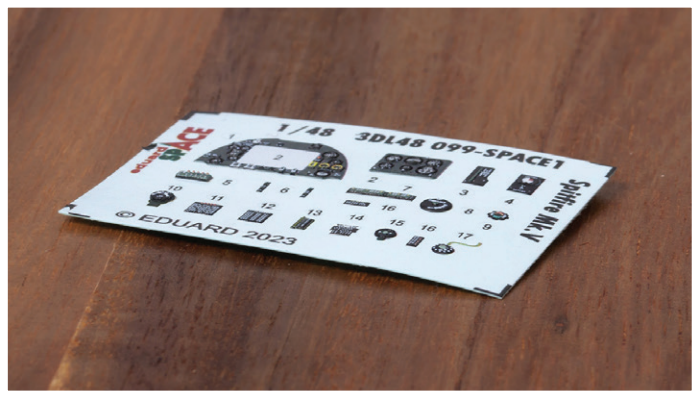
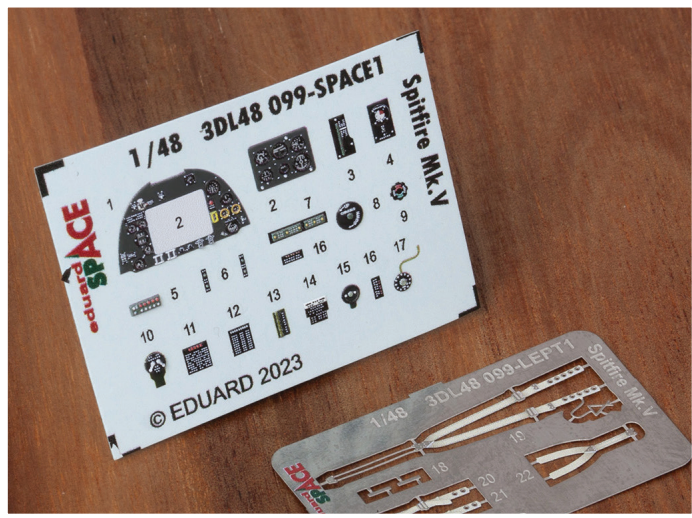
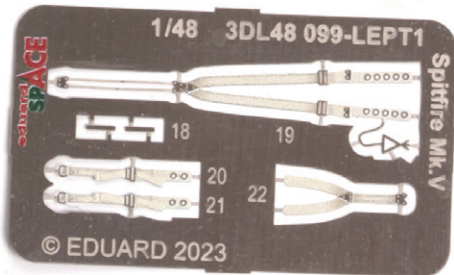
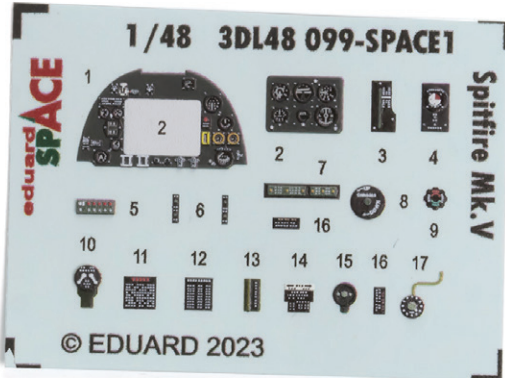
3DL48098 **A-10C SPACE** 1/48 Hobby Boss

[Product page](#)

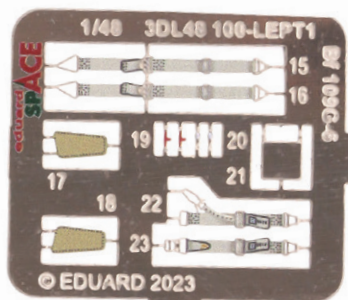
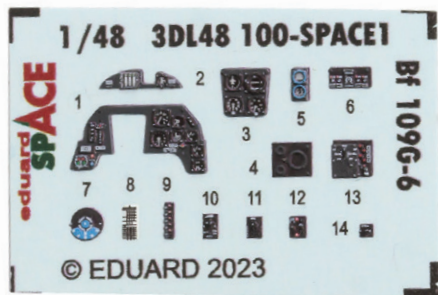


3DL48099 **Spitfire Mk.V SPACE** 1/48 Airfix

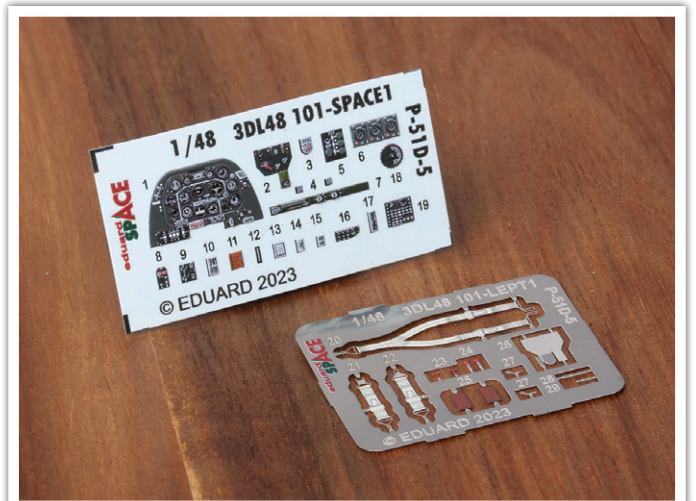
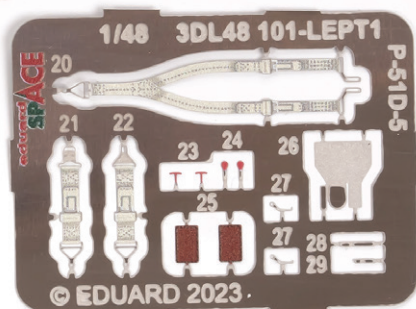
[Product page](#)



3DL48100 Bf 109G-6 SPACE 1/48 Tamiya

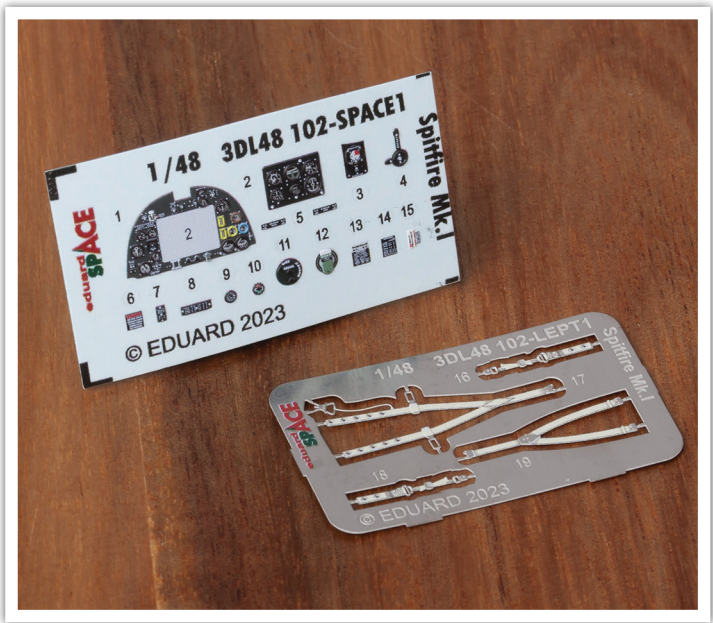
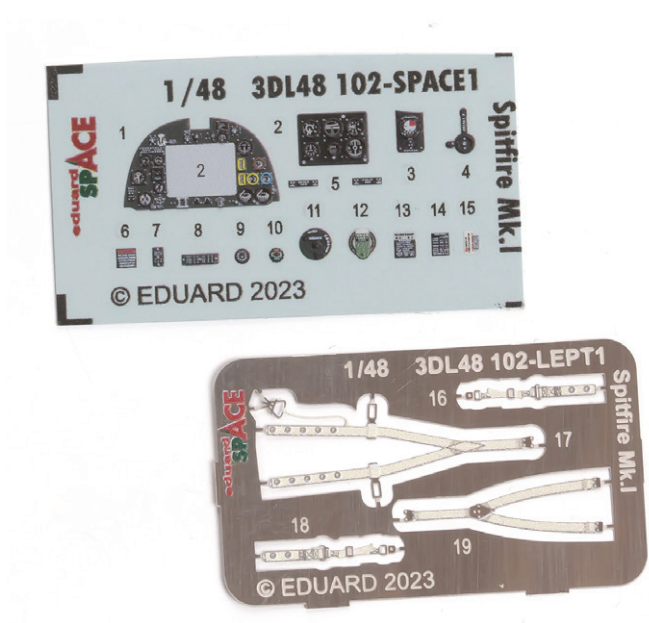
[Product page](#)


3DL48101 P-51D-5 SPACE 1/48 Airfix

[Product page](#)


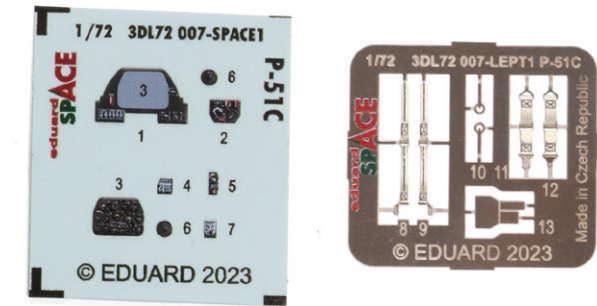
3DL48102 Spitfire Mk.I SPACE 1/48 Tamiya

[Product page](#)



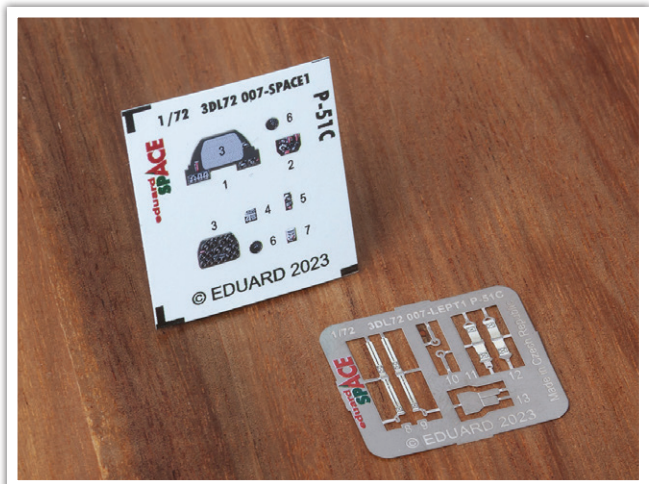
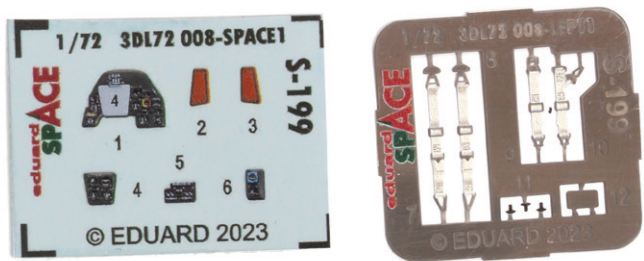
3DL72007 P-51C SPACE 1/72 Arma Hobby

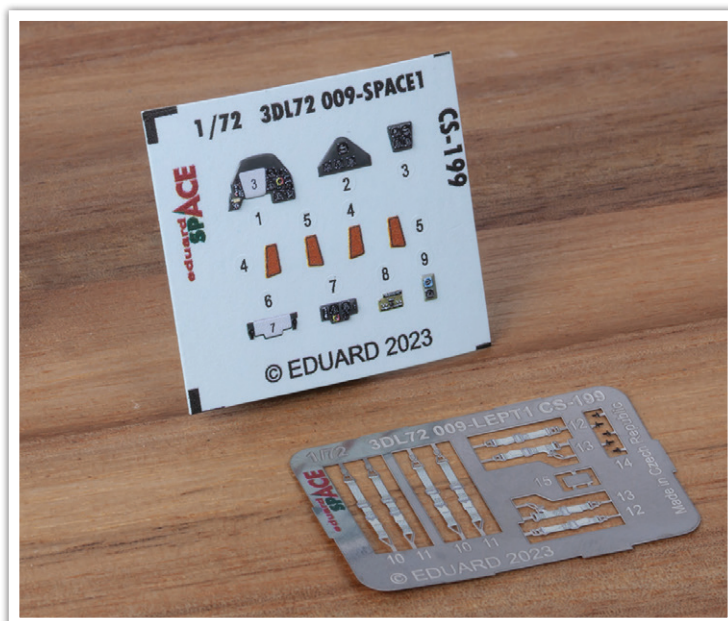
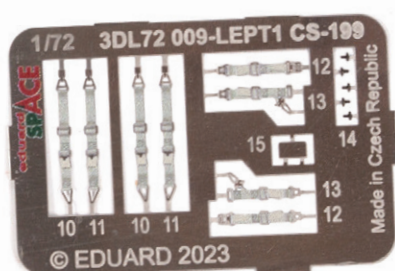
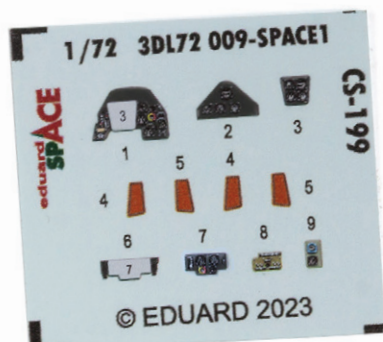
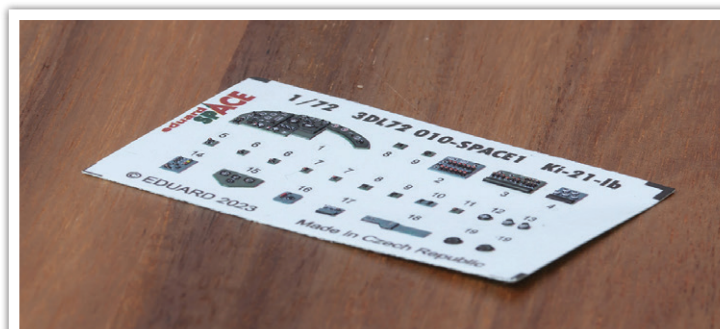
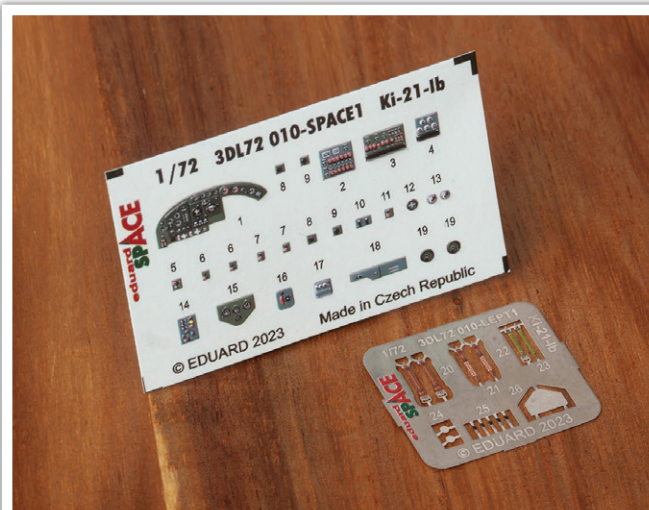
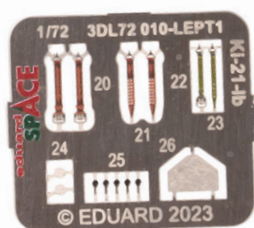
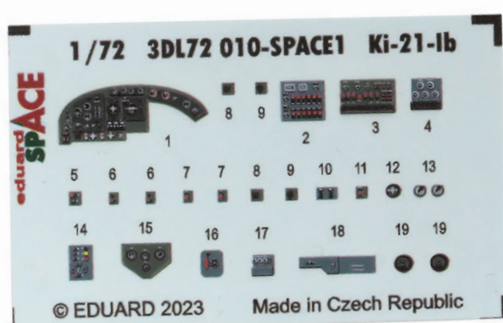
[Product page](#)



3DL72008 S-199 SPACE 1/72 Eduard

[Product page](#)



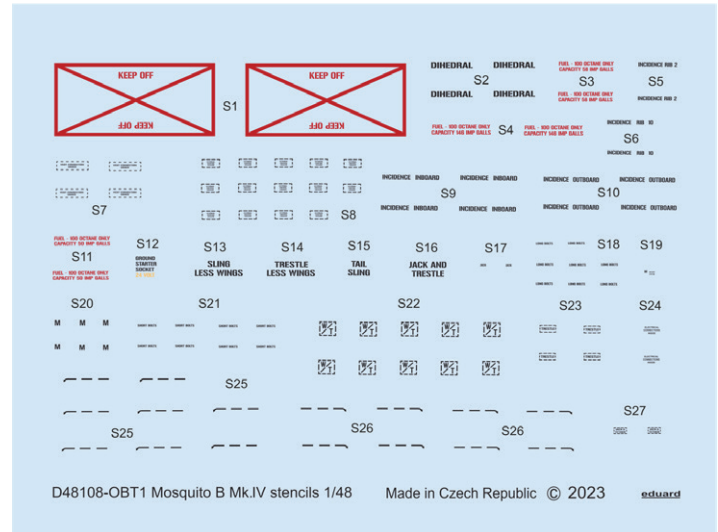
3DL72009 **CS-199 SPACE** 1/72 Eduard
[Product page](#)
3DL72010 **Ki-21-Ib SPACE** 1/72 ICM
[Product page](#)


D48107

Mosquito B Mk.IV stencils

1/48 Tamiya/Revell

[Product page](#)



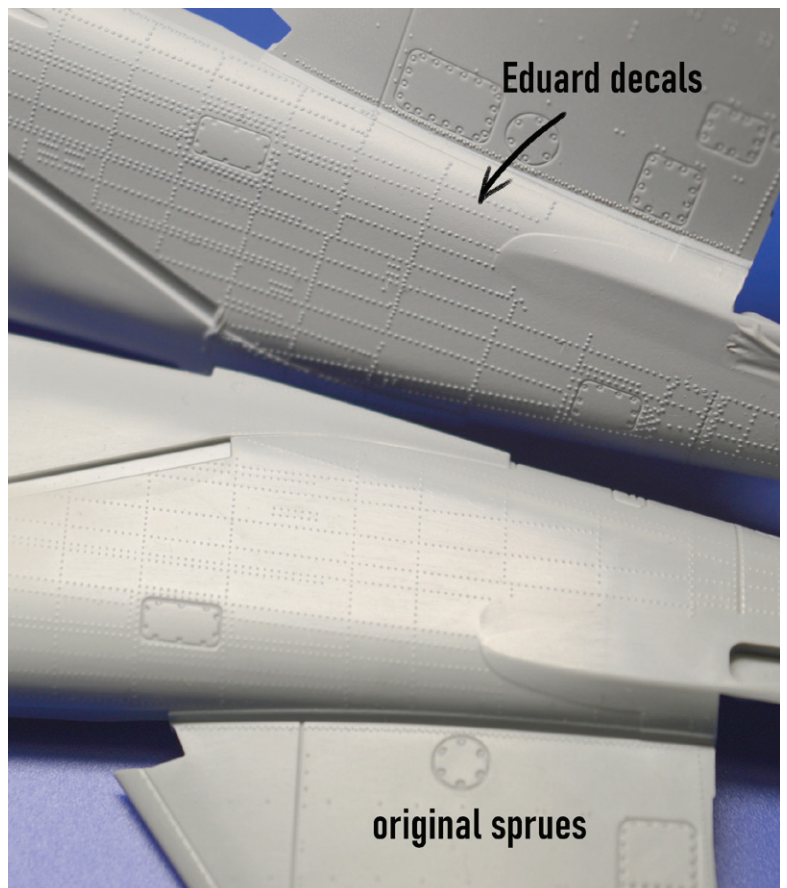
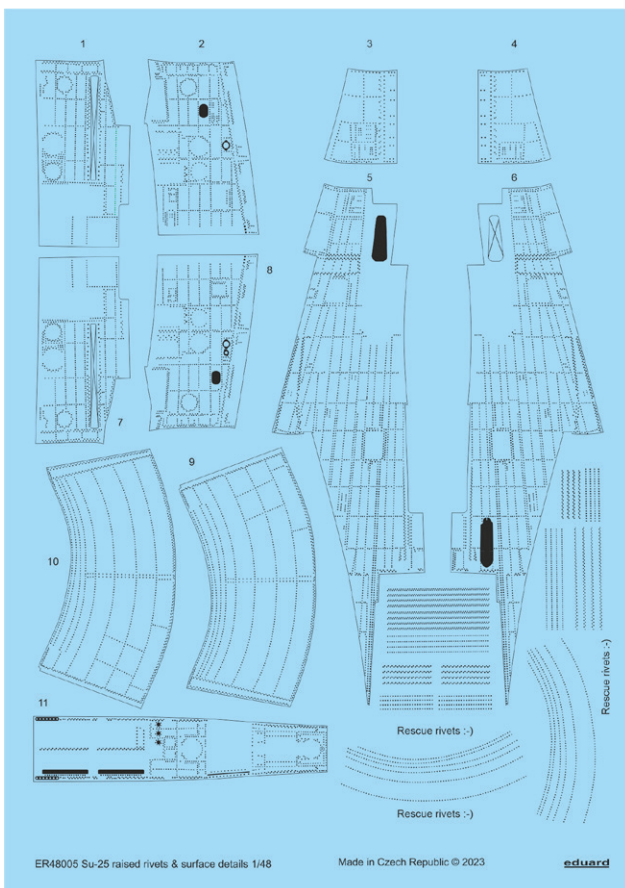
EDDIE THE RIVETER

ER48005

Su-25 raised rivets & surface details

1/48 Zvezda

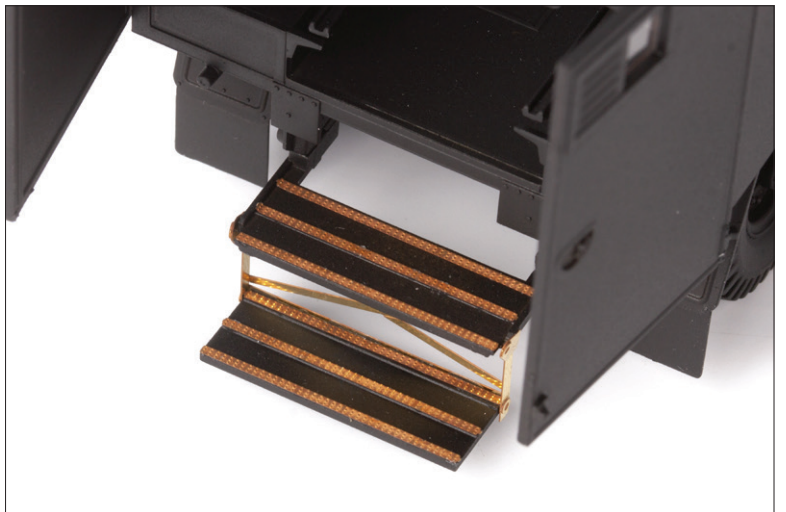
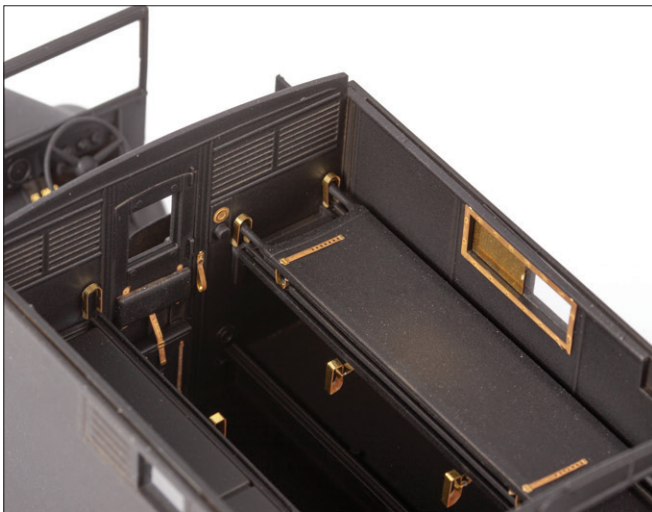
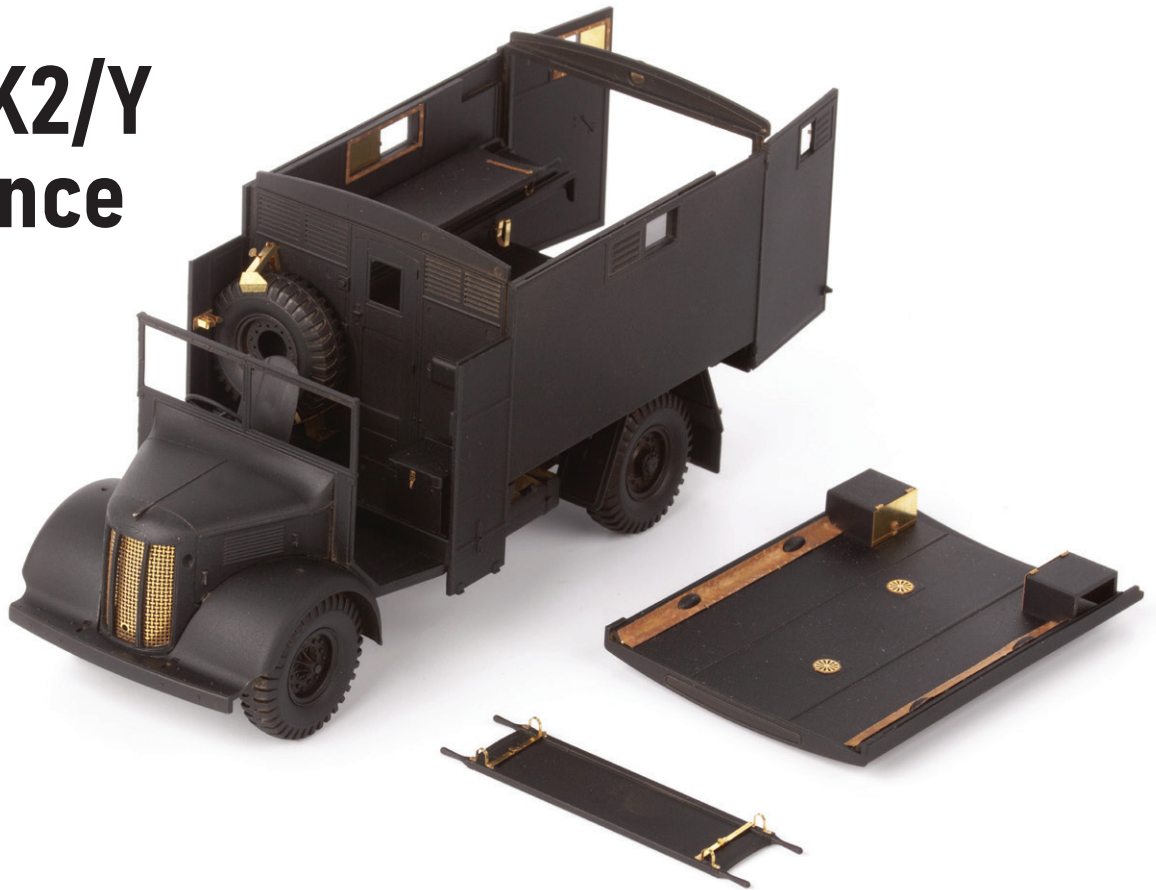
[Product page](#)



Austin K2/Y ambulance

1/35 Airfix

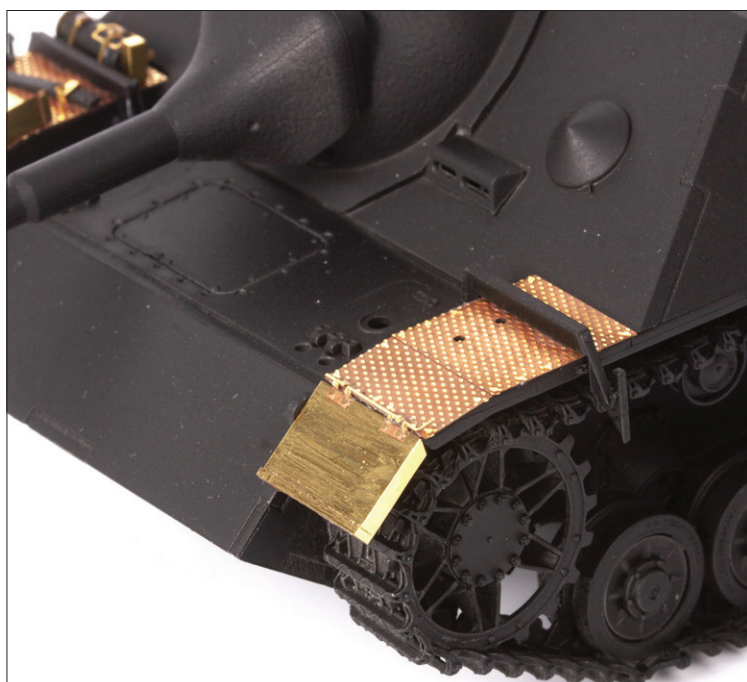
36493



Jagdpanzer IV

1/35 Border Model

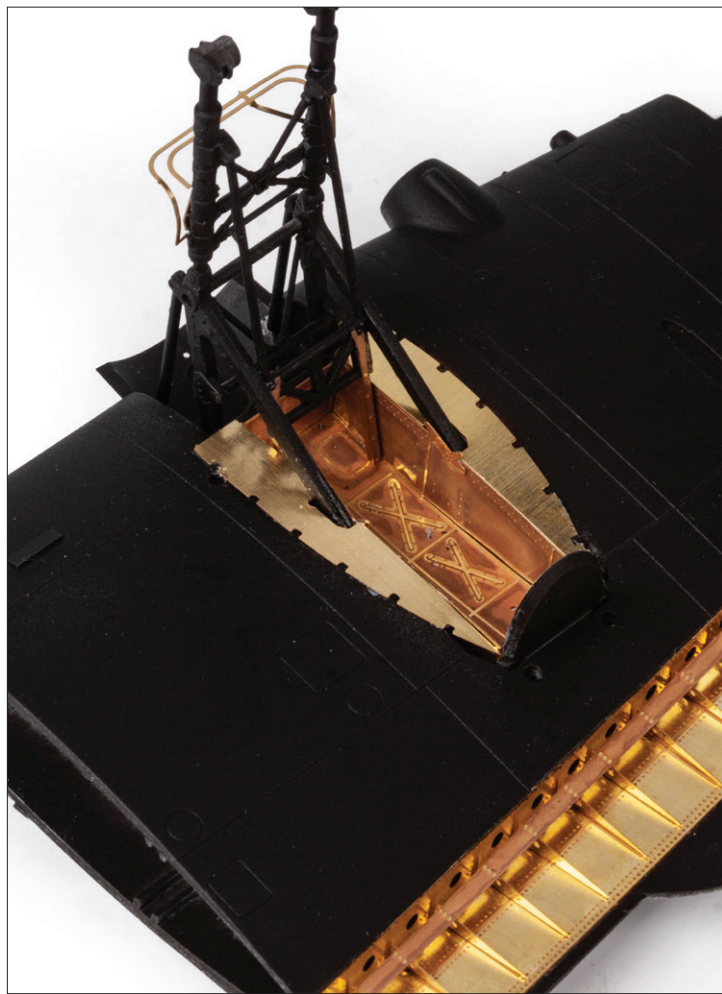
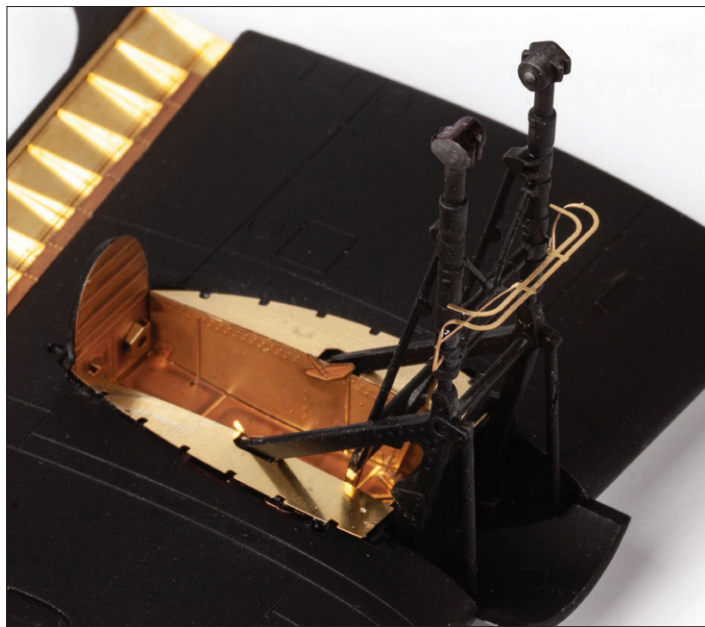
36494



Beaufort Mk.I undercarriage

1/48 ICM

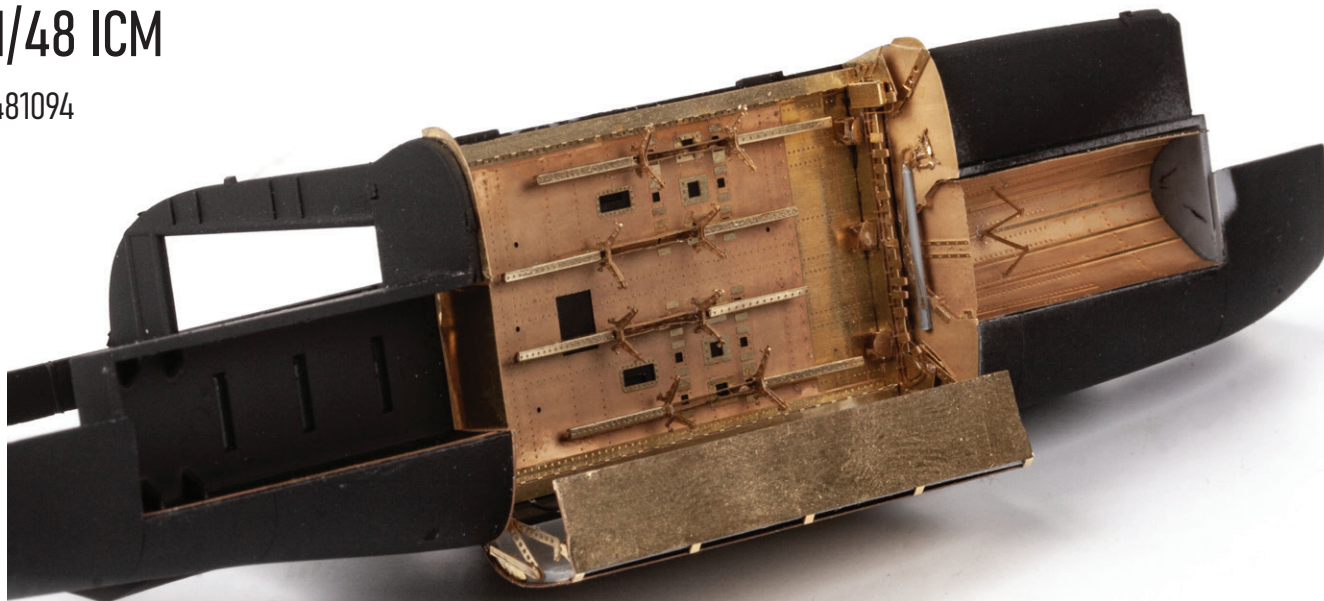
481096



Beaufort Mk.I bomb bay

1/48 ICM

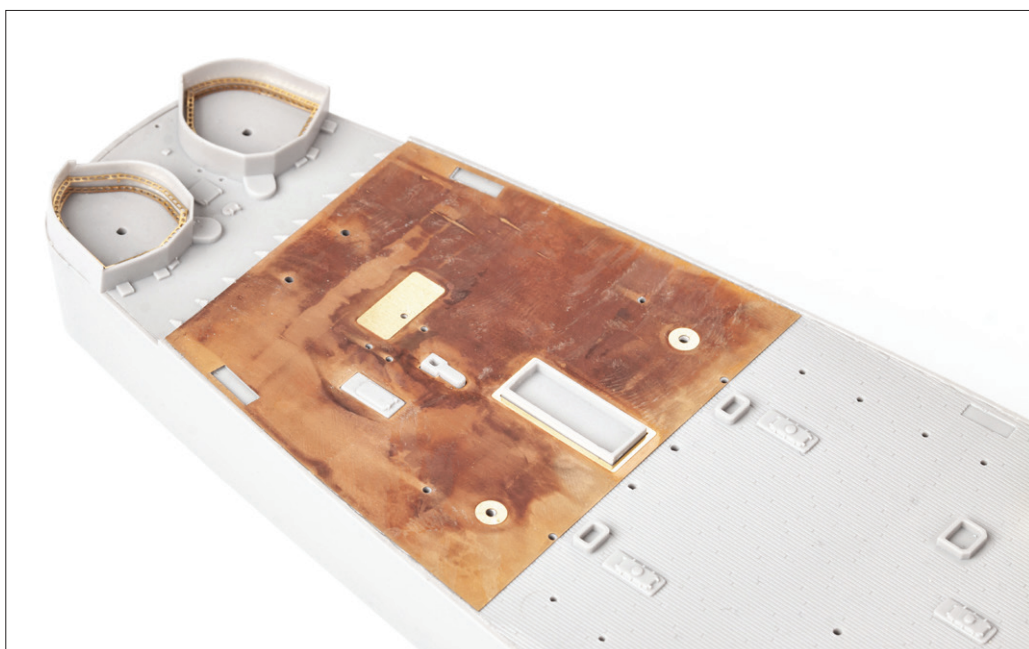
481094



USS Alaska CB-1 part 1

1/350 Hobby Boss

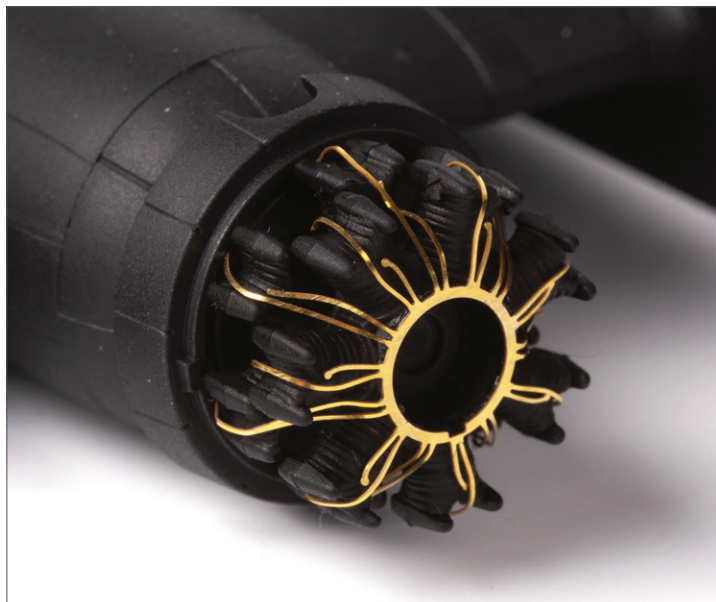
53289



Ki-21-Ib

1/72 ICM

73789

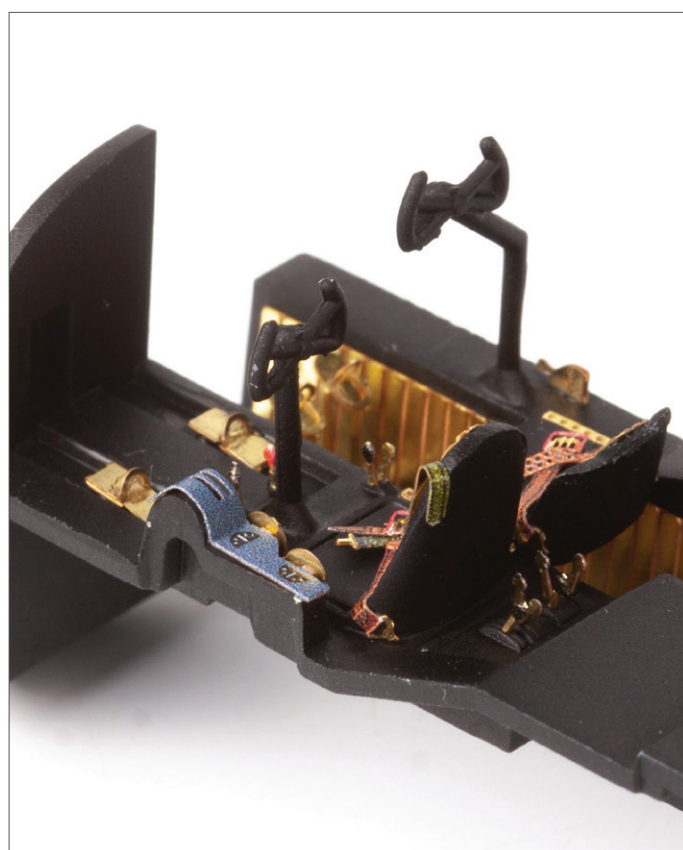
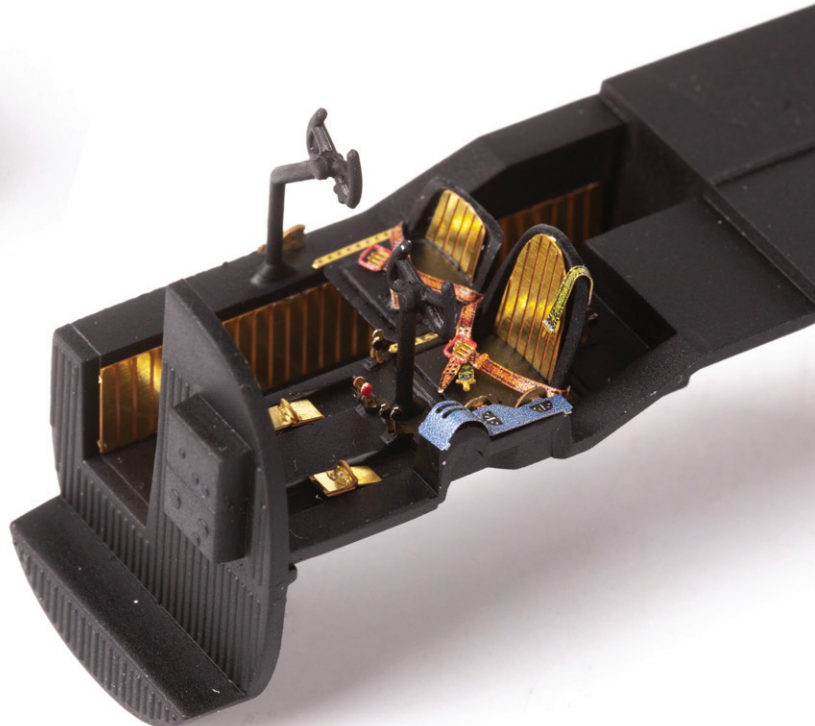
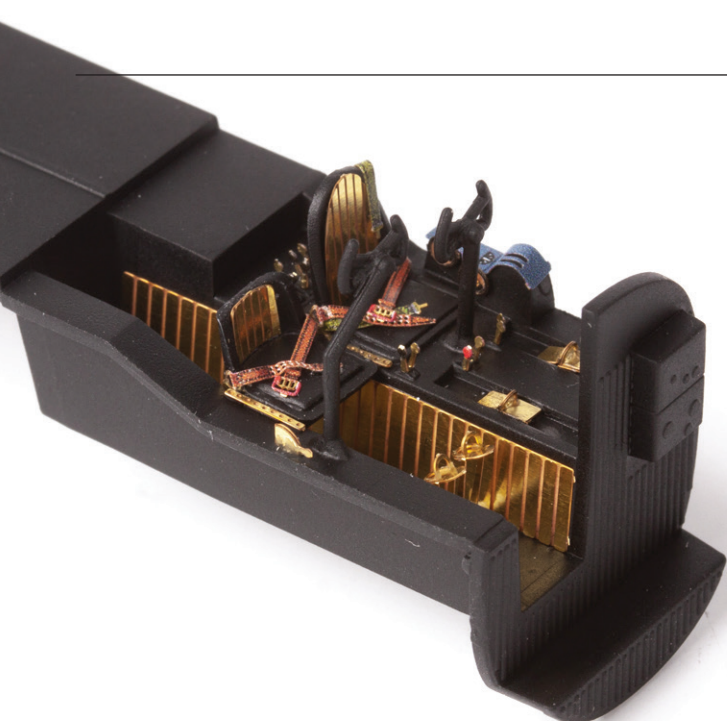




Ki-21-Ib

1/72 ICM

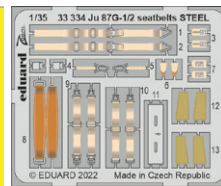
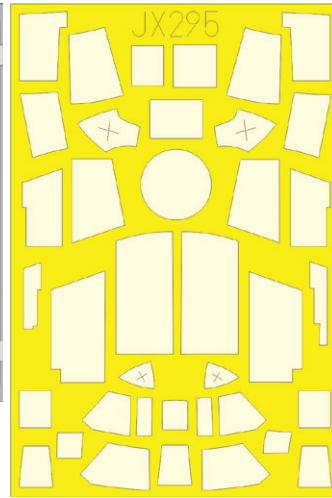
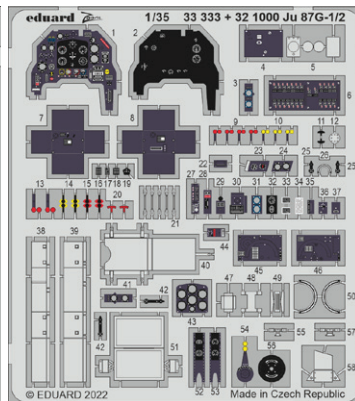
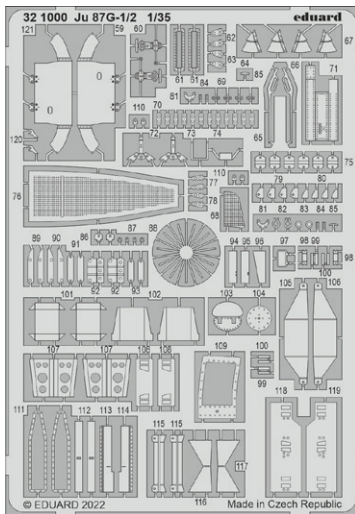
SS789



BIG33146 Ju 87G-1/2 1/35 Border Model

Product page

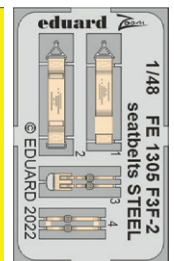
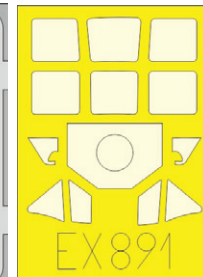
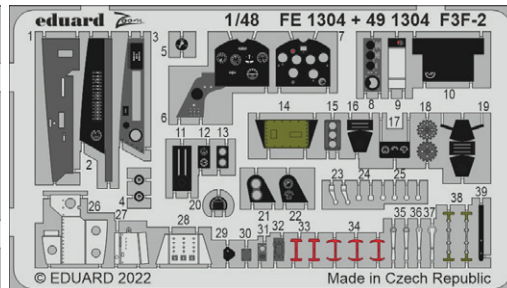
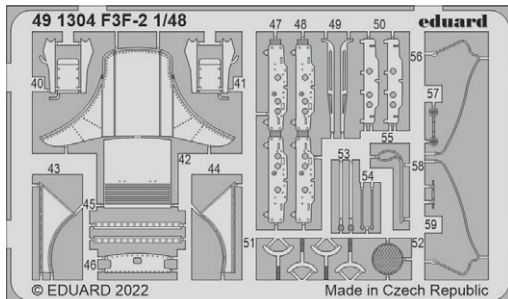
- 321000 Ju 87G-1/2 1/35
- 33334 Ju 87G-1/2 seatbelts STEEL 1/35
- JX295 Ju 87G-1/2 1/35



BIG49352 F3F-2 1/48 Academy

Product page

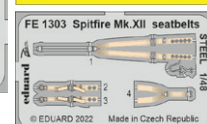
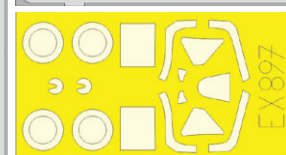
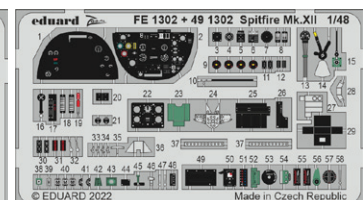
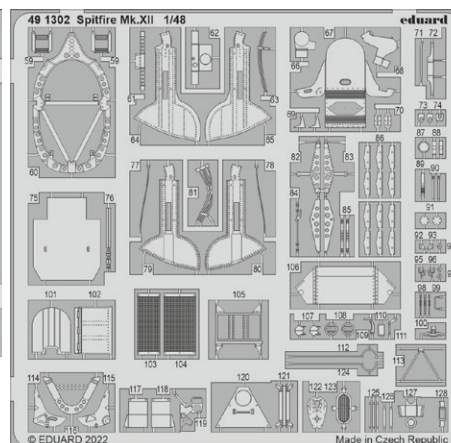
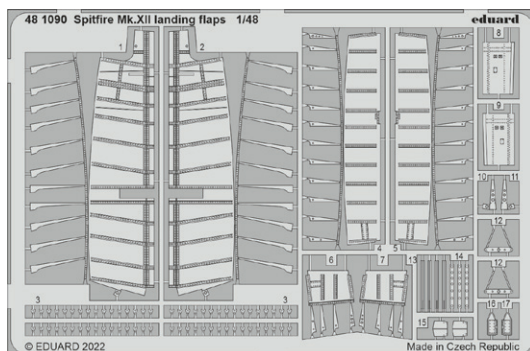
- 491304 F3F-2 1/48
- FE1305 F3F-2 seatbelts STEEL 1/48
- EX891 F3F-2 1/48



BIG49353 Spitfire Mk.XII 1/48 Airfix

Product page

- 481090 Spitfire Mk.XII landing flaps 1/48
- 491302 Spitfire Mk.XII 1/48
- FE1303 Spitfire Mk.XII seatbelts STEEL 1/48
- EX897 Spitfire Mk.XII 1/48

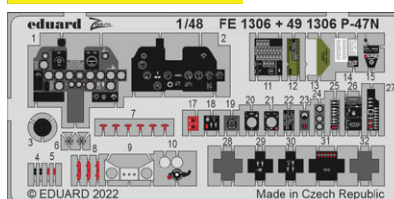
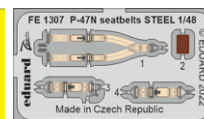
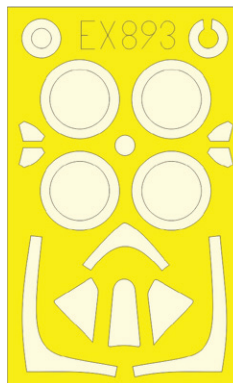
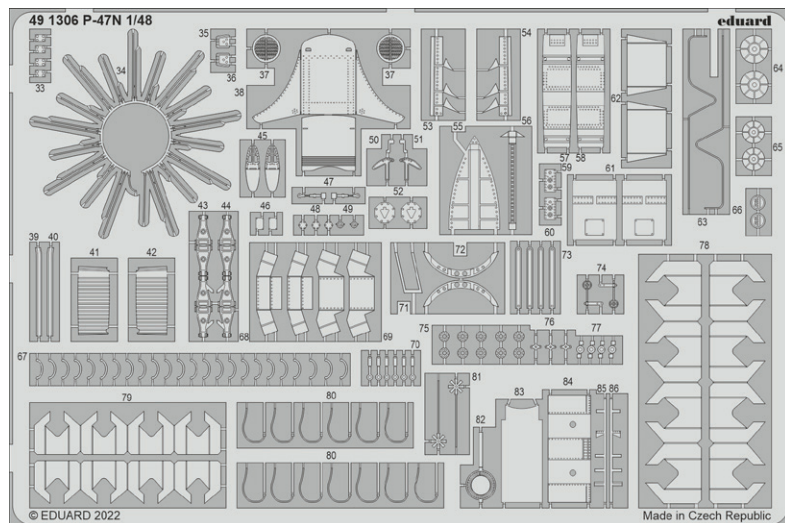


All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG49354 **P-47N** 1/48 Academy

Product page

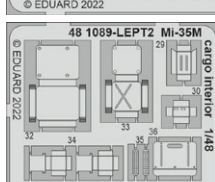
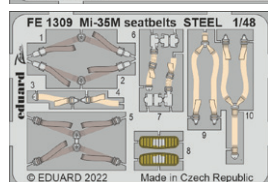
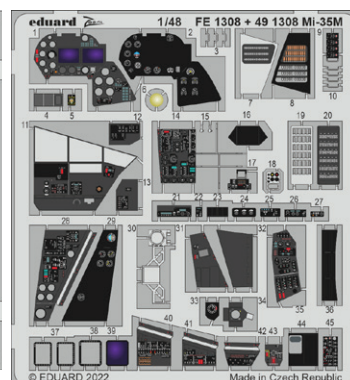
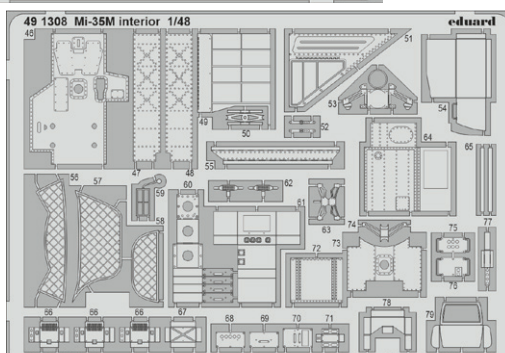
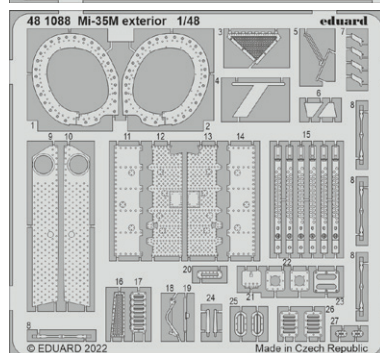
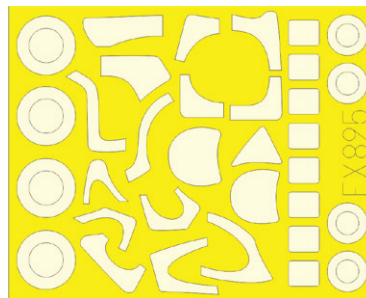
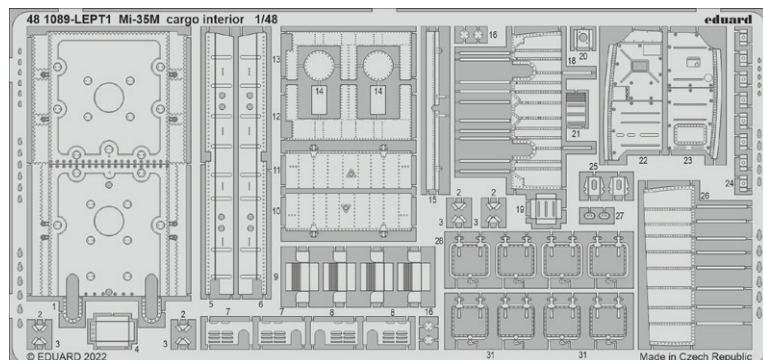
491306 P-47N 1/48
FE1307 P-47N seatbelts STEEL 1/48
EX893 P-47N 1/48



BIG49355 **Mi-35M** 1/48 Zvezda

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481088 Mi-35M exterior 1/48
481089 Mi-35M cargo interior 1/48
491308 Mi-35M interior 1/48
FE1309 Mi-35M seatbelts STEEL 1/48
EX895 Mi-35M 1/48



JX303 Tornado IDS

1/32 Italeri

JX304 Tornado IDS TFace

1/32 Italeri

EX912 Z-326 TFace

1/48 Eduard

EX913 Mosquito B Mk.IV TFace

1/48 Tamiya

EX914 Spitfire Mk.V TFace

1/48 Eduard

EX915 A-10C

1/48 Hobby Boss

EX916 A-10C TFace

1/48 Hobby Boss

EX917 Anson Mk.I

1/48 Airfix

EX918 Anson Mk.I TFace

1/48 Airfix

CX637 AJ-1

1/72 Roden

CX638 Ki-21-Ib

1/72 ICM

CX639 Ki-46-III Interceptor

1/72 Hasegawa

CX640 Do 335A

1/72 Hobby 2000/Roden

CX641 Meteor F.8

1/72 Airfix



EX912 Z-326 TFace



EX912 Z-326 TFace



EX913 Mosquito B Mk.IV TFace



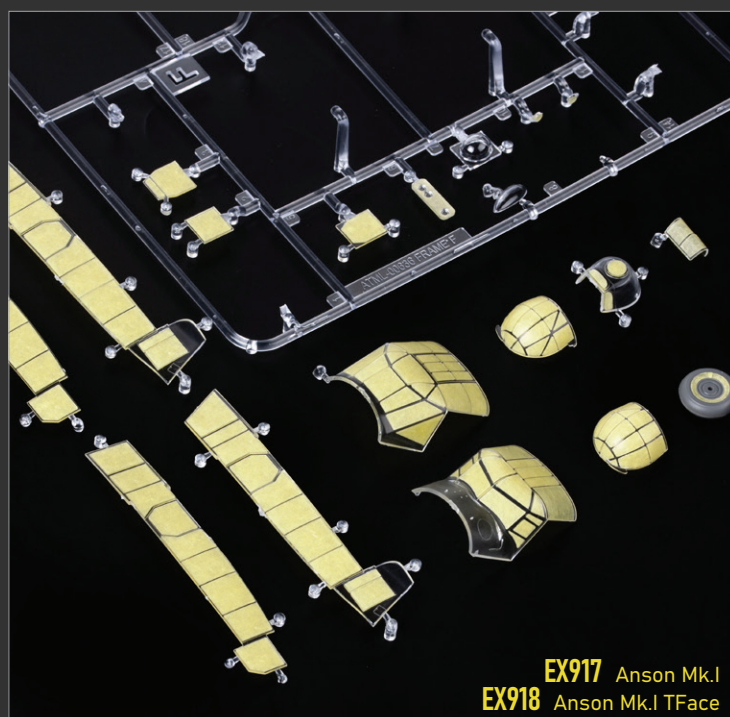
EX913 Mosquito B Mk.IV TFace



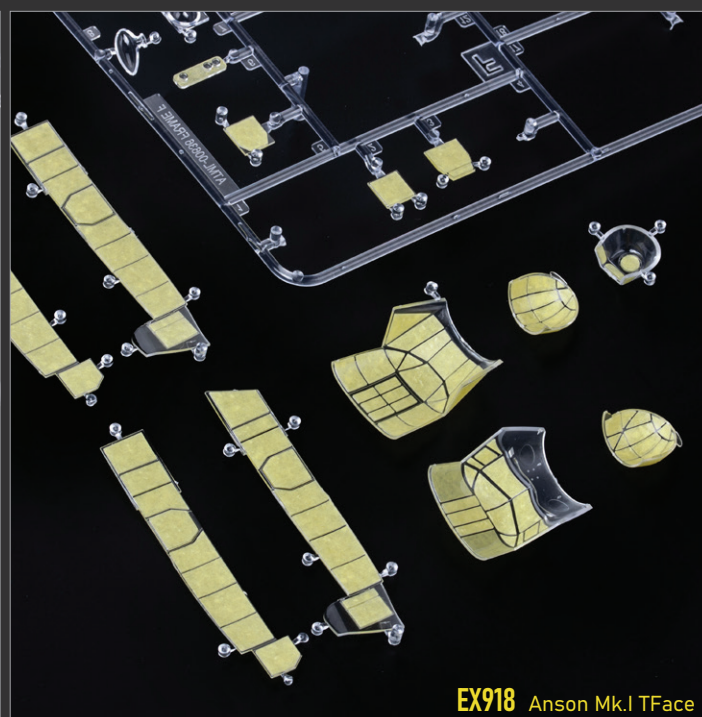
EX915 A-10C
EX916 A-10C TFace



EX916 A-10C TFace



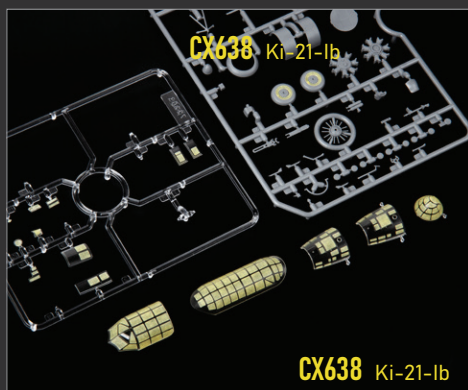
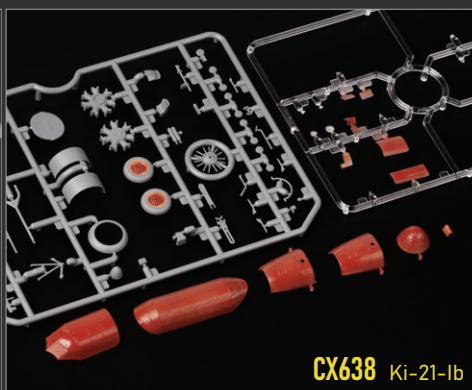
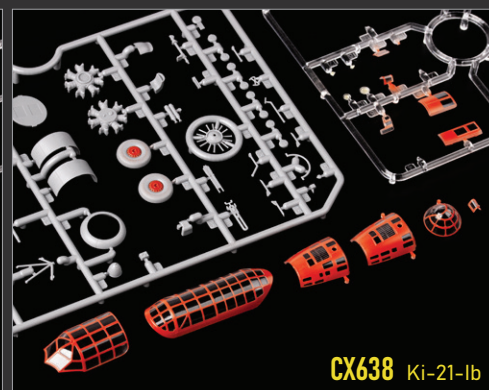
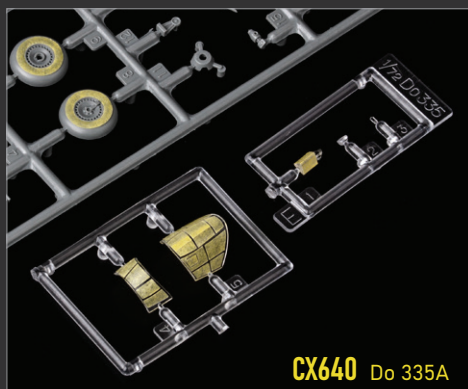
EX917 Anson Mk.I
EX918 Anson Mk.I TFace

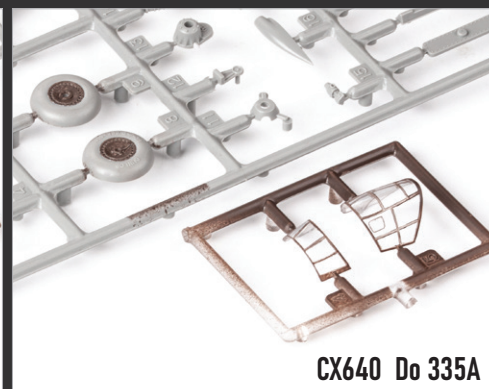
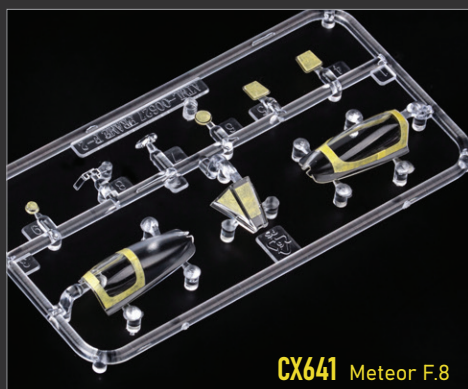


EX918 Anson Mk.I TFace


CX637 AJ-1

CX637 AJ-1

CX637 AJ-1

CX638 Ki-21-Ib

CX638 Ki-21-Ib

CX638 Ki-21-Ib

CX640 Do 335A

CX640 Do 335A

CX640 Do 335A

CX641 Meteor F.8

CX641 Meteor F.8

CX641 Meteor F.8

CX639 Ki-46-III Interceptor

KITS

7012	B-25J Mitchell STRAFER
84186	Spitfire Mk.Vb mid
8486	Sopwith F.1 Camel
7083	Bf 110E Re-release
8092	P-400 Re-release
82212	A6M2 Zero Type 21 Re-release

PE-SETS

53289	USS Alaska CB-1 part 1	1/350 Hobby Boss
32480	Tornado IDS exterior	1/32 Italeri
321004	Tornado IDS interior	1/32 Italeri
321005	Tornado IDS undercarriage	1/32 Italeri
36493	Austin K2/Y ambulance	1/35 Airfix
36494	Jagdpanzer IV	1/35 Border Model
481096	Beaufort Mk.I undercarriage	1/48 ICM
481097	A-10C exterior	1/48 Hobby Boss
481098	A-10C armament	1/48 Hobby Boss
491324	A-10C	1/48 Hobby Boss
73788	AJ-1	1/72 Roden
73789	Ki-21-Ib	1/72 ICM
73790	Do 335A	1/72 Hobby 2000/Dragon

ZOOMS

33341	Tornado IDS	1/32 Italeri
33342	Tornado IDS seatbelts STEEL	1/32 Italeri
FE1322	Spitfire Mk.Vb Weekend	1/48 Eduard
FE1323	Sopwith F.1 Camel (Clerget) Weekend	1/48 Eduard
FE1324	A-10C	1/48 Hobby Boss
FE1325	A-10C seatbelts STEEL	1/48 Hobby Boss
SS788	AJ-1	1/72 Roden
SS789	Ki-21-Ib	1/72 ICM
SS790	Do 335A	1/72 Hobby 2000/Dragon

MASKS

JX303	Tornado IDS	1/32 Italeri
JX304	Tornado IDS TFace	1/32 Italeri
EX912	Z-326 TFace	1/48 Eduard
EX913	Mosquito B Mk.IV TFace	1/48 Tamiya
EX914	Spitfire Mk.V TFace	1/48 Eduard
EX915	A-10C	1/48 Hobby Boss
EX916	A-10C TFace	1/48 Hobby Boss
EX917	Anson Mk.I	1/48 Airfix
EX918	Anson Mk.I TFace	1/48 Airfix
CX637	AJ-1	1/72 Roden
CX638	Ki-21-Ib	1/72 ICM
CX639	Ki-46-III Interceptor	1/72 Hasegawa
CX640	Do 335A	1/72 Hobby 2000/Dragon
CX641	Meteor F.8	1/72 Airfix

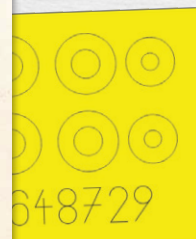
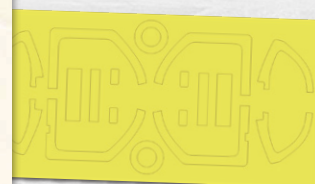
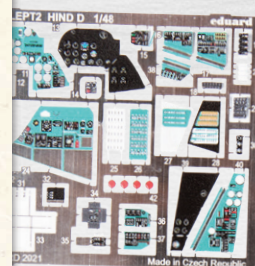
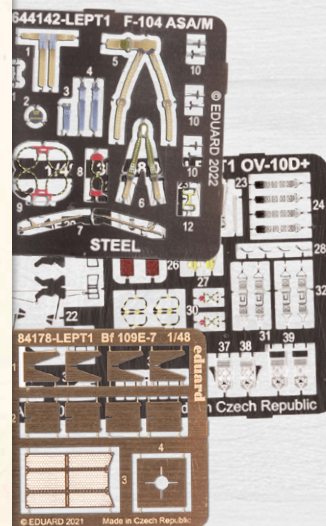
EDDIE THE RIVETER

ER48005	Su-25 raised rivets & surface details	1/48 Zvezda
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LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG ED

BIG33146	Ju 87G-1/2	1/35 Border Model
BIG49352	F3F-2	1/48 Academy
BIG49353	Spitfire Mk.XII	1/48 Airfix
BIG49354	P-47N	1/48 Academy
BIG49355	Mi-35M	1/48 Zvezda

BRASSIN

634029	Bf 109G-2 LööK	1/32 Revell
644192	SE.5a LööK	1/48 Eduard
644193	Mosquito FB Mk.II LööK	1/48 Tamiya
644194	Beaufort Mk.I LööK	1/48 ICM
635018	WWII German hammer PRINT	1/35
635019	WWII German axe PRINT	1/35
635021	WWII German clamps Type 2 PRINT	1/35
648785	Fw 190A-8 cockpit PRINT	1/48 Eduard
648809	WWII USAAF oxygen cylinder A-6 PRINT	1/48
648810	WWII USAAF oxygen tank G-1 PRINT	1/48
648815	F4F-4 wheels early	1/48 Eduard
648816	F4F-4 wheels late	1/48 Eduard
648817	F4F-4 landing flaps PRINT	1/48 Eduard
648818	F4F-4 folding wings PRINT	1/48 Eduard
648819	F-35B wheels	1/48 Italeri
648820	F4F-4 exhausts PRINT	1/48 Eduard
648821	Yak-9D wheels	1/48 Zvezda
648822	F-16A MLU wheels	1/48 Kinetic
653015	Carley float for 60 people - Type 1 PRINT	1/350
653016	Carley float for 60 people - Type 2 PRINT	1/350

LööKPLUS

644191	F4F-3 early LööKplus	1/48 Eduard
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BIG SIN

SIN64897	A6M3 Zero ESSENTIAL	1/48 Eduard
SIN64898	P-38J ADVANCED	1/48 Tamiya

SPACE

3DL32010	Bf 109G-2/4 SPACE	1/32 Revell
3DL48097	Mosquito B Mk.IV SPACE	1/48 Tamiya
3DL48098	A-10C SPACE	1/48 Hobby Boss
3DL48099	Spitfire Mk.V SPACE	1/48 Airfix
3DL48100	Bf 109G-6 SPACE	1/48 Tamiya
3DL48101	P-51D-5 SPACE	1/48 Airfix
3DL48102	Spitfire Mk.I SPACE	1/48 Tamiya
3DL72007	P-51C SPACE	1/72 Arma Hobby
3DL72008	S-199 SPACE	1/72 Eduard
3DL72009	CS-199 SPACE	1/72 Eduard
3DL72010	Ki-21-Ib SPACE	1/72 ICM

DECAL SET

D48108	Mosquito B Mk.IV stencils	1/48 Revell/Tamiya
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BIG-ED

eduard
BRASSINeduard
BRASSIN
Print

LööK

LööK+

BIG
SINeduard
SPACE

F4F-3 Wildcat

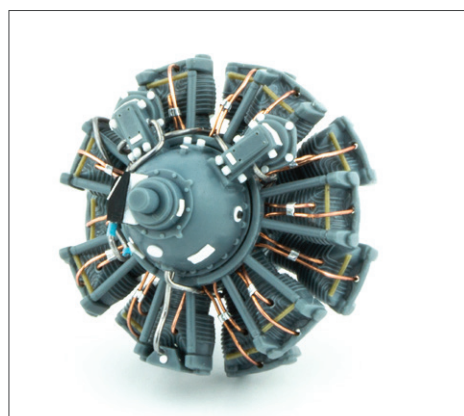
1/48

Product page

built by **Josef Blažek**

Cat. No. 82201

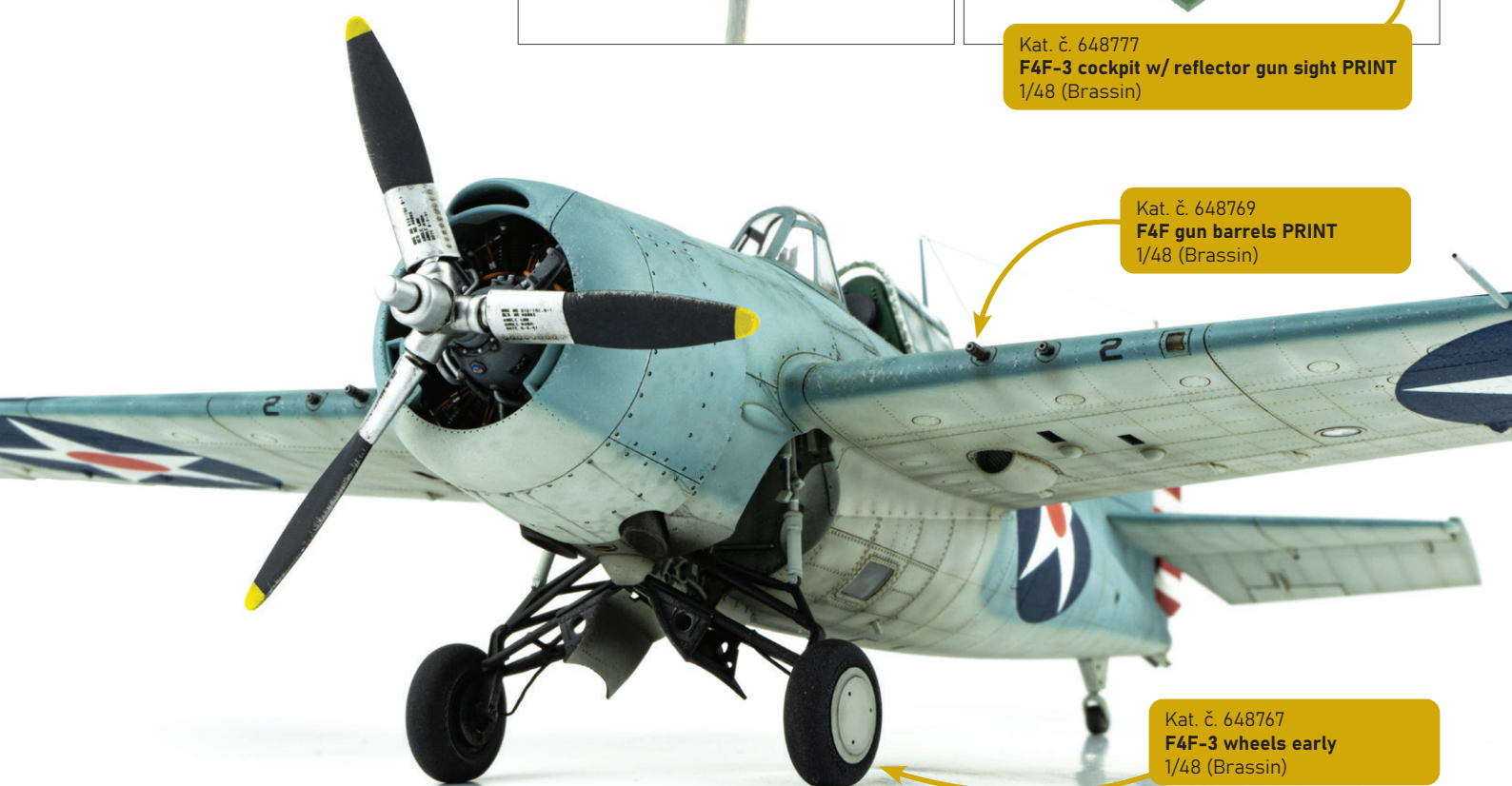
marking E



Kat. č. 644171
F4F-3 early LööK
1/48 (Brassin)



Kat. č. 648777
F4F-3 cockpit w/ reflector gun sight PRINT
1/48 (Brassin)



Kat. č. 648769
F4F gun barrels PRINT
1/48 (Brassin)

Kat. č. 648767
F4F-3 wheels early
1/48 (Brassin)

BuNo. 2531, Lt. Elbert S. McCuskey, VF-42, USS Yorktown (CV-5), May 1942

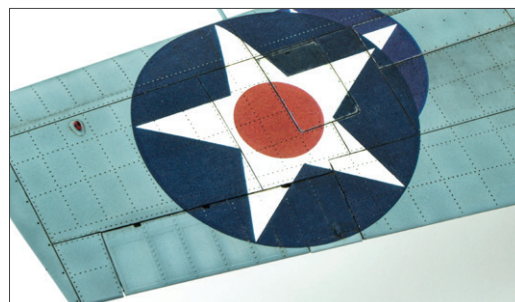
Elbert Scott McCuskey was born February 8, 1915 in Little Rock, Arkansas, and after attending universities in Alabama and Arkansas, he signed up for naval aviation training on May 28, 1938. After successfully undergoing pilot training, he was assigned to VS-41 on the USS Ranger as an Ensign in October 1939. In July 1941, he was reassigned to VF-42 on the USS Yorktown, on which he would serve until July 1942. Then, until June 1943, he

trained young Naval Aviators in the art of flying, following this up with a return to operational flying as a unit commander, first with VF-6, and then, from March 1944, with VF-8. Both of these units were flying the Hellcat by then. During his combat career in the Second World War, he gained 13.5 kills. He remained loyal to the Navy after the war, not retiring until July 1965. He died of a heart attack on June 15, 1997. With this Wildcat, he

shot down a Zero in the Battle of the Coral Sea. The aircraft was camouflaged in the same way as the Wildcat flown by Lt. Edward O'Hare, and even the markings were similar, with one difference being the application of large American markings on the fuselage and wings. An interesting facet to this aircraft was the original markings on the wings being visible under the new ones.

Accessories used:

- 644171 F4F-3 early LööK (Brassin)
- 648766 F4F-3 exhausts PRINT (Brassin)
- 648767 F4F-3 wheels early (Brassin)
- 648769 F4F gun barrels PRINT (Brassin)
- 648777 F4F-3 cockpit w/ reflector gun sight PRINT (Brassin)



Spitfire Mk.Vb late

built by **Jan Baranec**

Cat. No. 82156

marking B



1/48

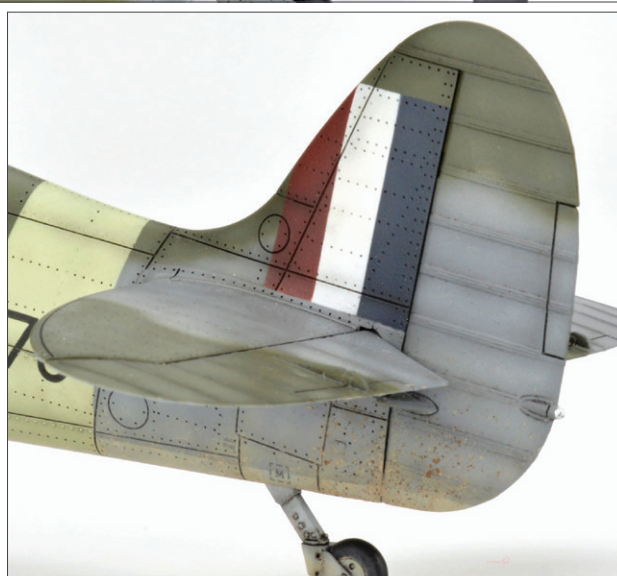
Product page

Kat. č. 648664
Spitfire Mk.V wheels
1/48 (Brassin)

Kat. č. 644113
Spitfire Mk. V LööK
1/48 (Brassin)

Kat. č. 648663
Spitfire Mk.V cockpit
1/48 (Brassin)

Kat. č. 648668
Spitfire Mk.V three-stacks exhausts fishtail
1/48 (Brassin)



Spitfire Mk.Vb, AB276, F/Lt Václav Hájek, No. 313 (Czechoslovak) Squadron, RAF Hornchurch, Great Britain, January–June, 1942

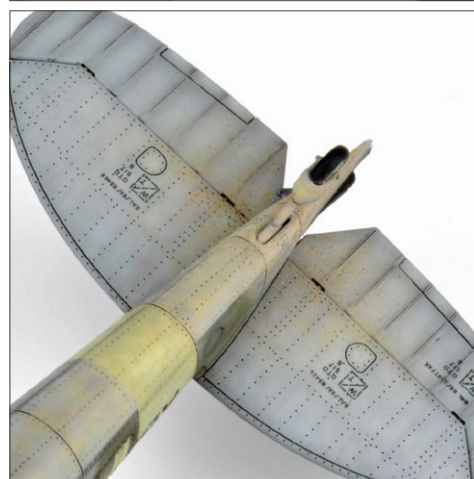
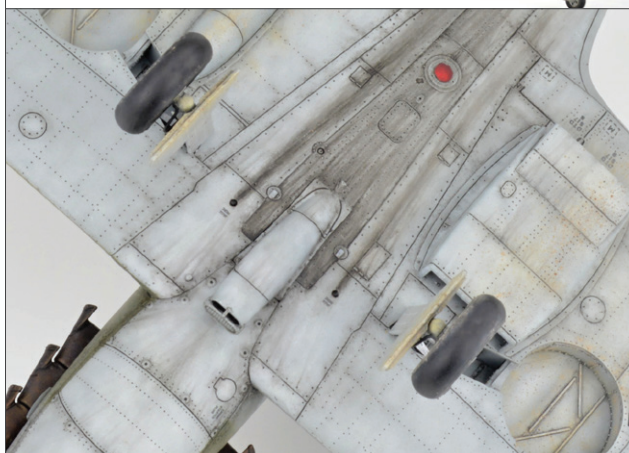
Spitfire Mk.Vb AB276 served operationally with No.313 (Czechoslovak) Squadron from January 13, 1942 to June 8 of the same year. It was most often flown by F/Lt Václav Hájek, who on April 10, 1942 likely shot down a I./JG 26 Fw 190 south of Gravelines. Other pilots who flew missions in AB276 were Sgt. K. Pavlík, Sgt. F. Bönisch and P/O V. Michálek. No. 313 (Czechoslovak) Squadron

Spitfires are known for their carrying Walt Disney characters through the first half of 1942, when the unit was a component of Hornchurch Wing. The author of the artwork was Sgt. Karel Pavlík, who put his talents as a graphic artist to good use and applied the characters below the windscreen of individual aircraft according to the wishes of the pilots. The rendering of the kitten "Figaro" with the

inscription "Mnoho Šťěstí" (Best of Luck) is probably the most recognized because of a photograph of it, in which Sgt. Pavlík is shown during its creation. Its likeness also appears on a granite monument near to where Sgt. Pavlík crashed, not far from the town of Dranouter, Belgium.

Accessories used:

- 644113 Spitfire Mk. V LööK (Brassin)
- 648663 Spitfire Mk.V cockpit (Brassin)
- 648664 Spitfire Mk.V wheels (Brassin)
- 648668 Spitfire Mk.V three-stacks exhausts fishtail (Brassin)



F-4B Phantom II

1/48 Tamiya



built by Shane Doak

Accessories used:

EX803 F-4B TFace (mask)
648682 F-4B wheels (Brassin)
D48094 F-4B stencils (decal)
648690 F-4B exhaust nozzles PRINT
SIN64877 F-4B Air to Ground weapons

648700 F-4B undercarriage legs BRONZE
648709 F-4B ejection seat early PRINT
648716 F-4B refueling probe PRINT
648728 F-4B airbrakes PRINT
648732 F-4B tail hook PRINT

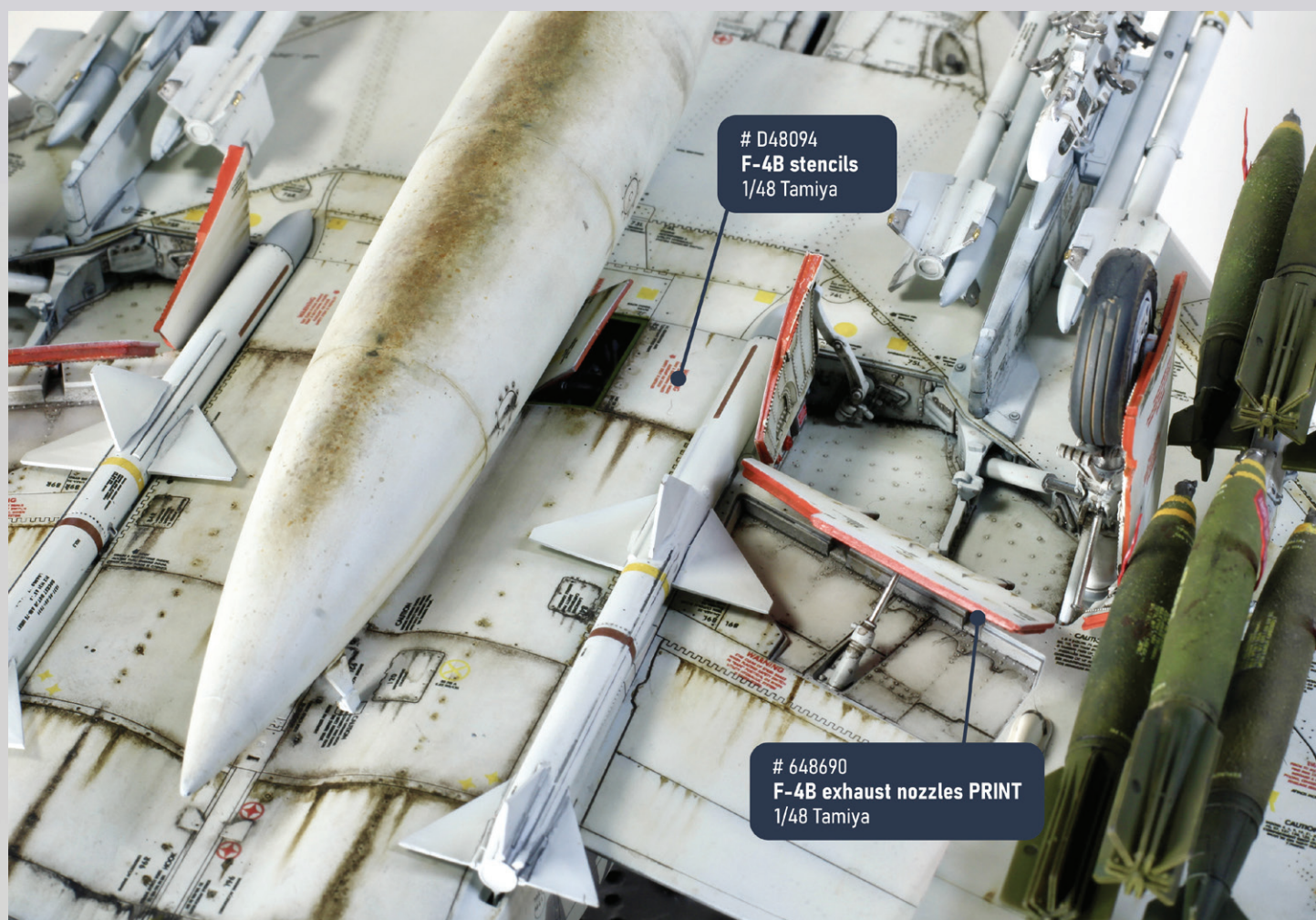
3DL48040 F-4B SPACE
D48093 F-4B NAVY (decal)
648128 Mk.82 bombs w/ airbrake early (Brassin)
648227 MER (Brassin)
648232 TER (Brassin)





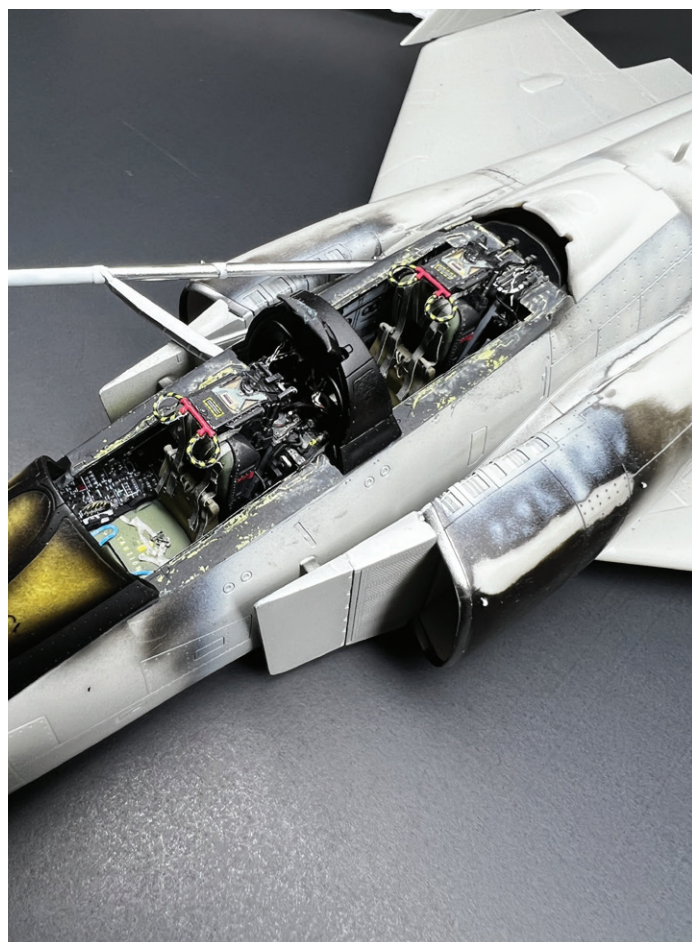


SIN64877
F-4B Air to Ground weapons
1/48 Tamiya



D48094
F-4B stencils
1/48 Tamiya

648690
F-4B exhaust nozzles PRINT
1/48 Tamiya



P-38J



built by **Josef Choren**

1/48 TAMIYA

Accessories used:

- 648782 P-38J wheels (Brassin)
- 648783 P-38J landing flaps PRINT (Brassin)
- 648784 P-38J undercarriage legs BRONZE (Brassin)
- 648790 P-38J nose gun bay PRINT (Brassin)
- 648791 P-38J superchargers PRINT (Brassin)
- 648812 P-38J cockpit PRINT (Brassin)
- ER48003 P-38J raised rivets and surface details (Eddie the Riveter)
- D48107 P-38J over Europe (Decal Set)
- EX884 P-38J TFace (Mask)

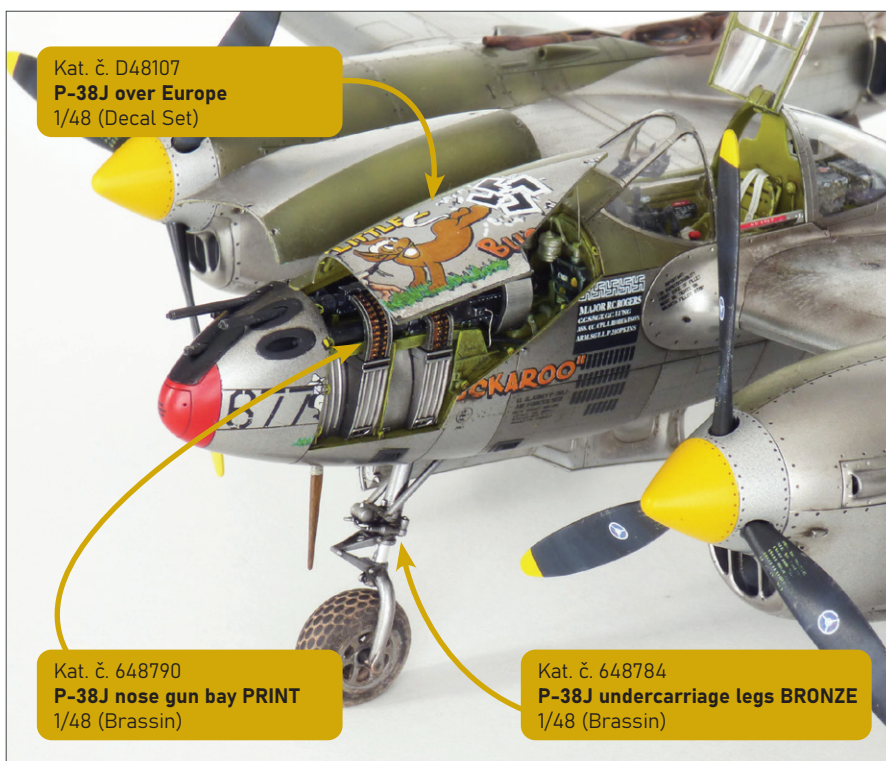


Kat. č. EX884
P-38J TFace
1/48 (Mask)



Kat. č. 648791
P-38J superchargers PRINT
1/48 (Brassin)

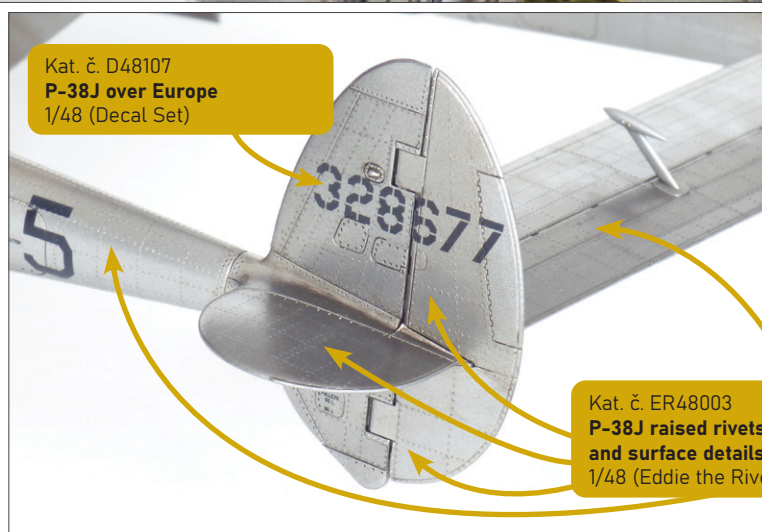
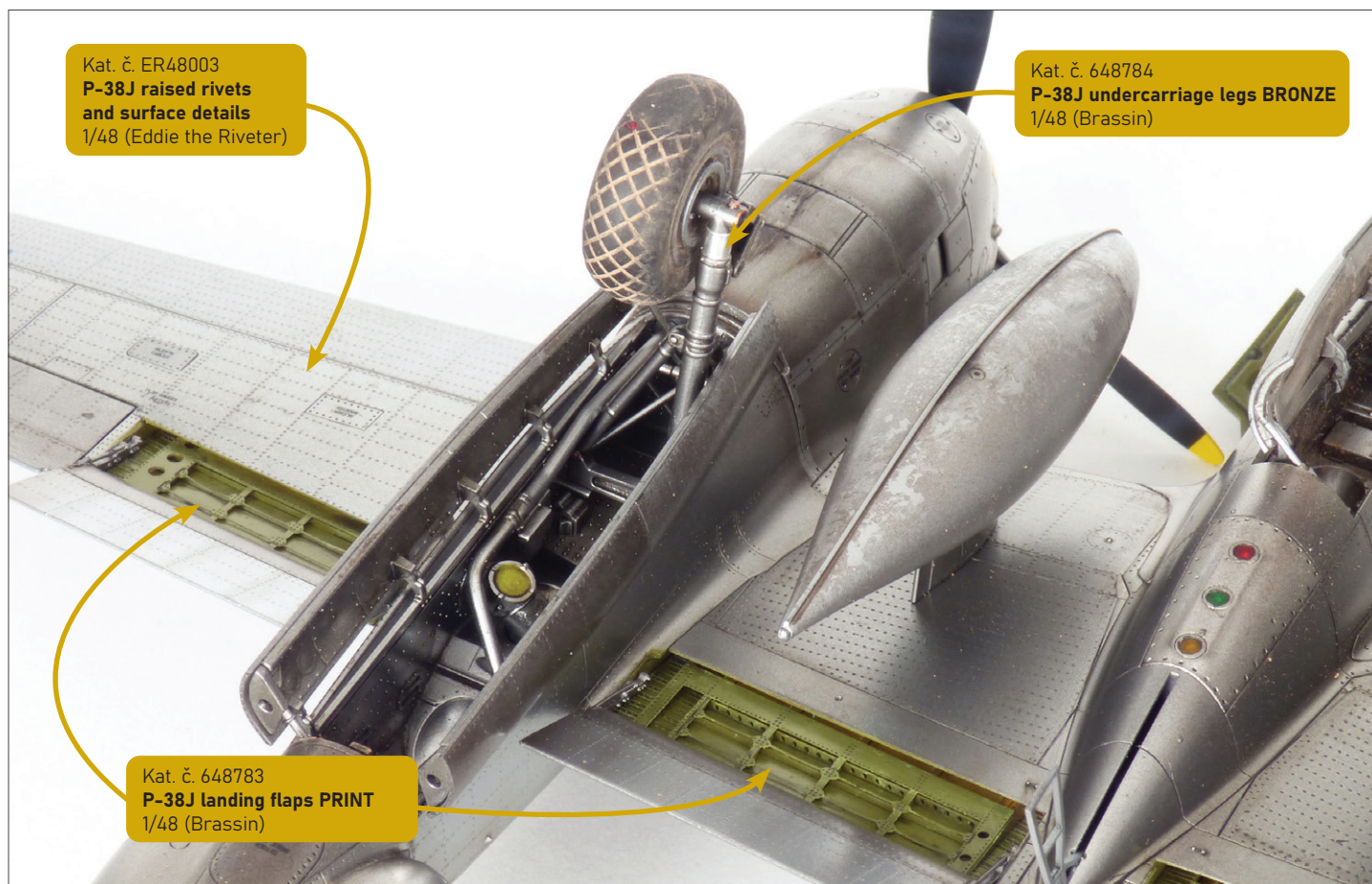
Kat. č. D48107
P-38J over Europe
1/48 (Decal Set)



Kat. č. 648790
P-38J nose gun bay PRINT
1/48 (Brassin)

Kat. č. 648784
P-38J undercarriage legs BRONZE
1/48 (Brassin)

Kat. č. 648782
P-38J wheels
1/48 (Brassin)



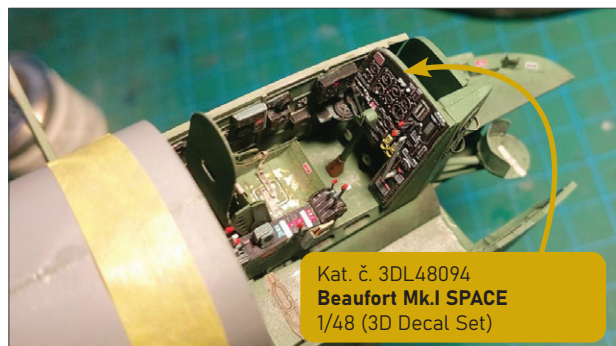


built by **Matthias Becker**

Beaufort Mk.I ICM kit 1/48

Accessories used:

481094	Beaufort Mk.I bomb bay (PE-Set)
491318	Beaufort Mk.I (PE-Set)
FE1319	Beaufort Mk.I seatbelts STEEL (PE-Set)
3DL48094	Beaufort Mk.I SPACE (3D Decal Set)
EX909	Beaufort Mk.I TFace (Mask)





Kat. č. EX909
Beaufort Mk.I TFace
1/48 (Mask)



Kat. č. 491318
Beaufort Mk.I
1/48 (PE-Set)



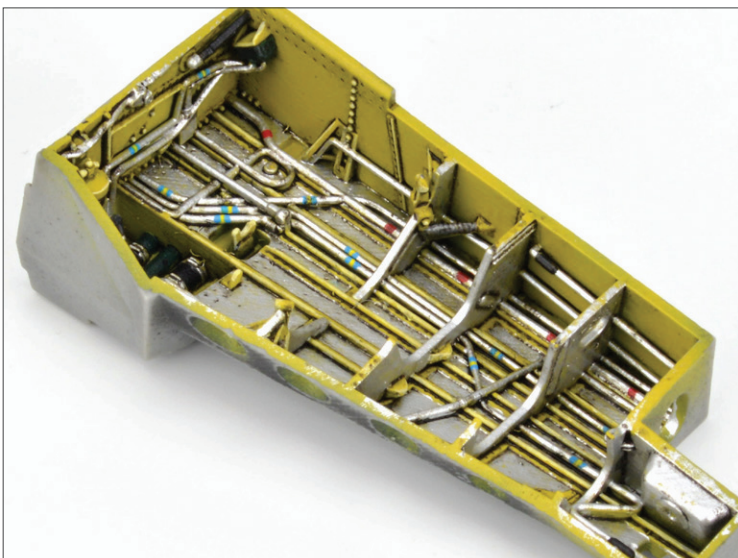
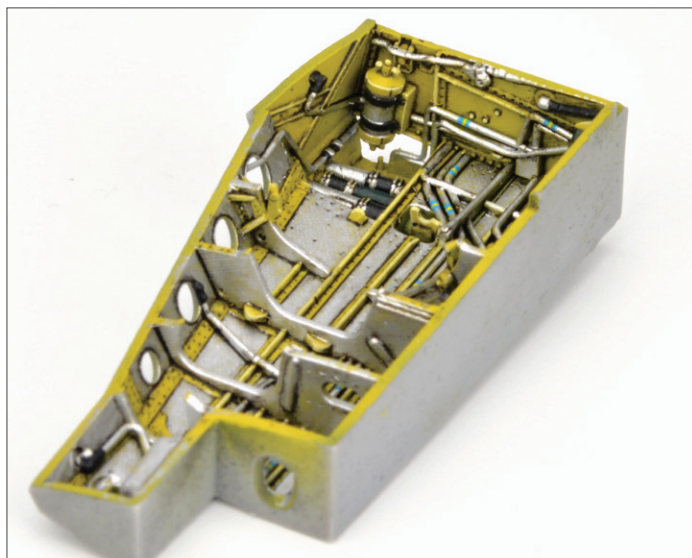
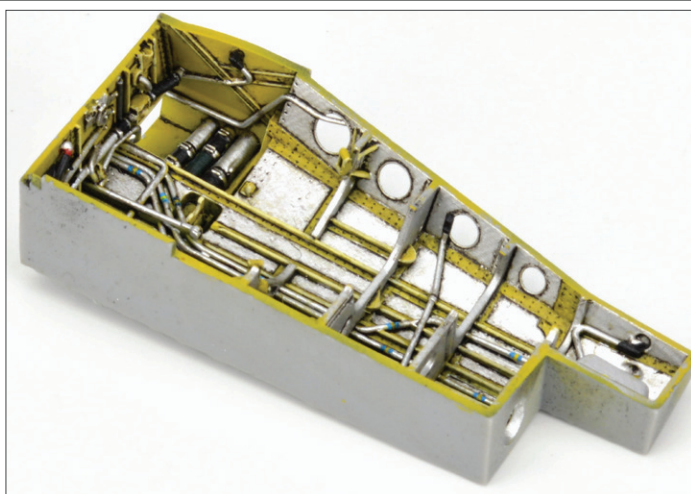
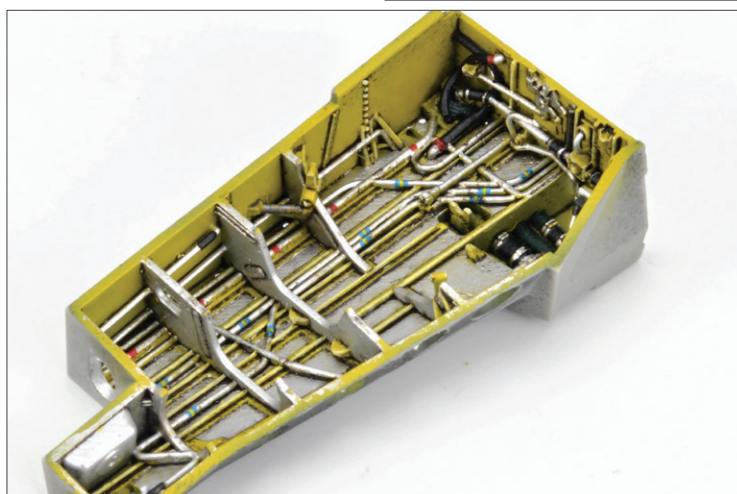
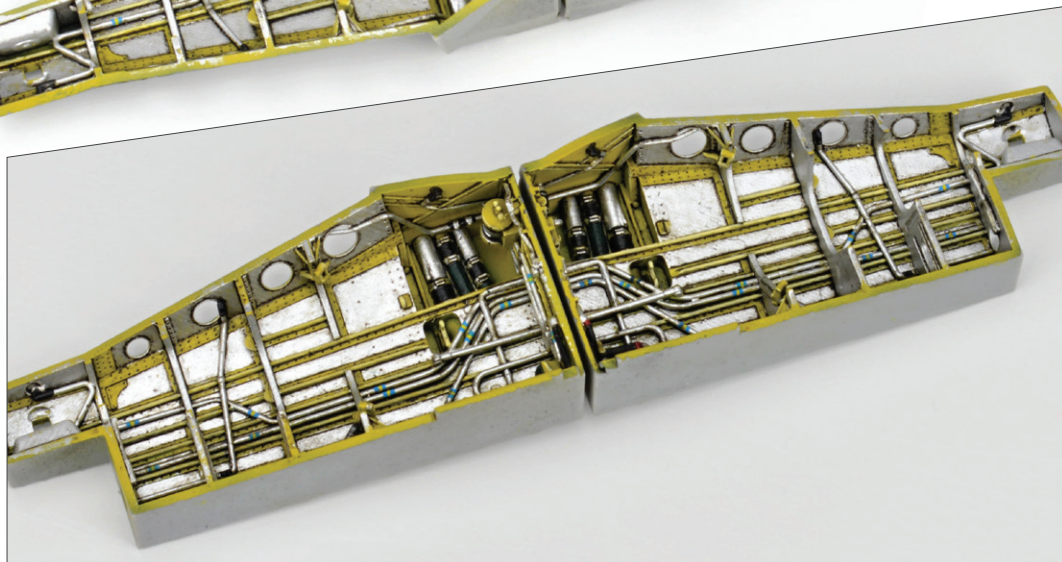
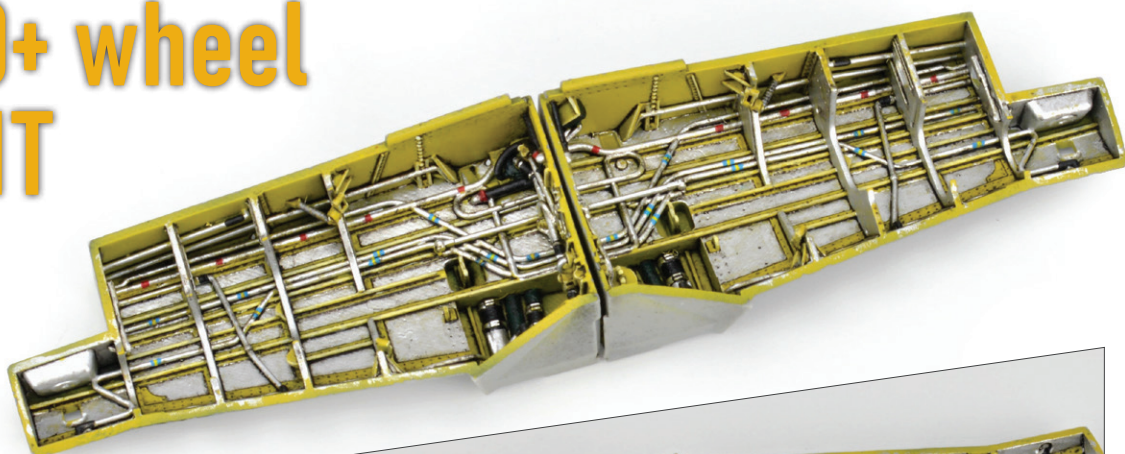
P-51D-10+ wheel bay PRINT

1/48 Eduard

Cat. No. 648742

built by Jan Baranec

Product page



HOUSE OF PHANTOMS DECALS

OUR NEW LINE OF DECALS FOR PHANTOMIACS!



Price: Euro 21,01*



HoPD 48001

USAF Phantoms:

F-4C Candy Canes of the 58th TFTW at Luke AFB.

Over 15 different marking options, including all of the striped 'Candy Cane' high-viz aircraft, the 1976 Bi-centennial aircraft as well as F-4C MiG-killers. Stencils for two aircraft are provided.

Decal designed for the Zoukei-Mura range of F-4 kits, but can be used on any other 1/48 scale F-4C model kit with a bit of tweaking.

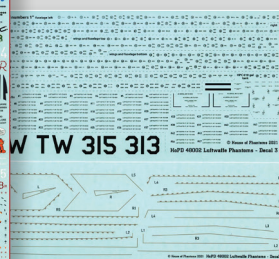
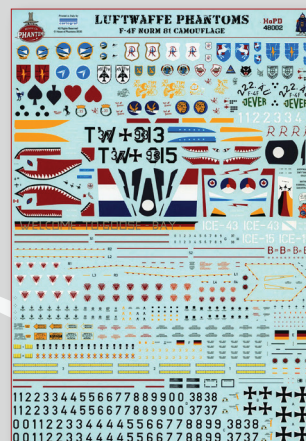


HoPD 48002

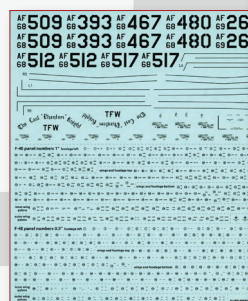
Luftwaffe Phantoms:
F-4F in Norm 81A/B Camouflages.

This sheet features over 30 marking options, including "shark mouth" aircraft, "TAM" exercise markings, fancy colourful tails as well as special nose art. All wings included. Features stencils for two Phantoms.

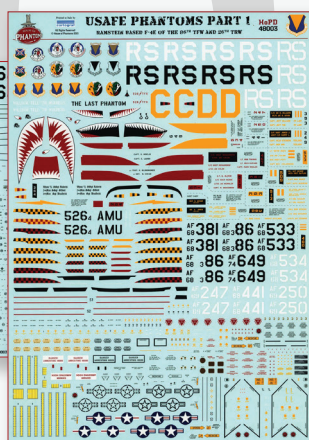
Decal designed for the Zoukei-Mura range of F-4 kits, but can be used on any other 1/48 scale F-4E/F model kit with a bit of tweaking.



Price: Euro 25,17*



Price: Euro 25,17*



HoPD 48003

USAF Phantoms Part 1:

Ramstein based F-4Es of the 26th TRW and 86th TFW.

Over 15 different marking options, three of which are early hard wing" F-4Es with short gun muzzle. Aircraft with standard SEA, SEA-wraparound and Euro 1 camouflages included.

Decal designed for the Zoukei-Mura range of F-4 kits, but can be used on any other 1/48 scale F-4E model kit with a bit of tweaking.



Wetterkreuz 13, 91058 Erlangen, Germany

Phone: +49-9131-52828 / Office Hours: Tue + Thu 09:00 to 16:30 Hrs

www.houseofphantoms.com / www.shopofphantoms.com

contact@shopofphantoms.com

Each decal contains a plethora of different marking options and stencils for two aircraft!

* All prices excluding VAT and shipping costs, which will be added during checkout!

BIG ED (February)

IG33147	F-35C 1/32 Trumpeter
BIG49356	F4U-1A 1/48 Hobby Boss
BIG49357	F-35B 1/48 Italeri
BIG49358	Buccaneer S.2C/D 1/48 Airfix

BRASSIN (February)

634030	Bf 109G-4 LööK 1/32 Revell
644198	Buccaneer S.2C/D LööK 1/48 Airfix
674002	P-39Q LööK 1/72 Arma Hobby
632186	Bf 109G-2 wheels 1/32 Revell
632187	Sopwith Camel seat PRINT 1/32 WNW/Academy
635022	WWII German NOTEK rear lights PRINT 1/35
648792	F4F-3 engine early PRINT 1/48 Eduard
648823	Buccaneer S.2C/D ejection seats PRINT 1/48 Airfix
648830	Beaufort Mk.I wheels 1/48 ICM
648831	F-16 airbrakes PRINT 1/48 Kinetic
648832	F-16C wheels early 1/48 Kinetic
648833	F-16C wheels late 1/48 Kinetic
648834	MB Mk.6 ejection seat upper handles PRINT 1/48
653017	Balsa life raft PRINT 1/350
672303	P-39Q wheels PRINT 1/72 Arma Hobby
672304	P-39Q wheels w/rims PRINT 1/72 Arma Hobby
672305	P-39Q exhaust stacks PRINT 1/72 Arma Hobby
672306	P-39Q seat PRINT 1/72 Arma Hobby
672307	P-39Q gun barrels PRINT 1/72 Arma Hobby

LööKPlus (February)

644195	F-35B LööKplus 1/48 Italeri
644196	Yak-9D LööKplus 1/48 Zvezda

BIGSIN (February)

SIN64899	P-38J ESSENTIAL 1/48 Tamiya
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634030**Bf 109G-4 LööK***LööK***1/32 Revell**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-4 in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

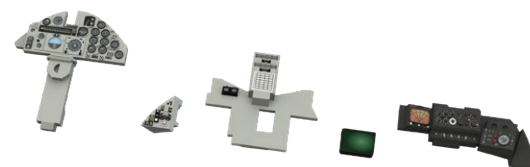
- resin: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644198****Buccaneer S.2C/D LööK***LööK***1/48 Airfix**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Buccaneer S.2C/D in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

- resin: 5 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**632186****Bf 109G-2 wheels****1/32 Revell**

Brassin set - the undercarriage wheels for Bf 109G-2 in 1/32 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

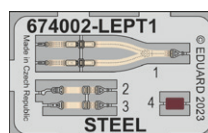
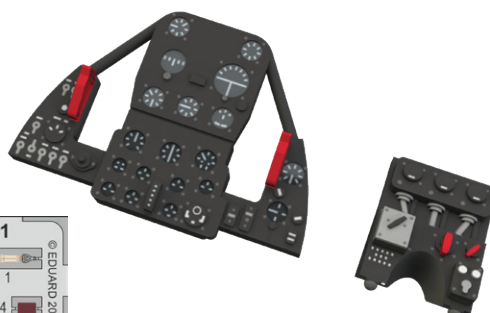
- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes

**674002****P-39Q LööK***LööK***1/72 Arma Hobby**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-39Q in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



632187

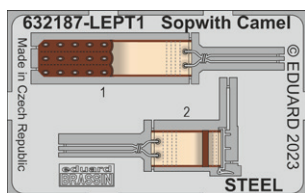
Sopwith Camel seat PRINT

1/32 WNW/Academy

Brassin set - seat for Sopwith Camel in 1/32 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Wingnut Wings / Academy

Set contains:

- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

eduard
BRASSIN
Print

635022

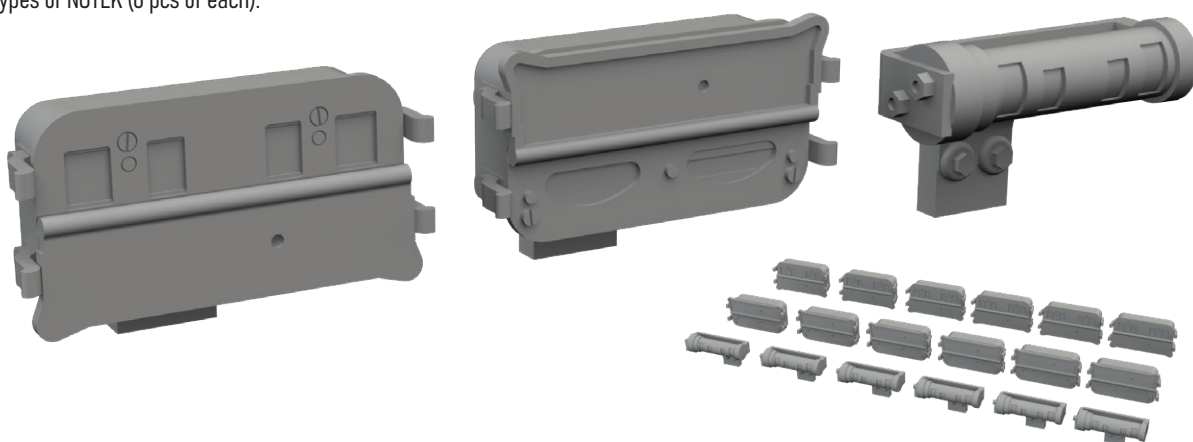
WWII German NOTEK rear lights PRINT

1/35

Brassin set - NOTEK rear lights for German WWII AFV in 1/35 scale. The set consists of 3 types of NOTEK (6 pcs of each).
Made by direct 3D printing.

Set contains:

- 3D print: 18 parts
- decals: no
- photo-etched details: no
- painting mask: no

eduard
BRASSIN
Print

648792

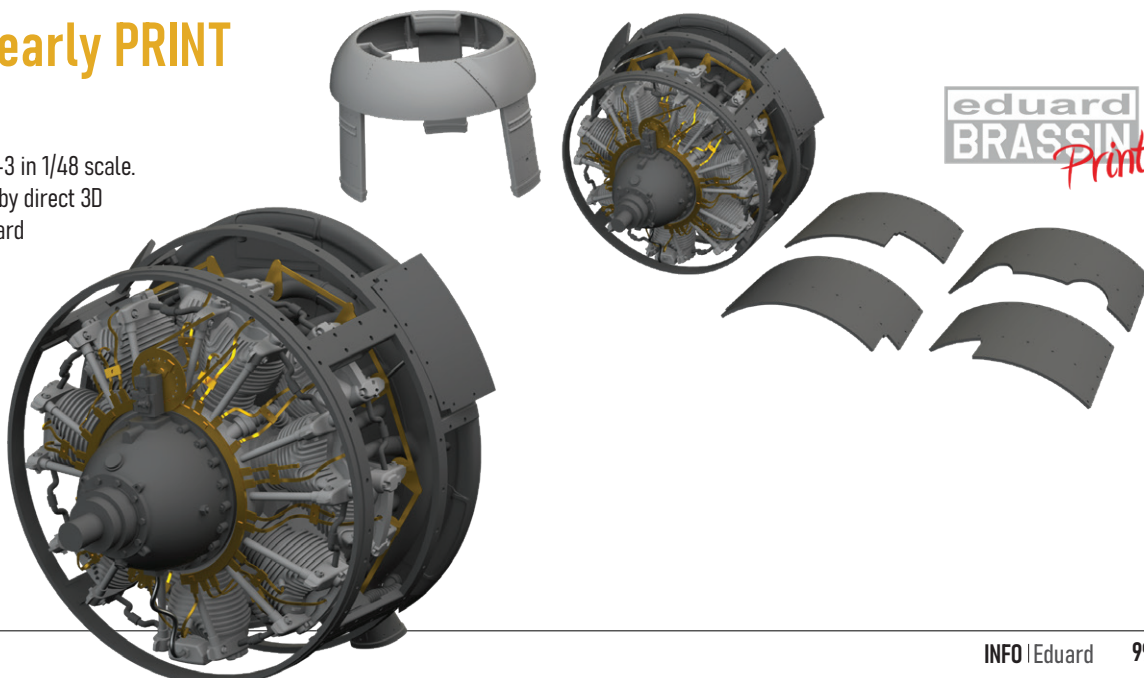
F4F-3 engine early PRINT

1/48 Eduard

Brassin set - the engine for F4F-3 in 1/48 scale.
The cowling are included. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 29 parts
- decals: no
- photo-etched details: yes
- painting mask: no

eduard
BRASSIN
Print

648823

Buccaneer S.2C/D ejection seats PRINT

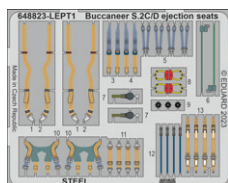
1/48 Airfix

Brassin set - the ejection seats for Buccaneer S.2C/D in 1/48 scale. The set consists of 2 seats. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

- 3D print: 10 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



eduard
BRASSIN
Print



648830

Beaufort Mk.I wheels

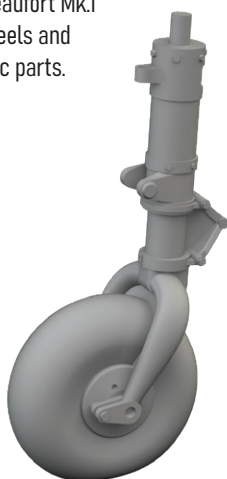
1/48 ICM

Brassin set - the undercarriage wheels for Beaufort Mk.I in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts.

Recommended kit: ICM

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes



648831

F-16 airbrakes PRINT

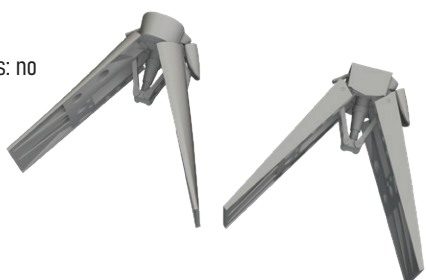
1/48 Kinetic

Brassin set - the airbrakes for F-16 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

eduard
BRASSIN
Print

Set contains:

- resin: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



648832**F-16C wheels early****1/48 Kinetic**

Brassin set - the undercarriage wheels for F-16C in 1/48 scale. The set consists of the main wheels and a nosewheel. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes

**648833****F-16C wheels late****1/48 Kinetic**

Brassin set - the undercarriage wheels for F-16C in 1/48 scale. The set consists of the main wheels and a nosewheel. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

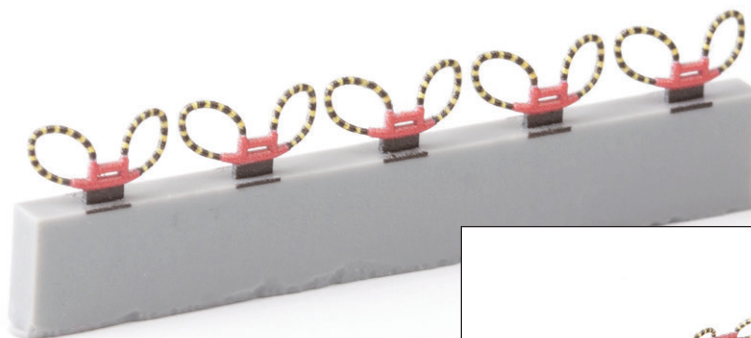
- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes

**648834****MB Mk.6 ejection seat upper handles PRINT****1/48**

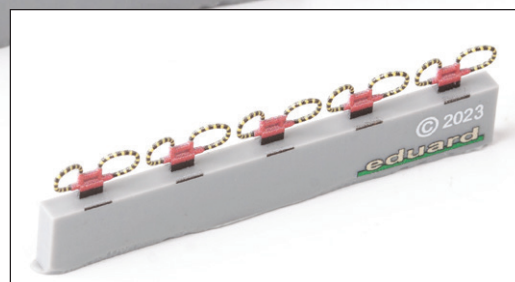
Brassin set - pre-painted upper handles for Martin Baker ejection seats in 1/48 scale. The set consists of the 5 handles. Made by direct 3D printing.

Set contains:

- 3D print: 5 parts
- decals: no
- photo-etched details: no
- painting mask: no



eduard
BRASSIN
Print



653017

Balsa life raft PRINT

1/350

Brassin set - balsa lifeboats in 1/350 scale.
The set consists of 20 rafts. Made by direct 3D printing.

Set contains:

- 3D print: 20 parts
- decals: no
- photo-etched details: yes
- painting mask: no


eduard
BRASSIN
Print

672303

P-39Q wheels PRINT

1/72 Arma Hobby

Brassin set - the undercarriage wheels for P-39Q in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes


eduard
BRASSIN
Print

672304

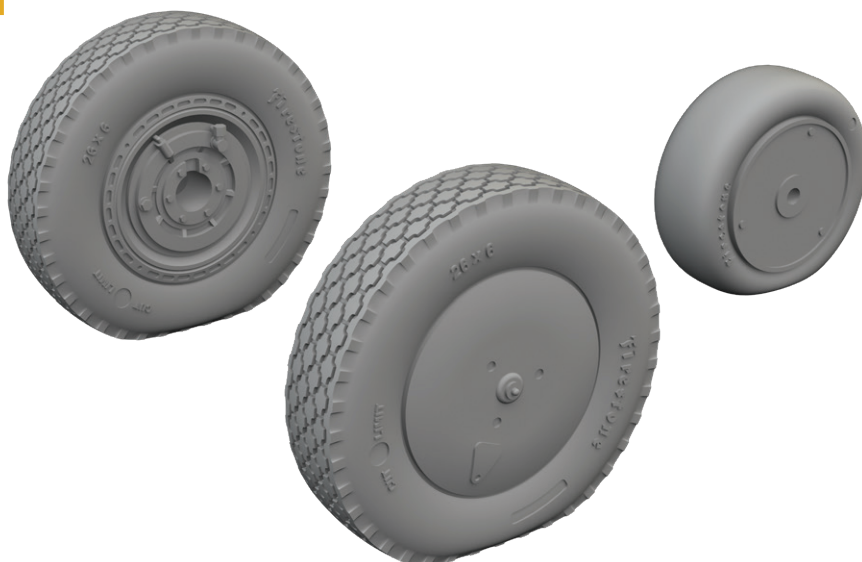
P-39Q wheels w/rims PRINT

1/72 Arma Hobby

Brassin set - the undercarriage wheels for P-39Q in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes



672305

P-39Q exhaust stacks PRINT

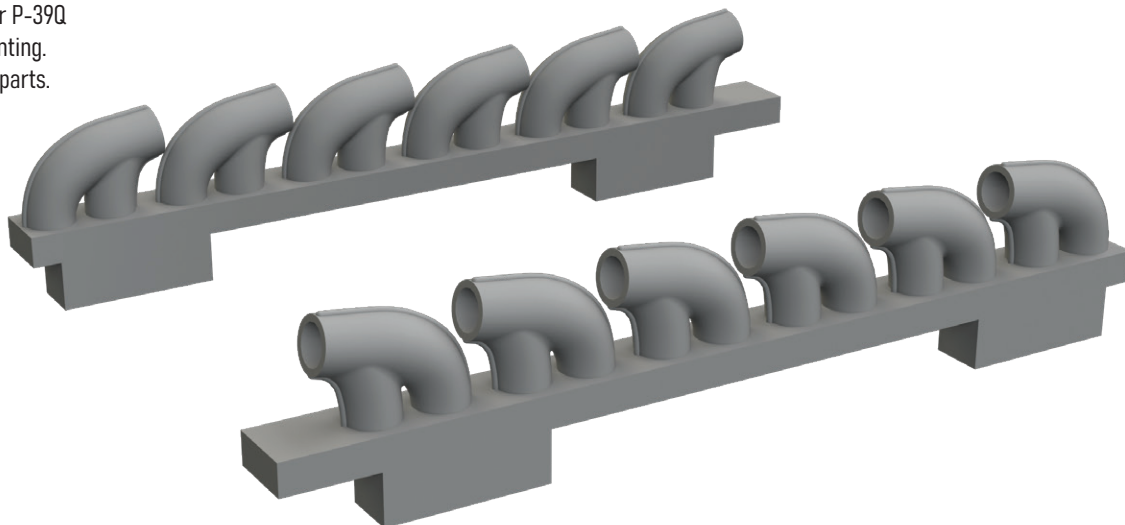
1/72 Arma Hobby

eduard
BRASSIN
Print

Brassin set - the exhaust stacks for P-39Q in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- 3D print: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



672306

P-39Q seat PRINT

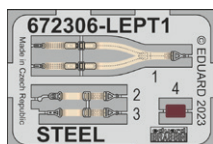
1/72 Arma Hobby

eduard
BRASSIN
Print

Brassin set - seat for P-39Q in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



672307

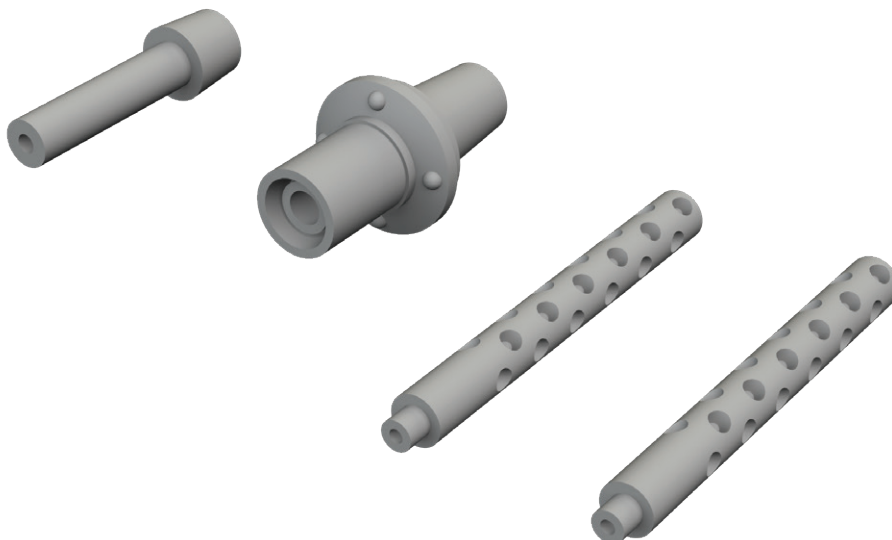
P-39Q gun barrels PRINT

1/72 Arma Hobby

Brassin set - gun barrels for P-39Q in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- 3D print: 4 parts
- decals: no
- photo-etched details: no
- painting mask: no

eduard
BRASSIN
Print

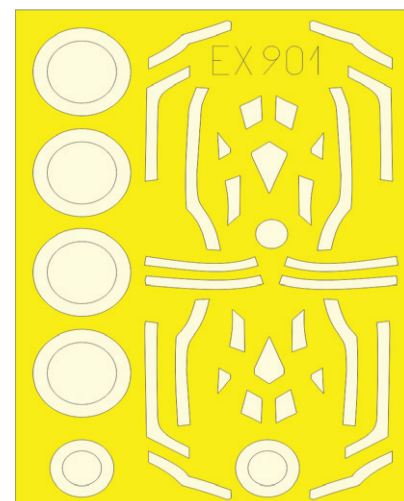
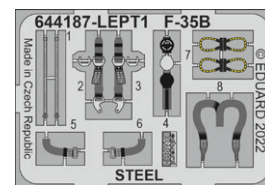
644195

F-35B LööKplus

1/48 Italeri

Collection of 3 sets for F-35B in 1/48 scale.
Recommended kit: Italeri

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- undercarriage wheels

LööKt

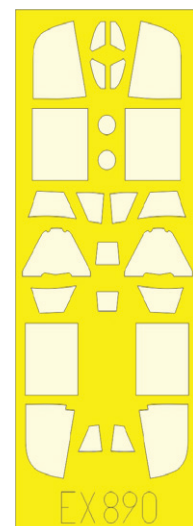
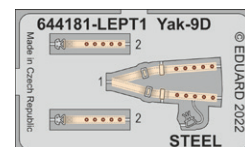
644196

Yak-9D LööKplus

1/48 Zvezda

Collection of 4 sets for Yak-9D in 1/48 scale.
Recommended kit: Zvezda

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- exhaust stacks
- undercarriage wheels

LööKt

SIN64899

P-38J ESSENTIAL

1/48 Tamiya

Collection of 3 sets for P-38J in 1/48 scale.
Recommended kit: Tamiya

- cockpit PRINT
- wheels
- undercarriage legs BRONZE

All sets included in this BIG SIN are available separately,
but with every BIG SIN set you save up to 30 %.



PE-SETS

53290	USS Alaska CB-1 part 2	1/350	Hobby Boss
36495	A34 Comet	1/35	Tamiya
36496	Jagdpanther Ausf. G1	1/35	Academy
36497	Jagdpanther Ausf. G1 schurzen	1/35	Academy
481099	Anson Mk.I landing flaps	1/48	Airfix
481100	Anson Mk.I bomb bays	1/48	Airfix
491326	Anson Mk.I	1/48	Airfix
491328	F-16C Block 25	1/48	Kinetic
491329	F-16C Block 42 till 2005	1/48	Kinetic
491330	F-16C Block 42 from 2006	1/48	Kinetic
72727	Bf 110E	1/72	Eduard
73791	Meteor F.8	1/72	Airfix
73792	F6F-3	1/72	Eduard
73793	F6F-5	1/72	Eduard

ZOOMS

FE1326	Anson Mk.I	1/48	Airfix
FE1327	Anson Mk.I seatbelts STEEL	1/48	Airfix
FE1328	F-16C Block 25	1/48	Kinetic
FE1329	F-16C Block 42 till 2005	1/48	Kinetic
FE1330	F-16C Block 42 from 2006	1/48	Kinetic
FE1331	F-16C Block 25/42 seatbelts STEEL	1/48	Kinetic
FE1332	F-35A	1/48	Tamiya
FE1333	F-35A seatbelts STEEL	1/48	Tamiya
SS791	Meteor F.8	1/72	Airfix

MASKS

EX919	F-16C Block 25/42	1/48	Kinetic
EX920	F-16C Block 25/42 TFace	1/48	Kinetic
EX921	F-35A	1/48	Tamiya
EX922	F-35A TFace	1/48	Tamiya
EX923	Spitfire Mk.VIII TFace	1/48	Eduard
EX924	F-35A RAM coating late	1/48	Tamiya
CX642	Fw 190A-8/R2	1/72	Eduard

SPACE

3DL32011	Tornado IDS SPACE	1/32	Italeri
3DL48103	Anson Mk.I SPACE	1/48	Airfix
3DL48104	F-16C Block 25 SPACE	1/48	Kinetic
3DL48105	F-16C Block 42 till 2005 SPACE	1/48	Kinetic
3DL48106	F-16C Block 42 from 2006 SPACE	1/48	Kinetic
3DL72011	Meteor F.8 SPACE	1/72	Airfix
3DL72012	P-39Q SPACE	1/72	Arma Hobby

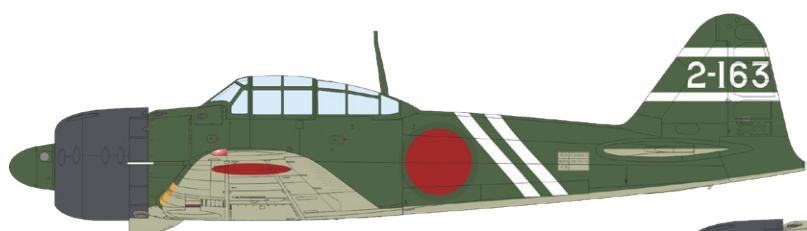
DECAL SETS

D32020	Mosquito FB Mk.II stencils	1/32	Tamiya
D32021	Mosquito B Mk.IV stencils	1/32	HKM
D48109	Mosquito FB Mk.II stencils	1/48	Tamiya

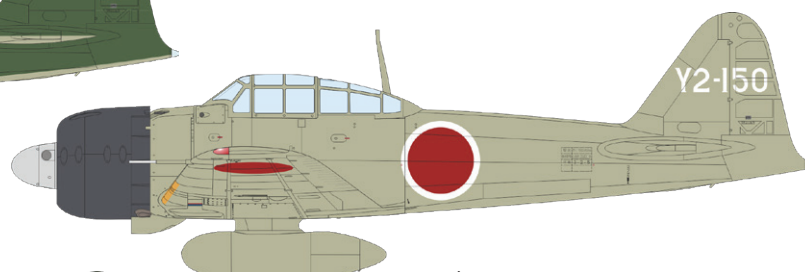
A6M3 Zero Type 22

#82214

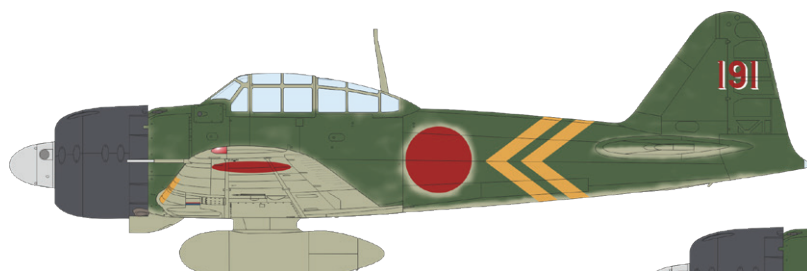
1/48



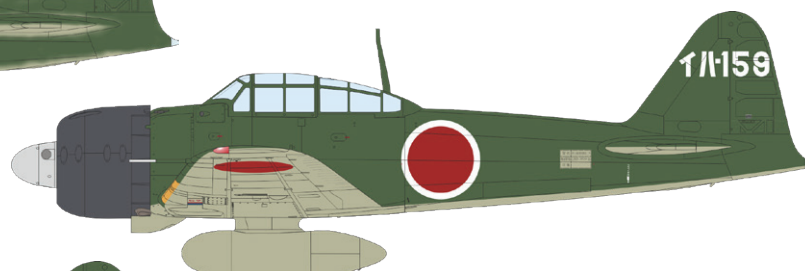
Lt. Cdr. Shirō Kawai, Kōkūtai 201,
Rabaul air base, New Britain, September 1943



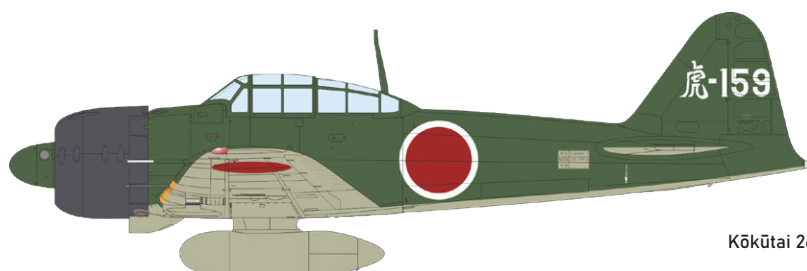
c/n 3257, Kōkūtai 252, Wake Island,
November 1943



Lt. Usaburō Suzuki, Kōkūtai 582,
Buin airfield, Ballale Island, April 1943



Iwakuni Kōkūtai, Iwakuni airbase,
Japan, 1944



Kōkūtai 261 (Tora), Kagoshima airbase, Japan, 1944

HIND E

#11163

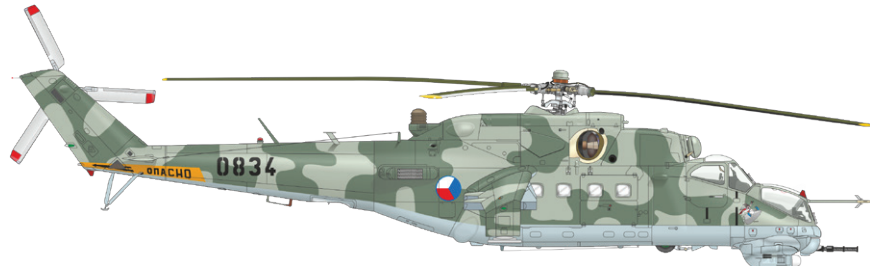
1/48



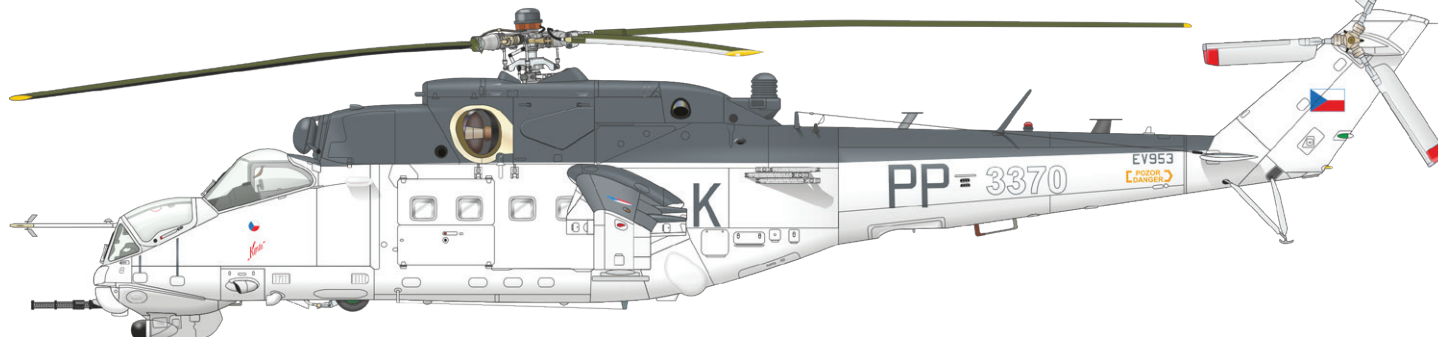
Mi-24V, 7353, kpt. Tomáš Brom, npor. Hynčica, prap. Tisoň,
221 Squadron, 22 Helicopter Base, Náměšť nad Oslavou,
The Last Flight of the „Night Tiger“, May 27, 2015



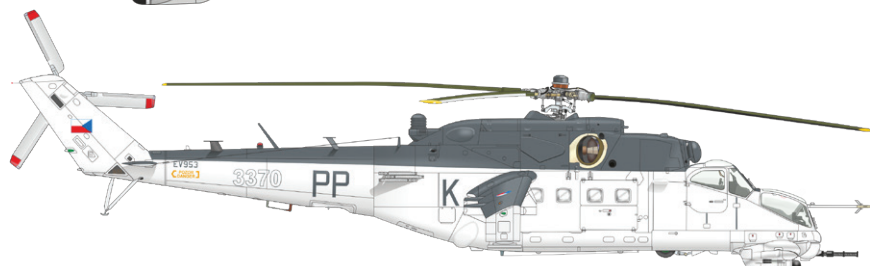
Mi-24V, 0834, mjr. Bohuslav Dvořák, kpt. Jan Jiřík,
pprap. Viliam Švacho, 2 Squadron, 11 Helicopter Regiment,
Líně airfield, CIAF Hradec Králové, July 17, 1993



Mi-24V, 0815, kpt. Rudolf Straka, npor. Martin Vaniš,
kpt. Ondřej Pospíšil, 331 Attack Helicopter Squadron,
33 Helicopter Base, Pířerov, NATO Tiger Meet, Beja,
Portugal, Jun 28 – July 9, 2002



Mi-35, 3370, 221 Helicopter Squadron, 22 Helicopter Base,
Náměšť nad Oslavou, RIAT Fairford, United Kingdom,
July 14–16, 2015





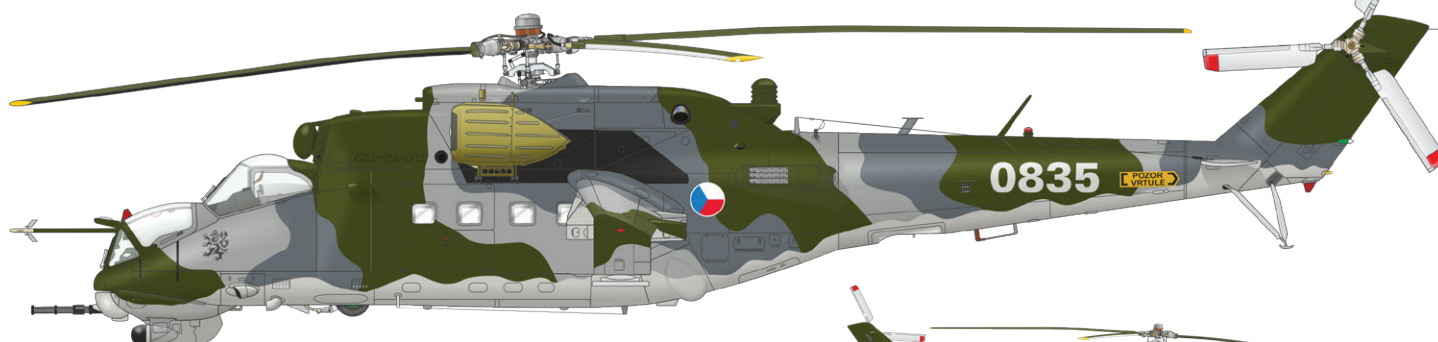
Mi-24V 0786, mjr. Bohuslav Dvořák, kpt. Richard Plos, nrtm. Petr Vavřík, 2 Squadron, 11 Helicopter Regiment, Plzeň-Bory airfield, CSIAF Bratislava, Slovakia, September 5, 1992



Mi-24V, 0837, pplk. Jaroslav Špaček, npor. Pavel Heřman, kpt. Radek Spáčil, 231 Attack Helicopter Squadron, 23 Helicopter Base, Přerov, the last flight, route Přerov-Želátovice, December 12, 2005



Mi-35, 3361, 221 Helicopter Squadron, 22 Helicopter Base, Náměšť nad Oslavou, NATO Tiger Meet, Cambrai-Épinoy, France, May 9-20, 2011

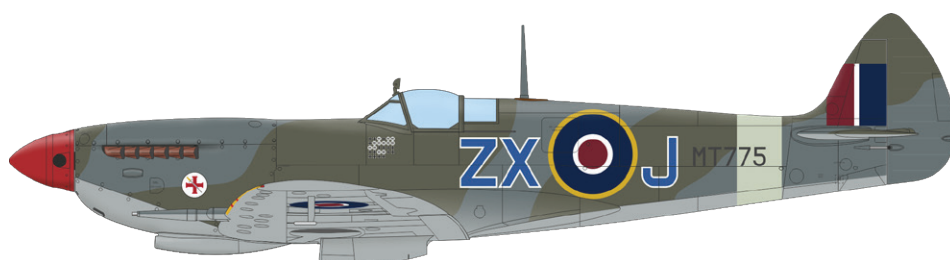


Mi-24V, 0835, 331 Attack Helicopter Squadron, 33 Helicopter Base, Přerov, March, 2002

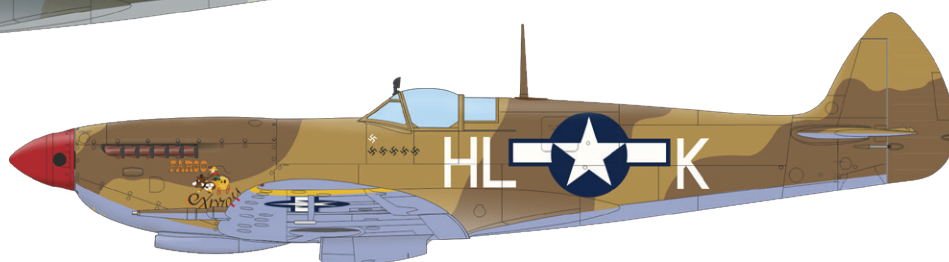
Spitfire Mk.VIII

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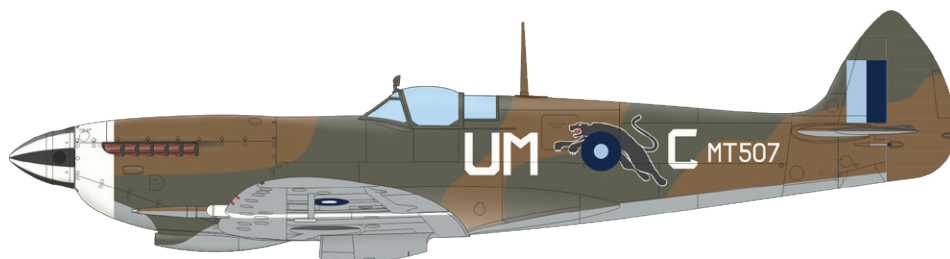
1/48



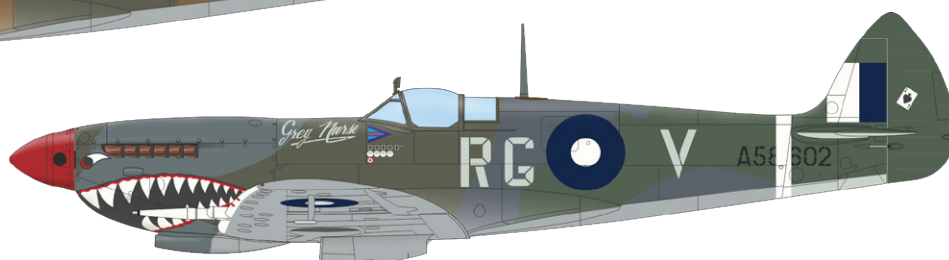
MT775, S/Ldr Neville F. Duke,
No. 145 Squadron, Loreto, Italy,
July–September 1944



1Lt. Leland P. Molland, 308th FS,
31st FG, Castel Volturno, Italy,
December 1943–February 1944



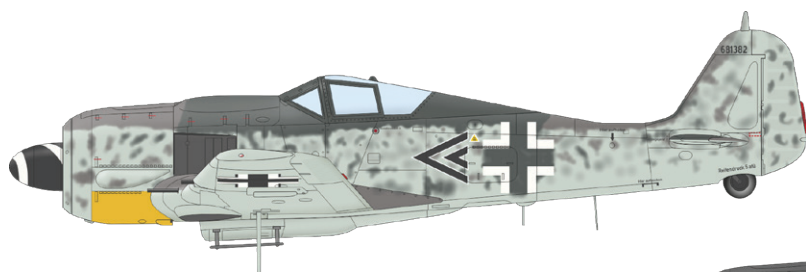
MT507, F/O Len A. Smith,
No. 152 Squadron, Sinthe,
Burma, March 1945



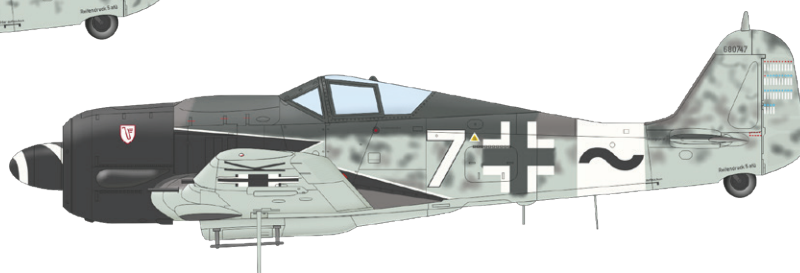
A58-602, W/Cdr Robert H. M. Gibbes,
No. 80 Wing, Sattler airfield, Australia,
December 1944–April 1945

Fw 190A-8/R2 #7467

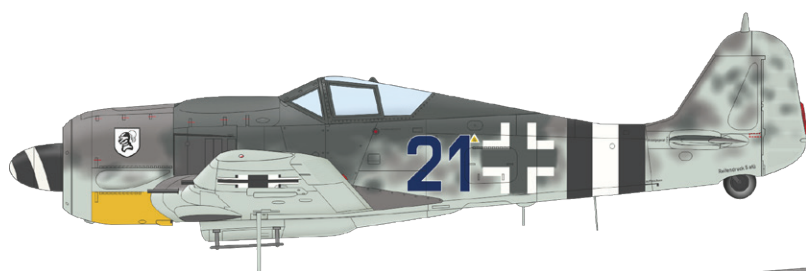
1/72



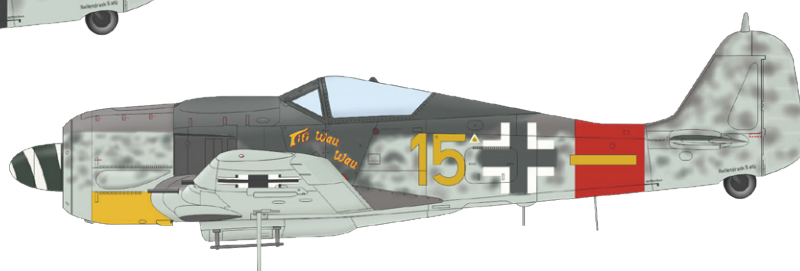
WNr. 681382, Hptm. Wilhelm Moritz,
Stab IV./JG 3, Schongau, Germany,
August 1944



WNr. 680747, Oblt. Hans Weik,
CO of 10.(Sturm)/JG 3, Memmingen,
Germany, June 1944



Hptm. Gerhard Schröder, CO of II.(Sturm)/JG 4,
Welzow, Germany, September 1944



Fw. Adalbert Koch, 6./JG 300, Löbnitz,
Germany, fall 1944

Fokker D.VII (OAW)

#8136

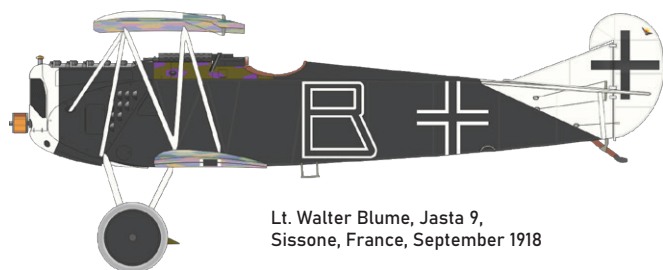
1/48



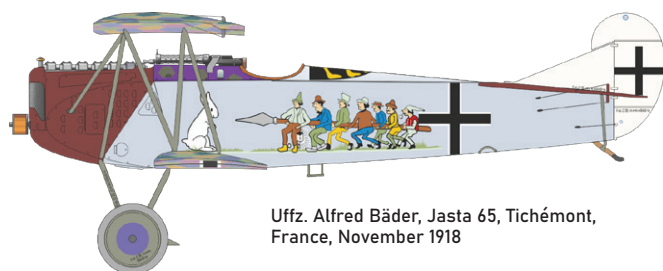
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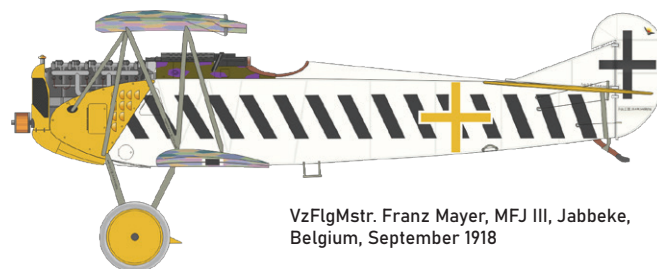
Lt. Ernst Udet, Jasta 4,
Beugneux-Cramoisses Airfield,
France, June 1918



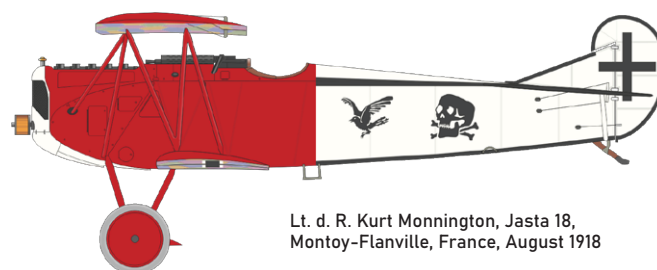
Lt. Walter Blume, Jasta 9,
Sissone, France, September 1918



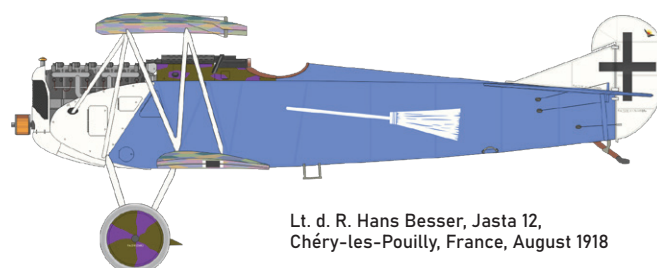
Uffz. Alfred Bäcker, Jasta 65, Tichémont,
France, November 1918



VzFlgMstr. Franz Mayer, MFJ III, Jabbeke,
Belgium, September 1918



Lt. d. R. Kurt Monnington, Jasta 18,
Montoy-Flanville, France, August 1918



Lt. d. R. Hans Besser, Jasta 12,
Chéry-les-Pouilly, France, August 1918

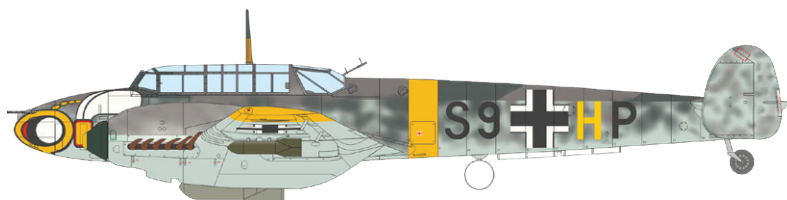
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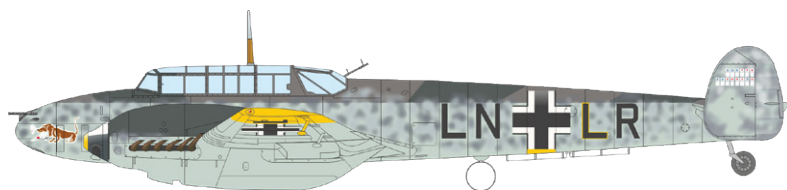
Re-release



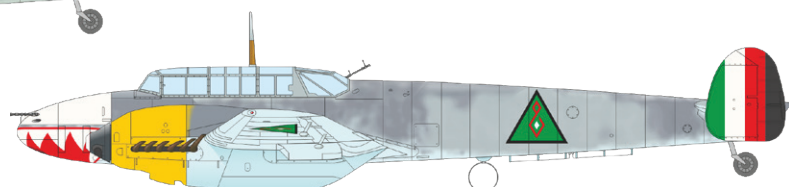
6./ZG 1, Russia, Summer 1942



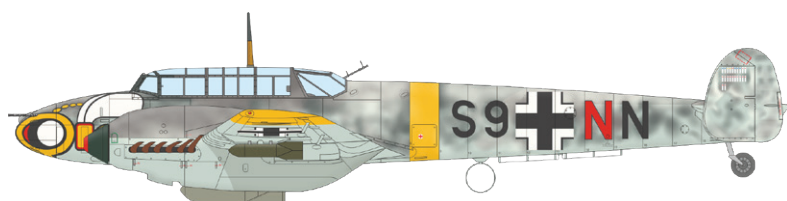
4./NJG 1, St. Trond, France, February 1942



Lt. Felix-Maria Brandis, 1.(Z)/JG 77, Malmi, Finland, 1942



4./ZG 76, Sonderkommando Junc, Mosul Air Base, Iraq, May 1941



Lt. Herbert Kutscha, 5./ZG 1, Soviet Union, 1942

INSTEAD OF TEC, A FEW NOTES ON TRIOBO.

So here I am again. Not that I'm a graphomaniac, but we've had a colleague, Richard, fall ill, and it is his turn on this month's Tail end Charlie. And since Richard is the person who pushed Triobo for the publication of the Info magazine, I'll add a few notes on this novelty at the end. The first is a reminder that today's issue will not be available in Triobo until Monday. The reason for this is that the current issue is still being published both traditionally and in the new Triobo

way, and there are a few adjustments to be made over the weekend to get it done properly in the new system. Thanks again to everyone for the comments sent in during the trial run in December. Based on them, we ended up making a few minor tweaks that will hopefully benefit the cause. One last note is that all issues of the Info magazine up to June 2010 are now available in Triobo as well. Unfortunately, the older ones cannot be flipped over there anymore. And that's really all for today. Once again, I wish you a prosperous new year. It probably won't be that much better than the

last year, but it will bring changes. For example, here in the Czech Republic we will certainly have a new president, and right now we still have a chance that he will be more dignified and decent than the current one. Also, part of Eduard will move to a new facility this year, and it is already certain that it will have a more efficient heating system than the current hall. It sound promising, so the chances of change for the better are clearly there. So I wish us all that we will have plenty of reasons for good cheer this year!

Vladimír Šulc

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