

INFO | Eduard

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

DECEMBER 2023

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EDITORIAL

Good day, Dear Friends,

After a three-year break, we made a return to Telford, and it was a triumphant return at that! After all, Britain is the cradle of our business, and the Telford event is the biggest exhibition in our field and it would be a mistake to miss it. Our plan is to continue attending such events, beginning with Nuremberg in January/February. I firmly hope that this year we will meet more colleagues from other companies and more business people and journalists there than last year. I'll admit I'm a little nervous. Through the level of participation of companies at Nuremberg, how much the world is returning to normal can be gauged, and we would all be grateful for indications that it really is doing just that.

In January, just prior to Nuremberg, we'll be in Hradec Králové, attending their event there. In the spring, we will continue our exhibition activities in Prosek in Prague, we will probably also be in Italy in Verona and in Poland in Bydgoszcz. In April we will attend the traditional show in Mosonmagyaróvár, followed by Zagreb in May, and I would like to go on a survey of Saumur. There will be another Iron Bunny contest in Bublava in June, which is a unique invitational event for selected participants, but our involvement in it is significant. Then, in the summer, we're in Wisconsin for the IPMS USA Nationals. That will be followed by E-day, Eindhoven, Nitra and Telford. That's it. I miss anything??

At every one of this year's exhibitions, I was very pleased with the response that our magazine received from modelers. I take it as the result of our efforts to transform our monthly publication from a comprehensive advertising leaflet into an online modeling magazine

that not only informs, but also entertains. For a year now, we have been preparing for the next step, which will be adding a paid supplement to the Info Eduard magazine. Don't be afraid of that idea. I promise, it won't be a waste of your money, and not just because it will be a well thought out magazine. It will be a paid for item for several reasons. Our current magazine, as you know it, including historical and technical articles, will remain in its current form. An optional addition will be made available. The plan is that it will consist of an editorial, which I will probably still write myself, but I won't go into too much detail in it regarding our own items, and it will feature an interview with one of the personalities connected to our field and fields related to it, such as military or civil aviation. The main content will usually be three historical and technical articles, and several other sections, that are not specifically geared to our products. It will be news concerning model making; what new people have made or are preparing to make, especially in terms of kits, but there may also be information about new books, films, and we are preparing a section covering flight simulators, as well as news from aviation in general and museums, and of course, build articles. But these will by no means be limited to our kits. They will cover interesting and well-built models from various exhibitions, regardless of the manufacturer of the source kit or the accessories used in their completion. In order to put all of this together into a functioning entity, we had to find collaborators who demand payment for their work. We currently pay external contributors, but the majority of the articles are from us, the editorial board members. We write them in our spare time, apart from our regular work duties,



and we don't get paid extra for it, and we believe that our efforts will be reflected in the sales of our products. It will be different in the optional addition, where the content of each issue will be a rather more expensive matter. Our own advertising content will also be very limited in the attachment, remaining more a part of the classic free Info Eduard magazine. All in all, the magazine supplement will be a costly affair to put together which we will not be able to afford to fully subsidize, so we will be selling it.

So, how can I claim that paying for the supplement to our monthly magazine won't be a waste of your money? At the moment I don't know exactly how much it will cost, but we will be in the range of \$10US. For this, in addition to the attachment, you will also receive a discount coupon for purchases in the Eduard e-shop. The coupon will be a one-time purchase, but it will give you a total return on your investment in the magazine when you buy it, and you'll still have fun doing it. You and we should both profit from it. You will be able to try it out in March.

Now you might be wondering what will happen to the printed magazine. The answer is that there will be no printed Info Eduard, at least for the foreseeable future. We have come to the conclusion that it is beyond our capabilities for the time being. I'm not saying it will never be, but not right now, while we are focused on finishing the above described attachment.

New Items for December

Quite a while back, I decided to slightly change the format of my editorial and limit the list of current news that I point out month after month. I can't shake the feeling that I'm doing unnecessary work, duplicating what everyone finds in the issue, and annoying a lot of people. I finally reached a decision. So I'll limit myself to the most important or significant items only. If you didn't like it, get in touch. I would love to hear



from you. The most important piece to come out of December is the 48th scale Profipack FM-1 Wildcat. You might say it's just another Wildcat, but I find the kit very interesting and important for several reasons. One of the reasons is that the FM-1 is not quite a mainstream type. It's actually a bit of an outsider, at least in terms of public interest and knowledge. I dare say that many people don't even know of its existence. It is not an aircraft that has seen famous battles like its cousins, the F4F-3 and F4F-4 Wildcats, or the Corsair and Hellcat, not to mention the Mustang, Spitfire and Bf 109. It was a work horse that toiled, faced the task at hand head on, fought and then went on to become practically a footnote. It flew and fought on fronts that are largely overlooked, even underappreciated, and generated stories that are known only to a small group of historians. Nevertheless, these fronts were very important, absolutely essential for winning the war. It was the home front where the FM-1 had the role of trainer, training hundreds and possibly thousands of naval aviators, and then the Battle of the Atlantic where the FM-1s did the hard and dangerous work of protecting Atlantic convoys, in long and bloody battles with German submarines for supremacy of the Atlantic. Task forces, built from destroyers and escort carriers, from which mixed (composite) squadrons of FM-1s, and later FM-2s, Avengers and Wildcats operated, played an absolutely vital role in the Battle of the Atlantic. In 1944, FM-1s were still involved in the invasion of Normandy and southern France as British Wildcat Mk.Vs, and eventually, a good number of them survived to this day, despite not being able to compete with their younger and more powerful FM-2 descendants in this regard.

The FM-1 is not exactly a world-famous aircraft, but it is an important aircraft. And I like that, and I'm sure I'm not the only modeler who finds its perceived mediocrity appealing. The color schemes in the FM-1 kit are also attractive. There are six of them and their composition is incredibly varied for a WWII seaplane. Four selections are American, each with a different camouflage scheme. Among them is also the subject of the kit's box art, an aircraft that took part in the second combat mission of VC-1 from the deck of the escort carrier USS Block Island, during which the patrolling Avenger, accompanied by this Wildcat, located and attacked two German submarines. You will be able to learn that they were not just any submarines from my article that I am preparing for the January issue of the Info Eduard. And the USS Block Island was not just any aircraft carrier either; among other things, it was the only American aircraft carrier sunk during World War II in the Atlantic. And the submarine that sunk it was not an ordinary submarine. In short, the story of this ship is rich, you



will see for yourself! Another of our featured machines, the September 1943 Wildcat from the aircraft carrier USS Nassau, with its red outlined insignia and yellow tactical markings, represents perhaps the most colorful mid-war subject that US naval aircraft have to offer. In addition to the American Wildcats, the scheme selection includes two Royal Navy Mk.V Martlets, one from the Normandy invasion, the other from the invasion of southern France. However, by then, Martlet Mk.Vs were already called Wildcat Mk.Vs, and if you're wondering why, refer to Tom Cleaver's FM-1 article in today's magazine.

Among other December kits, there are some big resurgences. The last 850 48th scale Profipack Bf 110 G-4s, Catalog Number 8208, are going on sale. This is one of the new products for January, 2021, which went on sale in December, 2020. It was on sale for four days when our infamous fire broke out, which destroyed all the moldings, which we had in stock at the time, something around a million sprues in all. Fortunately, it didn't destroy the boxed kits and kit packaging components, so 2200 boxed units were sold, leaving us with components for the 850 kits we boxed last month that are going on sale right now, almost exactly three years after the fire. This is a great opportunity to get an attractive kit, take advantage of it! Those kits won't be available too long!

Among the reissues, we have the 1:48th scale Bell X-1 in the Profipack line. This kit was created in the late 1990s, at the height of our short runs, back when we didn't make our own molds or press the plastic ourselves. Mr. Pavel Vandělík made the molds for us and also produced the plastic sprues. Cooperation with him, or more precisely, his family, moved us forward in leaps and bounds qualitatively. Our kits, even if they were still short run injected into epoxy molds, started to take on a world standard, and we began to believe in ourselves and dared to do venture on to bigger and more interesting projects than those First World War biplanes. We launched into the Tempest and Yak 3 and enjoyed the kind of morning glory that easily gets to one's head. At that time, we went to Chicago every fall for the RICHTA show, which was presented in

the States as the American equivalent to the Nuremberg show. That was typical American confidence, and RICHTA was much smaller, but I loved driving there and always enjoyed it. And on one of these trips, I think in 1996, but maybe it was a year earlier, I met Chuck Yeager. If you want to envy me, you don't have to. I was young and stupid then and didn't enjoy it as much as I was supposed to. There were a lot of war pilots still alive at that time, and it felt like a normal meeting with an old pilot. Well, as I say, I was a young fool. Today I would enjoy it in a completely different way. But on that note, various people began planting the bug in my ear that we should do a Bell X-1 because the 50th anniversary of Chuck's record breaking flight was coming up and an anniversary model of the Bell X-1 would be an absolute and spectacular blockbuster. It made sense, especially in America. But the one who nurtured that idea in me the most was a Frenchman, the editor-in-chief of Replic magazine, Christian Ginisty. He was very suggestive, as the French are. By the way, he drove a Ferrari, he must have been doing well as editor-in-chief! In the end it seemed like a good idea and we made the Bell X-1. The master was created by Zdeněk Sekyrka and Jindra Balon, the molds by Pavel Vandělík, the picture on one box was painted by Standa Tarasovič, the other by Martin Novotný, who was just starting out at the time. We were already producing Profipack kits as well as the then still nameless regular line, which later evolved into the Weekend label. The kit had some flaws, not everything fit as it should. We were learning and only had a vague idea of just how far we still needed to go. And incidentally, the flaws in the kit are still there, but at this point, I think a little lenience might be in order. Today, they carry a certain historical significance!

Although the kit was a nice little item, quite top-notch for the time and for what Czech conditions allowed, it all had one flaw. No one much cared. No one was cheered when it was released and no one lost any sleep over it. The fiftieth anniversary of the first supersonic flight just sorta came and went, and as we were still learning about marketing at the time, modelers



weren't purchasing our X-1 much. Not that it was an outright flop, but let's just say that our Bell X-1 fell short of expectations. Over time, however, the disappointment passed, we sold out the entire production run after a few years, and since we always had new ideas and thus things to do, I only have the fondest of memories about it. We then released it several more times, and in the end it always sold quite briskly. I like this kit; it has a story and I like stories!

Coincidentally, we have one more reissue of an older kit in the December listing, the 72nd scale Albatros D.V. It may surprise you, but this is a developmentally younger kit by a generation, with galvanized molds. Galvanized molds - that's also an interesting story, but for another time.

We have plans to re-release several of these oldies but goodies next year. We will be creating the EDUARD HEAVY RETRO line for this purpose. We will release several kits in it that have some significance for the history of kit manufacturing at Eduard. Of course, we believe that they will also be attractive to customers and that they will not be like the first edition of the Bell X-1. The first item in the Heavy Retro range will be a 1:48th scale Savoia-Marchetti SM.79 Sparviero in February, commemorating our collaboration with then MPM, now Special Hobby and Jules Bringuier, owner of Classic Airframes. Plastic from these old molds is not a piece of cake, it's really a bit of molding archaeology, but our colleagues at Special Hobby are up to the task. The next kit will be the 48th Ki-115 Tsurugi, which is our first project, created in 3D modeling and milled on CNC machines. We want to prepare the 72nd scale L-410 Turbolet for E-day and the 48th Lysander for November, with which we will remember our cooperation with Gavia. If these kits are successful, we may continue with them from time to time and occasionally reminisce about a piece of kit manufacturing history.

Let me make two comments about December's new releases. The first is that almost all of the Brassin accessory items, for the first time ever,

are almost exclusively for our own kits, with a nice collection of FM-1 Wildcat sets among them. Check them out!

I would also like to mention the two decal sets. Both are F-35 decals for the Tamiya kit, one for the 1:48th scale kit, the other for 72nd. And, as you might expect, these are our decals, the ones still hated and rejected by some modelers, enthusiastically accepted by many others. Lately, the justification for rejecting our decals has been centered around the alleged need to remove the carrier from them when applied. It is surprising how many modelers mention this feature as a negative, even though we ourselves do not state or recommend such a thing. On the contrary, we actually present them as traditional decals, and the carrier does not need to be removed from them. Just treat them like any other decal, apply them to a glossy surface and paint them with clear varnish after drying. The carrier then becomes invisible on the surface. By the way, the fact that the varnish has irregular edges and has a relatively wide overlap around the color motif of the decal has a significant effect on the fact that after varnishing, the edge of the varnish on the surface of the model is practically unrecognizable. And it doesn't even need a thick coating of clear. So please, people: you don't actually need to remove the carrier after applying the decals, and the wider offset doesn't matter; it can't be seen on the finished model!

Articles

Today we have our regular update on air operations over Ukraine by Miro Barič and the second part of Working with PE by Jakub Nademlejnský. From history, we have today an incredibly relevant article on the history of the FM-1 Wildcat by Tom Cleaver and two articles dedicated to Czechoslovak airmen of the 311th Bomber Squadron RAF, honored on October 28 of this year by President Petr Pavel. Jan Zdiarský writes about Mr. Jiří P. Kafka, the

last surviving member of 311th Squadron, and Pavel Vančata and Pavel Türk write about Mr. Oldřich Doležal. Yoav Efrati contributes an article about the coloring of Israeli S-199s. This was originally supposed to be a Box Art story for the December release of the S-199, but Yoav didn't fit the format, so his text is a standard article. Richard Plos wrote the Box Art story for both Bells, the Airacobra and the X-1, being released in December. Another two Box Art stories, for the Bf 109E-4 and the Albatros D.V, were written by the no less experienced Jan Bobek. I was supposed to add the last article, about the scene depicted on the box of the FM-1, but I, like Yoav, got it wrong and ended up with a rather extensive article about the escort aircraft carrier USS Block Island, in which, in addition to the Wildcats, Avengers, aircraft carriers and destroyers also involve a considerable number of German submarines. It will be my honor to present all this to you in the January issue of magazine.

In Closing...

So, I managed to not shorten the editorial too much this time either. So sorry. I won't shorten it next time either, because the next editorial will be about our plans for 2024, and that certainly can't be anything short. Today I already wrote a little about said plans for next year, but it was only a small hint of what is to come next month.

A few more organizational comments. Today begins our next Sweep event, with sixteen items going on sale, mostly older Weekends in original packaging and a few Profipacks, also in old boxes. They will be available while stocks last, which in some cases isn't much.

Also on sale are the December batch of new Bundles. They will be on sale until the January Bundles are launched. So you have about a month to buy these items.

As every year in December, our sales department will be open until December 23rd. But please note, the last orders for which we guarantee dispatch this year, by December 23rd, will be for orders received no later than Monday, December 18th. At the same time, we will make an exception in the launch of January's new releases, which will be available to order from December 15th. After the holidays, the sales department will reopen on Wednesday January 3rd, 2024.

Dear friends, thank you for the support you have shown us in this difficult year. I wish you a Merry Christmas, a lot of peace and good health, and a Happy New Year's.

Happy Modeling!
Vladimir Sulc

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#82204+61 FM-1 WILDCAT + FOLDING WINGS

BUNDLE OFFER



#82204+X FM-1 WILDCAT + OVERTREES



THE EASTERN AIRCRAFT FM-1 WILDCAT

Thomas McKelvey Cleaver

FAA Wildcat Vs of 846 in June 1944, with their D-Day invasion stripe. 846 flew anti-submarine patrols from HMS Tracker off the western end of the invasion area. [IWM]

The FM-1, originally known as the F4F-6, was Grumman's response to the nearly-unanimous opinion among U.S. Navy wildcat pilots that the six-gun wing of the F4F-4, with an ammunition load for four guns redistributed among six to save weight, while significantly reducing the total time of fire by 20 seconds – an eternity in combat – was unacceptable. The F4F-6 saw the weapons reduced again to four, which was judged more than adequate for the fighter in combat.

The decision had been made in February 1942 that General Motors would convert its five idle automobile factories in Linden, New Jersey, for the production of aircraft, under the management of a new subsidiary, Eastern Aircraft. As Grumman expanded production to include the Avenger as well as the F4F Wildcat over the spring and summer of 1942 while pursuing development of the F6F Hellcat, it was obvious something had to give at Grumman's production facility at Bethpage, Long Island.

While GM management believed they would show the aircraft industry how to really produce airplanes, those experienced in aircraft production doubted a workforce used to the lower tolerance requirements for auto production could change and become committed to the high tolerances for accuracy demanded by the aviation industry.

With the outstanding success of the Hellcat, which entered production in September 1942, the Navy ordered Grumman to develop other production sources for the Wildcats and Avengers, so the company could concentrate on all-out Hellcat production. This would be the new 4-gun F4F-6, which would now be known by the designation FM-1 for Eastern Aircraft.

Eastern Aircraft was assigned production of the Wildcat; the company built a shed at Bethpage that summer, remembered as "the fastest-built, least-ostentatious office in General Motors' history," where employees could learn the ropes of producing Wildcats. In August 1942, Grumman provided the largely-rebuilt factory in Linden with parts to build two Wildcats on the new production line under supervision by Grumman employees. The next six contained only one-eighth of their parts from Grumman. These were accepted by the Navy after inspection in September. After that, Eastern was on their own. By the end of December, 21 FM-1s had been delivered since the first two. That number was matched in January 1943, with the total doubled in February and doubled again by April 1943. Grumman delivered its last Wildcats in June.

The FM-1 Wildcat in the Battle of the Atlantic

Nearly all U.S. Navy FM-1s were used in the Atlantic, where they operated from CVEs in the Battle of the Atlantic against the German U-boats.

The FM-1s operated in composite squadrons with TBM-1C Avengers. Standard operating procedure called for one or two Wildcats to strafe a surfaced U-boat to suppress or divert its anti-aircraft defenses as one of more Avengers bored in to attack with rockets or bombs. If the U-boat pulled the plug and dived, an Avenger could drop a "Fido" acoustic torpedo that homed on the propeller noise.

The escort carriers USS Card (CVE-11), Core (CVE-13) and Santee (CVE-29) were the first to enter the Atlantic battle in the summer of 1943 with the FM-1s replacing their previous F4F-4s.

VC-9, which first served aboard USS Bogue (CVE-9) that spring and summer with F4F-4s went aboard Card for deployments in September through November. The squadron continued the success they had first achieved aboard Bogue, finishing 1943 with a score of eight U-boats confirmed sunk; a ninth was confirmed in 1944 when they operated aboard USS Solomons (CVE-67) to make the squadron Number One in sinkings during the war.

VC-1, which operated from Card in 1943-44, and VC-13 which operated from Core, were tied in second place with scores of four U-boats sunk each.

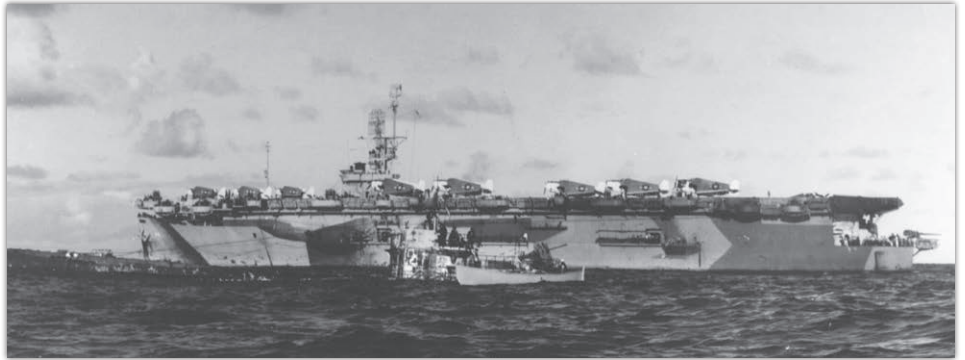
German U-boat commander Admiral Dönitz countered the appearance of the CVEs by re-equipping his submarines with strengthened AA batteries of two 20mm twin mounts and a 37mm single mount, ordering them to fight it out with the Wildcats and Avengers. The up-gunned U-boats could put up a terrific amount of flak, which was often enough to make aircraft withdraw out of range.

The first U-boat to fight it out was U-758, which was caught on June 8 by VC-9 Wildcats and Avengers from Bogue. U-758 fought off two TBM's and four FM-1s, forcing the aircraft to withdraw while the submarine got away.

The next fight involved a patrol of an Avenger and a Wildcat from Core which caught the tanker U-487 on the surface on July 13, 1943. The U-boat gunners shot down the Wildcat, killing the pilot. The Avenger called up reinforcements and circled out of range till they arrived. The two FM-1s attacked from different directions and cut down the gun crews by strafing; the Avenger delivered the coup de grace before other crewmen could man the guns and the "Milch Cow" disappeared into the ocean's depths with its load of fuel oil.

Between May and December 1943, the new hunter-killer groups based around a CVE and its air group claimed 27 U-boats sunk. The enemy was no longer the formidable threat they had been in the years before. By 1944, veteran U-boat skippers who survived their patrol to return to base reported that aerial activity in the mid-Atlantic was more than what they found in the Bay of Biscay. FM-1s began being replaced by the new FM-2 "Wilder Wildcat" in the composite squadrons in March 1944.

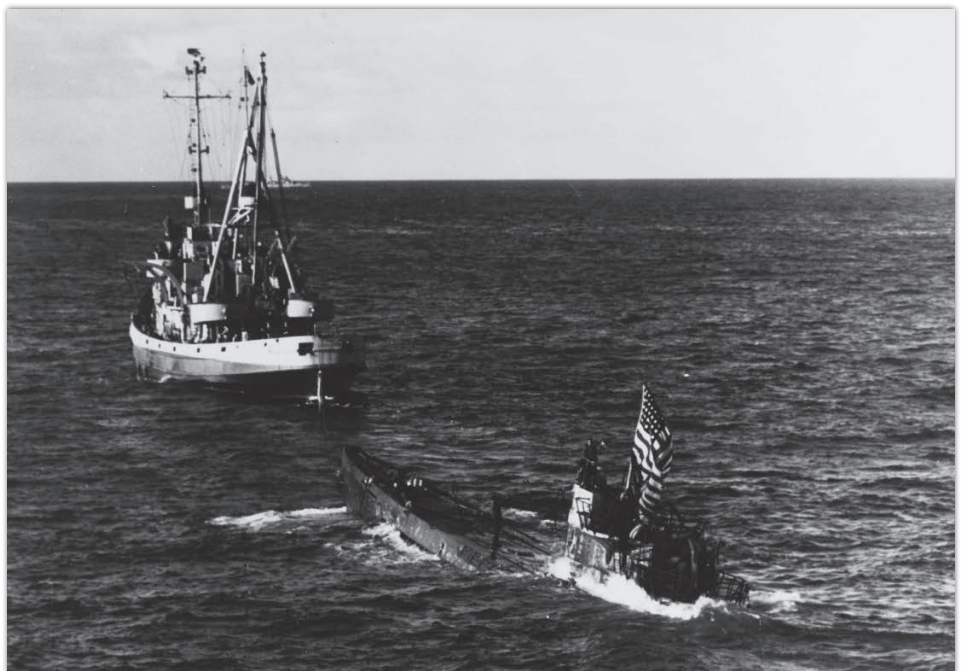
On June 4, 1944, the hunter-killer group based around USS Guadalcanal (CVE-60) became the first U.S. Navy unit to board and capture an enemy warship since the War of 1812, when her VC-8 Avengers and Wildcats attacked U-505 after USS Chatelain (DE-149) reported a sonar contact and drove the U-boat to the surface with a Hedgehog attack. U-505 was damaged in the attacks and the crew abandoned her. A boarding party from Chatelain took control of the submarine and prevented the scuttling charge from going off. The submarine was then towed to Norfolk Naval Station. Today, U-505 is on display at the Chicago Museum of Science and Industry.



USS Guadalcanal, commanded by Captain Daniel V. Gallery, captured U-505 after driving the U-boat to the surface on June 4, 1944. This was the first enemy warship captured by the U.S. Navy since the War of 1812. [USN Official]



A boarding party from USS Chatelain (DE-149) boarded the U-boat after the crew abandoned ship and prevented scuttling charges from exploding. [USN Official]



Once the U-boat was secured, she was towed to Norfolk Naval Station, Virginia. [USN Official]

The Wildcat Mk.V in FAA Service

The FM-1 began appearing in FAA Wildcat squadrons in the fall of 1943, serving under the designation Martlet Mk.V. The name was changed in January 1944 to Wildcat Mk.V when all US aircraft in FAA service adopted their US names.

Wildcat Mk.V JV579, in service as "F-for Freddie" of 846 Squadron, FAA, named "That Old Thing", is probably one of the better known Wildcats in FAA service, since a photo of it wearing distinctive D-Day identification stripes has been widely shown ever since the war.

This Wildcat, then a Martlet Mk.V, was originally delivered to 1832 Squadron, based at RNAS Eglinton, aka "HMS Gannet", located in Northern Ireland in November 1943. The Wildcats of 1832 Squadron were later transferred to 846 Squadron, a "composite" squadron of Wildcats and Avengers aboard HMS Tracker in the spring of 1944.

Tracker began as CVE-6, the sixth Bogue-class CVE converted from a C-3 merchantman hull in 1942. She was transferred upon completion to the Royal Navy in November 1942 and arrived in Belfast, Northern Ireland, in March 1943 after delivering aircraft from Norfolk Virginia to Casablanca, Morocco. Over the rest of 1943 and early 1944 she sailed as an anti-submarine convoy escort.

On January 4, 1944 846 squadron embarked from RNAS Machrihanish. The new squadron was equipped with 12 Avenger Mk.II torpedo bombers and four Wildcat Mk.V fighters formerly of 'B' flight, 1832 Squadron. Among the Wildcats was JV579.

During the work up period there were four flying accidents, two involving Avengers, and two Wildcats; the first was on January 7 when Lt. J. E. Scott RNVR, crashed on deck landing in Wildcat JV333. The second incident was

fatal: on January 10 Avenger FN828 crashed into the sea after its starboard wing came off while making practice glide bombing attack on the ship, possibly due to exceeding the maximum speed limitations; pilot Sub-Lt G. A. Houghton RNVR, observer Sub-Lt E. B. Dixon RNVR, and gunner Leading Airman R. F. Gates, and a passenger Ordinary Seaman G. A. Smith were killed in the crash. On January 13 Lt G. W. McCabe RNVR in Wildcat JV348 landed with his arrestor hook up and entered the barrier. An unidentified Avenger crashed on take-off on January 20; the aircraft veered into the port catwalk and its engine broke away from its mounts; the aircraft went overboard and pilot Sub-Lt S. J. Martin RNVR and two crew were safely picked up by the plane-guard destroyer.

After working up with the new squadron, Tracker was assigned to on anti-submarine sweeps on the Gibraltar convoy route west of Cape Finisterre in February, working with HMS Biter as Air Group A.2 with one carrier assigned to anti-submarine and the other a fighter carrier supporting Ocean Escort Groups.

Convoys ONS.29 and OS.68/KMS.42 departed Liverpool on February 12; ONS.29 for Halifax and OS.68/KMS.42 for Freetown/Gibraltar. Biter and Tracker initially supported ONS.29 while on passage to their rendezvous with the escort groups for the combined Freetown/Gibraltar convoy. The wind dropped on February 18 and the convoy was becalmed in the Bay of Biscay, famous for its atrocious weather conditions.

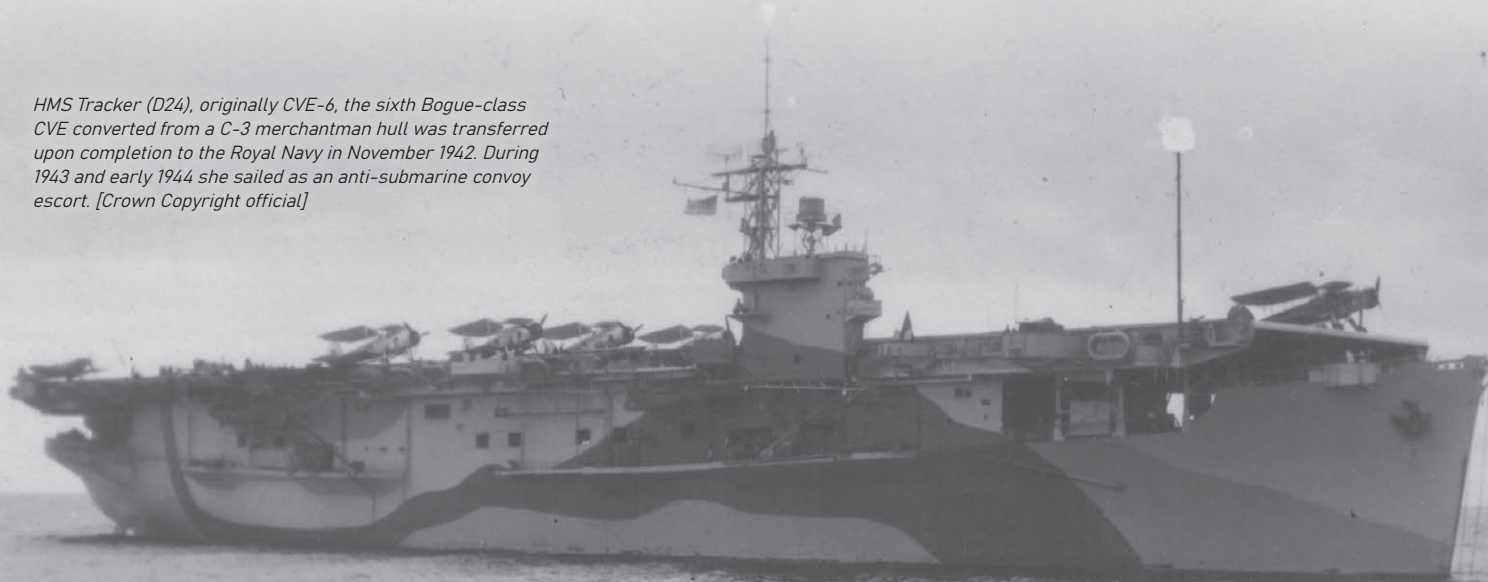
On February 23, OS.68 with 29 vessels continued on to Freetown, KMS42G with 27 ships arrived at Gibraltar on February 25. The escort group spent a week at Gibraltar. 846 Squadron flew ashore to RN Air Section North Front, re-embarking on March 2 when Tracker sailed to meet the next convoy.

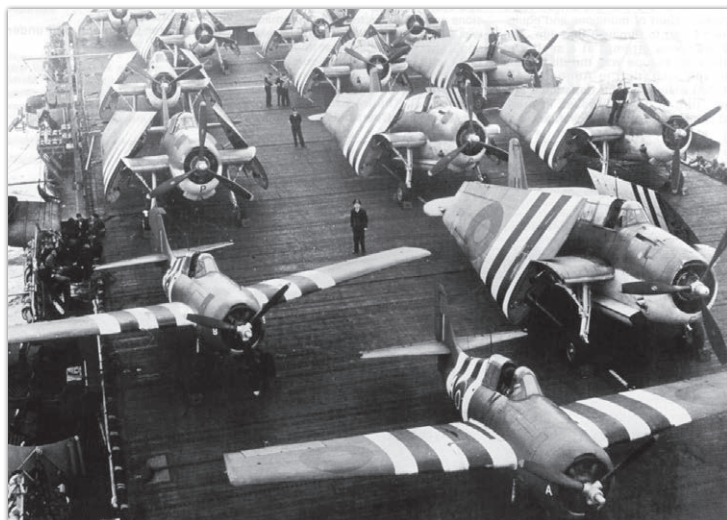
Biter and Tracker supported Convoy SL150/MKS41 which formed at sea off Gibraltar on March 3 when Freetown-UK convoy SL.150 rendezvoused with MKS41, Gibraltar-UK. Flying was again hampered by a lack of wind. SL150/MKS41 was attacked on March 10 by U-575 which sank the Flower Class Corvette HMS Asphodel. Four of Tracker's Avengers searched for the U-boat but no trace was found.

Biter and Tracker arrived in the Clyde on March 12th. After a one week leave, Tracker joined HMS Activity with 819 Squadron, with three Swordfish and seven Wildcats, to escort Convoy JW58, leaving Loch Wew to Murmansk On March 27, 1944. On March 30, two Wildcats from Activity intercepted and shot down a Ju-88. The next day three Fw 200 Condors were intercepted and shot down. 846's Sub-Lt R. H. Meed RNVR in JV490 and Sub-Lt G. C. Debney in JV485 of 819 Squadron shot down one Fw 200 while 846's Sub-Lt Swift in JV522 shot down the second and the third was shot down by an 819 pilot.

On April 1 a serious accident occurred aboard Tracker when an Avenger sighted and attacked a U-boat, but was unable to drop its depth charges. The pilot was able to drop three of the four while returning to the ship. Despite frantic signals to "go around again" from the batsman, the pilot flew straight into the round down, at full throttle. The aircraft ended up with its tail hanging over the stern, balanced with the port wing on the stern Bofors mounting. The Avenger caught fire; the crew got out but the pilot was badly burned and died being taken to sick bay. A serious fire burned on the aft of the flight deck. The fire grew and ammunition in the Avenger and the Bofors mount ready use locker popped and exploded. Fire crews and damage control parties put the fire out in 15 minutes. Later that day another pair of Wildcats from each squadron claimed

HMS Tracker (D24), originally CVE-6, the sixth Bogue-class CVE converted from a C-3 merchantman hull was transferred upon completion to the Royal Navy in November 1942. During 1943 and early 1944 she sailed as an anti-submarine convoy escort. [Crown Copyright official]





846 Squadron, a composite escort carrier squadron of Wildcat Mk.V and Avenger Mk.II aircraft, was assigned anti-submarine defense of the Normandy Invasion. [IWM]

a BV 138 seaplane shot down in flames. 846 Squadron lost two more Wildcats on April 2; one in a barrier crash, the other ditched when Sub-Lt T. D. Lucey, RNVR made a strafing attack on a surfaced U-Boat and came in too low, striking the conning tower. He was rescued after 1 hour, 55 minutes in the freezing waters.

On April 3 an 819 Squadron Swordfish spotted another U-Boat. The Swordfish came under heavy AA fire and was joined by Avenger FN869, flown by Lt J. S. Toner, RNVR, Lt R. A. Woodward, RNVR, and Wildcat JV512 flown by Sub-Lt G.W. McCabe, RNVR of 846 Squadron. Combined depth charge attacks by the Avenger and rocket attacks by the Swordfish with strafing by the Wildcat resulted in the sinking of U-288 in the Barents Sea southeast of Bear Island.

Convoy JW59 reached Vaenga Bay without loss on April 4. Activity and Tracker covered return convoy RA58 which sailed on April 7. The convoy arrived at Loch Wew on April 12 and Tracker was detached to Belfast, arriving on April 14 to enter Harland & Wolf's dockyard for repairs to her fire damage.

Returning to duty on April 29, Tracker suffered storm damage in the Western Approaches and spent the first part of May in the Floating Dock at Greenock.

On June 3, 1944, Tracker left Greenock carrying 12 Avengers and 8 Wildcats of 846 Squadron; 'L' Flight of 1832 Squadron having been transferred on May 13. On June 5, all hands were employed painting the aircraft with the black and white recognition stripes for the invasion.

Tracker joined CVEs HMS Pursuer and Emperor for operations in the western approaches as part of the cover forces for operation Neptune, operating in a position 150 miles west of Lands' End carrying out anti-submarine patrols to intercept U-boats attempting to enter the English Channel.

On the night of June 10, Tracker and the

Canadian frigate HMCS Teme collided in the dark when Teme was chasing down a U-boat contact and swept clean across Tracker's bow at 0200 hours. Tracker rammed Teme amidships and the two ships were entangled as the heavy swell pushed Tracker in a 'sawing' motion as if she was going to cut Teme in two. When eventually separated Teme had a gaping hole and was taken in tow by HMCS Outremont back to the UK.

Tracker was able to maintain her station despite her stove-in bow; the next day she catapulted all 21 aircraft over 40 minutes; Tracker arrived in Belfast on June 12 where the damage inspection indicated the need for a refit.

846 Squadron was decommissioned on June 12, 1944, and Wildcat JV579 was transferred to a training unit.

On April 3, 1944, Operation Tungsten - the first Fleet Air Arm attack on the German battleship Tirpitz - saw 40 FM-1 Wildcat Mk.Vs of 881 and 896 squadrons aboard the CVEs

Pursuer and Searcher fly flak suppression for the strike missions.

On August 15, 1944, the two squadrons - now equipped with new Wildcat Mk.VI fighters along with 882 Squadron flying Wildcat Mk.Vs - supported "the other D-Day" in Operation Dragoon, the invasion of Southern France.

By November 1944, all FAA Wildcat squadrons were operating the "Wilder Wildcat" - the Wildcat Mk.VI - while the Wildcat Mk.Vs spent the rest of the war in training squadrons.

Eastern Aircraft FM-1 Wildcat Mk.V of 846 Squadron. The Fleet Air Arm received Martlet Mk.V fighters (later known as Wildcat Mk.V) in October 1943. By November 1944, all FAA Wildcat squadrons were operating the "Wilder Wildcat" - the Wildcat Mk.VI - while the Wildcat Mk.Vs spent the rest of the war in training squadrons. [IWM]



MEDAL FOR HEROISM, Col. JIŘÍ PAVEL KAFKA

One of the participants in the Czechoslovak resistance abroad between the years 1939-1945, who received high state honors from the President of the Czech Republic on 28 October 2023, was Col. Jiří Kafka, the last surviving Czech member of the No.311 (Czechoslovak) Squadron, RAF. **Congratulations to Mr. Kafka!**

Mr. Kafka visited Eduard on January 17, 2018. The following photo gallery is a testament to the visit.

Col. Kafka, who flew several hundred operational hours on anti-submarine patrols in Liberators of Coastal Command, RAF in the period 1943-45, arrived in England as early as 1939 as one of „Winton's Children“.

The visit, organized by Mr. Stanislav Černý, took place during the finalization of the 'Riders of the Sky 1944' project (Liberator GR Mk.III and Mk.V, Coastal Command, RAF) - Limited Edition No. 2121. During a tour of the company's construction and production facilities, Mr. Kafka was understandably, interested in any references to 'his' Liberator.

October 28, 2023

The President of the Republic awarded the Medal for Heroism to Col. (Ret) Jiří Pavel Kafka for heroism in battle.

Medal for Heroism (for heroism in battle)

Jiří Pavel Kafka (May 2, 1924) - The last surviving Czech aviator who served with No.311 (Czechoslovak) Bombardment Squadron in the RAF during the Second World War. As a child, he and his siblings came to Britain as part of the transports organized by Nicolas Winton. In 1942 he joined the army. He first served in a Czechoslovak ground unit, underwent basic training and was then selected for the RAF. After the war he returned to Czechoslovakia, went to Britain again in 1947 and lived there with a break in the 1960s, when he stayed in Israel, until the fall of the communist regime in Czechoslovakia. He has been living in Prague since 1990.



Col. Kafka was with his partner Dr. Macháčová and Stanislav Černý welcomed by the director of Eduard, Vladimír Šulc.



Lt. Kafka examining a sample of 'Riders in the Sky 1944', which became a component of the Limited Edition kit No. 2121 (March 2018). ▶

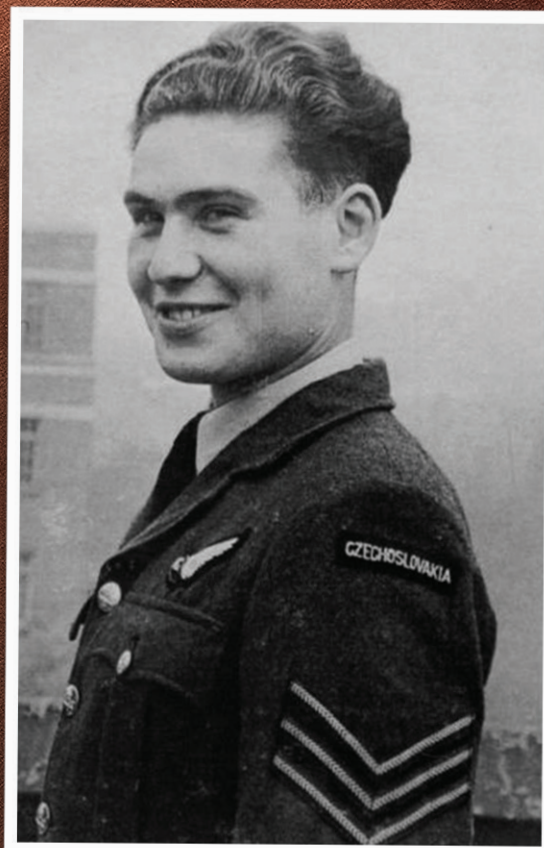
COLONEL JIŘÍ PAVEL KAFKA

was born on May 2, 1924 in Prague. The family was of Jewish origin, the father worked as a lawyer and at the same time was the chairman of the Jewish community in Prague, while his mother stayed took care of the home. Jiří Pavel Kafka attended both general school and academic studies. Thanks to his father's foresight, Jiří and his siblings managed to travel to England on the so-called Winton Transport (June 28, 1939) just before the outbreak of the Second World War. In England, Jiří Pavel Kafka and his brother were first placed in a camp for refugee children in Ipswich, from where both brothers went to elementary school and then to secondary school in Cheltenham. However, Jiří Pavel Kafka was not amused by this, and he left for an apprenticeship at Sigmund Pumps. In June 1942, he decided to join the army. He served in the Czechoslovak land army for approximately three months, underwent basic training and was then selected for the Royal Air Force (RAF). He was assigned as a gunner and radio operator with No.311 Squadron, in which he served from September 1942 to September 1945. After the war, he returned to Czechoslovakia and was reunited with his mother, who survived the ghetto in Lodz and Auschwitz. In 1947 he went back to England. After his father's death, his mother also lived there. In 1960, he and his family moved to Israel, where they lived for eight years. Then they returned to England again and after 1990 have resided in Prague. Biography of Col. Kafka was processed within the framework of the Post Bellum project, Memory of the Nation of the CRO.

You can support the Post Bellum project [here](#).

More information about Col. Jiří Kafka:

[Židovské listy](#) | [Paměť národa](#) | [Saniorum](#) | [Wintonfilm](#)





With Martin Nademlejnsky Mr. Kafka also went through some of the sources used for the preparation of the camouflage schemes and decals. He even recognized himself on one of the photographs in the 'B-24 Liberator in RAF Coastal Command Service' put out by JAPG. ◀

Karel Vorlicek presented our guests the camouflage schemes prepared for the kit. Even after more than seventy years, at the age of 94, Mr. Kafka was able to add a number of interesting bits of information about the Liberators. ▼

17/1/2018



F/O Oldřich Doležal, DFC

Pavel Vančata
Pavel Türk



Oldřich Doležal was born on March 1, 1912, on the threshold of adulthood he studied for four years at a small Richter radio receiver manufacturing company in Ostrava before joining the Baťa shoe company in Zlín as a machinist in 1931. From there, he enlisted on October 1, 1934, in Telegraph Battalion 4 in Prešov, Slovakia. After training as a radio operator, he served in Košice and Spišská Nová Ves, before retiring to the reserve as a private. He returned to Baťa, but now as a ground radiotelegrapher at the Otokovice airport. After upgrading his qualifications, he began flying as an on-board radio operator and

also underwent training as a sport pilot. On March 11, 1939, he took off with the company's Lockheed L-10A Electra on a business trip to Kraków, Poland, from where he continued to Belgrade, Yugoslavia, where he learned about the German occupation of his homeland. He therefore flew to the British Isles where he worked in the East Tilbury branch of the factory before joining the Army Reserve Corps at Cholmondeley Park in Great Britain on September 24, 1940.

In March 1941, he was reassigned to the air force at his own request, and with regard to pre-war military training, he



Sgt. Oldřich Doležal while serving in the RAF. [J. Popelka]

October 28, 2023

"The President of the Republic awarded the Medal for Heroism in memoriam to Col. Oldřich Doležal for heroism in battle."

Oldřich Doležal (March 1, 1912 – November 28, 1983) – Military pilot. A native of Ostrava, he trained as a radio operator and in 1941 he joined the RAF in Britain, where he completed pilot training. He was then assigned to the 311th (Czechoslovak) Bombardment Squadron, where he took part in anti-submarine missions over the Bay of Biscay. His crew achieved one of the greatest successes of the Czechoslovak Republic in December 1943, when it sank the German ship *Alsterufer*, which was carrying

strategically important tungsten supplies. In 1944, he took part in Operation Overlord, the invasion of Normandy, and then served in the Transport Air Force. After the war, he joined Czechoslovak Airlines. In 1950, he participated in the coordinated hijacking of three domestic airliners from Czechoslovakia. He was sentenced in absentia to 25 years in prison for this act. He died in 1983 in Britain. (Office of the President of the Czech Republic, Ministry of Defence, ČR)

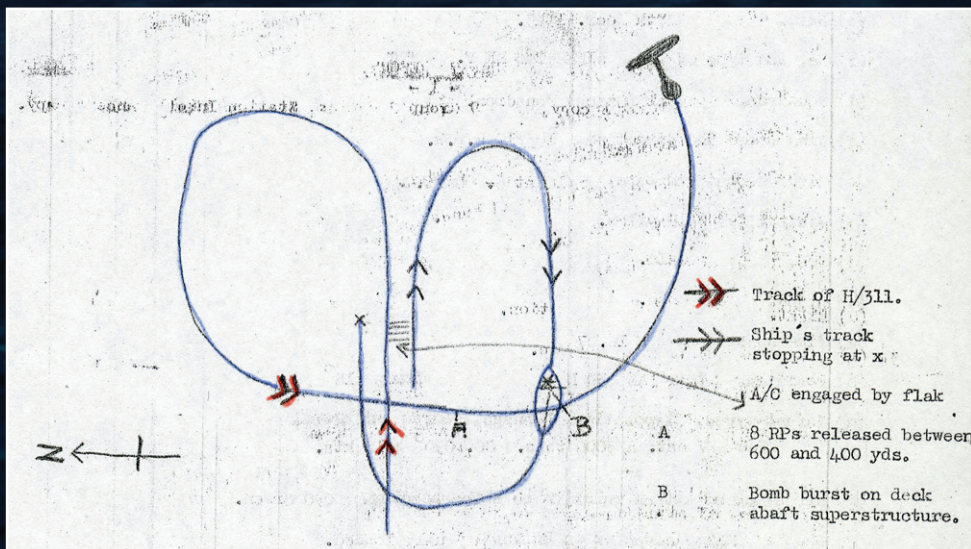




*Oldřich Doležal on his return to his homeland.
[J. Popelka]*

began his aviation career in May 1941 as a ground radiotelegrapher with the No.312 (Czechoslovak) Fighter Squadron at Jurby Base on the Isle of Man. He was not satisfied with his assignment and managed to convince his commander to reassign him to pilot training. He went through the elementary part of it from July 1941 in Watchfield and followed it up with further training at Brize Norton Airfield. He was certified as a pilot of multi-engine aircraft with the rank of Sergeant on Christmas Day, 1941. He underwent operational training at 1429 COTF from April to September, 1942, as the second pilot of Sgt Václav Soukup's crew. He took off for the operational christening of the No.311 Squadron on October 24 as a member of F/Lt Bohuslav Eichler's crew, and he was given command of his own crew in March 1943, when he held the rank of Flight Sergeant. From August 26, as a newly commissioned officer with the rank of Pilot Officer, he continued patrolling the Bay of Biscay on four-engine Liberators. German submarines avoided him for more than a year, but he made up for it on December 27, 1943. During his 52nd combat sortie, he claimed one of the greatest successes in the history of the unit – he sank the German blockade-breaker *Alsterufer*. This feat earned him the British Distinguished Flying Cross (DFC) in January, 1944. He completed an operational tour of 69 patrol flights lasting 662 hours on August 17, and already by September 5 he enlisted in a course for transport pilots at No.105 (T) OTU in Bramcote. From December 12, 1944 until the end of the war, he then took the post of captain of transport Liberators with No.246 Squadron.

In his liberated homeland, he continued to serve with the Air Transport Group with

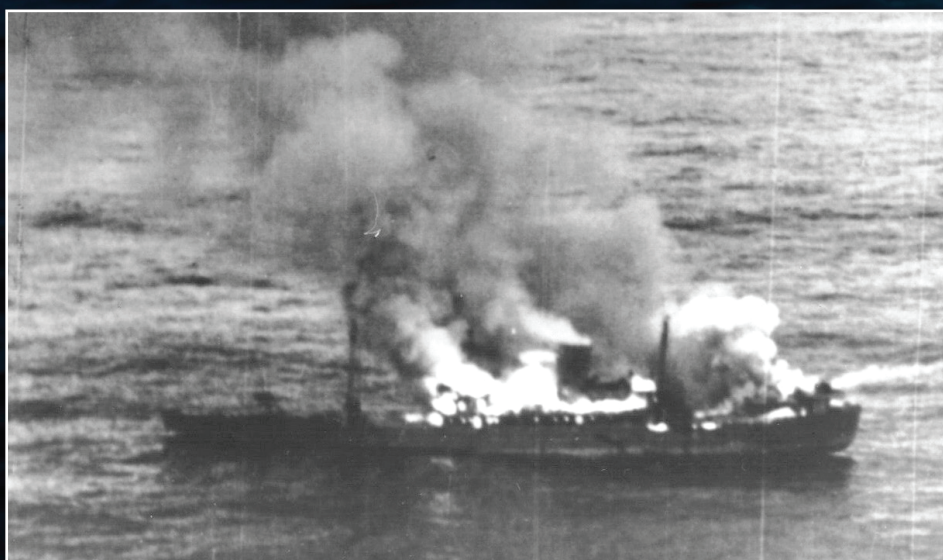


*A sketch of the unfolding of the attack on the "blockade breaker" *Alsterufer* mentioned in the SURFAT Report by Doležal's crew. [Author's Archive]*

the rank of Lieutenant before demobilizing at the end of March, 1946 and returning to the Baťa company. In March 1948, he joined ČSA (Czechoslovak Airlines) and on March 25, 1950, he became one of the participants of a planned group flight. The crews of three transport Dakotas flying from Brno, Bratislava and Ostrava to Prague headed west and landed in Erding, Bavaria. He himself piloted the plane taking off from Bratislava, while his wife and six-month-old son flew from Ostrava in the plane flown by Captain Ladislav Světlík, a pilot with No.312 Squadron during the war. After returning to the UK, he found it very difficult to find employment. He worked as a clerk during the day and studied diligently in the evenings to obtain his commercial pilot's license in March 1954. At first he drove tourists around Europe, from 1957 he conducted aerial surveys for oil companies in Libya for two years. Here he also

took part in one of the first expeditions to the recently discovered wreck of the American Liberator 'Lady Be Good'. It went missing during a raid on Naples in 1943 and was presumed lost over the Mediterranean. Instead, the wreck lay in the Libyan desert since her demise.

After returning from overseas, he flew until the spring of 1965, when he had to stop for health reasons. He briefly ran a retail business, became a journalist for the anti-communist agency Free Czechoslovak Information Service for a few years, and finally returned to his original electrical engineering profession in the fall of 1969. The pilot, who survived thousands of hours of war and post-war flying without a single scratch, had an unfortunate fall in January 1970 and remained bedridden until his death on November 28, 1983 at the age of 71. In 1991, he was posthumously promoted to the rank of Air Force Colonel.



*On December 27, 1943 at 4:07 p.m., Doležal's crew flying Liberator GR Mk.V BZ796 "H" attacked the German armed merchant ship *Alsterufer* at 46°30' north latitude and 18°50' west longitude. An MC500 bomb hit the ship directly behind the superstructure and exploded inside the vessel. The photograph shows the spreading fire caused by the bomb and thick smoke above the ship. [Author's Archive]*

Liberator GR Mk.V BZ796 (ex-USAAF B-24D-5-CF s/n 42-63819), originally in service with No.53 Squadron (A.L. "J"), transferred to No.311 Squadron on September 27, 1943 where it made its first flight on October 3, 1943. Received aircraft code "H". The aircraft's offensive armament consisted again, as a rule, of six or seven anti-submarine DC250 Mk.XI depth charges in the bomb bay (in the case of an attack on shipping, then one GP250 bomb and one MC500 bomb) and eight unguided rockets suspended four by four on external carriers, fixed on both sides of the aircraft's nose.

He flew a total of 13 operational flights with No.311 Squadron - the first on November 10, 1943 and the last on February 4, 1944.

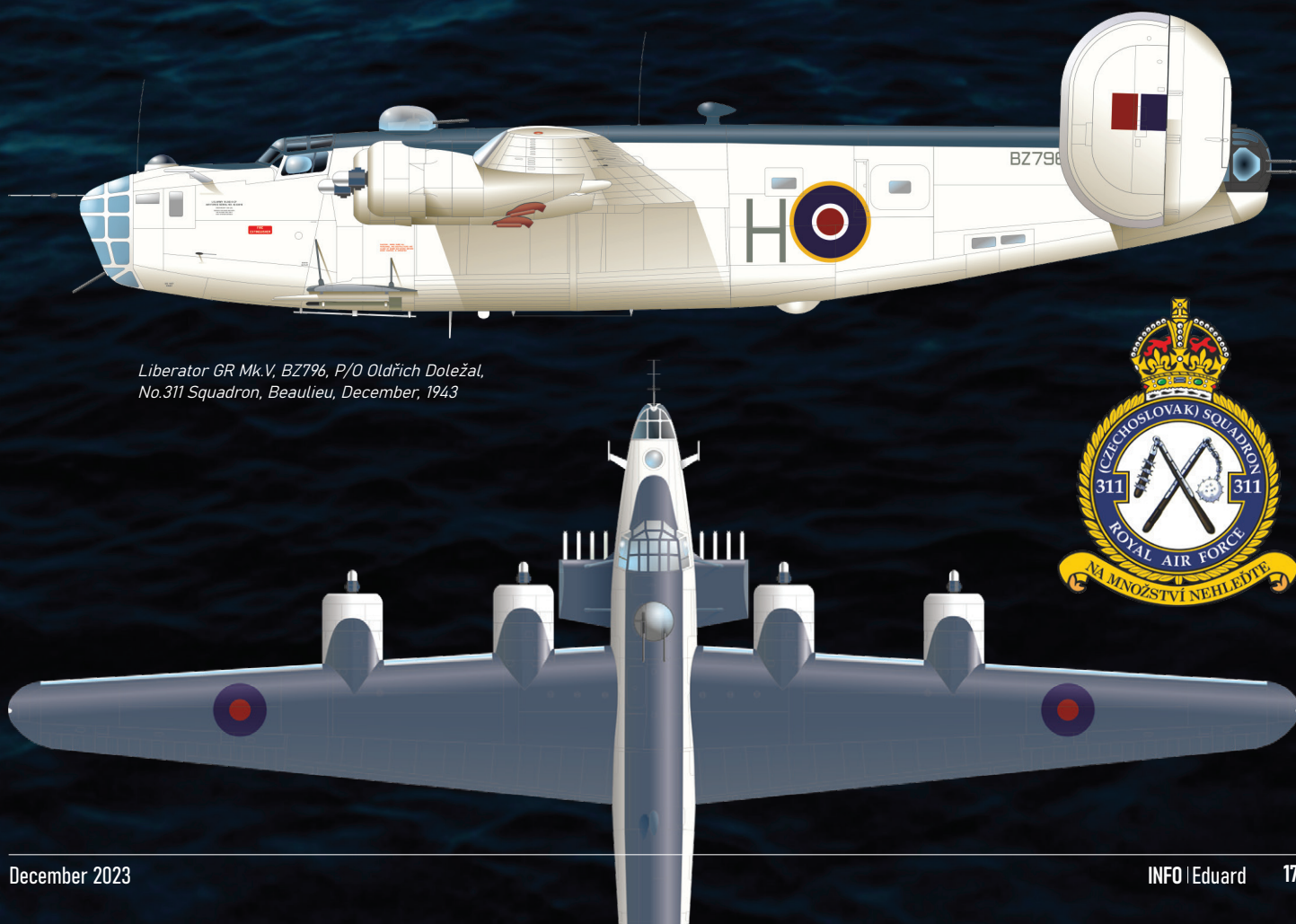
On December 27, 1943, at 0945h, the German armed merchant ship *Alsterufer* (displacement 2,729 GRT) was sighted by Sunderland "T" of No.201 Squadron at 46°40'N, 19°30'W, carrying a cargo of strategic raw materials from the Japanese port of Kobe to Bordeaux. The *Alsterufer* had one 105 mm cannon, two 37 mm cannons, four 20 mm cannons and a cable barrage fired by rockets (P.A.C. = Parachute and Cable) for its defense.

The Sunderland attack was not successful as the aircraft bombed through cloud cover. At 1135h a Sunderland coded "Q" of No.422 Squadron attacked, but the bombers missed the target. This was followed by a Sunderland coded "U" attack from No.201 Squadron which also bombed through the clouds, again without a visible hit. At 1607h Doležal's crew on Liberator "H" attacked the ship at 46°30'N and 18°50'W. The vessel was hit by five RP unguided rockets above the waterline, while the GP250 bomb missed the target, but the MC500 bomb hit the hull directly aft of the superstructure (behind the smokestack), exploding inside the ship and causing an extensive fire. The crew then began to abandon the ship. The burning *Alsterufer* was finally attacked between 1615h and 1630h by Liberator FL907 "F" of No.86 Squadron with one MC500 bomb, but missed. At 1714h, Liberator FL943 "L" of No.86 Squadron attacked the already abandoned wreck at 46°42'N 18°44'W with two MC500 bombs. Both missed the target, but one landed only 9 meters from the side of the ship. At 1800h, a second MC500 was dropped by Liberator FL907 "F", but that also missed. At 1758h, additional Allied aircraft, four Halifaxes as well as FAA Tarpons, were sighted in the area by

the crew of Liberator FL907 "F". At 1800h, Halifax "Q" of No.502 Squadron reported that the ship was sinking at a position of 46°33'N, 18°55'W. Four hours after being abandoned by the crew, the *Alsterufer* sank. A total of 74 sailors from four lifeboats were picked up by ships of Escort Group 6 in the afternoon of December 29, 1943, at a position of 46°06'N, 19°10'W.

The significant success of the No.311 Squadron was celebrated by extensive articles in the British press, and for their performance the aircraft captain P/O Oldřich Doležal and the navigator/bombardier F/O Zdeněk Hanuš were awarded the British Distinguished Flying Cross (DFC). All other crew members were awarded the Czechoslovak War Cross 1939. The aircraft (engine no. 4) was slightly damaged by fire from the ship (Cat A).

On February 8, 1944 the Liberator was flown from Beaulieu to Prestwick to Scottish Aviation Ltd. On March 8, 1944, after the installation of the Leigh Light searchlight, it was assigned to No.1674 HCU. It was withdrawn from RAF service on June 21, 1947.



*Liberator GR Mk.V, BZ796, P/O Oldřich Doležal,
No.311 Squadron, Beaulieu, December, 1943*

Israeli S-199 – The Color Mystery



Yoav Efrati

Avia S-199 Daled-123.

The most difficult aspect of making an accurate representation of the Avia S-199 in Israeli service is confirming the color of the airplane. Historians of the IAF relied on a document issued by the IAF in the early 1950's which listed the airplanes in IAF inventory and their colors by name, with no reference made to any color standard. The Avia S-199 was found on this list and was described as being painted gray.

Post World War II black and white photographs of the S-199 in Czechoslovakian service, show light and dark colored airframes next to each other, which have been interpreted to be differing shades of a locally manufactured color MNO 2036 Smalt – similar or the same as RLM 02 or RLM 02 with a bit RLM 83 Dark Green. In a mid-1994 visit to the Israel Air Force museum by President Ezer Weismann, a former "Messer" pilot, he insisted that the gray painted S-199 on display was painted the wrong color. On 02 January 1995, I met with President Weismann, who pointed to the RLM 68 color chip in my Official Monogram Painting Guide to German aircraft 1935-1945, further stating that the color was more of a khaki



A close-up of the 101 Squadron emblem on a Messer equipped with the Erla canopy.



An Avia S-199 Daled-117 with its ground crew.



Artwork upgraded national insignia on Daled-117.

color, "as seen on soldiers uniforms". In cross referencing RLM 68 published in Monogram Publications book on WWII Luftwaffe colors with FS 595, I learned that this color is nearly identical to F.S 34258 green, which is significantly more vivid than the "khaki green" color that he meant. I first published my findings about RLM 68 in the December 1995 issue of IPMS/Israel, Kne-Mida magazine, this color finding was close yet wrong.

A sample of the actual green color was found several months after my findings, when my fellow model builders and historians Ra'anan Weiss and Rami Skladman interviewed a former IAF Avia S-199 mechanic named Shabtai Katz. During their visit, he showed them a fuel cap that belonged to an IAF S-199 Avia. From this fuel cap the color of the Avia was found to have been painted "khaki green" similar to German post WWII standard RAL6013 Schilfgrün.

In February of 2003 the correct RAL 6013 green color was relayed to Joseph Goldman, who is in charge of restoration of the IAF

museum exhibits, and he repainted Avia D.112 in the correct green and restored the markings to represent Avia D.120 as it appeared during operation "Yoav". An interesting event happened when I revisited the IAF museum in April of the following year, the correctly green painted Avia had turned...GRAY! The lack of UV protective layer had turned the green into gray, the mystery had come full circle thus explaining why the 1950's vintage document was in error.



Avia S-199 Daled-120 taxiing.



An Israeli S-199 undergoing maintenance.



The time between operations, with S-199 Daled-121 in the background.



Israeli Air Force Museum – Avia S-199 Daled-112 adorned with the markings of Daled-120 shortly after restoration (February 2003).



On October 12, 2014 I finally had the opportunity to see the Avia S-199 fuel cap with my own eyes. IAF museum curator Avi Moshe Segal presented me the key to his vault where the original Avia painted S-199 fuel cap was kept. With Tambor German RAL, United States FS 595B, British Standard BS 381C/1964 and Humbrol color catalogs at hand, I compared the color of the S-199 fuel cap in direct and indirect sun light. The fuel cap's khaki color was a direct match to RAL6013, it was slightly darker than FS 595B-14257, and had no equivalent in BS 381C and Humbrol color. Fortunately for us model builders RAL6013 is available in the Revell enamel range of paints as SM362.



The originally green overlay color changes to a grey tone on the restored exhibit after a few months in the sun (April 2004).

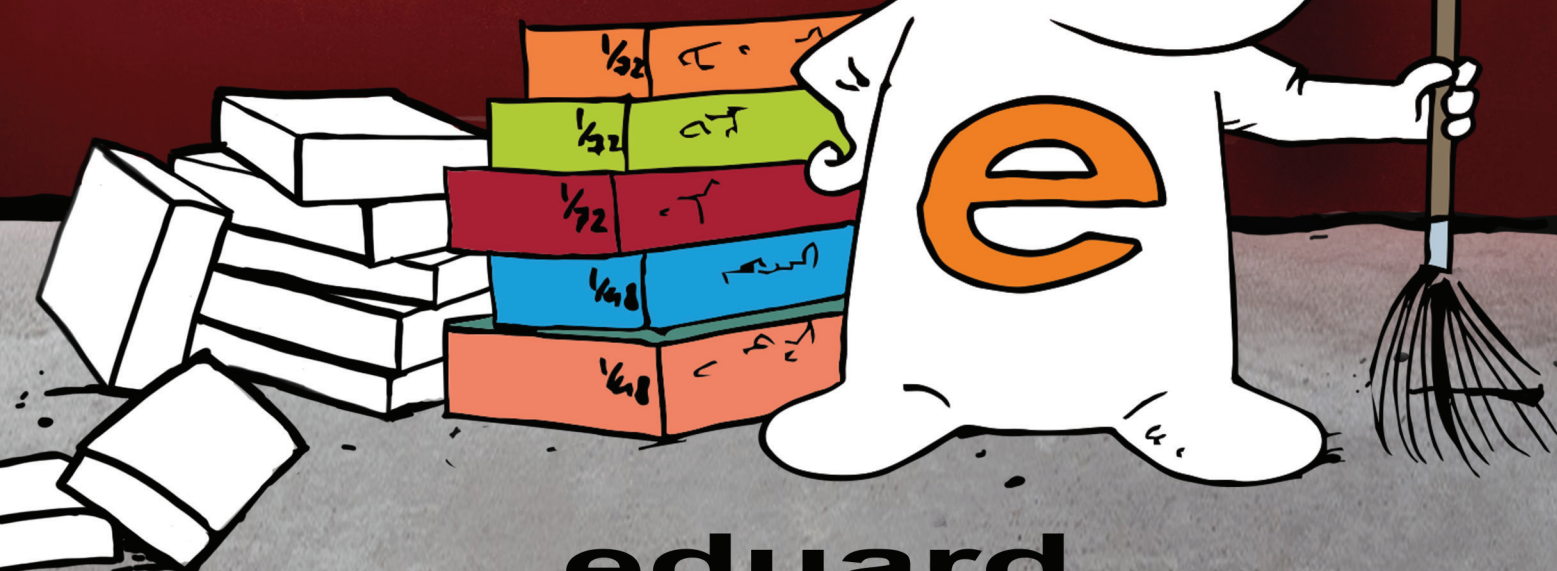
**EDUARD
SWEEP**

**PLASTIC
KITS**

-50%

DISCOUNT

**AVAILABLE WHILE
SUPPLIES LAST**



eduard

Air war over Ukraine

Drones and defense against them



Miro Barič

The United Kingdom supplied the Terrahawk Paladin system to Ukraine.

In the period from October 1 to October 31, which we are observing in this part of the series, the importance of drones and defense against them has become evident in various aspects. Therefore, we will focus mainly on them this time. However, another significant weapon appeared in Ukraine during this time – ATACMS missiles with longer range.

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

Let's begin with sad news. On Thursday, October 5, Russia committed another of its war crimes. Shortly after noon, a ballistic missile from Iskander hit a café in the village of Hroza in the Kharkiv region. A farewell ceremony for a soldier from this village was taking place at that moment. 59 people, including a six-year-old boy, lost their lives, and seven others were injured.

Hroza had around 500 inhabitants before the war. It was initially occupied by Russian forces but was liberated in September 2022 during the counteroffensive in the Kharkiv region. Just before the attack, there were 330 people living in the village. One Russian missile thus killed 10 percent of the pre-war population of the village. Every family in Hroza lost someone.

The soldier whose funeral took place on October 5 had died earlier. His remains were

transported to his hometown only now. His widow, son, and daughter-in-law also died in the Russian attack. A few days after the attack, the Ukrainian Security Service (SBU) stated that the Russian missile had been guided by two collaborators, brothers Vladimir and Dmitry Mamonov. They had lived in the village before and fled to Russian-occupied territory after its liberation. When they learned about the planned funeral on social media, they decided to attend, assuming that fellow soldiers of the deceased soldier might also be present.

Moscow tried to justify the attack by spreading lies that many neo-Nazis were present at the funeral. However, the UN High Commissioner for Human Rights, through its own investigation, found that all victims of the attack – 36 women, 22 men, and one child – were civilians. It is uncertain whether Russia

intentionally attacked civilians or simply failed to verify information from collaborators who provided the target coordinates. The UN called on Russia to acknowledge responsibility, identify and punish the perpetrators, and provide compensation to the victims' families.

ATACMS in action

On the other hand, Ukraine demonstrated a rocket attack that had a spectacular effect on military targets, unlike the Russian one. The U.S. and Ukraine did not announce the delivery of ATACMS missiles in advance; they used them immediately. The first ATACMS missile strike on Tuesday, October 17, targeted airports in Berdyansk in the Zaporizhia region and in Luhansk. It was a total surprise for the Russians, and they suffered significant damage.

The extent of the damage was hard to estimate because, in addition to completely destroyed and burnt helicopters, several were hit by dozens or even hundreds of fragments but did not catch fire. These machines appeared untouched at first glance in satellite images but were, in fact, irreparably damaged. Austrian analyst Tom Cooper, citing sources that examined all available images, stated that there were 13 Ka-52 helicopters, twelve Mi-8, two Mi-8, and two Mi-24/35 helicopters hit at the Berdyansk airport. In Luhansk, seven Mi-28, six Ka-52, and four Mi-8 helicopters were hit. In total, the Russian armed forces lost 46 helicopters.

A few days after the attack, the Russians released a video showing that nothing had happened at the affected bases. The video captured an empty apron with small craters from ATACMS missile submunitions at regular intervals. However, fresh traces of heavy equipment were visible, indicating that the Russians had removed something from the area before filming – and in large quantities.

Moreover, even before the video, immediately after the attack, a video shot by Russian soldiers on the edge of the affected base in Berdyansk appeared. It showed five or six fires – buildings and helicopters were burning.

The remaining helicopters were withdrawn by the occupiers to the east, to the Taganrog base, which is on Russian territory. Ukraine, based on an agreement with its allies, cannot use Western weapons against it. For Russian helicopters, this means a longer flight to the front and less time for searching and tracking targets. According to recent reports, Russia has only about 25 Ka-52 helicopters in usable condition.

950 pieces of submunition

The Ukrainians have continued to successfully use ATACMS missiles. In the last days of October, they targeted the forward airfield in Tokmak in the Zaporizhia region and an S-400 air defense system battery in the Luhansk region. In the latter case, at least three launchers were destroyed.

Interestingly, ATACMS missiles proved effective in a direct confrontation with the S-400 system, designed for ballistic missile defense. Calculating their trajectory is crucial in countering them, and ATACMS missiles complicate this process. After launch, they reach speeds of Mach 3 and initiate a series of maneuvers, altering not only their altitude but also their flight path. This makes it impossible to determine their trajectory. Immediate post-launch maneuvering also hinders identifying the launch location, providing protection for the launching platform against retaliatory fire.

Ukraine has so far received the oldest version of these missiles, the M39. It has a shorter range compared to later versions (165 km versus 300 km), but it carries a larger payload—up to 950 pieces of M74 submunition. Each submunition is about the size of a baseball and weighs half a kilogram. The submunitions from a single missile cover an area of three hectares, where the shrapnel kills everything living and destroys unarmored vehicles, helicopters, and planes.



Drones have become ubiquitous in Ukraine.



Illustrative photo of the ATACMS missile launch from the M270 MLRS launcher



Fires resulting from ATACMS missile attack at the Berdyansk airport.



Intact M74 submunition from the M39 ATACMS missile.



At first glance, it may not seem so, but there are 35 shrapnel hits in total in this detailed photo of the Ka-52 helicopter.



Ka-52 helicopter in a photo released by the Russian Ministry of Defense.



Another illustrative shot published by the Russian Ministry of Defense, this time featuring the Mi-8.

ATACMS missiles have a caliber of 610 mm and are launched from M142 HIMARS or M270 MLRS rocket launchers, which Ukraine has been using since last summer. However, until now, they only had missiles with a caliber of 227 mm and a range of about 80 km. One launcher can fire either six 227 mm missiles or one ATACMS missile. The wheeled M142 HIMARS can launch one ATACMS missile, and the larger tracked M270 can launch two of these missiles due to its two launchers.

Stalemate?

On the ground, the situation has barely changed, although both sides are attempting offensives. Russia continued its pressure in the Kupiansk area in the north of the Kharkiv region and launched an extensive offensive operation near Avdiivka in the Donetsk

region. After massive losses of equipment, they shifted to a tactic of constant infantry wave attacks. Despite significant casualties, they achieved minimal territorial gains in the observed period near Avdiivka.

A similar situation unfolded near Bachmut. In the areas of Robotyne and Verbove in the Zaporizhia region, the Ukrainian advance to the south was halted. However, there was an expansion of the Ukrainian salient to the east and west. Ukrainians also established several small bridgeheads on the left bank of the Dnieper River in the Kherson region and continued to expand them. In this area, Ukrainians successfully deployed helicopters flying low over the river and launching salvos of unguided rockets at Russian positions.

Ground battles were accompanied by an increasingly massive use of drones. Over

the mentioned bridges on the left bank of the Dnieper, Ukrainians gained an advantage through the successful use of jammers that restrict Russian drones. In other sectors, Russians use drones to replace artillery and employ them in kamikaze attacks not only on equipment but also on trenches with Ukrainian defenders. Drones of various sizes operate over the battlefield, with larger reconnaissance drones at higher altitudes and modified small commercial drones moving in large numbers just above the ground.

Machine guns and cannons against drones

The fight against drones has become a significant priority. In addition to the mentioned jammers and other larger electronic warfare means, electronic rifles—essentially handheld jammers—are supplied from the West. Allies are also providing various weapons to Ukraine. For instance, Norway supplied remotely operated weapon stations, CORTEX Typhon, along with Dingo vehicles on which they are mounted. The number of units delivered was not disclosed, but the value of the Norwegian delivery was 65 million euros.

The CORTEX Typhon system is equipped with a 12.7mm machine gun and operates in two modes. The first is automatic, where the system itself destroys all drones within its range. This avoids precious time loss, crucial especially during kamikaze drone attacks, where every second counts. However, this mode can only be used when there are no



Use of heavier reconnaissance drones in photos from the Ukrainian armed forces.

friendly drones operating in the vicinity. In the second mode, the operator decides to open fire after verifying the drone's identity. The effective range is 2 km.

From Australia, 160 Slinger systems were sent to Ukraine, with 110 to be mounted on tracked armored vehicles M113 and 50 on wheeled Bushmaster vehicles, also supplied from Australia. Slinger uses a 30mm caliber cannon and has a magazine with 150 proximity-fused grenades. The goal, therefore, doesn't have to be a direct hit; the grenade explodes in a target's vicinity destroying it with fragments.

In addition to a set of optical devices, Slinger also has a ballistic radar. The system's day and night cameras can capture a target at a distance of 12-13 km and precisely identify it at over 4 km. The ballistic radar can target a vehicle at a distance of 3.5 km, a soldier at 2.2 km, and a large drone (such as DJI Matrice 600) at 1.4 km. The smallest targets, like small quadcopters DJI Phantom, can be targeted at approximately one kilometer.

In October, Britain also provided Ukraine with Terrahawk Paladin systems. In this case, it is a relatively heavy tool transported by a truck. The platform is equipped with a mast with a radar, laser rangefinder, and day and night cameras. On the opposite side there is a remotely controlled 30mm caliber cannon. What makes Terrahawk Paladin exceptional is the ability to supplement the cannon with APKWS rockets with a caliber of 70 mm with laser guidance. However, there are too few of these sophisticated systems to adequately cover the entire front line. Therefore, the most commonly used are still ordinary machine guns mounted on any available vehicles.

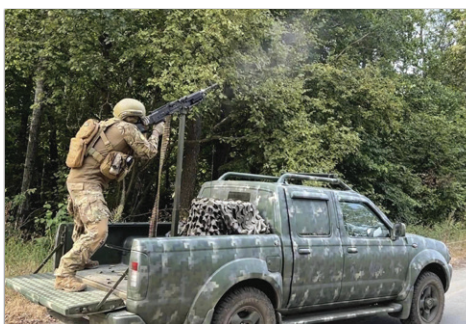
Destroyed by drones as well as friendly fire

Drones have contributed to further losses in the Ukrainian air force during the observed period. On Tuesday, October 10, one Su-25 was destroyed at Dolgintsevo Airport near the city of Kryvyi Rih by a Lancet 3 drone. There were also photographs of MiG-29 aircraft destroyed at Kulbakino Airport near Mykolaiv. According to some sources, these are new losses in October, but in reality, these are images of fighters destroyed in the previous month. Despite this, the repetition of the attack on Dolgintsevo is a striking negligence on the part of Ukraine, as the first attack occurred on September 19.

In addition, Russian channels claimed on Monday, October 16, that Shkolny Airport near Odesa was hit by a missile, resulting in the destruction of six aircraft. Satellite imagery supposedly confirmed this. However, the imagery captured the aftermath of an attack in May 2022, showing two damaged training



The turret of the Australian Slinger system.



The most commonly used weapons against drones are still anti-aircraft machine guns.



Small commercial drones are the most widely used on the battlefield.



L-39 Albatros aircraft and four MiG-21 fighters. Ukraine never used these aircraft. Three were MiG-21bis originally repaired for Yemen and Algeria but never delivered and had not flown for over ten years. The fourth was a two-seater MiG-21UM.

From previous periods, there is also a shot-down Ukrainian Su-24, whose wreckage was found near Bachmut, and the Russians published its photos on Wednesday, October 18. Most likely, it is the Su-24M with the fuselage number "white 69," lost in May 2022 near Soledar. Its crew, Colonel Igor Khmara and Major Ilya Negar from the 7th Tactical

Aviation Brigade, perished. The only Ukrainian aircraft whose downing was confirmed in the observed period is an Mi-24 helicopter from the 16th Independent Army Aviation Brigade. The helicopter crashed on Friday, November 20, near the village of Chasiv Yar in the Donetsk region. An Mi-8 helicopter was subsequently captured on a mission attempting to rescue the crew of the downed Mi-24. At least one of them, Colonel Serhiy Novosad, lost his life.

During the observed period, the Ukrainian side reported the downing of several Russian Su-25 aircraft during the battle for Avdiivka. However, none of them has been confirmed

so far. It is possible that the wreckage will be found and appear in footage later, as has happened many times during this war. What is confirmed, in addition to airports destroyed by ATACMS missiles, are two downings most likely caused by "friendly" fire.

In the first case, a single-seat Su-type fighter was destroyed on Friday, October 6. The aircraft crashed near the village of Nikolske, near Mariupol in the Donetsk region. The pilot successfully ejected and parachuted to safety. In the second case, however, the entire three-member crew of a naval Mi-8MTV-5 helicopter perished. After being hit by its own air defense,

The Gepard anti-aircraft tank with kill marks.



the helicopter crashed into the sea on Sunday, October 22. The aircraft belonged to the 98th Independent Mixed Aviation Regiment, and the crew members who lost their lives were Major Grigory Azanov and two other officers, Maxim Pasechnik and Alexei Kontievsky.

Zaluzhny's ideas

In conclusion, let's revisit the topic of drones through the reflections of Ukrainian Chief of General Staff Valeriy Zaluzhny, who wrote an extensive thesis for *The Economist*, dedicating considerable attention to drones. Zaluzhny states that the situation on the front is heading towards a stalemate, which is more favorable to Russia. He also outlines five ways to overcome this stalemate:

- Achieving Air Superiority
- Overcoming Minefields at Sufficient Depth
- Effective Counter-Battery Fire
- Creating and Preparing Adequate Reserves
- Effective Electronic Warfare

Regarding the air force, Zaluzhny mentions that at the beginning of the war in February of the previous year, Ukraine had 120 tactical aircraft, of which only 40 were in satisfactory

technical condition. There were 33 medium and short-range air defense battalions, of which only 18 had well-maintained equipment. However, with the help of allies, both the air force and air defense were strengthened. Fighter jets, attack aircraft, and helicopters were supplied, along with 16 different types of Western air defense systems, ranging from man-portable missiles to self-propelled anti-aircraft guns like the Gepard and Patriot systems.

As a result, significant losses were inflicted upon the enemy. According to Zaluzhny, the Russian air force lost the equivalent of one air army, and in the case of helicopters, 13 regiments (brigades) of the army aviation were lost. While the enemy is building new attack aviation units, unmanned aerial vehicles (UAVs) have taken on a significant portion of reconnaissance and airstrikes.

To achieve air superiority, Zaluzhny proposes the simultaneous mass use of cheap flying decoys and attack drones. Lures, together with drones in one combat formation, would overwhelm the enemy's air defense, confuse the opponent regarding the actual number of combat assets during an attack, and

force them to reveal their defense positions. For countering enemy drones, Zaluzhny suggests using drones with nets to eliminate the threat of kamikaze attacks on own units. Reconnaissance drones with infrared cameras at night should be blinded using strobe lights to prevent them from detecting the positions of Ukrainian troops and equipment. Mass use of electronic warfare means (portable jammers, anti-drone rifles) is essential on the contact line to protect own ground forces.

Zaluzhny also addresses the threat of manned aircraft releasing glide bombs from a distance onto Ukrainian positions. The use of air defense radar simulators that illuminate the approaching aircraft would, ideally, scare the pilot into releasing their deadly payload from a greater distance, making it less accurate and effective.

Among the five points necessary to overcome the stalemate, we have delved deeper into aviation, the main theme of this series. Besides these, Zaluzhny emphasizes the importance of rational logistics organization and the exploration of new and unconventional ways to break the parity with the enemy.



Ukrainian MiG-29 destroyed at the Kulbakino airport.



Ukrainian Mi-8 helicopter firing the unguided rockets at the Russian positions.



This Ukrainian Su-24M was lost in May 2022 near Soledar; photos have only surfaced recently.



On the limit

Text: Richard Plos

Illustration: Adam Tooby



The Bell P-39 Airacobra was anything but a high-altitude fighter. Even the prototype, though powered by a turbocharged engine, did not excel at high altitudes in terms of top speed, and after the installation of the Allison V-1710-39 with a single-stage supercharger, the promising fighter was definitely doomed to be combat-used only at low and medium altitudes. All the more interesting is the story of F/O Kirby F. Smith, who managed to shoot down a Ju-88D-1 reconnaissance aircraft flying at an altitude of over 31,000 ft m.

This occurred on August 6, 1943. The pair of F/O Smith and F/O Simmonds from the 346th Fighter Squadron, part of the 350th Fighter Group operating in northwest Africa, was conducting a test flight during which one of the pair simulated an enemy aircraft while the other tried to locate it using radio guidance. During this task, the pilots received a report of the presence of a German reconnaissance aircraft, so they quit their exercise and, after guidance by a ground station, began their climb to the target. The scout had already flown over the coast and headed out over the sea, while the two already notoriously "out of breath" Airacobras fought for literally every foot of altitude as they approached their operational ceiling. The pilots reached the target's altitude some 100 miles from the coast. Smith wasted no time as the fuel ran out and the engine temperature reached concerning values. As soon as he came within range, he opened fire. The powerful recoil of the 37 mm cannon caused his aircraft to drop some hundred feet, but the stricken Ju 88 went into a slow descent and its crew's parachutes appeared in the sky...

That day the Luftwaffe lost two Ju 88 reconnaissance aircraft in the Mediterranean. One was doing weather reconnaissance, the other a long-range photo reconnaissance. Both were Ju 88D-1s. K. F. Smith's victim was most likely the one of Fw. Heinz Pracht from the 3rd (F)/33 (WNR. 143073, 8H+LL), as the other lost Ju 88D-1 belonged to Wekusta 26, a weather reconnaissance squadron based in Frosinone, more than 380 miles from the site of the shoot-down, and it seems unlikely that it would have operated that far away.

Smith and Simmonds would have had an easier situation if they had gone on a test flight with the P-38s that all three squadrons of the 350th FG had received in order to fight the high-flying German reconnaissance aircraft. Each squadron received two of them in May 1943, and their pilots managed to shoot down 26 percent of all Luftwaffe reconnaissance aircraft over northwest Africa by early October.

The story of the formation of the 350th FG is interesting in itself. It was created somewhat out of necessity due to the USAAF command's efforts to use all available resources prior to the planned invasion of North Africa. And so, it was decided to employ American pilots in Europe, to supplement them with pilots from USA and equip them all with Airacobras, which were originally to be received by the French and had been awaiting their fate in crates in the UK for quite a time. From the USA, a forward echelon of 119 men from the 31st FG and 52nd FG, the groups that flew the P-39, set out for Europe on September 20, 1942, from Harding Field. At the same time, American pilots operating

in Europe were being assembled. However, these were not the pilots of the Eagle Squadrons that formed the 4th FG, known as the Debden Eagles, but men scattered in various RAF and RCAF squadrons. The activation of the 350th FG took place at Duxford on October 1 and included the 345th (Devil Hawks), 346th (Checkerboards) and 347th (Screaming Red Asses) Fighter Squadrons.

By early January, 800 ground and flying personnel were ready for action and all moved to Africa during January and February 1943. The P-39 flight from England to Port Lyautey, French Morocco, was itself a dangerous task, as it was a seven-hour flight, conducted largely over enemy territory. Of the 75 pilots who took off for the flight between January 3 and February 28, only 61 reached their destination. Ten were forced to land in Portugal due to headwinds, as was a pilot whose on-board electrical system failed in flight. One pilot was shot down over Biscay by a patrolling Ju 88 from a KG-40, another of those who did not make it to the destination had to make an emergency landing in Spain and another one lost his orientation over Ireland and crashed when trying to return to England.

In Africa, pilots from all squadrons flew patrol and interception missions, provided cover for convoys and escort for bomber, transport or reconnaissance aircraft. Their duties also included close air support, so it could be said that they were the "Jack of all trades". And, as the story depicted in the boxart by Adam Tooby, who prepared it for kit Cat. No. 8067, proves, they even managed the role of high-altitude fighters with their Airacobras.

Sunday at the golf club

Text: Jan Bobek

Illustration: Marek Ryś



Sunday August 18, 1940 is known as The Hardest Day. One of the units that defended England was the No. 501 Squadron RAF, which flew more than 50 combat sorties during this day. At around 1pm, a formation of its twelve Hurricanes was sent to the Canterbury area and was due to climb to a flight level of 20,000ft. Five other squadrons were sent to same area to attack the some 350 German aircraft that were forming up over the Pas-de-Calais as it was clear that they would head for targets in England.

One Gruppe of JG 3 and III./JG 26 "Schlageter" flew ahead of bombers on a free hunt. Although the Kommandeur of III./JG 26 was Major Adolf Galland, during this mission he was replaced by the Kapitän of his 9. Staffel Oblt. Gerhard Schöpfel. When his formation arrived over Canterbury, he spotted the Hurricanes of No. 501 Squadron gaining altitude in a very tight formation in a circular climb. Sensing a unique opportunity, Schöpfel ordered his unit not to attack and dived on the Hurricane formation alone with the sun at his back.

His surprise two-minute attack was devastating. His first opponent was hit from behind at a distance of 100 meters, with parts falling off, smoke and flames billowing out. P/O Kenneth Lee's radio was knocked out and he didn't have time to warn the others. The second opponent was also hit from a distance of 100 metres, the Hurricane caught fire and the badly injured Polish pilot F/O Kozłowski bailed out. The rest of the British formation still did not notice anything. Schöpfel's gunfire

disintegrated the third victim in mid-air and Sgt. McKay surprisingly survived with injuries. Then, tragically, P/O Bland was killed at point blank range and his machine exploded. Schöpfel's canopy was completely covered with oil from Bland's machine and he had to disengage from the combat. This fight became not only a welcome subject for German propaganda, but also a significant milestone in Schöpfel's career. After a few days he became commander of III./JG 26 and in December 1941 was appointed Kommodore of JG 26. What were the stories of his victims?

Kenneth Norman Thomson Lee was born in Birmingham on June 23, 1915 and began his training at RAFVR in 1937. He served with No. 111 and 43 Squadrons RAF before the start of the war, and was posted to No. 501 Squadron in September 1939 and saw combat with them in France. He was awarded the DFC in October 1940 and served in Africa from late 1941. From September 1942 he flew Kittyhawks with No. 260 Squadron. However, during a raid on Crete on July 27, 1943, he was shot down and taken prisoner. He scored 7 victories in WW2. In January 1945, he survived a death march between POW camps. He died on January 15, 2008.

Franciszek Kozłowski was born on April 14, 1917 in Wodzisław. At the beginning of the war he fought with the 122 Eskadra Myśliwska equipped with PZL P.11c fighters and he was credited with shared destruction of two bombers. At the end of 1939 he reached United Kingdom and in early August 1940 he was assigned to the No. 501

Squadron. In February 1941 he was transferred to the Polish No. 316 Squadron and was killed in action over France on March 13, 1943.

Donald Alistair Stewart McKay was born in Pontefract, Yorkshire in 1917. This bank clerk began his flying training with the RAFVR in 1937 and went through the same units as Kenneth Lee in 1939 and 1940. He returned to combat in late 1940 and during subsequent service with No. 91, 234 and 274 Squadrons he gained further combat successes. He scored 14 victories in WW2 and received DFM. He was discharged from the RAF in 1947 and returned to the RAFVR. His wife died from the effects of a surgery on October 30, 1959, and McKay committed suicide two days later.

John Wellburn Bland was born on May 9, 1910 in Calne, Wiltshire, into the family of the vicar of St Matthews Church in Cotham Park, Bristol. He was assigned to the No. 501 Squadron before the war began, but transferred to the No. 601 Sq after the outbreak of the war and won his first two victories during the fighting over France. In July, he was reassigned back to No. 501 Sq and scored one more victory before his death.

Kenneth Lee had bitter memories of this day. With a gunshot wound in his leg, he landed on a parachute near Whitstable and waited in his bloodied flight suit in the bar of the local golf club for an ambulance. Speaking at his address, a club member said: "The machine-gunning made me miss my putt. And who's that chap at the bar? Bad show, all that blood - I don't believe he's even a member".

Yoav Messers

Text: Yoav Efrati

Illustration: Adam Tooby



Seventy one years ago, on a dirt strip of a rural farming settlement called Hertzelia, Messerschmitts, Spitfires, and Mustangs took to the air to defend the new State of Israel. Israel's War of Independence was won in three phases, the second phase took place between 15th and 22nd October 1948, when operation "Ten Plagues" was set into motion to dislodge the Egyptian army entrenched 30 minutes away from Tel Aviv, along the Ashdot Hebron road and the "Faluga pocket".

Operation "Ten Plagues" was headed by the Southern Front commander Yigal Alon and was later renamed after Yitzhak Dubno, codenamed "Yoav" by his commanders in the Palmach. Dubno, a senior Palmach officer, was charged with planning and leading the defense of the kibbutzim Negba and Yad Mordechai, and was killed in an air raid on Kibbutz Negba shortly after Egyptian forces began their offensive on Israel's southern front.

Preparation for Operation "Yoav" began in the summer of 1948 with all airworthy aircraft including light and heavy transport planes, bombers and fighters were fitted to deliver bombs brought from abroad and manufactured locally. Most missions during Operation "Yoav" were concentrated on bombing the Egyptian forward airbase of El Ahrish and the Egyptian army headquarters set up at the Iraq Al Sudan fortress overlooking the Faluga pocket along the Ashkelon Hebron road. The eight day long offensive was successful in dislodging the

Egyptian army from the road connecting Ashkelon to Jerusalem and pushed them further south, beyond the city of Beer Sheva.

On October 16, 1948, IAF headquarters notifies all ground units that Israel's fighter planes belonging to Israel's only fighter squadron, the 101 squadron, have their spinners painted in red and the rudders decorated with red and white stripes in order to distinguish them from Egyptian Spitfires operating in the same area. To further differentiate the Israeli fighter planes from those of Egypt, especially Egyptian Spitfires, Star of David roundels were applied on the wings for the first time. The aircraft available to the 101 squadron at the start of Operation "Yoav" include Avia S-199 Daled-113, 114, 117, 118, 120, 121, and 123; Spitfires Daled-130, 131, 132, 133, and 134; and P-51D Mustangs Daled-190 and 191 in final stages of assembly.

During Operation "Yoav", Avia S-199 Daled-121 wearing red and white rudder stripes and red spinner was credited with hitting an enemy aircraft. On the first day of the offensive, on October 16th, Rudi Augarten claimed downing a Royal Egyptian Air Force Spitfire Mk.IXc, this kill was not confirmed by IAF intelligence and is only considered as a damage claim.

With the end of "Operation Yoav" on October 22, 1948, and winter weather softening the dirt runway in Hertzelia, the 101 squadron is moved on November 9, 1948, to the former RAF base at Castina, later to be known as Hatzor Air Base.

On December 22, 1948, the IDF initiated another offensive that pushed the Egyptian Army beyond Israel's borders. This operation was to be called Operation "Horev" which lasted until January 7, 1949, and culminated in a ceasefire that ended Israel's War of Independence and set the borders of the country as they are recognized today.

The official IAF code name for the Avia S-199 was Python. IAF pilots who were WWII war veterans referred to the Avia S-199 as the Messerschmitt. This name was shortened to "Messer" as stated to me by President Ezer Weizman. "Messer" also had the dual meaning, amongst European Jews who spoke the Yiddish language, "messer" also means "knife" which is pronounced "Sakeen" in Hebrew.

Depicted machine with fuselage code Daled-121 was delivered to Israel on July 20, 1948, during Operation "Balak", flight No. 70. It made its first flight in Israel the day after delivery and the left side of its nose was subsequently decorated with the emblem of the 101 tayeret (squadron). The original small and black painted Daled-121 was obliterated and changed to a larger white one. On September 14, 1948, Bill Pomerantz flipped this aircraft on landing. The "Messer" was repaired and served until the end of the war, on December 22, 1948. In 1950 it was transferred to Tel Nof and scrapped.

A Steak for Free

Text: Richard Plos

Illustration: Stanislav Tarasovič



The left hand moves the lever forward to the full throttle while the right hand pushes the stick forward. The aircraft tilts its nose and the engine yells at full power. The airspeed indicator needle moves up the scale towards the top value rapidly. Just a bashing moment, the nose screams in a protest, and the reducer breaks off! The propeller immediately exceeds its maximum revolutions, the blades break off, and the cone follows. The aircraft, suddenly "tail heavy", rises its crippled nose wildly upwards. The overwhelming overload knocks the pilot unconscious, and he only regains consciousness after a few seconds at 40,000 ft. The nose of the aircraft is deformed, one cover panel torn off. The forces during the transition from dive to climb bent the wings to an unusual dihedral, but the aircraft remains controllable, so the pilot puts it into a glide and turns towards the base. After a few dozen of minutes, the wheels of the crippled Spitfire Mk.XI touch down on the runway at Farnborough. It is April 27, 1944 and W/Cdr Anthony F. Martindale has just recorded the highest speed ever achieved by a piston aircraft. As the record shows, before the reducer broke down, the airspeed was over 700 mph, knocking the Mach 0.92!

Cut, a three-and-a-half-year fast forward. This time, the pilot turns on the four chambers of the XLR-11-RM-3 rocket engine, one after the other, giving it a maximum thrust of 6,000 lbf (26.5 kN). The orange Bell X-1, looking like a .50 bullet, slices the air with its thin wings like a butter knife. The speed increases steadily, the needle of the machmeter easily surpassing the heroic performance of W/Cdr Martindale and

his poor Spitfire. Quite smoothly and without vibration, the gauge moves past Mach 1 and slowly continues on. On reaching Mach 1.06, the rocket engine falls silent after twenty seconds of work and the pilot takes the aircraft into a glide. It takes nearly 14 minutes to descend from 42,000 feet and the wheels touch down on the runway at Rogers Dry Lake. It's October 14, 1947, and Charles "Chuck" Yeager has just become the fastest man on the planet and the first to break the speed of sound. Ironically, he achieved this feat as an incapacitated pilot. But that was discovered only when it was all over...

Prior to the record-breaking flight, which was scheduled for Tuesday, Chuck and his wife were supposed to take a weekend trip, but a pregnant Glennis wasn't feeling well, so they stayed home. On Sunday, she was better, so they at least went to dinner at the Happy Bottom Riding Club, part of a large ranch built near the base by Florence Lowe "Pancho" Barnes, a pilot who had competed in air races in the prewar years with the famous Amelia Earhart and, among other things, had flown in Howard Hughes' famous film *Hell's Angels* (1930). She also announced at the beginning of the X-1 program that the first pilot to break the speed of sound would get a free steak in her restaurant.

That evening Chuck still had to pay for his dinner and then he and Glennis decided to go horseback riding. Someone slammed the ranch gate, which Yeager didn't expect. His horse reared up and jumped sideways and the rider left his saddle involuntarily. Two broken ribs were the toll, but rather than confess to the flight surgeon, which would have taken himself out of flying

for a while, he went to his friend veterinarian. And because he found he was unable to close the cockpit door with his right hand, flight engineer Jack Ridley cut off his broom handle so he could use it as an improvised lever. Once the door was closed and the necessary checks were made to release the X-1 from the mother B-29, nothing could stop Yeager!

The whole situation was depicted in *The Right Stuff* (1983) movie, in which Chuck was played by Sam Shepard, while Ed Harris portrayed the second American astronaut, John Glenn, and Scott Glenn played the first American in space, Alan Shepard... Interesting names coincidence, isn't it? Kim Stanley portrayed the flamboyant ranch owner, and five years after *The Right Stuff*, a movie was made about "Pancho" Barnes herself, starring Valerie Bertinelli.

Stanislav Tarasovich's painting, boxart of kit Cat. No. 8079, depicts aircraft number 46-063, the second prototype operated by the NACA (National Advisory Committee for Aeronautics). Chuck Yeager never flew it, but the entire X-1 program is forever associated with him and his record-breaking flight. And the film's conversation between "Pancho" and Gordon Cooper's wife is a testament to how dangerous the work of test pilots was, regardless of military or NACA affiliation:

Trudy Cooper: "I just noticed that a fancy pilot like Slick over there doesn't have his picture on your wall. What do you have to do to get your picture up there anyway? Pancho Barnes: "You have to die, sweetie ..."

The Bavarian Knight

Text: Jan Bobek

Illustration: Antonis Karydis



It is no coincidence that Max Müller became the second most decorated German aviator of the Great War, after Manfred von Richthofen. The athletic and determined Müller had already joined the Bavarian armed forces in 1907. He became the personal driver of the Bavarian Minister of War, Otto Freiherr Kreß von Kressenstein. By applying directly to his passenger, Müller obtained a transfer to the aviation training in December 1913. He became a very experienced and courageous aviator. Although he was a Bavarian, he felt at home in Boelcke's Prussian Jasta 2. Even after being transferred in early 1916 to Jasta 28w ("w" indicates a Royal Württemberg unit) as a five victory ace, he felt well accepted. He liked a lot two of the commanders of Jasta 28w, Lt. Schäfer and Hptm. Hartmann. However, both were killed in action, Schäfer in early June and Hartmann in early September 1917.

While Hartmann was still alive, Max Müller was promoted to the rank of Leutnant on August 26, 1917. This was the first such promotion in the German armed forces. Müller, who by then held the highest possible NCO rank (Offiziersstellvertreter), was the victor over 26 opponents. After his promotion, he was immediately awarded both the "Blue Max" and the Bavarian Medal in Gold in the first half of September.

At the beginning of September 1917, Müller had the fuselage of his machine painted red, as at that time he was leading the Jasta 28w in combat flights. Antonis Karydis' boxart

shows Müller in a dogfight with a Sopwith Camel, which took place on 10 September at 19:30 over Houthulst Forest. It was probably a machine from No. 70 Squadron RFC. During the following day he forced another aircraft of this type to land.

Hartmann's successor on 10 September became Oblt. Jahns, on whose account was only one air victory. At that time Max Müller apparently began to doubt whether his superiors would ever be willing to put him in command of Jasta 28w. When Jahns was killed in action on 24 September, Müller apparently expected that his moment had come and he would become commander of the unit. To his disappointment, however, command was given to Prussian Lt. Emil Thuy, who accounted for about half the Bavarian Müller's tally. Moreover, the two officers did not get along very well. However, Müller, who was to be assigned to a Bavarian fighter unit, requested a transfer back to the Prussian Jasta 2, whose designation had since changed to Jasta Boelcke (Jasta B).

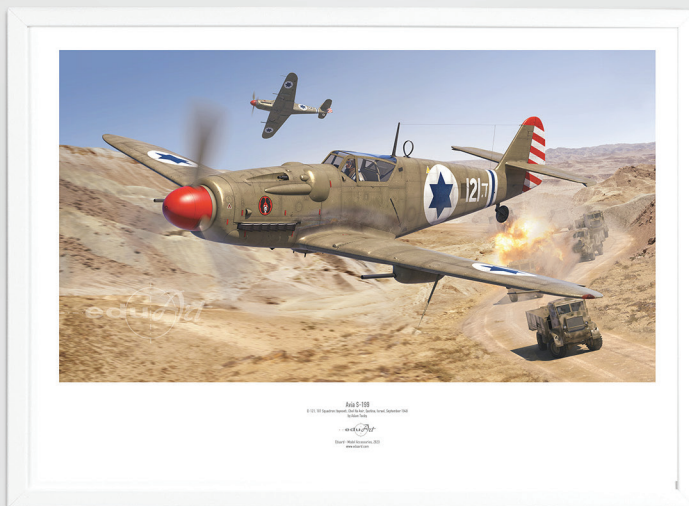
Müller was greeted with enthusiasm by his old unit at the end of October 1917. Three quarters of a year earlier he had left it as a NCO and Boelcke's promising pupil with five kills to his credit. He returned as an officer with nearly thirty victories. He was at that time the second most successful living fighter pilot after Manfred von Richthofen.

When the commander of Jasta B, Lt. Walter von Bülow-Bothkamp was killed on 6 January, Müller was put in command. To

his disappointment, he was not appointed as a Staffelführer. However, he was determined to earn the permanent post. The 8th of January, he imparted to the pupils at a flight school the experience of how to effectively attack two-seater observation aircraft. The very next day, he found himself in just such a situation when he attacked a crew of RE.8 of No. 21 Squadron RFC manned by Capt G. F. W. Zimmer and 2.Lt H. A. Somerwille. They were attacked by seven Albatros planes under Müller's command and Somerwille fired on all the machines. Müller broke away from the fight, his machine caught fire and he seemed to jump out of the machine in desperation without a parachute. SE.5s of No. 60 Squadron subsequently joined the fight. However, not even Müller's comrades could agree on the exact course of Müller's tragic end. What is certain is that Müller was found with a bullet in his chest, which must have come from the defensive fire of RE.8. Ironically, Capt. Zimmer (soon to receive the DFC) was of German descent, as his father was an immigrant born in Heilbronn, Württemberg.

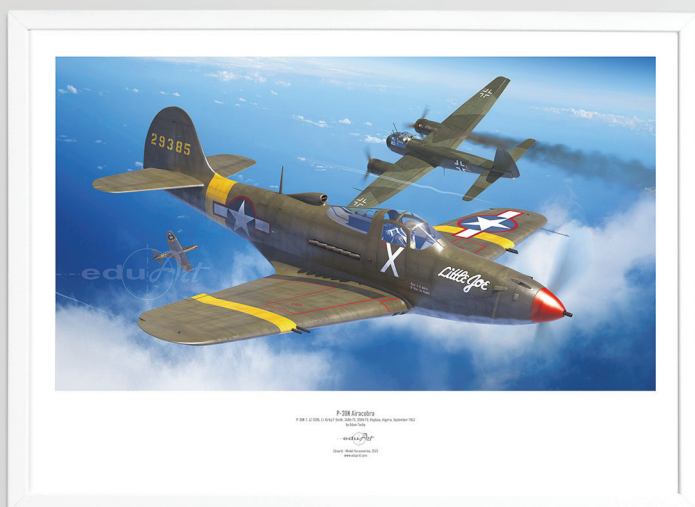
Max Müller was the second most successful Bavarian fighter after Rudolf Berthold, and in March 1919 he was posthumously awarded the Bavarian Military Max-Joseph Order, Knight's Cross, retroactive to November 1917. By this act he was knighted and his name was now given as Max Ritter von Müller. You can learn more about this exceptional aviator in the publications of Lance J. Bronnenkant, Greg VanWyngarden, Bruno Schmaling and Jörn Leckscheid.

ARTWORK PRINTS



Avia S-199

7472-ART



8067-ART

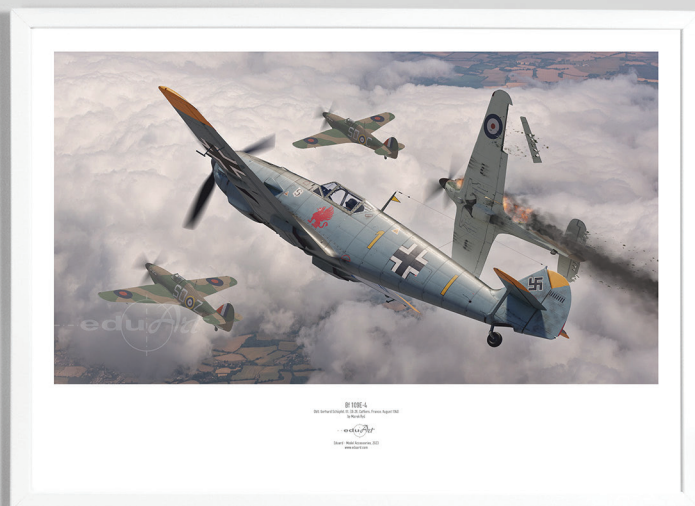
P-39N Airacobra

A2 (594 x 420 mm)
Roll Up Vinyl, 160g/m²



FM-1 Wildcat

82204-ART



Bf 109E-4

84196-ART

www.eduard.com only

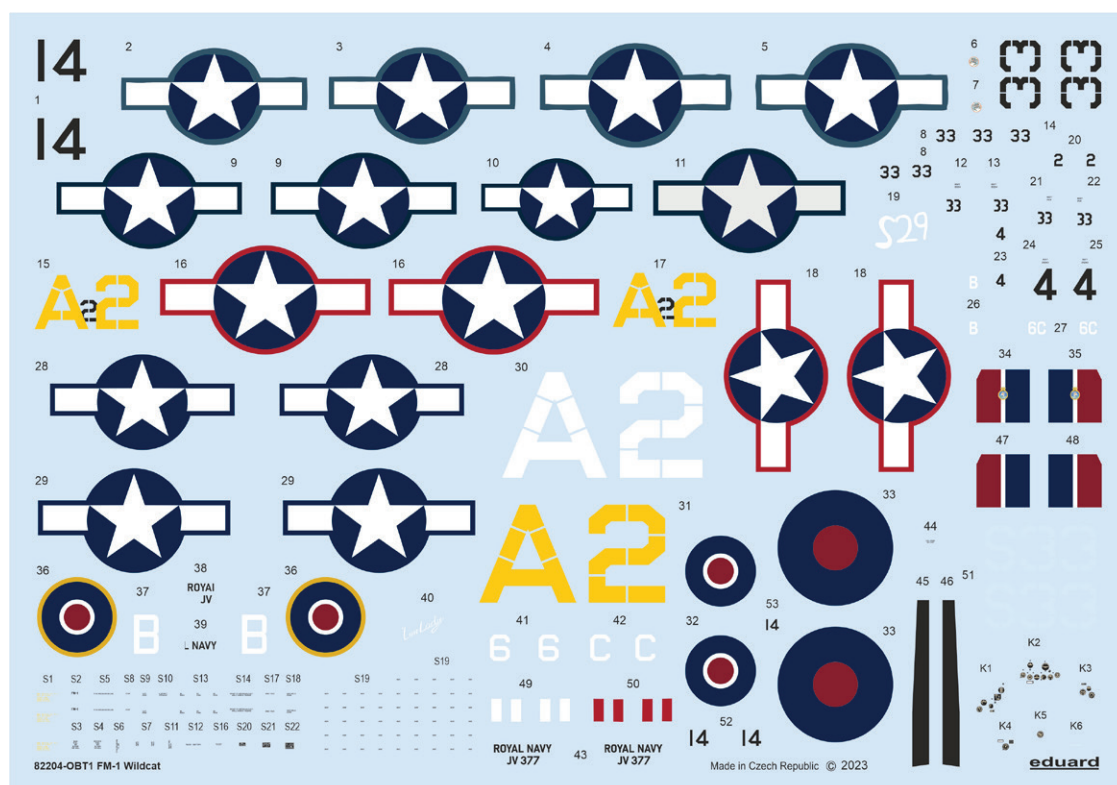
FM-1 Wildcat

1/48

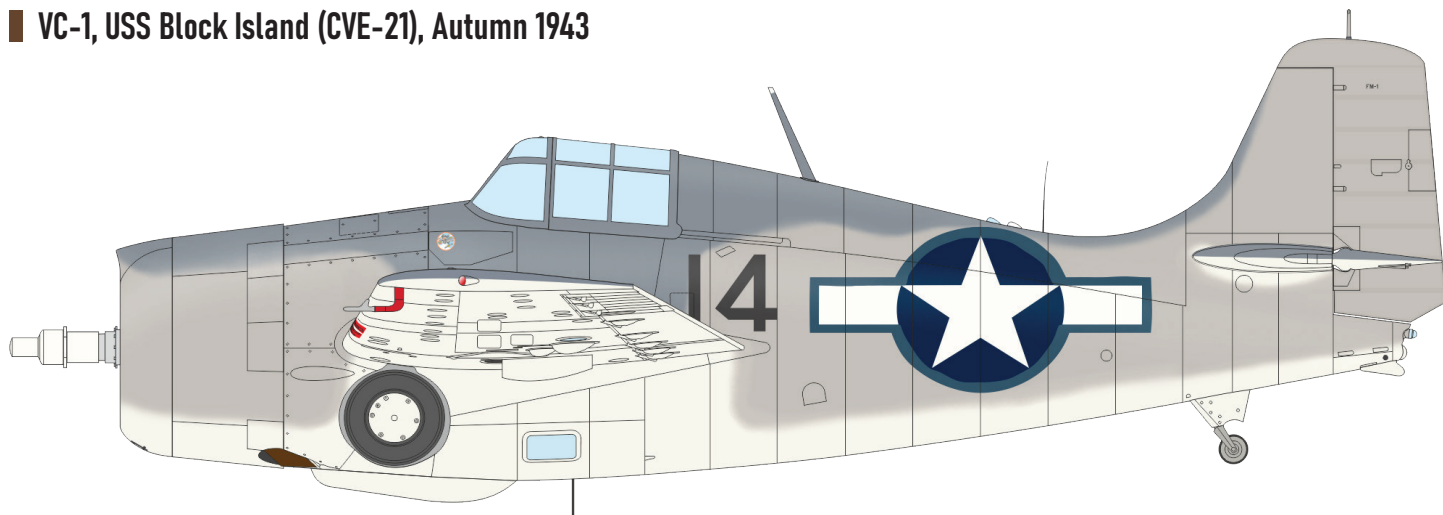
#82204

The ProfiPACK edition kit of US WWII aircraft carrier-based fighter FM-1 Wildcat in 1/48 scale. Kit presents FM-1 Wildcats from US Navy combat over the Pacific and the Atlantic, and also from the British FAA.

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

[Product page](#)


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

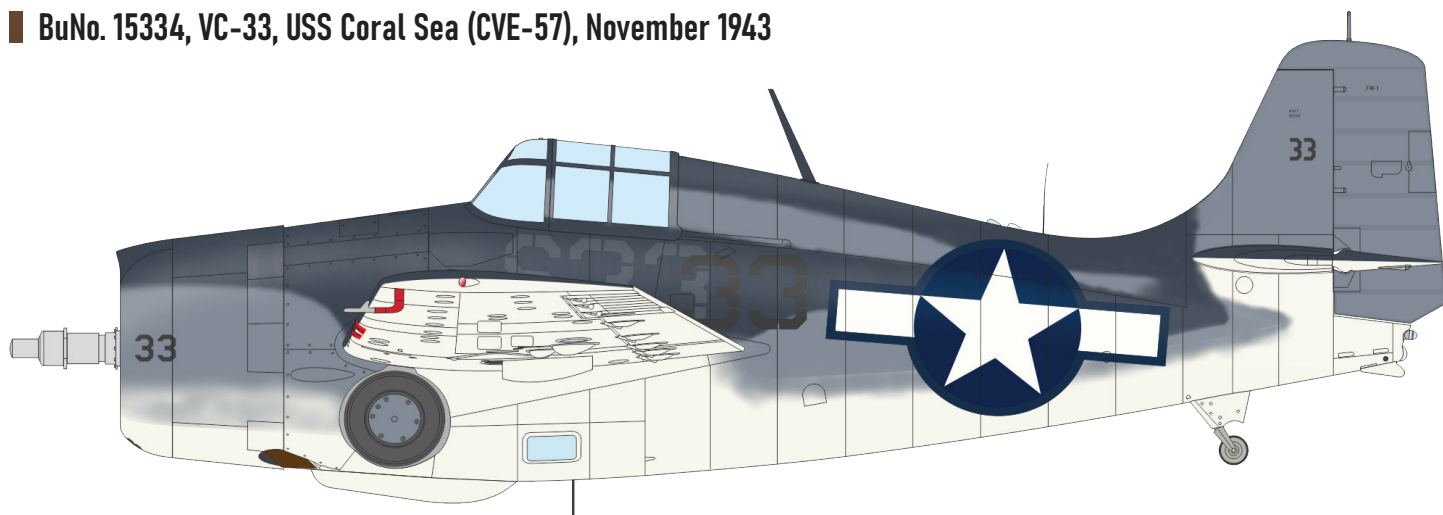


The VC-1 composite squadron operated from USS Card (CVE-11) during its first deployment. The unit operating from escort carriers with Wildcats F4F-4 fighters and Avenger bombers in the summer of 1943 scored several successful attacks on German submarines. An aircraft with number 14 served with VC-1 on USS Block Island

in the fall of 1943 during second combat tour of the unit. During this deployment the U-boat U-220 was sunk on October 28. The paint scheme for this aircraft was one of two standard ones created for single engine aircraft operating in the Atlantic area. It consisted of shades of Dark Gull Grey and Light Gull Grey on the upper surfaces

and Insignia White on the lower ones. The national insignias had the original red trim overpainted. Photographs of this and other Wildcats from USS Block Island are often attributed to VC-55, but the affiliation with VC-1 is evidenced by the emblem located under the cockpit.

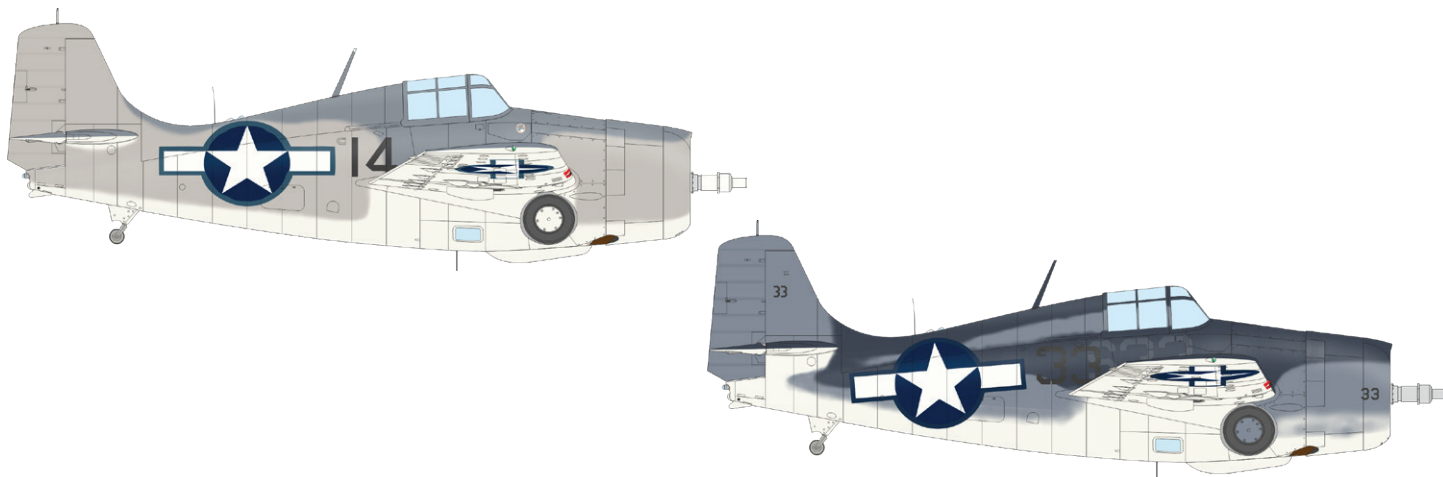
■ BuNo. 15334, VC-33, USS Coral Sea (CVE-57), November 1943



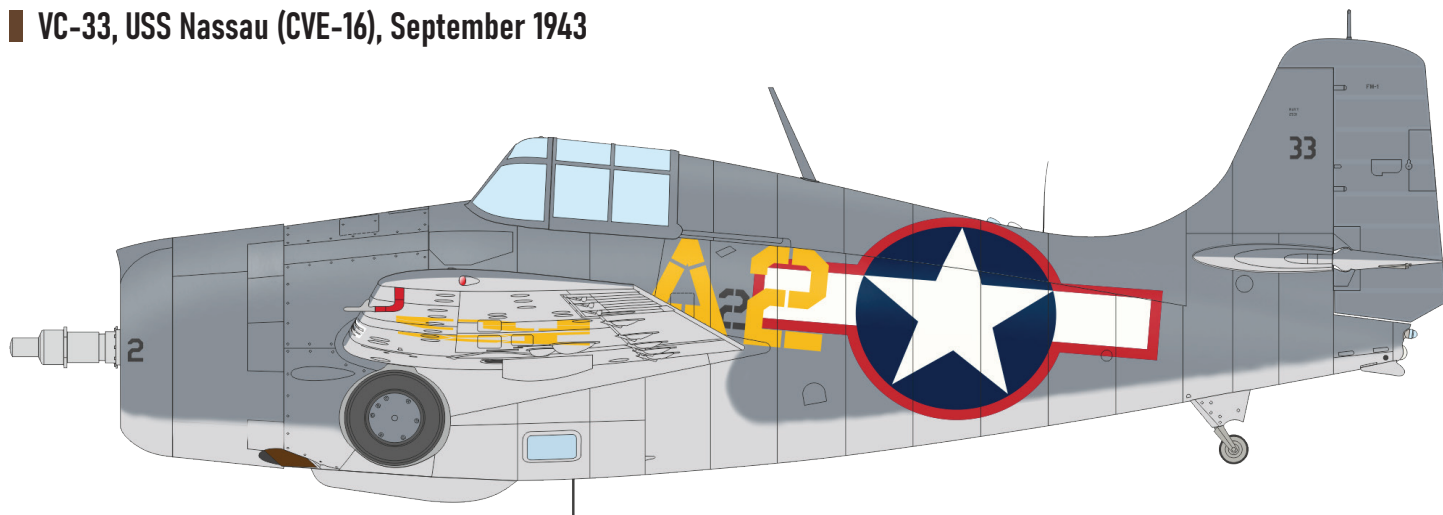
The VC-33 composite squadron participated in Operation Galvanic in November 1943, where USS Coral Sea (CVE-57) operated alongside USS Corregidor (CVE-58) and USS Liscome Bay (CVE-56) during the attack on Makin Atoll.

One of the FM-1s of VC-33 operating from USS Coral Sea was the one with number 33, which crashed during one of the landings on that ship in November. The Wildcat's livery was done in the standard shades of Sea Blue, Intermediate

Blue and Insignia White. On the fuselage, rudder, engine cowls and leading edge was black number 33, while the original white S33 marking under the cabin was overpainted.



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

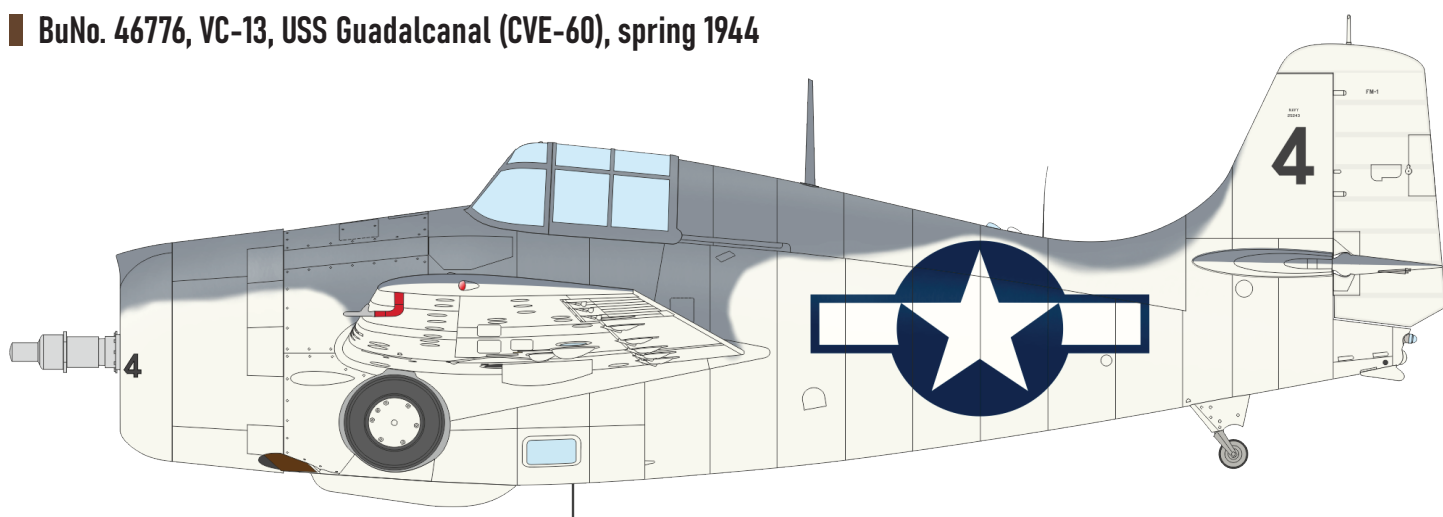


The VC-33 is shown in its pre-embarkation form on the USS Coral Sea (CVE-57). At the time, VC-33 was preparing on USS Nassau (CVE-16) for an early combat deployment as part of Operation Galvanic. The USS Nassau did not intervene in Operation Galvanic, but in December 1943, Army P-39 Airacobras from the 72nd FS launched

from her deck to reach their combat area. The Airacobras then fought from the airfield at Makin Atoll, which was also captured thanks to air support from the Wildcats of the USS Coral Sea. The livery of the Wildcats from the time they were training on USS Nassau was done in the standard shades of Dark Gull Grey and Blue

Grey. The distinctive A2 code on the fuselage and wings marked the aircraft used for training and was removed after the transfer to the USS Coral Sea. The hand-painted S29 marking on the back of the fuselage was the aircraft designation on the VC-33. This makeshift inscription was on the starboard side only.

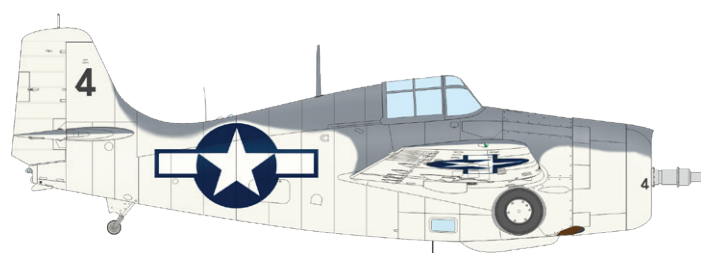
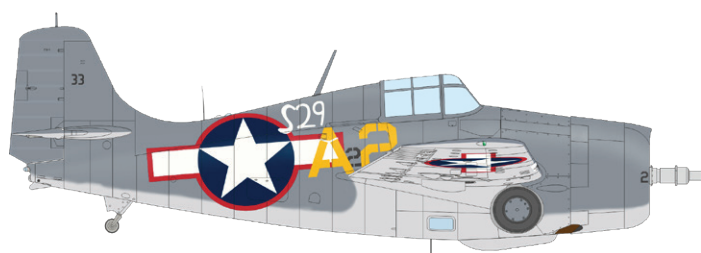
BuNo. 46776, VC-13, USS Guadalcanal (CVE-60), spring 1944



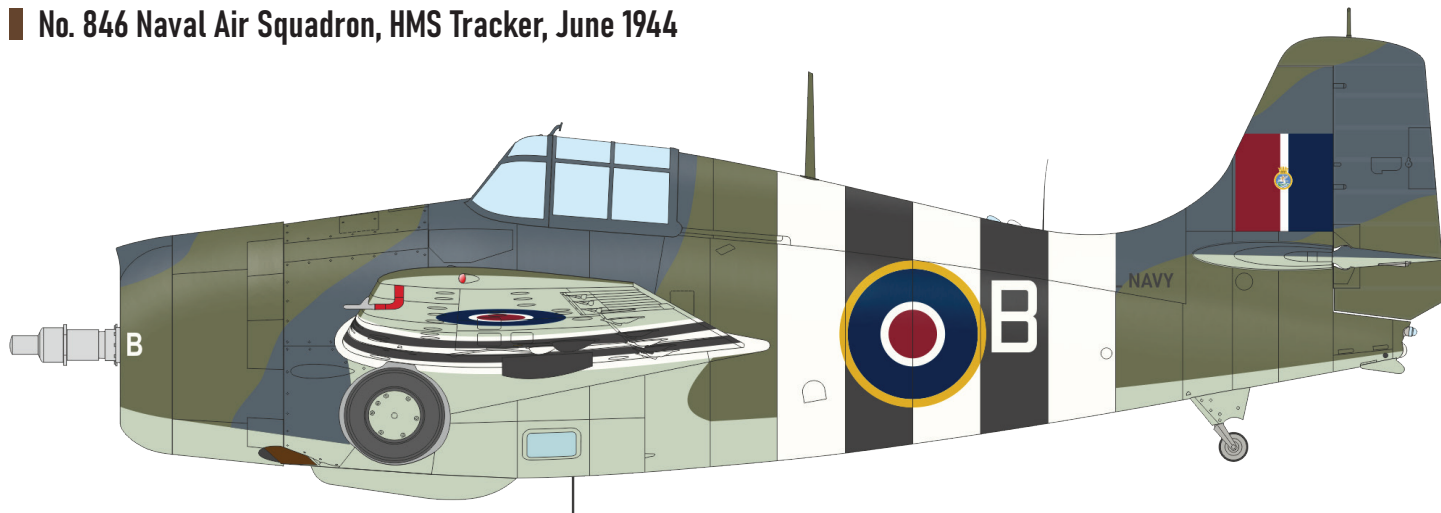
Wildcat number 4 has been mistakenly assigned to VC-58 by the vast majority of sources. This unit, however, operated in the spring 1944 from the USS Guadalcanal and was operating Wildcats FM-2. In January and February 1944, the VC-13 Squadron, known by the emblem with a drawing of a cat painted on the sides of the fuselages of its aircraft, operated from the ship. Unfortunately,

the application of the unit's emblem is not documented for Wildcats FM-1 of VC-13, although USS Guadalcanal records from February 1944 do mention the unit's emblem. With the FM-1 version Wildcats, this was the third operational tour for VC-13 in early 1944. During the previous two in the spring and summer of 1943, the squadron operated from USS Core (CVE-13) and scored

several successful hits against German U-boats. In the spring of 1944, after rearming with the new FM-2, the unit underwent another combat tour in the Atlantic. The last combat deployment was in 1945 in the Pacific from USS Anzio (CVE-57). Wildcat's paint scheme was done in the standard shades of Dark Gull Grey and Insignia White.



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

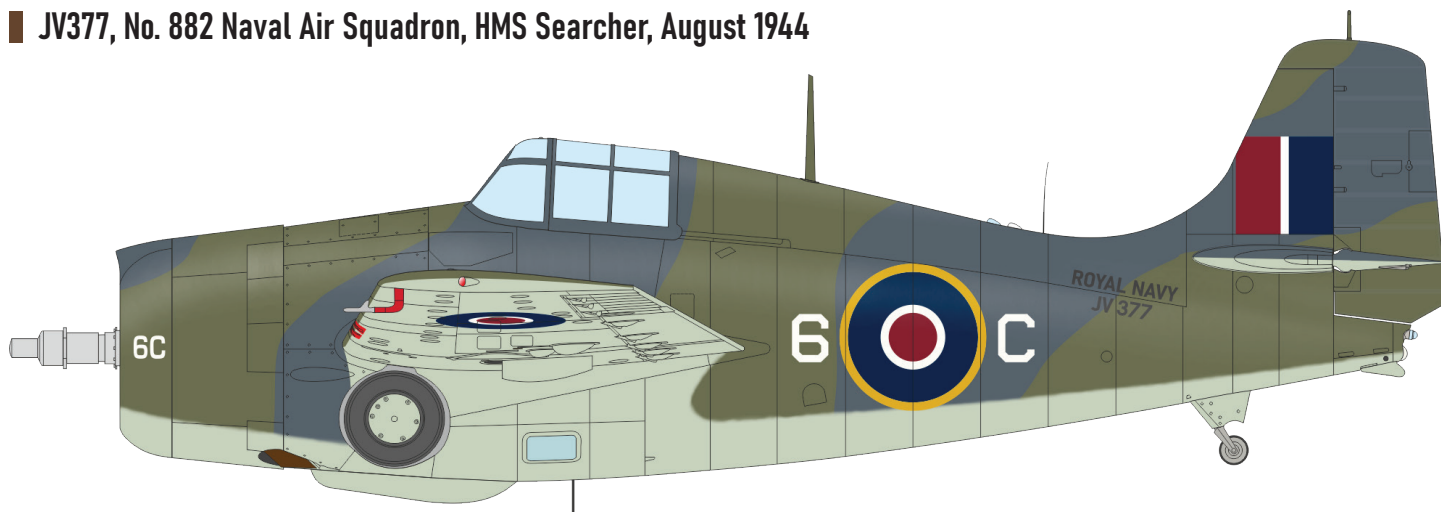


This color scheme shows a Martlet Mk.V with code letter B belonging to No. 846 Naval Air Squadron operating from the deck of HMS Tracker. The serial number was painted over with invasion stripes and thus remains unknown.

On the starboard side of the fuselage behind the engine cowlings there was the white inscription, probably "Lim Lady". The camouflage pattern of the Mk.V Martlets was applied in shades of Temperate Sea Scheme, so that the upper

surfaces were painted with Extra Dark Sea Grey and Dark Slate Grey shades, while the lower surfaces were painted Sky. Black and white invasion stripes were on the fuselage and wing.

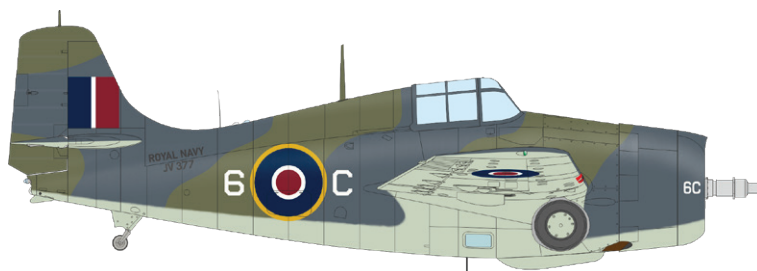
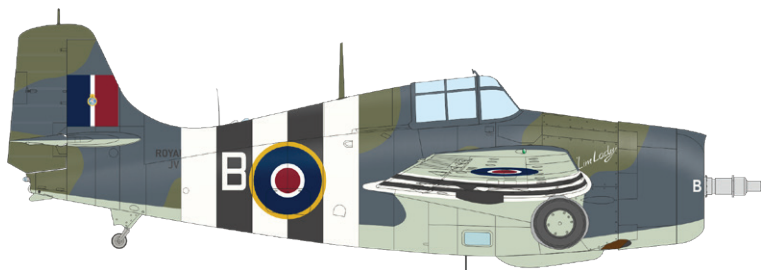
■ JV377, No. 882 Naval Air Squadron, HMS Searcher, August 1944



The HMS Searcher ship operated mainly around the UK coast from 1943. In late December 1943 she escorted convoys and ships in the Atlantic and arrived in Norfolk in early January 1944. She took part in the attacks on the German

battleship Tirpitz as part of the Home Fleet Strike Force in Operation Tungsten, during which her role was to provide fighter cover. Martlet Mk.V serial number JV377 was one of the aircraft of No. 882 Squadron supporting Operation Dragoon,

the Allied invasion of southern France in August 1944. The camouflage pattern of the Martlet Mk.V was applied in Temperate Sea Scheme, i.e., with the upper surfaces in Extra Dark Sea Grey and Dark Slate Grey, the lower surface in Sky.



1/48

FM-1 Wildcat

#82204
MARKING C
built by **Robert Szwarc**

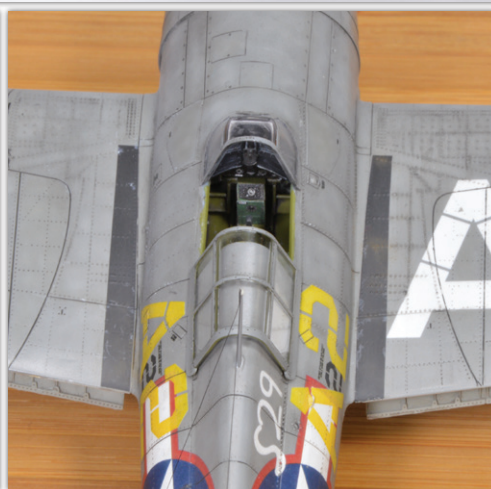


VC-33, USS Nassau (CVE-16), September 1943

The VC-33 is shown in its pre-embarkation form on the USS Coral Sea (CVE-57). At the time, VC-33 was preparing on USS Nassau (CVE-16) for an early combat deployment as part of Operation Galvanic. The USS Nassau did not intervene in Operation Galvanic, but in December 1943, Army P-39 Airacobras from the 72nd FS launched from her deck to reach

their combat area. The Airacobras then fought from the airfield at Makin Atoll, which was also captured thanks to air support from the Wildcats of the USS Coral Sea. The livery of the Wildcats from the time they were training on USS Nassau was done in the standard shades of Dark Gull Grey and Blue Grey. The distinctive A2 code on the fuselage and wings

marked the aircraft used for training and was removed after the transfer to the USS Coral Sea. The hand-painted S29 marking on the back of the fuselage was the aircraft designation on the VC-33. This makeshift inscription was on the starboard side only.



Recommended: for FM-1 Wildcat 1/48

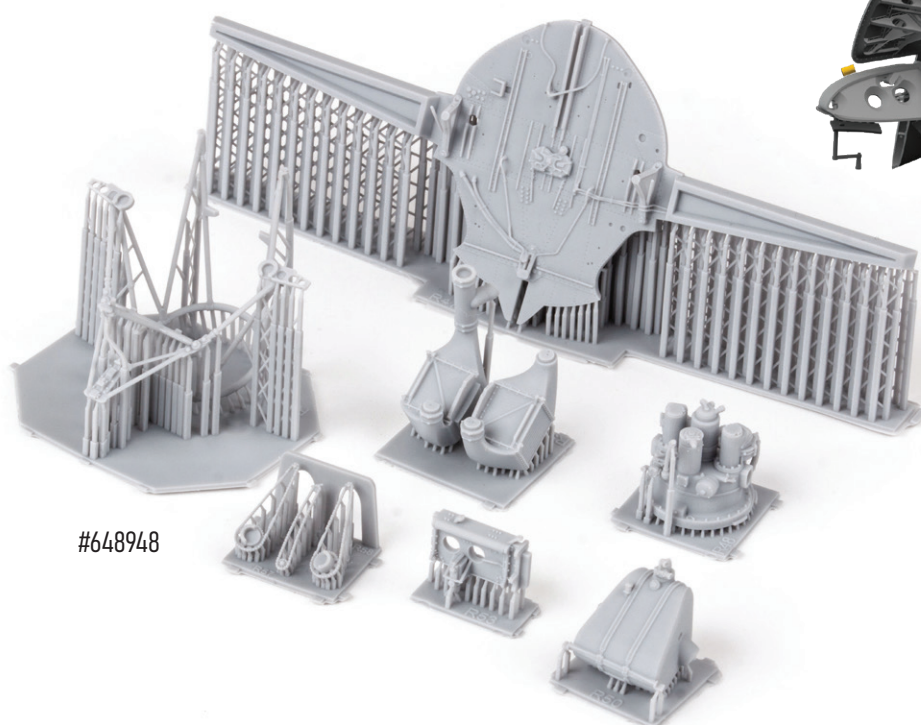
644241	FM-1 LööK (Brassin)
648943	FM-1 undercarriage legs BRONZE (Brassin)
648944	FM-1 wheels (Brassin)
648945	FM-1 folding wings PRINT (Brassin)
648946	FM-1 exhaust PRINT (Brassin)
648947	FM-1 engine PRINT (Brassin)
648948	FM-1 wheel bay PRINT (Brassin)
648949	FM-1 seat PRINT (Brassin)
648950	FM-1 gun barrels PRINT (Brassin)
3DL48149	FM-1 SPACE (3D Decal Set)



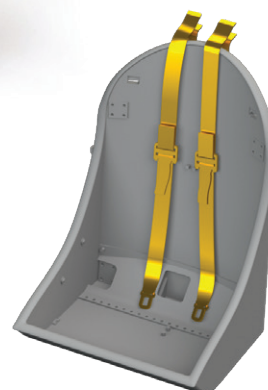
#648943



#648945



#648948



#648949

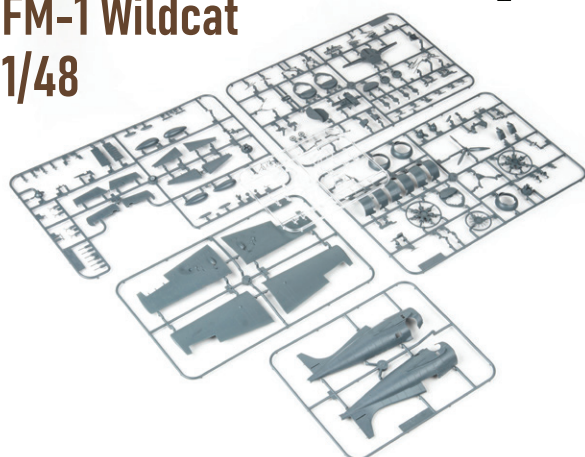
OVERTREES

#82204X

FM-1 Wildcat

1/48

Product page



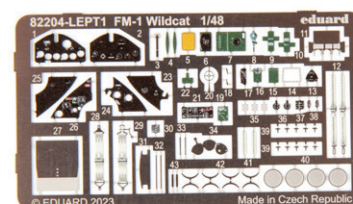
OVERLEPT

#82204-LEPT

FM-1 Wildcat

PE-Set 1/48

Product page



P-39N Airacobra

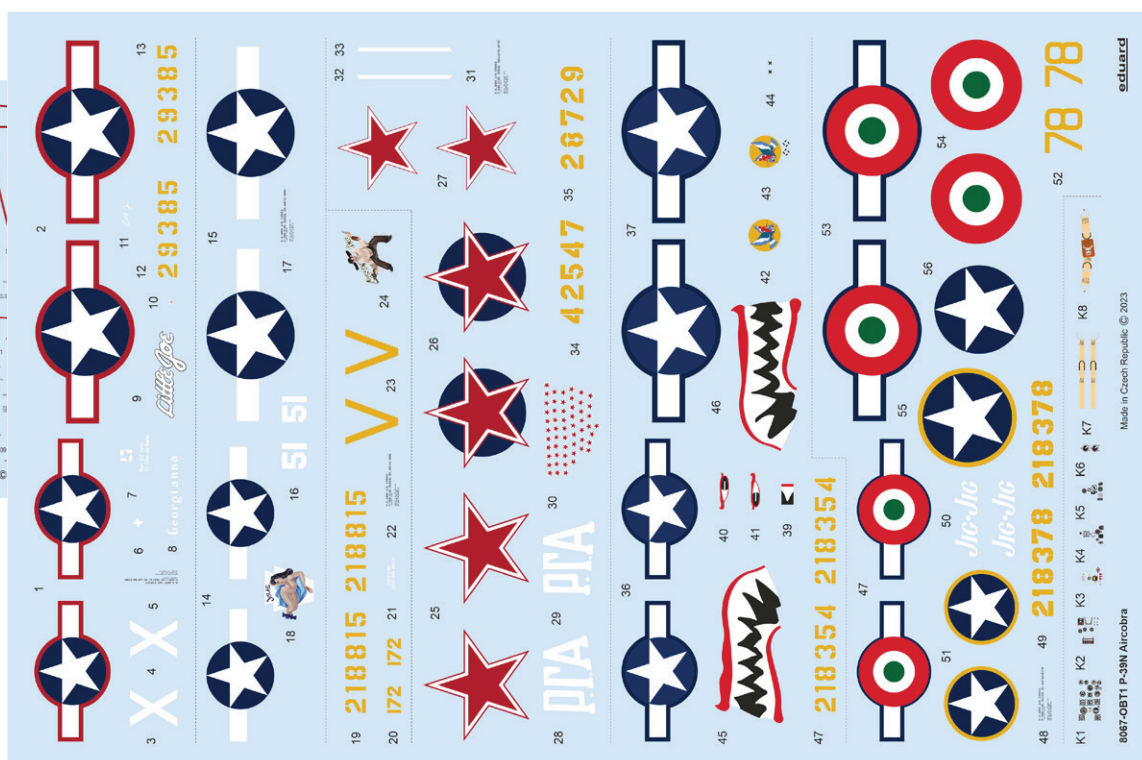
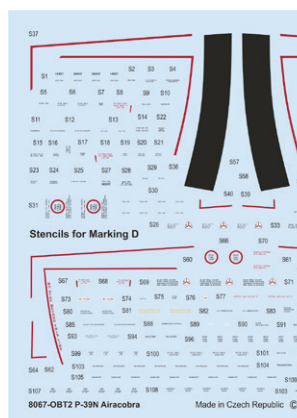
1/48

#8067

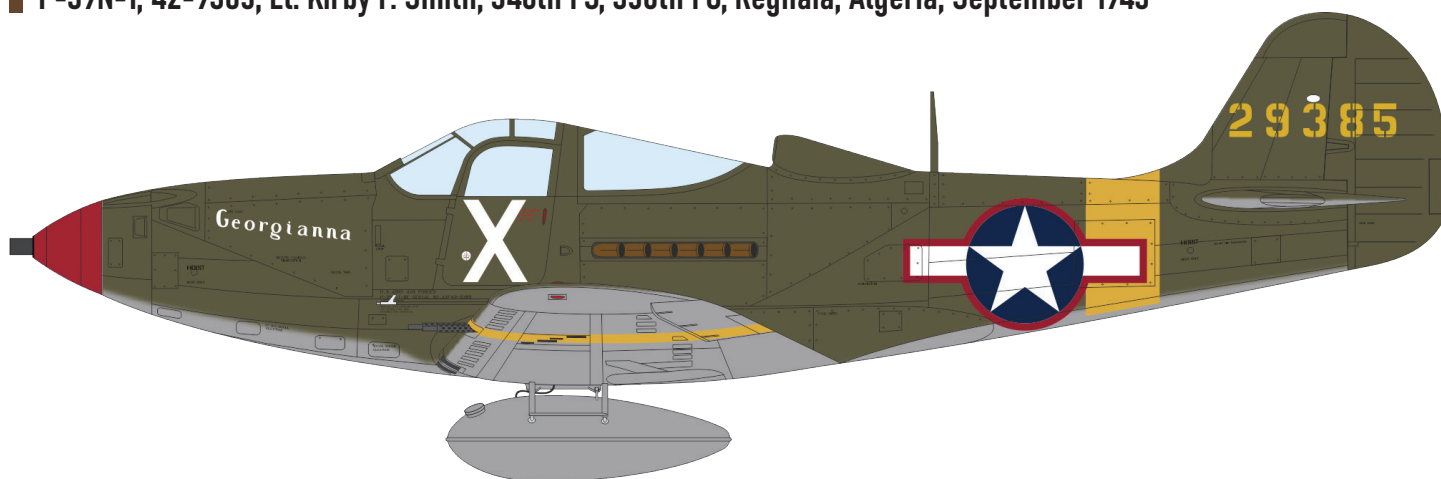
The ProfiPACK edition kit of US WWII fighter aircraft P-39N Airacobra in 1/48 scale. Kit offers P-39 from service with the American, Italian and Soviet air forces.

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

Product page



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

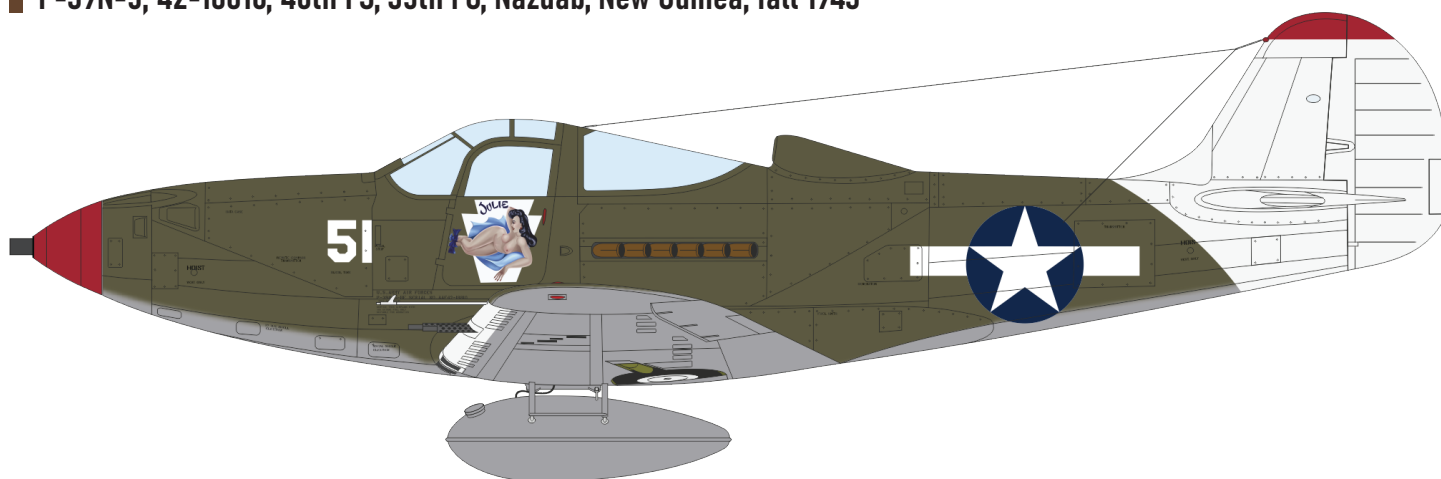


On August 6, the Luftwaffe lost two Ju 88 reconnaissance aircraft in the Mediterranean. One was conducting weather reconnaissance, the other long-range reconnaissance. Both were Ju 88D-1s and the victim of K. F. Smith and his Airacobra was most likely the aircraft of Fw. Heinz Pracht of 3. (F)/33 (WNr. 143073, 8H+LL). The other lost Ju 88D-1 belonged to Wekusta 26 (weather reconnaissance squadron), based

at Frosinone, more than 600 km from the site of the shoot-down, which occurred about 160 km north of Cherchell on the African coast. The German reconnaissance aircraft were operating at an altitude of about 30,000 feet and so each squadron of 350th FG received pair of P-38s to intercept these high-flying enemies. On that August 6, however, Smith had to climb to the high-flying target with a breathless Airacobra as

well as his wingman, F/O Harold M. Simmonds. Shots from the 37mm cannon nearly stopped the Airacobra in mid-air as it fluttered at the limit of maximum range. The fire, however, sent the enemy to the ground, or, better to say, to the water. A swastika-style kill sign subsequently appeared on the right side of Smith's aircraft under the cockpit.

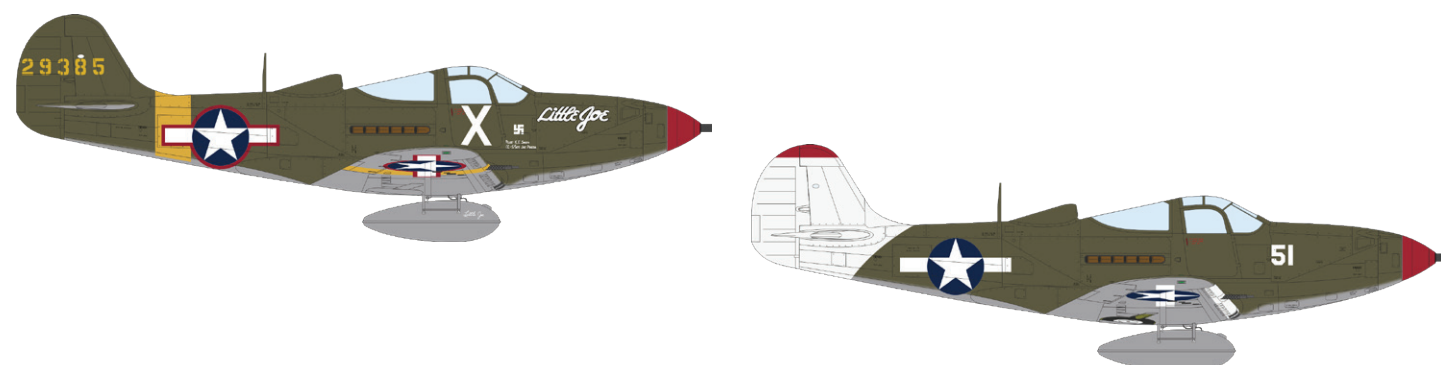
■ P-39N-5, 42-18810, 40th FS, 35th FG, Nazdab, New Guinea, fall 1943

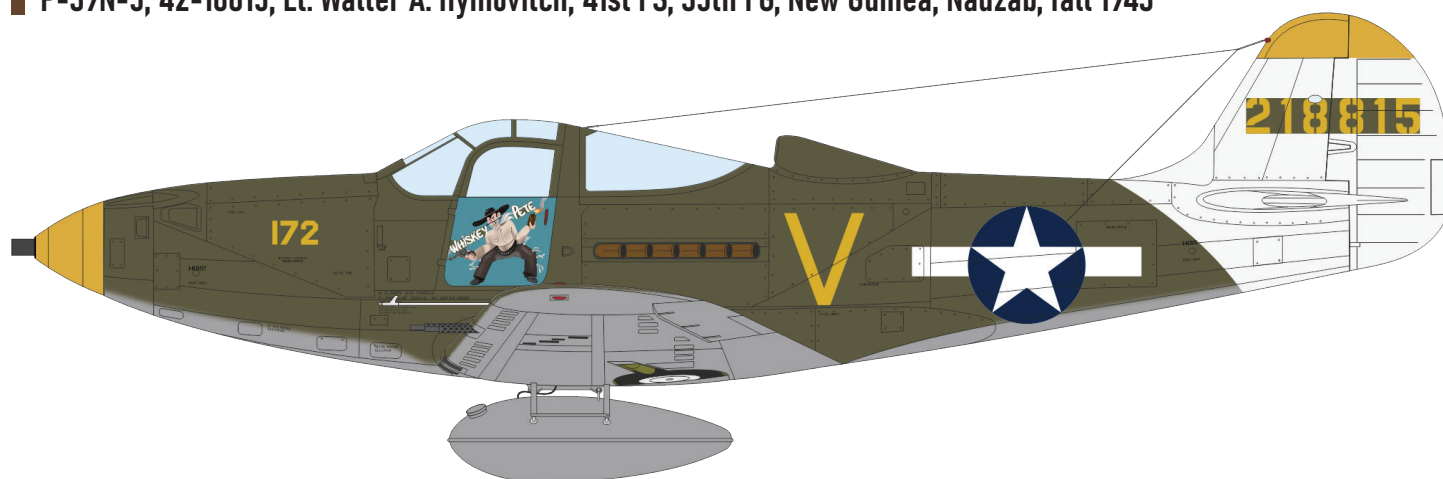


USAAF and RAAF single-engine fighter aircraft operating in New Guinea from the second half of 1943 onward carried white tail surfaces, usually in combination with white painted wing leading edges. Both intended as identification markings of their own aircraft. The 40th FS had been flying Airacobras since the summer of 1942, when the squadron was tasked with the defense of Port

Moresby harbour. From December 1943, these were gradually replaced by P-47 Thunderbolts. During their spell with Airacobras, the pilots of the 40th FS recorded a total of 51 enemy aircraft destroyed, which was the highest score achieved by a squadron armed with P-39/P-400 aircraft. Unlike the sister 41st FS, paintings on the doors of the 40th FS were rare. The door with painting

of miss Julie was also retrofitted on the No. 51 aircraft. Thus, the same aircraft is documented both with and without this painting. The painted door was originally attached to the Airacobra serial number 42-18802 from the 41st FS, which was an aircraft purchased from a fund-raising campaign organized by the students of Union - Endicott High School (N.Y.).

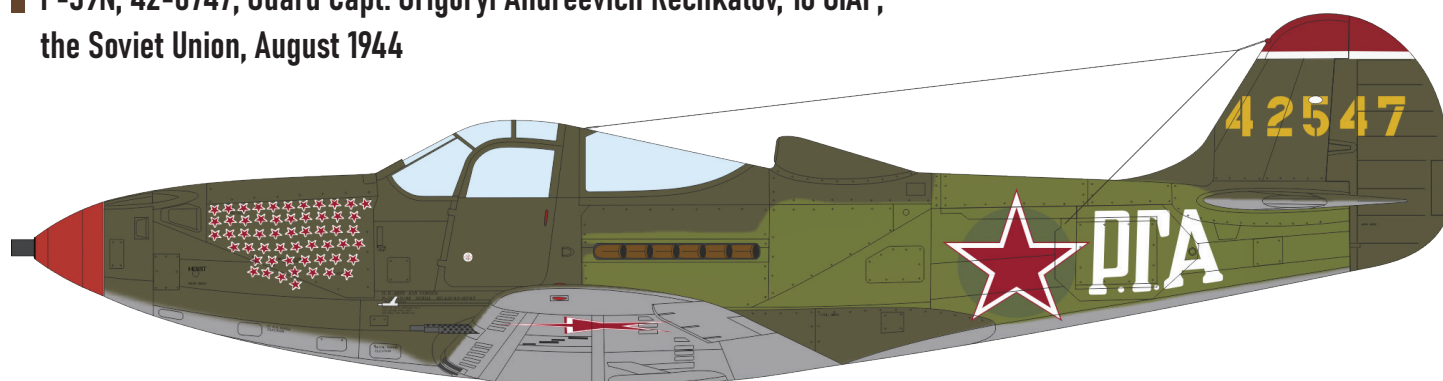


P-39N-5, 42-18815, Lt. Walter A. Hymovitch, 41st FS, 35th FG, New Guinea, Nadzab, fall 1943


On November 26, the last combat of Airacobras of the 35th FG with Japanese aircraft occurred. Pilots of the 40th and 41st FS scored seven kills certain and six more probable without losses. During a morning patrol over Finschhafen, a formation of four Boomerangs covered by three Airacobras from the 41st FS clashed with a group of more than twenty Ki-43 Oscar fighters

escorted by Ki-48 Lily bombers. In defending the Boomerangs, the 41st FS pilots shot down four Oscars, with a fifth kill only recorded as probable. One of the kills was credited to Lt. Walter A. Hymovitch. A typical feature of the 41st FS Airacobras was the painting applied to the left cockpit door. Lt. Hymovitch had a gunslinger figure named Whiskey Pete painted on it.

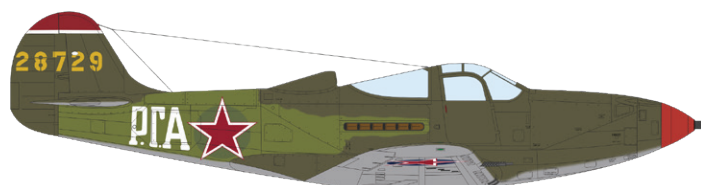
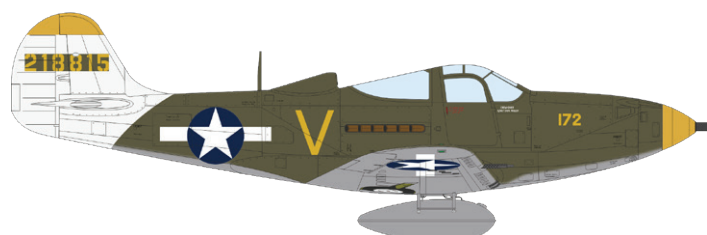
The drawing appeared on the film footage, but it does not show the entire drawing. Our interpretation is therefore a reconstruction, especially of the lower part of the figure. It is clear, on the other hand, that the aircraft did not have white leading edges of the wings, as was usual for Allied aircraft in this theater of operations.

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


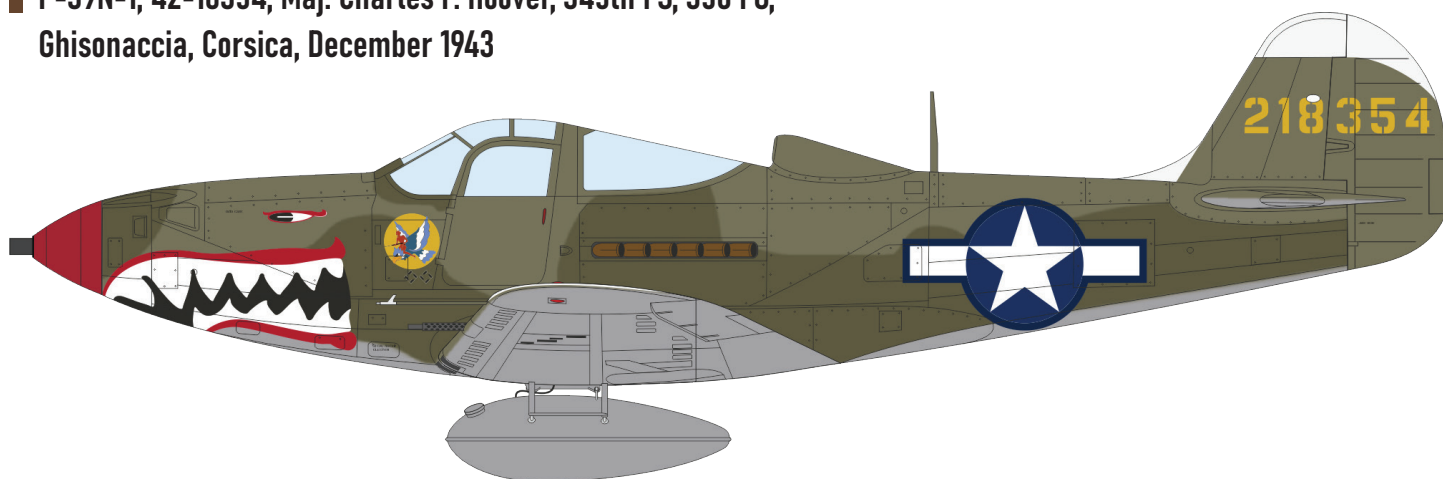
The Airacobra flown by the second most successful Soviet and Allied fighter (61 kills) had serial number 42-8747. Aircraft from this delivery were taken over by the 16 GIAP (Guard Fighter Air Regiment) in mid-May 1943 and shortly after was Rechkalov awarded the first Gold Star of the Hero of the Soviet Union. The aircraft had the standard Olive Drab/Neutral Gray livery at the time, with white stars in the US markings painted red, supplemented with red stars on the upper right and lower left wing halves. However, there is no overall photo of the aircraft in this form. Only photographs from

a later period are known. The aircraft already bore the symbols of at least 48 kills. In the photographs taken on August 19, 1944, it is seen as wearing number 42547 on the tail. According to Alexander Klubov's memoirs, the rear fuselage of Rechkalov's aircraft was deformed during aerial combat and was repaired with the use of the rear fuselage of another aircraft, namely 44-2529, which was a P-39Q. In doing so, the original rudder was used, resulting in a different number on each side of the tail. In some of the photos, the color of the rear part of the fuselage appears to be different from the rest, leading

one to believe that it was partially repainted with Soviet AMT-4 color after the repair. But the original blue disc of the US insignia is quite clear which hangs some question marks over this, including whether the rear fuselage reinforcement (offered as etched parts PE 19, 20, 23, 24) was actually fitted at that time. Based on the distinct remnant of the US emblem, it appears it was not, other sources say that Rechkalov's Airacobra was fitted with the reinforcing structure. The depicted form is therefore only one of the possible reconstructions of the appearance of this aircraft.



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

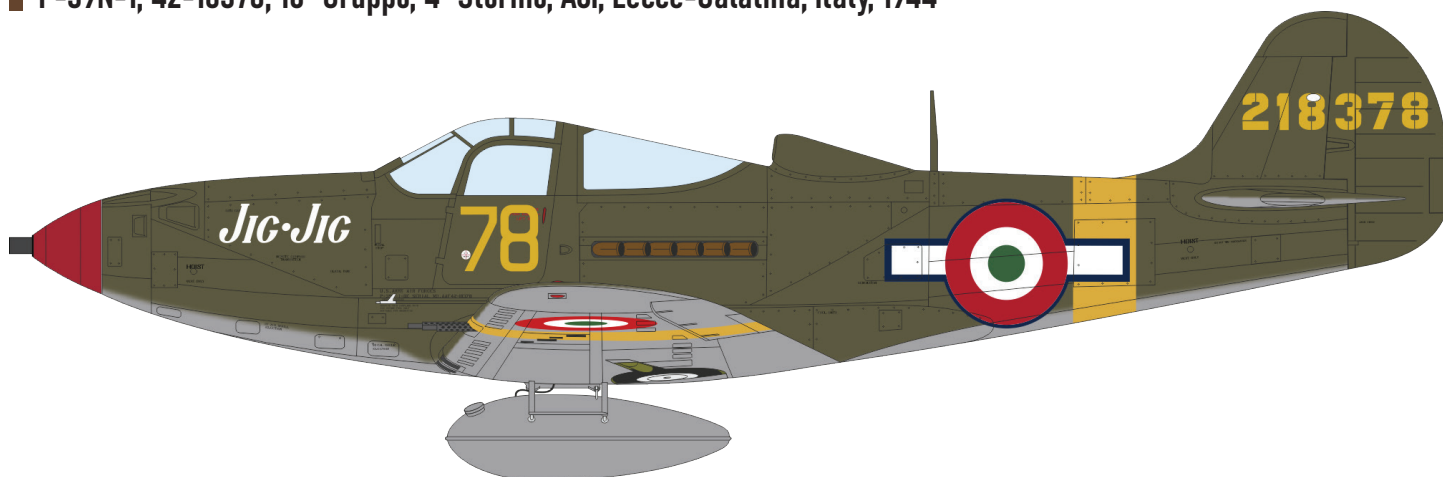


Late in the summer of 1943, the aircraft of Capt. Charles E. Hoover, commander of the 345th FS/350th FG, was an Airacobra called "The Shark" after the shark's mouth painted on the nose. The markings were unusual for the 350th FG, not only because of the mouth, but also because of the absence of yellow stripes on the wings and aft fuselage. As presented, the aircraft had its armament reduced to a pair of machine guns in the wings. The Olive Drab color of the camouflage of the upper surfaces

sported clearly visible an extensive repairs, giving the surface the appearance of two-tone camouflage. During the repairs, most of the stenciling disappeared under the new paint. The markings of the aircraft changed during service and two different forms are documented. The one shown here corresponds to the period in which the "Shark" operated from Ghisonaccia base in Corsica in early 1944. Below the Devilhawks emblem, two swastikas symbolizing kills were marked on the port side. It is not

entirely clear whether these are Hoover's, as he shot down one Bf 109 in February 1943 and was involved in the probable destruction of Do 217 on October 21, 1943. But the two kill marks might also represent two victories achieved by the aircraft. One swastika would thus represent the aforementioned Do 217, the other the Me 410, which according to his memoirs was shot down by Lt. Ogilvie. However, this kill was not officially confirmed, as the encounter occurred over enemy territory and was unwitnessed.

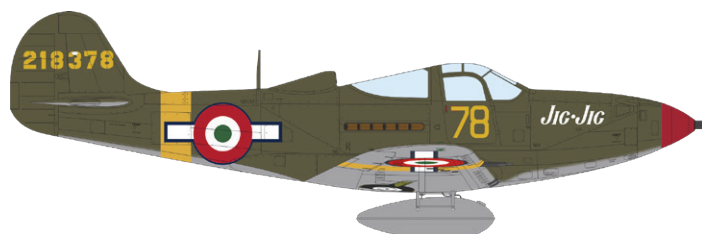
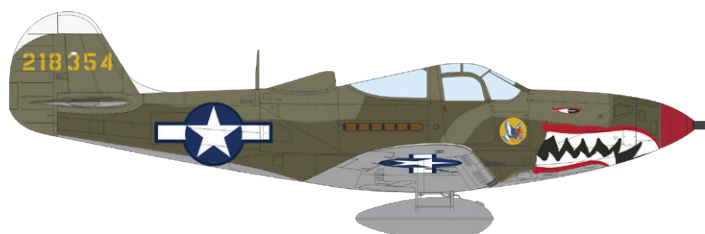
■ P-39N-1, 42-18378, 10° Gruppo, 4° Stormo, ACI, Lecce-Galatina, Italy, 1944



The Aviazione Cobelligerante Italiana (ACI) was the air force of the Southern Italian monarchist government of Pietro Badoglio, formed in October 1943 after the armistice concluded between Italy and the Allies at Cassibile. The ACI then used aircraft supplied by the USA and Great Britain in addition to Italian types. At the time of handover to ACI, this Airacobra had been operated approximately a year and a half by the 345th FS/350th FG USAAF in Africa and

the Mediterranean. These worn out Airacobras were mainly used by the Italians to train pilots on the new equipment. The aircraft with the Jig-Jig insignia on the nose was photographed with other decommissioned P-39s from the 350th FG at an Italian airfield and was probably one of the first to receive Italian cockades, as the other aircraft in the picture are still in USAAF markings. The Italian cockades were applied directly to the original American

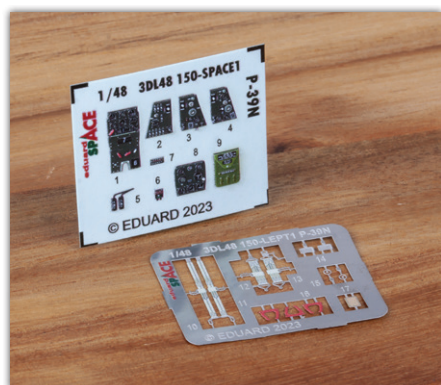
markings at four positions, and two were added to the upper right and bottom left wing halves. At the same time, the yellow stripes marking the aircraft operating within the 12th AF USAAF were retained. The aircraft has not undergone any other changes and can therefore be built in its spring 1943 form, when it was still part of the 345th Fighter Squadron, thanks to the alternative US markings offered in the decal.



Recommended: for P-39N Airacobra 1/48

49238	P-39Q/N (PE-Set)
648202	P-39 wheels early (Brassin)
648203	P-39 wheels late (Brassin)
3DL48150	P-39N SPACE (3D Decal Set)
D48068	P-39 stencils (Decal Set)
EX702	P-39/ P-400 TFace (Mask)

#648202

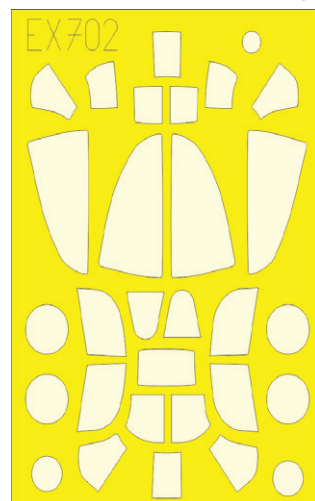


#3DL48150

#648203



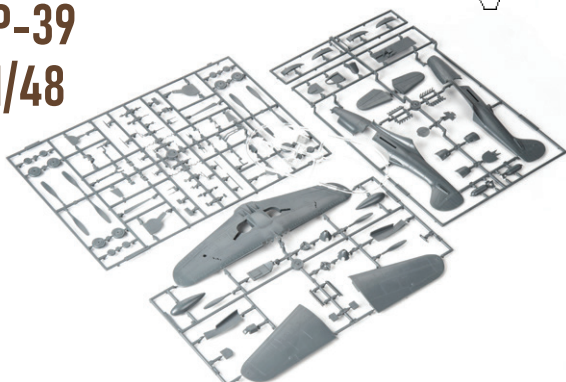
#EX702



OVERTREES

#8067X
P-39
1/48

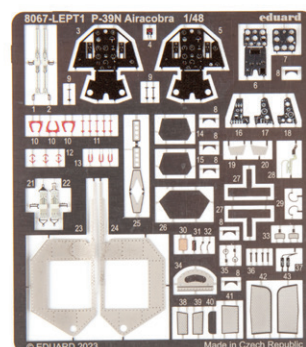
[Product page](#)



OVERLEPT

#8067-LEPT
P-39N Airacobra
PE-Set 1/48

[Product page](#)



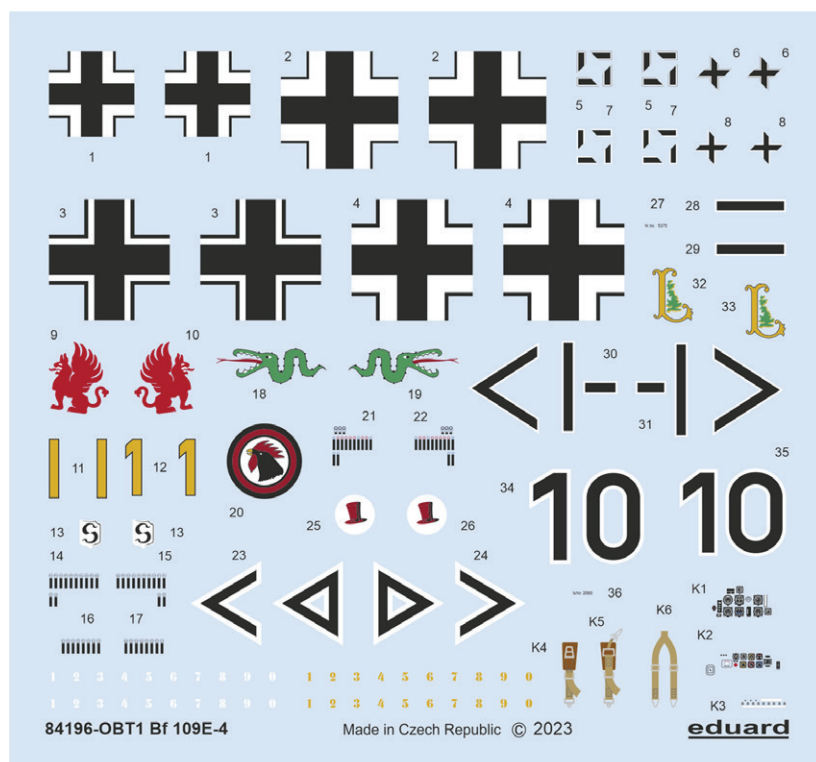
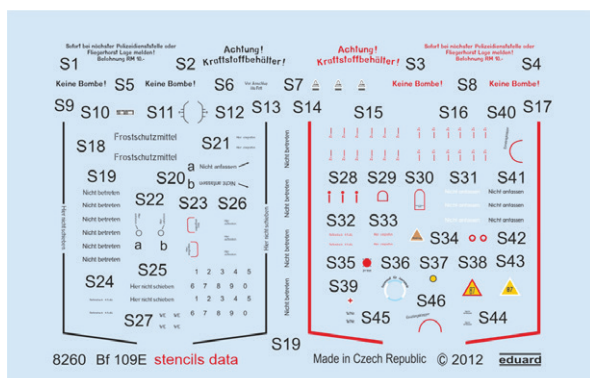
Bf 109E-4

1/48

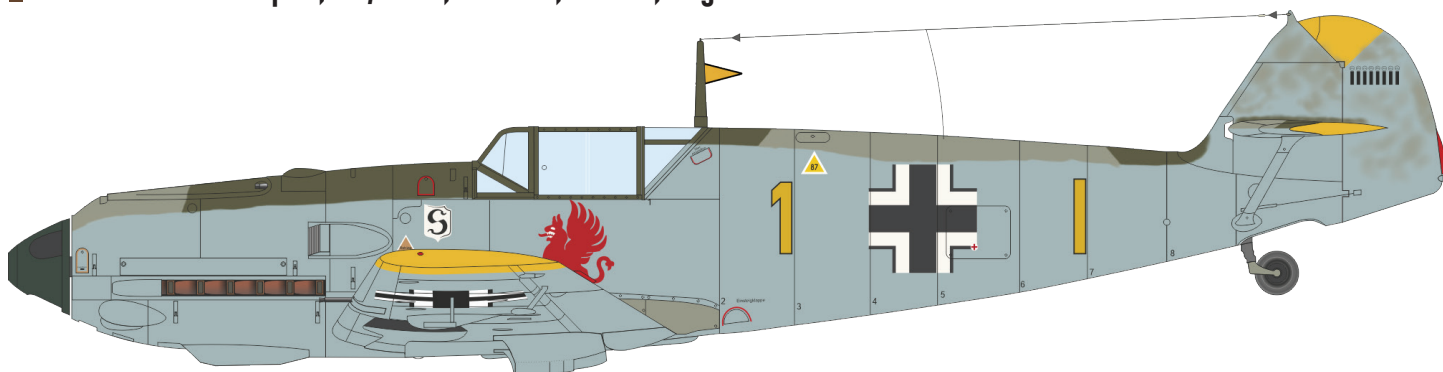
#84196

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

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

[Product page](#)


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

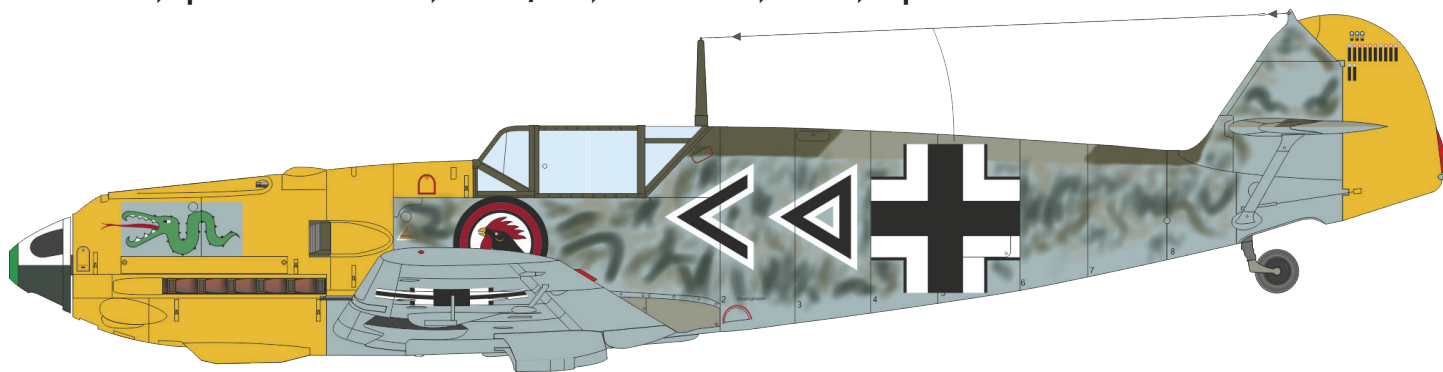


Gerhard Schöpfel was born on December 19 in Erfurt. In 1936 he joined the Luftwaffe and in September 1939 was appointed commander of III./JG 26. His first aerial victory came on May 19, 1940, during the Battle of France and he subsequently added more in the Battle of Britain. His best day came on August

18, 1940, when he was credited with shooting down four Hurricanes Mk.I. The Bf 109E-4 of Oblt. Gerhard Schöpfel sported the standard camouflage of the period, consisting of the RLM 71/02/65 colors. In the Battle of Britain, the camouflage was supplemented with yellow identifiers: the yellow wing tips,

elevators and yellow triangle on top of the rudder. A yellow pennant on the aerial column indicated the group commander. From January 1943, Schöpfel held various staff positions with the Luftwaffe. In May 1945, he fell into Soviet captivity, from which he returned in December 1949. He died on 17 May 2003.

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

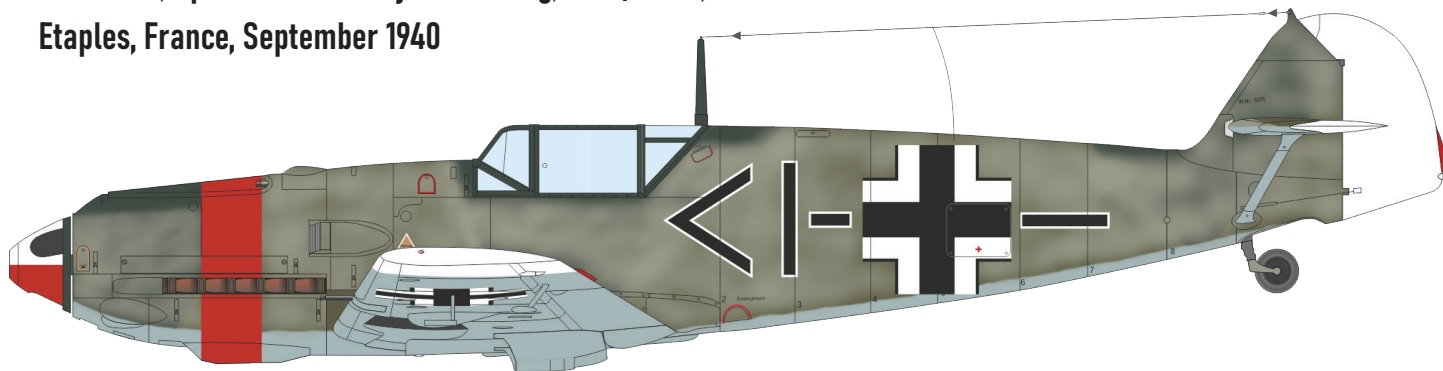


Hans von Hahn was born on August 7, 1914, in Frankfurt am Main. He joined the Luftwaffe in 1935 after serving with the Kriegsmarine. On September 18, 1939, he was appointed commander of 8./JG 53 and achieved his first kill on December 22, 1939. On August 27, 1940, he took over command of I./JG 3 from Hptm. Günther Lützow. He also took over

his command aircraft WNr. 1433, camouflaged with RLM 71/02/65 colors, which were supplemented with RLM 70 sprayed rings and irregular patches of RLM 71 and RLM 02 colors on the fuselage sides. The nose of the aircraft bore the emblem of I./JG 3 – the mythical Tatzelwurm worm painted in green. Under the windshield on port side there

was the pilot's personal emblem – a cock in a circle. The kill marks were painted on the rudder in the form of black stripes with cockades. Also three balloon symbols were added. By the end of World War II, von Hahn had shot down 31 enemy aircraft. He survived the war and died on November 5, 1957.

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

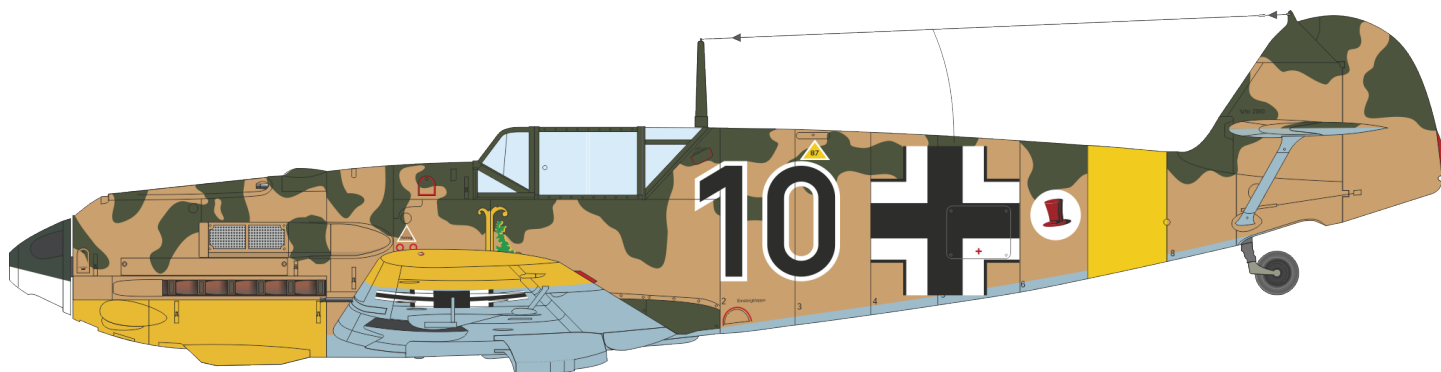


Wilhelm Meyerweissflog was born in 1889 and served as air observer during the Great War. Later he lived in Switzerland and often travelled to the USA as a businessman. As a member of JG 53 "Pik As" he served as administrative officer at the squadron headquarters. It was his aircraft that is pictured in the famous photograph as being refueled at the former British base at La Villiaze on Guernsey, the occupied Channel Islands. Hptm. Meyerweissflog fell into captivity on September 5,

1940, after taking off on his own decision, trailing formation of JG 53. His Messerschmitt was hit in the fuel tank by Spitfire, probably flown by F/Lt. Hughes of No. 234 Sqn over England and he had to belly-land. The aircraft originally carried a camouflage scheme consisting of RLM 70 and 71 colors, which were repainted to RLM 71 and 02 livery, including the fuselage side surfaces. However, remnants of the RLM 70 remained visible on the nose, around the cockpit and in front of the tail surfaces. The

red band around the nose appeared on the aircraft of the Stab/JG 53 after the order to replace with it the unit's emblem, the Ace of Spades. It was the Göring's decision how to punish the unit after learning the wife of the commander of JG 53, Maj. Hans-Jürgen von Cramon-Taubadel, had Jewish ancestry. The white wingtips and rudder were the standard recognizing features of Luftwaffe aircraft on the Western Front.

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



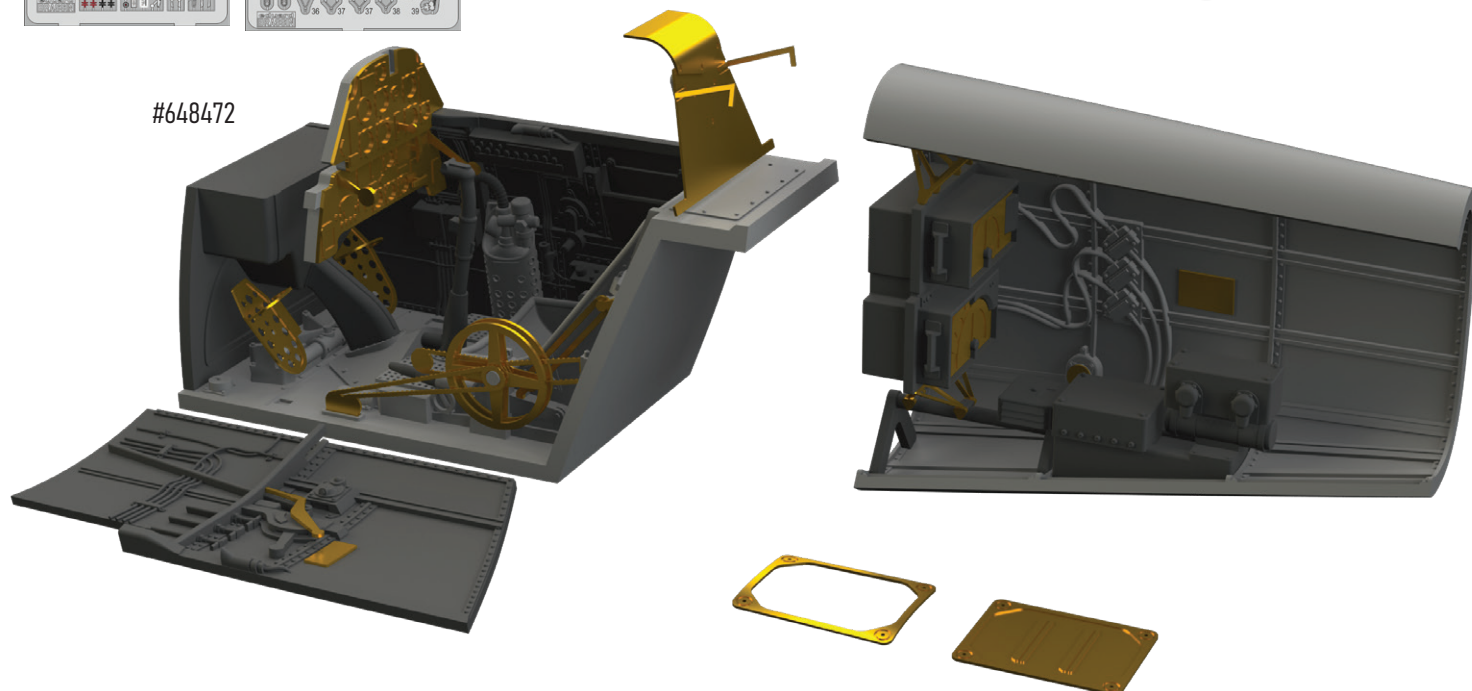
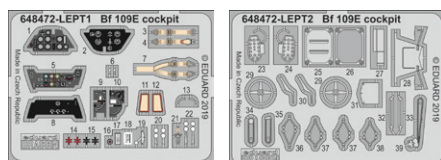
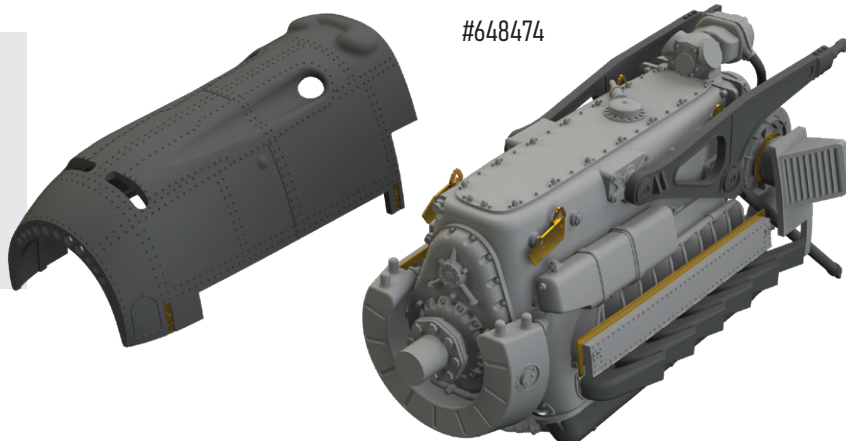
Like JG 77, also Lehrgeschwader 2 was withdrawn from the combat after the Greek campaign to rest and re-equip. The unit did so in Belgrade. The relocation to the Romanian territory followed in the middle of July when the LG 2 unit equipped with Messerschmitts Bf 109E

(some in the fighter-bomber configuration) was on alert to be deployed against the Soviet Union. Its operation Barbarossa participation started early morning of June 22. The "Black 10" aircraft, which retained its camouflage from Greece and Crete campaigns and was equipped with

a tropical filter, was shot down by Soviet I-16s on July 10, 1941. The pilot is still listed as missing in action. The aircraft marking was complemented by 1.(J)/LG 2 marking under the windshield and 2. (J)/LG 2 behind the fuselage cross.

Recommended: for Bf 109E-4 1/48

FE1403	Bf 109E-4 Weekend (PE-Set)
644024	Bf 109E LööK (Brassin)
648058	Bf 109E wheels (Brassin)
648472	Bf 109E cockpit & radio compartment (Brassin)
648474	Bf 109E engine (Brassin)
3DL48049	Bf 109E-4 SPACE (3D Decal Set)
EX400	Bf 109E-4/E-7 Weekend (Mask)
EX995	Bf 109E-4 TFace (Mask)



Avia S-199 ERLA canopy

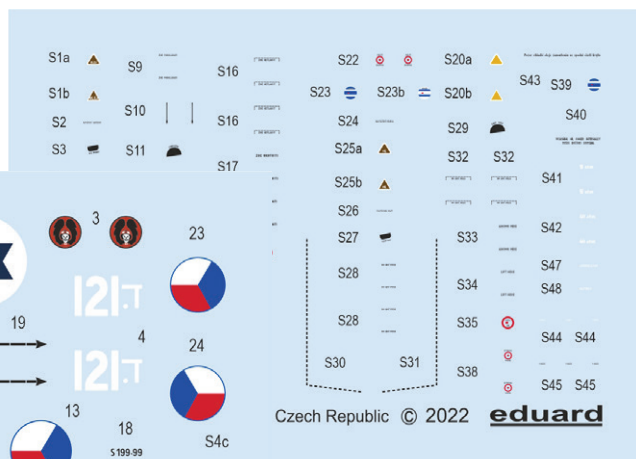
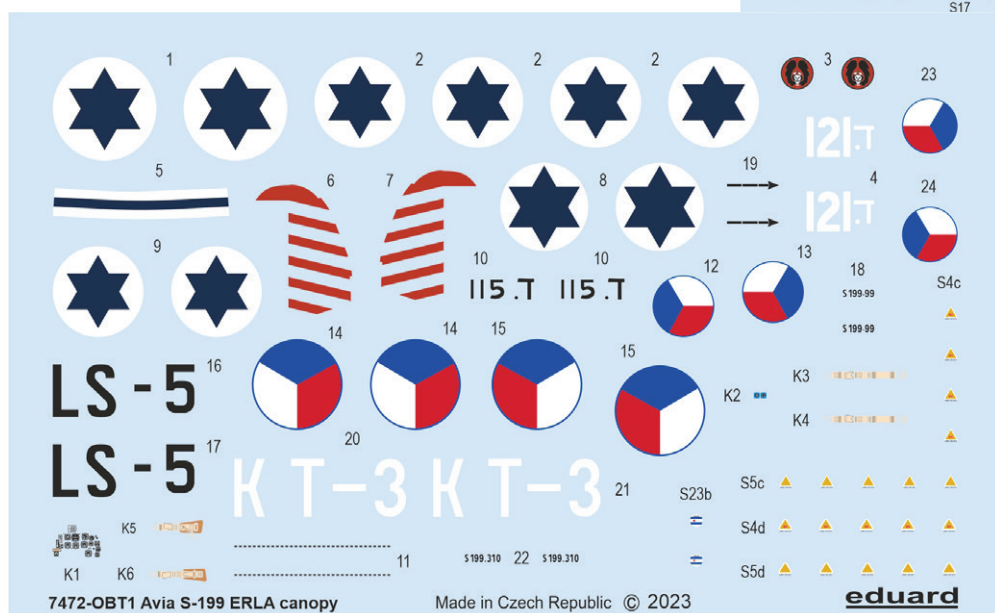
1/72

#7472

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

This type of aircraft was used by the Czechoslovak and Israeli air forces.

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

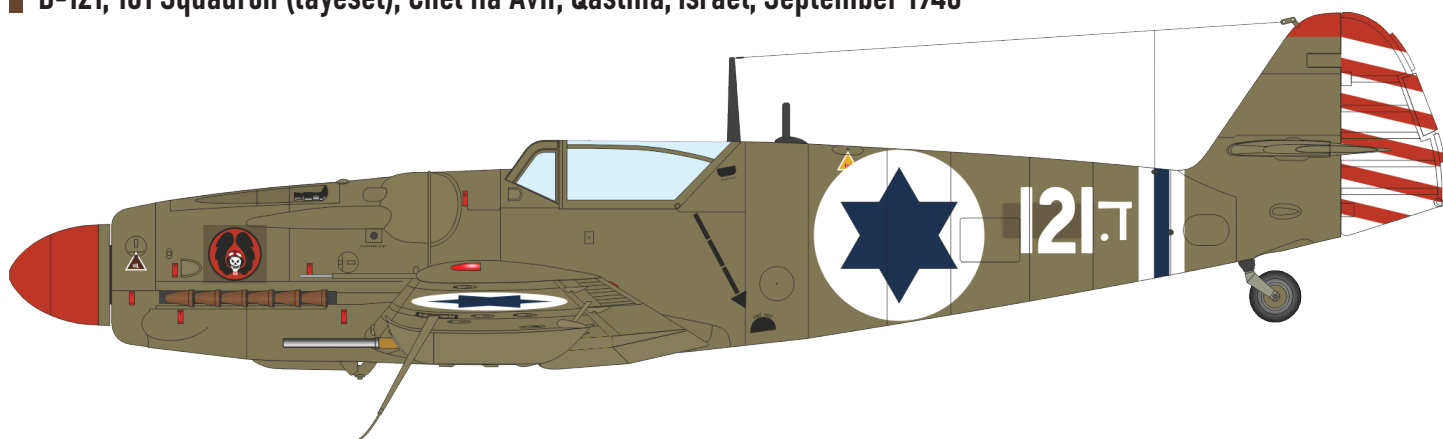
[Product page](#)


7472-OBT1 Avia S-199 ERLA canopy

Made in Czech Republic © 2023

eduard

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

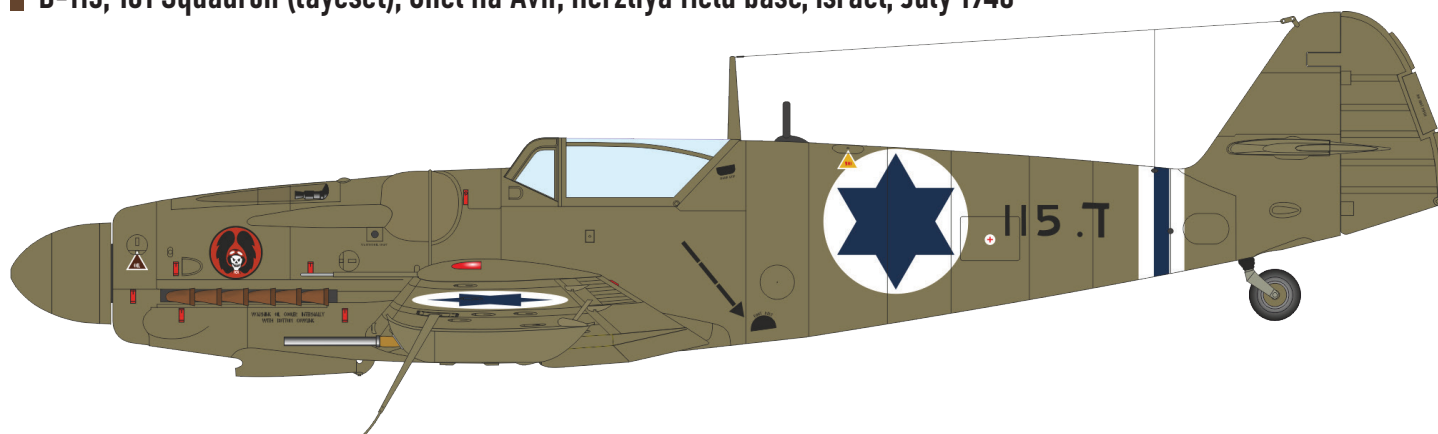


This machine with fuselage code dalet 121 was delivered to Israel on July 20, 1948, during Operation Balak, flight No. 70. It made its first flight in Israel the day after delivery and the left side of its nose was subsequently decorated with the emblem of the 101 tayeset (squadron). In preparation for Operation Ten Plagues (October 15 to 22, 1948), later renamed "Yoav", the aircraft were fitted with red paint on the

propeller cones and red and white striping on the rudder in order to distinguish them from the Egyptian Spitfires as the Israeli Air Force also used Spitfires. This marking was applied to all Israeli aircraft, including the S-199s of 101 tayeset. To further differentiate Israeli aircraft the insignia with the Star of David was applied on the upper surfaces of the wing for the first time. They were originally not applied so as to keep the aircraft

parked on the ground as invisible from the air as possible. The original small and black-painted dalet 121 was obliterated and changed to larger white one. On September 14, 1948, Bill Pomerantz flipped this aircraft on landing. The "Messer" was repaired and served until the end of the war, on December 22, 1948. In 1950 it was transferred to Tel Nof and scrapped.

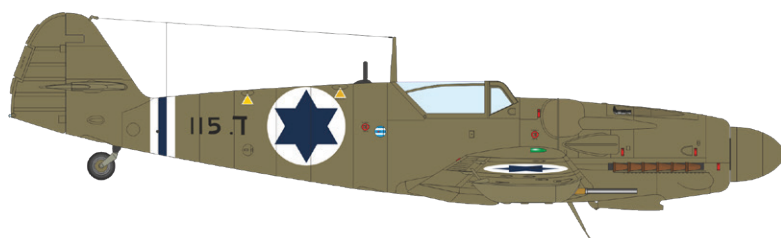
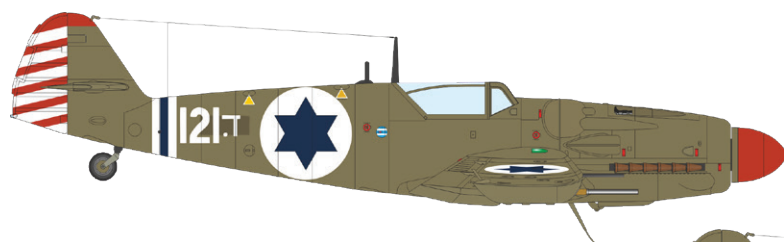
■ D-115, 101 Squadron (tayeset), Chel Ha Avir, Herzliya field base, Israel, July 1948



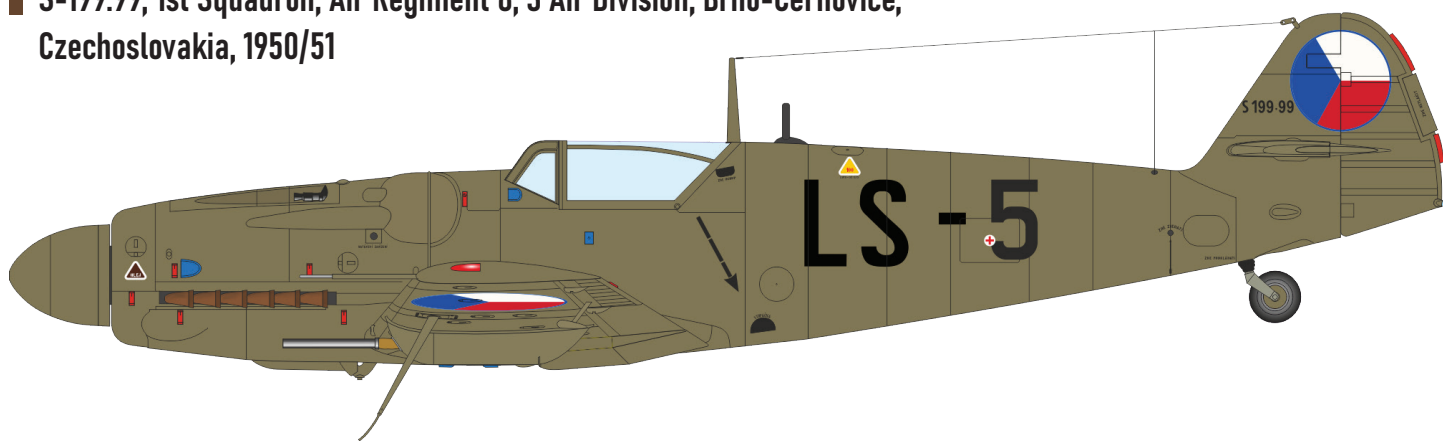
This aircraft with fuselage code dalet 115 was delivered to Israel on July 13, 1948, during Operation Balak, flight No. 60. It was fitted with the original oil radiator under the nose and did not sport the additional small bulge on the big gun breech bulges, allowing installation of MG 131 machine guns. It made its first flight in Israel on

July 20, 1948, and, like most 101 tayeset aircraft, bore its emblem on the left side of the nose. The dalet 115 designation was of an earlier type in this form, i.e., black, and smaller in size. The aircraft did not have Israeli markings on the upper wing surfaces and did not live to see their application as Alexander Jacobs crashed

it heavily on landing on September 8, 1948. The aircraft was heavily damaged and written off. "Sandy" Jacobs was one of the experienced Israeli pilots, and he was one of those who retrained on the S-199 in České Budějovice, Czechoslovakia.



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

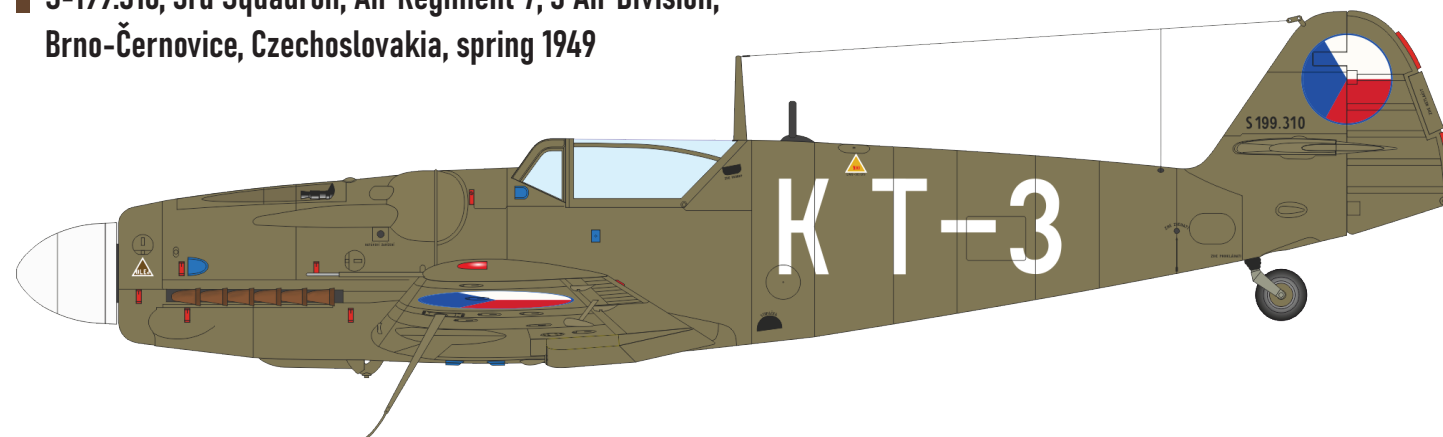


This aircraft was test-flown on May 31, 1948, by factory pilot Antonín Kraus. Two months later it was assigned to the 1st squadron of Air Regiment 8. At the end of September 1949, it was transferred to Air Regiment 3, then crashed on October 28 at Medlánky airfield with pilot por.

(Lt) Vlastimil Fabiánek in the cockpit. After repair in Kunovice factory it was assigned to the previous aviation regiment again and was damaged on March 16, 1951, by rt. (F/Sgt) Zdeněk Ostrčil. From summer 1952 the aircraft was assigned to the 18 Air Regiment based at Plzeň-

Skvrňany airfield and from January 1953 it served with the 51 Air Regiment there. The aircraft was painted in the original lighter greyish green color and was one of the S-199s armed with cannons in underwing pods boosting the firepower of the two fuselage machine guns.

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



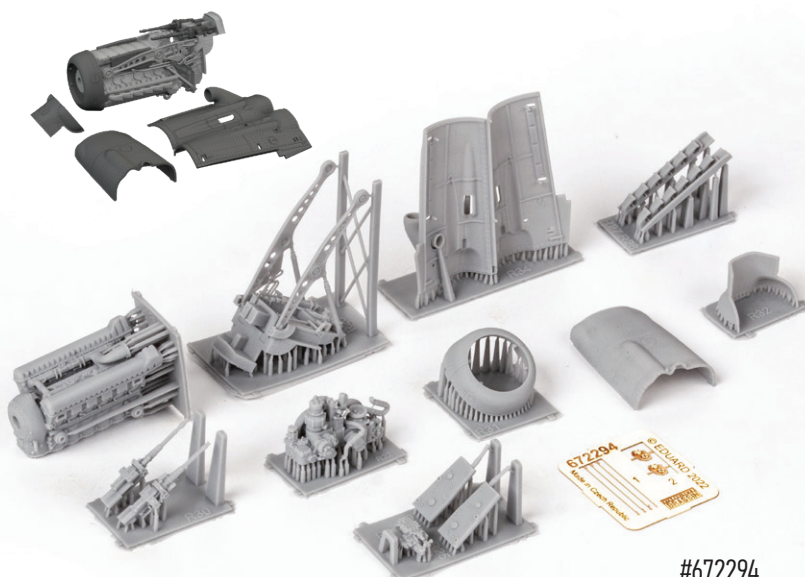
The aircraft from Aero production (an example without wing armament) was assigned to Air Regiment 7 in Brno-Černovice in August 1948. It became an aircraft of the staff flight but was later assigned to the 3rd Squadron. The aircraft

had a greyish green painting, while its propeller cone was painted white. On May 30, 1949, it was damaged in emergency landing near Boskovice with rt. (F/Sgt) Karel Kessler behind the controls. In the autumn of 1950, during overhaul in Kunovice

factory, the original hinged canopy of the "Erla" type was replaced with a sliding bubble one. As such, already with the 5 Air School Regiment and with UL-51 fuselage code, it was damaged during take-off from Zvolen airport on August 26, 1952.

Recommended: for Avia S-199 ERLA canopy 1/72

672284	S-199 exhaust stacks PRINT (Brassin)
672285	S-199 wheels PRINT (Brassin)
672288	S-199 cockpit Erla canopy PRINT (Brassin)
672293	S-199 4xETC 50 rack w/bombs (Brassin)
672294	S-199 engine PRINT (Brassin)
3DL72008	S-199 SPACE (3D Decal Set)
D72038	S-199 Czechoslovak national insignia (Decal Set)
D72039	S-199 Israeli national insignia (Decal Set)
D72040	S-199 Czechoslovak stencils (Decal Set)
D72041	S-199 Israeli stencils (Decal Set)
SS815	S-199 Erla canopy Weekend (Mask)
CX656	S-199 Erla canopy Weekend (Mask)



#672294

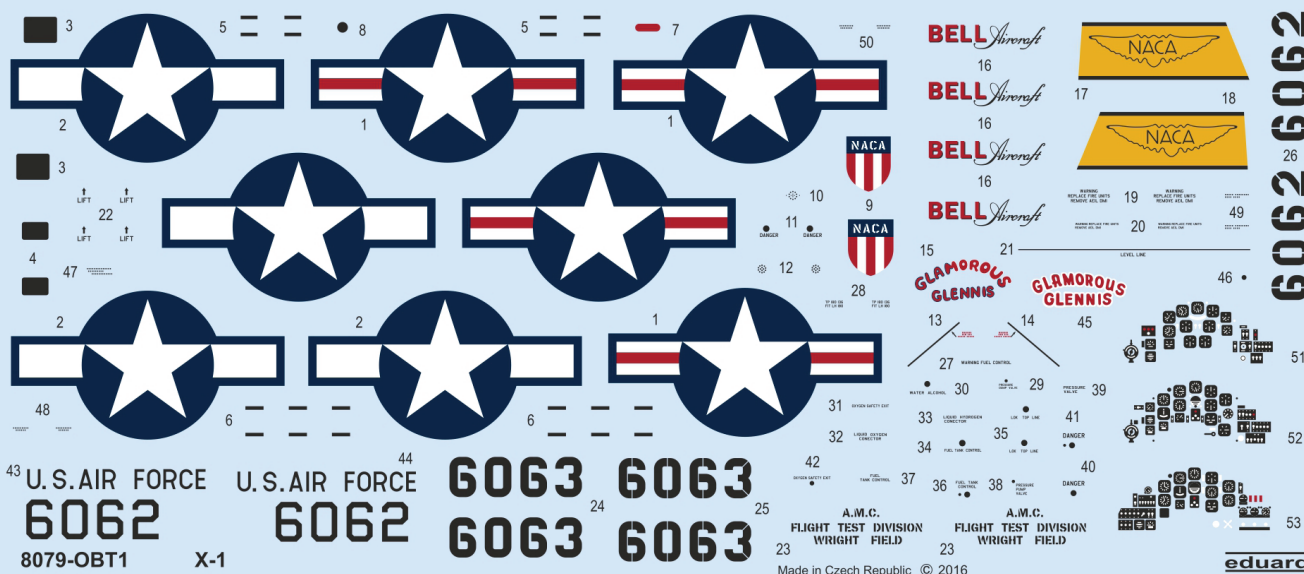
X-1 Mach Buster Re-release

1/48

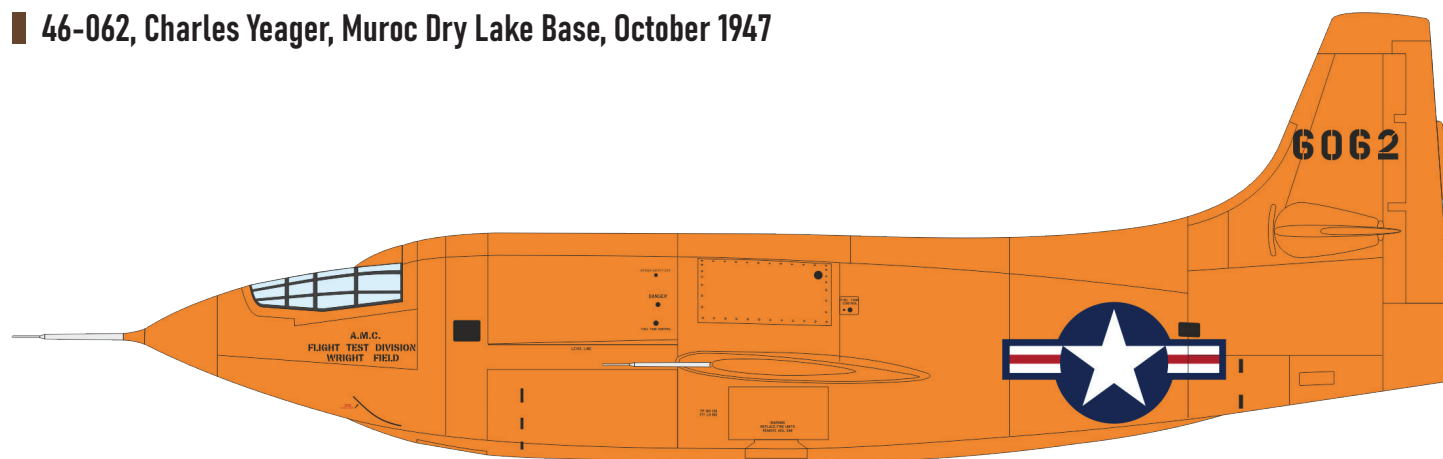
#8079

The ProfiPACK edition kit of famous rocket engine-powered aircraft Bell X-1 in 1/48 scale.

- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels

[Product page](#)


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

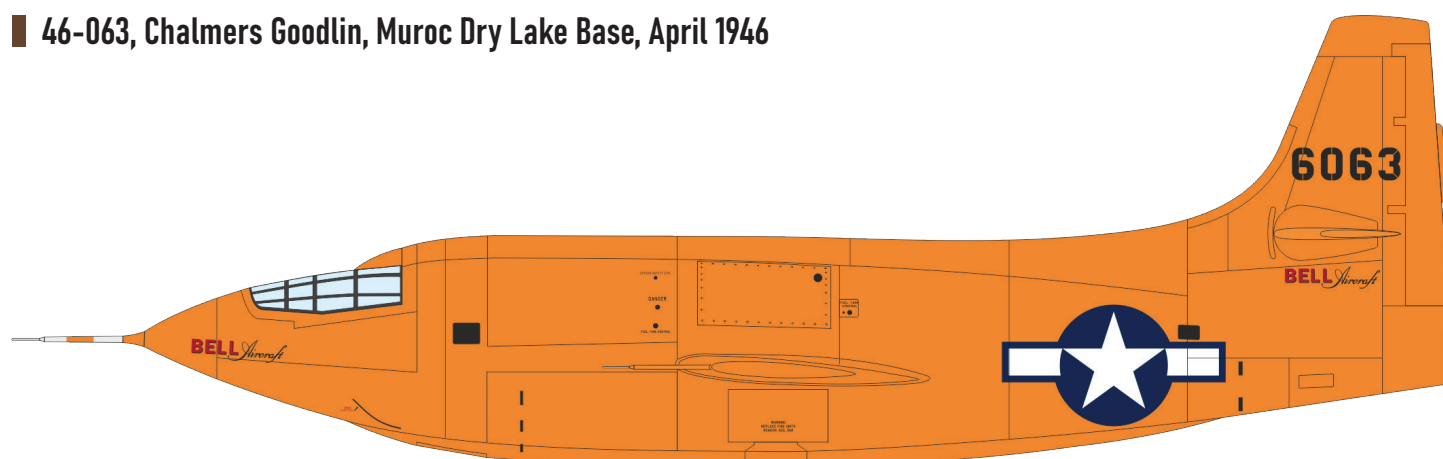


Charles "Chuck" Elwood Yeager became the first man in history to break the sound barrier in this aircraft on October 14, 1947. It was piquant that two days prior the record flight, Yeager broke two ribs in a horse-riding accident and was unable to move his right arm due to the pain. Bell's rocket-powered experimental aircraft was painted bright orange throughout and already

sported new style of the national insignia. The Glamorous Glennis inscription in front of the entrance door related to Chuck's wife. Yeager was an American World War II fighter ace with 13 kills, and his Mustangs bore the same name. He was shot down over France and, with the help of the French Resistance, made it across the occupied territories to Gibraltar. From there he returned

to the unit. After the war, he make use of the rule allowing the downed pilots to choose a base for their further service. Because of family reasons Yeager chose Wright Field, the research and development center of the U.S. Air Force. There he was picked by the chief of the flight test team, Colonel Albert Boyd, and assigned to his group of experimental aircraft pilots.

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

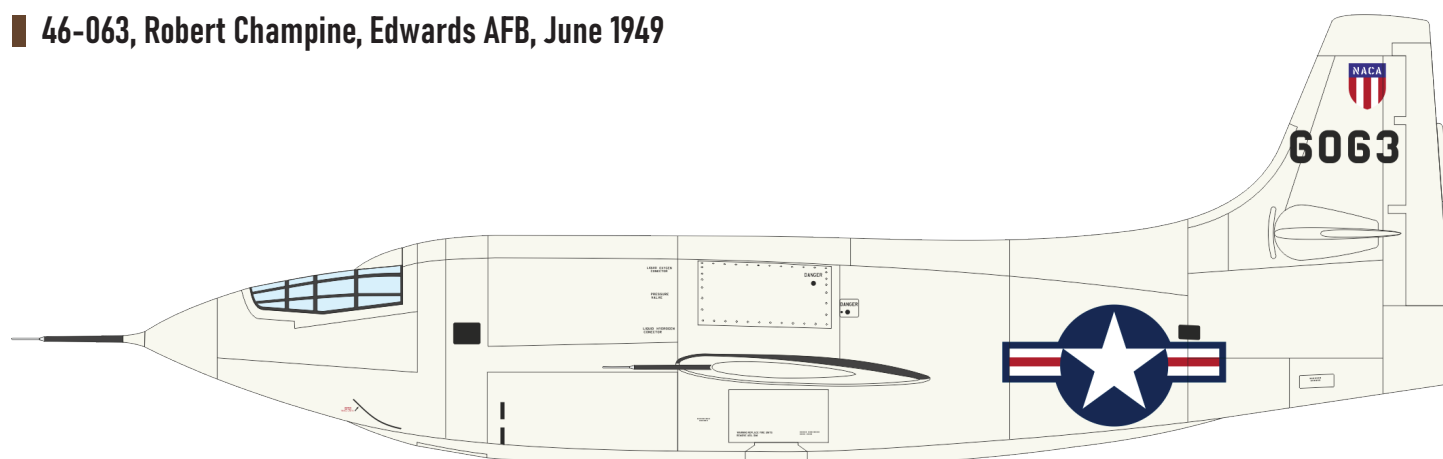


After several test glide flights, the second example of the X-1 rocket plane made its first powered flight on April 11, 1946, with Chalmers

"Slick" Goodlin in the cockpit. The aircraft was painted the same bright orange as the first example but sported the original war period

insignia on the wings and fuselage and had the inscription BELL Aircraft painted in front of the cockpit and under the tail surfaces.

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

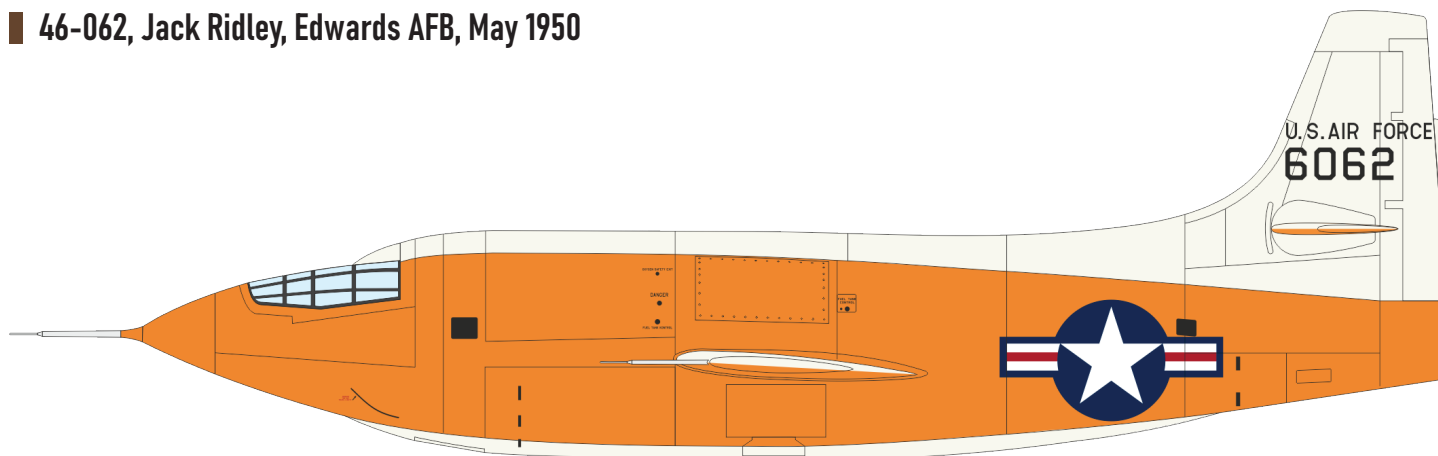


Both prototypes of the X-1 plane continued to be used for supersonic flight tests, and the second example received a white paint job after 1948, in which it flew until October 1951. On June 16, 1949,

Robert Champine made a test flight to perform wing pressure distribution tests, stability checks, and rolls at Mach 0.91. Nine pilots flew a total of 74 powered or unpowered glide flights

with 46-063 until it was retired in October 1951. The aircraft was then converted to the X-1E version.

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



Both experimental Bell X-1s made all but one of their flights being dropped from the airborne carrier, which was a specially modified B-29. The only exception was a conventional take-off from the runway made by Charles Yeager with this aircraft on January 5, 1949. At that time, the

aircraft still bore the all-orange livery, which was subsequently modified by partial white painting. On May 8, 1950, Jack Ridley carried out vibration and load tests on the wing and tail surfaces. Just four days later, 46-062 conducted its last flight with Chuck Yeager behind controls.

This flight was made for filming purposes only. The aircraft was then retired after 82 test flights. Ten pilots changed in the cockpit. Today it is on display at the National Air and Space Museum in Washington, D.C., in its original full-orange form.

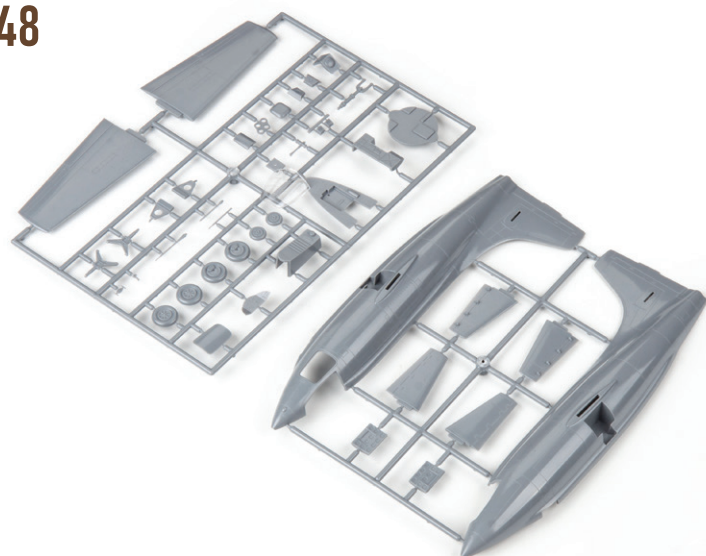
OVERTREES

#8079X

X-1 Mach Buster

1/48

Product page



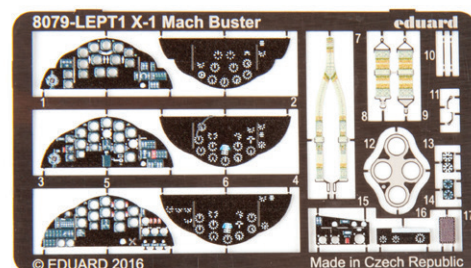
OVERLEPT

#8079-LEPT

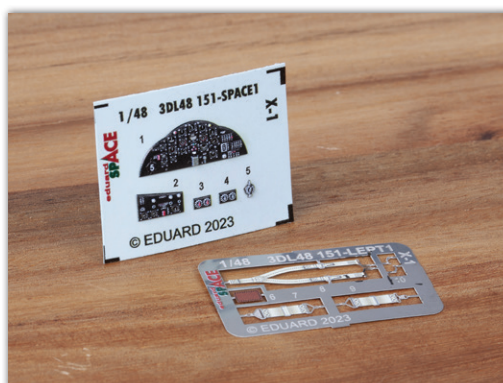
X-1 Mach Buster

PE-Set 1/48

Product page

Recommended: for
X-1 Mach Buster 1/48

48908 X-1 upgrade set (PE-Set)
3DL48151 X-1 SPACE (3D Decal Set)



#3DL48151

Bf 109G-4 Re-release

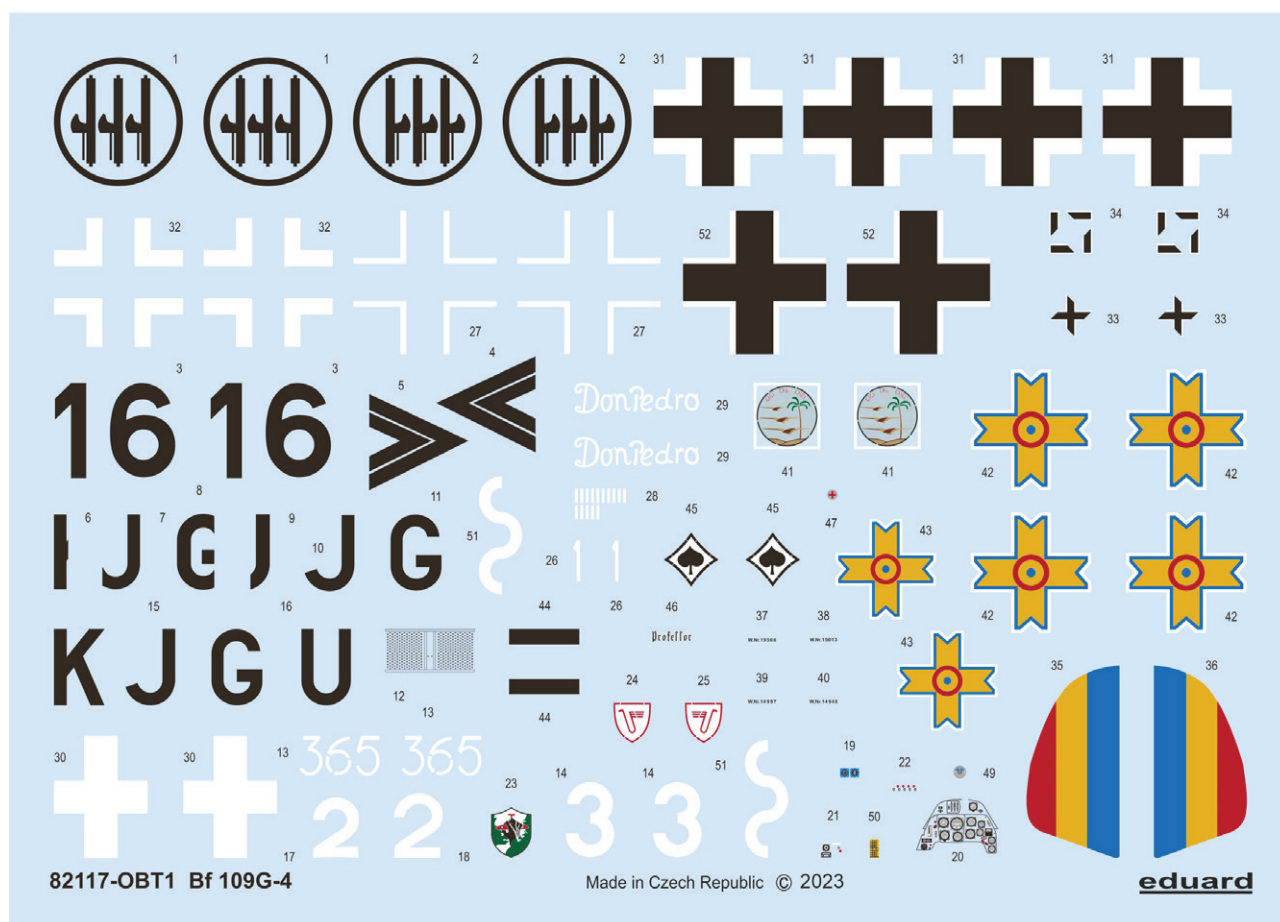
1/48

#82117

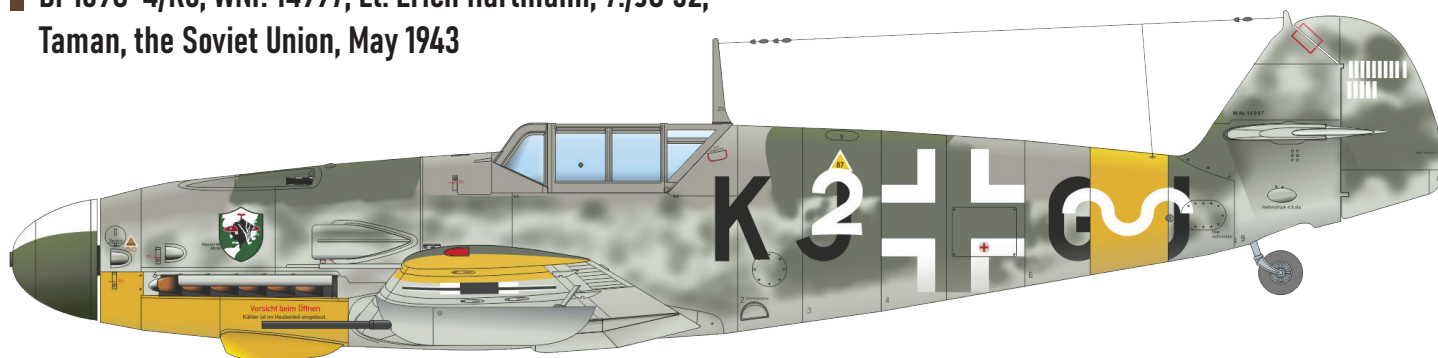
The ProfiPACK edition kit of German WWII fighter plane Bf 109G-4 in 1/48 scale.

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

Product page



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

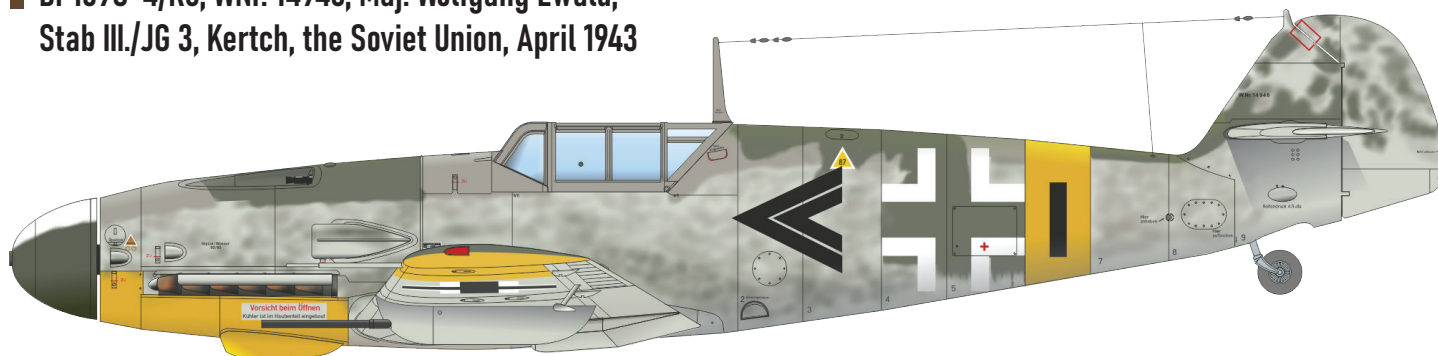


Lt Erich Hartmann, the most successful fighter ace in history, began to ply his trade with 7. Staffel JG 52, to which he was assigned on October 10, 1942. He first flew the Bf 109G-2, but by the first half of March 1943, Bf 109G-4s were arriving. From the beginning of May 1943, after gaining his 11th and 12th kill, he was made Rottenführer (leader of a two-ship 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 together with the

yellow bottom wing tips were all common to Luftwaffe aircraft operating on the Eastern Front. The nose of the aircraft carried the marking of its previous user, I./JG 52. Flying this aircraft, Uffz. H. Meissler was forced to belly-land behind enemy lines due to engine failure on May 28, 1943 and was taken prisoner.

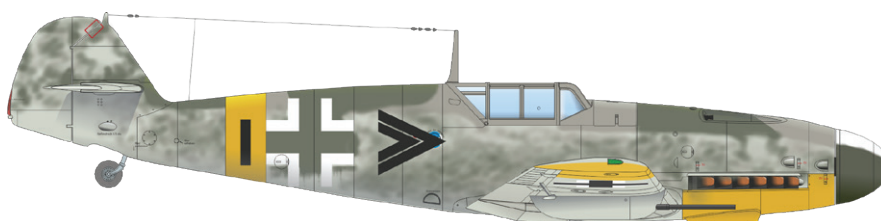
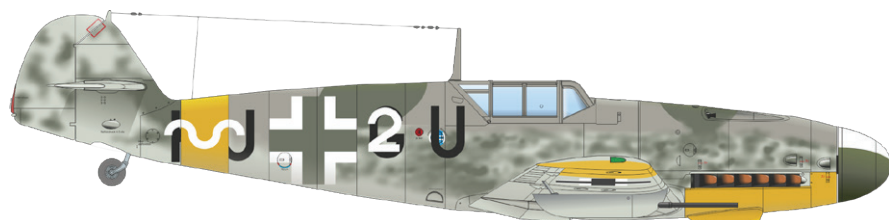
■ Bf 109G-4/R6, WNr. 14946, Maj. Wolfgang Ewald,
Stab III./JG 3, Kertch, the Soviet Union, April 1943



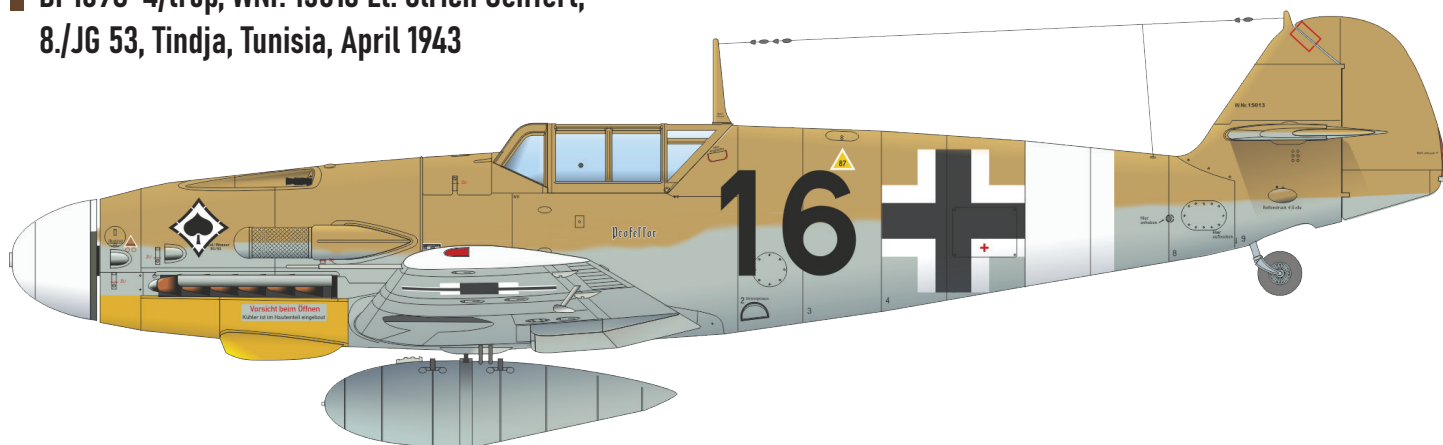
Wolfgang Ewald was born on March 26, 1911, in Hamburg and joined the ranks of the Luftwaffe in 1935. Shortly after completing fighter training he was attached to 2./J 88, with which he served in Spain until August 1937. Shortly after his return in May 1939, he was named CO of 2./JG 52, which he led through the invasion of Poland and the Blitzkrieg against the Netherlands, Belgium and France. At the end of August, during the Battle of Britain, he was given command of the entire I. Gruppe JG 52. After serving with Jagdfliegerführer

2, he was assigned to III./JG 3 on May 20, 1942 and subsequently led it from July 23. Not even a full year after, on July 14, 1943, Major Ewald was hit by ground fire. He had to bail out and was taken prisoner, spending 76 months in captivity (until December 1949). After his return to Germany, Ewald was involved in the formation of the new Luftwaffe, from which he retired in 1960. He died on February 24, 1995. During his Second World War combat career, he shot down 77 enemy aircraft, and claimed also one victory in Spain.

He received the Knight's Cross on December 9, 1942. The aircraft that Major Ewald flew in April 1943 over the Kerch Peninsula was camouflaged according to the Luftwaffe fighter standard, consisting of RLM 74/75/76. The yellow bottom wing tips and fuselage band denote Eastern Front service, and on the nose is the JG 3 unit marking. Lt. Adolf von Gordon was shot down in this aircraft during combat with Il-2s on April 20, 1943.



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

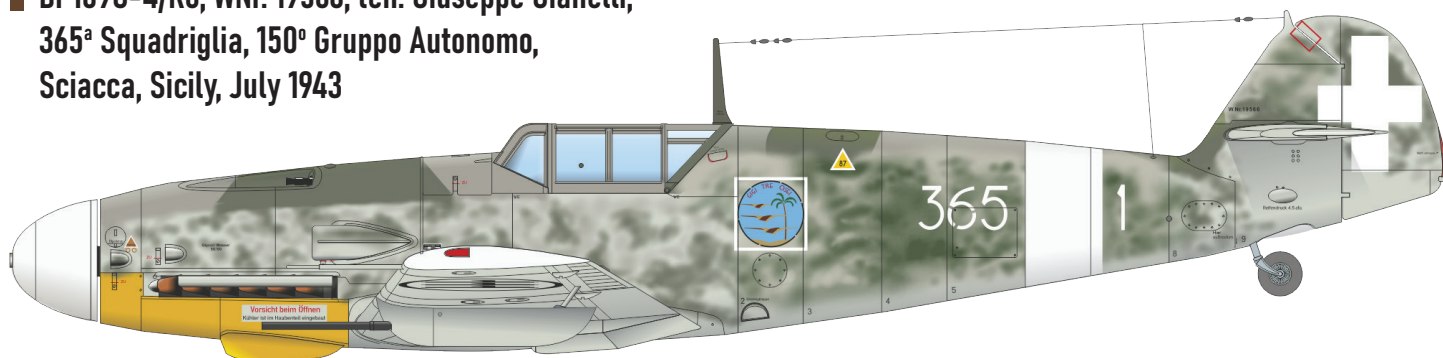


The III./JG 53 took part in the defensive battles of the German Afrika Korps in the face of increasingly offensive pressure emanating from the Allied advance through today's Tunisia at the end of spring 1943. This unit was based in Sicily, but a temporary home for the 8 Staffel was made

at the Tunisian base at Tindja from April 1 to April 20. This tropicalized Bf 109G-4 was flown by Lt. Seiffert during this time period. The aircraft was sprayed in a desert camouflage consisting of RLM 79 which covered the upper and side surfaces, while RLM 78 was the bottom side

color. The white bottom wing tips and the white fuselage band ahead of the tail surfaces were identifying marks for aircraft on the southern front. The upper surfaces would later receive a squiggle pattern of RLM 80.

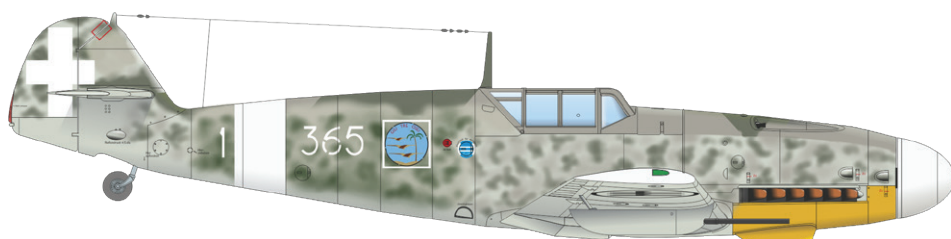
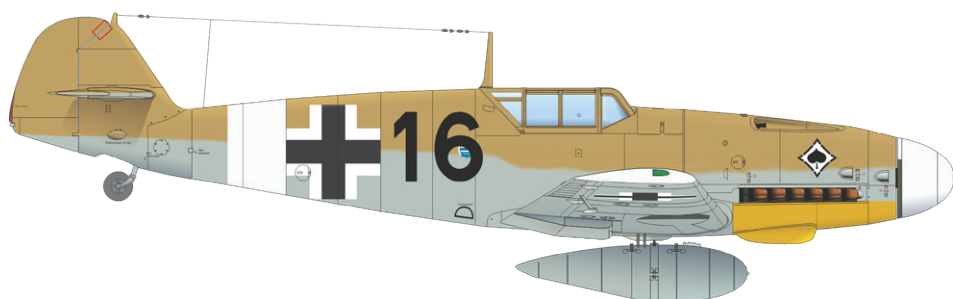
■ **Bf 109G-4/R6, WNr. 19566, ten. Giuseppe Gianelli,
365^a Squadriglia, 150^o Gruppo Autonomo,
Sicacca, Sicily, July 1943**



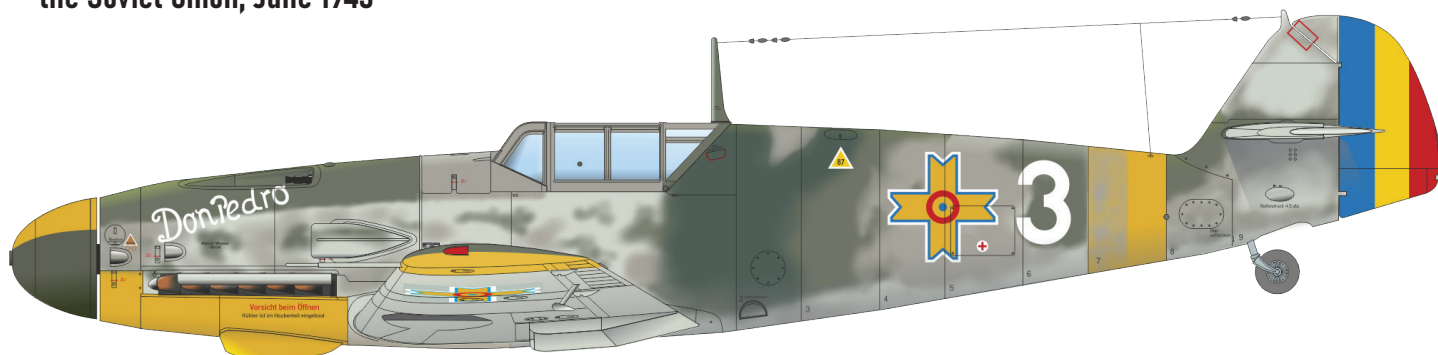
Italian Macchi C.202 fighters flown by the Regia Aeronautica from the beginning of the war were due to be replaced by their more capable descendants, the Macchi C.205s, Fiat G.55s and Reggiane Re.2005s. Due to slow production initiation of the later types and the need for fighters to combat Allied air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

G-6 version. The Italians received ten Bf 109G-4s, and all, along with G-2 and G-6 aircraft, were assigned to the 150^o Gruppo Autonomo. This unit was made up of the 363^a, 364^a a 365^a 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 shades. 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 at the wingtips bottom and the fuselage band were added to be consistent with Luftwaffe aircraft.



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



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

In March 1943, the Romanian unit Grupul 7 began to accept the Messerschmitts Bf 109G but was subsequently moved to combat areas in the 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 colours, and the markings were replaced by Romanian ones, i.e., the St. Michael Cross. The rudder carried the Romanian national colors. Both sides of the front of the aircraft carried the inscription "Don Pedro", the pilot's nickname.

OVERTREES

#82117X

Bf 109G-4

1/48

Product page

Recommended: for Bf 109G-4 1/48

FE910	Bf 109G seatbelts STEEL (PE-Set)
648247	Bf 109G exhaust stacks (Brassin)
648265	Bf 109G external fuel tanks (Brassin)
648309	Bf 109G undercarriage legs BRONZE (Brassin)
648720	Bf 109G-4 wheels (Brassin)
648935	Bf 109G-4 cockpit PRINT (Brassin)
EX558	Bf 109G-4 (Mask)
EX582	Bf 109G classic canopy TFace (Mask)

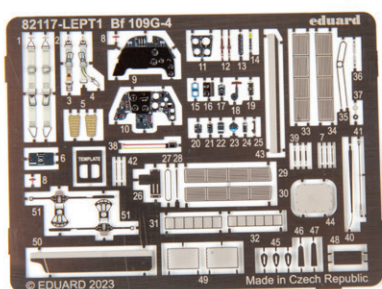
OVERLEPT

#82117-LEPT

Bf 109G-4

PE-Set 1/48

Product page



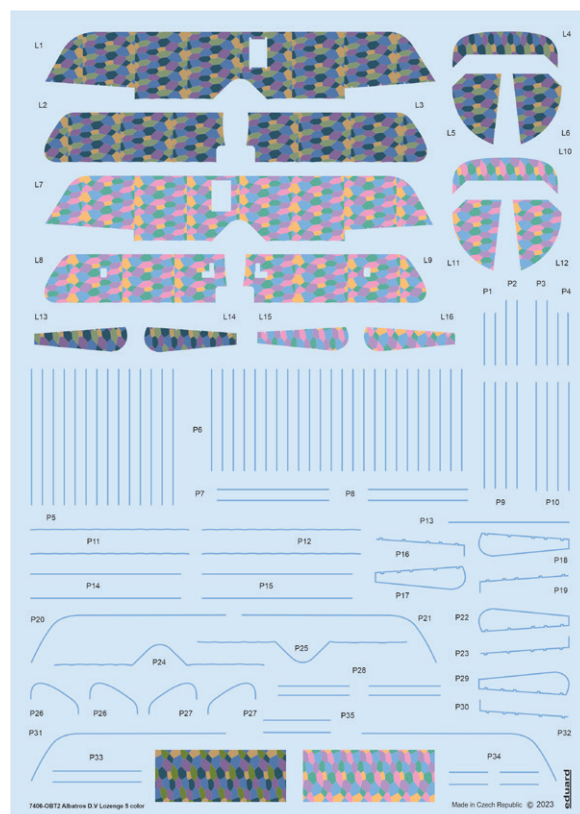
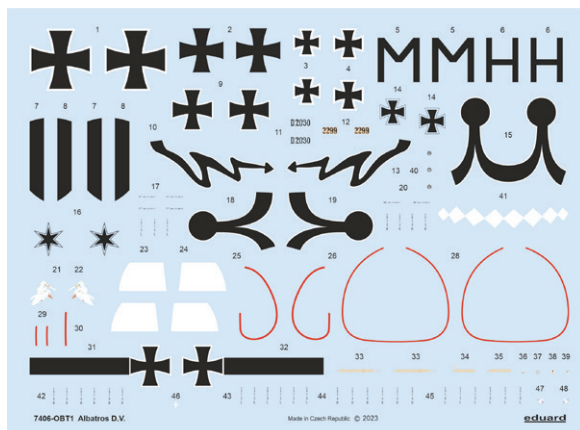
Albatros D.V Reedice

1/72

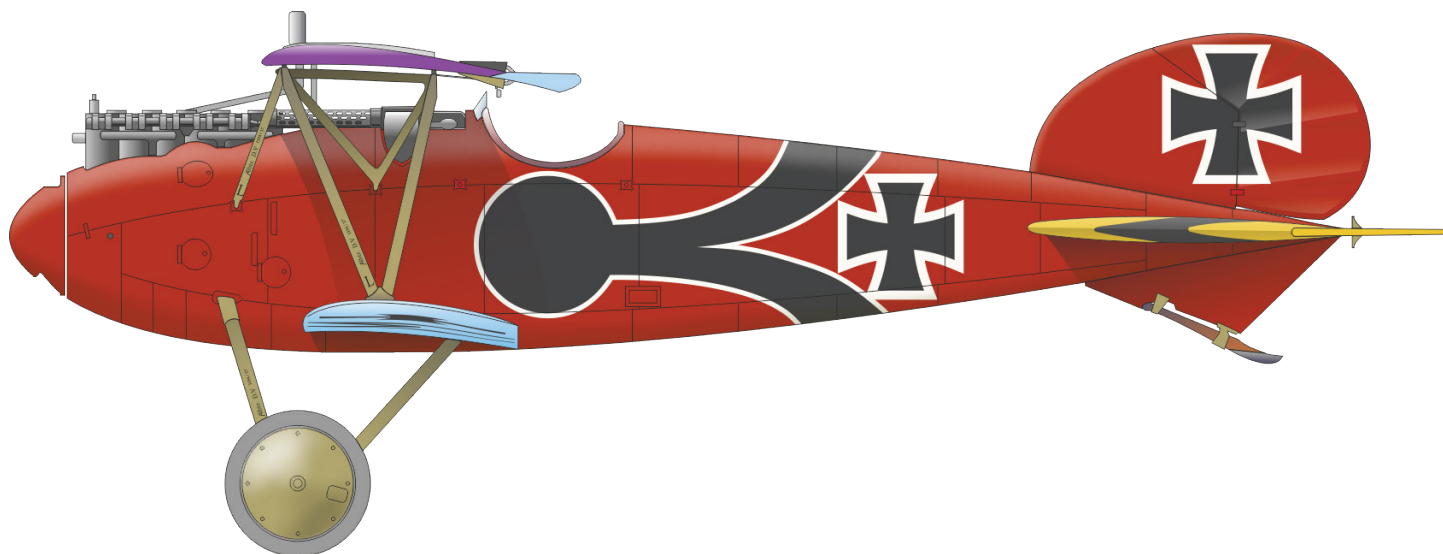
#7406

The Weekend edition kit of German WWI fighter plane Albatros D.V in 1/72 scale.

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

[Product page](#)

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

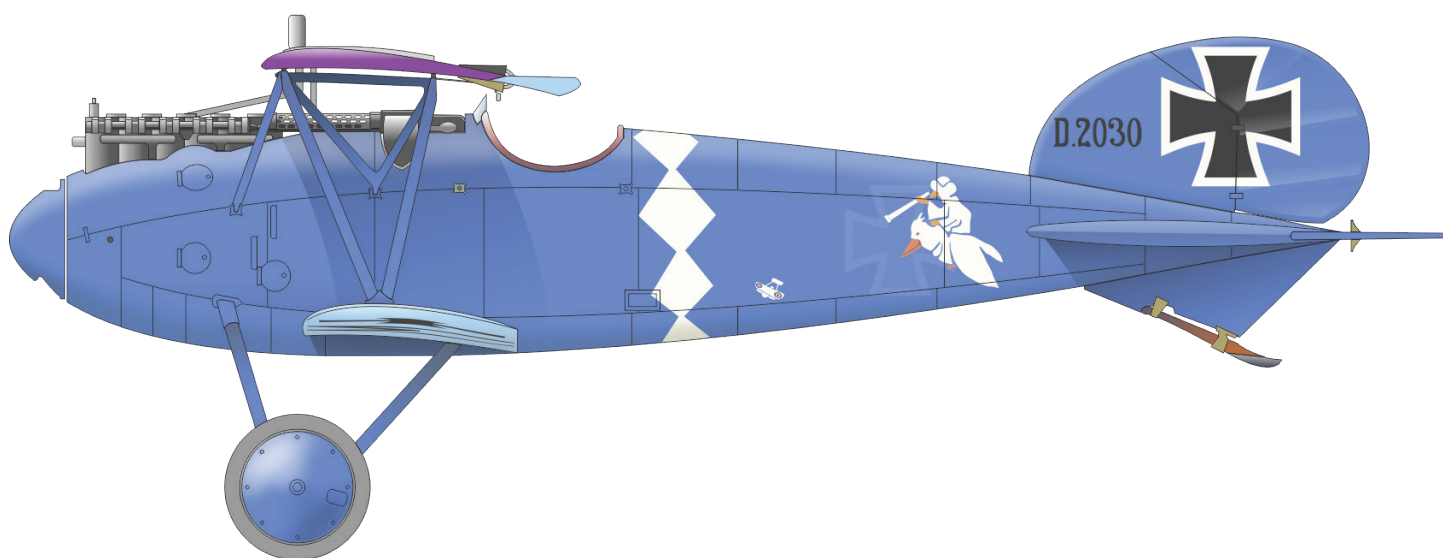


Max Müller was the German ace with 36 victories. He finished his pilot course on April 4, 1914 and at the outbreak of the war, he joined Bavarian FFA1. Following his one-seaters course he joined KEK Nord in May 1916 and after a short spell with Jasta 1 he got tempted by the offer of Oswald Boelcke to join the Jasta 2. Müller achieved his first victory on October 10 and added four more before the end of the year. On January 20, 1917 he was transferred again, now to the new Jasta 28,

where he became the most successful pilot of the unit. By the end of the 1917 his score had risen to 36 victories and Müller decided to return to his "old" Jasta 2. But after the death of Walter von Bülow, the CO of Jasta 28, Müller was appointed deputy leader of the unit. He took off for his first Staffelführer combat flight on January 9, 1918 and it turned out to be also his last flight. The fuel tank of his Albatros was hit during combat with R.E.8, the aircraft caught fire and went down in

flames. With no parachute and inevitable dreadful death Müller opted to bail out from the cockpit to his inevitable end. His Albatros D.V sported personal marking of the stylised black comet; the fuselage got the red painting to reflect the new Staffelführer status. The horizontal stabiliser was in yellow with black longitudinal stripe – the unit's colour markings.

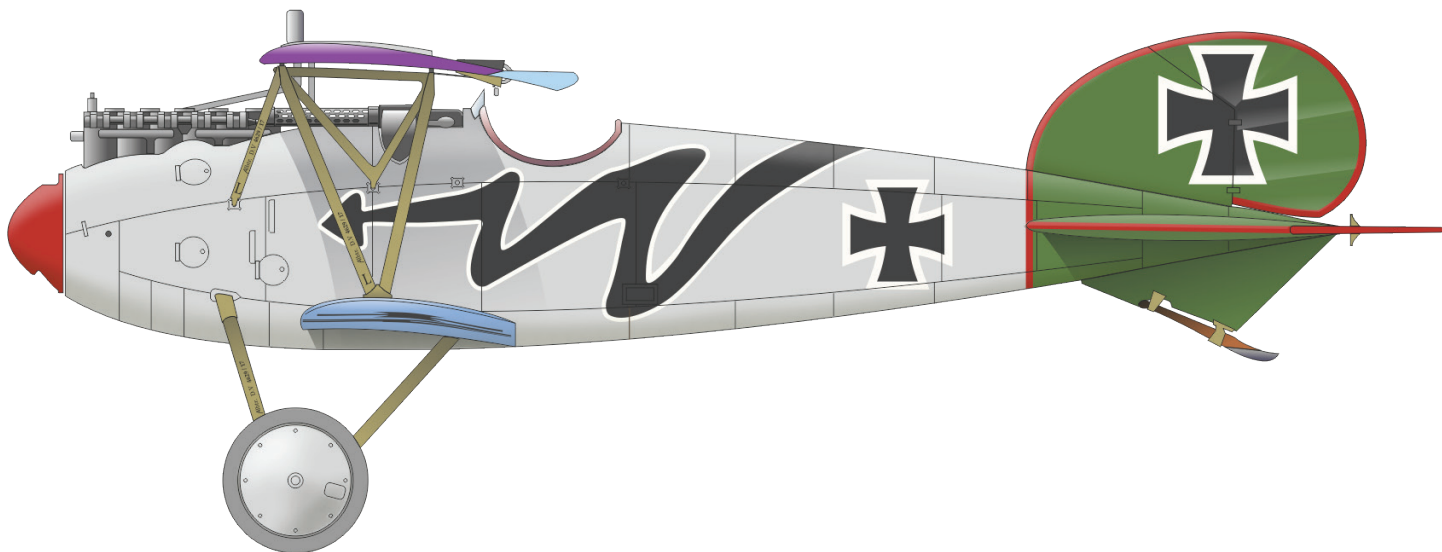
■ Albatros D.V, 2030/17, Lt. Alfred Lenz, Jasta 22, Ercheu, France, April 1918



Alfred Lenz scored six victories during the Great War and although not the most successful ace, he was highly regarded long-time leader of Jasta 22. Prior to the war he served in Infantry Regiment r. 95, being commissioned in the Reserve. He had re-joined his unit at the outbreak of the war but requested pilot training. After the completion, he joined FA61 at the end of June 1914 and scored his first victory in 1915. He went to FFA23 and Fokker Kommando Vaux under Berthold's leadership in January 1916. The unit later became Jasta 4 and

Lenz had stayed there from September to October 16, 1916. His next move was to the Jasta 14 later, but he did not achieve any success. Nevertheless, he was appointed commander of Jasta 22 on July 1, 1917 and stayed there till the end of the war. He flew Albatros D.IIs in 1917, Pfalz D.IIs and Albatros D.Vs in 1918. After the war he served as an aerial gunner with Abteilung 431 in 1919. This Lenz's Albatros D.V is a bit of mystery, as the blue colour of the fuselage is only probable. Some sources also mention green colour, but

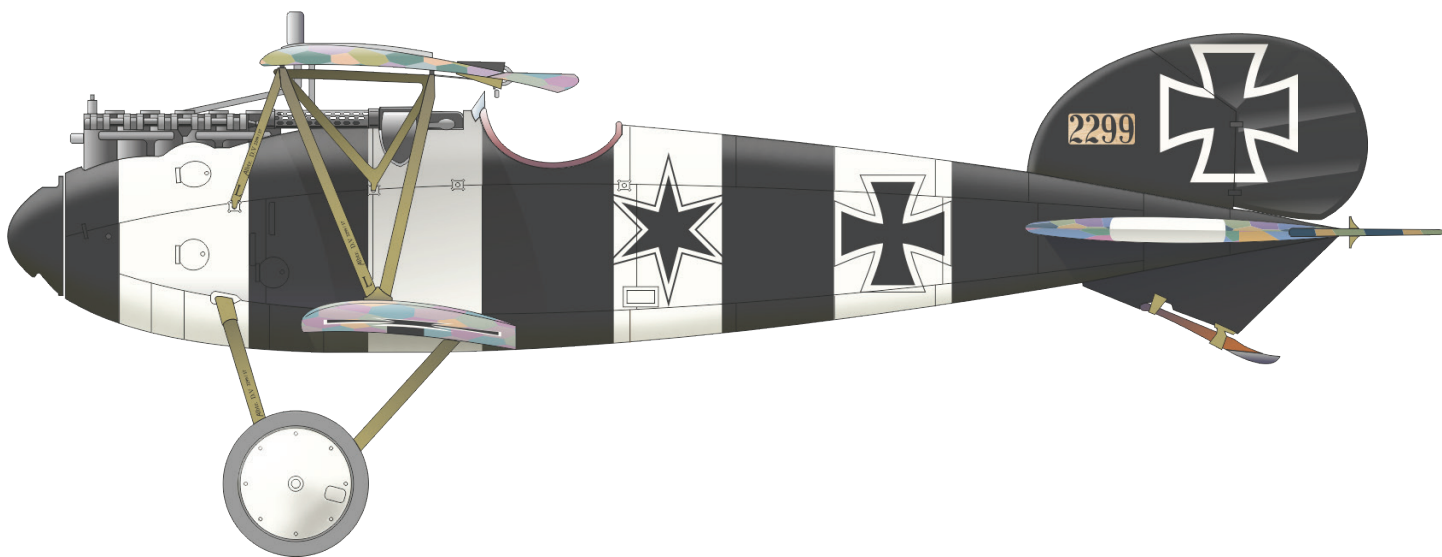
Lenz was a Bavarian, so the cobalt blue would be logical choose for him. Apart of the band of the diamond shaped objects behind the cockpit, there is an interesting painting at the rear of a person sitting on the big bird and looking through the lens at something what looks like D.H.2 airplane.

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

Hans von Hippel served with Jasta 5 from December 22, 1917 until August 15, 1918, when he was transferred to Jasta 71. He claimed four victories, but only two were confirmed. One of these non-confirmed ones were reported by von Hippel on the Russian front when flying with FA 37. During WWII Hippel flew Ju 52s with the Luftwaffe. He died in 1975. Hippel flew Richard

Flashar's Albatros D.V with red dragon painted on the fuselage (2065/17) for some time, as he damaged this Albatros D.V during the take-off attempt from the grassland. Von Hippel tried to rescue his crash-landing comrade Lt. Schlömer, but the take-off was interrupted by the engine malfunction. Later he flew another Albatros D.V with his personal marking of black, white

outlined zigzag arrow on both sides of the fuselage. Apart of this aircraft with the green/mauve camouflage of the upper surfaces, the later one had the Flugzeugstoff covered wings (Lozenge). The fuselage of both was painted with the Pfalz silvery „Schutzfarbe“, which was of good supply to the Jagdstaffeln using the Pfalz D.IIIs scouts as well.

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

Although this Albatros D.V is usually assigned to Bruno Loerzer, it is very probable, it was in fact the mount of Xavier Dannhuber, the winner in 11 aerial combats. Apart of other indications, he was photographed himself standing by the plane or sitting in the cockpit. Dannhuber first saw action with Kagohl 6 (Kampfgeschwader der Obsten Heeresleitung - Combat squadron of the Supreme Commander), later was transferred

to Schutzstaffel 25, before he was assigned to Jasta 26 on July 1, 1917. Dannhuber got wounded upper arm in an air fight on October 18 and after his return on November 7, he moved to Jasta 79b as he was appointed the CO of the unit. He was injured in a crash when test-flying a Pfalz D.IIIa at the Thugny airfield on February 11, 1918. After several months of medical treatment and convalescence Dannhuber had returned to

his unit and reassumed command on October 9. Five days later he achieved his 11th and last victory, shooting down Sopwith Dolphin near Bohain. His Albatros was painted in black and white bands scheme typical for Jasta 26 aircraft. It also sported the six-pointed star on both sides of the fuselage and five-colour Flugzeugstoff on the wings.

RECOMMENDED: for Albatros D.V 1/72SS741
CX600Albatros D.V Weekend (PE-Set)
Albatros D.V Weekend (Mask)

644230

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

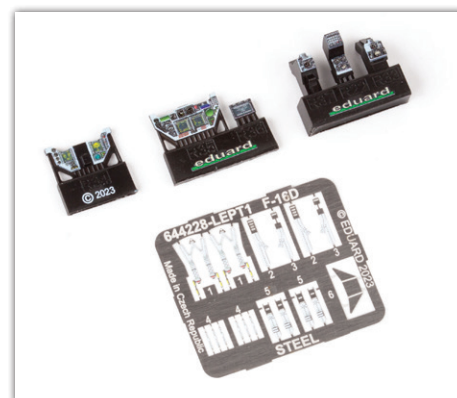
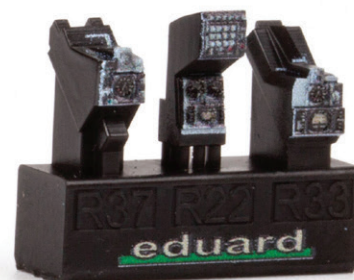
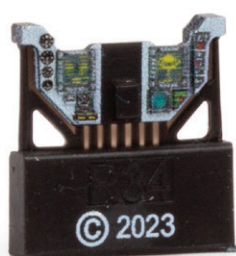
LööK set - Brassin pre-painted dashboards and STEEL seatbelts for F-16D in 1/48 scale.

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

[Product page](#)


644240

Fw 190A-7 LööK**1/48 Eduard**

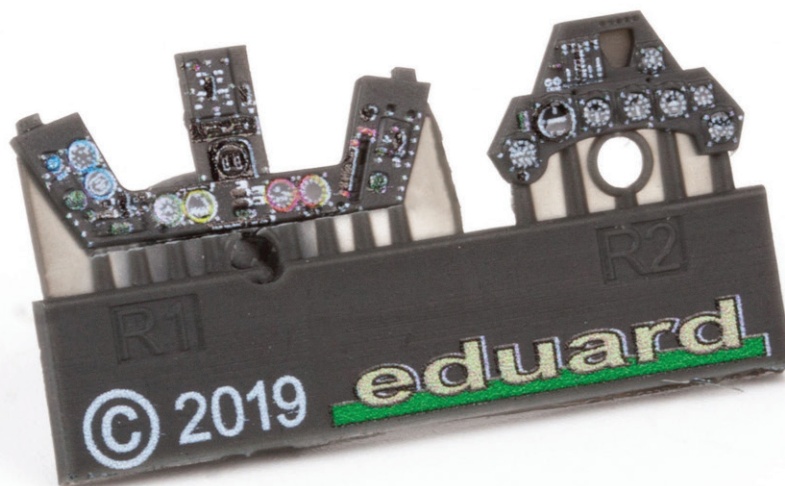
LööK set - Brassin pre-painted dashboards and STEEL seatbelts for Fw 190A-7 in 1/48 scale.

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

[Product page](#)
*LööK*

644241

FM-1 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

[Product page](#)



LööK

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

[Product page](#)



LööK+

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

[Product page](#)


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

[Product page](#)


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

[Product page](#)



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.

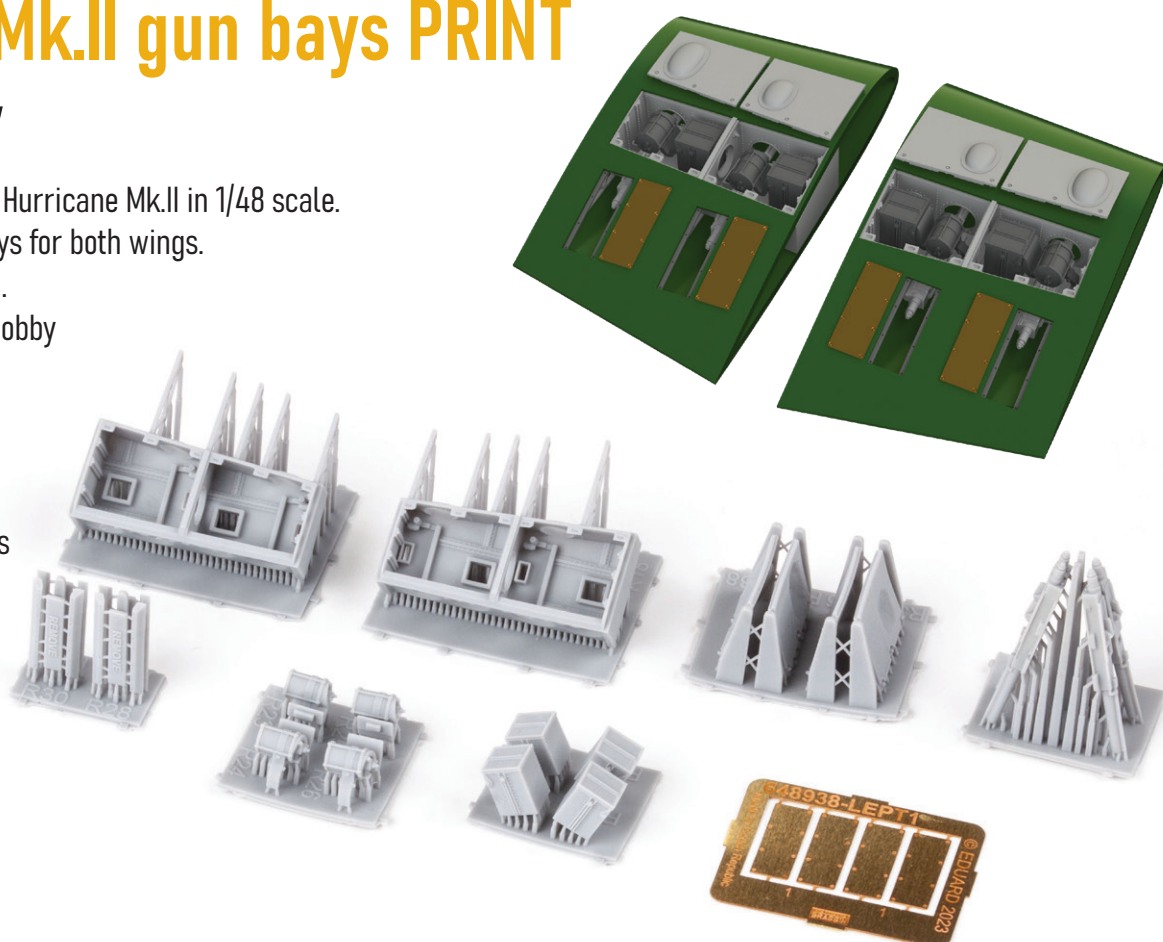
Made by direct 3D printing.

Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)



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

[Product page](#)


648941

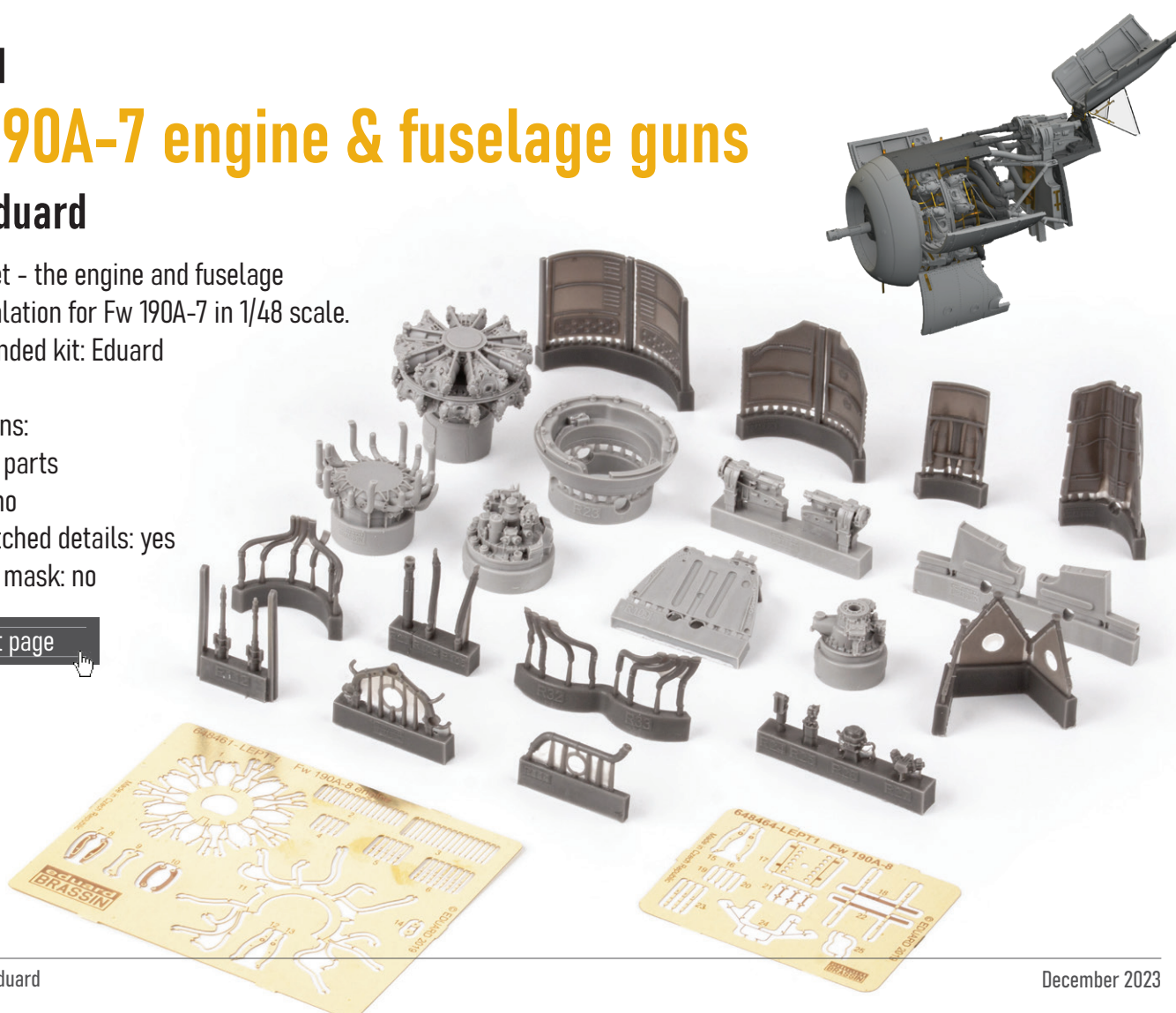
Fw 190A-7 engine & fuselage guns

1/48 Eduard

Brassin set - the engine and fuselage
guns instalation 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

[Product page](#)


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

[Product page](#)



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

[Product page](#)



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

[Product page](#)


648945

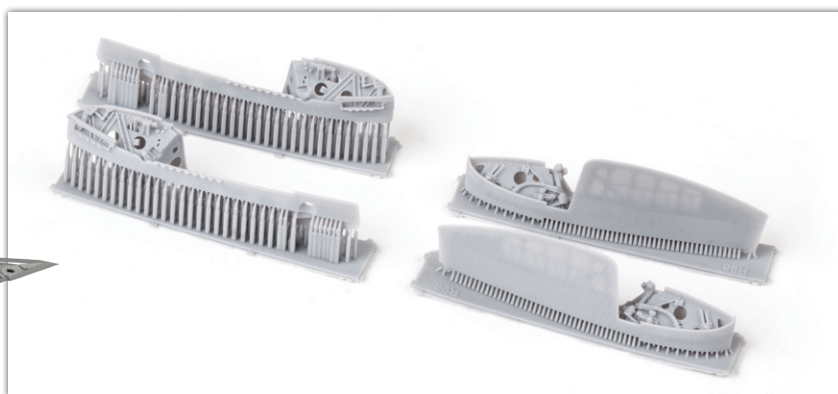
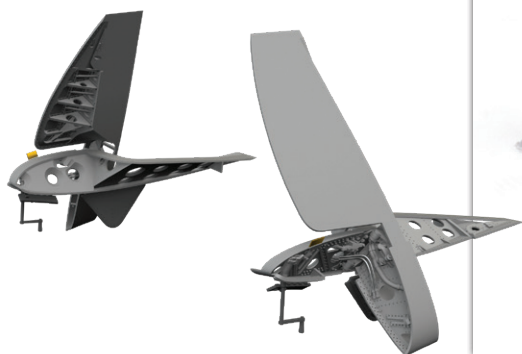
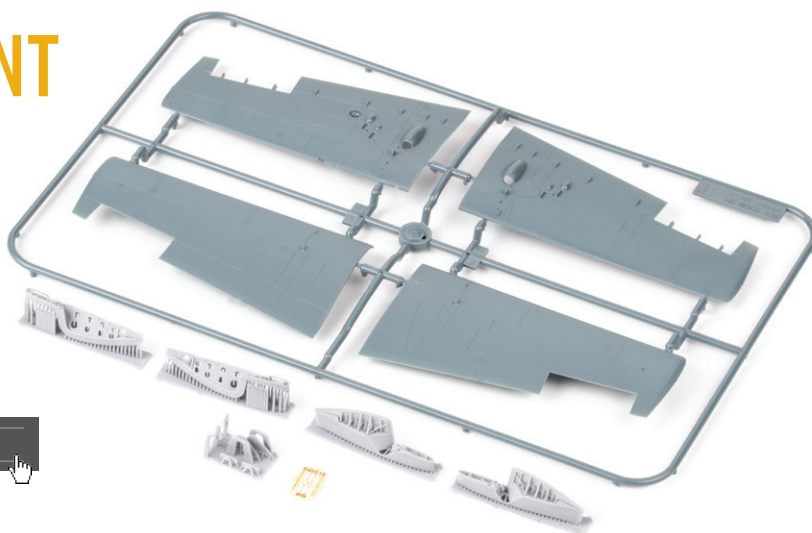
FM-1 folding wings PRINT

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

[Product page](#)


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

[Product page](#)

648947

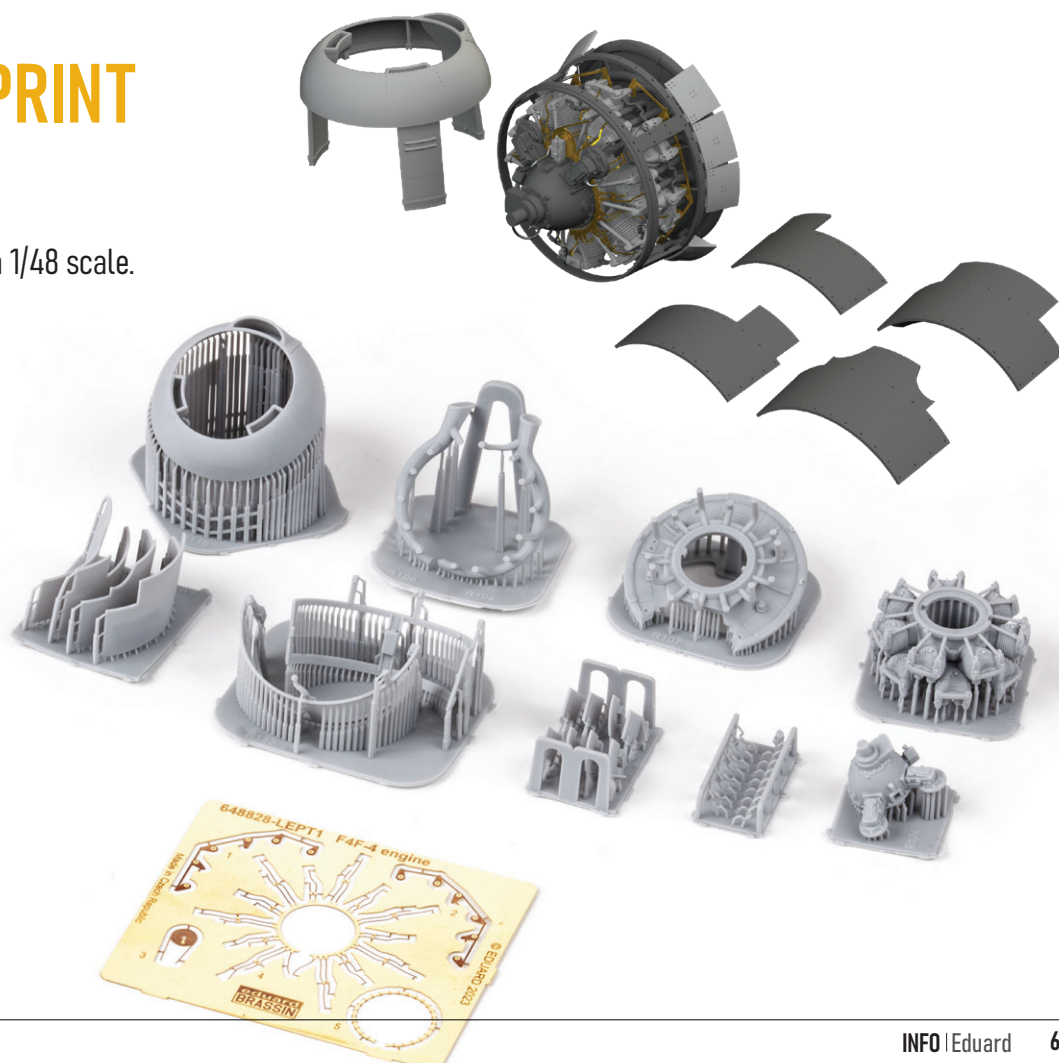
FM-1 engine PRINT

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

[Product page](#)


648948

FM-1 wheel bay PRINT

1/48 Eduard

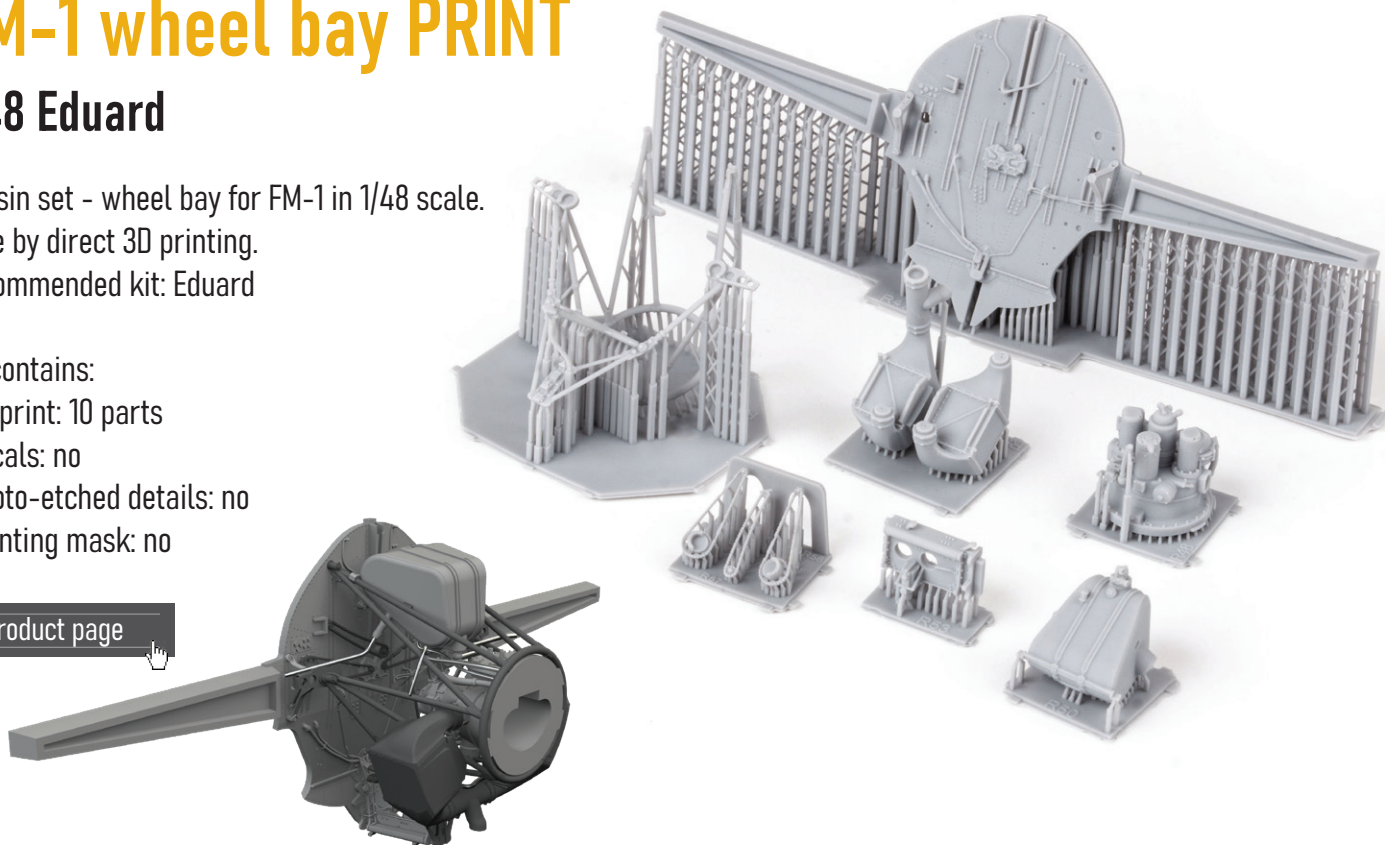
Brassin set - wheel bay for FM-1 in 1/48 scale.

Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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

[Product page](#)


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

[Product page](#)


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.

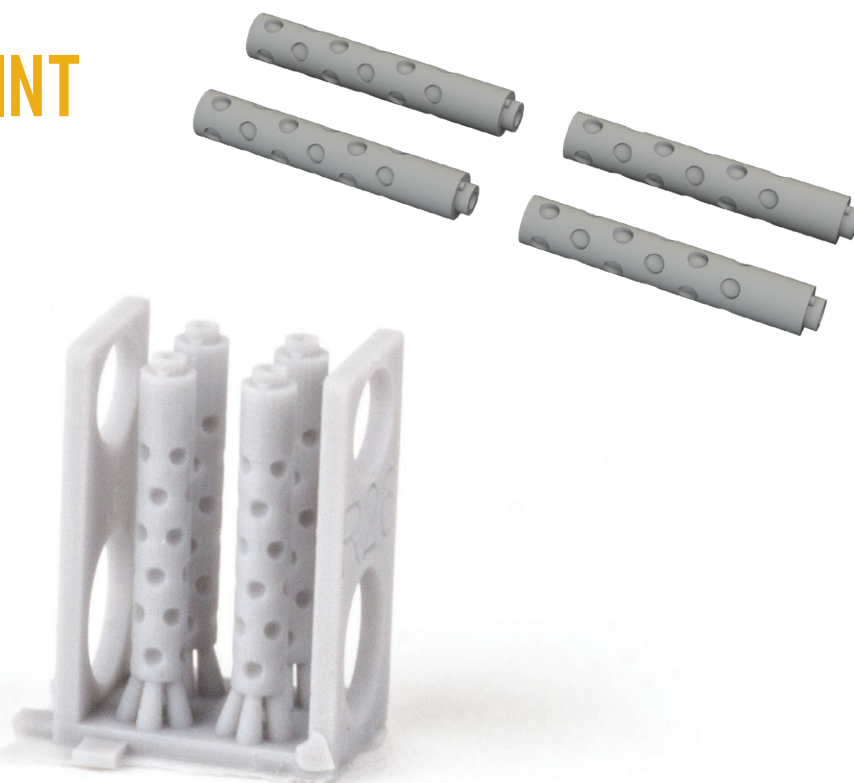
Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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

Product page



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

Product page



672342

Bf 109G-2 cockpit PRINT

1/72 Eduard

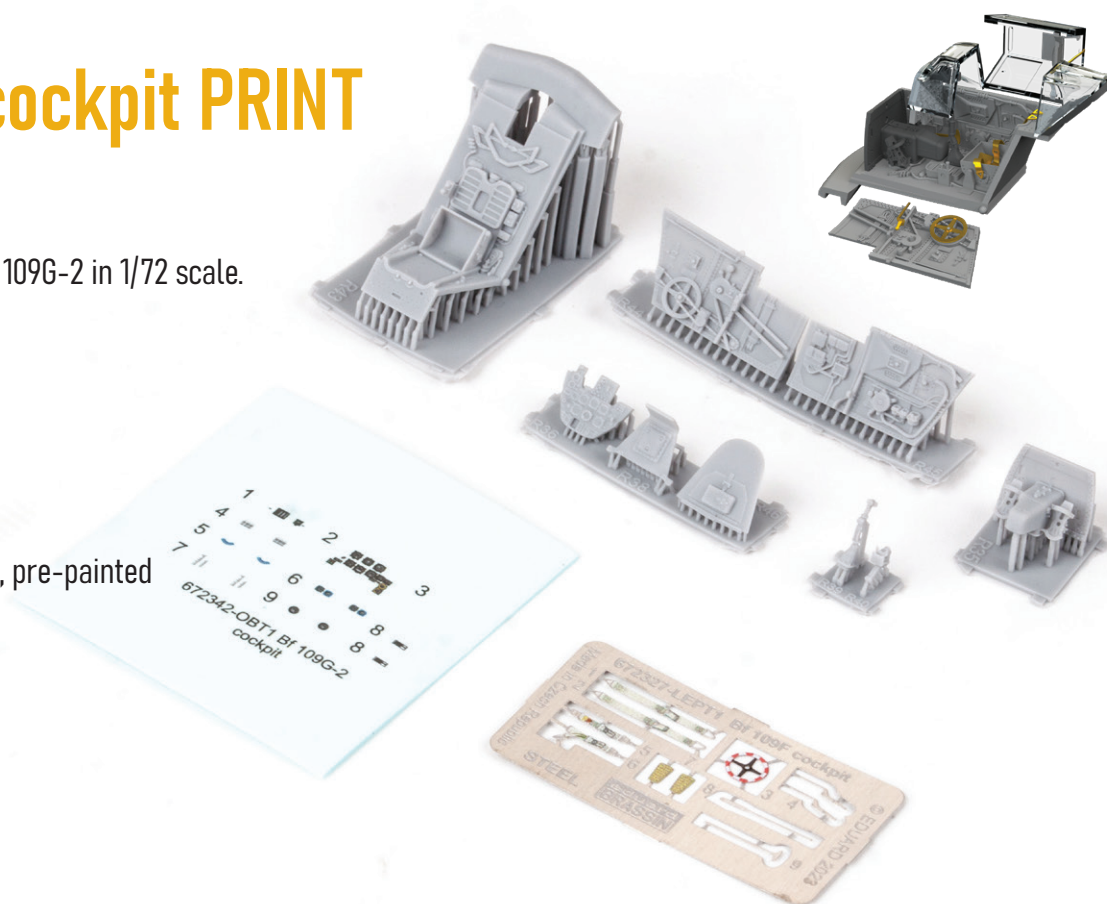
Brassin set - cockpit for Bf 109G-2 in 1/72 scale.

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

[Product page](#)


672343

Bf 109G-4 cockpit PRINT

1/72 Eduard

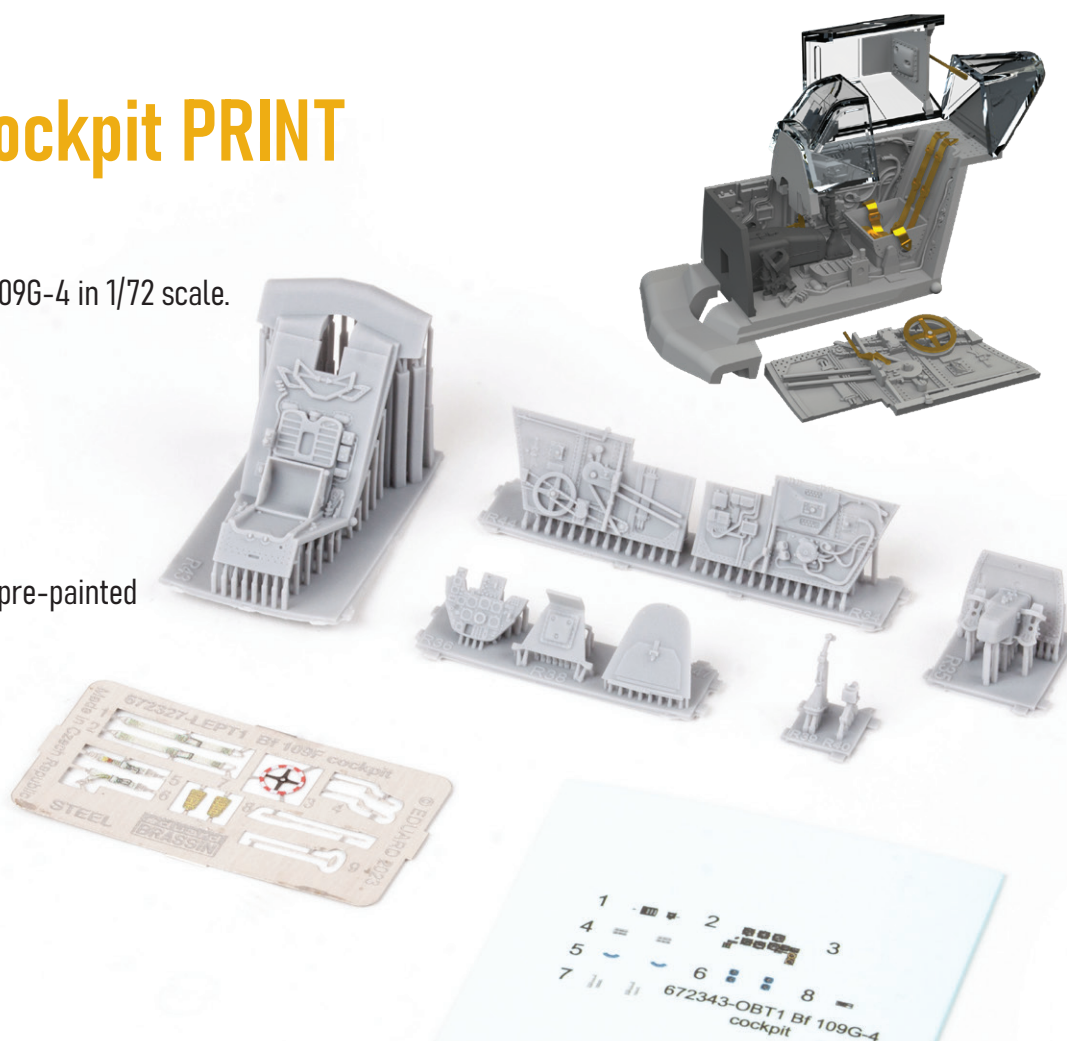
Brassin set - cockpit for Bf 109G-4 in 1/72 scale.

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

[Product page](#)


672344

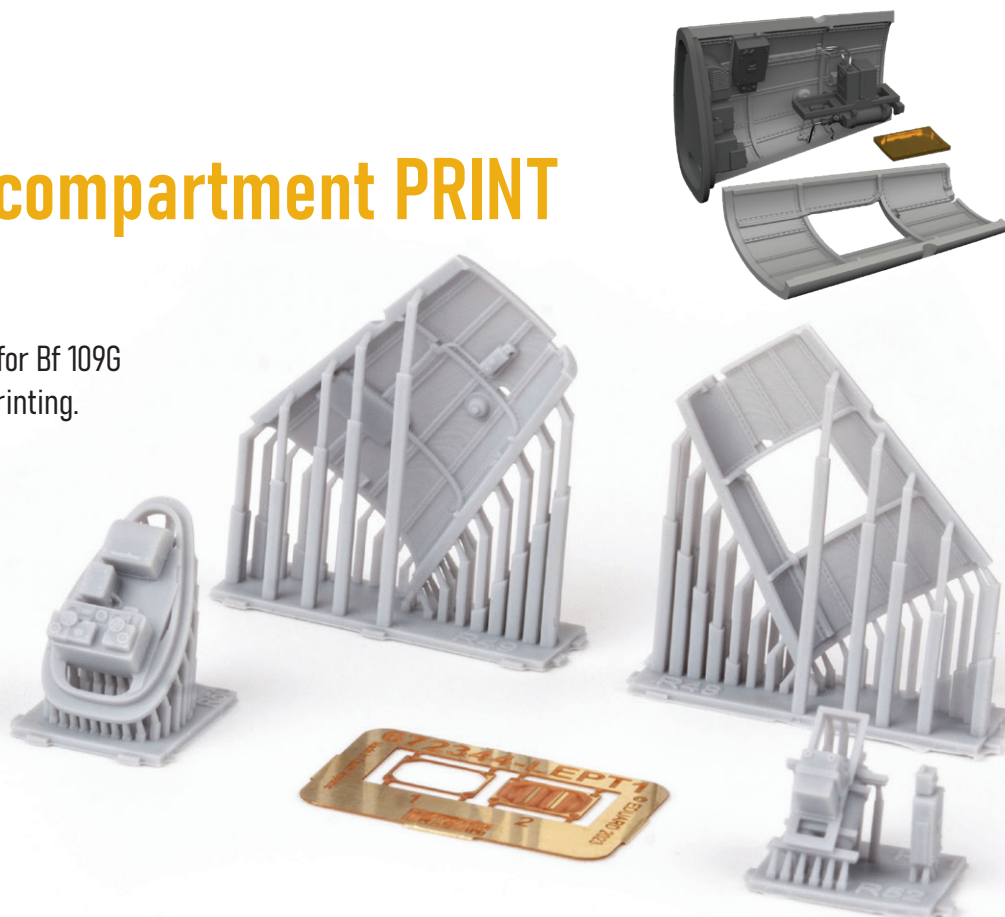
Bf 109G radio compartment PRINT

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

[Product page](#)

672345

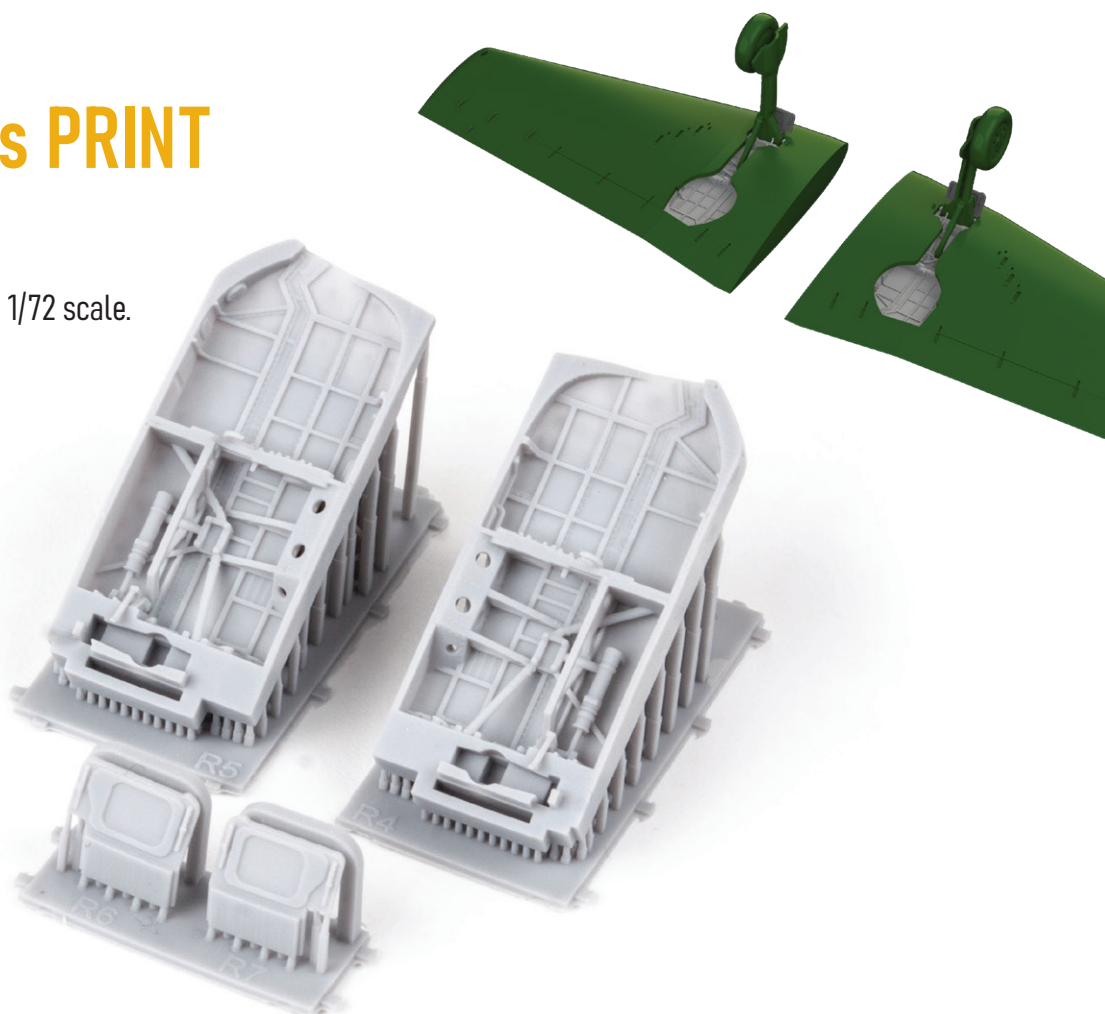
F6F wheel bays PRINT

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

[Product page](#)


672346

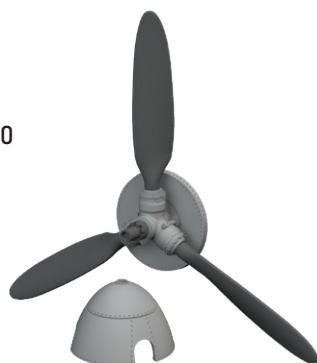
Bf 109G propeller PRINT**1/72 Eduard**

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

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:



PARTNERS:

eduard

TECAM
PCV

SPECIAL THANKS TO:

X ALEF

CARS87



INFO:



BUNNY FIGHTER CLUB

Eduard's special membership club for all modeling enthusiasts!

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

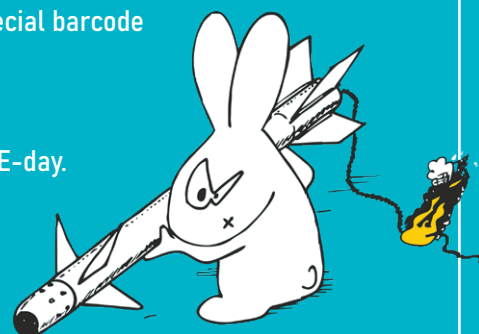
Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.

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

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

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

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

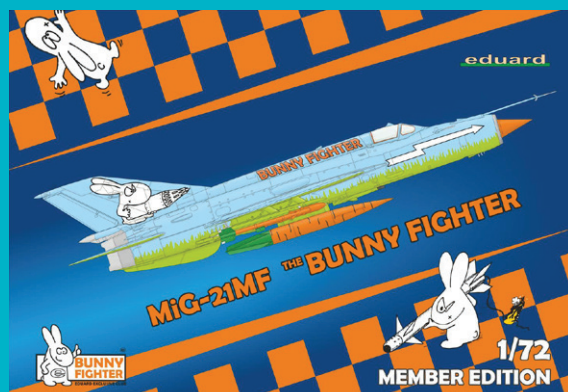


How to become a member of BFC?

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

Activation products:

MiG-21MF + T-shirt 1/72

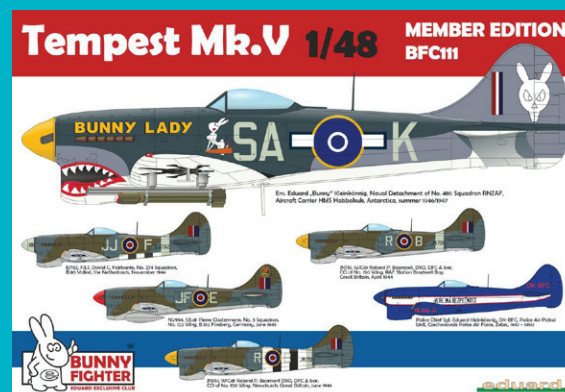


BOX CONTENT:

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



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

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

SIN648115

FM-2 w/ armoured headrest ESSENTIAL

1/48 Eduard

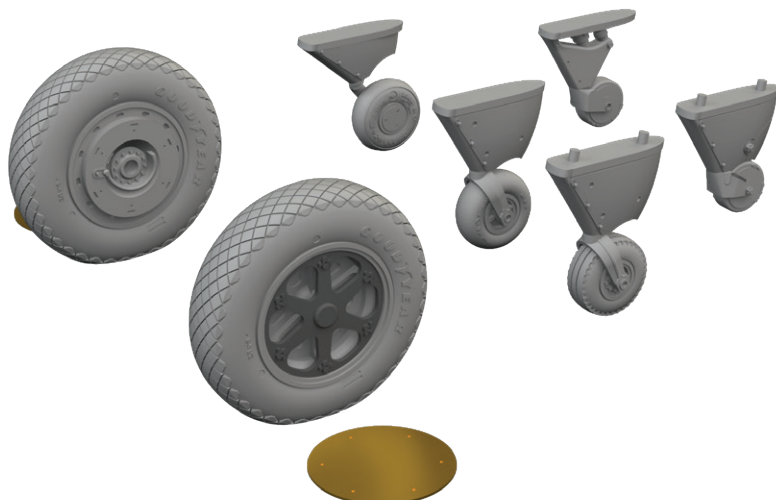
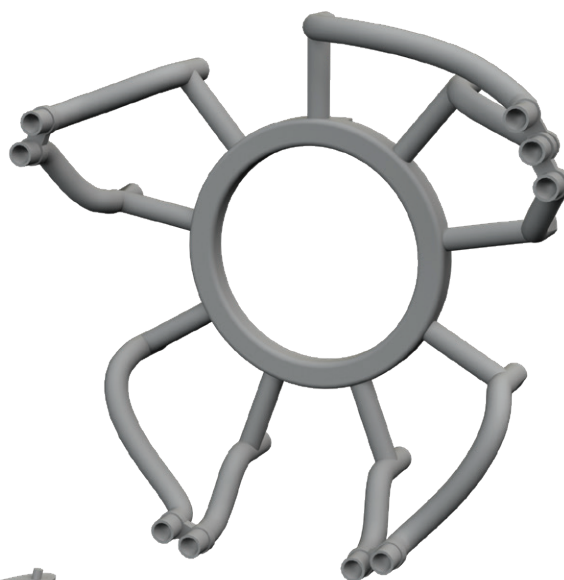
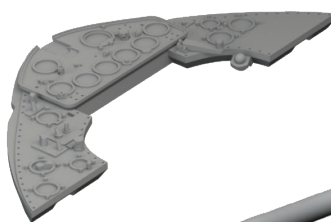
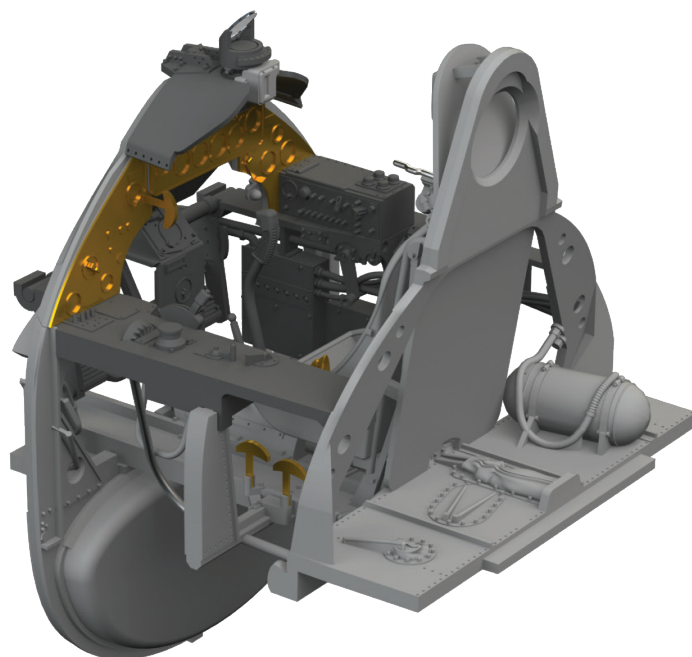
Collection of 4 sets for FM-2 in 1/48 scale.

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%.

Product page



SIN648117

F6F undercarriage

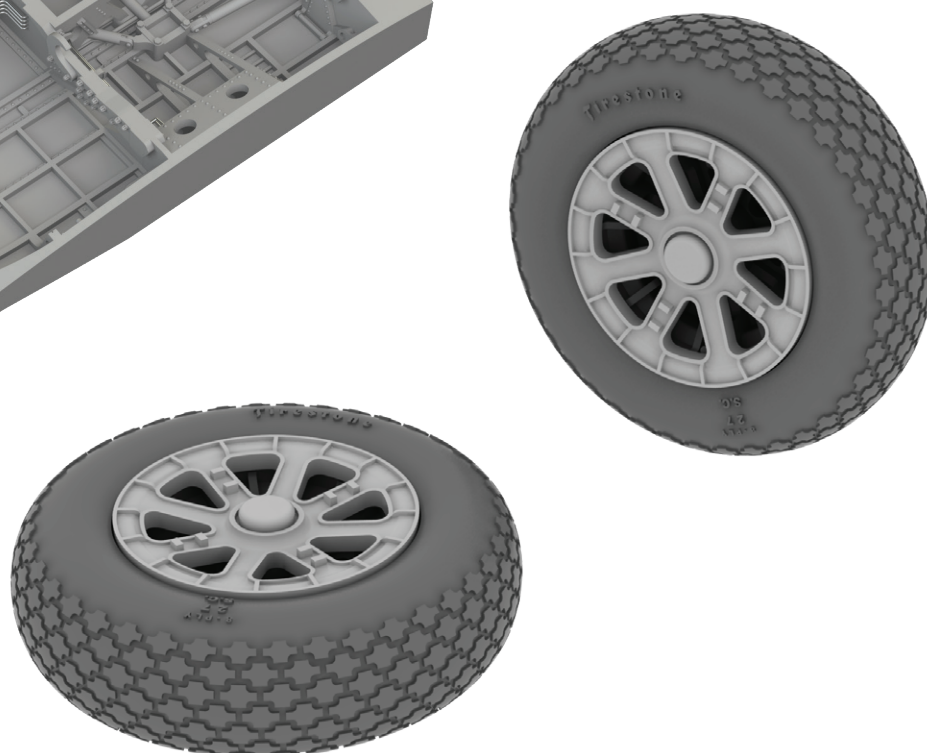
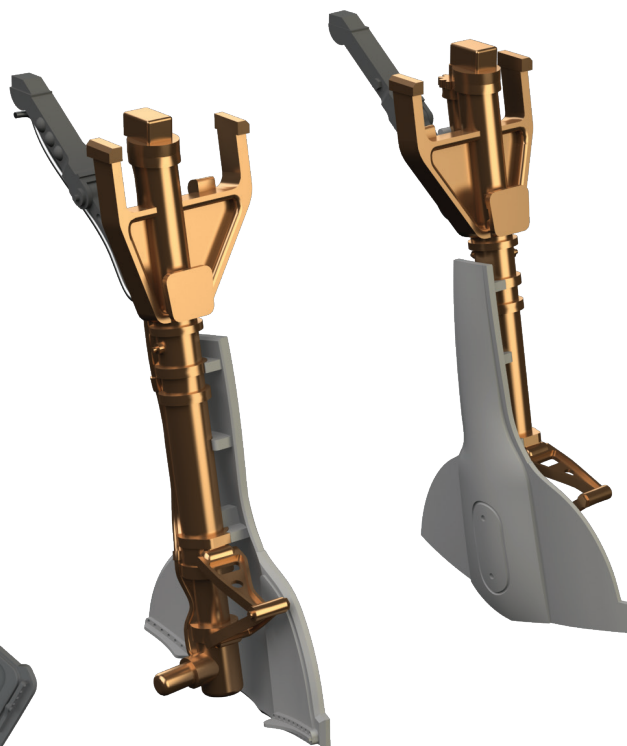
1/48 Eduard

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 %.

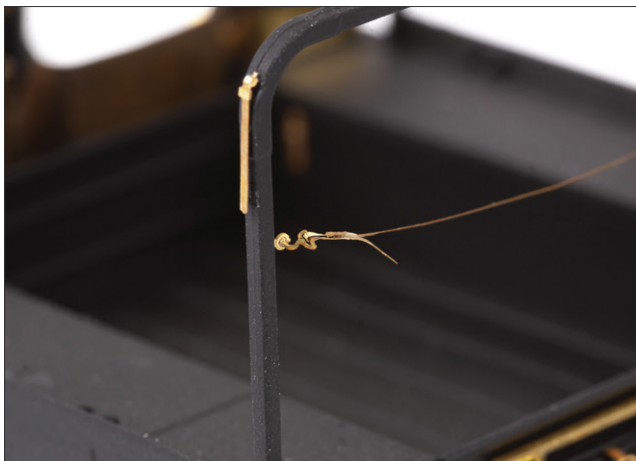
Product page



WC-52

1/35 Zvezda

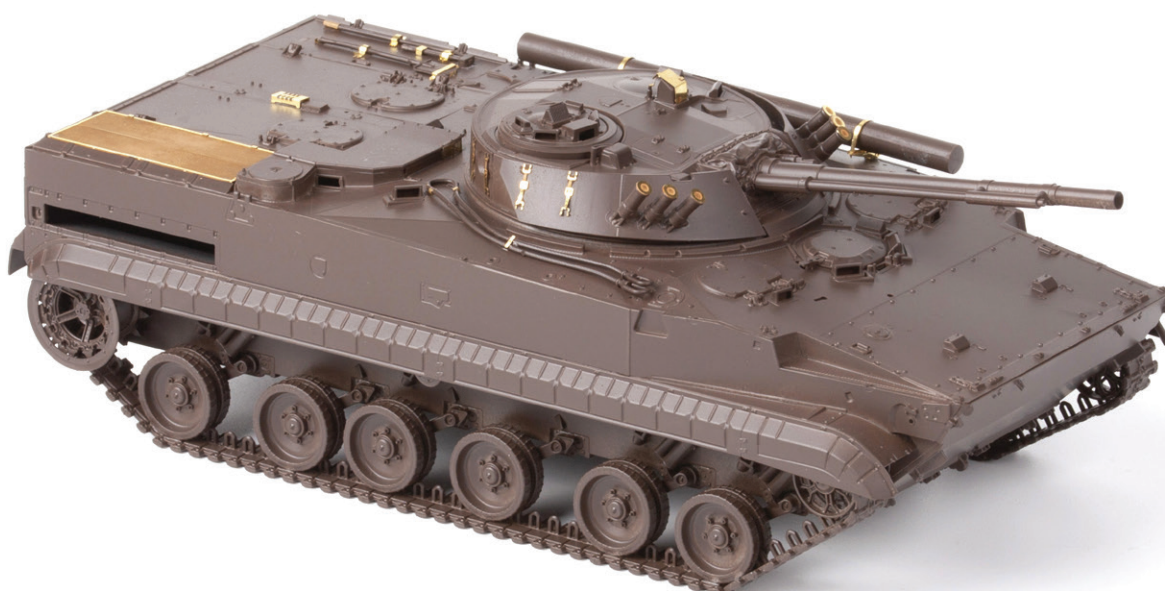
36511



BMP-3

1/35 Zvezda

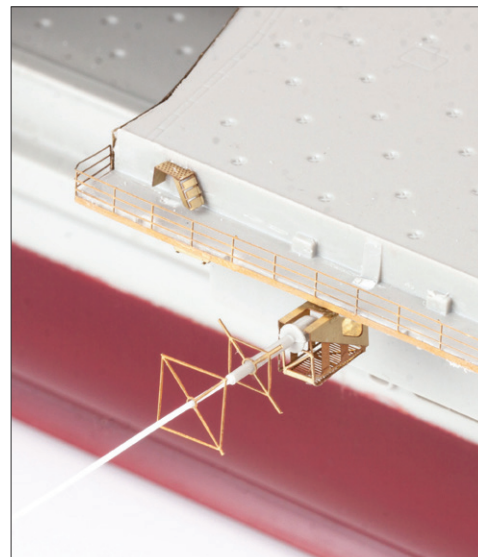
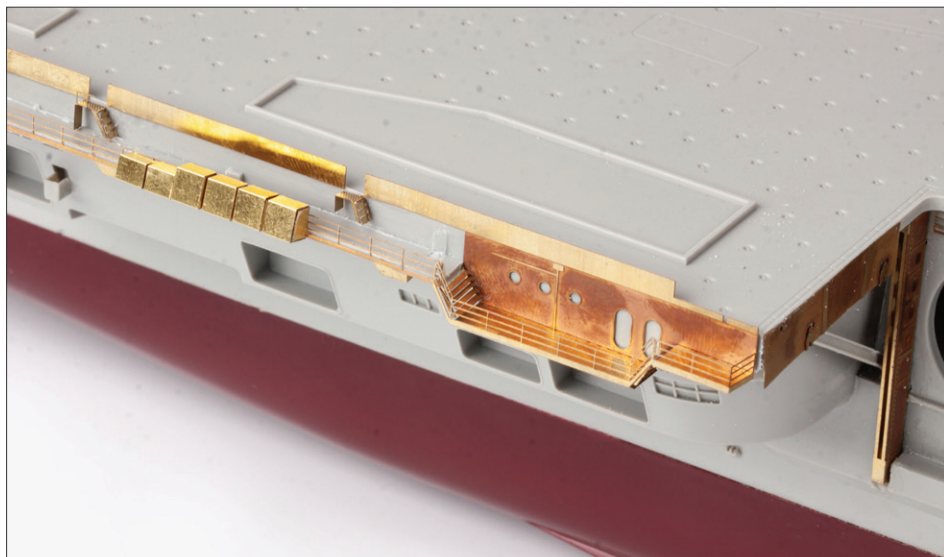
36512



USS Nimitz CVN-68 part 6

1/350 Trumpeter

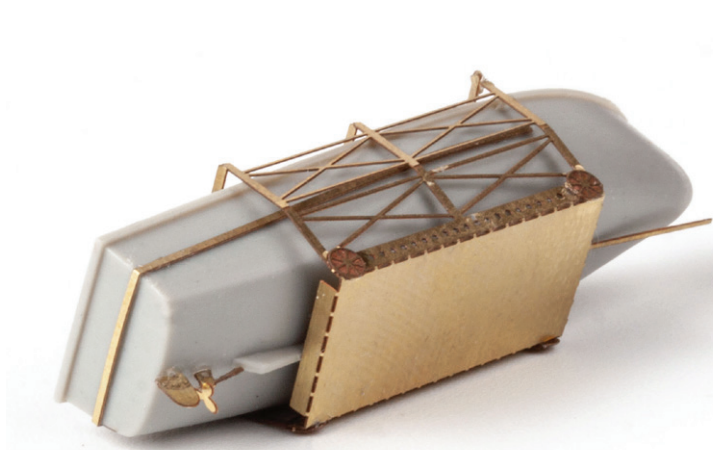
53300



USS Nimitz CVN-68 part 6

1/350 Trumpeter

53300



Seafire F.XVII exterior

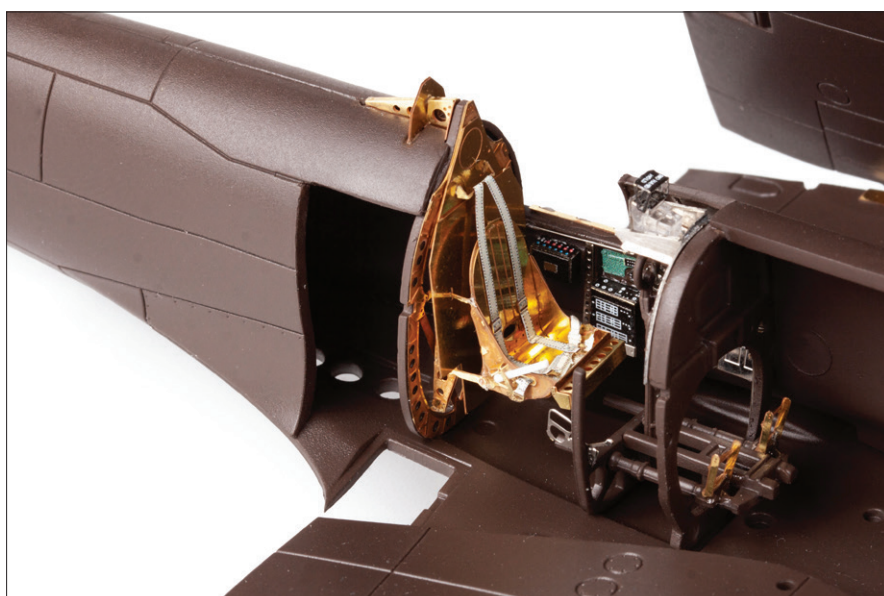
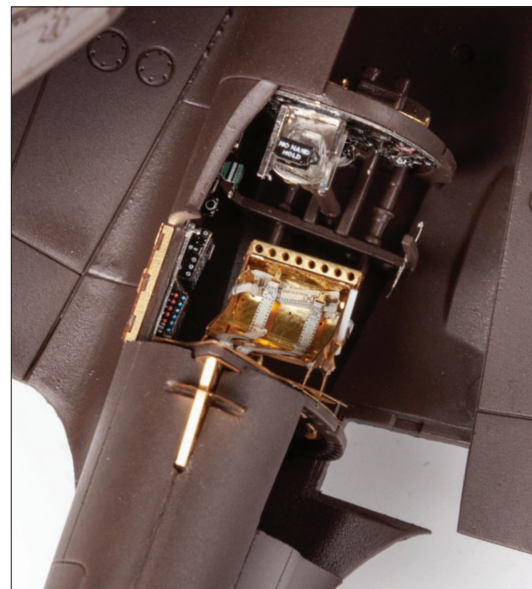
1/48 Airfix

481127



Seafire F.XVII

1/48 Airfix



Seafire F.XVII



FE1399

Seafire F.XVII seatbelts STEEL

FE1400



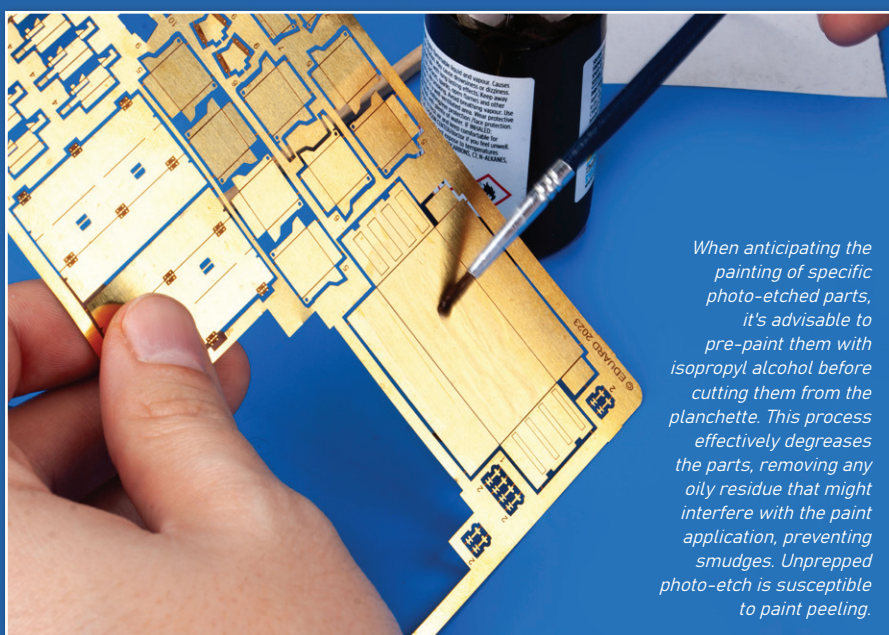
How to do With Photo-etched Accessories,



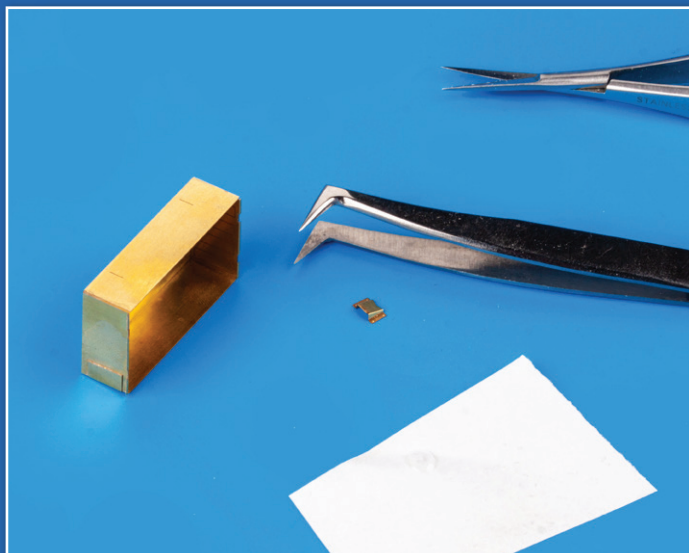
Jakub Nademlejský

In this segment of the article series, I aim to streamline the modeling process for working with photo-etched parts, introducing advanced techniques and lesser-known chemicals that significantly expedite the process. Toward the end of this section, I will share valuable tips on painting photo-etch.

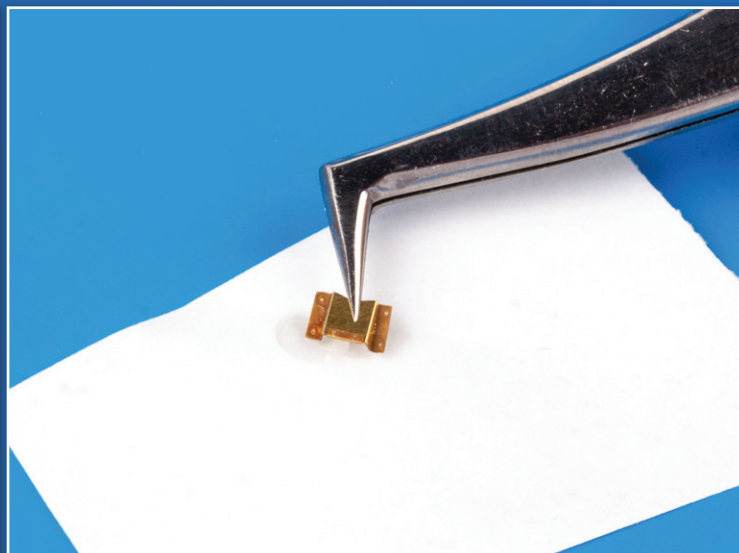
Part II. - Gluing Parts and Painting



When anticipating the painting of specific photo-etched parts, it's advisable to pre-paint them with isopropyl alcohol before cutting them from the planchette. This process effectively degreases the parts, removing any oily residue that might interfere with the paint application, preventing smudges. Unprepped photo-etch is susceptible to paint peeling.



The completed, degreased parts, cut with precision using etch scissors (my preference being Italeri ones), and expertly bent with straight tweezers. To ensure a successful bond, I dispense several drops of thin superglue from various manufacturers onto coated paper. Experimenting with different brands and consistencies of glue is recommended. Some people work better with extra-thin glues, but they are demanding on speed of application. With gel adhesives, on the other hand, you have plenty of application time, however, the cleanliness of the adhesive is challenging, you probably can't do without using a debonder afterwards.



For the gluing process, carefully dip small parts into a drop of superglue, which remains viable on the coated paper for an extended period, facilitating a more comfortable application.



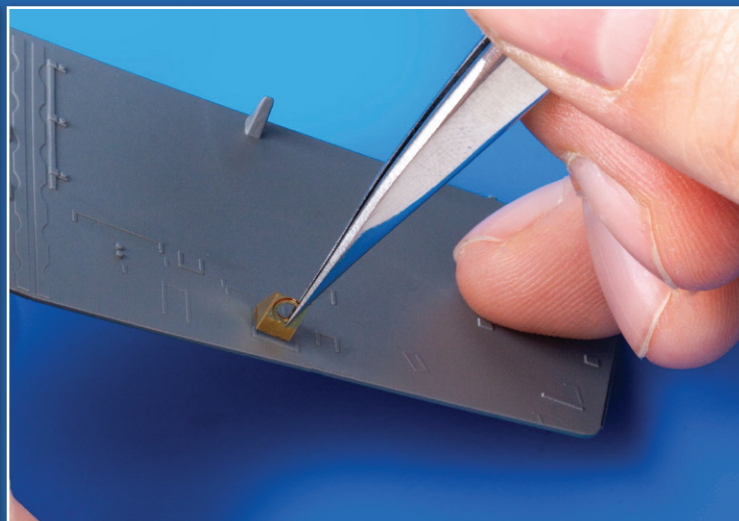
Using tweezers to secure the piece in place allows ample time for accurate positioning, preventing the surrounding area from being inadvertently coated with glue.



When attaching metal photo-etched parts to plastic, it's advisable to coat the plastic component, at least at the gluing point, with isopropyl alcohol too. The area is then perfectly prepared for the application of the photo-etch and we do not have to worry about the joint not being strong enough.



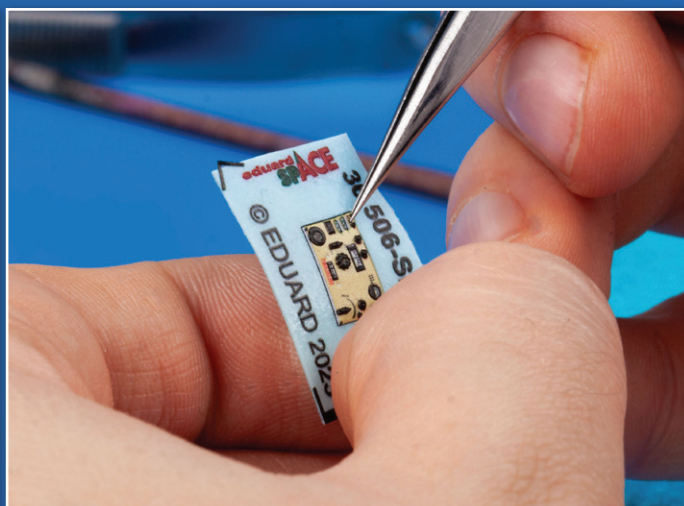
The glued side of the piece is dipped into a drop of thin superglue, and pointed tweezers are employed to secure it in place. The slow-drying nature of the glue provides sufficient time for precise placement.



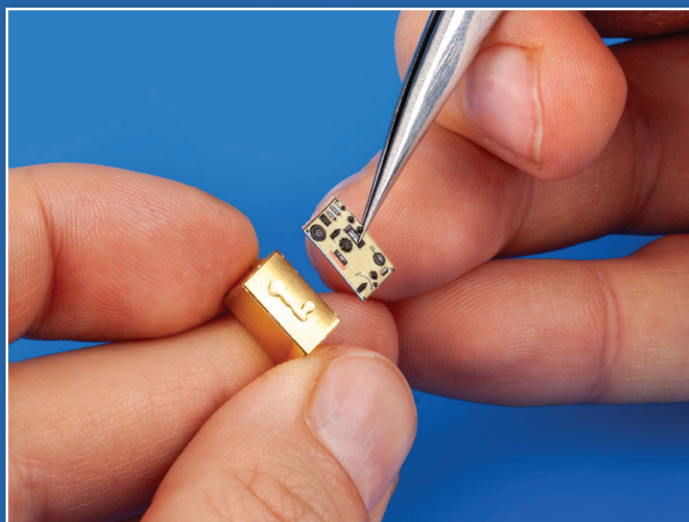
With the piece firmly glued, the surrounding area remains clean, free from excess glue.



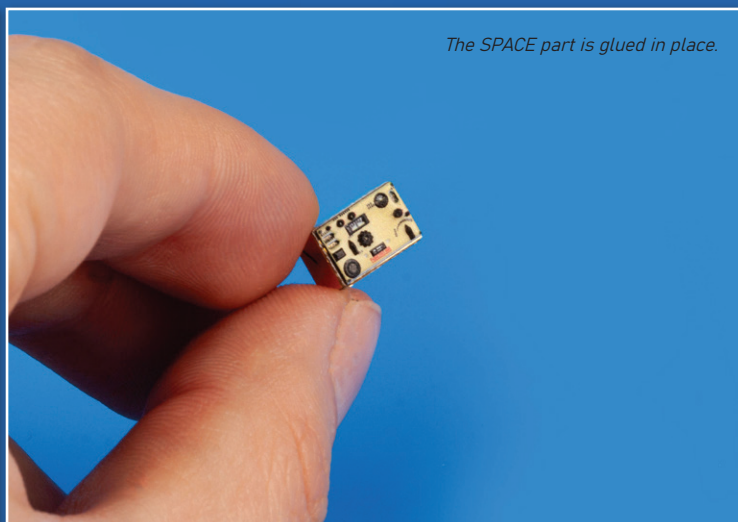
The 36506 set includes a colored part from the SPACE product range. The application procedure for this product line is detailed in Info 03/2021 on pages 53-54. A brief summary: wet the part with base paper in water and detergent over a sponge.



Once the piece can be maneuvered, use pointed tweezers for handling.



Employing the applicator described in Part I, apply a few drops to the desired gluing area. Unlike metallic photo-etched parts, I recommend placing SPACE parts directly onto the pre-applied glue rather than dipping them.



The SPACE part is glued in place.



Before painting, it's advisable to recoat the already glued and bent part with Mr. Metal Primer-R.



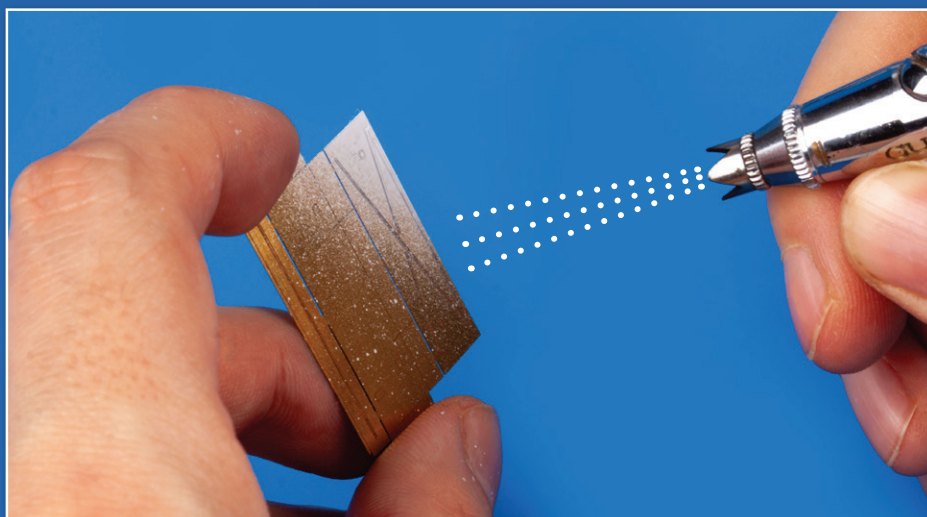
Apply Mr. Metal Primer R with a regular brush, ensuring a thin film, and allow it to dry for 15 minutes.



Apply Mr. Metal Primer R with a regular brush, ensuring a thin film, and allow it to dry for 15 minutes.



Before the initial paint coat, apply Mr. Resin Primer Surfacers either with spray or airbrush variant.



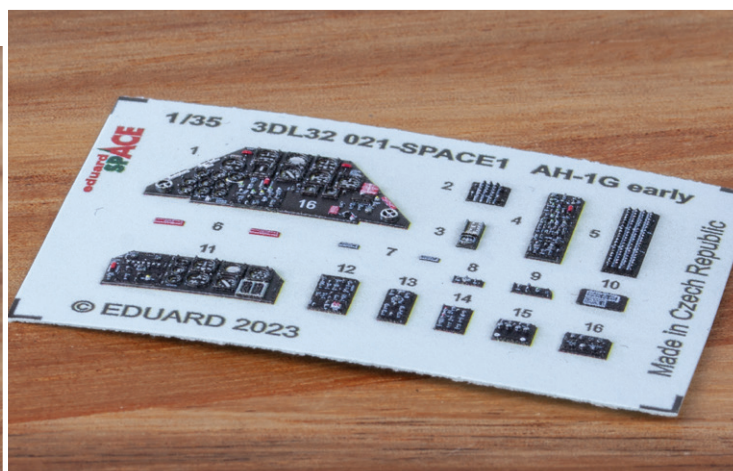
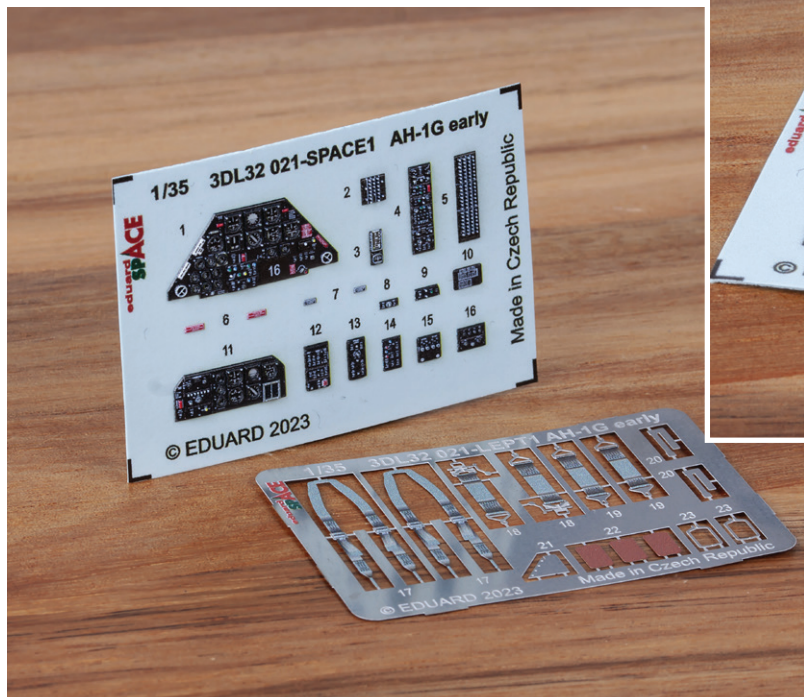
Apply 2-3 coats of Surfacers before proceeding to spray the part with surface colors. This method enhances the durability of the paint on the photo-etched part, allowing it to withstand less careful handling. Tweezers with rubber bands on the tips are recommended to prevent paint scratches

(to be continued)

EASY
APPLICATION

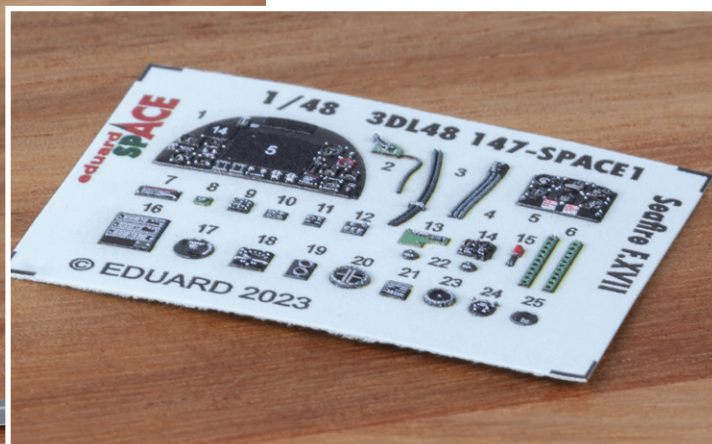
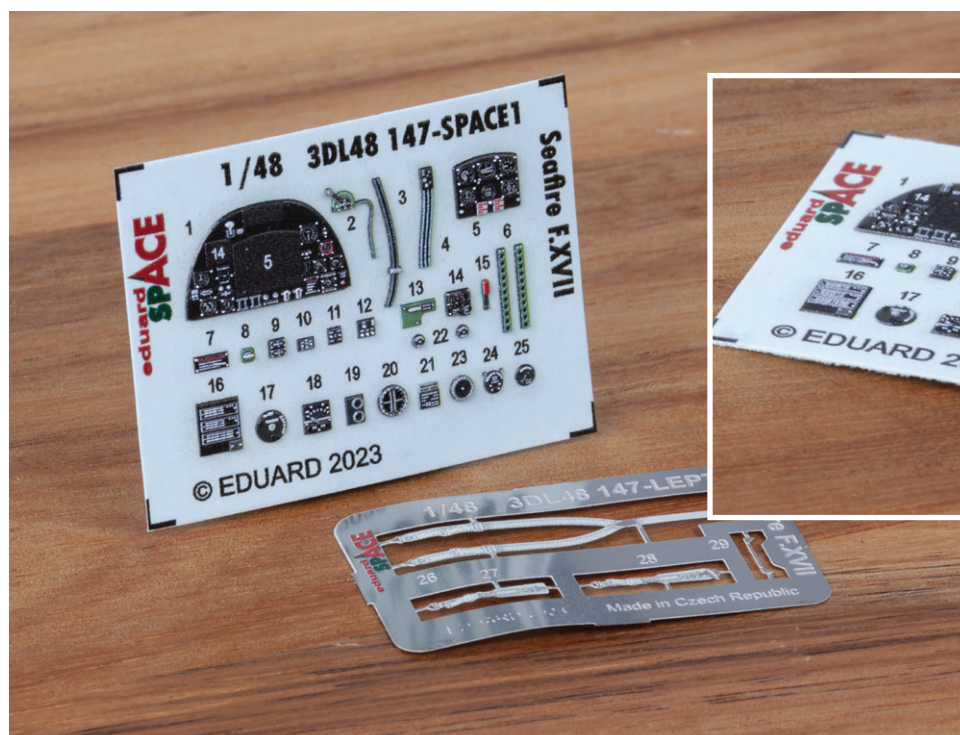
3DL32021 **AH-1G early SPACE** 1/35 ICM

[Product page](#)

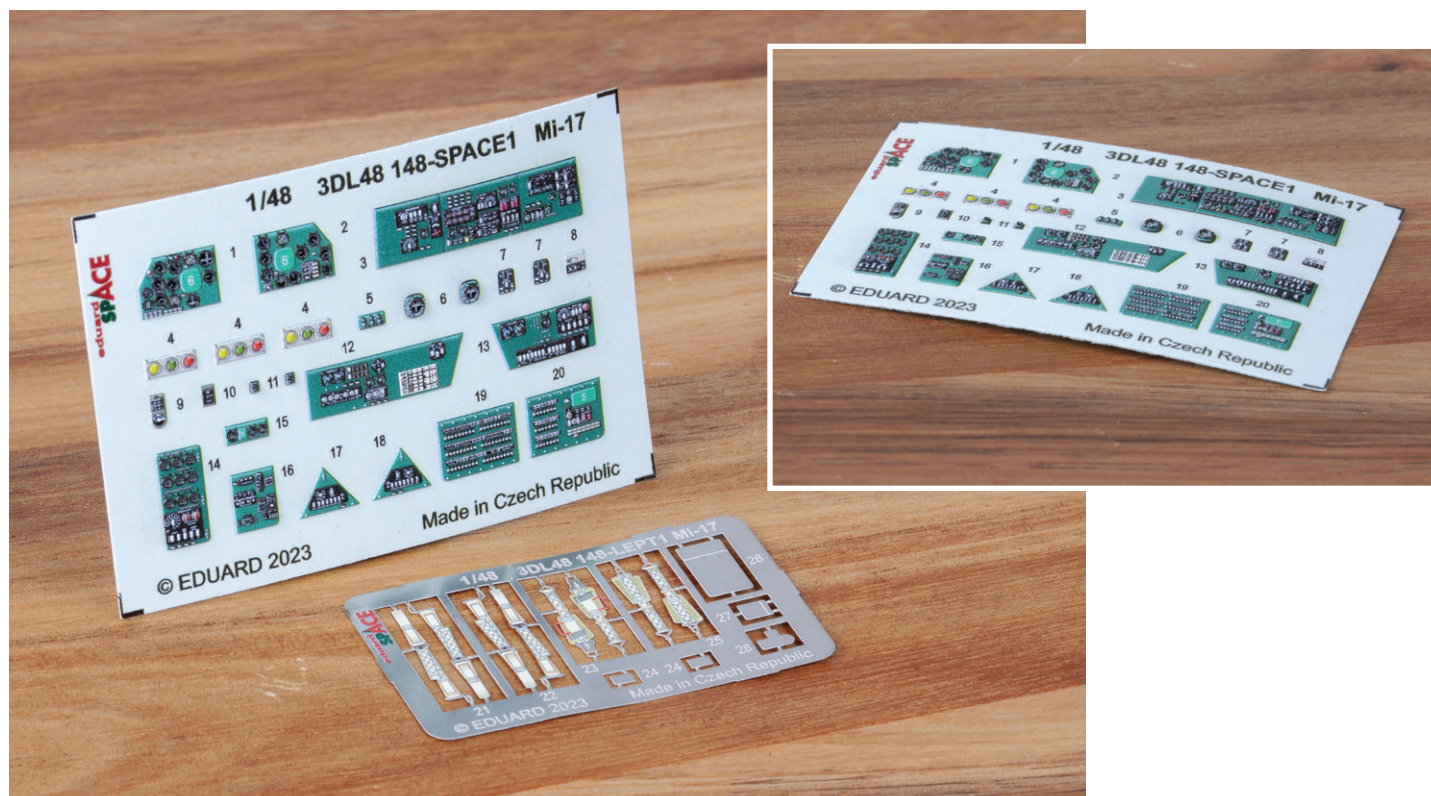


3DL48147 **Seafire F.XVII SPACE** 1/48 Airfix

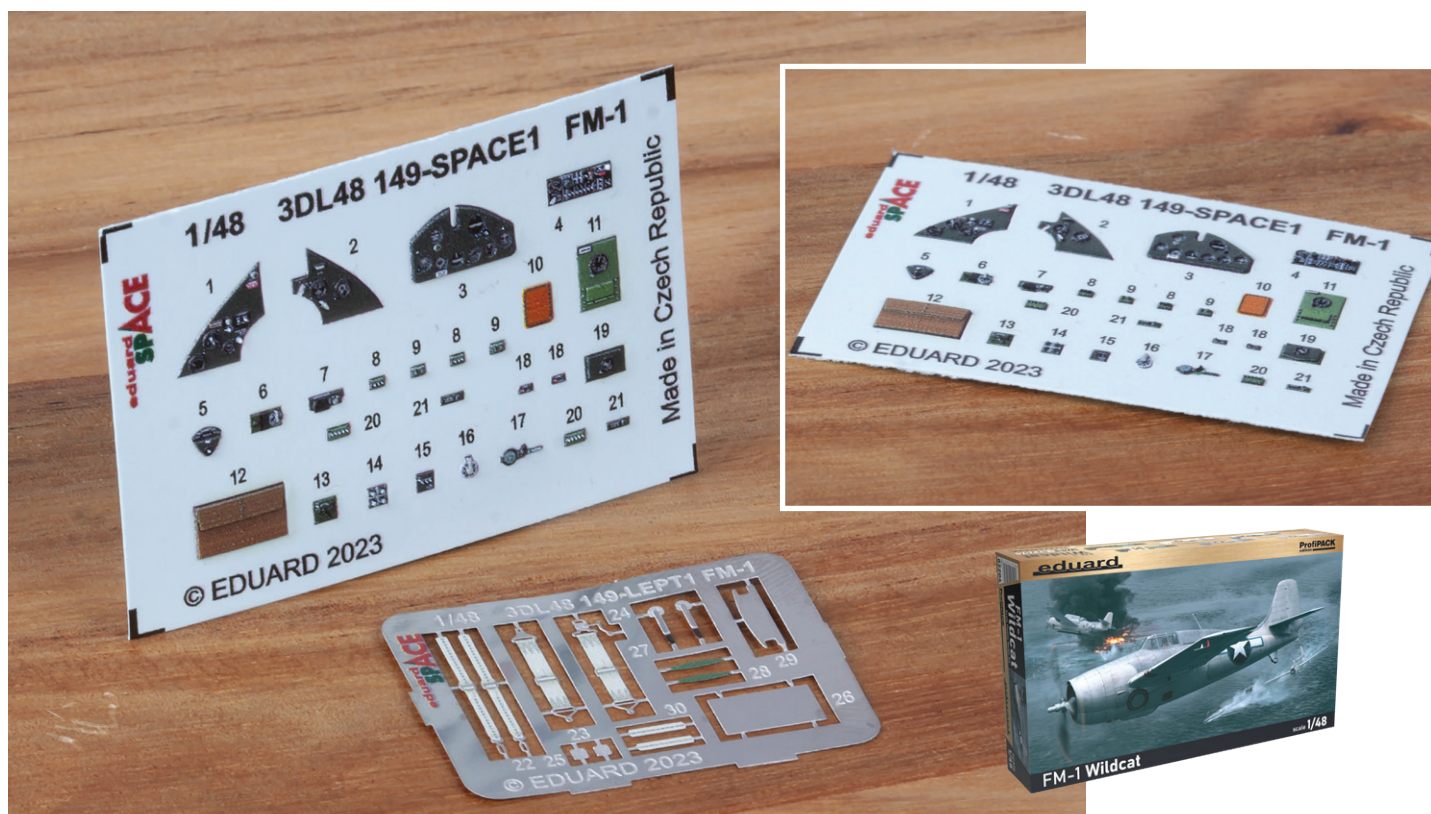
[Product page](#)



3DL48148 **Mi-17 SPACE** 1/48 Trumpeter

[Product page](#)


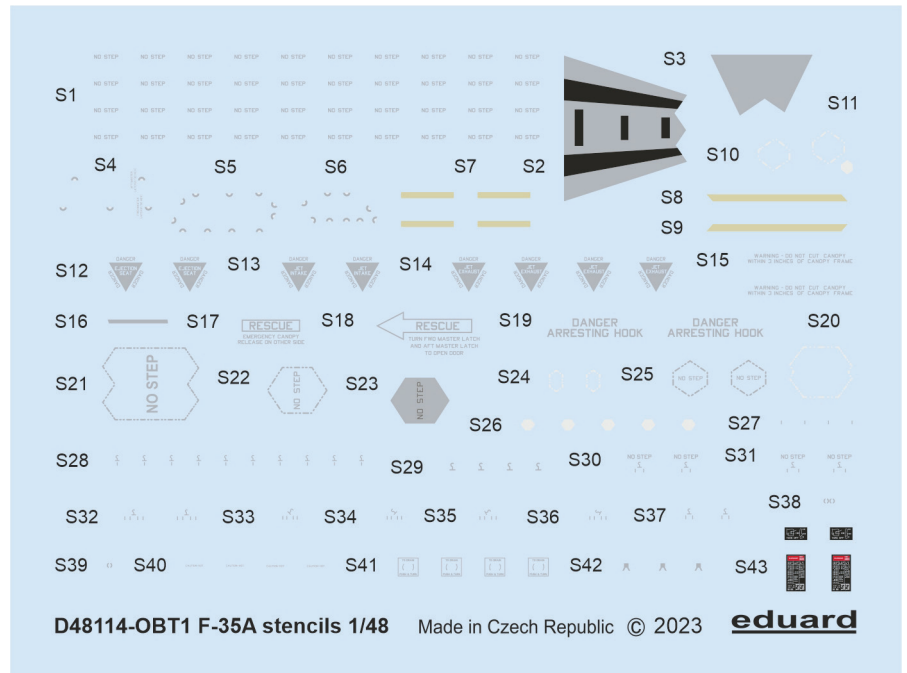
3DL48149 **FM-1 SPACE** 1/48 Eduard

[Product page](#)


3DL48150 **P-39N SPACE** 1/48 Eduard[Product page](#)3DL48151 **X-1 SPACE** 1/48 Eduard[Product page](#)

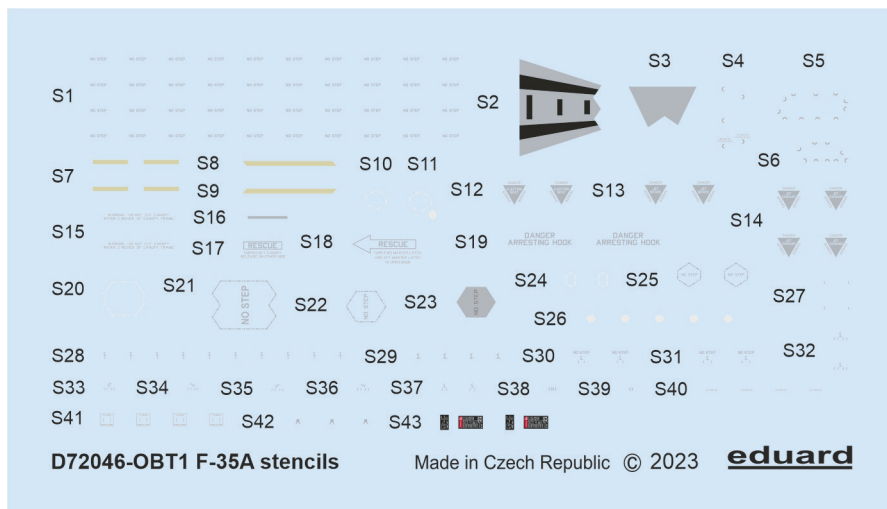
D48114 F-35A stencil 1/48 Tamiya

[Product page](#)



D72046 F-35A stencil 1/72 Tamiya

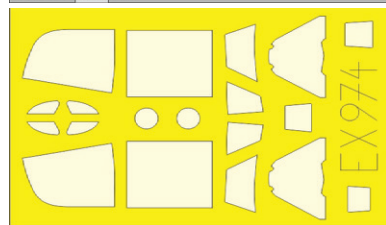
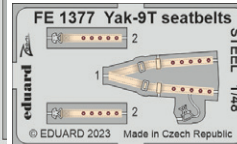
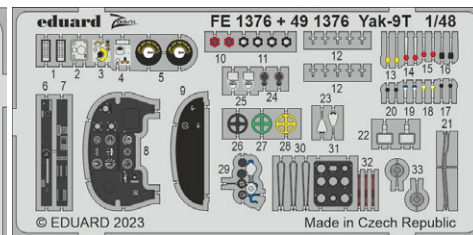
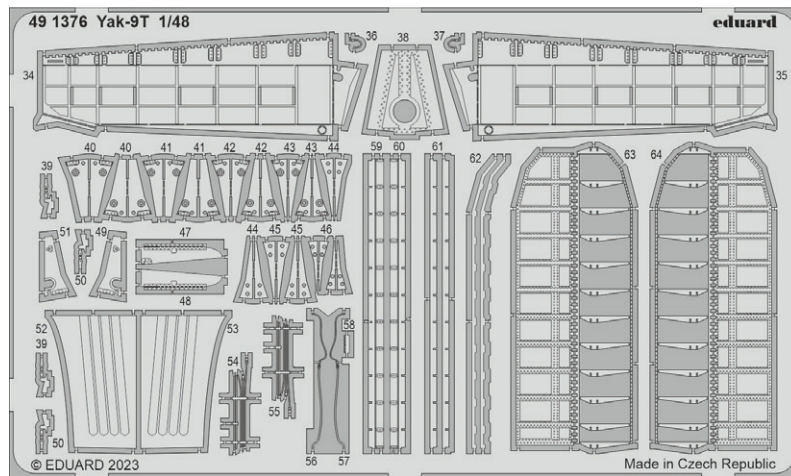
[Product page](#)



BIG49388 Yak-9T 1/48 Zvezda

491376 Yak-9T 1/48
FE1377 Yak-9T seatbelts STEEL 1/48
EX974 Yak-9T 1/48

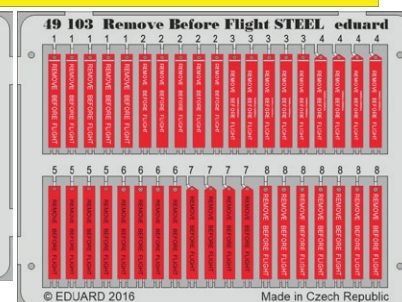
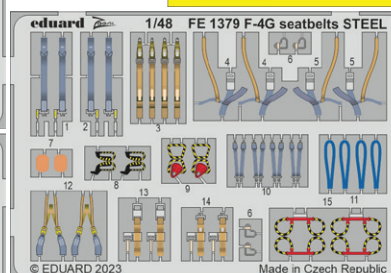
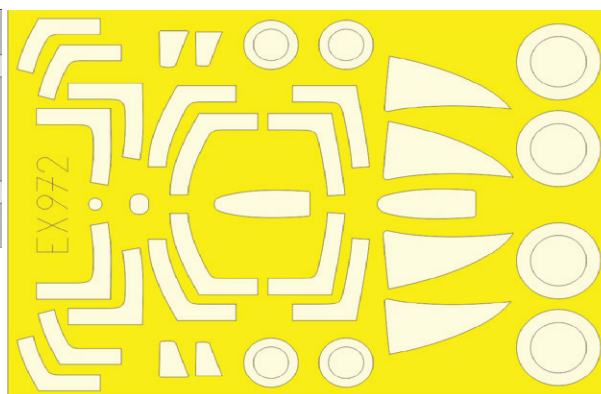
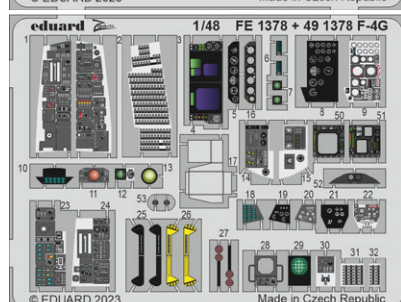
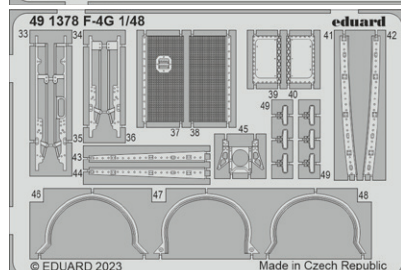
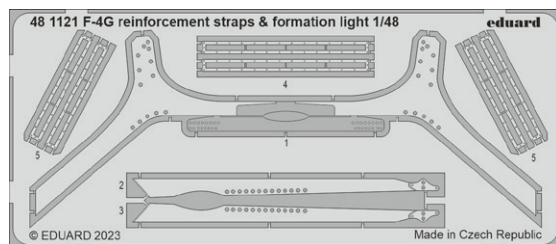
Product page



BIG49389 F-4G 1/48 Meng

481121 F-4G reinforcement straps & formation lights 1/48
49103 Remove Before Flight STEEL
491378 F-4G 1/48
FE1379 F-4G seatbelts STEEL 1/48
EX972 F-4G 1/48

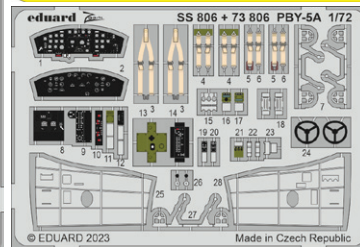
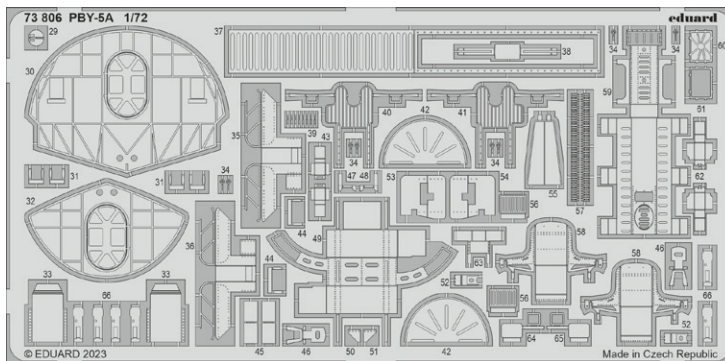
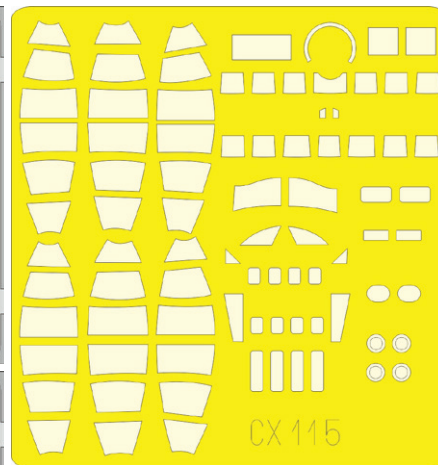
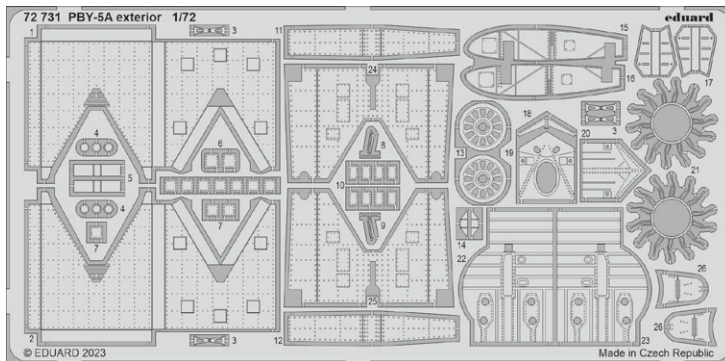
Product page



BIG72176 **PBY-5A** 1/72 Hobby 2000/Academy

[Product page](#)

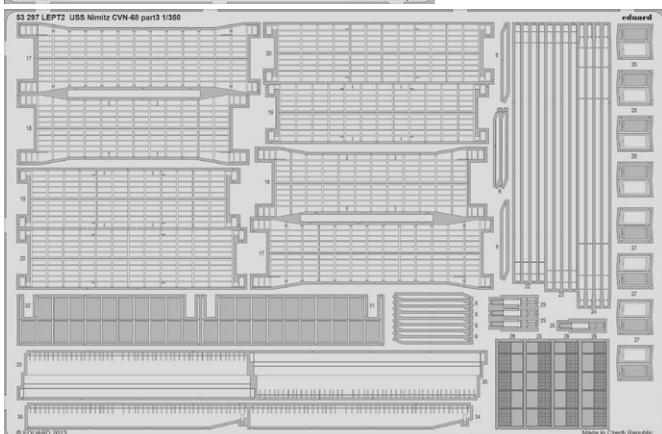
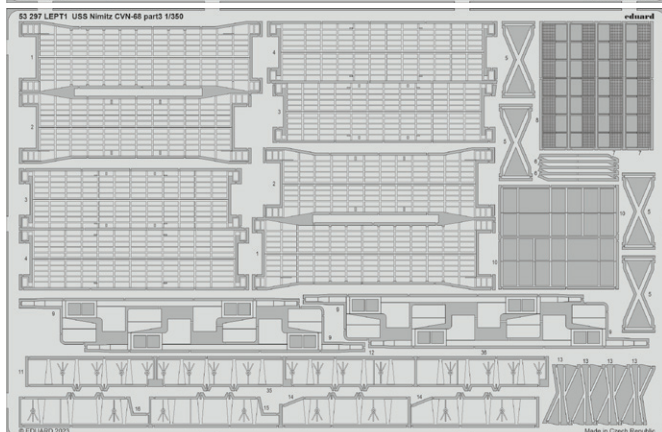
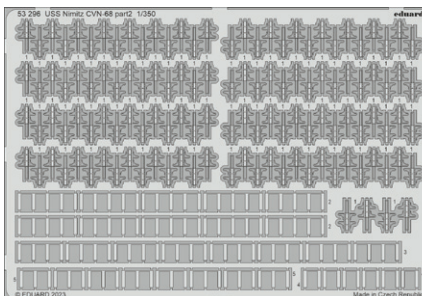
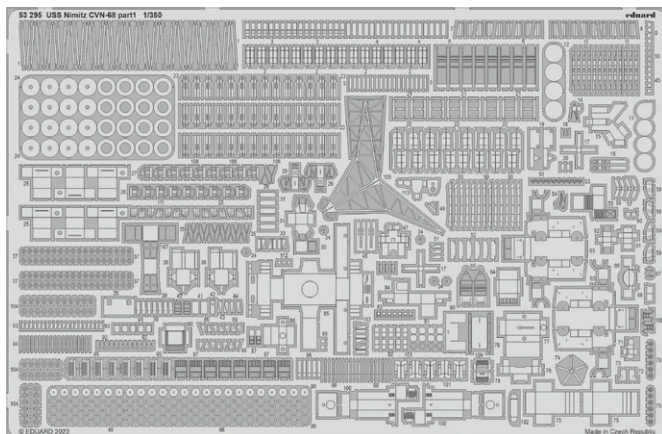
72731 PBY-5A exterior 1/72
73806 PBY-5A 1/72
CX115 PBY-5 Catalina 1/72



BIG5369 **USS Nimitz CVN-68 PART I** 1/350 Trumpeter

[Product page](#)

53295 USS Nimitz CVN-68 part 1 1/350
53296 USS Nimitz CVN-68 part 2 1/350
53297 USS Nimitz CVN-68 part 3 1/350



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



EX991 Seafire F.XVII
EX992 Seafire F.XVII TFace



EX992 Seafire F.XVII TFace



EX991 Seafire F.XVII
EX992 Seafire F.XVII TFace



EX992 Seafire F.XVII TFace



JX320 AH-1G
JX320 AH-1G TFace



JX320 AH-1G TFace



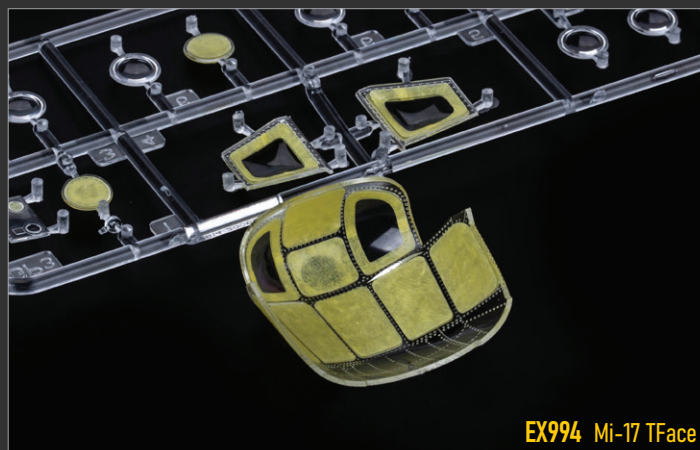
JX320 AH-1G
JX320 AH-1G TFace



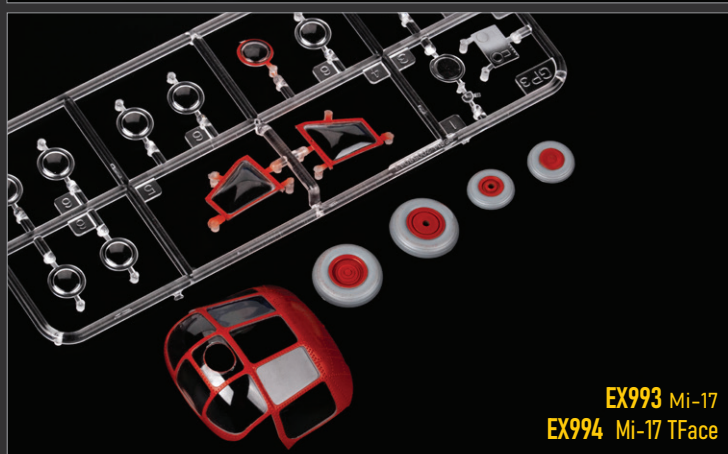
JX320 AH-1G TFace



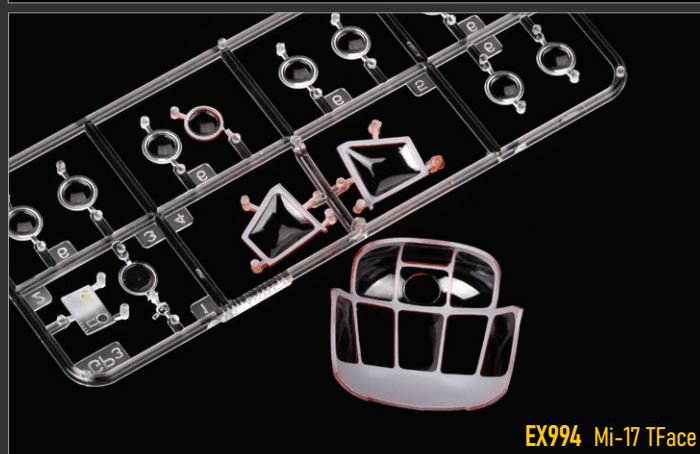
EX993 Mi-17
EX994 Mi-17 TFace



EX994 Mi-17 TFace



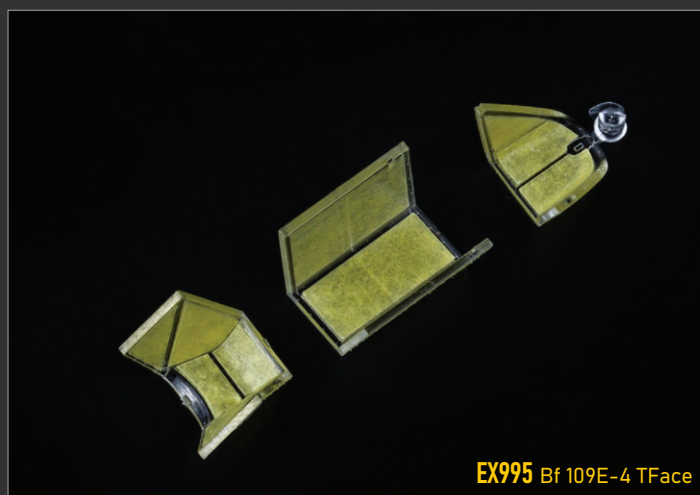
EX993 Mi-17
EX994 Mi-17 TFace



EX994 Mi-17 TFace



EX995 Bf 109E-4 TFace



EX995 Bf 109E-4 TFace



EX995 Bf 109E-4 TFace



EX995 Bf 109E-4 TFace

KITS

82204	FM-1 Wildcat	1/48	ProfiPACK
8067	P-39N Airacobra	1/48	ProfiPACK
84196	Bf 109E-4	1/48	Weekend
7472	Avia S-199 ERLA canopy	1/72	Weekend
8079	X-1 Mach Buster Re-release	1/48	ProfiPACK
82117	Bf 109G-4 Re-release	1/48	ProfiPACK
7406	Albatros D.V Re-release	1/72	Weekend

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

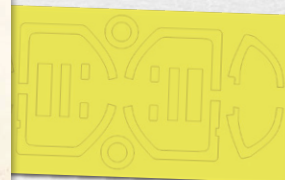
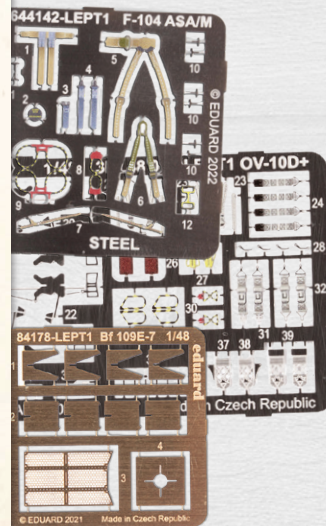
DECAL SETS

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

LIMITED

ProfiPACK
edition

WEEKEND
edition



BRASSIN

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

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

BIG SIN

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

BIG ED

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

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

BIG-ED

ALBATROS

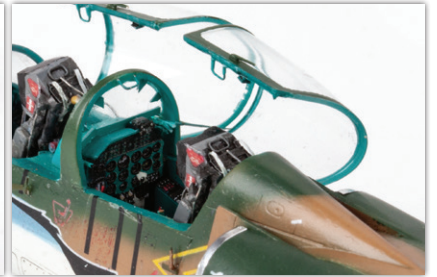
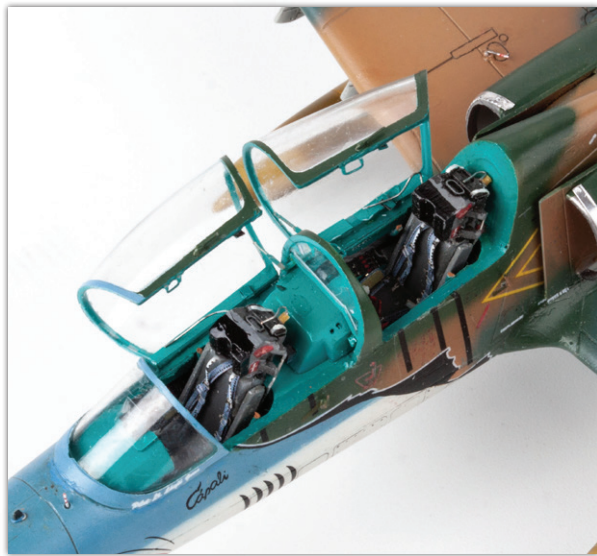
1/72

Aero L-39C/CM/ZA/ZO

#2109

MARKING J

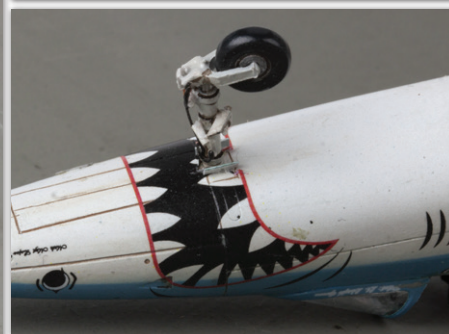
built by **Karel Pádár**



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

On the request of foreign clients, the L-39C was developed into the L-39ZO between 1973 and 1976. Among other modifications, the ZO version was given four wing pylons with a strengthened structure and landing gear. In 1994 Hungary received 24 aircraft from Germany for the symbolic price of one DM. The last of these aircraft retired in the fall of 2009. Aircraft coded 135 was camouflaged on the upper and side surfaces in shades of brown

and green while the undersides were in light blue. In 2007, under the guidance of Crew Chief MSgt. Lajos Molnar, the aircraft acquired an attractive sharkmouth design and the vertical tail surfaces received the Hungarian national colors. The airfield from which this aircraft flew was named after Dezső Szentgyörgyi, the most successful Second World War Hungarian pilot with twenty-nine confirmed kills.



To be continued in the next issue with a photo gallery about the build of the model with comments by Karel Pádár.

F-4E HASEGAWA 1/48

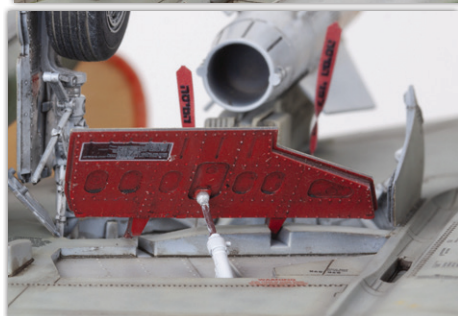
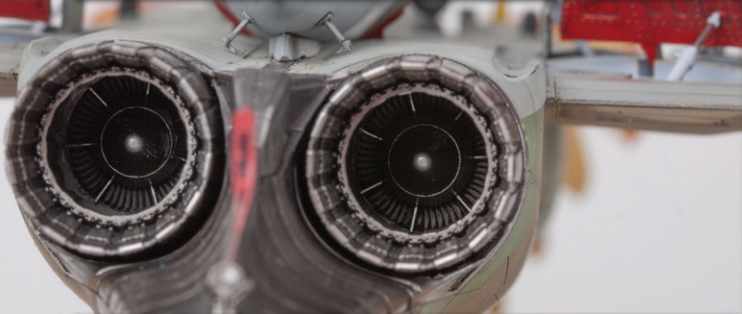
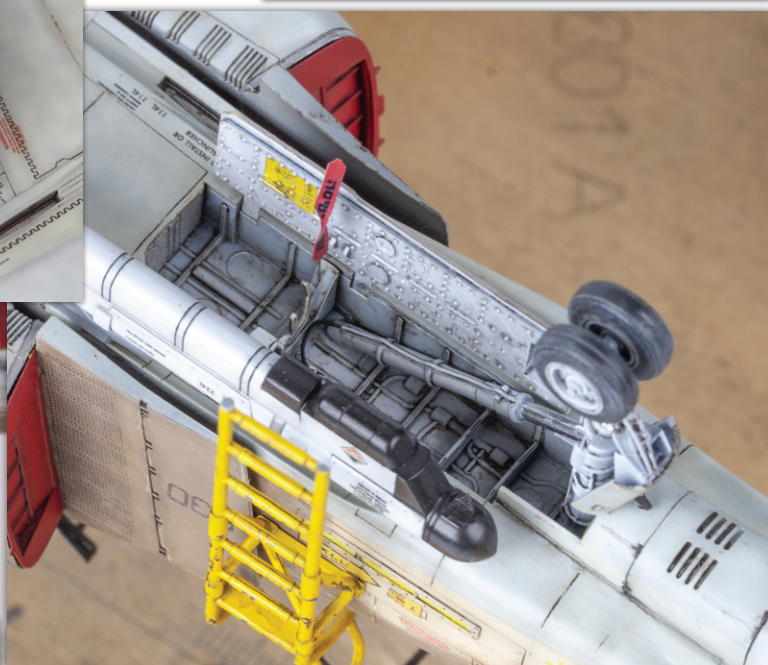
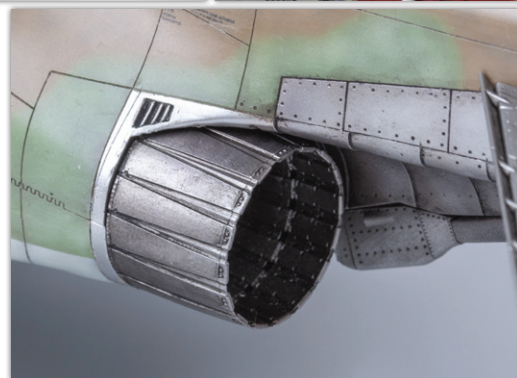
built by Jan Novotný



Accessories used:

- 648009 F-4C/D/E/F/G seat (Brassin)
- 648012 F-4C/D/E/F/G wheels (Brassin)
- 648023 F-4 exhaust nozzles late (Brassin)
- 648148 AGM-12C Bullpup B (Brassin)
- BIG4809 F-4E (PE-Set)

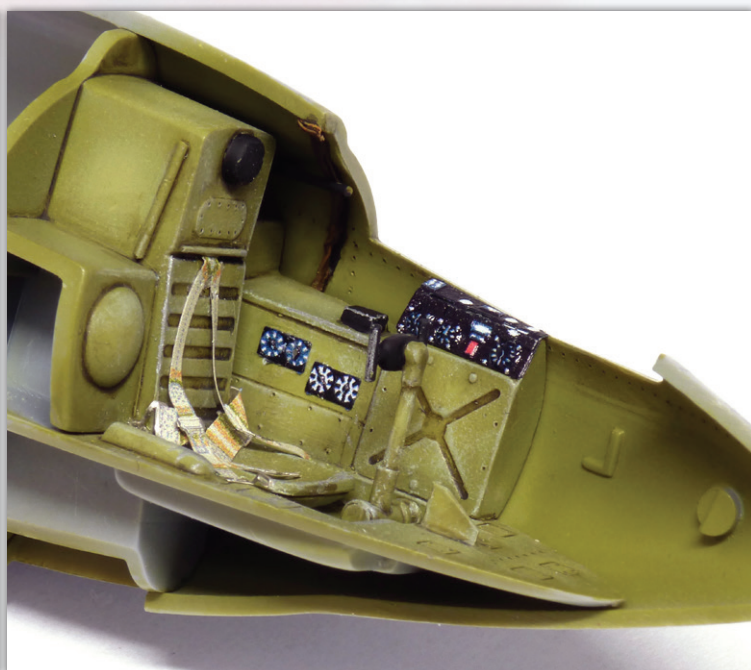




X-1 Mach Buster

1/48

#8079
MARKING A
built by **Josef Choren**



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

Charles "Chuck" Elwood Yeager became the first man in history to break the sound barrier in this aircraft on October 14, 1947. It was piquant that two days prior the record flight, Yeager broke two ribs in a horse-riding accident and was unable to move his right arm due to the pain. Bell's rocket-powered experimental aircraft was painted bright orange throughout and already sported new style of the national

insignia. The Glamorous Glennis inscription in front of the entrance door related to Chuck's wife. Yeager was an American World War II fighter ace with 13 kills, and his Mustangs bore the same name. He was shot down over France and, with the help of the French Resistance, made it across the occupied territories to Gibraltar. From there he returned to the unit. After the war, he make use of the rule allowing

the downed pilots to choose a base for their further service. Because of family reasons Yeager chose Wright Field, the research and development center of the U.S. Air Force. There he was picked by the chief of the flight test team, Colonel Albert Boyd, and assigned to his group of experimental aircraft pilots.

[Product page](#)


KURFÜRST

== Bf 109K-4 ==



1/48

#11177

MARKING F

built by **Robert Szwarc**



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

This aircraft (probably 334xxx series) was the personal mount of the CO of II./JG 52, Maj. Wilhelm Batz. In February 1943 he was assigned to the Stab II./JG 52 on the Eastern Front and achieved his first victory on March 11. In May he was appointed CO of 5./JG 52. By March 1944 he had already achieved his 100th victory and in April he was appointed CO of III./JG 52. In early February 1945 he became commander of

II./JG 52 in Hungary. He scored his last victory (237th) on April 16, 1945. Five days later he received the Swords to the Knight's Cross with Oak Leaves. Batz and his unit flew from Zeltweg, Austria, to Bad Aibling, Bavaria, on May 8, 1945, to surrender, escorted by a formation of Thunderbolts in the final part of the route. After the war he joined the Bundesluftwaffe and successively commanded Flugzeugführerschule

S and Lufttransportgeschwader 63. Yellow markings were introduced by Luftflotte 4 in March 1945. The fuselage and vertical tail were painted with RLM 81 (dark brown variant) and RLM 82. The lower part of the fuselage was left unpainted, the joints were filled. Fuselage sides were sprayed with RLM 76, which is also used on the oil cooler cowlings. The wing was camouflaged with RLM 74, 75 and 76.



KURFÜRST

== Bf 109K-4 ==



1/48

#11177

MARKING I

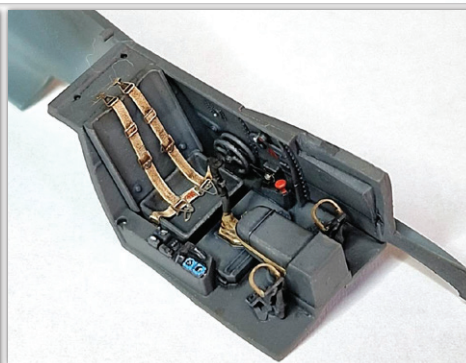
built by **Paolo Portuesi**



Accessories used:

- | | |
|--------|-------------------------------------|
| 648902 | Bf 109K-4 engine (Brassin) |
| 648903 | Bf 109K-4 propeller PRINT (Brassin) |
| 648914 | Bf 109K-4 wheels (Brassin) |

[Product page](#)



[stránka produktu](#)

WNR. 333878, S. Ten Umberto Gallori, 3ª Squadriglia, 1º Gruppo Caccia, Lonate Pozzolo, Italy, March 1945

This aircraft, produced in February 1945, was one of six Bf 109K-4s received by the Aeronautica Nazionale Repubblicana in Northern Italy. During February it was assigned to 3ª Squadriglia "Arciere", which was part of 1º Gruppo Caccia "Asso di Bastoni" under the command of Maggiore Adriano Visconti (10 victories). The aircraft, WNR. 333878 "3-14", was damaged in aerial combat on April 10, 1945. In the early morning hours, three

Bf 109s from lo Gr. C. were sent against four P-47s from the 65th FS, 57th FG, which were conducting a weather reconnaissance in the Milan-Lago di Como area. In the aerial combat a Bf 109G-14/AS "1-7", piloted by M.llo Veronesi, and a Bf 109K-4 "3-14", piloted by S. Ten Gallori, were damaged. One P-47 was reported damaged by M.llo Forlani. The American pilots did not claim any victories. In late April, the lo Gr. C. moved to Malpensa and

on April 29, after receiving security guarantees, laid down its arms and surrendered. Visconti and his aide, however, were shot dead by Russian bodyguards of resistance commander Aldo Aniasi. Fuselage and vertical tail was probably painted in RLM 81 (dark brown variant) and RLM 82 with yellow-grey version of RLM 76. Wing was painted with colors RLM 74, 75 and 76, the RLM 74 was darker version with tinge of green.



BIG ED (January)

BIG49390	Hurricane Mk.IIc 1/48 Arma Hobby
BIG49391	Hunter FGA.9 1/48 Airfix
BIG49392	Hunter FR.10 1/48 Airfix
BIG49393	Hunter GA.11 1/48 Airfix
BIG49394	Vampire FB.5 1/48 Airfix
BIG49395	Vampire FB.9 1/48 Airfix
BIG72177	B-29 1/72 Hobby 2000/Academy

BRASSIN (January)

644244	TBF-1C LööK 1/48 Academy
644245	P-39N LööK 1/48 Eduard
644246	P-47D-25 LööK 1/48 MINIART
648873	Bf 109E rudder pedals early 1/48
648874	Bf 109E rudder pedals late 1/48
648939	Bf 109K-4 gun barrels PRINT 1/48 Eduard
648951	FM-1 cockpit PRINT 1/48 Eduard
648952	FM-1 gun bays PRINT 1/48 Eduard
648953	Bf 109G-6/AS cockpit PRINT 1/48 Eduard
648954	Bf 109K-4 wheel bays PRINT 1/48 Eduard
648955	F-16A MLU cockpit PRINT 1/48 Kinetic
648956	FM-2 wheel bay PRINT 1/48 Eduard
648957	P-39 seat PRINT 1/48 Eduard
648958	P-39 exhaust stacks fishtail PRINT 1/48 Eduard
648959	P-39 exhaust stacks rounded PRINT 1/48 Eduard
648960	FM-2 engine PRINT 1/48 Eduard
648961	Bf 109K-4 radio compartment PRINT 1/48 Eduard
648962	P-47D wheels cross tread 1/48 MINIART
672337	MiG-29 airbrakes PRINT 1/72 Great Wall Hobby
672347	Bf 109G-5/G-6 cockpit PRINT 1/72 Eduard
672348	Bf 109G-5/G-6 wheels PRINT 1/72 Eduard
672349	WGr.21 for Bf 109G PRINT 1/72 Eduard

LööKPlus (January)

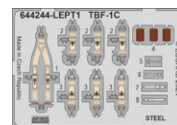
644238	F-16D Block 40 LööKplus 1/48 Kinetic
644242	FM-1 LööKplus 1/48 Eduard

BIGSIN (January)

SIN648118	Bf 109K-4 ESSENTIAL 1/48 Eduard
SIN67222	F-35A 1/72 Tamiya

644244**TBF-1C LööK****1/48 Academy**

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

LööK

Set contains:

- resin: 5 parts
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

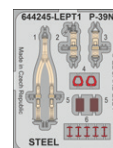
**644245****P 39N LööK****1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-39N in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

LööK

Set contains:

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

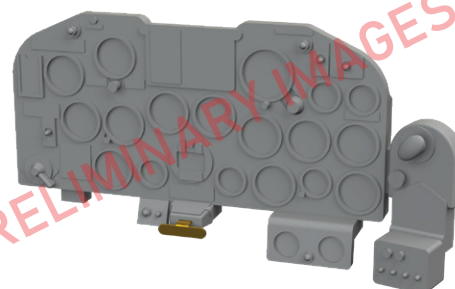
**644246****P-47D-25 LööK****1/48 MINIART**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-47D-25 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

LööK

Set contains:

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



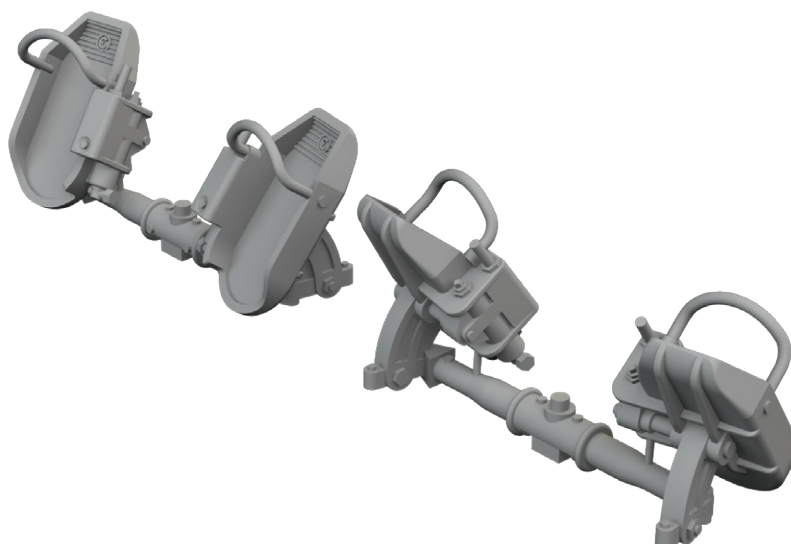
648873

Bf 109E rudder pedals early**1/48**

Brassin set - rudder pedals for Bf 109E in 1/48 scale. The set consists of 2 pairs of the pedals. Easy to assemble, replaces plastic parts.

Set contains:

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



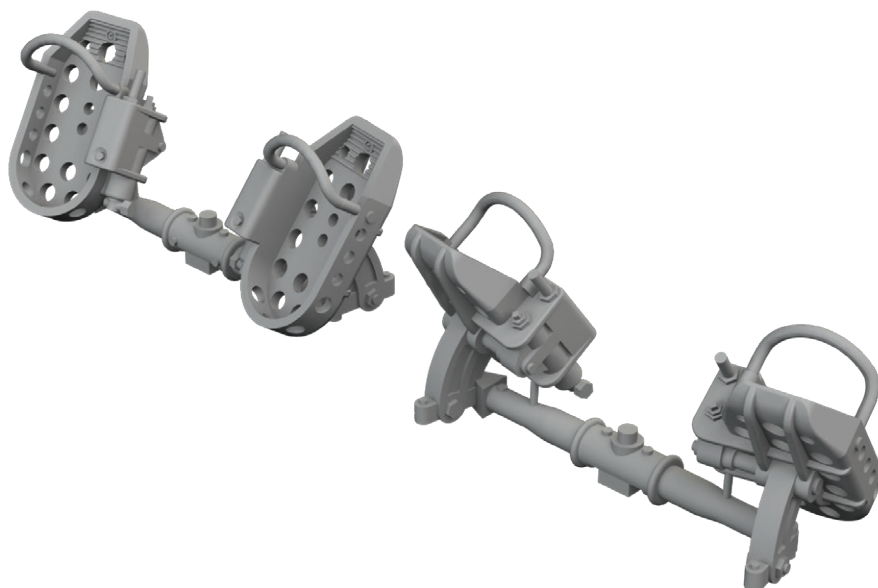
648874

Bf 109E rudder pedals late**1/48**

Brassin set - rudder pedals for Bf 109E in 1/48 scale. The set consists of 2 pairs of the pedals. Easy to assemble, replaces plastic parts.

Set contains:

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



648939

Bf 109K-4 gun barrels PRINT**1/48 Eduard**

Brassin set - gun barrels for Bf 109K-4 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



648951

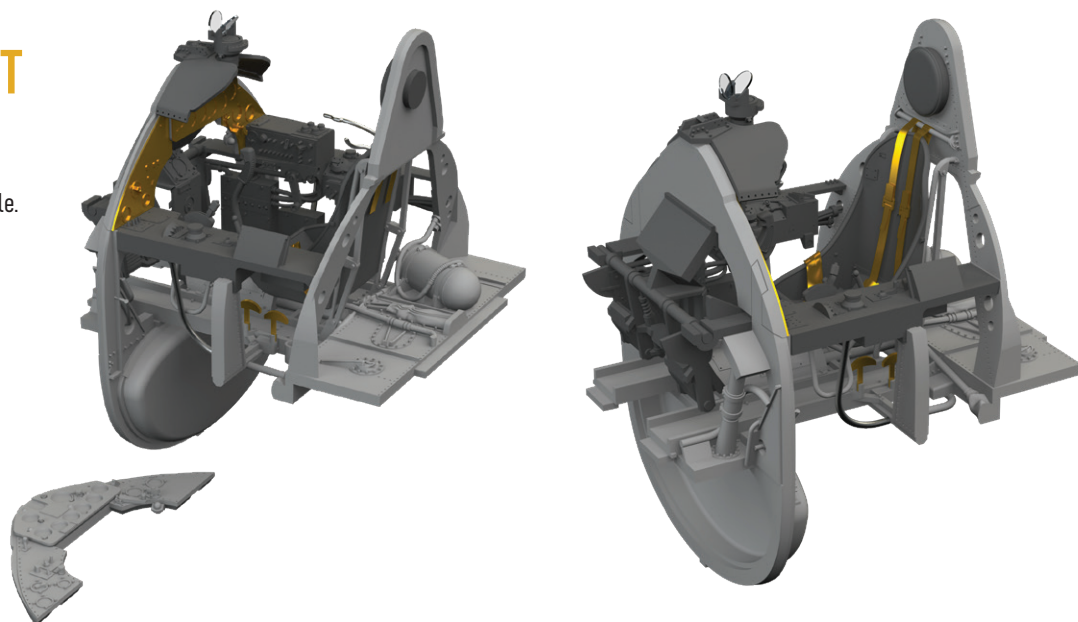
FM-1 cockpit PRINT

1/48 Eduard

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

Set contains:

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



648952

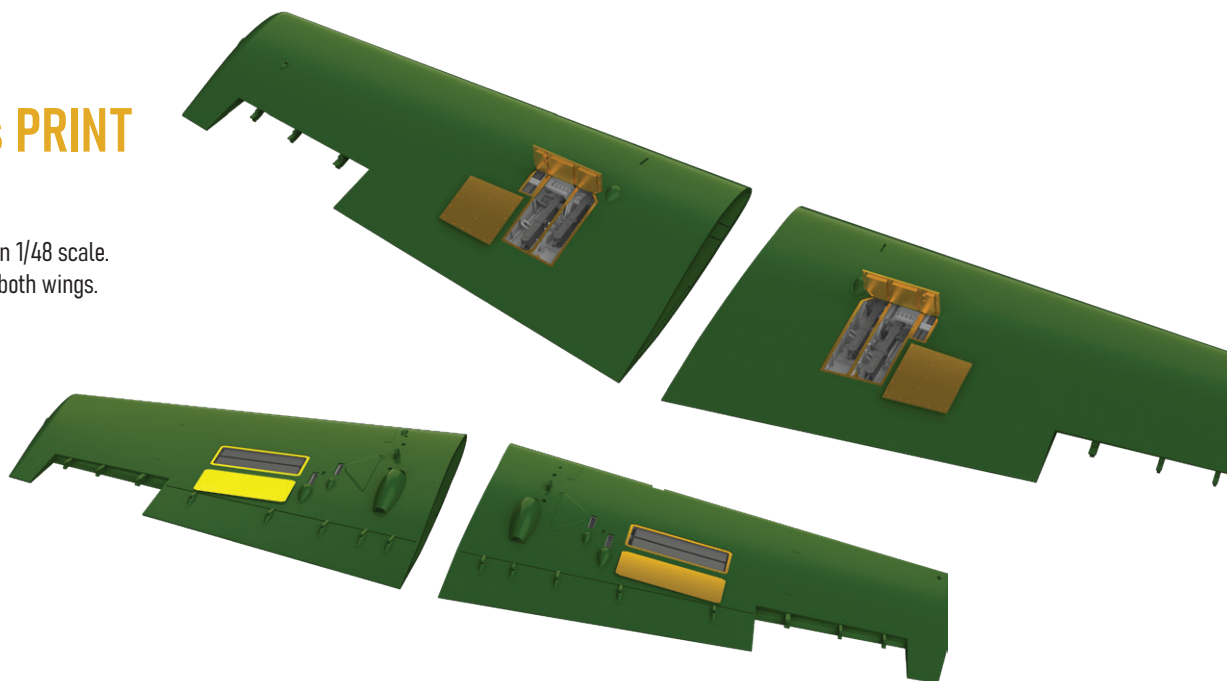
FM-1 gun bays PRINT

1/48 Eduard

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

Set contains:

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



648953

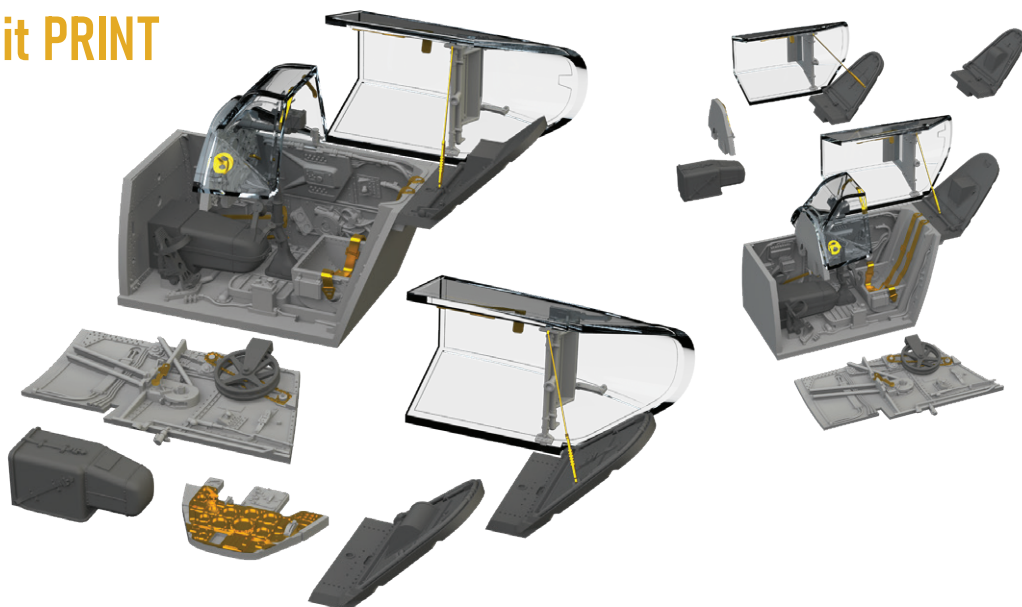
Bf 109G-6/AS cockpit PRINT

1/48 Eduard

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

Set contains:

- 3D print: 18 parts
- resin: 1 part
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



648954**Bf 109K-4 wheel bays PRINT****1/48 Eduard**

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

Set contains:

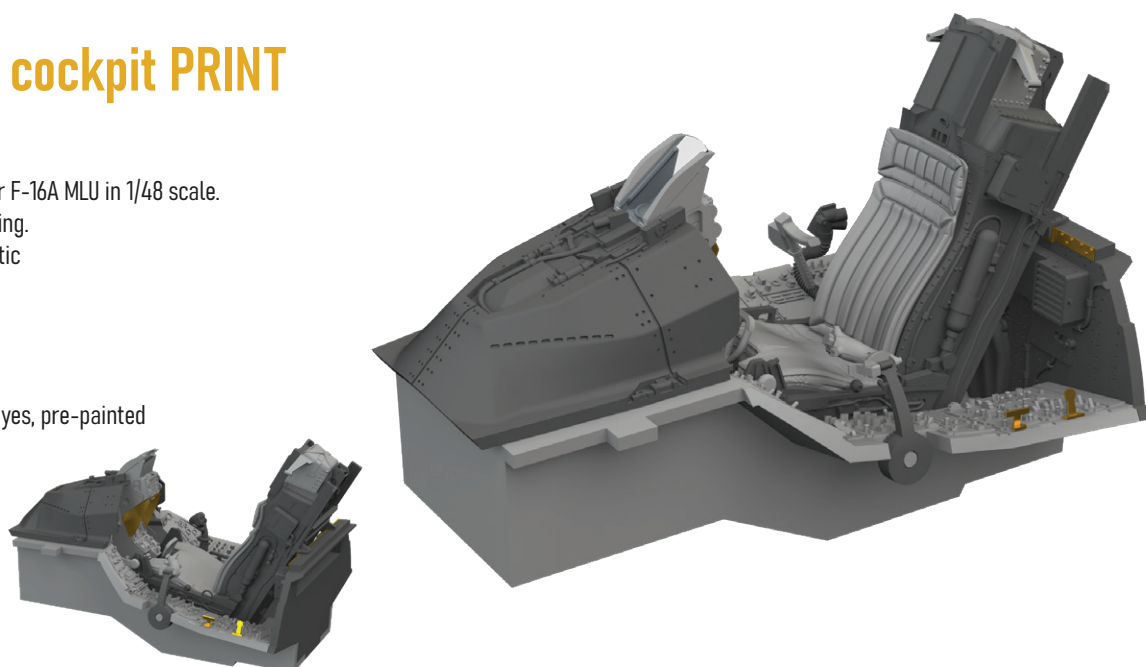
- 3D print: 4 parts
- decals: no
- photo-etched details: no
- painting mask: no

**648955****F-16A MLU cockpit PRINT****1/48 Kinetic**

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

Set contains:

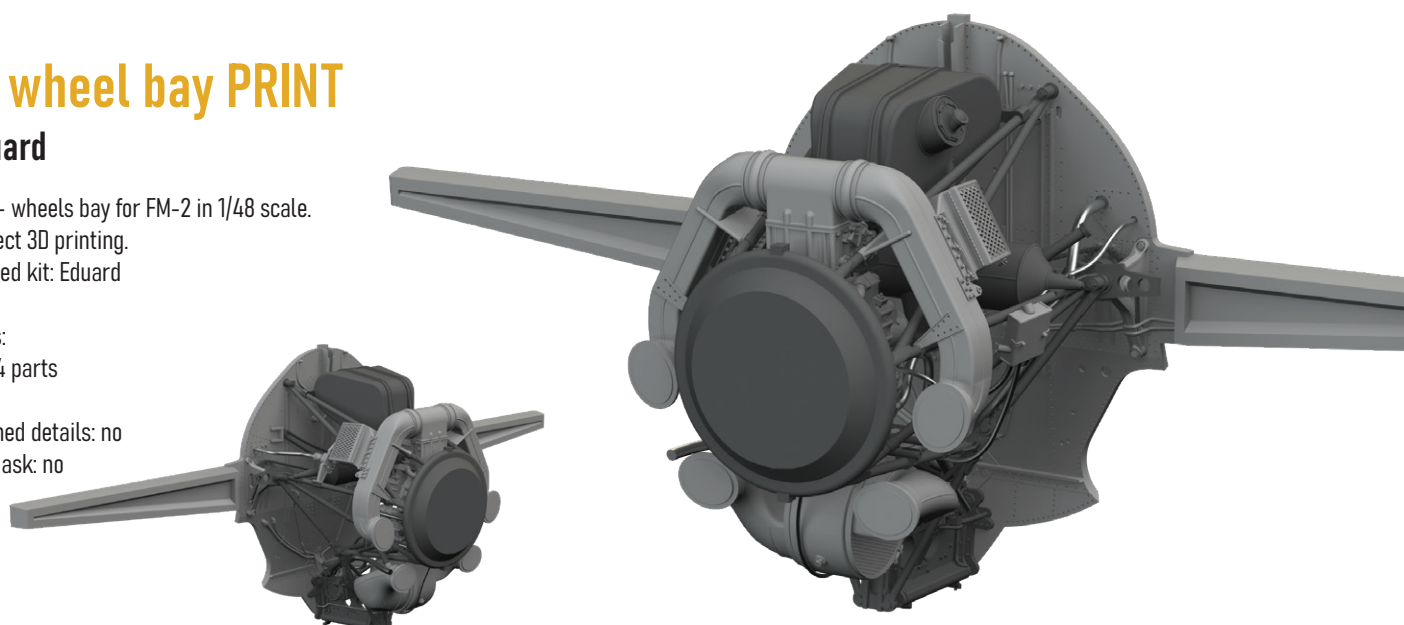
- 3D print: 15 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

**648956****FM-2 wheel bay PRINT****1/48 Eduard**

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

Set contains:

- 3D print: 14 parts
- decals: no
- photo-etched details: no
- painting mask: no



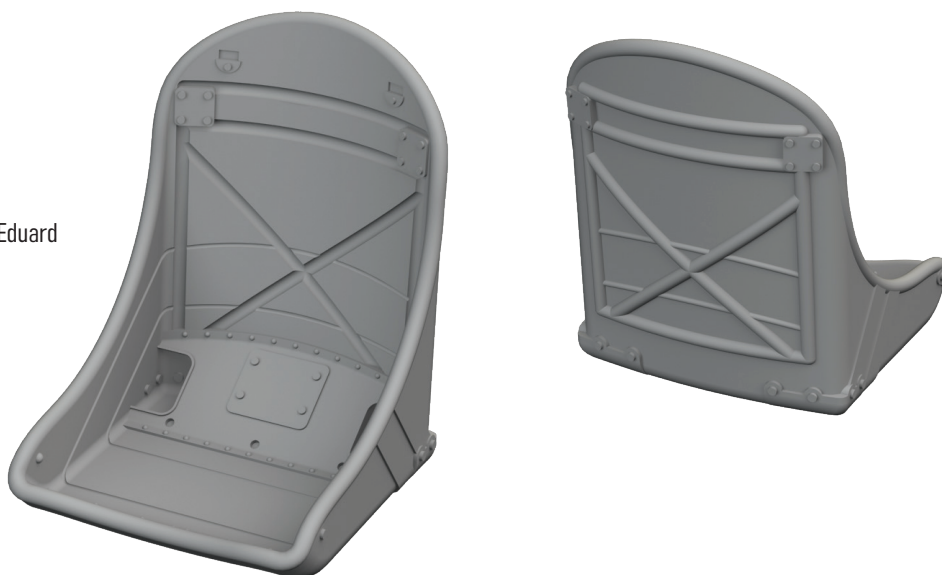
648957

P-39 seat PRINT**1/48 Eduard**

Brassin set - pilot seat for P-39 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



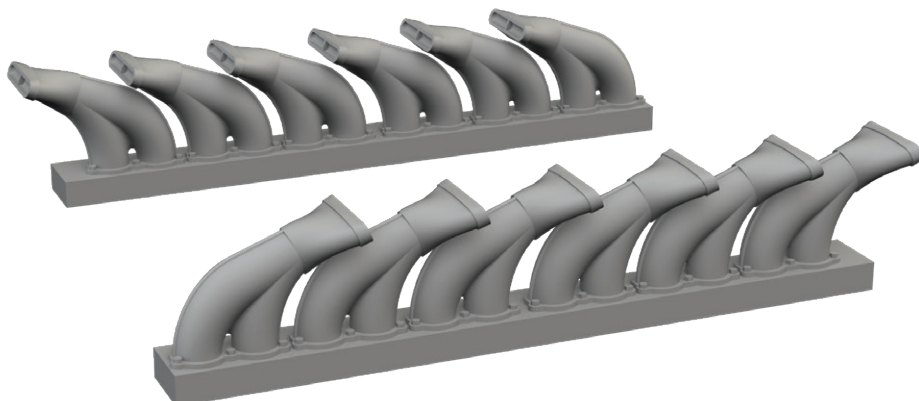
648958

P-39 exhaust stacks fishtail PRINT**1/48 Eduard**

Brassin set - exhaust stacks for P-39 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



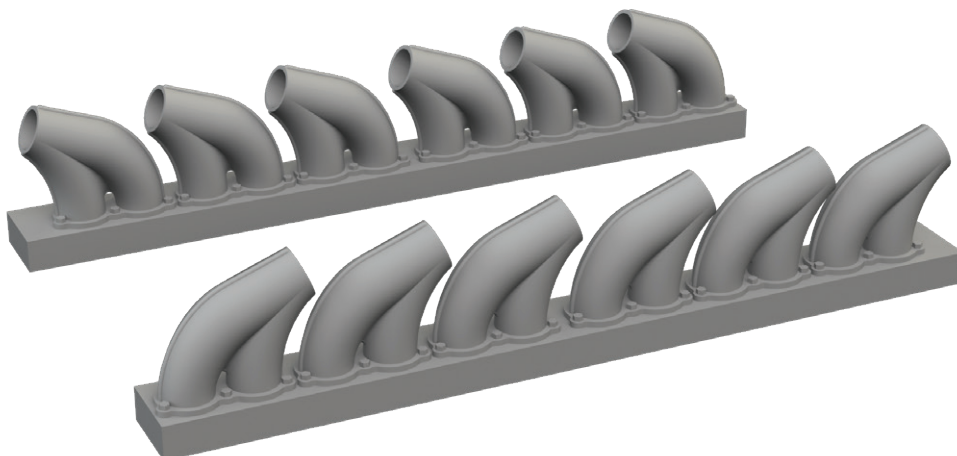
648959

P-39 exhaust stacks rounded PRINT**1/48 Eduard**

Brassin set - exhaust stacks for P-39 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

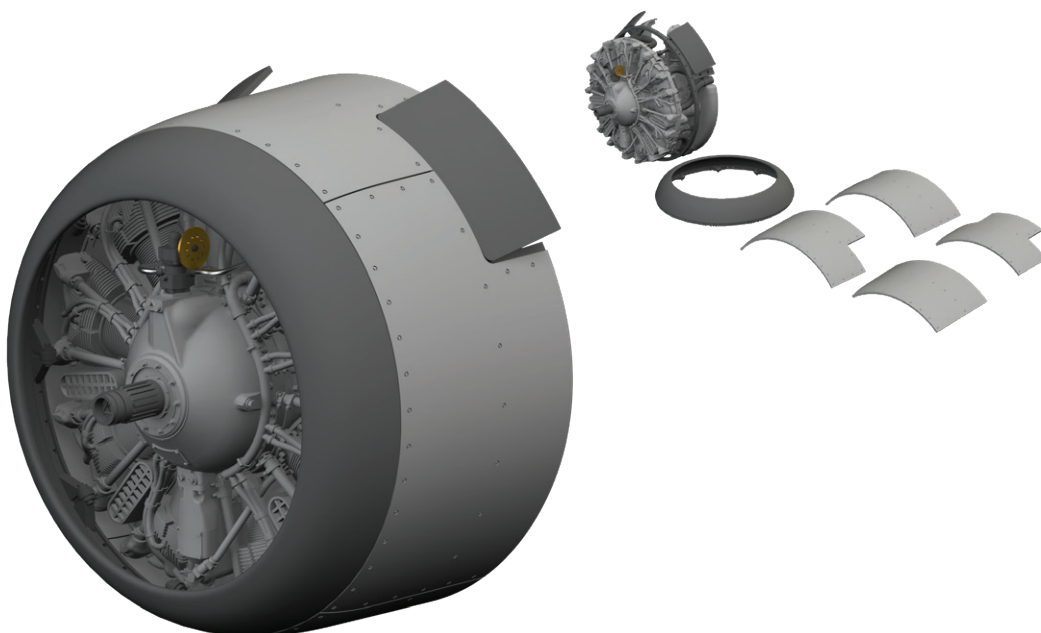


648960**FM-2 engine PRINT****1/48 Eduard**

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

Set contains:

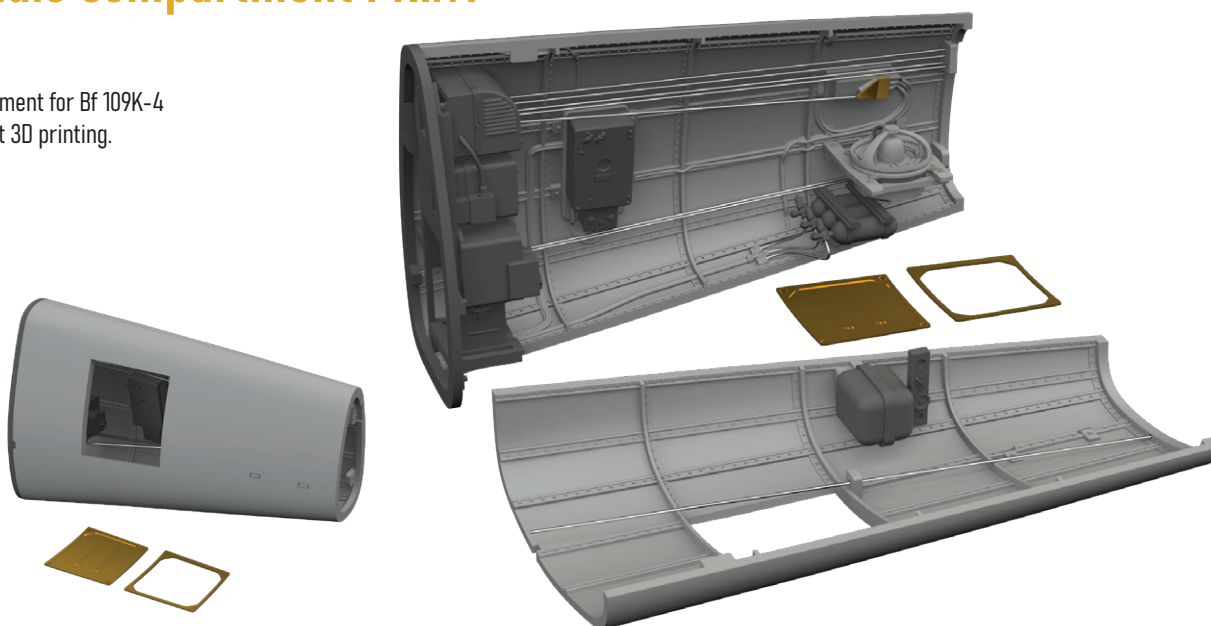
- 3D print: 17 parts
- decals: no
- photo-etched details: yes
- painting mask: no

**648961****Bf 109K-4 radio compartment PRINT****1/48 Eduard**

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

Set contains:

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

**648962****P-47D wheels cross tread****1/48 Eduard**

Brassin set - the undercarriage wheels for P-47D
 in 1/48 scale. The set consists of the main wheels and
 a tail wheel. Easy to assemble, replaces plastic parts.
 Recommended kit: Miniart

Set contains:

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



672337

MiG-29 airbrakes PRINT**1/72 Great Wall Hobby**

Brassin set - airbrakes for MiG-29 in 1/72 scale.

Made by direct 3D printing.

Recommended kit: Great Wall Hobby

Set contains:

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



672347

Bf 109G-5/G-6 cockpit PRINT**1/72 Eduard**

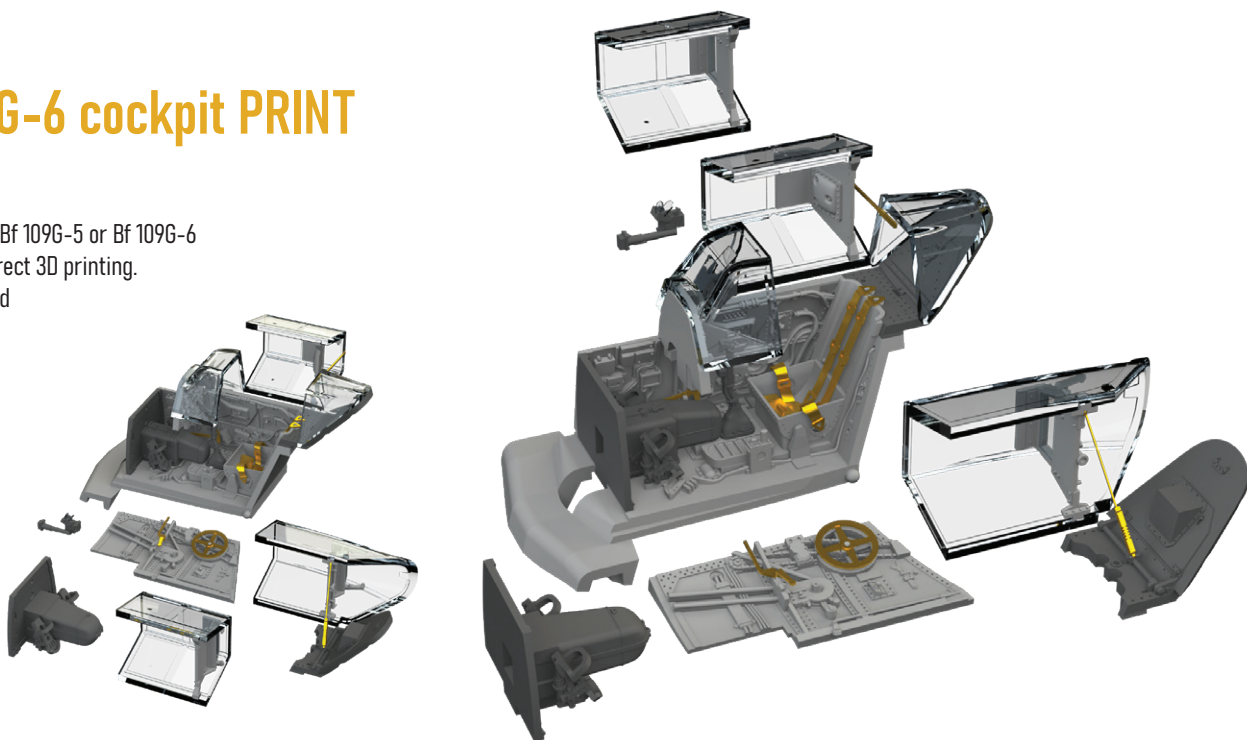
Brassin set - cockpit for Bf 109G-5 or Bf 109G-6

in 1/72 scale. Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

- 3D print: 14 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



672348

Bf 109G-5/G-6 wheels PRINT**1/72 Eduard**

Brassin set - the undercarriage wheels for Bf 109G-5 or Bf 109G-6 in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



672349

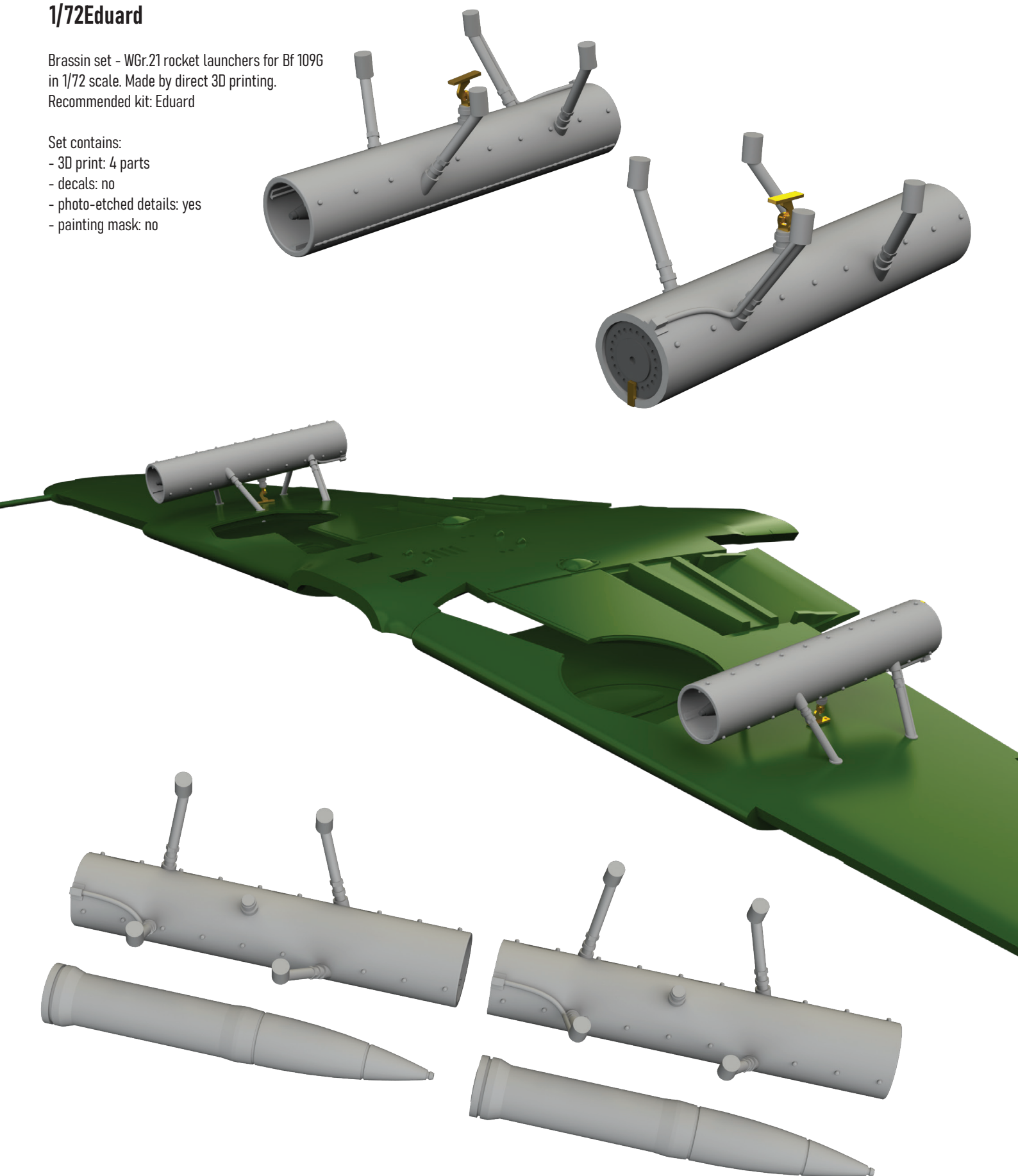
WGr.21 for Bf 109G PRINT

1/72Eduard

Brassin set - WGr.21 rocket launchers for Bf 109G
in 1/72 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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



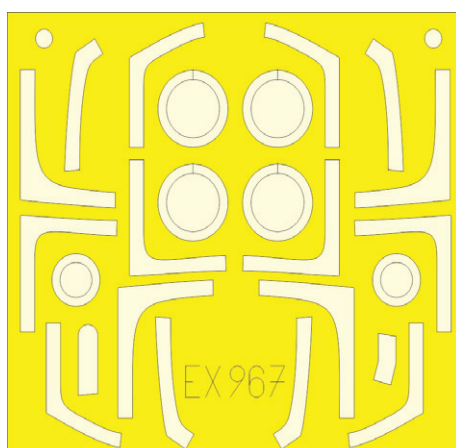
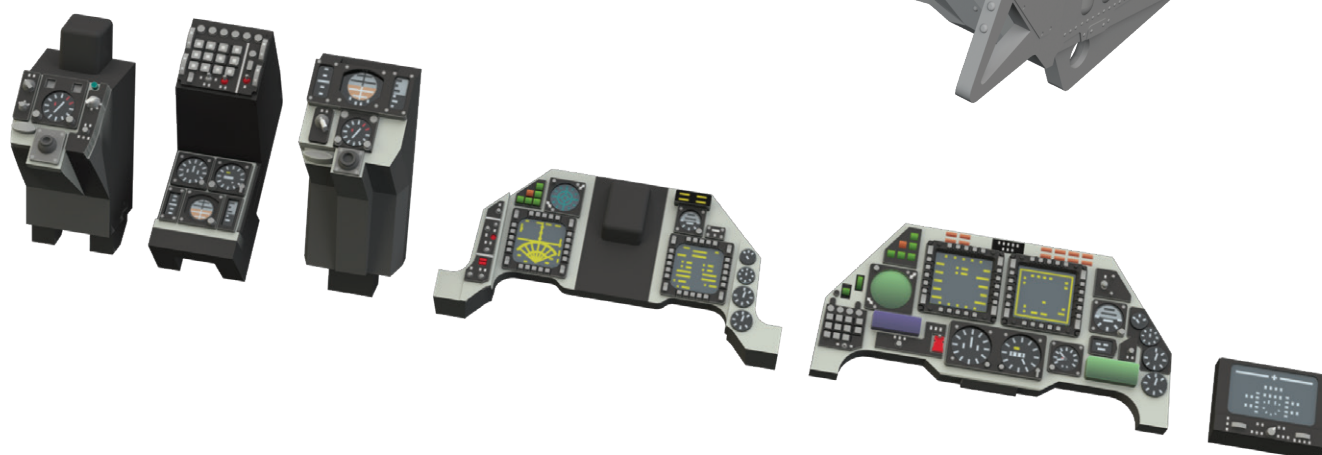
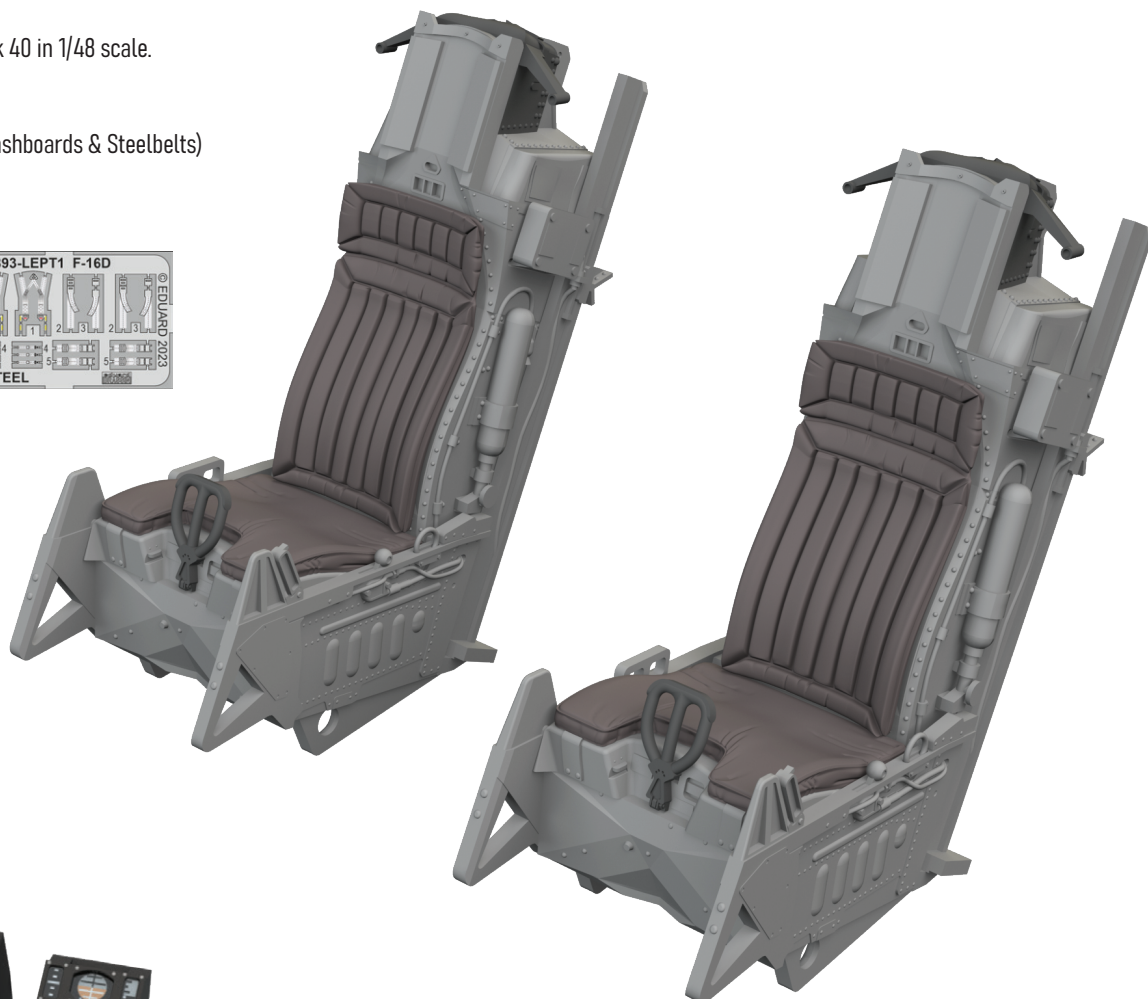
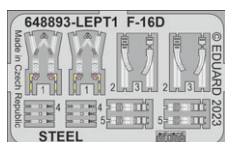
644238

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

Collection of 3 sets for F-16D Block 40 in 1/48 scale.

Recommended kit: Kinetic

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



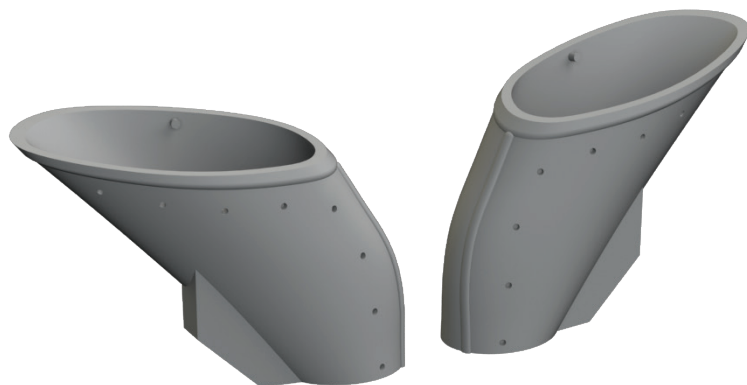
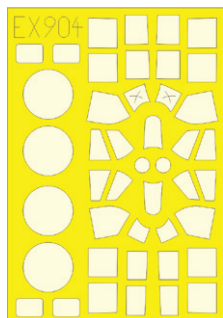
644242

FM-1 LööKplus**1/48 Eduard**

Collection of 4 sets for FM-1 40 in 1/48 scale.

Recommended kit: Eduard

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

LööK+

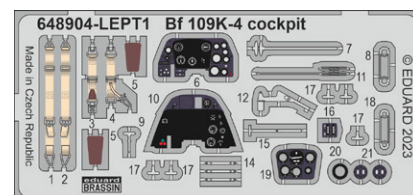
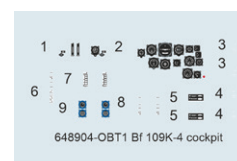
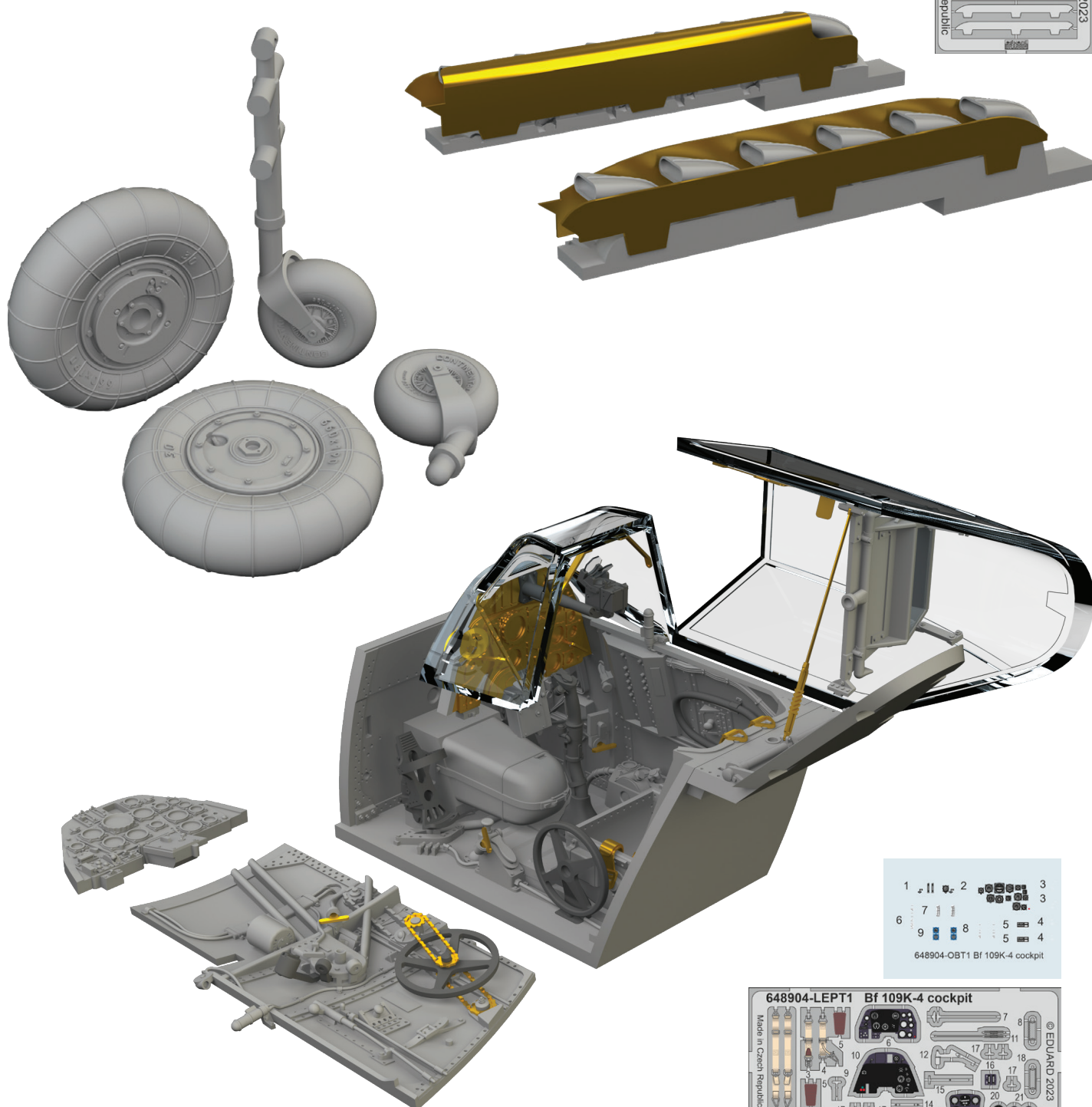
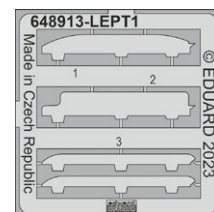
SIN648118

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

Collection of 3 sets for Bf 109K-4 in 1/48 scale.
Recommended kit: Eduard

- cockpit
- exhausts
- undercarriage wheels

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



SIN67222

F-35A

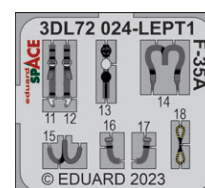
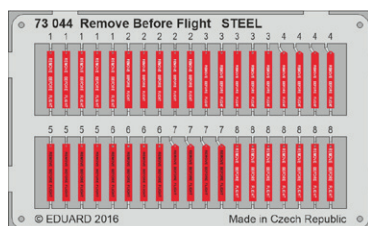
1/72 Tamiya

Collection of 4 sets for F-35A in 1/72 scale.

Recommended kit: Tamiya

- cockpit
- undercarriage wheels
- exhaust nozzle
- Remove Before Flight tags STEEL

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



PE-SETS

53302	USS Iowa BB-61 part 1	1/350	Hobby Boss
53303	USS Iowa BB-61 part 2	1/350	Hobby Boss
36513	Ferret Scout Car Mk.2	1/35	Airfix
36514	T-72M	1/35	Trumpeter
32489	F-35 external pylons	1/32	Trumpeter
321016	F-35B	1/32	Trumpeter
481128	Hurricane Mk.IIc landing flaps	1/48	Hobby Boss
491407	P-47D-25	1/48	MINIART
491409	Fulmar Mk.I	1/48	Trumpeter
491411	Hurricane Mk.IIc	1/48	Hobby Boss
73816	MiG-29 9-19 SMT	1/72	Great Wall Hobby

ZOOMS

33363	F-35B	1/32	Trumpeter
33364	F-35B seatbelts STEEL	1/32	Trumpeter
FE1407	P-47D-25	1/48	MINIART
FE1408	P-47D-25 seatbelts STEEL	1/48	MINIART
FE1409	Fulmar Mk.I	1/48	Trumpeter
FE1410	Fulmar Mk.I seatbelts STEEL	1/48	Trumpeter
FE1411	Hurricane Mk.IIc	1/48	Hobby Boss
FE1412	Hurricane Mk.IIc seatbelts STEEL	1/48	Hobby Boss
FE1413	Bf 109K-4 Weekend	1/48	Eduard

MASKS

JX322	F-35B	1/32	Trumpeter
JX323	F-35B TFace	1/32	Trumpeter
EX997	P-47D-25	1/48	MINIART
EX998	P-47D-25 TFace	1/48	MINIART
EX999	Fulmar Mk.I TFace	1/48	Trumpeter
EX1000	Hurricane Mk.IIc TFace	1/48	Hobby Boss
EX1001	FM-1 TFace	1/48	Eduard
EX1002	Bf 109K-4	1/48	Eduard
EX1003	F6F-3 US national insignia w/ red outline	1/48	Eduard
CX657	MiG-29 9-19 SMT	1/72	Great Wall Hobby

SPACE

3DL32022	F-35B SPACE	1/32	Trumpeter
3DL48152	Fulmar Mk.I SPACE	1/48	Trumpeter
3DL48153	Hurricane Mk.IIc SPACE	1/48	Hobby Boss
3DL48154	P-47D-25 SPACE	1/48	MINIART
3DL48155	F-16C Block 25 SPACE	1/48	Tamiya
3DL72025	MiG-29 9-19 SMT SPACE	1/72	Great Wall Hobby
3DL72026	MiG-15bis SPACE	1/72	Eduard

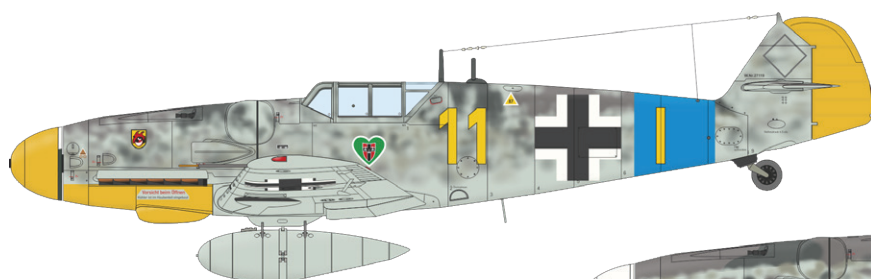
DECAL SETS

D32022	F-35A stencils	1/32	Italeri
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GUSTAV pt.1

#2144

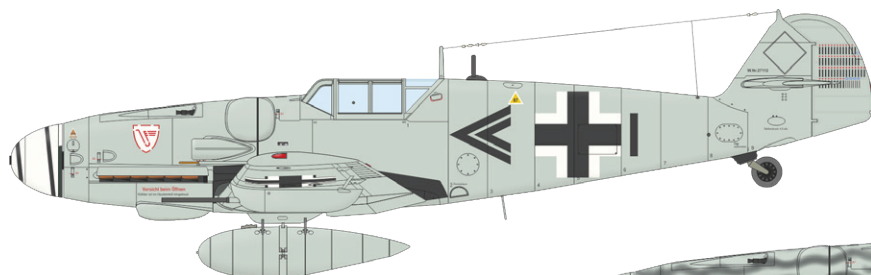
1/72



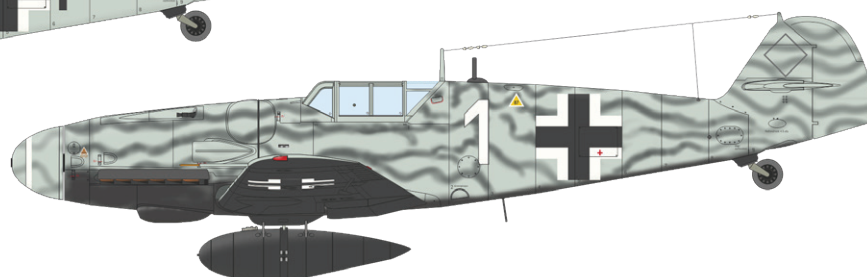
Bf 109G-5, WNr. 27119, Uffz. Gerhard Kroll,
Ofw. Friedrich Ungar, Fw. Emil Hecker 9./JG 54,
Ludwigsluft, Germany, February 1944



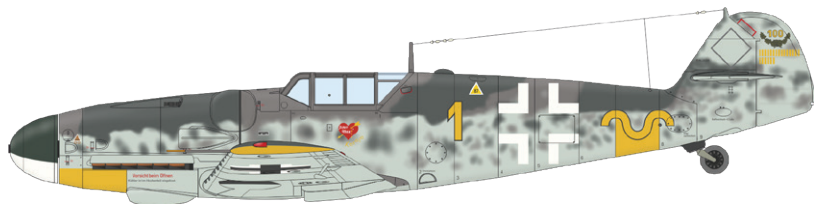
Bf 109G-5, WNr. 26082, Flg. Victor Widmaier,
7./JG 11, Oldenburg, Germany, October 1943



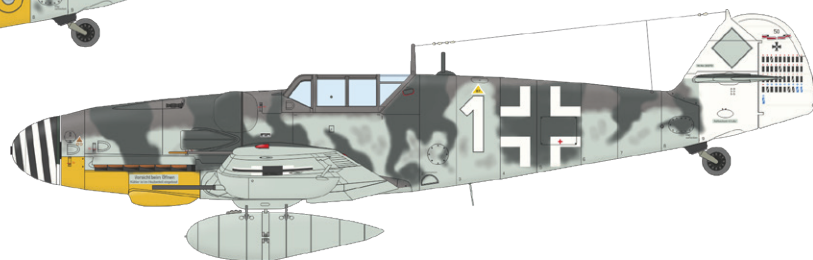
Bf 109G-5/U2, WNr. 27112, Maj. Walther Dahl,
CO of III./JG 3, Bad Wörishofen, Germany,
December 1943



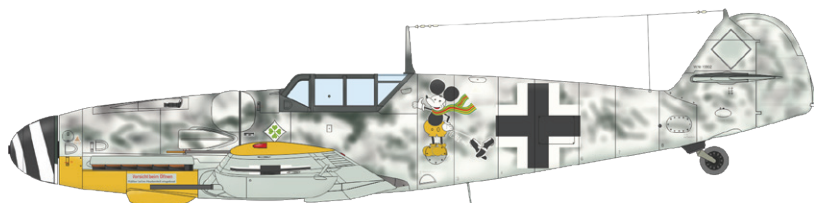
Bf 109G-5, WNr. 110047, Ofw. Hanns-Werner Gross,
1./JG 300, Bonn-Hangelar, Germany, March 1944



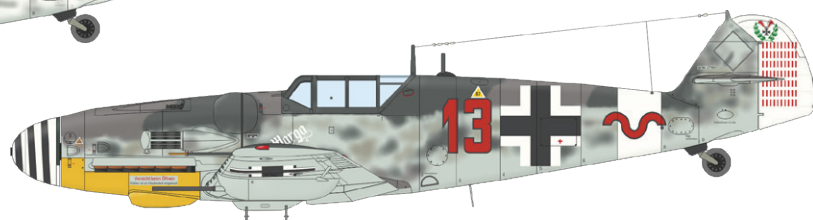
Bf 109G-6, WNr. 20499, Lt. Erich Hartmann,
CO of 9./JG 52, New Zaporozhye, the Soviet Union,
October 1943



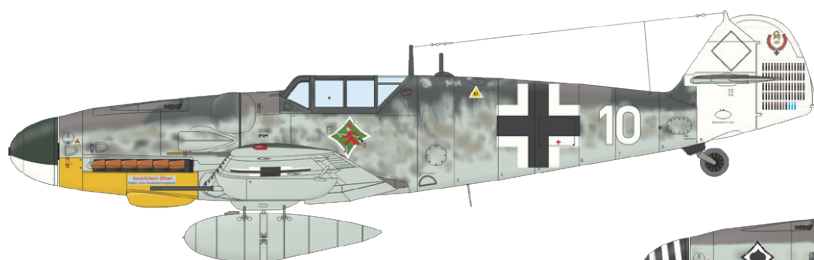
Bf 109G-6, WNr. 20272, Oblt. Heinrich Klöpfer,
CO of 7./JG 1, Rheine, Germany, November 1943



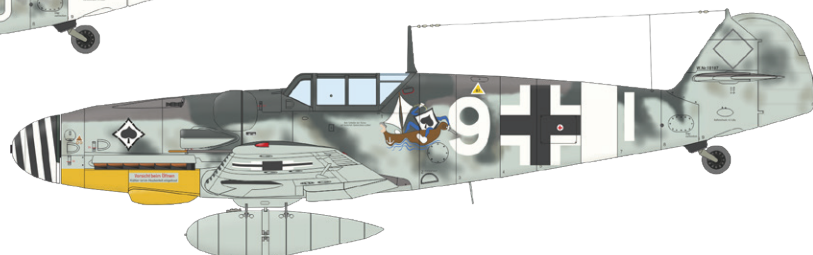
Bf 109G-6, WNr. 18502 or 18503, Hptm. Horst Carganico,
CO of 11./JG 5, Pskov-South, the Soviet Union,
early 1944



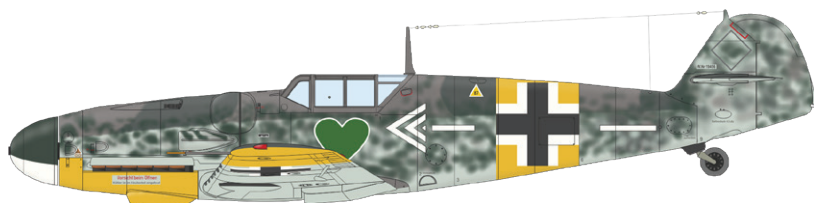
Bf 109G-6 Trop, WNr. 27169, Fw. Heinrich Bartels,
11./JG 27, Kalamaki, Greece, November 1943



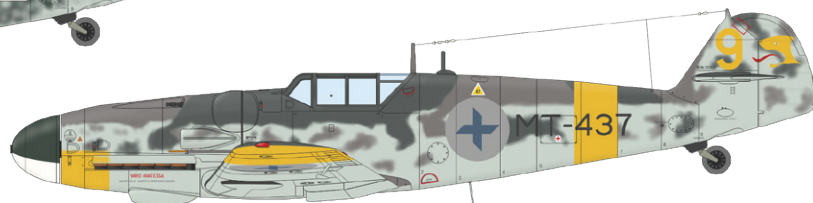
Bf 109G-6 Trop, Oblt. Alfred Gristawski,
CO of 1./JG 50, Wiesbaden-Erbenheim,
Germany, September 1943



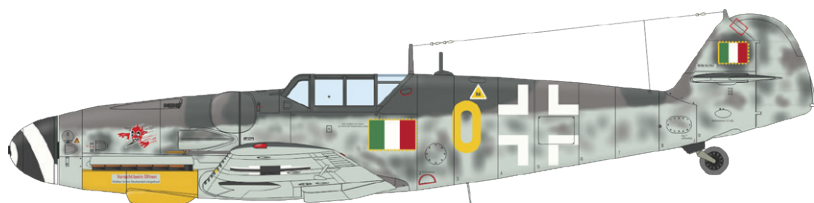
Bf 109G-6, WNr. 18107, Uffz. Georg Amon,
7./JG 53, Torazzo, Sicily, June 1943



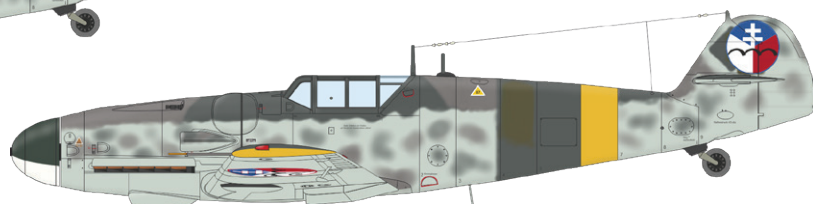
Bf 109G-6, WNr. 19456, Oberst Hannes Trautloft,
Stab General der Jagdflieger, the Soviet Union,
August 1943



Bf 109G-6, WNr. 163627, ylikersantti Leo Ahokas,
3/HLeLv 24, Lappeenranta, Finland, June 1944



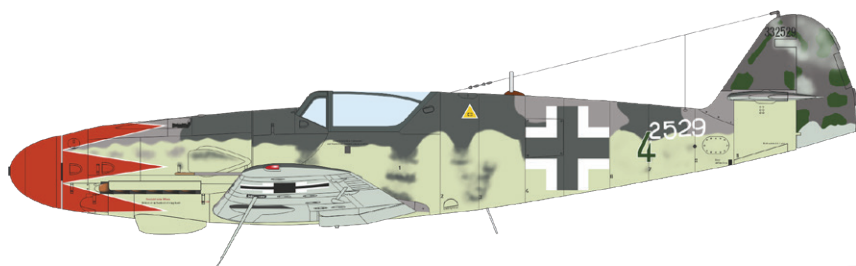
Bf 109G-6, WNr. 163162, 2^a Squadriglia,
2^o Gruppo Caccia, Verona-Villafranca, Italy,
October 1944



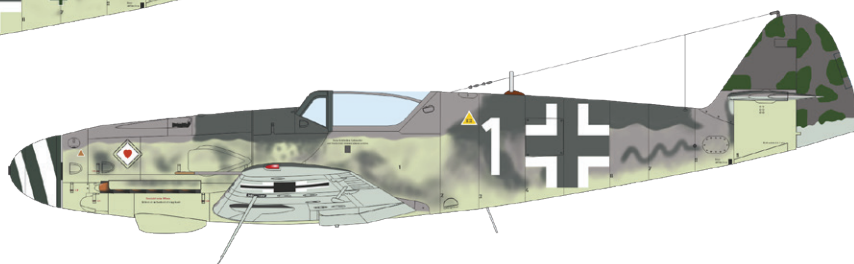
Bf 109G-6, WNr. 161742, Rtk. Rudolf Božik,
Combined Flight, Slovak National Uprising,
Tri Duby airfield, Slovakia, September 1944

Bf 109K-4 #84197

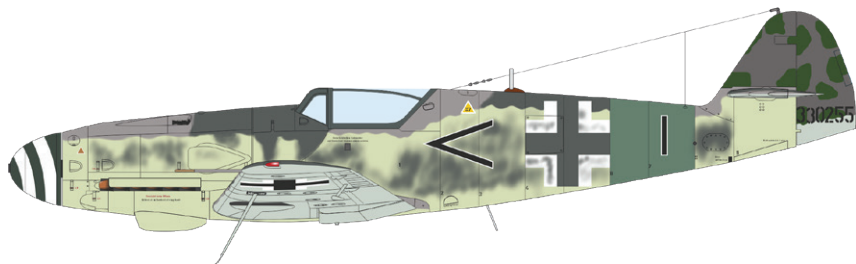
WEEKEND
edition **1/48**



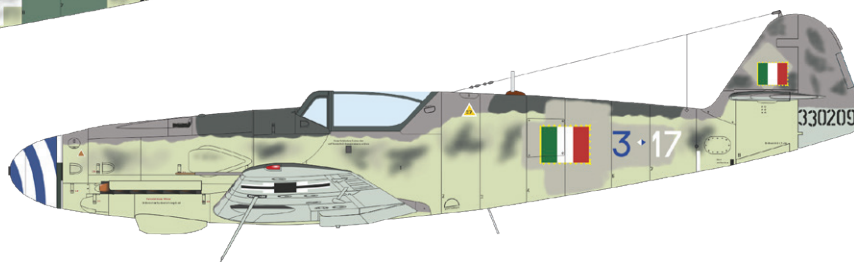
WNr. 332529, Stab JG 52, Deutsch Brod,
Protectorate of Bohemia and Moravia,
May 1945



WNr. 330204, Hptm. Franz Mentzel,
9./JG 77, Neuruppin, Germany,
November 1944



WNr. 330255, Stab III./JG 27, Wunstorf,
Germany, May 1945

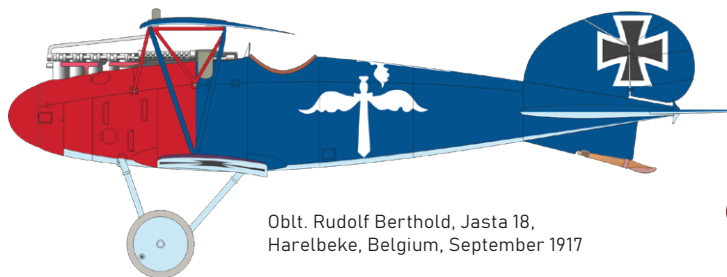


WNr. 330209, 3ª Squadriglia, 1º Gruppo Caccia,
Lonate Pozzolo, Italy, March 1945

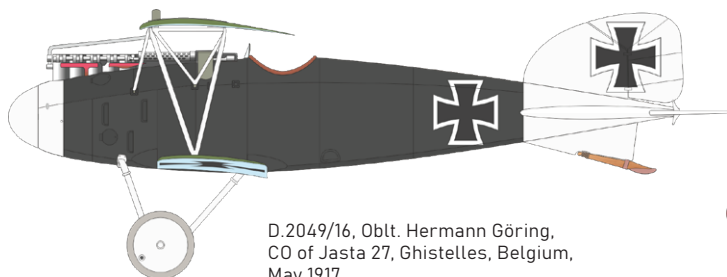
Albatros D.III #8114

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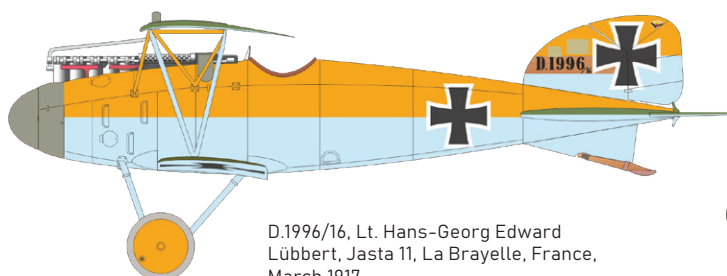
ProfiPACK
edition



Oblt. Rudolf Berthold, Jasta 18,
Harelbeke, Belgium, September 1917



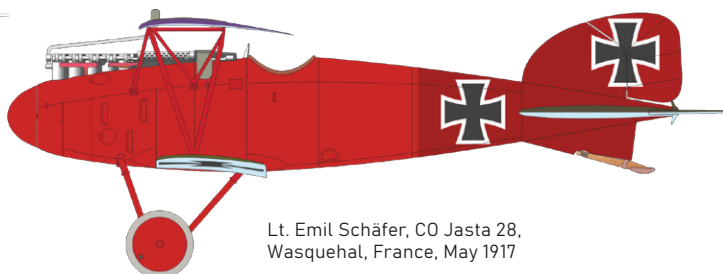
D.2049/16, Oblt. Hermann Göring,
CO of Jasta 27, Ghistelles, Belgium,
May 1917



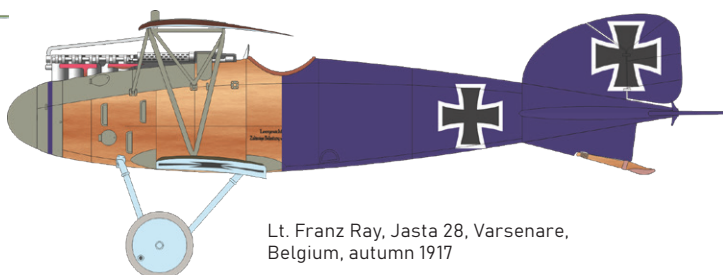
D.1996/16, Lt. Hans-Georg Edward
Lübbert, Jasta 11, La Brayelle, France,
March 1917



D.2006/16, Lt. Lothar & Rtm. Manfred Freiherr
von Richthofen, Jasta 11, La Brayelle, France,
March-May 1917



Lt. Emil Schäfer, CO Jasta 28,
Wasquehal, France, May 1917

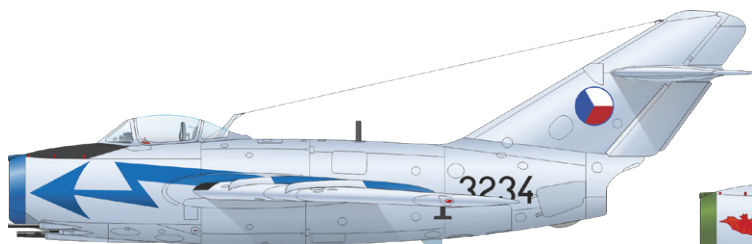


Lt. Franz Ray, Jasta 28, Varsenare,
Belgium, autumn 1917

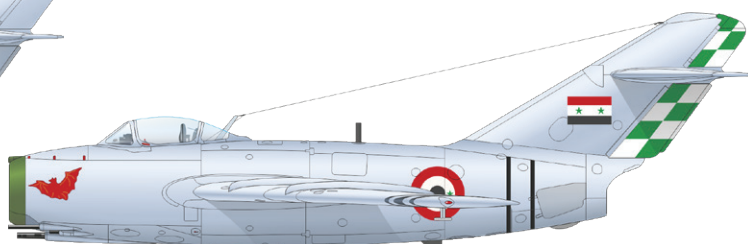
MiG-15bis

1/72

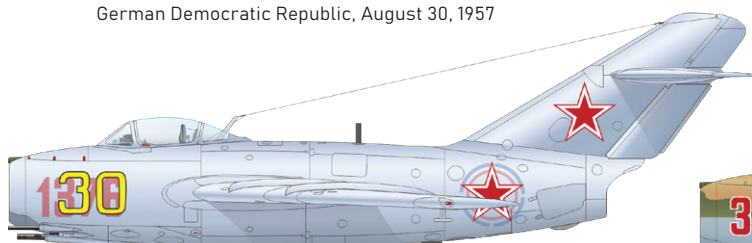
Re-release #7059

ProfiPACK
 edition


c/n 613234, kpt. Oldřich Paldus, 15th Fighter Regiment,
Czechoslovak Air Force, Cottbus Airfield,
German Democratic Republic, August 30, 1957



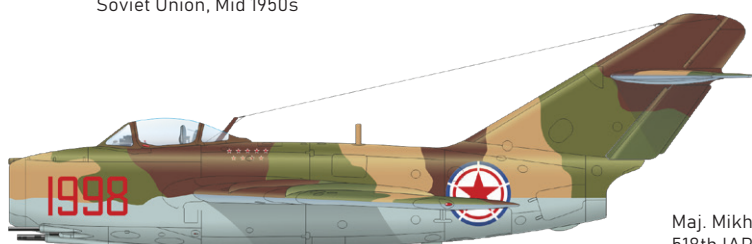
No. 20 Squadron, Egypt.,
Late 1950s / Early 1960s



c/n 1315376, ex 64th IAK,
Soviet Union, Mid 1950s



c/n 0320138, 1st Squadron,
101st Reconnaissance Regiment,
Szolnok, Hungary, 1972

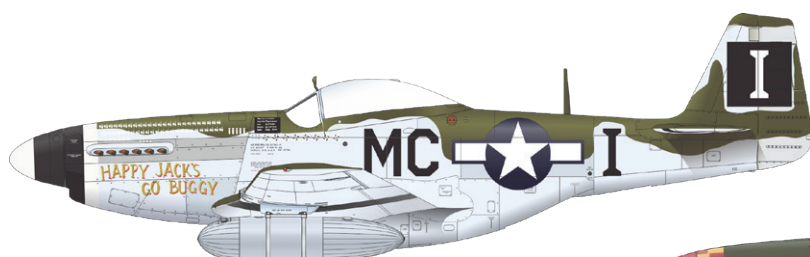


Maj. Mikhail Ivanovich Mikhin,
518th IAP, North Korea, May 1953

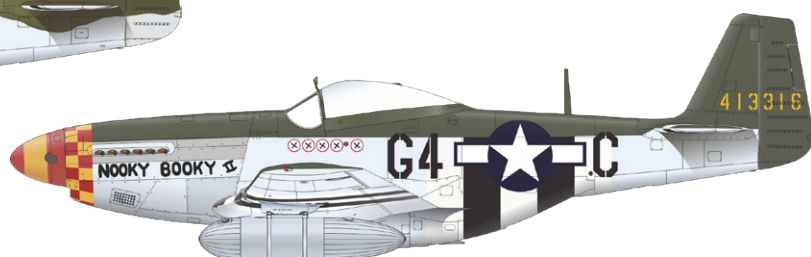
P-51D-5 Mustang

1/48

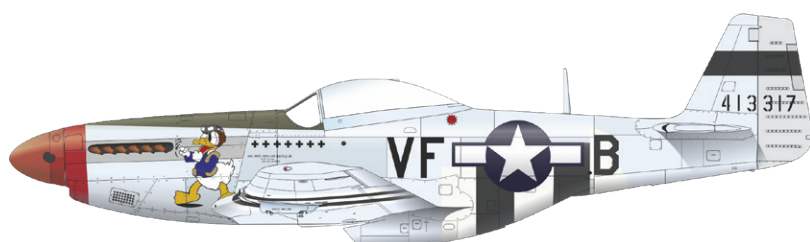
Re-release #84172

WEEKEND
edition


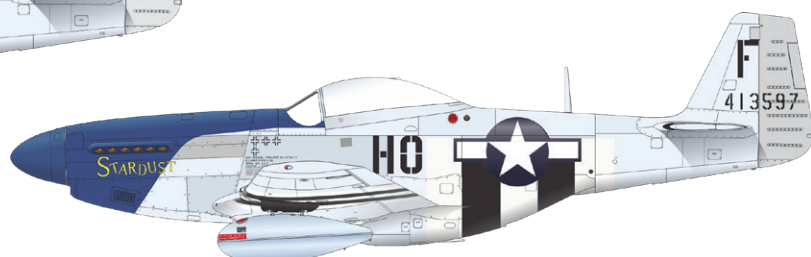
44-13761, Capt. Jack M. Ilfrey, 79th FS, 20th FG, 8th AF, USAAF Station 367 Kings Cliffe, Northamptonshire, Great Britain, autumn 1944



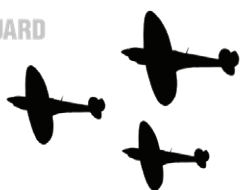
44-13316, Leonard K. Carson, 362nd FS, 357th FG, 8th AF, USAAF Station 373 Leiston, Suffolk, Great Britain, June 1944



44-13317, Capt. Donald R. Emerson, 336th FS, 4th FG, 8th AF, USAAF Station 356 Debden, Essex, Great Britain, September 1944



44-13597, Lt. William E. Fowler, 487th FS, 352nd FG, 8th AF, USAAF Station 141 Bodney, Norfolk, Great Britain, September 1944



BUSINESS LIKE DURING EARTHQUAKES

Text: Jan Bobek

In last November's issue of INFO Eduard magazine, when I wrote about the bad mood and how Russian aggression against Ukraine, inflation, energy prices rise and other factors were destabilizing our industry, I ended on a positive note, mentioning planned innovations in 3D printing, as in the production of moulds for kits and changes in our marketing, especially in relation to our magazine.

We are gradually implementing everything, but circumstances have not improved much. The Russian army is still in Ukraine and Putin, in the style of the medieval Mongol Golden Horde, doesn't care how many of his own and other people he kills. Yet our Ukrainian colleagues, competitors and business partners are holding on bravely, as is their entire country. Regarding our western neighbours in Germany, their economy is in recession for the first time in many years. This country is the largest investor in the Czech Republic and has a major influence on our own economy. What happens in Germany always has a delayed effect on us. In the first half of this year, I watched with some astonishment the statements made by some Czech journalists, politicians and senior civil servants that the crisis was over. I was sure that it was not over. In the meantime, the authors of those articles have fallen silent under the weight of statistical data. And the trouble continues, and I fear it will continue for at least a year or two.

For us, the situation on the world market is still as uncertain as it was a year ago. It is worse than during the crisis that began in 2007 and 2008. There was a drop in our sales then, but this quickly stabilised and remained more or less unchanged. Now we are facing a crisis that is caused not by one factor, but by several at the same time. The drop in sales is being felt in different parts of the world and in different countries at different times. As soon as the market stabilises in one country, it will falter in another. It is similar to an earthquake causing aftershocks in unexpected places.

Customers of our e-shop sometimes complain about the high price of shipping. During this year, we have managed to expand our portfolio of international carriers and, at least within most European Union countries, we offer shipping at a reasonable price level. But for shipping outside the EU, we have not yet found a more cost-effective solution from carriers operating in the Czech Republic. However we are not giving up and we are looking for a solution.

The situation is not easy even concerning the cooperation with our distributors. It is not only their caution in the first orders of new products, due to the fluctuations in consumer demand on the world

market. We also have problems with the transport of goods, with the price of transport, but also with the condition in which the shipment arrives at its destination. This year, among other things, it happened to us that a carrier lost a whole pallet of boxes with our kits and accessories, to this day they still don't know where the pallet is and how they lost it. One of our North American colleagues told me that this only happens in Europe, especially Eastern Europe. I assured him that the problem really didn't happen there. This somewhat disturbed his intercultural stereotypes. Some foreign distributors ask us to find small reliable companies that will load the goods into their truck and won't take their eyes off of them until they hand them over at their destination. One of them even told me: "find a man with a van!".

Here I would like to appeal to you, our customers, especially the foreign ones. Keep an eye on your local shops and distributors, and if you can, pre-order our kits and accessories from them. You'll help make this whole situation better.

In these conditions it is not easy to start working with a new partner overseas. For example in Brazil, when we got the chance, we approached the negotiations with as much openness as possible about the European logistics market condition. So the first deliveries of our items to the Brazilian company HEY HOBBY will come directly from the Czech Republic, and the transport prices in the Czech Republic and surrounding area will decide how it will go. Anyway, I wish our new business partner every success. You will be able to meet Carlos Theodoro at the 34th GPPSD National Scale Modeling Convention, which will take place in São Paulo during 9th and 10th December 2023. He will be visiting the show on Sunday.

The way out of the current difficult situation is not only new business partners, but also innovation. We have already increased the capacity of our designers, who are preparing new kits. At the same time, we are preparing changes in our tool shop and with external partners who will help us with the production expansion. The year 2024 will bring a few surprises, fans of 1/72 scale can look forward to it, but other

scales will not come short either. As Vladimír Šulc mentions in his editorial, the planned paid-for supplement of INFO magazine will also be a benefit for our customers. The overall concept of loyalty benefits and the Bunny Fighter Club is currently under consideration, so hopefully there will as well be some nice changes in this regard in 2024.

Finally, I would like to mention one topic that concerns INFO magazine. Both for its standard issue, but especially for its coming paid-for supplement, we will have new authors from the Czech Republic and abroad. We are already publishing articles by some well-known authors and we appreciate it very much. It is our priority that an article is based on the best available sources and we don't mind if its content differs from the knowledge we have used before in some of our kits. For example, Ed DeKiep's article on the markings of the Zeros of Tainan Kōkūtai, published in INFO Eduard magazine 10/2022, illustrates why the tail stripe on Sakai's Zero V-128 should be done in red rather than the white we recommended in our previously released kit. In other cases, we had information sources on the subject that were unknown to the author, we provided them to him, and it was his decision how he used them. In short, we take history very seriously, both in the preparation of articles as in the preparation of kits.

Not only are we approaching authors in the area of aviation history, but we will also have new authors in the areas of land vehicles and warships. However, we will be very grateful if we hear from former and current aviators, members of the ground or shipboard staff, etc. In this regard, please contact my colleague Jan Zdiarský, who is the editor-in-chief of INFO Eduard magazine.

