

INFO | Eduard

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



MARCH 2023

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EDITORIAL

Good day, Ladies and Gentlemen,
We're closed. Although you are certainly able to view and study our March release listing within these pages or at our e-shop, any purchases will have to be postponed. I understand that this sounds a little nuts, but it is not the result of some underhanded marketing ploy. It is a function of the fact that we are moving our entire retail department. It is also the reason why no sales will be going through our e-shop for the next seven days. As you will have probably already noted, the new items were available for early purchase from last Friday, and they will be available from our retail partners as well.

The move is being made from within the city of Most, where we suffered our fire claiming a lot of our plastic some two years and three months back, to a facility which we purchased just outside of the city last year and have been renovating for our needs. The village is called Sedlec, and borders an industrial park that houses, for example, a former brewery. That has long since been relocated. Our new facility is located about 4km from our head office in Obrnice. Our renovation is being done in steps. In January, immediately ahead of our departure for Nuremberg, we moved all of our plastic to the new facility which we call 'the Barn', but is officially labeled as 'Hall No.2'. The relocation of the retail department is the second phase, and the third will be the move of the tool and press shops. This will include our design offices that fall under kit production. If everything goes as it has been up to now, that third phase should be complete by the end of the year. On the one hand, it complicates our life quite a bit, the third phase being the most complicated. The move of the heavy equipment will be the most logistically ambitious activity Eduard has ever embarked upon. It will also likely have an impact on the meeting of release schedules for the beginning of the year. This will mostly centre around the 48th scale S-199, but there will be a negative push against other projects such as the MiG-21F. But, there is the other hand, too, that will open up a more effective workspace for us, and not just with respect to the production of kits. The move will be to the benefit of the Brassin department as well, because the space freed up on the main floor of the main building in Obrnice will be allocated to them. This will give them somewhere between 6400 and 6500 square feet, and that will house their printers and



other pieces of equipment very nicely! This is all still in the relatively distant future. And you know how plans are. They have an awe-inspiring ability to not go the way they're supposed to, they have an ability to fail, and so on. At the moment, it's the retail department's turn to move on up, and we began this today. We moved all the furniture and the IT equipment and tomorrow we'll pick up with packing up stock items from the shelves and the latter's disassembly. So, keep your fingers crossed and please, be patient. If everything goes according to those aforementioned plans, we should be open for business again next Wednesday. If you need anything from us, you can still write. We will be on-line and answering questions. Just bear in mind that we will be rather busy and there may be a delay in our responses for a short while.

Nuremberg

The Nuremberg Toy Fair was different this year. From the point of view of our industry, it's pretty simple to describe. It was small. All in all, there were six manufacturers represented: us, Special Hobby, Italeri, Airfix, Revell and Tamiya. There were some colleagues that produce accessory items present, AK Interactive, Vallejo, and Art Scale, which is also a retailer, but they do produce some masks and decals, along with some cutting saws. And that's it. Beyond that... crickets. There was Zvezda, but they were in a bit of an undercover mode in an office in the service centre. In proportion to the new conditions, our table space was reduced and shared with Special Hobby. Retailers and journalists were fewer as well, and notable absences were Asian and American. But, it

wasn't as bleak as I am perhaps making it out to sound. There were fewer of us, but there was correspondingly more time for things. The discussions were not mechanically geared to business and there was a pleasant, friendly feel to it. There was also more general 'chatter', if you like. All in all, it was an interesting experience and I am happy for it. The atmosphere at this year's Nuremberg Toy Fair reminded me of the old Chicago show RICHITA because, among other reasons, our exhibition hall at Nuremberg was, apparently for the first time, open to kids, and kids came! There were no Scout troops in attendance like in Chicago, but it was nice to see, regardless if it was because of the recent crisis or a simple organizational decision. It was a change and change is good. It wasn't a revolution, but it was a step forward within the bounds of reason, and that is, in my estimation, the best way to move forward. Ultimately, what bothered me the most was the cold in the exhibition venue, and the stall that sold steaks on a bun that was closed. That was probably my greatest piece of enjoyment that I looked forward to. I will need to find another little gem to look forward to, and I am worried that this one will be tough to replace!

Don't fret too much if these little philosophical musings don't give you all that much. A dedicated, in depth look at Nuremberg follows in the pages of this newsletter edition.

New Releases for March – Kits

Of all of our new releases, which total 86 this month, modellers most gravitate to new kits. This month, there is nothing that is super new, there is no kit taking a bow for its premiere, but even so, it is an interesting mix of scales and aircraft from various periods in history.

One is dedicated to the pivotal battle during the Second World War that was Guadalcanal and contains the F4F-4 in two development configurations from that period. At the time, naval fighters were not particularly striking in appearance on either of the opposing sides, but in my view, we were able to come out with an attractive mix of interesting aircraft that are accompanied by, to the contrary, riveting stories. Among them is a Wildcat that was flown by 'Pug' Southerland in a legendary fight with Saburo Sakai. This event was already once depicted on the boxart for one of our A6M2 releases. Other scheme options are provided for Wildcats that were brought to the forefront by pilots such as Joe Foss, Stanley Vejtasa and Donald Runyon. There is a total of twelve of these options, and the kit contains two complete sets of plastic for versions of the Wildcat that marginally differed from one another. Truth be told, the differences only concern the fuselages, but they are there and you need to be aware of them. If these sets of plastic aren't enough for you, we also have the Overtrees options. And while still on the Wildcats over Guadalcanal theme, we have an article penned by Tom Cleaver in this issue of the newsletter.

The Second World War is our main focus of attention when it comes to kit production and our range reflects this. The 1:72 scale Bf 109E-4 in the ProfiPACK line is generally, but not exclusively, about the Battle of Britain, while the Spitfire Mk.Vc Trop deals with the later battles over the Mediterranean, North Africa and Southeast Asia. It represents aircraft equipped with the tropical filter, either the Vokes or Aboukir types, and the markings are anything but boring. We have British, South African, Australian, American and even a Yugoslavian Spitfire. We did make a subtle change to the design of this kit with the addition of the wingtips that were typical for aircraft equipped with the Aboukir unit. I also consider the boxart for this kit rather unique, and what is interesting about it, as well as with our other boxarts this month, is detailed in the Boxart Stories sections of the newsletter.

The Second World War theme is also expressed in the only Weekend kit release for March. Following on the heels of November's Bf 110G-4, we have the Bf 110G-2 for March. In terms of camouflage schemes, this kit is no slouch either, but what sets this kit apart are the weapons options, and is different for each of the four marking options offered. We waited just shy of two years for the return to our range of the Bf 110 in the two main scales of 1:48 and 1:72. It was even longer for the Avia B.534. That one makes its return in the form of the B.534 IV Series in the

ProfiPACK line. We should also manage to put out the B.534 III Series, and in the original boxes. Also being reissued in March is the MiG-21bis, also in the ProfiPACK line.

New Releases for March – Accessory Items

Of the 86 aforementioned new releases for the month, eighty of them fall under various accessory labels. Among them are some very interesting little items, often even unique, that provide a hint of the future. Among these, for example, is the cockpit for the 1:48 Mi-24V/Mi-35 in black form, which carries in its name PRINT & SPACE. This means that it is made as a 3D print with a small number of cast items, complemented by an instrument panel and other details made using 3D technology of the SPACE line. In April, we will release a set for the older and more traditional green version, common to Soviet era aircraft. I think that this combination is a fairly interesting concept, and with the advantages and features that it offers, will pique the curiosity of many modellers. For accessory items for model aircraft, this really is a new age, offering new opportunities and possibilities for improving your models, and certainly deserves a test drive at the very least. The colour sets include a small 3D printed item covering the ejection seat handle for the F-16A from Kinetic, also in 1:48 scale. The set is called ACES II Ejection Seat Lower Handles PRINT 1/48 and it really is as noteworthy as it is small. If it does get noticed, and becomes popular, it will open the door for further development of the technology. Printed engines are falling into the realm of classic items, and are offered for the F-4F-4 Wildcat, along with a wheel well set for the same type and scale, and yes, for the Eduard kit in general, and for the above mentioned Guadalcanal item in particular. I would also like to turn your attention to the set of guns for the Beaufort Mk.I, which are beautifully and finely printed items as well.

The collection also includes other interesting types of accessories. These cover, for example, the HKM B-25J in 1:48, in the form of masks, photoetched brass and SPACE sets, and the same can be said of the sets for the Revell B-24D Liberator and the F-16A MLU from Kinetic. A large collection of photoetched sets are designed for the Zvezda C-130J Hercules. So far, we have masks and a Space set for Zvezda's Mi-8MT, while masks, photoetched and SPACE items are available for the 1:32 scale Hurricane from Revell and Spitfire Mk.IXc from Airfix. The latter, though, is in the bigger scale of 1:24. There is a mix of accessory items for Tamiya's beautiful F-35A and, besides the wheels, I would point out the extensive masks for the RAM panels

on the surface of Japanese and American aircraft which the kit offers as part of its eight marking options. Similar, but correspondingly simpler versions of these masks for the remaining marking options of the kit have been available since last month. These masks are produced using a different material from the one used in our canopy sets. Besides the advantages that this material offers for this type of application, they also differ in their black colour. With these two sets, we make a return to masks designed for camouflage schemes, national insignias and marking details. It's not a one-off project, and we will continue with these sets primarily for kits of our own production. For the F-35A, we also have a BIGSin set of weapons.

Of the increasingly popular SPACE line, we have eight new items for March. I would also like to point out two 3D printed sets for 1:35 scale AFVs, and also the new Look and LookPlus items.

Articles

Besides the articles already mentioned above, we have the next installment of the War Over Ukraine feature from Mira Maric. February 24th marked the first anniversary of the Russian attack on Ukraine. It came with a realization that we have ahead of us many months, if not years, of bloody fighting, the horrors of war and general gloom and doom. Regardless of how long it takes, it will end, and it must end if the world is to survive and maintain the values on which it stands. That means the defeat of Russia. After all, the Russians are working at it through their own tenacity.

With the use of four formerly Czech Hinds by Ukraine, we have a connection, albeit a loose one, to Tomas Dvorak's article covering the Mi-24/Mi-35 that takes a look at not just the technical details of these aircraft, but also examines the interesting circumstances surrounding their acquisition by Czechoslovakia, and later deliveries to the Czech Air Force. This is an article that, although it is very detailed, it remains very easy to read and has a good continuity. It may not appear yet in the English translation of the newsletter. The last of today's articles deals with the sad news of the passing of Petr Samal on January 31, after a long illness. He led a ring of modellers that brought kids into the hobby and was also the head of the builders' section of the SMCzR. Memories are offered by Fredy Riedel and Milan Mikulecký, and I think back on Petr fondly.

Happy Modelling!
Vladimir Sulc

Memories of Petr Šámal

by Alfred Riedel

On Tuesday, January 31, I was sitting with Jan Zdiarsky from Eduard in a restaurant near our hotel in Nuremberg. I was enjoying dinner and relaxing after a busy day, full of preparations of the stand at the fair. However, this relaxed mood was swept away by the news that hit me hard. Petr Šámal has died. He hadn't been in good health for some time, but according to the reports I was getting, he had started to improve. So, it came like a bolt from the blue. After Petr Dousek and Radek Pavlíček, another great friend of mine had passed away ...

I met Peter sometime in late 1990 or early the following year. We were introduced by a mutual friend, my classmate Petr Šobíšek, at a model exhibition organized by the plastic model club Albatros. We got along in many things with "Šámi", as we called him. Plastic modeling and interest in history were of course two of them. "Šámi" had knowledge as well as copious archives and was, like us, kind of "patient". We became members of Albatros club and "Šámi" became a bit of a mentor to us. After all, he was a bit older. Unlike me, a student at the time, and Petr Šobíšek, who was serving the alternative civilian service, "Šámi" was already making money and owned a car. Two years later, I started working at one MPM model shop in Prague while Petr Šobíšek was working at another MPM shop in a different Prague location. Thanks to his work at Prague Energy company (PRE), "Šámi" kept moving around Prague and very often stopped by one or the other store. A group of colleagues and their friends formed around both shops and "Šámi" was an important member of this group. At that time, he got a studio apartment in Písnice, so our group had a place to meet. Today I wouldn't probably survive such lavish

parties as those held there back then ... We travelled together not only to attend model competitions, but also to do various trips including mountaineering. "Šámi" with his guitar, which he played with great skill, often took care of the entertainment. In fact, music was his other great hobby. Besides playing the instrument, he also collected records and his knowledge of good music was astounding. But time passed, "Šámi" settled down, got married, had a daughter and later a son. His son was born just a few months before mine. So, we would occasionally meet up with our families, usually at a modeling contest. Unlike "Šámi", who was still working at PRE, I left MPM to eventually return to Special Hobby. So, I was also seeing "Šámi" professionally, because in the meantime he had become the chairman of the plastic modeling section of SMČR (Modelers association of Czech Republic) and was dealing with sponsorship issues. He took over the plastic model section in quite a bad shape, but thanks to his dedication, organizational skills and knowledge, the functioning of it has changed for the much better. At the same time, he led the children model club in Písnice and raised



many new modelers. He took care of the children like a little grumpy, but very caring babysitter. Unfortunately, he did not take similar care of his health, which had fatal consequences. "Šámi" left too soon. I miss him.



by Milan Mikulecký

Whenever someone passes away, everybody tends to remember them in a good way. In the case of Petr Šámal, it's easy for me, I really experienced him only in a good way. And I think that everyone who knew him in connection with his passion – plastic modelling – has it the same.

I admit that I am not worth much as a modeler, the last time I finished a kit was some thirty-five years ago. When my children got to the age when it was time to start developing their fine motor skills, I had to admit self-critically that they would acquire rather negative habits under my guidance. Therefore, I called Vladimír Šulc from Eduard, saying that I would like to hire a modeler for my children who would introduce them to modeling in the twenty-first century. And Vladimír gave me the phone number of Petr Šámal, saying he runs a modeling club in Písnice near Prague. That's how I first met Peter.

What surprised me there? First of all, the number of children attending the club. And then that even though today's children have a different attitude to authority than we had, Petr and his colleagues managed to "discipline" them without any severe means. And most importantly, that even for teenagers, Peter was an unquestionable authority. I understood that running a modeling club is not just about building the kits, but also about weekends spent at modeling contests, looking for sponsors or negotiating with the owners of the premises where the

club operates. Petr was the soul and the engine of it all. But it didn't stop there, as Petr also organized trips to various museums. Once I had an opportunity to go with them, it was the trip from Točná to the Military Technical Museum in Lešany. A driver for the historic Dodge WC 52, which was to take us to the museum and back, send us a last-minute apology. Well, it was Petr who got behind the wheel, and he bravely tackled driving a car without a synchronized gearbox and many other conveniences of modern cars.

Peter, besides aircraft built in various scales, also liked the real ones. He himself used to fly in the Točná Aero Club, and when I offered him the opportunity to go flying, he did not refuse. Although a lot of time had passed since he himself had been a student pilot of Blaník glider, it was clear that he still had a feeling for flying. When he took over the controls, I did not have the slightest urge to correct his piloting in any way. We had the opportunity to fly together a Stearman, a Zlin C-305 or a Cessna C 180 in bush flying modification. Peter then surprised me, because he had bought each of these aircraft as a model, with the intention of building them in the exact livery we flew together. I don't know

whether he managed to realize his plan, the illness he eventually lost the battle for his life with came rather quickly (at least for me, as Peter didn't talk much about his troubles) and in a form that caused him to be hospitalized in addition to the pain. I admit that we will all remember him as a tireless organizer with his typical smile. As a man who never refused help to anyone who asked for it.

I have three children myself and I know how challenging it is to take care of them, to teach them something and to anticipate everything they might think of. That's why I have lot of respect and awe for people who are spending time and lot of effort with children who might be strangers to them in addition to their own. Peter was one of them. He led them to a love of history, to patience, and taught them a whole range of skills that neither school nor their family could provide. All this in his spare time and with no expectation of remuneration. In today's performance, money and success driven world, he was almost a person from another time. Peter, we're gonna miss you here.

Three prominent pilots of the first phase of aerial combat over Guadalcanal: Maj. John L. Smith, commander of VMF-223, Lt. Col. Richard Mangrum, commander of VMSB-232 and Capt. Marion E. Carl, XO of VMF-223.

Photo: Naval History and Heritage Command



THE CAVALRY ARRIVES

VMF-223 at Guadalcanal

part 1

Text: Thomas McKelvey Cleaver

The Grumman F4F-4 Wildcat was the most significant fighter aircraft deployed in the fightings for Guadalcanal. VMF-223 pilots were the first to land these aircraft at Henderson Field.

The sky over the Coral Sea was a deep blue with a few clouds on the morning of August 20, 1942, when a 14th Air Group H6K Mavis operating from the advance patrol base in the Shortland Islands began tracking a cruiser and two destroyers at 1020 hours, transmitting news of the sighting. At 1130, the Mavis reported the three warships were escorting an aircraft carrier when it sighted the auxiliary aircraft carrier USS Long Island (ACV-1), her deck loaded with aircraft. When the

message from the Mavis revealing the presence of Long Island was received by Combined Fleet headquarters at Truk, Japanese commanders were elated, but they missed the significance of the carrier the Mavis had sighted, since they knew nothing of the existence of U.S. "auxiliary carriers." To Admiral Yamamoto's staff, it appeared Long Island was stalking Admiral Tanaka's slow Reinforcement Group, which was steaming steadily toward Guadalcanal since departing

Truk in two forces on August 16 and 17. Long Island was beyond the range of any Japanese strike aircraft, but Tanaka's fleet was in range of the unidentified American carrier. Vice Admiral Nishizō Tsukahara ordered Tanaka to turn away from Guadalcanal and turn directly toward Rabaul. If the Americans knew where he was, they might chase him and in so doing come within range of the 5th Air Attack Force's Bettys.

At 1340 hours, Yamamoto's headquarters received a message from the Mavis in the next search sector over from first, reporting the presence of a second aircraft carrier and several surface escorts; in fact, this was Long Island and her escorts. The big flying boat was



Captain USS Long Island, Commander Donald B. Duncan, on the deck of his ship while at anchor in Norfolk, Virginia, October 26, 1941. Note the installation of a makeshift mast.

unnoticed by any American radars and eased within 40 miles of the carrier as it continued tracking her course.

At 1400 hours Long Island reached her launch point off the tip of San Cristobal Island, 200 miles south of Guadalcanal. The strange-looking ship had begun life on January 11, 1940, as the C-3 cargo liner Mormacmail. Taken over by the Navy March 6, 1941, she had emerged from the yards with her superstructure removed and replaced by a 362-foot flight deck, becoming the first of a new class of aircraft carrier – Auxiliary Escort Carriers – which would over the next few years become the most numerous class of aircraft carriers in the world, by then known as CVEs, which their crews would

a month in preparation following notification on July 5 that they were deploying to the South Pacific, the pilots and gunners had packed themselves aboard the little carrier in Pearl Harbor on August 2 and Long Island set sail unescorted into the great unknown of the war-torn Pacific. Their ground crews and other key personnel from MAG-23, and all the necessary ordnance, fuel, and supplies needed to begin air operations departed separately aboard the transport William Ward Burroughs.

On August 9, 1942, completely unaware of conditions on Guadalcanal, Long Island had neared her launch point when Captain Duncan learned of disaster suffered in the Battle of Savo Island the night before.

14, Long Island departed Suva for Efate to make the swap, but the VMF-212 pilots did not come aboard until the day before the ship departed for Guadalcanal on August 18.

To Guadalcanal!

On the way out from Pearl, the Marines had worried about getting off the carrier while in the Pacific “doldrums” where there was no wind over the deck. Dick Mangrum recalled “we had no idea how far south this equatorial condition would be found, and considered ourselves fortunate to discover our destination was far enough south to be well away from this situation.” With the southeast tradewind adding another 10 knots to the breeze over the flight deck, the crews in the 12 new SBD-3 Dauntless dive bombers checked the gear and equipment – spark plugs, starter cartridges, tool kits, even spare tires – they had stuffed in their cockpits the night before to support themselves for the two weeks they would be on their own before their ground crews arrived. The squadron was six airplanes short of its authorized strength because these 12 had been the only Dauntlesses available in the Ford Island fleet pool when Mangrum learned of their coming deployment. Each Dauntless carried a 500-pound bomb to supplement the small supply on Guadalcanal. According to Mangrum, “receiving orders to bomb-up

our airplanes was an eye-opener to just how difficult things were where we were going.” Second Lieutenant Eugene Trowbridge noted in his officially-illegal diary (that he kept regardless): “A lot of excitement today as there are enemy subs all around, and today we get the new experience of being catapulted from the ship as the flight deck is too short to fly off. We are all set to leave. Engines warm and tested, baggage all secured, everything all set. Finally, we’re off.” The flight deck crew pushed the first bomber into position. Bombing-232’s skipper, Major Richard. H. Mangrum’s 12 years as a fighter and bomber pilot and 3,000 flying hours, made him the most experienced of all 31 pilots in the two squadrons. Mangrum later recalled that “Our launch was delayed to the afternoon since the Japanese visited Guadalcanal at mid-day, and thus, arriving later, we were less likely to get an unfriendly reception from our fellow Marines.”

Two minutes later, 2nd Lieutenant Lawrence Baldinus, a Polish expatriate and former Marine enlisted pilot who had been commissioned after Pearl Harbor

“Receiving orders to bomb-up our airplanes was an eye-opener to just how difficult things were where we were going.”

(LtCol Richard Mangrum; VMSB-232)

claim stood for “combustible, vulnerable and expendable.” Long Island’s captain, Commander Donald Duncan, ordered full speed ahead. Black smoke poured from the horizontal funnels on her starboard side as Long Island’s single diesel engine strained to bring the ship to her maximum speed of 16.5 knots – half that of a fleet carrier.

For Long Island and her precious cargo of F4F-4 Wildcats of VMF-223 and SBD-3s of VMSB-232, this was their second attempt to get to Guadalcanal. After less than

Duncan turned around and headed for the American base at Suva, Fiji, to await clearance to launch his cargo of precious aircraft and pilots. Upon arrival, he informed Admiral Robert Ghormley that most of the pilots were too green to be committed to combat. Ghormley bucked the matter to Admiral McCain, who ordered eight more experienced pilots transferred to VMF-223 from the well-trained but unbloodied Vila-based VMF-212, which would take 223’s least-experienced pilots in trade and train them further. On August

and was the most experienced pilot in the squadron after Mangrum, stood on his brakes and ran up his engine, then soared up to join his leader. Second Lieutenant Henry "Hank" Hise, a 22-year-old Texan who had graduated from flight school the previous May with a shade over 200 hours in his logbook, maneuvered his scout bomber on the deck as the crew hooked the airplane to the catapult. He and the other nine "nuggets" had never seen a Dauntless before they reported to the

painstakingly trained his men to survive against the otherwise unbeatable Zero. He later recalled those weeks spent working to prepare his novices for the unknown rigors of combat: "We all had to qualify on an aircraft carrier, which we did. We spent as much time as we could flying on Saturdays and Sundays and every other day, doing gunnery and dummy runs and anything that would help to give people quick experience or quick training. It was the first experience that I'd ever had

"It was a trying first night. We are nervous and jumpy as there are snipers all around us, just waiting for someone to stick [his] nose out."

(2/Lt Eugene Arthur Trowbridge; VMF-223)

squadron in late June. A minute later, the force of the catapult caused Lieutenant Hise to forcibly pull back on his joystick, pulling the Dauntless's nose high enough to nearly stall. He quickly jammed the stick forward and fought to keep the bomber out of the water. Regaining control, he joined up on Mangrum and Baldinus.

The first of the 19 blue-grey F4F-4 Wildcat fighters was pushed into position on the catapult. Squadron commander Major John L. Smith made a last-minute check of his engine and controls. Extremely intelligent and able, he had a demonstrated ability to adapt quickly to changed conditions; most who knew him said he often appeared to be in a bad mood. He had only flown fighters since a month before the attack on Pearl Harbor and had worked his young replacements hard since the squadron had been informed, they were headed for the South Pacific. He had never trained other aviators and never been in combat. Fortunately, he was a superb natural fighter tactician, a confident innovator who had

trying to train anybody, but it seemed to me that gunnery was the most important thing, so we concentrated on gunnery more than anything else, which was a good thing after we found out where we were going."

The F4F-4 Smith flew was unlike its predecessor, the F4F-3; this Wildcat sported folding wings, allowing more of them to operate from an aircraft carrier. Armament was increased from four to six .50-caliber machine guns, increasing the weight of fire, though the ammunition load remained the same which reduced total firing time by 14 seconds, an eternity in air combat. Most Wildcat pilots did not see this as an improvement. The weight of the additional guns and the folding wings reduced the already-sluggish performance of the fighter even more. At Guadalcanal, the pilots would need every bit of warning time the coastwatchers could provide to struggle up to 20,000 feet in time to be in position for an attack on the incoming Japanese.

Smith was followed in quick succession by Captain Marion Carl, newly-promoted to Executive Officer, and fellow Midway veteran Division Leaders Captains Clayton Canfield and Roy Corry and their young charges, who had an average of 250 flying hours in their logbooks and were eight weeks out of flight school.

At 1455 hours, Yamamoto's staff received a report from the second Mavis that the carrier and its escorts were retiring south. Neither of the big flying boats had seen the launch of Marine Air Group 23 to Guadalcanal.

With the Marine aircraft launched, the vulnerable carrier reversed course and headed out of range at full speed. The 31 blue-grey airplanes headed north into the cloudy unknown.

Two hours later, Guadalcanal hove into view. While Smith's Wildcats flew cover, the SBDs landed. Mangrum followed a ground-control jeep to the dispersal area and jumped to the ground as soon as his plane's engine stopped. He had his hand wrung profusely by General Vandegrift, while thousands of thankful Marines shouted themselves hoarse and pounded one another black and blue in a thundering release of emotion. The cavalry had arrived.

Lieutenant Gene Trowbridge later wrote in his diary: "[We] sight the [air]field at 1600. We are really welcomed by the troops as the Japs have been taking their time bombing them and they figure we will help them quite a lot. We are all bedded down for the night and get ready for a nice sleep when, bang, the whole world seems to explode. The Japs are coming and some of their cruisers and destroyers are shelling us and the troops. It was a trying first night. We are nervous and jumpy as there are snipers all around us, just waiting for someone to stick [his] nose out."

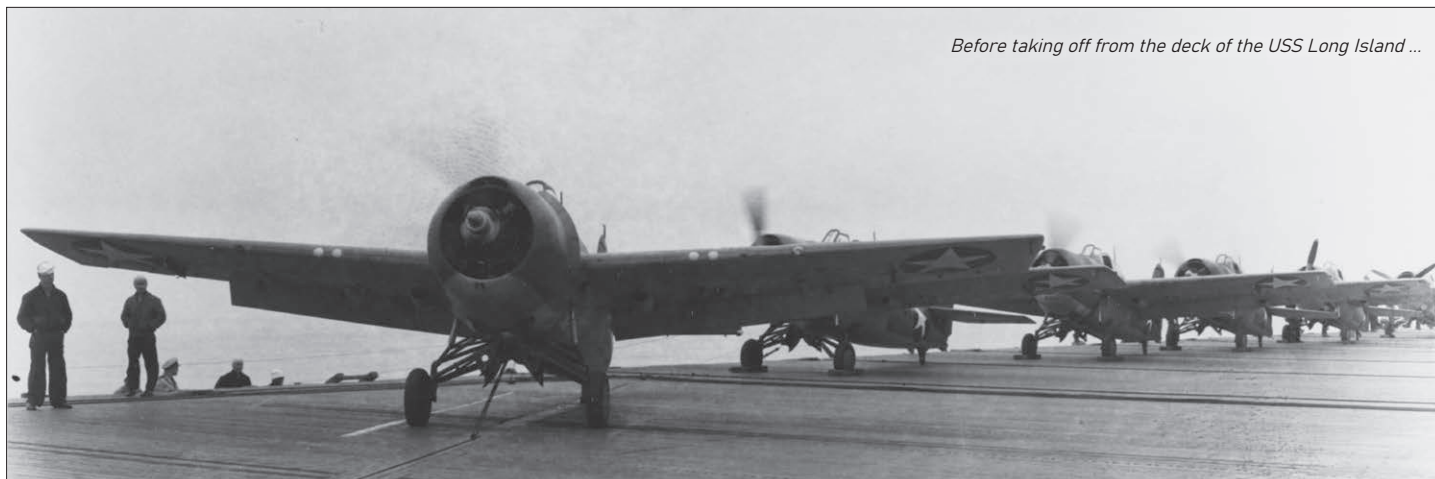


Photo: Naval History and Heritage Command

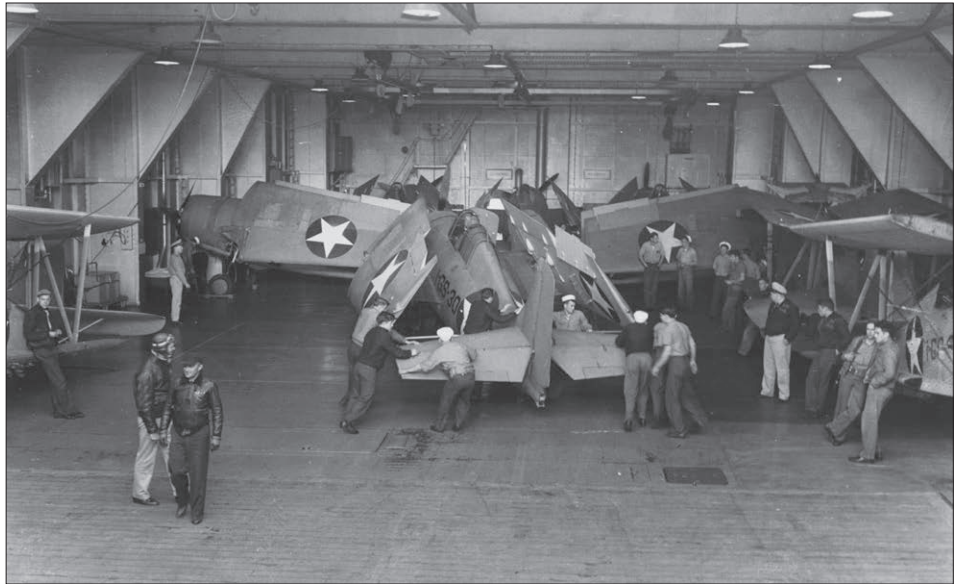
Invasion on a Shoestring

Once the Allied fleet had retreated from the Guadalcanal area following the defeat at Savo Island, the primary objective for the abandoned Marines was getting the captured Japanese airfield on the Lunga plain operational as quickly as possible. Without air support, they were completely at the mercy of Japanese aerial and naval attacks, and highly vulnerable to ground assault.

Almost as soon as the runway had fallen into the hands of the 3rd Battalion, 5th Marines on August 8, the division air and engineering officers sized things up. They reported they could put down 2,600 feet of usable runway by August 10, and that another 1,200-by-160-foot section could be completed in the week after that. Rear Admiral Turner promised on August 8 that aircraft would arrive on August 11. Unfortunately, when the fleet was forced to retire following Savo Island, they left with nearly all the 1st Engineer Battalion's equipment that had yet to be unloaded. Construction of the airfield commenced August 9 when the 1st Engineer and 1st Pioneer battalions managed to gather sufficient gear to get started. A miserable 15 percent of their equipment and supplies had been landed, with none of the heavy equipment making it ashore. Thus, they were forced to manhandle 100,000 cubic feet of earth fill to cover the depression in the center of the field that had been left by the Japanese, who had begun their construction at both ends and built toward the center.

The engineers used a huge steel girder as a drag, while a captured Japanese road roller was used to pack the fill. Japanese gear contributed heavily to the small store of engineering equipment available to the Americans, though in general, the captured equipment was in poor condition; ingenious American mechanics kept it working hour after brutal hour in their race against time. The only earth-moving equipment was one angle-dozer the pioneers had managed to land. Dump trucks were nonexistent. The engineers performed incredible feats of improvisation as they overcame monumental difficulties.

On August 18, eight Betty bombers arrived over Henderson in the largest air strike since August 9 as the 25th Air Flotilla began the aerial assault leading up to the first Japanese effort to land troops and retake the island. Forced to remain above 25,000 feet by anti-aircraft fire, the bombers did little harm. But it was clear to all that the enemy was resuming



The hangar of the USS Long Island with the Wildcats and Seagulls on June 17, 1942. All aircraft are from VGS-1. A month later, this ship was carrying VMF-223 towards Guadalcanal.

Photo: Naval History and Heritage Command



The Henderson Field area as it looked shortly after the Marines captured it.

Photo: Naval History and Heritage Command



Marines building a defensive line on the perimeter around Henderson Field.

Photo: Naval History and Heritage Command

Wildcats on Guadalcanal in the fall of 1942. A group of B-17s is overflying Henderson Field.



Photo: Naval History and Heritage Command

work and would be back. As yet nothing stood in their path. A three-ship convoy from Noumea arrived after the Japanese departed. The ships brought five days of food, which, along with captured Japanese provisions, gave the Marines a two-week food supply. To stretch the supplies as far as possible, the Marines were limited to two meals per day.

dugouts, with slit trenches close by. Malarial mosquitos were numerous. The fliers would be issued Japanese mosquito netting, something the "mud marines" could only hope for. The facilities were crude, but Henderson Field was ready. It was just in time.

Despite all the effort, Henderson Field could barely be described as an airfield.

their arrival on the island, MAG-23 group executive officer Lt. Colonel Charles Fike finally wrote the August 20, 1942, entry in the group's War Diary: "Upon arrival it was found that a servicing detachment of approximately 140 men, commanded by Ensign Polk, of CUB-1, were available for fueling, rearming, and servicing of aircraft. All fueling was done by means of hand pumps directly from drums. Rearming was done without the aid of bomb-handling trucks, bomb carts, or bomb hoists. The enlisted men of CUB-1, although willing and intelligent, had, for the most part, less than four months' service, as a result of which they required the closest supervision. Considering the attending difficulties, Ensign Polk handled this situation remarkably well. His attitude was at all times cooperative."

To be continued...

"We spent as much time as we could flying on Saturdays and Sundays and every other day, doing gunnery and dummy runs and anything that would help to give people quick experience or quick training."

(Maj. John L. Smith, VMF-223)

Henderson is Ready

On August 19, CUB-1 and the 1st Engineer Battalion reported Henderson was fit to support air operations. The airfield was now 3,800-foot strip 150 feet wide, covered with gravel, with a dirt taxiway and parking area destined to become fields of mud in the many rainstorms. The airfield was surrounded by a tenuously held defensive line extending from Point Cruz on the west to the Ilu River on the east, leaving the field only a quarter mile from a mile-long piece of high ground that would come to be known in Marine history as "Bloody Ridge." There were no protective revetments and aircraft maintenance would test American ingenuity throughout their time on the island. The only structure on the field was a wooden tower the Japanese had constructed which became known as "The Pagoda." Time Magazine reporter Robert Sherrod, who landed with the Marines, described living conditions at the field as "appalling" with sleeping choices limited to mud-floor tents or

It was an irregularly shaped blob cut out of the island growth, half in and half out of a coconut grove, with a runway that was too short and too few revetments to protect the aircraft from shrapnel. In mid-September, several weeks after



A major innovation in the F4F-4 version was the "So-Wing" folding system, designed by Leroy Grumman himself. Here, mechanics demonstrate the system's space-saving capabilities on an aircraft belonging to VF-3 at NAS Kaneohe, Oahu, May 29, 1942.

Photo: Naval History and Heritage Command



**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

The air war over Ukraine

Old ways pass to the New Year

Text: Miro Barič



A Ukrainian A1-SM Furia drone with the designation 610 and serial number ACM13072 was shot down near Kreminnaya, Luhansk area, on January 31.

During the reported period, from January 1 to February 1, 2023, the offensive operations were expected by either side. The large-scale maneuvers however did not take place. The Russians stubbornly launched mass assaults against the well-fortified positions, with the poor results that could be expected.

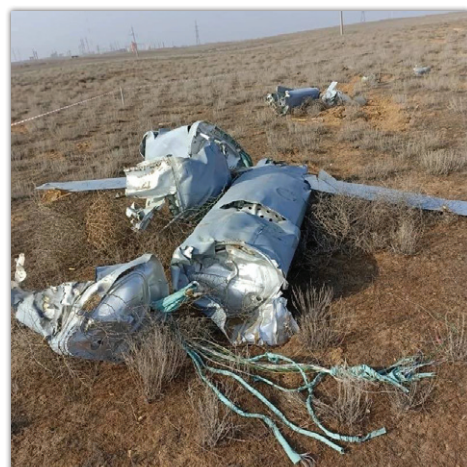
The new year started with so far, the largest one-time loss on the Russian side. The Russian command demonstrated the great negligence when hundreds of drafted soldiers were concentrated in the unprotected and unreinforced building of the former high school in Makiivka in Donetsk region. All this regardless the fact that for several months the building exactly like this have been targets of the highly efficient missiles fired from the HIMARS rocket launchers. On the top of it, there was an ammunition dump in the building basement and uncamouflaged vehicles parked around the building. There was no secret that the building housed hundreds of soldiers. The result was a disaster at an unheard-of scale, even by Russian standards. On the New Year the building was hit by rockets and the carnage was topped by the explosion of the stored ammunition. The former school completely collapsed which is confirmed by videos published on the Russian channels. According to the Ukrainian and Western estimates between 300 and 400 soldiers were killed. Even the Russian

Department of Defense had to admit to the Makiivka attack. Otherwise, it covers up the Russian own losses. It was announced that 89 soldiers perished, the highest loss the Russians have admitted to so far. Such a Russian confirmation is unusual and indicates that the real losses were high in fact.

A drive for an offensive

Since the fall rains started practically everybody has waited for the weather change, for the ground to freeze, so as the larger scale operations could be resumed. The Ukrainians were on alert for the anticipated large Russian offensive. Unlike a year ago the massive attack did not materialize. The Russians have lost too many combat vehicles. Even though they are being replenished from the reserves the level of training of the drafted soldiers to operate this equipment is low and the whole logistics is in the shambles. Instead of the massive concentrations of its forces the Russian Army attempted the attacks executed by the smaller groups at the various sectors of the front,

from the borders of the Kharkov region in the north to the Zaporozhe region in the south. After a half year long effort the Russians achieved a breakthrough at Bakhmut. In the beginning of January, they took advantage of the failed rotation of the Ukrainian troops and captured the little town of Soledar north of Bakhmut. After that the Ukrainians deployed the reinforcements and blocked the Russian advance. The pressure on the town continued from three different directions however and at this time Bakhmut was still holding on. The Russian attempts at capturing the city of Vuhledar further south of Bakhmut, failed spectacularly. The Russian troop were chaotically



This Russian Ch-101 missile crashed after launch while still on its own territory near Ulan-Khola, 140 km from Astrakhan.

attacking across the huge, opened area, covered with land mines and under the covering fire of the Ukrainian defenders. The result were tens of combat vehicles destroyed and the whole units decimated. The armored fighting vehicles and tanks. To stop these attacks and to prepare their own counter-offensive, the Ukrainians requested the modern armored equipment from their allies. The call was answered in January. First, in the beginning of the month. France committed to deliver AMX-10 RC wheeled combat vehicles armed with 105 mm cannon and after that Germany and the USA made their move. Germany will deliver 40 infantry combat vehicles Marder. The USA have delivered so far 109 proven M2 Bradley vehicles and others should follow. Besides these vehicles however the Ukrainians requested the third-generation main battle tanks. The call was answered in the end of the months when the Great Britain committed to deliver 14 Challenger 2 tanks and shortly afterwards the USA agreed to supply thirty Abrams tanks and several countries will deliver in total several tens of Leopard 3 German tanks. They will be delivered after the Ukrainian tank crews training is completed, currently under way in Britain, Germany and Poland.

Long range

For quite some time the Ukrainians demanded from the USA the supplies of ATACMS missiles with 300 km range for their HIMARS rocket launchers. It seems that the compromise was reached in the form of GLSDB ammunition with 150 km range. There is a problem though, these brand-new missiles are not yet in the USA inventory and their deliveries will not be possible sooner than in couple of months. GLSDB stands for Ground Launched Small Diameter Bomb. It was developed from GBU-39 SDB bomb which weighs 113 kilos. These small diameter bombs were designed in a way that an aircraft can carry several of them instead of one large bomb – and hit more targets during one mission. The bomb features the precise guiding system and extended range thanks to its gliding ability. Boeing and Saab Group cooperated in the development of the ground version of this weapon. They attached the rocket engine to the bomb which will launch it to the altitude on the ballistic trajectory. At that point the rocket engine will be dropped, the bomb will extend its wings and continue its gliding path. Its range is as long as 150 km. The weapon features several advantages. Thanks to its semi-active laser sight it can hit the moving targets within 100 km on the ground and as far as 130 km at sea. And thanks to its ability to maneuver and turn around in



The crash of a Ukrainian Ministry of the interior H225 helicopter caused a major fire in the town of Brovary on January 18.



Ukraine bought 21 H225 helicopters before the war.



The machine gun in the nose appeared on several Ukrainian Mi-8s.



A moody night shot of a Mi-8 under preparations at a forward-field base.



A spectacular shot of an unguided missiles firing from a Ukrainian Mi-8 helicopter.

the air it can hit the targets behind the horizon, impossible for the traditional gunnery.

In case the Ukrainians receive these weapons, they will be able to fire them from the M142 HIMARS and M270 MLRS rocket launchers already in their arsenal. Currently, they only have rockets with 70 km range. Using the GLSDB ammunition, based on the current front lines, they will be able to hit the whole occupied region of Luhans, Donetsk, Zaporozhye and Kherson regions and the upper third of Crimea. The Russians will be forced to relocate their bases, fuel, and ammunition dumps practically outside of the Ukrainian territory. Not even the moving trains and ships will be safe from these gliding bombs. At last, GLSDB is priced more favorably - it costs 40,000 USD as opposed to 1 million USD for an ATACMS rocket.

Sea Sparrow fired from the ground

Soon enough another AA defense system will reach Ukraine – and let's admit,

it is urgently needed due to the continued Russian missile attacks on the Ukrainian infrastructure. Following the systems such as Patriot, IRIS-T or NASAMS, part of those has been already delivered to Ukraine, in January the USA announced that one of their military aid packages will include Sea Sparrow rockets. This weapon, used for the ship's AA defense, were modified for the ground deployment in Ukraine. RIM-7 missiles were developed in 1960s based on the air-to-air AIM-7 Sparrow rockets. While those were later replaced by AIM-120 AMRAAM missiles, Sea Sparrow rockets development continued simultaneously. They are still used today resembling the original Sparrow only by the name.

Sea Sparrow rockets were modified to be used in the modern vertical launch systems. They weigh 230 kilos out of which the warhead represents 41 kilos. Its airspeed is 4250 kph and range 19 kilometers. Besides the aircraft, it can destroy the cruising missiles and certain types of rockets. They are radar guided.

The Ukrainians will launch them from Buk systems modified for this purpose. The transfer of three reconnaissance NATO aircraft, known as AWACS, from Germany to Romania can be considered as an indirect form of support. It took place on January 1, and they are to remain near Ukrainian border for at least several weeks.

AWACS is the designation of one of the systems these aircraft carry on board. They are known to public under this name however the official designation is AEW&C which means Airborne Early Warning and Control. For this purpose, NATO uses Boeing E-3 Sentry aircraft operating from Geilenkirchen base in the Western Germany. USA and NATO reconnaissance aircraft were gathering the information even before the Russian attack on Ukraine. Since then, they have been flying outside of the Ukrainian airspace over Romania and the Black Sea. They are capable to find out when and how many rockets and cruising missiles the Russians fired. The operational space however is approximately 2,000 kilometers from the German base, distance the aircraft have to cover each way. After the transfer to the Romanian airbase in Otopeni near Burcharest, the flight to the Ukrainian-Romanian border is approximately 200 kilometers long. The time they can spend on their mission expanded significantly as well.

Secretary of State perished

Most of the aircraft losses is linked to the intense fighting in Bakhmut area. The Ukrainians reported several helicopters (especially Ka-52) and aircraft (Su-25) shot down however their wrecks have not been visually confirmed. Only several losses of the drones could be verified. Su-25SM wreck carrying the bort number "blue 15" and registration RF-95152 was found in the Kherson area. The aircraft had been lost earlier but the images of its wreck were published only on January



Economics professor Oleh Fedirets Ph.D. became an anti-aircraft gunner near Bakhmut.



A Polish-made Krab self-propelled howitzer was saved from a Russian Lancet kamikaze drone by a metal mesh.



Footage of a crashed MiG-29 with blue-yellow coloring on its wings appeared on January 7.

5. Obviously, a Su-34, which wreck was shown in the video on January 25 had been lost quite some time before. The Ukrainian forces lost several drones as well. On January 6, the mercenaries from the so-called Wagner group published a video which shows how they, firing the portable rocket launchers, hit an airplane, probably a Ukrainian Su-25. The following day, on January 7, the satellite images were published showing the crashed Ukrainian MiG-29. When and under which circumstances the airplane was lost remains unknown. On January 18, in the morning, a tragedy took place in the town of Brovary east of Kiev where an Airbus H225 helicopter crashed. 14 people were killed including the Ukrainian Secretary of State, his deputy and the state commissioner.

Even before the conflict the Ukrainian Department of State bought 21 H225 helicopters (originally Eurocopter EC225 Super Puma). Deliveries started in 2018. They were used by the Governmental Rescue Service and the National Guard. The aircraft that crashed belonged to the rescue service and there were nine passengers on board – besides the crew members it was Secretary of State Denys Monastyrskyi, his first deputy Yevhenii Yenin, state commissioner Yuri Lubkovich and other department officials. The aircraft was enroute to Kharkiv. According to the eye witnesses the helicopter flew close to the ground but straight and there were no indications that it was having any problems. It flew three circles above the town of Brovary east of Kiev and then it suddenly started to descend, hit

a kindergarten, and crashed next to the multi-family residential building. It was dark and foggy at the time of a crash which could have played a significant role in the tragedy. The kindergarten building was set on fire and had to be evacuated. Besides nine people in the helicopter five more people died on the ground, including a child. 30 people were injured out of which 12 were children.

Till the end of January four more Ukrainian airplane losses were confirmed. On January 22, the mercenaries from the so-called Wagner group shot down a Mi-8 helicopter near Bakhmut. Its three-member crew was killed. On January 27, Captain Danylo Murashko was killed near Kramatorsk during the combat flight. He flew Su-25 from 299 Brigade of Tactical Aviation. Another Mi-8 was shot down on January 30 near Novodarovka in Zaporozhiye region on a mission to supply the ammunition. Its three-member crew did not survive. On the last day of January, a Mi-2 helicopter crashed near Poltava it is far from the front line. Therefore, it can be considered a non-combat loss. Two-member crew 47 years old pilot Vladyslav Stankevych and 46 years old commander Gennadii Butenko, perished in the crash.



The wreckage of a Su-25SM with the fuselage number "Blue 15" and registration RF-95152, images of which were released on January 5.



Captain Danylo Murasko was killed on January 27 during a combat flight near Kramatorsk.



The crew of Captain Gennady Butenko and Lieutenant Vladyslav Stankevych did not survive the Mi-2 crash during a training flight on 31 January.



Footage of the wreckage of this Su-34 was released on 25 Jan.



Originally Slovak Mi-17 in Ukrainian service.



Krajská
knihovna
Karlovy Vary

Karlovarský kit klub p.s. ve spolupráci s Krajskou knihovnou Karlovy Vary
pořádá soutěžní výstavu plastikových modelů



Karlovarský pohár



18.3. 2023

Sál v hlavní budově Krajské
knihovny Karlovy Vary

Výstava pro veřejnost otevřena
od 9:00 do 15:30

Vystavující modeláři od 8:00

Bližší informace na facebookové stránce
Karlovarského kit klubu



eduard

 **Karlovarský
kraj**



Back to Nuremberg

Text: Jakub Nademlejnský

After a long two-year hiatus caused by the COVID epidemic, the Eduard team was back to the Nuremberg Toy Fair once again. The event took place from February 1 to 5 and was held in sixteen halls of the local trade fair center.

It has to be said right at the beginning that this year fair was different from the previous ones. There were significantly fewer exhibitors. In our market segment of plastic model kits, the fingers of just two hands would be enough to count the participants. However, count me in – Eduard/Special Hobby, Italeri, Tamiya, Revell, Airfix. What else? Let's add to the credit the Art Scale Kit distributor and Zvezda, which had a stand in one of the tucked away booths due to the organizers' restrictions against Russian companies. Any others? No, nobody else. Other companies from our business chose a more economical option and came only to have a look and go round the stands. And more than we expected stopped at our stand. Among them, even those we hadn't counted on beforehand. Others didn't come at all. For example, representatives from China, USA and Ukraine were missing, and the representation from Poland was also quite weak.

But no wonder. The situation is not rosy, so many companies have opted for low-profile and very economical forms

of participation. We also chose a more economical option than in the past, and as more attentive readers may have noticed above, we joined forces with a friendly company, Special Hobby, reducing our stand to only two-thirds of its former size. Of course, this led to more intensive communication with our colleagues from Special Hobby, so we were able to discuss further possible cooperation on future projects. However, when more visitors arrived at one point, the booth was a bit tight ... Nevertheless, we handled it without any problems. We also split our team into two parties and rotated with our colleagues after three days at the fair. Saving money is necessary nowadays!

If you have not attended this fair in person in the past, I guarantee you would be impressed anyway. It's a huge event, with 2,843 exhibitors from 70 countries taking part this year, and over 62,000 visitors from 136 countries visiting the fair over five days.



But something in the mood was simply missing. Talking to other people in the industry, it was clear that they had mixed feelings about attending. As the number of exhibitors in the industry dwindles, the importance of the event for us and others is diminishing, and if the situation does not improve, we would at least be very hesitant to decide on participation in future years.

However, as usual, there was a silver lining. In this case, thanks to the low participation of the companies from our business, we were able to conduct more intensive negotiations with visitors to our stand. Several very pleasant meetings took place in a friendly atmosphere with companies



Jan Zdiarský and Vladimír Šulc



Alfred Riedel and Vladimír Šulc



Jan Bobek and David Francis
(Phoenix Scale Publications)



from the industry, but also from outside the industry, which may have an impact on the future, for example on our future releases. For example, we arranged the reboxing of Su-25 Zvezda kit and sketched out the negotiations on reboxing of Airfix kits. Representatives of Airfix, Italeri or Revell liked our 3D prints or SPACE for a change, and so possible windows of closer cooperation are opening up for us in the future. As far as the design of the stands of these companies is concerned, Airfix was part of the huge Hornby presentation, where it had its own space among about ten brands that fall under Hornby. And you've got to get ready for their new Gannet in 1/48, they say it's going to be cool! The Italeri booth reminded me of an Italian coffeehouse. Lots of round tables and chairs everywhere, a reception desk, and delicious Italian coffee or a shot of grappa, which gave the negotiations there a touch of Italian flair. The booth was dominated by two large display cases with built models featuring new releases, 1/72 AMX and 1/32 Mc.202 graphics. Revell traditionally had a stand in Hall 12, among the dominant companies in the whole



Pavel Gerhart, Vladimír Šulc and Zdeněk Peroutka (MPM s.r.o.)





Presentation of new Tamiya products.



The Hornby stand which includes the Airfix stand.



Jan Bobek and Vladimír Šulc

of its product. We chose to present the awards in the aforementioned bowl this year, as if we had placed them in the display cases, there probably wouldn't have been much room left to present our products. To sum up, I would like to say that I was personally impressed by the magnificence and high level of organization of the fair, as it was my first time at this event. They say organization is a common thing in Germany, and it was demonstrated on the spot by the German police, who completely packed up the stand of a Chinese die-cast model seller in short time, and the owners of the stand then sat on a few boxes for the rest of the fair. It all was done supposedly because of plagiarism. In contrast, we had to pack our own things by ourselves on Sunday and arrived home safely. So, hopefully next year again!







The Maltese Falcon

Text: Michał Krechowski
Illustration: Piotr Forkasiewicz



The Spitfires Mk. Vb/Vc had their most glorious time during the battles for the small, but strategically important, island of Malta. One of the most successful Spitfires to fight there was the Mk.Vc serial number BR301. The aircraft came from a consignment of Spitfires taking off on May 9, 1942, from the carrier USS Wasp (CV-7) during Operation Bowery. Like most Spitfires from the Bowery delivery, BR301 had Dark Mediterranean Blue color applied to the upper surfaces while still on the aircraft carrier's deck. But the original desert color scheme was slightly visible under this new paint. The lower surfaces were repainted in Sky Blue. This aircraft had also the national roundels overpainted with this color. The original four-cannon armament was reduced to two cannons, mounted in inner position in the armament bay and two inner machine guns. Codenamed UF-S, BR301 served first with No. 601 Sqn., but its pilots achieved most of their success with it in July 1942 after transferring to No. 249 Sqn. There it became the "aircraft of the aces".

P/O John McElroy (10 victories plus three shared in total) claimed one MC.202 with BR301 on July 7, one Ju 88 shared on July 9 and one Bf 109 on July 13, damaging another one in the process. No. 249 Squadron Leader Richard Mitchell (5 + 3) shot down a Ju 88 on July 23, while F/Sgt John Rae (11 + 2) shot down a Bf 109 probably and a Ju 88, in addition to damaging

a Re.2001 and a Ju 88 on July 27 and 28. The greatest success with the BR301 was achieved by Canadian pilot in the ranks of the RAF Sgt. George Beurling, who destroyed four opponents during one mission (two MC.202 and two Bf 109) and added one Bf 109 on July 27 two days later. For our boxart, created by Piotr Forkasiewicz, we chose to depict Beurling's first kill. His victim, a Macchi MC.202, is very well documented both photographically (after the crash landing) and also by combat reports of the two combatants. Thanks to that, we know how it all went down: At 0855 hours on July 27, 1942, No. 249 Sqn. sent out six Spitfires to join other six patrolling Spitfires from Nos. 126 and 185 Sqn. A formation of seven Ju 88s, accompanied by more than forty fighters was approaching Malta, flying at 25,000 feet (7,600 m). Beurling was the first to spot the enemy and radioed to warn the others: "Enemy aircraft at four o'clock, slightly below us!" He immediately launched an attack. The enemy fighters noticed Beurling's action and went into a left climbing turn. Beurling then got on the starboard side of one MC.202 and fired his characteristic short burst.

Beurling later recalled: "I saw four Macchis flying in a row and I focused on number 4. I fired a short burst that went into its engine and radiator." The pilot of MC.202 Sergente Magg Falerio Gelli of 378-11 Squadriglia turned his aircraft towards home base,

but immediately realized that the smoking engine would not last long enough. He therefore chose a place and belly-landed in a field outside Victoria on the island of Gozo. Later, when questioned, he said: "I saw a Spitfire firing at me, but I didn't feel any impacts. I was performing evasive maneuvers and noticed that the engine temperature was rising rapidly. In an attempt to reach my base, I turned north, but soon realized I couldn't make it as the oil tank and radiator had been hit. So, I turned back and landed at Gozo".

Some pilots and ground staff went to see Gelli's Macchi. The aircraft was relatively intact, and the battle damage was consistent with Beurling's report. The rudder was removed and the emblem of the 51st Stormo unit was also cut out of the fuselage as a war trophy. Beurling later posed with the trophies for photographs.

During the five months of fighting in Malta, Sgt. George "Screwball" Beurling scored a total of 28 kills (including one shared) of Axis aircraft, becoming the most successful Allied pilot of the Battle of Malta. These achievements earned him another unofficial nickname: "Falcon of Malta". It was meant to characterize his straightforward predatory instinct in combat.

Spitfire BR301 was irreparably damaged on July 29 and decommissioned with 54 flying hours.

Stukas under fighter command

Text: Jan Bobek

Illustration: Marek Ryś



The Ju 87 Stuka units from the Battle of Britain period are mainly known for the heavy losses they suffered on August 18, 1940. However, they returned to combat in early November. Their targets were once again Allied vessels in the Channel.

One of the units that made it through the entire western campaign was III./St.G.1. It was formed in July 1940 from I.(St)/Tr.Gr. 186, which was originally intended to be on board of the aircraft carrier Graf Zeppelin. Gruppe's commander, Obstlt. Walter Hagen became Kommodore of Sturzkampfgeschwader 1 in mid-1940. His former Gruppe, under the new designation III./St.G.1, was taken over by Hptm. Helmut Mahlke, who served in the Luftwaffe from 1935 after previous service in the Navy.

In early November 1940, well protected by fighters from III./JG 51 and from Galland's JG 26, Mahlke's unit made three attacks on allied vessels within sight of the British coast. In mid-November, III./St.G. 1 found itself in an unexpected situation. For organizational reasons, it was incorporated under the fighter command of Luftflotte 2, the so-called Jagdfliegerführer 2 (Jafü 2). Its commander was GenMaj Kurt-Bertram von Döring, a World War I fighter ace.

Mahlke had legitimate doubts about how Jafü 2 would handle leading a bomber unit in attacking vessels. His fears were realized on the first deployment on November 14, 1940. This is a transcript of a communication between the two staffs that began at 1100. The document is part of the St.G. 1 Chronicle

in the Bundesarchiv collections: Jafü 2: "III./St.G.1 will attack: enemy convoy reported to have passed Dover in a north-easterly direction towards the Thames estuary. Fighter escort to join at 1445 on the Channel coast. Do not fly beyond Cape Margate due to limited range of escort fighters."

III./St.G.1: "When and where was the convoy sighted, how many ships and at what speed?" Jafü 2: "A formation of ships was sighted at 0900 off Dover, medium speed, easterly course."

III./St.G.1: "Then the convoy of ships will pass Cape Margate before we reach the target area. We request permission to deploy beyond Cape Margate in this case."

Jafü 2: "The Cape Margate restriction must be respected at all times."

III./St.G.1: "What is the alternate target if the ship group is not in the restricted area?"

Jafü 2: "Then attack the other ships in the Dover-Margate section. If there are no ships there: the alternate target is the radio station at Dover."

III./St.G.1: "If we get to Margate and then turn towards Dover, we'll have the entire British fighter fleet on our tail! - Which radio station at Dover is to be the alternate target, we have 3 radio stations here in the Dover files."

Jafü 2: "The one with the mirror" ("Spiegel", German for mirror, a codename for radar)

III./St.G.1: "Which one is it?"

Jafü 2: "We don't know that either. We will try to find out and tell you before the take-off. Otherwise, just attack the largest radio station in Dover."

Just as Mahlke predicted, they did not encounter a single ship on the flight to Margate. The formation of nineteen Stukas then proceeded to Dover, where it was attacked by five RAF squadrons. Some of the Stukas had as many as five enemies on tail. Yet some of them managed to drop bombs on Dover facilities. Stuka gunners claimed two victories and RAF fighters reported 16-4-5 Stuka victories. A number of Stukas were hit, but only two were shot down and three more made emergency landings in France. Galland's fighter escort arrived at the scene of the engagement 10 to 15 minutes late. Kommodore Galland, CO of 7./JG 26 Oblt. Müncheberg and CO of 9./JG 26 Oblt. Ruppert each claimed one Spitfire. However, the RAF lost only one Spitfire from No. 74 Sqn. and two others from No. 66 Sqn. were damaged. After a few days, a meeting between the staffs of Jafü 2 and St.G. 1 took place. In the process Mahlke and his commander learned that it was a mistake to disband the formation and try to escape from the Spitfires. After a subsequent exchange of views, Jafü 2 no longer required the deployment of the Stukas, explaining that there were no fighter units available as escorts.

Helmut Mahlke retired in 1970 at the rank of Generalleutnant and had not only 159 combat sorties in the Stuka but also a number of flights in the F-104 Starfighter in his flight log. He is the author of *Stuka Angriff: Sturzflug*, published in English as *Memoirs of a Stuka Pilot*.

Wasps over the bay

Text: Chris Goss

Illustration: Piotr Forkasiewicz



Early August 1943, the Bf 110 G-2s of II./ZG 1 moved from Monte Corvino to Lanveoc-Poulmic. Command of II./ZG 1 passed to Hptm Karl-Heinrich Matern, Staffelkapitän of 4./ZG 1. II./ZG 1 was to be used countering increased Allied air traffic over the Bay of Biscay together with Ju 88 C-6s of V./KG 40 and Fw 190s of III./JG 2 and I./Seeaufklärungsgruppe 128.

August 21, 1943, saw the first victory when the Gruppe claimed a Liberator. This is believed to be from 311 Sqn. and was flown by Wg Cdr Jindřich Breitcrl – all eight crew perished but Uffz Georg Planer of 5./ZG 1 was lost in the combat.

On September 11, 1943, Mosquitoes of 307 Sqn. claimed to have destroyed a Bf 110, probably destroyed two and damaged one. Lt Dieter Bambauer of 5./ZG 1 was lost so was probably the victim of Flt Sgt Zbigniew Dunin-Rzuchowski. Five days later, II./ZG 1 intercepted B-17s attacking targets in western France claiming three, credited to Fw Klaus Schreuer and Oblt Arnold Dorka of 4. Staffel and Fw Emil Pfeiffer of 6. Staffel.

A Liberator of 53 Sqn. flown by Flt Lt Tony Spooner was then damaged by Bf 110s between the Scillies and Lundy Island on September 21, 1943 and three days later, the Gruppe suffered its heaviest losses to date. Despite Ofw Ruhland Zahn and Fw Hans Fuchs of 5./ZG 1 each claiming a Spitfire and Ofw Heinrich Börger and Uffz Peter Schölz of 6./ZG 1 claiming a Mitchell and a Spitfire, four Bf 110s, including those of Zahn, Fuchs and Oblt Arnold Dorka, were lost to Spitfires of Nos. 66, 313 and 610 Sqn. No 98 Sqn. Mitchells were lost but 313 Sqn.

lost three which included Sqn Ldr Jaroslav Himr.

II./ZG 1's time over the Bay of Biscay would now only last another three weeks. On the morning of September 27, 1943, Fw Klaus Schreuer of 4. Staffel claimed a Wellington and 30 minutes later, 5./ZG 1 got a second Wellington. The Wellingtons came from No. 612 Sqn. flown by Flt Sgt Robert Hyndson and No. 407 Sqn. flown by Wg Cdr John Archer, the latter having gone to search for a No. 407 Sqn. Wellington which had ditched off the Scillies returning from the Bay.

Six days later, the Gruppe apparently claimed a Sunderland and a Typhoon. The former was possibly from No. 10 Sqn. RAAF captained by Fg Off Fred Lee while the latter was possibly a Hurricane of 1449 Flt flown by Flt Sgt Richard Adams which was reported shot down 35 miles south-west of the Scillies at 0900hrs.

The end for II./ZG 1 came on October 8, 1943. At 0735hrs, seven Spitfires of No. 453 Sqn. took off on what was called an anti-Me 110 patrol. At 0845 they came across eight Bf 110s and in the ensuing battle, Fg Off Harold Parker was seen to be shot down and Flt Lt Russell Ewins, having shot down a Bf 110, suffered engine failure and ditched. Parker was reported missing, but Ewins was rescued. Another four Bf 110s were claimed destroyed by Fg Off Patrick McDade and Plt Off Colin Leith. At 1330hrs, eight Bf 110s got airborne from Lanveoc-Poulmic looking for two aircraft lost that morning. No. 610 Sqn. were relieving a Mosquito circling Russell Ewin's

dinghy and at 1415hrs bounced the Germans. Fg Off Vincent Moody and Flt Sgt Bob Hussey each claimed a Bf 110 around 1415hrs. Finally, at 1445hrs, No. 66 Sqn. together with 453 Sqn., got airborne to escort aircraft bombing II./ZG 1's home base. No. 66 Sqn. bounced eight to 10 Bf 110s off Brest claiming three Bf 110s destroyed, one probable and one damaged.

The timings for II./ZG 1's losses are hard to determine. There were some claims by 6. Staffel as Ofw Heinrich Börger claimed a Mitchell, Fw Franz Meissl a Spitfire and Uffz Anders a P-47 around 1545hrs. During the day they lost 11 fighters with three more suffering varying degrees of damage. Those lost included Hptm Karl-Heinrich Matern (who would be awarded the Ritterkreuz the following day – he was possibly lost in the morning as Hptm Rudolf Wangner was leading the Gruppe later that day), Lt Hans-Bodo Busch (Adjutant) while Lt Hans Schmidtal, who was leading 6. Staffel, was wounded. Lt Wolfgang Priebe and his radio operator from 4./ZG 1 were captured after being shot down by No. 610 Sqn. and their interrogation revealed much about the Gruppe but by then it was too late. Having suffered such heavy losses, one more coming on October 14, 1943, when Uffz Max Wichert of 6./ZG 1 crashed due to engine failure off the Ile D'Ouessant, in November, II./ZG 1, now commanded by Ritterkreuz winner Hptm Egon Albrecht, former Staffelkapitän of 6. Staffel, withdrew to Wels where in July 1944 it was disbanded to become the Bf 109-equipped III./JG 76.

Virtue out of necessity

Text: Richard Plos

Illustration: Petr Štěpánek



In the spring of 1998, a significant event occurred in the Finnish Air Force. The MiG-21BIS was retired from its arsenal and the replacement, the F/A-18C/D Hornet, marked a significant shift for Ilmavoimat. However, the road to this turning point was rather thorny.

Finland was in a difficult situation after the Second World War. Fighting with the Red Army during the Winter War and then the Continuation War had significantly drained its resources and thrown the country into an alliance with Nazi Germany in its fighting for survival. Finland then fought against Germany in the Lapland War after the armistice with the USSR in 1944. The Paris Peace Talks in 1947 limited the post-war development of the Finnish air force which was still using old Bf 109Gs in the early 1950s. The country did not have the funds for modern aircraft, among other things because of the reparations paid to the USSR. However, in 1952 the purchase of six Vampire Mk.52s was agreed by government and Ilmavoimat entered the jet era. But Vampires were obsolete, and the USSR was concerned about the lack of protection of its neighbour's airspace in a deteriorating international situation. Soviets feared that it could become a "gateway" for a possible strike from the West. Finland was thus threatened that the USSR would use a provision in the 1948 Peace Treaty (YYA) to take over the protection of Finnish airspace, which would have negatively affected Finland's international

position. The result was the purchase of 12 Folland Gnats in 1958.

In the early 1960s, the Soviet Union attempted to persuade Finns to buy the aging MiG-19Ss, but Finnish pilots were already familiar with the Western machinery, including the J 35D Draken or Mirage IIIC thanks to test flights, and so the offer was declined. However, the financial capabilities of Finland did not allow the purchase of these types. On the contrary, the acquisition of Soviet equipment would have been advantageous due to the possibility of repaying it with supplies of goods. In October 1961, the USSR sent another note to Finland demanding increased protection of Finnish airspace, again with a threat of use of the provisions of the YYA. After this crisis was settled, the USSR offered Finland the MiG-21F-13 and on February 1, 1962, a contract was signed for the delivery of twenty aircraft, the first of which were delivered on April 24, 1963.

Just a decade later it was obvious that Ilmavoimat would need another upgrade. The Saab J 35 Draken was selected as a replacement for the Gnats and in the spirit of the ongoing policy of diversification, it was decided that the replacement for the MiG-21F-13 would be procured from the USSR. The Finns requested a presentation of the available types and were offered MiG-23MS and MiG-21bis. The MiG-23 was more expensive and its maintenance requirements were higher, while the MiG-21 was cheaper and already established in Finland. And

that made the decision. In the autumn of 1976, Captains Paavo Janhunen and Taisto Myöhänen were enabled to test-fly the type at the Krasnodar base and a year later a contract for 20 aircraft was signed.

The first two MiG-21BISs landed at Risala on September 21, 1978. One of them, coded MB-114, was flown to the test center in Halli, the other, MB-111, was used for pilot conversion training at HävLLv 31 (31st Fighter Squadron). Subsequently, the fuselage designation of the MiG-21BIS was changed from MB to MG, and the remaining 18 aircraft were delivered in three batches during 1980. The MG-129, which is pictured on the boxart by Petr Štěpánek during a landing at Kuopio Air Base was part of the second delivery on July 17, as was its wingman on the painting, coded MG-124. In 1984, it was decided to purchase six more aircraft, so in total the Ilmavoimat operated 26 MiG-21BISs.

All the delivered aircraft underwent avionics and instrumentation modifications by Valmet. The stenciling was translated to Finnish, the aircraft received VHF/COM radios and altimeters of Western origin, as well as VOR/ILS/DME systems and transponders.

In January 1986, the MiG-21F-13s that had served with the Reconnaissance Squadron (TiedLLv) were retired and replaced by MiG-21BISs modified to carry reconnaissance and electronic warfare containers. The reconnaissance squadron was disbanded in 1996, and two years later all Finnish MiG-21BISs were gone...

The Calm Before the Storm

Text: Jan Zdiarský

Illustration: Martin Novotný



The Avia B.534 is one of the symbols of the determination of Czechoslovakia to stand up against the threat of Nazism that had gripped Germany, and the threat of its spread to other nations in Europe. The attempts to rip away the border regions of Czechoslovakia were obvious from the mid thirties and diplomatic rifts were the order of the day. A strong fighter force was the only way to deter German aggression from the air and to make negotiating meaningful. The Czechoslovak industry lacked the capacity to develop and especially to produce a fast, single engine fighter that could hold its own against the Bf 109 and the fast German bombers of the Luftwaffe. For this reason, the nation turned to the more multi-functional Avia B.534 biplane. The aircraft's prototype, designed by Frantisek Novotny, first flew in May 25, 1933. It displayed a very good rate of climb, excellent maneuverability, and, for that time, a good maximum speed, approaching 250mph. Its performance exceeded those of its competition from Praga and Letov. The initial versions had an open cockpit which later was covered, and there was an evolution in the aircraft's armament, engine cooling system, propeller and on-board equipment. The currently available kit represents the epitome of the B.534, not including the cannon armed Bk.534 which never saw the installation of the cannon firing through the propeller hub, and so production versions were only armed with three machine guns instead of four. The B.534 entered service at the beginning of 1935. At the time of increasing tensions provoked by Germany, 27 aircraft were loaned

by the army to border guard units. The main acceptance of the type into service took part in the immediate pre-war years, seeing a growth in numbers from 326 at the beginning of September, 1938 to 443 in March, 1939. The family tree of the type in production can be divided into four blocks, plus the planned cannon armed Bk.534.

The B.534s played their role during both Czechoslovak mobilization periods in May and September, 1938. Their pilots were ready and willing to protect their freedom. As a result of the complete betrayal by Czechoslovakia's legally bound allies Great Britain and France, culminating in the Munich Agreement and the dismemberment and occupation of Bohemia and Moravia, the B.534 never got the opportunity to put up a fight. In fact, the B.534 became a welcomed prize for the Germans that pressed them into service in their own units and in those of their allies. The type was used by the Luftwaffe, primarily in the advanced training role, and was supplied to Slovakia and Bulgaria, as well as to a lesser extent, Greece. The exception to this are three B.534s that were used during the Slovak National Uprising against the Germans, an event that brought about the last air to air victory to be achieved by a biplane fighter in history.

The painting by Martin Novotny takes us back to the summer of 1937, where the clear sky represents the fragile calm, but history tells us that storm clouds were gathering on the other side of the border. The aircraft bearing the serial number 534.208 was first flown on July 1, 1937 by factory test pilot Oldrich Kosar, and

two days later was handed over to Air Force reps. On July 13, 1937, the aircraft was ferried to Kbely, from where it made its way to the 2nd Aviation Regiment at Olomouc, and was later assigned to the 36th Flight.

There, it served with this unit on September 6, 1937, when during a formation flight over Hostynske Vrchy at 6,500m there was a collision involving two B.534s. Jaroslav Sodek, later to become a Czechoslovak member of the RAF, collided with aircraft serialised 208 while flying aircraft B.534.035 as a result of being blinded by the sun. He collided with the second Avia from the left and from behind. The Flight Leader, flying that second plane, was Sgt. Julius Zaoral, who was able to nurse his plane back to Olomouc and land, while Sodek had to take to his chute. The damage to the aircraft flown by the Sergeant was restricted to both the upper and lower left wing and included the interwing struts. The aircraft was repaired and pressed back into service, only to be later taken over by the Germans.

Although the B.534 by 1938/39 would not have the opportunity to stand up to the aggressor, the same could not be said of its pilots. They were, to varying degrees, involved in domestic resistance, and significantly left to oppose the Germans in foreign services of allies that took them to Poland, France, Africa, the Soviet Union, the far east, and most notably, Great Britain.

That, though, leads to other events through history, with which you can get acquainted through other Eduard kits.

Guardians

Text: Richard Plos

Illustration: Adam Tooby

Graphic design: Jan Zdiarsky



When Operation Watchtower was launched on August 7, 1942, a "green hell" was waiting for the men of the 1st Marine Division under the command of Maj. Gen. Alexander Vandegrift on Guadalcanal. Though only 2,000 Japanese stood against 6,000 Marines, their fanatical determination did not waver even after fighting for 36 hours, when American forces had captured most of the island, including the airfield under construction. The landing was strongly supported by naval and air forces, with the USS Enterprise's pilots making 237 combat sorties that day, others added by the pilots from the USS Saratoga. After the Enterprise withdrew from the area, the aerial support weakened and the Marines on the island suffered intense bombing. No wonder they were eagerly awaiting the arrival of the fighters. Those arrived on August 20, when VMF-223 Wildcats landed at Henderson Field.

Air combat and on-site accidents quickly reduced the numbers of aircraft and just ten days after arrival there were only five of the 19 Wildcats left. Even later, after the arrival of reinforcements, the numbers of airworthy Wildcats were rapidly decreasing. The pilots had no choice and no Wildcat from Guadalcanal can be attributed to a particular pilot. In the case of the GUADALCANAL Limited kit, we solved this in a jokey way: Where possible, we assigned a specific pilot to the aircraft he flew in a known event.

The third most successful fighter of the campaign, Capt. Marion Carl, would certainly

deserve "his" marking in the kit. But concerning the Wildcat often attributed to him, it's complicated.

The aircraft with the number 2 on the fuselage and nineteen kill marks under the cockpit (marking F) was most likely one he ever flew with. According to the testimony of historians who spoke with the famous ace, Carl said that this aircraft in the well-known photographs was in fact an "hangar queen" pulled out of the hangar at Espiritu Santo to be photographed with the hero by the media. For this purpose, the nineteen kill mark stickers were applied. The media then reportedly took a lot of pictures of Marion Carl at "his" Wildcat. But ...

No matter how much you are searching, you won't find a proof photo of Carl with this aircraft. Which is strange. In one famous photograph, a man is squatting on the wing, half undressed, wearing a crumpled cap. It's said to be Marion Carl. But would a pilot, an officer, present himself to the media like that? Hardly ... In several other photos, sitting in the cockpit or standing on the wing is Tech Sgt R. W. Greenwood. The photo of him in the cockpit was published in Stars and Stripes magazine during the war. Firstly with the caption "unknown soldier in the cockpit of a Wildcat on Guadalcanal". When the editors found out who it was through a letter from a sergeant's fellow, they published the photo again, this time with his name. The mention of Guadalcanal remained and according to the sergeant's son, his father never disputed

that fact. But historians say this Wildcat never made it to Guadalcanal! But the picture with Greenwood shows the kill marks were worn out and the surroundings on the photo of the whole aircraft looks like Henderson field rather than Espiritu Santo airfield. What's more, even the official US Navy archive dates the photo to February 2, 1943. At this time Carl was gone from Guadalcanal for some four months! So, there are many questions regarding this aircraft. It is sometimes also attributed to the CO of VMF-223, Maj. John L. Smith, because he achieved nineteen kills, which corresponds to the number of kill marks. But he was also no longer on Guadalcanal in February.

We may never know the full truth about the Wildcat with number 2, but that uncertainty makes it an attractive option as well. We have, however, chosen other Wildcats for the boxart. The one in the background was "Swede" Vejtasa's personal mount (marking A). For the foreground we have chosen an aircraft that was only marginally related to Guadalcanal, as it was used by 1/Lt. S. B. Folsom shortly after he left the island (marking H). But there are not many Wildcats with such a nice nose art, so it was an obvious choice. The author of the Wildcats on the boxart of the kit 11170 is Adam Tooby and he did a great job, which is supported by the graphics by Jan Zdiarsky. Twelve markings and two complete kits are what is waiting for the modeler inside the box ...

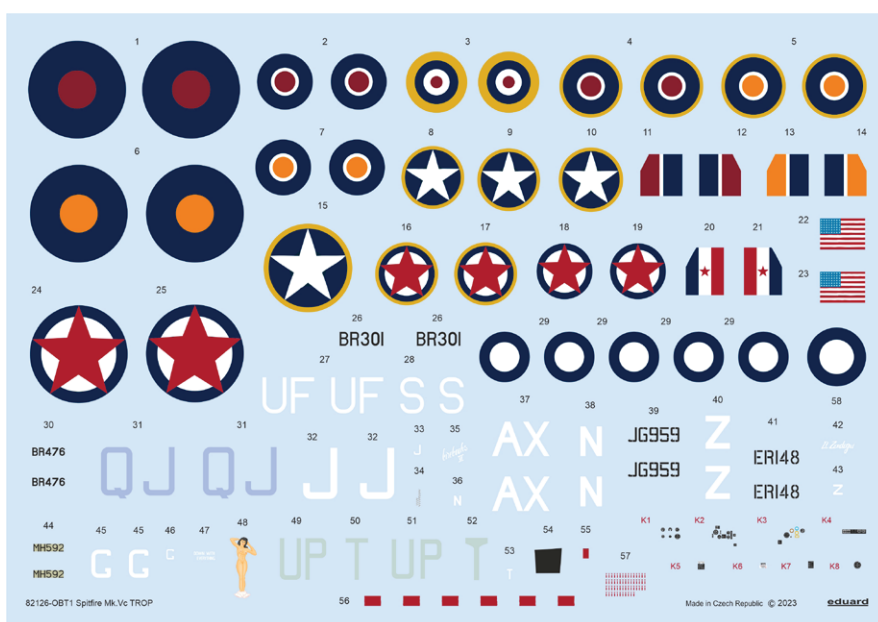
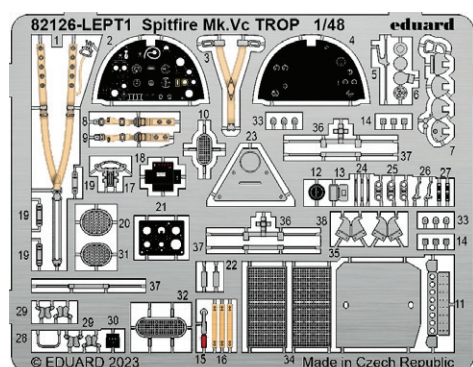
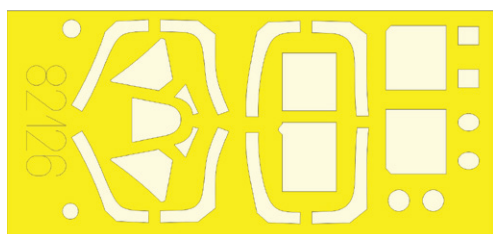
Spitfire Mk.Vc TROP

1/48

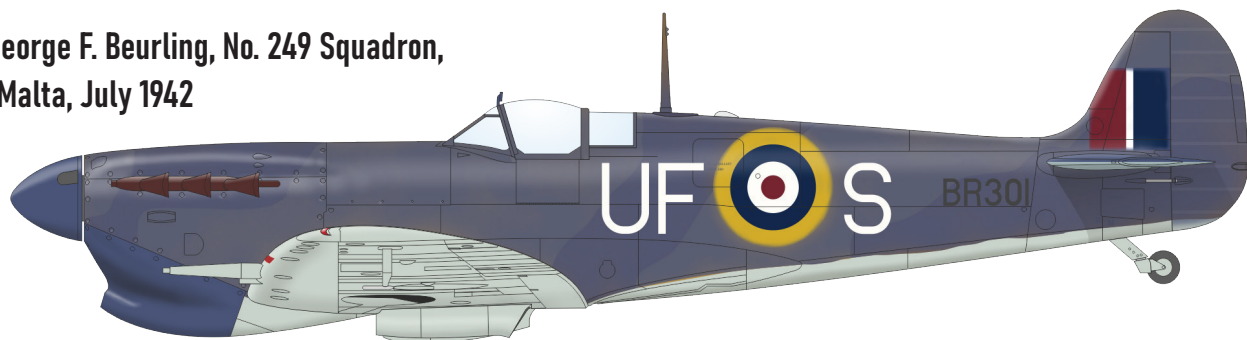
#82126

ProfiPACK edition kit of British WWII fighter plane Spitfire Mk.Vc TROP in 1/48 scale. Kit presents tropical version of famous Spitfire Mk.Vc flying in the RAF, SAAF, USAAF and RAAF.

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

[Product page](#)


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

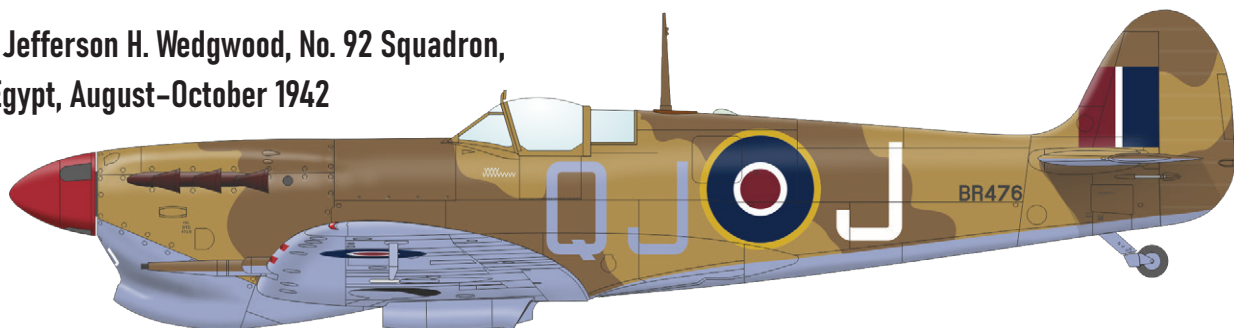


Spitfire MkVc serial number BR301 was one of the most successful Spitfires fighting on Malta. The aircraft came from the batch of Spitfires flying off the aircraft carrier USS Wasp (CV-7) on May 9, 1942, during the operation Bowery. Like a majority of Spitfires delivered for the operation Bowery, BR301 had the blue shade of Dark Mediterranean Blue applied already on board of the carrier having the original desert scheme (Dark Earth and Middle Stone)

shown slightly through. The lower surfaces were repainted in Sky Blue including the national markings. The original armament consisting of four cannons was reduced to two in the wing inner gun bays and two machine guns were installed outwards. BR301 coded UF-S first served with No. 601 Squadron however its greatest glory awaited it at No. 249 Squadron where it was transferred. Here it became an "aircraft of the Aces". Between July 7 and July

13 P/O John McElroy claimed four aerial victories flying it and on July 27, a rising star, Sgt. George Beurling shot down four enemy aircraft in one mission and two days later he claimed another kill with BR301. During the month of July S/Ldr Richard Mitchell and F/Sgt John Rae claimed further kills. On July 29, BR301 was damaged beyond repair and struck off charge having flown 54 hours.

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

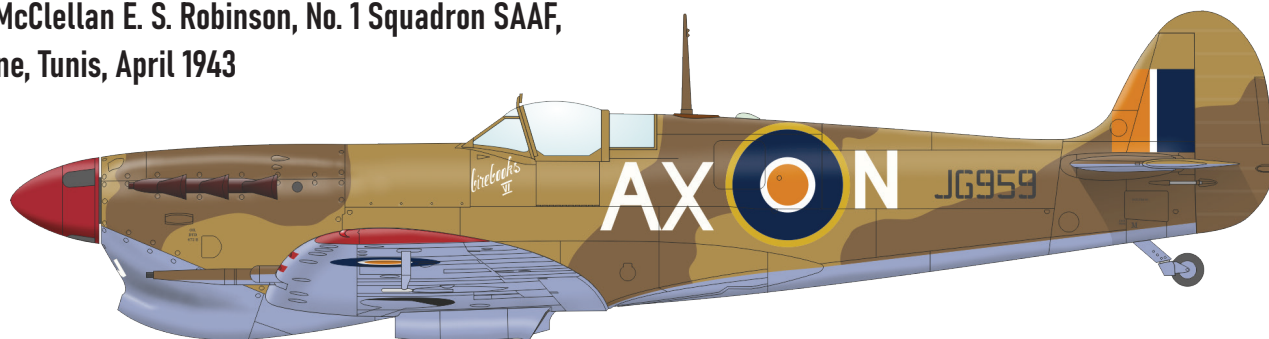


Jefferson Heywood Wedgwood was born on May 28, 1917, in London. He was educated at Holyrood School, Bognor and Lancing Colleges. In March 1936 he joined the RAF and a year later he became a staff pilot at No. 2 Air Armament School in North Coates. After a brief stint at No. 65 Squadron, he was transferred as an instructor to No. 12 Group Pool in Aston Down. On July 18, 1940, Wedgwood was assigned to No. 253 Squadron at Kirton-in-Lindsey with which he took part in the famous Battle of Britain. During the month of September, he destroyed a Bf 110 and cooperated in destroying five Ju 88s and three Do 17s.

At the end of September, he was ordered to Vickers Supermarine where he flew as a Production Test Pilot but on October 10 he was transferred to the RAF Czechoslovak Depot in Cosford as a flight instructor. In January 1942 he assumed command of the No. 92 Squadron in Digby. In February the unit was transferred to the Near East and in April it arrived in Egyptian Fayid. For several months the unit was without any airplanes and as of July 2 the pilots were attached to the No. 80 Squadron in the Western Desert to gain the operational experience. Finally, in the end of August 1942, the tropicalized Spitfires

arrived. Between August 14 and October 29 Wedgwood destroyed eight Bf 109s and damaged another eight. For his accomplishments he was awarded DFC. On December 17, 1942 he was on board of a Halifax Mk.II from No. 138 Squadron as a passenger flying back to the Great Britain but the aircraft crashed near Żejtun on Malta. It is highly probable that it was shot down by a friendly AA fire and all on board perished. Jefferson Wedgwood is buried in the Navy cemetery in Capuccini on Malta.

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

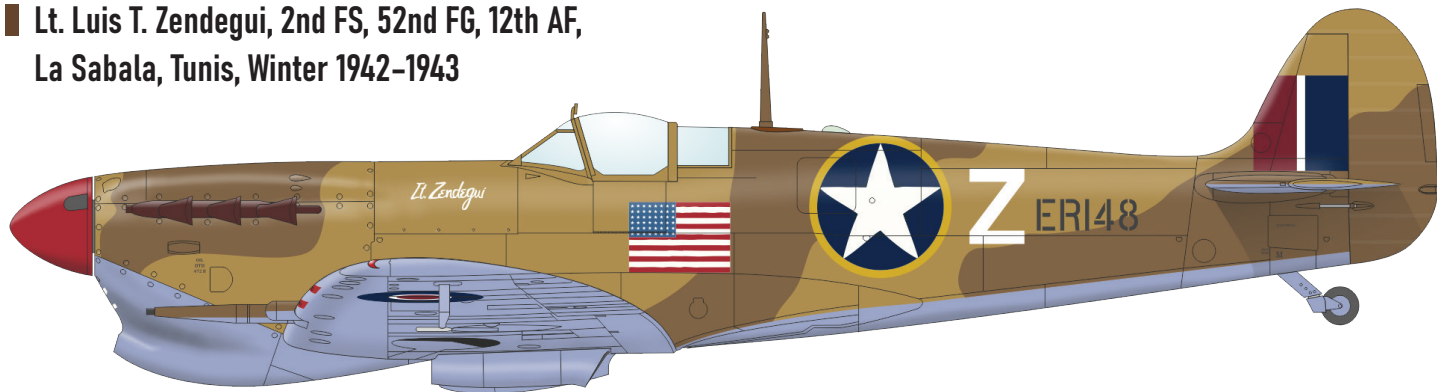


Pilot's full name was McClellan Eric Sutton Robinson, and his usual nickname was "Robbie". He was born on February 26, 1919, in Johannesburg. His first operational unit was No. 1 Squadron SAAF flying Hurricanes. He was assigned to the unit in August 1942 and remained flying with it for a year. On November 2, 1942, he achieved his first combat success when he shared victory over a Ju 87. After he converted to Spitfire MkV, between January and April 1943, he added another five

victories to his score. After that he had bad luck for the first time when on July 14, 1943, he was shot down by a friendly fire of a USAAF P-38 and had to bail out over the Mediterranean sea. He got lucky though as he was fished out by the crew of a Greek destroyer. In September 1943, at the end of his tour of duty, Robinson was awarded DFC and sent back to the Great Britain where he assumed the post of a flight instructor at No. 11 OTU. On November 14, 1944, the bad luck struck again as he collided

mid-air with one of his students flying Kittyhawk, crashed and was killed. All his personal Spitfires carried the inscription CireCooks on the port side which was the combination of his first name and last name of his fiancé. Number VI indicated it was the sixth airplane christened with this name. On April 22, 1943, flying this aircraft, Robinson shot down two Bf 109Fs. During his combat career he shot down in total five enemy aircraft plus one probable and one aircraft damaged.

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

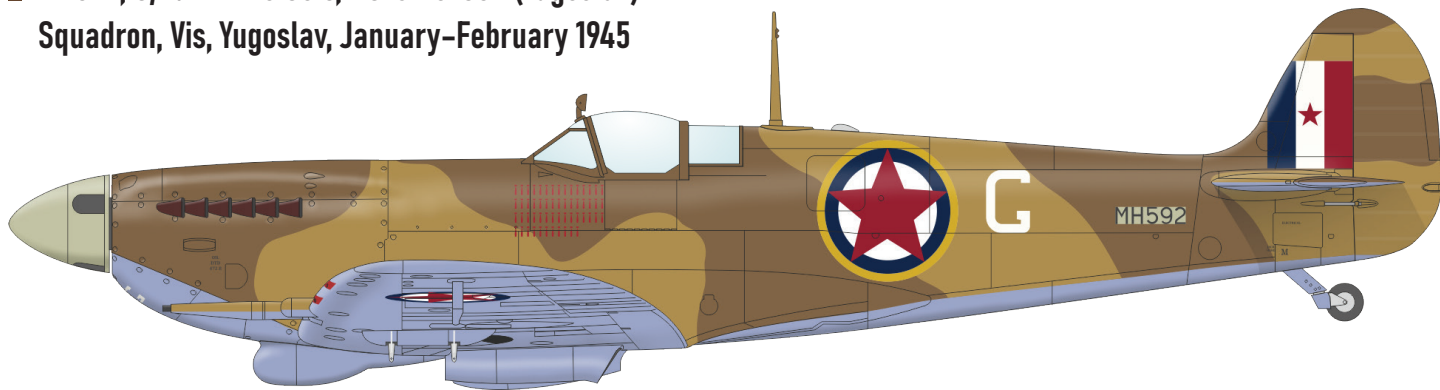


One of the successful pilots flying with 2nd FS was Cpt. Luis Zendegui who scored his first victory on December 25, 1942, during the dogfight with Mc.202. During his service with 2nd FS he was credited with three confirmed kills and he damaged another two enemy aircraft. Zendegui's

Spitfire carried the pilot's name on the drop tank and the American flag on the fuselage sides. The original British cockades on wings and fin flash on the vertical tail surface remained intact. The squadron white codes QP were not yet applied on Spitfires during this period.

Some sources assign serial number ER148 to this Spitfire, however it cannot be found in the database of the Spitfires' serial numbers.

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

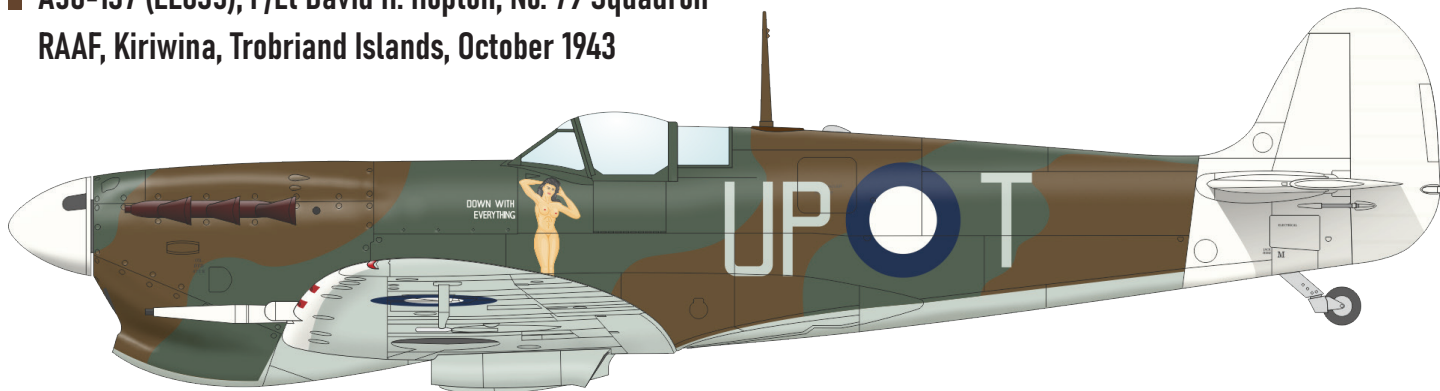


No. 352 (Yugoslav) Squadron was the first Yugoslav fighter unit established at Royal Air Force in Mediterranean during WWII. This unit is also known as the Prva Eskadrila NOVJ. In June it converted to Spitfires Mk.Vb/Vc and in August the unit was transferred to Italy to join RAF No. 281 Wing and provide the escort for the fighter-bomber squadrons. As of January 25, 1945, it was deployed to the

forward base on the island of Vis. Due to the absence of the Luftwaffe aircraft the Yugoslav Spitfires had very little opportunities for the air combat and for the rest of war they flew the ground attack missions. Šoić's Spitfire MH592 sported the type "B" desert camouflage scheme and as the only Yugoslav Spitfire featured the Aboukir dust filter (the rest of the aircraft featured Vokes filters). Also, Hinko

Šoić as one of very few Yugoslav pilots encountered the enemy aircraft and in the cooperation with another three pilots shot down a Henschel Hs 126 on March 20, 1945. In this Spitfire he flew 73 missions altogether, further six missions were flown by other No. 352 (Yugoslav) Squadron pilots.

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



Spitfire serial number EE835 arrived in Australia on April 13, 1943. Before it was delivered to the combat unit it had been repainted in Foliage Green/Earth Brown/Sky Blue. In May it was handed over to the No. 79 Squadron RAAF as A58-137 and the code letters UP-T were applied. It was assigned to F/Lt David Hopton who christened his

new Spitfire by the phrase "Down with everything" and had a naked girl painted on the port side of the fuselage. Hopton flew this Spitfire until November 28, 1943, when the fuselage drop tank was not released correctly and damaged the aircraft's tail. The repaired airplane was returned to the service in October 1944, assigned to No. 85

Squadron and coded SH-W. The camouflage was stripped, and it flew in the natural metal color finish. On February 26, 1945, during the landing at Guildford, the pilot F/O B. O'Connell collided with another Spitfire and A58-137 was struck off charge.

Recommended: for Spitfire Mk.Vc TROP 1/48

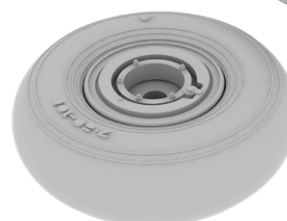
481065	Spitfire Mk.V landing flaps (PE-Set)
FE1207	Spitfire Mk.V seatbelts STEEL (PE-Set)
644113	Spitfire Mk.V LööK (Brassin)
648098	Spitfire wheels - 5 spoke (Brassin)
648119	Spitfire wheels - 5 spoke, smooth tire (Brassin)
648663	Spitfire Mk.V cockpit (Brassin)
648664	Spitfire Mk.V wheels (Brassin)
648666	Spitfire Mk.Vc gun bays (Brassin)
648667	Spitfire Mk.V three-stacks exhausts rounded (Brassin)
648668	Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
648669	Spitfire Mk.V six-stacks exhausts fishtail (Brassin)
648671	Spitfire Mk.Vc undercarriage legs BRONZE (Brassin)
648738	Spitfire Mk.V landing flaps PRINT (Brassin)
D48088	Spitfire Mk.V stencils (Decal Set)



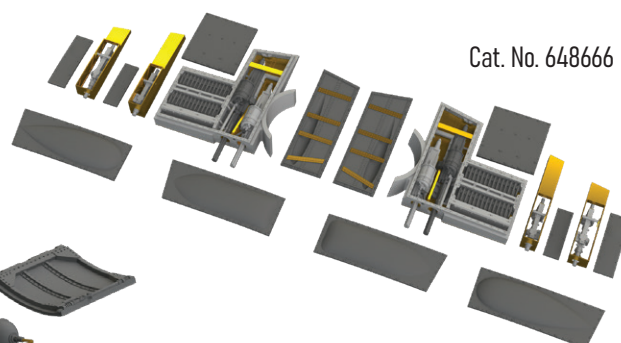
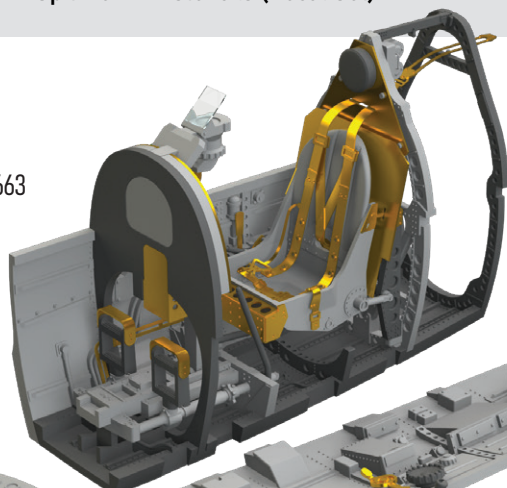
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Cat. No. 648119



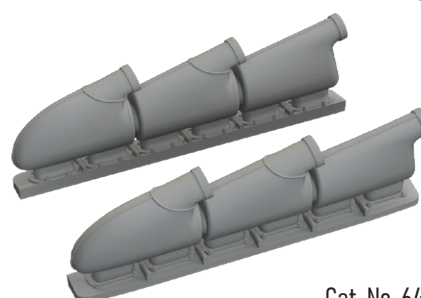
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Cat. No. 648666



Cat. No. 648671



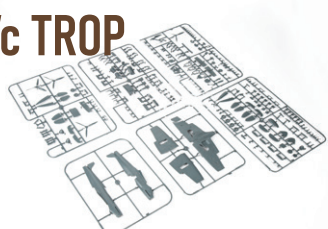
Cat. No. 648667

OVERTREES

#82158X

Spitfire Mk.Vc/Vc TROP
1/48

Product page



OVERLEPT

#82126-LEPT

Spitfire Mk.Vc TROP PE-Set
1/48

Product page

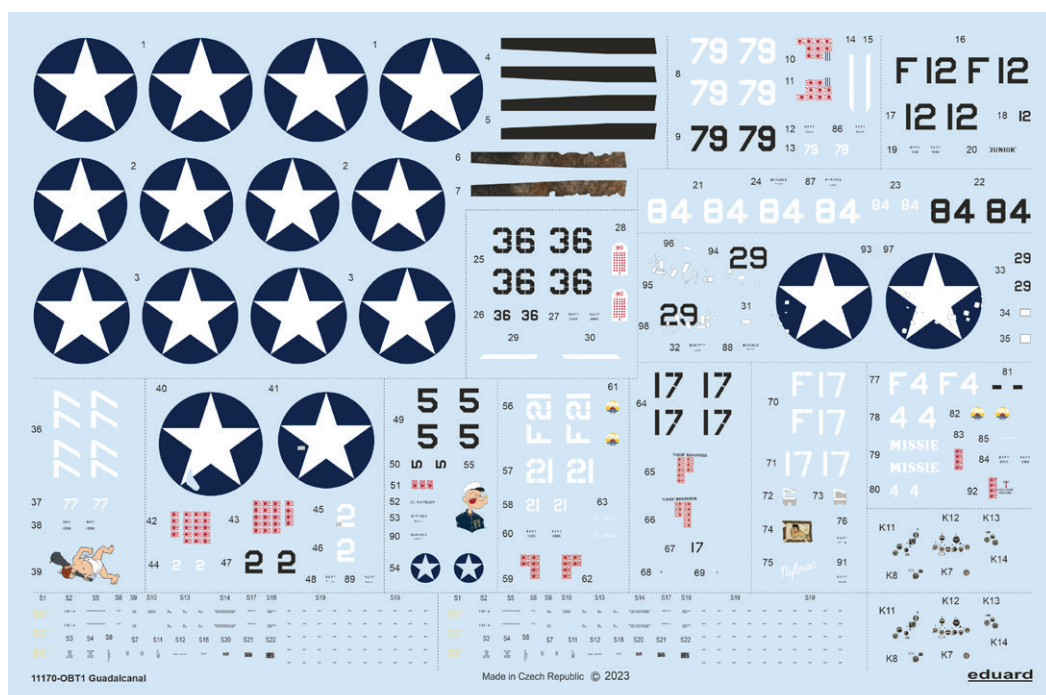
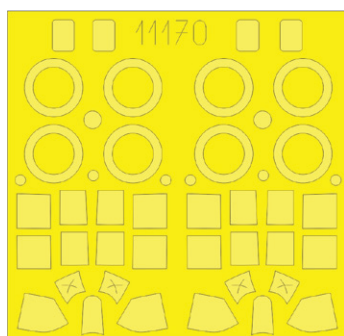
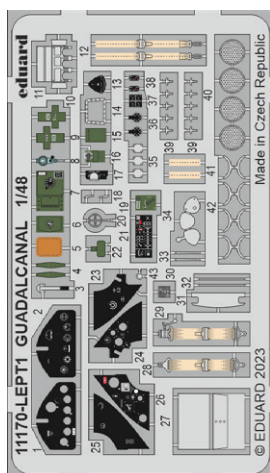
GUADALCANAL

1/48

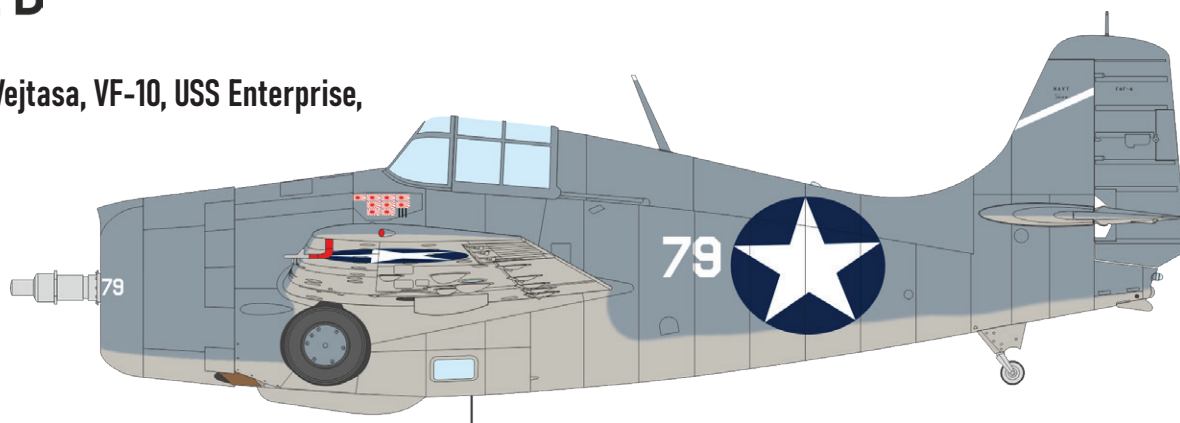
#11170

Limited edition kit of US carrier based fighter F4F-4 Wildcat early and late production in 1/48 scale. Kit presents Wildcats from United States Navy and Marine Corps participating in the fighting for Guadalcanal.

- plastic parts: Eduard
- marking options: 12
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


■ Lt. Stanley W. Vejtasa, VF-10, USS Enterprise, April 1943

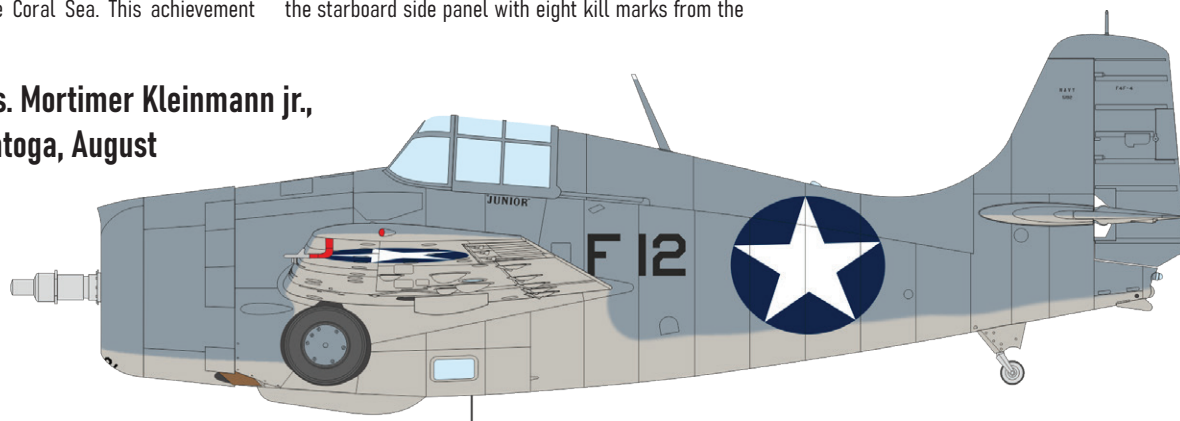


Unusual surname and blond hair were equally responsible for the nickname "Swede" for Stanley Winifield Vejtasa, a man with strong Czech roots as a grandson of immigrants from then part of the Austria-Hungary Empire. He made himself famous when he managed to shoot down three Zeros while leading a formation of eight SBD-3s tasked with the air cover of the US ships during the Battle of the Coral Sea. This achievement

gave him opportunity to join VF-10 fighting squadron as its Operations Officer. There he scored seven more kills during the Guadalcanal campaign on board of the USS Enterprise. After the war he enjoyed a great career, making him the Captain of USS Constellation and CO of the Miramar base. He retired in 1970 and died on January 23, 2012, at the age of 98. The Wildcat No. 79 took over the starboard side panel with eight kill marks from the

No. 19 (BuNo. 03417) Vejtasa used before. Ninth kill mark was added on November 13, when he shot down one huge Kawanishi Type 97 Mavis flying boat. Some of the Wildcats sported the kill marks on both sides, but only starboard of this Wildcat is known. This hangs question mark on their port side presence. Also, the white vertical rudder strip is not sure for the period of the early 1943.

■ BuNo. 5192, Ens. Mortimer Kleinmann jr., VF-5, USS Saratoga, August

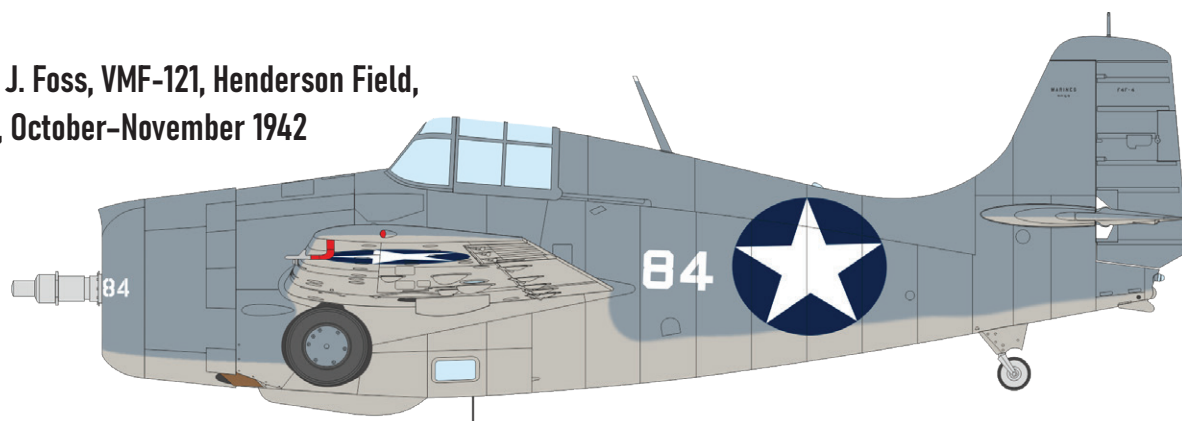


This is a reconstruction of the aircraft, assigned to and usually flown by Ens. Mortimer "Junior" Kleinmann. But on August 7, 1942, during the rush to take off against Japanese bombers as soon as possible, Lt. James Julien "Pug" Southerland jumped the plane and took it off against the enemy. He managed to shoot down two bombers but during the consecutive dogfight with Zero he learned his guns would not fire, probably due to the damage from fire

by the tail gunner of the bomber. To make the things even worse, two more Zeros joined the fight. Pug was able to outmaneuver them, but the melee was spotted by Saburo Sakai. The Wildcat was hit by numerous shells from machine guns and cannons, but kept flying, until a Zero gave him a burst into the left-wing root setting it afire. "Pug" bailed out over the enemy territory of western part of Guadalcanal. Wounded and weaponless he managed

to escape the Japanese soldiers thanks to the help of natives and was evacuated from Henderson Field on August 20, 1942. Later he added three more victories with F6F-5 and died in flying accident on October 12, 1949. Mortimer Kleinmann achieved two kills during the time USS Saratoga was taking part in Guadalcanal campaign.

■ Capt. Joseph J. Foss, VMF-121, Henderson Field, Guadalcanal, October–November 1942

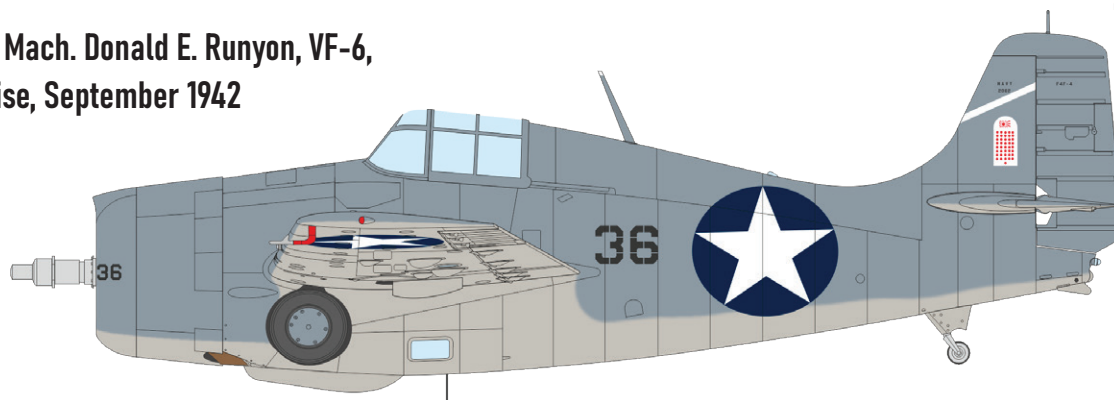


This is one of the Wildcats of VMF-121 the highest-scoring ace of the Guadalcanal campaign, Capt. Joseph Jacobs Foss, used during the combat missions. The Bureau Number is unknown, but we know Foss scored with nine different Wildcats. This speaks of itself as the Marine pilots on Guadalcanal did not have the luxury of assigned aircraft. Not even the best ones. The fierce combats, harsh environment and other factors made the Wildcats rather consumable goods, and the pilots simply jumped the closest airworthy

aircraft. Joe Foss, former flying instructor, joined VMF-121 on August 11, 1942 and was promoted to Captain on the same day. He arrived at Guadalcanal on October 9 and four days later scored his first victory, shooting down a Zero. His score was rising, as he shot down 16 enemies during October and prior to his farewell to the island his score raised to 23. He had to bail out himself on November 7 after shooting down one Rufe and two float biplanes and made it back to the base in three days. The VMF-121 left Guadalcanal on November

19, but Joe returned to Guadalcanal for his final tour there from January 1 to January 26, 1943. Adding three more kills, he became the highest scoring USMC ace of WWII. After the war, he served in the South Dakota Air National Guard, which he helped to organize. Later he turned to politics and was elected to the South Dakota House of Representatives but returned to the duty during Korean war. In 1954, Foss was elected Governor of South Dakota. He passed away on January 1, 2003.

■ BuNo.02062, Mach. Donald E. Runyon, VF-6, USS Enterprise, September 1942

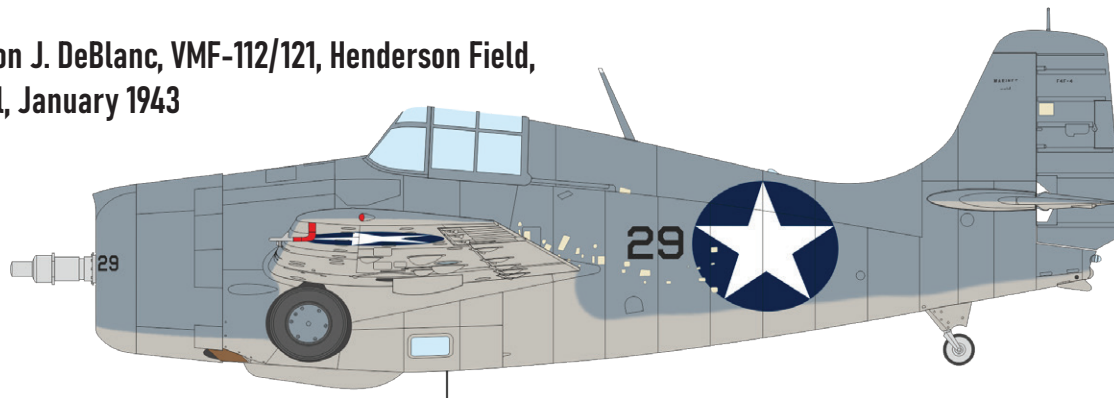


Donald Eugene Runyon was a petty officer Aviation Machinists Mate 1/c and he was so skilled he had officers for wingmen. He scored six times with Wildcat. This one served him well to get two of his victories at the very start of the Guadalcanal campaign on August 8, when he shot down Zero and Betty. A day before, he also shot down two enemies with aircraft BuNo. 02125. He joined VF-3 in December 1942 and stayed with the unit until April 1943.

He did not achieve any aerial victories with the unit, but the things changed when he joined VF-18 based on the USS Bunker Hill in September 1943. There, already flying Hellcats, he added three more kills to finish the war with 11 victories. He was promoted to Lieutenant (junior grade) rank in May 1943 and to Lieutenant on July 1, 1944. He was a test pilot at Moffett Field from July 1945 to July 1946 and served with several units until July 1964, when he retired

in the rank of Commander. The Wildcat BuNo. 02062 sported the unusual painting of the tombstone with 41 Japanese roundels symbolizing total score of the VF-6 during their fighting of Guadalcanal Campaign. Such a painting sported only nine Wildcats of the unit, the ones which stayed on the deck of the USS Enterprise on her route from the Solomons to Hawaii. Other Wildcats were flown to USS Saratoga or to Guadalcanal.

■ 1/Lt. Jefferson J. DeBlanc, VMF-112/121, Henderson Field, Guadalcanal, January 1943

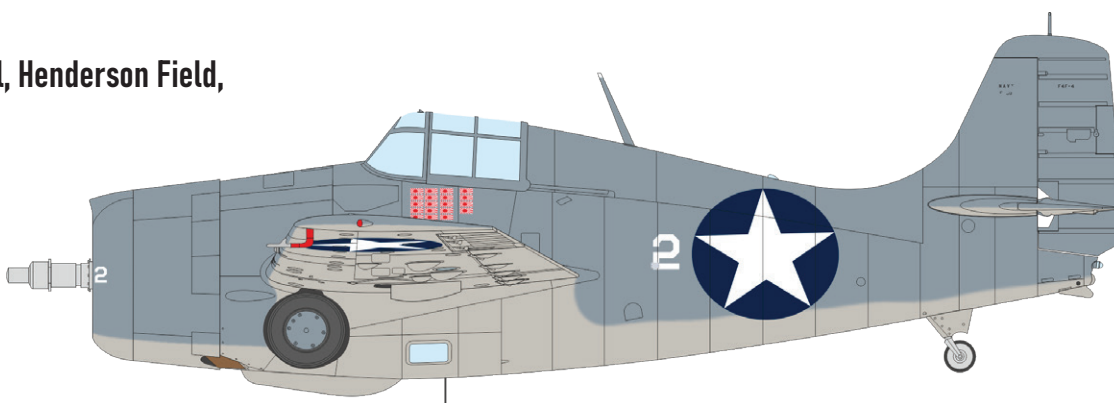


During his two tours of duty, Jefferson Joseph DeBlanc scored nine kills in the combats during the Guadalcanal and Okinawa campaigns. That made him 11th highest scoring Marines ace. During his mission on January 31, 1943, when escorting SBSs to attack Japanese ships, he detected a serious fuel leak, which made his return to base unlikely. He requested that rescue forces be alerted and

continued the mission, which resulted in a fierce combat with Japanese Ki-43 Oscars. DeBlanc managed to shoot down five of them but was wounded and had to bail out himself from his crippled and smoking Wildcat. After many mishaps he finally managed to get back to the base and to the hospital on February 12. This Wildcat also received an enemy burst. It happened on November 12, 1942, with 1/Lt.

Sam Folsom at the controls. He managed to get it home and the Wildcat was repaired. Mechanics used white aircraft-fabric patches to cover the bullet holes, but the patches lost their white color soon in harsh, dusty environment... DeBlanc was one of the pilots to use it, although it was assigned to VMF-121, while he was a member of VMF-112.

■ Guadalcanal, Henderson Field, early 1943

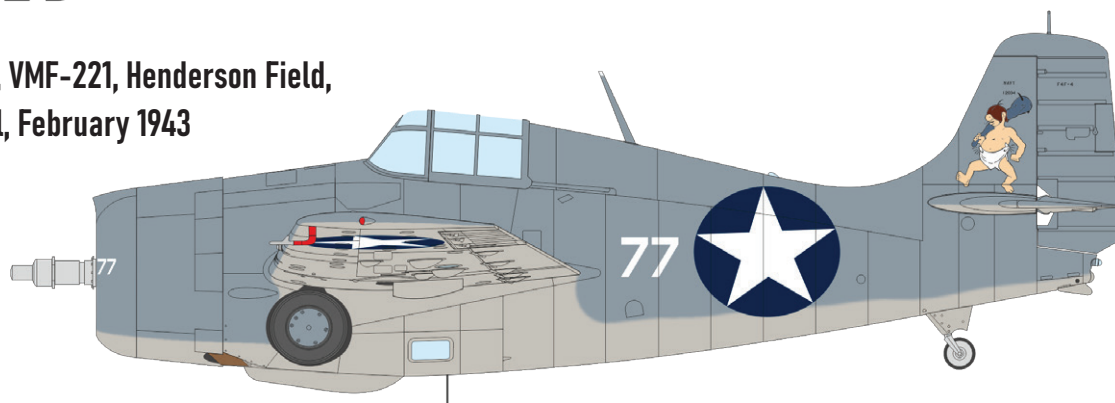


Although good photos of this Wildcat are available, there are many questions regarding its identity. Usually, the aircraft is referred to 1/Lt. Marion Carl of VMF-223 or the CO of this unit, Maj. John L. Smith. Both were bright stars of the early stage of the Guadalcanal campaign amongst USMC pilots. The VMF-223 was the first one to land on Henderson Field together with VMSB-232. From August 20 they were frantically fighting Japanese aircraft until late October. Carl got 16,5 of them, Smith 19. That's one of the reasons

this Wildcat is sometimes referred to latter, as it sports 19 kill marks. But the photos are dated to February 1943 when the VMF-223 was gone from Guadalcanal. According to some sources, Carl himself stated this aircraft was a non-airworthy aircraft he used for photo session with media at Espiritu Santo, following the end of the tour on Guadalcanal (i.e., in second half of October). Together with a mechanic, they reportedly put 19 kill mark stickers on. But there are no photos of Carl with this aircraft or in the cockpit ... More to

it, other photos show visibly stained kill marks, one of them dated to March 22, 1943. Conclusion? It might be operational aircraft changing units and sporting the kills of all the pilots flying it. Or it might be really used for some photo session on Espiritu Santo in late October, but repaired and sent to Guadalcanal, keeping these kill marks applied. There were repairs on the right wing and on the fuselage, while roundel on the upper side of the left half of the wing showed some damage.

■ BuNo. 12034, VMF-221, Henderson Field,
Guadalcanal, February 1943

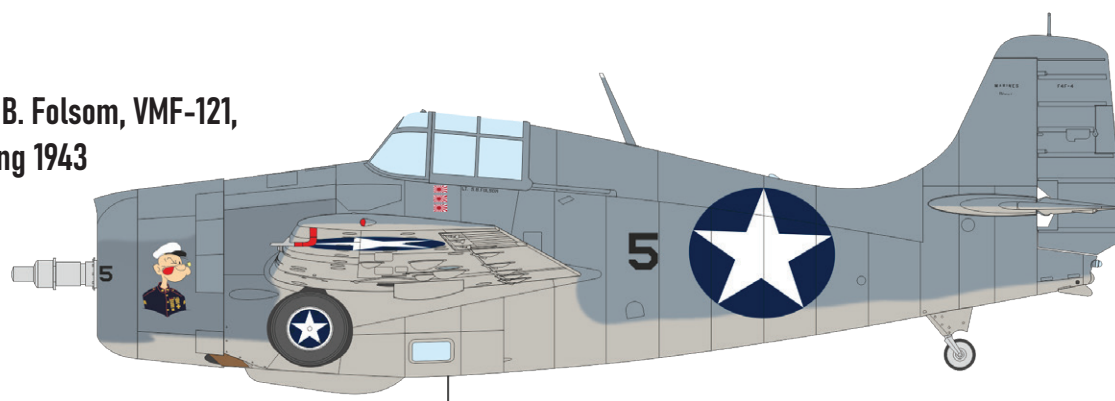


This aircraft is usually attributed to 1/Lt. James E. Swett, a member of VMF-221. The squadron was based at Marine Corps Base Ewa on Oahu, Hawaii in early 1943, from where they moved to the island of Espiritu Santo aboard the USS Nassau. Most probably during their stay at Espiritu Santo, various arts were painted on the vertical fins of some of the squadron's Wildcats. In the case of No. 77, the painting was probably inspired by "Hairless Joe" from Al Capp's strips made for L'il Abner satiric strips (it was painted

on the port side only). The squadron was moving to Guadalcanal in stages from February 1943 and there the "tail arts" became a thorn in the side of the commanding officers. So, probably not long after arrival, an order was issued to remove all the paintings. Lt. Swett was a leader of one of flights of VMF-221. He took off for his first combat flight on April 7 when the Japanese made a massive raid, sending approximately 70 bombers against Guadalcanal, covered by more than hundred

Zeros. More than a hundred of American naval and Army fighters took off to defend the island, and the most successful among them was Swett, who managed to shoot down seven Val bombers before having to bail out himself. This was his only encounter with enemy aircraft in the cockpit of a Wildcat, as he subsequently switched to the Corsair and achieved 15.5 kills during his 103 total combat missions in WW II.

■ 1/Lt Samuel B. Folsom, VMF-121,
Samoa, spring 1943

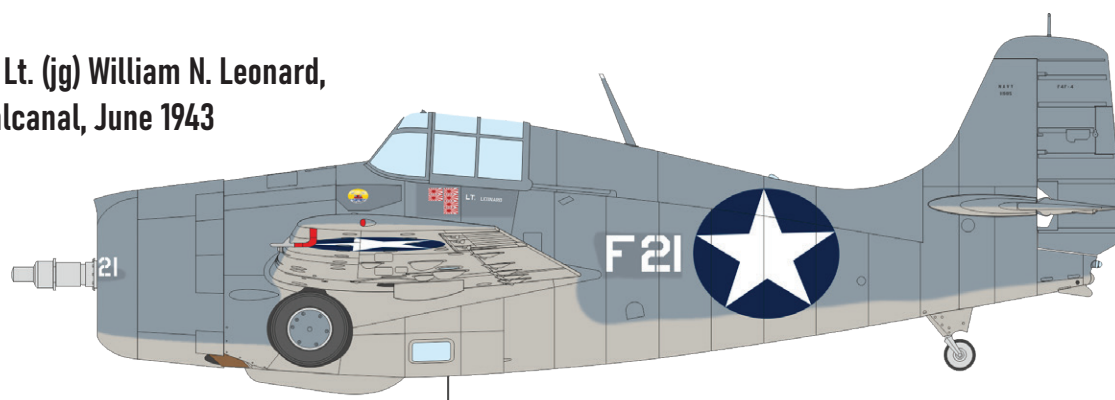


Nose arts were rare on the Navy and Marines aircraft, especially during the Guadalcanal campaign, where was no time or resources to "play" with drawings. The Wildcat with the painting of Popeye on the port side of the engine cowl is one of rare exceptions, but it was not painted on Guadalcanal. In fact, the aircraft was part of the VMF-111 inventory, the unit which was operating on Samoa.

Sam Folsom had the Popeye painted on the engine cowl when he was assigned to the unit as an instructor after his combat tour at Guadalcanal. The aircraft is sometimes portrayed with "winged" roundels, which is not correct. At the time the photographs of the Popeye Wildcat were shot, it still sported the original roundels. Folsom was rather inexperienced pilot when he was thrown with

others of VFM-122 into the battle of the Solomon Islands, but he was progressing rapidly. He stayed there for three months and was wounded twice. He scored his first kill on November 11, when he shot down a Zero. Just a day later, he shot down a Mitsubishi Betty bomber and added another one to finish the war with three victories.

■ BuNo. 11985, Lt. (jg) William N. Leonard,
VF-11, Guadalcanal, June 1943

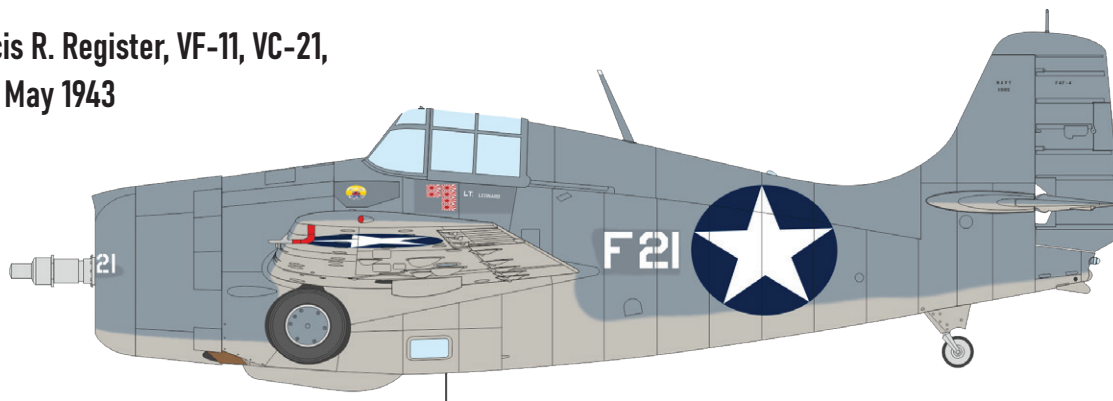


Bill Leonard took part in the battles at Coral Sea and Midway, where he made himself an ace during his service with VF-42 and VF-3. In August 1942 he joined new VF-11 squadron and became its Operations Officer. He served at Guadalcanal in 1943 and added two more kills to his tally. It happened on June 12, 1943, when he shot down

two Zeros flying this aircraft and this achievement made him the ace. After his three-month tour in Guadalcanal, he was transferred to Samoa, ending his time with VMF-121. Leonard's Wildcat sported the Sun Downers symbol painted on both sides as well as four kill marks (six after June 12). The panels with the VF-11 symbol and port side under

the cockpit were repainted, probably by fresh camouflage color. The same pays to the area of the fuselage code.

■ Lt. (jg) Francis R. Register, VF-11, VC-21, USS Nassau, May 1943

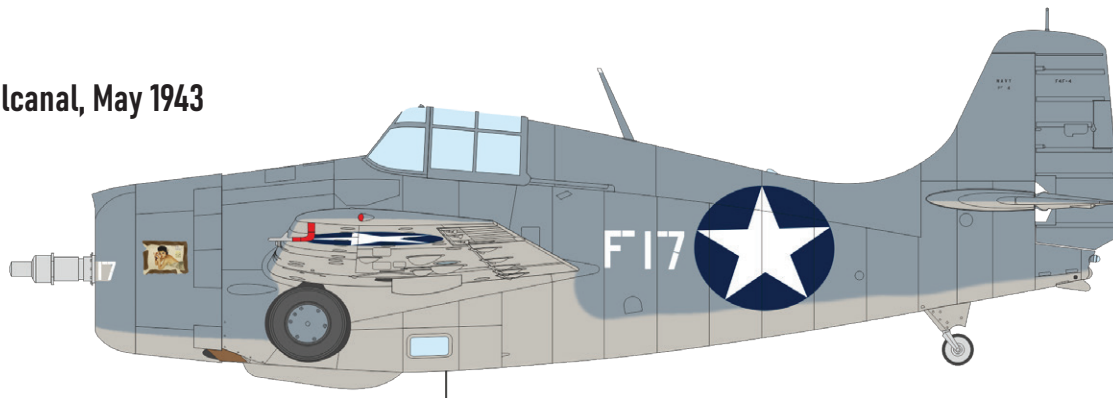


Francis Ronald Register enlisted to Navy on February 17, 1941, and joined the VF-3 squadron on January 4, 1942. While still on USS Saratoga, he changed the unit for VF-6 and saw combat in the Eastern Solomons. He managed to shoot down two aircraft on August 24, one of them identified as Zero and the other strangely as "Me 109". After the Saratoga was torpedoed on August 31, he joined VF-5, based at the Guadalcanal, and added two more

victories on September 12 and 13. Two weeks later he entered the prominent club of fighter aces by shooting down two Zeros and prior to leaving the "Death Island", he added two more victories and one probable. On March 23 "Cash", as was his nickname joined his old VF-3 unit but was detached to Composite Squadron 21 (VC-21) just four days later. On board of USS Nassau, he was set to participate in the Aleutian Campaign, but perished there in

the flying accident. The aircraft he boarded the USS Nassau sported seven kill marks from the Guadalcanal, and the white stripes on the horizontal and vertical stabilizers, distinguishing the aircraft of the fights for Attu Island. Register's diary describing in the raw manner the harsh living on Guadalcanal is available on Internet.

■ VF-11, Guadalcanal, May 1943

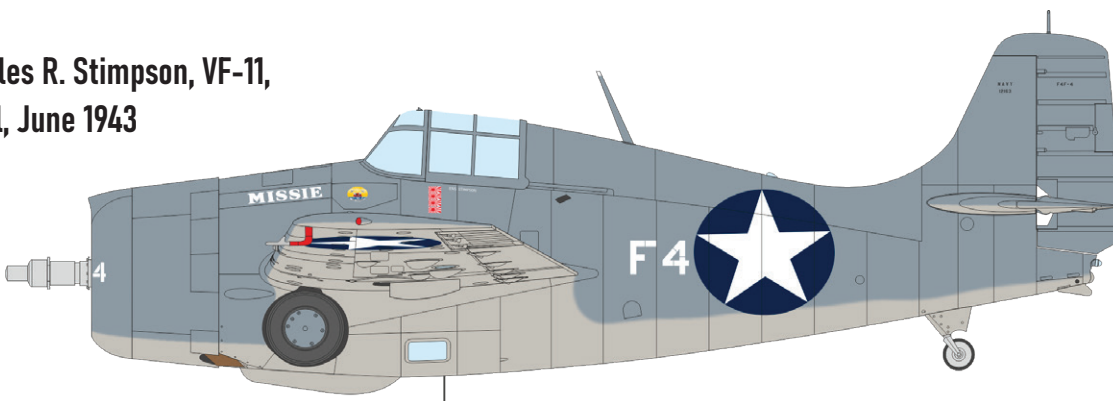


As there were not too many possibilities and opportunities to adorn the aircraft with any personal paintings, the Wildcats on Guadalcanal were uniform regardless the unit. But there were some attempts to make the aircraft at least a little bit specific by easier means. This F4F-4 is an example as the page from the 1943 Esquire calendar with the January girl painted by the famous Alberto Vargas was

glued to the port side of the engine cowling. More to it, on starboard side the inscription "Nylorac" was painted (a slang word meaning somebody who gets close personally, then betrays and hurts you). The short movie shows Lt. Gordon Cady standing by this Wildcat, but it is the only indication about any link between this Wildcat and him. The VF-11 was divided into flights of four aircraft and Cady

was leading the second one, which assigned his aircraft number 5, while No. 17 was the aircraft of the leader of the 5th flight, Lt. Raymond "Sully" Vogel. But Vogel damaged his Wildcat in the collision with the aircraft of Lt. (jg) Maxwell on May 2, 1943 and "the new No. 17" might be the Nylorac ... Cady shot down two Zeros and Vogel added another one kill in the same combat on June 7.

■ Lt. (jg), Charles R. Stimpson, VF-11, Guadalcanal, June 1943



Charles Russell Stimpson was 16-victory ace, ranking him eighth in the Navy list of aces, sharing this position with Ira Kepford. Stimpson enlisted in the Navy on June 17, 1941, the pilot training followed. He joined newly formed VF-11 in the summer of 1942 and served with the unit until February 1945. He served at Guadalcanal from May to July

1943, achieving six victories there. His maiden fighter success came on June 16, when he shot down four Vals flying this aircraft. According to some sources, he was flying Wildcat BuNo. 12163 at the time. Four kill marks were applied under the cockpit of the aircraft named "Missie" of the unknown BuNo. It might be the 12163 but it

is not certain. Stimpson shot down two Zeros in July 1943 in the cockpit of the same aircraft and added ten more kills in 1944, while still with VF-11 but flying Hellcats. After serving as a flight instructor from April to September 1945, he was released from active duty on October 11, 1945.

Recommended: for GUADALCANAL 1/48

481093	F4F-4 landing flaps (PE-Set)
FE1290	F4F seatbelts STEEL (PE-Set)
644164	F4F-4 LööK (Brassin)
648756	F4F 42gal ventral drop tank PRINT (Brassin)
648769	F4F gun barrels PRINT (Brassin)
648779	F4F undercarriage legs BRONZE (Brassin)
648803	F4F-4 cockpit PRINT (Brassin)
648815	F4F-4 wheels early (Brassin)
648816	F4F-4 wheels late (Brassin)
648817	F4F-4 landing flaps PRINT (Brassin)
648818	F4F-4 folding wings PRINT (Brassin)
648820	F4F-4 exhausts PRINT (Brassin)
648828	F4F-4 engine PRINT (Brassin)
648829	F4F-4 wheel bay PRINT (Brassin)
3DL48090	F4F-4 SPACE (3D Decal Set)
EX904	F4F-4 TFace (Mask)



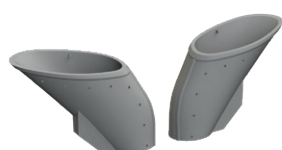
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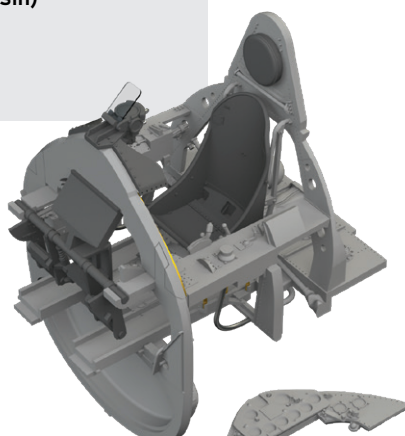
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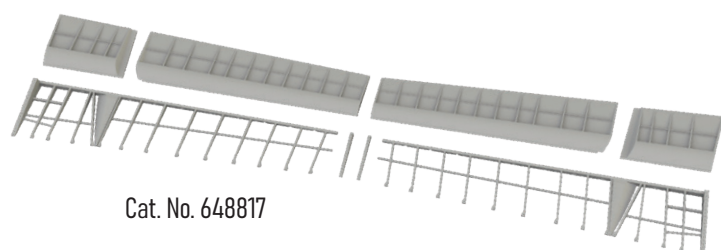
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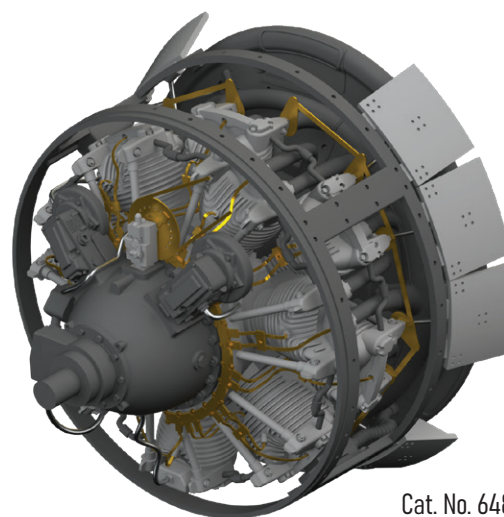
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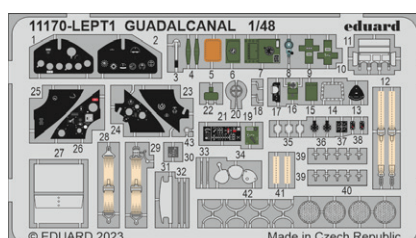


Cat. No. 648817



Cat. No. 648828

OVERLEPT #11170-LEPT GUADALCANAL PE-set 1/48

[Product page](#)


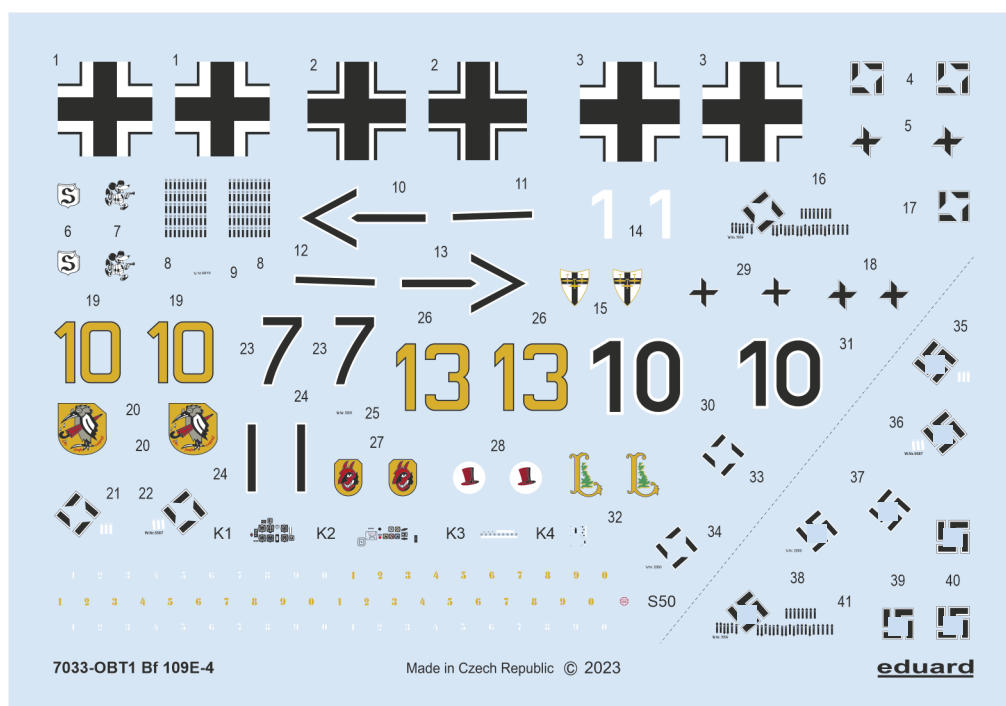
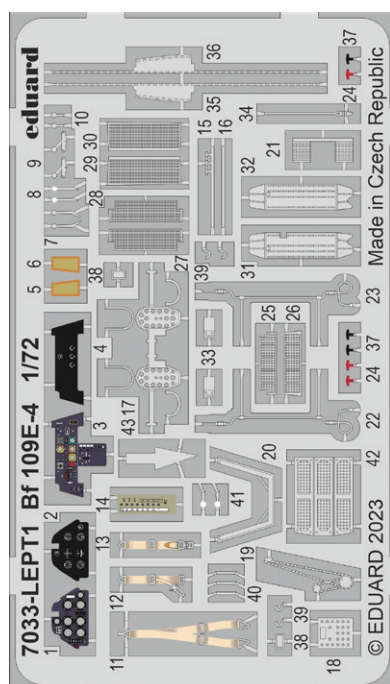
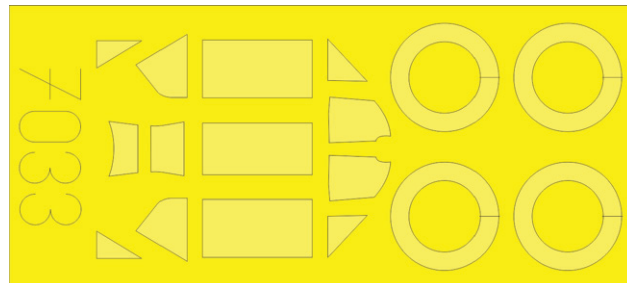
Bf 109E-4

1/72

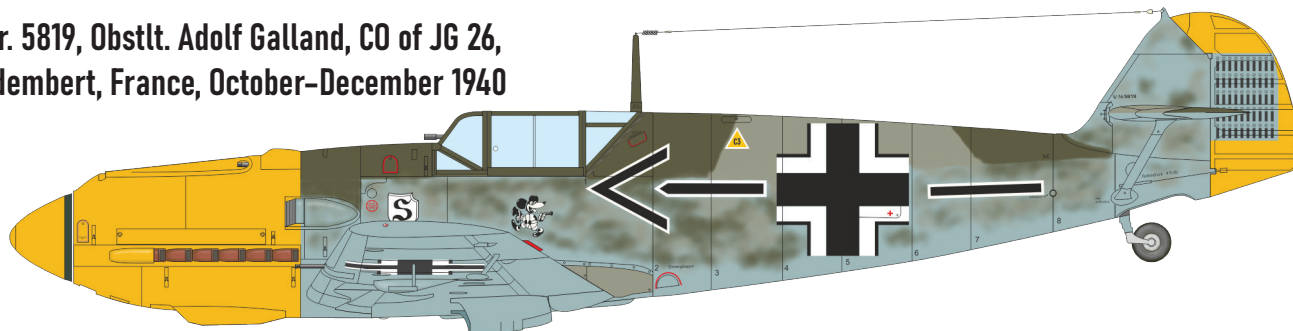
#7033

ProfiPACK edition kit of German WWII fighter plane Bf 109E-4 in 1/72 scale.

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

[Product page](#)


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

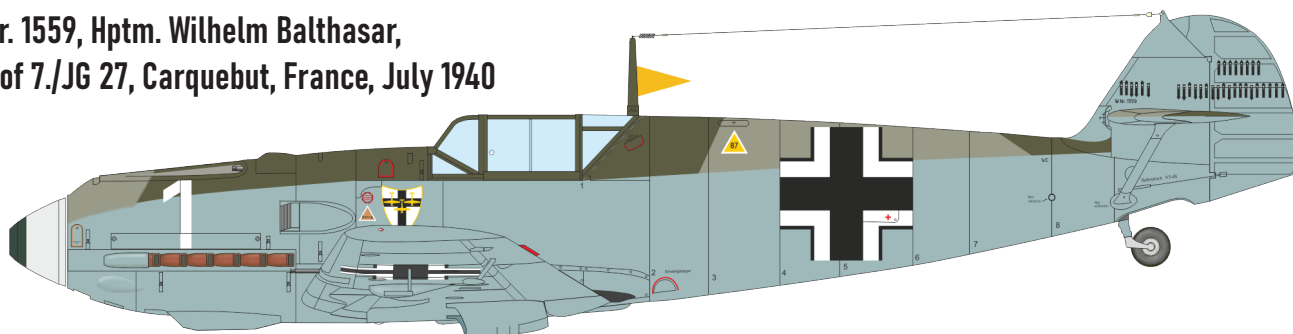


Adolf Galland, the ace and future General, flew the portrayed Emil during through fall of 1940 up to the beginning of 1941. He was CO of III. Gruppe at the time, later he took command of the entire JG 26. The tactical markings on the aircraft kept pace with these promotions. The standard camouflage of RLM 02/71/65 was darkened on the fuselage sides with RLM 02/71. The yellow cowling was complemented by the yellow rudder which also

sported kill marks. The surface area of the original RLM 65 was not large enough for them, and so the yellow was oversprayed with fresh RLM 65 for the next row of kill marks. The most typical changes for WNR. 5819 at this time came with the personal emblem of Mickey Mouse and most of all the installation of the ZFR-4 telescope (installed together with the regular Revi). It didn't serve as an actual sight as it did for the identification of distant

aircraft. After the death of Werner Mölders Galland replaced him as the German fighter force commander (General der Jagdflieger). Later he became famous for locking horns with Hermann Göring. He established JV 44 at the end of the war, the unit well known for its Me 262 jet fighters and colorful Fw 190Ds. Galland managed to shoot down 104 enemy airplanes and was awarded with Knight Cross with Oak Leaves, Swords, and Diamonds.

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

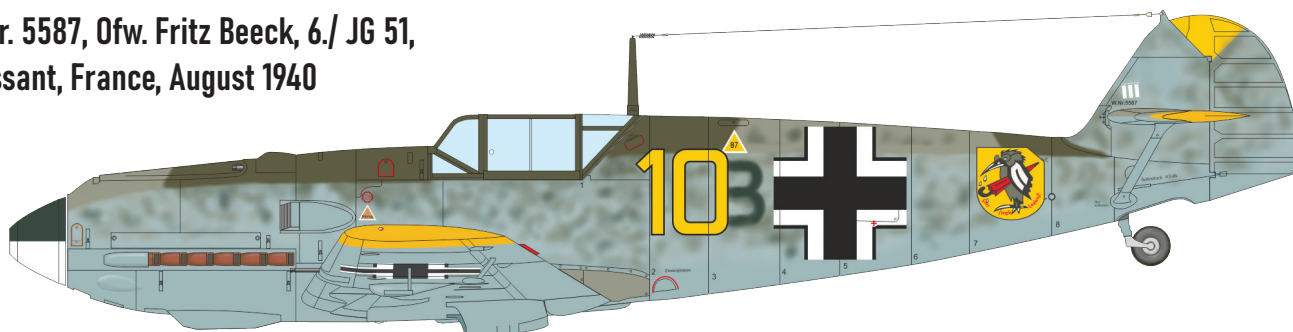


The future Knight Cross with Oak Leaves recipient Wilhelm Balthasar was born on February 2, 1914, in Fulda. In 1933 he joined Reichswehr, in 1935 he was transferred to Luftwaffe by his own request and underwent the pilot training. During the Spanish Civil War, he initially served with bomber and reconnaissance units, since September 1937 with fighter detachment of the Legion Condor. In March 1938 he returned to Germany. At the outbreak of World War II Oblt. Balthasar served as 1. Staffel JG 1 commander. This unit saw combat for

the first time during the offensive against The Netherlands, Belgium and France. It was the time when Balthasar demonstrated his marksman skills as he shot down 23 enemies during the Western Europe campaign. As of June 5, 1./JG 1 was re-designated as 7./JG 27. On September 1, 1940, he was promoted to command III./JG 3 and in the air battles over the Southern England he achieved further seventeen kills. In the meantime, on February 16, 1941, he was appointed Commanding Officer of JG 2. Balthasar run out of his luck

during the combat with the RAF fighters over Aire on July 3, 1941. In the dive, the wing of his Bf 109F-4 wing collapsed and Balthasar perished at the impact with the ground. Balthasar's aircraft, camouflaged in RLM 71/02/65 colors, carried the non-standard marking on the engine cowling. There is a unit marking painted under the windshield, kill markings are painted on the vertical tail surface and rudder.

■ **WNR. 5587, Ofw. Fritz Beeck, 6./ JG 51,
Wissant, France, August 1940**

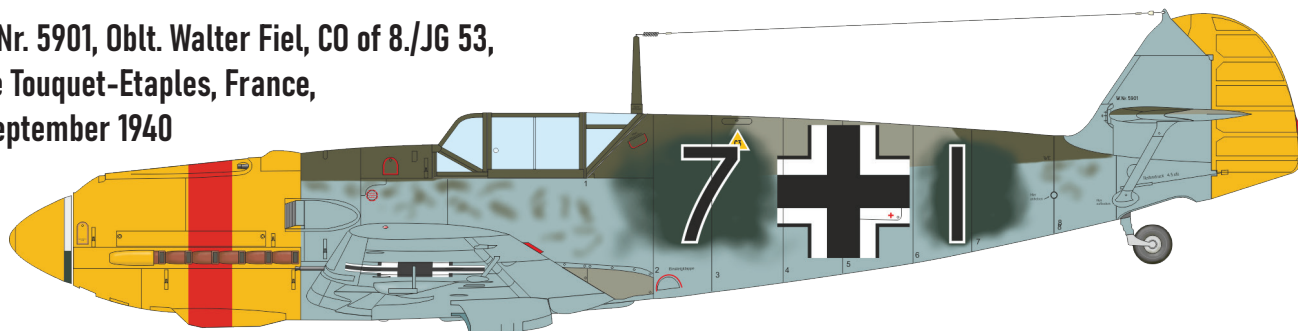


Simple but effective camouflage adorned this aircraft that was shot down with Ofw. Fritz Beeck at the controls in the vicinity of East Langdon shortly after noon on August 28, 1940. It was during the second escort mission of the day that culminated in combat with RAF fighters in which the engine of Yellow 10 was hit. After an unavoidable forced

landing, the aircraft, in relatively good shape, was made otherwise by civilian vandals and allied soldiers before it could be inspected by RAF experts. Light blue sides of the RLM 02/71/65 fuselage scheme were sprayed with the upper surface colors. Yellow identification colors, typical for mid-August 1940, were applied to the wing tips, horizontal

tail surfaces, and top portion of the fin. Because the aircraft in question belonged to 6. Staffel, tactical numbering and the background II./JG 51 "Gott strafe England" emblem were yellow. Three victory marks on the left side were in white. It is not out of the question that these also appeared on the right side, but documentation is lacking.

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

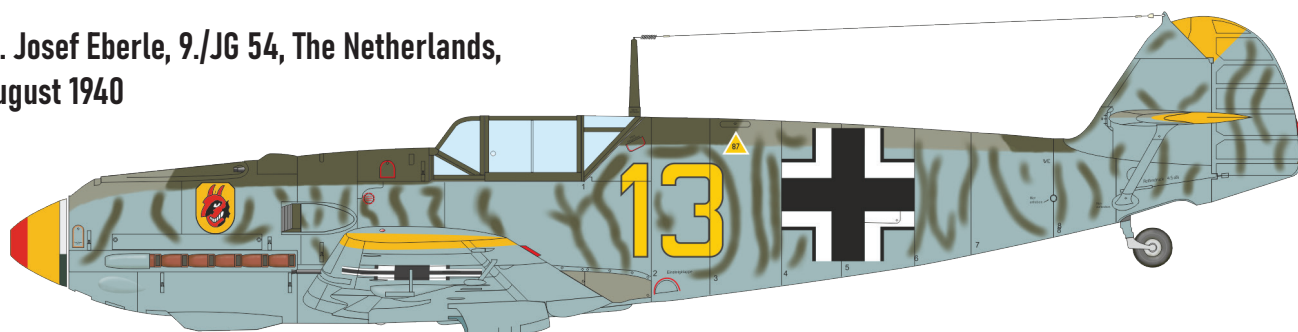


After the Luftwaffe tactics changed during the Battle of Britain, when the bombing of London and Southern England was switched to night operation, the decision was made to use certain Staffels in the fighter-bomber roles and to lure RAF fighters into combat. One of these units was 8. Staffel JG 53 commanded by Oblt. Fiel. On

October 2, during his unit's attack, he was attacked by superiority of Spitfires. His aircraft was damaged and made to force-land nearby the little town of East Peckham in the Kent County. The pilot was taken a prisoner of war. The camouflage in RLM 71/02/65 colors was supplemented by the gaudy marking in the

form of yellow engine cowling and rudder. The original aircraft's marking was probably oversprayed with RLM 70 color, the unit marking, originally located on the engine cowling, was overpainted in the red stripe wrapping around the whole engine cowling.

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

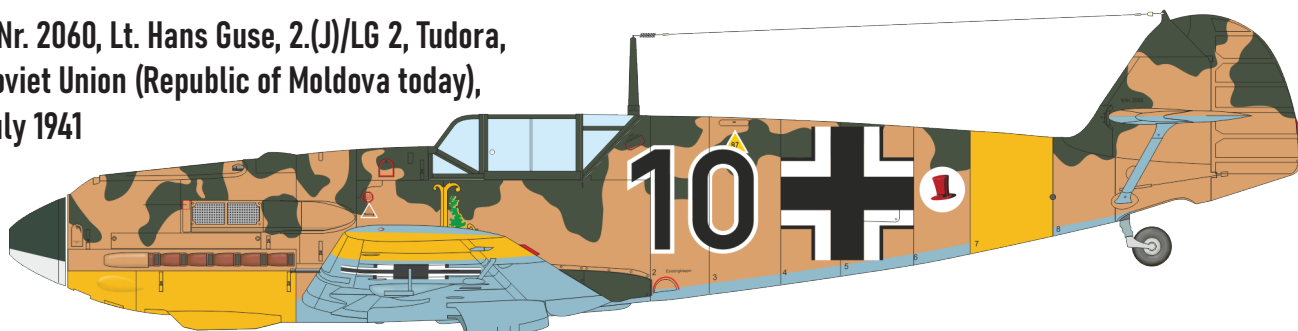


A very interesting camouflage was created in the summer of 1940 by the ground staff of JG 54 on many of unit's aircraft in an attempt to darken the light blue fuselage sides of their Bf 109Es. To achieve such an effect, they sprayed vertical to diagonal stripes with RLM 71 paint. The standard scheme of RLM 02/71/65 was applied along with the quick identification

elements. The period scheme was applied to Yellow 13 with which Lt. Josef Eberle managed to cross the Channel and belly land in France despite personal injury on August 12, 1940. The wingtips and fin of Eberle's aircraft were painted RLM 27 Yellow, which was lighter than the color of the spinner, tactical number and background of the III./JG 54 emblem. The

white color cannot be ruled out on the wingtips and fin as well. The bottom wing RLM 65 color extended marginally to the upper surface. Some sources erroneously identify this aircraft as an E-3. Despite having tempted fate once over the Channel, Eberle was not as successful on October 9, 1940, when he lost his life in combat with RAF fighters.

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



Like JG 77, Lehrgeschwader 2 was withdrawn from the combat operations after the end of the Greek campaign for rest and rearmament, which was to take place in Belgrade. This was followed in mid-July by a move to Romanian territory, where LG 2 equipped by Messerschmitts Bf 109E (some in the fighter-bomber

configuration) was on alert to be deployed against the Soviet Union. It joined Operation Barbarossa in the early hours of July 22. The Black 10, which retained its camouflage from the battles over Greece and Crete and was equipped with a tropical filter, was shot down on July 10, 1941, by Soviet I-16s. The pilot is still listed

as missing in action. The markings of the aircraft are complemented by the insignia of 1.(J)/LG 2 under the windshield and 2.(J)/LG 2 on the side behind the fuselage cross.

Recommended: for Bf 109E-4 1/72

D72030 Bf 109E stencils (Decal)

OVERTREES
#7033X
Bf 109E-4/7
1/72

Product page

OVERLEPT
#7033-LEPT
Bf 109E-4/7
1/72

Product page

Bf 110G-2

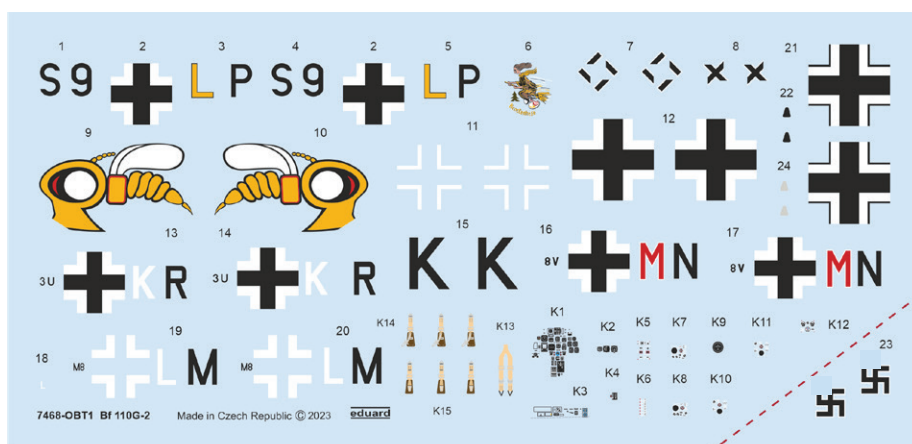
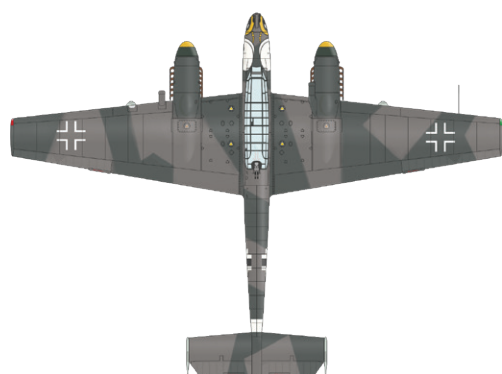
1/72

#7468

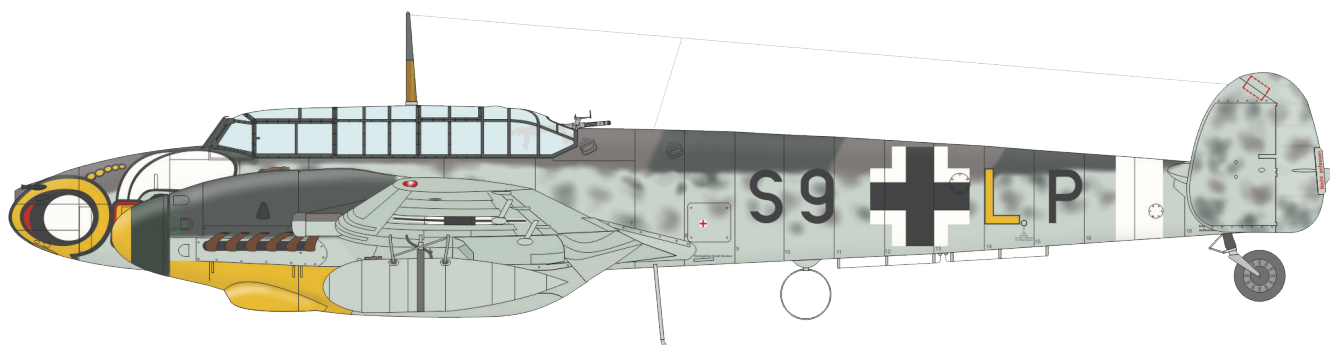
Weekend edition kit of German WWII twin-engine multi role aircraft Messerschmitt Bf 110G-2 in 1/72 scale. This version of the Messerschmitt Bf 110 was used in the role fighter-bomber, fast bomber and destroyer, often used against Allied heavy bombers, equipped with WGr. 21 rockets or BK 3,7 cannon.

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

Product page



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

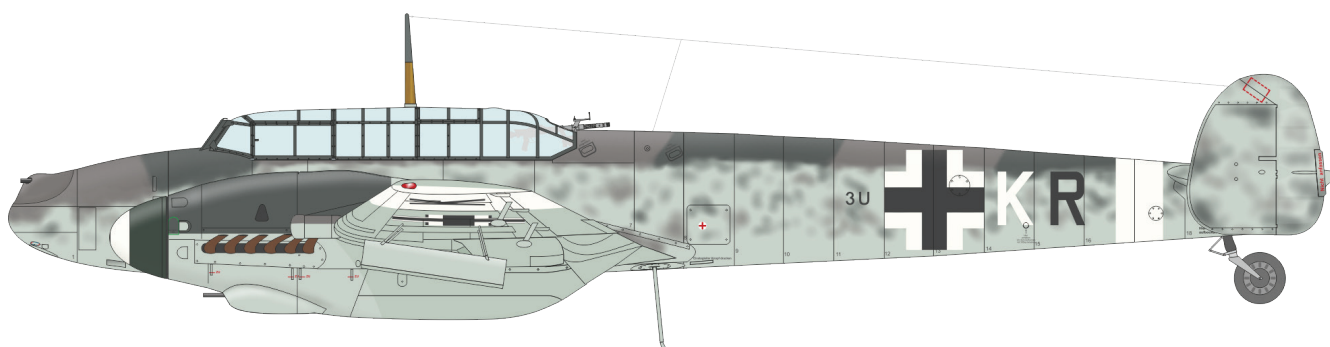


In August 1943, 6./ZG 1 moved from Sicily to Brest, France, where the unit was tasked with escorts of German submarines on their way across the Bay of Biscay to the Atlantic. The standard camouflage scheme of RLM 74/75/76 colors was darkened on the

fuselage sides with patches of the same colors. The unit's emblem was a drawing of a wasp on the nose, additionally supplemented on the left side of the fuselage under the cockpit by a drawing of a witch on the S9+LP. The color of the 6. Staffel was yellow hence

the aircraft code is yellow and the same applies to the color of the spinner. The aircraft had also a white stripe on the fuselage in front of the tail surfaces, which was a remnant of the unit's time on the Southern Front in Italy.

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

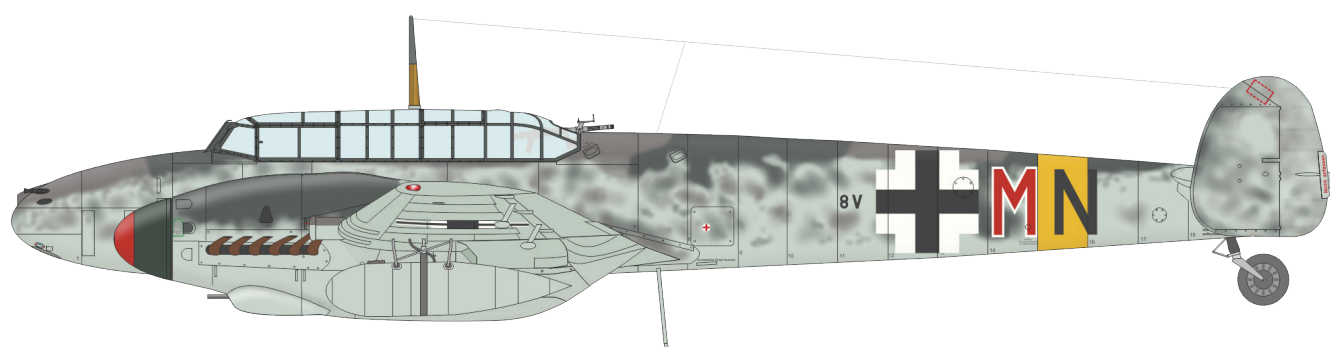


Due to the intensification of Allied air raids from Italy on the southern areas of the German Reich, 7./ZG 26 was relocated to Fels am Wagram airfield in May 1944. The unit's aircraft had the tips of the spinner and the third letter in the code painted white, which

was the color of the 7. Staffel. The black code letter K was painted also on the bottom of the wingtips. The 3U+KR sported a white fuselage stripe in front of the tail surfaces and white bottom of wing tips. Both were the designation of aircraft operating on the southern

front. Two MK 108 guns of 30 mm caliber mounted in the nose were the Rüstsätze 3 kit add ons. Additional armament were WGr. 42 rocket launchers under the wing.

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

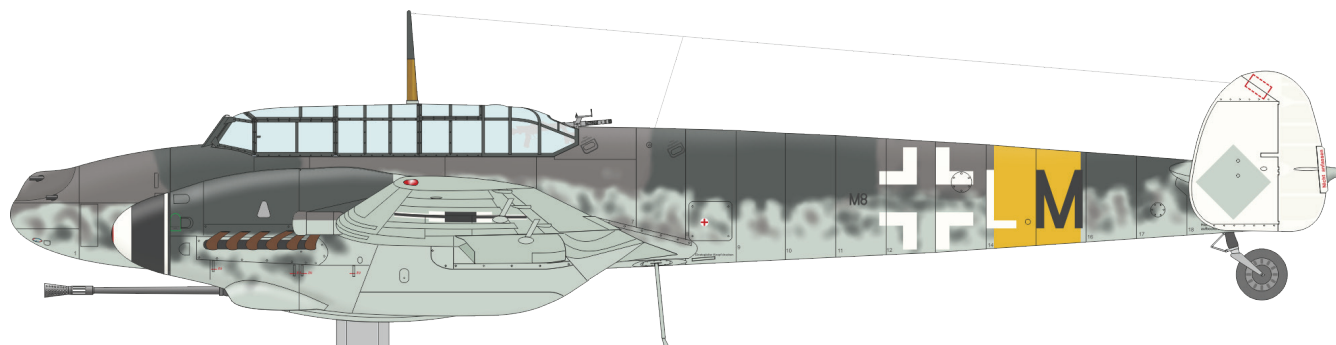


In September 1943, 5./NJG 200 was based on the airfield near the town of Nikolayev in Ukraine. The pilots were tasked with night interception of VVS (Soviet Air Force) aircraft. This machine was

camouflaged with standard RLM 74/75/76 colors. The distinguishing color of 5. Staffel was red hence both the codes and the tips of the propeller cones were painted so. The aircraft had a yellow stripe on

the fuselage in front of the tail surfaces, which was a distinguishing feature of machines operating on the Eastern Front and in the USSR.

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



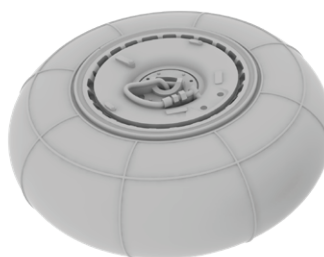
Dispersed Zerstörer units were called up from all over Eastern Europe and the Mediterranean to be incorporated into the defense of the Reich. ZG 76 was rebuilt in southern Germany with the use of the personnel of training and reconnaissance units and ZG 76 stayed there through the winter of late 1943/44. Its aircraft were armed with a 37 mm BK 3.7 cannon under the fuselage and WGr. 42

rockets to scatter American bomber formations. On October 4, 1943, the American Eighth Air Force attacked targets in Frankfurt am Rhein. II./ZG 76 encountered the stream of bombers alone and shot down four American bombers. But they encountered the American 56th Fighter Group afterwards and without their own fighter escort nine Bf 110s were shot down in the ensuing battle.

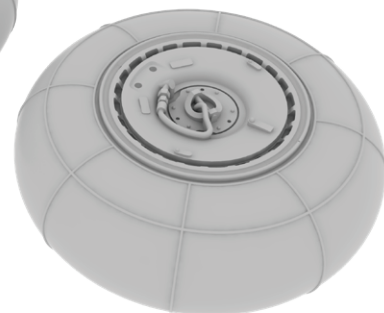
Eleven of the downed crews were killed and seven wounded. The introduction of the American long-range fighter escort meant a large increase in losses for the Zerstörergeschwader units. In November 1944, 4./ZG 76 was disbanded and its pilots were retrained on the Bf 109, subsequently transferred to the 9./JG 54 fighter unit.

Recommended: for Bf 110G-2 1/72

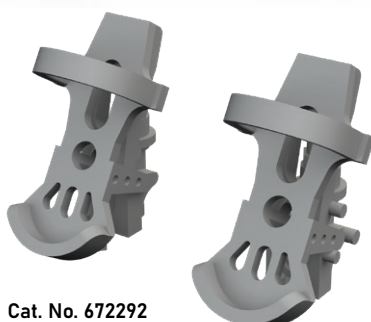
- 72729 Bf 110G-2 (PE-Set)
- SS798 Bf 110G-2 Weekend (PE-Set)
- 672013 Bf 110G wheels (Brassin)
- 672115 SC 50 German WWII bombs (Brassin)
- 672292 Luftwaffe rudder pedals PRINT (Brassin)
- CX644 Bf 110G-2 (Mask)



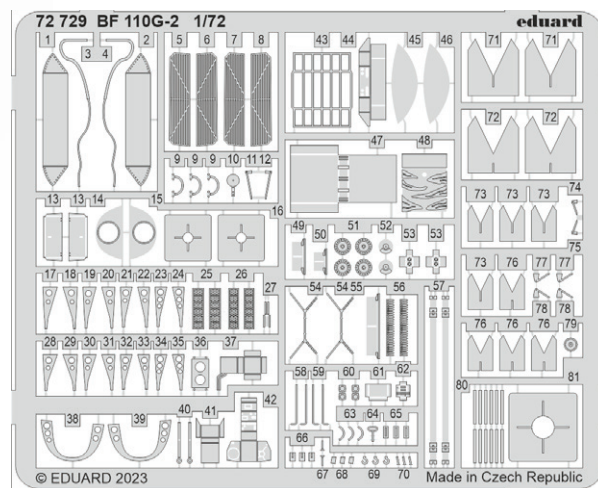
Cat. No. 672013



Cat. No. 672115



Cat. No. 672292



MiG-21bis

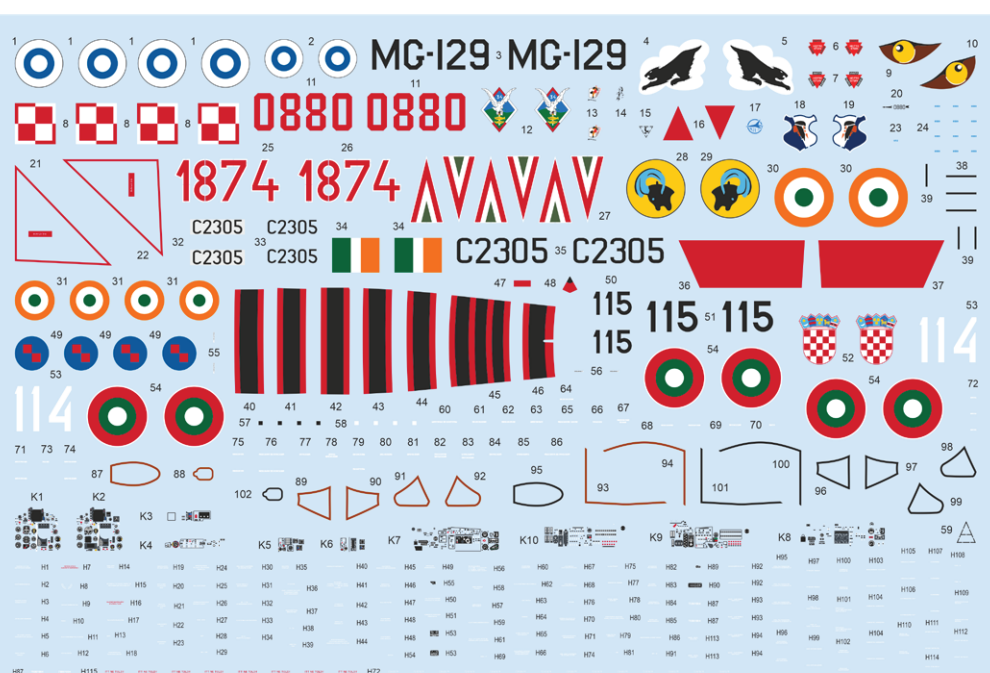
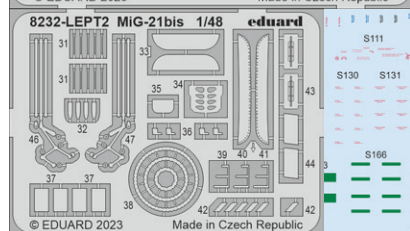
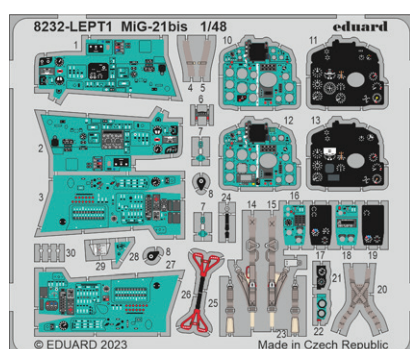
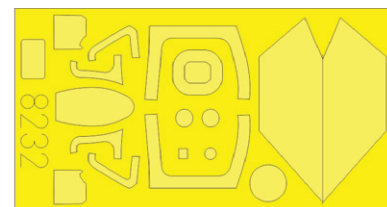
Re-release 1/48

#8232

ProfiPACK edition kit of Soviet Cold War aircraft
MiG-21bis in 1/48 scale.

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

Product page



8232-OBT2 MiG-21bis stencils

Made in Czech Republic © 2023

eduard

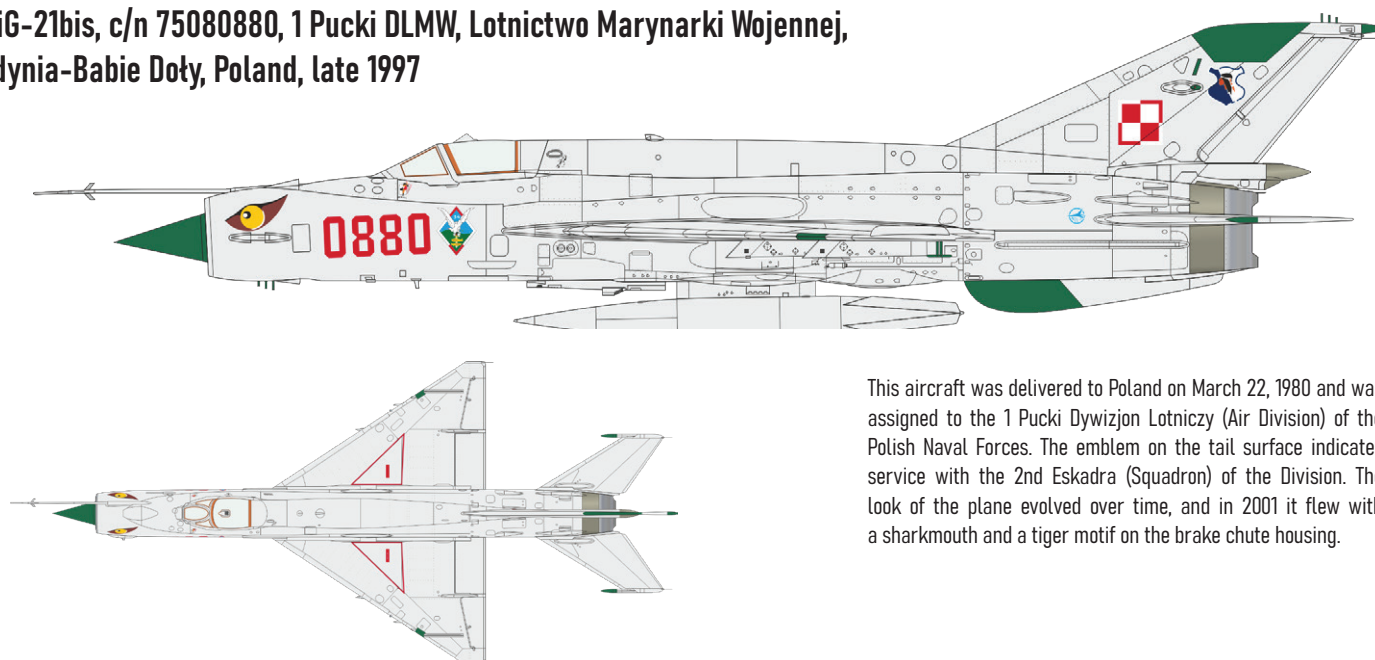
■ MiG-21BIS, c/n 75084300, HävLLv 31, Kuopio airbase, Finland, 1980 – 1981



This aircraft was accepted for service on July 17, 1980 and assigned to 31 Fighter Squadron (Hävittäjälentolaivue 31, abbreviated HävLLv 31). It became the last of six Finnish MiG-21BIS fighters to be modified for reconnaissance tasks. After the modification, the aircraft was assigned to TiedLLv (Reconnaissance Squadron) and following its end of service it

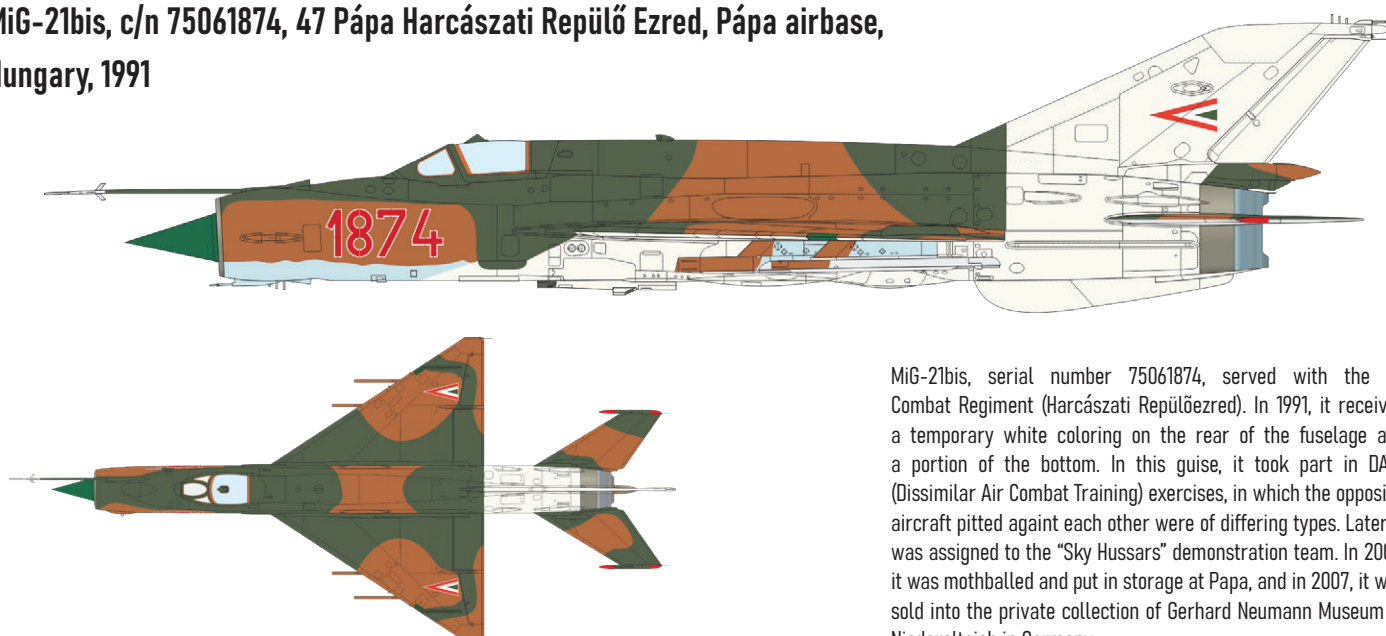
was used as a teaching aid at the Technical School located at the Kuopio Air Base. The aircraft is shown as it appeared between 1980 and 1981 before being upgraded by western avionics, which included cockpit instrumentation. Unlike other users, Finland used capital letters for designation of their MiGs, that's why it is written as BIS here as well.

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



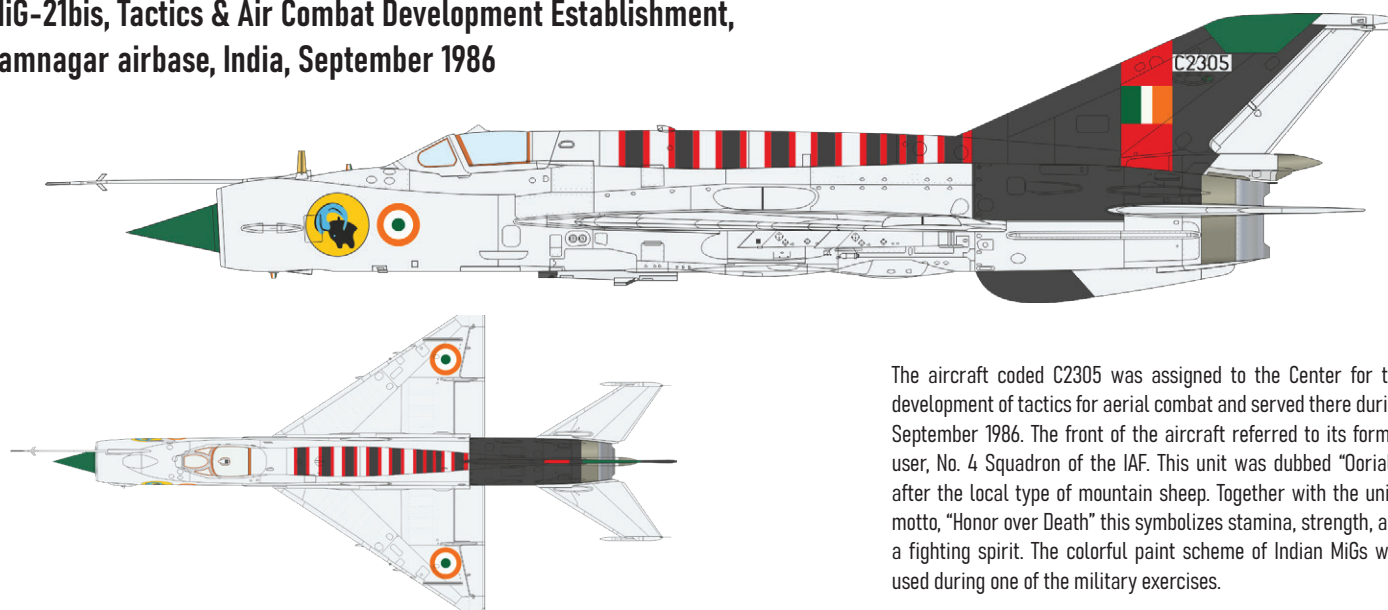
This aircraft was delivered to Poland on March 22, 1980 and was assigned to the 1 Pucki Dywizjon Lotniczy (Air Division) of the Polish Naval Forces. The emblem on the tail surface indicates service with the 2nd Eskadra (Squadron) of the Division. The look of the plane evolved over time, and in 2001 it flew with a sharkmouth and a tiger motif on the brake chute housing.

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



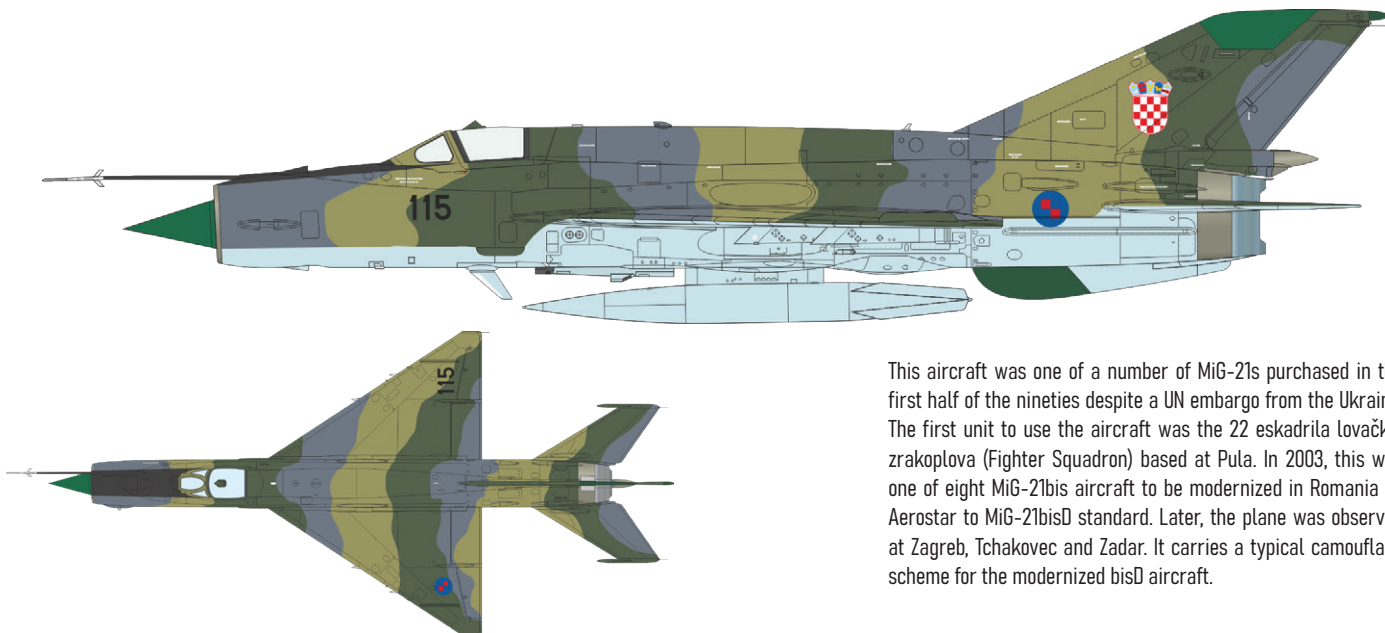
MiG-21bis, serial number 75061874, served with the 47 Combat Regiment (Harcászati Repülőezred). In 1991, it received a temporary white coloring on the rear of the fuselage and a portion of the bottom. In this guise, it took part in DACT (Dissimilar Air Combat Training) exercises, in which the opposing aircraft pitted against each other were of differing types. Later, it was assigned to the "Sky Hussars" demonstration team. In 2006, it was mothballed and put in storage at Pápa, and in 2007, it was sold into the private collection of Gerhard Neumann Museum at Niederalteich in Germany.

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



The aircraft coded C2305 was assigned to the Center for the development of tactics for aerial combat and served there during September 1986. The front of the aircraft referred to its former user, No. 4 Squadron of the IAF. This unit was dubbed "Oorials" after the local type of mountain sheep. Together with the unit's motto, "Honor over Death" this symbolizes stamina, strength, and a fighting spirit. The colorful paint scheme of Indian MiGs was used during one of the military exercises.

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



This aircraft was one of a number of MiG-21s purchased in the first half of the nineties despite a UN embargo from the Ukraine. The first unit to use the aircraft was the 22 eskadrila lovačkih zrakoplova (Fighter Squadron) based at Pula. In 2003, this was one of eight MiG-21bis aircraft to be modernized in Romania by Aerostar to MiG-21bisD standard. Later, the plane was observed at Zagreb, Tchakovec and Zadar. It carries a typical camouflage scheme for the modernized bisD aircraft.

■ MiG-21bis, No. 3 Air Base, Graf Ignatevo, Bulgaria, from 2002

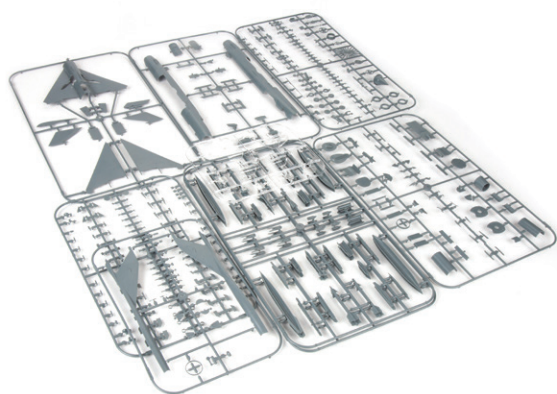


MiG-21bis serial number 75094114 was delivered to Bulgaria in 1983. The first user of the aircraft was the 19 Fighter Regiment. From 2002, it served at Air Base No. 3 based at Graf Ignatevo, where the MiG-21s shared the base with the more modern MiG-29s. The last MiG-21bis delivered directly from the factory was retired from the Bulgarian Air Force in 2015, while the second-hand aircraft from the Soviet Air Force delivered in 1990 were retired in 2000.

OVERTREES

#8234X
MiG-21bis
1/48

[Product page](#)



OVERLEPT

#8232-LEPT
MiG-21bis PE-Set
1/48

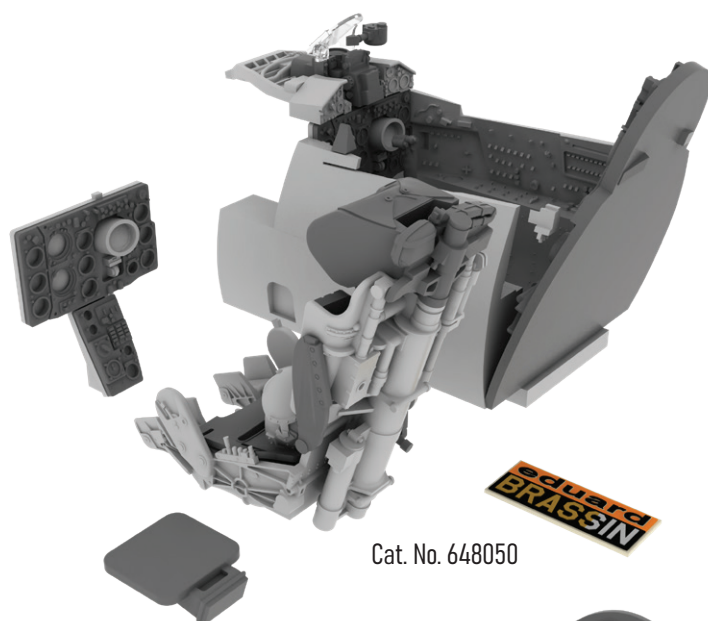
[Product page](#)

Recommended: for MiG-21bis 1/48

48704	MiG-21 ladder (PE-Set)
48994	MiG-21 surface panels (PE-Set)
48999	MiG-21bis exterior (fotolept)
491036	MiG-21bis interior (fotolept)
644033	MiG-21bis LööK (Brassin)
648026	MiG-21 wheels (Brassin)
648030	MiG-21 seat late (Brassin)
648050	MiG-21bis interior (Brassin)
648051	MiG-21bis exhaust nozzle (Brassin)
648082	R-60 / AA-8 Aphid (Brassin)
648049	MiG-21 wheel wells (Brassin)
648064	MiG-21 late airbrakes (Brassin)
648080	MiG-21 undercarriage legs BRONZE (Brassin)
648490	MiG-21 F.O.D. (Brassin)
3DL48026	MiG-21bis SPACE (3D Decal Set)



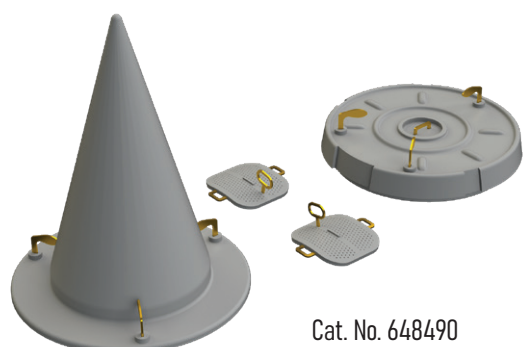
Cat. No. 644033



Cat. No. 648050



Cat. No. 648080



Cat. No. 648490



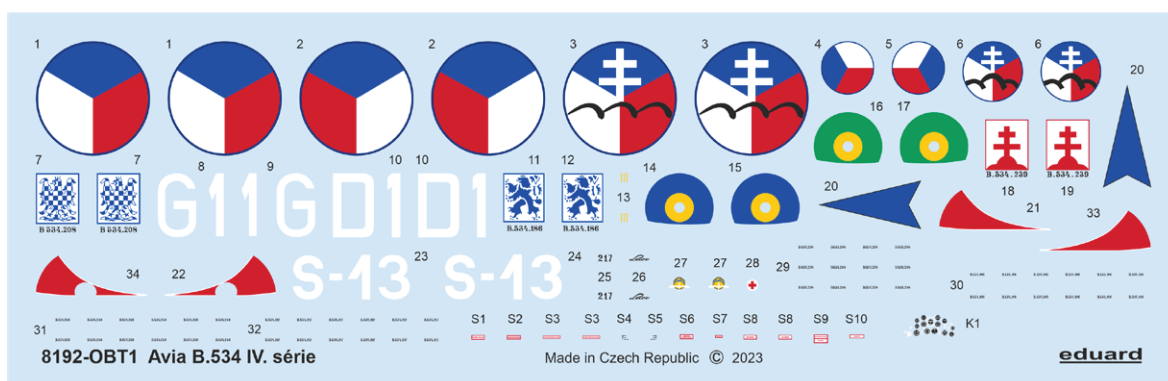
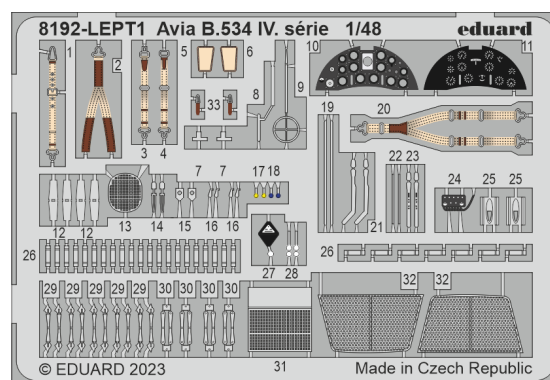
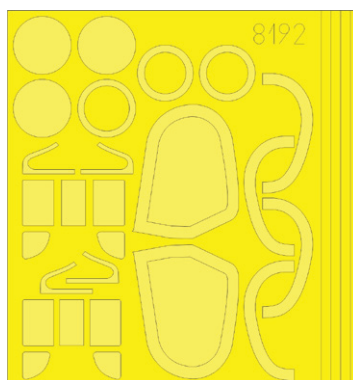
Cat. No. 648051

Avia B.534 IV. serie 1/48 Re-release

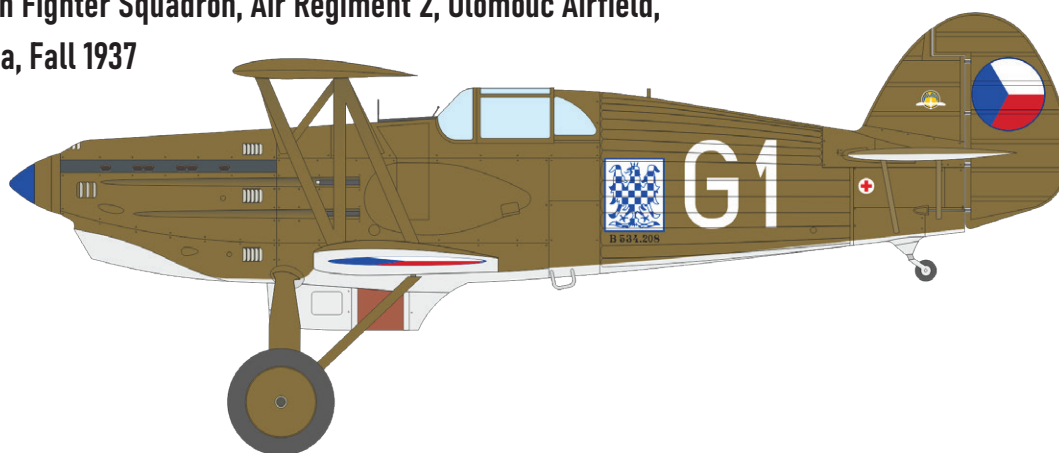
#8192

ProfiPACK edition kit of Czechoslovak fighter aircraft Avia B.534 IV. serie in 1/48 scale.

- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


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

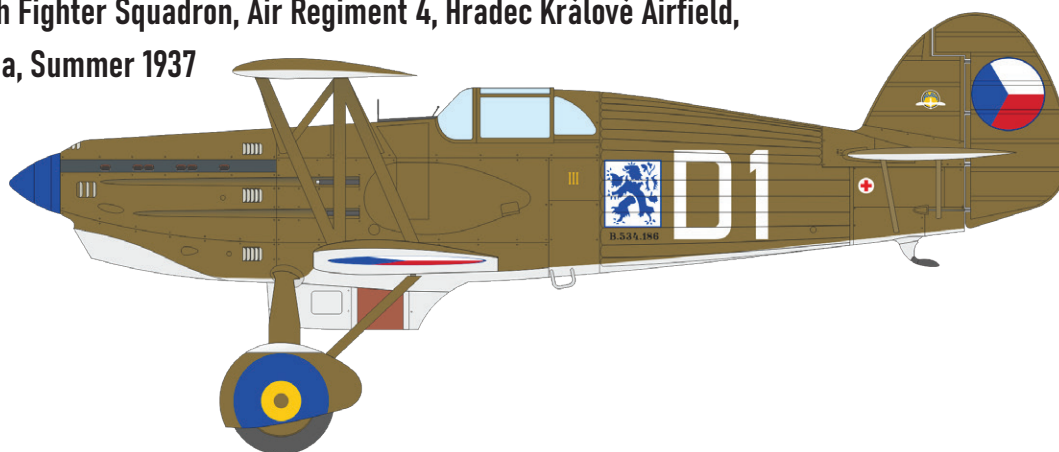


This aircraft is representative of the camouflage scheme used by Avia at the end of the Thirties, prior to the Munich Crisis. Upper surfaces are khaki, lower are silver doped, typically a matted shade. The lower surface of the upper wing is also khaki. The blue and white Moravian eagle

identifies the aircraft as belonging to the Air Regiment 2, while the letter G identifies membership within the 36th Squadron, and the numeral 1 specifies the aircraft within the Squadron. The blue tipped spinner was also a squadron identifier, although this was not an official marking.

This aircraft is known to have crashed on September 6, 1937, piloted by četař (Sergeant) Julius Zaoral, following a collision with another Avia B.534.35, with svobodník (Private First Class) Jaroslav Šodek at the controls.

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

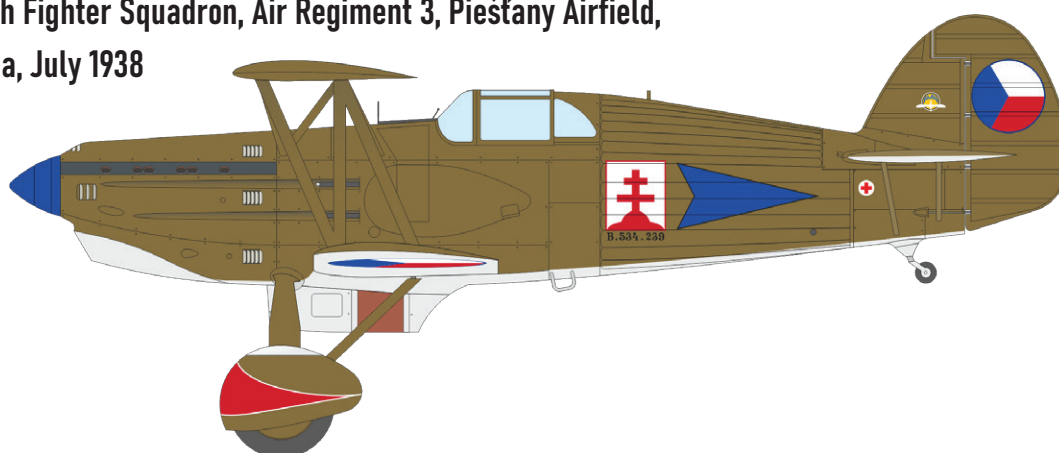


B.534s of the Air Regiment 4 are among the more striking within the pre-war Czechoslovak Air Force. The color details are not known for certain, and this arises from uncertainties regarding the remarking of squadrons at the end of the Thirties. These could have been either blue and yellow or

green and yellow. The colors on the wheel spats would be consistent, and so would, likely, the lower prop blade bandaging. This aircraft is known from photographs likely taken during the course of 1937, when attached to 34th Fighter Squadron, which utilized blue and yellow trimming.

In January 1938, she was re-designated as belonging to 50th Fighter Squadron, with the fuselage code K. Coded D, she was then attached to 42nd Squadron, which used green and yellow colors. The aircraft has a tail skid instead of a tail wheel. The lower surface of the upper wing is silver doped.

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

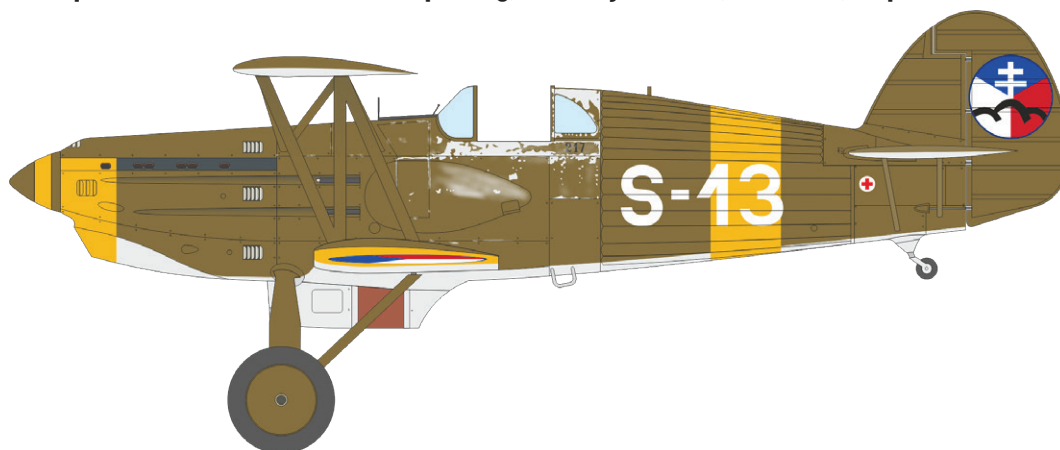


This aircraft carries the standard Czechoslovak camouflage scheme from the late Thirties. The lower surface of the upper wing is in khaki, and the spinner is yellow. The aircraft was documented on a photograph dated July 14, 1938, when it suffered light damage while flown by desátník (corporal)

Baláš. At the time, these aircraft carried no squadron codes. The Air Regiment 3 was the only one that was located in Slovakia prior to the outbreak of the war. After the dissolution of Czechoslovakia, Air Regiment 3 aircraft were incorporated into the services of the newly formed Slovak Air Force. In this service, Avia

B.534s took part in combat operations in Poland and later in the Soviet Union. In August 1944, the Slovak National Uprising saw the remaining Avias take part in anti-German operations.

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



In the fall of 1944, the Slovak National Uprising saw the use of several Avia B.534s. This specific aircraft is the only one photographically documented with the national markings used during the uprising. These were composed of the original Czechoslovak roundels with the addition of the Slovak two-pronged cross. The markings on the right wing are oriented incorrectly with the red field on the right side,

i.e. directed away from the fuselage. Also, blue field pointing upwards on the rudder is wrongly oriented. It has not been conclusively determined whether or not the lower wing markings lacked the Slovak crosses. The aircraft carries the typical camouflage scheme of khaki upper surfaces and silver doped lower (gray respray of the lower surfaces for this aircraft is unlikely) and with khaki undersurface of

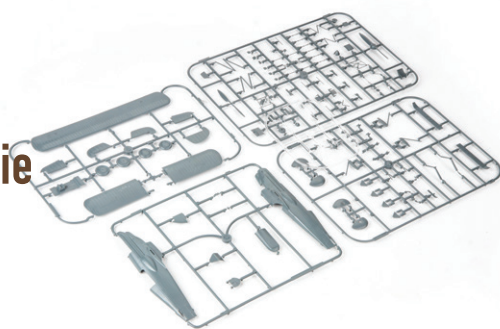
the top wing. The aircraft was noted to have been rather heavily weathered. The tip of the spinner was either khaki or possibly also heavily weathered. Propeller blades were black on both sides. The top of the nose was likely also khaki, and not yellow. All photographic evidence suggests that the sliding portion of the canopy was missing at the time of the Slovak National Uprising.

OVERTREES

#8192X

Avia B.534 IV. serie

1/48

[Product page](#)


OVERLEPT

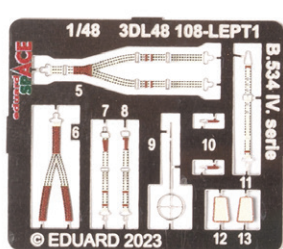
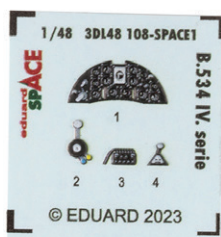
#8192-LEPT

Avia B.534 IV. série PE-Pet

1/48

[Product page](#)
Recommended:
for Avia B.534 IV. serie 1/48

3DL48108 B.534 IV. serie SPACE (3D Decal Set)

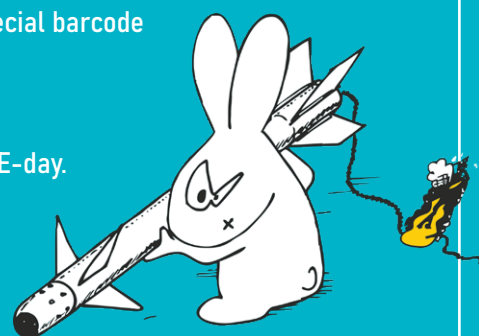


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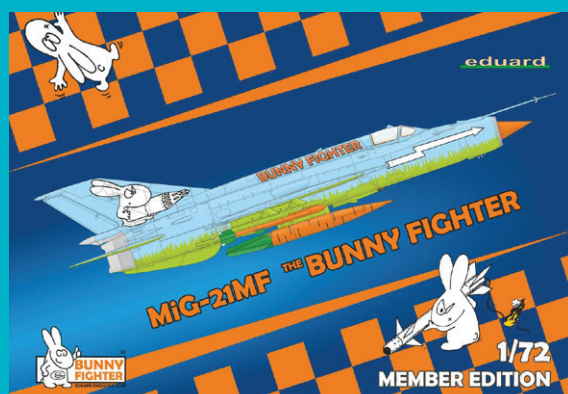


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Activation products:

MiG-21MF + T-shirt 1/72

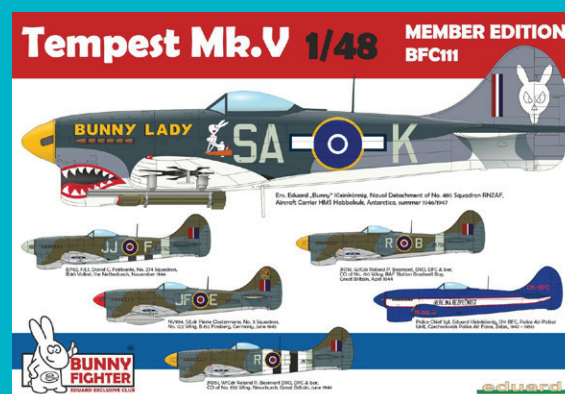


BOX CONTENT:

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.

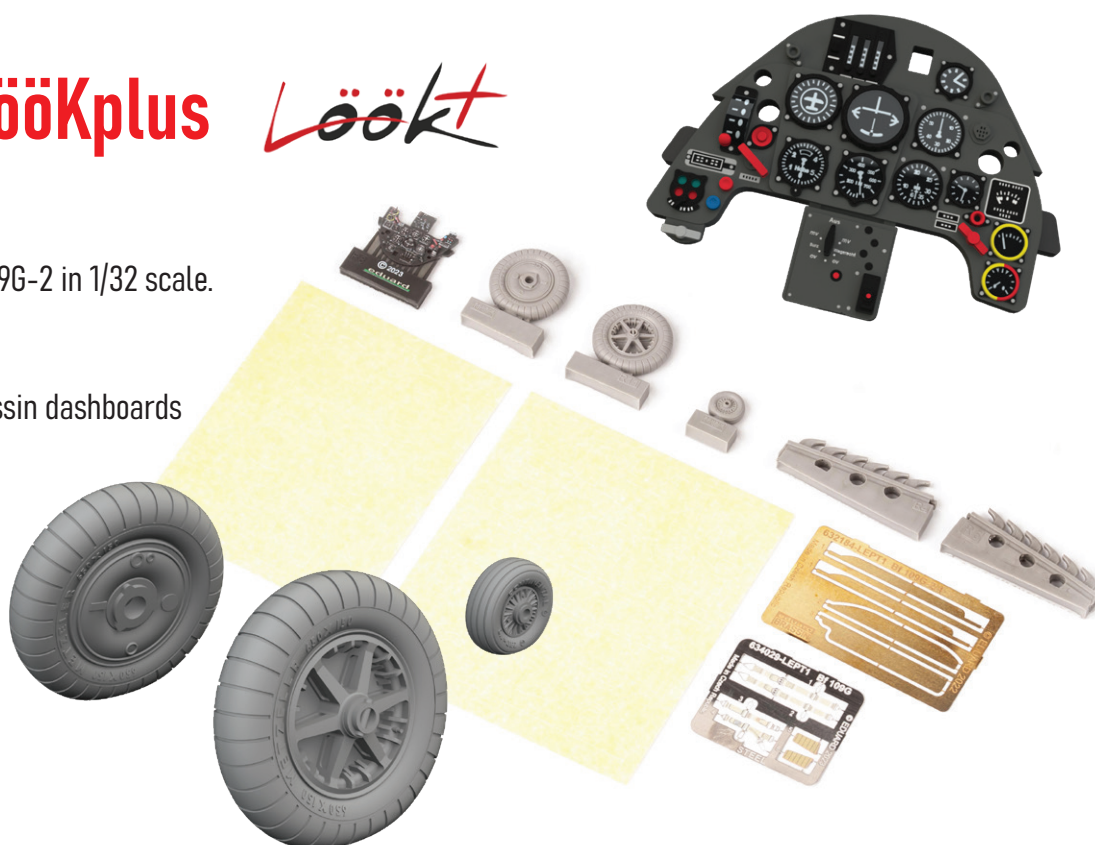
634031

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

[Product page](#)


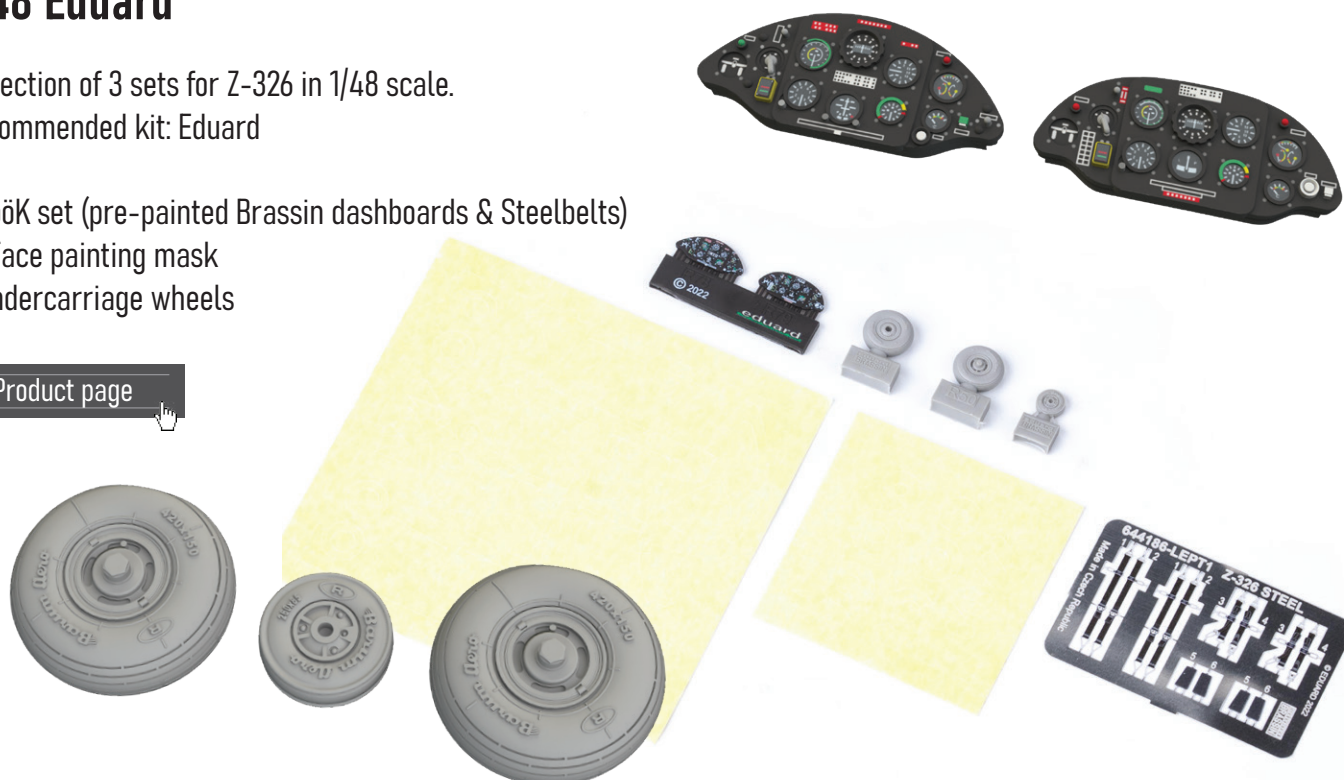
644197

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

[Product page](#)


635023

WWII German NOTEK headlights PRINT

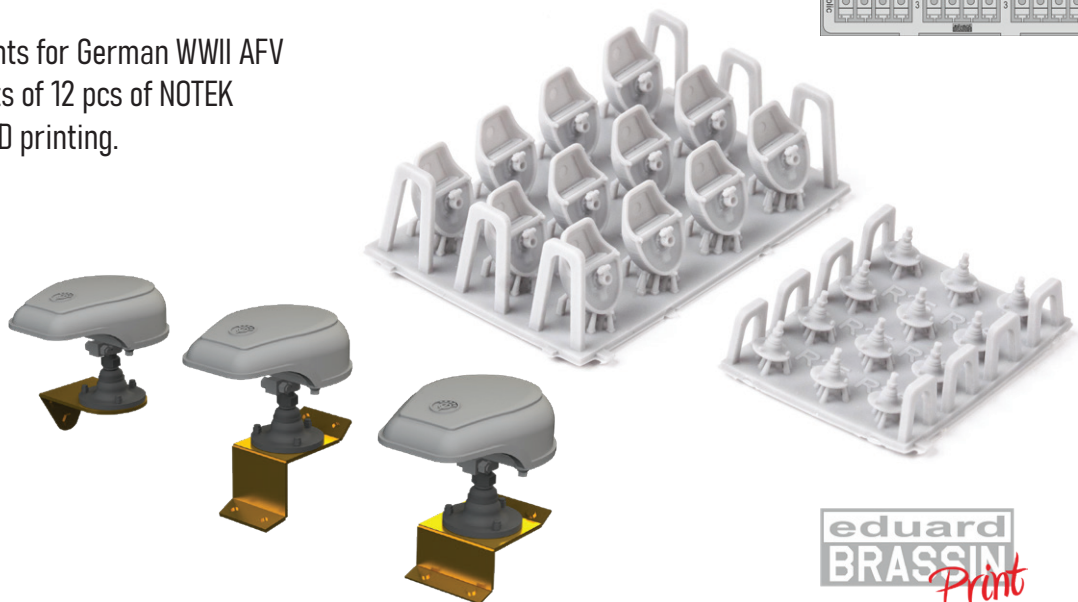
1/35

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

[Product page](#)



eduard
BRASSIN
Print

635025

WWII German shovels PRINT

1/35

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

Set contains:

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

[Product page](#)



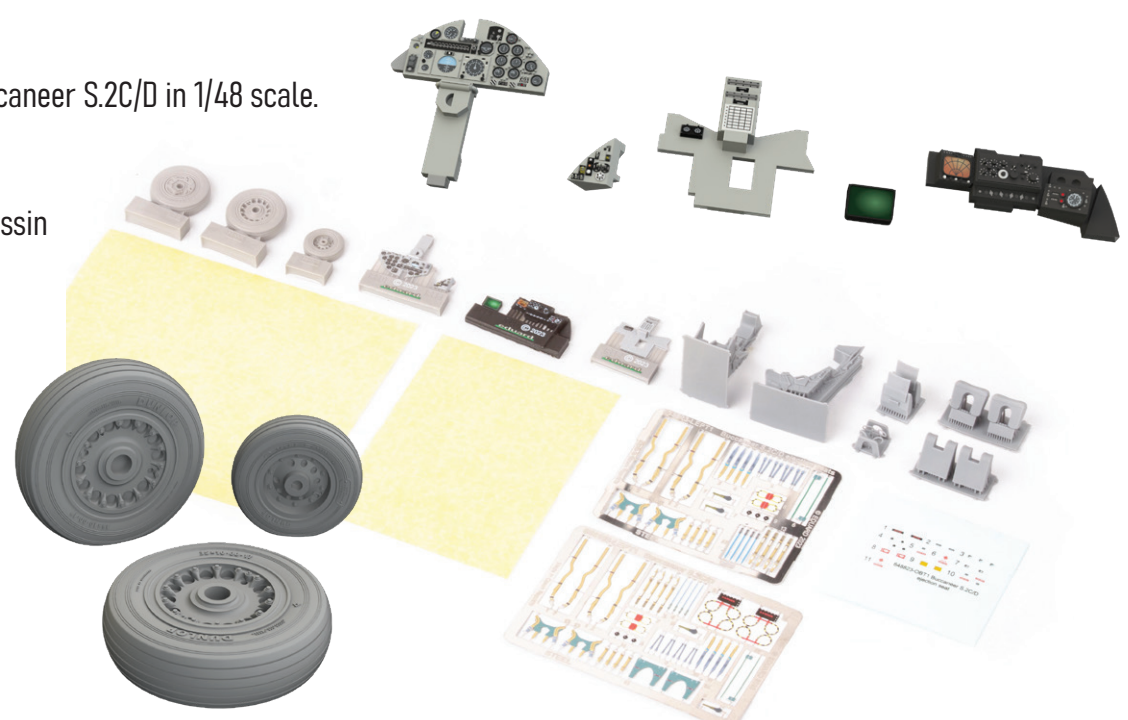
644199

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

[Product page](#)


644200

Beaufort Mk.I LööKplus *Löökt***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

[Product page](#)


644201

Mi-24V black (Mi-35) LööK

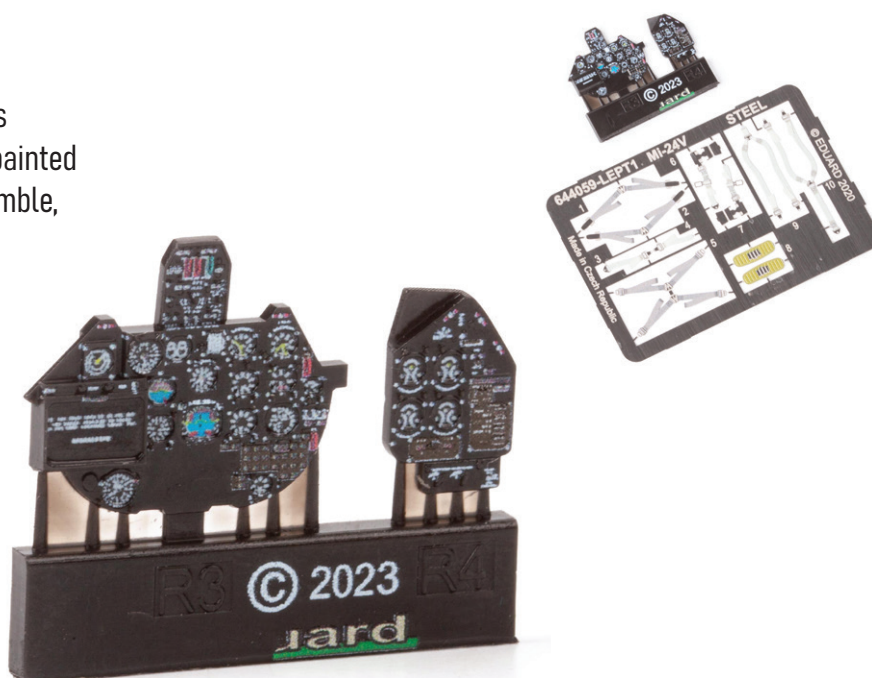
LööK
1/48 Zvezda

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

[Product page](#)

644202

Anson Mk.I LööK

1/48 Airfix

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

[Product page](#)


644203

F-35A LööK

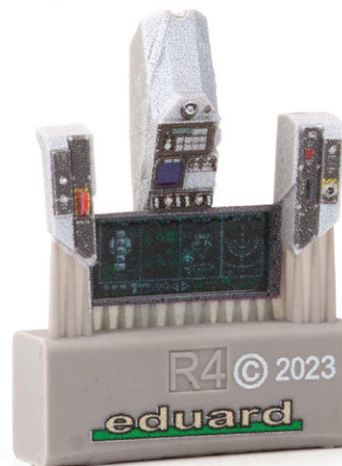
LööK

1/48 Tamiya

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.

[Product page](#)


648828

F4F-4 engine PRINT

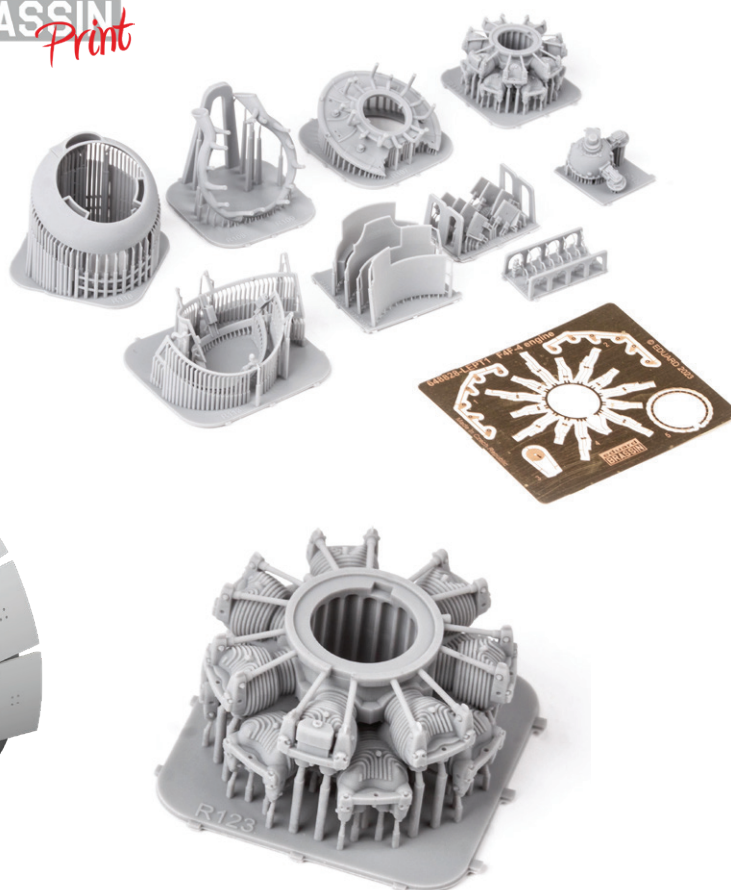
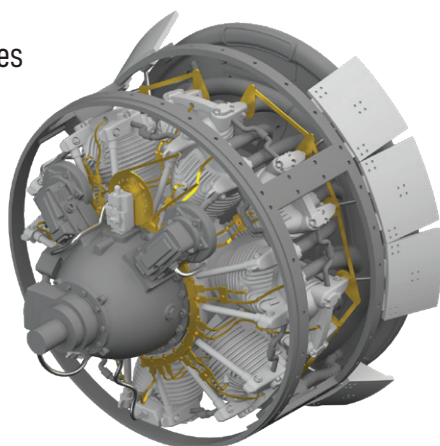
Print

1/48 Eduard

Brassin set - the engine for F4F-4 in 1/48 scale. The cowling are included. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)


648829

F4F-4 wheel bay PRINT

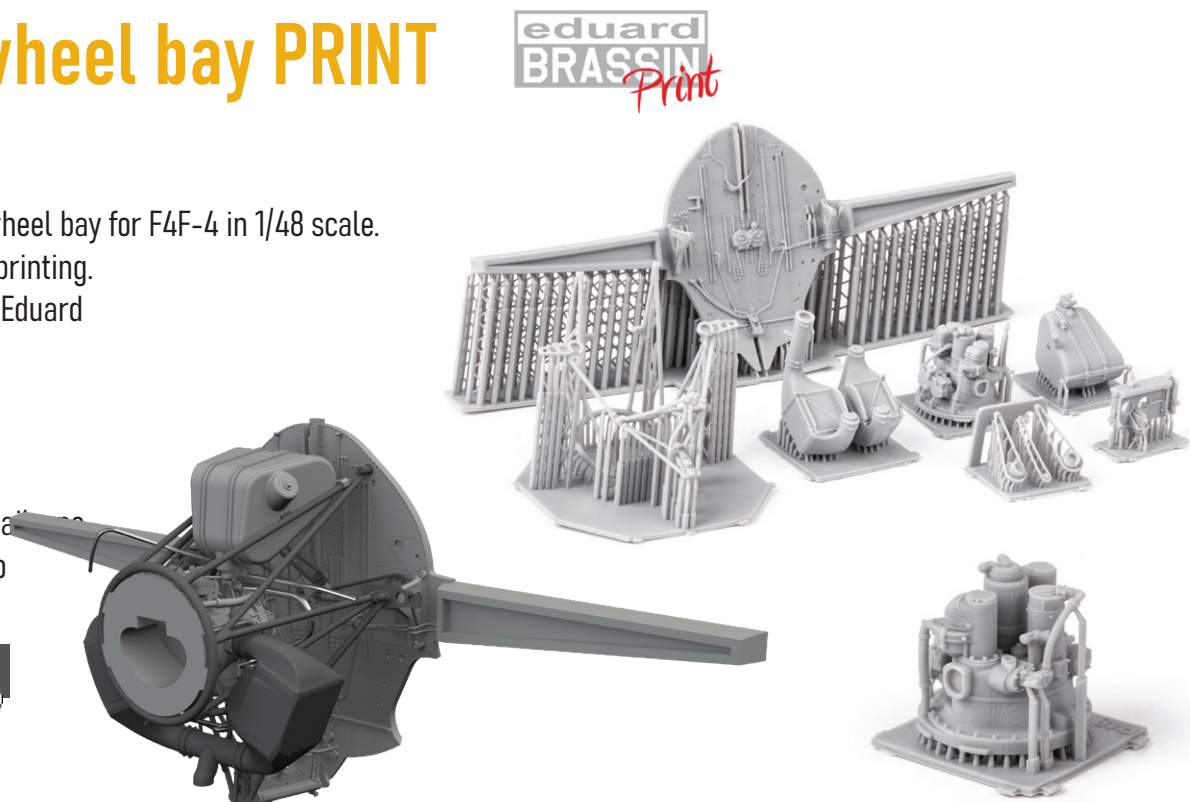
1/48 Eduard

Brassin set - the wheel bay for F4F-4 in 1/48 scale.
Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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

Product page



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

Product page



648836

ACES II ejection seat lower handles PRINT

eduard
BRASSIN
Print

1/48

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

[Product page](#)


648837

F-16 ejection seat PRINT

eduard
BRASSIN
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

[Product page](#)


648838

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

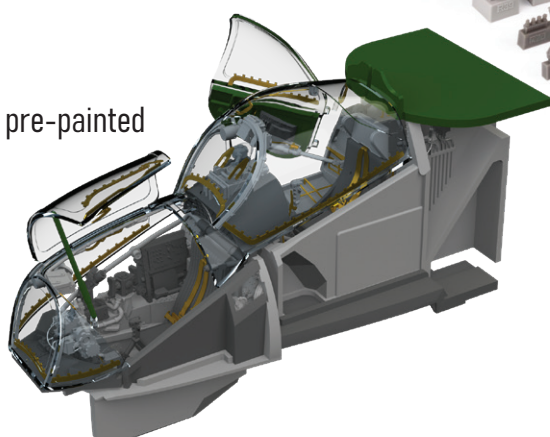
eduard
BRASSIN
Print

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



Product page

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



Product page

648840

Beaufort Mk.I guns PRINT

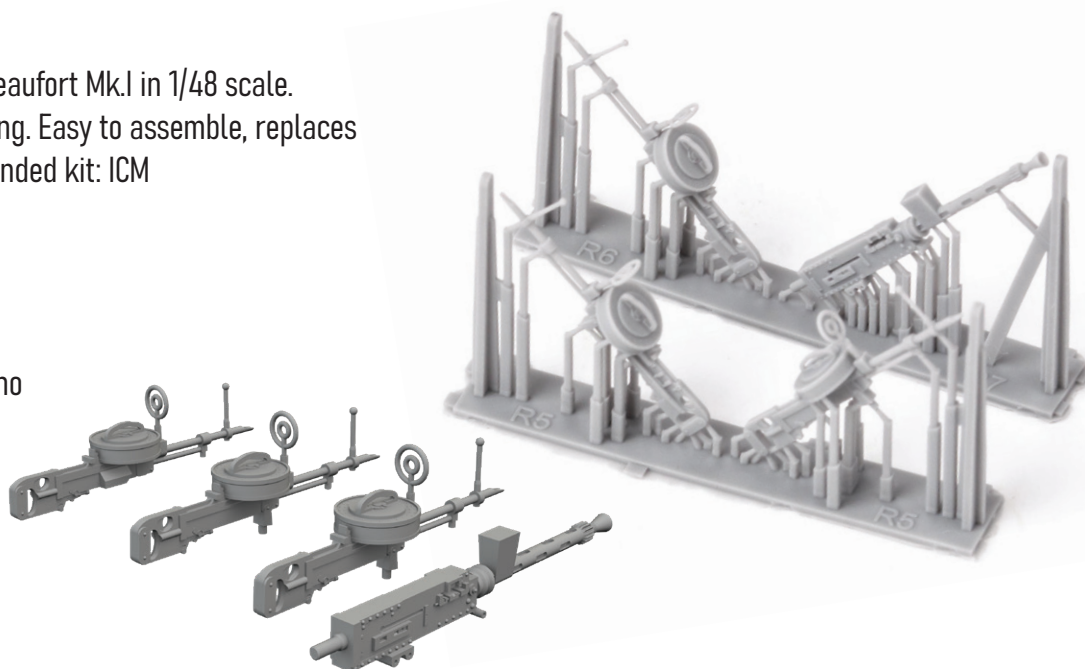
1/48 ICM

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

[Product page](#)



648841

Anson Mk.I radiators PRINT

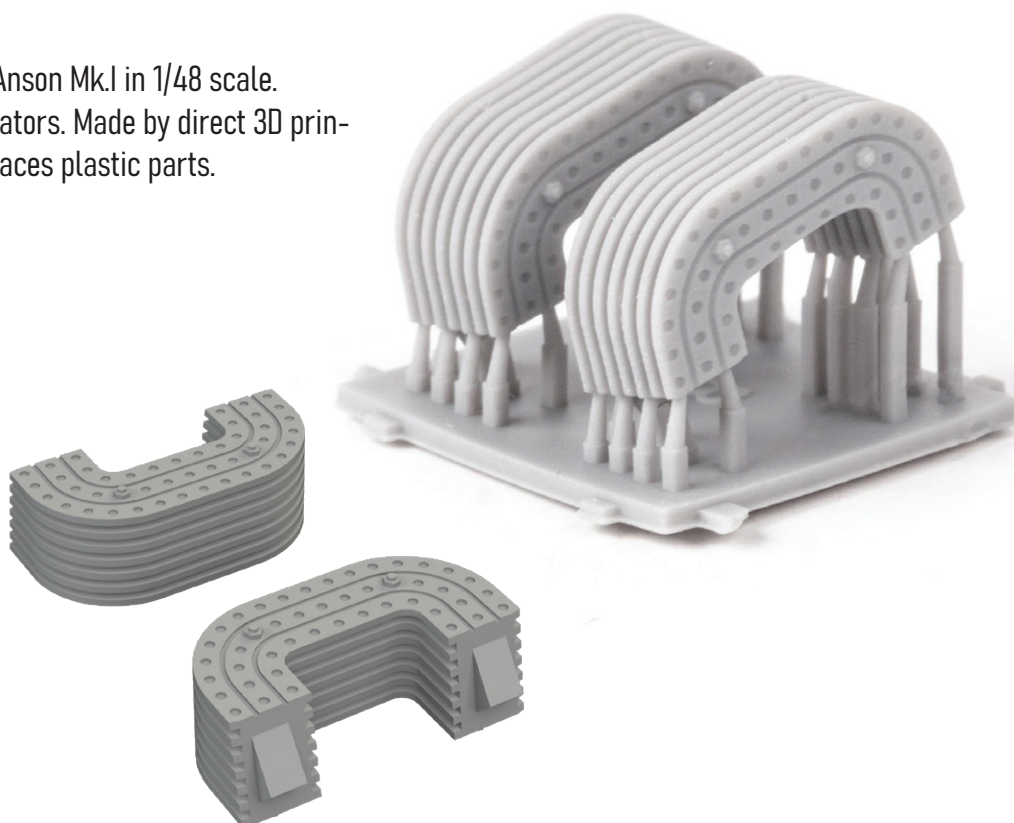
1/48 Airfix

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

[Product page](#)



672308

P-39Q 500lb bomb PRINT

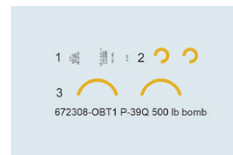
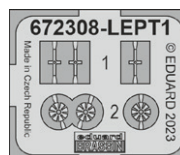
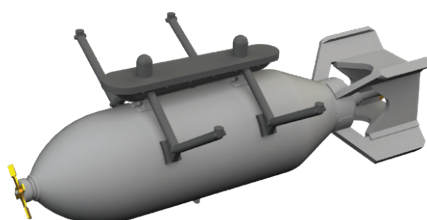
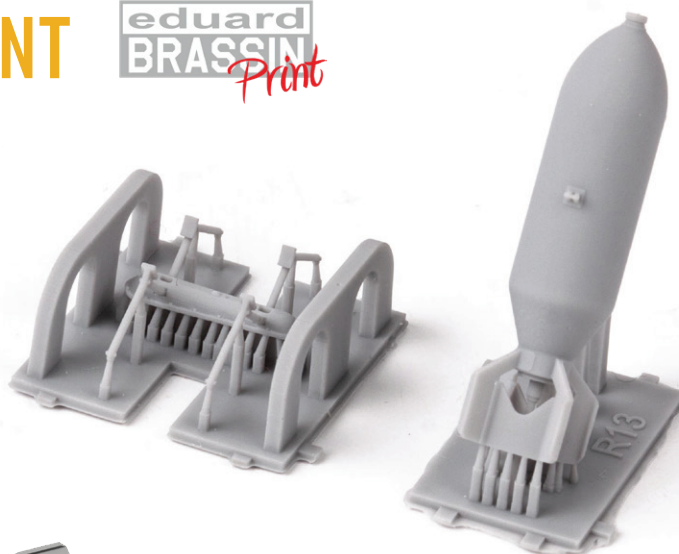
eduard
BRASSIN
Print

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



[Product page](#)

672309

P-39Q 75gal drop tank PRINT

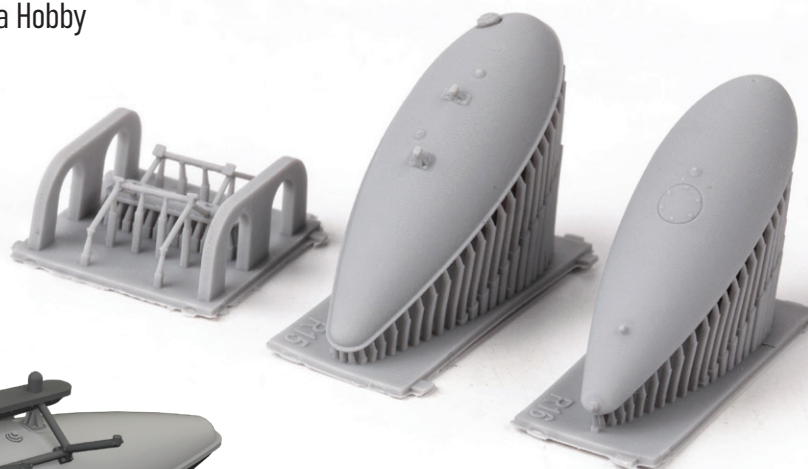
eduard
BRASSIN
Print

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



[Product page](#)

SIN648100

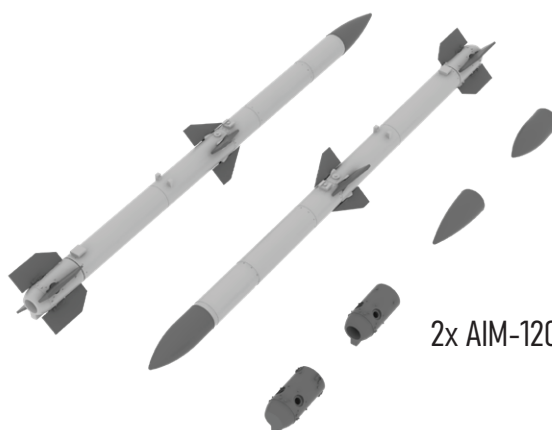
F-35A armament

1/48 Tamiya

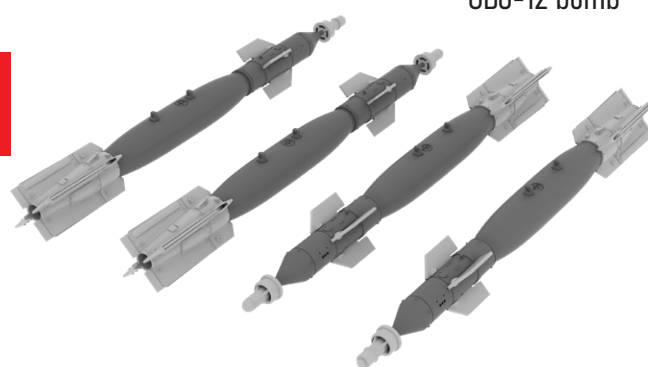
Collection of 6 sets for F-35A in 1/48 scale.

Recommended kit: Tamiya

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



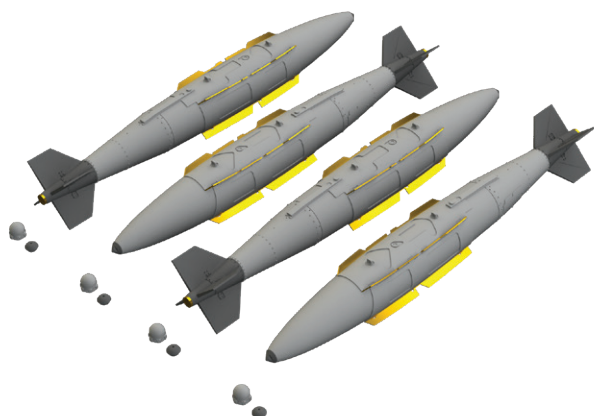
2x AIM-120C AMRAAM



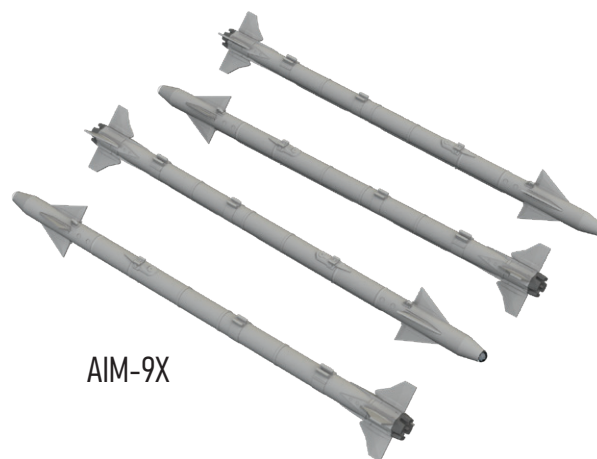
GBU-12 bomb

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

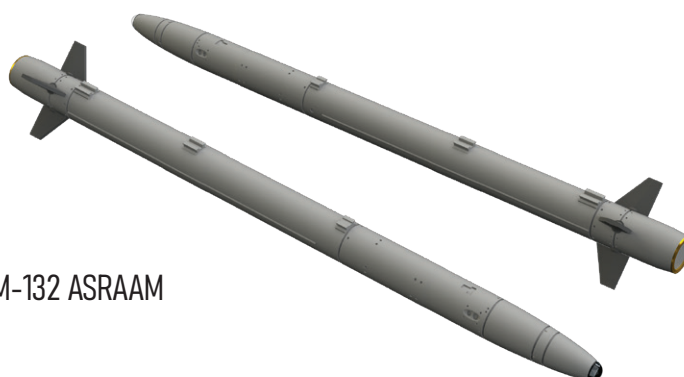
Product page



GBU-31(V)1/B JDAM



AIM-9X



AIM-132 ASRAAM

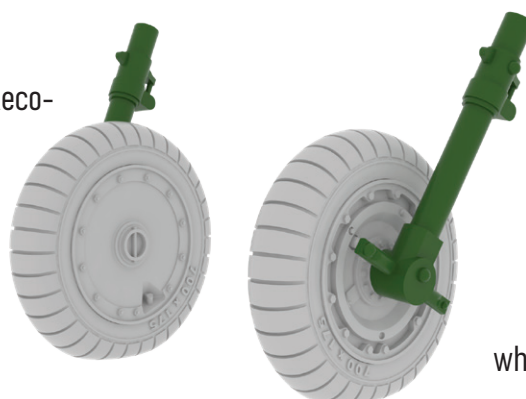
SIN648101

Fw 190A-8 ESSENTIAL

1/48 Eduard

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

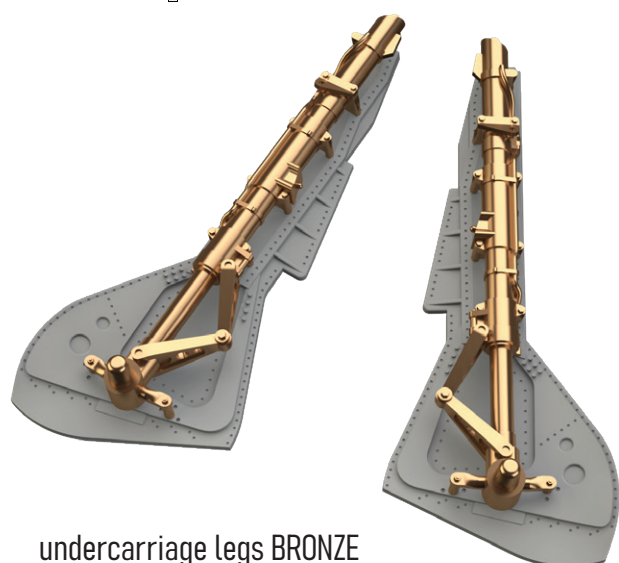
- undercarriage wheels
- undercarriage legs BRONZE
- landing flaps PRINT
- cockpit PRINT



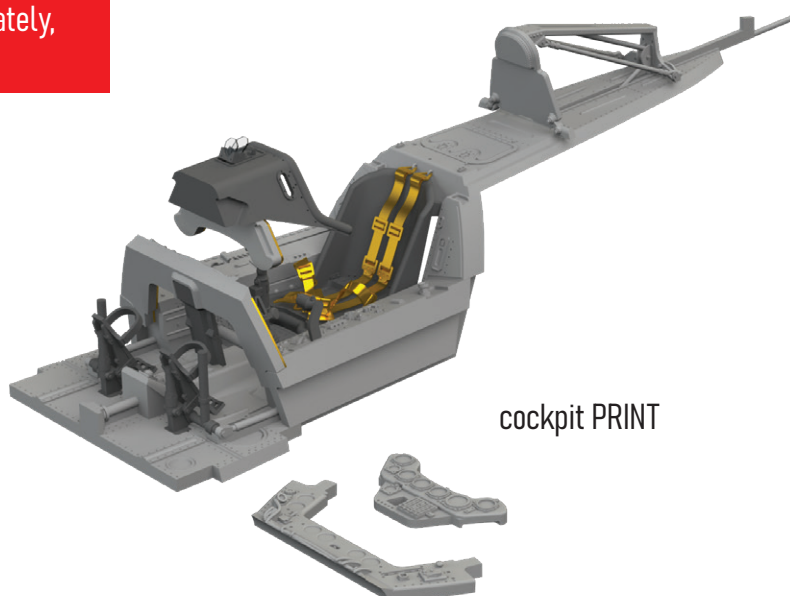
wheels

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

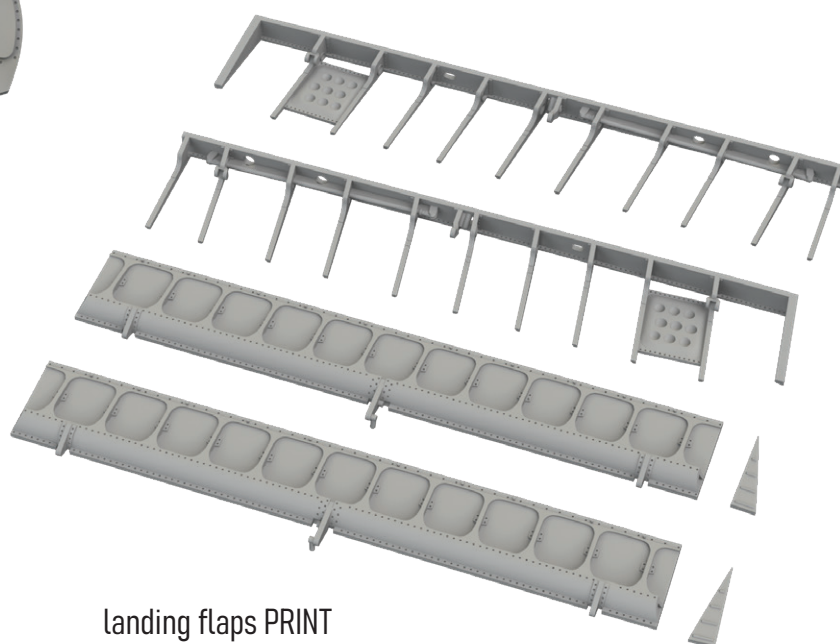
[Product page](#)



undercarriage legs BRONZE



cockpit PRINT

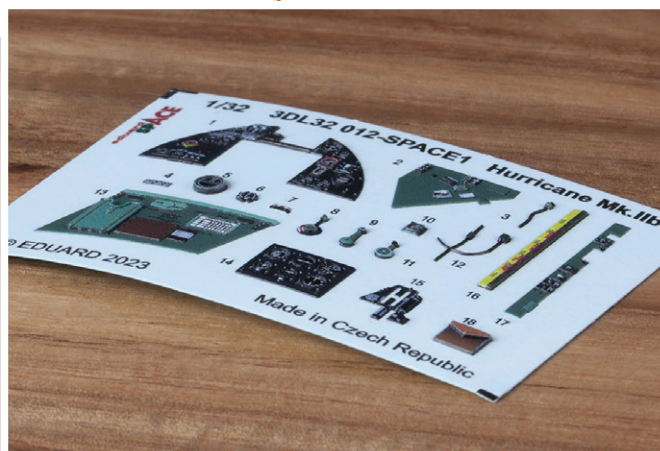
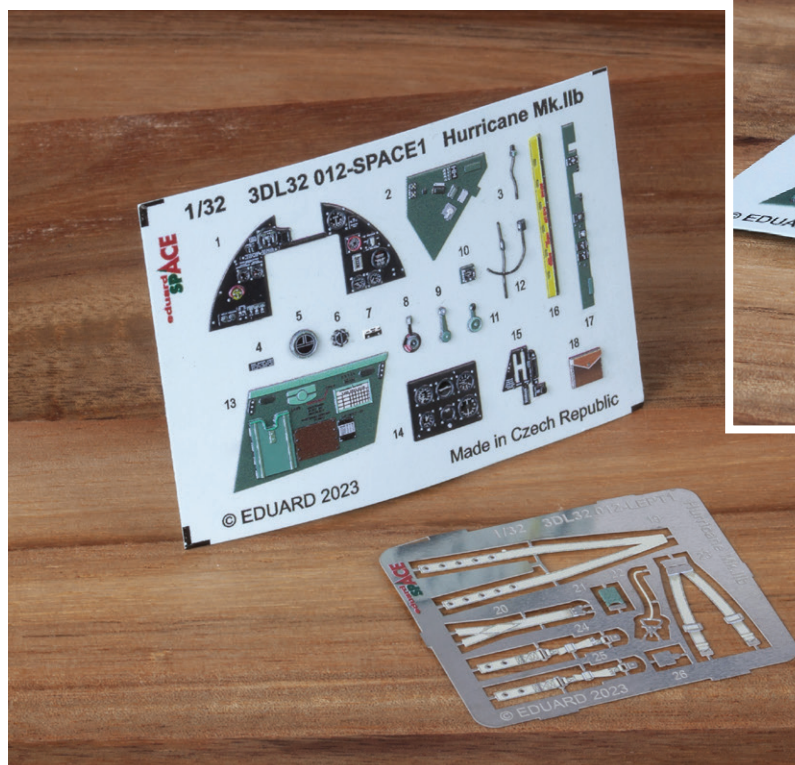


landing flaps PRINT

3DL32012 Hurricane Mk.IIb SPACE 1/32 Revell

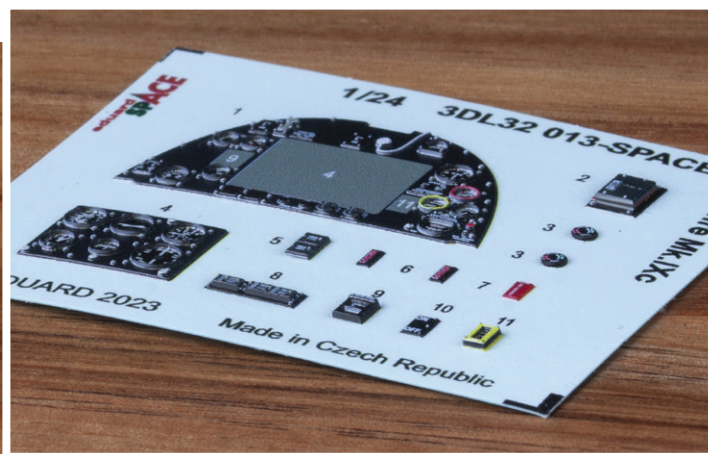
EASY
APPLICATION

[Product page](#)



3DL32013 Spitfire Mk.IXc SPACE 1/24 Airfix

[Product page](#)



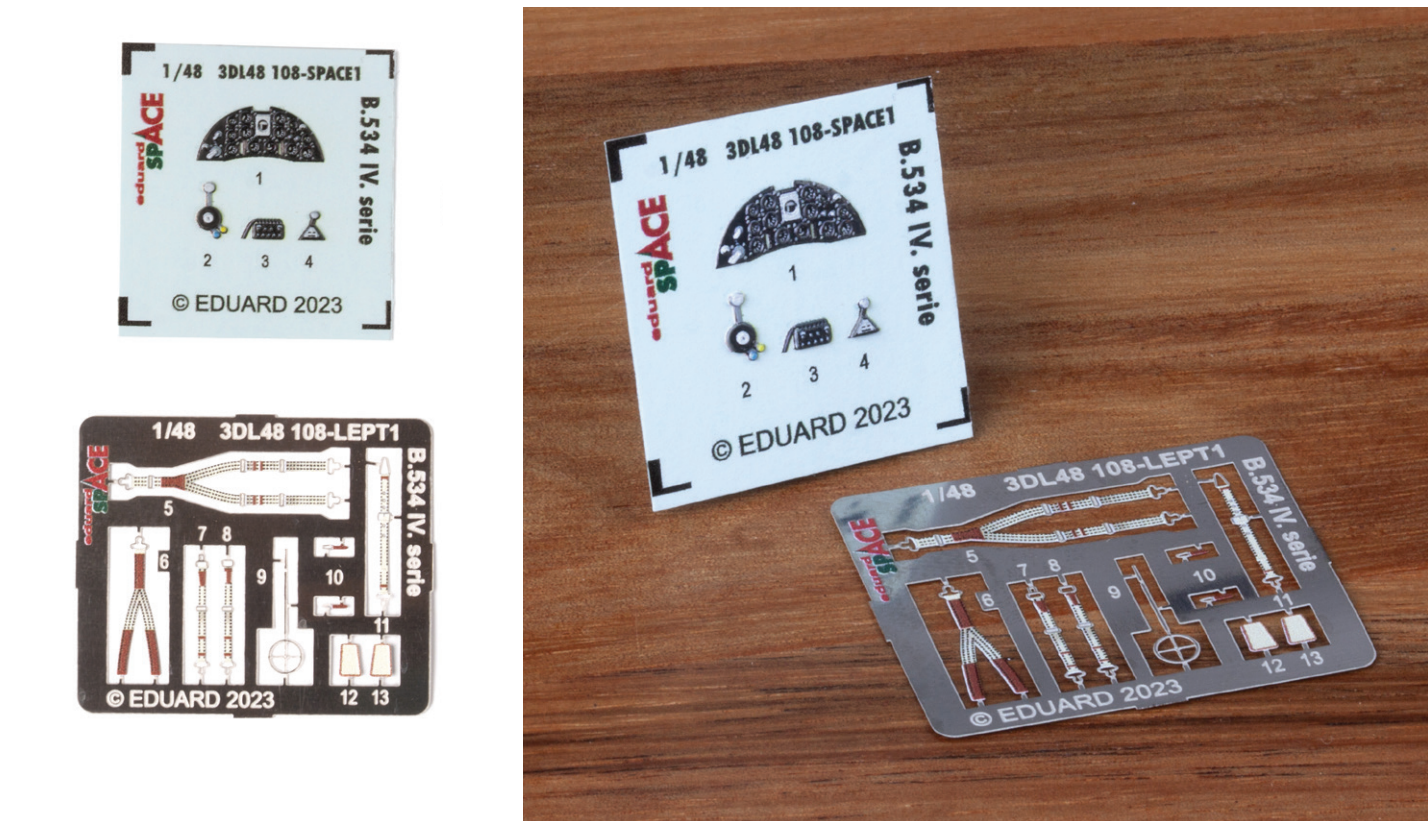
3DL48107 **F-16A MLU SPACE** 1/48 Kinetic

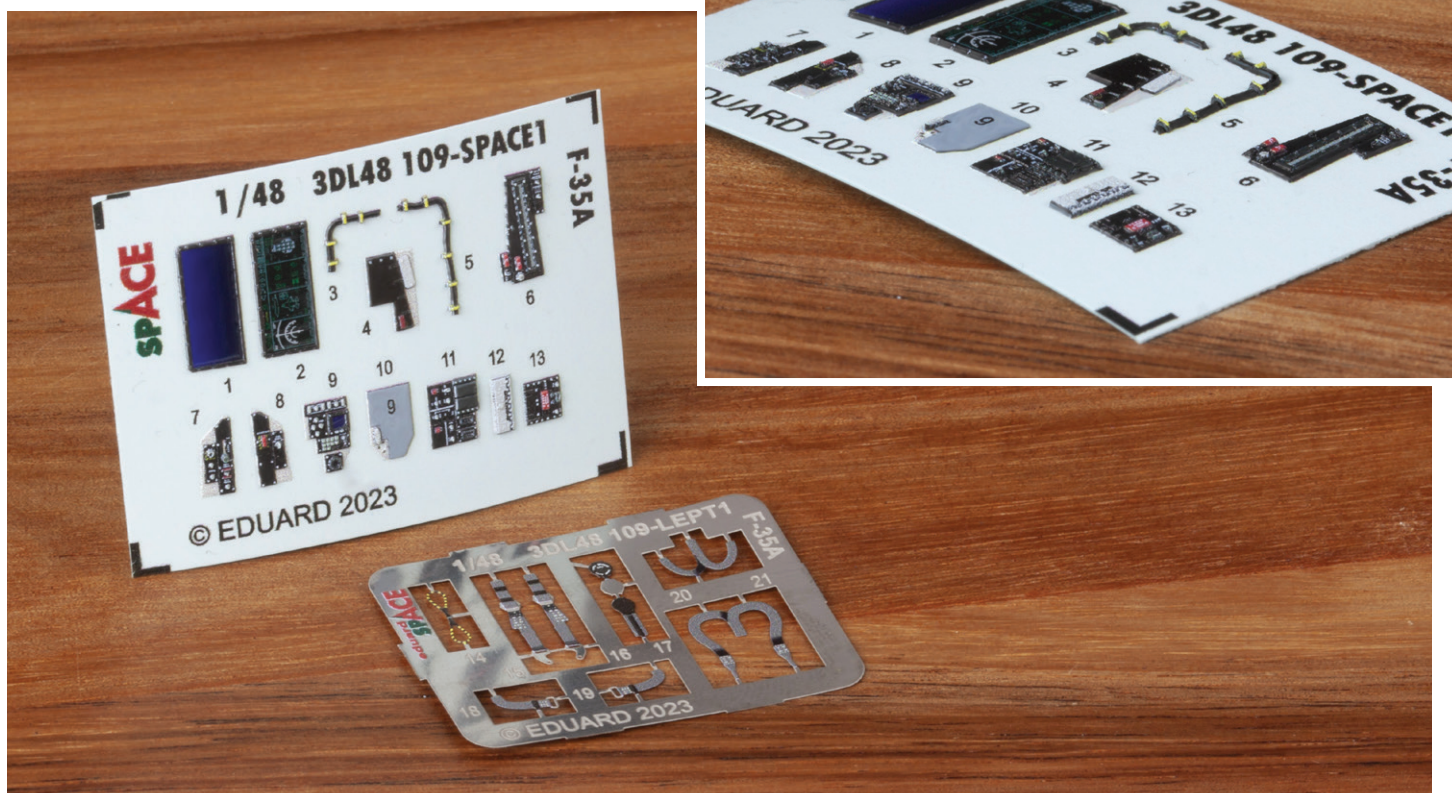
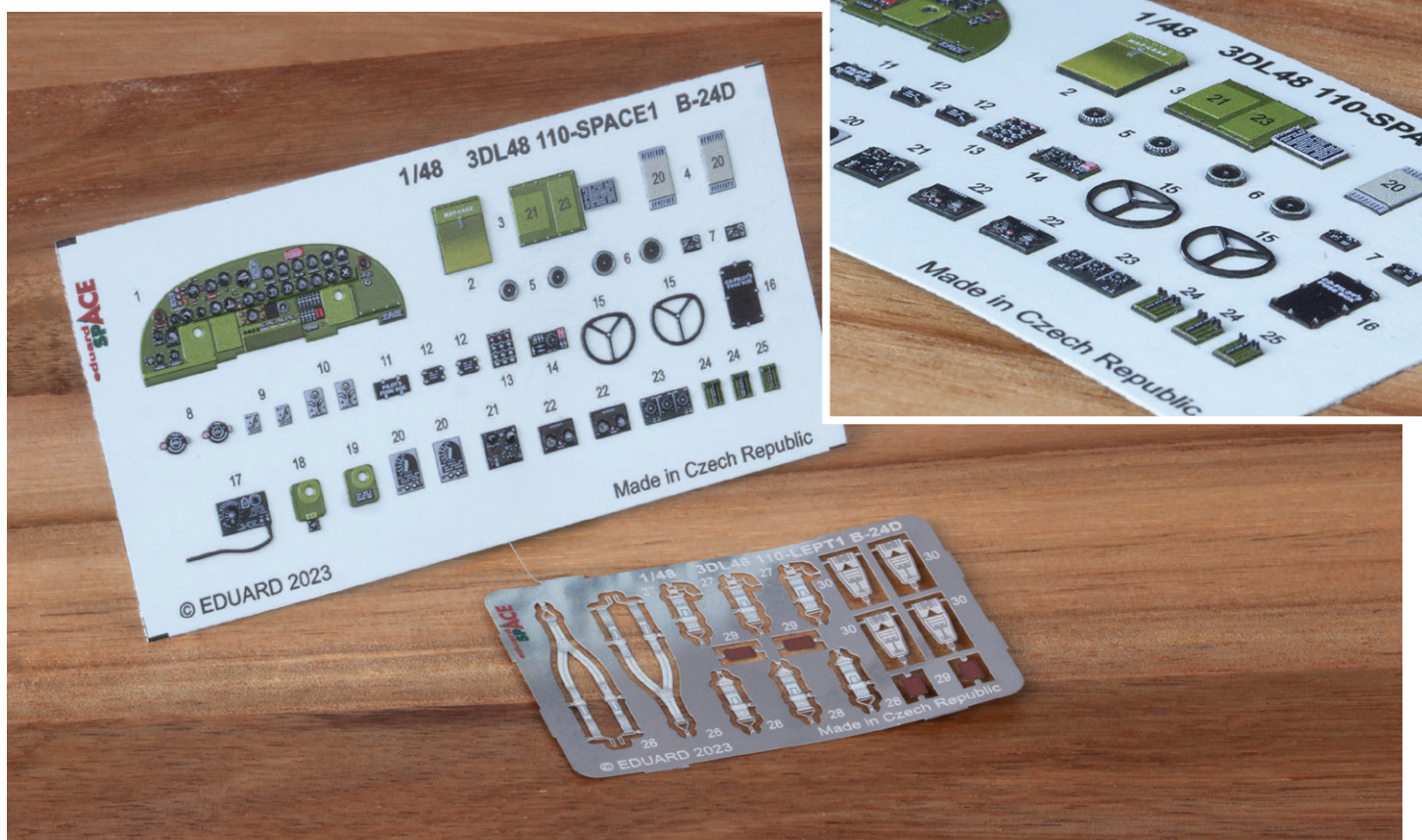
[Product page](#)



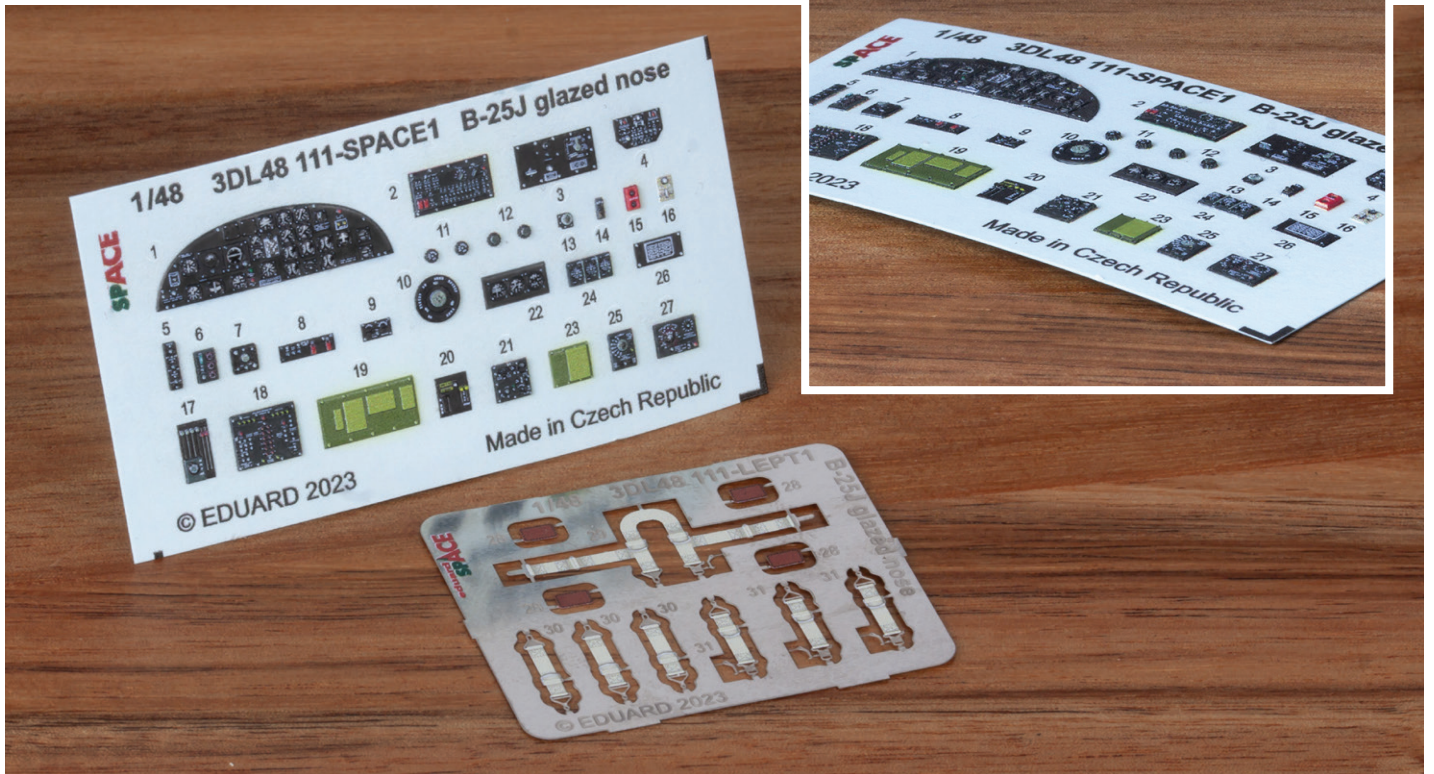
3DL48108 **B.534 IV. serie SPACE** 1/48 Eduard

[Product page](#)

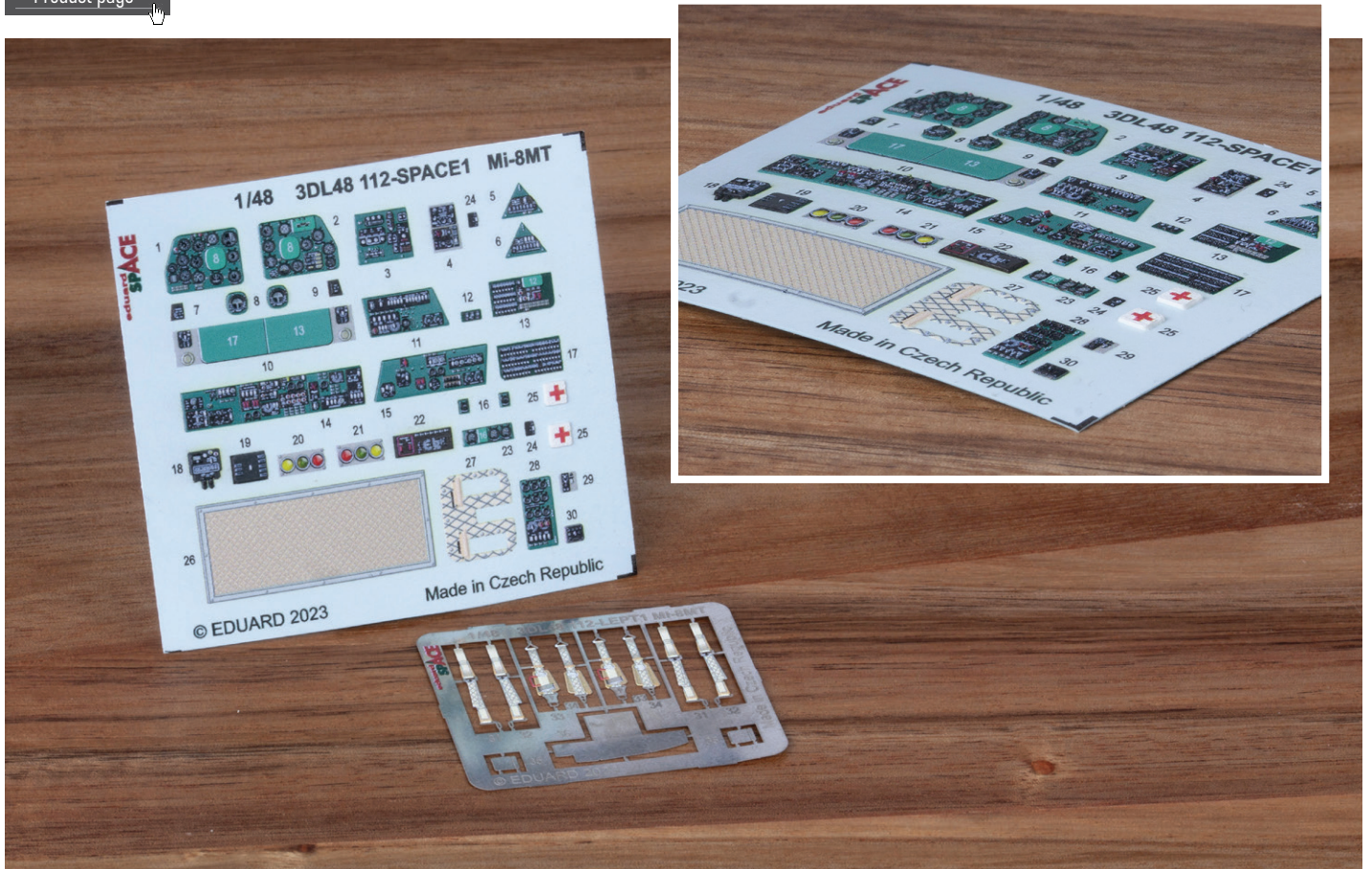


3DL48109 **F-35A SPACE** 1/48 Tamiya[Product page](#)3DL48110 **B-24D SPACE** 1/48 Revell[Product page](#)

3DL48111 B-25J glazed nose SPACE 1/48 HKM

[Product page](#)


3DL48112 Mi-8MT SPACE 1/48 Zvezda

[Product page](#)


ARTWORK PRINTS



Bf 109-4
1/48 Bf 109-4 (D) Eduard Art
Eduard Art
Eduard Art
Eduard Art

7033-ART



Bf 109-2
1/48 Bf 109-2 (D) Eduard Art
Eduard Art
Eduard Art
Eduard Art

7468-ART

UV stable printing
on white
vinyl 160g/m2.

Packed in hard
envelope.



Bf 109-4
1/48 Bf 109-4 (D) Eduard Art
Eduard Art
Eduard Art
Eduard Art

8192-ART



MiG-21
1/48 MiG-21 (D) Eduard Art
Eduard Art
Eduard Art
Eduard Art



Spitfire Mk.Vc
1/48 Spitfire Mk.Vc (D) Eduard Art
Eduard Art
Eduard Art
Eduard Art

81126-ART

8232-ART

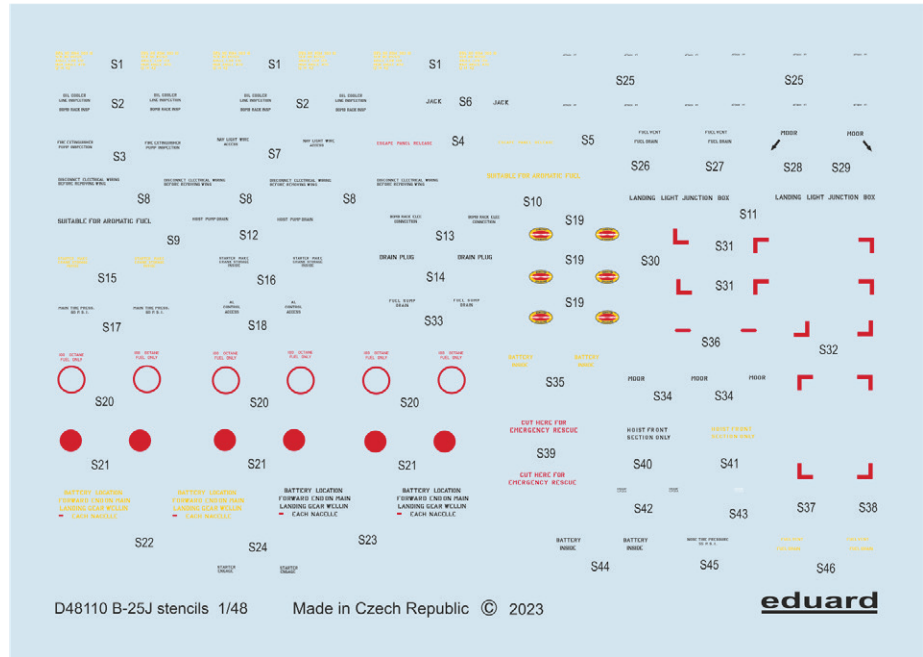
www.eduard.com only

D48110

B-25J stencils

1/48 HKM

[Product page](#)

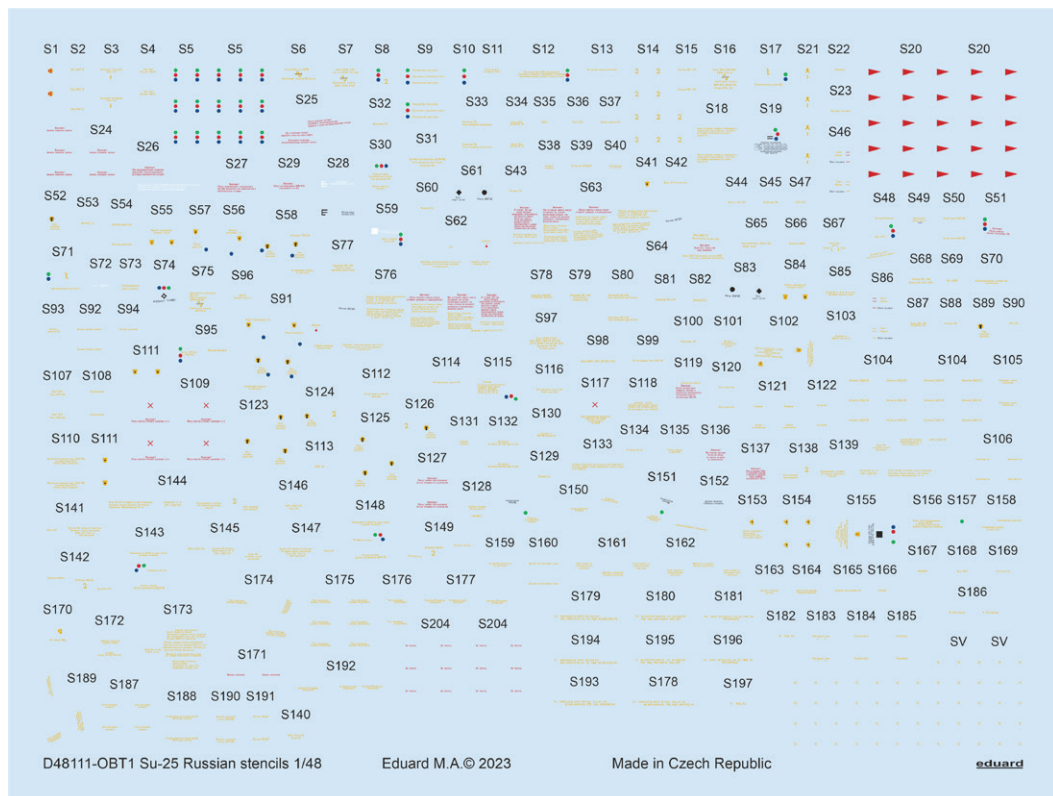


D48111

Su-25 Russian stencils

1/48 Zvezda

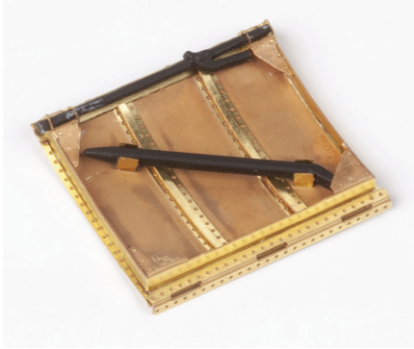
[Product page](#)



Spitfire Mk.IXc

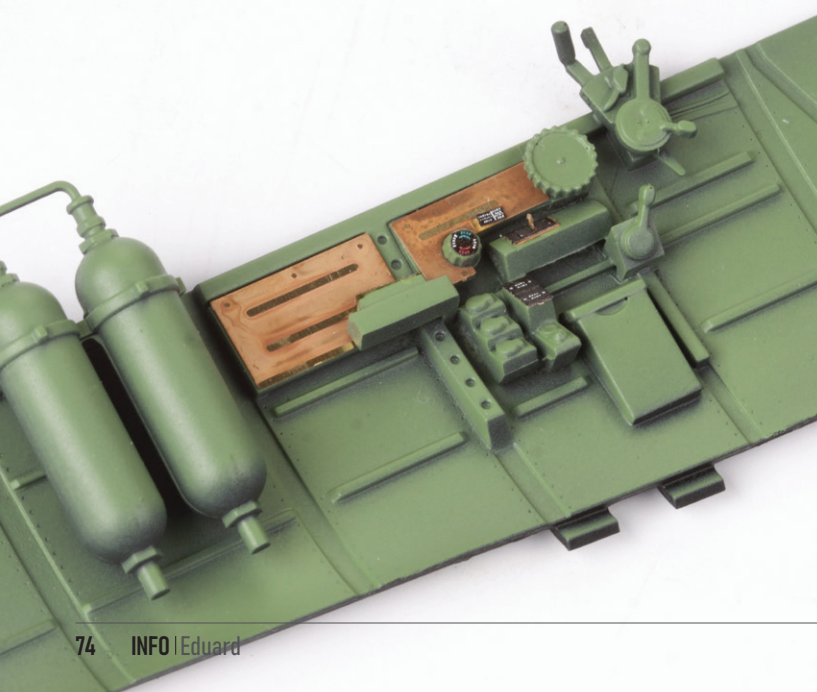
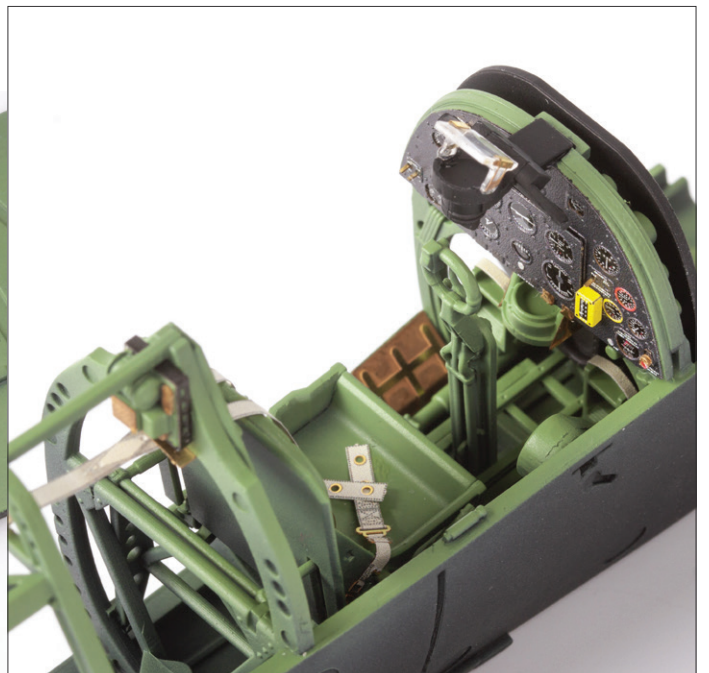
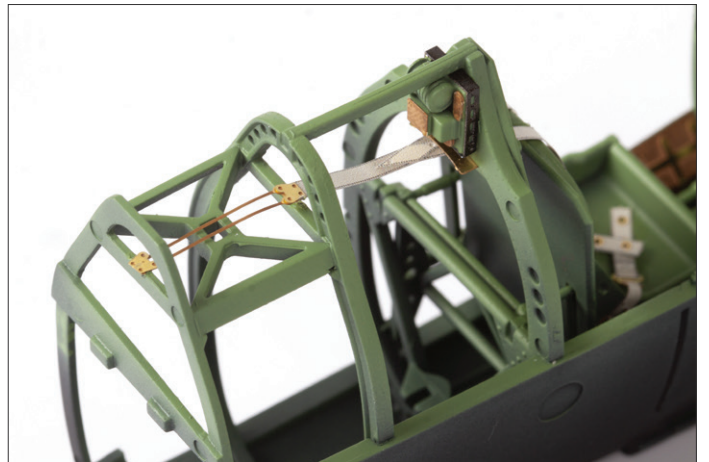
1/24 Airfix

23036



**Spitfire Mk.IXc
seatbelts STEEL**

23037



Hurricane Mk.IIb landing flaps

1/32 Revell

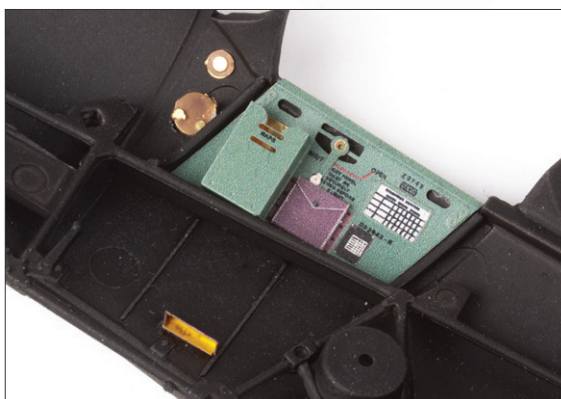
32481



Hurricane Mk.IIb

1/32 Revell

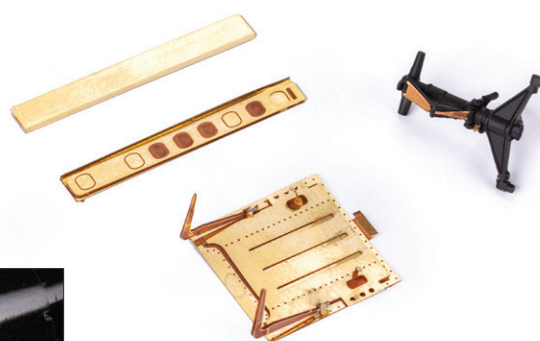
331006



C-130J exterior

1/72 Zvezda

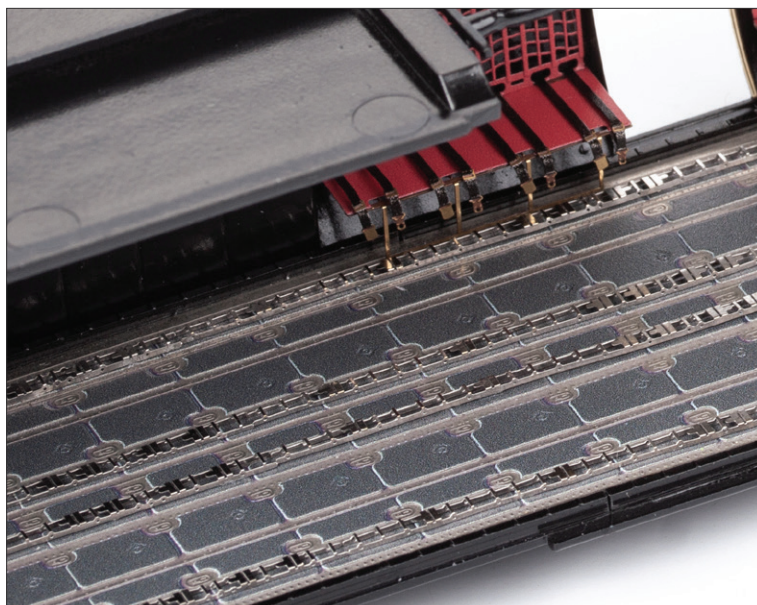
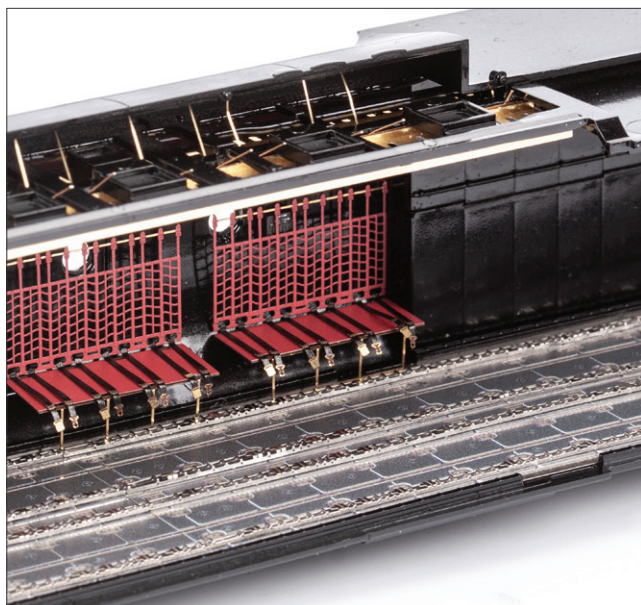
72728



C-130J cargo floor

1/72 Zvezda

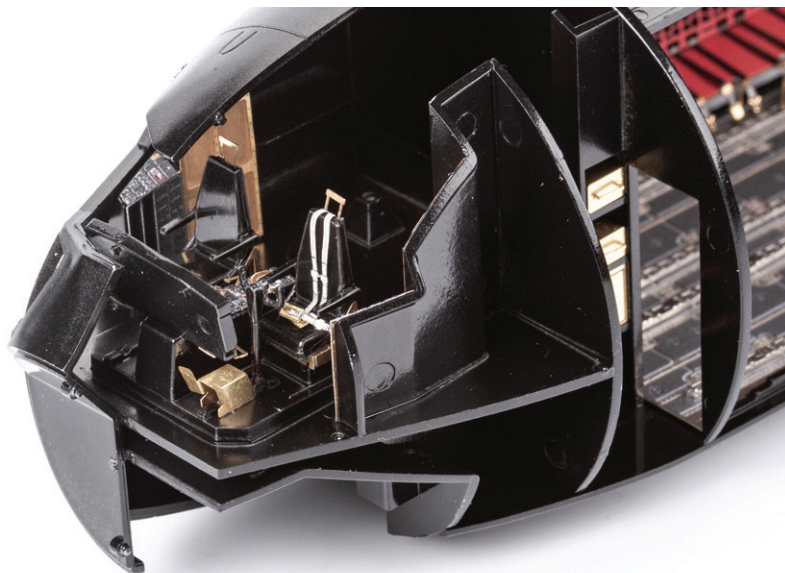
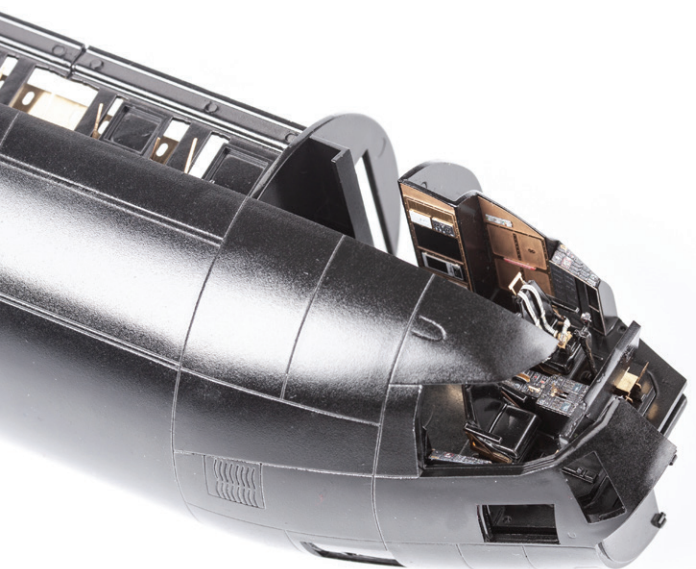
73795



C-130J interior

1/72 Zvezda

73794



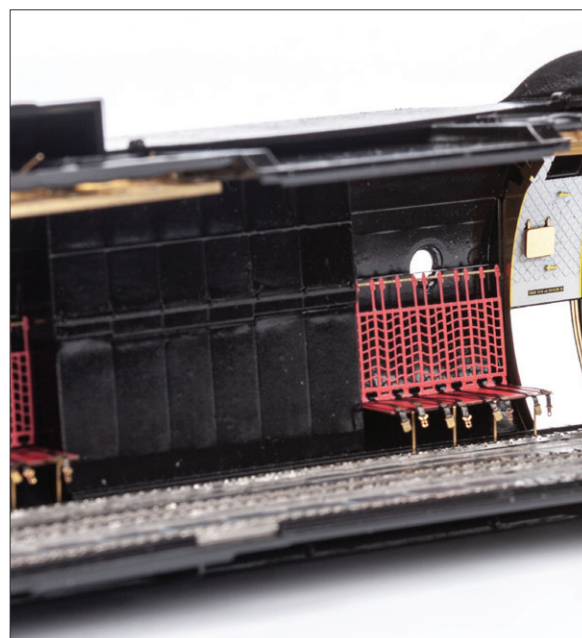
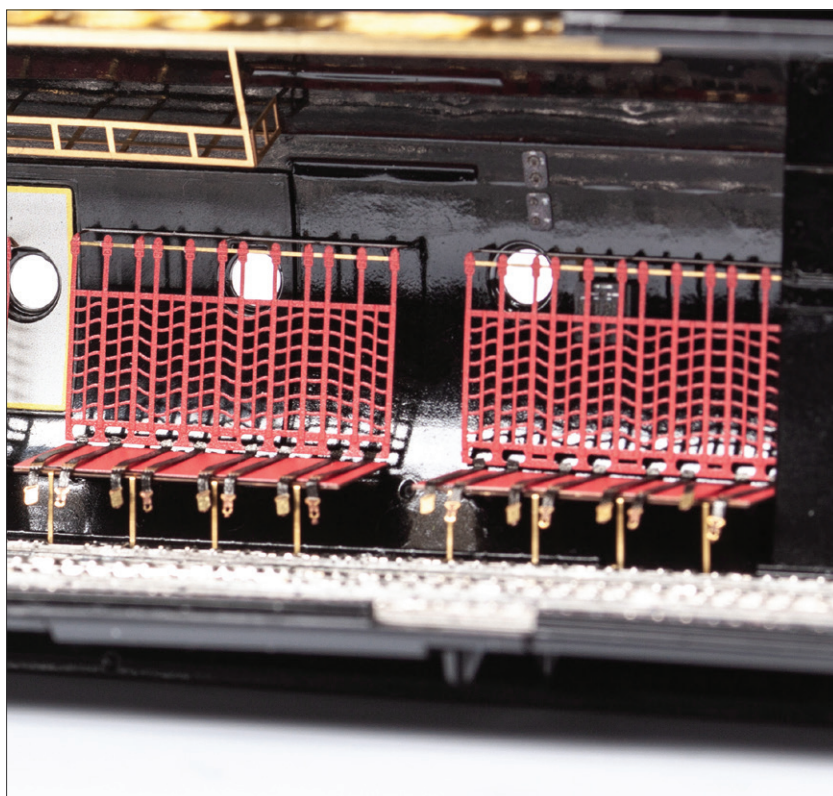
C-130J

SS794

C-130J cargo seatbelts

1/72 Zvezda

73796



C-130J cargo interior

1/72 Zvezda

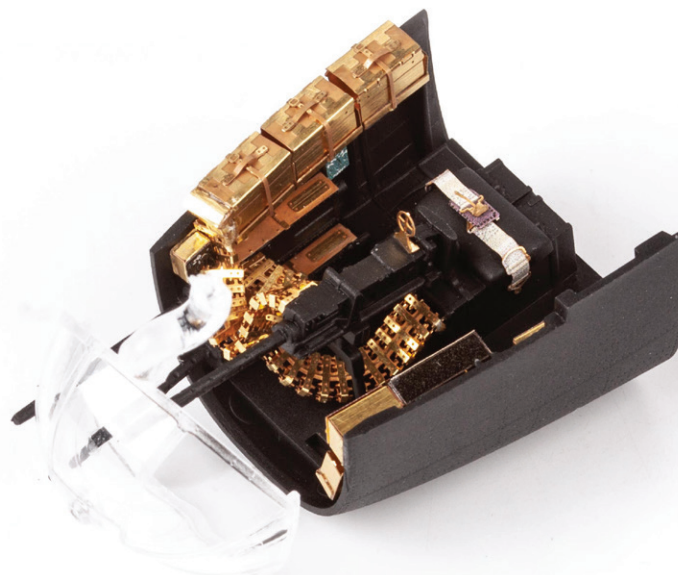
73797

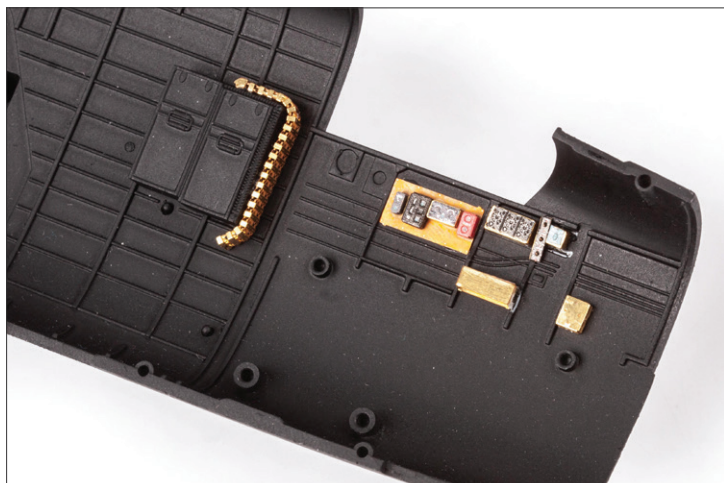


B-25J glazed nose

1/48 HKM

491336

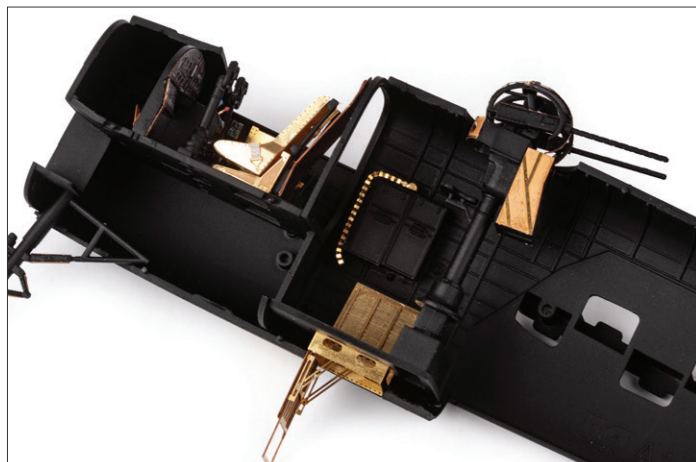
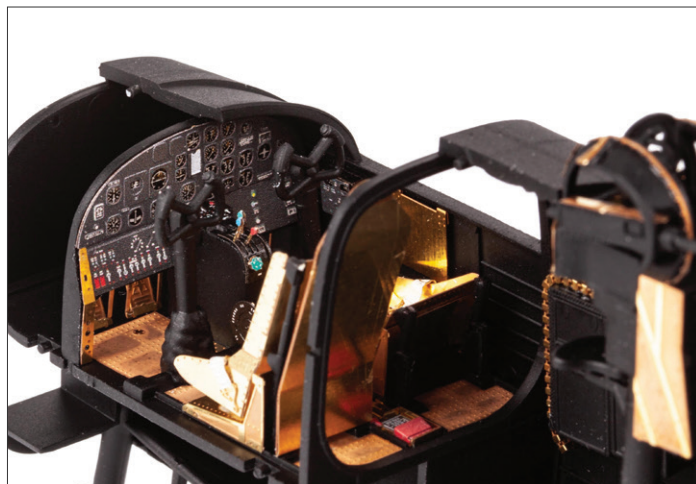




B-25J glazed nose

1/48 HKM

491336



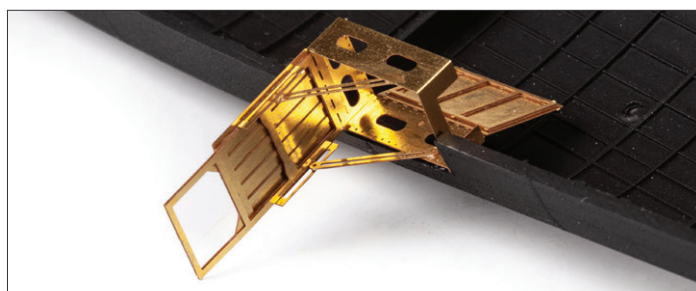
B-25J glazed nose

FE1336



B-25J glazed nose seatbelts

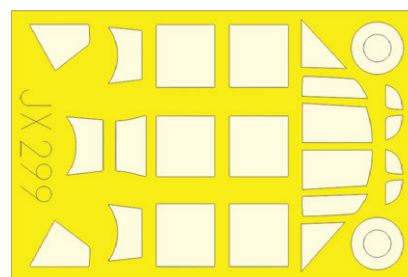
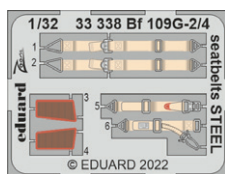
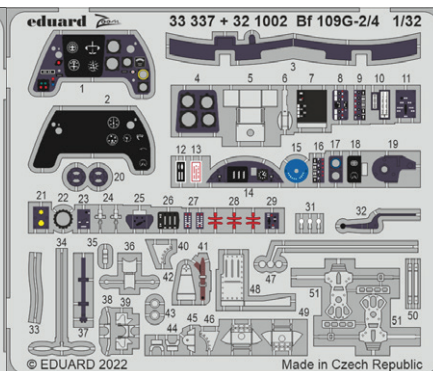
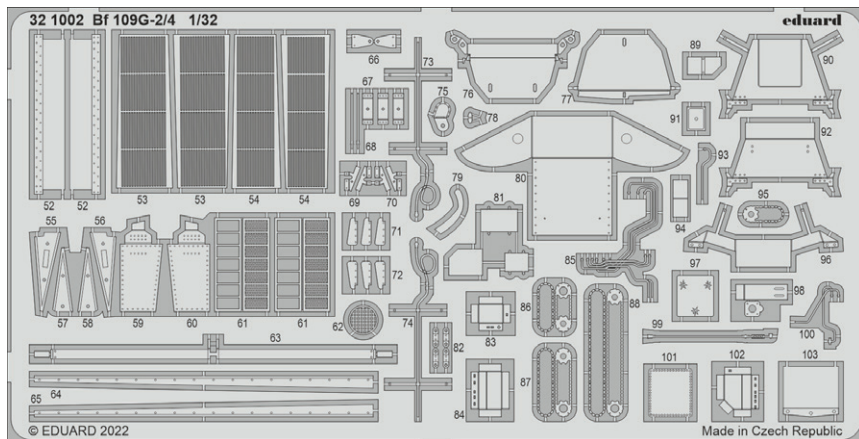
FE1337



BIG33148 Bf 109G-2/4 1/32 Revell

Product page

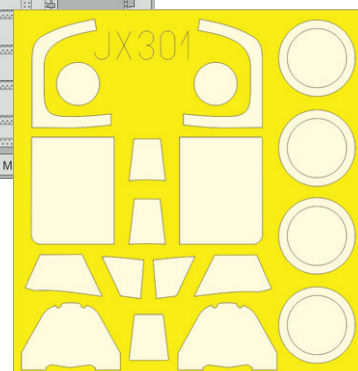
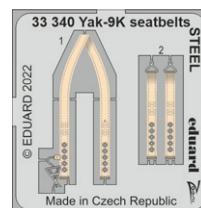
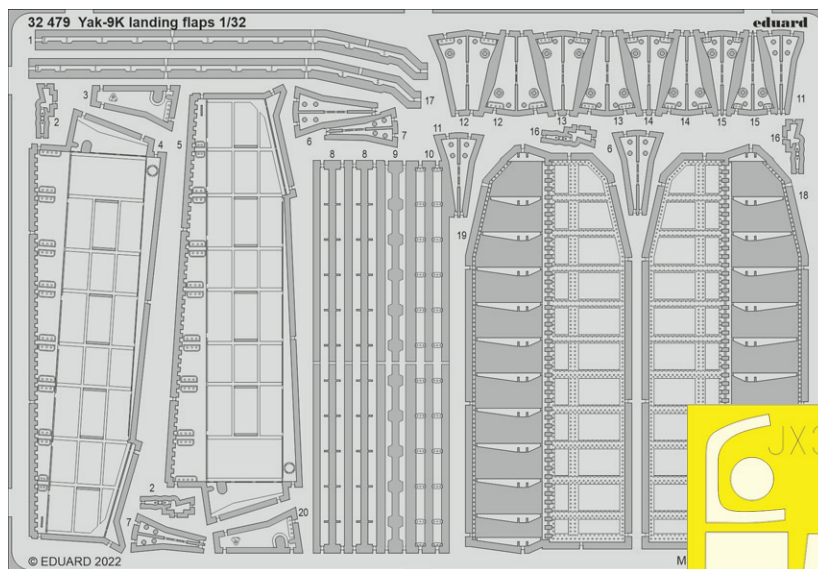
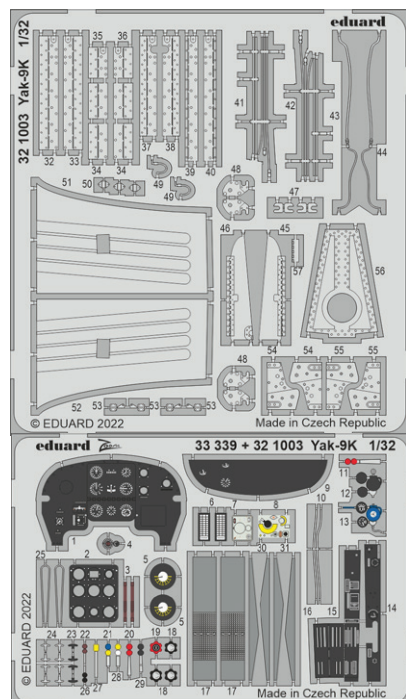
- 321002 Bf 109G-2/4
- 33338 Bf 109G-2/4 seatbelts STEEL
- JX299 Bf 109G-2/4



BIG33149 Yak-9K 1/32 ICM

Product page

- 321003 Yak-9K
- 32479 Yak-9K landing flaps
- 33340 Yak-9K seatbelts STEEL
- JX301 Yak-9K

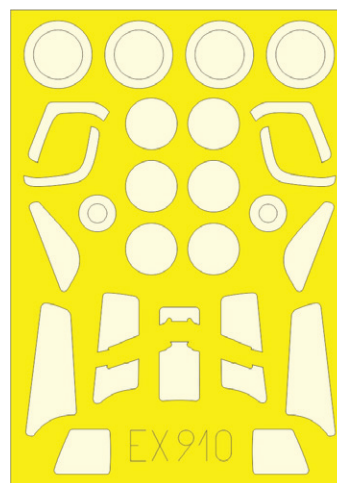
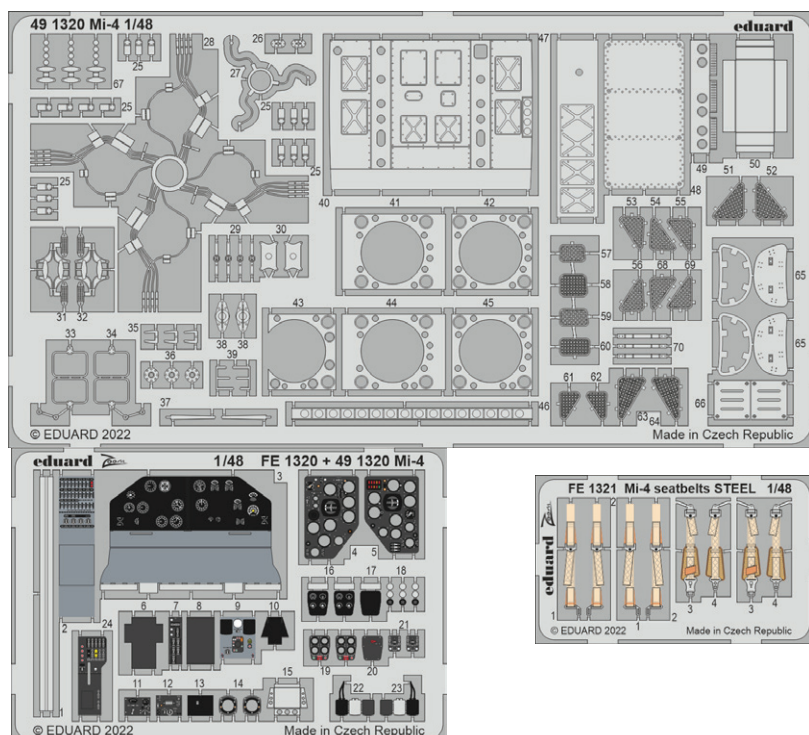


All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG49359 **Mi-4** 1/48 Trumpeter

[Product page](#)

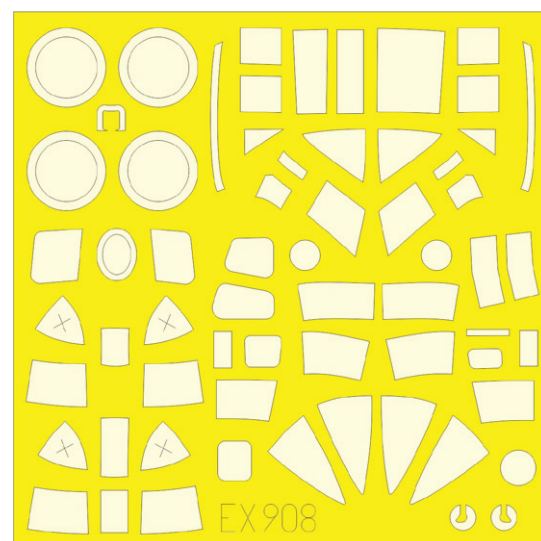
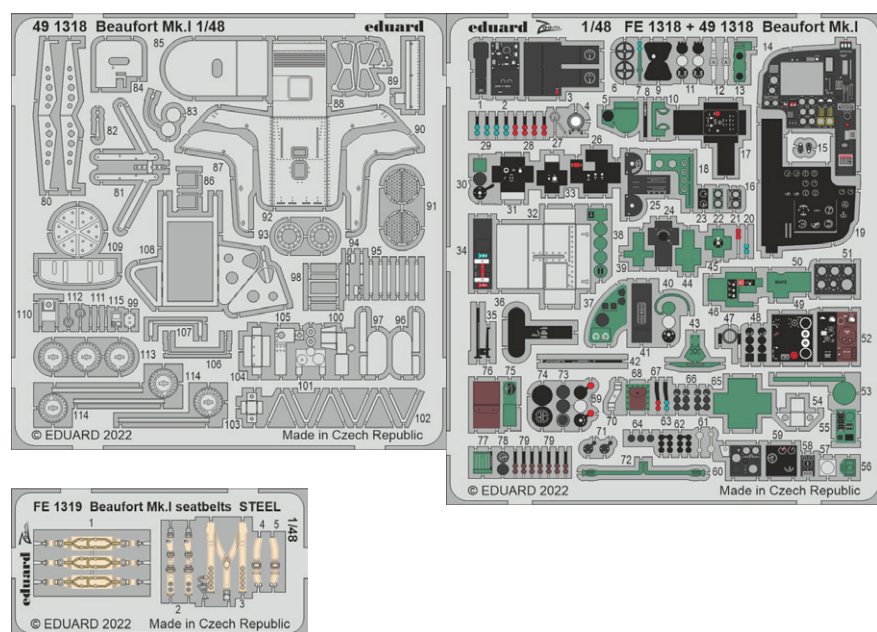
491320 Mi-4
EX910 Mi-4
FE1321 Mi-4 seatbelts STEEL



BIG49360 **Beaufort Mk.I PART I** 1/48 ICM

[Product page](#)

491318 Beaufort Mk.I
EX908 Beaufort Mk.I
FE1319 Beaufort Mk.I seatbelts STEEL



CX643 C-130J

1/72 Zvezda

CX644 Bf 110G-2

1/72 Eduard

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

JX305 Hurricane Mk.IIb

1/32 Revell

JX306 Hurricane Mk.IIb TFace

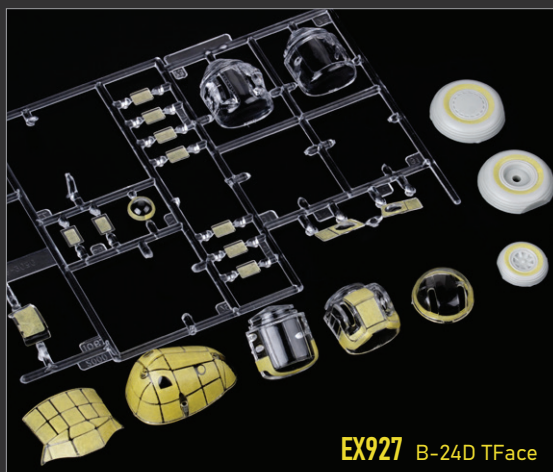
1/32 Revell

LX007 Spitfire Mk.IXc

1/24 Airfix

LX008 Spitfire Mk.IXc TFace

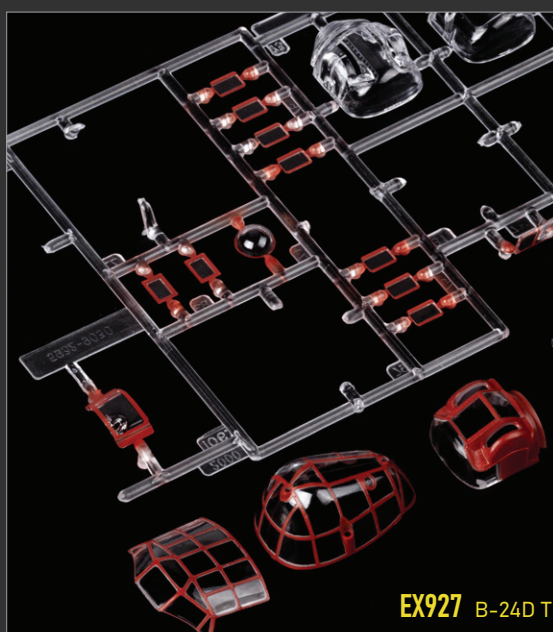
1/24 Airfix



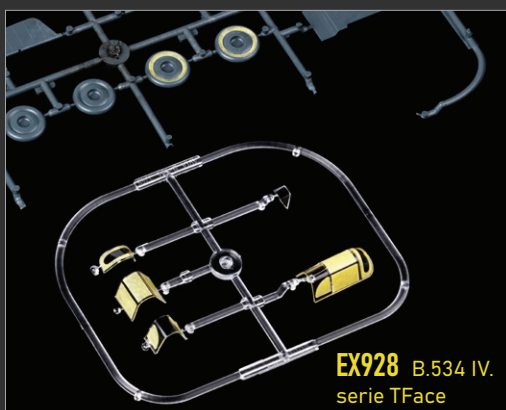
EX927 B-24D TFace



EX927 B-24D TFace



EX927 B-24D TFace



EX928 B.534 IV.
serie TFace



EX928 B.534 IV.
serie TFace

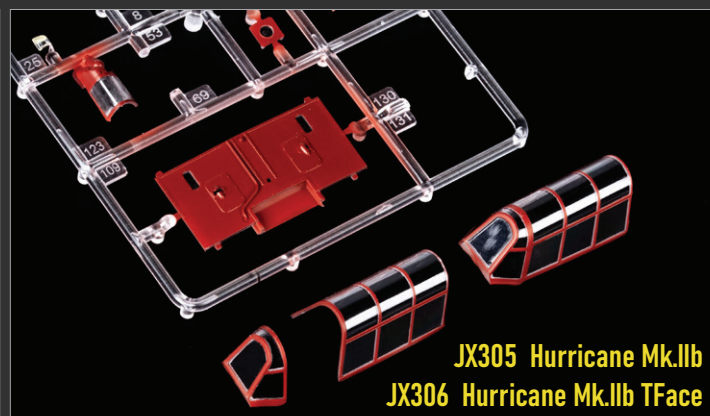


EX928 B.534 IV.
serie TFace

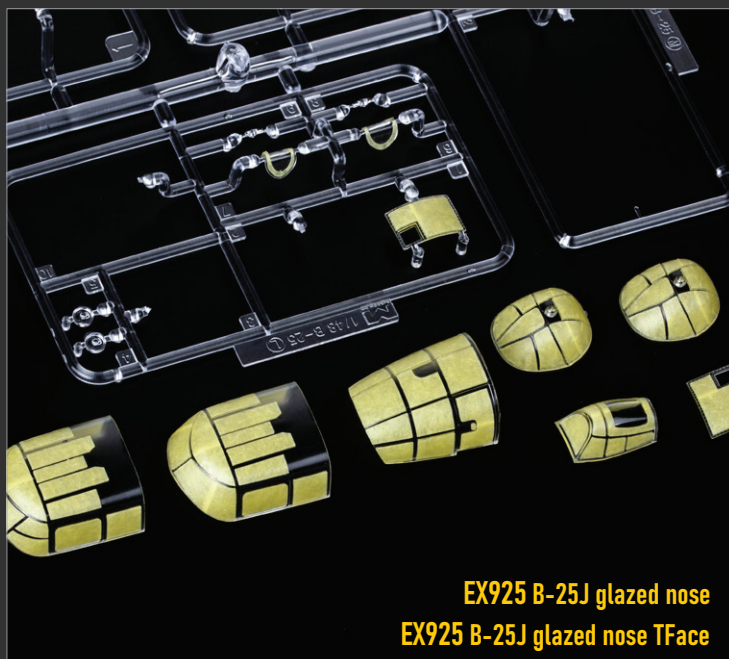
EX928 B.534 IV.
serie TFace



JX305 Hurricane Mk.IIb
JX306 Hurricane Mk.IIb TFace



JX305 Hurricane Mk.IIb
JX306 Hurricane Mk.IIb TFace



EX925 B-25J glazed nose
EX925 B-25J glazed nose TFace



EX925 B-25J glazed nose
EX925 B-25J glazed nose TFace



EX925 B-25J glazed nose TFace



EX925 B-25J glazed nose TFace



JX306 Hurricane Mk.IIb TFace



JX306 Hurricane Mk.IIb TFace

KITS

82126	Spitfire Mk.Vc TROP	1/48	ProfiPACK
7033	Bf 109E-4	1/72	ProfiPACK
11170	GUADALCANAL DUAL COMBO	1/48	Limited
7468	Bf 110G-2	1/72	Weekend
8232	MiG-21bis Re-release	1/48	ProfiPACK
8192	Avia B.534 IV. serie Re-release	1/48	ProfiPACK

PE-SETS

23036	Spitfire Mk.IXc	1/24	AIRFIX
23037	Spitfire Mk.IXc seatbelts STEEL	1/24	AIRFIX
32481	Hurricane Mk.IIb landing flaps	1/32	REVELL
53291	USS Alaska CB-1 part 3	1/350	HOBBY BOSS
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
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

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

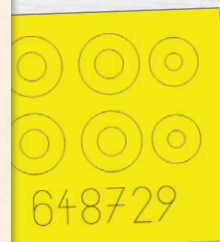
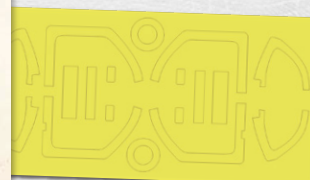
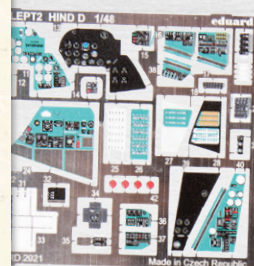
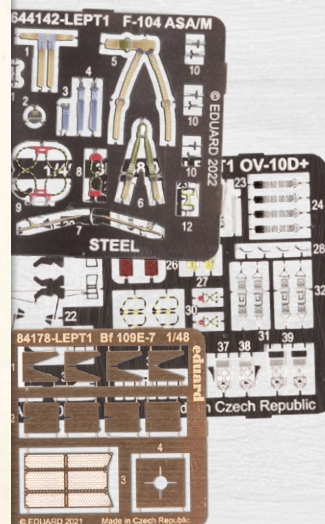
MASKS

CX643	C-130J	1/72	ZVEZDA
CX644	Bf 110G-2	1/72	EDUARD
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
JX305	Hurricane Mk.IIb	1/32	REVELL
JX306	Hurricane Mk.IIb TFace	1/32	REVELL
LX007	Spitfire Mk.IXc	1/24	AIRFIX
LX008	Spitfire Mk.IXc TFace	1/24	AIRFIX

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG ED

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

635023	WWII German NOTEK headlights PRINT	1/35	
635025	WWII German shovels PRINT	1/35	
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
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

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

BIG SIN

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

BIG-ED

eduard
BRASSIN

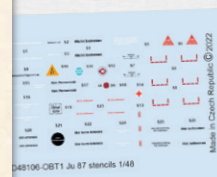
eduard
BRASSIN
Print

LööK

LööKt

**BIG
SIN**

eduard
SPACE



built by Ignat Pomazkov

Cat. No. 82111



1/48

Bf 109G-6 late series





W.Nr.160303, Flown by Hptm. Friedrich Eberle, CO of III./JG 1, Volkel, November, 1943

Friedrich Eberle, the commanding officer of III. Gruppe of JG 1, was downed in this Bf 109G-6 on January 30, 1944. The man who recorded the kill was a P-47D Thunderbolt jockey, Lt. Robert Booth, of the 369th FS / 359th FG, a fighter ace with a total of eight kills to his credit. Booth himself was downed a few months later, on June 8, 1944 and became a POW. Eberle was injured but survived

the encounter with Booth and led III. Gruppe until April 27, 1944. In July 1944, he was appointed the CO of III./JG 4. Eberle led his unit in Operation Bodenplatte, the attack on Allied airfields on January 1, 1945. He was court martialled for cowardice but finally was acquitted of the charge and survived the war with 33 kills. Eberle's aircraft had been marked with a double chevron but in accordance

with temporary orders, this marking was painted over and the commander's aircraft was marked with a number. The JG 1 crest was painted on the left side of the cowling only. The rear part of the fuselage was partially overpainted with RLM 76 to tone it down.





Fw 190A-8/R2 1/48

Built by Ignat Pomazkov
Cat. No. 8175



Werner Gerth, II.(Sturm)/JG 3 "Udet", July, 1944



Accessories used:

48840 Fw 190A-8 landing flaps (PE-Set)
EX505 Spinner spirals Fw 190A/F (Mask)





Built by Mathias Becker

1/48

Buccaneer S.2C/D

Airfix





Accessories used:

- 49051 Remove before flight UK (PE-Set)
- 491316 Buccaneer S.2C/D (PE-Set)
- FE1317 Buccaneer S.2C/D seatbelts STEEL (PE-Set)
- 648814 Buccaneer S.2C/D wheels (Brassin)
- 3DL48093 Buccaneer S.2C/D SPACE (3D Decal Set)
- EX907 Buccaneer S.2C/D TFace (Mask)



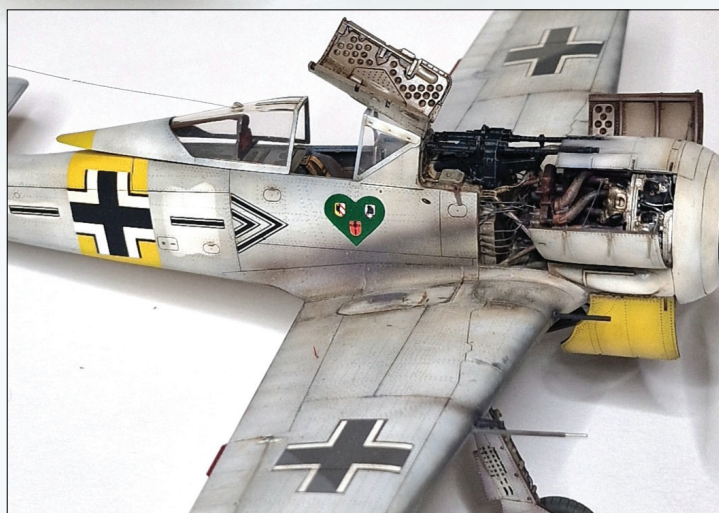
Built by **Paolo Portuesi****Accessories used:**

- 648152 Fw 190 wheels early (Brassin)
- 648351 Fw 190A-4 cockpit (Brassin)
- 648355 Fw 190A-4 engine & fuselage guns (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648367 Fw 190A-3/A-4 undercarriage legs BRONZE (Brassin)

1/48

Fw 190A-4

Eduard



Built by **Oliver Peissl**

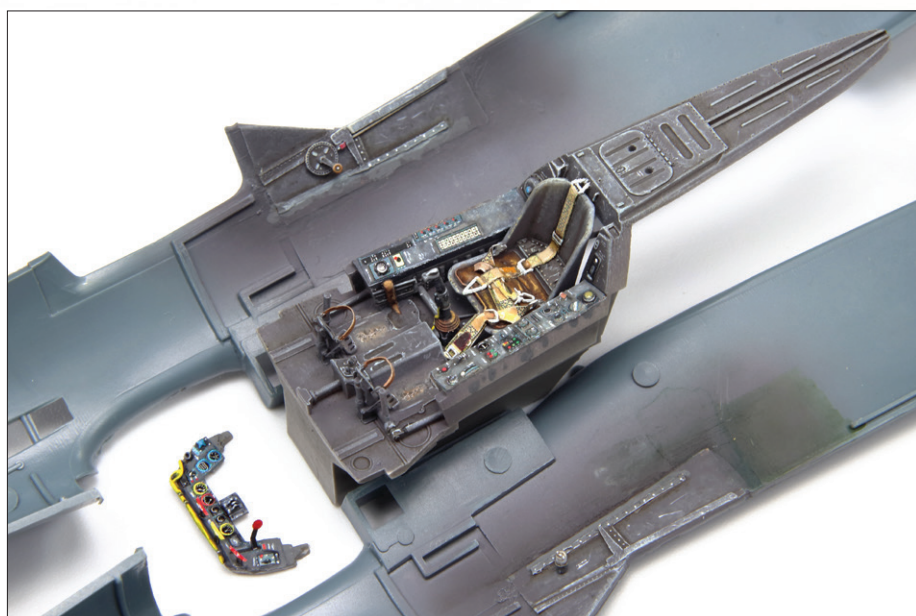
Fw 190D-9

Eduard

1/48

Accessories used:

48651	Fw 190D-9 (PE-Set)
648633	Fw 190F-8 cockpit (Brassin)
648688	Fw 190D exhaust stacks (Brassin)
EX328	Fw 190D Weekend (Mask)



BIG ED (April)

BIG33150 Tornado IDS 1/32 ITALERI
 BIG49361 Beaufort Mk.I PART II 1/48 ICM
 BIG49362 A-10C 1/48 HOBBY BOSS

BRASSIN (April)

632188 Hurricane Mk.II exhaust rounded PRINT 1/32 REVELL
 632189 Hurricane Mk.II exhaust fishtail PRINT 1/32 REVELL
 632190 Hurricane Mk.II wheels 1/32 REVELL
 635024 WWII German 10 ton jacks PRINT 1/35
 635026 WWII German wire cutters PRINT 1/35
 644205 A6M2-N Rufe LööK 1/48 EDUARD
 644206 B-25J LööK 1/48 HKM
 644207 F-16C Block 25 LööK 1/48 KINETIC
 648826 F4F-3 engine late PRINT 1/48 EDUARD
 648842 A-1J seat PRINT 1/48 TAMIYA
 648844 Anson Mk.I guns PRINT 1/48 AIRFIX
 648845 A6M2-N Rufe seat PRINT 1/48 EDUARD
 648846 A6M2-N Rufe exhaust PRINT 1/48 EDUARD
 648847 A6M2-N Rufe cannon barrels & cockpit guns PRINT 1/48 EDUARD
 648848 A6M2-N Rufe folding wingtips PRINT 1/48 EDUARD
 648849 A6M2-N Rufe gun bays PRINT 1/48 EDUARD
 648854 F-16 exhaust nozzle P&W F100 PRINT 1/48 KINETIC
 648855 F-16 radar early PRINT 1/48 KINETIC
 648857 Mi-24V cockpit turquoise PRINT & SPACE 1/48 EDUARD/ZVEZDA
 672310 Bf 110E wheels 1/72 EDUARD
 672311 Bf 110E nose guns PRINT 1/72 EDUARD
 672312 Bf 110E cockpit 1/72 EDUARD

LööKPlus (April)

644204 Anson Mk.I LööKplus 1/48 AIRFIX
 634032 Bf 109G-4 LööKplus 1/32 REVELL
 674003 P-39Q LööKplus 1/72 ARMA HOBBY

BIGSIN (April)

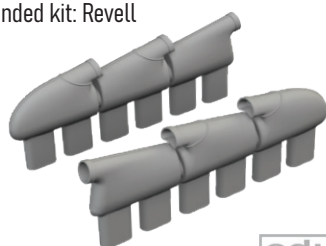
SIN63216 Tornado IDS armament 1/32 ITALERI
 SIN648102 F-14D 1/48 TAMIYA

632188**Hurricane Mk.II exhaust rounded PRINT**
1/32 Revell

Brassin set - exhaust stacks for Hurricane Mk.II in 1/32 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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



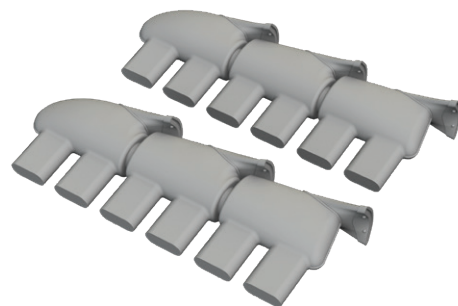
eduard
BRASSIN
Print

632189**Hurricane Mk.II exhaust fishtail PRINT**
1/32 Revell

Brassin set - exhaust stacks for Hurricane Mk.II in 1/32 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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



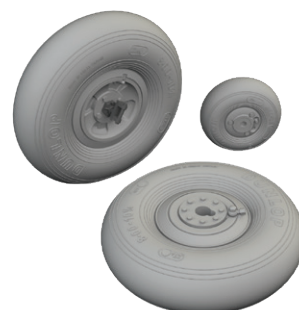
eduard
BRASSIN
Print

632190**Hurricane Mk.II wheels**
1/32 Revell

Brassin set - the undercarriage wheels for Hurricane Mk.II in 1/32 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Revell

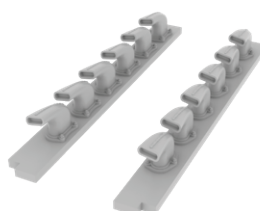
Set contains:

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

**634032****Bf 109G-4 LööKplus**
1/32 Revell**LööK+**

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

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



635024

WWII German 10 ton jacks PRINT

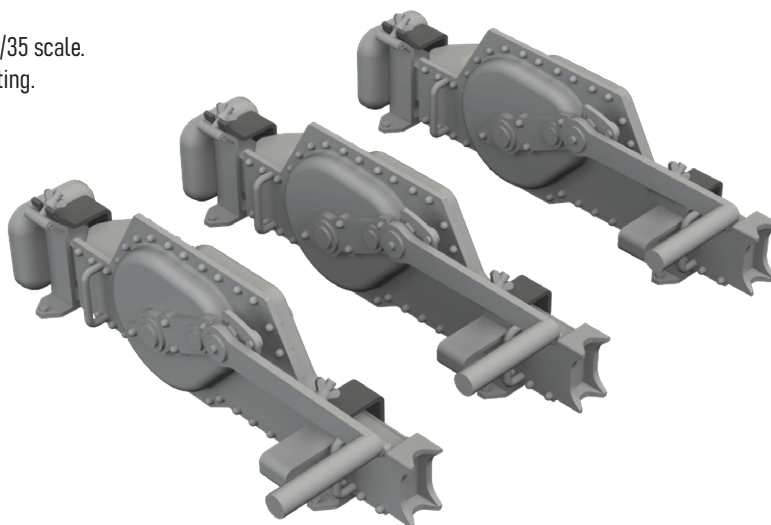
1/35

 eduard
BRASSIN
Print

Brassin set - 10ton jacks for German WWII AFV in 1/35 scale.
The set consists of 3 jacks. Made by direct 3D printing.

Set contains:

- 3D print: 15 parts
- decals: no
- photo-etched details: no
- painting mask: no



635026

WWII German wire cutters PRINT

1/35

 eduard
BRASSIN
Print

Brassin set - wire cutters for German WWII AFV in 1/35 scale.
The set consists of 5 wire cutters. Made by direct 3D printing.

Set contains:

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



644204

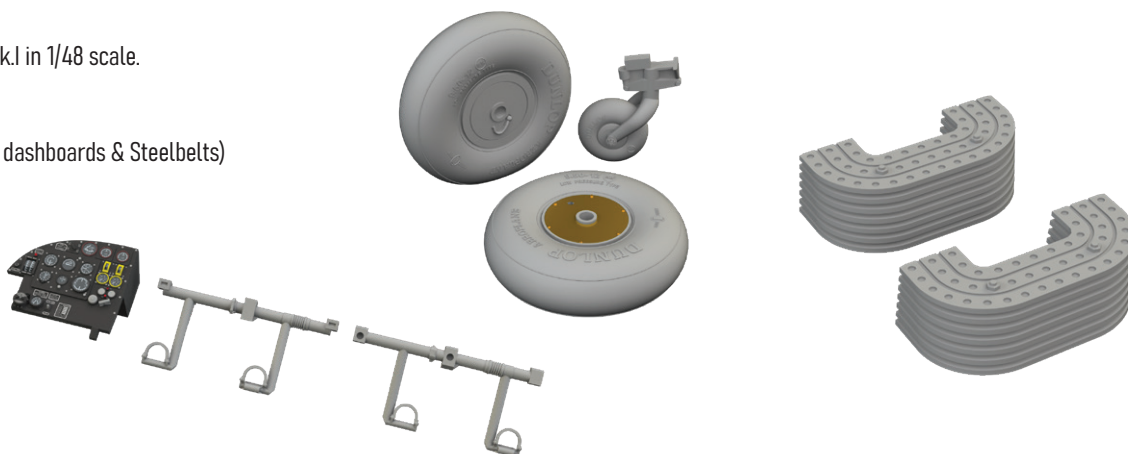
Anson Mk.I LööKplus

LööK+

1/48 Airfix

Collection of 4 sets for Anson Mk.I in 1/48 scale.
Recommended kit: Airfix

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



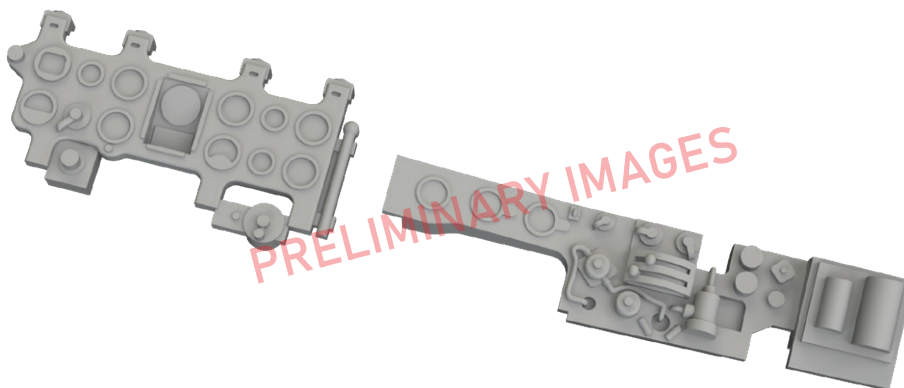
644205

A6M2-N Rufe LööK *LööK***1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A6M2-N Rufe in 1/48 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



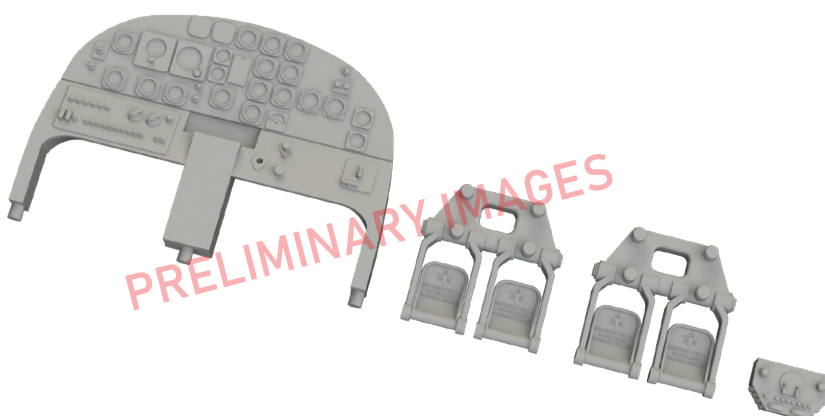
644206

B-25J LööK *LööK***1/48 HKM**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for B-25J in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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



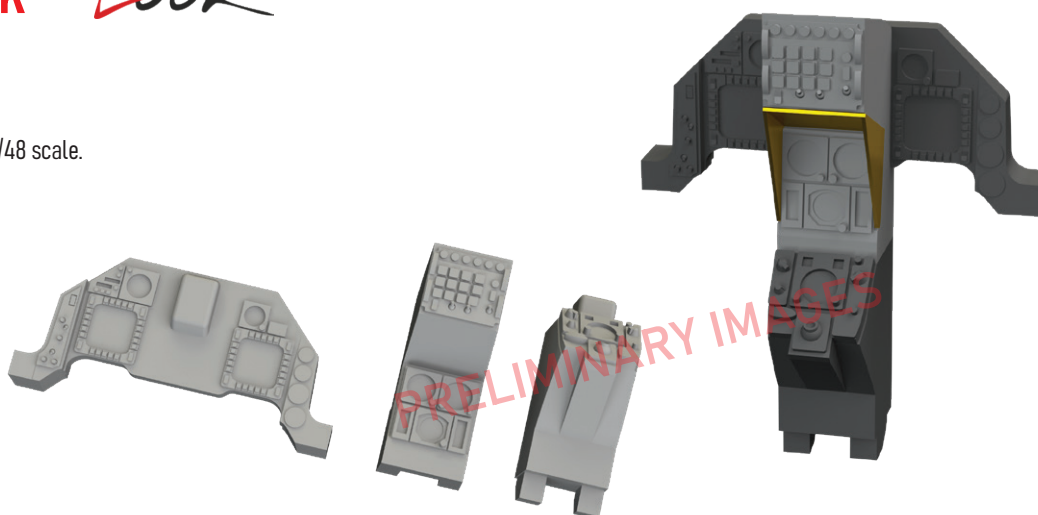
644207

F-16C Block 25 LööK *LööK***1/48 Kinetic**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-16C Block 25 in 1/48 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Kinetic

Set contains:

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



648826

F4F-3 engine late PRINT

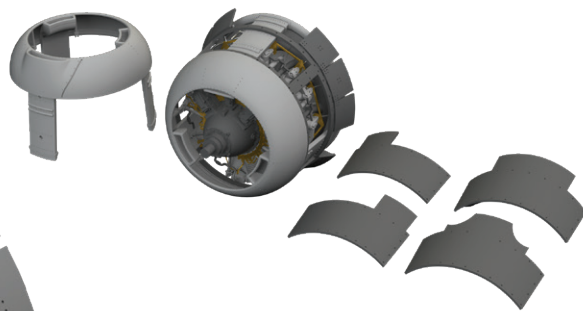
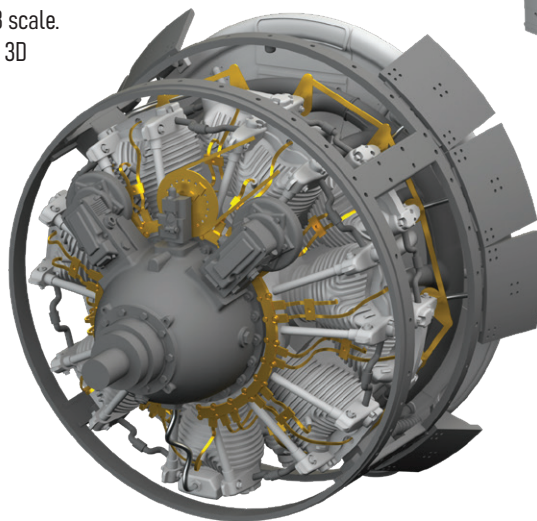
1/48 Eduard

eduard
BRASSIN
Print

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: 36 parts
- decals: no
- photo-etched details: yes
- painting mask: no



648842

A-1J seat PRINT

1/48 Tamiya

Brassin set - the seat for A-1J in 1/48 scale. Seatbelts are printed together with the seat. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 1 part
- decals: no
- photo-etched details: no
- painting mask: no



648844

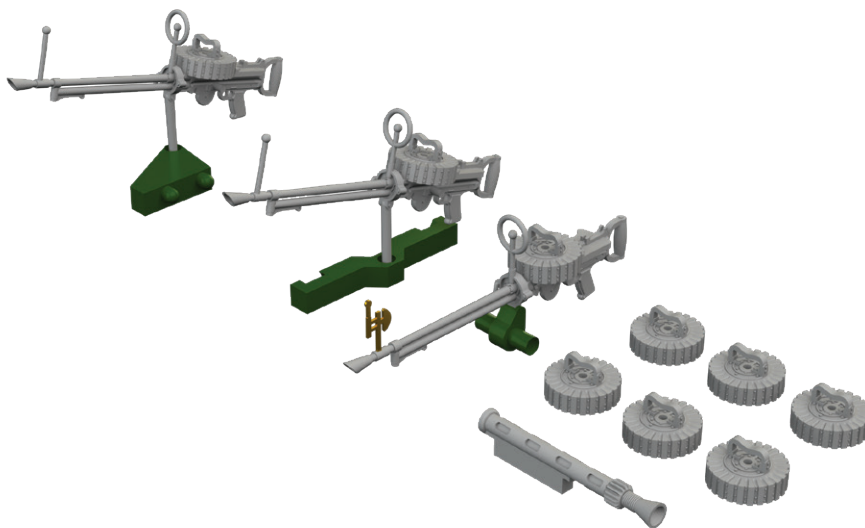
Anson Mk.I guns PRINT

1/48 Airfix

Brassin set - guns for Anson Mk.I in 1/48 scale. The set consists of the 4 guns. Made by direct 3D printing. Recommended kit: Airfix

Set contains:

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

eduard
BRASSIN
Print

648845

A6M2-N Rufe seat PRINT**1/48 Eduard**


Brassin set - seat for A6M2-N Rufe in 1/48 scale.
Easy to assemble, replaces plastic parts.
Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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



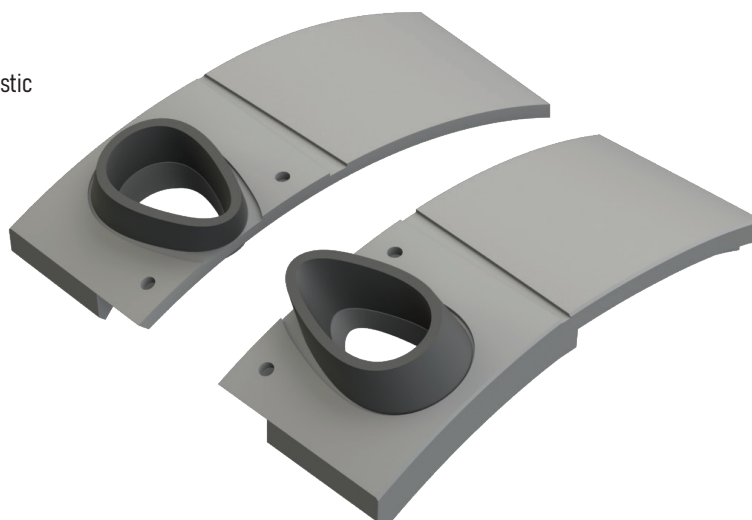
648846

A6M2-N Rufe exhaust PRINT**1/48 Eduard**


Brassin set - exhaust pipes for A6M2-N Rufe
in 1/48 scale. Easy to assemble, replaces plastic
parts. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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



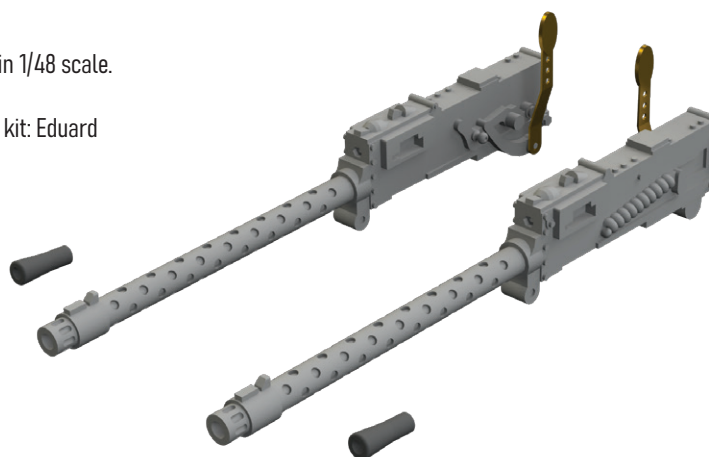
648847

A6M2-N Rufe cannon barrels & cockpit guns PRINT**1/48 Eduard**


Brassin set - gun barrels for A6M2-N Rufe in 1/48 scale.
Easy to assemble, replaces plastic parts.
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



648848

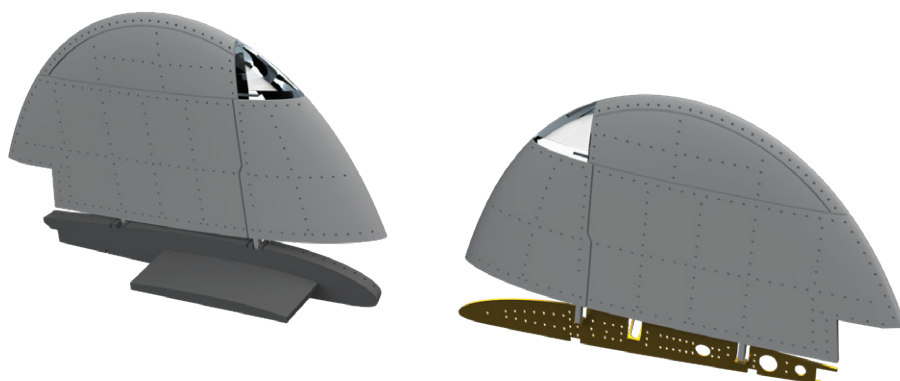
A6M2-N Rufe folding wingtips PRINT

1/48 Eduard

Brassin set - folding wingtips for A6M2-N Rufe in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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



eduard
BRASSIN
Print

648849

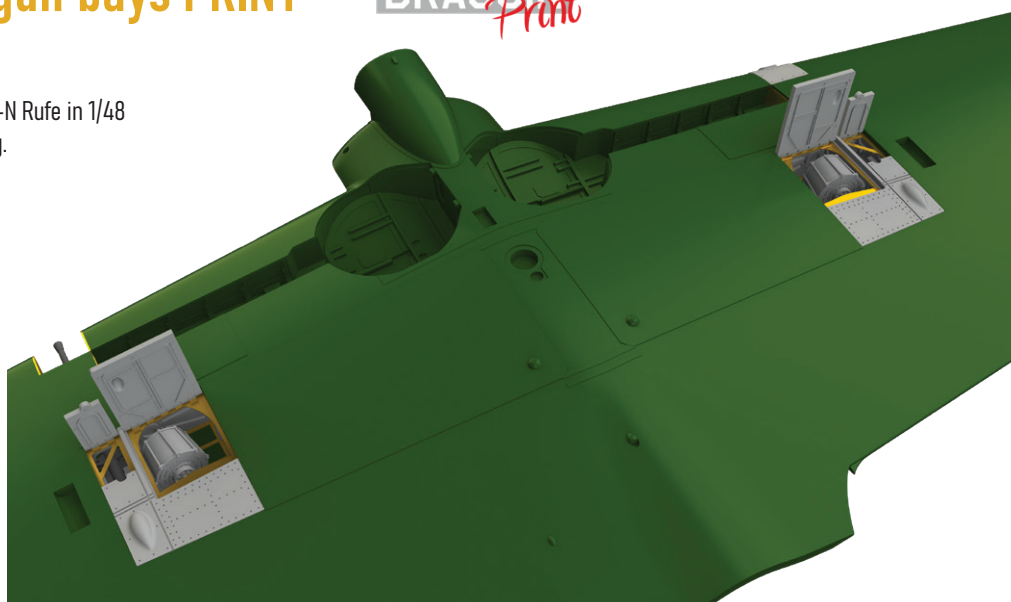
A6M2-N Rufe gun bays PRINT

1/48 Eduard

Brassin set - gun bays for A6M2-N Rufe in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 16 parts
- decals: no
- photo-etched details: yes
- painting mask: no



eduard
BRASSIN
Print

648854

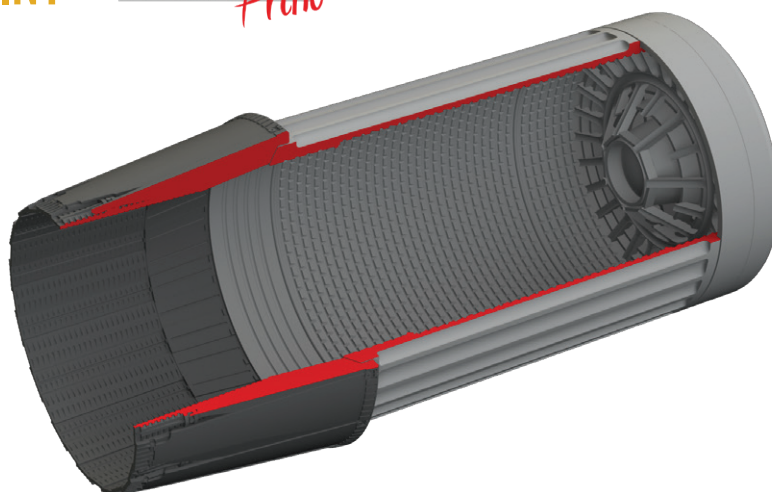
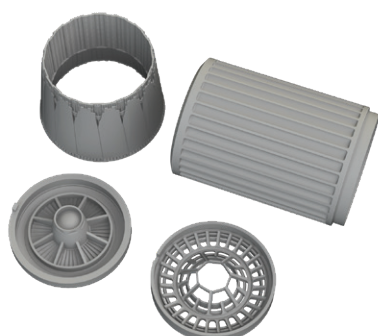
F-16 exhaust nozzle P&W F100 PRINT

1/48 Kinetic

Brassin set - exhaust nozzle for P&W F100 powered F-16 in 1/48 scale. Made by direct 3D printing.
Recommended kit: Kinetic

Set contains:

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



eduard
BRASSIN
Print

648855

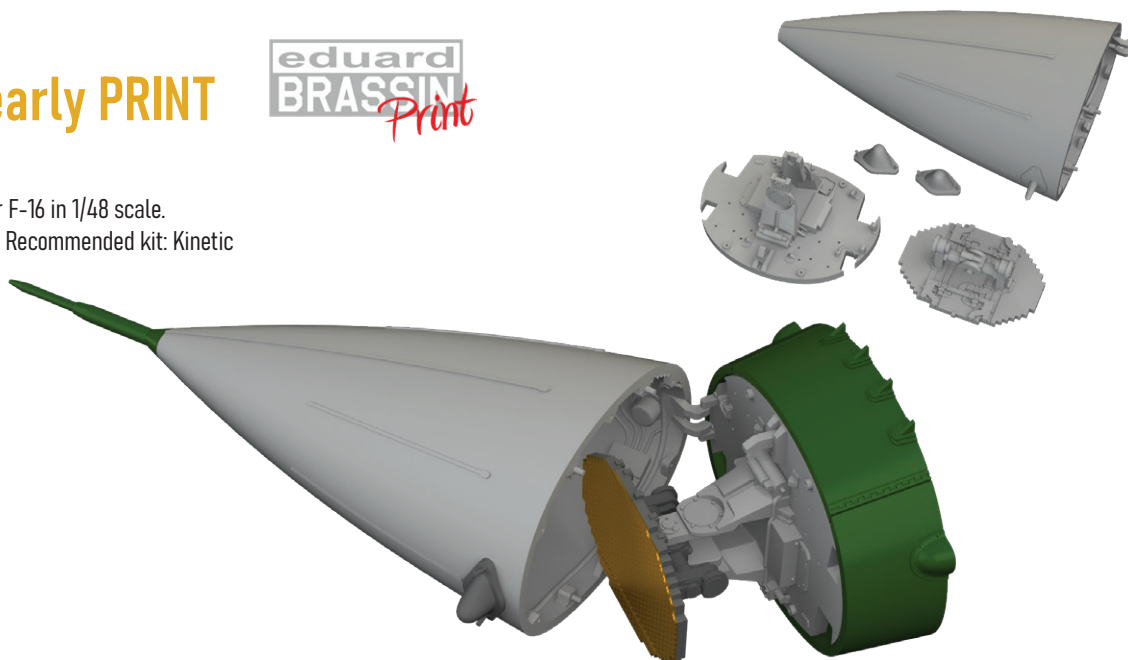
F-16 radar early PRINT

1/48 Kinetic

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

Set contains:

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



648857

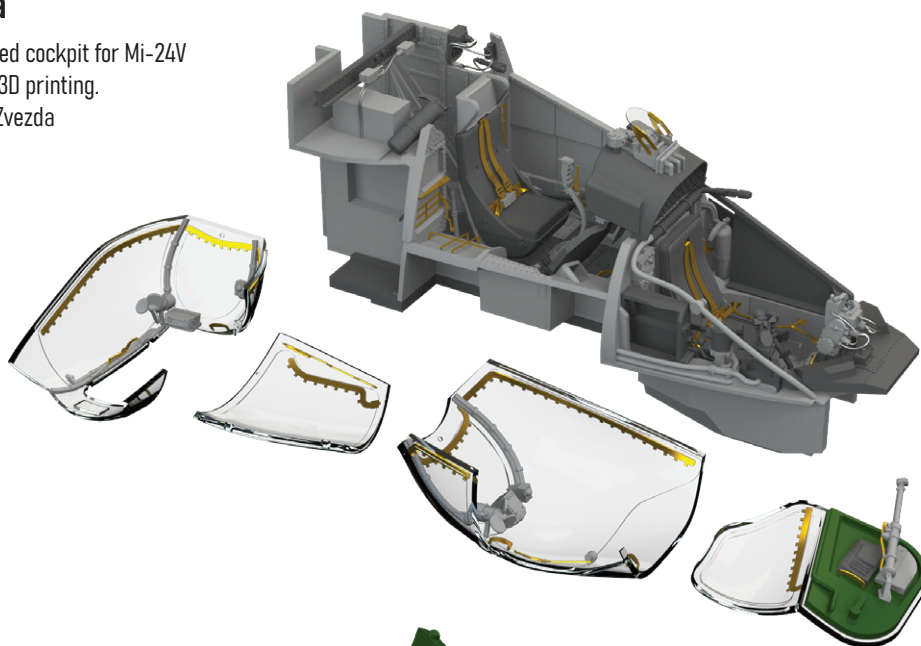
Mi-24V cockpit turquoise PRINT & SPACE

1/48 Eduard/Zvezda

Brassin set - turquoise-painted cockpit for Mi-24V 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



672310

Bf 110E wheels

1/72 Eduard

Brassin set - the undercarriage wheels for Bf 110E in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



672311

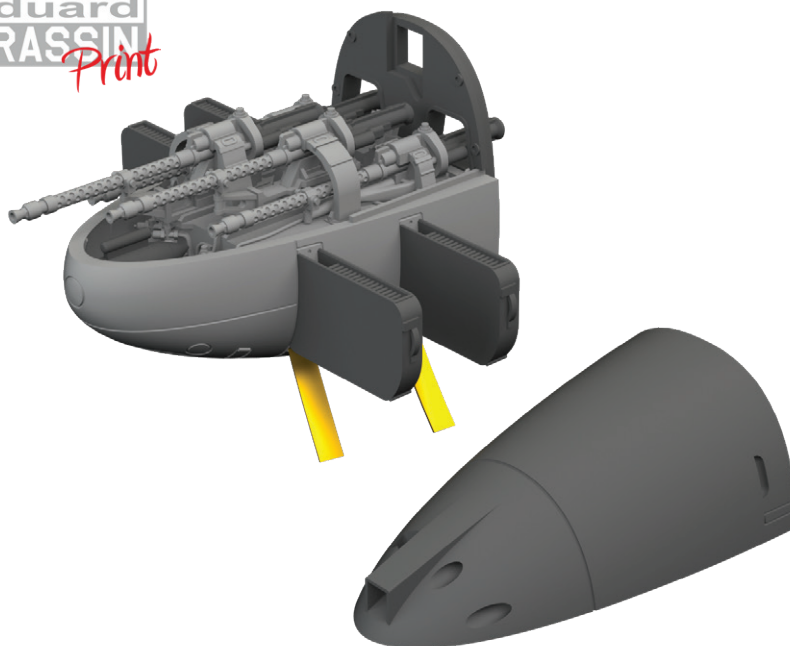
Bf 110E nose guns PRINTeduard
BRASSIN
*Print***1/72 Eduard**

Brassin set - nose guns for Bf 110E in 1/72 scale.

Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 13 parts
- decals: no
- photo-etched details: yes
- painting mask: no



672312

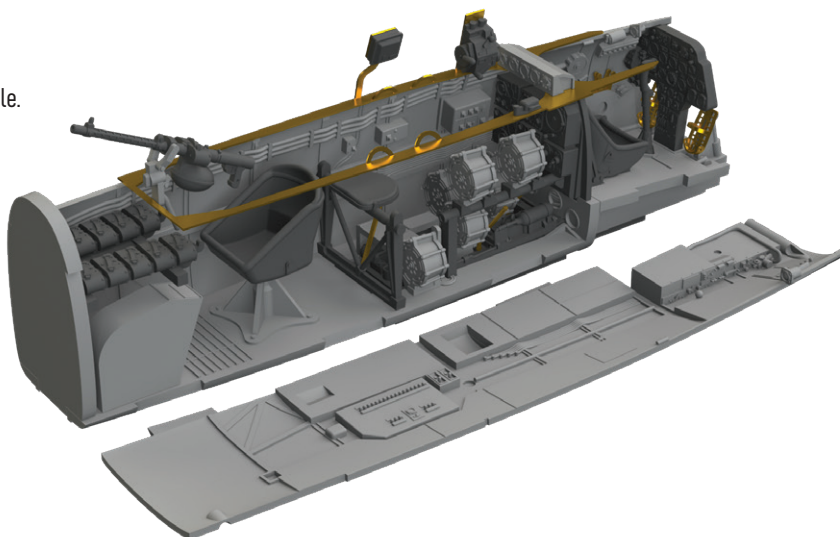
Bf 110E cockpit**1/72 Eduard**

Brassin set - the cockpit for Bf 110E in 1/72 scale.

Recommended kit: Eduard

Set contains:

- 3D print: 4 parts
- resin: 25 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



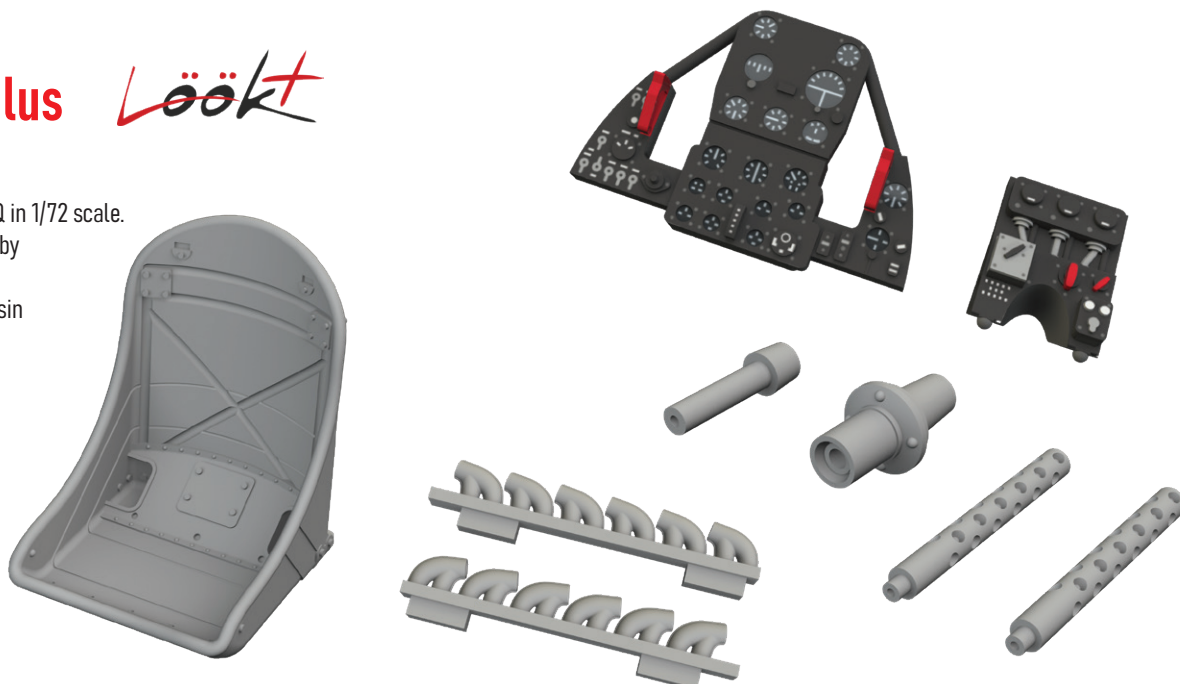
674003

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

Collection of 4 sets for P-39Q in 1/72 scale.

Recommended kit: Arma Hobby

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- seat
- exhaust stacks
- gun barrels

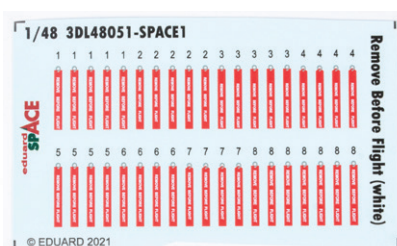
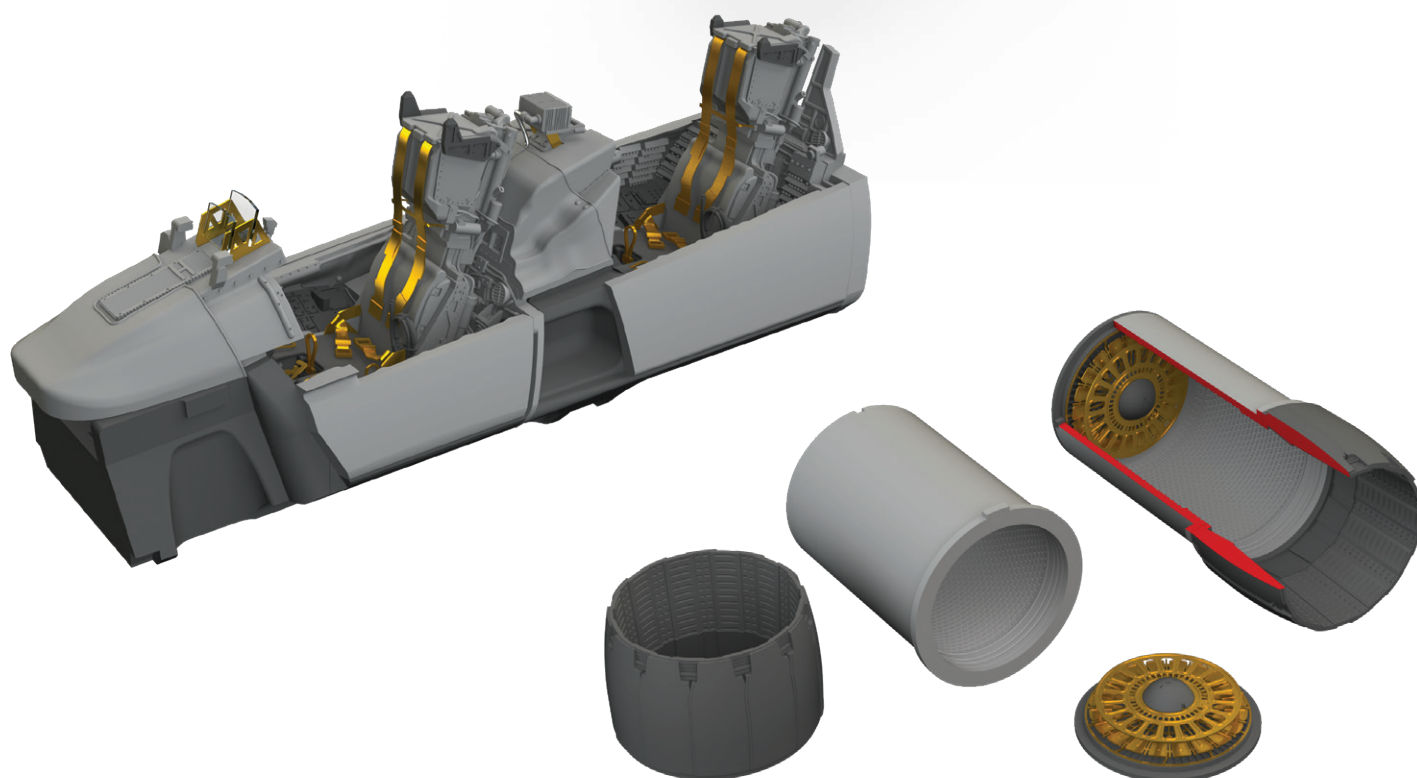


F-14D

1/48 Tamiya

- undercarriage wheels
- cockpit
- exhaust nozzles
- Remove Before Flight tags SPACE

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



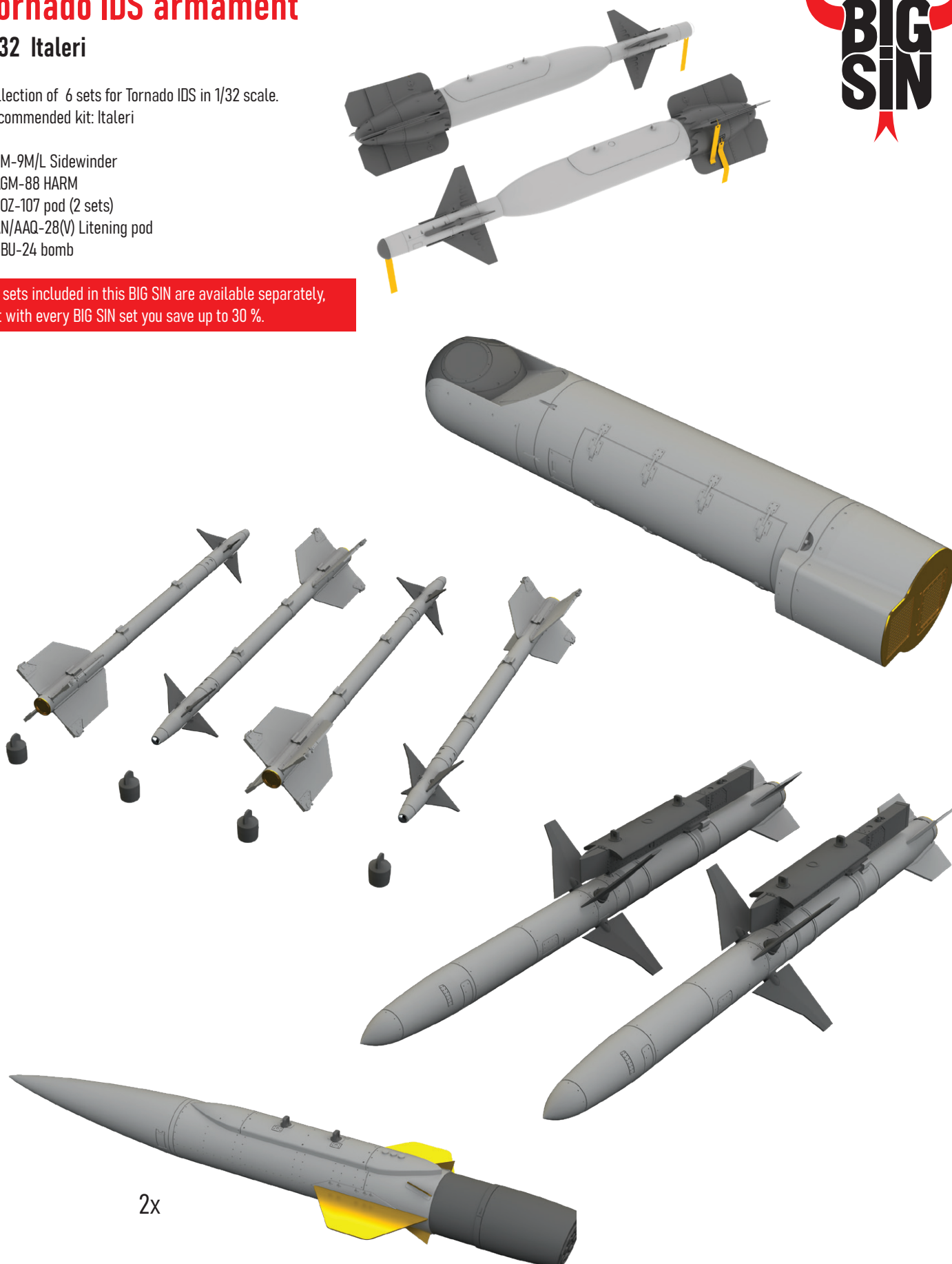
SIN63216

Tornado IDS armament**1/32 Italeri**

Collection of 6 sets for Tornado IDS in 1/32 scale.
Recommended kit: Italeri

- AIM-9M/L Sidewinder
- AGM-88 HARM
- BOZ-107 pod (2 sets)
- AN/AAQ-28(V) Litening pod
- GBU-24 bomb

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

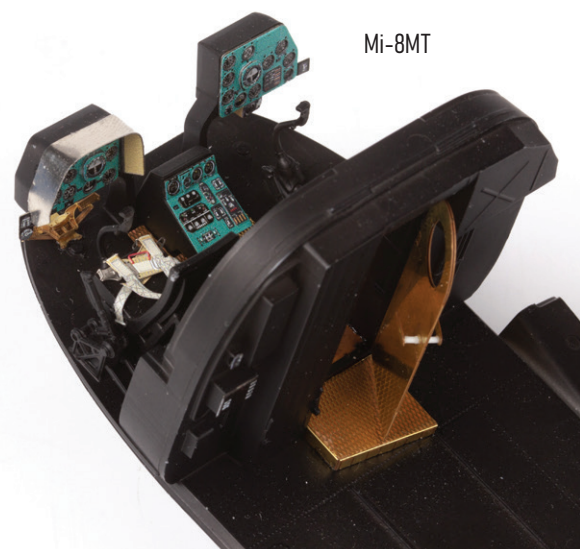


2x

PE-SETS

23038	Spitfire Mk.IXc landing flaps
23039	Spitfire Mk.IXc engine & undercarriage
36498	M48A5
36499	Sd.Kfz. 251/1 Ausf.C
36500	Sd.Kfz. 251/1 Ausf.C side stowage bins
481104	B-24D bomb bay
481105	A6M2b landing flaps
491340	Mi-8MT
491342	F4U-1D
491344	A6M2b
491346	F6F-3
491347	F6F-5
53292	USS Missouri BB-63
72730	F-14B exterior
73799	U-2C
73800	F-14B

1/24	AIRFIX
1/24	AIRFIX
1/35	TAKOM
1/35	ACADEMY
1/35	ACADEMY
1/48	REVELL
1/48	ACADEMY
1/48	ZVEZDA
1/48	HOBBY BOSS
1/48	ACADEMY
1/48	EDUARD
1/48	EDUARD
1/350	HOBBY BOSS
1/72	ACADEMY
1/72	HOBBY BOSS
1/72	ACADEMY



Mi-8MT

ZOOMS

FE1340	Mi-8MT
FE1341	Mi-8MT seatbelts STEEL
FE1342	F4U-1D
FE1343	F4U-1D seatbelts STEEL
FE1344	A6M2b
FE1345	A6M2b seatbelts STEEL
FE1346	Fw 190A-4 Weekend
SS800	F-14B

1/48	ZVEZDA
1/48	ZVEZDA
1/48	HOBBY BOSS
1/48	HOBBY BOSS
1/48	ACADEMY
1/48	ACADEMY
1/48	EDUARD
1/72	ACADEMY



MASKS

CX645	UT1 MiG-15
CX646	U-2C
CX647	F-14B
EX934	A6M2-N Rufe TFace
EX935	F4U-1D
EX936	F4U-1D TFace
EX937	A6M2b TFace
EX938	Mosquito B Mk.IV / PR Mk.IV TFace
EX939	Fw 190A-4

1/72	EDUARD
1/72	HOBBY BOSS
1/72	ACADEMY
1/48	EDUARD
1/48	HOBBY BOSS
1/48	HOBBY BOSS
1/48	ACADEMY
1/48	TAMIYA
1/48	EDUARD



SPACE

3DL48113	F4U-1D SPACE
3DL48114	A6M2-N Rufe SPACE
3DL48115	A6M2b SPACE
3DL72013	U-2C SPACE
3DL72014	UT1 MiG-15 SPACE

1/48	HOBBY BOSS
1/48	EDUARD
1/48	ACADEMY
1/72	HOBBY BOSS
1/72	EDUARD

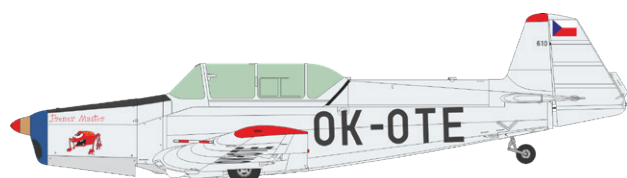


M48A5



Spitfire Mk.IXc engine & undercarriage

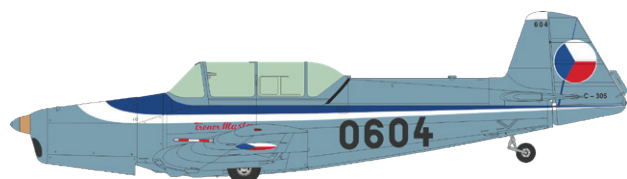
Z-326/C-305 Trenér Master 1/48



Z-326, No. 610, Kladno Aero Club, Kladno Airfield, Czechoslovakia, 1975



Z-326MF, No. 918, Repülőiskola Nyíregyháza, Nyíregyháza Airport, Hungary, 2020



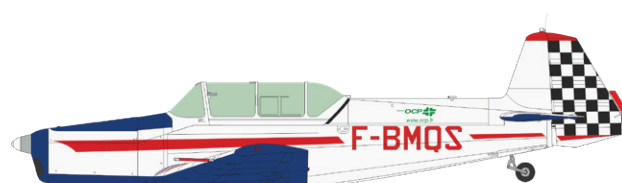
C-305, No. 604, Czechoslovak People's Army, Czechoslovakia, 1965



Z-326M, No. 609, private owners, Slaný Airfield, 2022



Z-326, No. 902, private owner, Grossenhain, Germany, 2022

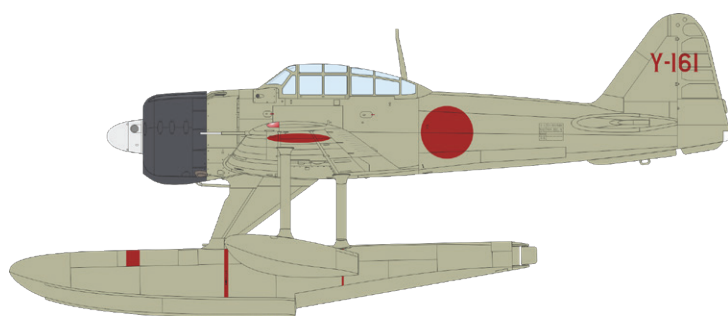


Z-326, No. 894, Escadrille Orion, Marmande Virazeil, France 2013

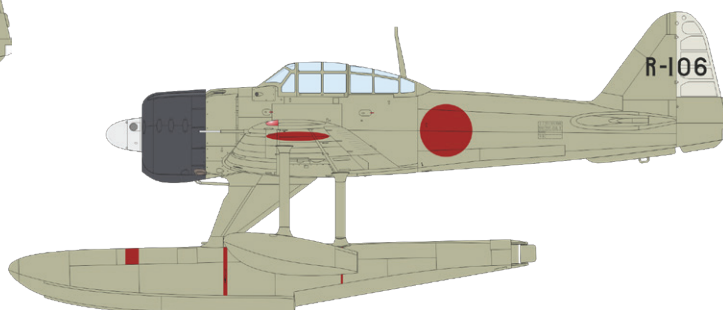
RUFE Dual Combo #11171

1/48

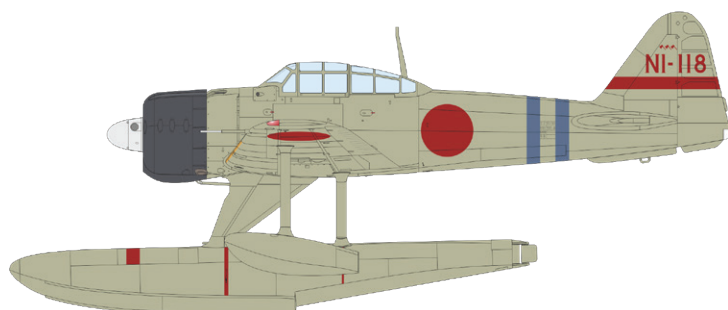
LIMITED



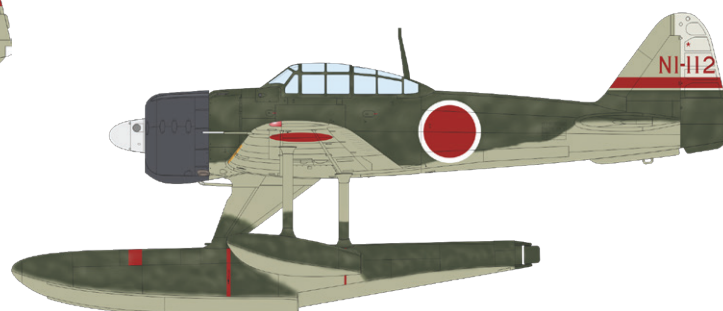
Yokohama Kōkūtai, Tulagi Island, Solomon Islands, August 1942



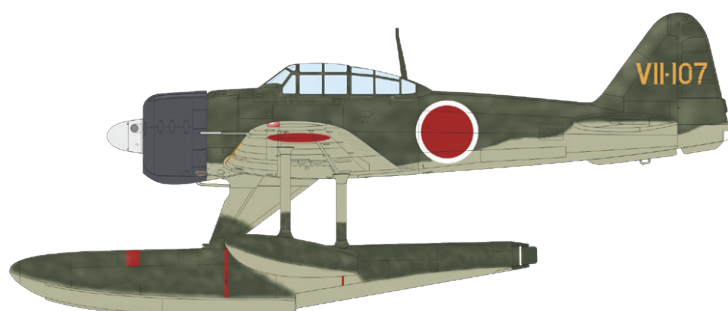
5th Kōkūtai, Kiska island, Aleutians, August 1942



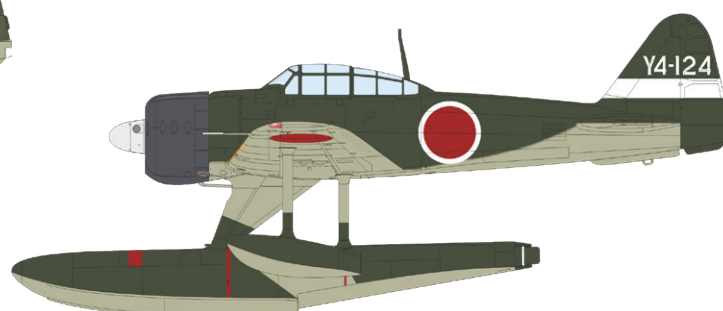
c/n 15, Lt. (jg) Keizō Yamazaki, Kōkūtai 802, Shortland Island, February 1943



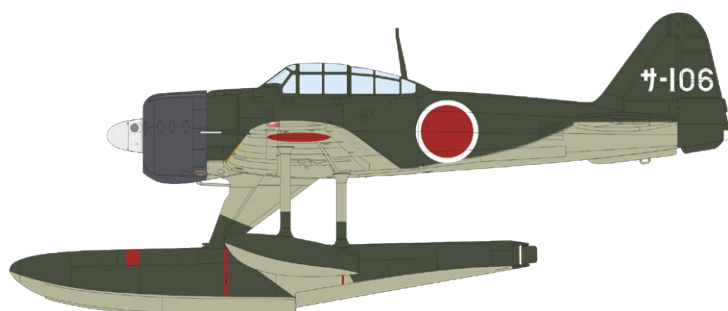
Kōkūtai 802, Faisi-Poporang base, Shortland Islands, February 1943



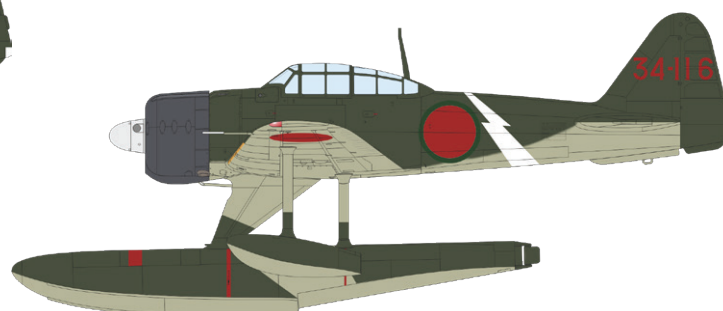
Kōkūtai 452, Bettobi Lake, Shumshu Islands, Kuriles, July 1943



Kōkūtai 802, Emidj Island, Jaluit Atoll, Marshall Islands, October 1943



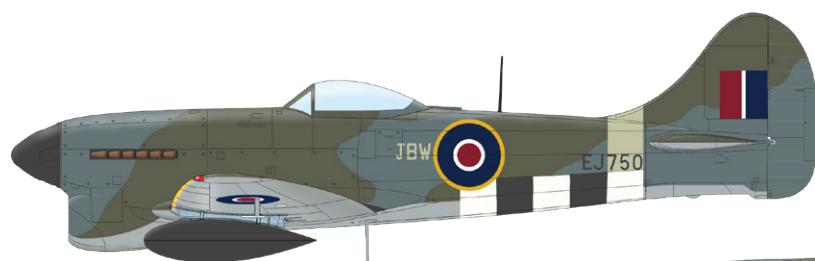
Ensign Jin'ichirō Ozawa, Sasebo Kōkūtai, Sasebo Air Base, Japan, September 1944



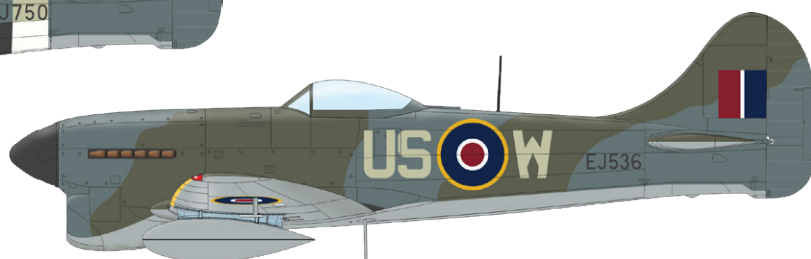
Kōkūtai 934, Ambon island, Moluku Islands, March 1944

Tempest Mk.V Series 2

1/48



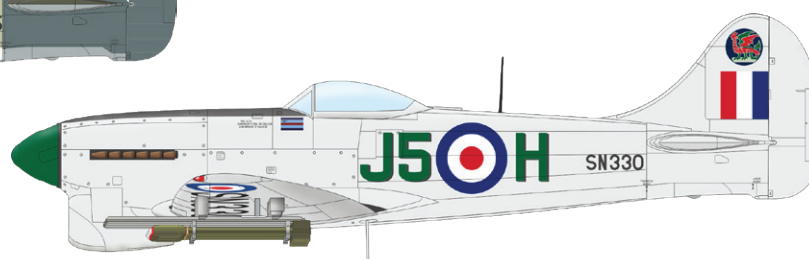
EJ750, W/Cdr John B. Wray, CO of No. 122 Wing, B.80 Volkel, the Netherlands, December 1944



EJ536, F/Lt Pierre H. Clostermann, No. 56 Squadron, B.80 Volkel, the Netherlands, beginning of April 1945



EJ705, P/O Frank A. Lang, No. 80 Squadron, B.80 Volkel, the Netherlands, December 1944

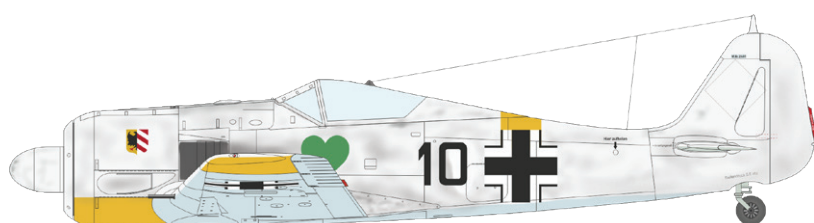


SN330, S/Ldr Colin H. Macfie, CO of No. 3 Squadron, Wunstorf, Germany, 2nd half of 1947

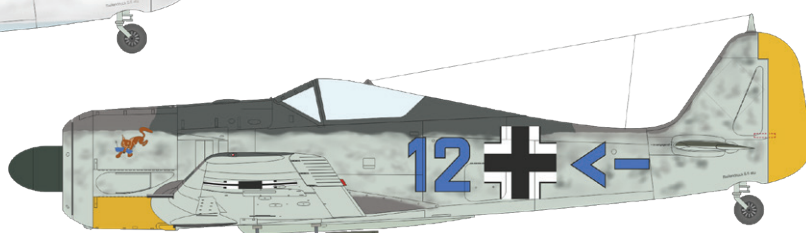
Fw 190A-4 w/engine flaps & 2-gun wings

1/48

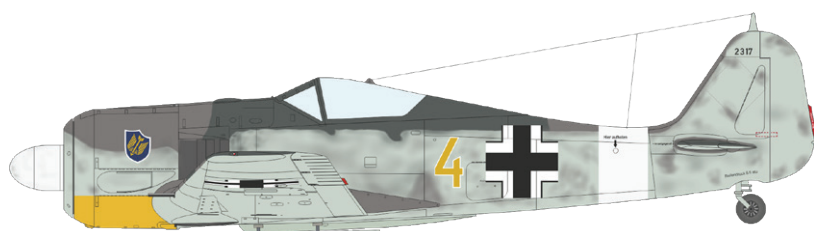
#84117



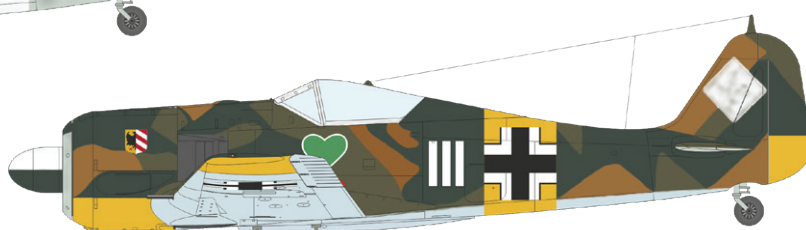
WNR. 0142481, Fw. Otto Kittel, 2./JG 54, Krasnogvardeysk, Soviet Union, February 1943



Lt. Leopold Wenger, 10./JG 2, Caen-Carpique, France, February 1943



WNR. 142317, Fw. Ludwig Seif, 11./SKG 10, Sidi Ahmed, Tunisia, January 1943



Jaboschwarm I./JG 54, Krasnogvardeysk, Soviet Union, Spring 1943

Bf 110C

#8209

1/48

ProfiPACK
edition

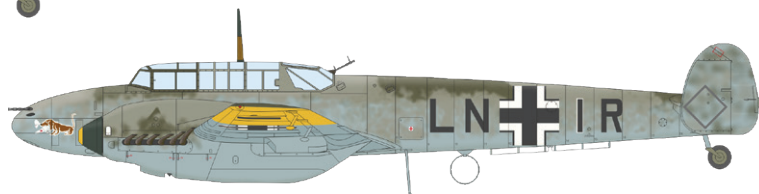
Bf 110C-2, WNr. 3578, 9./ZG 26, Barly, France, August 1940



Bf 110C-4, WNr. 2095, 4./ZG 1, Trier-Euren, Germany, June 1940



Bf 110C-2, WNr. 3257, Hptm. Heinz Wagner/Stfw. Adolf Schmidt, CO of 4./ZG 76, Abbeville, France, August 1940



Bf 110C-2, WNr. 3026, Lt. K. Koch, 1.(Z)/JG 77, Kirkenes, Norway, October 1941



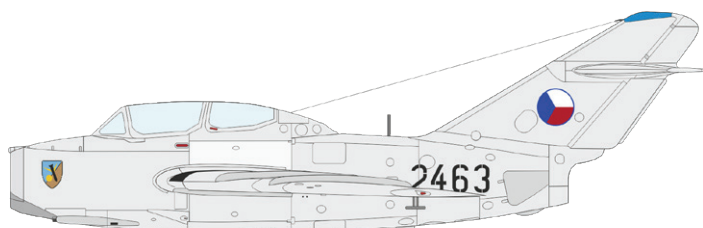
Bf 110C, 1./NJG 3, Benghazi, Libya, May 1941

UTI MiG-15 Re-release

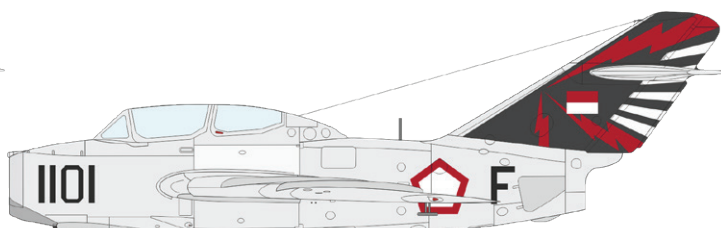
1/72

#7055

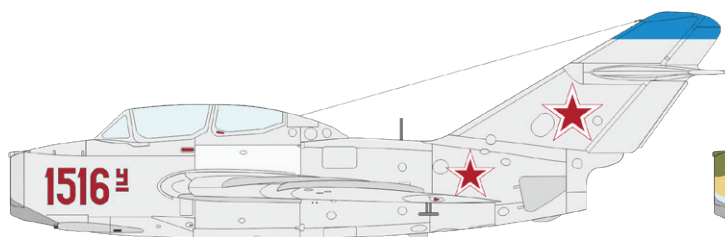
ProfiPACK
edition



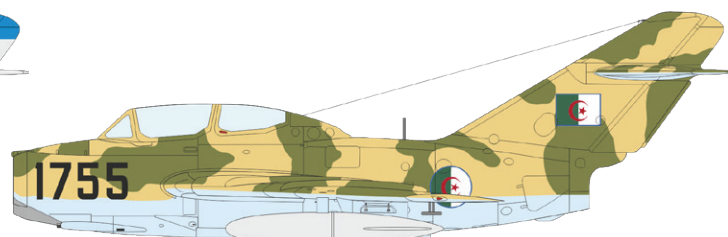
6 Fighter-Bomber Air Regiment, Pířerov Air Base,
Czechoslovakia, summer 1974



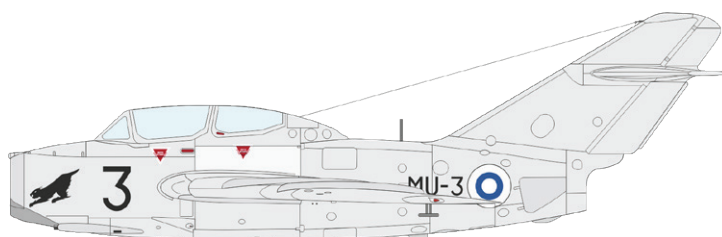
Indonesian Air Force, Jakarta-Kemajoran Air Base,
Indonesia, 1960s



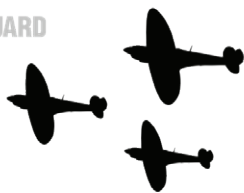
Soviet Union, 1960s through the 1970s



Algerian Air Force, 1960s through the 1980s



c/n 922226, Hävittäjälentolaivue 31, Rissala Air Base, Finland, late 1960s



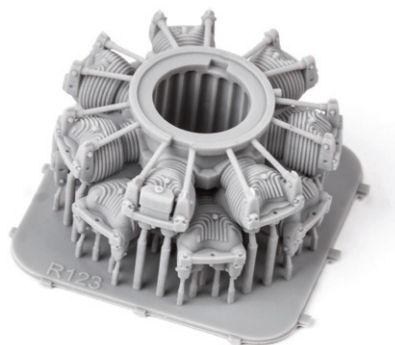
THE GOLDEN ERA PRINTED

Can you recall the first accessory set you bought for a kit? Frankly, I don't. It has been quite some time... I only know I noticed the existence of photo-etched sets sometime in 1992, I would say, and also noted the nice, camouflaged small boxes stuffed with resin parts – detail sets by Verlinden, on the market. As far as I can recall, this producer was really “in” at that time. Amazed by the detail, the supplies of these sets, as well as of the typical flat packages with Eduard photoetch sets, kept growing in my private collection. I never kept any summary of what I spent my money on, leading to some funny moments when, on opening a kit box on which I planned to use my newly acquired accessories, I was met with the exact same pieces already staring back at me from within! Once I even managed to triple one accessory! By the way: who wants some nice Eduard Brassin wheels for the HK Models' Meteor in 32nd at a very good price?

The wheels are a good example of the “no-problem” resin accessory, because if one doesn't make any fundamental mistake during the mastering and molding, than all should be OK. In this case, even typical resin shrinkage presents no serious problems. But it is a very different story when it comes to the parts which must be precisely combined with the plastic parts. I think everyone who has ever built a kit with resin accessories knows that: thinning, scribing, placing and, sometimes, shouting ... Many of us also experienced a disappointment after opening the box only to find out there are just original plastic parts re-molded with several “easy-to-do-myself” details added. It is even worse when the price of such an “accessory” reaches the price of the kit and the installation of these resin

parts requires more effort than to do the detailing using the original kit parts.

And then, after years spent with cast resin sets, 3D printing emerged and the continual progress of this technology led the first enthusiasts to start trying to produce their own home-made parts (the more skilled and daring even made entire models of desired types). Manufacturers, well aware of what was happening, waited for the technology to mature enough to allow for sensible serial production and



jumped at the opportunity when it did. Eduard did not stay aloof of this trend, of course, despite its well-established resin casting department. I remember the first attempts about two years ago, when colleagues were testing different materials for printing in search for the right one to use, the one giving the best possible results and was stable enough. And even then, I was impressed with the finesse of the printed parts. Today we have a herd of printers humming merrily along, running at full speed. And the small beauties produced by them make me want to start some super-detailed projects again, after quite a long time. For example, the Wildcat, where the wheel bay, engine and wing folding mechanism sets are really encouraging me to do it!

Anyone who knows something about resin casting knows that a rubber mold does not survive forever and the last part to come out of it will not be exactly the same as the first one quality-wise. And also he knows, there are a number of factors that can affect the result, whether it's the quality of the air bubble removal in the vacuum chamber, the mix of the material used, the temperature at which it is cast, and so on and so forth ... 3D production is quite a different world! Yes, even the printer can make a mistake occasionally, but it's visible and the part is discarded during quality control. Otherwise, they're just like each other, first and last. And since these parts do not shrink, one can also rely on their accuracy. In fact, some of the printed parts seem to fit better than the original plastic parts! And I think it's a terrible shame that this manufacturing process isn't fast and cost-effective enough to produce complete kits. It would eliminate the many constraints that limit the detail and sometimes also shape accuracy of parts produced using molds and injection molding machines.

By the way, nowadays even metal parts can be printed with great precision, and perhaps the time is not so far away for printing molds. Such a technology might eliminate at least the milling, maybe even electrode discharging of the molds. Since it is possible to print, for example, H13 tool steel, it may only be a matter of time. Even in this case, 3D printing technology would bring a number of advantages apart from those mentioned.

In any case, 3D printing is a revolution for our hobby, and in combination with other technologies, such as Mimaki printers in our case, it opens up a whole new world of possibilities for the production of perfect accessories. Many modelers keep saying we are in the golden age of modelling thanks to the constant flurry of new kits. But I think the real golden era is coming with the rise of 3D technology.

Richard Plos

