

INFO | Eduard

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

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EDITORIAL

Dear Friends, Welcome to the February Newsletter!

The Nuremberg Toy Fair started yesterday. After a two year hiatus, we are coming back to Nuremberg, and as hard as it may be to believe, we have no idea of what to expect. It's like going back in time thirty-two years, to the beginning of the nineties, when we set out on our first such trip with six bags of photoetched sets with the belief that we would conquer the modelling world with them. As it tends to be with such conquests, the beginning ended up not particularly dazzling. No one much talked to us at the other stalls and we were often politely shown the door. With two notable exceptions. Mr. Ono of the Japanese firm Beaver, and Chuck Harransky with Jerry Campbell from the Texas based Squadron Signal, all of which gave us several hours of their attention and patiently worked towards an agreement with us. To this day, I am extremely grateful for their efforts and long term friendships, and I acknowledge the fact that without these fine gentlemen and their attitude towards us, Eduard would not have become what Eduard now is. We left the exhibition hall quite a bit of time after it had actually closed with the feeling that the long trip and the expended effort was for something instead of a waste of time and that success was an attainable concept. As you can well guess, the road was not a smooth one, and at times the dejection was intense and incredibly discouraging, but ultimately, the success began to manifest itself, slowly but surely. Over all of the years that followed, we attended the fair annually and we grew, as did the Fair and its venue, and experiences grew along with them.

In 1993, we brought home the Model of the Year award, which neither I nor Karel Padar had any idea we were getting. It was thanks to the efforts of Mr. Lacina, the long-term editor of Modellfan magazine, who made the effort back then to locate us in that massive labyrinth of stalls. He took us aside and presented us with the award in all its glory. This was in front of the Squadron Signal table where two years prior we were able to secure our first international agreement and become the first of the former Eastern Bloc countries to receive a Model of the Year award from Modellfan. It was by a bit of a miracle that I got it home at all. I almost lost it among the toilets in the basement of the exhibition hall, when its case fell from my toilet roll tray. After hitting the floor, it opened for a fraction of a second and a bronze medal came out through the opening, bouncing and ping-ponging between the toilet to end its

journey in the only occupied stall between the shoes of a gentleman sitting there, who evidently had no intention of leaving anytime soon. It was probably a shock for him, I don't know what I would do if a mysterious white box landed between my feet at that particular moment. I lay in wait for him behind the entrance to the toilets for a good fifteen minutes, after which his head appeared, looked around both sides of the corridor, and a man with a medal in his hand emerged. I stopped him with the question 'Is that yours?', and after a surprised 'No, it's not', I replied 'So it's mine'. The medal was returned to its rightful owner. But the war was not yet won. At the bend above Ohří river just before the village of Damice, for the first and hopefully the last time, I spun out in a Škoda pickup, which, after leaving the road, jumped over a fence of a cow pasture, only to roll back onto its wheels after hitting the roof and, breaking an axle, coming to rest just before a forest. There were no mobile phones then, so Karel and I took the medal, stopped a passing car and went to get help. When we returned, we found the car had been broken into and stripped of its wheels. Well, the nineties in the Czech Republic were rough. At that time, the Czech Republic was barely a month old, and the disintegration of Czechoslovakia was accepted by many of its citizens with embarrassment and uncertainty as to what they could expect from further developments. After thirty years, I dare say that the result are looking very promising for both Eduard and the Czech Republic. In any case, we were at the Fair for some very important historical events. The birth of the Czech Republic for one, her entry into the Schengen Group and the elimination of border crossings, which has really served to ease our lives. I will never forget the tragedy of the Space Shuttle Columbia,

which occurred exactly twenty years ago on February 1st, 2003. I was coming home from Nuremberg that day and the goodbyes with our American friends are seared into my memory and will be til the end of my days. There were happier days, like when we all wore some form of motif in support of the presidential bid for Karel Schwarzenberg, although it apparently didn't help much, and the following ten years were spent under the extravagant government of Milos Zeman, and today, shortly after the last presidential election, we leave for Nuremberg with the belief that better times lay ahead with a better and more respectable president.

In 1995, we finally had our own table at Nuremberg, the first Czech model company to do so since the old Kovozavody Prostejov. We were on a waiting list, and the challenge was to be able to react to the phone call we got on the morning of the first day of the fair by coming to the event and setting up a table by evening. Our spot was in the improvised inflatable exhibition hall full of Chinese vendors, the way to which was a temporary wooden sidewalk over a muddy construction site, and no one even knew we were there. But Mr. Ono found us nevertheless, just as he had done in 1991. We were introducing our Tempest and Yak-3 at the time, our first World War Two kits following a series of WWI subjects, eventually leading us to the quality of our current crop of releases. A year later, we had our table in the new Hall 7A, and were not absent until covid in 2020 when the gates of the Nuremberg Toy Fair remained closed for the first time since the Second World War.

This year, in a way, it's a new beginning. Among other things, I expect this year to have a painfully low number of attendees, at least in our field. For some years, it was dif-



ferent, and there were a growing number of Czech, Polish, Russian and Ukrainian firms. Somewhere around 2015, the trend began to reverse itself. Perhaps, this could be partially blamed on the expansion of the fair from four to six days, which, under the pressure of protests from attending companies, was reduced in a compromise to five. Certainly, there will also be the factor of the greater expense required to cover a longer event and the rise in the costs of basic fees and services that have crossed into uncomfortable levels. In the noted timeframe to 2019, our expenses for attending Nuremberg every year rose to some \$50,000US, and that's a price you begin to take into consideration irrespective of good memories and the belief of its positive effects on your business. A silver 25th participation medal will have no effect. It's much like a display Pour le Mérite, but if you have the sense that something is wrong, it won't bring you much pleasure. And then, when you conduct a bit of research amongst retailers and journalists and learn that two-thirds of the regulars won't be coming, you start to look for a way out. We ended up coming to an agreement with our colleagues at Special Hobby regarding the sharing of a table. It will be a third smaller than our pre-covid table. We are also reducing our staff, and we are rotating them such that the largest concentration of people at our table will be from Thursday to Saturday. Even so, we will do our best to be of interest to our visitors. The Special Hobby table, like ours, has for many years been a traditional meeting place and we have always endeavored to provide optimum conditions for negotiating. If you come by, you can count on our traditional hospitality, friendliness and willingness to share information. I believe that the same can be said of all five of the other manufacturers that will attend the Toy Fair, waving the banner of our field!

February New Releases

I had already touched on the February releases in January's newsletter. So, just to quickly reiterate, the main item of interest is the Limited Edition kit of the Hind E in



1:48th scale with a Jaroslav Spacek publication. Also interesting will be the ProfiPACK Fokker D.VII (OAW), as will be the A6M3 Model 22 Zero, and both February Weekend kits, the 1:48th Spitfire Mk.VIII and 1:72nd scale Fw 190A-8/R2 Sturmbock. In February, the Bf 110E in 1:48th scale also makes a long awaited return to our range.

Among accessory sets, I would like to point your attention to the 3D printed F4F-3 Wildcat engine (Eduard 1:48th) and the elegant wicker seat for the 1:32nd Sopwith Camel in the Brassin line. Among photoetched sets, I'd point out the sets for the Airfix Anson and the Kinetic F-16C (both 1:48th). In the case of the F-16, we are also offering two mask sets, one classic and the other two-sided T-Face. Among the masks, you'll also note the first set for masking the RAM panels on the F-35A. This set diverts a little from our usual mask assortments, and masks for treating surfaces have not been offered by us in some time. This set is also made from a different material, which is not a cost-saving measure, but rather because this black material is better suited for this purpose. This set is designed for seven aircraft derived from the marking options in the Tamiya kit, and covers newer aircraft with a simpler structure of these panels. In March, a similar release will be available, but with a significantly more complex set of RAM panels of the older variety, suitable

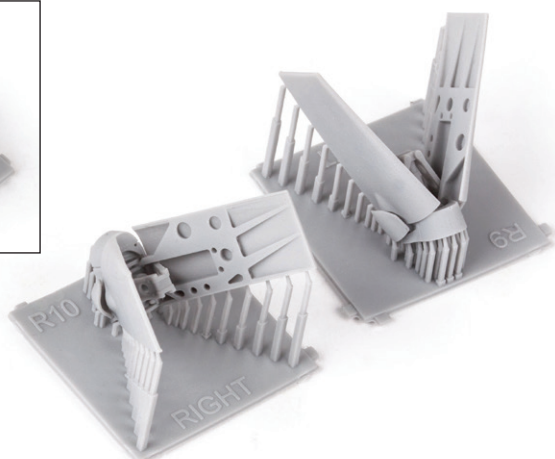
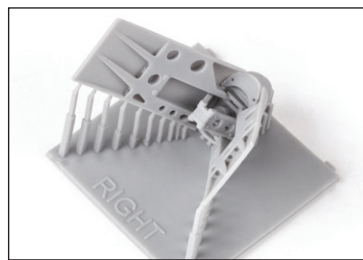
for Japanese and American aircraft that are covered in the kit. Among today's releases, we also have two classic canopy mask sets. I think it is also worth pointing out the sets for 1:35th scale tanks, one for the A-34 Comet by Tamiya and two sets for the Jagdpanther Ausf G1 from Academy. Other news, including those covering seven new Space sets, can be seen described amongst February releases below.

Articles

In today's issue of the newsletter, you will find an article about Elwyn Righetti by Richard Plos. The search for sunken ships continues this month with Paul Allen and from Mira Baric, we have his article about shipwrecks around Guadalcanal and also his 11th installment reporting on the air war over Ukraine covering drone usage against bombers. After a short pause, we have Jozef Blazek describing another class of aircraft. Four of the five Boxart Stories are written by Jan Bobek, and they cover the boxart for the A6M3 Model 22 Zero, the Bf 110E, the Fw 190A-8/R2 and the Spitfire Mk.VIII kits. The fifth Boxart Story was also written by Richard Plos and covers the Fokker D.VII (OAW). Richard prepared this kit for production. I consider the marking option in it, which also is Richard Plos's work, as is the story itself, to be very impressive from a modelling, design and historical perspective. I think you will agree!

As long as nothing unexpected comes up, today's newsletter is being published using Triobo. Perhaps some will think this is something odd and non-conformist, as new things are often seen, and if someone should find themselves feeling that way, I would ask for your understanding, patience and leniency. Give it some time, and I think you'll find Triobo to your liking and that it brings more pluses than it presents minuses. And that's a good attitude in today's stormy times that goes well beyond the reading of a newsletter.

Happy modelling
Vladimír Šulc





EAGER EL

Text: Richard Plos

THE STORY OF COL. ELWYN RIGHETTI

Tens of thousands of Allied airmen were discovered at the end of the Second World War in internment camps set up to hold them. They were known as Stalag Lufts, and the airmen freed from them at the end of the war immediately began writing letters home expressing their yearning to return to their loved ones. Such a letter was eagerly anticipated from Elwyn Righetti, or at least some news about him, by his family at the family farm in San Luis Obispo, California. All they knew to that point was that he had been shot down, crash landed, and survived the event. Three weeks had passed from then and the war ended, and they were still waiting. They waited for months, and the months turned into years. No news or any hints regarding his disappearance have come to this day. Lt. Col. Elwyn Righetti, Commanding Officer of the 55th Fighter Group, disappeared not far from Riesa without a trace....

Righetti's combat career had been short-lived but intense. His arrival in England at the beginning of September, 1944 was not easy. His rank of Lieutenant Colonel was indicated on his uniform, but no ribbons were displayed testifying to any combat commitments. He was a greenhorn with the rank of a senior officer, equivalent to at least a squadron commander. He was also 29 years of age, older than the average active fighter pilot. All of this had its reasons. He was a flight instructor, and one of the best available to the Air Corps at that. For this fact alone, his requests to be assigned to a combat unit ended up in the trash bins of his superiors. By the time he finally did go into combat, he was a seasoned pilot eager to contribute to the defeat of Germany. In fact, his was so eager that he earned the nickname "Eager El". He got his first kill on his second combat mission. But for this quality and the associated impetuosity that he displayed, he was seriously reprimanded. But he was a quick study, too. It did not

take long for him to reach ace status and not just for kills in the air. He was also extraordinarily effective in wiping out ground targets. In this regard, there was no one better far and wide....

And then came his thirtieth birthday, on April 17, 1945. This was accompanied by more heavy bomber escort missions and the search for air and ground targets of opportunity on the return flights. Righetti and his wingman, Capt. Carroll Henry, attacked an airfield at Riesa with an inviting line of enemy fighters parked on it. He was making his fourth or fifth pass and was running low on ammunition when his Mustang, adorned with artwork of an attractively slender grasshopper with the name "Katydid", shuttered under the explosion of flak. He conducted one more pass with his Mustang losing coolant and oil pressure before looking for a place to "park it". The forced landing was successful, and he radioed to Henry that aside from a busted nose, he was OK. That was the last anyone heard from him...

Swiss, or More Accurately, Italian Roots

The Righetti family hailed from the Italian speaking Swiss canton of Ticino. His grandfather on his father's side, Francesco Robertino Righetti settled in San Luis Obispo, California, in 1873. At the time, this town had a little over 2,000 inhabitants, including a sizeable Swiss community. Francesco worked as a farmhand until he had saved enough money for a small ranch of his own not far from Edna Valley, where he gradually purchased property around his. He married Erminia Bonetti and she gave birth to a son Guido in 1882, and three more children subsequently. Guido helped expand the family's dairy farm and graduated from Armstrong Business College, and after several years in the oil industry, he returned to the family farm. He married Elizabeth Mary Renkert, a woman with a French and Swiss background. Their first child, Elizabeth, was born in 1913, and a year and a half later, on April 17, 1915, Elwyn was born to them, followed by another four children after that. Elwyn Righetti was then a farm child with French and Swiss blood. His childhood and young adult life centered around cows, stables, farm equipment and everything else associated with a hard farm life. As his brothers and sisters, he helped out on the farm in any way he could, though he did not see his future there, despite having earned an advanced degree in cattle breeding from the California Polytechnic College. He was a very lively, temperamental youth. The school paper "El Rodeo" from the time confirms Elwyn's active participation in extracurricular and social activities. His two year study in the field came to an end in 1935, at the height of the Great Depression when it was very difficult to find meaningful work. He worked as a truck driver and also as a sales rep for dairy companies. He also tried his hand at selling real estate and cars at a local Buick dealership. His life almost came to an end on September 9, 1938, when the twenty-three-year-old Elwyn nearly drowned when, along with hundreds of other men, he tried to fish out of the sea free firewood that had been thrown overboard by a stranded merchant vessel. Unconscious and on the verge of hypothermia, he was rescued, but it was a very close call ...

A New Passion

At that time, he had already developed a keen interest in aviation, partly fed by the frequent and well publicized establishment of records for endurance or speed flights. However, an hour of flight training at the time cost some seven dollars, and that was akin to a two day pay for a laborer. At the aforementioned Buick dealership, Elwyn was promoted to head



The Righetti family circa 1936. From left to right, Doris, Elwyn, father Guido, Elizabeth, mother Elizabeth, Ernie, Maurice and Lloraine.

Photo: Family collection via Jay Stout

of used car sales, and this guaranteed him a steady income from which he could divert funds to flight training. He dove in at an airfield not far from the town of San Luis Obispo, and he also flew out of the nearby Hancock Field at Santa Maria. And flying invigorated him. "He loved flying more than anything else, even more than hunting" his sister Doris would recount later¹). In the summer of 1939, he got his private pilot license and took advantage of every opportunity to fly. It was clear to him that this would not, however, provide him with enough hours to make him a professional airline pilot. He also knew that another possibility lay with the military, at the time the United States Army Air Corps (USAAC). That meant four years of university level study. For Elwyn, that would have meant another two years of school, for which he did not have the funds. It looked as though he would have to abandon his dream of being a pilot, when a major twist of fate came along. The developing political climate forced the Army to lower its requirements for pilot acceptance to just two years of university level education, provided they pass entry exams. And Elwyn passed!

His family had hoped for his return to the farm, and eventual partial inheritance of it, but Elwyn, to the contrary, was happy to be able to separate himself from it altogether. According to his brother Ernie, he wanted nothing to do with farming. His head was in the clouds ...

Into the Army!

At the beginning of December, 1939, Elwyn Righetti recorded in his log: "Mr. Prescott told me today that if I continue to go as I have been, I'll be at the top of my class when I get out of here."¹) It can be said that Righetti himself was satisfied with his progress.

Bob Prescott was an instructor with Ryan School of Aeronautics in San Diego, one of nine civilian flight schools that trained young cadets for the USAAC. There were

"He loved flying more than anything else, even more than hunting" (Doris Righetti)

some three thousand of these in the world, and Major General Henry Arnold, Chief of the Air Corps, wanted many more than that, in the light of the German invasion of Poland and it's division with Germany's ally, the Soviet Union. Righetti, along with his thirty-six classmates, were among the first of almost half a million men trained during the course of the war.

After basic training and with high praise from his superiors, Righetti was sent to Randolph Field in Texas in February, 1940. There, he would further train on the PT-13



BT-6 aircraft at Randolph Field in Texas, a training base.

Photo: National Archives

Kaydet biplane and then the low wing BT-9. He fell in love with the latter. The almost two tons beast with a 400hp engine was something different than he had come in contact with till then. His flying skills, once again, served him well, including at night, though his instructor did chastise his almost too frivolous attitude. But even that wouldn't stand in his way, and after his post-forty hour flight test, he would write home, boasting that "I did manage to get a very good grade on my forty-hour check, so I'm practically a cinch to graduate. It's figured here that once we get by that, we are as good as through. I was the second in the class to pass it, so out of two hundred men, that's pretty good".¹)

From Student to Instructor

In April, 1940, Righetti completed his basic training and was assigned to Kelly Field, where advanced training awaited on the AT-6 Texan. Again, he was among the best in his class, which foreshadowed his future. Plans for any significant expansion would not be viable without thousands of new instructors, who would, in turn, turn out tens of thousands new pilots. It was logical to select the best of the best from

them worse. I had hoped for a little natural talent to start out with, but no such luck. These mugs will give me something to work on, however, and since my captain knows they're punk, if I can do something with them, it will be very much to my credit."¹)

Perhaps, they were not as bad as all that, and later, Righetti wrote: 'I soloed them all yesterday and today, but I'm scared every time they go out that someone will bring me back a little, old, orange piece of aluminum and say, "Sorry sir, this was all we could find."¹)

A Secret Wedding

While Righetti was settling into his role as an instructor, the Battle of Britain was revving up. On January 18, 1941, he married the small, dark-haired and intelligent Edith Cathryn Davies. The two married after a relatively short courtship, without any external pressures that would be forced on them by, for example, a pregnancy. The two married without the presence of family or with much fanfare. The name Edith was never used much by the newlywed, but her middle name did spawn several nicknames. She was known as Kate, Katie and Kakie, and also Katydid ... At the time, Elwyn likely had no idea that the last of those would be the name he would have applied to his Mustang, and that it would be complemented by a rendering of a grasshopper, the connection being that the katydid is an insect that is related to the grasshopper and cricket.

The young couple settled in the officer housing facility at Randolph, which Cathryn gradually improved, but Righetti's quiet and predictable life instructing young cadets began to bore him. His thoughts increasingly turned to the idea of combat. "Two of my better friends left yesterday for China with about 100 Air Corps men who are under contract to keep the Burma Road open. They'll clear



Elwyn Righetti was assigned overseas in June, 1944, but wouldn't gain any combat experience until the end of October of that year.

\$600 per month plus expenses and get a \$500 bonus for each enemy [Japanese] aircraft shot down. Whyinell [sic] am I married and forced to be responsible? I could make \$20,000 in two years if I lasted."¹)

At the time, he couldn't have known that he was talking about the basis of the American Volunteer Group, later to become famous as the "Flying Tigers". In any case, Cathryn's pregnancy forced about another rearrangement of priorities ... He was also promoted to the rank of Lieutenant on November 1, 1941, and he was becoming one of the most experienced instructors in the service, by then known as the United States Army Air Force (USAAF). New training facilities were quickly popping up all over the United States, and it looked likely that Righetti would be put in charge of one of them. Then, along came December 7, 1941. The Japanese attack on Pearl Harbor shocked the American public and Elwyn for the first time recognized the horrors of war: "The first casualty reports say I lost one of my students who was also an especial friend".¹)

Rapid Developments

The beginning of 1942 saw Righetti assigned to Moore Field and on May 30, Cathryn gave birth to their daughter Elizabeth Kyle Righetti. Soon after, they moved back to Kelly Field, not far from San Antonio. It was their third move in a year, and at the time, there was a certain degree of chaos within the training system. There was hectic movement of personnel as new training bases were put in services and the command structure attempted to optimize its use of instructors. Righetti was assigned to the 1030th

Basic Flying Training Squadron and was promoted to Major. In peacetime, such an advancement would be about ten years in coming, but the war changed every-

"Righetti was as excited as any new lieutenant would have been after his baptism under fire. I did not want to dampen his excitement with what I had to say to him, so I waited until we were alone. Then I gave him a chewing out like he probably had not had in his regroup." (Capt. Darrell Cramer).

thing. When he entered it, the air service had some 3,500 officers. Currently, it had 140,000 and its overall strength grew from

45,000 men to 1.7 million!

On taking command of the 1030th BFTS, his responsibility was the development of instructors after basic training. He also put together a manual for instructors that would be the go-to reference at all of the training centres. He was becoming increasingly busy and in one of his letters home, he complained that "Honest, I didn't know there was so much work in the world."¹)

He became a respected authority on flight training. He was making more money than he could dream of previously, and his family benefitted. But Elwyn couldn't stop thinking about air combat. By now, though, he had become an important part of the USAAF's training machine and the Air Corps couldn't afford to lose him. He began to search out new ways to defeat the stereotype of the instruction of cadet pilots. As a senior officer, he took every advantage to travel to all the corners of the country, naturally, at the controls of an aircraft. As a result, he attended conferences, met new friends and made contacts, saw new places and he met celebrities, particularly movie stars. On occasion, he would also fly home and vi-

sit his parents. He often announced his pending arrival with a low flyby over the ranch, after which he would land at the



Photo: USAF

Darrell Cramer, the man that would lead Righetti on his first missions and one who at least on one occasion severely chewed him out...

small field where he had taken his first steps to get to where he currently was. In the meantime, the USAAF had worked to further improve the effectiveness of its system of flight training, and the result was the concept conceived in March, 1943, leading to the activation of the CIS (Central Instructor School). It was the defining authority on standardization of instructor training. It targeted instructors of future fighter pilots (based at Randolph Field), bomber pilots, navigators, bombardiers, and other flight personnel. In essence, the goal was to train instructors to train instructors who would in turn train pilots. Righetti was given command of the 46th Squadron, which was one of two fighter training squadrons. It put the responsibility of training half of all the instructors for the USAAF. It had by then been some time since Righetti flew trainers exclusively. His duties put him in combat types as well. And he attempted to use his prestigious position for a combat assignment. Righetti's younger brother Maurice had similar ambitions and began his training at about the time that Elwyn was assigned to the CIS. Ultimately, he too was to be-

come an instructor and became a student of his brother's. They even undertook several training flights together. Maurice went on to become a B-29 co-pilot with 40th Bombardment Group. He survived the war.

Request Approved

In 1943, Righetti's requests for a combat assignment were met with little support from his superiors. But a year later, his efforts would pay off. In a letter to home, he wrote: "I expect to get back from my overseas tour, but if I don't, remember that I kept a whole bunch of other guys from getting home too, and that I was working on my interpretation of being a good American."¹

Things were set into motion at the beginning of June 1944, when he was ordered to Aloe Army Airfield, not far from Victoria, Texas, where he would undergo conversion training on the P-40. By then, he had some two thousand flying hours under his belt, much of it on the P-40, so flying the Warhawk was second nature to him. But he did need to hone his gunnery and tactical skills. His results were phe-

Medals, Awards and Badges

Distinguished Service Cross

Silver Star Medal

Distinguished Flying Cross with 3 Bronze Oak Leaf Clusters

Purple Heart

Air Medal

American Defense Service Medal

American Campaign Medal

European-African-Middle Eastern Campaign Medal

World War II Victory Medal

Command Pilot Badge



Once having been assigned his own aircraft, Righetti had his wife's Cathryn's nickname painted on its nose, along with a somewhat provocative depiction of a katydid.

Photo: Family collection via Jay Stout



Elwyn got along very well with the Mustang, and quickly demonstrated his piloting skills.

nomenal, but administrative factors kept him stateside through July. By this time, he was a Lieutenant Colonel, and as the Allies had already made their way into Europe via Normandy, he was aware of the possibility that Germany would collapse before he had a chance to get over there. This was his fear, and, understandably, his wife's hope. Time before his departure was spent by Righetti flying the P-47 and P-51. On August 2, 1944, he embarked on his journey overseas through the Overseas Replacement Depot in Greensboro, where he spent ten days. In his orders, the destination was mentioned as being "cold, wet and windy" which was widely

understood to mean England. He didn't need to worry about his wife and daughter. They had moved to the family ranch and would be well taken care of.

Righetti arrived in England at the beginning of September 1944 and was assigned to the 8th AF, commanded by the legendary James Doolittle. At Fowlmere, he flew several familiarization flights with the P-51, and the same with the P-47 at Duxford. Britain made a positive impression on him: "British people marvelous, friendly, sincere and interested in our welfare—truly a wonderful ally."¹ he wrote home.

He also caught up with a slew of friends

and contacts that he had made over his five years in the military. His friend and mentor, Fred Gray, under whom Righetti served while with the CIS, was CO of the 78th Fighter Group, subordinate to the 66th Fighter Wing. Gray showed him around the command centre of the 66th FW and Righetti could soon rejoice over his posting in it on September 24th. Immediately the following day, he reported in at Base F-159, just shy of 100km (60 miles) north of London, which was home to the 55th Fighter Group, also one of the component elements of the 66th FW.

He made his way to the 338th FS, to which he was assigned, pilots' meeting room and discovered that he had no acquaintances there, and the same went for the entire Fighter Group. His rank of Lt. Col. corresponded to the minimum requirement for a Squadron Commander, and even for an entire Group, but something like that would also require a certain amount of experience. He lacked such experience. As an experienced and methodical instructor, he already had come up with a plan. He would start out as a wingman to an experienced fighter pilot and earn his place the right way regardless of his high rank. After he was able to carry out his duties in a satisfactory manner, he would become the lead of a pair of aircraft, followed by becoming a flight leader. Step by step, nice and steady. He had no intention of making things easy on himself and sidestep any steps within the accepted procedure. In any case, doing so would not have been advisable where combat conditions were a factor. Rank was one thing, experience an entirely other. According to the plans of the leadership, he would gain enough experience with the 55th FG to become Group Leader, but not of the 55th FG.

Success Without Praise

Righetti took off on his first combat sortie on October 30, 1944 and recorded his first kill on his second flight on November 2. This was an escort mission for 1,100 bombers to Mersenburg, near Leipzig, targeting an oil refinery there. The 'big boys' were escorted by nine hundred fighters and the 55th FG was tasked with close in protection for bombers of the 3rd Air Division. Righetti was assigned to fly wing for the experienced Capt. Darrell Cramer, who had by then over four months of combat mission experience. Enemy fighters failed to materialize on the way to the target, though anti-aircraft fire was uncomfortably accurate and claimed seven of the bombers. On the way out, around a hundred German fighters attacked the formation. No one from the 55th FG ever saw such a concentration at one time and for the first time, they felt what it was like

Photo: Family collection via Jay Stout



Planning the next operational mission. Elwyn Righetti is at left.

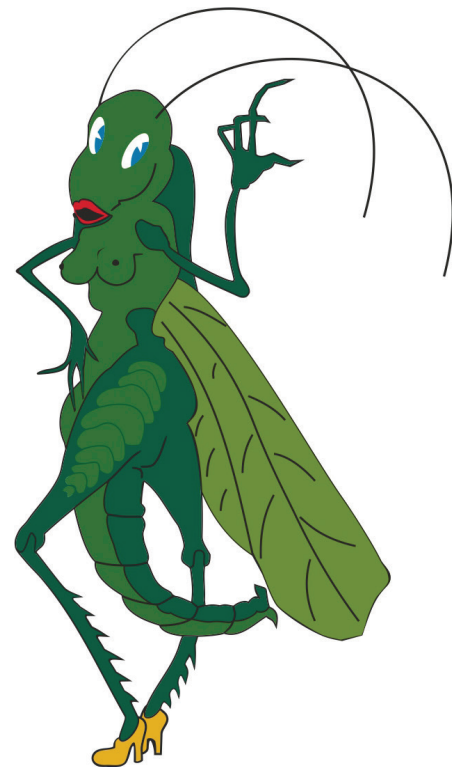
to be outnumbered.

The formation quickly broke off in groups of twos and fours. A part of the German fighters tried to get to the bombers, while others tried to divert the fight off to the side. A third section of German fighters entered cloud formations and Cramer, with Righetti right behind, along with a second pair, went after them. The moment they got below the layer of clouds, Cramer went after the first enemy plane that he saw. The attacked Bf 109 went into a right-hand turn, and Cramer fired, with several rounds hitting home. In an effort to evade the fire, the German fighter dove towards the ground, directly into Righetti's Mustang's line of fire. "Since I had outrun Captain Cramer on his pull up, and had turned sharply left, I became positioned in between my leader and the 109" 1). It was for him a moment of truth, where he would put all of his experience to good use for the first time under such conditions. He placed his target in his sights and fired at a range of about 180 m (600 ft). "I fired one short burst and observed seven-

se position and closed to firing range, I opened fire. Shortly thereafter I was amazed to see another P-51 converging on me from my left and he too opened fire on the Me-109. My bullets were missing his plane only by a few yards, and I immediately quit firing."1)

It was clear to Cramer that it was Righetti, who, in the heat of battle, neglected his wingman obligations. "If I had not gained a little altitude as he attempted to get into firing position, I might not have seen him and a midair collision could have resulted,"1) continued the angered Cramer.

After the obligatory meeting with the Intelligence Officers, Cramer took Righetti to one side. He didn't want to chew out the Lieutenant Colonel in front of lieutenants, but there was also no way he could just let this go. "Righetti was as excited as any new lieutenant would have been after his baptism under fire. I did not want to dampen his excitement with what I had to say to him, so I waited until we were alone." Cramer's discretion indicated his considerable maturity. "Then I gave him a



"Tell the family I'm okay. Broke my nose on landing. It's been a hell of a lot of fun working with you, gang. Be seeing you a little later."
(Col. Elwyn Righetti)

ral strikes back of the cockpit. The enemy aircraft attempted very little evasive action but headed for a flak nest straight ahead. Just before reaching the flak, I fired a three second burst and observed numerous strikes in the vicinity of the cockpit".1)

The Messerschmitt went into a sharp bank and dropped even further and clipped a hedgerow with its wing, which caused him to go inverted and disintegrate on impact with the ground a fraction of a second later. The quartet of Mustangs overflew the point of impact and headed for home.

Cramer recorded the incident in a report thusly: "When I got into a good stern cha-

chewing out like he probably had not had in his regroup."1) recounted Cramer years later.

Cramer gave a decent scolding to the higher-ranking officer, telling him that had he been a new lieutenant, he would have grounded him on the spot for at least two weeks as a reprimand, and bring about disciplinary action against Righetti because he had violated the rules of discipline and neglected his responsibilities as wingman. Righetti deserves full credit for accepting the harsh criticism from the significantly lower ranking officer: "Righetti immediately acknowledged that he had goofed up in the excitement of the moment. On the remaining missions

during which Righetti flew under my supervision," Cramer said, "his performance was excellent and there was never another breach of air discipline"1) recalled Cramer, who ended his career in 1973 as Deputy Commander of the 17th Air Force in Germany with the rank of Brigadier General. That kill from November 2nd, 1944 was ultimately credited to them both, each with a half.

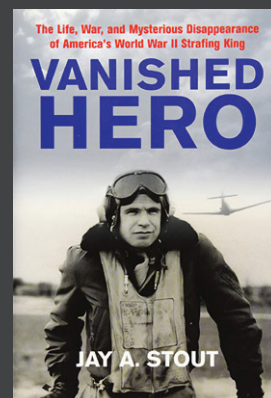
Commander

By the middle of November, there had been a change in plan. Righetti was informed that it was expected that he would assume command of the 338th Fighter Squadron, and the entire 55th Fighter Group after that, if all went according to design. The information was somewhat sensitive, because the post of 338th FS Command should've fallen on Cramer ... On learning of this idea, Righetti immediately went

A FEW WORDS BY THE AUTHOR REGARDING THE BOOK BY JAY A. STOUT

I have read a good number of books mapping out the fates of Second World War pilots. The book by Jay A. Stout, who himself until relatively recently was a combat pilot in the Marine Corps, in many ways is unique. The author took the baton from Tony Meldahl, a historian who devoted a lot of energy to mapping out the life of Elwyn Righetti and the circumstances surrounding his disappearance. The very ill Meldahl turned to the renowned author of aviation themed books, Jay A. Stout, about the pro-

spect of bringing his efforts to completion and to ensure the release of the book. Jay accepted this challenge, and despite hurdles that he encountered, succeeded in completing the book and enlisting the services of a publisher. It is one of the most intense set of circumstances brought by the war and the work is among the best in the genre. I strongly recommend the book to all interested in aviation, and it can be bought, including in electronic form, [here](#).



to Cramer and told him that he need not fret over his position, because he would only take command of the squadron for about three weeks, after which he would take the reins of the Fighter Group. From that, it is clear that Righetti's position within the squadron was not an easy one, despite his methods and especially ability to make decisions in combat that made him a formidable figure. After the first two missions on the scene, he flew another ten ones in November, 1944, during which he further displayed his talents. He led the 338th Fighter Squadron into battle on November 21st, three weeks after his baptism of fire, and four days later was named its CO. According to the most experienced pilot in the squadron, Darrell Cramer, there was no doubt about the capabilities of Righetti among the other pilots. "By the time he became a squadron commander," said Cramer, "he had already established himself as a very capable pilot and an aggressive combat leader. He was the kind of leader whose attitude was 'come follow me,' and we were glad to follow him."¹)

Righetti was apparently more pleased with being assigned his own aircraft than having been given the command. He was given P-51D, serial number 44-14223, onto which he immediately had the name "Katydid" painted, along with an attractive rendering of a grasshopper. Later, this Mustang was exchanged for 44-72227. Both were coded CL-M, and both were decorated in much the same fashion. But the drawing of the grasshopper differed. On the first P-51, the drawing was in green, while on the second it was a black silhouette with blue wings. Losses of pilots in terms of combat missions was around two percent, so it was generally considered that a pilot's supply of good luck was exhausted crossing the fifty-mission threshold. Fifty missions seldom satisfied the requirement for a combat tour of 270 hours. Righetti was well-aware of the possibility of not coming home, and from his letters, it seems that he really even didn't count on it. Sgt. Millard "Doak" Easton, his crew chief, noted that "Katydid" once re-

Combat results

Kills	7,5
Probable Kills	1
Damaged Aircraft	2
Aircraft destroyed on ground	27
Numerous ground targets including locomotives	



One of the photos showing the first P-51s christened Katydyd, on which wear and tear is already evident.

turned with a 20mm round. "He told me the next one would be in the cockpit."¹) His next kill would have to wait till Christmas Eve, on December 24th, when he downed three Fw 190s and damaged a further two. Aside from that, he flew several other combat sorties, and probably the most interesting of them involved an encounter with three Me 262s. He hit and damaged one of them. "Tangled with 3 jets and got one damaged. They're a little too fast to destroy but I took all the fight out of him."¹)

Upside Down!

At the beginning of 1944, when the 8th AF fell under Doolittle's command, there was a change in the tactics of American fighters. Besides protecting bombers, it was decided that it was necessary to deprive the Luftwaffe of all ability, leading to attacking airfields and other ground targets. To this end, after the arrival of Righetti and especially after his command assignment, the 55th FG became an elite unit. Its aggressiveness and combat intensity led, for example, to the destruction of 127 locomotives during February, 1945 alone. Ground attack action usually came about on the return trip after escorting bombers, as opportunity dictated. Some of the fighters would stick with the bombers, while others dropped down to see if there was anything that was worthy of some

attention. There were frequent encounters with enemy aircraft as well. One of the most curious of these for Righetti involved a Mistel composite aircraft. This occurred on February 3rd, 1945, not far from Boizenburg. He claimed the destruction of two of three Mistels and a damaged Fw 190. This event is the basis of the boxart for our kit P-51D-10 (Catalog Number 84184) that offers markings for Righetti's plane. These two kills elevated him to the status of "ace", in terms of air-to-air victories. But when it comes to ground targets, he led all of the USAAF stats! He would account for 27 locomotives, several dozen trucks, destroyed aircraft on the ground, and other items. In this regard, Righetti had no equal, and his men followed him.

On February 22nd, 1945, he took command of the 55th FG, replacing Col. George Crowell, and continued to add to the legend status of his Group. He would not be able to make his mark among the most successful aces, something for which he arrived on the scene too late to do, and at a time when Luftwaffe activity was greatly declining. Nevertheless, his results and exemplary command led to many high-level awards (see table). For his promotion to Group Commander he was grateful, and he noted so in a letter from February 25: "The new job is the best by far I've ever had. Lots of responsibility I know, but really satisfying. Now I'm really slapping Jerry with my own outfit and knocking chunks out of him too. We got 14 enemy aircraft today—7 jets—and although I didn't personally score, they're all my boys now that I have the group."¹

The Fateful Day

It is not possible to describe the combat exploits of "Eager El" and his 55th FG in proper detail in the pages of a magazine type article. After many dangerous situations while escorting bombers and during ground target attacks, Righetti's thirtieth birthday came on April 17, 1945. His plan was to crack open a bottle of bubbly on

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By: NARA NARA Date: 1973

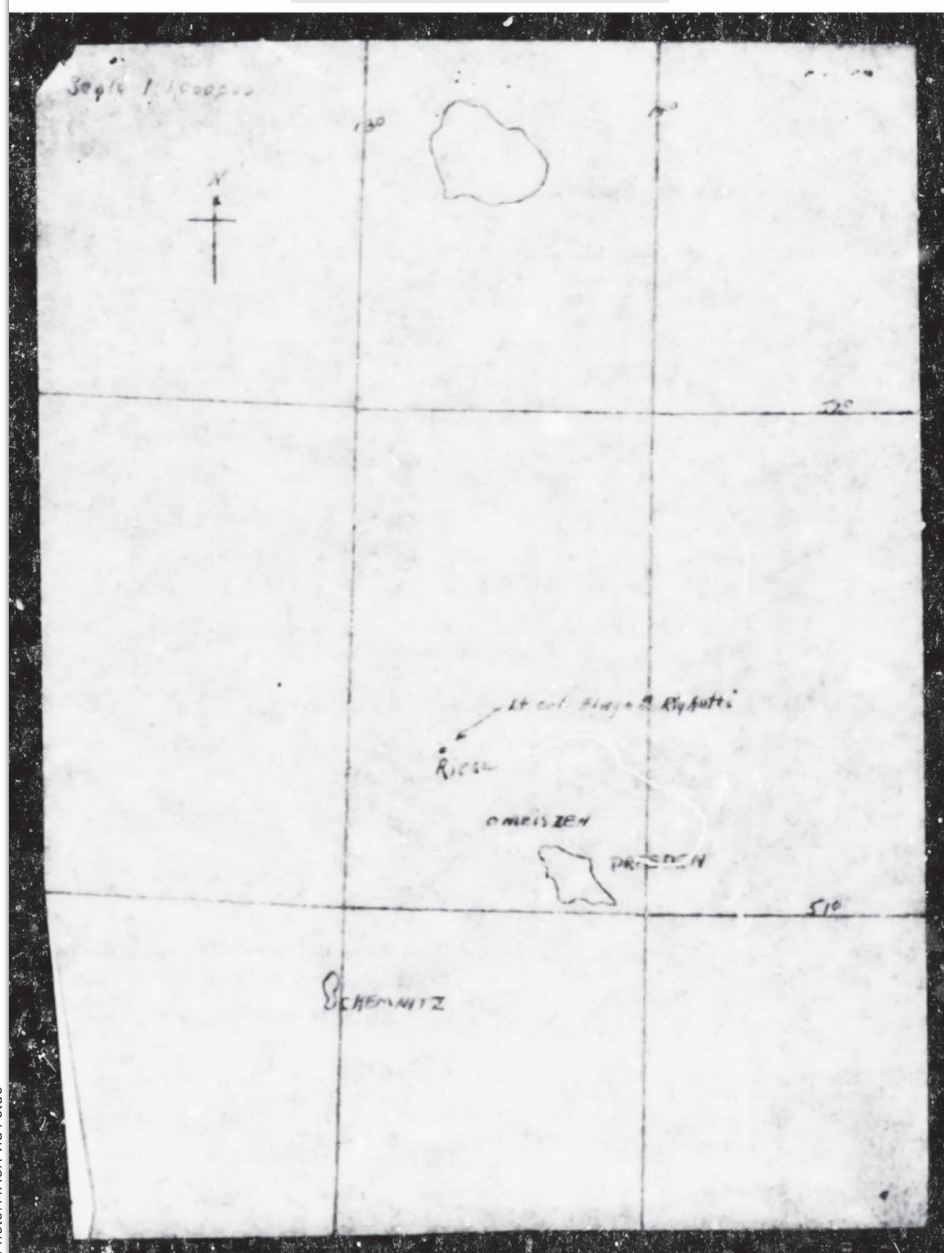


Photo: MACR via Fold3

A copy of the sketch on which Carroll Henry marked the position of Righetti's crash-landing. It does not correspond to the information that he headed 270° from the airfield, which was located southwest of Riesa.

returning from the day's flying with Frank Stitch, another pilot celebrating a birthday that day. When the bomber formation turned around to head back home, Righetti, along with pilots from the 343rd FS, dropped down as he had done many times before to search for targets of opportunity on the ground. They neared the town of Kamenz, home to a part of Schlachtgeschwader 77, equipped with Fw 190s. Lieutenants Robert Welch and Philip Erby spotted a pair of Focke Wulfs just after take-off and came at them from above and from behind. The Fw 190 pilots had no time to react and both were downed. In return, Welch and Erby were both hit by flak and both turned in the direction of American positions. Erby announced

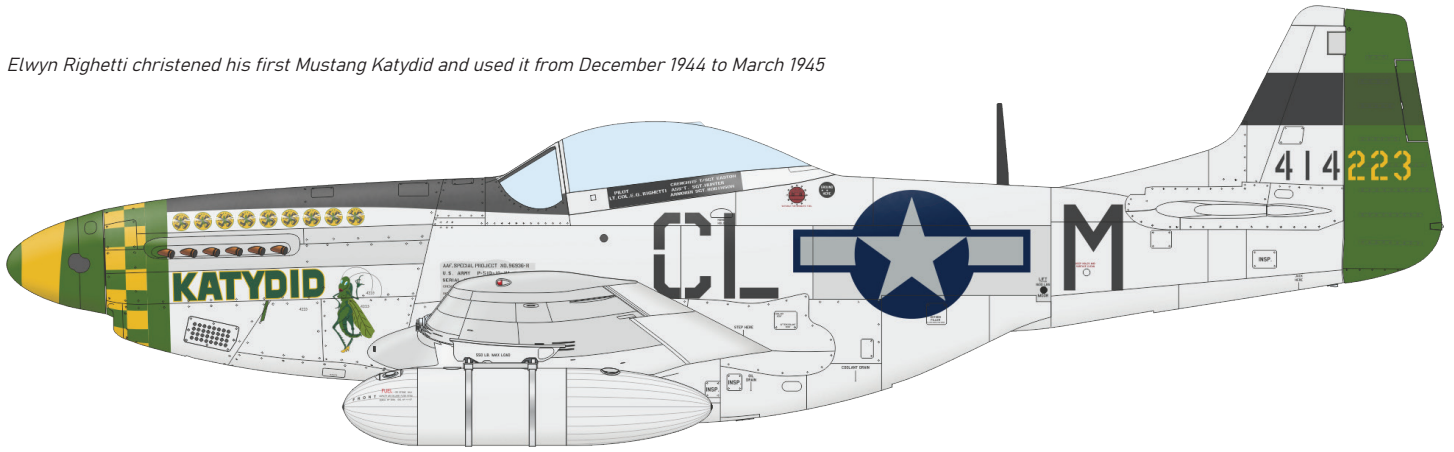
that he needed to bail out of his stricken plane and was not heard from again. Lt. Richard Gibbs and his wingman followed Welch and Erby but broke off when they spotted the flak, flew around Kamenz at a safe distance, and found another pair of enemy fighters after take-off. They waited until they were out of range of the flak, attacked the fighters and Gibbs downed them both. Besides these kills, the 343rd FS shot down another five SG 77 aircraft but paid a high price for success. Besides Erby, flak also brought down George Apple and Daniel Langelier. The bodies of Erby and Langelier were never found ... In the meantime, Righetti and his wingman Carroll Henry spotted a small airfield at Riesa. Righetti wanted to attack

it first alone and ordered the rest of the squadron to stay higher up and off to the side. "He wanted me to stay up there with the other guys. But when I requested, he let me go." Wrote Henry in his report.²) Righetti conducted the first strafing run himself, missing the target. He adjusted his gunsight, turned around, and peppered the aircraft on the ground. He repeated the attack two more times. And then, it happened. Katydid shuttered and it was clear that she had been hit. Righetti radioed Henry and told him that he was quickly losing oil pressure. Henry also advised Righetti that he had been losing glycol. It was only a matter of a minute before the P-51's engine would critically overheat, and Righetti knew this. It is difficult to understand why, with about a minute of engine life left that could have given him some 10 km (six miles) of coverage, Righetti chose to come around for another attack rather than get as close to friendly positions as possible. American positions were about 20km away, and with a little extra luck, it was possible for Righetti to reach them. But instead, he opted to spend the remainder of his ammunition in another attack, and then head out to find a field to crash-land. Henry tried to follow: "I called him, telling him that I was tacking on. He acknowledged, saying that he was heading out on 270 degrees. I was about 3,000 feet and overran him due to excess speed gained while letting down. He was at six o'clock to me and I rolled out on 270 degrees," wrote Henry later in his report.²)

He was unable to locate his commander and due to haze, none of the squadron that was higher up was able to do so either. Then, the radio announced: "Tell the family I'm okay. Broke my nose on landing. It's been a hell of a lot of fun working with you, gang. Be seeing you a little later."²) Ray Sharp, one of the pilots circling above, broke radio silence and he could be heard saying: "Good luck, Colonel!"

Due to a lack of fuel, practically the entire 55th FG had to land at fields in continental Europe. Frank Stitch had to open the bottle of champagne himself, and under a shroud of a somber mood that corresponded to the day's loss. This was reflected in the day's summary report, that read: "We're going to miss you Colonel, all twenty-nine years of your bursting energy and vitality, your eagerness and courage, your initiative and leadership that moulded us into a deadly fightin' machine, whipping the Nazis at every turn. We're going to miss your cheerfulness, your decisiveness, and your understanding of human nature. You spelled aggressiveness wherever and whenever you flew and made us into one of the eagerest gangs of eager beavers. Your record speaks for

Elwyn Righetti christened his first Mustang *Katydid* and used it from December 1944 to March 1945



itself – 34.5 destroyed German aircraft to your credit – 27 on the ground and 7.5 in the air, and enemy ground installations too numerous to add up. All of us of ole Five and Five salute you, Eager El".³⁾

Virtually all believed that they would again see the CO soon. Germany was breathing its last, and by the sounds of the last broadcast by Righetti, he would be headed for an interrogation and a detention camp for airmen.

Extinguished Hope

The War Department sent a telegram to Cathryn Righetti on May 3, over two weeks after her husband was shot down, where the situation as it stood was outlined. The telegram held out hope that the two would meet again. She waited with Elwyn's parents and siblings for another telegram or phone call that would add some information, but no such thing came. For more than a month, they sent letters as though Elwyn was still a member of his unit. They waited for him. And they continued to wait for some good news. The days turned into months, but they still believed in his return. This was understandable. Europe was in the midst of post-war chaos, and there were constantly stories of the discovery of soldiers and airmen who, for various reasons, were turning up outside of the POW camps. There was hope. Major Tom Welch, who was Elwyn's good friend and still in Europe, searched for him and held out hope for Righetti's family, but that hope was slowly but surely fading. Apparently, the first to come to grips with the worst was Cathryn, while Righetti's parents and siblings continued to reject the notion. Righetti's mother wrote a letter to the military governor of the American occupation zone in Europe, General Dwight Eisenhower, and later to President Truman. She pleaded for help in the search for her son. But this yielded no results. At the end of 1946, she received a letter from another one of Elwyn's friends, Fred Gray, who claimed to have conducted his search along other than official channels. His own description of

the events of April 17 compared very well to the official report, except on one point. Allegedly, about ten minutes after setting down, Righetti's voice came on the radio describing the approach of farmers ... But, if this were true, Henry wouldn't have kept such information to himself and there would be no reason to not include it in his report. The lynching of downed Allied pilots was not uncommon and quite a few Germans were tried and convicted of the practice. Gray, in his aforementioned letter, said that he had received unofficial information from the Pentagon that one of the interrogated Nazis confirmed that Righetti was murdered by civilians, five of which were already hung and two were awaiting their verdicts. Even that is unlikely, as the area was occupied by the Soviets, so if anyone was carrying out sentences for the murder of an American pilot, it would be them.

Of course, the possibility that Righetti was murdered by civilians, as were others, is the most likely reason for his disappearance. It could have happened shortly after his forced landing, or even after several days of hiding. He could also have been killed because someone wanted his boots and gun, and he could've been shot after falling in the hands of the SS, which also happened.

Over the years, many questions, hypotheses and speculations cropped up. More light couldn't be shed on the mystery even by an investigation by JPAC (Joint POW/MIA Accounting Command), or statements by Germans. To confuse things, there were even doubts raised as to the exact location of the crash landing. Although he spoke of a course of 270°, due west, Henry pointed out a spot on the map where Righetti landed his aircraft, northeast of Riesa. This threw into question even which airfield he and Righetti attacked.

A little out there, but with that, a little more distressing, is a hypothesis that suggests he was taken prisoner by the Russians who didn't believe his identity (he could have been on the run dressed as a

civilian). They may have executed him or taken him to one of their gulags where he remained until his death. The American embassy requested the Soviets to look into the whereabouts of the son of Elizabeth Righetti in 1945. In November of that year, they responded that no Elwyn Righetti was found in the territory of the Soviet Union. Whether or not they actually looked ...

The truth will probably never be known. None of those directly involved or any witnesses are likely still with us. Perhaps someone somewhere may locate someone's log or journal that may shed some light on the matter, but in all likelihood the remains of Colonel Elwyn Righetti lie in the ground somewhere near Riesa...

Acknowledgements

The author sincerely thanks Jay A. Stout, author of *Vanished Hero: The Life, War and Mysterious Disappearance of America's Strafing King* for his kind permission to use quotes from his book for the purposes of this article, and for help in sourcing photographs from the Righetti Family.

¹⁾ STOUT Jay, *Vanished Hero: The Life, War and Mysterious Disappearance of America's WWII Strafing King*, Casemate Publishers, 2016

²⁾ MACR (Missing Air Crew Report) 13916

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SEARCHING FOR THE LOST SHIPS WITH PAUL ALLEN

FIVE SULLIVAN BROTHERS PERISHED ON THE CRUISER JUNEAU

Text: Miro Barič

Battle for Guadalcanal was the first Allied offensive and great victory in the Pacific. Sure, the US Navy had won the Battle of Midway as outlined in previous part of our series. However, that was the reaction to the Japanese attack. In case of Guadalcanal in the Solomon Islands they took over the strategic initiative and have not let it go since.

Main reason for the attack on Guadalcanal was its airfield which the Japanese started to build on this island. After the completion it would have enabled the owner to control the vast surrounding areas. Thanks to the bad weather, the American forces approached the island undetected and their landing on August 7, 1942, came as a total surprise to the Japanese. They quickly recovered however and the hard fighting for Guadalcanal lasted half a year, on the ground, in the air and on the sea. The campaign ended on February 9, 1943, when the Japanese troops withdrew. There were so many ships sunken between Guadalcanal, Savo and Florida islands that the area was nicknamed "The Iron Bottom Sound". The first big battle took place during the night of August 8 and 9, 1943. At Savo island the Japanese seriously shot up four American

and one Australian heavy cruiser. Astoria, Quincy, Vincennes and Canberra were sunken, only heavily damaged cruiser Chicago was rescued. The only satisfaction was sinking by the American submarine S-44 of the Japanese cruiser Kako while she was returning on August 10 in the morning. More battles followed and during one of them the main hero of our story, AA cruiser USS Juneau (CL-119), was lost. The AA cruisers started to be built in Britain already before WWI. There were modified older class C vessels which 152 mm cannons were replaced with 102 mm caliber guns. In 1937 the cruiser Coventry was the first ship modified in this manner and during 1938–1939 Curacao, Curlew, Cairo, Calcutta and Carlisle followed. During the war Britain acquired more AA vessels of this category. The American Atlanta class however

was the first cruiser group in the world that was from the beginning built with dedicated AA weaponry. It was a paradox that initially they were intended as lead ships for the fleets of destroyers. Only later their value in protecting the navy fleets against the enemy aircraft became obvious and they continued to be deployed exclusively in this role.

There were eight vessels of the Atlanta class. The construction of the first four (Atlanta, Juneau, San Diego and San Juan) was launched in 1940 and they entered service in the course of two month, from the end of December to the end of February 1942. Further four ships – Oakland, Reno, Flint and Tucson entered the service during 1943–1945 with slightly modified appearance. The cruisers were 165 meters long and their full displacement was 7,400 tons. The first four ships were armed with 16 127 mm caliber cannons mounted in pairs in eight turrets. Three of them were one stepped above another on the bow and the same arrangement was on the stern. One turret was on port and starboard side. It was the heaviest AA weaponry out of all cruisers during WWII. In a minute the main battery

Photo: Naval History and Heritage Command

USS Atlanta (CL-51), the lead ship of the class, during trials in November 1941.



The Sullivan brothers aboard the Juneau, February 14, 1942. From left, Joseph "Joe", Francis "Frank", Albert, Madison "Matt" and George.

of Atlanta class was able to fire 6 tons of the ammunition. The 127 mm caliber cannons were supplemented by three, later four 28 mm caliber four-barrel cannons. Later these were replaced by more efficient 40 mm caliber weapons and supplemented by a larger number of 20 mm caliber cannons. The second four ships were completed with only 12 127 mm caliber cannons, the side turrets were removed. Therefore, it is sometimes considered a separate Oakland class. Gradually the number of 40 mm caliber cannons was increased.

The AA cruisers in action

Juneau did not survive long enough to have her weaponry changed. After her completion in the summer of 1942, she was first deployed in patrolling duties in the northern Atlantic and Caribbean. When on September 15 three torpedoes fired from the Japanese submarine I-19 hit USS Wasp, Juneau together with the destroyers rescued 1910 sailors from the sinking aircraft carrier. On October 26, 1942, in the Battle of Santa Cruz, she sailed as an escort of the aircraft carriers Hornet and Enterprise. The American vessels shot down 38 attacking Japanese aircraft and Juneau crew had a lion's contribution in it. It was the ship's first battle. She met her fate in the following battle though. The naval battle of Guadalcanal in November 1942 was the only encounter of the surface vessels where the Atlanta class cruisers took part. Besides Juneau it was his sister ship Atlanta. Both were sunk. On one side it do-

cuments that they were not suitable for surface vessels' combat. On the other hand, their demise was caused by torpedoes and stronger opponent. Not even the larger cruisers would have sustained such a damage.

Bloody Guadalcanal

In the beginning of 1942 Juneau was attached to TF 67 task force escorting the ships carrying the reinforcements and supplies to Guadalcanal. The Japanese however thought in a similar way. They intended to land the troops on the island which would support the ground attack against the Henderson airfield. It was a half-built airport which the Americans captured, completed and named after Major Lofton Henderson, VMSB-41 commander who was on June 4, 1942, killed in the Battle of Midway. The airfield was a thorn in the side for the Japanese. The aircraft taking off from there controlled the airspace during the whole day. The Japanese ships and ground troops could only operate undisturbed at night. The reinforcements were mostly brought to Guadalcanal by the fast destroyers and light cruisers so as they could return under the cover of darkness. The Americans gave them the nickname "Tokio Express".

The Japanese destroyers, besides unloading the troops, used to fire a couple of "salutes" towards the Henderson airfield. The slower Japanese ships carrying heavy weapons and larger volume supplies however could not afford sailing within the Cactus Air Force range (Cactus was the Allied code name for Guadalca-

nal). Therefore, the Japanese dispatched a heavy group of combat vessels which were tasked to destroy the airfield firing from the sea. The core of the group was formed by the battleships Hiei and Kirishima. Each of them carried eight 356 mm caliber guns. For this mission, instead of piercing shells, they were armed with shrapnel grenades which were to explode at the contact with the ground and destroy the American aircraft with the fragments. The American reinforcements reached Guadalcanal on November 12 and started to unload. On that day, while protecting the transport ships, Juneau shot down 6 Japanese aircraft. When the Americans found out that the strong Japanese fleet was approaching, they withdrew the transport vessels and dispatched their escorts into the night battle with the enemy. Thus, the American cruisers were lined up against two enemy battleships. Under the standard circumstances any wise commander would have withdrawn but this time there was nowhere to go. They were the only ones to prevent the Henderson airfield from destruction.

Close look at the night combat

The American side possessed the advantage of the reliable radar while the Japanese, at that time, had none. It was dark, moonless night with rain showers, so the visibility was minimal. The American commander, Rear Admiral Daniel Callaghan however hesitated too much and failed to take advantage of the early radar information. Once he made the de-



Landing at Guadalcanal, August 7, 1942. From the USS Alchiba, a Stuart Marine Corps M2A4 tank is being unloaded into the landing craft LCM(2).



The scene of fierce fighting, Henderson Airfield in late August 1942.

Photo: US Navy

cision it was already too late. The American and Japanese ships converged too close, and his orders caused more chaos. The encounter turned into 40 minutes long merciless chaotic combat at close range where each individual ship made her own decisions. Several ships even became targets of the friendly fire. As later described by one of the American officers, it was like a bar brawl when all lights were shut down. The inferior American vessels however, thanks to the close range, were able to deliver serious hits. For example, at one moment Hiei was fired at by three American destroyers from extremely close range. One of them almost collided with her, they missed each other just by six meters! The huge Japanese ship, under normal circumstances, would have blown the destroyer off the water by a single salvo.

But now she could not lower her guns enough and her heavy grenades were flying above the destroyers making loud noise. The American sailors wasted no time and were shooting at Hiei with all they had, including the machine guns. They could not penetrate her armor, but the numerous hits were setting off fires on the superstructure and killed many officers on the bridge. The fleet commander, Admiral Hiroaki Abe himself was wounded. More

seriously, Hiei was hit by at least two torpedoes. The Japanese force, besides the battleships, was also formed by a light cruiser and 11 destroyers. Those engaged eight American destroyers and Hiei and Kirishima could focus on five American cruisers. Their gun turrets however were stocked with the shrapnel grenades which caused great damage to the superstructures however were not able to penetrate the hull and turrets' armor. Therefore, the cruisers maintained the ability to sail and fire. One of them, San Francisco, scored a lucky hit on Hiei, disabling her steering mechanism. The huge ship therefore had her maneuvering abilities restricted. Wounded Admiral

Abe had enough and ordered the withdrawal. He did not know that the only two undamaged American ships were between his fleet and Henderson airfield – cruiser Helena and destroyer Fletcher.

Great losses on both sides

During the night battle the Japanese destroyer Akatsuki was sunk as well as the American destroyers Laffey and Barton. The first rays of sunshine in the morning revealed eight more seriously damaged ships which were either motionless or moved very slowly. Three of them were Japanese and five American. The burning wrecks of Cushing and Monssen were



The first Japanese battleship sunk, the Hiei. Her sister ship Kirishima followed her to the bottom two days later.

Photo: Naval History and Heritage Command

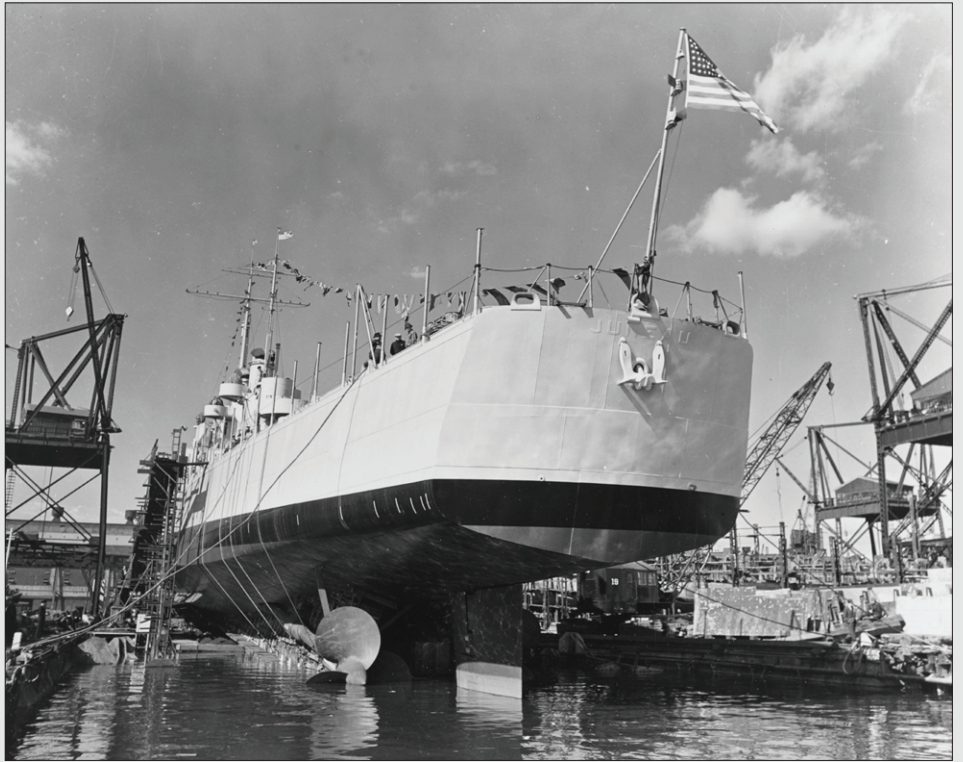
abandoned by their crews and during the day they sank to the bottom of the ocean. In the evening, despite the great crew effort, the cruiser Atlanta sank. During the battle she hit three Japanese destroyers in a row but then a Japanese torpedo disabled her engines. The worst damage was caused by 19 grenades from the cruiser San Francisco fired at her by mistake. Rear Admiral Norman Scott lost his life on board of Atlanta. The Japanese shrapnel killed Rear Admiral Callaghan on San Francisco. They were the only American admirals killed during the surface battle in the course of the whole war.

Unlike Atlanta, the destroyer Aaron Ward and heavy cruiser Portland were rescued. Having fired several salvos, Portland still managed to sink the burning wreck of the Japanese destroyer Yudachi. Another damaged Japanese destroyer, Amatsukaze, managed to save herself. The battleship Hiei however did not escape. Cactus Air Force were all eager to revenge her regular night shelling. Since the morning, torpedo Avengers', dive bombing Dauntless and even heavy B-17 bombers attacks were concentrated on Hiei and in the evening of November 13, 1942, she sank. It was the first Japanese battleship lost during the conflict.

Unlucky day

On Friday the thirteen, Juneau met her fate. Still at darkness, the group of five American ships maintaining the ability to sail, withdrew. There were the cruisers San Francisco, Helena, destroyers Sterret and O'Bannon and Juneau. In the battle, the cruiser suffered a torpedo hit to the port side. Only one of his screws worked and the bow was deeply submerged, yet she maintained speed of 13 knots. The Americans ships however were detected by the Japanese submarine I-26. Her commander, Yokota Minoru, at 11 o'clock sharp, ordered launching of two torpedoes. He was targeting San Francisco but missed. One of the torpedoes hit Juneau, exactly at the same spot she was hit during the night. The spear of steel penetrated deeply into the vessel and caused the explosion of the ammunition dump. Juneau was covered in the enormous column of water, fire and smoke and when everything cleared the cruiser disappeared from the surface.

The remaining American ships faced a difficult choice. It seemed no one survived the explosion and had they stopped to search for castaways they could have become an easy target for a submarine. A B-17 bomber was just flying by, so they



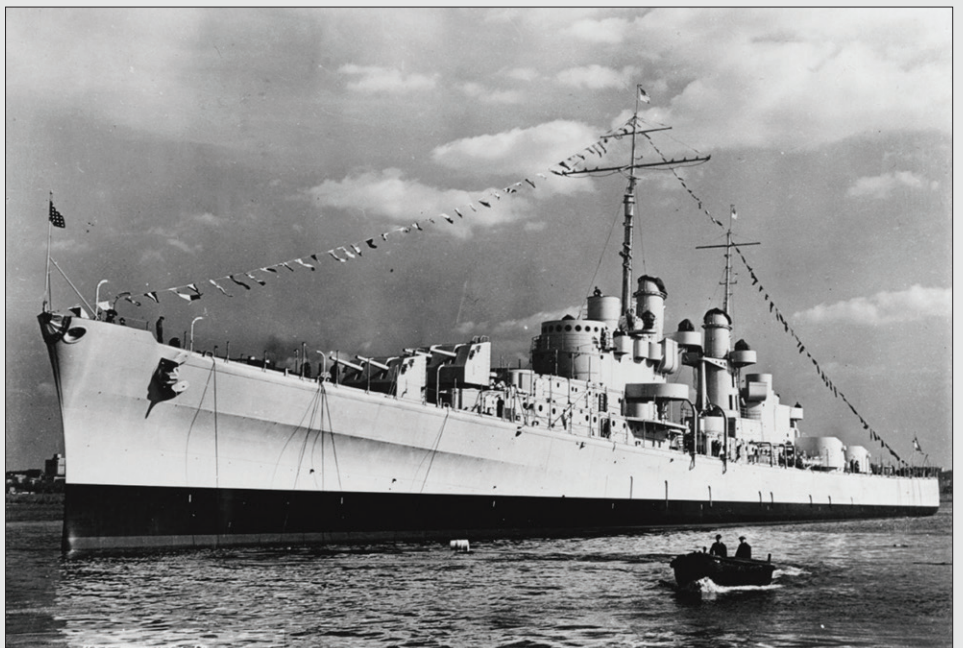
Juneau launching at Kearny, New Jersey, October 25, 1941.

signaled to it to report at the headquarters the sinking of the cruiser as they continued sailing. The bomber crew did not want to break the radio silence, so they submitted the report only after landing. That was buried under other documents to process and did not make it further soon enough. No one dispatched the rescue ship. The US Navy was busy repulsing further Japanese attacks. During the night of 14-15 of November 1942, the Henderson airfield was again shelled by the battleship Kirishima. This time, two battleships, Washington and South Dakota, each with nine 406 mm caliber guns, opposed her. Having received nu-

merous hits Kirishima capsized and sank. In the meantime, the sailors from Juneau fought for their lives. The conclusion that there were no survivors after the cruiser explosion, was mistaken. Approximately 115 sailors ended up in the water, however, no one was looking for them. Without food and drinking water they were left up to the elements and sharks. In the following days most of them died a cruel death. After eight days, accidentally, more-less, just 10 survivors were rescued.

Five brothers

687 crew members perished, including the



USS Juneau (CL-52) taken shortly after launching.

Photo: Naval History and Heritage Command

Photo: Naval History and Heritage Command



Juneau, New Jersey, January 5, 1942.

brothers Sullivan. They hailed from Waterloo in Iowa, and all enlisted in the Navy at the same time, on January 3, 1942. They presented one condition though – they were all to serve together. The regulations did not allow it but the command looked the other way and all of them ended up on Juneau. It turned out as an unfortunate decision. Frank, Joe and Matt, according to the witnesses' account, perished in the ship's explosion. Albert, the youngest one, died on the second day and the oldest brother George held for five days. Then delirious from thirst and sorrows for his brothers he jumped off the raft and drowned. After the death of Sullivan brothers the US Department of Defense implemented the directive that the last surviving family descendant must not continue serving if all other siblings were killed in combat. Still during the wartime, a movie about Sullivan brothers was made. Steven Spielberg also

mentioned them in his movie Saving Private Ryan.

In 1943 the new Fletcher class destroyer was named after Sullivan brothers. The ship, USS The Sullivans (DD-537) was christened by their mother, Allea Sullivan. Out of her six children she was left with only one – daughter Genevieve. Her boyfriend, William Ball, perished on the battleship USS Arizona in the attack on Pearl Harbor. The wish to avenge his death motivated Sullivan brothers to enlist in the Navy. Albert was the only one married and had a son Jimmy who later served on the aforementioned destroyer The Sullivans. Besides WWII the ship also participated in the fighting in Korea and in 1961 was a part of the group of vessels that recovered from the sea the capsule with the first American astronaut, Alan Shepard. Later the destroyer served in training duties and in 1961 she was struck of charge. Nowadays she is a floating museum in Buffalo, New York state. In 1997 another destroyer The Sullivans (DDG-68) entered the service, this time in Arleigh Burke class. In 1995 she was christened by Kelly Ann Sullivan Loughren, Jimmy's daughter, and Albert Sullivan's granddaughter.

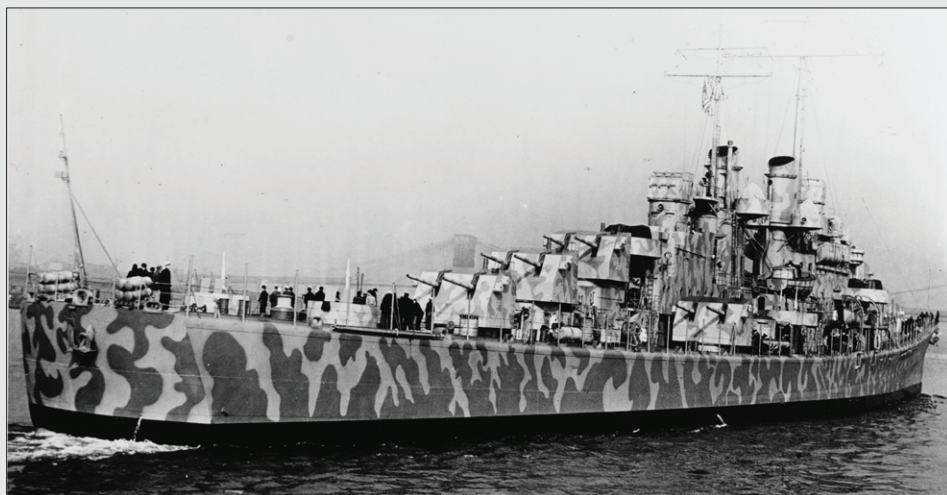
New Juneau

By the way, the name USS Juneau reappeared again. In 1944–1946 the American shipyards built three cruisers based on the Atlanta class but with the improved system of the waterproof bulkheads and better designed superstructures. The cruisers were armed with twelve 127 mm caliber guns in six turrets and were named Juneau, Spokane and Fresno.

The whole class was named after Juneau. She missed WWII but took part in the Korean war where on July 2, 1950, together with two British ships faced the attack of six Korean torpedo boats and gunboats. They sank five of them without a loss. In 1955 this Juneau was struck of charge and later sent to the scrapyards. In 1969 the class Austin amphibious landing ship USS Juneau (LPD-10) entered the service. She participated in the Vietnam war and served as the command vessels during the battle against the oil leak from Exxon Valdez tanker. In 2008 she was struck of charge.

Discovering the wreck

The Iron Bottom Sound could not have escaped the attention of Microsoft co-founder Paul Allen in his search for WWII shipwrecks. In January 2015 his ship Octopus mapped 980 sq kilometers of the ocean bottom and located 29 sunken ships and several shot down airplanes. She also



Juneau photographed in New York harbor on February 11, 1942, wearing the camouflage she received shortly after completion.

identified the wreck of USS Atlanta. Juneau's wreck was discovered by Allen's new ship, RV Petrel, on March 17, 2018. It happened seven months before Allen's untimely death. The cruiser lies 4200 m deep broken up to several sections. The shipwreck was first located by sonars. On the following day, the robot was dispatched and took a lot of pictures and confirmed the wreck's identity. The Allen's company continued searching for the shipwrecks for some time after his passing. RV Petrel returned to Guadalcanal one more time in February 2019 to discover the wrecks of the Japanese battleships Hiei and Kirishima as well as the American aircraft carrier USS Hornet. That will be the topic of the following article.

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The cruiser Juneau in June 1942. The hull received new camouflage, the superstructures and turrets remained in their original livery.

Photo: Naval History and Heritage Command

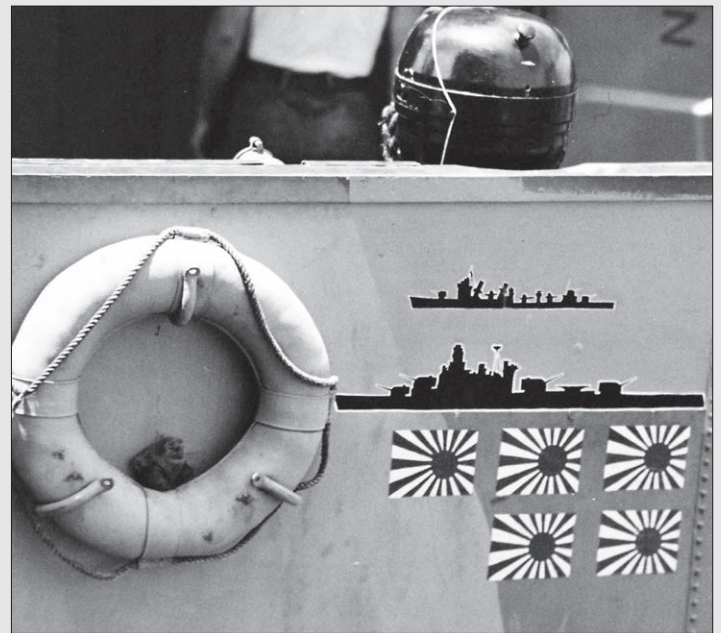
Juneau wreck (Photo: PaulAllen.com)



Juneau lies at a depth of 4,200 feet broken into several pieces.



Juneau's propeller.



Score painted on the destroyer USS Sterret (DD-407) after the Battle of Guadalcanal. The silhouettes represent the sunken destroyer Yūdachi, the battleship Hiei, and five downed Japanese aircraft.

Photo: US Navy



One of the turrets with 127 mm guns.

Air war over Ukraine

Drones against strategic bombers

Text: Miro Barič



The fighting didn't stop on Christmas Day either. Ukrainian pilots at least remembered them like this.



A Ukrainian pilot sent a Christmas greeting to the Russians in the form of two HARM anti-radar missiles.

During December 1, 2022, through January 1, 2023, the operations in Ukraine were affected by the weather. The mild winter in Europe did not allow Putin to use the energy crises for political pressure. On the other hand, the muddy ground in Ukraine did not let any large scale movements of the heavy weaponry take place. That allowed for the time to re-group, rest and re-organize the troops while the large operations were postponed.

This lull in combat did not concern two things. The Russian drive on Bachmut which continued since August and, also the Russian air campaign against the Ukrainian civilian infrastructure continued. During this period two strategic bomber bases, located deep in the Russian territory, were repeatedly hit. The first attack took place on the early morning of December 5. The explosions were heard at Engels base near Saratov and Dyagilevo base near Ryazan. The first airbase is located nearly 500 km from the Ukrainian border and is a home of two squadrons of the 22nd Guards Division of the heavy bomber aviation. Its 184th Squadron is equipped with Tu-95MS and 121st Guards Squadron operates Tu-160M. Both units fly attack missions against Ukraine on the regular basis. According to the initial reports the strong explosion damaged two Tu-95 bombers and wounded two people. The following satellite images did not reveal serious damages, but it seems that at least one Tu-95 was actually hit.

At the same time the explosion took place at the Dyagilevo airbase which serves as

a training center of the strategic bomber aviation. It is located approximately 450 km from the Ukrainian border and only some 200 km from Moscow. The series of photographs of this incident show that the explosion took place behind one of the parked Tu-22M3 marked RF-34110. The tail surfaces and exhausts were damaged and the vehicle with ground power source, parked next to the airplane, was set on fire. Three Russian soldiers were killed. The Russians got lucky that the Kh-22 missile, attached under this Tu-22 wing, was not hit. Its one-ton warhead would have caused significantly more serious damages.

The Ukrainians officially did not claim this attack. The Russians made a bizarre claim that it was a terrorist attack against the defenseless peaceful airports. However, the aircraft bombing the Ukrainian cities take off from these bases. And the lack of defenses was contradicted by Russians themselves claiming that the attacking drones flying close to the ground were shot down by the AA fire. The damages were only caused by their debris. The

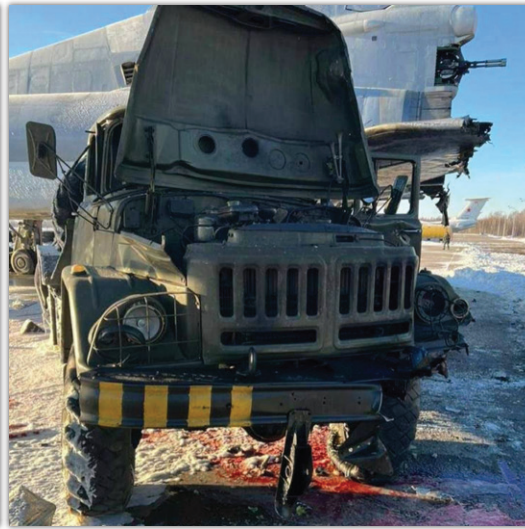
greatest value of these Russian claims is in the information that the old Soviet unmanned air vehicles Tu-141 and Tu-143 respectively, were used for these attacks. These are originally the reconnaissance jet drones modified by Ukraine to carry explosives. They fly the pre-programmed route and land by a parachute. For kamikaze style attack the parachute is of course not considered.

On Monday, December 26, the Engels airbase became a target of yet another attack. The air raid sirens blared and the AA rockets' smoke trails raised to the sky. Two explosions from the direction of the airport were heard. According to the Russian official statements the low flying drone was destroyed the AA fire. Its debris however fell on the airbase and killed two ground personnel. The information about a larger number of casualties and more aircraft destroyed could not be confirmed. The names of three victims are known – Major Andrei Voronov, 1st Lt. Maxim Anufrienko and 1st Lt. Alexander Pampukhin. All of them belonged to the 121st Guards Squadron of the heavy bomber aviation equipped with Tu-160M aircraft. According to the Russian side another attack against the Engels airbase was also attempted on Thursday, December 29.

The incident with a Tu-141 drone carrying explosives did occur in the beginning of war on March 11, 2022. Then the unmanned air vehicle having exhausted its fuel crashed on the parking lot in front of the student dorms in Zagreb, Croatia. It flew over from Ukraine over Hungary. The Russian media ridiculed the NATO AA defen-



An explosion at Diaghilevo Airbase destroyed a ground source and damaged a Tu-22M3 designated RF-34110. The bomber has a Ch-22 missile under its wing.



Three Russian soldiers died in the explosion and subsequent fire.



Detail of the damage to a Tu-22M3 marked RF-34110.

ses which let the drone fly hundreds of kilometers over its territory. The Russian AA defense did not excel either. If the drone were shot down, as the Russians claim, they also had flown undisturbed hundreds of kilometers and regardless, hit the bases where they caused damage. And it seems that the Russians are not confident in their AA defenses because after the attack they transferred majority of their bombers to the more remote bases.

Patriots from the USA and Germany

Thanks to the Allies, Ukrainians strengthen their AA defense. Having received various systems from several countries in October and November, on December 21 the USA announced that they will deliver the Patriot system battery. Germany joined right after and committed to deliver another battery. The American one is the PAC-3 version primarily designated to destroy the ballistic missiles. PAC-3 missiles feature the improved guidance and maneuvering capabilities with the range of 30 km. The modernized PAC-3 MSE can reach as far as 60 km. The disadvantage is the shorter range when deployed against the aircraft. It can be resolved by using the older PAC-2 missiles with 160 km range if deployed against the airplanes. It was confirmed that the German version will use both PAC-2 and PAC-3 rockets. Training of the Ukrainian soldiers manning Patriots supposedly started during January in Fort Sill, Oklahoma. The continued Russian attacks against the Ukrainian civilian infrastructure requires strengthening of the AA defense. The attacks took place during the holidays as well. Ukraine inclines to celebrate Christmas in the European traditional period of time. They are off on both December 25

and January 7, and they can choose the date. This year approximately 60 per cent of Ukrainians chose the first date. The Russians did not care and shelled tens of cities and villages in Kharkov and Zaporozhye areas. At least 13 civilians died in Kherson. On New Year's Eve more than 20 cruising missiles were fired at Kiev and hit a hotel and a multi-family building.

Some of them crash by themselves

The largest attack came between Christmas and New Year's, on Thursday, December 29. The Russians, according to the initial reports, launched 100-120 missiles. Approximately 70 of them hit the Ukrainian territory and 54 were shot down by the AA defense. Several videos appeared showing Ukrainians destroying the cruise missiles with shoulder mounted portable rockets. Thanks to the early discovery of the launched rockets, they can estimate their hundred of kilometers long route and intercept their flight by teams equipped with Stinger missiles. Most of the time they fire several Stingers at the same time so as at least one of them hits the Russian rocket. The last of these teams are positioned on the house roofs in the suburbs of the supposed targets of the Russian attacks. The missiles that do penetrate the defenses cause massive damage on the energy infrastructure. There is an interesting discrepancy between 100-120 Russian rockets reported in the morning that day, probably based on the Allied reconnaissance aircraft data, and 70 missiles that actually hit. It may not be a mistake, at least partially, and Russians indeed launched more missiles than actually struck. In the following days at least three videos appeared capturing the wrecks of the Russian rockets which failed after the launch and crashed

on their own territory. Two of them were lying in the fields but one hit a house and set it on fire. We can only guess how many more malfunctioning missiles crashed without any trace somewhere in the vast Russian countryside.

Are they going to obtain JDAM sets?

Besides the AA defense equipment, Ukraine of course receives other weapons. To list all the types of AFVs, artillery and recently tanks as well, would be sufficient for a standalone article and moreover it is not linked to the main theme of this series. One new weapon which is being discussed lately is however directly associated with the air war. According to Washington Post the USA plan to supply Ukraine with JDAM sets which can transform the classic unguided bombs into precision guided weapons. The acronym means the Joint Direct Attack Munition. Joint means that in 1990s both USAF and USN cooperated on the weapon's development. JDAM set consists of three parts – guiding system based on GPS coordinates, longitudinal fins attached to the bomb's body improving its ability to glide and control surfaces installed on the bombs tail. The sets are manufactured in three sizes and USAF or USN use them on the bombs from 500 lbs to 2000 lbs. That means they should be easily adapted and the modifications for application on the Soviet-made Ukrainian bombs should not present any obstacle (as far as the measurements is concerned). The Washington Post article indicates that the USA will not supply the bombs, only these sets. A bomb with JDAM set can be deployed in three different ways. Carried by an airplane which simultaneously carries a container for searching and aiming at the targets (for example Sniper or LI-



This Ka-52 bore a warlike drawing of an alligator on the fuselage. It was shot down in Kherson Oblast in November 2022.



New photos of a Russian Mi-8AMTS helicopter with the fuselage number "Blue 92" that was destroyed by Ukrainian forces on Snake Island as recently as May 7, 2022.



A photo of the wreckage of a Ukrainian Mi-8 helicopter was released on December 24 and is believed to be from the Donetsk region. However, there is no other debris around. It is possible that this is a machine destroyed earlier.



Russian Orlan-10 reconnaissance drone shot down on December 30 in Chernihiv Oblast.



A Ukrainian Mi-24P helicopter with a traditional painting from the village of Petrykivka in Dnipropetrovsk Oblast, where such motifs decorated houses and household items.

TENING II). The container transmits the coordinates to the bomb which is then released by a pilot. The accuracy is within five meters. In case GPS signal is lost the bomb “remembers” the target with 10 meters accuracy. There is another option when a pilot manually enters the coordinates during the flight according to his target identification or according to the coordinates supplied by the ground control. In both situations the integration of the aircraft’s electronic systems is necessary.

The third option is the easiest one. The target coordinates are entered into the bomb while it is still on the ground before the take off and pilot only delivers it to the designated area. It is quite probable that the Ukrainians will deploy JDAM exactly in this way. It requires the minimal modifications of the aircraft – just adding GPS and control component to release the bomb.

In the preceding months the Ukrainians successfully adapted the HARM anti-radar missiles for Mig-29 and Su-27 fighters. HARM is capable to actively search for the targets itself and so the Ukrainians only added GPS and a tablet to their fighters which helps to launch the HARM rocket and it locks on the enemy radar itself. And it seems to be working. It is possible that if JDAM bomb is linked to the aircraft tablet (for example via Bluetooth) the Ukrainian will be able to enter the target coordinates by a pilot during the mission. It is possible that the Ukrainians will drop the JDAM bombs from Su-24 and Su-25 fighter bombers. When dropped from the high altitude and speed this munition can glide as far as 20 km. The Ukrainian aircraft however cannot afford flying at high altitudes in the vicinity of the frontline. Therefore Su-25 will supposedly release the bombs in the same way they launch the unguided missiles – on the ballistic trajectory. The airplane will fly at the maximum airspeed close to the ground, then it will climb and release the bomb forward on the curved trajectory. As opposed to the unguided missiles the JDAM will be significantly more accurate. There is another detail in favor of JDAM supplies – a bomb equipped with this set is six times less expensive than the guided missile for the HIMARS rocket launchers.

Helicopter losses

During our reporting period both sides claimed several enemy aircraft shot down but visually confirmed were only couple of them. It is possible that more of them will be confirmed later as it happened during the preceding months. All confirmed kills were related to the troops support at the frontline, mainly in Bachmut area. Two Ukrainian Mi-8 helicopters were lost.



Lieutenant Colonel Maxim Fedorov (pictured) was killed along with First Lieutenant Vladislav Levchuk on December 11 in a Mi-8. Note the message to Putin in the window of the helicopter and the machine gun mounted in its nose.

The first crashed on Sunday, December 11 while attacking the Russian positions with the unguided missile near Konstantinovka in Donetsk area. Pilots Vladislav Levchuk and Maxim Fedorov were killed. Another loss occurred on Monday, December 19 near the village of Tonenkov in Donetsk area. Two Mi-8 helicopters were flying in a column close to the ground. The camera in the rear aircraft captured the rocket hit on the leading helicopter. The thick black smoke billowed, and it crashed shortly afterwards.

Despite the danger the pilots of the rear aircraft turned around and landed near the smoking wreck to try to help its crew. They did not manage to save two crew members – Lt. Col. Oleksandr Zubatch and Lt. Col. Vladislav Gulov perished. Two Russian helicopters were reportedly destroyed. They were Ka-52, a type that has suffered severe losses during the Ukrainian war. The first one was destroyed by Dnipro AA rocket brigade on Sunday, December 4. The Russian crew made a fatal mistake to fly at fairly high altitude. After

the rocket hit, they exploded and had no chance for survival. The kill was captured on video which also showed the second Russian helicopter which however flew significantly lower and therefore escaped the fire.

Another Ka-52 bort number “yellow 23” was hit on Monday, December 20. It supposedly fell victim to the Pancir-S1 system’s friendly fire. In this case however the crew survived. Yet another video surfaced showing the destruction of the third Ka-52. It seems to date back to March from the vicinity of Kiev and captured the helicopter after its emergency landing which the Russian soldiers blew up rather than let it be captured by the Ukrainian troops. Besides these helicopter losses the aforementioned Tu-95 and T-22M were damaged at the strategic bombers’ bases. On Sunday, December 4 south of Bachmut a Su-24M, bort number “blue 48” and marking RF-93798 was destroyed. Both pilots, the Wagner’s Group mercenaries, were killed.



The Russian Defense Ministry has published a series of photos of soldiers with the Mi-8 helicopter.

Black Tuesday

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



Rabaul on New Britain in the South Pacific was occupied by Japanese in early 1942 and for the next two years it became a key base for naval, air and ground units during their campaigns in the Solomon Islands and New Guinea. It was so heavily defended that the Allies decided to neutralize it and not waste their forces in capturing it. At the end of 1943 its fighter protection was provided by Zero pilots from Kōkūtai 201, 204 and 253.

On November 1, 1943, the Allies began landing at Cape Torokina north of Empress Augusta Bay on the west coast of Bougainville Island. Their mission was to establish air bases closer to Rabaul. The Japanese were prepared for this risk and therefore sent reinforcements to Rabaul in the form of cruisers and destroyers as well as air units from the aircraft carriers Shōkaku, Zuikaku and Zuihō.

The Americans were first unsuccessfully attacked by airmen from the carrier units, and at night two heavy cruisers, two light cruisers, and six destroyers sailed to the island. Behind them, vessels with Japanese reinforcements followed. A night battle occurred in Empress Augusta Bay in which several warships collided, and the Japanese lost one light cruiser and one destroyer, two cruisers were damaged, and two destroyers suffered heavy damage. The Americans came out of the battle in better shape, with damage to one cruiser and one destroyer.

The Americans scheduled a raid on Rabaul for Tuesday, November 2, 1943. The low-altitude attack by 75 Mitchells from the 3rd, 38th

and 345th BG was escorted by 70 Lightnings from the 8th, 49th and 475th FG. The fighters were commanded by Gerald Johnson of the 9th FS and his deputy, future America's most successful fighter pilot, Dick Bong. The Liberator crews were tasked to conduct their raid at the same time, but due to bad weather, some heavies and part of their escort returned to New Guinea. While planning the attack, the Americans had no information about the reinforcements that had arrived in Rabaul, nor did they take into account that the warships would return after the night battle off Bougainville. They were thus heading into a deadly trap.

The bombers approached Rabaul from the northeast and passed over the target between the volcanoes of Tovanudatir and Komvur. Two P-38 squadrons were the first to attack Lakunai airfield, but far from surprising the Japanese, they were instead engaged by about a hundred Zeros. The individual gunship squadrons attacked airfields and vessels at Rabaul about a minute apart. There the defenders were surprised, but gunners on shore and on ships quickly opened fire. The defence was led by the heavy cruisers Haguro and Myoko. The Japanese also fired large calibres into the water to threaten the low-flying bombers with high geysers.

All hell broke loose over the bay, the air was filled with flak explosions and falling machines. The bombers trying to fly below the level of the cruisers' decks to escape their

fire were also attempting to avoid the water geysers. Piotr Forkasiewicz captured this phase of the battle on the boxart. The aircraft 2-163 probably belonged to Hikōtaichō of 201. Kōkūtai, Lt. Cdr. Shirō Kawai. However, he did not participate in this action and unit's formation was led by Lt.(jg) Yoshio Ōba.

Some Zeros chased the B-25s during their retreat, but the Japanese pilots avoided attacking from the front because they feared the gunships' armament. Some Japanese pilots apparently ran out of ammunition, flew alongside the Mitchells for a while, then saluted and took off.

The Japanese lost fourteen Zeros and nine pilots, and six more fighters were destroyed in collisions during takeoff. The Japanese reported 119 aircraft shot down, 22 of them probably. The American side also inflated its reports, with fighters and bombers claiming 55 Zeros shot down. The exact damage to Japanese vessels is still disputed, but after this attack the Japanese abandoned another naval attack on Bougainville.

The Americans lost 11 Mitchells and 9 Lightnings, many more were damaged. Most of the P-38s were shot down in fighter engagements, while a large number of B-25s was shot down by flak. Due to these losses, November 2, 1943, was nicknamed "Black Tuesday". Major Raynold H. Wilkins of the 8th BS, 3rd BG was posthumously awarded the Medal of Honor for his attack on one of the cruisers and his courage in leading his formation.

Morotai Mutiny

Text: Jan Bobek

Illustration: Antonis Karydis



Squadron Leader Henry Maxwell Gibbs DSO, DFC & BAR and OAM was one of Australia's top fighter pilots. Due to his stout build, Bobby Gibbs was known as "the barrel that walks". As commander of No. 3 Sq RAAF he achieved 10.25 victories in MTO. His opponents included not only German and Italian pilots, but a Vichy France's pilot, who fought for Vichy France. He left his command post in April 1943 after completing 274 combat sorties. Gibbs was eager to pilot the Mosquito and flew 25 hours, because he was to become commander of the RAAF's night fighter No. 464 Sq. Instead, however, he was transferred to Australia as Chief Flying Instructor to No. 2 OTU. He returned to combat service in October 1944 as deputy of legendary Clive Caldwell, commander of No. 80 Wing RAAF. At that time the Wing consisted of No. 452 and 457 Sq RAAF both armed with Spitfires Mk.VIII. In December 1944, parts of the Wing were gradually moved to the island of Morotai in the northern part of present-day Indonesia. Gibbs did not take part in this transfer, having suffered burns in an emergency landing at Sattler airfield on 5 December. But every cloud has its silver lining, at the hospital he met a nurse he courted for two weeks, and their wedding took place at the end of January 1945.

Morotai Island was important to the Allied advance into the Philippines. Therefore, in mid-September 1944, American and Australian troops had made a landing there. The small Japanese garrison, outnumbered 1:100,

was pushed into the less important parts of the island. Work began immediately on the two main airfields, which were completed in October. The Japanese, however, would not surrender and the fighting didn't stop before the end of the war. In the months following the landings, Japanese airmen conducted a series of night raids on the island, for which Allied fighter units found virtually no effective defence. Japanese bombers destroyed or damaged over 70 aircraft.

Caldwell's Spitfires at Morotai encountered enemy aircraft only once. The pilots had to attack insignificant ground targets on the surrounding islands. As a result, in the attack on the Philippines, the Australian airmen remained aside from the main war zone, and it led to their growing frustration. They were not happy with the deployment of their high-altitude Spitfires in the role of strafers. Nevertheless, they tried to suggest modifications that would make this role easier. However, some of these were rejected.

Work to prepare facilities for Australian troops on Morotai Island was not going ideally either. American engineer units were in charge, but the pace was very slow. So, Caldwell and Gibbs decided to speed up the work with illegal supplies of alcohol. However, they were denounced and both officers were court-martialed and reduced in rank.

Gibbs rejoined the unit in March 1945 after recovering and flew 44 combat sorties against isolated Japanese positions. During

one of these, on 4 April, he was wounded in an attack on Ternate Island. Anti-aircraft gun fire hit the Spitfire's starboard radiator, machine-gun hits damaged the port wing and several splinters struck Gibbs' right thigh.

Gibbs later recalled that he saw no purpose in these combat operations. He even stopped seeing the point of continuing to serve in the Air Force. He especially disliked shooting at cattle. He had previously worked on a farm and shooting at animals with a Spitfire literally made him sick.

He was not alone with these feelings on Morotai and so he joined Caldwell and six other officers in an unprecedented move in RAAF history. Together they submitted their resignations with a postponement until after the fighting was over. The command tried to sweep the matter under the carpet, not willing to address the issues, and wanted to persuade the officers to withdraw their resignations. This motivated the mutineers to change the validity of the resignations to immediate. Eventually, this led to an inspection from Australia. This resulted in the replacement of part of the 1st Tactical Air Force command, the correction of problems, and a gradual improvement in morale. Bobby Gibbs was later reinstated to the rank of Squadron Leader and left RAAF in 1946. His civilian air life was no less colourful than his wartime service. In 1994, he published a biographical book, *You Live But Once*.

Markersdorf Raid

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



In the first half of 1944, the Luftwaffe command decided to reinforce fighter units in Western Europe. The number of Staffeln in a particular fighter Gruppe was increased from three to four. Therefore, some fighter Gruppen in other theatres had to select one Staffel and send it to the West. Hence I./JG 51 "Mölders", fighting on the Eastern Front with Bf 109s, had to send its 2. Staffel, which thus came under the command of IV. Sturm/JG 3 "Udet" in June 1944. The commander of this unit was Major Wilhelm Moritz. It was one of the three Sturmgruppen in the Defense of the Reich, designed to attack bomber formations at close range. For this purpose, it was rearmed in May from Messerschmitt Bf 109s to heavily armoured Fw 190 A-8/R2s (and a few A-7s). At the same time one of its three Staffeln was disbanded and replaced by Sturmstaffel 1, which specialized in such attacks. Its newly added Staffel, 2./JG 51, was getting familiar with Focke-Wulfs throughout June. In August, it was formally redesignated 16. Sturm/JG 3. For the first time, IV. Sturm/JG 3 entered combat as Sturmjäger unit on July 7, 1944. With 44 aircraft from Stab and four Staffeln, the unit managed to attack an unescorted Liberator formation at Oschersleben, shooting down 19 of them during the three-minute battle. As a result of this engagement, the 492nd BG had to be disbanded.

Moritz and his four Staffeln with 45 armoured machines made a similar attack over Starnberger See on July 18, 1944. Top cover was to be provided by Focke-Wulfs from 2./JG 51 under Oblt. Haase. The Germans were

able to attack a B-17 formation from the 483rd BG that was also unescorted. In the ensuing fight, 14 bombers were shot down. The American unit received a Distinguished Unit Citation for its valiant defense. Oblt. Haase, however, disobeyed Moritz's order and instead of protecting his colleagues, ordered his 2./JG 51 to attack the bombers as well. The Mustangs that arrived at the scene of the bloody encounter punished this mistake severely and the result was 12 Focke-Wulfs shot down and an equal number of pilots killed or wounded. In the following weeks the number of aircraft that IV. Sturm/JG 3 deployed into combat was reduced in most cases to between 10 and 20.

Similar events happened on August 23, 1944, when 17 fighter planes took off under Moritz's command from Schongau airfield against bombers of the 15th Air Force targeting fuel production plants in Blechhammer (Blachownia Śląska) and Odertal (Zdzieszowice), as well as aviation and industrial plants in and around Vienna. In total the Germans sent 96 fighters against that raid, but only 50 of them made contact with the enemy. The allied escort fighters shot down seven Focke-Wulfs from II. Sturm/JG 300 and the only significant success was scored by Moritz's Sturmgruppe. At first his unit joined the JG 300 formation, which drew attention of the US fighters. But IV. Sturm/JG 3 then avoided the escort and south-west of Vienna it attacked 24 Liberators of the 451st BG, which were flying, without escort, a north-westerly course to their target, Markersdorf airfield. The bombers took up a tight formation to make it dangerous for

the Germans to attack at close range. A deadly struggle ensued, taking place at an altitude of 6000 mètres on a route of sixty kilometres approximately between the towns of Nasswald and Kilb. Moritz and his fighters claimed the downing of nine bombers within three minutes, and nine actually crashed. The others were badly damaged. The commander of the American unit, Col. Robert E. L. Eaton reported that about forty fighters attacked them extremely aggressively, making expert use of the dense cloud cover before the attacks. The Germans attacked in groups of six to ten machines in a very aggressive, almost suicidal manner. Some of the Liberators were so badly hit that they disintegrated in mid-air. The picture of the burning Liberator "Extra Joker" just before its explosion is one of the most famous photographs in aviation history. Its commander, 1st Lt Kenneth A Whiting, was killed with his entire crew.

Sixteen 451st BG aircraft got over the target and managed to hit Markersdorf airfield. For this action the unit received a Unit Citation from the commander of the 15th Air Force, Maj. Gen. Twinning, stating among other facts that the gunners shot down or damaged 29 enemy aircraft. Certainly, five pilots of the 15. and 16. Sturm/JG 3 were shot down, killed or remained missing, to which must probably be added three other machines that were damaged. During the fighting over Europe, the 451st BG lost 112 crews over enemy territory. The fight over the foothills of the Alps on August 23, 1944, was one of the heaviest.

You won't get me!

Text: Richard Plos

Illustration: Adam Tooby



He's still in bed when the phone rings. "Sir, north of the forest at Villers-Cotterets, a French Breguet is directing enemy artillery fire. Its effects are devastating!" He quickly notes the area on the map and then replies curtly into the phone, "We'll be there in a minute!"

Off duty, he should have been allowed to sleep, but needs must. He looks at his watch. It's not even 0730! But all the other pilots have left for the morning patrol, so it's up to him. In five minutes, he's ready. The mechanic is fluttering about his new Fokker D.VII. Jasta 4, which he leads now, was the last of the whole JG I to get these beasts on June 13, just a fortnight ago. He picked one of them, had its fuselage, upper wing and elevator painted red, while the nose was painted black and, following the example of Kirschstein's Fokker Dr.I, which he also used for a short time, the upper wing was decorated with white stripes. After the letters "Lo", accompanied by an exclamation mark, had been painted on the sides of the fuselage as usual, the work was almost complete. But something was still missing. A short message to anyone who might want to get him down. He had already made up his mind and the words "Du doch nicht!!" were added on the elevator.

He jumps into the cockpit, settles in, sprays fuel, turns on the magneto, moves the stick to check the controls clearance. The mechanic turns the propeller twice, and by the third time the whole plane shakes with the

first revs of the nose engine. A minute later, he takes off.

He heads for the front, his eyes searching for the enemy. It doesn't take long. There it is! North of the forest, about 600 meters up. He doesn't waste time and immediately attacks from behind. He's got to be careful, the twin machine-guns of the Breguet could really mess him up. He's keeping level and sits right behind. The French observer would shoot his own rudder off if he tried anything! He pulls the breeches of his machine guns and fires a short burst. The head behind the machine guns disappears. Did he hit him? Looks like it. But the French pilot is not about to give his skin cheap and maneuvers violently. He takes a sharp descend turn and tries to escape towards friendly territory.

Now, he's attacking from the side, which would normally be risky. But now there's nobody behind the Breguet's guns. He is perhaps only twenty meters from the French aircraft when suddenly the observer reappears behind them! And it's bad! The first flashes come from the guns, and he can literally feel the projectiles passing close by. Then his Fokker jolts upwards and there is an abrupt drop in the feedback of the control stick. The rods, leading to the elevator, were cut by enemy shots and the aircraft gets out of control within second. Worse still, the rudder was also hit and badly damaged! The Fokker turns and circles while the Breguet escapes. The combat took him over the enemy positions. He must make it back to friendly terri-

tory! But how? An idea emerges. Whenever the nose begins to turn in the direction of friendly positions, he pushes the throttle. More power widens the turn and that takes him a little bit further in the desired direction. He repeats this over and over again. The progress is slow, but he keeps it. The German positions are within reach already, when suddenly the Fokker banks sharply and goes violently into a dive. There's no time to lose! He crouches, pushes his feet on the edge of the seat and hurls himself from the cockpit.

A blast of air hits him in the chest and throws him straight into the damaged rudder, which catches on a loose strap of the parachute harness. He is trapped in the wildest ride of his life! He's trying to get rid of the half-shot rudder, but in vain, the ground is closing. His beloved Lo in tears flashes through his mind ... Snap! The rudder loosens and the strap slips from its grasp. "It's too late," he thinks. But then something jerks him upwards. The parachute has opened! A second flies by, maybe two, and he hits the ground hard. Pain shoots from ankle of Ernst Udet to his entire leg. He lies there, breathing deeply. Artillery fire rumbles around him and one shell explodes so close that a lump of dirt falls on him. He must get out! Struggling for a moment with the pile of white silk, he is finally free. His heart skipping, he makes his way to the nearby firing positions of the German artillery. It's not over, he's escaped death again. Du doch nicht!!!

Hot wasp summer

Text: Jan Bobek

Illustration: Martin Novotný



Zerstörergeschwader 1, known as Wespen (wasps) or Wespengeschwader due to the painting on the bows of its Messerschmitt Bf 110s, derived its origins from the pre-war JG 132 "Richthofen". The Richthofen tradition was maintained by the unit, although its designation was gradually changed to ZG 141, ZG 1 and later to SKG 210.

ZG 1 was re-established in Lechfeld in January 1942. At that time, Stab, I. and II./SKG 210 specialized in the deployment of Bf 110s as fighter-bombers. At the same time, the newly established III./ZG 1 was armed with Messerschmitt Bf 109 E.

The entire Geschwader moved to Belgorod, Russia at the end of May 1942 as part of VIII. Fliegerkorps, commanded by Gen. Feldm. Wolfram Freiherr von Richthofen, a cousin of the well-known Manfred. ZG 1 was not involved in the fighting in the Crimea, but was deployed in the direction of Taganrog, Rostov and Krasnodar. The main task of its airmen was to support ground troops. It attacked supply columns, bridges, flak and field artillery positions and attacked infantry groups and armoured vehicles at the front. In doing so, Bf 110 crews used powerful nose armament and bombs, most often of 250 and 50 kg caliber. The preferred method of bombing was the steep descent, which the crews called Sturzflug (dive flight). The 110s came to be known as "flying artillery". Between June and August 1942, the worst enemy of the ZG 1 pilots was the Soviet anti-aircraft defences. During this

period, I./ZG 1 lost 19 machines to their guns and II./ZG 1 lost as many as 52. Many of the damaged aircraft managed to return over their own territory with one engine.

In aerial combat, the Bf 110 pilots tried to take advantage of the high speed and strong armament in the nose. But sometimes Bf 110 crews also used the so-called defensive ring, which they had already used in the Battle of Britain. However, there were also losses in combat with Soviet airmen. And one Bf 110 was even shot down by a tank.

The combat deployment of the Wasps was extremely intense on some days. An example is August 25, 1942, during which I./ZG 1 was deployed in the Kotluban area. From quarter to four in the morning until six thirty in the evening (German time), Bf 110 crews carried out 25 missions with a total of 134 deployed aircraft. They dropped 79.6 tons of bombs on enemy positions and destroyed one tank, four guns (three others were disabled), three tractors and sixteen trucks, and damaged dozen of others. They also destroyed four towed vehicles and two sleds. A train was hit as well, and bombs severed the tracks in six places. One Bf 110 was shot down by flak, its crew being killed. A boxart created years ago by our late friend Martin Novotný shows a crew from 6./ZG 1 in combat with Polikarpov I-16. During June 1942 this Staffel lost two commanders. First it was Hptm. Götz Baumann, who was wounded in a combat flight on 9 June. His successor, Oblt. Albert Heilmann

was shot down by flak just two days later. The new commander was Oblt. Egon Albrecht (25 v., KC), a German born in Brazil.

However, ZG 1 did not fight only the Red Army. Surprisingly, its jealous rival was von Richthofen, the commander of VIII. Fliegerkorps. His HQ often found itself in a situation of a dynamic battlefield where it did not have the information to deploy units effectively. But the improvising ZG 1 was able to support very effectively the ground troops. The officers of ZG 1 also tried to get the command to scientifically prepare a solution for calibrating compasses in areas with large quantities of iron ore. Due to this anomaly, navigation errors and aircraft losses were occurring. The unwillingness of the command to address this problem led Kommodore Diesing to contact scientific services by himself and resolve the problem at the unit level.

Von Richthofen decided to disband the two Gruppen of ZG 1 in June 1942, but the ZG 1 command discreetly contacted Göring, who wanted to maintain Richthofen Geschwader unit's tradition. An exasperated Wolfram von Richthofen began to complicate the logistics and delivery of new equipment to ZG 1, but at the end of June he was transferred to command Luftflotte 4 and the situation gradually calmed down. This problem is discussed in detail by John J. Vasco in the second volume of Ian Allan Publishing's Zerstörer.



**TÉMA LETOŠNÍHO
PANTHERSCUPU JE
KDYŽ HVĚZDY TANČÍ.**

**AŤ JE TOU VAŠÍ HVĚZDA SMRTI,
BRITNEY SPEARS NEBO
INSIGNIE AMERICKÉHO
LETECTVA...**

**PŘIJĎTE NÁM DOKÁZAT,
ŽE TA VAŠE JE TA NEJZÁŘIVĚJŠÍ!**



12. ročník modelářské soutěže PANTHERS CUP

Hlavní téma: KDYŽ HVĚZDY TANČÍ

Kdy: 25. 3. 2023

Kde: Novoborská 2, Praha 9

Další informace: www.pantherscup.cz

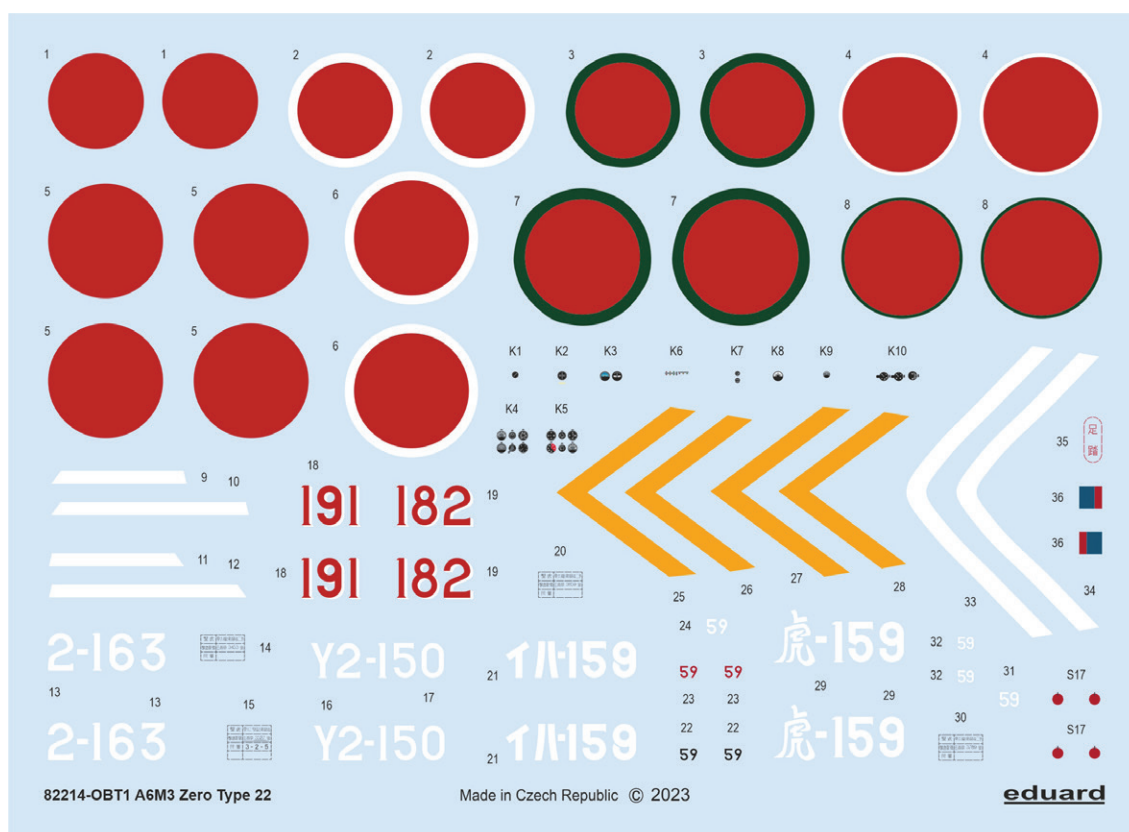
A6M3 Zero Type 22

1/48

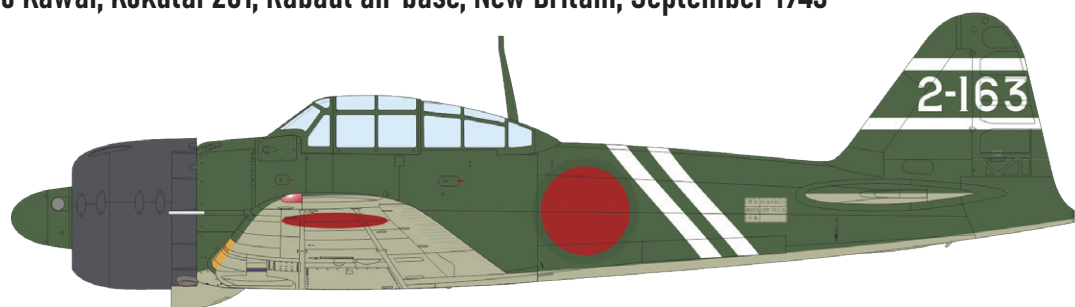
#82214

ProfiPACK edition kit of Japanese WWII naval fighter plane A6M3 Zero Type 22 in 1/48 scale. Kit represents A6M3 Zero Type 22 and 22a versions.

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

[Product page](#)


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

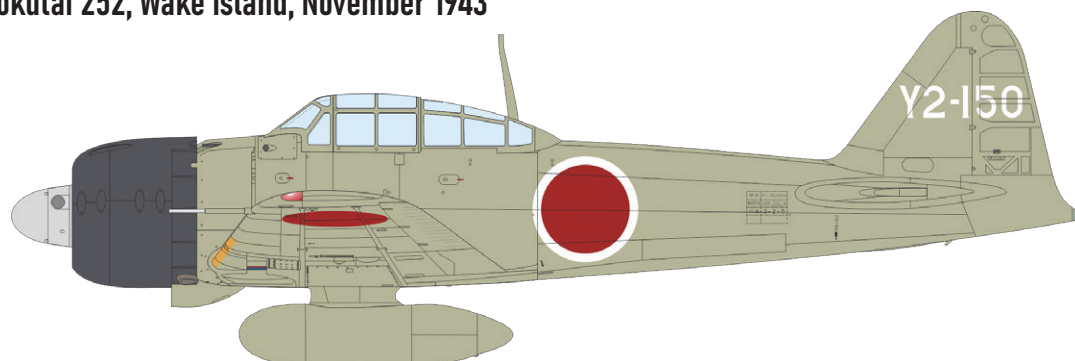


This aircraft, with commander's markings and factory green paint, was filmed for a Japanese newsreel published in October 1943. Some Japanese sources attribute this machine to Lt. Cdr. Kawai, who was serving as Hikōtaichō at Kōkūtai 201 at the time. In the second half of 1943, the markings of fighter units at Rabaul changed, and numerals ranging from 1 to 9 began to be used, the assignment of which to individual units has not yet been reliably determined. Aircraft with these markings are unofficially

assigned to a combat group called Rabauru Kōkūbuntai (Rabaul Air Force). One of the theories assumes the numerical codes identified parts of the fighter units operating in Rabaul at the time. These were Kōkūtai 201 (code designations 1 to 3), Kōkūtai 204 (4 to 6) and Kōkūtai 253 (7 to 9). Shirō Kawai graduated from the Naval Academy in March 1937 and was a veteran of 12. Kōkūtai from fighting in China. His most successful period was in 1942 as leader of part of 4. Kōkūtai and later Tainan Kōkūtai. He served

with Kōkūtai 201 from early 1943. The unit was deployed to Bougainville and Rabaul from July, but Kawai flew very few combat sorties. In October 1944 he was assigned to Hikōtai 308 as part of Kōkūtai 221. He remained missing after aerial combat on December 24 near Clark Field, Philippines. He bailed out in mountains but was apparently killed by guerrillas. After WWII it was revealed that Kawai gave order to execute Allied prisoners in February 1942 at Manus Island.

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

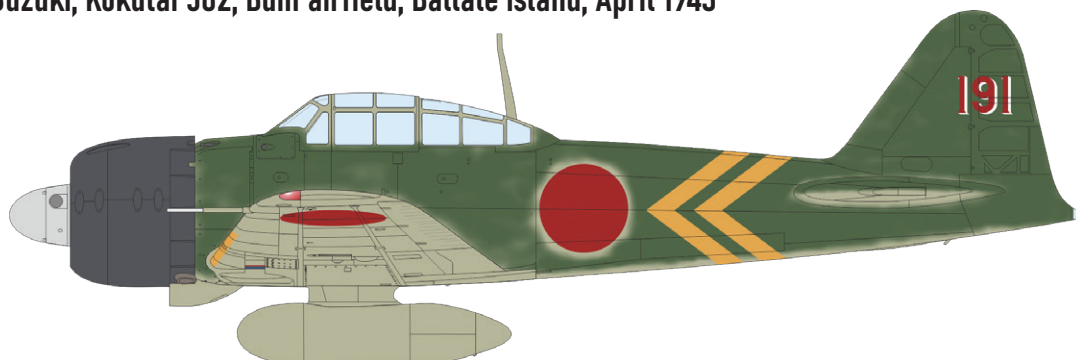


The wreckage of this aircraft was found on Wake Island when it was captured by American forces in September 1945. This base fell into Japanese hands in December 1941 after valiant resistance by the defenders. Kōkūtai 252 was formed in late 1942 from the Genzan Kōkūtai fighter squadron and participated in the fighting over Guadalcanal. In February 1943, it moved to Micronesia and the part of it based at Wake Island was under the command of Lt. Yūzō Tsukamoto and later Lt. Suhō. Their pilots were

involved in sporadic engagements with American B-24 bombers, but the unit suffered heavy losses on October 5, 1943 during the Task Force 14 attack on Wake Atoll. Americans were engaged by 26 Zeros, but 16 were lost with their pilots. The Japanese claimed ten victories and the American side lost six aircraft. According to Kōkūtai 252 records, c/n 3257 was to be redesignated from tail code Y2-157 to 52-150 in early November 1943. Photographs, however, indicate that only the individual aircraft num-

ber was changed. By mid-November, this Zero no longer appears on the Kōkūtai 252 equipment list. The unit was destroyed in early 1944 during the fighting in the Marshall Islands. The air raid on October 5 caused considerable damage to the technical facilities and aircraft at Wake base. A Japanese naval officer, fearing an anticipated landing, ordered the execution of the remaining 98 prisoners. After the war, he and his subordinate were sentenced to death.

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

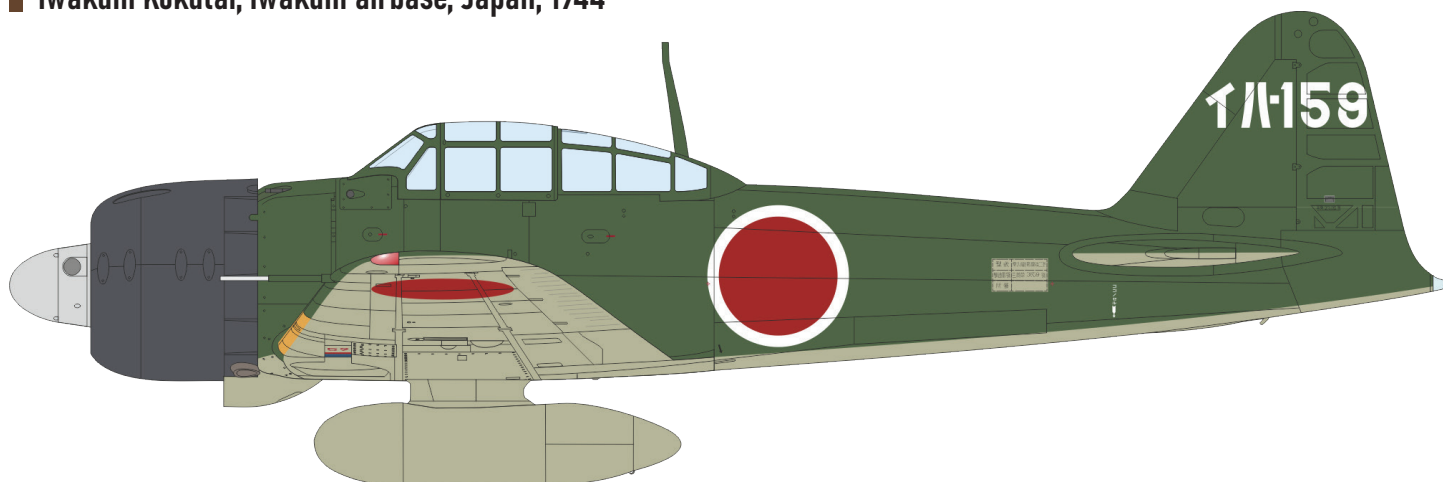


This originally grey machine was partially repainted in field conditions with dark green paint. The pilot of this machine is said to have been Lieutenant Suzuki. The aircraft is shown in a photograph taken at the airfield during Operation I-gō. Unfortunately, the tail number was retouched by the censor. The numbers 191 and 182 are only hypothetical variants and are derived from the principle of dividing the unit into formations of nine machines. The machine with two chevrons

with a photographic evidence of the tail code bore the number 173. Kōkūtai 582 was a mixed unit, armed with both A6M fighters and D3A Val bombers. Usaburō Suzuki graduated from the Naval Academy in August 1940. Two years later he was assigned to the 3. Kōkūtai (later Kōkūtai 202) and saw combat over New Guinea and Guadalcanal. With Kōkūtai 582 as Buntaichō of its fighter squadron, he led pilots in a series of battles in mid 1943 during the defence of Bougainville.

He also commanded in the last action, on July 12, after which Kōkūtai 582's fighter squadron was disbanded and Suzuki was transferred to Kōkūtai 204. In November 1943 he became Hikōtaichō in Kōkūtai 265, which had been deployed in the Marianas area since the spring of 1944 and was disbanded in July after heavy losses. He then became commander of Hikōtai 301 within Kōkūtai 201 (II) and was killed in action off Taiwan on October 13, 1944.

Iwakuni Kōkūtai, Iwakuni airbase, Japan, 1944

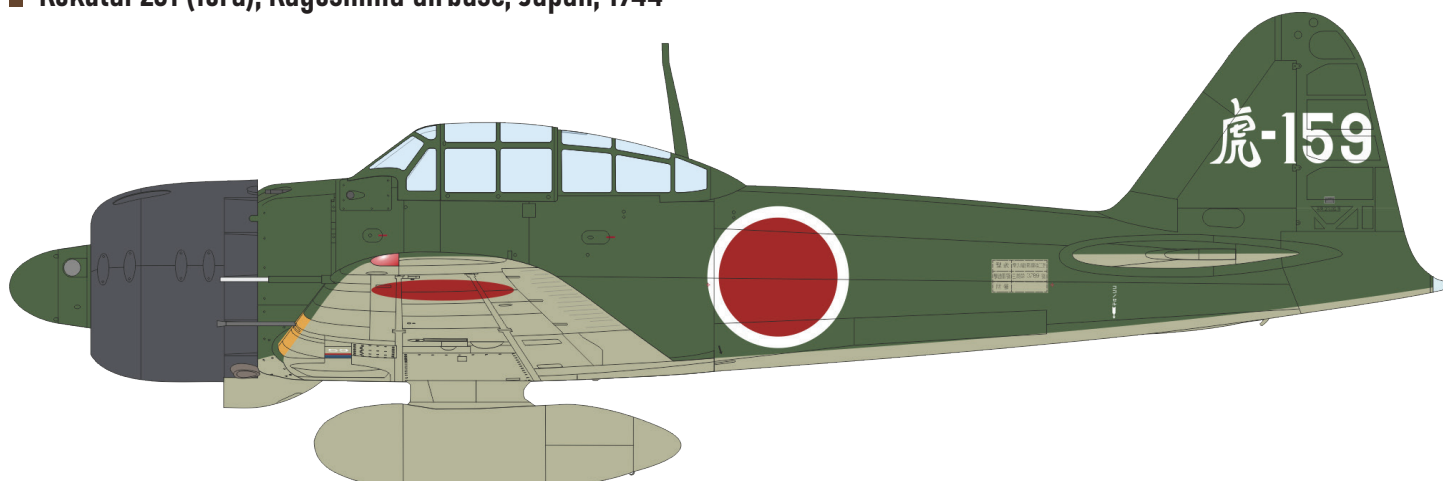


This machine was manufactured with factory applied dark green color on upper surfaces. The markings of this training unit are the Katakana characters "I" and "Ha". The Iwakuni Kōkūtai was established in July 1940 and was used to train pilots for naval units operating from land bases until August 1944. It was then disbanded and re-

-established in March 1945. Fighter aces Akio Matsuba (18 victories), Momoto Matsumura (13 v.) or veteran of the aircraft carrier veteran Sōryū Ki-ichi Oda (9 v.) passed through its ranks as instructors. Hiroshi Shibagaki came through the unit as a student pilot, achieving thirteen victories in Rabaul with Kōkūtai 201 and 204. Another successful

graduate became a Lt.(jg) Kagemitsu Matsu-o. In August 1943, he was assigned to Rabaul to Kōkūtai 253 and, with more than ten kills to his credit, became the only Naval Reserve officer to achieve ace status.

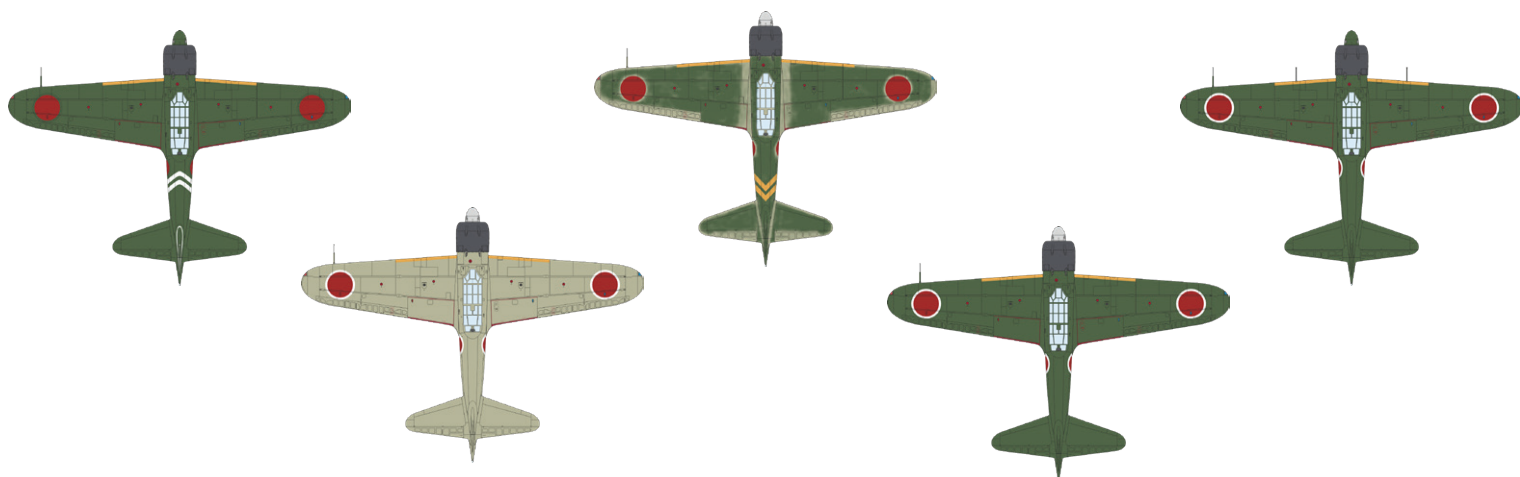
Kōkūtai 261 (Tora), Kagoshima airbase, Japan, 1944



The machine was manufactured with factory painted dark green paint on the upper surfaces. Kōkūtai 261 was established in June 1943 at Kagoshima Air Base, Japan, and was given the battle name Tora (Tiger) and was also referred to as Tora Butai. The identifying feature of its aircraft was the numerical code 61, or Kanji character for tiger. Its design varied from machine to machine. At the end of February 1944 unit moved to Iwo Jima and later went

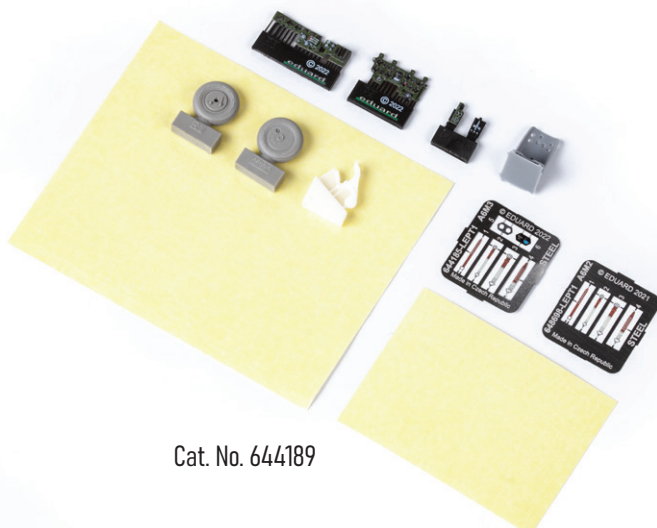
through heavy combat with US Navy airmen, primarily in Central Pacific. Unit also operated briefly from Biak Island north of New Guinea. By May 1944, its aircraft strength was already reduced to half, and in July the unit had to be disbanded due to high casualties. Some of the remaining members of the unit were killed in ground combat or aboard a submarine during the evacuation. The position of Hikōtaichō was held by Lieutenant Masanobu Ibusuki, who

participated in the attack on Pearl Harbor and the Battle of Midway on the aircraft carrier Akagi and served on the aircraft carrier Shōkaku during the fighting in the South Pacific. It is possible that Ibusuki achieved 25 to 30 aerial victories during the war. After the war, he became the first JSDAF unit commander with F-86 Sabre jets, reaching the rank of Lieutenant Colonel, but was killed in January 1957 in a collision with another F-86.

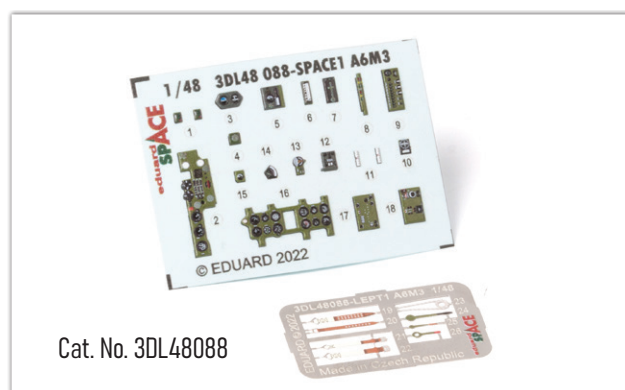


Recommended: for A6M3 Zero Type 22 1/48

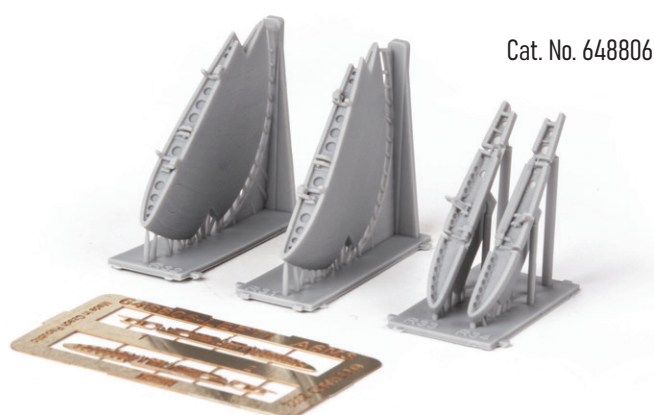
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481092	A6M3 Zero (PE-Set)
644185	A6M3 LööK (Brassin)
644189	A6M3 Zero LööKplus (Brassin)
648695	A6M undercarriage legs BRONZE (Brassin)
648786	A6M3 seat PRINT (Brassin)
648787	A6M3 tailwheel PRINT (Brassin)
648788	A6M3 cannon barrels & cockpit guns PRINT (Brassin)
648799	A6M3 wheels (Brassin)
648800	A6M3 cockpit PRINT (Brassin)
648801	A6M3 exhausts PRINT (Brassin)
648806	A6M3 Type 22 folding wingtips PRINT (Brassin)
648807	A6M3 Type 22 landing flaps PRINT (Brassin)
648808	A6M wheels w/smooth tire (Brassin)
3DL48088	A6M3 SPACE (3D Decal Set)
EX899	A6M3 Zero TFace (Mask)



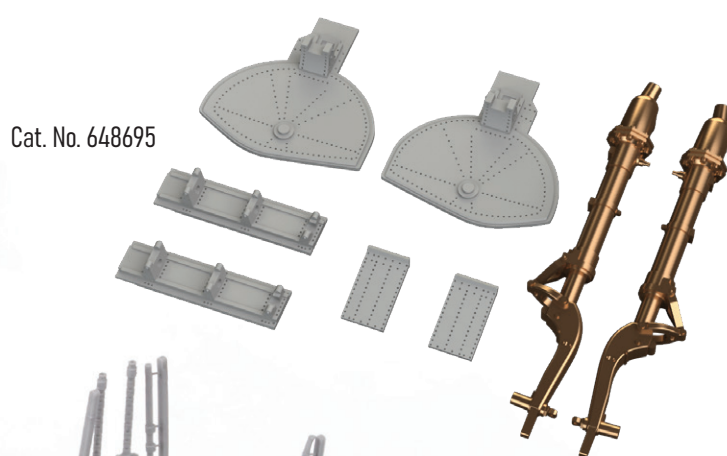
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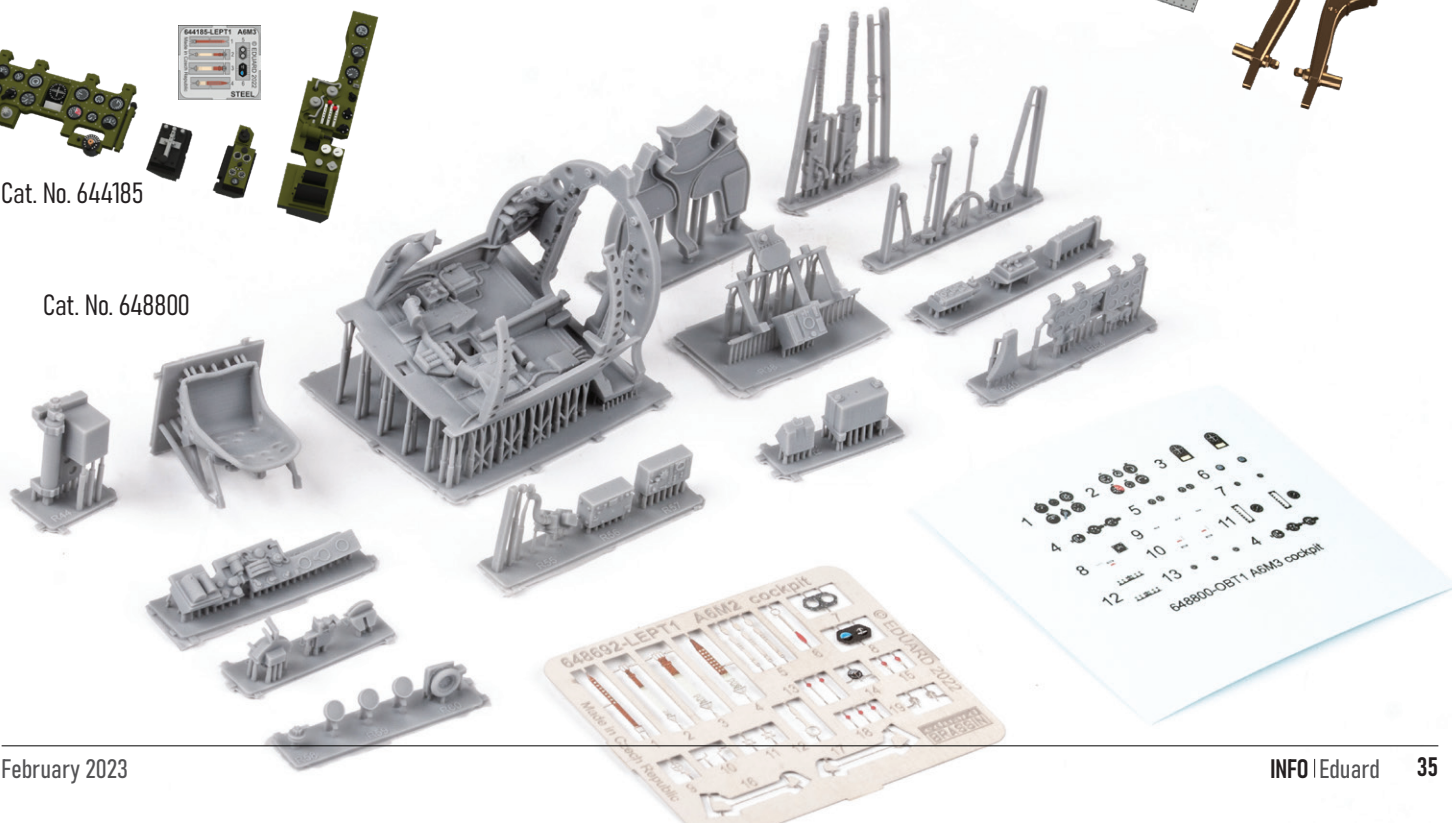


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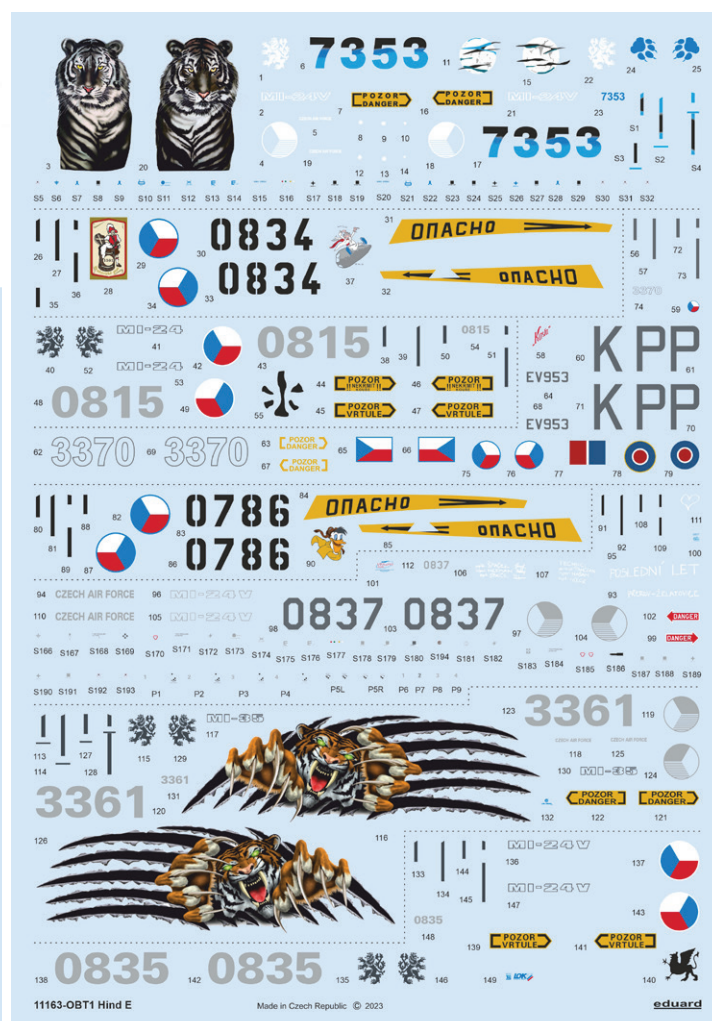
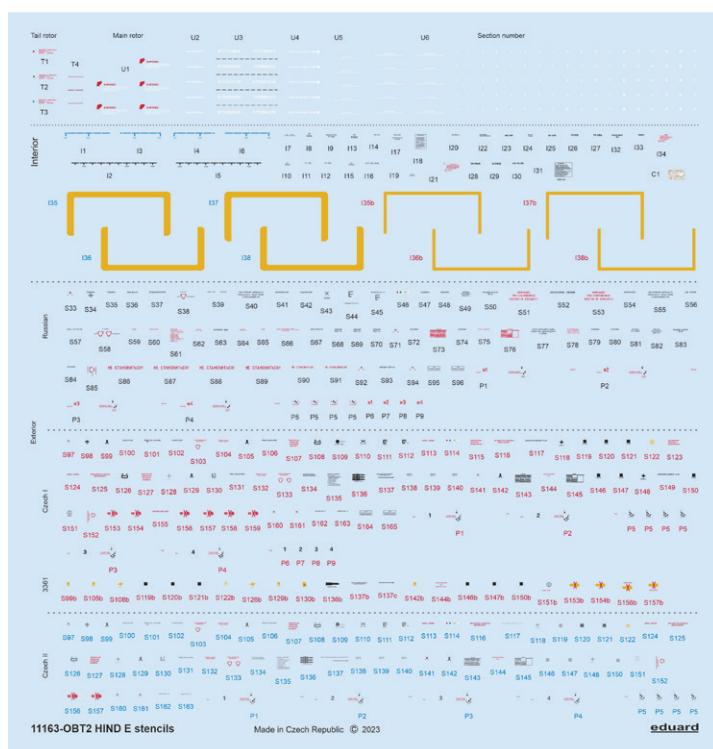
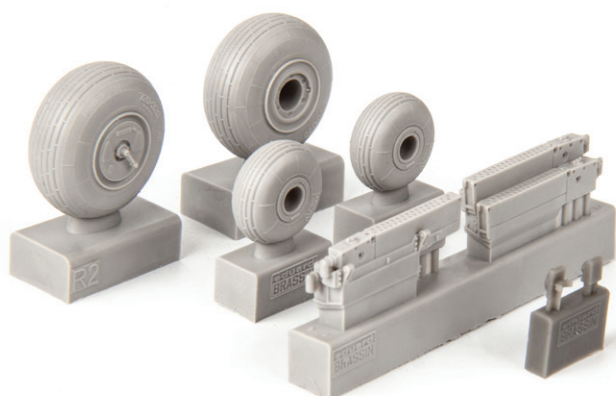
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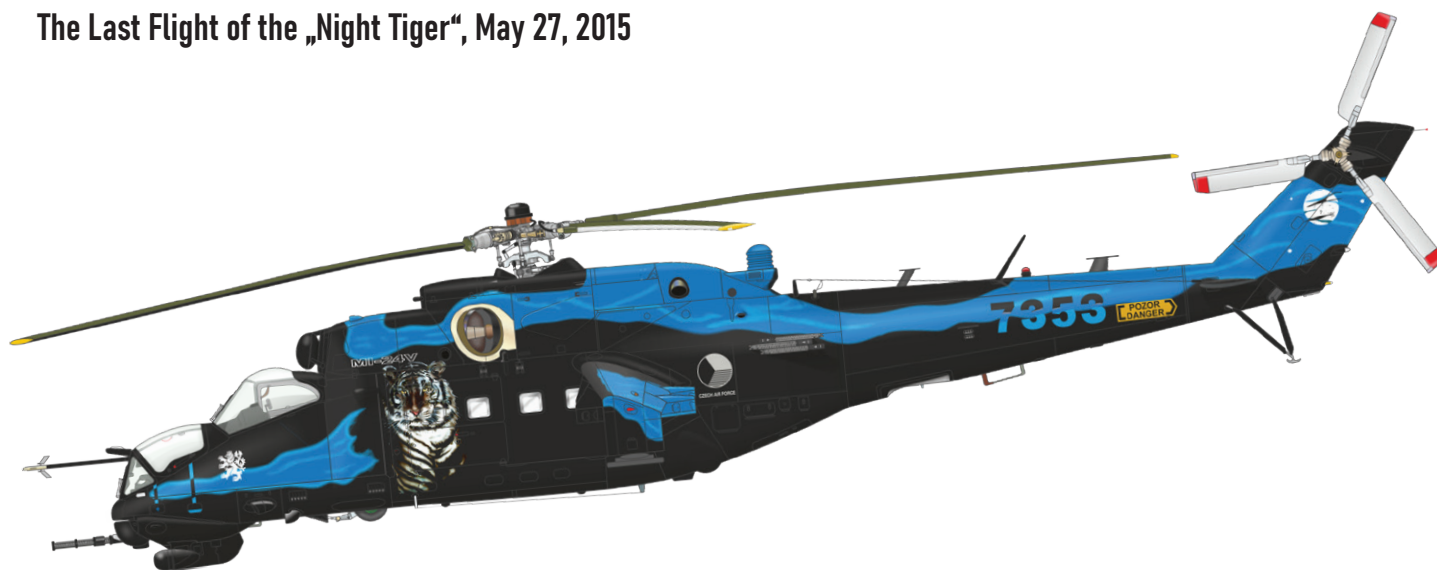
Limited edition kit of Soviet attack helicopter Mil Mi-24V and Mi-35 in 1/48 scale. Focused on aircraft used by Czechoslovak and Czech Air Forces.

- plastic parts: Zvezda
- marking options: 8
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels, flares dispensers, GPS antennae
- extra: a pictorial book about Mi-24V and Mi-35 service in the Czechoslovak and Czech Air Forces

Product page



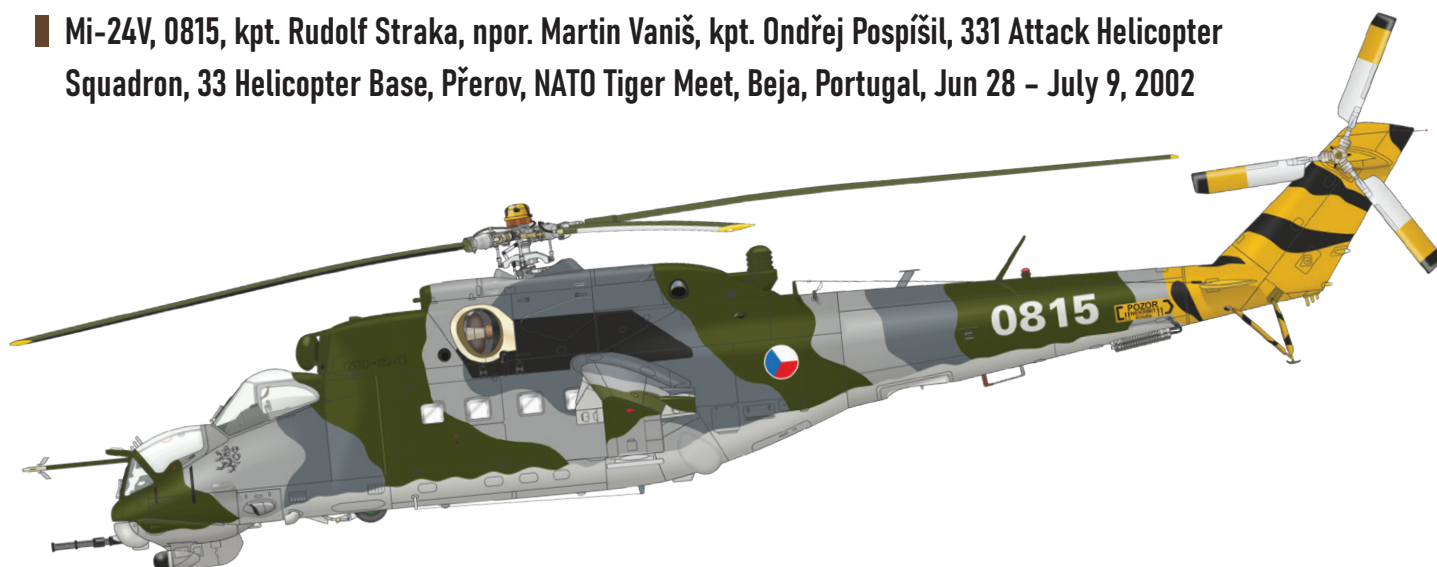
- Mi-24V, 7353, kpt. Tomáš Brom, npor. Hynčica, prap. Tisoň, 221 Squadron, 22 Helicopter Base, Náměšť nad Oslavou, The Last Flight of the „Night Tiger“, May 27, 2015



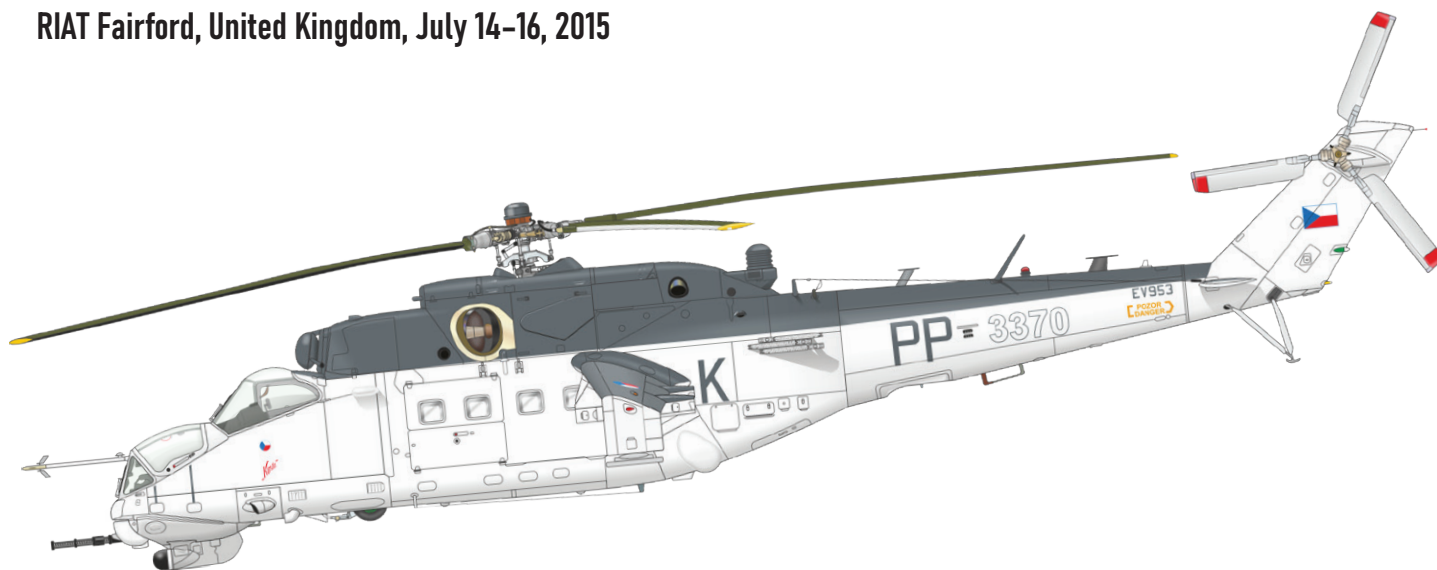
- Mi-24V, 0834, mjr. Bohuslav Dvořák, kpt. Jan Jiřík, pprap. Viliam Švacho, 2 Squadron, 11 Helicopter Regiment, Líně airfield, CIAF Hradec Králové, July 17, 1993



- Mi-24V, 0815, kpt. Rudolf Straka, npor. Martin Vaniš, kpt. Ondřej Pospíšil, 331 Attack Helicopter Squadron, 33 Helicopter Base, Přerov, 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



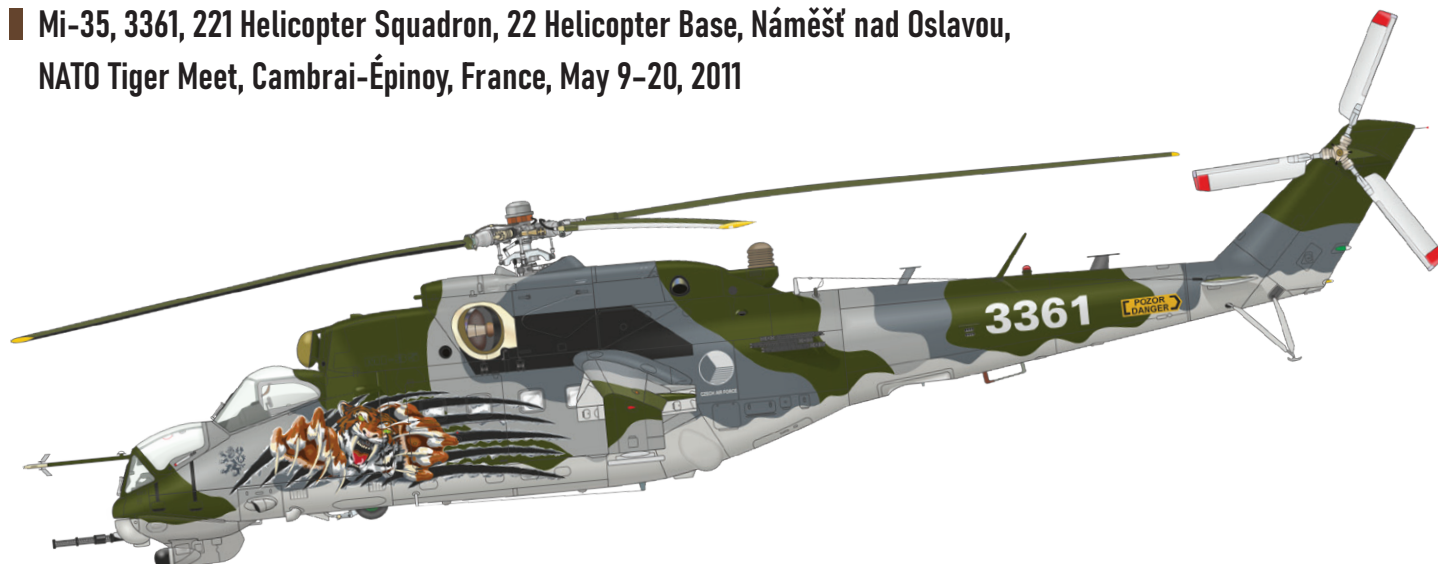
- Mi-24V 0786, mjr. Bohuslav Dvořák, kpt. Richard Plos, nrtm. Petr Vavřík, 2 Squadron, 11 Helicopter Regiment, Plzeň-Bory airfield, CSIAF Bratislava, Slovakia, September 5, 1992



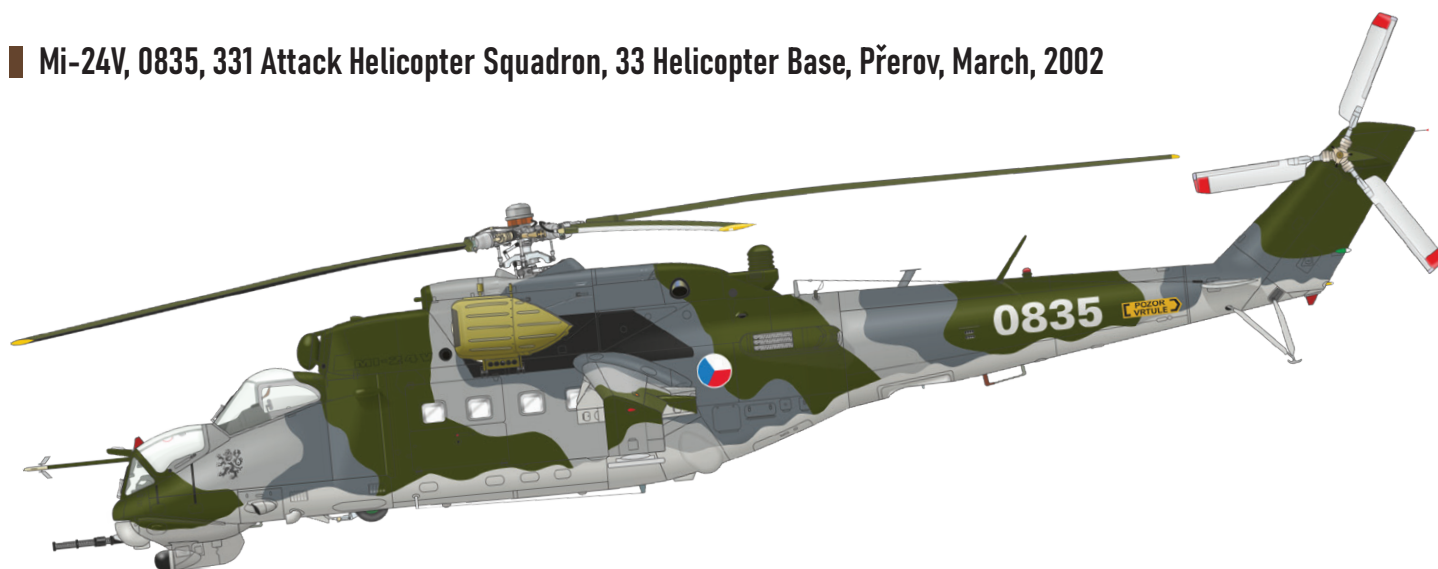
- Mi-24V, 0837, pplk. Jaroslav Špaček, npor. Pavel Heřman, kpt. Radek Spáčil, 231 Attack Helicopter Squadron, 23 Helicopter Base, Přerov, the last flight, route Přerov–Želátovice, December 12, 2005



■ 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



DECAL detail



BOOK

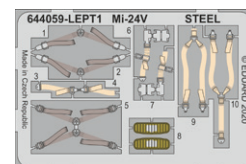


Recommended: for HIND E 1/48

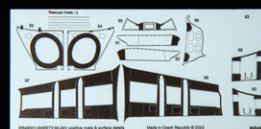
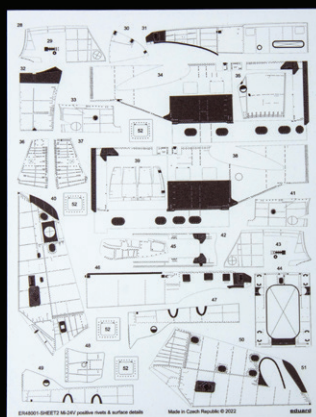
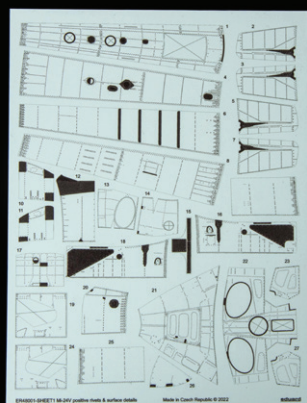
- | | |
|----------|--|
| FE1098 | Mi-24V seatbelts STEEL (PE-Set) |
| 644059 | Mi-24V LööK (Brassin) |
| 644085 | Mi-24V LööKplus (Brassin) |
| 648126 | OFAB-100 Soviet bombs (Brassin) |
| 648574 | UB-32A-24 rocket launcher (Brassin) |
| 648585 | Mi-24V/VP Pitot tubes (Brassin) |
| 648587 | Mi-24V 9A624 machine gun (Brassin) |
| 648696 | Mi-24V cockpit (Brassin) |
| ER48001 | Mi-24V positive rivets & surface details (Eddie The Riveter) |
| 3DL48001 | Mi-24V SPACE (3D Decal Set) |



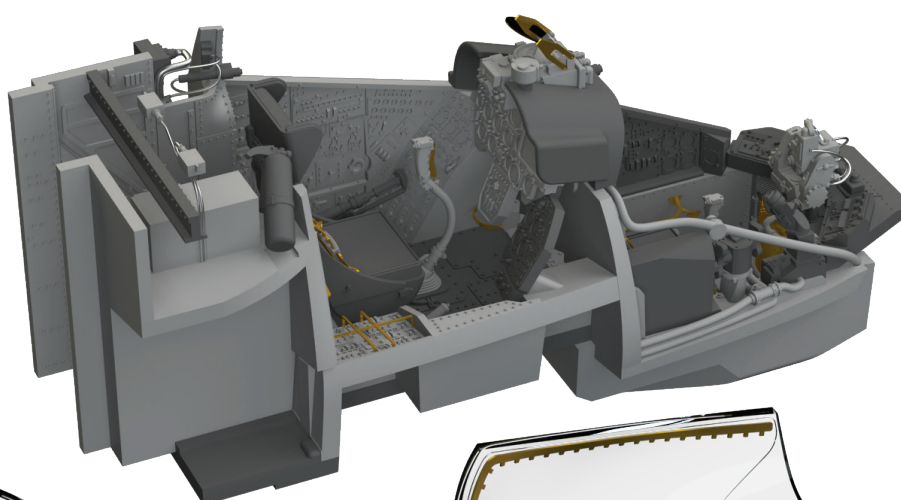
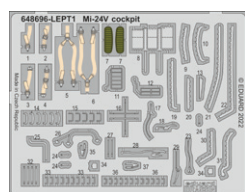
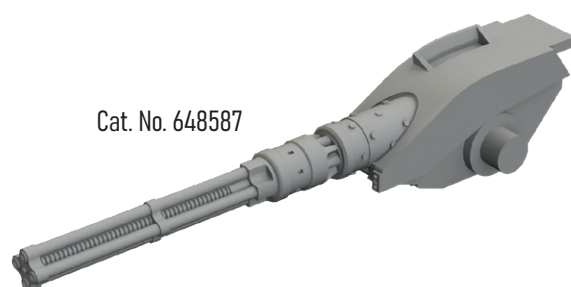
Cat. No. 644059



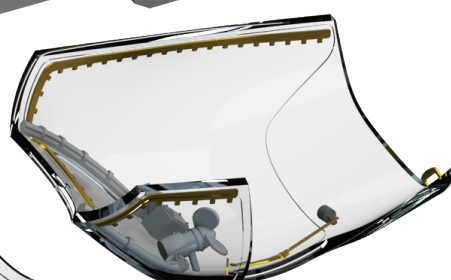
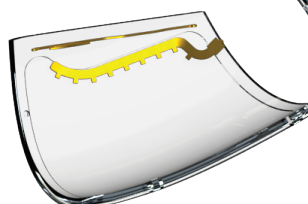
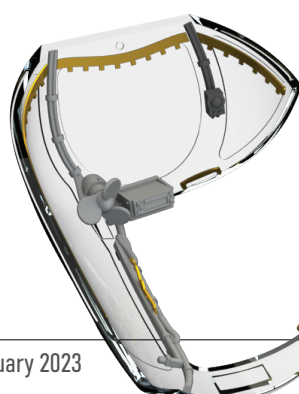
Cat. No. ER48001



Cat. No. 648587



Cat. No. 648696



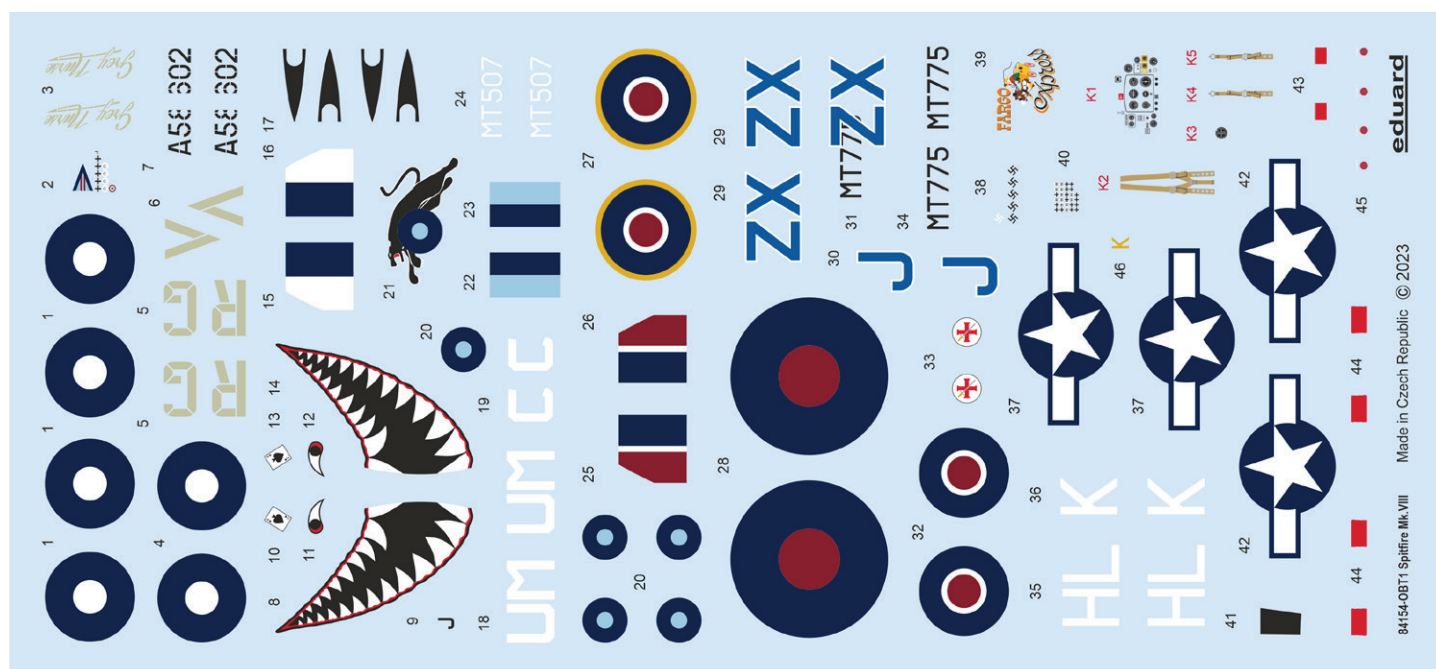
Spitfire Mk.VIII

#84154

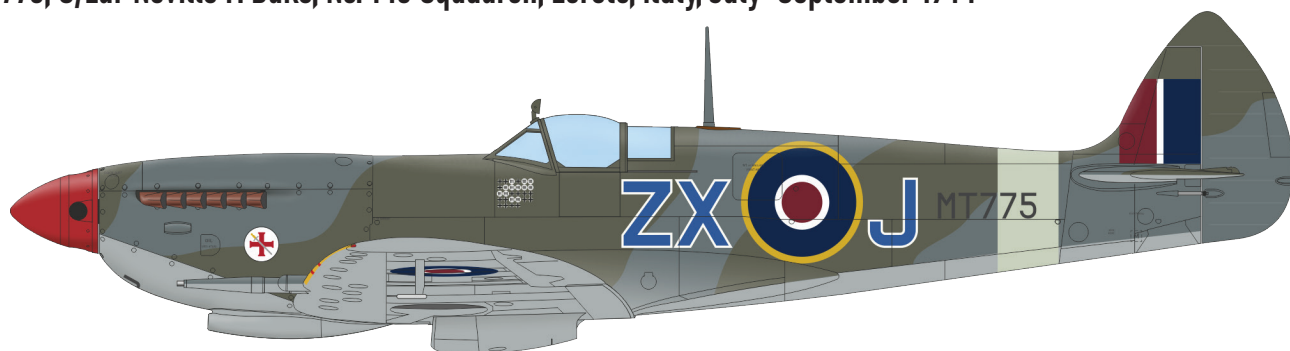
1/48

Weekend edition kit of British WWII fighter plane Spitfire Mk.VIII in 1/48 scale. The kit is focused on on Spitfires fighting over Italy, Burma and in RAAF over New Guinea.

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

[Product page](#)


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

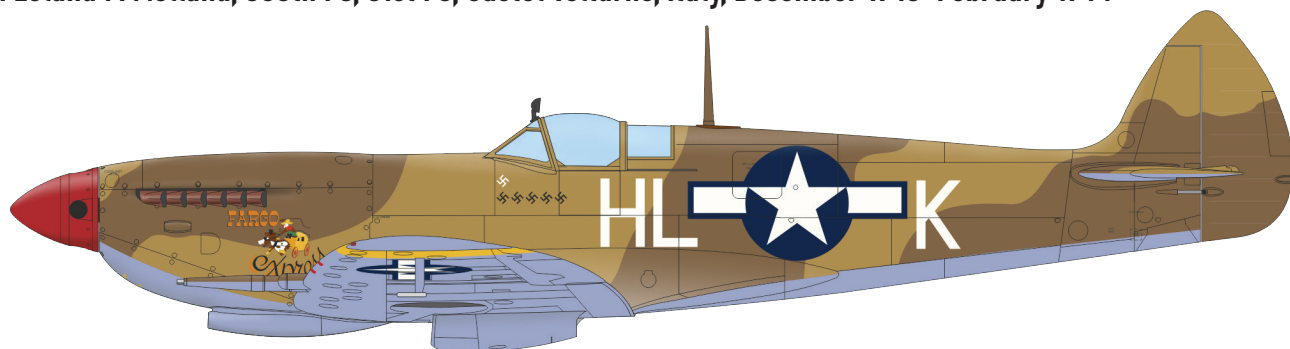


Neville Frederik Duke, native of Turnbridge in Kent, joined RAF in June 1940 when he was eighteen years old. After he completed his pilot training in February 1941, he was assigned to No. 92 Squadron where he scored his first two kills. Frequently he flew as a wingman to famous "Sailor" Malan, commander of the Biggin Hill's Wing. In October 1941 Duke was dispatched to North Afrika to No. 122 Squadron flying Tomahawks and Kittyhawks where he scored another four kills. He started his second tour of duty again

with No. 92 Squadron which was transferred to the African continent and received "tropical" Spitfires Mk.Vb. In the course of several months Duke score further fourteen victories. In March 1944 he assumed command of No. 145 Squadron equipped with Spitfires Mk.VIII and till the end of September he was credited with another six victories. In the role of No. 145 Squadron commander Duke flew three personal Spitfires Mk.VIII. Their serial numbers were JG241, JG953 and MT775. All those three Spitfires carried ZX-J

codes painted in Deep Sky outlined in white. His last Spitfire s/n MT775 carried No. 145 Squadron insignia on both sides of the engine cowling. Unfortunately photograph of the starboard side has not known yet but most likely, same as on his previous Spitfires, the victory markings were painted on the port side under the windshield. Neville Duke finished the conflict with 28 kills and became the most successful MTO pilot. After his return to Europe he continued flying as a chief test pilot for the Hawker company.

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

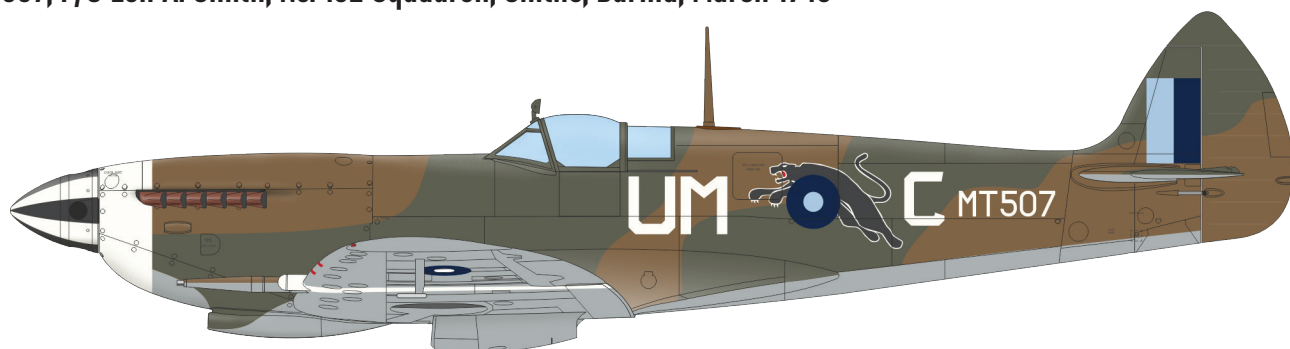


Leland Phillips "Tommy" Molland was born on May 7, 1919 in Chaffie, North Dakota. He completed his pilot training at Moore Field in Texas and on July 5, 1943 was attached to 31st FG. He achieved his first success as a fighter pilot on January 16, 1944, when he managed to shoot down one Bf 109 in cooperation. Another two kills quickly fo-

llowed. On February 22, 1944 he became an ace having shot down two Bf 109. At the same time he became one of the most successful Spitfire Mk.VIII pilots. When in the end of March 1944 the 31st FG converted to P-51 Mustangs he continued flying combat missions and shot down another six enemy aircraft. After the war Molland

remained in the Air Force service and was promoted to Lt. Colonel. But on May 16, 1951 he tragically lost his life in Korea. Flying T-33 under the marginal weather conditions he struck terrain returning from the meteorological reconnaissance over the enemy territory.

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



In 1943 Len Smith served as a sargeant with No. 152 Squadron operating over Tunisia, Sicily and Southern Italy. He scored four kills for which he was awarded DFM. Before his squadron's transfer to Burmese front in November he was promoted to Flying Officer. In the end of 1944 he was credited with a confirmed kill of Ki-43 and became an ace. His kill was one of only

three Japanese aircraft destroyed credited to No. 152 Squadron during the fighting in the Burmese theater. In the spring of 1945 Smith completed his tour of duty with this unit and returned to the Great Britain. Sadly, shortly afterwards he was killed in a flying accident. His Spitfire, which he flew in the beginning of 1945, sported the fuselage nose painted white contrary to

the regulations on SEAC aircraft white quick recognition markings. The propeller spinner was decorated with black chevrons painted at the propeller blades' bases. The unit insignia, leaping black panther, was painted on the fuselage port side.

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



Bobby Gibbes, nicknamed "A Walking Barrel" by his fellow pilots due to his short body complexion, was one of the most renowned Australian pilots and achieved one unusual success by shooting down aircraft of three different Axis nations i.e. German, Italy Vichy France. He scored 12 victories in total. Gibbes' Spitfire Mk.VIII A58-602 retained the factory camouflage, the Australian national insignia were complemented

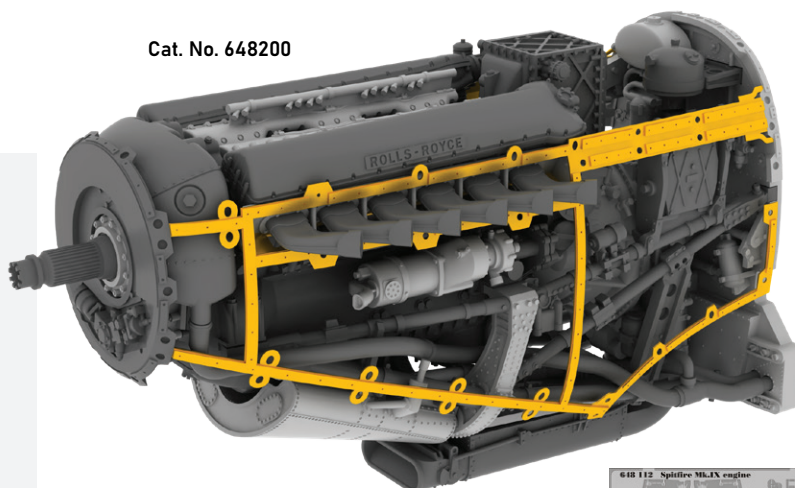
by RG-V codes and Grey Nurse inscription. Both were painted in Sky Blue. It was a very light blue color used by RAAF. Its application on the code letters was introduced in January 1943. Originally white tail surfaces were overpainted with Foliage Green on the top and sides, the undersides were painted Sky Blue. Ace of Spades on Gibbes aircraft's rudder was painted upside down. Kill markings, depicting Gibbes' victories scored

in MTO flying with No. 3 Squadron RAAF, were painted below the canopy. The quick recognition markings – white wing leading edge – appeared on the Australian Spitfires for the first time in the middle of 1943 and No. 80 Fighter Wing adopted the practice. During its service Gibbes' Spitfire carried two different shark mouths. Later version, with wide mouth is portrayed in this profile.

Recommended: for Spitfire Mk.VIII 1/48

49708	Spitfire Mk.VIII (PE-Set)
FE746	Spitfire Mk.VIII Weekend (PE-Set)
648099	Spitfire exhaust stacks fishtail (Brassin)
648115	Spitfire wheels - 4 spoke (Brassin)
648118	Spitfire wheels - 4 spoke w/pattern (Brassin)
648120	Spitfire - radio compartment (Brassin)
648199	Spitfire Mk.VIII cockpit (Brassin)
648200	Spitfire Mk.VIII engine (Brassin)
648201	Spitfire Mk.VIII gun bays (Brassin)
648338	Spitfire Mk.VIII top cowl (Brassin)
648380	Spitfire Mk.VIII / IX cockpit door (Brassin)
3DL48039	Spitfire Mk.VIII SPACE (3D Decal Set)
D48048	Spitfire Mk.VIII over Europe (Decal Set)
D48049	Spitfire Mk.VIII over Pacific (Decal Set)

Cat. No. 648200

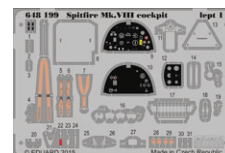
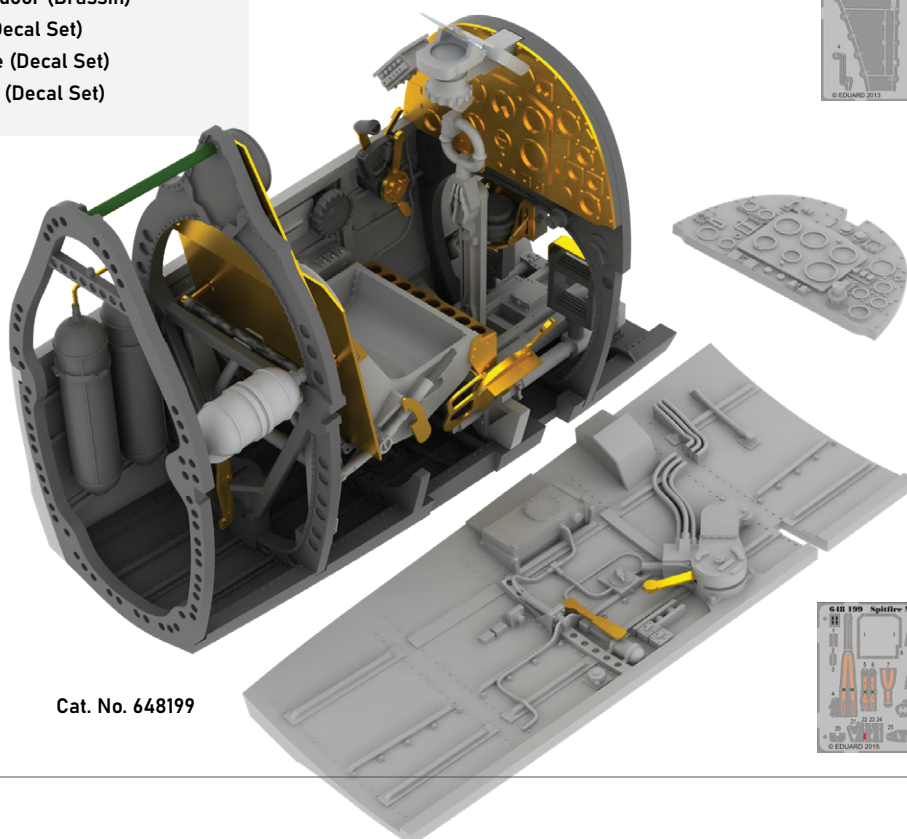


Cat. No. 648338



Cat. No. 648115

Cat. No. 648199



Fw 190A-8/R2

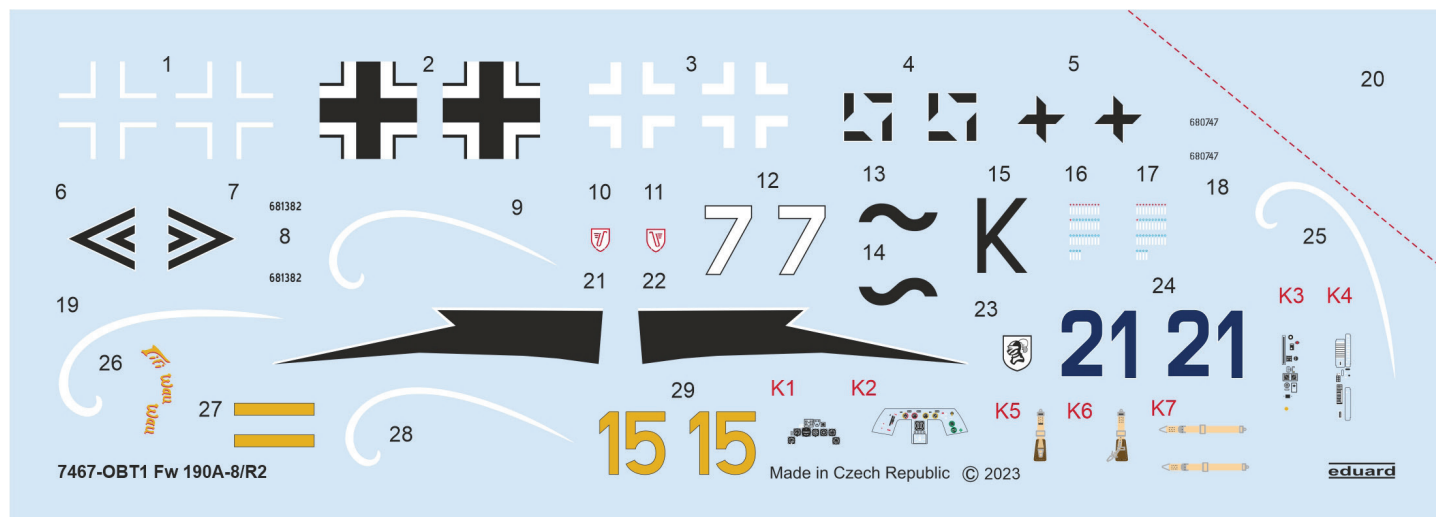
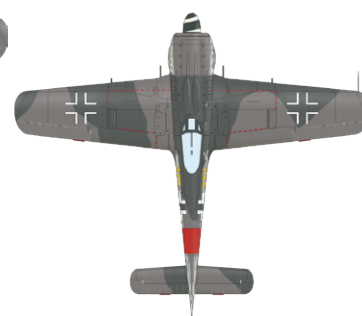
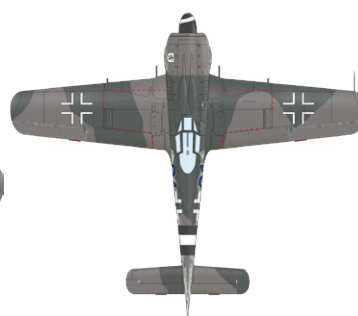
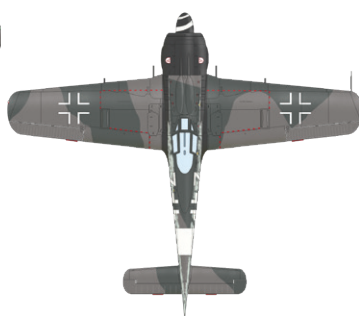
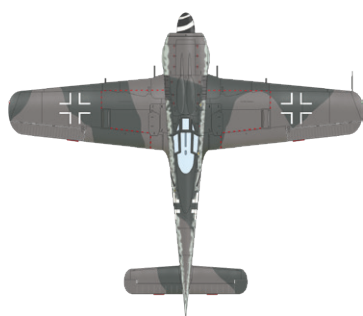
1/72

#7467

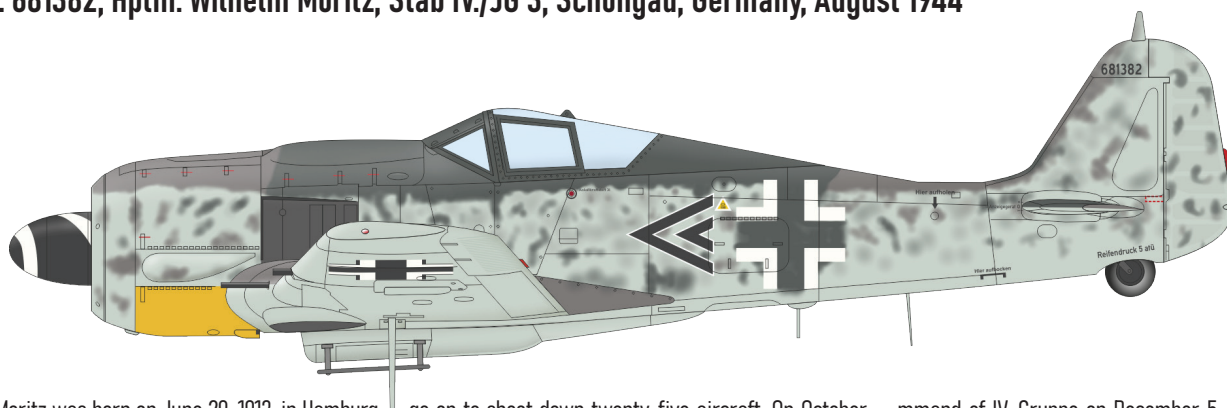
Weekend edition kit of German WWII fighter aircraft
Fw 190A-8/R2 in 1/72 scale. The kit offers Sturmbocks
served in JG 3, JG 4 and JG 300..

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

Product page



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

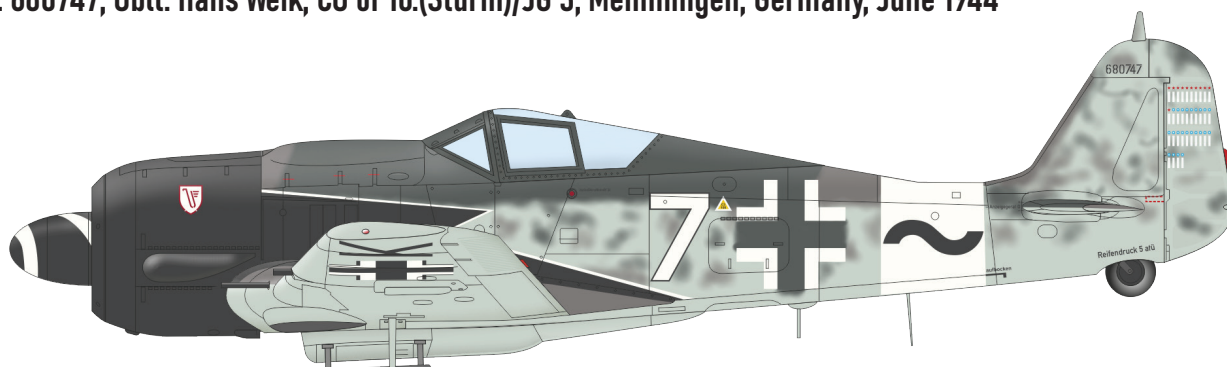


Wilhelm Moritz was born on June 29, 1913, in Hamburg and joined the German army in 1933. He was assigned to the air force and went through fighter pilot training. The beginning of the war found him flying the twin-engine Bf 110 with II./ZG 1. In the summer of 1940 he was reassigned to 6./JG 77 and in April 1942, he served as CO of II./JG 1. In September 1942, he was transferred to JG 51 on the Eastern Front where he would

go on to shoot down twenty-five aircraft. On October 19, 1943, he was made Staffelführer of 6./JG 3. JG 3 was a component of the fighter network tasked with the defense of the Reich (Reichsverteidigung) and on April 18, 1944, Wilhelm Moritz became the CO of its IV. Gruppe. The Gruppe specialized in the use of heavily armed and armored single-engine fighters against Allied four-engine bombers. He was relieved of his co-

mand of IV. Gruppe on December 5, 1944, following a nervous breakdown. After convalescence he took over command of the Luftwaffe replacement training unit IV./EJG 1. He found his way back to a combat unit before the war ended, becoming CO of II./JG 4 on April 18, 1945, a post he held till the end of the war. He is credited with the downing of 44 enemy aircraft in total. He was awarded the Knight's Cross on July 18, 1944.

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



Hans Weik was born on July 6, 1922, in Heilbronn and joined the Luftwaffe in October 1941. After completing training, he was assigned to JG 3 on February 21, 1943, and sent to the Eastern front where he shot down ten Soviet aircraft. From May to November he served as an instructor at 4./JGr Ost and there he gained his first kill of a B-17 bomber. He was subsequently transferred to 9./JG 3 and on February 10, 1944, he was promoted to Commanding

Officer position of 10. Staffel JG 3, where he achieved 23 kills. Twenty of them were four-engine heavy bombers. He was awarded the Knight's Cross for his achievements on July 27, 1944. In April 1945 he was assigned to III./EJG 2, where he was retrained for Me 262. After the war, Hans Weik studied architecture and was responsible for the design of many structures. During retirement years he dedicated his time to ship modelling and died on June 5,

2001, in Heidenheim an der Brenz. The aircraft flown by Weik carried the markings of IV. Gruppe JG 3, i.e., a black engine cowl and a stylized Adlerflügel on the sides of the fuselage. The rear fuselage sports a white fuselage band that was common to JG 3 aircraft within the structure of the Defense of the Reich units. On these aircraft, the wave sign denoted the IV. Gruppe. The rudder carries victory markings up to June 1944.

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

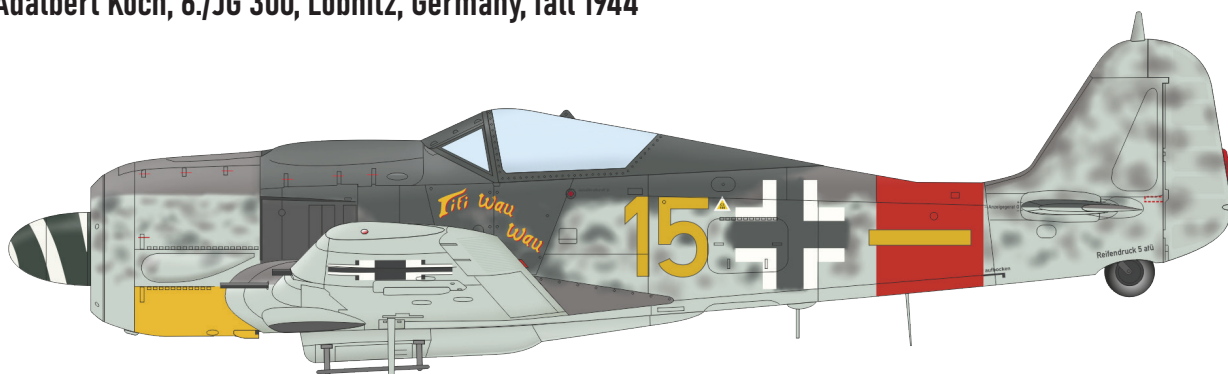


The death of Obstlt. Hans-Günther von Kornatzki allowed 8. Staffel CO Hptm. Gerhard Schröder to take command of II./JG 4 on September 12, 1944. Kornatzki died in a failed emergency landing attempt that ended in high voltage transmission lines. Schröder was thirty-two years old at

the time and remained Gruppe commander until the beginning of March 1945, when he was replaced by the cured Maj. Wilhelm Moritz. He held the post until the end of the World War II. Historians generally assert that the reason for the change of the II. Gruppe command was the poor showing

of the unit during Operation Bodenplatte. The aircraft was camouflaged in the standard colors of RLM 74/75/76 and carried the JG 4 emblem on the nose and JG 4's Defense of the Reich identifier in the form of black-white-black fuselage bands ahead of the tail surfaces.

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



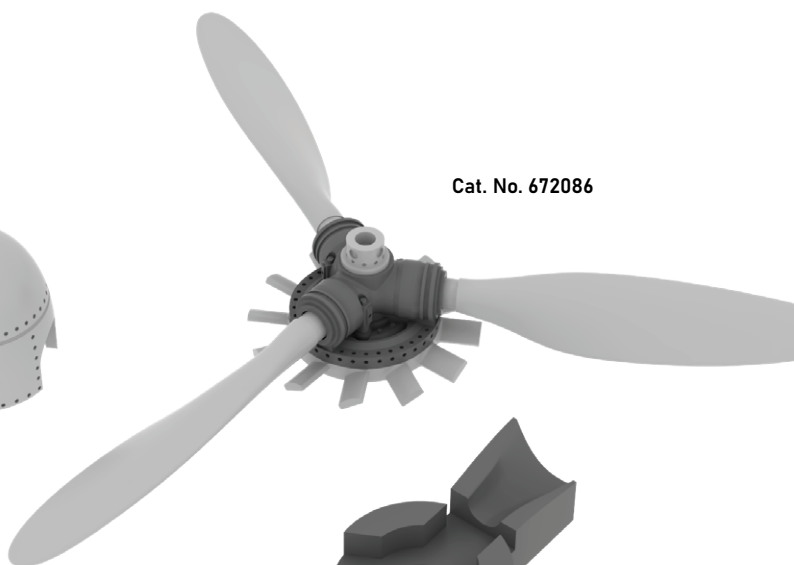
JG 300 was initially tasked with nighttime interception of Allied bombers headed to targets in occupied Europe as was the case with her sister unit JG 301 as well. However, at the beginning of 1944, attention shifted to day-light operations. The II. Gruppe of the unit was formed in July 1943 and equipped with heavily armed and armored

Fw 190A-8/R2s or R8s in the summer of 1944. It was also designated as a Sturmgruppe. One of the unit's pilots was Fw. Adalbert Koch, who in the fall of 1944 flew an aircraft with the "yellow 15" code. The armor plating on the sides of the fuselage carried the inscription "Titi Wau Wau". The Defense of the Reich marking for JG 300 consisted of

a red fuselage band. By this time, very few of these aircraft retained their armored glass on the sliding portion of the canopy. The pilots generally had these removed because of condensation, which formed between the glass surfaces at high altitude, compromising visibility of the pilot.

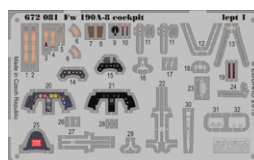
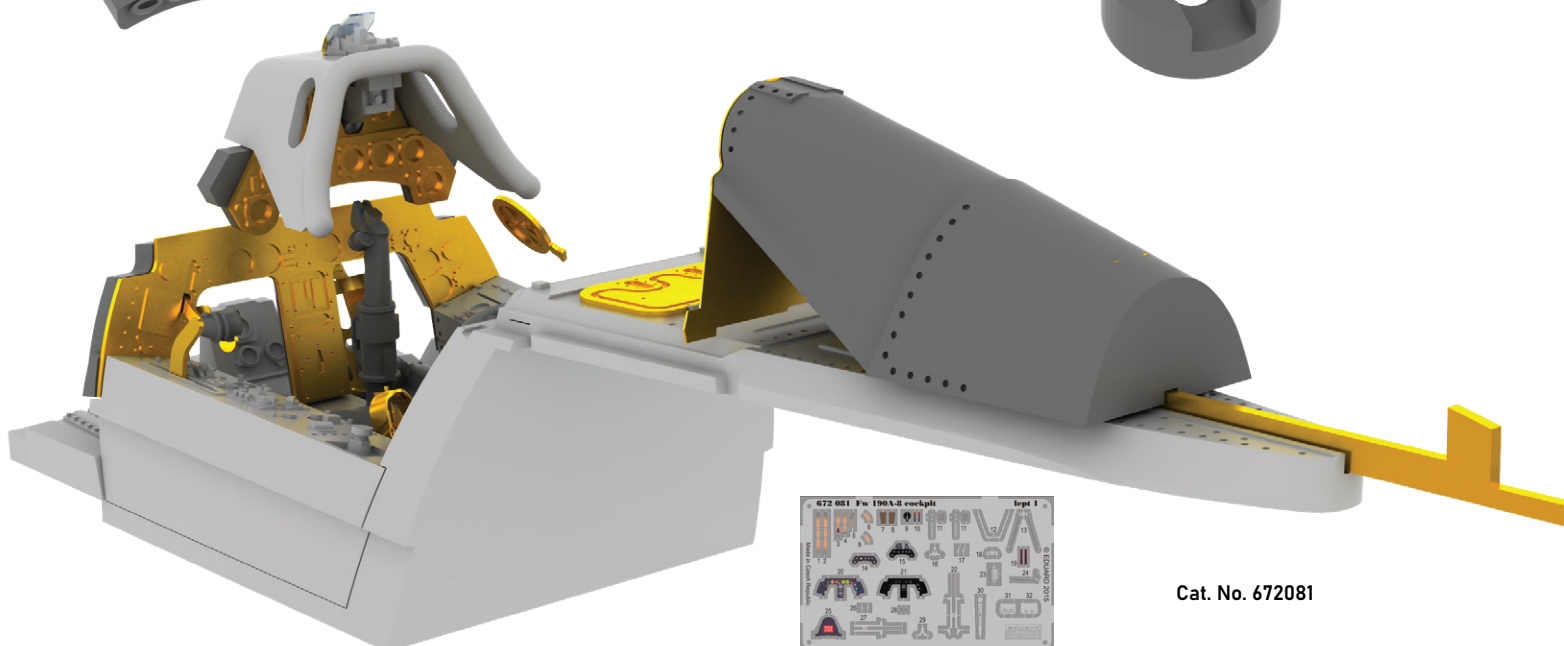
Recommended: for Fw 190A-8/R2 1/72

72611	Fw 190A-8 (PE-Set)
72612	Fw 190A-8 landing flaps (PE-Set)
SS557	Fw 190A-8/R2 Weekend (PE-Set)
672080	Fw 190A wheels late (Brassin)
672081	Fw 190A-8 cockpit (Brassin)
672085	Fw 190A exhaust stacks (Brassin)
672086	Fw 190A propeller (Brassin)
D72018	Fw 190A-8/R2 national insignia (Decal Set)



Cat. No. 672086

Cat. No. 672085



Cat. No. 672081

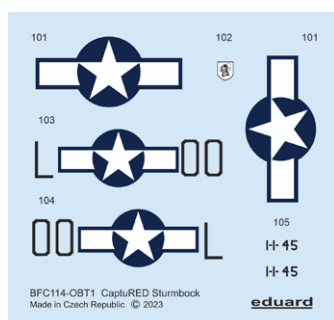
CaptuRED Sturmböck

#BFC114

Weekend edition kit of German WWII fighter aircraft Fw 190A-8/R2 in 1/72 scale. The kit offers Sturmböcks which served in JG 3, JG 4 and JG 300. Bonus decals are for captured Sturmböck (ex 5./JG 4) from 404th FG, 9th AF.

1/72

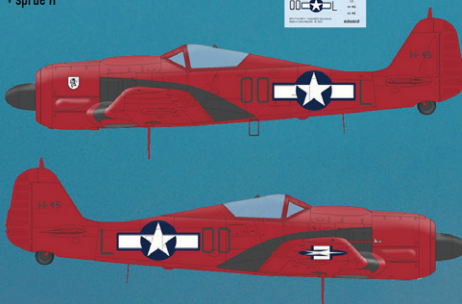
- plastic parts: Eduard
- marking options: 4+1
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no
- extra: sprue H

[Product page](#)


BFC114

CaptuRED Sturmböck 1/72

BFC BONUS:
Extra one marking option
+ sprue H






Fw 190A-8/R2

1/72
WEEKEND
edition

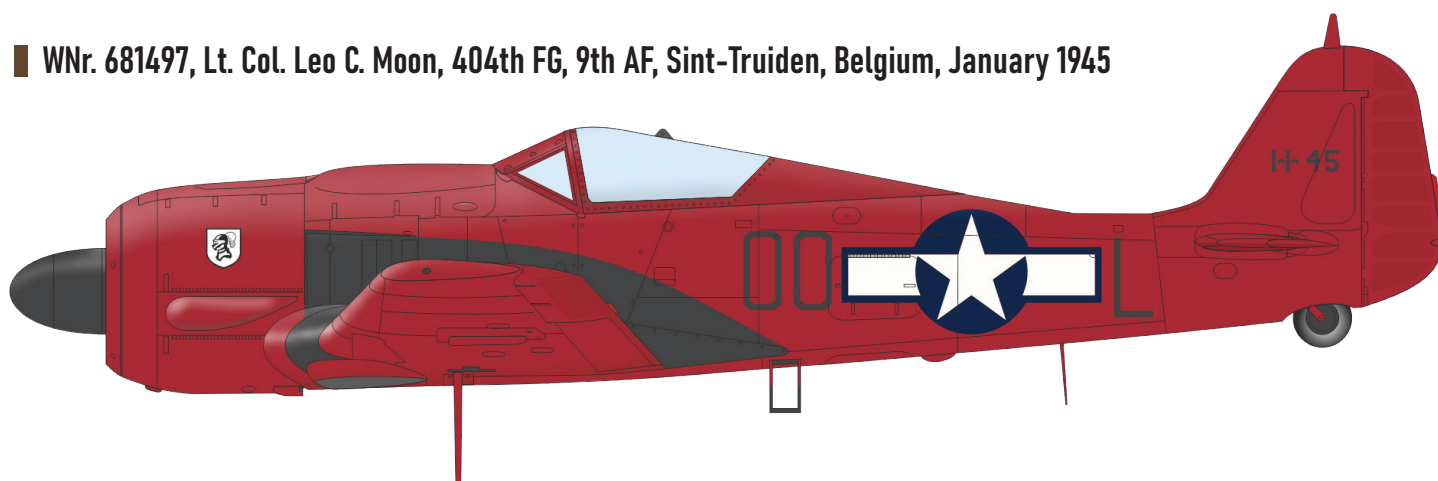
Weekend edition kit of German WWII fighter aircraft Fw 190A-8/R2 in 1/72 scale. The kit offers Sturmböcks served in JG 3, JG 4 and JG 300.

RECOMMENDED ACCESSORIES:

72401	Fw 190A-8 (PE-Set)
72402	Fw 190A-8 Landing Gear (PE-Set)
52357	Fw 190A-8/R2 Wheelset (PE-Set)
67200	Fw 190A-8/R2 Landing Gear (PE-Set)
47101	Fw 190A-8 cockpit (Plastic)
47102	Fw 190A-8/R2 cockpit (Plastic)
47103	Fw 190A-8/R2 cockpit (Decal Set)

#7467
www.eduard.com

■ WNr. 681497, Lt. Col. Leo C. Moon, 404th FG, 9th AF, Sint-Truiden, Belgium, January 1945



Operation Bodenplatte of January 1, 1945 was the last hard blow to the collapsing Luftwaffe. A group of Sturmböcks from II.(Sturm)/JG 4 attacked St. Trond airfield after failing to reach their own target. After sustaining flak damage, the Fw 190A-8/R2 "White 11" flown by Gefr. Walter Wagner crashlanded close to the St. Trond airfield. Subsequently, USAAF technicians attempted to bring the aircraft back into flying condition using available spare parts. Under the care of the 404th Fighter Group ground

crews, the weapons and some other unimportant components were removed. The original camouflage was oversprayed by the all-red paint. Only the emblem of JG 4 was retained on the left side of the engine cowling. The aircraft was given the US insignia and code OO-L. The paint was a fulfillment of the unit CO, Lt. Col. Leo C. Moon wishes "to have his own red aircraft". His first name also appeared in the aircraft individual letter. The numbers painted on the vertical stabilizer reflect the date when this a/c en-

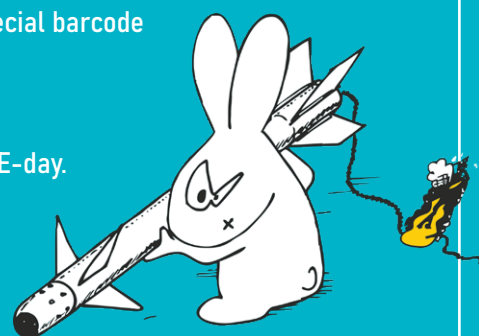
tered the U.S. "inventory." The propeller and prop hub were painted black (with yellow prop blades tips). The same applies for the upper wing root walkways and the stripes behind the exhausts, reminding the Adlerflügel. The fan blades at the engine mouth were painted yellow. Apart from the missing position lights at the wing tips, the aircraft showed no serious signs of damage after the American modifications. Although successful engine and taxi tests were demonstrated, it never got into the air again.

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

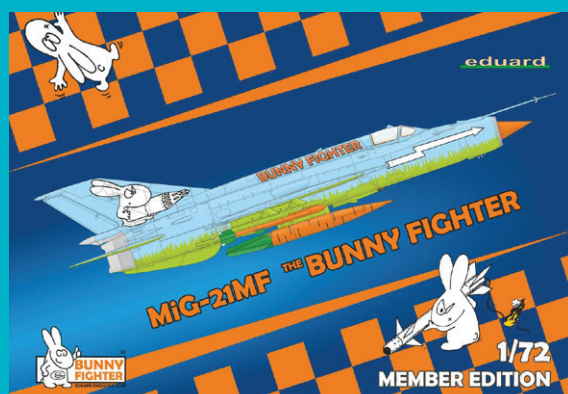


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Activation products:

MiG-21MF + T-shirt 1/72

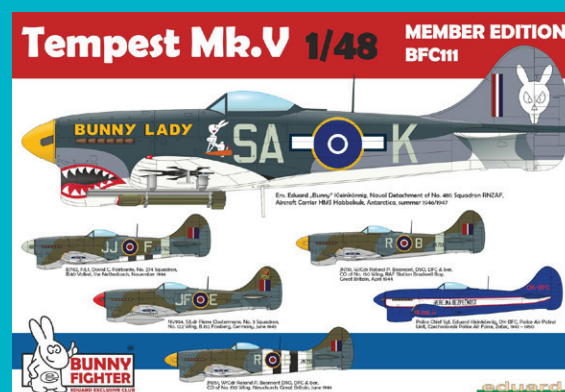


BOX CONTENT:

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 sidewalk instrument and control panels with photo-etched details and seat belts.

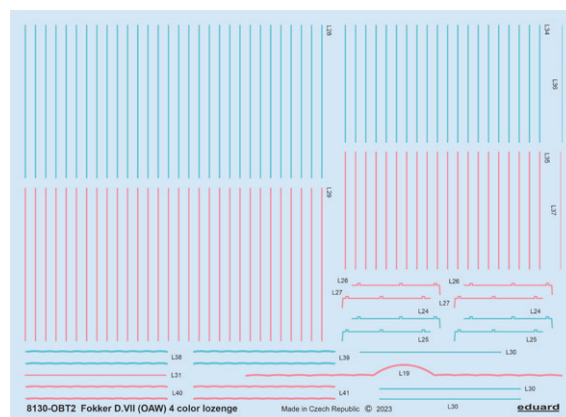
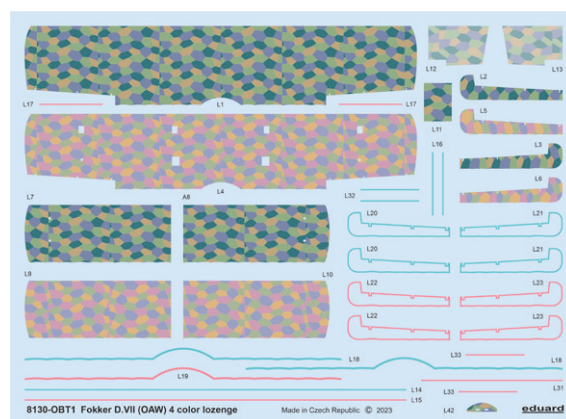
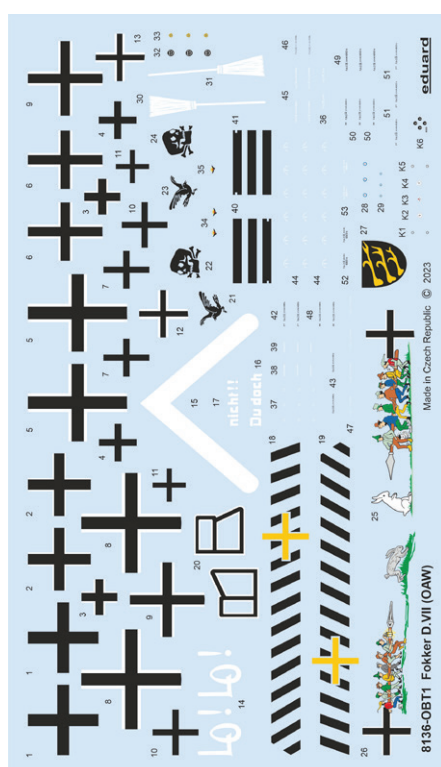
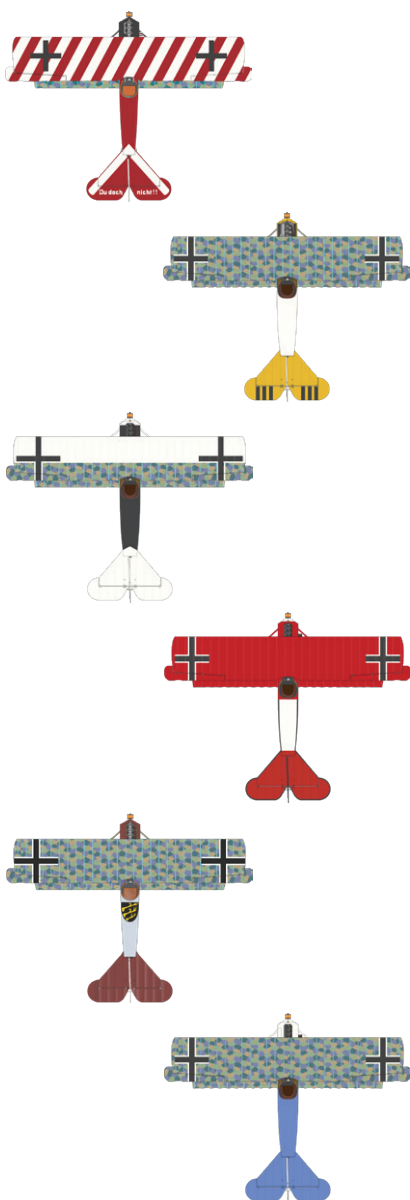
Fokker D.VII (OAW)

1/48

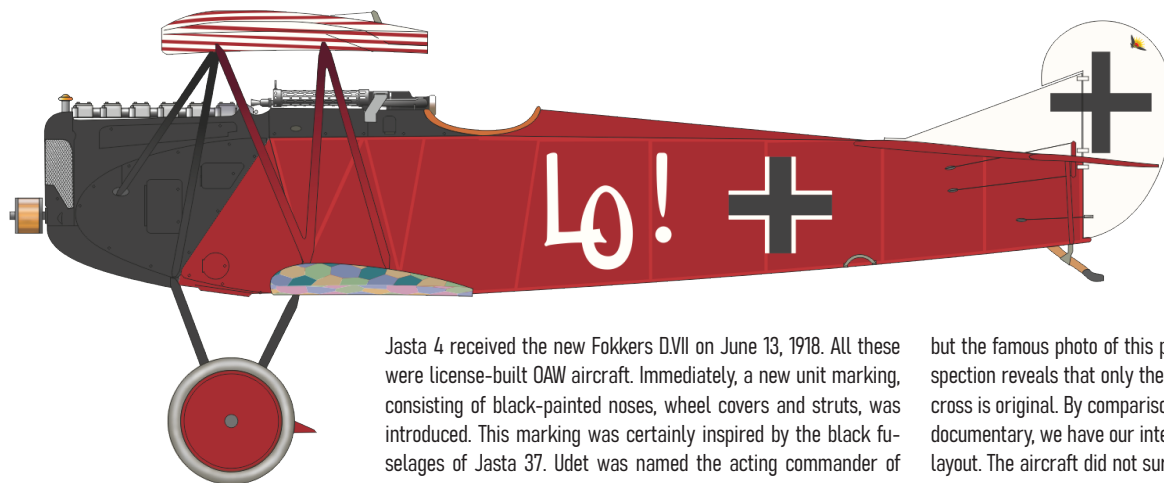
#8136

ProfiPACK edition kit of German WWI fighter plane Fokker D.VII in 1/48 scale. Kit offers planes aircraft built by OAW (Ostdeutsche Albatros Werke GmbH) factory in Johannisthall.

- plastic parts: Eduard
- marking options: 6
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


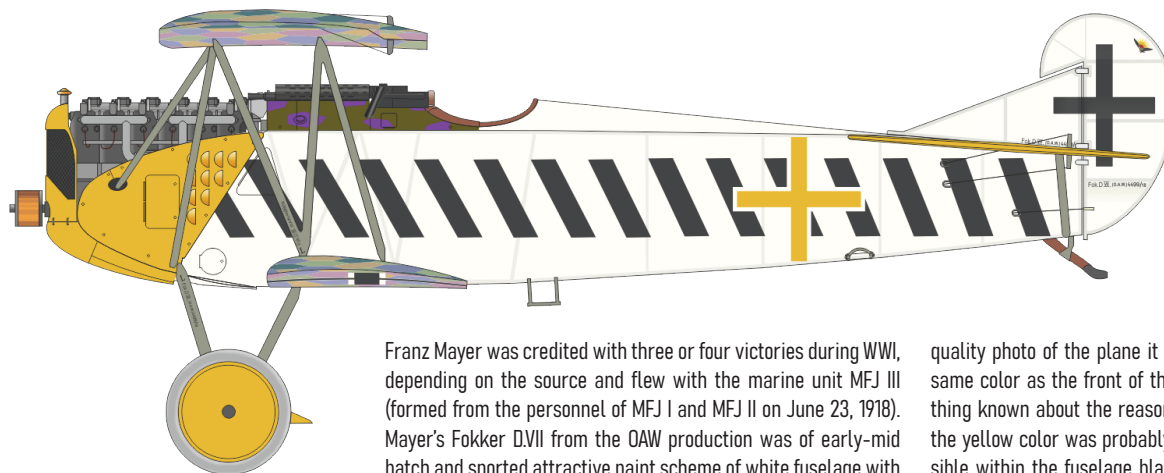
■ Lt. Ernst Udet, Jasta 4, Beugneux-Cramoisselles Airfield, France, June 1918



Jasta 4 received the new Fokkers D.VII on June 13, 1918. All these were license-built OAW aircraft. Immediately, a new unit marking, consisting of black-painted noses, wheel covers and struts, was introduced. This marking was certainly inspired by the black fuselages of Jasta 37. Udet was named the acting commander of Jagdgeschwader "Von Richthofen" on June 18, and although he only held this position for one day, it was probably enough to mark his plane in a more recognizable style. The fuselage was supposedly fully painted red, possibly as a reference to Udet's previous service with Jasta 11. The wings were striped in red and white. The number of stripes is usually thought to be higher than we portray here,

but the famous photo of this plane is heavily retouched. Close inspection reveals that only the stripe going through the right-wing cross is original. By comparison with another photo, shown in a TV documentary, we have our interpretation of the upper wing stripes layout. The aircraft did not survive long, as it was lost on June 29. At 7:40 a.m. over the village of Cutry Udet attacked a French Breguet, but the observer returned fire and managed to rip the steering lines of Udet's Fokker with his fire and Udet had to bail out from the uncontrollable aircraft. The nose and wheel covers may have retained the black Jasta 4 unit colour or they were painted red as well. Available photos leave the possibility of both these options.

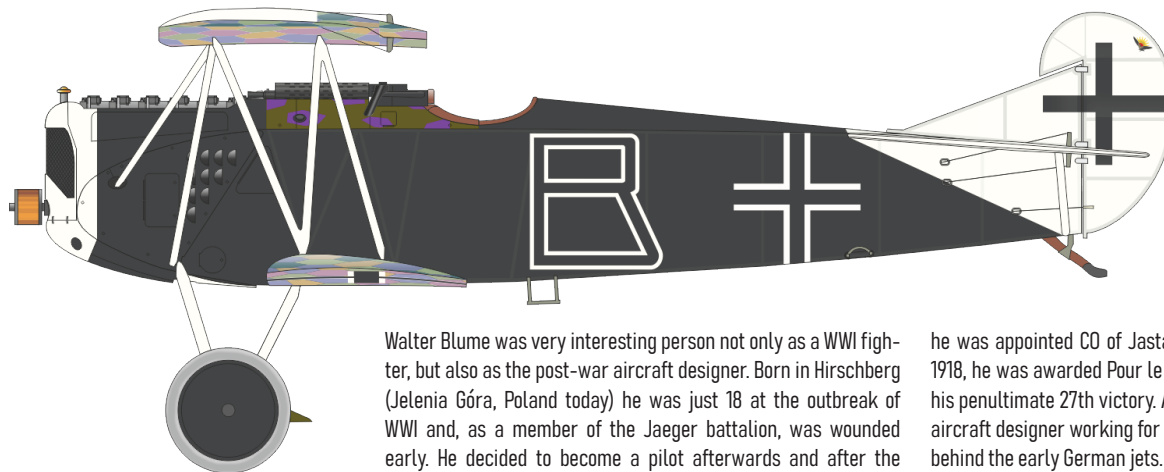
■ VzFlgMstr. Franz Mayer, MFJ III, Jabbeke, Belgium, September 1918



Franz Mayer was credited with three or four victories during WWI, depending on the source and flew with the marine unit MFJ III (formed from the personnel of MFJ I and MFJ II on June 23, 1918). Mayer's Fokker D.VII from the OAW production was of early-mid batch and sported attractive paint scheme of white fuselage with yellow nose and diagonal black stripes on both sides. The interesting feature is the fuselage cross. On well-known and good

quality photo of the plane it is quite clear the cross was of the same color as the front of the fuselage, i.e. yellow. There is nothing known about the reasoning behind this unusual approach, the yellow color was probably used to make the cross better visible within the fuselage black stripes. Both wings were left in four-color version of the printed Flugzeugstoff, the elevator was yellow with three black stripes denoting the MFJ III unit.

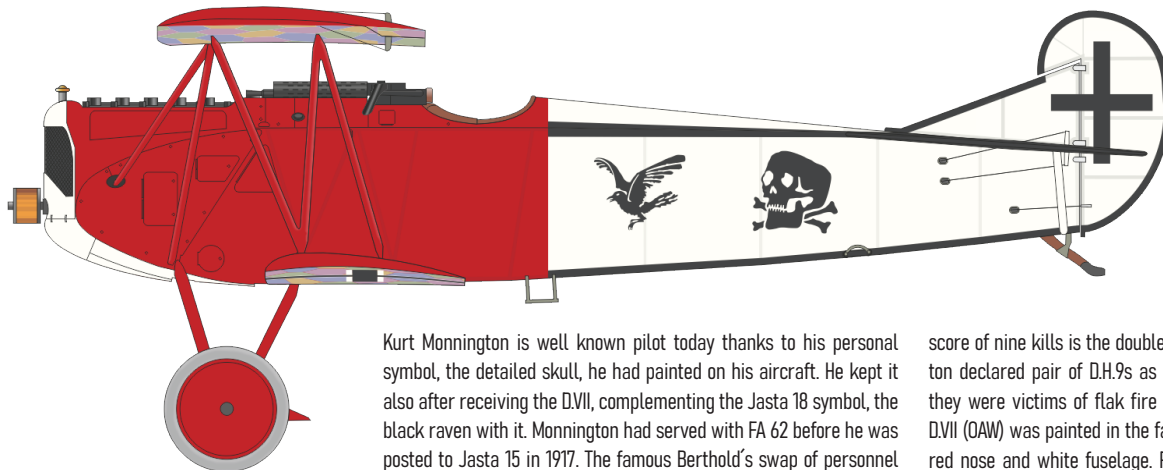
■ Lt. Walter Blume, Jasta 9, Sissone, France, September 1918



Walter Blume was very interesting person not only as a WWI fighter, but also as the post-war aircraft designer. Born in Hirschberg (Jelenia Góra, Poland today) he was just 18 at the outbreak of WWI and, as a member of the Jaeger battalion, was wounded early. He decided to become a pilot afterwards and after the training he joined the Fliegertruppe in June 1915. After the spell with two-seaters, he was assigned to the Jasta 26 in January 1917 and started his tally of 28 aerial victories there on May 10, 1917, downing an D.H.9. He had been wounded on November 29, 1917, and spent three months in hospital. Returning to the action

he was appointed CO of Jasta 9 on March 5, 1918. On October 2, 1918, he was awarded Pour le Mérite and the same day he scored his penultimate 27th victory. After the war he became successful aircraft designer working for Albatros and Arado and was a force behind the early German jets. Blume flew several D.VIIs with similar marking of the black fuselage with stylized B letter. This one D.VII from early-mid production batch had half-white top wing and the white strip on the bottom of the lower wing as the marks of his CO status.

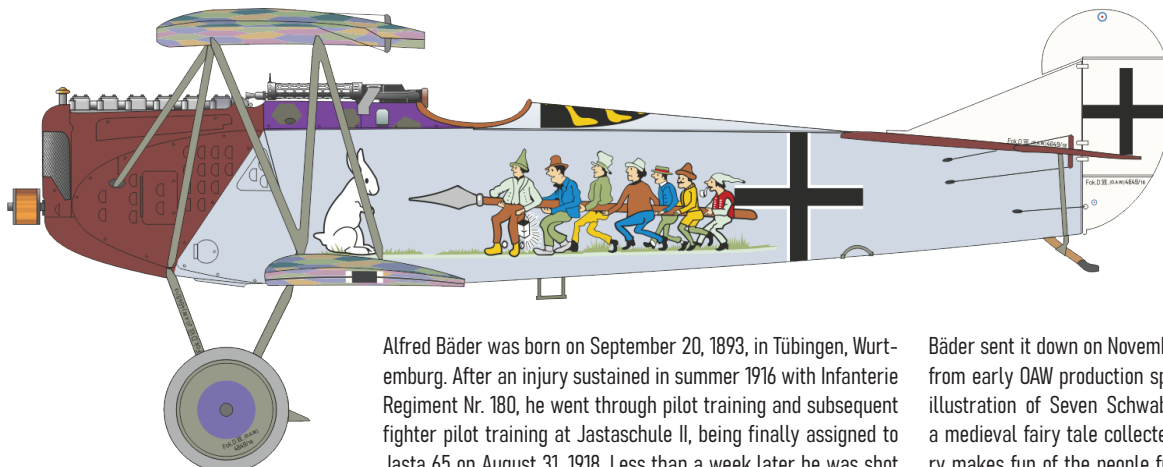
■ Lt. d. R. Kurt Monnington, Jasta 18, Montoy-Flanville, France, August 1918



Kurt Monnington is well known pilot today thanks to his personal symbol, the detailed skull, he had painted on his aircraft. He kept it also after receiving the D.VII, complementing the Jasta 18 symbol, the black raven with it. Monnington had served with FA 62 before he was posted to Jasta 15 in 1917. The famous Berthold's swap of personnel between Jastas 15 and 18 meant that Monnington became member of the new Jasta 18 in March 1918 as well as all his other comrades from former Jasta 15. He scored his first victory on May 11, 1918, downing the S.E.5a, which stayed as his only victory over enemy fighter. All the other victims were to be double seaters. The most interesting of his

score of nine kills is the double-victory on August 13, 1918. Monnington declared pair of D.H.9s as his 5th and 6th victories, but in fact they were victims of flak fire and consequent crash. Monnington's D.VII (OAW) was painted in the famous scheme of "new" Jasta 18 with red nose and white fuselage. Rims of the rudder and elevator had a black outline, also on the edges of the fuselage were neat black stripes painted. Both wings were red, at least from the upper side. It is not certain, whether the red color was applied to the bottom as well, so it is up to modeler to decide, whether to paint them, or leave them in the Flugzeugstoff (Lozenge) fabric.

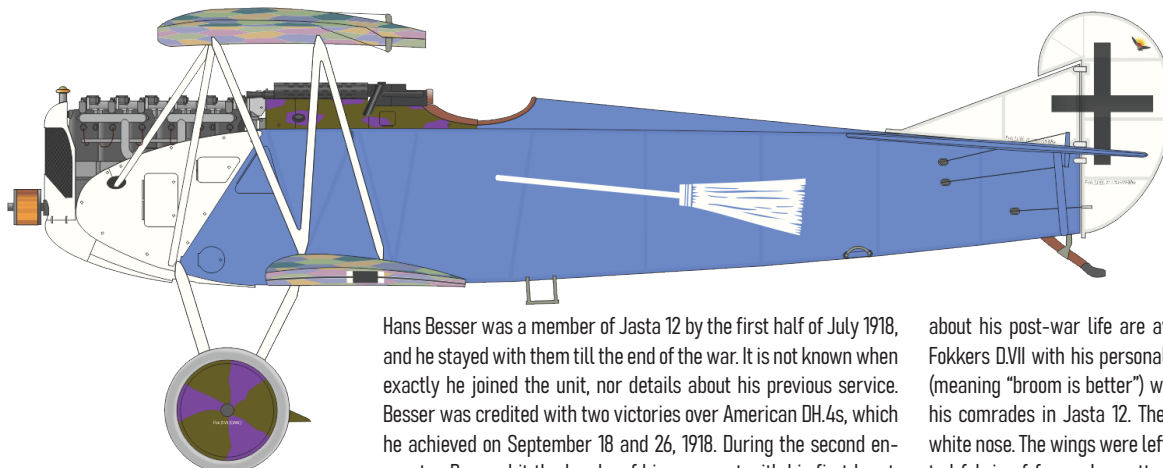
■ Uffz. Alfred Bäder, Jasta 65, Tichémont, France, November 1918



Alfred Bäder was born on September 20, 1893, in Tübingen, Württemberg. After an injury sustained in summer 1916 with Infanterie Regiment Nr. 180, he went through pilot training and subsequent fighter pilot training at Jastaschule II, being finally assigned to Jasta 65 on August 31, 1918. Less than a week later he was shot down by a Salmson 2A2 of 91st Aero Squadron flown by 1Lt Victor H. Strahm and Capt. James E. Wallis near Rembercourt. He eventually shot down two USAAC Salmsons in a kind of revenge. The first one belonged to 99th Aero Squadron and was shot down on October 2. The second one was from 91st Aero Squadron and

Bäder sent it down on November 8, 1918. His wartime Fokker D.VII from early OAW production sported a very colorful and complex illustration of Seven Schwabians, the group of villagers from a medieval fairy tale collected by the Grimm brothers. The story makes fun of the people from the then Duchy of Swabia, the villagers portrayed in the tale are foolish and so they all die finally. The illustration was painted on both sides of the fuselage and differed from each other. Bäder sent a photograph of this aircraft as a postcard to his injured colleague Wilhelm Scheutzel, to whom this aircraft was wrongly attributed for many years.

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



Hans Besser was a member of Jasta 12 by the first half of July 1918, and he stayed with them till the end of the war. It is not known when exactly he joined the unit, nor details about his previous service. Besser was credited with two victories over American DH.4s, which he achieved on September 18 and 26, 1918. During the second encounter, Besser hit the bombs of his opponent with his first burst, causing the massive explosion of the aircraft of No. 20 Aero Squadron at an altitude of 15,000 ft (4,500 m). The blast killed 2/Lt. D. B. Harris and 2/Lt. E. Forbes, while Besser barely avoided it. No details

about his post-war life are available. Besser flew at least three Fokkers D.VII with his personal broom marking. "Besen ist Besser" (meaning "broom is better") was the saying used for his planes by his comrades in Jasta 12. The fuselage was painted in blue with white nose. The wings were left in the Flugzeugstoff (Lozenge) printed fabric of four-color pattern on both upper and bottom sides. Although the early batch of the OAW production, the aircraft was already fitted with later version of the exhaust manifold, called the "saxophone" because of its shape.

OVERTREES

#8136X

Fokker D.VII (OAW early/mid)

1/48

[Product page](#)

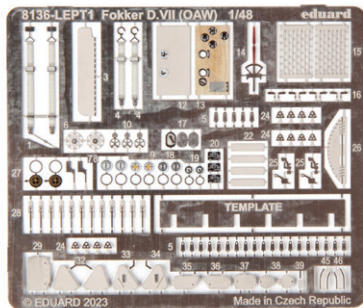
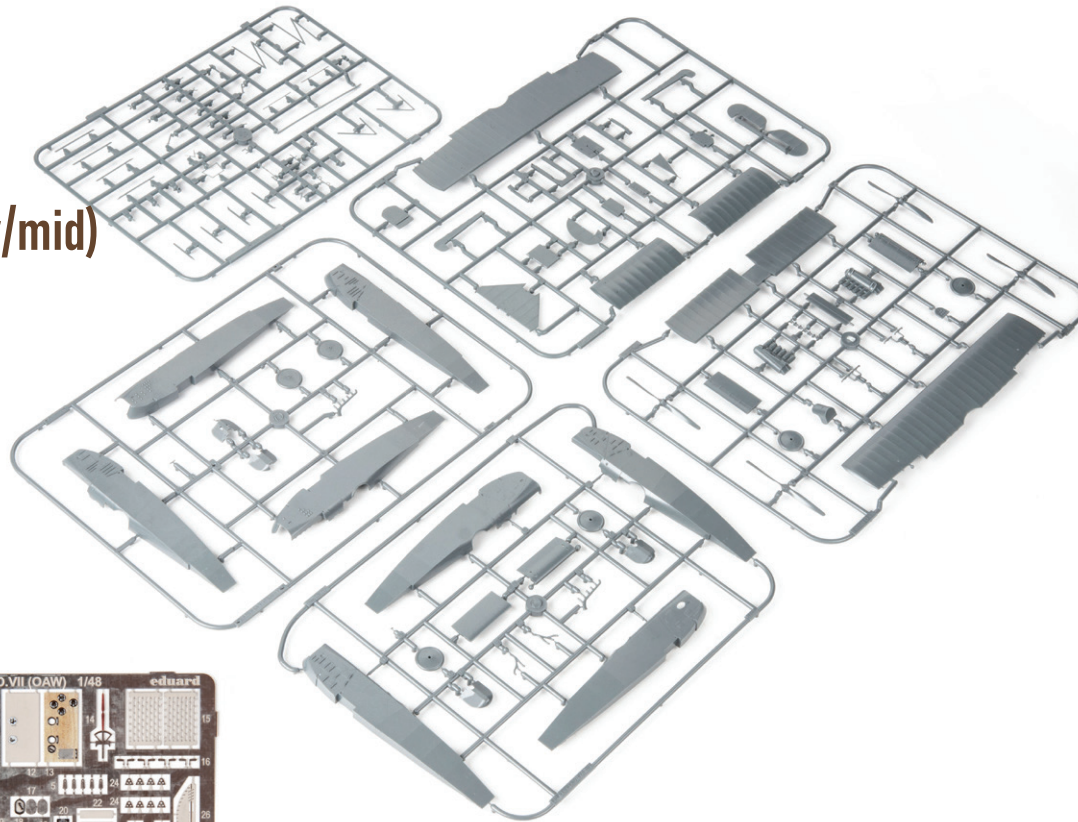
OVERLEPT

#8136-LEPT

Fokker D.VII (OAW)

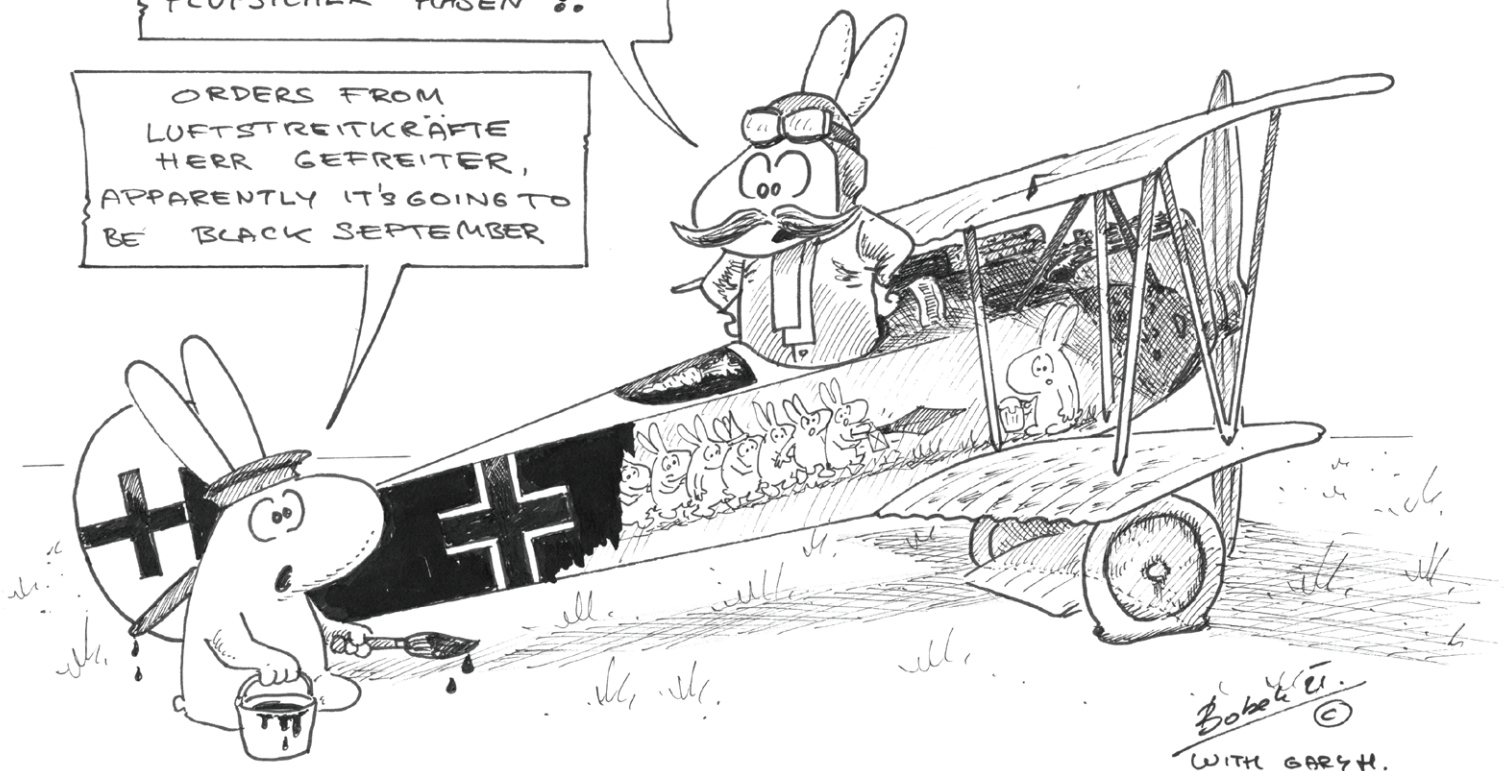
1/48

[Product page](#)



HIMMEL! WHAT ARE YOU
DOING TO MY "SIEBEN
FLOPSICHER HASEN"?!?

ORDERS FROM
LUFTSTREITKRÄFTE
HERR GEFREITER,
APPARENTLY IT'S GOING TO
BE BLACK SEPTEMBER



The drawing from 2021, which was published in the British Scale Aircraft Modelling magazine.

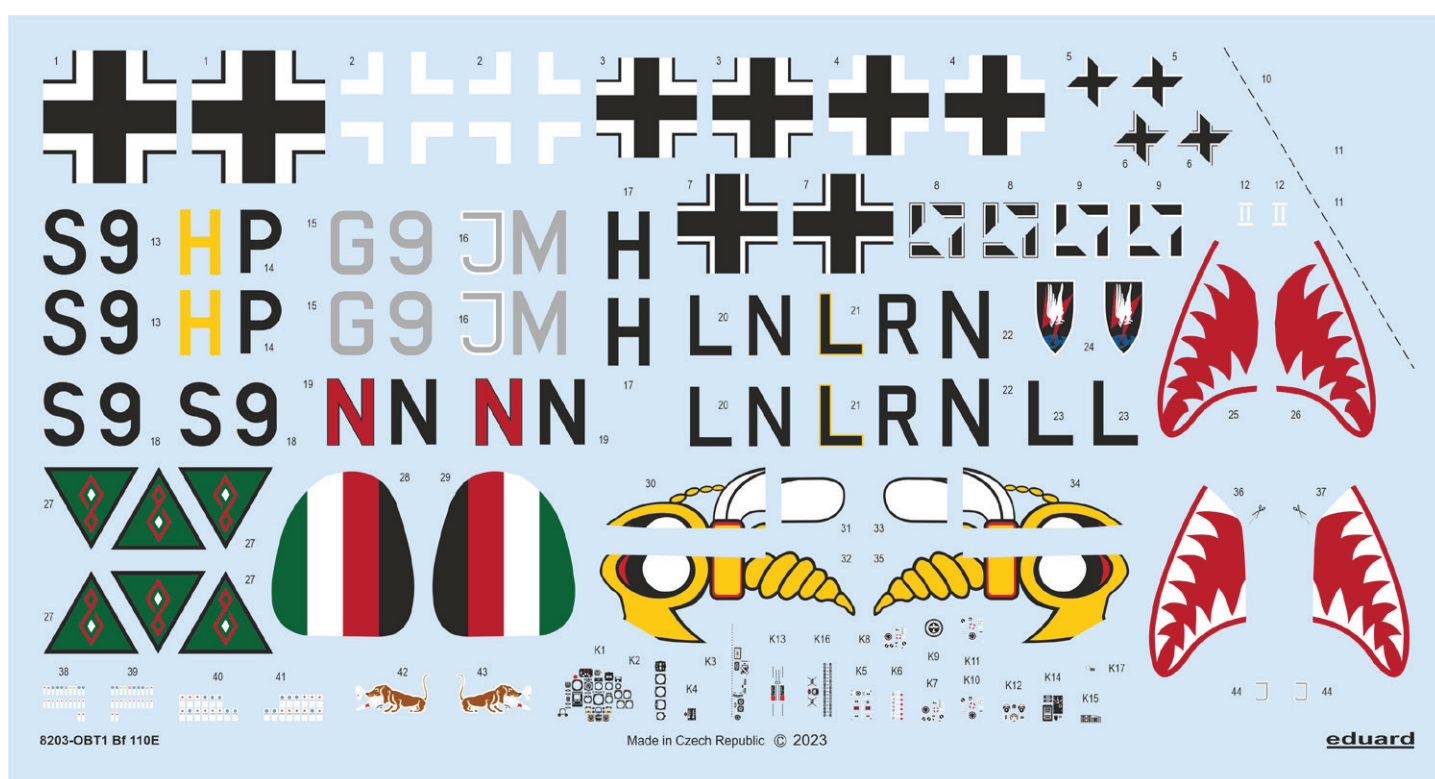
Bf 110E

1/48 Re-release

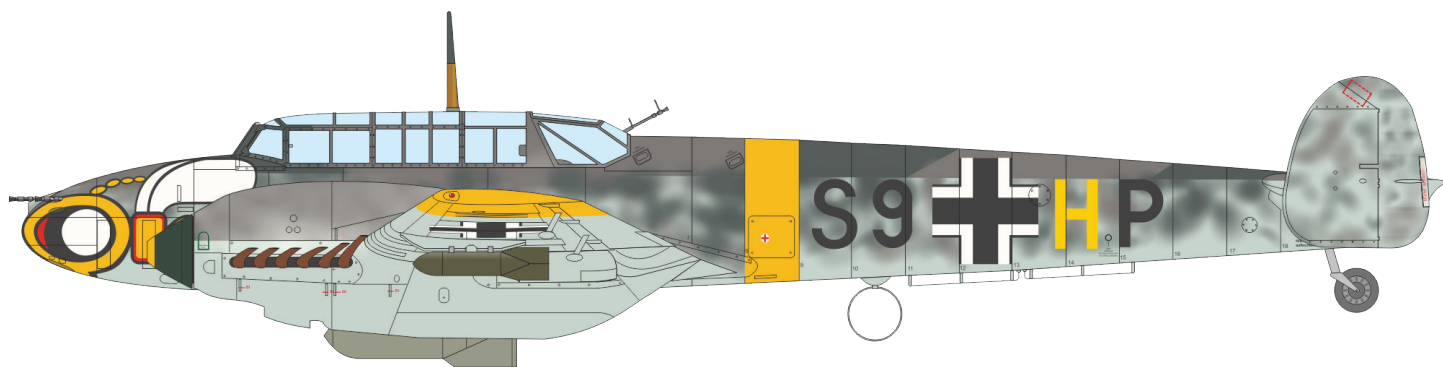
#8203

ProfiPACK edition kit of German WWII twin-engine heavy fighter aircraft Messerschmitt Bf 110E 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](#)


■ 6./ZG 1, Russia, Summer 1942



The wasp emblem (Wespe in German) 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). Finally, in early 1942, it 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.

■ 4./NJG 1, Sint-Truiden, Belgium, February 1942

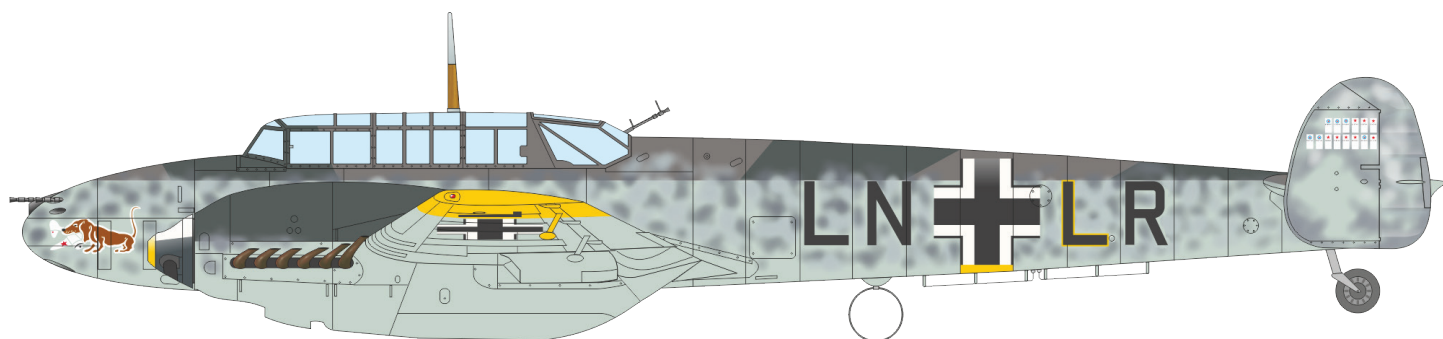


NJG 1 was the oldest night fighter Luftwaffe unit and was founded by the legendary Oberst Wolfgang Falck. At the beginning of 1942, the unit's II. Gruppe was led by Major Walter Ehle, who kept the commanding position for over next three years. In 1942, the well-known night fighter Wilhelm Herget, for 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 ensured uninterrupted patrols over the formation between February 11 and 13,

1942, with II./NJG 1 and II./NJG 3 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. Felix-Maria Brandis, 1.(Z)/JG 77, Malmi, Finland, 1942

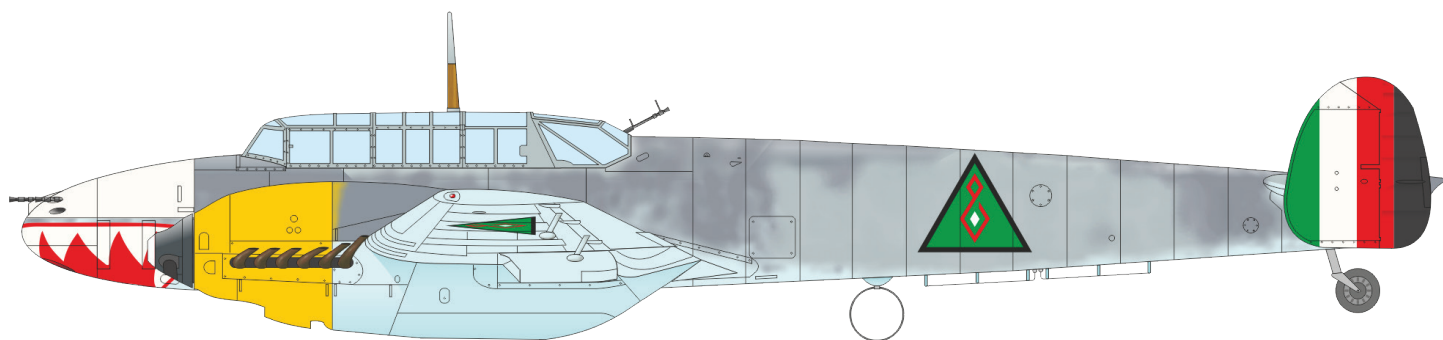


One of the aircraft of 1.(Z)/JG 77 commander Leutnant Felix-Maria Brandis while stationed on the Eastern Front. His credit count tallied 14 victories of which five victims were British aircraft (including a pair of Fairey Albacores) and nine Soviet ones. Lt. Brandis died on February 2, 1942, when flying 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 redesignated as 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 crews. 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.

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

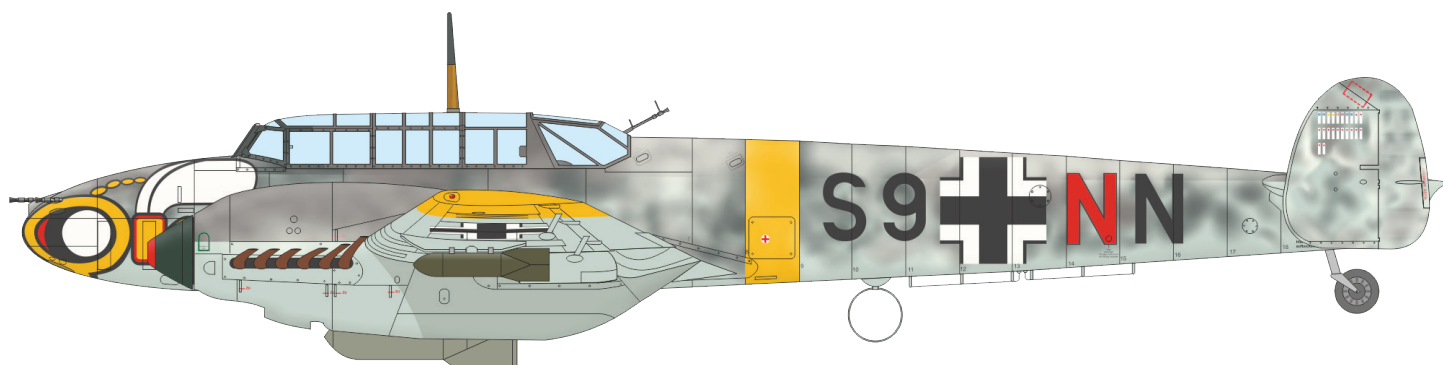


After the outbreak of the Anglo-Iraqi War, which lasted from April 18 to May 30, 1941, the Italians and Germans gave their military support to the Iraqis. The Luftwaffe opposed the RAF with the unit named Sonderkommando Junck, which had Messerschmitt Bf 110 fighters, Heinkel He 111 bombers, and Junkers

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.

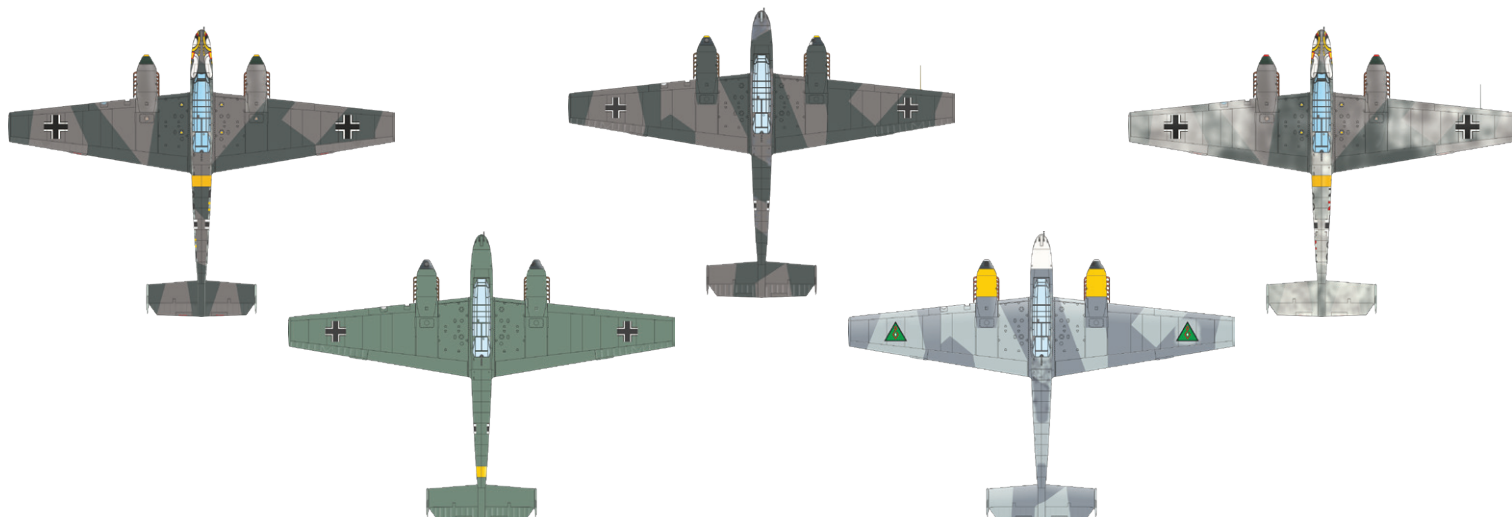
■ Lt. Herbert Kutscha, 5./ZG 1, Soviet Union, 1942



Herbert Kutscha 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 it 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.



OVERTREES

#8204X

Bf 110E

1/48

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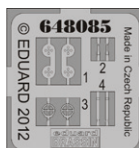
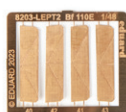
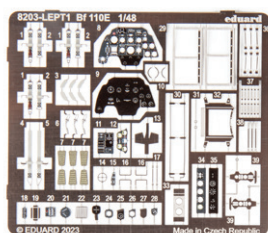
OVERLEPT

#8203-LEPT

Bf 110E

1/48

[Product page](#)

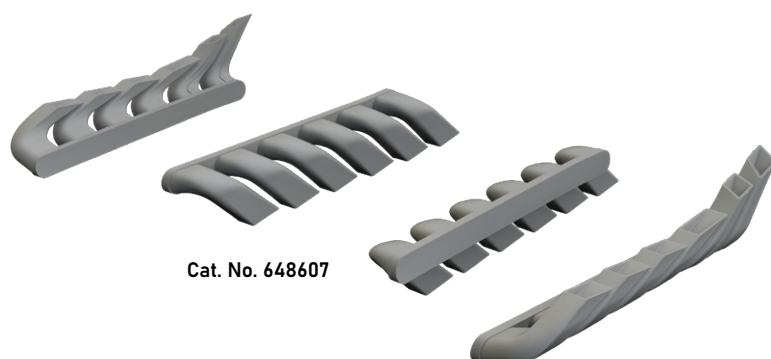


Recommended: for Bf 110E 1/48

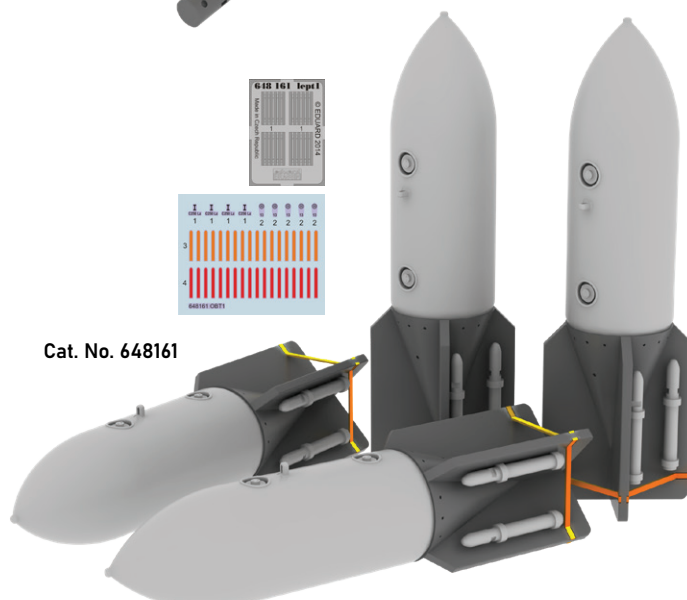
- 648055 Bf 110E/F/G main undercarriage wheels (Brassin)
- 648085 MG 15 gun (2 pcs) (Brassin)
- 648161 SC 250 German bombs (Brassin)
- 648264 SC 50 German WWII bombs (Brassin)
- 648607 Bf 110C/D/E exhaust stacks (Brassin)



Cat. No. 648055



Cat. No. 648607



Cat. No. 648161

634030

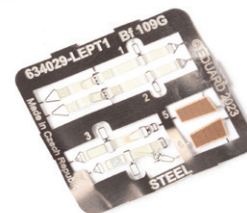
Bf 109G-4 LööK*LööK*

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

[Product page](#)


644198

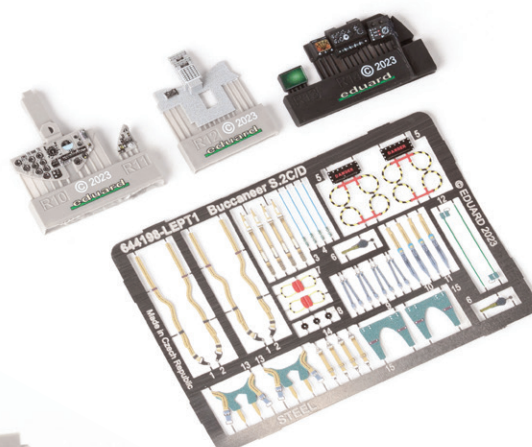
Buccaneer S.2C/D LööK*LööK*

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

[Product page](#)


674002

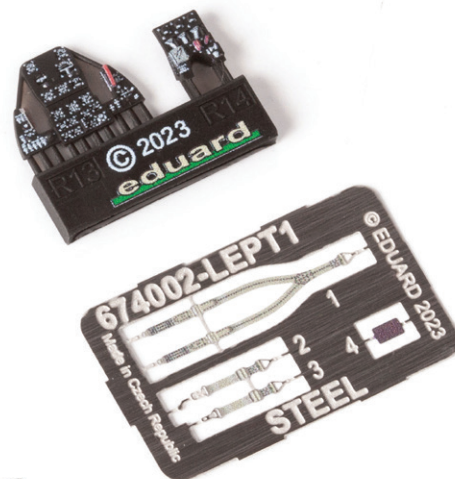
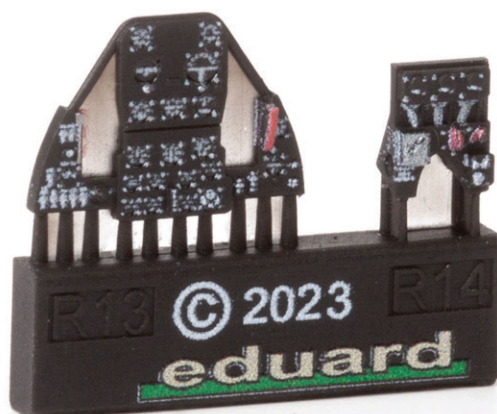
P-39Q LööK

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

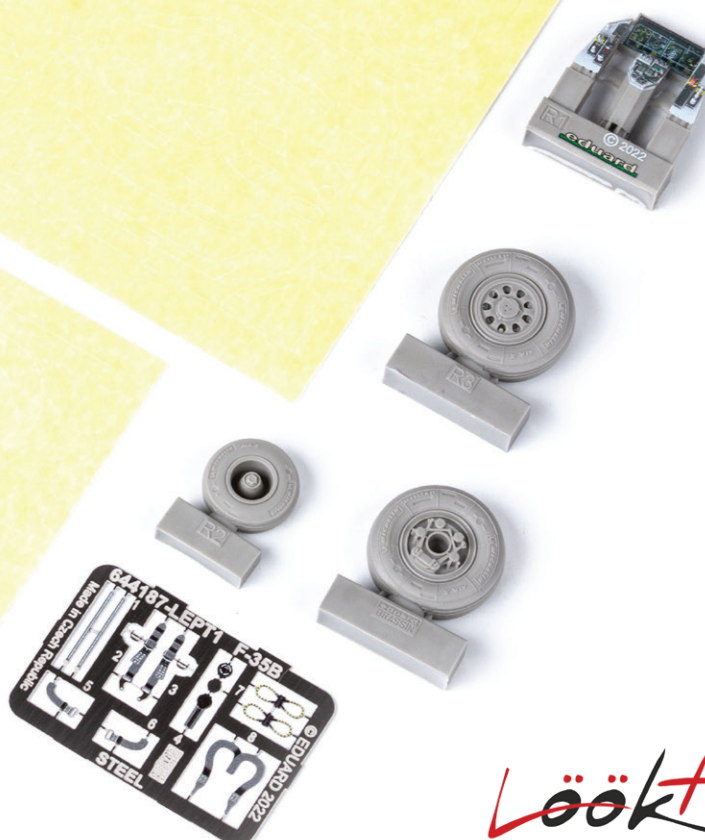
[Product page](#)
LööK

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

[Product page](#)

LööK+

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

[Product page](#)



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

[Product page](#)


632187

Sopwith Camel seat PRINT

1/32 WNW/Academy

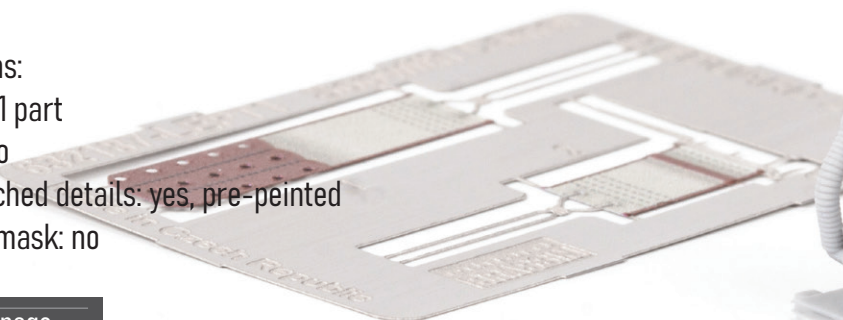
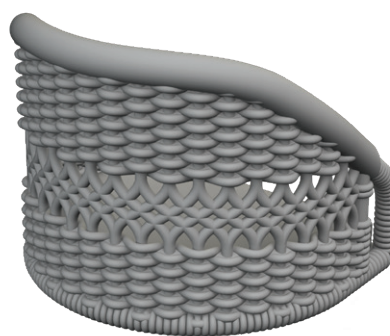
Brassin set - seat for Sopwith Camel
in 1/32 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Wingnut Wings / Academy

Set contains:

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

Product page

eduard
BRASSIN
Print



653022

WWII German NOTEK rear lights PRINT

1/35

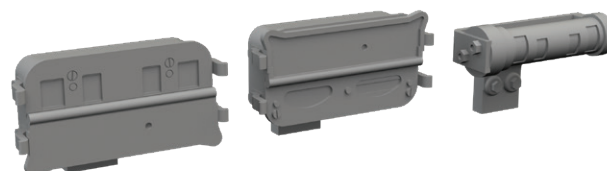
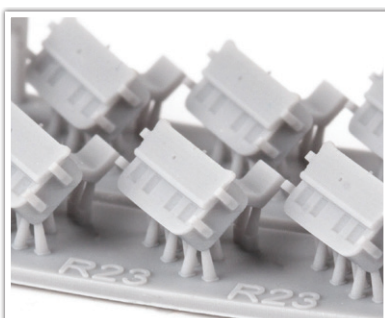
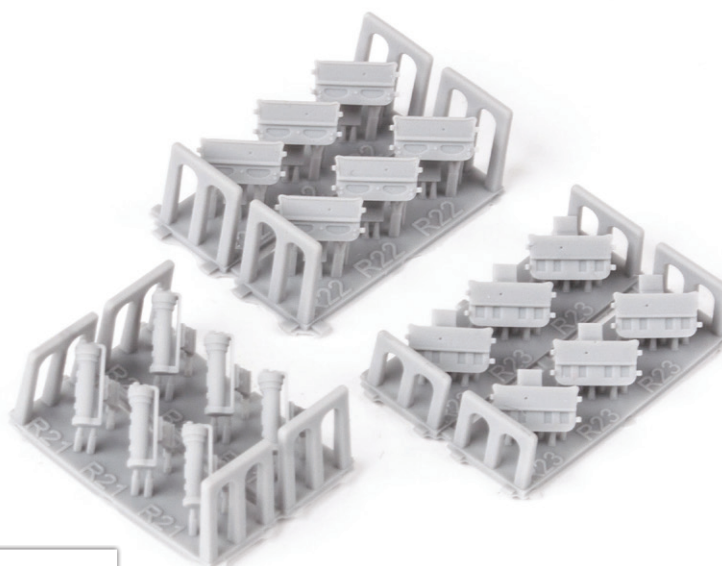
Brassin set - NOTEK rear lights for German WWII AFV
in 1/35 scale. The set consists of 3 types of NOTEK
(6 pcs of each). Made by direct 3D printing.

Set contains:

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

Product page

eduard
BRASSIN
Print



648792

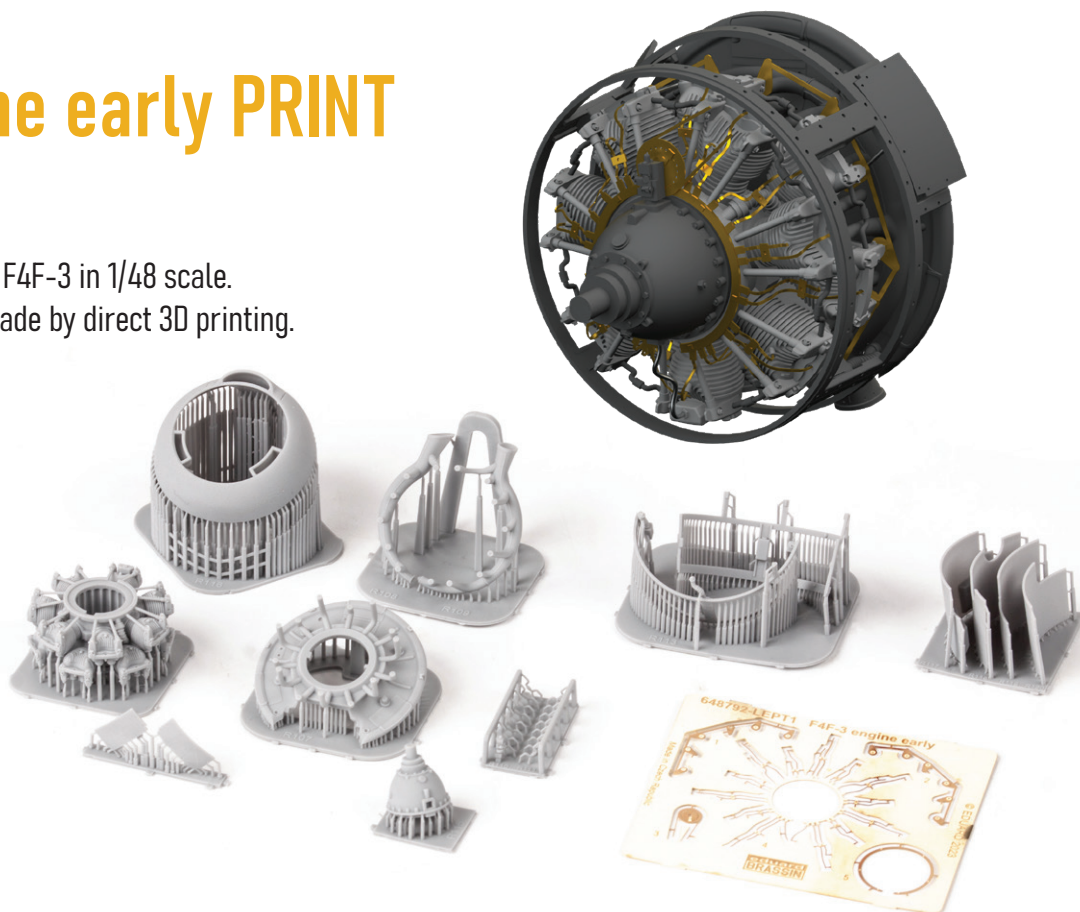
F4F-3 engine early PRINT

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

[Product page](#)


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

[Product page](#)


648830

Beaufort Mk.I wheels

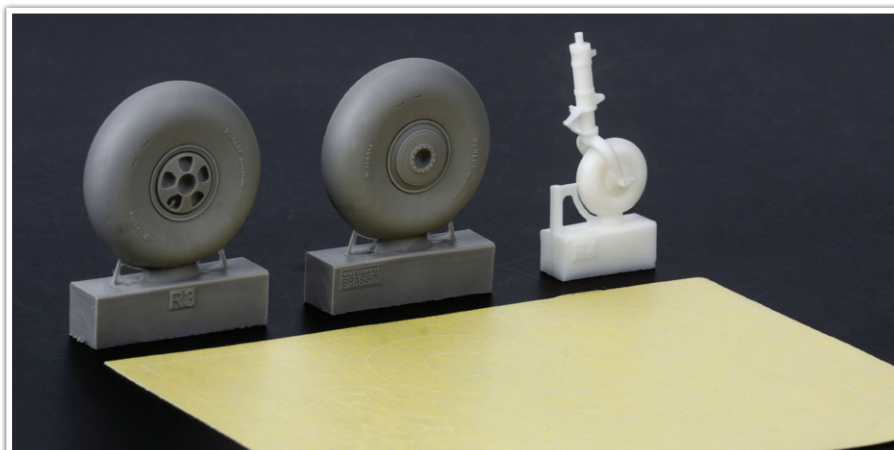
1/48 Airfix

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

[Product page](#)

648831

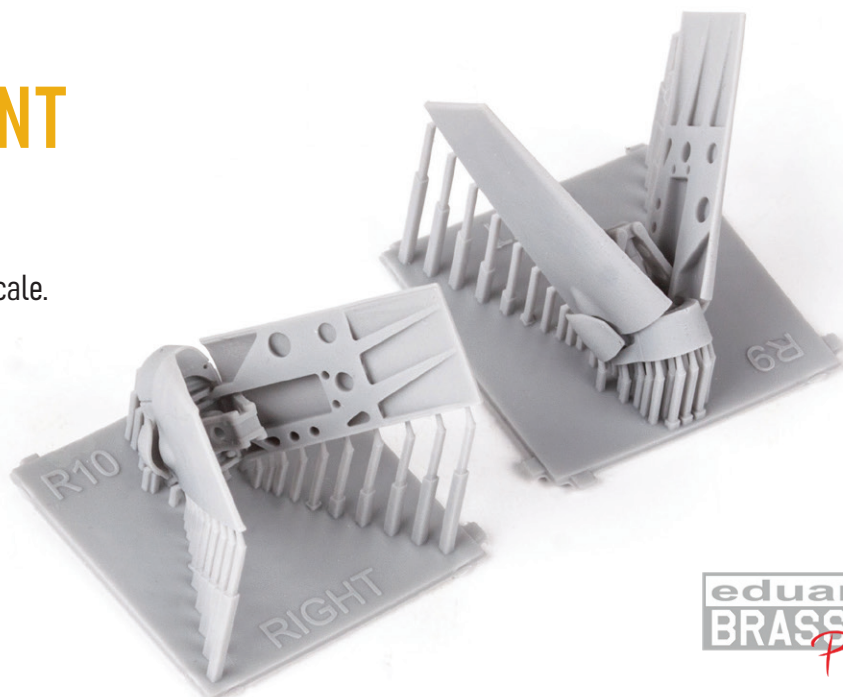
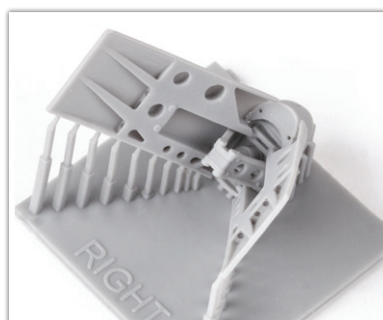
F-16 airbrakes PRINT

1/48 Kinetic

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

Set contains:

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

[Product page](#)

eduard
BRASSIN *Print*


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

[Product page](#)


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

[Product page](#)


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.

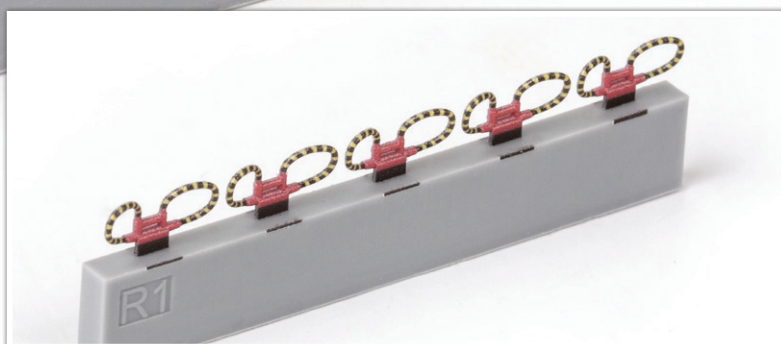
Set contains:

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

[Product page](#)



eduard
BRASSIN
Print



653017

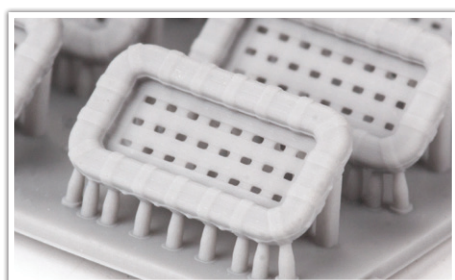
Balsa life raft PRINT

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

[Product page](#)

672303

P-39Q wheels PRINT

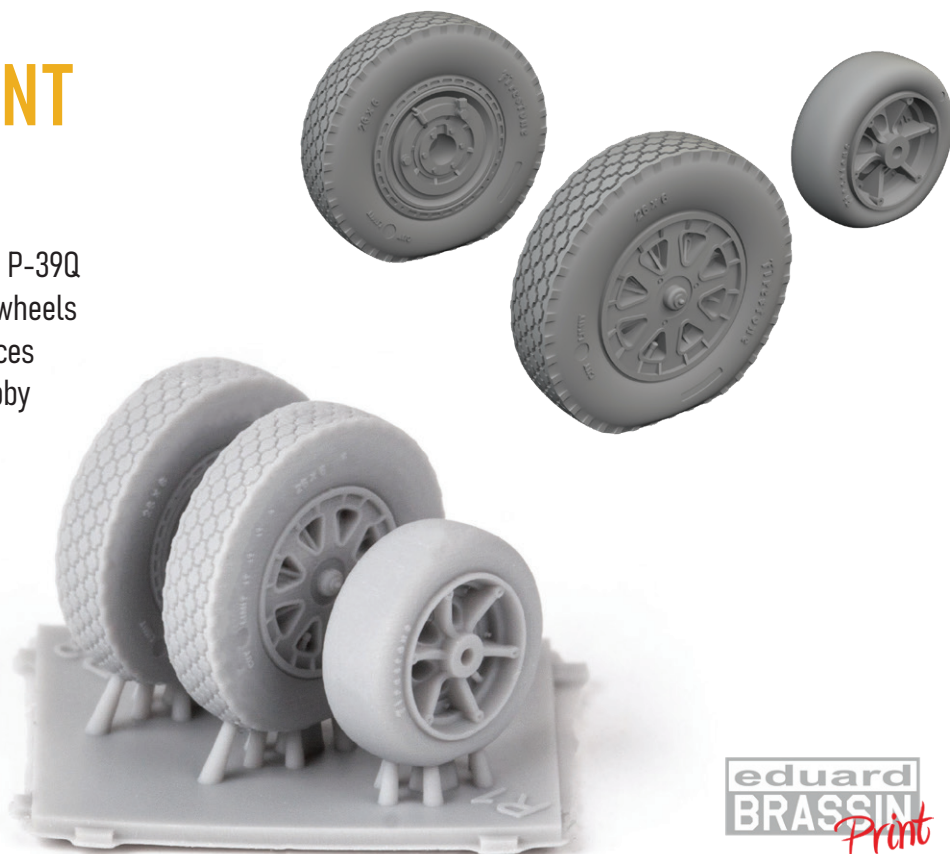
1/72 Arma Hobby

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

[Product page](#)




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

[Product page](#)



672305

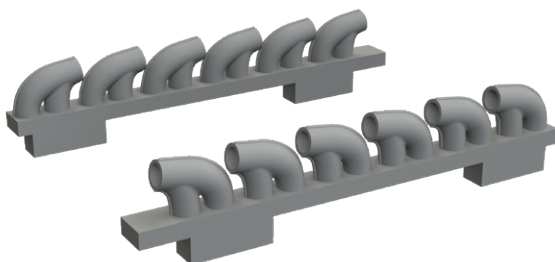
P-39Q exhaust stacks PRINT

1/72 Arma Hobby

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.



[Product page](#)



eduard
BRASSIN
Print

672306

P-39Q seat PRINT

1/72 Arma Hobby

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

[Product page](#)



eduard
BRASSIN
Print

672307

P-39Q gun barrels PRINT

1/72 Arma Hobby

Brassin set - gun barrels for P-39Q in 1/72 scale.

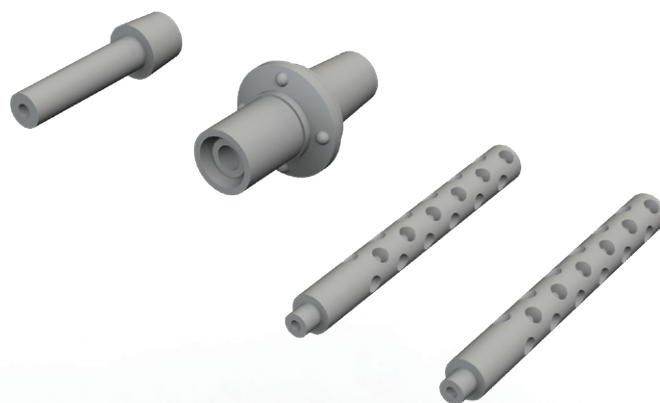
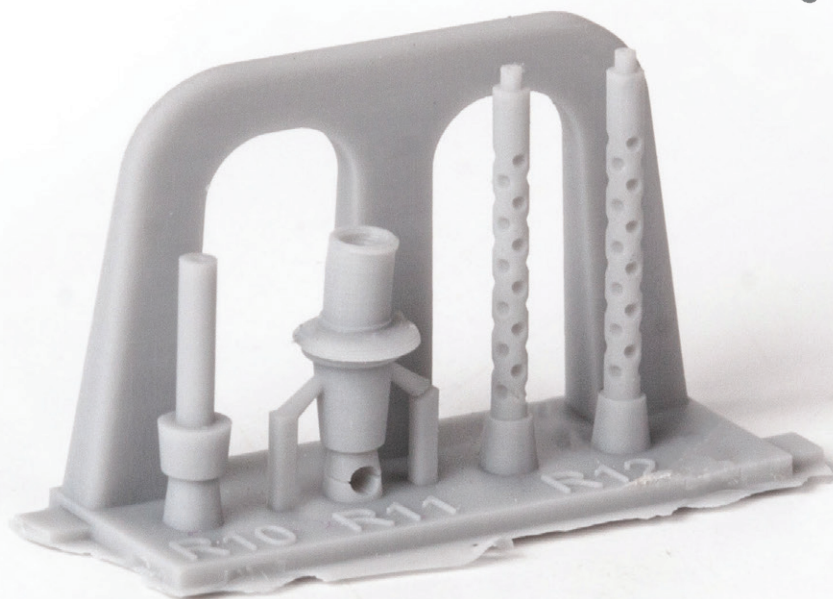
Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Recommended kit: Arma Hobby

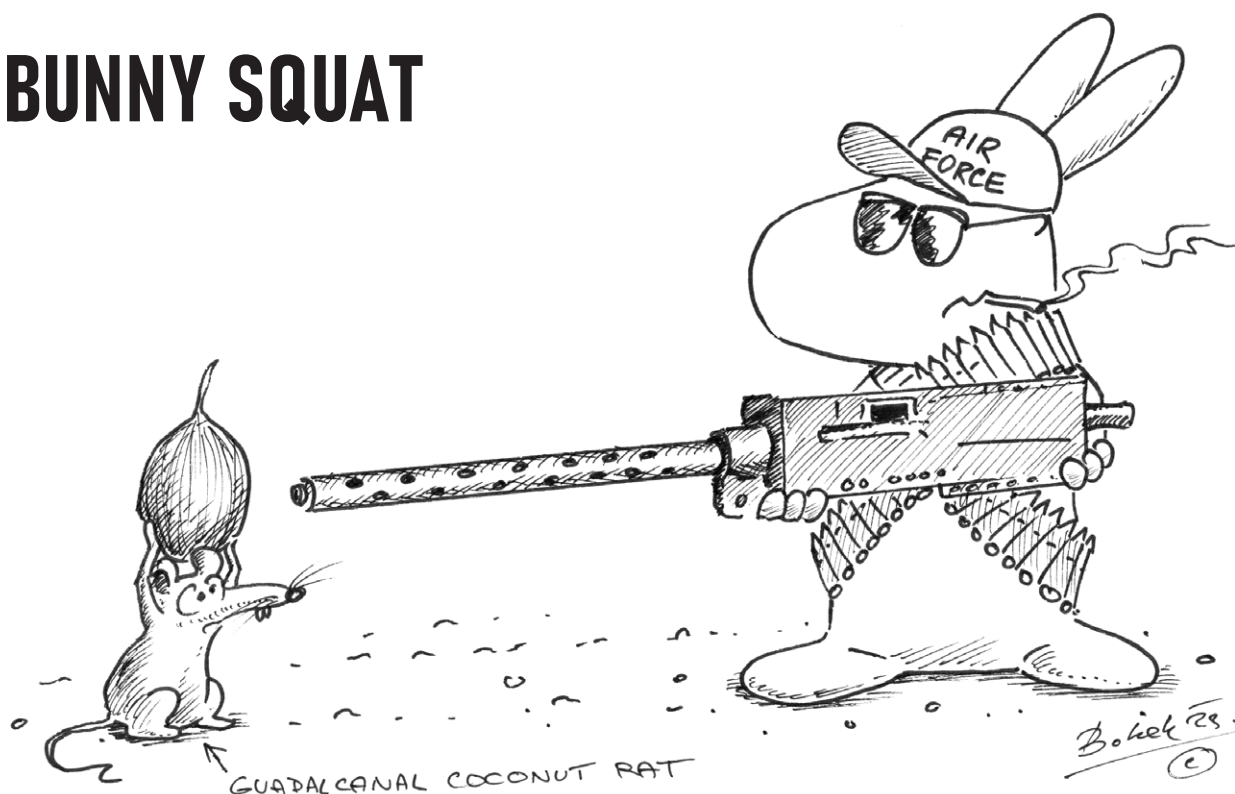
Set contains:

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

Product page



E-BUNNY SQUAT



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 %.

[Product page](#)



undercarriage
legs BRONZE



wheels

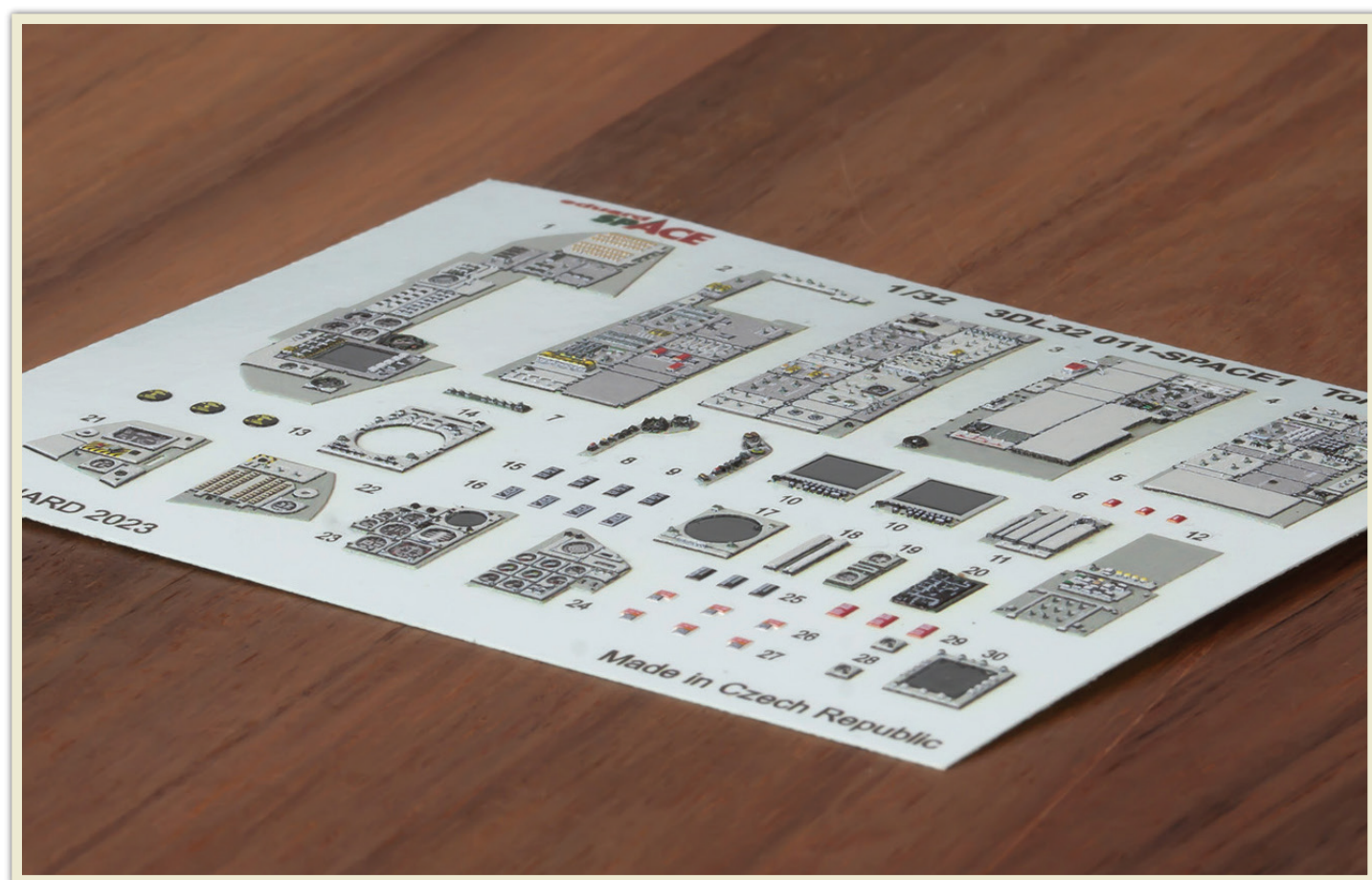
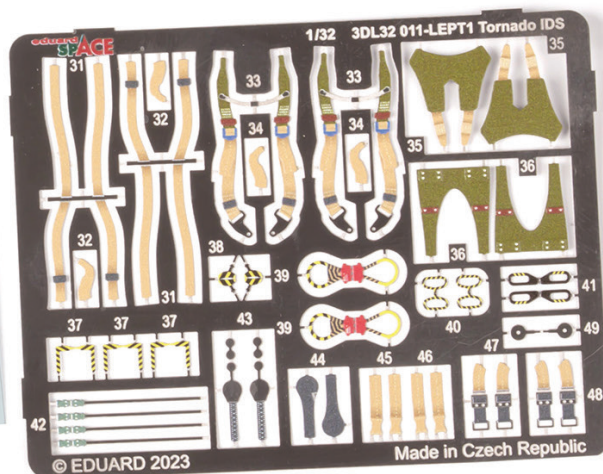
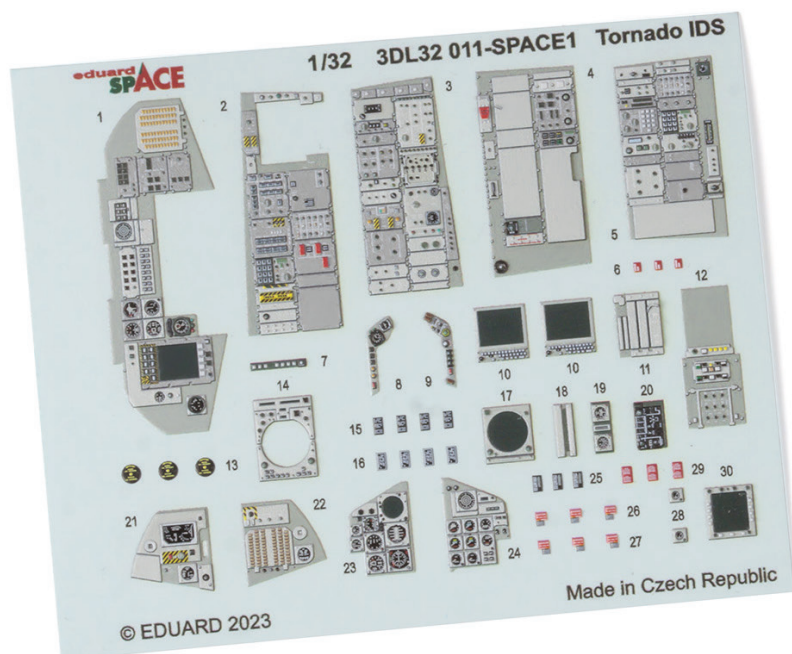


cockpit **PRINT**

3DL32011 Tornado IDS SPACE 1/32 Italeri

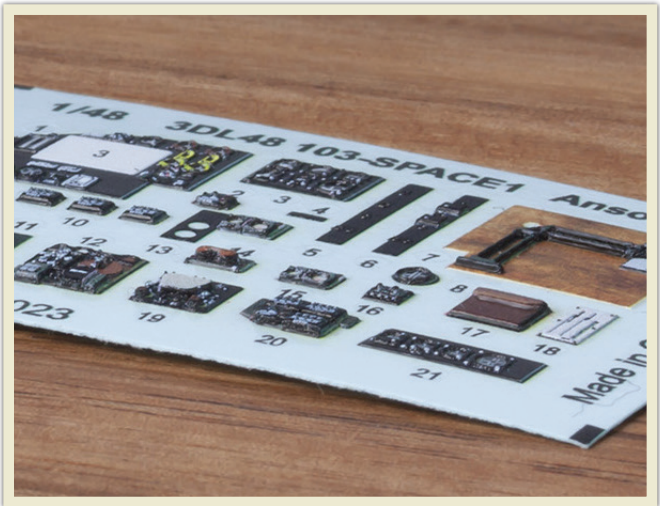
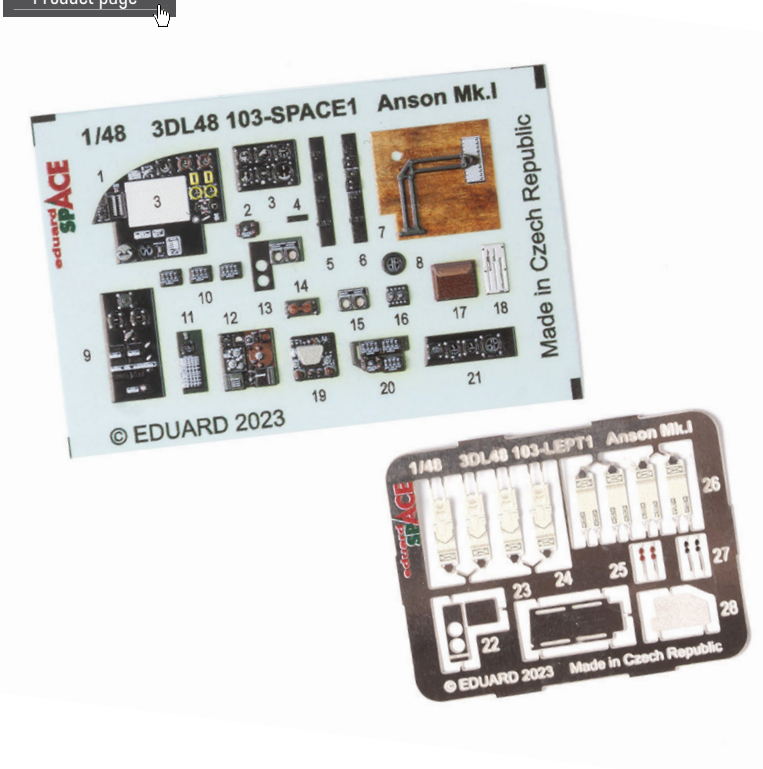
Product page

*EASY
APPLICATION*



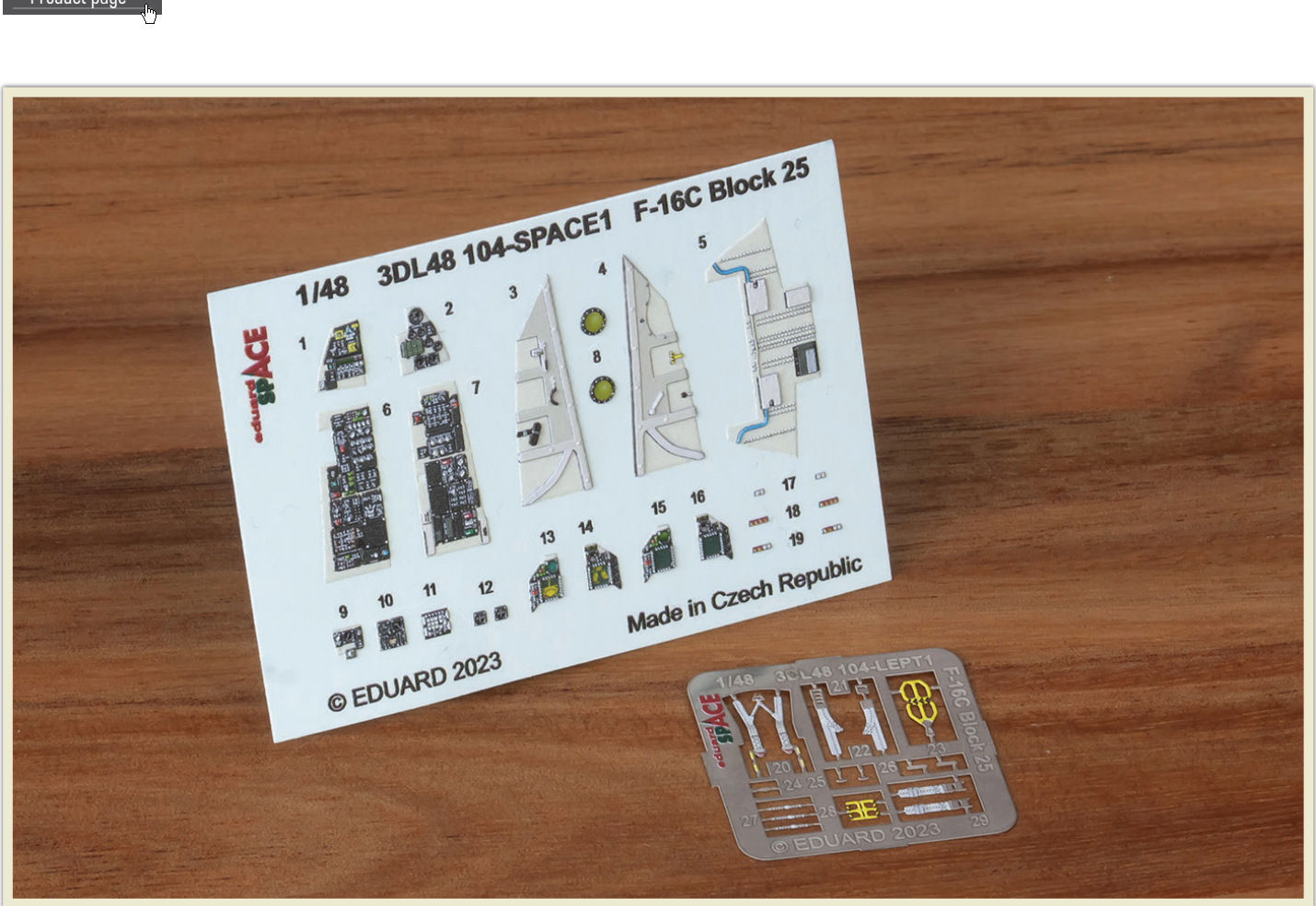
3DL48103 **Anson Mk.I SPACE** 1/48 Airfix

[Product page](#)

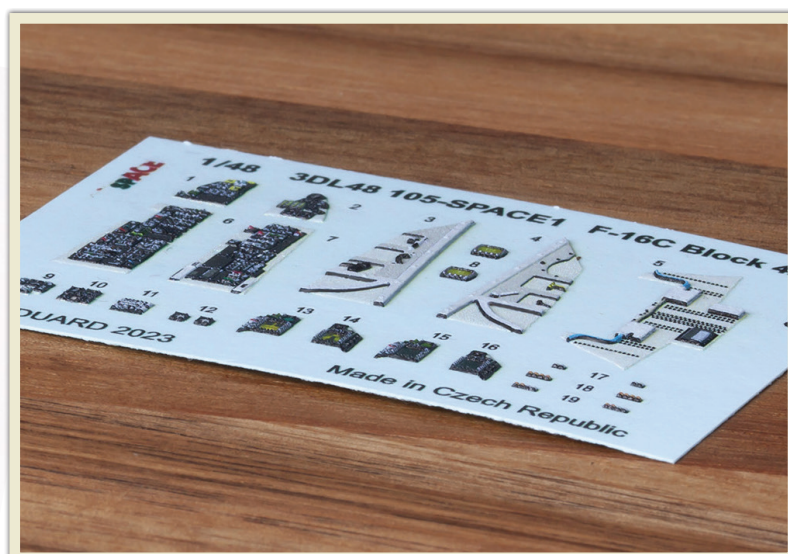
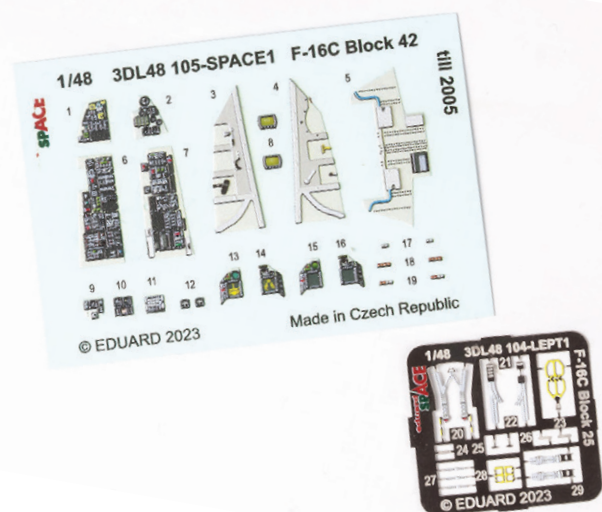


3DL48104 **F-16C Block 25 SPACE** 1/48 Kinetic

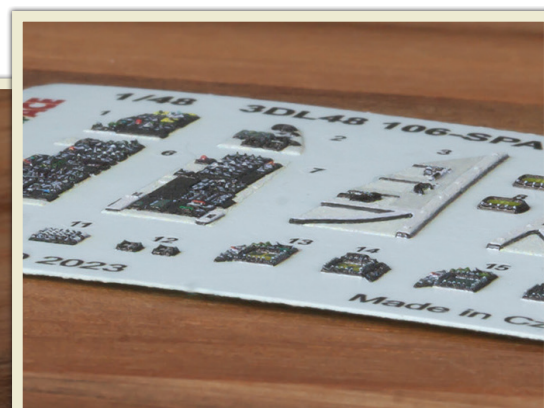
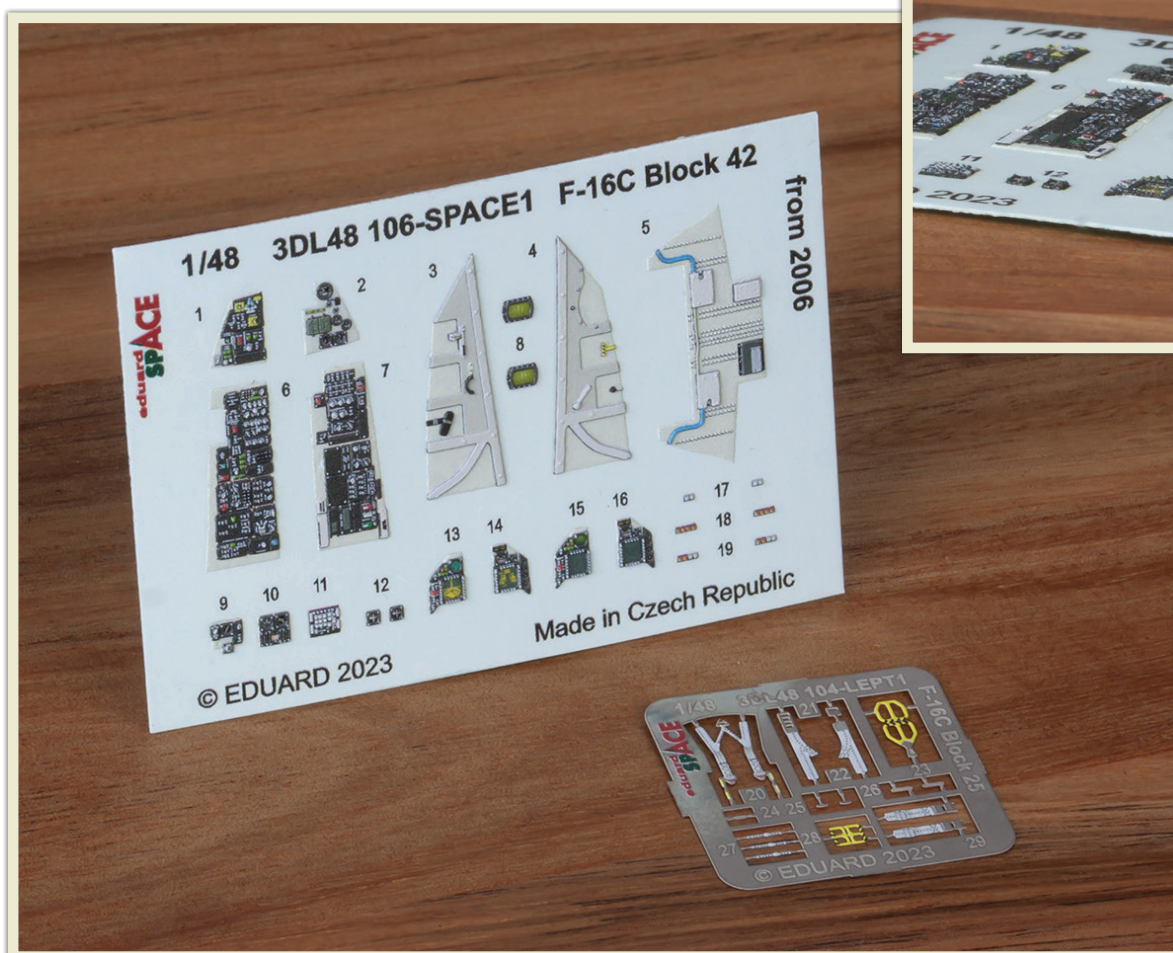
[Product page](#)



3DL48105 F-16C Block 42 till 2005 SPACE 1/48 Kinetic

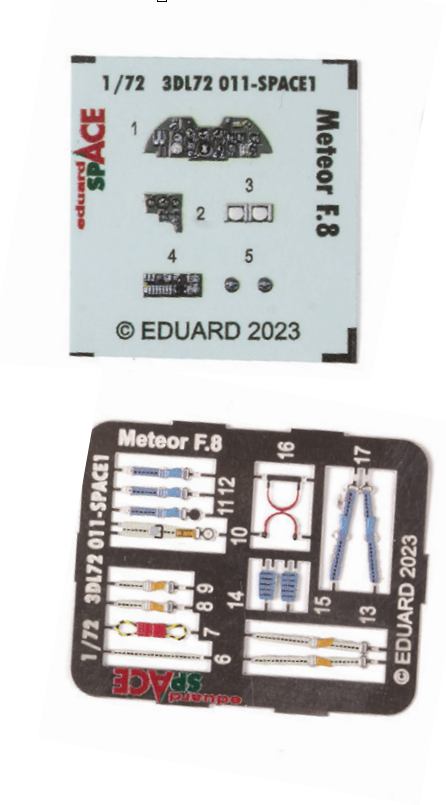
[Product page](#)


3DL48106 F-16C Block 42 from 2006 SPACE 1/48 Kinetic

[Product page](#)


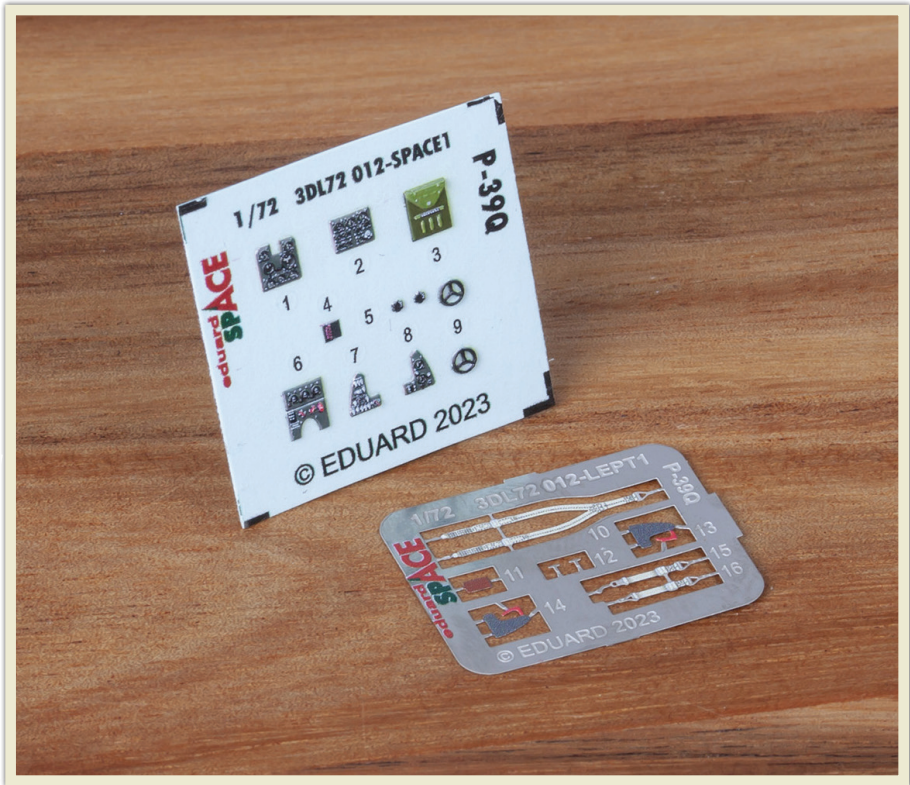
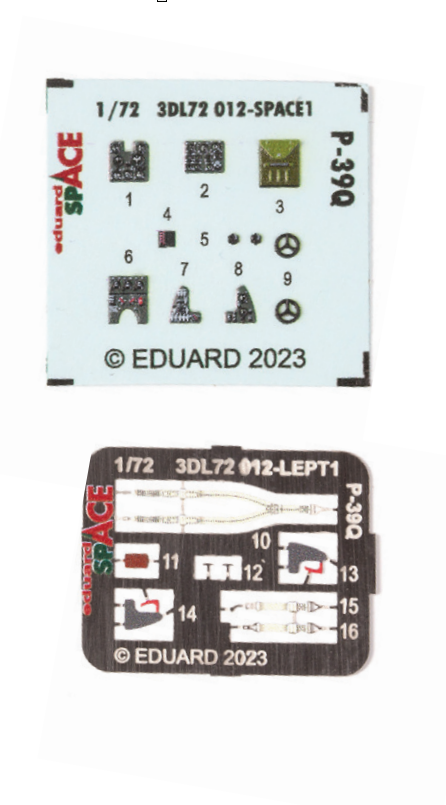
3DL72011 **Meteor F.8 SPACE** 1/72 Airfix

[Product page](#)



3DL72012 **P-39Q SPACE** 1/72 Arma Hobby

[Product page](#)





Packed in hard envelope.



84154-ART



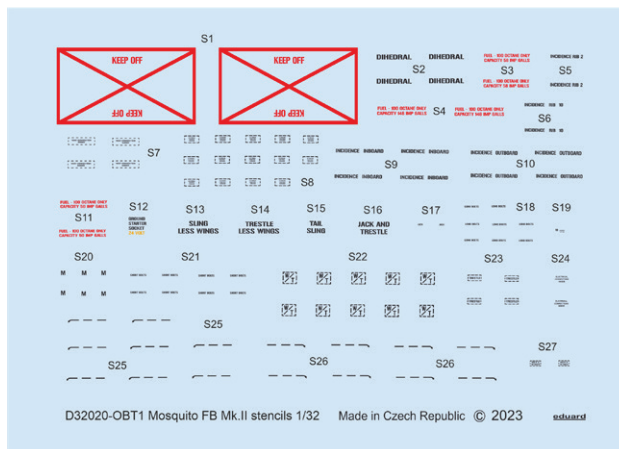
www.eduard.com only

D32020

Mosquito FB Mk.II stencils

1/32 Tamiya

[Product page](#)

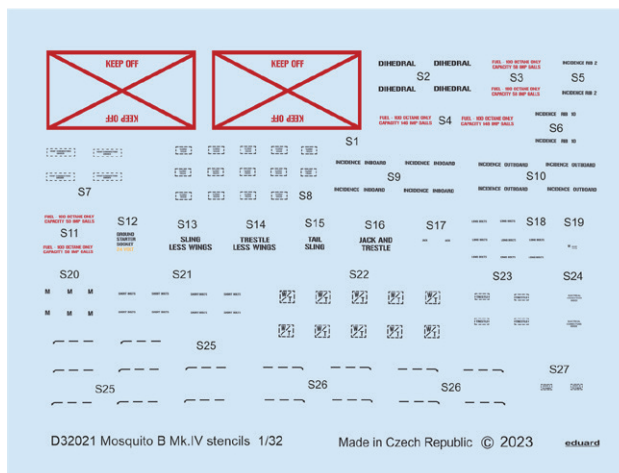


D32021

Mosquito B Mk.IV stencils

1/32 HKM

[Product page](#)

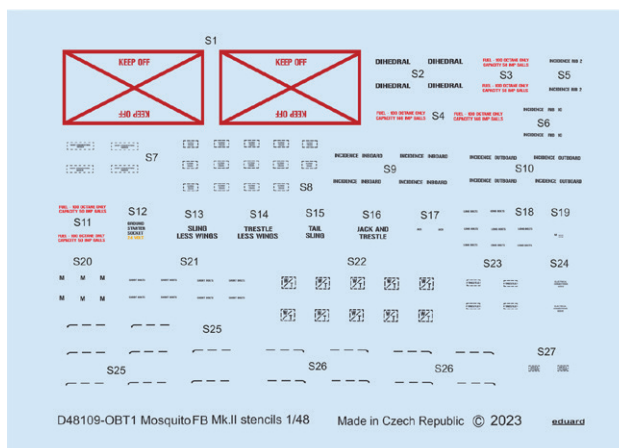


D48109

Mosquito FB Mk.II stencils

1/48 Tamiya

[Product page](#)



A34 Comet

1/35 Tamiya

36495



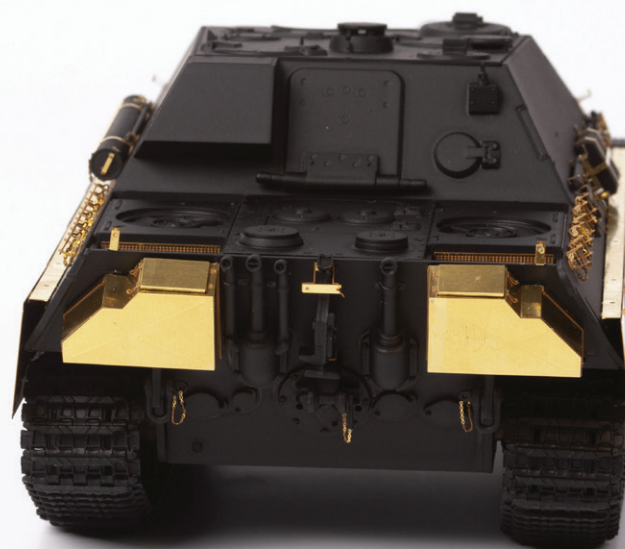
Jagdpanther Ausf. G1

1/35 Academy

36496



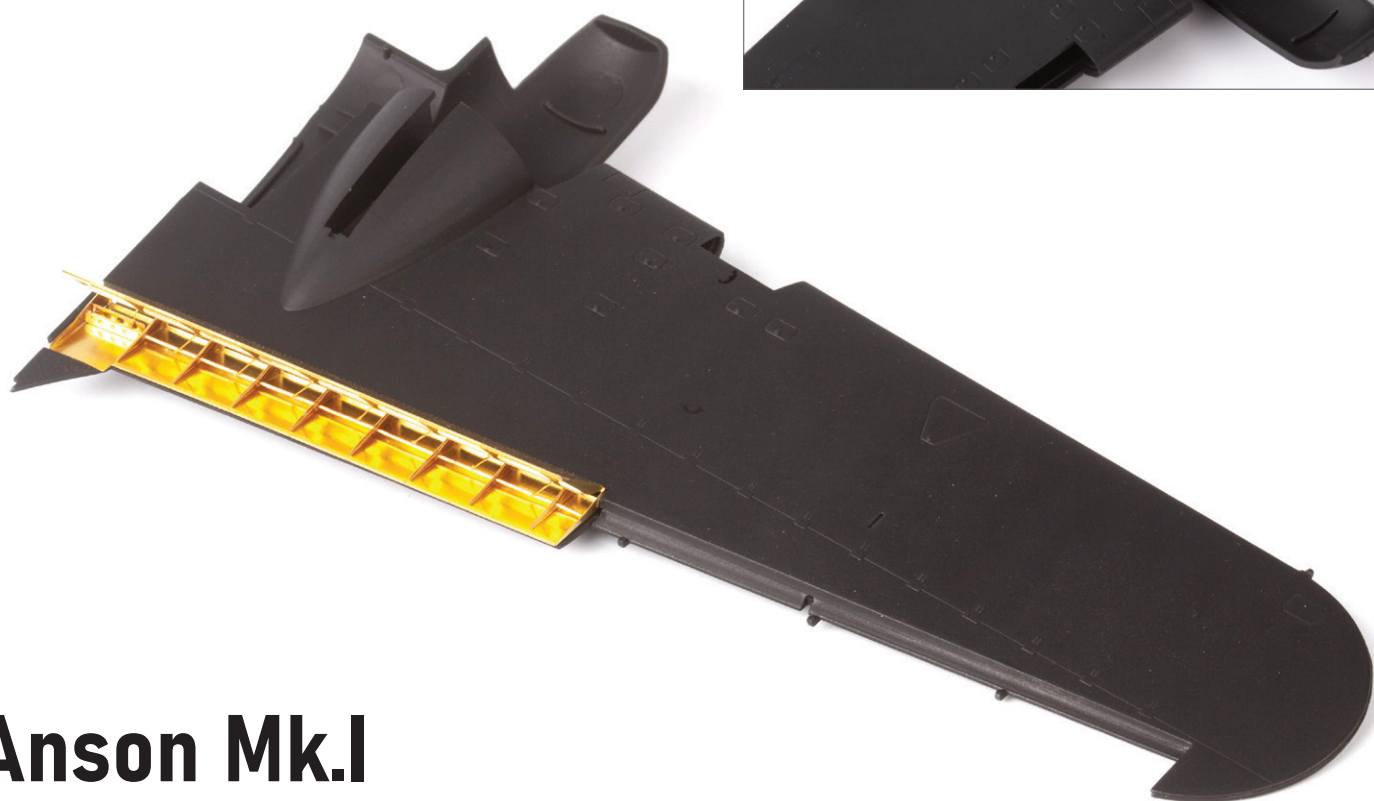
Jagdpanther Ausf. G1
schurzen 36497



Anson Mk.I landing flaps

1/48 Airfix

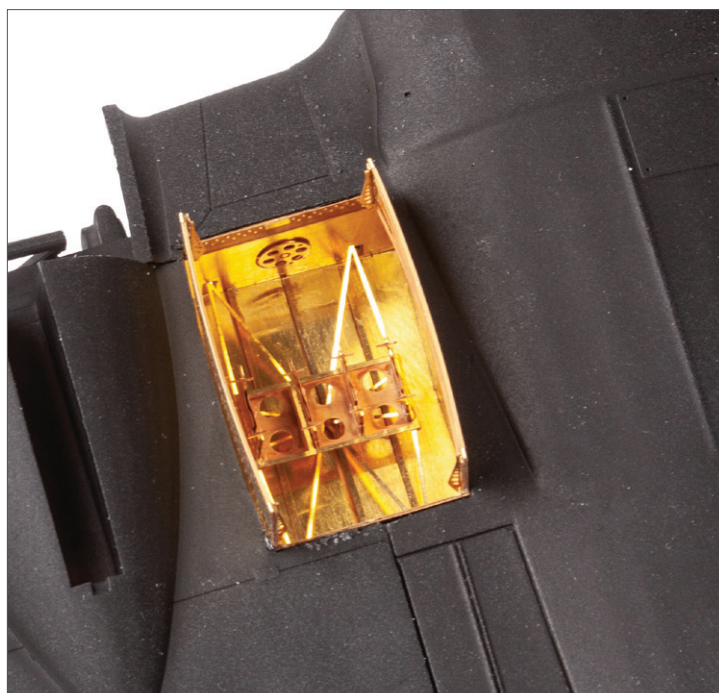
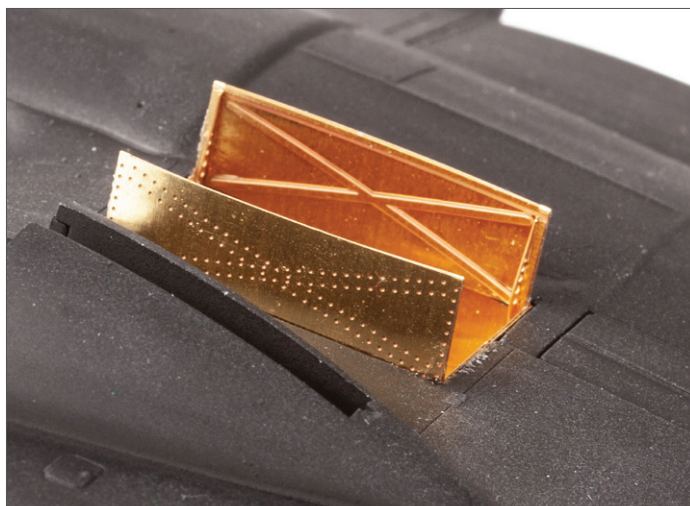
481099



Anson Mk.I bomb bays

1/48 Airfix

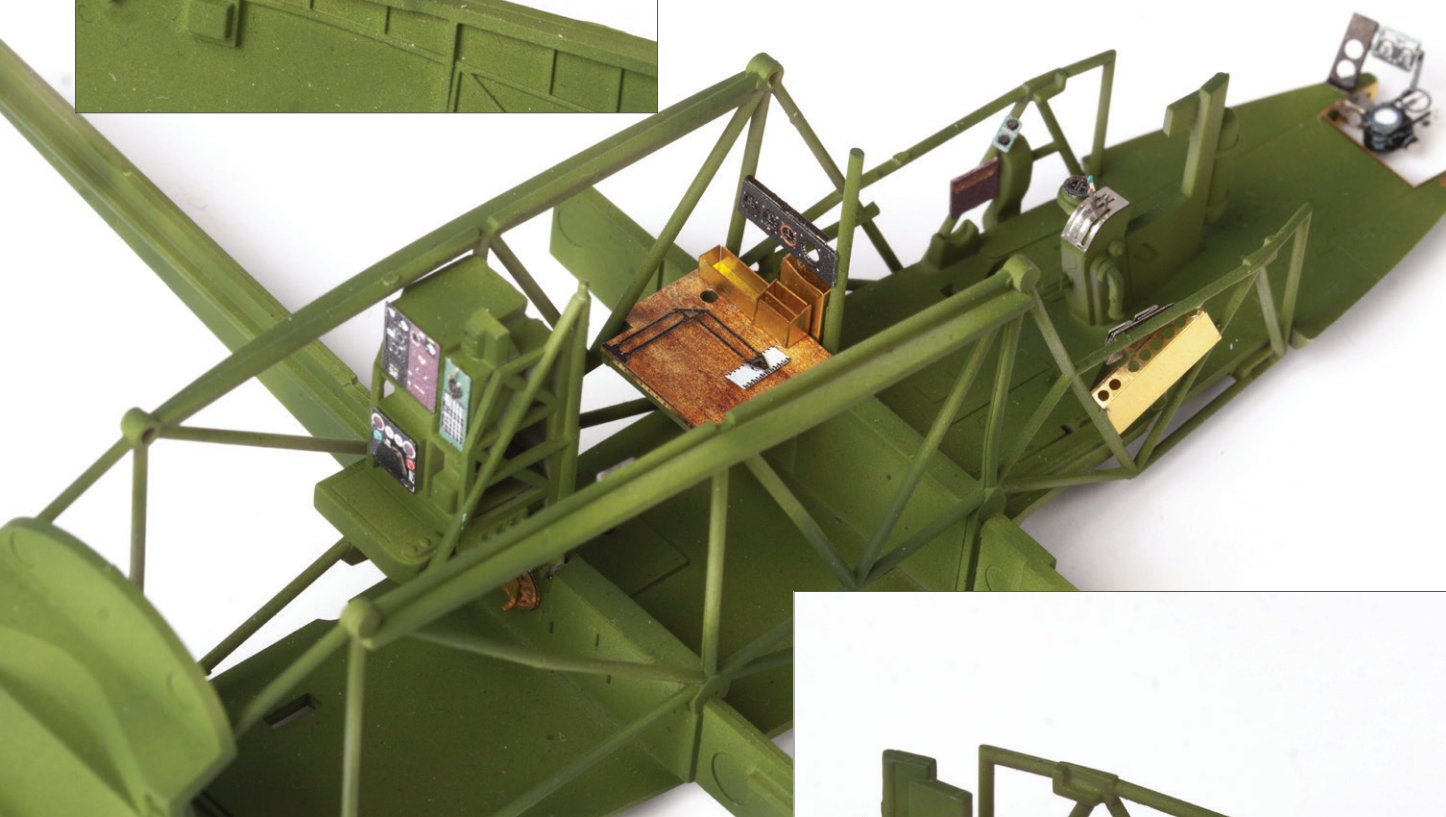
481100



Anson Mk.I

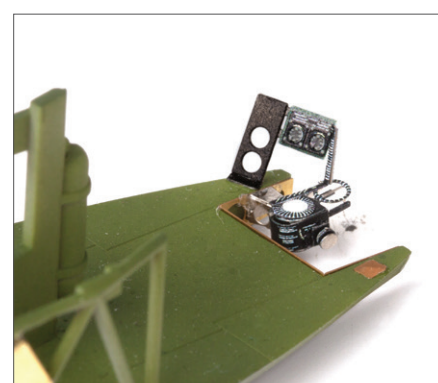
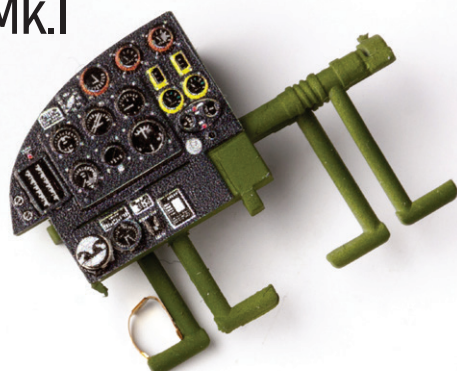
1/48 Airfix

491326



Anson Mk.I

FE1326



seatbelts STEEL

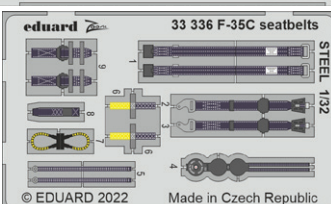
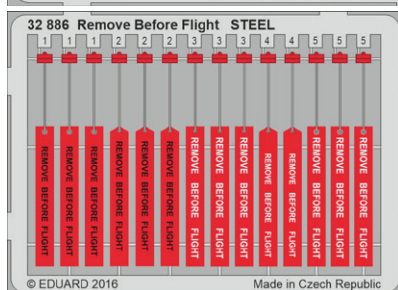
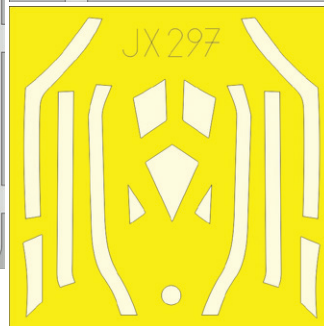
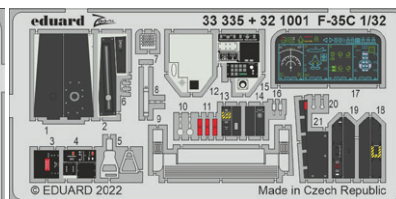
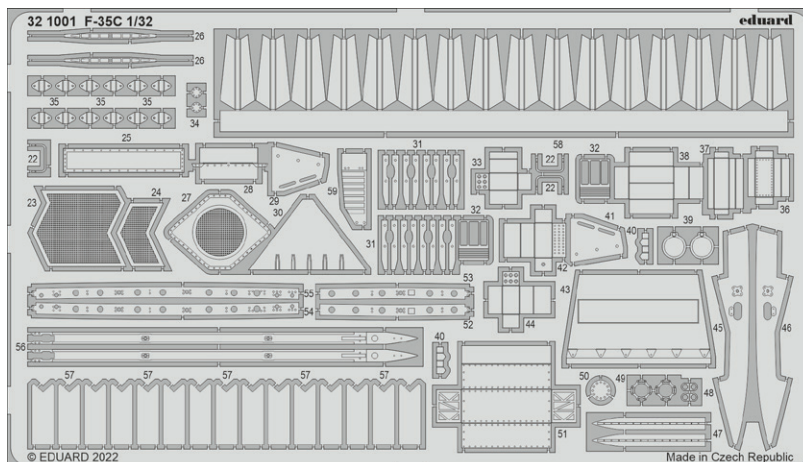
FE1327



BIG33147 **F-35C** 1/32 Trumpeter

[Product page](#)

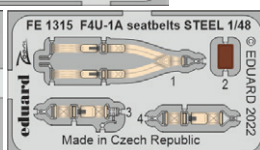
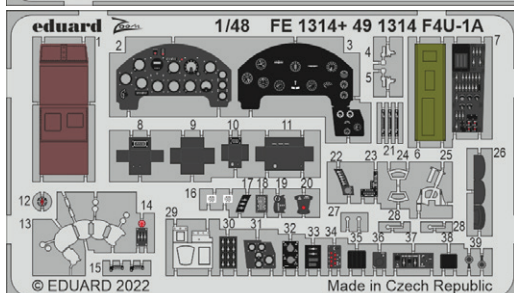
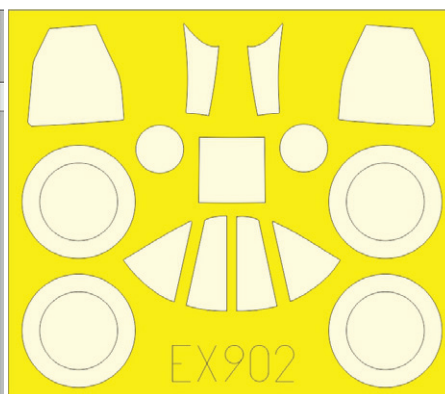
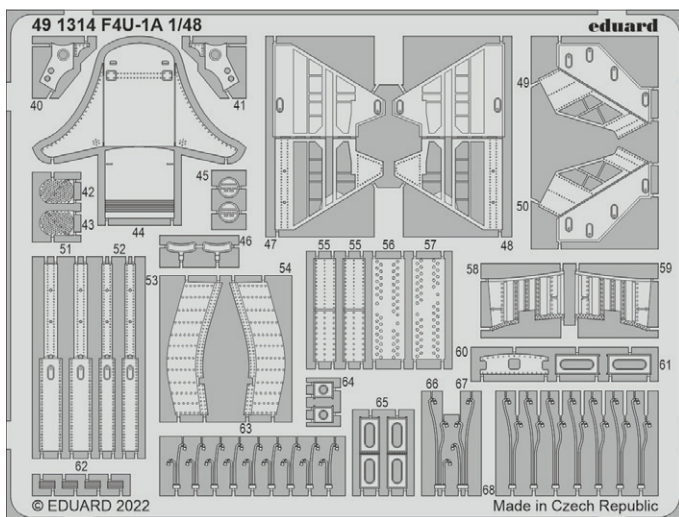
32886 Remove Before Flight STEEL
321001 F-35C
33336 F-35C seatbelts STEEL
JX297 F-35C



BIG49356 **F4U-1A** 1/48 Hobby Boss

[Product page](#)

491314 F4U-1A
FE1315 F4U-1A seatbelts STEEL
EX902 F4U-1A

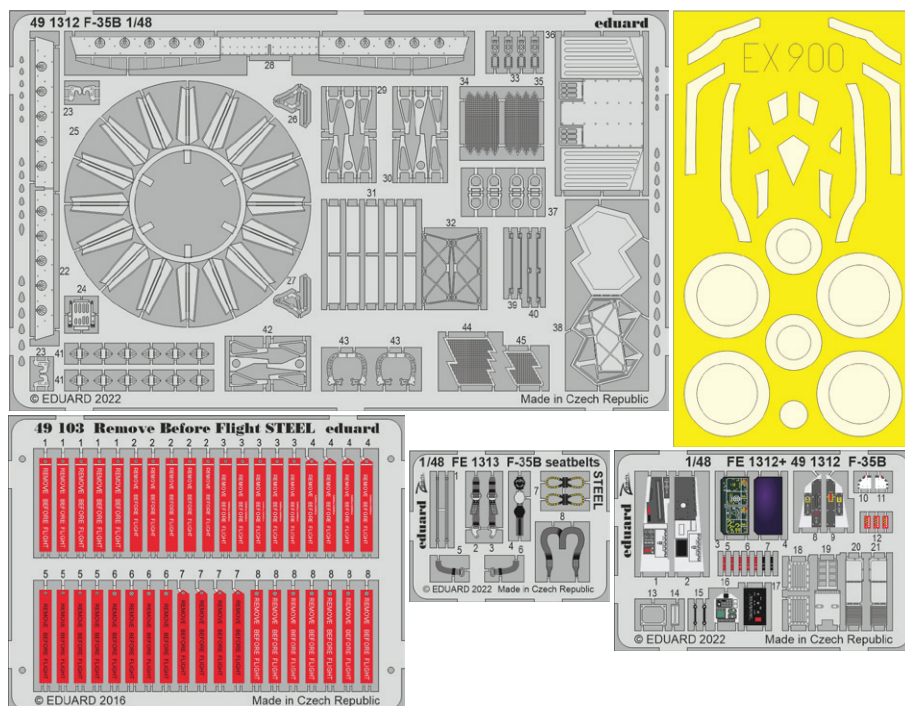


All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG49357 **F-35B** 1/48 Italeri

[Product page](#)

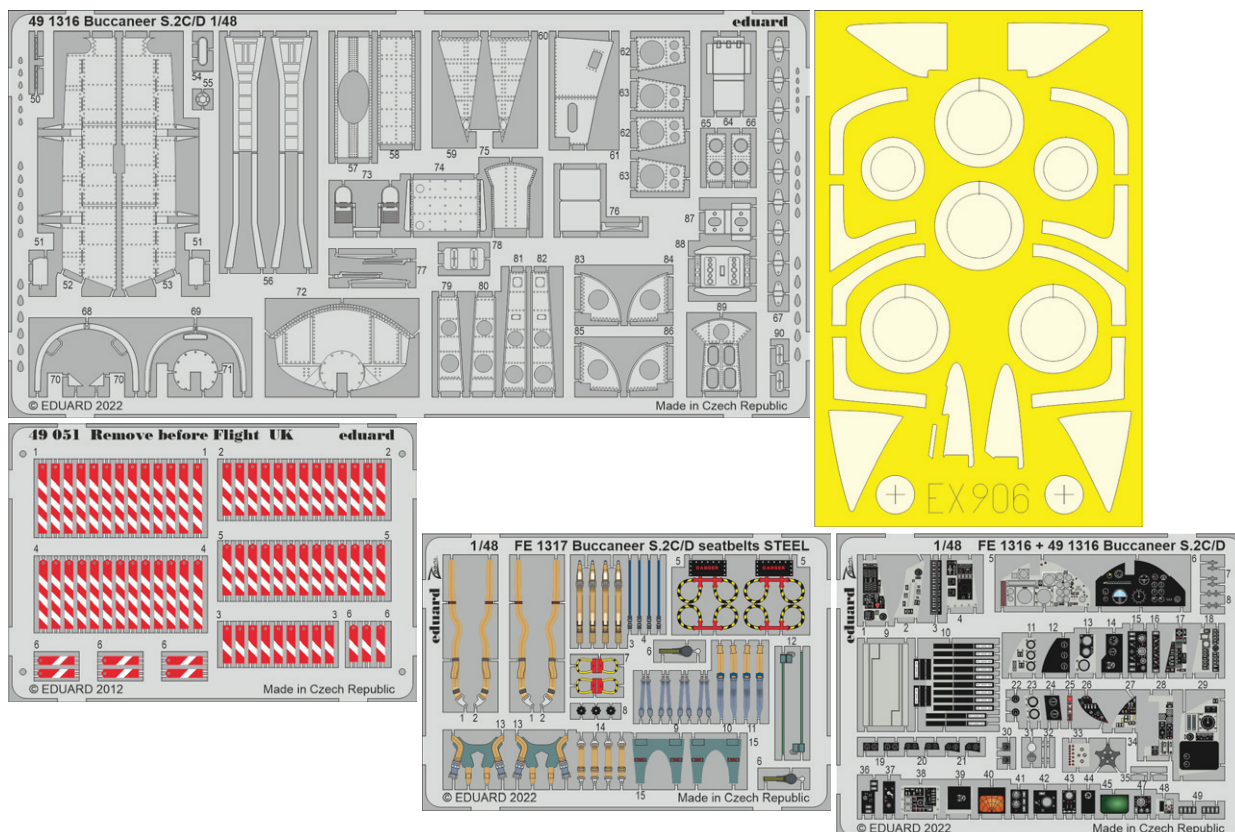
- 49103 Remove Before Flight STEEL
49132 F-35B
FE1313 F-35B seatbelts STEEL
EX900 F-35B



BIG49358 **Buccaneer S.2C/D** 1/48 Airfix

[Product page](#)

- 49051 Remove before flight UK
491316 Buccaneer S.2C/D
FE1317 Buccaneer S.2C/D seatbelts STEEL
EX906 Buccaneer S.2C/D



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

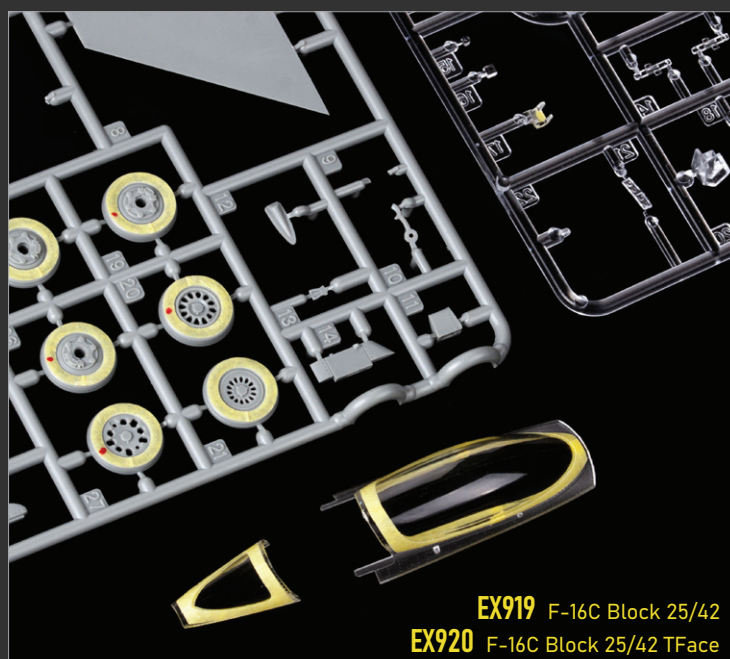
EX924 F-35A RAM coating late
1/48 Tamiya

CX642 Fw 190A-8/R2
1/72 Eduard

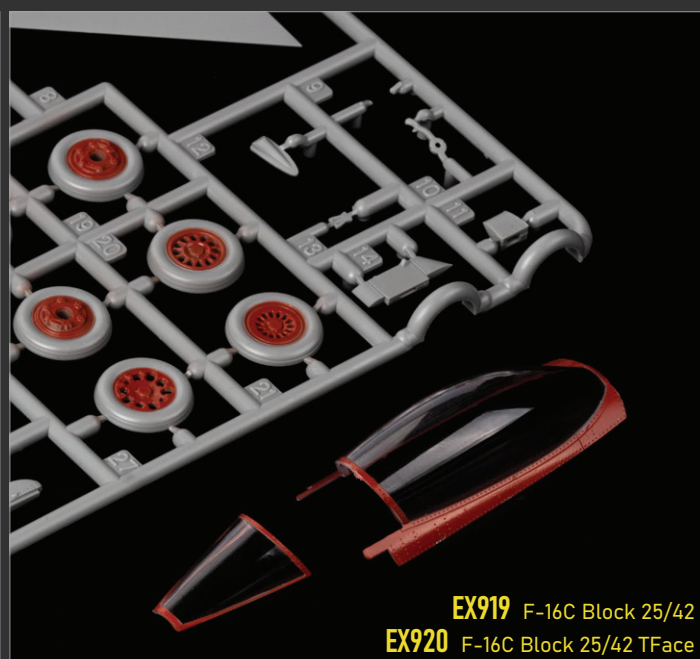
EX920 F-16C Block 25/42 TFace



EX920 F-16C Block 25/42 TFace



EX919 F-16C Block 25/42
EX920 F-16C Block 25/42 TFace



EX919 F-16C Block 25/42
EX920 F-16C Block 25/42 TFace



EX921 F-35A
EX922 F-35A TFace



EX921 F-35A
EX922 F-35A TFace



KITS

82214	A6M3 Zero Type 22	1/48 ProfiPACK
11163	HIND E	1/48 Limited
84154	Spitfire Mk.VIII	1/48 Weekend edition
7467	Fw 190A-8/R2	1/72 Weekend edition
8136	Fokker D.VII (OAW)	1/48 ProfiPACK
8203	Bf 110E Reedice	1/48 ProfiPACK

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

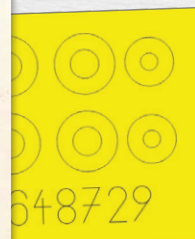
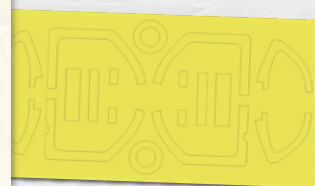
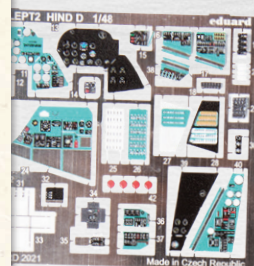
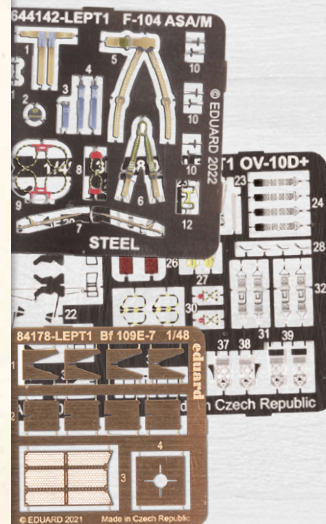
BIG ED SETS

BIG33147	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

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

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

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

BIG SIN

SIN64899	P-38J ESSENTIAL	1/48 Tamiya
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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

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BRASSINeduard
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Print

LööK

LööKt

BIG
SINeduard
SPACE

BUILT

ProfiPACK
edition

Fokker D.VII (OAW)

built by **Martin Jirkal**

Cat. No. 8136

marking A

Product page

1/48



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

Jasta 4 received the new Fokkers D.VII on June 13, 1918. All these were license-built OAW aircraft. Immediately, a new unit marking, consisting of black-painted noses, wheel covers and struts, was introduced. This marking was certainly inspired by the black fuselages of Jasta 37. Udet was named the acting commander of Jagdgeschwader "Von Richthofen" on June 18, and although he only held this position for one day, it was probably enough to mark his plane in a more recognizable

style. The fuselage was supposedly fully painted red, possibly as a reference to Udet's previous service with Jasta 11. The wings were striped in red and white. The number of stripes is usually thought to be higher than we portray here, but the famous photo of this plane is heavily retouched. Close inspection reveals that only the stripe going through the right-wing cross is original. By comparison with another photo, shown in a TV documentary, we have our interpretation of the upper

wing stripes layout. The aircraft did not survive long, as it was lost on June 29. At 7:40 a.m. over the village of Cutry Udet attacked a French Breguet, but the observer returned fire and managed to rip the steering lines of Udet's Fokker with his fire and Udet had to bail out from the uncontrollable aircraft. The nose and wheel covers may have retained the black Jasta 4 unit colour or they were painted red as well. Available photos leave the possibility of both these options.



SE.5a

1/48 Dual Combo



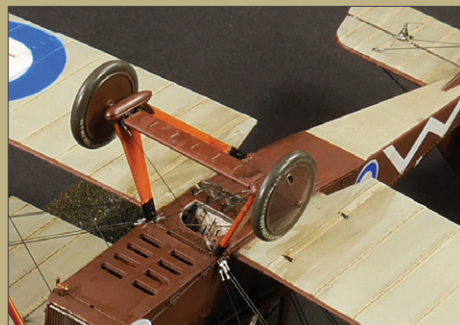
Built by **Frank Barkhofen**

Cat. No. R0015

Marking is masked and painted.

Accessories used:

- 648299 SE.5a guns (Brassin)
- 648318 propeller four-blade (hub only) (Brassin)
- 648319 SE.5a radiator - Hispano Suiza for 4blade prop (Brassin)
- 648333 SE.5a wheels (Brassin)



F-104G

HASEGAWA 1/48

Accessories used:

- | | |
|--------|---|
| 648174 | F-104 exhaust nozzle early (Brassin) |
| 648181 | F-104 undercarriage wheels late (Brassin) |
| 648525 | F-104 C2 ejection seat (Brassin) |

Built by **Angelo Lodetti**

1/48

A6M2 Zero Type 21



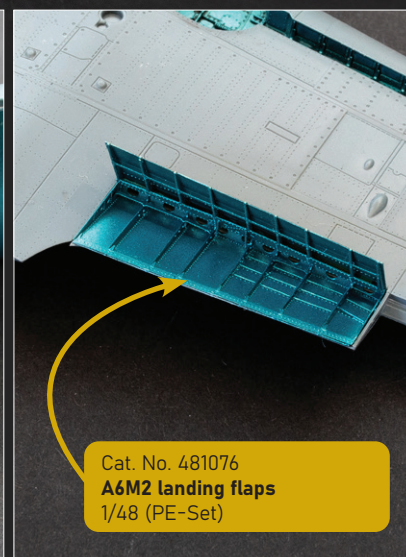
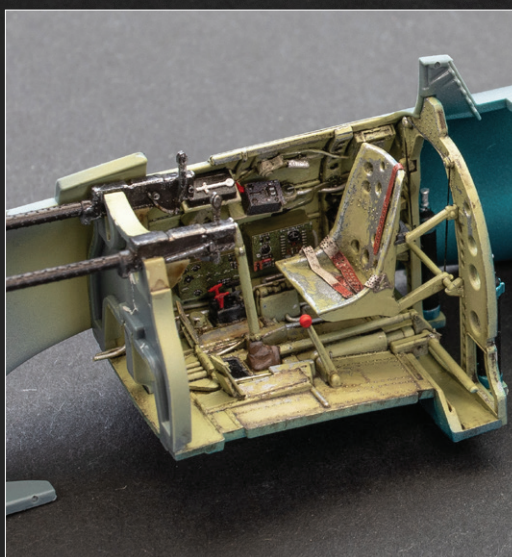
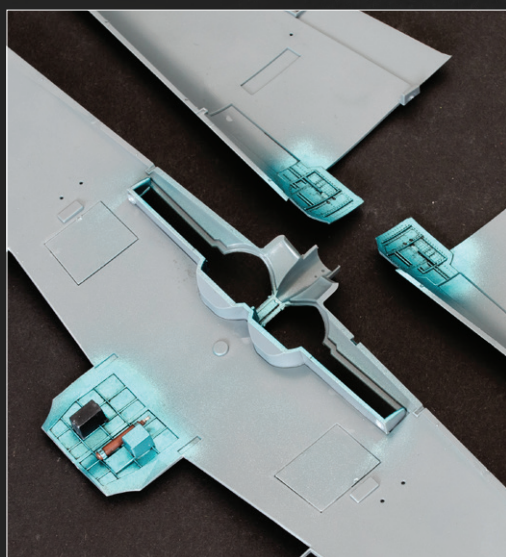
Accessories used:

481076 A6M2 landing flaps (PE-Set)

Built by Ignat Pomazkov

Cat. No. 82212

marking D

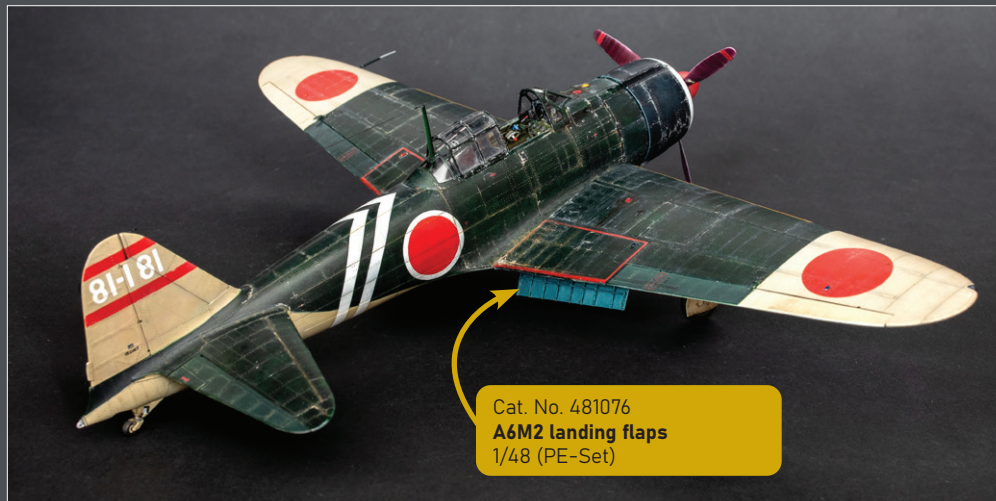
Cat. No. 481076
A6M2 landing flaps
1/48 (PE-Set)

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, manufactured 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 iden-

tification 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.

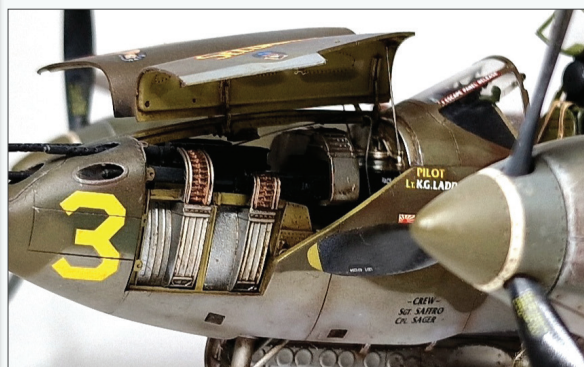

[Product page](#)

Built by **Paolo Portuesi**

P-38F 1/48 TAMIYA

Accessories used:

648515	P-38F/G wheels (Brassin)
648519	P-38F/G superchargers (Brassin)
648521	P-38F/G undercarriage legs BRONZE (Brassin)
648533	P-38F/G nose gun bay (Brassin)
648544	P-38F cockpit (Brassin)
EX667	P-38F/G TFace (Mask)



KPM Jihlava
si Vás dovoluje pozvat na modelářskou soutěž



POZOR
ZMĚNA MÍSTA KONÁNÍ

18. 03. 2023 · 10 - 15:00 HODIN
DKO JIHLAVA · TOLSTÉHO 2, JIHLAVA

- 29 soutěžních kategorií
- 19 speciálních cen
- Modelářský workshop
- Historické přednášky
- prodej modelů a modelářských potřeb
- více než 500 modelů

WWW.KPMJIHLAVA.ESTRANKY.CZ



eduard



**special
HOBBY**



BIG ED (March)

BIG33148	Bf 109G-2/4 1/32 Revell
BIG33149	Yak-9K 1/32 ICM
BIG49359	Mi-4 1/48 Trumpeter
BIG49360	Beaufort Mk.I PART I 1/48 ICM

BRASSIN (March)

644201	Mi-24V black (Mi-35) LööK 1/48 Eduard/Zvezda
644202	Anson Mk.I LööK 1/48 Airfix
644203	F-35A LööK 1/48 Tamiya
635023	WWII German NOTEK headlights PRINT 1/35
635025	WWII German shovels PRINT 1/35
648828	F4F-4 engine PRINT 1/48 Eduard
648829	F4F-4 wheel bay PRINT 1/48 Eduard
648835	Anson Mk.I wheels 1/48 Airfix
648836	ACES II ejection seat lower handles PRINT 1/48
648837	F-16 ejection seat PRINT 1/48 Kinetic
648838	Mi-24V cockpit black (Mi-35) PRINT & SPACE 1/48 Eduard/Zvezda
648839	F-35A wheels 1/48 Tamiya
648840	Beaufort Mk.I guns PRINT 1/48 ICM
648841	Anson Mk.I radiators PRINT 1/48 Airfix
672308	P-39Q 500lb bomb PRINT 1/72 Arma Hobby
672309	P-39Q 75gal drop tank PRINT 1/72 Arma Hobby

LööKPlus (March)

634031	Bf 109G-2 LööKplus 1/32 Revell
644197	Z-326 LööKplus 1/48 Eduard
644199	Buccaneer S.2C/D LööKplus 1/48 Airfix
644200	Beaufort Mk.I LööKplus 1/48 ICM

BIGSIN (March)

SIN648100	F-35A armament 1/48 Tamiya
SIN648101	Fw 190A-8 ESSENTIAL 1/48 Eduard

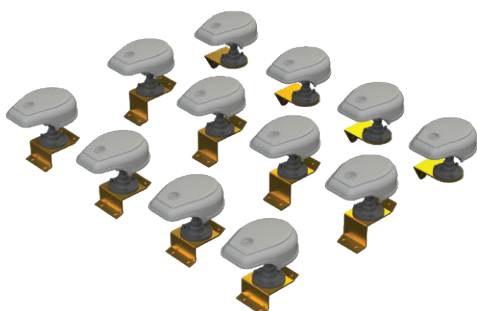
635023

WWII German NOTEK headlights PRINT 1/35

Brassin set - NOTEK headlights for German WWII AFV in 1/35 scale. The set consists of 12 pcs of NOTEK headlights. Made by direct 3D printing.

Set contains:

- 3D print: 12 parts
- decals: no
- photo-etched details: yes
- painting mask: no



eduard
BRASSIN
Print

644201

Mi-24V black (Mi-35) LööK

1/48 Zvezda

LööK

LööK set - Brassin pre-painted dashboards and STEEL seatbelts for Mi-24V w/ black-painted interior (Mi-35) in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard / Zvezda

Set contains:

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



644202

Anson Mk.I LööK

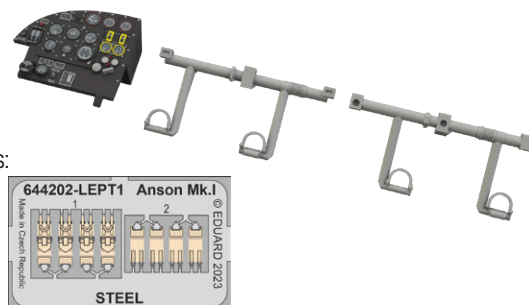
1/48 Airfix

LööK

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

Set contains:

- resin: 1 part
- 3D print: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



648203

F-35A LööK

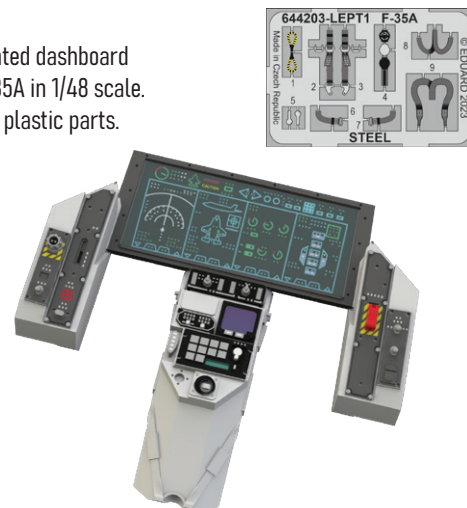
1/48 Tamiya

LööK

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-35A in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



WWII German shovels PRINT

eduard
BRASSIN
Print

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

F4F-4 engine PRINT

eduard
BRASSIN
Print

The image displays a 3D CAD model of a 105mm anti-aircraft gun, identified as the Eduard Brassin 1/48 scale kit. The main assembly is shown in a semi-transparent view, revealing the internal gun mechanism, including the breech, recoil system, and the barrel with its rifling. The barrel is mounted on a circular base with several curved armor plates. To the left, a separate section of the barrel is shown, highlighting its length and the mounting bracket. Below the main assembly, four individual curved armor plates are shown, which are likely intended to be attached to the gun's base. The text 'Eduard BRASSIN' is visible in the top right corner, with 'Print' written in red below it.

- 3D print: 35 parts
- decals: no
- photo-etched details: yes
- painting mask: no

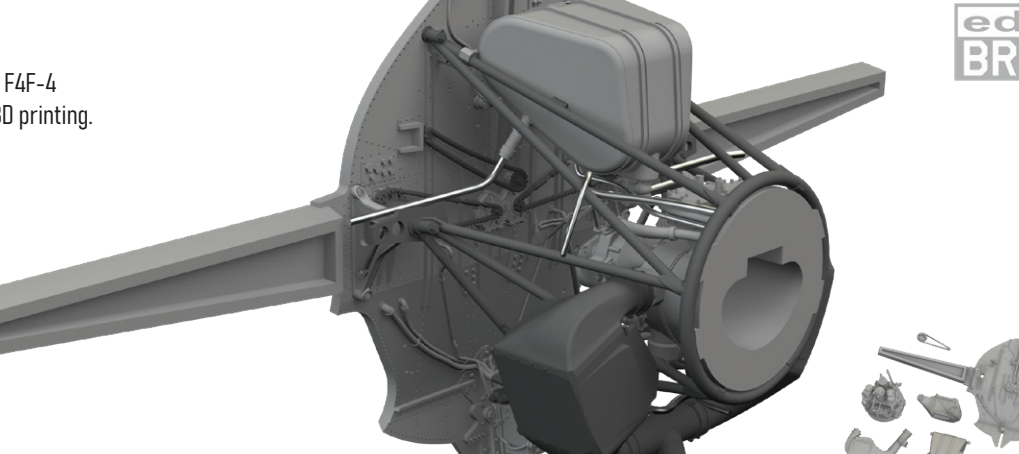
F4F-4 wheel bay PRINT

eduard
BRASSIN
Print

Wheel bay PRINT

made by direct 3D printing.

Kit: Eduard



eduard
BRASSIN
Print

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

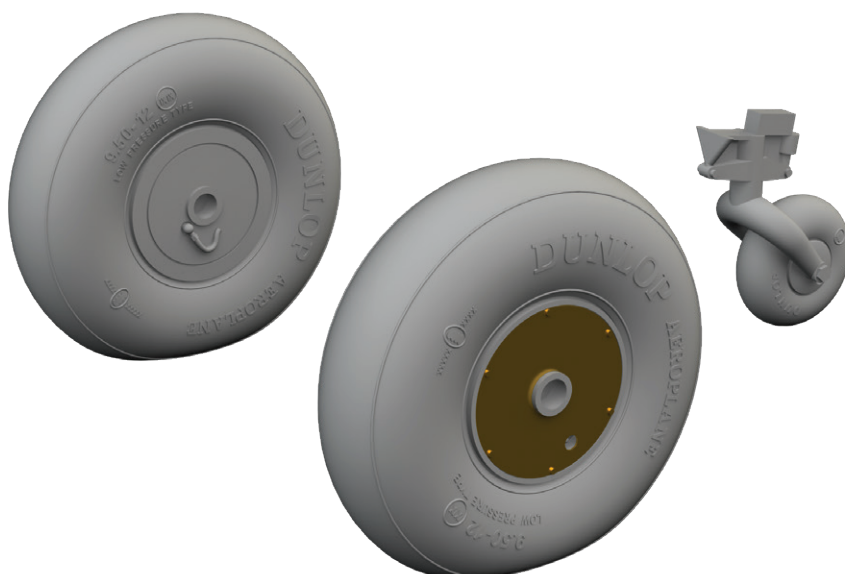
648835

Anson Mk.I wheels**1/48 Airfix**

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

Set contains:

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



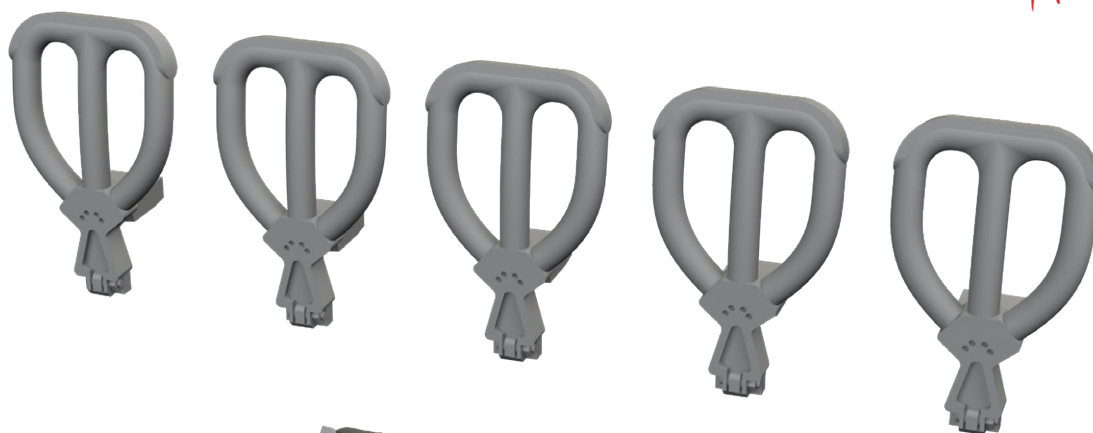
648836

ACES II ejection seat lower handles PRINT**1/48 ICM**

Brassin set - pre-painted lower handles for ACES II 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



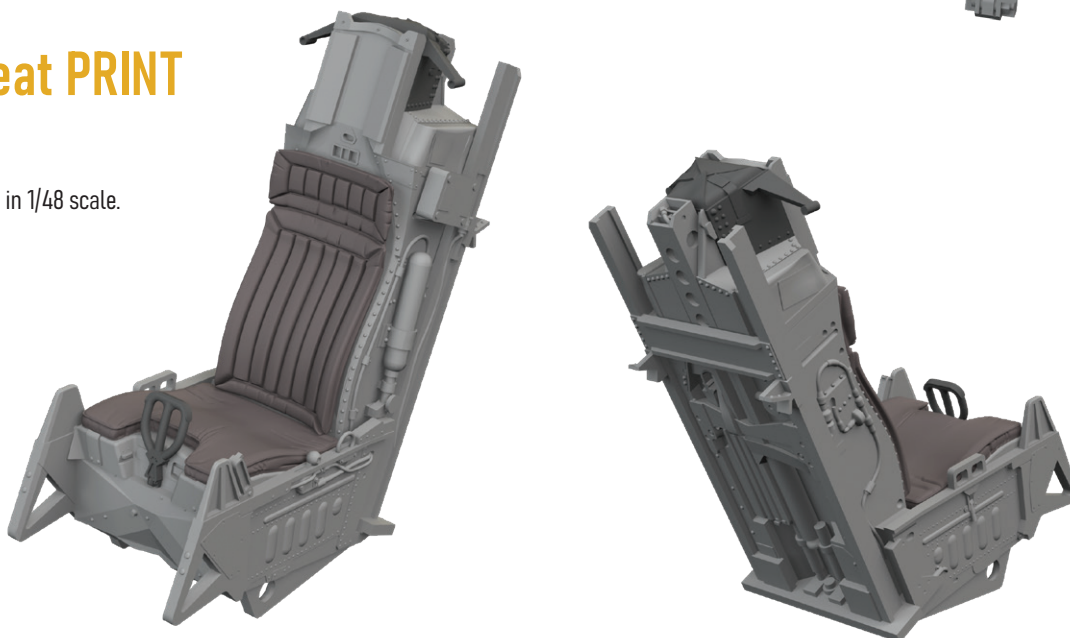
648837

F-16 ejection seat PRINT**1/48 Kinetic**

Brassin set - ejection seat for F-16 in 1/48 scale. Made by direct 3D printing. Recommended kit: Kinetic

Set contains:

- 3D print: 5 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



648838

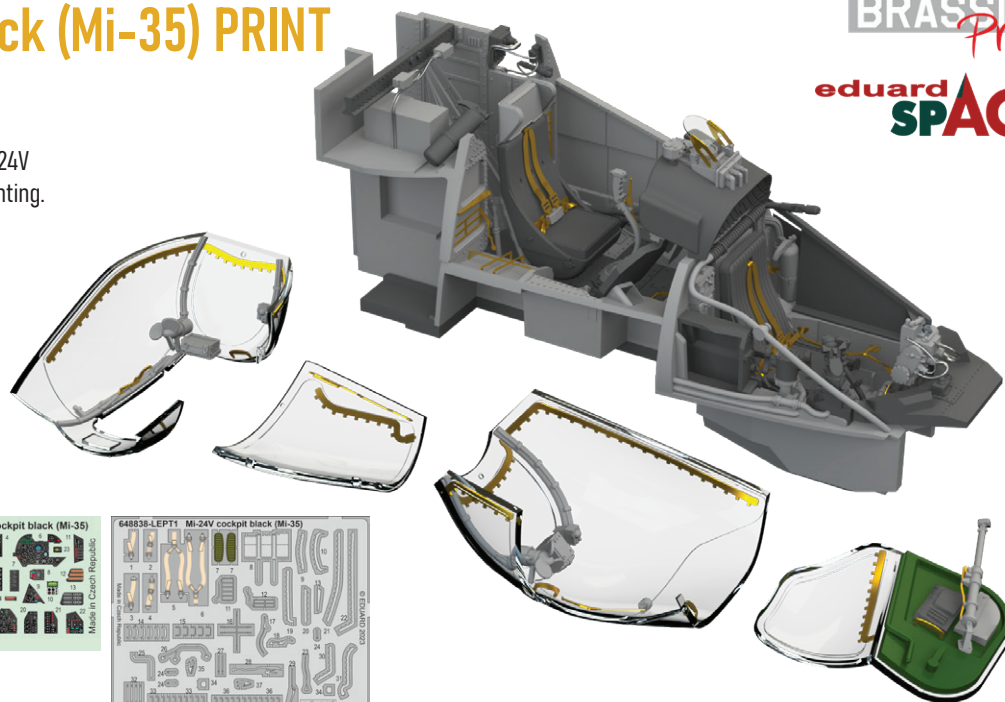
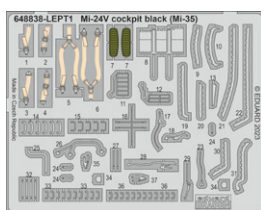
Mi-24V cockpit black (Mi-35) PRINT

1/48 Eduard/Zvezda

Brassin set - black-painted cockpit for Mi-24V (Mi-35) in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard / Zvezda

Set contains:

- 3D print: 10 parts
- resin: 46 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no
- SPACE 3D decals: yes



eduard
BRASSIN
Print
eduard
SPACE

648839

F-35A wheels

1/48 Tamiya

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

Set contains:

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



648840

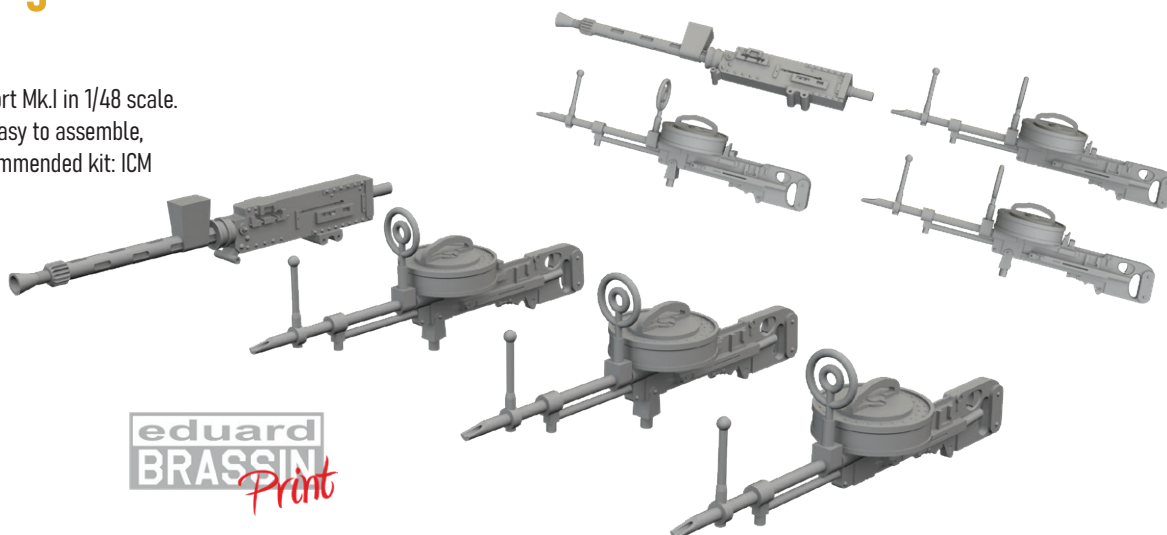
Beaufort Mk.I guns PRINT

1/48 ICM

Brassin set - guns for Beaufort Mk.I in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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



eduard
BRASSIN
Print

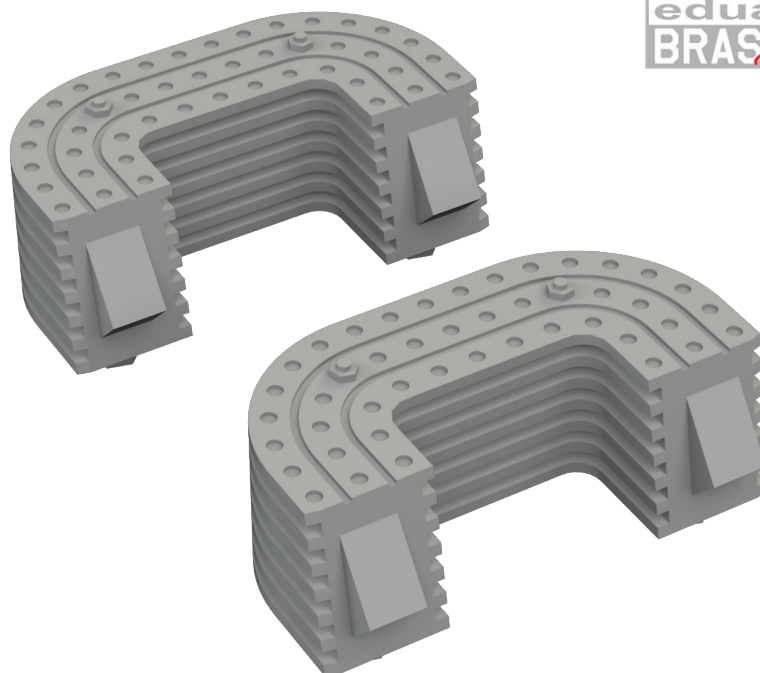
648841

Anson Mk.I radiators PRINT**1/48 Airfix**

Brassin set - radiators for Anson Mk.I in 1/48 scale. The set consists of two radiators. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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


eduard
BRASSIN
Print

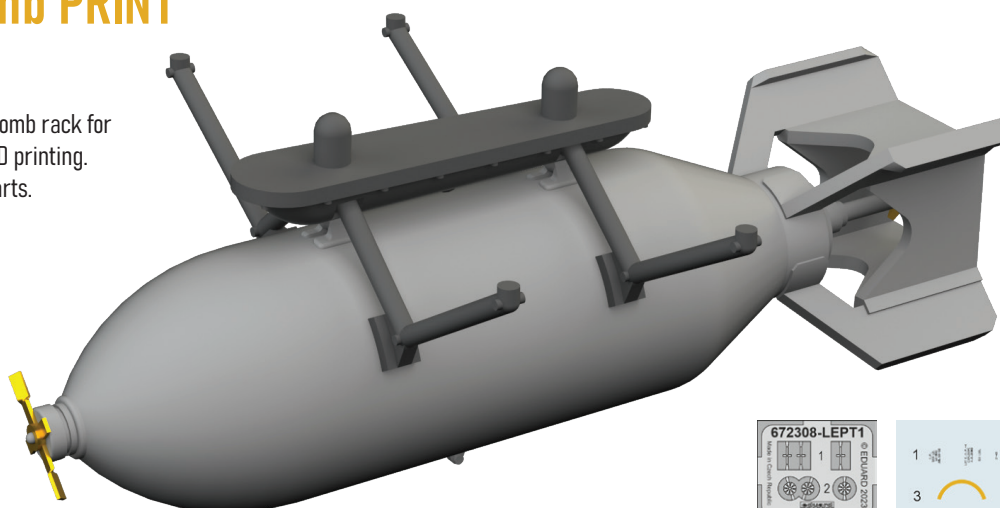
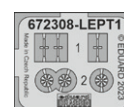
672308

P-39Q 500lb bomb PRINT**1/72 Arma Hobby**

Brassin set - the 500lb bomb and a bomb rack 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: yes
- photo-etched details: yes
- painting mask: no


eduard
BRASSIN
Print


672309

P-39Q 75gal drop tank PRINT**1/72 Arma Hobby**

Brassin set - 75gal drop tank and a rack 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: 3 parts
- decals: no
- photo-etched details: no
- painting mask: no



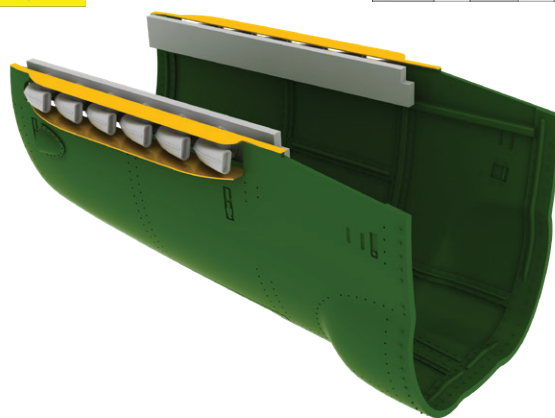
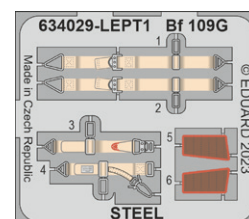
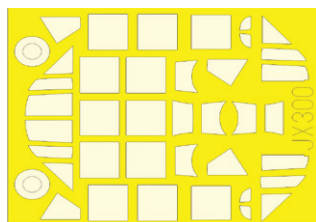
634031

Bf 109G-2 LööKplus*Löökt*

1/32 Revell

Collection of 4 sets for Bf 109G-2 in 1/32 scale.
Recommended kit: Revell

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



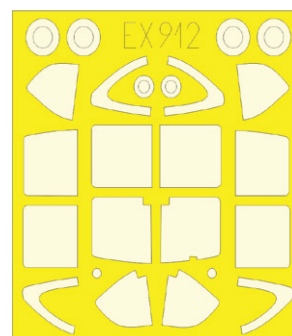
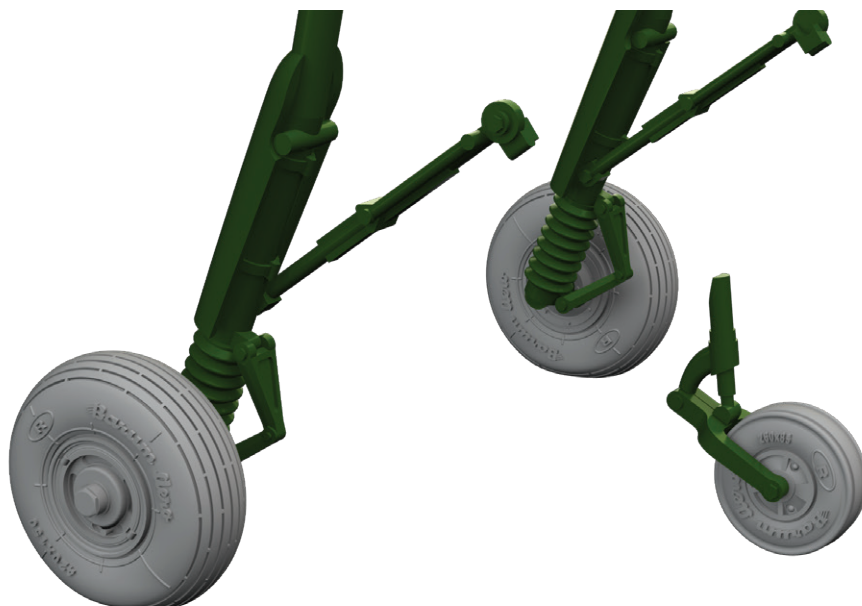
644197

Z-326 LööKplus*Löökt*

1/48 Eduard

Collection of 3 sets for Z-326 in 1/48 scale.
Recommended kit: eduard

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

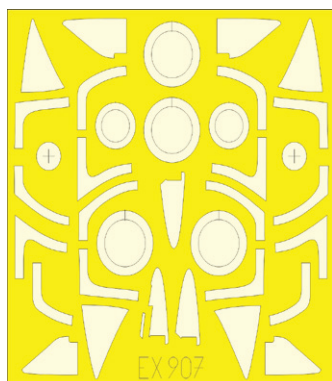
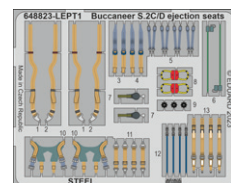
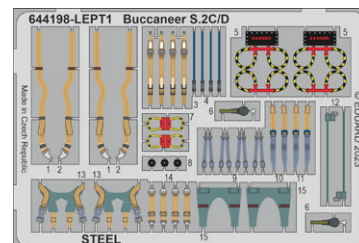
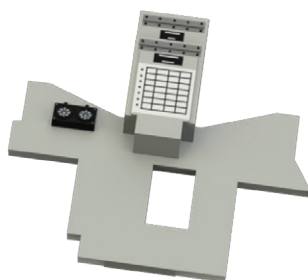


644199

Buccaneer S.2C/D LööKplus*Löökt***1/48 Airfix**

Collection of 4 sets for Buccaneer S.2C/D in 1/48 scale.
Recommended kit: Airfix

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



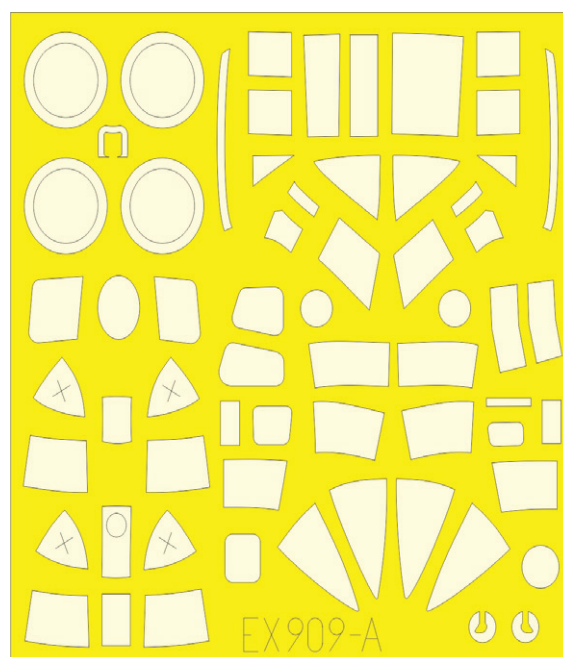
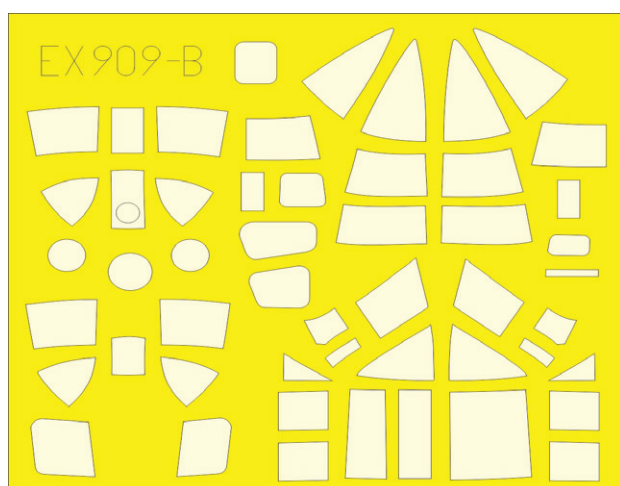
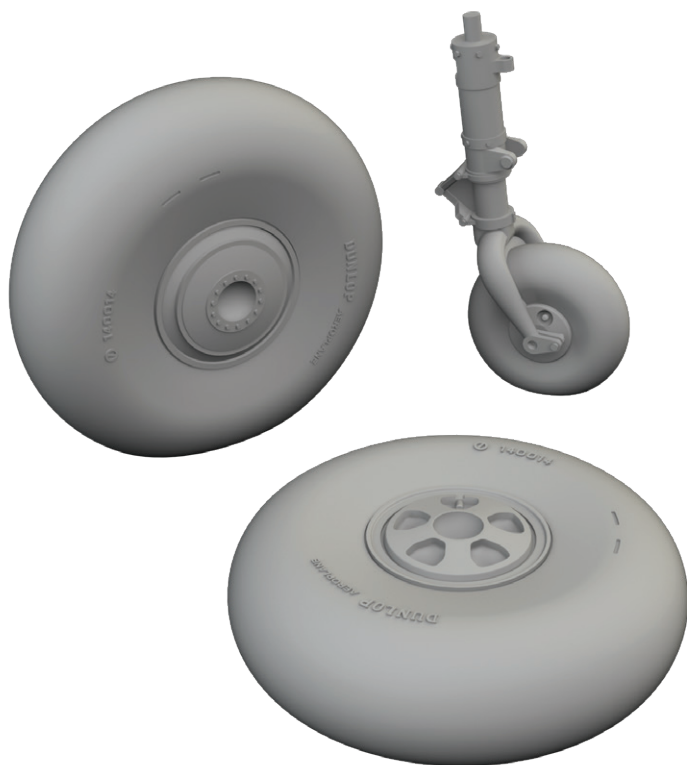
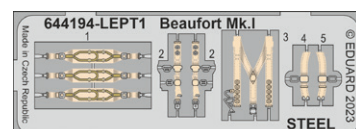
644200

Beaufort Mk.I LööKplus*LööK***1/48 ICM**

Collection of 3 sets for Beaufort Mk.I in 1/48 scale.

Recommended kit: ICM

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



SIN648100

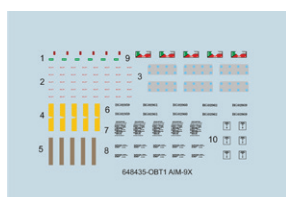
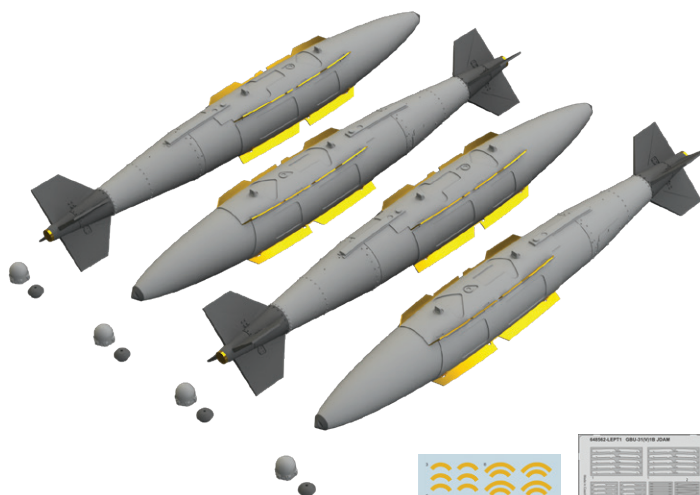
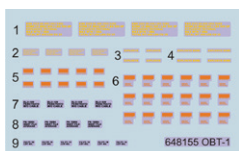
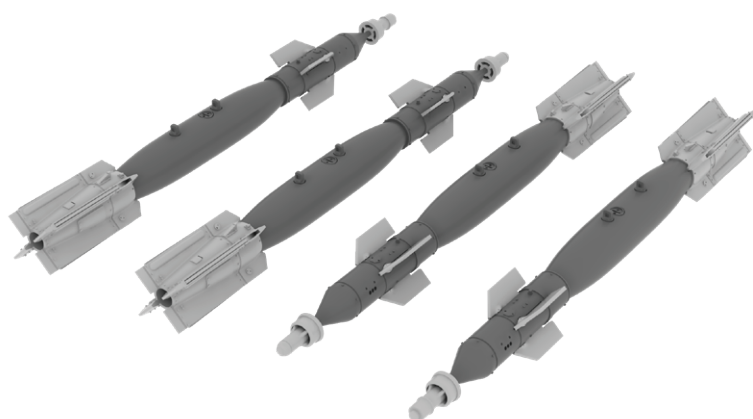
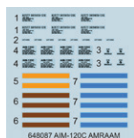
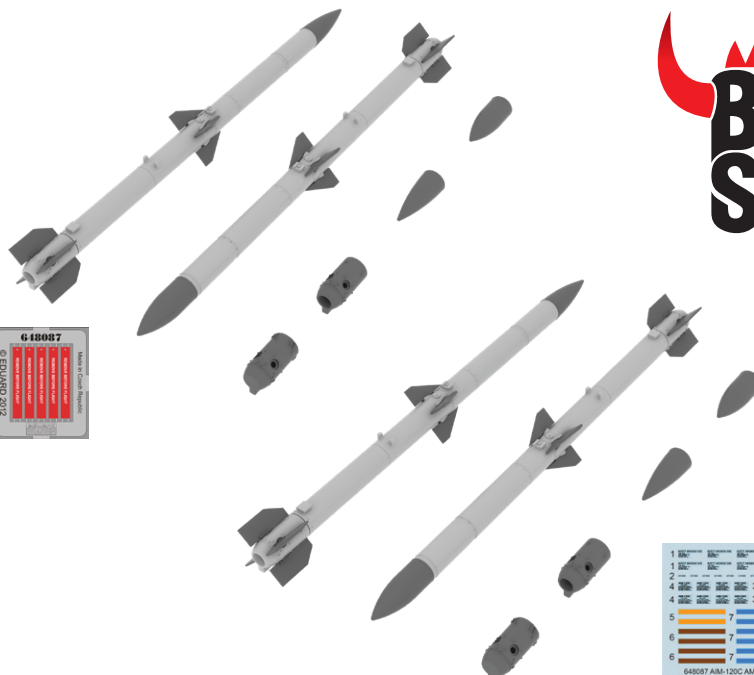
F-35A armament

1/48 Tamiya

Collection of 6 sets for F-35A in 1/48 scale.
Recommended kit: Tamiya

- AIM-120C AMRAAM (2 sets)
- AIM-9X
- AIM-132 ASRAAM
- GBU-12 bomb
- GBU-31(V)1/B JDAM

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



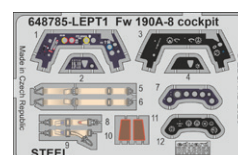
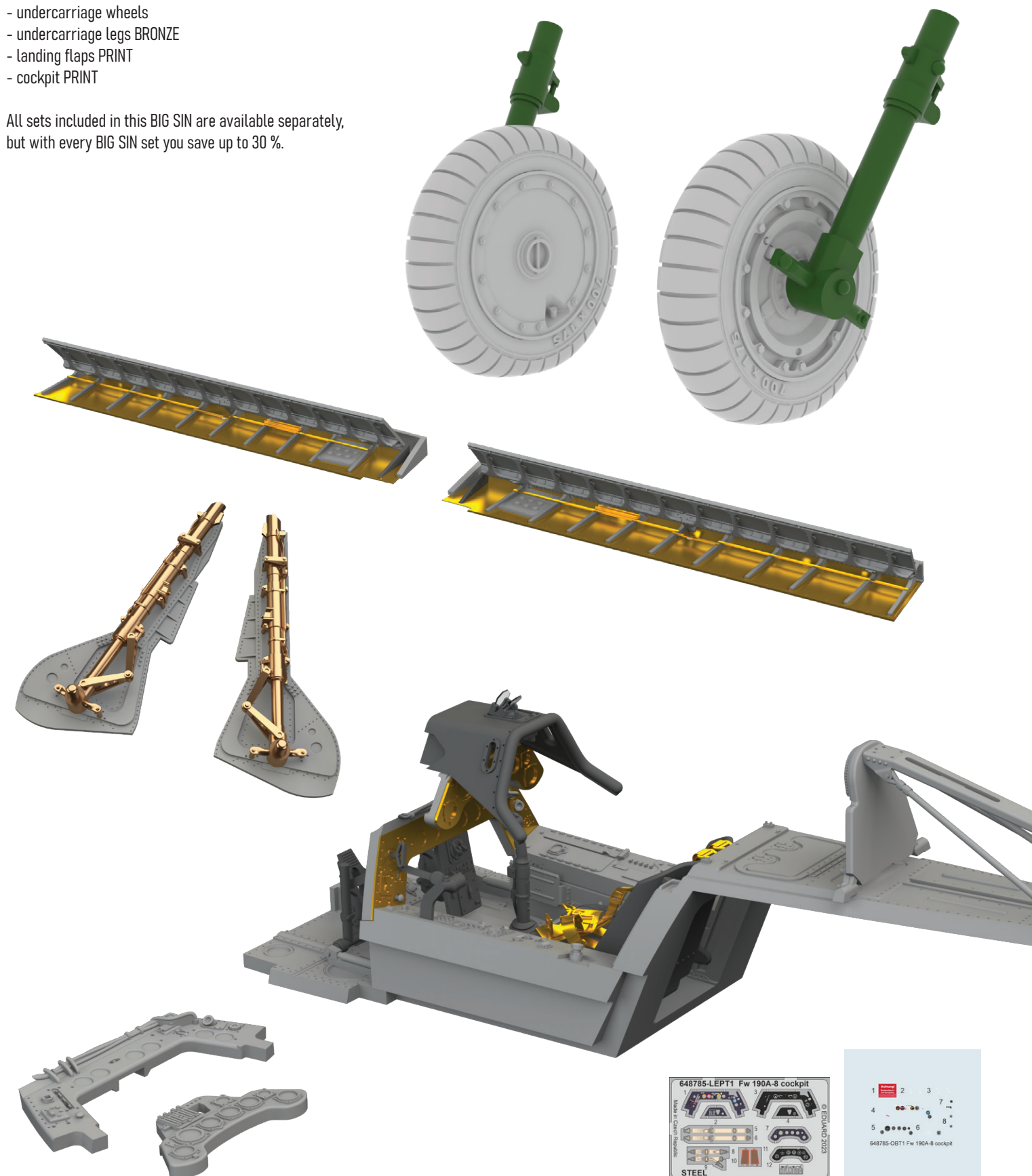
SIN648101

Fw 190A-8 ESSENTIAL**1/48 Eduard**

Collection of 4 sets for Fw 190A-8 in 1/48 scale.
Recommended kit: Eduard

- undercarriage wheels
- undercarriage legs BRONZE
- landing flaps PRINT
- cockpit PRINT

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



PE-SETS

53291	USS Alaska CB-1 part 3	1/350	Hobby Boss
23036	Spitfire Mk.IXc	1/24	Airfix
23037	Spitfire Mk.IXc	1/24	Airfix
32481	Hurricane Mk.IIb landing flaps	1/32	Revell
321006	Hurricane Mk.IIb	1/32	Revell
481101	B-25J bomb bay	1/48	HKM
481102	B-24D exterior	1/48	Revell
481103	MiG-21bis exterior	1/48	Eduard
491332	F-35A	1/48	Tamiya
491334	F-16A MLU	1/48	Kinetic
491336	B-25J glazed nose	1/48	HKM
491338	B-24D cockpit	1/48	Revell
491339	B-24D nose interior	1/48	Revell
72728	C-130J exterior	1/72	Zvezda
72729	Bf 110G-2	1/72	Eduard
73794	C-130J interior	1/72	Zvezda
73795	C-130J cargo floor	1/72	Zvezda
73796	C-130J cargo seatbelts	1/72	Zvezda
73797	C-130J cargo interior	1/72	Zvezda

ZOOMS

33343	Hurricane Mk.IIb	1/32	Revell
33344	Hurricane Mk.IIb seatbelts STEEL	1/32	Revell
FE1334	F-16A MLU	1/48	Kinetic
FE1335	F-16A MLU seatbelts STEEL	1/48	Kinetic
FE1336	B-25J glazed nose	1/48	HKM
FE1337	B-25J glazed nose seatbelts STEEL	1/48	HKM
FE1338	B-24D	1/48	Revell
FE1339	B-24D seatbelts STEEL	1/48	Revell
SS794	C-130J	1/72	Zvezda
SS798	Bf 110G-2 Weekend	1/72	Eduard

MASKS

LX007	Spitfire Mk.IXc	1/24	Airfix
LX008	Spitfire Mk.IXc TFace	1/24	Airfix
JX305	Hurricane Mk.IIb	1/32	Revell
JX306	Hurricane Mk.IIb TFace	1/32	Revell
EX925	B-25J glazed nose	1/48	HKM
EX926	B-25J glazed nose TFace	1/48	HKM
EX927	B-24D TFace	1/48	Revell
EX928	B.534 IV. serie TFace	1/48	Eduard
EX929	F-16A MLU	1/48	Kinetic
EX930	F-16A MLU TFace	1/48	Kinetic
EX931	F-35A RAM coating early	1/48	Tamiya
EX932	Mi-8MT	1/48	Zvezda
EX933	Mi-8MT TFace	1/48	Zvezda
CX643	C-130J	1/72	Zvezda
CX644	Bf 110G-2	1/72	Eduard

SPACE

3DL32012	Hurricane Mk.IIb SPACE	1/32	Revell
3DL32013	Spitfire Mk.IXc SPACE	1/24	Airfix
3DL48107	F-16A MLU SPACE	1/48	Kinetic
3DL48108	B.534 IV. serie SPACE	1/48	Eduard
3DL48109	F-35A SPACE	1/48	Tamiya
3DL48110	B-24D SPACE	1/48	Revell
3DL48111	B-25J glazed nose SPACE	1/48	HKM
3DL48112	Mi-8MT SPACE	1/48	Zvezda

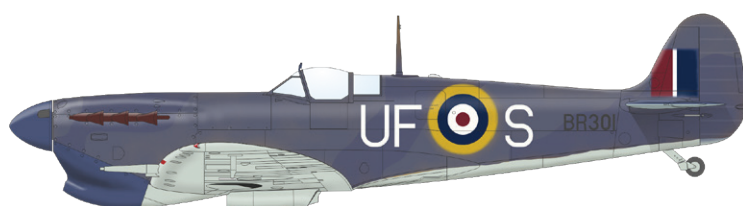
DECAL SET

D48110	B-25J stencils	1/48	HKM
D48111	Su-25 Russian stencils	1/48	Zvezda

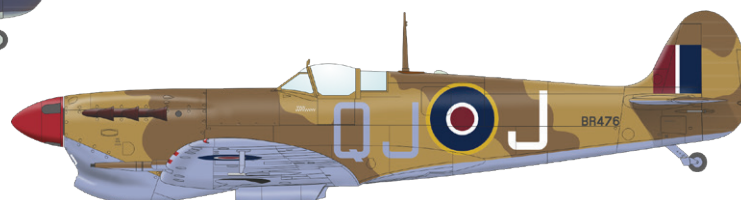
Spitfire Mk.Vc TROP

#82126

1/48



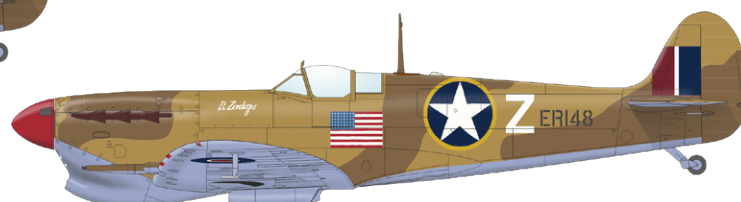
BR301, Sgt. George F. Beurling,
No. 249 Squadron, RAF Hal Far, Malta,
July 1942



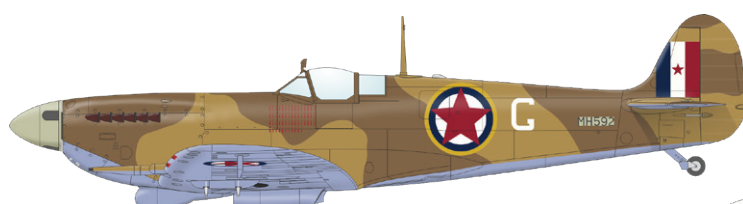
BR476, S/Ldr Jefferson H. Wedgwood,
No. 92 Squadron, RAF LG. 173, Egypt,
August–October 1942



JG959, Lt. McClellan E. S. Robinson,
No. 1 Squadron SAAF, Ben Gardane,
Tunis, April 1943



Lt. Luis T. Zendegui, 2nd FS, 52nd FG, 12th AF,
La Sabala, Tunis, Winter 1942–1943



MH592, S/Ldr Hinko Šoić, NOVJ No. 352
(Yugoslav) Squadron, Vis, Yugoslav,
January–February 1945

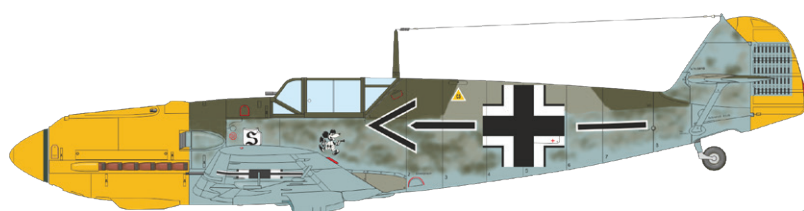


A58-137 (EE835), F/Lt David H. Hopton,
No. 79 Squadron RAAF, Kiriwina,
Trobriand Islands, October 1943

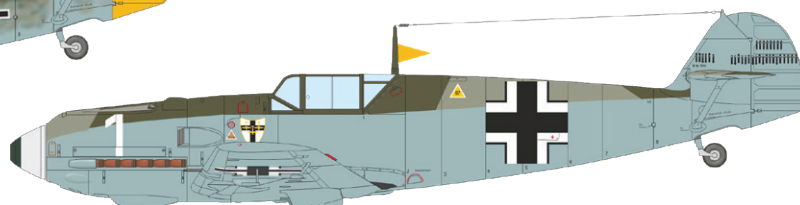
Bf 109E-4

#7033

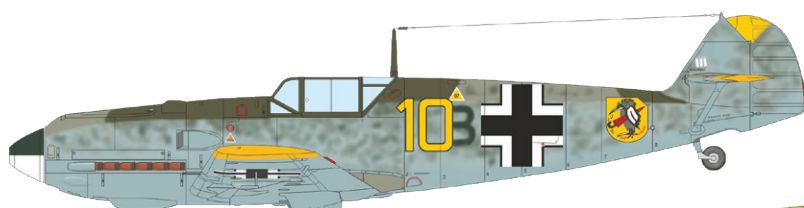
1/72



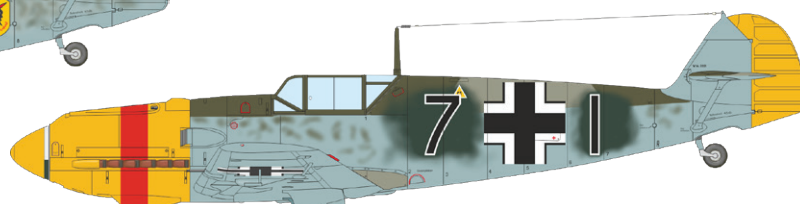
WNr. 5819, Obstlt. Adolf Galland, CO of JG 26,
Audembert, France, October–December 1940



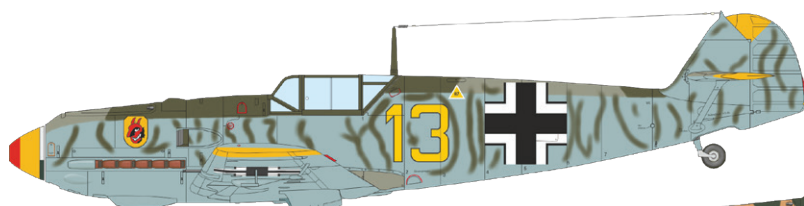
WNr. 1559, Hptm. Wilhelm Balthasar,
CO of 7./JG 27, Carquebut, France, July 1940



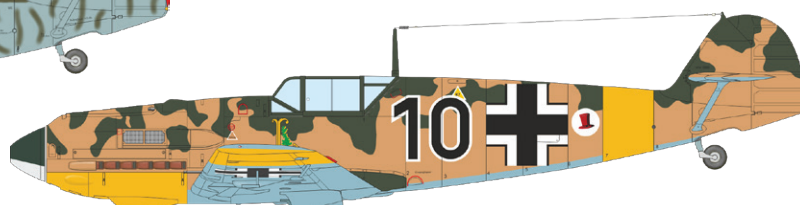
WNr. 5587, Ofw. Fritz Beeck, 6./JG 51, Wissant,
France, August 1940



WNr. 5901, Oblt. Walter Fiel, CO of 8./JG 53,
Le Touquet-Etaples, France, September 1940



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

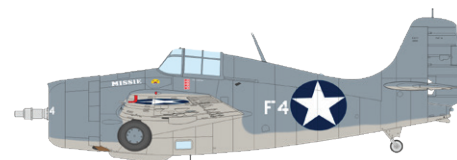
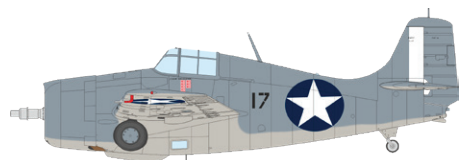
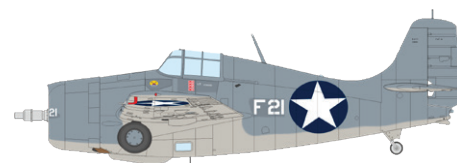
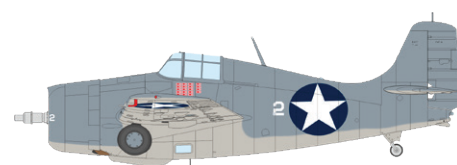
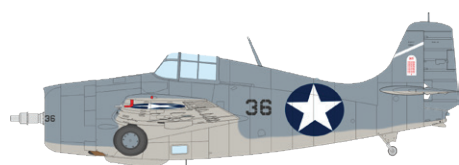
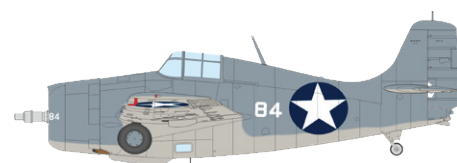
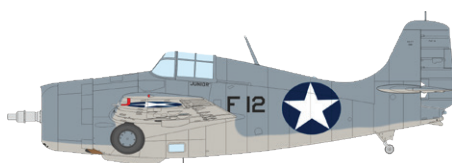


WNr. 2060, Lt. Hans Guse, 2.(J)/LG 2, Tudora,
Soviet Union (Republic of Moldova today), July 1941

GUADALCANAL Dual Combo

#11170

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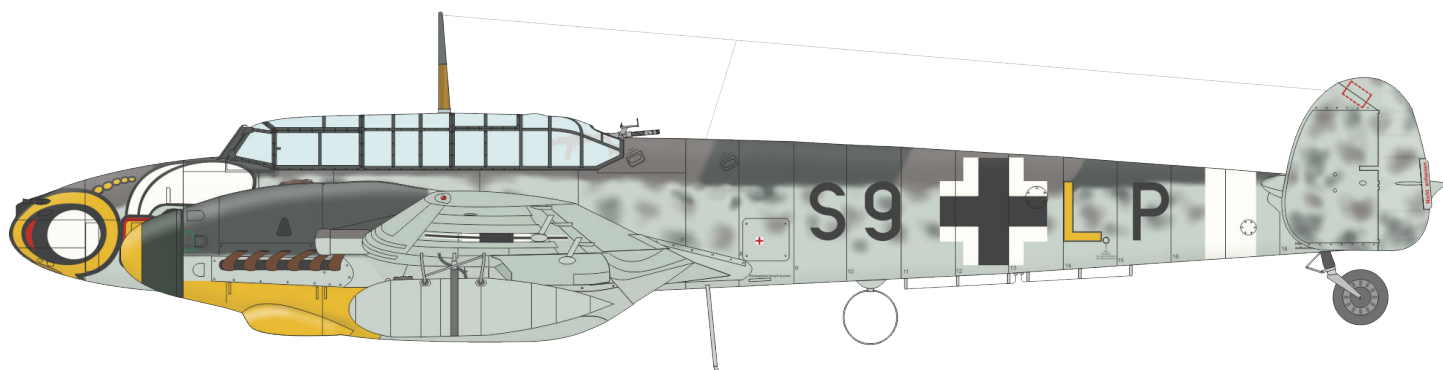


Bf 110G-2

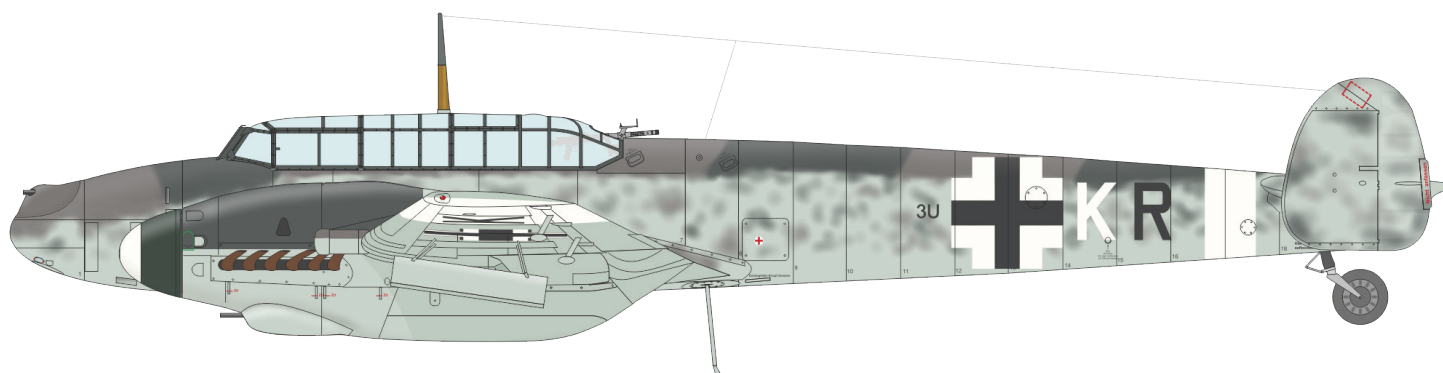
#7468

WEEKEND
edition

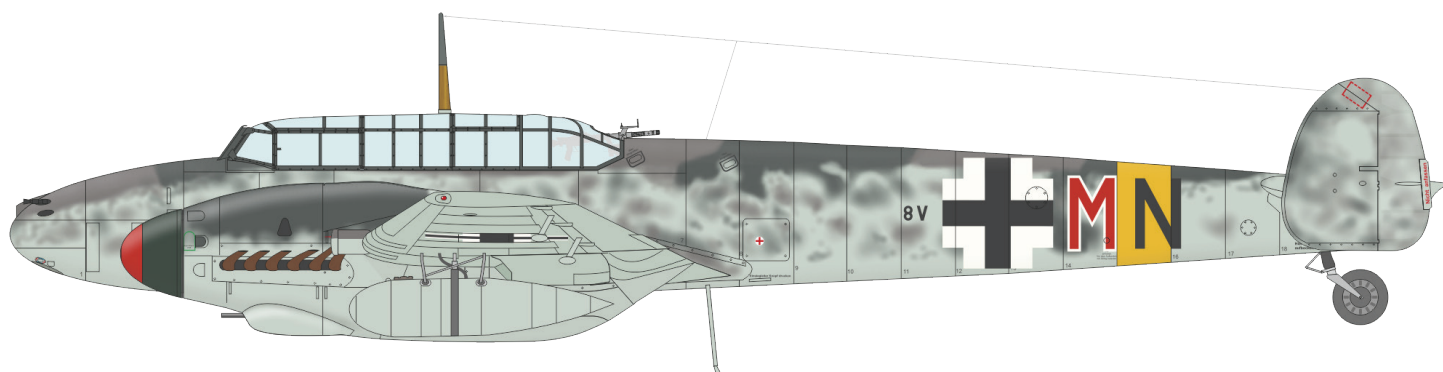
1/72



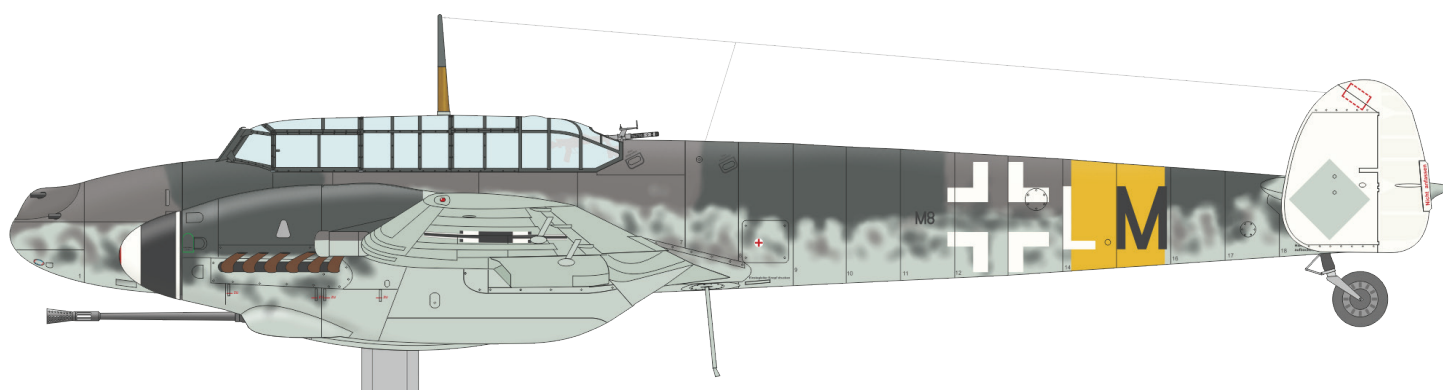
Bf 110G-2/R7/M2, 6./ZG 1, Brest, France, August 1943



Bf 110G-2/R3/M1/M5, 7./ZG 26, Fels am Wagram, Austria, May 1944



Bf 110G-2/M1/R7, 5./NJG 200, Nikolajew, Soviet Union, September 1943



Bf 110G-2/R1/M5, 4./ZG 76, Wertheim, Germany, October 1943

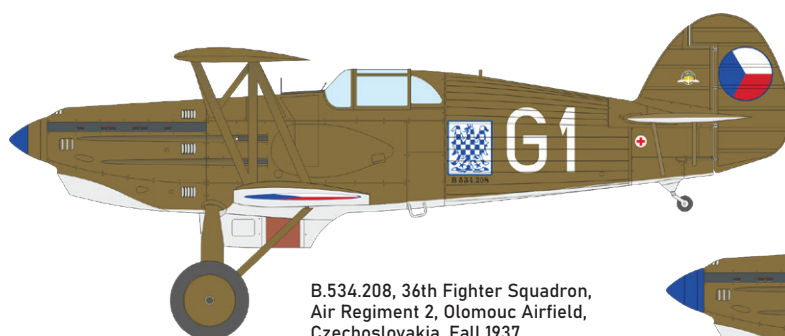
Avia B.534 IV. serie

ProfiPACK
 edition

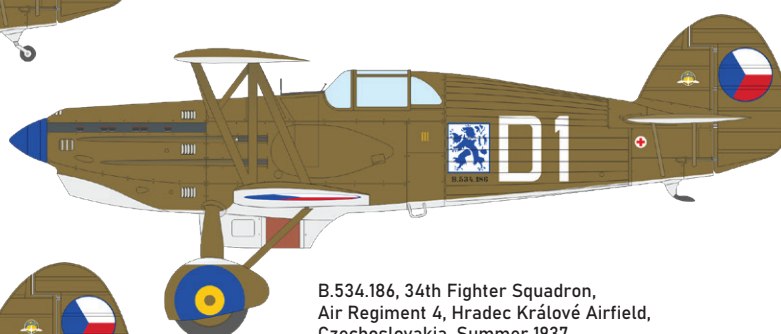
1/48

#8192

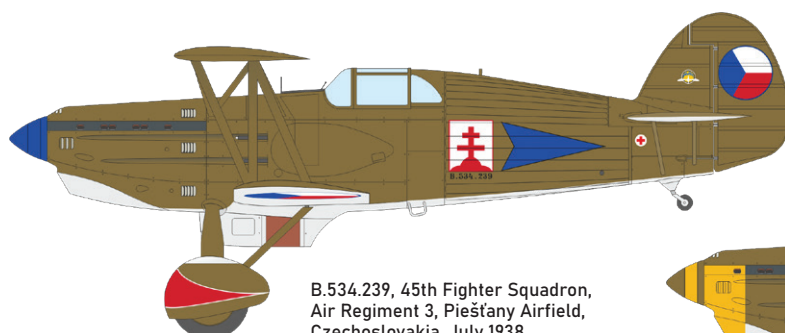
Re-release



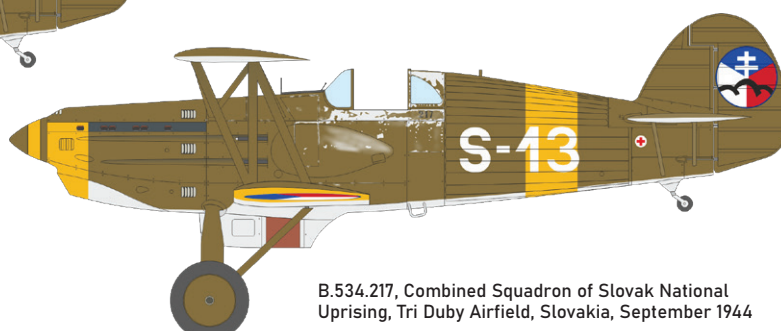
B.534.208, 36th Fighter Squadron,
Air Regiment 2, Olomouc Airfield,
Czechoslovakia, Fall 1937



B.534.186, 34th Fighter Squadron,
Air Regiment 4, Hradec Králové Airfield,
Czechoslovakia, Summer 1937



B.534.239, 45th Fighter Squadron,
Air Regiment 3, Piešťany Airfield,
Czechoslovakia, July 1938



B.534.217, Combined Squadron of Slovak National
Uprising, Tri Duby Airfield, Slovakia, September 1944

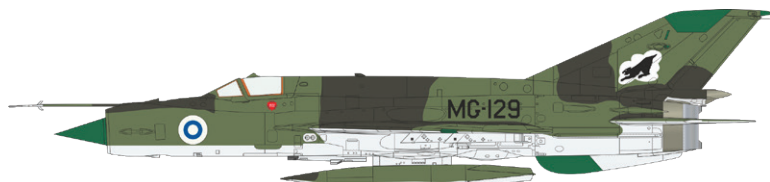
MiG-21bis

ProfiPACK
 edition

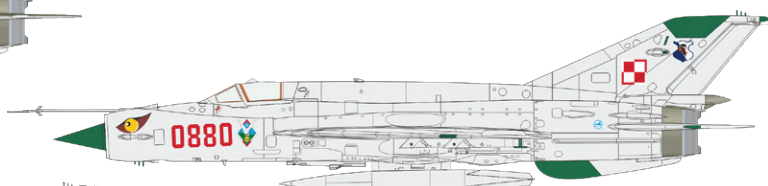
1/48

#8232

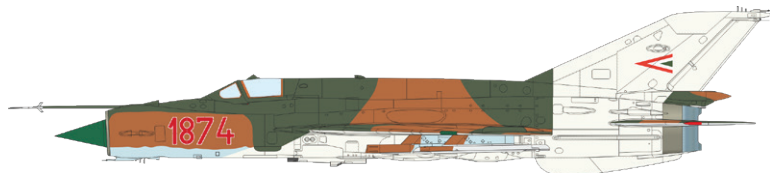
Re-release



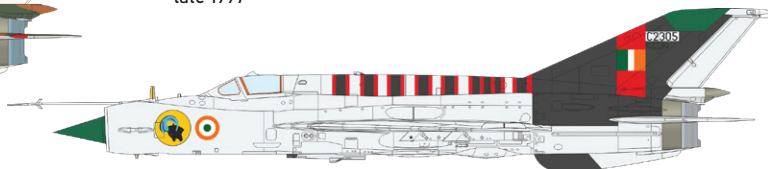
MiG-21BIS, c/n 75084300, HävLLv 31,
Kuopio airbase, Finland, 1980 – 1981



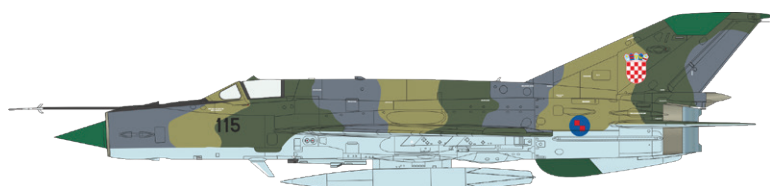
MiG-21bis, c/n 75080880, 1. Pucki DLMW, Lotnictwo
Marynarki Wojennej, Gdynia-Babie Doły, Poland,
late 1997



MiG-21bis, c/n 75061874, 47. Pápa Harcászati Repülő Ezred,
Pápa airbase, Hungary, 1991



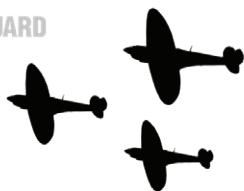
MiG-21bis, Tactics & Air Combat Development Establishment,
Jamnagar airbase, India, September 1986



MiG-21bisD, c/n 75002075, 22. eskadrila lovačkih zrakoplova,
Pula airbase, Croatia, 2008



MiG-21bis, 3rd Air Base, Graf Ignatevo,
Bulgaria, from 2002



COMPROMISES

An aircraft is usually the result of a design process that is a compromise between the aircraft's purpose, the available engine, the current level of aerodynamic knowledge and other factors. Over more than a century of aircraft development, the knowledge of aircraft designers has continually improved, and aircraft designs have naturally evolved with the level of technical knowledge at the time of their creation. I use the word "usually" because there have been highly unorthodox aircraft designs in which aerodynamics did not play a significant role. In these cases, the engine power prevailed.

Making a faithful scale model of an aeroplane isn't also an easy engineering discipline.

I understand modellers who want their model to match the original as perfectly as possible. The problem is what exactly is an original.

When my colleagues prepare a new aircraft kit, they ideally work with the original production documentation, good quality photographs and, for verification, a 3D scan of the actual machine. The historic aircraft we scan are carefully selected. In museums, we look for pieces in as historically faithful a condition as possible. For instance, concerning the L-13 Blaník glider that we're going to make in 1/48 scale, it's quite easy, we just drive the scanner to our nearby airport.

However sometimes museums' aircraft need some repairs or are missing parts. And in some cases, the newly fitted parts aren't exact replacements of the original parts. Of course, we don't want to include something like that in a 3D design. This is not to suggest that museum technicians have done a bad job. They are often in a difficult situation because original parts are scarce and documentation for a given part of the aircraft might be missing, and the complicated cur-

ved shape of any specific part is sometimes hard to deduce from historical photographs. We are also in the same difficult situation if the production documentation or the aircraft in its original condition is not available or is only available in partial form. In this case we study historical photographs, wreckage images, surviving aircraft parts and drawings prepared by aviation researchers. The result is our best interpretation, which is based on the current state of knowledge.

This is a demanding discipline. The quality of the documents, including publication drawings, changes over time. If someone was preparing a kit for a particular aircraft, say, thirty years ago, they had different documentation than we would have in our hands today while working on said aircraft. And in another ten or twenty years, knowledge of the type will probably be a little more improved. It is therefore important to approach kits produced in the past with a certain tolerance and detachment. They can usually be used to build a beautiful model. Last week I saw a very nicely built AR11 1/48 Ki-61 Tony. This kit was produced in 1972 and has a beautifully riveted surface. Some of my favourite pieces from this period include the Ki-43 or Ki-45 from Nichimo. In the half century since their creation, new information about these aircraft has probably come to light and today the designers of these kits would possibly design some parts in a different way. But I don't think that's important. They are just beautiful pieces.

But it's a bit of a digression from my consideration of the progression of knowledge over time. I would like to mention the relativity of the validity of the research materials. They often contradict each other to some extent. The production documentation may not correspond exactly to the condition in which the aircraft left the factory. The point is that there may have been changes during



the manufacturing process. Manufacturing jigs may have been modified, some details of the aircraft may have been changed and the original documentation no longer reflects the production details. Even a 3D scan of an aircraft that is preserved in its original state may not be completely accurate. If it is an aircraft that has been in service for a long time, it has usually been through a lot. I'm thinking of hard landings, small accidents or even crashes and subsequent repairs. The plane is not made of diamond, but of metal, possibly even wood and canvas. A hard landing can cause deformations, for instance the rear half of the fuselage to be moved up a few degrees from the longitudinal axis of the machine. Nothing special for the pilot. An extra worry for the kit designer.

So, even with ideal research materials for kit design, there are situations where they contradict each other. So, a kit at a certain scale is not only a scaled down version, but almost always the result of various compromises. If we have to make them, we try to make them as best as we can.

As colleagues from previous generations did before us and, hopefully, as some others from the next generation will do after us.

Jan Bobek

