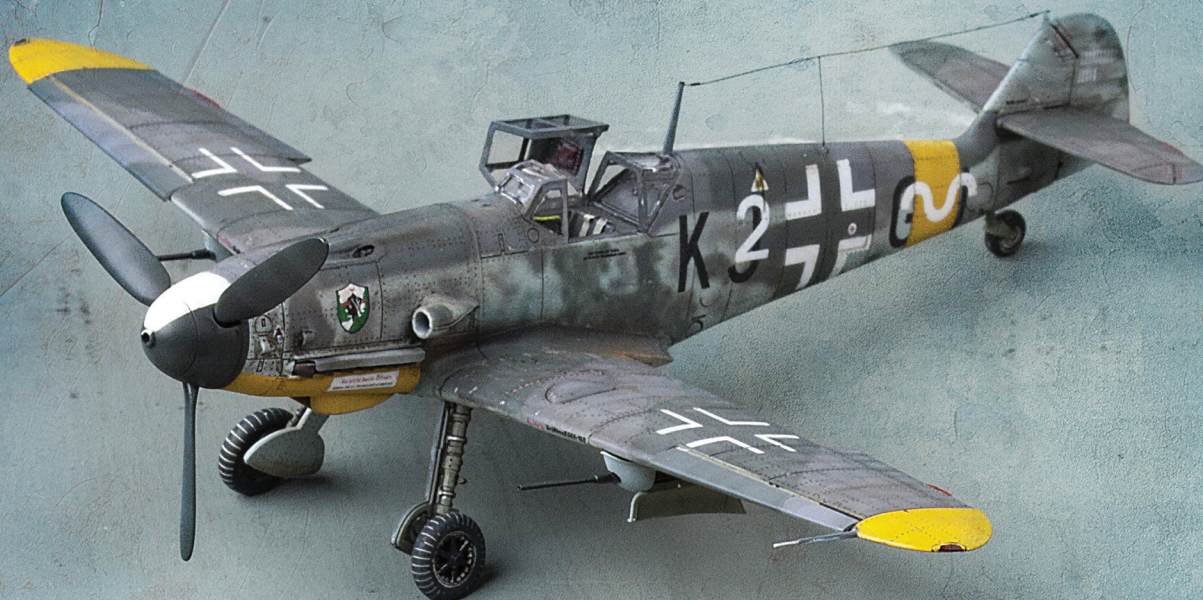


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Bf 109G-2 & Bf 109G-4

WUNDERSCHÖNE NEUE MASCHINEN

- Pt.2 -

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

NOVEMBER 2023

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EDITORIAL

Good Day, Dear Friends

We find ourselves in the same situation with November's new releases as we did with the October ones, in that they also have been available for purchase a couple of weeks ahead of the newsletter announcement, meaning that they will already be known to a large percentage of readers and perhaps even in their possession. Some modellers may be putting them together, and some of the items may even be built already. With the Bf 109 G-2 or G-4 in 72nd scale, this is not a difficult concept to grasp. From my own experience, I can confirm that this little thing comes together on its own, presents no pitfalls, nor does it hide any nasty surprises. Not that I'm one of those who can say they built this kit. I did slap it together, but didn't paint it, and I wouldn't even bother with weathering for what I needed to do with it. But the gluing of the kit, kind of halfway to building the model, is something I practice quite regularly, because it doesn't hurt when the head of the company knows what he's actually selling. And I'll also openly admit that I do the same with competitor's kits, because knowing what the competition actually creates and puts out there is also good to know.

Kits

Wunderschöne neue Maschinen Pt.2 is the name of the 72nd scale Limited Edition kit, covering an important developmental period of the Messerschmitt Bf 109, namely the first Bf 109 Gs. The Bf 109 designation changed from F to G after a new Bf 109 F-4 airframe had a DB 605A engine installed. You can read about it, if you should so wish, in my article on the subject in this issue of the newsletter, and if, after reading it, you are left with the impression that although the kit presents none of the aforementioned nastiness in construction, the original builders and designers seem to have laid plenty of traps for future researchers, then good, because that is what a part of the intent of the text was. The fact is that the two basic types, the G-2 and G-4, do not have clearly defined technical characteristics. Apart from a few minor details, the problem is that the G-4 got new, larger wheels, and with them, fairings on the upper wing over the wheel wells, and a non-retractable, larger, tailwheel. This sounds obvious, but in reality some of the older G-4s, and there were not just a few of them, still had the old smaller wheels and had no fairings on the wing. To make matters worse, older G-2s received bulged wings and new larger wheels during overhauls. This created a nice mess in the genome of the G-2 and G-4 types, including the G-1 and G-3, which

were machines with a pressurized cockpit, from which there is practically no way out without knowing the serial number of the aircraft of interest. Fortunately, the serial number can be found for a large number of Bf 109 Gs, God bless German precision. That carried with it its own price too, but we'll get to that in a few months. In January to be exact, when we start looking at the Messerschmitt Bf 109 G-6. It will be a blast, literally on all fronts, and you can certainly look forward to it!

In the kit, we simplified the problem of differentiating between these complex issues between the Bf 109 G-2 and G-4 by strictly following the rule, when deciding on markings options, that for the G-2 we only chose aircraft without the upper wing wheel well fairings, and for G-4 only those with them. But as nobody's perfect, we made one small mistake in depicting the Finnish Bf 109 G-2 coded MT-213 with the fairings in the color scheme, but there is no need to think too much about it. In fact, she flew without them, apparently even after general overhaul. This also eliminates a lot of thinking about the combination of different parts, there is enough in this kit to build one G-2 and one G-4. There are 14 marking options available, seven for each version. If you would like to build more than two models, Overtrees are available, even in a discounted Bundle offer.

The following information has a lot in common with what I wrote above, and it's not just that it's also a German subject. In the ProfiPACK 1:48th scale line, we present the Focke-Wulf Fw 190A-7. Perhaps unbelievably, this is a type that we have never released before in the new tooled Fw 190 A line. At the same time, it is not such a peripheral type, with some 700 units having been produced, which is comparable to, for example, the A4, of which 970 were built. The truth is that the A-7 was, like the A-6 and also like the Bf 109 G-2 and G-4, a transitional type, a precursor to the mass-produced Fw 190A-8. And what it also has in common with the small Bf 109 G-2/G-4 is the design of the kit. They both look the way we imagine a plastic kit should look, they are exactly the kind of products we want to produce and sell.

Other kits released in November also fit into the concept described above. Both 48th scale Weekend kits have a balanced composition of colour options. The F6F-3 Hellcat has the usual



four markings, three American, two of which are iconic, by which I mean Alexander Vraciu's White 32 and the sharkmouthed Hellcat of VF-27 from the aircraft carrier USS Princeton from October 1944. Also included is the British Hellcat Mk.I, and that is included because, for one, it further diversifies the markings offered in the kit, and two, we will almost certainly not release British Hellcats as a separate item.

Similarly, we have the Tempest Mk.V Series 1, which is somewhat out of line with the six marking option formula set out for the Weekend edition kits. This is because the famous Tempest of No.150 Wing RAF Commander Roland Beamont is depicted in three stages of development in its markings, from the period before the Invasion, through the markings from the beginning of it, specifically from June 8th, 1944, to the period between June and July, 1944. Overall, all markings cover a longer period of time from April, 1944 to January, 1945.

With respect to reissues, we present two vintage releases, the 72nd scale Fokker Dr.I, which as a type still holds the top spot as our best-selling 72nd scale model, and the 1:48th Bf 109 G-6/AS. This one is also selling well, and to be honest, it's one of my (forgiven) mistakes and miscalculations. I once considered these versions of the Messerschmitt 109s with DB 605AS engines to be marginal and commercially uninteresting types. Fortunately, reality later proved me wrong. For Fokker Dr.I we have modified the cover box art according to the latest research, details and reasons for this can be found in the Box Art Story by Richard Plos.

And we're not done with kits yet. With the second edition, the recently sold out Wilder Cat is back on sale, the 48th scale licensed FM-2 Wildcat version, and from the beginning of November, the 48th scale ProfiPACK MiG-21PFM will be on sale as well. There are only 310 of these left in stock. And while I'm on the subject of licensed Wildcats, I'd like to remind you that we're releasing the FM-1 in December. We already have the box art, which in my opinion is one of our most beautiful box arts to date.

MASKS, PHOTOETCHED, SPACE and LOOKs

From the masks, I would like to draw your attention to two sets covering F-35A RAM panel masking for Tamiya's 1:72nd scale F-35A kit. We have both classic single and double-sided canopy masks for the Sea King in 1:48th scale from Airfix. For the F-14B in the same scale from GWH, there is only a double-sided mask (TF) being made available and only for the windscreen, which is dictated by the design of this feature for this model, where the canopy frame and the glass are molded separately. In 1:32nd scale, canopy masks for the MC-202 from Italeri and the TBD-1 Devastador from Trumpeter are available. We also offer photoetch sets for these kits, with the Sea King sets total three for three different versions of this famous helicopter. The Space and Look sets have a similar setup, and in the Space line we have added three sets for the three versions of Airfix's 48th scale Hunters.

EDDIE THE RIVETER

I also have to mention three sets of generic 3D decals with triple rows of rivets, in 1:32, 1:48 and 1:72 scale, for November. We've already launched decal sets with single and double rows of rivets, which are followed up by November's positive rivet sets.

BRASSIN

We are adding to the Brassin line with cockpit and bronze landing gear sets for the 48th scale Bf 109K-4 of our making. Also on offer are some 72nd scale Bf 109 G-2/G-4 mini kits for the Wunderschöne neue Maschinen Pt.2 kit, as well as four new 72nd F-35A sets for the Tamiya kit. Between them are two larger sets, the exhaust

and cockpit, and two smaller ones, the seat and wheels. The fact that we issue the seat as a separate set does not mean that the cockpit does not have a seat, of course, as it is also part of the cockpit. The 48th scale seat for the A-1J Skyraider (Tamiya) with integrated seatbelts is interesting. This is a kind of test, we are investigating what interest there would be in seats with integrated printed belts. For the Su-25K in 1:48 scale, we have the UB-32 rocket pod set, suitable for both the original Zvezda kit and our limited edition 'Hrabe' (Rake), and for the same kit is the BIGSIN Su-25K Armament set, containing four sets of missiles, bombs and launchers (OFAB-250 bombs, B-8M1 and UB-32 rocket pods, R-60 air-to-air dogfighting missiles and S-24 air-to-ground rockets). In this case, they are mostly cast items. In November's range you'll find a number of other smaller sets, as well as sets from the BIGED, BIGSIN and LööKplus ranges. Further information on these is presented below.

Articles

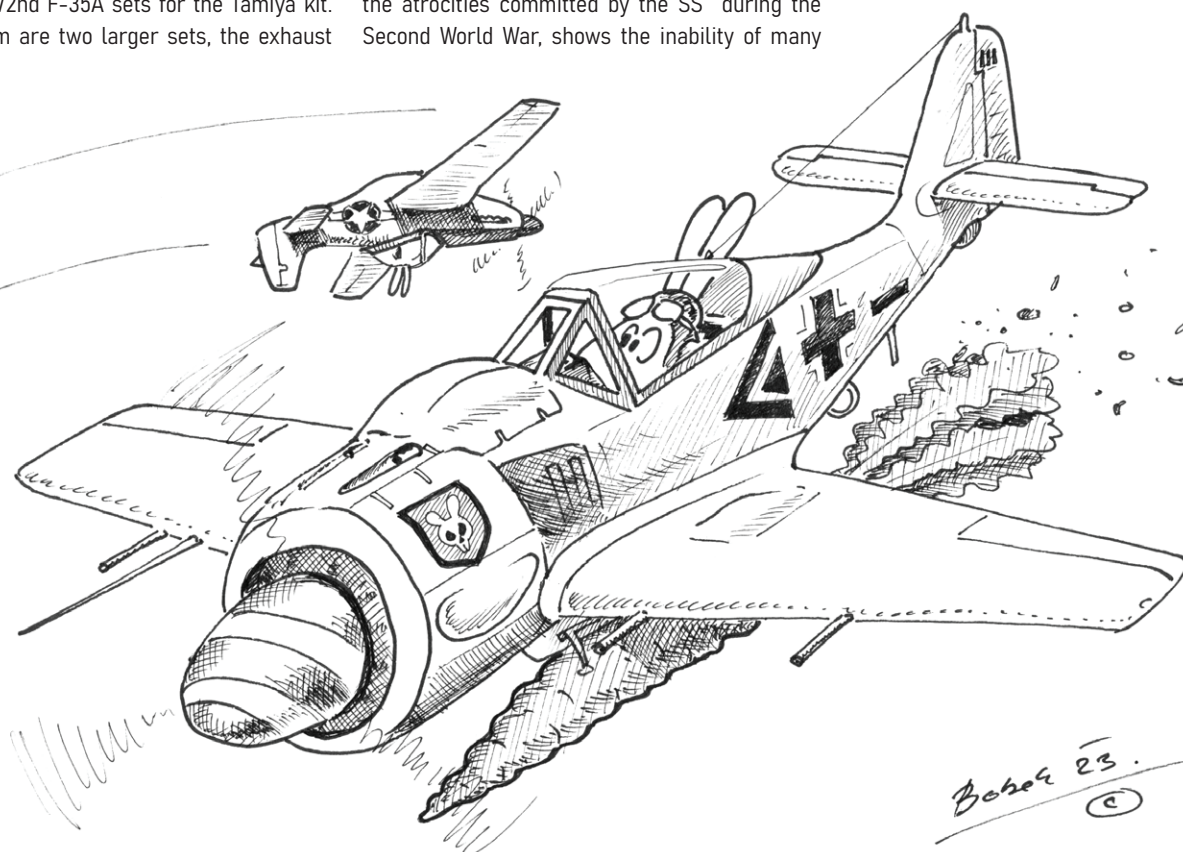
Mira Barič's series on the air war over Ukraine continues in today's newsletter. It is slowly but surely moving over Russia, and I believe that the time is approaching when the war will end with the expulsion of the Russian army from all of Ukraine. However, Ukraine is currently overshadowed by the events in the Middle East, which began on October 7th with an attack on Israel by Palestinian terrorists from their Hamas leadership. It is perhaps not so surprising that the scale of these crimes committed against civilians, women and children, comparable to the atrocities committed by the SS during the Second World War, shows the inability of many

Western politicians, organizations and even state institutions to call a murder a murder, call terror terror and a criminal, a criminal. How long throughout history have we known that dismissing and shrugging off evil only brings more evil? We have seen so many times that evil comes out of its hiding places at similar moments to do its incredibly repulsive deeds to fulfill its warped agendas. I would still understand that members of the Arab communities in Western Europe are demonstrating for Palestine, but that the BBC would not dare to call a terrorist a terrorist, I would never have thought that in my wildest dreams. Winston Churchill must be rolling in his grave!

The development of the Messerschmitt Bf 109 is covered in the article 'Wunderschöne neue Maschinen – Messerschmitt Bf 109 G-2 & G-4'. It has already been mentioned here and it is quite clear what it is about. Also today we have an article by Ed Mautner, a story of his father's wartime fortunes. The history of the Aero L-39 is covered in an article by Tomas Dederá, and we have a modelling article about working with photoetched brass by Jakub Nademlejnský. We have four box art stories, dedicated to the cover images of the Fw 190A-7, Tempest Mk.V Series 1, F6F-3 Hellcat and Fokker Dr. I kits.

And with that, I wish you a good read with our newsletter, and we hope to see you at Telford!

Happy Modelling!
Vladimír Šulc



WUNDERSCHÖNE NEUE MASCHINEN

Messerschmitt Bf 109 G-2 & G-4

Vladimír Šulc



After the successful operational use of the Bf 109 F-2 and F-4, powered by the updated DB 601N and DB 601E engines in 1941 and 1942, further development of the Bf 109 was based around the new DB 605A engine, a fuel injected inverted V-12 developed from the DB 601E. The designers most significantly increased its displacement from 33.9 l to 35.7 l by raising the cylinder bore by 4 mm. The compression ratio of the DB 605A was 7.3:1 for the left cylinder bank and 7.5:1 for the right, compared to 7.1/7.2:1 on the DB 601E. The highest boost pressure for both engines was the same, 1.42 atm for takeoff and emergency modes, but thanks to the modernization of the compressor, the speed of which was now automatically controlled by a hydro-mechanical clutch governed by barometric pressure at different altitudes, it was possible to maintain a constant boost pressure at different heights. This meant that the boost pressure did not drop with increasing altitude. All this, along with a change in the valve timing and other modifications, helped increase the maximum rpm from 2,700 to 2,800 at takeoff. Maximum power at takeoff rose to 1,454 hp compared to 1,331 hp for the DB 601E. Combat power at 18,700ft was

DB 601 E	ALTITUDE	OPERATING MODE	POWER OUTPUT	ENGINE REVOLUTIONS	BOOST PRESSURE	FUEL CONSUMPTION	FUEL CONSUMPTION
UNITS	km		HP	RPM	atm	g/PSh	l/h
	0	TAKE OFF	1331	2700	1,42	235	445
	0	COMBAT	1183	2500	1,30	220	372
	0	PERMANENT	986	2300	1,15	210	290
	2,1	EMERGENCY	1420	2700	1,42	235	475
	2,1	COMBAT	1262	2500	1,30	220	395
	2,1	PERMANENT	1059	2300	1,15	211	318
	4,8	EMERGENCY	1300	2700	1,42	235	440
	4,9	COMBAT	1183	2500	1,30	220	372
	5,1	PERMANENT	1025	2300	1,15	215	300
	5,1	ECONOMICAL	828	2000	1,00	205	240
	10,0	EMERGENCY	690	2700		285	280

DB 605 A	ALTITUDE	OPERATING MODE	POWER OUTPUT	ENGINE REVOLUTIONS	BOOST PRESSURE	FUEL CONSUMPTION	FUEL CONSUMPTION
UNITS	km		HP	RPM	atm	g/PSh	l/h
	0	TAKE OFF	1454	2800	1,42	235	480
	0	COMBAT	1292	2600	1,30	220	400
	0	PERMANENT	1060	2300	1,15	215	320
	2,1	EMERGENCY	1548	2800	1,42	232	
	2,1	COMBAT	1400	2600	1,30	217	
	2,1	PERMANENT	1183	2300	1,15	213	
	5,7	EMERGENCY	1336	2800	1,42	235	450
	5,8	COMBAT	1232	2600	1,30	220	390
	5,5	PERMANENT	1065	2300	1,15	215	320
	5,7	ECONOMICAL	877	2100	1,05	205	250
	10,0	EMERGENCY	778	2800		288	310

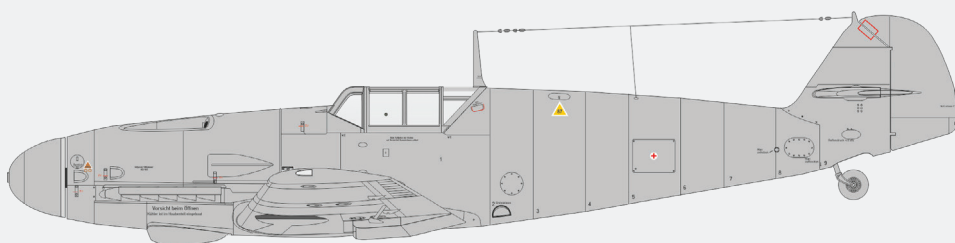
Photo above: Bf 109 G-2 W.No. 14246. The machine has the smaller landing gear wheels (650x150), with retractable smaller tail wheel (290x110) and no bulges above the undercarriage wheel well on the upper surface of the wing. [SDASM]

1,232hp, with emergency boost at the same altitude rated at 1,336hp, compared to 1,183hp in combat and 1,300hp emergency at 15,750ft for the DB 601E.

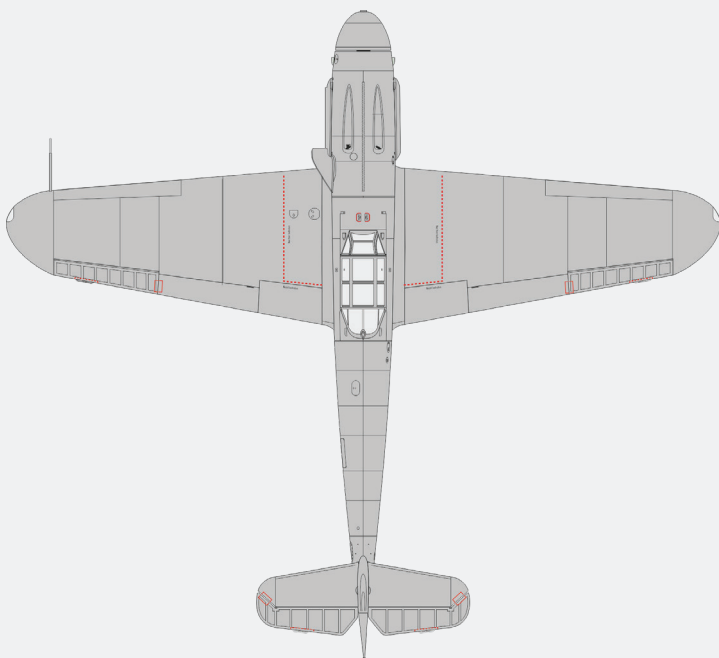
These changes led not only to an increase in performance, but also to a slight increase in weight from 700 to 756kg. The engine used 87 octane B4 aviation fuel and drove a Type 9-12087 propeller with wider blades. Due to the need for more efficient cooling of the more powerful engine, a larger Type 9-6150 (Fö 870) oil cooler, the same as that installed in the Bf 109 F-4/Z, was used. Interestingly, neither the Bf 109 G-2 nor the G-4 are documented as using the GM-1 and MW-50 booster systems, which were used on both the Bf 109F and the later Bf 109 G-6.

The first production version of the Bf 109 G-2, manufactured from May, 1942 initially at WNF and then also at Messerschmitt in Regensburg and at ERLA in Leipzig from June, was visually very similar to the Bf 109 F-4, but in fact introduced a number of changes. First of all, the fuselage structure was strengthened, especially in the area of the engine bulkhead and in the rear part of the aircraft between the 8th and 9th fuselage bulkheads, where the need for strengthening was evident already in the Bf 109 F-4. There were changes in the cockpit, the bulkhead between the cockpit and the space for the MG 17 machine guns was redesigned and strengthened. While the Bf 109F had a zippered canvas separator between the instrument panel and the fuselage machine gun compartment, the Bf 109 G-2 and subsequent versions of the 109G had this partition made from an aluminum casting, which better sealed the cockpit from exhaust gases from the engine compartment and fumes from when the guns were fired, which was one of the persistent problems throughout the development of the Bf 109. On the sides of this partition were airtight openings that could open and closed giving access to the MG 17 machine gun breeches and, if necessary, manually cock them. In the middle of the bulkhead were two sealed passages for the shaft of the propeller adjustment mechanism and for the mechanical tachometer. The main fuselage tank was modified to hold 400 liters of fuel and had armor plating composed of several layers of aluminum sheet and was covered with a three-layer rubber coating, which could seal punctures from rounds of up to 12.7mm caliber. The tank filler neck moved from under the left side of the canopy to between the second and third fuselage bulkhead. Optically and structurally, the canopy underwent significant changes, which resulted in the characteristic robust framing with an integrated armored glass panel at the front. The front plate of the windscreen was equipped with fuel spray. Spraying was started by a cock on the instrument panel which could only be opened in flight. The wing structure including the landing gear was strengthened, the tail wheel remained retractable with a tire size of 290 x110mm. The main landing gear of the G-2 retained the wheels with tire dimensions of 650 x150mm, the same as those of the Bf 109 F-4.

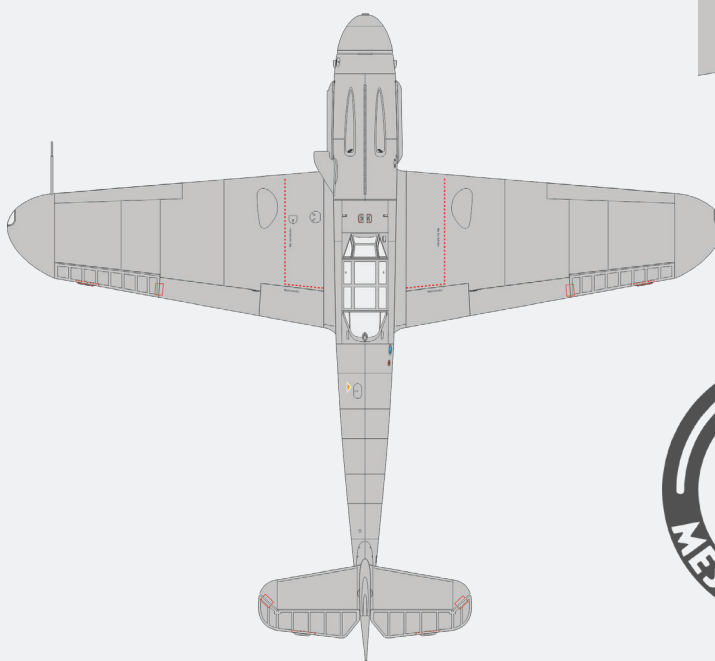
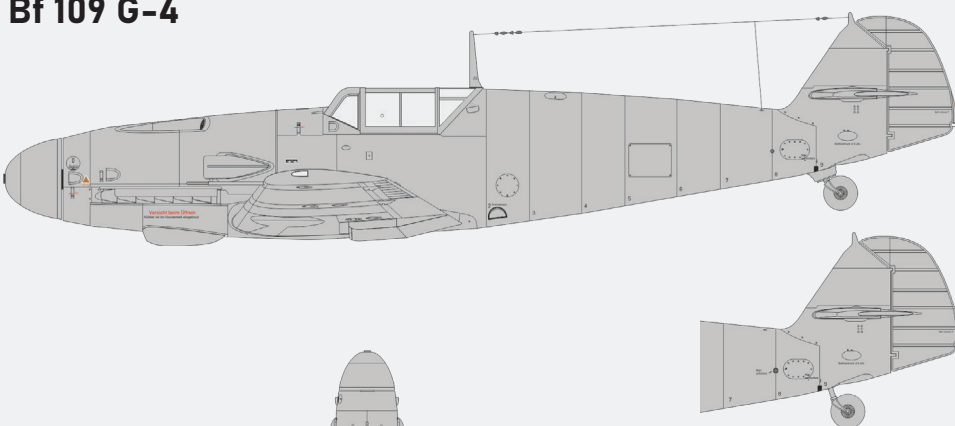
A significant change was the standardization of fasteners for the mounting of weapons and equipment on the airframe, which facilitated the later modernization of the aircraft to higher versions with the help of modernization kits (Rüstsätzen). This design strategy was retained for all G-version sub types from the G-2 to the G-10, and allowed the airframes of older machines to be suitable candidates for conver-



Bf 109 G-2



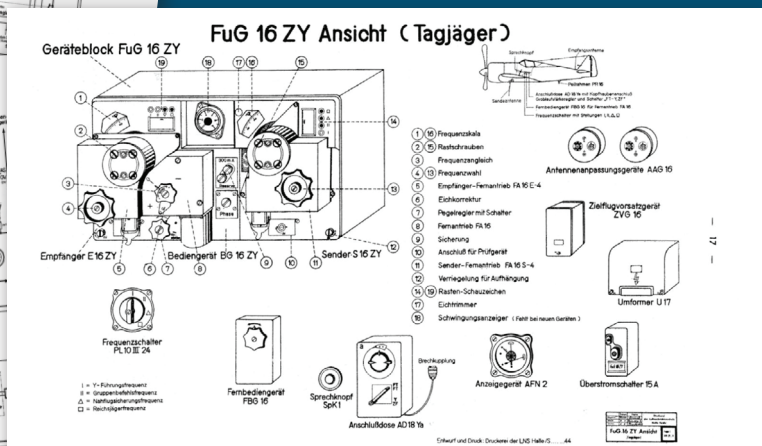
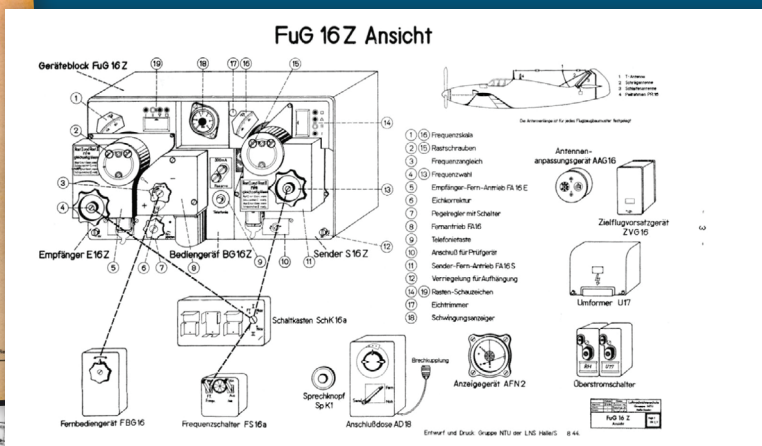
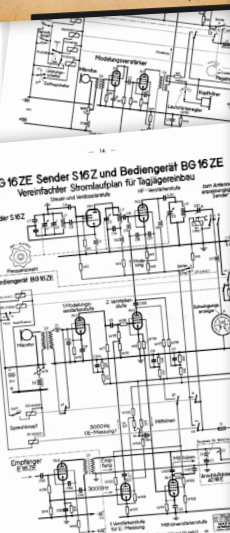
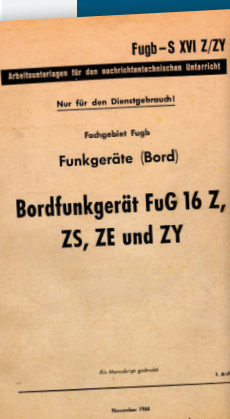
Bf 109 G-4



FuG 16 Z / ZY Radio Equipment

The FuG-16Z/ZY working in the very short wave band (UKW/VHF) widths was a very modern and compact unit, almost timeless. The entire device, designated Geräteblock LA6NCA, consisted of three modules: the Empfänger E 16 Z/ZY receiver, the Sender S 16 Z/ZY transmitter, and the Bediengerät BG 16 Z/ZY modulator. The assembly was located in the fuselage behind the cockpit. Tuning was remote from a control panel in the cockpit, located at the edge of the lower left corner of the instrument panel. The control panel had a rotary switch with four positions, below which were preset frequencies, indicated by pictograms. Under

Pictogram I was the guidance frequency Y-Führungsfrequenz, and under the Roman numeral II was the frequency for communication with the flight commander with his unit or fighter formation Gruppenbefehlshäufigkeit. Under the triangle was the airfield traffic control frequency Nahflugsicherungsfrequenz and under the square was the frequency for all fighter planes Reichsjägerfrequenz. To tune to one of these, it was enough just to switch the selector to the correct position. Alternatively, the switch could have frequencies marked with standard numerals of 1 to 4, and an older version of the control panel had two rocker switches.



sion to higher standard versions. It also made it easier to train and maintain staff on later variants. All versions of the Bf 109G were also produced with tropical modifications, although interestingly, the G-2/G-4 versions were still listed in documentation as two versions, the standard G-2/G-4 and the tropicalized G-2/Trop and G-4/Trop. It should be stated, however, that this universality was put into practice only in part of the production of the Bf 109 G-6. Later G-6 models, and the following G-14 and later versions of the G-10 to include the G-6/AS and G-14/AS, dispensed with the tropical modifications, because developments at the fronts and related changes in the deployment of fighter aircraft brought the air force to the conclusion that they were no longer necessary.

Production of the subsequent Bf 109 G-4 began at Messerschmitt in September, 1942, at WNF in December of the same year, and at ERLA the following January. The G-4 version did not differ in appearance from the G-2 at the start of production, and it is not entirely clear why the new type number was applied. At first, the only significant change was in the radio equipment, where the G-4's older FuG VIIa shortwave radios gave way to the new FuG 16 Z or FuG 16 ZY VHF units. In addition to the radios, the FuG 16 ZY equipment also had a built-in transponder for the Pegasus Y goniometric gunsight with a Moranmast rod antenna. Some machines were equipped with a ZVG 16 direction finding device with a PR 16 loop antenna on the back of the fuselage. This device was supplied as a Rüstsatz R7 Peilrufanlage set. In any case, despite this equipment being documented as standard for the Bf 109 G-4, in reality, very few actually were so equipped.

During the production of the Bf 109 G-4, probably in December 1942, there was a change in the size of the wheels of the main landing gear. The installation of larger tires was a response not only to the increasing weight of the aircraft, but also to persistent problems with tire life and stability of the aircraft during take-off and landing. With the introduction of the Bf 109 G-2 into service, these problems were exacerbated. The Bf 109 G-2 had the same tires as the Bf 109F, 650 x 150mm, tires that deflated quickly. This was thought to be due to the greater weight of the aircraft, but tests with the larger 660 x 160mm tires at Rechlin showed no improvement. On the contrary, the situation worsened when in some cases the tires were destroyed after only two take-offs and landings. During further tests, it turned out that the problem was caused by heat generated by the brakes, transferring onto the tires, the higher temperature of which caused the rapid degradation of the rubber. The solution was the introduction of larger steel brake discs, which did not heat up as much. However, due to the angle of the wheel's transverse axis to the axis of the landing gear strut (9°33'), the wheel with a larger brake drum and a larger tire could no longer fit in the wheel well. This was solved by adding a bulge into the upper wing over the wheel well. The tail wheel was enlarged to 350 x 135mm, compared to 290 x 110mm for the Bf 109 G-2. It continued to be fixed, on later series machines with a leather sleeve on the strut proper. Unfortunately, these characteristics are not definitive in differentiating between the G-2 and G-4 versions, as a segment of early production G-4s still had the original smaller wheels with a smooth wing without the fairing above

the wheel well and a retractable tail wheel of smaller diameter. Additionally, older G-2s were retrofitted, usually during general repairs, to G-4 standard by installing larger wheels with the appropriate equipment.

A total of 1,586 Bf 109 G-2s were produced from May to December 1942 and 1,242 Bf 109 G-4s from September 1942 to June 1943, plus one license built Bf 109Ga-2 and 24 Bf 109Ga-4s were produced in Győr, Hungary. In addition to them, 167 Bf 109 G-1s and 50 Bf 109 G-3s with pressurized cockpits were produced. All versions could be equipped with an additional fuel tank with 300 liters of fuel or cannon pods with 20mm MG 151/20 cannons, or a belly bomb rack. But the aircraft usually carried either an additional tank or cannon pods. The simultaneous use of the tank and cannon pods was rare. You can find photos of such combinations, but this may have been a ferry configuration. Cannon pods were never combined with the fuselage bomb racks.

Combat Use of the Bf 109 G-2 and G-4

Both types gradually replaced the Bf 109 F-2 and F-4 in Luftwaffe fighter units over the second half of 1942. The Bf 109 G-2 ensured the performance superiority of German fighters over Allied opponents both on the Eastern Front during the successful German summer offensive and the advance of the German armies to the Caucasus and to Stalingrad, as well as in North Africa during the advance of the German Afrikakorps and its Italian ally along the North African coast towards Egypt. After the defeat of the German armies at El Alamein in North Africa in November, 1942 and the encirclement of the German 6th Army at Stalingrad in the same month, the tide had begun to turn. Luftwaffe fighters were unable to maintain their air supremacy over the battlefield at Stalingrad and keep the air supply lines open to the encircled German forces, nor in North Africa, where a strengthening Allied air force was successfully disrupting supplies to the remaining



Bf 109 G-2 from III./JG 54 "Grünherz" on the Eastern Front in this picture taken in August 1942. This unit took delivery of the first G-2s in July 1942 and had them in service until January the following year. The G-4 version was delivered to III./JG 54 in February 1943. [Bundesarchiv]



Bf 109 G-4 and personnel of the Slovak 13th/JG 52 at Anapa airfield in Crimea in the summer of 1943. [Bundesarchiv]



Bf 109 G-4 MT 213 still has the original smaller main landing gear wheels, but now has a larger fixed tail wheel (350x135). This machine is part of the color profiles in this kit, in a new camouflage applied after the overhaul. [SA Kuva]

Axis armies in Tunisia. After the capitulation of the Germans and Italians in Africa, the Luftwaffe faced the Allied landings in Sicily and Italy, on the Eastern Front it waged intense air battles with a strengthening Soviet Air Force, supplemented in the spring of 1943 by new types of Soviet aircraft. Deliveries of British and American equipment were significant, especially the P-39 Airacobra and the P-40 Warhawk, supplied under the Lend Lease Act. In all these battles, the Bf 109 G-2 and G-4 were the most important equipment of the Luftwaffe fighter units. Both the Bf 109 G-2 and G-4's ability to carry MG 151/20 cannon pods under the wings was greatly appreciated in combat against the increasingly dangerous, heavily armored Soviet Il-2.

The importance of the Bf 109 G-4 with underwing gun pods, called *Kannonenboot*, increased in North Africa and the Mediterranean, where the number and intensity of Allied heavy four-engine bomber operations increased. In this area

of operations in the spring and summer of 1943, the Luftwaffe's Bf 109 G-4 was the main fighter type, whose lighter armament of one 20 mm cannon and two machine guns was less effective against heavy bombers. The reinforcement with two additional cannons was therefore most welcome. The number of the better-armed Fw 190A, whose armament of four 20 mm cannon and two 13 mm machine guns was much more effective against heavy bombers, was relatively low in the Mediterranean. In addition, they mostly served with combat units and were not deployed in battles against bombers. A significant part of the operational activity of the Bf 109G in the Mediterranean was in the employment of tactics against the Allied bomber formations, the organization of air traffic and the guidance of fighter elements to their targets. The Luftwaffe had well-developed operational tactics against smaller units of twin-engine bombers and their fighter escorts from fighting in Africa and

on other fronts. The deployment of large groups of heavy four-engine bombers accompanied by strong fighter escorts, however, moved the air war to a higher level, and the command of German fighters in the Mediterranean, Jagdfliegerführer Sizilien, under the command of Lieutenant General Adolf Galland from June 1943, had great problems coping with the new situation in the air. However, the other side also had problems with the tactics and coordination of its forces, for which the deployment of large formations also presented a completely new challenge. The fierce battles over the Mediterranean and Italy in the summer of 1943 were thus accompanied by mistakes on both sides, from which both gradually learned, and they later benefited from the bloody experience when organizing air operations in all areas, especially on the Western Front.

On the Western Front, the ratio of the two main Luftwaffe single-engine fighters was reversed, units flying the heavier Fw 190A being more prevalent. However, it was here that the Luftwaffe faced the greatest disaster. In the autumn of 1942, the first units of the newly formed 8th Air Force of the USAAF arrived in Great Britain, and increasingly took part in the bombing offensive against targets in occupied Western Europe. The first daylight raid on Germany was carried out by the 8th Air Army on February 27th, 1943, and from the spring of 1943 it increased its attacks in direct proportion to its increasing strength. Escalating British and American air raids on Germany were causing painful losses with an increasing impact on the German war effort. Not only was the increasing intensity of bombing attacks lethal for Luftwaffe fighter units, but the growing strength of the Allied fighter elements had to be contended with as well. The arrival of new types of American fighter aircraft and the associated change in Allied fighter tactics was deadly to German fighters.

In August 1943, the Messerschmitt plants in Regensburg and WNF in Vienna's New Town were hit, and although in 1943 the Luftwaffe was still able to counter the American daytime raids relatively successfully, and even halting them for a time at the end of that year, the situation gradually became critical and by the following year the Luftwaffe had lost the air battle over Germany.

The Bf 109 G-2 and G-4 were direct participants in these historical events. The Bf 109 G-2 and G-4 were also used by the Finnish, Romanian, Italian, Croatian, Slovak and Hungarian air forces. In Hungary, the Bf 109 G-2 and G-4 were license-produced as the Bf 109Ga-2 and Ga-4. Romanian sources state that additional Bf 109 G-4s were built in Romania, but they were probably assembled from aircraft delivered by Germany.

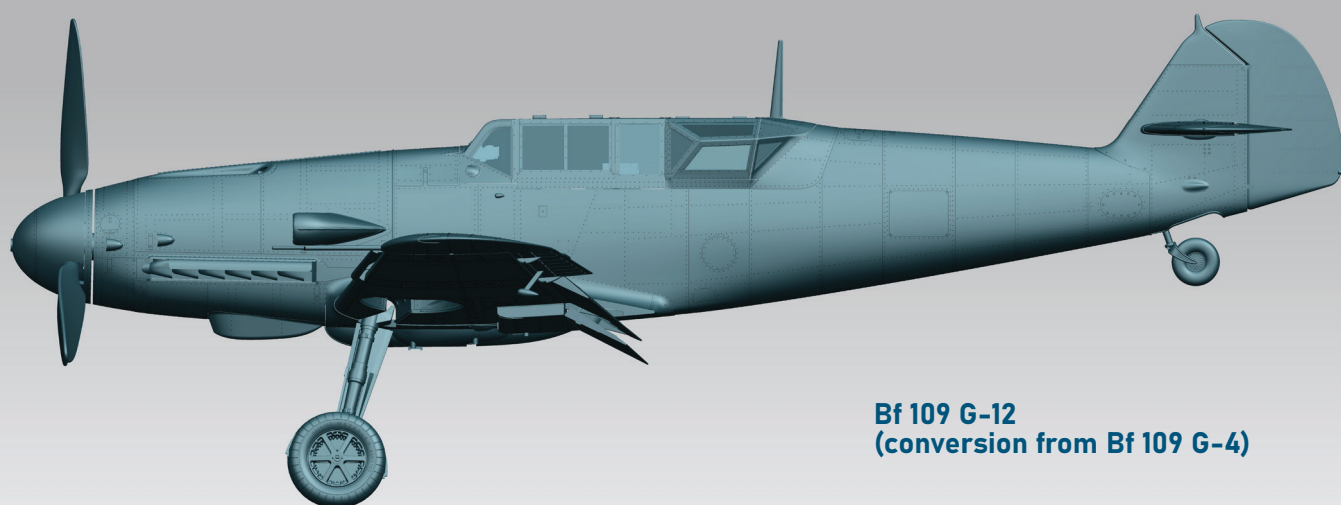
In February 1943, production began of the Bf 109 G-6, which was produced in many blocks until the end of 1944. The exact number of G-6s produced is unknown, but it is believed to have reached 13,000 aircraft. However, the production of the Bf 109 G-4 ran parallel to the production of the Bf 109 G-6 until June 1943, and also in Luftwaffe fighter units, both types served concurrently from the spring and into the summer of that year. As late as July, during the Battle of Kursk, which marked the definitive turning point in the course of World War II, Bf 109 G-4s still equipped half of the Luftwaffe fighter units flying G version aircraft.



A photo reconnaissance Bf 109 G-2/R4 "Black 14" WNr. 10605 of the 2.(H)/Aufkl.Gr.14, shot down in Allied territory in Tunisia on February 20, 1943 with Oblt. Gerhard Wernicke at the controls. He managed to evade capture and after three days and a journey of 120 km got back to his own unit. [SDASM]



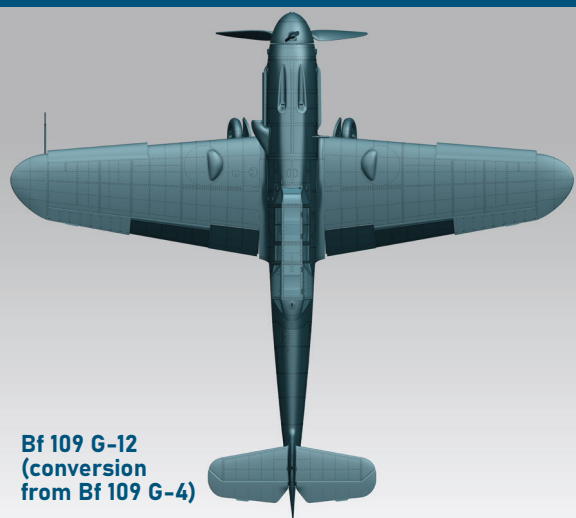
Wernicke's "Black 14" became a favourite hack of the 86th Fighter Squadron (79th Fighter Group). Unit's personnel took great care in improving its camouflage and markings. The name Irmgard belonged to the girlfriend of Wernicke's mechanic, who was Uffz. Bopp. [J. Ethell Collection]



Bf 109 G-12
(conversion from Bf 109 G-4)

Bf 109 G-12

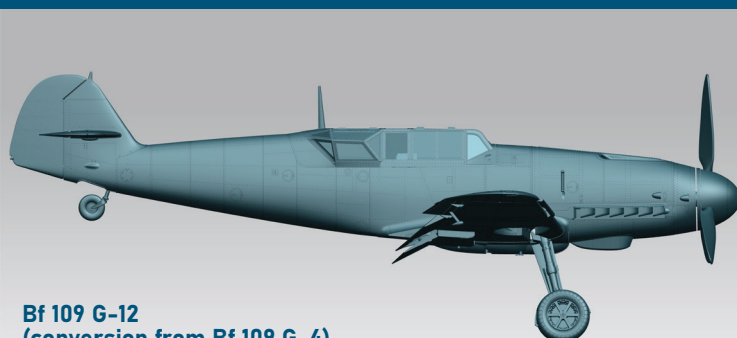
Not even later did the Bf 109 G-2 and G-4 completely lose their significance, as they served until the end of the war in training units. Some of them were converted into two-seat Bf 109 G-12s by Blohm und Voss in Hamburg. These were also later converted from the Bf 109 G-6 and Bf 109 G-10. A total of 280 Bf 109 G-12s were likely built, but how many were converted from G-2s and G-4s is unknown. Some of the surviving airframes of the Bf 109 G-2 and G-4 were also used to convert to the higher derivatives of the Bf 109G, and after being withdrawn from service with front-line Luftwaffe units, Bf 109 G-4s continued to be supplied to Germany's allies in 1944.



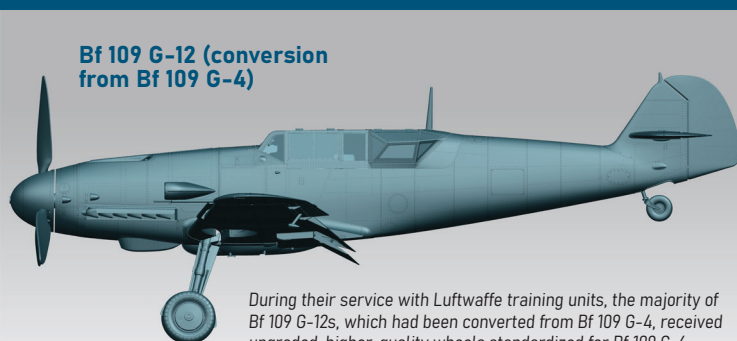
Bf 109 G-12
(conversion from Bf 109 G-4)



Bf 109 G-12
(conversion from Bf 109 G-4)

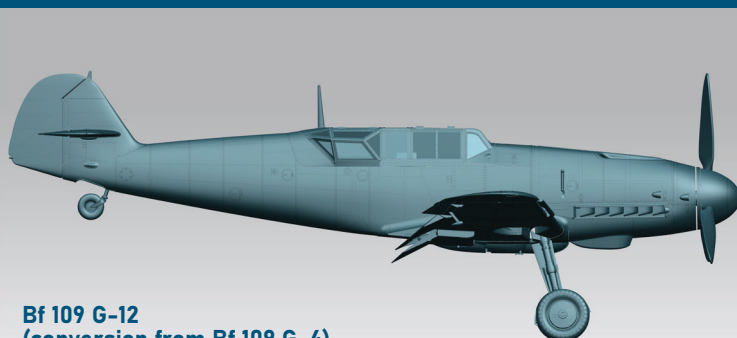


Bf 109 G-12
(conversion from Bf 109 G-4)



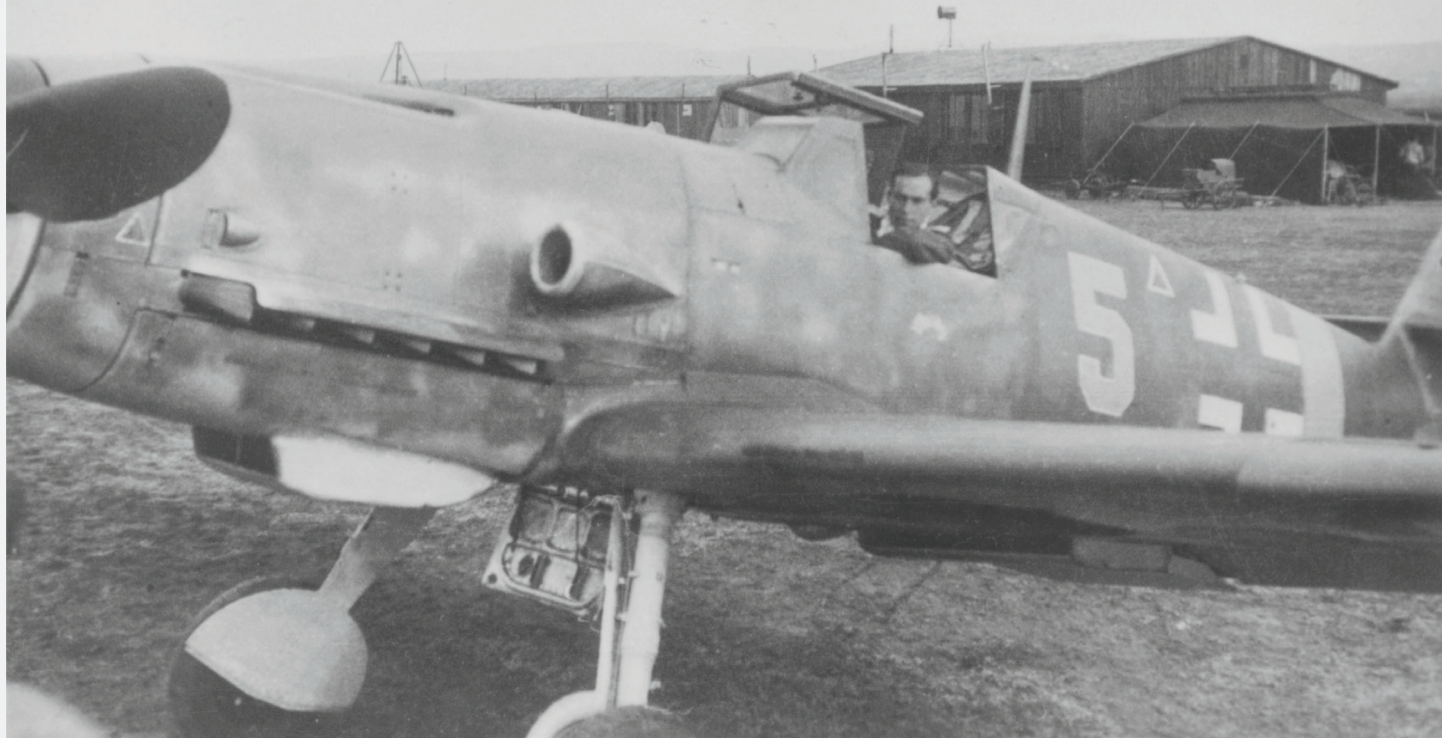
Bf 109 G-12 (conversion from Bf 109 G-4)

During their service with Luftwaffe training units, the majority of Bf 109 G-12s, which had been converted from Bf 109 G-4, received upgraded, higher-quality wheels standardized for Bf 109 G-6.



Bf 109 G-12
(conversion from Bf 109 G-4)

Lt. Hermann Weber of 3./JG 4 in his Bf 109 G-2 "Yellow 5", Mizil, Romania, summer 1943. Note the open access door for the aircraft centroplane area.
[JG 4 Archive / Museum of Air Battle over the Ore Mountains]



Conclusion

The Bf 109 G-2 and G-4 were transitional types in terms of production and development of the Messerschmitt Bf 109. Their importance lay in the successful adaptation of the airframe, initially modernized for the Bf 109F, to accept the new, more powerful DB 605A engine. The Bf 109 G-4 essentially represented the production pattern and, really, the mass production pattern, of the Bf 109 G-6 and other variants, such as the Bf 109 G-14 and later, the Bf 109 G-10. The quality of the airframe construction is evidenced by the fact that the basic airframe remained a platform for mounting more powerful engines and weapons, while it changed only in peripheral areas. The engine fairing changed depending on the increase in the size of the compressor, the rudder was enlarged to improve control of the airplane, the wheel wells were widened as gov-

erned by subsequent enlargement of the tires, which was a response to the increasing weight of the aircraft due to the installation of heavier weapons and various auxiliary systems, such as the MW 50 and GM-1 booster systems. There was a change to the canopy and cockpit armor, where the aim was to improve ergonomics, the view from the cockpit and better protection for the pilot, and in the last months of the war there were attempts to replace some structural units, typically the tail surfaces, with wooden structures, which was a response to the overall deteriorating supply chain situation and lack of raw materials offered by the shrinking territory controlled by the Third Reich. But the basis of the airframe would remain the same, even in the case of the last development version, the Bf 109 K, where the most extensive design modi-

fications took place in the aforementioned areas. But it was still, in modern terms, just a face lift. The basis of the airframe remained the same as it was fine tuned on the Bf 109 G-4.

The internal design changes and the overall fine-tuning of the airframe are probably the reasons why the designation was changed from Bf 109 G-2 to G-4. Other changes in the equipment of the aircraft were not the reason for changing the designation in the later period for the Bf 109 G-6. For the Bf 109 G-6, the differences in equipment and armament between individual production blocks were greater than that between the G-2 and G-4, and yet, the Bf 109 G-6 still retained its designation, even after the installation of the DB 605AS engine. The change occurred only after the installation of the DB 605D engine, when the designation changed to Bf 109 G-10.

However, it is uncertain whether this is actually the case. In fact, the reason why the designation was changed from G-2 to G-4 is still somewhat shrouded in mystery.

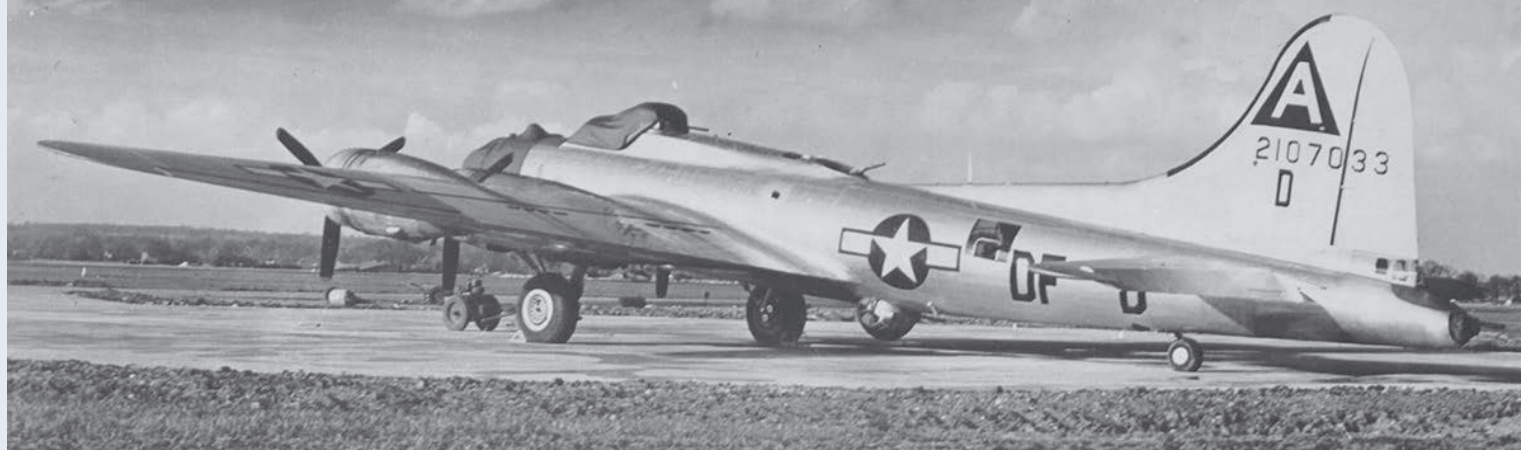


The tail surfaces of Bf 109 G-2 W.Nr. 14638, flown by the commander of 2./JG 4 Oblt. Hans Wilhelm Schopper during winter of 1942/43. Most of the on rudder depicted 34 victories were won before he joined JG 4, during combat in the ranks of II./Tr. 186 and III./JG 77. In addition to this aircraft, Schopper also flew the Bf 109 G-2 "Black 1" in the background. [JG 4 Archive / Museum of Air Battle over the Ore Mountains]

The Story

Somewhere in England,
August 10, 1944

Ed Mautner



I was probably five or six years old when I first heard “The Story” and looked at those three tiny 2 1/2” X 4” photos of the B-17. This story and those small images were probably responsible for my life long love affair with aviation history.

My Dad, then Captain Edward Mautner, had arrived in England on July 9, 1944, attached to the 127th Station Hospital based in Salisbury in the south of England. Salisbury was one of the four whole blood distribution centers for the European Theatre of Operations (ETO) and in particular for the troops breaking out from the Normandy beachhead. My dad was charged with developing a transportation unit to deliver whole blood to field hospitals supporting the troops advancing into France.

Captain Mautner's first challenge was to find vehicles – two and half ton trucks (“deuce and halves”), Jeeps, motorcycles, trailers, and refrigeration units to extend the short shelf life of whole blood. He also had to create a cadre of drivers. The 127th arrived with only 11 licensed drivers and two men qualified to ride motorcycles- Corporal T/5 Lyle Holcomb and my dad. All the vehicles were requisitioned without paperwork, including 20 Harley-Davidson motorcycles. Training began on the Salisbury Plain. Teaching young men to drive trucks and Jeeps was pretty easy. The motorcycles were not quite so easy to master. Men were taught to start, accelerate, brake and shift gears. They were then sent out on the grassy plain and told to practice and return in one half hour. Several did not return having dumped their motorcycles and found them too heavy to right. A search party led by Captain Mautner and a few semi-competent novices then rode out in search

of the lost sheep. Once found, they were sent out again.

The point in mentioning this is to emphasize the acute shortage of vehicles and drivers. “Midnight requisitions,” a kind term for thievery, by other needy units depleted others of their hard-won caches of vehicles and made securing vehicles of paramount importance. And so it was on the afternoon of August 10, 1944 when Lt Y.Z. Garner of Birmingham, Ala., entered Capt. Mautner's office seeking a favor. Garner wanted to borrow Mautner's Jeep. One of his best buddies from Birmingham, an Eighth Air Force B-17 pilot, was flying into a nearby U.S. Army Air base and Garner wanted to drive to meet him. Mautner, concerned for the security of “his” Jeep, offered to accompany Garner to that base which was approximately 15 miles southeast of Salisbury.

Stoney Cross was a Ninth Air Force base in the New Forest about 10 miles west of Southampton. This former RAF base was home to P-38s of the 376th Fighter Group that had recently flown off to newly bulldozed fields near the Normandy beaches. Remaining at Stoney Cross were the Martin B-26 Marauder Medium Bombers of the 387th Bombardment Group. The seemingly short ride to Stoney Cross over narrow, hedge cropped

roads took over an hour. Arriving in mid to late afternoon, Mautner and Garner quickly identified a lone B-17 Flying Fortress that dwarfed a field of B-26 medium bombers.

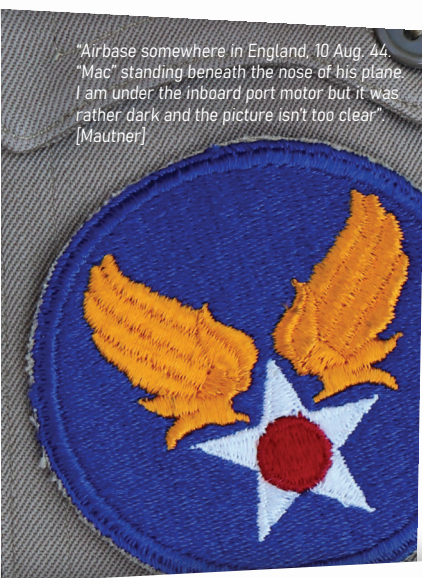
Finding the crew of the B-17 proved a little more challenging. Questioning base Army Air Force personnel led Mautner and Garner to the base Officers' Club or “O Club.” Garner's friend was at the bar with a co-pilot. Both had been drinking. After salutations and introductions, Garner's friend, introduced as “Mac,” asked his guests if they would like a ride in “his” airplane. He didn't have to wait long for a pair of affirmatives. The only hold up was how to get the co-pilot back into the aircraft as he was quite inebriated and needed assistance. Once hoisted into the aircraft, he was unceremoniously laid on the plywood floor of the radio operator's compartment, unable to sit upright in his right front seat. This is where he remained as “Mac” took the controls, Garner sat in the co-pilot's seat and Mautner stood between the two with no more than a good grip on their seat backs. Mautner recalled that they seemed to use all of the 5000 foot runway to get airborne. “Mac” asked his guests what they would like to see on their “joy ride.” Like so many American servicemen in England, the White Cliffs of Dover on the Channel Coast was

Title photo: My Baby, B-17G-35-DL while her original assignment with the 324th BS, prior the 91st Bomb Group red-tail marking was applied. [NARA]



91st BG
emblem

"Airbase somewhere in England, 10 Aug. 44. 'Mac' standing beneath the nose of his plane. I am under the inboard port motor but it was rather dark and the picture isn't too clear" [Mautner]



"Somewhere in England, 10 Aug 44. 'Mac' and I just after we landed. It was almost dark when we came in. Had a grand flight. These 'Forts' are the greatest bombers in the world". War time censorship prevented CAPT Mautner from noting that he was at Station 452, Stoney Cross, in the New Forest. [Mautner]



"10 August 1944. LT (Y.Z.) Garner on right, 'Mac' on left - 'Mac's' plane, 'My Baby' in rear. Note all the bombs painted on the plane. 1 for each mission. Taken just after we landed." Note B-26 Medium Bombers of the 387th Bomb Group in the background. [Mautner]

a familiar landmark made famous by English wartime singer Vera Lynn's song of the same name. Told that they had no clearance to fly anywhere near the coast for fear of being shot at by shore batteries, Mautner suggested a flight over their base in Salisbury. The flyover turned out to be an epic "buzz job" that reportedly left the base volleyball nets in turmoil for several minutes after the event.

The return to Stoney Cross was so late that a caption on the back of one photo noted "...it was almost dark when we came in". Mautner took three photos to commemorate the event - one of "Mac" barely visible under the nose of his B-17, one of "Mac" and Garner and a third, taken presumably by Garner, of "Mac" and Mautner. These images are closer in shots that show the aircraft's nose art and her name - "My Baby." Wartime censorship only permitted my father to caption the images "Somewhere in England, 10 Aug. 44," and finally that these "...Forts' are the greatest bombers in the world." They watched "Mac" take off for his home base and returned to their base in Salisbury. Upon their return, base personnel excitedly describing the whipping volleyball nets.

Mautner recounted that about a month later Lt Garner came to him in tears. He had just been notified that his good friend "Mac" had been shot down and killed on a mission over Germany. And so ended Dad's war story - or so I thought.

In the summer of 1994 I was living in Southern California and close to completing a Master's Degree in Historic Preservation/Public History. The subject of my thesis was Aircraft Preservation at the National Air and Space Museum. For my final research I had arranged an internship at the National Air and Space Museum's (NASM) Paul E. Garber Preservation, Restoration, and Storage Facility at Silver Hill, Md. for August and September of that year. I spent those days in Building 10, the preservation/restoration shop, and my late afternoons and evenings researching in the Archives.

My parents were living at the New Jersey Shore. On Labor Day weekend, 1994, I drove up to visit them. With my tales of interning at the NASM, my Dad once again related "The Story" and brought out those three tiny photos, which he then bequeathed to my care. Having spent much of my adulthood reading WW-II aviation history and building model aircraft, these tiny photos now showed so much more to me than they did as a young boy. Exactly 50 years after my Dad's joy ride, I had in my hands all of the incentive to find, in Paul Harvey's words, "The Rest of the Story."

An Unplanned Research Project

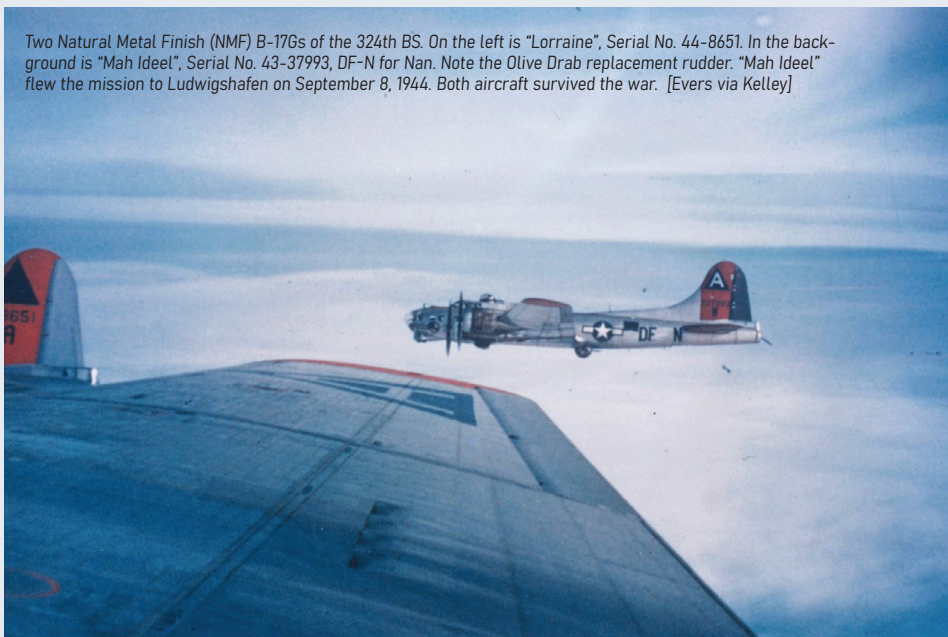
First, it was clear even in these small, low-definition images that the B-17 was not camouflaged, but silver or in Natural Metal Finish (NMF). In the long shot the top of the vertical stabilizer appeared to be a dark color with what appeared to be the top of the letter A in a triangle that was darker than the stabilizer. In this image much of the aft fuselage was masked by the left wing. But, aft of the national insignia were the letters LG D. The close in image of the left nose showed a long line of bomb mission markings and three mission markings on a second line below that. And the very seductive young lady painted on the nose next to the name "My Baby" painted on a decorative background. Now I had two research projects to work on at the NASM.

I had already become a bother to the very patient, knowledgeable, and enthusiastic NASM Archives staff in researching my thesis. They nonetheless guided me to every source in my search for information on "My Baby." Roger A. Freeman's *The Mighty Eighth* was my first reference. The large letter A in a black triangle painted on a red vertical stabilizer was the Group identifier for the 91st Bomb Group (BG) stationed at Bassingbourn in Cambridgeshire in the English Midlands. The letters on the side of the fuselage identified the aircraft as belonging to the 322nd Bomb Squadron (BS). So, one might ask, what was a B-17 from the 91st BG stationed in the English Midlands doing flying in and out of a 9th Air Force base in the very south of England on August 10, 1944? Wasn't there a war on and didn't "Mac" and his B-17 have bigger fish to fry?

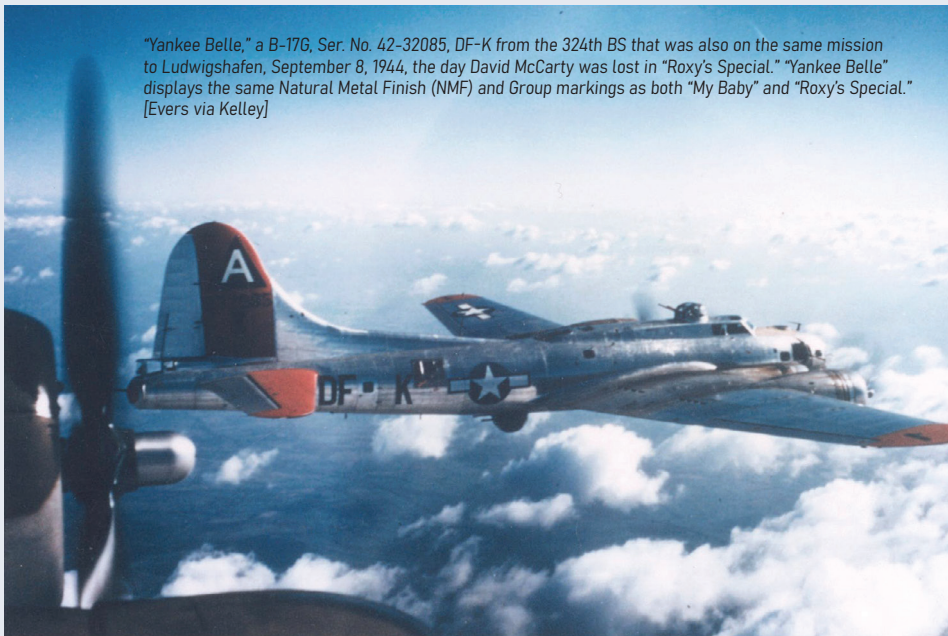
With the information I now had, NASM Archives staff advised me that they had in their records, and very conveniently in their Reading Room, files of all of the Eighth Air Force Nose Art and names sorted by BG (this collection is now in the files of the National Archives in College Park, Md.). It took me five minutes to find a small proof image of "My Baby" in the 91st BG file. The image is an official 91st BG photo of the aircraft and its crew. Two things jumped out at me. One of the nine crewmen pictured was the same "Mac" in my father's small photos. And the official photo showed the same number of bomb mission markings as those shown in my dad's photos. Could this photo have been taken on the same day that "My Baby" flew down to southern England to offer two Army officers a "joy ride" around the English countryside? I ordered an 8" X 10" copy of this photo.

Roger A. Freeman, an Englishman famous for his documenting of all things Eighth Air Force in WW-II, also wrote *The Mighty Eighth War Diary*. It has more photos and anecdotal stories of the men, aircraft, and missions of the Eighth. It is also an operational diary, a day by day record, of the missions and activities of the Eighth Air Force. It is an education in the organization of the Eighth. The primary unit of any BG is the squadron consisting of 12 aircraft. Normally, a BG has four squadrons. Above the Eighth's BGs were three Air Divisions, each consisting of 16 to 18 BGs. The 91st BG was a part of the First Air Division. Turning to Freeman's War Diary and searching for August 10, 1944, one discovers that the First Air Division stood down on this date – no mission was assigned to the 91st. So "Mac" and

Two Natural Metal Finish (NMF) B-17Gs of the 324th BS. On the left is "Lorraine", Serial No. 44-8651. In the background is "Mah Ideal", Serial No. 43-37993, DF-N for Nan. Note the Olive Drab replacement rudder. "Mah Ideal" flew the mission to Ludwigshafen on September 8, 1944. Both aircraft survived the war. [Evers via Kelley]



"Yankee Belle," a B-17G, Ser. No. 42-32085, DF-K from the 324th BS that was also on the same mission to Ludwigshafen, September 8, 1944, the day David McCarty was lost in "Roxy's Special." "Yankee Belle" displays the same Natural Metal Finish (NMF) and Group markings as both "My Baby" and "Roxy's Special." [Evers via Kelley]



Another image of "Mah Ideal," DF-N for Nan. [Evers via Kelley]



"My Baby" photographed in early or mid-summer, 1944. Photo shows 43 mission markings. She would be shot down by fighters on September 5, 1944 on her 58th mission. [Kelley]

"My Baby" had a day off. How "Mac" got to fly a B-17 from Bassingbourn to Stoney Cross can only be guessed. This may have been an opportunity to break in or "zero time" a new engine, but clearly "Mac" had another mission on his mind – to visit his buddy, Lt Y. Z. Garner, based in Salisbury.

Finding "Mac": An Amateur Sleuth Goes to Work.

In September, 1994 I found a new resource that proved key to unlocking the mystery of who "Mac" was and how he was lost over Germany. Again, following the suggestions of the NASM Archive's staff, I found another English author who focused on the 91st BG. Ray Bowden's book *Plane Names and Fancy Dames* is a treasure trove of 91st BG aircraft names, nose art, and history of each of the aircraft that Bowden has been able to get images of and information on. The artwork and name on "My Baby" was painted by T/Sgt. Anthony L. "Tony" Starcer, "...destined to be one of the most prolific and skilled nose art painters in the entire USAAF." Starcer painted most of the best

known aircraft in the 91st BG including the "Memphis Belle," "Chow Hound," "Man O War," and "Shoo, Shoo, Shoo Baby." The figure on the left nose of "My Baby" was modeled on a photo of Brazilian dancer and Hollywood movie star, Carmen Miranda. A single color image shows lettering for "My Baby" was red with a black shadow on a white field with a yellow decorative frame.

Bowden's write-up on "MyBaby" contains a great deal of information and dispelled several preconceptions I had. She was a B-17G, distinguished from earlier models by a chin turret. Her serial number was 42-107033. She was shot down by fighters on September 5, 1944, on a mission to the I.G. Farben Chemical Works in Ludwigshafen, Germany. It was her 58th mission, but only the second mission for her young pilot, Lt Ernest Robert "Bob" Kelley, who survived the shoot down. Seventeen different pilots and crews had flown her. My first preconception, that a pilot and crew were assigned an aircraft and stayed with that aircraft until they had met the required mission total and returned to the States, proved incorrect. Of the pilots mentioned in Bowden's history,

none had Irish or Scottish last names that began with Mc or Mac. But the September Fail To Return (FTR) date matches my Dad's "one month" later time frame, I thought that perhaps Lt. Kelley's nickname might be "Mac" and he had not been killed after all. But how to find out was my next challenge. Ray Bowden quoted Kelley several times in his notes, so I wrote to Bowden to find out if Kelley was alive and if so, how to contact him.

Bowden was happy to get the information on my dad's "joy ride" in "My Baby" and graciously gave me his contact information for Ernest "Bob" Kelley which indicated that he lived in northern California. My call that was picked up by "Bob" Kelley who was surprised, but very pleased that someone was calling him about his mission in "My Baby." He gave me much information while trying to recall names fifty years in his past. Soon he recalled that "Mac" was Lt David McCarty Jr., who was in the same 322nd BS that Kelley was in. Kelley also recalled that McCarty was lost on another mission over Germany, but had no further details. But he provided a wealth of information



An official USAAF photo of "My Baby" with McCarty and crew. Mission markings, a day off for the 1st Bomb Division, and transfer to "Texas Chubby, the J-ville Jolter" on August 11, indicate that this photo was taken at Basingbourn on the morning of August 10, 1944. Back row, L-R: 1LT David McCarty Jr., Pilot; 2LT James McElroy, Co-Pilot; 2LT Ernest Austin, Navigator; 2LT Frank Bolen, Bombardier; and SGT George Hawes, Radio Operator. Front row L-R: Cecil Seeking, Ball Turret; Harold Beeman, Waist Gunner; Floyd "Tex" Dillon, Tail Gunner; T/Sgt. David Wolnowitz, Top Turret. Of those shown only McCarty, Dillon, and Bolen were on "Roxys Special" when she was shot down on September 8, 1944. Of these only Bolen survived to become a POW. [NARA]

about his second and last and "My Baby's" 58th and last mission.

Small piece of "My Baby" recovered from her crash-site years after her dismiss.



Image of Tony Starcer's artwork on "My Baby". The original color photo faded, but the colors indicated conform to Bob Kelley's recollection. [Kelley]



"Roxys Special", B-17G, Serial No. 43-38348, LG-O, 322nd BS, lost with 1LT David McCarty Jr. and his crew over Ludwigshafen on September 8, 1944. This was the only loss in the 322nd BS that day. Arriving at Bassingbourn on August 18, 1944, she was lost only three weeks later on her 5th mission. Officers pictured are the crew of CAPT Suther. [NARA]

"Texas Chubby, The J-ville Jolter", B-17G, Serial No. 42-31634, LG-O, 322nd BS. First flown by Texan, LT Ray R. Ward who named this Olive Drab over Neutral Gray aircraft. Photo shows the Ward crew in front of a freshly arrived and mission free aircraft. [NARA]



With over 40 mission markings, "Texas Chubby" looks a bit second hand in this image. McCarty and crew flew her on August 11, 13, 14, and 15, 1944. She was lost to fighters over Halle the very next day. Four survived the shoot down with five KIA including her pilot. Crew members shown in this image are unknown to the author. [NARA]

“My Baby”: Failure to Return from Mission to Ludwigshafen, Germany, Sept. 5, 1944.

Ernest Robert Kelley joined the U.S. Army Air Corps in April, 1943 and was commissioned a 2Lt. in January of 1944 at Stockton Field, Calif. He did final training at Hobbs, N.M., where he was assigned to be first pilot in B-17s. Sent next to Rapid City, N.D., he was given a crew of eight with whom he flew to England in July, 1944, the same month my Dad arrived in England. Many crews at this point in the war were sent to England in factory fresh aircraft, which they delivered to depots from which they were assigned to Bomb Groups in need of replacements. Kelley and crew felt very lucky to be assigned to the 91st BG at Bassingbourn. Close to Cambridge and known as the “Country Club”, this former RAF base had amenities that attracted politicians, entertainers, and journalists.

Kelley and crew were assigned to the 322nd BS. After he flew familiarization flights around England, Kelley flew his first mission as a co-pilot on September 3, 1944. The target was the submarine pens at Kiel, Germany. Thirty six aircraft went on the mission and all 36 returned. Two days later Kelley and his crew were assigned a mission to bomb the I.G. Farben Chemical Works (today's BASF at the same location) at Ludwigshafen in western Germany. The aircraft they were assigned to fly was B-17G, serial Number 42-107033. This aircraft, initially attached to the 324th BS, had survived 57 missions.

The 322nd was the second from last and therefore the High Squadron on this mission. Their location in the BG was called “Coffin Corner” and “My Baby” was the 37th and last aircraft, “Tail End Charlie.” If that wasn't inauspicious enough, foul weather and a V-1 attack on the airfield that morning heightened anxiety amongst the crew. “My Baby” carried 4400 pounds of incendiary bomb sticks that morning. But Murphy wasn't through with Kelley and crew. As the last aircraft to take off, “My Baby” was rocked by prop wash and, barely airborne, she veered slightly to the right and hit an airfield landing light, blowing out a main gear tire. Assembling at 8000', they climbed to 21,000' over France where they encountered worsening weather and the loss of the number three engine. Heavy flak over Metz, France took out the number four engine. With loss of all power on the right side “My Baby” was unable to climb and, lagging behind the Group, was advised by the Group Leader to turn back and seek a landing place in France. A return to England was out of the question.

Shortly after turning back, “My Baby” was beset by Luftwaffe Me 109 fighters. One made a stern run that instantly killed Tail Gunner, S/Sgt. Richard Doyle, and destroyed part of the rudder and elevator. Further rounds damaged the right wing near the dead number three engine. Losing control and altitude rapidly and unable to see through thick overcast, Kelly rang the klaxon advising all to bail out. Last to leave the doomed B-17, Kelley put on the last parachute hanging in the cockpit and jumped. Below 5000 feet, he pulled the rip chord and was immediately alarmed by its refusal to spill the chute, forcing him to pull the pilot chute out of its bag. As “My Baby” flew on, he saw the severe damage to the tail section and noted that an Me 109 continued to pursue the B-17. A second Me 109 turned toward Kelley and began to



“Roxys Special’s” center fuselage lies on Luther Strasse in the city of Ludwigshafen on September 8, 1944. Martin Luther Church is on the left. Richard Braun, a teenager, recalled coming out of the church upon hearing the crash. He noted seeing bodies still strapped to seats and hanging in nearby trees. [Stadtarchiv, Ludwigshafen]



A close-up of the Wreckage of “Roxys Special’s” center fuselage. [Stadtarchiv, Ludwigshafen]

The wreckage of “Roxys Special” lies on Luther Strasse while the remaining pieces fell over an area of several square miles. [Stadtarchiv, Ludwigshafen]





REPORTED MISSING—First Lt. David McCarty, Jr. (above), son of Mr. and Mrs. David McCarty, Sr., 3512 North 28th Street, is reported missing in action over Germany since Sept. 8, according to notification received by his parents Sept. 25. Entering the service in March, 1943, Lt. McCarty has been serving as pilot of a B-17 in the European theater since April of this year. Lt. McCarty was among the pilots flying the first groups of bombers over France on D-Day, and was wounded in action over France on June 15. Before entering the service Lt. McCarty was engaged in the lumber business, being vice president of the Northside Lumber Company.

fire in his direction putting several holes in his chute. Clouds and low altitude ended this attack and Kelley soon found himself on the ground in a dense wooded area. In the meantime, "My Baby" had made a 180 degree, descending turn and, missing the taller buildings of a small town, crashed onto a farmer's field. The crash ignited fuel, oil, and the incendiary bomb load creating a huge fire that would continue to burn throughout the night and into the next morning. Kelley could hear a dog barking nearby and the voices of an elderly man and woman. Understanding French, Kelley realized they were looking for survivors of the bailout. Making himself known to them he was quickly taken to the local chief of the French Underground and hidden in a deep hole obviously prepared as a fortress/hide out along with his co-pilot, 2Lt Andy Anderson, Navigator, 2Lt Alton Karoli and Bombardier, 2Lt George Lancaster. This hide out was 20 feet deep and contained two rooms partitioned by a large curtain. One

The four evaders return to Bassingbourn 12 days after being shot down in "My Baby." L-R: LT Andrew "Andy" Anderson, Co-Pilot; Lt George Lancaster Jr., Bombardier; Lt Alton Karoli, Navigator; and Lt Ernest Robert "Bob" Kelley, Pilot. Anderson, who was the pilot of "Madame Shoo Shoo," was loaned to the inexperienced Kelley crew for the mission on September 5, 1944. [Kelley]



room was the sleeping area and the second room contained rifles, uniforms, and other supplies used to get allied personnel back to their lines. Kelley and Lancaster suffered minor injuries from their bail-outs. Engineer, T/Sgt. Ira Krammes suffered ligament damage and, unable to walk or run, was captured. Waist Gunner Sgt. Zalma Michell and Ball Turret Gunner, S/Sgt. Edward Duemmer landed and were assisted by local residents, eventually evading back to the Allied lines. Radio Operator, T/Sgt. Grover Nordman was found by locals, given a bicycle with which he rode over 50 miles through German-held territory and across Allied lines. The body of Tail gunner S/Sgt. Doyle was found near the wreckage of the aircraft and buried in the local cemetery by the town mayor and two young brothers.

Kelley, Anderson, Lancaster, and Karoli, after nine days hiding with the French Underground, were picked up by two GI's who had wandered near their area in a Jeep. They still had to meander through the French countryside to avoid pockets of German soldiers in retreat. Arriving in Paris 12 days after its liberation, Kelley and crew, aware that surviving crews were to report to the USAAF headquarters as soon as they arrived, enjoyed the city's sights and entertainment for two days before reporting in. Upon the crew's return to Bassingbourn on September 17, a large, base-wide party was thrown in the 324th BS hangar.

Gen. Dwight D. Eisenhower issued orders early in the war that evaders were not to be returned to flying status in the ETO. This was to protect the French Underground from being compromised in the event a previous evader was captured and tortured. While there were exceptions to this mandate, Lt Kelly and his crew were flown back to the United States to be trained for action in the Pacific Theatre of Operations. While Bob Kelley did train in Douglas A-26 Medium Bombers to be flown against Japan, the war ended before he was ordered back into combat.

1Lt David McCarty: Killed in Action on a Mission to Ludwigshafen, Germany, Sept. 8, 1944

Thanks to Bob Kelley, I now knew who "Mac" was. I wrote again to Bowden who responded with a great deal of information about David McCarty and his loss over Germany. Bowden also provided a partial list of McCarty's mission history in the 322nd BS. This provided further evidence that the crew photo and flight to Stoney Cross both took place on August 10, 1944. McCarty and crew first flew "My Baby" on August 8 and then again on the 9th and then flew "Texas Chubby, The J-Ville Jolt-er," an olive drab over gray camouflaged B-17G, on August 11, 13, 14, and 15. "Texas Chubby" was shot down the following day with another crew on board. Further evidence was provided by 2Lt Frank Bolen, bombardier assigned to the crew of "Chow Hound," another well known, Starcer decorated B-17, in the 322nd BS. On August 7, 1944, Bolen was relieved of his duties as bombardier by the squadron's

lead bombardier because "Chow Hound was to lead the entire squadron on a mission in support of the Normandy breakout. "Chow Hound" and all of her crew were lost on that mission. With no time to reflect on the loss of his crew, Bolen was immediately assigned to the McCarty crew and is shown in the official 91st BG photo that now appears to have been taken on the morning of August 10, the same day McCarty flew "My Baby" to Stoney Cross.

McCarty and crew's next mission was on September 8 in an NMF B-17G, serial no. 43-38348 named "Roxy's Special." On that day, this aircraft was listed "Missing in Action" (MIA) on only its fifth mission and McCarty listed as "Killed in Action" (KIA) over the same target that saw the loss

The 322nd BS hangar at Basingbourn taken during the "Big Snow" of December, 1944. This structure is a twin to the 322nd BS hangar used to celebrate the return of "My Baby's" officers on September 17, 1944.

of "My Baby" three days earlier – the I.G. Farben Chemical Plant in Ludwigshafen. And this fit almost perfectly my dad's recollection of Lt Garner's announcement of Mac's loss.

On Friday morning, September 8, 1944, McCarty and crew sat in the "Roxy's Special" which held twelve 500lb. Demolition Bombs. Shortly after 7:22, as the sun began to rise, McCarty guided the aircraft off the Basingbourn runway and headed east flying in the "right box" of the Low Group just to the right of the lead squadron. Climbing above the English Channel to a height of 9000 feet, McCarty headed toward Paris where the entire Group would climb to 26,000 feet. Time over the target, was to be 11:48 a.m. Minutes before bomb release, the aircraft was hit by an anti-aircraft round probably from an 88mm. flak cannon. It hit near the number three engine (the right engine, closest to the cockpit) with devastating results. The wing was severed at that point and the aircraft was seen to fall burning in a flat spin. Witnesses saw the B-17 explode in mid-air. The nose was severed from the rest of the fuselage with both the Bombardier, 2Lt Frank S. Bolen, and Navigator, 1Lt Donald Brazedons trapped by centrifugal force. Eventually both were spilled out of the nose and parachuted to safety – sort of. They were the only survivors as the others were either killed instantly or trapped in the aircraft as it spun on fire into the city of Ludwigshafen. "Roxy's Special" was the only 91st BG loss on that mission.

The I. G. Farben Chemical plant is near the confluence of the Rhine and Neckar Rivers. Brazedons came down just north of the confluence and on the west side of the river, almost on the burning chemical plant property and was captured immediately. Frank Bolen landed north of Brazedon on a tiny island where the Altrhein Canal enters the Rhine at Sandhofen. Bolen was knocked unconscious from the impact and once awake discovered that his right ankle was badly sprained. Waiting until dark, he found a rowboat that eventually got him to the east bank of the Rhine where, moving north, he eventually reached the west bank at the city of Worms. Traveling only at night and hobbled by the sprained ankle, he worked his way west for seven days. Forced to begin moving during daylight to protect his ankle, he was captured on September 14th and transferred to Stalag Luft I. for the duration of the war. Stalag Luft I. was at Barth, on the Baltic Sea and was a temporary home to many Allied airmen.

"Roxy's Special" fell in many pieces onto downtown Ludwigshafen. The center fuselage/cockpit fell on Luther Strasse directly in front of Luther Church and was actually viewed by a young boy who was at the church that day. Richard Braun, hearing a crash, came out of the church and saw bodies in the aircraft and dangling from nearby trees.



The bodies of 1Lt David McCarty Jr., 2Lt Neil M. Mylin (Co-Pilot), Sgt. Frank F. Trim Jr. (Ball Turret Gunner), S/Sgt. Charles E. Beebe (Waist Gunner), and S/Sgt. Floyd Z. Dillon (Tail Gunner) were interred in the Ludwigshafen Central Cemetery on September 14, 1944. Top Turret Gunner and Flight Engineer T/Sgt. John Cangemi was initially listed as (MIA). There is no record of his initial interment, but at some point his body was located after the war and reinterred at a U.S. Military cemetery in Minnesota. T/Sgt. Henry R. Schulz is buried at the New Saint Marcus Cemetery, Affton, Missouri. Frank Trim was originally a Waist Gunner on Bob Kelley's crew. During the summer of 1944 the 8th Air Force began to reduce B-17 and B-24 crews from ten to nine. This was done by removing one of the waist gunners in each aircraft and assigning them to other positions with other crews. Trim was lost doing Ball Turret duty on McCarty's crew on "Roxy's Special".

David McCarty was born on his family's farm in Gardendale, Ala. on February 6, 1922. David's parents, David Sr. and Dorothy Ethel Clark, moved to North Birmingham in 1925. David Sr. became the owner of Northside Lumber Company, Inc. It was shortly after this move that David's sister, Ethel Jean was born. David attended grade school in North Birmingham and Philips High School near downtown Birmingham. Graduating Philips in 1939, David entered the University of Alabama and began studying Pre-Law. He also took courses at University Center, Birmingham.

David's sister, Jean, said David had inherited his dad's entrepreneurial skills at an early age, managing a newspaper route for the Birmingham News Age Herald, delivering newspapers on his bicycle and growing his route successfully. Once old enough to drive at 16, he drove a garbage truck for the City of Birmingham in the early hours before school opened. When this be-



A photo of the 322nd BS hangar during the preparation of squadron personnel for a group photo. A zoomed-in detail shows the 42-31634 'Texas Chubby' standing in the background [NARA]



Bob Kelley at a July Fourth parade in 2009. He still fits into his 1944 uniform. Bob was 96 years old and healthy as a horse until a stroke took him down. We corresponded until the end. Yes, we had become friends and met out in California and spent a day together sometime around 2014-2015. [Kelley]



came an interference to school attendance and work he switched to working after school and on weekends at the family lumber yard, eventually becoming Vice President of Northside Lumber Company prior to volunteering for military duty.

David is remembered by his sister as a young man interested in mechanics and carpentry and an excellent partner to his dad in the management of the family's lumber business. He also was very interested in real estate and land development. She also remembers rides on his motorcycle and, no surprise here, for a "buzz job" of the family home in North Birmingham just prior to his transfer to England.

A desire to fly aircraft and fearing being drafted into the Infantry or Navy, David volunteered for the U.S. Army Air Corps and was sent to Flight School at Maxwell Air Force Base in Montgomery, Ala. On March 10, 1943 he began Primary Training at Avon Park, FL and, later, Advanced Training at Gunter Field in Montgomery. When he graduated from Flight Training at Freeman Field Ind., he received the single gold bar of a 2Lt on December 5, 1943, one month before Bob Kelley was commissioned. Assigned to bombers, David did further training at Salt Lake City and Dahlbert, Texas, before flying to England where he served with the 91st BG, 322nd BS until his loss on September 8, 1944.

He was very respected by those who flew with him. Frank Bolen, survivor of David's last mission said he was "... nice and easy going, but not reserved." And that he was "... an excellent and confident ..." pilot. Dave Wolnowitz who was a member of David's crew prior to that final mission remembers David as "... quiet and the nicest guy in the world ..." and "... a great pilot".



David McCarty Jr. was survived by his parents, sister, Ethel Jean McCarty, and grandmother, Mrs. Rose Clark McCarty. The family asked the U.S. Military to return David's body to Birmingham where his funeral service and final burial took place in July 1947. He is buried in Forest Hill Cemetery in Birmingham.

Who Would Have Thought Such Tiny Photos Could Lead To So Much Information.

I could never have imagined that those three tiny images would lead me to so many sources of information. Not only was I able to find what happened to "My Baby" and her pilot, David McCarty Jr., but I was able, with the help of so many, to locate people who had had flown "My Baby" and survived McCarty's last mission. Archivists and Bob Kelley helped discover photos of McCarty and the B-17's that he flew. Bob Kelley sent me a piece of "My Baby" that he recovered from a farmer's field many years after her crash. My late father was astounded by all of this information and amazed that he was able to hold an actual piece of the B-17 that he had a "joy ride" in on August 10, 1944.

David McCarty was 22 years old when he was shot down over Germany on September 8, 1944. Dad was 26. Young men united for a carefree afternoon flying over the south of England. For my dad it was a lifetime memory. For me, it has been an opportunity to honor my Dad's role in WW II. But it has also been an opportunity to remember a pilot who did not return to tell his kids amazing tales of his missions with the Mighty Eighth over Nazi Germany. They were all a part of "The Greatest Generation" and their service should never be forgotten.

Acknowledgements

This has been quite a tour and I could not have tied all the loose ends together without those who have generously contributed information, photos, contacts, and editorial assistance. Bob Kelley very early on got me moving toward solving the puzzle of who was "Mac" and the story of the demise of "My Baby." He referred me to many contacts that filled voids in "The Story." He also offered me many photos of "My Baby" and finally, a relic removed from her burned out carcass that lies below a French farmer's bean field. Bob became not only an advisor, but a good friend who did live to see this story completed. Jean McCarty Kittrell, David McCarty's sister sent not only the recollections of a teenaged younger sister, but a careful list of editorial corrections. Her career as an English Professor made her eminently qualified to do so. Old friend and writer, Ken Dalciecki, also offered assistance in the editorial process. The Archives staff at the National Air and Space Museum lent their knowledge and enthusiasm. Brian Nicklas, Melissa Keiser, and Larry Wilson could not have been more helpful in pointing me in the right direction. My early contact with them in 1994 and my subsequent employment at the NASM have created enduring friendships with them. Frank Bolen and David Wolnowitz were also very generous with information about David McCarty and his last mission. Ray Bowden and The USAAF Nose Art Research Project were a critical source of information on McCarty and the B-17s that he flew. I am also grateful to the 91st Bomb Group Memorial Association for their assistance and Jan Zdiarsky for his interest in this story that led him to provide additional research, photos, editorial assistance and encouragement.

The body of David McCarty Jr. was returned to Alabama by his family in 1947. He is buried in Forest Hill Cemetery in Birmingham. He is survived by his sister Ethel Jean Kittrell. [Forest Hill Cemetery]

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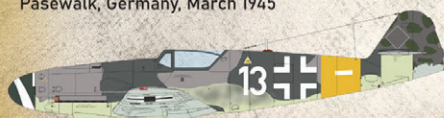
Fw. Hans Strebel, 11./JG 3, Franzfelde airfield near Pasewalk, Germany, March 1945



9./JG 4, Flensburg airfield, Germany, May 1945



6./KG(J) 6, Klecany airfield, Protectorate of Bohemia and Moravia, May 1945



5./JG 11, Strausberg Airfield, Germany, early 1945



12./JG 27, Prague-Kbely airfield, Protectorate of Bohemia and Moravia, May 1945



Maj. Wilhelm Batz, CO of II./JG 52, Zeltweg, Austria, May 1945



Lt. Horst Potreck, Stab III./JG 53, Kreuzstrasse near Holzkirchen, Germany, April 1945



WNR. 330177, Uffz. Alfred Nitsch, 12./JG 77, Neuruppin, Germany, November 1944



WNR. 333878, S. Ten Umberto Gallori, 3a Squadriglia, Io Gruppo Caccia, Lonate Pozzolo, Italy, March 1945

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221st Tactical Flight. Fighting With the Albatros...

....2003 – 2013 timeframe from the point of view
of an aircraft armorer

Aircraft 2436 ready for flight awaiting the arrival of its pilot. It carries a non-traditional, relatively large payload of two 350l (92 gal) droptanks and a pair of CP-100-70AM practice bombs. The air intake bears a remnant marking from the airplane's service with the 11th slp in Zatec. The pilot's helmet is hanging on the left pitot tube.

Tomáš Dederá

Time flies like water in a raging river. In 2016, we commemorated the 60th anniversary of the establishment of the aviation units later operating at Náměšť nad Oslavou Air Base, and this year, in October 2023, it will be exactly 10 years since fixed-wing aircraft permanently left the local facility. From the MiG-15s, through the Su-7BM, BKL, U, the Su-22M4 and the UM-3K series of supersonic aircraft, and on to the Su-25K, UBK attack aircraft and L-29 Delfín trainers, plus transport and liaison Mi-1, Mi-2 and Mi-17 helicopters, the unit's main equipment for a decade was also the globally known and proven L-39ZA Albatros, produced by the domestic manufacturer Aero Vodochody. Aircraft of this series began to operate from Náměšť in 1994 with the disbanding of the former 30th bilp at Pardubice Airport. In the fall of that year, Su-25K and UBK aircraft, together with four Albatroses (coded 3903, 5015, 5017 and 5019) moved to their new location at Náměšť as part of the 1st TL (Technical Flight), then the 32. zTL (Tactical Air Force Base), at Náměšť nad Oslavou.

As the Su-25K was gradually phased out of service by the end of 2000 (the last flight was made by aircraft coded 5039 in a flyover from Náměšť to Přerov on December 11th) and replaced by the new L-159A ALCA light attack fighter, more

L-39ZA Albatroses were assigned to Náměšť's 2nd TL (Technical Flight). By the fall of 2003, all L-159s were handed over to Čáslav.

On December 1st, 2003, the 221st TL (Tactical Flight), 22nd zL (Air Force Base) was officially founded in Náměšť nad Oslavou. The squadron

operated ten L-39ZA Albatros trainers, coded 2341 (crew chief handle 'Jára'), 2344 ('Synek'), 2415 ('Kája'), 2421 ('Golem'), 2433 ('Sun'), 2436 ('Fanda'), 3903 ('Miša'), 5015 ('Zip'), 5017 ('Worm') and 5019 ('Goat') plus five reserve aircraft (coded 2347, 2418, 2424, 2427 and 2430). The squadron's



Aero L-39ZA Albatros, coded 5017 on the apron of the 1st Technical Flight during the winter months. Worth noting is the symbol of the 1st Technical Flight above the nose landing gear (at that time the squadron operated the Su-25K as its bread and butter and this marking was carried by some birds on their engine nacelles or noses) and the 32nd zTL emblem of Náměšť nad Oslavou on the rudder. (photo archive of the author)



L-159A Alca on the apron of the 1st Technical Flight at Náměšť in the summer of 2003. The airplane is interesting with its inscription on the right air intake, symbolizing the 50th delivered ALCA for the Air Force of the Czech Republic Army (photo archive of the author).

technical staff was made up of experienced mechanics and specialists who previously worked on the Russian Su-22 and 25 series of aircraft and later, the Czech L-159A ALCA advanced light combat aircraft. The task of the squadron was to ensure the continued training of young pilots who came from the CLV (Aviation Training Center) in Pardubice, especially in ÚBP (training in the use of weapon systems - combat use tasks) and cooperated with advanced FAC/JTAC aviation instructors. Its first commander was pilot Lt.Col. Ing. Antonín K. and ZV-ILS (Commander of the Technical Staff) Capt., later Maj., Marián M. The Flight did not spend much time warming up on its assigned field, as by 2004, it flew to the airport at Pardubice. It operated from there for seventeen long months, while a major modernization, renovation and construction of new buildings took place in Náměšť. By that time the first experiments with ÚBP began with the use of CP-100-70M practice bombs, popularly called 'cements'. It should be noted here that this type of training almost stopped for a certain period of time, because the L-159s (operating from Náměšť from the spring of 2001 to the autumn of 2003) did not yet have their weapons systems fully integrated, or were still in development (such as the 20 mm PLAMEN cannon). A greater focus on the use of live aerial ammunition occurred only after the return to Náměšť in July, 2005.

The standard gradually became the use of four aircraft at the ÚBP, if technical conditions and, above all, weather conditions allowed, at least once a month. Monday usually started with preliminary preparation - technicians and specialists performed more extensive maintenance, removed defects that manifested themselves during previous flying, replenished fluid levels and gases, checked important aircraft systems and nodes, or they changed worn tires if signs pointed to that need. Armorers carried out loading of UB-16-57 UMP rocket pods and tested all weapon systems (cannon, bomb and rocket armament) in all modes - not only testing in the standard mode of use, but also, for example, control of the jettisoning of payload under

emergency situations, with the help of special preparations and measuring or signaling technology.

From Tuesday to Thursday there were special flying events. They started with a weather survey, when one plane took off with an experienced crew, who evaluated the weather conditions on the flight path to the firing range. If conditions suited, then it was down to business. Aircraft ground crews, R+RTV (radio and radio equipment) and E+ESV (electrical and special electrical equipment) specialists carried out pre-flight preparation, and at the very end, when everyone was finished, the weapons specialists came into the picture. They first checked the rotation of the airplanes in the safe directions, turned off all weapon control elements, the on-board network, the external power source and closed the canopies. They then placed red pylons 5m in front of the aircraft (and in the case of charging unguided rockets, 5m behind the aircraft as well), cordoning off the area as a dangerous zone into which all unauthorized persons and vehicles were strictly prohibited from entering. They then performed their own loading of the machines

according to the planned flight schedule. Then it was just a matter of waiting for the crews to arrive at the planes. After the arrival of the pilot, the aircraft crewchief gave a report on readiness for flight and information on the amount of fuel added. The armorer informed the crew of the type and amount of armament the aircraft was equipped with for the flight, or provided additional information, such as fuse timings on any bombs carried. This was followed by strapping the pilot into the VS-1 BRI ejection seat by the crewchief, fitting him into the parachute harness, removing the safety pins from the ejection seat, allowing it's potential launch. First the SAFÍR APU was set in motion, followed by the AI-25 TL engine itself. After a short engine test and a check of the operation of the flaps and speedbrakes, the aircraft approached the so-called ČPS - Preliminary Start Line, popularly known as 'the line'. Here, specialists performed the last visual inspection of the aircraft before entering the VPD (takeoff and landing runway). They mainly focused on the perfect closure of all covers and openings, or checked for signs of non-standard leakage of operating fluids - aviation fuel, oil or hydraulics, which could indicate a leak or malfunction of these systems, which could have fatal consequences in the later phase of the flight. After this inspection, if everything was in order, only a raised thumbs up from the inspectors followed - indicating all was good to go, and with the permission of the control tower, the roll-up to the VPD and finally take-off followed. Flights to the firing range usually lasted about 1.5 hours.

After landing, the aircraft taxied to a special stand - the so-called 'holding stand'. There, after guiding the aircraft in a safe manner, the gunners performed a post-flight armament check. If everything was in order, meaning that the cannon operated properly, rocket pods were empty and bombs dropped, the aircraft continued to its own stand. When the occasional problem did crop up, the crew shut down the engine, the armorers disabled the cannon against an unwanted firing, the crewchief secured the seat, the pilot got out, and then the gunners completed



Armorers load S-5 K unguided rockets into UB-16-57 UMP rocket pods. Red flags are placed in front and behind the aircraft, external power is disconnected from the aircraft and cockpits are closed for safety reasons.

the safe discharge of the weapons. Then the whole merry-go-round was repeated, usually at least two or three more times. After the last flight, the airplanes were 'post flight' inspected and, with the help of tow trucks and tractors, towed to their hardened aircraft shelters in the squadron's dispersion areas. The entire cycle of flights from the beginning to the end of the working day usually lasted 12-13 hours, in any weather, in freezing cold or sweltering summer heat, in wind and rain. Friday, a non-flying day, was intended for the elimination of possible defects in the airplanes, and above all, for the cleaning of all weapons after having been fired.

As standard, the armament triad was flown - B, R, C (for bombs, rockets, cannon) - four aircraft with a GŠ-23 cannon with, typically, fifty rounds, one hundred as the exception, two additional fuel tanks 150 l on the inboard pylons and either two UB-16-57UMP rocket pods, each with a maximum supply of sixteen S-5 unguided rockets of various types or two CP-100-70M cement practice bombs on the outboard hardpoints. Later, we increased the range of armament carried by including the use of OFAB-100-110TU fragmentation bombs of 100kg (220lb) weight. These were of Czechoslovak manufacture, produced in Vlárské Strojírny Slavičín from the 80s to the 90s. It was a special bomb that could be used at high speed at low level as a brake, thanks to the integrated BZ-5 braking system. An electric head igniter, also of domestic provenance, of the LZEH-3 type, made it possible to set up to five different delays, depending on the nature of the target, from immediate action at impact, two short-term modes in the order of milliseconds (against bunkers and other fortified targets) and two long-term delays (for practice and security reasons). The odd time, it was also possible to see Albatroses carrying a quartet of training cement bombs or even live OFABs. Unlike the Slovak Air Force, we practically did not use L-39M559 dual ejector racks (only for demonstrations). At times, when it was absolutely



An aircraft technician removes the arming pins from the VS-1 BRI ejection seat just prior to engine start. In a few minutes, the aircraft will take off, its task will be to fire at ground targets with the GŠ-23 cannon and S-5 unguided rockets.



For display purposes, loaded armament could include a UB-16-57UMP rocket launcher and an L-39 M559 twin ejector rack with a pair of CP-100-70 M practice bombs.



Specialists having performed a final inspection of the aircraft at the ČPS, give the thumbs up indicating that everything is in order and there's nothing preventing further taxiing for takeoff.



Aircraft 2415 just before taking off from the stand at the point of no return. Underslung are a pair of 150L (40 gallon) drop tanks and two live OFAB-100-110TU fragmentation bombs.



Frontal view of an aircraft armed with four CP-100-70M practice bombs.



A pair of CP-100-70M practice bombs under the left wing of an L-39. The aircraft is pictured shortly after it was forced to return and land at its home field after suffering a bird strike. The damage, visible on the leading edge of the wing between the pylons, was repaired by the unit's personnel. The bird was not as lucky.

necessary, from the point of view of range, especially during cooperation with other formations and larger exercises, the 150L (40 gal) outboard tanks were replaced by their bigger 350L (92 gal) brothers.

In the case of flying from what used to be Přerov Air Base, the aircraft were loaded up with underwing minitions, without the need to mount drop tanks. This was made possible by the close proximity to VVP (Military Training Area) Libavá

with its extensive firing ranges. It was also possible to make six flights per day. At that time you could see Albatroses fully loaded with UB-16-57 UMP rocket pods on the inner pylons and OFAB-100-110TU bombs codenamed JUPITER on the outer units, as they would be in times of actual conflict. At this time, the EKS-46 signal cartridge ejectors, located in the right rear part of the aircraft, with yellow, red, white and green colors, which were to act as decoys, began to be



Here, the pilot is taking over aircraft 5019 from the crewchief. It carries two 40 gallon drop tanks and two full UB-16-57UMP rocket pods with 32 S-5KP unguided rockets. A special Praga V-3S SUEZ (Universal Electric Starter Source) vehicle is parked between the planes, serving as a source of electrical power during ground preparation and actual engine start-up.



Aircraft 5019, fully armed with four live OFAB-100-110TU fragmentation bombs, waits for the arrival of the crew on a baking apron in the summer heat.



Aircraft 3903 ready for flight in front of a weathered shelter at the then Přerov aAir Base. Interestingly, it carries two full UB-16-57UMP rocket pods with 32 S-5KP missiles and two OFAB-100-110TU fragmentation bombs. Under the cockpit windscreen is a red log book.

used again. For the first 5 years of the squadron's existence, scheduled higher level work and aircraft overhauls were carried out in cooperation with the 217th LOLNT (Supersonic Aircraft Repair Squadron) in Čáslav. Part of the work involved armament and associated systems, and occasionally, it was possible to see our L-39s with four UB-16-57UMP rocket pods, but only ones that were empty. A separate chapter is the use of guided munitions - in our case, this



Detail of the above noted loadout. Note the weathering on the UB-16-57UMP rocket pod and the fuse delay of 0.03 seconds written down on the bomb in plain chalk.



Loaded EKSR-46 flare dispenser on the right side of the rear fuselage.



L-39ZA coded 3903 ready for flight under winter conditions at Caslav AB. The plane carries four empty UB-16-57UMP rocket pods.



Same bird from the front.

involved exclusively the R-60 AA-8 Aphid air to air dogfighting missile, carried on UZR-60 rails. These were infrared (thermally) guided missiles, which, however, were not equipped with a rocket engine, nor did they carry fins on the rear or rudders on the nose of the missile. Only the IR warhead was retained, as were the four finlets on the front, whose purpose was to help increase the effect of the rudders by swirling the air over them at high angles of attack. This training version of the missile was equipped with a recording device, which recorded some important parameters when the missile was fired - for example, the overload on the aircraft. These parameters were evaluated by the instructor after the flight, and they could realistically indicate whether the launch strategies were chosen correctly. The missile was white and had 3 black bands around its body as a distinctive marking, consistent with the training versions of Soviet/Russian guided missiles. The bodies were suspended on P-62-1M-ZA rail adapters which were mounted under the pylons. By default, the unit was suspended under the left wing, but the adapter had to be suspended under the right side as well to maintain the plane's symmetry.



Beautifully mirrored on the concrete apron after a spring shower is L-39 2421, loaded with large 350L (92 gallon) drop tanks and a UZR-60 training round under the left outboard pylon.



Detail view of L-39 2436 with a 150l (40 gal) drop tank and UZR-60 training round on a P-62-1M-ZA launch rail.



Ammunition case with an average of fifty rounds.
Photo Petr Soukop



Left to right: GŠ-23 cannon pod 23mm rounds of OFZ, BZA and BZT types.

Originally, the ZA version of the Albatros did not possess the ability to carry these missiles, and could only carry the older type infra-red guided R-3S. The work required to adapt the L-39 to the R-60 was carried out sometime in the mid-1980s by workers of the LOZ (Aircraft Repair Base) in České Budějovice.

A specialty, seen on the ZA version at Náměšť, is the use of special containers, carried under the putboard pylons. These containers, operated by the crews of the Military Technical Institute of Aviation and PVO (VTÚL and PVO Prague), served as carriers for the newly developed types of pilot parachute. These were tested together with

a special weight imitating the human body. The photograph shows a cartridge case carrying a maximum of 150 rounds of 23 mm ammunition with fifty rounds of OFZ (fragile - explosive - incendiary) and BZT (piercing - incendiary - luminous) ammunition, in a ratio of 4:2. In the winter, when it was not possible to rehabilitate the impact area of the firing range, instead of OFZ cartridges, BZA (armor piercing - incendiary) were used. Visually, the projectiles are distinguished by the following colours: BZA - black projectile body, with a red and white stripe on the tip, under which the incendiary component is hidden, BZT - again black, sometimes gray

(depending on the manufacturer and production block) projectile body with a yellow tip, OFZ - black (grey) body of the projectile (grenade) in which the effective explosive Hexogen is incorporated, the lighter is silver in color with a purple tip. It is unlocked only after a certain distance from the muzzle of the weapon (the so-called 'mask safety'), so that the aircraft itself is not endangered by the action of axial and radial forces (rotation of the projectile, initiated by the grooved bore of the barrel), created during firing. A specific type of round that are placed at the end of the cartridge belt are copper OFZ rounds, additionally marked with a yellow stripe on the body of the projectile. These have a lead wire attached to the bottom of the round, which creates a mixture with copper residues from the guide rings when fired, and the resulting mixture is literally blown out of the barrel by the following round. These cleaning effects on the barrel have a significant effect on reducing wear, improving accuracy and extending overall service life.

The GŠ-23 cannon is a development of a Soviet weapon with dual barrels and breechblocks. This is how the designers of the weapon, Grjazev and Shipunov, managed to achieve a relatively high muzzle velocity of the weapon - 3200 to 3400 rounds/min. The weapon, which is widespread even to the present day, equipped a whole series of airplanes and helicopters of Soviet origin, either as an integral part of the design or in suspended weapons containers. It is a very effective weapon, whether against air or ground targets, accurate and easy to operate and maintain, with a minimal number of defects.

There were several types of S-5 unguided air to surface rockets used. First off, there were the older S-5 K and S-5 Ms. Both had the same type of ignition of the rocket motor, using electrical wires terminated with a plug. These differed from each other in their purpose. The K version was



L-39 5017 carrying a special purpose container carrying a newly developed parachute readied for a test flight.



Detail shot of the pod with the parachute and weight, designed to imitate that of the human body.



GŠ-23 cannon with a full load of 150 rounds.



Detail view of the GŠ-23 cannon pod under the forward fuselage of the aircraft. Photo: Petr Soukup

intended for use against ground and armored targets (tanks, armored personnel carriers, etc.), while the M variant was a more general purpose round used against soft targets and destroyed its target with a pressure wave created during the explosion. The second, more modern branch of these rockets was represented by three types: S-5 KO, S-5 MO and S-5 KP. All of them had an innovative way of initiating launch, using contact rings (faster and safer operation). The warheads of the rockets were also improved: KO – fragmentation – contained a larger amount of explosive and, in addition, to increase the effective radius, ten extra rings on the warhead were added. These were 'pre-fragmented' and formed projectiles of about 2g in mass after the explosion. The MO version had twenty of these additional rings. The last used was KP and was the same as KO, with the difference that the use of a piezoelectric igniter, which was supposed to safely initiate the rocket motor even at very shallow angles to the target.

The first big change came about in 2008. On October 1st, Mi-24V/35 combat helicopters, which were operated by the newly formed 221.Vrl, were moved to 22nd Base in Náměšť. As a result, the squadron operating the L-39 was redesignated 222nd Training Squadron. However, the nature of the tasks remained the same. The squadron continued to successfully fulfill its required tasks, until the fateful day of December 16, 2010, when during take-off of 2341, after an engine replacement, a titanium fire occurred in the high-pressure compressor of the engine near the end of the flight, causing its subsequent shutdown. The experienced two-man crew (Capt. Ing. M.K. and Capt. Ing. S.S.) tried several times in vain to restart the engine, until finally both of them were forced to eject from the silent Albatros close to their home field. This accident had a major impact on the further functioning of the squadron. Of course, a ban on flying followed, as it usually happens in such cases, and the problem with the engines were resolved only after more than a year! Then, on November 1st, 2013, operation of Přerov Air Base was definitively terminated and the Mi-171Š transport helicopters were reassigned. At the same time, the remaining L-39s were transferred to the air base at Čáslav, as part of the newly formed 213.VL (Training

Squadron), which jointly operates L-39ZAs and L-159Ts, but that's another chapter. Looking back, I believe that the squadron performed its tasks with honor over the ten years and trained many young pilots who then successfully continued on to fly the L-159A ALCA and JAS-39 Gripen out of Čáslav. Thanks also go to the members of the ILS ground staff, not only the 221.TL (222.VL), but also the 217.LOLNT in Čáslav and later the 223.LOLT in Náměšť, who honestly took care of these machines and maintained them throughout their operation on the airfield at Náměšť nad Oslavou.

(photo, unless otherwise stated, author's archive)



A comparison of the S-5 K and S-5 KO (top). There was an increase in the rocket motor size and the warhead of the KO, though the V-5 igniters remained the same



S-5 M rockets built under a Polish licence and delivered in boxes of sixteen.



Top is the S-5 KP, below the S-5 K. The difference in the length of the rocket motor and the warhead are evident in the newer KP version. There was also a difference in the ignition system.



Container with eight S-5 KP rocket projectiles, one with deployed stabilization fins, which would be in flight mode. The others have their fins folded and contained in plastic caps.

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Air war over Ukraine

Defeat of the Black Sea Fleet



Text: Miro Barič

Mi-8 helicopters are ubiquitous and highly needed. This series of images was recently published by the Ukrainian armed forces.

During the period from September 1 to September 30, there were several successful Ukrainian attacks on the occupied Crimea. This led to the withdrawal of most of the Russian Black Sea Fleet's ships from Sevastopol to more distant ports. As a result, Ukraine was able to resume grain exports independently. This can only be described as a strategic defeat for the Black Sea Fleet.

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

To understand these events, we need to look at preceding periods, as the following events are closely related. In July, the grain agreement, allowing food exports from Ukrainian ports, expired. Russia, following the agreement's expiration, immediately began attacking the infrastructure of ports and grain warehouses, not only in the Black Sea but also along the Danube.

These attacks continued in August and September, the period we are focusing on in this article. The Danube serves as the border with Romania, and Ukrainian ports Izmail and Reni on this river are only a few meters from a NATO member state. In early September, the remnants of three Russian drones used in attacks on Ukrainian ports were found on

Romanian territory within one week. Initially, Ukraine reported crash of a Russian drone on Romanian territory, but Bucharest denied it for a while. When Romanian civilians reported the impacts of Russian drones, the government in Bucharest informed NATO allies about these incidents and summoned the Russian chargé d'affaires to express a "sharp protest." NATO spokesperson Dylan White commented that there was no indication that Russia deliberately attacked alliance territory. It's clear that NATO does not want a conflict with Russia.

From July to October, Russia launched 17 major attacks on ports, hitting 150 buildings, six civilian cargo ships, and destroying 300,000 tons of grain. Ukraine didn't stand by idly. Their response was gradual, methodical, and,

ultimately, very effective, despite lacking a navy. In August, a series of attacks occurred on the Crimean Peninsula, including the destruction of an S-400 air defense system in Olenivka in northern Crimea. Bases in Saky, Hvardijske, and Belbek, where a significant portion of the Black Sea Fleet's aircraft was stationed, were also targeted.

During August, Ukrainian special forces occupied four oil platforms in the Black Sea, which had Russian radar and helicopter landing pads. A skirmish between Ukrainian boats and a Russian Su-35 fighter occurred during one of these raids. The Su-35 became a target for a missile launched from one of the boats. It's uncertain whether it was actually damaged, but the aircraft withdrew. During one of the raids,

a Ukrainian boat had to maneuver wildly to avoid being fired upon. One soldier fell into the water but was later rescued by a Ukrainian drone. It reported the soldier's location until rescue arrived.

It's possible that three Sea King HU.5 helicopters provided by Britain to Ukraine were involved in these actions. Ukraine uses these helicopters for transport, search and rescue missions, and transporting special forces behind enemy lines. Therefore, it's very likely that they played a role in the occupation of oil platforms in the Black Sea and in supporting the special forces' landing on the Crimean coast. Coincidentally, during the period we are examining, a new photo of a Sea King helicopter in Ukrainian service was published. The right side of the fuselage features the image of a drawn character's head and the inscription "Aviator."

Russian ships also became targets of Ukrainian attacks. On the night of August 4, near Novorossiysk port, the Ropukha-class landing ship Olenegorsky Gorniyak was hit by a naval drone as it entered the port. According to initial Russian reports, the attack was successfully repelled, and the ship suffered no damage. However, in the morning, it was revealed that the ship was unable to move and had a significant list to the left. It had to be towed to dry dock. The ship had a hole in the right side of the hull, four meters high and two meters wide. The next day, south of the Kerch Strait Bridge, the Russian tanker Sig was also hit by a naval

drone. The explosion caused a hole in the right side and flooded the engine room.

Attack on docks and Headquarters

All the actions mentioned so far were just a prelude to the main attack that occurred in September. After losing radar installations on the platforms, air defense systems, and aircraft, Russia was unable to effectively protect the western part of Crimea. This had disastrous consequences for the Black Sea Fleet. On Wednesday, September 13, early in the morning, Storm Shadow cruise missiles launched from Ukrainian Su-24M aircraft struck the dry dock of the Sevmorzhavod shipyard in Sevastopol. At the time, the dock housed the Minsk-class Ropukha landing ship and the B-237 Rostov-on-Don submarine.

A major fire broke out on the Minsk, destroying virtually all superstructures from the main deck upwards. Parts of these superstructures collapsed. The command bridge and the ship's mast completely collapsed. In this case, it's an older vessel from 1983, and the cost-effectiveness of repairing it is highly questionable. According to the Ukrainian side, the Minsk was supposed to leave the dock on September 14, which is why it had a crew preparing for that. More than 60 sailors were reported to have perished.

The Rostov-on-Don submarine fared just as poorly. It belongs to the upgraded Kilo class (Russian Project 636.3) and entered service in 2014. Besides torpedoes, it can carry Kalibr

missiles, which it previously launched at Ukrainian cities. However, it's the end for the submarine. After being hit by Storm Shadow missiles, it has two large holes in its hull—one on the right side behind the conning tower and another in the front in the torpedo compartment. The possibility of repairing it is also highly doubtful.

Less than a week later, Ukrainians carried out another successful mission with Storm Shadow missiles targeting Sevastopol. Exactly at noon, on September 22, the headquarters of the Black Sea Fleet were struck by at least two missiles. Only the outer walls remained of the building; the interior was completely destroyed. What was worse for the Russians was that there was a meeting of high-ranking officers in the headquarters, which the Ukrainians were informed about by the partisan movement. Two days after the attack, the Ukrainian Special Forces command reported that in this operation, codenamed "Crab Trap," 34 Russian officers lost their lives, and 105 soldiers were injured. Admiral Viktor Sokolov, the commander of the Black Sea Fleet, was said to be among the dead. Russian authorities later released several videos that were meant to prove Sokolov's well-being, but there are uncertainties about when these videos were made. According to Russian occupying authorities, only six were injured, and the "situation is under control." However, they also had to admit that the building cannot be repaired, and its remnants will be demolished. Most of the remaining large vessels of the



Ukrainian naval drone attacking the Russian ship Olenegorsky Gorniyak.



Landing ship Olenegorsky Gorniyak listing to the left after a Ukrainian naval drone attack.



Ukrainian helicopter Sea King HU.5 with a cartoon character's head and the name "Aviator" painted on the fuselage side.



Olenegorsky Gorniyak in a dry dock showing a hole in its hull.



Landing ship Minsk on fire on September 13th in a dock in the port of Sevastopol.



This peculiar photograph was created by assembling images from a video capturing the damage to the ship Minsk.



Footage of strikes on the submarine Rostov-on-Don.



Black Sea Fleet retreated further to the east, especially to Novorossiysk. Landing ships were moved to the Sea of Azov, where they serve for transporting supplies to the ports of Berdiansk and Mariupol. Russia lost control of the western part of the Black Sea, which Ukraine used to resume grain exports at the same intensity as during the grain agreement's validity.

Russian Air Offensive

However, this doesn't mean that the Russians are sitting idly. While they received a significant

blow on the Crimean front in September, they had the initiative when it came to other areas along the long front line. A particularly unpleasant surprise for the Ukrainian side was the increase in the range of kamikaze drones like the ZALA Lancet. These drones previously had a range of around 40 km. On Tuesday, September 19, however, one Lancet drone attacked Dolgintsevo Airport near the city of Kryvyi Rih, which is located up to 70 km from the front line. The Lancet's extended range wasn't the only shocking revelation that day.

The entire attack was observed by a Russian reconnaissance drone, which freely moved above the airport. Despite the relatively close proximity to the front, Ukrainian air defense was shockingly underestimated. The Lancet drone approached from behind slightly to the right of a parked MiG-29 fighter jet. It appears to have grazed the end of the right wing and hit the ground just beside the front right part of the fighter. The explosion didn't completely destroy the aircraft but certainly caused significant damage, roughly in the cockpit area.

What's even more bewildering is the Ukrainian inaction following this attack. Thus, the Russians were able to repeat the attack on Saturday, September 23. The location and participants remained the same. A Lancet drone once again attacked the Dolgintsevo Airbase, and once again, it was recorded by a Russian reconnaissance drone. This time, the footage is at night and of lower quality, so it's challenging to accurately determine the type of aircraft struck. It could have been another MiG-29 or even a Su-25. After the Lancet's strike, this time it exploded and caught fire. The video only captures one Lancet attack and one explosion, but on low-quality satellite imagery, the burned area is visible in another parking area on the airfield, indicating that two aircraft were destroyed.

For the third time, the attack occurred on Monday, September 25, at Kulbakino Airfield near Mykolaiv. During this attack, an explosion completely destroyed a MiG-29. Lieutenant Oleksandr Bobyk, a 26-year-old aircraft technician from the 204th Tactical Aviation Brigade, lost his life in the incident. The Ukrainian side confirmed his death, stating that he fell victim to a missile strike in this case, with no mention of the Lancet drone.

This was a costly lesson in not underestimating the enemy and the need to better protect valuable aircraft or move them further from the front line. On the other hand, these were the only losses suffered by the Ukrainian air force during the observed period. While August saw several air-to-air clashes with tragic consequences, in September, Ukraine did not lose a single aircraft or helicopter in the air.

Russian Losses

Meanwhile, the situation on the ground front was more-less stabilized. Ukrainian troops made advances in the Bachmut and Robotyne-Verbove areas in the Zaporizhia region. Still, their progress was slow. To counter the penetration near the village of Robotyne, the Russians deployed airborne units, which halted the Ukrainian advance with counterattacks but at the cost of heavy casualties. It was clear that the Russian command was buying time at the expense of the lives of its soldiers. What



Mi-8 helicopters are ubiquitous and highly needed. This series of images was recently published by the Ukrainian armed forces.

it was buying time for would become apparent in October. During the observed period, the Russian air force began to launch more attacks on Ukrainian positions on the front line and beyond. They used glide bombs, released from S-34 aircraft and guided from a relatively safe distance. Attacks occurred along the entire front from Kherson to Kharkiv. On Friday, September 29, a Russian Su-35S fighter was shot down near Tokmak. The pilot perished. The fighter was probably escorting Su-34 on a bombing mission. The exact cause of its crash remains unknown, but it is suggested that it was hit by its own air defense. It is also possible that it fell into a trap set by the Ukrainian side. During the observed period, one Patriot air defense system was relocated near Odessa, and in previous months, Ukrainians had already used it to shoot down Russian aircraft on Russian territory.

Thus, the month of September began and ended with the fall of Russian aircraft. Already on Friday, September 1, a Ka-52 helicopter crashed into the waves of the Sea of Azov near the Zaporizhia region. It occurred approximately 1.5 km from the coast. The crew survived, and Russian rescuers retrieved them from the water. Furthermore, the Russian air force lost two aircraft in accidents during the observed period. On Tuesday, September 12, an Su-24M crashed near the village of Lozhki in the Volgograd region. Both crew members perished. On Wednesday, September 20, near the village of Kolodezny in the Voronezh region, an Su-34 with the registration RF-95806 and bort number "red 05" crashed. In this case, both pilots from the 47th mixed aviation regiment successfully ejected and survived.



Mi-8 helicopters are ubiquitous and highly needed. This series of images was recently published by the Ukrainian armed forces.



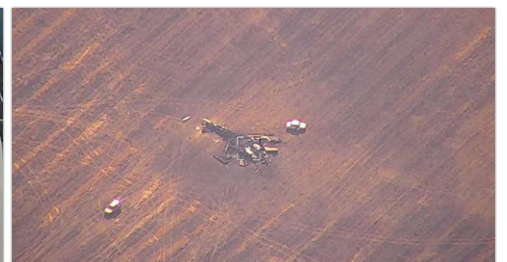
Su-27 from the Ukrainian 39th Tactical Aviation Brigade.



The Ukrainian Su-25 has its entire underside and auxiliary tanks painted in blue and yellow for quick identification.



A shot from the Russian drone Lancet during an attack on the Ukrainian MiG-29 at Dolgintsevo Airport on September 19th.



Destroyed Russian Su-35S near Tokmak on September 29th.

The 201st victory

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



Heinz Bär became one of the Luftwaffe's most famous fighter pilots and was one of the rare German airmen the Allied press wrote about during the war. His journey to the cockpit of a fighter plane took him through a job as a Luftwaffe aircraft mechanic, a series of rejections from superiors, violations of regulations and the cockpit of Ju 52. He gradually worked his way up to become a successful fighter pilot, a *Staffelkapitän* and then a *Gruppenkommandeur*. His health problems and exhaustion led to a conflict with Hermann Göring in the summer of 1943, which resulted in his removal as commander of I./JG 77. A subsequent conflict with an NSDAP functionary led to Bär's transfer to II./JG 1, with which he served as a simple pilot as punishment in early 1944, with 179 kills to his credit!

However, in March 1944, Bär became acting commander of II./JG 1. From February to April he achieved 23 victories without being shot down himself. Among the highlights in this period are the downing of the bombers "Miss Ouachita" and "Flak Magnet". In both cases, Bär's ground personnel witnessed the victories. With B-17 "Miss Ouachita", Bär appeared in a newsreel. The destruction of the Liberator "Flak Magnet" was an even more significant event, as it was Bär's 200th victory, and a short OKW communiqué (Bär's third) was issued two days later about this achievement. Albeit II./JG 1 lost almost a hundred machines during the same period. Major Heinz Bär scored his 201st victory on April 29, 1944 at 10:56 near Braunschweig

while fighting bombers and their escorts heading for Berlin. Bär managed to lead the II./JG 1 formation into a frontal attack against the bomber formation, damaging one Liberator in the process.

Then a fighter escort of Thunderbolts from the 359th FG and apparently Mustangs from the 352nd FG appeared on the scene. In his report, Bär said that after the frontal attack in which he hit one Liberator, his unit was dispersed by a strong fighter escort and there were separate engagements by *Rotte* and *Schwärms*. He pulled up and saw below an Fw 190 with its starboard undercarriage extended being chased by a Thunderbolt. He got behind the Thunderbolt and fired from above and behind at a distance of about 150m. The Thunderbolt immediately exploded in mid-air and the individual parts crashed down to the ground. The impact occurred south of Braunschweig. In the minutes that followed, Bär's airmen claimed three more Thunderbolts and several four-engined bombers (including a B-24 as 202nd victory of Heinz Bär). One Mustang may have been claimed in this area by an airman from I./JG 302.

The problem is that no Thunderbolts were lost on this day, and even the Mustangs of the 352nd FG did not experience losses in this area. However, in studying German reports of Allied aircraft crashes, I found that one Mustang was shot down in this area and time. At 11:00 a Mustang crashed 700 meters northeast of Brasdorf and was so badly damaged that only

the white letter J and the numbers 3, 6, and 7 could be discerned from its markings. From these indications, it can be clearly determined that it was a P-51B-5-NA 43-6577 "WR-J" of the 354th FS, 355th FG. Its pilot was Capt. Thomas F. Neal Jr. Until now, it was believed he disappeared about 30 miles southwest of Berlin. In this area, he led his Falcon Red Flight in a dive to attack four Fw 190s, yet his wingman lost contact with him while passing through cloud cover and Neal then failed to respond to radio communications. The place where Neal actually ended up is quite far west of where he was last seen. He probably made his way back, perhaps joining the 359th or 352nd FG formation and eventually dying in combat with German fighters near Braunschweig. Of the information known so far from the German side, Heinz Bär's claim fits the best. Neal's Mustang had a razor back and olive camouflage of upper surfaces. It was therefore possibly mistaken for a Thunderbolt. Neal was at the top of the 354th FS at the time with 4.5 kills and was one of its leading personalities.

Bär scored a total of 221 victories, of which 125 were over Western powers' pilots (including 16 in the Me 262), placing him second only to Hptm. Hans-Joachim Marseille, who achieved all of his 158 kills against RAF and Commonwealth airmen. Further details on this airman can be found in my three-part article in REVI Nos. 81 to 83 and in the French magazine ACES No. 8.

Greenies from Green island

Text: Richard Plos

Illustration: Adam Tooby



In January 1944, American forces were entering the third year of the war in the Pacific. They had a number of combat operations under their belts, and experience to the credit of units, commanders, and their men was growing. However, none of these experienced men were present at the formation of VF-34, a Naval fighter squadron that was to operate from land bases during the final phase of Operation Cartwheel. The newly and hastily formed unit consisted of 45 pilots, only one of whom had seen any combat action and only two of whom were classified as fully trained Class A pilots. None of the eighteen Lieutenant or Lieutenant Junior Grade pilots had completed combat training, and of the twenty five Ensign rank pilots, twenty had indeed been trained, but only ten of them in the F6F Hellcat. The rest had only experience in Wildcats or Dauntlesses. This was simply not an A-team, or even a B-team. More like a C-team ... Still, the unit was thrown into combat without hesitation.

The personnel of the new VF-34 departed San Diego on February 13 bound for Pearl Harbor, from where they were airlifted to Espiritu Santo on February 23 to pick up their equipment. Within a week everything was ready, and on March 3 the entire unit moved to Guadalcanal and from there to Piva Yoke airfield on Bougainville, where the rookies of VF-34 first encountered the harsh realities of war. Their airfield experienced shelling the very next day and three aircraft were damaged. Therefore, VF-34 left the hot ground and moved to the island of Vella Lavella, where the pilots made

their first combat sorties, but their location proved logistically disadvantageous. So, their third and final move followed. Green Island became the squadron's home for nearly two months.

Pilots of VF-34 provided escort to bomber formations of Mitchells, Dauntlesses or Avengers and attacked ground targets, though they had no opportunity to get a single kill because the enemy aircraft were neither seen nor heard.. Thus, the greatest danger to the VF-34 pilots was Japanese anti-aircraft fire, which soon claimed its first victim when Ens. Driscoll was hit by defensive fire during an attack on a Japanese boat. Although he managed to land on the sea and was even seen swimming away from the sinking aircraft, he disappeared shortly thereafter and was never found. Ten days later the unit suffered a second loss when Ens. Miller failed to return from an attack on Japanese vessels off New Ireland, and five days later the squadron endured its third casualty. In bad weather conditions, Lt. Rose's landing Hellcat collided with an Avenger that was landing on the runway in the opposite direction. The unfortunate pilot was pulled out of the burning wreckage by Lt. Kukuk, but Rose died shortly afterwards in hospital.

It took less than a month of fighting for the rookies to become seasoned warriors, because the combat sorties were conducted one after the other virtually on an everyday basis. The squadron's account included destroyed ammunition or fuel depots, vessels including gun boats, trucks, engineering machines or

port facilities. There was hardly a mission from which the pilots did not bring back some wounds, caused by the "salutes" of Japanese anti-aircraft guns. Pilots attacked from ever lower altitudes. Sometimes they literally "combed" the tops of the vegetation with their propellers, which proved fatal to the Ens. Richardson, who hit a tree on April 24. His Hellcat flew by inertia over the shoreline to the water surface and soon disappeared under it.

The fifth and most unfortunate loss was suffered by VF-34 three days before the end of its operational tour. Two divisions led by Lt. Knight and Lt. Shaw escorted Avengers and Dauntlesses that were to attack two Japanese gun boats. During the attack, Lt. Knight was hit by AA fire and crashed into the ocean. Both boats were destroyed, unfortunately it turned out they were not Japanese but American...

The Navy was quite strict when it came to the efforts of personnel to improve the appearance of their aircraft with various nosearts. Occasional exceptions happened though, especially when the unit was out of reach of high command officers' supervision, which was the case with the VF-34. Thus, several of their Hellcats were decorated with some pin-ups, including the boxart aircraft of kit cat. no. 84194. The port side was decorated with a painting based on Vargas' masterpiece from the Esquire magazine calendar and the inscription Mary Jane, while the starboard side was most likely adorned with the cut-out of the same calendar glued to the fuselage.

Cormeilles-En-Vexin

Text: Jan Zdiarský

Illustration: Adam Tooby



Part of the preparations for the opening up of the Western Front in 1944 were systematic attacks against Luftwaffe transport infrastructure and airfields in northern France and the Netherlands. Supporting the nearing invasion by massive amounts of ground troops was dependent on securing air supremacy, along with crippling enemy supply routes, two factors that would be of decisive importance to the success of the entire operation. The weight of this task rested mainly on fighters and medium bombers of the RAF and USAAF.

The most accurate tools of the trade were to be single engined fighters. Particularly suited for the task in the RAF were the Hurricane Mk.IIb or Mk.IV, which, however, had their heyday behind them, and the more modern Typhoons and Tempests from the same manufacturer.

An invasion of the European mainland coast was almost imminent when, on the morning of May 28th, 1944, a combat reconnaissance conducted by RAF Spitfires discovered a large number of Luftwaffe single and twin-engined aircraft at airfields near Paris. On the same day, nine Tempests from No.3 Squadron RAF, subordinate to No.150 Wing and under the command of W/Cdr Roland P. Beamont himself, D.S.O, DFC & Bar headed for France. Before the group crossed the Channel, the pilots of four Tempests had to turn around for an early return due to various issues. The remaining five crossed the coast at 8,000 feet at Ault and headed straight for Cormeilles-En-Vexin airfield northwest of Paris. The tight formation

of Tempests arrived at the base around 5:30 p.m., and from an area of unlimited visibility, they dove into smoke, which reduced visibility to 5-6 miles from the ground up to 5,000 feet. Nevertheless, the Tempest pilots spotted five twin-engine bombers on the southern perimeter of the airfield, which they identified as Ju 88s or Ju 188s. W/Cdr Beamont led his group in a descending turn so that they got the thin fog breaking through the sun behind them and attacked at low altitude and high speed. Roland Beamont chose a single, darkly camouflaged twin engined target, positioned between blast shelter walls. The bomber was almost head-on from the approaching Tempest, and at 470 miles per hour, destruction was only a matter of seconds. Beamont opened fire from less than 2,500 feet: '...a short ranging burst and then hard down on the trigger, ruddering correction as necessary, as the blast pen erupted in strikes, with bursts all over the bomber and a large piece of it flying in the air as I snatched at the stick at the last moment to avoid flying headlong into the target.'

The five made only one pass over the strip. To turn around would be to attract the attention of defensive flak. Thanks to the tactical advantage of smoke reducing visibility, launching the attack from the sun, high speed and, above all, the nerves of steel of W/Cdr Beamont and his boys, they escaped unscathed. Add to that the fact that they practically nailed their Tempests almost into the ground. Inaccurate light flak was only noted as the group crossed the runway. The British airmen stuck to the

ground for another two or three miles beyond the airfield before beginning to climb. Behind them they saw two prominent columns of smoke. Each of them came to their own. W/Cdr Beamont was credited with one Ju 88 destroyed, the remaining three airmen shared another Junkers destroyed and two damaged. After another thirty-five minutes, the members of this informal multinational squadron (three British, one Australian and one Polish) landed at their home field.

Because aircraft lost in ground attacks usually did not make into Luftwaffe reports accessible today, it is difficult to determine the identity of the destroyed aircraft. There was most likely a Ju 88 S, and possibly a Ju 88 D from 6.(F)/123 (reconnaissance unit Aufklärungsgruppe 123). A Ju 188 F from 13.(F)/122 cannot be ruled out either.

W/ Cdr. Roland Beamont scored six aerial victories, and another shared, one probable and two enemy aircraft damaged. In addition, a number of targets were destroyed on the ground and, above all, an incredible 32 destroyed V-1s. On October 12th, 1944, during an attack on the Rheine airfield, he was shot down himself and taken prisoner. After the war, he worked, among other things, as Chief Test Pilot for English Electric and in the position of Director of Flying Operations at BAC.

(I would like to thank Jan Bobek, Matti Salonen and Michal Krechowski for help with sources for this story)

The firespitter

Text: Richard Plos

Illustration: Kateřina Borecká



The Fokker triplane was a very rare sight in combat units in the autumn of 1918. German fighter units had rearmed to Fokker D.VIIs and the vast majority of them had discarded the nimble but slow triplane. Not so the fourth most successful German fighter ace, Josef Carl Peter Jacobs. The commander of Jasta 7 retained his black Dr. I.

Jacobs became one of Germany's fighter legends. He could already fly before the outbreak of the war, so it is not surprising that he immediately joined the newly formed Fliegertruppen. After a few months of training as a military pilot, he joined Feldflieger-Abteilung 11 in June 1915, where he flew reconnaissance aircraft. For his actions, which included one unconfirmed shoot-down of a French Caudron, he was awarded the Iron Cross 2nd Class and promoted to the rank of Leutnant (Lieutenant) on February 6, 1916. Shortly afterwards he retrained as a single-seater fighter pilot and by May that year he became a member of Fokkerstaffel West. He achieved his first victory with an Eindecker there and subsequently transferred to Jasta 22 on October 25 and increased his score until he achieved his fifth kill on April 16, 1917, and became a fighter ace. Two months later he was appointed commander of Jasta 7 and remained in that position until the end of the war. During the year, he raised his number of victories to twelve. And the twelfth one might as well have been his last. Shortly after he shot down a Sopwith Camel on December 18, 1917, he collided in midair with an Albatros D.V of Jasta 28, while he had his work

cut out for him, he successfully managed to make an emergency landing with his damaged aircraft in a crater-strewn no-man's land.

In March 1918, his unit received several Fokker Dr. Is and Jacobs literally fell in love with this aircraft. He was impressed by its agility and rate of climb, so he decided to keep it even after Jasta 7 rearmed during June and July with Fokkers D.VIIs. He flew the Dr. I virtually until the end of the war, so it is not surprising that he became the most successful fighter pilot on this type.

Jacobs was a very popular commander, according to eyewitness accounts, partly because he was always taking a care of his men's well-being. But he was also able to "blow up", especially when someone failed to follow instructions during a combat flight. A guilty man could count on a red-headed commander to be waiting for him on the ground, ready to "explain" everything properly. One of the pilots, according to the recollection of Jacobs himself was Vzfw. Josef Bohne, remarked during one such "spat" that "Köbes is spitting fire" (Jasta Colours vol. I; Bruno Schmälting, Jörn Leckscheid). Köbes was Jacobs's nickname, an ancient term for innkeepers from the Rhineland who not only served guests but also entertained them with jokes and stories. Jacobs came from this area and the nickname said a lot about his character. In fact, Bruno Schmälting stated in his book that Jacobs was one of the nicest and most charismatic WWI pilots he met.

Bohne's remark subsequently gave rise to a painting on both side of Jacobs' aircraft.

Jacobs proved his sense of humor when he first saw the aircraft decorated in this way. Not only he did not dress anyone down, but he appreciated the decoration and also had his black Fokker D.VII similarly painted.

The artwork by Kateřina Borecká for kit cat. no. 7039 depicts a successful attack on an observation balloon, of which Jacobs shot down eight during the war. It could be, for example, a shoot-down on September 16, 1918. The devil spitting fire is depicted on the boxart in a different form compared to the first edition of this kit, because we have considered new information and changed its form. As far as his shape is concerned, it can be read from the only surviving photograph clearly showing the right side of Jacobs' Dr. I. According to Jacobs himself (who died on July 29, 1978), the devil's appearance on the left side was faithfully captured by a color painting of which he kept a photograph in his office after the Second World War. In it, the devil had light yellow hair and a stylized wing with a yellow hem. So, unlike the decal in the first edition of the kit, with the devil's brown hair and the red hem, we have used yellow on both sides. Although the painting in the photograph from Jacobs' office does not match in shape with what is seen in the period photograph, this is not surprising. These were hand paintings, without any templates, and so the difference in appearance on the left and right sides of the fuselage is more than likely.

Moskitojagd

Text: Jan Bobek

Illustration: Adam Tooby



During World War II, both Germany and Great Britain came to use night bombing as a significant part of their war effort to damage or destroy the enemy's production and logistic targets, as well as to break the morale of the enemy population. In doing so, the two air forces addressed similar technical problems. One of these was finding a target in night conditions and marking it for other bombers.

A pioneer in this respect was the German bomber unit KG. 100 (later I./KG 100), which from the autumn of 1940, during raids on Great Britain, searched for targets using electronic equipment and marked them with flares. This tactic so intrigued the British that, despite opposition from Arthur Harris, Commander of Bomber Command, it was adopted by the RAF. The crews tasked with marking targets in Germany were placed under the command of the Path Finder Force (PFF), which began operations in August 1942 with five squadrons. Their armament included Wellingtons, Mosquitos, Lancasters, Halifaxes and Stirlings.

In January 1943, these specialized units were concentrated in No. 8 (Pathfinder Force) Group, which gradually grew to 16 squadrons. These units were always the first to receive the new bomb aiming systems (Gee, Oboe and H2S). If the Germans managed to shoot down a Pathfinder crew, it greatly hindered the accuracy of the bombing raid. The Pathfinder planes and especially the fast Mosquito were among the most prized trophies among German night fighters. These fast twin-engine aircraft also performed night bombing duties and

were successfully deployed as long-range night fighters. Their target were German night fighters and thus the hunter becomes the hunted. Interception of Mosquitos (German: Moskitojagd) were often fruitless and frustrated German pilots, whose machines were not up to the performance of these British twin-engine fighters, saw only condensation lines or no enemy at all.

On the German side, the number of night bombing attacks on Great Britain gradually declined and efforts to defend their own territory with anti-aircraft artillery and night fighters using radar stations increased. From the summer of 1943, the Luftwaffe also deployed to night combat single-engine day fighters without radar equipment, whose pilots searched for targets following radio instructions from ground controllers. This tactic was given the designation Wilde Sau (Wild Boar), but by early 1944 these units were increasingly being assigned to daytime combat against American bombers. A new unit tasked with continuing Wilde Sau tactics and experimenting with the use of radar on single-engine fighters was 1./NJGr. 10 under the command of Hptm. Friedrich-Karl "Nasen" Müller. He was the most successful fighter of the Wilde Sau units, achieving 30 victories in 52 combat sorties. For details on Müller and his aircraft, which is pictured in combat with Mosquito on Adam Tooby's boxart, see Neil Page's article in [INFO magazine 11/2019](#).

Müller's aircraft was equipped with the DB 605 AS engine, which increased power gave

a better chance of intercepting and destroying the fast Mosquito at high altitudes than the conventional Bf 109 G-6 and G-14. Müller's machine also had the armoured headrest removed for weight reduction and a better view from the cockpit. During July 1944, Müller's pilots managed to shoot down three Mosquitos, but their commander had to wait until the night of 23-24 August to also shoot down the Wooden Wonder. His target was the crew of the Mosquito B Mk.XX (KB242) from No. 608 Sqn RAF, with Canadian F/Lt Stuart Douglas Webb at the controls. Their machine was hit by flak during a raid on Cologne. Müller attacked the damaged Mosquito near Eindhoven and after the fourth attack the British machine went into a spin at 25,000ft, which Webb recovered at 9,000ft.

The aircraft had a destroyed elevator trim, damaged hydraulic lines and a non functioning airspeed indicator. Webb, however, managed to get the aircraft to Woodbridge Base. Before approach, his hydraulics failed completely and during the hard landing with the landing gear retracted, the tail section of the aircraft broke off after being severely damaged by Müller's fire. A few months later Stuart D. Webb was sadly killed in a plane crash on 10 November. He became one of more than 3,700 PFF airmen who lost their lives. During World War II, Pathfinder Force crews flew 5,490 sorties against 3,440 targets. They fulfilled the motto of their No. 8 (PFF) Group, "We guide to strike".

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This version of the Wildcat was built by the Eastern Aircraft Division of General Motors and was easily recognizable thanks to taller fin. It was also the most potent of all Wildcats thanks to the more powerful engine.

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



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



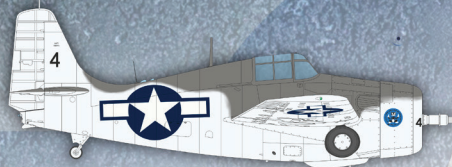
Ens. Darrell C. Bennett, VC-10,
USS Gambier Bay, August 1944



BuNo. 74626, VC-8, Lt(jg) Harry N. O'Connor,
USS Nehenta Bay, August 5, 1945



VC-80, USS Manila Bay, autumn 1944



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



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



VC-14, USS Hogatt Bay, November 1944



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



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

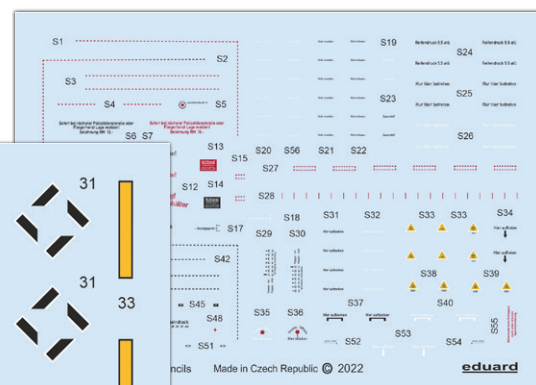
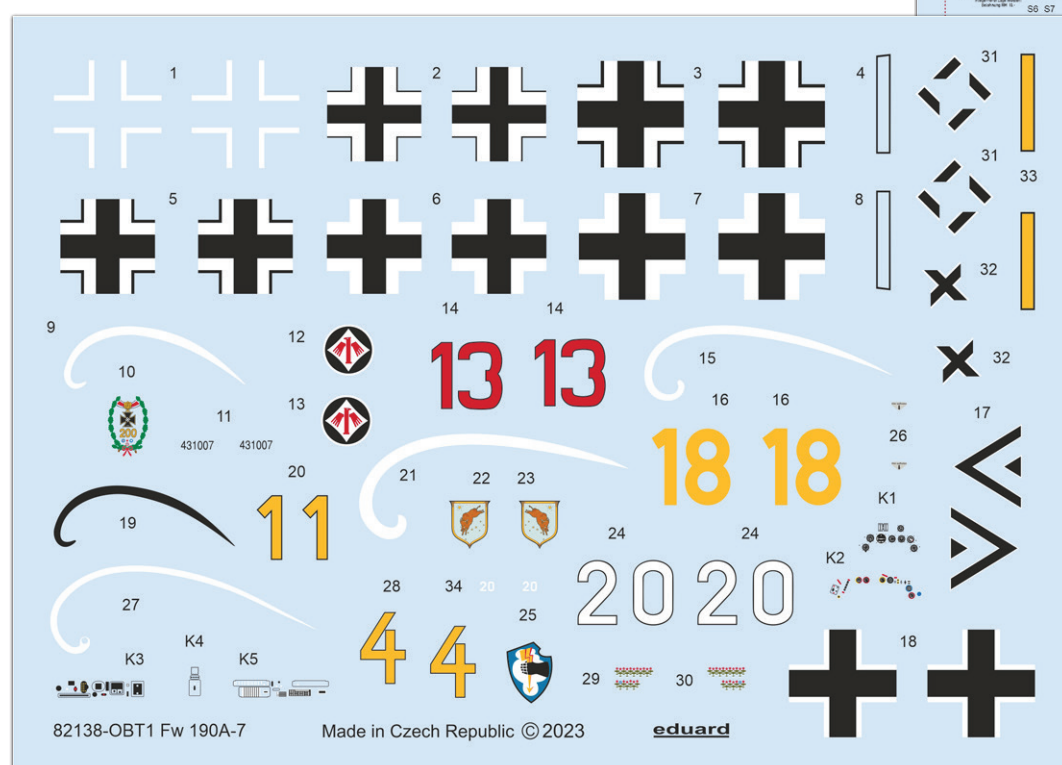
Fw 190A-7

1/48

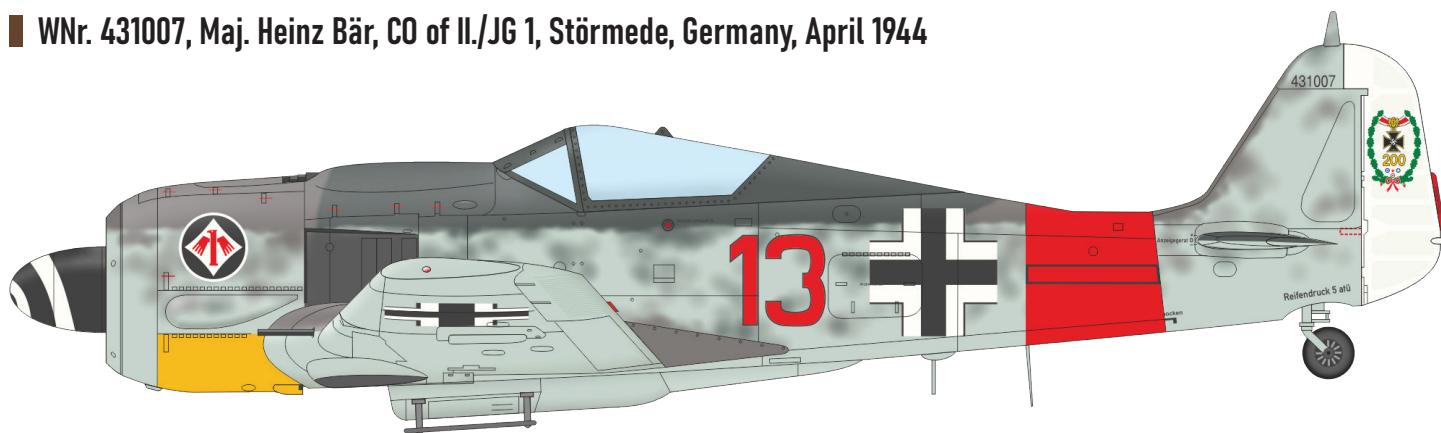
#82138

The ProfiPACK edition kit of German WWII fighter aircraft Fw 190A-7 in 1/48 scale. Kit presents Focke-Wulfs from the JG 1, JG 11, JG 54, JG 300, Führerjägerstaffel and Sturmstaffel 1.

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

[Product page](#)


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

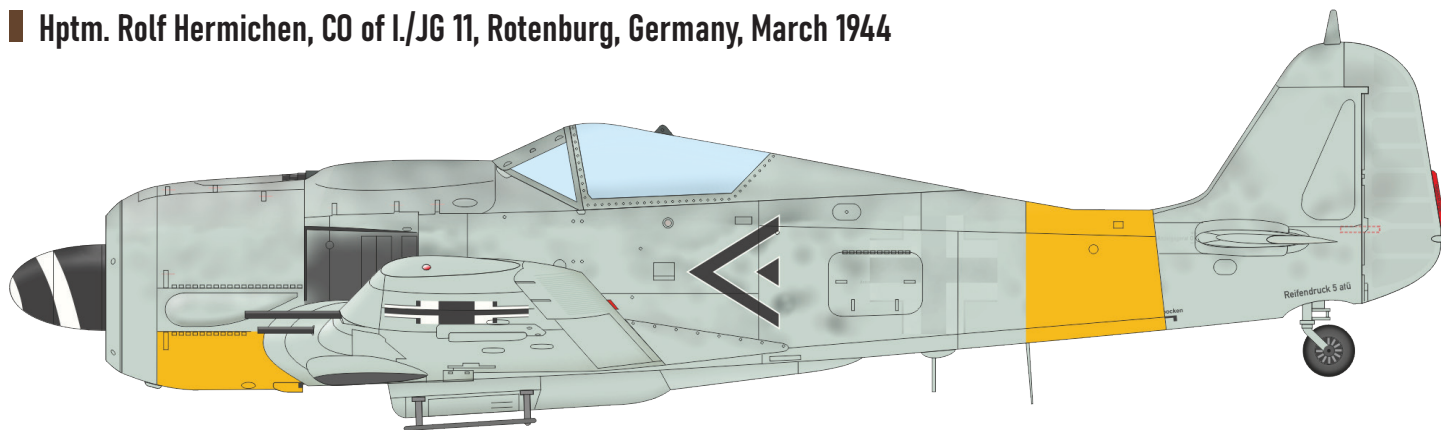


Heinz Bär is credited with 221 aerial victories, including 16 achieved flying the Me 262 jet fighter, ranking him in eighth place among German WWII fighter aces. In July 1943, as CO of I./JG 77 in the Mediterranean got into conflict with Göring and as punishment was transferred to the position of commander of the operational training Jagdgruppe Süd. In early 1944, however,

he was assigned to II./JG 1 in Germany as a simple pilot, due to a physical assault on an NSDAP official. However, he soon took command of the combat formations of this unit, was appointed its provisional commander in March 1944, and was officially appointed at the end of April. Bär achieved 23 victories during his five months with II./JG 1 without being shot down himself.

Among his most famous victories were the B-17 "Miss Ouachita" and B-24 "Flak Magnet", the latter became his 200th victory. Bär's machine sported the JG 1 emblem, his lucky number 13, and the 200 victory symbol painted on the white rudder that was the designation of formation leaders during this period.

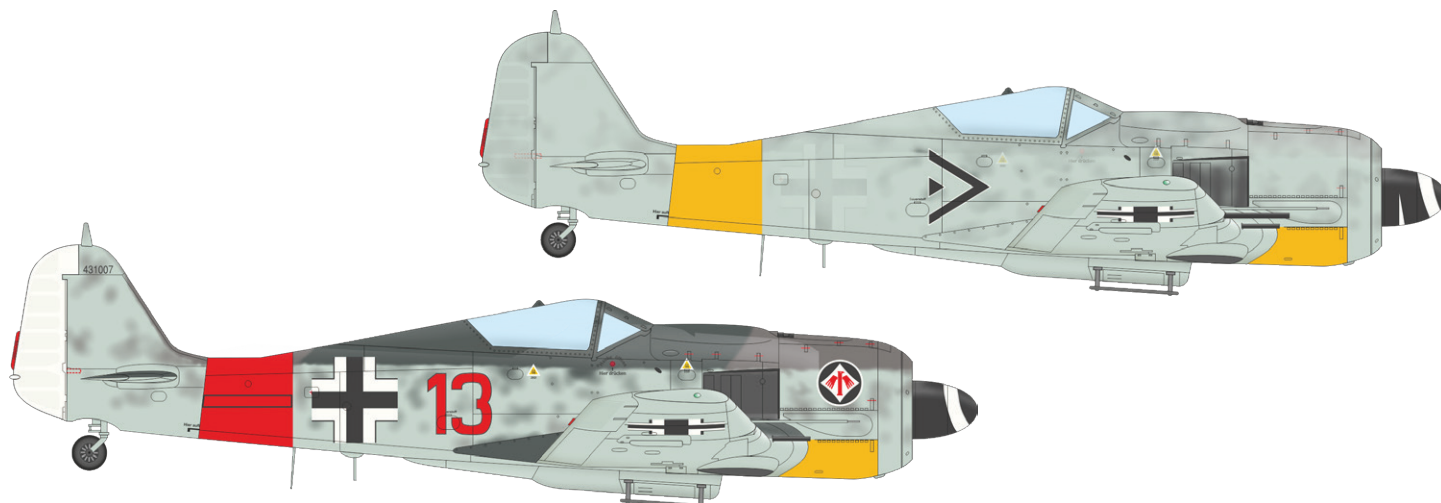
Hptm. Rolf Hermichen, CO of I./JG 11, Rotenburg, Germany, March 1944



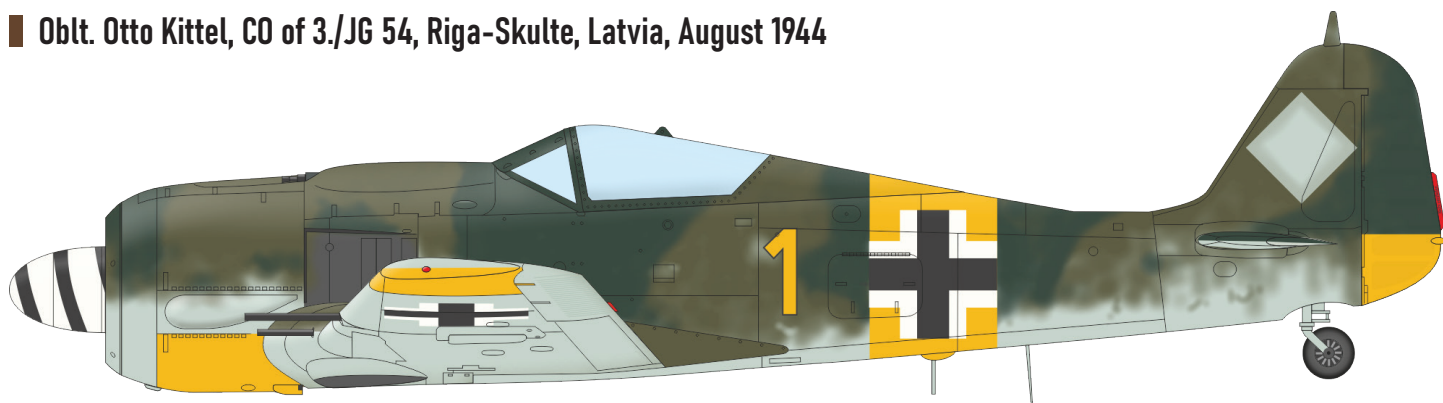
Rolf Hermichen achieved 66 kills during the WWII, the first 11 of them as a Bf 110 pilot during the battles of France and Britain. He was transferred to III./JG 26 in November 1941 and first served as an adjutant to Josef Priller, the CO of III. Gruppe. As early as May 1, 1942, Hermichen became Staffelkapitän (CO) of the 3. Staffel. When I./JG 26 moved to the Eastern Front in January 1943, he added eight more kills to his existing 21. Already

as Hauptmann, on his return to the Western Front he temporarily led III. Gruppe from June 15 to July 4, 1943 and became CO of I./JG 11 on October 16. There, as a part of the Defense of the Reich, he was very successful in combat against Allied bombers. In total, he had 25 (or 26) of them to his credit. His last success came on April 24, 1944, when he shot down a P-51D. He was shot down himself on May 12 and after withdrawal

from operational duty, he served at Headquarters of 2. Jagd-Division. From October 1944 to January 1945, Hermichen served as CO of II./JG 104. His Fw 190A-7 of spring 1944 had the original camouflage colors of RLM 74/75 repainted in varying intensities with the light grey-blue of RLM 76.



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

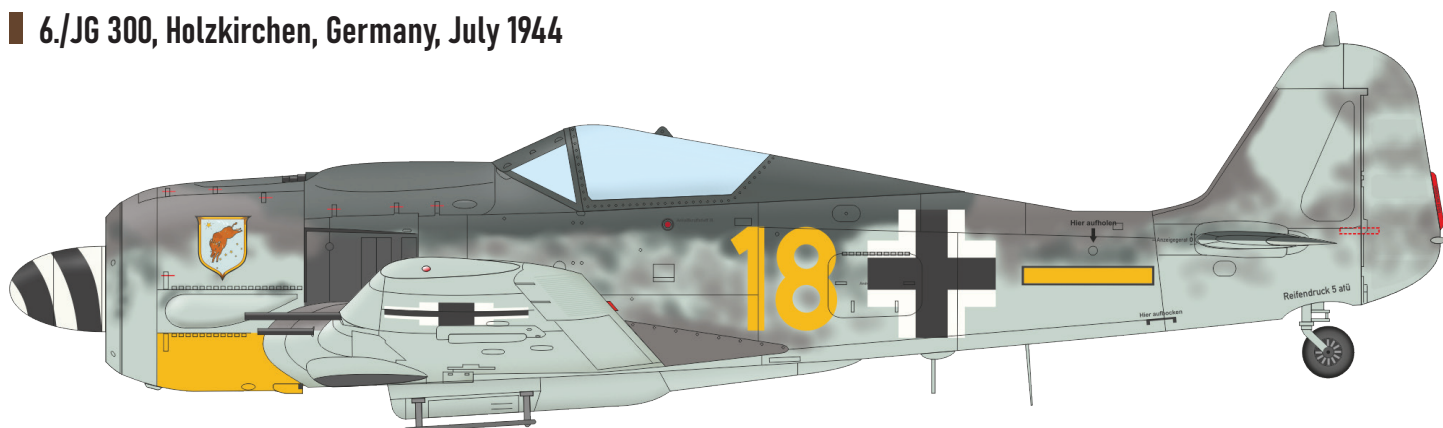


Otto Kittel was born on February 21, 1917, to German parents in Korunov (German: Kronsdorf, since 1945 Krasov) near Jägerndorf (Krnov) in Austria-Hungary. Kittel was apprenticed as a car mechanic in Mladá Boleslav, partly learned Czech and joined the Luftwaffe in 1939. He completed his first combat deployment during the fighting in Yugoslavia in the ranks of 2./JG 54, which was

deployed in the advance on Leningrad during the attack on the USSR. On June 24, 1941, Otto Kittel scored his first two aerial victories, and on September 14, 1943, he achieved his 100th kill. In March 1944 he became CO of 3./JG 54 and in May he received his personal Fw 190 A-7, the only machine of this version that was in the armament of 1./JG 54. Kittel achieved over

100 victories with his A-7 and the aircraft was lost in combat in December 1944 during Kittel's leave. He was killed on February 16, 1945, in combat with a formation of four IL-2s from 502 ShAP near Džūkste, Latvia. He shot down 267 enemy aircraft during World War II, all on the Eastern Front. This result places him 4th in the Luftwaffe's fighter ace rankings.

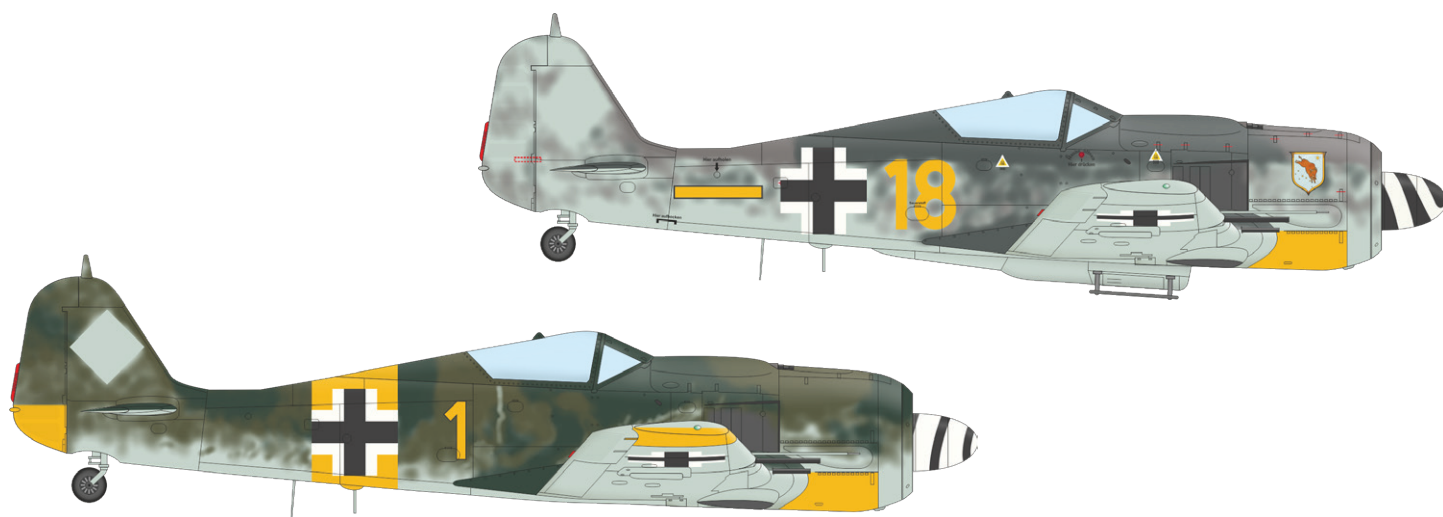
■ 6./JG 300, Holzkirchen, Germany, July 1944



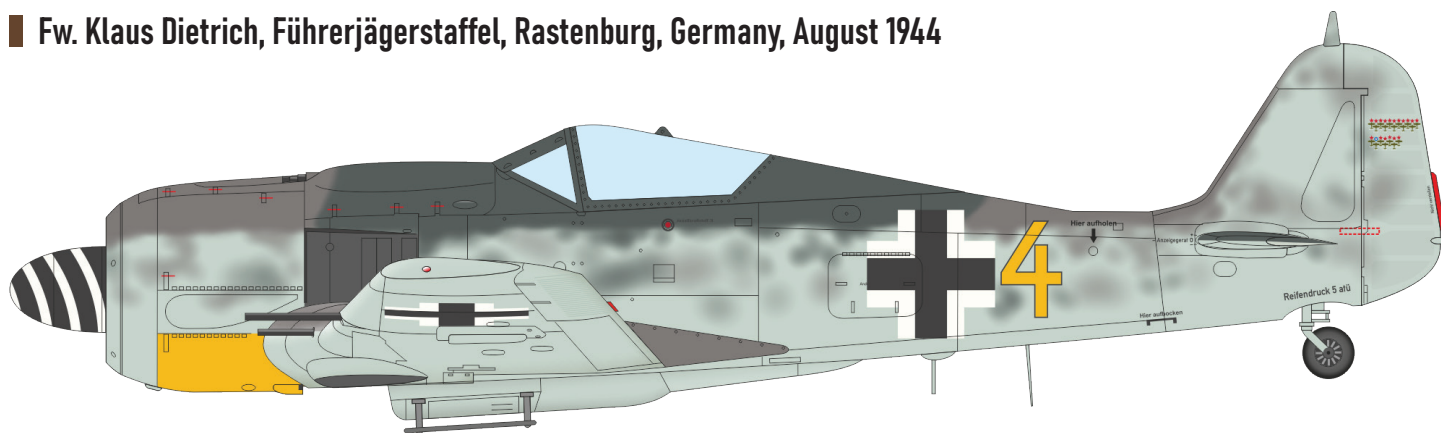
JG 300 was initially tasked with nighttime interception of Allied bombers headed to targets in occupied Europe as was the case with her sister unit JG 301 as well. However, at the beginning of 1944, attention shifted to daylight operations. A red band around the rear of the fuselage was the marking of the JG 300s in the rapid identification system of fighter units. The II. Gruppe of the

unit was formed in July 1943 and equipped with heavily armed and armored Fw 190A-8/R2s or R8s in the summer of 1944. But the unit also received 30 A-7s between January and July. The Yellow 18 has the JG 300 emblem painted on the engine cowling. The commander of the 6./JG 300 from March 1944 was Oblt. Ernst-Erich Hirschfeld, who originally served in the Flak, after pilot and

fighter training briefly flew with 11./JG 54 on the Eastern Front and in August 1943 signed up for night deployment with JG 300. Until his death on July 28, 1944, he achieved 24 victories, 14 of which were four-engine bombers shot down by day and eight by night. He was posthumously awarded the Knight's Cross in October 1944.



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

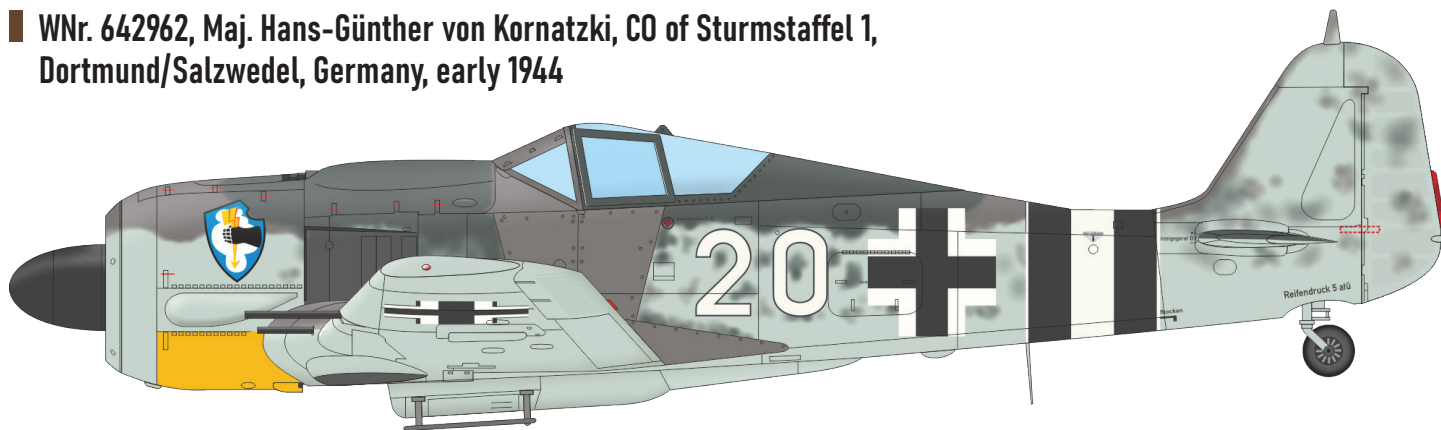


This unusual aircraft was the personal machine of Klaus Dietrich, who was a member of the fighter unit that was used to escort Adolf Hitler's flights, state visits and to provide fighter cover for the Wolf's lair in Rastenburg, Germany (now Kętrzyn, Poland). The fighter unit (Jagdstaffel) was formed as part of the Führer-Kurierstaffel in the summer of 1944 and its commander was

Oblt. Klenk. In June 1944, Klaus Dietrich was assigned to it, having achieved 17 victories during his previous service with 2./JG 51 Mölders. His career with the JG 51 was ended by a dogfight with a La-5 pilot on August 19, 1943. Severely wounded, Dietrich landed at his own airfield with 121 bullet holes in his Fw 190 and had to be airlifted to the rear for surgery. While serving

with the Führerjägerstaffel, Dietrich witnessed the arrival and departure of von Stauffenberg during the fateful July 20, 1944. While covering the Wolf's lair, Dietrich managed to shoot down a Soviet Pe-2 reconnaissance aircraft around noon of August 26, 1944. In January 1945 the unit was disbanded, and Dietrich then tested the freshly produced Me 262.

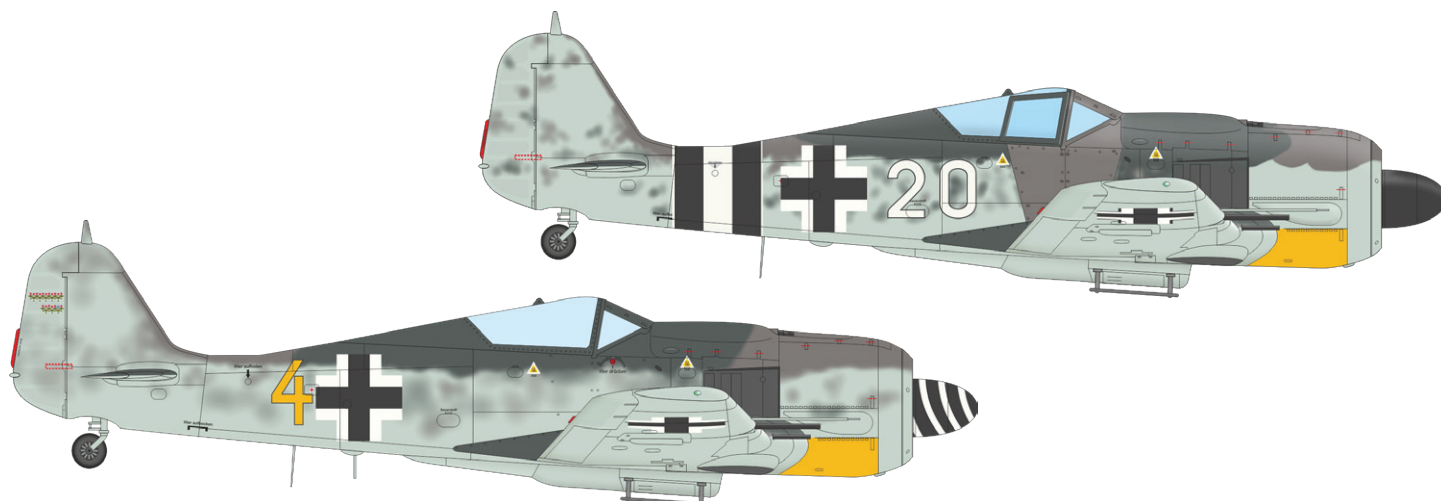
WNR. 642962, Maj. Hans-Günther von Kornatzki, CO of Sturmstaffel 1, Dortmund/Salzwedel, Germany, early 1944



Hans-Günther von Kornatzki was born in Liegnitz in Lower Silesia (today Legnica, Poland) on June 22, 1906. In 1928, he first joined the army, and transferred to the Luftwaffe on its formation in 1933. In May 1941, he married Goering's secretary Ursula Grundtmann. After she became a victim of an Allied bomber raid on Berlin, he became a supporter, and later a leader, of units tasked

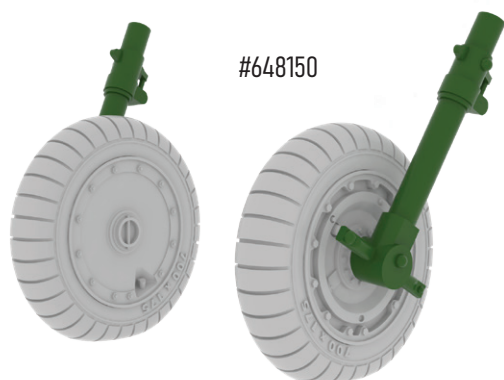
with intercepting the heavy bombers with heavily armed fighters from as close a range as possible. The first such unit was Sturmstaffel 1, which was deemed combat ready on January 1, 1944. With his personal mount White 20 fell on March 6, 1944, in a dogfight with two Mustangs Lt. Gerhard Dost. Sturmstaffel 1 was disbanded in May 1944 and Kornatzki took command of II.(Sturm)/JG 4.

The black-white-black bands as a quick identification element of Sturmstaffel 1 were taken over by JG 4. On September 12, 1944, he led an attack against a B-17 formation near Magdeburg. After destroying one of the bombers, he was engaged by escort fighters and was shot down. In his attempt to belly in, he hit high-power lines and died in the crash.

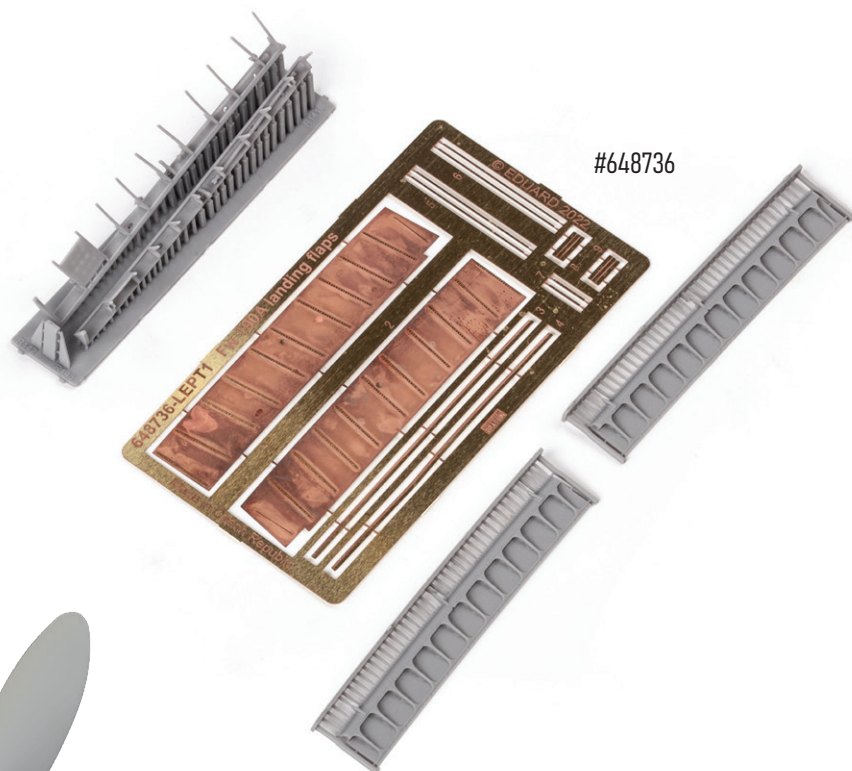


Recommended: for Fw 190A-7 1/48

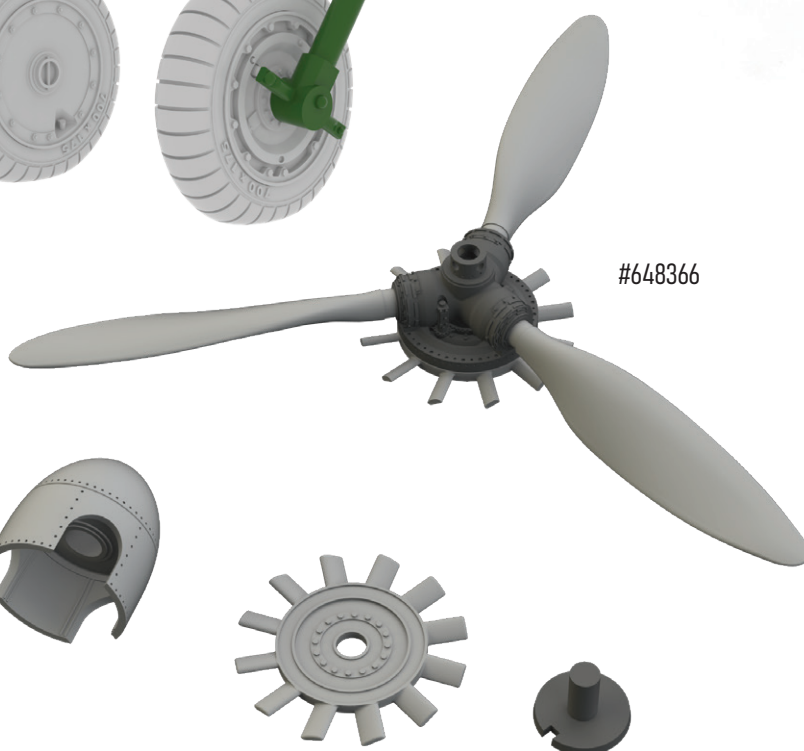
- 648150 Fw 190 wheels late (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)
- 648736 Fw 190A landing flaps PRINT (Brassin)



#648150



#648736



#648366

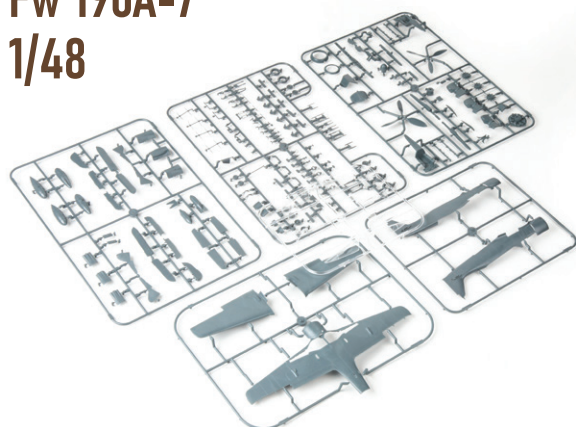


#648356

OVERTREES

#82138X
Fw 190A-7
1/48

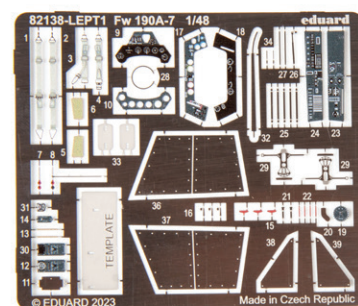
[Product page](#)



OVERLEPT

#82138-LEPT
Fw 190A-7 PE-Set
1/48

[Product page](#)



WUNDERSCHÖNE NEUE MASCHINEN pt.2

1/72

DUAL COMBO

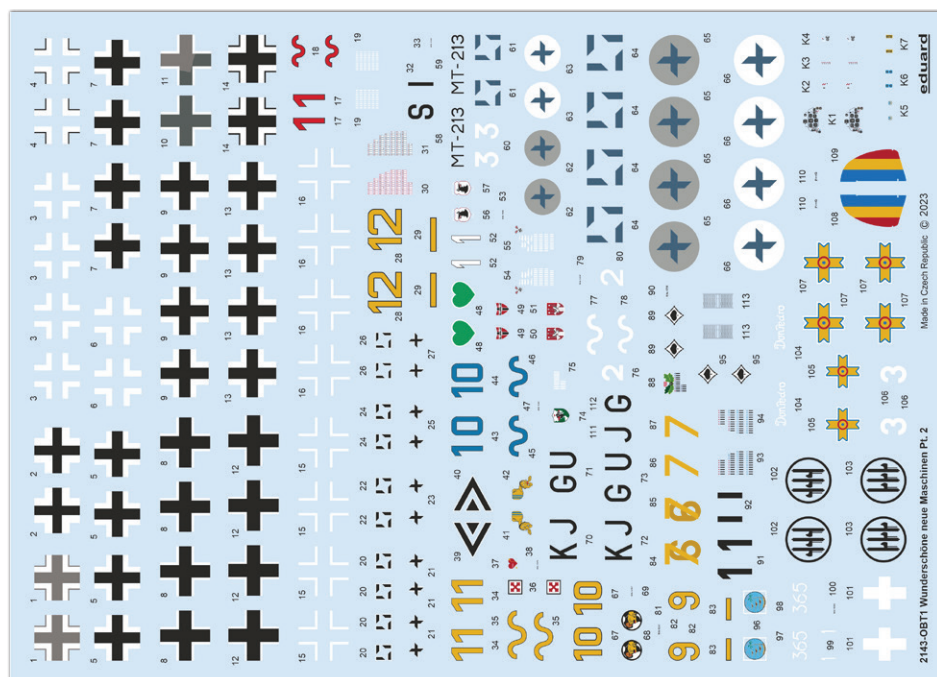
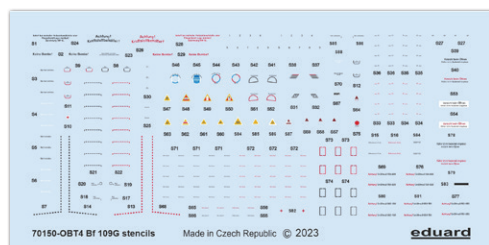
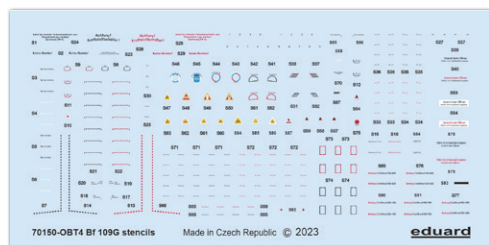
#2143

The Limited edition of the kit of the famous German WWII fighter aircraft Bf 109G in 1/72 scale. The kit offers aircraft of G-2 and G-4 versions. Marking selection covers all fronts of WWII where these "Gustavs" were fighting including airplanes from the Ilmavoimat (Finnish Air Force), Italian Regia Aeronautica and 13. (slowakische)/JG 52.

- plastic parts: Eduard
- marking options: 14
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

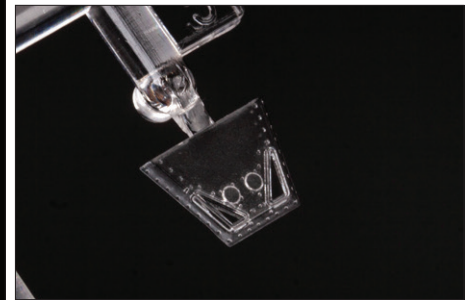
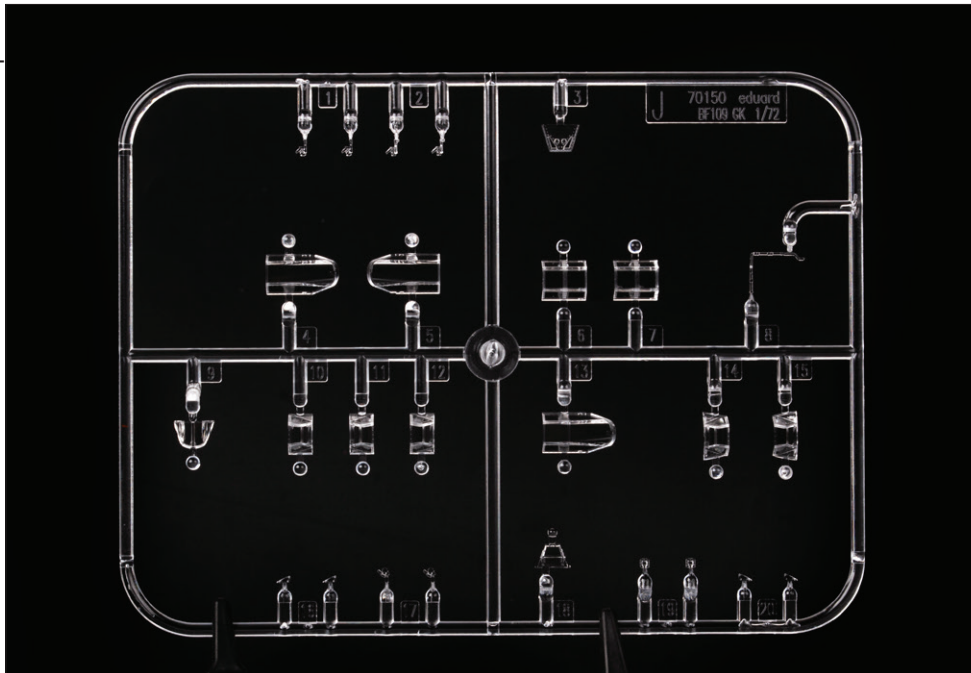
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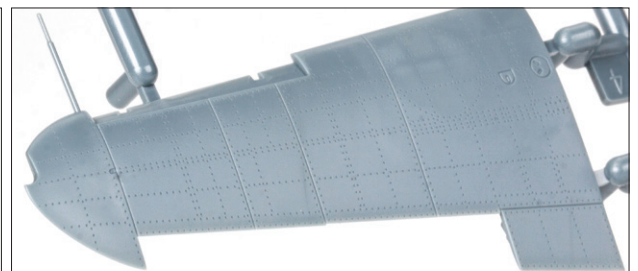
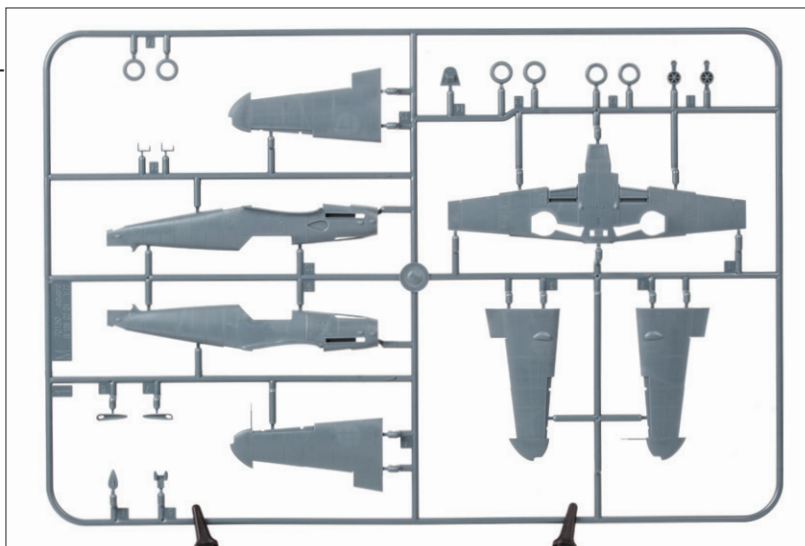


Bf 109G-2 & G-4 - Sprues detail

Sprue J



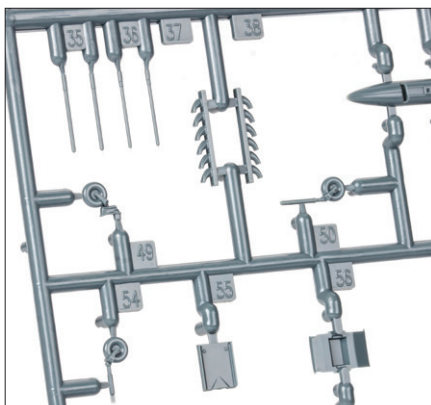
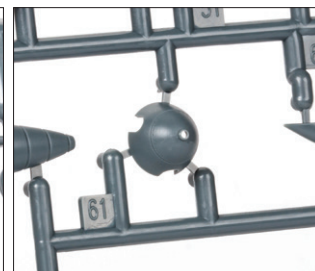
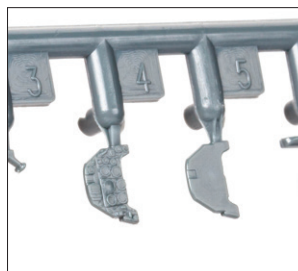
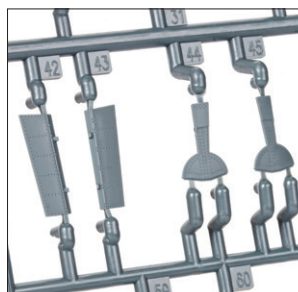
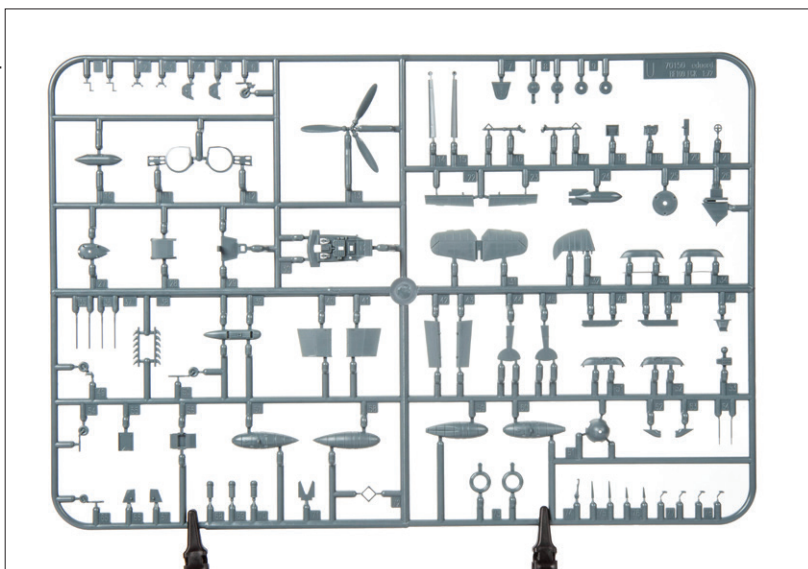
Sprue M



Sprue M



Sprue U



TEST BUILT

#2143

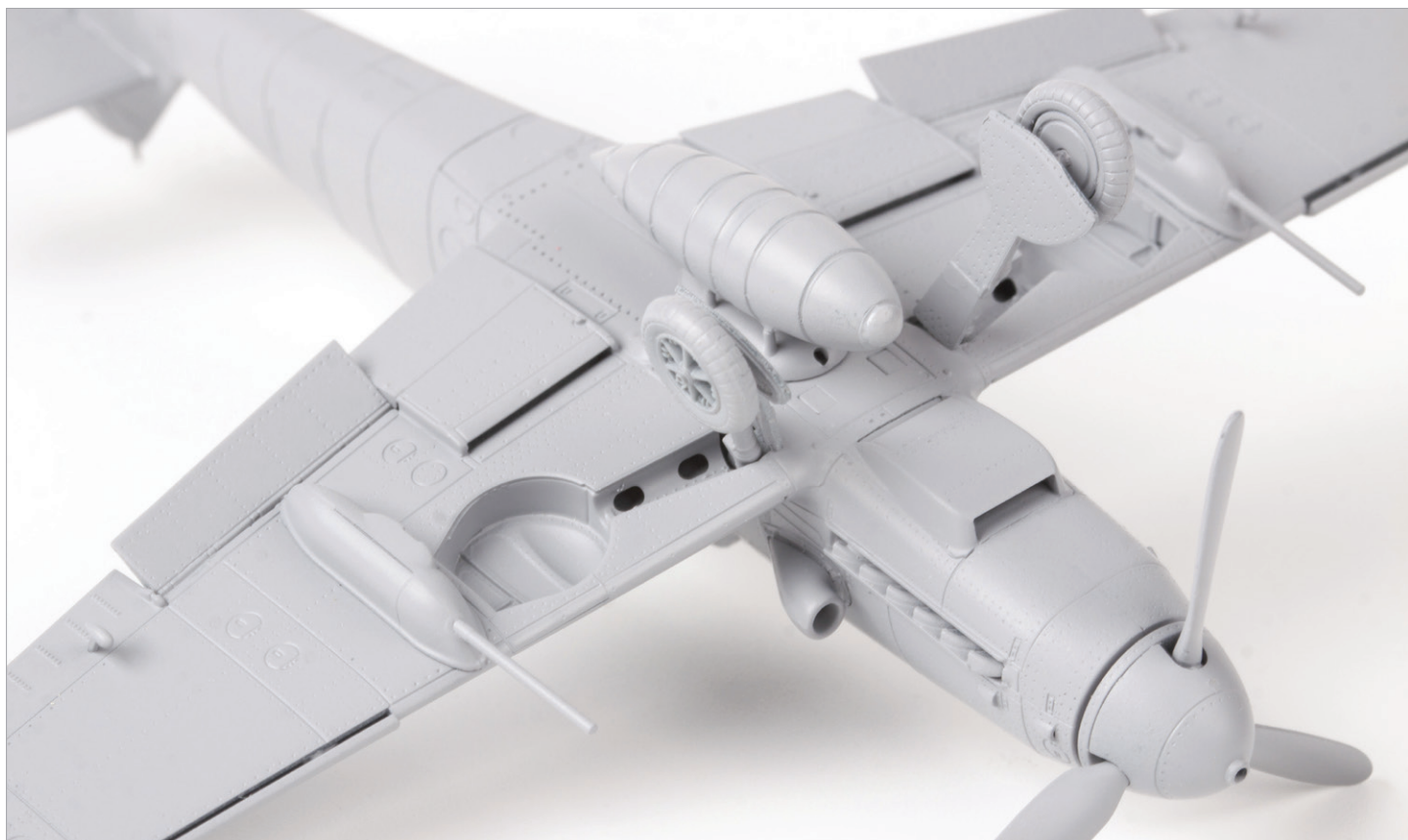
built by **Luboš Henkl**

Bf 109G-2 & Bf 109G-4

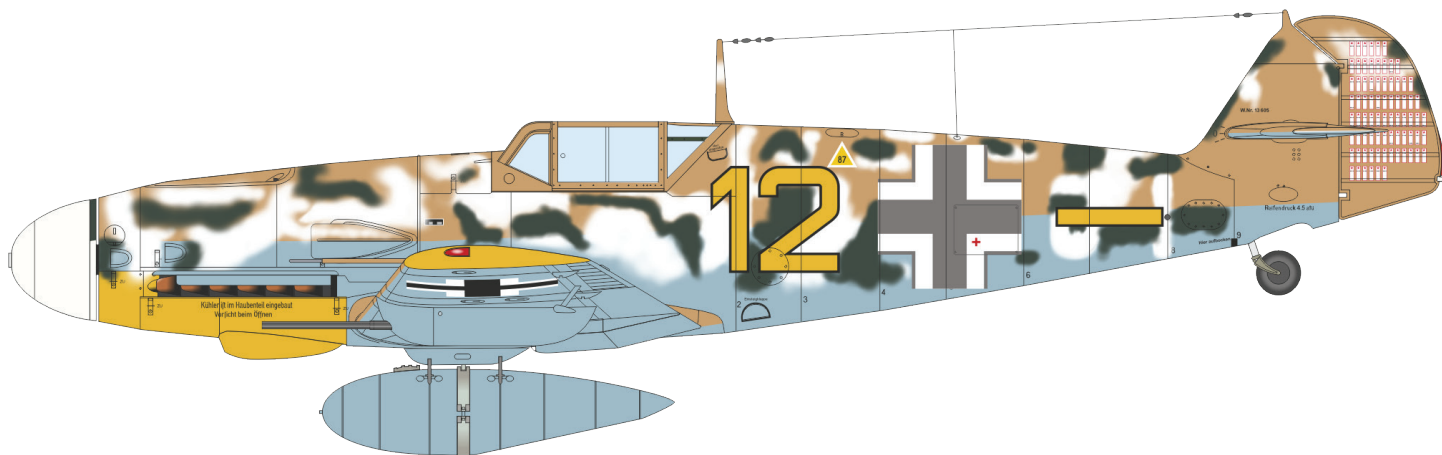
WUNDERSCHÖNE NEUE MASCHINEN

- Pt. 2 -

1:72



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

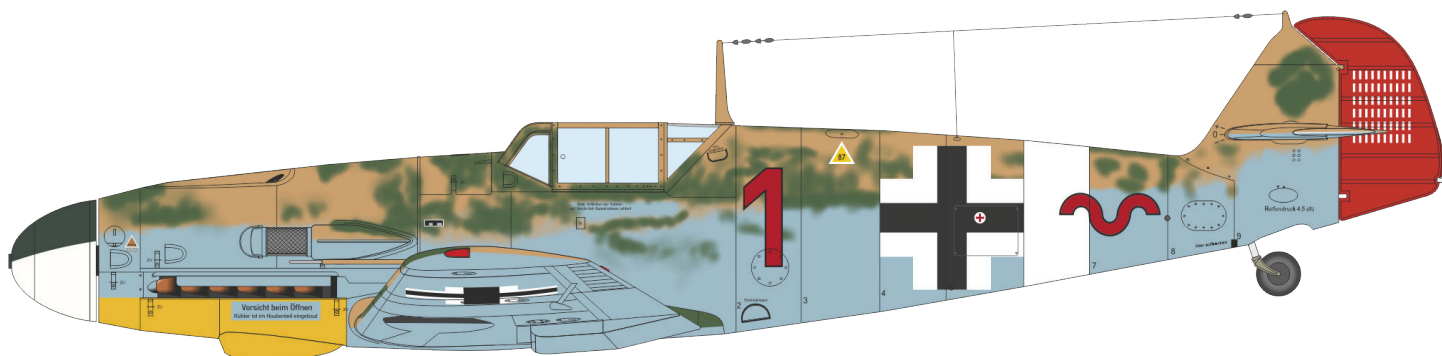


Heinrich Ehrler served with the artillery in the pre-war period. He joined the Luftwaffe in January 1940, underwent training and was assigned to 4./JG 77 (re-designated 4./JG 5 later on). In May 1942 he was transferred to 6./JG 5 and in August he took over its command. In June 1943

he became commander of II./JG 5 and in August 1944 he was appointed Kommodore of JG 5. After the sinking of the battleship Tirpitz he stood trial by court martial on unsubstantiated charges of inadequate air cover for that ship. From February 27, 1945, he flew Me 262 fighters with JG 7.

He died in combat with B-24 Liberator bombers on April 4, 1945. He managed to shoot down two of the bombers, ramming a third one. Ehrler is credited with 208 victories and was awarded the Knight's Cross with Oak Leaves.

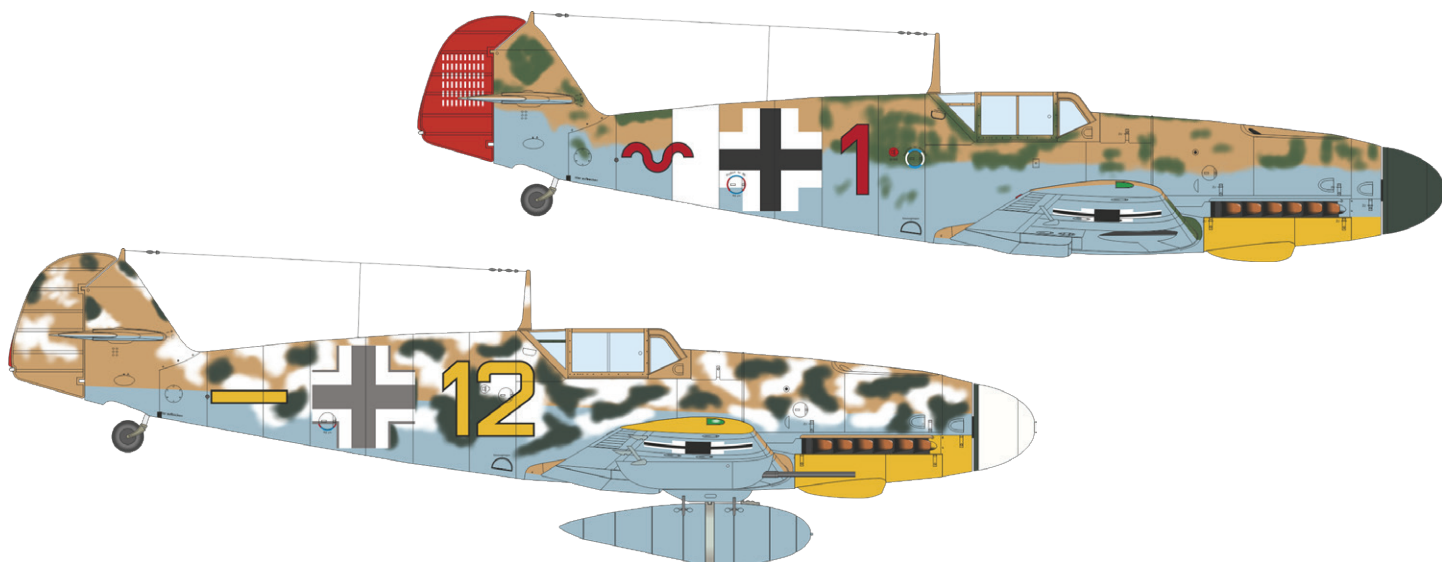
■ Bf 109G-2/Trop, Oblt. Werner Schroer, CO of 8./JG 27, Rhodes, Greece, November 1942



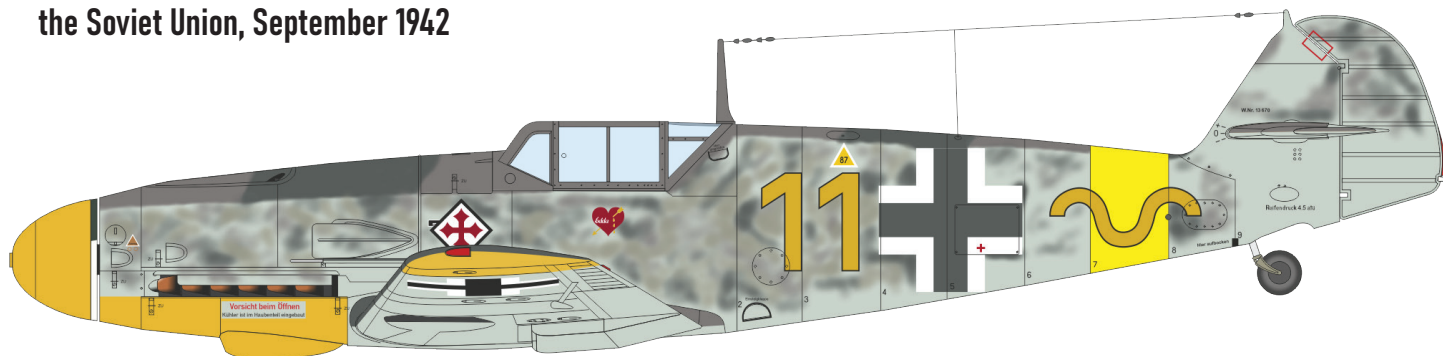
Werner Schroer achieved 61 kills in the skies over Africa, the first of which was a Hurricane downed on April 19, 1941, over Tobruk, Libya. Later, Schroer served as a Gruppenadjutant of I./JG 27. He assumed command of 8. Staffel JG 27 and in April 1943 assumed command of the entire II./JG 27. He ended the war as Geschwaderkommodore

of JG 3 with 114 kills to his credit (including 26 four-engine bombers). He was awarded the Knight's Cross on October 21, 1942 and on April 19, 1945, he became the recipient of the Swords as well. In March 1944 he took command of III./JG 54 in Western Europe and in February 1945 became the last Kommodore of JG 3. His aircraft sported

typical desert camouflage scheme of RLM 79 and RLM 78, which was complemented with irregular spots of green, probably of RLM 80 shade. It is depicted here in the state of early November 1942 with sixty kill marks on the rudder.



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

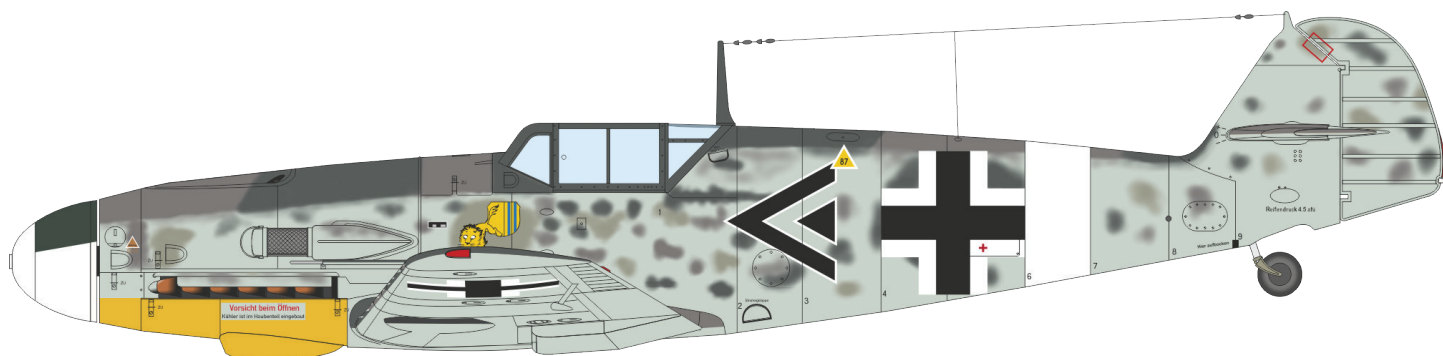


Hermann Anton Graf was born on October 24, 1912. He trained as a locksmith and was a keen football player in his youth. Later he took up sailing and entered the army in 1939. In the spring of 1940, he served in JG 51 and participated in the Battle of France. In April 1941, he fought over Greece and Crete, but did not achieve any victories during this period. His first kill came on August 4, 1941, near

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

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

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

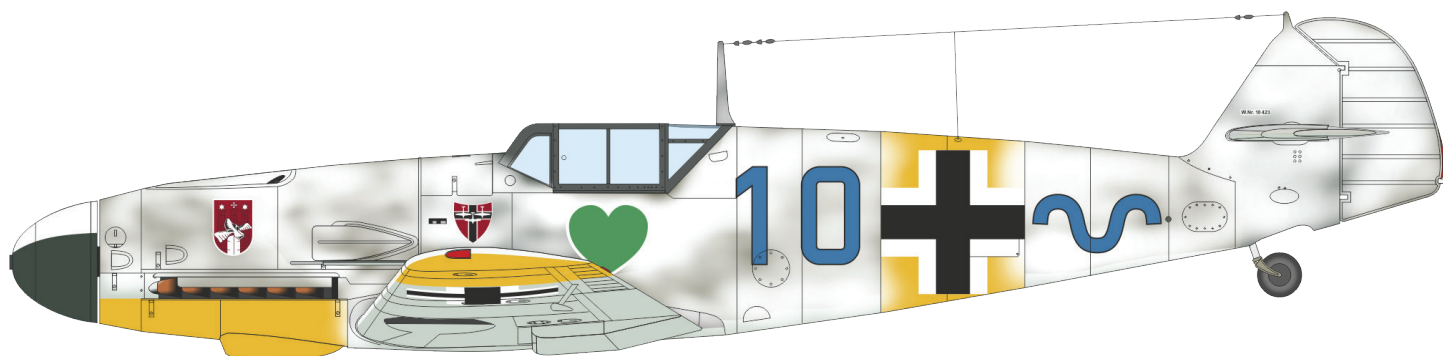


Heinz Bär is credited with 221 aerial victories, including 16 he achieved when flying the Me 262 jet fighter, ranking him eighth among German WWII fighter aces. As a fighter pilot, he entered combat in September 1939 and downed his first victim over the French – German border. Progressively Bär fought in the Battle of Britain,

over the Eastern Front, in the Mediterranean and took part in the defence of the Third Reich. He commanded I./JG 77 from May 1942 to the end of July 1943 when he left JG 77 after disagreements with Hermann Göring. From October 1942 to May 1943 in Africa the I./JG 77 with 192 kills was most successful Jagdgruppe on this battlefield.

On both sides of the fuselage a caricature of the Leipzig coat of arms was painted, which was used by Sachsenfunk company as its advertising. Bär, native of Sommerfeld near Leipzig, was allegedly given a lion cub as a gift from Leipzig Zoo. The animal was apparently the inspiration for the choice of the caricature.

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

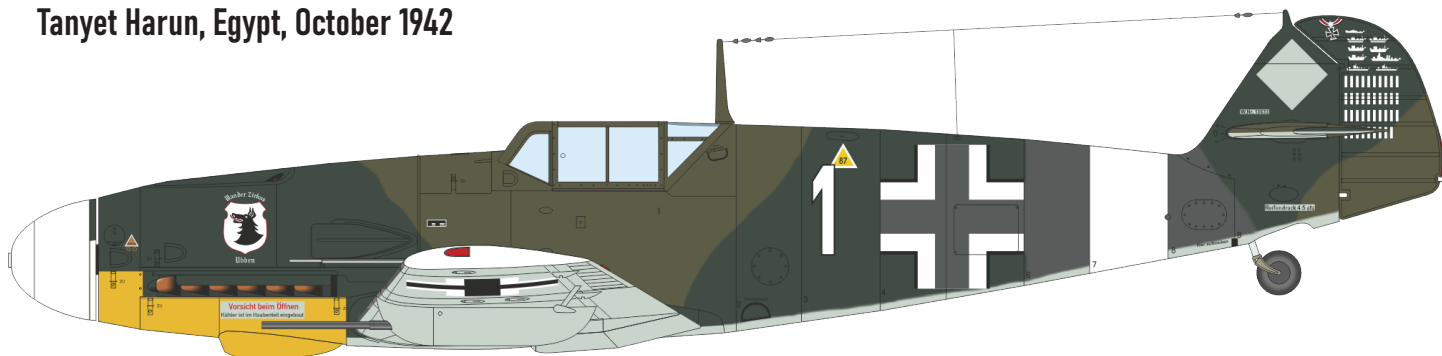


Kurt Stöber was born on April 24, 1918, in Dermbach. He joined the Luftwaffe and took part in the fighting in Spain in the ranks of the Legion Condor. He achieved his first kill on the Eastern Front on March 22, 1942. In January 1943, bad weather conditions prevailed in the vicinity of Velikiye Luki, yet III./JG 54 operated there to help

Wehrmacht troops escape from encirclement. The operation failed and the ground troops surrendered on January 16, 1943. Obfw. Kurt Stöber achieved 8 confirmed kills during these flights. During a dogfight on January 15, 1943, plane of Obfw. Kurt Stöber was hit in the engine by a LaGG-3 pilot, was forced to make an emergency

landing in Red Army controlled territory and fell into captivity. He achieved a total of 36 victories and in February 1943, in absentia, received the German Cross in gold. He was lucky and survived all the hardships of captivity, returning home in 1948. He died on May 2, 2000.

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

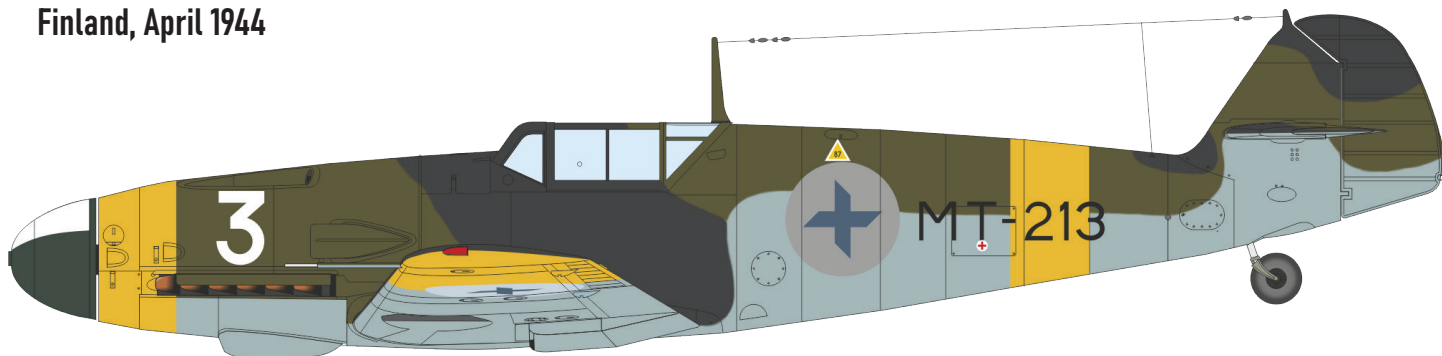


Wolf-Dieter Huy joined the Kriegsmarine in 1935, and was transferred over to the Luftwaffe on October 1, 1937, where he underwent fighter training. His assignment was to 4.(J)/TrGr. 186, the fighter unit of the Graf Zeppelin aircraft carrier. This ship was never completed, and the unit was redesignated 7./JG 77. Huy took part in combat over France, as well as over Britain, and over the Balkans. The unit gained notable success in the battle for Crete and Huy, who accumulated

22 victories, was awarded the Knight's Cross on June 5, 1941. The Oak Leaves were added in March 1942. After early combats on the Eastern Front the unit moved to Egypt. There, on October 29, 1942, was Wolf-Dieter Huy captured after he had been shot down by future ace J. H. Nichols of No. 601 Squadron, flying a Spitfire Mk.Vc. Huy's Bf 109G-2 from the time the unit moved to North Africa bore the non-typical camouflage made up of RLM 70 and 71 (some sources suggest

a Soviet AMT-4 Green). The yellow band behind the fuselage cross, common on aircraft serving on the Eastern Front, was hastily overpainted with a fresh colour RLM 71 (or Russian AMT-4 Green), and partially replaced by white paint used on aircraft that fought on the Southern Front. The wingtips were also painted white. The rudder was decorated with the pilot's score and awards.

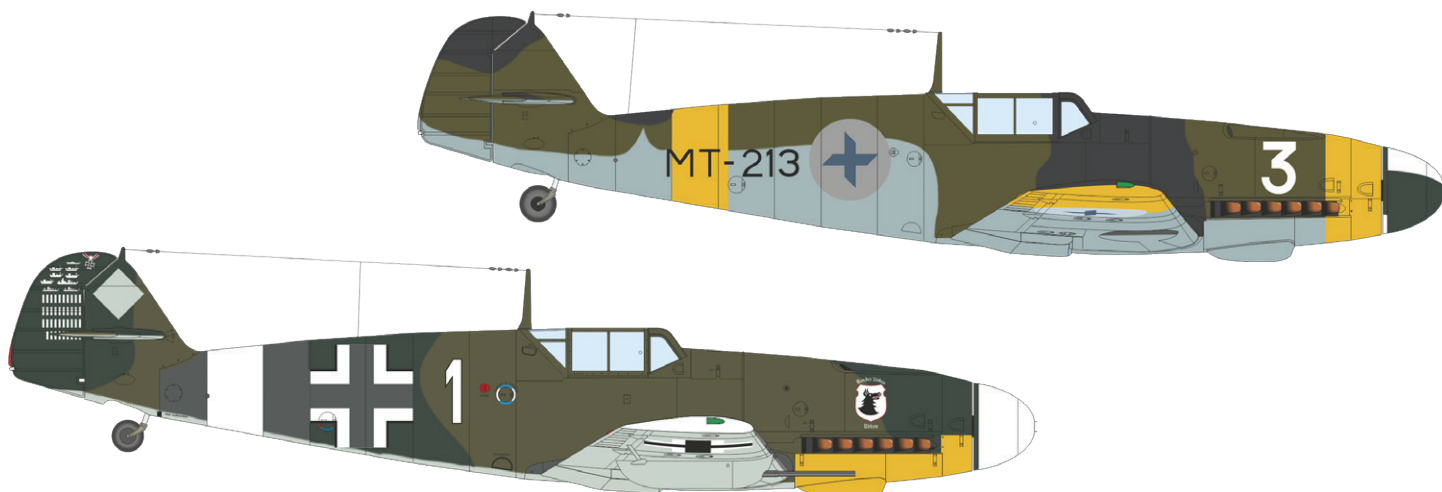
■ Bf 109G-2, Intm. Eino Ilmari Juutilainen, 1/HLeLv 34, Suulajärvi, Finland, April 1944



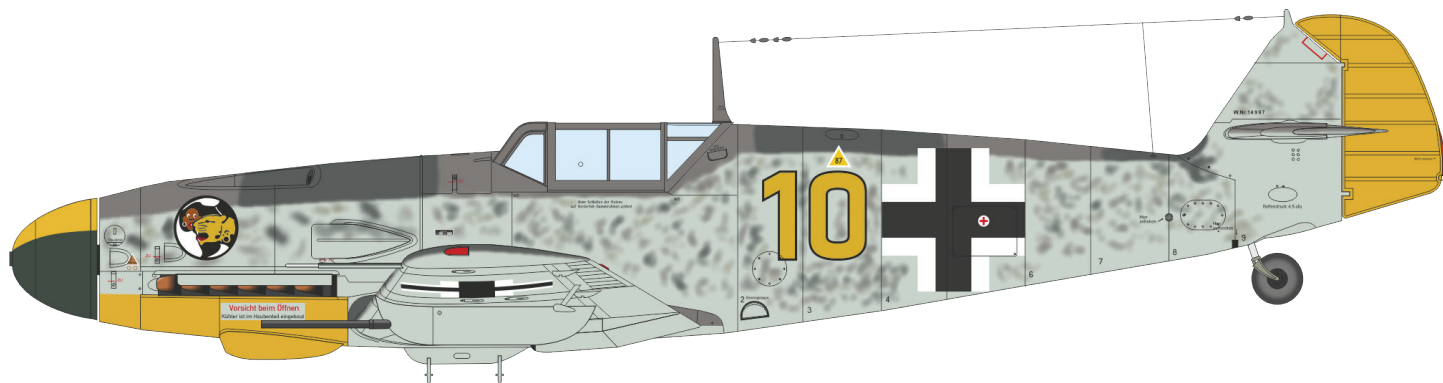
Aircraft WNr. 14754 with factory code RJ+SX was taken over by 3/LeLv 34 in March 1943. In May 1943, kers. A. Nuorala, väap. U. Lehtovaara and kers. A. Alakoski scored victories with this plane. The most successful Finnish fighter Intm. Eino Ilmari Juutilainen flew the MT-213 as well. Luutn. R. Valli crashed with MT-213 on May 20 and the aircraft was sent for overhaul. In January 1944, 1/LeLv 34 received the plane with a new paint

job, but väap. N. Katajainen landed it on its belly on February 27 due to an engine failure. In May, MT-213 was taken over by 2/HLeLv 24 and three kills were scored by luutn. Riikikallio. After overhaul, the aircraft was repainted with olive green and black paint on the upper surfaces, while RLM 65 was applied on the lower surfaces. The aircraft sported a yellow band on the nose and aft fuselage and yellow lower wing tips

(165 cm wide). The original German markings have been repainted. In their place the Finnish insignia was applied – at first a white circle with a blue swastika, later the white circle was overpainted with light grey during repair following the belly landing of väap. Katajainen. The decal sheet offers both variants.



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

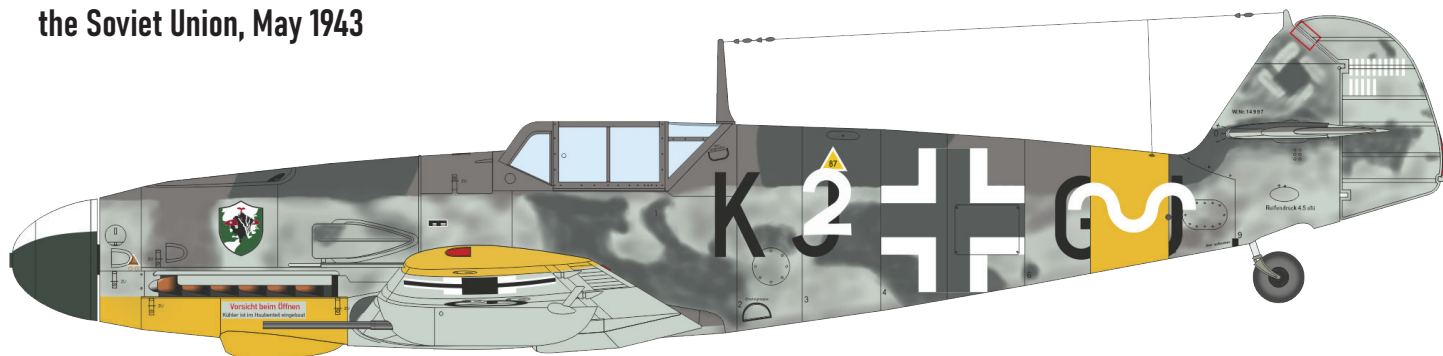


Rainer Pöttgen was the most famous wingman of the legendary fighter pilot Hans-Joachim Marseille. He served in Africa with I./JG 27 from December 1941 and perfectly fulfilled the role of a reliable wingman who covered his leader's back, allowing him to concentrate on the target. Pöttgen gained his first victory on June 1, 1942, after 100 combat missions flown with Marseille.

Because of his leader's high number of victories, Pöttgen was nicknamed the "Flying Counter" (fliegendes Zählwerk). He also flew with Marseille during the fateful day in which the famous pilot died. Pöttgen served with I./JG 27 in 1943, first in France, where he achieved four victories during the spring and summer. At the end of July 1943, his unit moved to Austria and was integrated

into the Defence of strengthen the Reich. The armament of the unit's aircraft was strengthened by MG 151/20 underwing cannons to be more effective in the combats with Allied four-engine bombers. Pöttgen survived the war during which he achieved seven victories. He was a valued member of the JG 27 veterans organization.

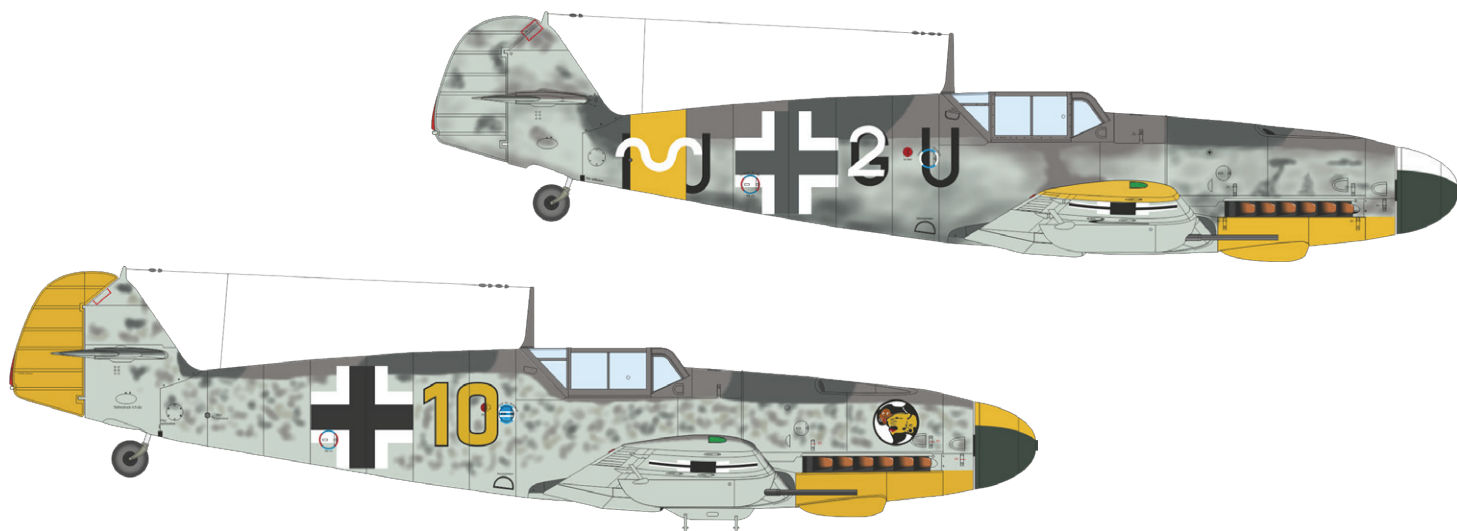
■ Bf 109G-4/R6, WNr. 14997, Lt. Erich Hartmann, 7./JG 52, Taman, the Soviet Union, May 1943



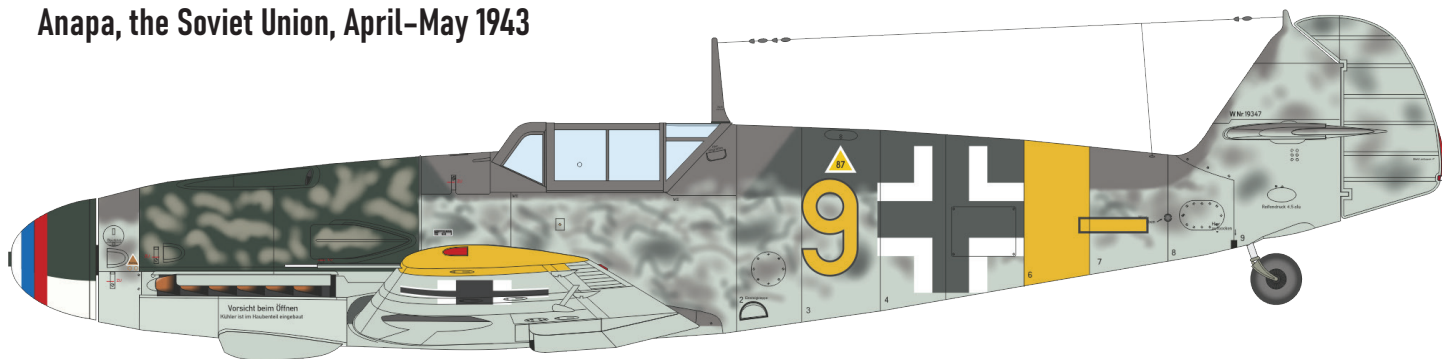
Lt. Erich Hartmann, the most successful fighter ace in history, began to ply his trade with 7./JG 52, to which he was assigned on October 10, 1942. He first flew the Bf 109G-2, but by the first half of March 1943, the unit began accepting the Bf 109G-4. From the beginning of May 1943, after gaining his 11th and 12th kills, he was made Rottenführer (leader of a two-aircraft flight) and his score began to quickly rise to reach 352

by the end of the war. For his success, he was awarded the Knight's Cross with Oak Leaves, Swords and Diamonds. Hartmann's "White 2" was camouflaged in the standard Luftwaffe scheme consisting of RLM 74/75/76. The factory codes on the fuselage sides and the bottom of the wings were not completely obliterated, but only partially oversprayed with a white wave (III. Gruppe marking), the white number 2 and a yellow band,

which together with the yellow bottom wing tips was common to Luftwaffe aircraft operating on the Eastern Front. The front of the aircraft carried the marking of its previous user, I./JG 52. Flying this aircraft, Uffz. H. Meissler was forced to land behind enemy lines by Soviet fighters due to an engine failure on May 28, 1943 and was taken prisoner.



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

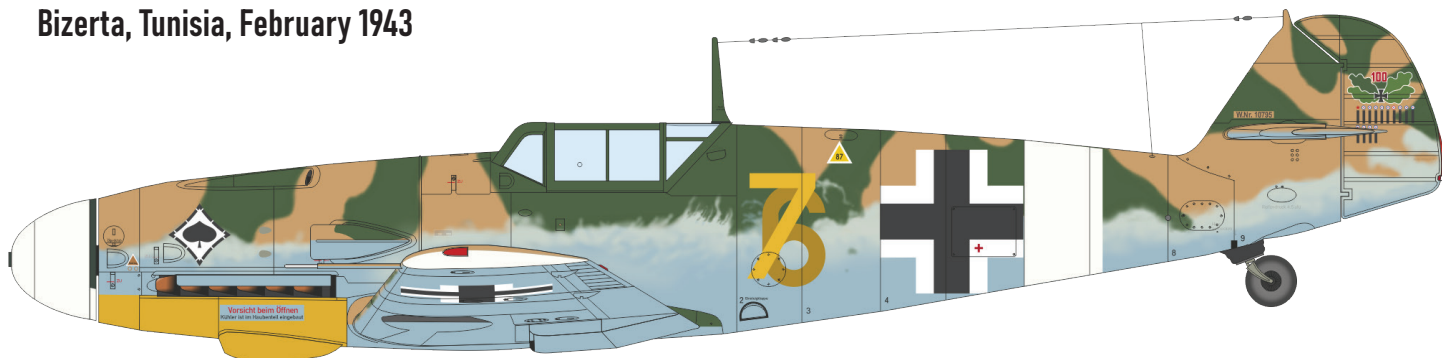


Jan Režňák launched his military career as a member of Czechoslovak Air Force. He became a member of Slovak Armed Forces in 1939 when the independent Slovak State was formed. As a Third Reich ally, Slovakia participated in the war against the Soviet Union. Slovak Letka (flight) 13 fought under the command of JG 52. Režňák achieved

a total of 32 aerial victories over the Eastern Front, making him the most successful Slovak and also Czechoslovak fighter ace. Seven opponents out of his total score were downed with WNr. 19347 in late April and early May of 1943. The tricolor on the spinner is typical for Messerschmitts flown by Slovak pilots. Note the unusual color of the cowling

that doesn't match the rest of the camouflage. Originally painted in yellow, it was probably oversprayed with a camouflage color by ground personnel. Režňák did not take part in the Slovak National Uprising and rejoined Czechoslovak Air Force in the summer of 1945. He was discharged from the service after 1948 Communist coup.

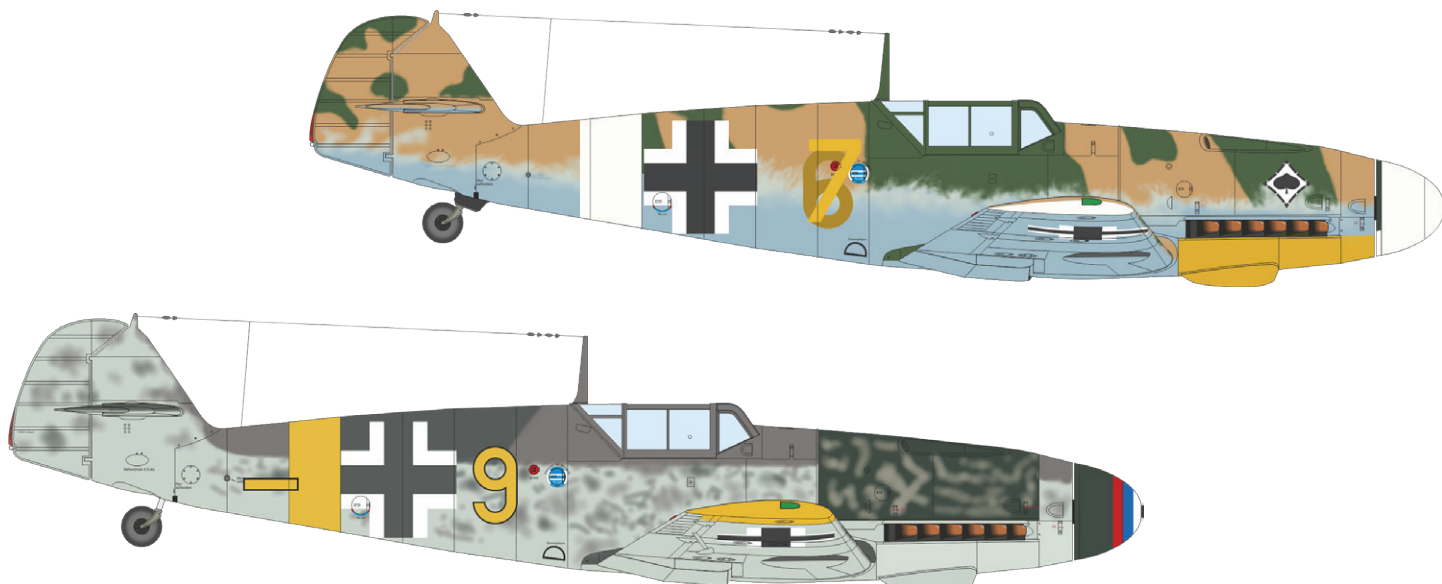
■ Bf 109G-4/Trop, WNr. 10795, Oblt. Wolfgang Tonne, CO of 3./JG 53, Bizerta, Tunisia, February 1943



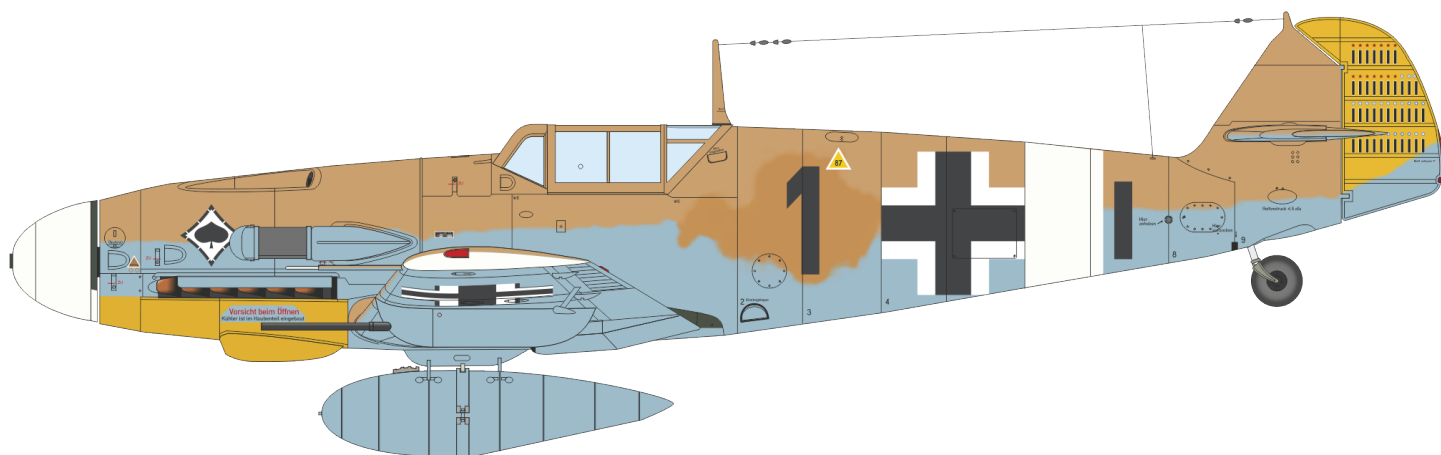
Wolfgang Tonne was born on February 28, 1918, in Moosbach and joined the Luftwaffe in 1937. In May 1940 he took part in the Battle of France in the ranks of JG 53, then fought in the Battle of Britain and consecutively took part in in Operation Barbarossa with the same unit. At the end of 1941, JG 53 moved to Sicily to support Luftwaffe attacks on Malta. There, in January 1942, Wolfgang Tonne

was given command of the 3. Staffel. In May 1942, 3./JG 53 was again sent to the Eastern Front, here Wolfgang Tonne achieved his 101st kill and was awarded the Knight's Cross with Oak Leaves. In October 1942, 3./JG 53 was sent to North Africa. Tonne's "Yellow 7" with the numeral 6 painted underneath after the previous user had awards and kills painted on the left side of the rudder.

In April 1943, Tonne's unit was based at Protville airfield in Tunisia. He scored his 122nd kill on April 20, 1943. On returning to the home airfield in his Bf 109G-6/R1 WNr. 16523 he performed a victory roll, apparently misjudging the altitude and losing control of his aircraft. The risky maneuver cost him life.



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

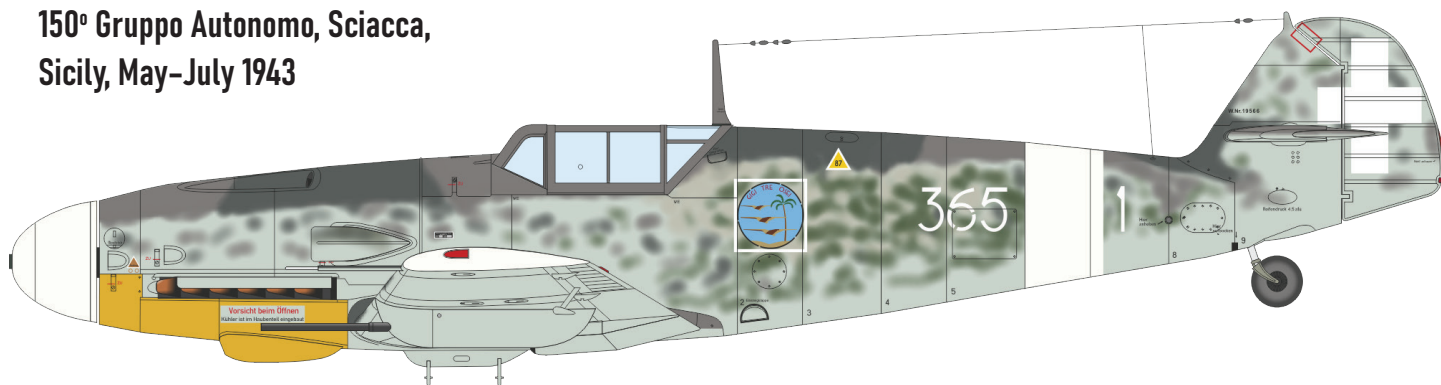


Austrian Franz Schiehs saw combat over Britain with JG 53, followed by action against the Soviet Union, where he shot down fourteen enemy aircraft over a two month period. At the beginning of August 1941, JG 53 returned to Germany, re-equipped and transferred first to Sicily and later to Africa. The number of claims made by Schiehs grew and he achieved his 36th victory on January 29, 1943, being given command of 8./JG 53 on February 16 of the same year. Holding

the rank of Oberleutnant and score of 55 downed enemy aircraft, he was awarded the Knight's Cross on June 21, 1943. On September 2, 1943, he led an intercept of American bombers over Mount Vesuvius and remained missing after the combat. It is assumed that he fell victim to escorting P-38s. The camouflage scheme applied to Schiehs's aircraft consisted of RLM 78/79 and was complemented by the relevant theatre of operations recognition marks – the

spinner, fuselage band and lower wing tips all in white. The engine cowl had the JG 53 unit insignia placed on it. The yellow rudder recorded the number of kills up to the end of March 1943. The original (likely Staff) markings on the fuselage sides were sprayed over with fresh RLM 79 and replaced with a "Black 1". Aircraft of the unit had fields of the upper surfaces of the wings sprayed RLM 80 Olivgrün.

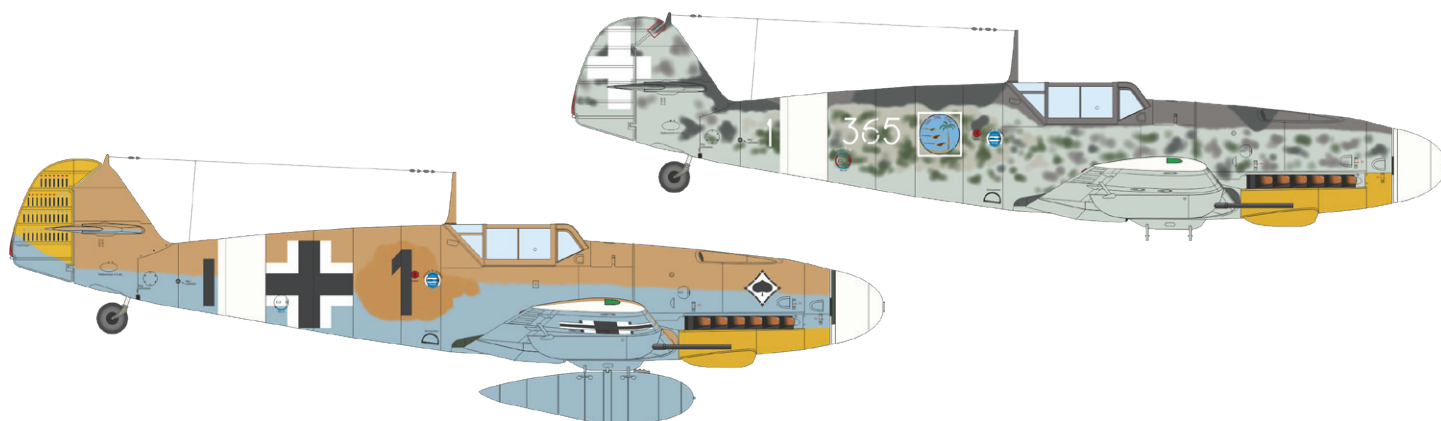
■ Bf 109G-4/R6, WNr. 19566, Lt. Giuseppe Gianelli, CO of 365ª Squadriglia, 150º Gruppo Autonomo, Sciacca, Sicily, May–July 1943



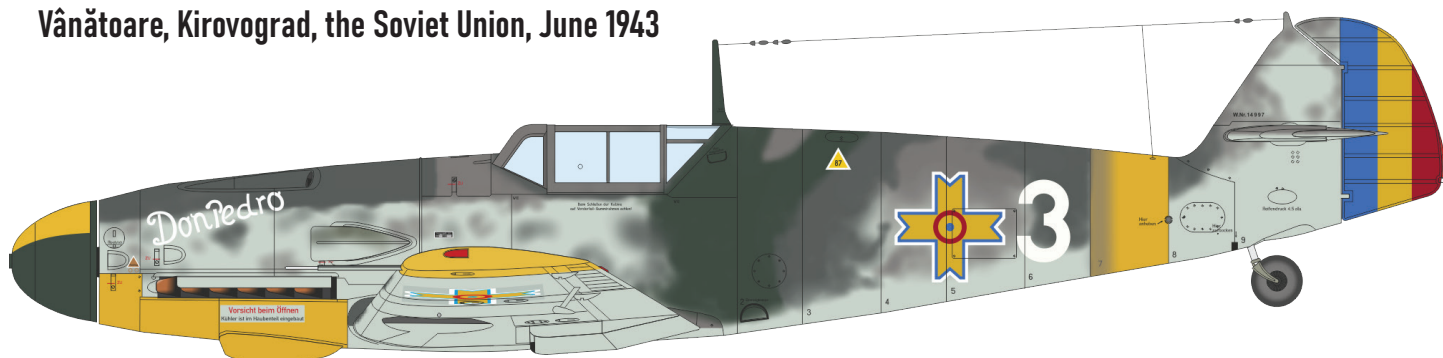
Italian Macchi C.202 fighters flown by the Regia Aeronautica from the beginning of the war were due to be replaced by their more capable descendants, the C.205, Fiat G.55 and Reggiane Re.2005s. Due to slow production initiation of the later types and the need for fighters to combat Allied air power, Germany was asked to supply its southern ally with the Messerschmitt Bf 109G,

mostly in form of the G-6 version. The Italians received ten Bf 109G-4s, and these were, along with G-2 and G-6 aircraft, assigned to the 150º Gruppo Autonomo. This unit was made up of the 363ª, 364ª a 365ª Squadriglia and to counter the Allied air threat, they were based at Sicily. The Bf 109G-4 used by Italian units came from Luftwaffe stocks and so were camouflaged in

RLM 74/75/76. The German national insignia were oversprayed with the Italian color Grigio Azzurro Chiaro 1, and, as in the case of aircraft 365-1, with the addition of small squiggles of Verde Oliva Scuro 2. The usual white identifiers used on the southern front were added to be consistent with Luftwaffe aircraft.



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



Alongside the German armed forces, combat against the Soviet Union was also carried out by Axis allies, i.e., Finland, Italy, Hungary, Romania, Slovakia and Spain. Romanian ground units operated alongside Germans on the southern front and were supported by their own air units.

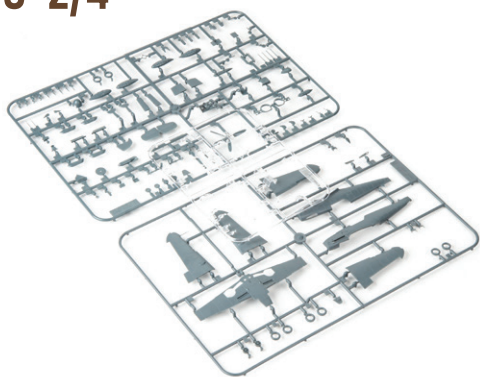
In March 1943, the Romanian unit Grupul 7 began to accept Messerschmitts Bf 109G but was subsequently moved to combat areas in Ukraine. The aircraft flown by Lt. Av. Petre Protopopescu carried a camouflage scheme composed of German RLM 74/75/76. The German national

insignia was oversprayed with the same colors, and the markings were replaced by Romanian, i.e., the St. Michael Cross, while the rudder carried the Romanian national colors. Both sides of the front of the fuselage carried the inscription "Don Pedro", the pilot's nickname.

OVERTREES

#70156X
Bf 109G-2/4
1/72

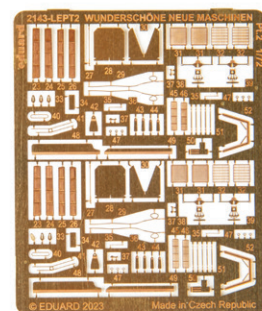
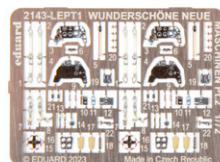
Product page



OVERLEPT

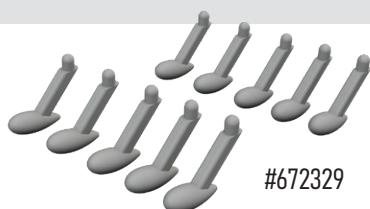
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WNM pt.2
1/72

Product page



Recommended: for Bf 109G-2 and G-4 1/72

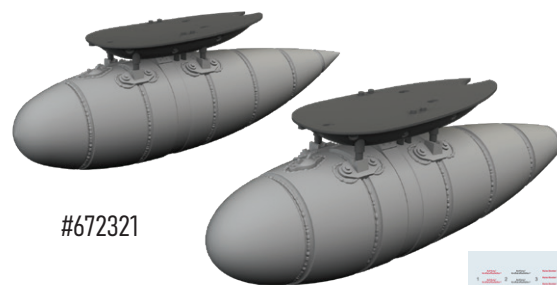
- | | |
|--------|--|
| 672321 | Bf 109F/G external fuel tanks (Brassin) |
| 672323 | Bf 109F/G wheels bays angular PRINT (Brassin) |
| 672325 | Bf 109F/G exhaust stacks PRINT (Brassin) |
| 672326 | Bf 109F/G/K gun pods PRINT (Brassin) |
| 672329 | Bf 109 balance weights PRINT (Brassin) |
| 672338 | Bf 109G undercarriage legs BRONZE (Brassin) |
| 672339 | Bf 109G-2/G-4 gun barrels PRINT (Brassin) |
| 672340 | Bf 109G-2/G-4 wheels for plain wings PRINT (Brassin) |



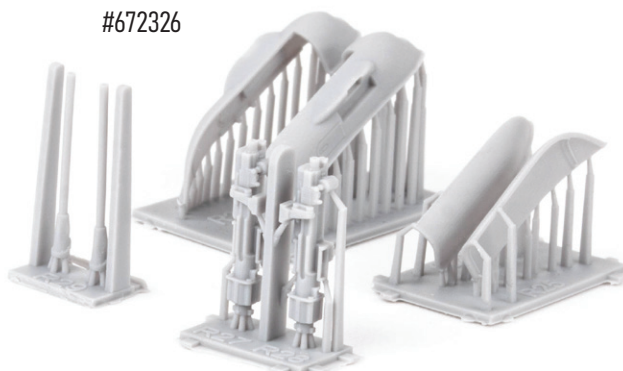
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#672338



#672321



#672326



Aero L-39C/CM/ZA/ZO

ALBATROS



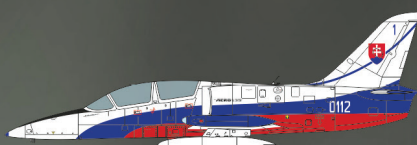
L-39ZA, s/n 232433, 222nd Training Squadron, Náměšť nad Oslavou AFB, Czech Air Force, Czech Republic, 2008-2010



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



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



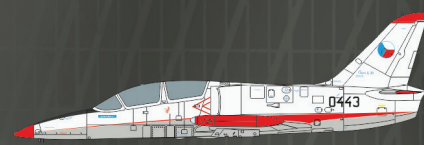
L-39 C, pplk. Ing. Ivan Chvojka, Sliač AFB, Slovak Air Force, Slovakia, 1991-2004



L-39CM, s/n 915301, 2nd Fighter Squadron, 31st Fighter Wing, Vzdušné sily Ozbrojených síl Slovenskej republiky, Sliač, Slovakia, 2012



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



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



L-39C, Iraq Air Force, Iraq, 1986



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



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

- Limited edition 1/72 scale kit of Aero L-39 in Czechoslovak, Czech, Slovak, Ukrainian, Iraqi, Thai, and Hungarian service.
- Dual Combo - plastic parts, photo-etched details and die cut masks for two complete models
- Decals for 10 marking options

1/72
DUAL COMBO

BF 109G-2 & BF 109G-4

WUNDERSCHÖNE NEUE MASCHINEN

- Pt. 2 -



BF 109G-2

1/72

#2143
MARKING A
built by **Robert Szwarc**



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

Heinrich Ehrler served with the artillery in the pre-war period. He joined the Luftwaffe in January 1940, underwent training and was assigned to 4./JG 77 (re-designated 4./JG 5 later on). In May 1942 he was transferred to 6./JG 5 and in August he took over its command. In June 1943

he became commander of II./JG 5 and in August 1944 he was appointed Kommodore of JG 5. After the sinking of the battleship Tirpitz he stood trial by court martial on unsubstantiated charges of inadequate air cover for that ship. From February 27, 1945, he flew Me 262 fighters with

JG 7. He died in combat with B-24 Liberator bombers on April 4, 1945. He managed to shoot down two of the bombers, ramming a third one. Ehrler is credited with 208 victories and was awarded the Knight's Cross with Oak Leaves.



BF 109G-4

1/72

#2143
MARKING I
built by **Robert Szwarc**



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

Lt. Erich Hartmann, the most successful fighter ace in history, began to ply his trade with 7./JG 52, to which he was assigned on October 10, 1942. He first flew the Bf 109G-2, but by the first half of March 1943, the unit began accepting the Bf 109G-4. From the beginning of May 1943, after gaining his 11th and 12th kills, he was made Rottenführer (leader of a two-aircraft flight) and his score began to quickly rise to reach 352 by the end

of the war. For his success, he was awarded the Knight's Cross with Oak Leaves, Swords and Diamonds. Hartmann's "White 2" was camouflaged in the standard Luftwaffe scheme consisting of RLM 74/75/76. The factory codes on the fuselage sides and the bottom of the wings were not completely obliterated, but only partially oversprayed with a white wave (III. Gruppe marking), the white number 2 and

a yellow band, which together with the yellow bottom wing tips was common to Luftwaffe aircraft operating on the Eastern Front. The front of the aircraft carried the marking of its previous user, 1./JG 52. Flying this aircraft, Uffz. H. Meissler was forced to land behind enemy lines by Soviet fighters due to an engine failure on May 28, 1943 and was taken prisoner.



[Product page](#)



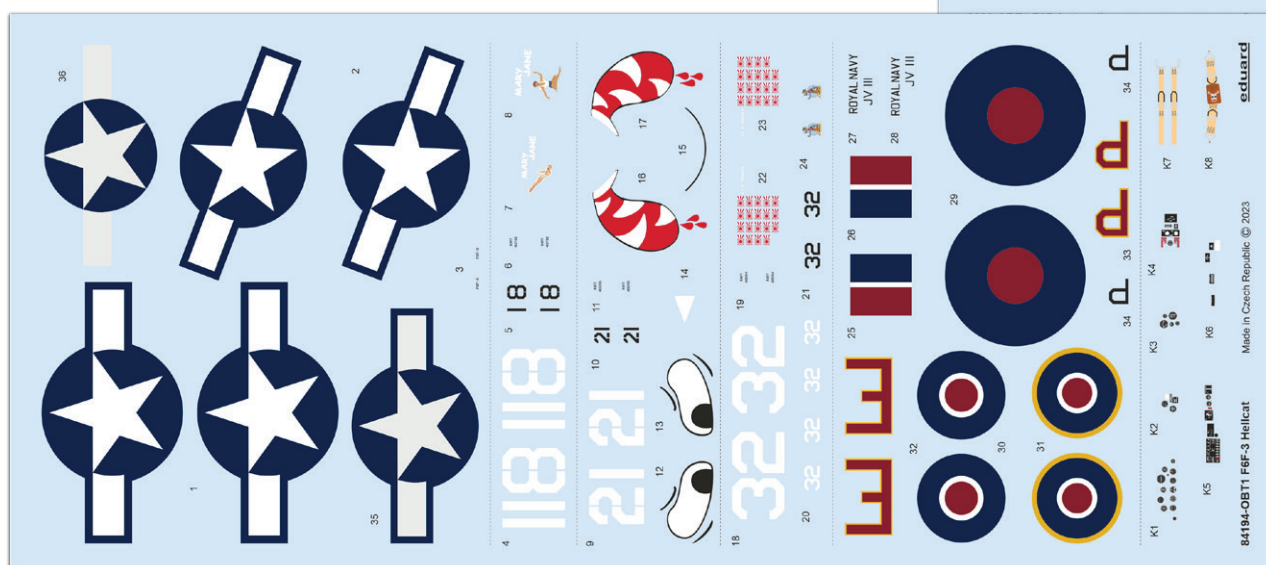
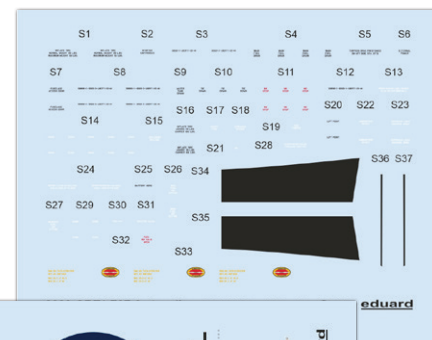
F6F-3 Hellcat

1/48

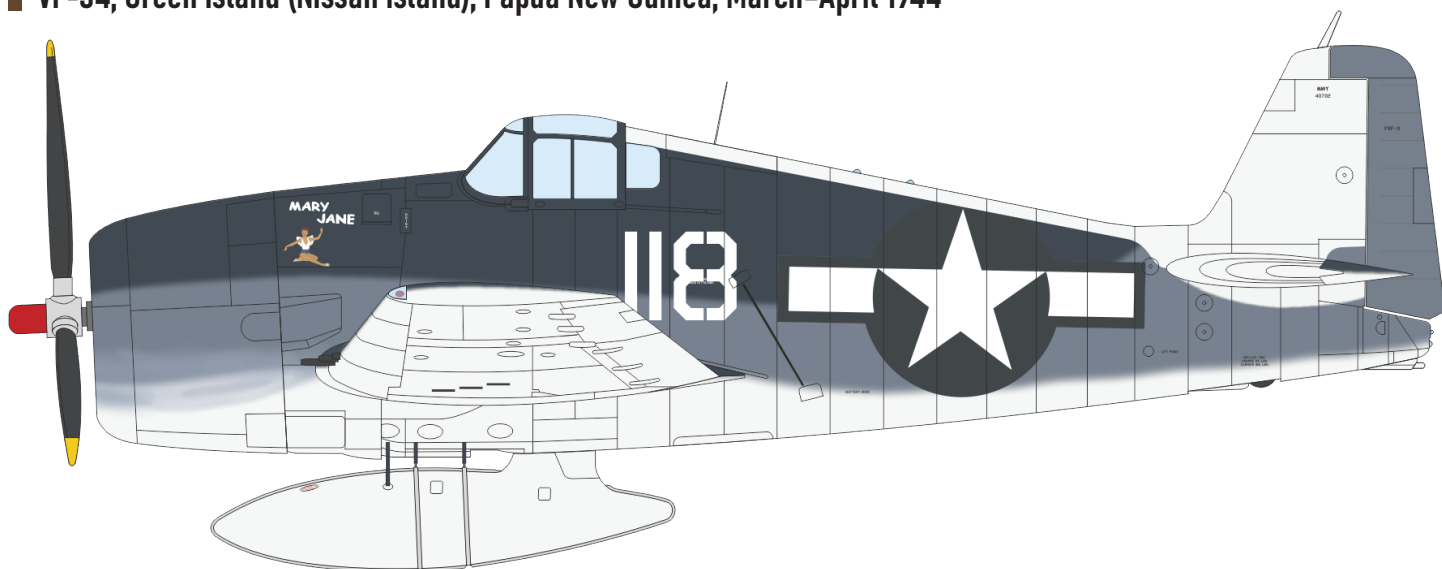
#84194

The Weekend edition kit of US naval fighter aircraft F6F-3 in 1/48 scale. The kit offers machines used by units from land bases and aircraft carriers of the US Navy and the British Royal Navy.

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

[Product page](#)


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

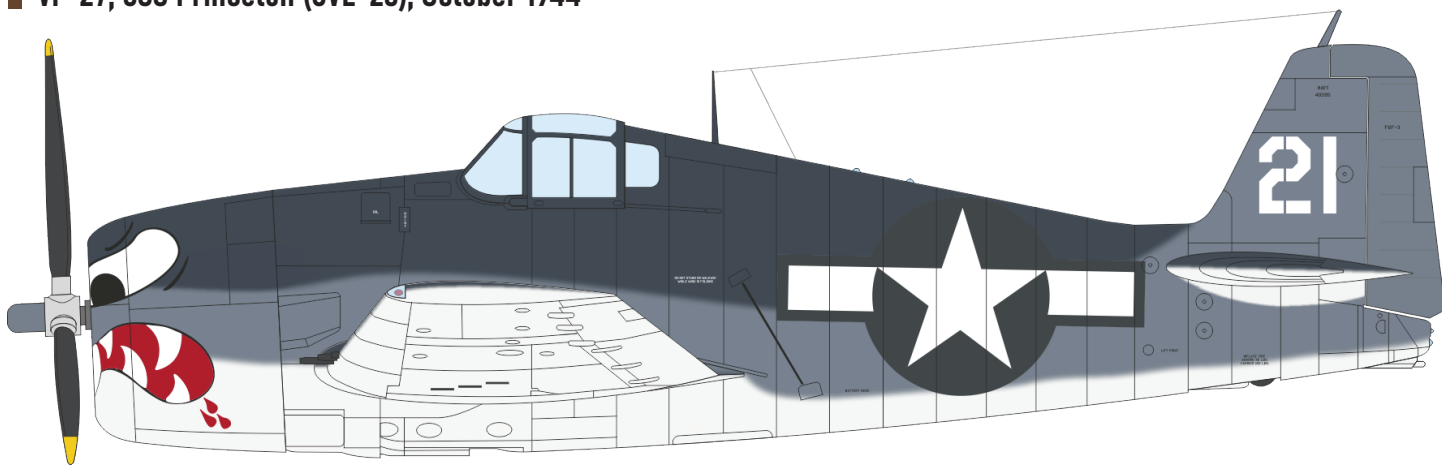


The history of VF-34 is rather uncommon as it was assembled in just four weeks and thrown immediately into an action in the final phase of the Operation Cartwheel (neutralization of the Japanese base on Rabaul). Of 45 pilots just one had seen any combat. The inexperienced unit was not attached to any Air Group and leaved San Diego on February 13. After they equipped themselves with all needed on Espiritu Santo, they moved to Guadalcanal on March 3, starting their tour on March 7 from Piva Yoke airfield on

Bougainville. Enemy attacks forced the Squadron to move to Vella Lavella Island and, finally, to Green Island (now Nissan Island), which became their permanent base. They flew bomber escort or ground attack missions but did not engage any enemy aircraft during 55 days of the tour. The pilots flew a total of 1,165 sorties from Green Island and 177 from Bougainville. The Squadron was disbanded immediately after return and the designation VF-34 was used again as VF-53 was renamed so. Hellcats of "first" VF-34 had upper

side of horizontal tail surfaces and rear fuselage ridge painted white for recognition reasons. Some pilots took advantage of distant "big brass" eyes and decorated their aircraft. This one got the painting made after the Antonio Vargas' Esquire calendar girl (May 1944) on the port side of the nose, while the starboard sported the girl from August 1944. This one was most probably simple cutout glued to the aircraft. It is not known to which of the pilots was this aircraft assigned.

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

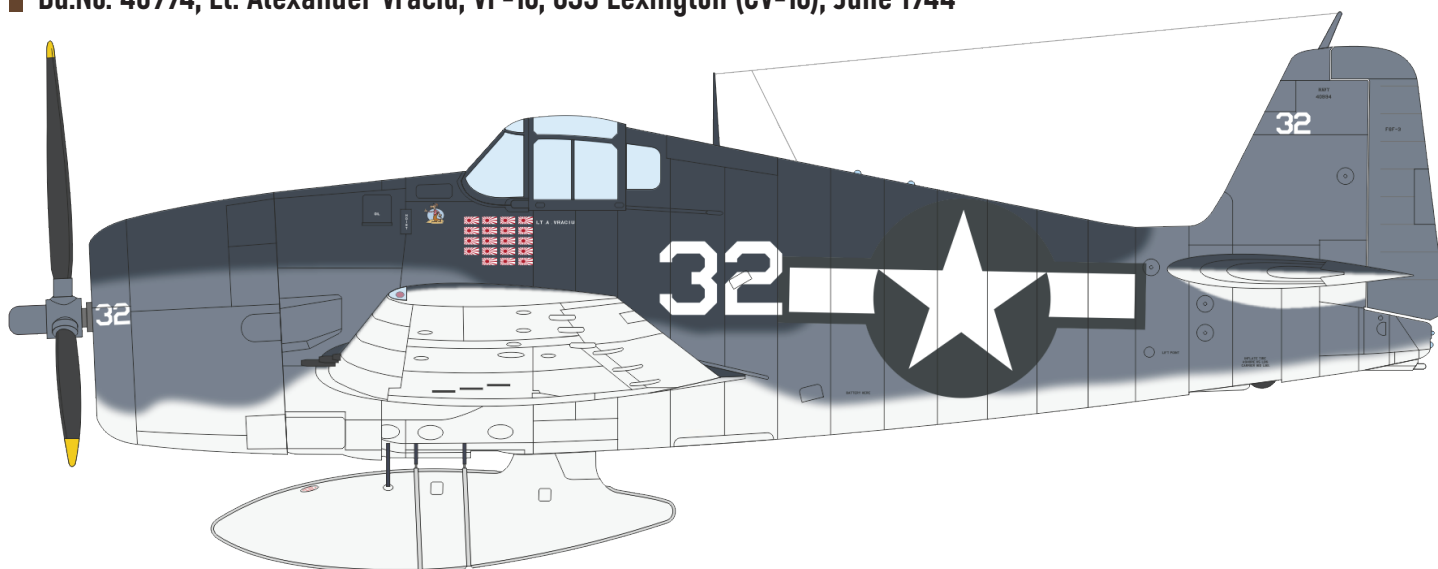


Among the most recognizable markings carried by US Navy aircraft were those of the Hellcats of VF-27 operating from the board of USS Princeton. Their shark mouths and bloodshot, menacing eyes seared themselves into the memories of many Japanese pilots. The uncommon and unofficial markings were painted on to the front of all of VF-27's aircraft by one of its pilots, Robert Burnell. These birds, adorned in this way, wreaked havoc everywhere they engaged in combat over the Pacific from May to October 1944. During this span, some 200 enemy aircraft were destroyed.

The string of success was snapped on October 24, 1944, when the Princeton was hit by a Japanese bomb from alone Japanese Judy. The dive bomber dropped a single bomb, which punched through the wooden flight deck and hangar before exploding. Structural damage was only minor, but a fire broke out and quickly spread because of burning gasoline. Cruisers and destroyers came to help and USS Birmingham as a largest ship there took the lead role in firefighting. In the frantic activity Princeton collided with some of the assisting ships and damaged them.

Worse to it, the fire caused multiple explosions and the biggest of them damaged Birmingham extensively with considerable casualties. USS Irwin rescued 646 men from Princeton before she was sunk by torpedoes. CO of the VF-27, LtCdr. Frederick A. Bardshar reformed his unit in time to return to the Western Pacific aboard USS Independence (CVL-22). But during the tour from June 10 to October 31, only one more victory was scored by entire Squadron, which was disbanded on November 26, 1945.

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

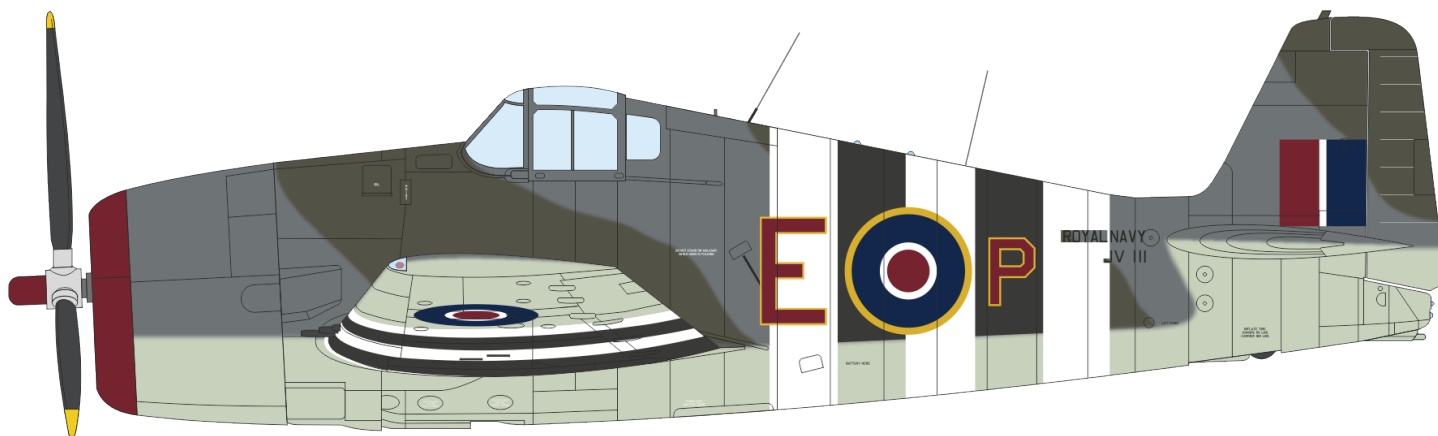


Vraciu had enrolled in the Civilian Pilot Training program and earned his private rating in the summer of 1940. Immediately after graduation in June 1941 he enlisted in the Navy as an aviation cadet, beginning instruction in October. Ensign Vraciu received his Wings in August 1942 and joined VF-3 in March 1943. It was the unit led by LtCmdr. Edward H. O'Hare, one of the significant heroes in the first year of the war. Due to a realignment of Navy squadrons, VF-3 was

redesignated VF-6 in July 1943 and Vraciu shot down his first victim on October 5, 1943. He added eight more with VF-6 and having finished his tour of duty with VF-6, he declined to return to the USA and on his own request, he was assigned to VF-16 aboard USS Lexington (CV-16) from February 27. During his service with this unit, he was credited with further 10 victories. His best day came on June 19, 1944, when during the Battle of the Philippine Sea (thanks to the enormous number

of victories over the Japanese airplanes also known as The Great Marianas Turkey Shoot) he claimed six Japanese D4Y Judy dive bombers shot down in the mere eight minutes. Vraciu's plane with number 32 sported standard camouflage of the Navy aircraft of that time, but there was a noticeable overpainting of the previous marking, including the stencils, right under the fuselage number.

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



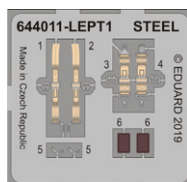
August 15, 1944, was the start of the Operation Dragoon, the landing operation of the Allied invasion of Southern France. One of the units taking part was No. 800 Sqn FAA, operating Hellcats together with No. 804 Sqn. from the board of HMS Emperor. As the ship was involved in aerial cover over western approaches to the Channel during the Overlord operation, her Hellcats sported invasion stripes. Concurrently they were given the red paint on front cowling, identifying marking for Operation Dragoon.

The JV111 was lost on third day of operations. With Dutch pilot Charles Alphonse Marie Poublon in cockpit, it received Flak hits and damaged was ditched off the Spanish coast. Pilot was rescued and continued his service with unit and later also with No. 60 Sqn. RAF in Burma. After the war he served with the Royal Netherlands Navy until transferring to the Royal Netherlands Air Force in 1954. As a member of the 314 Squadron, he set up the demo team called "Red Noses" in 1956, the same year he was named CO of 2e Tactische

Jachtgroep (2nd Tactical Fighter Group). He retired as Lieutenant Colonel and passed away on December 4, 1992, in Laren at the age of 71. Poublon was not the only Dutch in the ranks of No. 800 Sqn. as five more joined the unit before the operation Dragoon (transferred from No. 1840 Sqn.). The wreck of JV111 was recovered in 1984 and revealed missing black stripes on the bottom of the fuselage. Whether these were never painted, or partially removed is not known.

Recommended: for F6F-3 Hellcat 1/48

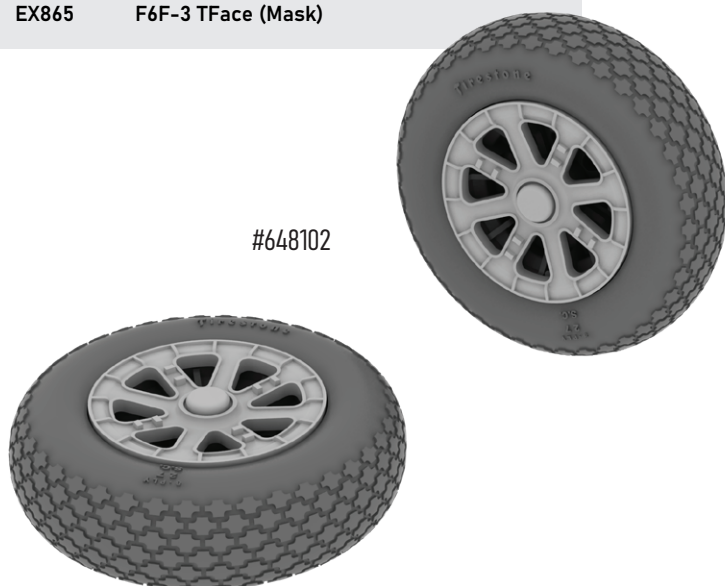
FE447	F6F-3 Weekend (PE-Set)
491346	F6F-3 (PE-Set)
644011	F6F-3 LööK (Brassin)
648102	F6F wheels (Brassin)
648683	F6F exhaust stacks (Brassin)
648747	F6F undercarriage legs BRONZE (Brassin)
648798	F6F wheel bays PRINT (Brassin)
3DL48068	F6F-3 SPACE (3D Decal)
D48055	F6F-3 part 1 (Decal)
D48058	F6F-3 stencils (Decal)
EX682	F6F-3 Weekend (Mask)
EX865	F6F-3 TFace (Mask)



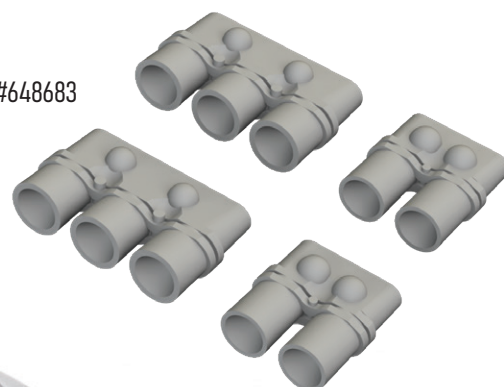
#644011



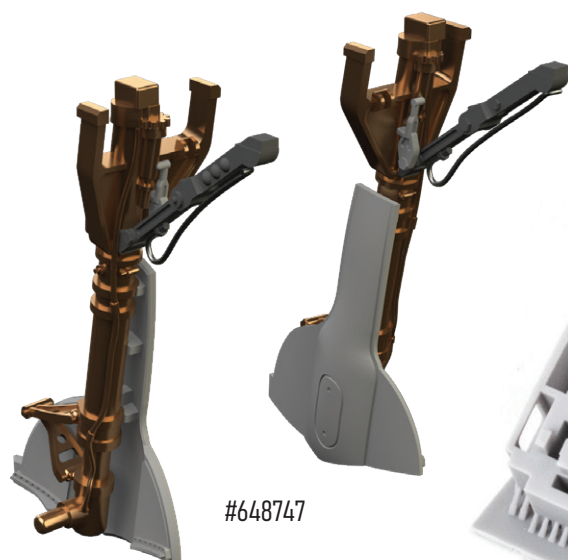
#648102



#648683



#648747



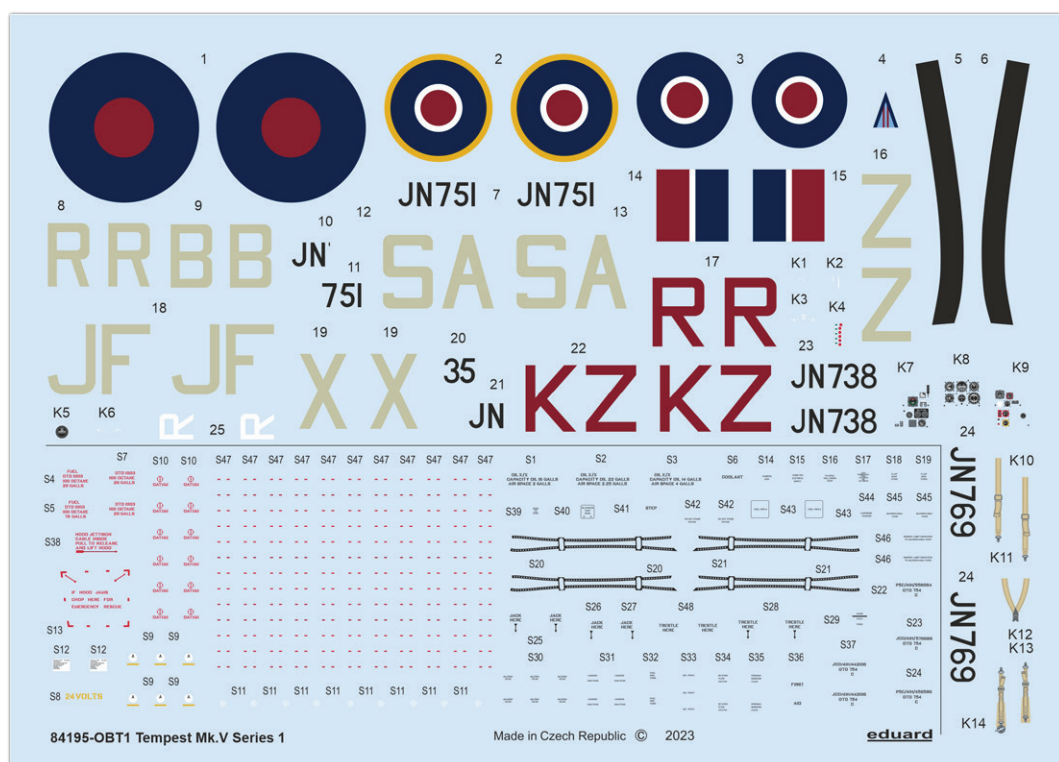
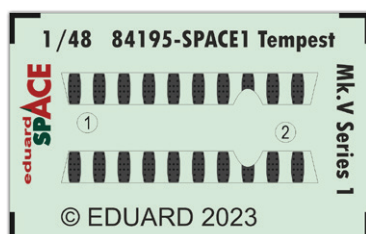
Tempest Mk.V Series 1

1/48

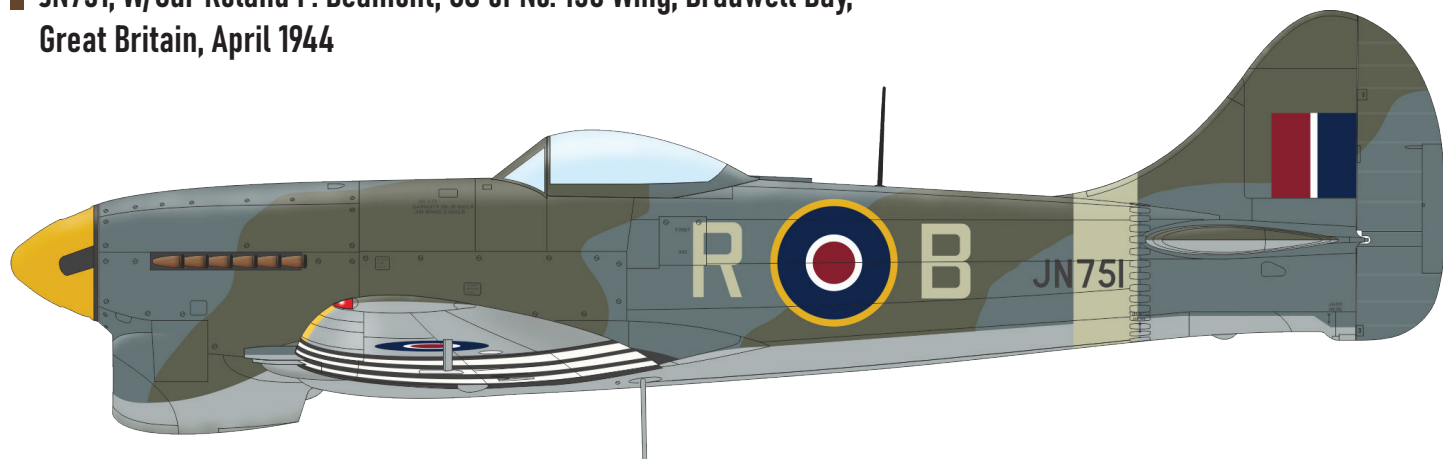
#84195

The Weekend edition kit of British WWII fighter aircraft Tempest Mk.V in 1/48 scale. The kit offers the aircraft manufactured within Series 1 and features all three variants of the legendary W/Cdr R.P. Beamont's JN 751.

- plastic parts: Eduard
- marking options: 6
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no
- 3D decal: yes, reinforcing fish plates

[Product page](#)


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

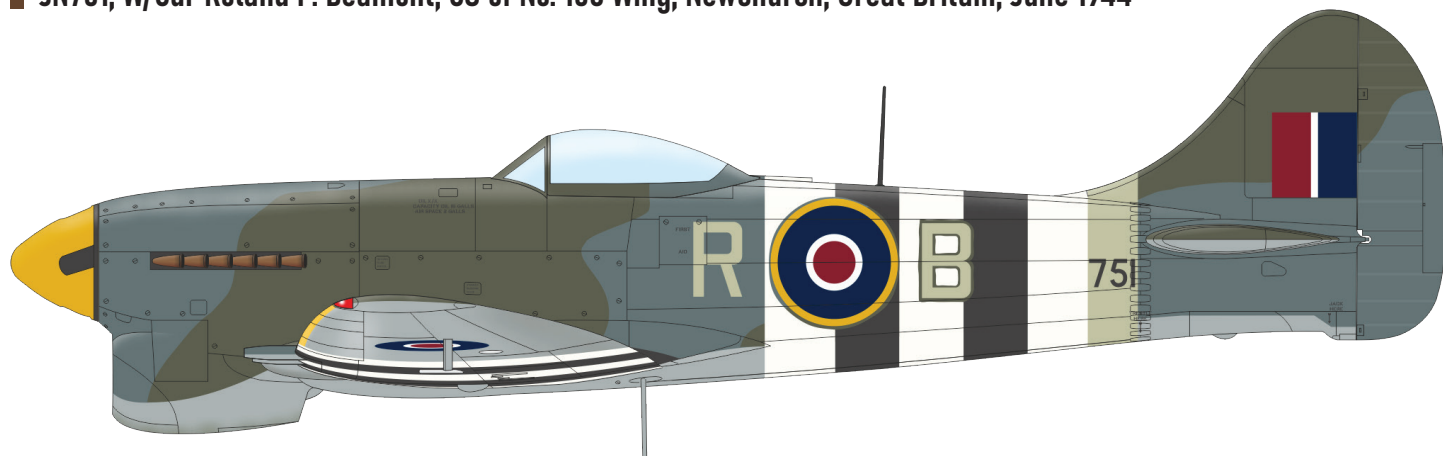


Roland Prosper Beamont was born on August 10, 1920, in Enfield, Middlesex County, and had been fascinated by airplanes since childhood. In 1939, he underwent pilot training and was assigned to No. 87 Squadron, flying Hurricanes. From May 1942, he served with No. 79 Squadron, and in December of the same year, after completing his tour of duty, he joined the Hawker factory as a test pilot. In June 1942, he joined the 56th Squadron, flying

Typhoons, and later he was transferred to No. 609 Squadron, which flew the same type of aircraft. In January 1943, he assumed command of the unit. In mid-May 1943, he returned to Hawker, where he participated in testing Typhoon and Tempest aircraft. In February 1944, he was appointed as the commander of the newly established No. 150 Wing, consisting of No. 3, No. 56, and No. 486 Squadrons, which exclusively operated

the new Hawker Tempest aircraft. One of the privileges of being the wing commander was the ability to mark the aircraft with one's initials. W/Cdr Beamont took advantage of this opportunity, and his personal Tempest was painted with the letters R B. Beneath the front emblem, on the right side of the fuselage, Beamont's aircraft carried the designation of Wing Commander.

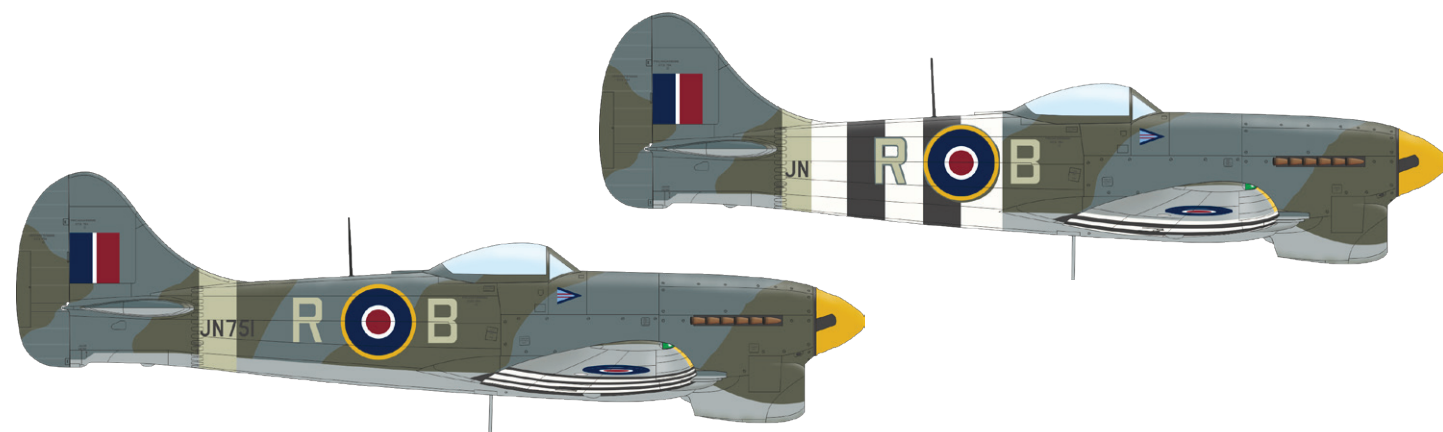
■ JN751, W/Cdr Roland P. Beamont, CO of No. 150 Wing, Newchurch, Great Britain, June 1944



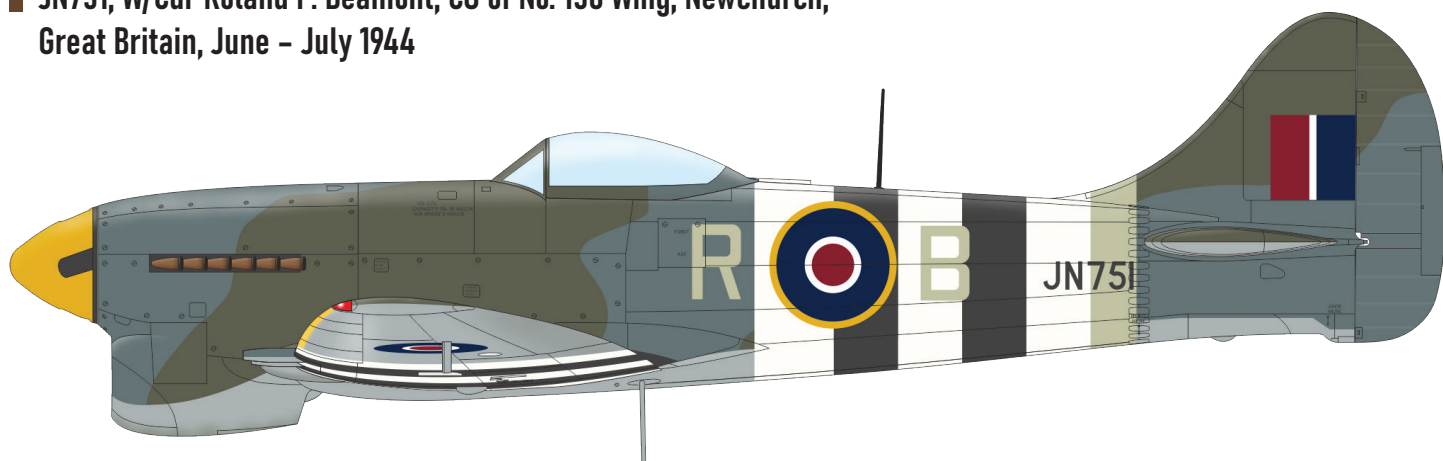
In May 1944, No. 150 Wing was declared operational, although only No. 3 and No. 486 Squadrons were equipped with Tempests, while No. 56 Squadron had to wait until June 1944 and temporarily used Spitfire Mk. IX aircraft. During the invasion, the Tempests of No. 150 Wing were

tasked with ground attacks against enemy forces, and from mid-June, they also provided protection for southern England against V-1 flying bombs. Beamont's aircraft had its camouflage enhanced on the eve of the European invasion with distinctive markings in the form of white

and black stripes on the rear fuselage, applied by ground personnel by hand. In this newly marked Tempest, Beamont scored a victory over a Bf 109G on D+2.



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

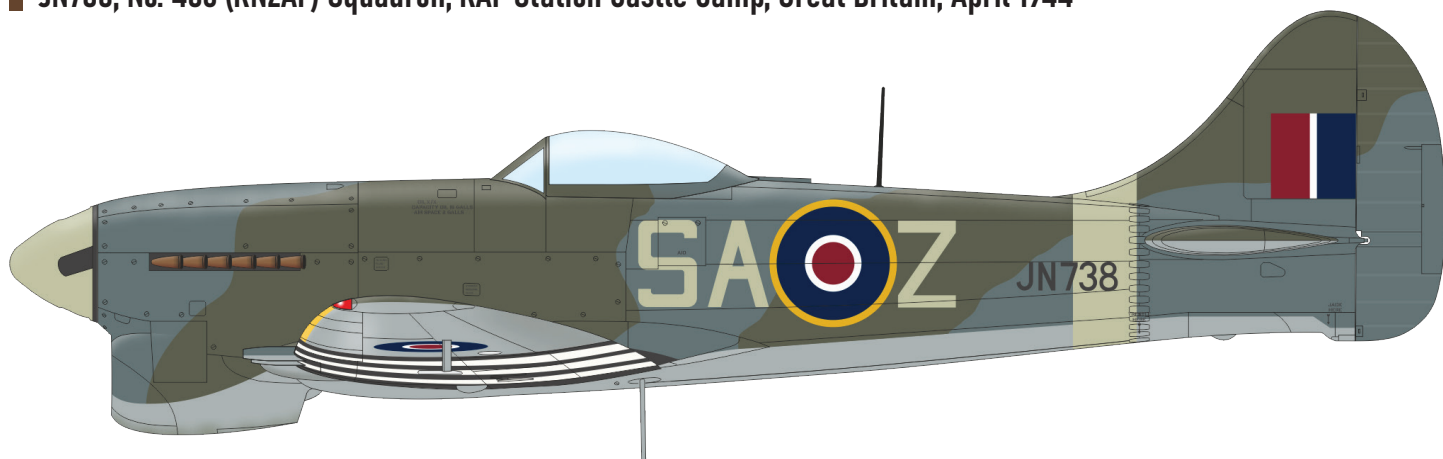


During June, the field-applied invasion stripes on JN751 were replaced with factory-applied paint at Hawker. This type of paint application had a positive impact on performance, which was crucial for achieving maximum speed while in combat with V-1 flying bombs. Most of Beamont's 31 V-1 victories were achieved in this aircraft. JN751 was replaced as his personal aircraft in

September 1944 with a new Series 2 Tempest Mk.V sporting the code RPB (EJ706). At the end of September 1944, the entire unit, under Beamont's command, moved to liberated European territory. On October 12, Beamont's aircraft was hit by flak in the radiator, forcing him to make an emergency landing in enemy territory, where he spent the rest of the war. During World War II, he achieved

nine enemy aircraft kills and was awarded the DFC & Bar and DSO & Bar. After the war, Beamont worked as a test pilot and flew aircraft such as the Meteor, Vampire, Canberra, Lightning, and the impressive TSR-2. He retired in August 1979 and passed away on November 19, 2001.

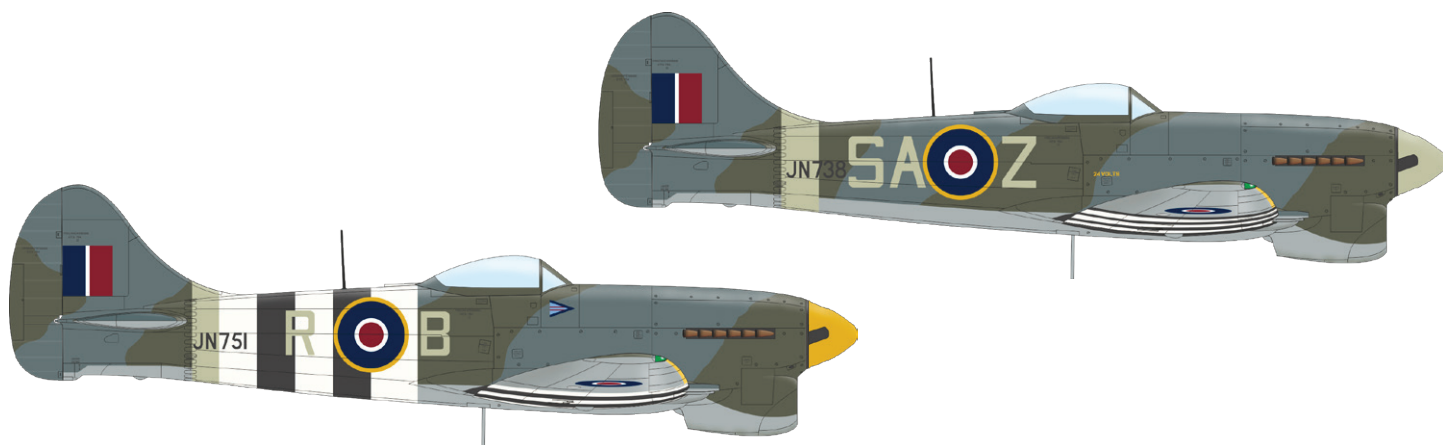
■ JN738, No. 486 (RNZAF) Squadron, RAF Station Castle Camp, Great Britain, April 1944



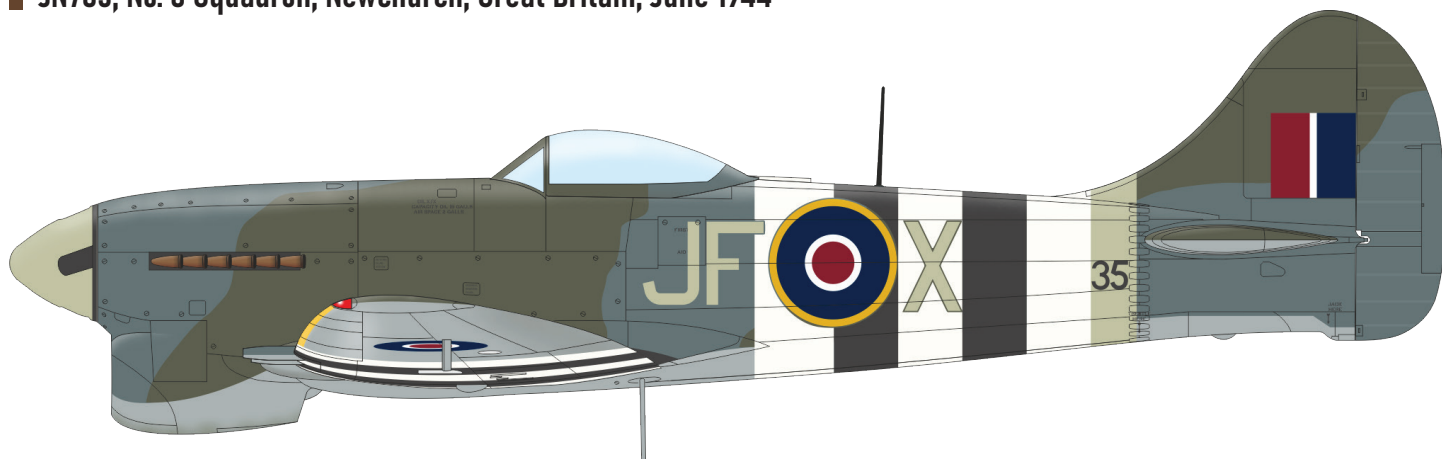
No. 486 Squadron was established on March 7, 1942, at Kirton in Lindsey base, and its personnel were predominantly New Zealanders. Initially, it was equipped with Hawker Hurricane aircraft, but from July 1942, it used Hawker Typhoons. Due to its excellent performance, it was selected as the first unit to transition to Tempests Mk.V.

The new aircraft were received in January and February 1944, and it became part of the newly formed No. 150 Wing, also equipped with Tempests. It was declared fully operational in April 1944. The camouflage of the new Tempests consisted of the Day Fighter Scheme colors, with the upper and side surfaces painted Dark Green and Ocean

Grey, and the lower surfaces in Medium Sea Grey. During this period, black and white stripes were added to the lower wing surfaces of Typhoons and Tempests for better identification of friendly aircraft.



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

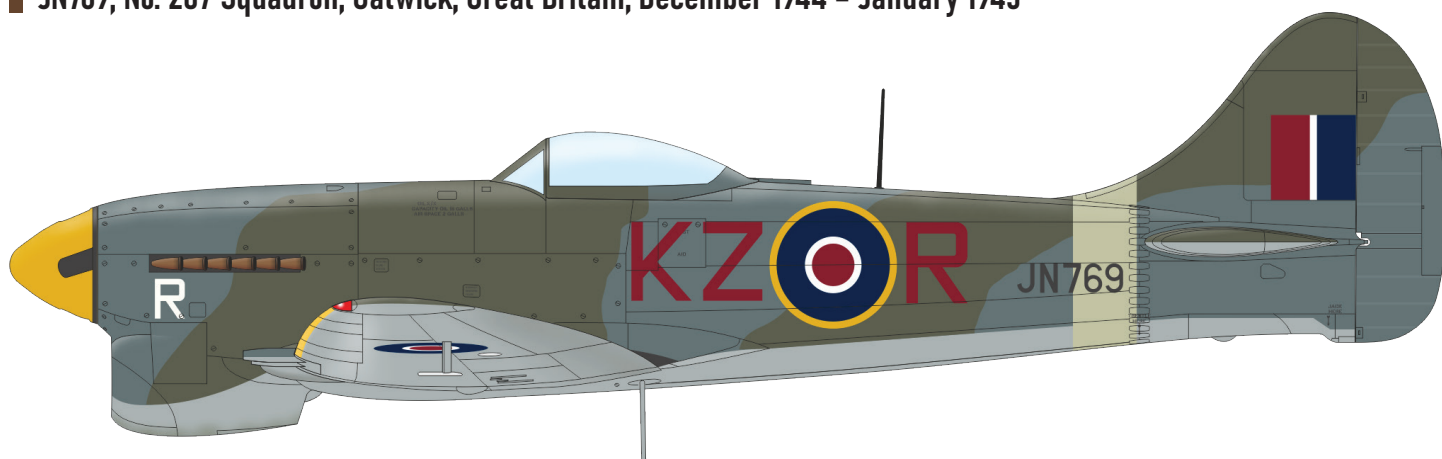


No. 3 Squadron, founded in 1912, was initially equipped with Hawker Hurricanes at the outbreak of World War II, and it fought over Belgium and France as a part of the British Expeditionary Force. After returning to Great Britain, it flew patrols over the Royal Navy naval base in Scapa Flow and, from April 1941, served as a night fighter squadron

in southern England. In June 1943, it converted to Hawker Typhoon aircraft, and in February 1944, it was equipped with Hawker Tempests. With these aircraft, it participated in preparations for the invasion of Europe, the defense of southern England against V-1 flying bombs, and the subsequent deployment to Europe, where

it supported advancing Allied units until the end of the war. The Tempests of No. 3 Squadron did not carry the standard invasion stripes on the lower wing surface after April 20, 1944. They used the code letters QQ until May 1944 when they changed to the letters JF.

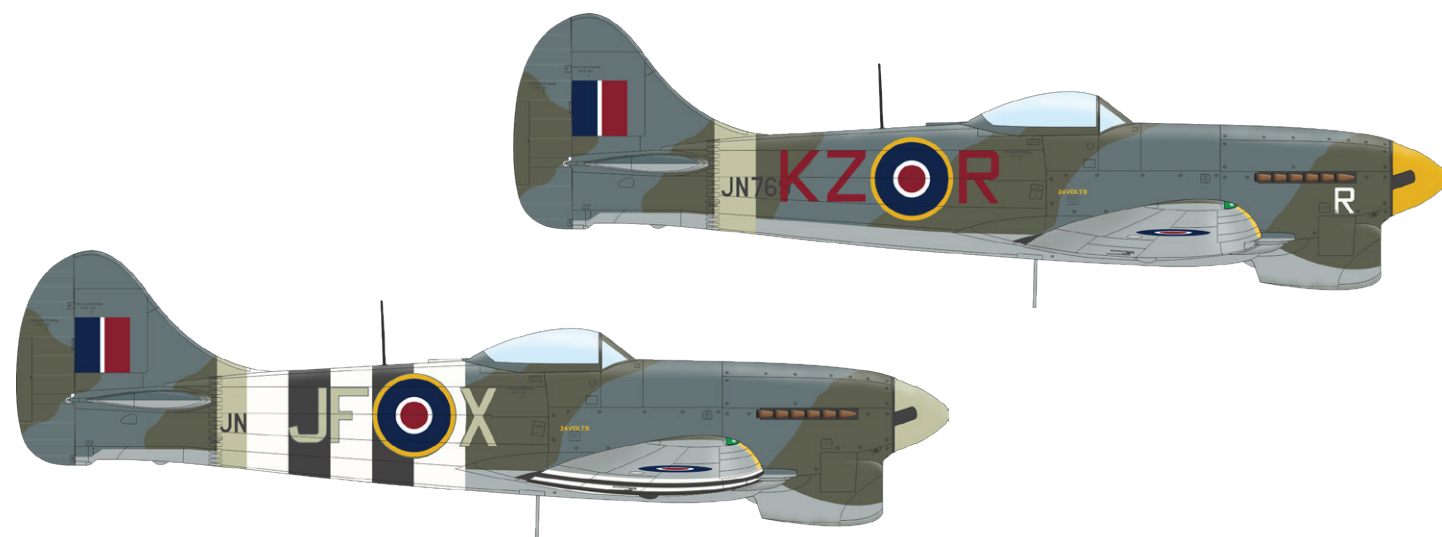
■ JN769, No. 287 Squadron, Gatwick, Great Britain, December 1944 – January 1945



After the Tempest squadrons were fully equipped with Series 2 aircraft, surviving Series 1 Tempests were refurbished by Hawker and assigned to

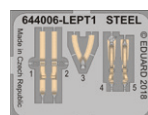
No. 287 Squadron around the turn of 1944 and 1945. This squadron played a secondary role, participating in calibration flights for anti-

aircraft units along the British coastline. The red code letters corresponded to RAF instructions at the time.



Recommended: for Tempest Mk.V Series 1 1/48

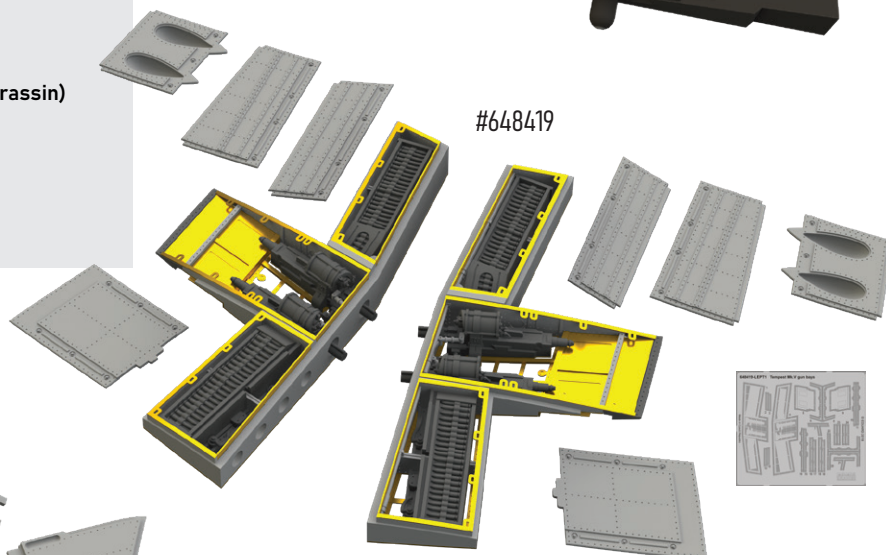
48976	Tempest Mk.V upgrade set (PE-Set)
FE943	Tempest Mk.V seatbelts STEEL (PE-Set)
644006	Tempest Mk.V LööK (Brassin)
644038	Tempest Mk.V w/ early wheels LööKplus (Brassin)
648416	Tempest Mk.V cockpit (Brassin)
648417	Tempest Mk.V engine (Brassin)
648418	Tempest Mk.V exhaust stacks (Brassin)
648419	Tempest Mk.V gun bays (Brassin)
648420	Tempest Mk.V wheels early (Brassin)
648446	Tempest Mk.V undercarriage legs BRONZE (Brassin)
648499	Tempest Mk.V intake ring (Brassin)
3DL48023	Tempest Mk.V SPACE (3D Decal)
D48030	Tempest Mk.V stencils (Decal)
EX628	Tempest Mk.V TFace (Mask)
EX695	Tempest Mk.V (Mask)



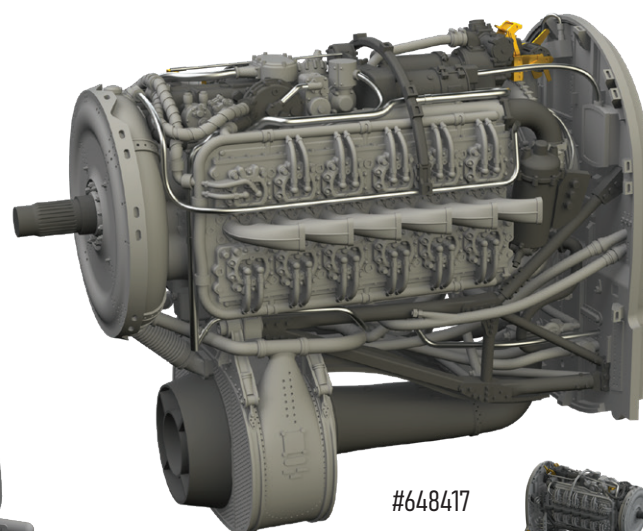
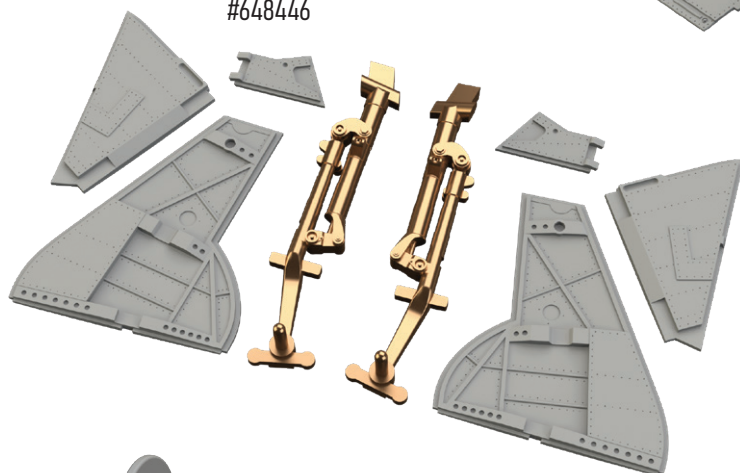
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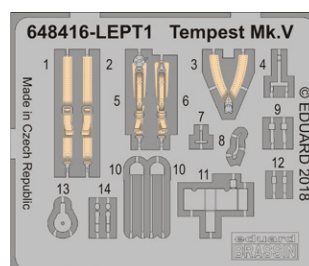
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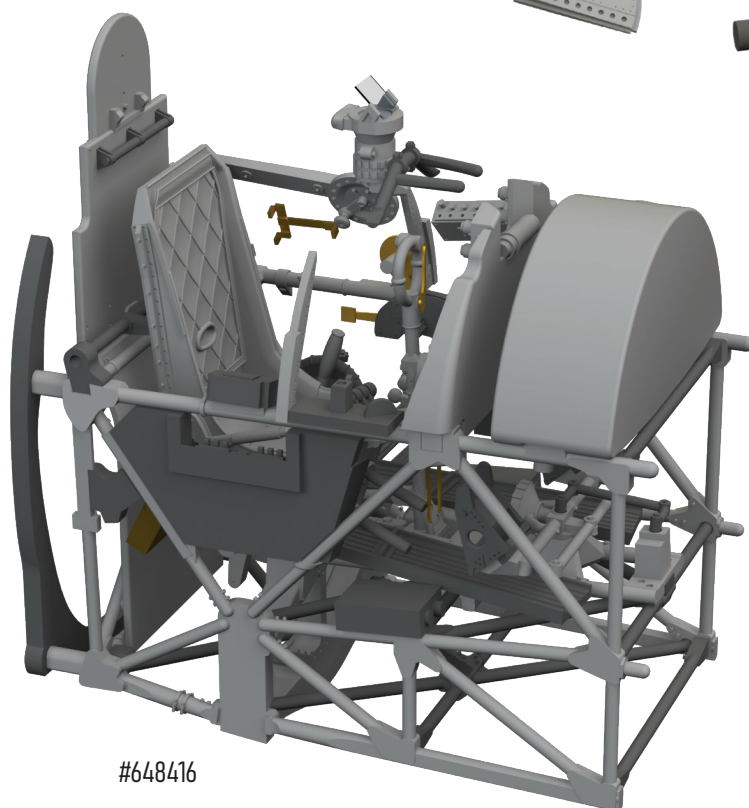
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#648417



#648416



Fokker Dr.I Re-release

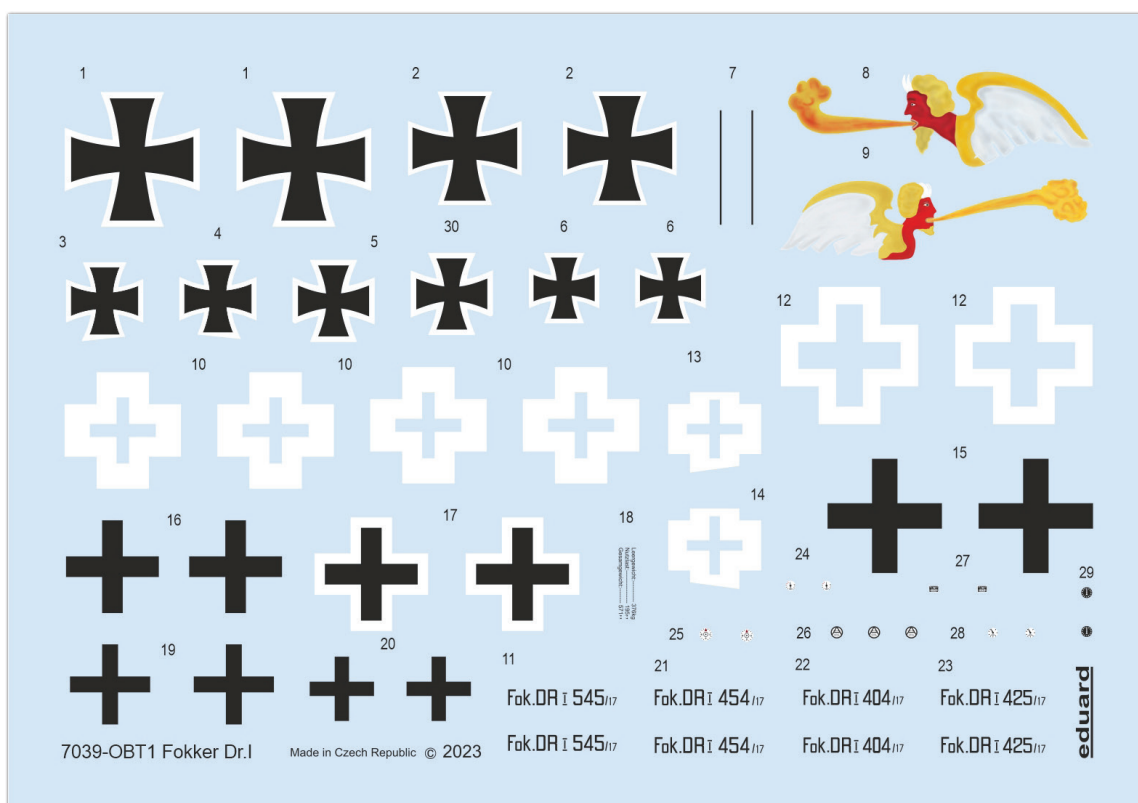
1/72

#7039

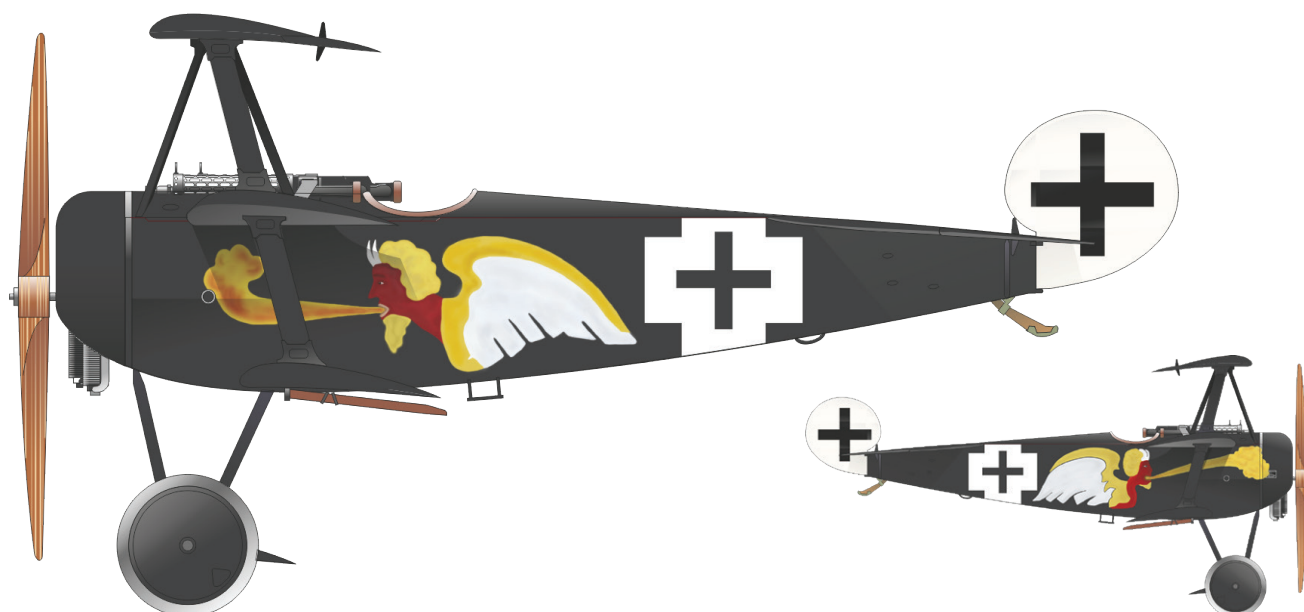
The ProfiPACK edition kit of famous German WWI triplane fighter aircraft Fokker Dr.I in 1/72 scale.

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

Product page



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

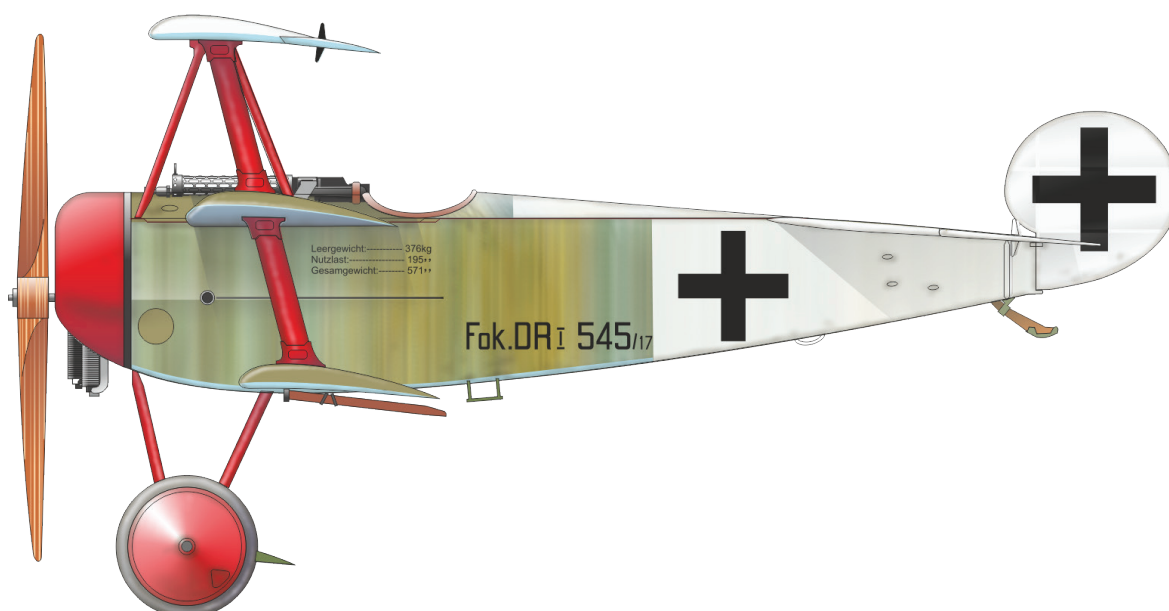


Josef Carl Peter Jacobs was born on May 15, 1884 in Kreuzkapelle, Rhineland. From his school days he had been fascinated with flying and started to learn how to control aircraft even before the war. Immediately after the outbreak of the Great War, he joined the ranks of the Luftstreitkräfte (German air force) and after training was assigned to the observation unit FA 11 on July 3, 1915. In March 1916 he was transferred to Fokkerstaffel West (from October 6, 1916 it transformed to Jasta 12) where he remained until the end of January 1917 when

he was transferred to Jasta 22. From August 2, 1917, he took command of Jasta 7 and stayed with the unit until the Armistice. At that time, his score counted 48 victories. After the war, Jacobs found himself fighting in the Baltic against the Russian Bolsheviks as a part of Kommando Sachsenberg. Subsequently he trained Turkish military pilots. After Hitler came to power, Jacobs refused to join the NSDAP and emigrated to the Netherlands. After the end of World War II, he returned to Bavaria, where he died in Munich on July 29,

1978. He had his two personal Dreideckers at Jasta 7, both painted black. Jacobs later had an engine and propeller from a Sopwith Camel fitted to one of them, the No. 450/17. The sides of the fuselage sported drawing of a devil spitting fire. Existing photography evidence shows the shape of the drawing on the starboard side, while a contemporary illustration of his aircraft shows the left side. Jacobs himself confirmed this one as correct after the war. This evidence leads to the conclusion the paintings differed.

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



Hans Weiss, a native of Hof, began his flying career in June 1916 as an observer and gunner with FFA 282, FFA 28 and FFA 68 units. After training at Jastaschule Valenciennes, he joined Jasta 41, where he scored his first ten kills. Next he was transferred to Jasta 10 on March 17,

1918, where he added another victory. Afterwards he was assigned to Jasta 11. He scored his first victory there on April 2, 1918 and on April 8 was named as temporary commander of the unit but eventually he led it until his death on May 2, 1918, when he was shot down by fire from

No. 209 Squadron RAF Sopwith Camel flown by M. S. Taylor. The Dreidecker flown by Hans Weiss had the upper surface of the top wing and the rear section of the fuselage painted white. The wing struts, wheel hubs and engine cowl were red, which was the color of Jasta 11.

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

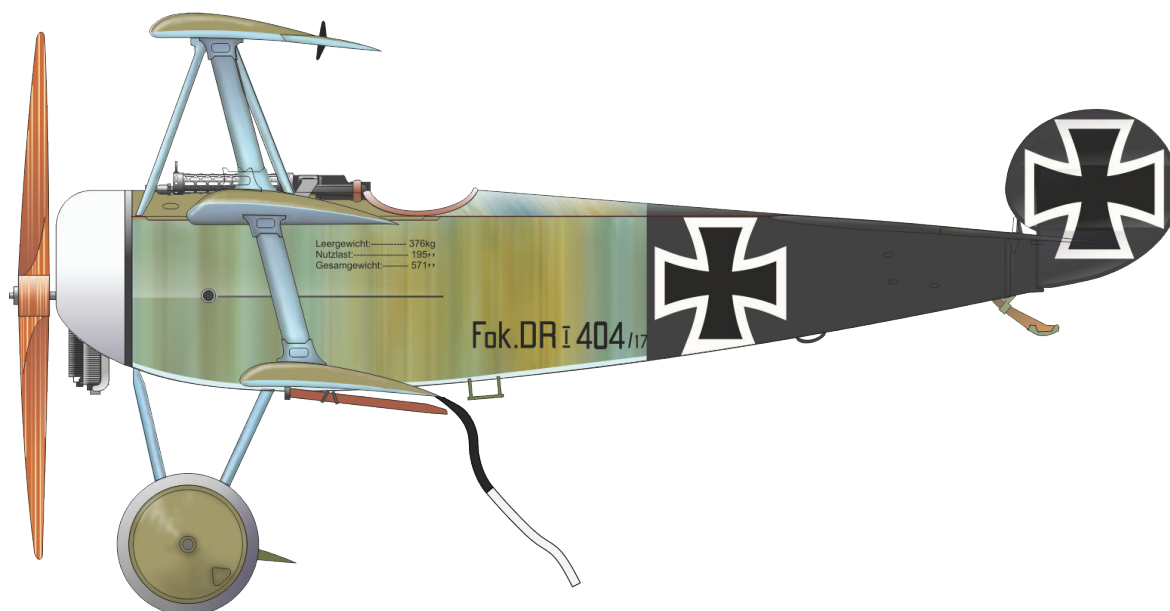


Manfred Albrecht von Richthofen is rightfully considered the greatest fighter pilot of the First World War as he knocked eighty enemies down prior to his death on April 21, 1918. On contrary to the general perception, the Fokker Dr.I was not his typical mount, as he shot down only 17 out of his 80 victims while flying the Dreidecker for the short period of March and April 1918. Manfred von Richthofen was assigned to the Luftstreitkräfte on his own request in 1915 after his service with

a cavalry unit. He became an observer but when he met Oswald Boelcke, the charisma of this fighter ace made him to request pilot training. On completion of that, he became pilot of observer aircraft, but after another meeting with Boelcke he joined the newly formed Jasta 2 fighter unit. In January 1917, von Richthofen was awarded the highly coveted Pour le Mérite and was subsequently made CO of Jasta 11. In June 1917, he received orders to form Jagdgeschwader

1 from Jasta 4, 6, 10 and 11 units and led this "wing" until his death on April 21, 1918. Von Richthofen had his aircraft painted red from January 1917 when he led Jasta 11 and flew the Albatros D.III. He carried this practice over to the Fokker Dr.I which he flew as JG 1 Commanding Officer. According to some sources the aircraft obtained its red color in factory and so the finish was therefore of good quality.

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



Adolf Ritter von Tutschek was born on May 16, 1891, in the Bavarian town of Ingolstadt. He joined the army even before the war, and its outbreak found him serving with the 3rd Infanterie-Regiment "Prinz Karl von Bayern" as a lieutenant. He would see combat on both the western and eastern fronts. For his service against the Russians, he was awarded the Rittenkreuz des Militär-Max-Joseph-Ordens (the Knight's Cross of the Order of Max-Joseph) which bestowed upon him the title of Ritter. As an

infantryman, he was seriously wounded several times (grenade, gas). Afterwards, he requested a transfer to the Luftstreitkräfte and after training, he served as artillery spotter from October 1916 till January 1917 with FA 6b. Subsequently, he was transferred to Jasta Boelcke, where he gained three kills, and on April 28, 1917, he was named CO of Jasta 12. On August 11 he was seriously wounded in combat with C. D. Booker of No. 8 Squadron RNAS. After being released, he was

named the first CO of Jagdgeschwader 2 and on March 10, 1918, he reached his 27th victory. Five days later he was shot down and killed by H. B. Redle from No. 24 Squadron RFC. The aircraft in which Hptm. von Tutschek died carried a standard Fokker Dr.I "streaked" camouflage and a turquoise color on the lower ones. The rear part of the fuselage was overpainted with black and the engine cowl was white, which was typical for Jasta 12, one of the JG 2 units.

■ 454/17, Lt. Lothar Freiherr von Richthofen, Jasta 11, Avesnes-le-Sec, France, March 1918



Lothar von Richthofen was to a certain degree the opposite of his older brother Manfred. While Manfred carefully calculated risks and attacked from a favorable position as much as possible, Lothar got into fights at every opportunity. This helped him to achieve seventeen aerial victories during first two months of his fighter service. On the other hand, his combat style was very risky and on several occasions interrupted his

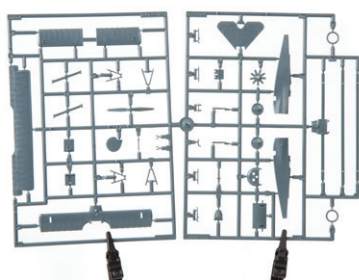
career for a long-term due to various injuries. One of these came on March 13, 1918, when in combat with Bristols F.2B belonging to the No. 62 Squadron caused a collapse of the leading edge of the top wing of his Fokker Dr.I 454/17. Lothar managed to crash-land crippled aircraft, but it took him till the middle of July to recover from the resulting injuries. His total score of forty kills came over the course of a mere 77 days of actual

combat flying! The aircraft with which Lothar von Richthofen crashed on March 13, 1917, carried a standard Fokker factory "streaked" finish but the rear fuselage and the upper surface of the top wing was oversprayed yellow, the color of the Dragoner Regiment "von Bredow" Nr. 4, a unit with which Lothar von Richthofen served earlier. The engine cowl, wheel hubs and wing struts were painted red, which was the color of Jasta 11.

OVERTREES

#7016X
Fokker Dr.I
1/72

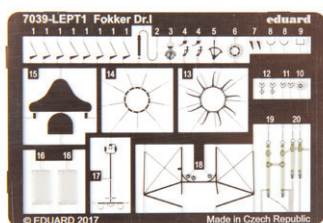
Product page



OVERLEPT

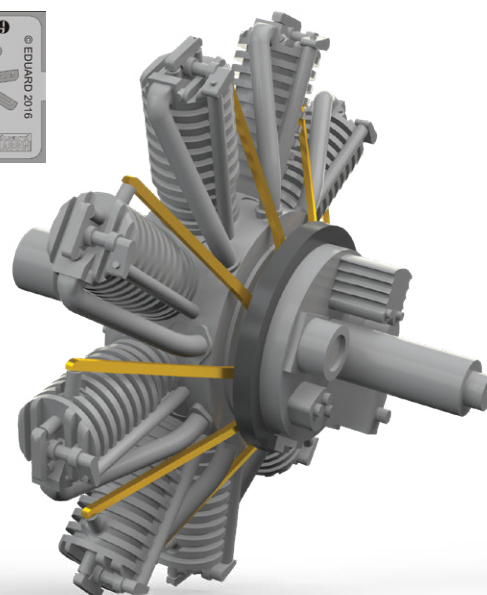
#7039-LEPT
Fokker Dr.I
PE-Set 1/72

Product page

Recommended:
for Fokker Dr.I 1/72

672139

Fokker Dr.I engine (Brassin)



Bf 109G-6/AS Re-release

1/48

#82163

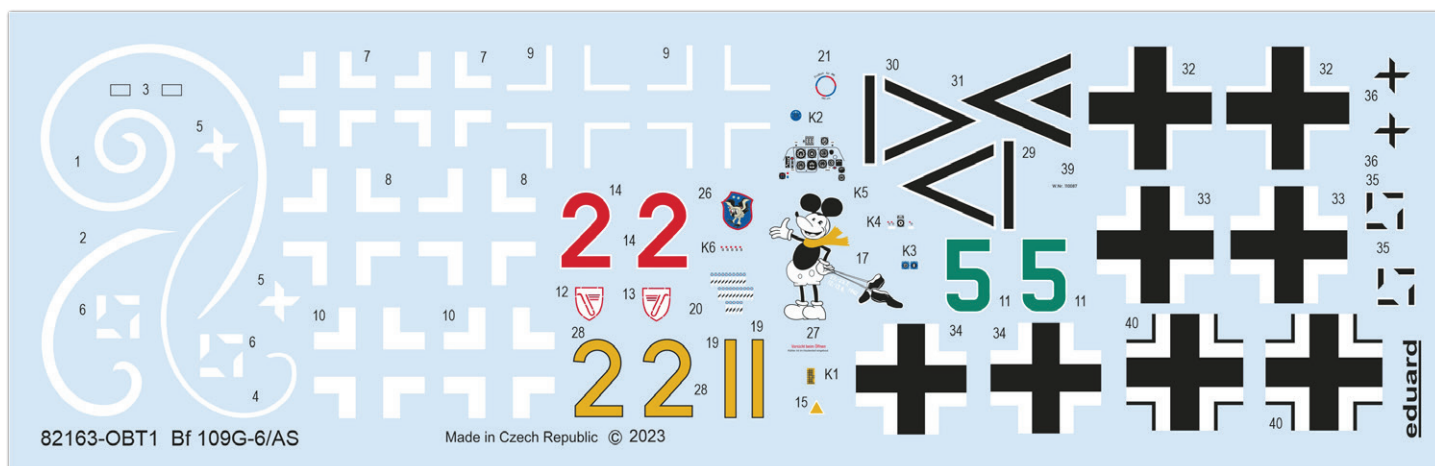
The ProfiPACK edition kit of German WWII fighter plane Bf 109G-6/AS in 1/48 scale.

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

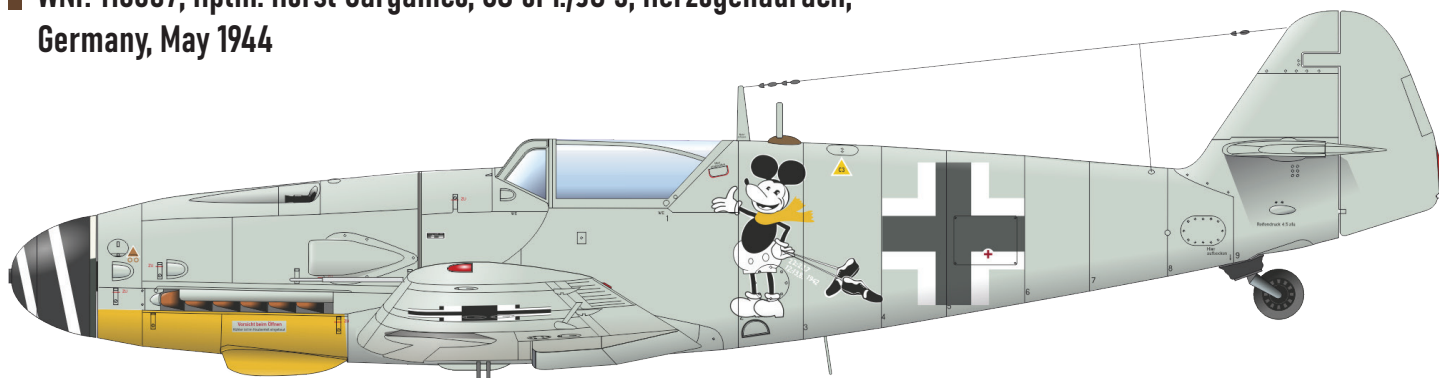
Product page



Bf 109G-6/AS									
S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
S11	S12	S13	S14	S15	S16	S17	S18	S19	S20
S21	S22	S23	S24	S25	S26	S27	S28	S29	S30
S31	S32	S33	S34	S35	S36	S37	S38	S39	S40
S41	S42	S43	S44	S45	S46	S47	S48	S49	S50
S51	S52	S53	S54	S55	S56	S57	S58	S59	S60
S61	S62	S63	S64	S65	S66	S67	S68	S69	S70
S71	S72	S73	S74	S75	S76	S77	S78	S79	S80



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

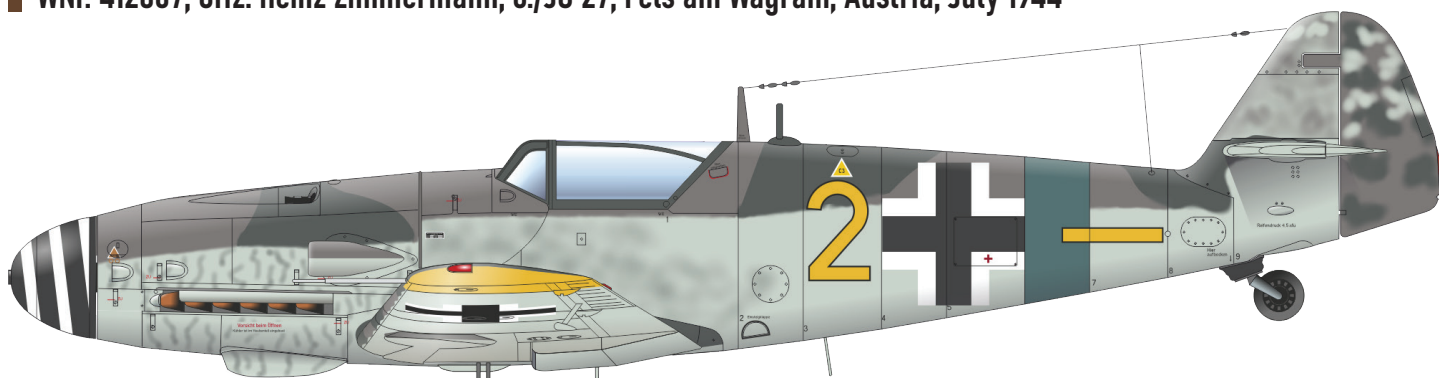


The first unit in which the then twenty-two-year-old Lt. Carganico served after completing flight training was JG 1 at the beginning of the war. This was followed by service with JG 77 with which he saw combat in Norway and then the Battle of Britain. On January 1, 1941, he returned to Norway where he commanded I./JG 77. On September 25, 1941, Carganico achieved his 27th kill and was awarded the Knight's Cross. In March 1942, Carganico's unit was redesignated 6./JG 5 and

he was given command of the entire II. Gruppe in April 1942. On March 26, 1944, he took over I./JG 5 as CO and the unit saw combat against Allied forces within the Defense of the Reich. On April 27 of the same year, Carganico took off for the last time. In an attack on a group of B-17s, his Bf 109G-5 was heavily damaged and during his attempt to belly-land, he struck some high power lines and died in the resulting crash near the French town of Chevry. His final tally

consisted of sixty kills over the course of 600 sorties. Bf 109G-6/AS aircraft were assigned to the high altitude interception units, therefore they were camouflaged in the overall coat of RLM 76. Hptm. Carganico had Mickey Mouse painted on the fuselage port side, marking carried by his previous airplanes. Starboard side is not photographically documented, it may have carried the Gruppe Commander's double chevron marking.

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

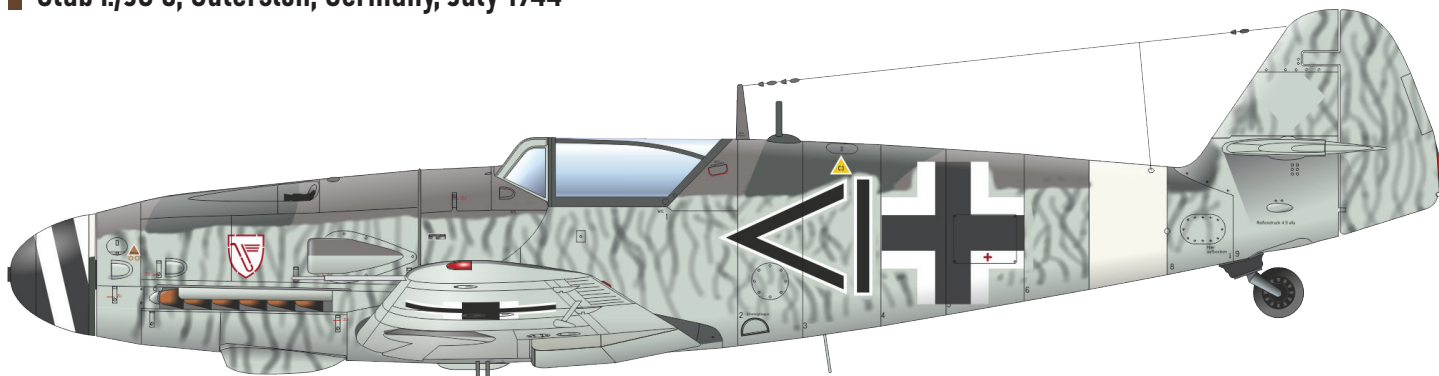


In the beginning of April 1944, first Bf 109G-6/AS aircraft were delivered to JG 1, JG 5 and JG 11 units, the following month several aircraft were delivered to JG 3 and also to JG 27, at that time

based at the Fels am Wagram airport in Austria. Yellow 2 was camouflaged in RLM 74/75/76 colors sporting the Reich Defense marking of the aircraft serving with JG 27, i.e., green band around the

rear fuselage. Irregular stripes of RLM 74 were applied on the engine cowling sides at the unit. There is a FuG 16 system antenna mounted at the bottom of the fuselage.

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

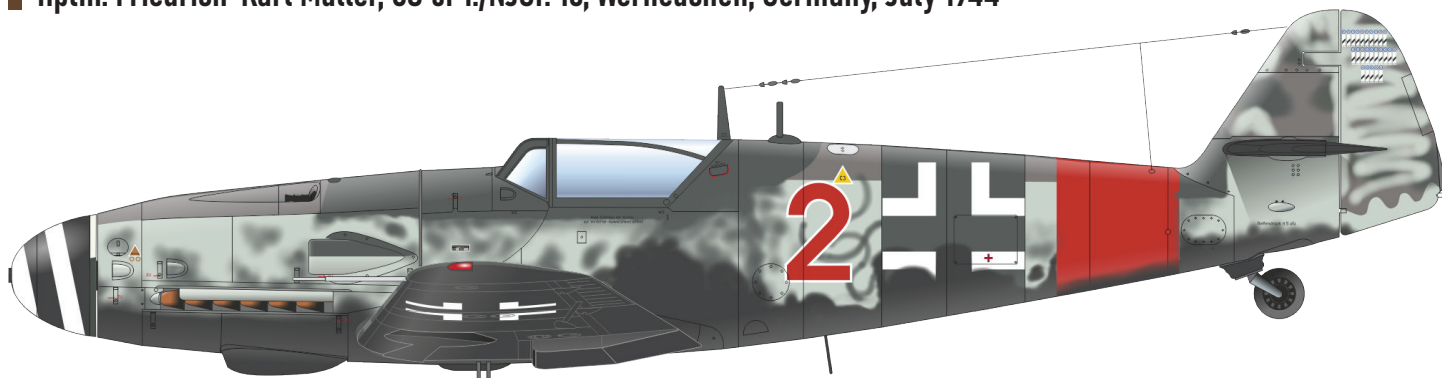


The patches of RLM 74/75 were applied to the originally overall gray (RLM 76) aircraft at the unit level while the fuselage sides, tail surfaces

and engine cowling sides were sprayed with the irregular stripes of RLM 74. The white stripe surrounding the rear fuselage was an insignia of

the JG 3 aircraft flying Reich Defense missions. JG 3 insignia was sprayed on both sides of the engine cowling.

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

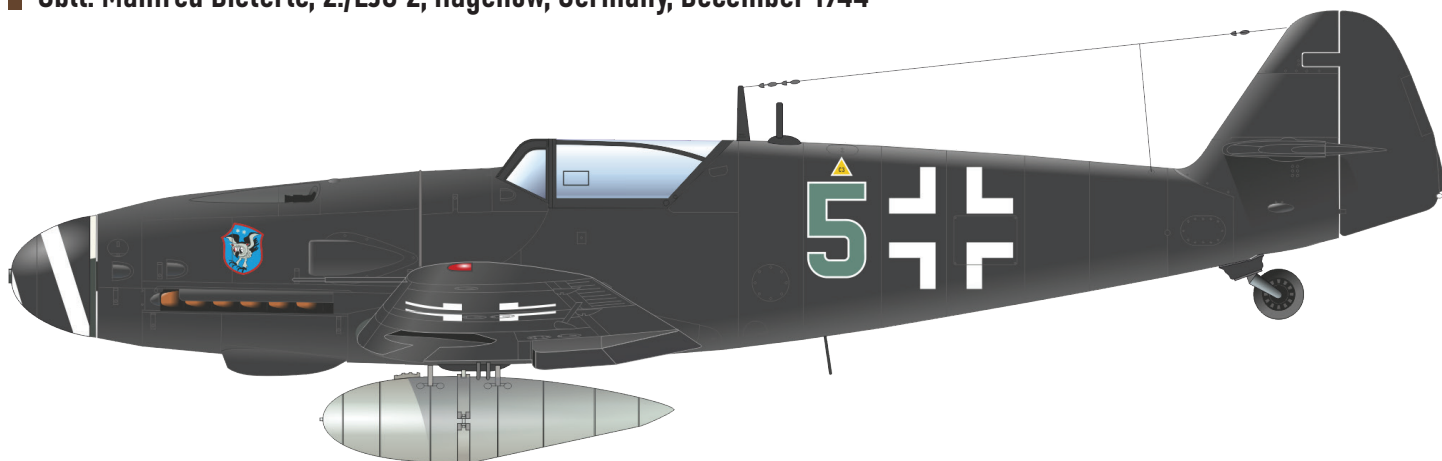


Friedrich-Karl Müller, the future Knight's Cross recipient and the ace with thirty night victories over the enemy aircraft, was born on December 4, 1912, in Sulzbach in Saarland. In 1934 he completed his pilot training and got the job with Lufthansa. After the outbreak of World War II, he was transferred to the Luftwaffe. Initially, he was flying as a transport pilot, later as an instrument flying instructor. In December 1942, he was assigned to KG 50 flying with He 177s

and in the summer of the following year he responded to Hajo Hermann call and requested the reassignment to JG 300 famous for its Wilde Sau (single-engine fighter night interception without airborne radar guidance) tactics. While serving with this unit, Müller was credited with 19 victories and in January 1944 he was ordered to form 1./NJGr. 10. In August 1944, he was promoted to command 1./NJG 11 and was leading this unit until the end of World War II. He passed away

on November 2, 1987. The lower and part of side surfaces were painted black to better suit night conditions. The red band around the rear fuselage indicated the original owner of this aircraft within Reich Defense system was JG 300. The pilot's score was painted on both sides of the rudder in the form of the twenty-three stripes with the enemy nationality and date of the victory.

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



Ergänzungsnachtjagdstaffel was established on March 9, 1944, in Ludwigslust and its task was the operational training of the single-engine night fighter pilots who were afterwards destined for JG 300, JG 301, JG 302 and later for NJG 10 and NJG 11. In the end of July, the Staffel was extended to the Gruppe size (EJGr. 2) and in the beginning

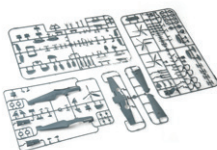
of November the name was changed to EJG 2. In the meantime, the relocation to the Hagenow airport took place. In October the unit received Messerschmitts Bf 109G-6/AS and G-14/AS with which the instructors were to fly the night sorties against British Mosquitoes. Contrary to the training aircraft which carried the markings

of the particular Staffel (1. Staffel white, 2. Staffel red, 3. Staffel yellow, 4. Staffel blue) these combat ones were marked with the numerals in green color. The original camouflage of Green 5 was oversprayed with black color for better night camouflaging and it also carried EJG 2 insignia on the port side of the fuselage nose.

OVERTREES

#82163X Bf 109G-6/AS 1/48

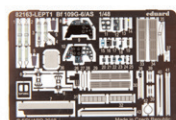
Product page



OVERLEPT

#82163-LEPT Bf 109G-6/AS PE-Set 1/48

Product page



Recommended: for Bf 109G-6/AS 1/48

48885	Bf 109G-6 (PE-Set)
FE910	Bf 109G seatbelts STEEL (PE-Set)
644003	Bf 109G-6 LööK (Brassin)
644060	Bf 109G-6 LööKplus (Brassin)
648247	Bf 109G exhaust stacks (Brassin)
648255	Bf 109G-6 propeller (Brassin)
648261	Bf 109G-6 wheels (Brassin)
648265	Bf 109G external fuel tanks (Brassin)
648309	Bf 109G undercarriage legs BRONZE (Brassin)
648843	Bf 109G-6 cockpit PRINT (Brassin)
3DL48014	Bf 109G-6 SPACE (3D Decal)
EX512	Bf 109G spinner spirals (Mask)
EX581	Bf 109G Erla canopy TFace (Mask)

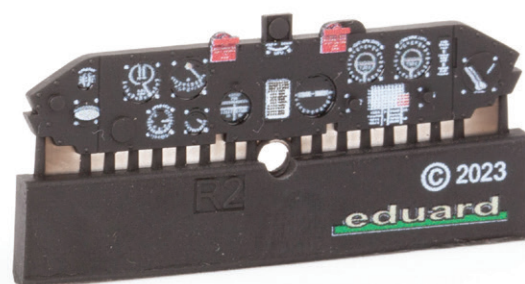
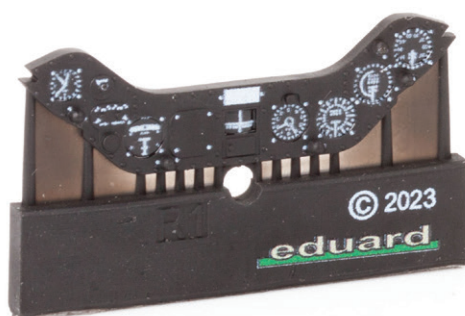
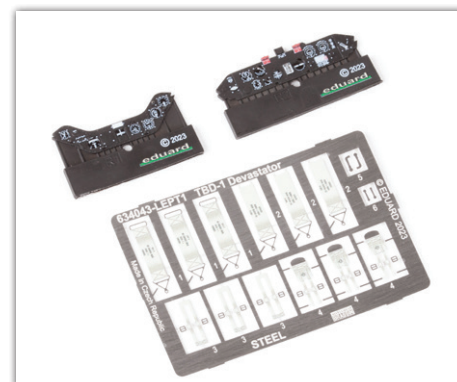
634043

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:

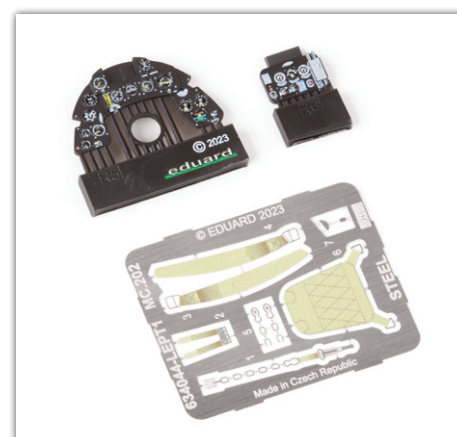
- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no


[Product page](#)

634044

MC.202 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

[Product page](#)
*LööK*

644229

F-16D Block 40 LööK

1/48 Kinetic

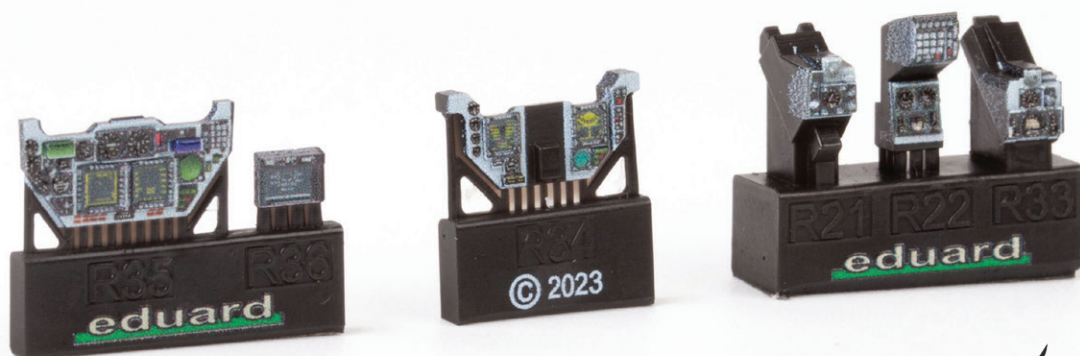
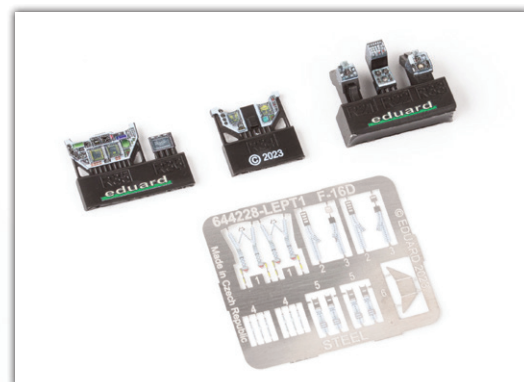
LööK set - Brassin pre-painted dashboards and STEEL seatbelts for F-16D in 1/48 scale.

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


[Product page](#)
LööK
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

[Product page](#)
LööK+


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

[Product page](#)


632198

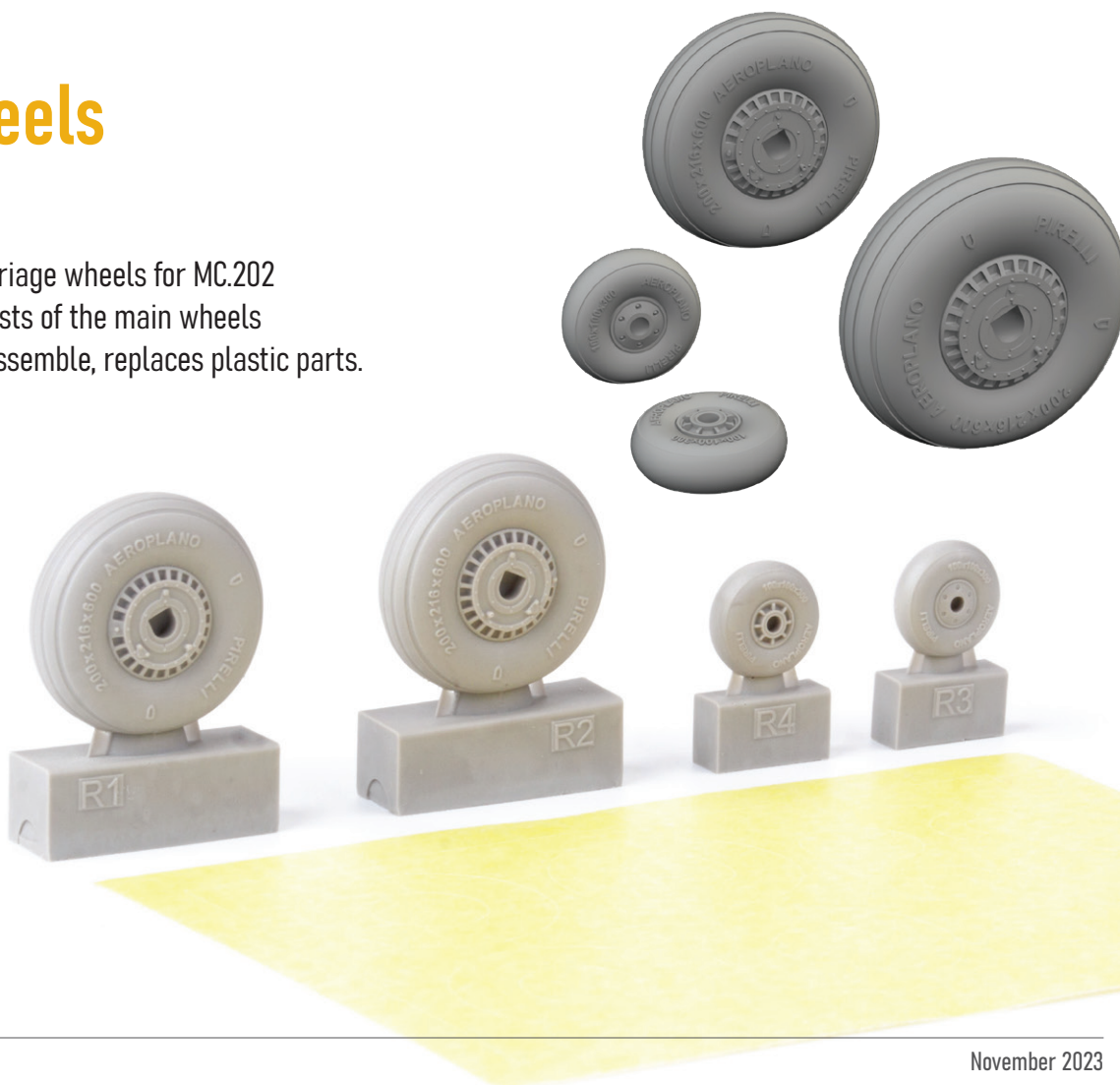
MC.202 wheels

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. Easy to assemble, replaces plastic parts. Recommended kit: Italeri

Set contains:

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

[Product page](#)


648885

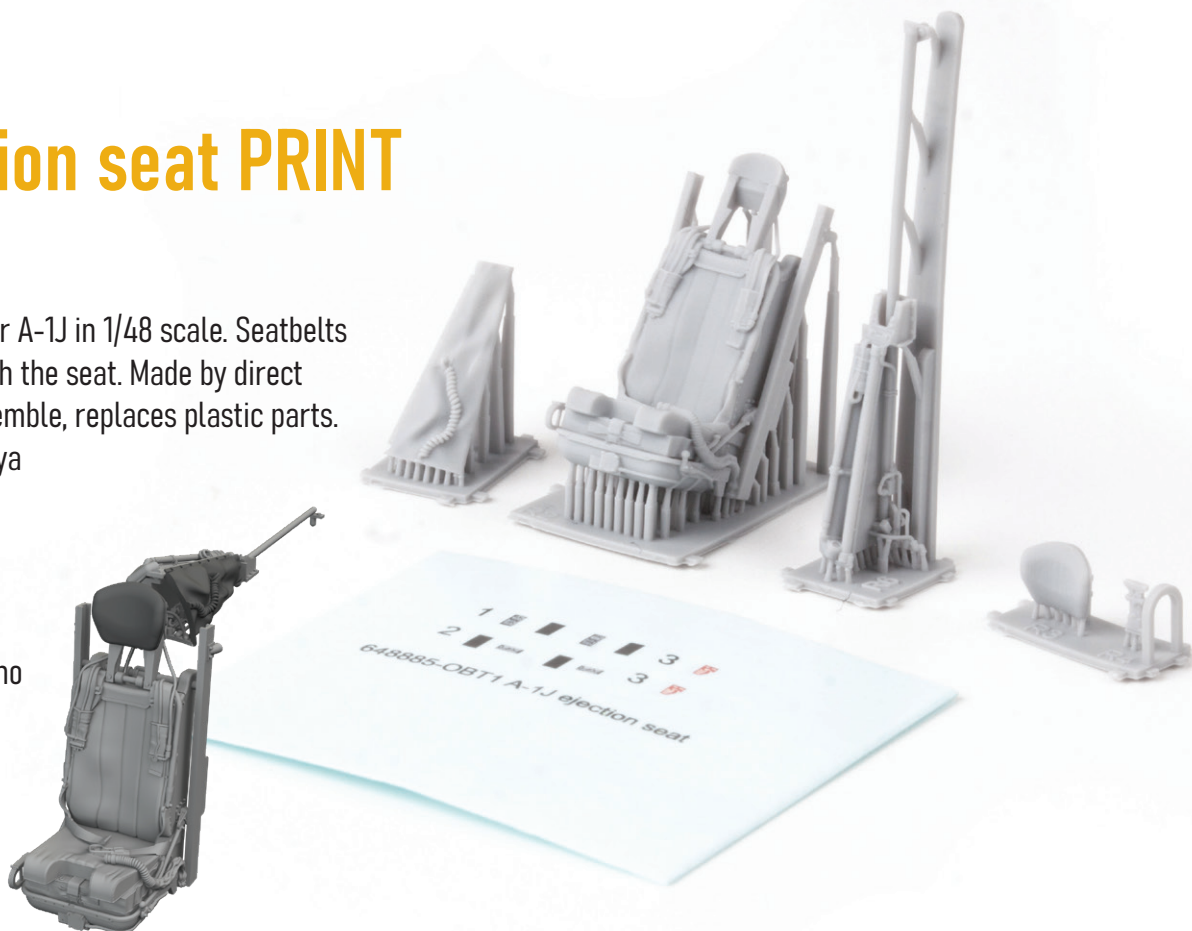
A-1J ejection seat PRINT

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

[Product page](#)

648904

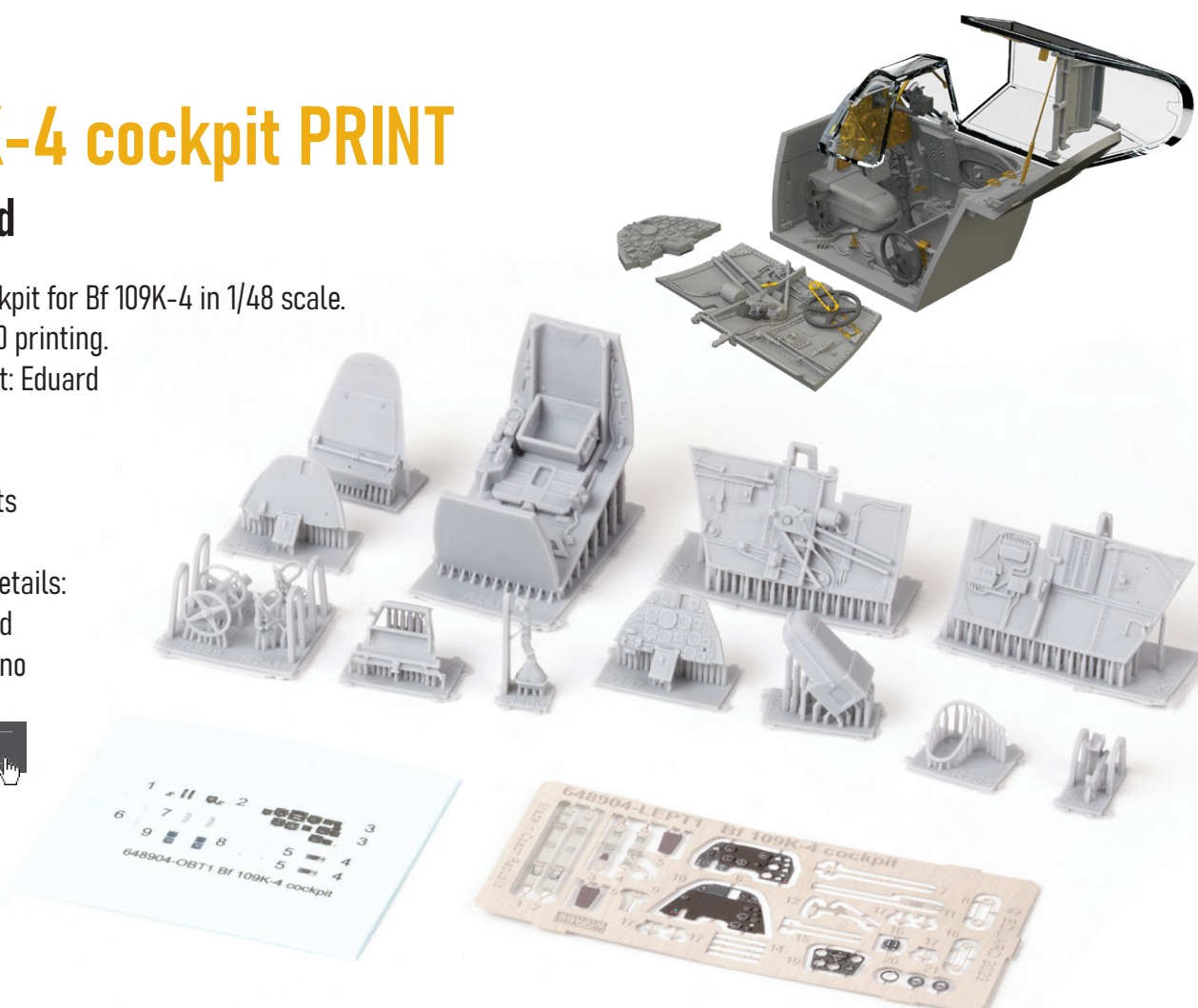
Bf 109K-4 cockpit PRINT

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

[Product page](#)


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

[Product page](#)



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

[Product page](#)



648929

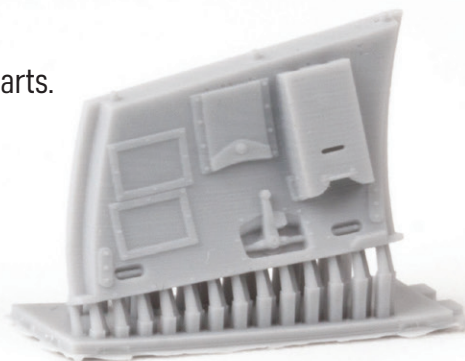
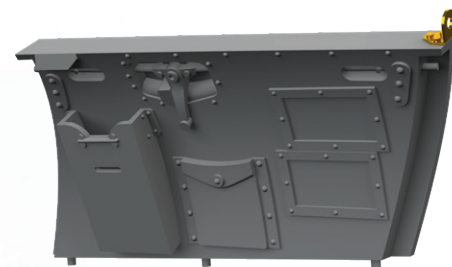
Hurricane Mk.II cockpit door PRINT

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


[Product page](#)
648930

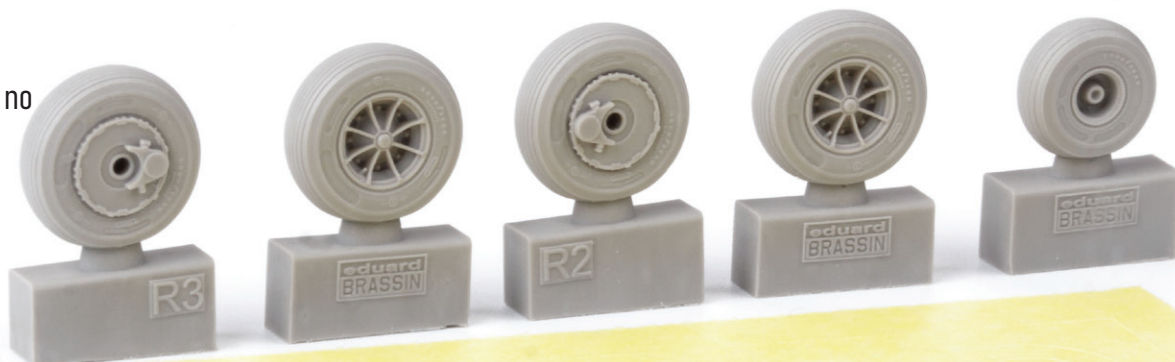
Sea King wheels

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


[Product page](#)


648931

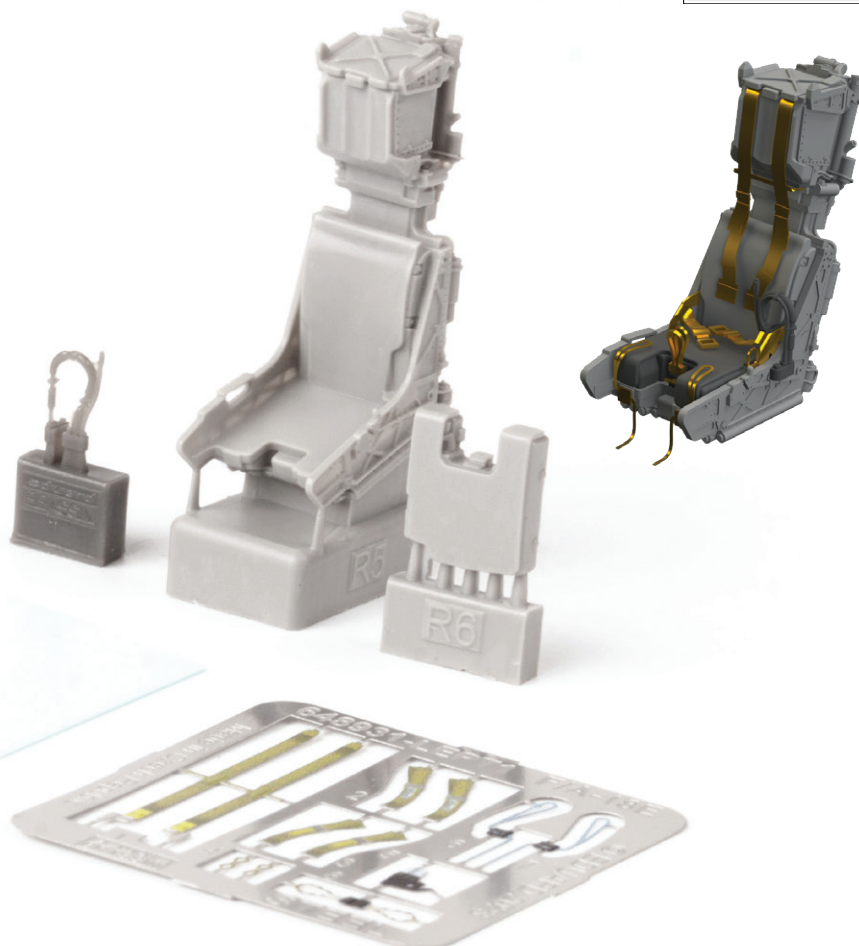
F/A-18E seat

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

[Product page](#)


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

[Product page](#)


648935

Bf 109G-4 cockpit PRINT

1/48 Eduard

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

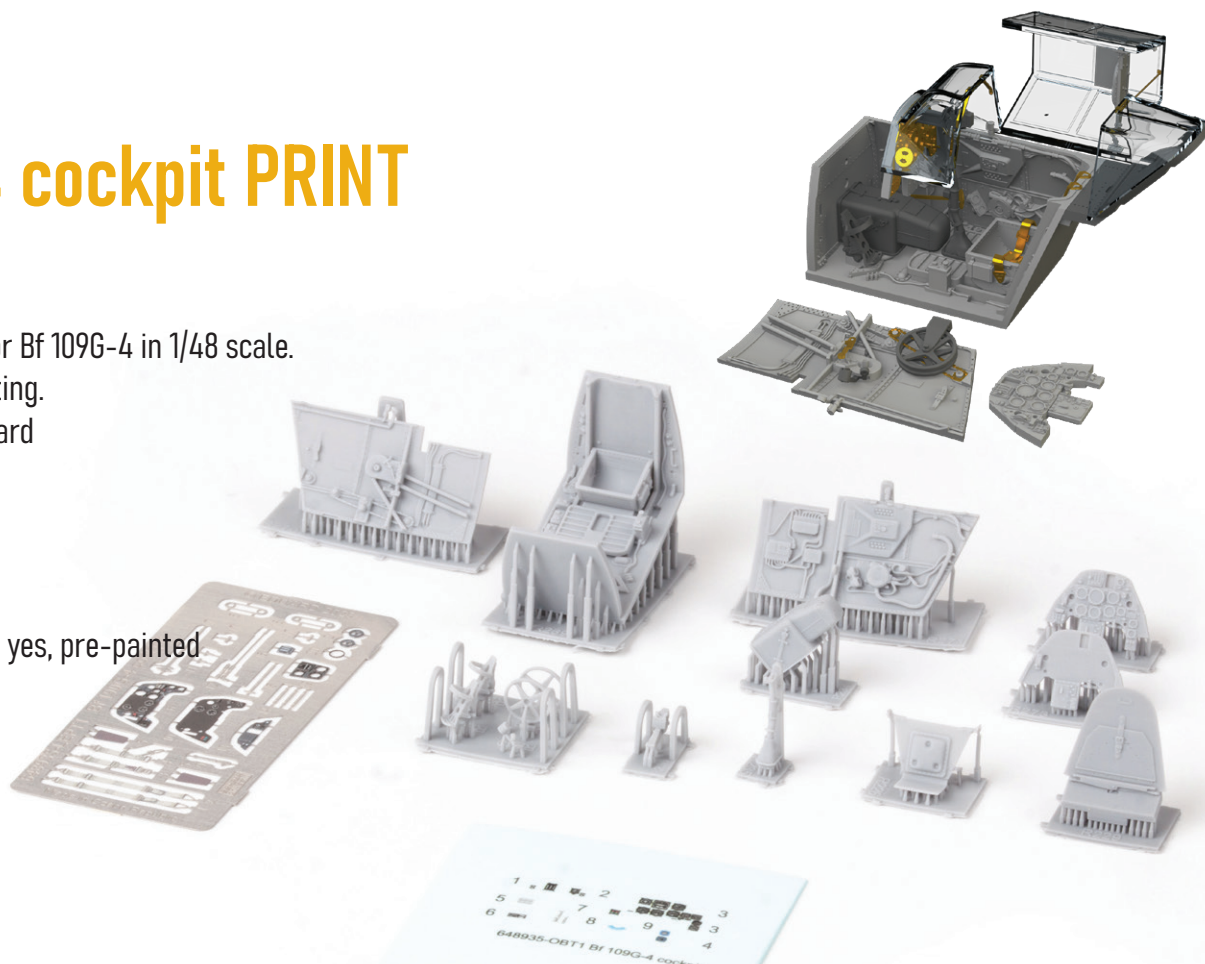
Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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

Product page


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

Product page



672333

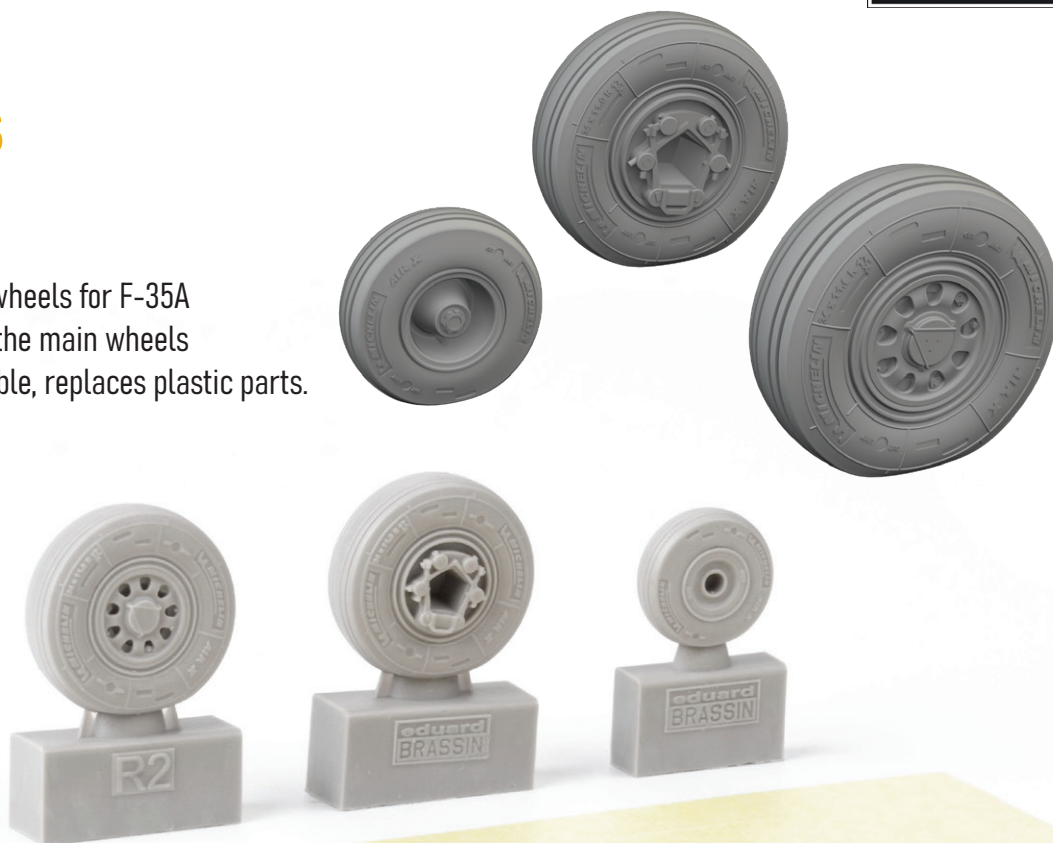
F-35A wheels

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

[Product page](#)


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

[Product page](#)


672335

F-35A cockpit PRINT

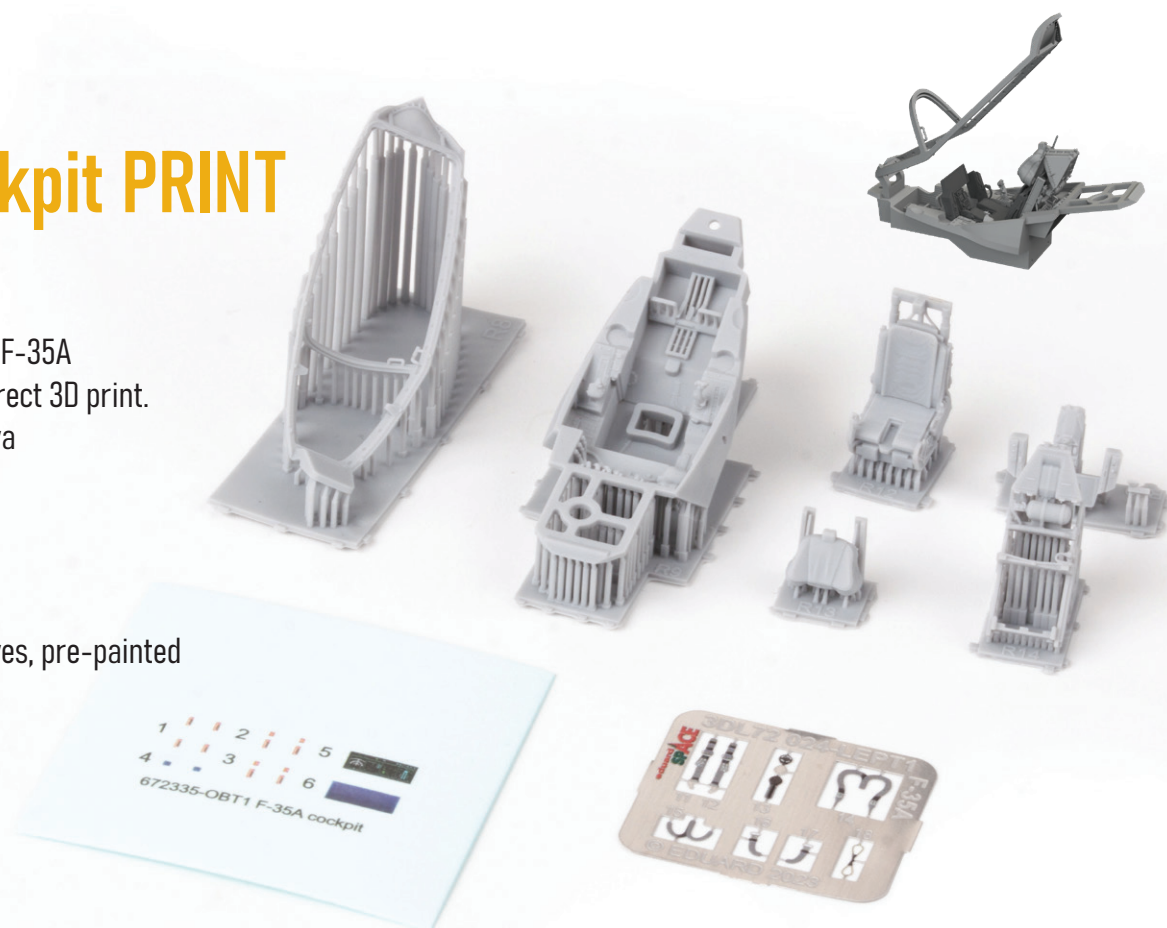
1/72 Tamiya

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

[Product page](#)



672336

F-35A ejection seat PRINT

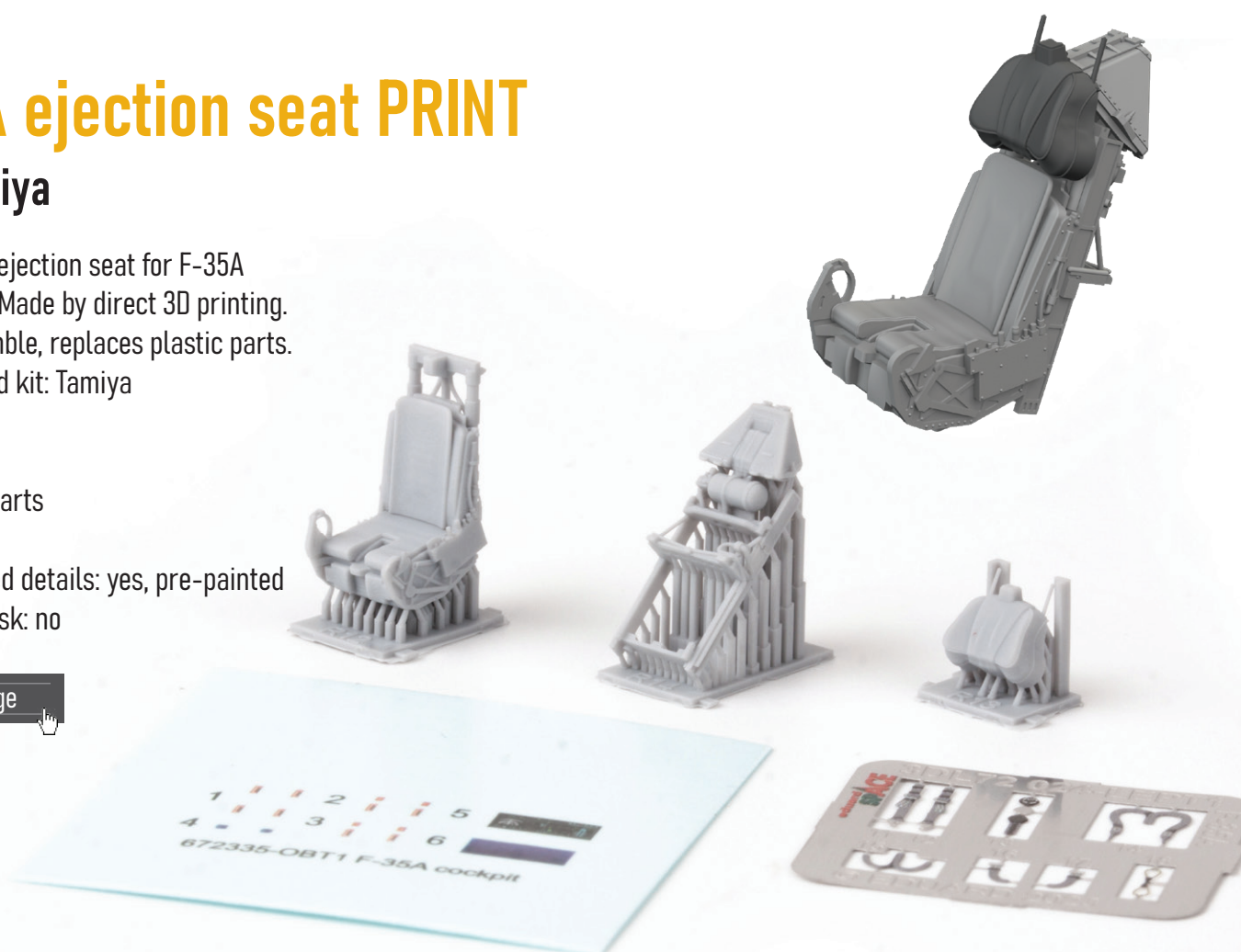
1/72 Tamiya

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

[Product page](#)



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

[Product page](#)



672339

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

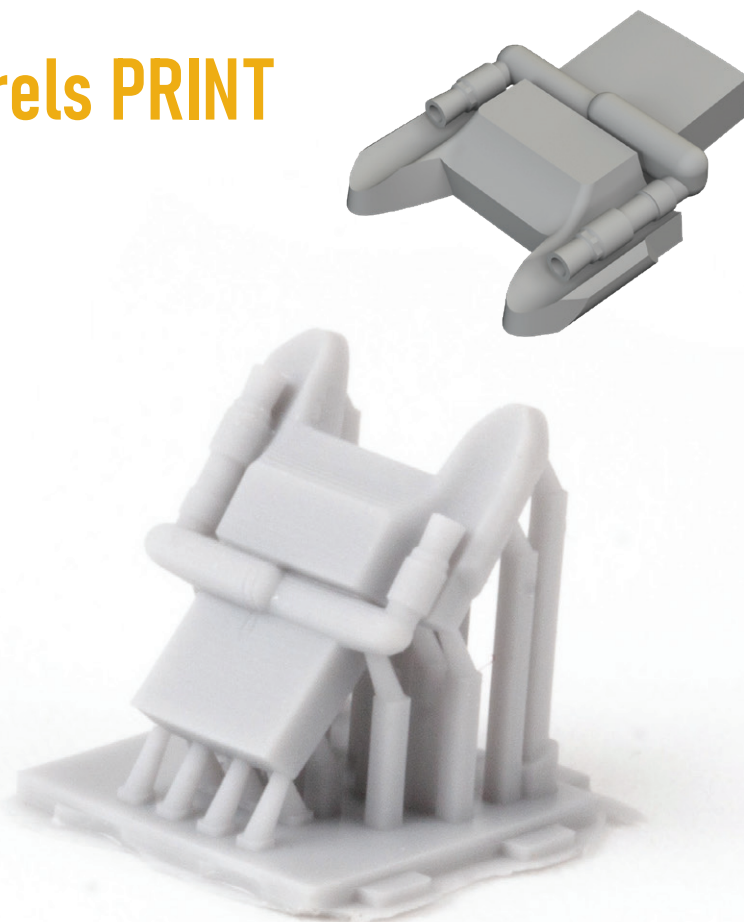
1/72 Eduard

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

[Product page](#)



672340

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

1/72 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

Product page



SEVEN TEAMS - ONE GOAL IRON BUNNY 2024

„JEDEME DÁL“

VIII. ROČNÍK

POHODOVÉHO ZÁVODU

V

EXTRÉMNÍM
MODELAŘENÍ
DRUŽSTEV

PROBÍHAJÍCÍHO POD ZÁŠTITOU

BUNNY FIGHTER CLUBU

31. KVĚTNA - 2. ČERVNA 2024
BUBLAVA V KRUŠNÝCH HORÁCH



„LET'S CONTINUE“

VIII. SEASON

OF THE HOMELY COOL RACE

IN

TEAM
EXTREME
SCALE-MODELLING

ONGOING UNDER
THE AUSPICES OF THE

BUNNY FIGHTER CLUB

MAY 31TH TO JUNE 2ND 2024
BUBLAVA IN ORE MOUNTAINS

MAIN PARTNER:



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Eduard's special membership club for all modeling enthusiasts!

15% Permanent Club discount at Eduard Store – you will receive permanent 15% discount on all Eduard products and also discount on various other non-Eduard products. Fixed, permanent, forever!

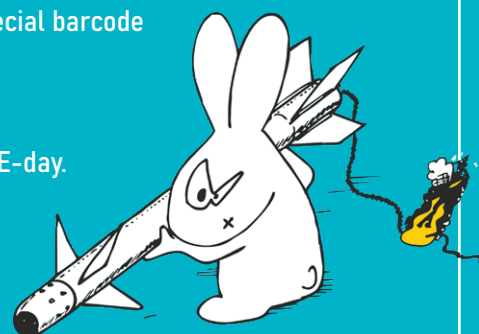
Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.

Even better prices at Eduard events stand – do you know that Eduard usually has huge discounts on their products at fairs and events all over the world? BFC members will have even higher discount at these events.

Club T-shirt – you will receive fancy BFC T-shirt with unique design and special barcode (used for event discounts). This exclusive T-shirt will be only available to the members of BFC.

Free entry fee on E-day – you will not have to pay a penny to visit Eduard's E-day. That means lot of fun at E-day for two days and entry kit, absolutely free!

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

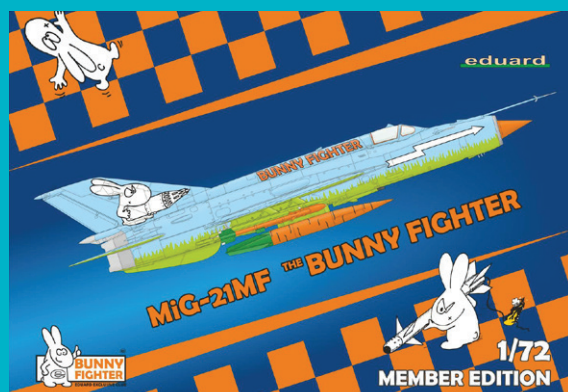


How to become a member of BFC?

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

Activation products:

MiG-21MF + T-shirt 1/72

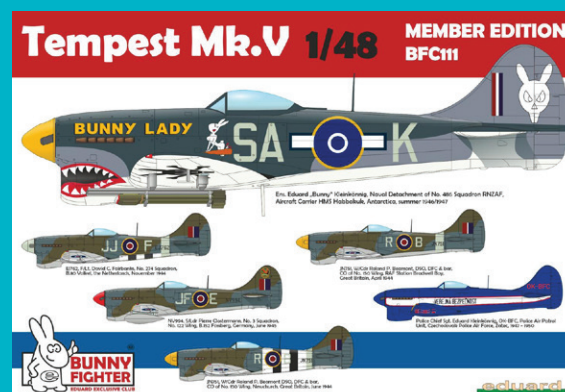


BOX CONTENT:

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



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

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

SIN48113

FM-2 ESSENTIAL

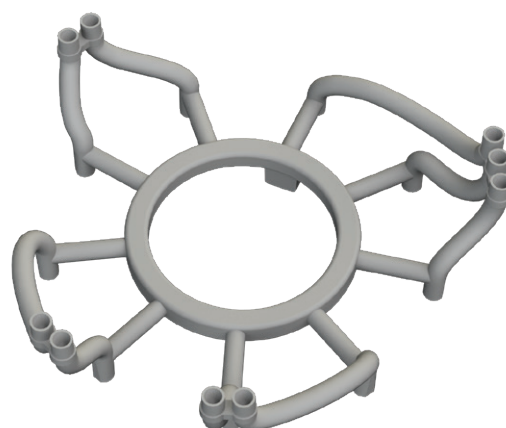
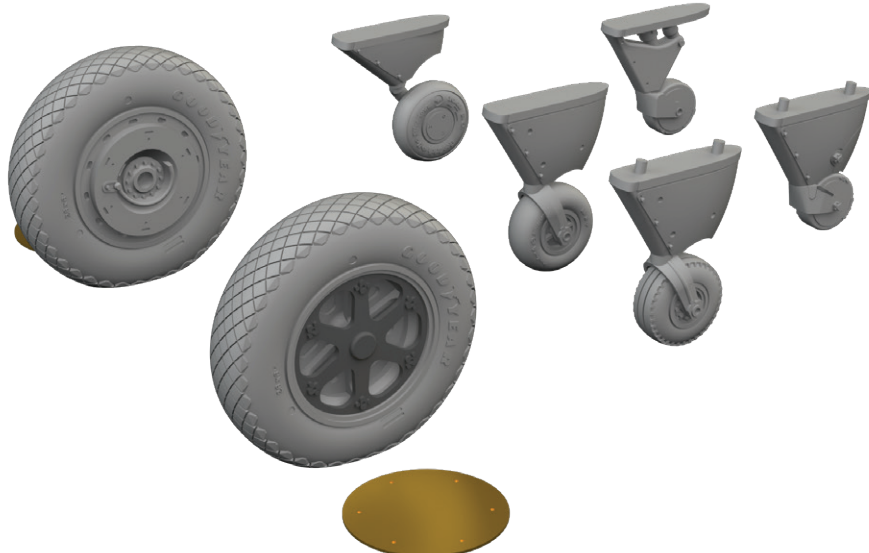
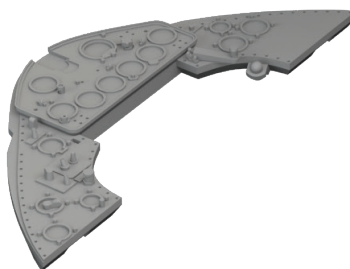
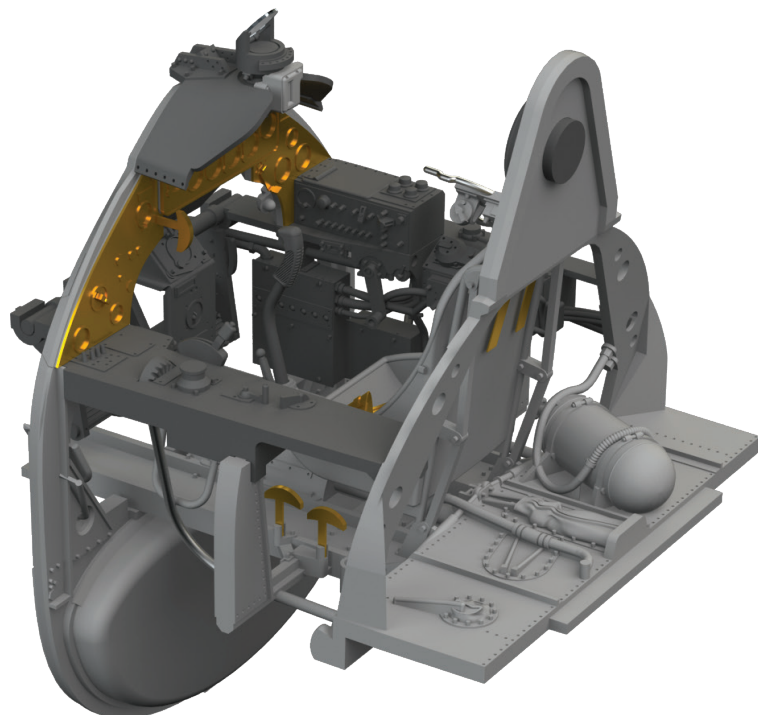
1/48 Eduard

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%.

[Product page](#)



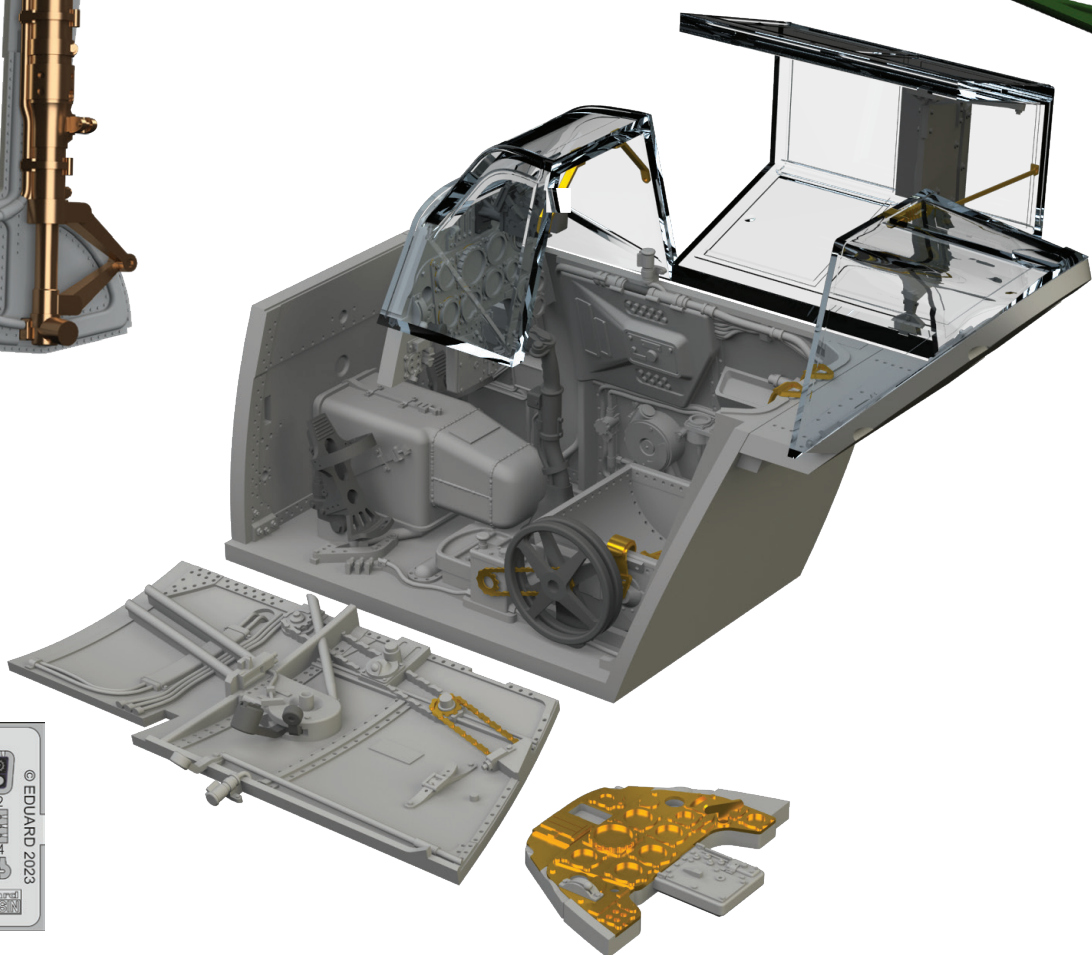
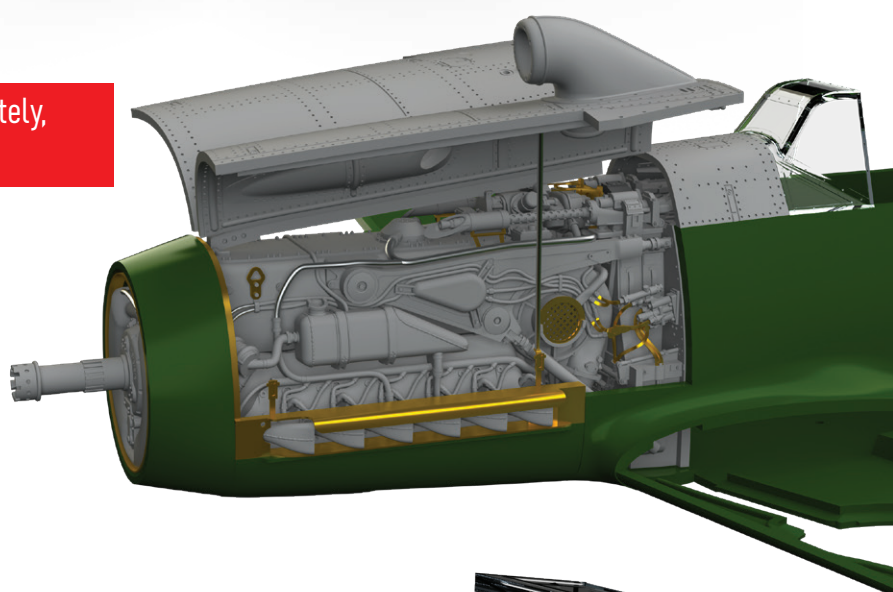
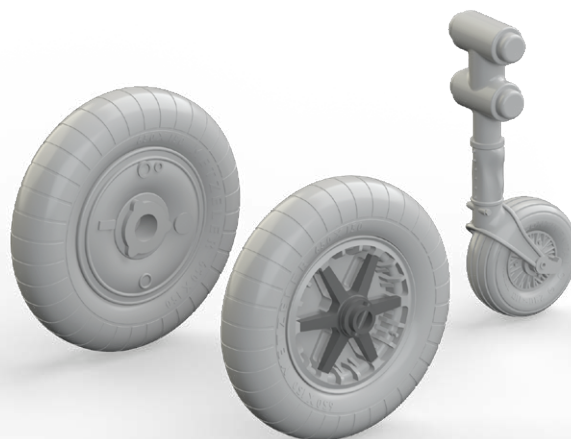
SIN648114

Bf 109F**1/48 Eduard**

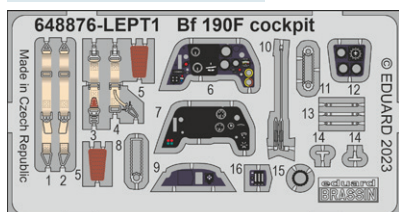
Collection of 4 sets for Bf 109F
in 1/48 scale. Recommended kit: Eduard

- 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 %.

[Product page](#)


648876-OBT1 Bf 109F cockpit



SIN648116

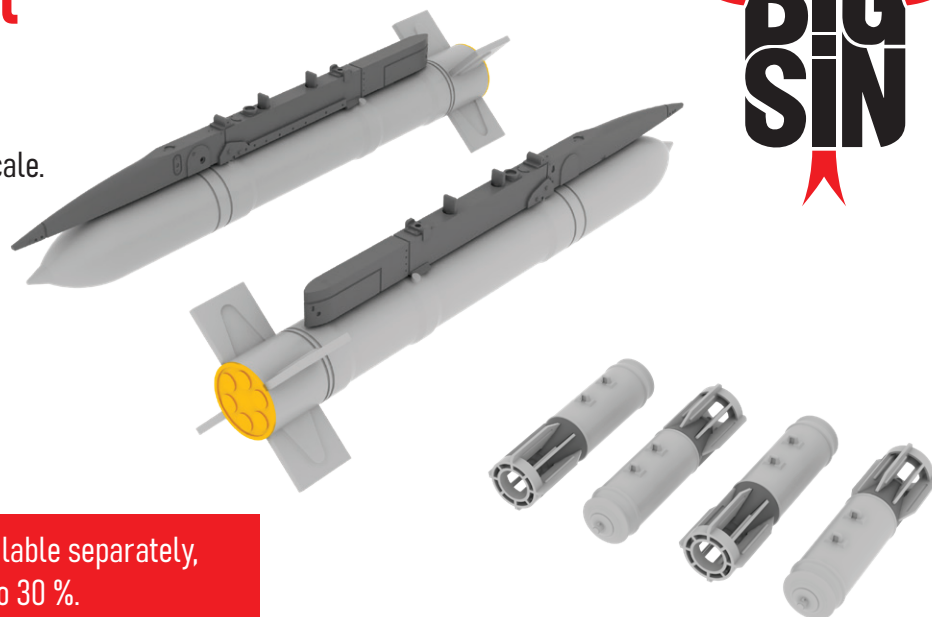
Su-25 armament

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 %.

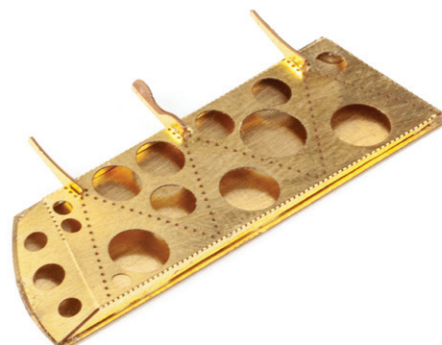
Product page



TBD-1 exterior

1/32 Trumpeter

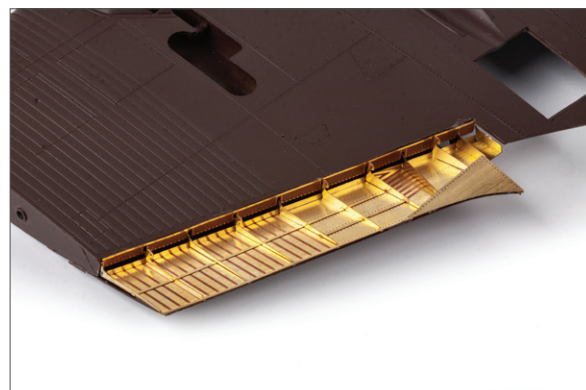
32486



TBD-1 landing flaps

1/32 Trumpeter

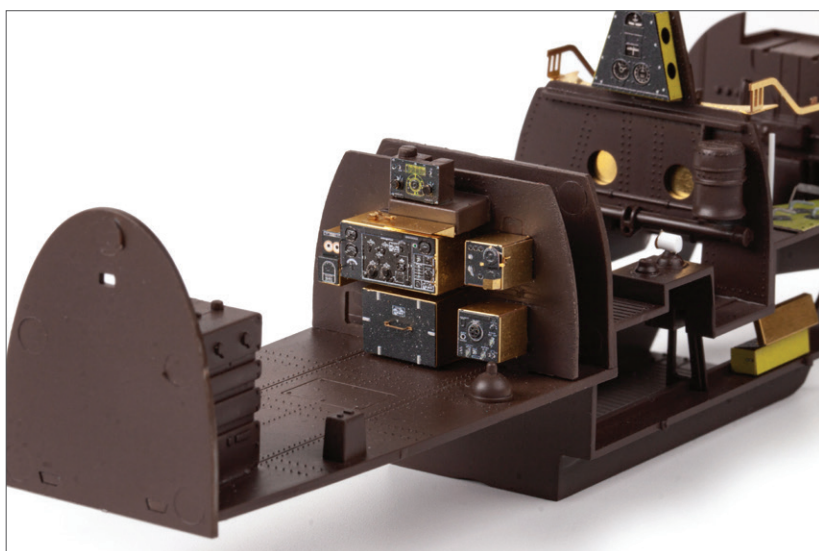
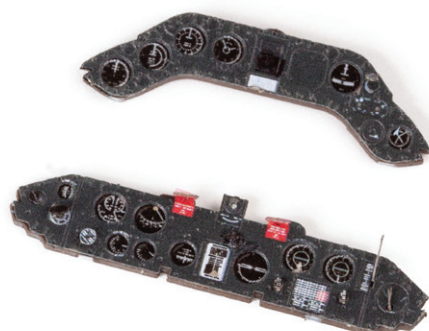
324847



TBD-1

1/32 Trumpeter

33357



WWII British Army 30-CWT 4x2 Truck

1/35 Airfix

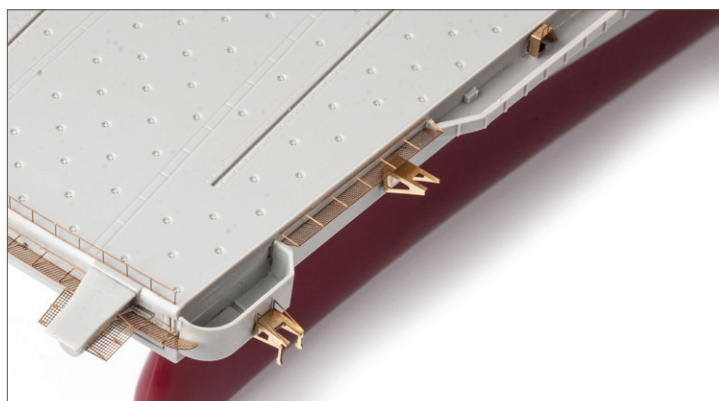
36510



USS Nimitz CVN-68 part 5

1/350 Trumpeter

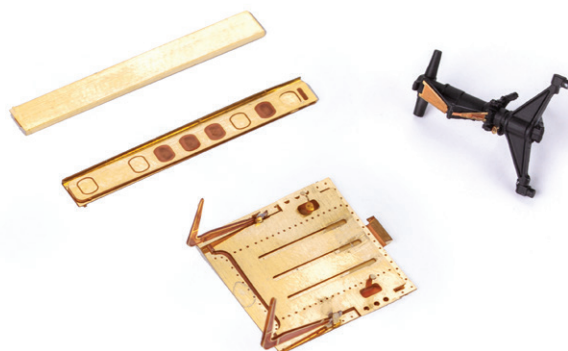
53299



AC-130J exterior

1/72 Zvezda

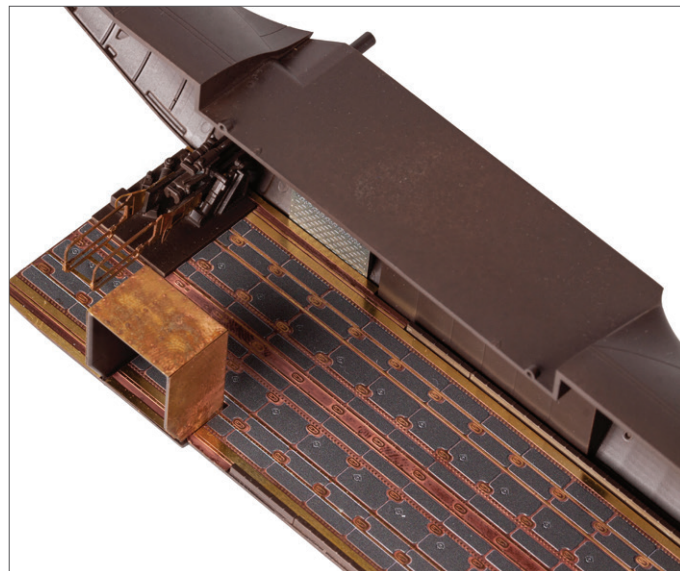
72734



AC-130J cargo floor

1/72 Zvezda

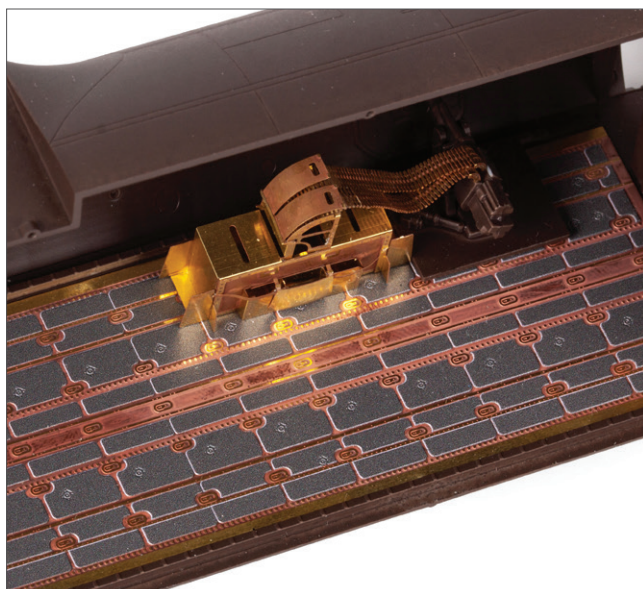
73813



AC-130J interior

1/72 Zvezda

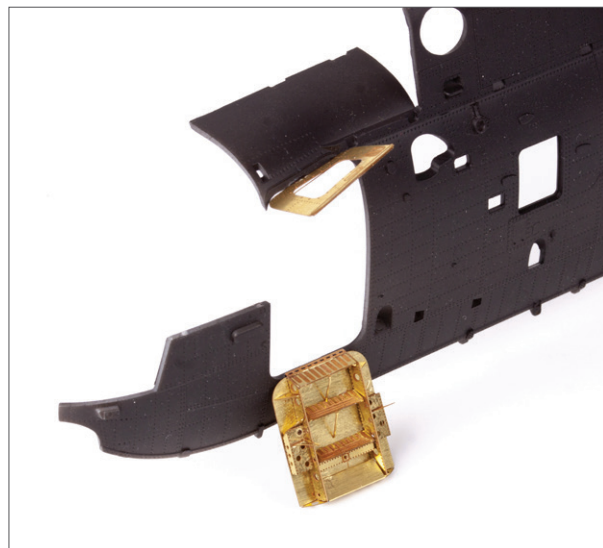
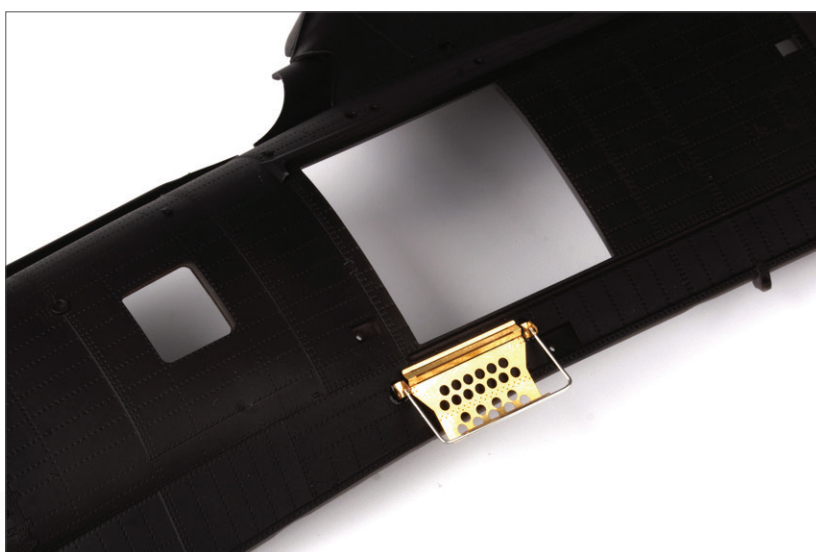
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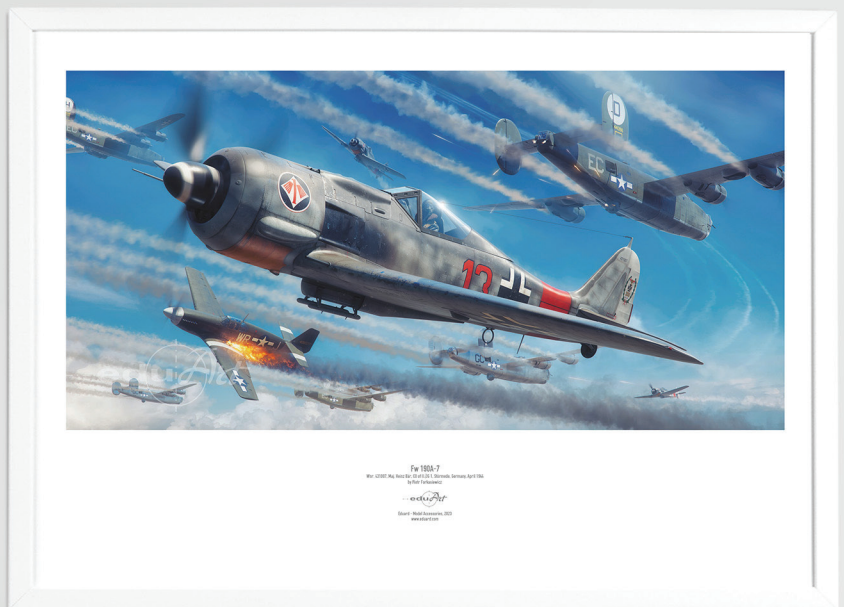
Sea King HAS.5

1/48 Airfix

491395



ARTWORK PRINTS

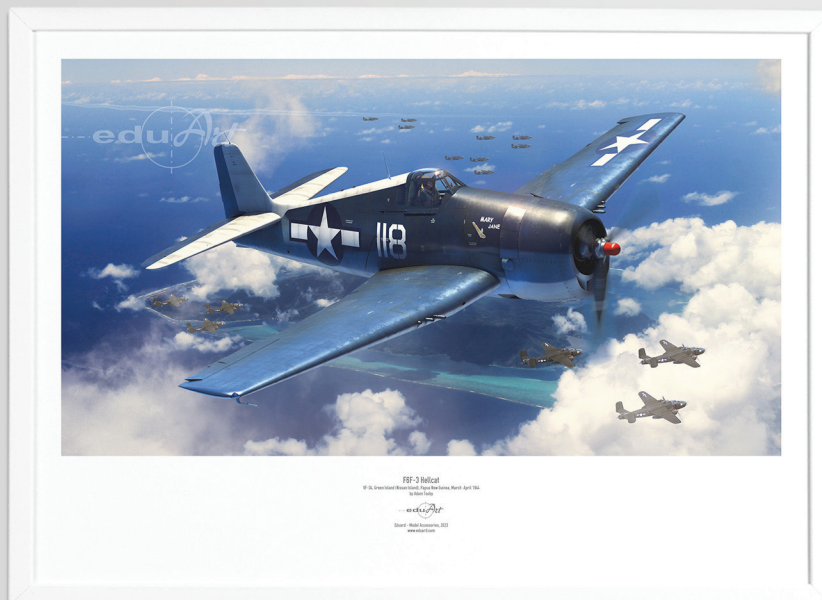


Fw 190A-7

82138-ART

UV stable printing
on white
vinyl 160g/m2.

Packed in hard
envelope.



84194-ART

F6F-3 Hellcat



84195-ART

Tempest Mk.V Series 1

www.eduard.com only

How to Work with Photo-Etched Accessories

Part I: Basics



Overview of Essential Tools and Chemistry for Working with Photo-Etch. In this segment, I'll provide an overview of the basic tools and chemical substances essential for working with photo-etched components. For demonstration purposes, I've selected Eduard sets designed for the Sd.Kfz. 164 Nashorn 1/35 kit by Border Model.



Jakub Nademlejnský

In this series, I aim to guide you through the tools, equipment, and techniques I've acquired over my approximately 10 years of experience with photo-etched accessories. Although some modelers may have reservations about using photo-etch, it remains a preferred method for adding precise details to various parts of a model. In this first part, I intend to demonstrate the fundamental techniques, tools, and chemical processes I employ, especially for those new to modeling.

Italeri's etch scissors are an excellent choice for swiftly and easily cutting photo-etched parts from the sprue. Alternatively, a sharp scalpel can be used to remove parts.





Various types of tweezers are indispensable, particularly pointed and flat-tipped tweezers. Pointed tweezers are ideal for handling and placing small parts, while flat tweezers are suitable for bending smaller components.

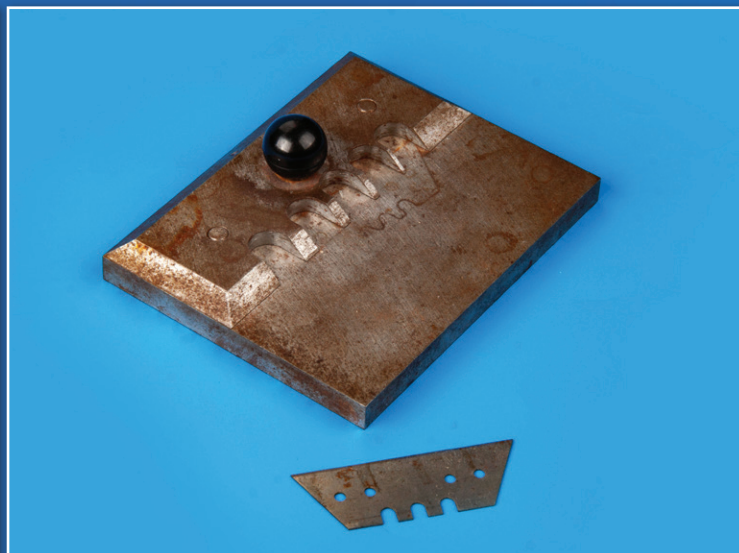


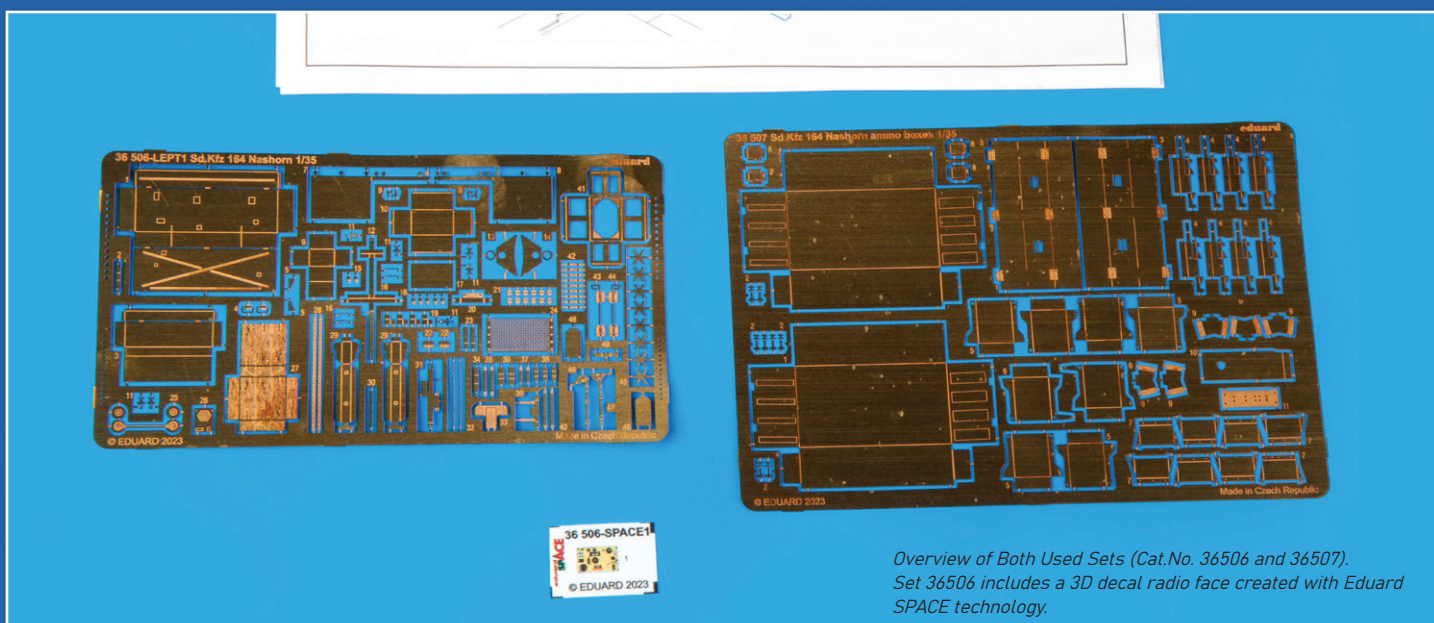
Photo-etched parts benders are available in various sizes and are invaluable for working with larger etched parts, such as aircraft landing flaps, and for bending small edges that are challenging to grip with tweezers.



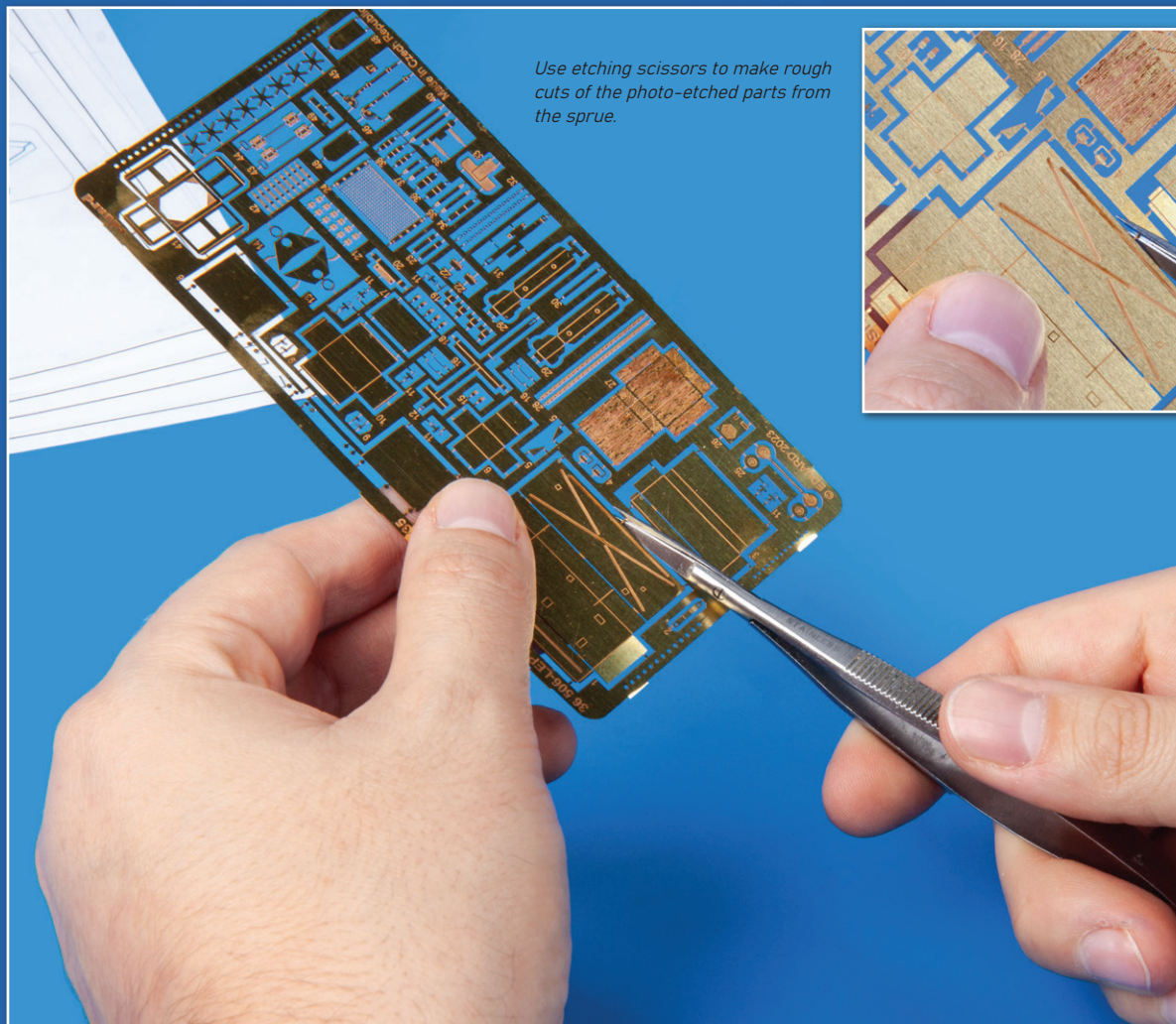
I recommend using superglue to adhere photo-etched parts. The choice of superglue can vary, and their characteristics are well-detailed in Info 04/2023. My personal preference is for extra-thin glue. To apply the glue precisely, I use a steel wire, which I've drilled into an old brush holder, and a half-flake needle, similarly drilled into a brush holder.



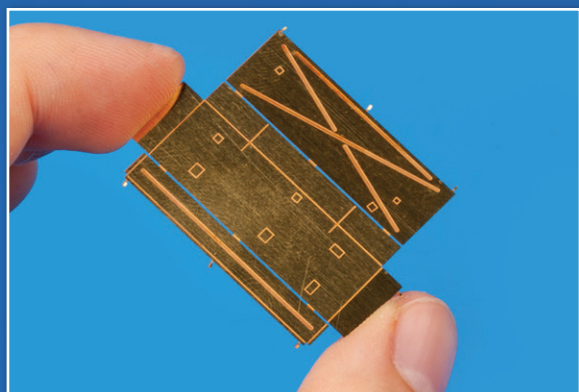
Here, you can see a close-up of the needle after modification. I use the remaining eye of the needle to scoop instant glue from the Eduard mask's base paper. The glossy surface of this paper ensures that the glue remains active for an extended period.



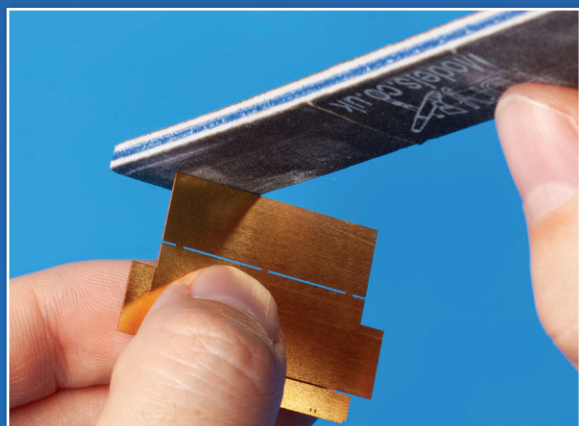
Overview of Both Used Sets (Cat.No. 36506 and 36507). Set 36506 includes a 3D decal radio face created with Eduard SPACE technology.



Use etching scissors to make rough cuts of the photo-etched parts from the sprue.

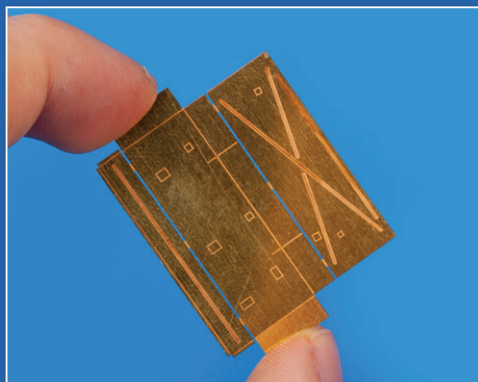


After rough cutting, you'll have parts that still contain some connecting points.

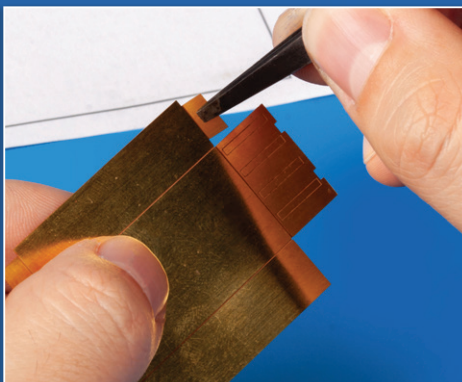


Carefully clean the photo-etched parts using the scissors

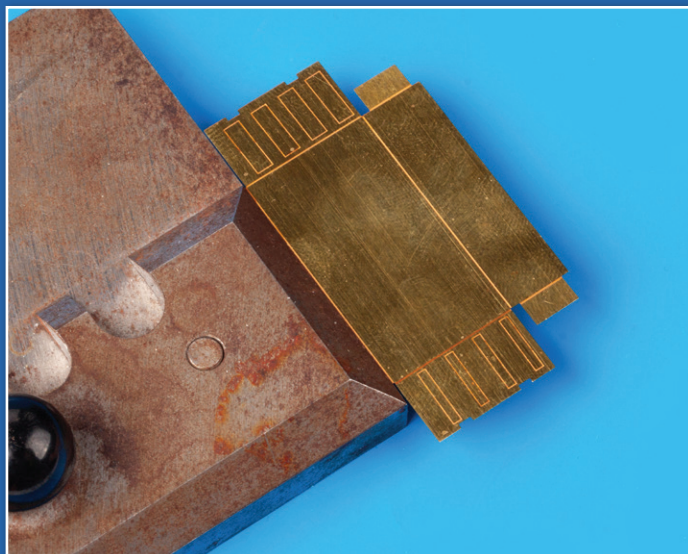
If necessary, you can use a coarse file to remove any remaining burrs from the etched handles.



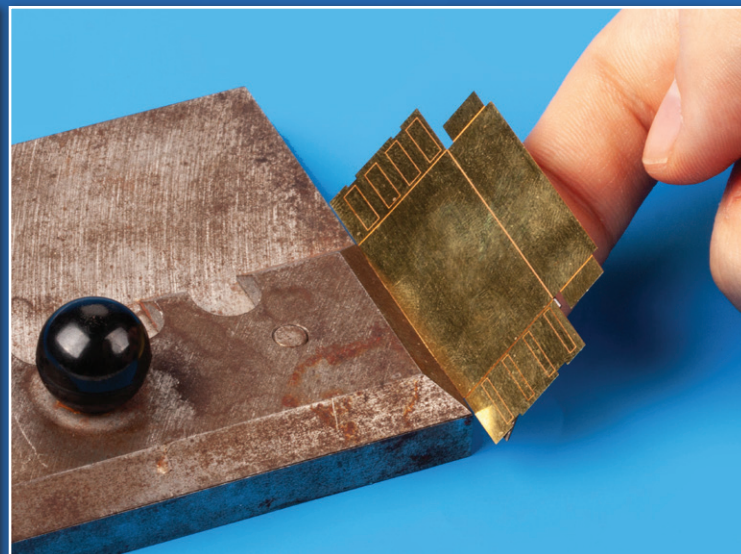
Here, you can see the photo-etched part after cleaning, free of any burrs or rough edges.



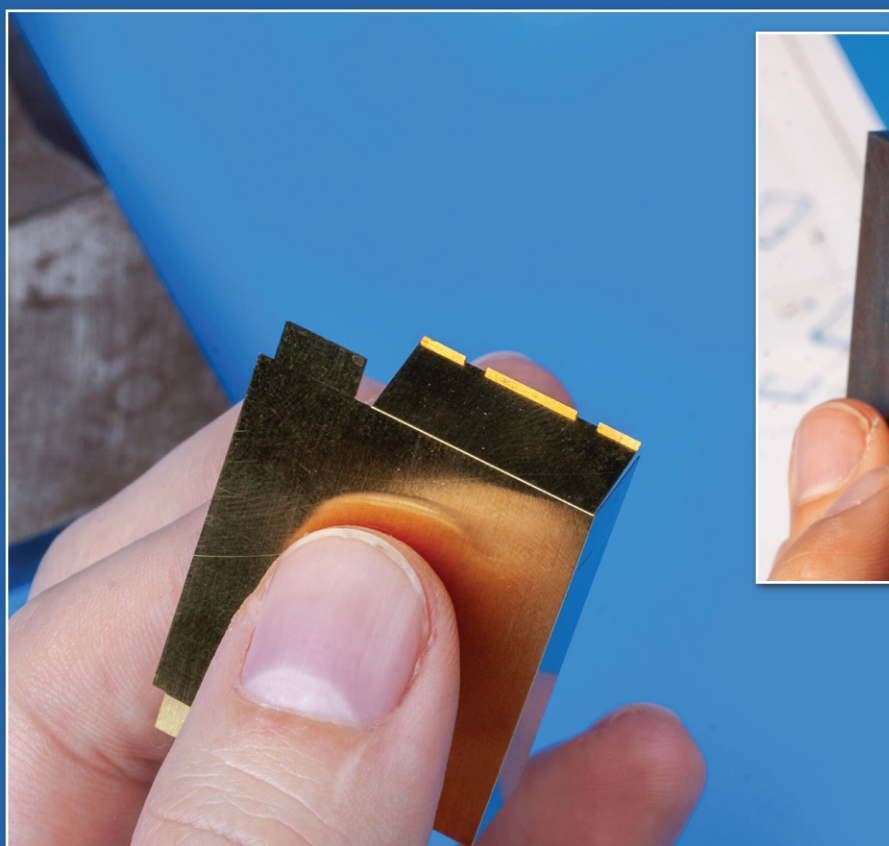
Use flat-tipped tweezers to carefully bend small areas of the photo-etched part.



For larger areas, like aircraft flaps, use an photo-etched parts bender. Start by attaching the piece to the bender at the bending point.



In the second step, bend the part in the direction indicated by the instructions.



The third step involves aligning the shape of the etched detail with the bender for precise results.

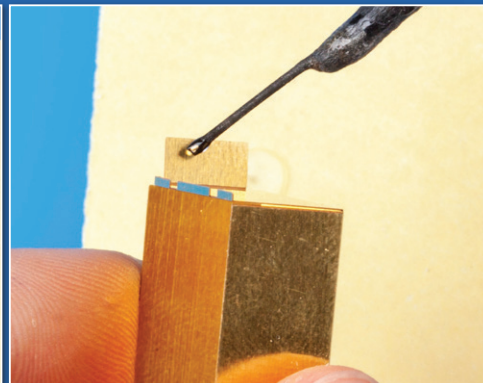
In the bender, I recommend bending even short plates, which can be tricky to grip with flat tweezers and often slip out of them.



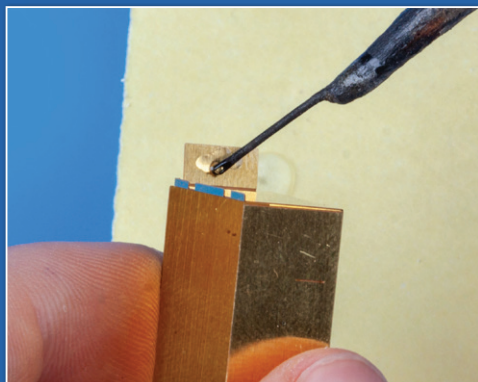
Drip thin glue onto the glossy paper from the mask.



Use a tool created from a modified needle to scoop up the glue.



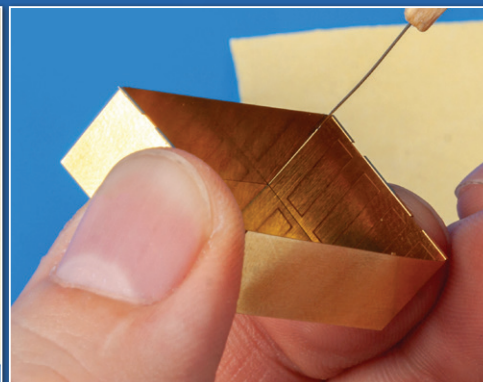
Apply the glue to the specific spot on the photoetch.



Apply the glue to the specific spot on the photoetch.



Utilize a steel wire tool to scoop up glue, which is especially useful for precise applications.



The wire tool can also reach less accessible places. Any glue residue can be easily removed from the tools using a lighter.



I highly recommend using these two solutions - Debonder and activator - when working with photo-etch.



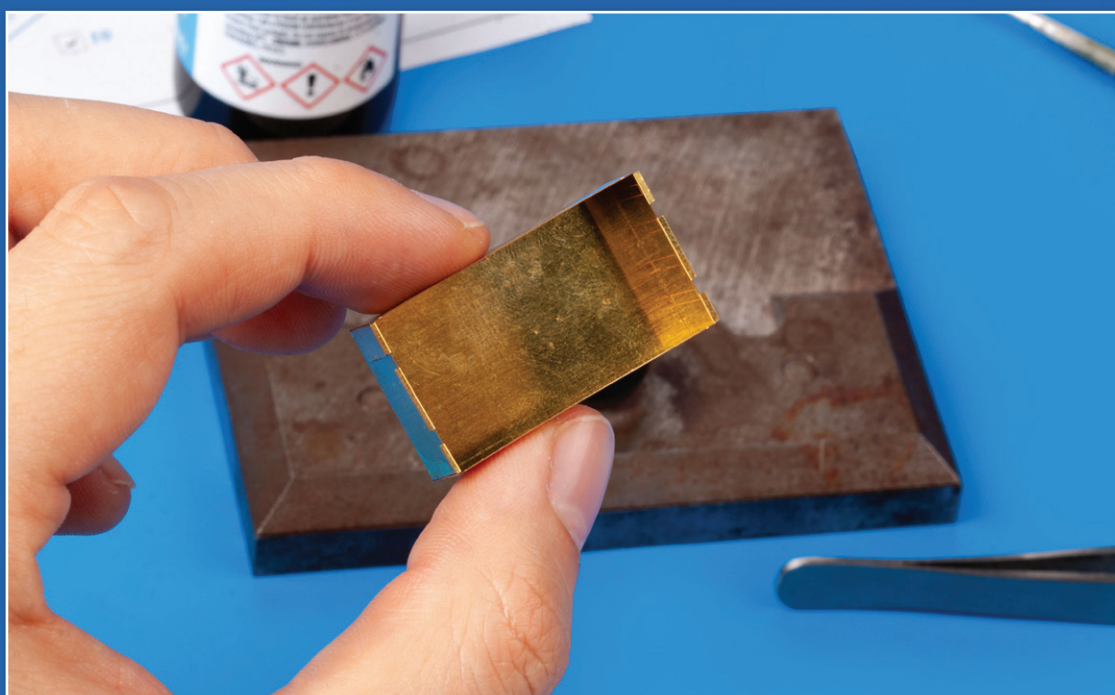
The activator accelerates the drying of superglue. When sprayed with it, the glue instantly dries.



Debonder is essential for removing superglue residues and can also help in disassembling previously glued parts.



For effective use of Debonder, apply it directly to the glue-affected area using a brush or cotton sticker and spread it gently with slight pressure.



Here's the finished photo-etched part after folding and gluing.

(to be continued)

3DL32020 **TBD-1 SPACE** 1/32 Trumpeter

[Product page](#)



*EASY
APPLICATION*

3DL53013

**US Navy ensign
& union jack flag SPACE**

1/200

[Product page](#)



3DL48140 **Hunter FGA.9 SPACE** 1/48 Airfix

[Product page](#)

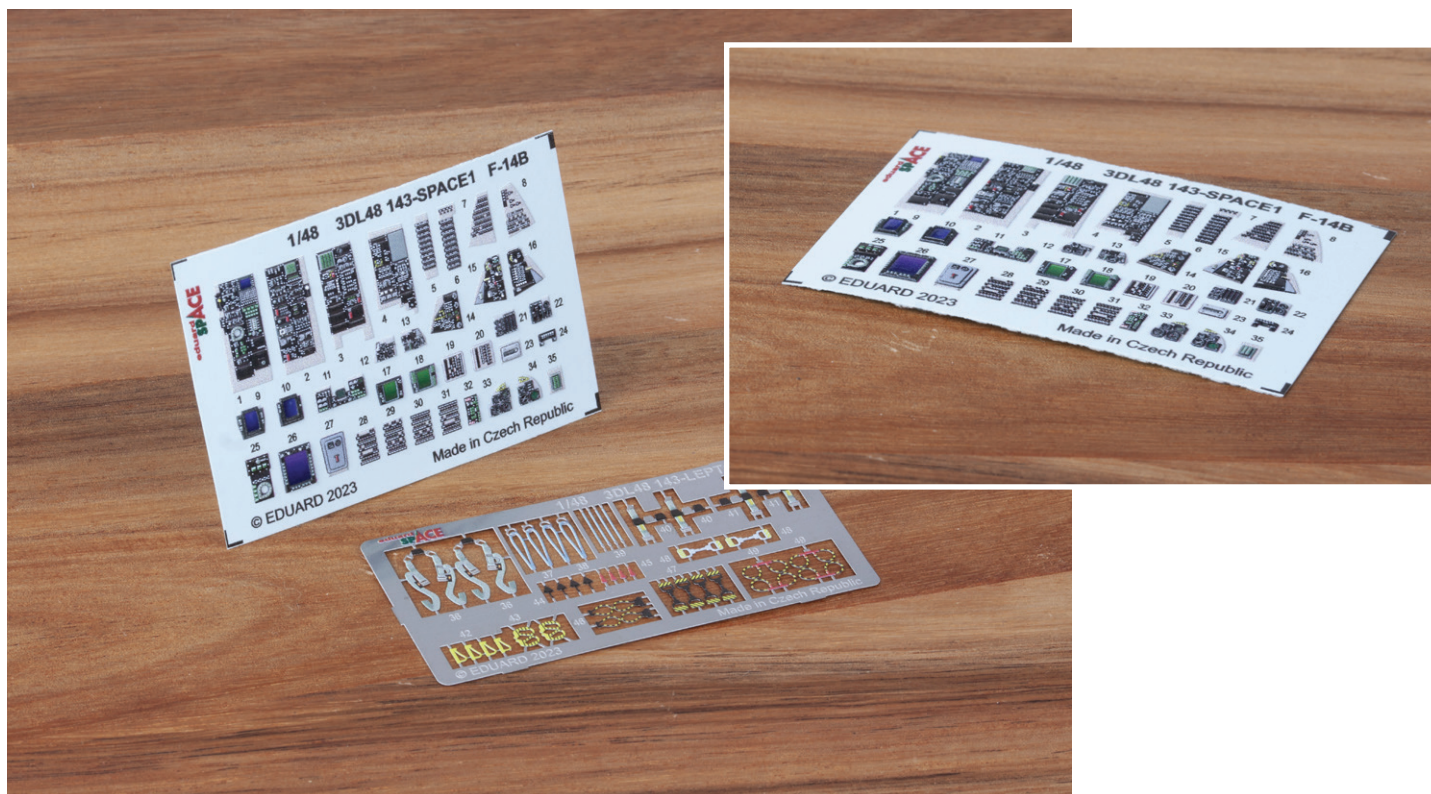
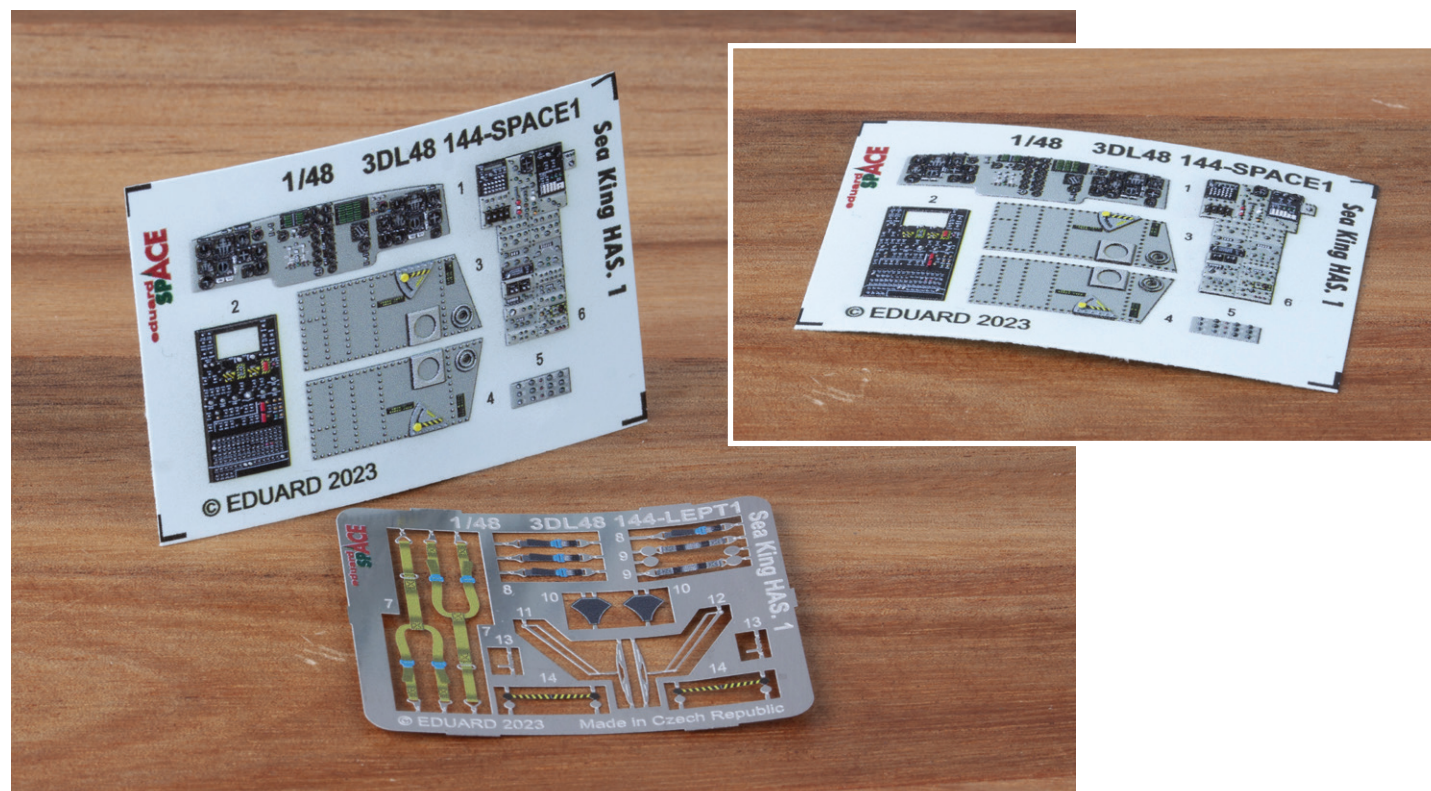


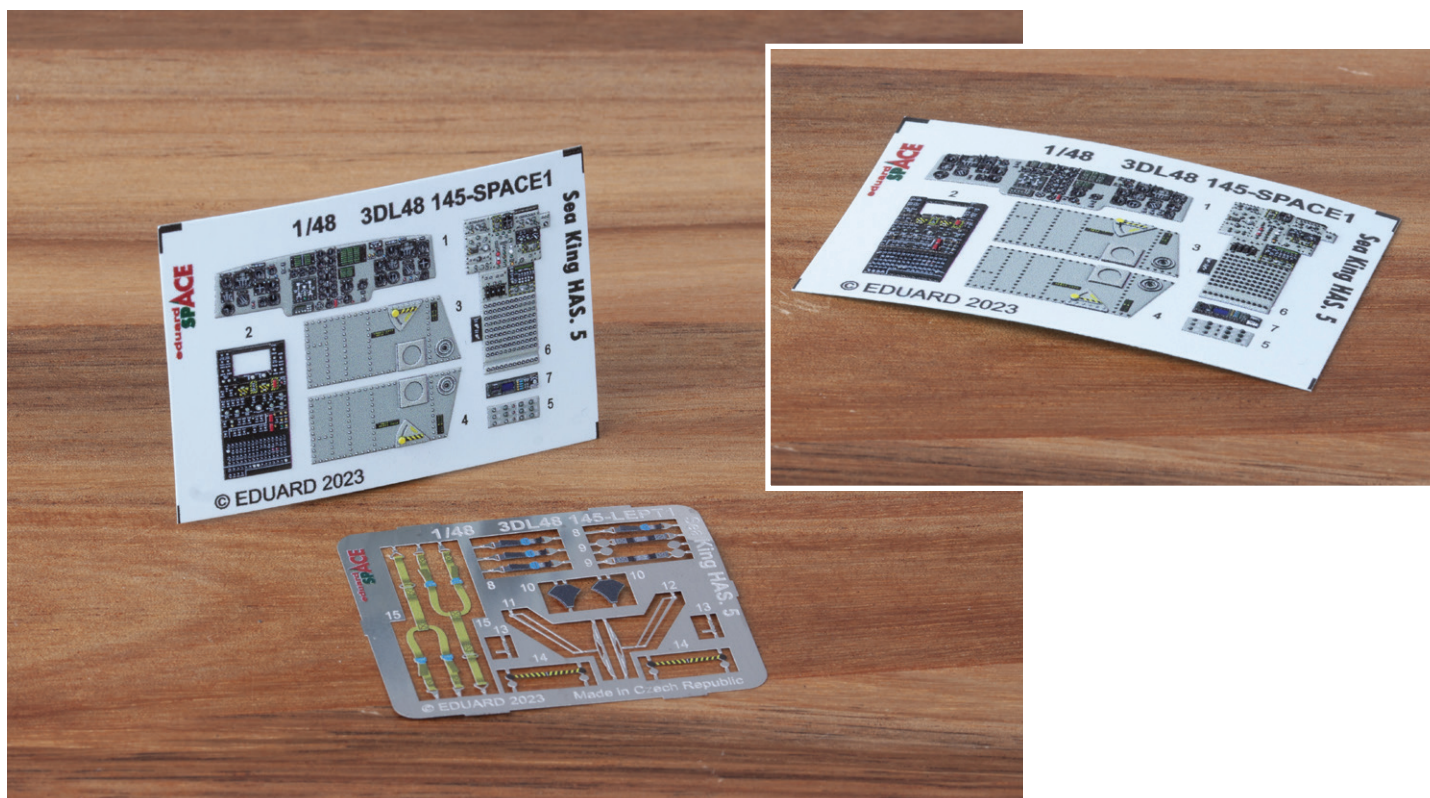
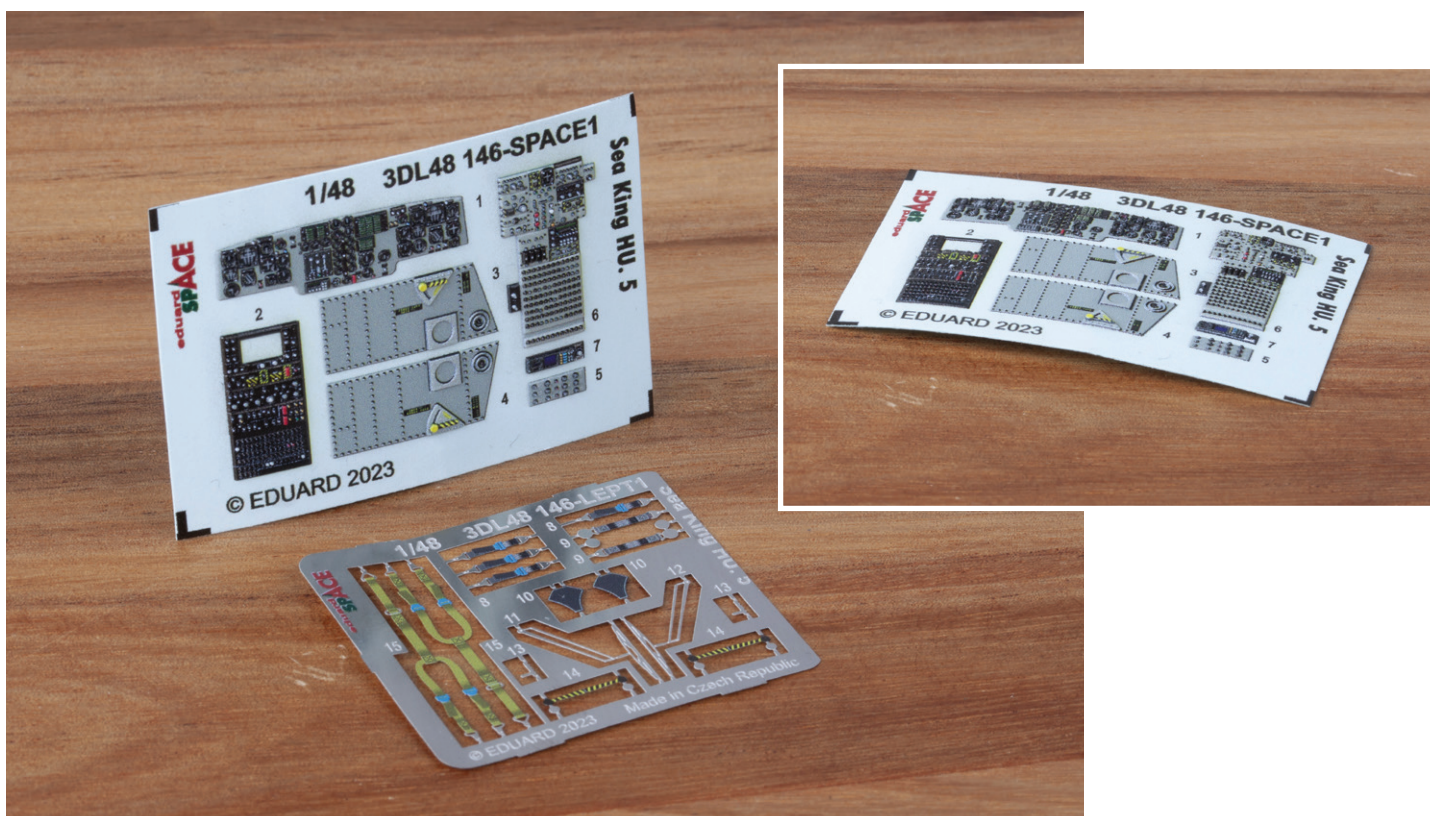
3DL48141 Hunter FR.10 SPACE 1/48 Airfix

[Product page](#)


3DL48142 Hunter GA.11 SPACE 1/48 Airfix

[Product page](#)


3DL48143 **F-14B SPACE** 1/48 Great Wall Hobby[Product page](#)3DL48144 **Sea King HAS.1 SPACE** 1/48 Airfix[Product page](#)

3DL48145 **Sea King HAS.5 SPACE** 1/48 Airfix[Product page](#)3DL48146 **Sea King HU.5 SPACE** 1/48 Airfix[Product page](#)

1/48

Spitfire Mk.Vc



Kit offers to build Spitfire Mk.Vc flying in RAF, USAAF or Free French Air Forces.

Cat. No. 84192
@ eduard.com

DECAL SETS

D48113

Bf 109K-4 stencils

1/48 Eduard

Product page



S1	S2	S3	S4	S7	S8	S9	S11	S12	S13	S15	S16	S18	S20				
																	
Versatz keine Mitten Gitter auf die Wandposition angepasst								Standardfall		Wand position		Standardfall 1,5 m					
								S14		Wand position		Standardfall 1,5 m					
																	
S10				S5	S6	S17	S23				S21		S22				
Versatz keine Mitten Gitter auf die Wandposition angepasst																	
								Safet bei nächsten Polizeieinsatzstelle oder Fingerhut! Legt neben! Kategorie 01 II.									
								Keine Rumble									
								Keine Rumble									
S24								S27	S28	S29	S34	S35	S36				
Wand position				Wand position													
								Achtung! Großmaß: 600x100									
								Achtung! Großmaß: 600x100									
S30					S32					S33					S31		
																	
K1				K2	K3	K4	K5	1	2	3	4	5	6	7	8	9	
																	

D48113-OBT1 Bf 109K-4 stencils

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eduard

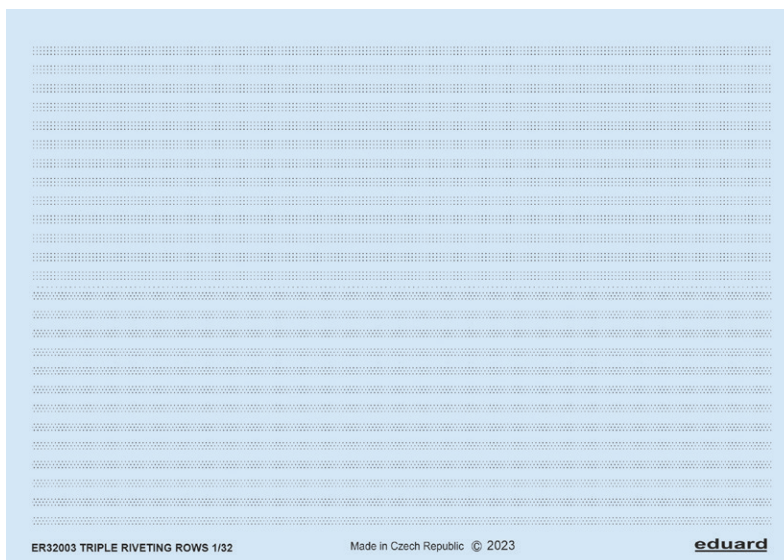


ER32003

Triple riveting rows

1/32

Product page



ER32003 TRIPLE RIVETING ROWS 1/32

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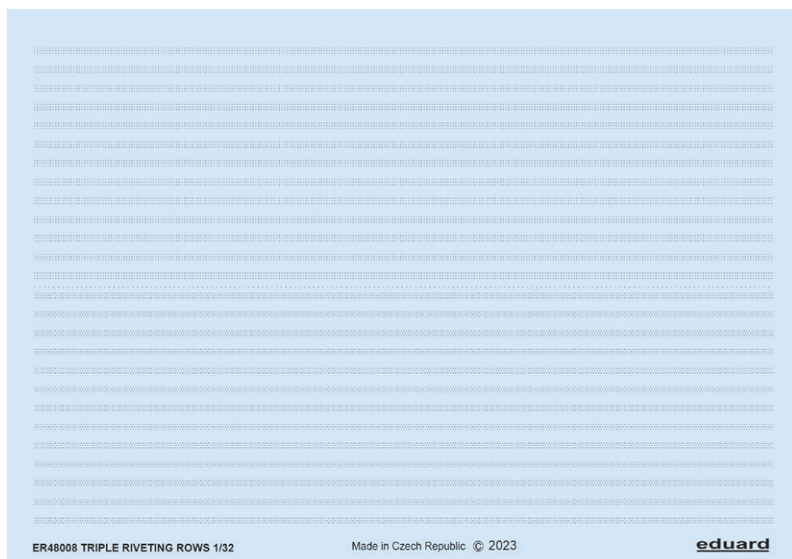
eduard

ER48008

Triple riveting rows

1/48

Product page



ER48008 TRIPLE RIVETING ROWS 1/48

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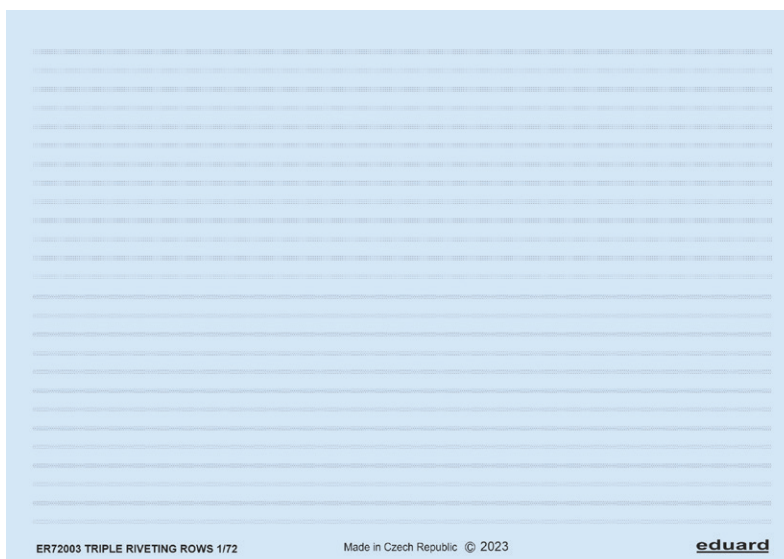
eduard

ER72003

Triple riveting rows

1/72

Product page



ER72003 TRIPLE RIVETING ROWS 1/72

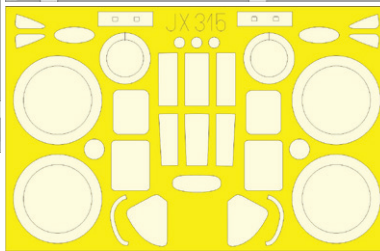
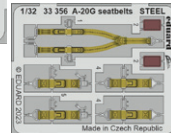
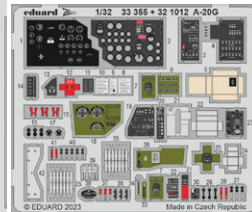
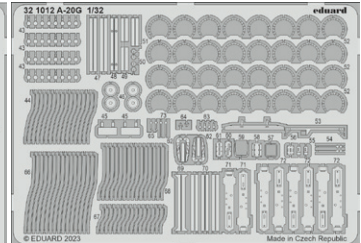
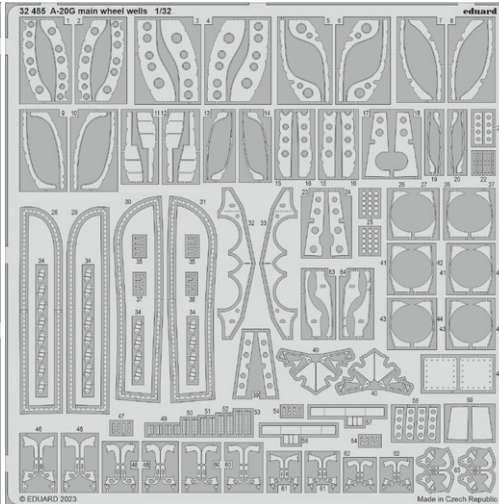
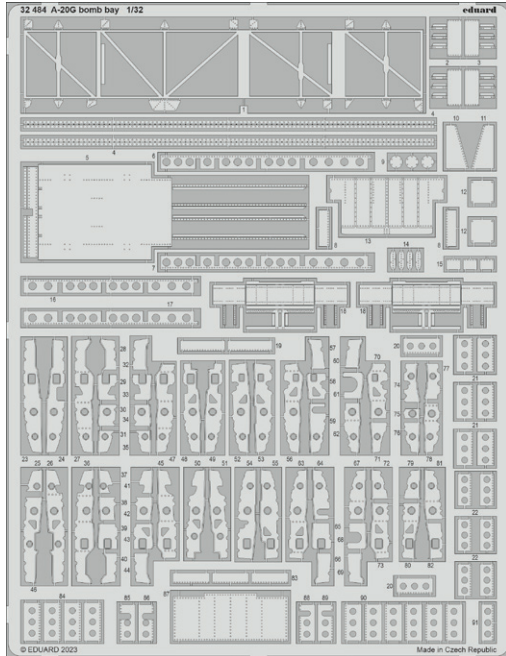
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eduard

BIG33156 **A-20G** 1/32 HKM

- 321012 A-20G 1/32
- 32484 A-20G bomb bay 1/32
- 32485 A-20G main wheel wells 1/32
- 33356 A-20G seatbelts STEEL 1/32
- JX315 A-20G 1/32

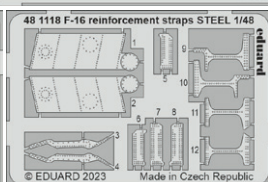
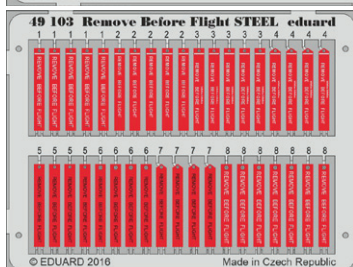
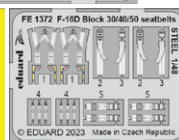
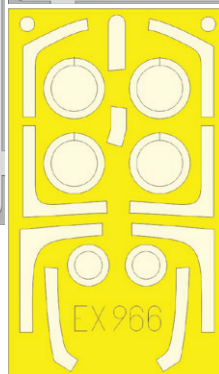
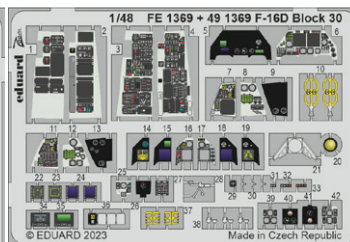
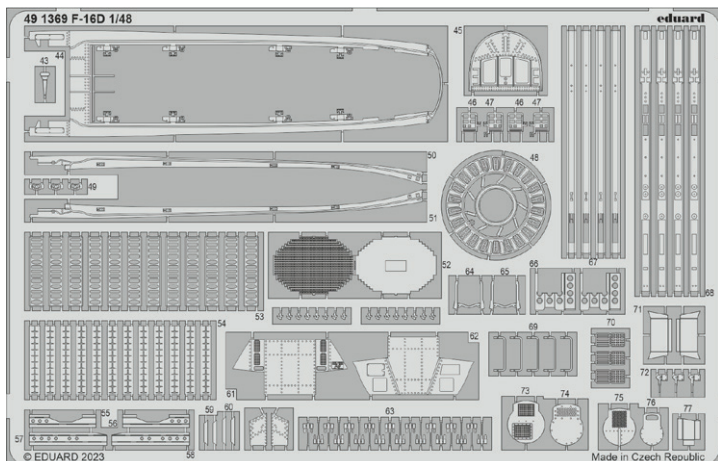
Product page



BIG49384 **F-16D Block 30** 1/48 Kinetic

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

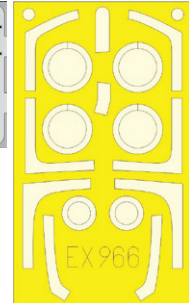
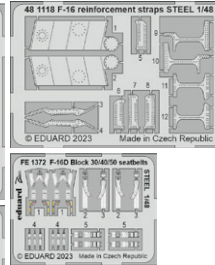
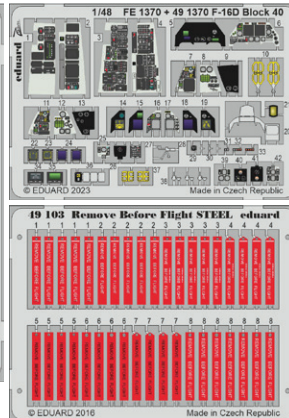
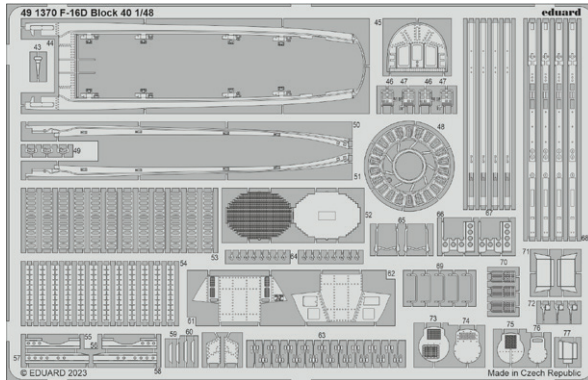
Product page



BIG49385 **F-16D Block 40** 1/48 Kinetic

[Product page](#)

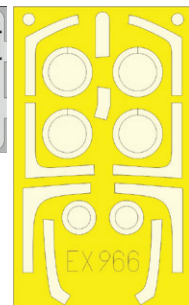
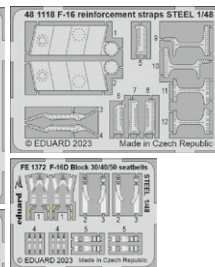
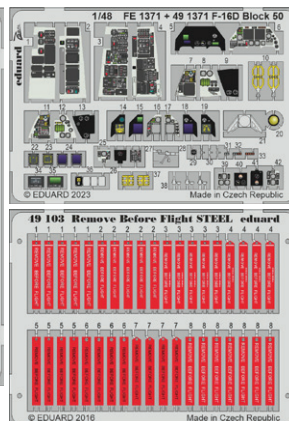
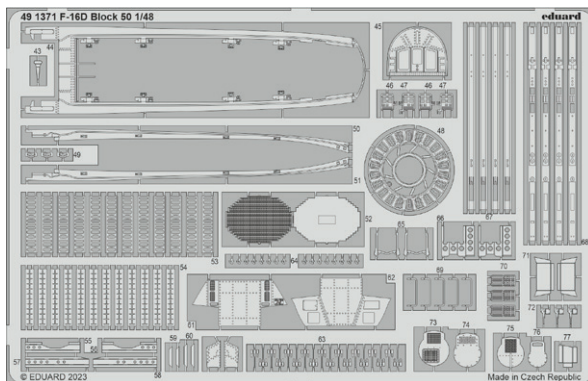
- 481118 F-16 reinforcement straps STEEL 1/48
- 49103 Remove Before Flight STEEL 1/48
- 491370 F-16D Block 40 1/48
- FE1372 F-16D Block 30/40/50 seatbelts STEEL 1/48
- EX966 F-16D Block 30/40/50 1/48



BIG49386 **F-16D Block 50** 1/48 Kinetic

[Product page](#)

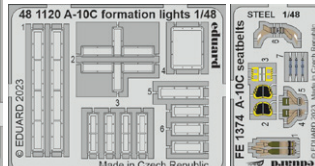
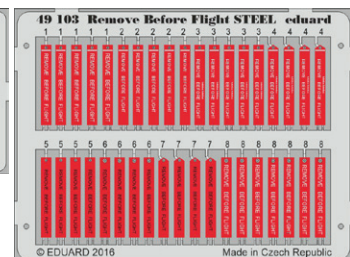
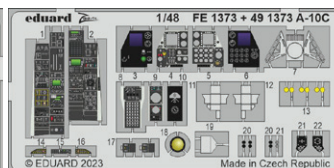
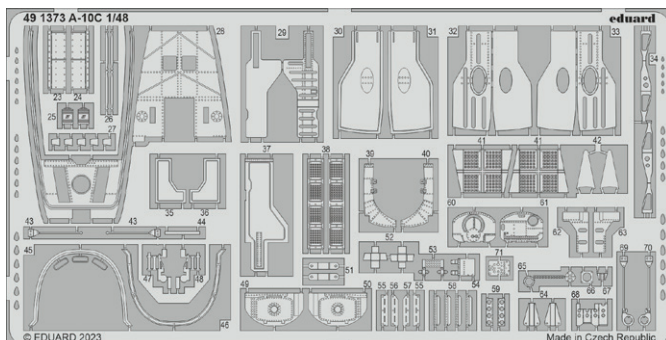
- 481118 F-16 reinforcement straps STEEL 1/48
- 49103 Remove Before Flight STEEL 1/48
- 491371 F-16D Block 50 1/48
- FE1372 F-16D Block 30/40/50 seatbelts STEEL 1/48
- EX966 F-16D Block 30/40/50 1/48



BIG49387 **A-10C** 1/48 Academy

[Product page](#)

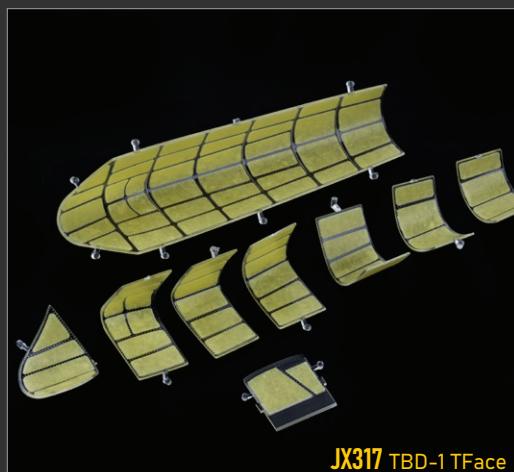
- 481120 A-10C formation lights 1/48
- 49103 Remove Before Flight STEEL 1/48
- 491373 A-10C 1/48
- FE1374 A-10C seatbelts STEEL 1/48



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



JX317 TBD-1 TFace



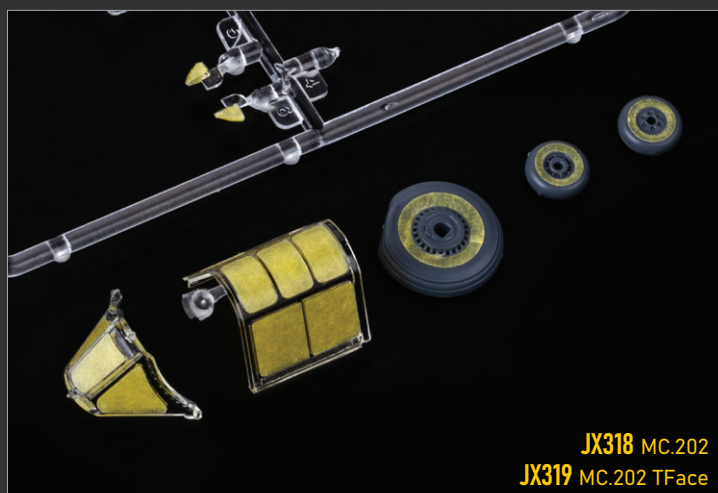
JX317 TBD-1 TFace



JX317 TBD-1 TFace



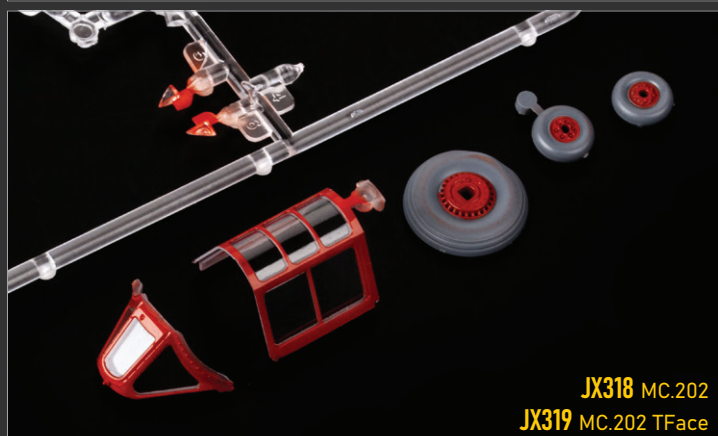
JX317 TBD-1 TFace



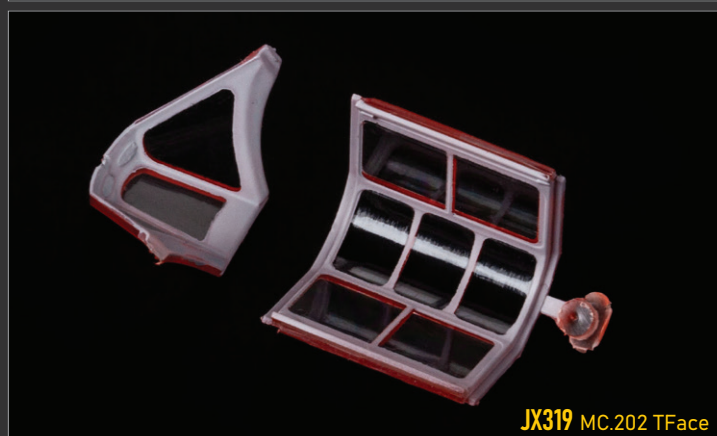
JX318 MC.202
JX319 MC.202 TFace



JX319 MC.202 TFace



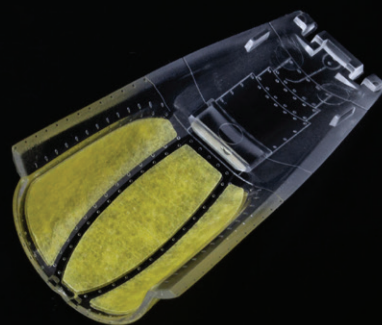
JX318 MC.202
JX319 MC.202 TFace



JX319 MC.202 TFace



EX988 F-14B windshield TFace



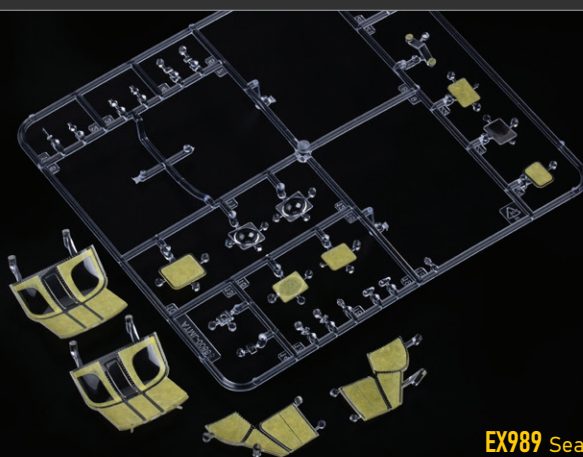
EX988 F-14B windshield TFace

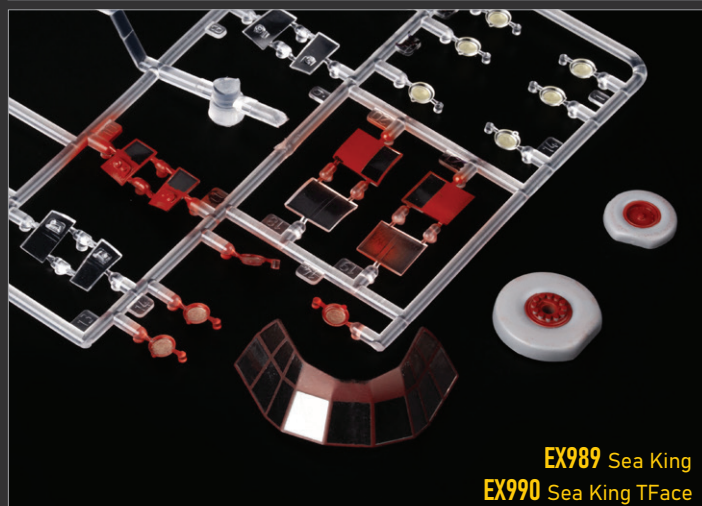


EX988 F-14B windshield TFace



EX988 F-14B windshield TFace


EX989 Sea King
EX990 Sea King TFace

EX989 Sea King
EX990 Sea King TFace

EX989 Sea King
EX990 Sea King TFace

EX989 Sea King
EX990 Sea King TFace

KITS

82138	Fw 190A-7	1/48	ProfiPACK
2143	WNM pt. 2 Dual Combo	1/72	Limited
84194	F6F-3 Hellcat	1/48	Weekend
84195	Tempest Mk.V Series 1	1/48	Weekend
7039	Fokker Dr.I Re-release	1/72	ProfiPACK
82163	Bf 109G-6/AS Re-release	1/48	ProfiPACK

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

DECALS

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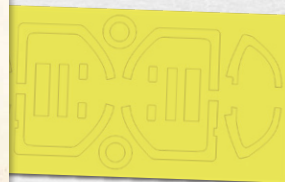
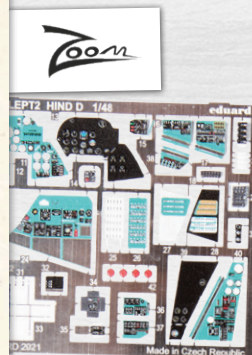
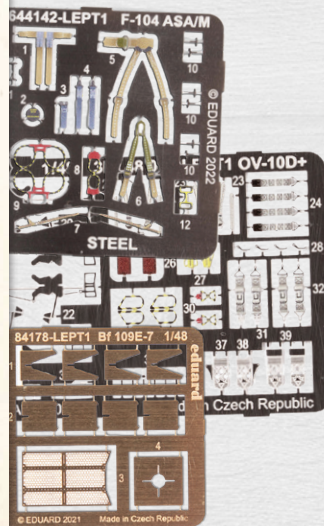
EDDIE THE RIVETER

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

LIMITED

ProfiPACK
edition

WEEKEND
edition



BRASSIN

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

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

BIG SIN

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

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	

BIG ED

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

eduard
BRASSIN

eduard
BRASSIN
Print

LööK

LööK+

**BIG
SIN**

eduard
SPACE

BIG-ED

1/72 Airfix

Wellington Mk.Ic



built by Robert Szwarc

Accessories used:

72672	Wellington Mk.Ia/c landing flaps (PE-Set)
72673	Wellington Mk.Ia/c bomb bay (PE-Set)
73639	Wellington Mk.Ia/c (PE-Set)
672172	British 250lb depth charges (Brassin)
672198	Wellington Mk.Ia/c wheels (Brassin)
672200	Wellington Mk.Ia/c engines (Brassin)





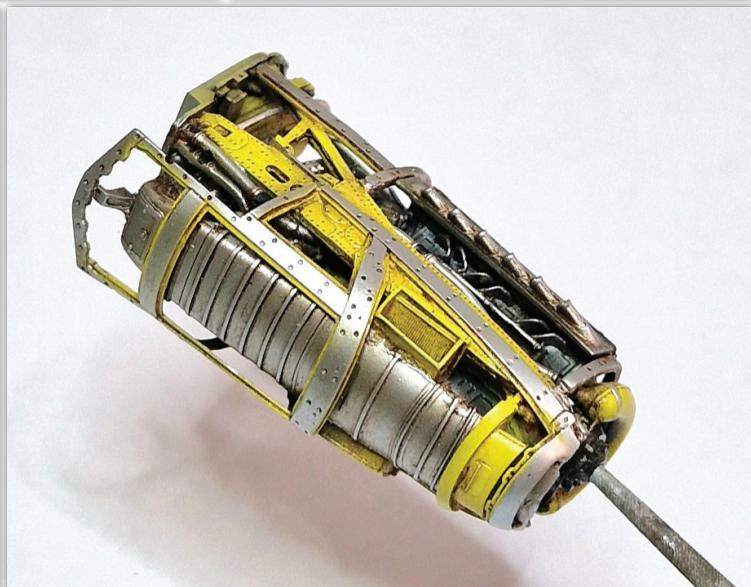
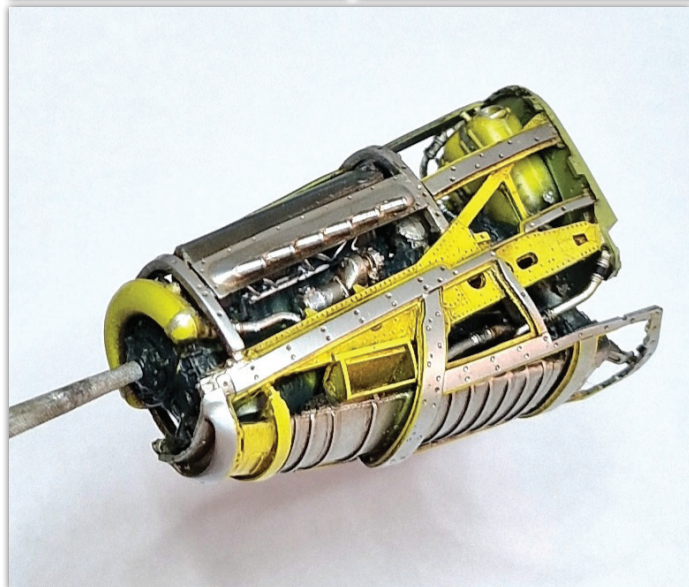
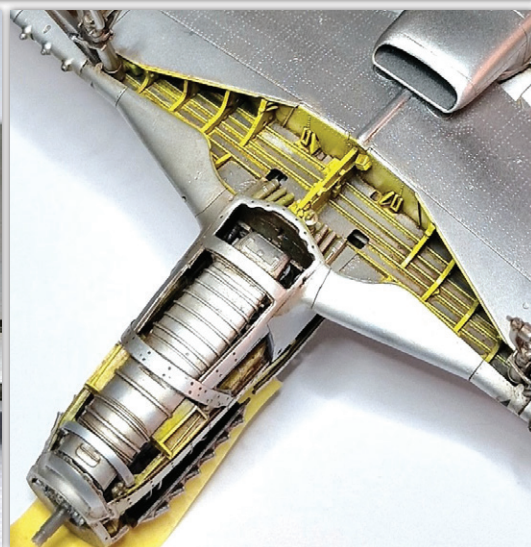
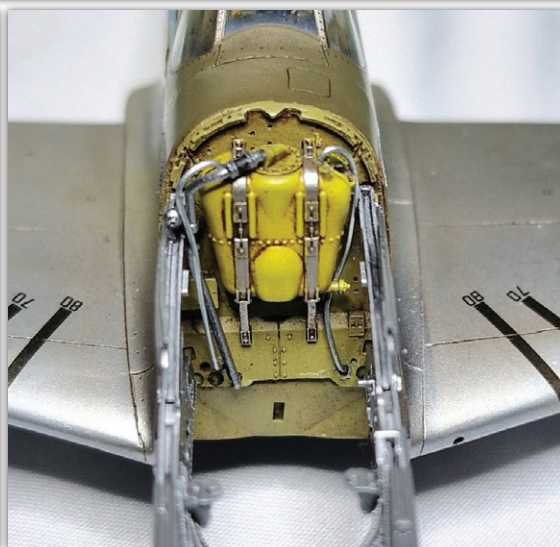
1/48

Very Long Range: **Tales of Iwojima****Accessories used:**

- 648522 P-51D cockpit (Brassin)
- 648555 P-51D engine (Brassin)
- 648571 P-51D 75gal drop tanks (Brassin)
- 648647 P-51D wheels block tread 2 (Brassin)

#11142

MARKING L

built by **Paolo Portuesi**

P-51D-20, 44-72587, flown by 2nd Lt. William G. Ebersole / 2nd Lt. James R. Bercaw, 462nd FS, 506th FG, 20th AF, Iwojima, July 1945

This Mustang was shared with 2nd Lieutenants Bill Ebersole and James Bercaw. Bill Ebersole, the youngest pilot of the 462nd FS, arrived to Iwojima east side No.3 Airfield already on May 1945, in times of latest night attacks of the rest of Japanese soldiers. He flew his first combat

sortie over Chichijima on May 15th, 1945. He flew the first VLR Mission among his total 10 on June 7th, 1945, which was a 8 hours long escort sortie over Osaka. He was credited by Zero destroyed on ground during attack of Hyakurigahara airfield on June 26th, 1945. He is also credited by destroyed

small transport ship „Sugar Dog“ type on early August. His final strafing mission was flown against Tachikawa on August 5th, 1945, only day before dropping the atomic bomb on Hiroshima.



BIG ED (December)

BIG49388	Yak-9T 1/48 Zvezda
BIG49389	F-4G 1/48 Meng
BIG72176	PBY-5A 1/72 Hobby 2000/Academy
BIG5369	USS Nimitz CVN-68 PART I 1/350 Trumpeter

BRASSIN (December)

644230	F-16D Block 50 LööK 1/48 Kinetic
644240	Fw 190A-7 LööK 1/48 Eduard
644241	FM-1 LööK 1/48 Eduard
648906	Bf 109K external fuel tanks 1/48 Eduard
648938	Hurricane Mk.II gun bays PRINT 1/48 Arma Hobby
648940	Fw 190A-7 cockpit PRINT 1/48 Eduard
648941	Fw 190A-7 engine & fuselage guns 1/48 Eduard
648942	Fw 190A-7 undercarriage legs BRONZE 1/48 Eduard
648943	FM-1 undercarriage legs BRONZE 1/48 Eduard
648944	FM-1 wheels 1/48 Eduard
648945	FM-1 folding wings PRINT 1/48 Eduard
648946	FM-1 exhaust PRINT 1/48 Eduard
648947	FM-1 engine PRINT 1/48 Eduard
648948	FM-1 wheel bay PRINT 1/48 Eduard
648949	FM-1 seat PRINT 1/48 Eduard
648950	FM-1 gun barrels PRINT 1/48 Eduard
672341	Bf 109G-2/G-4 wheels for bulged wings PRINT 1/72 Eduard
672342	Bf 109G-2 cockpit PRINT 1/72 Eduard
672343	Bf 109G-4 cockpit PRINT 1/72 Eduard
672344	Bf 109G radio compartment PRINT 1/72 Eduard
672345	F6F wheel bays PRINT 1/72 Eduard
672346	Bf 109G propeller PRINT 1/72 Eduard

LööKPlus (December)

634045	MC.202 LööKplus 1/32 Italeri
644236	MiG-17F LööKplus 1/48 AMMO
644237	F-16D Block 30 LööKplus 1/48 Kinetic

BIGSIN (December)

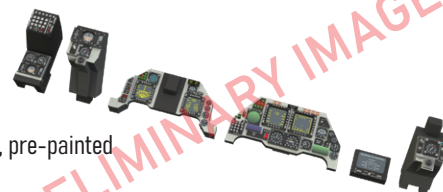
SIN648115	FM-2 w/ armoured headrest ESSENTIAL 1/48 Eduard
SIN648117	F6F undercarriage 1/48 Eduard

644230**F-16D Block 50 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

**644240****Fw 190A-7 LööK***LööK***1/48 Eduard**

LööK set - Brassin pre-painted dashboards and STEEL seatbelts for Fw 190A-7 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

**644241****FM-1 LööK***LööK***1/48 Eduard**

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

Set contains:

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



648906

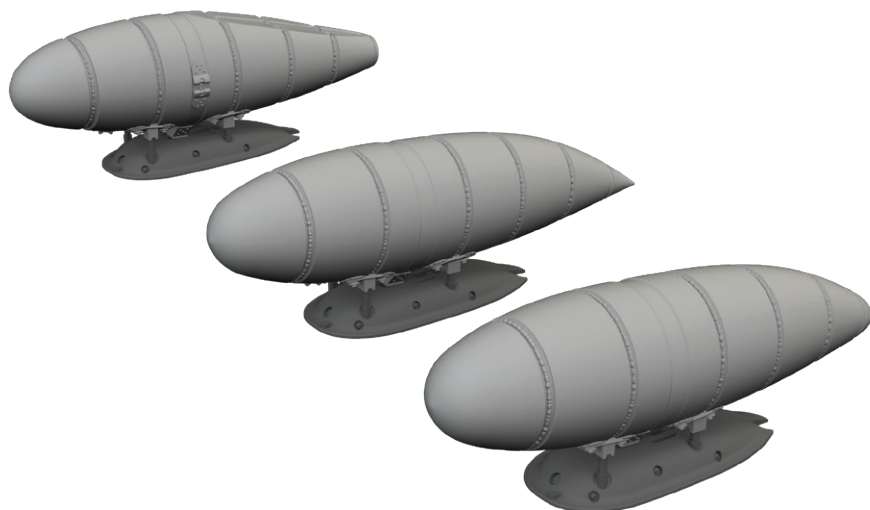
Bf 109K external fuel tanks

1/48 Eduard

Brassin set - external fuel tanks (3 types) with racks for Bf 109K in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



648938

Hurricane Mk.II gun bays PRINT

1/48 Arma Hobby

Brassin set - gun bays for Hurricane Mk.II in 1/48 scale.

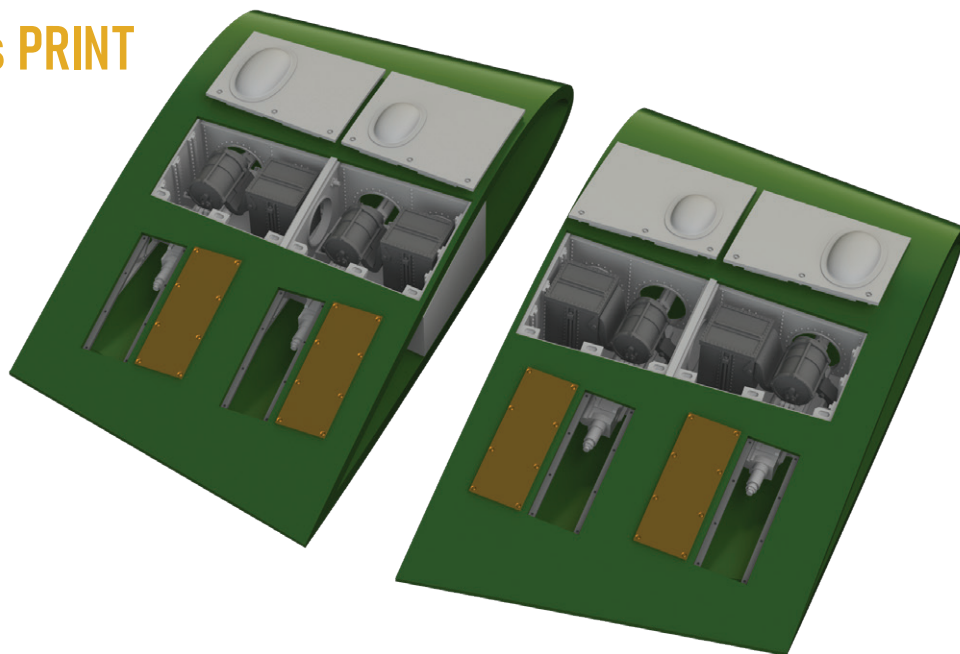
The set consists of gun bays for both wings.

Made by direct 3D printing.

Recommended kit: Arma Hobby

Set contains:

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



648940

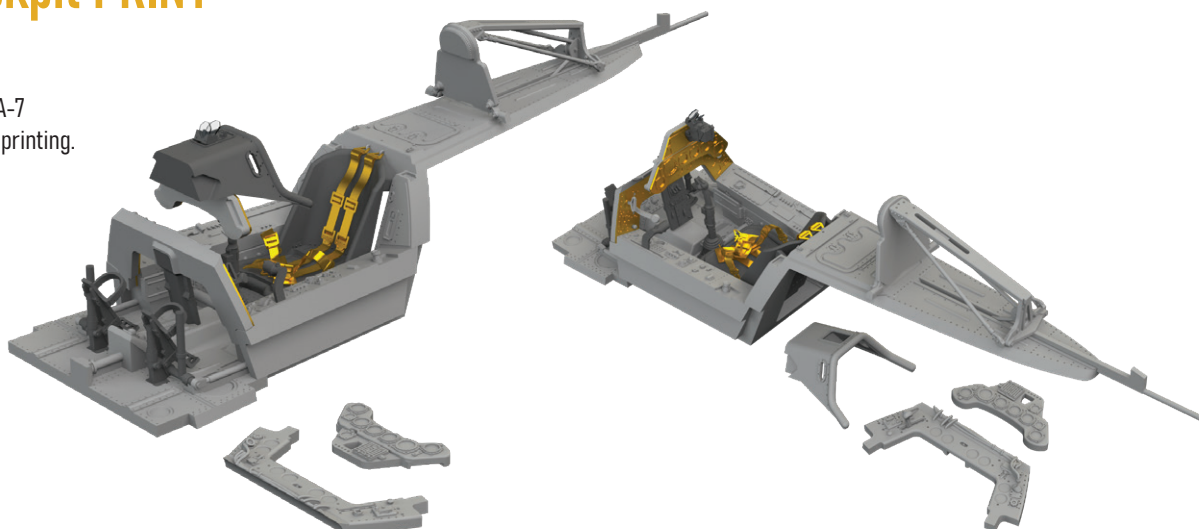
Fw 190A-7 cockpit PRINT

1/48 Eduard

Brassin set - cockpit for Fw 190A-7 in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 19 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



648941

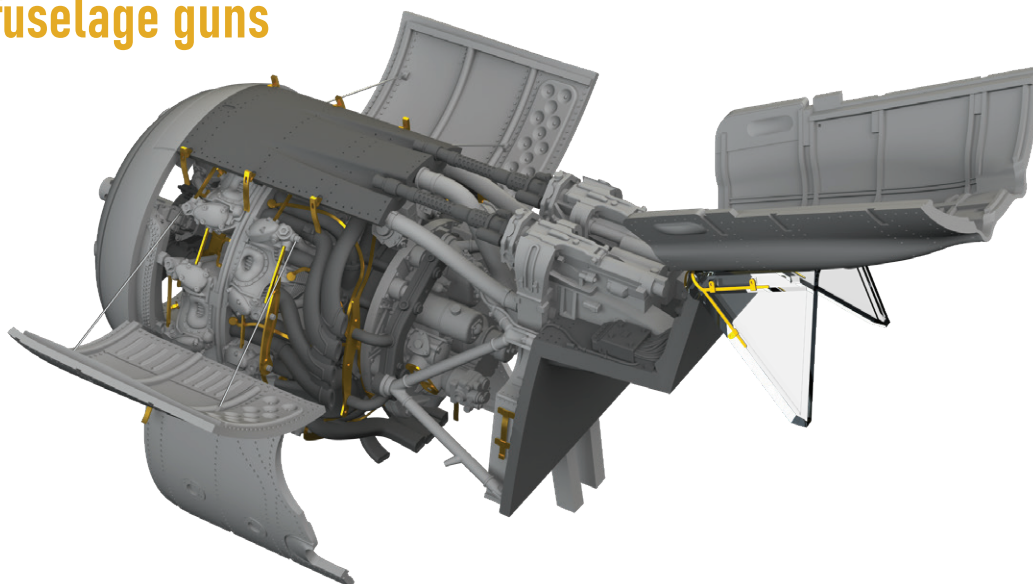
Fw 190A-7 engine & fuselage guns

1/48 Eduard

Brassin set - the engine and fuselage guns installation for Fw 190A-7 in 1/48 scale.
Recommended kit: Eduard

Set contains:

- resin: 31 parts
- decals: no
- photo-etched details: yes
- painting mask: no



648942

Fw 190A-7 undercarriage legs BRONZE

1/48 Eduard

Brassin set - the undercarriage legs for Fw 190A-7 in 1/48 scale. The legs are made of bronze.
Recommended kit: Eduard

Set contains:

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



648943

FM-1 undercarriage legs BRONZE

1/48 Eduard

Brassin set - the undercarriage legs for FM-1 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

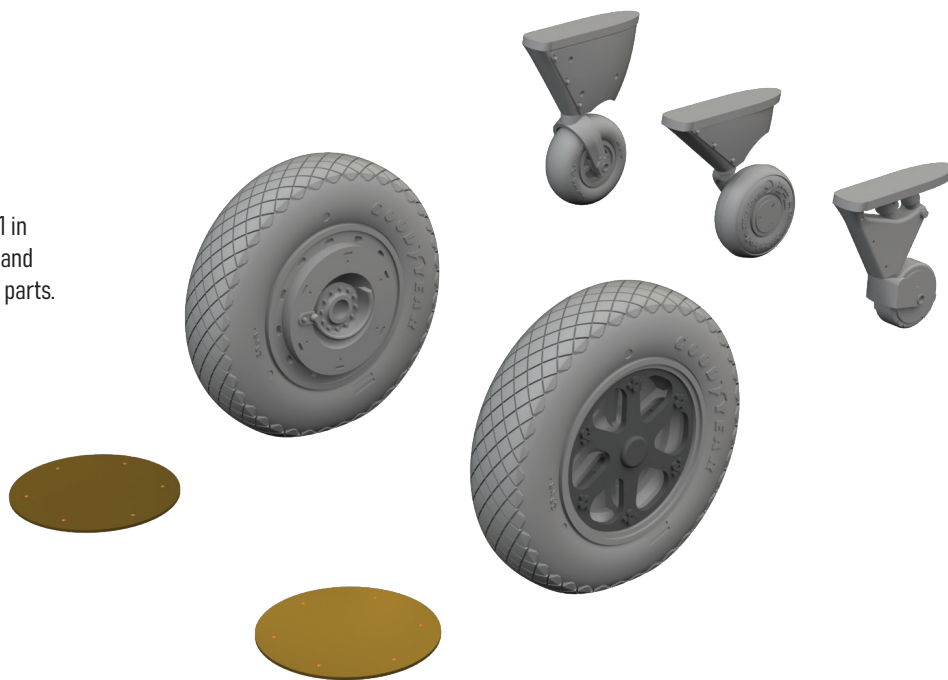


648944**FM-1 wheels****1/48 Eduard**

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

Set contains:

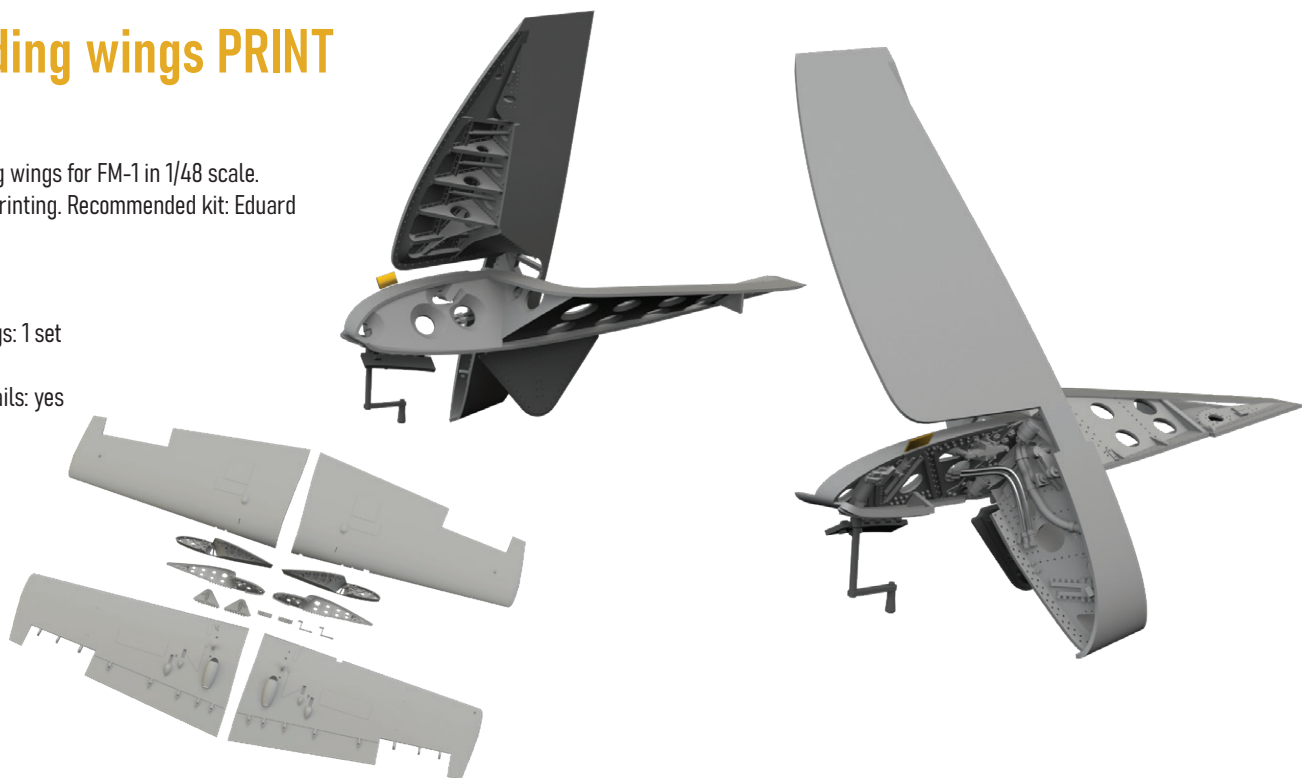
- resin: 5 parts
- 3D print: 2 parts
- decals: no
- photo-etched details: yes
- painting mask: yes

**648945****FM-1 folding wings PRINT****1/48 Eduard**

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

Set contains:

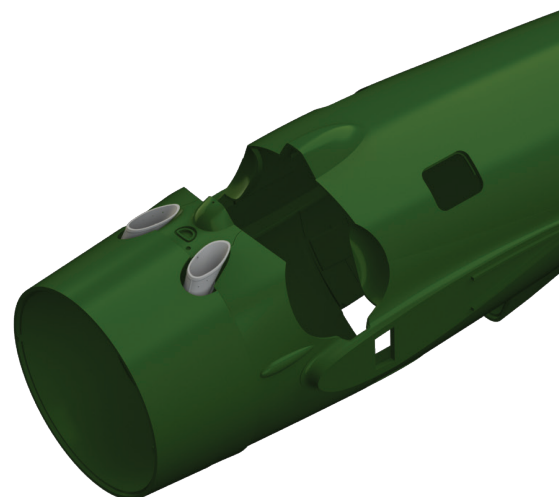
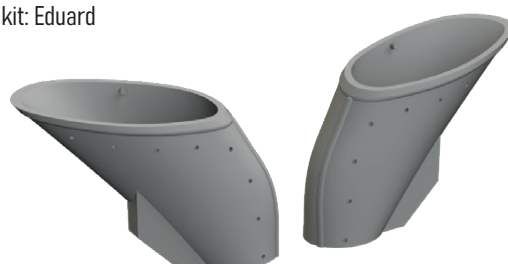
- 3D print: 10 parts
- spare plastic wings: 1 set
- decals: no
- photo-etched details: yes
- painting mask: no

**648946****FM-1 exhaust PRINT****1/48 Eduard**

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

Set contains:

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



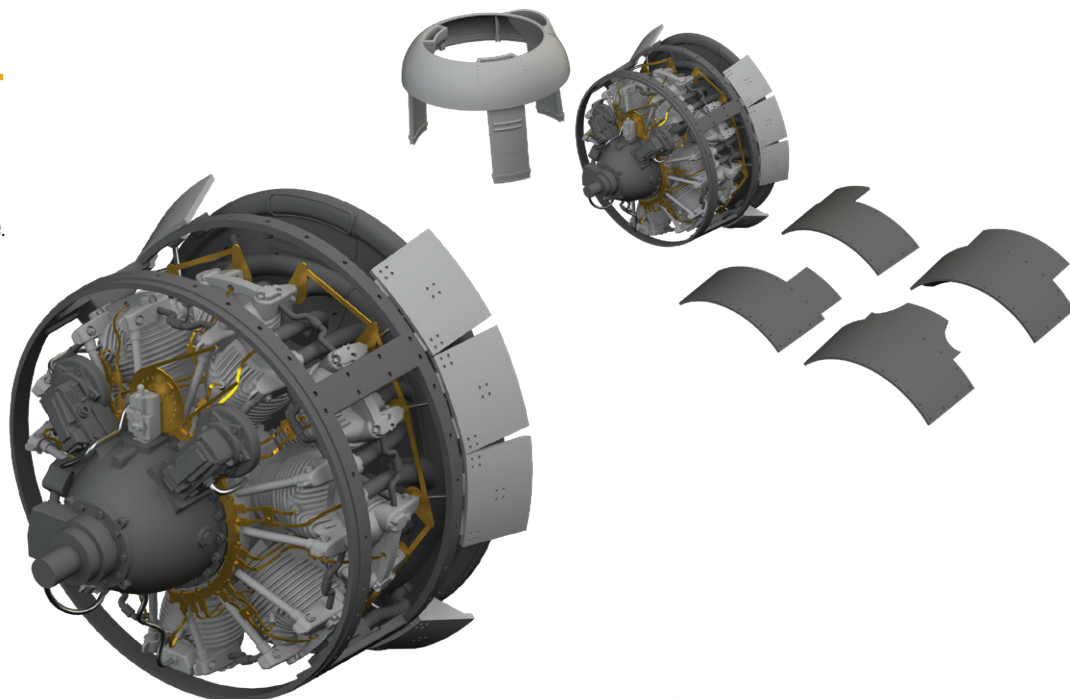
648947

FM-1 engine PRINT**1/48 Eduard**

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

Set contains:

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



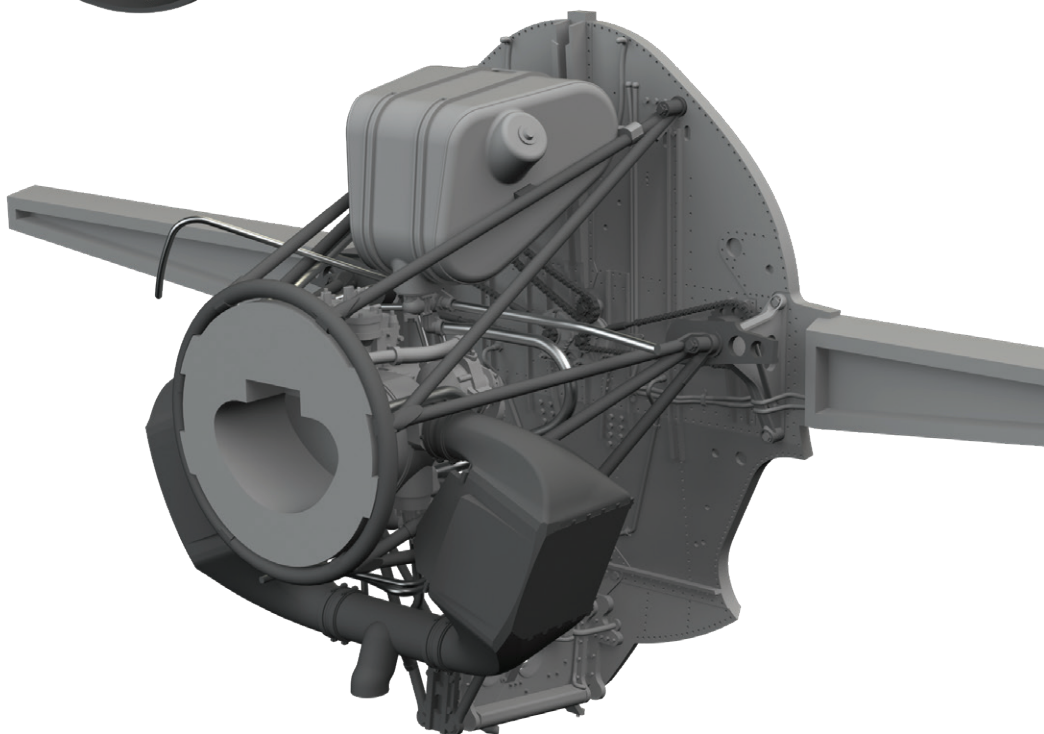
648948

FM-1 wheel bay PRINT**1/48 Eduard**

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

Set contains:

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



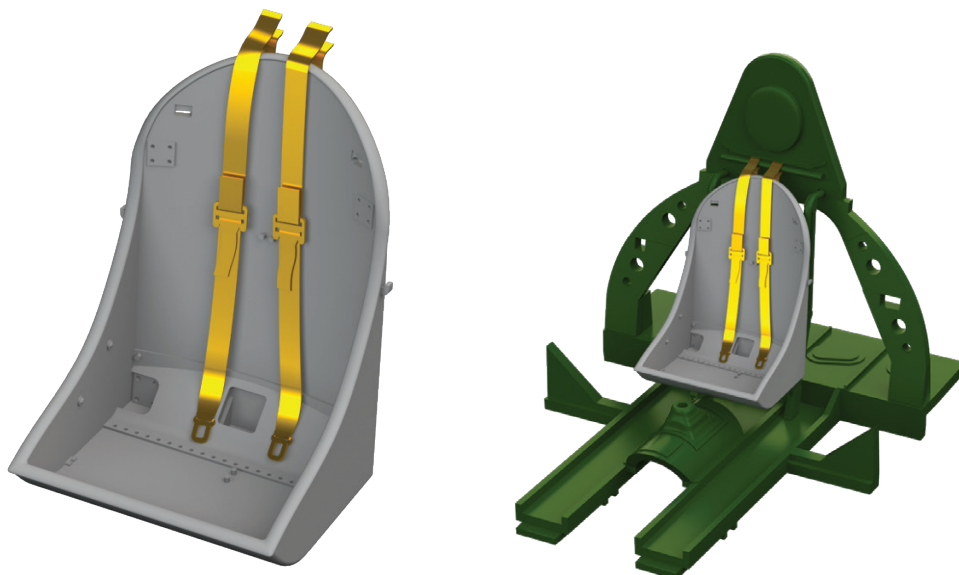
648949

FM-1 seat PRINT**1/48 Eduard**

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

Set contains:

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



648950**FM-1 gun barrels PRINT****1/48 Eduard**

Brassin set - gun barrels for FM-1 in 1/48 scale.

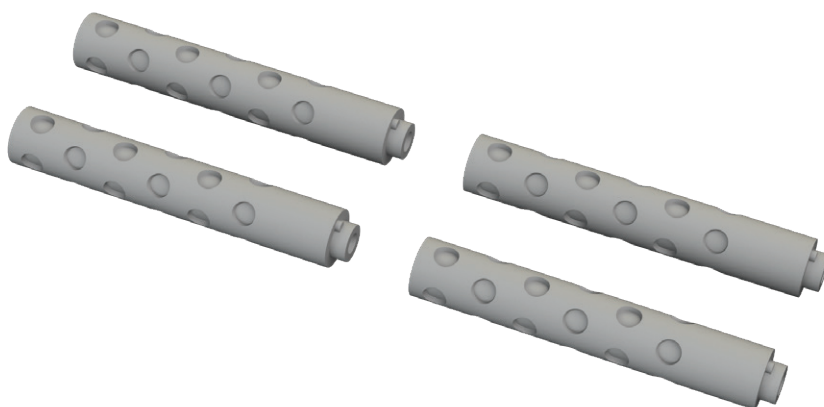
Easy to assemble, replaces plastic parts.

Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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

**672341****Bf 109G-2/G-4 wheels for bulged wings PRINT****1/72 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

**672342****Bf 109G-2 cockpit PRINT****1/72 Eduard**

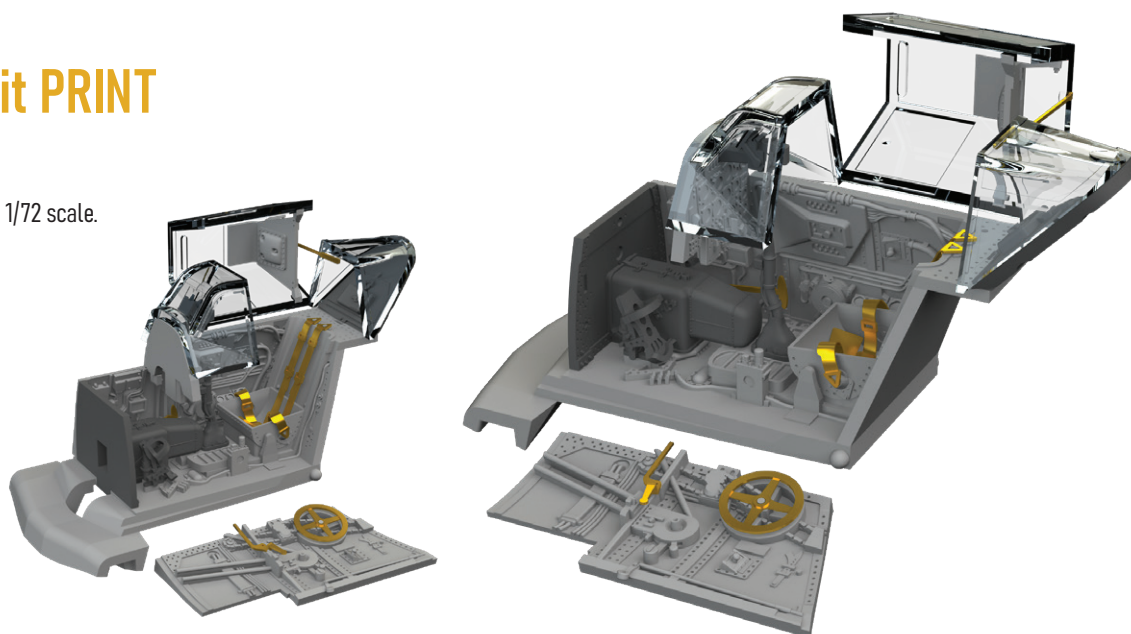
Brassin set - cockpit for Bf 109G-2 in 1/72 scale.

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



672343

Bf 109G-4 cockpit PRINT

1/72 Eduard

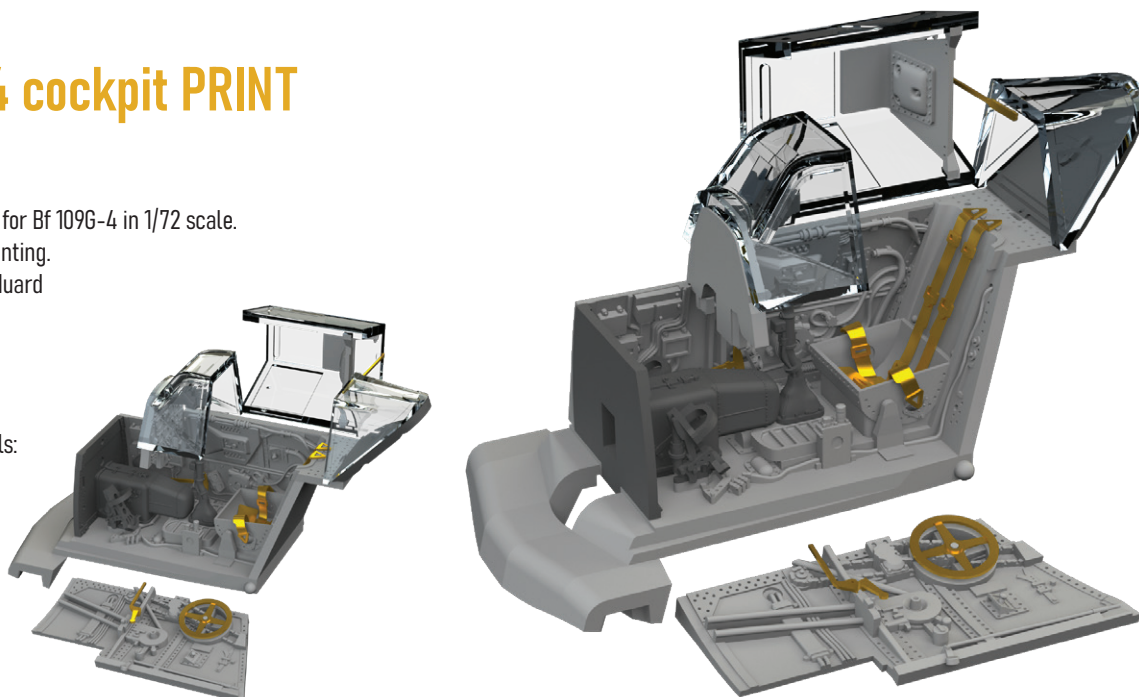
Brassin set - cockpit for Bf 109G-4 in 1/72 scale.

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



672344

Bf 109G radio compartment PRINT

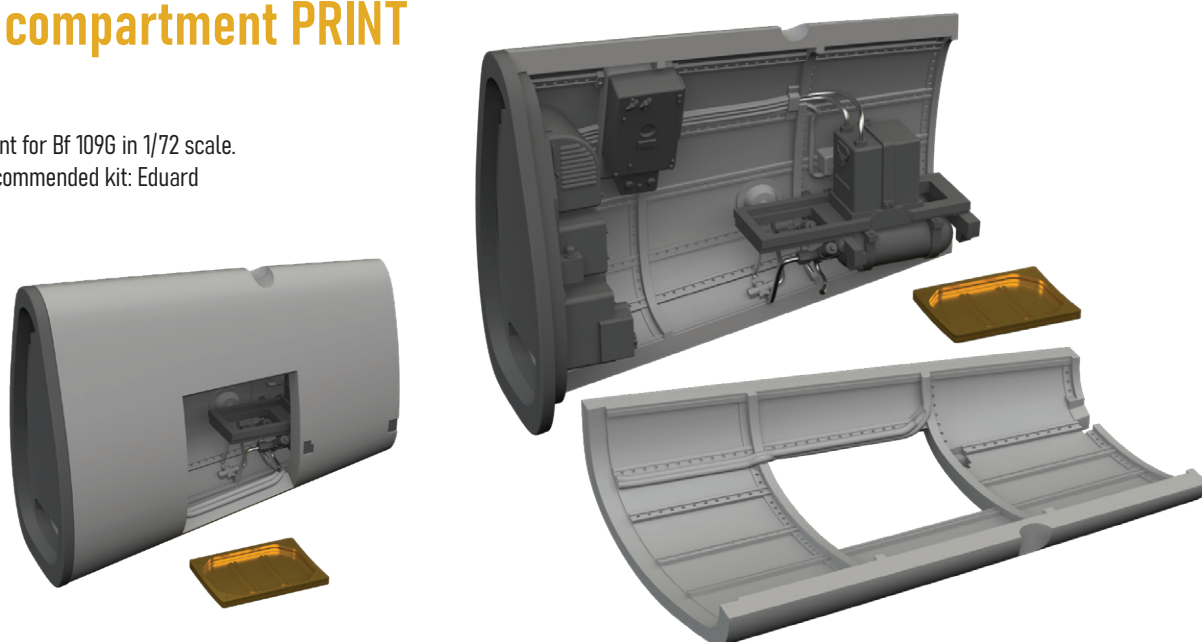
1/72 Eduard

Brassin set - radio compartment for Bf 109G in 1/72 scale.

Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



672345

F6F wheel bays PRINT

1/72 Eduard

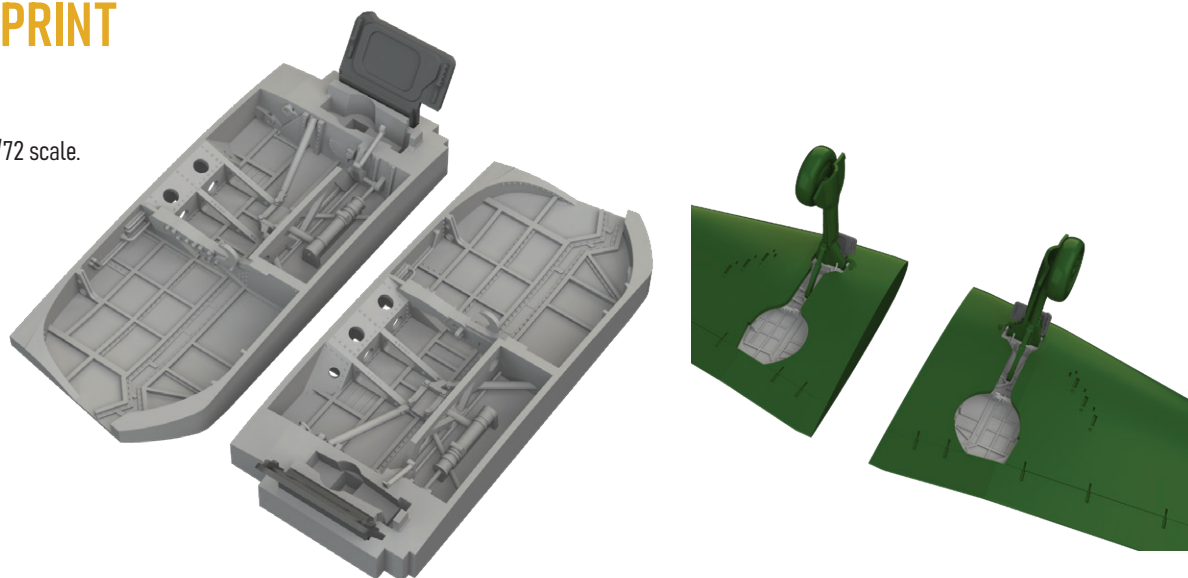
Brassin set - wheel bays for F6F in 1/72 scale.

Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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



672346

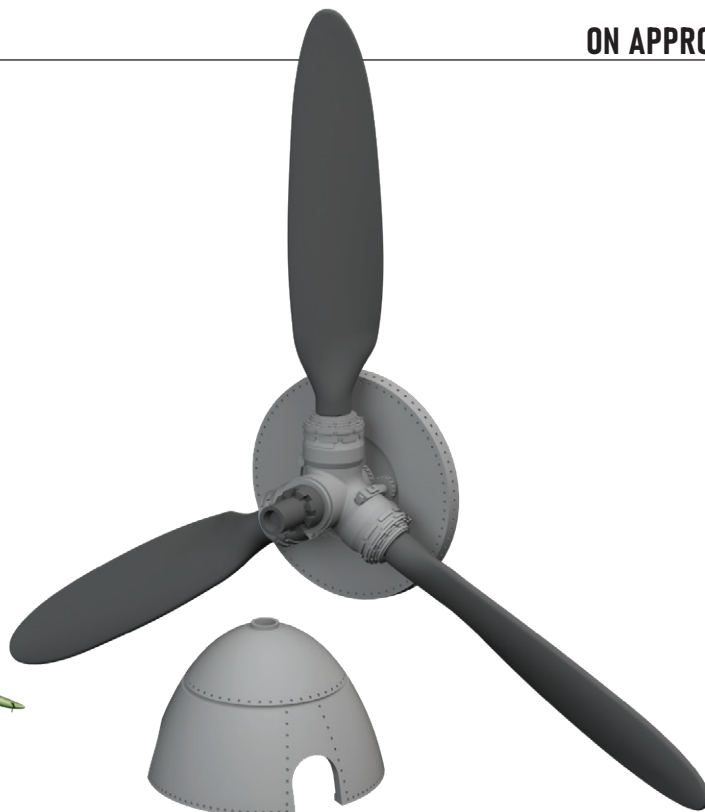
Bf 109G propeller PRINT

1/72Eduard

Brassin set - propeller for Bf 109G in 1/72 scale.
The spinner could be removed. Easy to assemble,
replaces plastic parts. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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



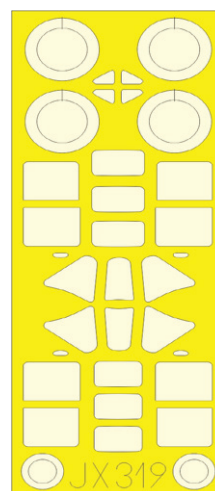
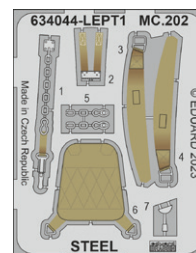
634045

MC.202 LööKplus

1/32 Italeri

Collection of 3 sets for MC.202 in 1/32 scale.
Recommended kit: Italeri

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



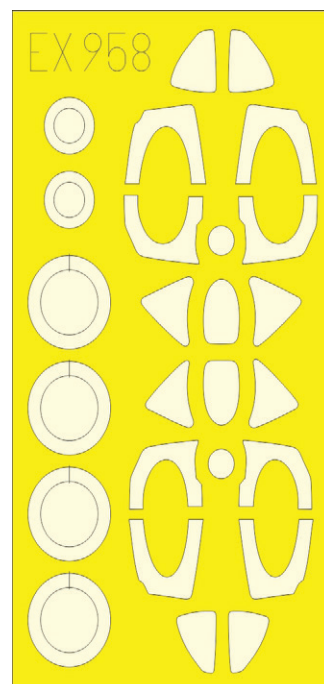
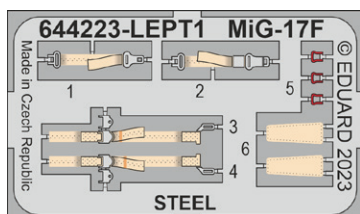
644236

MiG-17F LööKplus**1/48 AMMO**

Collection of 3 sets for MiG-17F in 1/48 scale.

Recommended kit: AMMO

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

LööK

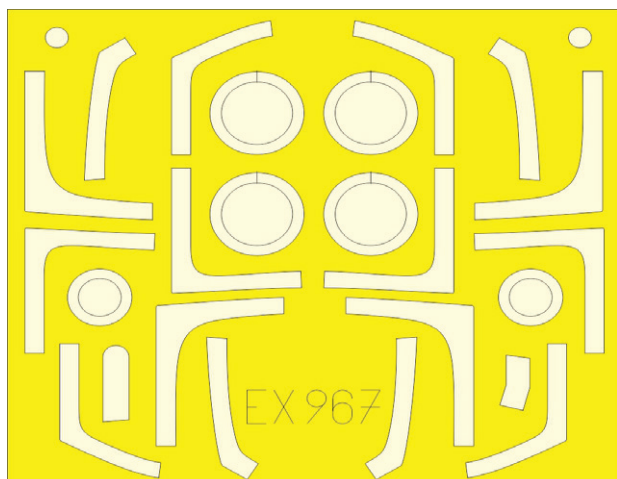
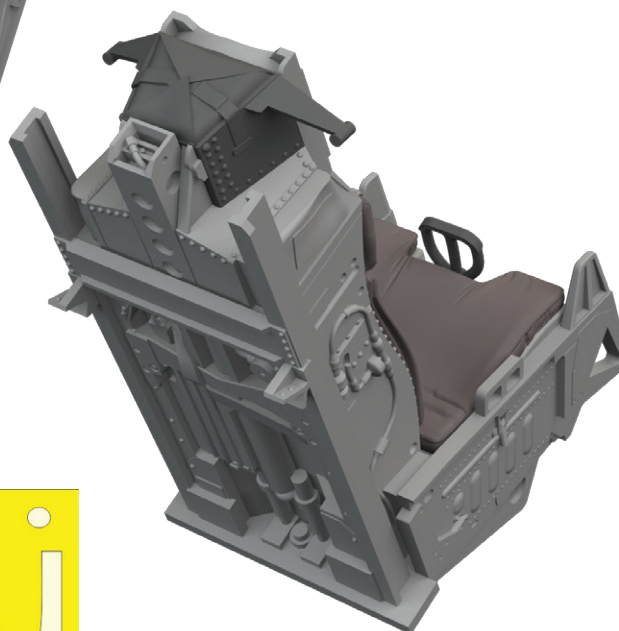
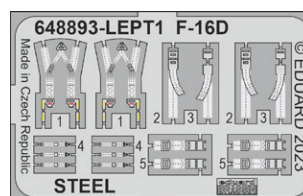
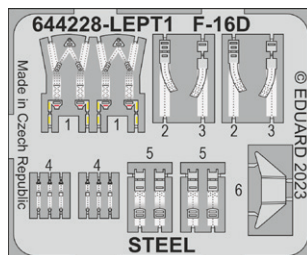
644237

F-16D Block 30 LööKplus**1/48 Kinetic**

Collection of 3 sets for F-16D Block 30 in 1/48 scale.

Recommended kit: Kinetic

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

LööK

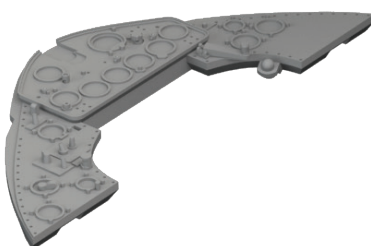
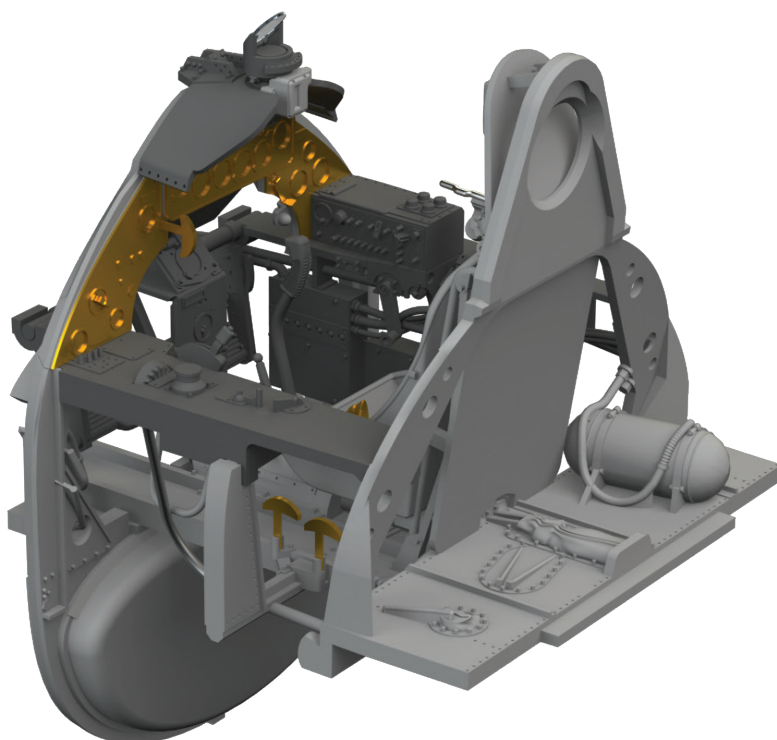
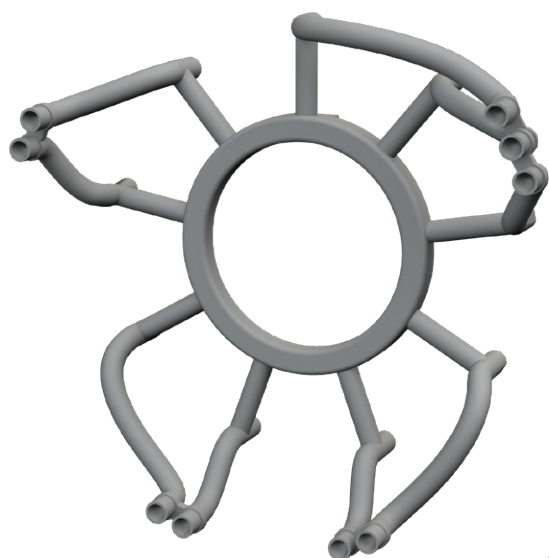
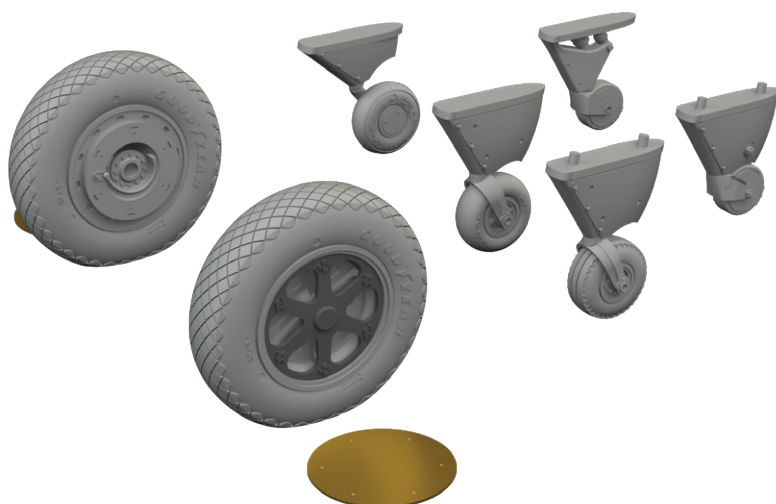
SIN648115

FM-2 w/ armoured headrest 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%.



SIN648117

F6F undercarriage

1/48 Eduard

Collection of 3 sets for F6F-3 and F6F-5 in 1/48 scale.
Recommended kit: Eduard

- undercarriage bays
- 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 %.



PE-SETS

53300	USS Nimitz CVN-68 part 6	1/350	Trumpeter
53301	USS Nimitz CVN-68 part 7	1/350	Trumpeter
36511	WC-52	1/35	Zvezda
36512	BMP-3	1/35	Zvezda
321015	AH-1G early	1/35	ICM
481125	FM-1 landing flaps	1/48	Eduard
481126	Mi-17 cargo seats	1/48	Trumpeter
481127	Seafire F.XVII exterior	1/48	Airfix
491399	Seafire F.XVII	1/48	Airfix
491401	Mi-17	1/48	Trumpeter
491402	Mi-17 cargo seatbelts STEEL	1/48	Trumpeter
491404	Sea King HAS.1 cargo interior	1/48	Airfix
491405	Sea King HAS.5 cargo interior	1/48	Airfix
491406	Sea King HU.5 cargo interior	1/48	Airfix

ZOOMS

33361	AH-1G early	1/35	ICM
33362	AH-1G early seatbelts STEEL	1/35	ICM
FE1399	Seafire F.XVII	1/48	Airfix
FE1400	Seafire F.XVII seatbelts STEEL	1/48	Airfix
FE1401	Mi-17	1/48	Trumpeter
FE1402	Mi-17 seatbelts STEEL	1/48	Trumpeter
FE1403	Bf 109E-4 Weekend	1/48	Eduard
SS815	S-199 Erla canopy Weekend	1/72	Eduard

MASKS

JX320	AH-1G	1/35	ICM
JX321	AH-1G TFace	1/35	ICM
EX991	Seafire F.XVII	1/48	Airfix
EX992	Seafire F.XVII TFace	1/48	Airfix
EX993	Mi-17	1/48	Trumpeter
EX994	Mi-17 TFace	1/48	Trumpeter
EX995	Bf 109E-4 TFace	1/48	Eduard
EX996	F6F-3 US national insignia	1/48	Eduard
CX656	S-199 Erla canopy Weekend	1/72	Eduard

SPACE

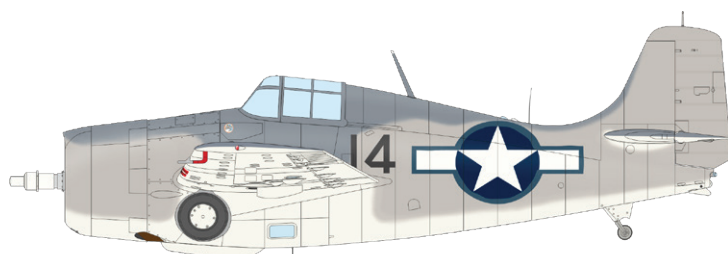
3DL32021	AH-1G early SPACE	1/35	ICM
3DL48147	Seafire F.XVII SPACE	1/48	Airfix
3DL48148	Mi-17 SPACE	1/48	Trumpeter
3DL48149	FM-1 SPACE	1/48	Eduard
3DL48150	P-39N SPACE	1/48	Eduard
3DL48151	X-1 SPACE	1/48	Eduard

DECAL SETS

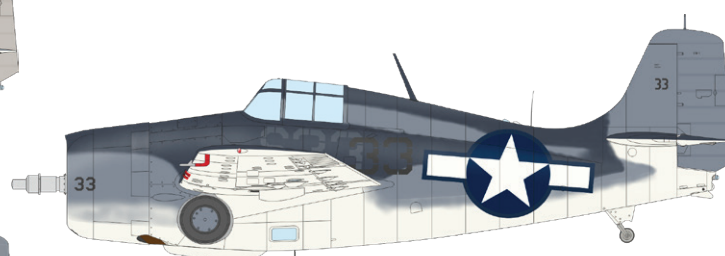
D48114	F-35A stencils	1/48	Tamiya
D72046	F-35A stencils	1/72	Tamiya

FM-1 Wildcat #82204

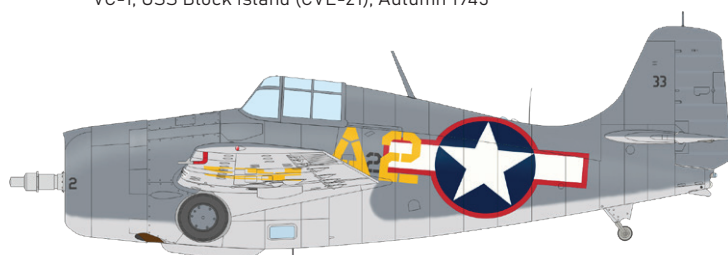
1/48



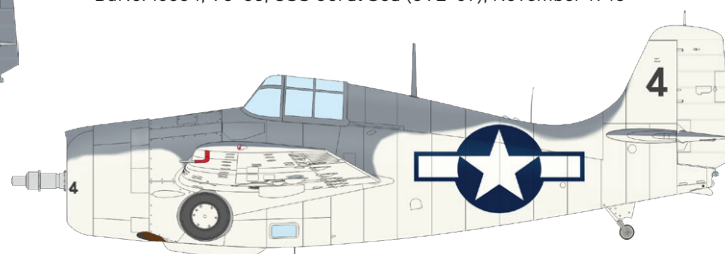
VC-1, USS Block Island (CVE-21), Autumn 1943



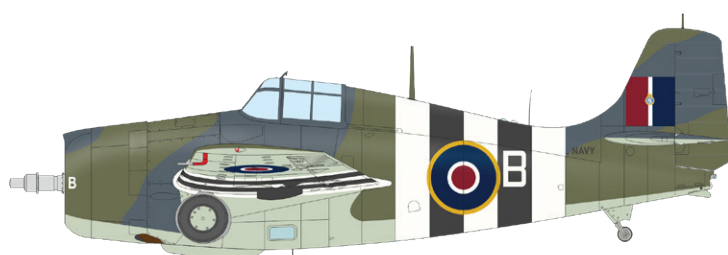
BuNo. 15334, VC-33, USS Coral Sea (CVE-57), November 1943



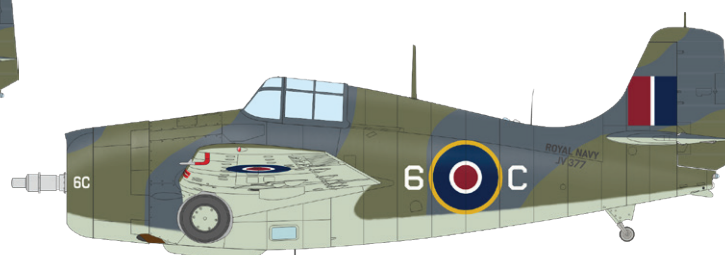
VC-33, USS Nassau (CVE-16), September 1943



BuNo. 46776, VC-13, USS Guadalcanal (CVE-60), spring 1944



No. 846 Naval Air Squadron, HMS Tracker, June 1944



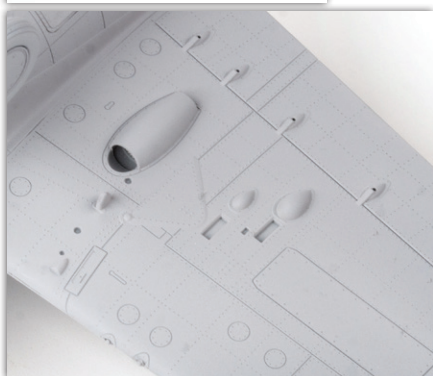
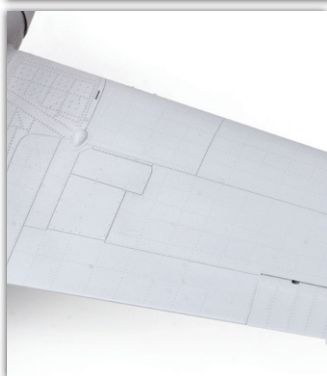
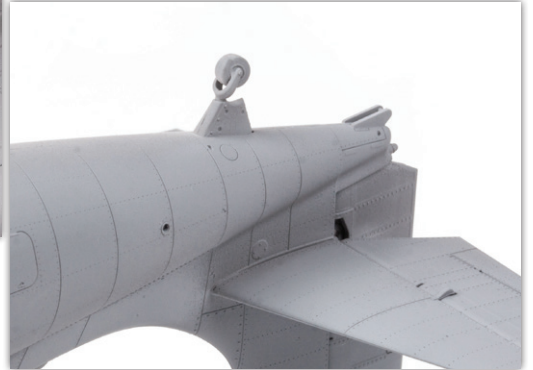
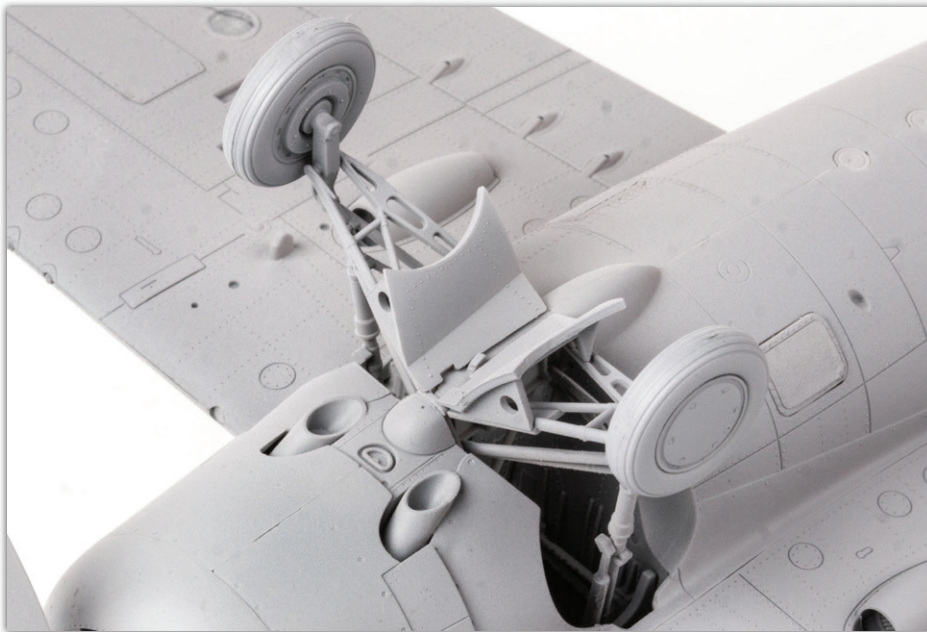
JV377, No. 882 Naval Air Squadron, HMS Searcher, August 1944

TEST BUILD

FM-1 Wildcat 1/48

#82204

built by **Jakub Nademlejnský**

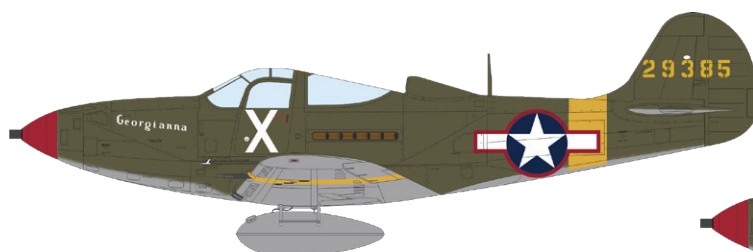


P-39N Airacobra #8067

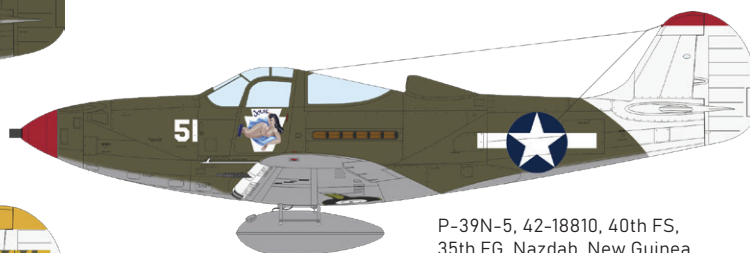
1/48



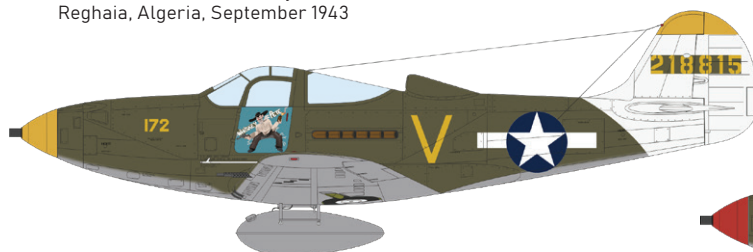
ProfiPACK
edition



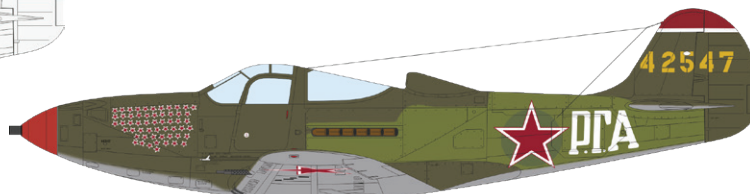
P-39N-1, 42-9385, Lt. Kirby F. Smith, 346th FS, 350th FG, Reghaia, Algeria, September 1943



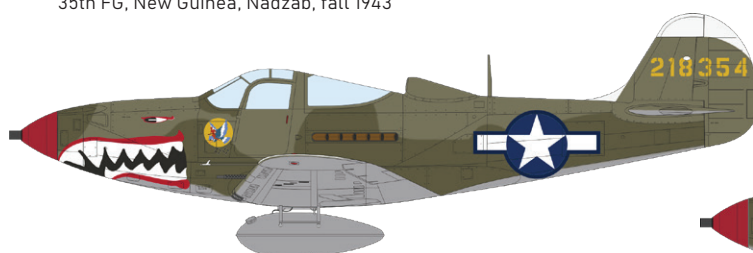
P-39N-5, 42-18810, 40th FS, 35th FG, Nazdab, New Guinea, fall 1943



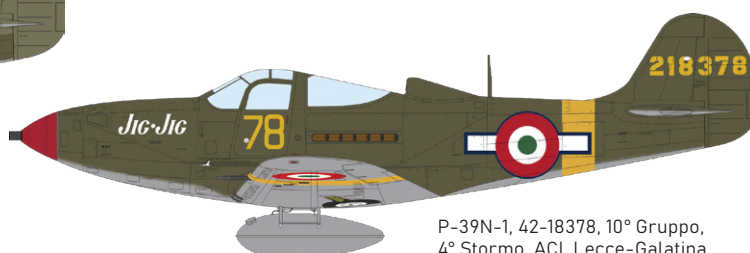
P-39N-5, 42-18815, Lt. Walter A. Hymovitch, 41st FS, 35th FG, New Guinea, Nadzab, fall 1943



P-39N, 42-8747, Guard Capt. Grigoriy Andreevich Rechkalov, 16 GIAP, the Soviet Union, August 1944



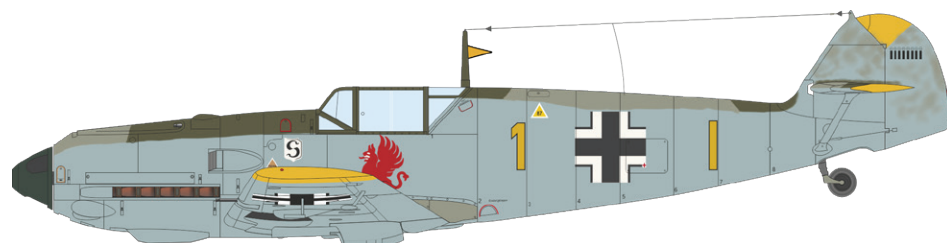
P-39N-1, 42-18354, Maj. Charles F. Hoover, 345th FS, 350 FG, Ghisonaccia, Corsica, December 1943



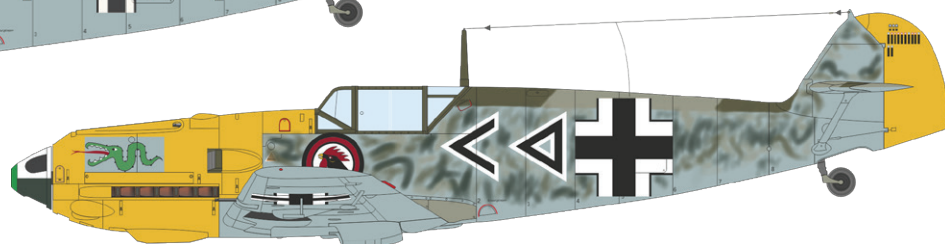
P-39N-1, 42-18378, 10° Gruppo, 4° Stormo, ACI, Lecce-Galatina, Italy, 1944

Bf 109E-4 #84196

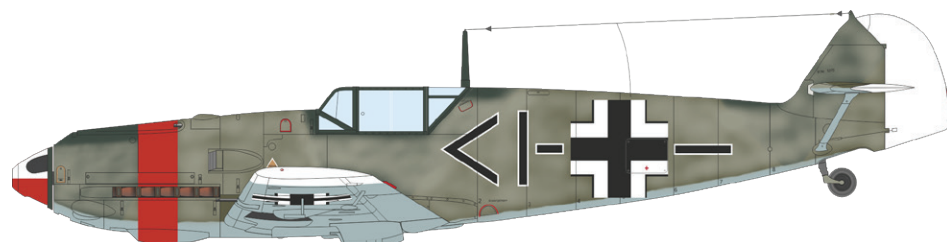
WEEKEND
edition **1/48**



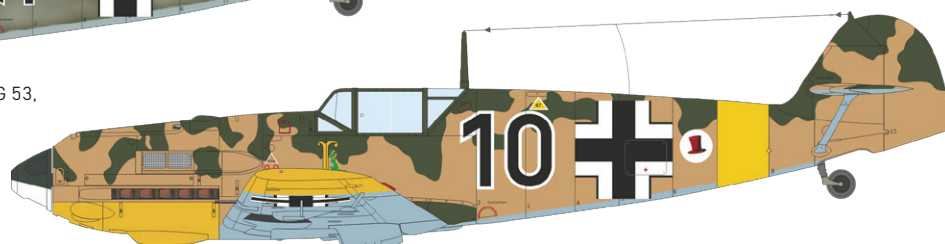
Oblt. Gerhard Schöpfel, III. /JG 26, Caffiers, France, August 1940



WNr. 1433, Hptm. Hans von Hahn, CO of I./JG 3, Grandvillers, France, September 1940



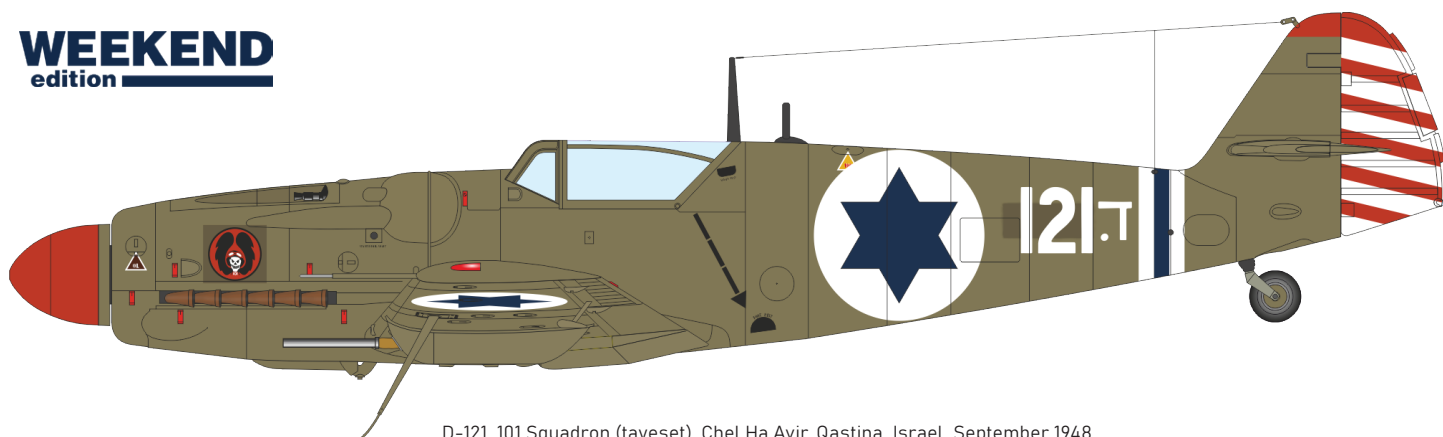
WNr. 5375, Hptm. Wilhelm Meyerweissflog, Stab/JG 53, Etaples, France, September 1940



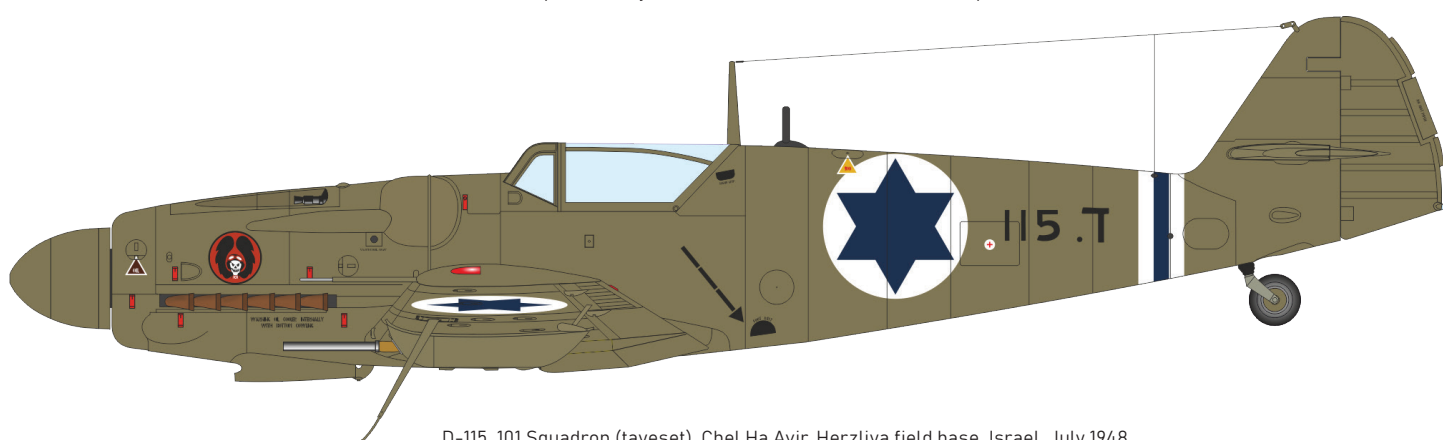
WNr. 2060, Lt. Hans Guse, 2.(J)/LG 2, USSR (today's Republic of Moldova), July 1941

Avia S-199 ERLA canopy #7472 1/72

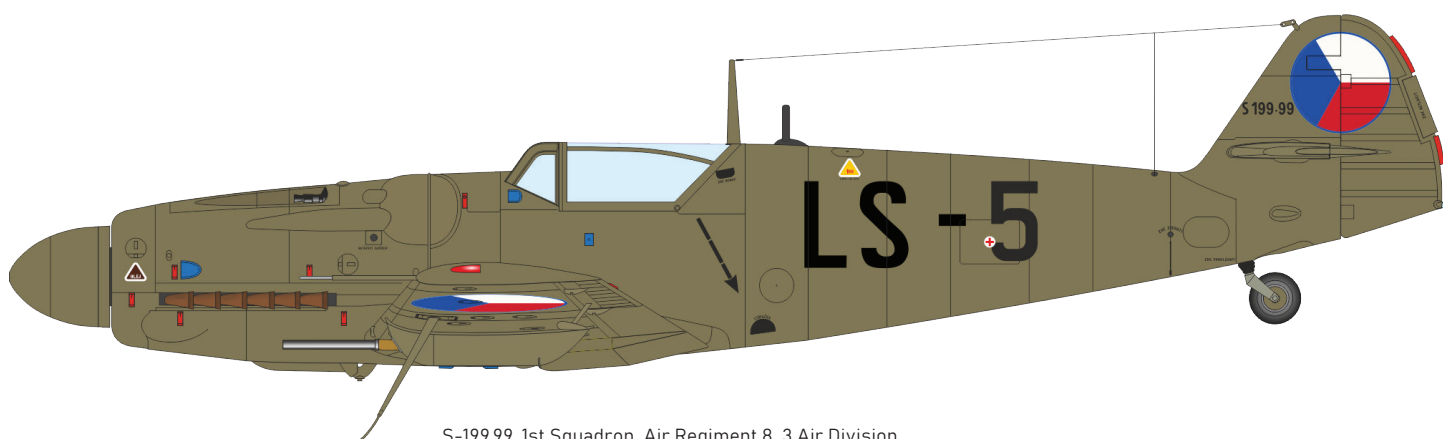
WEEKEND
edition



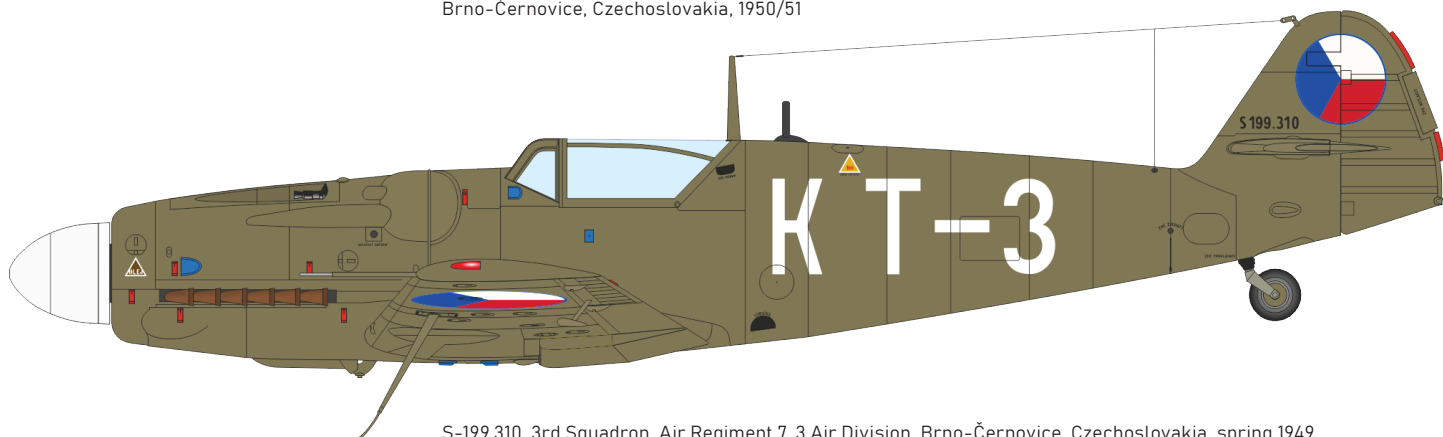
D-121, 101 Squadron (tayeret), Chel Ha Avir, Qastina, Israel, September 1948



D-115, 101 Squadron (tayeret), Chel Ha Avir, Herzliya field base, Israel, July 1948



S-199.99, 1st Squadron, Air Regiment 8, 3 Air Division, Brno-Černovice, Czechoslovakia, 1950/51

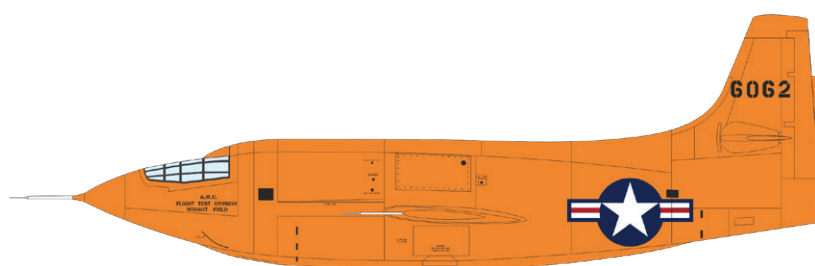


S-199.310, 3rd Squadron, Air Regiment 7, 3 Air Division, Brno-Černovice, Czechoslovakia, spring 1949

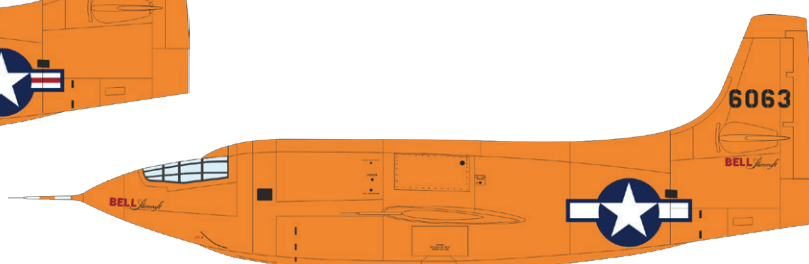
X-1 Mach Buster

1/48

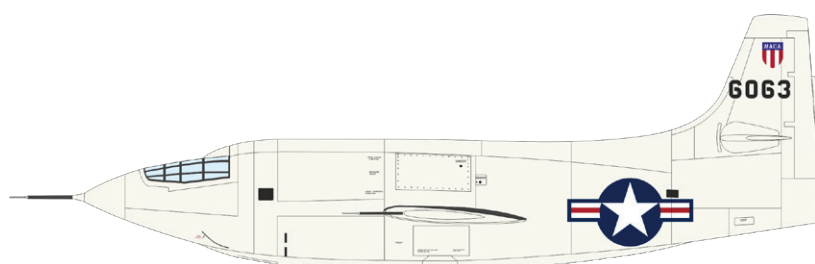
Re-release #8079

ProfiPACK
 edition


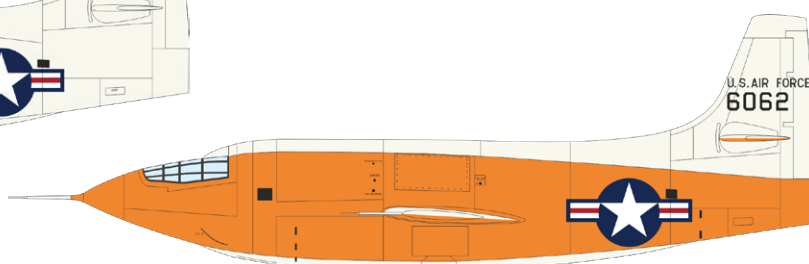
46-062, Charles Yeager,
Muroc Dry Lake Base,
October 1947



46-063, Chalmers Goodlin,
Muroc Dry Lake Base,
April 1946



46-063, Robert Champine,
Edwards AFB, June 1949

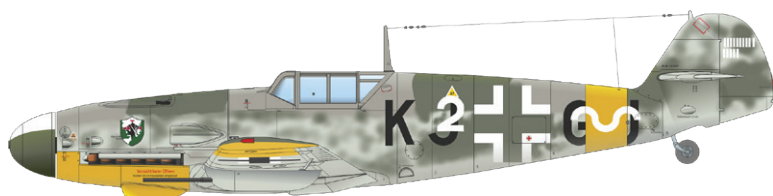


46-062, Jack Ridley, Edwards AFB, May 1950

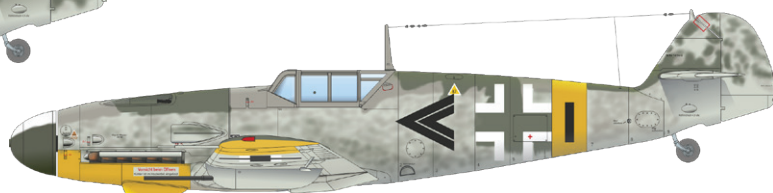
Bf 109G-4

1/48

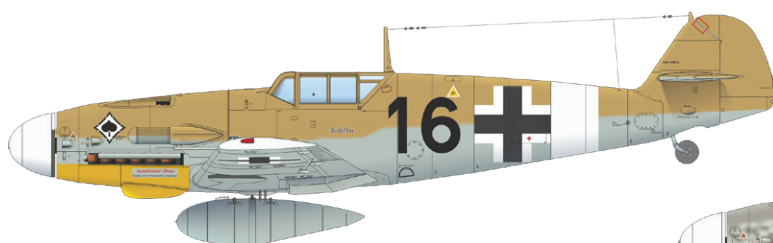
Re-release #82117

ProfiPACK
 edition


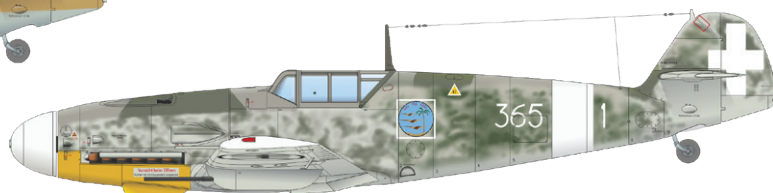
Bf 109G-4/R6, WNr. 14997, Lt. Erich Hartmann,
7./JG 52, Taman, the Soviet Union, May 1943



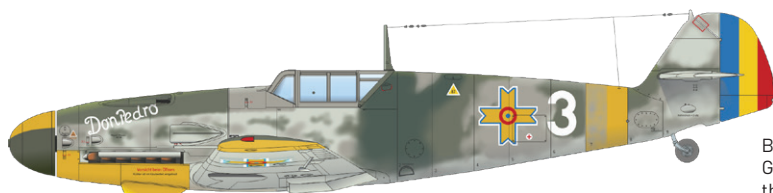
Bf 109G-4/R6, WNr. 14946, Maj. Wolfgang Ewald,
Stab III./JG 3, Kertch, the Soviet Union, April 1943



Bf 109G-4/trop, WNr. 15013 Lt. Ulrich Seiffert,
8./JG 53, Tindja, Tunisia, April 1943



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



Bf 109G-4, Lt. Av. Petre Protopopescu, Escadrila 57,
Grupul 7 Vânătoare, Kirovograd (Kropyvnytskyi/ Ukraine now),
the Soviet Union, June 1943

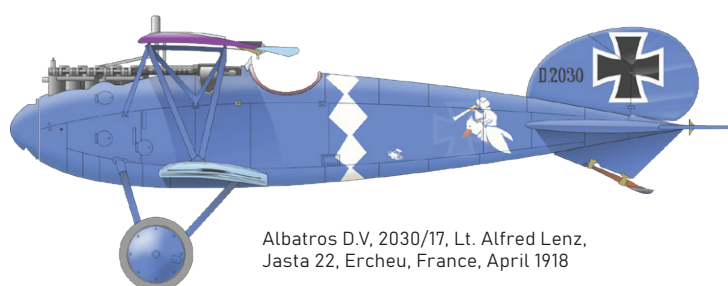
Albatros D.V

1/72

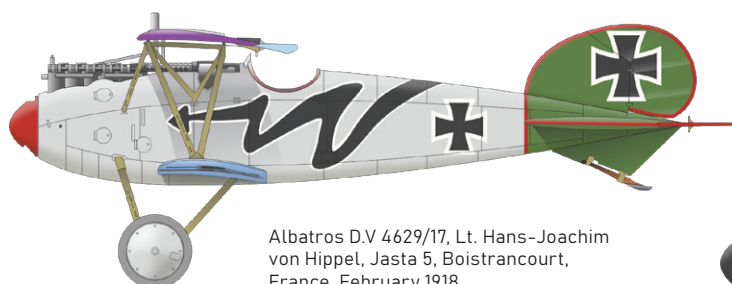
Re-release #7406

WEEKEND
edition

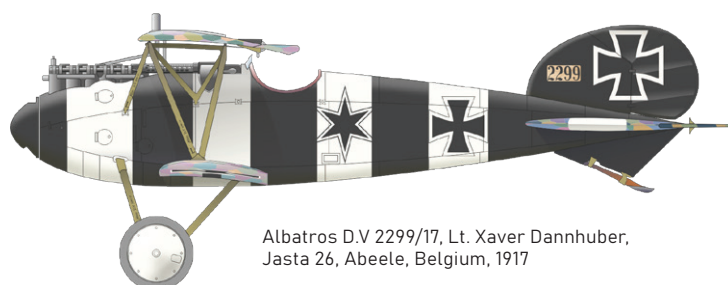

Albatros D.V 1154/17, Lt. Max Ritter von Müller,
Jasta 28, Varsenare, Belgium,
September 1917



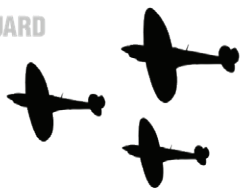
Albatros D.V. 2030/17, Lt. Alfred Lenz,
Jasta 22, Ercheu, France, April 1918



Albatros D.V 4629/17, Lt. Hans-Joachim
von Hippel, Jasta 5, Boistrancourt,
France, February 1918



Albatros D.V 2299/17, Lt. Xaver Dannhuber,
Jasta 26, Abeelee, Belgium, 1917



SHOWS

Text: Jakub Nademlejnský

This autumn is one of the most traveled periods of our exhibition and show team. In less than one month, we visited four exhibitions: E-Day in Milovice, Picchiatelli Trophy in Bergamo, Nitra Model in Slovakia and Scale Model Challenge in Eindhoven, and this represents a record. The last two mentioned exhibitions were even held on the same date. I don't think we've ever been to two big full-scale events at the same time. Because of this situation, we had to create an additional show team and train them with the systems that we employ at events like these. Then, there is the fact that somehow, we needed to get everything together for two simultaneous shows. Since this whole event coincided with one of the biggest Afterparty internet events, the one after E-Day, there was such a buzz in our sales department and warehouse that eventually, other colleagues from different departments joined the whole preparatory operation in addition to the warehouse staff. In the end, we managed everything with all our might and successfully participated in everything that was scheduled to happen.

If you haven't read the special edition E-Day newsletter section and are interested in what it was like on E-Day, it's definitely worth a read. I personally first attended the Picchiatelli Trophy exhibition in the suburb of Bergamo in the town of Scanzorosciante, where we came at the invitation of friends from Italy. We brought with us the October group of new releases and a small stand. Participation in the competition was the icing on the cake of our trip to Italy, which we combined with a tour of several museums. We also measured and 3D scanned the what we needed to get into other projects. The trip was spectacular and we traveled across half of Italy in a week. We got as far as Rome, from where we drove to Scanzorosciante. I have to highlight the competition itself. Although the event was not one of the biggest in Europe in terms of space or number of vendors, I was really impressed by the quality of the models as well as the international cast on the judging committee full of big names in the field.

The following week, we made the trek to the Scale Model Challenge in Eindhoven. This event was announced in advance by the organizers as one of the biggest model exhibitions in Europe, filling us with anticipation. Our team participated in the event for the first time this year and I must admit that our expectations were easily satisfied. The level of organization and its professionalism, the wonderful venue with



Eduard vendor table at Nitra.



Nitra sports hall filled to capacity.



A little something for the jubilee customer at Nitra

secure accommodations in the adjacent hotel, but especially the breathtakingly well arranged show, with the models being directly lit by several hundred lamps, which really enchanted us. Thanks to the participation, we could see a lot of modellers not only from the Netherlands, Belgium, France, Great Britain and Germany, but also from different parts of the world. Again, after a long time, we could see representatives of other modeling companies, which we did not see this year at the fair in Nuremberg. We drove to Italy and the Netherlands in our company vehicle, which is painted up in the markings of Meyer's Petie 2nd P-51D Mustang. If you caught up with us anywhere along the way and managed to take a picture of our chariot, please

share the photo with me. Send it to me at jakub.nademlejnsky@eduard.cz, we would like to share the best photos on our channels.

The second exhibition team from Nitra also arrived with very good impressions. The organizers of the Nitra show have raised the bar a bit higher compared to last year, and last year's show was a great one in and of itself. Once again, they filled the sports hall with interesting vendors, lots of visitors, and especially beautiful models on display. Most likely, they have permanently found a place in our calendar of events that we simply must not miss each year.



Eduard vendor table at Scale Model Challenge in Eindhoven



A view of the display tables at Picchiattelli Trophy from the Eduard table.



Eduard vendor table at Picchiattelli Trophy

Stanislav Archman, Vladimír Šulc, Jakub Nademlejnský and their Italian friends at a dinner during Picchiattelli Trophy