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SU-25K

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

OCTOBER 2023

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EDITORIAL

How did you like E-Day? Don't worry, I'm not going to take up precious real estate thoroughly describing the event today, since that will be covered in a Special Edition of our newsletter, slated to come out the second week of October. However, in today's issue you will find a basic photo gallery of what was there. This year, the second to be held in Milovice, confirmed the potential of the Tankodrom for an event of this type. With that, we can continue to evolve and develop the program to satisfy the concept that goes hand in hand with the venue. My mind is centered around the Friday evening program, set aside for competing modelers and vendors. It's a bit tough to come up with something that would be of interest and fit into the timeline of setting up and dinner time. Performance of Milan Mikulecký this year was undoubtedly interesting, but I did not find the attendance satisfactory. The performance of the CTU academic orchestra on Saturday morning, at the start of Saturday's main program, inspired the idea of screening old aviation films on Friday evening and having that as a pleasant accompaniment to the evenings activities. One film would be enough, as there wouldn't be time to screen more than one. It goes without saying that adequate refreshments would be provided, a good movie needs popcorn and, in our modelling environment, also plenty of beer. This year's issue, the absence of any refreshments on Friday night, will not be repeated. I promise that next year, everything will be available, including coffee, if only because next year there will be a cafe right in the lobby. I hope that some bureaucratic trap composed of red tape will not prevent it. And if we are to cultivate culture, I would also like to start the Saturday program with a short performance by the CTU Academic Orchestra next year. This got a little lost in the hustle and bustle this year, so next year we will bring it downstairs, to the exhibition area. I must admit that I started compiling a repertoire for next year already on Sunday, and I'm already looking forward to discussing it with Mr. Šrámek, the conductor!

The second point that is on my mind is the results announcement. Even I do not consider the current system to be perfect, and I want to change it. The problem is that I don't quite know what the change should look like. We need to strike a balance between the dignity of the ceremony and its length, and these two are in a bit of a conflict with one another. However, the fact that the ceremony must be shorter is beyond dispute. I believe we will find a solution.

New Releases

To write extensively about October's new items now that everyone already knows what they are and a good number already have them in their possession seems a little like carrying firewood into the forest, as a local saying goes. As always at this time, the news lineup is very much a domestic oriented affair, due to E-day and our dogged effort to have items there that appeal to the

domestic market. That's why we risked buying moldings for the Su-25K from Zvezda, for the Hrábě (pronounced 'hrab-ye' and translates into English as 'rake', given its pylons), a kit we planned long before the start of the Russian war against Ukraine. We also repaired the molds for the 72nd scale L-39 Albatros and prepared new canopy for the kit. Admittedly, we made it by the skin of our teeth, but we made it and the separate canopies we took to sell as stand alone sets, plus the complete models with them, were gone in no time. With a slight delay, the new canopy will also available as an Overtrees item in our e-shop. Both Limited Edition kits, Hrábě/Rake and the Albatros, are a hit, being very popular at E-day and its corresponding Afterparty.

Bundles

In September, our new Bundle sets appeared for the first time during the launch of new products in our e-shop. For those who may not know what it is, I will remind you that they are sets combining a specific model with one of its dedicated accessory items or Overtrees at a discounted price. The price is designed so that the Bundle is always worth more than the purchase of the individual items separately, even during sales events. Additional discounts are prohibited on Bundles, so they are always sold at the same price, even during Afterparty events. It's our attempt to get a somewhat stalled business going. It appears to be a successful attempt. Back in September, we still didn't know which type of Bundles would be popular and which would fail. Of course, everyone who does something like this has their own ideas, and some of them come true and some don't. With Bundles, we embarked on a learning curve. The first attempt, Weekend Bundles with masks, flopped. I admit that I kinda expected it. Shortly before the launch, we experienced a surge on modelling forums that indicated that modellers dearly wanted masks to go with the Weekend kits, and that they would be willing to pay for them. The experiment with the Mask Bundles showed that this was certainly not the case. On the other hand, they will gladly and willingly buy Overtrees. It's no surprise, we know, that the Bundles make Overtrees even more attractive. What was surprising was that the Kurfirst Bundle with a Brassin engine sold so wildly that we sometimes had trouble keeping stock in our warehouse.

In October, the results are looking similar, going by E-day and its Afterparty. The Su-25K Bundle with said kit and its 3D positive riveting set with additional weapons are selling very well. This one is going so fast that it is temporarily unavailable because we have to make new molds for the weapons set and production has been delayed by this. This Bundle will go back on sale sometime next week, unless all the Rakes are sold out by then.

Bundles will always be on sale from when that month's new releases appear, until the following month's equivalents replace them. As more new products are introduced, the previous month's Bundles will be



withdrawn from sale, some will remain in the range until stocks last. So, they will always be on sale for about a month. Some may return in a slightly modified form in the future. For example, the Kurfürst + engine Bundle will probably return in January as the Bf 109 K-4 + engine. It will always be a short term thing, though. In any case, the decision to buy should be made pretty quickly, because these will adhere to the concept of "you snooze, you lose".

Articles

In this issue, we update the Air War over Ukraine by Miro Baric, and we have an article about US escort carriers in World War II by Jean Laffitte. As this one is rather long and complex, there are just Boxart Story articles to complement it in the content of this issue. Two were written by Jan Bobek, one by Richard Plos and the fourth one by owner of the aircraft portrayed in the boxart of Z-526, Radim Vojta. Then, we have a photo report from E-Day along with a picture gallery of the model of the top winner of this year's Czech Model Masters and a report from this year's Czech Plastic Modeling Championships.

Where You Can Meet Us

We will be attending some exhibitions in October. This week, our first little expedition takes us to Italy, and on the way back, we plan on hitting the museum in Piana delle Orme, where we want to have a close look at one exhibit, and we will stop off at an exhibition in Bergamo. A week later we will be in the Netherlands in Eindhoven and at the same time some of our people will be in Nitra, Slovakia. And while we're on the subject of shows, I've got some pretty fresh news especially for our British friends: we'll be in Telford this year.

And that's it for me this month.
Happy Modelling!
Vladimír Šulc

21/9 – 15/10/2023

BUNDLE

OFFER

Selected kits from the October offer can be purchased separately or in two variants of the discounted BUNDLE package. This BUNDLE offer is our limited time offer from 21 September to 15 October 2023, or while stocks last.

%

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BUNDLE OFFER



#2109+X ALBATROS+OVERTREES

BUNDLE OFFER



#11176+ER HRABE + RIVETS

BUNDLE OFFER



#11176+6 HRABE + ARMAMENT

BUNDLE OFFER



#82185+X Z-526 + OVERTREES

BUNDLE OFFER



#84193+6a F4F-3 WILDCAT + LATE ENGINE

BUNDLE OFFER



#84193+6b F4F-3 WILDCAT + EARLY ENGINE

BUNDLE OFFER



#84193+EX F4F-3 WILDCAT + MASK

SMALL BUT HANDY

AMERICAN AND BRITISH ESCORT AIRCRAFT CARRIERS

Photo: NHHC



Text: Jean Lafitte

AVG-30 (later CVE-30) USS Charger at anchor, May 12, 1942. She is painted in Camouflage Measure 12 (Modified).

The smallest aircraft carriers were referred to as escort carriers. They were typically converted from vessels for other purposes and primarily provided protection to numerous supply convoys. Aircraft from their decks also took off for reconnaissance flights, amphibious operations support, and operated in coordination with large aircraft carriers, especially in the Pacific. They also played a significant role in anti-submarine warfare.

Due to their construction method, which usually involved conversion from existing sufficiently large ships, a large number of escort aircraft carriers could be built during World War II, and many of them continued to serve in the post-war period.

British Aircraft Carriers

The British Royal Navy experienced a shortage of aircraft carriers early in the war. At the outset, they had ships that had been converted during World War I. HMS Argus, which was built in 1914 and modified into an aircraft carrier towards the end of World War I, was reactivated from reserve, but her role was primarily for transport or escorting convoys. HMS Furious was also converted into an aircraft carrier during World War I, and in the 1920s,

sister ships HMS Glorious and HMS Courageous were similarly modified. Another conversion, this time from the battleship *Almirante Cochrane* originally ordered by Chile, resulted in HMS Eagle. Although HMS Hermes was built from the beginning as an aircraft carrier, it was still based on the design of a light cruiser.

The first British ship designed from the outset as an aircraft carrier was HMS Ark Royal. Six more British aircraft carriers were based on her design, with the only difference being the requirement for armor on the sides of the hull and flight and hangar decks. The armor plates for these carriers were supplied by Vítkovice Ironworks in then Czechoslovakia. This way, HMS Illustrious, Victorious, Formidable, and Indomitable were created. Two more were built during the war and entered service in 1944. The extensive use of armor became a characteristic of British ships, and their durability was especially evident during their service in the

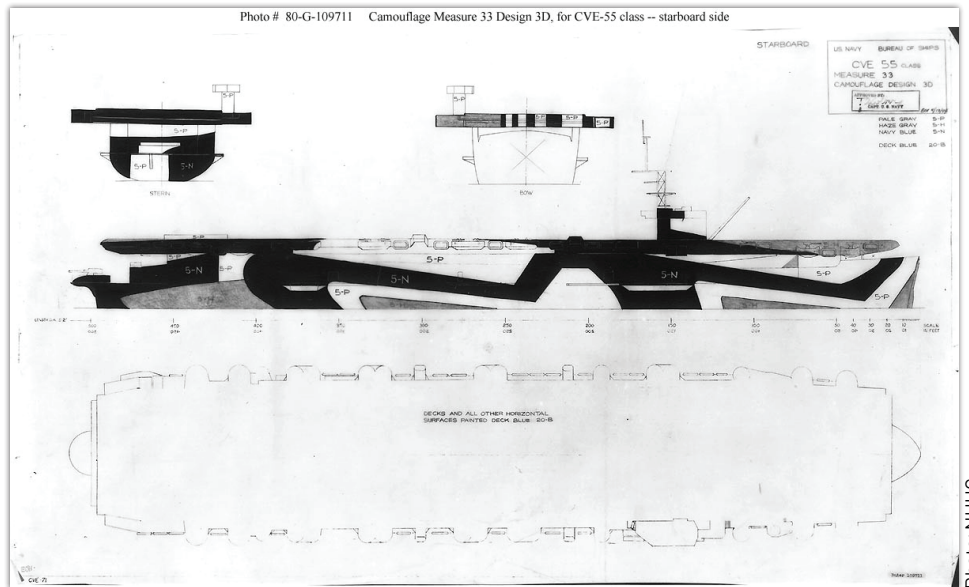
Indian and Pacific Oceans. However, given the small number of aircraft carriers in the early years of the war, the losses for the Royal Navy were significant. HMS Courageous was sunk by U-27 on September 17, 1939, while sister ship HMS Glorious was sunk by the German battleships *Scharnhorst* and *Gneisenau* during the Norwegian campaign on June 8, 1940. HMS Ark Royal and HMS Eagle were both sunk by German submarines. The first was lost to U-81 on November 13, 1941, and the second to U-73 on August 1, 1942. HMS Hermes was sunk on April 9, 1942, near Ceylon after being hit by dozens of Japanese dive bombers.

Even without these losses, all British aircraft carriers would not have been able to protect convoys adequately, especially given the high risk of submarine torpedo attacks during convoy voyages. The number of convoys required a swift response. Aircraft taking off from the mainland could only provide air protection up

to a certain distance from the shores of Canada and the British Isles. Coastal Command aircraft also conducted reconnaissance over a large part of the Atlantic and later in the North Sea. Convoy routes along the northern route to the Soviet Union were constantly at risk of being detected by aerial reconnaissance and targeted by German bombers or torpedo planes because the routes were limited by the ice boundary and, in the winter months, led too close to Norway's North Cape. These convoy routes were easily reachable by Luftwaffe aircraft and too far for British aircraft from the Orkney Islands. The Soviet Naval Air Forces did not have enough resources to protect convoys since they had to primarily defend Soviet ports.

CAM (Catapult Aircraft Merchant Ship)

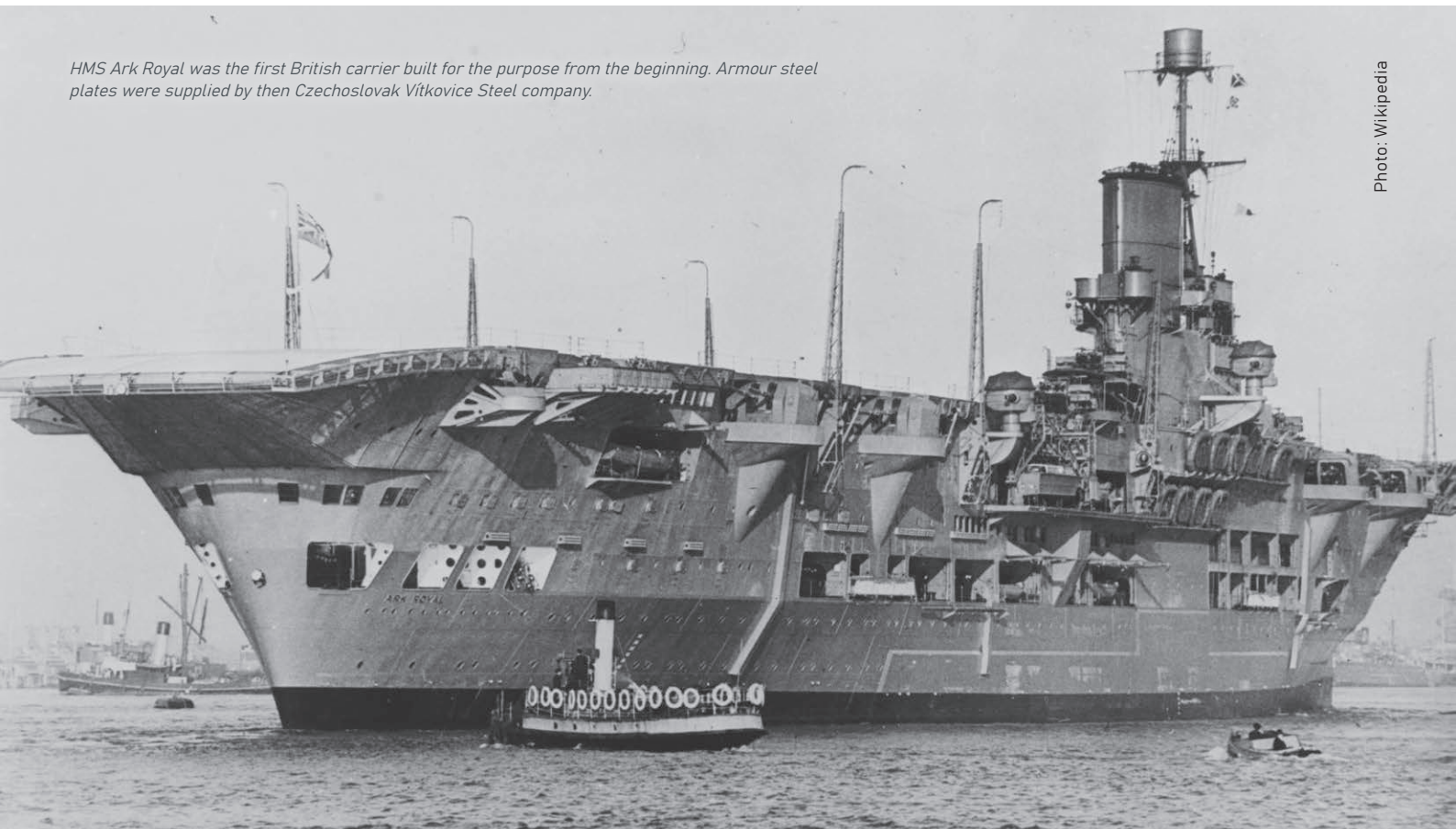
A quick solution was found in the form of CAM ships. Several merchant vessels were equipped with catapults that allowed aircraft to take off. However, each of these "catapults" was risky because they often led to the loss of the aircraft, as pilots usually had no choice but to land on the sea. In most cases, Hawker Hurricane aircraft borrowed from the RAF were used. Some ships could carry up to four of them. The launch was done from a metal structure on the bow, and rockets provided the energy for the catapult. These modified ships were called CAM (Catapult Aircraft Merchant Ship), and a total of eight privately-owned ships were converted, with two of them being sunk. Additionally, 27 ships of the



Drawing prepared by the Bureau of Ships for a camouflage scheme intended for escort aircraft carriers of the Casablanca class. This plan, showing the ship's starboard side, forward flight deck end, and stern, is dated April 13, 1944 and was approved by Captain Torvald A. Solberg.

Ministry of War Transport were converted, with ten of them being sunk. Although this solution may seem desperate at first glance, Hurricanes or "Catafighters," as the modified Hurricanes were called for this role, achieved successes. The first success came on April 26, 1942, when a Hurricane from SS Empire Morn (convoy QP 12), piloted by F/O J. B. Kendal, chased away a Blohm & Voss BV 138 and shot down a Junkers Ju 88A-4 "4D+IT" from III./KG 30. Unfortunately, Kendal was killed during the subsequent sea landing. Another successful engagement occurred on

May 26, 1942, over convoy PQ 16 when Pilot P/O Hay, launched from SS Empire Lawrence, shot down two Heinkel He 111s. However, his Hurricane was shot down by Heinkel's defensive fire. Some sources suggest that it was "friendly" fire from the American ship Carlton. Given the massive attacks by both submarines and the Luftwaffe, it's not surprising that this happened, as convoy PQ 16 was under constant threat. The pilot was injured but was rescued by the escort destroyer HMS Volunteer. Among the seven ships sunk out of a total of 36, SS Empire Lawrence was one



HMS Ark Royal was the first British carrier built for the purpose from the beginning. Armour steel plates were supplied by then Czechoslovak Vítkovice Steel company.



Photo: NHHC

Henry J. Kaiser presents President Franklin D. Roosevelt with a model of the escort carriers that he was constructing at Vancouver, Washington, on March 18, 1943. Kaiser built 50 of these Casablanca class carriers in 1943–44.

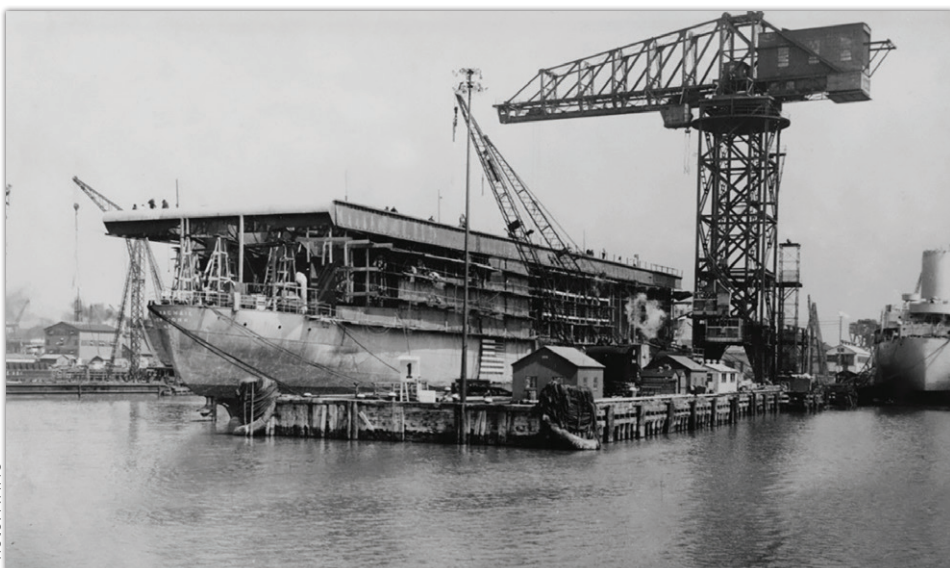


Photo: NHHC

USS Long Island under conversion at Newport News Shipbuilding & Drydock Co. Yard, April 1, 1941. She had received the name Long Island on March 31, 1941. Note flight deck under construction and temporary retention of her neutrality MKGS open. Lighter YC-301 is in left background.



Photo: NHHC

Moored at Naval Air Station, North Island, California, on June 2, 1942, shortly before she sortied with Task Force ONE under Vice Admiral William S. Pye.

of them. So, Hay may have been fortunate that he was rescued by HMS Volunteer, which was not among the sunken ships. The opportunity to reach a land base was utilized by F/O A. H. Burr on September 18, 1942, launched from SS Empire Morn. He first shot down two Heinkel He 111s and then headed for a Russian airfield. F/O N. Taylor shot down a Focke-Wulf Fw 200 Condor on November 1, 1942, after taking off from SS Empire Heath as part of convoy HG 91. The last success of Hurricane catapult fighters occurred on the same day when F/O P. J. R. Flynn shot down a Fw 200.

British Escort Aircraft Carriers

The need for a large number of carriers and the impracticality of CAM ships led to the idea of converting suitable merchant vessels into aircraft carriers. The expected lower speed of such ships was not a significant issue given their role in protecting convoys, as convoy speeds were always determined by the slowest ship. The conversion of the first escort aircraft carrier used the originally German merchant ship Hannover, which the British captured in the West Indies in March 1940. They renamed it Sindibad, then SS Empire Audacity. It was refitted and put into service as HMS Empire Audacity, with the conversion taking place in Clyde shipyards. The first landing on its deck was performed by a Grumman Martlet Mk.I from No. 802 Naval Air Squadron (FAA) on July 10, 1941. All six aircraft in its air group had to be stored on the flight deck because the expedited conversion to an escort carrier did not include a hangar deck. The Admiralty disliked its merchant name, so HMS Empire Audacity was renamed HMS Audacity on July 31, 1941.

The short operational service demonstrated the effectiveness of this solution. During the sailing of convoy OG 74, one of the Condors was shot down by a Martlet. The most significant engagements occurred during the voyage of convoy OG 76. Four Condors were shot down during an attack by KG40, and Eric "Winkle" Brown claimed his first aerial victory. One Martlet was lost. During the voyage of the convoy HG 76, about twelve submarines attacked, and HMS Audacity had only four Martlets to fend off the aerial attacks. They managed to shoot down two Condors. During an attack on U-131 Type IXc, one Martlet was shot down, and its pilot was killed, but the submarine could not submerge after the attack and was sunk by its crew after further damage from the convoy escort's gunfire. Subsequently, 47 men from U-131 were captured.

When HMS Audacity left the convoy on the night of December 21, 1941, a hasty signal from one merchant ship ignited a flare, revealing the silhouette to lurking submarines. Capturing an aircraft carrier was a valued prize for German

Sunk Escort Carriers

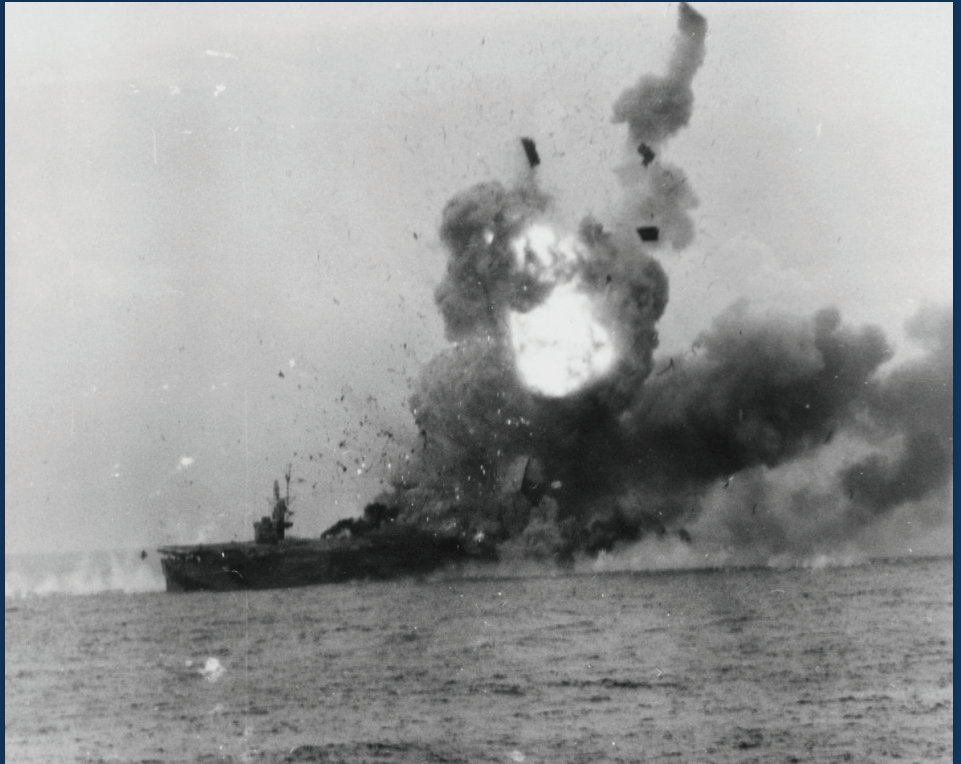
CVE-56 USS Liscome Bay – sunk by a torpedo from the Japanese submarine I-175 on November 24, 1943, near Butaritari (Makin).

CVE-73 USS Gambier Bay – as mentioned earlier, sunk on October 25, 1944, during the Battle off Samar.

CVE-63 USS ST. Lo – sunk after a kamikaze attack on October 25, 1944, during the Battle of Leyte.

CVE-79 USS Ommaney Bay – sunk on January 4, 1945, after a kamikaze attack.

CVE-95 USS Bismarck Sea – sunk on February 21, 1945, after a kamikaze attack near Iwo Jima.



Explosion on USS ST. Lo (CVE-63) after she was hit by a Kamikaze of Samar on October 25, 1944.

submariners, and the mistake to reveal the silhouette led to reports of the sinking of an Illustrious-class carrier, which German propaganda duly exploited.

Other British Escort Aircraft Carriers have connections with those built in the United States, so let's cross the Atlantic westbound and look at the construction of the aircraft carriers in the USA.

US Navy Escort Aircraft Carriers

The largest production of escort aircraft carriers during the war unsurprisingly took place in shipyards in the United States. They built a total of 124 ships, 38 of them were delivered to the Royal Navy.

The Long Island Class

The first class of escort aircraft carriers produced in the USA was named after the first ship in the class, the Long Island. The basis for these carriers was the hulls and engines of standardized merchant ships Type C3 designed in the 1930s. Between 1939 and 1946, a total of 162 of these ships were built. For conversion, the MS Rio de la Plata and MS Mormacmaild were used. The first completed ship supplied to the British was named HMS Archer. It was 150 meters long, and its wooden flight deck was 120 meters long. It was powered by four diesel engines driving a single propeller. The maximum speed was 16.5 knots, equivalent to 30.6 km/h. The ship was

equipped with one catapult and one elevator to the hangar. Its capacity was 15 aircraft with a combination of Grumman Martlet or Hawker Sea Hurricane and anti-submarine Fairey Swordfish or Grumman Avenger. The operational use of this vessel raised concerns in the Royal Navy due to its high rate of breakdowns. Eventually, HMS Archer was taken out of service

and later returned to the USA. It underwent conversion into a merchant ship and continued sailing until the 1960s when it was scrapped in 1961 after a fire.

The second ship of this class (but the first one completed) was designated for the US Navy, named USS Long Island, and initially marked as AVG-1, then ACV-1, and finally CVE-1. Since



Flight deck of USS Suwannee (CVE-27) 90 minutes after a Japanese suicide plane's bomb had ripped a hole in it. Hole is patched and ship is ready to land aircraft. Note that only four wires, instead of eight, are being used. All landings were made without mishap.

Photo: NHH

she entered service before the outbreak of the war in the Pacific, she could be used for testing, which later helped in organizing aircraft operations on CVE-class ships. Shortly after the Japanese attack, she was transferred with reinforcements to the Pacific. When she arrived in San Francisco on June 5, she immediately joined Admiral William S. Pye's Task Force One (TF 1), which consisted of seven battleships, providing the air cover. TF 1's task was to protect the US West Coast and potentially reinforce Admiral Chester Nimitz's forces during the Battle of Midway. Another important mission was the transport of nineteen Wildcats and Dauntlesses to Henderson Field during the Battle of Guadalcanal. Although she received the designation of an aircraft carrier, USS Long Island served the entire war as a transport ship and was eventually converted into a passenger ship.

The Avenger Class

Following the two ships of the Long Island class, there were four similar vessels referred to as the Avenger class. All of them were again conversions from C3-type cargo ships constructed by the Dry Sun Shipbuilding Company and Ch. Pennsylvania Shipbuilding Company. The parameters of these ships were similar to the previous class. Three of them were delivered to the Royal Navy as HMS Avenger, HMS Biter, and HMS Dasher. The fourth ship remained in the service with the United States Navy as the USS Charger.

British ships were extensively used for convoy escort duties, especially to the USSR. Their most significant action was their participation in Operation Torch, the Allied landings in North Africa. All three Avenger-class ships were part of this operation. HMS Avenger was sunk west of Gibraltar on November 15, 1942, by the German submarine U-155 under the command of Kapitänleutnant Adolf Piening. A total of 516



First army P-40 fighter to take off from USS Chenango (CVE-28), to fly shore for combat operations in Morocco, about November 10, 1942. Note U. S. flag markings, and bridge from catapult behind the plane.

Photo: NHHC

crew members lost their lives in the sinking.

HMS Dasher sank due to an unexplained explosion near the Firth of Clyde base on March 27, 1943. One of the possible explanations was a mishap involving one of the aircraft on board, leading to the ignition of gasoline fumes from leaking tanks. The loss of 379 out of 528 crew members was a tragedy, despite the swift assistance from other ships. Many sailors managed to escape the ship but succumbed to hypothermia or burns suffered during the fire.

HMS Biter was returned to the US Navy in April 1945. After undergoing repairs, it was loaned to the French Navy and renamed Dixmude (D97). From 1945 to 1949, it participated in several campaigns in French Indochina, primarily operating Douglas Dauntless aircraft as part of Flotille 3FB.

The fourth ship of the Avenger class, USS Charger (CVE-30), served throughout the war

in Chesapeake Bay as a training ship for pilots and carrier flight deck crews. After the war, it was converted into a passenger ship named Fairsea and mainly transported migrants to Australia. Notably, the Gibb family, including future Bee Gees members Barry, Maurice, and Robin, arrived in Australia on its deck, as did the parents of Kylie Minogue.

The Sangamon Class

Previous ships were constructed based on standardized C3 merchant ships, which were characterized by a propulsion system consisting of four diesel engines driving a single shaft and one propeller. This configuration limited their performance, which was not ideal for the operation expected from aircraft carriers. Merchant ships typically sail at an economical speed, whereas military vessels often require maximum speed. This disparity led to the mentioned high failure rate. The four aircraft carriers of the Sangamon class were built based on standardized T3 tankers, derived from the Cimarron class (T3-S2-A1). They were powered by four boilers driving two steam turbines and two propellers. This design allowed these ships to achieve speeds of up to 18 knots (33 km/h). Their larger tanker hulls, with a length of 169 meters, enabled them to carry up to 32 aircraft in various combinations according to operational needs. Two flight deck elevators and one catapult facilitated flight operations.

All four of these constructed ships served in the US Navy: CVE-26 USS Sangamon, CVE-27 USS Suwannee, CVE-28 USS Chenango, and CVE-29 USS Santee retained their names from the tankers from which they were converted. USS Sangamon initiated its service in the Atlantic during the first combat action of the



ACV-16 (later CVE-16) USS Nassau underway in December of 1942. This photograph has been retouched by wartime censors to hide radar and other antennas on the ship's mast.

Photo: NHHC



Photo: NHHC

German Submarine Type IXC being attacked and sunk by USS Pope (DE-134), USS Chatelain (DE-149), USS Pillsbury (DE-133), and USS Flaherty (DE-135) assisted by aircraft of VC-58 from USS Guadalcanal (CVE-60) on April 9, 1944.



Photo: NHHC

Practice division formation and maneuver exercises in Hawaiian waters, January 13, 1944. Photographed from USS Manila Bay (CVE-61). Ships astern are: USS Coral Sea (CVE-57), USS Corregidor (CVE-58), USS Natoma Bay (CVE-62), and USS Nassau (CVE-16). These carriers all served in the Marshalls Operation a few weeks later.

USA in the west, which was securing the Allied landings in North Africa in November 1942. Later she operated mainly in the Pacific. Initially, she spent eight months in the Solomon Islands area during the Guadalcanal campaign, and in November 1943, she supported the landings on Tarawa. On January 25, 1944, during the Battle of the Marshall Islands, one of the returning aircraft crashed upon landing, causing a fire

that killed seven crew members. In June 1944, USS Sangamon participated in the Battle of the Marianas. The next phase of the American offensive was the Philippines. Before landing in Leyte Gulf on October 20, her aircraft attacked Japanese airfields, supporting the American landing, before being hit by a Japanese bomb, although the damage was not significant. The ship then participated in the subsequent battles

in Leyte Gulf as part of Task Unit 77.4.3, also known as Taffy 1.

At the end of January 1945, USS Sangamon left the shipyard where she underwent modernization, including upgrades to its aircraft handling and weaponry systems. After leaving the shipyard, she headed towards Japan and participated in the Battle of Okinawa. From March 21 onwards, she supported American amphibious operations and attacks on nearby Japanese airfields around Okinawa. During this time, the ship came under attack by kamikaze pilots. One of them managed to bypass the ship's anti-aircraft defenses and crashed into the flight deck, causing significant damage and killing at least eleven crew members. The damaged ship was subsequently withdrawn to the United States for repairs, although these repairs were not completed due to the war's end.

Similarly, to the others, USS Suwannee (CVE-27) began her military operations by participating in the North African landings during Operation Torch. Afterward, she moved to the Pacific. For the following seven months, she provided air escort for transport and supply ships, supporting the Marines on Guadalcanal, as well as forces occupying other islands in the Solomon Islands. She also operated as part of the air support group, with her aircraft bombing Tarawa. In 1944, she took part in actions at Roi and Namur islands in the northern part of the Kwajalein Atoll, and her planes conducted anti-submarine patrols. She was involved in campaigns at Palau islands and supported the battles at Hollandia by transporting replacement aircraft for larger carriers. It also supported the invasions of the Marianas and participated in campaigns against Saipan and Guam. During the Battle of the Philippine Sea, on June 19, 1944, one of her aircraft attacked and sank the Japanese submarine I-184.

In the battles of Leyte, USS Suwannee faced kamikaze attacks. Although the ship's anti-aircraft fire hit the attacking plane, it still crashed into the flight deck at 08:04, causing a hole approximately three meters in diameter. The bomb carried by the attacking aircraft exploded between the flight and hangar decks. However, within two hours, the flight deck was temporarily repaired, allowing to resume the flight operations. The following day, the ship had to confront more Kamikaze attacks. One Zero aircraft crashed into the flight deck at 12:40, simultaneously hitting a torpedo bomber that was being prepared for takeoff. Both aircraft exploded, as did nine others in the vicinity. A fire burned for several hours before being brought under control. During these two days, USS Suwannee suffered 107 casualties and 160 wounded. At the beginning of 1945, repairs were carried out, and then she

participated in operations around Okinawa. USS Chenango (ACV-28) managed to complete several months of service as an oil tanker before her conversion. She sailed across the Atlantic, Caribbean, and Pacific to Honolulu. AO-31 Chenango was located in the port of Aruba when a German submarine shelled one of the refineries on the island. In her role as an aircraft carrier, her first action was Operation Torch, during which she transported 77 Warhawks from the 33rd Fighter Group of the United States Army Air Forces. After repairs of the damage caused by a hurricane, the ship was sent to the Pacific. In January 1943, she provided air cover for supply convoys heading to the Solomon Islands. In July 1943, she was reclassified as CVE-28 and during the following months underwent the reconstruction. Over the next two years, she participated in many major Pacific War campaigns, including invasions of Tarawa, Roi-Namur, Kwajalein, Eniwetok, Aitape, Hollandia, Pagan, Guam, Morotai, Leyte, and Okinawa. She also provided support during the final offensive against Japan.

The Bogue Class

This "mass-production" class of escort carriers was again constructed based on C3-S-A1 and C3-S-A2 transport ships. Initially, 22 ships were ordered, half of which served in the US Navy: CVE-9 USS Bogue (ex-Steel Advocate), CVE-11 USS Card, CVE-12 USS Copahoe, CVE-13 USS Core, CVE-16 USS Nassau, CVE-18 USS Altamaha, CVE-20 USS Barnes, CVE-21 USS Block Island, CVE-23 USS Breton, CVE-25 USS Croatan, and CVE-31 USS Prince William. The British Royal Navy received the other half, which they designated as the Attacker class. Here is a list of these ships, including their original names, sometimes with the names of the original transport ships:

HMS Battler (ex CVE-6 Altamaha;
ex-Mormacmail)
HMS Attacker (ex CVE-7 Barnes;
ex-Steel Artisan)
HMS Hunter (ex CVE-8 Block Island;
ex-Mormacpenn)
HMS Chaser (CVE-10 Breton)
HMS Fencer (ex CVE-14 Croatan)
HMS Stalker (ex CVE-15 Hamlin)
HMS Pursuer (ex CVE-17 St. George)
HMS Striker (ex CVE-19 Prince William)
HMS Searcher (ex AVG-22)
HMS Ravager (ex AVG-24)
HMS Tracker (ex BAVG-6).

Due to the British Navy's satisfaction with these, they ordered more vessels of the same specifications, sometimes referred to as the Ruler class:

HMS Slinger (ex CVE-32 Chatham)
HMS Atheling (ex CVE-33 Glacier)



USS Tripoli (CVE-64) during a cruise in Atlantic.

HMS Emperor (ex CVE-34 Pybus)
HMS Ameer (ex CVE-35 Baffins)
HMS Begum (ex CVE-36 Bolinas)
HMS Trumpeter (CVE-37 Bastian)
HMS Empress (ex CVE-38 Carnegie)
HMS Khedive (ex CVE-39 Cordova)
HMS Speaker (ex CVE-40 Delgada)
HMS Nabob (ex CVE-41 Edisto)
HMS Premier (ex CVE-42 Estero)
HMS Shah (ex CVE-43 Jamaica)
HMS Patroller (ex CVE-44 Keweenaw)
HMS Rajah (ex CVE-45 Prince)
HMS Ranee (ex CVE-46 Niantic)
HMS Trouncer (ex CVE-47 Perdido)
HMS Thane (ex CVE-48 Sunset)
HMS Queen (ex CVE-49 St. Andrews)
HMS Ruler (ex CVE-50 St. Joseph)
HMS Arbiter (ex CVE-51 St. Simon)
HMS Smiter (ex CVE-52 Vermillion)
HMS Puncher (CVE-53 ex Willapa)
HMS Reaper (CVE-54 Winjah).

Given the large number of ships, we will focus on those with a connection to the "Wilder Cat"

model kit, which was a Limited edition focused on the FM-2 Wildcat, a type typical for the use on these ships.

HMS Pursuer

The camouflage scheme "J" included in the model kit instructions represents the Wildcat Mk.VI, which took off from the HMS Pursuer's deck in August 1944. The ship primarily served as an escort for convoys but also participated in several offensive operations. The Royal Navy had a continuous concern about the German battleship Tirpitz, hidden in Altenfjord, Norway. On April 3, 1944, during Operation Tungsten, aircraft from HMS Pursuer provided fighter support for the main airstrike. Convoys were organized not only by the Allies during World War II, but also by the German Navy, especially in the intricate coastal waters of Norway. On April 26, 1944, Wildcats from No 882 Squadron participated in a successful attack on a German convoy near Bodo in northern Norway. Bombs hit all four supply ships and one of the five escorting vessels. Three supply ships were set



USS White Plains steaming in San Diego Harbor, California, upon her return from the central Pacific on March 8, 1944.

ablaze, and the largest ran aground. While the attack was underway, other aircraft penetrated the port of Bodo, where one supply ship was bombed and set on fire amidst other vessels. Subsequently, HMS Pursuer was damaged by a storm and had to undergo repairs which took a month.

During the D-Day landings in Normandy, she served as anti-submarine protection, and during Operation Dragoon, her aircraft once again provided air cover. After the war, she was returned to the United States and scrapped in 1946.

The Casablanca Class

The largest number of escort aircraft carriers built during World War II was the Casablanca class. What was specific about the construction of these ships was that, prior to the war, the average construction time for an aircraft carrier was about 38 months. However, due to the wartime effort, this time was shortened to 20 months. Then there was industrial magnate Henry J. Kaiser, who managed to reduce the construction time for cargo ships (Liberty ships) in his shipyards from over a year to less than 90 days. Kaiser pledged to build a fleet of 50 small aircraft carriers in less than two years! American naval authorities were initially skeptical and hesitant to approve the order. But the Allies desperately needed aircraft carriers to replace their initial wartime losses.

Kaiser managed to build them as quickly as planned, and any opposition against these vessels quickly vanished because they proved their utility in defending convoys and providing air support for amphibious operations. This allowed larger aircraft carriers to focus on offensive air operations. The construction of these ships was highly efficient. Unlike the

mentioned classes, they were powered by two Skinner Unaflow steam engines supplied by steam from four Babcock & Wilcox boilers. Each ship was driven by two propellers, achieving a speed of 19 knots (35 km/h). The vessels measured 156 meters in length, with a flight deck that was 144 meters long and featured one catapult and two elevators. The air groups typically consisted of around 27 aircraft, depending on the types and units. Given that 50 ships were built, let's focus on those relevant to the Eduard FM-2 kit.

CVE-60 USS Guadalcanal

This ship was essentially a hunter-killer, specifically designed for submarine warfare, and it spent its entire career in the Atlantic theater during World War II. German submarines, or U-boats, spent most of their time on the surface during the war because they couldn't remain submerged for more than approximately 72 hours due to the need to recharge their batteries and exchange air. In 1944, they were reluctant to surface during daylight hours for fear of being spotted by patrol planes from escort carriers. These carriers were effectively covering the entire Atlantic, making daytime attacks too risky. However, the pilots of the USS Guadalcanal devised new tactics: they launched their planes at sunset and only landed them at dawn.

Thanks to the Ultra system, which involved deciphering German messages, the Allies had access to the positions of submarines while they were refueling on the surface. On January 16, 1944, just before sunset, eight Avengers took off and quickly located three U-boats. They swiftly attacked with depth charges and successfully destroyed U-544.

During a second anti-submarine mission

on April 8, one of the patrolling Avengers discovered U-515 recharging its batteries on the surface northwest of Madeira. The Avenger forced it to submerge by dropping depth charges. Throughout the night, four Avengers circled overhead, waiting for U-515 to surface again to recharge its batteries. It finally surfaced at 14:00, and a subsequent attack left only sixteen survivors out of a crew of sixty. Among the survivors was the commander, Werner Henke, who was captured but, sadly, was shot in June 1944 while attempting to escape from a secret interrogation center known as P.O. Box 1142 in Fort Hunt, Virginia.

The third and perhaps most famous action involving USS Guadalcanal occurred on June 4, 1944, when a German submarine was detected off the coast of Río de Oro. One Wildcat from USS Guadalcanal joined a pair of TBM Avengers and another Wildcat that were already on patrol in the air. Through the combined efforts of aircraft and ships, the submarine was severely damaged, forcing it to surface. Both the ships and planes opened fire, and when it became clear that the submarine's crew was abandoning the damaged vessel, an eight-man team from the destroyer USS Pillsbury, led by Lieutenant Albert David, boarded U-505. They secured maps and codebooks, closed the sea strainers, deactivated demolition charges, and stopped the inflow of water, keeping the submarine afloat. Subsequently, U-505 was towed by USS Guadalcanal. Its engines were disconnected, and the propellers spun freely, powered by electric motors that provided the necessary energy to operate the pumps that kept the submarine on the surface. Despite the capture taking place near French Morocco, the decision was made to tow U-505 all the way to Bermuda, covering 1,700 nautical miles (3,150 km) due to concerns about potential German spies. The operation was kept secret until the end of the war, as it yielded valuable intelligence, and it was crucial to prevent the Germans from learning about it. Today, U-505 is part of the Museum of Science and Industry's exhibit in Chicago, Illinois. Prior to this capture, the last time the U.S. Navy had captured an enemy warship was in 1815.

Another German submarine was found by Avengers from USS Guadalcanal at dawn on April 10. U-68 was caught recharging its batteries 300 miles south of the Azores. Three Avengers attacked with depth charges and rockets, resulting in the destruction of U-68. Only one crew member, Hans Kastrup, survived.

CVE-61 USS Manila Bay

The USS Manila Bay conducted all of its operations exclusively in the Pacific theater. It was deployed in the invasion of the Marshall Islands in January 1944, and in March 1944, its aircraft were sent against Kavieng and



USS Gambier Bay (CVE-73) straddled by Japanese shells and falling behind the rest of her task group during the battle off Samar, October 25, 1944. A Japanese cruiser is barely visible on the horizon at the right.



USS Nehenta Bay on a cruise during 1944

the Bismarck Archipelago. In June 1944, after repairs, it returned to combat during the Marianas campaign, and in October, it provided air support during the attack on Leyte. In December 1944, planes launched from the USS Manila Bay played a similar role in supporting invasion convoys to Mindoro. On January 5, 1945, during the invasion of Lingayen Gulf, the USS Manila Bay was hit by two kamikazes, causing extensive damage and the loss of fourteen men. After urgent repairs, the ship conducted limited operations, returning to full action in May.

CVE-64 USS Tripoli

At the beginning of its service, the USS Tripoli operated in the Atlantic Ocean, primarily engaging German submarines. It was only in January 1945, as it became clear that the war in this theater was coming to an end, that it was transferred to the Pacific, where it remained until the war's conclusion. Nevertheless, its aircraft managed to claim the sinking of the U-513, as described in the instructions for the respective camouflage of this model kit.

CVE-66 USS White Plains

This ship saw its first action in late May 1944 during the Marianas campaign. It conducted aerial and anti-submarine patrols, and in August 1944, it joined the naval forces preparing for the invasion of Palau, which began on September 15. In October, it participated in supporting the invasion of the Philippines, with its aircraft providing air support for ground troops while engaging in anti-submarine warfare. The USS White Plains also took part in the battles of Leyte and Samar. After repairs, it carried out transport duties between Kwajalein, Hollandia, Ulithi, Saipan, Guam, Leyte, and Pearl Harbor from January 1945 onward. It only returned to combat operations in April 1945 during the amphibious operation on Okinawa, where it dispatched two squadrons of Corsairs from

a distance of 100 miles to establish an advanced airbase on the island.

CVE-73 USS Gambier Bay

The USS Gambier Bay, an escort carrier, was sunk during the Battle off Samar in the Leyte Gulf campaign. It played a crucial role in helping repel a much larger attacking Japanese fleet. This event made the USS Gambier Bay the only American aircraft carrier to be sunk by surface gunfire during World War II. It was named after Gambier Bay in the Admiralty Islands near Alaska, and its construction began at the Kaiser Shipbuilding Company in Vancouver, Washington, on November 22, 1943. Captain Hugh H. Goodwin was appointed as its first commanding officer on December 28 of the same year. The ship was referred to as a "bonus ship" because it was the 19th vessel delivered in 1943, even though the shipyard had initially planned to deliver only 16 ships by the end of that year. However, in September, the US Navy requested the shipyard to deliver at least two additional escort carriers. Kaiser initiated a campaign called "18 or more by '44," and ultimately, they delivered not 18 but 19 ships.

CVE-74 USS Nehenta Bay

The USS Nehenta Bay's encounter with Typhoon Cobra illustrates that ships can face severe weather as a significant adversary. An operation planned near Luzon on December 17, 1944, was greatly influenced by the weather. The barometer was falling, and Admiral William Halsey Jr. ordered a series of maneuvers, which eventually led his fleet into the heart of Typhoon Cobra. Wave heights were estimated to reach 18 meters, and after some time, it became clear to the USS Nehenta Bay's commander that maintaining the designated course was impossible, and an alternative course was chosen to protect the ship. The ship was tossed with rolls of up to 37°, a very dangerous situation

for a carrier of its class. After changing course, the ship managed to reduce the rolls, but the crew still had to contend with wind speeds of up to 110 knots (176 km/h). When it was all over, the crew could begin assessing the damage. The ship itself emerged with only minor damage, losing three aircraft and one 20mm gun. Later, in early 1945, the ship encountered adverse weather while operating in the South China Sea. Waves as high as 9 meters damaged the structure on the bow, leading to the removal of the catapult. The ship then sailed to San Diego for major repairs. In May, with VC-8 aircraft on board, it joined Task Force 52.1 under Rear Admiral Calvin T. Durgin and supported American forces advancing on Okinawa.

CVE-75 USS Hoggatt Bay

The USS Hoggatt Bay achieved its first success on June 10, 1944. A Wildcat from USS Hoggatt Bay's patrol spotted an oil slick approximately eight miles (13 km) west of the escort carrier. The destroyer USS Taylor of the Fletcher class was dispatched to investigate and soon detected strong sonar contact. It turned out to be the Japanese submarine Ro-111. USS Taylor dropped two depth charges, and at 15:41, the submarine surfaced 2,500 yards (2,300 m) ahead of the destroyer. It was quickly hit by the destroyer's guns and suffered heavy damage before diving again. After another series of depth charge attacks, two large underwater explosions were heard at 15:58, followed by a large air bubble rising to the surface, confirming the submarine's destruction. During another anti-submarine patrol on July 19, 1944, an aircraft from VC-14 spotted the Japanese submarine I-5. The escort destroyers USS Wyman and USS Reynolds dropped depth charges, which struck I-5, causing it to explode. During the third anti-submarine patrol on July 28, 1944, aircraft crews spotted a surfacing submarine. It was likely the Japanese I-55, located approximately 13 km to the right of USS Hoggatt Bay. USS Wyman and USS Reynolds hit the submarine, and a series of explosions were heard, creating an oil slick on the surface. USS Hoggatt Bay continued to participate in operations around the Philippines and Okinawa after the sinking of I-177 on the night of October 3, 1944.

CVE-78 USS Savo Island

In 1944, the USS Savo Island took part in battles at Leyte and later amphibious operations on Mindanao. In 1945, it performed similar tasks during operations in Lingayen Gulf but did not participate in any major operations thereafter.

CVE-80 USS Petroff Bay

Like the aforementioned ships, the USS Petroff Bay participated in the closing battles in the Pacific. Its most dramatic moments came during

the Battle of Leyte, and it played a significant role in the Battle of Iwo Jima. On February 18, military transport ships carrying Marines arrived off the coast, and the next day, they landed on Iwo Jima. During the battle, aircraft from USS *Petroff Bay* conducted 786 operational flights in support of ground forces. On March 8, 1945, USS *Petroff Bay* sailed to Ulithi, making a stop in Guam in the Marianas Islands along the way. VC-76 was deployed in Guam, replacing VC-93. Further details are provided in the aircraft assembly instructions.

The Commencement Bay class

Construction of these ships began on May 9, 1944, and although it progressed quickly, several months of testing were required before they were put into service. For this reason, most of the 19 ships ordered (out of a planned 35) had little to no operational service. Many were even canceled before completion.



Starboard bow aerial view of Casablanca-class escort carrier USS Savo Island (CVE-78) underway. Note disassembled aircraft on the flight deck, and camouflage paint scheme.

Typical operation aboard an escort carrier, in this case the US Anzio on May 20, 1945.



Air war over Ukraine

The promise of F-16s and Prigozhin's downfall



Text: Miro Barič

Ukrainian President Volodymyr Zelensky and Danish Prime Minister Mette Frederiksen in the cockpit of an F-16 as they announce the delivery of these fighters to Ukraine.

In this part of the series, we follow the period from August 1 to August 31, which was really eventful. Among the most notable happenings is the promise of F-16 fighter deliveries, although things won't be so hot with them in the short term. The earliest Ukraine will get them is next year, when the first pilots will be trained under accelerated training programme. The second significant event was the death of the owner of the Wagner mercenary group, Yevgeny Prigozhin, exactly two months after his attempted coup.

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

After several months of speculation, delays and conflicting information about who and when would start training of Ukrainian pilots on F-16, the first news about the provision of these aircraft to Ukraine has arrived. On Sunday, August 20, it was announced that the Netherlands would donate 42 of these aircraft and Denmark would add another 19. On Thursday, August 24, on Ukraine's Independence Day, Norway also joined in. It had already scrapped its F-16s in early 2022 and sold some of them to Romania, while the rest was stored. Now Norway has announced that it will also provide the aircraft that it manages to return to operational status to Ukraine. It is believed that there will be

a maximum of 10 aircraft from Norway. In total, Ukraine may receive around 70 fighters from these three countries. In all cases, these will be F-16AM Block 20 MLUs. They were produced in the 1980s and the abbreviation MLU means that they have received the so-called Mid Life Upgrade. The cockpit and avionics of these fighters have been upgraded to the standard of the Block 50 version. Pilots were given helmet sights that they can use in close combat maneuvering. However, these do not occur in Ukraine and it probably will not change with the arrival of the F-16s.

The F-16AM Block 20 MLU carries the older AN/APG-66(V2) radar. However, the radar's computer processor has been significantly

upgraded to process data faster and acquire multiple targets at once. The range of this radar is claimed to be 150 km, a value theoretically achieved by the manufacturer under ideal conditions. The actual range of the radar depends on a number of conditions, such as flight altitude or electronic interference from an adversary. Thus, in a real situation, the range of the AN/APG-66(V2) is around 80 km. Ukraine will also not get the latest versions of the AIM-120 AMRAAM missiles with its F-16s, but older ones with a range of around 50–60 km. Even so, this will be an improvement on the current situation. The Ukrainian fighters are armed with R-27 missiles with semi-active radar guidance, which means that the target

must be locked during the time the missile is intercepting its target. And this is virtually impossible in a situation where Ukrainian fighters face numerical superiority. The active radar guidance of the AIM-120 missiles is thus a major advance.

Thanks to the F-16s and the AIM-120 missiles, the Ukrainian Air Force will equal the Russian forces. In fact, the radars of Russian fighters and their R-77 missiles have similar parameters – despite the fact that Russian aircraft manufacturers advertise completely different numbers. For example, for the radars of Su-30 fighters, they give a range of 200 to 300 km. However, there is a big difference in the distance at which the radar picks up “something”, at what distance it recognizes what it is, and at what distance the fighter is able to conduct effective combat. That last number is at a similar level to that of the older AIM-120 missiles that Ukraine will receive – around 50 km.

But factor in the strong air defenses operating on both sides and it is clear that the status quo will not change even with the arrival of the F-16s. And that is that neither side's aircraft are crossing the front line – even getting too close is very dangerous. The F-16 will probably have the advantage over the existing Ukrainian aircraft of better warning sensors and can carry various containers for

radio-electronic warfare, but it cannot stand up to strong air defense either.

Air combat

The Ukrainians will probably use the F-16s for the same things they now use the Su-27 and MiG-29s for, i.e., to protect airspace in case of penetration by Russian aircraft, to escort other aircraft on attack missions, and to counter suicide drones and cruise missiles. While for the Su-27 and MiG-29 there is limited quantity of spare parts available in the world, the situation is different for the F-16 and it is significantly easier to maintain them in a long-term airworthy condition.

Such use of the aircraft is also indicated by the training of Ukrainian pilots. When the program was being developed, two pilots underwent two weeks of testing in the USA at the end of February and the beginning of March. These were active Ukrainian pilots, one flying MiG-29s and the other Su-27s, to assess the possibility of retraining them. The testing was conducted exclusively on a simulator, where they tried out only one type of mission. It was an aerial combat against one target, or maximum two targets, using two types of weapons – one radar-guided missile (AIM-120 AMRAAM) and one infrared-guided missile (AIM-9 Sidewinder). It is not possible to learn anything else during the accelerated training

that the Ukrainians undergo. The first group could complete the conversion as early as the turn of this year and next year. These are the ten pilots with the best English. It is language proficiency that is the most limiting factor, not only for pilots, but especially for ground staff. It also follows that Ukraine will not receive the aforementioned 70 F-16s all at once, but gradually, as groups of pilots complete their training.

Ground attacks as a matter of time

In addition to the experienced pilots, who are to be trained as early as possible, there is also going to be a group of complete novices who will receive comprehensive pilot training lasting two years. These will apparently also receive training for specialized missions with guided air-to-ground weapons. The Ukrainians are already launching both AGM-88 HARM anti-radar missiles and JDAM-ER guided bombs from their old Soviet aircraft. However, they can only use them in a limited mode. They can only program them on the ground before takeoff, so the pilot cannot change the target coordinates during flight. When used this way, the HARM missile, for example, will guide itself to the first radar it detects. If the Ukrainians get the AN/ASQ-213 HTS (HARM Targeting System) guidance container on their F-16s, the pilot could choose the most important radar to



Zelensky decorating members of the air force on August 6. A whole series of interesting shots were taken on that occasion. This one shows a Su-27 “White 52” with the numbers retouched out. The MiG-29 “white 22” on the left in the background does not have the number retouched.



Here you can see the Su-27 “white 52” and the MiG-29 “white 22” also with numbers. The Su-27 has a HARM missile under the wing.



Zelensky climbed into the cockpit and tried out the pilot simulator.



At the event on August 6 was a Su-24 with the number "white 09" with a thin yellow border. Interestingly it had a SCALP-EG missile with French symbols under the right wing and a Storm Shadow with British symbols under the left wing.

hit from a number of enemy radars detected. The F-16 cannot carry the Franco-British Storm Shadow/SCALP-EG cruise missiles, which the Ukrainians are using effectively, and there is no talk yet of possible US deliveries. What it can carry, however, are Harpoon anti-ship missiles, which Ukraine also already has. And that's not good news for Russia's badly beleaguered Black Sea Fleet.

Crimea "locked"

Speaking of the Black Sea and Storm Shadow missiles, these are among weapons that allow Ukraine to gradually gain superiority over the western part of the sea and attack Crimea even without a strong navy. Already on Sunday, August 6, two bridges connecting Crimea to the Kherson region were hit and seriously damaged by Storm Shadow missiles. These were the important Chonkhar Bridge in the north-west of Crimea and the smaller Henichesk Bridge, which leads to the Arabat Spit in the north-east of the peninsula. The destruction of these bridges would sever Crimea's links with the frontline areas in southern Ukraine.

The destruction of the Kerch Bridge would then cut off the whole of Crimea for good, which could then only be supplied by ships. The Ukrainians regularly try to do this as well. During the reporting period, they attacked this bridge on Saturday, August 12, with S-200 missiles. These are old anti-aircraft missiles from the 1960s, which Ukraine decommissioned in 2013, but kept in storage and now uses as ballistic

missiles after modification (presumably they have new GPS guidance fitted). In this role, they have a range of up to 400 km. The missiles are 11 m long and weigh almost 8 tones. At Mach 4, they thus have tremendous kinetic energy on impact. They also carry a warhead with 217 kg of explosive. Ukraine has already used them in July in attacks on an industrial facility in the Briansk region and on the Morozovsk airport in the Rostov region. In the August attack, three S-200 missiles were aimed at the Kerch Bridge. According to the Russian side, they were all destroyed in time by air defenses. The smoke that appeared on the bridge was only a precautionary protective measure. Interestingly, however, two streaks of black smoke were also visible in the white smoke screen.

On Wednesday, August 23, Ukrainian missiles hit and partially destroyed a battery of S-400 anti-aircraft system in Olenivka on the Crimean coast (about 120 km north of Sevastopol and 140 km south of Kherson. In doing so, they probably used Neptune missiles developed for anti-ship warfare but also capable of hitting targets on the coast. But that was not all – the next day (or night) Ukrainian special forces landed on the coast between Olenivka and Mayak. They completed the work of destruction and raised the Ukrainian flag in Crimea (August 24 was a Ukrainian national holiday). The Russians claim to have killed all the Ukrainian soldiers in this action; the Ukrainians claim to have pulled back without

casualties. All that is certain is that the S-400 battery was destroyed. Ukrainian troops from boats also seized four oil platforms, on which the Russian had radars mounted, in the Black Sea during August. All of this is leading to the blinding of Russian defenses and a greater intensity of Ukrainian attacks on Crimea, which we will address in a follow-up.

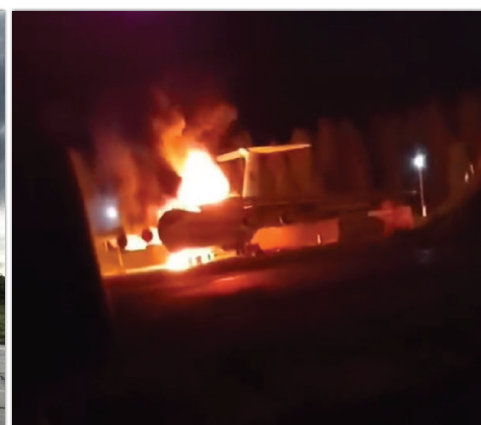
Attacks on airports

Ukraine has not only attacked Crimea, but also Russian territory on the opposite side. In addition to the ongoing drone campaign against Moscow, the attacks on Russian airports are of particular interest for the topic of this series. On Saturday, August 19, the Solcy-2 base in Novgorod region, 620 km from Ukraine, was attacked in broad daylight. At first Russia admitted to the damaging of one bomber, but then photographs emerged showing that one Tu-22M3 bomber was burned to the ground in this attack. Satellite images later confirmed that the base had been evacuated and the remaining bombers had flown further north.

Two days later, on Monday, August 21, the Shaykovka base in the Kaluga region, from which Tu-22M3s also operate, was also attacked. Ukrainian intelligence claimed that in both of these attacks two bombers were destroyed and two damaged. The Russian side confirmed the attack on the Shaykovka airfield, adding that all Ukrainian drones were destroyed. We will probably not know how it really happened until a long time from



A burning Russian Tu-22M3 bomber at Solcy-2 airfield. The Russian side initially claimed that it was only slightly damaged in the attack on August 19.



Burning IL-76 at Pskov airport after the night attack on August 29.



A PPDS drone from the Australian company Sypaq Corvo is made of cardboard. It can carry 5 kg of explosives.

now, as was the case with the attack on the Diaghilevo airfield near Ryazan. This was attacked by Ukrainian Tu-141 Strizh drones in December 2022. Shortly after the attack, the destruction of one vehicle and damage to a Tu-22M3 bomber was photographically confirmed. The Russian side also confirmed at the time that three Russian soldiers had lost their lives. Now, however, Russia has issued an international arrest warrant for Ukrainian Colonel Serhiy Burdenyuk, who commands the 383rd unmanned aerial vehicle regiment. These Russian documents include a detailed description of the December 5, 2022, action, according to which the Ukrainian attack at the Diaghilevo base damaged not one, but three Tu-22M3 bombers. Two buildings and two vehicles were also hit, and in addition to the three dead soldiers, seven others were wounded. By the way, Russia is looking for Burdenyuk on suspicion of "organizing illegal Ukrainian drone incursions into Russian airspace." So, what is Russia doing in Ukraine as of February 24, 2022, then?

The Ukrainians pulled off a stunt on Tuesday, August 29, when they hit the airport in the city of Pskov. This is located 700 km from Ukraine, near the Estonian border. The result of this action is also presented differently by the two sides. Russia has admitted that four IL-76 transport aircraft were damaged, Ukraine claims that four aircraft were completely destroyed and two damaged. In all likelihood, two of the IL-76s were completely burnt out, as confirmed by the videos, and the other two were damaged. These were hit at the point where the fuselage joins the centerplane but did not catch fire. Satellite images show large holes in the upper part of their fuselages.

According to unconfirmed information, up to 20 drones attacked Pskov. They were supposed to be PPDS drones manufactured by the Australian company Sypaq Corvo. These drones are made of paper and are supplied as a jigsaw puzzle. They are powered by an electric motor, with which they have a range of 120 km and can carry 5 kg of explosives. This means that someone must have launched these drones from Russian territory during the attack on Pskov ...

The Australian government has been providing PPDS drones to Ukraine since the spring of this year. The advantage is the low cost due to the material being waxed cardboard. It also makes the drone virtually undetectable by radar. The Ukrainians also used them in an attack against the Khalino airfield in the Kursk region on the night of 26-27 August, where, according to Ukrainian counterintelligence, five fighter jets were hit, as well as two radars and two air defense systems. However, this information remains unconfirmed.

Tire protection

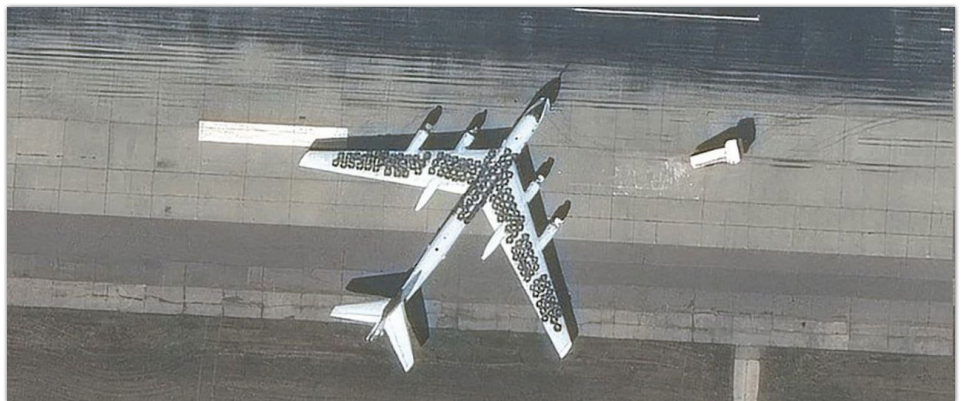
All these successful attacks on airports have led to a bizarre countermeasure on the Russian side. Satellite images of tire-covered aircraft have emerged from several bases. These were mainly Tu-95 and Tu-160 bombers, but also Su-34s. It is not clear what the Russians intend by this – whether it is to protect against explosives or whether the tires distort the radar or infrared image of the aircraft in the drones' sensors. It is also possible that they are testing something else entirely. Either way, the tires seem to have only appeared on aircraft that are not airworthy and serve as a source of spare parts. Several Tu-95s, for example, are missing propellers

or entire engines, and even the tire-covered Su-34 has its engines removed. Perhaps the Russians want to protect aircraft that do not change position and are therefore easily detected by reconnaissance.

Ukrainian losses

Ukraine did not only achieve success in attacks on Russian airfields during the reporting period. While the previous month of July was completely free of losses in the air, August was particularly bad for the Ukrainian air force. It started as early as August 1, when a Mi-8 was shot down near Mykhailivka in Kherson Oblast. The video shows that the low-flying helicopter caught fire after being hit and made an emergency landing. On the ground it then burned completely. The fate of the crew is unknown.

On Friday, August 25, two Aero L-39 Albatros aircraft from the 40th Tactical Air Force Brigade collided. The wreckage of the aircraft crashed near the village of Sinhury in the Zhytomyr region. All three pilots – Major Vyacheslav Minka, Major Serhiy Prokazin and Captain Andriy Pilshchikov – were killed. The latter had the call sign "Juice" and was the face of a campaign demanding the delivery of F-16 fighter jets to Ukraine. He was killed just as



After the Ukrainian drone attacks, some Russian aircraft were given protection from old tires. Maxar's satellite image shows a Tu-95 with its propellers dismantled.



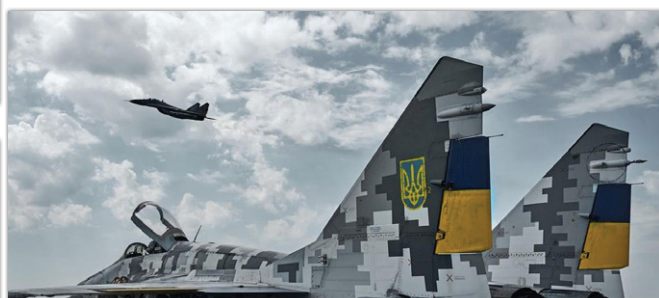
Rubber protection was also given to this Su-34 with its engines dismantled.



Ukrainian Mi-8 in action.



Originally a Slovak Mi-17 helicopter (ex 0844).



Two Ukrainian Albatroses with the numbers "blue 102" and "blue 107" collided near the village of Sinhury on August 25.



Ukrainian MiG-29 fighter jets. Their pilots will eventually see them replaced by F-16s.

this Ukrainian pilots' dream was beginning to become a reality.

All three named were MiG-29 fighter pilots, and at the time of their deaths, Ukrainian media reported that they had died in combat flight, which would suggest action against the Shahed-136 kamikaze drone. However, they later reported that the aircraft collided in a violent maneuver while practicing aerial combat.

Another crash came on Tuesday, August 29, near Kramatorsk in the Donetsk region. Two Mi-8 helicopters from the 18th separate brigade of the army air force crashed there during a combat mission, killing all six airmen on board – Colonel Viktor Opanasiuk, Captain Yuri Anisimov, Captain Yevgeny Kysil, Captain Vladyslav Rymar, Lieutenant Commander Ivan Yarovoy and Lieutenant Commander Valentyn Vorobets.

Austrian military expert Tom Cooper said in this context that this was an unintended side-effect of the successful Ukrainian artillery campaign. The latter has managed to successfully suppress the Russian artillery, which is losing 20–30 barrels a day. Every time the Russian artillery makes a sound, it faces Ukrainian anti-artillery fire. Therefore, the Russians have to replace artillery with drone attacks and air force attacks that uses glide-guided bombs. The attack aircraft are accompanied by fighter jets, and it was on one such flight that a Russian Su-35 intercepted a pair of Ukrainian helicopters. Their pilots were informed of the presence of the Russian fighter and attempted to land and thus avoid it but collided. The Russian side claims that the Mi-8s were shot down. Their wreckage in the footage is close together, so the more likely version is that they collided while attempting an emergency landing.

Russian losses

The Russian side also suffered heavy losses in August. The list of destroyed Ka-52 helicopters was extended again. One was shot down on Monday, August 7, in the Robotyne



Three pilots, including Captain Andriy Pilshchikov, were killed in the Albatroses collision

area and both crew members were killed. Another one was destroyed on Thursday, August 17, near Novoprokopivka. This time the pilot managed to use the ejection seat and was rescued by an accompanying Mi-8 helicopter. Both Ka-52s were shot down by members of the Ukrainian 47th Mechanized Brigade.

Non-combat flight losses are also on the rise, which may be contributed to by poor maintenance during the war as well as mistakes by overworked pilots. On Sunday, August 12, a crew of Su-30SMs from the 4th Independent Regiment of Naval Assault Aviation performed a low overflight near the village of Uryumovo in the Kaliningrad Region. It crashed into the ground and both pilots were killed. On Monday,

August 14, an L-39 Albatros trainer crashed at the Khanskaya base in the Adygeya Republic in the Caucasus. Colonel Vadim Gurov was killed, and the other crew member was injured. And on Tuesday, August 29, a Mi-8 helicopter of the FSB border guard crashed in the Chelyabinsk region. The three-member crew did not survive the crash.

Defection with a helicopter

In addition to these losses and the aforementioned aircraft destroyed at airfields, the Russian armed forces also lost one aircraft in a defection for the first time in this war. Ukraine has been trying to motivate Russian pilots with the promise of money and safety for their whole family since the beginning of the conflict. In August, the pilot of a Mi-8AMTS helicopter with the fuselage number "Red 62" and the code designation RF-04438 responded. Maxim Kuzminov of the 319th Independent Helicopter Regiment was in contact with the Ukrainian intelligence that got his family abroad. He then flew the helicopter himself to the Kharkiv region of Ukraine. The other two crew members were unaware of his plan to defect and were killed by Ukrainian soldiers after landing. According to some reports, they tried to flee; according to others, they made a last-minute effort to prevent Kuzmin from deserting.



Wreckage of a Russian Ka-52 helicopter shot down by the Ukrainian 47th Mechanized Brigade near Novoprokopivka on August 17.



Burning wreckage of the Embraer EMB-135BJ Legacy 600 with registration RA-02795 in which Prigozhin and other members of the Wagner leadership died.

The Russian pilot received a reward of half a million US dollars, a new identity and a job. The new Mi-8AMTS has been incorporated into Ukraine's forces. After landing, Kuzminov talked about the absurd conditions in the Russian armed forces. For example, the commander of his unit had his cat flown in by a Mi-8 helicopter, which was additionally accompanied by Mi-24 as an armed escort during this "mission".

Revenge after two months

The death of Yevgeny Prigozhin, the owner of the Wagner mercenary group, can also be counted among the losses related to the war in Ukraine. He was killed in a plane crash along with other members of his mercenary leadership exactly two months after the failed coup attempt. The private Embraer EMB-135BJ Legacy 600, registration RA-02795, was flying from Moscow to St Petersburg on Wednesday,

August 23, when it broke into three parts after an explosion and crashed near the village of Kuzhenkino in the Tver region, some 100 km north of the Russian capital.

The plane's crash was caught on video. Two condensation trails and a puff of white smoke were visible in the sky, followed by two explosions, according to witnesses. Then the fuselage of the plane was seen falling to the ground without one half of the wing and without tail. During the crash, it twisted wildly in the air – just like the Il-22M shot down by the Wagners on June 24 during the march on Moscow. The fuselage, wing and tail fell on different places within a radius of three kilometers. The fuselage burned up after impact, killing all ten people on board. In addition to Prigozhin, these included his deputy and well-known neo-Nazi Dmitry Utkin and Wagner's logistics chief Valery Chekalov. The two pilots and a stewardess also perished.

If this was a political assassination, there was state terrorism in Russia regardless of these innocent victims.

Wagner channels reported that the plane was shot down by anti-aircraft missiles. Some Western sources are leaning towards a bomb explosion on board. Traces resembling shrapnel holes could be seen on the wreckage. The Russian authorities are not making much effort to investigate. A request for access by Brazil manufacturer Embraer has been rejected. And a video taken shortly after the crash showed the severed wing being dragged along the ground by a tractor from the impact site. Behind it, two men were walking and picking up pieces of the wing that had broken off in that dragging. So much for some pretence of trying to investigate the disaster.



Russian Mi-8AMTS with fuselage number "Red 62" and code designation RF-04438 shortly after landing on Ukrainian territory.



Pilot Maxim Kuzminov of the Russian 319th Independent Helicopter Regiment defected to the Ukrainian side.



Mi-8AMTS "Red 62" in Ukrainian service with Russian markings obliterated.



MAIN GUESTS · Josef Choren



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Avion fatal

Text: Radim Vojta

Illustration: Adam Tooby



The Z-526 was from the very beginning my "femme fatale", or rather "avion fatal". It started at the age of sixteen, when I first saw the Z-526F OK-CRA in the hangar of Kladno Aero Club and got even deeper when Honza Čáp gave me a ride in it. Four years later I started flying and towing with this plane, and I won't lie when I say that I felt like I was flying a Spitfire. And later, when the OK-ZRB Zlin Z-526AFS aerobatic special arrived, I felt like they added a Mustang to my Spitfire. In quotes, of course. As a rational and sensible twenty-year-old man, it was clear to me that I would never fly these types ... And so, for the next few years, I really enjoyed the Z-526s to the fullest, playing at being a fighter pilot. With OK-CRA it was mainly tows, with OK-ZRB, which belonged to Czech Aero Club and was not so "jealously guarded" by the glider pilots, I also did occasional navigation flights or flights just for fun. And from time to time, I enjoyed aerobatics with OK-ZRD, which was then used for training of advanced piloting in dual controls where Z-142 was not enough. Needless to say, these were mainly the snap rolls.

Eventually other types came along, either for aerobatics itself or for paving the way to my professional flying. And that's where the Z-526 suddenly "didn't fit the concept". My annual flying time on the Treners gradually decreased until I only flew them a few times a season. And so there came a period when I wasn't so good with the Z-526. A few years passed, during which my flying of light aircraft was neglected by the larger "steel birds", and I almost thought

I was done for in that respect. When suddenly the wheels of history moved on and I became the owner of a Z-326, which I bought from the Aero Club Polička. And that was a huge kick-start to the "second phase" of my life in civil aviation. With this OK-OTD we visited Berlin Tempelhof, Dalmatia, Corfu, Italy, Malta, southern France, even looked across the English Channel. The combination of a cruise propeller and external wingtips tanks made her a long-haul aircraft, although on takeoff she sometimes climbed like a loaded Wellington to Berlin or an ATR 72 to Košice. And so, after a while, the thought of getting a Zlin Z-526 came up, because it could tow, cruise, fly aerobatics or training and that all with one propeller. There were several options and offers, until the "fatal" one came along. I was offered to buy a slightly damaged one from Poland. I was intrigued. It was a former OM-VOR from Holíč, Slovakia. The wing had to be replaced and the fuselage repaired, but she hadn't flown even a thousand hours, so she could do aerobatics for a few more years.

The import and overhaul presented me with two new challenges. To come up with the registration and the color scheme. The former was relatively easy, as I am a believer in following the previously standard key for assigning markings, so a 1966 aircraft had to have the first letter "V" and the second "R", as that's what the Z-526s used to be assigned. So, these are not my initials, as many people think (and as I only realized after the fact). I put the "C" in there because it's easy to pronounce. The coloring was a little more fun. It was clear that

it had to follow the "period line", even if not one hundred percent. In fact, I had been given the subtle warning that most people who come up with their own coloring actually mess it up because they can't imagine how their creation, made on paper or screen of computer, will look spatially on a live airplane. And then they stare rather stupidly when taking their new aircraft over. So, it's best to go with something that's already there, or approach a designer. And since I always liked the Z-526 from the movie *Nebe pro Trenéra* (Heaven for Trener), I opted for the look of the then OK-VRB as a base. I just used "apple blue" instead of orange like the OK-OTB had, the lower wing color was pulled up over the leading edge to the upper surface like the original OK-SND had in one of its forms, and I decided to paint the horizontal stabilizer and elevator in white underneath, because the connection of colors did not look good in the horizontal and vertical tail surfaces joint with fuselage. Then there were a few minor changes (the canopy frame remained white and the short black stripes on the engine cowling and rudder are thinner than on the original) and the new aircraft was born in the Czech skies.

I took it over at Otrokovice on March 30, 2010 and it serves me faithfully from that time on. Its "fur" is still like new, aviation life added only a few scratches during hundreds of flying hours, but brought me a lot of fun! And don't worry, the boxart by Adam Tooby is kind of artistic license, as I am not giving her such a hard time.

Those mistrusted

Text: Richard Plos

Illustration: Adam Tooby



The beginning of the fifties was marked by political purges in the Czechoslovak army, and therefore also in the air force. Pilots with any western combat backgrounds or other suspicious ones were gradually weaned from flying. However, the influx of new blood in the form of properly trained and indoctrinated sons of the workers and peasants, supposedly "ruling" the Czechoslovakia under Communist government, was still insufficient, so it was necessary to turn a blind eye here and there and keep in service pilots who found themselves below the line after the political screenings for admission to fly the then state-of-the-art technology, which was the MiG-15, referred to in the Czechoslovak Air Force as S-102. They represented a quantum leap for the renewed Czechoslovak Air Force, which until then had guarded its western border with WW2 aircraft. By day with the worsened Messerschmitt Bf 109Gs, i.e., Avia S-199s, while the night readiness was served with one of two airworthy LB-79s, i.e., with German Heinkel He 219 night fighters.

Pilots who had failed political screenings at the beginning of the Czechoslovak Air Force's jet era were condemned to still fly the S-199s. These aircraft were already obsolete at the time of their creation in 1947, and less than five years later they were just a caricature of a fighter aircraft. Thus, the 22nd Air Division was created, which was established on June 1, 1951, at the Plzeň-Skvrňany airfield. It included the 4 Aviation Regiment (not the original Aviation Regiment 4 based in České Budějovice, which had already been renamed LP 6) and the 18

Aviation Regiment. The latter was established on the same day as the 22 Air Division and had 29 S-199s, two CS-199s and nine C-2s aircraft in its inventory. Zdeněk Praus was appointed the CO of the regiment. It is not certain what rank he held at that time. According to some sources he even was only a lieutenant. What is certain is that in 1954 he was already a lieutenant colonel and from November 10 of that year he was the commander of the entire 22 Air Division, which at that time consisted of three Air Fighter regiments (slp): the 3 slp in Brno, the 4 slp and the 18 slp, both in Pardubice. His career continued with a move to the same position with the 6 Fighter Air Division (from July 15, 1958) and from September 1, 1961, he became Chief of the Fighter Air Command of the 7 Army of Air Defence. He remained in this position until September 1962.

The aircraft of the staff flight of the 18 Air Regiment were given designations from DA-01 to DA-09, 1st squadron had aircraft with the designations from PS-10 to PS-29, 2nd squadron BS-30 to BS-49, 3rd squadron EX-50 to EX-69 and 4th squadron VT-70 and higher.

The 18 Aviation Regiment was designated with "piston" suffix from 1952 onward to distinguish it from the jet regiments. However, in November 1953 it was moved to Pardubice, by that time, it had already partly re-equipped with MiG-15s, and although it still had 31 S-199s and ten C-2s in service, it was renamed the 18 Air Fighter Regiment (jet) on April 1, 1954.

The two aircraft on the boxart of kit 7471 belonged to the 1st Squadron and are portrayed just after splitting formation, probably starting

a dogfight exercise somewhere near Pilsen in 1952. This kind of training has always been, by the way, the most favored by fighter pilots of all time. And those politically not-enough-reliable pilots who were not entrusted by the Communist party to be given a chance to get their hand on the latest aviation technology, were flying their aging "Mules", as were the S-199s nicknamed, on the edge. There were a number of experienced and well-trained pilots among them, and some of them did eventually get the chance to fly jets. Others, however, had to step down from the fighter pedestal and transfer to other types of aviation after the S-199 were all retired. Some of them changed fixed wings for the rotary ones, as the helicopters were just emerging at the time in Czechoslovak Air Force with the tests of domestic light helicopter HC-2 prototypes. In 1959 first ten of Mi-1 Soviet helicopters were delivered and the helicopter aviation became reality in Czechoslovak army. One of these former fighter pilots flying S-199s and subsequently transferred to helicopters, was teaching the author of this article to fly the Mi-2 helicopter in 1985 ...

Avia S-199s, however unreliable and stubborn on take-off, were still, according to him, aircraft he loved to fly and fondly remembered. Given the long time lapse, some of the stories he told or the performance he stated were achieved seemed somewhat implausible, but it was evident that he was one of those who took a liking to this stopgap fighter, which ensured the fighter pilots' were able to maintain their trained skills in the difficult post-war period.

Wings of Neutrality

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



While the Battle of Britain was at its height in Europe in the autumn of 1940, on the other side of the Atlantic the US was in the calm before the storm. But the Americans were rapidly preparing for a possible war in Europe as well as in Asia and the Pacific. The U.S. Navy was no exception, and since the late 1930s it had been undergoing a significant increase in air personnel. In 1940, the year in which the Japanese combat deployed a ground-based version of the A6M Zero fighter to Chinese territory, a new American carrier-based fighter the Grumman F4F (G-36), which a year later was given the combat name Wildcat, also entered the fray. In October 1940, the Royal Navy took delivery of the Martlet Mk I aircraft, which were actually export G-36As with the Wright R-1820 engine, originally intended for the Belgian air force and the French Aéronavale. As with the Zeros, the British Martlets were initially deployed from land bases. On Christmas Day 1940, two pilots from No. 804 Sqn FAA with Martlets managed to force a Junkers Ju 88 to an emergency landing on the West Mainland of The Orkneys.

The first American unit to take over the new machines was the VF-4 operating from the USS Ranger. It began flying them in October 1940. In December, VF-72 (formerly VF-7) aboard USS Wasp also began familiarizing itself with the Wildcats. Its sister fighter unit, VF-71, switched from F3F biplanes to F4F-3 machines about two months later. Lt. Cdr. Courtney Shands served as Flight

Officer for VF-72. He had graduated from the Naval Academy in 1930 and was therefore one of the pilots who had completed up to 3,000 flight hours in training and had passed examinations not only on fighter, but also on bomber and torpedo aircraft (the US Navy did not introduce specialization in one category of aircraft for pilots until late 1941). Courtney Shands had also served as a flight instructor in the 1930s and his appointment as Flight Officer on the VF-72 was therefore more than logical. In addition to the preparation of VF-72 sorties, he was also responsible for the operational training of new pilots. At the same time, he commanded one of the three Divisions, which at that time had six aircraft divided into two flights. Divisions with four aircraft with two pairs that could work together more effectively were introduced by the US Navy during 1941 based on lessons learned from combat in Europe.

The life of a US Navy aviation unit has always included formal and informal social events involving family members. Lt. Cdr. Courtney Shands was no exception in this regard. In September 1940, his twenty-year-old sister Carey Jacqueline married his VF-72 colleague Lt(jg) Webster Cochran Johnson, five years his senior. However, the marriage ended in tragedy after a few months. Shands' newlywed brother-in-law sadly became the first US Navy aviator to die on a Wildcat during operational duty. It occurred shortly before Christmas when the USS Wasp was docked in Norfolk. Johnson took off from the deck of the

USS Wasp on 19 December (or 16 December), but after take-off due to an engine failure, he fatally crashed near the railroad tracks behind the NAS. He was flying the prototype XF4F-3 BuNo 0383, which had already been repaired once after a serious crash.

In early 1941, VF-72s began intensive retraining on Wildcats, first off the coast of Virginia and, beginning in late January, at Guantanamo Bay, Cuba. The formation of aircraft from this period was captured on boxart by Piotr Forkasiewicz. During the transition to the new aircraft type, sixteen crashes occurred in VF-72s in January and February, but none claimed the life of a pilot. Lt. Cdr. Courtney Shands became commander of VF-72 in July 1941 and assumed command of VF-71 in March 1942. Part of his new unit was based at Scapa Flow in The Orkneys, and the other part aboard the USS Wasp supported the Allies in the Mediterranean. It then moved to the Pacific aboard the carrier, where Shands and his men distinguished themselves in the Guadalcanal landings. See [INFO 04/2023](#).

His pilots, like all U.S. Navy fighter pilots, entered combat in the Pacific well prepared. They countered their Japanese adversaries, who had combat experience in China, with excellent US Navy training in air combat tactics and gunnery systematically rehearsed with deflection shooting. The time gained during the period of neutrality paid off for the Wildcat pilots.

Against the Tsurugi Butai

Text: Jan Bobek

Illustration: Antonis Karydis



In preparation for the Okinawa landings, the Americans decided to launch an air strike against airfields and ports in the southern part of Japan in March 1945. Task Force 58 had already conducted a similar raid during February 16 and 17, 1945. The March raids were intended to reduce the threat of attacks on the American invasion forces preparing for the April landings. The US Navy airmen attacked the airfields on Kyūshū on 18 March, and engaged over 400 Japanese planes, of which they actually managed to shoot down a quarter. On the morning of 19 March, more than 300 aircraft took off from TF 58's sixteen carriers and headed for selected air bases and the ports of Kure and Kōbe.

The first pilot of the strike group to take off from the deck of the USS Essex (CV-9) in an honorary position was the commander of VF-83, Cdr. James J. Southerland, the same man who fought Saburō Sakai over Guadalcanal on August 7, 1942 (see INFO [06/2022](#) and [01/2023](#)). Twenty VBF-17 Hellcats took off from the deck of the USS Hornet (CV-12) under the command of Lt. "Muscles" Conant. Their mission was to bomb targets in the Kure area and fighter escort was to be provided by sixteen Corsairs from VMF-123. Unfortunately, the Marines missed their US Navy colleagues, and Conant's twenty Hellcats headed for the target unprotected. Matsuyama was on their route, and unbeknownst to the Americans, they could not have chosen a worse place in Japan.

At the Matsuyama airbase was stationed Kōkūtai 343 (II) under the command of

Capt. Minoru Genda, who had made a major contribution to the preparations for the raid on Pearl Harbor. Now he was doing everything he could under improvised conditions to avoid incurring a second Pearl Harbor.

Kōkūtai 343 was formed for the second time under Genda's command in December 1944. He managed to acquire, apart from older N1K1 Shiden machines, mainly modern N1K2 Shiden-Kai aircraft. His Kōkūtai had three subordinate aviation units (Hikōtai) with fighter aircraft and one reconnaissance unit equipped with C6N Saiun (Myrt) machines. He managed to gather a number of elite naval aviators, among them aces such as Shō-ichi Sugita and Naoshi Kanno. Genda believed that with the right training, air combat tactics, and discipline, it was possible to match American adversaries. Among his unit's instructors was Saburō Sakai. The unit bore the battle name Tsurugi Butai, after the traditional Japanese double-edged sword.

Thanks to the crews of the reconnaissance Hikōtai, Genda was accurately informed of the location and flight path of the Americans. More than fifty of his pilots took off within ten minutes and successively fought against both Hellcats and Corsairs in various engagements. Among Genda's commands in radio communication were even the words "niitaka yama nobore".

When a part of the Tsurugi Butai approached VBF-17's formation head-on from above, at first sight the Americans considered it their own because its formation looked American. Then Hellcat pilots countered the attack with a sharp turn and a frontal fight in climbing flight. It was

this moment that Antonis Karydis captured on the boxart. It shows Lt. Frederick J. Prinz as he passes the Shiden-Kai aircraft, with Lt. Takashi Oshibuchi, commander of one of Genda's Hikōtai, at the controls. Eight Hellcats were shot down or irreparably damaged in the fierce engagement, three pilots were killed and three others were captured, but survived. Genda's unit claimed a total of 54 victories during the day, losing 15 aircraft and 13 pilots. The Americans were almost evenly matched, claiming 63 victories and losing 14 fighters and eight pilots in combat with Kōkūtai 343 (II). The captured American airmen, when later questioned, stated that the unit they faced was "... formidable beyond our expectation ... well-coordinated, and excellent in marksmanship." This was not the last time Tsurugi Butai would give enemy airmen a hard time. Minoru Genda, and some of the direct participants in the March 19, 1945, battle, met many years after the war while serving in the US Navy and JSDAF. The story of this elite unit is well developed in the book *Genda's Blade* by H. Sakaida and K. Takaki.

The Americans managed to damage four Japanese battleships, four fleet carriers and one light cruiser on March 19, 1945. However, they failed to sink any of the vessels. Japanese airmen damaged the USS Wasp (CV-18) and USS Franklin (CV-13) by bombing attacks or Kamikaze attacks. A day earlier, the USS Enterprise (CV-6), USS Intrepid (CV-11), and USS Yorktown (CV-10) had already been damaged.

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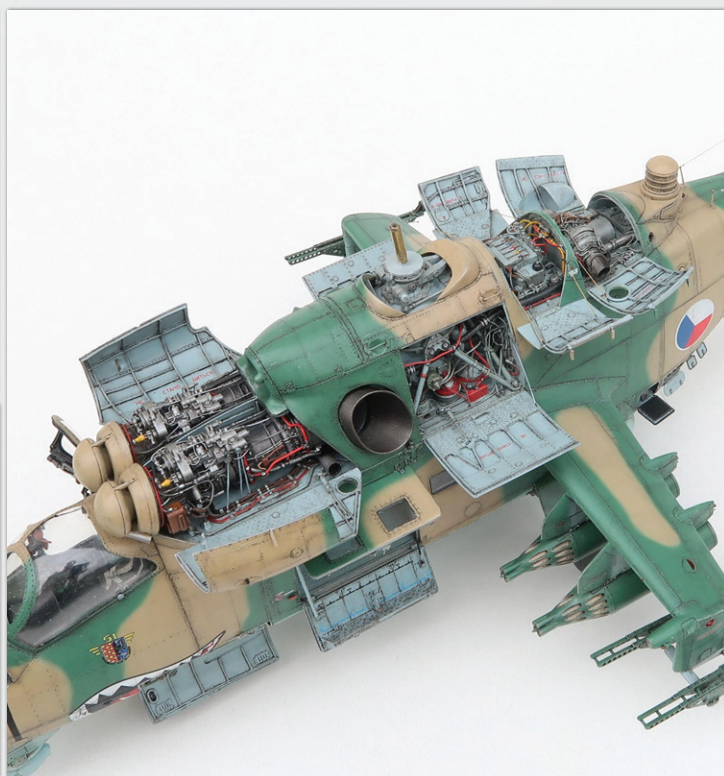
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CZECH MODEL MASTERS

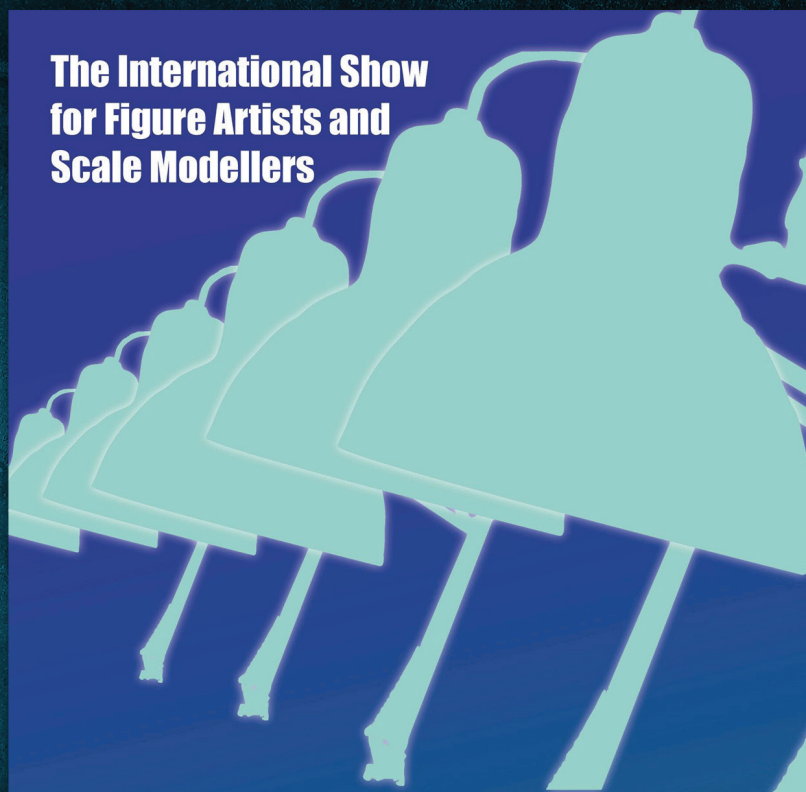
Mi-24 1/48



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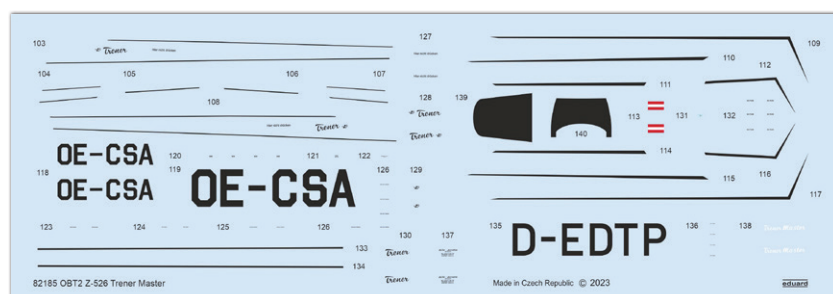
Z-526 Trenér Master

1/48

#82185

The ProfiPACK edition kit of Czechoslovak single-engine two-seat training and aerobatic aircraft Zlín Z-526 Trenér Master, including Z-526M and Z-526F versions in 1/48 scale. Kit presents markings selection including Czech and international users.

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

[Product page](#)


■ Z-526 M, s/n 909, OK-VRC, private, Líně airfield, Czech Republic, 2022

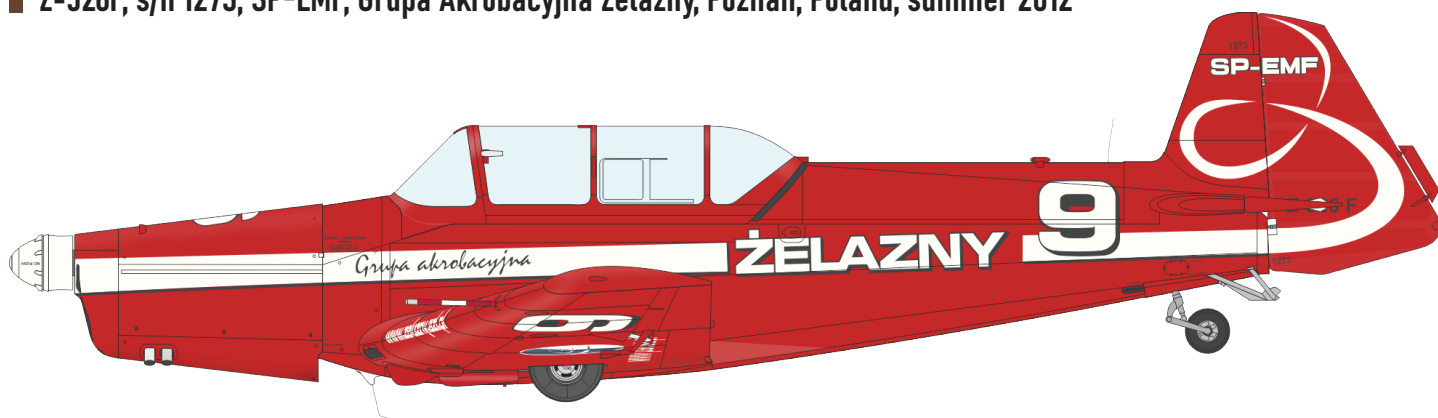


The aircraft, which today flies in an attractive blue and white livery and whose home is either Hangar 3 at the airfield in Líně or the airfield in Rakovník, was produced in 1966 as Z-326. It was test-flown on June 6 of that year and then went to a customer in France, where it flew with the F-BNMX matriculation until 1977. It was then stored and in December 1992 was imported back to the Czechoslovakia by ZLÍN-AVION service

company. In 1994 it was overhauled, and the main spar and wings were replaced with new ones. At the same time it was converted to Z-526M. It was then sold to Slovakia, where it flew until 2007 in Aero Club Holíč as OM-VOR. The next stage of this aircraft was Nowy Sacz, Lososina Dolna airfield, Poland, where it received SP-KSM matriculation. On July 2, 2008, pilot made an emergency belly landing with it right at a road intersection after

accidentally draining fuel from the gravity tank. The aircraft was reacquired and transported to Otrokovice, where repairs followed, combined with an overhaul and installation of a new right wing. All this was done under the charge of the new owner, who brought the aircraft in 2010. The aircraft received a new registration and livery in the spirit of the scheme in which the OK-VRB and OK-VRF Trenér aircraft flew in the sixties.

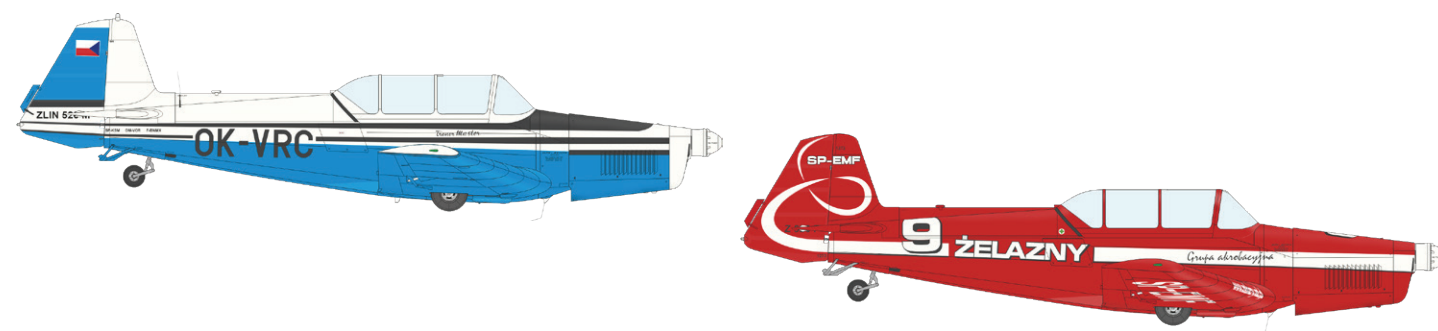
■ Z-526F, s/n 1273, SP-EMF, Grupa Akrobacyjna Żelazny, Poznań, Poland, summer 2012



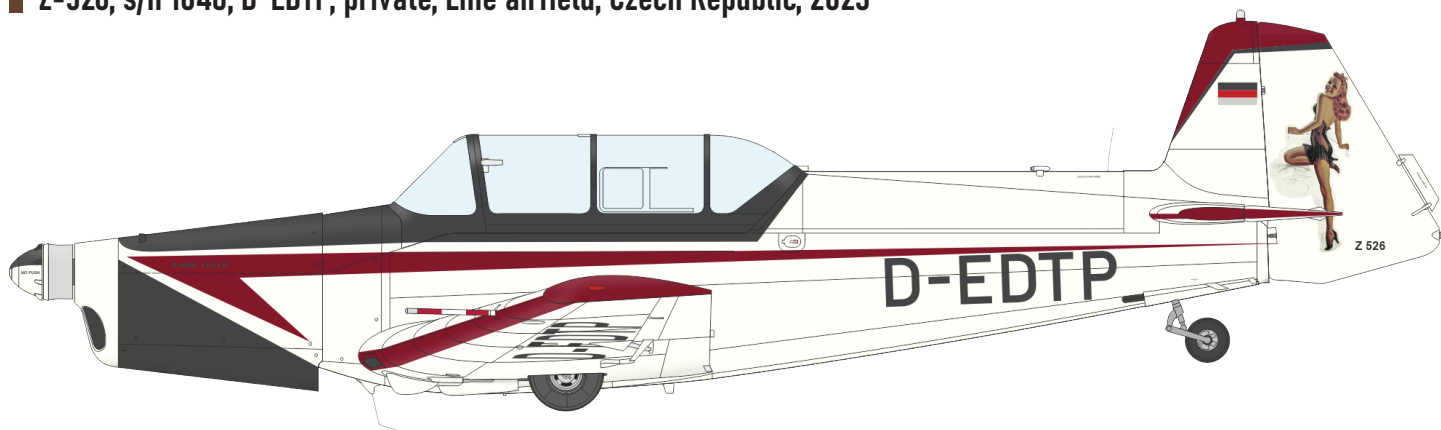
The aircraft was produced in 1973 and subsequently sold to a Polish aeroclub. In December 1999, an aerobatic group was established at Zielona Góra Airport, sponsored by the then emerging Żelazny hardware store chain. The group started with two Z-526AFS and one Z-50LA aircraft. One Z-526F was added to the lineup in 2001. The pilots of the group amazed with their skills at airshows not only in Poland, but also in Germany. In 2004, Lech Marchelewski became its leader and three years later the group

started to rehearse a six-member formation, which was to have its premiere at the Radom Air Show. However, tragedy struck during the premiere on September 1. At 3:01 p.m. local time, while transitioning into a maneuver called "the rose", No. 1 (Z-526F, SP-CDF) and No. 2 (Z-526AFS, SP-ELE) collided. Both pilots, retired Colonel Lech Marchelewski and Piotr Bachanowicz, were killed. The second Z-526AFS (SP-CSU) narrowly missed the crash site. The group then resumed operations, initially as a three-man group, with

plans to return to a six-strong formation in 2009. Subsequently, the group was moved to Poznań. Today they operate two Z-526F aircraft, the one with the number 9 carries the SP-EMF matriculation and is shown here in a design corresponding to the period before the 2012 ILA International Airshow. Prior to that, however, it underwent an overhaul in Otrokovice (2008), during which it received, among other things, the paint scheme of the new operator, while the aircraft was still in the possession of AK Poznań.



■ Z-526, s/n 1048; D-EDTP, private, Líně airfield, Czech Republic, 2023

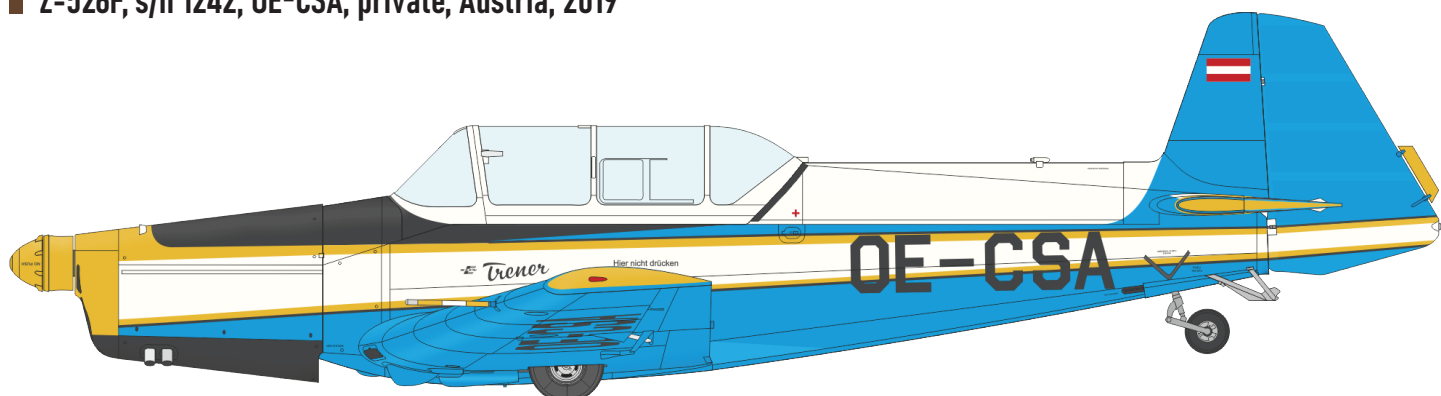


The aircraft was manufactured in 1968 and in June of the same year it was taken over by Mr. Arthur Beth (Porta Westfalica, Germany). The aircraft was given the D-EDTP registration and shortly before the World Aerobatic Championships in Magdeburg it was taken over by Richard Hecht, member of the German national team. He had high hopes of success, but only until the Czechoslovak team appeared on the scene with their brand new Z-526AS aerobatic specials. However, during the competition on August 21, Czechoslovakia was invaded by "friendly" forces and the national team withdrew from the

championship. Hecht then operated the aircraft for many years, and the aircraft's logbook lists interesting names such as Ladislav Bezák, the first aerobatic world champion (already in exile at the time), and former Luftwaffe ace Walter Wolfrum (137 kills). At the end of the 1990s the aircraft was no longer flying much and in 2000 it was sold to another owner in Germany. The current Czech owner then bought the aircraft from him and kept the German matriculation. At that time the aircraft had flown only 1114 hours. The rudder was consequently decorated with a painting of the girl by Antonio Vargas, while

on the starboard of the front fuselage there is the inscription *Small Beautiful Doll*, which is a paraphrase of the *Big Beautiful Doll* inscription painted on the P-51D of Colonel John D. Landers (14.5 kills), commander of the 78th FG. On the left side of the engine cowling is another reference to the P-51 Mustang, the inscription *Daddy's Girl*. The aircraft named such was flown by Ray S. Wetmore (21.25 kills). The owner has stamped the name with a Roman numeral two because his previously owned *Trenér* had the same name.

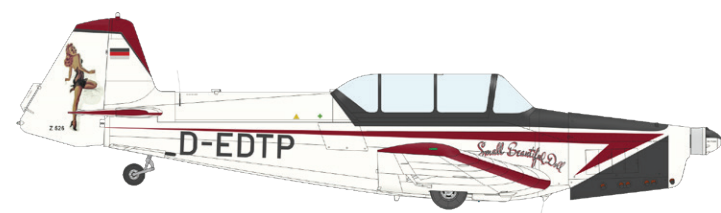
■ Z-526F, s/n 1242, OE-CSA, private, Austria, 2019



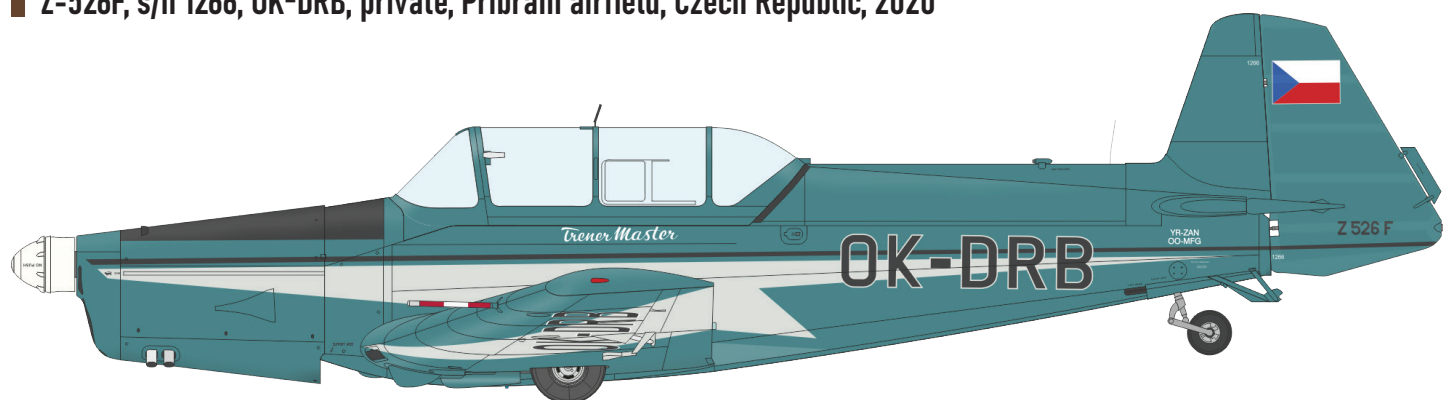
Manufactured in 1973, the aircraft was exported to Hungary, where it received the HA-SAR designation and flew there until 1987, when it was sold to Graz, Austria. There it received the OE-CSA registration and also an attractive livery. It was based in Punitz in 1991, crashed in 1999 and had another accident in 2001 when the pilot had to

make an emergency landing near Pöttelsdorf after losing fuel pressure. Ten years later, on August 19, 2022, while taxiing after landing at Brighton Airport (UK) the pilot reported he lost directional control of the aircraft and subsequently crashed into an aerobatic Van RV-6 aircraft. The ill-fated *Trenér* was then repaired again. In Otrokovice,

the right wing and engine cowls were restored and today the aircraft is flying again. By the way, just a week before the last accident, OM-CSA was visiting Nové Město nad Metují in the country of its origin, i.e., in Czech Republic.



■ Z-526F, s/n 1266, OK-DRB, private, Příbram airfield, Czech Republic, 2020

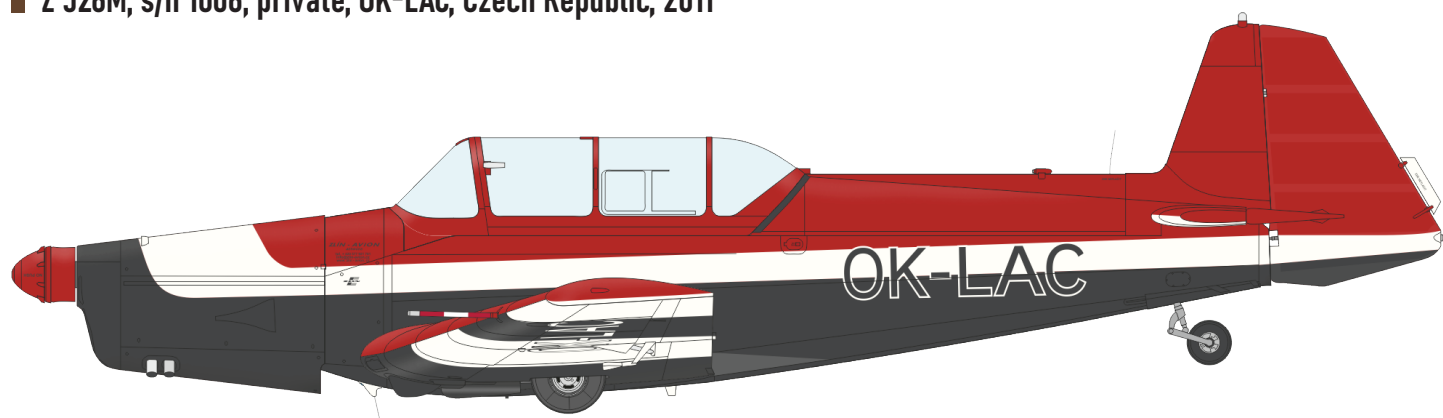


This aircraft was produced in 1973 for the Romanian Aero Club and received the registration YR-ZAN. It was sold in 1992, together with several other aircraft, to a Belgian commercial pilot Gino Loosen. After an overhaul, the aircraft received a new registration OO-MFG and an interesting dark green metallic paint. The biz-jet pilot enjoyed his Trainer until 2011, then, after service

of it in Otrokovice, he decided to sell it. His wish was to sell the aircraft back to the country of its origin. The current owner had been waiting for an opportunity to purchase the Trenér for some time and grabbed the offer from Otrokovice. The aircraft received the OK-DRB registration and since then the owner has been flying it from the airfield in Příbram. He likes to participate in

aviation events and fly-ins, so the OK-DRB is often seen at various airfields. An interesting feature is its coloring, which it has had since the time of its stay in Switzerland. The lighter color looks like a very light green metallic in many photos, but it is a grey-silver color that likes to be affected by light conditions ...

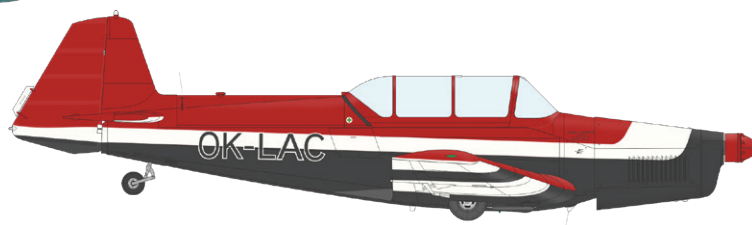
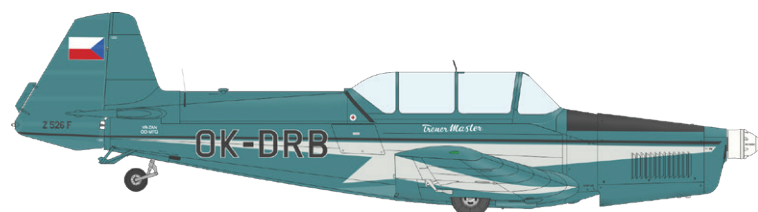
■ Z 526M, s/n 1006, private, OK-LAC, Czech Republic, 2011



This aircraft was manufactured in 1966 as the first production two-seat Z-526 and was sold to Germany the same year, where it flew as the D-EGED. It was then sold off to Spain (SE-XFE), but returned to Germany in 1998, where the original WM 6-III engine was replaced with an M-137A. The aircraft was given the registration D-EHWJ and served at Flugschule Stahnke. There it also completed a take-off accident with the landing gear retracted while still on the ground. After it,

the aircraft underwent an overhaul in Otrokovice and was converted to Z-526M version. The well-known acrobat Klaus Lenhart purchased it after the aircraft was replaced in the school's fleet by the newer Z-526F. Klaus was the youngest son of the founder of LEKI company and CEO since 1984. He was an aerobatic pilot, participated in many competitions with for example the Extra 300L special. Since 1992, most of the LEKI products have been manufactured by Novasport, a Tachov

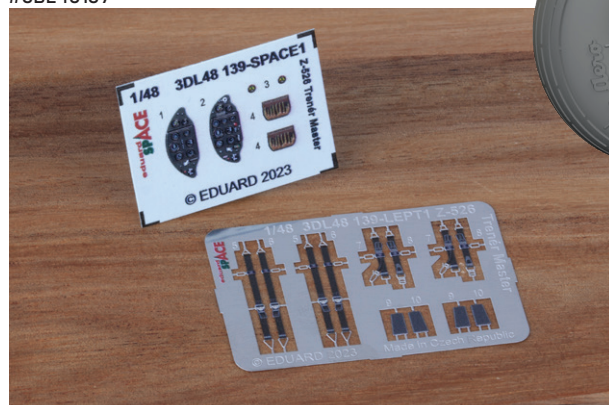
company founded by Klaus Lenhart and so his Z-526M was registered in the Czech Republic as OK-LAC. The aircraft was operated by the Karlovy Vary Air Sports Centre where OK-LAC reached its resurs. It was subsequently dismantled and stored. In 2012 Klaus Lenhart died in a plane crash, just one day before his 57th birthday (April 30, 2012). A year later, the aircraft was sold to private owner in Germany and its further fate is unknown today.



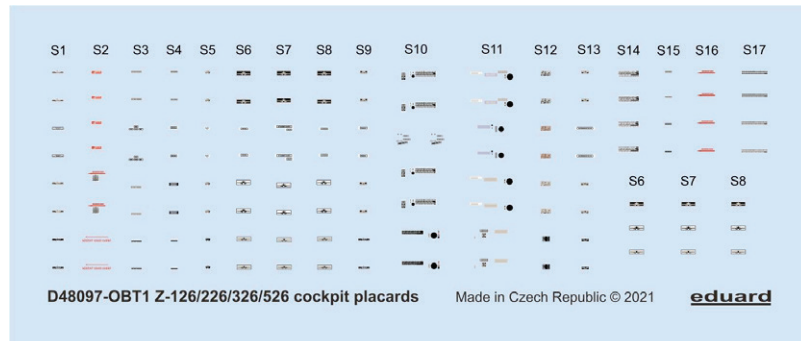
Recommended: for Z-526 Trenér Master 1/48

- 648729 Z-326/526 wheels (Brassin)
- 3DL48139 Z-526 Trenér Master SPACE (3D Decal Set)
- D48097 Z-126/226/326/526 cockpit placards (Decal Set)
- EX983 Z-526 Trenér Master TFace (Mask)

#3DL48139

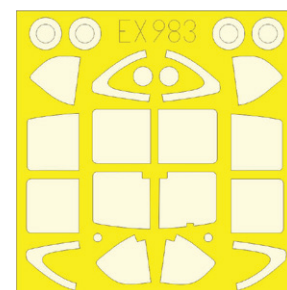


#648729



#D48097

#EX983



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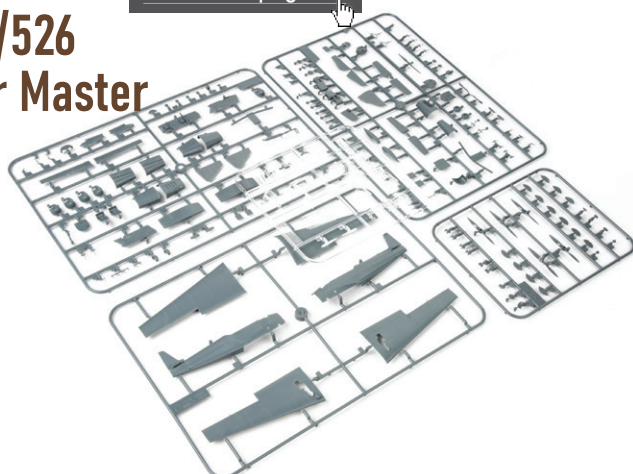
#82183X

Z-326/526

Trenér Master

1/48

Product page



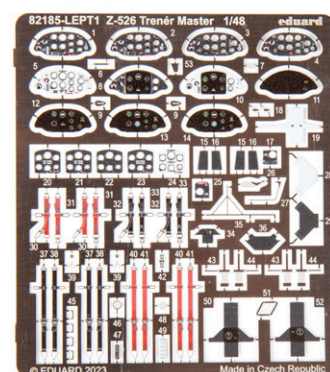
OVERLEPT

#82185-LEPT

Z-526 Trenér Master

PE-Set 1/48

Product page



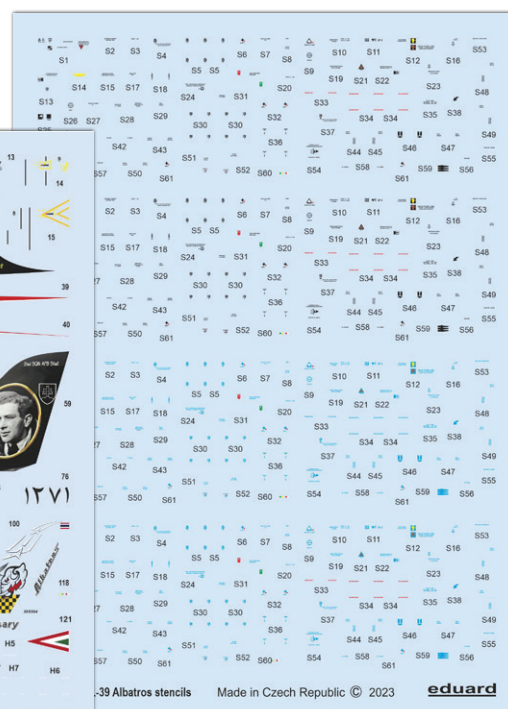
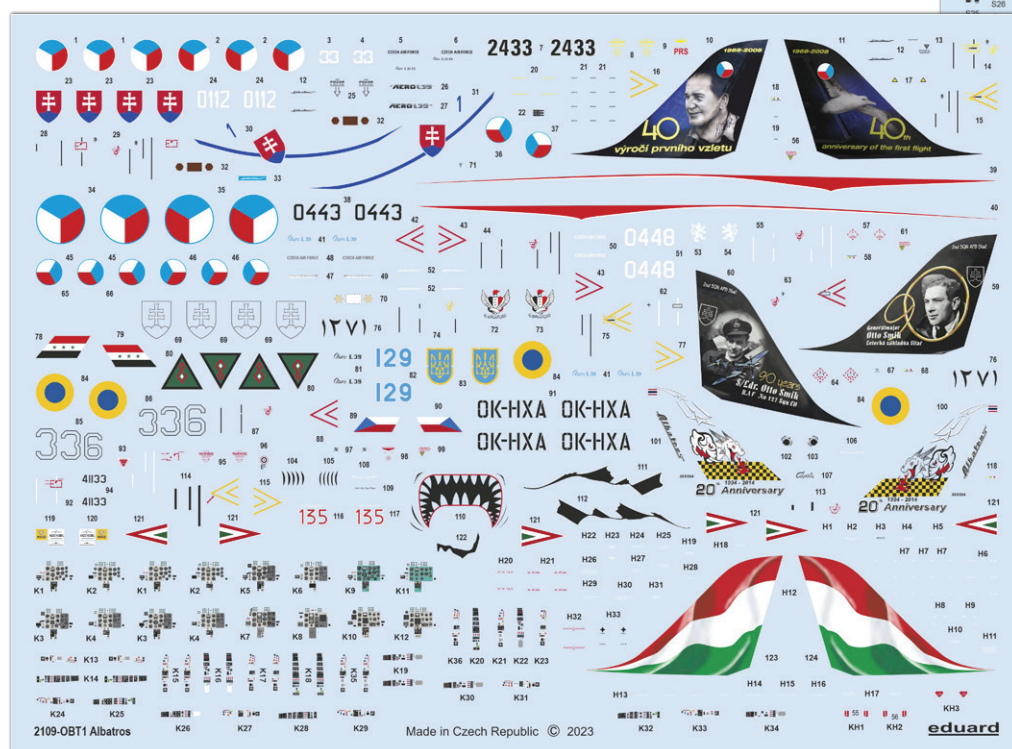
ALBATROS DUAL COMBO

1/72

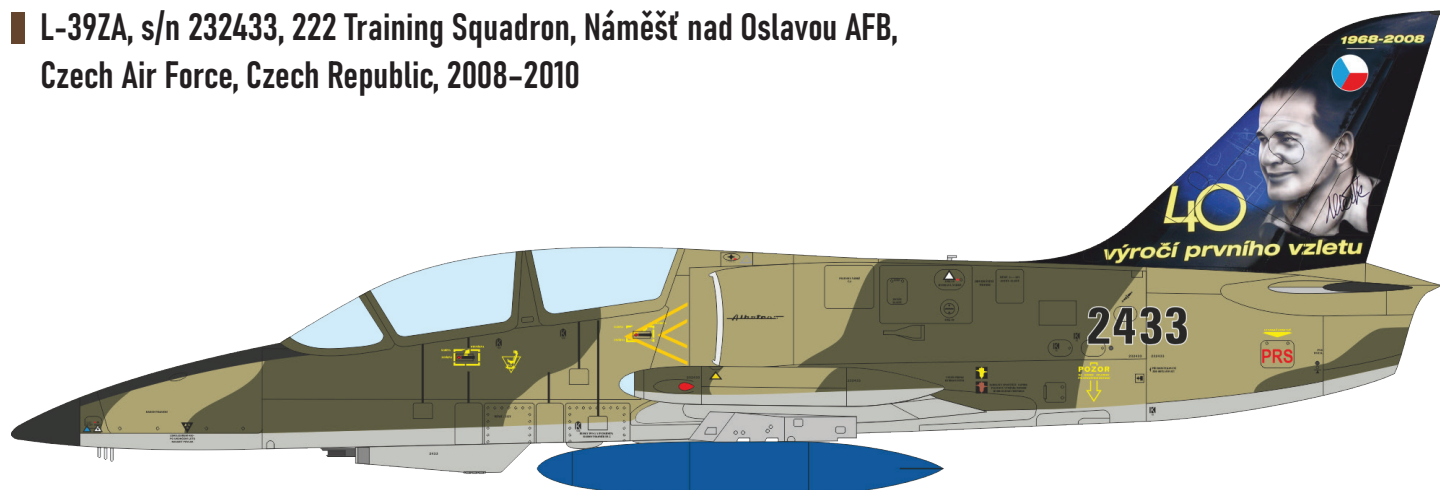
#2109

The Limited edition kit of the Czechoslovak subsonic jet trainer L-39 Albatros in 1/72 scale. The kit offers the possibility to build Albatros L-39C, L-39ZA and L-39 ZO versions of Czechoslovak, Czech and international users.

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

[Product page](#)


■ **L-39ZA, s/n 232433, 222 Training Squadron, Náměšť nad Oslavou AFB, Czech Air Force, Czech Republic, 2008–2010**

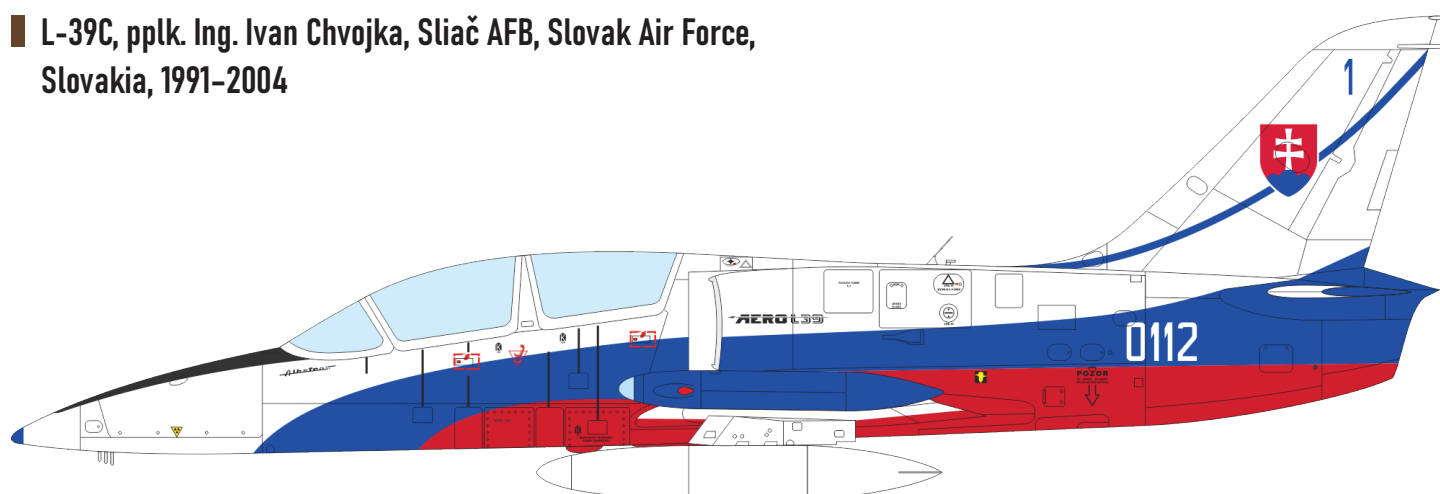


The first flight of the Albatros with serial number 232433 took place on November 24, 1982, with Pánek and Křemen pilots in the cockpit. On December 13, the military administration took over the aircraft. It was incorporated into the 30 Fighter-Bomber Air Regiment in Hradec Králové on December 23, 1982, and later moved to Pardubice. By the late 1980s, it was assigned to the 8 Fighter-Bomber Air Regiment in Mošnov, later Brno-Tuřany, where it was used primarily in the AA role against the slow and low altitude

flying targets. After the 8 Fighter-Bomber Air Regiment was disbanded, the aircraft was transferred to various units. In 2003, it underwent a major overhaul in LOZ České Budějovice. It was later integrated into the 221 Tactical Squadron at the 22 Air Base in Náměšť nad Oslavou. In 2008, the aircraft was selected for a special paint scheme to celebrate the 40th anniversary of the first L-39 flight. The anniversary livery depicted an albatross in flight on the right side, while the left side featured the image of Jan Vlček, the head

designer of L-39, along with his signature. The anniversary Albatros was showcased at various public events. It was eventually assigned to the 222 Training Squadron at Náměšť nad Oslavou Air Base. Its last flight occurred on November 25, 2010, after which it was retired. In 2013, it was transported to Čáslav by land and later transferred to the Kbely Aviation Museum after four years of storage in Čáslav after logging impressive 3,545 flight hours.

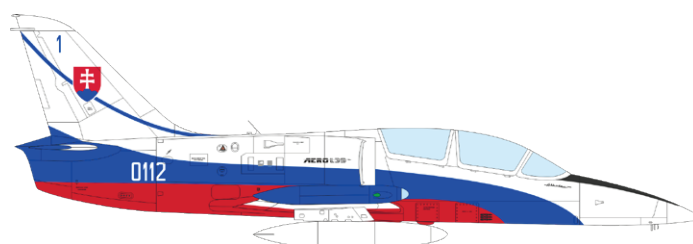
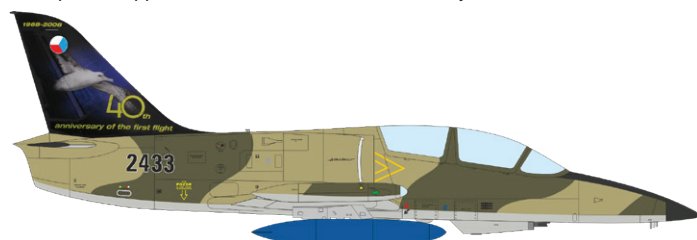
■ **L-39C, pplk. Ing. Ivan Chvojka, Sliač AFB, Slovak Air Force, Slovakia, 1991–2004**



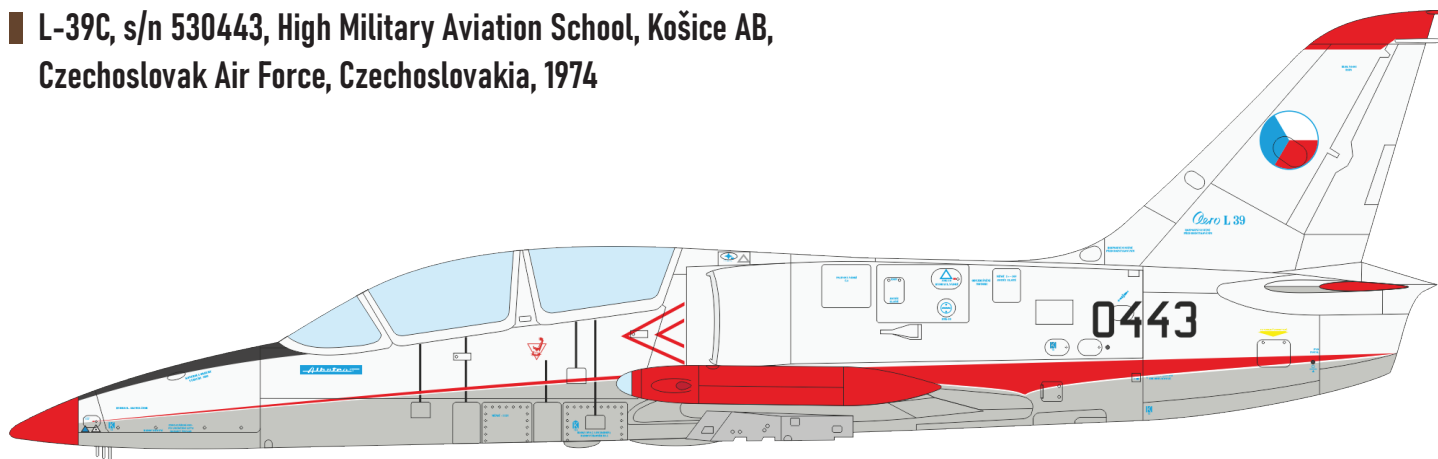
The aerobatic team "Biele Albatrosy" (White Albatrosses) performed their shows flying L-39 Albatros aircraft manufactured by Aero Vodochody. The team operated from 1991 to 2004. Initially, they practiced flying in a trio formation and made their first public appearance with six aircraft in May

1991. By the end of 1991, the team adopted the name "Biele Albatrosy". In the summer of 1992, all six aircraft received a new Slovak national color scheme, replacing the original camouflage. From 1995, the team operated as six-aircraft formation with seventh solo which filled the gaps between

the group's display passes. The Biele Albatrosy achieved success not only in the Czech Republic and Slovakia but also at the international air shows in countries including England, France, Denmark, Italy, Hungary, and the Netherlands. The team was led by military pilot Ivan Chvojka.



■ L-39C, s/n 530443, High Military Aviation School, Košice AB,
Czechoslovak Air Force, Czechoslovakia, 1974

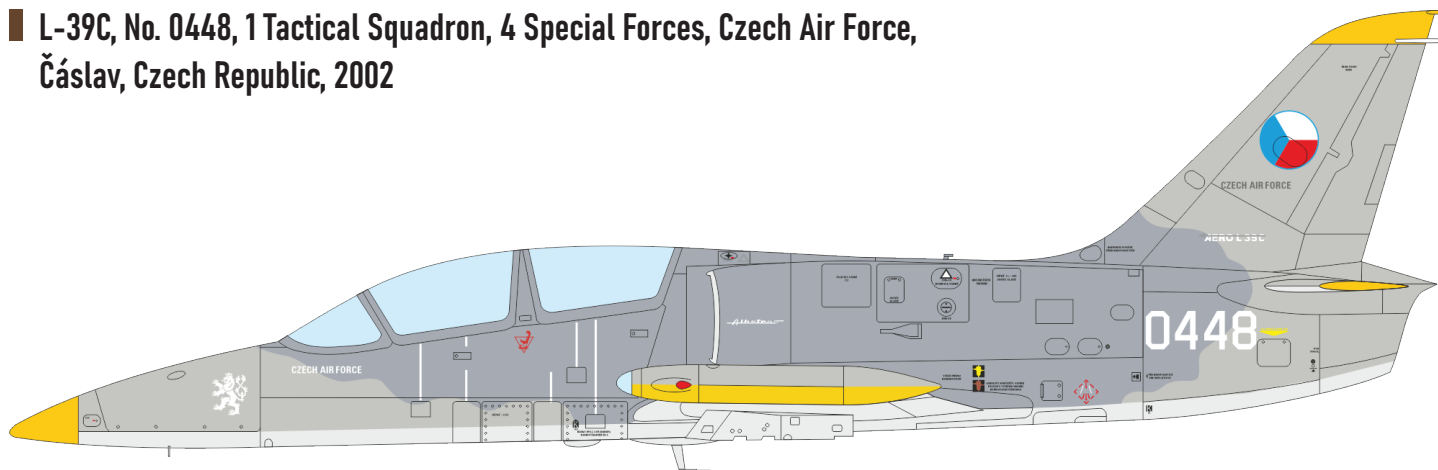


In military aviation training, the subsonic jet trainer L-39 Albatros plays an indispensable role. The first flight of the prototype X-02 took place on November 4, 1968. The Czechoslovak People's Army logically became the first user of L-39 aircraft. At that time, the Military Aviation College in Košice (VVLŠ SNP) provided training

for military pilots throughout Czechoslovakia. The early series L-39C aircraft were delivered with a white upper fuselage. The lower fuselage and entire wings were in a gray color. The stripe ahead of the cockpit was in cabin gray. Color accents on the aircraft were in red. In 1978, the aircraft with serial number 0443 was part

of the VVLŠ SNP Košice aerobatic team. After the dissolution of Czechoslovakia, the aircraft served with the renowned Slovak aerobatic team Biele Albatrosy (White Albatrosses). In 2012, it underwent modernization to the CM version.

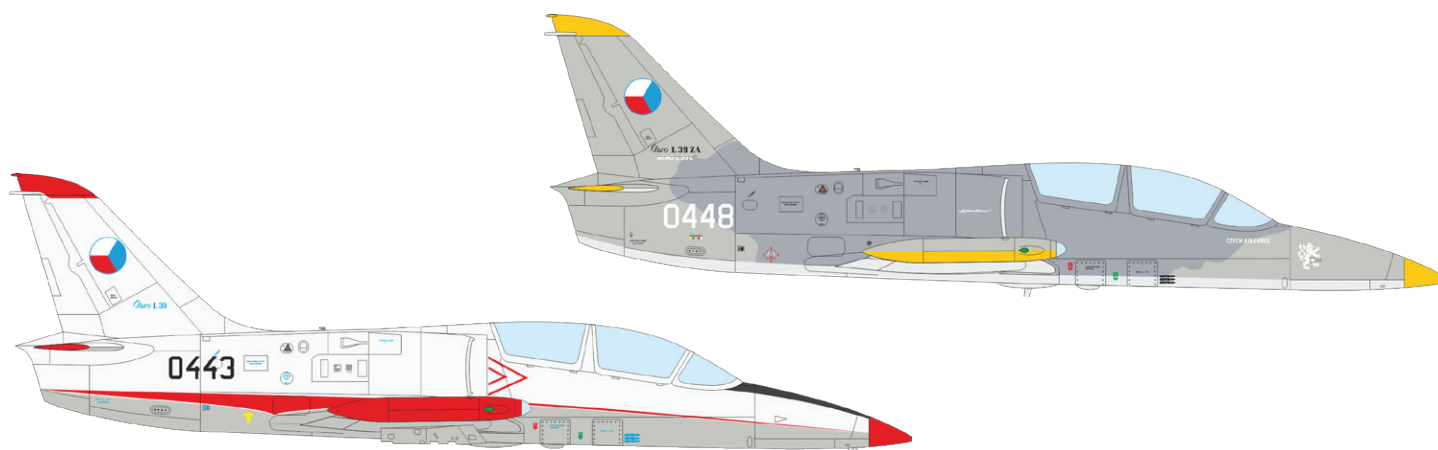
■ L-39C, No. 0448, 1 Tactical Squadron, 4 Special Forces, Czech Air Force,
Čáslav, Czech Republic, 2002



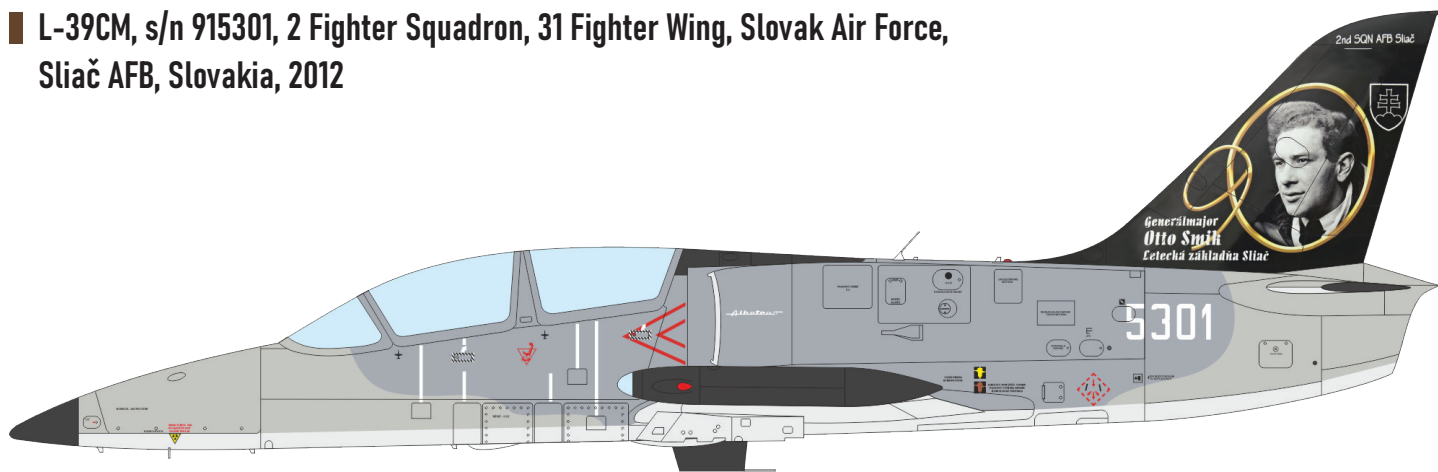
On April 1, 2004, a new organizational unit of LOM PRAHA company, the Center for Aviation Training Pardubice (CLV), was established. This unit leased eight L-39C aircraft with serial numbers 0103, 0113, 0115, 0440, 0441, 0444, 0445, and 0448 from the Czech Armed Forces for the advanced training of military pilots. Since 2008, LOM PRAHA has had these aircraft under its asset management rights. The Center for Aviation Training LOM

PRAHA has trained 90 proficient military pilots on L-39C aircraft for the Czech Republic Army since its establishment. Additionally, as per customer requirements, 15 foreign pilots have undergone the training. During the years 2015–2016, the R3 revision was completed. This represented the highest level of maintenance in the entire technical lifespan of the modified L-39C aircraft at the Pardubice CLV. These Albatros aircraft can

be easily recognized by their darker semi-gloss camouflage and, most notably, by their round "low-vis" national markings. The depicted aircraft with serial number 0448 still bears its original camouflage that it had while serving with the 1 Squadron of the 4 Tactical Air Base at Čáslav Air Base.



■ L-39CM, s/n 915301, 2 Fighter Squadron, 31 Fighter Wing, Slovak Air Force, Sliač AFB, Slovakia, 2012

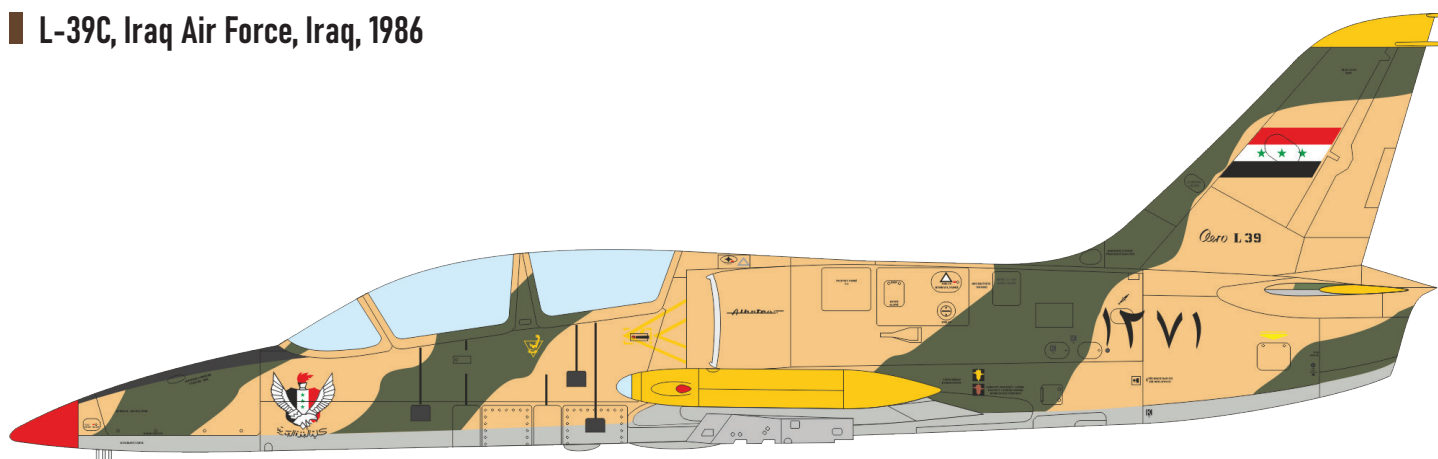


The Albatros with serial number 5301 is a modernized CM variant operated by the 2 Fighter Squadron of the combined wing based at Sliač AFB. Before the modernization, it carried the number 0443 (s/n 530443) and was a well-known aircraft belonging to the Biele Albatrosy

team. In 2012, the aircraft underwent a major overhaul during which it received a new gray camouflage. As part of the new scheme, the silhouette of the cockpit was included on the underside. After the modernization, it received a new serial number 915301 and the national

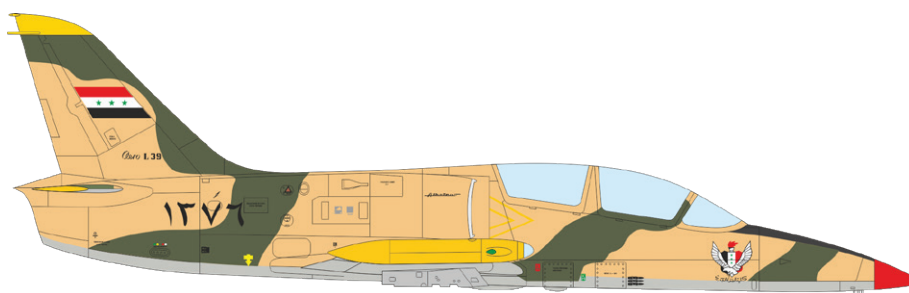
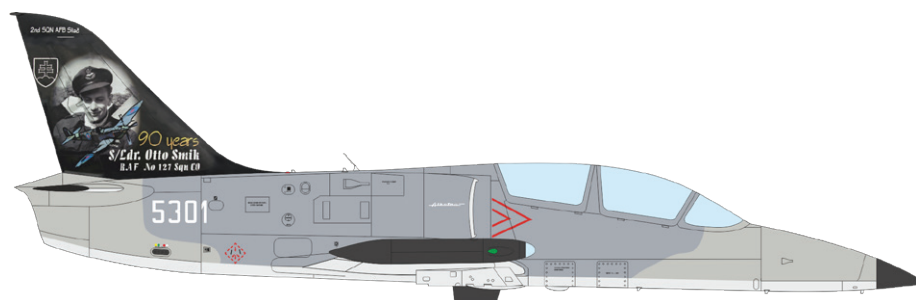
markings were applied to commemorate the 90th anniversary of the birth of famous Czechoslovak pilot S/Ldr Otto Smik. Currently, only three L-39CMs (5252, 5253, and 5301) are in operation; the remaining two were retired in 2011.

■ L-39C, Iraq Air Force, Iraq, 1986



After the USSR, Iraq became the second foreign user of L-39 aircraft and the first customer to

receive the ZO version. Iraqi L-39Cs were used in flight schools in Rashid and Tikrit.



■ L-39C, s/n 533229, No. 129, Ukrainian Air Force, Vasilkov AB, Ukraine, 2008

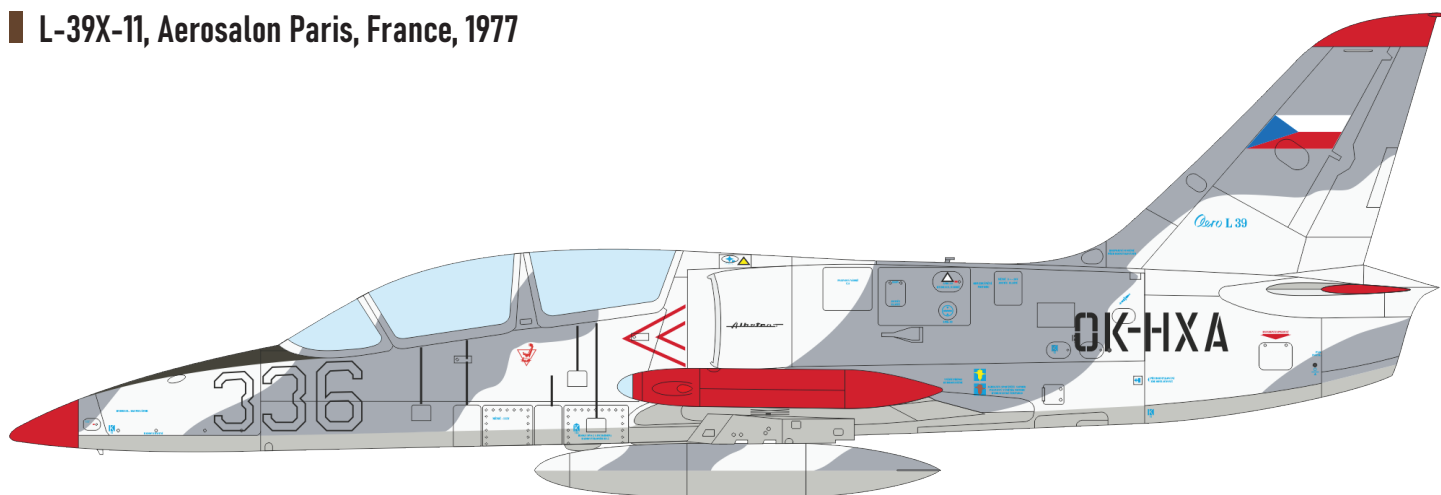


After the dissolution of the USSR in 1991, around 530 L-39 aircraft remained in Ukraine according to several sources. The poor financial situation

of the entire military significantly reduced their number, and by 2005, fewer than 200 aircraft were airworthy. The rest of the Albatroses is in

storage and available for potential sales.

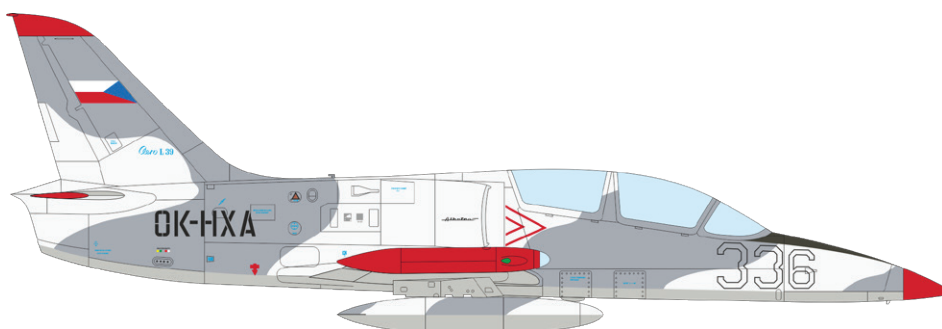
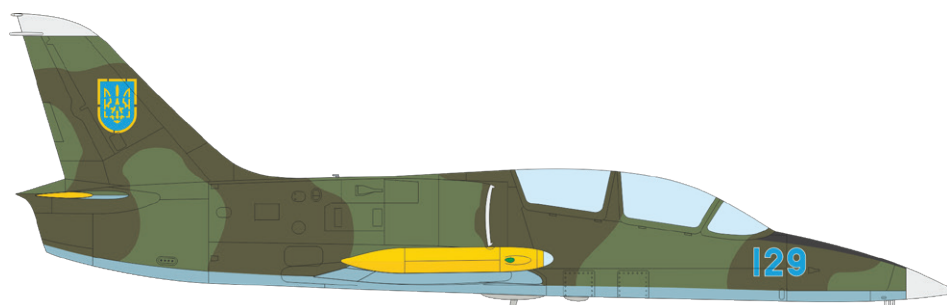
■ L-39X-11, Aerosalon Paris, France, 1977



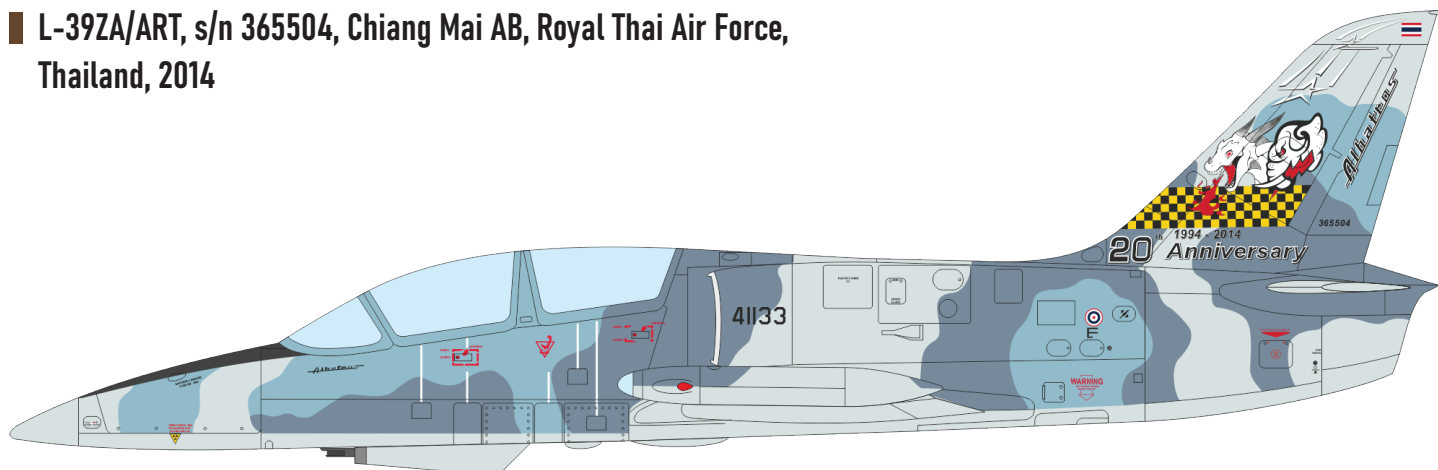
The prototype L-39X-11 (L-39Z0, OK-HXA, 3911, OK-190) was adorned with a white-gray-blue camouflage and shortly thereafter exhibited (equipped as Z0 version) at the Paris Air Show, where it earned the nickname "Pařížanka"

(Parisienne) due to its non-standard coloring. Aircraft from Aero participated multiple times at the prestigious European airshow held at Le Bourget near Paris since 1977, but the first international presentation of the Albatros was

certainly exceptional. In Paris, it was displayed with a photo container on the left inner pylon along with a symmetrical placement of a large (350-liter) drop tank, thus showcasing the aircraft's expanded usage – this time for aerial reconnaissance.



■ L-39ZA/ART, s/n 365504, Chiang Mai AB, Royal Thai Air Force, Thailand, 2014



The Royal Thai Air Force operated L-39ZA/ART aircraft at two airbases. The majority of them were stationed at Korat Air Base in the central part of Thailand, which serves as an RTAF showcase, hosting foreign delegations and conducting joint exercises with neighboring countries. The second base was Takhli, located

about 200 km to the west, where the aircraft were used for operational flights. The L-39ZA aircraft were initially used by the 101 and 102 Squadrons in Korat, then by the 401 Squadron in Thakli, and the 411 Squadron in Chiang Mai. The RTAF received a total of 40 L-39 aircraft by 1994, with about five lost in accidents. On the occasion

of anniversaries, some aircraft were presented in special liveries featuring emblems of all four squadrons. On March 31, 2021, the Royal Thai Air Force held the ceremony on the occasion of the Aero L-39ZA/ART retirement from the active duty. The last operator was the 411th Squadron, 41st Wing, based in Chiang Mai.

■ L-39ZO, s/n 831135, Lt. Laszlo Goron, 59th Szentgyörgyi Dezső Airbase, Kecskemet, Hungary, August 2007



On the request of foreign clients, the L-39C was developed into the L-39ZO between 1973 and 1976. Among other modifications, the ZO version was given four wing pylons with a strengthened structure and landing gear. In 1994 Hungary received 24 aircraft from Germany for the

symbolic price of one DM. The last of these aircraft retired in the fall of 2009. Aircraft coded 135 was camouflaged on the upper and side surfaces in shades of brown and green while the undersides were in light blue. In 2007, under the guidance of Crew Chief MSgt. Lajos Molnar, the aircraft

acquired an attractive sharkmouth design and the vertical tail surfaces received the Hungarian national colors. The airfield from which this aircraft flew was named after Dezső Szentgyörgyi, the most successful Second World War Hungarian pilot with twenty-nine confirmed kills.

OVERTREES

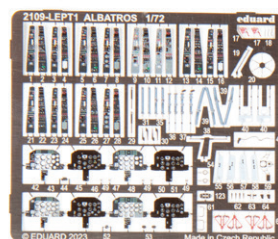
#7040X
L-39
1/72



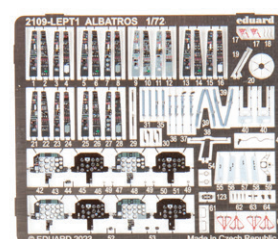
Product page

OVERLEPT

#2109-LEPT
L-39 PE-Set
1/72



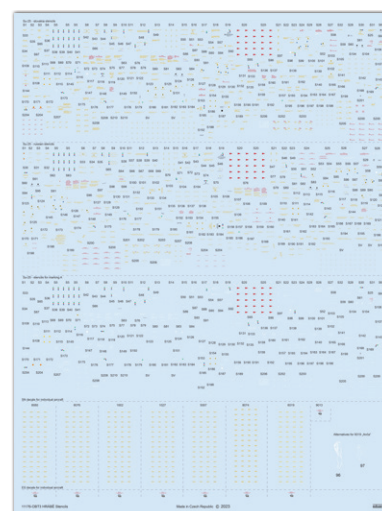
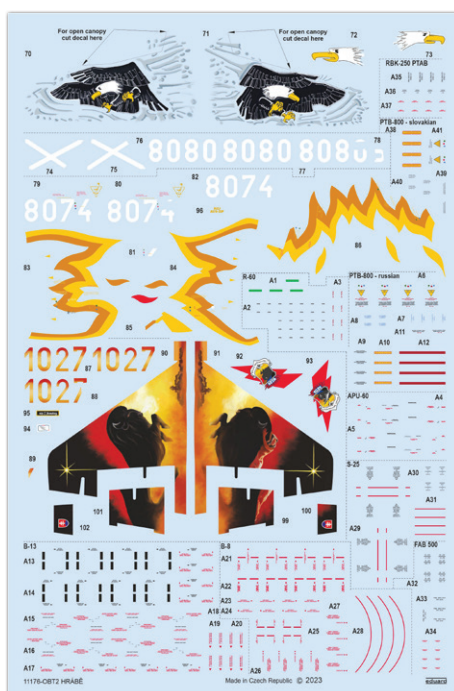
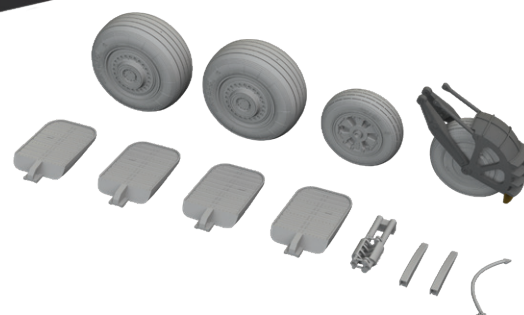
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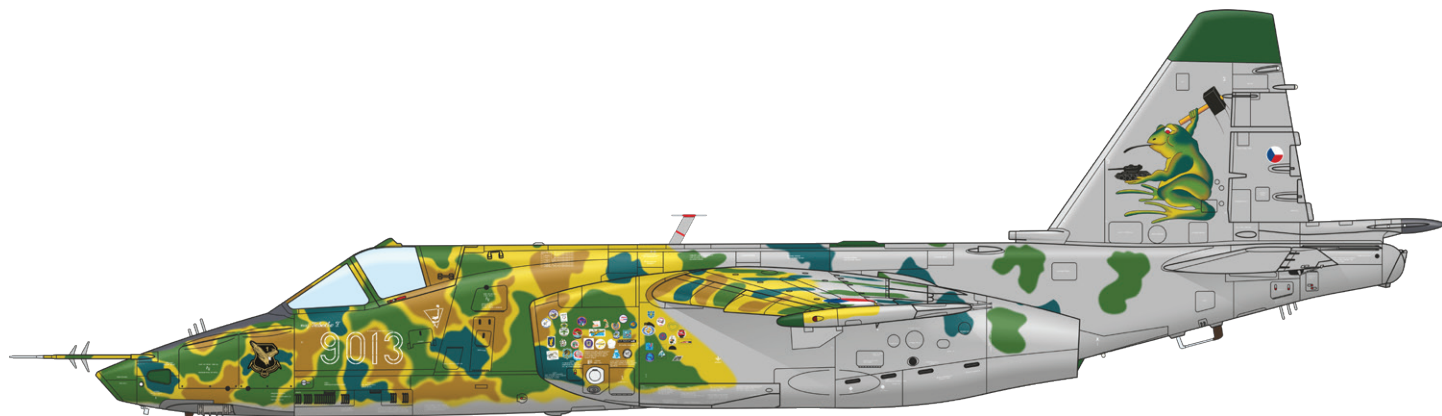
#11176

The Limited edition kit of the Soviet single-seat, twin-engine jet colse air support aircraft Su-25K (NATO codename Frogfoot) in 1/48 scale. The kit offers possibility to build Su-25K in camouflage and markings of the Czechoslovak, Czech and Slovak air Force.

- plastic parts: Eduard
- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, air brakes early, cannon muzzles, wheels, air inlets, canopy strut

[Product page](#)


■ 9013, 322 Tactical Squadron, 32 Tactical Air Force Base, Náměšť nad Oslavou, Czech Republic, summer 1996

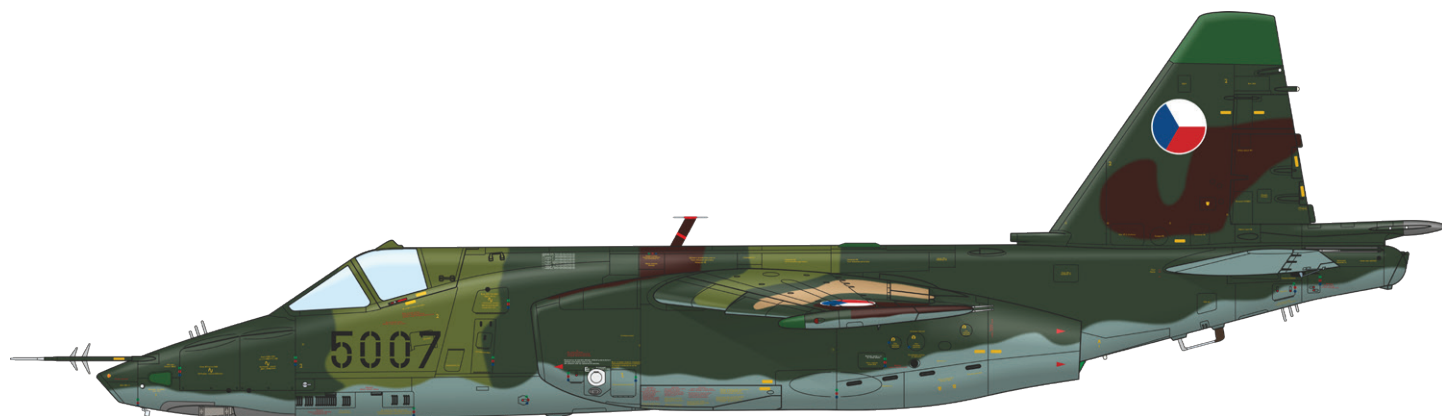


In the summer of 1991, the most interesting Czech Su-25K in terms of coloration was the aircraft number 9013. The unusual color scheme with a painting of a frog destroying a tank by a hammer was based on the NATO code name of Su-25: Frogfoot. Arpád Molnár was the main person

behind this design, the drawing of the frog was made by Ladislav Váňa. The aircraft was made famous thanks to numerous displays flown by major František Tabačko and later also by kpt. Martin Hejra. The color job was done with basic grey primer. While yellow paint was bought in

a local drugstore and brown and both greens were the colors used for camouflage paints of the aircraft shelters and other buildings on the air base. The drawing of the frog was done with Humbrol paints using a modeler spray gun.

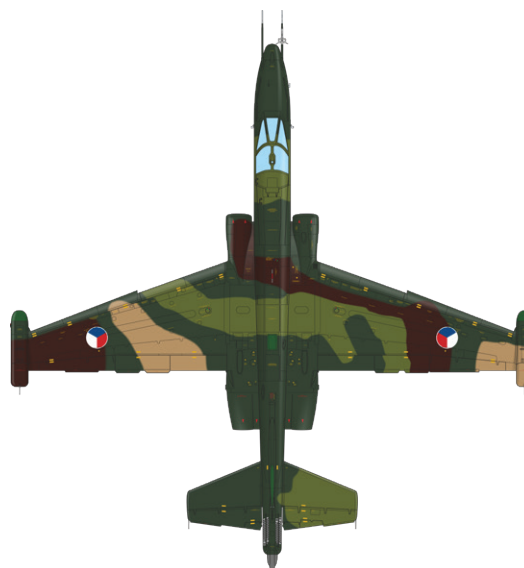
■ 5007, 30 Fighter Bomber Regiment, Hradec Králové, Czechoslovakia, April 1984



One of the first delivery batch of eight Su-25Ks in their original form, i.e., with black fuselage numbers. The aircraft were delivered from the USSR with national insignia only, numbers were applied after acceptance by Czechoslovak Air

Force. Aircraft of the series 5 and 6 were not equipped with lateral control boosters, i.e., control of the ailerons. Therefore, they were equipped with large trim tabs on the ailerons. The black fuselage numbers were difficult to

read on the dark camouflage colors and were therefore outlined in white. Subsequently, they were painted in full white. While still with black number, the aircraft was shiny new and did not sport any signs of wear.



■ 6019, 30 Attack Aviation Regiment, Pardubice, Czechoslovakia, August 1988



Various nose arts appeared on the Czechoslovak Su-25Ks. The first attempts were just quickly and easily removable chalk drawings. Such a drawing, the silhouette of a seated girl with a screwdriver, was sketched on this aircraft as well, and as there were no objections from the commanding officers, it was decided to paint colorful and more durable nose art. Aircraft engineer Antonín Fidranský decided to create a drawing of a girl and a shark's mouth by washable colors. Also,

the emblem of the 30 Attack Aviation Regiment, last used on the MiG-15bisSB, appeared on this aircraft. The painting of "Anča" (Annie) as the aircraft was named, probably occurred on the weekend of August 20 and 21, 1988, just before the planned live ammunition gunnery exercise. But the taxiing accident of aircraft No. 1008 dashed any hope of getting the "Anča" into the air, because the incident was followed by the arrival of the AAIC (Aircraft Accident Inquiry Commission).

Due to that, the paintwork was quickly washed out to avoid any unwanted interest from the AAIC. This aircraft was manufactured on October 18, 1984, and first flown in Czechoslovakia on January 18, 1985. The last flight was conducted on May 27, 1998. When discharged, the aircraft had 917 hrs logged and 15 mins of flight time. After its retirement it was sold to the USA on April 10, 2004.

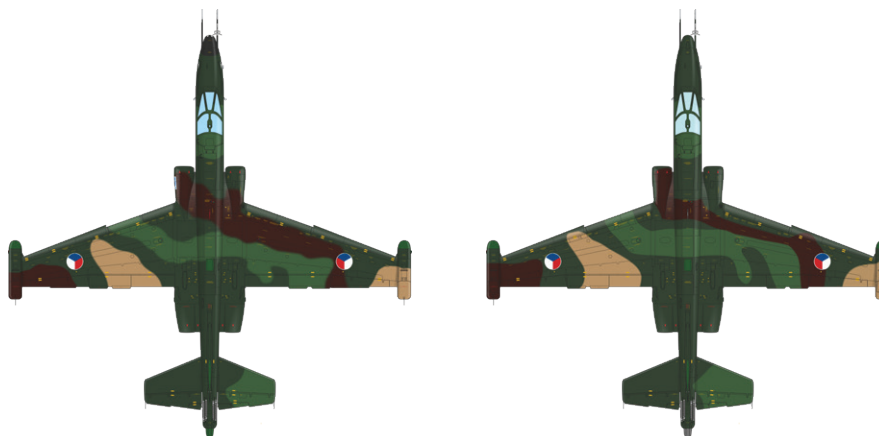
■ 1002, 30 Attack Aviation Regiment, Pardubice, Czech Republic, May 1993



Aircraft of fuselage number 1002 changed its camouflage and markings several times. In May 1993, it underwent a revision of R-1 level at the Čáslav Aircraft Repair Base and a distinctive shark's mouth, red trim on the white fuselage number and a large 30 Attack Aviation Regiment

inscription on the directional stabilizer were applied. Less than a year later, the entire vertical fin and rudder were painted in tricolor livery with Lubrifilm company advertisement. This Su-25K was manufactured in Tbilisi on May 15, 1987, and landed at the Pardubice base on June 27 of the

same year. It was one of the aircraft that were transferred to the air base in Náměšť in 1994. In 1996 it was overhauled and discharged in 2001 after a total flight time of 703 hrs and 43 mins. The aircraft was sold to a new user in 2003.



■ 1002, 30 Attack Aviation Regiment, Pardubice, Czech Republic, June 1994

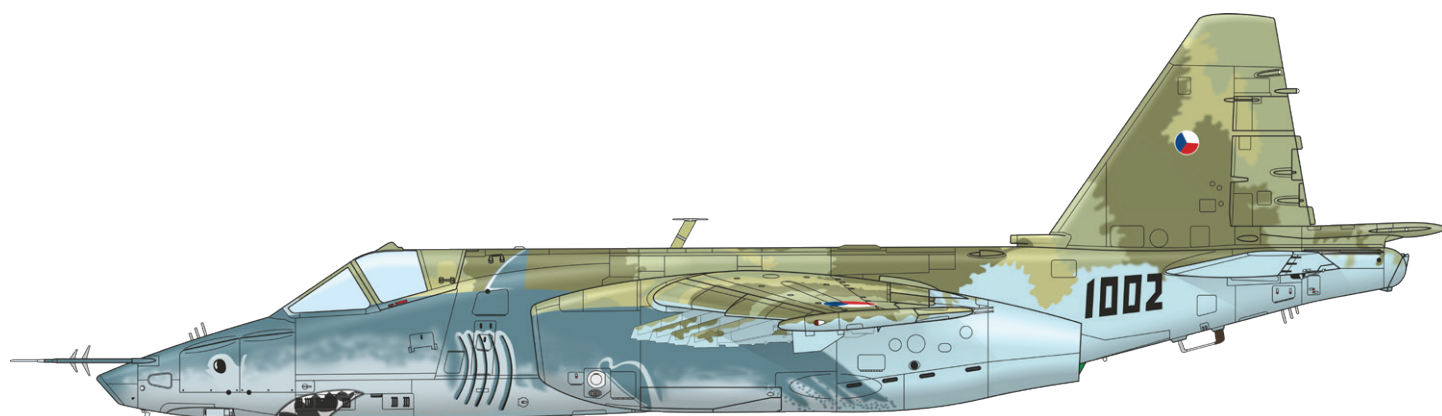


The lack of funds for participation on the airshows was solved by the Display Team members by sponsorship. One of the aircraft "decorated" with sponsor's decals was Su-25K No. 1002, whose display "sorties" were supported by Lubrifilm company. The No. 8077 aircraft was similarly modified. The spraying and painting of the 1002

had its premiere during Pardubice airshow on May 21, 1994. The next 1002 appearance took place at the Aviation Days in Náměšť nad Oslavou on June 11 and in České Budějovice a week later, on June 18, 1994. Not everyone liked such a sponsorship and after interpellations from politicians, the Minister of Defense banned all advertising

activities on military aircraft. Therefore, in July 1994, the advertising stickers were removed, leaving only the colored SOP. The 1002 flew in this design until the end of 1994. To finish Your model in this state of markings, do not use No. 45 decal and use Nos. 48; 49; 107; 108 for the tail vertical surfaces.

■ 1002, 322 Tactical Squadron, 32 Tactical Air Base Náměšť and Oslavou, Czech Republic, May 1996

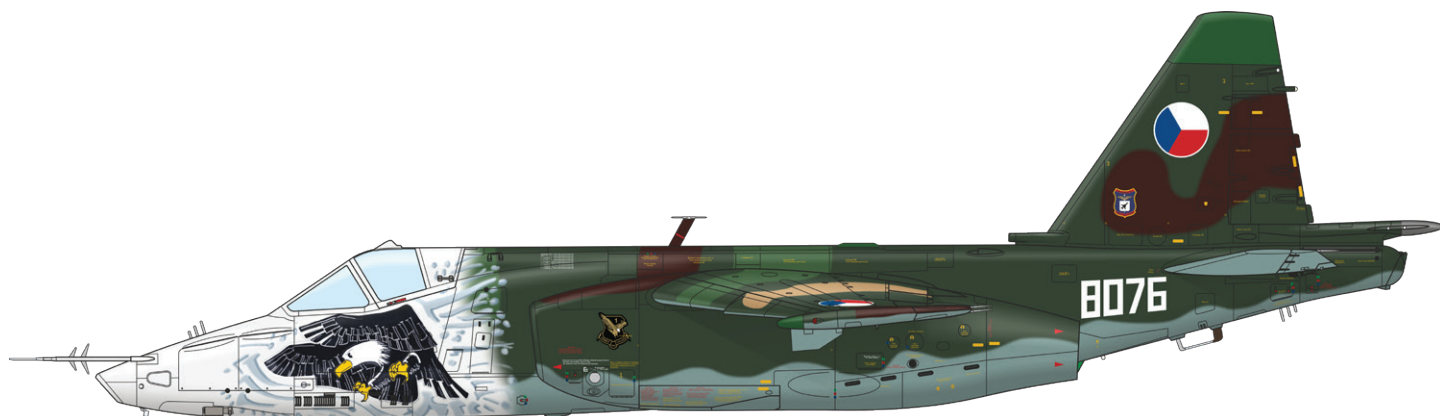


The next reincarnation of the Su-25K number 1002 was named "Shark". Already at the end of 1995, the technicians of the 322 Squadron expressed their wish to have the fuselages of the two aircraft painted in a special color scheme, and

Jan Martinec began to prepare graphic designs. The painting was carried out in the week from May 13 to 17, 1996, and finally the new coloring was applied on whole aircraft. The ceremonial roll out took place on Friday May 17, 1996 and the

aircraft subsequently made number of displays. Kpt. Ladislav Oslanský flew it at CIAF 2000, which was the last display of the aircraft on domestic airshows.

■ 8076, 322 Tactical Squadron, 32 Tactical Air Base Náměšť nad Oslavou, Czech Republic, May 1996



Along with the 1002, the 8076 was also painted in a special livery. In its case, it was an application of the eagle motif that the 322 TS had as its

emblem. The implementation of this coloring took only three days from May 15 to 17. The aircraft had the original camouflage in good condition

and so received only the nose paint job and, as was customary, the auxiliary tanks were also decorated accordingly.

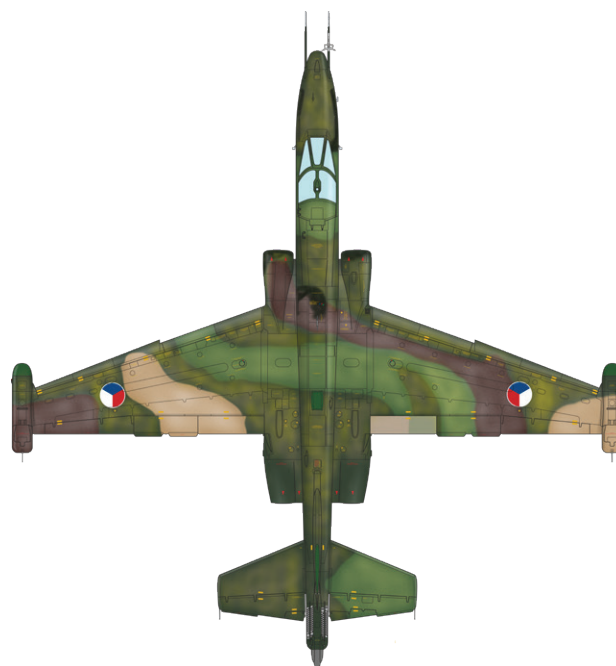
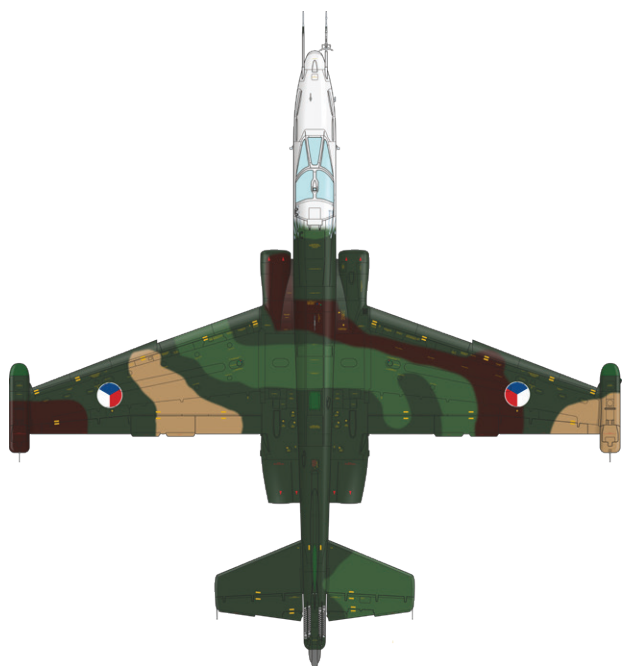
■ 8080, 322 Tactical Squadron, 32 Tactical Air Base Náměšť nad Oslavou, Czech Republic, 1997



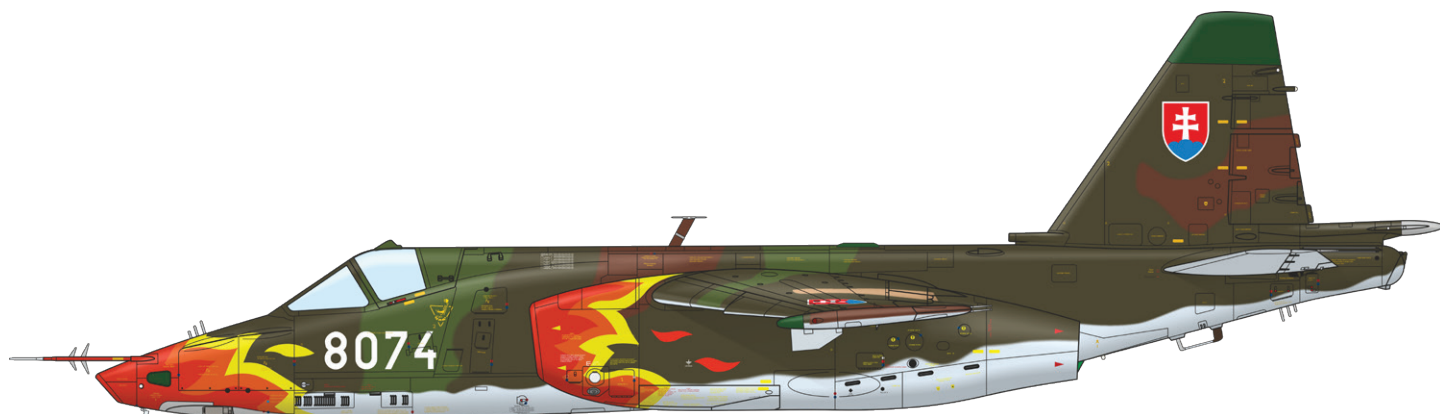
Aircraft of the 322 Tactical Squadron gradually received graphic symbols on their vertical fins, which helped to identify the aircraft quickly

even if the fuselage number was not visible. The number 8080 received two crossed white stripes on the green plastic cover of the top of the fin. The

front sides of the engine nacelles already sported the squadron insignia with a stylized eagle. The colors were already very weathered.



■ 8074, 2 Squadron, 33 Fighter Bomber Wing, Air Base Kuchyňa, Slovakia, April 1997



In 1993, the 8074 was fitted with a "fire" motif that earned it the nickname "Flamingo". It was first presented to the public in this form at the 1993 SIAF Air Show in Košice. After the division of the Czechoslovakia, the newly formed 3 Fighter Bomber Aviation Regiment of the Slovak Air Force

had its base at the Kuchyňa airfield, but since it was already occupied by MiG-21, Su-22 and L-29 aircraft, the Su-25Ks were based at the Trenčín airport, right next to the aircraft repair facilities. On January 1, 1993, the Su-25 squadron was reorganized and transferred to the 2 Combined

Aviation Regiment in Piešťany, becoming its 1 squadron. It moved from Trenčín to Kuchyňa airfield on September 27, 1994 and became the 2 squadron of the 33 Fighter Bomber Wing Malacky on January 1, 1995 in the process of the second reorganization.

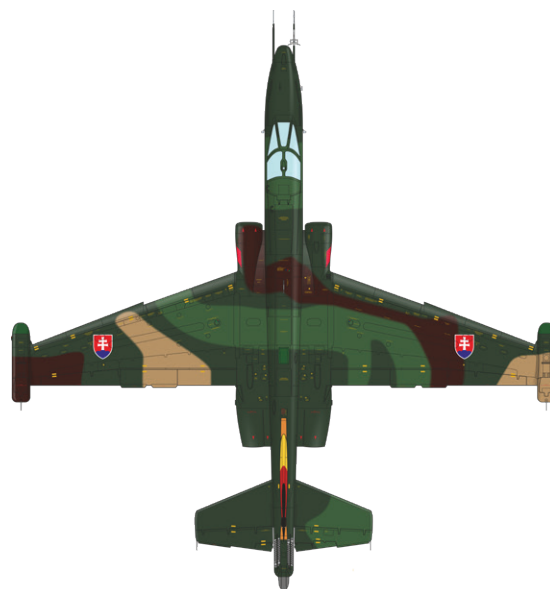
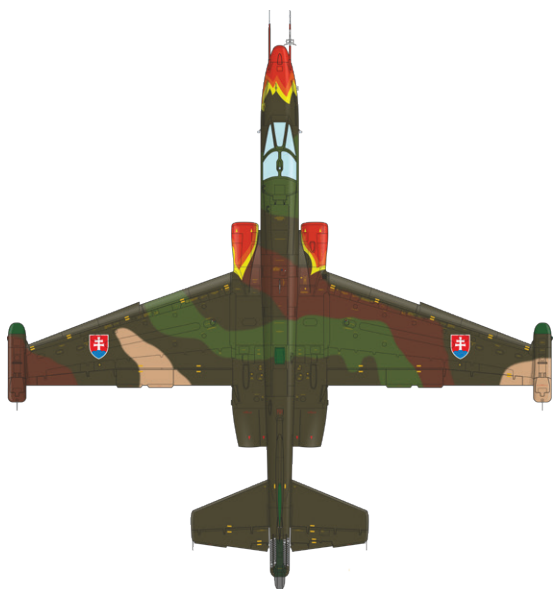
■ 1027, 3 Fighter Bomber Regiment, Trenčín airfield, Slovakia, August 1994



The Slovak Su-25K named "Bizon" (Buffalo) became the most attractively colored Slovak aircraft of the type. The design was created by Pavol Homer and Jozef Horváth. Preparations started on July

17, 1994 and the "Bizon" flew for the first time on July 28 and 29 with the unfinished paint job. It was completed on August 14 and it was presented in premiere at the SIAF 1994 Air Show on August 21

in Bratislava. The "Bizon" was the only Su-25 that also bore the emblem of the 1 Technical Squadron. After completing its service in the Slovak Air Force, the aircraft was sold in 2004 to Armenia.



Recommended: for Su-25K 1/48

491277	Su-25 (PE-Set)
FE1277	Su-25 (PE-Set)
FE1278	Su-25 seatbelts STEEL (PE-Set)
BIG49337	Su-25 (PE-Set)
644166	Su-25 LööK (Brassin)
644175	Su-25 LööKplus (Brassin)
648764	Su-25 ejection seat PRINT (Brassin)
648780	Su-25 wheels (Brassin)
3DL48070	Su-25 SPACE (3D Decal Set)
ER48005	Su-25 raised rivets & surface details (3D Decal Set)
EX859	Su-25 TFace (Mask)



#3DL48070

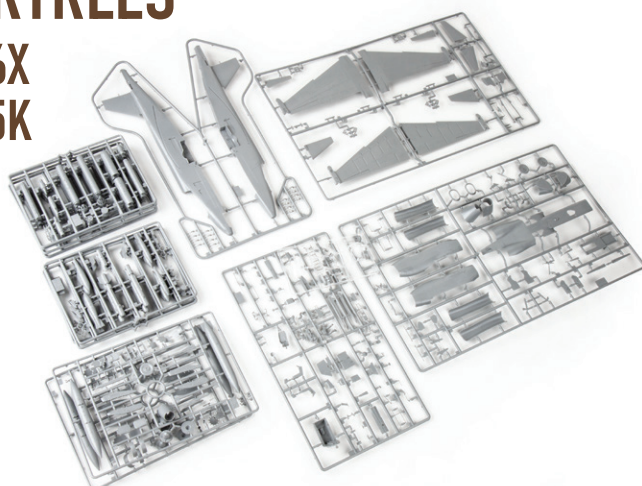


#491277
#FE1277



OVERTREES

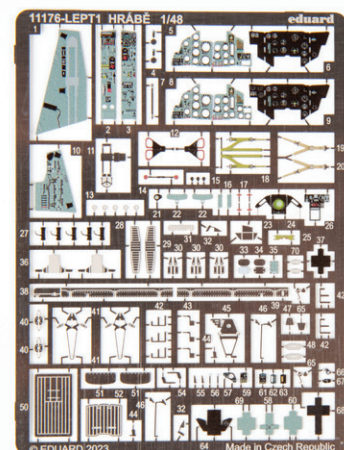
#11176X
Su-25K
1/48



OVERLEPT

#11176-LEPT
Su-25K PE-Set
1/48

Product page



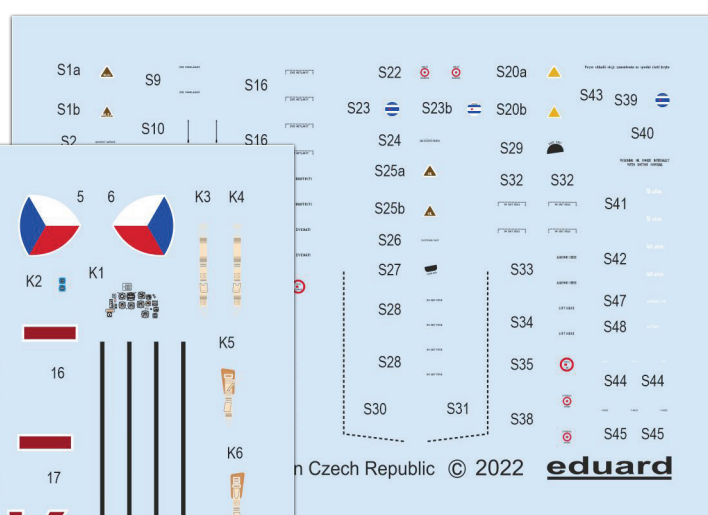
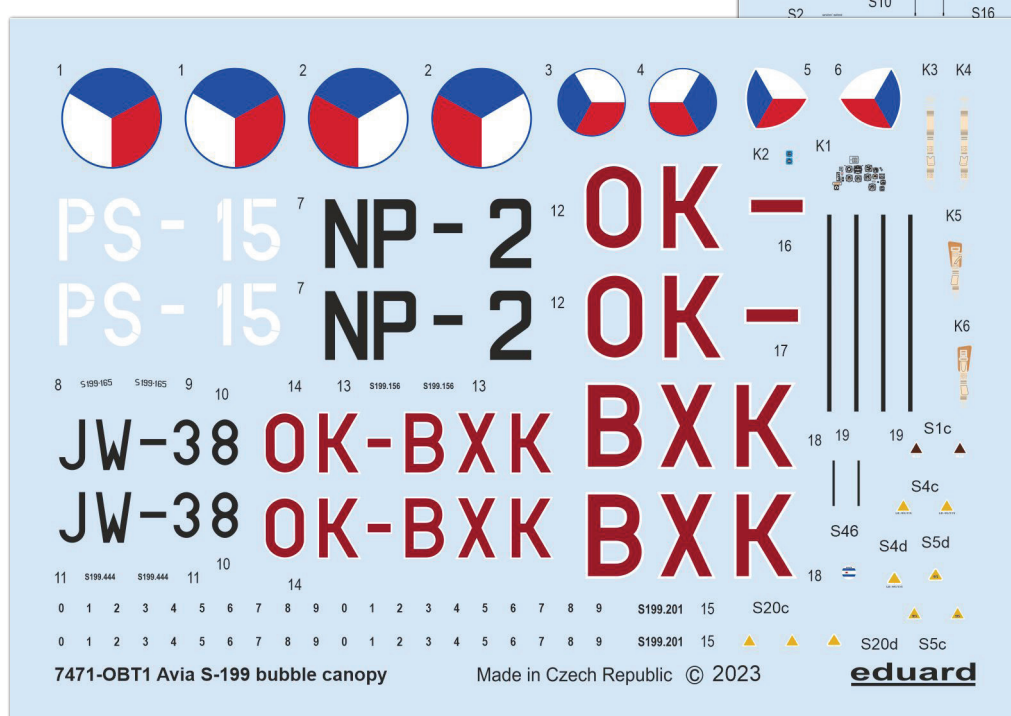
S-199 bubble canopy

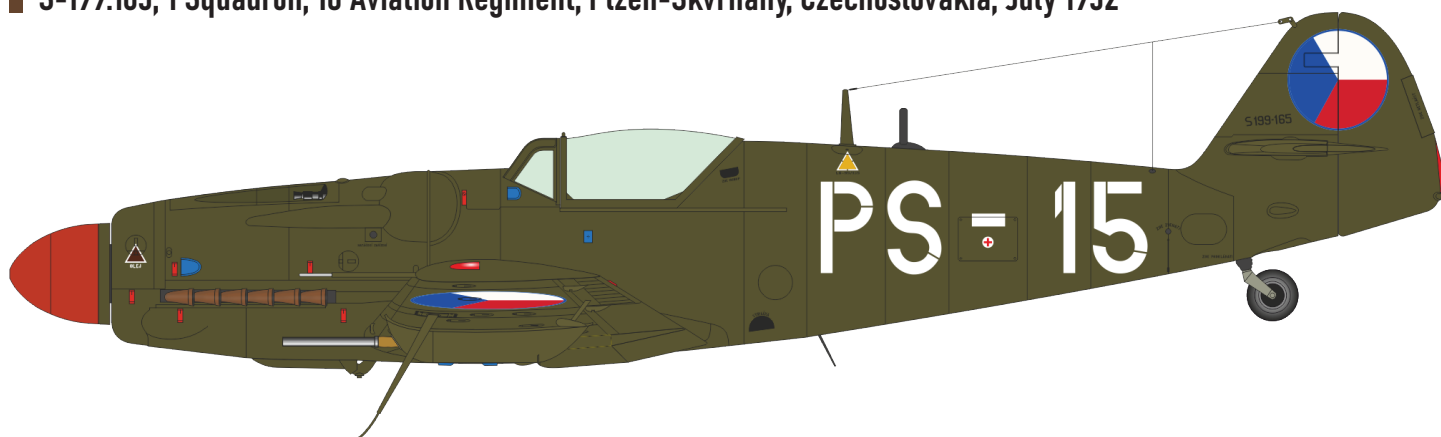
1/72

#7471

The Weekend edition kit of Czechoslovak single engine fighter Avia S-199 with bubble canopy in 1/72 scale.

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

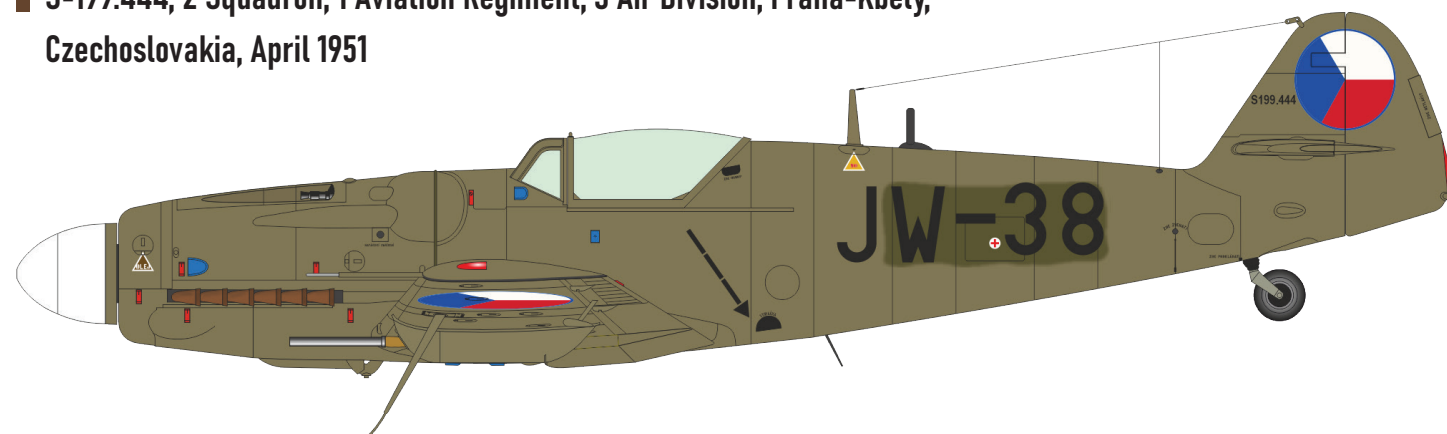
[Product page](#)


S-199.165, 1 Squadron, 18 Aviation Regiment, Plzeň-Skvrňany, Czechoslovakia, July 1952

This aircraft was test-flown at the end of October 1948 by the factory pilot Petr Široký and on November 23 it was flown to the designated Pilsen Aviation Regiment 4. On March 19, 1950, the aircraft was damaged, subsequently repaired and reassigned to the unit in mid-July of the same year.

From April 1952 it was used by the 1 Squadron of the 18 Aviation Regiment at the Plzeň-Skvrňany airfield. On July 23, 1952, this Avia, codenamed PS-15, was flown by Lt. Vladislav Petráš who was performing a training flight. During it, a technical malfunction occurred, and the pilot had to make

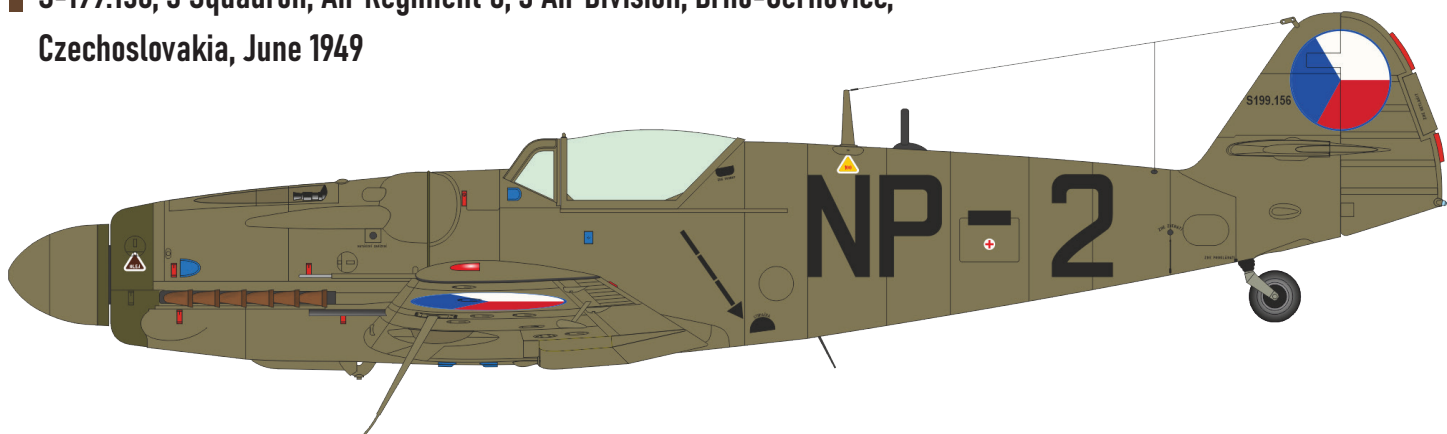
an emergency belly-landing near Trhové Dušníky, Příbram district. In such a landing, the aircraft suffered only minor damage, especially to the propeller blades and was subsequently repaired.

S-199.444, 2 Squadron, 1 Aviation Regiment, 3 Air Division, Praha-Kbely, Czechoslovakia, April 1951

The aircraft serial number 444 was test-flown by factory pilot Antonín Kraus on September 5, 1949 and from the end of August 1950 it served with the Aviation Regiment 1. In April 1951 it was operated by its 2 squadron in Prague-Kbely, where it bore

the designation JW-38. On April 21, 1951, the pilot of this aircraft, rt. (TSgt) Jiří Klempíř crashed at the Letňany airfield as the aircraft bounced on a terrain wave and fell from the height to the ground during take-off. The short career of this

"Mezek" (Mule) was ended in mid-June 1951, when the operation was accountably terminated, and the aircraft was subsequently scrapped.

S-199.156, 3 Squadron, Air Regiment 8, 3 Air Division, Brno-Černovice, Czechoslovakia, June 1949

The Avia S-199 number 156 was produced in the summer of 1948 and was assigned to the 3 Air Division in mid-November. In June 1949, it was stationed with Aviation Regiment 8 at the Brno-Černovice airfield. The code designation NP-2

hints it was the aircraft of the 3 Squadron. The aircraft was painted by light gray-green color shade and had the front part repaired with a darker shade of green paint. On June 10, 1949, the pilot, rt. (TSgt) Jan Dočkal damaged it during

landing at his home airfield. After repair, the aircraft was then assigned to Aviation Regiment 3. This "Mezek" (Mule) had machine guns in the wing installed. On March 18, 1952, it was destroyed during take-off.

Police Air Patrol, Brno/Olomouc, Czechoslovakia, 1949



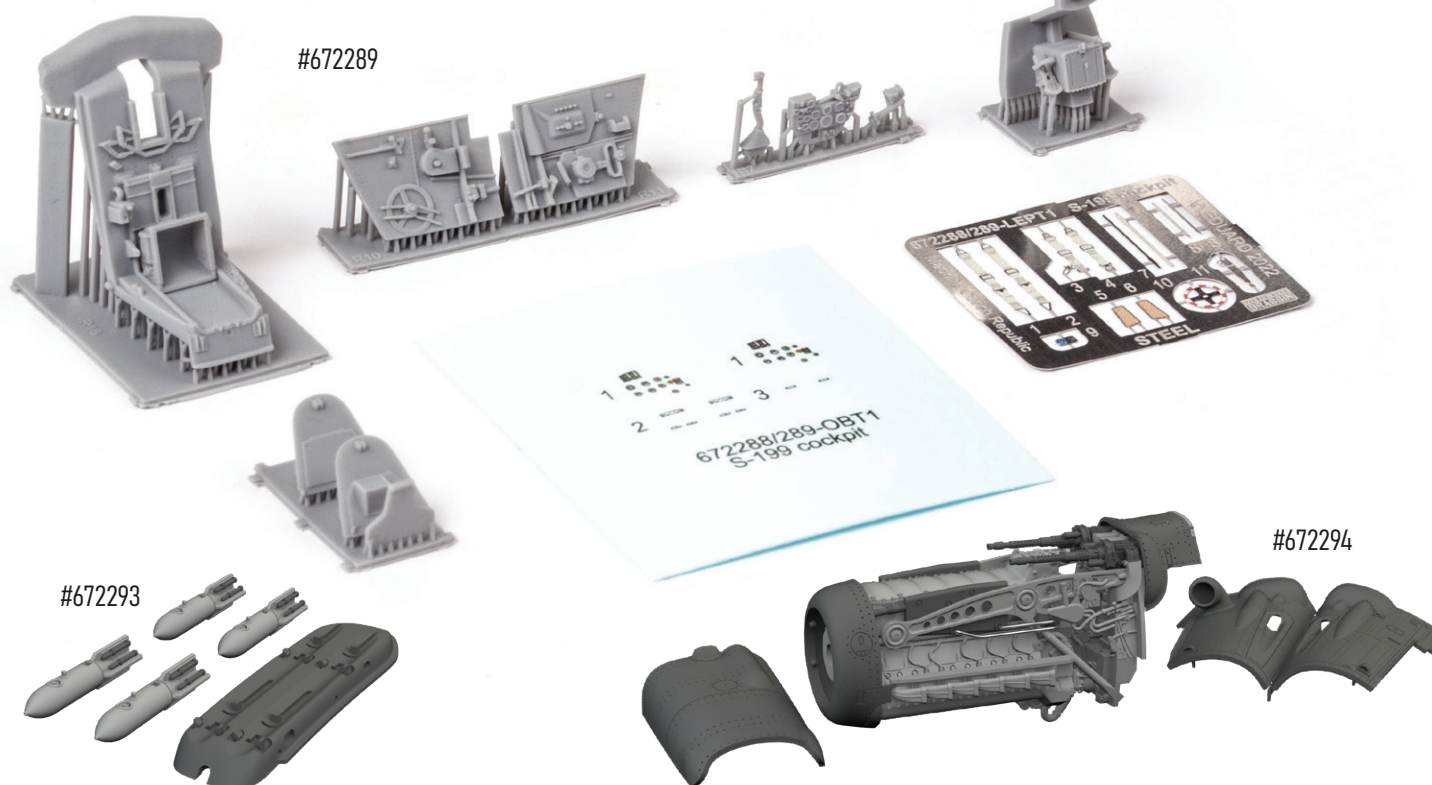
The Police Air Patrol of the Security Air Force (until mid-December 1947 the National Security Air Force) used this aircraft at Brno or Olomouc airports. At the time of its service with the Police Air Patrol, it bore the standard livery of this air force, i.e., light grey paint on the upper

surfaces and dark grey on the lower surfaces, complemented by scarlet paint on the nose and leading edge of the wing. Also, the horizontal tail surfaces were the same color. The reconstruction of the color scheme was based on photographs of similar aircraft as no photographs of the OK-

BXK have survived. The serial number is still unknown, but could probably be 201, 410 or in the range 414 to 416. There is full range of the digits for creating any number.

Recommended: for S-199 bubble canopy 1/72

SS810	S-199 bubble canopy Weekend (PE-Set)
672284	S-199 exhaust stacks PRINT (Brassin)
672285	S-199 wheels PRINT (Brassin)
672289	S-199 cockpit bubble canopy PRINT (Brassin)
672293	S-199 4xETC 50 rack w/bombs (Brassin)
672294	S-199 engine PRINT (Brassin)
3DL72008	S-199 SPACE (3D obtisk)
D72038	S-199 Czechoslovak national insignia (Decal Set)
D72040	S-199 Czechoslovak stencils (Decal Set)
CX652	S-199 bubble canopy Weekend (Mask)



F4F-3 Wildcat

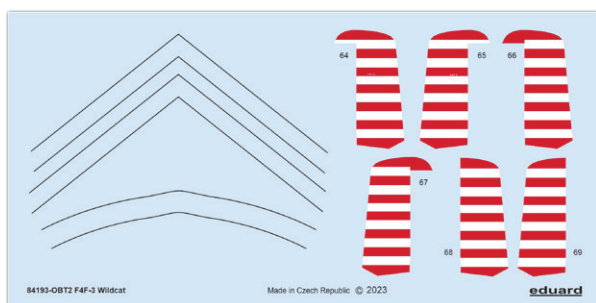
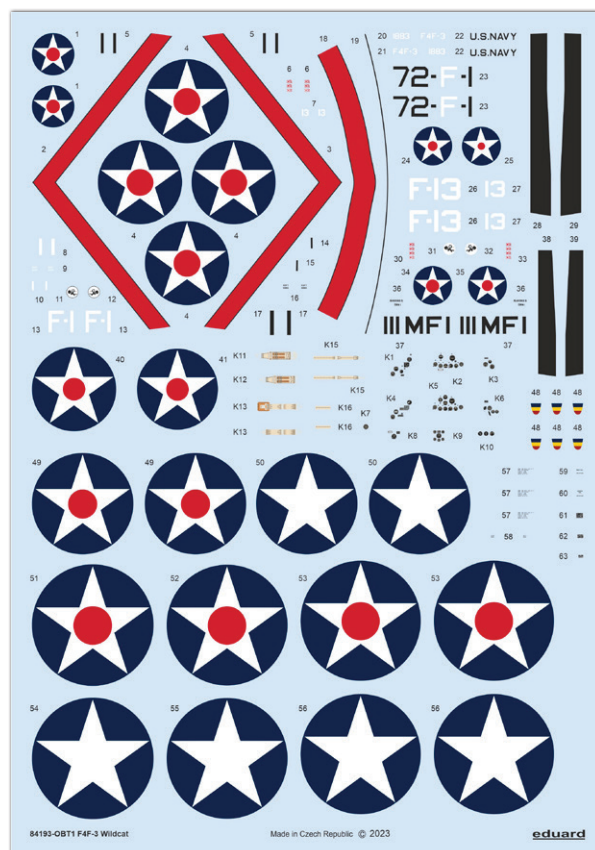
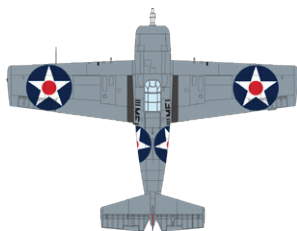
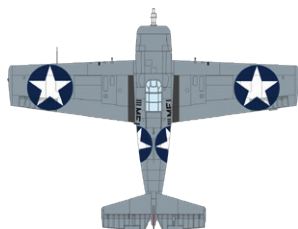
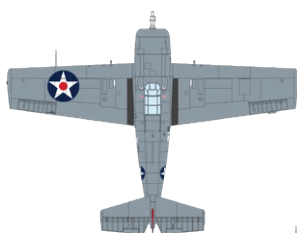
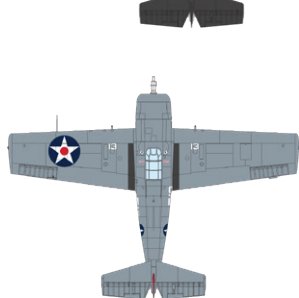
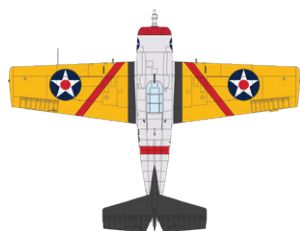
1/48

#84193

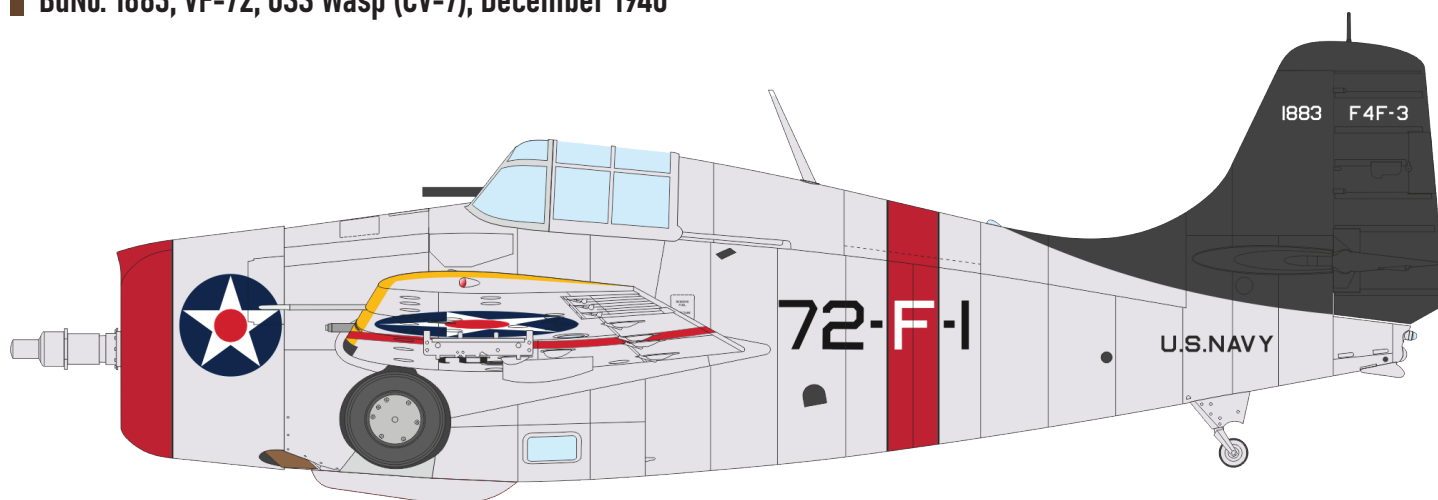
The Weekend edition kit of US carrier-based fighter F4F-3 Wildcat in 1/48 scale.

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

Product page



■ BuNo. 1883, VF-72, USS Wasp (CV-7), December 1940

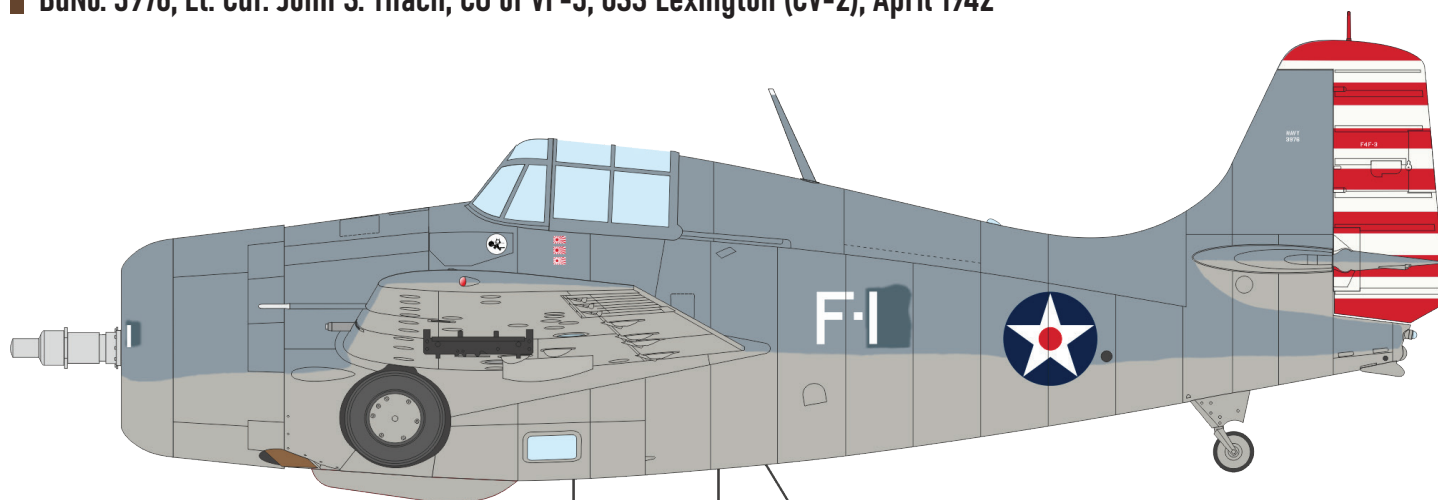


The first production batch of Wildcats, a total of 49 aircraft, was delivered in a pre-war color scheme. This means that the fuselage and lower wing surfaces were painted in aluminum color, while the upper wing surfaces were painted yellow. Insignias on the wings were placed in all four positions, and on the fuselage, they were either painted on the nose or on the engine cowling. The insignia position indicated the neutral status of these aircraft. The affiliation to individual ships was determined by the color

of the tail surfaces. Aircraft with black coloring belonged to the aircraft carrier USS Wasp (CV-7). Stripes on the wings and the coloring of the front part of the engine cowling identified which section within the unit the aircraft belonged to. In the case of red coloring, it was the first section, and if the machine had the entire front part of the engine cowling and a stripe on the fuselage painted in the section color, it was the leader's machine of that section. This Wildcat served with VF-72 between the years 1940 and 1941. From

the deck of USS Wasp (CV-7) and the ground base at Guantanamo Bay, Cuba, it participated in Neutrality Patrols, which were meant to ensure the neutrality in the coastal waters of the United States and the Caribbean, as declared by President Roosevelt on September 4, 1939. It was lost on May 8, 1942, during the Battle of the Coral Sea, where it operated from the deck of USS Yorktown (CV-5) as part of VF-42 squadron.

■ BuNo. 3976, Lt. Cdr. John S. Thach, CO of VF-3, USS Lexington (CV-2), April 1942



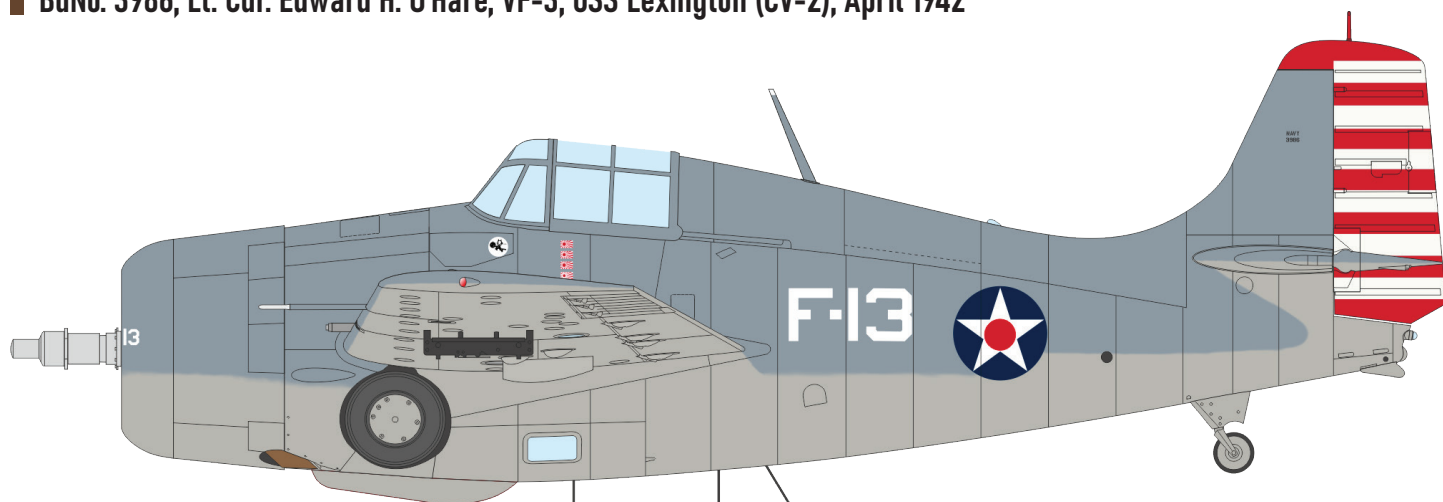
John Smith Thach was born on April 19, 1905, in Pine Bluff, Arkansas. After graduating from the Naval Academy in 1927, he spent two years of service on battleships and began pilot training in February 1929. He earned his pilot wings in 1930. During the 1930s, he served in various units, and in June 1939, he was assigned to VF-3, which he commanded from December 1940. This unit was embarked on the USS Lexington (CV-2) on February 10, 1942, as part of Task Force 11, with the target of Rabaul.

Flying boats Kawanishi H6K Mavis were searching for the task force, and eventually, they succeeded in locating it. The Japanese spotted the convoy

and dispatched a total of 17 G4M Betty bombers against it. "Jimmy" Thach, piloting his personal aircraft Fox-1, managed to shoot down one of the reconnaissance seaplanes during the morning patrol, achieving the squadron's first victory. The attack of bombers launched from Rabaul occurred around 16:30, and Thach, now flying Fox-13, led all operational Wildcats of the squadron against the attackers. The result was 15 shot-down Bettys, and he personally claimed two victories. The last combat action Lt. Cdr. Thach participated in was the Battle of Midway, where he, as the squadron leader, shot down four Japanese planes (3 × A6M Zero, 1 × B5N Kate). Later in the war, he served as

the operations officer under Vice Admiral John S. McCain, the commander of Task Force 38. After the war, John Thach served as a commanding officer of aircraft carriers, and in the 1960s, he held high staff positions. He retired in May 1967 with the rank of Admiral and passed away on April 25, 1981. His Wildcat was camouflaged with Light Gray FS 36440 on the undersides, and Blue Gray FS 35189 on the upper and side surfaces. The insignia on the rear fuselage and four positions on the wings were accompanied by 13 red and white stripes on the rudder.

■ BuNo. 3986, Lt. Cdr. Edward H. O'Hare, VF-3, USS Lexington (CV-2), April 1942

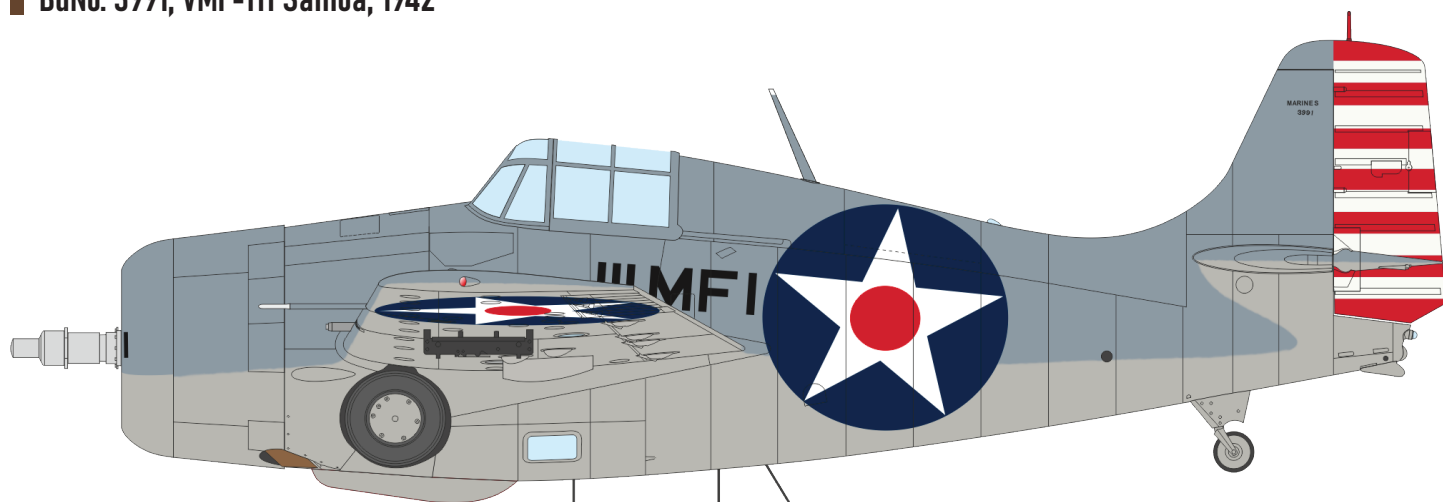


Edward Henry O'Hare was born on March 13, 1914, in St. Louis, Missouri. After graduating from the US Naval Academy in 1937, he was commissioned as an Ensign and assigned to the battleship USS New Mexico (BB-40). In June 1939, he began flight training, which he successfully completed in May 1940. Then he was transferred to VF-3, based on the aircraft carrier USS Saratoga (CV-3). He became famous for his actions in February 1942 when, during the approach to Rabaul on New Britain, the position of Task Force 11 led by the aircraft carrier USS Lexington (CV-2), on which

VF-3 was stationed at that time, was exposed. The Japanese dispatched two groups of Betty bombers toward the task force. Only "Butch" O'Hare and his wingman confronted the second group. Lt. O'Hare shot down three Bettys and severely damaged two others, disrupting the entire attack. On April 10, 1942, for promotional shots, two Wildcats were prepared: Thach's with the designation F-1 and the aircraft marked F-13, flown by Lt. Noel A. M. Gayler. However, during the filming, newly promoted Lt. Cdr. O'Hare took the place in F-13's cockpit. This Wildcat was camouflaged with Light Gray FS 36440

on the undersurfaces and Blue Gray FS 35189 on the upper and side surfaces. The insignia on the rear fuselage and four positions on the wings were accompanied by 13 red and white stripes on the rudder. Edward O'Hare did not survive till the end of the war. During a night action on November 26, 1943, while flying a Hellcat, he was likely hit and crashed into the sea. His body was never found, although some witnesses claimed to have seen a parachute. Before the war, O'Hare had settled in Chicago, and in 1949, the city named its airport after him.

■ BuNo. 3991, VMF-111 Samoa, 1942

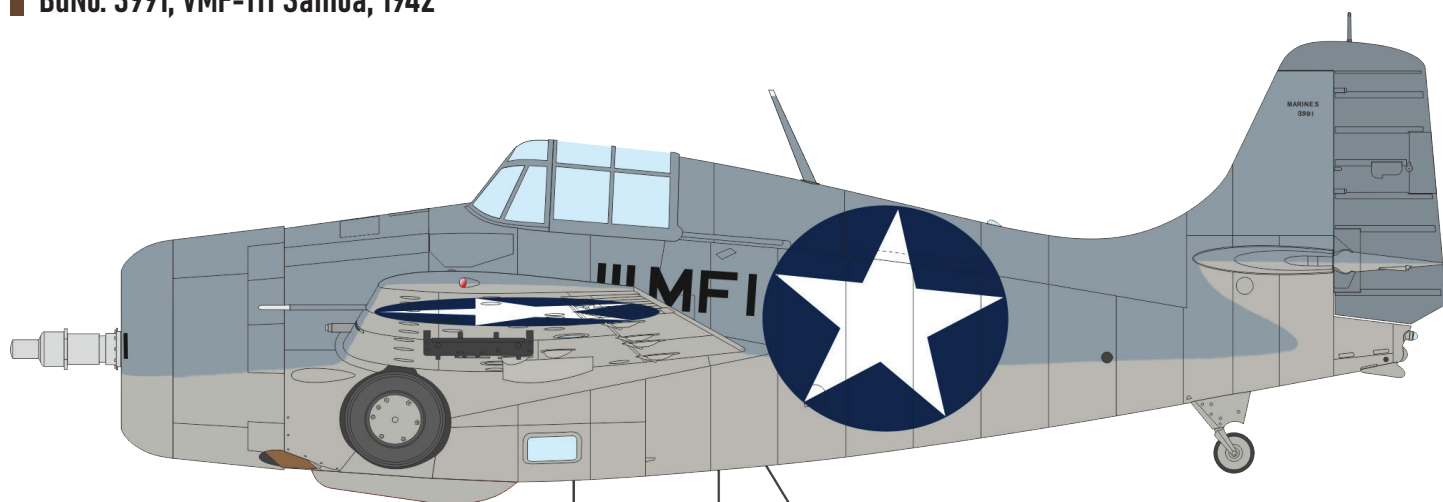


Since its establishment in September 1925, this unit underwent several designations. It wasn't until July 1, 1941, that the unit was redesignated as VMF-111, a designation it held until its deactivation on November 26, 1945. At the time of the attack on Pearl Harbor, the pilots of the unit flew F4F-3 Wildcat aircraft, which the squadron retained in service until the beginning of 1943, when it transitioned to more modern Corsairs. In March

1942, the unit was moved to Tafuna Airfield (now Pago Pago International Airport) on Tutuila Island, part of the American Samoa archipelago. In July of the same year, the unit was relocated to the newly built Faleolo Airfield on Upolu Island in the same archipelago. Here, the unit spent a year as part of the defense of this territory, armed with Wildcats that had seen service with U.S. Navy squadrons operating from aircraft carriers.

Wildcat with Bureau Number 3991 initially served on the aircraft carrier USS Saratoga (CV-3) and later, while part of VF-2, participated in the Battle of the Coral Sea. At the beginning of his service with VMF-111, nicknamed Devil Dogs, he carried insignias with red centers on the fuselage and wings and red and white stripes on the rudder.

■ BuNo. 3991, VMF-111 Samoa, 1942



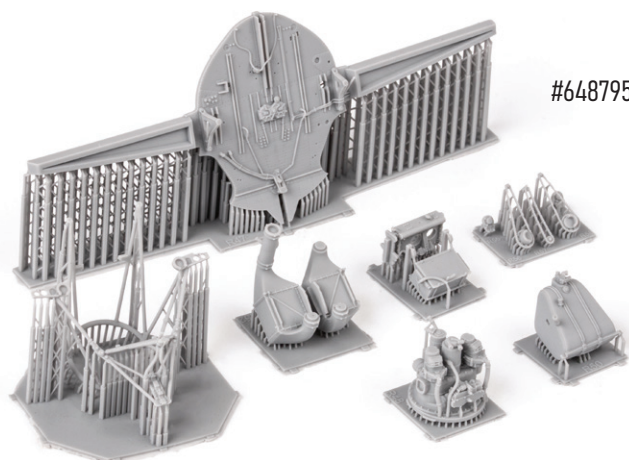
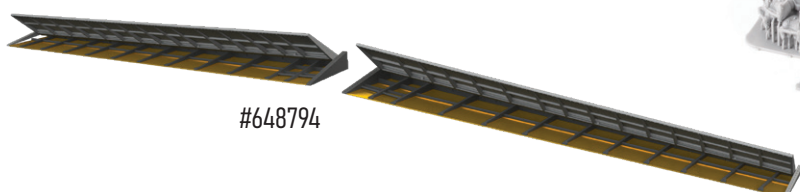
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later, while part of VF-2, participated in the Battle of the Coral Sea. During its service with VMF-111, nicknamed Devil Dogs, it initially bore markings with red centers and red and white stripes on the rudder. In photographs taken during its emergency landing on the sea's surface in January 1943, the red centers on the markings are already painted over, and the rudder has been repainted with the camouflage color Blue Gray.

Recommended: for F4F-3 Wildcat 1/48

481086	F4F-3 landing flaps (PE-Set)
FE1290	F4F seatbelts STEEL (PE-Set)
FE1387	F4F-3 Weekend (PE-Set)
644171	F4F-3 early LööK (Brassin)
648756	F4F 42gal ventral drop tank PRINT (Brassin)
648765	F4F-3 cockpit w/ telescopic gun sight PRINT (Brassin)
648766	F4F-3 exhausts PRINT (Brassin)
648767	F4F-3 wheels early (Brassin)
648768	F4F-3 wheels late (Brassin)
648769	F4F gun barrels PRINT (Brassin)
648770	F4F-3 life raft PRINT (Brassin)
648777	F4F-3 cockpit w/ reflector gun sight PRINT (Brassin)
648781	F4F seat early PRINT (Brassin)
648792	F4F-3 engine early PRINT (Brassin)
648793	F4F-3 gun bays PRINT (Brassin)
648794	F4F-3 landing flaps PRINT (Brassin)
648795	F4F-3 wheel bay PRINT (Brassin)
648825	F4F-3 engine mid PRINT (Brassin)
648826	F4F-3 engine late PRINT (Brassin)
648827	F4F-3A engine PRINT (Brassin)
3DL48076	F4F-3 late SPACE (3D Decal Set)
3DL48080	F4F-3 early SPACE (3D Decal Set)
EX878	F4F-3 TFace (Mask)
EX984	F4F-3 Weekend (Mask)



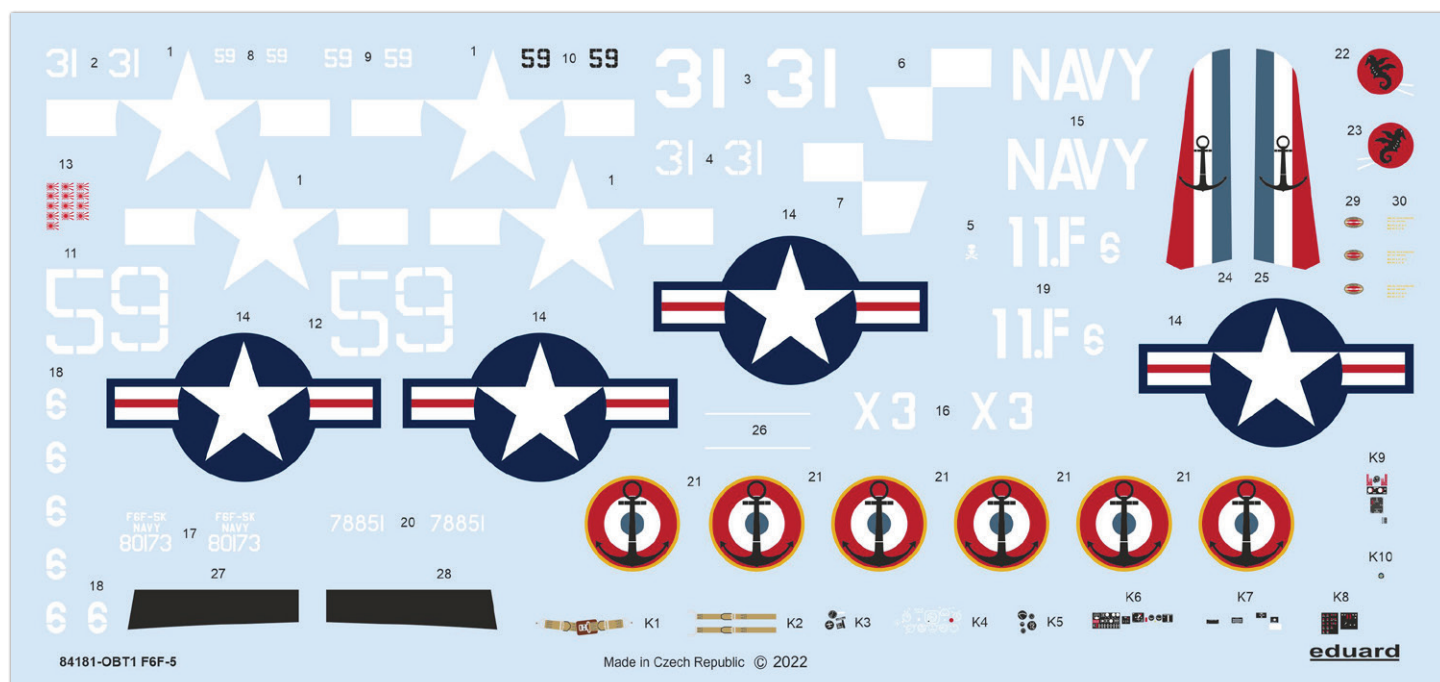
F6F-5 Re-release

1/48

#84181

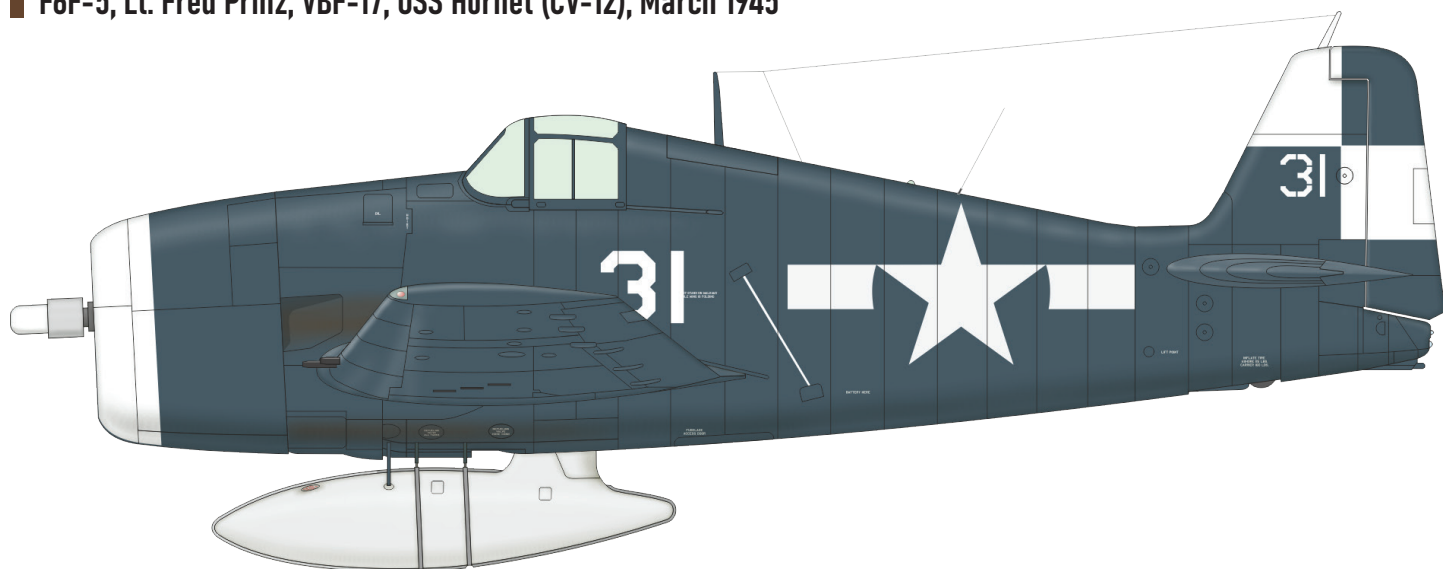
The Weekend edition kit of US naval fighter aircraft F6F-5 in 1/48 scale.

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

[Product page](#)


Made in Czech Republic © 2022

■ F6F-5, Lt. Fred Prinz, VBF-17, USS Hornet (CV-12), March 1945

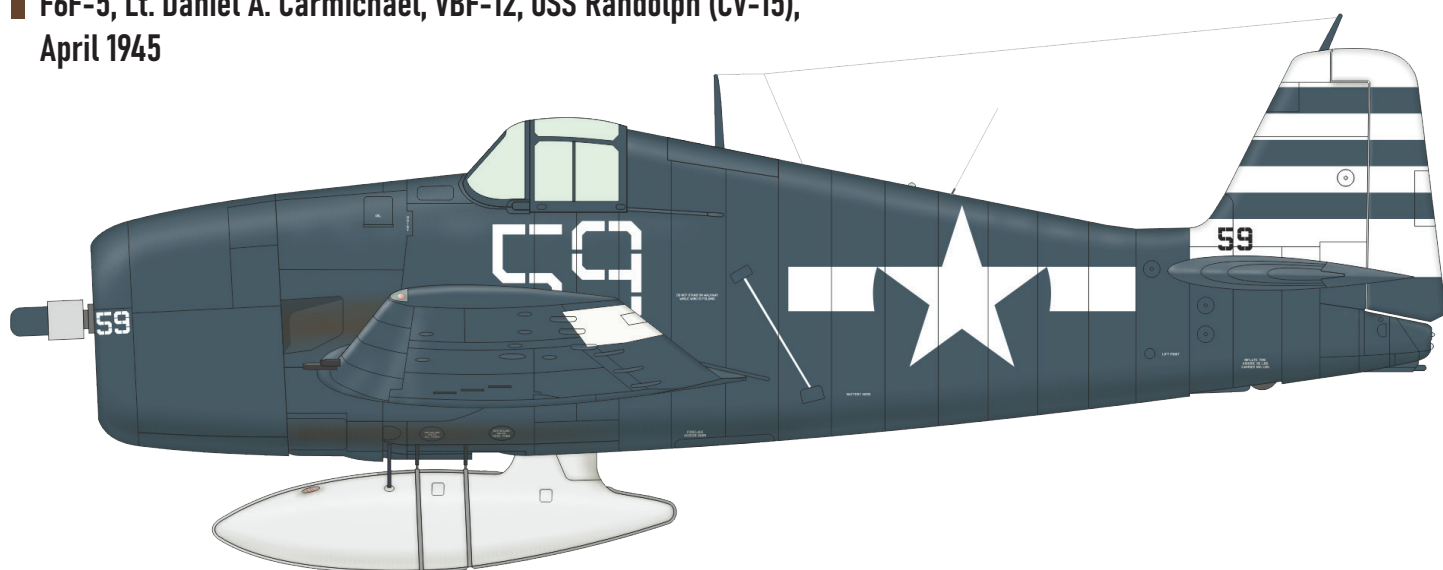


Before the planned landing of the American units on Okinawa (Operation Iceberg, April 1, 1945) on March 19, 1945 the USN airplanes attacked the enemy air bases located on the islands of Kyūshū, Shikoku and southern Honshū and the naval bases Kure and Kobe. The mission was to destroy the Japanese ships and aircraft and prevent them from any action against the invasion forces. One of the units that were to

participate in this strike was VBF-17 based on the aircraft carrier USS Hornet (CV-12). In the formation of twenty Hellcats, with which VBF-17 was equipped, flew Lt. Prinz and Lt. Karr. Kōkūtai 343 equipped with N1K2-J fighters was launched against the approaching enemy. The dogfight took place over the ocean. During the surprise attack on two American pilots Lt. Karr was shot down while Lt. Prinz's Hellcat was damaged and

the unit's commander was destroyed after the collision with one of the attackers, Kiku-ichi Ishikawa. Prinz managed to nurse the damaged aircraft back to Hornet where he landed. Hellcats participating in these missions were marked by white-painted noses for the better recognition of the friendly aircraft.

■ F6F-5, Lt. Daniel A. Carmichael, VBF-12, USS Randolph (CV-15), April 1945

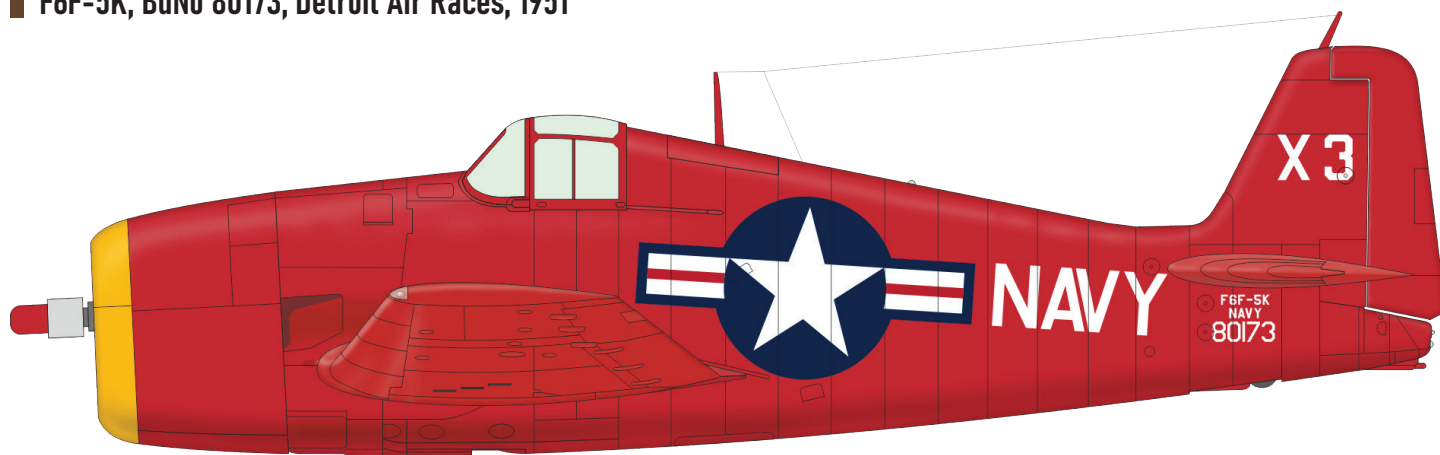


Washington D.C. native, Daniel Archibald Carmichael finished his Bachelor's studies in the architecture at Princeton University in 1941. He commenced his pilot's training with the US Navy in the spring of the following year finishing it in March 1943. After completing the advanced training he was assigned to VF-2 from June

1943 to October 1944 flying from USS Enterprise (CV-6) and USS Hornet (CV-12). During his VF-2 deployment Lt. Carmichael shot down nine enemy aircraft. His next assignment was the USS Randolph (CV-15) air carrier flight deck from which he flew from January to May 1945 within the ranks of VBF-12 achieving another 4 victories

over the Japanese aircraft. During his VBF-12 deployment Lt. Carmichael flew overall blue Hellcat nr.59 which carried the white markings of the aircraft belonging to USS Randolph, on the vertical tail surface, rudder and the ailerons, his scoreboard was marked under the windshield.

■ F6F-5K, BuNo 80173, Detroit Air Races, 1951

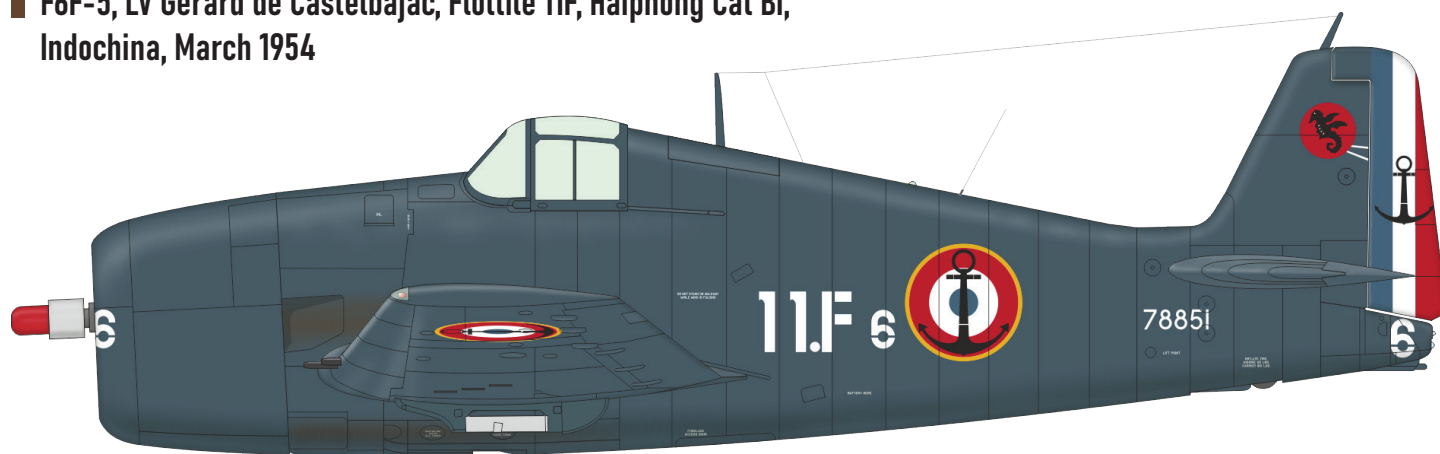


After WWII all Hellcats were replaced by the more modern type made by Grumman, F8F Bearcat fighters. Hellcats were gradually transferred to the second line units and reserve squadrons. During 1949-1957 the significant number was

converted to radio-controlled drones. The flight instruments were retained for flights between the bases however the aircraft were stripped of the armaments and arrestor hooks for aircraft carrier landings. One of the Hellcats rebuilt to

the drone standard was the airframe BuNo 80173 which in 1951 appeared at the Detroit Air Races. It did not participate in the racing however its unusual coloration attracted the interest of the aviation fans.

■ F6F-5, LV Gérard de Castelbajac, Flottille 11F, Haiphong Cat Bi, Indochina, March 1954



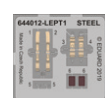
After WWII France attempted to reinstate its pre-war colony in South East Asia. They were opposed by the communists led by Ho Chi Minh. Vietnamese National Army together with the French Army fought Viet Minh (Vietnamese People's Army) until August 1954. The last big

clash was the Battle of Dien Bien Phu where the French Naval Air Forces took part, as they did in the prior battles. In this case it was Flottille 3F equipped with the SB2C bombers and Flottille 11F equipped with Hellcats. Hellcats led by LV Castelbajac flew close air support missions

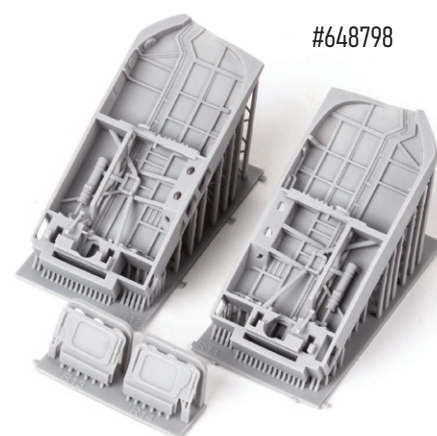
and were armed not only with machine guns but also with unguided missiles and bombs. On March 19, 1954 the unit commander crashed this Hellcat near Cat Bi airport (nowadays the Haiphong International Airport). The aircraft was written off but the pilot survived.

Recommended:
for F6F-5 1/48

- 48585 F6F undercarriage (PE-Set)
- 48588 F6F gun bay (PE-Set)
- FE454 F6F-5 Weekend (PE-Set)
- FE1065 F6F-5 seatbelts STEEL (PE-Set)
- 644012 F6F-5 LööK (Brassin)
- 648086 US 250lb bombs (2 pcs) (Brassin)
- 648102 F6F wheels (Brassin)
- 648683 F6F exhaust stacks (Brassin)
- 648747 F6F undercarriage legs BRONZE (Brassin)
- 648798 F6F wheel bays PRINT (Brassin)
- 3DL48069 F6F-5 SPACE (3D Decal Set)



#644012



#648798

- D48059 F6F-5 stencils (Decal Set)
- EX539 F6F-5/5N (Mask)

634042

AH-64E Löök

1/35 Takom

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for AH-64E in 1/35 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Takom

Set contains:

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

[Product page](#)

Löök



644228

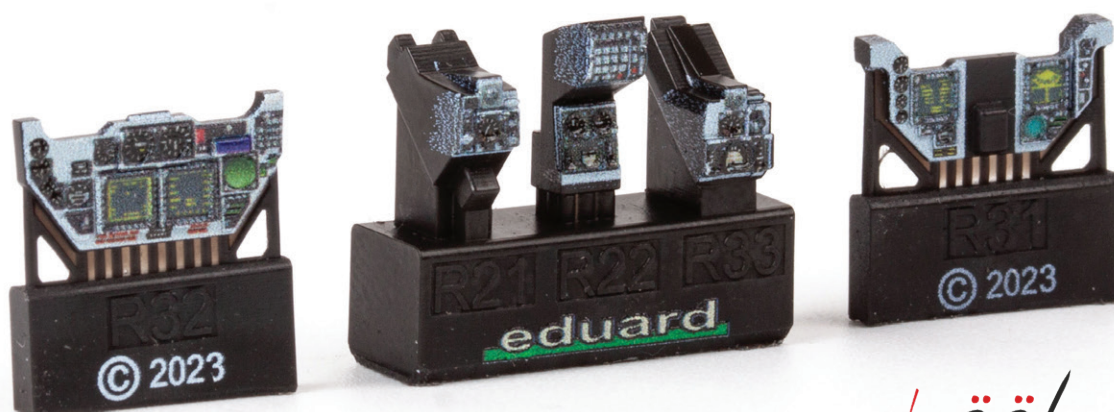
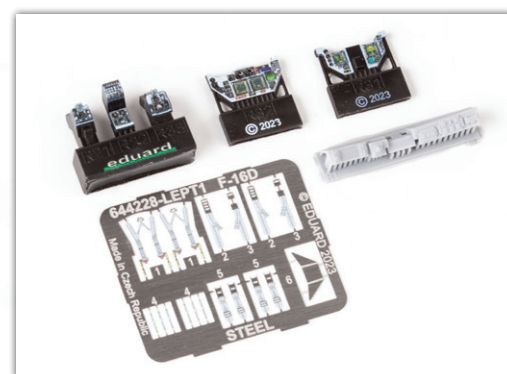
F-16D Block 30 LööK

1/48 Kinetic

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

Set contains:

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

[Product page](#)


Löök

644231

Hurricane Mk.II LööK

1/48 Arma Hobby

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Hurricane Mk.II in 1/48 scale.

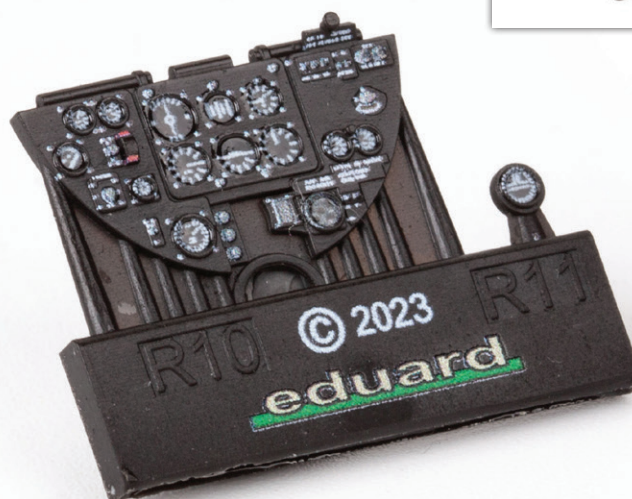
Easy to assemble, replaces plastic parts.

Recommended kit: Arma Hobby

Set contains:

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

Product page



LööK

644232

F-4E LööKplus

1/48 Meng

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

Recommended kit: Meng

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

Product page



LööK+

644233

Bf 109K-4 LööKplus

1/48 Eduard

Collection of 4 sets for Bf 109K-4 in 1/48 scale.

Recommended kit: Eduard

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

[Product page](#)



635036

WWII German NbKWrf39 smoke launcher PRINT

1/35

Brassin set - smoke launchers for German WWII

AFV in 1/35 scale. Set consists of 12 launchers of two types.

Made by direct 3D printing.

Set contains:

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

[Product page](#)



648901

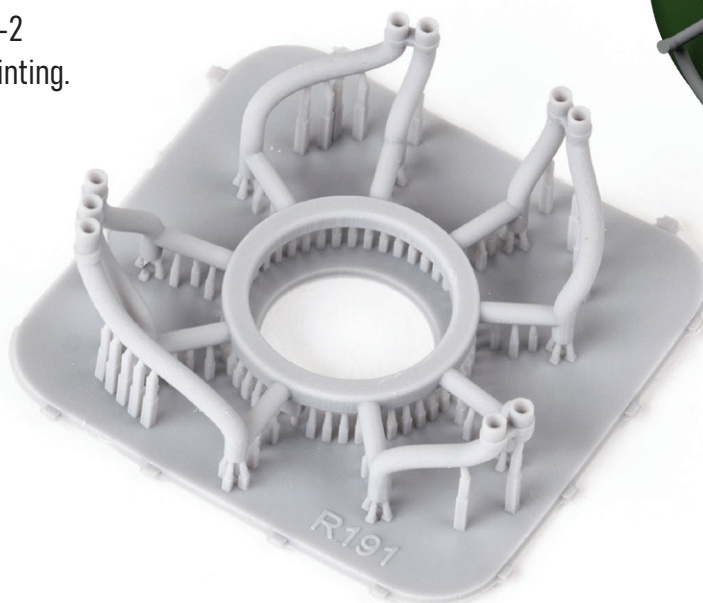
FM-2 exhausts PRINT

1/48 Eduard

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

Set contains:

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

[Product page](#)

eduard
BRASSIN
Print
648907

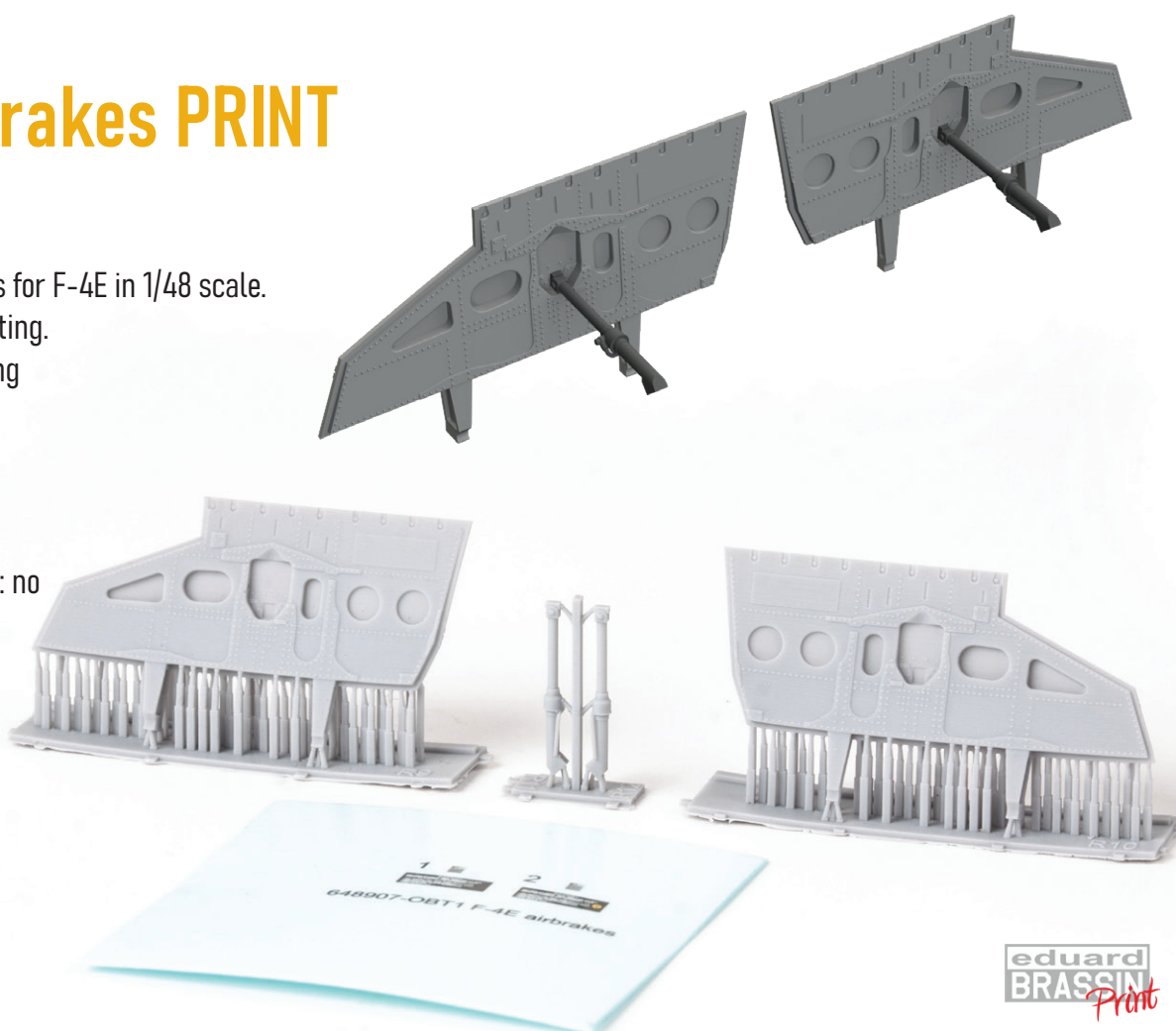
F-4E airbrakes PRINT

1/48 Meng

Brassin set - airbrakes for F-4E in 1/48 scale.
 Made by direct 3D printing.
 Recommended kit: Meng

Set contains:

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

[Product page](#)

eduard
BRASSIN
Print

648908

F-4E exhaust nozzles PRINT

1/48 Meng

Brassin set - exhaust nozzles for F-4E
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Meng

Set contains:

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

[Product page](#)



648909

F-4E FOD covers PRINT

1/48 Meng

Brassin set - FOD covers for F-4E
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Meng

Set contains:

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

[Product page](#)



648911

F-4E refuelling boom PRINT

1/48 Meng

Brassin set - refuelling boom for F-4E
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Meng

Set contains:

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

Product page



eduard
BRASSIN
Print



648912

F-4E tail hook PRINT

1/48 Meng

Brassin set - tail hook for F-4E
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Meng

Set contains:

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

Product page



eduard
BRASSIN
Print

648915

F-16 exhaust nozzle GE F110 PRINT

1/48 Kinetic

Brassin set - exhaust nozzle for GE F110
powered F-16s in 1/48 scale.
Made by direct 3D print.

Set contains:

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

[Product page](#)
eduard
BRASSIN
Print

648916

Hurricane Mk.II exhaust fishtail PRINT

1/48 Arma Hobby

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

Set contains:

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

[Product page](#)
eduard
BRASSIN
Print

648917

Hurricane Mk.II exhaust rounded PRINT

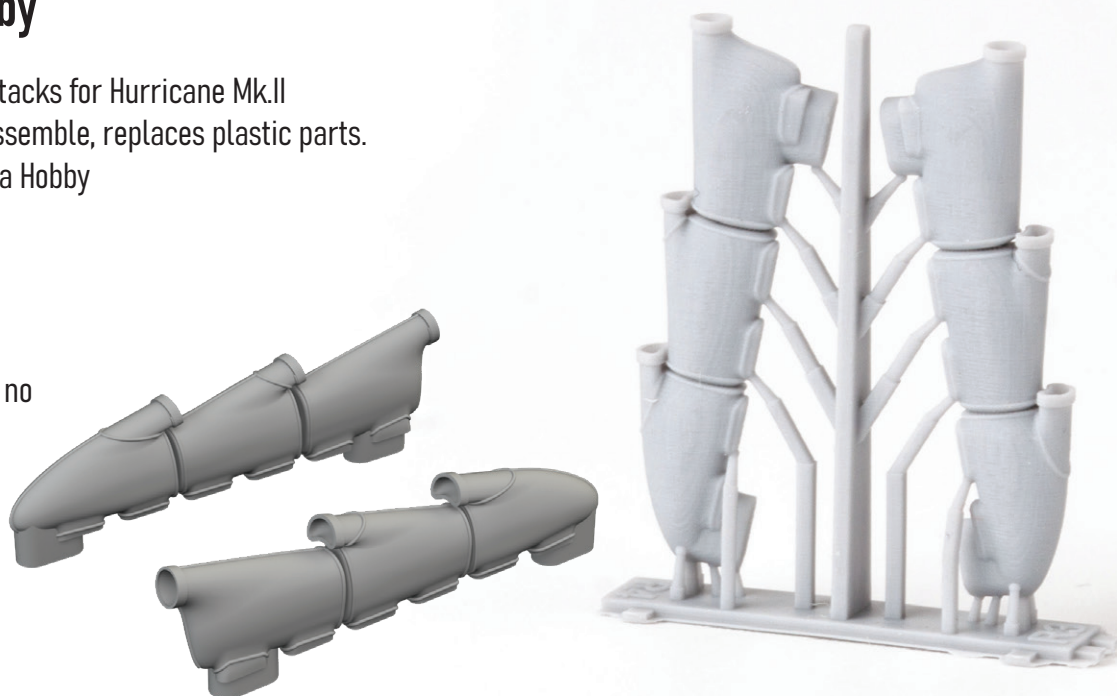
1/48 Arma Hobby

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

Set contains:

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

[Product page](#)



648918

Hurricane Mk.II wheels

1/48 Arma Hobby

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

Set contains:

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

[Product page](#)



648919

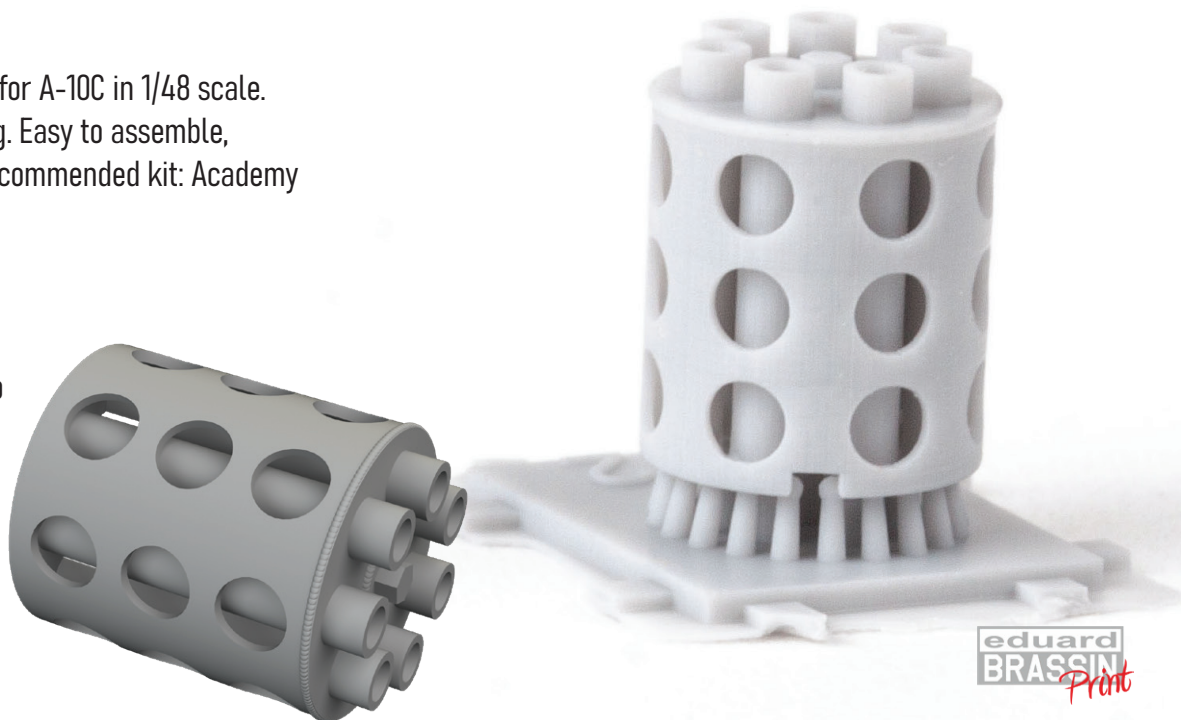
A-10C rotary gun flash suppressor PRINT

1/48 Academy

Brassin set - gun barrels for A-10C in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Academy

Set contains:

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

[Product page](#)


648920

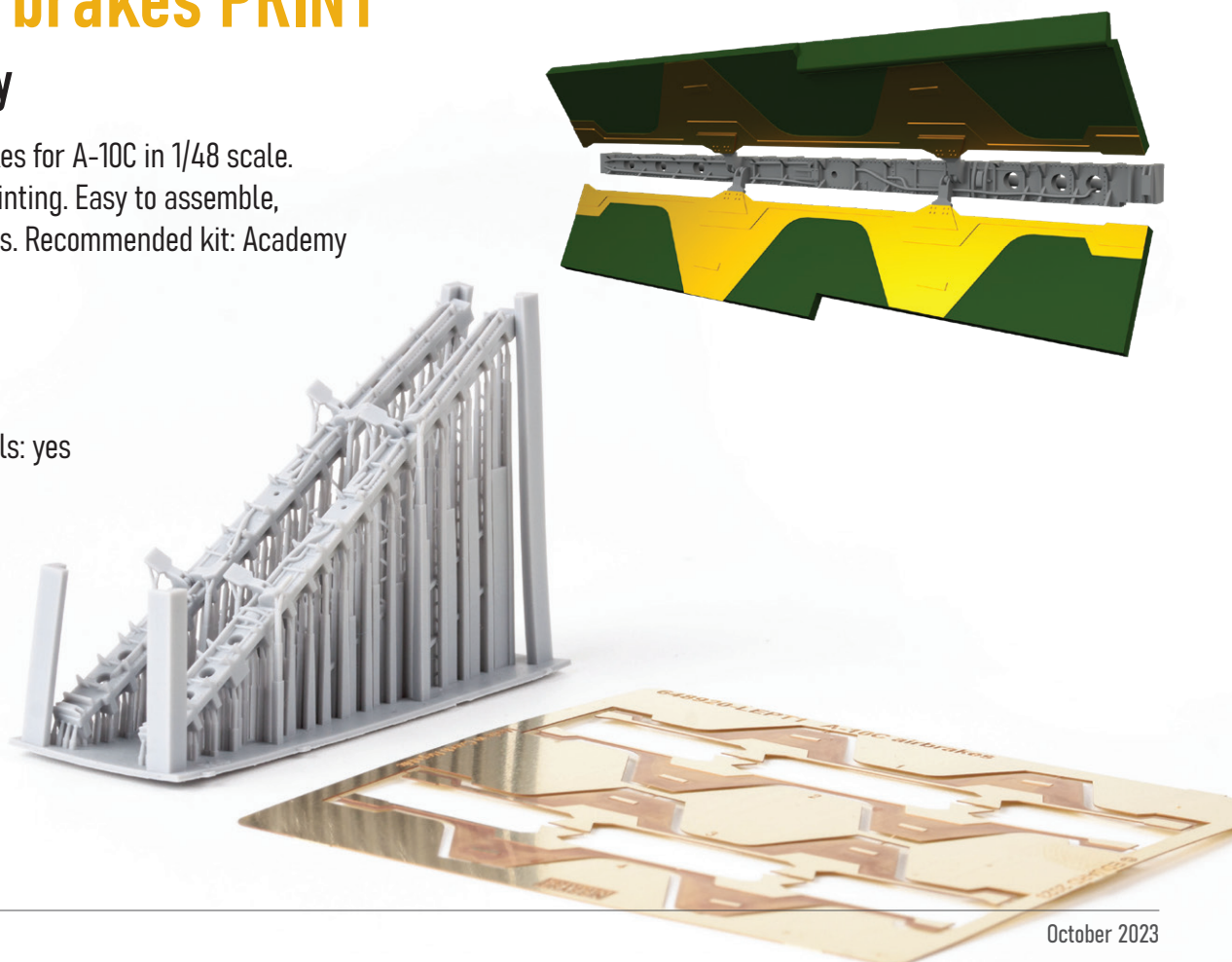
A-10C airbrakes PRINT

1/48 Academy

Brassin set - airbrakes for A-10C in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Academy

Set contains:

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

[Product page](#)


648921

A-10C ejection seat PRINT

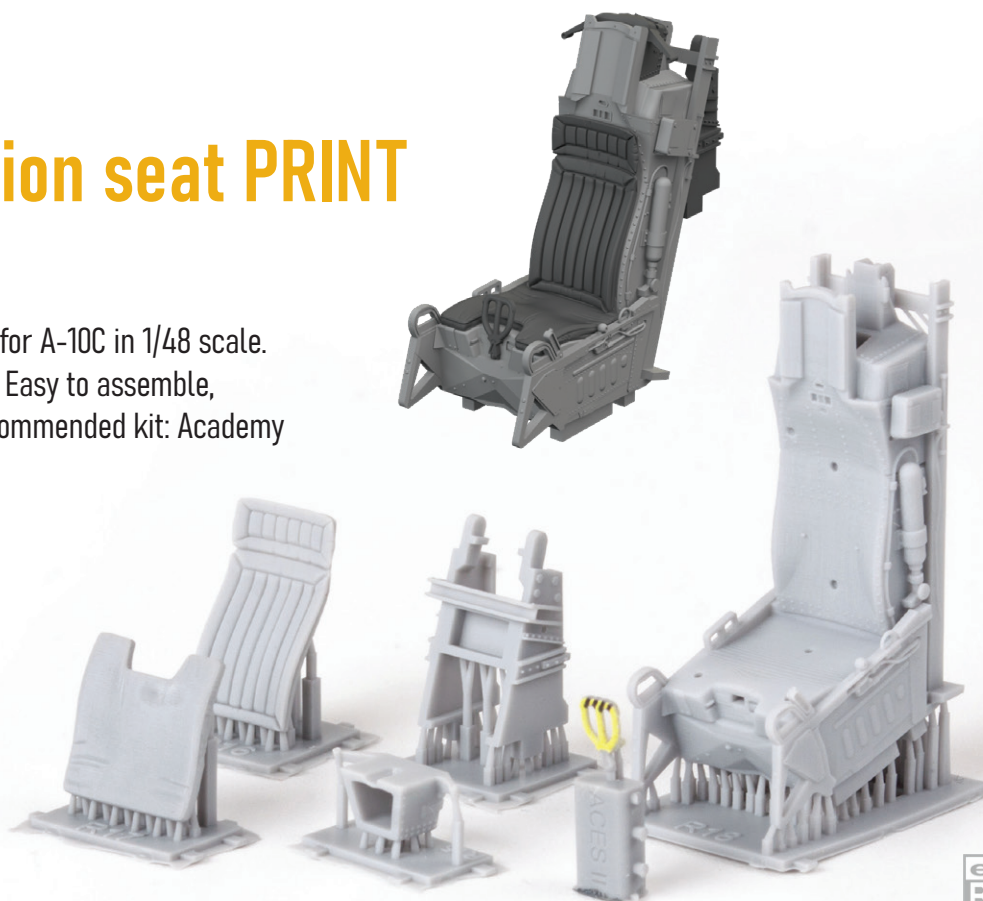
1/48 Academy

Brassin set - ejection seat for A-10C in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Academy

Set contains:

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

Product page



eduard
BRASSIN

Print

648922

A-10C refuelling bay PRINT

1/48 Academy

Brassin set - refueling bay for A-10C
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Academy

Set contains:

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

Product page



eduard
BRASSIN

Print

648923

A-10C wheels

1/48 Academy

Brassin set - the undercarriage wheels for A-10C in 1/48 scale. The set consists of the main wheels and nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Academy

Set contains:

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

[Product page](#)



648924

Hurricane Mk.II seat PRINT

1/48 Arma Hobby

Brassin set - seat for Hurricane Mk.II in 1/48 scale. Easy to assemble, replaces plastic parts. Made by direct 3D printing. Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)



648925

Hurricane Mk.IIc gun barrels PRINT

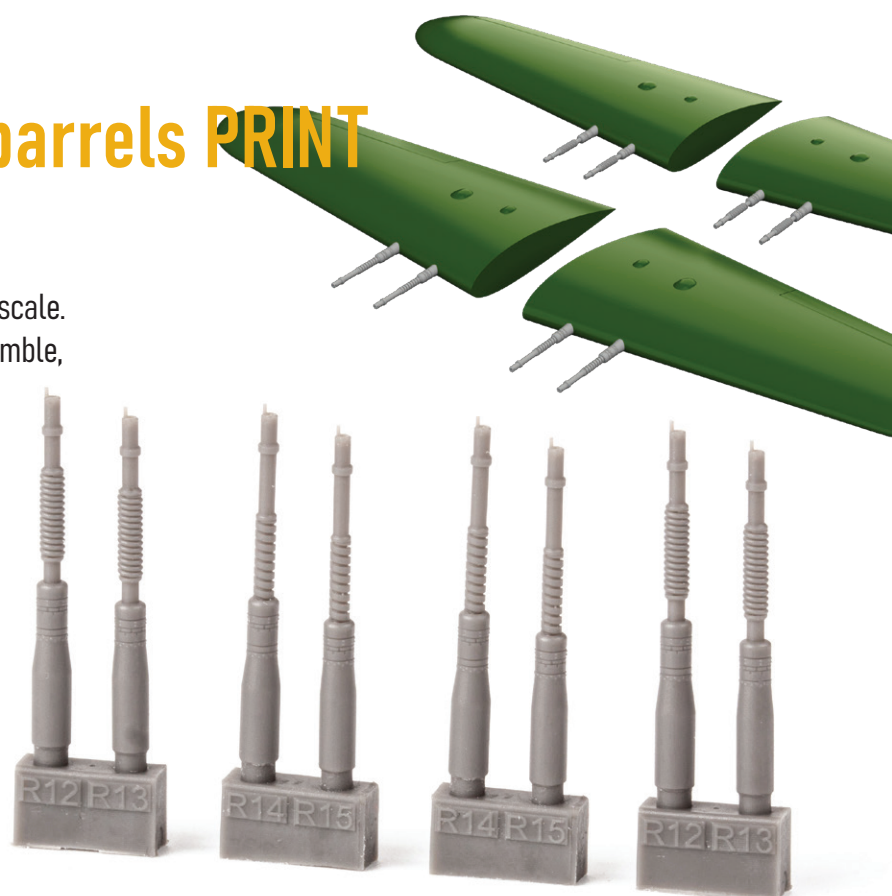
1/48 Arma Hobby

Brassin set - gun barrels for Hurricane Mk.IIc in 1/48 scale.
Set consists of two types of the barrels. Easy to assemble,
replaces plastic parts. Made by direct 3D printing.
Recommended kit: Arma Hobby

Set contains:

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

Product page



648926

Bf 109G-10 cockpit PRINT

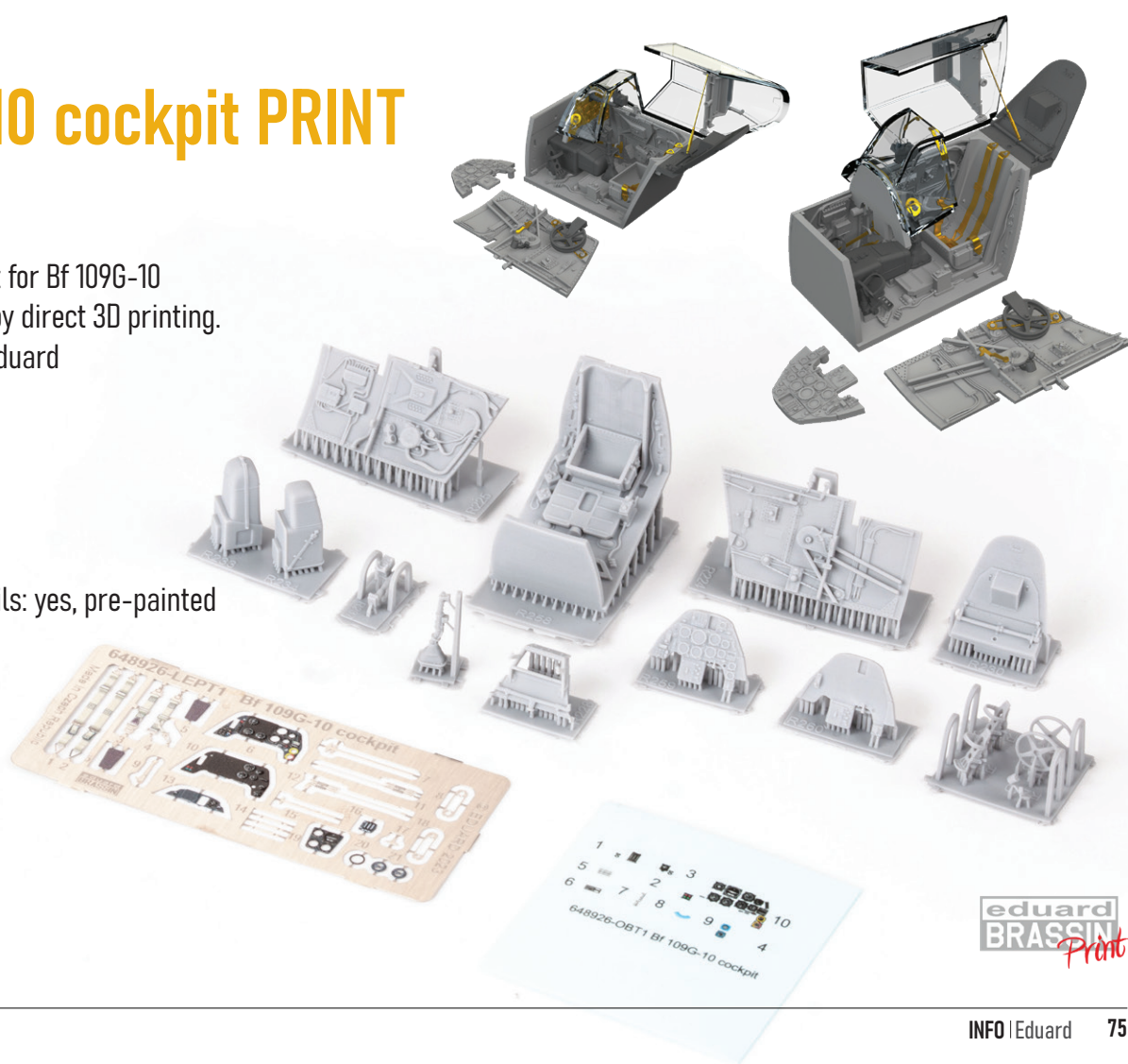
1/48 Eduard

Brassin set - cockpit for Bf 109G-10
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 15 parts
- resin: 1 part
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

Product page



672328

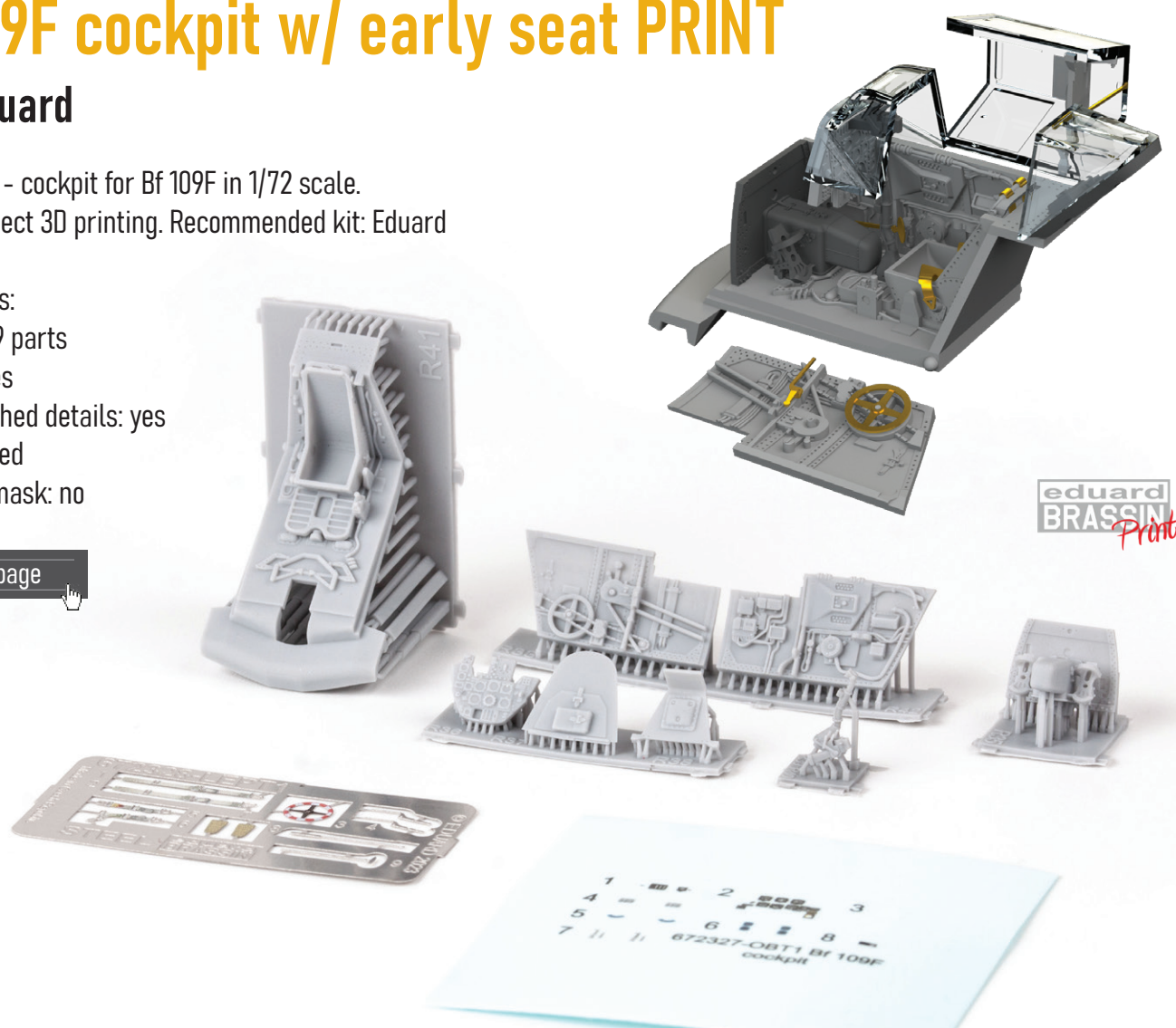
Bf 109F cockpit w/ early seat PRINT

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

[Product page](#)


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2023

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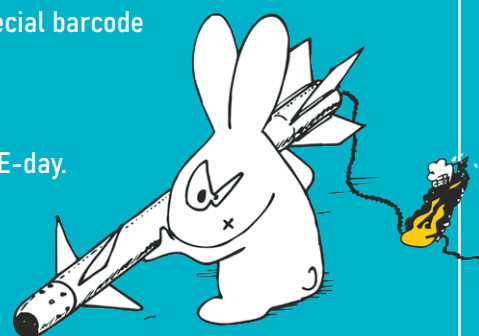
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* E-day - INTERNATIONAL SCALE KIT EXHIBITION - IPMS Czech Republic Championship

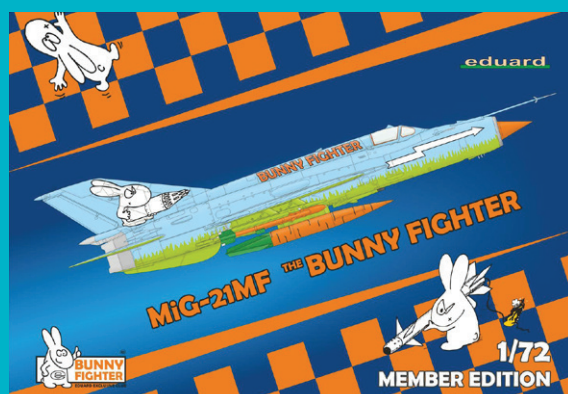


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Activation products:

MiG-21MF + T-shirt 1/72

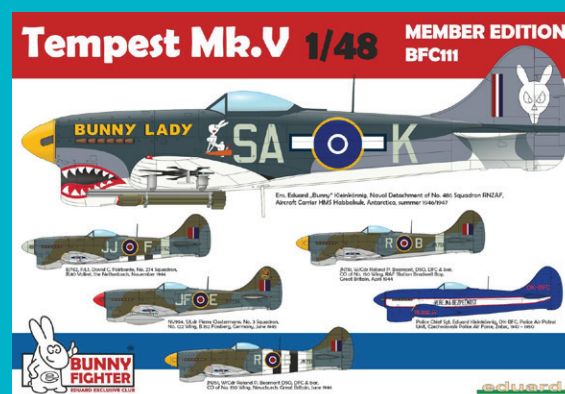


BOX CONTENT:

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



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

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

SIN648112

F4F-4 ADVANCED

1/48 Eduard

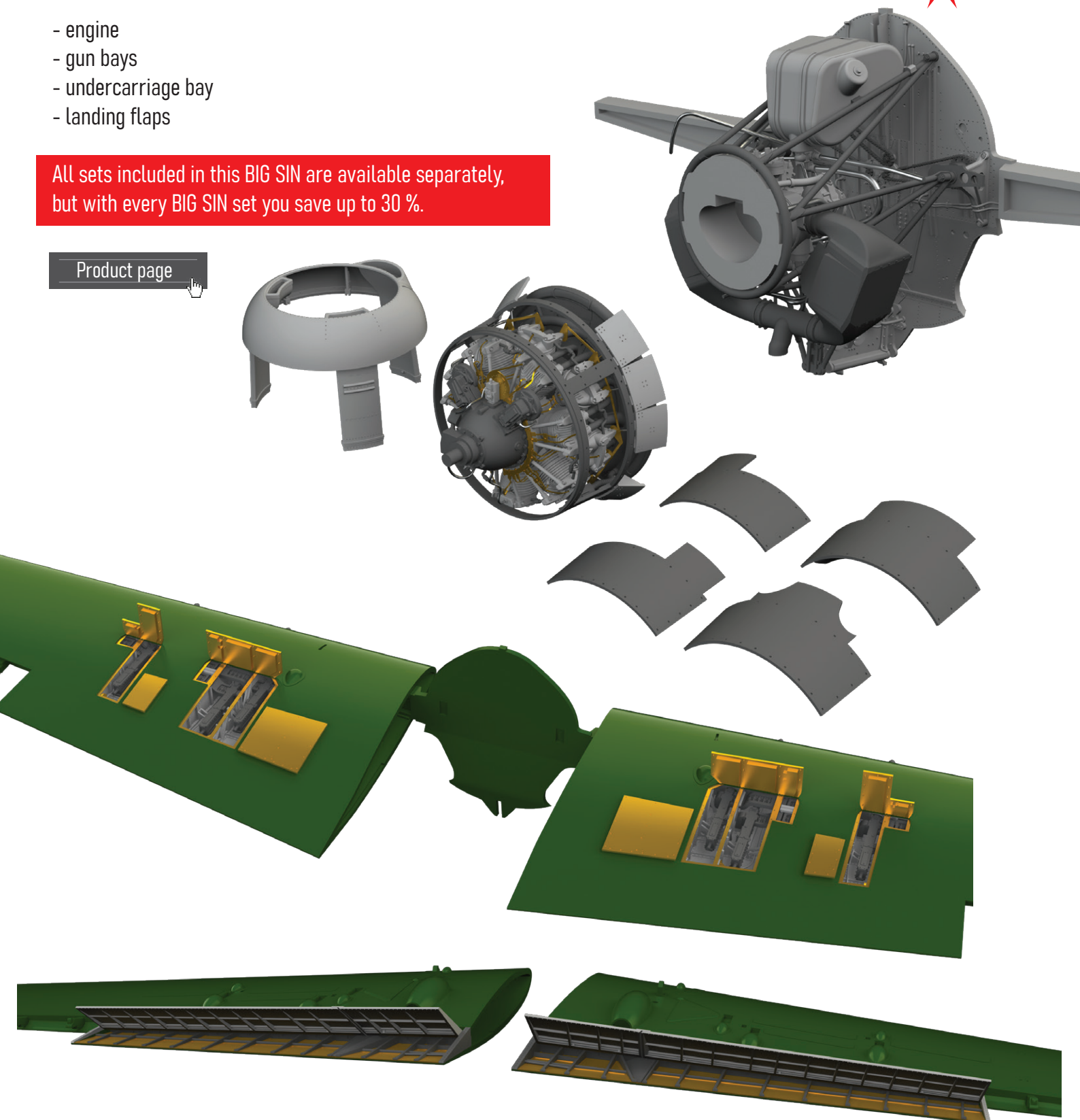
Collection of 4 sets for F4F-4 in 1/48 scale.

Recommended kit: Eduard

- engine
- gun bays
- undercarriage bay
- landing flaps

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

Product page



SIN67221

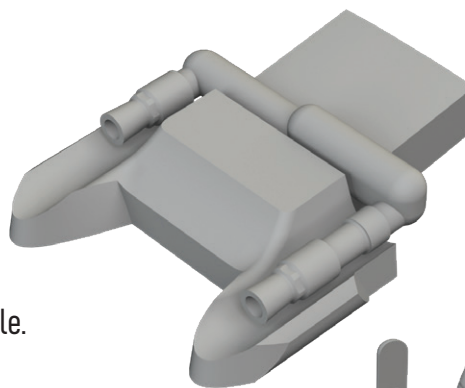
Bf 109F

1/72 Eduard

Collection of 6 sets for Bf 109F in 1/72 scale.

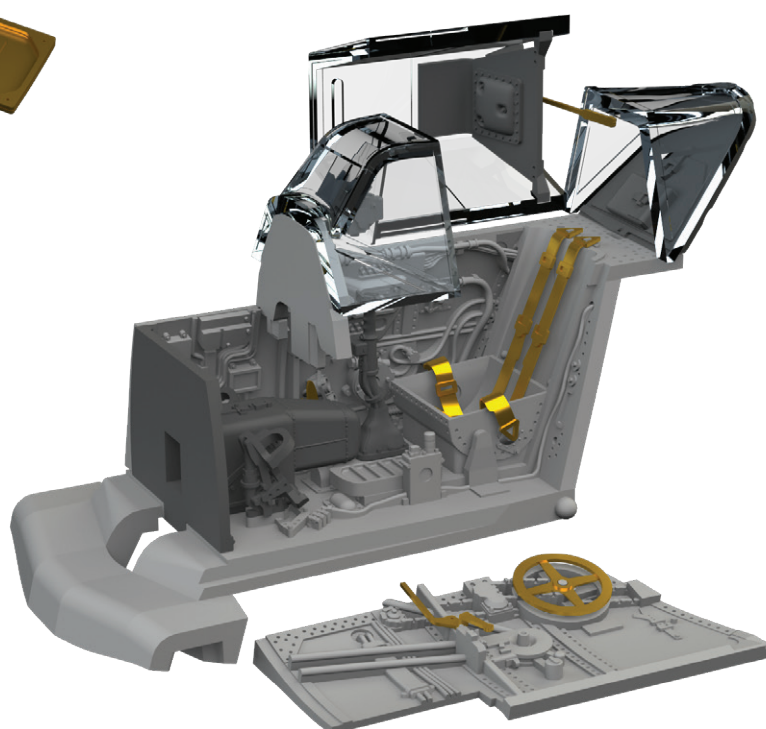
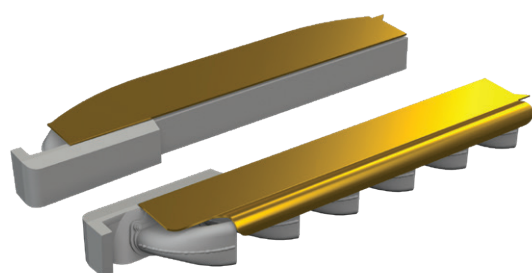
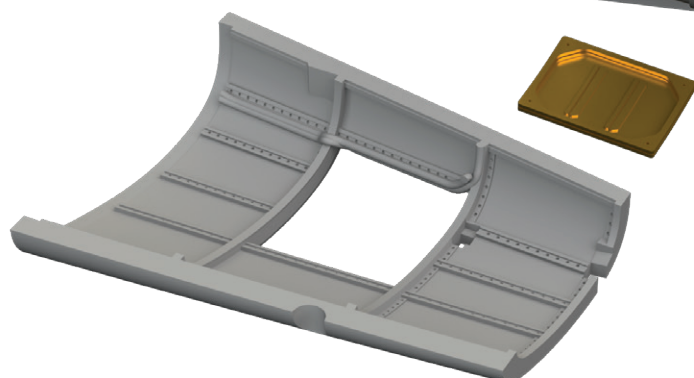
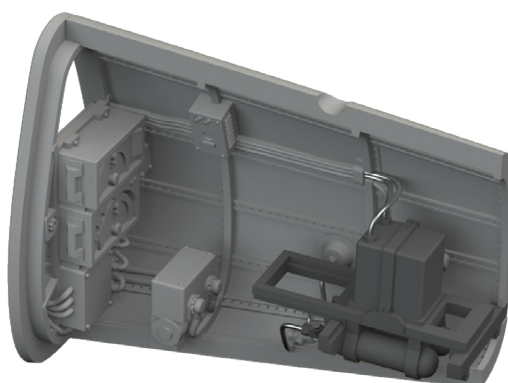
Recommended kit: Eduard

- cockpit
- radio compartment
- wheels
- gun barrels
- undercarriage legs BRONZE
- exhaust stacks



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

Product page



USS Nimitz CVN-68 part 4

1/350 Trumpeter

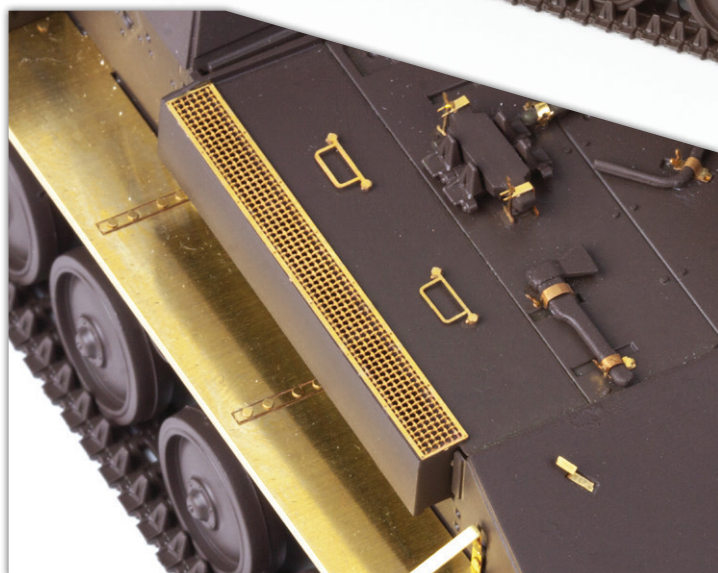
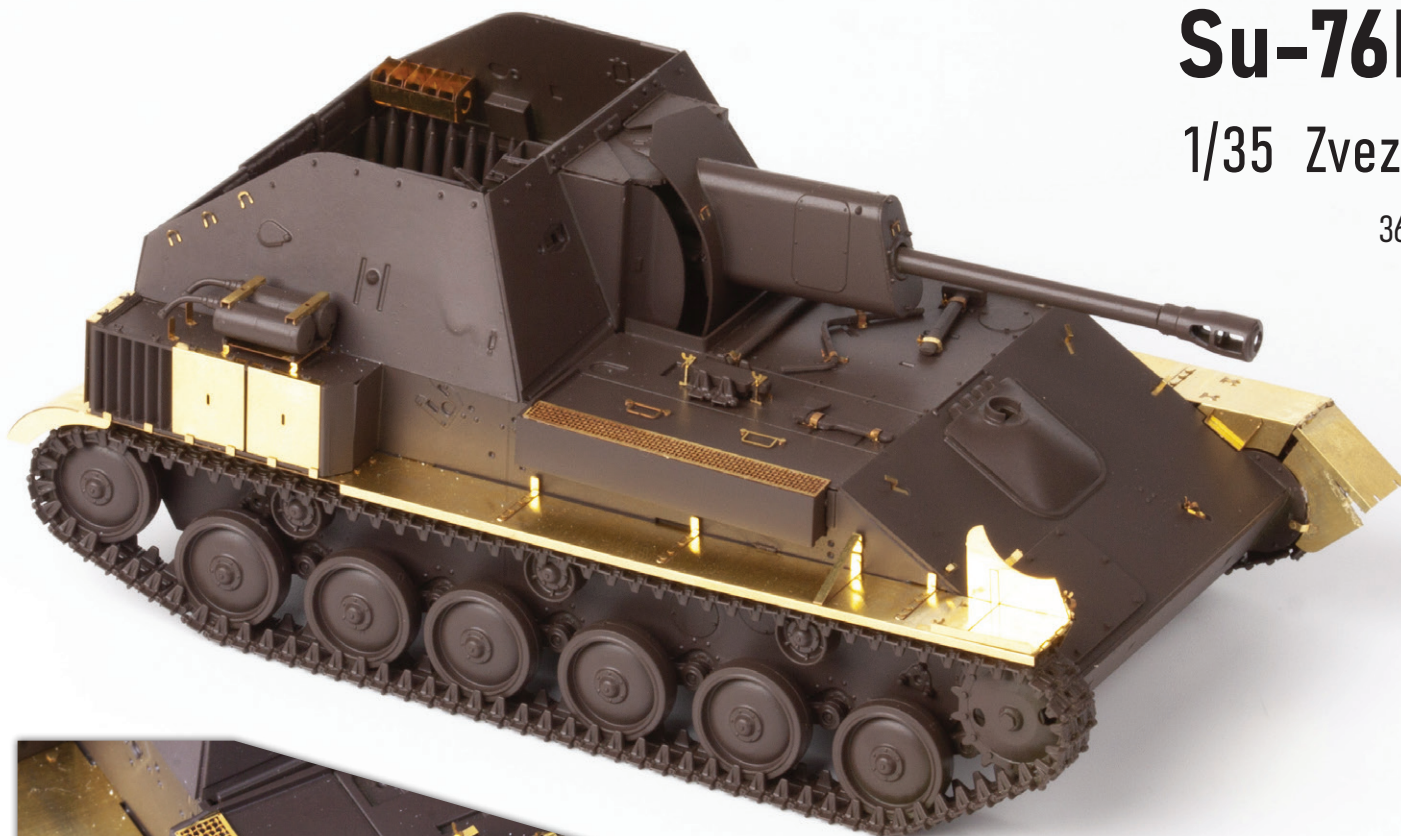
53298



Su-76M

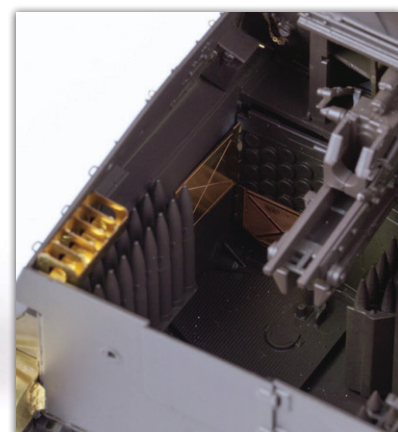
1/35 Zvezda

36508



Su-76M

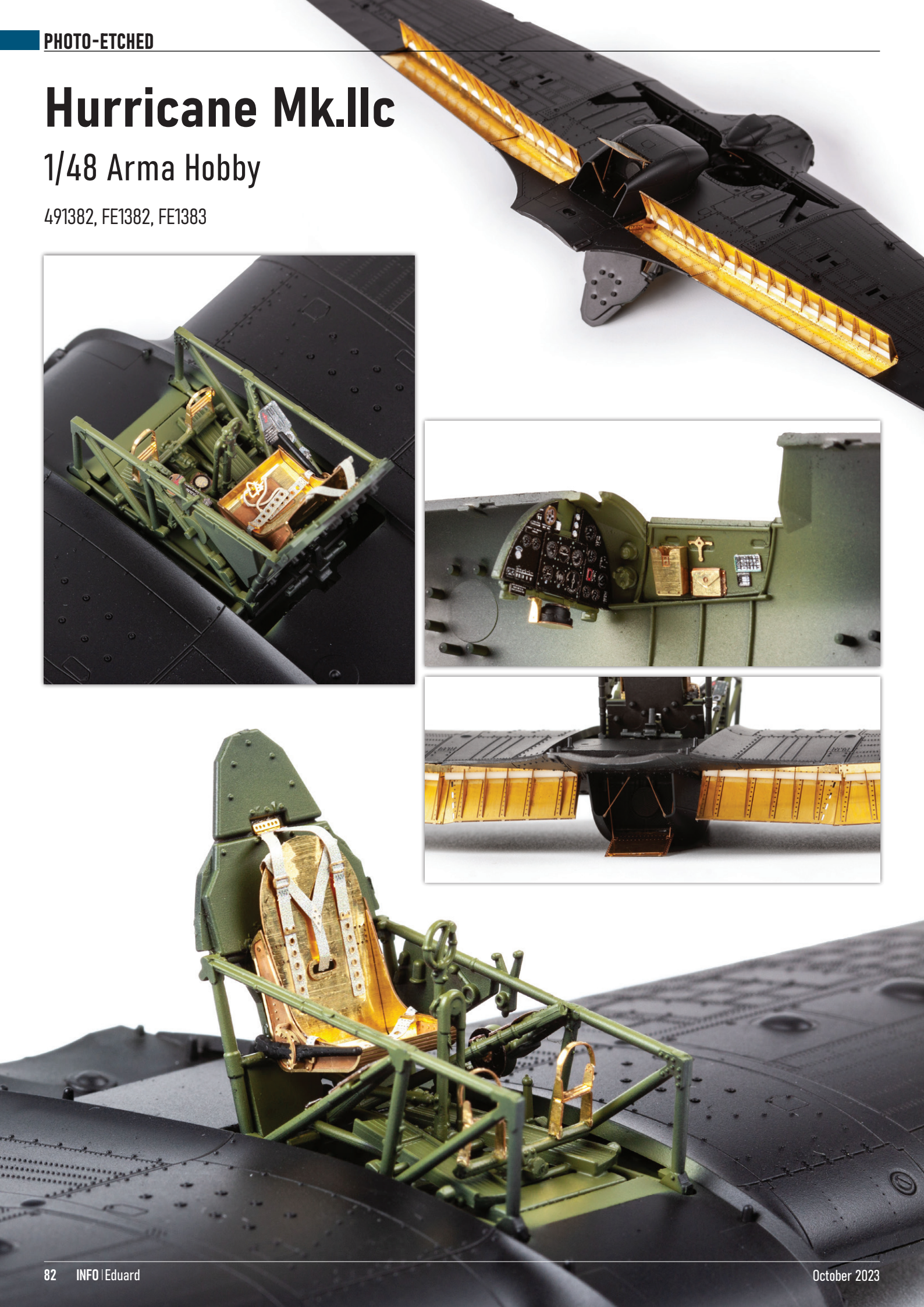
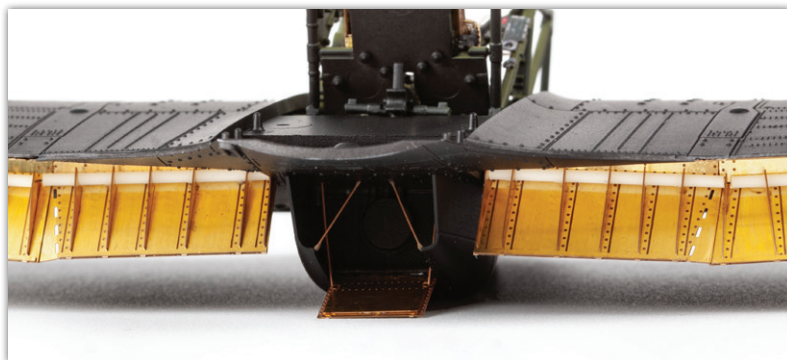
36509 fenders



Hurricane Mk.IIc

1/48 Arma Hobby

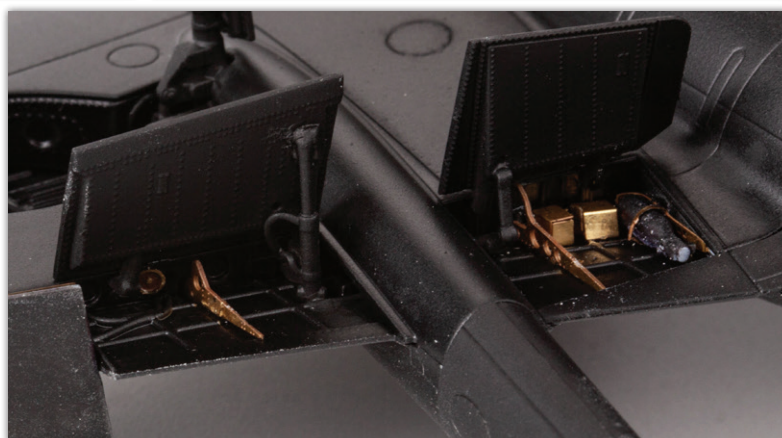
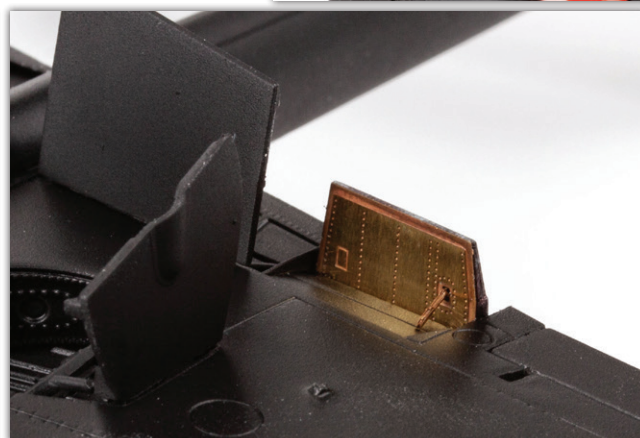
491382, FE1382, FE1383



Vampire FB.9

1/48 Airfix

491385, FE1385, FE1386



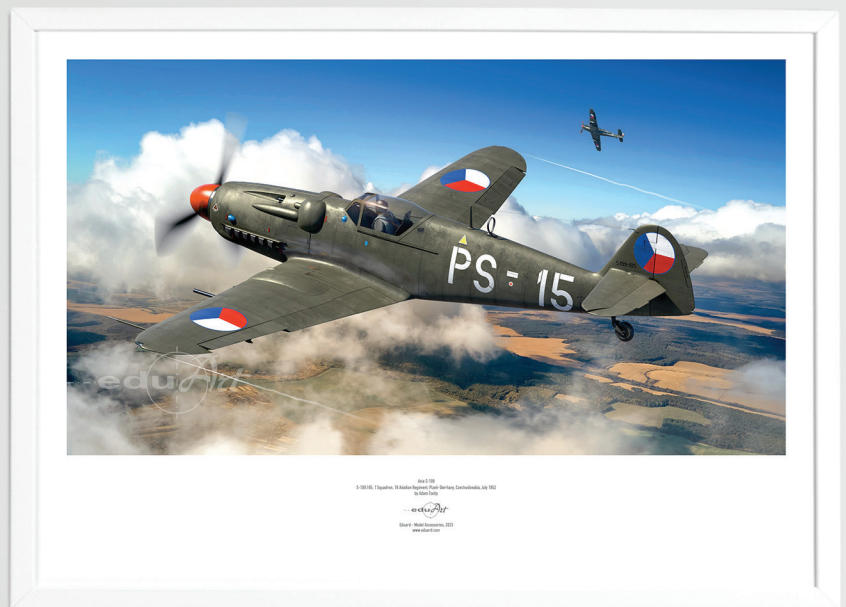
B-29 bomb bay

1/72 HOBBY 2000 / Academy

72733



ARTWORK PRINTS



Avia S-199

7471-ART

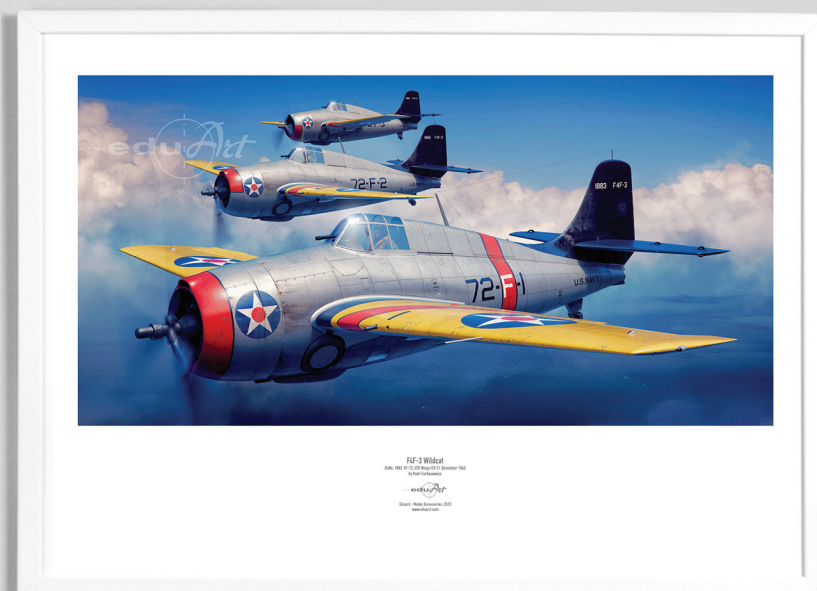
UV stable printing
on white
vinyl 160g/m2.

Packed in hard
envelope.



82185-ART

Z-526 Trenér Master



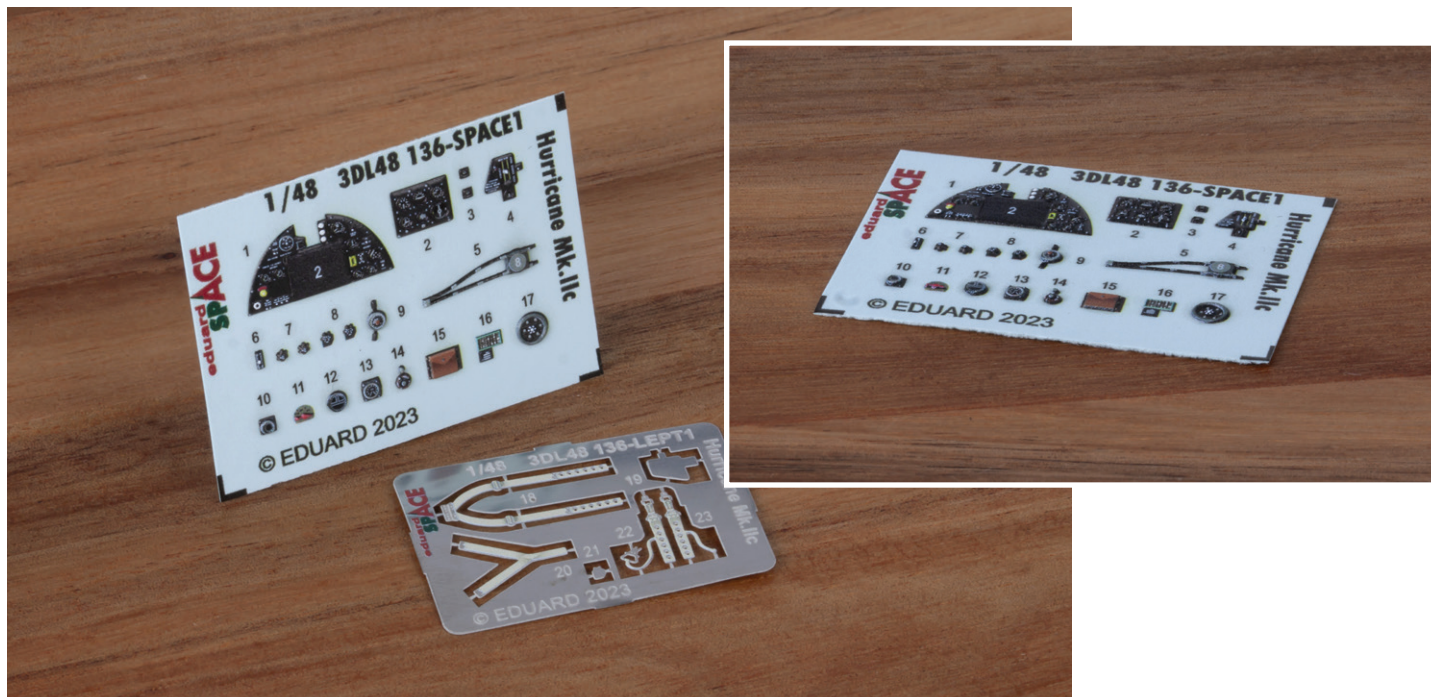
84193-ART

F4F-3 Wildcat

www.eduard.com only

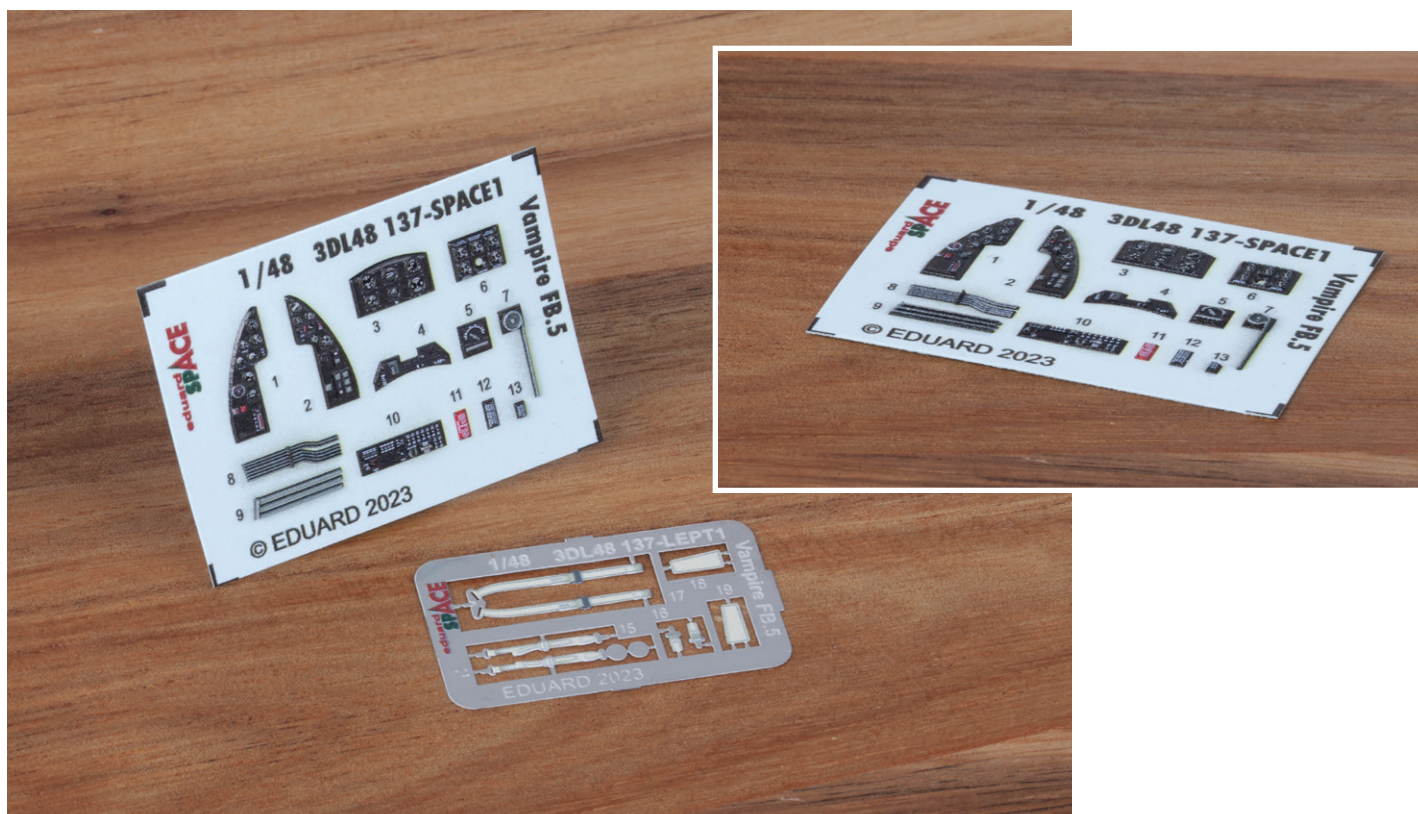
3DL48136 **Hurricane Mk.IIc SPACE** 1/48 Arma Hobby

[Product page](#)

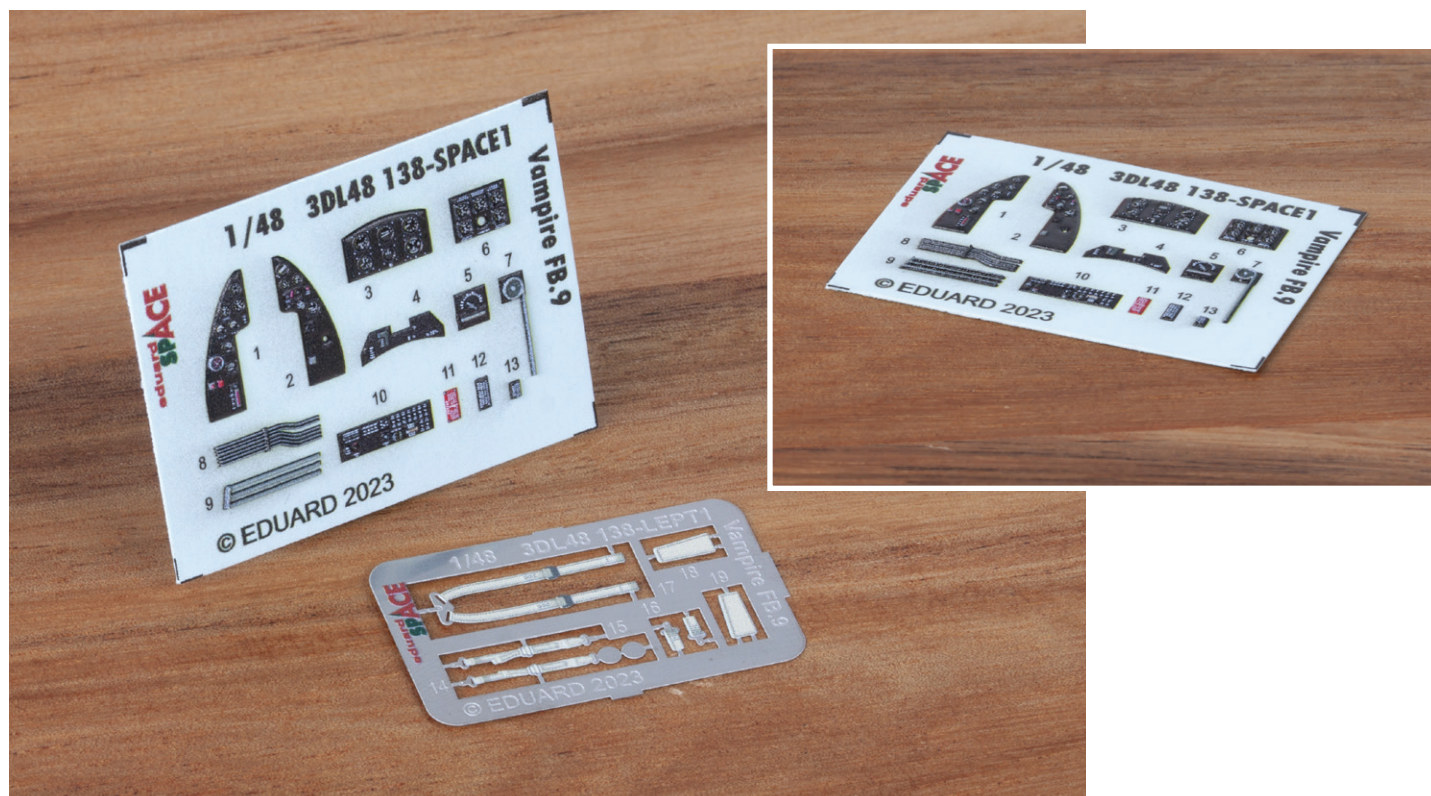


3DL48137 **Vampire FB.5 SPACE** 1/48 Airfix

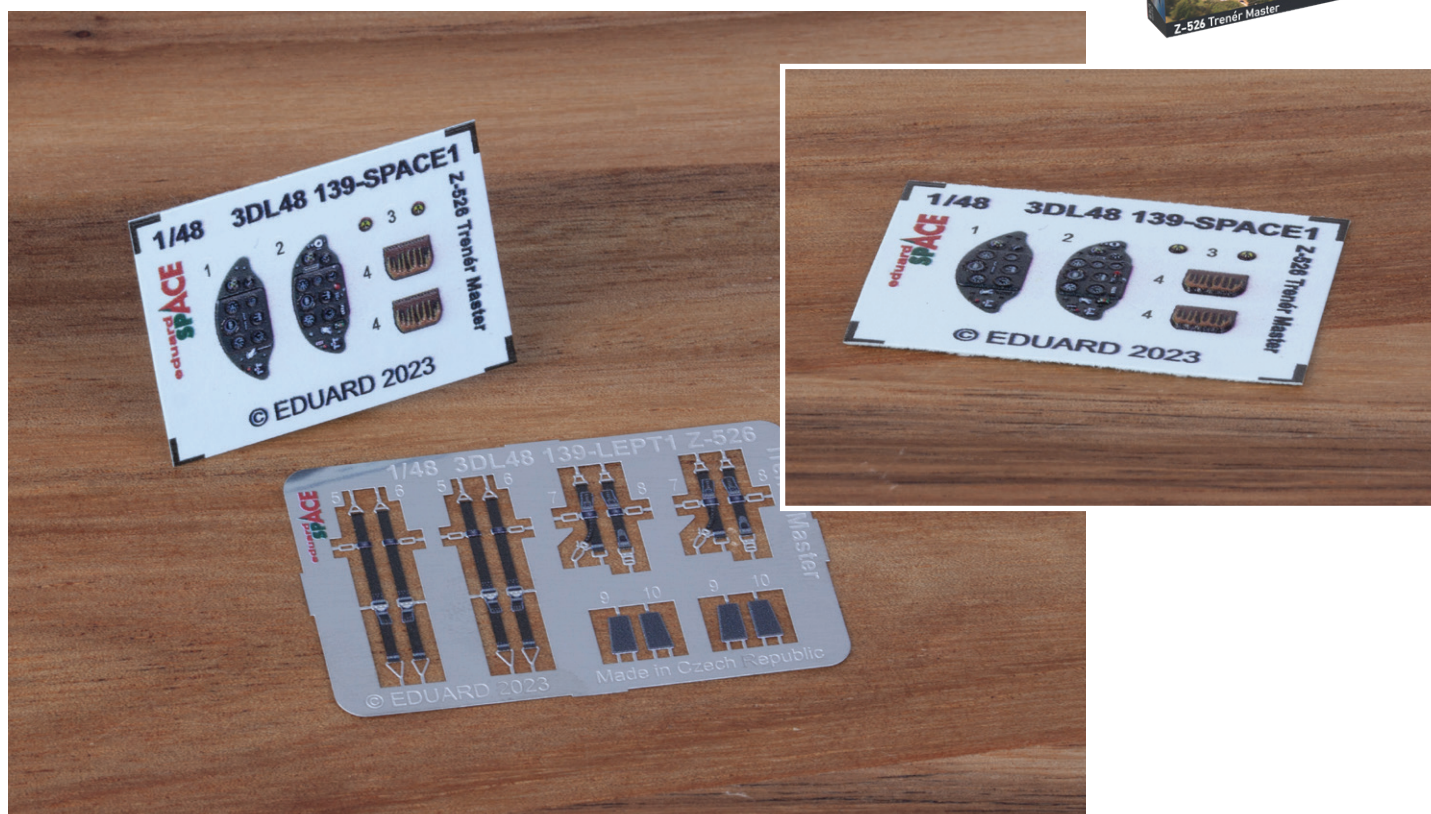
[Product page](#)

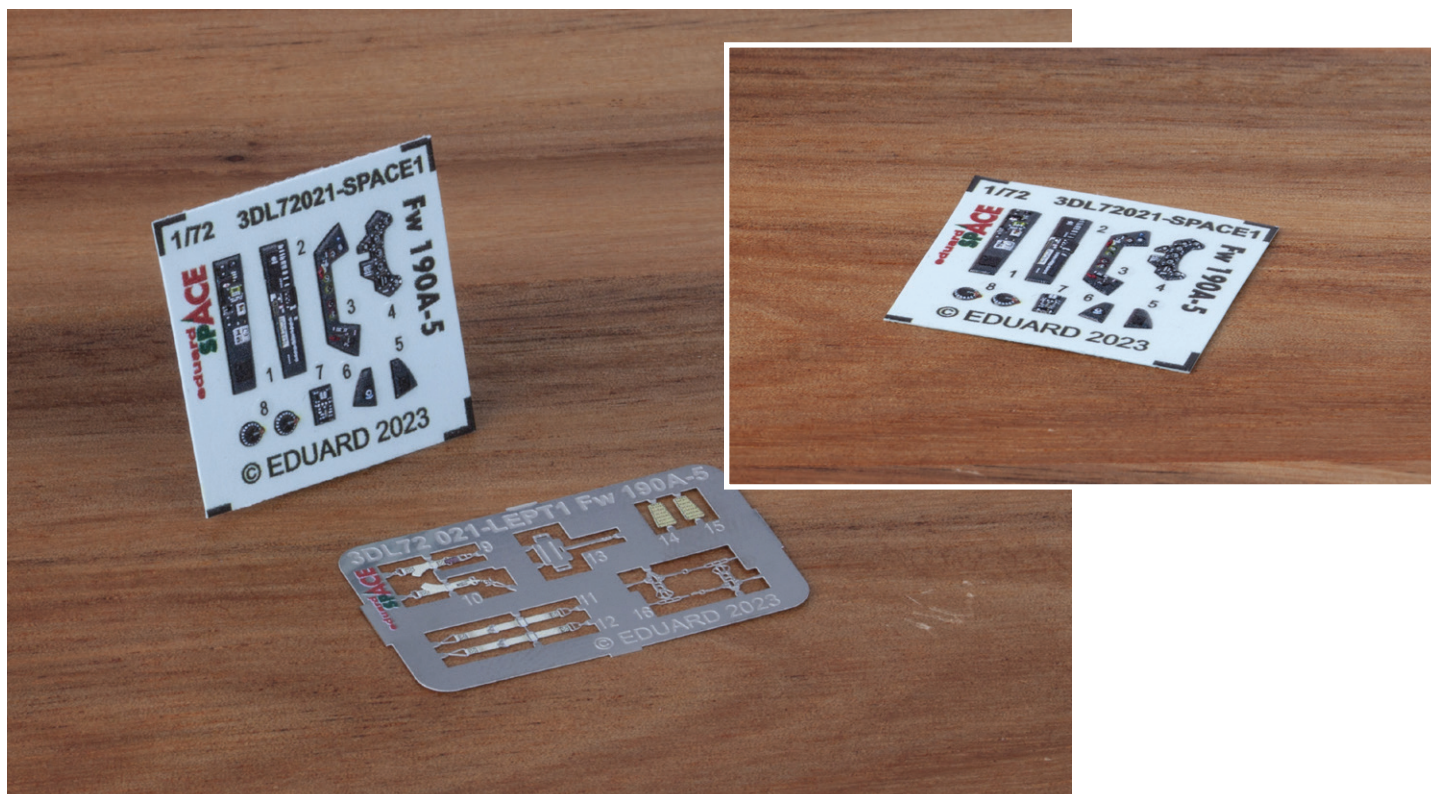
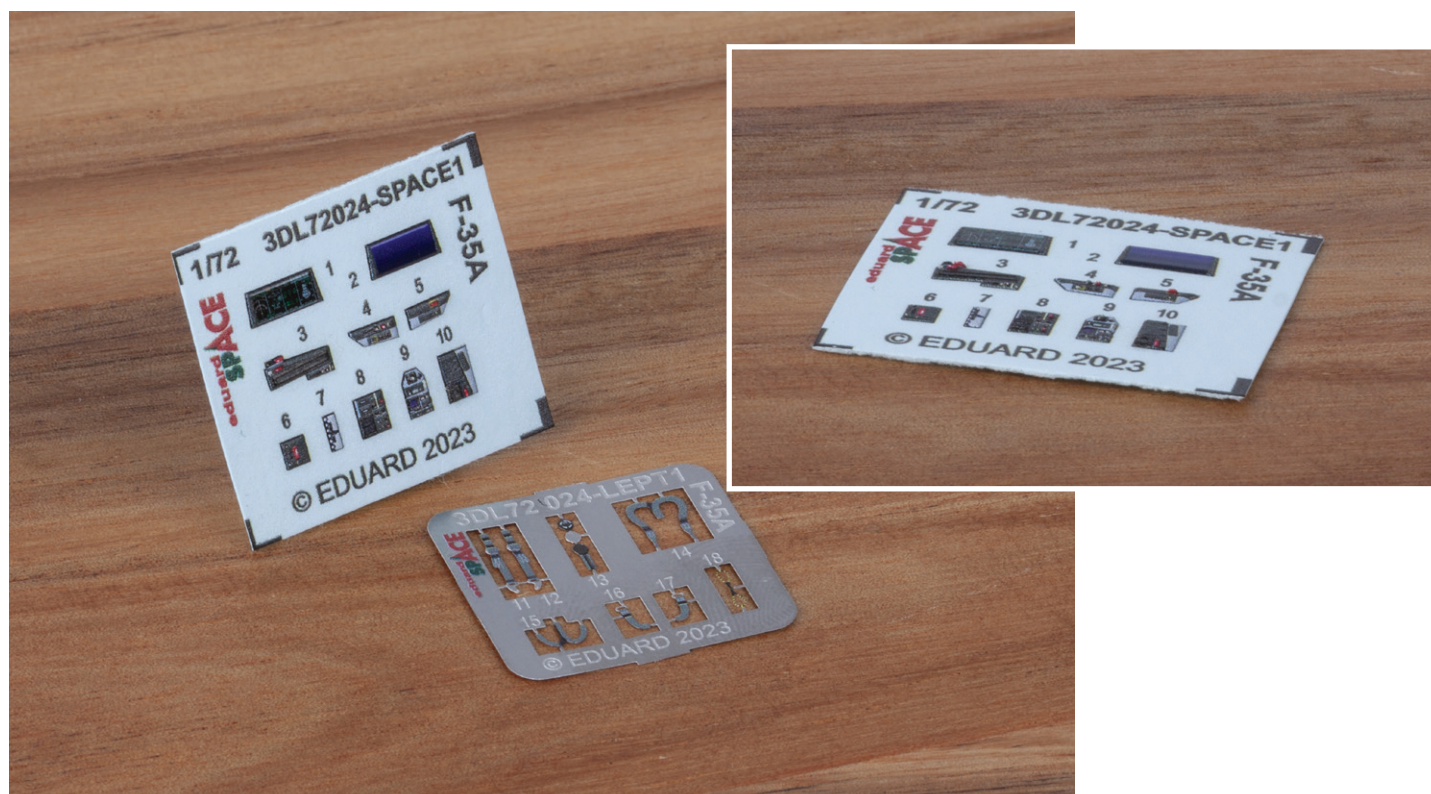


3DL48138 Vampire FB.9 SPACE 1/48 Airfix

[Product page](#)


3DL48139 Z-526 Trenér Master SPACE 1/48 Eduard

[Product page](#)


3DL72021 **Fw 190A-5 SPACE** 1/72 Eduard[Product page](#)3DL72024 **F-35A SPACE** 1/72 Tamiya[Product page](#)

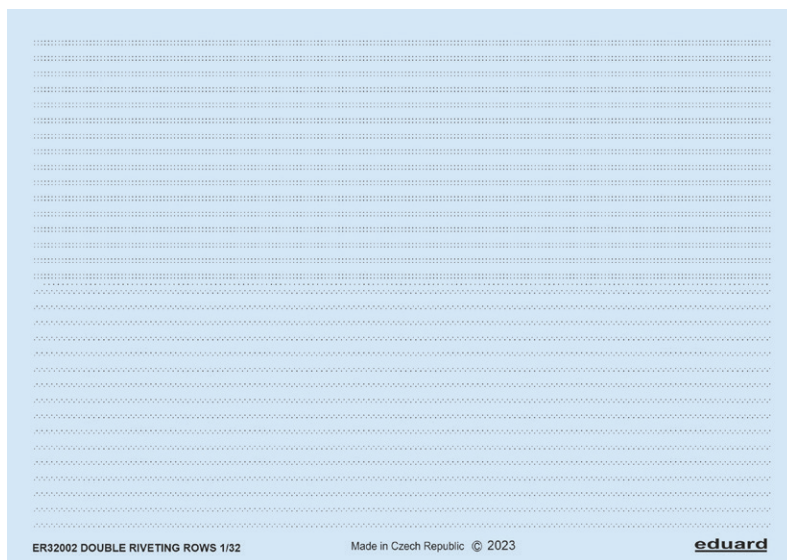


ER32002

Double riveting rows

1/32

Product page



ER48007

Double riveting rows

1/48

Product page

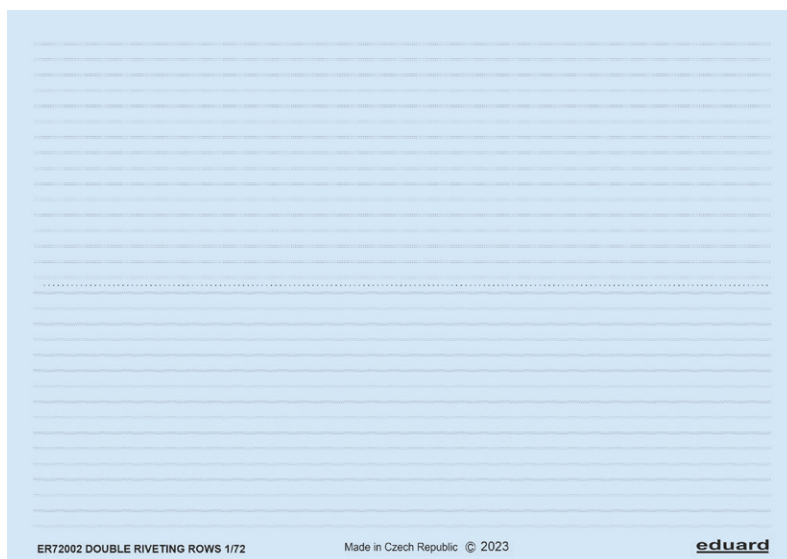


ER72002

Double riveting rows

1/72

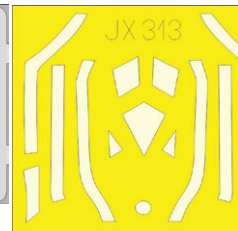
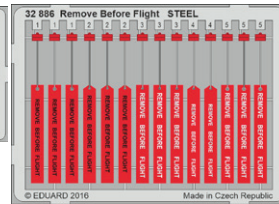
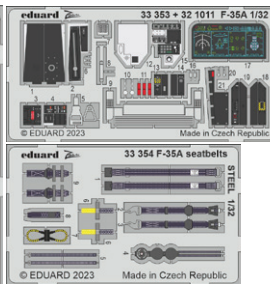
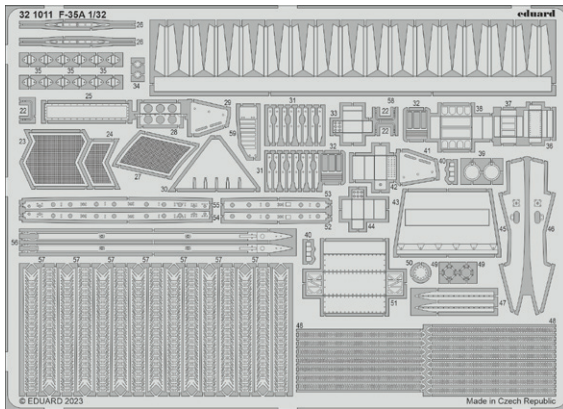
Product page



BIG33155 **F-35A** 1/32 Trumpeter

- 32886 Remove Before Flight STEEL
- 321011 F-35A
- 33354 F-35A seatbelts STEEL
- JX313 F-35A

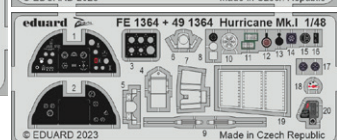
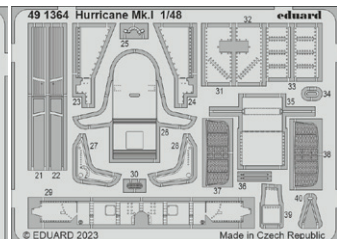
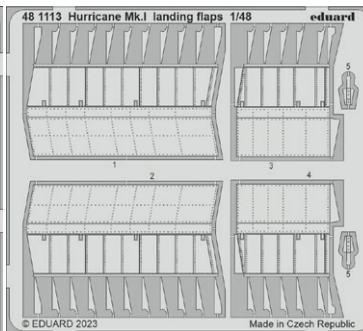
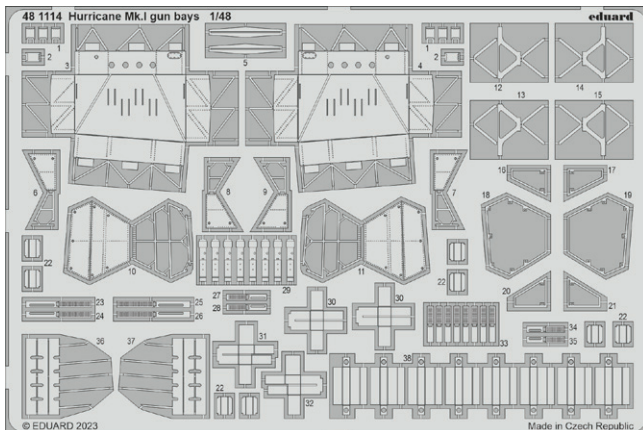
Product page



BIG49380 **Hurricane Mk.I** 1/48 Hobby Boss

- 481113 Hurricane Mk.I landing flaps
- 481114 Hurricane Mk.I gun bays
- 491364 Hurricane Mk.I
- FE1365 Hurricane Mk.I seatbelts STEEL

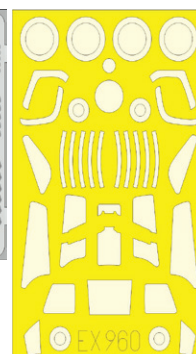
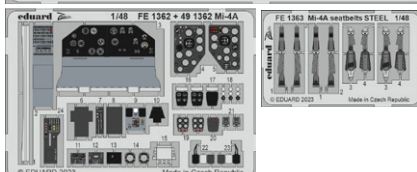
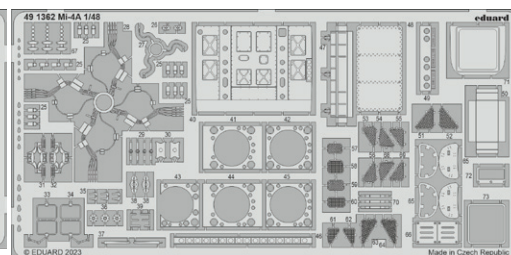
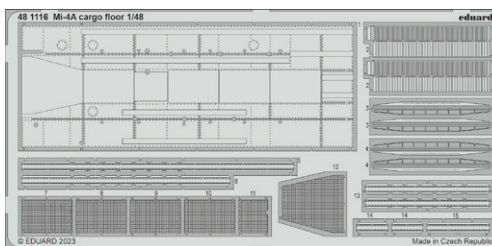
Product page



BIG49381 **Mi-4A** 1/48 Trumpeter

- 481113 Hurricane Mk.I landing flaps
- 481114 Hurricane Mk.I gun bays
- 491364 Hurricane Mk.I
- FE1365 Hurricane Mk.I seatbelts STEEL

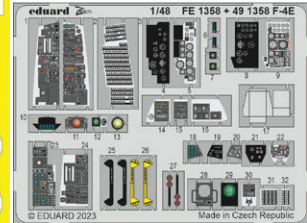
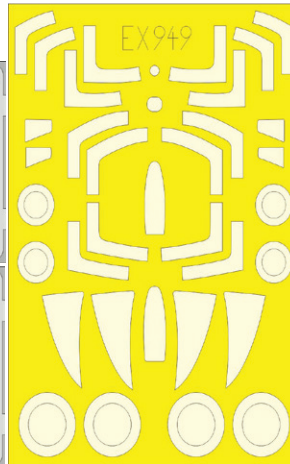
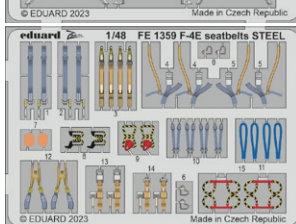
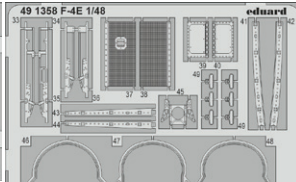
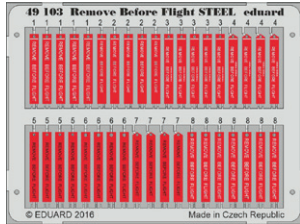
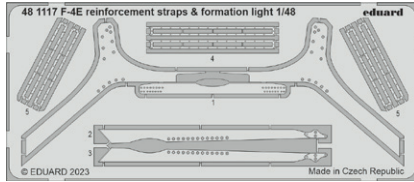
Product page



BIG49382 **F-4E** 1/48 Meng

[Product page](#)

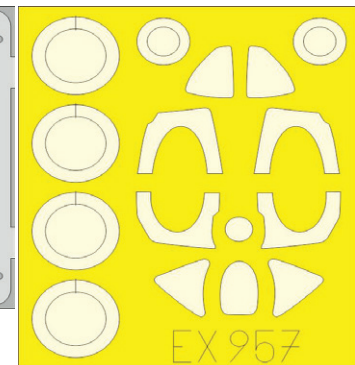
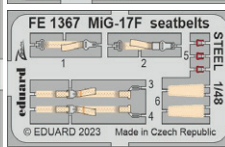
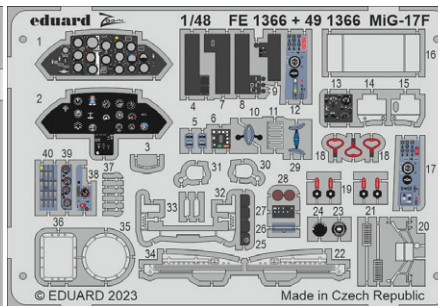
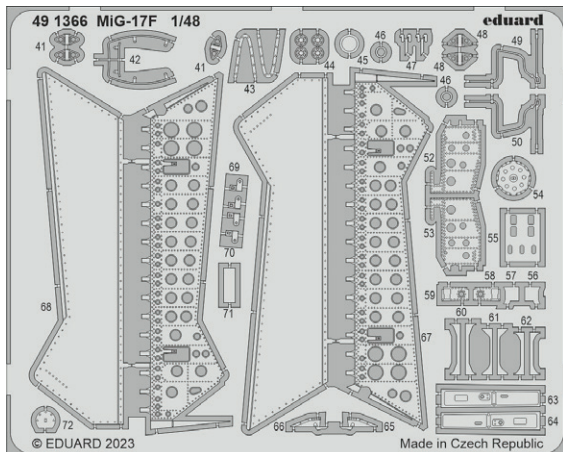
- 481117 F-4E reinforcement straps & formation lights
- 49103 Remove Before Flight STEEL
- 491358 F-4E
- FE1359 F-4E seatbelts STEEL
- EX949 F-4E



BIG49383 **MiG-17F** 1/48 AMMO

[Product page](#)

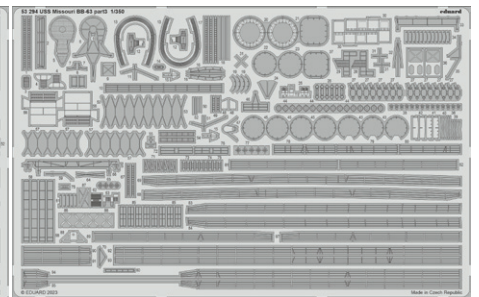
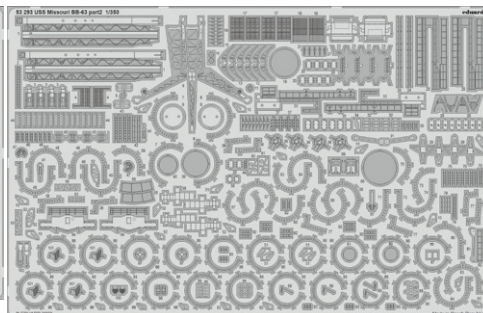
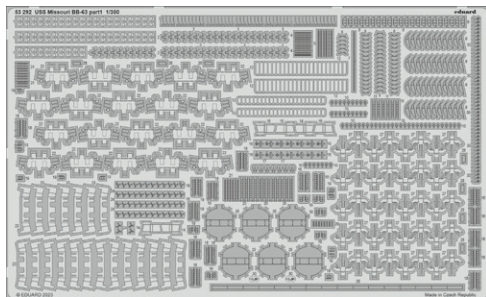
- 491366 MiG-17F
- FE1367 MiG-17F seatbelts STEEL
- EX957 MiG-17F



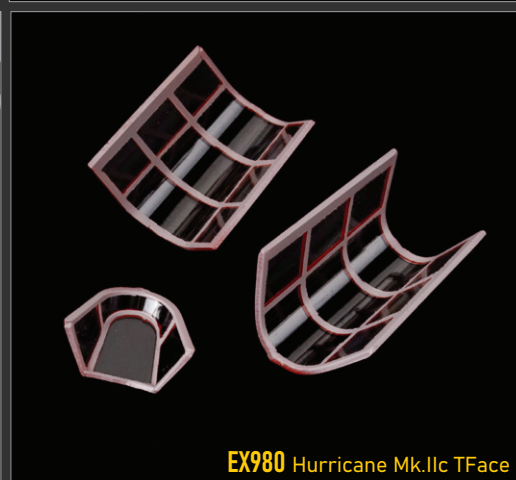
BIG5368 **USS Missouri BB-63** 1/350 Hobby Boss

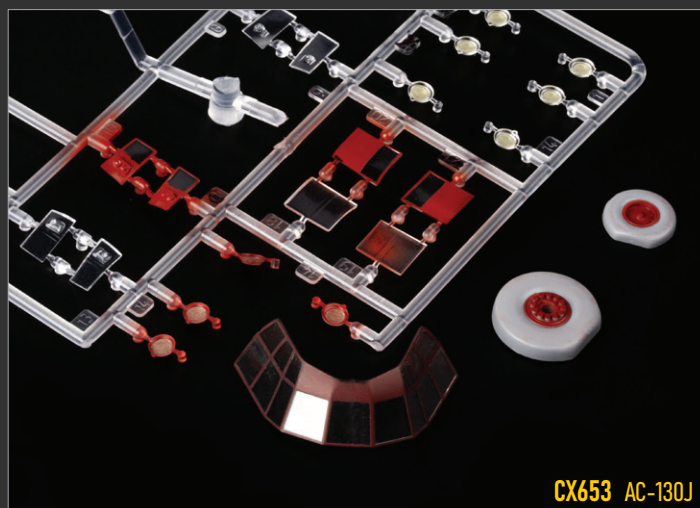
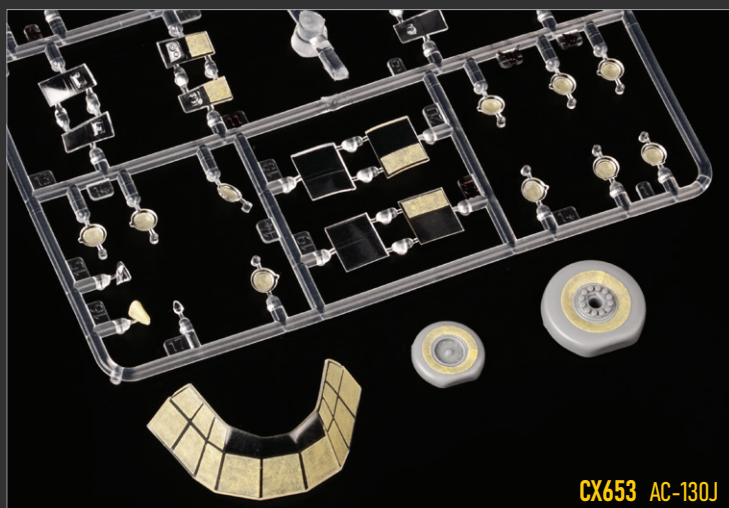
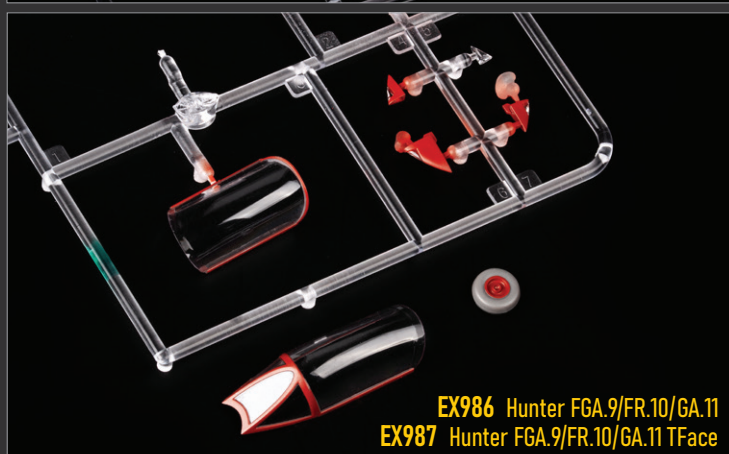
[Product page](#)

- 53292 USS Missouri BB-63
- 53293 USS Missouri BB-63 part 2
- 53294 USS Missouri BB-63 part 3



EX980 Hurricane Mk.IIc TFace
 1/48 Arma Hobby
EX981 Vampire FB.5/9
 1/48 Airfix
EX982 Vampire FB.5/9 TFace
 1/48 Airfix
EX983 Z-526 Trenér Master TFace
 1/48 Eduard
EX984 F4F-3 Weekend
 1/48 Eduard
EX985 Bf 109K national insignia
 1/48 Eduard
EX986 Hunter FGA.9/FR.10/GA.11
 1/48 Airfix
EX987 Hunter FGA.9/FR.10/GA.11 TFace
 1/48 Airfix
CX651 F-35A
 1/72 Tamiya
CX652 S-199 bubble canopy Weekend
 1/72 Eduard
CX653 AC-130J
 1/72 Zvezda





KITS

82185	Z-526 Trenér Master	1/48	ProfiPACK
2109	ALBATROS Dual Combo	1/72	Limited
11176	HRÁBĚ	1/48	Limited
7471	S-199 bubble canopy	1/72	Weekend
84193	F4F-3 Wildcat	1/48	ProfiPACK
84181	F6F-5 Re-release	1/48	ProfiPACK

PE-SETS

53298	USS Nimitz CVN-68 part 4	1/350	Trumpeter
36508	SU-76M	1/35	Zvezda
36509	SU-76M fenders	1/35	Zvezda
481122	Hunter FGA.9 landing flaps	1/48	Airfix
481123	Hunter FR.10 landing flaps	1/48	Airfix
481124	Hunter GA.11 landing flaps	1/48	Airfix
491382	Hurricane Mk.IIc	1/48	Arma Hobby
491384	Vampire FB.5	1/48	Airfix
491385	Vampire FB.9	1/48	Airfix
491388	Hunter FGA.9	1/48	Airfix
491389	Hunter FR.10	1/48	Airfix
491390	Hunter GA.11	1/48	Airfix
72732	B-29 exterior	1/72	Hobby 2000/Academy
72733	B-29 bomb bay	1/72	Hobby 2000/Academy
73808	F-35A	1/72	Tamiya
73811	AC-130J interior	1/72	Zvezda

ZOOMS

FE1382	Hurricane Mk.IIc	1/48	Arma Hobby
FE1383	Hurricane Mk.IIc seatbelts STEEL	1/48	Arma Hobby
FE1384	Vampire FB.5	1/48	Airfix
FE1385	Vampire FB.9	1/48	Airfix
FE1386	Vampire FB.5/9 seatbelts STEEL	1/48	Airfix
FE1387	F4F-3 Weekend	1/48	Eduard
FE1388	Hunter FGA.9	1/48	Airfix
FE1389	Hunter FR.10	1/48	Airfix
FE1390	Hunter GA.11	1/48	Airfix
FE1391	Hunter FGA.9/FR.10/GA.11 seatbelts STEEL	1/48	Airfix
SS809	B-29 seatbelts STEEL	1/72	Hobby 2000/Academy
SS810	S-199 bubble canopy Weekend	1/72	Eduard
SS811	AC-130J	1/72	Zvezda

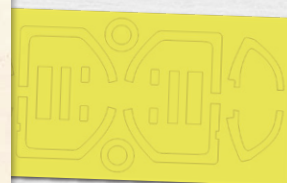
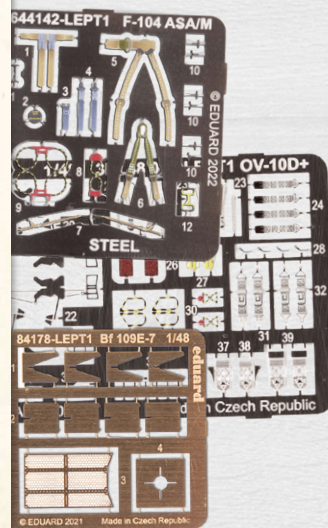
MASKS

EX980	Hurricane Mk.IIc TFace	1/48	Arma Hobby
EX981	Vampire FB.5/9	1/48	Airfix
EX982	Vampire FB.5/9 TFace	1/48	Airfix
EX983	Z-526 Trenér Master TFace	1/48	Eduard
EX984	F4F-3 Weekend	1/48	Eduard
EX985	Bf 109K national insignia	1/48	Eduard
EX986	Hunter FGA.9/FR.10/GA.11	1/48	Airfix
EX987	Hunter FGA.9/FR.10/GA.11 TFace	1/48	Airfix
CX651	F-35A	1/72	Tamiya
CX652	S-199 bubble canopy Weekend	1/72	Eduard
CX653	AC-130J	1/72	Zvezda

LIMITED

ProfiPACK
edition

WEEKEND
edition



BRASSIN

634042	AH-64E LööK	1/35	Takom
644228	F-16D Block 30 LööK	1/48	Kinetic
644231	Hurricane Mk.II LööK	1/48	Arma Hobby
635036	WWII German NbKWrf39 smoke launcher PRINT	1/35	
648901	FM-2 exhausts PRINT	1/48	Meng
648907	F-4E airbrakes PRINT	1/48	Meng
648908	F-4E exhaust nozzles PRINT	1/48	Meng
648909	F-4E FOD covers PRINT	1/48	Meng
648911	F-4E refuelling boom PRINT	1/48	Meng
648912	F-4E tail hook PRINT	1/48	Meng
648915	F-16 exhaust nozzle GE F110 PRINT	1/48	Kinetic
648916	Hurricane Mk.II exhaust fishtail PRINT	1/48	Arma Hobby
648917	Hurricane Mk.II exhaust rounded PRINT	1/48	Arma Hobby
648918	Hurricane Mk.II wheels	1/48	Arma Hobby
648919	A-10C rotary gun flash suppressor PRINT	1/48	Academy
648920	A-10C airbrakes PRINT	1/48	Academy
648921	A-10C ejection seat PRINT	1/48	Academy
648922	A-10C refuelling bay PRINT	1/48	Academy
648923	A-10C wheels	1/48	Academy
648924	Hurricane Mk.II seat PRINT	1/48	Arma Hobby
648925	Hurricane Mk.IIc gun barrels PRINT	1/48	Arma Hobby
648926	Bf 109G-10 cockpit PRINT	1/48	Eduard
672328	Bf 109F cockpit w/ early seat PRINT	1/72	Eduard

LööKPLUS

644232	F-4E LööKplus	1/48	Meng
644233	Bf 109K-4 LööKplus	1/48	Eduard

BIG SIN

SIN648112	F4F-4 ADVANCED	1/48	Eduard
SIN67221	Bf 109F	1/72	Eduard

SPACE

3DL48136	Hurricane Mk.IIc SPACE	1/48	Arma Hobby
3DL48137	Vampire FB.5 SPACE	1/48	Airfix
3DL48138	Vampire FB.9 SPACE	1/48	Airfix
3DL48139	Z-526 Trenér Master SPACE	1/48	Eduard
3DL72021	Fw 190A-5 SPACE	1/72	Eduard
3DL72024	F-35A SPACE	1/72	Tamiya

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

EDDIE THE RIVETER

ER32002	Double riveting rows	1/32	
ER48007	Double riveting rows	1/48	
ER72002	Double riveting rows	1/72	

eduard
BRASSINeduard
BRASSIN
*Print**LööK**LööK+*BIG
SINeduard
SPACE

BIG-ED

1/48



Sopwith F.1 Camel (Clerget)

#8486
MARKING B
built by **Zdeněk Müller**



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

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

1917 and served as a satellite base for air-weapon training for nearby RNAS Cranwell. Originally it was nothing more than a field on area of about 80 acres and was originally used for final two weeks of training of officers on the advanced flying course at RNAS Cranwell. However, its role was soon extended, and the airfield was expanded and hangars, accommodation blocks and a control tower were built. The airfield was

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



Product page



BIG ED (November)

BIG33156	A-20G 1/32 HKM
BIG49384	F-16D Block 30 1/48 Kinetic
BIG49385	F-16D Block 40 1/48 Kinetic
BIG49386	F-16D Block 50 1/48 Kinetic
BIG49387	A-10C 1/48 Academy

BRASSIN (November)

634043	TBD-1 Devastator LööK 1/32 Trumpeter
634044	MC.202 LööK 1/32 Italeri
644229	F-16D Block 40 LööK 1/48 Kinetic
632198	MC.202 wheels 1/32 Italeri
648885	A-1J ejection seat PRINT 1/48 Tamiya
648904	Bf 109K-4 cockpit PRINT 1/48 Eduard
648905	Bf 109K-4 undercarriage legs BRONZE 1/48 Eduard
648927	Mi-4 wheels 1/48 Trumpeter
648929	Hurricane Mk.II cockpit door PRINT 1/48 Arma Hobby
648930	Sea King wheels 1/48 Airfix
648931	F/A-18E ejection seat 1/48 Hasegawa
648932	F/A-18E/F wheels 1/48 Hasegawa
648935	Bf 109G-4 cockpit PRINT 1/48 Eduard
648937	UB-32 rocket launchers 1/48
672333	F-35A wheels 1/72 Tamiya
672334	F-35A exhaust nozzle PRINT 1/72 Tamiya
672335	F-35A cockpit PRINT 1/72 Tamiya
672336	F-35A ejection seat PRINT 1/72 Tamiya
672338	Bf 109G undercarriage legs BRONZE 1/72 Eduard
672339	Bf 109G-2/G-4 gun barrels PRINT 1/72 Eduard
672340	Bf 109G-2/G-4 wheels for plain wings PRINT 1/72 Eduard

LööKPlus (November)

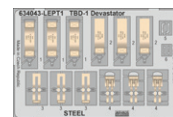
644234	A-10C LööKplus 1/48 Academy
644235	Hurricane Mk.II LööKplus 1/48 Arma Hobby

BIGSIN (November)

SIN648113	FM-2 ESSENTIAL 1/48 Eduard
SIN648114	Bf 109F 1/48 Eduard
SIN648116	Su-25 armament 1/48 Eduard/Zvezda

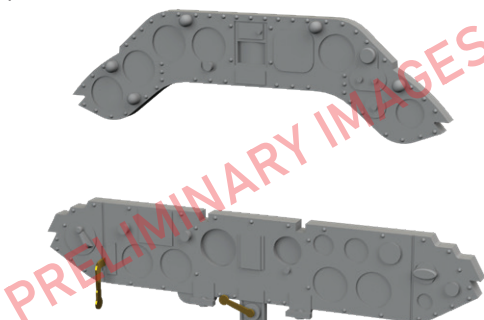
634043**TBD-1 Devastator LööK***LööK***1/32 Trumpeter**

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



Set contains:

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

**634044****MC.202 LööK***LööK***1/32 Italeri**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for MC.202 in 1/32 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Italeri

Set contains:

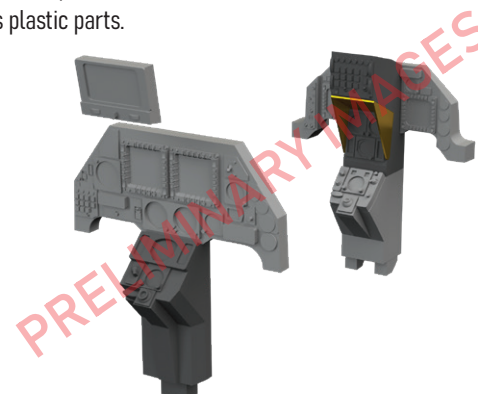
- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644229****F-16D Block 40 LööK***LööK***1/48 Kinetic**

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

Set contains:

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



632198

MC.202 wheels**1/32 Italeri**

Brassin set - the undercarriage wheels for MC.202 in 1/32 scale. The set consists of the main wheels and a tail wheel (two versions). Easy to assemble, replaces plastic parts. Recommended kit: Italeri

Set contains:

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



648885

A-1J ejection seat PRINT**1/48 Tamiya**

Brassin set - the seat for A-1J in 1/48 scale. Seatbelts are printed together with the seat. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



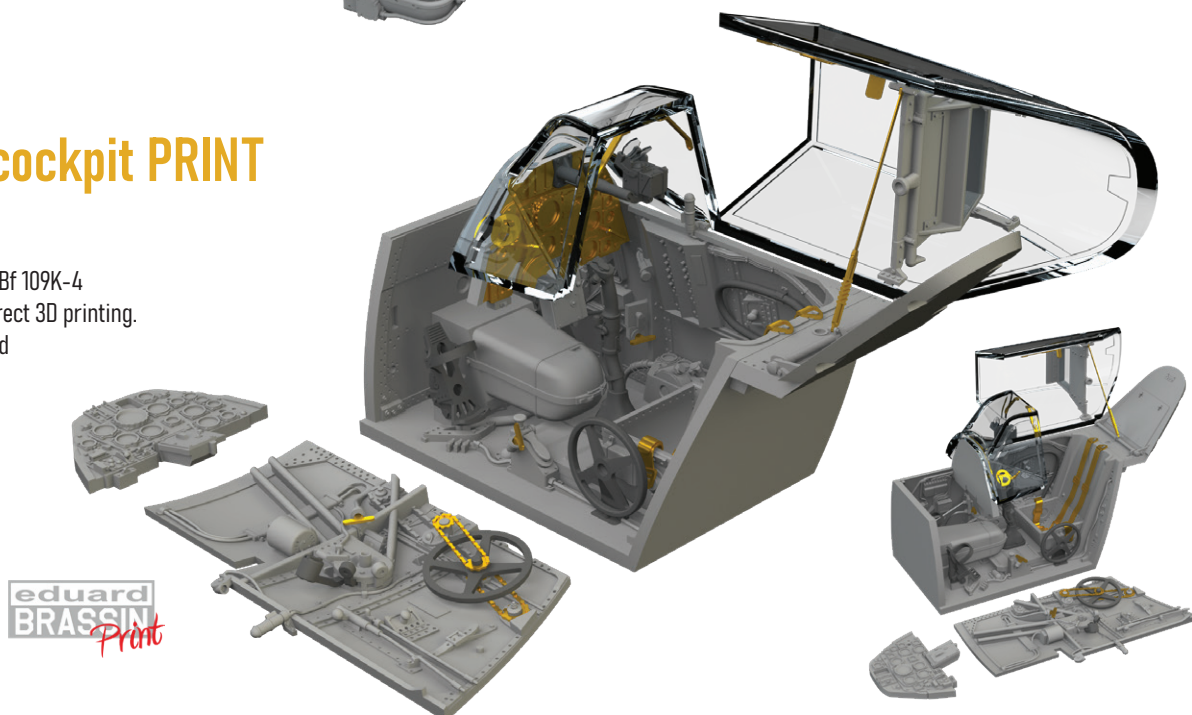
648904

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

Brassin set - cockpit for Bf 109K-4 in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



648905

Bf 109K-4 undercarriage legs BRONZE**1/48 Eduard**

Brassin set - the undercarriage legs for Bf 109K-4 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



648927

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

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

Set contains:

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



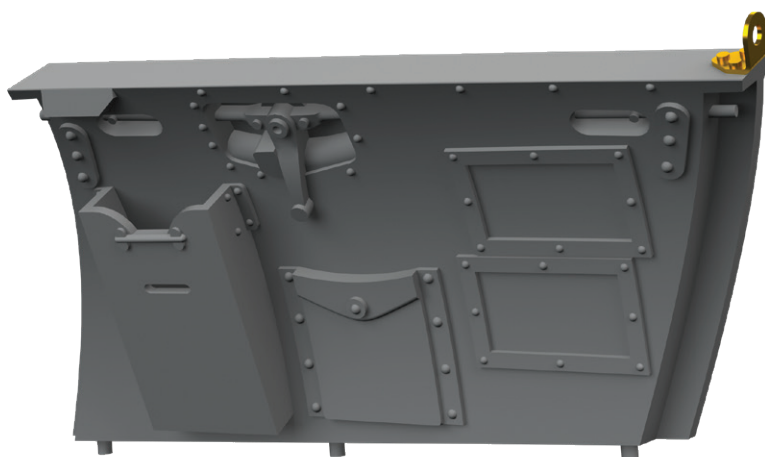
648929

Hurricane Mk.II cockpit door PRINT**1/48 Arma Hobby**

Brassin set - cockpit door for Hurricane Mk.II in 1/48 scale. Easy to assemble, replaces plastic parts. Made by direct 3D printing. Recommended kit: Arma Hobby

Set contains:

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



eduard
BRASSIN
Print

648930**Sea King wheels****1/48 Airfix**

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

Set contains:

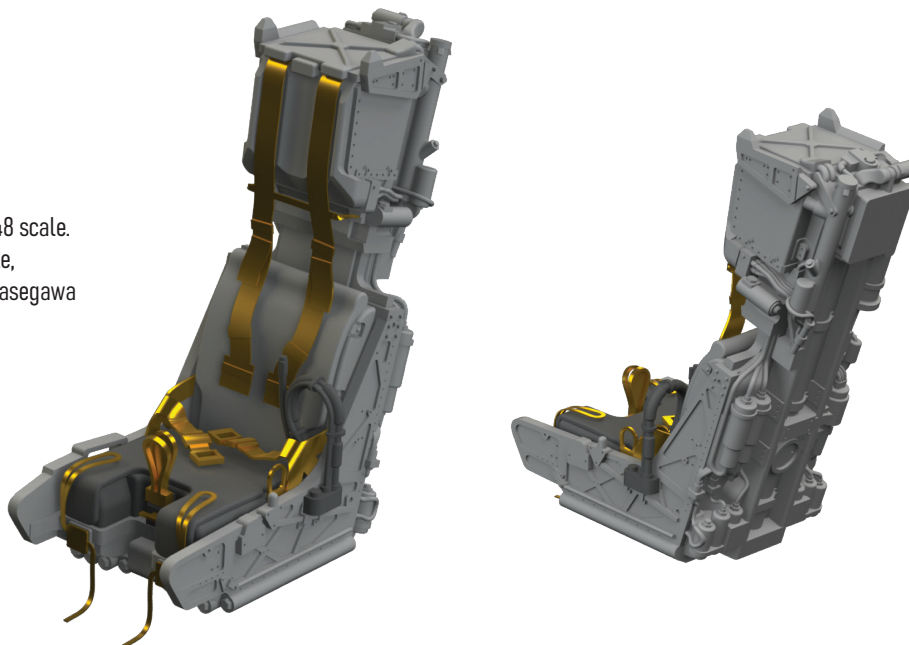
- resin: 5 parts
- decals: no
- photo-etched details: no
- painting mask: yes

**648931****F/A-18E seat****1/48 Hasegawa**

Brassin set - ejection seat for F/A-18E in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Hasegawa

Set contains:

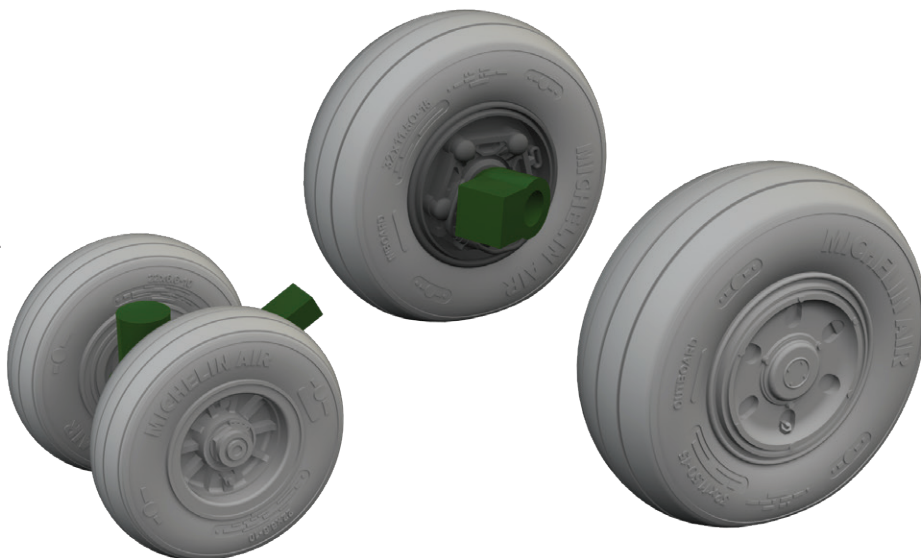
- 3D print: 3 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

**648932****F/A-18E/F wheels****1/48 Hasegawa**

Brassin set - the undercarriage wheels for F/A-18E/F in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Hasegawa

Set contains:

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



648935

Bf 109G-4 cockpit PRINT

1/48 Eduard

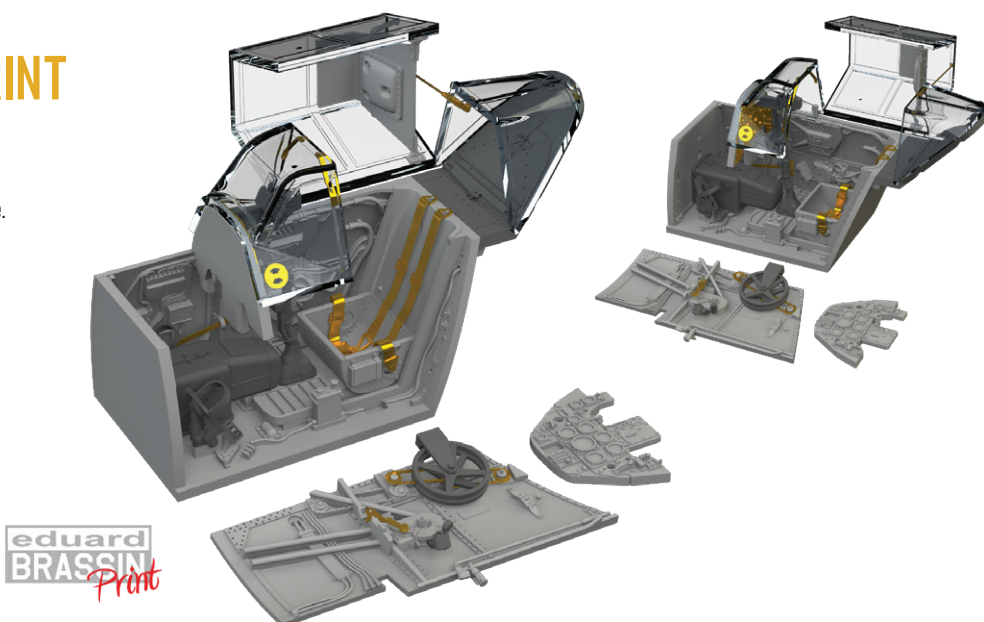
Brassin set - cockpit for Bf 109G-4 in 1/48 scale.

Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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



648937

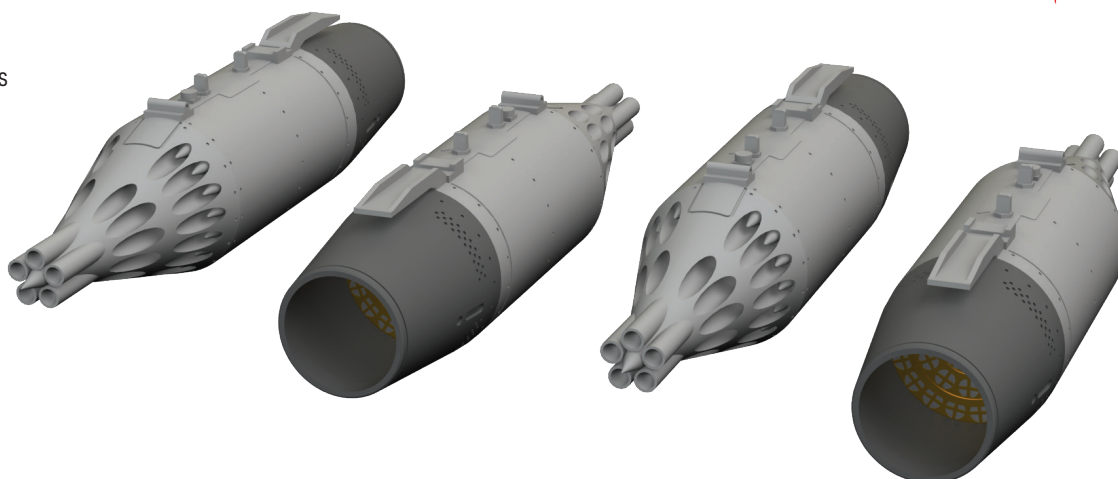
UB-32 rocket launchers

1/48

Brassin set - UB-32 rocket launchers for 1/48 scale kits. The set consists of 4 rocket launchers.

Set contains:

- resin: 12 parts
- decals: no
- photo-etched details: yes
- painting mask: no



672333

F-35A wheels

1/72 Tamiya

Brassin set - the undercarriage wheels for F-35A in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



672334

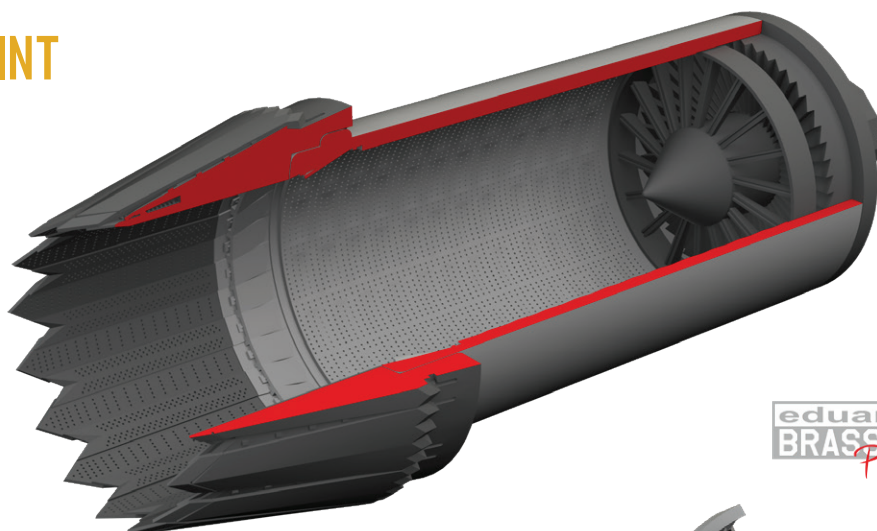
F-35A exhaust nozzle PRINT

1/72 Tamiya

Brassin set - exhaust nozzle for F-35A
in 1/72 scale. Made by direct 3D print.
Recommended kit: Tamiya

Set contains:

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

eduard
BRASSIN

Print

672335

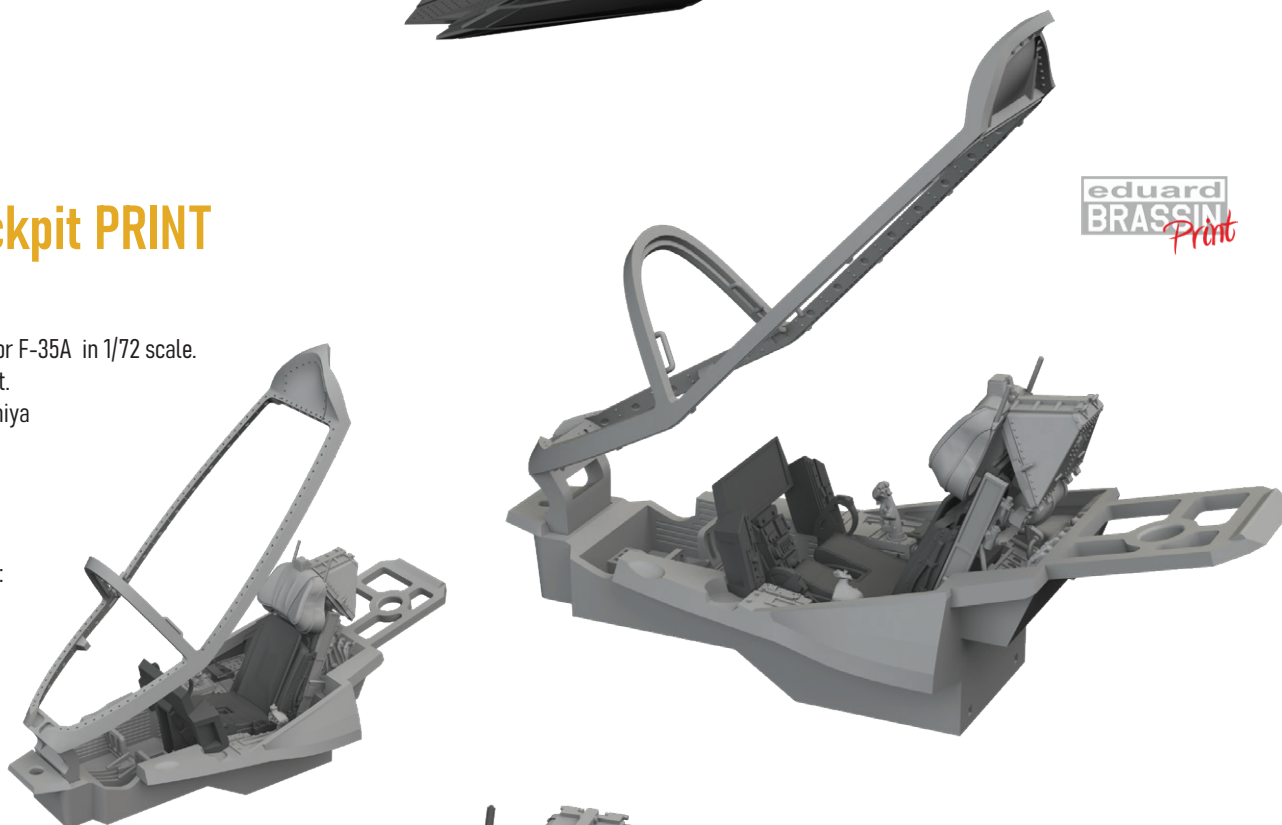
F-35A cockpit PRINT

1/72 Tamiya

Brassin set - cockpit for F-35A in 1/72 scale.
Made by direct 3D print.
Recommended kit: Tamiya

Set contains:

- 3D print: 7 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

eduard
BRASSIN

Print

672336

F-35A ejection seat PRINT

1/72 Tamiya

Brassin set - ejection seat for F-35A in 1/72 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

eduard
BRASSIN

Print

672338

Bf 109G undercarriage legs BRONZE

1/72 Eduard

Brassin set - the undercarriage legs for Bf 109G 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



672339

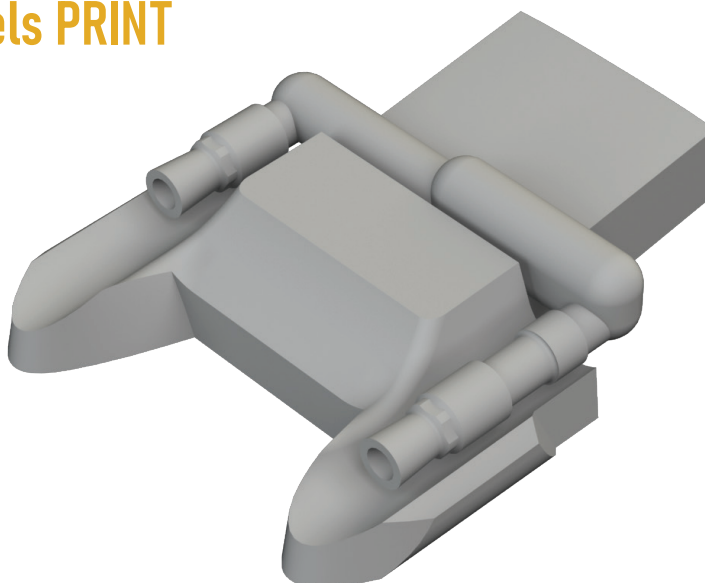
Bf 109G-2/G-4 gun barrels PRINT

1/72 Eduard

Brassin set - gun barrels for Bf 109G-2 & G-4 in 1/72 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: no
- painting mask: no



672340

Bf 109G-2/G-4 wheels for plain wings PRINT

1/48 Eduard

Brassin set - the undercarriage wheels for Bf 109G-2 & G-4 in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



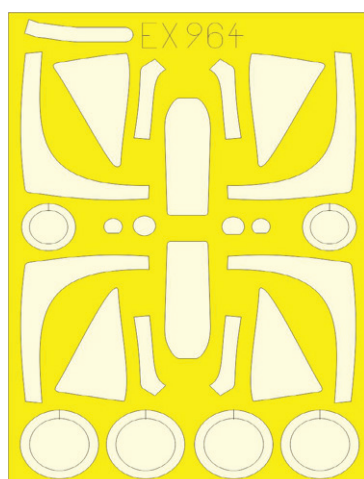
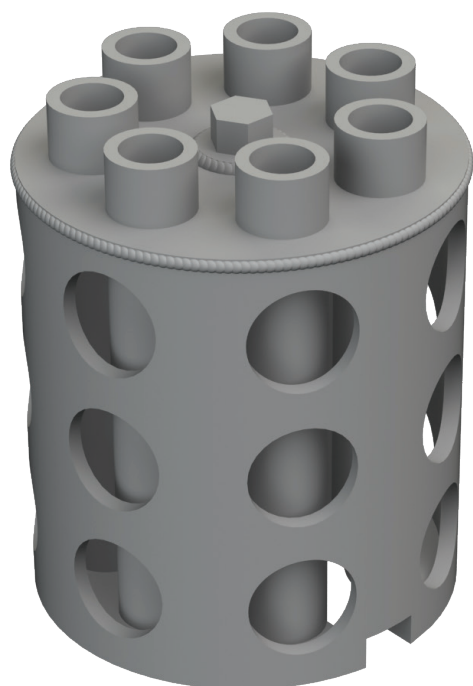
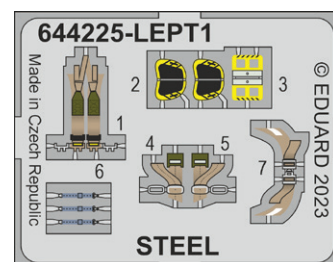
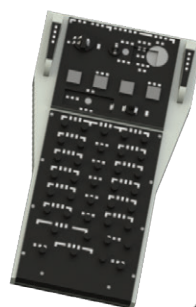
644234

A-10C LööKplus**1/48 Academy**

Collection of 4 sets for A-10C in 1/48 scale.

Recommended kit: Academy

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

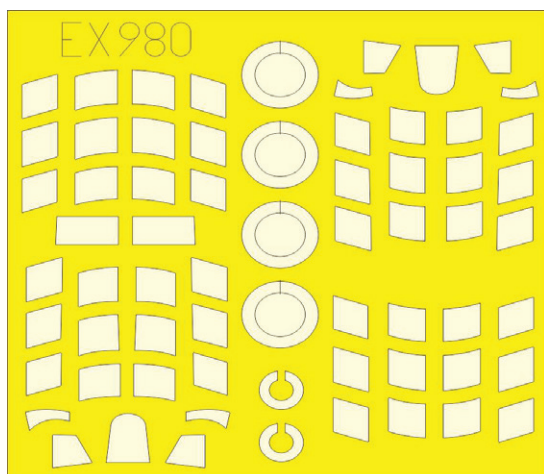
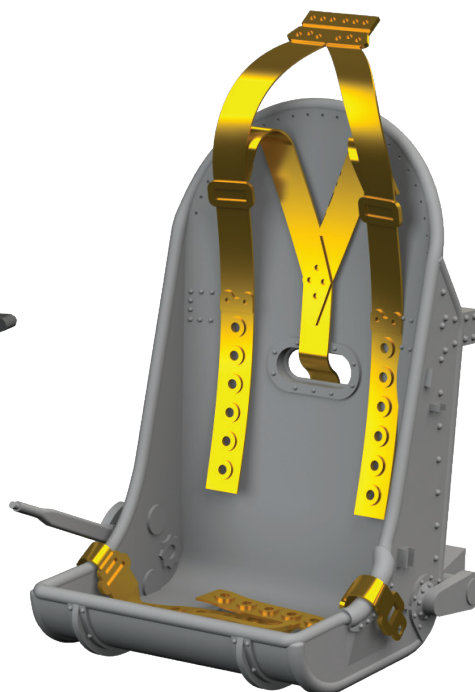
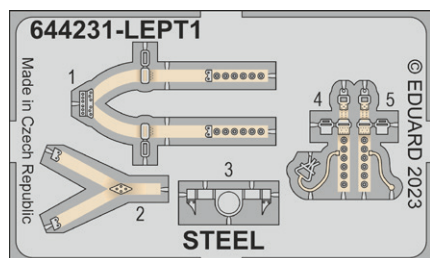
644235

Hurricane Mk.II LööKplus**1/48 Arma Hobby**

Collection of 4 sets for Hurricane Mk.II in 1/48 scale.

Recommended kit: Arma Hobby

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



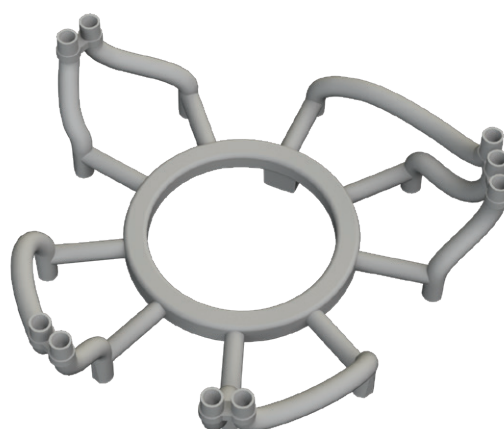
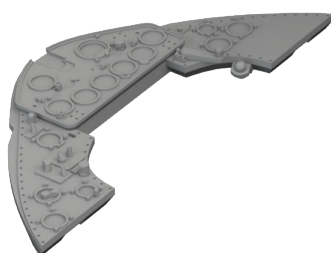
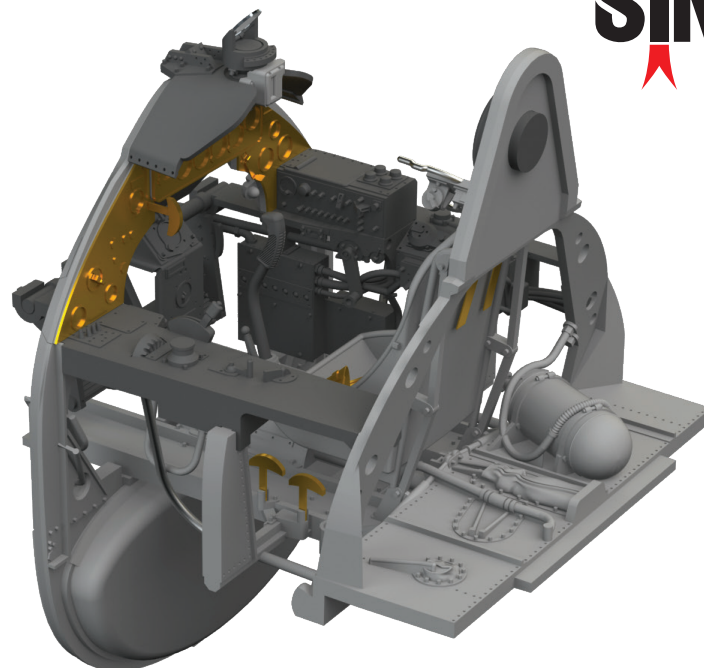
SIN648113

FM-2 ESSENTIAL**1/48 Eduard**

Collection of 4 sets for FM-2 in 1/48 scale.
Recommended kit: Eduard

- cockpit
- exhausts
- undercarriage legs BRONZE
- undercarriage wheels

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



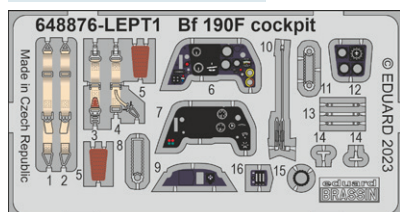
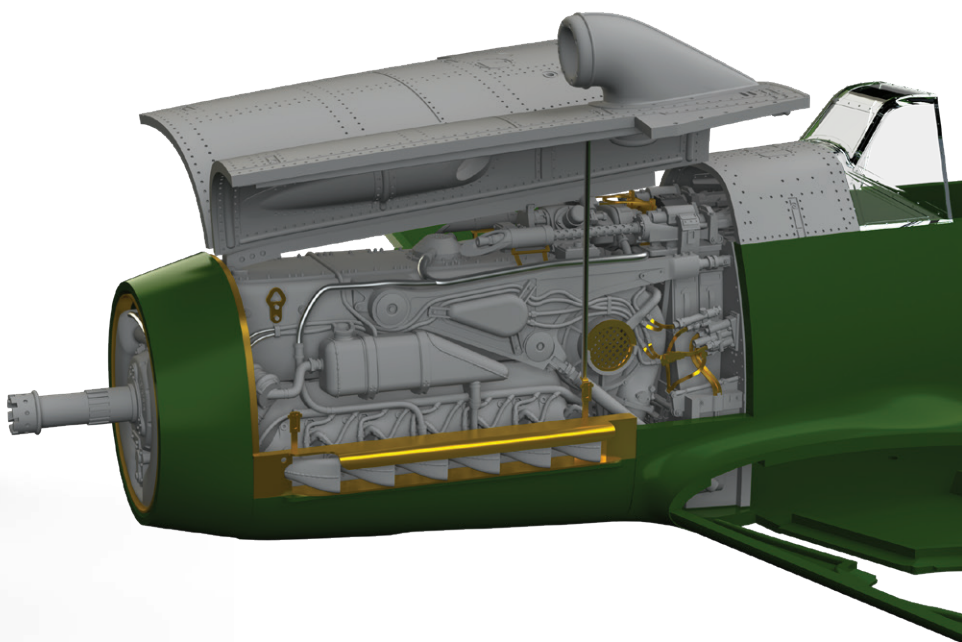
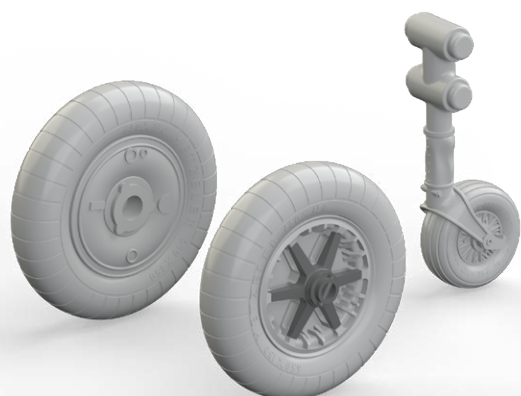
SIN648114

Bf 109F**1/48 Eduard**

Collection of 4 sets for Bf 109F in 1/48 scale.
Recommended kit: Eduard

- cockpit
- engine & fuselage guns
- undercarriage wheels
- undercarriage legs BRONZE

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



SIN648116

Su-25 armament

1/48 Eduard / Zvezda

Collection of 5 sets for Su-25 in 1/48 scale.
Recommended kit: Zvezda

- Rocket launcher B-8M1
- R-60 / AA-8 Aphid
- OFAB-250 Soviet bombs
- S-24 rocket
- UB-32 rocket launchers

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



PE-SETS

53299	USS Nimitz CVN-68 part 5	1/350	Trumpeter
32486	TBD-1 exterior	1/32	Trumpeter
32487	TBD-1 landing flaps	1/32	Trumpeter
32488	MC.202 landing flaps	1/32	Italeri
321013	TBD-1	1/32	Trumpeter
321014	MC.202	1/32	Italeri
36510	WWII British Army 30-CWT 4x2 Truck	1/35	Airfix
491392	F-14B	1/48	Great Wall Hobby
491394	Sea King HAS.1	1/48	Airfix
491395	Sea King HAS.5	1/48	Airfix
491396	Sea King HU.5	1/48	Airfix
491397	Sea King HU.5 cargo seatbelts STEEL	1/48	Airfix
72734	AC-130J exterior	1/72	Zvezda
73812	AC-130J cargo seatbelts	1/72	Zvezda
73813	AC-130J cargo floor	1/72	Zvezda
73814	AC-130J cargo interior	1/72	Zvezda

ZOOMS

33357	TBD-1	1/32	Trumpeter
33358	TBD-1 seatbelts STEEL	1/32	Trumpeter
33359	MC.202	1/32	Italeri
33360	MC.202 seatbelts STEEL	1/32	Italeri
FE1392	F-14B	1/48	Great Wall Hobby
FE1393	F-14B seatbelts STEEL	1/48	Great Wall Hobby
FE1394	Sea King HAS.1	1/48	Airfix
FE1395	Sea King HAS.5	1/48	Airfix
FE1396	Sea King HU.5	1/48	Airfix
FE1397	Sea King seatbelts STEEL	1/48	Airfix
FE1398	Tempest Mk.V Weekend	1/48	Eduard

MASKS

JX317	TBD-1 TFace	1/32	Trumpeter
JX318	MC.202	1/32	Italeri
JX319	MC.202 TFace	1/32	Italeri
EX988	F-14B windshield TFace	1/48	Great Wall Hobby
EX989	Sea King	1/48	Airfix
EX990	Sea King TFace	1/48	Airfix
CX654	F-35A RAM panels early	1/72	Tamiya
CX655	F-35A RAM panels late	1/72	Tamiya

SPACE

3DL32020	TBD-1 SPACE	1/32	Trumpeter
3DL48140	Hunter FGA.9 SPACE	1/48	Airfix
3DL48141	Hunter FR.10 SPACE	1/48	Airfix
3DL48142	Hunter GA.11 SPACE	1/48	Airfix
3DL48143	F-14B SPACE	1/48	Great Wall Hobby
3DL48144	Sea King HAS.1 SPACE	1/48	Airfix
3DL48145	Sea King HAS.5 SPACE	1/48	Airfix
3DL48146	Sea King HU.5 SPACE	1/48	Airfix
3DL53013	US Navy ensign & union jack flag SPACE	1/200	

DECALS

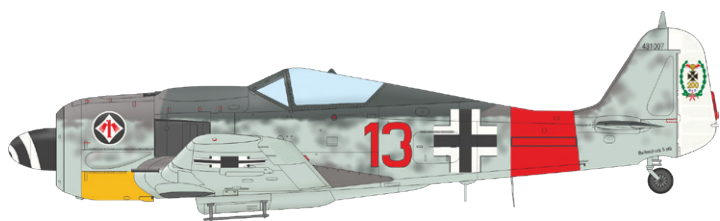
D48113	Bf 109K-4 stencils	1/48	Eduard
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EDDIE THE RIVETER

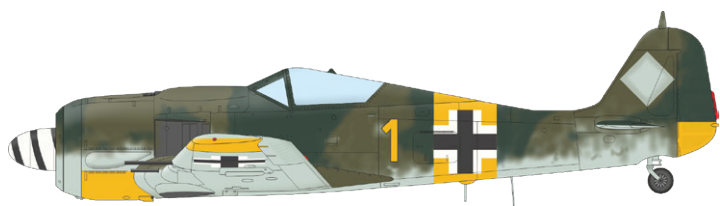
ER32003	Triple riveting rows	1/32	
ER48008	Triple riveting rows	1/48	
ER72003	Triple riveting rows	1/72	

Fw 190A-7 #82138

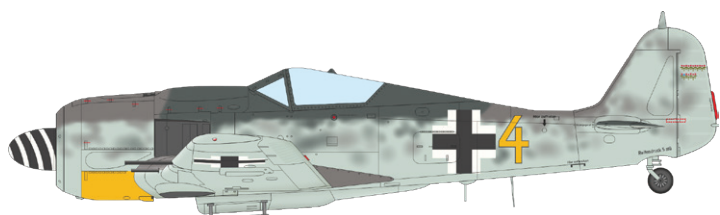
1/48



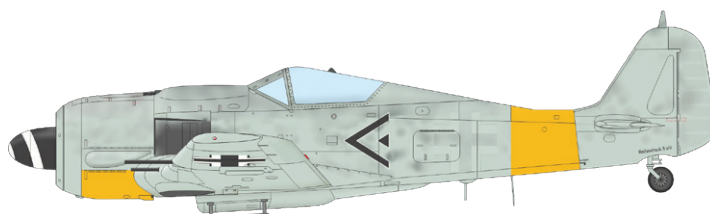
WNr. 431007, Maj. Heinz Bär, CO of II./JG 1, Störmede, Germany, April 1944



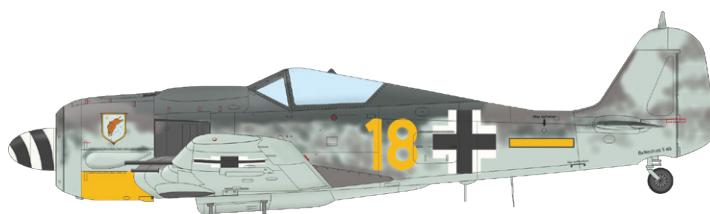
Oblt. Otto Kittel, CO of 3./JG 54, Riga-Skulte, Latvia, August 1944



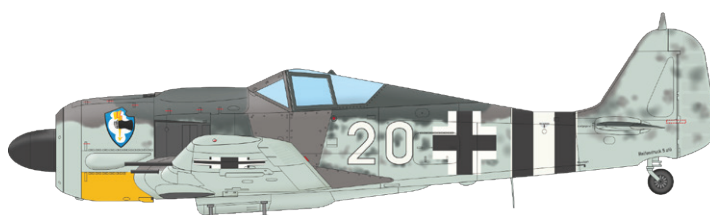
Fw. Klaus Dietrich, Führerjägerstaffel, Rastenburg, Germany, August 1944



Hptm. Rolf Hermichen, CO of I./JG 11, Rotenburg, Germany, March 1944



6./JG 300, Holzkirchen, Germany, July 1944



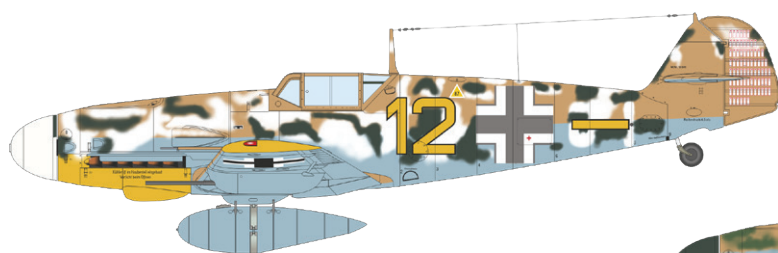
WNr. 642962, Maj. Hans-Günther von Kornatzki, CO of Sturmstaffel 1, Dortmund/Salzwedel, Germany, early 1944

WUNDERSCHÖNE NEUE MASCHINEN pt.2

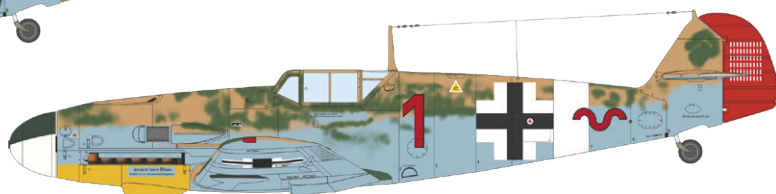
DUAL COMBO

#2143

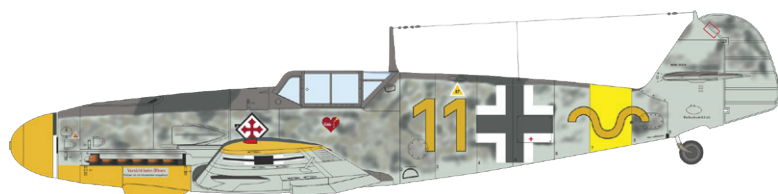
1/72



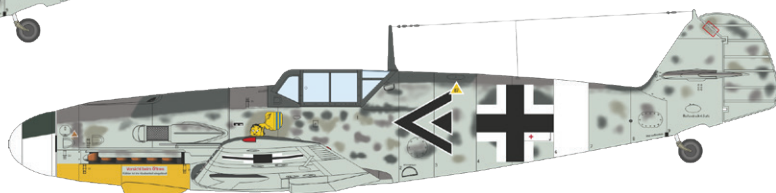
Bf 109G-2/R6, Oblt. Heinrich Ehrler, CO of 6./JG 5, Petsamo, Finland, March 1943



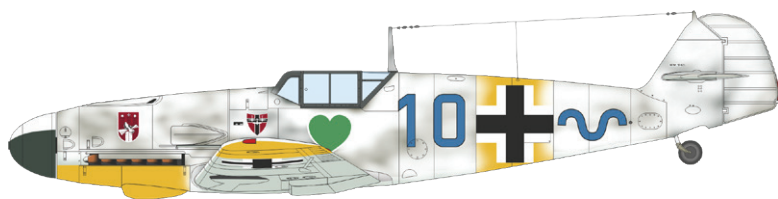
Bf 109G-2/Trop, Oblt. Werner Schroer, CO of 8./JG 27, Rhodes, Greece, November 1942



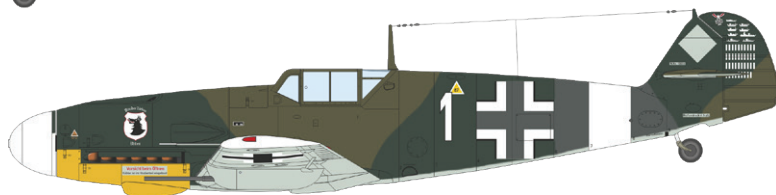
Bf 109G-2, WNr. 13670, Hptm. Hermann Graf, CO of 9./JG 52, Tusow, the Soviet Union, September 1942



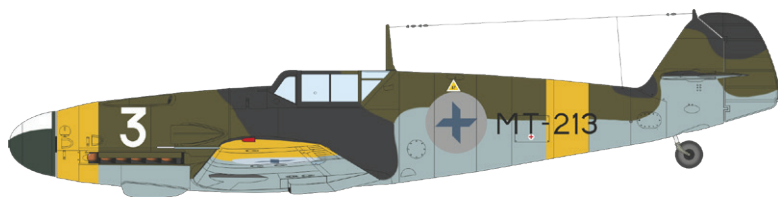
Bf 109G-2, Maj. Heinz Bär, CO of 1./JG 77, Comiso, Italy, September 1942



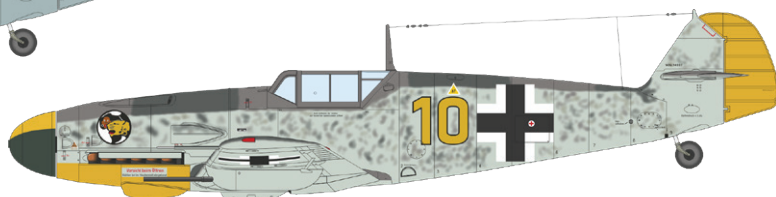
Bf 109G-2, WNr. 10423, Obfw. Kurt Stöber,
7./JG 54, Izocha, the Soviet Union, January 1943



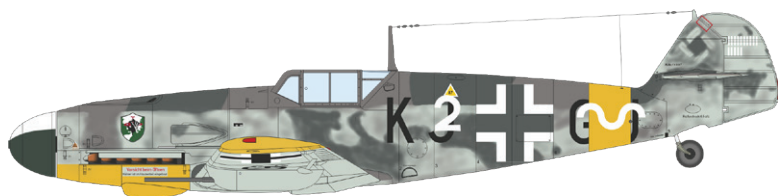
Bf 109G-2/R6, WNr. 13633, Hptm. Wolf-Dieter Huy,
CO of 7./JG 77, Tanyet Harun, Egypt, October 1942



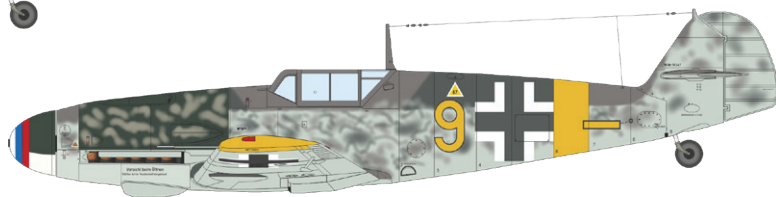
Bf 109G-2, Intm. Eino Ilmari Juutilainen,
1/HLeLv 34, Suulajärvi, Finland, April 1944



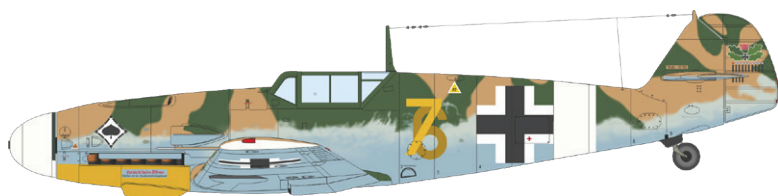
Bf 109G-4/R6, Obfw. Rainer Pöttgen, 3./JG 27,
Fels am Wagram, Austria, October 1943



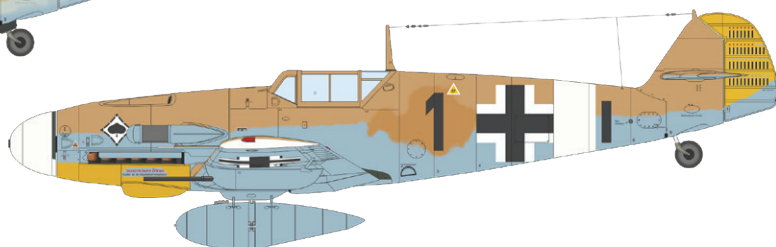
Bf 109G-4/R6, WNr. 14997, Lt. Erich Hartmann,
7./JG 52, Taman, the Soviet Union, May 1943



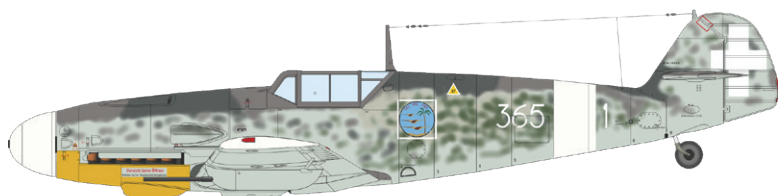
Bf 109G-4, WNr. 19347, Rtk. Ján Režňák,
13.(slowakische)/JG 52, Anapa, the Soviet Union,
April-May 1943



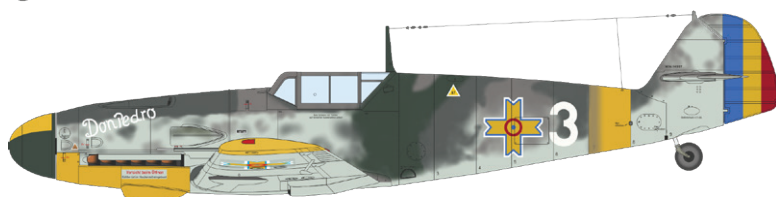
Bf 109G-4/Trop, WNr. 10795, Oblt. Wolfgang Tonne,
CO of 3./JG 53, Bizerta, Tunisia, February 1943



Bf 109G-4/R6/Trop, Lt. Franz Schiehs,
CO of 8./JG 53, Tindja, Tunis, April 1943



Bf 109G-4/R6, WNr. 19566, Lt. Giuseppe Gianelli,
CO of 365ª Squadriglia, 150° Gruppo Autonomo, Sciacca,
Sicily, May-July 1943

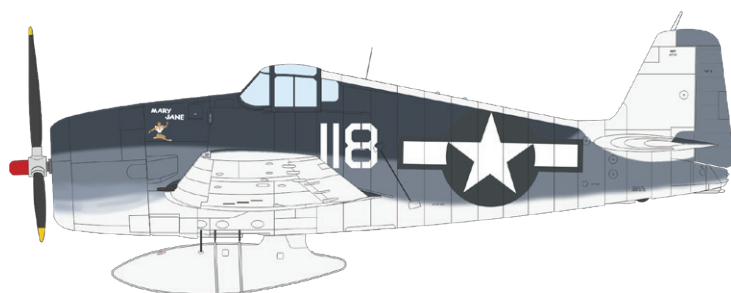


Bf 109G-4, Lt. Av. Petre Protopopescu, Escadrila 57,
Grupul 7, Vânătoare, Kirovograd, the Soviet Union, June 1943

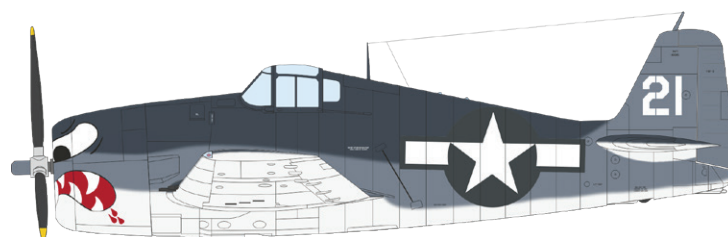
F6F-3 Hellcat

#84194

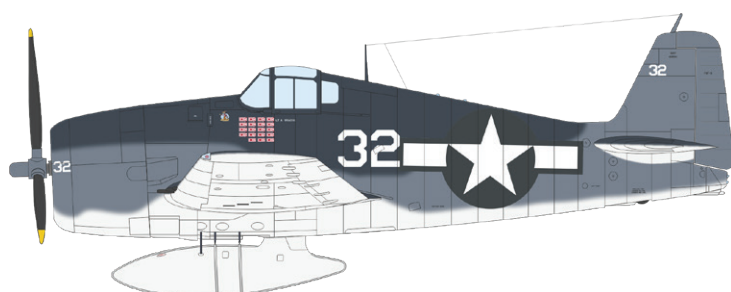
1/48



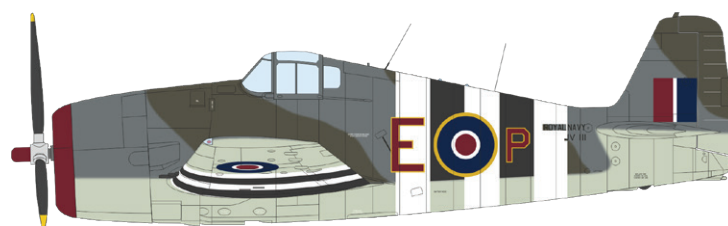
VF-34, Green Island (Nissan Island),
Papua New Guinea, March–April 1944



VF-27, USS Princeton (CVL-23), October 1944



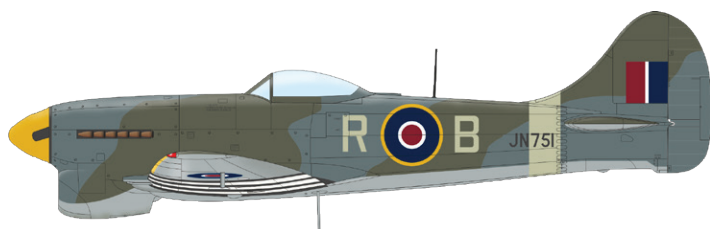
Bu.No. 40994, Lt. Alexander Vraciu, VF-16,
USS Lexington (CV-16), June 1944



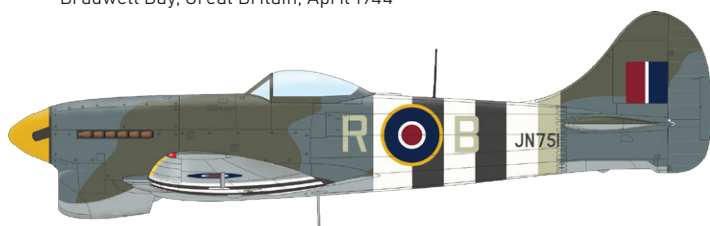
JV 111, Sgt. (AROV) Charles A. M. Poulton,
No. 800 Squadron FAA, HMS Emperor, August 1944

Tempest Mk.V Series 1 #84195

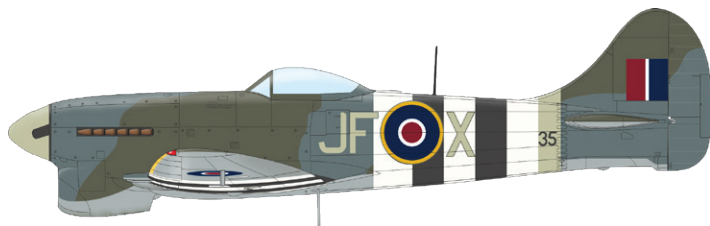
1/48



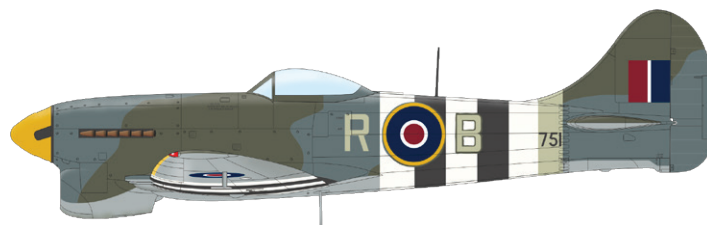
JN751, W/Cdr Roland P. Beamont, CO of No. 150 Wing, Bradwell Bay, Great Britain, April 1944



JN751, W/Cdr Roland P. Beamont, CO of No. 150 Wing, Newchurch, Great Britain, June – July 1944



JN735, No. 3 Squadron, Newchurch, Great Britain, June 1944



JN751, W/Cdr Roland P. Beamont, CO of No. 150 Wing, Newchurch, Great Britain, June 1944



JN738, No. 486 (RNZAF) Squadron, RAF Station Castle Camp, Great Britain, April 1944



JN769, No. 287 Squadron, Gatwick, Great Britain, December 1944 – January 1945

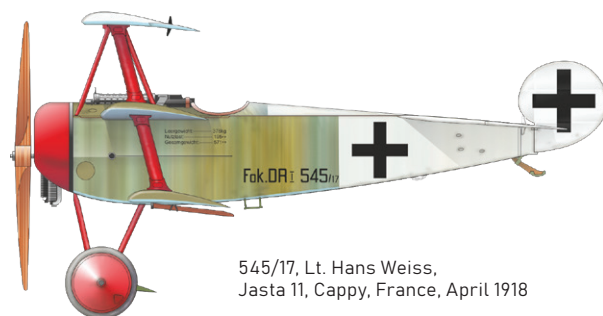
Fokker Dr.I

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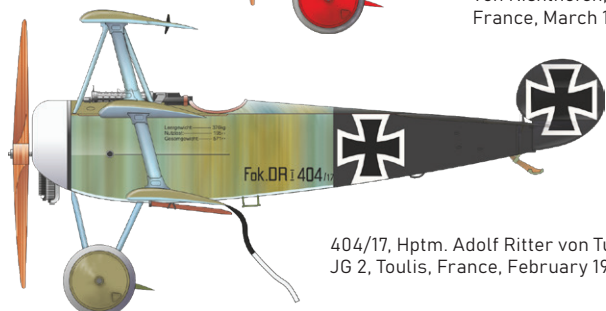

450/17, Lt. Josef Jacobs,
CO of Jasta 7, Rumbeke,
Belgium, March 1918



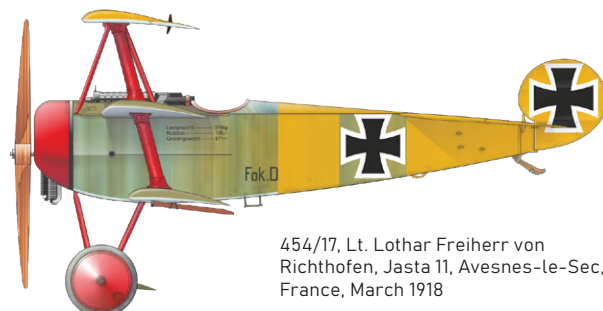
545/17, Lt. Hans Weiss,
Jasta 11, Cappy, France, April 1918



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



404/17, Hptm. Adolf Ritter von Tutschek,
JG 2, Toulis, France, February 1918



544/17, Lt. Lothar Freiherr von
Richthofen, Jasta 11, Avesnes-le-Sec,
France, March 1918

Bf 109G-6/AS #82163

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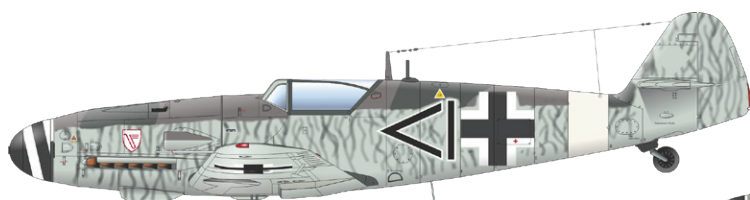
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WNr. 110087, Hptm. Horst Carganico, CO of I./JG 5, Herzogenaurach, Germany, May 1944



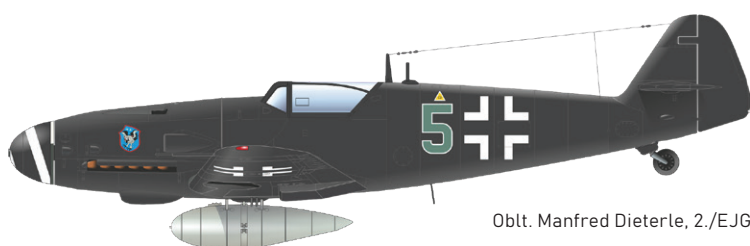
WNr. 412807, Uffz. Heinz Zimmermann, 6./JG 27, Fels am Wagram, Austria, July 1944



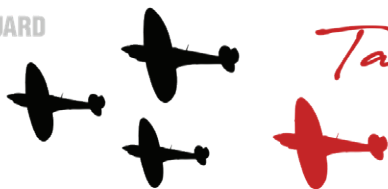
Stab I./JG 3, Gütersloh, Germany, July 1944



Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944



Oblt. Manfred Dieterle, 2./EJG 2, Hagenow, Germany, December 1944



WHAT'S AT HOME COUNTS

Text: Jan Zdiarský

It's Sunday afternoon on the first day of October, 2023. I am aware of the fact that, aside from my other duties centred around October's newsletter, I have to submit my promised Tail End Charlie article to go with. Yes, that's right...this newsletter. And a viable idea just doesn't want to show. Topics are racing through my head, dismissed one by one as they arrive. Should it be about E-day, that was just one week ago? Or maybe about club competitions that this time of year are as plentiful as apples in a basket? What about some near future plans at Eduard? In order to clear my head and allow a theme to take hold, I went back to work on a new corner of our museum, which I have decided to devote to a rather unusual theme about what connects the history of the Second World War and present day. The museum is a close collaborator of Eduard, not only through me, and so I decided to allow myself the luxury of taking advantage of the connection. Anyway, it won't be the first time.

At the same time, I mulled over the agreed upon rule with my colleagues from the newsletter editorial board, that the Tail End Charlie articles will be columns in which individual authors will have a relatively large amount of freedom, and the article itself should only marginally relate to the theme of the entire magazine. Of course, a certain amount of relevance to the topics is expected. And above all, the lighthearted article at the end of the newsletter should interest the typical reader with its content.

As I collected and selected individual items for the new exhibit, it dawned on me that this is something I could actually write about. I was undertaking a task that for me held a certain fascination –



putting together items with certain connections, connections that I was seeing, and determining what it was that would bring these items together in the same display case.

As a museum curator who has spent most of his life researching the air battle that took place over his home in 1944, I understandably have a strong affinity for the artifacts that have survived from that battle and from air warfare in general. What draws me to them is that they were left by the horrors of fighting and the associated crashes and incidents, as they were touched by a fate that resolved to turn them into a part of history.

However, I discovered in myself another, perhaps a bit twisted for a museum worker, point of view on the remains left by air combat. It fascinates me how, after the end of the war, people were able to use the objects that the war brought them, or use items that were simply left behind. I'm sure many of you will remember footage from newsreels where presses were used to make soup strainers out of an overabundance of German helmets. We don't have such a helmet in the museum, but I have something similar in mind. These objects give me the feeling of a very close connection between the half-forgotten history and the present. What keeps me in a special state of wonder is how people managed to breathe new life into these artifacts of war. We often meet museum visitors talking about the fact that they have, and regularly use, a fork with a Luftwaffe eagle, father's favorite. In many a garage in western Bohemia, you can still find a drawer with a screwdriver or a pair of pliers still in use, which originally arrived here in the spring of 1945 in some American Jeep...

Over the years, our museum has put together a number of such exhibits. It started sometime in 1996, even before the opening of the museum, when we received a beer jug from the district archives in Aue, Germany, made from a package that had contained a German gas mask. Later, we found our way to handkerchiefs sewn by a witness who acquired a parachute of one of the pilots of JG 4, who was shot down in 'our' battle and it was that parachute that saved his life. Or an aluminum pot from a small foundry in Grumbach. They made pots there from the wreckage of three airplanes that



had crashed in the vicinity of the village; a Bf 109G, a B-17G and a Lancaster.... We have several aircraft instruments that were used in the Czechoslovak Air Force after the war and underwent a thorough 'de-Germanization'. For example, an '02 Wächter' oxygen flow indicator read only '02' after a little modification with some black paint. A truly patriotic way to utilize associated items with defeated Germany. It was similar with artificial horizons. A few years ago, we acquired a German altimeter with a completely replaced dial, which turned into a barometer, where the hand, instead of reporting an altitude, indicates 'beautiful, chance of showers'.

The crew of one of the B-17s shot down over our area managed to fly all the way to France. It landed in a field on its landing gear, leaving the battered aircraft essentially intact. We never thought we could get an artifact from it, but the French peasants are probably like ours, and they dismantled almost everything that could be used from the four-engine bomber, which remained there for quite a long time. Including one engine... we don't have that exactly, but we got a number of wonderful little things from those farmers or their children, including a cigar case made from two 50 cal cartridges, undoubtedly fired over the course of the battle over the Czech-German border. Then there is the inside of a flight jacket that two friends took off the plane and split it so that one kept the outside and the other kept the lining. To this day, there are bits of hay in the pockets, as the French farmer walked to his stables while wearing this item.

A short distance from the church cemetery in Neudorf, Germany, where three German pilots from JG 4 are buried and, for a time, the men of two B-17G crews were as well, is a garden where for years there was a B-17 wing skin covering a pile of wood. We were able to diplomatically acquire that piece as well for the museum. And besides that, from another garden, fence posts were fashioned from the wing spar of the same B-17G... Human creativity is immeasurable. In Crottendorf, Germany, eyewitnesses described how the rubber fuel tanks scattered in the forest after a B-17G exploded in mid-air were made into rubber soles for shoes. I remembered this when I once found a part of a gas tank with a sealed cap in those woods where the rubber around it had been carefully cut with a knife. What was useful was taken home, the rest the handyman threw into the woods for me to find decades later. This piece of the tank will also be part of the new exhibition.

A very strange – and to me, sad – group of such objects are cut propeller blades. It was a great material, especially appreciated by blacksmiths and locksmiths. After the war, quality material was in short supply in Europe, and often, a great source turned up just outside of a given village. Several such remnants of the propeller blades of crashed planes have also reached us. Of course, the wreckage of aircraft were cleared by special squads shortly after the crashes. However, not everything was always gotten to, and for the planes that crashed

at the end of the war, the wreckage wasn't cleared till after several months, or even years, especially if the plane exploded in the air and its debris was scattered over a larger area. Such was the case of a Lancaster, which was shot down during Operation Thunderclap in the spring of 1945 near Arnsfeld, taking with it the entire crew of seven. And since, in addition to our main theme of September 11th, 1944, we find ourselves dealing with this RAF operation, the entire wing tip of this Lancaster, donated a few years ago, too found its place into our exhibition. It has survived to this day only thanks to the fact that it served as a roof on a woodshed for many years.

Part of the aforementioned small exhibition will also be a very worn leather Luftwaffe flight jacket, in which the chief of the Chomutov Aero Club flew for many years and which he recently donated to us. Then, there are the Luftwaffe fur boots who's owner

wore them in a blacksmith shop to keep his toes from freezing. Their soles are full of metal chips from the floor.

The unique lower part of the engine cowl of a Bf 109G-10 served as a shelter for chickens, the glass nose of an He 111 from the Pilsen airport served as a small greenhouse in a garden...

The list of things that became part of our museum's collections, and which found a new life in a later period, is far from complete. That's not even the purpose of this article. The effort was to convey the feeling that these objects evoke, and also, how human ingenuity is able to save objects that otherwise would not have survived to the present day, even when partially transformed or destroyed. In short, what is at home, is important.

