

INFO | Eduard

162

e-magazine FREE ■ Vol 22 ■ August 2023



★★★★ FM-2 ★★★★★
WILDER CAT

eduard

INFO | Eduard

e-magazine FREE ▪ Vol 22 ▪ August 2023

162

© Eduard - Model Accessories, 2023

FREE FOR DOWNLOAD, FREE FOR DISTRIBUTION!

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

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

AUGUST 2023

CONTENTS

4 ■ EDITORIAL

6 ■ HISTORY

FM-2 Wildcat - "FM" as "fine modification"
FM-2 Wildcat
Najhlbšie vraky
Air war over Ukraine - *Ukrainian Offensive*,
Prigozhin Coup

30 ■ BOXART STORY

The Magic Hundred
Loose formation
A surplus star

34 ■ KITS

Bf 109F-4 ProfiPACK 1/72
THE ZIPPER Limited 1/48
WILDER CAT Limited 1/48
A6m3 Zero Type 32 Weekend 1/48
MiG-21MF Fighter bomber ProfiPACK 1/72 Re-release

58 ■ BRASSIN

74 ■ PHOTO-ETCHED SETS

92 ■ BIG ED

102 ■ BUILT

WUNDERSCHÖNE NEUE MASCHINE 1/72
MIDWAY 1/48
Spitfire Mk.IXc early 1/48

108 ■ ON APPROACH – September 2023

125 ■ TAIL END CHARLIE

EDITORIAL

Dear Friends

Welcome to the August edition of our newsletter and greetings from Corpus Christi, Texas, where my colleagues and I are passing through on our way to San Marcos for the traditional summer IPMS USA Nats. We will be in Texas for two weeks, after the Nats we will move north to Dallas where our main goal is to study three P-40 Warhawks. We want to check some details and shapes and possibly scan some sections, so we're bringing along our trusted chief designer Stan Archman and his amazing scanner, which already afforded us a few rather interesting situations at the beginning of our journey. And we haven't even scanned the tip of the spinner yet! We don't really need much; basically, we have the bulk of the thing ready. We just want to make sure we don't have a design flaw and also see the plane in person to develop a proper personal feel for it, you understand.

In the morning we will view the USS Lexington and we'll move on from there. And time is running out, so we won't waste any of it and go straight to the presentation of our new releases for August. For many of you this will be a bit of a bummer because we've actually been selling them for a few days now and many of you already have them. So, I'll at least give you some background information that might interest you.

Kits

In the Limited Edition line, we have an item called "Wilder Cat", in which you'll find an FM-2 Wildcat kit, a modernized and powerful version of the Wildcat, built by the Eastern Aircraft Division factory, a branch of General Motors. Compared to Wildcats built by Grumman, it had a number of changes, mainly a more powerful engine, a nine-cylinder Wright R-1820-56/56W with a power rating of 1350 hp, which means a changes on the nose section, and at the rear, featured a higher vertical fin and rudder. There are also changes to the wing and other parts of the aircraft, and you'll find mention of this in other sections further down in this newsletter. Ten marking options are offered, one of which is British. The FM-2 served in the Royal Navy as the Wildcat MkVI, and this version set it apart from others through its relatively extensive service outside of the Pacific, i.e. the Atlantic. This brings about an expansion of color variants, since in the Atlantic, Wildcats were not blue as in the Pacific. The FM-2 has also not been actively paid attention to by other manufacturers in 1/48th (with just one exception). On the other hand, I am concerned about the extent to which the technical and operational history of this interesting aircraft is known to modelers. For the most part, retailers do not seem to have an extensive knowledge of the type, frankly.

Some debate has been stimulated by the fact that this Limited Edition kit is not released as a Dual Combo

boxing, but is a single kit with one set of plastic in the package. We decided on this version because we don't want to force customers to buy a relatively expensive kit with two sets of moldings. To the contrary, we have put the range of color versions available to ten aircraft; the decals are then designed in such a way that the stencil data and national markings cover two complete models. So if someone wants to build two FM-2 Wildcats, they can obtain the Overtrees components and basically create a Dual Combo boxing from the kit for very reasonable money. Deciding which way to go and how many Wildcats you realistically want, or even need, is up to you! In the future, the key to deciding whether a Limited Edition kit will be released as a Dual Combo or a classic single kit will be the technical make-up of the kit. If it contains two technically different sub variants of a given type, the kit will be a Dual Combo, as for example in Wunderschöne neue Maschinen, where there are a Bf 109 F-2 and an F-4, and there are two different sprues with fuselages and wings. The next WnM edition, dedicated to the Bf 109 G-2 and G-4, will also be a Dual Combo, although the sprues will be identical, there will again be technical differences, this time more or less only in the wing. In the end, all the Limited Edition kits covering the Bf 109F/G/K series will be Dual Comb kits, not only those covering a specific type, but also the kits whose concept runs more along the lines of a theme, such as the 1/72nd scale Africa, Barbarossa or Wilde Sau concepts. Frankly, in these cases there is a risk of even more extensive sets. Among the other Limited Editions being prepared, we have the Dual Combo kit of the L-39 Albatros, which will be presented in a renewed premiere at E-day with a new canopy, as well as another 1/48th scale Zero, this time the A6M5/5a Zero Model 52. There is also a difference in the wing here. The following Dual Combo will be the "Mezek", which as most of you will know, is the S-199. Here, it is clear that there are different fuselages, and later, the P-51B/C, where it's also about fuselages. Single kit Limited Edition kits will then continue to be all repackaged kits, which will apply to the Su-25K in the near future. It has always been that way with these items and it will continue that way. From our own production, the closest to becoming a reality is the Kurfürst, Bf 109 K-4, where there will be nine marking options, but technically all the machines will be the same. Well ... not completely, but for taller rudders and tailwheel variations, we don't need to include two sets of moldings. This is just a typical example of a kit, where Overtrees will solve the possible desire or need of the modeler to build more than one model.

The second August Limited Edition item, dubbed "Zipper", a 1:48th scale F-104C from the Vietnam War, is also designed as a single kit. The plastic this time, unlike our previous Starfighters, come from



Kinetic, and in addition to the standard photoetching and masks, it also includes resin parts, and offers up seven marking options that focus on the 479th and 8th TFW aircraft, operating in the Vietnam in the 1960s.

Our series of 1:72nd scale ProfiPACK kits dedicated to the many countless versions of the Bf 109 F, G and K begins in August with the Bf 109 F-4. If you are left with the impression that we forgot about the Bf 109 F-2, don't worry, we didn't. September will tell. The first reviews of the new 109s have already appeared, mostly positive, which makes us happy. However, some criticisms also emerged from them. For example, the need to repair a small step between the vertical tail surface and its transition to the fuselage. There, after gluing the fuselage and fin assemblies together, which must be glued there before the fuselage is closed up, a small step is created. Please note that contrary to how this has been widely reported, this is in fact supposed to be there and is not a mistake. We modeled it rather painstakingly and carefully watched over the mold making to make sure it was there. On the real plane, there was a cover plate in this section, which passed into the keel in the form of just such a step. So please don't fix it, no matter how tempting it is!

With respect to 1/72nd scale ProfiPACK kits, the MiG-21MF is back on sale in the fighter-bomber version. In the Weekend line, we have the A6M3 Zero Model 32, also known under the Allied code name Hamp. I have a personal connection to this kit because this time last year we had a unique opportunity to get up close and personal with one of the Hamps undergoing extensive restoration in Lafayette, Louisiana. At the time, we had no idea that it was an even more interesting machine than we thought, nor that this very machine would be included in the color options of one of our kits. The unexpected has become reality, and the Lafayette Hamp is actually, in two of its development guises, included in the new Weekend release, in addition to the very special insignia featuring the red Hinomaru in a white square. This is also why this Zero is interesting,



and that's why it was worth breaking tradition and adding five marking options to this Weekend release.

ACCESSORIES

As usual, there are dozens of accessory items available in the new item listing. I will mention only a few that I think would grab my attention, such as the F-35B 1/48th RAM Panel masks for the Italeri kit. We have recently started to deal more with these masks for surface areas and high-quality markings, because spraying them has become an increasingly popular modeling technique. Of course, classic canopy masks are also on the list. In the LööK line, I would like to point out the A-20G Havoc 1:32nd set for the HKM kit. In the SPACE line, we have, among other things, the Bf 110 G-4 and FM-2 sets for the Eduard kits, and the A-10C from Academy, all in 1:48th scale.

In the Brassin department, we have sets designed for our own August releases such as bronze landing gear legs, exhausts and aileron mass balance weights for the Bf 109F in 1:72nd. We have several sets for the 48th FM-2, and these include a cockpit, bronze landing gear legs, a wing fold and several smaller sets, and for the F-104C, an exhaust nozzle and speedbrakes. For the 1:48th scale Bf 109F we have a newly designed 3D printed cockpit, in this case with an older version of the seat, that was the same as that found in the Bf 109E. A number of the types mentioned are also covered in photoetching, but again, you can find much more on that by reading further on down through this newsletter.

Historical articles

It is clear to me that the most popular part of any of our monthly newsletters are the historical and technical articles. As I already indicated above, the Wildcat, in its FM-2 version, was a uniquely interesting aircraft, and we would like to coax modelers who have neglected this "Wilder Cat" to draw the same conclusion. For this reason, there are two articles this month focused on the topic of the FM-2. The first one was written for us by the renowned American author Thomas McKelvey Cleaver, who describes probably

the most interesting, intensive and successful deployment of these aircraft. This was in the Battle of Samar Island, referred to by historians as "The US Navy's Finest Hour". Given that a large Japanese group led by Admiral Kurita aboard the gigantic battleship Yamato, with two other battleships, eight cruisers, and eleven destroyers in tow, was driven off the island by a few destroyers and escort carriers, this is probably not an overstatement. The second article was written by Richard Plos, and it is focused on the creation of the FM-2 and its technical differences compared to the preceding F4F-4 and, by extension, the FM-1. Miro Barič's miniseries about the search for lost ships ends with the fourth volume in this edition. Here the topics crossed a bit. He also mentions, among other things, the Battle of Samar and the survey of wrecks connected to it. The series about the air battles over Ukraine by the same author continues with its seventeenth edition. In this case, unfortunately, the ending of the series is neither in the author's nor our hands ... The section of historical articles is rounded out by Boxart Story, a series of short articles that describe the historically real events depicted on our boxarts. The Bf 109 F-4 and A6M3 Zero Type 32 topics

were taken up by Jan Bobek and the third was added by Richard Plos. This is an article relevant to our reissue of the MiG-21MF, the box art of which depicts a future Vietnamese astronaut shooting down an American B-52. Or maybe not ...

In closing, Wednesday marks the start of the IPMS USA National Convention, this year in San Marcos, Texas. As every year, we organize an Internet Afterparty to go with it, this year it started already on the weekend that has just passed. As you may have guessed, my colleagues and I are heading to San Marcos. I am finishing this introduction with sweat running down my face during this leg of the trip, and I will finish it off in Corpus Christi, a few hundred meters from the USS Lexington, which is moored here as a museum piece. Just note that writing an intro to the newsletter on the road is always hell, and if I have forgotten anything important, I am certain that you will find in the flowing pages!

Happy Modeling!
Vladimir Sulc



FM-2 WILDCAT

Photo: NHHC



**“FM” as
“fine modification”**

Text: Richard Plos

The second production FM-2, BuNo. 15953, during flight tests.

The Wildcat was the first single-wing fighter aircraft produced by Grumman for active service. It bore the main burden of battles in the Pacific from the attack on Pearl Harbor until around February 1943, when the significantly more powerful F4U-1 Corsair and Wildcat's direct successor, the F6F Hellcat, entered the scene. It was expected that the days of the Wildcat would be numbered with the arrival of these new powerful beasts, but the opposite turned out to be true. Thanks to the highly modernized version, FM-2, the Wildcat continued to participate in combat operations almost until the end of the war.

Due to the Navy's dissatisfaction with the Corsair's landing characteristics on aircraft carrier decks, the Hellcat became the Navy's main fighter type until the second half of 1944, when the Navy accepted the improved Corsairs that were previously serving with the USMC units. Both types were powered by the big and exceptionally powerful Pratt & Whitney R-2800 Double Wasp engine, an eighteen-cylinder, double-row engine, which designers decided to install into quite voluminous airframe. In June 1943, squadrons equipped with the F4F-4 Wildcats still represented a significant combat force, and by

that time, a version that aimed to address several issues of its predecessor at once, was already in production.

The Successor Worse Than Its Predecessor

The F4F-4 represented the worst-performing version among all the Wildcat variants. The aircraft, burdened with an additional pair of machine guns and with significantly reduced ammunition per barrel compared to the F4F-3, required around 50 minutes to climb to an altitude that would allow it to attack Japanese bombers flying at about 20,000 ft. Moreover, with only 250

rounds of ammunition per gun, the pilots found themselves facing a shortage of ammo even in relatively short dogfights.

It became clear early on that the F4F-4 version was not a wise step, but by mid-1942, when the F4F-4 was being introduced into service, Grumman was fully occupied with the development of the Hellcat, as well as the mass production of Wildcats, Avengers, Ducks, and Widgeons. They simply did not have the capacity for further development of a type that was supposed to be replaced soon. The preparations for Hellcat production had the highest priority,

leading to the decision to entrust the production of the first two mentioned types to another manufacturer.

Aircraft Instead of Cars

Shortly after the outbreak of war with Japan, General Motors halted production at its five automobile factories on the East Coast. The company's management was prepared to put them to use for wartime production, especially to produce aircraft components. As early as 1942, the Navy organized a meeting between General Motors representatives and people from Grumman, a key supplier to the Navy's aviation. Grumman's factory in Bethpage, New York, was operating at full capacity, so a solution was sought to shift the production of Wildcats and Avengers. GM representatives were somewhat surprised when they were asked to take over the entire production of aircraft instead of just

Comparison of F4F-4 and FM-2 Performance

Parameter	F4F-4	FM-2
Maximum Speed	318 mph	332 mph
Initial Climb Rate	2,190 ft/min	3,650 ft/min
Service Ceiling	33,700 ft	34,700 ft
Range	1,275 mi	1,310 mi
Combat Radius	830 mi	900 mi

proximity of all the factories. Trenton was about 160 km from Bethpage, and Linden was roughly halfway along this route. In the vast country's terms, these plants were nearly neighbors ...

By June 1942, all five GM factories had been fully converted and ready to start aircraft

F4F-4 Wildcats under the designation FM-1 (F for Fighter, M for General Motors, and 1 as the manufacturer's first type). The remaining three Eastern Aircraft Division factories in Bloomfield and Baltimore supplied both final manufacturers with the necessary parts.

The Eastern Aircraft Division received a contract to produce 1800 Wildcats on April 18, 1942, and Grumman subsequently delivered prototype subassemblies and parts for assembling the first ten F4F-4s. At the same time, the factory received training examples marked as PK, where the joints were not riveted but rather connected with Parker-Kalon fasteners for repeated assembly and disassembly. These examples were used to train the workers.

Before the war, the modern factory in Linden had produced cars for Buick, Oldsmobile, and Pontiac and it was capable of a takt time one car per minute. After the transition to Wildcat production, during the period when the parallel production was ongoing at Grumman, the factory had to maintain strict technological discipline to

While the Grumman F6F Hellcat is widely regarded as one of the most successful and effective fighter aircraft of World War II, with an impressive victory-to-loss ratio of 19:1, the FM-2 Wildcat actually surpassed it with an even higher ratio of 33:1!

manufacturing parts and subassemblies for Grumman. To their credit, they accepted the challenge. Numerous delegations and work teams followed. Grumman's teams prepared the automotive factories for aircraft production, while GM personnel learned about aircraft production in Bethpage. The advantage was the

production as an independent division called Eastern Aircraft Division. The Trenton factory in New Jersey was responsible for producing Avengers. Unlike Grumman's production, designated TBF, the Avengers from Trenton were labeled as TBM. The second factory in New Jersey, located in Linden, was to manufacture



A Wildcat FM-2 landing on the deck of the escort aircraft carrier USS Anzio (CVE-57).



FM-2 from the aircraft carrier USS Card (CVE-11) of the Bogue class. The aircraft, in its typical Atlantic camouflage, was photographed on February 10, 1944, and belonged to VC-55.

ensure that parts from both manufacturers were interchangeable. Many parts manufactured by GM factories were sent to Grumman's assembly line and vice versa.

The First "Fine Modification" (FM-1)

The first Wildcat produced in Linden had its maiden flight on August 31, 1942, i.e., at the time of the intense battles for Guadalcanal, which exposed the shortcomings of the F4F-4 version. Its poor climb rate and significantly reduced ammo supply per gun compared to the F4F-3 did not win much favor among the pilots. The first ten FM-1 aircraft were assembled from Grumman parts in their original form, but starting with the eleventh aircraft, it was decided to remove the external machine guns to reduce

the aircraft's weight, resulting in improved climbing performance. After solving some problems related to the wing folding system, the ammunition supply was almost restored to the original level. While the F4F-3 carried 1800 rounds (450 per gun), FM-1 pilots had 1720 rounds available (430 per gun). This was a significant improvement compared to the mere 250 rounds per gun on the F4F-4.

In May 1943, Grumman ceased the production of Wildcats entirely. By that time, Linden's production was running relatively smoothly, although out of the initial order for 1800 aircraft, only 839 were produced. Some of them were assigned to Composite Squadrons, which combined fighter and attack aircraft, i.e., Wildcats and Avengers. Many of FM-1s were allocated to

training units, and 311 aircraft were delivered to the British Fleet Air Arm (FAA) under the initial designation Martlet V, which was later changed to Wildcat V in January 1944.

With the introduction of Hellcats and Corsairs, it seemed that the fate of the aging Wildcat was sealed. However, the enormous need for air cover for numerous task forces and transport convoys required more aircraft carriers than the Navy had available. Building one Essex-class aircraft carrier took at least 20 months (pre-war periods could take up to 37 months) despite increased war efforts. Due to the required construction time and limited shipyard capacity, it was not possible to expect any significant increase in the number of conventional aircraft carriers before the end of 1944, which was too late. However, a solution was found. At the end of 1942, the Navy began to receive the first escort aircraft carriers of the Casablanca and Bogue classes. These were mostly conversions of merchant and cargo ships that received flight decks and other necessary equipment for carrying up to 27 aircraft in composite squadrons (although there were exceptions, and some operated purely fighters, such as VF-26).

Compared to Essex-class carriers, the escort carriers were more than 110 yards shorter, lacked armor, multiple elevators for rapid flight deck and hangars exchanges, and other amenities. As a result, their designation CVE was ironically interpreted by the crew as Combustible, Vulnerable, Expendable. They were slow vessels with limited space on the flight

Top-Performing FM-2 Squadrons

Squadron	Aircraft Carrier	Number of Victories
VC-27	USS Savo Island	61.5*
VF-26	USS Santee	31
VC-81	USS Natoma Bay	21*
VOC-1	USS Wake Island/USS Marcus Island	20
VC-84	USS Makin Island	19*
VC-21	USS Nassau/USS Marcus Island	18
VC-3	USS Kalinin Bay	17
VC-75	USS Ommamey Bay	17
VC-93	USS Shamrock Bay	17
VC-5	USS Kitkun Bay	16
VC-10	USS Gambier Bay/USS Tacloban Field	16
VC-80	USS Manila Bay	16

*Plus one victory achieved by a TBM Avenger pilot.



One of the aces on FM-2 was Lt. Thomas B. Sedaker. In the photo, he poses with a cake baked by the cooks of the USS Makin Island to celebrate the 2,000th catapult launch from the deck of that ship. Thomas Sedaker was the one who performed the launch.

USS Makin Island (CVE-93) sailing in the South Pacific.



deck, where at least nine or ten Avengers had to be accommodated as part of the composite squadron. This left little space for fighters, and the large Hellcats were not suitable for these carriers. The Navy demanded a small and lightweight fighter that could operate from these ships, but there was no time to develop an entirely new type. Although the development of the Bearcat, which was to meet all the requirements, began in 1943, it did not reach combat in time. Therefore, the only option was to continue producing Wildcats, preferably in a more powerful version. Grumman thus prepared two prototypes of the XF4F-8, the precursor to the following FM-2 production version.

Lightened, Strengthened, and Ready

The FM-2 version of the Wildcat is often overlooked among its counterparts, as the F4F-3 and F4F-4 versions gained greater fame due to the heroic performances of their pilots during the battles in the Coral Sea, at the Midway or Guadalcanal. These successful operations produced a whole series of famous fighter aces from both the Marine Corps and the Navy. However, the purpose and operational deployment of the FM-2 were different; it was no more the Navy's main fighter type. Nevertheless, at least five more pilots achieved ace status with the FM-2 (compared to 54 aces flying earlier versions), and the most successful of all squadrons flying the FM-2, VC-27 "Saints," eventually became the second most successful unit operating Wildcats, regardless of the combat area or period. Its pilots managed to shoot down a total of 61.5 enemy aircraft during the four-month battle for the Philippines. Only VF-5 with 79 kills surpassed them. In this respect, the FM-2 ultimately made its mark.

The increase in the Wildcat's performance was mainly achieved by installing a more powerful yet 230 lb lighter Wright R-1820-56 engine instead of the Pratt & Whitney R-1830-86. Along with other modifications, the FM-2 was "slimmed down" by 500 lb and gained a power improvement of 150

hp compared to the F4F-4 version. As the new engine was supercharged by a single-stage, dual-speed compressor, the FM-2 lost its performance advantage at higher altitudes. However, this was not an issue since these aircraft were primarily intended for anti-submarine operations, convoy protection from low-level air threats, and attacks against ground or surface targets. High-altitude combat was not considered part of their combat activities. Additionally, most of the FM-2s were equipped with engines in versions 56W or 56WA, featuring water injection to temporarily boost the engine output for up to ten minutes.

The cooling system underwent a fundamental change. The two protruding radiators on the lower wing were removed, and their function was taken over by a compact radiators located in the lower and upper part of the fuselage behind the engine. The wing openings were covered with shaped metal panels.

Aces on FM-2

Pilot	Squadron	Aircraft Carrier	Number of Victories
Lt. Ralph E. Elliott, jr.	VC-27	USS Savo Island	9
Lt. Cdr. Harold. N. Funk	VF-26	USS Santee	6.5
Lt. Kenneth G. Hippe	VC-3	USS Kalinin Bay	5
Ens. Joseph D. McGraw	VC-10/VC-80	USS Gambier Bay/ Manilla Bay	5
Lt. Thomas B. Sedaker	VC-84	USS Makin Island	5*

**Some sources report 4.83 victories.*

The engine change and cooling system redesign necessitated alterations to the nose cowlings. The exhaust outlets were not combined for the new engine; instead, each cylinder had its individual exhaust. Three exhausts ended on the right side, two on the left, and two pairs on the bottom of the fuselage. The second fuselage tank was removed, leaving the FM-2 with only one 117 gallons volume. Due to this, FM-2 aircraft often flew with additional drop tanks (each of

58 gallons volume). Starting with aircraft BuNo. 57044, the fuselage tank was slightly enlarged to 126 gallons.

The glass windows under the cockpit were covered, and a new universal tailwheel with a larger tire was developed for the FM-2. But the most noticeable change compared to all previous versions was the taller vertical tail fin and rudder to eliminate the increased torque from the propeller driven by more powerful engine. However, even with more power and more efficient propeller, the flight decks of escort aircraft carriers were too short for a conventional takeoff, and catapults had to do most of the job. Nevertheless, the FM-2's dimensions were very advantageous. With folded wings, it was only 14 ft wide, allowing an entire composite squadron to be accommodated on a single ship's deck. While up to 12 Avengers could be carried, the number of FM-2s typically ranged from 12 to 14.

"Wilder Wildcat"

The Wildcat aircraft modified into the FM-2 version quickly won the favor of pilots. It was a nimble and reasonably fast aircraft that retained one of its typical characteristics – the ability to withstand significant damage in combat. Additionally, the pilot was protected by a new armor plate behind their back (though not all aircraft were equipped with it). No wonder the new version earned the nickname Wilder Wildcat.

Deliveries of the FM-2 began in the first half of 1944, and squadrons operating both in the Pacific and the Atlantic received them. However, their main tasks were different. In the Pacific, the FM-2s were often used to support ground units during landing operations, aided by their ability to carry two 250 lb bombs under the wings (from BuNo. 74359, FM-2s could also carry HVAR rockets). In the Atlantic, they primarily provided air cover for supply convoys from the US coast to Europe and often assisted Avengers in hunting German submarines. Of course, in the Pacific, FM-2 pilots also provided cover for supply ships or engaged in anti-submarine operations.

The FM-2 scored its first kill on March 20, 1944, when Lt.(jg) J. H. Dinnen and Ens. R. P. Kirk of VC-63 encountered and shot down a Japanese Ki-61 Tony. The most intense aerial combat for FM-2 pilots occurred during the two-day Battle of Leyte Gulf. On the first day of the battle, October 24, 1944, all American carrier-based fighters claimed a total of 270 kills, with FM-2 pilots achieving 65 of them.

During the Philippine campaign, the Wilder Wildcat pilots were also known for providing close air support and air cover over the invasion beaches. During the Battle of Samar, they directly attacked Japanese ships.

Many Japanese pilots underestimated the FM-2 based on its familiar silhouette and were subsequently unpleasantly surprised. Several Japanese pilots fell victim to their misjudgment, and until the surrender of Japan, FM-2 pilots achieved a total of 432 kills. Lt. Kenneth G. Hippe became the last American "ace in a day" when he shot down a total of five Ki-48 Lily bombers on October 24, 1944. On the same day but slightly earlier, Lt. Cdr. Harold N. Funk achieved the same feat, shooting down five enemy aircraft with his FM-2, adding one more kill in the afternoon.

And the most intriguing fact: While the Hellcat is generally considered the fighter aircraft with the best victory-to-loss ratio, 19:1, there was one type that significantly surpassed it. Yes, it was the FM-2. Its ratio of aerial victories to losses in air combat was 432:13, or 33:1! For comparison, the F4F-3 and F4F-4 versions recorded a ratio of 5.9:1 in 1942.

In British service, FM-2s were designated as Wildcat VI. They were the only version of this type that did not receive the Martlet designation. They performed similar tasks as in the US Navy. In addition to providing air protection for their own ships and covering bombers, they also conducted ground attacks. For example, during Operation Dragoon, to support the Allied landings in southern France in August 1944, Wildcat VI aircraft carried out bombing attacks with 250 lb bombs, carried on the modified racks used for drop tanks. They also used RP-3 rockets. In the North Sea, Wildcat VI pilots engaged in air combat with German aircraft and scored several

kills. Perhaps the most interesting encounter occurred on March 26, 1945, when aircraft from No. 882 Squadron of HMS Searcher clashed with eight Bf 109G planes. German fighters catch the opponents with surprise and shot down one Wildcat, but subsequently, British pilots used the agility of their planes and, according to reports, shot down four Bf 109Gs and damaged one. Although none of the British pilots became aces flying Martlets and Wildcats, it was a highly popular type.

With a total of 4,437 produced units, the FM-2 became the most numerous version of the Wildcat (a total of 7,905 Wildcats of all versions were produced). Production only ceased in May 1945 when Grumman began manufacturing the Bearcat, which was meant to replace the FM-2. The first operational squadrons of this type were enroute to the Japanese islands when the enemy surrendered, and the war ended.

While the Bearcat represented a significant increase in performance compared to the FM-2, it

ultimately did not leave as remarkable a mark in history as the FM-2 did. It was the Wilder Wildcat that made sense for escort aircraft carriers of the Casablanca and Bogue classes, ensuring the safety of millions of tons of material and hundreds of thousands of transported personnel in the Pacific and Atlantic. In some respects, the FM-2 can thus be considered the most significant Wildcat version of them all.

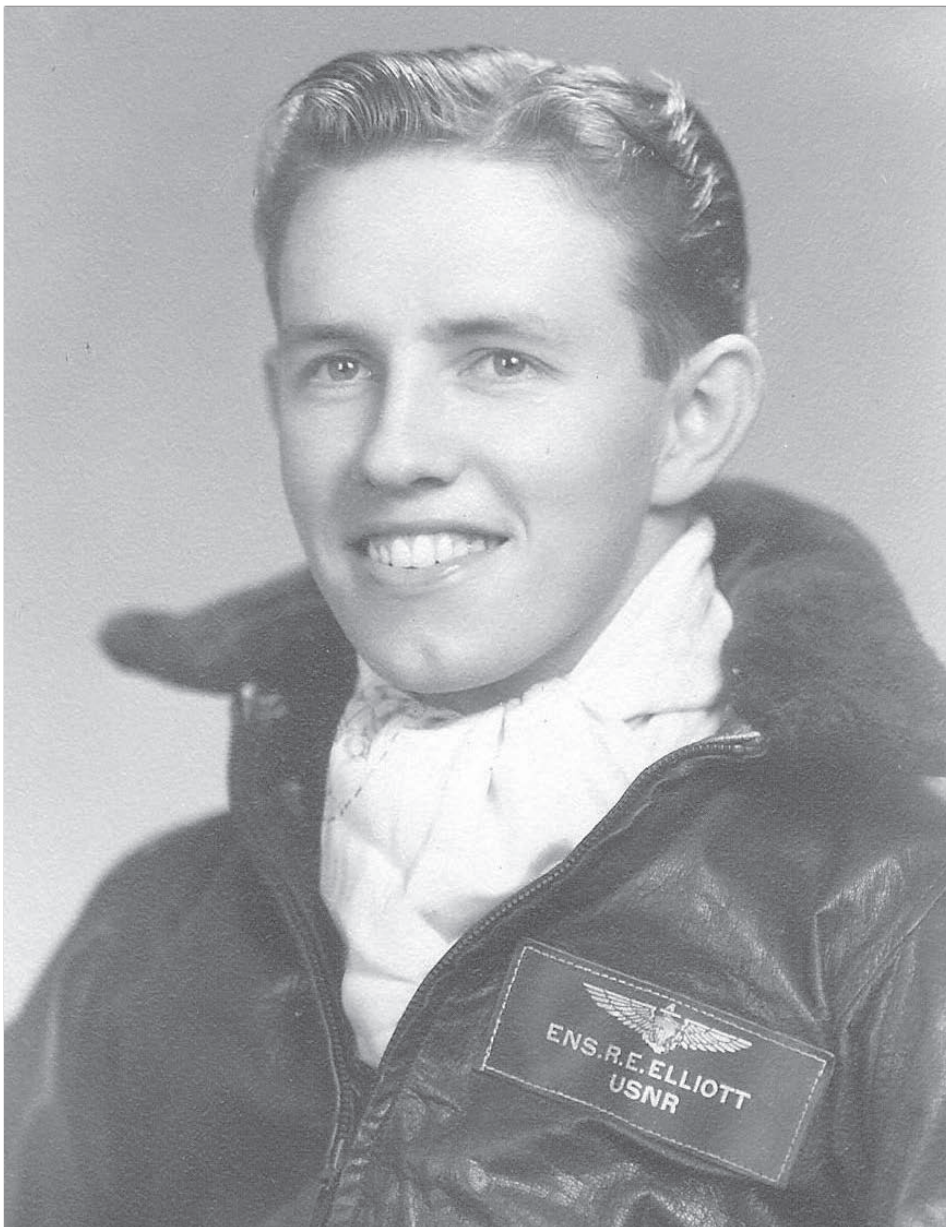
Sources:

F4F Wildcat in detail & scale, Bert Kinzey, SQUADRON/SIGNAL PUBLICATIONS, INC.

F4F Wildcat in action, Richard S. Dann, SQUADRON/SIGNAL PUBLICATIONS, INC.

Fleet Air Arm, British Carrier Aviation 1039-1945, Ron Mackay, SQUADRON/SIGNAL PUBLICATIONS, INC.

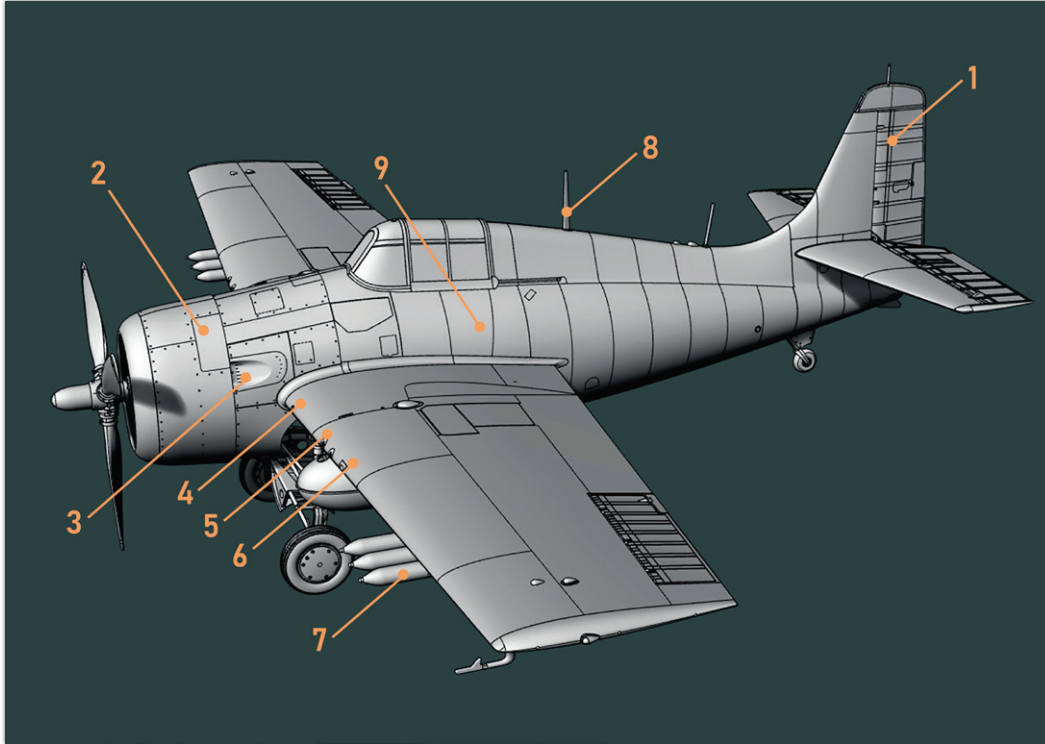
Wildcat Aces of WW2, Barrett Tillman, Osprey Publishing, 1995



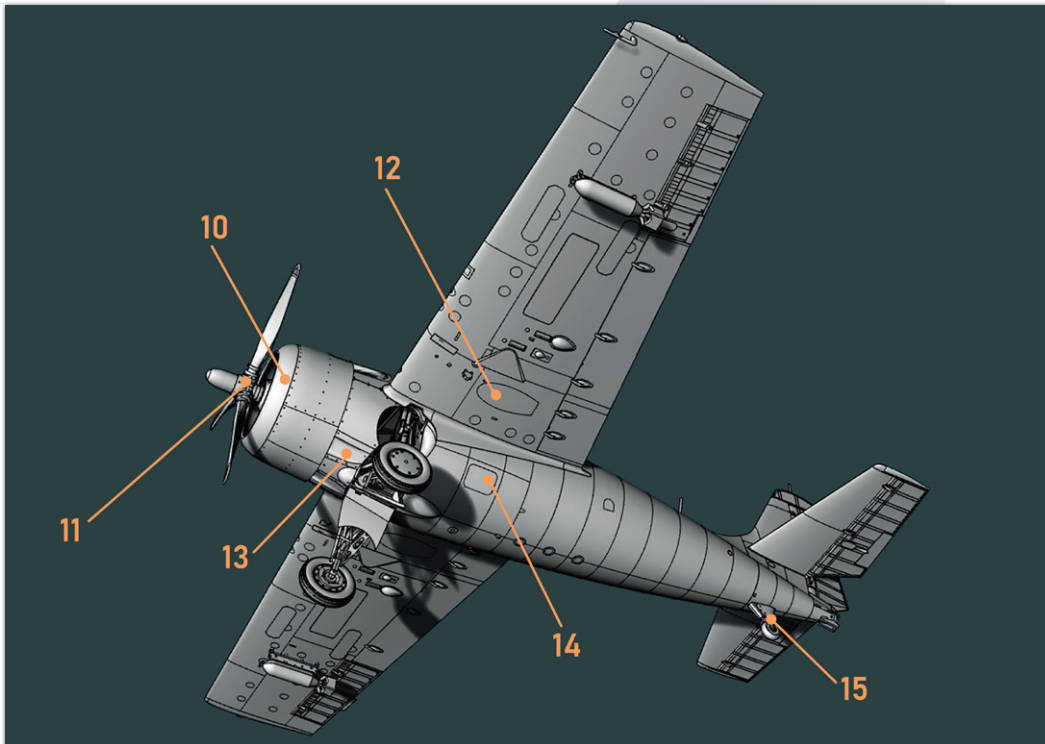
The most successful FM-2 pilot with nine confirmed victories was Ralph Earle Elliott Jr.

Photo: Patricia Elliott family collection

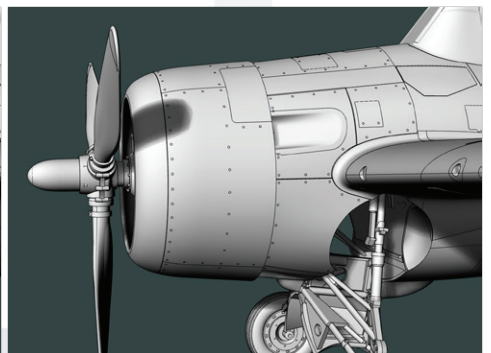
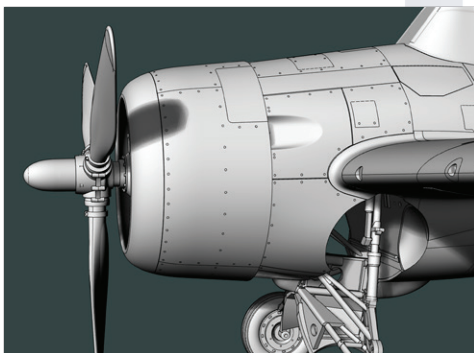
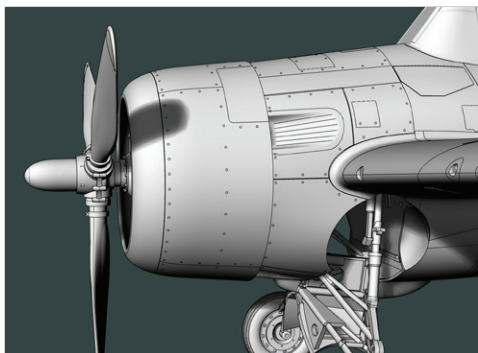
Main differences of FM-2 compared to F4F-4:



1. Taller vertical tail surfaces
2. Different cooling flaps
3. Distinct exhaust system
4. Different location of the gun camera port
5. Reduced armament to four machine guns
6. Relocated landing light
7. Ability to install HVAR or RP-3 rockets
8. Upright antenna mast
9. Removal of the second fuel tank and its filling port



10. Wright R-1820-56 engine
11. Different propeller
12. Different metal skin shaping under the exhausts
13. Removed wing-mounted radiators
14. Blanked windows under the cockpit
15. New tailwheel



Different shapes of the exhaust pipes framing.

★★★★ FM-2 ★★★★★ WILDCAT



Photo: NHC

By THOMAS McKELVEY CLEAVER

By the fall of 1942, production of the F4F Wildcat, which was seen as a useful aircraft for the composite squadrons operating from escort carriers that would provide anti-submarine cover and close air support for coming invasions, was transferred to General Motors Eastern Aircraft Division. However, Grumman was not completely through with the Wildcat. The possibility of developing a lighter version specifically for operation from escort carriers had been considered before production was taken over by General Motors.

The main difference of the new version of Wildcat was substitution of the 1,200 h.p. R-1830-86 with a 1,350 h.p. Wright R-1820-56 Cyclone that was 230 lbs. lighter. The XF4F-8 had four guns like the FM-1; it was visually distinguished an enlarged rudder and vertical stabilizer to counteract the increased torque of the more powerful engine. The airplane was 530 lbs. lighter

than the F4F-4. Initial climb rate was nearly doubled, service ceiling was boosted to 36,400 ft. All in all, this was a "wilder" Wildcat. It went into production in early 1943; between then and August 1945 4,437 FM-2s were delivered, making it the most numerous Wildcat of all.

In the Pacific, the FM-2 showed up in the new Composite Squadrons (VC) in the fall of 1943.

During the invasions of the Marshalls, Carolines, Marianas, and the Philippines, ten more Wildcat pilots became aces.

The U.S. Navy's Finest Hour

The FM-2's most memorable day came on October 25, 1944. Task Group 77.4, composed of three Task Units 77.1, 77.2, and 77.3 known as Taffy One, Two and Three for their radio callsign "Taffy," were operating off the island of Samar to provide air support to the invasion of Leyte; each Task Unit was composed of six escort carriers, with two or three destroyers and four or five destroyer escorts for support. Each TU had 48 TBM-1C Avengers and around 100 FM-2 Wildcats between the six carriers.

The previous day, October 24, the Wildcats defended the fleet against the many Japanese air attacks. The Wildcats of VC-10 aboard the carrier USS Gambier Bay (CVE-73) – part of "Taffy Three" – were the most successful squadron in the entire Task Group. VC-10's Wildcat pilots, who had



Photo: NHHC

USS Kitkun Bay (CVE-71) prepares to launch FM-2 Wildcats fighters during the action.

first experienced air combat during the Marianas invasion, when pilots shot down three attacking Japanese aircraft during the main battle on June 18, 1944, shot down seven enemy aircraft. Ensign Courtney assisted in breaking up an attack on American transports by more than 15 twin engine bombers. He was credited with assisting in destroying one Ki-21 Sally and the probable destruction of one Ki-48 Lily. Lieutenant R. W. Roby shot down one Lily and assisted in shooting down one Sally and Lieutenant Seitz shot down a Sally. Lieutenant (jg) Phillips probably destroyed two Zekes and Lieutenant(jg) Dugan shot down two Sallys. Lieutenant Joe McGraw and others in a CAP flight intercepted a group of 15–20 twin engine bombers escorted by six to eight Oscars he mistakenly identified as Zekes. McGraw destroyed two Lilys and damaged a third.

The next morning, the men, ships and aircraft of Taffy One, Two, and Three fought the Battle off Samar, which has been called “the Navy’s Finest Hour.” This was the last surface engagement ever fought by the U.S. Navy against an enemy fleet. In the words of Samuel Eliot Morrison, the Pacific War’s official historian: “In no engagement of its entire history has the United States Navy shown more gallantry, guts and gumption than in those two morning hours between 0730 and 0930 off Samar.” The Battle off Samar involved ships that should never have been in the same ocean with their opponents, fighting against the greatest surface fleet the Empire of Japan ever sent to sea.

On October 24, the First Mobile Striking Force, commanded by Admiral Takeo Kurita, lost the giant battleship *Musashi*, sunk by American carrier aircraft in the Battle of the Sibuyan Sea. Following *Musashi*’s loss, Kurita broke off his advance, which was spotted by American aircraft; Third Fleet commander Admiral William F. Halsey decided the enemy had been defeated and ordered the Fast Carrier Task Force to head north to attack the Japanese carrier fleet that had been found off Cape Engano. However – unknown to the Americans – Kurita was ordered to resume his attack. The Japanese transited San Bernardino Strait that night and emerged into the Philippine Sea at dawn. Kurita, aboard *Yamato* – the world’s most powerful battleship – ordered the fleet to head south to attack the American invasion fleet in Leyte Gulf.

Taffy 3, northernmost of the three escort carrier groups, included USS *St Lo* (CVE-63), *White Plains* (CVE-66), *Kalinin Bay* (CVE-68), *Fanshaw Bay* (CVE-70), *Kitkun Bay* (CVE 71) and *Gambier Bay* (CVE-73), commanded by Rear Admiral Clifton Sprague; the carriers were escorted by three Fletcher-class destroyers USS *Johnston* (DD-557), *Hoel* (DD-533) and *Heerman* (DD-532), and four Butler-class destroyer escorts USS *John C. Butler* (DE-339), *Dennis* (DE-405), *Raymond* (DE-341) and *Samuel B. Roberts* (DE-413).

At 0630 hours, a TBM-1C Avenger flown by Ensign Bill Brooks took off from *St. Lo* on the morning patrol. He spotted smoke on the horizon to the northwest at 0647 hours. It was the First Mobile Striking Force, 17 miles from Taffy-3 and bearing down on the CVEs at 30 knots.

At about the same moment, lookouts on *St. Lo* reported the unmistakable shapes of “pagoda masts,” a sure identification of Japanese battleships. At 0700 hours, Avenger pilot Ensign Hans Jensen sighted the fleet; this was soon confirmed by shipboard radar.

Kurita’s ships had just changed to a circular anti-aircraft formation when smoke was spotted on the horizon. At 0700 hours, *Yamato* opened fire with her 18-inch main battery. On *Yamato*’s bridge, no one could identify the silhouettes of the American carriers in the manuals. Kurita mistakenly assumed he had a task group of the Third Fleet under his guns. He immediately ordered “General Attack.”

The Americans Respond

With the CVEs limited to a top speed of 18 knots, Taffy-3 had no hope of outdistancing their pursuers. There was no possibility of out-shooting them; each carrier had only one 5-inch/38-caliber gun on its stern. Admiral Sprague ordered the force to turn south toward the others and ordered the destroyers to make smoke to provide cover while the carriers launched their aircraft.

Gambier Bay managed to launch most of her aircraft while battleship shells rumbled overhead. LCDR Edward J. Huxtable, CO of VC-10, boarded his Avenger and asked his plane captain if he had a bomb load. “He said no, so I told him to call LCDR Buzz Borries, the air officer, to see



FM-2s of Composite Squadron 10 at Tacloban

Photo: USN via Thomas Cleaver

if I had time to get a load. We had not turned up engines yet and I could not see going off without some ordnance. I saw Borries talking to Captain Viewig, who made a sweeping motion with his arm – ‘Get ‘em off!’”

“About this time, I was startled by what seemed like a rifle shot. I looked out and saw it was a salvo of heavy-caliber stuff splashing alongside White Plains. Until this moment, I had no idea the enemy was so near. Now I was more than ready to get on that catapult! Three TBMs launched ahead of me. The ceiling was at 1,200 feet. I called up Admiral Sprague and asked what our orders were. ‘Attack immediately!’”

Following the catapult launches of the Avengers, the FM-2 Wildcats were hurriedly launched; some were armed with rockets for strikes ashore, but most were armed only with their four .50-caliber machine guns.

Huxtable broke out into better visibility. “I spotted four cruisers nearby and what appeared to be four battleships further back in the gloom. There was no possibility of making a high-altitude attack. I pulled up into the ceiling and started for the cruisers. I had no idea what loads the other planes had, but at least we would give them a good scare.”

Huxtable was joined by his Annapolis classmate, LCDR Richard Fowler, who led Kitkun Bay’s VC-5. They attempted coordinated “hot” and “dry” attacks, with FM-2s strafing the ships ahead of the Avengers, which dropped their 500-pound general purpose bombs. “Our bombs had no effect on the ships, but possibly the explosions scared the crewmen.”

The Wildcats and Avengers of Taffy-3 kept an unrelenting string of aircraft over Kurita’s fleet, giving the admiral the impression the Americans had far greater resources than they did.

Lt(jg) Norman Johnson of Fanshaw Bay’s Composite Squadron 68 piloted an Avenger with four 500-pound general-purpose bombs. He later remembered: “Climbing at full throttle, I penetrated the lower cloud cover and leveled off at 11,000 feet. I took a final look at the enemy ships, which were firing on our ships. When I was about five miles away, I nosed down to pick up speed. The Japanese battle force was at that moment occupied in anti-aircraft protection against an air attack. Varied colored bursts mushroomed at several levels. It was quite dense and something I had to penetrate. I kept my bomb doors closed as speed increased. I saw three large battleships with rudders hard over and guns spitting flame. At 7,000 feet, I pushed over into my attack, selecting the lead battleship as my target. My radioman reminded me ‘Open the bomb bay doors!’ I opened the doors and the immediate drag was apparent as the airplane was really barreling along now.

“I was intent on adjusting the target in my sight. Suddenly the airplane corkscrewed, and the right-side sliding part of the canopy peeled off. I pressed the bomb release at what seemed



USS GAMBIER BAY (CVE-73) and two destroyer escorts making smoke at the start of the battle off Samar, October 25, 1944. Japanese ships are faintly visible on the horizon.

Photo: Phi Willard Niet via NHHC

the best altitude and concentrated my effort on pulling out. The target was so large the bombs couldn’t miss. It was a close call as I leveled off 50 to 100 feet over the water. I pulled up to avoid more AA and then hid in the clouds in case there were any enemy aircraft around.”

Over the next 30 minutes, aircraft from the six squadrons made repeated bombing and rocket runs on the enemy ships, strafing their decks as they pulled out. At Tacloban, the field became a muddy bog; landing aircraft were damaged as they ground-looped in the mud and slammed into other planes. By mid-day the airfield was covered with wrecked Avengers and Wildcats.

The Naval “Charge of the Light Brigade”

While the pilots desperately attempted to distract the enemy, Taffy-3’s “small boys” moved to defend the carriers after Admiral Sprague ordered the three destroyers to attack despite the hopeless odds.

At 0700 hours USS Johnston made smoke in response to the incoming shell fire that bracketed the carriers. Ten minutes later, Gunnery Officer Robert Hagen opened fire at a range of 18,000 yards and registered several hits on the leading heavy cruisers with his radar-directed gunfire.

After five minutes, Hagen concentrated fire on heavy cruiser Kumano. At maximum

range, Johnston scored several hits on her superstructure, which erupted in flame. Kumano then targeted Johnston in turn and she was soon bracketed by colorful shell splashes. Johnston made smoke and zigzagged while she accelerated to flank speed and headed toward the enemy fleet alone, firing over 200 rounds nearly continuously.

Captain Evans brought Johnston to 9,000 yards from the enemy and fired all ten torpedoes. Two hit Kumano at 0724 hours and blew her bow off. The four other torpedoes continued on toward the enemy fleet and battleship Kongô was forced to turn away north to avoid them, which took her out of the fight. Heavy cruiser Suzuya, which had suffered damage from air attacks, stopped her pursuit of the Americans to assist Kumano.

Johnston’s audacious attack confused Admiral Kurita, who thought he had been engaged by American cruisers. When the rest of the Japanese ships were forced to turn away to avoid the torpedoes, the carriers gained more precious minutes to launch aircraft.

Evans turned back into his own smoke, but at 0730 hours, the enemy guns found him. Firing at a range of 17,000 yards, Kongô, hit Johnston with three 14-inch shells which penetrated into her port engine room, where the explosions cut her speed in half and disrupted power to the aft

gun mounts. Moments later, three 6-inch shells from Yamato struck Johnston's bridge. Everyone was wounded and Commander Evans' fingers of his left hand were traumatically severed by shrapnel. Johnston was badly mangled with dead and dying sailors strewn across her bloody decks. She found refuge in a rain squall, while the damage control parties restored power to two of the three aft mounts and repair the fire control radar. With repairs completed at 0735 hours, she opened fire on Japanese destroyers while hidden in the smoke.

Johnston then retired to the Task Group. Minutes later, she encountered Heermann and an already-damaged Hoel headed in to attack. Evans could have continued back to the fleet and no one would have faulted him. Instead, he reversed course and made smoke to help obscure the two as they headed toward the onrushing Japanese. Samuel B. Roberts, known to her crew as "Sammy B" followed. The attack was a naval "Charge of the Light Brigade" that actually happened on the 90th anniversary of the event immortalized in Tennyson's poem.

Over the next 40 minutes, Evans engaged in several duels with the enemy. At 0830 hours, Johnston opened fire on the cruiser Chokai, which was firing at the helpless Gambier Bay. She then closed to 6,000 yards and traded fire for ten minutes with the battleship Haguro, scoring numerous hits. At 0840 hours, she intercepted a formation of seven destroyers spotted closing in on the carriers. Evans attempted to pass in front of the enemy, "crossing the T" as gunnery officer Hagen opened fire. Johnston was hit several times by return fire. The lead enemy destroyer turned away to the west and took a dozen hits from Johnston as she did so. Hagen quickly shifted fire to the next in line and scored five hits before it too veered off and the entire squadron turned west to avoid Johnston. Three destroyers fired their torpedoes at the carriers from 10,500 yards but no hits were scored. The Japanese and American ships were now intertwined in a confused jumble.

More Avengers and Wildcats from the other task groups appeared out of the cloudy skies and attacked the enemy, while destroyer Hoel headed toward the battleship Kongô and took a salvo of 14-inch shells in her bridge. She closed to 9,000 yards and fired five torpedoes - none hit, but the torpedoes forced Kongô to turn away. Despite having three of her five gun mounts as well as her port engine knocked out, Hoel drew Japanese fire for the next hour as she chased shells and distracted the enemy from the carriers. An 8-inch shell stopped her at 0830 hours. Having taken 40 hits, Hoel went down with 259 of her crew. Only 86 survived, including 19-year old Bob DeSpain, a former lifeguard from San Pedro, California, who over the next hours swam from group to group and gathered the survivors together (this writer was privileged to know Bob over the last six

years of his life; he worked as a docent aboard the battleship Iowa in San Pedro).

Samuel B. Roberts closed to 4,000 yards of the cruiser Chôkai, moving at 28 knots after the chief engineer, Lieutenant "Lucky" Trowbridge bypassed all the safety mechanisms in the engines. Her captain, LCDR Robert W. Copeland, USNR, announced over the ship's public address: „This will be a fight against overwhelming odds from which survival cannot be expected. We will do what damage we can." Chôkai could not lower the guns sufficiently to hit the little destroyer escort. Sammy-B launched her three torpedoes. One blew off Chôkai's bow. The little ship then showed why she would be known ever after as "the destroyer escort that fought like a battleship." She battled on for another hour, firing more than 600 5-inch shells from her two guns. Maneuvering at very close range, she mauled Chôkai with her 40mm and 20mm AA guns. At 0851 hours, she was hit twice and lost her after 5-inch gun when a breech explosion killed and wounded several of the crew. She then engaged Chikuma, which was also under fire by Heerman. The two American ships ripped Chikuma's superstructure with salvo after salvo: armor-piercing shells, high-explosive shells, anti-aircraft shells, and even star shells which created chemical fires in metal plates hit the cruiser.

Firing her remaining 5-inch gun, Sammy-B devastated Chikuma's bridge. Fires spread through the cruiser's superstructure. Sammy-B's last shot put the number three gun turret out of action just as three 14-inch shells from Kongô hit her. The order "Abandon Ship" was given at 0935 hours and Sammy-B sank 30 minutes later, taking 89 of her crew. The 120 survivors clung to

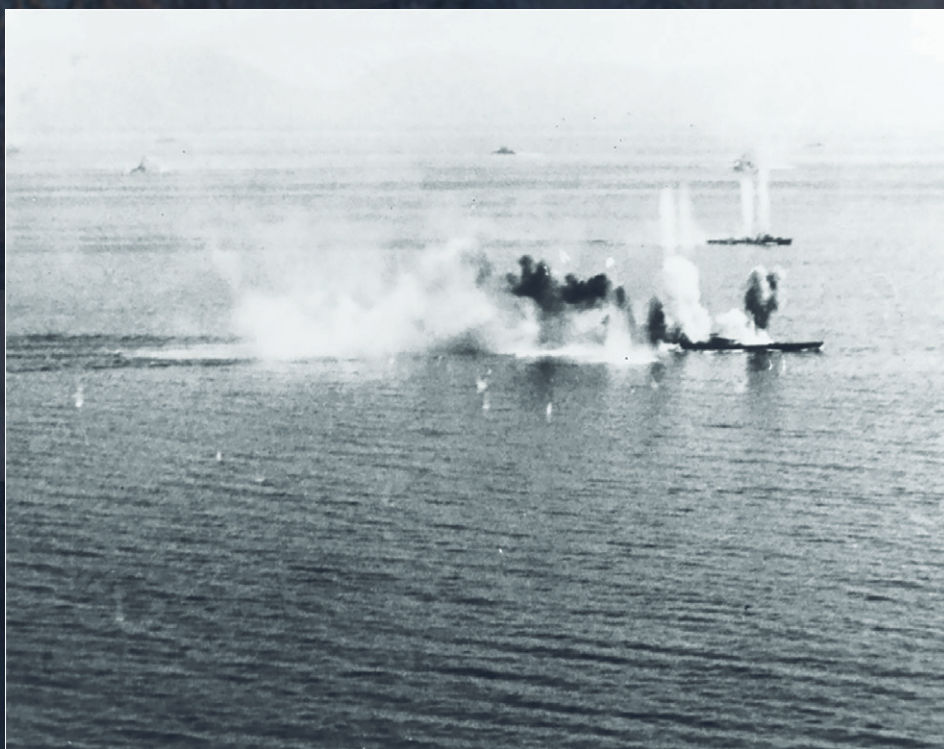
three life rafts. It would be 50 hours before 80 were finally rescued from the open sea.

Cruisers Tone and Chikuma, followed by the damaged Chôkai and Kumano, closed in on Taffy-3. As they opened fire, Heermann fired her main 5-inch battery at Chikuma, then launched five torpedoes. Again, they all missed but flagship Yamato was now forced to turn away which put her out of the fight. With one gun mount knocked out, Heermann continued to engage Chikuma. Two Avengers and several Wildcats launched from Taffy-1 and Taffy-2 attacked the cruiser. Just as she turned away, a single shot from Heerman struck in her aviation gasoline stowage. Chikuma blew up and sank.

From Defeat to Victory

Gambier Bay was hit in her starboard engine room at 0847 hours. The second hit set fueled aircraft afire on the hangar deck. Enormous shells passed through her without exploding because her thin steel wasn't enough to stop them. She went dead in the water at 0900 hours as Tone, Chikuma, and the damaged Chôkai closed in. At 0907 hours she capsized, sending 700 survivors into the water. Gambier Bay was the only American aircraft carrier ever sunk in a surface engagement.

Chokai sped past the sinking carrier and took aim at White Plains. The little carrier's 5-inch gun crew manned their weapon on her stern. Opening fire on Chokai at maximum range, the third shot hit the cruiser in her torpedo stowage and Chokai exploded, sinking in less than two minutes and leaving no survivors. White Plains became the only aircraft carrier in history to sink an enemy warship with surface gunfire.



Japanese battleship Musashi under attack

Photo: USN via Thomas Cleaver

At 0940 hours, Johnston, which had come under attack from several enemy destroyers, lost all power from the hits and went dead in the water. The enemy surrounded her and continued their fire. Evans was finally forced to order "Abandon Ship" at 0945 hours. At 1005 hours, Johnston sank with 186 of her crew going down with her. Evans managed to get into the water with other crewmen but was never seen again. While he was posthumously awarded the Medal of Honor, it was the Japanese themselves who first recognized his courage. Seaman Robert Billie and several other crewmen in a raft watched an enemy destroyer cruise slowly past as her captain stood on his bridge, saluting the sinking Johnston as an honorable opponent.

Aboard Yamato, Admiral Kurita became convinced by the renewed air attacks by the Wildcats and Avengers that his fleet had stumbled into contact with the U.S. Third Fleet. Expecting American battleships to come over the horizon at any moment and realizing that his ships were so dispersed from their evasive maneuvers that it was impossible for them to return to a fighting formation to take on the expected enemy, he signaled to his fleet to break off action and turn back to San Bernardino Strait at 0945 hours.

American sailors struggling in the sea, and those manning their battle stations aboard the ships, were amazed as the gunfire faded away and the enemy soon disappeared over the horizon. Had Admiral Kurita continued on, there was nothing stopping his fleet from sinking all the escort carriers and moving into Leyte Gulf to attack the invasion fleet. The reservists who manned the carriers and destroyers and aircraft squadrons – most of whom had never seen an ocean before they went aboard the ships in which they fought and died – had saved the invasion of the Philippines.

After the sinking of Gambier Bay, VC-10 Wildcat pilot Ensign McGraw was among the surviving aircrews who landed on Manila Bay. That afternoon, he was launched with other pilots from that ship to intercept a formation Val dive bombers escorted by Zeke fighters attempting to attack the escort carriers. McGraw shot down one Val and one Zeke to become VC-10's only ace.

A bit more than an hour after the Battle off Samar concluded, the U.S. Navy was introduced to the power of a new and deadly enemy when the Shikishima Unit of the 201st Air Group found the surviving carriers of Taffy-3 at 1047 hours. At 1052 hours, a Zeke believed flown by Lieutenant Seki dove on the escort carrier St. Lo. The airplane hit the center of the flight deck. The 250-kilogram bomb penetrated the flight deck and exploded on the port side of the hangar deck in the midst of several aircraft in the process of being refueled and rearmed. A gasoline fire quickly broke out, followed by six secondary explosions that ended with the detonation of the torpedo and bomb magazine. Engulfed in flame,

St. Lo sank 30 minutes later. From an 889-man crew, 113 were killed or missing. Thirty survivors later died of their wounds. The 434 survivors were rescued from the water by Heermann and the destroyer escorts John C. Butler, Raymond, and Dennis. The U.S. Navy's most deadly foe had entered the battle.



Exploze na USS St. Lo (CVE-63) poté, co byla zasažena 25. října 1944 útokem Kamikaze u Samar.

Foto: Phi Willard Niet via NHHC



#11175

product page

eday

23/9/2023



INTERNATIONAL PLASTIC KITS COMPETITION CZECH MODEL MASTERS

TANKODROME RANGE MILOVICE

FRIDAY 22 SEPTEMBER
17:00 - 20:00

Special events for modellers

SATURDAY 23 SEPTEMBER
09:00 - 17:00

Czech Model Masters, clubs
exhibitions, workshops, flight
program, AFV demonstrations



THOUSANDS OF AIRPLANE, SHIPS AND AFV MODELS, FIGURES, DIORAMAS, TENS OF MANUFACTURERS, SHOPS
AND SPECIAL EXHIBITIONS, MASTER AND HOBBY CATEGORIES, SHUTTLE TRANSPORT FROM LYSÁ NAD LABEM

www.eday.cz



eduard

SEARCHING FOR LOST SHIPS WITH PAUL ALLEN

Photo: U.S. Naval History and Heritage Command

SHIPWRECKS IN THE GREATEST DEPTHS

Text: Miro Barič

In this last installement of searching for the lost ships with Paul Allen we will talk about the shipwrecks lying in the greatest depths of the world. They sank to the bottom of the ocean during the Battle of Samar. These are the American destroyers which, heavily outnumbered, bravely faced the enemy for whom this battle was a swan song.

USS Samuel B. Roberts (DE-413) photographed in the beginning of summer 1944. It is the deepest lying shipwreck known currently in the world.

The Battle of Santa Cruz, during which the aircraft carrier USS Hornet (CV-8) was sunk in October 1942, was for a long time the last carriers encounter. While the Allies gradually took over the strategic initiative, the Japanese carriers were recovering from the losses. The damaged ships needed repairs but above all the lost aircraft had to be replenished and new pilots trained. During the whole 1943 no further aircraft carriers battle took place. The Japanese Navy was saving the resources and preparing for the so-called decisive battle. The opportunity arrived in June 1944 when the US carriers attacked the Mariana Islands. The Japanese threw all they had into the counter attack – 1st Mobile Fleet formed by total of 83 vessels, including 3 large aircraft carriers, 6 light aircraft carriers and 5 battleships. They faced the American 5th Fleet composed of 139 ships. The backbone of the US fleet was formed by 7 large aircraft carriers, 8 light aircraft carriers and 7 battleships. The American dominance was to be compensated by deployment of further 300 Japanese aircraft operating from the land bases.

The result of the Battle of Philippine Sea doesn't need a detailed description, its first day went down in the history as a Great Mariana

Turkey Shoot. The great lack of quality in Japanese aircraft and pilots' training was aparent and the Japanese aircraft were falling of the skies in hundreds. One of the American pilots described the combat after landing as shooting turkeys back home in old times. The greatest American fighter aces increased their

scores thanks to it. Cdr. David McCampbell, who up until then was credited with two kills (out of total 34), on June 19, 1944, during his first sortie, shot down fine D4Y Judy dive bombers and during the next sortie added two A6M fighters. Lt. Alexander Vraciu, whose score stood at 12 kills at that time (out of total 19), on the same



Lt.(jg) Alexander Vraciu shows his six fingers for the aerial kills he scored on June 19, 1944.

Photo: National Archives



Photo: U.S. Navy

Cdr. David McCampbell in the cockpit of his Hellcat on board of USS Essex in the beginning of October 1944. At that time his score stood at 21 kills.



Photo: U.S. Navy

McCampbell is posing in the cockpit of his Hellcat for a propaganda photograph in the end of October 1944. By scoring additional 9 kills in a day, he raised his score to 30 victories.

day during one sortie shot down six D4Y Judy bombers. It took him eight minutes and he spent 360 12.7 mm caliber rounds.

While the American pilots fought the Japanese aircraft, on that day the Japanese ships were only attacked by the American submarines. They fared very well indeed. USS Cavalla hit Shokaku with three torpedoes and sank her. USS Albacore hit the new carrier Taiho with only a single torpedo but a poor execution of the rescue operations caused the fuel fumes to accumulate under the deck which later caused a series of explosions and Taiho sank as well. The aircraft from the American carriers attacked the Japanese vessels on June 20, 1944, at the limit of their range and almost at night. They sank light carrier Hiyo and two tankers. They also damaged several other ships. However, they paid the price by losing 100 aircraft, only 20 were shot down in combat tough. The remaining 80 had to crash land due to the lack of fuel and the crews were mostly rescued. The Japanese losses were significantly higher. The air forces they had gathered during the whole previous year, were lost in two days. The remaining Japanese aircraft carriers without airplanes could not longer play an active role and in the following battle they were used as decoy.

FOUR BATTLES IN ONE

It took place during the Philippines landing in October 1944. Actually there was a series

of several naval battles which became to be known under the common name, the Battle of Leyte Gulf. The Japanese Navy did not recover from the preceding defeats but had to react to the Allied invasion. The Japanese deployed the old samurai tactics of the feign attack. The Northern Force, commanded by Vice Admiral Ozawa, assumed the role of a decoy. On the paper it looked strong composed of two battleships, aircraft carrier Zuikaku and three light carrier Zuiho, Chiyoda and Chitose, however they altogether carried 108 aircraft only. In the meantime, the Center Force led by Viceadmiral Kurita and Southern Force consisting of two groups led by Viceadmirals Nishimura and Shima were to approach the Allied invasion fleet through different passages. They were at the disadvantage though due to the strict radio silence and the admirals were unable to coordinate their actions and each of them acted individually. Therefore they gradually clashed with the US Navy in four battles.

The first one took place in Sibuyan Sea. First, on October 23, 1944, Kurita's Center Force was spotted and attacked by the American submarines USS Darter and USS Dace. They sank two heavy cruisers and damaged another one. Then, on October 24, 1944, the Japanese ships became targets of five waves of the American carrier-borne aircraft. Those sank the battleship Musashi and damaged several other ships. Kurita therefore turned around 180 degrees and started to retreat, and the

Americans took the bait. Musashi's wreck was one of the first Paul Allen found. It happened in March 2015 using his older ship Octopus. Musashi lies 900 meters deep and Allen's expedition discovered that she had exploded while sinking. The bow stands upright on the ocean's bottom and the stern is turned upside down. The main superstructure and stack lie on the sides.

NINE KILLS IN ONE SORTIE

In the meantime, three waves of Japanese airplanes from the land bases attacked the American ships. During their defenses Cdr. David McCampbell distinguished himself again. Only in a pair formation, just with his wingman, he attacked the formation of 60-80 airplanes approaching the American ships. In the combat, which lasted an hour and 35 minutes, he shot down 9 Japanese fighters and two probables. His wingman, Lt. Roy Rushing was credited with another six kills. They completely dismantled the Japanese formation. After the landing the mechanics did not find any fuel left in Campbell Hellcat's tanks and there were two 12.7 mm caliber rounds left for his machine guns. For this achievement, as well as the previous success in the Battle of Philippine Sea four months ago, McCampbell was decorated with the highest American award, Medal of Honour. The rare success by the Japanese side was scored by a D4Y Judy dive bomber which penetrated the defences and suddenly appeared

Photo: U.S. Naval History and Heritage Command



USS Samuel B. Roberts (DE-413) in October 1944, couple of days before her sinking.



Photo: U.S. Naval History and Heritage Command

LCdr. Robert Copeland, commanding officer of Samuel B. Roberts escort destroyer.

Photo: U.S. Navy



USS Johnston (DD-557) in October 1943, right after her entry in the service.

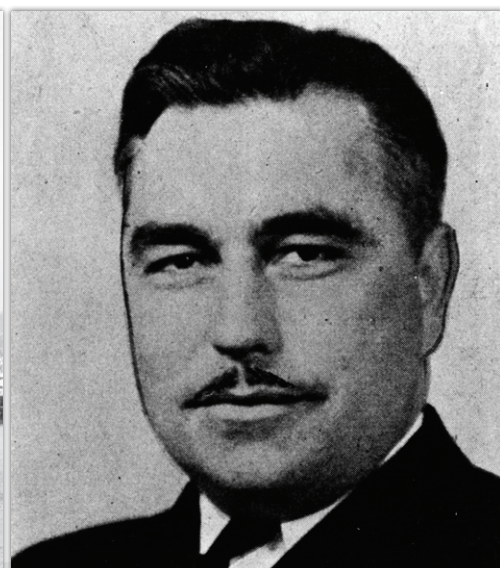


Photo: U.S. Naval History and Heritage Command

Cdr. Ernest Evans, commanding officer of destroyer Johnston.

USS Hoel (DD-533) in August 1944.



Photo: U.S. Naval History and Heritage Command

above the light aircraft carrier USS Princeton. Its bomb exploded in the hangar among fully fueled Avenger bombers. The result was a fire which after several hours caused an enormous explosion of the stored bombs. The ship was impossible to rescue and she sank with 108 souls lost. Further 233 American sailors perished on board of the light cruiser USS Birmingham which was at the time of Princeton explosion at her side helping with putting out the fires.

BATTLE OF SURIGAO STRAIT

In the meantime the Japanese Southern Force tried to fight its way through Surigao Strait. On October 24, 1944 the American airplanes barely caused any damage to Nishimura's ships but the American vessels set up a trap for him in the strait. First he faced the attack of the torpedo boats and destroyers. Those sank the battleship Fuso. Six battleships and eight cruisers under the command of Admiral Oldendorf waited for the Japanese at the exit from the strait. On December 7, 1941, five of these battleships were sunk or damaged at Pearl Harbor. California, Maryland, Pennsylvania, Tennessee and West Virginia then underwent the extensive repairs and rebuilds. On the night of October 24-25, 1944, time of their revenge arrived. Their radar-controlled cannon fire sank Yamashiro and damaged the cruiser Mogami. It was the last battleship encounter in the history.

The second part of the Southern Force did not engage in this battle because it lagged behind Nishimura. When Shima realized that the first part had been massacred, he ordered a retreat. At that moment, Mogami collided with the heavy cruiser Nachi and was further damaged. This heavy cruiser met a similar fate in the Battle of Midway when it collided with its sister ship, Mikuma. The collision slowed down both ships, making them vulnerable to the dive bombers, and Mikuma was eventually



The American destroyers and escort destroyers laying the smoke screen during the Battle of Samar.

Photo: U.S. Navy

sunk. Though Mogami survived Midway, it was so severely damaged that they had to remove its rear turrets and rebuild it as a hybrid cruiser – a seaplane carrier. Now, after the collision with Nachi, its fate was sealed. The pursuing American cruisers inflicted further damage on Mogami, and in the morning, it was finished off by bombs from an Avenger bomber.

The wrecks of Yamashiro and Fusō were discovered by Paul Allen and his ship RV Petrel on November 25, 2017. Both ships lie upside down at a depth of around 200 meters. On May 8, 2019, RV Petrel also found the wreck of the cruiser Mogami, which lies at a depth of 1450 meters.

BATTLE OF CAPE ENGAÑO

Although Ozawa's Northern Force with aircraft carriers tried to attract the attention of the Americans, they only discovered it last, in the evening of October 24, 1944. However, this turned out to be coincidentally perfect timing for the Japanese. At the same time, Kurita's Center

Force had turned back in retreat. American Admiral William Halsey was convinced that Kurita's ships were out of action and focused on Ozawa.

The final battle of the aircraft carriers took place on October 25, 1944. Early in the morning, Ozawa launched an attack wave of 75 aircraft. That was all the Japanese aircraft carriers could muster, having been decimated in previous battles. Most of these planes were shot down, and Ozawa had no more left. Subsequently, he had to face six waves of American attacks, which sank all four Japanese aircraft carriers.

THE BATTLE OF SAMAR ISLAND

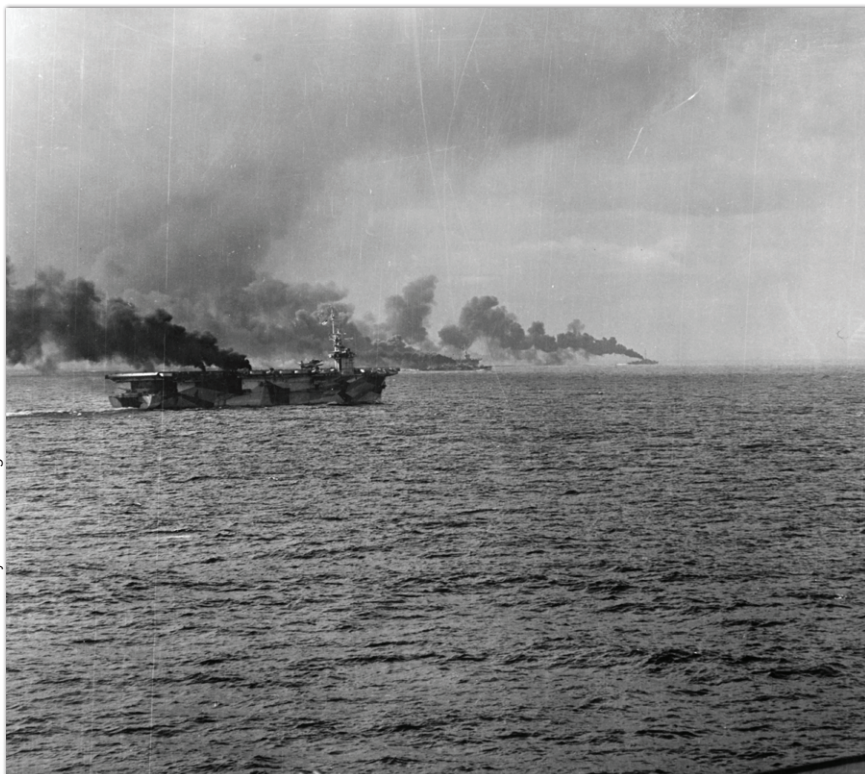
The Japanese original plan almost succeeded. While the Japanese aircraft carriers were being used as a bait and being massacred, the core of Kurita's Center Force appeared near the invasion beaches. Kurita had feigned a retreat and then turned back to his original course, sneaking through the San Bernardino Strait unnoticed during the night.



USS Gambier Bay (CVE-73) in April 1944.

Photo: U.S. Naval History and Heritage Command

Photo: U.S. Naval History and Heritage Command



USS Gambier Bay photographed from the deck of USS Kalinin Bay during the Battle of Samar.



Saving the survivors of the Battle of Samar.

Photo: U.S. Naval History and Heritage Command

American Admiral William Halsey sent his main forces north against Ozawa, leaving the strait unguarded. Another mistake made by Halsey was his delayed reaction to reports of the Japanese battleships' penetration; he was too eager to destroy the enemy's aircraft carriers. Unfortunately, this exposed the entire Philippine landing to a deadly risk.

Against four Japanese battleships, six heavy cruisers, and eleven destroyers, there were only three groups of small and slow escort aircraft carriers providing support to the landing forces – Taffy 1, Taffy 2, and Taffy 3. When the Japanese ships appeared on the horizon, Taffy 3, commanded by Admiral Clifton Sprague, was the closest to them. The group consisted of six escort carriers (Fanshaw Bay, Gambier Bay, Kalinin Bay, Kitkun Bay, St. Lo, and White Plains), three destroyers (Heermann, Hoel, and Johnston), and four escort destroyers (Dennis, John C. Butler, Raymond, and Samuel B. Roberts). The destroyers of the Fletcher class, armed with five 127mm guns and ten torpedo

tubes, were the most heavily armed ships in Taffy 3. The escort destroyers were smaller and slower, carrying only two 127mm guns and three torpedo launchers. To put it in perspective, the battleship Yamato had a larger displacement than the entire American force combined!

In the ensuing battle of David against Goliath, the Japanese cruisers Chōkai, Chikuma, and Suzuya were sunk, while on the American side, the destroyers USS Johnston, USS Hoel, and USS Samuel B. Roberts were lost. The escort carrier USS Gambier Bay was destroyed by gunfire from the cruisers Tone and Chikuma. It was the only American aircraft carrier sunk by surface gunfire. After the battle with Kurita's forces, the heavily tested Taffy 3 group had to face the first organized kamikaze attack. Several ships were damaged, and the escort carrier USS St. Lo was sunk when a Zero carrying a bomb crashed into its flight deck and exploded in the hangar among refueling aircraft.

The total American losses in the Battle of Samar Island were nearly 1,200 sailors and

aviators, which is more than the casualties in the Battles of Midway and the Coral Sea combined. It is no wonder that Clifton Sprague harshly criticized Halsey's actions.

The Battle of Samar Island is renowned as the "finest hour of the U.S. Navy," and more detailed information about it can be found in Tom Cleaver's article on page 12 of this issue. Now, let's focus on the wrecks of the ships left behind after the battle...

IN THE PHILIPPINE TRENCH

The Battle of Samar Island took place on the edge of the Philippine Trench, and as a result, all the sunken ships rest in great depths. The wreck of USS St. Lo was discovered by the research vessel RV Petrel in May 2019, lying at a depth of 4,736 meters. In the same month, researchers also located the cruiser Chōkai at a depth of 5,173 meters.

However, in October 2019, RV Petrel found parts of a ship believed to be from USS Johnston. They were located at a depth of 6,218 meters,

Gambier Bay lagged behind the rest of the group. In the picture we can see as the Japanese grenades exploding around her.

Photo: U.S. Naval History and Heritage Command



making it the deepest known shipwreck at that time. The discovery included a gun, a propeller shaft, and several other fragments. Indications on the seabed suggested that the rest of the ship had sunk even deeper, beyond the reach of the exploration robot.

Enter Victor Vescovo, an entrepreneur and investor who served in the U.S. Navy for 20 years and now dedicates himself to deep-sea expeditions. He has dived to the deepest points in all the world's oceans, including reaching the bottom of the Mariana Trench's Challenger Deep in April 2019. It was only the third manned mission to this location in history.

On March 31, 2021, Vescovo's research vessel DSV Limiting Factor found the remaining wreckage of USS Johnston at a depth of 6,469 meters, definitively identifying it. This discovery set a new record for the deepest known shipwreck.

However, this record was broken again in June 2021 when Vescovo and his team found the wreck of the escort destroyer USS Samuel B. Roberts at a depth of 6,895 meters. According to their observations, the ship descended in one piece before crashing onto the seabed with its bow first, causing hull deformations and the detachment of the stern, which now lies

5 meters away from the main wreck. The hull also bears visible damage caused by Japanese shelling, including a broken mast.

Currently, the USS Samuel B. Roberts holds the title of the deepest known shipwreck. Still, it is believed that some of the ships sunk in the Battle of Samar Island lie even deeper. Searching for them in the depths of the Philippine Trench is extremely challenging. USS Gambier Bay and USS Hoel are yet to be found, with the destroyer potentially resting at a depth of up to 7,300 meters. Even deeper is presumed to be the Japanese cruiser Suzuya, which is believed to lie at a depth of up to 8,400 meters.

Photo: Victor Vescovo



Number 413 seen on the shipwreck of escort destroyer USS Samuel B. Roberts.



Broken stern of USS Samuel B. Roberts.

Photo: Victor Vescovo



The rear gun turret of USS Samuel B. Roberts featuring the 127 mm caliber cannon.



The captain's bridge of USS Samuel B. Roberts. Twin barrel of the 40 mm caliber cannon can be seen on the starboard and 20 mm cannon on the port.

Photo: Victor Vescovo



USS Samuel B. Roberts' bow.



The number 557 can be seen on the hull of destroyer USS Johnston.



A gun turret featuring 127 mm caliber cannon on board of USS Johnston.

END OF RV PETREL?

The fate of the research vessel RV Petrel has become a symbolic conclusion to the series of discoveries mentioned earlier. After Paul Allen's passing on October 15, 2018, the RV Petrel continued her work. Its crew discovered many wrecks mentioned in our articles published in 2019. At the beginning of 2020, several expeditions were undertaken as part

of a partnership between the National Oceanic and Atmospheric Administration (NOAA) and the Paul G. Allen Family Foundation.

In June 2020, the RV Petrel underwent modernization and was equipped with new instruments. However, due to the COVID-19 pandemic, it was put into indefinite storage in a dry dock in Scotland. In October 2022, the United States Navy purchased the vessel for \$12.4

million. Nonetheless, it remained in the dry dock at the port of Leith in Edinburgh.

Tragedy struck on March 22, 2023, during strong winds, when the RV Petrel broke free from its moorings and capsized at a 45-degree angle. 33 people were injured, but luckily there were no fatalities. The extent of the damage and the future of the vessel remain unknown at this time.

Air war over Ukraine

Ukrainian Offensive, Prigozhin Coup



Text: Miro Barić

Ukrainian Mi-24P at a field base.

June was an extremely hot month in Ukraine, and we're not referring to global warming. Events unfolded on the front lines that laid the groundwork for significant changes in the future – not only for Ukraine but also for Russia. The Ukrainian offensive began, which, though seemingly progressing slowly, was steady. In Russia, the Wagner Group revolted, but they quickly changed their minds, yet the regime remained shaken. Things were set in motion.

Photos: Ukrainian armed forces, social media and other public sources

In this part of the series, we'll follow events from June 1 to July 1, but first, let's revisit an event from the previous period. On May 13, an attack group of Russian aircraft, consisting of Su-34, Su-35, and 2 × Mi-8 helicopters, was shot down in the Bryansk region near the Ukrainian border. When the previous part was being completed, the exact details of what happened had not been confirmed, and various possibilities were being considered. However, the Ukrainian Armed Forces later released a video in which they boasted of their successes in air defense. The footage showed a Patriot system with markings indicating the score, confirming that they were responsible for that mentioned Russian group. On the

side, there are painted silhouettes of aircraft and helicopters with the date May 13. By the way, they have three Mi-8 helicopters painted there, but officially only two were confirmed. The Ukrainians, therefore, claim one more. It is possible that the Russian group at that time consisted of two Mi-8MTPR-1 helicopters for electronic warfare and a third Mi-8 prepared for search and rescue in case of the attack bomber being shot down.

In addition to this group, the aforementioned Patriot system has an impressive collection of missiles, including Kinzhals, missiles with a low flight path, and drones painted on its side. The Ukrainians also demonstrated decent scores against the S-300 and NASAMS systems.

The Patriot system excelled, especially during the intensive attacks on Kyiv in May. The Russian shelling of the capital decreased in June. They probably realized that their attacks were just wasting rockets – but officially, they accomplished their mission because, according to Putin's words, they destroyed five or six Patriot systems near Kyiv. Never mind that Ukraine received only two of them ...

Ukrainian Offensive

Another reason for shifting the Russian command's attention away from Kyiv was the Ukrainian counteroffensive. After prolonged anticipation, it began in early June in the Zaporizhzhia Oblast, southern Ukraine. The



Shot of the Patriot system in a video released by the Armed Forces of Ukraine.



Detail showing silhouettes of two aircraft and three Mi-8 helicopters with the date May 13, 2023.



NASAMS system score.



The S-300 battery marked with four aircraft, 21 missiles with a flat flight path, and 15 rockets kills.

Ukrainian Armed Forces started pushing in three directions – from Velyka Novosilka near Vuhledar towards Mariupol, from Orikhiv towards Tokmak and Melitopol, and near Lobova on the banks of the Kakhovka Reservoir.

For Russian propaganda, this was a welcome change. In anticipation of the Ukrainian offensive, they began publishing various false footage of Western military equipment being destroyed. There was an instance of using a photo of a destroyed Turkish Leopard 2 tank from Syria and a video of a Russian helicopter destroying combine harvesters and other agricultural machinery that didn't resemble tanks at all. After the actual start of the Ukrainian offensive, true losses of Western equipment were, of course, revealed.

The Russians had been building fortifications in southern Ukraine for almost a year. These include several lines of trenches and, most importantly, extensive minefields. These minefields proved to be the most challenging obstacle. In one attack attempt, a group of Bradley infantry fighting vehicles and several Leopard 2 tanks got stuck on the mines. The Russians filmed this group from multiple angles and repeatedly published the footage until the Ukrainians made progress and withdrew the damaged vehicles for repair. Unlike Russian equipment, Western military vehicles fulfill their primary purpose – protecting the crew.

Most Leopard and Bradley machines did not explode after being hit; their crews survived, and the vehicles can be repaired later.

Although the Ukrainian advance is slow, it is steady – they have liberated more territory in a month than the Russians occupied during their winter offensive in six months. In addition to the mines, Russian helicopters initially slowed down the Ukrainians. Ka-52 helicopters were deployed to perform long-range missile strikes on enemy equipment since the Ukrainian side couldn't get air defense systems close enough to the frontlines, and portable Stinger missiles have limited range. The Ukrainians reported

shooting down one to two Ka-52 helicopters almost daily, but only one was officially confirmed. The confirmed one was captured on video flying with a damaged tail. The Russian side claimed that the tail was damaged due to the firing of their own missile, but this is unlikely. It is more plausible that it was hit by a Ukrainian surface-to-air missile. Thanks to its two counter-rotating rotors, the helicopter was able to continue flying and make an emergency landing.

The Ka-52 helicopters primarily operated from the Berdiansk base, where satellite imagery captured them. However, for unknown



If there were no war, this shot of the Mi-8 on a field base would be downright idyllic. Notice the machine gun in the helicopter's nose.

reasons, the Ukrainians attacked this airfield only on June 30, several weeks after the satellite imagery was published. Prior to that, they had repeatedly targeted other military facilities in Berdiansk with Storm Shadow missiles. After the airfield attack, Russian helicopters departed from there, and their activity on the frontlines decreased. The reduction in activity is also related to the change in Ukrainian tactics – they deploy less equipment on the front lines and use consequent infantry attacks in groups. This lack of targets makes it impractical for the Ka-52s to risk further losses. At least 39 helicopters of this type have been destroyed during the war in Ukraine.

Since the beginning of the offensive, the Ukrainian advance has been supported by strong artillery and missile attacks. These attacks not only destroy Russian trenches but also target logistical and command centers in the rear, as well as Russian artillery. Last summer, Russian artillery played a significant role in their offensive, but now it's merely a shadow of what it used to be.

Destroyed Dam

However, what significantly altered Ukrainian plans was the destruction of the Kakhovka Dam on the Dnieper River. Its 3.2 km long wall exploded in the central part early



A Russian Ka-52 helicopter with a damaged tail was captured on video on June 19.

in the morning on June 6, just two days after the start of the Ukrainian offensive. The dam held back over 18 cubic kilometers of water, which flooded the city of Kherson and another 40 villages downstream on both sides of the Dnieper. Approximately 60 civilians lost their lives, and the floodwaters took several days to recede.

Although both sides blamed each other for the dam's explosion, it is certain that the Russians had control over it. The massive dam



The destruction of the Kachovska dam caused enormous damage.

could not be threatened from the outside with weapons accessible to Ukraine; it had to be destroyed by an explosion from inside the dam, where only the Russians had access. They blew it up to prevent the Ukrainians from attempting to cross the river. The flooded and waterlogged areas made it impossible for some time.

However, the result is also a huge environmental disaster. A significant amount of chemicals has been released into the river and subsequently into the sea, causing the death of many animals. What is even worse, four irrigation canals that were fed by the dam have dried up. This will negatively affect agricultural production and access to drinking water for hundreds of thousands of people for many years.

The emptying of the Kakhovka Dam also poses a threat to the Zaporizhzhia Nuclear Power Plant. The dam water also served as a reservoir for cooling the nuclear reactors. Furthermore, the Russian forces have laid mines in the Zaporizhzhia Nuclear Power Plant complex and are refusing to allow inspectors from the International Atomic Energy Agency (IAEA) into some areas.

Prigozhin's Coup

After all the events in Ukraine, the Russians turned against each other. On the evening of June 23, an attempted coup by the Wagner Group mercenaries began. Its leader, Yevgeny Prigozhin, called it the "March of Justice," citing alleged shelling of the base of mercenaries in eastern Ukraine by the Russian army, which tried to take control of the group. In reality, Prigozhin had been planning this uprising for a long time and had been amassing vehicles, ammunition, and fuel for it, as western intelligence agencies discovered from satellite images.

Prigozhin's goal was to capture Russian Defense Minister Sergei Shoigu and Chief of the General Staff Valery Gerasimov at the command center in Rostov, near the Ukrainian border, both of whom he had publicly criticized for a long time. However, Shoigu and Gerasimov managed to escape Rostov in time. Prigozhin only caught their deputies at the command center. The Wagner Group occupied Rostov and subsequently started advancing towards Moscow on Saturday, June 24th. They took over Voronezh and got within about 200 km of the capital. Their columns faced little resistance on the ground, as their path was only obstructed by roadblocks that could be easily overcome.

The Russian Air Force attempted to resist. Helicopters, for instance, destroyed a fuel depot in Voronezh, which the Wagner Group had occupied. However, the mercenaries also had air defense systems, which caused another bleak day for the Russian Air Force. Six



Mi-8MTPR-1 shot down by the Wagner Group on June 24 in the Voronezh region.



Ka-52 registered RF-13418 with bort number "yellow 72" from the 15th brigade of the Russian Army Aviation was shot down by the Wagner Group on June 24th near the village of Kominern in the Voronezh region. Lieutenant Colonel Alexey Vorozhtsov and Lieutenant Denis Oleynikov were killed.



Burning IL-22M shortly before crashing into the ground. The tail, the outer wing parts, and both outer engines were torn off during the fall.



The wreckage of the IL-22M carrying the registration RF-75917 near Kantemirovka in the Voronezh region. It was also shot down by the Wagner Group on June 24th.



Funeral of the IL-22M crew in Ivanovo.



Mi-24P carrying the registration RF-92501 and bort number "red 27" crashed on June 22 in Belarus.



A new shot of the wreckage of the Su-34, which was shot down last year in May on the banks of the Oskil River near Izyum.

helicopters and one airplane were destroyed, and according to various sources, 15 to 30 of their crew members lost their lives.

Two shot-down attack helicopters were Mi-35 and Ka-52, and four Mi-8 helicopters included three Mi-8MPTR-1 versions for radio-electronic warfare. The destroyed plane was an IL-22M, a flying command post based on the transport aircraft IL-18. The aircraft belonged to the 610th Combat Training and Conversion Aviation Center located in Ivanovo, northeast of Moscow. The dramatic video captured the aircraft's last moments. The burning plane spiraled violently as it crashed, resulting in its tail, wing parts, and two external engines being torn off. The entire crew of ten people perished. The names of eight of them were released – Lieutenant Colonel Artem Milovanov (43), the deputy chief of the mentioned 610th center, Captain Artem Sharoglavov (31), the aircraft commander, Major Gennady Belyakin (50), the navigator, Captain Viktor Polov (43), the flight engineer, Captain Igor Volochilov (49), the airborne technician, Senior Warrant Officer Sergey Starushok (49), the airborne radio operator, Senior Sergeant Viktor Podrepny

(42), the airborne radio operator, and Senior Sergeant Alexey Skrykov (29), the airborne mechanic. Most of them were buried together in Ivanovo, while Milovanov was buried separately in Tambov.

End of the Coup

The Wagner Group was advancing towards Moscow smoothly until the evening of June 24, when Prigozhin ordered them to halt and retreat. The next day, they also left Rostov, which they had fully controlled. Allegedly, the agreement to stop the action was brokered by Belarusian dictator Lukashenko in exchange for impunity for the Wagner Group and their exile in Belarus. Putin agreed to it, although he had declared in a morning TV speech that severe punishment awaited the rebels.

Paradoxically, it turned out that in Russia, you can drive tanks, occupy government buildings in cities, and shoot down aircraft and helicopters of the Russian Air Force without any consequences officially. However, if you try to protest against the war or even hold up a blank piece of paper without any inscription in public, you may be imprisoned for several



Shots of the Ka-52, which was destroyed last year in September at the Melitopol airbase.





Mi-24 helicopter delivered to Ukraine from the Czech Republic.

years on charges of extremism ... It is likely that Prigozhin hoped that a portion of the army would join him or that he could sway part of the population to his side. He also wanted to capture Shoigu and Gerasimov and use them as hostages. None of this worked out for him, so he decided to retreat.

A side effect of this action is that the Wagner Group is no longer fighting at Bachmut or anywhere else in Ukraine. The Ukrainian army is advancing north and south of Bachmut, trying to encircle the city. After averting the coup, purges also began in the Russian army. Several generals and other officers were dismissed, transferred, or arrested and interrogated.

Further Russian Losses

In addition to the helicopters and aircraft destroyed during Prigozhin's coup, the Russian Air Force suffered more losses. On Thursday, June 22, a Russian Mi-24P helicopter with the registration RF-92501 and bort number "Red 27" crashed near the village of Lesnaya in the Brest Region of Belarus. The helicopter went down on the edge of a forest beside the road,

and all three crew members were injured. On Friday, June 23, in the Luhansk Region, a Mi-8MPTR-1 helicopter was shot down. Out of the four crew members, only one managed to parachute to safety. The other three perished, and one of them was identified as officer Kirill Babayev.

On Thursday, June 29, soldiers of the Ukrainian 10th Mountain Assault Brigade successfully used a portable Igla missile to shoot down a Russian Su-25 attack aircraft. The hit was captured on video. The Ukrainians also claimed to have shot down another Su-25 on Wednesday, June 7, but that one remains unconfirmed.

During the observed period, previously unknown footage of destroyed aircraft from both sides emerged. For example, the wreckage of a helicopter, likely a Ka-52, destroyed on the ground during a Ukrainian rocket attack on the Melitopol base on September 1, 2022, was captured on video. It was filmed by a crew member of another Russian helicopter during takeoff from that base.

Ukrainian Losses

During the observed period, the Ukrainian Air Force suffered two confirmed losses. On Friday, June 2nd, a MiG-29 was shot down near Pokrovsk in the Donetsk Region. It was piloted by Major Vladyslav Saveliev with the call sign "Nomad" from the 114th Tactical Aviation Brigade. He had previously participated in a U.S. training program at Columbus Air Force Base in Mississippi. Unfortunately, he did not survive the destruction of his fighter jet.

In the Kharkiv Region, on Friday, June 9, a Mi-8 helicopter from the 18th Independent Army Aviation Brigade of the Ukrainian Army was lost under unknown circumstances. At least one crew member, Lieutenant Vladyslav Zozulya, did not survive the accident.

Tragically, civilian populations in Ukraine have also suffered losses. An example is the attack on a pizzeria in the city of Kramatorsk in eastern Ukraine, where Russian rockets struck on Tuesday, June 27, killing 13 people. Among the victims were three children, including 14-year-old twin sisters. Writer Viktoriya Amelina, who was injured in the attack, succumbed to her injuries a few days later. Ukrainian forces detained an informant responsible for providing the Russians with coordinates for the attack. The Russians claimed that they targeted a military objective and killed 200 foreign mercenaries and 50 Ukrainian generals and high-ranking officers. However, the casualties reported were highly exaggerated and implausible for the size of a pizzeria.

In June, there were also increasing discussions about the possible training of Ukrainian pilots on F-16 fighter jets. This initiative, which required significant efforts from both sides and considerable funding, came late in the conflict (considering the ongoing offensive without air cover). Some argue that it would be more pertinent to invest in artillery and missile munitions and enhance air defense capabilities. More on this topic will be covered in the next part of the series.



This Mi-14PS carrying the bort number "yellow 34"; from the 10th brigade of the Ukrainian Naval Aviation was shot down last year in May by a Russian Su-35S fighter in the Odessa region. Photos of its wreckage surfaced only recently.

The Magic Hundred

Text: Jan Bobek

Illustration: Marek Ryś



With 158 victories, he became the most successful German fighter pilot fighting against the Western Allies. Marseille had versatile skills in both piloting and gunnery. He did not hesitate to manoeuvre at low speed in enemy formation and to perform deflection shooting. He often scored several kills in one day. 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.

From the end of May 1942 and in the first half of June his unit, I./JG 27, was deployed in support of ground forces during the Battle of Gazala. Its pilots also escorted bombers over Crete and after the fall of Tobruk, the operations concentrated on the fight for the air base of Gambut. June 1942 was an important month in the young fighter pilot's career. He was appointed commander of the 3rd Staffel and as he increased his score, the magic mark of 100 aerial victories approached. He surpassed this milestone on June 17.

Around noon of that day, a four fighters flight (Schwarm) of Messerschmitts Bf 109 under Marseille's command attacked a formation estimated by the Germans to be twenty Curtiss P-40s and ten Hurricanes. This was fighter escort of Bostons, which actually consisted of three Kittyhawks from

No. 250 Sqn RAF and twelve Hurricanes from No. 73 Sqn RAF. Although outnumbered by the enemy, the Germans still confidently threw themselves into the fight. Within minutes Marseille was battling the allied fighters while the other three German pilots covered him. Attacking from above, he hit his first opponent, then shot down another while performing an evasive manoeuvre with RAF fighters behind him. He then spotted the Hurricanes conducting defensive circle around their colleague, who deployed parachute and descended to the ground. Marseille joined the circling formation and shot down two more aircraft. After while he targeted a Hurricane flying at about 100 meters above Gambut airfield and under his fire the British machine crashed in flames into an anti-aircraft defence position. The coveted 100th kill was achieved.

Marseille in this fierce aerial combat reported as shot down two Curtiss P-40s and three Hurricanes. In fact, none of the Curtisses were hit, but four Hurricanes from No. 73 Sq RAF fell victim to Marseille. Sqn Ldr D. H. Ward and P/O G. J. Wooley were killed while Sgt. Goodwin and P/O Stone bailed out, however, both were wounded. Two of their colleagues each claimed one damaged Bf 109.

On their return to base, Marseille and his three colleagues spotted two Spitfires near Sidi Barrani. These were Mk.IV photo reconnaissance Spitfires from 2 PRU. "Jochen" Marseille climbed up to the unsuspecting pair and with accurate fire sent

F/Lt F. Spicer down, killing him in his machine. Upon landing, the exhausted Marseille was immediately withdrawn from combat operations and flown to Berlin. From the hands of Adolf Hitler, he received the Swords to the Knight's Cross with oak leaves. A Nazi propaganda machine awaited him, as well as a visit to the Messerschmitt company in Augsburg. For the first time, he was able to try out the new G version of the Messerschmitt Bf 109. He returned to fighting in Africa at the end of August 1942. A month later he was killed when bailing out from a Bf 109 G-2 after its engine caught fire. In November 1942, I./JG 27 was withdrawn to Germany and, after replenishing losses and resting, was deployed in January 1943 to fight over France. This "African" unit fought in Western Europe until the end of the war.

New Zealander Derek Harland Ward, DFC & Bar, who may have been Marseille's 100th victim, was a veteran of the Battle of France and the Battle of Britain. He became commander of No. 73 Sq RAF in September 1941 and had six victories to his credit. The fateful 17 June was marked as "tragic" in the unit diary. On the same day the unit had to withdraw from Gambut in the face of the advancing Germans. However, it continued fighting in North Africa and in December 1942 recorded its 300th air victory.

Loose formation

Text: Jan Bobek and Jan Zdiarský

Illustration: Piotr Forkasiewicz



The B-17 bomber played a key role in the European and Mediterranean theater of operations, but also figured prominently during the early years of the Pacific War. However, in the Pacific, B-17s flew less than two percent of the total combat sorties of this type. In contrast to Europe, where B-17s served with thirty-three bomber groups, there were only five in the Pacific. Neither the number of available planes per Group within the Pacific units was comparable to the ETO. Particularly early in the conflict, Pacific BGs had only five to twenty planes available per unit. B-17s were involved in combat as early as the attack on Pearl Harbor, albeit more as casualties. At this time, the series of B-17 (B, C, and D) that rarely made it to Europe were in service.

In the early period of B-17 service in the PTO, mostly versions without a tail turret were used. This influenced the development of combat boxes. In the event of an attack by Japanese fighters from the rear, B-17B/C/D pilots would bring the aircraft into an S-style turn, giving their waist gunners the opportunity for more effective defensive fire. That caused necessity of larger space between planes in formation. That spacing was maintained later when B-17 versions E and F, which already had a tail turret, predominated. Unlike in the ETO, where it was attempted to keep the formation as tight as possible, in the Pacific, individual aircraft were given more freedom to maneuver, resulting in formations that appeared relatively disorganized. While

the basis of formations in the Pacific was also the V-shape element of three machines, formations here tended to be much smaller, usually consisting of only 10 to 15 aircraft.

The B-17, despite its obvious advantages, proved to be not quite suitable for the PTO. In the early phases of the conflict, when they targeted marine convoys and other targets at sea, they achieved marginal success. Such targets were much more suitable for dive and torpedo bombers. Later, when land targets became more numerous, B-17 service in the PTO was past its zenith. Beginning in early 1943, they were replaced by faster, longer-range B-24s. And by the time Japan itself began to be bombed, the more modern B-29s bore the brunt of the attacks.

Two missions of B-17 bomber crews, whose route took them around the east coast of New Guinea on August 14, 1942, were characteristic of this battlefield. First, a B-17E crew from the 435th BS, 19th BG, took off from Port Moresby in the early morning hours on a reconnaissance flight to Rabaul and Kavieng. The machine was named "Chief Seattle", the crew was commanded by 1st Lt. Wilson L. Cook and one RAAF member was on board. The bomber was paid by citizens of Seattle through war bond campaign and its nom de guerre honoured the memory of Chief Seattle, who was the leader of the Suquamish and Duwamish tribes.

Unfortunately, the reconnaissance machine encountered nine patrolling Zeros of the Tainan Kōkūtai under the command of

Lt.(jg) Jōji Yamashita. Their mission was to provide cover for two cargo vessels and their escorting warships. Cook's outnumbered machine was shot down during a five-minute air battle with no survivors. One Zero was damaged by defensive fire and, together with its wingman, its pilot returned to Buna, New Guinea.

The remaining seven Zeros continued to cover the convoy, which was partially protected by cloud cover. Six B-17s from the 19th BG searched for the Japanese vessels. The formation was led by the CO of the 30th BS, Maj. Dean C. Hoevet. Just as the Americans were about to drop their bomb load, they were attacked by Yamashita's Zeros. During the five-minute battle, four bombers were damaged, one of them severely. The American gunners managed to shoot down a Zero flown by P03c Masami Arai, who was killed in his machine. The Japanese pilots reported that the bombers dropped eight bombs, but in the bad weather, the crews of the Japanese vessels didn't even notice the bombers' attack. Piotr Forkasiewicz captured the opening part of this encounter in his painting.

Tainan Kōkūtai was deployed to the fighting over Guadalcanal from August 1942. This unit retained the new A6M3 Type 32 Zeros with shorter range on New Guinea. The fighting over the New Guinea at the end of August was disastrous for Tainan Kōkūtai, which is described in the article [Headhunters over Buna](#) in the January 2023 issue of INFO Eduard magazine.

A surplus star

Text: Richard Plos

Illustration: Adam Tooby



The last major offensive of the Vietnam War was launched by the North Vietnamese Army on March 30, 1972, under the name Nguen Hue. In response to this "Easter Offensive," President Nixon suspended the ongoing peace talks and ordered the launch of the airborne Operation Linebacker. Intended to disrupt supplies to enemy troops, it was conducted from May 9 to October 23, 1972, when it was suspended on the promise of further peace talks. But these collapsed again, and so Linebacker II was launched. Beginning on December 18, an intensive twelve-day bombing campaign began, during which more than 20,000 tons of bombs were dropped on military and industrial targets. Fifteen B-52s were shot down in the process, mostly by SAM anti-aircraft missiles. One Stratofortress was claimed by Pham Tuan, future Vietnam's first astronaut, who took off against the enemy on the night of 26–27 December in MiG-21MF No. 5121 from Noi Bai base. The GCI directed him to a B-52 formation, and he was given permission to attack with two missiles and withdraw immediately.

It was the ninth day of Operation Linebacker II and a total of 57 B-52s were sent to the airstrikes that night. These were to bomb railway stations at Lang Dang, Due Noi and Trung Quan, six were to target warehouses at Van Dien and three formations of three aircraft were to attack three different SAM missile sites. Over Due Noi, Black 03 suffered minor damage but returned to Utapao base without incident. Much worse was the situation over Trung Quan, where 12 bombers were targeted by 45 SAM missiles and one of them hit the Cobalt 01 of Capt. Frank D. Lewis.

All crew members suffered injuries, navigator 1/Lt. Ben. L. Fryer being mortally wounded. The machine was engulfed in flames, electrical systems failed. Shortly after the hit, the pilot ordered all crew members to eject. In the process, Maj. Allen L. Johnson, EWO, lost his life. This was the last B-52 shot down with its crew captured.

The event, which occurred during an attack on a SAM site VN-243, had a happier ending despite its drama.

The Ash 02 of Capt. John D. Mize was one of a trio bombing that target and one of the 15 SAM missiles fired at them hit his left wing while he was executing a steep turn away from the target after dropping the bombs. Shrapnel injured the pilot's left leg and arm. The badly damaged B-52 lost all its left engines, one of which was on fire. The bomber fell several thousand feet before Mize was able to get it levelled off. It was almost superhuman effort, as the big bomber had lost most of its boosters, not to mention the asymmetrical thrust of the engines. Moreover, Mize was wounded, as was the navigator, 1/Lt William L. Robinson, who anyway was able to give his pilot a heading to leave the target area without navigational equipment. "It was not a question of making it back to the base, but one of how far we could get before we had to abandon the aircraft", Mize later said, flying the crippled bomber only by his skills and instincts as all he had left of his flight instruments were the airspeed indicator and altimeter.

A rescue ship HC-130 joined Ash 02 on the border with Laos and, sitting on its right wing,

gave it cross-check and directed Mize and his men to a safe area. But the badly wounded B-52 was literally disintegrating in mid-air. Mize was about to give the order to eject, but the navigator cautioned him that they were over mountains, and if they could stay airborne for some thirty miles, they would have flat rice-paddy fields under them. With the last of his strength Capt. Mize kept his aircraft in the air, but after a while he had to give up and order the crew to eject. Lt. Robinson suffered an ejection system malfunction and informed his Captain he would attempt to jump out through the hole made by ejection of radar navigator. Mize gave him three minutes, knowing that once the navigator left his seat, he would lose contact with him. Almost exactly after that time elapsed, all electrical systems failed, and Mize had no choice but to eject himself as well. But, to his relief, the whole crew landed safely on parachutes and was rescued. Capt. Mize was awarded the Air Force Cross for his heroic performance. He was later promoted to rank of Major and stayed in service until August 1, 1984. He passed away on June 15, 2012. Other crew members were awarded the DFC and the Purple Heart.

And what about Pham Tuan? It is highly unlikely that his missile could have caused such extensive damage to a B-52, nor does the testimony of the crew itself add up. The Vietnamese fighter fired his missiles, but they probably didn't hit anything. His MiG-21MF is now on display in a museum with eight kill stars under the cockpit, but at least one of them is surplus ...

HLAVNÍ HOSTÉ • Josef Choren



Radek Piuch



7. října
2023



model FEST

ŠUMPERK

**MODELÁŘSKÁ
SOUTĚŽ A VÝSTAVA**
PLASTIKOVÝCH
A PAPIŘOVÝCH
MODELŮ

**Výstava
pro veřejnost**
8.00–16.00 hod

**Workshop s Josefem
„Patina letadla“**
11.00–12.30 hod

**Workshop s Radkem
„Kompozice diorámy“**
14.00–15.30 hod

www.modelklub-sumperk.cz
www.eastmodels.sk

Šumperk



METESS

ENTES COMPANY S.R.O.
správa nemovitostí

MUDr. Jan Hoždora s.r.o.
privátní gynekologická ambulance

ELITES

FIALA
Kancelář s.r.o.

MAPO
group

eduard



SIRA
HOBBY

East models sk



rado

MRP

MODELAR

BACK TO BASICS



car-model-kit

kudyznudy.cz
CzechCoutism

ASK
DISTRIBUTION

**MODEL
SCENE**

**White Stork
Miniatures**



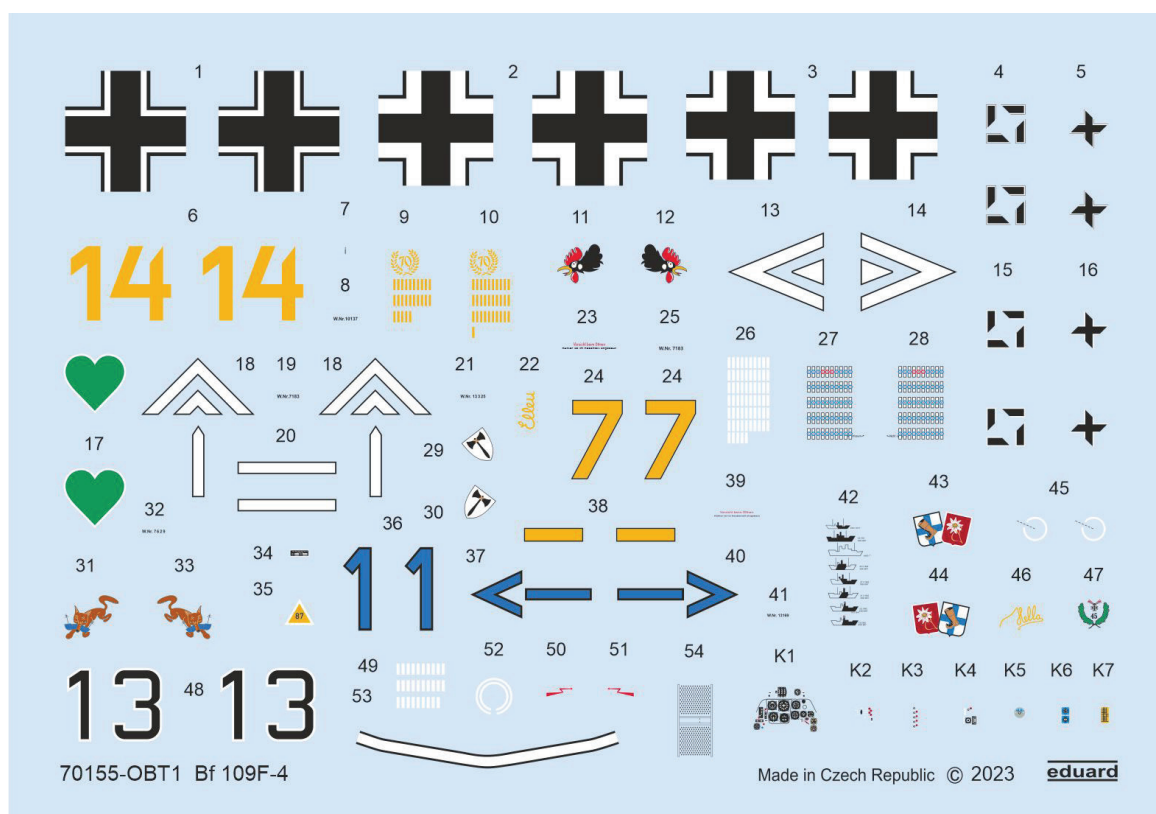
Bf 109F-4

1/72

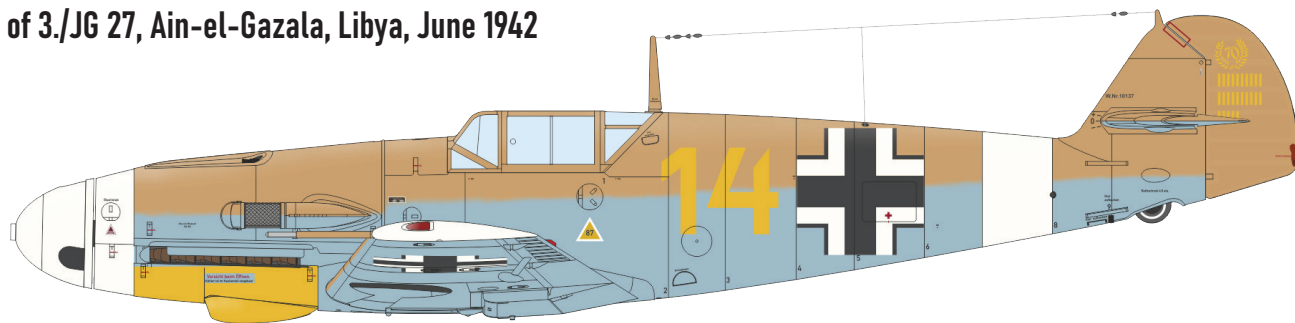
#70155

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

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

[Product page](#)


■ **Bf 109F-4/Trop, WNr. 10137, Oblt. Hans-Joachim Marseille,**
CO of 3./JG 27, Ain-el-Gazala, Libya, June 1942

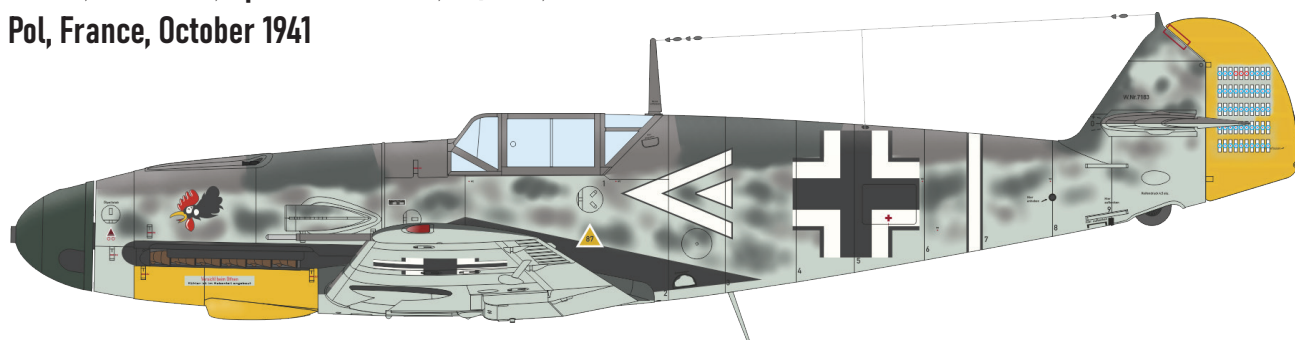


Hans-Joachim "Jochen" Marseille became the most successful German fighter pilot fighting against the Western Allies. He was awarded the Knight's Cross with Oak Leaves, Swords and Diamonds. As an excellent pilot, and master of gunfire and dogfighting, he also showed a respect and grace to his opponents as he tried to save downed enemy airmen in the desert by dropping news of their fate on the other side of

the front. 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. 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 spinner 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, WNr. 7183, Hptm. Hans Hahn, III./JG 2,**
St. Pol, France, October 1941

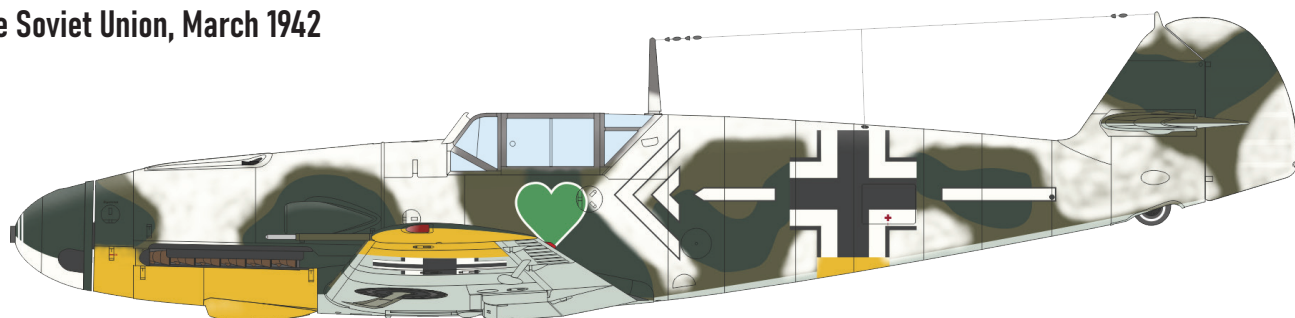


Hans "Assi" Hahn, a fighter ace and recipient of the Knight's Cross with Oak Leaves was in command of 4./JG 2 from December 1939. From October 1940 he overtook the lead of III./JG 2. Fifty kill marks on the rudder of his aircraft represented his combat success on the Western Front. Hahn added the fiftieth kill to his tally on October 13, 1941, when

he shot down a Spitfire near Boulogne-sur-Mer. Altogether he destroyed 66 enemy aircraft in the West. In late 1942 "Assi" Hahn moved to the East and commanded II./JG 54 from November 1, 1942. On February 21, 1943, he was downed, captured and spent seven years in captivity, returning back to Germany in 1950. He wrote a book about his

life in prison "Ich spreche die Wahrheit" (I Speak the Truth). Hahn's total score stands at 108 kills. The rooster head painted on the fuselage was the crest of III./JG 2, based on Hahn's family name ("der Hahn" means "the rooster" in English).

■ **Bf 109F-4, Maj. Hannes Trautloft, CO of JG 54, Relbitsy,**
the Soviet Union, March 1942

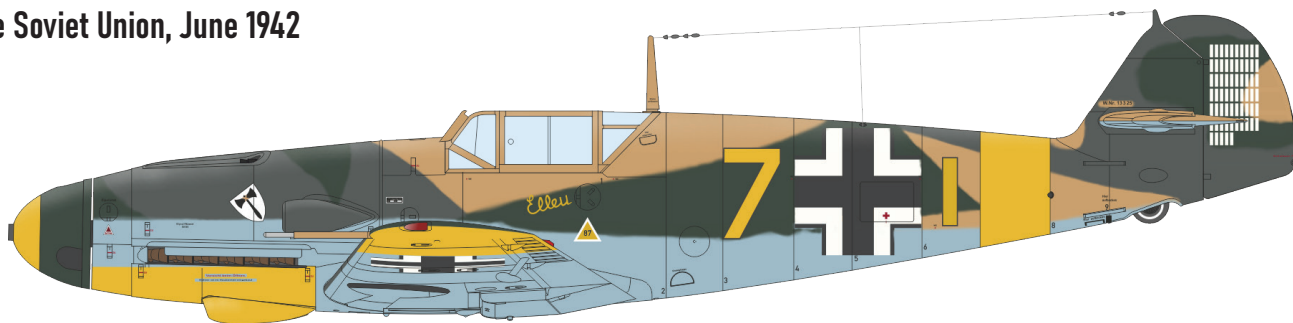


Hannes Trautloft entered combat in the Spanish Civil War. He flew the Bf 109 and participated in the development of tactics for this fighter aircraft. He fought in the Polish campaign as well as in France and managed to achieve at least one

victory in every campaign. On August 25, 1940, he assumed command of JG 54. He led this fighter unit through Operation Barbarossa, the attack on the Soviet Union, and in subsequent combat till July 5, 1943. Trautloft was credited with 58

victories and he was awarded the Knight's Cross on July 27, 1941. His personal aircraft wore a non-standard camouflage scheme. It is not clear which colors were used by JG 54 during its deployment to the Soviet Union.

■ Bf 109F-4/Z, WNr. 13325, Oblt. Viktor Bauer, 9./JG 3, Shchigry, the Soviet Union, June 1942

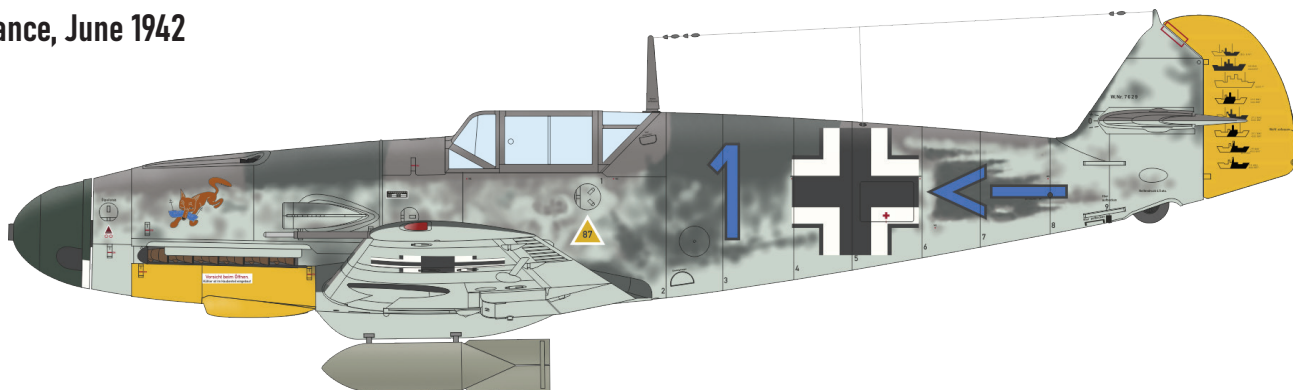


This aircraft was flown by Viktor Bauer, the holder of the Knight's Cross with Oak Leaves and an ace with 106 kills. He achieved most of them in combat with Soviet pilots. Bauer flew this particular aircraft in the summer of 1942, when German Group of Armies A advanced on Stalingrad. The unit received Messerschmitts originally intended for service in North Africa, thus camouflaged in

RLM 78/79 colors. The segments of RLM 74/70 (some sources state RLM 75/71) were added to the desert camouflage scheme to make the camouflage more effective in the Eastern Front environment. The yellow wingtips, fuselage band and lower cowling were typical for airplanes flown in the East Front. The name Ellen referred to Bauer's wife, the III./JG 3 emblem was painted

on the nose of the aircraft. Bauer achieved his 106th and last kill on August 9, 1942, northwest of Stalingrad. The very next day he was hit by enemy fire, wounded, and had to belly-land his crippled plane. After rescue, Bauer served in various posts of *Ergänzungs* (replacement) units.

■ Bf 109F-4/B, Oblt. Frank Liesendahl, 10.(Jabo)/JG 2, France, June 1942

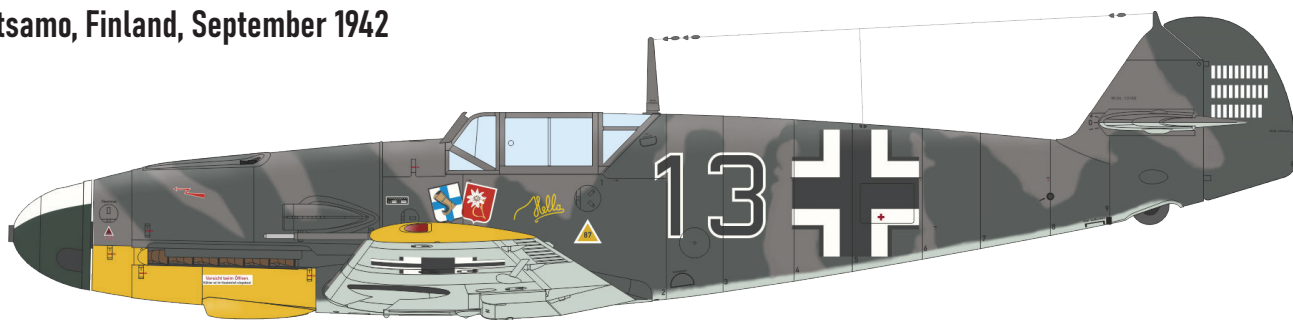


During late 1941, the Luftwaffe considered renewing bombing of Great Britain and coastal shipping. Each fighter unit fighting against the Great Britain was ordered to single out one Staffel for this purpose. The 10. (Jabo) Staffel played this role within JG 2. Under command of

Oblt. Frank Liesendahl pilots sank 20 vessels (total tonnage 630,000 BRT) over a four-month period. Liesendahl was killed when attacking cargo vessels near Brixham on July 17, 1942. Posthumously he was promoted to Hauptmann rank and was awarded the Knight's Cross as well.

Liesendahl's personal mount wore a standard day fighter camouflage consisting of RLM 74/75/76. The ship-munching fox was a 10. (Jabo) Staffel badge. Note the symbols of vessels damaged or sunk by Liesendahl on the rudder.

■ Bf 109F-4, WNr. 13169, Fw. Heinrich Bartels, 8./JG 5, Petsamo, Finland, September 1942



The Austrian Heinrich Bartels, a German ace with 99 kills achieved during some 500 combat sorties and holder of the Knight's Cross served on all fronts the Luftwaffe units were engaged. Half of his kills were gained in the north while with JG 5 against Soviet pilots. He met his fate on December 23, 1944, against P-47s of the USAAF's

56th FG in the Battle for the Ardennes. The wreck of his aircraft was discovered in 1968 near the town of Bad Godesberg in Germany. He flew this aircraft in the second half of 1942 during fighting in northern Finland. The aircraft was camouflaged in RLM 75/71/76 in a non-standard style dictated by operational conditions. In September 1942, the

rudder displayed 29 kill marks, corresponding to his score. After Bartels was awarded the Knight's Cross and after reaching 45th victory, his crew chief painted the award on the rudder of the airplane.

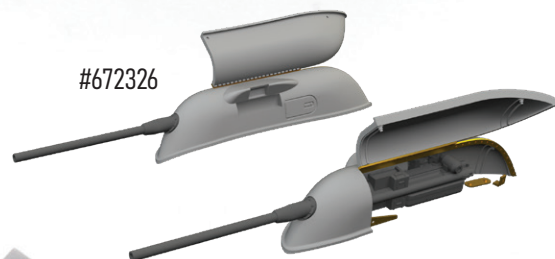
Recommended: for Bf 109F-4 1/72

672313	Bf 109F propeller early PRINT (Brassin)
672314	Bf 109F propeller late PRINT (Brassin)
672315	Bf 109F gun barrels PRINT (Brassin)
672316	Bf 109F wheels PRINT (Brassin)
672317	Bf 109F undercarriage legs BRONZE (Brassin)
672318	Bf 109F radio compartment PRINT (Brassin)
672321	Bf 109F/G external fuel tanks (Brassin)
672322	Bf 109F wheel bays rounded PRINT (Brassin)
672323	Bf 109F/G wheels bays angular PRINT (Brassin)
672324	Bf 109 SC250 bomb (Brassin)
672325	Bf 109F/G exhaust stacks PRINT (Brassin)
672326	Bf 109F/G/K gun pods PRINT (Brassin)
672329	Bf 109 balance weights PRINT (Brassin)
3DL72018	Bf 109F SPACE (3D Decal Set)

#672329



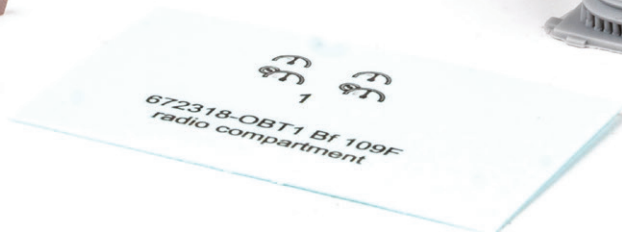
#672326



#672318



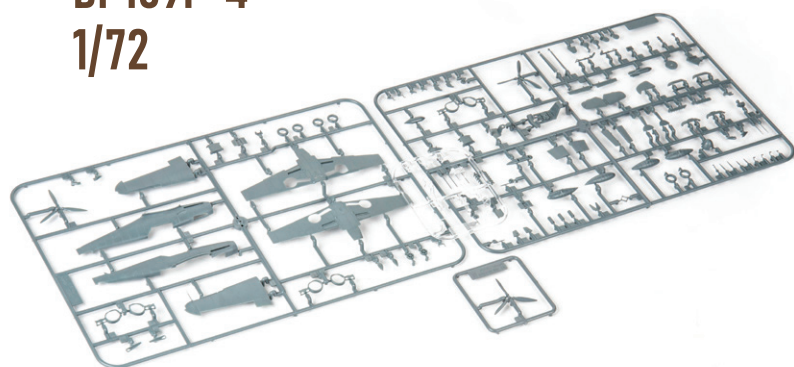
#672317



OVERTREES

#70155X
Bf 109F-4
1/72

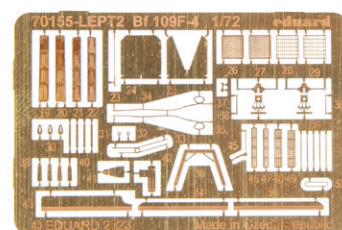
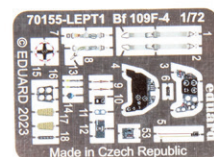
Product page



OVERLEPT

#70155-LEPT
Bf 109F-4 PE-Set
1/72

Product page



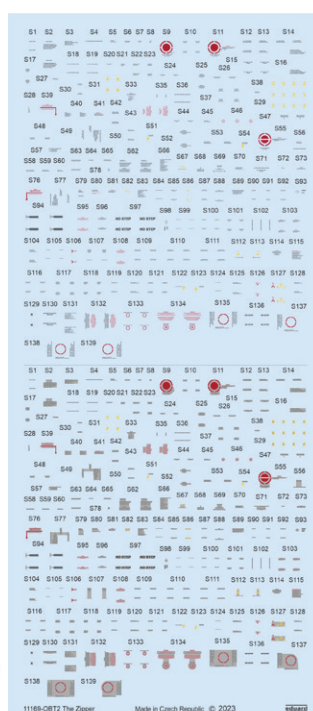
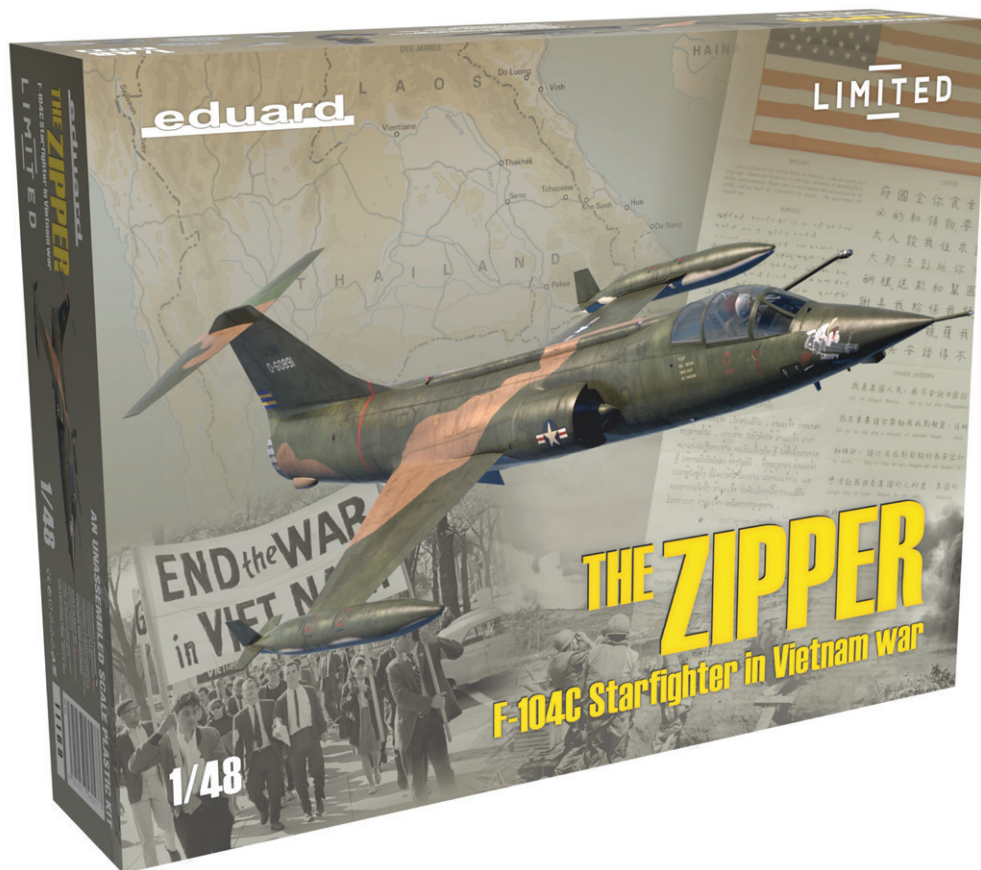
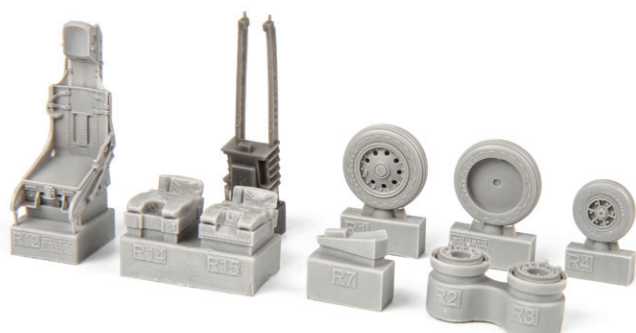
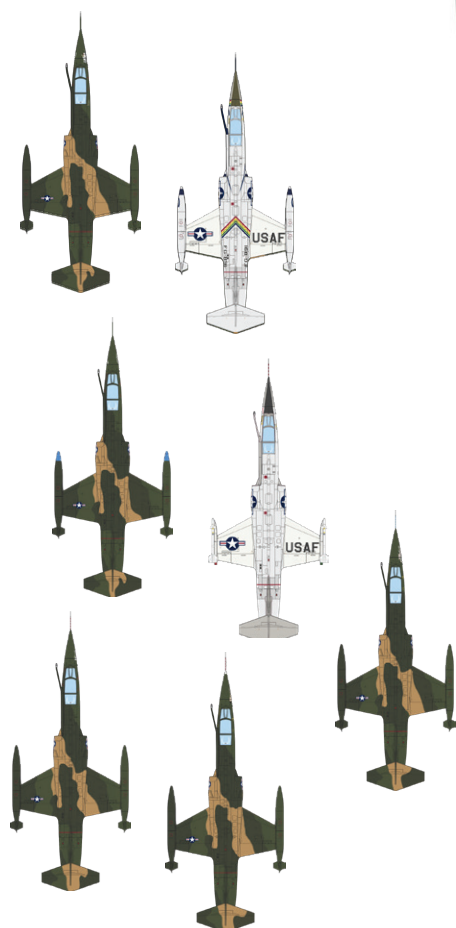
THE ZIPPER

1/48

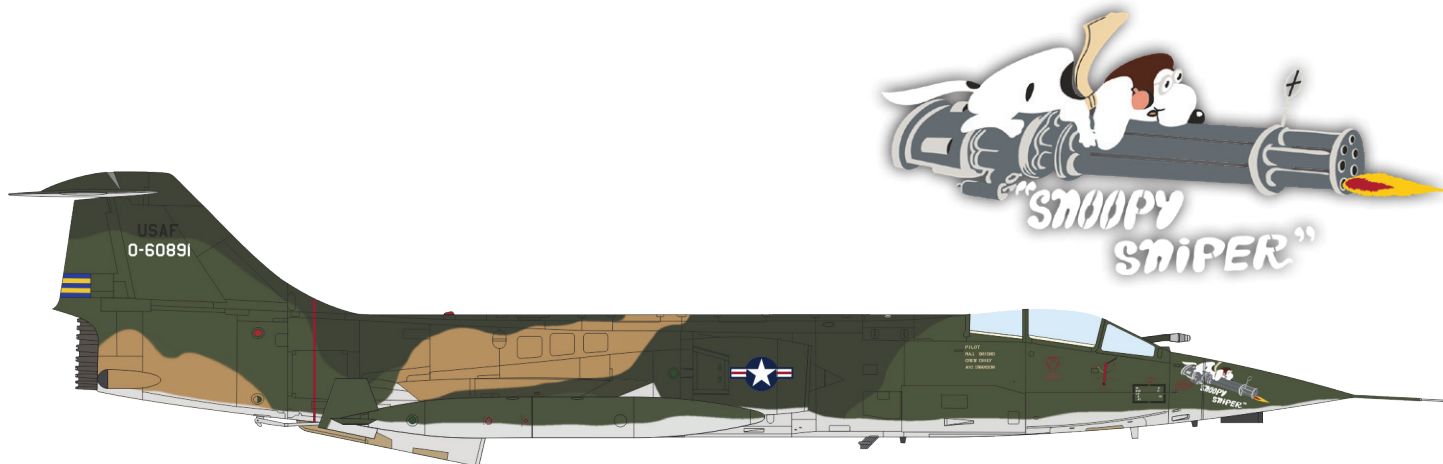
#11169

The Limited edition of the kit of the US jet fighter plane F-104C Starfighter in 1/48 scale. The selection of aircraft is focused on the units taking part in the Vietnam War.

- plastic parts: Kinetic
- marking options: 7
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, sensor, wheels and seat

[Product page](#)


■ F-104C-5-LO, 56-0891, Maj. Charles H. Drisko, 435th TFS, 479th TFW, Udorn RTAFB, Thailand, 1967

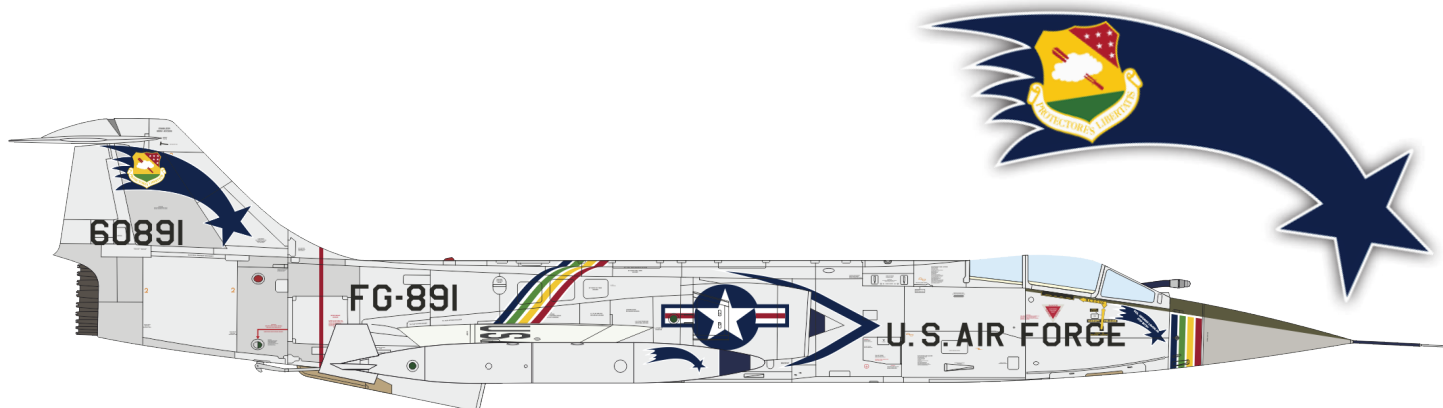


F-104 serial number 56-0891 arrived in Udorn, Thailand, in January 1967. In the following months it was a personal mount of Major Herb Drisko, who had the ground personnel paint on the port side a cartoon of Snoopy wearing brown leather jacket and yellow scarf flying on the 20mm Vulcan Gatling Gun with its barrels blasting. Under Snoopy there was an inscription "SNOOPY SNIPER". The

airplane's starboard was decorated with Herb's wife name Nancy J. After the operations were over, in June 1967 F-104 was flown over to the USA, to Muniz AFB in Puerto Rico. Charles Herbert Drisko, called Herb by his friends, was borne on October 26, 1928, in Bartlesville, OK and after he graduated from the high school, during the period after the war, he worked in the oil fields in

Wyoming. In July 1951 he joined the Air Force and after completing the training and receiving his officer's commission he served in the Korean War as a radar operator on F-89 out of Okinawa. After that he completed his pilot training and during the Vietnam war flew F-104. He left the Air Force in 1971 with the rank of Lieutenant Colonel. Herb Drisko passed away on October 26, 2000.

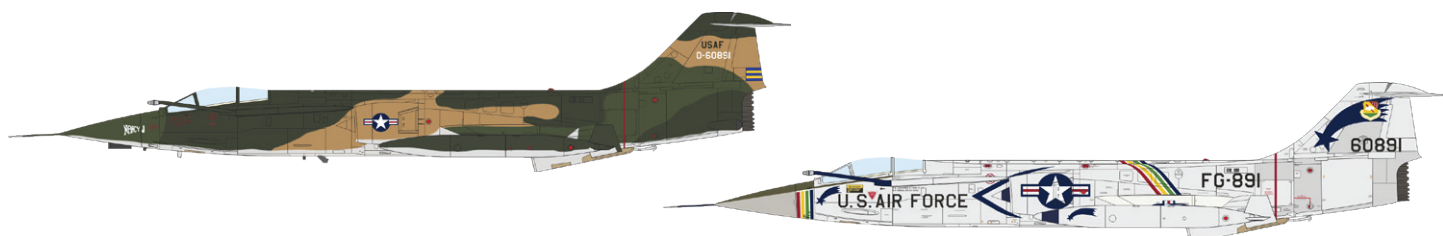
■ F-104C-5-LO, 56-0891, Col. George Laven Jr., 479th TFW, George AFB, California, United States, 1959



"SNOOPY SNIPER" history was very colorful. The aircraft serial number 56-0891 was received on October 15, 1958 as the first C-version airframe at Nellis AFB in Las Vegas, Nevada. The aircraft was christened Really George as its home base was supposed to be 479th TFW at George AFB, California. The aircraft was assigned to the commander, Col. George Laven Jr., who was a WWII ace credited with five kills. Same as his previous personal aircraft. Laven's new F-104 sported rather gaudy coloration which gradually developed to the point that the superior officers

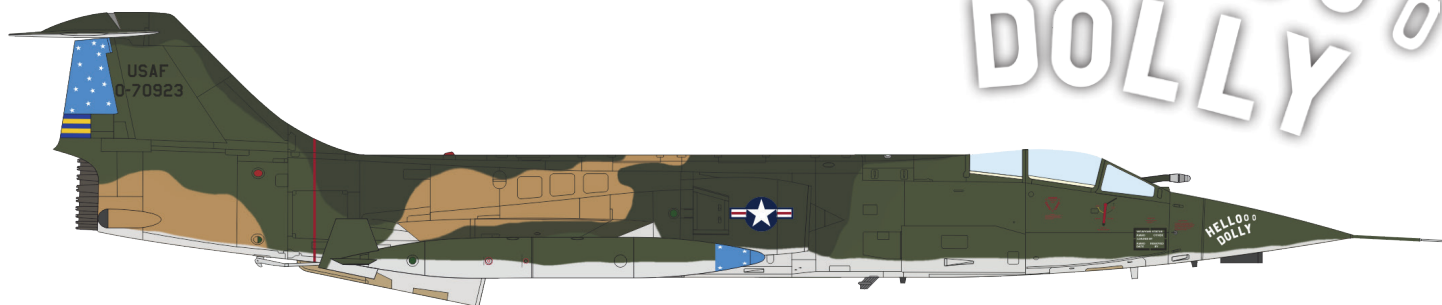
ordered its removal as it was deemed too wild. It was followed by the more moderate blue coat with four stripes representing colors of all four 479th TFW squadrons. George Laven Jr. was a self-confident Texan known for his daring style of flying. He joined the USAAF in the end of December 1940 and completed his pilot training in August 1941. He gained his fame during his service with 343rd FG flying P-38s and 54th FG in Alaska where he guided P-39s. During this period he scored four aerial victories and he destroyed almost two dozens of locomotives in

Europe. In March 1945 he was assigned to the 49th FG Headquarters but regardless he flew combat as much as possible and on April 26, 1945 he shot down H8K2 as his fifth kill. After the war he continued in the service. At George AFB he commanded several groups and wings. In the end of 1950s he was in the command of the 479th TFW. He retired as a veteran of three wars and in 1969 he became a McDonnell Douglas consultant in Israel. He continued flying F-4 Phantom II and F-15 Eagle.



■ F-104C-10-LO, 57-0923, Lt. Col. Robert A. Preciado, 435th TFS,
479th TFW, Udorn RTAFB, Thailand, July 1967

HELLOO DOLLY

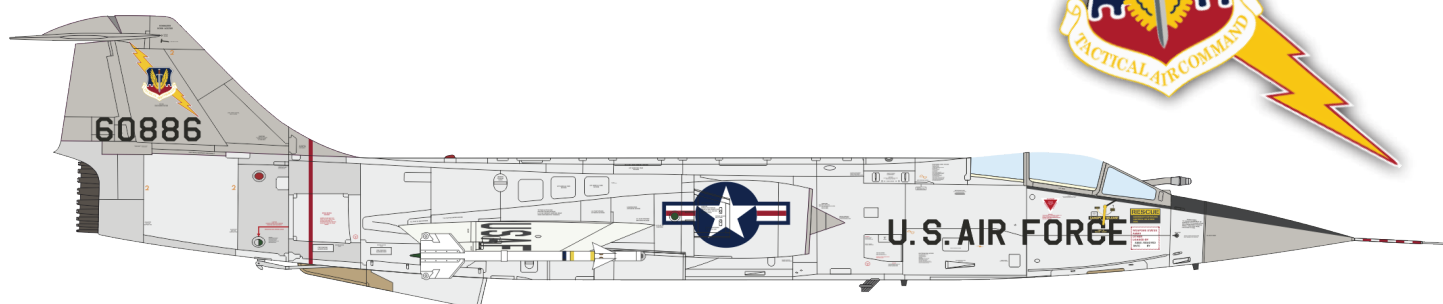


F-104 serial number 57-0923 arrived in Udorn on September 19, 1966. It was assigned to the flight commander Lt. Col. Robert Preciado who let both sides of his aircraft nose painted with the nickname of his wife Dolly Hellooo Dolly,

long Hellooo coming from the famous musical Hello Dolly starring Barbra Streisand. After the operations in Udorn were completed, the aircraft was flown back to the USA where, in July 1967, it arrived in Muniz AFB in Puerto Rico. Starting

in August 1968 it was assigned to the 198th TFS. Robert Preciado was a veteran of three wars. During WWII he flew in the Pacific with the Air Transport Command and continued his aviation career in Korea and Vietnam.

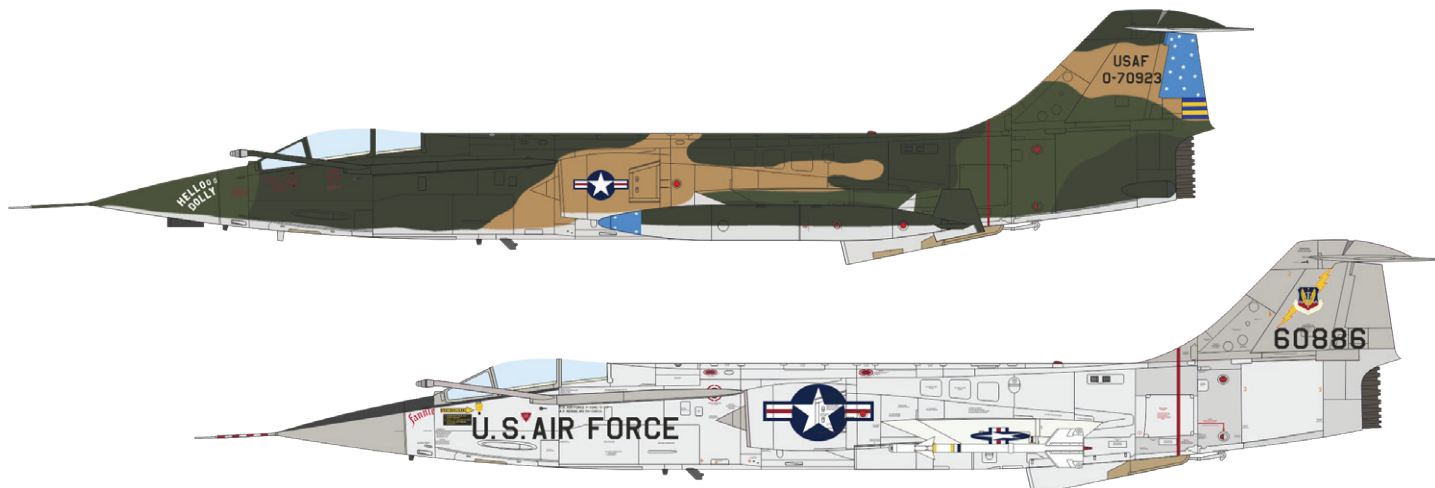
■ F-104C-5-LO, 56-0886, 476th TFS, 479th TFW, Da Nang AB,
South Vietnam, April 1965



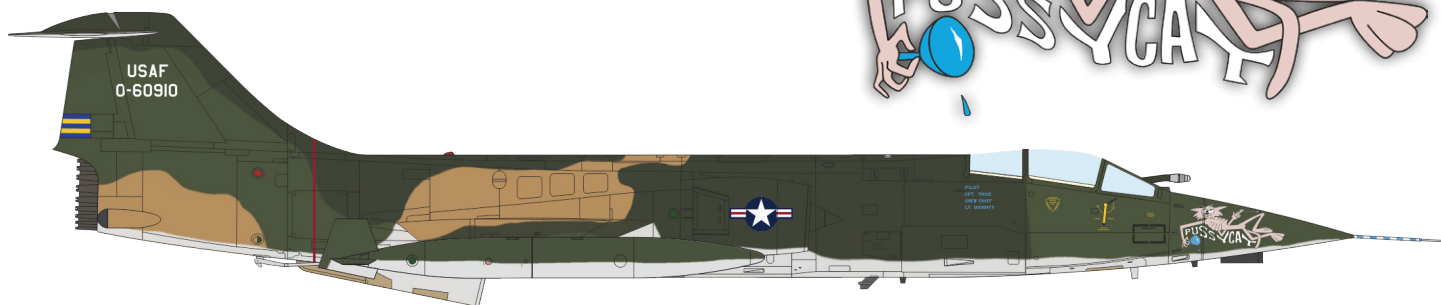
In 1965 Starfighter serial number 56-0886 flew out of Da Nang airbase in the South Vietnam. Its nose was decorated with the red inscription Fannie and it was one of few 479th TFW planes that had their nicknames painted on the fuselage. In April 1965, the 479th TFW dispatched 28 F-104C

to Da Nang airbase. They flew the combat patrols over the bay of Tonkin to protect EC-121 Warning Star nicknamed College Eye or Disco. The effect of the F-104 deployment on the North Vietnamese and Chinese MiG operations was immediate. The Vietnam Peoples Republic's pilots learned very

soon to avoid any contact with EC-121 airplanes which were escorted by F-104. During the whole 479th TFW deployment in 1965 only two brief encounters between F-104C and MiGs took place.



■ F-104C-5-LO, 56-0910, Capt. James B. Trice, 435th TFS,
479th TFW, Udorn RTAFB, Thailand, 1967

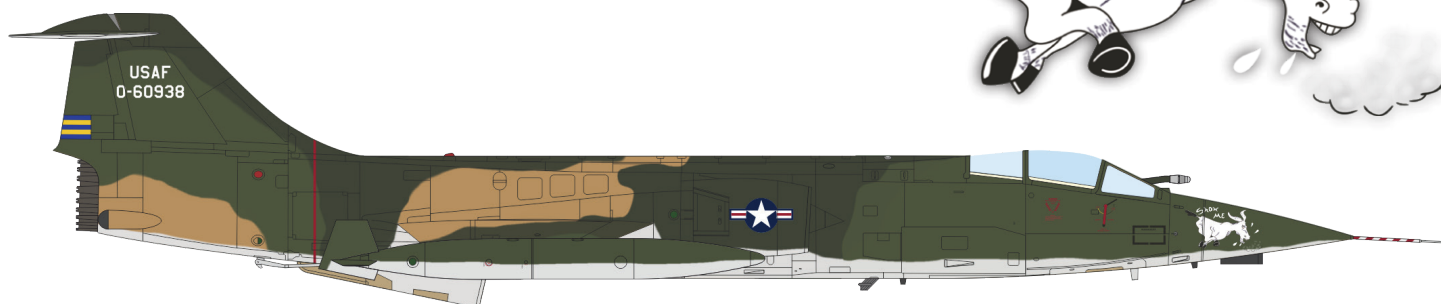


One of the first F-104 delivered to the Udorn AFB on June 6, 1966 was Starfighter serial number 56-0910. It was assigned as a personal mount to Capt. James Trice who had his Starfighter nose

decorated with a nose art with the inscription PUSSYCAT. Initially the noseart consisted of the cat caricature only, the text was applied later. After the operations in Udorn ceased, in July 1967

the aircraft was flown back to the USA to the Muniz AFB in Puerto Rico and starting in August 1967 it was assigned to the 198th TFS.

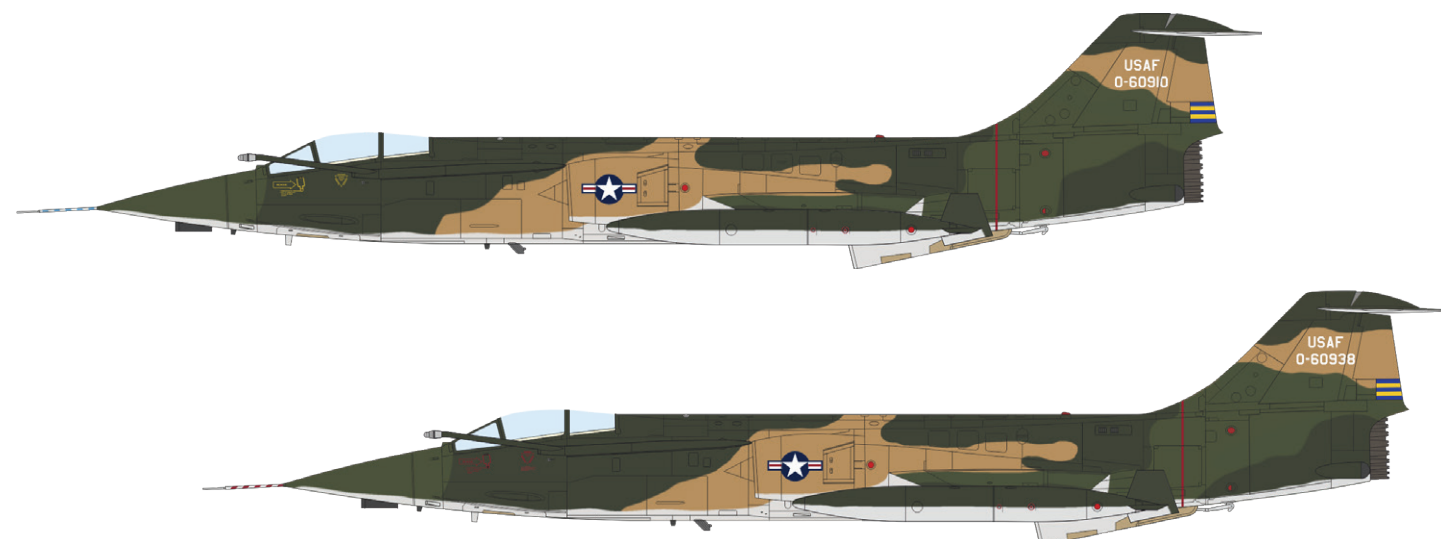
■ F-104C-5-LO, 56-0938, Maj. Bobby D. Betsworth, 435th TFS,
479th TFW, Udorn RTAFB, Thailand, June-August 1967



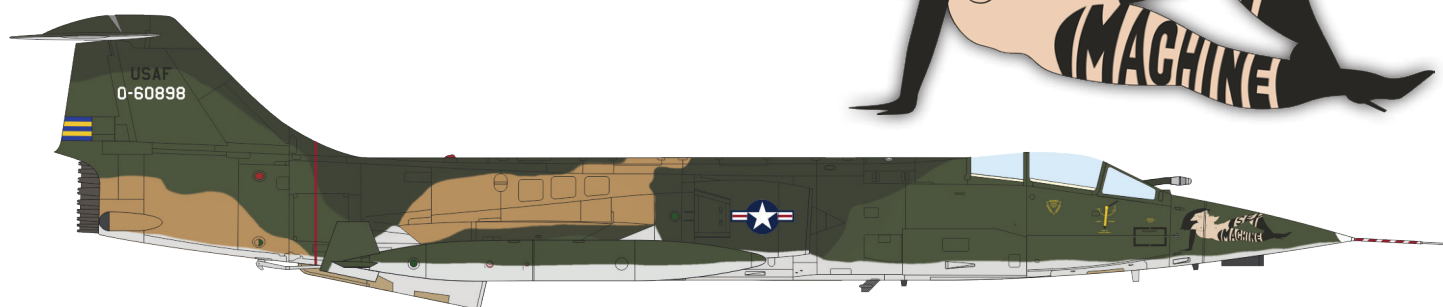
This Starfighter was one of the first eight aircraft of this type delivered to the Udorn AFB on June 6, 1966. It was typically flown by Maj. Bobby

Bedsworth who hailed from Missouri nicknamed Show Me State. For that reason the nose of his aircraft was decorated with a mule and this

inscription. After the operations in Udorn ceased, on August 20, 1967 the airplane was flown back to the USA to the Muniz AFB in Puerto Rico.



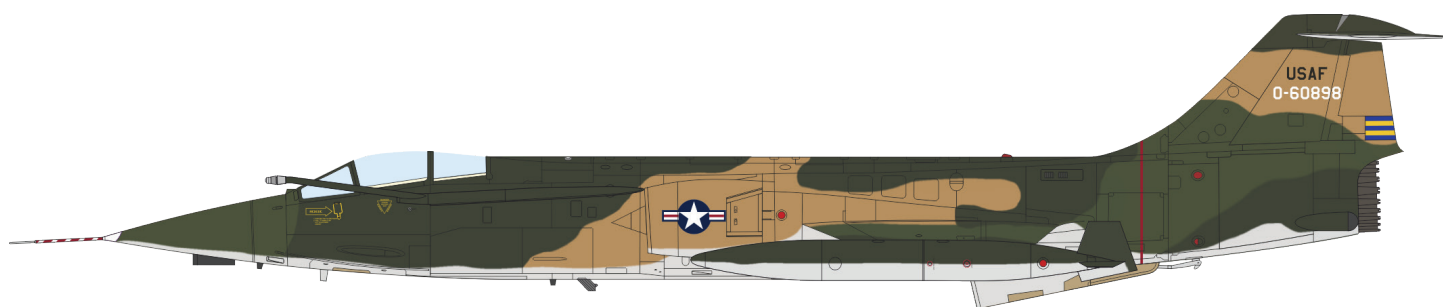
■ **F-104C-5-LO, 56-0898, Maj. Hugh B. Spencer, 435th TFS,
479th TFW, Udorn RTAFB, Thailand, 1967**



This Starfighter took part in the very first mission in Vietnam in 1965. After the overhaul it was one of twelve aircraft which on July 22, 1966 landed at Udorn. During the following combat missions it was mostly flown by Maj. Hugh Spencer. In March

1967 the pin up girl named SEX MACHINE was painted on the aircraft's nose. After the operations in Udorn were completed, in July 1967 the aircraft was flown back to the USA to the Muniz AFB in Puerto Rico and in August 1967 it was assigned

to the 198th TFW. Currently the aircraft is on display in the Kalamazoo Air Zoo Aviation History Museum in its original markings carried while flying at 434th TFS, the large fuselage number FG-898 and red markings.

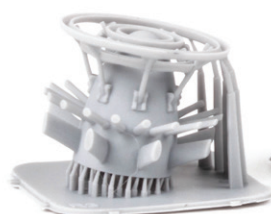


Recommended: for F-104C 1/48

FE1270	F-104A/C seatbelts STEEL (PE-Set)
644158	F-104C LööK (Brassin)
644168	F-104C LööKplus (Brassin)
648028	AIM-9B Sidewinder (Brassin)
648188	M 117 bomb early (Brassin)
648231	LAU-3/A (Brassin)
648389	BLU-27 (Brassin)
648891	F-104A/C airbrakes PRINT (Brassin)
648892	F-104A/C exhaust nozzle PRINT (Brassin)
3DL48064	F-104C SPACE (3D Decal Set)
EX851	F-104A/C TFace (Mask)



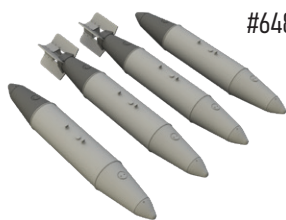
#648231



#648892



#648891



#648389



#648168



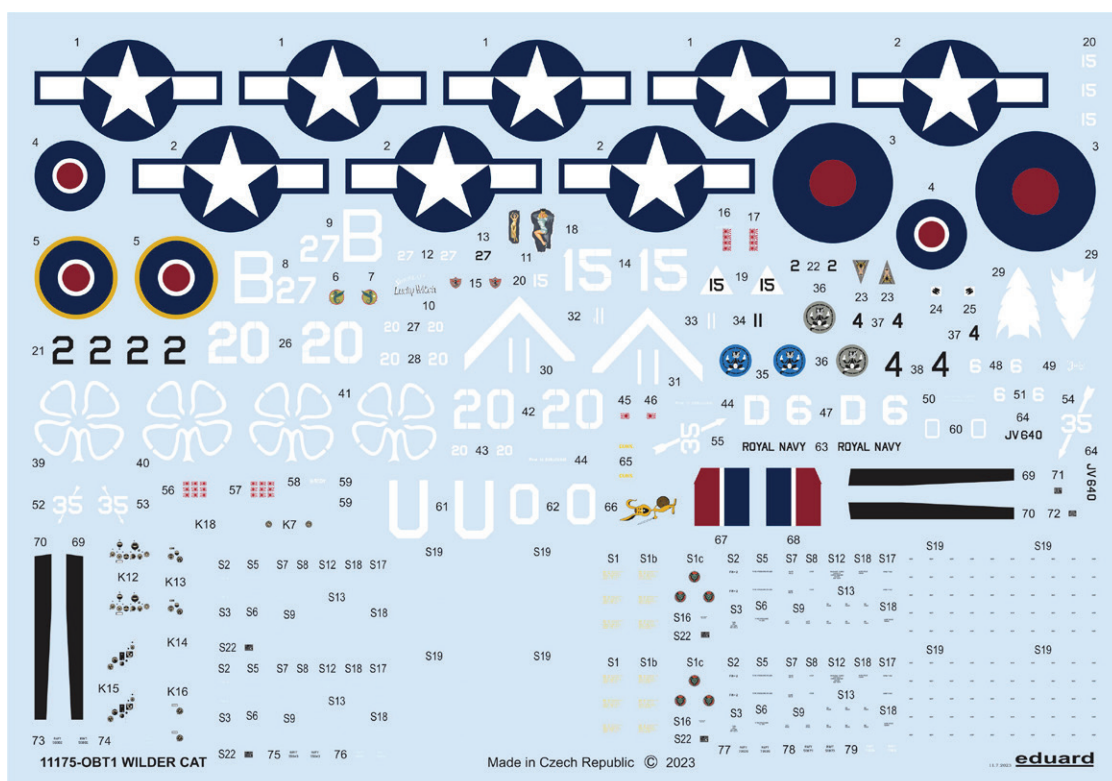
WILDER CAT

1/48

#11175

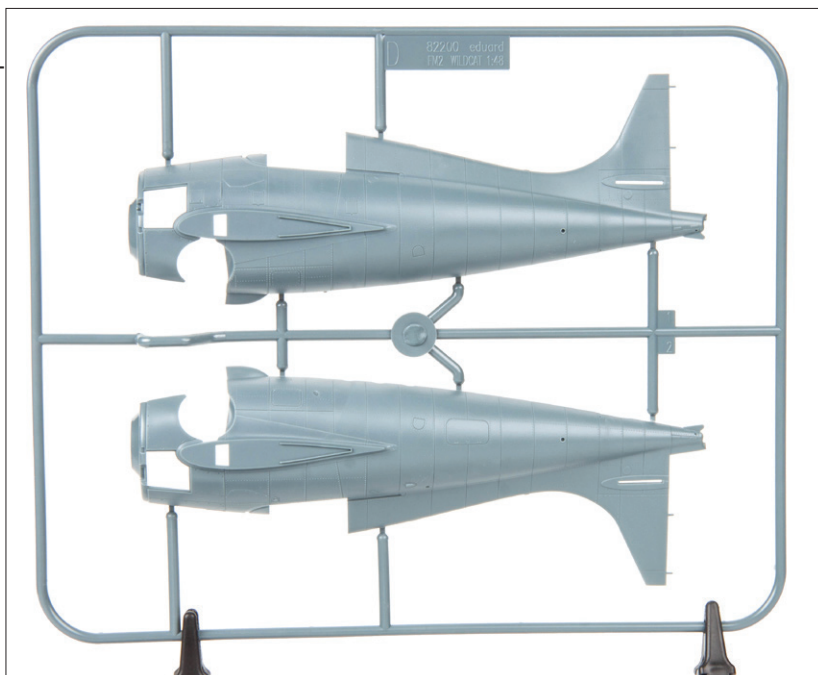
The Limited edition of the kit of the US WWII aircraft carrier-based fighter FM-2 Wildcat in 1/48 scale. This version of the Wildcat was built by the Eastern Aircraft Division of General Motors and was easily recognizable thanks to taller fin. It was also the most potent of all Wildcats thanks to the more powerful engine.

- plastic parts: Eduard
- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

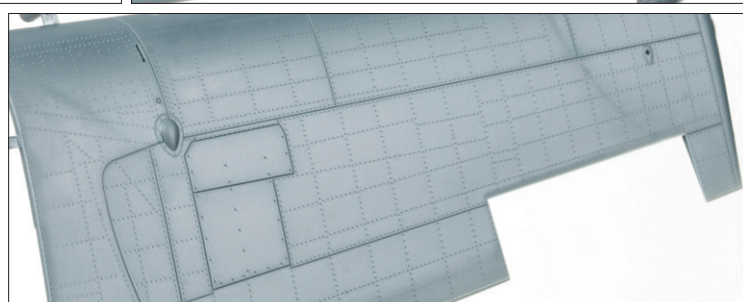
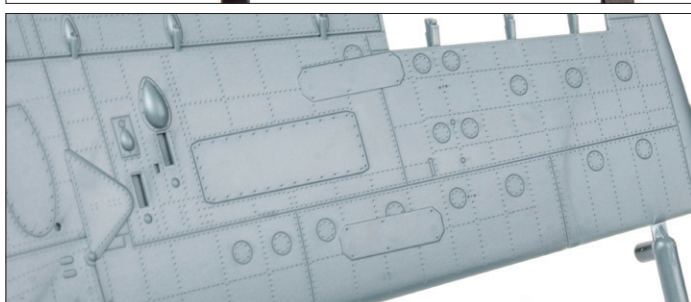
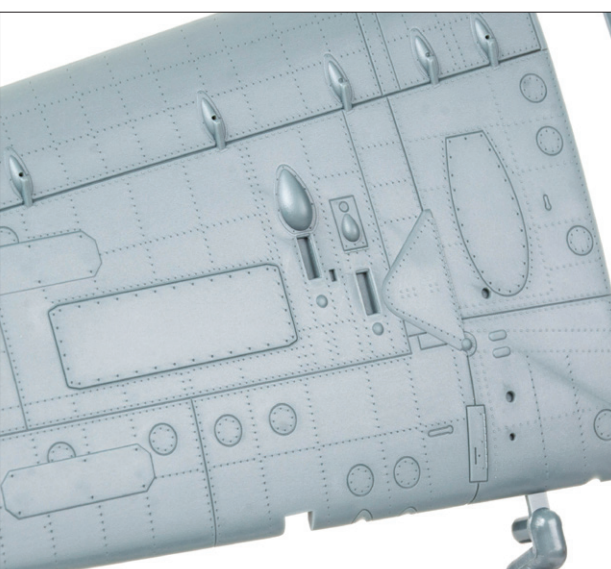
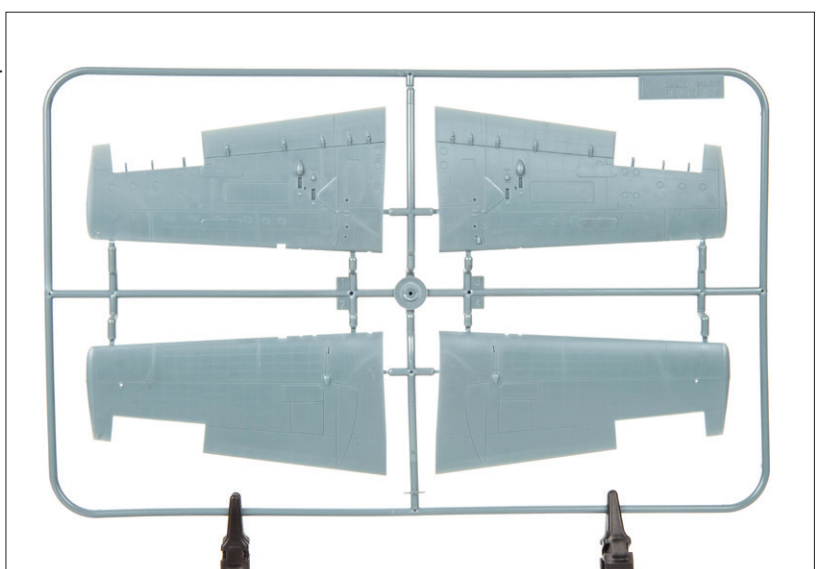
[Product page](#)


FM-2 - new sprues in detail

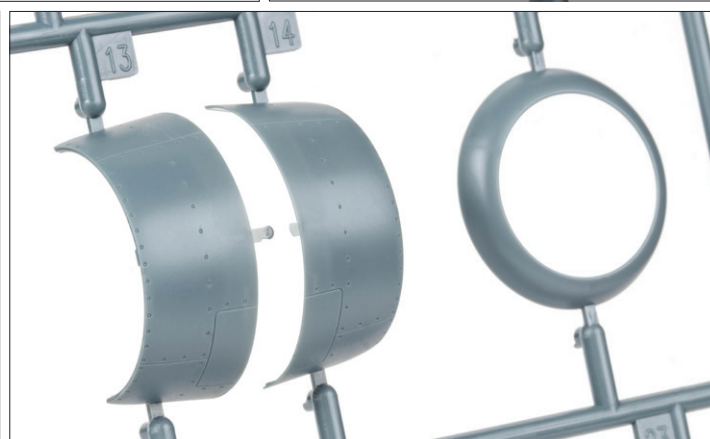
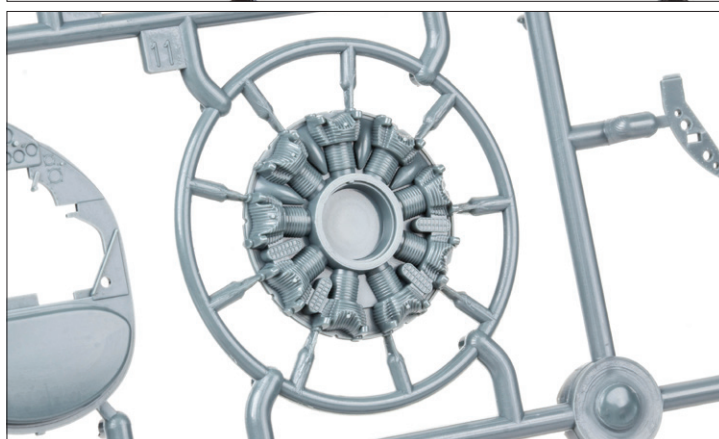
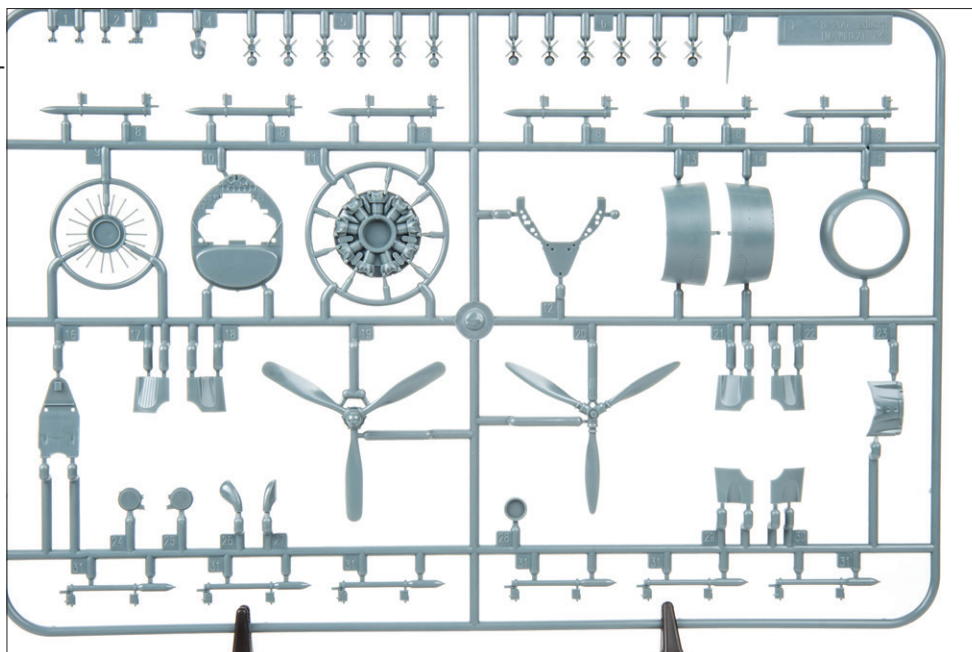
Sprue D



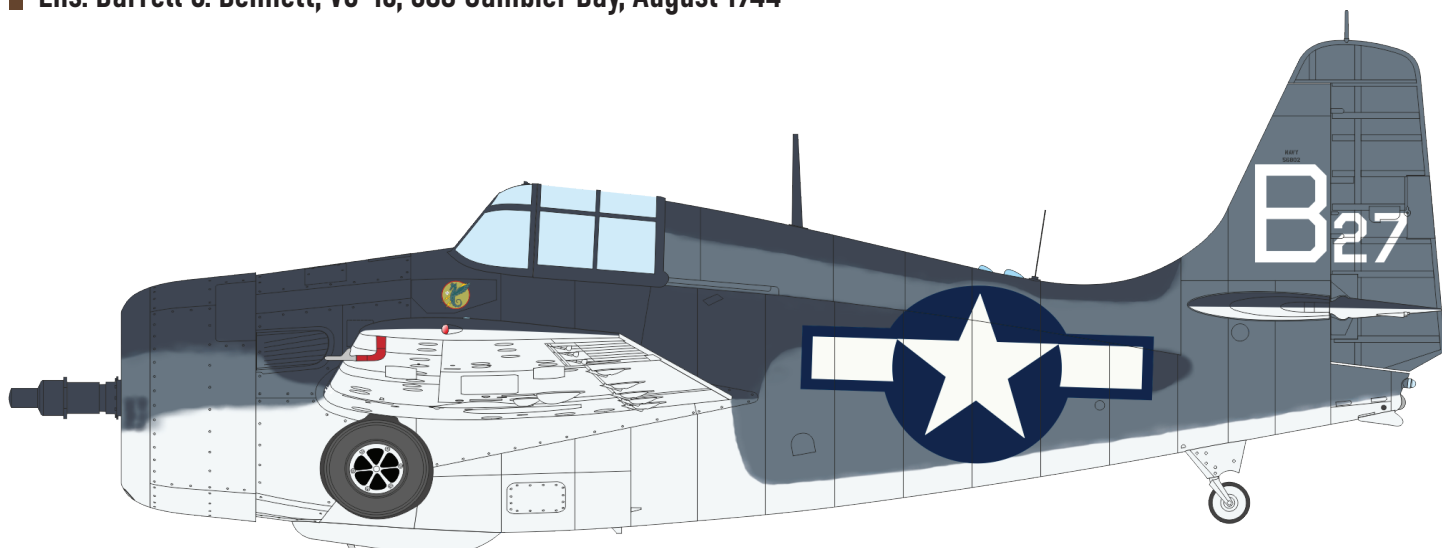
Sprue K



Sprue P



■ Ens. Darrell C. Bennett, VC-10, USS Gambier Bay, August 1944

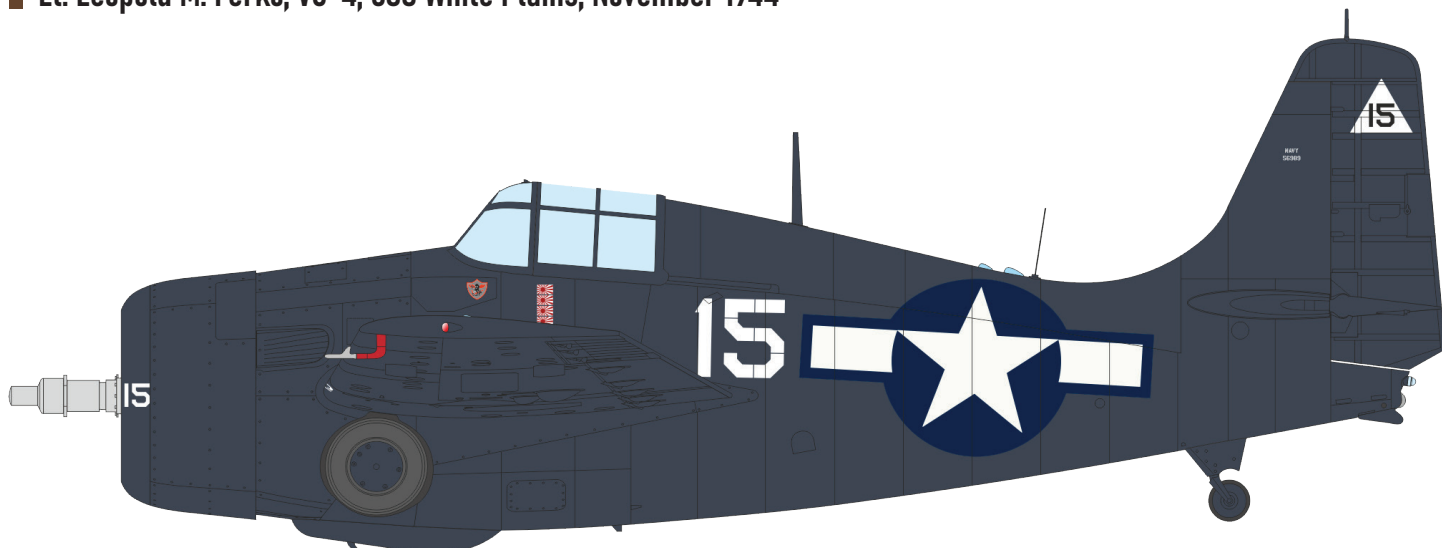


The Composite Squadron 10 was established on September 23, 1943 and adopted the name Mallards. The unit served on board the carrier USS Gambier Bay from April 5 and after her sinking in the Battle off Samar on October 25, the unit operated from airfields in Leyte. In January 1945, VC-10 was reformed and prepared for further deployment, but this never happened and it was inactivated at the end of the war. Ens. Darrell Bennett was born in Hamburg, Iowa, on March 30, 1924 and entered the Navy as an air

cadet on October 1, 1943. Ten months later he was sent on his first operational tour with the VC-10 aboard the USS Gambier Bay. On the day he arrived, he had his picture taken in front of the FM-2 with a painting of two girls on the port side of the engine cowling. The first was based on a painting called Patriotic Gal by the famous Antonio Vargas. It is not known who had the two girls painted on the aircraft, but the paintings already bore signs of modification and wear. It is possible that Bennett only had "Smokey's" added

to the inscription "Lucky Witch", as the "Smokey" was his nickname. He fought heroic battles with VC-10 during the Battle of Leyte Gulf and narrowly escaped sinking with the USS Gambier Bay, which was shot up by Japanese cruisers at the Battle off Samar. Bennett survived the war and stayed in the Navy afterwards. He flew combat missions in Korea and later trained recruits. During his career, he rose to command Fleet Air Miramar. After retirement in 1965 he flew as a private pilot. He died in December 2020.

■ Lt. Leopold M. Ferko, VC-4, USS White Plains, November 1944

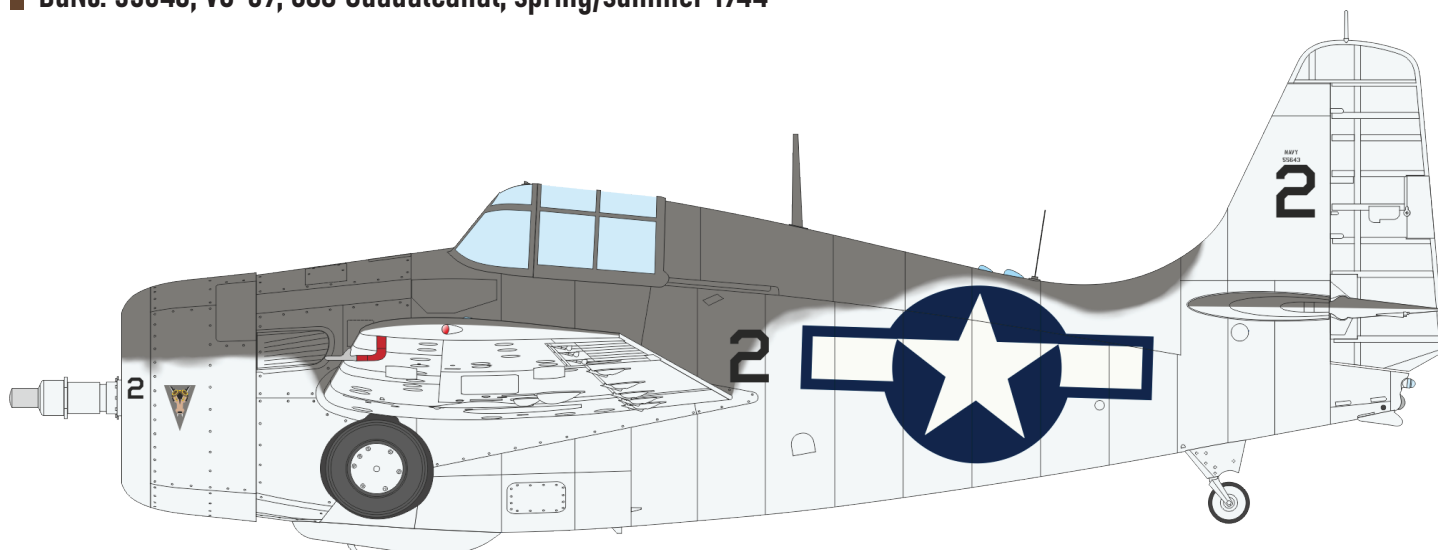


Leopold Martin Ferko was born to Slovak parents on January 29, 1915, in Great Falls, Montana. He earned his bachelor's degree from Stanford University, where he was also a star of the American football team there. He then taught math and English at San Francisco High School and also coached the local football team before signing up with the Navy and beginning flight training on February 3. He then continued as an instructor at Corpus Christi, Texas, before being

transferred to Pearl Harbor in June 1943, where he embarked with the VC-4 on the USS White Plains. The unit consisted of 16 FM-2s and 12 TBM Avengers. During the three days of the Battle of Leyte Gulf, he scored all five of his kills, although the first two may have been his last. After shooting down two Oscars he was in fact attacked himself and his FM-2 took one hit after another before the attacking enemy was shot down by the Ens. Pool. Ferko then had to make an emergency landing at

Tacloban due to a damaged elevator. There, the aircraft was repaired, and he was able to return in time to score three more kills. Leopold Ferko retired from the Navy with the rank of Lieutenant Commander and died on May 16, 1992, in San Francisco. This FM-2 was the second one he used and the kill symbols were probably only on the right side. However, the decals also offer the option of placing the symbols on the left side.

■ BuNo. 55643, VC-69, USS Guadalcanal, spring/summer 1944

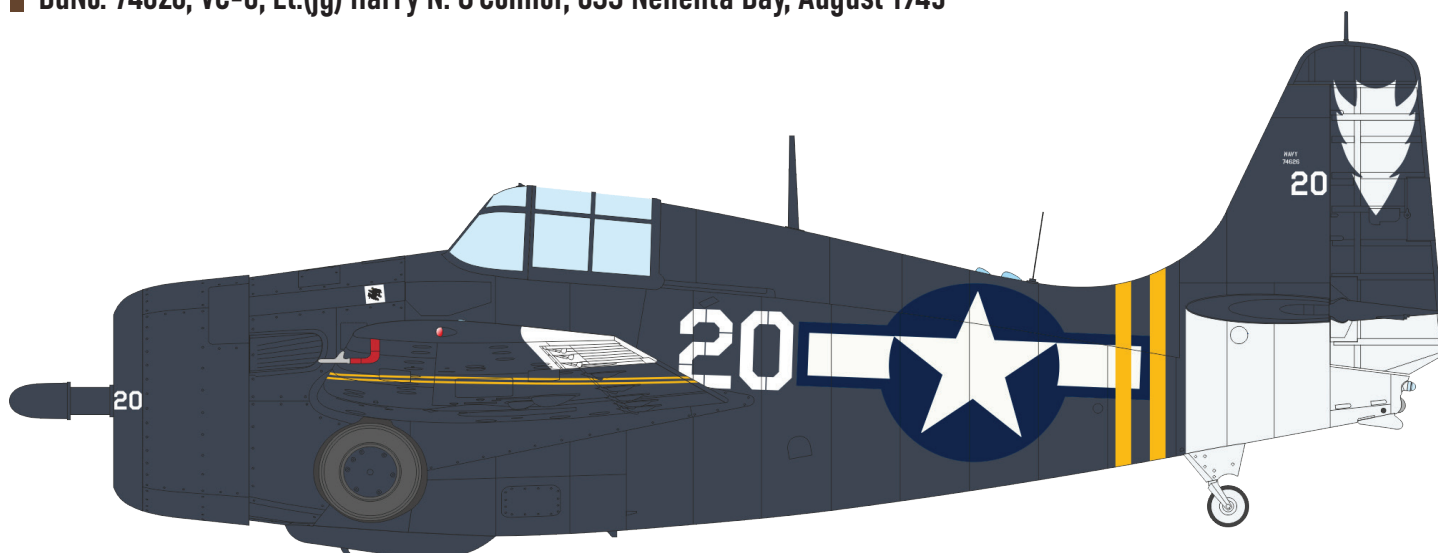


FM-2s played a significant role in the Atlantic, where the Composite Squadrons focused on support of anti-submarine missions as the German U-boats were a major threat to supply convoys. The Composite Squadrons operated from small Casablanca or Sangamon class escort carriers and consisted usually of the TBM Avengers and the FM-2 Wildcats. Smaller size of FM-2 suited better to the cramped conditions on board than the massive Hellcats. USS Guadalcanal was converted from the freighter Astrolabe Bay and entered service in September 1943.

During her maiden voyage she destroyed three submarines. As a flagship of the Task Group 22.3 USS Guadalcanal added two more U-boats to her score on the second tour. More to it, the TG 22.3 managed to capture lightly damaged German submarine. After that tour the VC-8 was replaced by VC-69 in the fall. The unit was activated on July 1, 1943 and first was placed on board of USS Bogue from May to July 1944. During this cruise, pilots were credited with the destruction of the Japanese submarine I-52, which was on a secret mission to German-occupied Lorient, France.

No further similar successes were recorded by this squadron aboard USS Guadalcanal, and the unit was inactivated on June 22, 1945. Her FM-2s bore the later Atlantic livery of Dark Gull Gray and white. The inner part of the propeller blades were painted white to lighten the appearance of the "dark hole" in the nose of the aircraft. The unit's emblem was a wolf's head with aviator's goggles; VC-69 aircraft sported it on both sides of the nose.

■ BuNo. 74626, VC-8, Lt.(jg) Harry N. O'Connor, USS Nehenta Bay, August 1945

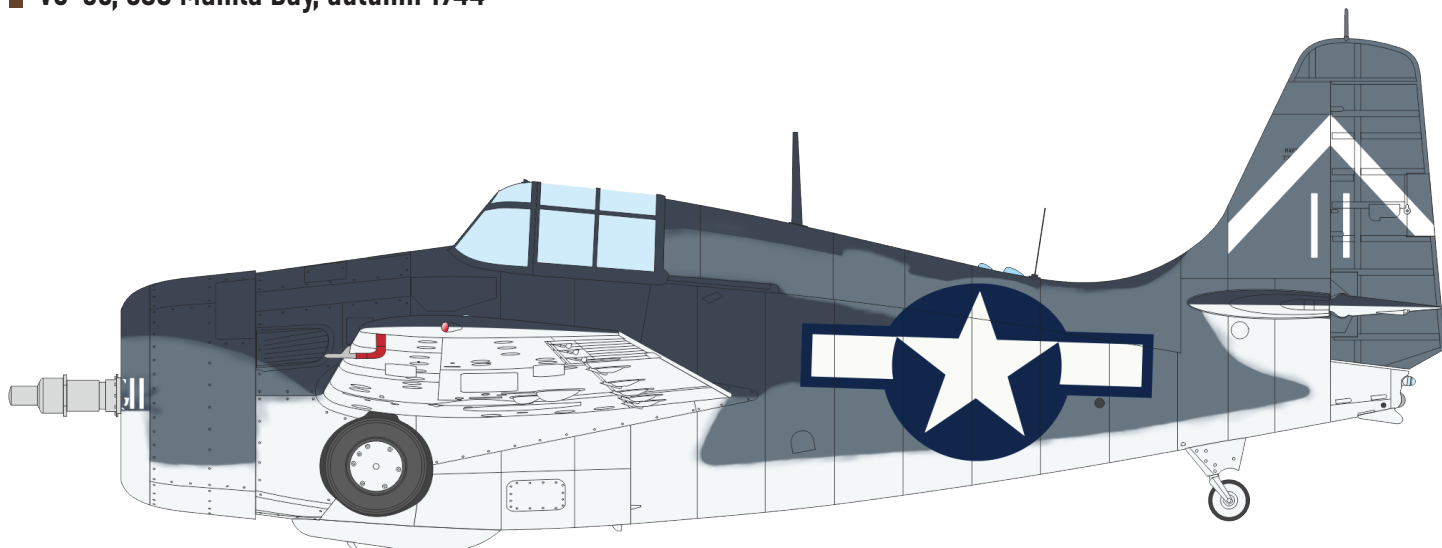


Combined Squadron VC-8 operated aboard the aircraft carrier USS Nehenta Bay from May to September 1945. Prior to that, it had operated from the decks of USS Mission Bay and USS Guadalcanal. With USS Nehenta Bay, she left the Atlantic theater and moved to the Pacific. USS Nehenta Bay had been operating in the area since June 1944, when she joined with TF-51 aboard for offensive operations against the Marianas. Subsequently, from August 1944 to January 1945,

she escorted and protected, with VC-11 aboard, tankers for refueling at sea, allowing for more efficient use of naval forces. She returned to the U.S. on February 19, 1945, for repairs at San Diego, and on May 9, already with VC-8 aboard, she arrived at Ulithi, where she prepared for attacks on Okinawa as part of Task Unit 52.1. She then protected tankers again from late June until early August, and after the fighting ceased, anchored at Pearl Harbor on September 24. There, VC-8 was

inactivated on October 8. This aircraft, with Lt.(jg) O'Connor in the cockpit, crashed on landing on August 5, striking the aircraft on board. Two other FM-2s (BuNos. 75081 and 74508) were destroyed. The aircraft bore the identifying markings of the carrier and Task Unit, i.e., white fields on the ailerons (extending slightly into the wing) white aft under the horizontal tail surfaces, and twin yellow stripes on the wing and fuselage in front of the tail surfaces.

VC-80, USS Manila Bay, autumn 1944

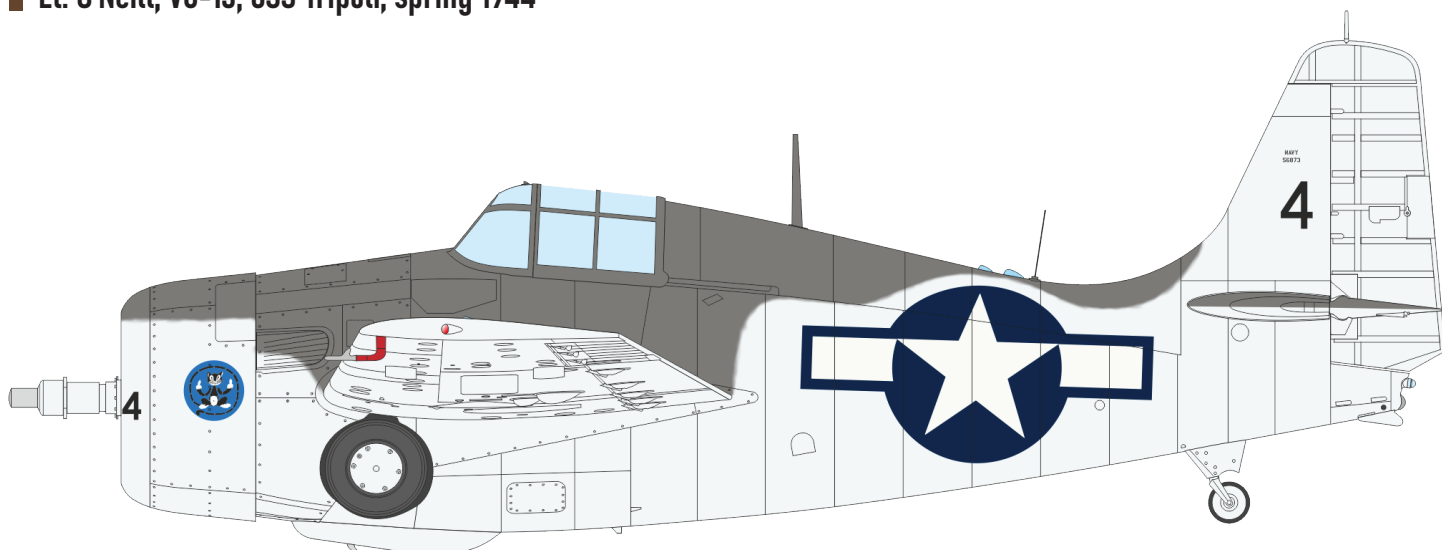


Composite Squadron VC-80 was established on December 16, 1943 and, after embarking on USS Manila Bay, participated in the battles of Leyte and Luzon. The ship operated during the Battle of Leyte as part of Task Group TG 77.4.2 (call sign Taffy 2) of Rear Admiral Felix B. Stump and VC-80 contributed significantly to the success

of American forces in the largest naval battle in history. Then, during the fighting in Lingayen Gulf, the USS Manila Bay was hit by a kamikaze attack at 1750 hours on January 5. It damaged her radar and communications equipment, caused a fire, and most importantly, cost the lives of 14 men. The resulting fire was quickly dealt

with by firefighters, and some 24 hours later VC-80 aircraft were already beginning limited operations from her deck. The aircraft depicted bore the typical three-color Pacific livery, the markings complementing the symbol assigned to units operating from USS Manila Bay, a white chevron on the vertical tail surfaces.

Lt. O'Neill, VC-13, USS Tripoli, spring 1944

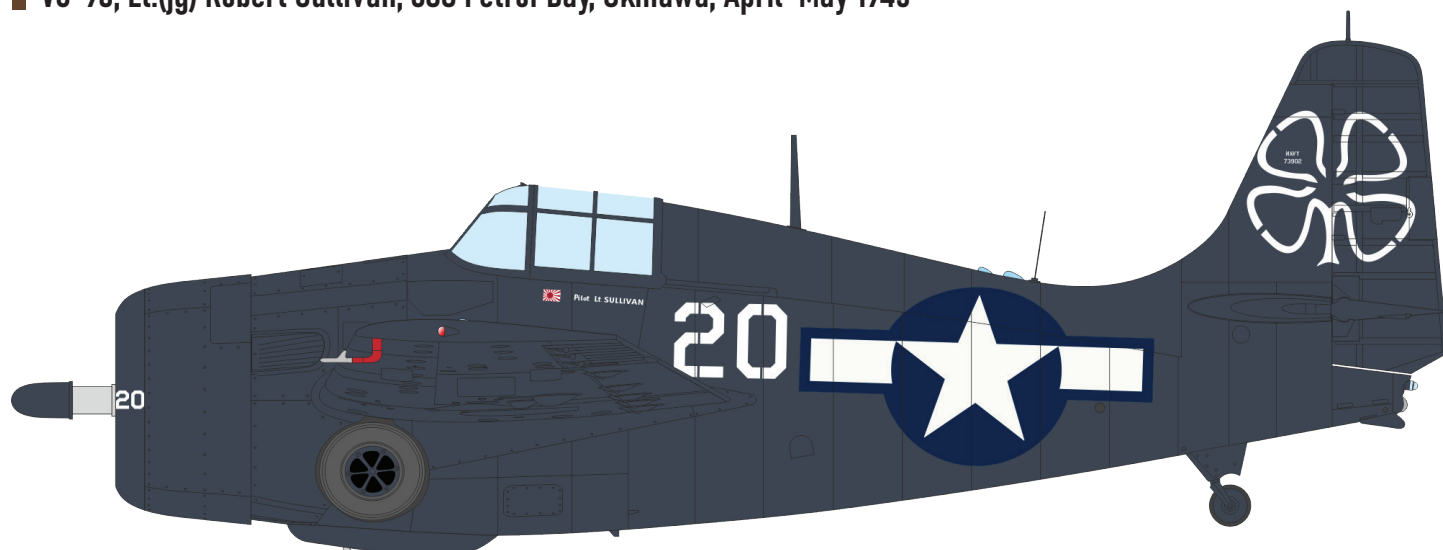


VC-13 was established on January 3, 1944 and on February 16 of that year embarked on the new escort carrier USS Tripoli. The ship suffered a fire shortly after her maiden cruise when an acetylene torch ignited fuel that was inadvertently dumped into the water on the starboard bow. Two seamen were killed. After repairs, USS Tripoli departed San Diego on January 31 for her new homeport in Norfolk, Virginia. She arrived there on February 16 and sailed for her first mission on March 15 as the flagship of Task Group 21.15, in which she

was accompanied by five destroyers. The group patrolled west of Cape Verde, disrupting the refueling of German submarines. On April 19, an Avenger crew spotted German U-513 awaiting her "Milch Cow" (a refueling submarine). Subsequent attacks were unsuccessful, and the submarine escaped. VC-13 thus returned from the cruise without success and was replaced on board by VC-6 on April 29. New duty station of VC-13 was USS Anzio (formerly USS Coral Sea), which the squadron embarked on March 22 to engage in

support of the invasion of Okinawa. The aircraft depicted here is from the Atlantic mission period. Lt. O'Neill had his photograph taken with this FM-2, but it was probably not his personal aircraft. Interesting is the white paint extending over the leading edges to the upper surfaces. On either side of the engine cowling was painted the squadron emblem, a black cat with its front paws in an obscene gesture. It might have blue or gray background. The decals offer both options.

VC-93, Lt.(jg) Robert Sullivan, USS Petrof Bay, Okinawa, April–May 1945

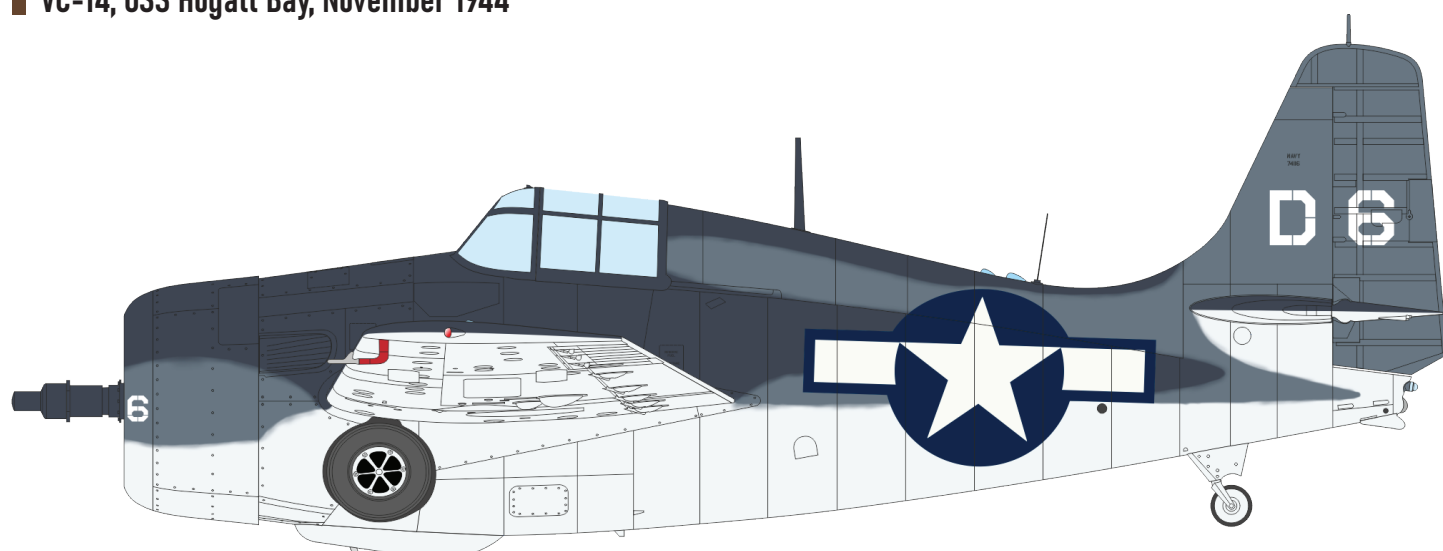


VC-93 was established on February 23, 1944 and its personnel was first to be trained aboard the USS Matanikau (from October 14, 1944). During its cruises off the Californian coast, this ship trained 1,332 pilots in the following months until June 1945. VC-93 replaced VC-76 aboard USS Petrof Bay on March 10, 1945 and sailed from Guam on March 21 to prepare for the Battle of Okinawa as part of Task Unit 52.1.2. VC-93 pilots supported the Marines first in the capture of the Kerama and Keise Shima archipelagos and then in the main

operation on Okinawa. Beginning on April 13, the pilots then focused on neutralizing Japanese airfields on the Sakashima Archipelago, from which the Kamikaze pilots were taking off. By the end of their mission on May 26, VC-93 pilots had destroyed many enemy aircraft on the ground and shot down 17. Two of these kills were credited to Lt.(jg) Robert Sullivan. For her next mission, VC-93 sailed aboard USS Steamer Bay on June 10, 1945 and, as part of the 3rd Fleet, assisted in the neutralization of Japanese airfields in

the Sakishima Gunto Archipelago beginning June 14. This was followed by a return to San Diego and the end of the war. VC-93 aircraft operating from aboard USS Petrof Bay bore the distinguishing symbol of a four-leaf clover on the vertical tail surfaces and on the upper right and bottom left wing halves. The all-blue livery was complemented by a photographically documented symbol of Sullivan's first kill on the right side below the cockpit. It is uncertain whether it was also on the port side.

VC-14, USS Hogatt Bay, November 1944

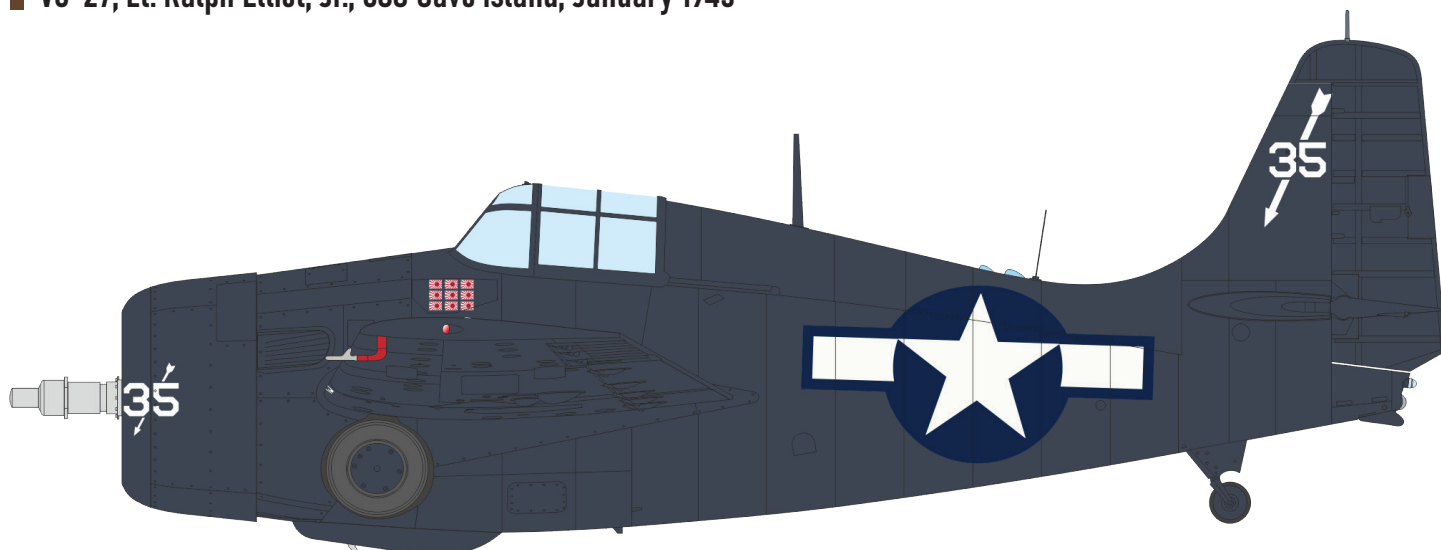


Composite Squadron 14 was established on October 12, 1943 and deactivated on October 1, 1945. Its history is associated solely with the escort carrier USS Hogatt Bay, which was commissioned on January 11, 1944 and, after a necessary test cruise and one transport mission to and from Pearl Harbor, took aboard VC-14's equipment and personnel. Training flight operations followed from March 26, with the first landing aboard

USS Hogatt Bay conducted by Captain William Vincent Saunders. The ship embarked on her first operational tour on May 1, 1944 and was assigned to Task Unit 16.14.6. VC-14 pilots subsequently conducted anti-submarine operations and air cover for destroyers in the Western Pacific area until late November. They were then replaced by VC-88 on board and VC-14 did not see further operational deployment. This Wildcat is shown

here in its late service form on the USS Hogatt Bay. Of interest is the Judy inscription on the right side of the engine cowling, as well as the non-standard appearance of the ENCLOSURE RELEASE stencil on the right side below the windshield. The pilot's name is difficult to read in the available photographs, it might be Lt.(jg) Newburn.

■ VC-27, Lt. Ralph Elliot, Jr., USS Savo Island, January 1945

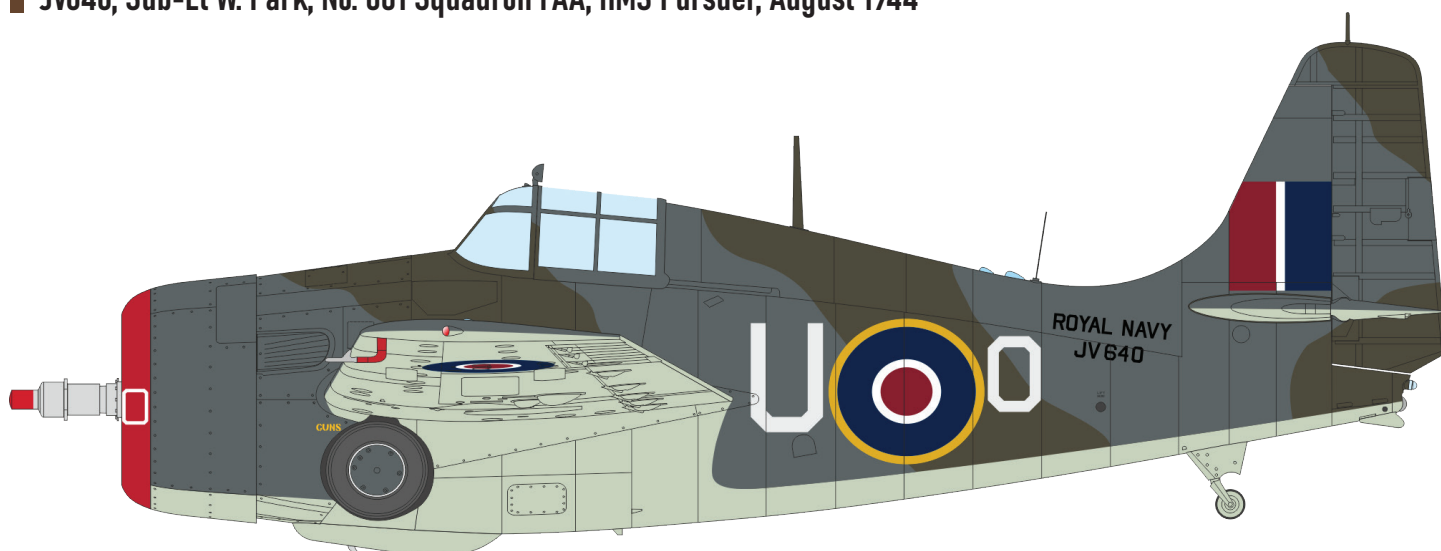


Although the FM-2 Wildcats were the most powerful and most numerous version of this type, they were less frequently engaged in combat with enemy aircraft than the previous F4F-3s and F4F-4s. Nevertheless, ten pilots managed to achieve fighter ace status flying them, and the most successful squadron with the FM-2 in terms of kills was VC-27, called "The Saints". Its pilots managed to shoot down a total of 61.5 enemy aircraft in aerial combat, making it the second most successful Wildcat squadron regardless of version or period. They were surpassed only by

the VF-5 with 79 kills. VC-27 was established in May 1943 and operated from the escort carrier USS Savo Island from July 1944 to January 1945. During this time, she participated in five major operations, including the epic naval battle off Samar, where a small task force repelled a much stronger Japanese fleet. Under the command of Lt. Cmdr. Percival Jackson, pilots of VC-27 shot down more than twice as many enemies as any other composite squadron. The commander of the VF-27 fighter division, Lt. Ralph Elliott Jr., was the most successful ace on FM-2 with nine confirmed

kills. In addition to its success in aerial combat, VC-27 also sank or destroyed 30 Japanese vessels and destroyed or damaged over 250 objects such as bridges, buildings, fuel or ammunition depots, vehicles, and the like. In March 1945, Ralph Elliott, Jr. took command of the entire squadron, but the war ended before VC-27 could rejoin the fighting. Elliott's FM-2 was emblazoned with the inscription BALDY, documented on the right side, which also featured nine kill marks.

■ JV640, Sub-Lt W. Park, No. 881 Squadron FAA, HMS Pursuer, August 1944



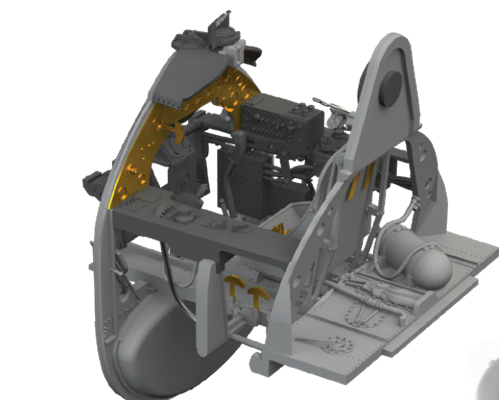
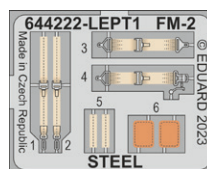
The British Fleet Air Arm used Wildcat FM-2s under the designation Wildcat Mk. VI, as the Martlet name was dropped for the last F4F versions. The British Navy used these aircraft for similar duties as the American ones, i.e., for service on escort carriers, from whose decks they provided air cover for convoys and also operated against ground or surface targets. Under the Lend

Lease program, 340 FM-2s were delivered to the FAA (220 in 1944 and the rest in 1945), and the first of these were received by No. 881 Sqn, which took part in the invasion of southern France in August 1944 aboard HMS Pursuer (Operation Dragoon). The unit also took part in actions off the coast of Norway before being rearmed with Grumman Hellcat Mk.II aircraft in March 1945. In total,

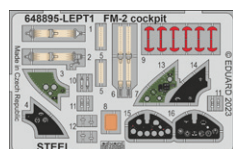
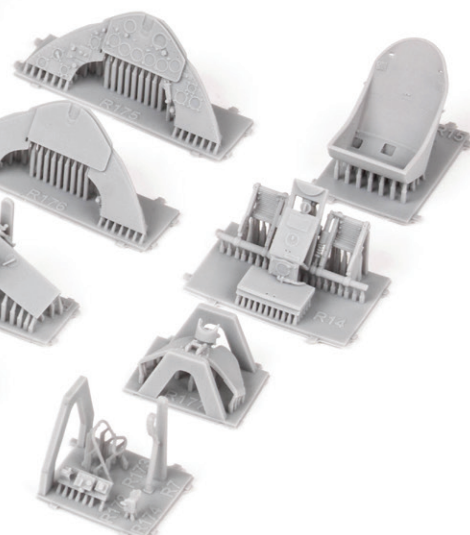
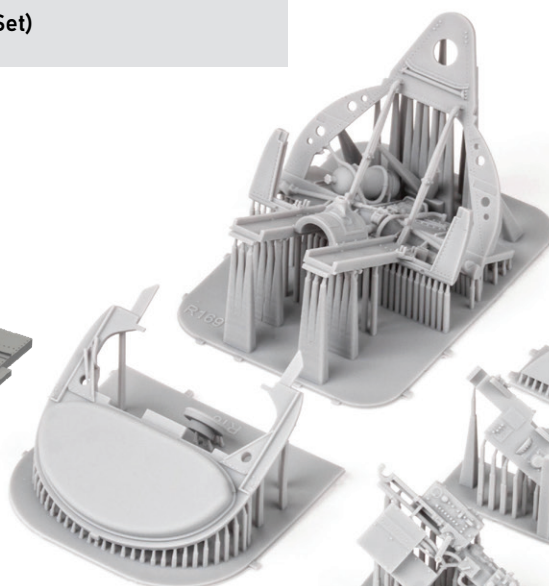
FM-2s served with 22 FAA combat squadrons, with others assigned to non-combat squadrons as trainers. The JV640 aircraft sported a drawing of a tiny hare with a sword and a Viking shield on the right side of the engine cowl and had a non-standard rear-view mirror on the windshield.

Recommended: for FM-2 1/48

- 481119 FM-2 landing flaps (PE-Set)
- 644222 FM-2 LööK (Brassin)
- 648061 HVAR rockets (Brassin)
- 648886 FM-2 undercarriage legs BRONZE (Brassin)
- 648887 FM-2 wheels (Brassin)
- 648888 FM-2 seat PRINT (Brassin)
- 648889 FM-2 folding wings PRINT (Brassin)
- 648890 FM-2 gun barrels PRINT (Brassin)
- 648895 FM-2 cockpit PRINT (Brassin)
- 3DL48128 FM-2 SPACE (3D Decal Set)

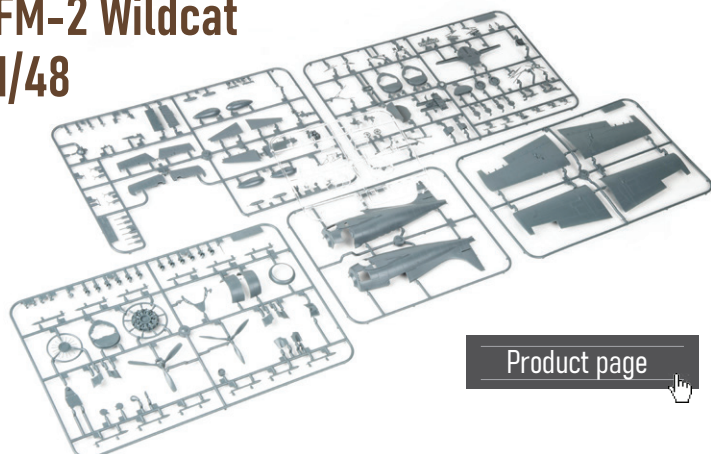


#648895



OVERTREES

#82205X
FM-2 Wildcat
1/48

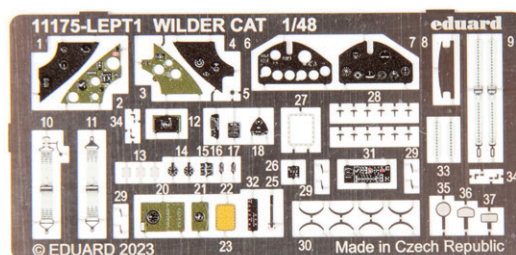


Product page

OVERLEPT

#11175-LEPT
Wildcat Cat PE-Set
1/48

Product page



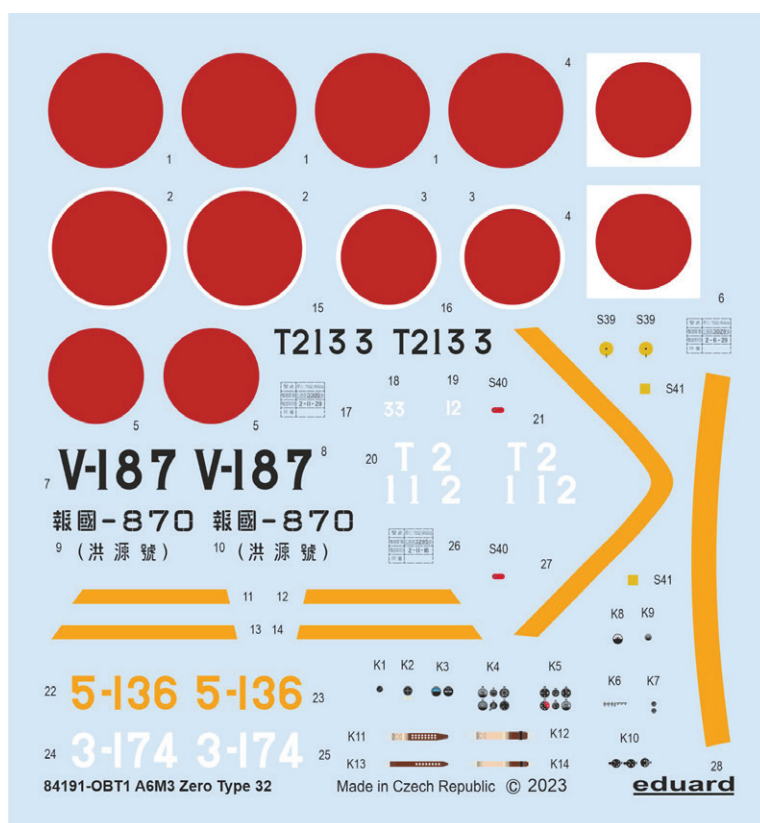
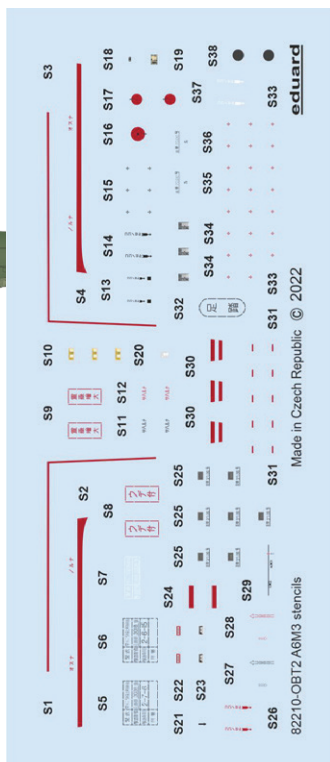
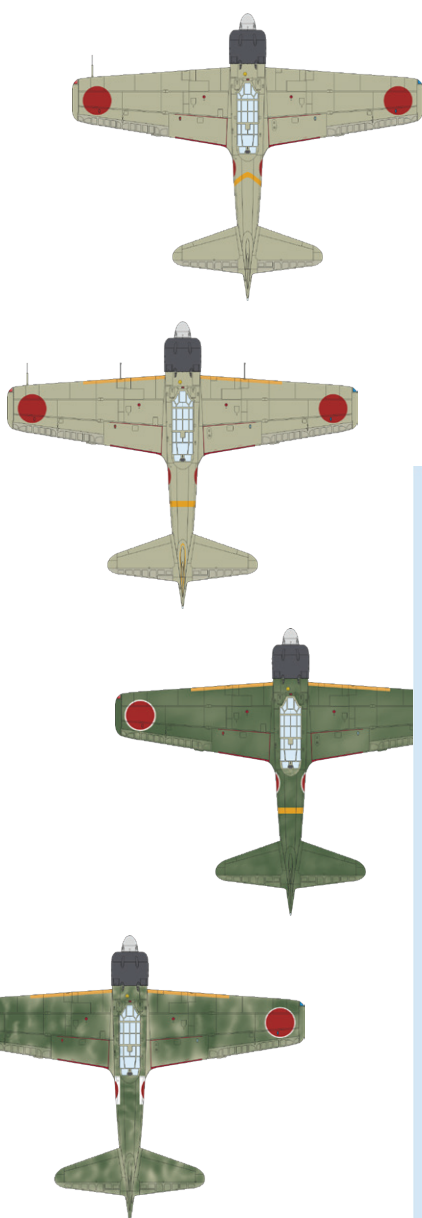
A6M3 Zero Type 32

1/48

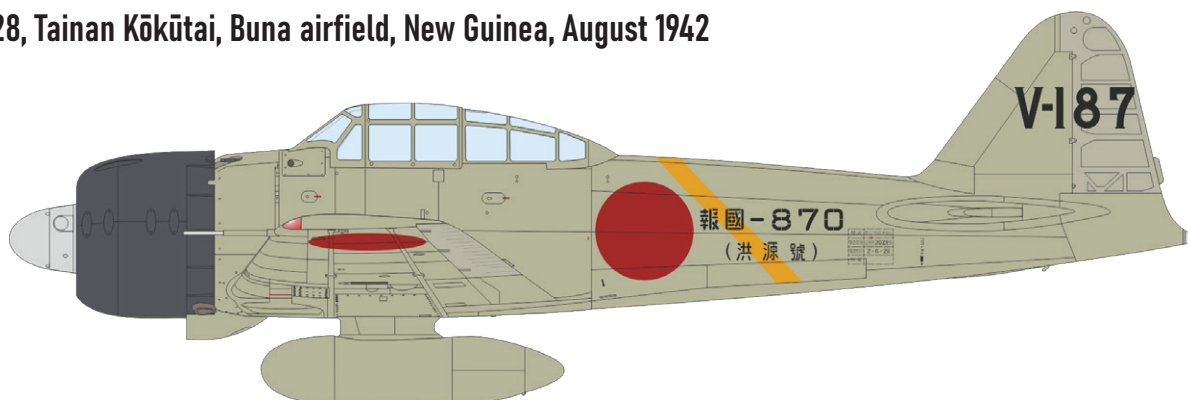
#84191

The Weekend edition kit of Japanese WWII naval fighter plane A6M3 Zero Type 32 in 1/48 scale. This version of Zero had wing of reduced span and the folding wingtips were eliminated.

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

[Product page](#)


■ c/n 3028, Tainan Kōkūtai, Buna airfield, New Guinea, August 1942

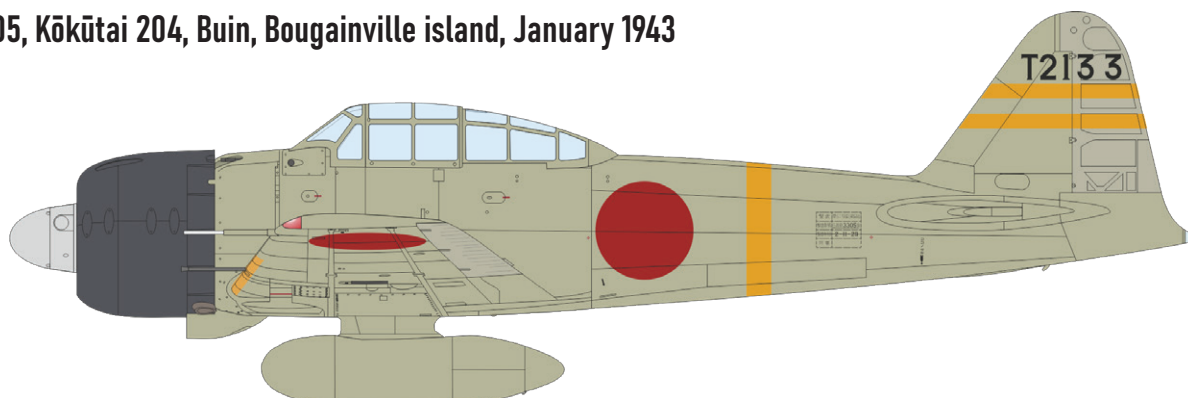


This aircraft, released by Mitsubishi on June 28, 1942, was assigned to Lt. Inano, commander of Buna detachment of Tainan Kōkūtai. It was donated by citizens of Hongwon County in North Korea, captured by Allied units at Buna on December 27, 1942 and selected for further evaluation as well as rebuild. Allied personnel at Eagle Farm Field

built a flyable A6M3 Zero using parts of three Zeros transported from Buna Airfield. Inano's surname was originally Takabayashi, but he changed that before mid-1941. In late November 1941, smaller part of Tainan Kōkūtai under his command was transferred to French Indochina and temporarily became part of 22. Kōkū Sentai

HQ fighter squadron. Lt. Inano returned to Tainan Kōkūtai in July 1942 to participate in combat over New Guinea and Guadalcanal. From January 1943 he was involved in evaluation of weapons for new naval aircraft. From October 1944 he served as Hikōtaichō of Tainan Kōkūtai (II) in Taiwan.

■ c/n 3305, Kōkūtai 204, Buin, Bougainville island, January 1943

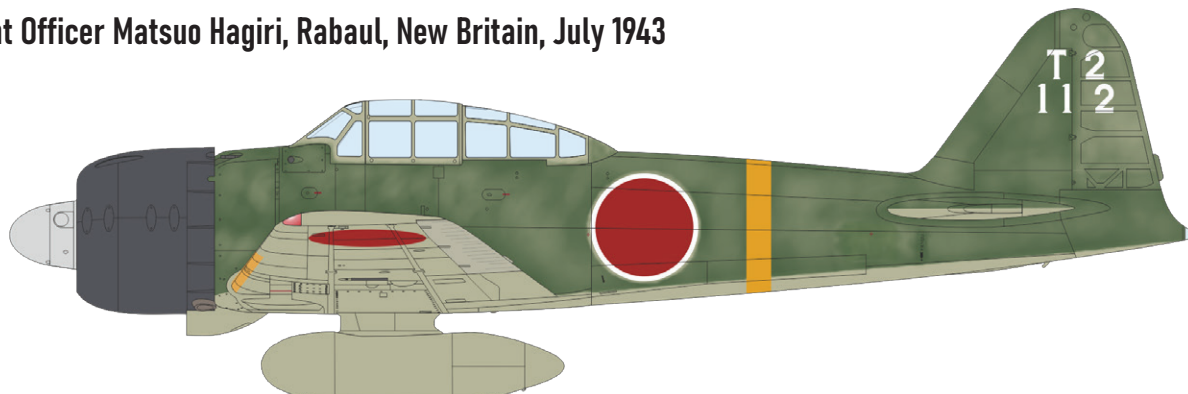


This aircraft was manufactured by Mitsubishi, probably on November 25, 1942. The radio equipment has been dismantled due to weight reduction. At the same time, it was equipped with long-barrel guns and a later type rudder trim that could be operated from the cockpit. Previously known aircraft of this unit with yellow fuselage markings had identification

numbers of values under 148. The wreckage of this aircraft was recovered by the Allies in May 1944 off Kolombangara Island. The camouflage and markings would indicate that its pilot was leader of Chūtai of Kōkūtai 204 in early 1943. The first candidate could be Lt. Tatenoshin Tanoue, who was shot down in a dogfight with Wildcats from VMF-121 on January

15, 1943, while covering a convoy. However, the crash site is too far from the area where combat took place. The pilot of the aircraft may have been a Lt(jg) Kiyoharu Shibuya, who was lost on January 23, 1943, in dogfight with the Wildcats of VMO-251 while escorting the cargo vessel Toa Maru 2 and the destroyer Oshio.

■ Warrant Officer Matsuo Hagiri, Rabaul, New Britain, July 1943

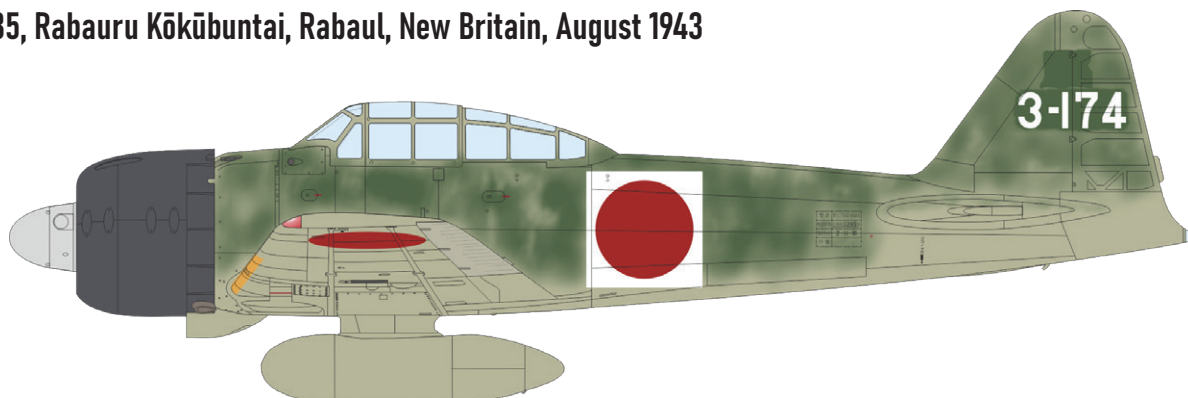


This aircraft was painted in green camouflage applied in field conditions and had radio equipment removed to reduce weight. Kōkūtai 204 appears to have been the only unit in the area to apply green field camouflage plus white outline of Hinomaru on fuselage and upper wing surfaces. Its pilot was Matsuo Hagiri. He was born in 1913 in Shizuoka Prefecture and served with the Yokosuka Kōkūtai from 1935. In 1937 and 1938 he served on the aircraft

carrier Sōryū and took part in battles in China. In 1940, he was among the pilots of the 12th Kōkūtai who first tested the Zero in combat conditions. In the raid on Chengtu on October 4, 1940, he was one of four pilots who landed at an enemy base and set its equipment afire. More to it, Hagiri shot down three Chinese fighter aircraft after take off from the burning enemy base. After further service with Yokosuka Kōkūtai, including tests of the Raiden and

Zero Model 32, he was assigned to Kōkūtai 204 in July 1943. In a dogfight on September 24 over Vella Lavella, he managed to score two victories, but suffered injuries himself and had to be transported to Japan. In April 1945, he was wounded again, this time in combat against a B-29. In all, he achieved 13 victories. After the war, he became a Fuji City Councilor and a member of the Shizuoka Prefectural Council. He died in January 1997.

■ c/n 3285, Rabauru Kōkūbuntai, Rabaul, New Britain, August 1943

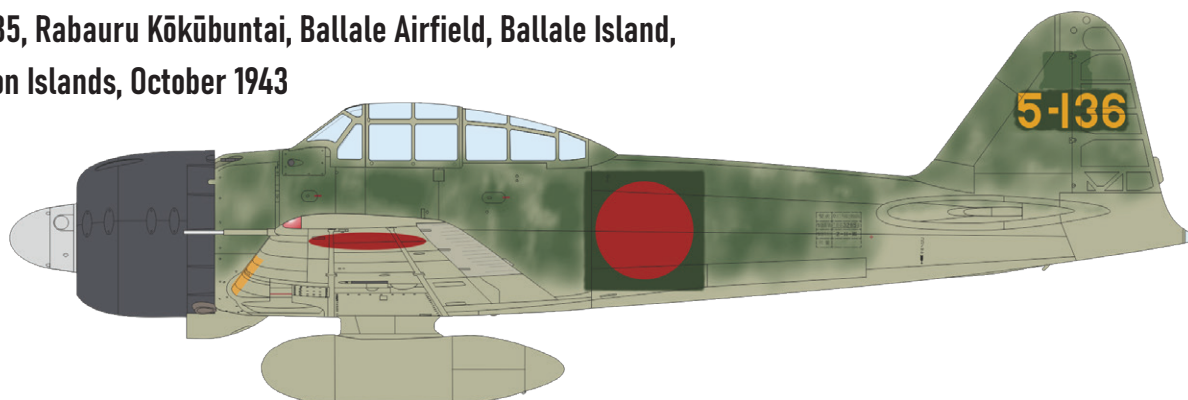


This aircraft was manufactured by Mitsubishi in November 1942 and early the following year received field camouflage consisting of elongated green spots on the factory paint of light grey. Its markings were changed several times. The reconstruction of both markings of this aircraft is based on parts of the wreck that have been photographically documented. The tail apparently first bore the designation T2, which would place

it with Kōkūtai 204. In mid-1943, it bore the white code 3-174 and a white square was painted around Hinomaru on the side of both sides of the fuselage. This is the only Zero so far where such a marking was photographically documented. The exact purpose of the white square is unknown and it was removed in August 1943. In the second half of that year, the tail codes of the aircraft of the Rabaul fighter units changed and numerals ranging from

1 to 9 began to be used. The assignment of the numerals to individual units is still not reliably determined. Aircraft with these markings are unofficially assigned to a combat group called Rabauru Kōkūbuntai (Rabaul Air Force). There are several theories to explain the meaning of these numerical designations. The only unit that used several A6M3 Model 32s in the area in the second half of 1943 was the aforementioned Kōkūtai 204.

■ c/n 3285, Rabauru Kōkūbuntai, Ballale Airfield, Ballale Island, Solomon Islands, October 1943



In August 1943, the white squares on the side of this aircraft were repainted and its marking was later changed from white 3-174 to yellow code 5-136. In September and October 1943, Kōkūtai 204 operated in this area with the last two Model 32s. It is likely, therefore, that despite the change of the tail code this Zero was still in service with this unit. Most of unit's armament consisted of A6M2 Model 21 and A6M3 Model 22, and it also received its first A6M5 Model 52 during this period.

Following the neutralization of the Ballale base, the unit lost one Model 32. This was apparently aircraft with serial number 3285, which was salvaged from Ballale in 1968 by Robert Diemert. It showed the strafing damage that occurred while the aircraft was on the ground. Zero 3285 was stored at Friendship Airfield in Canada and some of its parts were used to rebuild other Zeros. It was later purchased by John and Earl Calverley of the Blayd Corporation. After that,

3285 was in a collection in Australia where John Fallis purchased it several years ago with the help of Graham Orphan of New Zealand's Classic Wings magazine and is restoring it to airworthy condition at his company CHUZY SUZY LLC in Lafayette, Louisiana. In 2022, the aircraft parts were photographed by Eduard staff and with the help of researcher Ryan Toews a reconstruction of both forms of this unique aircraft was made.

Recommended: A6M3 Zero Type 32 1/48

481091	A6M3 Zero landing flaps (PE-Set)	648799	A6M3 wheels (Brassin)
481092	A6M3 Zero (PE-Set)	648800	A6M3 cockpit PRINT (Brassin)
644185	A6M3 LööK (Brassin)	648801	A6M3 exhausts PRINT (Brassin)
644189	A6M3 Zero LööKplus (Brassin)	648802	A6M3 Type 32 landing flaps PRINT (Brassin)
648695	A6M undercarriage legs BRONZE (Brassin)	648808	A6M wheels w/smooth tire (Brassin)
648786	A6M3 seat PRINT (Brassin)	648883	A6M3 gun bays short barrel (Brassin)
648787	A6M3 tailwheel PRINT (Brassin)	648884	A6M3 gun bays long barrel (Brassin)
648788	A6M3 cannon barrels & cockpit guns PRINT (Brassin)	3DL48088	A6M3 SPACE (3D Decal Set)
		EX899	A6M3 Zero TFace (Mask)

MiG-21MF Fighter bomber

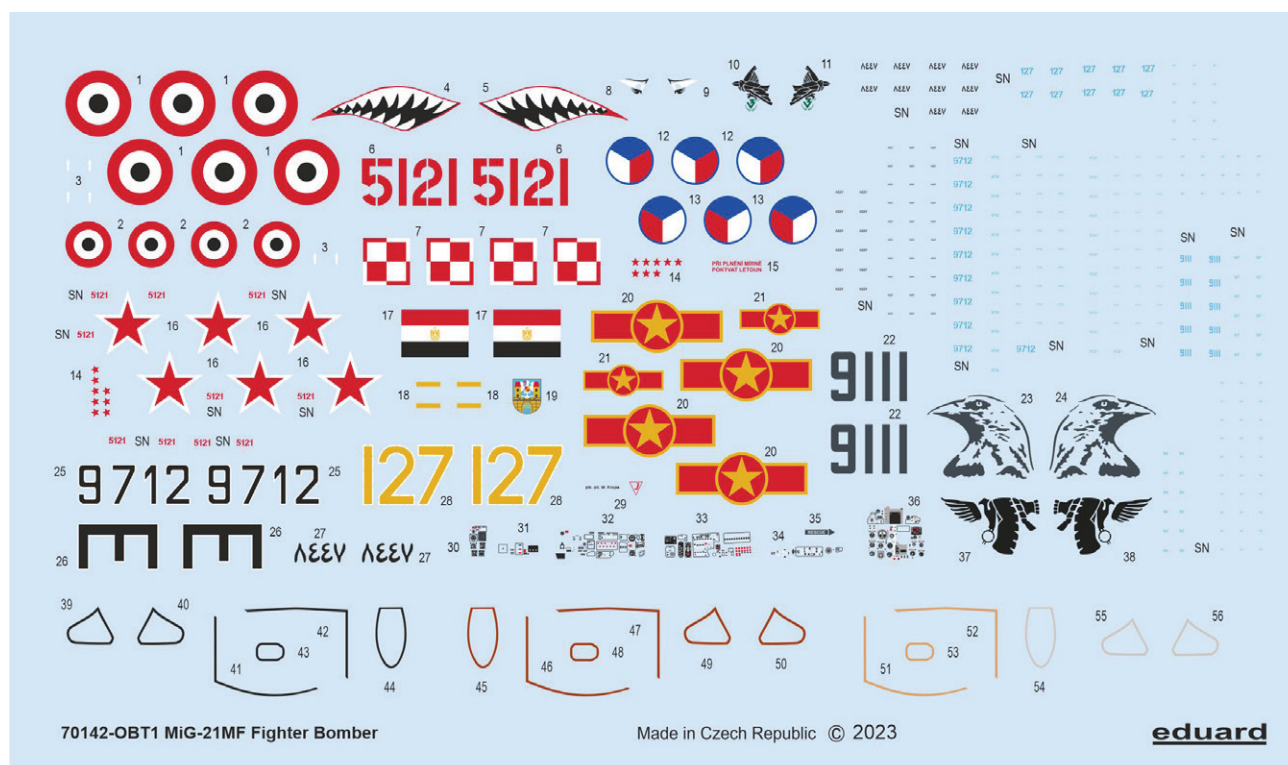
1/72

#70142

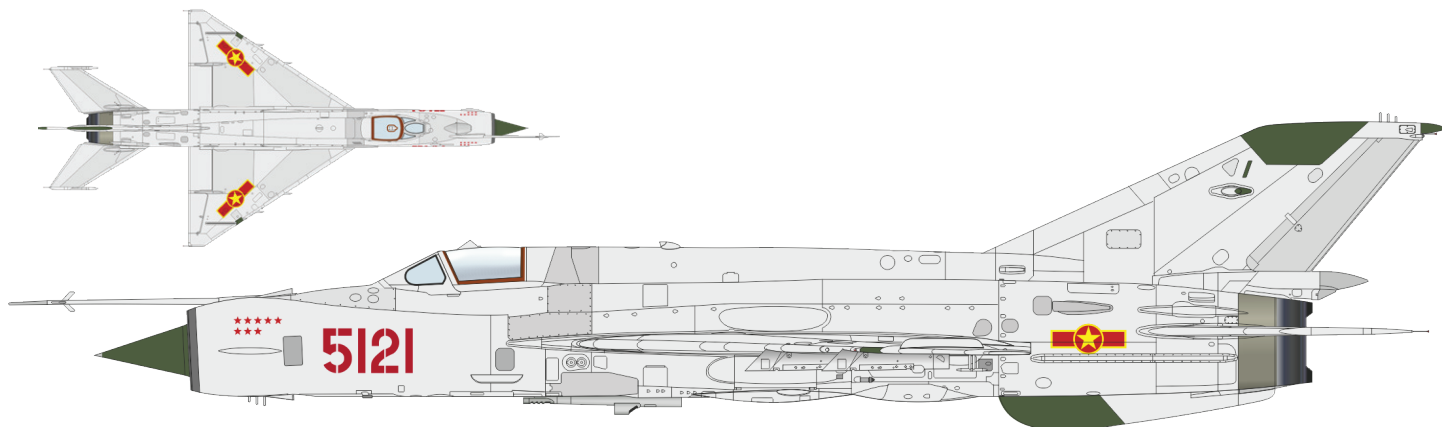
The ProfiPACK edition of Soviet Cold War jet aircraft MiG-21MF in 1/72 scale.

Re-release

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

[Product page](#)


■ No. 5121, Phạm Tuân, 921 Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, December 1972

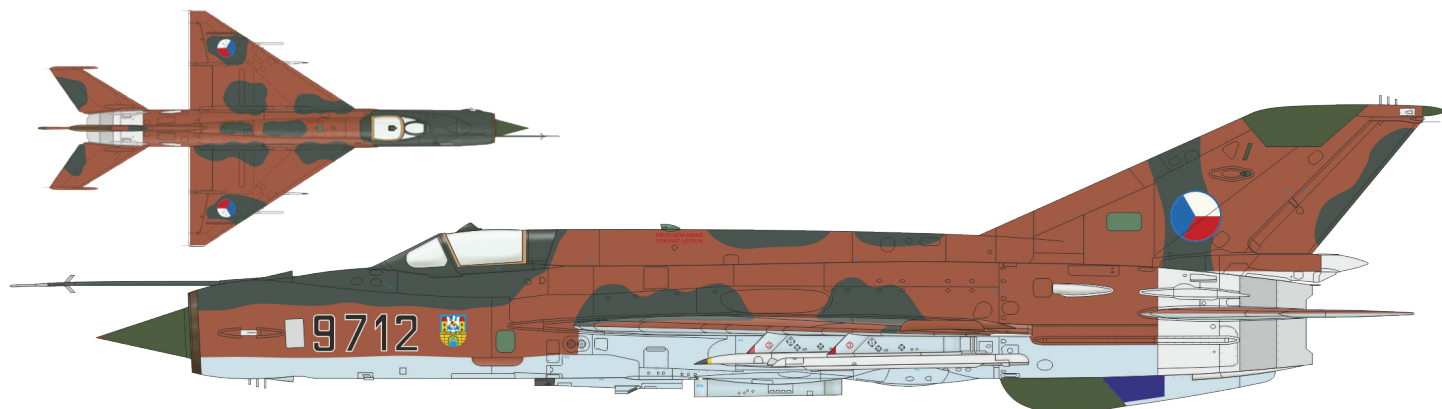


MiG-21MF with tactical number 5121 is currently on display in the museum of the Vietnam People's Air Force in Hanoi. Reportedly, on December 27, 1972, Phạm Tuân flew this aircraft when he shot down an American B-52 which took part in bombing operations during the Linebacker II offensive. It

would be the only MiG-21MF kill of a Stratofortress, but American sources claim the bomber was lost to anti-aircraft SAM system. Phạm Tuân would later become the only Vietnamese astronaut. He was a crewmember of Soyuz 37 mission and orbited the earth 142 times in the Salyut 6

space station. For his accomplishments, he was awarded high Vietnamese commendations and was one of a few foreigners to be awarded the Hero of the Soviet Union.

■ No. 9712, 9 Fighter Regiment, Bechyně, Czechoslovakia, 1989–1993

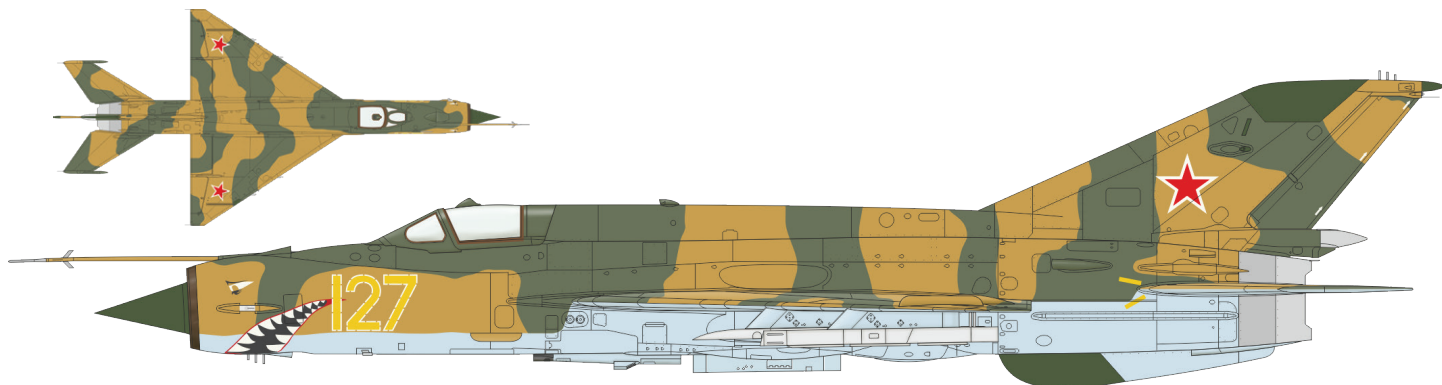


This aircraft with serial number 969712 was built in 1974 and subsequently delivered to Czechoslovakia, where it served with the 4 slp (stíhací letecký pluk - Fighter Regiment) based in Pardubice. It was handed over to 9 Fighter

Regiment in Bechyně in May 1989. There it flew with the coat of arms of the Bechyně town on the left side of the nose. After the dissolution of Czechoslovakia the aircraft was assigned to the Slovak Air Force, and is currently in the collection

of the air museum at Trenčín, Slovakia. The aircraft still has the original camouflage scheme from the Soviet Union delivery.

■ No. 127, 812th Training Air Regiment, Kharkiv Higher Military Aviation School of Pilots, Kupyansk Airfield, the Soviet Union, August 1991

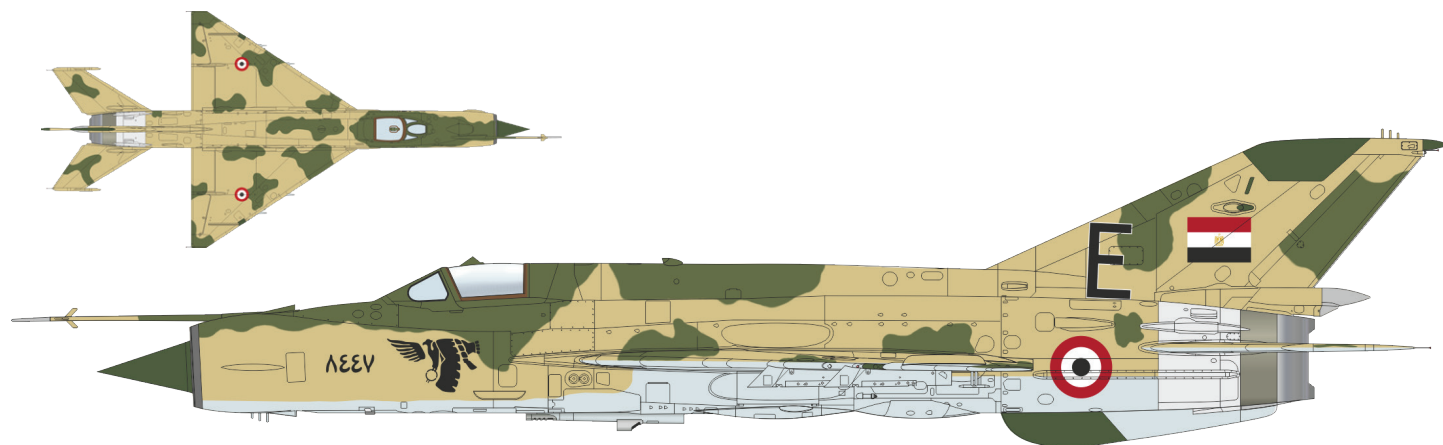


This aircraft, adorned with a shark mouth and eyes, served with the 812. UAP (812 Training Air Regiment) operating within the structure of the

Kharkiv higher training facility, which was in 2003 named after the famous fighter ace and triple Hero of the Soviet Union Ivan N. Kozhedub

(who was in fact Ukrainian). This one was among the aircraft that were displayed during the open house on August 18, 1991.

■ No. 8447, No. 46 Squadron, Egypt, 1973

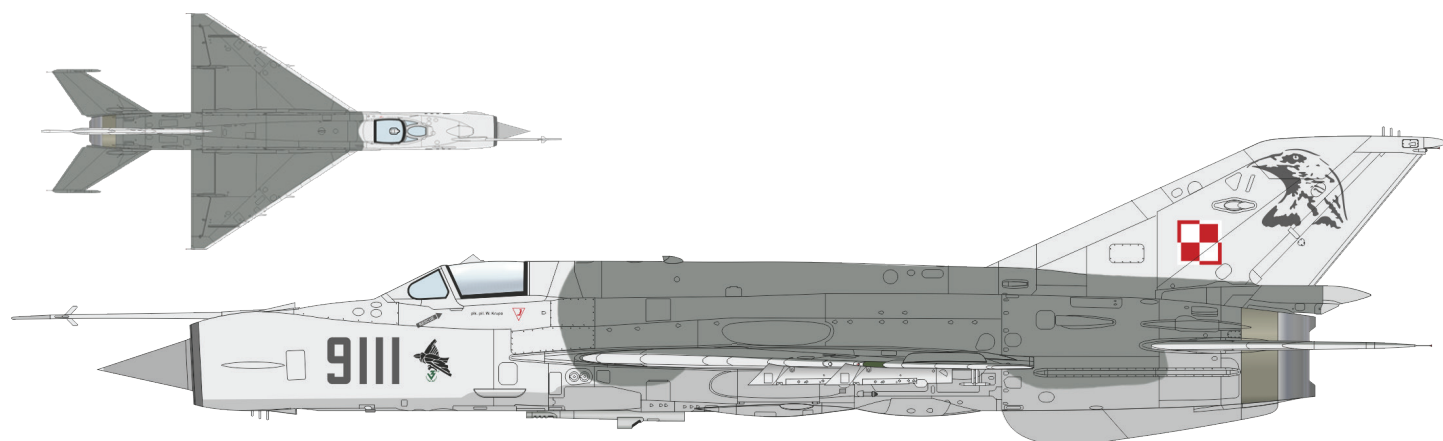


This is an aircraft from No. 46 Squadron as it appeared during combat exercises prior to the Yom Kipur War in 1973. To allow quick identification,

aircraft carried a large black letter with white outline on the fin. The nose sported painting of the goddess Nekhbet, protector of Upper Egypt.

Aircraft coded 8447 survived the Yom Kipur War and was photographed with this camouflage and markings at Cairo in October 1975.

■ No. 9111, 3 Squadron of Tactical Aviation, Poznań Krzesiny, Poland, 2002



The 3 ELT (Eskadra Lotnictwa Taktycznego – Squadron of Tactical Aviation) was formed at Poznań Krzesiny on January 1, 2001. The unit was equipped with MiG-21MF, bis and UM aircraft, but the MiG-21MFs were used for two years only, i.e., till the end of 2002. The MiG-21bis version stayed

until 2003 when it was decided to replace them with F-16s. On April 1, 2008, the 3 ELT, 6 ELT and the 31 Baza Lotnicza (31 Air Base) were disbanded and the 31 Baza Lotnictwa Taktycznego (31 Tactical Air Base) was formed. Since 2007, this aircraft has been displayed at Poznań Krzesiny. It is

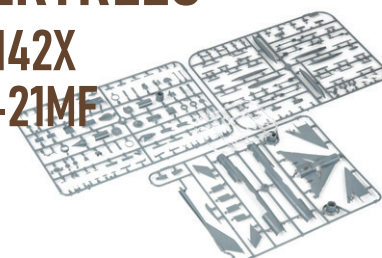
camouflaged in the same shades of grey as used on F-15s and F-16s. The raven's head marking on the fin was applied in 2002 on the occasion of a gathering of commanding officers in Berlin. The emblem of 3 Squadron, the predecessor of the 3 ELT, is painted below the windscreen.

Recommended: for MiG-21MF Fighter bomber 1/72

72689	MiG-21MF (PE-Set)
672181	MiG-21MF exhaust nozzle (Brassin)
672182	MiG-21MF wheels (Brassin)
672189	UB-16 rocket launchers for MiG-21 (Brassin)
672191	RS-2US missiles for MiG-21 (Brassin)
672193	MiG-21MF airbrakes (Brassin)
672197	MiG-21MF ejection seat (Brassin)
SIN67217	MiG-21MF armament (Brassin)
3DL72002	MiG-21MF SPACE (3D Decal Set)
CX511	MiG-21MF (Mask)

OVERTREES

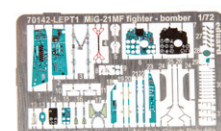
#70142X
MiG-21MF
1/72



Product page

OVERLEPT

#70142-LEPT
MiG-21MF
PE-Set 1/72



Product page

634039

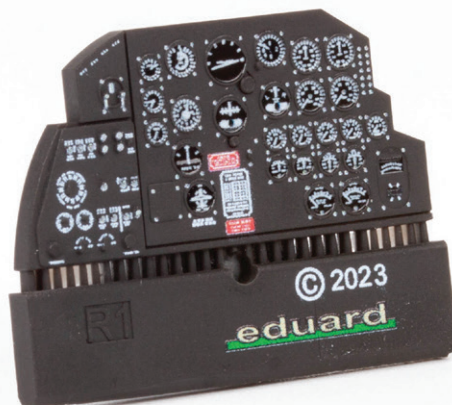
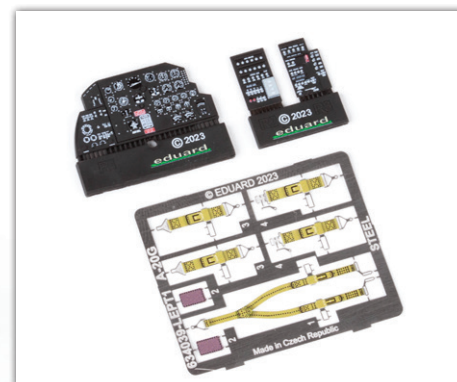
A-20G LööK

1/32 HKM

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A-20G in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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

[Product page](#)


LööK

644220

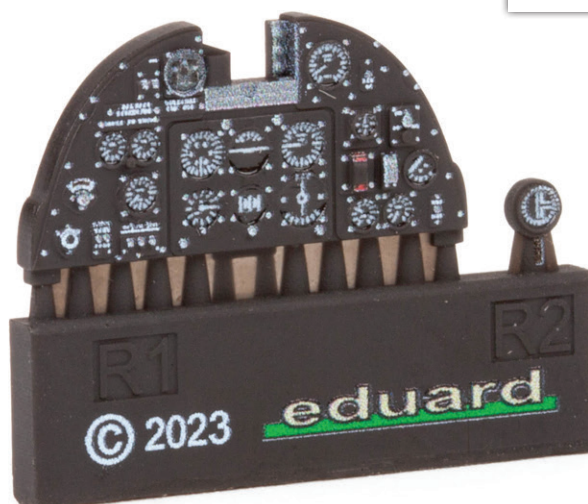
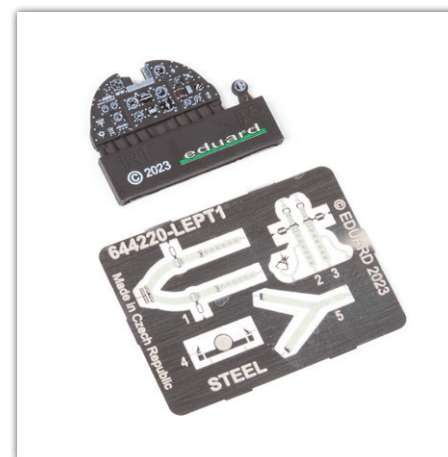
Hurricane Mk.I LööK

1/48 Hobby Boss

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

Set contains:

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

[Product page](#)


LööK

644222

FM-2 LööK

1/48 Eduard

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

Set contains:

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

[Product page](#)

LööK
644223

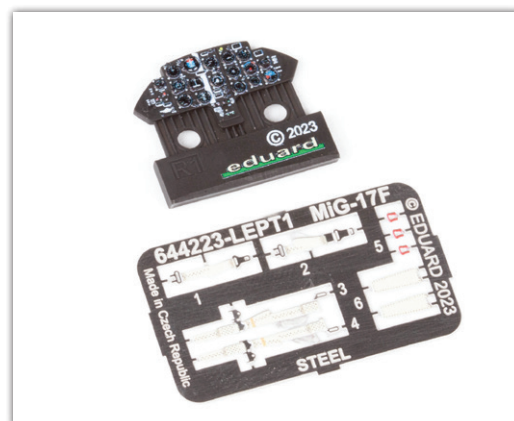
MiG-17F LööK

1/48 AMMO

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for MiG-17F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: AMMO

Set contains:

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

[Product page](#)

LööK

634040

Spitfire Mk.Ia LööKplus

1/32 Kotare

Collection of 4 sets for Spitfire Mk.Ia in 1/32 scale.

Recommended kit: Kotare

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

[Product page](#)



644221

Do 335A LööKplus

Tamiya

Collection of 4 sets for Do 335A in 1/48 scale.

Recommended kit: Tamiya

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

[Product page](#)



632197

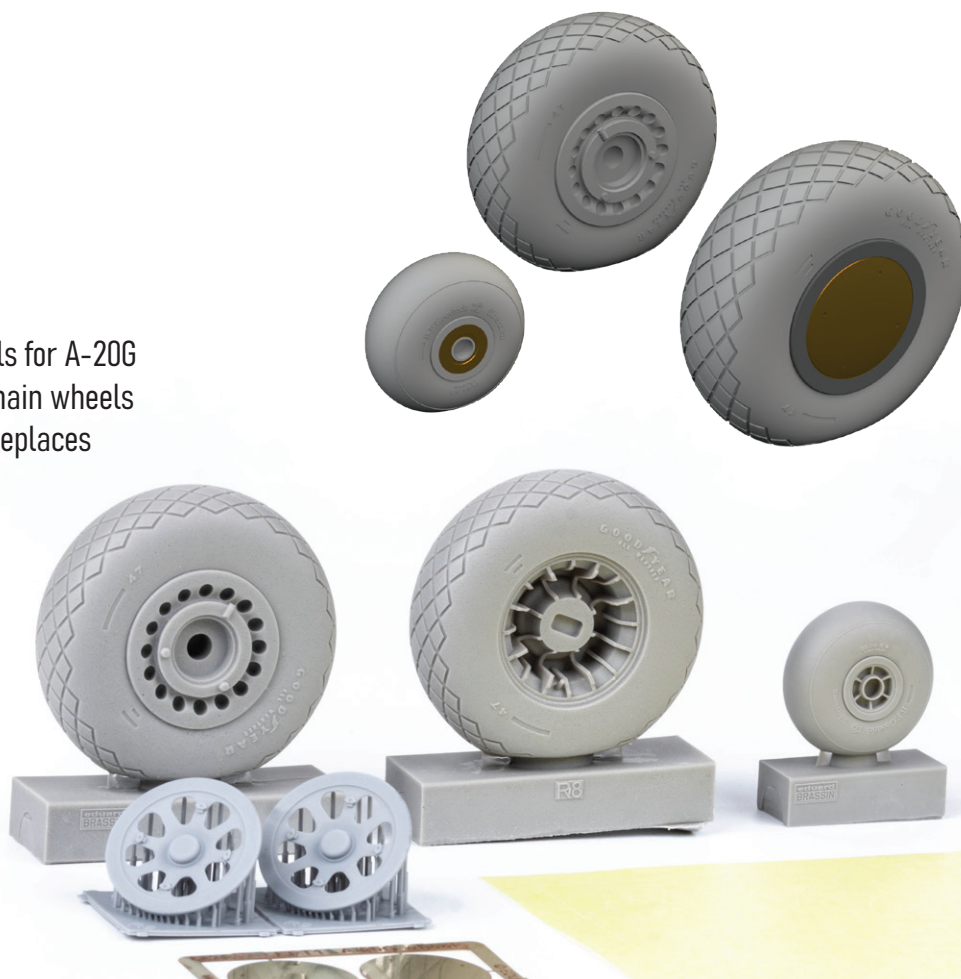
A-20G wheels

1/32 HKM

Brassin set - the undercarriage wheels for A-20G in 1/32 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
- 3D print: 2 parts
- decals: no
- photo-etched details: yes
- painting mask: yes

[Product page](#)

635033

Sd.Kfz. 251/1 Ausf. C radio equipment PRINT

1/35 Academy

Brassin set - radio equipment for Sd.Kfz. 251/1 Ausf. C in 1/35 scale. Made by direct 3D printing. Recommended kit: Academy

Set contains:

- 3D print: 14 parts
- resin: 1 part
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product page](#)


635034

WWII German fire extinguishers PRINT

1/35

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

Set contains:

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

[Product page](#)


Print

648875

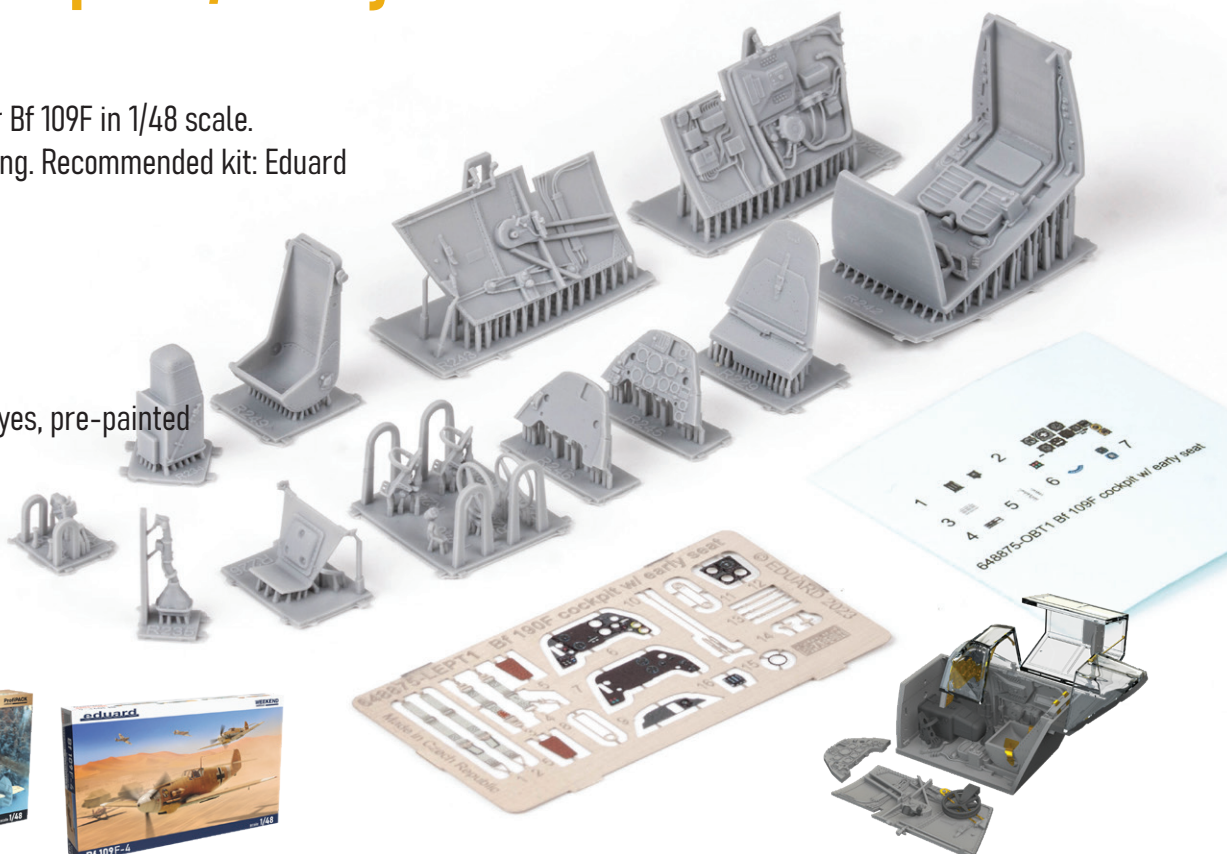
Bf 109F cockpit w/ early seat PRINT

1/48 Eduard

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

Set contains:

- 3D print: 17 parts
- resin: 1 part
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no
- SPACE 3D decals: no

[Product page](#)


Print

648880

Bf 109F wheel bays rounded PRINT

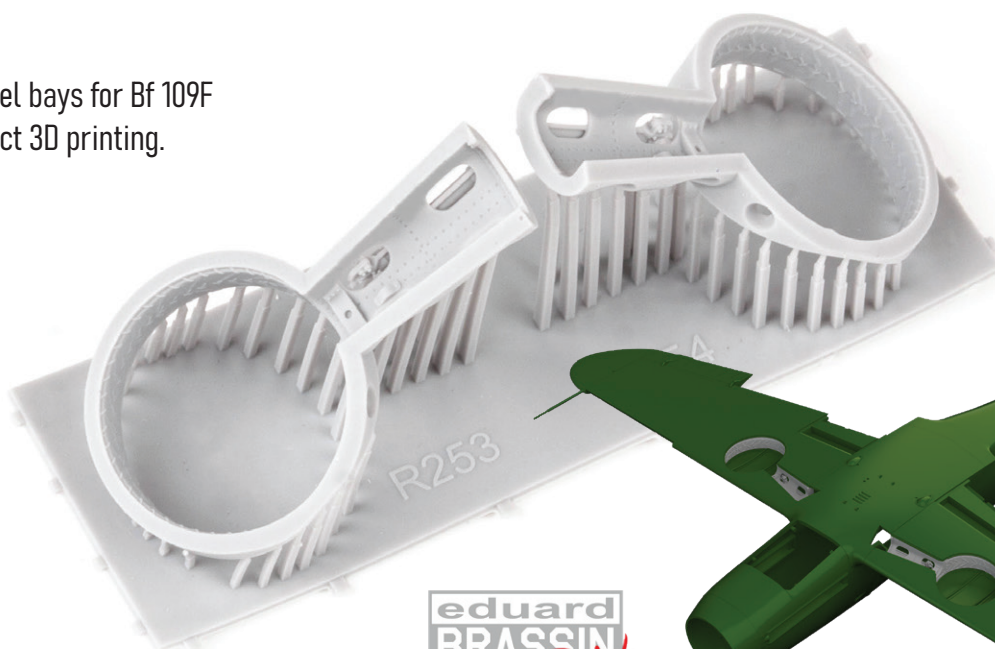
1/48 Eduard

Brassin set - rounded wheel bays for Bf 109F
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

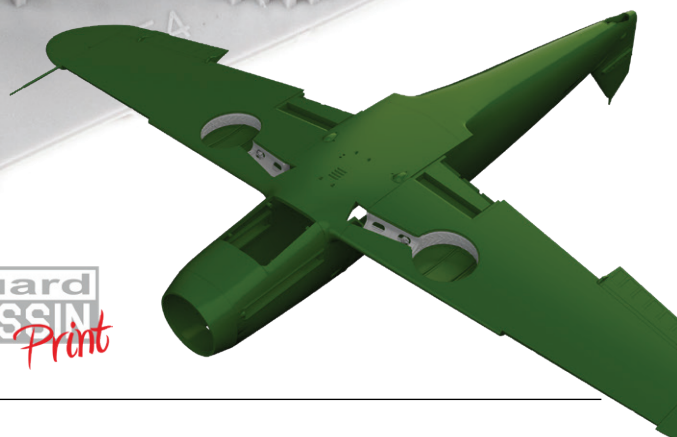
Set contains:

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

[Product page](#)



eduard
BRASSIN
Print



648881

Bf 109F wheel bays angular PRINT

1/48 Eduard

Brassin set - angular wheel bays for Bf 109F
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

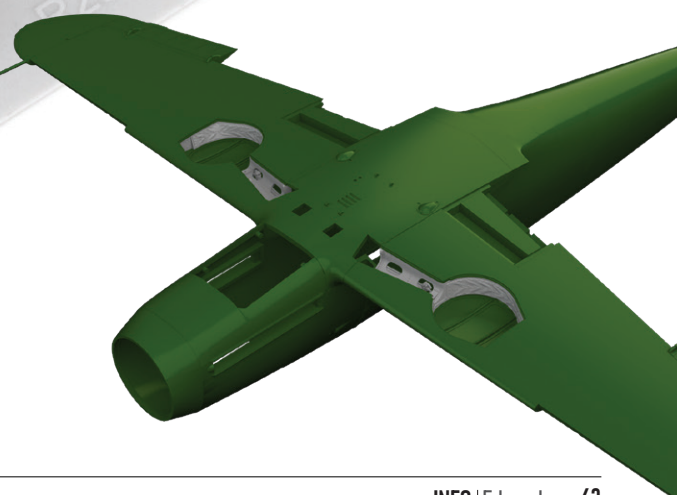
Set contains:

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

[Product page](#)



eduard
BRASSIN
Print



648882

F-4E wheels

1/48 Meng

Brassin set - the undercarriage wheels for F-4E in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Meng

Set contains:

- resin: 4 parts
- decals: no
- photo-etched details: no
- painting mask: yes

[Product page](#)


648883

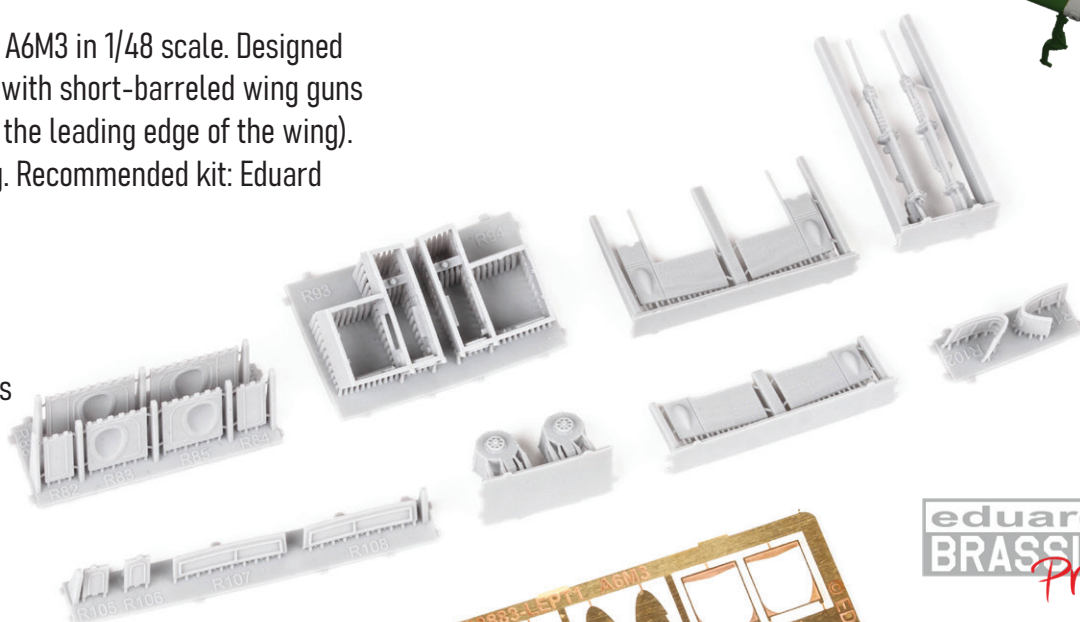
A6M3 gun bays short barrel PRINT

1/48 Eduard

Brassin set - gun bays for A6M3 in 1/48 scale. Designed for Zeroes Type 32 and 22 with short-barreled wing guns (guns not protruding from the leading edge of the wing). Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 22 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)


648886

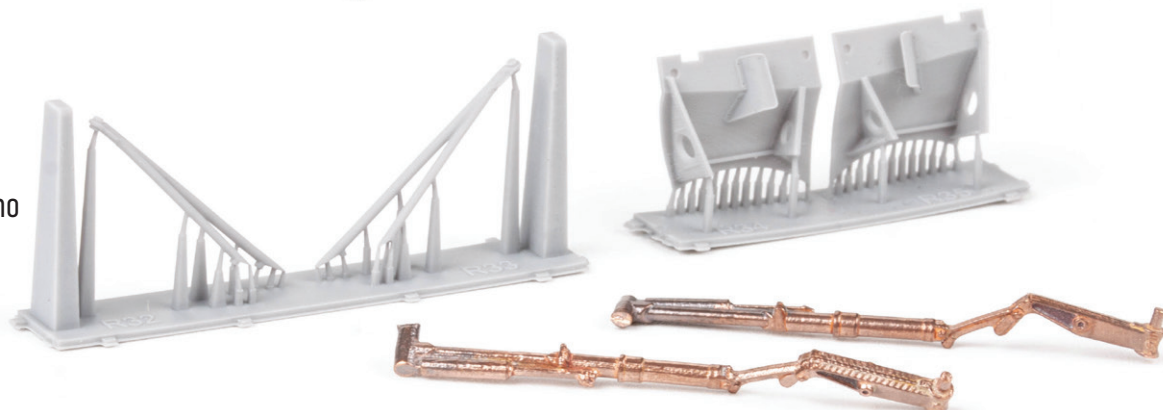
FM-2 undercarriage legs BRONZE

1/48 Eduard

Brassin set - the undercarriage legs for FM-2 in 1/48 scale. The legs are made of bronze. Recommended kit: Eduard

Set contains:

- 3D print: 4 parts
- bronze: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



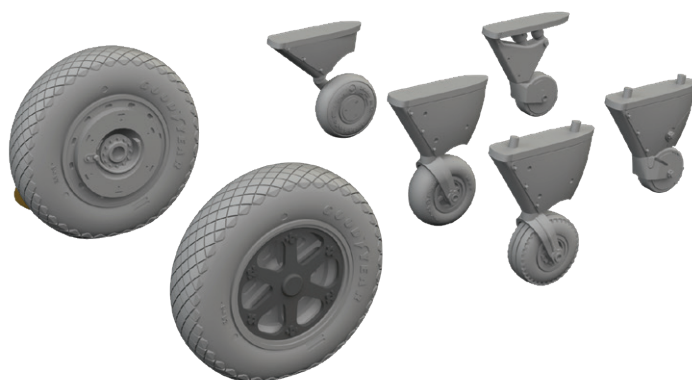
Product page

648887

FM-2 wheels

1/48 Eduard

Brassin set - the undercarriage wheels for FM-2 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard



Set contains:

- resin: 9 parts
- decals: no
- photo-etched details: yes
- painting mask: yes

Product page



648888

FM-2 seat PRINT

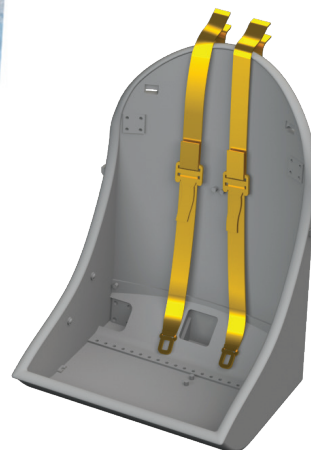
1/48 Eduard

Brassin set - the seat for FM-2 in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)

648889

FM-2 folding wings PRINT

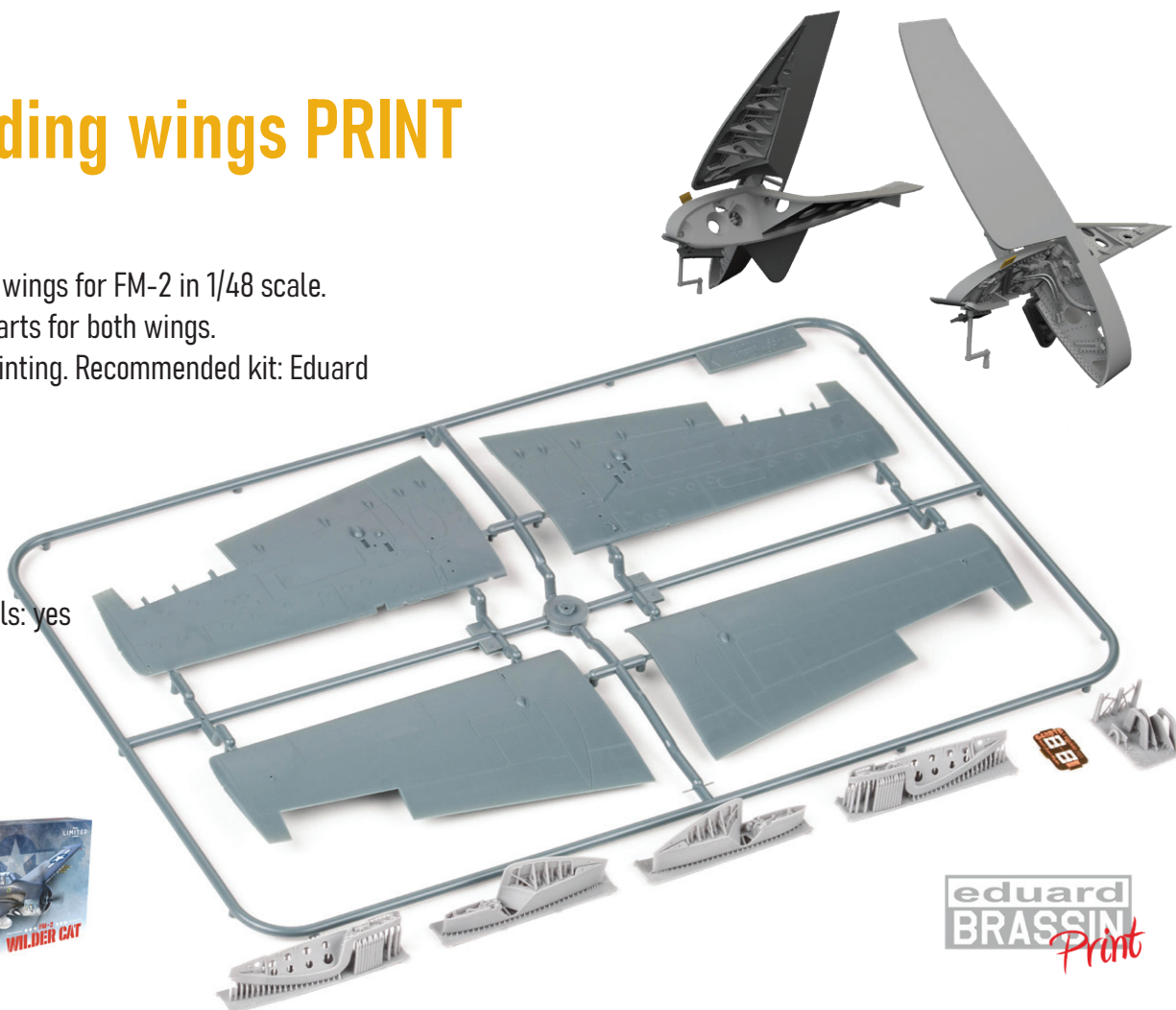
1/48 Eduard

Brassin set - folding wings for FM-2 in 1/48 scale.
The set consists of parts for both wings.
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)




648890

FM-2 gun barrels PRINT

1/48 Eduard

Brassin set - gun barrels for FM-2
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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

[Product page](#)



eduard
BRASSIN

Print

648891

F-104A/C airbrakes PRINT

1/48 Kinetic/Eduard

Brassin set - airbrakes for F-104A/C in 1/48 scale.
Made by direct 3D printing.
Recommended kit: Kinetic/Eduard

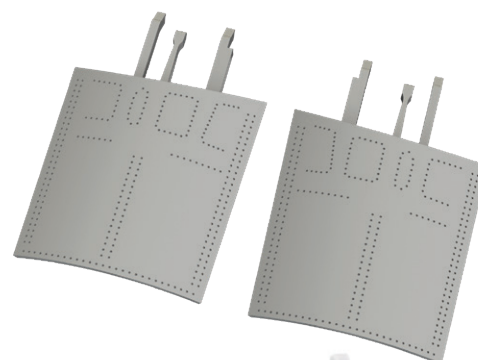
Set contains:

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

[Product page](#)

eduard
BRASSIN

Print



648892

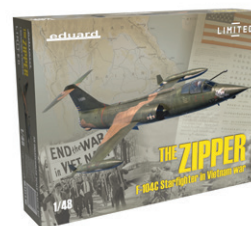
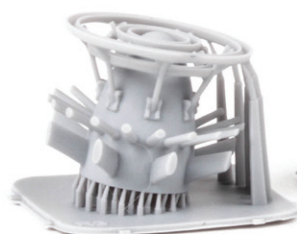
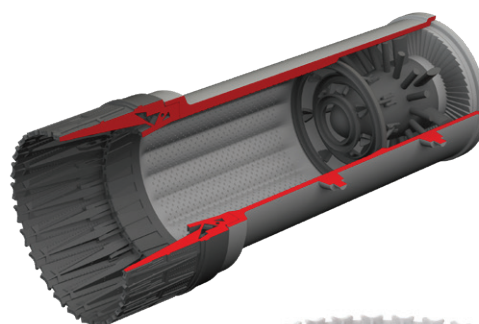
F-104A/C exhaust nozzle PRINT

1/48 Kinetic/Eduard

Brassin set - exhaust nozzle for F-104A/C
in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Kinetic/Eduard

Set contains:

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

eduard
BRASSIN
Print

Product page

648895

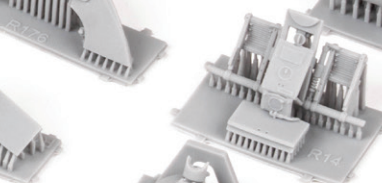
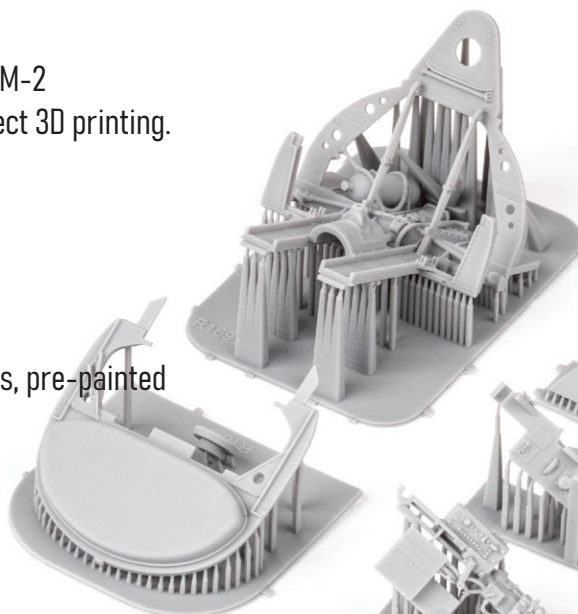
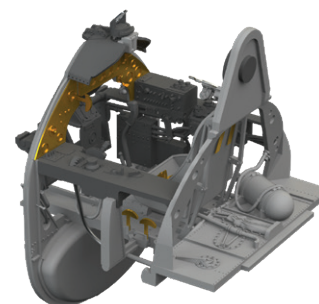
FM-2 cockpit PRINT

1/48 Eduard

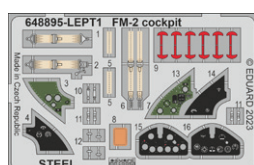
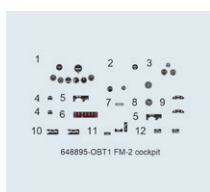
Brassin set - cockpit for FM-2
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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



Product page

eduard
BRASSIN
Print

672317

Bf 109F undercarriage legs BRONZE

1/72 Eduard

Brassin set - the undercarriage legs for Bf 109F in 1/72 scale. The legs are made of bronze.
Recommended kit: Eduard

Set contains:

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

[Product page](#)



672326

Bf 109F/G/K gun pods PRINT

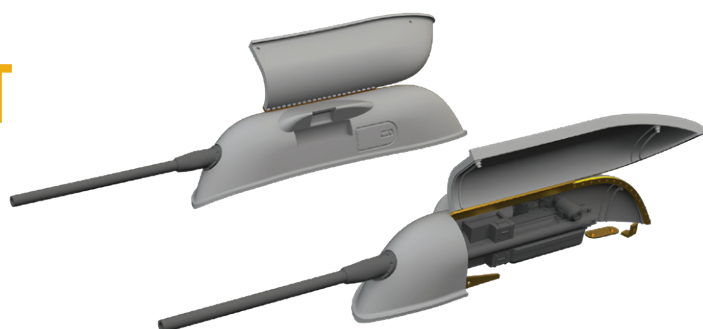
1/72 Eduard

Brassin set - gun pods for Bf 109F/G/K in 1/72 scale. Easy to assemble, replaces plastic parts. Made by direct 3D printing.
Recommended kit: Eduard

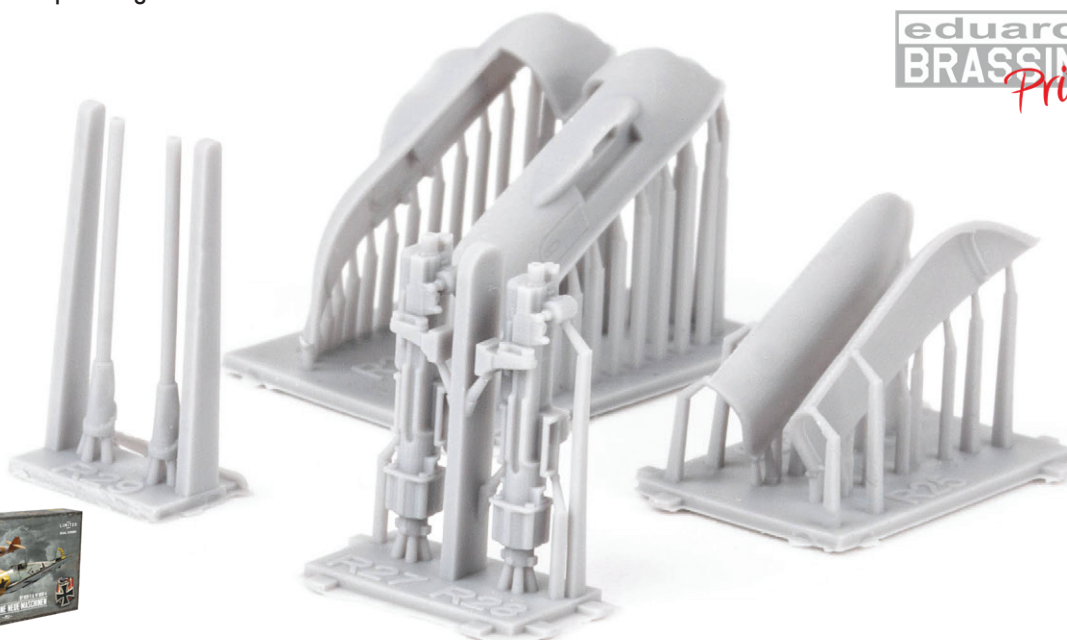
Set contains:

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

[Product page](#)



eduard
BRASSIN
Print



672329

Bf 109 balance weights PRINT

1/72 Eduard

Brassin set - wing balance weights for Bf 109F in 1/72 scale. The set consists of 10 balance weights. Easy to assemble, replaces plastic parts. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)


672330

MiG-29 wheels

1/72 Great Wall Hobby

Brassin set - the undercarriage wheels for MiG-29 in 1/72 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

- resin: 4 parts
- 3D print: 1 part
- decals: no
- photo-etched details: no
- painting mask: yes

[Product page](#)


Packed in hard
envelope.



Bf 109F-4
 WNr. 10137, 040; Hans-Joachim Marseille, CE of 3.56 ZF, Ain-el-Gazala, Libya, June 1942
 by Mark Ryd

 Eduard - Model Accessories, 2023
www.eduard.com

70155-ART

A6M3 Zero Type 32



A6M3 Zero Type 32
c/o 3028, Tainan Kōkūri, Bunko Airfield, New Guinea, August 1942
by Piotr Farkasiewicz


Eduard • Model Accessories, 2023
www.eduard.com

www.eduard.com only

SIN648108

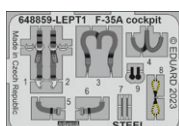
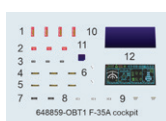
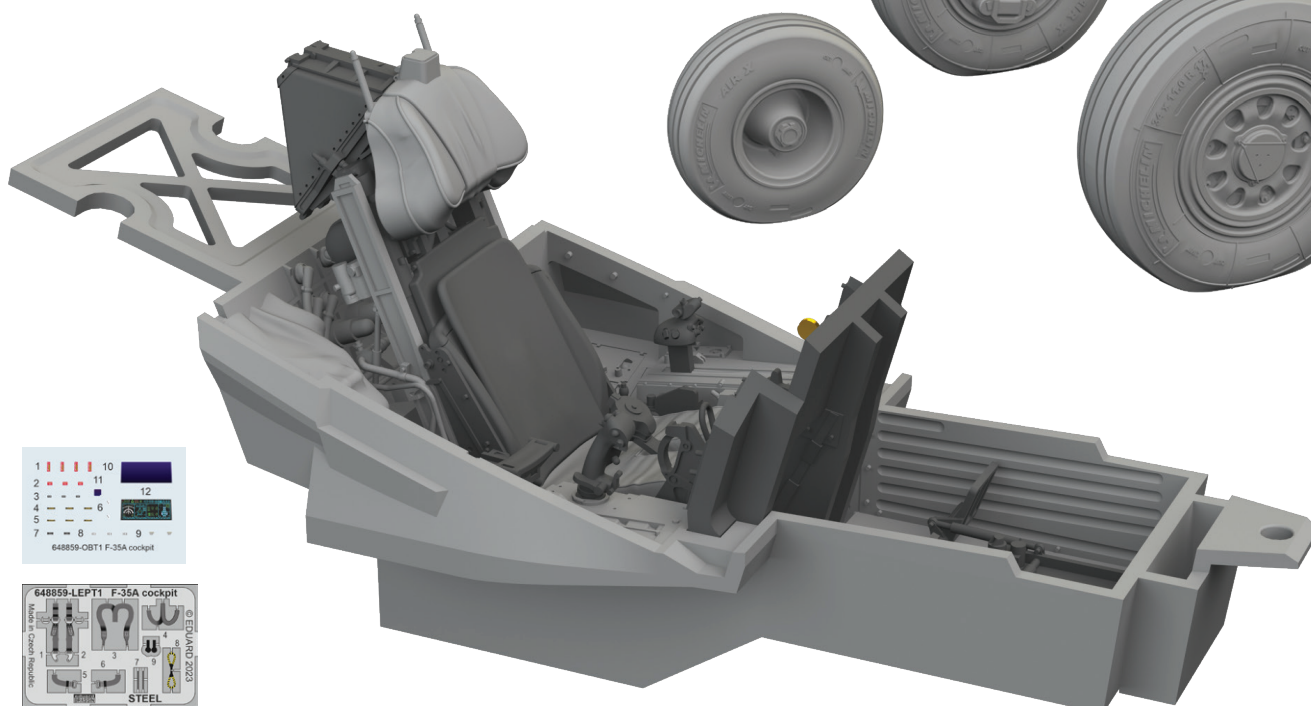
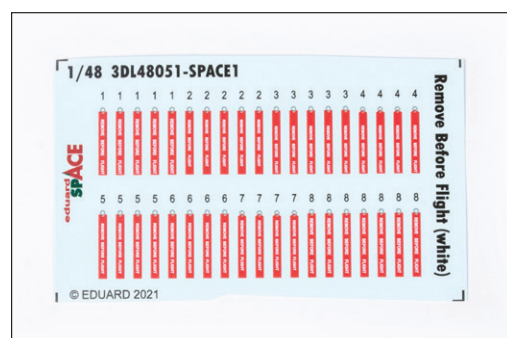
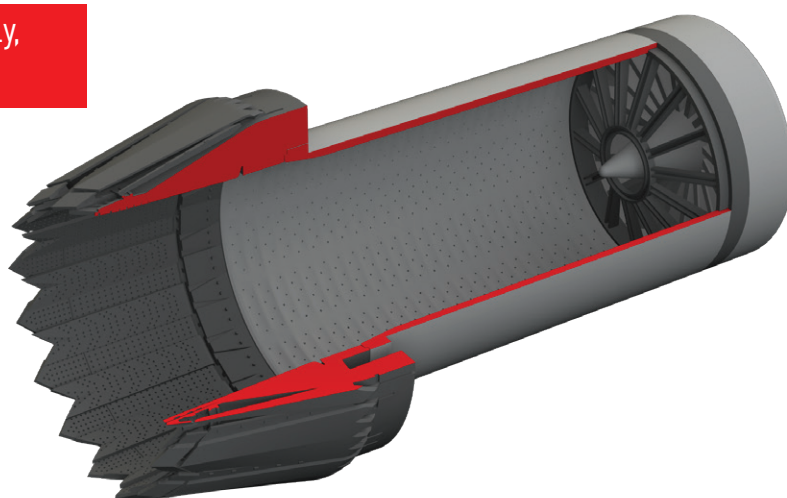
F-35A**1/48 Tamiya**

Collection of 4 sets for F-35A in 1/48 scale.

Recommended kit: Tamiya

- cockpit
- exhaust nozzle
- undercarriage wheel
- Remove Before Flight tags SPACE

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

[Product page](#)


SIN648109

F-4E armament

1/48 Meng

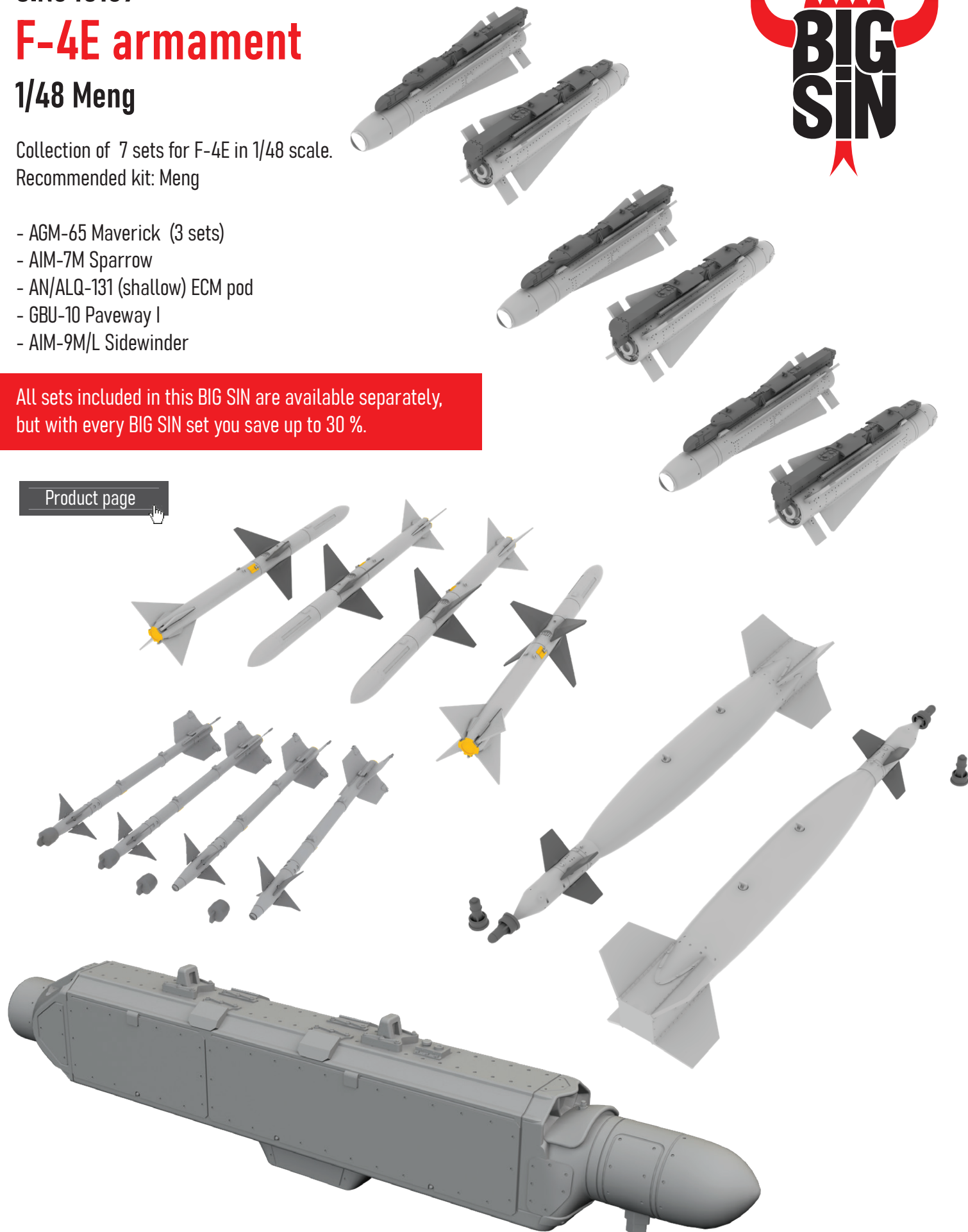
Collection of 7 sets for F-4E in 1/48 scale.

Recommended kit: Meng

- AGM-65 Maverick (3 sets)
- AIM-7M Sparrow
- AN/ALQ-131 (shallow) ECM pod
- GBU-10 Paveway I
- 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



A-20G bomb bay

1/32 HKM

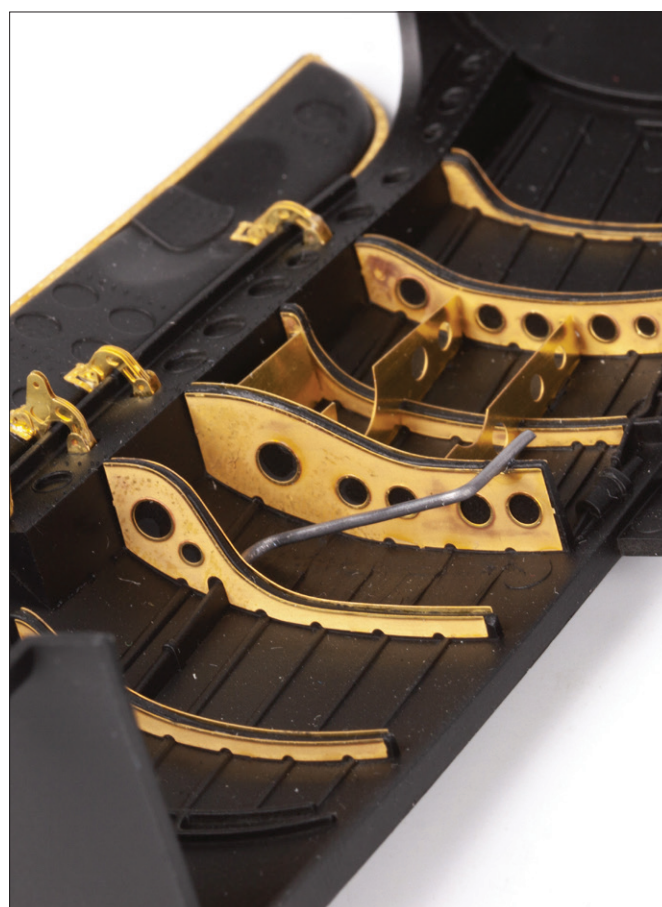
32484



A-20G main wheel wells

1/32 HKM

32485



A-20G

1/32 HKM

A-20G

33355



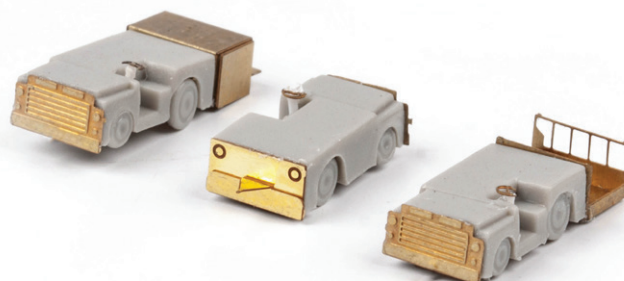
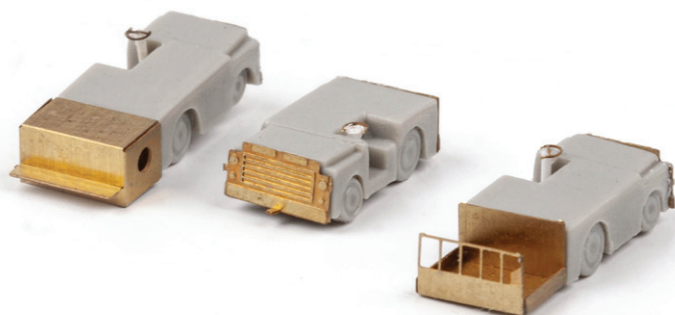


USS Nimitz CVN-68 part 1

1/350 Trumpeter

53295

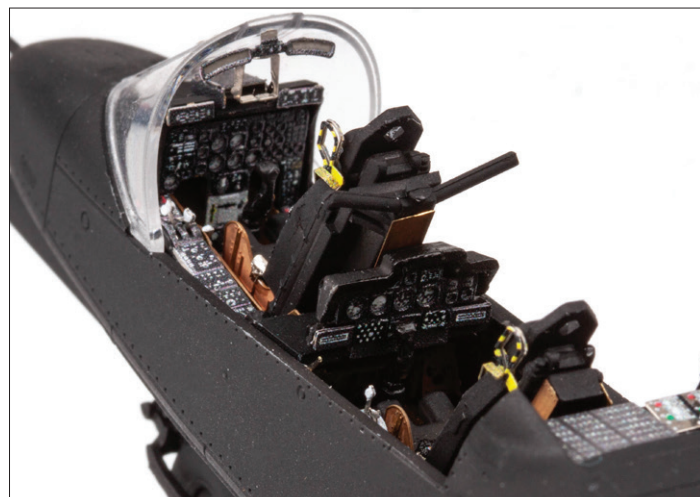




OV-10A

1/72 ICM

73805

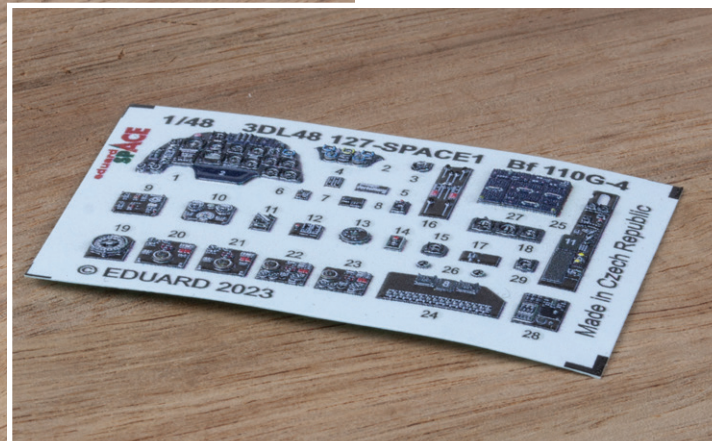
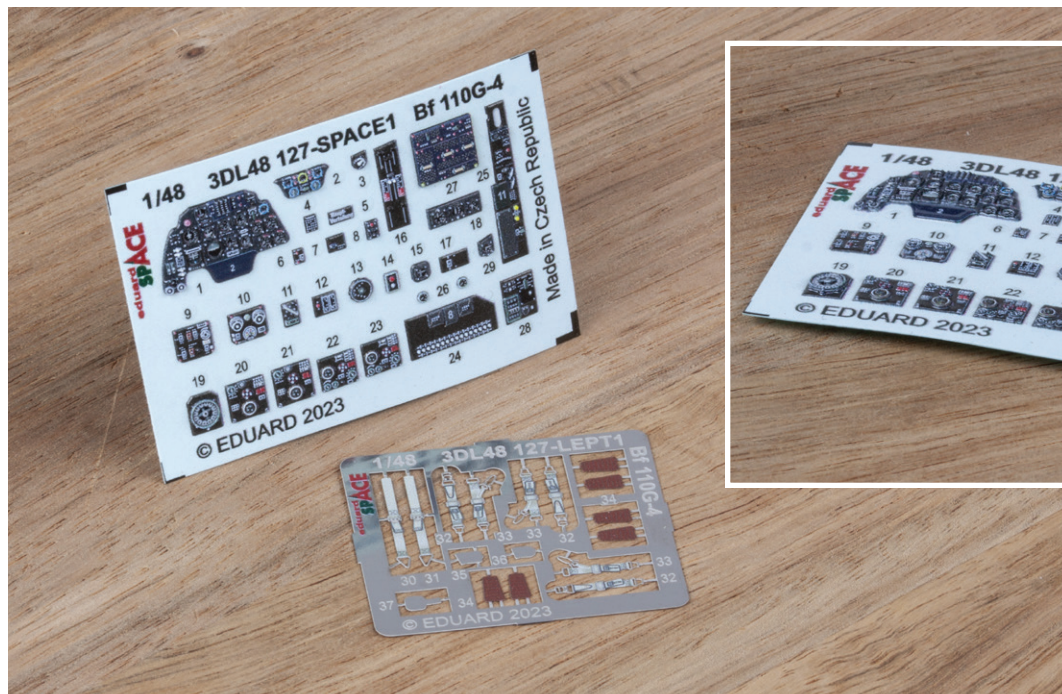




3DL48127 Bf 110G-4 SPACE 1/48 Eduard

[Product page](#)

EASY
APPLICATION



3DL48128 FM-2 SPACE 1/48 Eduard

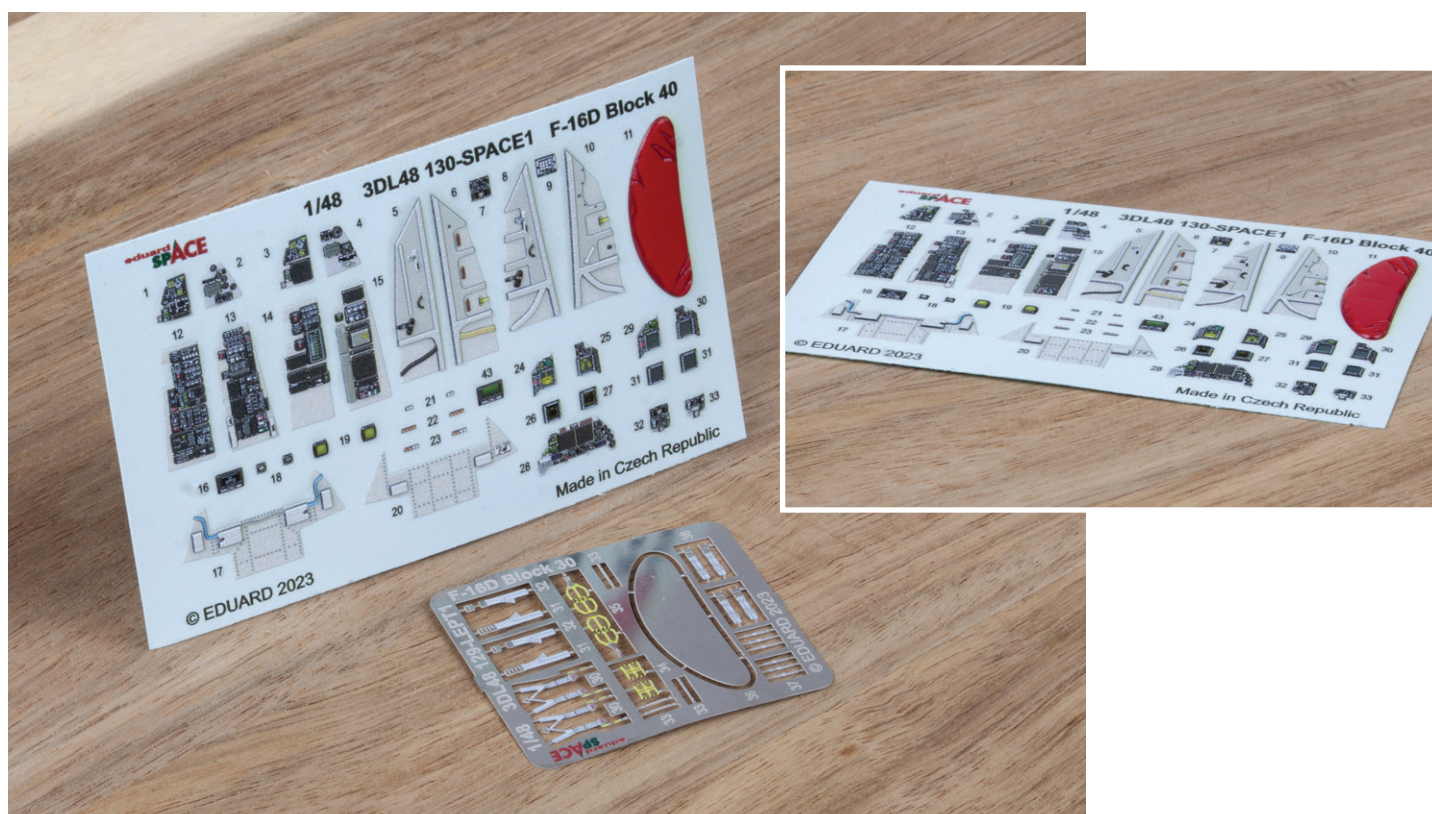
[Product page](#)

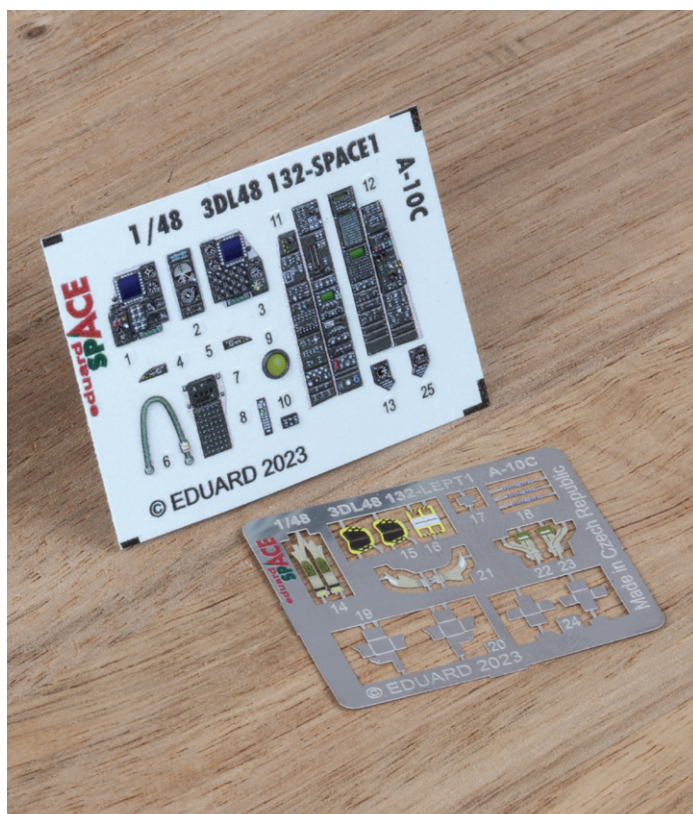
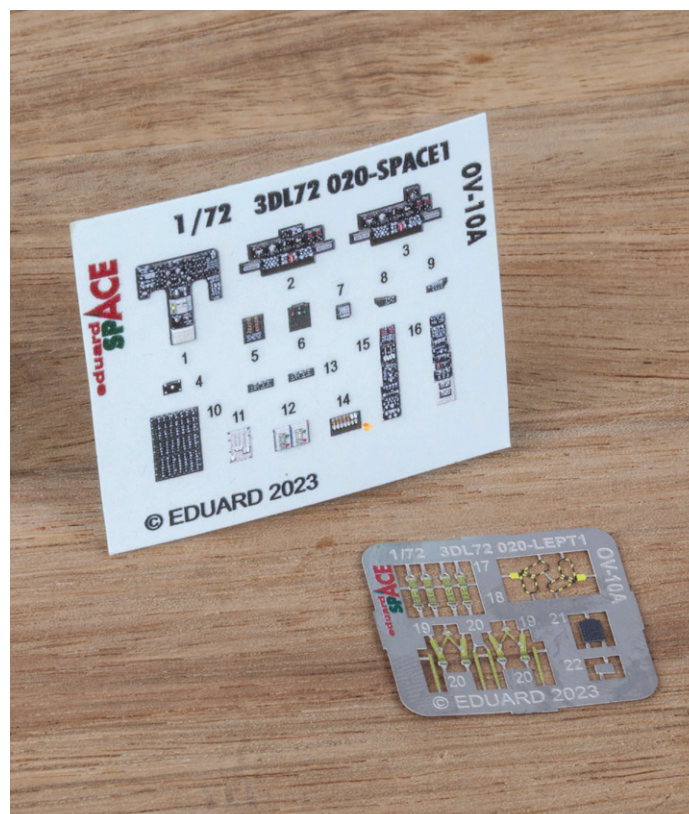


3DL48129 F-16D Block 30 SPACE 1/48 Kinetic

[Product page](#)


3DL48130 F-16D Block 40 SPACE 1/48 Kinetic

[Product page](#)


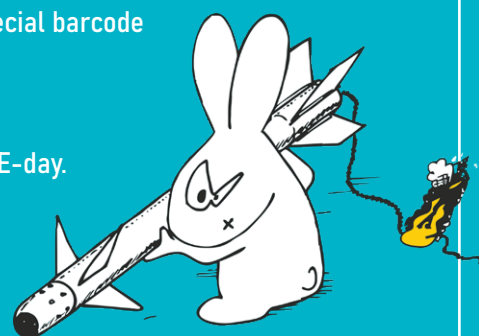
3DL48131 **F-16D Block 50 SPACE** 1/48 Kinetic[Product page](#)3DL48132 **A-10C SPACE** 1/48 Academy[Product page](#)3DL72020 **OV-10A SPACE** 1/72 ICM[Product page](#)

BUNNY FIGHTER CLUB

Eduard's special membership club for all modeling enthusiasts!

- 15% Permanent Club discount at Eduard Store – you will receive permanent 15% discount on all Eduard products and also discount on various other non-Eduard products. Fixed, permanent, forever!
- Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.
- Even better prices at Eduard events stand – do you know that Eduard usually has huge discounts on their products at fairs and events all over the world? BFC members will have even higher discount at these events.
- Club T-shirt – you will receive fancy BFC T-shirt with unique design and special barcode (used for event discounts). This exclusive T-shirt will be only available to the members of BFC.
- Free entry fee on E-day – you will not have to pay a penny to visit Eduard's E-day. That means lot of fun at E-day for two days and entry kit, absolutely free!

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

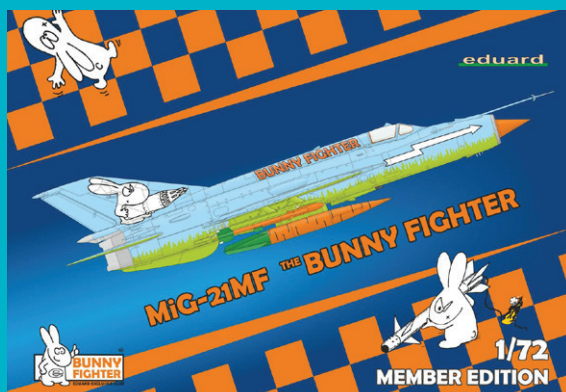


How to become a member of BFC?

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

Activation products:

MiG-21MF + T-shirt 1/72

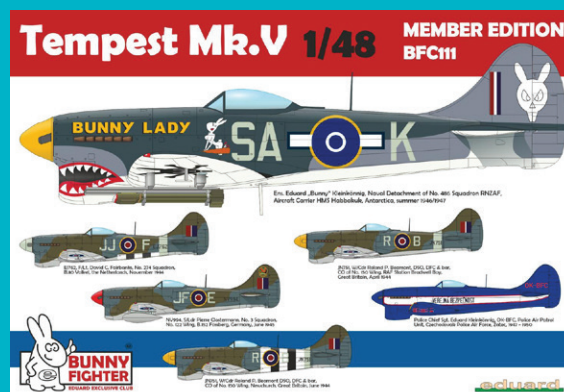


BOX CONTENT:

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



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

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

ER32001

Single riveting rows

1/32

Product page

ER32001 SINGLE RIVETING ROWS 1/32

Made in Czech Republic © 2023

eduard

ER48006

Single riveting rows

1/48

Product page

ER48006 SINGLE RIVETING ROWS 1/48

Made in Czech Republic © 2023

eduard

ER72001

Single riveting rows

1/72

Product page

ER72001 SINGLE RIVETING ROWS 1/72

Made in Czech Republic © 2023

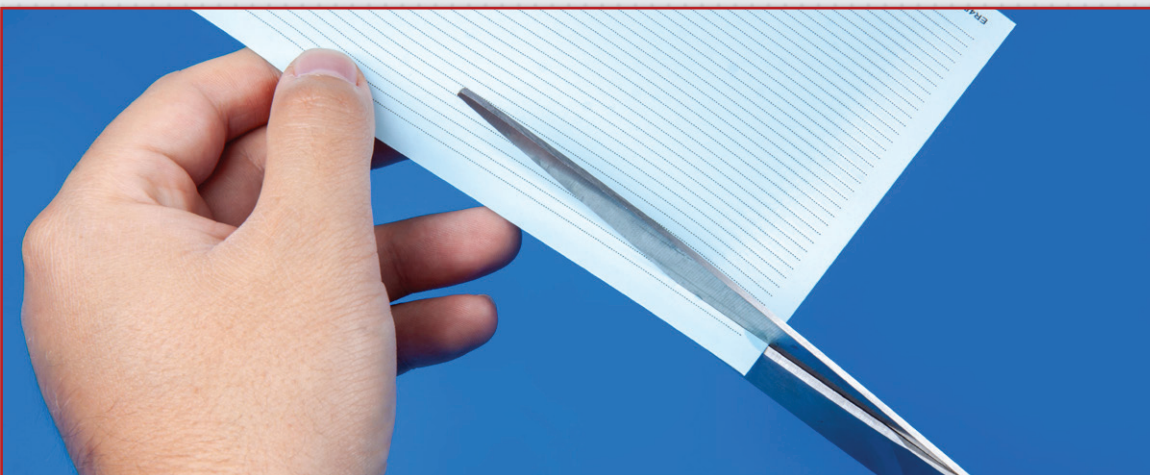
eduard

Rivet the Eddie way



Assemble the model and prepare the model for the painting. Spray with Mr. Finishing Surfacer 1500, add drops of Super Gloss Clear to the mixture so that the sprayed model has glossy surface (same grade of smoothness of the surface like for decal application).

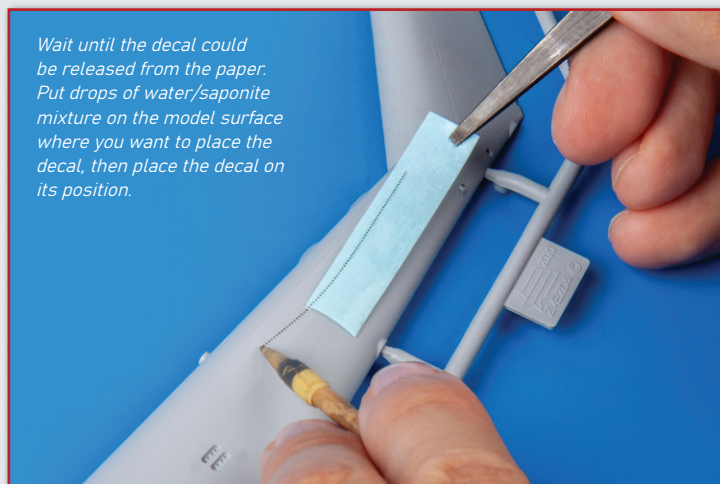
Prepare mixture of water (100 ml) and dishwashing saponite (2-3 drops). Soak the dishwashing sponge in the mixture.



Cut off a section with rivets from the decal paper with scissors or sharp modeling knife.



Put it on the sponge then push the sponge so that the decal is wet.



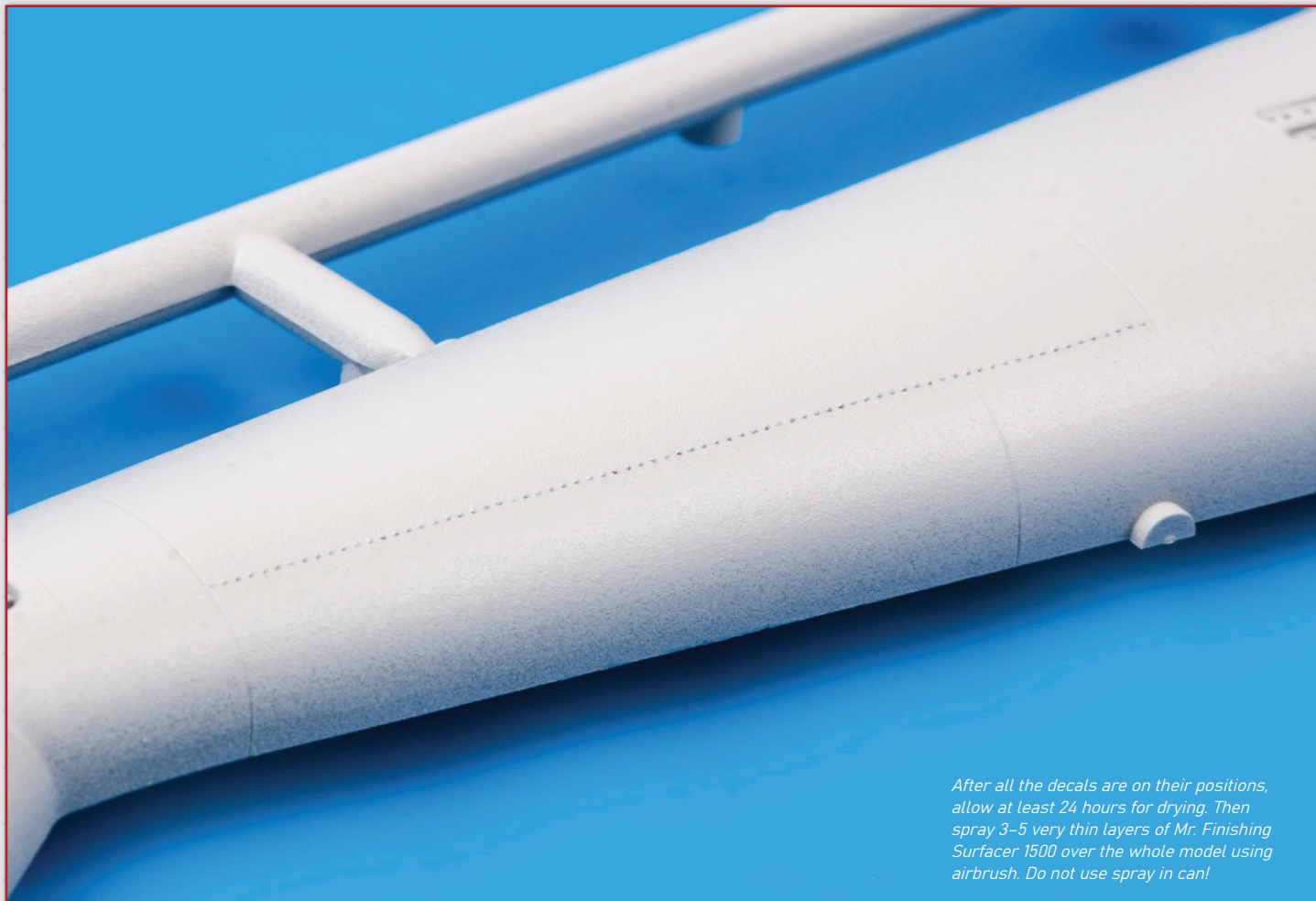
Wait until the decal could be released from the paper. Put drops of water/saponite mixture on the model surface where you want to place the decal, then place the decal on its position.



Press the applied decal to the surface with dry dishwashing sponge and remove all water. Do not move the sponge! Just apply gentle press and then draw the sponge apart from the surface vertically. Otherwise, the decal might get deformed.



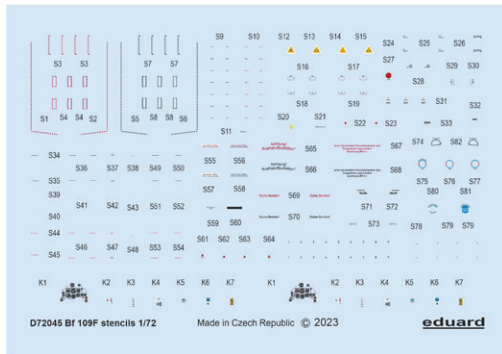
Placed decal.



After all the decals are on their positions, allow at least 24 hours for drying. Then spray 3-5 very thin layers of Mr. Finishing Surfacer 1500 over the whole model using airbrush. Do not use spray in can!



Continue with painting and final assembly of the model. Pay maximum attention to masking when using masking tape. The adhesion of the tape must be reduced to avoid damage of the Surfacer layer or even the decal!

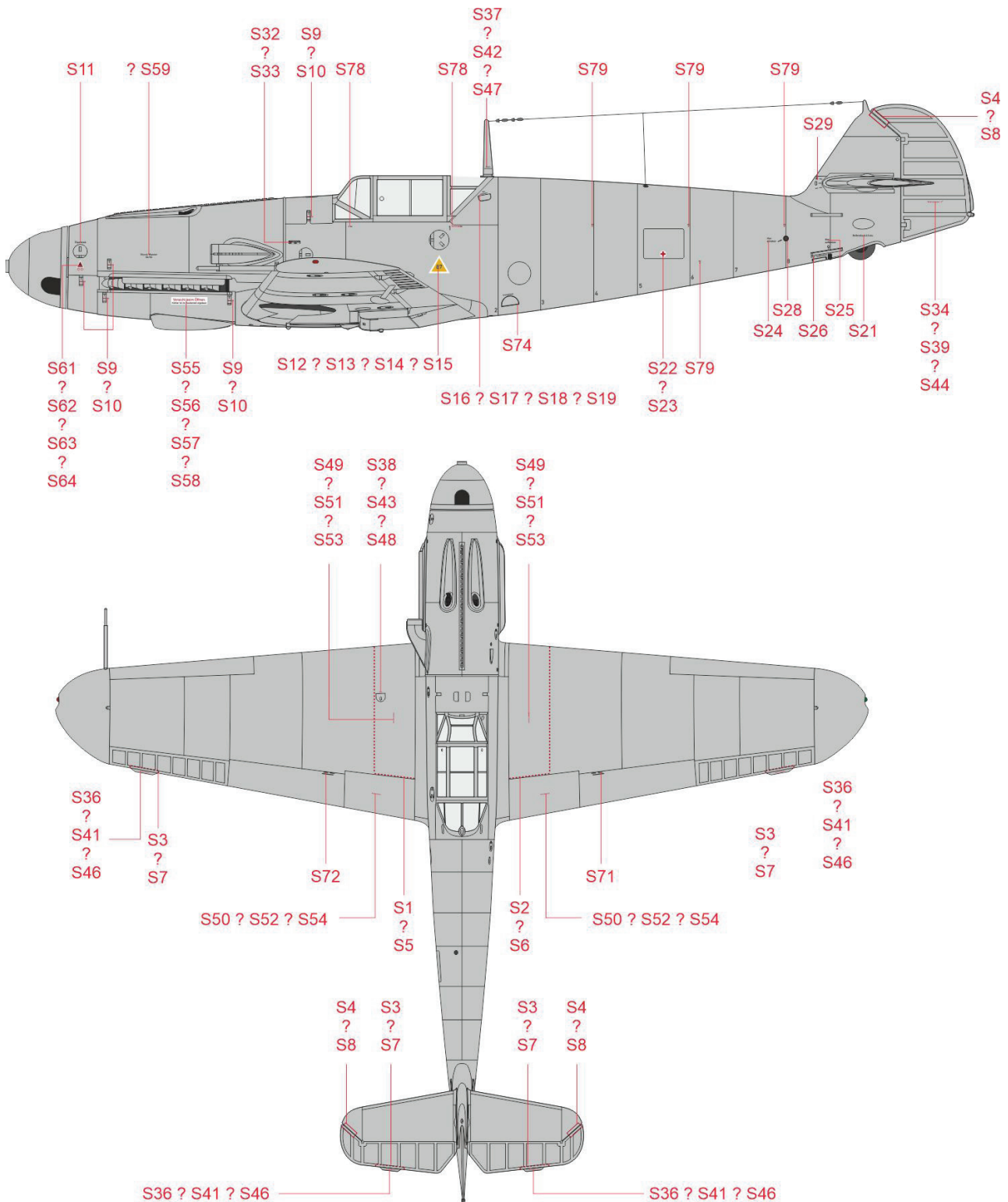


D72045

Bf 109F stencil

1/72 Eduard

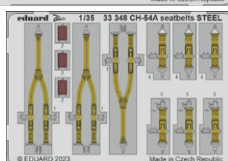
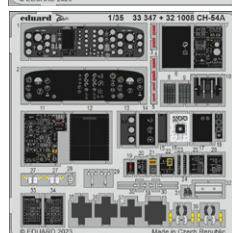
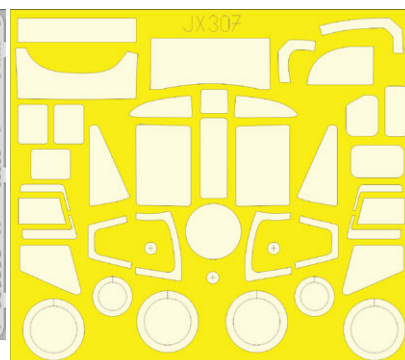
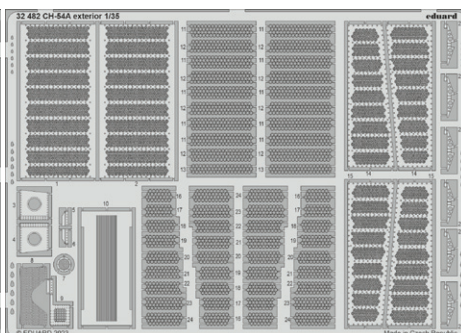
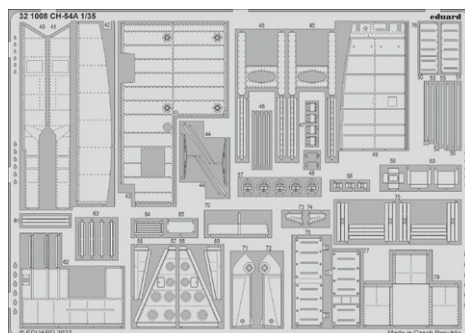
[Product page](#)



BIG33152 **CH-54A** 1/35 ICM

- 321008 CH-54A 1/35
- 32482 CH-54A exterior 1/35
- 33348 CH-54A seatbelts STEEL 1/35
- JX307 CH-54A 1/35

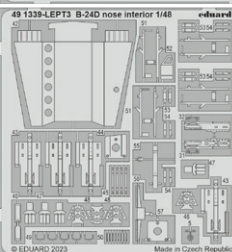
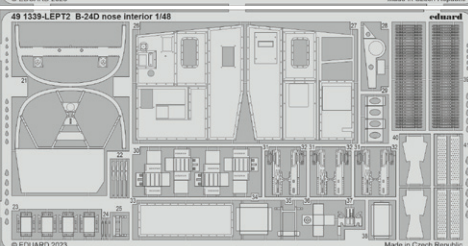
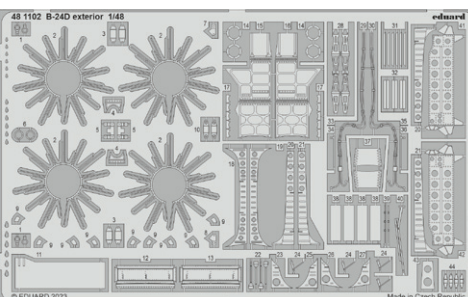
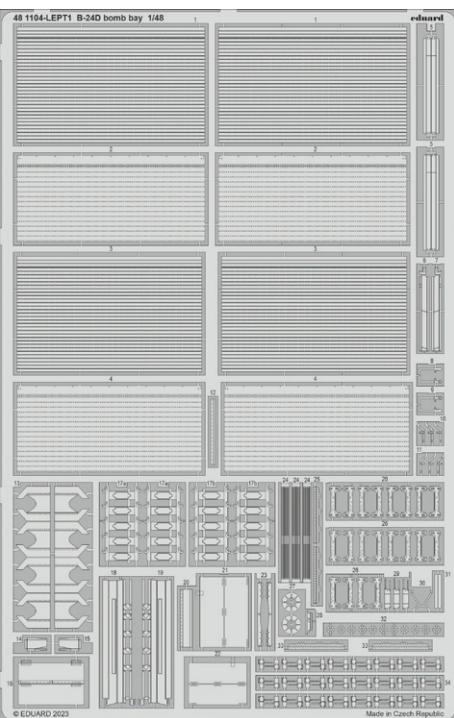
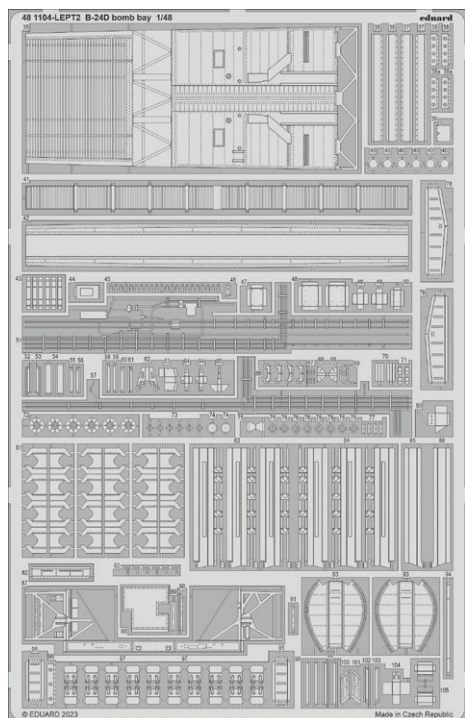
Product page



BIG49373 **B-24D PART II** 1/48 Revell

- 481102 B-24D exterior 1/48
- 481104 B-24D bomb bay 1/48
- 491339 B-24D nose interior 1/48

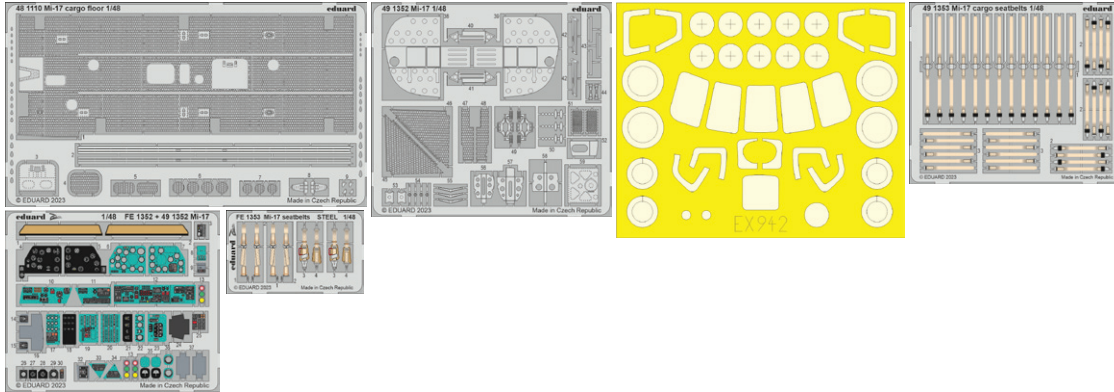
Product page



BIG49374 **Mi-17** 1/48 AMK

- 481110 Mi-17 cargo floor 1/48
- 491352 Mi-17 1/48
- 491353 Mi-17 cargo seatbelts 1/48
- FE1353 Mi-17 seatbelts STEEL 1/48
- EX942 Mi-17 1/48

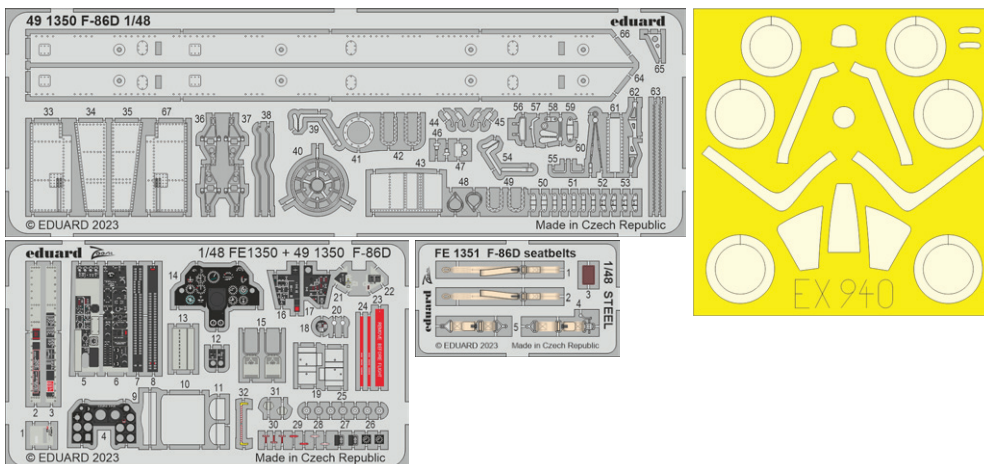
[Product page](#)



BIG49375 **F-86D** 1/48 Revell

- 491350 F-86D 1/48
- FE1351 F-86D seatbelts STEEL 1/48
- EX940 F-86D 1/48

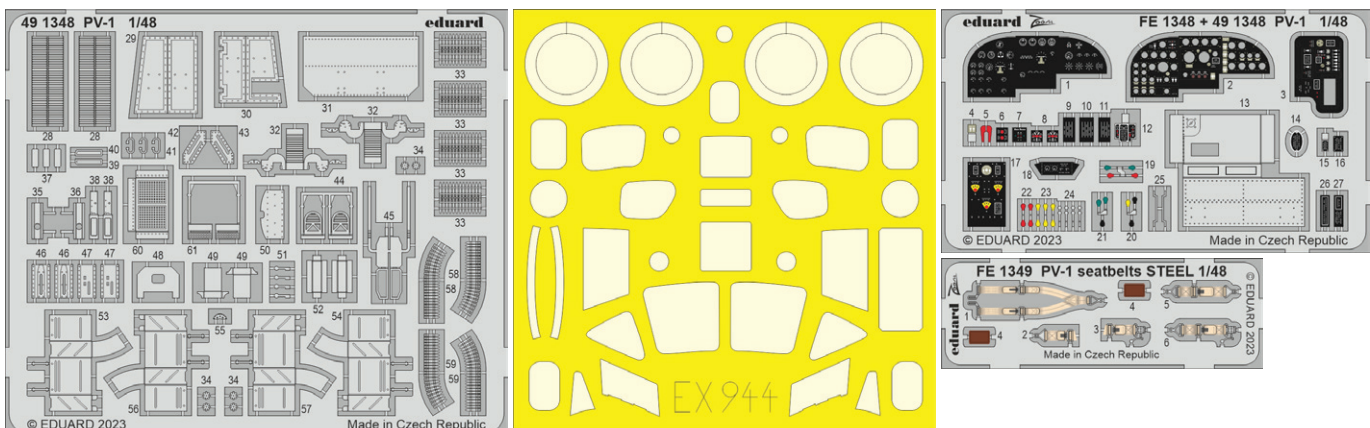
[Product page](#)



BIG49376 **PV-1 PART I** 1/48 Academy

- 491348 PV-1 1/48
- FE1349 PV-1 seatbelts STEEL 1/48
- EX944 PV-1 1/48

[Product page](#)



EX964 A-10C TFace

1/48 Academy

EX965 FM-2 TFace

1/48 Eduard

EX966 F-16D Block 30/40/50

1/48 Kinetic

EX967 F-16D Block 30/40/50 TFace

1/48 Kinetic

EX968 F-35B RAM coating

1/48 Italeri

EX969 A6M2-N Rufe national insignia

1/48 Eduard

EX970 A6M3 Zero Type 32 Weekend

1/48 Eduard

CX650 OV-10A

1/72 ICM



EX964 A-10C TFace



EX964 A-10C TFace



EX964 A-10C TFace



EX964 A-10C TFace



EX966 F-16D Block 30/40/50
EX967 F-16D Block 30/40/50 TFace



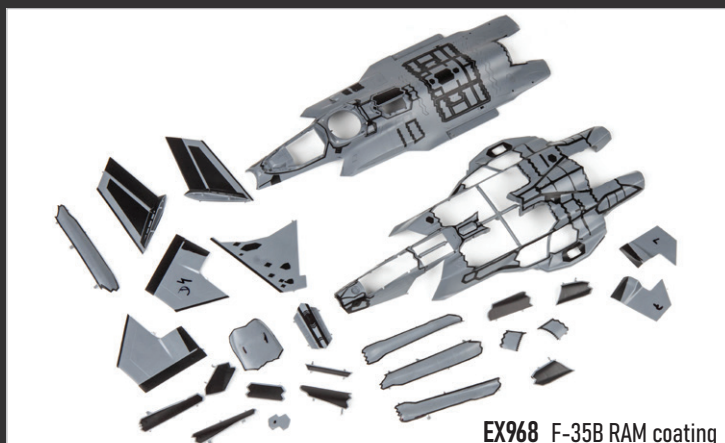
EX967 F-16D Block 30/40/50 TFace



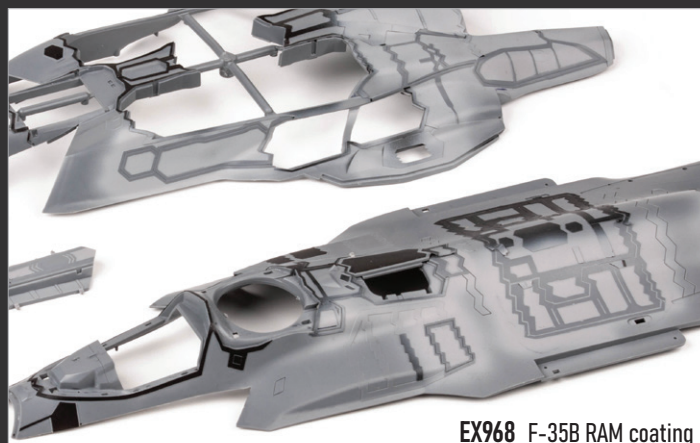
EX966 F-16D Block 30/40/50
EX967 F-16D Block 30/40/50 TFace



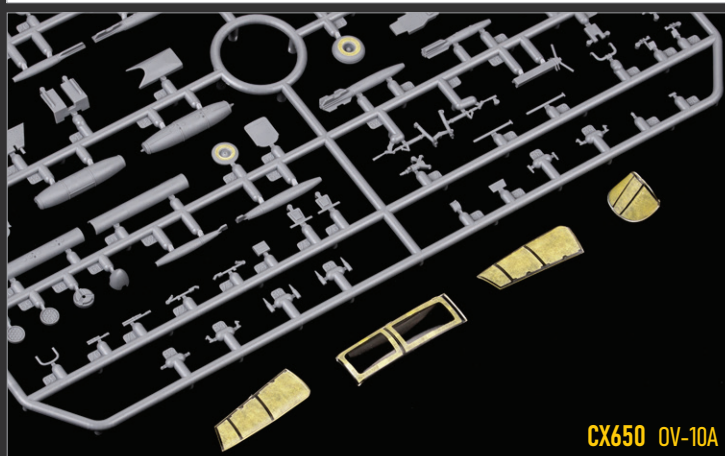
EX967 F-16D Block 30/40/50 TFace



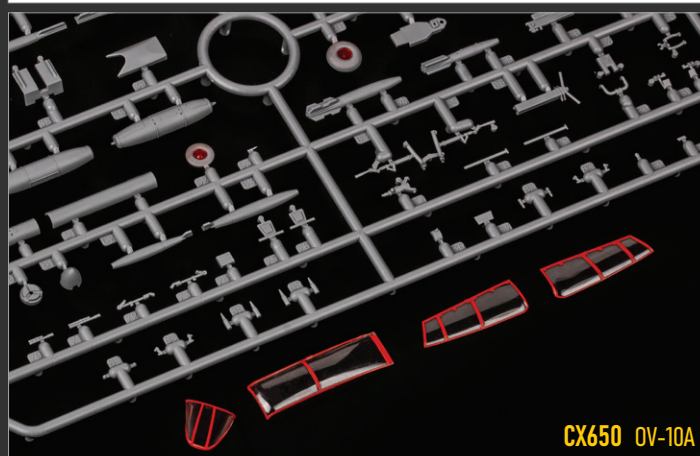
EX968 F-35B RAM coating



EX968 F-35B RAM coating



CX650 OV-10A



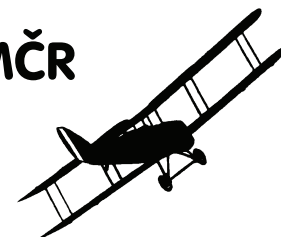
CX650 OV-10A



Mistrovství ČR seniorů v plastickém modelářství pro rok 2023

Bodovací soutěž dle pravidel KSPIM SMČR

9. září 2023



propozice na stránkách IPMSCZE.cz nebo Modelforum.cz

budova Krajské vědecké knihovny Liberec, Rumjancevova 1362/1, velký sál

KITS

70155	Bf 109F-4	1/72	ProfiPACK
11169	THE ZIPPER	1/48	Limited
11175	WILDER CAT	1/48	Limited
84191	A6M3 Zero Type 32	1/48	Weekend
70142	MiG-21MF Fighter bomber Re-release	1/72	ProfiPACK

PE-SETS

53295	USS Nimitz CVN-68 part 1	1/350	Trumpeter
32484	A-20G bomb bay	1/32	HKM
32485	A-20G main wheel wells	1/32	HKM
481118	F-16 reinforcement straps STEEL	1/48	Kinetic
481119	FM-2 landing flaps	1/48	Eduard
481120	A-10C formation lights	1/48	Academy
491369	F-16D Block 30	1/48	Kinetic
491370	F-16D Block 40	1/48	Kinetic
491371	F-16D Block 50	1/48	Kinetic
491373	A-10C	1/48	Academy
73805	OV-10A	1/72	ICM

ZOOMS

FE1369	F-16D Block 30	1/48	Kinetic
FE1370	F-16D Block 40	1/48	Kinetic
FE1371	F-16D Block 50	1/48	Kinetic
FE1372	F-16D Block 30/40/50 seatbelts STEEL	1/48	Kinetic
FE1373	A-10C	1/48	Academy
FE1374	A-10C seatbelts STEEL	1/48	Academy
FE1375	A6M3 Zero Type 32 Weekend	1/48	Eduard
SS805	OV-10A	1/72	ICM

MASKS

EX964	A-10C TFace	1/48	Academy
EX965	FM-2 TFace	1/48	Eduard
EX966	F-16D Block 30/40/50	1/48	Kinetic
EX967	F-16D Block 30/40/50 TFace	1/48	Kinetic
EX968	F-35B RAM coating	1/48	Italeri
EX969	A6M2-N Rufe national insignia	1/48	Eduard
EX970	A6M3 Zero Type 32 Weekend	1/48	Eduard
CX650	OV-10A	1/72	ICM

DECAL

D72045	Bf 109F stencils	1/72	Eduard
--------	------------------	------	--------

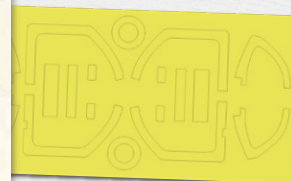
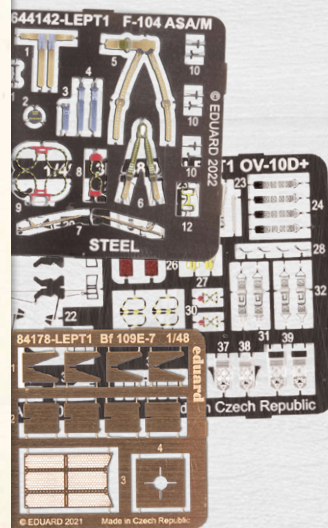
EDDIE THE RIVETER

ER32001	Single riveting rows	1/32	
ER48006	Single riveting rows	1/48	
ER72001	Single riveting rows	1/72	

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG ED

BIG33152	CH-54A	1/35	ICM
BIG49373	B-24D PART II	1/48	Revell
BIG49374	Mi-17	1/48	AMK
BIG49375	F-86D	1/48	Revell
BIG49376	PV-1 PART I	1/48	Academy

BRASSIN

634039	A-20G LööK	1/32	HKM
644220	Hurricane Mk.I LööK	1/48	Hobby Boss
644222	FM-2 LööK	1/48	Eduard
644223	MiG-17F LööK	1/48	AMMO
632197	A-20G wheels	1/32	HKM
635033	Sd.Kfz. 251/1 Ausf. C radio equipment PRINT	1/35	Academy
635034	WWII German fire extinguishers PRINT	1/35	
648875	Bf 109F cockpit w/ early seat PRINT	1/48	Eduard
648880	Bf 109F wheel bays rounded PRINT	1/48	Eduard
648881	Bf 109F wheel bays angular PRINT	1/48	Eduard
648882	F-4E wheels	1/48	Meng
648883	A6M3 gun bays short barrel PRINT	1/48	Eduard
648886	FM-2 undercarriage legs BRONZE	1/48	Eduard
648887	FM-2 wheels	1/48	Eduard
648888	FM-2 seat PRINT	1/48	Eduard
648889	FM-2 folding wings PRINT	1/48	Eduard
648890	FM-2 gun barrels PRINT	1/48	Eduard
648891	F-104A/C airbrakes PRINT	1/48	Kinetic/Eduard
648892	F-104A/C exhaust nozzle PRINT	1/48	Kinetic/Eduard
648895	FM-2 cockpit PRINT	1/48	Eduard
672317	Bf 109F undercarriage legs BRONZE	1/72	Eduard
672326	Bf 109F/G/K gun pods PRINT	1/72	Eduard
672329	Bf 109 balance weights PRINT	1/72	Eduard
672330	MiG-29 wheels	1/72	Great Wall Hobby

LööKPLUS

634040	Spitfire Mk.Ia LööKplus	1/32	Kotare
644221	Do 335A LööKplus	1/48	Tamiya

BIG SIN

SIN648108	F-35A	1/48	Tamiya
SIN648109	F-4E armament	1/48	Meng

SPACE

3DL48127	Bf 110G-4 SPACE	1/48	Eduard
3DL48128	FM-2 SPACE	1/48	Eduard
3DL48129	F-16D Block 30 SPACE	1/48	Kinetic
3DL48130	F-16D Block 40 SPACE	1/48	Kinetic
3DL48131	F-16D Block 50 SPACE	1/48	Kinetic
3DL48132	A-10C SPACE	1/48	Academy
3DL72020	OV-10A SPACE	1/72	ICM

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 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 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 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.



MODELÁŘSKÁ SOUTĚŽNÍ VÝSTAVA

DOBŘÍŠSKÁ ŠELMA



SOBOTA 19. SRPNA 2023 OD 10:00 DO 15:00
SPORTOVNÍ HALA, ŠKOLNÍ 36, DOBŘÍŠ – BOČNÍ VCHOD



PLASTIKOVÉ A PAPIROVÉ MODELY OD MODELÁŘŮ Z CELÉ ČR • PRODEJCI MODELŮ A MODELÁŘSKÝCH POTŘEB
DOPOLEDNE DOPROVODNÁ VÝSTAVA AUTO A MOTO VETERÁNŮ • OBČERSTVENÍ • VSTUPNÉ DOBROVOLNÉ



• Online přihlašování modelů:
dobris.ipmscz.eu

• Přejímka modelů:

19. srpna od 8:00 do 10:00

• Startovné: děti zdarma, dospělí 100 Kč

• Otevřeno pro veřejnost: 10:00 – 15:00



Více informací: www.facebook.com/dobrismodel/ • www.dobrismodel.cz • modelari.dobris@gmail.com • tel. 728 074 851

BF 109F-2 & BF 109F-4

WUNDERSCHÖNE NEUE MASCHINEN

- Pt.I -

1:72



#2142

KAMO M

built by **Robert Szwarc**

Product page



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

This aircraft was flown by Hans Döbrich, a fighter ace credited with 65 victories. He was downed three times and seriously wounded during the last incident. He never flew a combat sortie

again. During the second half of 1942, II./JG 5 was equipped with "Friedrichs" manufactured for service in a tropical environment. The desert camouflage colors consisting of RLM 79 and RLM 78 were applied at the factory. Feldflugpark

(Repair Field Unit) in Pori added segments of RLM 74/70 (some sources state RLM 75/71) which helped to camouflage effect over the northern territory. The green shamrock on the cowlings was a crest of 6./JG 5.



1/48

#11166

KAMO C

built by Jan Baranec

MIDWAY

F4F-3 & F4F-4 Wildcat

Accessories used:

644171	F4F-3 early LööK (Brassin)
648766	F4F-3 exhausts PRINT (Brassin)
648767	F4F-3 wheels early (Brassin)
648769	F4F gun barrels PRINT (Brassin)
648777	F4F-3 cockpit w/ reflector gun sight PRINT (Brassin)
648795	F4F-3 wheel bay PRINT (Brassin)
648827	F4F-3A engine PRINT (Brassin)



648827 F4F-3A engine PRINT (Brassin)



648767 F4F-3 wheels early (Brassin)

[Product page](#)

F4F-3A, BuNo. 3920, Lt. James Seton Gray, VF-6, USS Enterprise (CV-6), February 1942

Milwaukee, Wisconsin native, James Seton Gray loved the flying since the childhood. In 1930, at the age of sixteen years he became the youngest pilot license holder. After he graduated from the United States Naval Academy in 1936, he served on the ships. In 1938 he started his pilot training and after its completion he was assigned to VF-6 on board of USS Enterprise (CV-6). After the USA entered the war, he took part in the first Navy raid against the Japanese on Tarao island in Marshall Islands. During the raid he shot down

two A5M Claude fighters. During the Battle of Midway he commanded the whole VF-6 escorting VT-6 Devastators on their attacks against the Japanese carriers. During the afternoon CAP on that day he shot down E13A Jake floatplane. Gray added further kills to his score while commanding the night fighters aboard USS Enterprise in 1944 and became a fighter ace. Lt. Gray's Wildcat in which he fought over Marshall and Gilbert archipelagos was camouflaged in Light Gray and Blue Gray. The rudder sports nine red and white

stripes. The national markings on the fuselage and wings were already supposed to be enlarged however the aircraft photograph shows that the large insignia were painted on the fuselage and starboard wing only. The port wing retained the original size insignia.



648769 F4F-3 gun barrels PRINT (Brassin)



648766 F4F-3 exhausts PRINT (Brassin)



648795 F4F-3 wheel bay PRINT (Brassin)



644171 F4F-3 early LööK (Brassin)

648777 F4F-3 cockpit w/ reflector gun sight PRINT (Brassin)



1/48

Spitfire Mk.IXc early



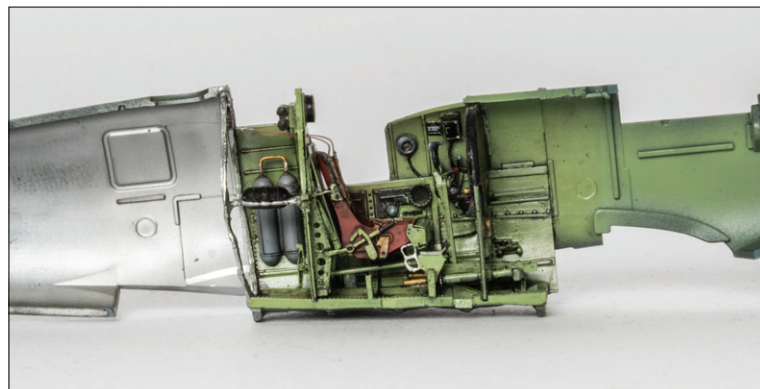
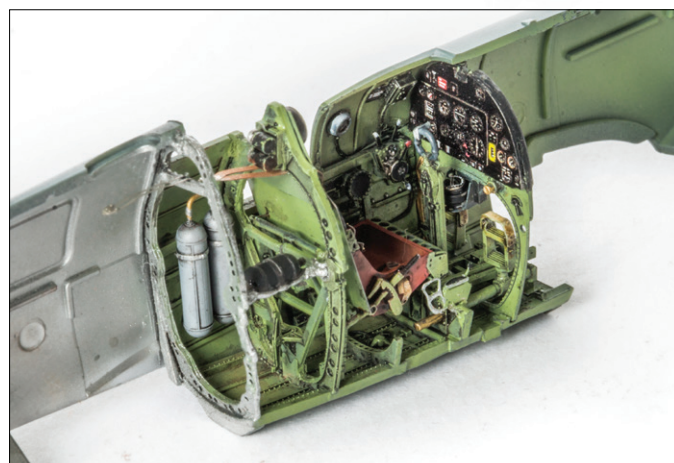
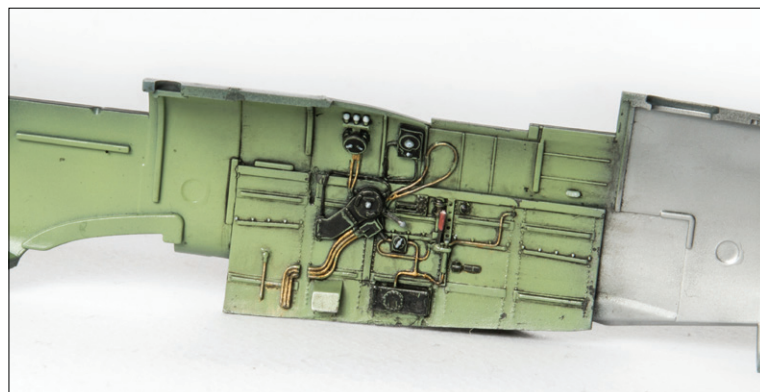
built by **Angelo Lodetti**

Supermarine Spitfire MK IX 101° Gruppo, 5° Stormo - Vicenza/Italy 1950

Used aftermarket decals.

Accessories used:

48765 Spitfire Mk.IXc landing flaps (PE-Set)
SIN64808 Spitfire Mk.IXc ESSENTIAL (Brassin)





BIG ED (September)

BIG33153	Spitfire Mk.I 1/32 Kotare
BIG33154	AH-64E 1/35 Takom
BIG49377	PV-1 PART II 1/48 Academy
BIG49378	Mi-8MT 1/48 Trumpeter
BIG49379	Mi-8MT CARGO INTERIOR 1/48 Trumpeter

BRASSIN (September)

644224	F-4E LööK 1/48 Meng
644225	A-10C LööK 1/48 Academy
644227	Bf 109K-4 LööK 1/48 Eduard
635035	Sd.Kfz. 251/1 Ausf. C radio equipment dark yellow PRINT 1/35 Academy
648884	A6M3 gun bays long barrel PRINT 1/48 Eduard
648893	F-16D ejection seats PRINT 1/48 Kinetic
648894	Bf 109 balance weights PRINT 1/48 Eduard
648896	FM-2 cockpit w/ armoured headrest PRINT 1/48 Eduard
648897	Hurricane Mk.I wheels 1/48 Hobby Boss
648898	Hurricane Mk.I exhaust stacks PRINT 1/48 Hobby Boss
648899	MiG-17 wheels 1/48 AMMO
648900	FM-2 gun bays PRINT 1/48 Eduard
648902	Bf 109K-4 engine 1/48 Eduard
648903	Bf 109K-4 propeller PRINT 1/48 Eduard
648913	Bf 109K-4 exhaust stacks PRINT 1/48 Eduard
648914	Bf 109K-4 wheels 1/48 Eduard
672327	Bf 109F cockpit PRINT 1/72 Eduard
672331	MiG-29A ejection seat PRINT 1/72 Great Wall Hobby
672332	MiG-29 exhaust nozzles PRINT 1/72 Great Wall Hobby

LööKPlus (September)

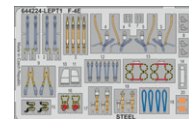
634041	A-20G LööKplus 1/32 HKM
644226	FM-2 LööKplus 1/48 Eduard

BIGSIN (September)

SIN648110	Anson Mk.I 1/48 Airfix
SIN648111	A-10C armament 1/48 Academy

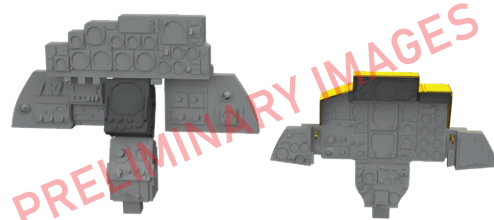
644224**F-4E LööK****1/48 Meng**

LööK set - Brassin pre-painted dashboards and STEEL seatbelts for F-4E in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Meng



Set contains:

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

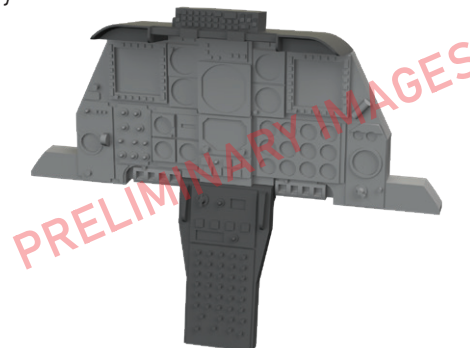
**644225****A-10C LööK****1/48 Academy**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A-10C in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Academy

LööK

Set contains:

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

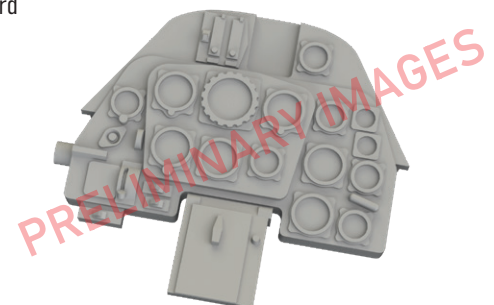
**644227****Bf 109K-4 LööK****1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109K-4 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

LööK

Set contains:

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



635035

Sd.Kfz. 251/1 Ausf. C radio equipment dark yellow PRINT

1/35 Academy

Brassin set - radio equipment for Sd.Kfz. 251/1 Ausf. C in 1/35 scale. Made by direct 3D printing. Recommended kit: Academy

Set contains:

- 3D print: 14 parts
- resin: 1 part
- decals: yes
- photo-etched details: yes
- painting mask: no

eduard
BRASSIN
Print

1 2 3
5 - 5 - 4
635033-OBT1 Sd.Kfz. 251/1 Ausf. C
radio equipment

648884

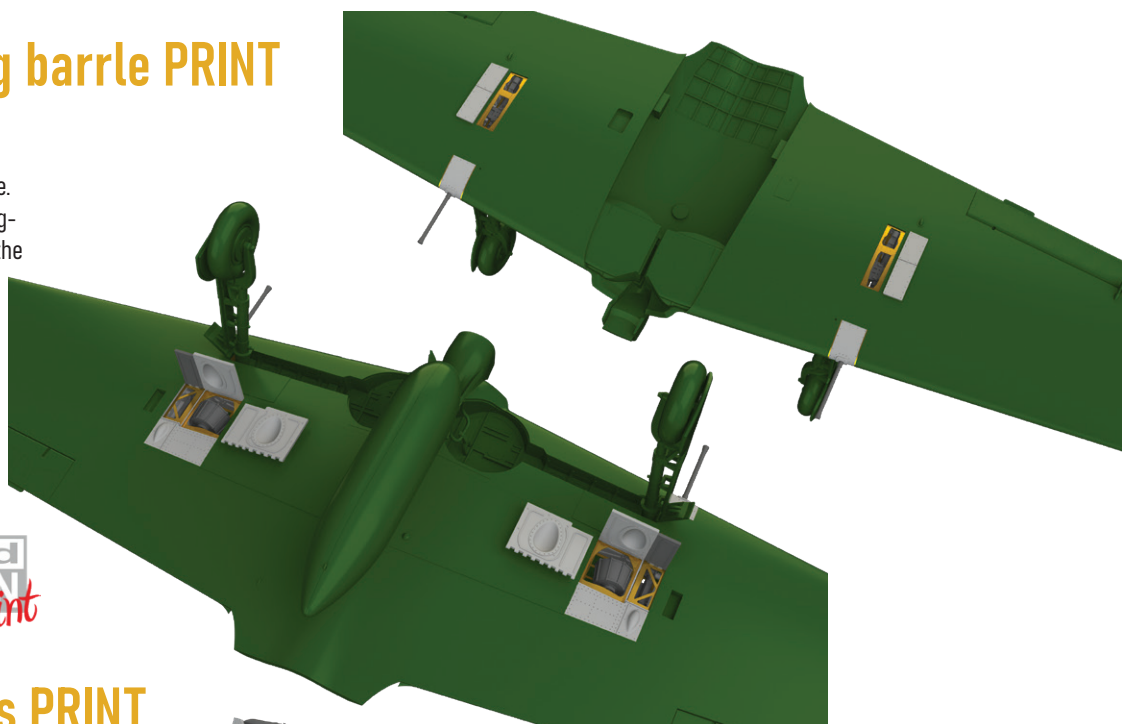
A6M3 gun bays long barrle PRINT

1/48

Brassin set - gun bays for A6M3 in 1/48 scale. Designed for Zeroes Type 32 and 22 with long-barreled wing guns (guns protruding from the leading edge of the wing). Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

eduard
BRASSIN
Print

648893

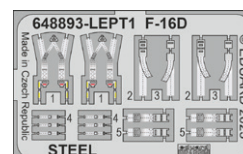
F-16D ejection seats PRINT

1/48 Kinetic

Brassin set - ejection seats for F-16D in 1/48 scale. The set consists of 2 seats. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

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

eduard
BRASSIN
Print

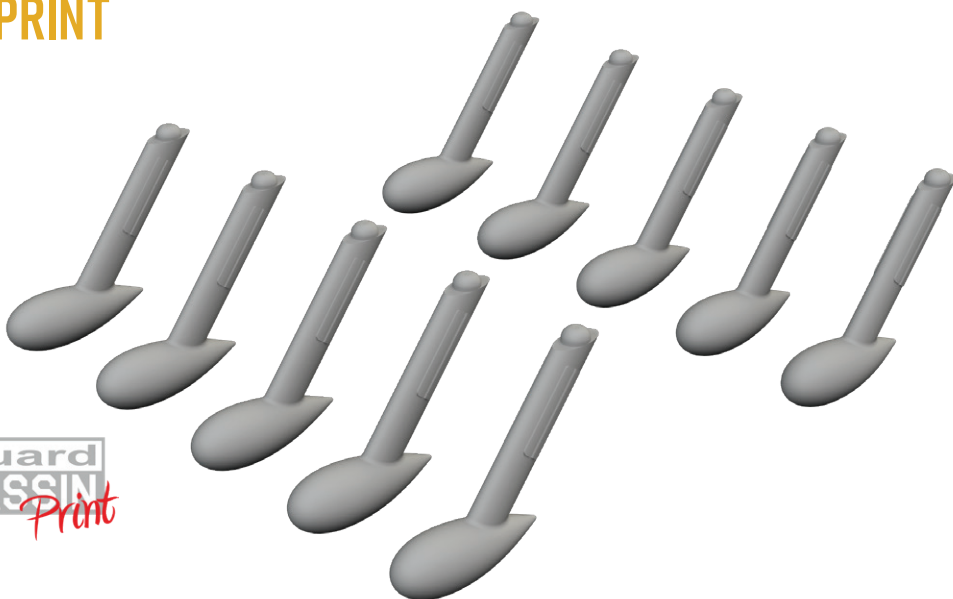
648894

Bf 109 balance weights PRINT**1/48 Eduard**

Brassin set - wing balance weights for Bf 109F in 1/48 scale. The set consists of 10 balance weights. Easy to assemble, replaces plastic parts. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

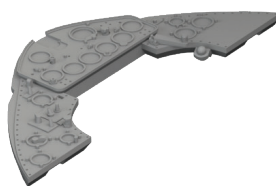
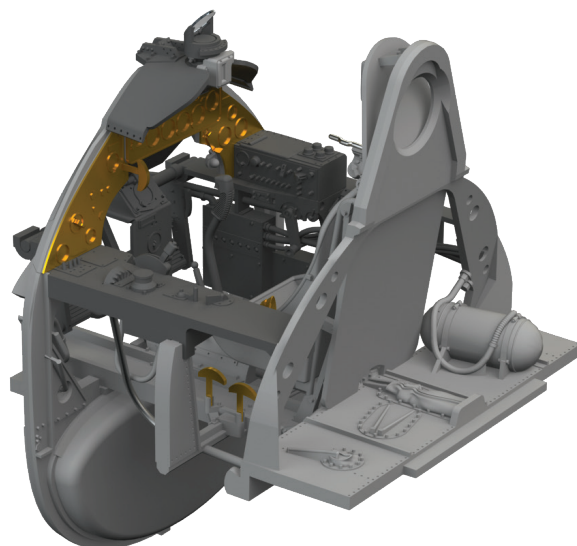
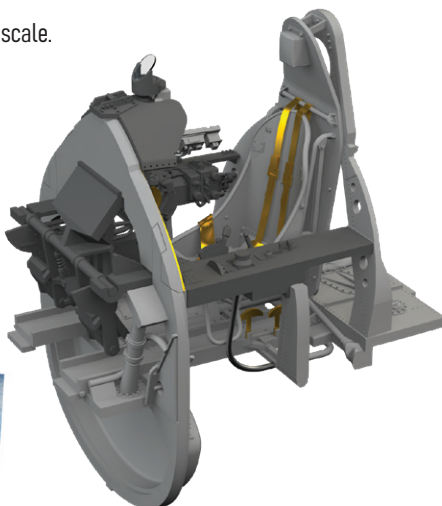
648896

FM-2 cockpit w/ armoured headrest PRINT**1/48 Eduard**

Brassin set - cockpit for FM-2 in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 13 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no
- SPACE 3D decals: no



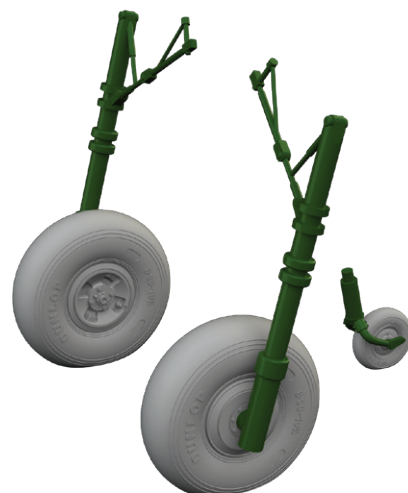

648897

Hurricane Mk.I wheels**1/48 Hobby Boss**

Brassin set - the undercarriage wheels for Hurricane Mk.I in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Hobby Boss

Set contains:

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



648898

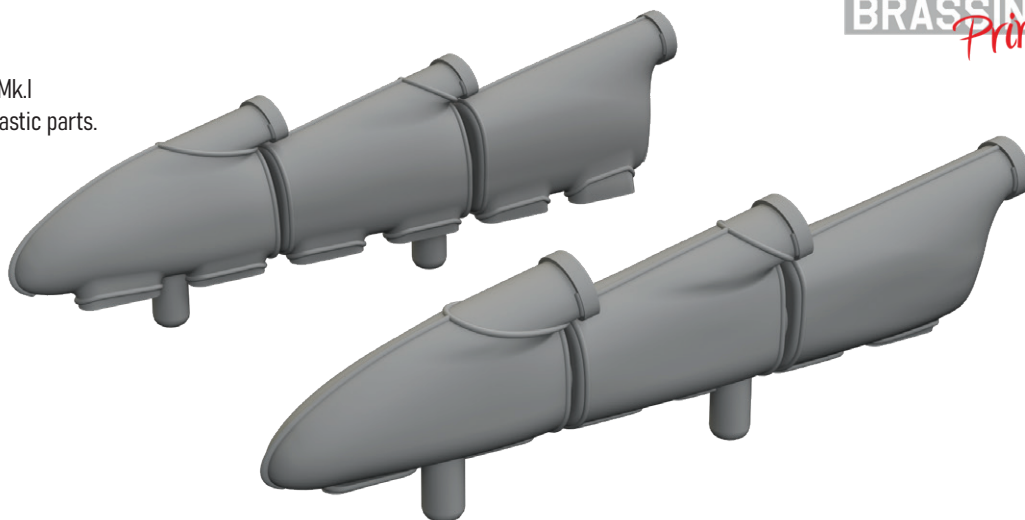
Hurricane Mk.I exhaust stacks PRINT

1/48 Hobby Boss

Brassin set - exhaust stacks for Hurricane Mk.I in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Hobby Boss

Set contains:

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



648899

MiG-17 wheels

1/48 AMMO

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

Set contains:

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



648900

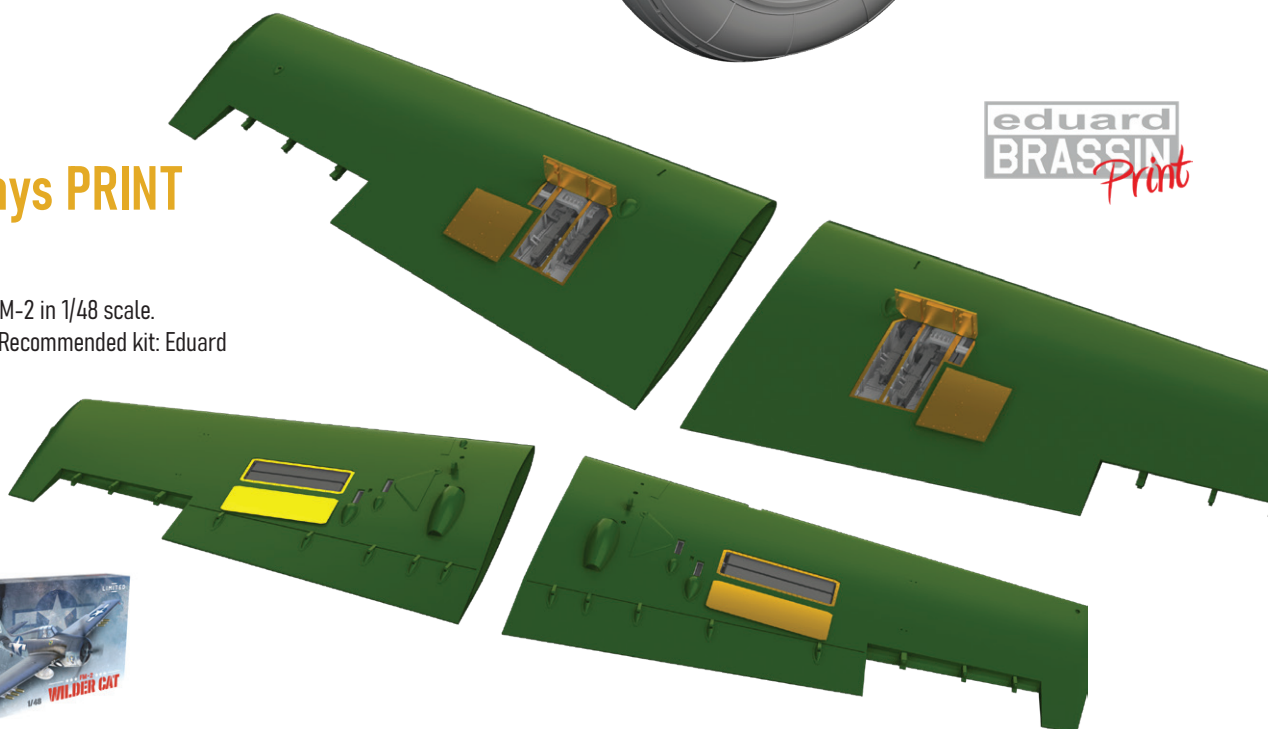
FM-2 gun bays PRINT

1/48 Eduard

Brassin set - gun bays for FM-2 in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



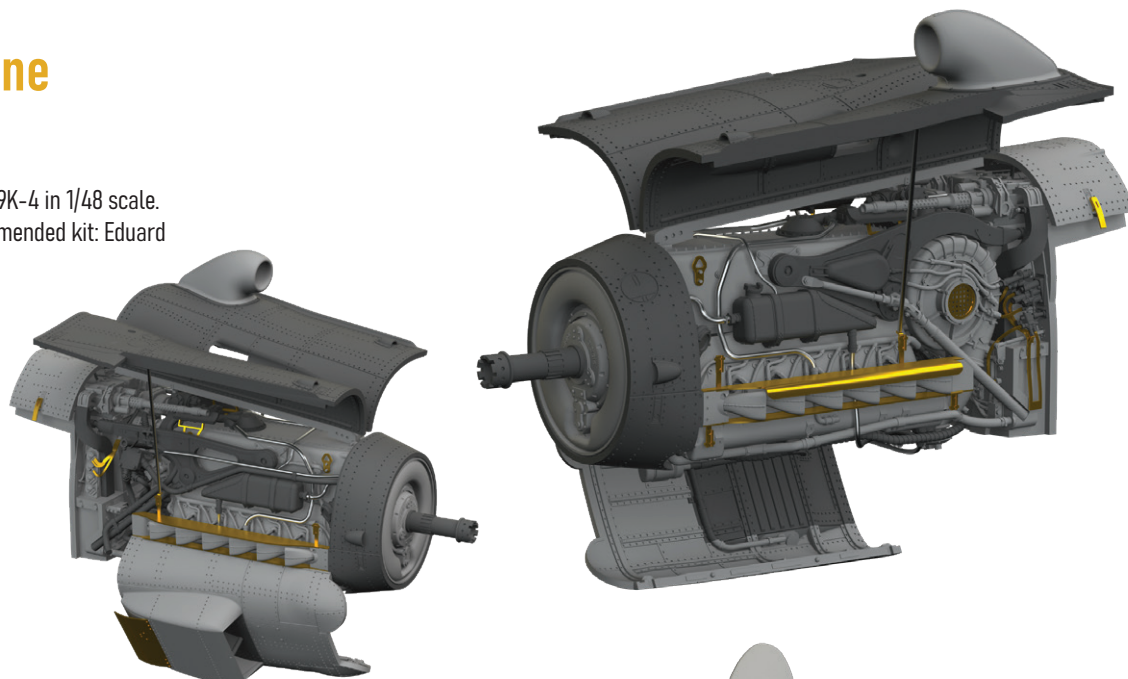
648902

Bf 109K-4 engine**1/48 Eduard**

Brassin set - the engine for Bf 109K-4 in 1/48 scale.
The cowling are included. Recommended kit: Eduard

Set contains:

- resin: 72 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



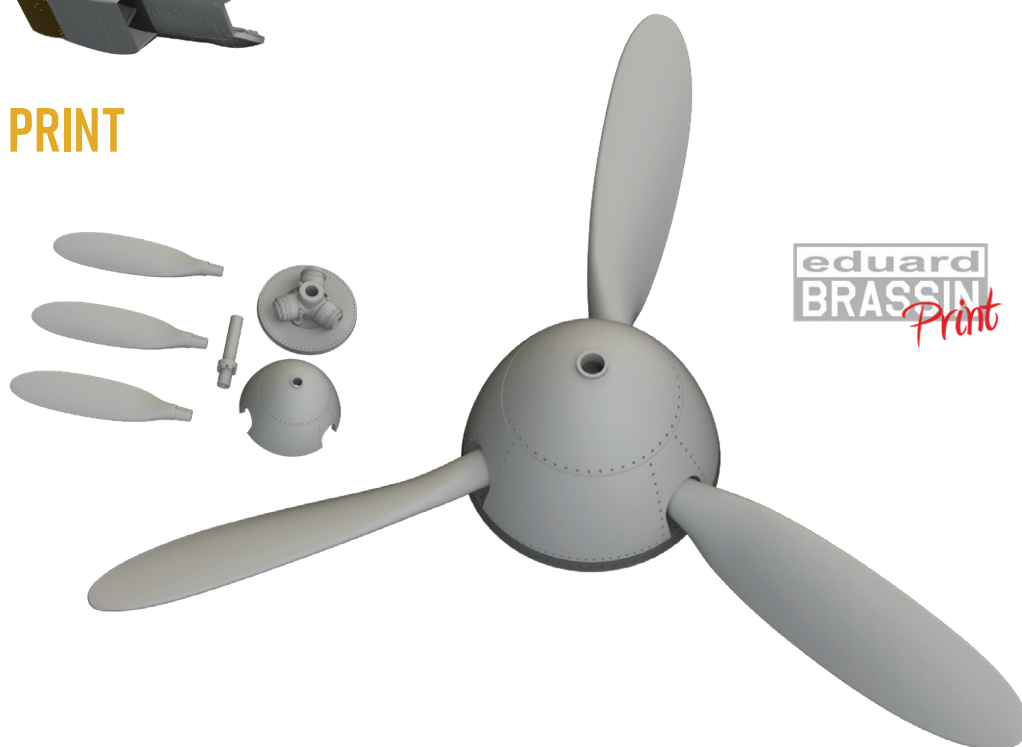
648903

Bf 109K-4 propeller PRINT**1/48 Eduard**

Brassin set - the propeller for Bf 109K-4
in 1/48 scale. The spinner could be removed.
Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 2 parts
- resin: 4 parts
- decals: no
- photo-etched details: no
- painting mask: no



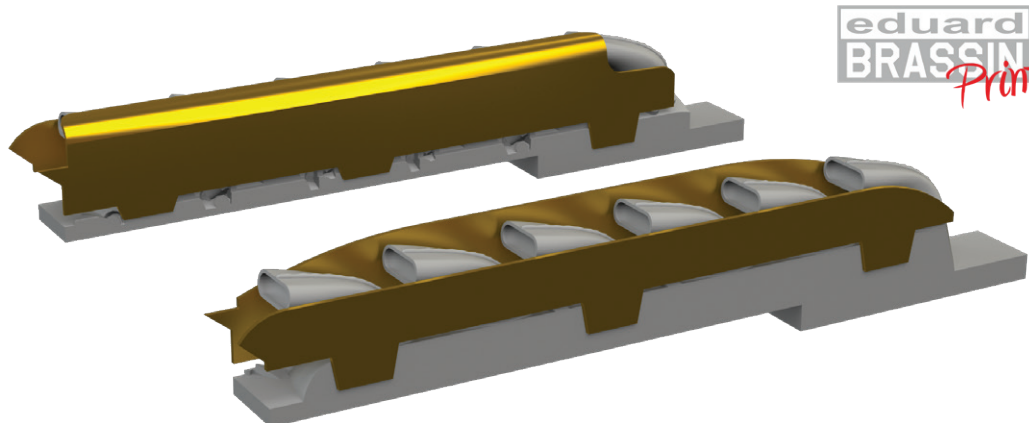
648913

Bf 109K-4 exhaust stacks PRINT**1/48 Eduard**

Brassin set - exhaust stacks for Bf 109K-4
in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



648914

Bf 109K-4 wheels

1/48 Eduard

Brassin set - the undercarriage wheels for Bf 109K-4 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 4 parts
- decals: no
- photo-etched details: no
- painting mask: yes



672327

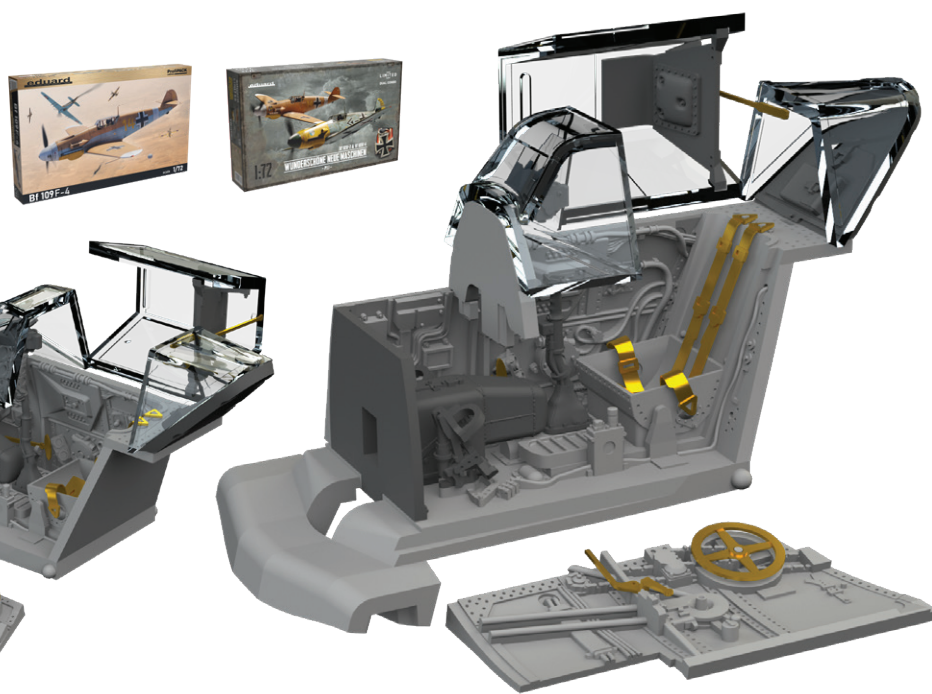
Bf 109F cockpit PRINT

1/72 Eduard

Brassin set - cockpit for Bf 109F in 1/72 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



eduard
BRASSIN
Print

672331

MiG-29A ejection seat PRINT

1/72 Great Wall Hobby

Brassin set - ejection seat for MiG-29A in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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



eduard
BRASSIN
Print

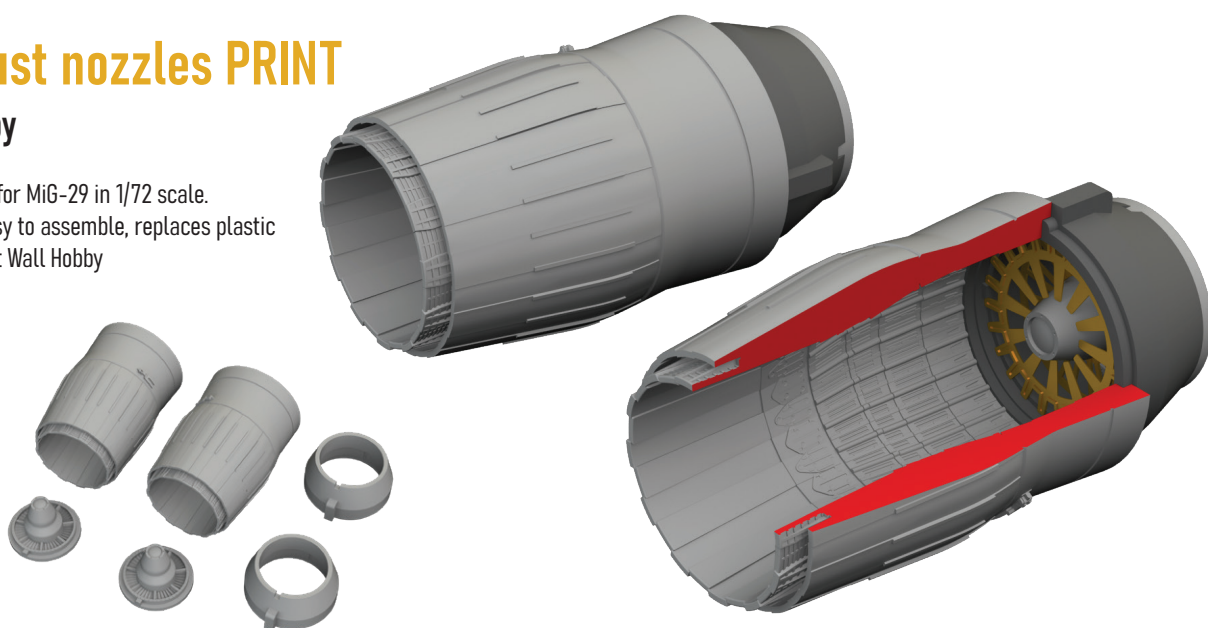
672332

MiG-29 exhaust nozzles PRINT**1/72 Great Wall Hobby**

Brassin set - exhaust nozzles for MiG-29 in 1/72 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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

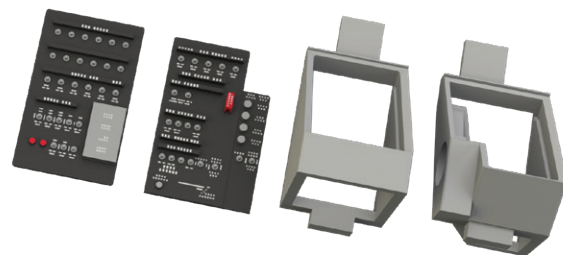


634041

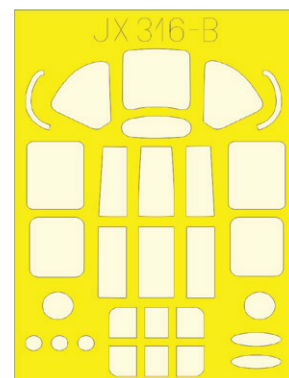
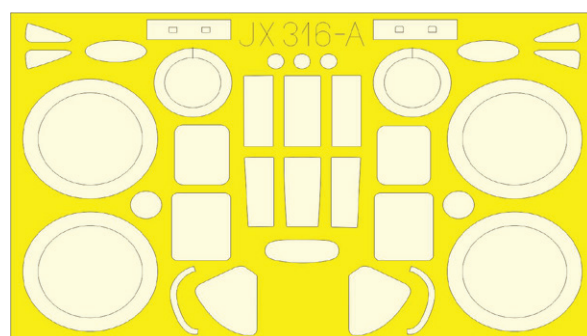
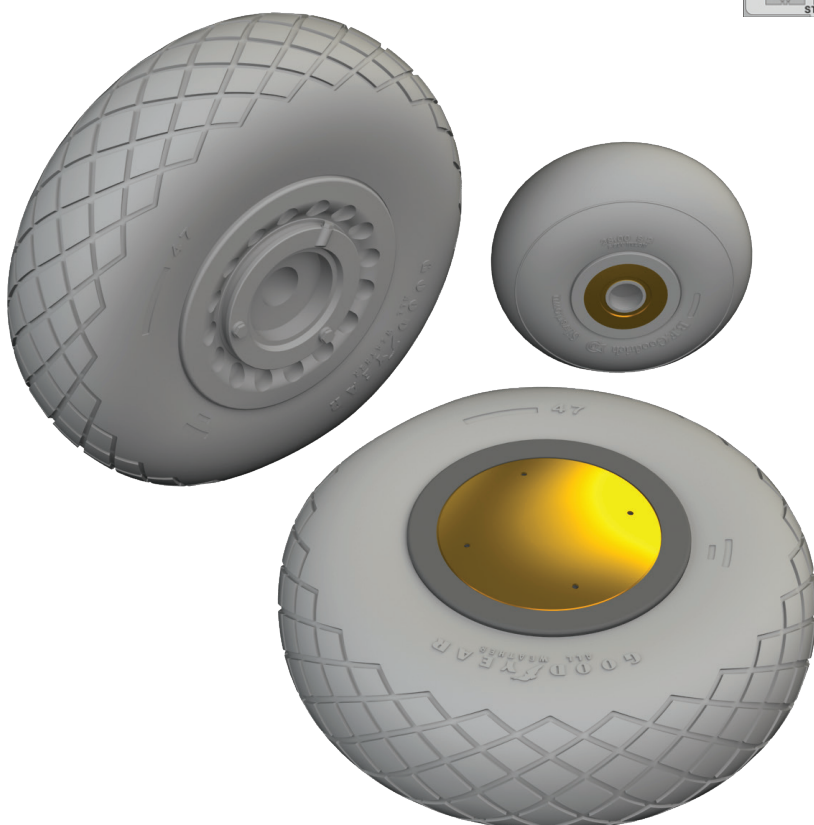
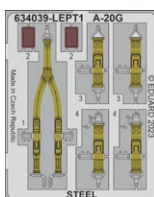
A-20G LööKplus**1/32 HKM**

Collection of 3 sets for A-20G in 1/32 scale.
Recommended kit: HKM

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



The logo for 'LööK', featuring the word in a stylized black font with a red checkmark-like stroke over the 'ö'.



644226

FM-2 LööKplus

1/48 Eduard

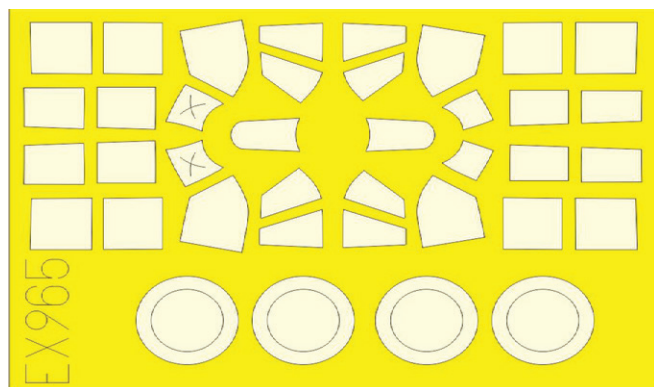
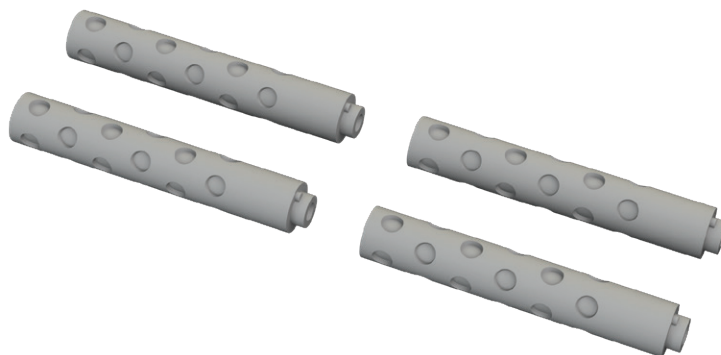
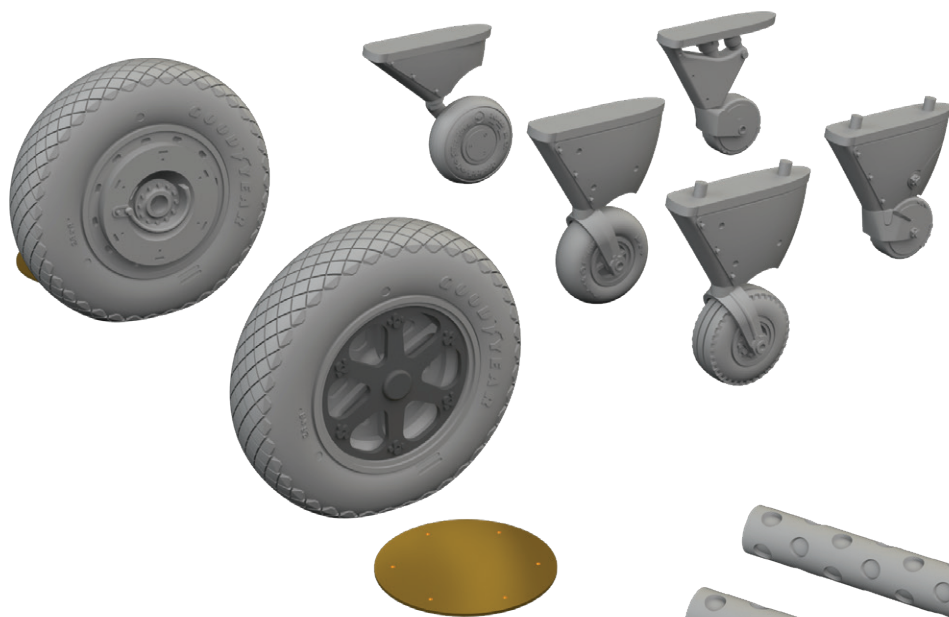
Collection of 4 sets for FM-2 in 1/48 scale.

Recommended kit: Eduard

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



LööK



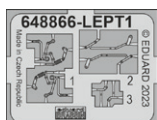
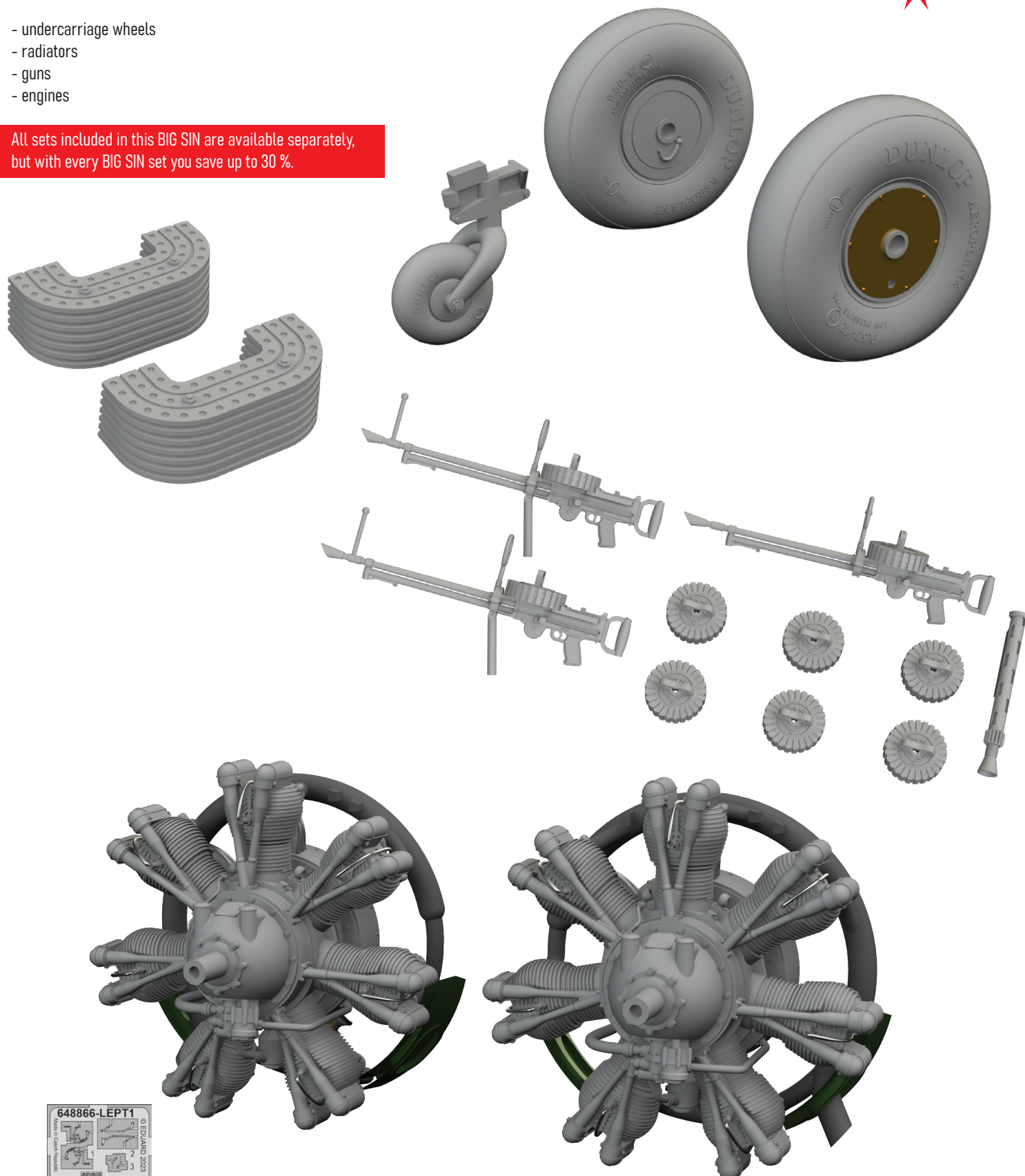
SIN648110

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

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

- undercarriage wheels
- radiators
- guns
- engines

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



SIN648111

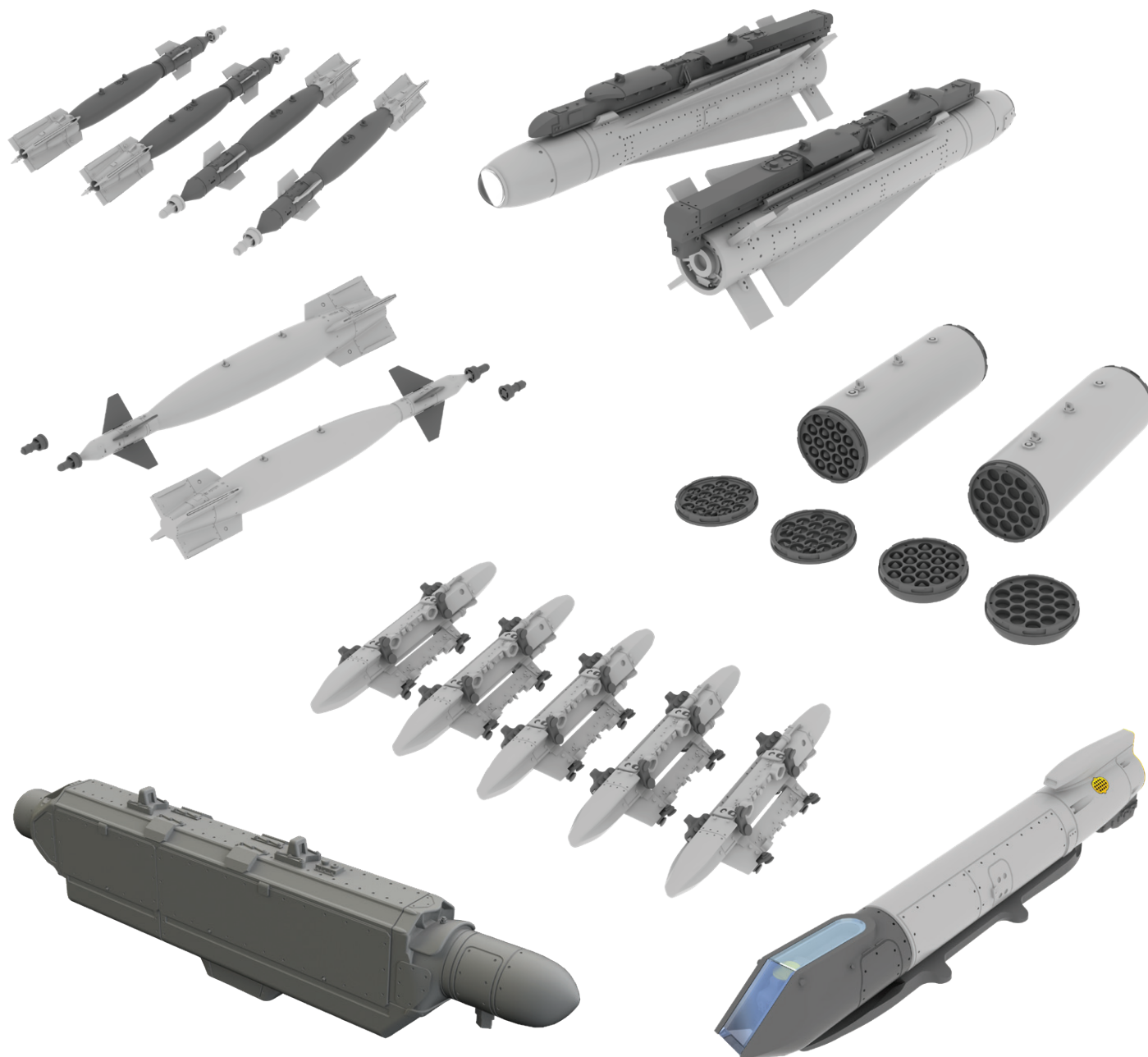
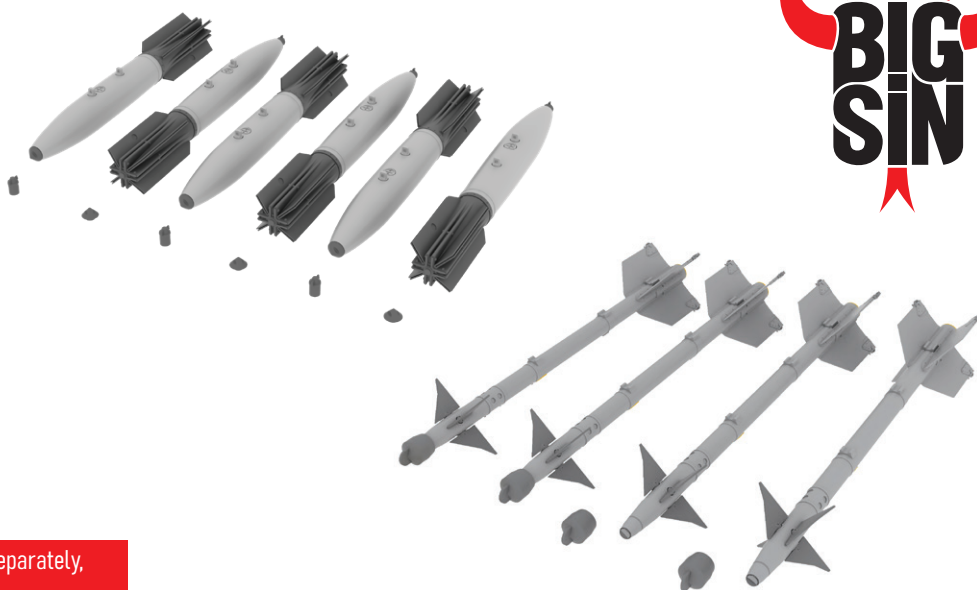
A-10C armament

1/48 Academy

Collection of 9 sets for A-10C in 1/48 scale.
Recommended kit: Academy

- AGM-65 Maverick
- TER
- LAU-3/A
- GBU-10 Paveway II
- AIM-9M/L Sidewinder
- Mk82 bombs w/airbrake early
- GBU-12 bomb
- Sniper ATP
- AN/ALQ-131 (deep) ECM pod

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



PE-SETS

53296	USS Nimitz CVN-68 part 2	1/350	Trumpeter
53297	USS Nimitz CVN-68 part 3	1/350	Trumpeter
36504	StuG IV (Sd.Kfz. 167)	1/35	Zvezda
36505	StuG IV (Sd.Kfz. 167) schurzen	1/35	Zvezda
36506	Sd.Kfz. 164 Nashorn	1/35	Border Model
36507	Sd.Kfz. 164 Nashorn ammo boxes	1/35	Border Model
481121	F-4G reinforcement straps & formation lights	1/48	Meng
491376	Yak-9T	1/48	Zvezda
491378	F-4G	1/48	Meng
72731	PBY-5A exterior	1/72	Hobby 2000/Academy
73806	PBY-5A	1/72	Hobby 2000/Academy
73807	B-29 interior	1/72	Hobby 2000/Academy

ZOOMS

FE1376	Yak-9T	1/48	Zvezda
FE1377	Yak-9T seatbelts STEEL	1/48	Zvezda
FE1378	F-4G	1/48	Meng
FE1379	F-4G seatbelts STEEL	1/48	Meng
FE1380	Spitfire Mk.Vc Weekend	1/48	Eduard
FE1381	Bristol F.2B Fighter Weekend	1/48	Eduard
SS806	PBY-5A	1/72	Hobby 2000/Academy
SS807	B-29	1/72	Hobby 2000/Academy

MASKS

EX971	FM-2 US national insignia	1/48	Eduard
EX972	F-4G	1/48	Meng
EX973	F-4G TFace	1/48	Meng
EX974	Yak-9T	1/48	Zvezda
EX975	Yak-9T TFace	1/48	Zvezda
EX976	Bf 109K TFace	1/48	Eduard
EX977	Spitfire Mk.Vc Weekend	1/48	Eduard
EX978	F-4G surface panels	1/48	Meng
EX979	F-4G wheel bays	1/48	Meng

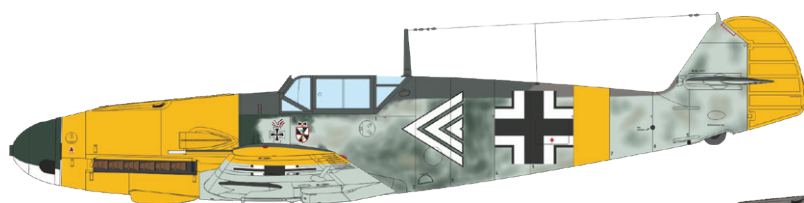
SPACE

3DL48133	Yak-9T SPACE	1/48	Zvezda
3DL48134	F-4G SPACE	1/48	Meng
3DL48135	Bf 109K SPACE	1/48	Eduard
3DL72022	PBY-5A SPACE	1/72	Hobby 2000/Academy
3DL72023	B-29 SPACE	1/72	Hobby 2000/Academy

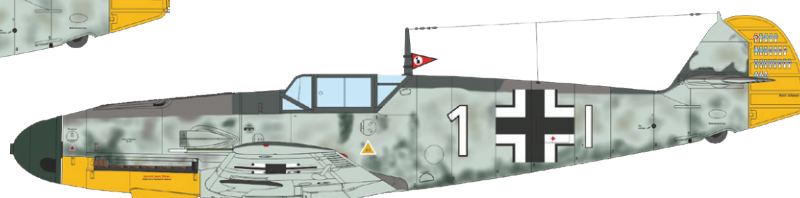
Bf 109F-2

#70154

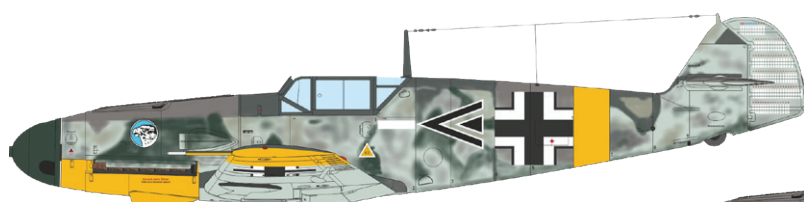
1/72



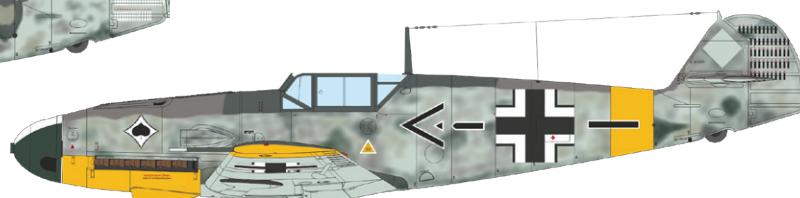
WNr. 8117, Maj. Günther Lützow, CO of JG 3,
Polonnoye, The Soviet Union, Summer 1941



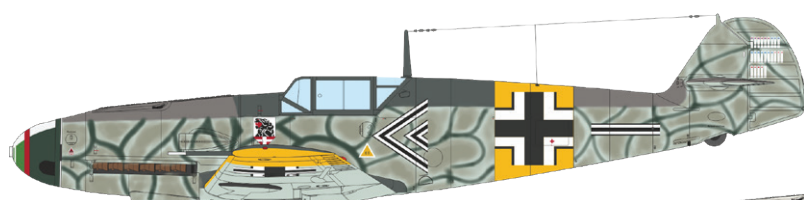
WNr. 6720, Oblt. Egon Mayer, CO of 7./JG 2,
St. Pol-Briais, France, September 1941



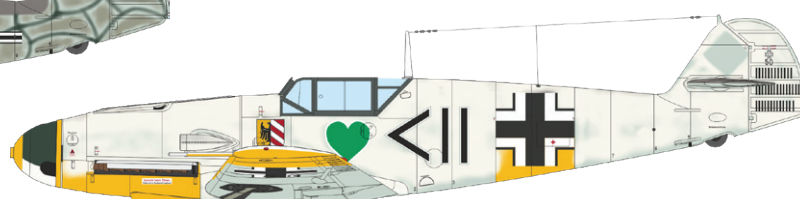
WNr. 6797, Hptm. Hartmann Grassler,
CO of II./JG 51, Orel-North, The Soviet Union,
Autumn 1942



WNr. 8326, Maj. Günther von Maltzahn, CO of JG 53,
Bila Tserkva, The Soviet Union, July 1941



Hptm. Dietrich Hrabak, CO of II./JG 54,
Ostrov, The Soviet Union, July 1941

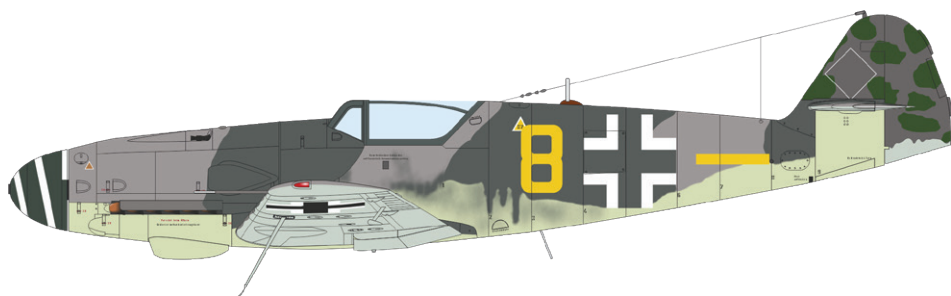
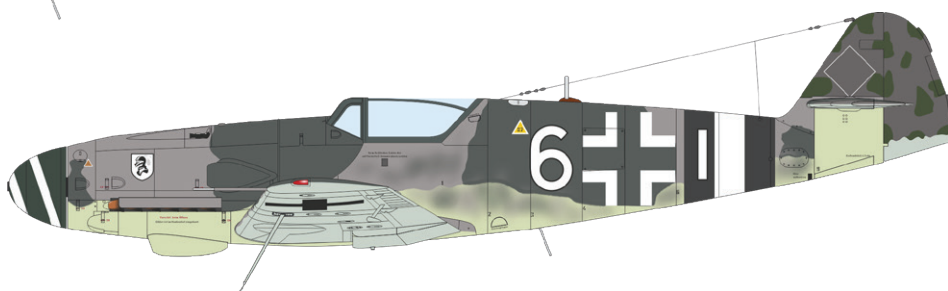
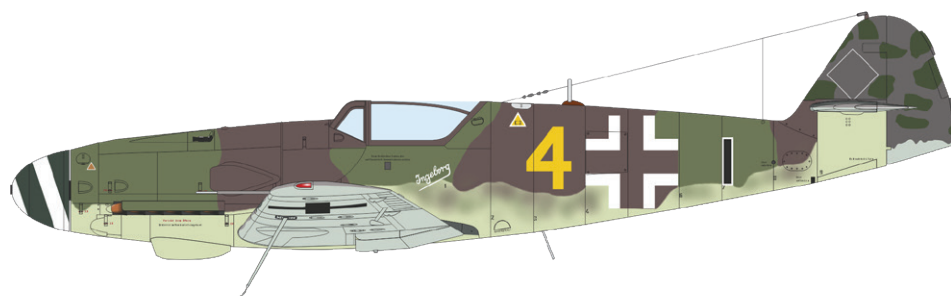


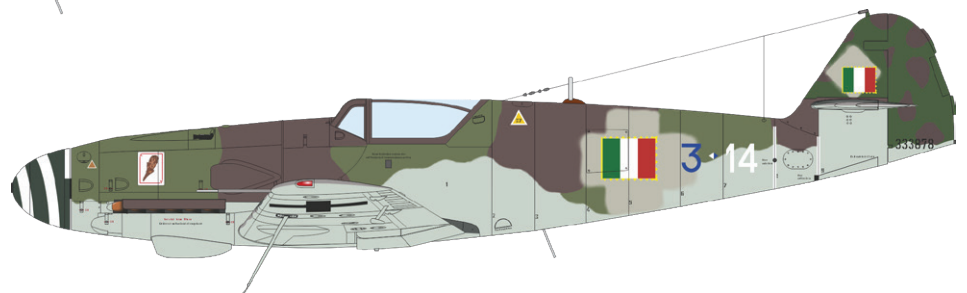
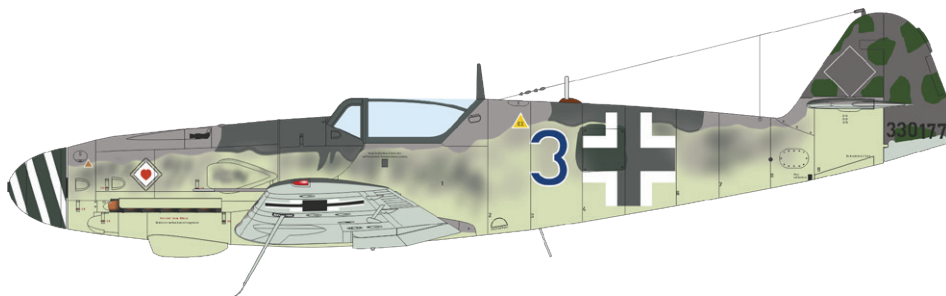
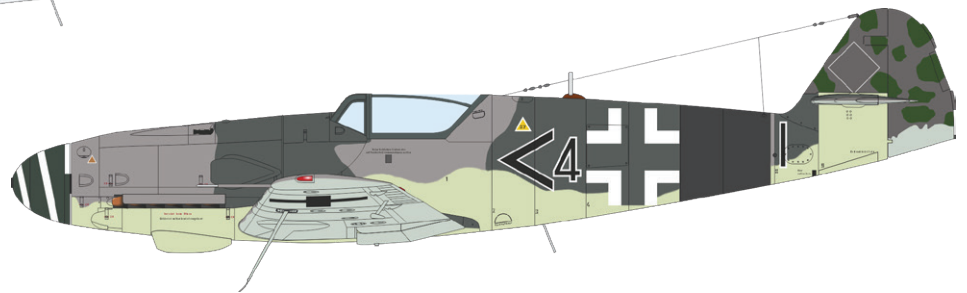
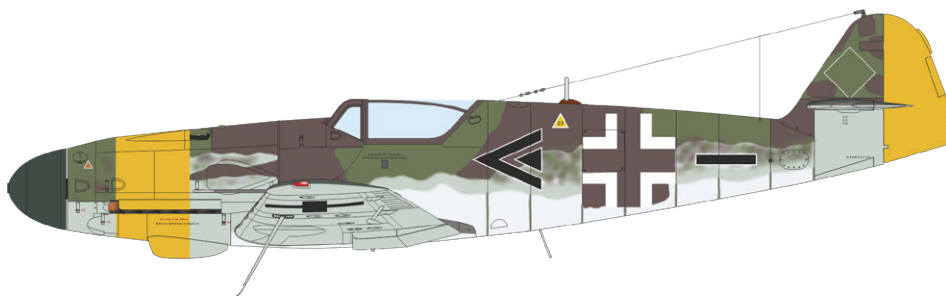
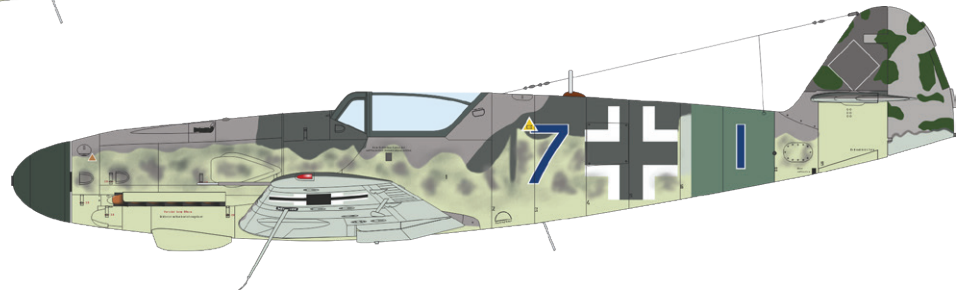
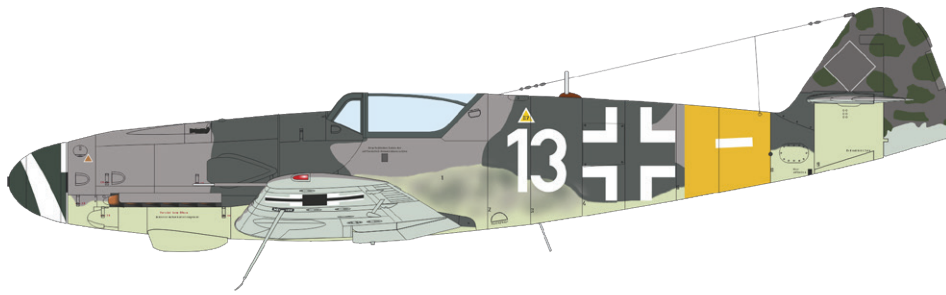
Hptm. Hans Philipp, CO of I./JG 54, Krasnogvardeysk,
The Soviet Union, March 1942

KURFÜRST

#11177

1/48



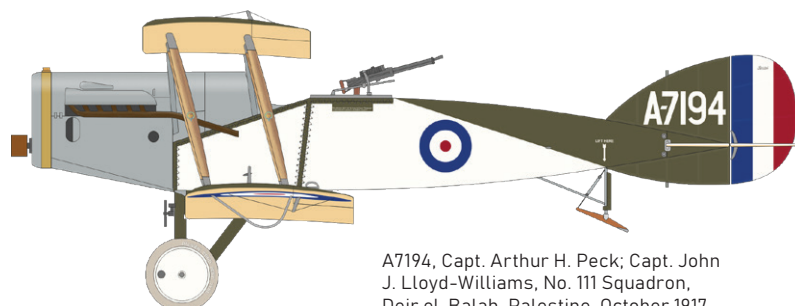


Bristol F.2B Fighter #8452

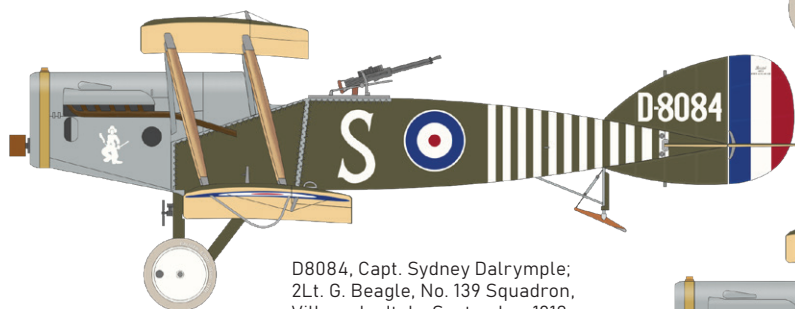
1/48



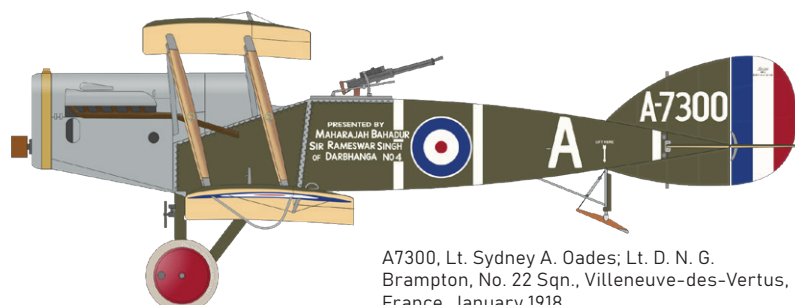
A7288, Capt. Andrew E. McKeever;
2Lt. Leslie A. Powell, No. 11 Squadron,
Fère-en-Tardenois, France,
November 1917



A7194, Capt. Arthur H. Peck; Capt. John
J. Lloyd-Williams, No. 111 Squadron,
Deir el-Balah, Palestine, October 1917



D8084, Capt. Sydney Dalrymple;
2Lt. G. Beagle, No. 139 Squadron,
Villaverla, Italy, September 1918

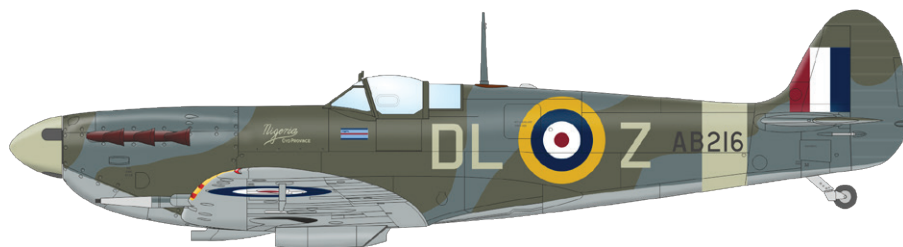


A7300, Lt. Sydney A. Oades; Lt. D. N. G.
Brampton, No. 22 Sqn., Villeneuve-des-Vertus,
France, January 1918

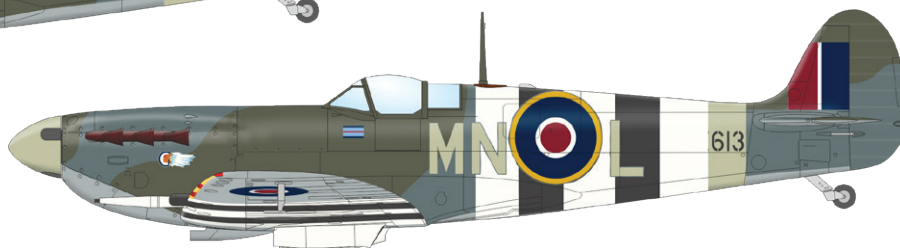
Spitfire Mk.Vc

#84192

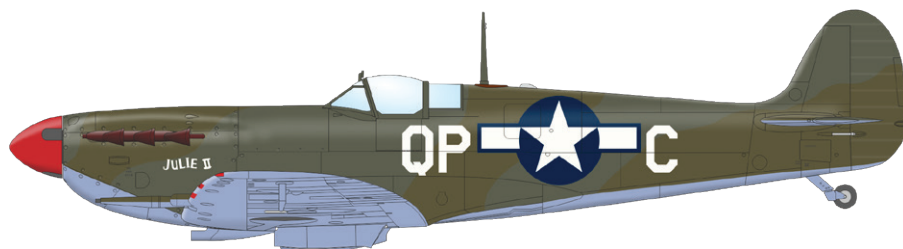
1/48


ProfiPACK
 edition


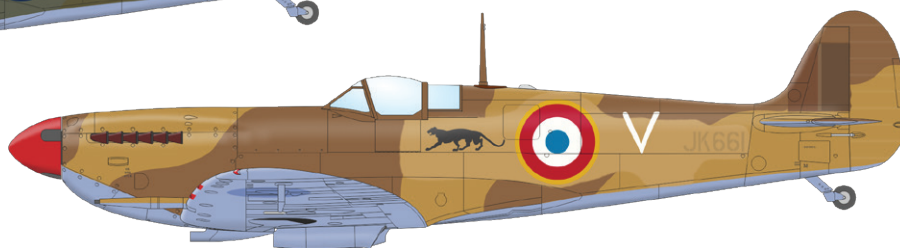
AB216, S/Ldr Robert W. Oxpring,
No. 91 "Nigeria" Squadron, RAF Hawkinge,
Great Britain, April–June 1942



EE613, S/Ldr Michel G. B. Donnet,
No. 350 Squadron, RAF Friston,
Great Britain, June 1944



Lt. Robert C. Curtis, 2nd FS, 52nd FG,
12th AF, Corsica, December 1943

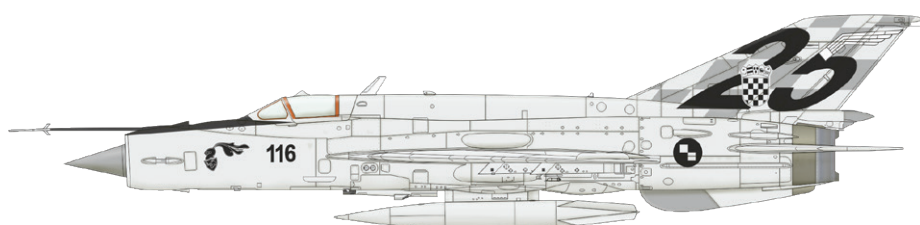


JK661, Cne. Georges Valentin,
No. 326 Squadron (GC.II/7), Armée de l'Air,
Corsica, September 1943

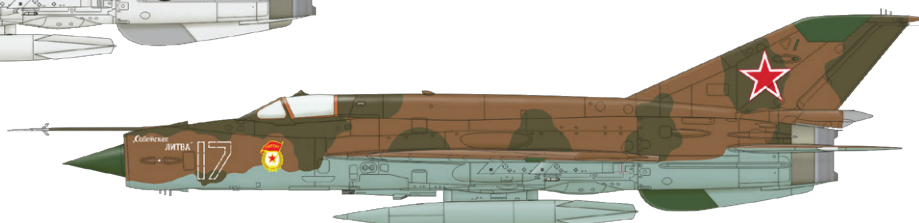
MiG-21bis

1/48

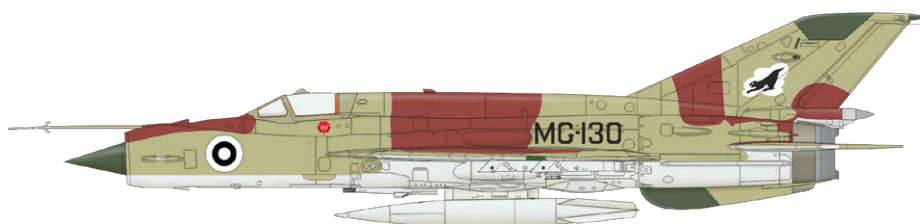
Re-release #84130

ProfiPACK
 edition


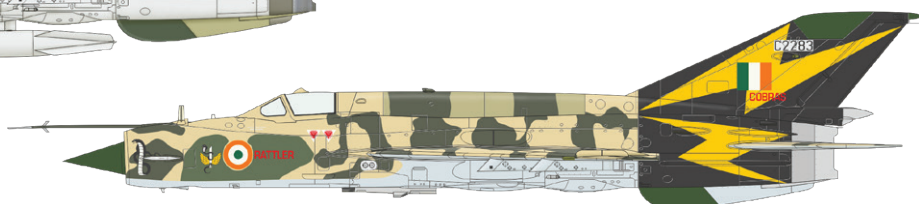
MiG-21bisD, Eskadrita borbenih aviona, HRZ i PZO, Zagreb – Pleso, Croatia, December 2016



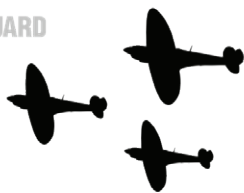
MiG-21bis, 115th GIAP, Soviet VVS, Bagram Air Base, Afghanistan, 1980



MiG-21BIS, HävLLv 31, Suomen ilmavoimat, Kuopio-Rissala AB, Finland, 1980



MiG-21bis, C2283, No.3 Squadron „Cobras”, Pathankot AB, India, early '90s



RELAXATION

Text: Jan Bobek

Each of us needs some form of relaxation. For instance, two years ago, I started two small vineyards in our family garden in Prague. The original vineyard in the area apparently disappeared in the 18th century, but there are still local names associated with wine production. I purchased young plants of the Cabernet Cortis (red) and Solaris (white) varieties and planted the vines following the advice of an experienced neighbourhood winemaker. My winemaker friends amicably assure me that I won't make my first good wine for another ten years or so. Since I had never grown anything in my life besides food mold, no one in my family believed anything would grow under my hands. I must be doing something right, because the vines are thriving and not suffering from mold or other diseases and pests. And I don't use chemical sprays, I've only applied nettle leachate once. Anyway, I'm happy with the vines, although I don't have much time for them this year due to the failing health of a family member. When I can work in the vineyard, it's a surprisingly relaxing experience. Thanks to the vines, I have also had several positive experiences with winemakers from Moravia, Austria and Germany. When I mentioned that I had started a small vineyard, they immediately wanted to see photos and started passing on helpful advice. They took me as a junior colleague, whereas I saw myself more as a disoriented beginner. I found the winemakers to be a very friendly international community. But unlike them, I have

the advantage that my micro-vineyards are a hobby and not a source of livelihood.

Plastic modelling is a source of income for our company and should also bring relaxation to our customers, although in this case with abundant use of chemistry. In addition, there is a community associated with our hobby that is mostly friendly and supportive, although there are sometimes individuals who take it too personally and should probably use some other form of relaxation.

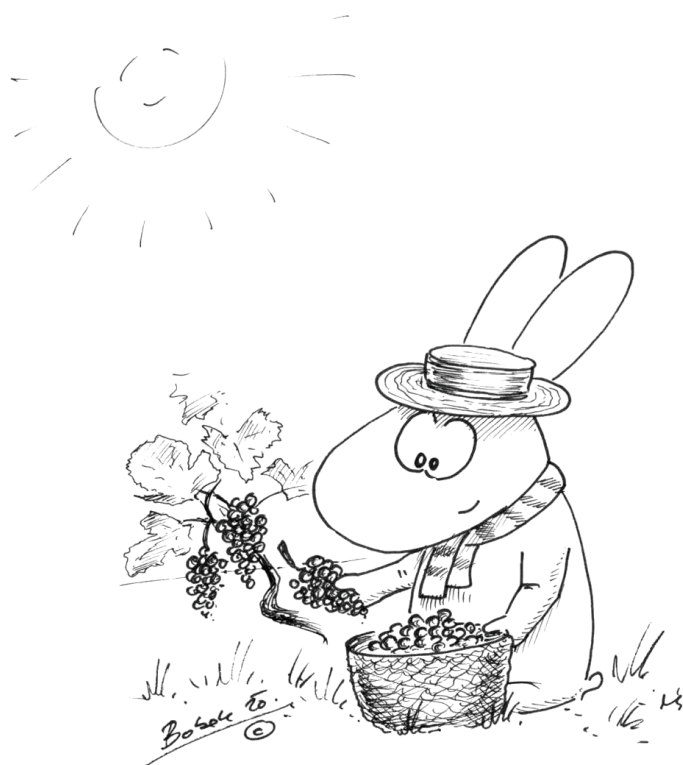
A former colleague of mine from another field, named Štěpán, didn't pick up plastic modelling as a hobby until he was about thirty years old. He works as a process engineer and when he gets off work, he has a full head of worries. So, he started looking for a pastime to clear his head. He did something of a selection procedure and plastic modelling came out the winner. Building model jet fighters keeps his mind so busy that it really helps him relax. We just don't have enough kits on offer to suit his taste unfortunately.

Many modellers may not see plastic modelling as a relaxation because they simply like history, or they have been involved in the hobby since they were young and they keep enjoying it. But I think they still relax with it, even if they don't know it. Plastic modelling can even have a positive influence in serious life situations. In some countries it is part of the therapy for war veterans suffering from post-traumatic stress disorder. My admiration in this regard

goes to the people who are involved in our field in Ukraine, whether they are manufacturers, traders or modellers. They are trying to carry on in wartime conditions that are in many ways unparalleled since the Second World War.

Recently I read in a Facebook group comments under the post of a Ukrainian modeller who is sharing this hobby with his son. He posted a photo of a new model with the comment that they continue modelling regardless of the terrorist attacks by the Russian state. In his opinion, thanks to this relaxation, they are more able to cope with the war induced anxiety and stress. Surprisingly, one discussant from across the Atlantic objected to the Ukrainian modeller bringing politics into the group. He got a rather intense response from other discussants to the fact that plastic modelling as a means of mental relaxation from cruise missile raids is not really about politics.

In the area where these Ukrainian modellers live, there have been over 1,300 air raid alerts since February 24, 2022, each lasting about one hour on average. Statistics show that the Russians conduct airstrikes evenly on any day of the week, with most being declared around midnight and around noon. Perhaps this discussant from across the Atlantic could visit Ukraine and try out forms of relaxation when he has to take refuge in an air-raid shelter two or three times a day ...



Slovenskí letci v 2. svetovej vojne a ich lietadlá

Tematická výstava plastických modelov

21. 9. - 26. 11. 2023

Vila Dr. Lisku

Štefánikova ul. č. 1

Piešťany



Usporiadateľ:

0.z. Štefánikovo Krídlo a Balneologické múzeum Imricha Wintera

Kontakt: stefanikovokridlo@gmail.com balneomuzeum@zupa-tt.sk

Info: www.modelforum.cz www.eastmodels.sk

www.balneomuzeum.sk www.gonzoaviation.com

Partneri a sponzori:

TT SK TRNAVSKÝ
SAMOSPRÁVNÝ
KRAJ

MODELFORUM

eduard

East models.sk

MRP
ACRYLIC LACOLOR PAINT FOR AIRBRUSH
www.mrpaint.sk

MN MODELAR

GONZO
AVIATION

KPM PREŠOV

KOLIESKO
SINCE 1993
PREDAJ A SERVIS BICYKLOV

DARWELL

WHW
BOBO
PUBLICITA

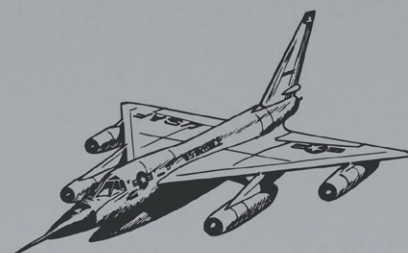
AKL
LIGHTING
DESIGN AND
CONSULTING



Mistrovství ČR v plastikovém modelářství

9. 9.

2023



**Propozice na stránkách IPMSCZE.cz nebo na
www.modelforum.cz**

**Místo konání: Krajská vědecká knihovna v Liberci,
Rumjancevova 1362/1 Velký sál**



**PLASTIC
PLANET**

**ATTACK
KITS**

**Liberecký
kraj**

INFO Eduard

**special
HOBBY**