

# INFO | Eduard

# 159

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





MAY 2023

# CONTENTS

4 ■ EDITORIAL

6 ■ HISTORY

The Red Combat Flyer  
Spitfires for Malta  
In a year and one week

32 ■ BOXART STORY

One shade of Gray  
The Star of Africa  
The last victim

28 ■ KITS

F6F-5 Hellcat late ProfiPACK 1/48  
SPITFIRE STORY: MALTA DUAL COMBO Limited 1/48  
MiG-21MF Interceptor Weekend 1/72  
Bf 109F-4 Weekend 1/48  
Fokker Dr.I ProfiPACK 1/48 reedice  
Fw 190F-8 ProfiPACK 1/72 reedice

56 ■ BRASSIN

74 ■ PHOTO-ETCHED SETS

82 ■ BIG ED

92 ■ BUILT

F4F-4 Wildcat early 1/48  
Z-526AFS Akrobat 1/48

98 ■ ON APPROACH – June 2023

118 ■ TAIL END CHARLIE



# EDITORIAL

Good Day, Dear Friends

We are at the beginning of May, and so the competition season is revving up nicely. We have just had the traditional Moson event and the Kit Show takes place in Kopřivnice on Saturday, so it's a good time to talk about this year's E-day. E-day 2023 takes place on Saturday, September 23 at the Tankodrom in Milovice and we will be following the same scheme as last year, meaning that exhibiting modelers begin on Friday afternoon and will include the early evening program. We haven't exactly defined what that will be yet, but we have interesting possibilities and I have no doubt that Friday's program will be at least as good as last year's. It will be the same on Saturday, and we will be sticking to our long-standing tradition of holding our "The Pot" Q and A session, a "one on one" with a special guest, and a flight demonstration which is bound to be very popular as it always is. This is also being discussed right now and the options are attractive. These are the parts that were successful last year and we will not make any fundamental changes to them. Then there are the points that were not quite as successful. This was the shuttle service from the railway station in Lysá nad Labem, and this year we will improve it and pay more attention to its organization. Another point to improve on

is the management of the upper parking lot for exhibiting modelers, where the surface quality should be better this year. This year we will take more control over who parks where, and after last year's experience we will limit the freedom of choice of a parking spot to a certain extent. It may sound dramatic, but it will be of general benefit. And thirdly, we will push for the improvement of the catering, which is not under our control, but we will still push for an increase in its quality, as well as the speed of service. And that is about it for E-day for now, so on to May news.

## KITS

We don't have any super-hot off the presses premieres for May, but you will still find some noteworthy pieces in the collection of four new releases and two reissues. In the ProfiPACK 1:48th range, we have prepared a new edition of the Hellcat, a late version of the F6F-5. There is a new collection of color markings, five of the six are Hellcats from various US Navy aircraft carriers, deployed in the last year of the war in the Pacific, the sixth machine is a 1951 French Indochina Hellcat.

In the Limited Edition 1:48th range, we have probably the last of this type dedicated to the Spitfire Mk.V. Maybe not the very last, as there



is still another Spitfire Mk.V themed LE kit in the game, dedicated to Czechoslovak pilots in the RAF, but it certainly won't be this year. Likewise, there is also a similar Limited Edition item dedicated to Poles, but the same applies here, too. So "Malta", as this item is called, is definitely the last Spitfire Limited Edition release this year. The story of the defense of Malta is a magnificent one of monumental proportions, interspersed here with other types of aircraft, such as the Bf 109. And also, next month, when we release our long-awaited Bf 109 F in 1:72nd, in the Limited Edition Wunderschöne Neue Maschinen boxing, something else Malta related will appear as well. Maltese Spitfires are colorful not only in the stories of the planes and their pilots, but also in their camouflage schemes and markings, as you can judge on the pages dedicated to this item in today's edition of the newsletter. If Maltese Spitfires interest you, you can expand your knowledge about them thanks to one of today's historical articles. Its author, Michal Krechowski, was, among other things, the product manager responsible for the development of this kit. He did this job enthusiastically and very well, because Spitfires in general, including Spitfires in Malta, are his lifelong passion.

We also have two Weekend releases. In 72nd scale, returning to the MiG-21MF Interceptor version, lovingly dubbed "the Greyish" here in the Czech Republic. The nickname naturally comes from the grey coloring of these MiGs as delivered, which were the most powerful fighters of the Czechoslovak Air Force at the time. They were also the longest-serving of all the MiGs here, and the best maintained airframes were upgraded to MiG-21MFN standard in the 1990s and served until the arrival of the Gripen.

The second May Weekend release is the 48th scale Bf 109 F-4. The striking boxart image





shows one of the four marking options, an airplane flown by Hans-Joachim Marseille, the Star of Africa, and another star is included as well, that of Hermann Graf. There are a further two equally colorful machines. Now, you can argue that there are already God knows how many 109s out there, but the simple fact that you can't ignore is that there is a market for all of them, and they just don't get old. After all, the main reason for releasing this Weekend kit is the fact that at the moment all our Bf 109 F kits in 48th are sold out, and the same is true of the Bf 109 G-2 and G-4. So in the coming months you can expect these types as well among new items. I just hope it won't cause confusion with the pending wave of 72nd scale Fredericks and Gustavs. And they're even nicer than the current quarter scale kits, believe me. I'm building one of the first ones here right now.

As a reissue, we have the Fw 190 F-8 in 1:72nd, which is a straight reissue in the current type of packaging, and we did not make any major changes to it compared to the original release. The 1:48th scale Fokker Dr.I didn't see any radical changes either, but it does feature new box art, depicting the last aerial victory of the Red Baron, Manfred von Richthofen.

## ACCESSORIES

In the Brassin range, this month we have, for the first time in our history, all new products made exclusively by 3D printing. They range from small items such as magazines for Vickers 97 machine

guns in 1:48th, exhausts for the Spitfire Mk.IX in 1:24th, and German rudder pedals in 32nd, to large kits such as the engine for the F4F-3A Wildcat, and a cockpit, flaps and engine for the Rufe. Prints everywhere you look. For me, this is a nice result of our campaign for innovation. In addition to the mentioned sets, in today's collection you will find an exhaust nozzle and a seat for the F-35A in 1:48th from Tamiya, a radar for the 48th scale F-16 from Kinetic and a gun bay for our Wildcat covering the F4F-4 variant. There are also two small 1:35th scale AFV sets and some new LööK items as well.

In the Space range, we have eight new sets, mainly for 48th scale models. Among photoetched and masks, there are collections that are geared to the F-86D and PV-1 kits from Academy, the Mi-17 from AMK and flaps for our Rufe, all in 1:48th scale, as well as the CH-54 in 1:35 from ICM and the P-40B in 1:32nd by GWH. There is one set is for the USS Missouri in 1:350, and there is also one single set in 72nd, a ZOOM for the MiG-21MF, which is, of course, intended to complement the Weekend kit mentioned above in the new kit release paragraph. Additionally, there are four new BigEds, two BigSins and three LööKPlus sets to consider. As usual, you can find a thorough description of all sets on the pages dedicated to May releases.

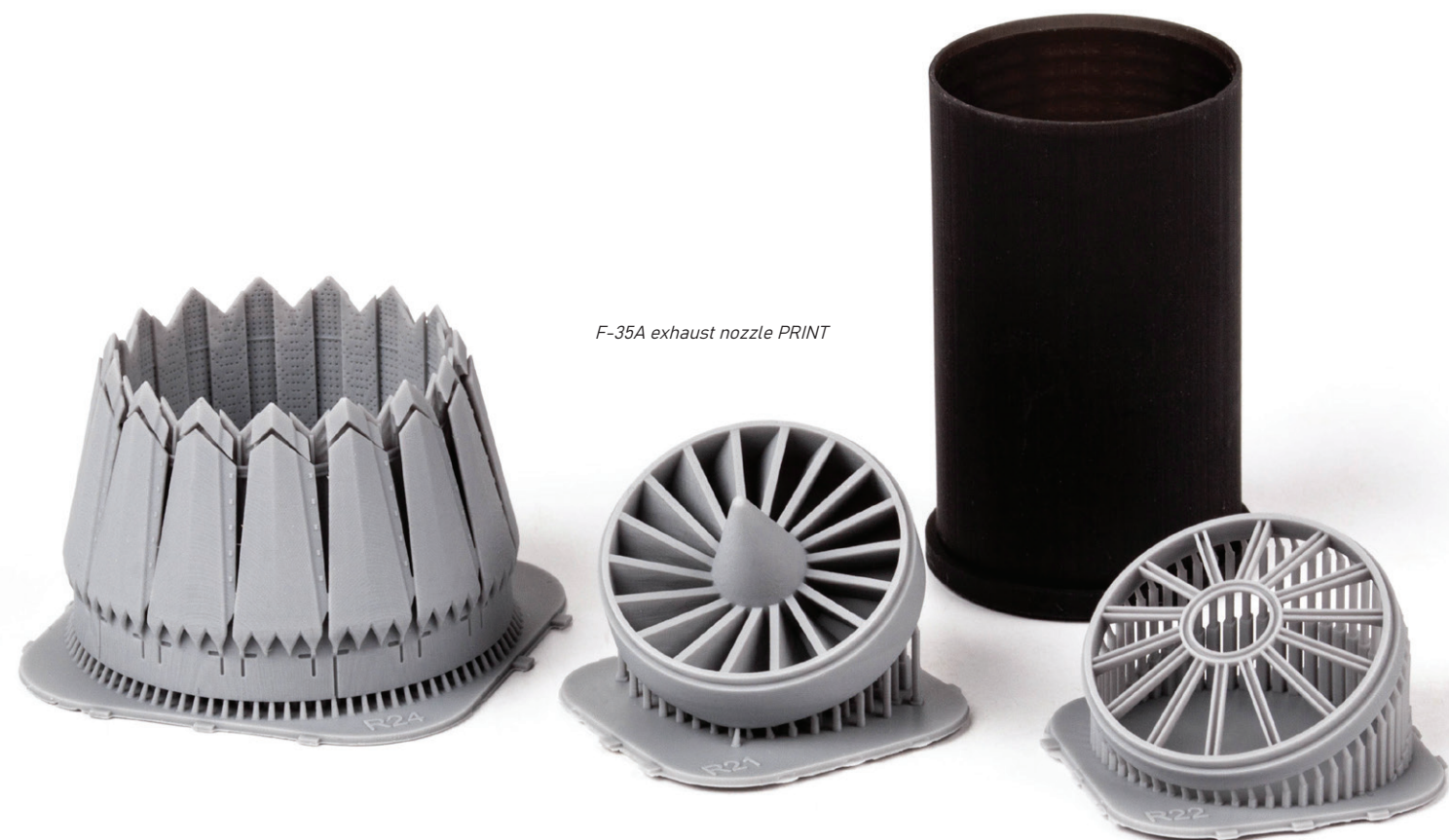
## ARTICLES

The article section of our newsletter, dedicated to history and technology, is probably its most

popular feature today. This month, we have an article by Miro Barič about the fate of the USS Hornet and other aircraft carriers during the battles for the Solomon Islands. Next, we have an article "The Red Baron" by Jörn Leckscheid, bringing several new insights relating to the personality of the most successful fighter pilot of the Great War, Manfred von Richthofen. I have already mentioned the Malta Spitfire project by Michal Krechowski, in addition there are three Boxart stories: One shade of Gray about the MiG-21MF, The Last Victim about the scene depicted on the Profipack Fokker Dr.I box (both by Richard Plos) and Star of Africa about Hans-Joachim Marseille by Jan Bobek.

And that will be it for me for this month. I wish you a pleasant evening and hope that our newsletter will be a good reading companion to you.

Happy modeling!  
Vladimír Šulc



*F-35A exhaust nozzle PRINT*



# The Red Combat Flyer

## Manfred von Richthofen

**When asking a regular person on the street to name a famous soldier from the First World War, the answer is most likely going to be “The Red Baron”.**

The full name and title of the person behind this moniker was Manfred Albrecht Freiherr von Richthofen, who was born on May 2, 1892, in Breslau as the second child and first son of Kunigunde and Albrecht von Richthofen. The term “Red Baron” was bestowed upon as the Anglo-American translation of his Prussian rank of nobility: The male members of the von

Richthofen family were actually “Freiherren”. The translated term gained popularity in post-war times, especially when cartoonist Charles M. Schulz had his cartoon character “Snoopy” fighting imaginary dogfights against the “Red Baron” in his equally imaginary Sopwith Camel in the 1960s and 70s.

Manfred and his sister Elisabeth (born 1890),

more commonly called “Ilse”, were to be joined by two more brothers: Lothar was born two years after Manfred, and Karl Bolko Alexander, usually called by his second name, completed the quartet in 1903. By then, the von Richthofen family had moved from Breslau to Schweidnitz.

In August of the same year, at the age of 11, Manfred was obliged to join the Cadet Academy at



Manfred von Richthofen (left) chats with Jasta 10 commander and fellow Pour le Mérite ace Lt. Hans Klein during the First Fighter Competition in Berlin-Adlershof in January 1918. Von Richthofen held Klein in high regard and valued his leadership qualities.



Wahlstatt, about 50 kilometers west of Breslau, at the explicit wish of his father. While viewed from today's perspective, this decision may seem harsh. However, for the firstborn son of a Prussian nobleman, this was a pretty common start into a military career in Imperial Germany. Young Manfred was, by his own accounts, not overly keen on the strict discipline that was demanded there from the young cadets. Moreover, the Cadet Academy was located in a former monastery, which must have been somewhat intimidating on an 11-year old boy. Besides, being a very small town with the total population numbering just a few hundred, Wahlstatt was not the most inviting of places. Manfred was blessed with a very sturdy physical constitution and generally good health Bolko recalled after the war. Much to his dismay, this meant that he never missed one day of school due to illness. So, after having completed his six years there, he was relieved to advance to the Prussian Main Senior Cadet Academy at Gross-Lichterfelde, just south-west of Berlin, in 1909. There he felt much more like a human being, as he described it himself. For example, the Royal Botanical Garden was located there, and Berlin was just a stone throw away. Two years later he graduated as an officers candidate, and at Easter 1911 he became a professional soldier, having joined the Ulanen-Regiment Nr. 1 "Kaiser Alexander III. von Russland". There he was commissioned on 19 November 1912, and he described this event as being the proudest moment of his life.

Manfred had enjoyed horse riding since his childhood and had plenty of opportunity to practice his skills during the holidays at his much-beloved Grandmother's estate. During the summer holidays, which he and brother Lothar usually spent there, they were greeted with the words "here you are free to do whatever you want". Of course, this was a more than welcome change from life at the Cadet Academy, and the boys made the very best of their freedom while they could. Besides riding, young Manfred also developed a strong inclination for hunting, and the combination of these two traits would serve him well while later flying single-seater aircraft.



Photo: author's collection

Major Albrecht von Richthofen visited his sons at their unit on numerous occasions. Here he is enjoying a cigar while speaking to Manfred.

**425/17, Rtm. Manfred A. Freiherr von Richthofen,  
CO of JG 1, Cappy, France, April 1918**

This is the appearance of Richthofen's Dr.I 425/17, in which the Red Baron achieved his last two victories on April 20, 1918. The aircraft by that time already had the insignia repainted in accordance with the order issued by the Luftstreitkräfte on March 18, 1918. This called for a change from "Iron" crosses to the "Balkenkreutz". The day after the final victory Germany's most famous fighter was killed. The aircraft depicted here did have the crosses repainted, but the modification on bottom of the lowest wing was either not yet completed or was done carelessly. Since red paint must have been used in the modification of the crosses, it is likely that the typically shaped scratches on the port side of the cockpit were also painted over when the crosses were changed.

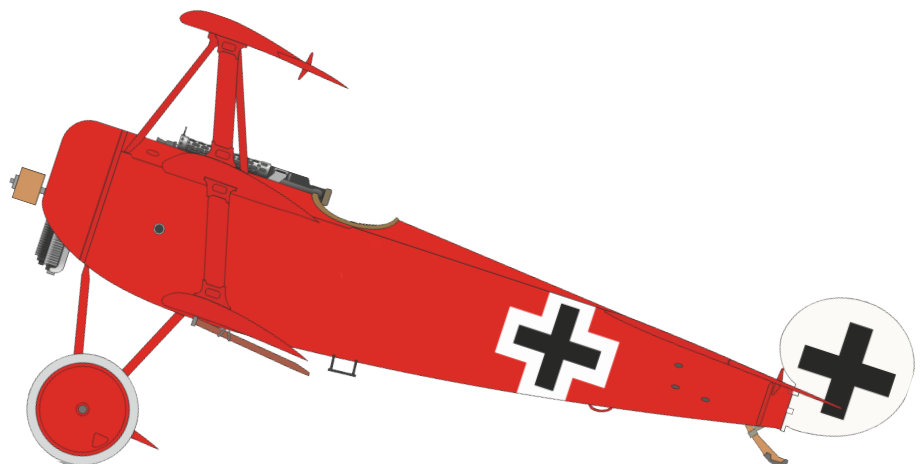






Photo: author's collection

*Anthony Fokker greatly valued the input he received from frontline pilots during the war, and of course the leading German ace of one of these. Here he is pictured during his visit to the Fokker factory at Schwerin-Görries in late May or early June 1917.*

### Early military career

As a young cavalry officer, he was posted to the front with his regiment soon after the outbreak of hostilities. Serving initially on the Eastern Front, he was quickly transferred to Belgium. But the initial war of movement turned into trench warfare within months, and the cavalry officer found this kind of warfare not to be to his liking. He was actively looking for a change. And, like many other soldiers serving in his branch of the military, he keenly eyed the fast-moving new weapons above their heads that were now carrying out the reconnaissance missions that were previously the task of the cavalry. He longed to join one of the new flying units.

His application for transfer to the "Fliegertruppe" was approved, and he found himself at Flieger

Ersatz Abteilung 6 on 10. June 1915 for observer's training. This course was rather short, as he was posted to Feldflieger-Abteilung 69 on the Eastern front as an observer just eleven days later. His next posting as an observer took him to Brieffauben-Abteilung Ostende, back on the Western front, following in the footsteps of some of his former comrades from FA 69.

While he greatly enjoyed his time up in the air, he soon decided that occupying the back seat of an aeroplane was not totally to his liking. He longed to be really in control of the "winged horses", and the only place where he could accomplish this was in the pilot's seat. Pilot training was the next logical step for him, and before long he was given unofficial flight training at his unit.

During his time at the Brieffauben-Abteilung, he

had a chance to meet a certain Leutnant Oswald Boelcke on 1 October 1915. At the time, Boelcke had been credited with four aerial victories and was already quite a bit of a celebrity, both at the front as well as in the homeland. Meeting this accomplished young flyer left a lasting impression on Manfred, and the two would meet again in the future.

But before that meeting would come about, he was obliged to undergo formal pilot training in order to fulfill his dream. On November 15, 1915, he began pilot training at Flieger-Ersatz-Abteilung 6 at Döberitz, and he passed his exams on Christmas Day.

His first posting as a pilot brought him to Kampfstaffel 8 of Jagd 2 on 16. March 1916. The unit was then stationed at Mont, near Verdun, and he would initially fly various types of aircraft there, initially mostly two-seaters. But soon after his arrival at the unit, a few Fokker Eindecker single-seaters were taken on charge. This was then a fairly new type of aircraft which was in short supply, and von Richthofen was more than happy to fly one of these. Unfortunately, on an early flight the Oberursel engine failed, and the precious fighter was destroyed in the resulting crash. Luckily, the pilot escaped without severe injury.

To make matters worse, his unit was transferred – so it was back to the Eastern Front for him on 28 June, and there he would find himself piloting two-seaters again. Instead of carrying out fighter vs. fighter combat, his duty in the east consisted mostly of dropping bombs on Russian soldiers who were positioned roughly 30 Kilometers to the east of his airfield at Kowel (now Kovel/Ukraine). By his own accounts, he greatly enjoyed observing the effects caused by his bombs on the Russian soldiers below, as well as peppering them with his machine gun during the odd strafing run.

While the transfer to the East may have seemed as a deal-breaker for his career as a fighter pilot

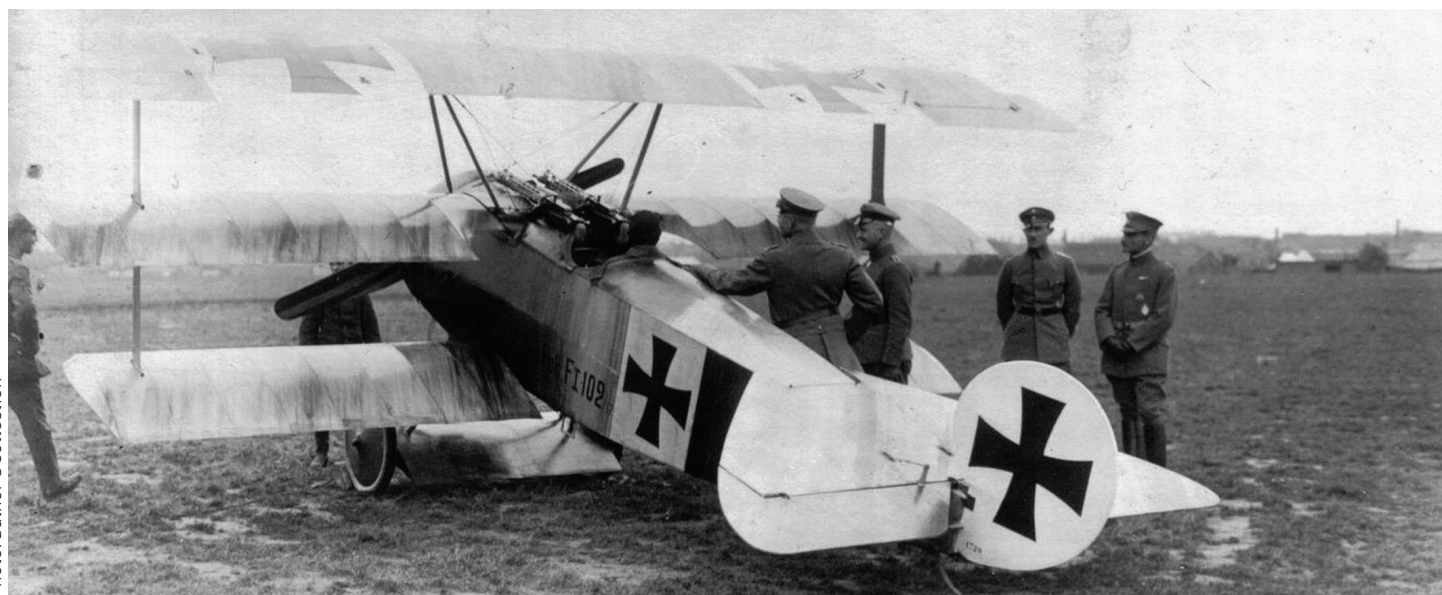


Photo: author's collection

*Needless to say that the first available example of the Fokker Triplane was made available to Manfred von Richthofen. Here Fokker F.I 102/17 is seen soon after arrival at Jasta 11 during the last days of August 1917, with Anthony Fokker himself in the cockpit. MvR is seen third from right.*





Photo: via Alex Imrie

On 30 October 1917, he crashed one of the early production examples of the Dr.I that had reached Jasta 11 just recently. He walked away from this incident without injury.



Photo: author's collection



425/17 flown by Rtm. Manfred A. Freiherr von Richthofen, CO of JG 1, Lechelle, France, March 1918

Von Richthofen had his aircraft painted red since January 1917, when he flew an Albatros D.III, which he called "Le Petit Rouge". He continued this practice after switching to Fokker Dr. I, which he used as commander of Jagdgeschwader 1. The famous Dr.I 425/17 was probably painted red at the factory. The quality of the paintwork is evident in the photographs and would be hardly achieved at the combat unit level. The area under the cockpit on the left side bore significant scuffs.

Lothar (left) and Manfred von Richthofen show off their "Pour le Mérite" in front of one of Jasta 11's Fokker Dr.Is, likely in the spring of 1918.





The iconic Fokker Dr. I 425/17 in its initial stage of decoration, marked with Iron Cross national insignia. The smooth opaque application of the red paint indicate that it was most likely spray-painted in this color at the Fokker factory.



Following the issue of the order that instituted the change of the national marking to the straight-sided Balkenkreuz insignia, these markings were modified accordingly.

Photo: author's collection

at this point, a lucky coincidence caused it to have exactly the opposite result.

### Finally becoming a fighter pilot

A major reorganization was taking place in the Fliegertruppe in the summer of 1916. The first Jagdstaffeln, units solely equipped with single-seater fighter aircraft, were to be formed. The obvious choice of leadership for one of the first of these new formations was Hauptmann Oswald Boelcke, by then the far highest scoring pilot in Germany.

His status allowed him to hand-pick the pilots that would serve in his new Jagdstaffel, and one of his trips to pick those pilots resulted in another meeting of the two men.

Oswald Boelcke's older brother Wilhelm was the commander of Kampfstaffel 10 of Kagohl 2, a neighboring unit of Richthofen's outfit near Kowel. And on a particularly hot summer day in August 1916 Boelcke and von Richthofen met again there. The great ace must have seen quite a bit of potential in the young Ulan pilot, as he was one of two Kagohl 2 pilots he selected as new members for his own Jagdstaffel, the other choice fell on Lt. Erwin Böhme.

Just three days later Manfred boarded the train for yet again trip towards the Western Front, and he arrived at the airfield of Boelcke's newly formed Jagdstaffel 2 at Vélou on 1. September 1916. On the very same day, the first three aircraft were also taken on charge by the new Staffel: a Fokker D.III and a Fokker D.I were shipped over from the local Armee-Flug-Park, while Vfw. Reimann was transferred over to Jasta 2 from Jasta 1 and brought with him an Albatros D.I. While it is possible that the unit also had a single Halberstadt D-type on hand in early September, no photographic evidence of this has yet been found. And while further new pilots seemed to arrive on a nearly daily basis, the unit had to make do with these three or four aircraft during the first half of September.

Then, on 16. September, six additional Albatros fighters were delivered to the unit, and the unit

was finally able to really commence operations then. Besides conducting frontline flights, flying as a unit had to be practiced first, and Boelcke was instrumental in teaching his pilots all they needed to know.

His tenure was to be tragically short, for he was killed as the result of a crash-landing that was caused by a mid-air collision with the above-mentioned Lt. Erwin Böhme on 28. October.

Yet the roughly eight weeks under Boelcke's leadership were enough to turn Manfred into a highly competent fighter pilot. And from all we know about von Richthofen, he not only passed on his knowledge to other pilots like his mentor Boelcke did, but he also adapted Boelcke's style of leadership.

### Taking command of Jagdstaffel 11

The chance to do just that arose for him when he was given command of Jagdstaffel 11 on January 15, 1917, three days after having been awarded the "Pour le Mérite", with his score standing at 16 confirmed victories. Already while he was a member of Jasta 2, he had begun to use red as his personal color on at least one of his fighters. He carried over this color to "his" Staffel, which soon adopted red noses as their unit markings. And soon his personal aircraft had larger and larger sections painted red.

The definitive history of this celebrated Jagdstaffel will see the light of day sooner or later and going into the many achievements of Manfred von Richthofen as the commander of this unit, and later as the leader of Jagdgeschwader I, would go far beyond the scope of this article. But it is safe to say that he transformed an entirely unsuccessful formation of pilots into the most élite and highest scoring German Jagdstaffel of the war.

During the roughly 15 months that he lead Jasta 11 and Jagdgeschwader I he added another 64 victories to his tally, in spite of being away from the front on several occasions for various reasons, and sometimes for fairly prolonged periods of times. The victories that he claimed, and that were confirmed to him, have come under an unparalleled level of scrutiny over the past century. While in some cases it was only possible to find "likely" matches to his claims, it has not been possible to categorically prove that one or more them were illegitimate. One cannot help but wonder what would be left of the total number of victories credited to some Entente fighter pilots if someone would take the trouble to put them under the same microscope.

In the post-war years, and even fairly recently, some authors have described Manfred von Richthofen as ruthless, selfish, focused on



Supposedly taken in the morning of 21. April 1918, this would be one of the last photos of Manfred von Richthofen (fourth from right) before his fatal flight. Note the alarm bell just visible in the background of the photo, between the pilots and the tent on the right side.

Photo: author's collection





*The souvenir hunters had thoroughly taken apart Dr.I 425/17 when this picture was taken. The inner surface of the remaining fuselage fabric show no sign of streaking, supporting the theory that at least the upper and side surfaces of this plane were just painted red at the factory.*

collecting awards and even bloodthirsty. This author has been lucky to know some historians who still had the chance to speak to many of the man who served with and under him during the war. And none of these witnesses described him in any such way. On the contrary, the attribute seemingly most commonly attributed to him was modesty. Very few photographs show him wearing more decorations than the Iron Cross, Pilots badge and the Pour le Mérite, even during visits of high-ranking officers at his unit. Had he been an avid collector of decorations he would have certainly been keen to show them off. And flying single-seat aircraft with the purpose of shooting down enemy airplanes had to result in the deaths of many of his opponents – especially since the Entente commanders had chosen to deny their pilots the luxury of parachutes. He was quite simply a product of the era that he grew up in, and the same is true for the combatants on the other side. Judging these men by the standards of our current society after the passage of more than a century seems somewhat presumptuous. Much has been made of the fact that his final score of 80 confirmed victories made him the highest scoring pilot on either side, even though he died almost seven months before the Armistice. While this is undeniably true, one has to keep in mind that he was also an extremely talented instructor who passed on his knowledge to those who served under him. Besides this, he was instrumental in constantly pushing aircraft manufacturers and the Inspectorate of the German Flying Forces to develop more advanced single seaters. Ever since joining Jasta 2 he had mostly flown Albatros fighters, upgrading with each new generations of these fighters from the D.I onwards. On 23. January 1917, just as he was scoring his

18th victory, the spar in the lower wing of his new Albatros D.III broke, and he was lucky to get to the ground alive. This problem occurred on a number of other aircraft of the same type, and similar problems resurfaced on the later D.V soon after it reached the front. He was thus forced to switch back to one of the older Halberstadt fighters which had previously served with Jasta 11 until a fix to the wing problem could be worked out. Besides the structural problems, the fact that new variants of the Albatros failed to bring about noticeable performance improvements also lead him to be increasingly disenchanted with the type.

#### **Influence on aircraft development**

Photographs taken during 1917 document that he visited the Fokker, Pfalz and Roland factories in order to keep himself informed about the latest developments of these companies. One cannot help but wonder if he was actively looking for a potential successor to the Albatros D-types, which had essentially become the standard fighter of the Jagdstaffeln during 1917. While he scored many victories flying various Albatros fighters, he always had reservations related to the single-spar lower wing design of the D.III – D.Va.

As early as July 1917 he wrote: "...Fokker... has two machines which are superior to the Albatros, but they are not in production." Here he is relating to the Fokker V.1 and V.2 prototypes, which he must have seen or even test-flown during a visit to the Fokker works in Schwerin during either May or June. These aircraft never went into production, but the ground-breaking cantilever wing design was the main feature of all Fokker fighters that would enter series production later.

It was thanks to Manfred von Richthofen that the

newly developed types that were evaluated during the three fighter competitions in 1918 were to be test-flown by frontline pilots on those occasions. This turned out to be the preferable way to ensure that the types that were chosen for production would actually meet pilots' expectations. This was especially true for the Fokker D.VII, a type that was put into production at three factories (Fokker, Albatros and O.A.W.) as a result of his approval. Unfortunately, he never had a chance to fly this aircraft in combat, as the first production examples of the new Fokker biplane arrived at JG I just days after his fatal last mission.

#### **Abrupt ending to a stellar career**

While the Triplane most commonly associated with MvR is his all-red Fokker Dr.I 425/17, he apparently only flew this particular aircraft for a very short period of time. His last two victories were scored at the controls of this plane on 20. April 1918, but from late 1917 to early 1918 he flew a surprisingly large number of Triplanes. Besides this one, and the F.I prototype (102/17) that was shipped to him directly from the Fokker factory in late August 1917, he is documented to have flown at least six further Dr. Is at various times: Dr. I 114/17, 119/17, 127/17, 152/17, 161/17 and 477/17. This listing does not claim to be conclusive, but as far as current research shows, of these triplanes only 425/17 may have been painted in an "overall red" scheme. And it was this particular plane in which the "Red Baron" was mortally wounded in on 21. April 1918, after being hit by a bullet while flying at low altitude. By now, general consensus is that the fatal shot was fired at him by an Australian machine gunner from the ground, a fate that befell several pilots on both sides of the front.



# SPITFIRES FOR MALTA



Text: Michal Krechowski | Photo: IWM

**Due to its strategic location at the crossroads of the shipping lines between Gibraltar and Alexandria as well as Italy and North Africa, Malta became a target of the continuous enemy air attacks. During the WWII, in order to defend the island, the British were forced to constantly deploy more and more fighters and pilots to its “unsinkable aircraft carrier”.**

Initially the air defense was provided by the obsolete Gladiators and Hurricanes. The much-desired Spitfires could only be transferred to the island during the spring months of 1942. Newly delivered Spitfires Mk.Vb/Vc ultimately earned their greatest glory defending this extremely strategically important island.

Battle of Malta took place from June 1940 till November 1942 and went down in history as the battle for the “unsinkable aircraft carrier”. In the beginning of the WWII this overlooked Mediterranean island became one of the key spots of the battle for the Mediterranean and the battle of Africa as well as its strategic importance was paramount. The aircraft, submarines and ships operating out of there were able to interrupt the supply routes to the Rommel’s Afrika Korps and in this manner to defend Africa, Suez Channel, and valuable oil fields behind it. It is well known fact that the mistaken political and strategic judgement of the air commanders lead to the situation that in June 1940 there were almost no fighter aircraft based on Malta. Had not four crated Sea Gladiators been accidentally discovered the whole island’s air defense would have been non existing. One of the aircraft was soon heavily damaged and the pilots bravely defended Malta with those three remaining airplanes against the enemy attacks for eighteen

days until four Hurricanes arrived as a reinforcement. Consequently, the British, now fully aware of Malta’s importance and its strategic value, started gradually to reinforce the island defense with more Hurricanes.

For the whole year of 1941, Malta had to be defended against the concentrated enemy attacks. The Axis powers bombed the island’s infrastructure focusing on the port, airport and storage facilities. In the meantime, the convoys headed for Malta were mercilessly pursued and destroyed which in fact put the island under the siege. On December 4, 1941, at night the German Luftwaffe launched the continuous bombing which lasted five long months and intended to break the resistance of the Royal Navy and Air Force finally. At the end the plan to invade Malta, code named Hercules, was hastily prepared. The Field Marshall Albert Kesselring was put in charge of the attacks on Malta. His forces were clearly numerically superior over the defenders. The frequent bombing raids destroyed a major part of the British



aircraft on the ground and in the middle of February 1942 the defenders were left with only eleven airworthy Hurricanes. At the same time the pressure to re-equip the fighter squadrons defending the island with Spitfire mounted.

### Spitfires over Malta

In the middle of 1941 the Spitfire production in its latest version Mk.V was not yet meeting the Fighter Command squadrons re-equipment requirements therefore the British aviators in the Mediterranean and (later) in the Pacific had to make do with the obsolete types. Only in September 1941 the decision was made to dispatch the first two Spitfire squadrons to North Africa. The transfer started in February of the following year. A portion of these aircraft was re-directed to Malta. After a year and half of the fighting the procedure of the fighters transportation to the besieged island was well established. First the crated, dismantled aircraft were transported to Gibraltar where they were assembled and boarded on the aircraft carrier. After the approach to Malta, the airplanes took off directly from the decks of the aircraft carriers Eagle, USS Wasp (CV-7) or Furious which immediately after turned back. Except of one instance when Eagle and USS Wasp (CV-7) sailed together (Operation Bowery) only a single aircraft carrier sailed to Malta at a time. In order to get Spitfire airborne off the mere 200 m (660 ft) long flight deck it had to place the landing flaps into the take-off setting. However, the Spitfire's pneumatically controlled flaps had only one setting – 85 degrees which was actually a breaking setting for slowing down the aircraft during the landing. The solution was quite simple – wooden shims were inserted into the space between



*Keith Park in his personal Spitfire Mk.Vb at Safi Airport on the occasion of the opening of the new runway on May 15, 1943.*

flap and wing that prevented the flaps to close and in this rather primitive manner assured some 25 degrees setting. Once Spitfire was safely airborne, the pilot fully dropped the flaps for a moment and the shims fell off. After that he retracted the flaps and continued in cruising flight.

The first fifteen Spitfires were delivered to Malta on March 7 as a part of the Operation Spotter. Two weeks later another nine Spitfires followed (Operation Picket I). In order to increase the transportation capacity, the American aircraft carrier USS Wasp (CV-7) was on loan to the Britons. As a part of the Operation Calendar further 48 Spitfires were delivered to Malta. However, very few of the freshly delivered aircraft survived more than several weeks, sometimes they were lost in couple of days after the landing and there were instances when the aircraft was lost on the same day. The intensity of the fighting was tremendous and peaked during March–April 1942. During this period, the tonnage of the bombs dropped on Malta surpassed the bombs tonnage dropped on London during the Battle of Britain.

On May 9, during the following Operation Bowery, another 61 Spitfires were safely delivered. Immediately after the landing, those were refueled, rearmed and took off to counter the anticipated attacks. In the following days the heaviest dogfighting took place up until then and Spitfires inflicted the heavy losses to the Axis powers.

### German obstinacy

Despite this, Kesselring was convinced that the danger coming from Malta defenders to German supply routes to North Africa had been eliminated and reported to the German High Command that "there is nothing left to bomb". The invasion of the island was thus postponed, and a substantial part of the Luftwaffe was redeployed in the second half of May to support Rommel's offensive in Libya. Any further air offensive was thus laying primarily with the Italian Air Force. The neutralization of Malta continued

*The first Spitfire leaves the deck of HMS Eagle on March 7, 1942. Codenamed Spotter, the operation sent fifteen Mk.Vb Spitfires to the island, which were received by No. 249 Squadron upon landing.*





*Spitfire Mk.Vb, BP844, the first of nine Spitfires to reinforce the RAF in Malta during Operation Picket I, takes off from the deck of HMS Eagle on March 21, 1942. In its cockpit sits the commander of E Squadron, J. "Jumbo" Gracie. BP844 was shot down over Malta on April 2, 1942.*

to be maintained mainly by the naval blockade of the island, where defenders were running low on supplies. The lack of fresh water was unpleasant and food rations were being reduced. Despite this desperate situation, however, Malta was not about to surrender.

When, during June, the Axis forces experienced a resurgence of losses on the supply routes to Africa, a renewed air offensive was ordered. However, the island managed to replenish Spitfire numbers in the intervening time provided during Operations Style and Salient, and so once again the attackers met stiff resistance from the defenders and again suffered heavy losses. During July, the Italian bomber air force was withdrawn from the attacks, and in the second half of the month only German bombers appeared over Malta with a combined Luftwaffe and Regia Aeronautica fighter escort.

### Here comes Park

The failure of the renewed air offensive was also significantly affected by the change of the air force high command on the island in mid-July. The command of the air force defending Malta was taken over by AVM Keith Park. Park's adversary, coincidentally, became Albert Kesselring again. Park had been pitted against him in the Battle of Britain as commander of No. 11 Group. In his new position Park immediately introduced a new tactic, the aim of which was to attack enemy bomber formations over the sea between Sicily and Malta and force them to drop bombs before reaching their target. The change in tactics later proved to be a turning point, as it was very successful and forced the Luftwaffe to stop bombing in daylight. By



*Spitfire Mk.Vc, BR344, 30M, during an engine test aboard USS Wasp during the delivery of Spitfires to Malta under the code name Operation Bowery.*

the end of July, one hundred Axis aircraft had been destroyed, greatly reducing the strength of the bombing offensive. When the enemy then switched to high-flying fighter patrols, Park showed keen tactical insight. He limited the Spitfire patrols to 20,000 feet (6,100 m), so that the Bf 109s had to drop to an altitude where the defenders with Spitfires had the advantage in terms of the performance of their aircraft.

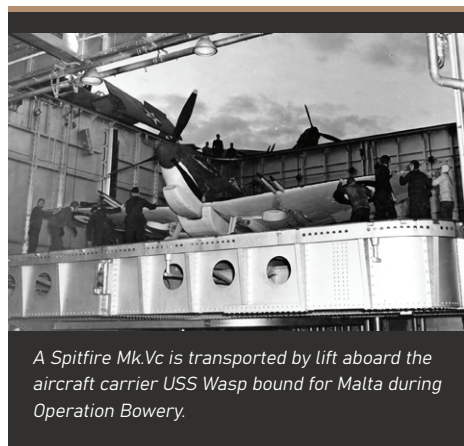
By August, however, the stock situation on the island was critical. The defenders were running out of fuel and other necessary stuff again and if they were not delivered to Malta by September, the island would probably have to surrender. With fuel in short supply, Park was forced to instruct his pilots to save as much as possible. When a Spitfire landed, it did not proceed with engine on. The pilot immediately shut it down and the aircraft was pushed onto its stand. If the plane made an emergency landing, it had to be pushed off the runway immediately, even if there was a risk of further damage, just so that others didn't have to circle the airfield and waste valuable fuel.

With all this in mind, the convoy of the

operation Pedestal was dispatched during August with a hitherto unprecedented supplies load carried by 14 British and American merchant ships loaded with ammunition, aircraft spare parts, fuel and food. They were escorted by 36 warships, including three aircraft carriers. The Axis powers understood the strategic importance of this convoy and responded with a coordinated air and naval attack to prevent it from reaching Malta. Despite significant losses of merchant and escort ships, including the sinking of the aircraft carrier HMS Eagle, sufficient supplies were eventually managed to reach the besieged island. Thus, in late August, three squadrons of Spitfires were able to make a highly effective attack on three Sicilian airfields, in which they shot down ten enemy aircraft and destroyed 29 on the ground with the loss of only two Spitfires.

### Indomitable Defenders

September became the calmest period of



*A Spitfire Mk.Vc is transported by lift aboard the aircraft carrier USS Wasp bound for Malta during Operation Bowery.*





*An RAF ground crew refuels and rearms a Spitfire Mark Vc from No. 603 Squadron RAF at Ta Kali airfield. The protective wall was raised from empty fuel cans and sandbags.*

the whole year 1942. The number of attacks on the island dropped significantly, and for the whole month Spitfires took off for only 38 scramble sorties. The important things, however, took place at sea. Thanks to the success of the Pedestal convoy and ample fuel supplies in Malta, British offensive operations aimed at supply routes for Rommel's "Panzerarmee Afrika" were once again in full swing. While the British were successfully building up supplies in advance of the decisive battle, the Axis forces gradually lost 20 per cent of all supplies sent by sea from Italy during September and as much as 44 per cent of supplies in October. Fuel shortages were particularly critical. It was therefore decided to carry out another bombing offensive against Malta with the aim of re-securing safe shipping routes and eliminating it once and for all. The offensive, also known as the October Blitz, was launched on October 11, and once again there were "dogfights" between Spitfires Mk.V, German Bf-109F/Gs and Italian C.202s and Re.2001s. However, air superiority over Malta was by then clearly in the hands of the re-enforced British squadrons, while considerable fatigue was already showing on the German-Italian side, as well as frustration and wear and tear from the previous battles. The spectacularly planned October Blitz lasted only seven days and was a clear defeat for the Axis forces. During those days, RAF pilots flew nearly 2,400 combat sorties with their Spitfires, shooting down 99 confirmed enemy aircraft, 51 probably and 122 aircraft damaged with the loss of 24 Spitfires and thirteen pilots. In addition,

40 aircraft were damaged and 13 Spitfires were destroyed on the ground.

In November the number of Luftwaffe raids dropped significantly, with only 29 alerts during the month. With the intensity of hostilities so drastically reduced, Allied convoys bringing essential supplies found it easier to reach the island and also brought material for repairs and airfield construction. Malta's survival was essential to the victory at El Alamein and the subsequent success of the land battle in North Africa.

So much desired Spitfires therefore ultimately achieved the air superiority over the battlefield and thanks to them Malta held on. Until the middle of November, when the air raids on Malta were recalled, 385 Spitfires were dispatched to Malta during thirteen operations off the aircraft carriers, 367 of them flew over to the island. During the heavy fighting, the Spitfire pilots were credited with at least 600 aerial victories. The most successful of them all, Canadian George "Screwball" Beurling scored 28 confirmed kills.

He was followed in distant second place by "Paddy" Schade with 14 kills, Canadian Wally McLeod with 13 kills and "Slim" Yarra with 12 kills. A total of 41 Spitfire pilots scored five or more kills during the fighting for Malta, earning ace status. Almost one hundred of Spitfire pilots paid the ultimate price during the combat.

### After the battle

During the first months of 1943 the air battle for Malta ceased. The defenders won having destroyed more than a thousand of the enemy aircraft in combat. Another sign of the change in the situation of Malta's defenders was the arrival of new Mk.IX Spitfires at the end of March. The Mediterranean Island was transformed from the besieged base

to the "spring board" for the Operation Husky, i.e., invasion of Sicily. On the eve of the operation there were 35 squadrons with 600 aircraft based in Malta. The capacity of the four existing airfields at Luqa, Ta Kali, Hal Far and Qrendi was expanded, and a fifth airfield, Xewkija, was temporarily built for USAAF on the adjacent Gozo archipelago. On July 10, 1943, this operation opened the way to the liberation of the whole continent. In just couple of days, the Allies captured the solid supporting base on the Sicilian soil and soon after the Allied aircraft were transferred from Malta bases to the liberated airfields in Sicily and Southern Italy. Due to these changes the special Malta camouflages became history. Spitfires flew their further missions carrying the standard camouflage patterns only.



*Mechanics of the special assembly group at the Spitfire Mk.V at Gibraltar. Behind them the fuselages of Hawker Hurricanes can be seen in their shipping crates. The Special Assembly Group was set up at Gibraltar in July 1942 to assemble and test fly aircraft transported from Britain and destined for Malta. The two earliest Mk.Vb Spitfires, EP720 and EP791, became part of the Operation Train, the last delivery of Spitfires to Malta.*



*Spitfires Mk.Vb from No. 249 Squadron at Ta Kali airfield, autumn 1942.*



*A trio of Mk.Vc Spitfires from No. 249 Squadron waiting on the main runway at Ta Kali for scramble, while a Bristol Beaufighter lands in the background.*



# SPITFIRE SUPPLIES AND THEIR CAMOUFLAGE

There is still no definitive information about the precise color shades applied in 1942 however, based on the available data analysis, study of the period photographs and factoring in the camouflage standards, the most probable aircraft appearance can be determined. The camouflage schemes of the Spitfires flown off the island varied quite a bit. Initially the most suitable color was considered the Dark Mediterranean

Blue but due to the shortage of this paint there were aircraft painted in different shades of blue. The lighter shade, Light Mediterranean Blue, originally intended for the biplanes, was also used, then the naval Extra Dark Sea Grey, American Blue Gray M485 and various colors from the ships' stocks, initially not intended to be applied on the airplanes. Spitfires from the later deliveries mostly received the "Malta" ca-

moouflage either at Gibraltar before embarking or immediately upon their arrival on the island. The quality of the paint application was rather inferior to the factory finish. The coat of paint sometimes fully covered the original paint work, in other cases it was rather thin, and the original coloration showed through so the new coating was more of the blue filter rather than fully covering coat of paint.

## March 7, 1942 OPERATION SPOTTER



The first Spitfires that reached Malta, and the first ones deployed outside of Britain, took off on March 7 off the Royal Navy aircraft carrier HMS Eagle. During the operation code-named Spotter fifteen Spitfires Mk.Vb were dispatched carrying 340 l (90 gal) drop tanks which enabled them to extend their range for more than 1,000 km (650 miles) long flight to Malta. All fifteen Spitfires safely landed at Ta Kali airfield. No. 249 Squadron was the first to receive the new Spitfires and three days later, on March 10, it flew its first combat missions against the Ju 88 formation escorted by Bf 109.

## March 21, 1942 OPERATION PICKET

Two weeks later another nine Spitfires Mk.Vb reached Malta in the same manner. Spitfires arriving in Malta during the operations Spotter and Picket were camouflaged in the standard desert scheme of Dark Earth and Middle Stone on the upper surfaces, the lower surfaces were painted in either Sky or Azure Blue. The lower surfaces color depended on the factory: the aircraft manufactured at Supermarine had Sky, those completed at Aircraft Servicing Units (ASU) had the lower surfaces in Azure Blue. Upon the arrival in Malta the Middle Stone patterns were overpainted in a grey color which is said to have been a mixture of various shades. The exact color of this mixture remains unknown, but it's believed it was very similar to Extra Dark Sea Grey.

## March 29, 1942 OPERATION PICKET II

The rather strong contrast of the desert camouflage colors did not seem the best scheme for flying over the sea. Therefore, before embarking on the aircraft carrier at Gibraltar, the third batch of seven Spitfires Mk.Vb had their upper surfaces overpainted in the dark grey-blue color, probably Extra Dark Sea Grey.

## April 20, 1942 OPERATION CALENDAR



The oldest document promulgating the requirement for the new camouflage for the Spitfires delivered to Malta was the supplement Nr. 1 to M.E. Air Movement Instruction No. 1 dated March 30, 1942. It stated that the Spitfires destined for Malta were to be camouflaged in the new scheme of Dark Mediterranean Blue on the upper surfaces and Sky Blue on the lower surfaces. At the same time, the No. 601 and No. 603 Squadrons personnel in Great Britain was getting ready to be dispatched to Malta with the full complement of 47 new Spitfires Mk.Vc (including reserves). These aircraft were to be painted in the new Malta camouflage but upon relaying the instructions they were simplified to the "sea camouflage" which was, logically anticipated as the camouflage applicable to the Fleet Air Arm aircraft and the aircraft were painted in that way at the factory. Once this mistake was noticed at Gibraltar the stocks of Dark Mediterranean Blue and Sky Blue were loaded together with the aircraft. The supplies however were sufficient for repainting only the portion of the aircraft to be delivered. Out of forty seven Spitfires on board of USS Wasp during the Operation Calendar twenty seven were camouflaged at ASU with Royal Navy colors, the remaining twenty were repainted with new "Malta" colors of Dark Mediterranean Blue and Sky Blue. The Spitfires on board received markings in white numerals 1 and 2 and a code letter.

## May 9, 1942 OPERATION BOWERY



For years, based on the archive photographs, it was speculated what color was applied to Spitfires Mk.Vc transported on board of the USS Wasp carrier during the

Operation Bowery. Photographic evidence from the embarking of the Spitfires confirms both the desert camouflage in Dark Earth, Middle Stone, Azure Blue or Sky and the Navy camouflage in Extra Dark Sea Grey, Dark Slate Grey and Sky. According to the veterans' recollections most of the Spitfires were repainted on board in some kind of blue or blue-grey color. The application of the USN colors seems the most probable. Those are M-485 Non-Specular Blue Gray, applied to the upper surfaces of the twelve F4F Wildcats assigned to the USS Wasp (CV-7) CAP duties, and Deck Blue 20-B color applied to the exterior steel deck as a part of the aircraft carrier camouflage scheme. There is a third option: both colors, M-485 Non-Specular Blue Gray and Deck Blue 20-B could have been applied to maintain the upper surfaces camouflage pattern on some Spitfires. In that manner the two-tone blue-grey camouflage scheme would have been consistent with the scheme on the upper surfaces of the aircraft operating on Malta at that time. The lower surfaces color remained the standard shade of Azure Blue or Sky. 46 Spitfires aboard USS Wasp and 18 aboard HMS Eagle were marked in the same way as the Spitfires from the Operation Calendar. The white numerals 3 or 4 on one side of the cockade and the code letter on the other one.

An interesting event worth mentioning occurred during the Operation Bowery when the Spitfires took off from the USS Wasp. After the take off in his Spitfire BR126 X-3, the Canadian pilot, P/O Jerrold Alpine "Jerry" Smith found out that his drop tank was inoperable, and he was not able to reach the airfield on Malta. He jettisoned his tank and received order to bail out of his Spitfire. Instead Jerry inquired about the attempt to save the aircraft by landing it on the aircraft carrier deck. After the captain approved, he indeed tried to do it. His first approach was too high and too fast however his second attempt was successful and he safely landed his Spitfire and stopped mere six feet from the end of the flight deck. He managed, as the first in the world, to land a Spitfire on the aircraft carrier and even without an arresting hook! For his deed P/O "Jerry" Smith was unofficially awarded the American Navy Wings from the flight



deck officer David McCampbell, the future most successful USN fighter pilot who, as a LSO (Landing Signal Officer) directed the whole operation.

### May 19, 1942

#### OPERATION LB



Even though no known photographs of seventeen Spitfires Mk.Vc flying during the Operation LB came to light it is assumed, that they were repainted at Gibraltar in Dark Mediterranean Blue on the upper surfaces and probably the Azure Blue on the lower surfaces was also repainted with Sky Blue color. Thanks to the pilots' logbooks we know that these Spitfires were marked with the code letter C in front of the fuselage cockade and two-digit numeral behind it. For example, Spitfire BR107, delivered during the Operation LB, was coded C-22 while BR108 carried the code C-20 and BR175 was marked C-51.

### June 3, 1942

#### OPERATION STYLE



Altogether 31 Spitfires Mk.Vc were embarked on the HMS Eagle deck for the Operation Style. Of them, 27 reached Malta. Many surviving photographs of Spitfire BR305, which was delivered during the Operation Style, show that it had been finished in the Dark Mediterranean Blue/Sky Blue.

### June 9, 1942

#### OPERATION SALIENT

Salient was the last operation during which the Spitfires camouflaged in Dark Mediterranean Blue and Sky Blue were delivered. In total 32 Spitfires Mk.Vc were delivered during the June. After that, the air command on Malta (AHQ Malta) requested the change in the coloration to be applied to the newly delivered Spitfires.

### July 15, 1942

#### OPERATION PINPOINT

It is not exactly clear why the AHQ Malta decided to change their camouflage requirements from a single blue color on the upper surfaces to the two colors pattern which included the lighter blue color shade. It might have somehow been related to the appearance of some Spitfires delivered during the Operation Bowery which carried two tone blue-gray scheme on the upper surfaces. The new camouflage scheme, required by the AHQ Malta as of June 1942, resulted in the adoption of two colors pattern for the

upper surfaces: Deep Sky Blue and Dark Slate Grey. Light Mediterranean Blue was to be applied on the lower surfaces. Based on the surviving photographs it is quite probable that some of eight Spitfires Mk.Vc and 24 Spitfires Mk.Vb participating in the Operation Pinpoint could have been camouflaged in these new colors.

### July 21, 1942

#### OPERATION BELLAWS



Operation Bellows was the third mission during which the Spitfires were transported from the United Kingdom directly to Malta, bypassing Gibraltar. The operation was an integral part of the convoy Pedestal, the famous mission to supply Malta. On August 11, 38 Spitfires Mk.Vb took off off the HMS Furious flight deck. All of them, except one, which was forced to make an emergency landing on HMS Indomitable, reached Malta safely. Typically for Spitfires destined for Malta, the coloration of the aircraft participating in the Operation Bellows is questionable. Most of the airplanes were finished in the desert scheme with Azure Blue on the lower surfaces, a part of them however received the naval camouflaged in Extra Dark Sea Grey, Dark Slate Grey and Sky. The photographs of Spitfires delivered to Malta during the Operation Bellows confirms repainting of the "desert" upper surfaces in the workshops of the local Maintenance Command. It is highly probable that the upper surfaces repainting was done with only one shade of Deep Sky or Extra Dark Sea Grey or the new standard camouflage scheme in Deep Sky and Dark Slate Grey was applied.

### August 17, 1942

#### OPERATION BARITONE



HMS Furious returned to Gibraltar from her latest mission on August 12 and immediately embarked two Hurricanes and 32 Spitfires. On August 16, she set sail again and a day later 32 Spitfires took off from her flight deck, 14 of them in version Vc and 18 in version Vb. Twenty-nine of them managed to reach Malta shores. According to the period pictures the camouflage of these Spitfire varied from the new scheme of Deep Sky and Dark Slate Grey to the upper surfaces finished in Dark Mediterranean Blue.

### October 30, 1942

#### OPERATION TRAIN

The aircraft loaded on the decks of the OG.85 convoy ships were originally

destined for the Operation Torch (the Allied landing in the North Africa). With the General Eisenhower approval, however, 44 Spitfires were diverted to Malta (32 in Mk.Vb on board of HMS Furious while 12 aircraft in the version Mk.Vc flew directly from Gibraltar). Operation Train was the last mission to reinforce Malta with Spitfires flying off the aircraft carrier. These were finished in the standard camouflage scheme of Deep Sky and Dark Slate Grey on the upper surfaces and Light Mediterranean Blue on the lower surfaces.



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# SEARCHING FOR THE LOST SHIPS WITH PAUL ALLEN

## IN A YEAR AND ONE WEEK

Source: Naval History & Heritage Command

Text: Miro Barič

**We spoke about the naval battles around Guadalcanal in the previous article. The aircraft carriers also participated in them, however they fought from the distance. Some of them were lost during the fighting. One such loss was the USS Hornet, the last American aircraft carrier completed before the attack on Pearl Harbor. She sank exactly one year and one week after entering the service.**

*Aircraft carrier shortly after completion at Hampton Roads, Virginia, October 27, 1941*

The first American carrier was USS Langley (CV-1) that entered service in 1920. She came to life by rebuilding the coal transporting ship USS Jupiter which had been in service since 1913. During the rebuild, eight double cranes were removed as well as both smokestacks, which up until then had stood next to each other, were relocated to the port side where they stood in-line. In that manner the space for the flight deck, mounted on the tall supports, was created. While Jupiter coal transport had 19 670 tons displacement, Langley aircraft carrier featured 14 100 tons displacement only. The vessel length was 165 meters and the crew accounted for 468 sailors. Langley carried 36 aircraft which could use one lift and one catapult. The armament consisted of 127 mm caliber cannons – two on the bow and two on the stern. They however could not be used for the AA defense. Another

obsolete feature was a pigeon cage located between two rear cannons. The idea was that the aircraft taking off of Langley will take a postal pigeon on board which will deliver the message back to the ship. The pigeons were trained while Langley was being rebuilt at Norfolk shipyards and all seemed to work. After that, however, when the ship set sail and the pigeons were released near Tangier Island they returned to Norfolk. After this blunder the pigeon cage was eliminated. It was also deleted from the plans of the future carriers, USS Lexington and USS Saratoga.

Langley holds several "firsts" for the US Navy. On October 17, 1922, the first take off from the aircraft carrier in the USA took place from her deck as well as, on November 18, 1922, the first catapult launched take off. Even though she was extremely slow (15.5 knots only) to perform

efficient operations while Naval aviation was technically advancing rapidly, she helped trained the first generations of naval aviators. After she was completely outdated during 1936–37, she was re-built as a seaplanes' carrier. She was seriously damaged by the Japanese G4M1 Betty bombers on February 27, 1942, while she was transporting Curtiss P-40 fighters to Java. After the crew abandoned her, she was sunk by the escorting destroyers.

### Bermuda Triangle

Langley sank as the last of her sister ships. She was the only aircraft carrier (the second planned vessel was cancelled after the decision was made to rebuild Lexington and Saratoga) but as a former coal ship she had three sister ships. And all of them disappeared without trace in Bermuda Triangle. Sometime



after March 4, 1918, it was USS Cyclops with 306 sailors and passengers on board. She was sailing from South America to Baltimore, Maryland. She made a stopover in Barbados, and it was the last time she was seen. In the end of 1941, in the same area and on the same route, within two and half weeks two remaining sister ships disappeared. First, some time after November 23, 1941, USS Proteus was lost and after December 10, 1941, the sea swallowed USS Nereus. There are several theories about the ships' demise. The design fault which weakened the hull, and it broke under the combination of a storm and cargo overload was considered. Or they could have become victims of the German submarines which themselves were sunk and could not report their success. In neither case the Germans recorded an attack on the ship that would resemble any of those three vessels. Their disappearance may remain without clarification forever.

### Learning on the run

Another two vessels were full-fledged aircraft carriers even though completed through a rebuild. The Washington Treaty from 1922, about limitations of the Naval armament, practically excluded building of new battleships and battle cruisers. However, redesigning of some of the half-built ships to the aircraft carriers was permitted. In the USA this was true about Lexington and Saratoga which entered the service in 1937 as CV-2 and CV-3. Initially the Navy was not clear about their purpose either. Besides the airplanes they carried heavy anti-shiping weaponry in the form of 203 mm caliber cannons. However, the variety of exercises performed on the regular basis taught the Navy a lesson and they gradually worked out the correct tactics for the aircraft carriers' deployment. It was learnt, for example, that these ships needed to avoid encounter with the enemy surface vessels therefore the 203 mm caliber cannons were deleted. On May 8, 1942, Lexington was sunk in the Battle of Coral Sea. We spoke about her fate in the previous articles. Despite various damages, Saratoga survived the war and on July 25, 1946, was sunken at Bikini atoll during the nuclear bomb tests. The explosion took place barely 370 meters from the aircraft carrier and despite her size (length 270.7 meters, displacement 37 000 tons) the whole ship was lifted off the water surface. The wreck lies in shallow waters and is accessible to scuba divers.

The first American vessel, designed and built from the beginning as an aircraft carrier was USS Ranger (CV-4). The construction begun in 1931 and the ship entered service in 1934. The design, however, had been under way since 1925, it is before Lexington and Saratoga were completed. Also based on the prior experience Ranger's design changed several times. Initially the flight



US aircraft carriers Langley, Saratoga and Lexington (from bottom to top)

Source: Naval History & Heritage Command



USS Ranger in the 1930s

Source: Naval History & Heritage Command



The aircraft carrier USS Wasp as she enters Hampton Roads, Virginia, May 26, 1942. In the background is the destroyer USS Edison.

Source: Naval History & Heritage Command



deck was to be clean, same as on Langley. To eliminate chimneys' smoke interfering with the aircraft operations six smokestacks (three on each side) were designed as collapsible. During the construction, however, the bridge was added. The smokestacks were already completed at that time and their re-design would have been too expensive, so they were left in the original configuration. Ranger was relatively small, 222.5 meters long, her standard displacement was less than 15 000 tons and full displacement less than 18 000 tons. It was also slower, 29.5 knots. Lexington and Saratoga could reach the speed of 33 knot. Therefore, Ranger was considered unsuitable for the Pacific battlefield and for the most part of the war operated in the Atlantic. The German navy was considered a weaker opponent than the Japanese navy. Ranger took part in the operation Torch (landing in the North Africa) and attacks on the German targets in the Norwegian waters. She was the only pre-war American aircraft carrier which did not participated in the fight against Japan. In 1946 she was struck of charge and in January 1947 sold to the scrap yards.

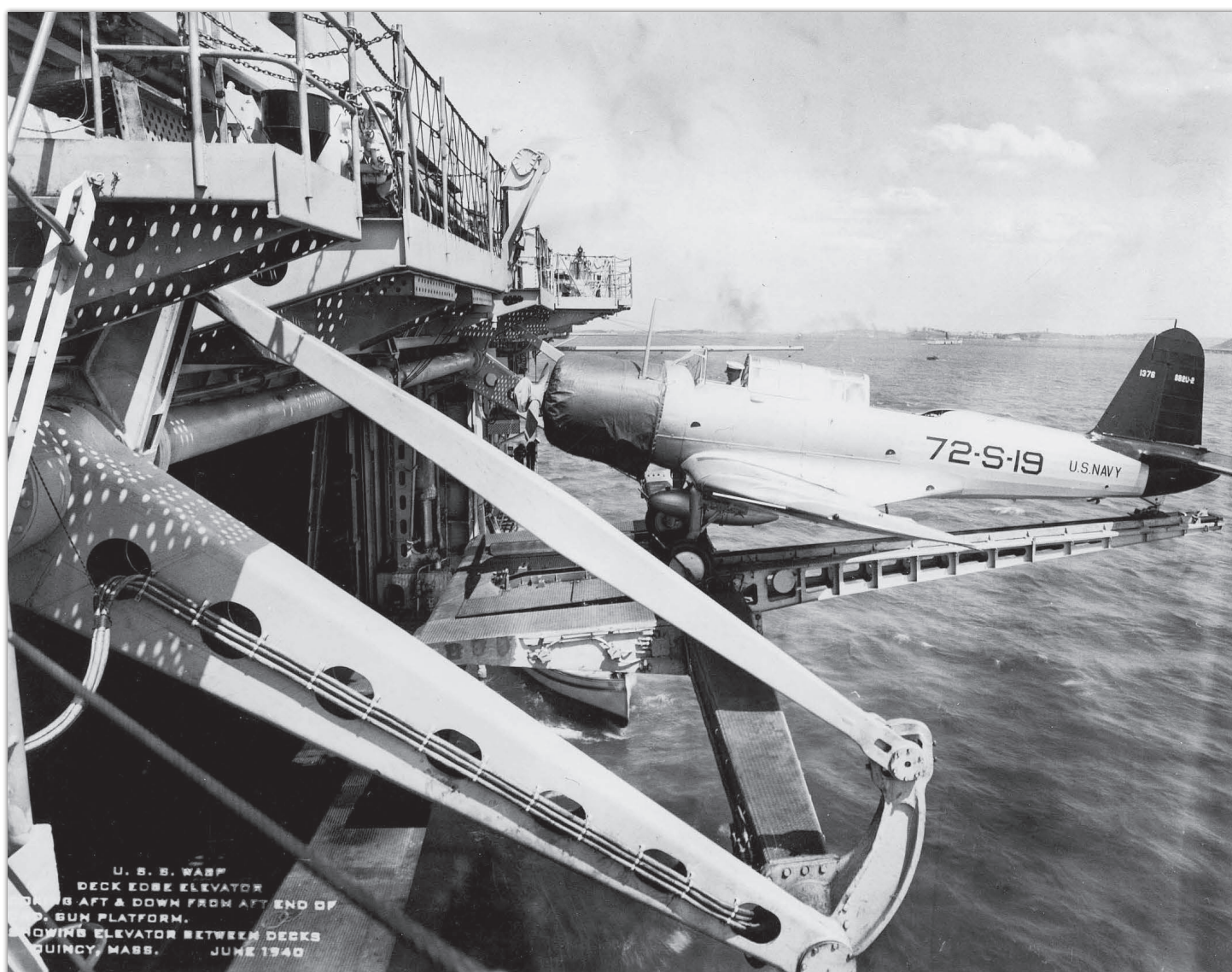
### Yorktown class

The Navy applied the experience from building and deploying the previous vessels into building the next Yorktown class. The war games analysis clearly showed the necessity of fast aircraft carriers equipped with the large aircraft group on board. In addition, good anti-torpedo protection of the hull was required. Therefore, USS Yorktown (CV-5), USS Enterprise (CV-6) and USS Hornet (CV-7) were all built based on these principles. The construction of the first two was launched in 1934, right after completion of Ranger. In addition, the USA managed to put USS Wasp (CV-7) on the building schedule between Enterprise and Hornet. After Langley was rebuilt to the seaplanes' carrier, the tonnage limit opened and based on the treaties in place at that time the USA could use it for building the aircraft carriers. It was not enough for the full-fledged Yorktown class and the result was kind of her down-scaled version. The weight was saved at the cost of the anti-torpedo protection which later proved costly for USS Wasp. Hornet's construction begun in September 25, 1939, after WWII broke out in Europe. She was launched

on December 14, 1940, and entered service on October 20, 1941. The ship was 251 meters long, her standard displacement was 20 000 tons and full displacement reached 26 000 tons. The powerplant, consisting of nine boilers and four steam turbines possessed 120 000 HP (89 000 kW). Thus, Hornet could reach the speed of 32.5 knots. The flight deck measured 248x26 meters. The hangar below measured 166x19 meters and was connected to the flight deck by three lifts. Hornet could carry 72 aircraft and the flight personnel accounted for 851 people. The ship's crew was comprised of 86 officers and 1280 sailors. Initially her armament was comprised of eight single barrel, 127 mm caliber cannons, four twin barrel 28 mm caliber cannons and 24 12.7 mm caliber machine guns. In January 1942, the machine guns were removed and gradually replaced by 32 single barrel 20 mm caliber cannons. Later a single four-barrel, 28 mm caliber cannon was added increasing the total number of weapons of this caliber to twenty.

### Into the action in the Pacific

All the ships of these class, together with

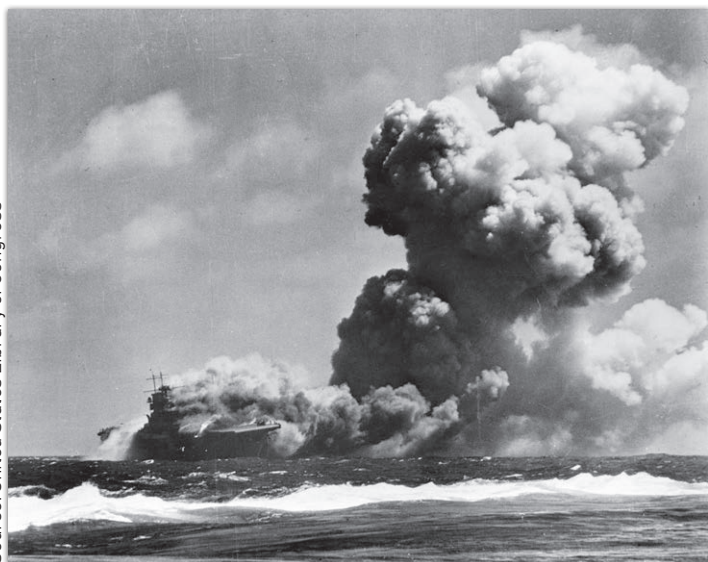


The USS Wasp was the first aircraft carrier with an elevator at the edge of the flight deck. The aircraft, in this case an SB2U-2 Vindicator from VS-72 in June 1940, was lifted in a semicircle by two arms on the sides of the elevator platform.

Source: U.S. Navy National Museum of Naval Aviation



Source: United States Library of Congress



USS Wasp burning shortly before sinking on Sept. 15, 1942



Source: United States Library of Congress

Lexington and Saratoga, bore the brunt of the fighting in the Pacific during the opening stages of the war. Wasp operated in the Atlantic where she, in the summer of 1941, transported the American P-40 fighters to Iceland and in April and May 1942 the British Spitfire fighters to Malta. Only in June 1942 she transferred to the Pacific. At the time of the Pearl Harbor attack, Hornet was going through training at Norfolk. In February 1942, during one of her training voyages, two twin-engine US Army AF B-25 Mitchell bombers were embarked. To the great surprise of the crew these two bombers took off while the ship was on the open sea. The sailors understood the actual reason of this experiment on April 2, 1942, when Hornet set sail from Alameda, California, with 16 B-25 bombers on the flight deck. Skipper Marc A. Mitscher informed the crew that they were going to bomb

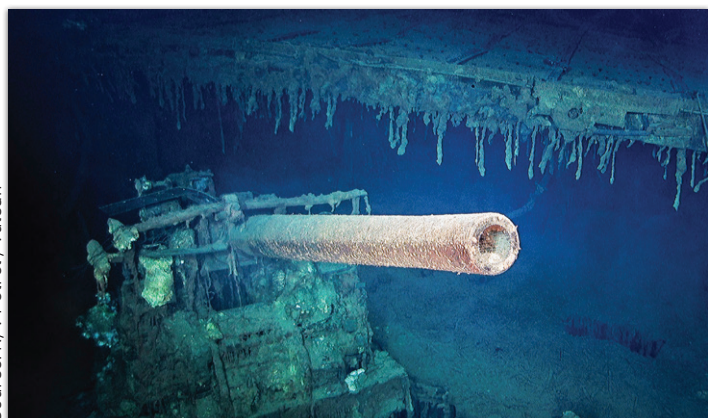
Japan. Hornet had her own aircraft stored under the deck and on this raid deep into the enemy waters was escorted by Enterprise. The plan was to take off 400 nautical miles (740 km) from Japan. On April 18, 1942, however, the American fleet was spotted by a Japanese patrol ship and 16 bombers led by Lt. Col. James H. Doolittle took off 600 nautical miles (1110 km) from Japan. It was the first Hornet's combat mission. On April 30, 1942, Hornet set sail from Pearl Harbor to participate in the Battle of Coral Sea, which was brewing and during which, on May 8, 1942, Lexington sank. Hornet could not make it on time, however, together with Enterprise and Yorktown was part of the task force that set up the trap for Japanese at Midway. On June 7, 1942, Yorktown was sunk but Japanese Navy, but the enemy lost four large aircraft carriers and their advance in the Pacific was stopped.

### Dangerous submarines

In the previous article we spoke about the Allied counterattack in the Solomon Islands and naval battles around Guadalcanal. The aircraft carriers took part in this campaign on both sides. The American carriers were Enterprise, Saratoga, Wasp and Hornet. The first three covered the Guadalcanal landing on August 7, 1942. At that time Hornet stayed in Pearl Harbor in reserve in case she was needed elsewhere. While supporting the landings Wasp lost one Dauntless and three Wildcats. One aviator was killed and another wounded. In exchange the aircraft from Wasp destroyed 15 flying boats and seven Rufe floatplane fighters on anchor and a Rufe and a Zero in the air. The Avengers and Dauntlesses attacked the ground targets with bombs.

In the evening of August 8, 1942, the American

Source: R/V Petrel / Vulcan

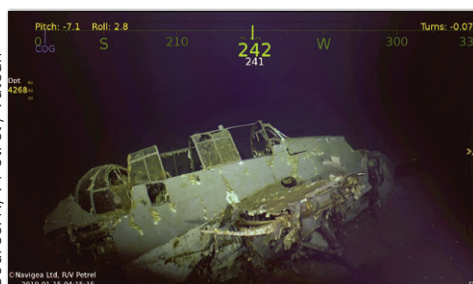


127 mm gun on the sunken USS Wasp

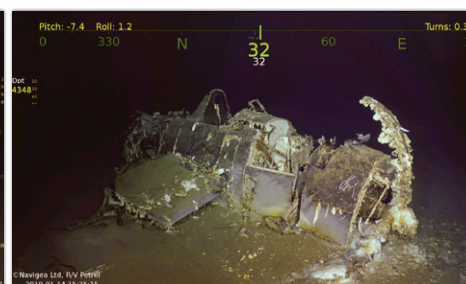


28 mm four-barrel gun aboard the USS Wasp

Source: R/V Petrel / Vulcan



Sunken Grumman Avenger aircraft near the wreck of the USS Wasp



Source: R/V Petrel / Vulcan

Source: R/V Petrel / Vulcan



Source: Naval History &amp; Heritage Command



A damaged Val dive bomber rushes at the USS Hornet on October 26, 1942. The torpedo bomber Kate takes off after launching a torpedo.

Source: Naval History &amp; Heritage Command



A Japanese Val bomber shot down directly over the bridge of the USS Enterprise on August 24, 1942.

aircraft carriers withdrew to refuel. Between August 15 and 20, 1942, Enterprise and Saratoga returned to cover the aircraft delivery to Henderson airfield on Guadalcanal. Simultaneously the Japanese navy tried to transport the reinforcements to the island. Several task forces set sail with the mission not to only cover the transportation ships but also counterattack and destroy the American ships around the island. The large aircraft carriers Shōkaku, Zuikaku and light carrier Ryūjō were assigned to this mission. On August 24 and 25, 1942 the encounter at the eastern Solomon Island took place which came down in the history as the third aircraft carriers' battle ever. Similar to the Battle of Corral Sea the Americans first discovered the light aircraft carrier. Ryūjō was sailing ahead of the main force with the task of attacking the Henderson airfield. Saratoga launched 38 aircraft against her and scored several bomb hits and possibly a torpedo one. The seriously damaged ship sank during the night. The main Japanese force in the meantime attacked the American carriers. They focused on Enterprise which was hit by three bombs dropped by Val dive bombers. However, thanks

to the rescue teams in an hour the fires were put out and the flight operations resumed. The American aviators managed to locate Shōkaku and Zuikaku and ultimately the enemy fleet retreated from the area.

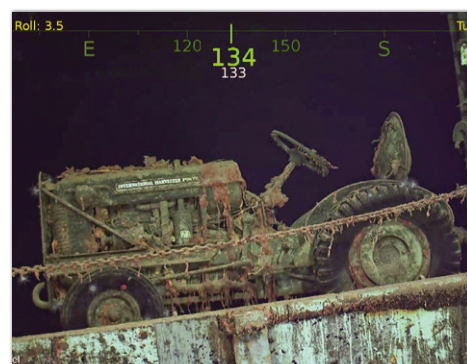
Wasp rushed to help Enterprise and Saratoga. Her airplanes shot down two Jake floatplanes and one flying boat, but they failed to locate the Japanese aircraft carriers. The disaster struck in the coming days. First, on August 31, 1942, Saratoga was hit by a torpedo and had to withdraw for repairs. She was hit by I-26 submarine which later sank the cruiser USS Juneau about which we spoke in the previous article. On September 15, 1942, ever bigger loss occurred. I-19 submarine launched six torpedoes against the American group of ships. One hit the battleship USS North Carolina, and another hit the destroyer USS O'Brien, which sank later. Three torpedoes struck Wasp and caused large fires and a series of explosions below the deck. When it became clear that the fires could not be put out the ship evacuation commenced. In the end 193 crew members and 45 aircraft went down to the bottom of the ocean.



Wildcat of the Hornet on the seabed



127 mm gun aboard the USS Hornet



The International Harvester tractor for towing aircraft remained aboard the USS Hornet after her sinking.



28 mm four-barrel cannon on the wreck of the Hornet





*Japanese heavy cruiser Chikuma during an attack by U.S. aircraft on October 26, 1942*

### The last battle before 1944

During October 25 through 27, 1942, the Japanese and American aircraft carriers clashed again in the Battle of Santa Cruz. Shōkaku and Zuikaku, as well as two light carriers Zuihō and Junyō faced Enterprise and Hornet. In the morning of October 26, 1942, while searching for the enemy fleet two reconnaissance Dauntlesses from Enterprise found Zuihō and hit her with two bombs which seriously damaged the Japanese ship and eliminated her from the further fighting. The aircraft from both task forces clashed on the way to attack each other's ships and a series of dogfights took place. The American aircraft attacked in smaller groups. Ten Dauntlesses from Hornet carpeted Shōkaku with bombs and hit her at least three times (rather optimistic estimate was six times). At Midway such a punishment would have meant ship's demise, however, she escaped this time. The bombs destroyed her flight deck and hangar below it, but there were no fully fueled and armed aircraft as at Midway. Thus, the ship avoided the large fires.

Another nice Dauntlesses from Hornet hit the heavy cruiser Chikuma with two bombs. Three Dauntlesses from Enterprise added another hit, and nine Avengers scored a torpedo hit. The seriously damaged cruiser had to withdraw from the battle. The Japanese, for a change, attacked in large formations. The Enterprise task force was covered by rain showers so the whole strength of the first wave of attack concentrated on Hornet. She was hit by three bombs, two torpedoes and in addition two damaged Japanese bombers dived into her on purpose. Hornet stopped without power, but the fires were put out with the help of escorting destroyers and the

cruiser Northampton attempted to tow the ship. Convinced that Hornet was already sinking the Japanese concentrated their second attack wave on Enterprise. She was hit by two bombs and retreated with her escorts. Finally, Hornet started to be towed and the crew feverishly worked to reinstate her own power. And then the third wave of attacks arrived. The ship was hit by another torpedo and two bombs. The Japanese surface vessels were approaching so the decision was made to sink the ship. It was not that easy, however. While the rest of the American ships retreated, the destroyers USS Mustin and USS Anderson fired several torpedoes and more than 400 127 mm caliber shells into her hull. Not even that was enough. Both destroyers had to retreat as well while Hornet was still afloat and, in an hour and half, the main Japanese force arrived at the burning wreck. The possibility to capture an American aircraft carrier was tempting but then the Japanese realized it was too late. On October 27, 1942, at 01:35 the ship went to the bottom. It happened exactly a year and seven days since she entered service. 140 dead sailors and 21 aircraft went down with the ship.

Enterprise remained the only American combat capable aircraft carrier in the whole Pacific Ocean. Her crew even painted Enterprise vs. Japan on her deck. After the temporary repairs she fought in the area around Solomon Islands until the spring 1943. During the fighting for Guadalcanal her aircraft were involved in sinking of 16 Japanese ships. The Japanese navy had more carriers at their disposal, however, many of them were also damaged. Worse yet, there was a shortage of well-trained pilots. Most of them were lost in the fighting in eastern Solomon Islands and Santa Cruz Islands.

Therefore, the Japanese did not rush into action neither and the next aircraft carriers clash in the Pacific took place as late as in the summer of 1944.

The wrecks were found at almost the same time. Paul Allen was searching for USS Wasp wreck since 2017. The search continued after his sudden death on October 15, 2018. In 2019 R/V Petrel research ship sailed several times and her crew first announced that in January 2019 they discovered the USS Hornet wreck. It was preceded by extensive research in the archives where the reports from nine ships, which witnessed Hornet demise, were found. This information was plotted on the map and a grid created which made it possible to deduce the aircraft carrier position. R/V Petrel launched an autonomous underwater robot and a remotely controlled device equipped with a camera. Both devices can submerge up to 6000 meters. The Hornet's wreck was discovered at the first attempt. It lies upright at a depth of 5330 meters. Only a part of the stern had broken off and lies nearby. The pictures were taken of the International Harvester tractor which was used to tow the aircraft. It survived not only the ship's fire and the trip to the sea bottom but after 80 years under the water looked in a good condition.

Only after a month later the R/V Petrel crew announced that during the voyage in January 2019 they also discovered the USS Wasp wreck. She lies in the depth of 4345 meters. The search for her was more complicated since the precise location was not known. The underwater robot moved along the programmed six-mile route and was emitting a low frequency sonar signal from both sides. In one run the robot was able to cover an area of 40 nautical miles. After the robot was retrieved, the obtained data were analyzed, and the crew returned to the promising locations with another device equipped with the camera. Wasp too lies upright on the sea bottom but in the very muddy area. The hull was buried up to the water line therefore the torpedo hit could not be determined. There are several Avenger bombers to be found around the ship. They slipped from the deck while the ship was sinking.

### Source:

Hubáček, M.: *Vítězství v Pacifiku*. Praha 2003

Hrbek, I./Hrbek, J.: *Námořní válka vrcholí*; Praha 1995

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[history.navy.mil](https://history.navy.mil)



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# One shade of Gray

Text: Richard Plos

Illustration: Piotr Forkasiewicz



It's August 28, 1992. I'm standing next to one of the five Mi-24Vs of our Pilsen display box as we are preparing to our choppers' startup procedure prior to the general rehearsal of our performance for tomorrow's Airshow in České Budějovice. The first APU sounds, but as I am in the fifth solo chopper there is still some time for us to follow. With my foot on the footrest under the cockpit, gripping the edge of it, I can't resist to watch the dynamic performance of a MiG-21MF. It roars through the air on full throttle with the afterburner and starts a spectacular steep bank roll through the reverse position. The seconds which follow are like a slow-motion movie. In the reverse position, the aircraft pitches the nose sharply and descends rapidly. The pilot tries to get the aircraft back to normal position but having not enough speed it is now flat-falling rather than flying. The MiG disappears behind the edge of the distant forest and suddenly the big explosion cloud rises and its sound hits us a split second later ... It's clear there would be no point to start our engines. The crash was disastrous as Lt. Col. Jiří Moutvička was killed. He was a member of the Delta team, the group of three pilots and aircraft which was performing MiG-21MF displays. He died in the cockpit of aircraft number 7709, the camouflaged one and also the only standard MiG-21MF of the team. The other two aircraft were examples of the last 20-aircraft delivery of this type to Czechoslovakia. As they were delivered in a light grey color, the nickname "Greyish" was logical. They all were produced by Plant No. 21 in Gorky (now Nizhny Novgorod), which by that time was already producing a more advanced version MiG-21bis. Czechoslovakia decided not to introduce the latter, as it had already its fighter regiments on full strength with MiG-21MFs. These were all produced by Znamaya Truda Plant No. 30 in Moscow. However, at the time of the order for the last MiG-21MFs the latter

was already producing MiG-23s. And, as the Gorky plant no longer produced the MFs either, the MiG-21bis being the standard product there, they manufactured the "Grayishs" as side products for last-call MiG-21MF orders by several countries.

The "Grayishs" actually represented a kind of intermediate type, as they carried several features of the MiG-21bis version. For example, they differed from the standard MFs by a different "periscope" (rear-view mirror), a different cockpit layout, in which a modernized KM-1M ejection seat was installed, a slightly different gun cover, and a different location of the cartridge belt covers. In addition, oval panels were missing on the upper side of the wing. This change was related to a different technological procedure for sealing the wing integral tanks. The Moscow plant first assembled the wing and then injected the liquid seal into the tank through the hole under the panels. However, at Gorky they applied the seals during the assembly of the wing and so they did not need the hole under the oval panels.

The Delta team was founded in the spring of 1992 by Lt. Col. František Hlavnička (who died in a car accident on August 13, 2019). This excellent pilot and later inspector of piloting techniques at the Air Force Headquarters (already as a Full Colonel) had been demonstrating the MiG-21s since 1988, and it was his idea to spray paint the wing and fuselage of one camouflaged aircraft (7709) and two "Grayishs" (2410 and 2205) with winged arrows in the colors of the Czechoslovak tricolor. In addition, the Delta team emblem was painted on the vertical stabilizer and the number 9 on the rudder represented the 9 Fighter-Bomber Regiment based in Bechyně. Together with František Hlavnička, who even at the end of his flying career considered himself a "young pilot" (in the sense that he still had a lot to learn), the members

of Delta team were Lt Col. Jiří Moutvička and Lt. Col. František Bittner.

The disaster in which Jiří Moutvička died was the first nail in the coffin of the Delta team. The next was the disbanding of the 9 Fighter-Bomber Regiment and the overhaul of the no. 2205 aircraft in November 1992. Subsequently it served with the 82 Independent Fighter Squadron in Mošnov and then in Čáslav, there already in the MFN version. Aircraft No. 2410 also served briefly in Mošnov, but it did not see overhaul nor upgrade to the MFN version and was handed over to the museum in Kbely, where it is still located today.

As part of the repairs carried out at the beginning of the 1980s in the Aviation Repair Shop Kbely, the "Grayishs" were repainted with a similar shade of a gray paint, the exception being aircraft No. 4175, which for unknown reasons was painted in a slightly blue-gray shade. However, some of the standard MiG-21MFs also received gray paint as a part of repairs, so not every MiG-21MF in a gray color is a "Grayish". This nickname belongs only to the aircraft with fuselage numbers 2205, 2410, 2500, 3008, 4003, 4008, 4017, 4038, 4101, 4127, 4175, 4405, 4421, 5494, 5508, 5512, 5581, 5603, 5612 and 9307. The 2205, 2500, 3008, 4003, 4017, 4127, 4175, 4405, 5581 and 5603 were converted to the MFN version. Aircraft 3008 and 4127 were destroyed in the crash on October 10, 2000, while No. 5494 was also lost in a previous crash (1980).

One of the two "Grayishs" with striking Delta team graphics is depicted on Piotr Forkasiewicz's boxart for the kit Cat. No. 7469 in a low pass over the base. It may just be leaving for an airshow, and the pilot is determined to show what this aircraft can do despite its age...



# The Star of Africa

Text: Jan Bobek

Illustration: Marek Ryś



Hans-Joachim "Jochen" Marseille was born in 1919 in Berlin and was a descendant of Huguenot immigrants. He came from a difficult family background and had strong ties to his younger sister Ingeborg, who was murdered in 1941, and "Jochen" was reportedly unable to cope with her death. With 158 victories, he became the most successful German fighter pilot fighting against the Western Allies. In 1938, he joined the Luftwaffe and one of his instructors was Julius Arigi, one of the most successful Austro-Hungarian fighters of the First World War.

On August 10, 1940 Marseille was assigned to 1.(Jagd)/LG 2, which at that time fought in the Battle of Britain. He flew as wingman (Kaczmarek) of StFw. Helmut Goedert and achieved his first victory on 24 August. He gradually added six more enemy kills to his tally with this unit, but his Staffelkapitän, Oblt. Adolf Buhl had difficulty with him. A report he prepared on the young airman on 6 September, after four weeks with the unit, shows that the undisciplined Marseille had been reprimanded, given three days of light imprisonment and five days of detention. According to Buhl, however, Marseille flew with wisdom and courage. He was honest and friendly with his colleagues and was above average intelligence. In difficult situations he handled himself with poise and aggressiveness, and after four weeks he was awarded the Iron Cross 2nd and 1st Class. The Gruppenkommandeur Herbert Ihlefeld also gave him

a positive assessment in December 1940. In December, Marseille was transferred to 4./JG 52 under the command of Johannes Steinhoff. Among "Jochen's" colleagues in this Staffel was Gerhard Barkhorn. But "Jochen" did not stay there long either, apparently the reason again being disciplinary problems. Steinhoff later commented: "Marseille was constantly undisciplined, but he was an excellent flier. Something was wrong in his family. He never wanted to see his father again."

In February 1941 he was transferred to 3./JG 27. He had a brief deployment in the Balkans with his new Staffel, but by April he had already scored his first victory in Africa. When Marseille told his new Staffelkapitän, who was Hans-Arnold Stahlschmidt, about the difficulties he had had with his previous units, his new superior asked him, "And you want to become a big eagle here?" Marseille answered quite frankly, "The biggest!" By the end of 1941 he had 36 victories to his credit. He often scored several kills in one day. After achieving his 50th aerial victory on 21st February 1942, he was awarded the Knight's Cross. He received the Oak Leaf Cluster in early June after achieving his 75th victory, and in the same month he also received the Swords for his 101st aerial victory. In June 1942 he was appointed commander of 3./JG 27. In early September 1942, after achieving 126 victories, he received the Diamonds to the Knight's Cross. Between 31st August 1942 and September 26, he achieved 57 victories,

17 of these were achieved in a single day, on 1st September. In September 1942, he was promoted to the rank of Hauptmann. Marseille had versatile skills in both piloting and gunnery. He did not hesitate to maneuver in enemy formation at low speed and to perform deflection shooting. He also tried to rescue downed enemy airmen in the desert and dropped news of their fate on the other side of the front. Marseille was killed on 30th September 1942 at Sidi Abd el Rahman while jumping from his machine with damaged engine. News of his death was carried even by the Allied press. A small pyramid was erected at the site of the tragic end. He was nicknamed the "Star of Africa" and Adolf Galland called him "the unrivalled virtuoso among fighter pilots". Marseille was known for his bohemian life, his relationships with famous female artists. He ran a bar in the desert outposts called "The Blue Cave" and his favorite song was "Rumba Azul". In 1957, a German-Spanish feature film "Der Stern von Afrika" was made about him. The question remains, of course, how successful a fighter Marseille actually was. Researchers Dan Case and Nick Hector conclude that 135 kills can be documented out of the Marseille's total of 158 officially certified and five unconfirmed victories. Marseille thus has an 82.8 % accuracy rate for his claimed victories.



# The last victim

Text: Richard Plos

Illustration: Adam Tooby



The September morning of April 20, 1918, is still shrouded in a foggy haze when the cough of an engine, revved up for the morning engine warm-up, cuts through the silence. Another hectic day of the German spring offensive starts at Cappy airfield for the JG I and its commanding officer Manfred von Richthofen. At Val Heureux airfield, just some 30 miles to the northwest, members of No. 3 Squadron RAF, led by twenty-four-year-old Major Richard Raymond-Barker, are carrying out similar procedures. In the evening, these units will fight an air battle and Manfred von Richthofen will achieve his last two victories. One of his victims will be the commander of the British unit...

Camels of No. 3 Sqn took off from Val Heureux under the lead of Capt. Douglas Bell, C Flight leader, although Raymond-Barker was also on patrol. When the formation was less than three miles behind the front line, it was spotted by pilots from Jasta 11. The fight began with a frontal attack by both formations and at 18:40, just seconds after the rivals engaged each other, the main fuel tank of Raymond-Barker's Camel exploded after a direct hit. The one who fired the bullet was none other than the Red Baron. Three minutes later, von Richthofen was attacking another opponent. It was Camel number B7393. And here we start with our story...

Lieutenant David Lewis notices his commander's plane explodes, but doesn't have time to watch his fate. He attacks one of the enemies, but suddenly splinters fly off of one of his Camel's struts. He kicks the pedals, full throttle and

sends his aircraft into a steep-bank turn. He finds himself facing the red Dreidecker that fired at him. He tries to escape with even more violent maneuvering, and at one point manages to get the red machine in his gunsight. He knows all too well who he's dealing with, and after some of his bullets hit the fuselage of the opponent's aircraft, he wonders how great it would be if he, a rookie who's only been at the front for three weeks, was the one to shoot down the famous ace. But the fortunes are to change. The enemy is an all-too-experienced pilot. He escapes and within seconds the hunter is the prey. One of Red Baron's bullets shatters the compass, another miraculously misses David's head, hits his aviation goggles and knocks them off. Just as miraculously, another bullet gets through his pant leg, but only grazes the pilot himself. Then a few bullets hit the fuel tank. Even so, it's a stroke of luck anyway, as only a small reserve tank is hit. Instead of a devastating explosion, it "only" catches fire and Lewis immediately dives his Camel. He plummets to the ground as flames consume the fuselage's canvas covering. It's a race against time to get to the ground before the fire destroys the controls! A hard emergency "landing" at around 60 mph rips the poor Camel apart and the impact throws David out of the cockpit. He briefly loses consciousness and when he regains it, he lies motionless for a moment. Perhaps he's reluctant to believe he's alive. He gets up and is astonished to find that, apart from minor burns, he is unharmed. A miracle! Less than 50 yards away, the wreckage of the Raymond-Barker's Camel is

burning. David runs towards it, but the heat of the flames won't let him near the wreckage. The body of his CO is not inside and will never be found ... Then a red Dr.I flies over the grim scene and waves. Is Manfred von Richthofen honoring his victims, or is he trying to attract the attention of the nearby German soldiers for future verification of his victories? We don't know. He himself cannot know that the man on the ground was his last victim, nor would he ever know that he was a barely twenty-year-old David Greswolde "Tommy" Lewis from Southern Rhodesia. A native of Bulawayo who, as soon as his age allowed, made his way to the UK and joined the ranks of the RFC. He graduated from pilot school in April 1917, was promoted to officer rank in June and served with No. 78 (HD) Squadron before being transferred to No. 3 Squadron at the end of March 1918. After being shot down over enemy territory, he spent the rest of the war in a prisoner of war camp at Graudenz (now Grudziądz, Poland) and then returned to Southern Rhodesia. He farmed and also worked in government administration and died on August 10, 1978, outliving his conqueror, who died the day after their duel, by more than sixty years...

Adam Tooby's boxart captures the moment after Lewis's Camel was hit. The young pilot turns his burning machine into a steep dive as the Red Baron watches his victim. The Dr. I of Werner Steinhäuser, who also took part in the battle on April 20, can be seen in the background hunting another Camel. His Dreidecker is also part of the markings offered in the box.



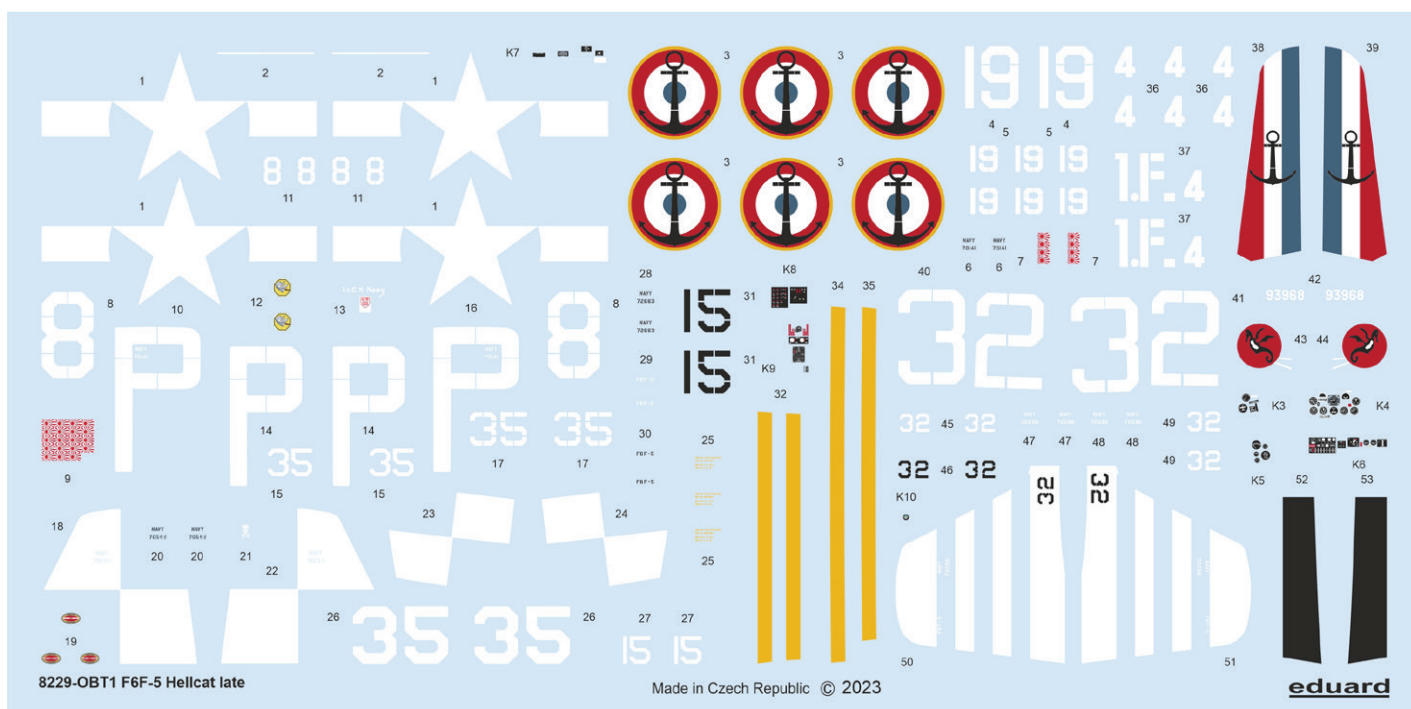
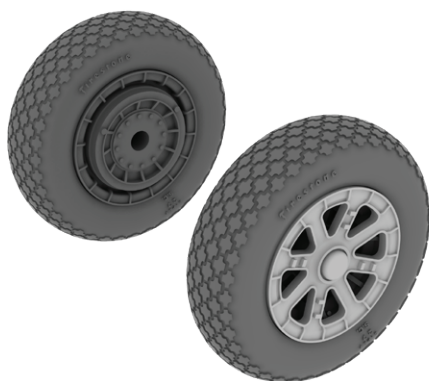
# F6F-5 Hellcat late

# 1/48

#8229

Weekend edition kit of US naval fighter aircraft F6F-5 Hellcat in 1/48 scale. This version of the legendary naval fighter was without a window in the fuselage behind the cockpit

- plastic parts: Eduard
- marking options: 6
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels

[Product page](#)




## Lt. Eugene A. Valencia, VF-9, USS Lexington, February 1945

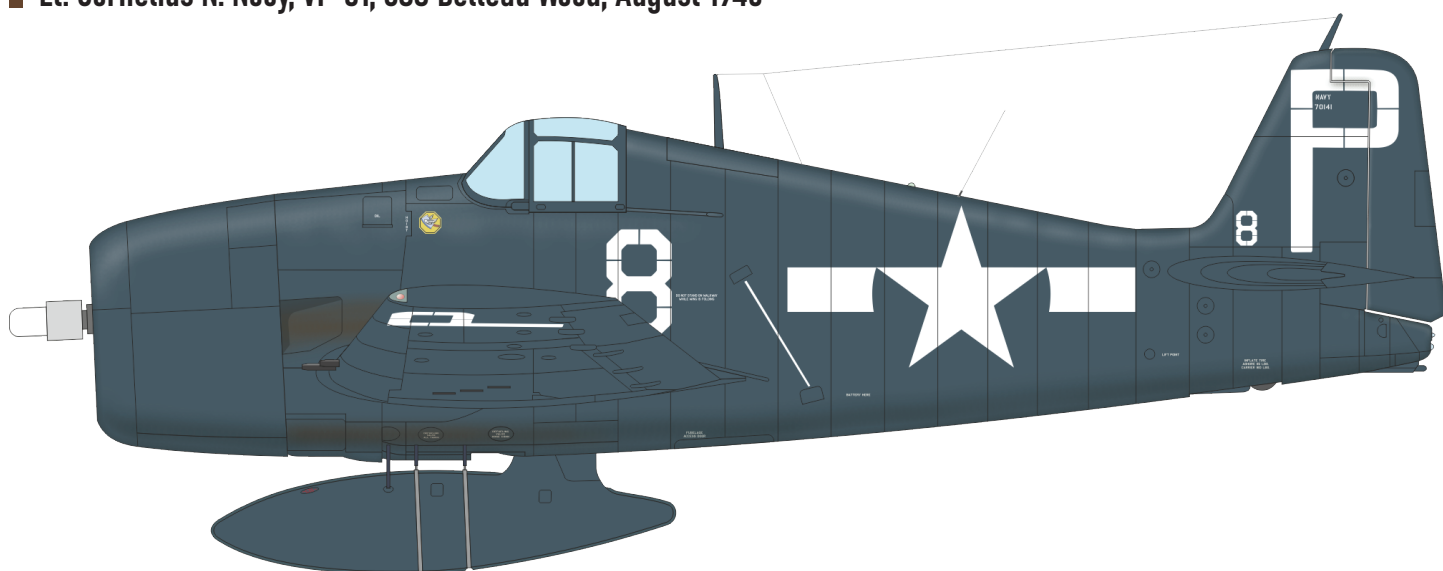


One of the highest scoring naval fighter aces, Eugene Anthony Valencia, made himself famous as leader of the "Valencia Circus", which was the name given to his division because of their ability to shoot down enemies and also thanks to their rather flamboyant demeanor. He was born on April 13, 1921, in San Francisco and joined the US Navy in 1941. He was designated a Naval Aviator on February 9, 1942, and after a stint as an instructor, he reported to VF-9 on board of USS Essex a year later. When November 11 came, the

day of the massive, combined strike on Rabaul, Valencia achieved three full victories plus one shared. After one victory at the end of January 1944, he became ace with three Zeros shot down on February 17. When back from his first combat tour, he worked with selected pilots on the tactics "Mowing Machine", the idea he got during fights over Truk archipelago. In this tactic a pilot could constantly be on the attack while his mates would be providing cover for him. The VF-9 returned to Pacific in January 1945 and soon after Valencia's

division started to reap the benefits of their training. Valencia increased his score steadily from February 16, 1945, when he added his eighth full victory near the Imba lake. At the end of the tour, his score counted 23 confirmed enemies shot down, two probably and two damaged, making him the third best US naval ace of WWII. He passed away in 1972.

## Lt. Cornelius N. Nooy, VF-31, USS Belleau Wood, August 1945



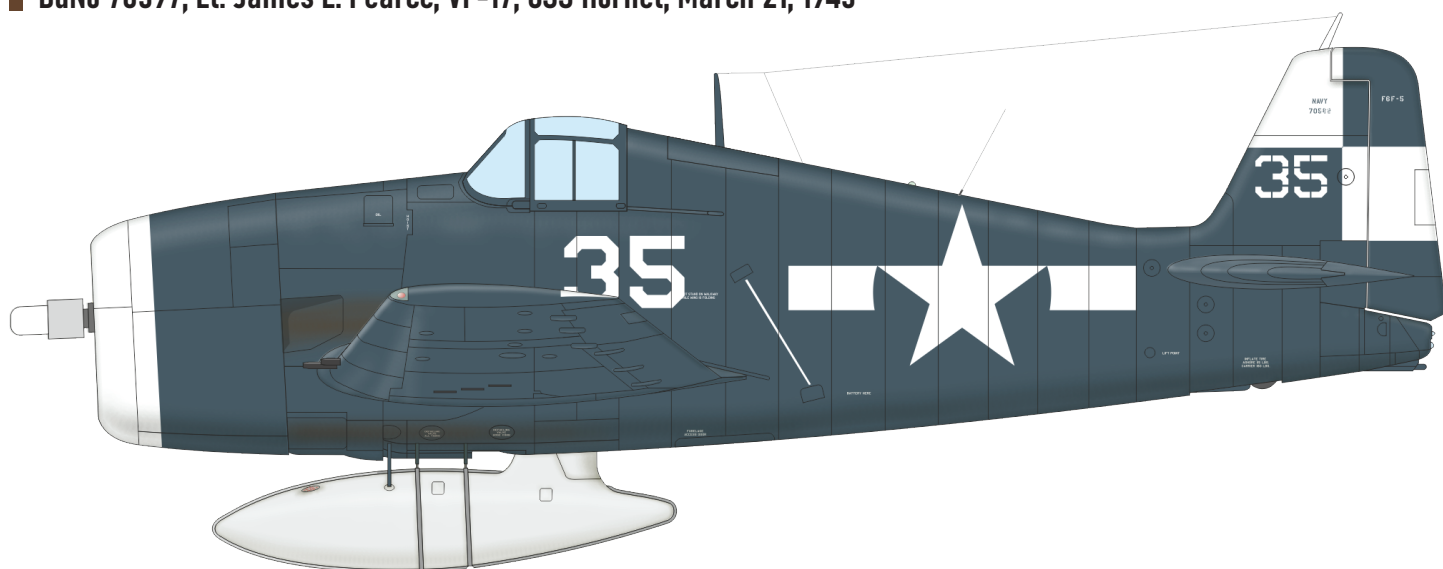
Cornelius Nicholas Nooy was born on April 15, 1921, in Smithtown and became probably the deadliest ornamental gardener in the world, as he graduated with a bachelor's degree in Ornamental Horticulture from the New York State Institute of Agriculture in 1941 and also became one of the most successful Naval fighters. He enlisted in the US Navy on March 18, 1942, and started his flight training on August 1, 1942. Four and a half months later he was designated a Naval Aviator and became member of VF-31. There he

did not waste time and achieved his first aerial victory on January 29, when he shot down one Zero while another was classified as probable. In the end he had 19 victories to his credit, ranking him the fifth most successful US naval fighter of WWII (rank shared with Alexander Vraciu and Patrick Fleming) and the most successful fighter operating from light aircraft carriers. The Hellcat depicted here sports symbols of all of his victories under the windshield and also his name and the emblem of the VF-31. Between them, there was

probably the emblem of NYSIA. This aircraft served several pilots to take commemorative photos at the end of the tour and so all the logos and names were temporary. As the unit's symbol was usually placed in front of the windshield, we presume it was also the case of this aircraft. Nooy left active duty on December 28, 1945, and served in the Naval Reserve, where he was promoted to Lt Cdr on February 1, 1952. He died of cancer just a month before his 37th birthday.



## ■ BuNo 70597, Lt. James L. Pearce, VF-17, USS Hornet, March 21, 1945

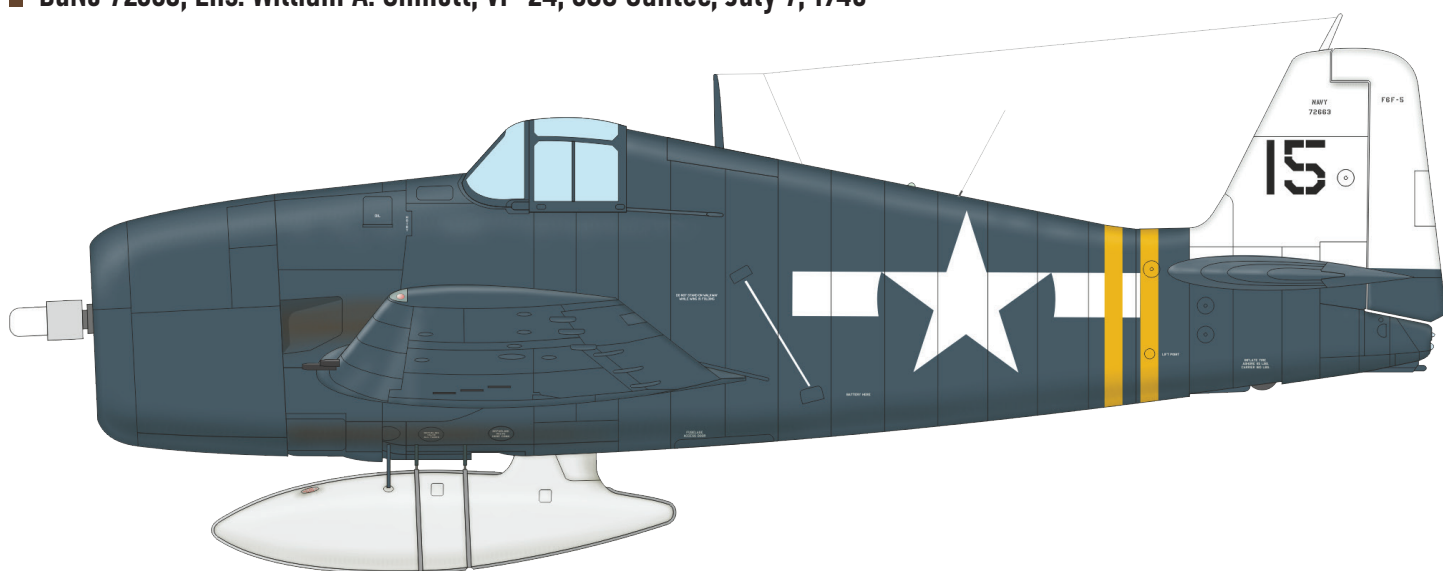


James Lano Pearce became not only a Naval fighter but also a remarkable aviation personality. He enlisted with the Navy on July 3, 1941. After getting his "wings" and promotion to the rank of Ensign he served with VS-52 flying scout planes from Bora Bora, Society Islands, from December 1942 to July 1943. Following he was transferred to VF-18 and he probably shot down a Zeke on November 11 in vicinity of Rabaul and shared 0,25 of the victory over a Betty on December 25, 1943. A damaged Betty bomber on January 1944 was his last achievement with VF-18 prior to his

return to west coast, where he helped to reform VF-17 from March 1944. He returned to combat aboard USS Hornet (CV-12). He shared one Myrt shot down on March 18, 1945 and his best day came on March 21, when he sent down two Betty bombers and finally recorded 5,25 victories plus 15 aircraft destroyed on the ground. After the war he was stationed at the Flight Test Division at NAS Patuxent River until his departure from the Navy on August 27, 1948. He then continued his career of test pilot with Grumman, but just after six months he changed employer and for

the next 15 years helped with the development of the North American Aviation aircraft. During this service he lost his left leg below knee in 1953 but kept flying. Another change came at the early stage of the Apollo space program. Jim Pearce was placed in charge of test and check out of the Apollo Command and Service Modules for the Lunar program and remained at the Kennedy Space Center until 1967, when he decided to start his own business, which he run until February 9, 2011, when he died.

## ■ BuNo 72663, Ens. William A. Sinnott, VF-24, USS Santee, July 7, 1945



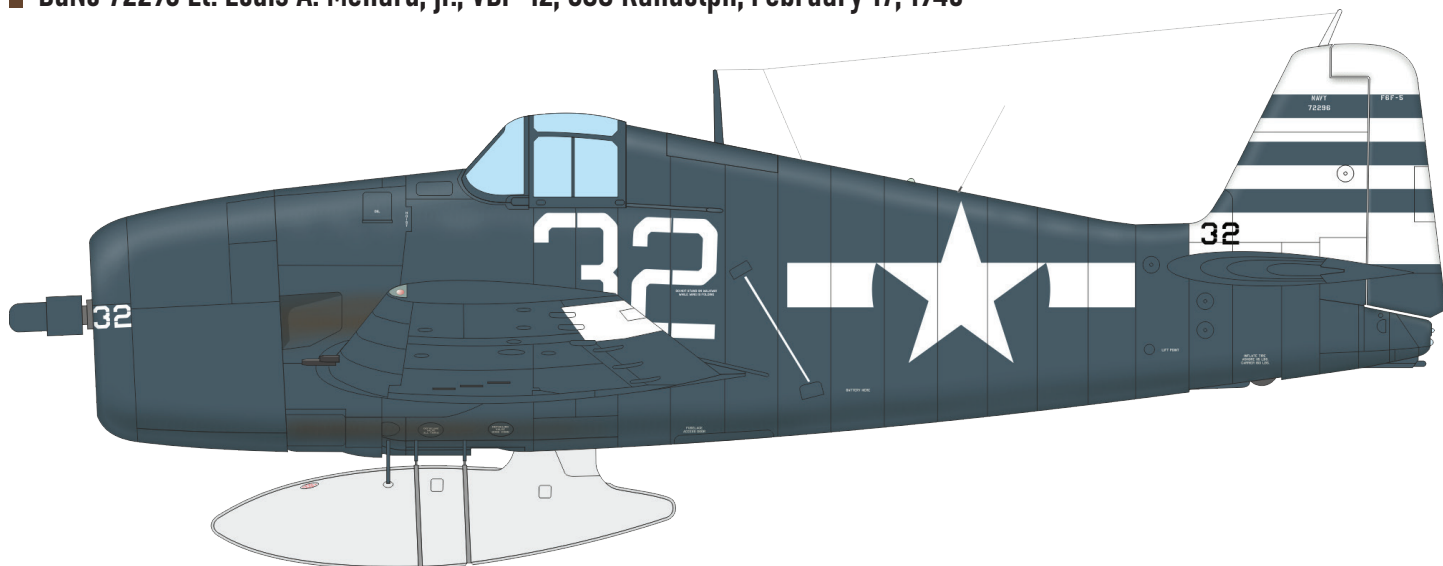
July 7, 1945, was not a lucky day for the escort carrier USS Santee units VF-24 and VT-24. During the landing procedure the arresting hook of the Hellcat flown by Ens William A. Sinnott broke, the aircraft cleared all the barriers and ran into parked planes, causing a fire. Four Hellcats and two Avengers were jettisoned, six torpedo bombers were damaged and one of the pilots of the parked aircraft was killed. VF-24 was on its second tour from March 27 to July 19. During this spell the pilots were mostly tasked with ground attack missions, as they were supporting the Allied

landings on Okinawa from April 1 and helping British carrier forces to deny Japanese units to use the airfields on the Sakishima islands. On June 16, USS Santee launched a fighter bomber mission against targets on Kyūshū, Japanese mainland. On June 19 the ship arrived at Leyte Gulf and undergo minor repairs. She was in action again from July 1 and at the time of the Sinnott's crash was covering minesweeping operations west of Okinawa. During the whole second tour the pilots of VF-24 achieved just three aerial victories, which was down to the

nature of their tasks. Two months and two weeks after the crash on the deck of USS Santee, the VF-24 was disbanded on September 20, 1945. As a part of the Carrier Division 22, their Hellcats sported white tails and white rectangles on the leading edge of the starboard wing's upper side). The aircraft of USS Santee were distinguished by two yellow stripes on the rear fuselage and on the wing, accompanying the white rectangle. Aircraft from USS Chennango sported one yellow stripe, USS Suwanee two white stripes and USS Sangamon one white stripe.



## BuNo 72296 Lt. Louis A. Menard, jr., VBF-12, USS Randolph, February 17, 1945

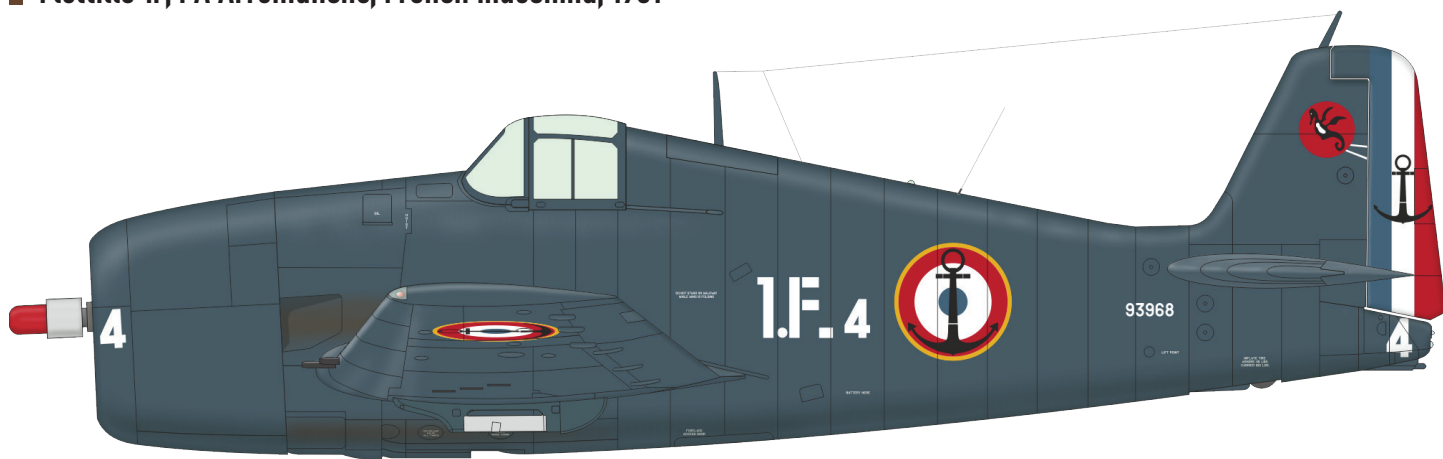


Louis Arthur Menard, called Lou, joined the Navy on July 21, 1941. He was designated a Naval Aviator on January 31, 1942 and promoted to the rank of Ensign. His first combat deployment took him to North Africa on board of USS Ranger as a member of VF-9. There he achieved one confirmed and one probable kill flying F4F-4 on November 9. A year later, on November 11, he added two Zekes to his tally still as a member of VF-9, but aboard USS Essex. After shooting down a Kate on January 29, 1944, he made himself an ace as he shot down two Kates and two Petes on February 17. Promoted to

the rank of Lieutenant on April 1, 1944, he was attached to the VF-12 and, on January 2, 1945, moved to its sibling squadron VBF-12. February 16 was the day of his last victory. He shot down one Judy, but the next day he had to bail out over the ocean and strong wind dragged him through the water. The crew of the destroyer Taussig finally saved him. This ended his tour and he returned to the USA. He stayed in active duty until 1968, when he retired in the rank of Commander. He was XO of VF-33 from June 1953 and CO of VF-102 from September 1954. Regarding the Navy loss list,

Menard flew Hellcat BuNo 72296 and a painting accompanying the interview with him portrays the aircraft with tactical number 32. We thus assume it was the one Lou had to bail out from. Another source states the aircraft was BuNo 72635 and to make the things even more complicated, there were two Hellcats with number 32 on board of USS Randolph. Which of them was this No. 32 Hellcat of VBF-12 is not clear. The decals offer both BuNo. options.

## Flottille 1F, PA Arromanche, French Indochina, 1951



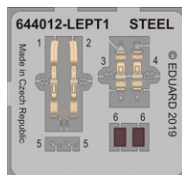
The French Navy bought 124 F6F-5s and fifteen F6F-5Ns between 1950 and 1953. The plane equipped several combat units, including famous wartime I/6 Corse and II/6 Normandie-Niemen squadrons. The Naval 1F Flotille was another unit to convert to Hellcats and one of those fighting in Indochina, where France tried to reinstate

its pre-war colony but faced the communists opposition led by Ho Chi Minh. The unit was transformed into 11F on June 20, 1953, while back in France, and sent back to French Indochina immediately. The Hellcats were also used by 54S, 57S and 59S training squadrons. French scrapped their Hellcats in 1960 and replaced them with the

F8F Bearcat. Their Hellcats were painted in Gloss Sea Blue and had a modified French roundel with an anchor. The aircraft sported the famous symbol of the Seahorse on the vertical stabilizer. The appearance of the seahorse varied from aircraft to aircraft.



## Recommended: for F6F-5 Hellcat late 1/48



# 644012

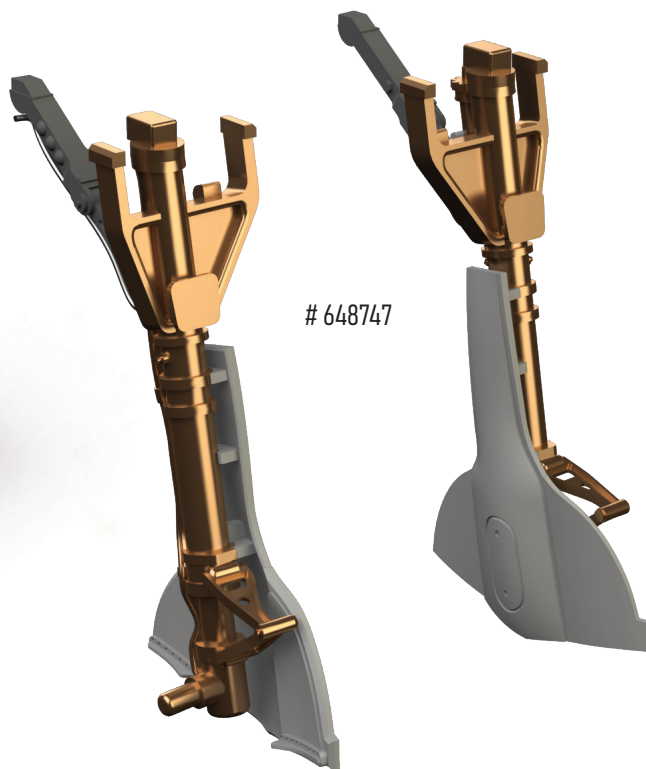


- |          |                                         |
|----------|-----------------------------------------|
| 48585    | F6F undercarriage (PE-Set)              |
| 48588    | F6F gun bay (PE-Set)                    |
| 491347   | F6F-5 (PE-Set)                          |
| FE1065   | F6F-5 seatbelts STEEL (PE-Set)          |
| 644012   | F6F-5 LööK (Brassin)                    |
| 648061   | HVAR rockets (Brassin)                  |
| 648086   | US 250lb bombs (2 pcs) (Brassin)        |
| 648102   | F6F wheels (Brassin)                    |
| 648683   | F6F exhaust stacks (Brassin)            |
| 648747   | F6F undercarriage legs BRONZE (Brassin) |
| 648798   | F6F wheel bays PRINT (Brassin)          |
| 3DL48069 | F6F-5 SPACE (3D Decal Set)              |
| EX866    | F6F-5 TFace (Mask)                      |

# 648798



# 648747



## OVERTREES

#8222X

F6F-5/Hellcat Mk.II

1/48

[Product page](#)

## OVERLEPT

#8229-LEPT

F6F-5 Hellcat PE-Set

1/48

[Product page](#)



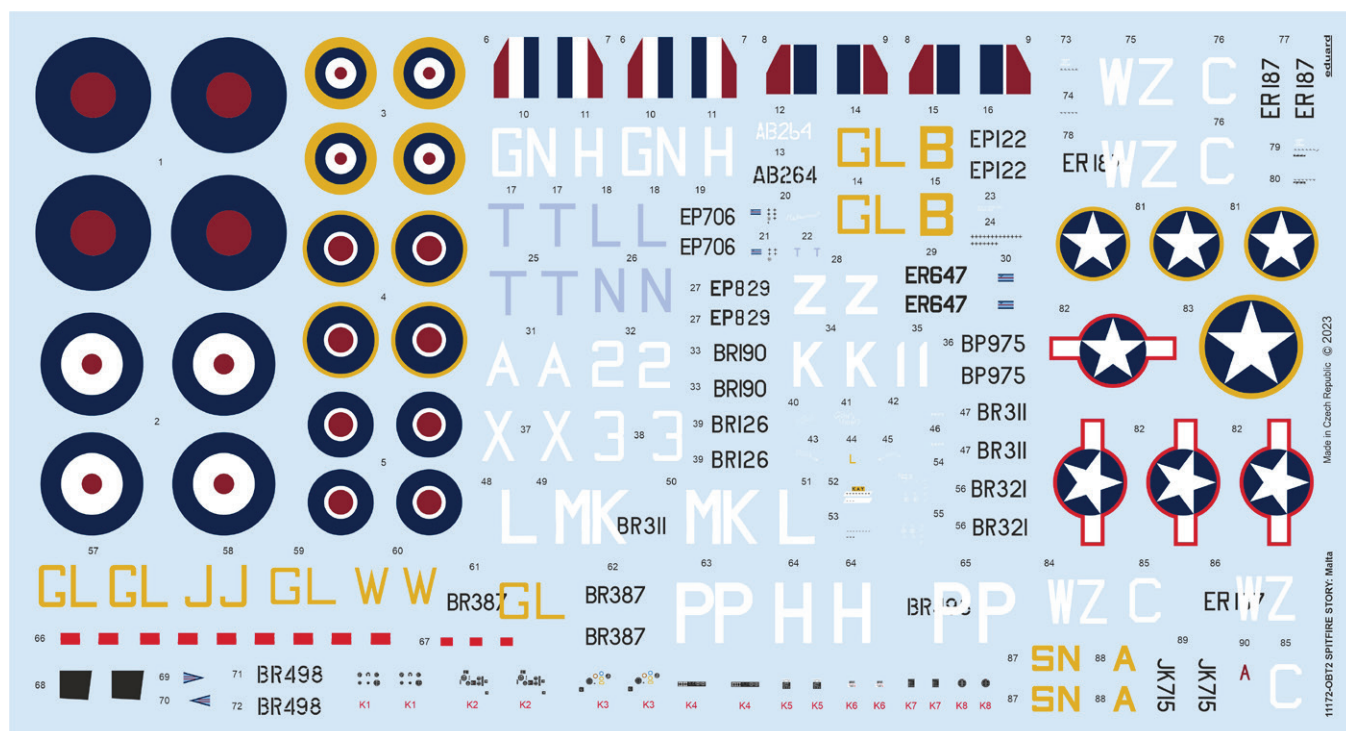

# SPITFIRE STORY: MALTA DUAL COMBO

#11172

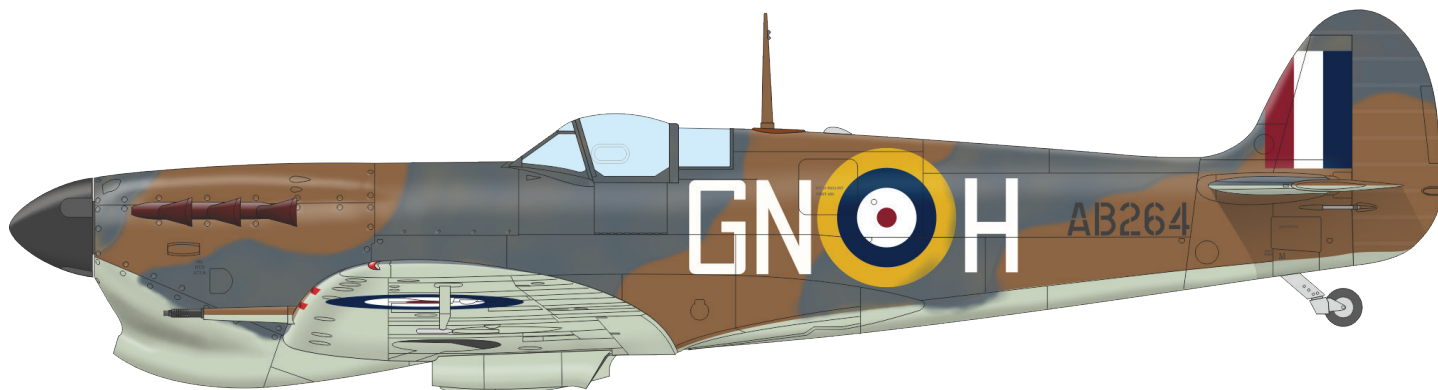
1/48

Limited edition kit of British WWII fighter aircraft Spitfire Mk.Vb and Vc in 1/48 scale. From the kit you can build Spitfires fighting in the defence of the island Malta.

- plastic parts: Eduard
- marking options: 15
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


## ■ Spitfire Vb Trop, AB264, F/O Robert W. McNair, No. 249 Squadron, RAF Ta Kali, Malta, March 1942

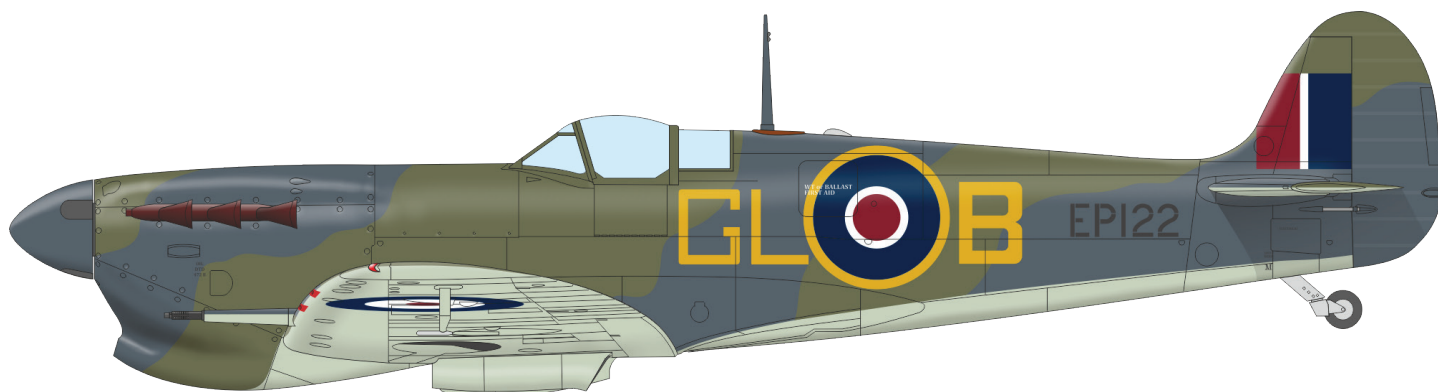


The first three Spitfire Mk.Vb deliveries to Malta were conducted under the code names Spotter and Picket/Picket II. Spitfires that arrived in Malta during the Operations Spotter and Picket were camouflaged in Dark Earth and Middle Stone on the upper surfaces, the lower surfaces were painted in Sky or Azure Blue. The lower surfaces color depended either on the manufacturing factory Supermarine, which used

Sky, or Aircraft Servicing Units (ASU) which used Azure Blue color. Upon arrival in Malta the Middle Stone camouflage pattern was overpainted in Extra Dark Sea Grey. Spitfire AB263 was ferried to Malta by P/O Peter Nash on March 7, 1942, during the Operation Spotter. On March 20, 1942, a Canadian pilot, Robert Wendell "Buck" McNair shot down a Ju 88, another Ju 88 probably and damaged another one. On March 25, Nash shot

down a Ju 87 and in November Sgt. Thomas Kebbell shot down a Ju 88. Spitfire AB264 was one of 16 aircraft in of the first Spitfires delivery to Malta which survived the campaign and had a long service life. It served with No. 249, No. 185, No. 1435 and No. 229 Squadron. In May 1943 it was overhauled and handed over to the USAAF. It finished its career in the Middle East.

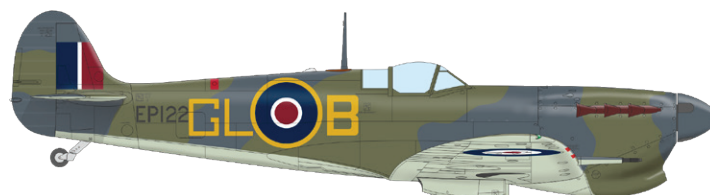
## ■ Spitfire Vb Trop, EP122, Sgt. Claude Weaver III, No. 185 Squadron, RAF Ta Kali, Malta, July 1942



Spitfire EP122 arrived in Malta from HMS Eagle on July 15, 1942, during the Operation Pinpoint and was immediately assigned to the combat duty with the No. 185 Squadron. It became a regular mount of Sgt. Claude Weaver III who scored five kills (4x Bf 109 and 1x Ju 88). He became the youngest Allied ace during the conflict. Later EP122 became the personal mount of the Wing Commander J. M. Thompson who had the aircraft marked with his name initials JM-T. In October

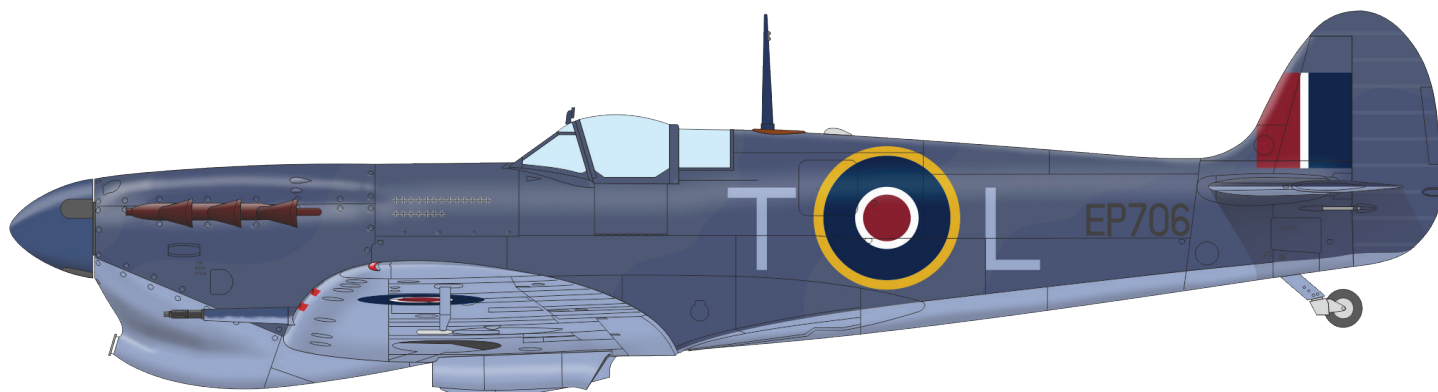
Thompson at its controls shot down a Bf 109 and Ju 88 and damaged another two Bf 109s. In the beginning of 1943 EP122 was ordered to the No. 1435 Squadron where it flew carrying the code letter L. On March 27, 1943, it made an emergency landing at the edge of the cliff in Dwejra Bay on Gozo island. EP122 was afterward dumped over the edge of the cliff into the bay. EP122 wreck, lying in 10 m depth, was discovered by scuba divers from the RAF Sub Aqua Club on the Gozo

shore in 1969. In the middle of 1970, the wreck was recovered. The initial restoration work was done by Steve Vizard in Hampshire followed by the Airfram Assemblies in Sandown, Surrey. The airframe was transferred to Biggin Hill Heritage Hangar for the completion. The first flight from Biggin Hill took place in May 2016. The naval camouflage and markings are authentic however the typical tropical air filter is missing.





## ■ Spitfire Vb Trop, EP706, P/O George F. Beurling, No. 249 Squadron, RAF Ta Kali, Malta, August - October 1942

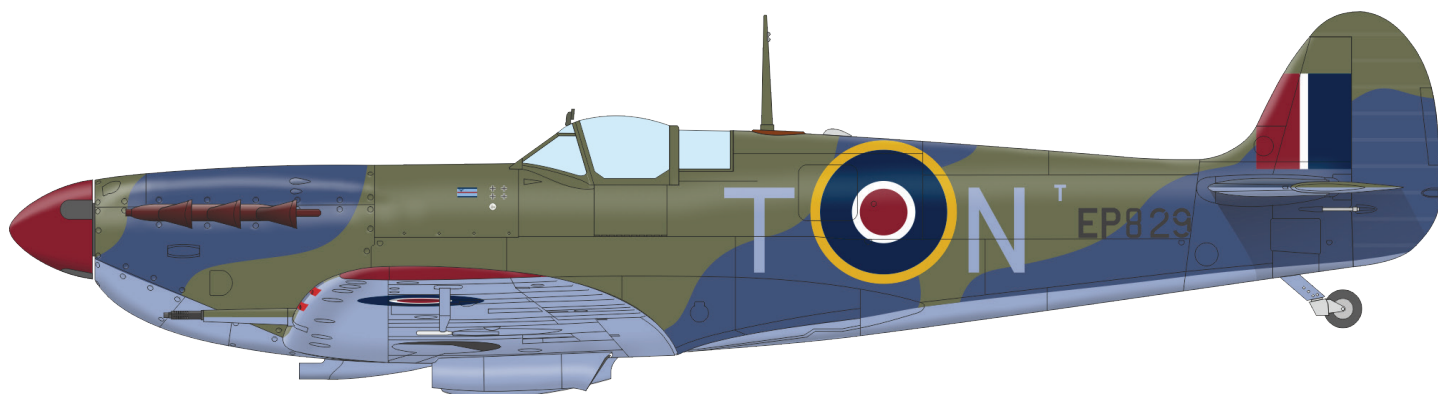


A brilliant pilot and sharpshooter but rather mysterious personality, Canadian George Frederick Beurling achieved unbelievable successes during the fierce fighting for Malta in 1942 where in the course of a half year he scored 28 confirmed kills. Beurling's Spitfire EP706 arrived in Malta off the HMS Furious deck

on August 11, 1942 during the Operation Bellows. The original desert camouflage was repainted at the Malta Maintenance Command probably with Deep Sky or Extra Dark Sea Grey color. According to the period pictures, the wing upper surfaces around the weapon wells were rather worn and the original desert camouflage was showing

through. P/O "Screwball" Beurling had his kill markings painted on the fuel tank cover of his Spitfire flown regularly between August 20 and October 9. He flew 27 combat missions with it and scored four out of his total 28 kills achieved in Malta.

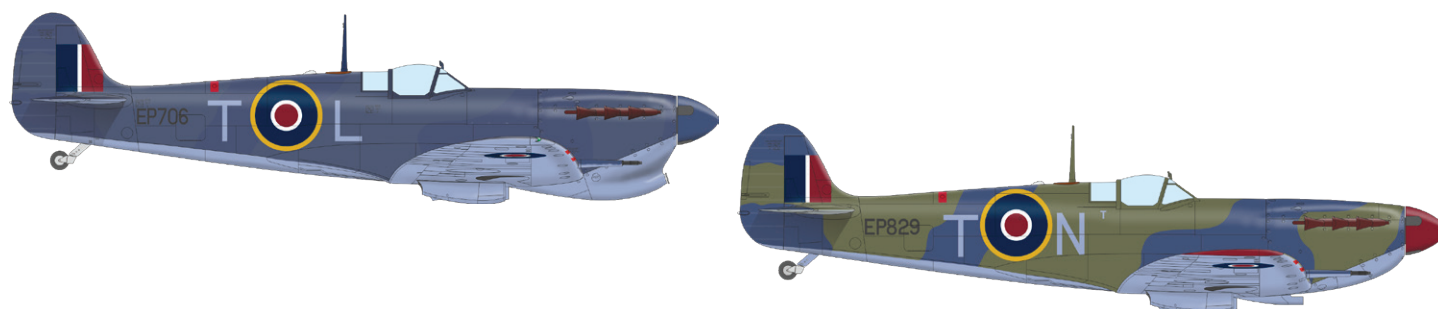
## ■ Spitfire Vb, EP829, S/Ldr John J. Lynch, No. 249 Squadron, RAF Qrendi, Malta, February - May 1943



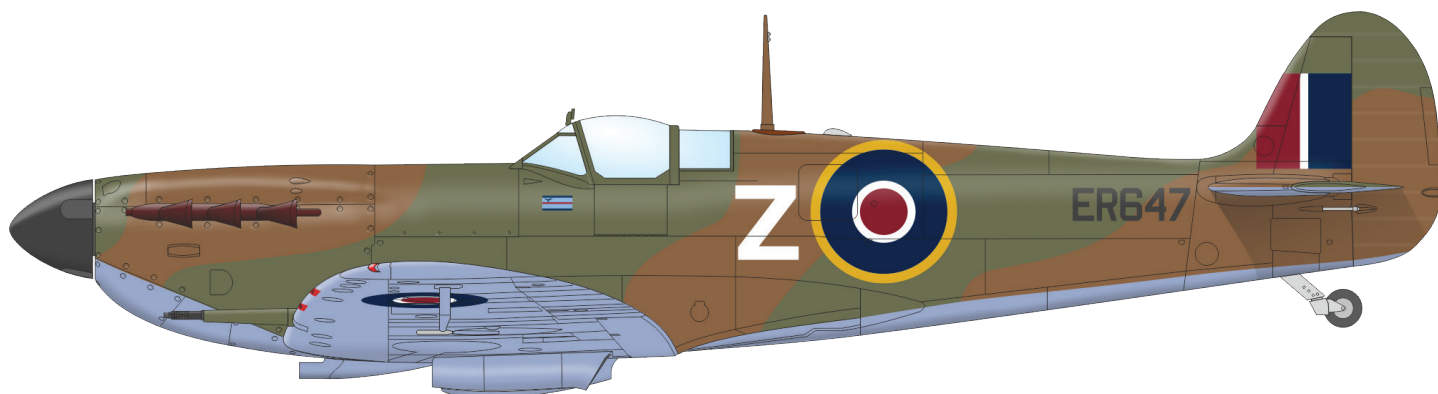
Spitfire EP829 was flown by S/Ldr Lynch from February to May 1943 with No. 249 Squadron and was part of the delivery during the Operation Train which was the last Spitfire delivery to reinforce Malta from the aircraft carriers. Spitfires were finished in the standard Malta camouflage scheme with the upper surfaces in Deep Sky and Dark Slate Grey. EP829 initially flew with clipped wings, later was operated with the full wingspan. The squadron commander insignia and five kill markings, achieved by April 25, 1943, were painted on the fuselage fuel tank. Three days later, Lynch shot down two Ju 52 and scored 1,000th victory for the Malta defenders. To commemorate this

anniversary kill he had painted "Malta's 1000" in white under the windshield. John Lynch was born on February 3, 1918, in Alhambra, California. In 1941 he joined RAF and in September 1941 he completed his pilot training at No. 56 OTU. His first assignment was at No. 232 Squadron. The following month he joined the No. 121 "Eagle" Squadron and No. 71 "Eagle" Squadron where, on April 17, 1942, he shared a victory over a Ju 88. In November 1942 he was transferred to Malta and assigned to No. 249 Squadron with which he flew combat in the area. In the beginning of 1943, he was promoted to the squadron commander and achieved many successes against the

Axis transportation aircraft which supplied the German and Italian troops in Tunisia. In July 1943 he was ordered to the USAAF but did not fly combat. He returned to the United States where after the war end continued his service with the USAF. In 1956 he became an operations officer with the 49th Fighter-bomber Wing on Okinawa but shortly after, on March 9 he was killed in the aircraft crash in F-84G near Naha airport. During his wartime career Lynch claimed in total 17 kills (10 individual and 7 in cooperation), one probable and two enemy aircraft damaged.



## ■ Spitfire Vb, ER647, S/Ldr John R. Urwin-Mann, No. 126 Squadron, RAF Luqa, Malta, spring 1943

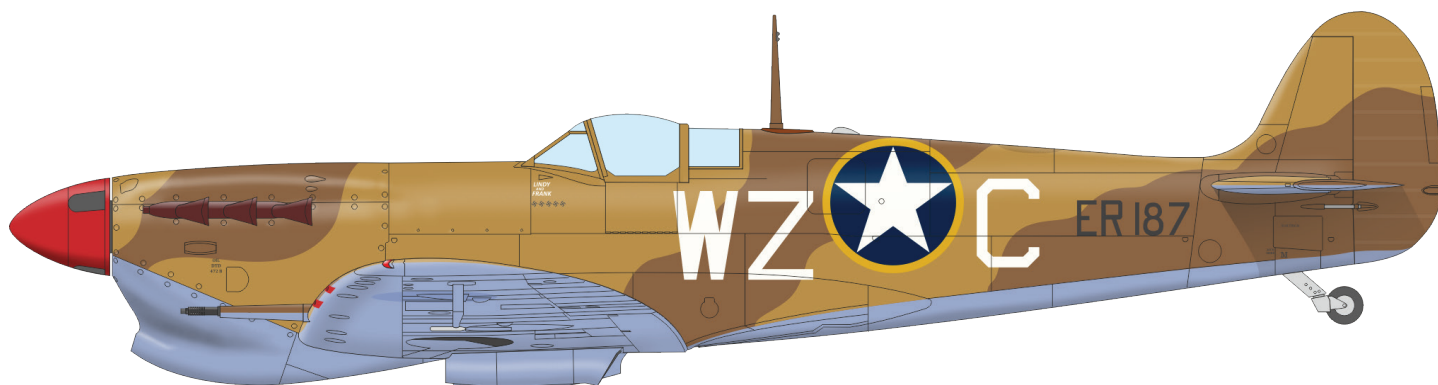


ER647 represents yet another of the camouflage schemes used in Malta where the factory applied Middle Stone was repainted with Dark Slate Grey. A Mk.Vb painted in similar way is documented in the color photographs by AVM Keith Park.

The depicted ER647 was flown by the No. 126 Squadron commander, a Battle of Britain ace S/Ldr Urwin-Mann, who on January 28, 1943, shot down a Me 210 flying this aircraft. In February 1944, ER647 was handed over to the USAAF and

in 1945 finished its career with the French AF. During his wartime career, John Roland "Jack" Urwin-Mann scored 10 kills, two of them shared.

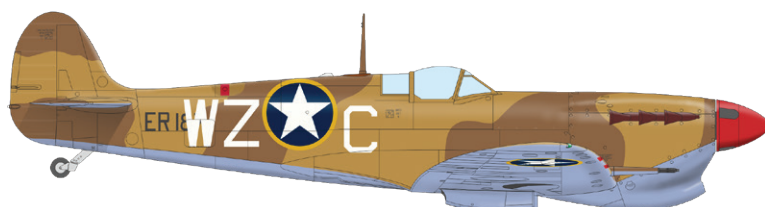
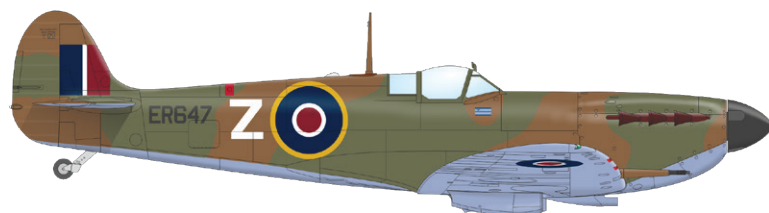
## ■ Spitfire Vb Trop, ER187, Maj. Frank A. Hill, 309th FS, 31st FG, Xewkija, Gozo - Malta, beginning of July 1943



In the middle of 1943, Malta became a fundamental "springboard" for the Operation Husky, an Allied invasion of Sicily. The island became a key post mainly due to its support of the air operations. There were five operational airfields on Malta, all of them occupied by the large numbers of the British airplanes which impaired the operations of the USAAF units. The only solution was to turn the attention to Gozo, mountainous land which is the part of the Malta archipelago. The area in Xewkija turned out to be the best solution despite the negotiations with the local farmers. Xewkija

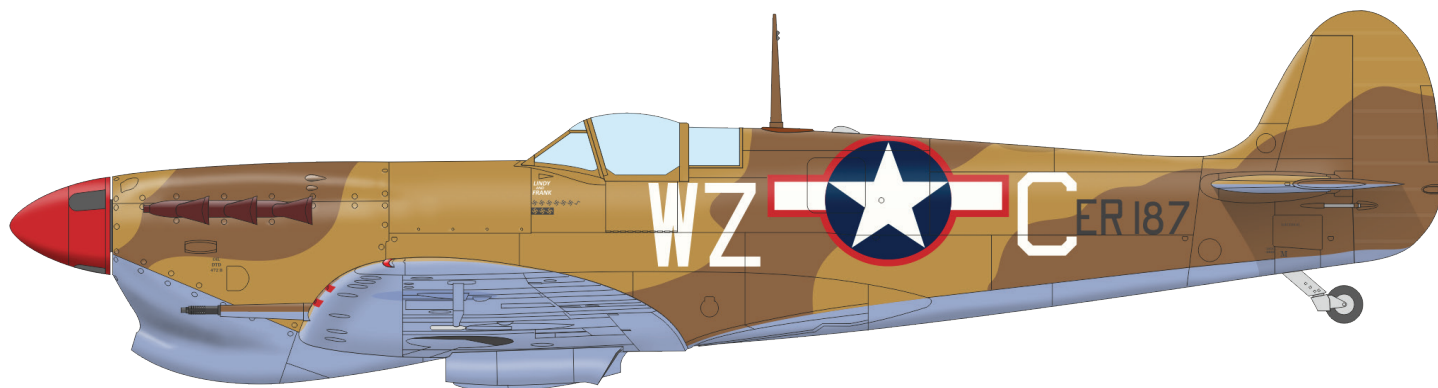
airport, also known as Ta' Lambert, was built as the principal USAAF airbase during the Operation Husky in the very short time of 12 days of the construction only to cease the operations after mere six months of the intense traffic. In June 1944 the land on which the airport was built was returned to the original landlords and turned back to the fertile soil. One of the Spitfires flying out of the airfield Xewkija in the beginning of July 1943 was ER187, a personal aircraft of the commander and the most successful pilot of the 309th FS, Maj. Frank Hill. His Spitfire is known to carry two

different designs of the national insignia, with a yellow outline and also with the "wings" with the red outline which fell into the period of their official application, from June 28 to the end of July 1943. A question remains if the new insignia were painted for that ten days stay on Gozo or in Sicily, where the 31st FG was transferred on July 13, 1943. During his wartime carrier Maj. Frank Hill shot down in total eight enemy aircraft including two shared victories, two probable and he also damaged five enemy aircraft.





## ■ Spitfire Vb Trop, ER187, Maj. Frank A. Hill, 309th FS, 31st FG, Xewkija, Gozo - Malta, beginning of July 1943

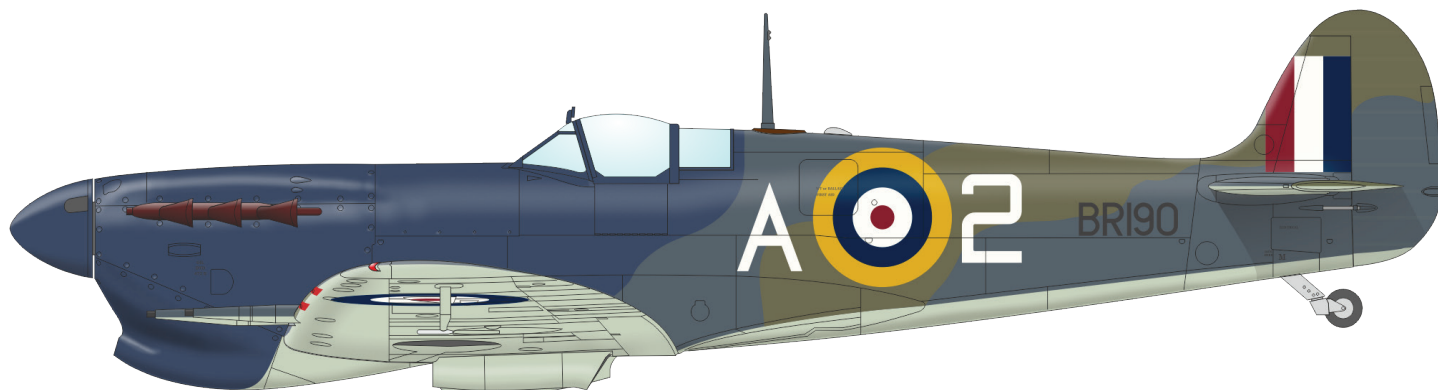


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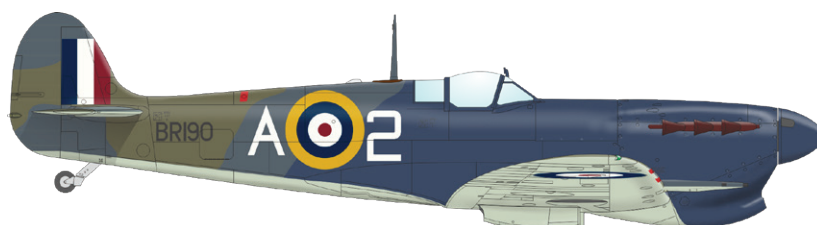
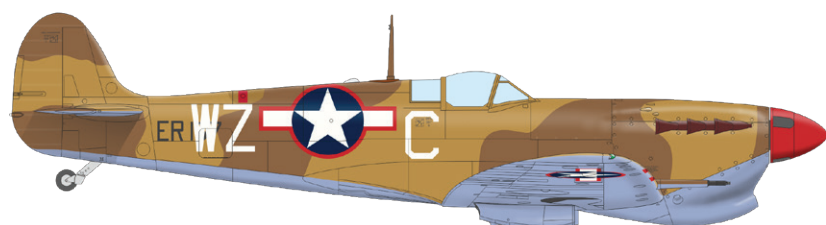
## ■ Spitfire Vc Trop, BR190, F/Sgt Virgil P. Brennan, No. 249 Squadron, RAF Ta Kali, Malta, May 1942



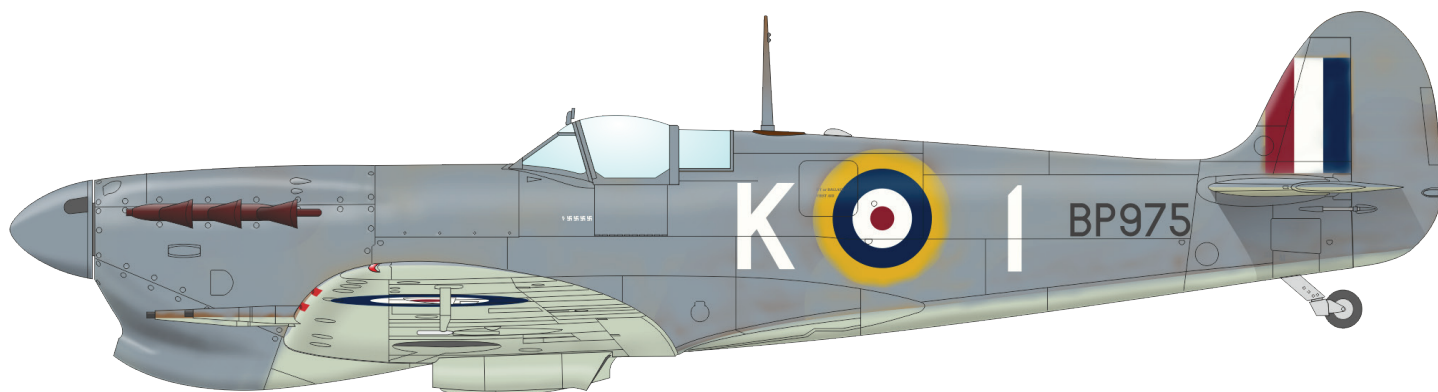
Spitfire BR190 arrived in Malta on April 20, 1942, during the Operation Calendar. It carried the naval camouflage which was on the board of USS Wasp (CV-7) partially overpainted with so-called Malta blue. On May 5, at the controls of this unusually camouflaged Spitfire, F/Sgt Paul Brennan shot down a Bf 109. Spitfire BR190 flying career however was very short. On May 14 it was destroyed during the bombing of the airport Ta Kali. Virgil Paul Brennan was born in Warwick

in Queensland on March 6, 1920, and before the war practiced law. In November 1940 he joined RAAF and was sent to Canada for an advanced training. In August he was ordered to the Great Britain where he continued his training with No. 53 OTU. In October he was assigned to the No. 64 Squadron but in the beginning of March he was transferred to Malta. On March 17 he flew off the HMS Eagle deck to the island together with the first Spitfires delivery. After the landing he

was attached to the No. 249 Squadron. Between March 17 and June 7 he scored seven kills. In July he completed his tour of duty with the No. 249 Squadron and flew back to the Great Britain. Here he served as an instructor with the No. 52 OTU until January 1943 and after that he set sail for home, Australia. On May 1 he was assigned to the No. 79 Squadron RAAF in Laverton, unfortunately he did not fly there for long. On June 13, 1943, he was mortally wounded in a crash near Garbutt.



## ■ Spitfire Vc Trop, BP975, F/Lt Denis Barnham, No. 601 Squadron, RAF Luqa, Malta, April - May 1942

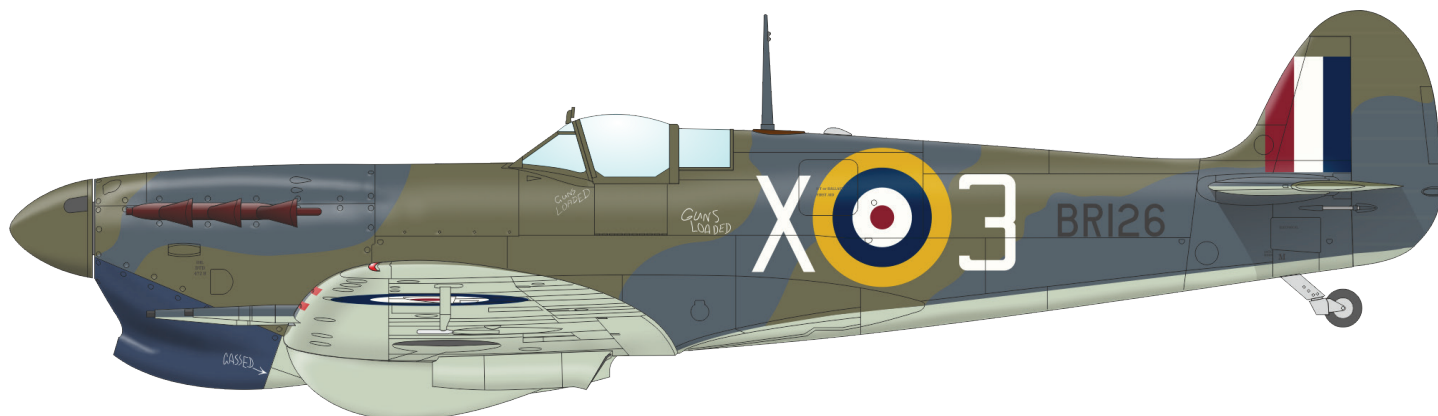


After the outbreak of the war, Dennis Barnham joined RAF in April 1941. Initially he served with the No. 65 Squadron, in July he was ordered to the No. 609 Squadron and on December 30 he was transferred to the No. 154 Squadron. In April 1942 he was promoted and assigned to the No. 601 Squadron as a flight leader. At that time the unit

was preparing for the deployment to Malta. On April 20, 1942, during the operation code-named Calendar, he flew off the American aircraft carrier USS Wasp (CV-7) for the island. During April and May Barnham scored five aerial victories, all of them flying Spitfire BP975. On board of USS Wasp (CV-7), over its original desert camouflage his

Spitfire was painted in the US Navy Non Specular Blue Gray used on the USS Wasp escort F4F Wildcats. Denis Barnham was an artist as well and he often painted and drew sketches. Some of his drawings were included in the book *One Man's Window* (William Kimber, 1956) he wrote after the war about his experiences from Malta.

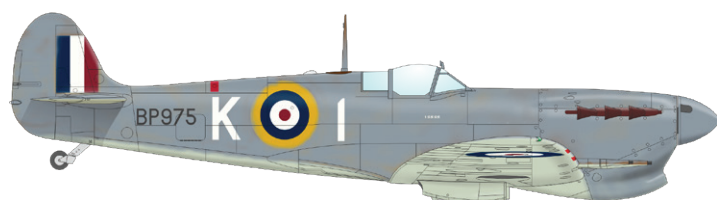
## ■ Spitfire Vc Trop, BR126, P/O Jerrold A. Smith, No. 126 Squadron, USS Wasp (CV-7), May 1942



On May 9, 1942, after he took off in his Spitfire BR126 X-3, the Canadian pilot, P/O Jerrold Alpine "Jerry" Smith found out that his drop tank was inoperable, and he was not able to reach the airfield on Malta. He jettisoned his tank and received order to bail out of his Spitfire. Instead, Jerry inquired about the attempt to save the aircraft by landing it on the aircraft carrier deck. After the captain approved, he indeed tried to do it. His first approach was too high and too fast however his second attempt was successful, and he safely landed his Spitfire mere six feet from

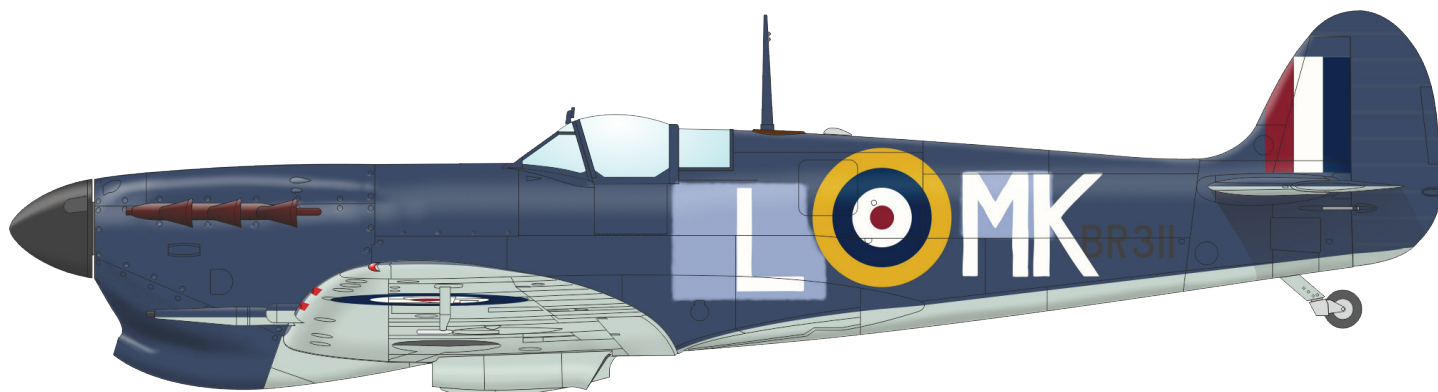
the end of the flight deck. He managed, as the first in world, to land a Spitfire on the aircraft carrier and without an arresting hook! For his deed P/O "Jerry" Smith was unofficially awarded the American Navy Wings from the flight deck officer David McCampbell, the future most successful USN fighter pilot who, as a LSO (Landing Signal Officer) directed the whole operation. Jerry ultimately made it to Malta couple of days later on May 19 with another batch of Spitfires during the Operation LB. In Malta, he met his brother Rod at the No. 126 Squadron and on July 18 they

together shot down a Ju 88. On August 10, 1942, he took off in the order to search for some targeted minelayers. He was seen for the last time pursuing a Ju 88 on the course towards Sicily. Neither aircraft made it back to the home base. His brother Rod was searching hours for him but did not find any sign of neither the body nor his Spitfire. Jerry's name is engraved on the Malta's memorial. During the Malta fighting he scored four individual kills and shared one.





## ■ Spitfire Vc Trop, BR311, F/Lt Roderick I. A. Smith, No. 126 Squadron, RAF Luqa, Malta, October 1942



Spitfire BR311 arrived in Malta during the Operation Style on June 3, 1942 and successfully participated in the battle for the island. On August 14, flying this aircraft, S/Ldr W. J. Johnson shot down two Macchi MC.202. Between October 12 and 25, P/O Nigel Park at its controls shot down three Ju 88 and three Bf 109 and on October 25 F/Lt "Rod" Smith shot down a Bf 109, which was

his last victory in Malta. During the defense of Malta, he shot down in total six aircraft. Rod Smith was a brother of Jerry Smith, and they fought together in the ranks of the No. 126 Squadron. BR311 coloration matched the recommended Malta scheme in Dark Mediterranean Blue on the upper surfaces and Sky Blue on the lower surfaces. The original markings on the fuselage,

applied on board of USS Wasp, were overpainted with Light Mediterranean Blue and assigned the code letters MK-L. On October 5, 1944, Rod Smith became the first Allied pilot who shot down a Me 262 jet. During his wartime carrier Rod Smith scored 14 kills.

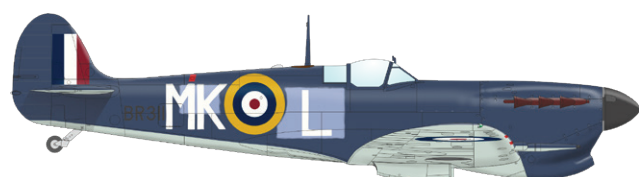
## ■ Spitfire Vc Trop, BR321, F/Lt John A. Plagis, No. 185 Squadron, RAF Hal Far, Malta, June 1942



Spitfire BR321 arrived in Malta on June 9 during the operation Salient. It became a personal mount of F/Lt John Plagis who scored three aerial victories in it. John Plagis was born on March 10, 1919, in Hartley, South Rhodesia. After the outbreak of war, he volunteered for the Rhodesian AF but was rejected since he was still officially a Greek citizen. Therefore in 1940 he volunteered for RAF. In May 1941 he started his pilot training at the No. 58 OTU in Grangemouth. In the end of June, he was initially attached to the No. 65 Squadron, then he was transferred to the No. 266 Squadron. In all his flight evaluations he was graded as above average. In the end of January 1942, he was ordered to the Near East

and on March 7 he was one of the first pilots who flew their Spitfires to Malta from HMS Eagle during the Operation Spotter. Initially he flew with the No. 249 Squadron where between March and May he shot down nine enemy aircraft, including two shared victories. In the end of May he was dispatched to Gibraltar to help fly over a new batch of Spitfires during the Operation Style on June 3. After the arrival he was transferred to the No. 185 Squadron as a flight A leader and until the end of June he shot down another three opponents. In the beginning of July, he returned to the Great Britain. In August he was ordered to the No. 53 OTU where he was graded as exceptional. In April 1943 he returned to the combat flying at

the No. 64 Squadron. In July 1944 he assumed command of the No. 126 Squadron and during the Normandy landing he scored another three victories. In December the unit was re-equipped with Mustangs and Johnny Plagis was promoted to the Wing Commander. On March 27, 1945, he flew cover for the bomber Mosquitos raiding the Gestapo HQ in Copenhagen. After the war he commanded the No. 234 Squadron and the No. 266 Squadron flying the jet Meteors Mk.III. In May 1948 he retired from RAF and returned to Rhodesia. During his wartime carrier John Plagis shot down 15 aircraft individually, two in the cooperation and became the most successful Greek pilot of WWII.



## ■ Spitfire Vc Trop, BR387, P/O John W. Yarra, No. 185 Squadron, RAF Hal Far, Malta, June 1942

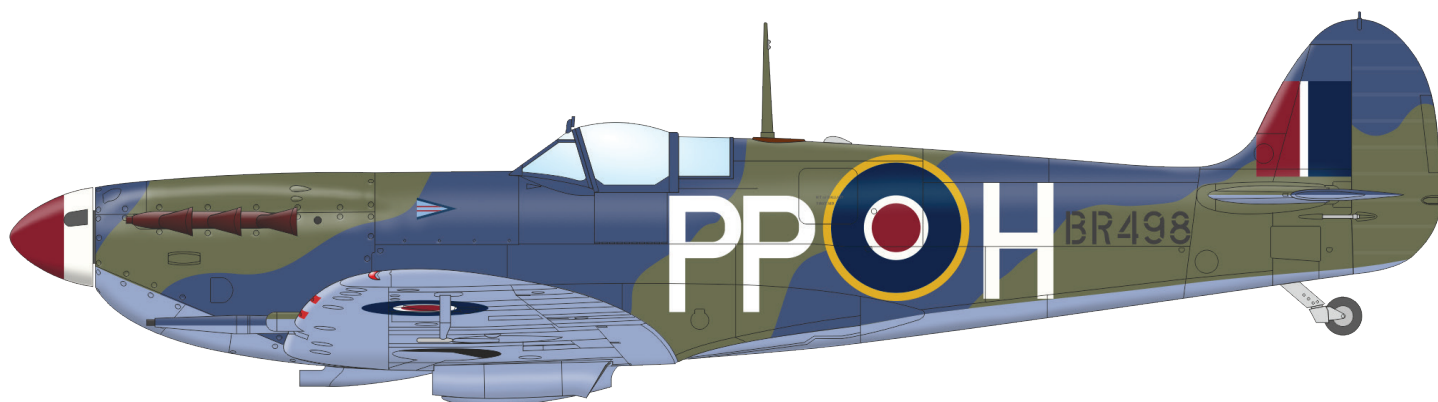


John William "Slim" Yarra was born in Stanthorpe in Queensland on August 24, 1921 and before joining RAAF in October 1940 he made living as a printing apprentice. He completed his training in Canada between May and August 1941 and then he was dispatched to the Great Britain where he was attached to the No. 55 OTU. In October he was transferred to Gibraltar. Consequently, he took part in two attempts to fly Spitfires to Malta. On March 7, during the Operation Spotter, as a replacement pilot, he had to return to his aircraft carrier and back to Gibraltar. On March 21, during

the Operation Picket I he flew Spitfire AB333 and after landing on Malta he was attached to the No. 249 Squadron. After several successful combat missions, he was ordered to the No. 185 Squadron which was short of pilots. In its ranks, he became one of the most successful pilots in the defense of Malta. In the course of three months he shot down 12 enemy aircraft, out of which five while at the controls of his personal Spitfire BR387. Yarra's personal Spitfire BR387 landed in Malta on June 9 during the Operation Salient. BR387 camouflage complied with the recommended Malta scheme in

Dark Mediterranean Blue on the upper surfaces and Sky Blue color on the lower surfaces. On July 14, Yarra logged his last flight over Malta and after that flew back to the Great Britain. After some rest he was assigned as a flight B leader to the No. 453 Squadron RAAF. On December 10, 1942, he led his flight in the attack on the convoy at the Dutch coast, north of Vlissingen, but his Spitfire was hit by the enemy AA fire and crashed into the sea. His brother became a fighter pilot as well and same as brother "Slim" was killed in action.

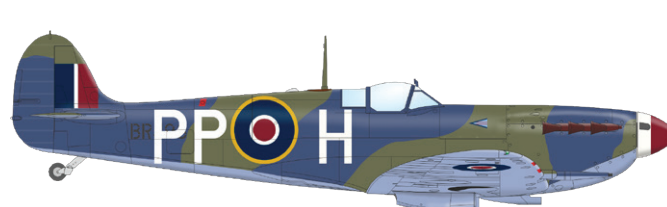
## ■ Spitfire Vc, BR498, W/Cdr Peter P. Hanks, Luqa Wing, Malta, August 1942 – February 1943



Spitfire BR498 was delivered to Malta on August 17, 1942, during the Operation Baritone in the new camouflage scheme required by AHQ Malta dated June 1942. It resulted in the adoption of the disruptive pattern of two shades for the upper surfaces, Deep Sky and Dark Slate Grey and Light Mediterranean Blue for the lower surfaces. W/Cdr Peter Prosser Hanks, Luqa Wing commanding officer chose this airplane as his personal mount. At the controls of BR498, W/Cdr Hanks scored four confirmed kills, two probables and damaged four aircraft. Another pilot who was

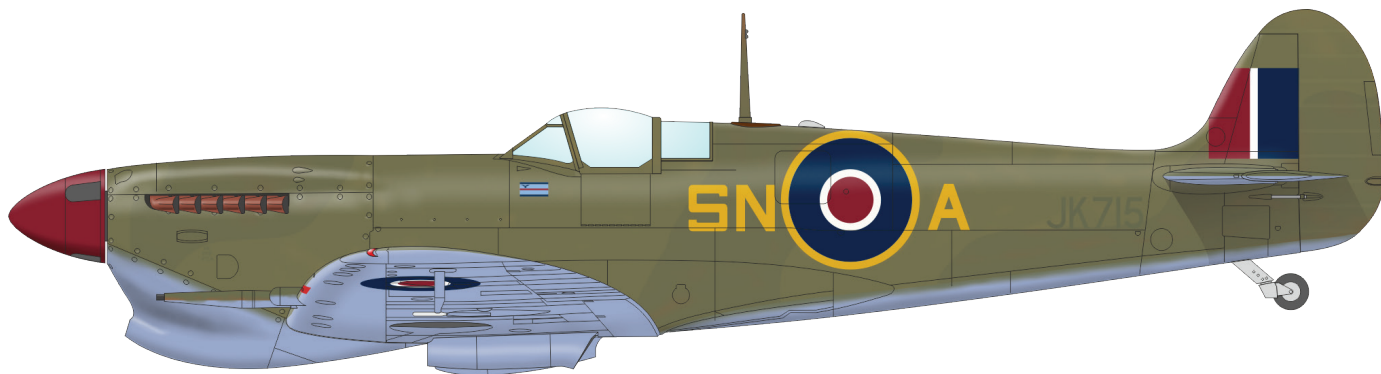
successful in BR498 was the No. 126 Squadron member, F/Lt William "Bill" Rolls who, during the month of October 1942, shot down five Axis airplanes (three Ju 88 and two MC.202). BR498 served from the middle of February 1943 at the No. 185 Squadron carrying GL-K code letters and was equipped with the Vokes desert air filter. In this configuration it was most frequently flown by the No. 185 Squadron commander, S/Ldr H. A. Grafts. Peter Prosser Hanks was born on July 29, 1917 and in 1935 joined RAF. After he completed his pilot training at No. 6 FTS, in September he

was assigned to the No. 1 Squadron. During the Battle of France and Britain he shot down seven aircraft. Consequently, he flew with the No. 257 and No. 56 Squadrons. From February to July 1942, he commanded a Spitfire Wing at Coltishall. In August he was transferred to Malta where he assumed command of a Spitfire Wing at the airport Luqa. Until the end of war, and afterwards, he held several service posts. In 1964 he retired from RAF.





## ■ Spitfire Vc Trop, JK715, S/Ldr Evan D. Mackie, No. 243 Squadron, RAF Hal Far, Malta, June – July 1943



In the middle of 1943, when the air battle for Malta was won, the island became a key base for the supporting air operations. On June 11, the No. 243 Squadron was transferred from Tunisia to the Hal Far airport. The unit, under the leadership of one of the most successful pilots in the Mediterranean, S/Ldr Evan Mackie, during the following month supported the Allied landing on Sicily during the Operation Husky. With the change of the strategic environment, the special Malta camouflages were not necessary anymore and became history. The

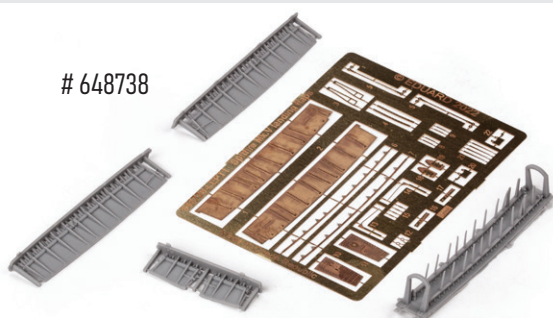
incoming No. 243 Squadron however was an exemption as the unit altered coloration of its Spitfires. According to the memoirs of its pilot in his book Spitfire Leader, before the arrival to Malta his new personal Spitfire Mk.Vc JK715, which until then sported the classic "desert" camouflage, was repainted in olive green color on the upper surfaces which matched Dark Slate Grey frequently used on Malta. During his tenure at the No. 243 Squadron, Mackie at the controls of his JK715 flying out of the Hal Far airport, shot down five enemy aircraft.

Mackie's original occupation was a mechanic, so he was always interested in the maintenance of his Spitfire. He obtained a set of exhausts from Spitfire Mk.IX and was pleased with the improved performance. For the first time those exhausts had been installed on his previous Spitfire ES347. After it crash landed, Mackie removed the priceless exhausts and installed them on his new JK715. He finished his war career with a score of 23 kills including 3 shared victories, 2 probables and 11 aircraft damaged.

## RECOMMENDED: FOR SPITFIRE STORY: MALTA 1/48

|          |                                                        |
|----------|--------------------------------------------------------|
| 481065   | Spitfire Mk.V landing flaps (PE-Set)                   |
| FE1207   | Spitfire Mk.V seatbelts STEEL (PE-Set)                 |
| 644113   | Spitfire Mk.V LööK (Brassin)                           |
| 648640   | Spitfire Mk.V engine (Brassin)                         |
| 648663   | Spitfire Mk.V cockpit (Brassin)                        |
| 648664   | Spitfire Mk.V wheels (Brassin)                         |
| 648665   | Spitfire Mk.Vb gun bays (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)   |
| 648670   | Spitfire Mk.Va/b undercarriage legs BRONZE (Brassin)   |
| 648671   | Spitfire Mk.Vc undercarriage legs BRONZE (Brassin)     |
| 648738   | Spitfire Mk.V landing flaps PRINT (Brassin)            |
| 3DL48031 | Spitfire Mk.V SPACE (3D Decal Set)                     |
| D48101   | Spitfire Mk.V national insignia (Decal Set)            |
| EX914    | Spitfire Mk.V TFace (Mask)                             |

# 648738

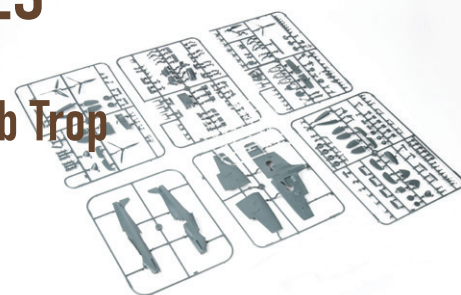


## OVERTREES

#82157X

Spitfire Mk.Vb Trop  
1/48

[Product page](#)

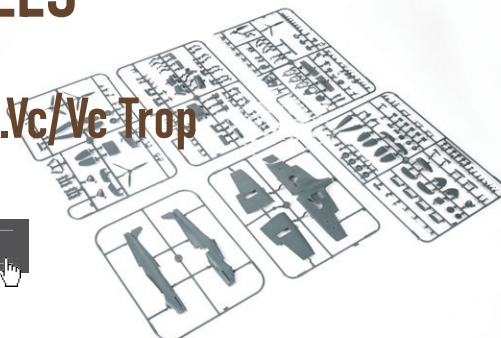


## OVERTREES

#82158X

Spitfire Mk.Vc/Vc Trop  
1/48

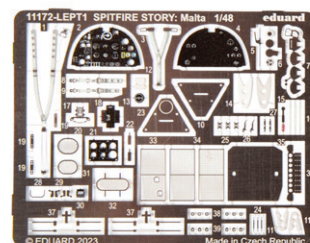
[Product page](#)



## OVERLEPT

#11172-LEPT  
SPITFIRE STORY:  
MALTA PE-Set  
1/48

[Product page](#)



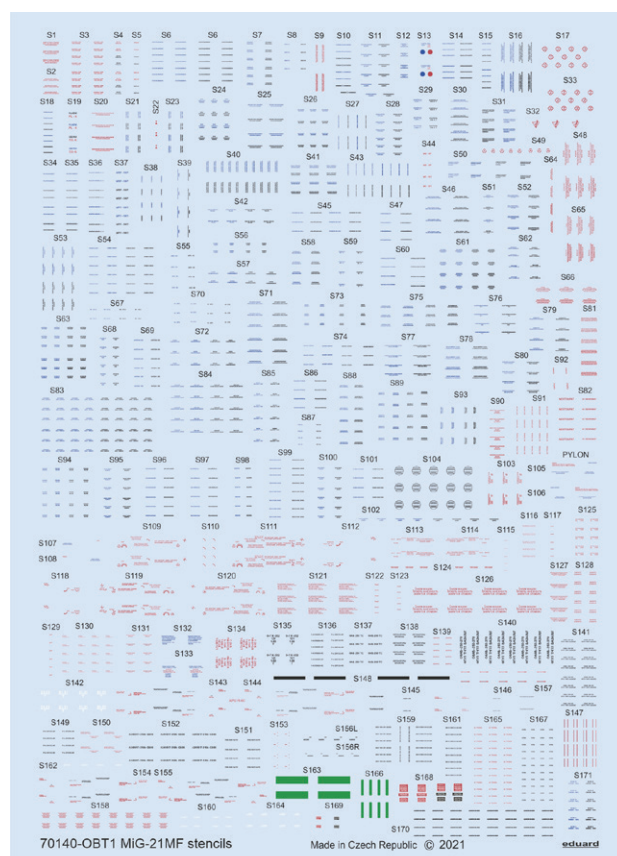
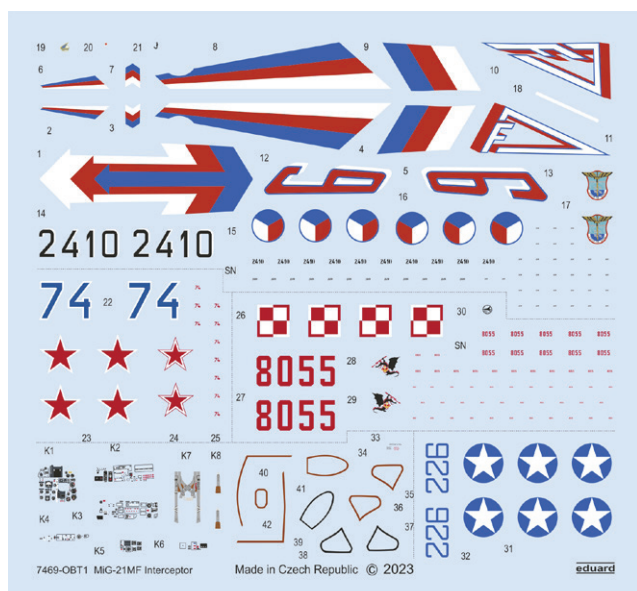
# MiG-21MF Interceptor

# 1/72

#7469

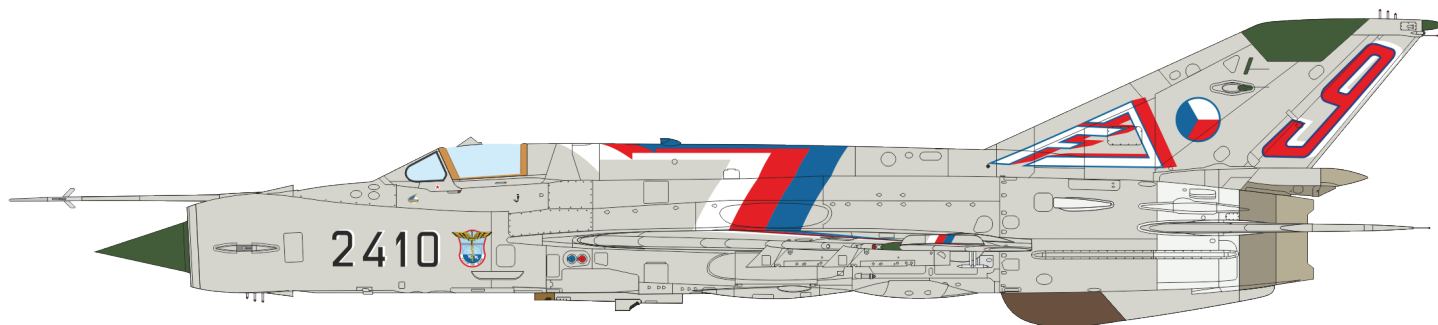
Weekend edition kit of Soviet Cold war jet fighter aircraft MiG-21MF interceptor in 1/72 scale.

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

[Product page](#)




## ■ 1 Squadron, 9 Fighter Bomber Air Regiment, Bechyně, Czech Republic, September 1993

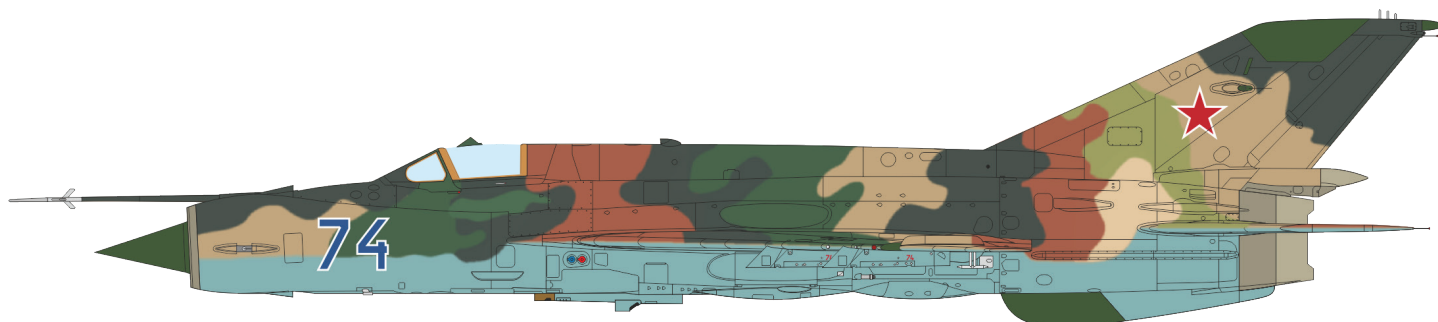


MiG-21MF serial number 96002410 was manufactured on June 25, 1975. It flew with the 1 Fighter Air Regiment, 4 Fighter Air Regiment and for a longest time with the 9 Fighter Air Regiment, respectively the 9 Fighter-Bomber Air Regiment. In 1992 the striking colorful markings were applied on this airframe consisting of the

white triangle shaded in red and number 9 on the rudder in reverse colors. The stripe in the colors of the Czech tricolore (blue-red-white) was spanning across the wing and widening toward the fuselage. On its ridge it was shaped into an arrow. The "Twenty-ones" painted this way were part of the display unit Delta Team. On

September 10, 1993, this MiG flew its last sortie and then flew over to the Plzeň-Líně airport for permanent storage. Consequently, it was struck off the military register and handed over to the depository of the Prague-Kbely Aviation Museum.

## ■ 116 CBP (116 Combat Training Center), Privolzhsky, Soviet Union, May 1990

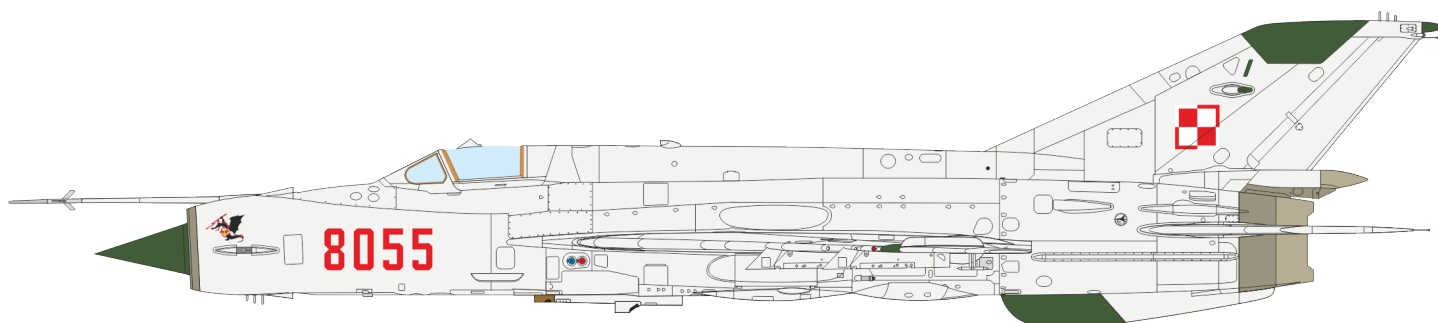


Despite the MiG-21MFs manufactured at Gorky were intended for client states of the Soviet Union several of these aircraft made it into Soviet service, nonetheless. The only unit known

to have flown the type was the 116 Combat Training Centre, based at Privolzhsky Air Base, near Astrakhan. The aircraft was camouflaged on the upper surfaces in two shades of green

and brown, supplemented by a sand shade. The bottom surfaces were in blue-grey. This unit used the aircraft for combat training of pilots on completion of their basic part of the curriculum.

## ■ 10 Pułk Lotnictwa Myśliwskiego, Airport Łask, Poland, 1986–1993

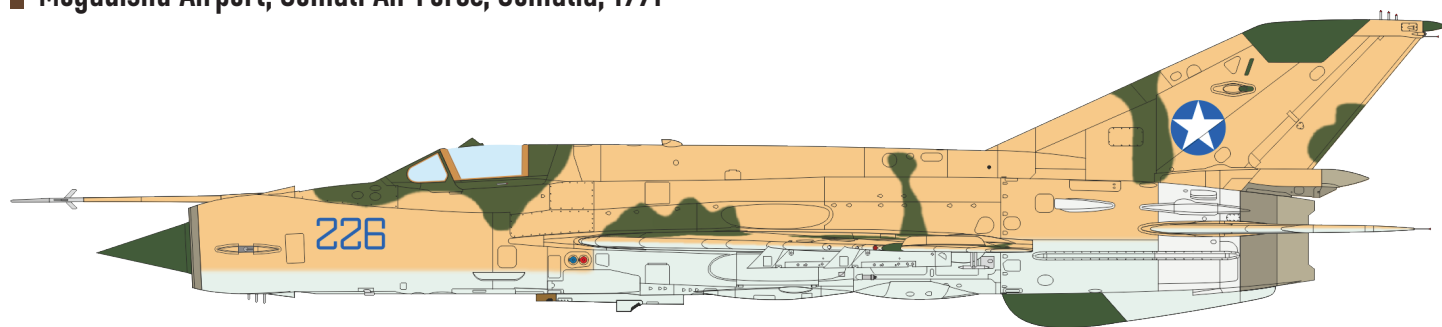


The coloration of MiG-21MF number 8055 reflects the customs from 1980s. On the nose it is decorated with the insignia created in 1986 by the initiative of the 10 Regiment's Headquarters. The regimental insignia adopts its symbolism

from the "Cracowian" times and depicts the stylized dragon with hat Krakushka (a part of the Polish national costumes). The dragon also holds the shield with the white-red checkerboard and a yellow light bolt. The insignia was painted on

both sides of the aircraft nose. Over the time several modifications appeared differing from each other by small details such as missing eyes, teeth, white mottles painted on the wings or dragon's body painted in white.

## ■ Mogadishu Airport, Somali Air Force, Somalia, 1991



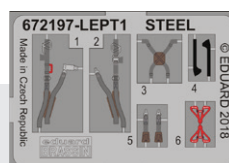
Somali AF MiG-21MFs sported the standard camouflage of the Soviet aircraft delivered to Near East and North Africa – the upper surfaces painted in light sand color with green mottles

and lower surfaces in light blue color. The MiG-21MF carrying bort number 226 was among a few survivors of the Ogaden war and was fairly well preserved until the beginning of 1990s. In 1992 the

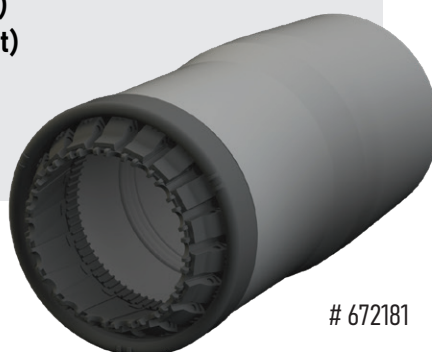
international forces found it abandoned at the Mogadishu airport.

## RECOMMENDED: FOR MIG-21MF INTERCEPTOR 1/72

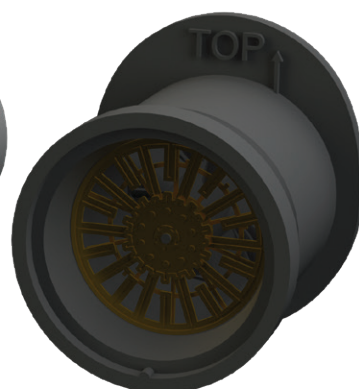
|          |                                                       |
|----------|-------------------------------------------------------|
| 72689    | MiG-21MF (PE-Set)                                     |
| SS801    | MiG-21MF interceptor WEEKEND (PE-Set)                 |
| 672181   | MiG-21MF exhaust nozzle (Brassin)                     |
| 672182   | MiG-21MF wheels (Brassin)                             |
| 672185   | R-3S missiles for MiG-21 (Brassin)                    |
| 672186   | R-3S missiles w/ pylons for MiG-21 (Brassin)          |
| 672189   | UB-16 rocket launchers for MiG-21 (Brassin)           |
| 672190   | UB-16 rocket launchers w/ pylons for MiG-21 (Brassin) |
| 672191   | RS-2US missiles for MiG-21 (Brassin)                  |
| 672192   | RS-2US missiles w/ pylons for MiG-21 (Brassin)        |
| 672193   | MiG-21MF airbrakes (Brassin)                          |
| 672195   | SPS-141 ECM pod for MiG-21 (Brassin)                  |
| 672197   | MiG-21MF ejection seat (Brassin)                      |
| SIN67217 | MiG-21MF armament (Brassin)                           |
| 3DL72002 | MiG-21MF SPACE (3D Decal Set)                         |
| D72015   | MiG-21MF stencils (Decal Set)                         |
| CX511    | MiG-21MF (Mask)                                       |
| CX512    | MiG-21MF TFace (Mask)                                 |



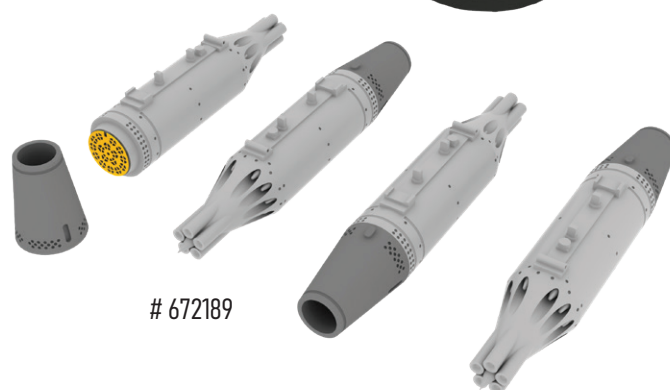
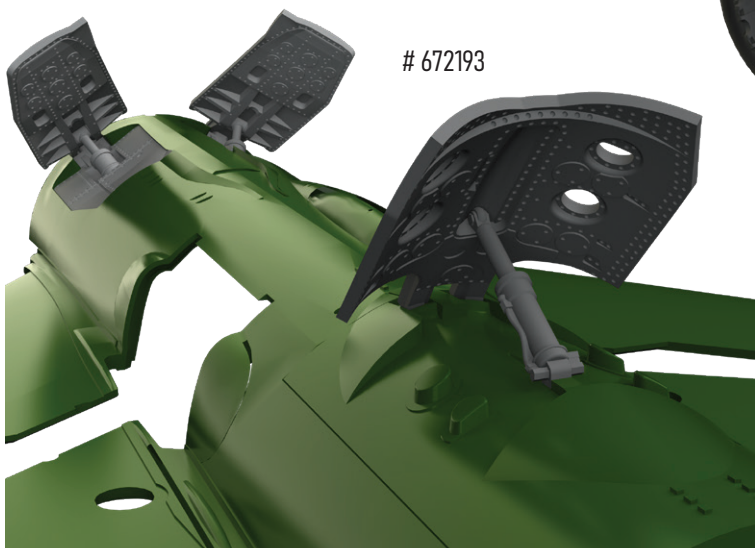
# 672197



# 672181



# 672193



# 672189



# Bf 109F-4

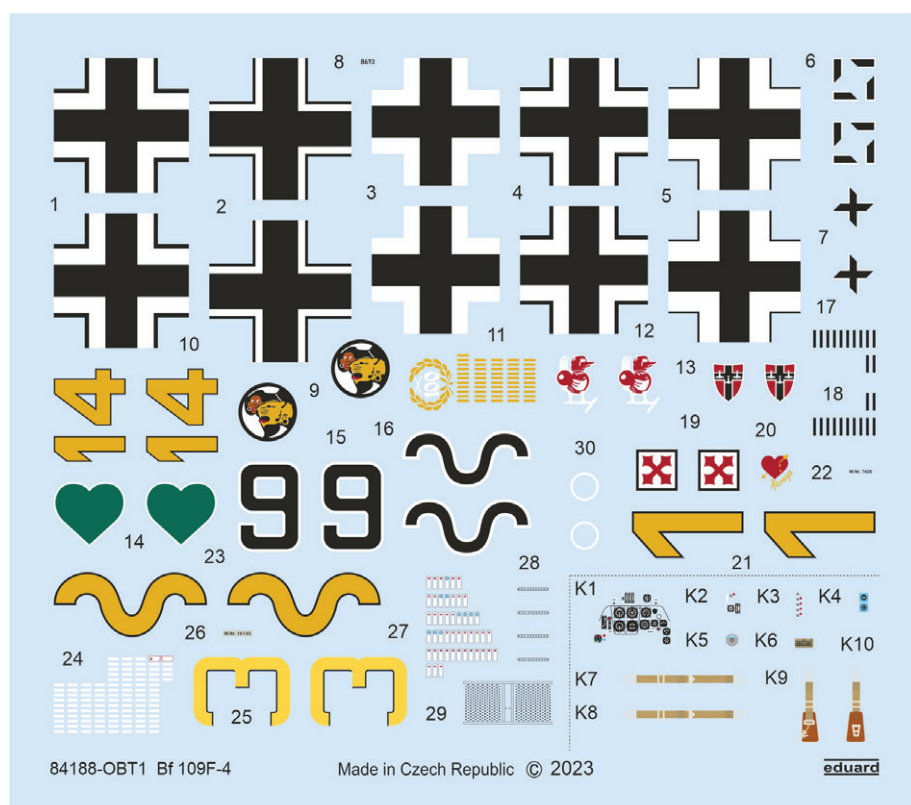
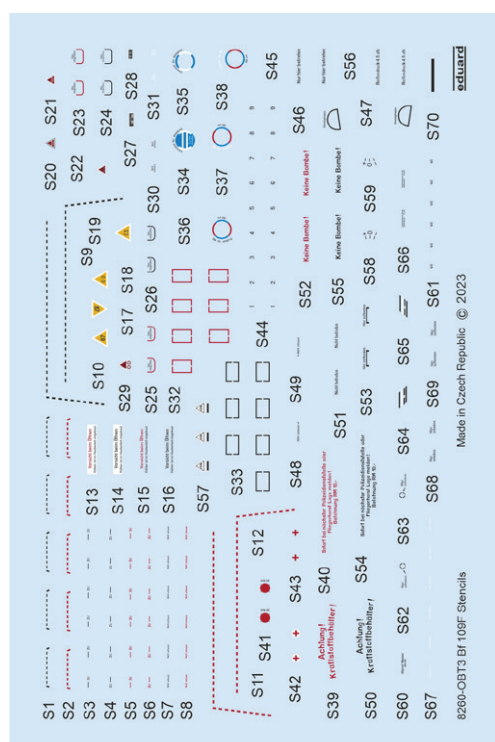
# 1/48

#84188

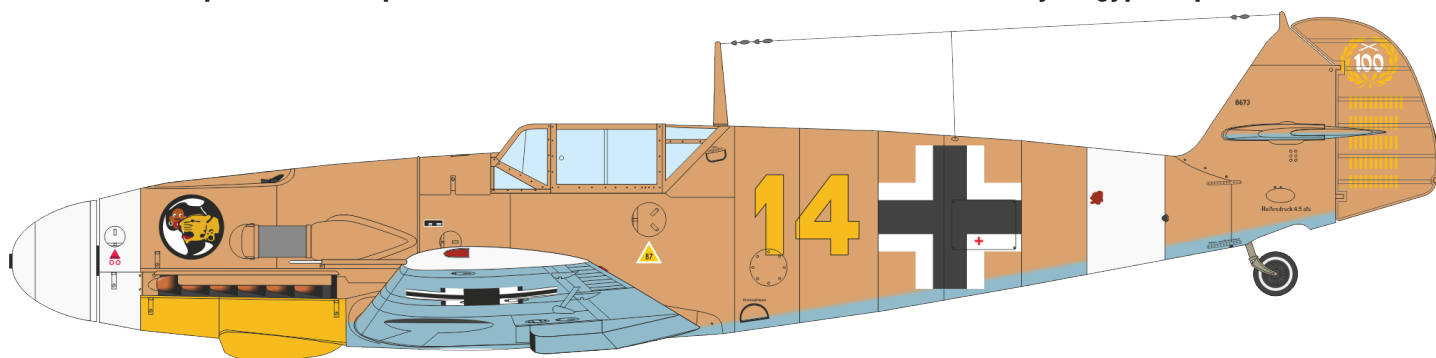
Weekend edition kit of German WWII fighter aircraft Bf 109F-4 in 1/48 scale.

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

Product page



## ■ Bf 109F-4/Trop, WNr. 8673, Hptm. Hans-Joachim Marseille, CO of 3./JG 27, Quotaifiya, Egypt, September 1942

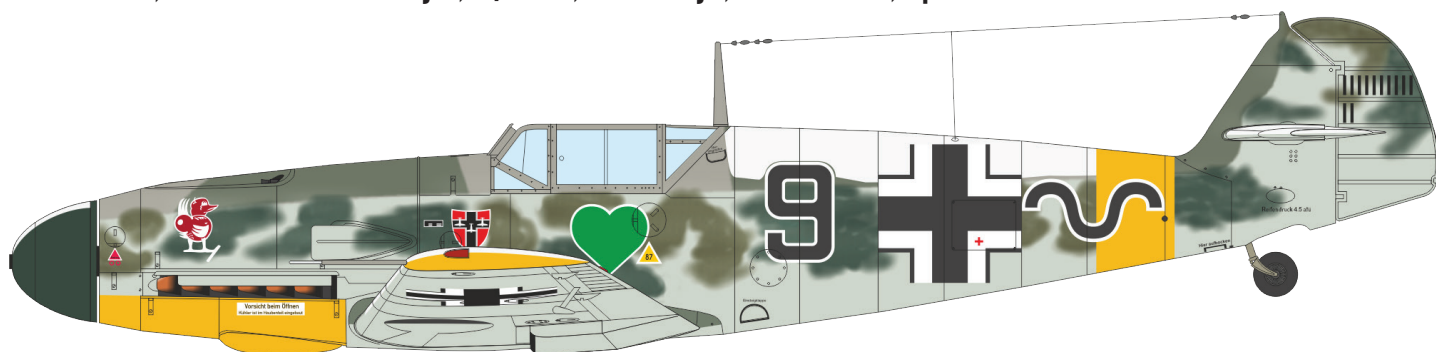


Hans-Joachim Marseille used this plane after his return from Rome and achieved 49 victories with this last of "Friedrichs" he used from August 24, 1942, to September 25, 1942. On September 30, 1942, he flew the Messerschmitt Bf 109G-2/Trop as he led escort mission of the 3. Staffel to cover a squadron of Ju 87 Stukas. On the return leg, a smoke filled the cockpit, and Marseille

was forced to bail out. Hitting the rudder after the emergency exit of the plane, he lost consciousness, and his parachute did not open. Seconds later, Marseille died from the impact on the ground. After his death, WNr. 8673 was used by 1./SG 2 but was hit by flak and lost southward of El Alamein on October 22, 1942. The aircraft had the upper camouflage color RLM 79 sprayed all over

the fuselage sides as a non-standard finish. The lower surfaces were sprayed with RLM 78 and the camouflage was complemented by the markings of the aircraft operating on the Southern front, i.e., white wingtips, white propeller cone and a band on the aft fuselage of the same color. The engine cowling bore the emblem of I. Gruppe JG 27 on both sides.

## ■ Bf 109F-4, Lt. Hans-Joachim Heyer, 8./JG 54, Siverskaya, Soviet Union, April 1942

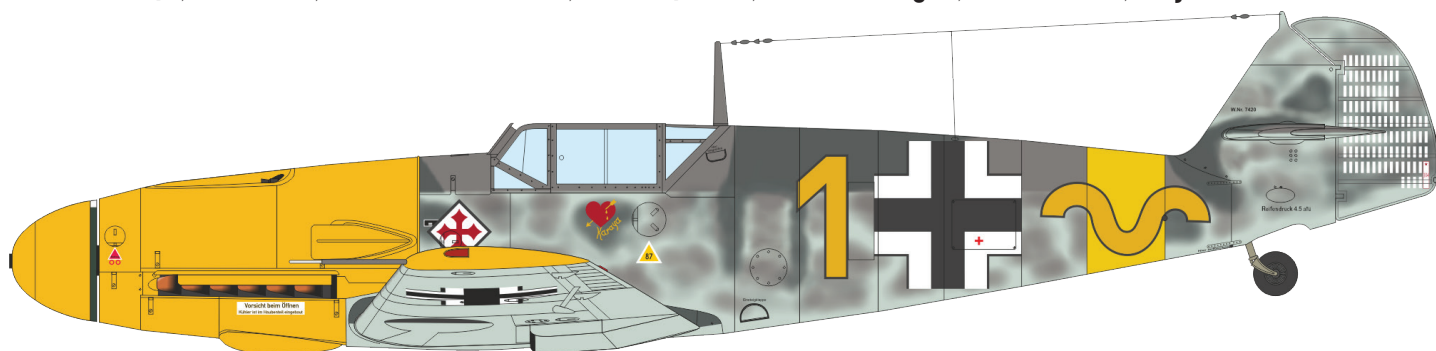


The recipient of the Knight's Cross, Hans-Joachim Heyer, was born on April 20, 1922, in Rehungen. He served his entire aviation career as a member of 8./JG 54 and scored his first kill on the first day of the invasion to Soviet Union on June 22, 1941. His victim was a Polikarpov I-15. Heyer's "Black 9", which he flew from the spring of 1942, was camouflaged with RLM 74/75/76 colors and

the fuselage sides were completed with RLM 70 and RLM 71 patches. The upper surfaces of the wing, the rear fuselage behind the cockpit and the horizontal tail surfaces were all painted in white overpaint made by washable color. The III./JG 54 emblem was painted below the windshield on both sides of the fuselage. More to it, on the left side under the cockpit there

was painted the JG 54 emblem – a green heart. On the rudder, there were kill marks painted on both sides. Hans-Joachim Heyer was shot down and killed near Leningrad on November 9, 1942. He was posthumously awarded the Knight's Cross on November 25, 1942. His score stopped at 53 aerial victories, all achieved on the Eastern Front.

## ■ Bf 109F-4/Z, WNr. 7420, Lt. Hermann A. Graf, CO of 9./JG 52, Kharkov-Rogan, Soviet Union, May 1942



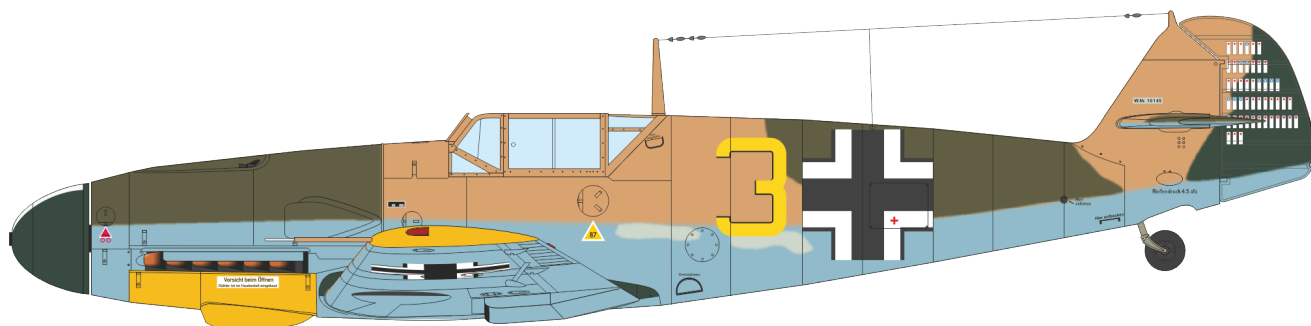
Hermann Anton Graf was born on October 24, 1912. He trained as a locksmith and was a keen football player in his youth. Later he took up sailing and entered the army in 1939. In the spring of 1940, he served in JG 51 and participated in the Battle of France. In April 1941, he fought over Greece and Crete, but did not record any victories during this period. His first kill came on

August 4, 1941, near Kiev and things changed. At the end of January 1942, he received the Knight's Cross for 45 kills, in May 1942, he achieved his 100th aerial victory and received Oak Leaves and Swords in addition to the Cross. He was the fifth in line of pilots to be awarded the Diamonds to the Knight's Cross with Oak Leaves and Swords on September 29, 1942. Graf became part of

propaganda campaigns, even a member of the Luftwaffe football team. At the end of the war, he was leading JG 52 and retreated with the unit from East Prussia, through Silesia and into Bohemia. He surrendered on May 8, 1945, in Písek (South Bohemia) to the Americans. They promptly handed him over to the Russians and Graf spent more than four years in captivity.



## ■ Bf 109F-4/Trop, WNr. 10145, Fw. Rudolf Müller, 6./JG 5, Petsamo, Finland, June 1942



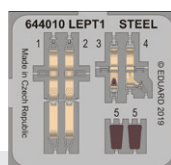
Rudolf "Rudi" Müller was born on November 21, 1920, in Frankfurt am Main. During 1940 he underwent pilot training and was assigned to 1./JG 77 in August 41. He scored his first kill on September 12, 1941. His victim was a Soviet I-16. On March 21, 1942, the 6./JG 5 was formed and

the number of Müller's victories over Soviet pilots was steadily rising during this time. Encounters took place during Luftwaffe attacks on convoys to and from Murmansk and during multiple combats with Soviet forces in the area of the Vayenga airfield or over the base of the JG 5 at Petsamo-

Luostari. Rudolf Müller was awarded the Knight's Cross on June 19, 1942, but was shot down and captured by Soviet forces on April 19, 1943. He did not survive, as he was shot while attempting to escape from a prison camp in Mordvinsk on October 21, 1943.

## Recommended: for Bf 109F-4 1/48

- FE844 Bf 109F-4 Weekend (PE-Set)
- 644010 Bf 109F LööK (Brassin)
- 648282 Bf 109F wheels (Brassin)
- 648288 Bf 109F propeller LATE (Brassin)
- 648289 Bf 109F propeller EARLY (Brassin)
- 648291 Bf 109F landing flaps (Brassin)
- 648300 Bf 109F engine & fuselage guns (Brassin)
- 648308 Bf 109F undercarriage legs BRONZE (Brassin)
- 3DL48028 Bf 109F-4 SPACE (3D Decal Set)
- D48026 Bf 109F stencils (Decal Set)
- EX535 Bf 109F-4 (Mask)
- EX588 Bf 109F TFace (Mask)

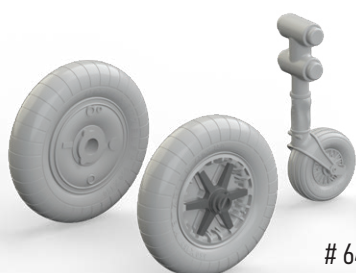


# 644010

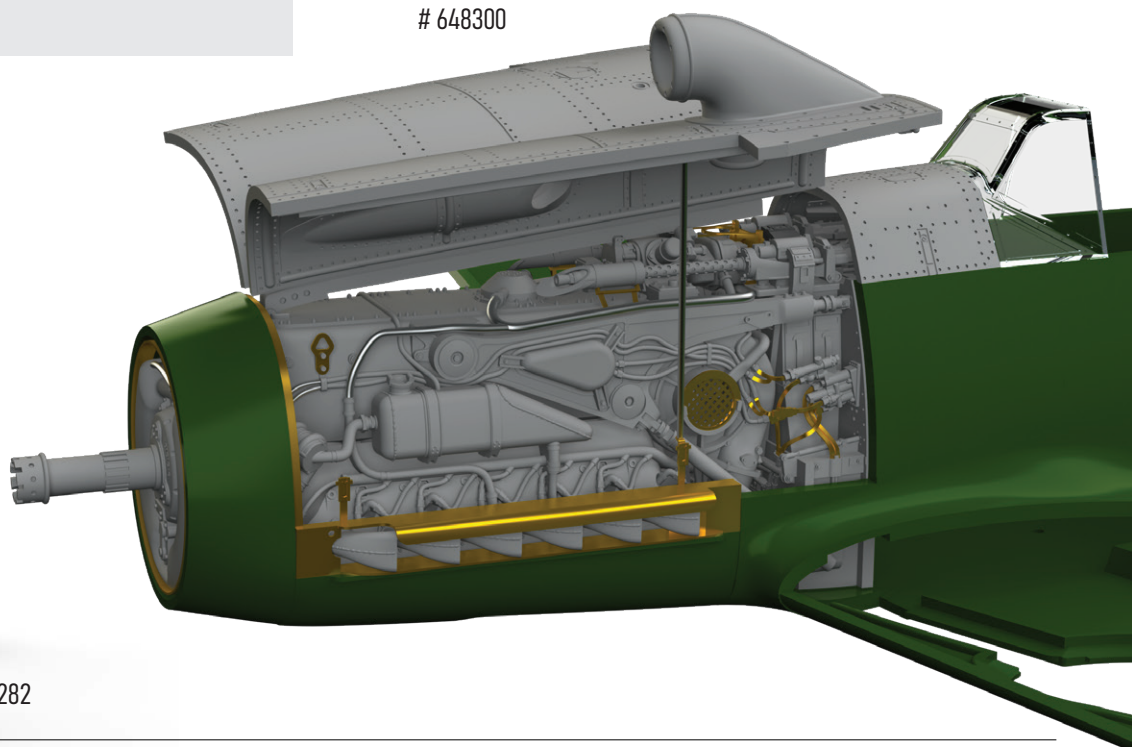
# 648300



# 648308



# 648282



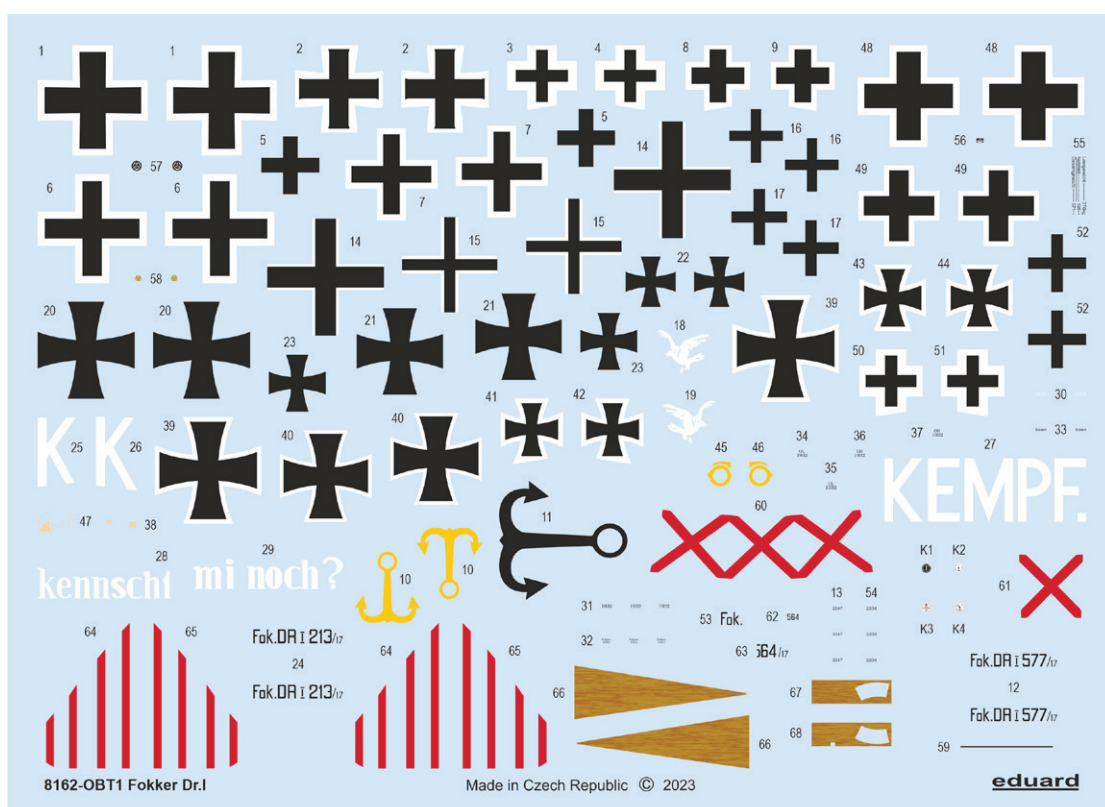
# Fokker Dr.I

# 1/48

#8162

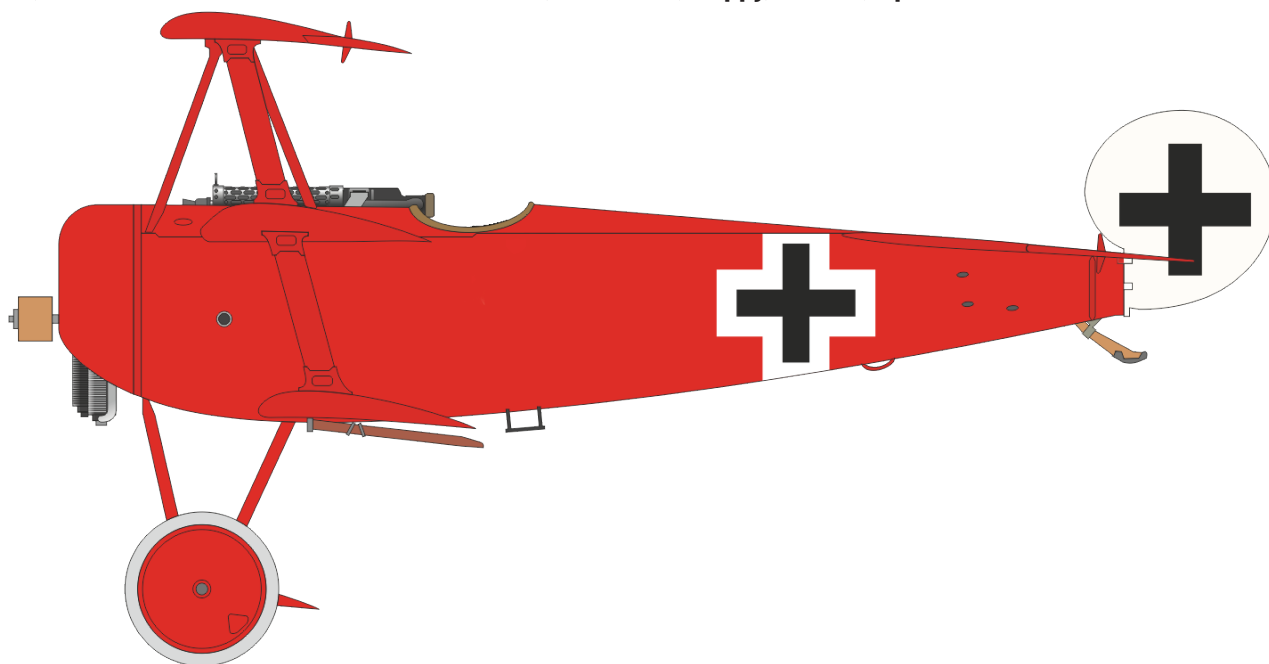
ProfiPACK edition kit of legendary German WWI triplane Fokker Dr.I in 1/48 scale.

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

[Product page](#)




# ■ 425/17, Rtm. Manfred A. Freiherr von Richthofen, CO of JG 1, Cappy, France, April 1918



The Great War highest scoring ace and respected commander of Jagdgeschwader 1 achieved his last two victories flying this Dreidecker No. 425/17 on April 20, 1918. The aircraft had already the national insignias adjusted according to the regulation issued by Luftstreitkräfte on March 18, 1918, calling for the adoption of the Balkenkreuz instead of Iron Cross. The penultimate and last victims of "Red Baron" were two Camels of No. 3 Squadron RAF: Maj. R. Raymond-Baker as

79th victim and Capt. D. G. Lewis as 80th. Just a day later, von Richthofen was in combat again. As he was hunting the Camel flown by Lt. May of No. 209 Squadron, Captain Arthur "Roy" Brown came to the latter's aid, while at the same time, infantrymen opened machine gun fire on the red triplane. It is not known who shot the fatal bullet which hit the "Red Baron". The autopsy conducted by a field surgeon indicated the mortal bullet was shot by ground machine gun because of the angle

of the hit in the chest of Manfred Richthofen. In any case, on April 21, 1918, at 11.50, the final page in the life of Manfred von Richthofen had been written ... The aircraft depicted here had the crosses already changed, but on the bottom of the lowest wing the paintjob was either not finished or it was slovenly done. As red paint had to be used for crosses adaption, it is likely the typical scratches on the port side of the cockpit were overpainted during the process.

# ■ 577/17; Lt. Rudolf Klimke, Jasta 27, Halluin-Ost, France, May 1918

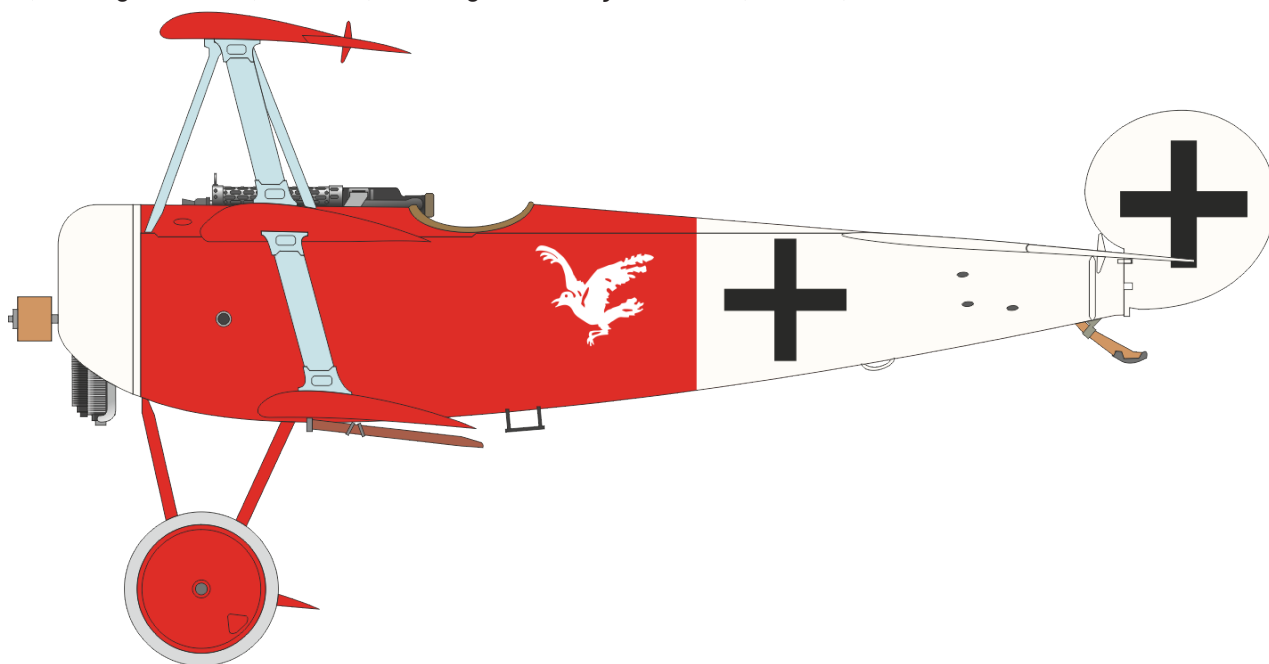


As a member of FFA 55, Rudolf Klimke got his first kill on the Russian Front in 1916. In May 1917, flying an Albatros C.VII with FA 19, along with his observer, he conducted a lone night attack on London. After being transferred to Kasta 13/KG 3, he was flying big Gotha bombers. A Sopwith fighter was shot down by crew of Klimke, Leon

and Reintrop over London on June 7, 1917. After that, Klimke underwent training at Jastaschule I and was assigned to Jasta 27 in September 1917. There he gradually increased his kill count to seventeen. On the same day he shot down his 17th victim, September 21, 1918, he was also seriously wounded by enemy fighter fire. Klimke managed

to land on the German side of the front but was nearly killed during a bombing of the hospital, where he was treated. He did not return to a combat unit before the war ended.

## ■ 479/17; Lt. August Raben, Jasta 18, Montingen (Montoy-Flanville), France, October 1917



August Raben was born on December 2, 1892. After the outbreak of War, he first served with the Feldartillerie Regiment Nr 55. He was transferred to Luftstreitkräfte on April 18, 1916, and after completion of pilot training, he was assigned to Jasta 25 in August 1916. His first fighter unit was Jasta 36, which he joined on February 17 and after he gained experience, he was transferred to the newly formed Jasta 39 to become its CO on August 2. The unit was then sent to Italy, where Raben achieved his first two

victories on September 26. He was then wounded by AA fire on November 17. After recovery, he took over the lead of Jasta 15, part of JG II, on March 14, 1918. It was just six days prior to the "big swap" with Jasta 18, which ended with Raben as CO of Jasta 18 and out of the JG II assembly. As the "original" Jasta 18 kept their colors after becoming Jasta 15, Raben's unit had to opt for new ones: red for front of the fuselage and wings and white for the rest. Raben shot down two more enemies and continued as a member of

Freikorps after the war. His aircraft always sported black or white stylized raven for apparent reason, as rabe is the German word for raven. This Dr.I was no exception. It is not sure which color were the wing struts. They lacked the stenciling and seemed to be of a lighter shade than red surfaces but darker than white ones. The original white fields surrounding the older type of the crosses were overpainted with red, but the white background made the red look a little bit lighter.

## ■ 213/17; Lt. Friedrich P. Kempf, Jasta 2, Bavichove, Belgium, February 1918



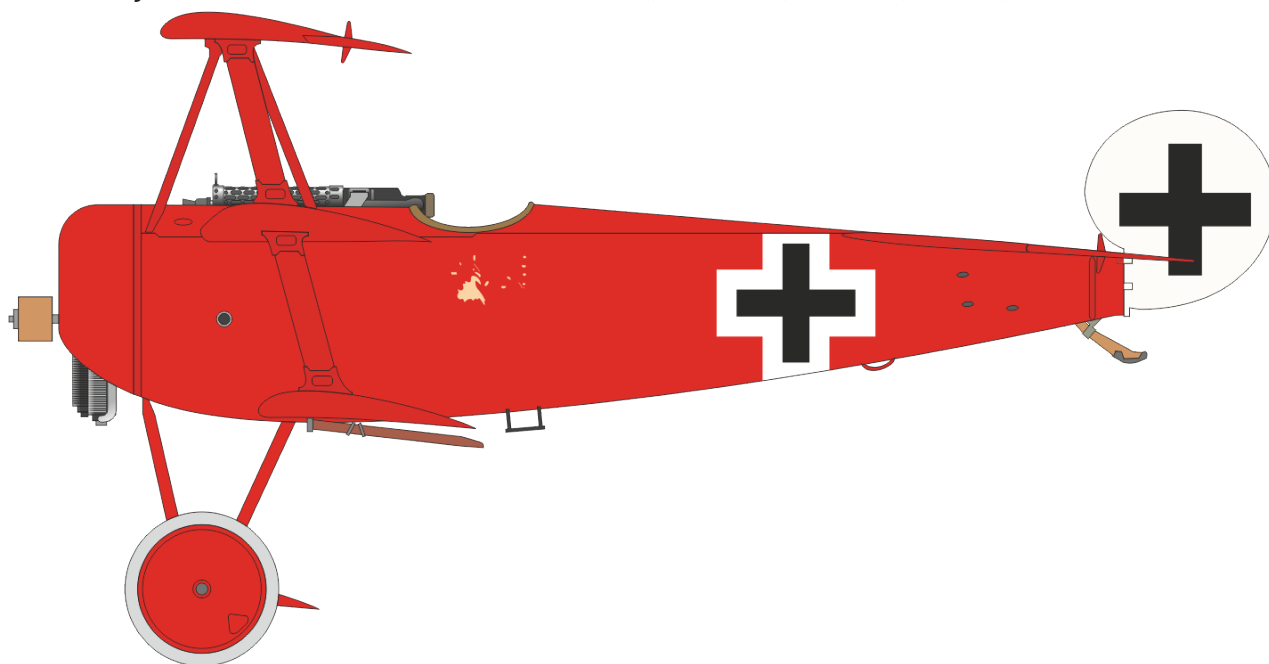
Friedrich Paul Kempf was born on May 9, 1894, in Freiburg. He entered military service in 1913, interrupting his technical studies. In May 1915, he was transferred from the infantry to the Luftstreitkräfte and served with bombing unit Kagohl 4 on both the Western and Balkan Fronts. In April 1917, he was assigned to Jasta Boelcke

with which he served his entire career as a fighter pilot (twice interrupted by stints with Jastaschule I). Fritz Kempf distinguished himself more with his two Fokkers Dr.I than with his four kills (BE2e, Pup and two Camels). His planes were similar in appearance and carried the taunting inscription "Kennst mi noch?" on the medium wing. The

meaning is "Do you remember me?" and these words were his typical zinger. He asked this way even people he never met ... More to it, he put his name on the top wing to distinguish his Dr.I from the others even more. The aircraft depicted here is the first from two "Kennst mi noch?" ones. Friedrich Kempf survived both world wars and died in 1966.



# ■ 425/17 flown by Rtm. Manfred A. Freiherr von Richthofen, CO of JG 1, Lechelle, France, March 1918



Manfred Albrecht von Richthofen is rightfully considered the greatest fighter pilot of the First World War as he knocked eighty enemies down prior to his death on April 21, 1918. No one knows what his score might be, if the things went a different way and he had the opportunity to fly the Fokker D.VII in combat - a new fighter he liked very much. On contrary to the general perception, the Fokker Dr.I was not his typical mount, as he shot down only 17 out of his 80 victims while flying

the Dreidecker for the short period of March and April 1918. He was assigned to the Luftstreitkräfte on his own request in 1915 after his service with a cavalry unit. He became an observer but when he met Oswald Boelcke, the impr fighter ace charisma made him to request pilot training. On completion of that, he became pilot of observer aircraft, but after another meeting with Boelcke he joined the ranks of the newly formed Jasta 2. In January 1917, von Richthofen was awarded

the highly coveted Pour le Mérite and was subsequently made CO of Jasta 11. In June 1917, he received orders to form Jagdgeschwader 1 from Jasta 4, 6, 10 and 11 units. He led this "wing" until his death on April 21, 1918. Von Richthofen had his aircraft painted red from January 1917 when he led Jasta 11 and flew the Albatros D.III. He carried this practice over to the Fokker Dr.I which he flew as JG 1 Commanding Officer.

# ■ 564/17; Lt. Werner Steinhäuser, Jasta 11, Avesnes-le-Sec, France, February, 1918



Werner Steinhäuser was born on June 29, 1893. As a wartime pilot he first served with FA(A) 261 where he achieved his first kill, when he shot down an observing balloon on August 20, 1917. Four months later he was reassigned to Jasta 11, where he started his career by destroying

another balloon on January 13, 1918, and gradually increased his count to ten victories. He was wounded when forced to land on March 17, 1918, but recovered and got back to the action. In the morning of June 26, 1918, he was shot down in his Fokker D.VII and killed in combat with French

SPADs from either Spa 124 or Spa 93. Steinhäuser flew at least two Dreideckers. The first had the fuselage band red with yellow crosses, on the other one the colors were reversed as they were for the horizontal stabilizer and elevator.

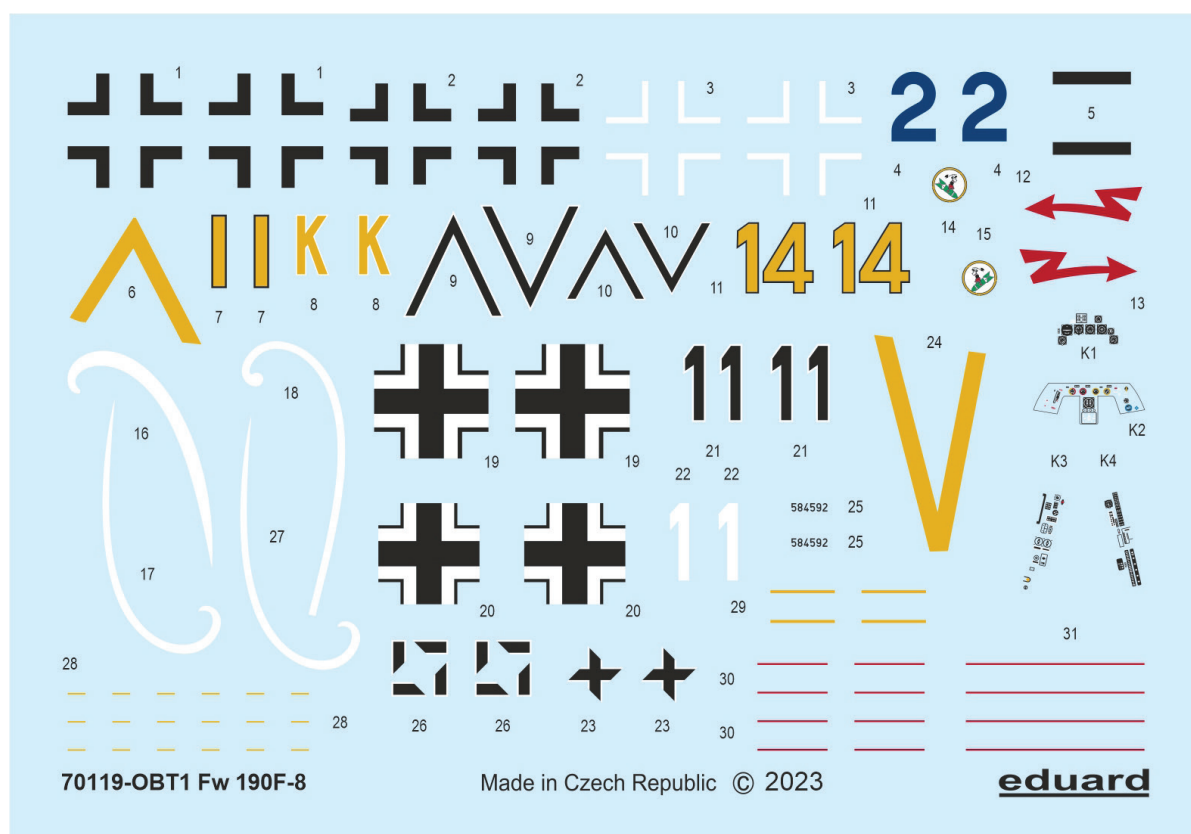
# Fw 190F-8 1/72

## Re-release

#70119

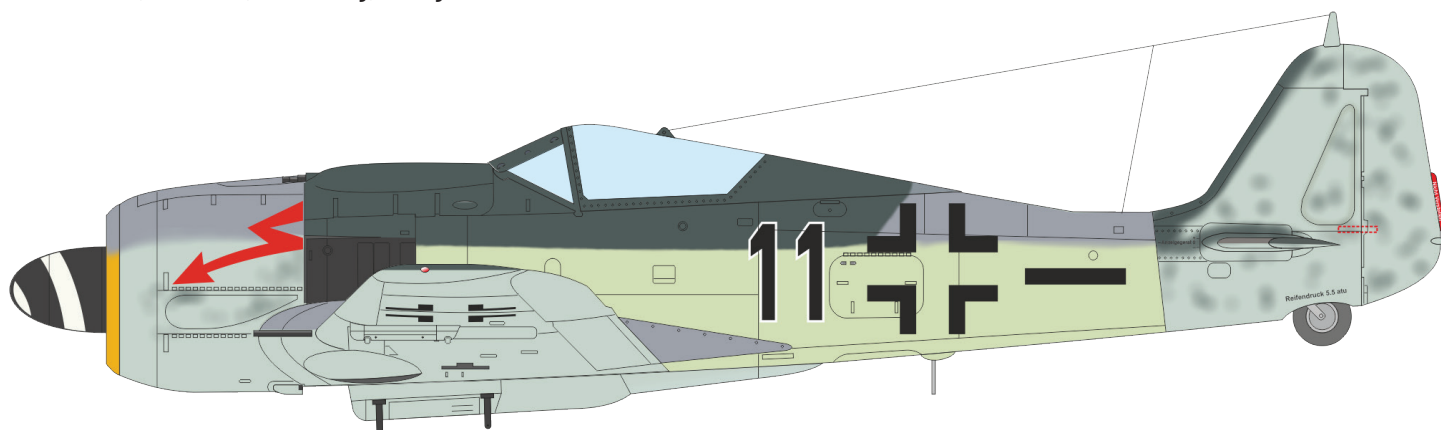
ProfiPACK edition kit of German WWII fighter aircraft  
Fw 190F-8 in 1/72 scale. Version F was used for attacks  
against ground targets.

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

[Product page](#)




## ■ 5./SG 77, Cottbus, Germany, early March 1945

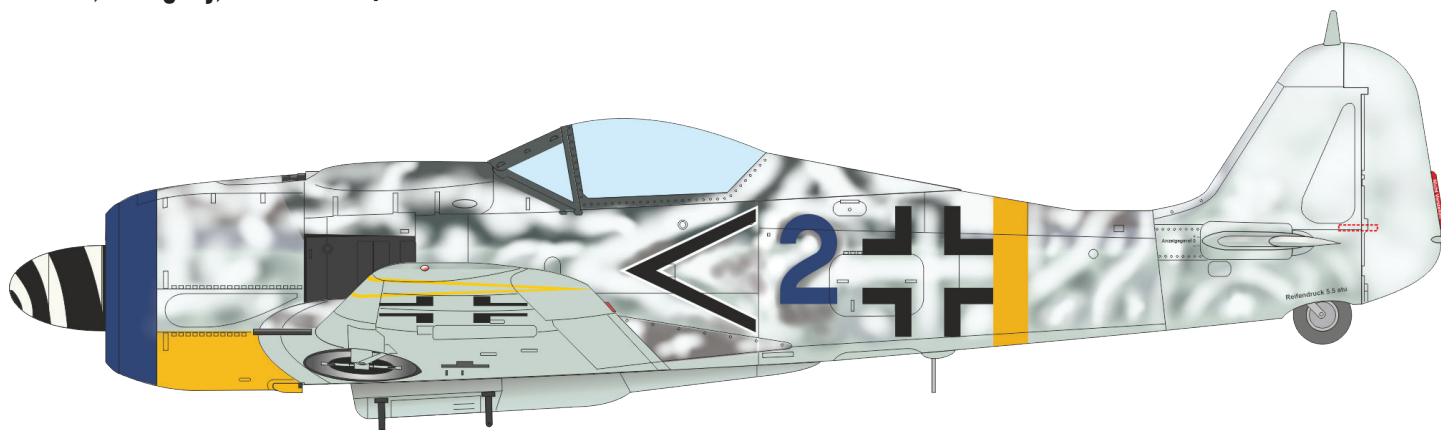


This aircraft was photographed at Cottbus airport in early 1945. It bore a standard camouflage scheme consisting of the RLM 74 and 75 colors on the upper surfaces. The lower surfaces were

sprayed in RLM 76, which was complemented on the fuselage bottom by a green-blue shade of the RLM 76. The black horizontal stripe indicates the aircraft belonged to 5. Staffel SG

77. The significance of the red flash on the engine cowling is unknown.

## ■ SG 2, Hungary, Winter 1944/1945

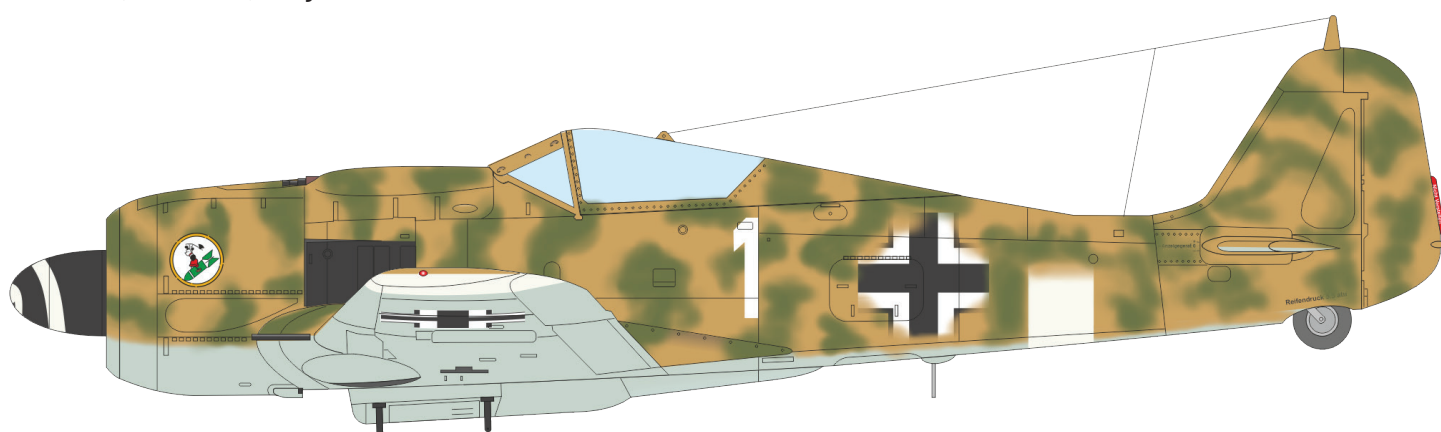


The standard camouflage of this aircraft of RLM 74 and 75 colors was covered with irregular white patches on the upper and side surfaces. The yellow band around the fuselage was complemented by

yellow stripes forming a V on the wing. This marking was introduced by Fliegerkorps IV after Romania had crossed over to the other side of the conflict and it was necessary to visually distinguish its own

German aircraft from the same types of Romanian aircraft, which became enemies.

## ■ 1./SG 4, Piacenza, Italy 1944

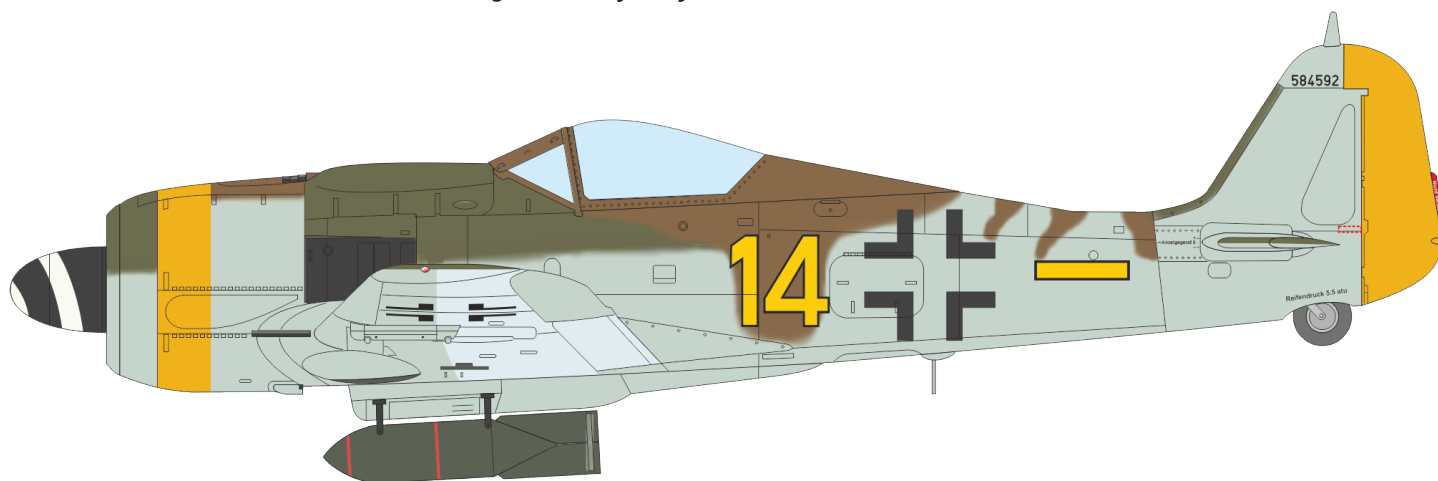


During the time Schlachtgeschwader 4 operated in Italy, where the unit was part of efforts to slow down advancing Allied forces, its Fw 190F-8s sported an interesting appearance. The upper surfaces were painted over with sandy brown

color complemented with irregular olive spots. This modification was done hastily in field conditions and led to partial respray of the insignia. Also, the white stripe on the upper side of the fuselage which indicated the unit operating

in the Mediterranean theatre was resprayed. The aircraft belonged to the I. Gruppe and sported unit's emblem on the nose. The propeller cone was probably black, complemented with a white spiral.

## ■ WNr. 584592, SG 2 or SG 10, Neubiberg, Germany, May 1945

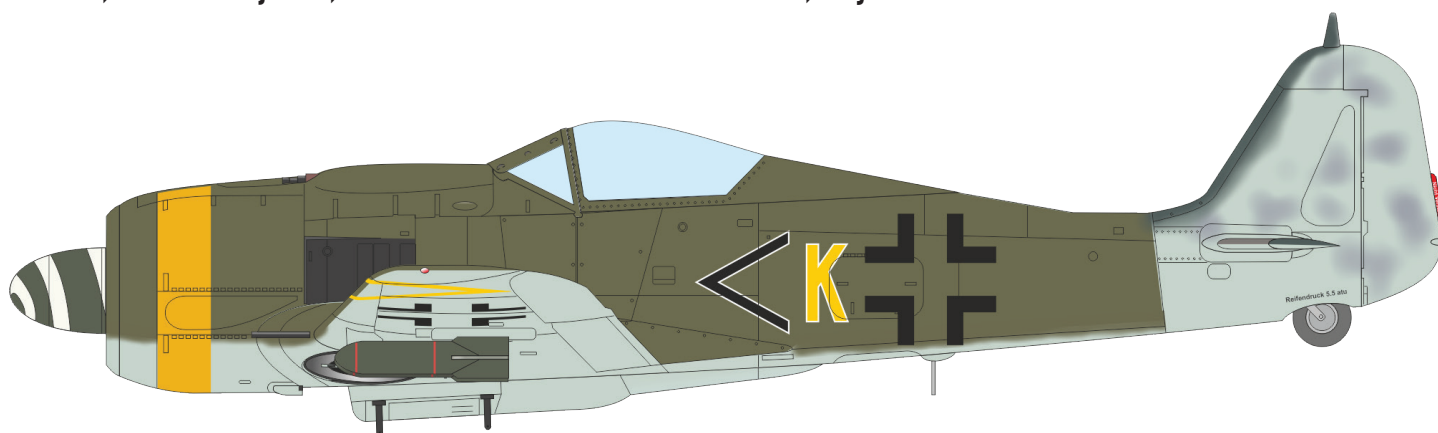


The yellow 14, belonging to II. Gruppe SG 2 or SG 10 and left behind by Luftwaffe personnel at the end of the war at Neubiberg, represents the Fw 190F-8 of the last production series. The upper surfaces were painted in RLM 75/76/81/83, while

the lower surfaces were partly sprayed in RLM 76. Similar to the Fw 190D-9s produced at the end of the war, part of the lower wing surfaces were left in bare metal for example, while the flaps, ailerons and fuselage bottom were sprayed with

RLM 76. The bottom of the elevator appears dark in the photo, but this is down to the different angle of its surface to the light source. A yellow band was sprayed around the nose, indicating attack aircraft of the Luftwaffe at the time.

## ■ SG 10, České Budějovice, Protectorate of Bohemia and Moravia, May 1945



One of the aircraft left by Stab SG 10 and some of its Gruppe at the airfield in České Budějovice was the Fw 190F-8 marked with a yellow letter K. It sported signs of camouflage modifications of some SG 10 aircraft at the end of the war. The entire upper surfaces were brushed over with dark green RLM 83 or a very similar color. As it was made in field conditions the green color interfered irregularly with the lower surfaces. The insignia on the upper side of the wing and on

the fuselage partially perished under the new paint. Shortly afterwards the yellow K got a replacement tail surfaces in the standard grey-gray camouflage from a destroyed Fw 190. This was the reason for the mismatch in the style of the applied crosses and swastikas. By May 1945, the brush-painted green color was considerably worn. The identifying yellow Jabo stripe wrapped around the engine cowl. Inconsistent interpretation of the regulation on the

application of this stripe led to different widths of the stripe and also to different positions of its application. For this scheme, the yellow stripe appearance was reconstructed according to the most common occurrence within SG 10. It is worth noting the removal of the lower main landing gear wheel covers, which was intended to prevent operational difficulties on muddy airfields. The aircraft carried ETC 50 hangers for four 50 kg bombs under the wings.

## Recommended: for Fw 190F-8 1/72

|        |                                            |
|--------|--------------------------------------------|
| 672080 | Fw 190A wheels late (Brassin)              |
| 672082 | Fw 190A-8 engine (Brassin)                 |
| 672085 | Fw 190A exhaust stacks (Brassin)           |
| 672086 | Fw 190A propeller (Brassin)                |
| 672088 | Fw 190A-8 engine & fuselage guns (Brassin) |
| 672113 | SC 250 German WWII bombs (Brassin)         |
| 672115 | SC 50 German WWII bombs (Brassin)          |

## OVERTREES #70119X Fw 190F-8 1/72

Product page

## OVERLEPT #70119-LEPT Fw 190F-8 PE-Set 1/72

Product page

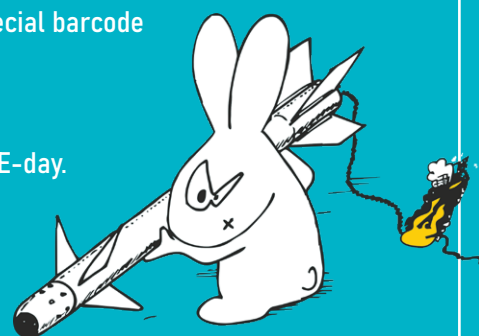


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- Club T-shirt – you will receive fancy BFC T-shirt with unique design and special barcode (used for event discounts). This exclusive T-shirt will be only available to the members of BFC.
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\* E-day - INTERNATIONAL SCALE KIT EXHIBITION - IPMS Czech Republic Championship

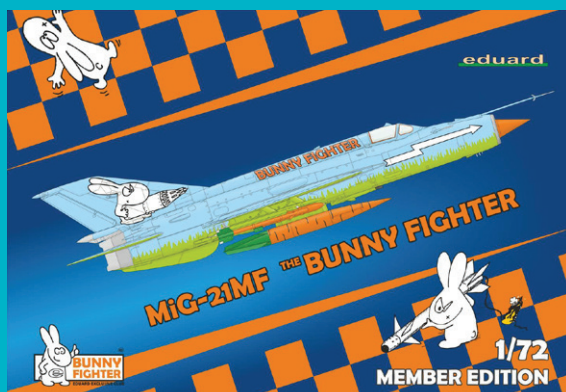


## How to become a member of BFC?

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

## Activation products:

### MiG-21MF + T-shirt 1/72

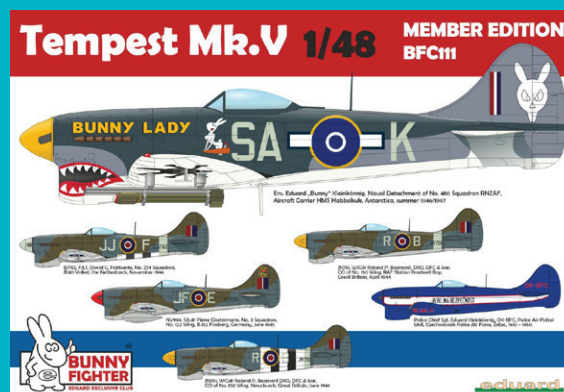


#### BOX CONTENT:

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



### Tempest Mk. V + T-shirt 1/48



#### BOX CONTENT:

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

634033

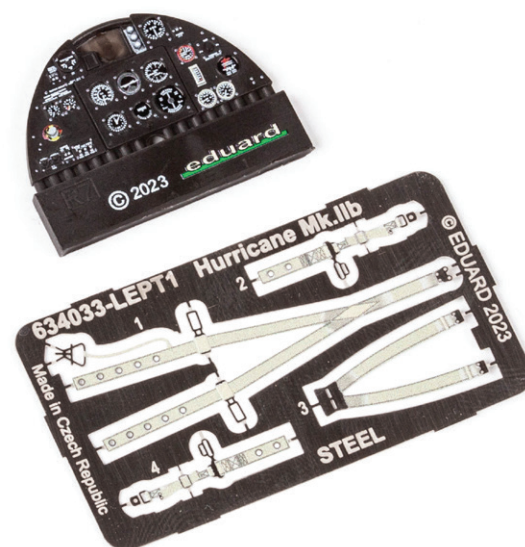
# Hurricane Mk.IIb LööK

1/32 Revell

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

Set contains:

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

[Product page](#)


LööK

634034

# Spitfire Mk.IXc LööK

1/24 Airfix

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Spitfire Mk.IXc in 1/24 scale.  
Easy to assemble, replaces plastic parts.  
Recommended kit: Airfix

Set contains:

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

[Product page](#)


LööK



644211

# F-16A MLU LööK

1/48 Kinetic

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-16A MLU in 1/48 scale.

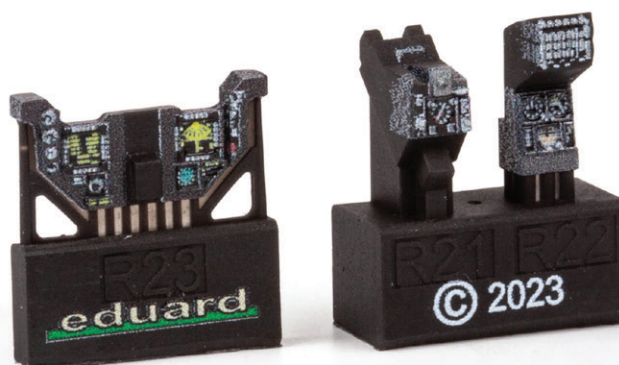
Easy to assemble, replaces plastic parts.

Recommended kit: Kinetic

Set contains:

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

[Product page](#)



*LööK*

644212

# F-16C Block 42 till 2005 LööK

1/48 Kinetic

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-16C Block 42 in 1/48 scale.

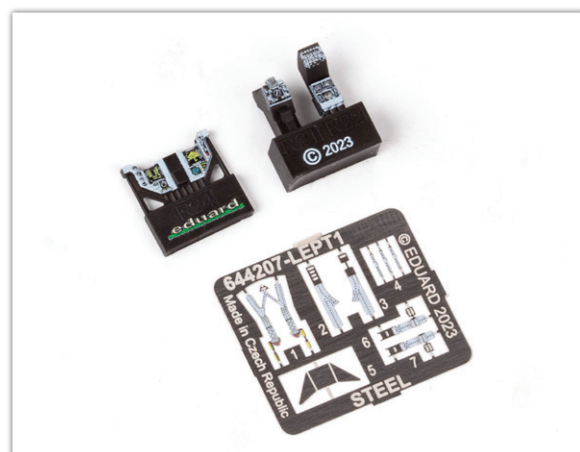
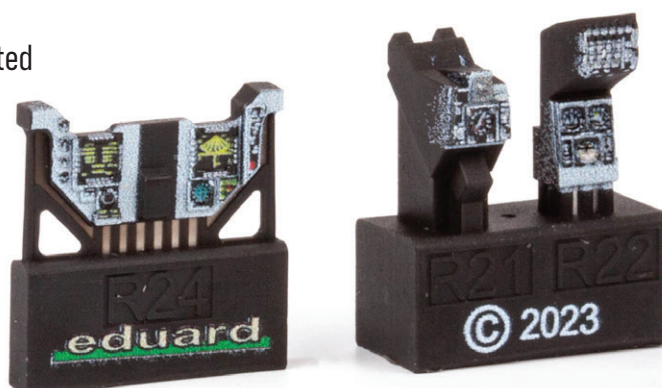
Easy to assemble, replaces plastic parts.

Recommended kit: Kinetic

Set contains:

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

[Product page](#)



*LööK*

644213

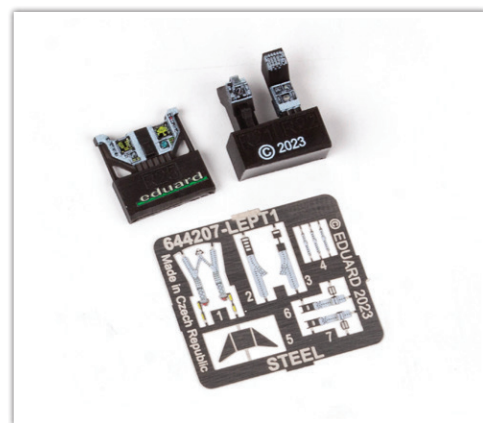
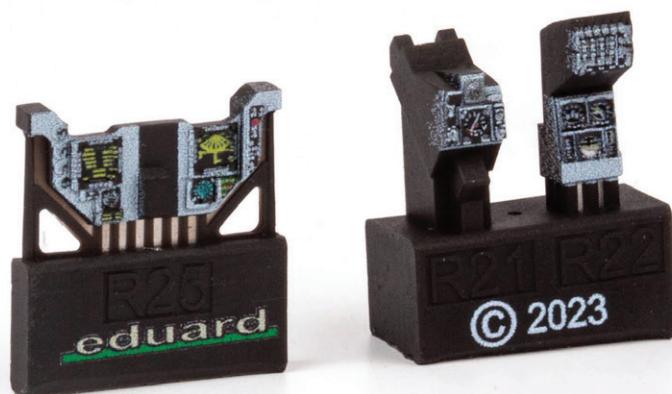
# F-16C Block 42 from 2006 LööK

1/48 Kinetic

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-16C Block 42 in 1/48 scale.  
Easy to assemble, replaces plastic parts.  
Recommended kit: Kinetic

Set contains:

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

[Product page](#)


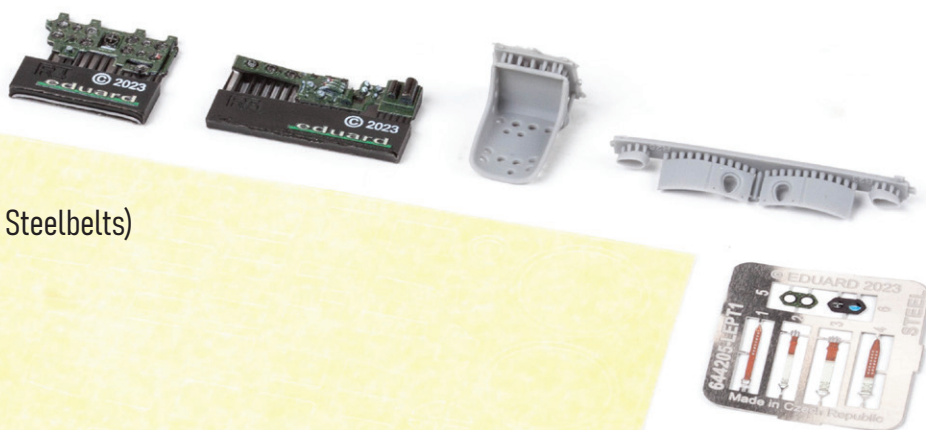

644208

# A6M2-N Rufe LööKplus

1/48 Eduard

Collection of 4 sets for A6M2-N Rufe in 1/48 scale. Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- exhaust pipes
- seat

[Product page](#)





644209

# Mosquito B Mk.IV LööKplus

1/48 Tamiya

Collection of 3 sets for Mosquito B Mk.IV in 1/48 scale.  
Recommended kit: Tamiya

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

Product page



*LööKt*

644210

# F-16C Block 25 LööKplus

1/48 Kinetic

Collection of 4 sets for F-16C Block 25  
in 1/48 scale. Recommended kit: Kinetic

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

Product page



*LööKt*

624003

# Spitfire Mk.IX exhaust fishtail PRINT

1/24 Airfix

Brassin set - exhaust stacks for Spitfire Mk.IXc in 1/24 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product page](#)




632191

# Luftwaffe rudder pedals PRINT

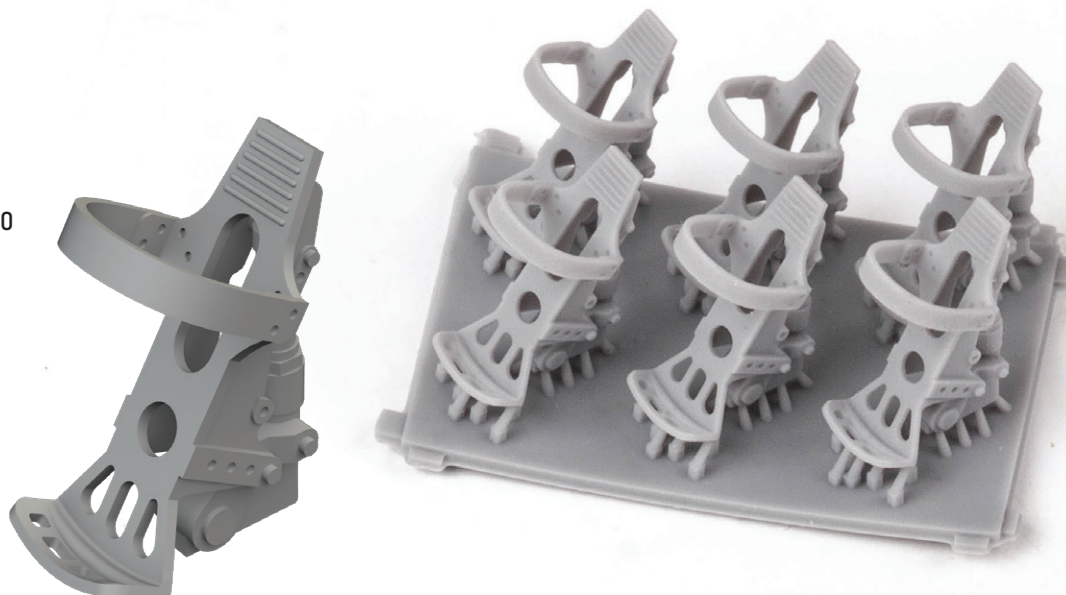
1/32

Brassin set - rudder pedals for German WWII aircraft in 1/32 scale. The set consists of 3 pairs of pedals. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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

[Product page](#)






**635027**

## WWII German towing cable eyes PRINT

**1/35**

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

Set contains:

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

[Product page](#)



**eduard**  
**BRASSIN**  
*Print*

**635028**

## WWII German trench binoculars PRINT

**1/35**

Brassin set - German WWII trench binoculars in 1/35 scale. The set consists of 5 binoculars. Made by direct 3D printing.

Set contains:

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

[Product page](#)



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*Print*

648827

## F4F-3A engine PRINT

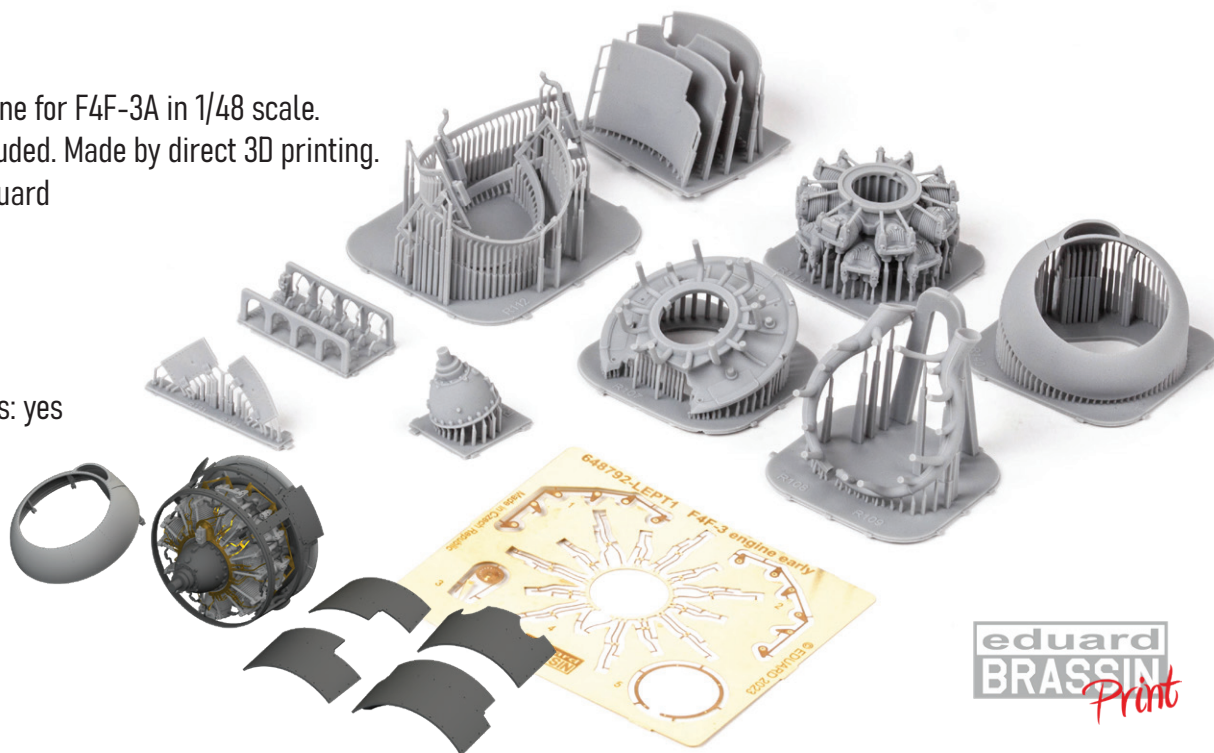
1/48 Eduard

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

Set contains:

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

Product page

eduard  
BRASSIN

Print

648850

## A6M2-N Rufe cockpit PRINT

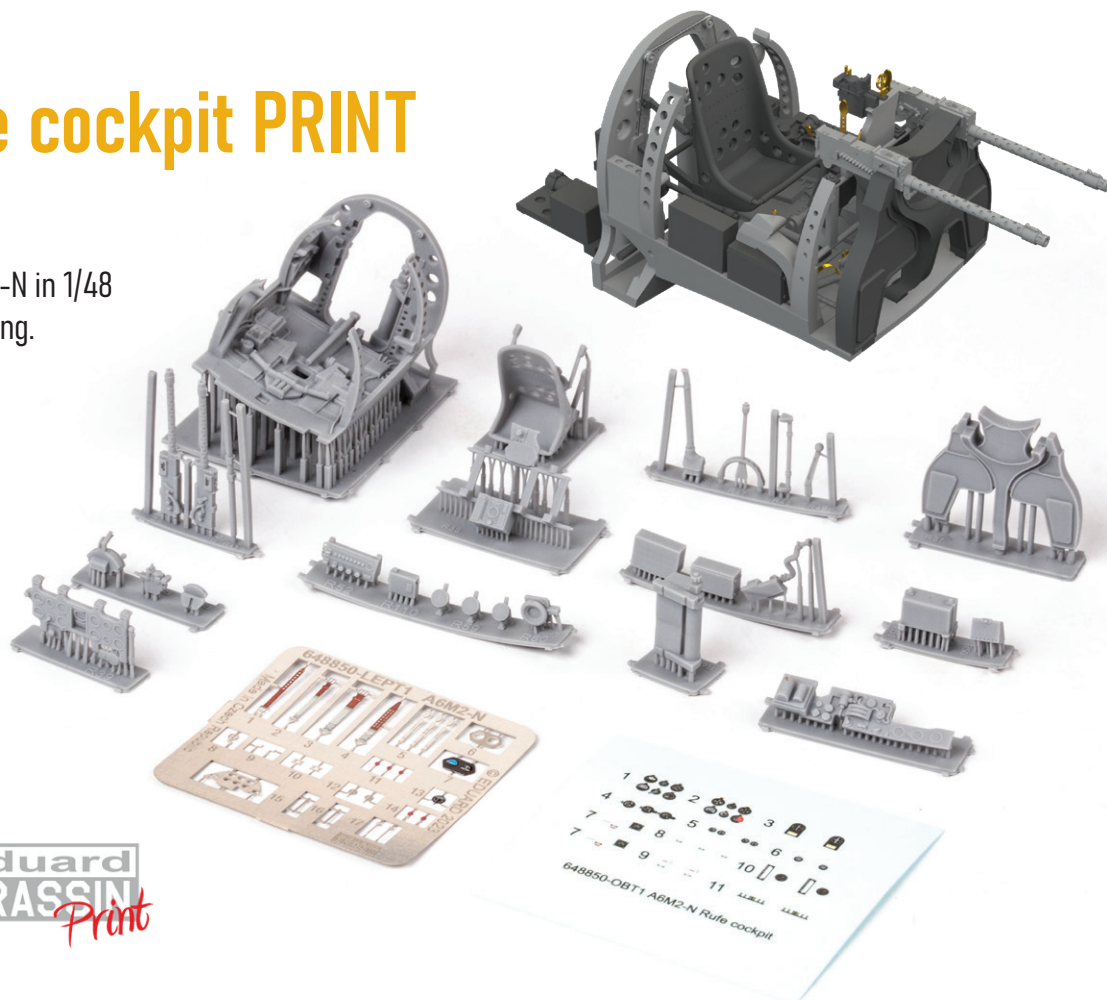
1/48 Eduard

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

Set contains:

- 3D print: 28 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no
- SPACE 3D decals: no

Product page

eduard  
BRASSIN

Print



648851

# A6M2-N Rufe landing flaps PRINT

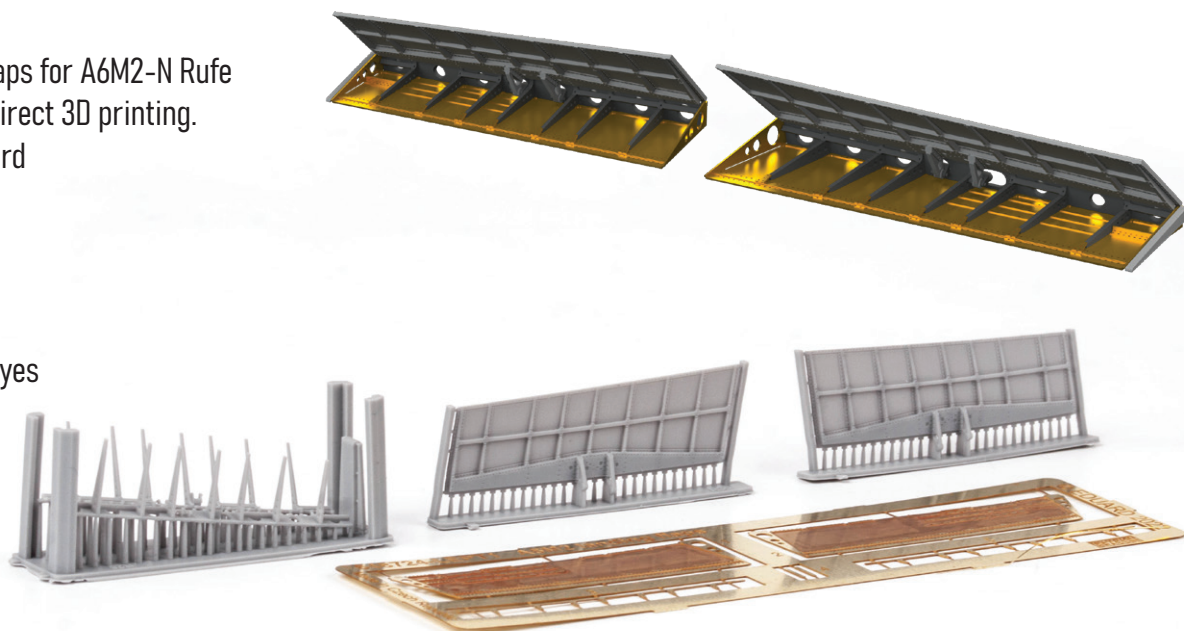
1/48 Eduard

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

Set contains:

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

[Product page](#)



**eduard**  
**BRASSIN**  
*Print*

648852

# A6M2-N Rufe engine complete PRINT

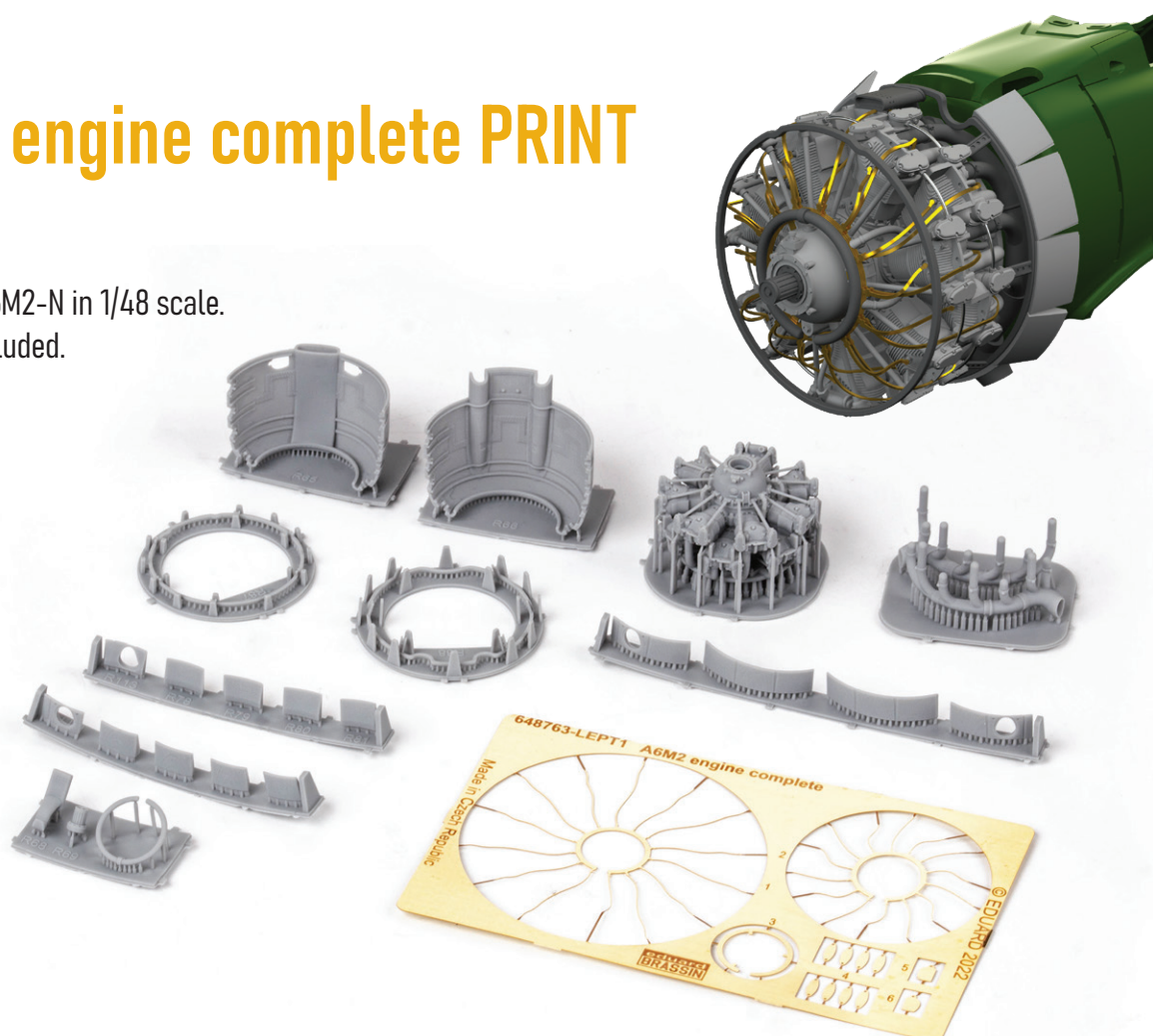
1/48 Eduard

Brassin set - the engine for A6M2-N in 1/48 scale.  
The separate cowlings are included.  
Made by direct 3D printing.  
Recommended kit: Eduard

Set contains:

- 3D print: 24 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



**eduard**  
**BRASSIN**  
*Print*

648853

# F4F-4 gun bays PRINT

1/48 Eduard

Brassin set - gun bays for F4F-4 in 1/48 scale.

The Set consists of gun bays for both wings.

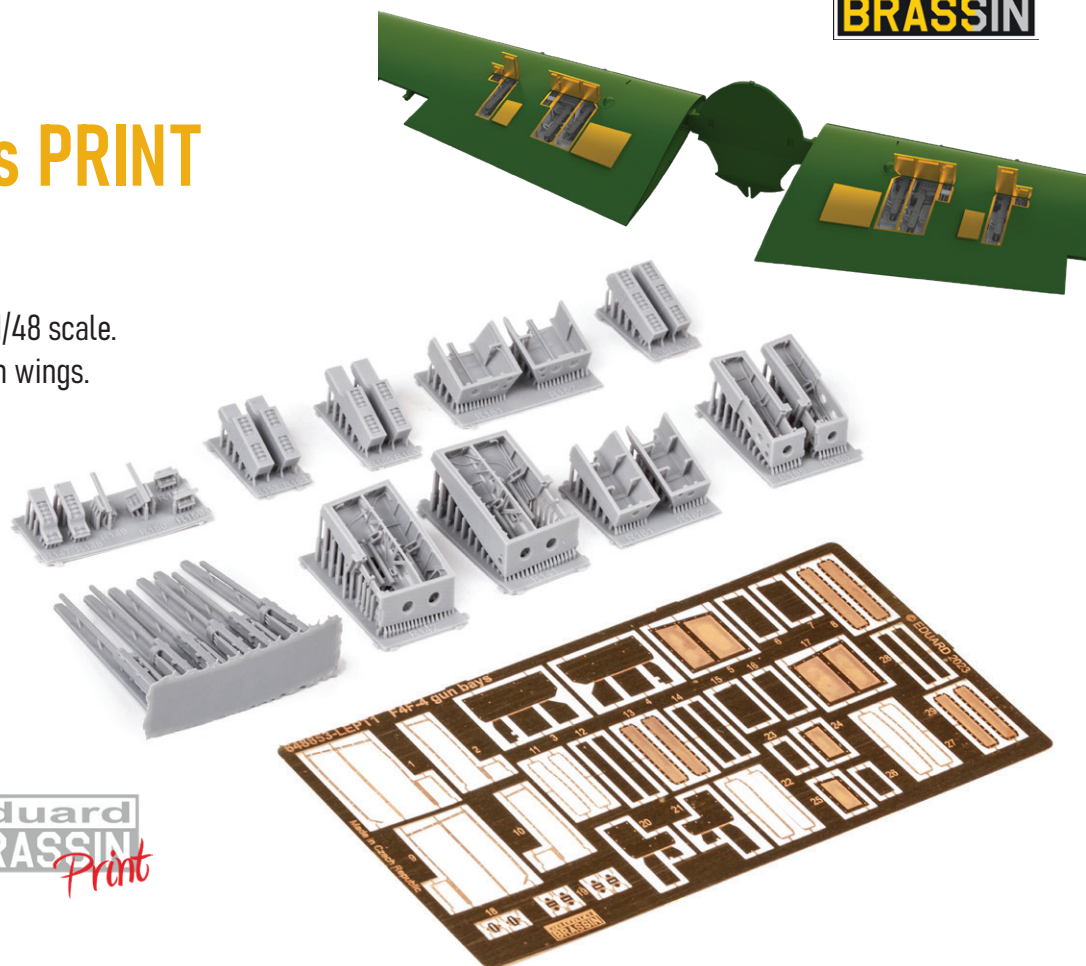
Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

- 3D print: 26 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



648856

# F-16 radar late PRINT

1/48 Kinetic

Brassin set - nose radar for F-16 in 1/48 scale.

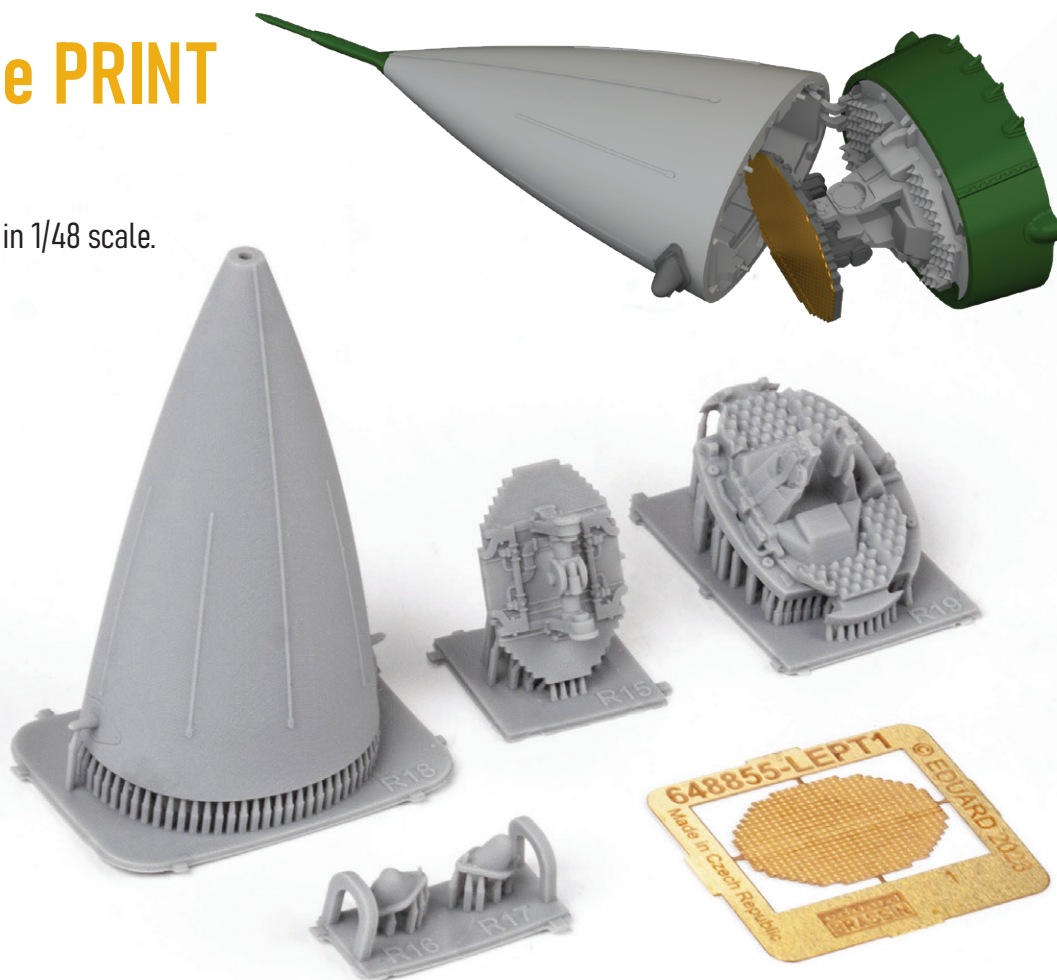
Made by direct 3D printing.

Recommended kit: Kinetic

Set contains:

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

[Product page](#)





648858

## F-35A ejection seat PRINT

1/48 Tamiya

Brassin set - ejection seat for F-35A in 1/48 scale.

Easy to assemble, replaces plastic parts.

Made by direct 3D printing.

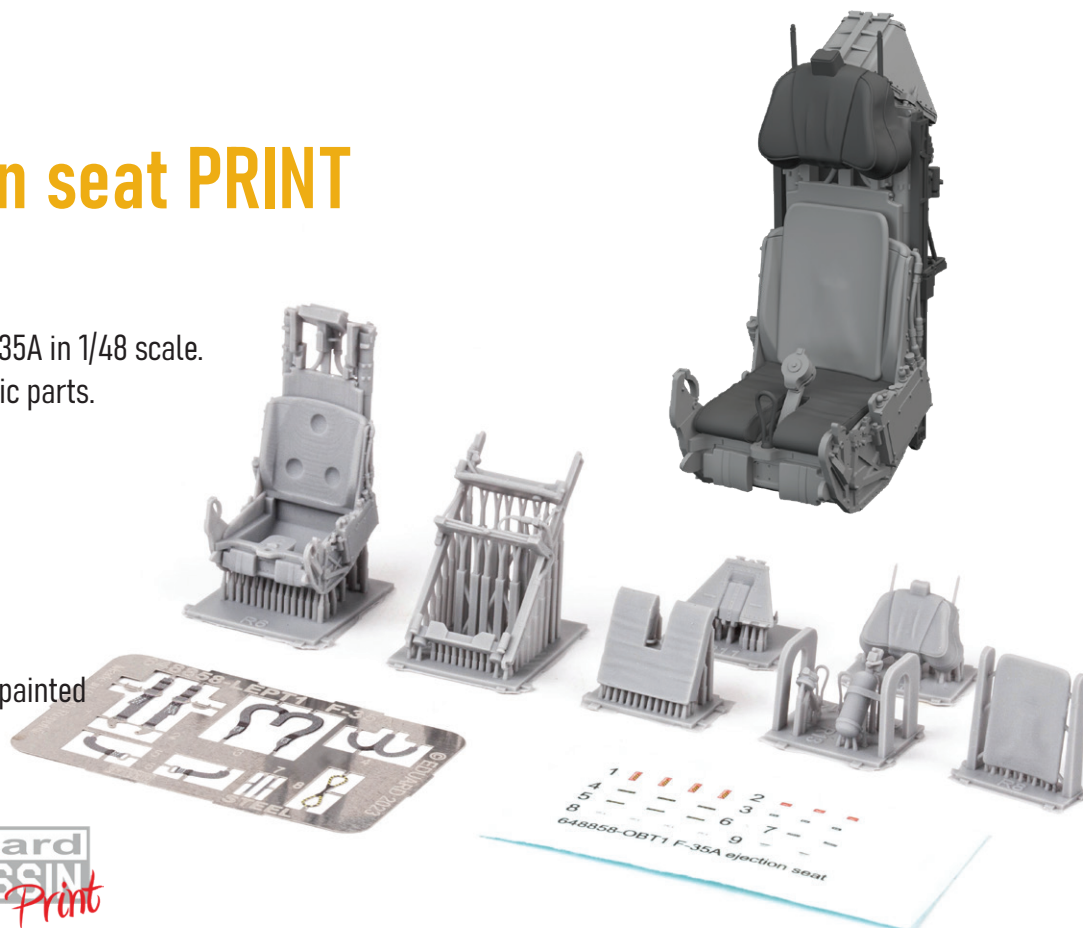
Recommended kit: Tamiya

Set contains:

- 3D print: 9 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

Product page

**eduard**  
**BRASSIN**  
*Print*



648860

## F-35A exhaust nozzle PRINT

1/48 Tamiya

Brassin set - exhaust nozzle for F-35A

in 1/48 scale. Made by direct 3D printing.

Easy to assemble, replaces plastic parts.

Recommended kit: Tamiya

Set contains:

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

Product page

**eduard**  
**BRASSIN**  
*Print*



648861

# Lewis 97-cartridges ammo magazines PRINT

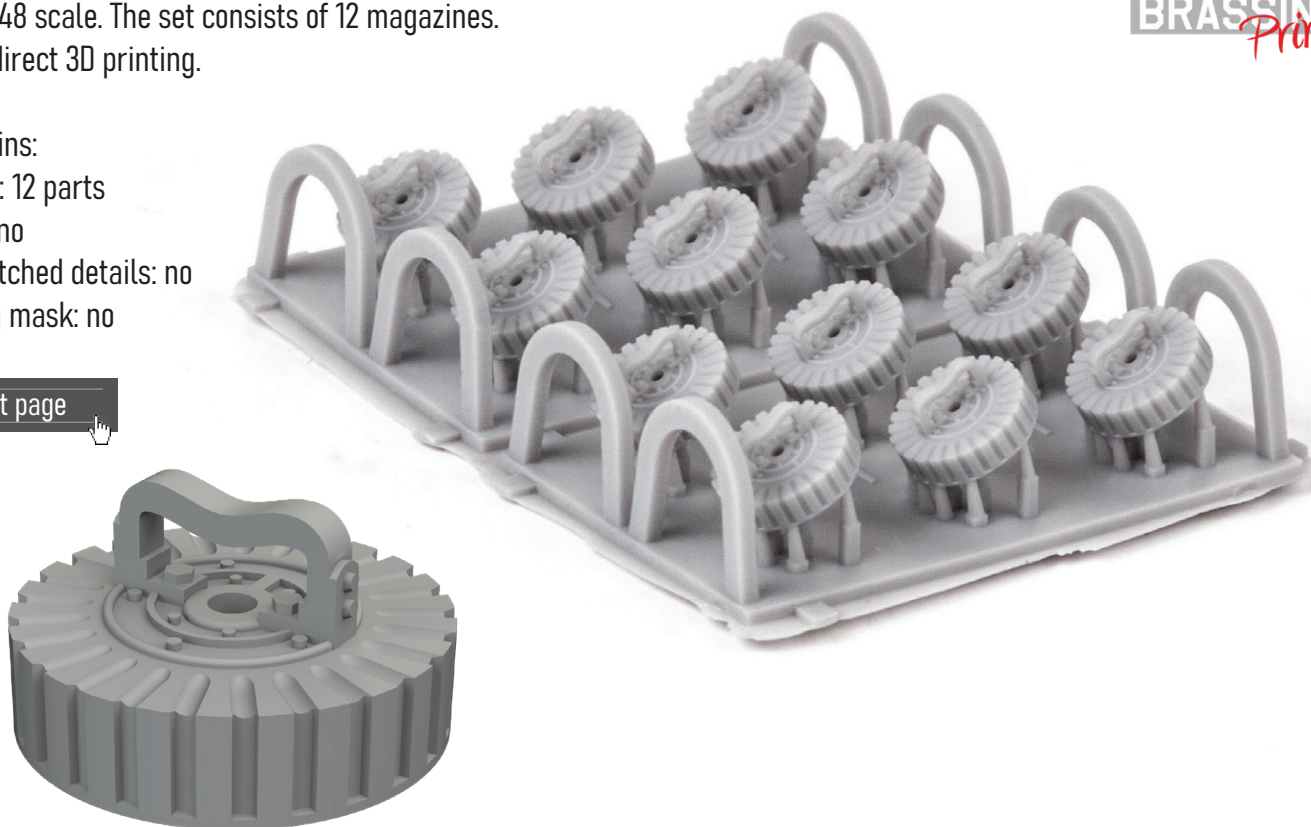
1/48

Brassin set - ammunition magazines for Lewis guns in 1/48 scale. The set consists of 12 magazines. Made by direct 3D printing.

eduard  
BRASSIN  
*Print*

Set contains:

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

[Product page](#)



# ARTWORK PRINTS



**MiG-21MF Interceptor**  
1/48 Scale, 1970s Version, 1970s Version, 1970s Version, 1970s Version  
Eduard Art  
Eduard Art  
Eduard Art

7469-ART



**Fokker Dr.I**  
1/48 Scale, 1918 Version, 1918 Version, 1918 Version, 1918 Version  
Eduard Art  
Eduard Art  
Eduard Art

8162-ART

UV stable printing  
on white  
vinyl 160g/m2.

Packed in hard  
envelope.



**P-51 Mustang**  
1/48 Scale, 1945 Version, 1945 Version, 1945 Version, 1945 Version  
Eduard Art  
Eduard Art  
Eduard Art

8229-ART



**B-17F**  
1/48 Scale, 1945 Version, 1945 Version, 1945 Version, 1945 Version  
Eduard Art  
Eduard Art  
Eduard Art

84188-ART

[www.eduard.com](http://www.eduard.com) only

SIN648103

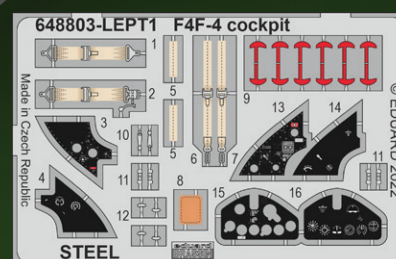
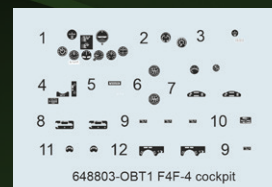
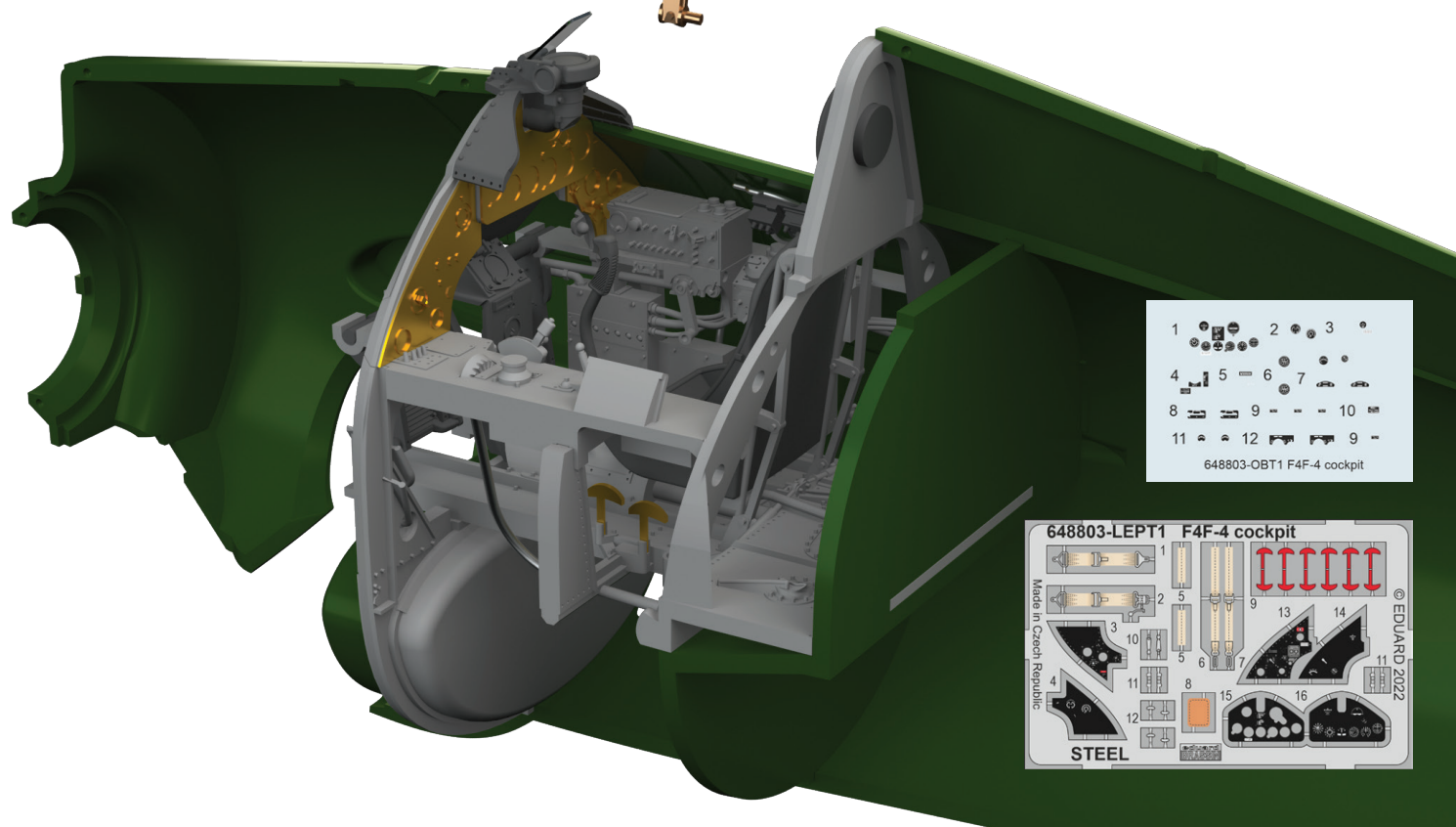
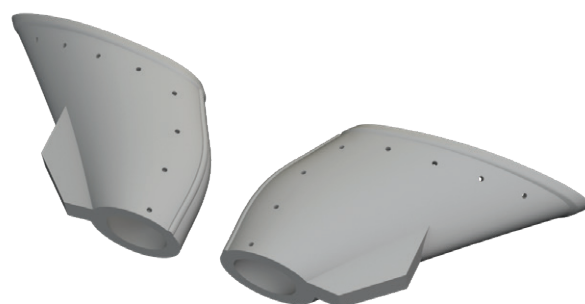
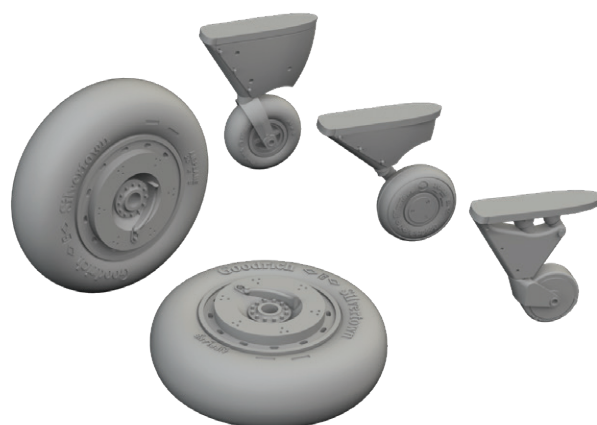
**F4F-4 ESSENTIAL****1/48 Eduard**

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

Recommended kit: Eduard

- cockpit
- undercarriage legs BRONZE
- undercarriage wheels
- exhaust pipes

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

[Product page](#)




SIN68104

# F-16 armament w/ laser guided bombs

1/48 Kinetic



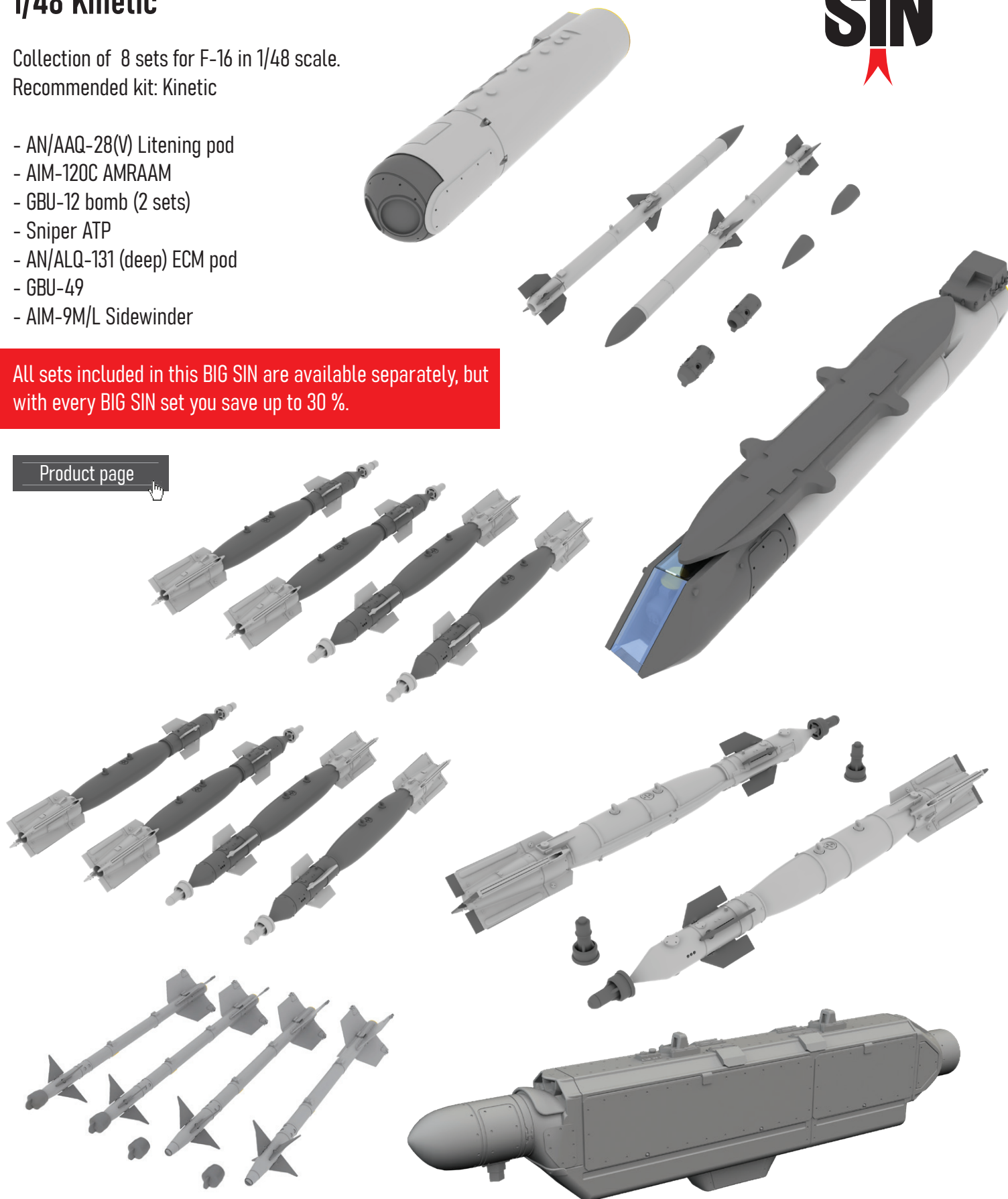
Collection of 8 sets for F-16 in 1/48 scale.

Recommended kit: Kinetic

- AN/AAQ-28(V) Litening pod
- AIM-120C AMRAAM
- GBU-12 bomb (2 sets)
- Sniper ATP
- AN/ALQ-131 (deep) ECM pod
- GBU-49
- AIM-9M/L Sidewinder

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

[Product page](#)





# 3DL32014 **P-40B SPACE** 1/32 Great Wall Hobby

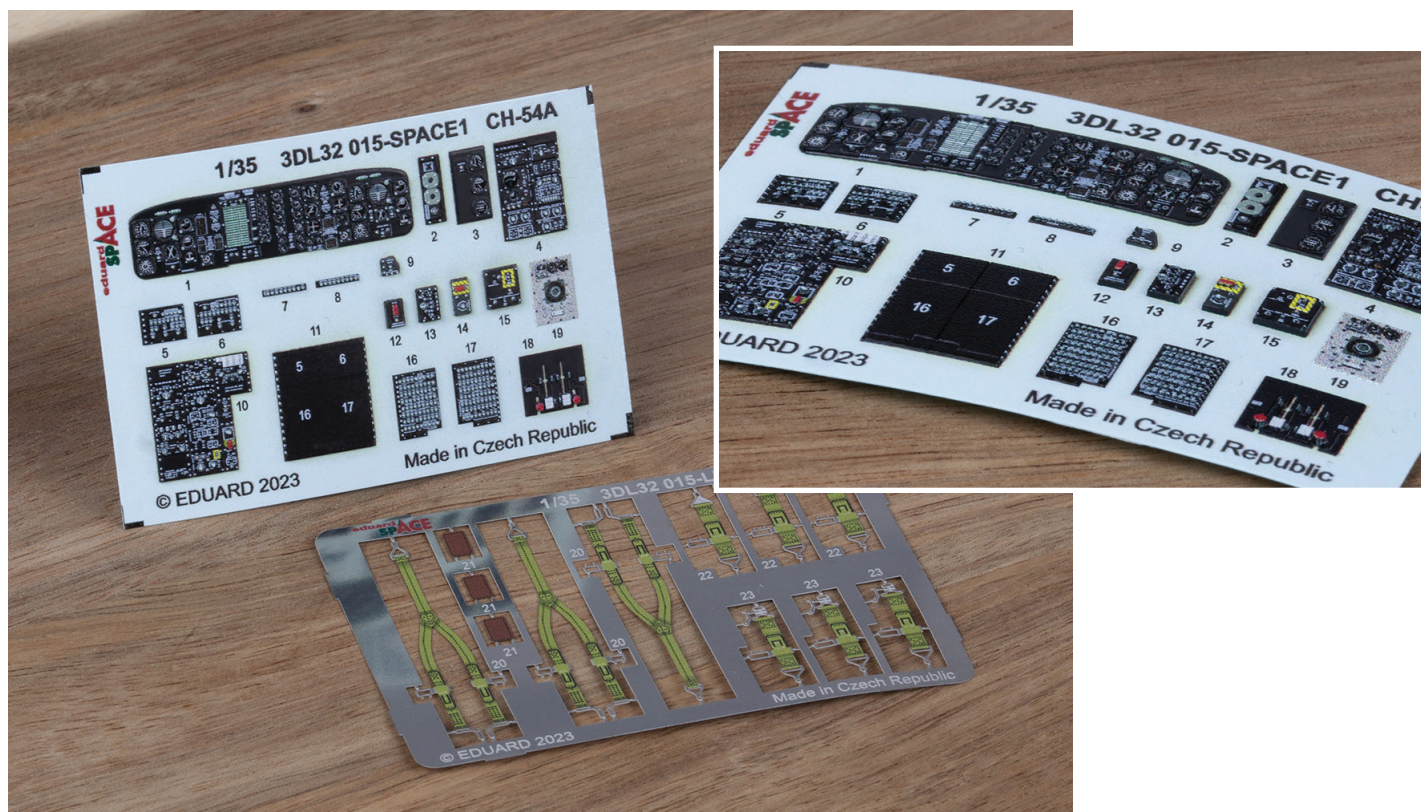
*EASY  
APPLICATION*

Product page



# 3DL32015 **CH-54A SPACE** 1/35 ICM

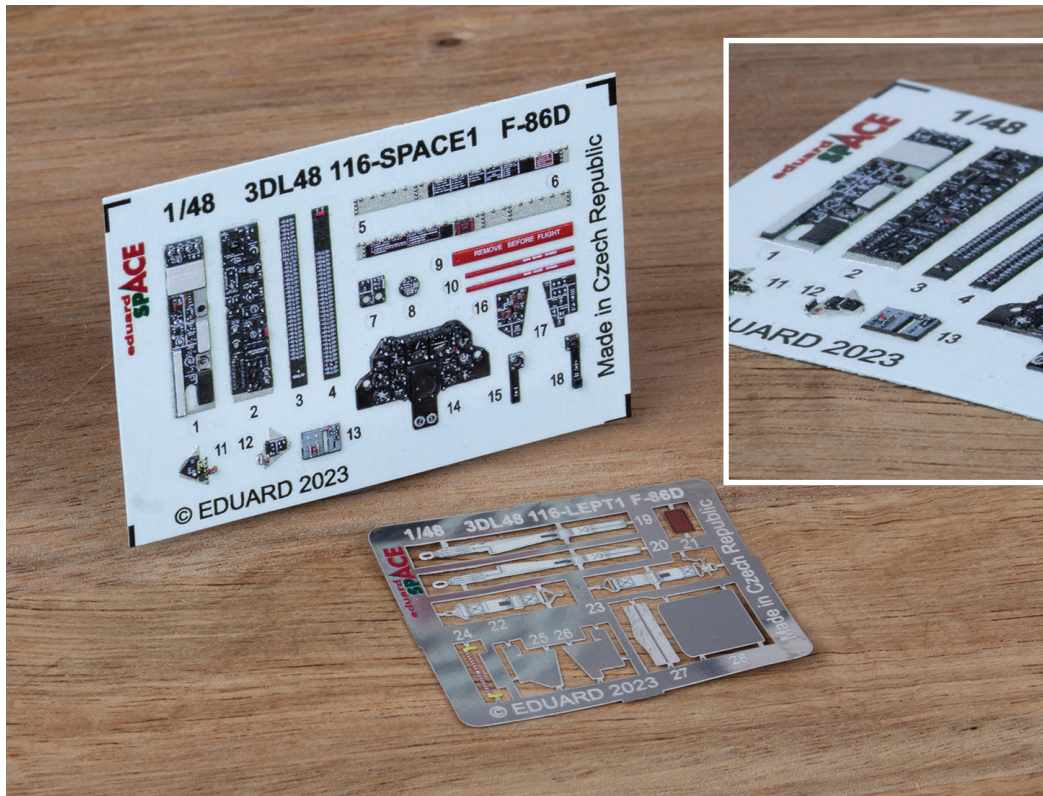
Product page





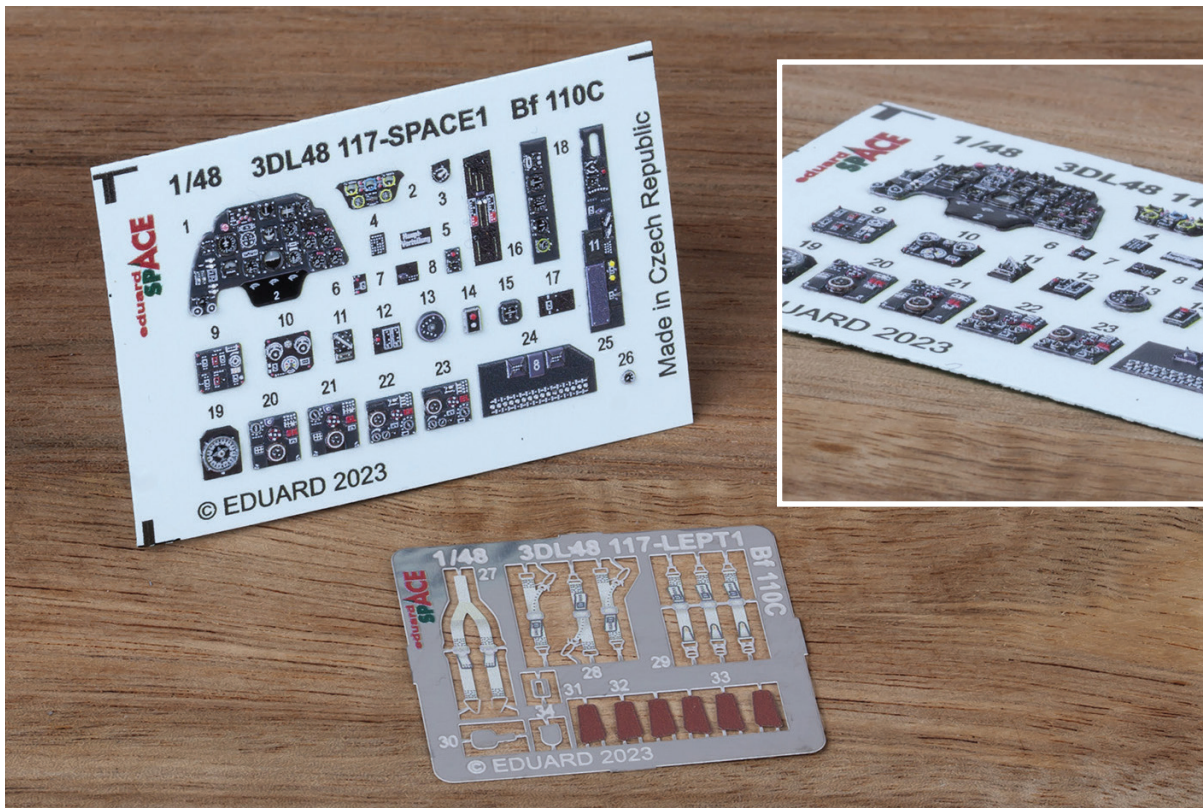
# 3DL48116 **F-86D SPACE** 1/48 Revell

[Product page](#)

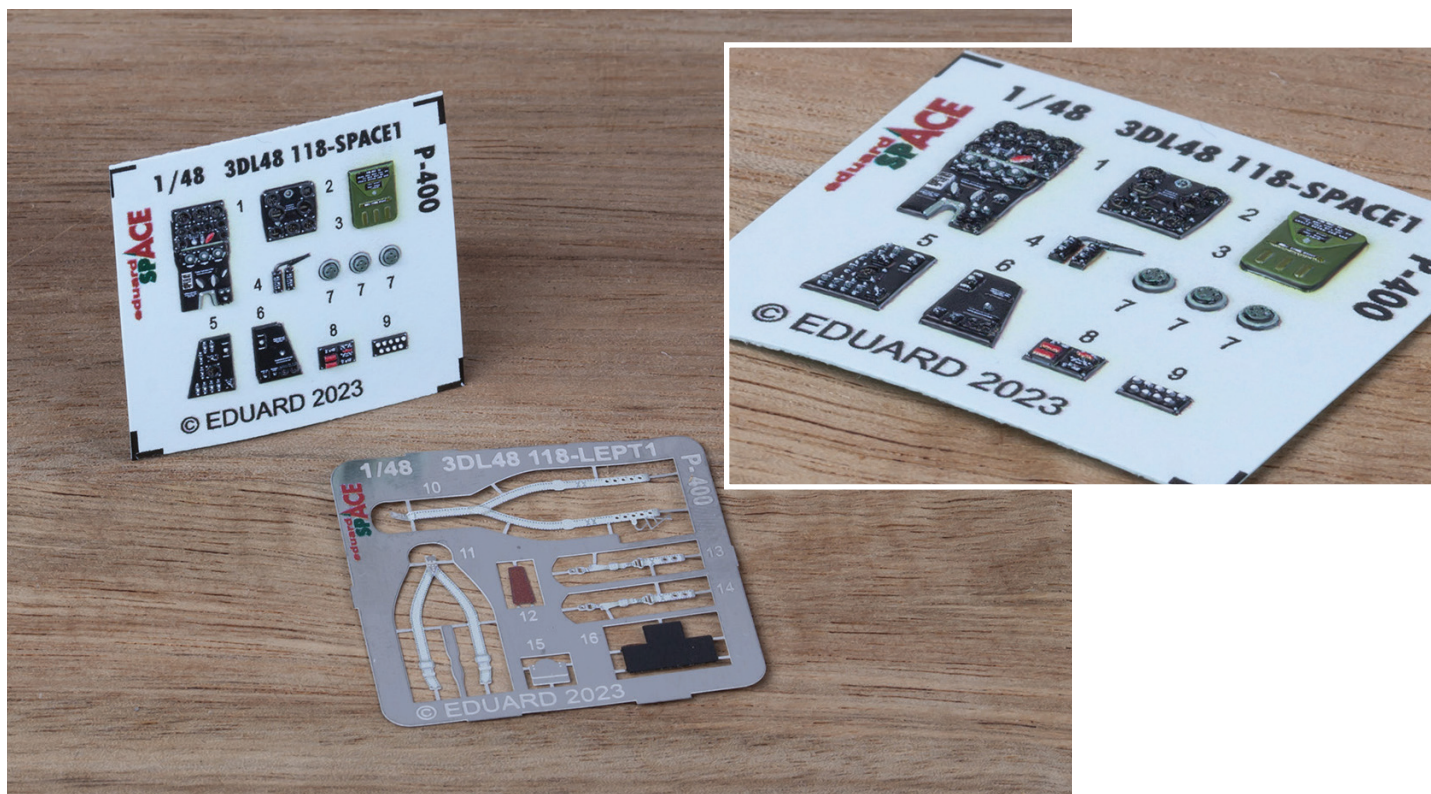


# 3DL48117 **Bf 110C SPACE** 1/48 Eduard

[Product page](#)



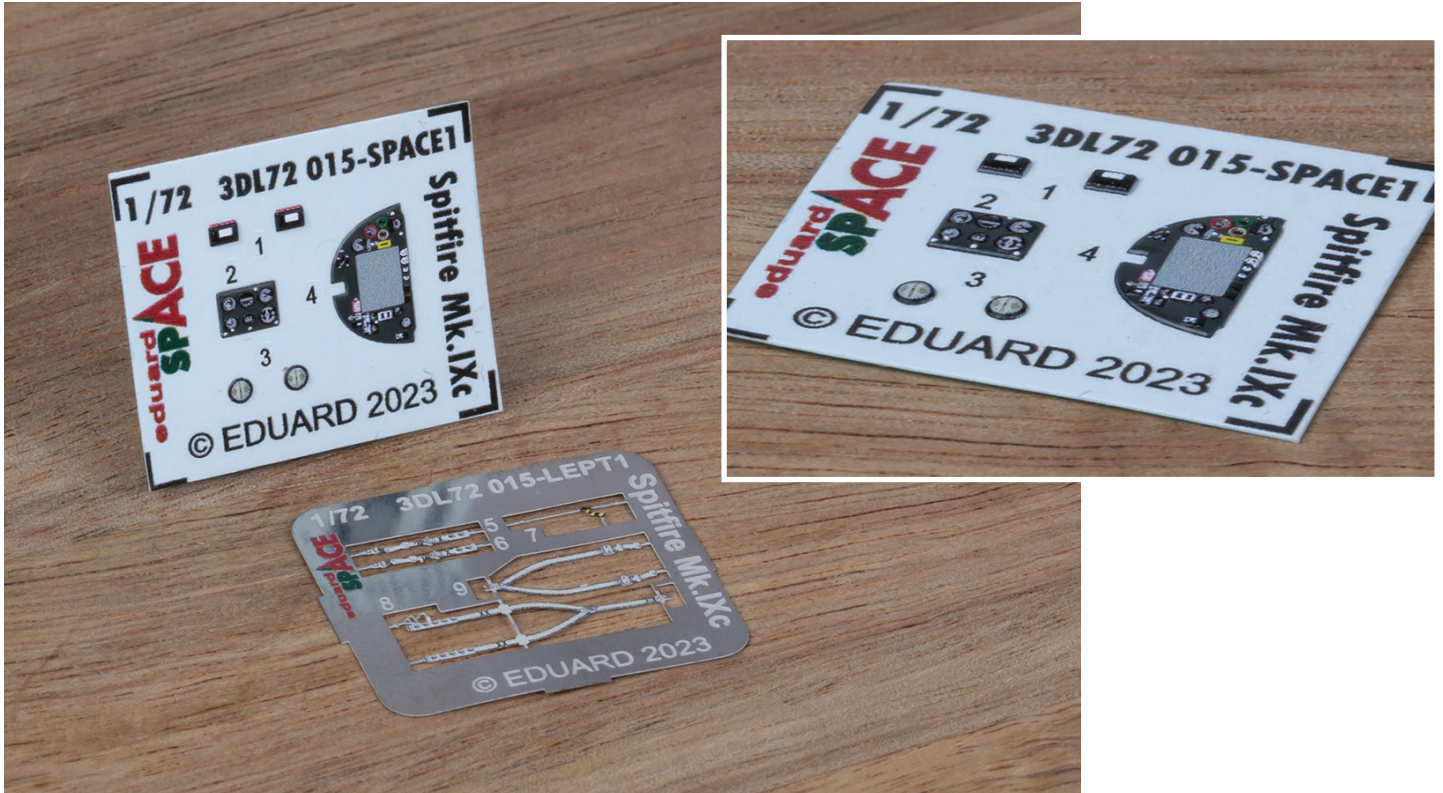


3DL48118 **P-400 SPACE** 1/48 Eduard
[Product page](#)
3DL48119 **Mi-17 SPACE** 1/48 AMK
[Product page](#)



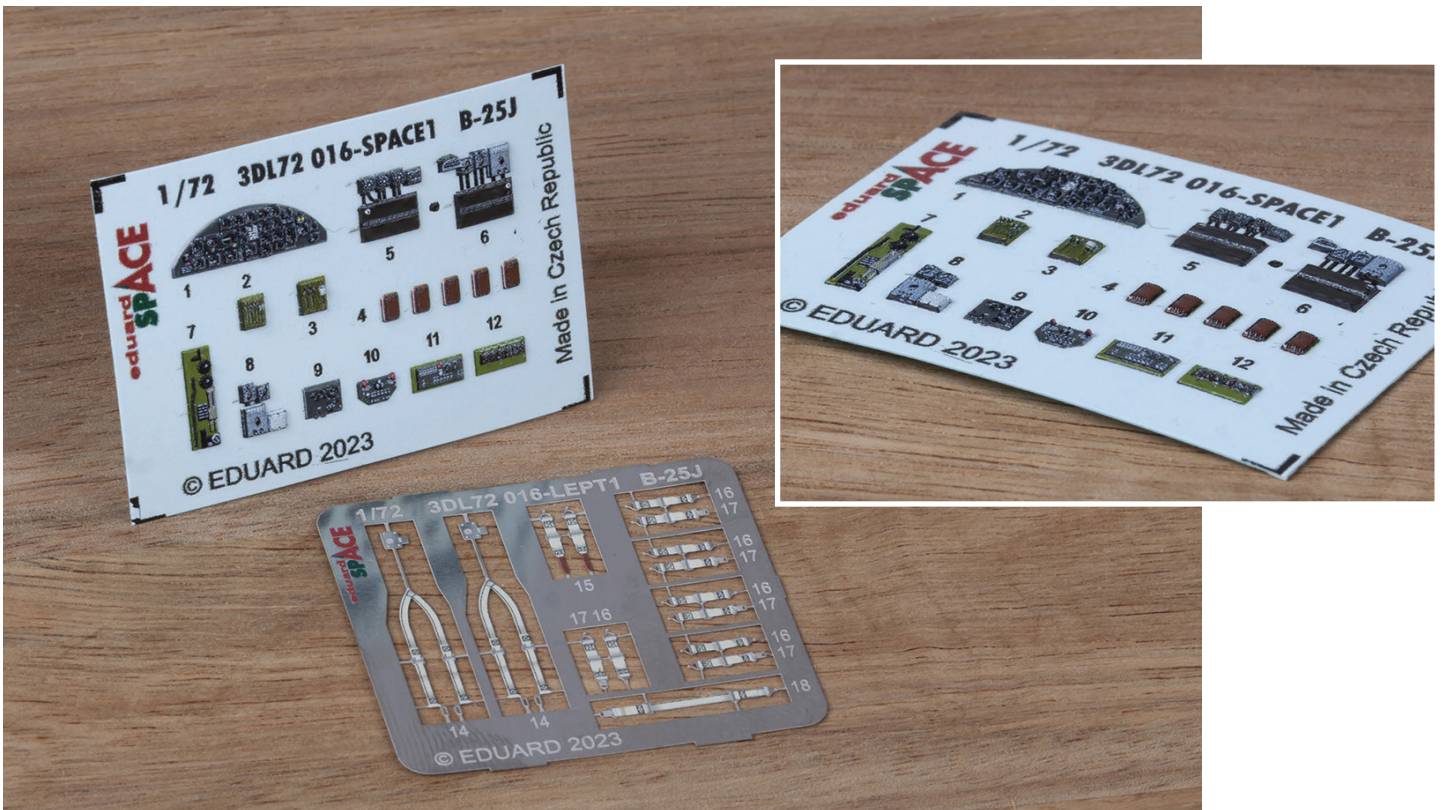

# 3DL72015 Spitfire Mk.IXc SPACE 1/72 Eduard

[Product page](#)



# 3DL72016 B-25J SPACE 1/72 Hasegawa/Eduard

[Product page](#)

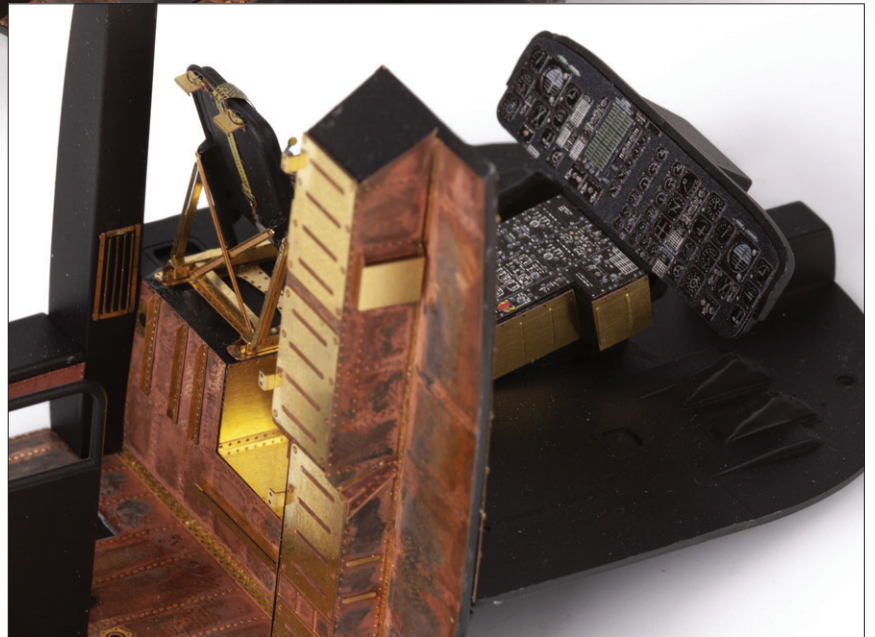
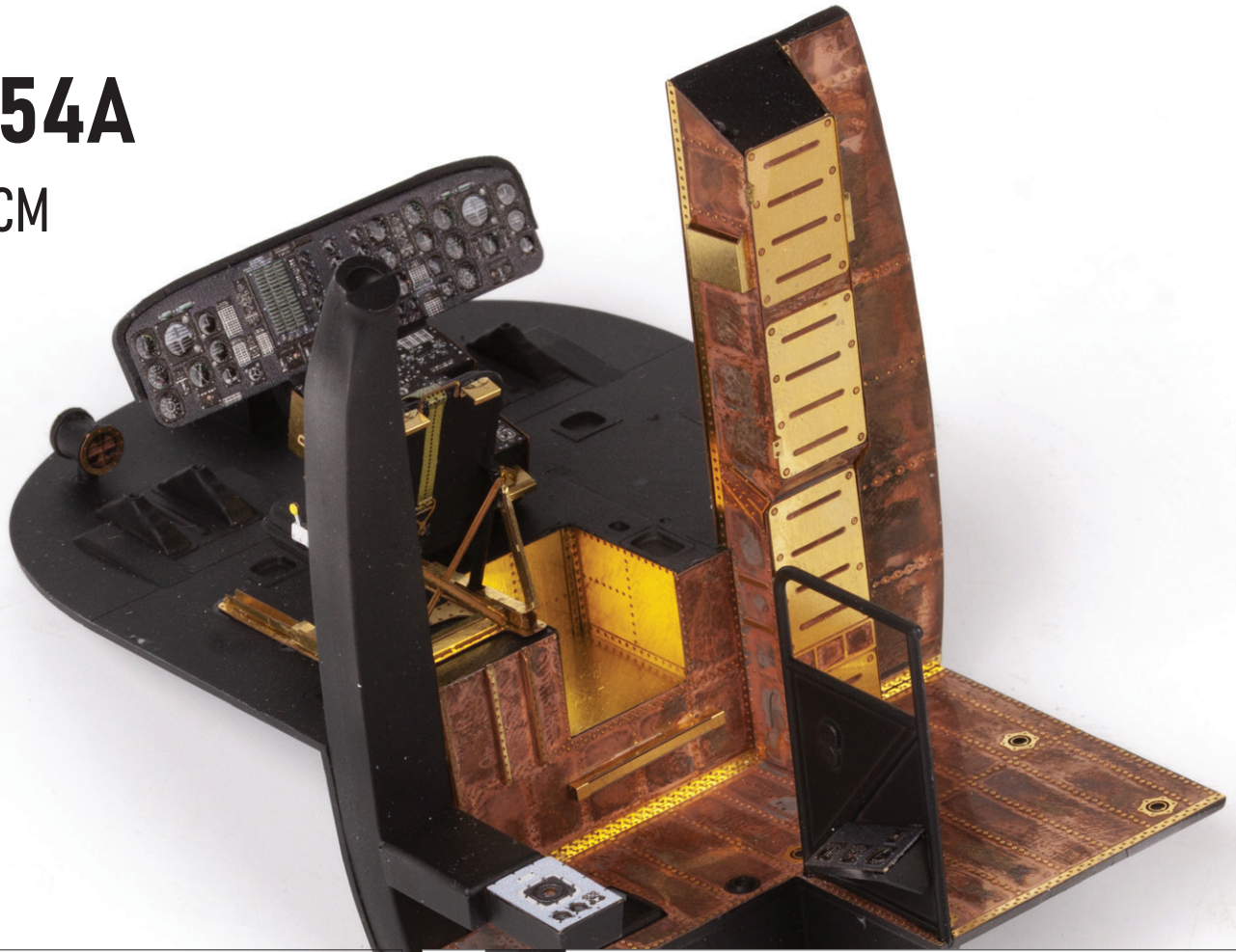




# CH-54A

1/35 ICM

321008

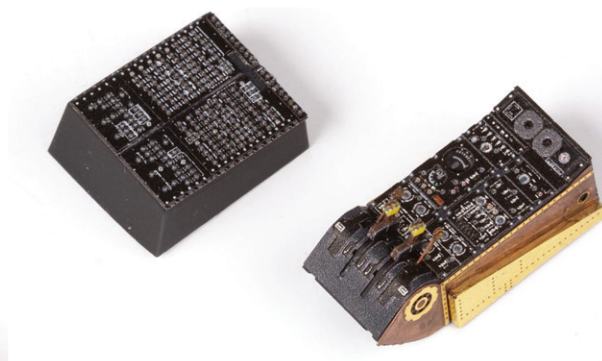






## CH-54A seatbelts STEEL

33348

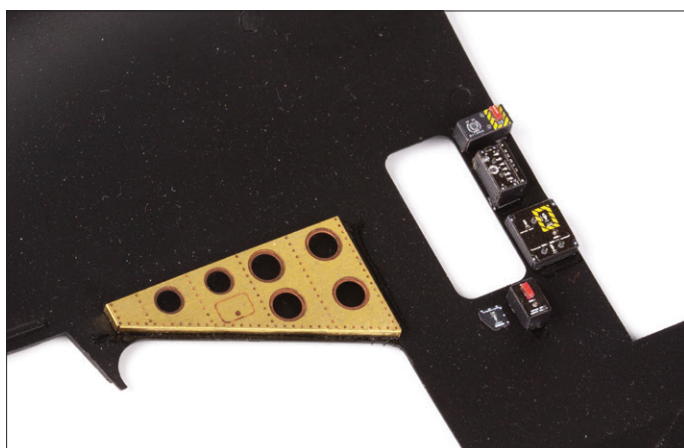


## CH-54A

33347

## CH-54A exterior

32482





# PV-1

1/48 Academy



PV-1 exterior

481106









# PV-1 undercarriage

1/48 Academy

481108

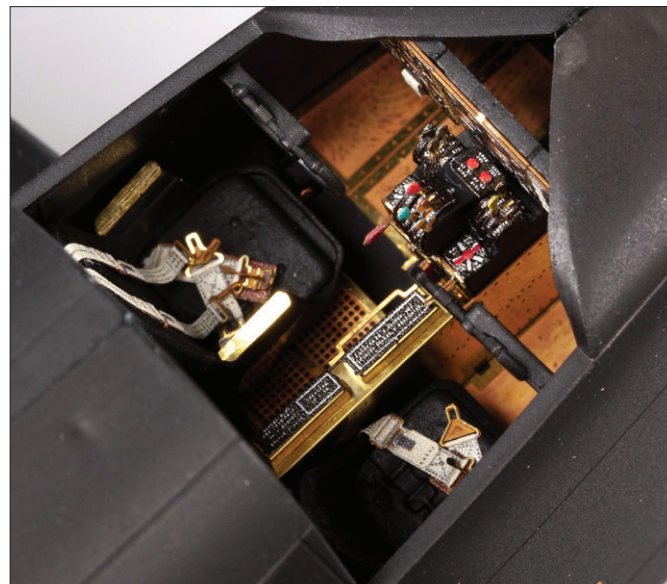




# PV-1

1/48 Academy

491348 + FE1348



FE1349 PV-1 seatbelts STEEL

## PV-1 bomb bay

481107

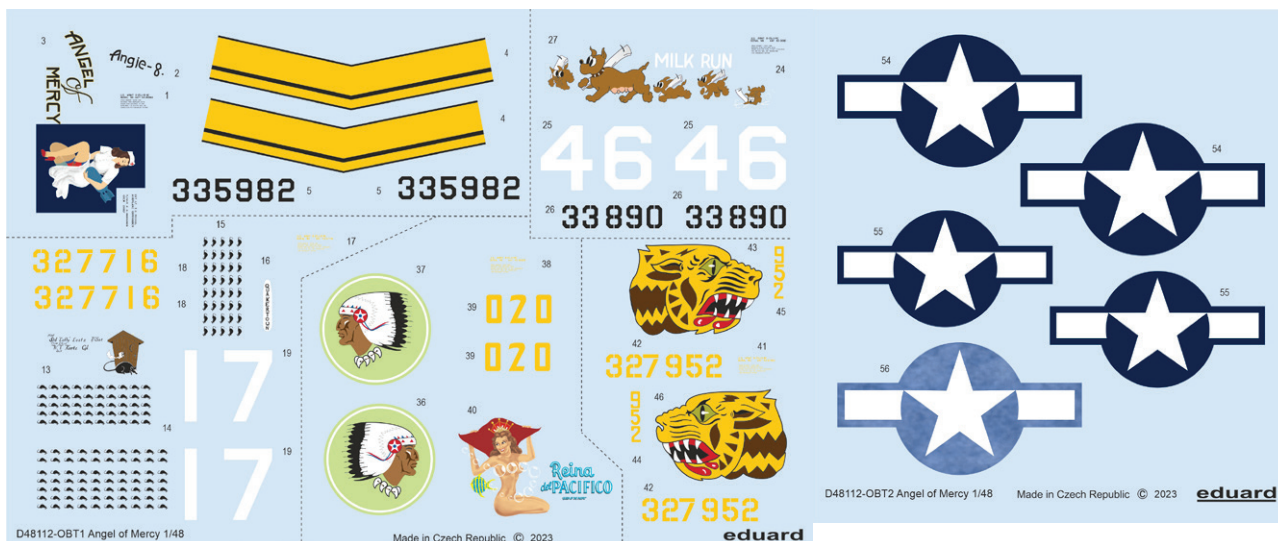




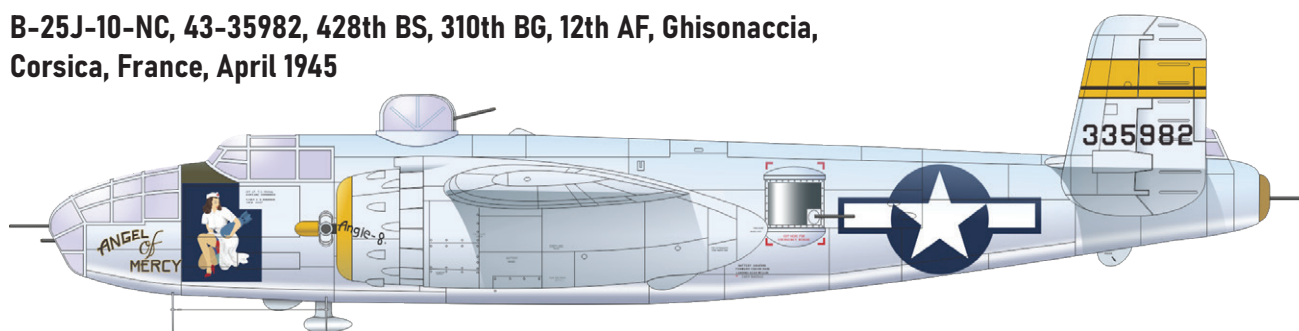
# DECALS SET

D48112 **Angel of Mercy** 1/48 HKM

Product page



**B-25J-10-NC, 43-35982, 428th BS, 310th BG, 12th AF, Ghisonaccia, Corsica, France, April 1945**

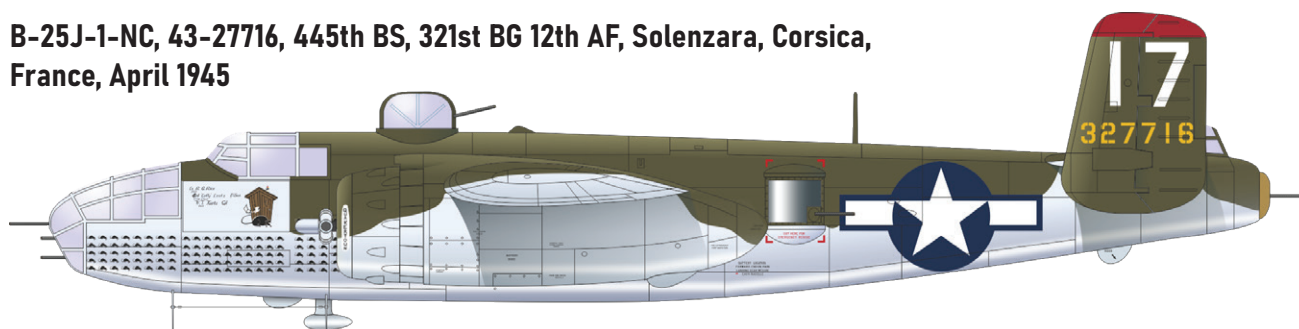


The 310th Bombardment Group was activated in March 1942 and designated as a medium bomber Group consisting of four squadrons. Delivered in June 1944, the 43-35982 ship nicknamed "Angel of Mercy" was flying with the 428th bomb squadron. She was one of 15 aircraft of the unit to fly the mission to the Rovereto on April 19, 1945. She was hit by shell fragments from AA fire and badly damaged prior to the bomb dropping. Pilot-in-command, 1/Lt. W. S. McMillan managed to

keep the ship on course with help of his co-pilot W. D. McLean, enabling the bombardier to drop the bombs on the target, the railroad bridge. The hits knocked out the hydraulic system and main gear, rear gunner A. S. Hatfield was wounded. The crew decided not to risk the overseas flight to the home base at Corsica and opted for another base of the 310th BG at Fano, Italy, where they managed to land the ship with only nose landing gear open. The "Angel of Mercy" ship was left in

natural metal finish, so it had the horizontal band on the vertical tail surfaces separated by black bands. The colors for 310th BG as well as for the 428th BS were yellow. The propeller spinner and the front of the engine covers were of the same color. The nose art of the nurse with a bomb under her arm was not accompanied by mission symbols on this aircraft.

**B-25J-1-NC, 43-27716, 445th BS, 321st BG 12th AF, Solenzara, Corsica, France, April 1945**



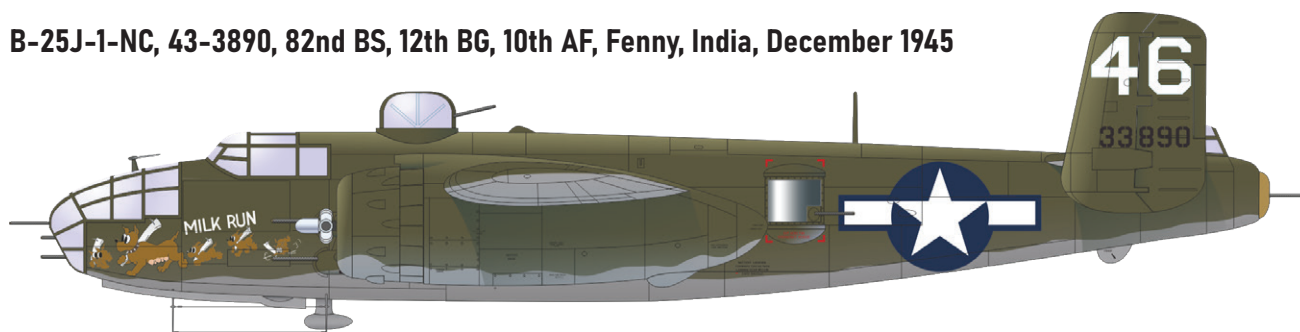
Constituted as 321st Bombardment Group (Medium) on June 19, 1942 and activated on June 26, the crews of the unit prepared for overseas duty with B-25s. The 43-27716 ship got rather amusing nickname "Shit house mouse" and had the missions marked by black mice. On the engine cowl there was an inscription "Quaketown" (the

town in Pennsylvania). The pilot of the ship and the Airplane Commander was 1/Lt. R. S. Elmer from December 1, 1944, to March 29, 1945. On the March 30 Elmer overhanded her to 1/Lt. R. G. Rice, who brought "Shit house mouse" to the end of the war. Until its 73rd mission the aircraft had only the Roman numeral I on the tail, after then

Latin number 7 was added on the vertical fin on December 14, 1944. The ship sported Olive Drab color over the upper and side surfaces, as was a common practice. Other surfaces were left in natural metal finish. The outhouse was of brown color.



### B-25J-1-NC, 43-3890, 82nd BS, 12th BG, 10th AF, Fenny, India, December 1945

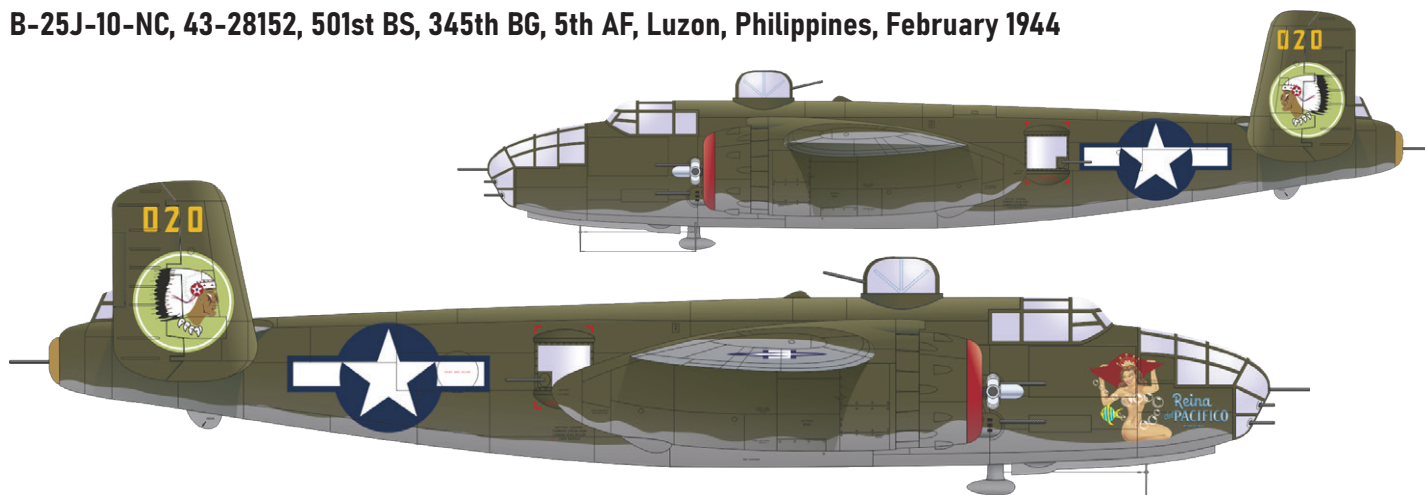


Constituted as 12th Bombardment Group (Light) on November 20, 1940, the unit was activated on January 15, 1941. The crews trained with B-18, B-23 and PT-17 aircraft and patrolled the west coast after the Japanese attack on Pearl Harbour. The group was redesignated as Medium in December 1941 and started flying the B-25s early in 1942.

After spell with 9th AF in Mediterranean theater the group, nicknamed "Earthquakers", moved to India in February 1944 and was assigned to 10th AF. The 43-3890 was nicknamed "Milk Run" with paintings of five small, adorable bulldogs. Bulldog was a squadron's mascot, the term "Milk Run" was used for easy, low-risk missions and

several other aircraft were named similarly. The painting was a job of Capt. Norman L. Harms, one of the second pilots of the unit. The "Milk Run" ship was painted in standard camouflage of Olive Drab upper and side surfaces with Neutral Gray from bottom.

### B-25J-10-NC, 43-28152, 501st BS, 345th BG, 5th AF, Luzon, Philippines, February 1944

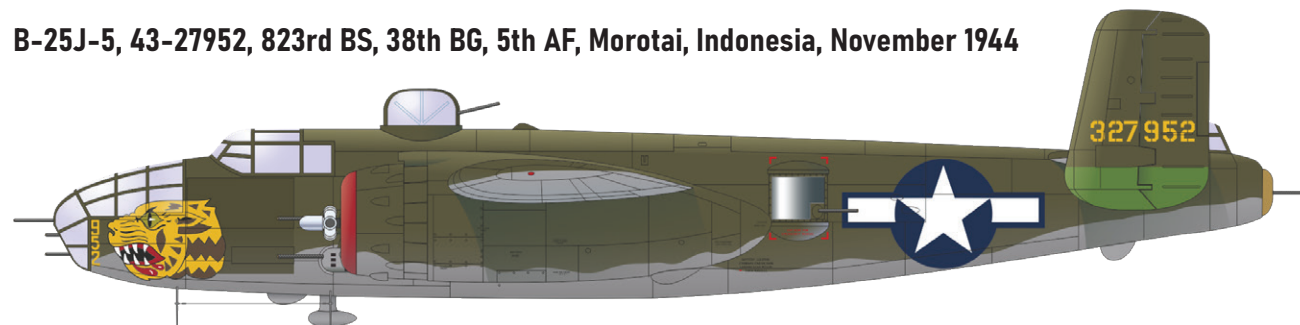


The 345th Bomb Group was first activated at Columbia Army AB in November 1942 and was christened the "Air Apaches" in July 1944. It was the first Air Force Combat Group to be sent to the Pacific in WWII. The group consisted of four squadrons, as usual with the medium bomber groups, one of them, the 501st squadron, had the nickname "Black Panthers". The 43-28152 was assigned to the unit on October 22, 1944, and shortly afterwards nicknamed "Apache Princess" and assigned to pilot Roman Ohnemus. The ship was lost on May 27, 1945, when piloted by

2/Lt Ted. U. Hart on the mission against Ensui airfield and rail yard on Formosa. Due to a navigational error and bad weather the squadron missed the target and attacked sugar refinery and a brick plant at Mizukami and Meiji instead. The "Apache Princess" was hit by AA fire during attack and her left engine caught fire. After releasing the bombs, Hart feathered the damaged engine, but the fire spread to the bomb bay and the aircraft crash landed into the rice field. SSgt. Robert E. Bever was fatally wounded, the rest of the crew survived and became POW.

There is no photo evidence of the port side of the ship, it is believed the beautiful and large nose art was only on the starboard side (although the warbird with both sides painting of heavily modified theme exists). The original painting was a masterpiece of work of gifted Sgt. George M. Blackwell. The aircraft sported the older variant of the Group's badge, the head of the Indian. It is possible it might be already replaced by later simplified badge at the time it reached its sour end.

### B-25J-5, 43-27952, 823rd BS, 38th BG, 5th AF, Morotai, Indonesia, November 1944



The 38th Bombardment Group (Medium) was constituted on November 20, 1940, and activated on January 15, 1941, at Langley Army Air Base, Virginia. The initial personnel were transferred from the 22nd Bombardment Group. The 38th BG consisted of four squadrons, but two of them were assigned to the 42nd BG after the Battle of Midway. The 823rd Bomb Squadron was constituted and assigned to the 38th BG in New Guinea on April

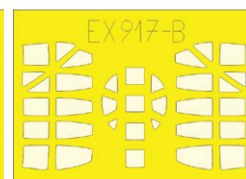
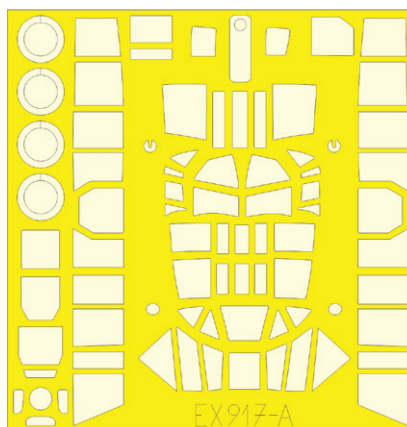
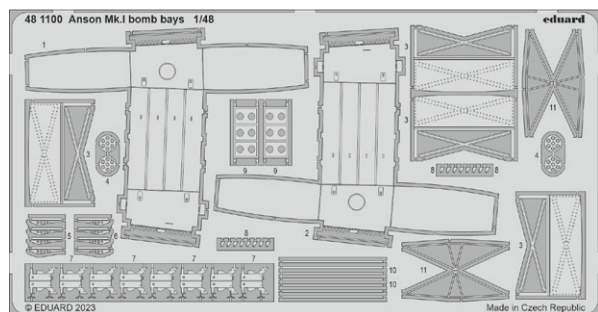
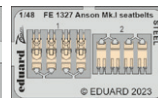
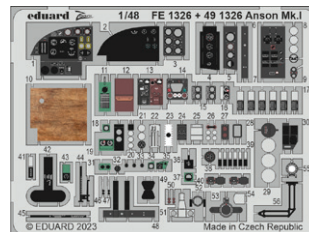
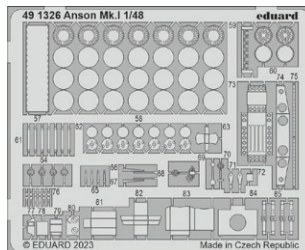
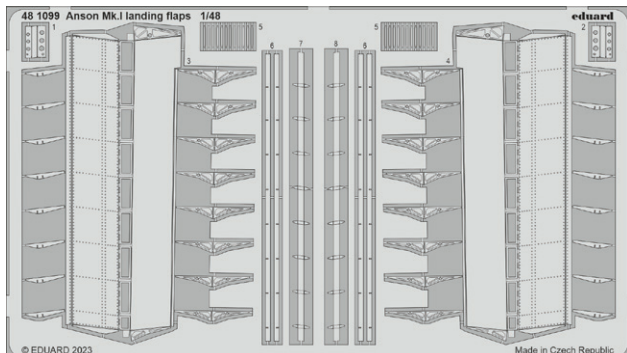
20, 1943, as well as the 822nd BS, the two bringing the 38th BG to the full strength of four squadrons again. The 823rd BS adopted the name "Terrible Tigers" and started to decorate their aircraft correspondingly. It was also the case of the No. 952 ship, which was one of few with glass cockpit left, as many B-25Js of the 38th BG were either original strafers with solid nose or modified with the glass nose painted over. The "952" was assigned to Lt.

John W. Lupardus as a pilot. The tiger's head was partly painted over the glass part of the nose of the ship, the camo colors were standard Olive Drab and Neutral Gray. The lower part of the fin was either green or blue. The blue was assigned to the squadron, but the green was also used on some aircraft as it did not intervene with markings of other squadrons (the 405th BS used also green color, but on the upper part of the fins

## BIG49363 **Anson Mk.I** 1/48 Airfix

- 481099 Anson Mk.I landing flaps 1/48
- 481100 Anson Mk.I bomb bays 1/48
- 491326 Anson Mk.I 1/48
- FE1327 Anson Mk.I seatbelts STEEL 1/48
- EX917 Anson Mk.I 1/48

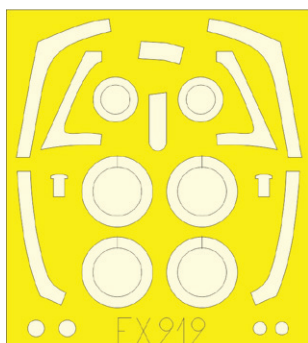
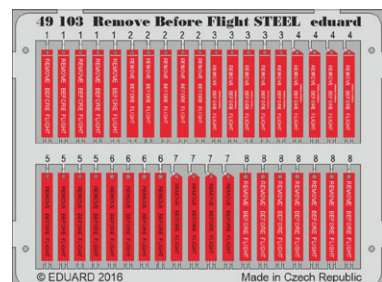
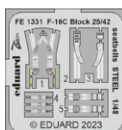
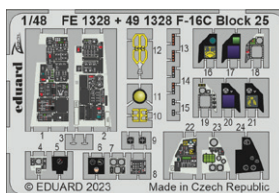
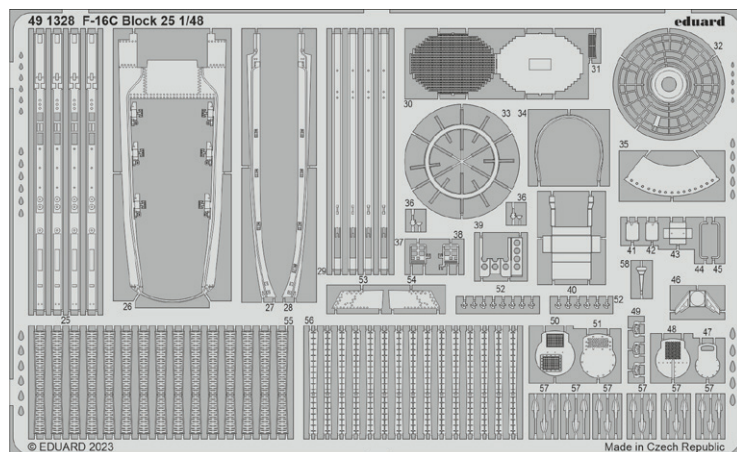
Product page



## BIG49364 **F-16C Block 25** 1/48 Kinetic

- 49103 Remove Before Flight STEEL
- 491328 F-16C Block 25 1/48
- FE1331 F-16C Block 25/42 seatbelts STEEL 1/48
- EX919 F-16C Block 25/42 1/48

Product page



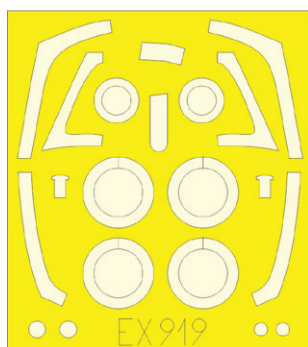
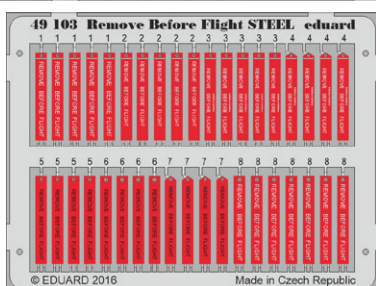
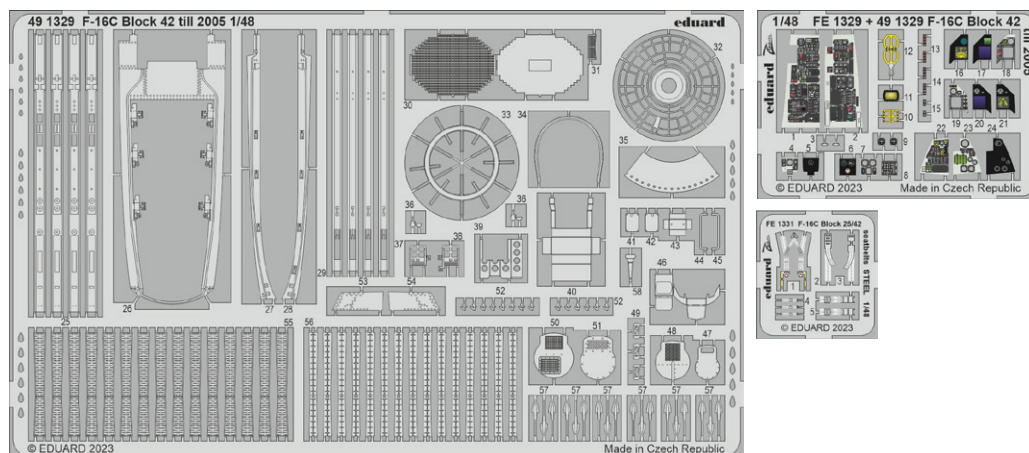


All sets included in this BIG ED are available separately,  
but with every BIG ED set you save up to 30%.

## BIG49365 **F-16C Block 42 till 2005** 1/48 Kinetic

[Product page](#)

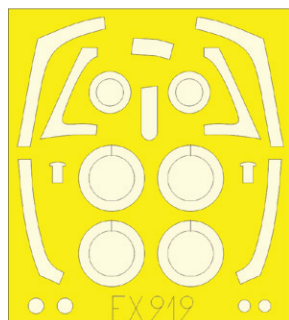
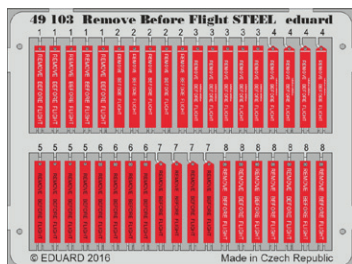
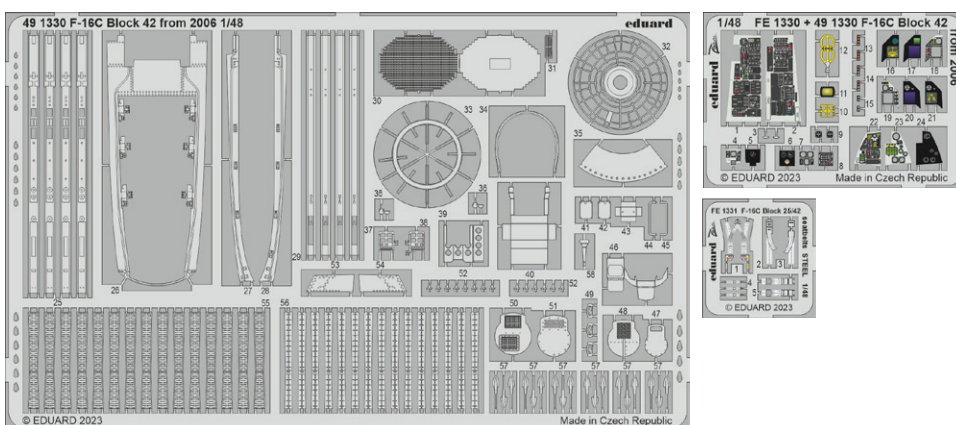
- 49103 Remove Before Flight STEEL  
491329 F-16C Block 42 till 2005 1/48  
FE1331 F-16C Block 25/42 seatbelts STEEL 1/48  
EX919 F-16C Block 25/42 1/48



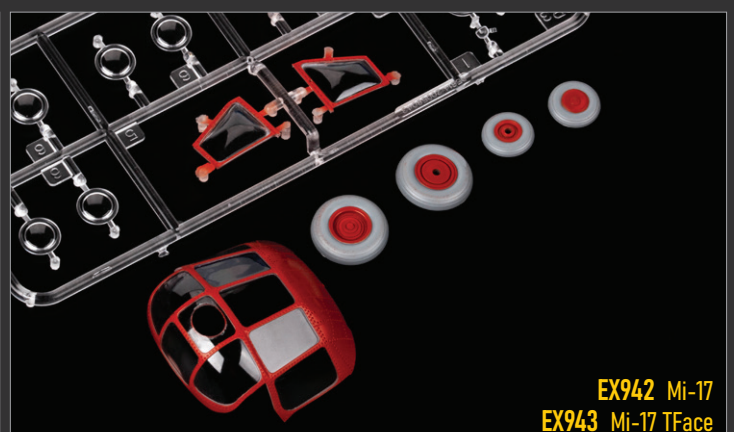
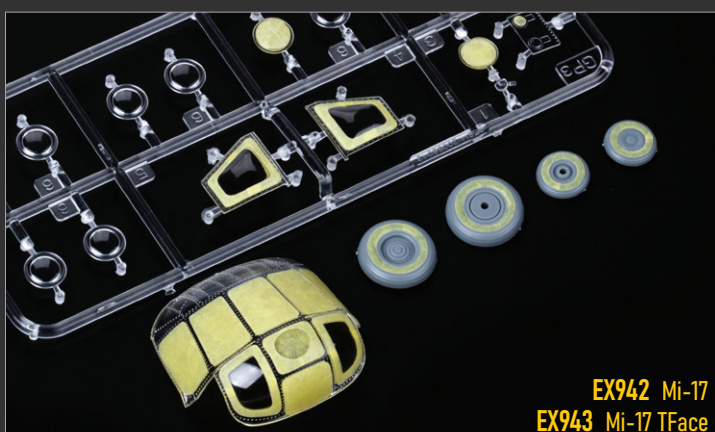
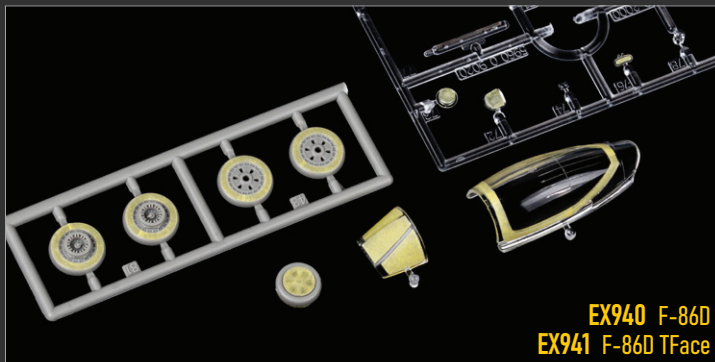
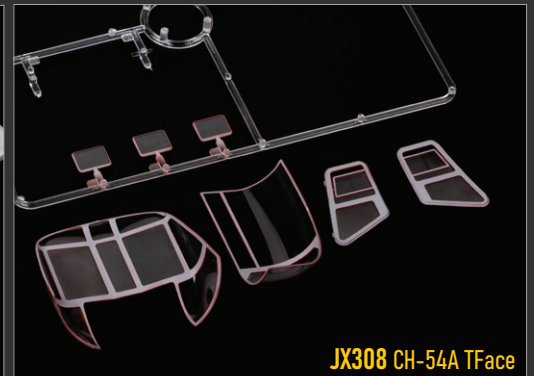
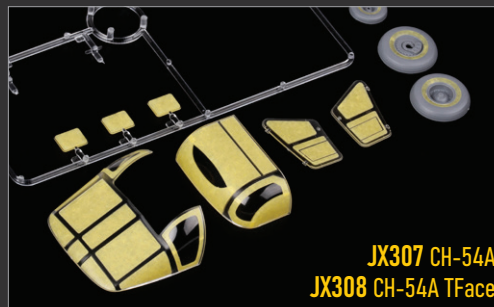
## BIG49366 **F-16C Block 42 from 2006** 1/48 Kinetic

[Product page](#)

- 49103 Remove Before Flight STEEL  
491330 F-16C Block 42 from 2006 1/48  
FE1331 F-16C Block 25/42 seatbelts STEEL 1/48  
EX919 F-16C Block 25/42 1/48



**JX307 CH-54A**  
 1/35 ICM  
**JX308 CH-54A TFace**  
 1/35 ICM  
**EX940 F-86D**  
 1/48 Revell  
**EX941 F-86D TFace**  
 1/48 Revell  
**EX942 Mi-17**  
 1/48 AMK  
**EX943 Mi-17 TFace**  
 1/48 AMK  
**EX944 PV-1**  
 1/48 Academy  
**EX945 PV-1 TFace**  
 1/48 Academy  
**EX946 Do 335A TFace**  
 1/48 Tamiya



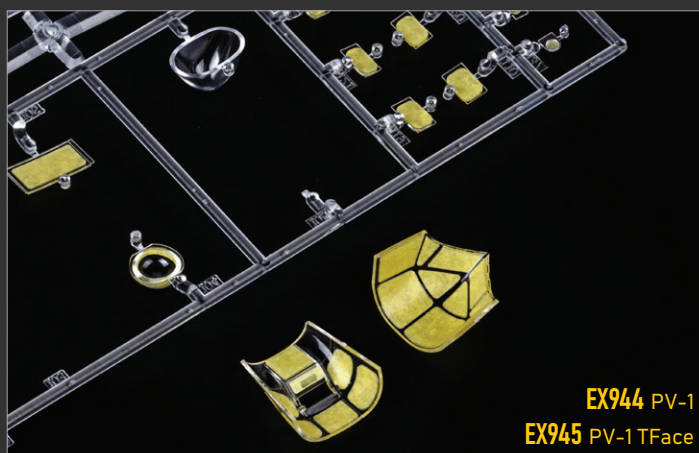
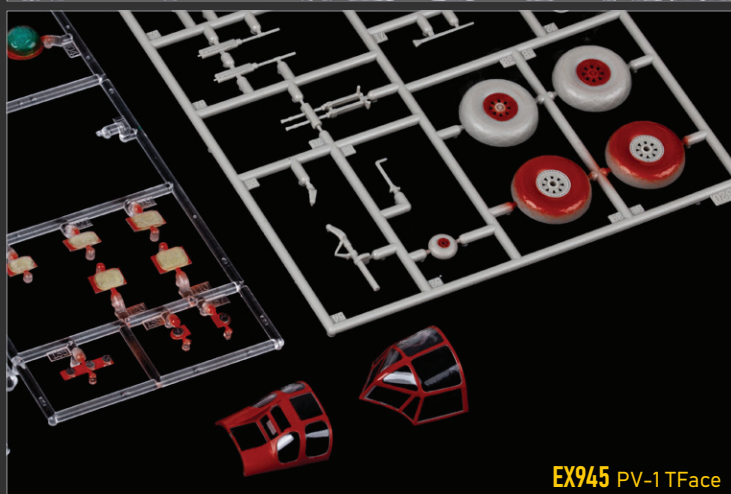




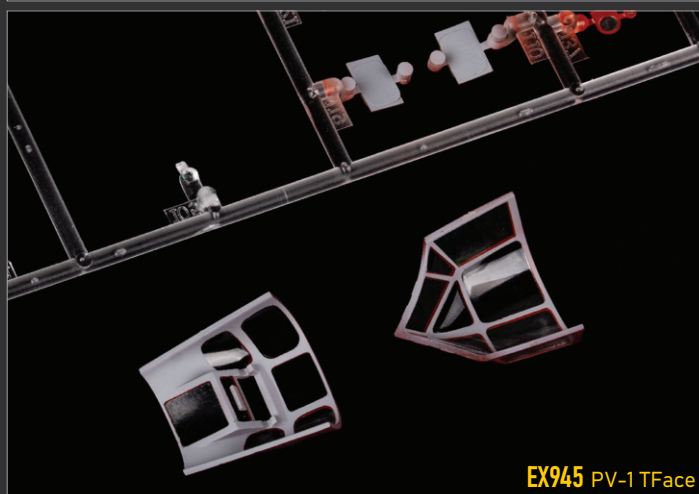
EX943 Mi-17 TFace



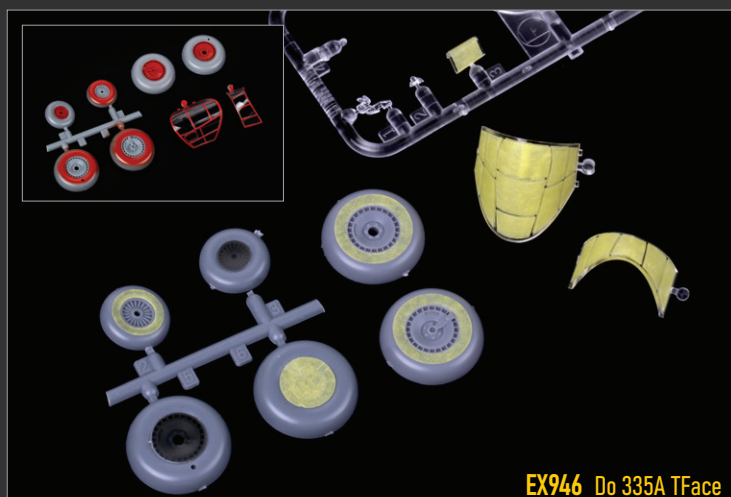
EX943 Mi-17 TFace


EX944 PV-1  
EX945 PV-1 TFace

EX944 PV-1  
EX945 PV-1 TFace


EX945 PV-1 TFace



EX945 PV-1 TFace



EX946 Do 335A TFace



EX946 Do 335A TFace



## KITS

|       |                                  |      |           |
|-------|----------------------------------|------|-----------|
| 8229  | F6F-5 Hellcat                    | 1/48 | ProfiPACK |
| 11172 | SPITFIRE STORY: MALTA DUAL COMBO | 1/48 | Limited   |
| 7469  | MiG-21MF Interceptor             | 1/72 | Weekend   |
| 84188 | Bf 109F-4                        | 1/48 | Weekend   |
| 8162  | Fokker Dr.I <b>Re-release</b>    | 1/48 | ProfiPACK |
| 70119 | Fw 190F-8 <b>Re-release</b>      | 1/72 | ProfiPACK |

## PE-SETS

|        |                           |       |                  |
|--------|---------------------------|-------|------------------|
| 53293  | USS Missouri BB-63 part 2 | 1/350 | Hobby Boss       |
| 32482  | CH-54A exterior           | 1/35  | ICM              |
| 321007 | P-40B                     | 1/32  | Great Wall Hobby |
| 321008 | CH-54A                    | 1/35  | ICM              |
| 481106 | PV-1 exterior             | 1/48  | Academy          |
| 481107 | PV-1 bomb bay             | 1/48  | Academy          |
| 481108 | PV-1 undercarriage        | 1/48  | Academy          |
| 481109 | A6M2-N Rufe landing flaps | 1/48  | Eduard           |
| 481110 | Mi-17 cargo floor         | 1/48  | AMK              |
| 491348 | PV-1                      | 1/48  | Academy          |
| 491350 | F-86D                     | 1/48  | Revell           |
| 491352 | Mi-17                     | 1/48  | AMK              |
| 491353 | Mi-17 cargo seatbelts     | 1/48  | AMK              |

## ZOOMS

|        |                              |      |                  |
|--------|------------------------------|------|------------------|
| 33345  | P-40B                        | 1/32 | Great Wall Hobby |
| 33346  | P-40B seatbelts STEEL        | 1/32 | Great Wall Hobby |
| 33347  | CH-54A                       | 1/35 | ICM              |
| 33348  | CH-54A seatbelts STEEL       | 1/35 | ICM              |
| FE1348 | PV-1                         | 1/48 | Academy          |
| FE1349 | PV-1 seatbelts STEEL         | 1/48 | Academy          |
| FE1350 | F-86D                        | 1/48 | Revell           |
| FE1351 | F-86D seatbelts STEEL        | 1/48 | Revell           |
| FE1352 | Mi-17                        | 1/48 | AMK              |
| FE1353 | Mi-17 seatbelts STEEL        | 1/48 | AMK              |
| SS801  | MiG-21MF interceptor WEEKEND | 1/72 | Eduard           |

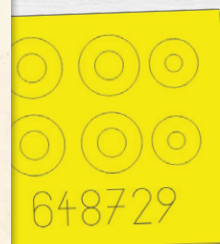
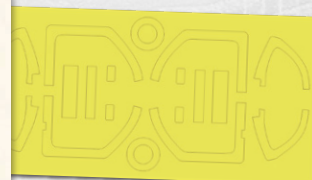
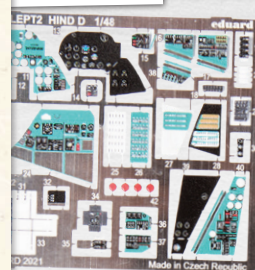
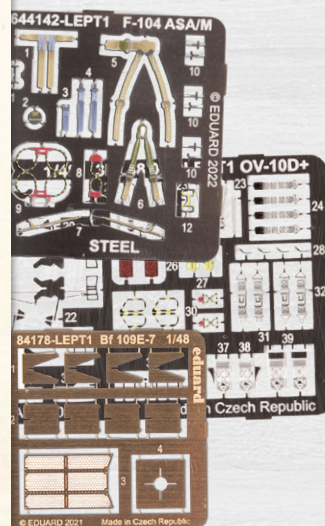
## MASKS

|       |               |      |         |
|-------|---------------|------|---------|
| JX307 | CH-54A        | 1/35 | ICM     |
| JX308 | CH-54A TFace  | 1/35 | ICM     |
| EX940 | F-86D         | 1/48 | Revell  |
| EX941 | F-86D TFace   | 1/48 | Revell  |
| EX942 | Mi-17         | 1/48 | AMK     |
| EX943 | Mi-17 TFace   | 1/48 | AMK     |
| EX944 | PV-1          | 1/48 | Academy |
| EX945 | PV-1 TFace    | 1/48 | Academy |
| EX946 | Do 335A TFace | 1/48 | Tamiya  |

LIMITED

**ProfiPACK**  
edition

**WEEKEND**  
edition





## BIG ED

|          |                          |      |         |
|----------|--------------------------|------|---------|
| BIG49363 | Anson Mk.I               | 1/48 | Airfix  |
| BIG49364 | F-16C Block 25           | 1/48 | Kinetic |
| BIG49365 | F-16C Block 42 till 2005 | 1/48 | Kinetic |
| BIG49366 | F-16C Block 42 from 2006 | 1/48 | Kinetic |

## BRASSIN

|        |                                          |      |         |
|--------|------------------------------------------|------|---------|
| 634033 | Hurricane Mk.IIb LööK                    | 1/32 | Revell  |
| 634034 | Spitfire Mk.IXc LööK                     | 1/24 | Airfix  |
| 644211 | F-16A MLU LööK                           | 1/48 | Kinetic |
| 644212 | F-16C Block 42 till 2005 LööK            | 1/48 | Kinetic |
| 644213 | F-16C Block 42 from 2006 LööK            | 1/48 | Kinetic |
| 624003 | Spitfire Mk.IX exhaust fishtail PRINT    | 1/24 | Airfix  |
| 632191 | Luftwaffe rudder pedals PRINT            | 1/32 | Revell  |
| 635027 | WWII German towing cable eyes PRINT      | 1/35 |         |
| 635028 | WWII German trench binoculars PRINT      | 1/35 |         |
| 648827 | F4F-3A engine PRINT                      | 1/48 | Eduard  |
| 648850 | A6M2-N Rufe cockpit PRINT                | 1/48 | Eduard  |
| 648851 | A6M2-N Rufe landing flaps PRINT          | 1/48 | Eduard  |
| 648852 | A6M2-N Rufe engine complete PRINT        | 1/48 | Eduard  |
| 648853 | F4F-4 gun bays PRINT                     | 1/48 | Eduard  |
| 648856 | F-16 radar late PRINT                    | 1/48 | Kinetic |
| 648858 | F-35A ejection seat PRINT                | 1/48 | Tamiya  |
| 648860 | F-35A exhaust nozzle PRINT               | 1/48 | Tamiya  |
| 648861 | Lewis 97-cartridges ammo magazines PRINT | 1/48 |         |

## LööKPLUS

|        |                           |      |         |
|--------|---------------------------|------|---------|
| 644208 | A6M2-N Rufe LööKplus      | 1/48 | Eduard  |
| 644209 | Mosquito B Mk.IV LööKplus | 1/48 | Tamiya  |
| 644210 | F-16C Block 25 LööKplus   | 1/48 | Kinetic |

## BIG SIN

|           |                                     |      |         |
|-----------|-------------------------------------|------|---------|
| SIN648103 | F4F-4 ESSENTIAL                     | 1/48 | Eduard  |
| SIN648104 | F-16 armament w/ laser guided bombs | 1/48 | Kinetic |

## SPACE

|          |                       |      |                  |
|----------|-----------------------|------|------------------|
| 3DL32014 | P-40B SPACE           | 1/32 | Great Wall Hobby |
| 3DL32015 | CH-54A SPACE          | 1/35 | ICM              |
| 3DL48116 | F-86D SPACE           | 1/48 | Revell           |
| 3DL48117 | Bf 110C SPACE         | 1/48 | Eduard           |
| 3DL48118 | P-400 SPACE           | 1/48 | Eduard           |
| 3DL48119 | Mi-17 SPACE           | 1/48 | AMK              |
| 3DL72015 | Spitfire Mk.IXc SPACE | 1/72 | Eduard           |
| 3DL72016 | B-25J SPACE           | 1/72 | Hasegawa         |

## DECALS

|        |                |      |     |
|--------|----------------|------|-----|
| D48112 | Angel of Mercy | 1/48 | HKM |
|--------|----------------|------|-----|

BIG-ED

eduard  
BRASSINeduard  
BRASSIN  
Print

LööK

LööK+

BIG  
SINeduard  
SPACE



# WEATHERING COLORS

# YAKUMO

These Yakumo Colors—Mr. Weathering Color and Mr. Weathering Paste-based weathering colors—were supervised by the world-famous modeler, Mr. Mig Jimenez. The mud and dirt colors are made with pigments that have been collected from all over the world.



## WWII WESTERN FRONT

CAT.NO.: WY01

WY01 is a weathering paint set for German vehicles in the WWII Western Front. Thin each color with the separately-sold **Mr. Weathering Colour Thinner** (WCT101/102); or **MIG015 thinner** (YAKUMO thinner).

From a modeler's perspective, Europe was the setting of many of the most interesting battles of the war, including Normandy, the Battle of the Bulge, Hungary, the Warsaw Uprising and the fall of Berlin. On these fronts the Germans used several standardized camouflage patterns, but each was always based on green and brown camouflage colours over a dark yellow base (C039 dark yellow, C041 red-brown and C070 dark green). Dust in summer and dry mud were the most common effects seen in German vehicles. In addition to the two products used to represent these effects, the perfect wash tone is also included, and another for streaked dirt stains. For the most complete finish, combine with SET D-BASICS.

[Product page](#)

MIG  
001

### DARK WASH

Apply the wash with a fine brush to details, in panel lines, and around hatches to enhance contrast and volume. Remove the excess with a clean brush moistened with YAKUMO thinner. Let it dry 24 hours.

MIG  
003

### DRY MUD

You can apply the mud with a thick brush to the underside of the vehicle, the tracks, and the suspension. You can also apply splashed earth effect with the mud product by the flicking a thick brush loaded with product using a toothpick. This will create mud splatter effects. Make a few tests on an old model or a piece of paper before trying it on the model. Let it dry 24 hours.

MIG  
002

### DARK STREAKING GRIME

Stroke well. Draw vertical lines on vertical or sloped surfaces with irregular shapes and different intensity, then blend with a flat brush and YAKUMO thinner to soften. Let it dry 24 hours.

MIG  
004

### EUROPE DUST

Pigment colour to simulate dust effects, particularly on the horizontal areas and around surface details. Apply the pigment dry with a brush and then moisten the surface with thinner. Once dry, it can be moistened again and touched up to achieve the desired effect.

MIG  
002







## WWII EASTERN FRONT

CAT.NO.: WY02

WY02 is a weathering paint set for winter camouflaged vehicles in WWII Eastern Front. Thin each color with the separately-sold **Mr. Weathering Colour Thinner** (WCT101/102); or **MIG015 thinner** (YAKUMO thinner).

The Germans camouflaged their vehicles in the harsh Russian winters with white paint to blend it with the snowy landscape. A white vehicle needs a very special treatment of aging and dirt to be realistic and credible. This special set for German winter vehicles includes the necessary products to achieve a realistic appearance in a winter environment such as the battles of Moscow, Stalingrad, or the siege of Leningrad. This set is specially designed for white camouflage applied on German panzer grey colour (Panzer Grey - C040 German Grey, C513 „Dunkelgrau“, C514 „Grau“ etc). For the most complete finish, combine with SET D-BASICS.

[Product page](#)

MIG  
005

**WINTER WASH**  
see MIG 001 for description

MIG  
006

**WINTER STREAKING GRIME**  
see MIG 002 for description

MIG  
007

**MIG-007 - FRESH DARK MUD**  
see MIG 003 for description

MIG  
008

**MIG-008 - DRY EARTH**  
see MIG 004 for description



## WWII AFRIKA KORPS

CAT.NO.: WY03

WY03 is a weathering paint set for model vehicles in the WWII Afrika Korps. It can add realistic sand stains from the harsh weather conditions of Africa to your scale model. Thin each color with the separately-sold **Mr. Weathering Colour Thinner** (WCT101/102); or **MIG015 thinner** (YAKUMO thinner).

The landscapes of Tunisia or Libya were very harsh and hostile environments for the vehicles of the German Afrika Korps (DAK). The scorching sun and heat faded the colours quickly while the dust was ubiquitous. The Germans over painted their grey vehicles with various shades of sand colour (i.e. C039 Dark Yellow) to make them less visible on the open desert plains. The product included in this set allow you to apply washes, dirt effect, and large accumulations of dust to give your model realistic look. For more complete finish, combine with SET D-BASICS.

[Product page](#)

MIG  
009

**SAND FILTER**  
Apply the filter over the entire surface of model uniformly for a transparent and subtle effect, without letting the product accumulate in recesses and panel lines. Allow the filter to dry for 24 hours.

MIG  
010

**DESERT WASH**  
Apply the wash with a fine brush to details, in panel lines, and around hatches to enhance contrast and volume. Remove the excess with a clean brush moistened with YAKUMO thinner. Let it dry 24 hours.

MIG  
011

**GRAY STREAKING GRIME**  
see MIG 003 for description

MIG  
012

**MIG-008 - DRY EARTH**  
see MIG 004 for description





## BASICS

CAT.NO.: WY04

WY04 is a weathering paint set that can be used on various military models including tanks. This set of paints can replicate basic oil stains, chipped paint, and rust. Thin each color with the separately-sold **Mr. Weathering Colour Thinner** (WCT101/102); or **MIG015 thinner** (YAKUMO thinner).

Most German military vehicles showed certain universal weathering effects, no matter the setting or time of the year. Tanks or half-tracks usually showed chipped paint, rust effects, or large areas of fuel stains soaked into caked dust or dirt over top. These are the weathering effects that bring more life and realism to the model, and that is the reason why you must pay special attention when adding them. This universal set will allow you to create extremely realistic effects on your models, no matter the location or time of the year in which they are set. The colours and effects are accurate for the cold Russian winter, the Normandy campaign or the barren landscapes of the North Africa. Always use this set in combination with one of the YAKUMO sets for military vehicles in a specific setting.

[Product page](#)

### MIG 013 FUEL & OIL

Apply this product to the sides of model in the shape of vertical lines, or add small drops over a surface treated with MIG014 pigment. This effect can be diluted with YAKUMO thinner to create a softer and more natural effect. Use this effect sparingly and apply the effect in scale. Let it dry 12 hours.

### MIG 015 CHIPPING

The perfect colour to represent chipped paint effects on your models, as long as the surface you are depicting was made out of iron or steel in the real vehicle. Use a brush with a fine tip to paint the chips on the zones most exposed to wear and tear. You can also apply the chipping with a piece of sponge or packing foam. Let it dry 10 minutes. Can be cleaned with water.

### MIG 014 EARTH & GRIME

A pigment tone to simulate accumulated dirt, or to create a base onto which you can apply fuel stains. Apply the pigment dry with a brush to the designed areas. It can also be used to emphasize shadows or dirt effect on nooks and crannies.

### MIG 016 MIG-008 - DRY EARTH

Eventually all vehicles rust in specific areas due to rain, snow and dew. Apply the product in small quantities around small details such as screw heads, brackets or other fixtures, as well as on vertical or sloped surfaces in the form of faded lines. Use the effect sparingly and apply the effect in scale.







## Modelářský klub Ostrava 446 a předsednictvo IPMS.CZE

zve všechny příznivce  
plastikového modelářství  
na Mistrovství České republiky mládeže a  
doprovodné akce

### 17. června 2023

V Kulturním domě Rychvald



Mistrovství ČR mládeže (letadla 1/72, 1/48, 1/32), bojová technika (1/72, 1/48, 1/35), lodě a ponorky, dioramy a civilní technika.

Doprovodná porovnávací soutěž seniorů, letadla (1/72, 1/48, 1/32), bojová technika (1/72, 1/48, 1/35) a civilní technika

Bližší informace a propozice na [www.aircraft.cz](http://www.aircraft.cz),

osobní kontakt Petr Potyš, mob. 730 430 239

Mistrovská soutěž mládeže je organizována pod záštitou SMČR



**Svaz modelářů České republiky**

Svaz stavitelů plastikových modelů ČR

**IPMS.CZE**

International Plastic Modeler's Society



# PROPOZICE NA STRÁNKÁCH SMČR

# F4F-4 + folding wings PRINT

#648818

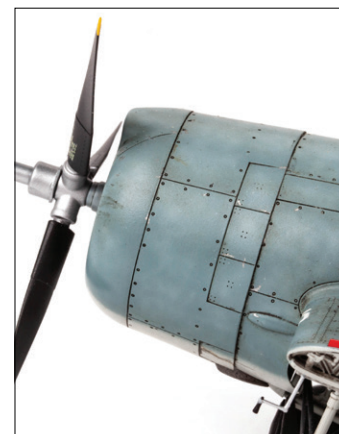
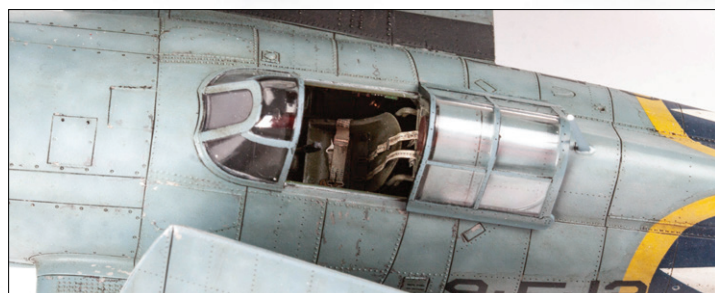
Wildcat early

1/48

#82202

KAMO E

built by **Robert Szwarc**



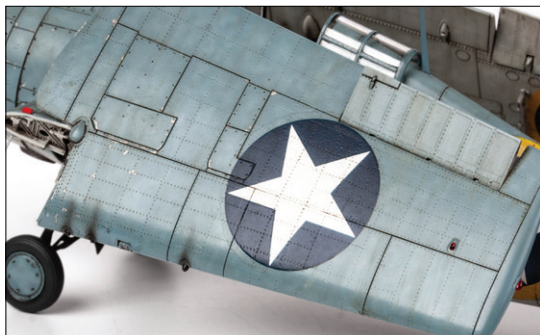


## Ens. Hamilton McWhorter, VF-9, USS Ranger (CV-4), říjen 1942

Rodák z Athens, Georgia, Hamilton McWhorter, vstoupil do námořnictva v červnu 1941 po vystudování univerzity v Georgii. Po absolvování výcviku v Miami byl zařazen k VF-9, létající na Wildcatu. Začátkem října se jednotka nalodila na letadlovou loď USS Ranger (CV-4), směřující k africké pevnině, kde se měla podílet na úspěšném vylovení

Spojenců u Casablancy ve Francouzském Maroku (operace Torch). Pro snadnější rozlišení vlastních letadel měla letadla podílející se na operaci Torch kolem znaků na trupu a na spodních plochách křídel žluté lemy. Po ukončení odporu Francouzů byl svaz okolo letadlové lodi USS Ranger odeslán zpět do Norfolk. VF-9 byla na začátku roku 1943

jako první námořní jednotka vyzbrojena Hellcaty, naloděna na USS Essex (CV-9) a odvelena do Tichomoří. Dne 19. listopadu 1943 se McWhorter stal v bojích proti Japoncům prvním pilotem, který na Hellcatu dosáhl pěti sestřelů. K nim přidal během dalších bojů ještě sedm sestřelených letadel, čímž své skóre uzavřel na dvanácti sestřelech.



## Accessories used:

648818 F4F-4 folding wings PRINT (Brassin)

[Product page](#)




1/48

## F4F-4 Wildcat early



#82202  
KAMO B  
built by Jan Novotný



648829 F4F-4 wheel bay PRINT (Brassin)  
648779 F4F undercarriage legs BRONZE (Brassin)



648803 F4F-4 cockpit PRINT (Brassin)





## BuNo. 5149, VF-3, USS Yorktown (CV-5) & USS Hornet (CV-8), May/June 1942

In April 1942 this Wildcat was assigned to VF-3 unit based at Kaneohe Bay airbase. The following month it was assigned to Ens. G. F. Markham. After that the unit was transferred on board of USS Yorktown (CV-5). During the Battle of Midway Fox-10 was also flown by Lt. A. J. Brassfield who during this engagement shot down four carrier borne D3A Val bombers and damaged another two. Despite all the efforts of the defenders USS Yorktown was damaged and for that reason the surviving Yorktown pilots and her Wildcats as

well had to be transferred to USS Hornet (CV-8) where, under the command of Lt. Cdr. Thatch, they formed the provisional unit designated VF-3-42-8. One of the pilots of this unit was John Burton Bain who flew Wildcat portrayed hereby. At that time Ens. Bain's score stood at two confirmed kills, A6M Zero fighter from the Battle of Coral Sea and another Zero from the Battle of Midway, shot down during the preceding raid on Shōkaku. Therefore, there are two Japanese flags painted under his windshield as a symbol of his success

in combat. The national markings in the form of blue circles with white star and red circle in the center were painted on both sides of the fuselage and in four positions on the wings. They were supplemented by red and white stripes on the rudder. During the Battle of Midway these stripes were painted over with the camouflage paint and the red circles were deleted from the national insignia. The kill marks were added only at the time Ens. Bain was flying this aircraft.



648817 F4F-4 landing flaps PRINT (Brassin)



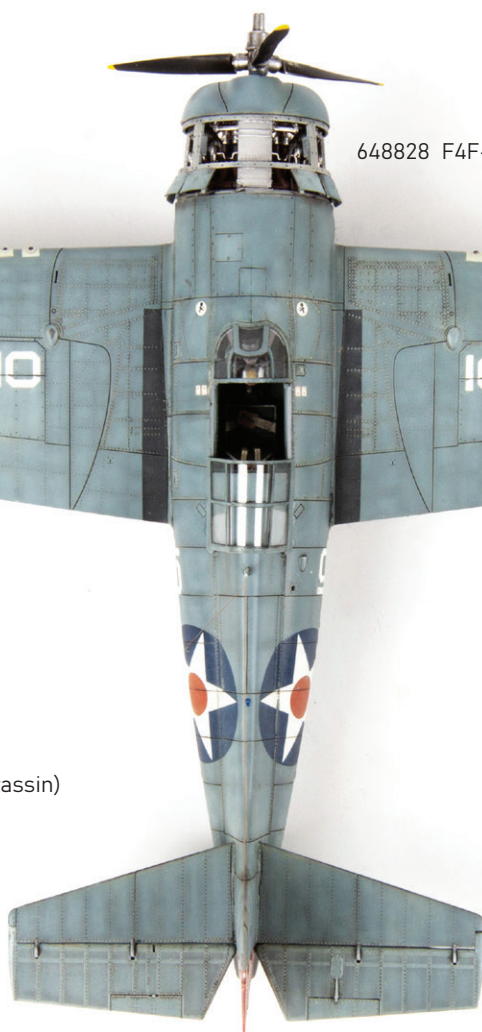
648829 F4F-4 wheel bay PRINT (Brassin)

Product page

648828 F4F-4 engine PRINT (Brassin)

## Accessories used:

- 648803 F4F-4 cockpit PRINT (Brassin)
- 648815 F4F-4 wheels early (Brassin)
- 648817 F4F-4 landing flaps PRINT (Brassin)
- 648828 F4F-4 engine PRINT (Brassin)
- 648829 F4F-4 wheel bay PRINT (Brassin)
- 648779 F4F undercarriage legs BRONZE (Brassin)
- 648769 F4F gun barrels PRINT (Brassin)





1/48

## Z-526AFS Akrobat

#82184

KAMO E

built by Jiří Brož





## Z-526AFS-V, OK-ERE, s/n 1307, Točná Aero Club, Slaný airfield, Czech Republic, 2014

No. 1307 was manufactured in 1974 and was taken over by Svazarm on December 29 of the same year as its last Z-526AFS. The aircraft served mainly at the Točná airfield, and the local aero club also acquired it later. When the club was forced to move to Slaný airfield (after the purchase of Točná by a private owner), they took OK-ERE with them. This happened at the time she was already converted to the AFS-V tow version after reaching the aerobatic flying hours limit.

The conversion was carried out at Aerotechnik Kunovice. In 2013, the OK-ERE was damaged in a failed landing, which ended up in the ditch behind the end of the runway. Another accident occurred during the return from an air meeting in Poland, when the pilot hit the power lines with the rudder and tore it off. During necessary repair, the black stripes disappeared from the rudder. In June 2019 the OK-ERE was sold to private owner, who used the engine for another

airplane, and sold her engine-less. New owner plans full overhaul and engine installation. It is certainly worth mentioning that in the days of her aerobatic career OK-ERE served, among others, the later double European aerobatics champion Petr Jirmus. The drawing of the lady on the starboard side is by the airbrush painter Olivia de Derardinis.


[Product page](#)


**BIG ED (June)**

|          |                              |
|----------|------------------------------|
| BIG33151 | Hurricane Mk.IIb 1/32 Revell |
| BIG49367 | F-16A MLU 1/48 Kinetic       |
| BIG49368 | B-25J glazed nose 1/48 HKM   |
| BIG49369 | F-35A 1/48 Tamiya            |
| BIG72173 | C-130J PART I 1/72 Zvezda    |

**BRASSIN (June)**

|        |                                                |
|--------|------------------------------------------------|
| 644215 | Mi-8MT LööK 1/48 Zvezda                        |
| 644216 | PV-1 LööK 1/48 Academy/Revell                  |
| 624004 | Spitfire Mk.IX wheels 5spoke 1/24 Airfix       |
| 635029 | WWII German lamp headlights PRINT 1/35         |
| 635030 | WWII German crowbars PRINT 1/35                |
| 635031 | WWII German starter crank handles PRINT 1/35   |
| 635032 | WWII German pickaxes PRINT 1/35                |
| 648725 | Sopwith Camel 2F.1 Lewis gun PRINT 1/48 Eduard |
| 648824 | Fw 190F-8 cockpit PRINT 1/48 Eduard            |
| 648825 | F4F-3 engine mid PRINT 1/48 Eduard             |
| 648843 | Bf 109G-6 cockpit PRINT 1/48 Eduard            |
| 648859 | F-35A cockpit PRINT 1/48 Tamiya                |
| 648862 | Bf 110G radio equipment 1/48 Eduard            |
| 648863 | B-25J wheels 1/48 HKM                          |
| 648864 | Mi-8MT wheels 1/48 Zvezda                      |
| 648865 | Mi-17 wheels 1/48 AMK                          |
| 648867 | Lewis 47-cartridges ammo magazines PRINT 1/48  |
| 648869 | F-16 ladder PRINT 1/48                         |
| 648870 | B-25J engines PRINT 1/48 HKM                   |
| 648871 | B-25J bombsight PRINT 1/48 HKM                 |
| 672313 | Bf 109F propeller early PRINT 1/72 Eduard      |
| 672314 | Bf 109F propeller late PRINT 1/72 Eduard       |
| 672315 | Bf 109F gun barrels PRINT 1/72 Eduard          |
| 672316 | Bf 109F wheels PRINT 1/72 Eduard               |

**LööKPlus (June)**

|        |                                                            |
|--------|------------------------------------------------------------|
| 634035 | Hurricane Mk.IIb w/ rounded exhausts LööKplus 1/32 Revell  |
| 634037 | Hurricane Mk.IIb w/ fishtail exhausts LööKplus 1/32 Revell |
| 644214 | F-16A MLU LööKplus 1/48 Kinetic                            |

**BIGSIN (June)**

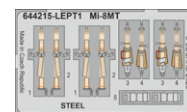
|           |                                                 |
|-----------|-------------------------------------------------|
| SIN648105 | F4F-3 w/ early engine ADVANCED 1/48 Eduard      |
| SIN648106 | F-16 armament w/ Maverick missiles 1/48 Kinetic |

644215

**Mi-8MT LööK**

1/48 Zvezda

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Mi-8MT in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda



Set contains:

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



644216

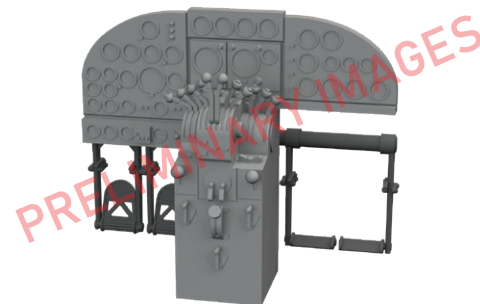
**PV-1 LööK**

1/48 Academy/Revell

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for PV-1 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Academy / Revell

Set contains:

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



624004

**Spitfire Mk.IX wheels 5spoke**

1/24 Airfix

Brassin set - the undercarriage wheels for Spitfire Mk.IXc in 1/24 scale. The set consists of the main wheels and tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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





635029

## WWII German lamp headlights PRINT

1/35

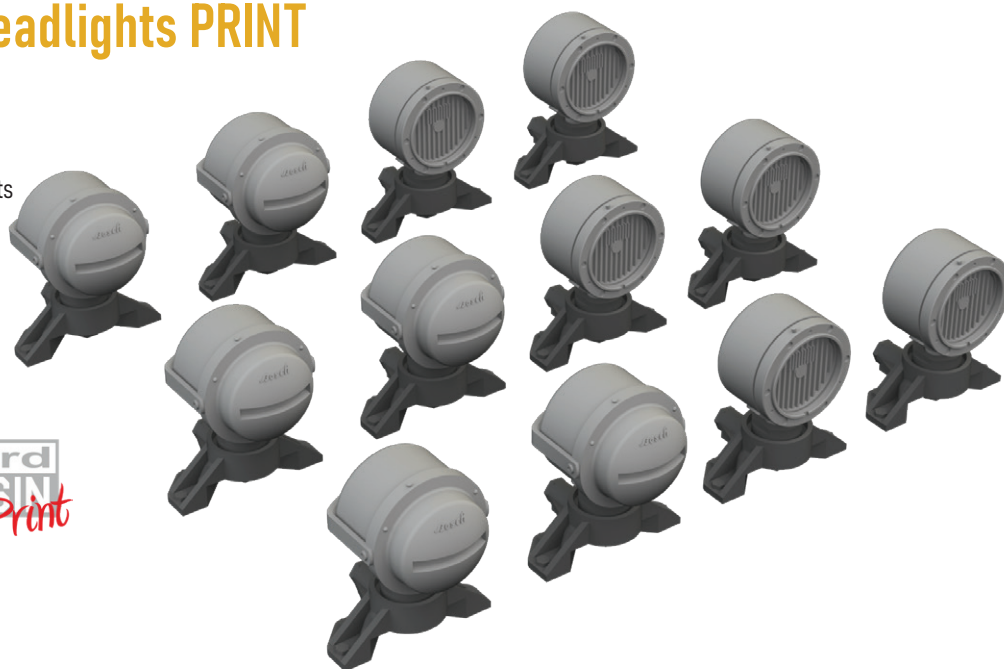
Brassin set - lamp headlights for German WWII AFV in 1/35 scale. The set consists of 12 headlights of 2 types (6+6). Made by direct 3D printing.

Set contains:

- 3D print: 24 parts
- decals: no
- photo-etched details: no
- painting mask: no

eduard  
BRASSIN

Print



635030

## WWII German crowbars PRINT

1/35

Brassin set - crowbars for German WWII AFV in 1/35 scale. The set consists of 6 crowbars. Made by direct 3D printing.

Set contains:

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

eduard  
BRASSIN

Print



635031

## WWII German starter crank handles PRINT

1/35

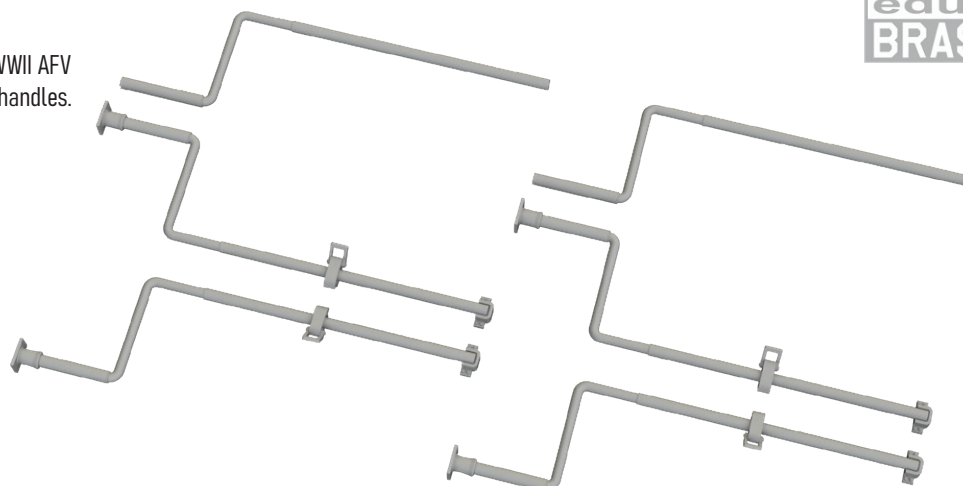
Brassin set - crack handles for German WWII AFV in 1/35 scale. The set consists of 3 crank handles. Made by direct 3D printing.

Set contains:

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

eduard  
BRASSIN

Print



635032

## WWII German pickaxes PRINT

1/35

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

Set contains:

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



eduard  
BRASSIN  
*Print*

648725

## Sopwith Camel 2F.1 Lewis gun PRINT

1/48 Eduard

Brassin set - the guns for Camel 2F.1 in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



eduard  
BRASSIN  
*Print*

648824

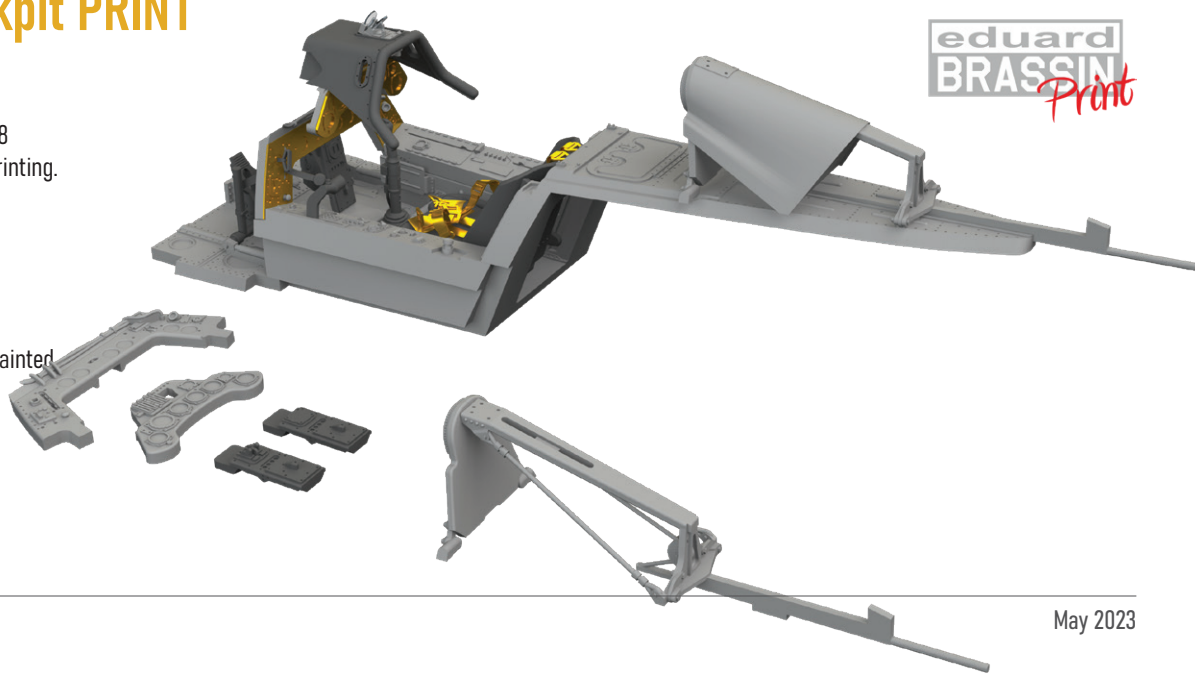
## Fw 190F-8 cockpit PRINT

1/48 Eduard

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

Set contains:

- 3D print: 20 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no
- SPACE 3D decals: no



eduard  
BRASSIN  
*Print*



648825

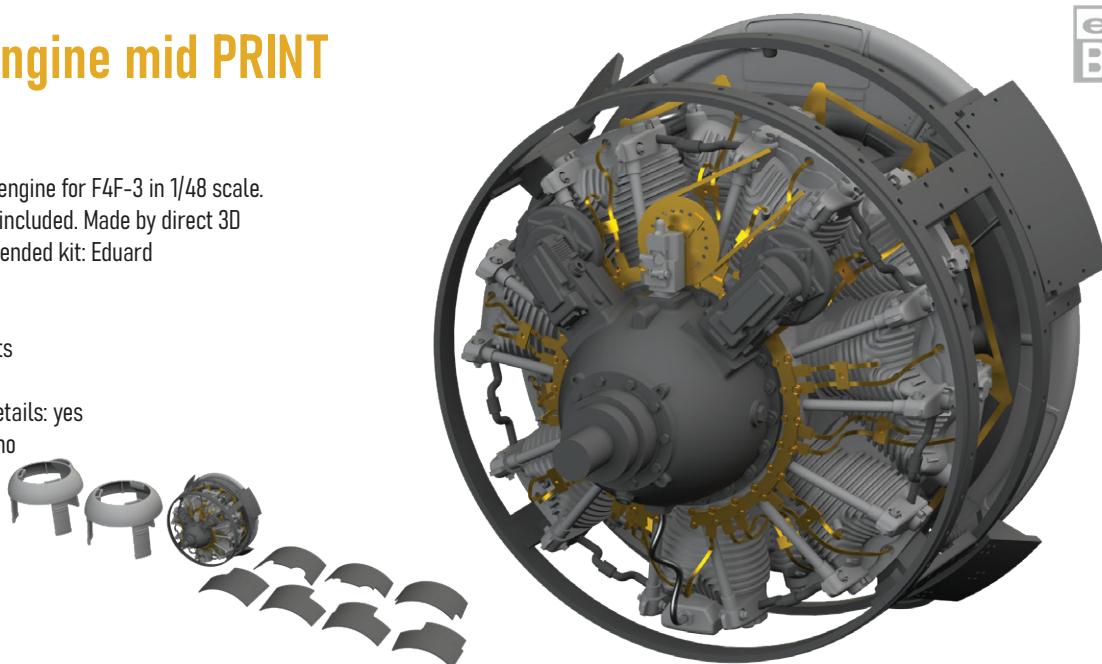
**F4F-3 engine mid PRINT**

1/48 Eduard

Brassin set - the engine for F4F-3 in 1/48 scale.  
The cowlings 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


**eduard**  
**BRASSIN**  
*Print*

648843

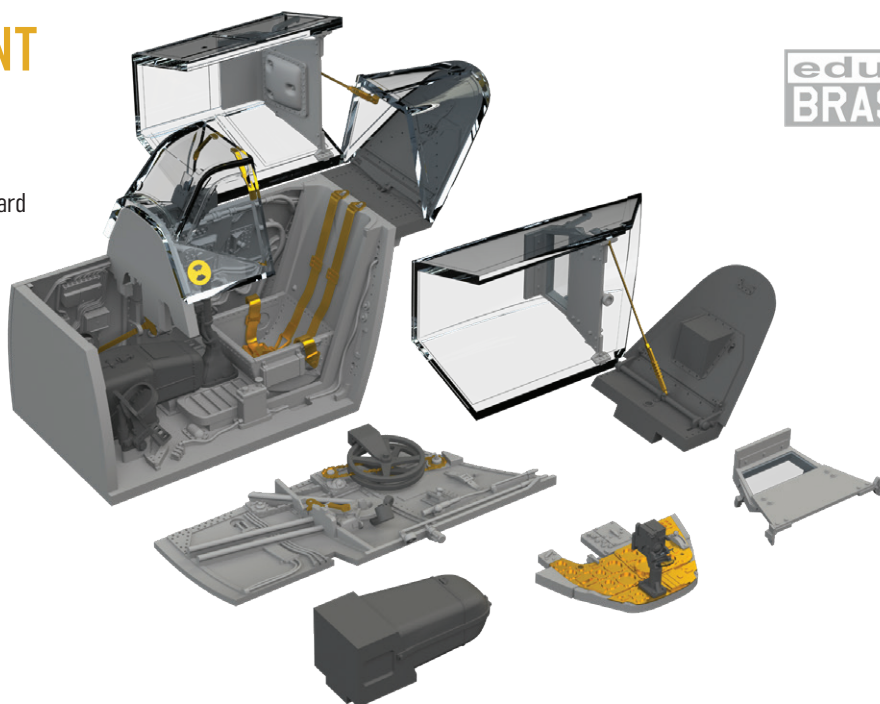
**Bf 109G-6 cockpit PRINT**

1/48 Eduard

Brassin set - cockpit for Bf 109G-6 in 1/48 scale.  
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 21 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no
- SPACE 3D decals: no


**eduard**  
**BRASSIN**  
*Print*

648859

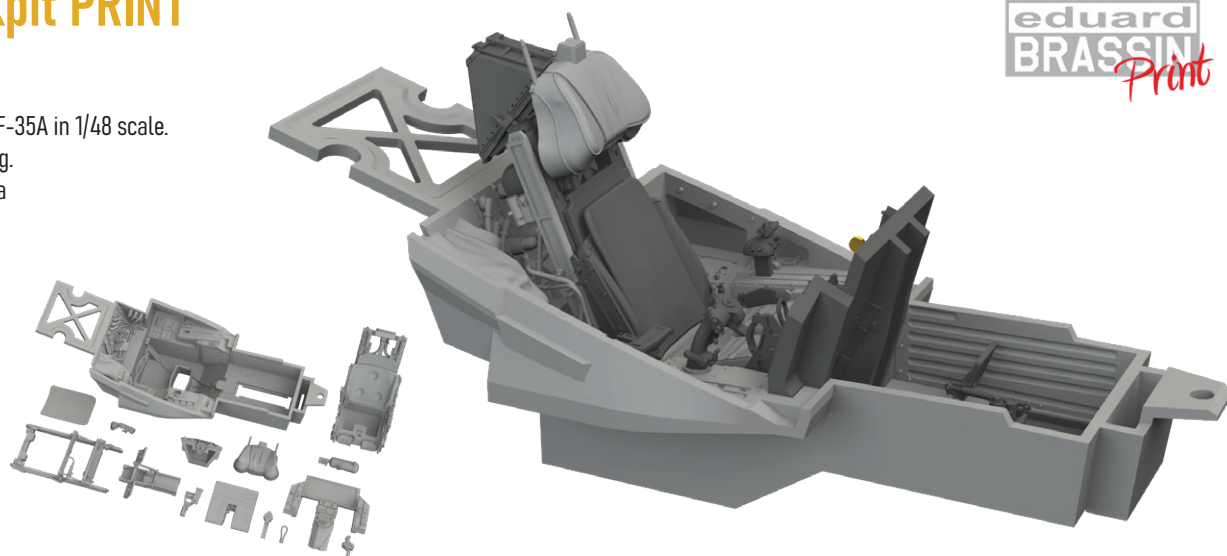
**F-35A cockpit PRINT**

1/48 Tamiya

Brassin set - cockpit for F-35A in 1/48 scale.  
Made by direct 3D printing.  
Recommended kit: Tamiya

Set contains:

- 3D print: 15 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no
- SPACE 3D decals: no


**eduard**  
**BRASSIN**  
*Print*

648862

**Bf 110G radio equipment****1/48 Eduard**

Brassin set - pre-painted radio equipment for Bf 110G in 1/48 scale. Recommended kit: Eduard

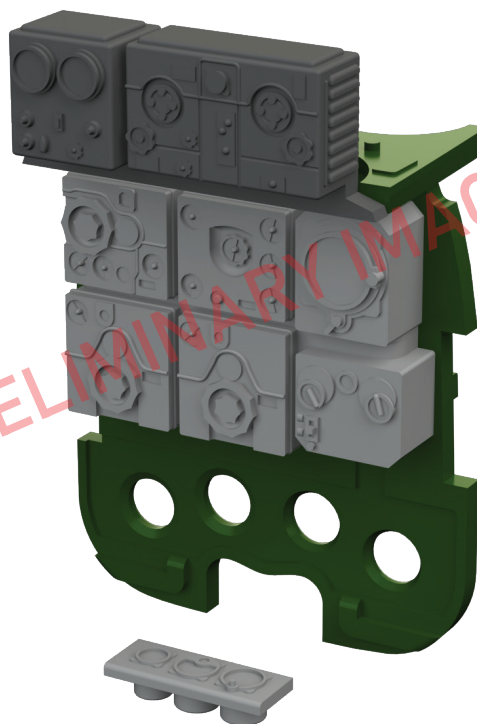
Set contains:

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

eduard  
BRASSIN

Print

PRELIMINARY IMAGES



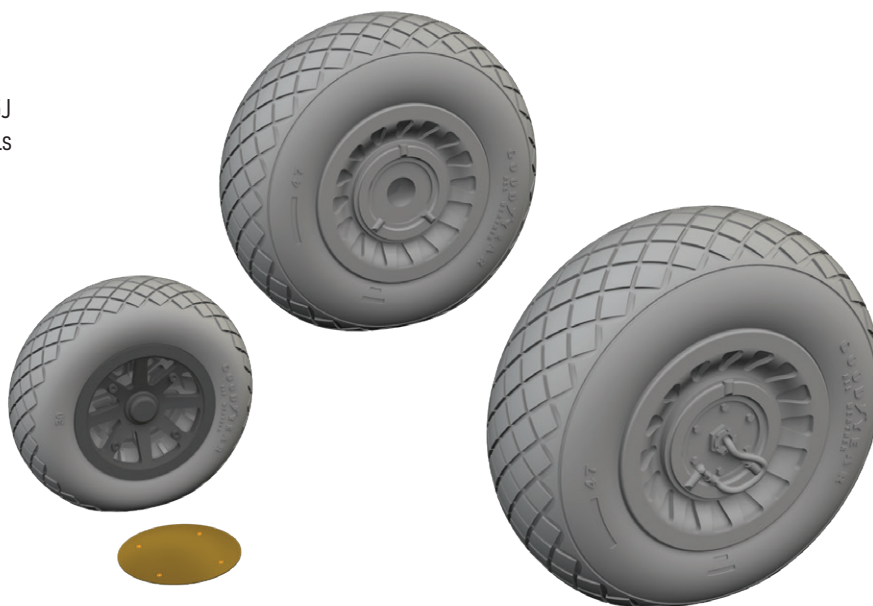
648863

**B-25J wheels****1/48 HKM**

Brassin set - the undercarriage wheels for B-25J in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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



648864

**Mi-8MT wheels****1/48 Zvezda**

Brassin set - the undercarriage wheels for Mi-8MT in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains:

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





648865

**Mi-17 wheels**

1/48 AMK

Brassin set - the undercarriage wheels for Mi-17 in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: AMK

Set contains:

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



648867

**Lewis 47-cartridges ammo magazines PRINT**

1/48

Brassin set - ammunition magazines for Lewis guns in 1/48 scale. The set consists of 12 magazines. Made by direct 3D printing.

Set contains:

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



eduard  
BRASSIN  
*Print*

648869

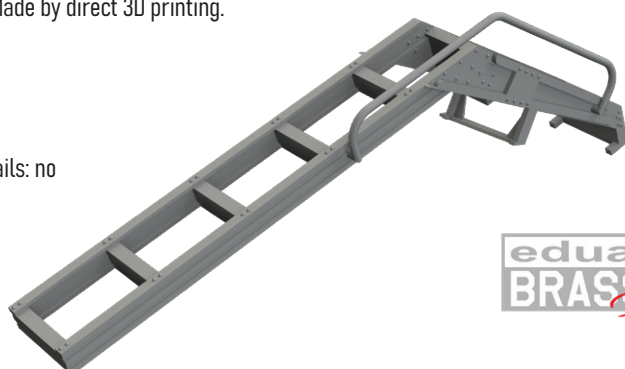
**F-16 ladder PRINT**

1/48

Brassin set - the ladder for F-16 in 1/48 scale. Easy to assemble. Made by direct 3D printing.

Set contains:

- 3D print: 1 part
- decals: no
- photo-etched details: no
- painting mask: no



eduard  
BRASSIN  
*Print*



648870

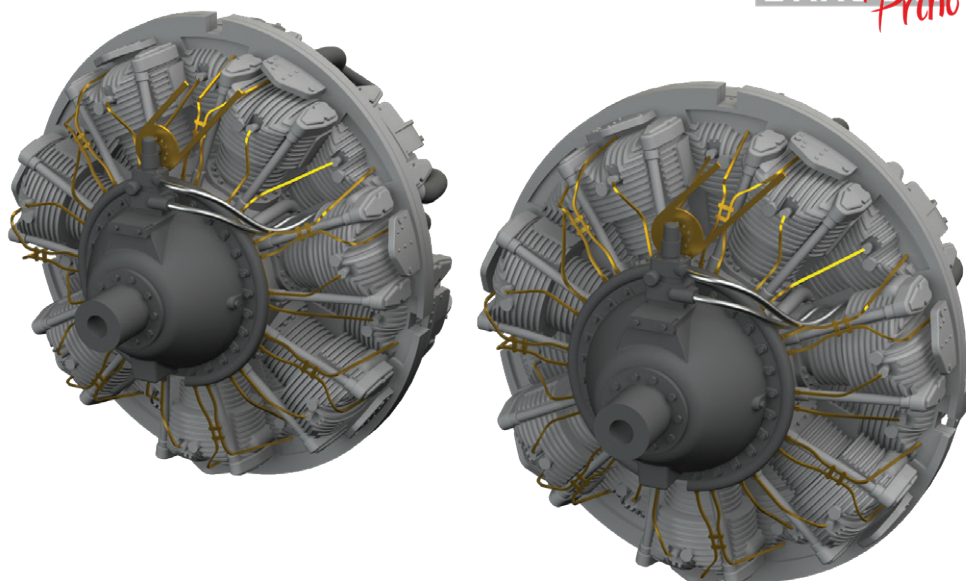
**B-25J engines PRINT**

1/48 HKM

Brassin set - two engines for B-25J in 1/48 scale. The cowlings are not included. Made by direct 3D printing. Recommended kit: HKM

Set contains:

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


**eduard**  
**BRASSIN**  
*Print*

648871

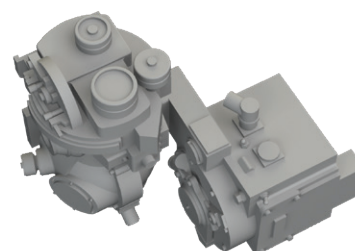
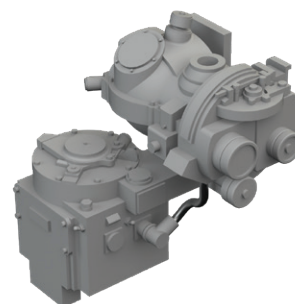
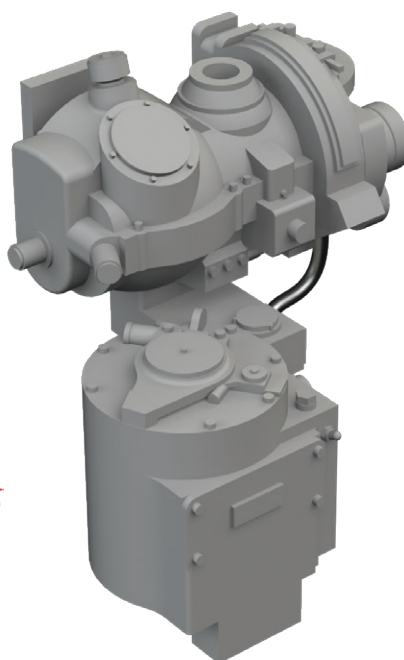
**B-25J bombsight PRINT**

1/48 HKM

Brassin set - gunsight for B-25J in 1/48 scale. Made by direct 3D printing. Recommended kit: HKM

Set contains:

- 3D print: 1 part
- decals: no
- photo-etched details: no
- painting mask: no


**eduard**  
**BRASSIN**  
*Print*

672313

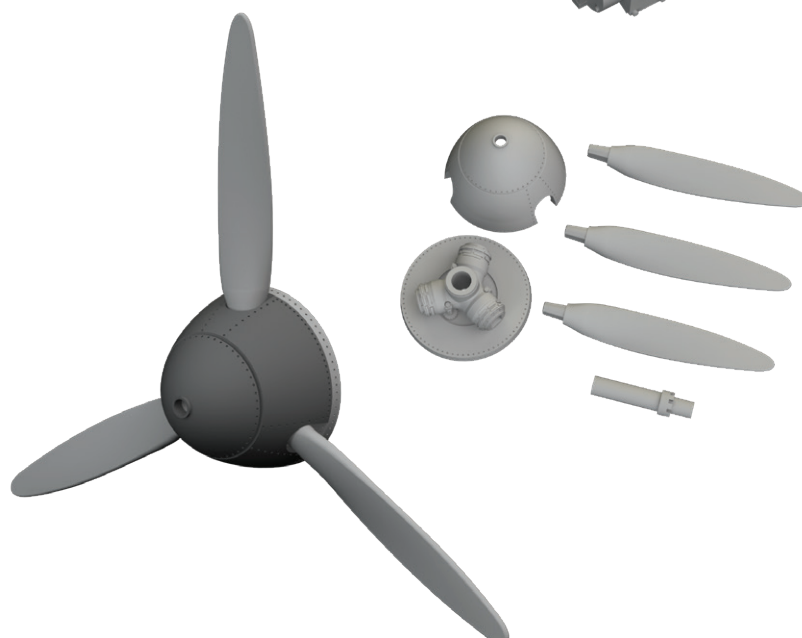
**Bf 109F propeller early PRINT**

1/72 Eduard

Brassin set - the propeller for Bf 109F in 1/72 scale. The spinner could be removed. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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


**eduard**  
**BRASSIN**  
*Print*



672314

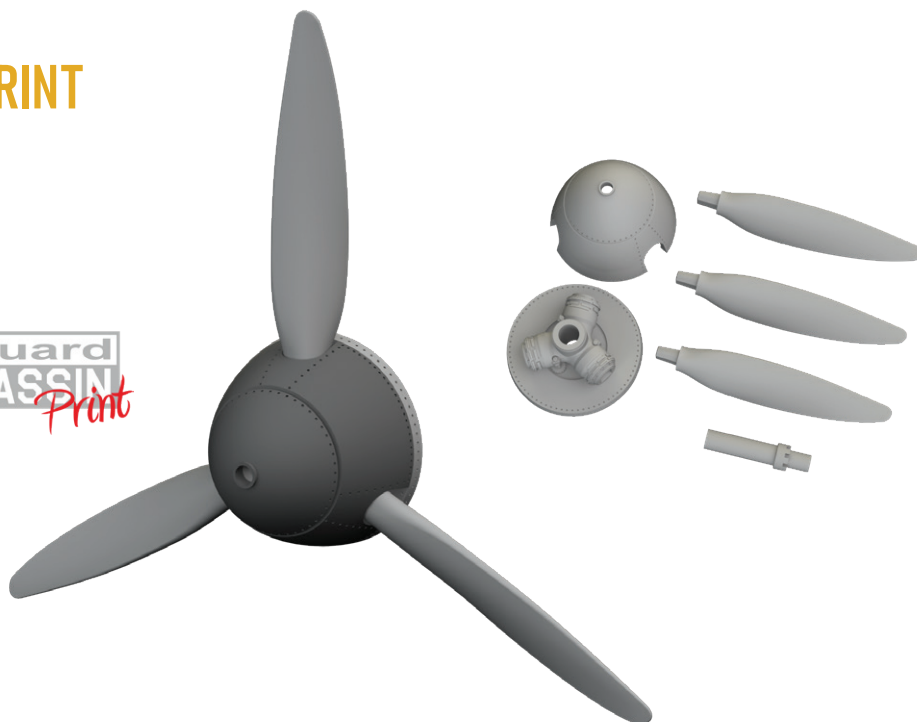
**Bf 109F propeller late PRINT**

1/72 Eduard

Brassin set - the propeller for Bf 109F in 1/72 scale. The spinner could be removed. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

672315

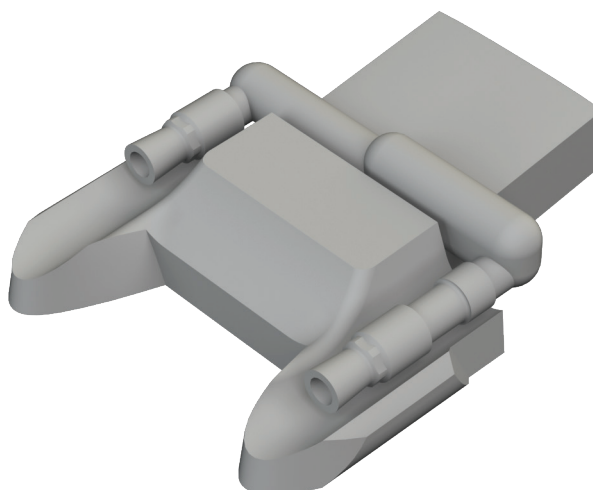
**Bf 109F gun barrels PRINT**

1/72 Eduard

Brassin set - fuselage gun barrels for Bf 109F 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

672316

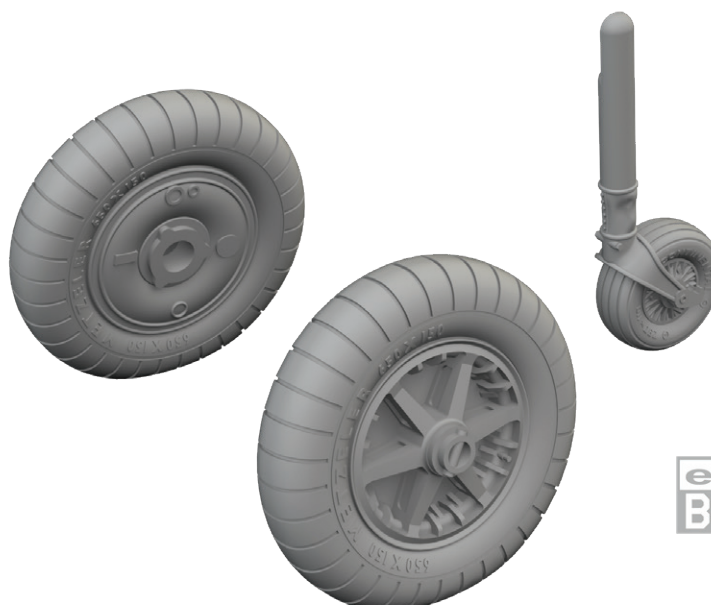
**Bf 109F wheels PRINT**

1/72 Eduard

Brassin set - the undercarriage wheels for Bf 109F in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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




634035

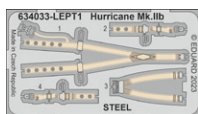
## Hurricane Mk.IIb w/ rounded exhausts LööKplus

1/32 Revell

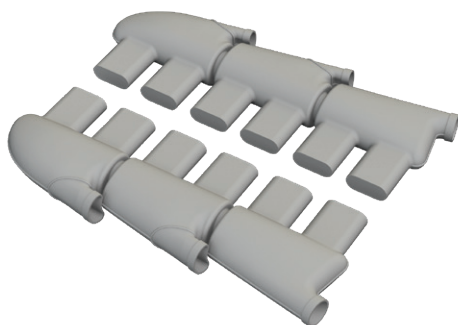
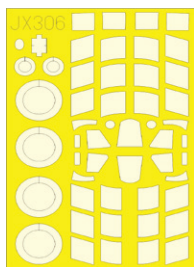
Collection of 4 sets for Hurricane Mk.IIb in 1/32 scale.

Recommended kit: Revell

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



LööK+



634037

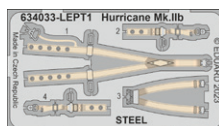
## Hurricane Mk.IIb w/ fishtail exhausts LööKplus

1/32 Revell

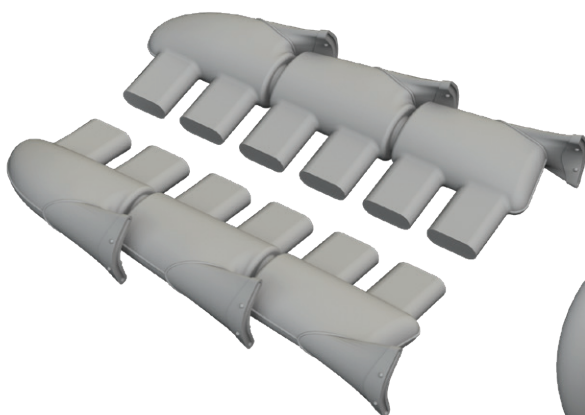
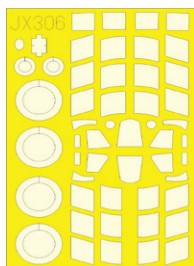
Collection of 4 sets for Hurricane Mk.IIb in 1/32 scale.

Recommended kit: Revell

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



LööK+





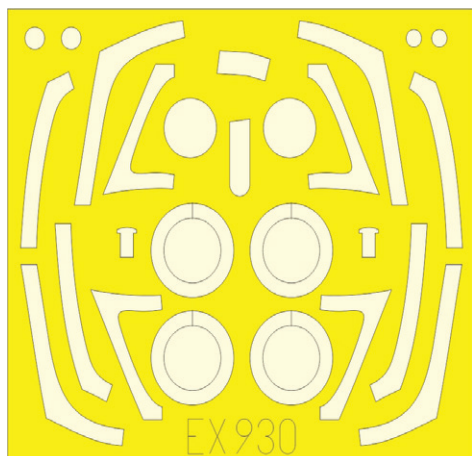
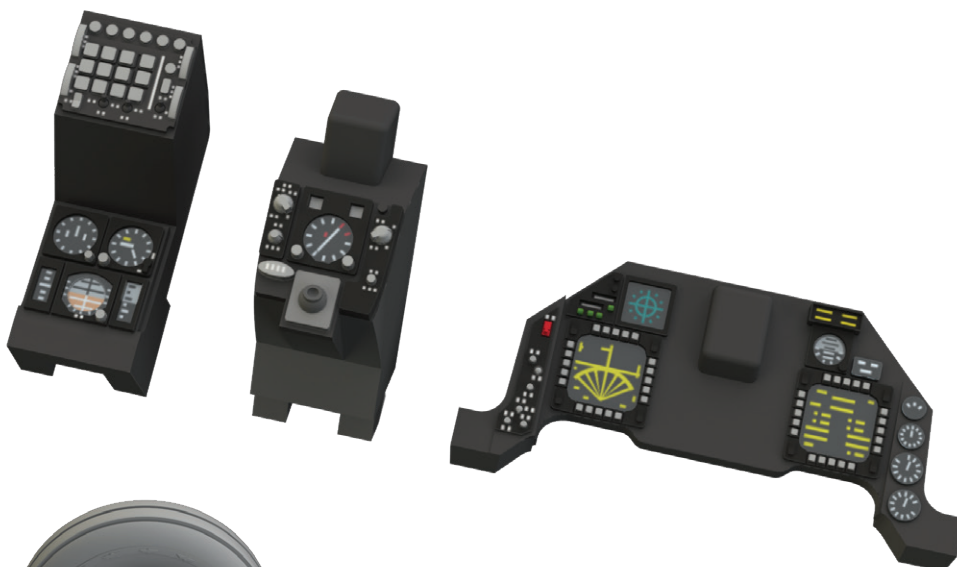
644214

**F-16A MLU LööKplus****1/48 Kinetic**

Collection of 4 sets for F-16A MLU in 1/48 scale.

Recommended kit: Kinetic

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

*LööK+*

SIN648105

**F4F-3 w/ early engine ADVANCED****1/48 Eduard**

Collection of 4 sets for F4F-4 in 1/48 scale.  
Recommended kit: Eduard

- engine
- gun bays
- landing flaps
- wheel bay

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





SIN48106

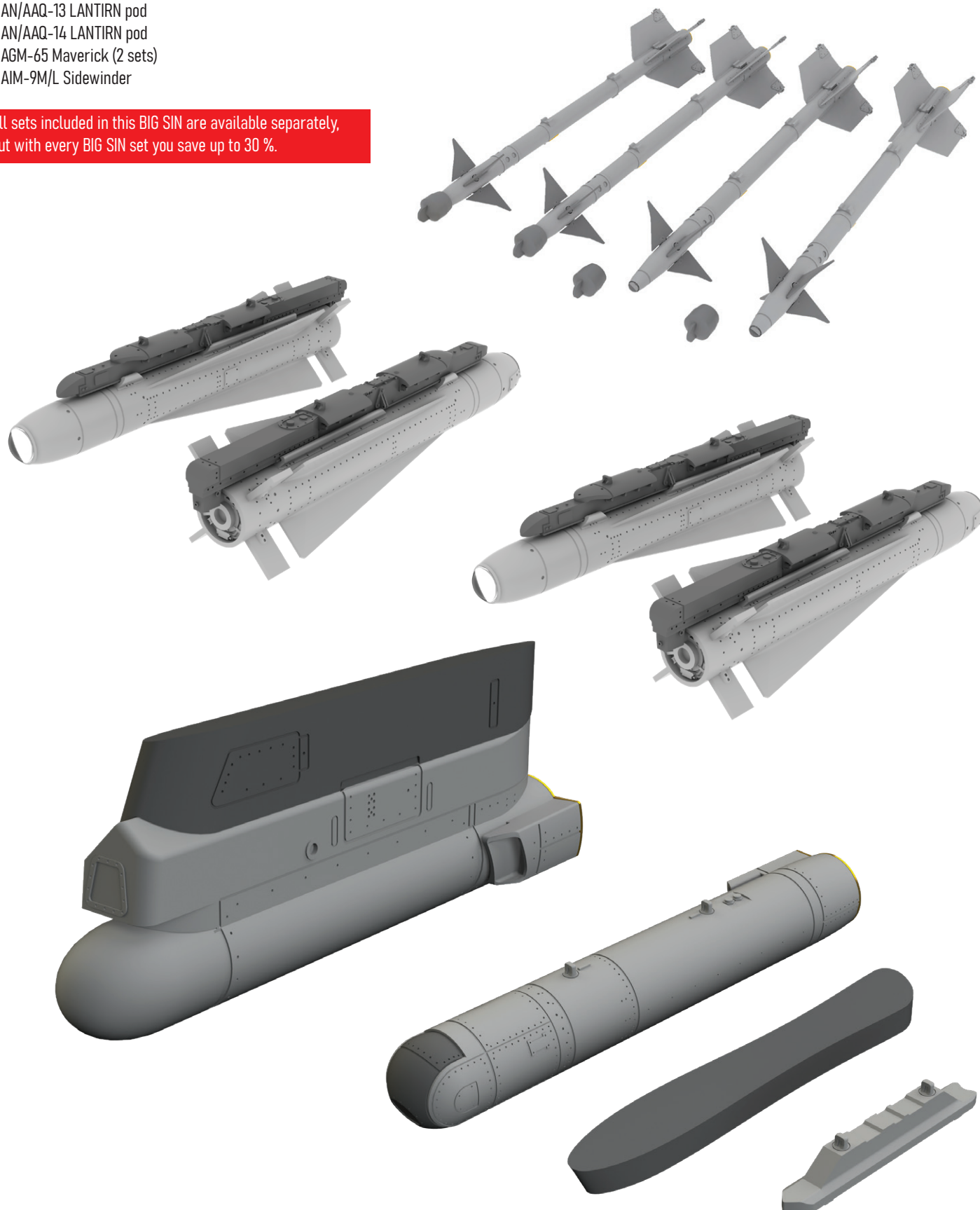
# F-16 armament w/ Maverick missiles

1/48 Kinetic

Collection of 5 sets for F-16 in 1/48 scale.  
Recommended kit: Kinetic

- AN/AAQ-13 LANTIRN pod
- AN/AAQ-14 LANTIRN pod
- AGM-65 Maverick (2 sets)
- AIM-9M/L Sidewinder

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



**PE-SETS**

|        |                                      |       |                  |
|--------|--------------------------------------|-------|------------------|
| 53294  | USS Missouri BB-63 part 3            | 1/350 | Hobby Boss       |
| 32483  | Spitfire Mk.I landing flaps          | 1/32  | Kotare           |
| 321009 | Spitfire Mk.I                        | 1/32  | Kotare           |
| 321010 | AH-64E                               | 1/35  | Takom            |
| 36501  | M3A4                                 | 1/35  | I Love Kits      |
| 36502  | Panzer IV/70 (A)                     | 1/35  | Tamiya           |
| 36503  | Scammel Commander w/ 62t semitrailer | 1/35  | Hobby Boss       |
| 481111 | Mi-8MT cargo floor                   | 1/48  | Trumpeter        |
| 481112 | Mi-8MT cargo seats                   | 1/48  | Trumpeter        |
| 491354 | Do 335A                              | 1/48  | Tamiya           |
| 491356 | Mi-8MT                               | 1/48  | Trumpeter        |
| 491357 | Mi-8MT cargo seatbelts STEEL         | 1/48  | Trumpeter        |
| 491358 | F-4E                                 | 1/48  | Meng             |
| 73802  | MiG-29 9-12                          | 1/72  | Great Wall Hobby |

**ZOOMS**

|        |                               |      |           |
|--------|-------------------------------|------|-----------|
| 33349  | Spitfire Mk.I                 | 1/32 | Kotare    |
| 33350  | Spitfire Mk.I seatbelts STEEL | 1/32 | Kotare    |
| 33351  | AH-64E                        | 1/35 | Takom     |
| 33352  | AH-64E seatbelts STEEL        | 1/35 | Takom     |
| FE1354 | Do 335A                       | 1/48 | Tamiya    |
| FE1355 | Do 335A seatbelts STEEL       | 1/48 | Tamiya    |
| FE1356 | Mi-8MT                        | 1/48 | Trumpeter |
| FE1357 | Mi-8MT seatbelts STEEL        | 1/48 | Trumpeter |
| FE1358 | F-4E                          | 1/48 | Meng      |
| FE1359 | F-4E seatbelts STEEL          | 1/48 | Meng      |
| FE1360 | Tempest Mk.II Weekend         | 1/48 | Eduard    |
| FE1361 | A6M2 Zero Type 21 Weekend     | 1/48 | Eduard    |

**MASKS**

|       |                           |      |                  |
|-------|---------------------------|------|------------------|
| JX309 | Spitfire Mk.I             | 1/32 | Kotare           |
| JX310 | Spitfire Mk.I TFace       | 1/32 | Kotare           |
| JX311 | AH-64E                    | 1/35 | Takom            |
| JX312 | AH-64E TFace              | 1/35 | Takom            |
| EX947 | Mi-8MT                    | 1/48 | Trumpeter        |
| EX948 | Mi-8MT TFace              | 1/48 | Trumpeter        |
| EX949 | F-4E                      | 1/48 | Meng             |
| EX950 | F-4E TFace                | 1/48 | Meng             |
| EX951 | A6M2 Zero Type 21 Weekend | 1/48 | Eduard           |
| EX952 | Tempest Mk.II Weekend     | 1/48 | Eduard           |
| CX648 | MiG-29 9-12               | 1/72 | Great Wall Hobby |

**SPACE**

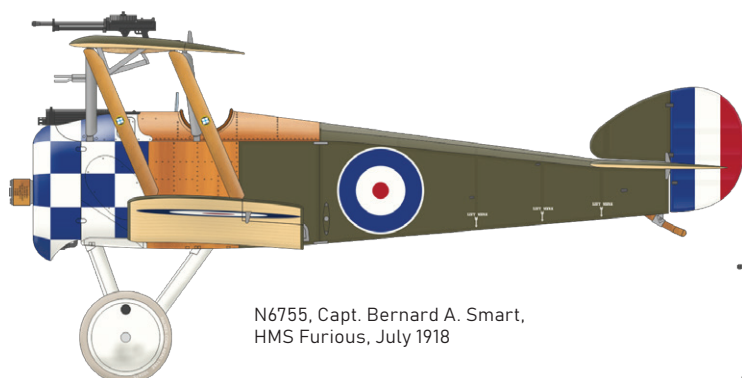
|          |                     |      |                  |
|----------|---------------------|------|------------------|
| 3DL32016 | Spitfire Mk.I SPACE | 1/32 | Kotare           |
| 3DL32017 | AH-64E SPACE        | 1/35 | Takom            |
| 3DL48120 | PV-1 SPACE          | 1/48 | Academy          |
| 3DL48121 | Do 335A SPACE       | 1/48 | Tamiya           |
| 3DL48122 | Mi-8MT SPACE        | 1/48 | Trumpeter        |
| 3DL48123 | F-4E SPACE          | 1/48 | Meng             |
| 3DL72017 | MiG-29 9-12 SPACE   | 1/72 | Great Wall Hobby |
| 3DL72018 | Bf 109F SPACE       | 1/72 | Eduard           |



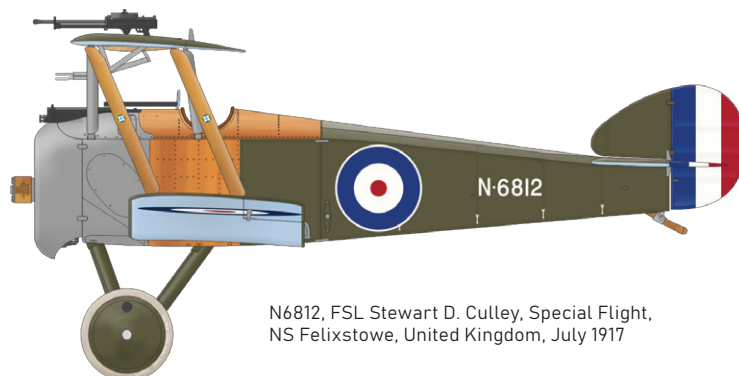
# Sopwith 2F.1 Camel

#82173

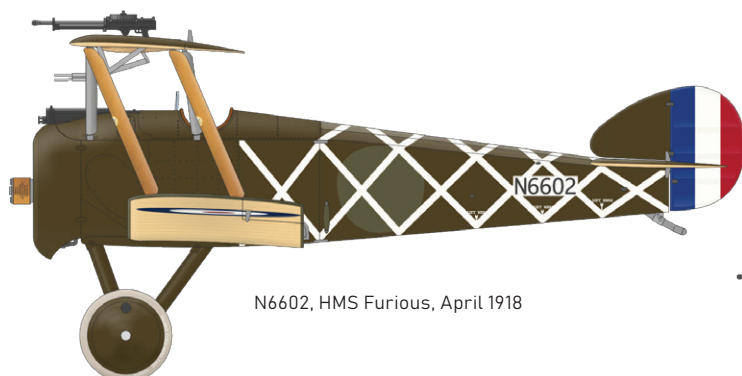
1/48

**ProfiPACK**  
 edition


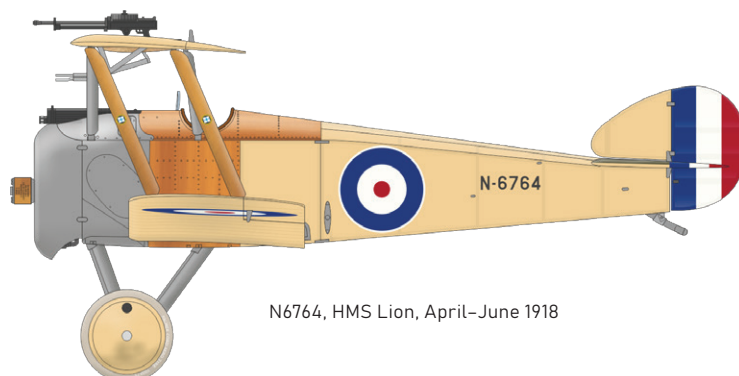
N6755, Capt. Bernard A. Smart,  
HMS Furious, July 1918



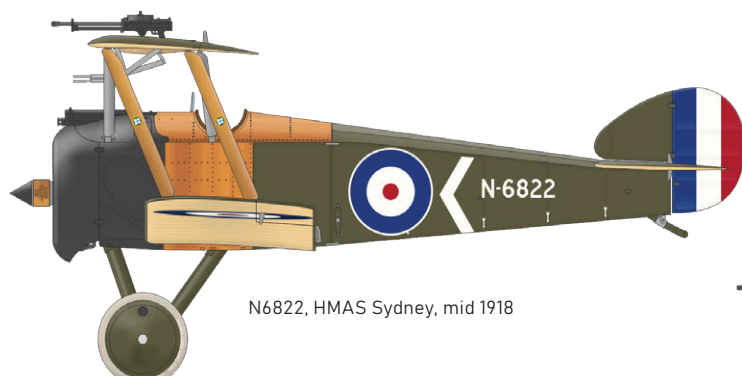
N6812, FSL Stewart D. Culley, Special Flight,  
NS Felixstowe, United Kingdom, July 1917



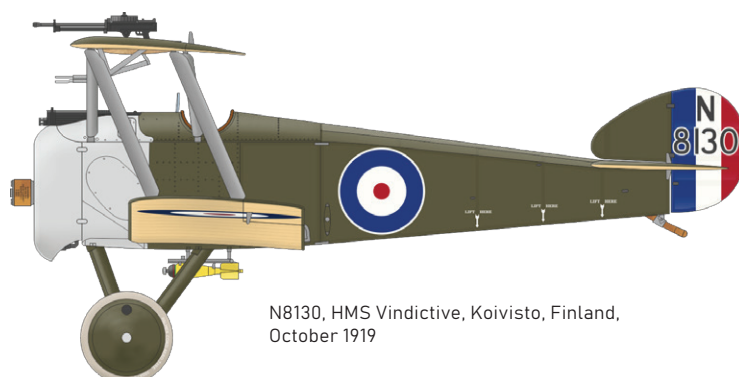
N6602, HMS Furious, April 1918



N6764, HMS Lion, April–June 1918



N6822, HMAS Sydney, mid 1918



N8130, HMS Vindictive, Koivisto, Finland,  
October 1919

# WUNDERSCHÖNE NEUE MASCHINEN #2142 pt.1

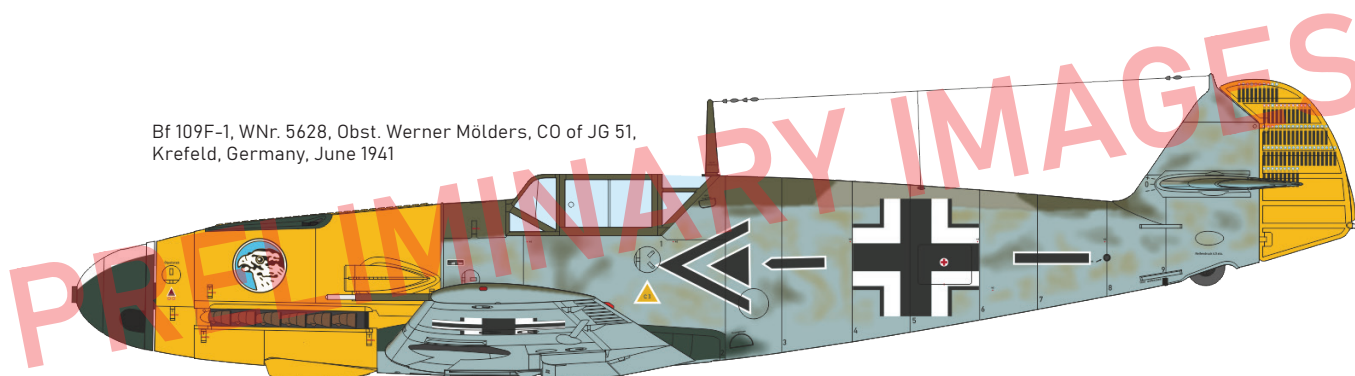
1/72

LIMITED

Dual Combo

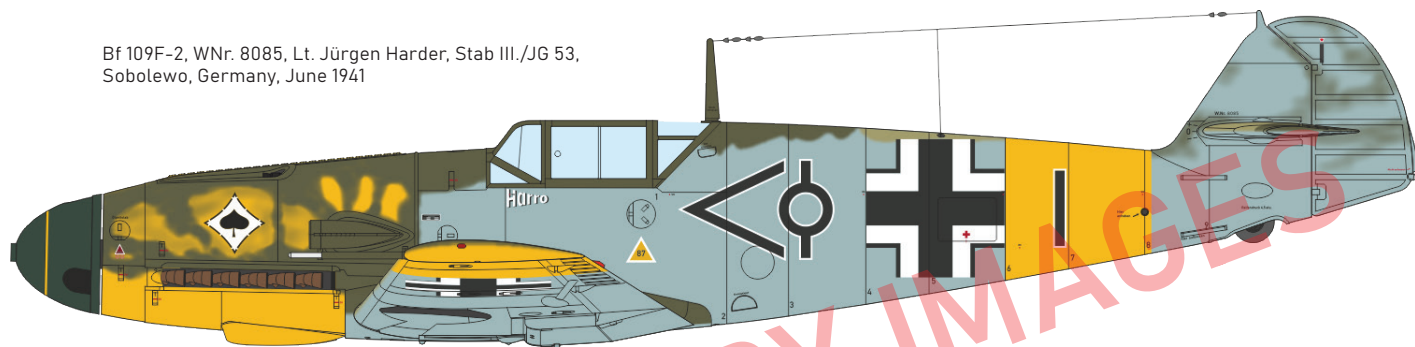


Bf 109F-1, WNr. 5628, Obst. Werner Mölders, CO of JG 51,  
Krefeld, Germany, June 1941

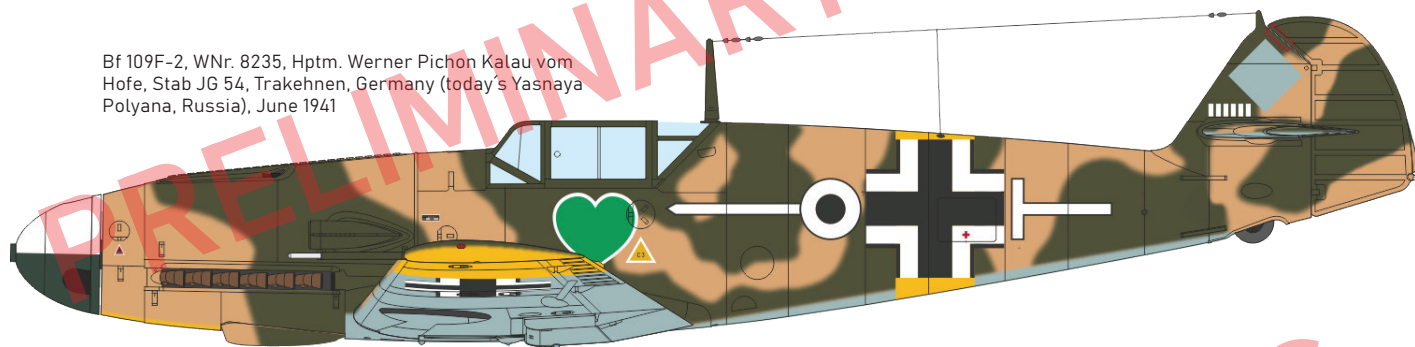




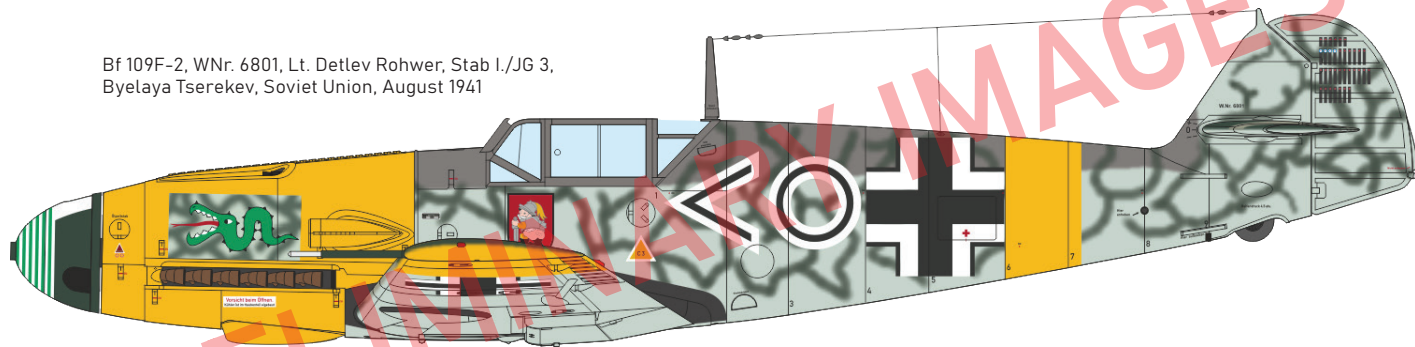
Bf 109F-2, WNr. 8085, Lt. Jürgen Harder, Stab III./JG 53,  
Sobolewo, Germany, June 1941



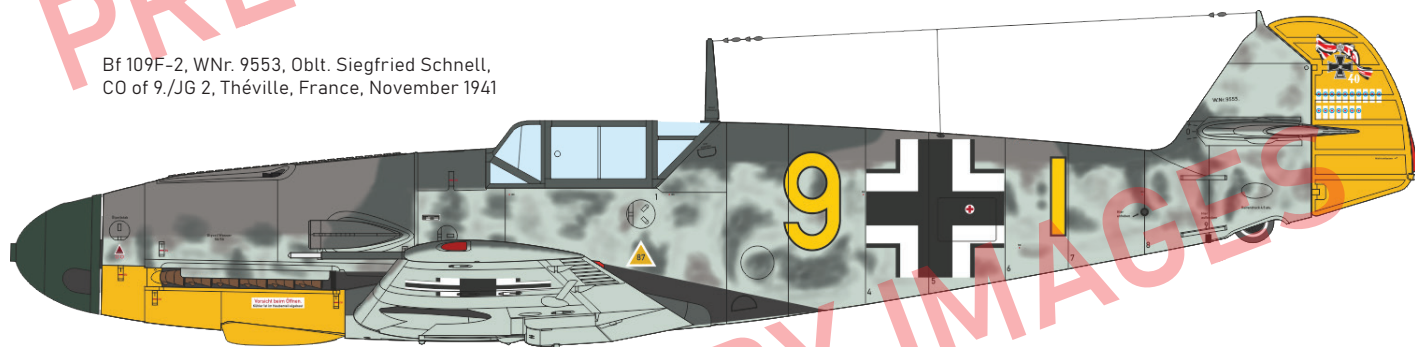
Bf 109F-2, WNr. 8235, Hptm. Werner Pichon Kalau vom  
Hofe, Stab JG 54, Trakehnen, Germany (today's Yasnaya  
Polyana, Russia), June 1941



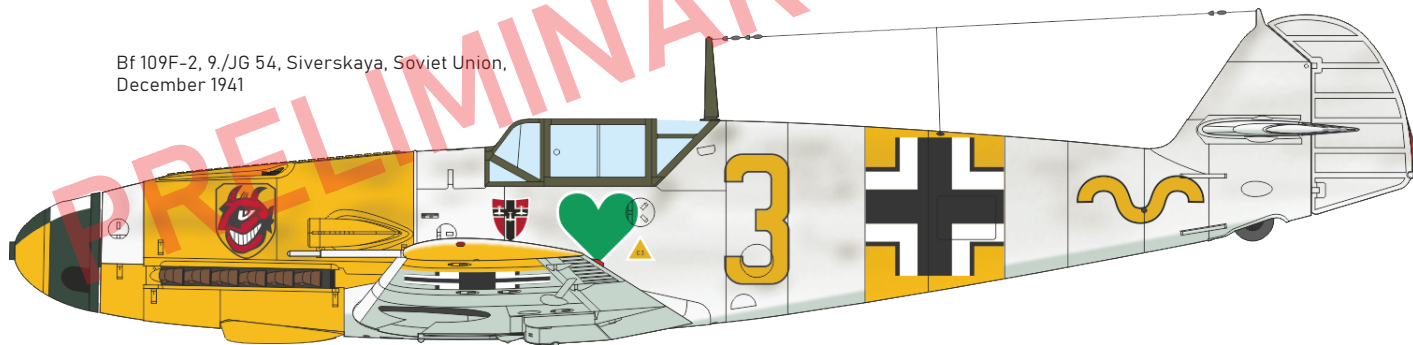
Bf 109F-2, WNr. 6801, Lt. Detlev Rohwer, Stab I./JG 3,  
Byelaya Tserekev, Soviet Union, August 1941



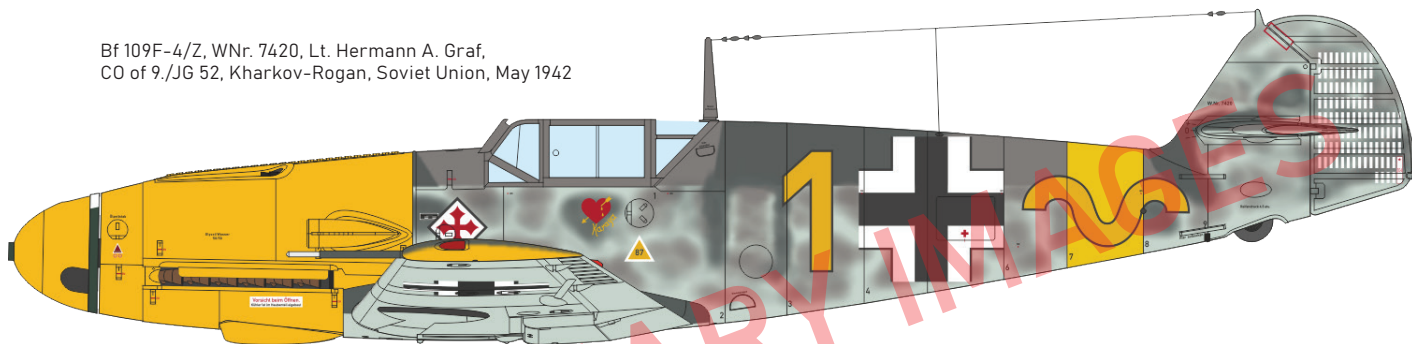
Bf 109F-2, WNr. 9553, Oblt. Siegfried Schnell,  
CO of 9./JG 2, Théville, France, November 1941



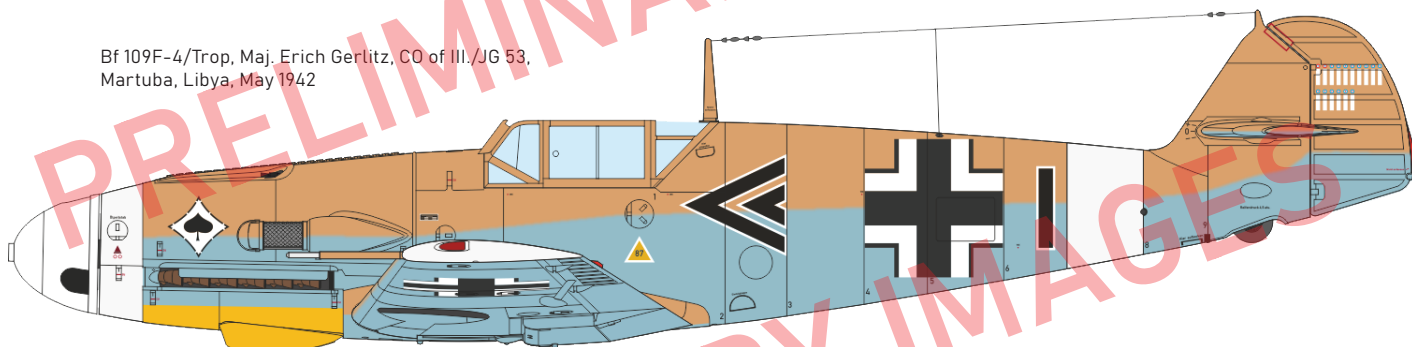
Bf 109F-2, 9./JG 54, Siverskaya, Soviet Union,  
December 1941



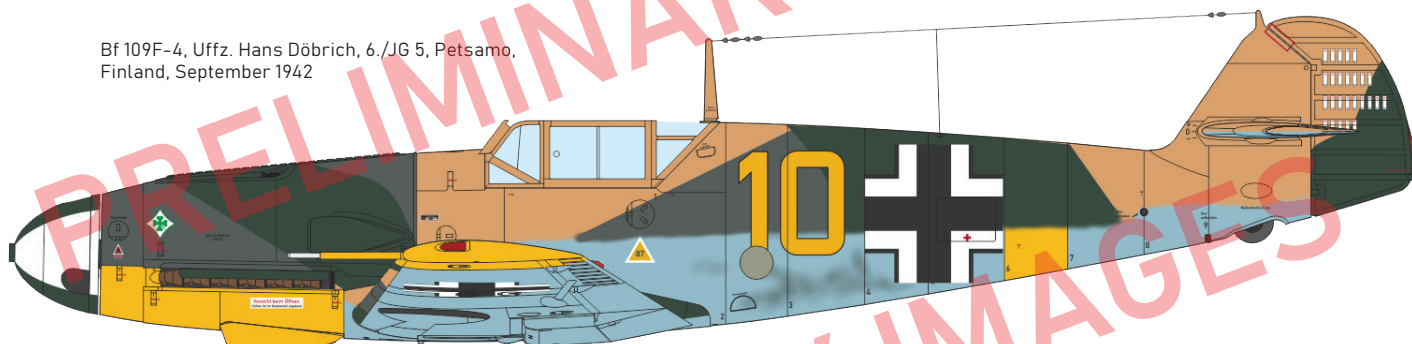
Bf 109F-4/Z, WNr. 7420, Lt. Hermann A. Graf,  
CO of 9./JG 52, Kharkov-Rogan, Soviet Union, May 1942



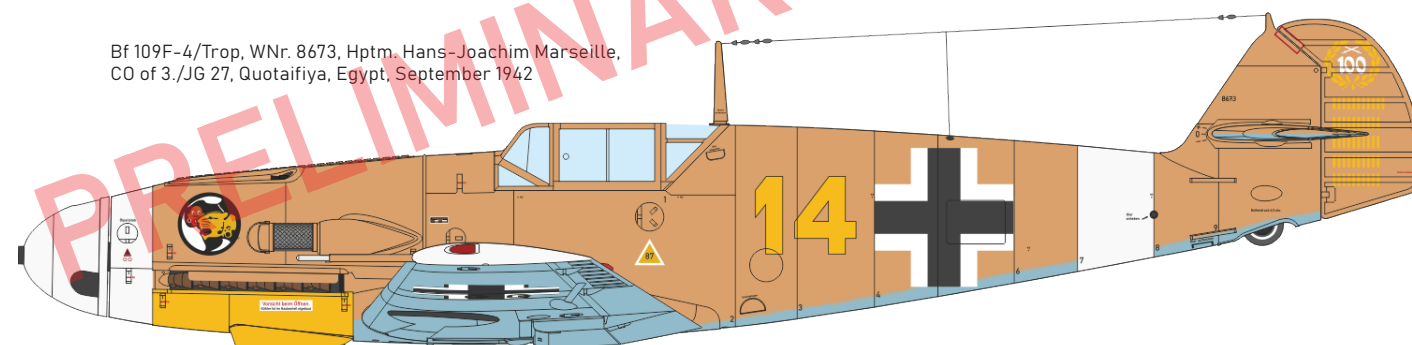
Bf 109F-4/Trop, Maj. Erich Gerlitz, CO of III./JG 53,  
Martuba, Libya, May 1942



Bf 109F-4, Uffz. Hans Döbrich, 6./JG 5, Petsamo,  
Finland, September 1942



Bf 109F-4/Trop, WNr. 8673, Hptm. Hans-Joachim Marseille,  
CO of 3./JG 27, Quataifiya, Egypt, September 1942



## + čtyři další markingy

Bf 109F-2/B, Uffz. Richard Übelbacher, 6.(Jabo)/JG 2, Abbeville-Drucat, France, Summer 1941

Bf 109F-4, WNr. 7205, Oblt. Josef Priller, CO of 1./JG 26, St. Omer-Arques, France, October 1941

Bf 109F-4, Lt. Walter Nowotny, 3./JG 54, Krasnogvardyeysk, Soviet Union, July 1942

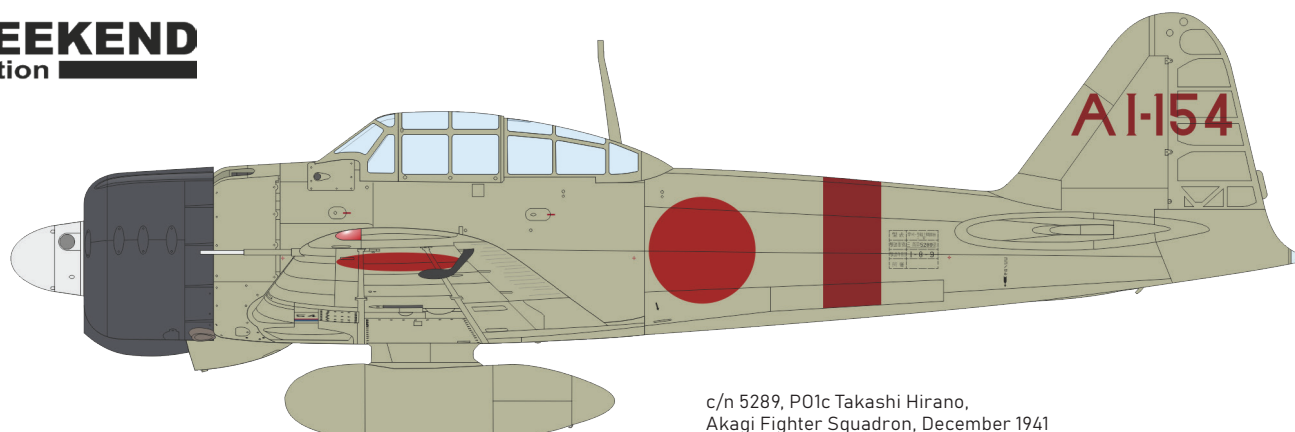
Bf 109F-4, WNr. 13376, Hptm. Heinz Bär, CO of Stab I./JG 77, Comiso, Sicily, July 1942



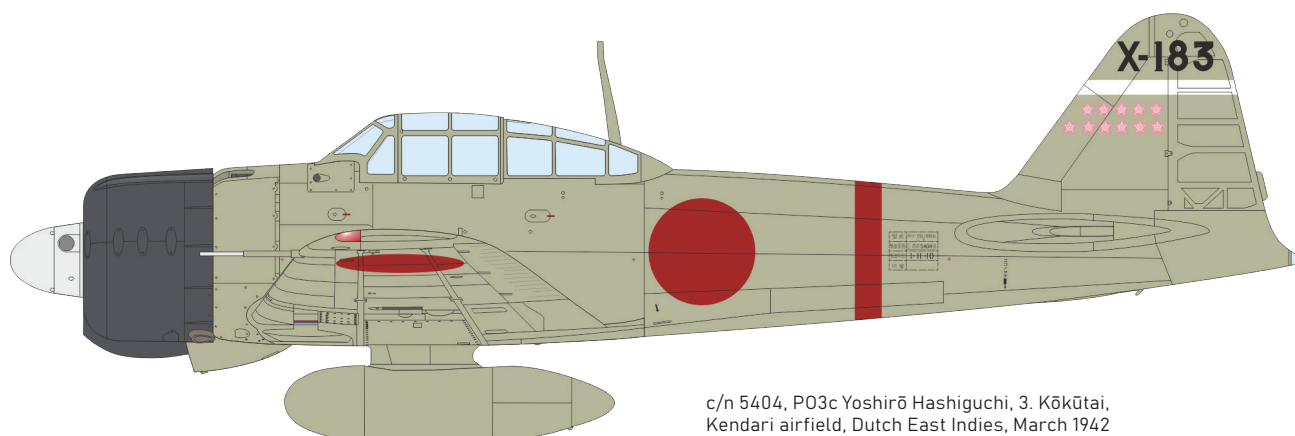
# A6M2 Zero Type 21

#84189

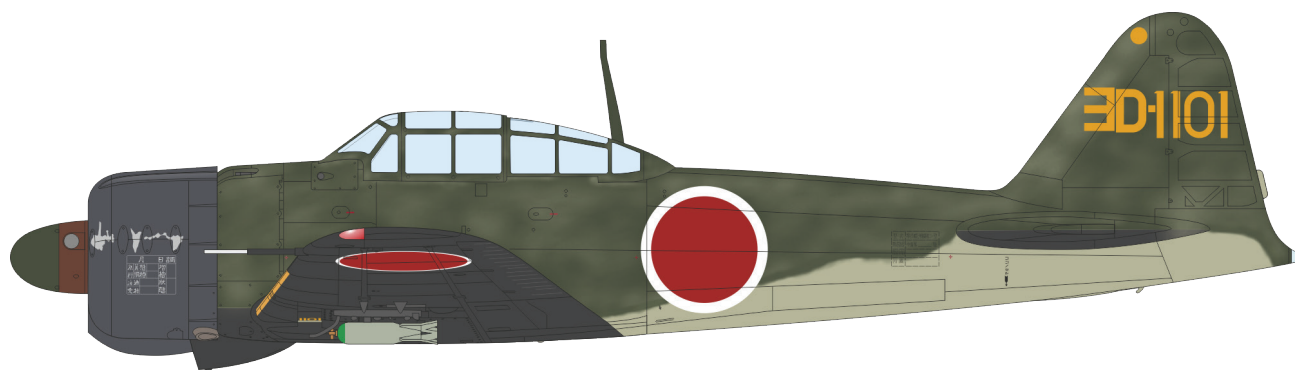
1/48

**WEEKEND**  
 edition


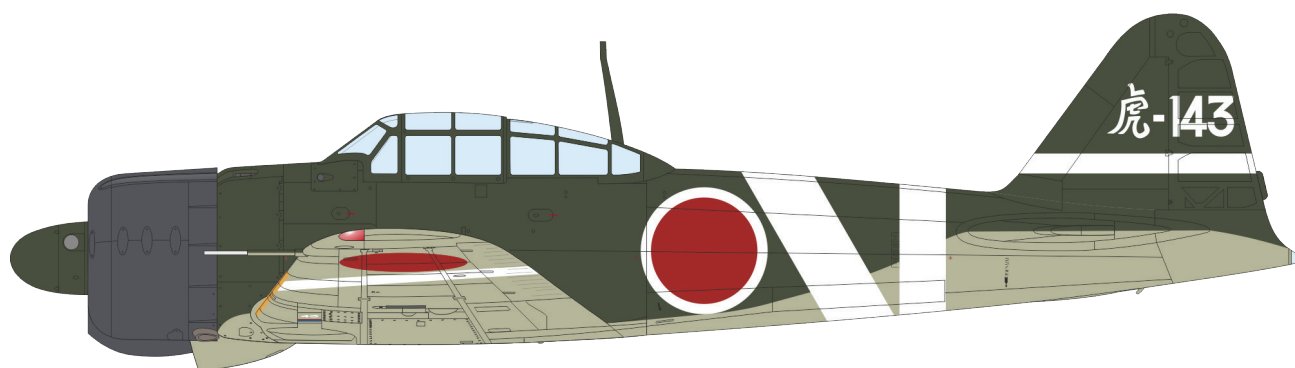
c/n 5289, P01c Takashi Hirano,  
Akagi Fighter Squadron, December 1941



c/n 5404, P03c Yoshirō Hashiguchi, 3. Kōkūtai,  
Kendari airfield, Dutch East Indies, March 1942



Kōkūtai 302, Atsugi Base, Japan, August 1945

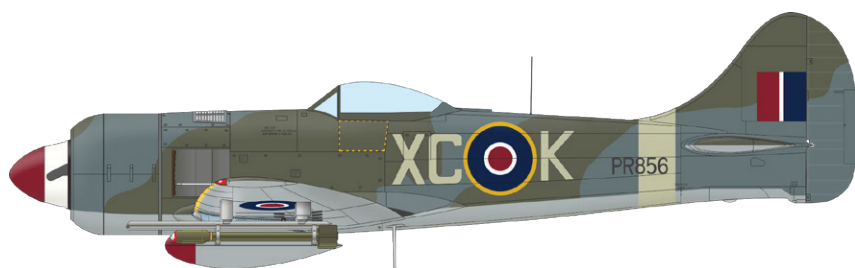


Kōkūtai 261, Kagoshima airbase, Japan, 1944

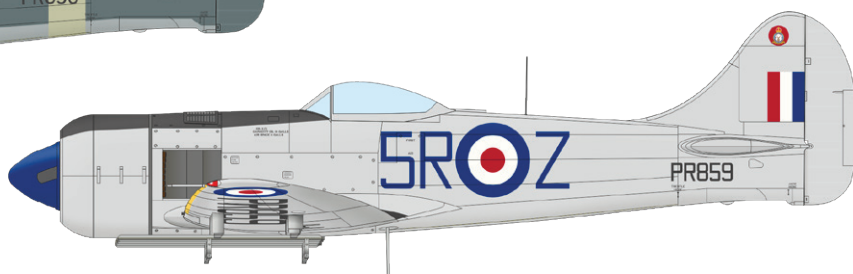
# Tempest Mk.II

#84190

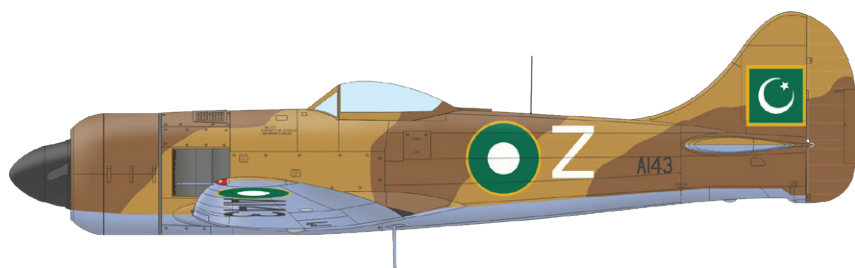
1/48

**WEEKEND**  
 edition


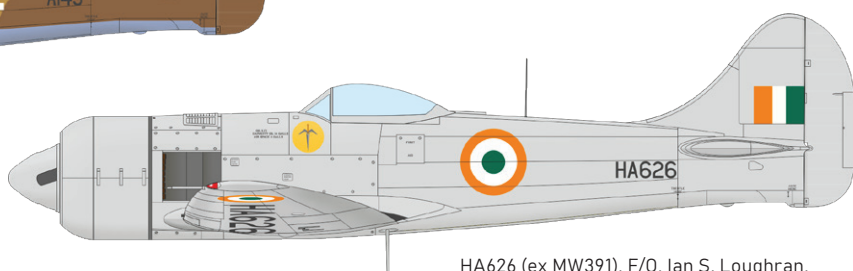
PR856, F/Lt Jack Frost, No. 26 Sqn,  
No. 135 Wing BAFO, Zeltweg, Austria,  
July 1947



PR859, No. 33 Squadron,  
Butterworth, Malaya, October 1949



A143, No. 14 Squadron,  
Royal Pakistan Air Force,  
Pakistan, 1949–1950



HA626 (ex MW391), F/O, Ian S. Loughran,  
No. 10 Squadron, Royal Indian Air Force,  
Jamnagar, India, January 1952

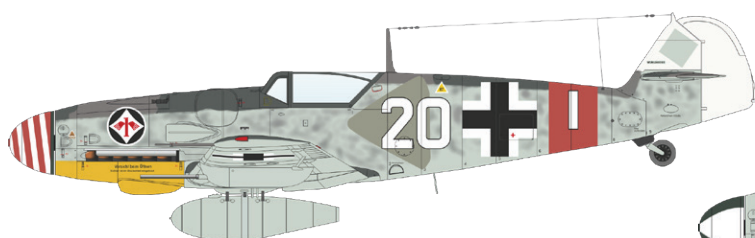
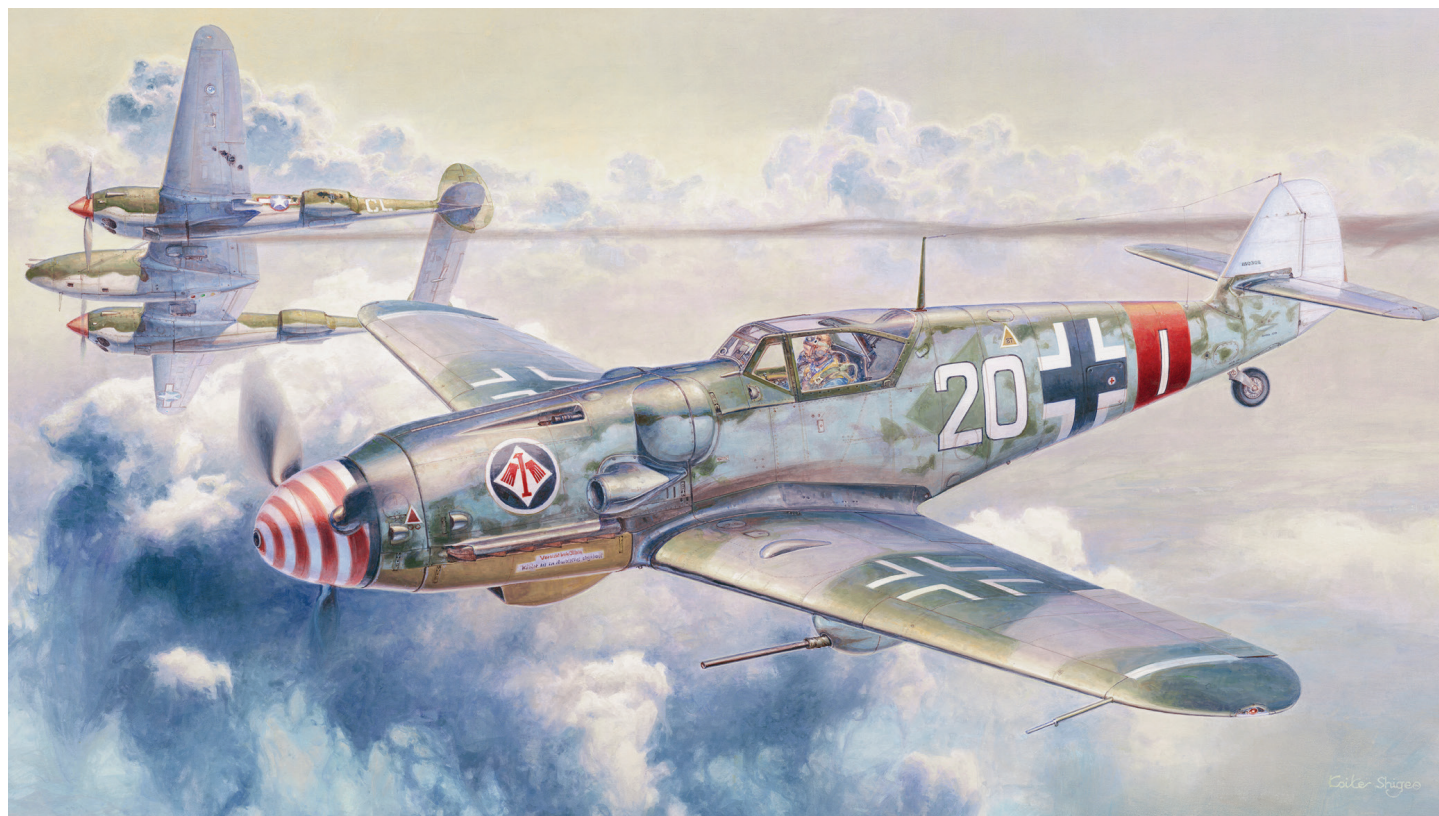


# Bf 109G-6 late series

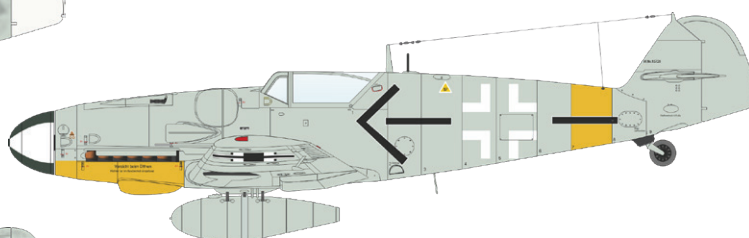
#82111

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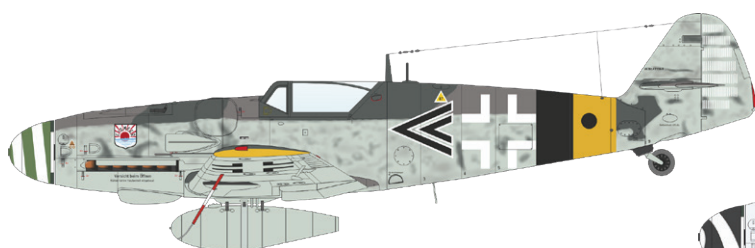
## Re-release

**ProfiPACK**  
 edition


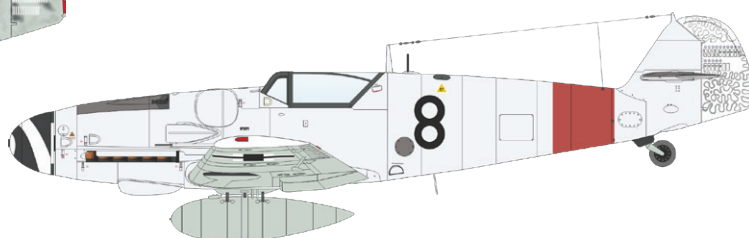
WNR.160303, Hptm. Friedrich Eberle, CO of III./JG 1, Volkel, the Netherlands, November 1943



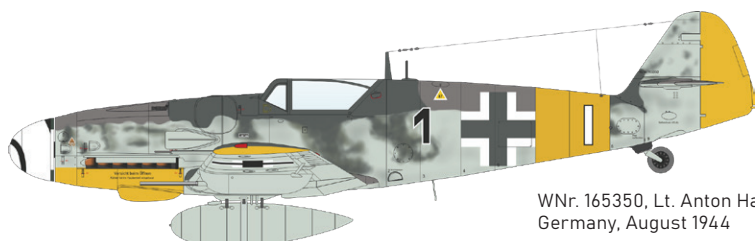
WNR. 15729, Obstlt. Hermann Graf, Stab./JG11, Jever, Germany, early 1944



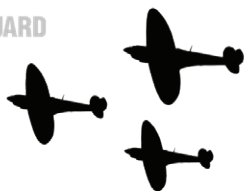
WNR. 411960, Hptm. Franz Dörr, CO of III./JG 5, Gossen, Norway, May 1945



Oblt. Kurt Gabler, CO of 8./JG 300, Jüterbog – Waldlager Air Base, Germany, July 1944



WNR. 165350, Lt. Anton Hafner, CO of 8./JG 51, Tilsit-Ost, Germany, August 1944



## NOTE: THIS ARTICLE WAS NOT WRITTEN USING ARTIFICIAL INTELLIGENCE

Text: Jan Zdiarský

I ask all those who know the author to kindly refrain from asking themselves the question whether or not the following was written with any form of intelligence at all. And for those that can refrain from such a folly, the following article is meant for you....

It has become very apparent that a lot of us are asking the question how far will the IT technology craze of artificial intelligence impact our hobby. I don't want to get into philosophical debates on the theme of how close these things approach actual intelligence with self-replicating capability and self reliance and to what extent they are 'just' sophisticated algorithms of data neural networks with vast amounts of data sources to draw from. Rather than that, I want to reflect upon the outputs of AI and its potential applications to us. In the current fashion boom, many systems are called artificial intelligence, which, although very advanced, are not actually self-learning or self-improving systems.

The boundary, when it comes to 'artificial intelligence' (or 'artificial' intelligence... or artificial 'intelligence' - the attentive reader will surely recognize the nuances of these formulations) can probably best be demonstrated by OCR, i.e. systems with the ability to recognize writing from a source in the form of an image. These systems have been around for some time now, and most of the more readily accessible ones are not, in reality, actual AI. The more common, simpler ones lack a substantial self-learning element. In order for a system to be able to self improve and learn, it needs feedback, where it is told '... but the letter you read as Z is actually a slightly skewed 2', and the system takes that into account when making decisions, and adapts when a similar situation is subsequently encountered. Neural data networks have been able to do such things for many years, and many articles can be found on the subject. And that can already be called artificial intelligence, although 'self-learning system' seems more adequate to me.

Still, I don't want to give the impression that I am underestimating artificial intelligence. Development is very rapid and I believe that we will see things within its scope the likes of which we can't even fathom right now. As with everything, however, I am somewhat skeptical when it comes to hyped up headlines and various impetuous statements. Nevertheless, I can certainly imagine that AI systems will gradually find their applications in a natural way in production technologies that are used in the design and production of models and accessories.

Due to AI being in vogue, we often come across attempts to create published articles with the help of AI. Know that as far as I am concerned,

our articles will be written by real authors with real knowledge, and historical facts or technical data will come from our own sources, books, archives, knowledge. This is the case with most of what is, particularly in our historical articles, printed in our monthly newsletter. They are based on the author's own research, often the result of many years of work, information gathered from many experts from all over the world, and is not information that can simply be extracted from Internet sources and compiled using AI.

Of course, I can't rule out that one of our authors will help themselves by having AI advise them on better sentence formulation, a more graceful word flow - which, after all, these systems can do quite well. However, as far as this particular article is concerned, if you find the style acceptable and with a relatively graceful flow to it, praise should not be showered on AI, but rather on our proofreaders... :-)

I currently see three areas of AI (or advanced IT) that can be used in plastic modeling that I would like to outline with this article and I will discuss them in the following paragraphs (although surely some of you may come up with other possible uses and for your feedback, we will be grateful).

### OCR (Optical Character Recognition)

The first area is the study and further processing of historical documents. This is where OCR is very useful, so I won't go into more detail about it as mentioned above, but I will show an example instead.

Excerpt from the combat report of Lt. Francis M. Matney of the 55th FG, on 11/2/1944:

I was flying Hellcat White 4 on Lt. Jowell's wing at an altitude of 32,000 feet when 15 plus Me109's and FW190's came in on the bombers below us at 27,000 feet. We immediately dropped our belly tanks and dove on them from 6 o'clock. Lt. Jowell picked out one Me109 and I stayed on his wing. The E/A started a steep diving turn to the left and ended in a vortical dive.

Here is the unaltered OCR rewrite:

I was flying Hellcat White 4 on Lt. Jowell's wing at an altitude of 32,000 feet when 15 plus Me109's and FW190's came in on the bombers below us at 27,000 foot. We immediately dro'ped our belly tanks and dove on them from r o'clock. Lt. Jowell nicked out one Me109 and I stayed on his wing. The E/A started a steep diving turn to the left and ended in a vortical dive.

A few misinterpreted letters are obvious, but after minor editing the text is very usable for further processing. Advanced OCR systems can deal with written text to a certain extent, but the already mentioned self-learning element with feedback from the user must be applied... and you simply have to 'get used to' such a system taking into account any given handwriting.

### OpenAI/ChatGPT Type Text Compilers

I don't want to knock these systems or underestimate them. I am playing around with ChatGPT myself, and I was really amazed recently when I asked it for advice on, among other things, an issue with radio navigation, while preparing for theoretical PPL exams. However, it should be noted that although the sources from which it compiled and formulated its outputs are very extensive, they do have their limitations. Sometimes we are given some pretty absurd answers, which this AI is able to offer with staggering confidence.

I tentatively touched on one of my fundamental topics - the air battle over the Ore Mountains of September 11, 1944, with the question of why this battle started. I wouldn't be surprised if the system was not able to provide an answer. Surprisingly (and misleading for the unaware), the answer is wrong, but presented with a high level of confidence:

*'The air battle over the Ore Mountains on September 11, 1944, was a part of a larger operation known as the 'Schweinfurt-Regensburg mission.' The mission was an Allied bombing campaign against German industrial targets, specifically the factories producing ball bearings, which were essential for the German war effort.'*

Of course, the Schweinfurt/Regensburg mission took place on August 17, 1943...

On other examples, though, the system should be congratulated, and I found it impossible to mislead it.

*Question: What was role of Adolf Galland on liberation of Prague?*

*Answer: Adolf Galland did not have a role in the liberation of Prague on May 9, 1945.*

*Galland was a German fighter pilot during World War II and a high-ranking officer in the German Luftwaffe. He was involved in many significant battles and operations throughout the war, including the Battle of Britain and the defense of Germany against the Allied bombing campaigns.*

*However, by the time of the liberation of Prague, Galland had been relieved of his command and was under house arrest by the Nazi authorities for his outspoken criticism of the leadership of the Luftwaffe. Therefore, he was not involved in any military operations during the final days of the war in Europe, including the liberation of Prague.*

The insight to be gained is clear - similar systems, whether we agree that they are





artificial intelligence or not, can be very helpful. However, we must be very careful about what they present to us and not leave out our own sense of reason.

### Historical Photo Analysis and Color Recognition

Systems for defining the colors of objects in historical photographs will certainly find considerable applications in our field. Not that I think the end is near for debates over beer between modelers about the actual shade of RLM 66 or the fact that technology could so easily determine the exact shades of camouflage colors, but it is already clear that the potential for its help is there, and it is significant

Of course, limitations will apply here too, and we must not lose our ability to be reasonably skeptical or critical. The quality of the input material also plays a very important role here. In a completely different way, this system will be able to deal with a high-quality scan of an original historical photograph and in a different way with an image downloaded from the Internet and resampled and color-converted or corrected many times.

The outputs we are offered - and I stress again - we need to be careful with them and apply due scrutiny, interesting insights. And even if the

color solution is wrong, the colorization itself in the sense of what the AI sees can draw our attention to interesting details that we would have missed when studying these photos in the original black and white. I can certainly imagine such an aid utilized by our experts dealing with camouflage schemes for kits. But everything in moderation....

As in the previous examples, there is a wide qualitative range of systems in this area. From web applications to professional systems used, such as, for example, color films. You can now incorporate feedback from users and really learn and advance your approach when analyzing shades of black and white photos. One more example:

This example is a portion of a photo of a Bf 109G flown by Fhj.Fw. Hans-Theo Ableiter of III./JG 4. At the far left is a scan of the original photograph, in the middle and at the right are two color reproductions made using two different AI systems. Although the quality is different (one system is a professional film system, the other is a commercially available converter), the color reproductions in both cases match fairly well. The colors of RLM 75 and RLM 76 can be quite clearly distinguished against a light background, which logically should probably be the rather gray variant of RLM 76. Note how each system

reproduces the individual spots. The simpler one (on the right) made 74 even from some stains, which the first system identified as RLM 75. So that it all isn't too easy, I'm attaching one more picture showing how AI coped with color resolution in another case. Many of you know that this airplane is supposed to be all red with a black spinner...

It is obvious that the tools at our disposal today, whether correctly or otherwise considered artificial intelligence, can be of tremendous help and will increasingly be so as time goes on. However, we should not turn off our own judgment and ability to draw conclusions. To end in style, I asked ChatGPT to say hello to the readers of our newsletter:

*Dear readers of Info Eduard magazine,*

*I hope this message finds you well and that you continue to find the content of this publication informative and engaging. Thank you for your continued support and readership, and I wish you all the best in your personal and academic pursuits.*

*Best regards, ChatGPT*

