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FREEDOM ***TIGER***

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169



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

MARCH 2024

CONTENTS

4 ■ EDITORIAL

8 ■ HISTORY

FREEDOM TIGER

The Kbely F-5

INTERVIEW WITH PETR JEZEK

Tigers in Gioia del Colle

Air War in Ukraine - *Demise of Giants*

38 ■ BOXART STORY

High above the front

With a brick in the pants

Over the Normandy Rooftops

Efta Einak

42 ■ KITS

Freedom Tiger Limited 1/48

Bf 109G-2 ProfiPACK 1/72

Fw 190A-5 Weekend 1/48

Spitfire Mk.IXc late ProfiPACK 1/48 Re-release

Bf 108 ProfiPACK 1/48 Re-release

62 ■ BRASSIN

70 ■ HOW TO WORK WITH 3D PRINTS IN MODELING

78 ■ PHOTO-ETCHED SETS

88 ■ SPACE

100 ■ BUILT

USS ARIZONA 1/350

KURFURST 1/48

104 ■ ON APPROACH – April 2024

122 ■ TAIL END CHARLIE

EDITORIAL

I know I'm not alone, when a concept and its associated assumptions turn out exactly opposite to what the expected outcome was. The last time it happened to me was a month ago in Nuremberg. You may remember what I expected from the fair from my previous editorial. Virtually nothing came of my skeptical predictions. Not that the fair is back to where it was in the old days before covid lockdowns, but it was significantly livelier, more interesting and ultimately more fun and useful than I would have dared to expect. I would venture to guess that among the vendors who participated, I am not alone in my adjusted assessment. Among other things, the situation from last year was repeated, that conversations and meetings were much warmer, friendlier and more open than at any time in the past. Maybe it's just my feeling, but it seemed like we enjoyed seeing each other again, in many cases even after several years. It was the type of thing that leads you to realize how those people you maybe took for granted and didn't think anything special of grew closer to your heart and you understand just how much you missed them. That led in turn to conversations opening up and that can only be good. Otherwise, everything was at least a bit different. For example almost nowhere in the venue, in any restaurant, at any stand, could you pay cash, everything had to be paid for by plastic. And the steaks, those wonderful steaks I have written about in the past that were being served up at a little stand between the halls, were turkey instead of the earlier pork. But, at least, they were back.

This year, our long run of Model of the Year awards from Modell Fan came to an end. It will be the first time in thirty years that we left without a medal. But, don't mistake that for me bitching about it. Take it more as a sign of how things are changing. I could even take it from an optimistic point of view, and entertain the possibility that we have exited the mainstream competition and are in a league of our own. But coming back down to earth, it's more likely because we stopped sending Modell Fan samples, so really, we asked for it!

March New Releases

The new items for March have already been on sale for a week. Of all the seventy-five new releases in March, we devoted the most time and effort out of everything we did to the Freedom Fighter kit. This is a 1:48 scale F-5E Tiger II, with moldings from the Taiwanese firm AFV Club. A large chunk of real estate is also dedicated to this aircraft in today's issue of the newsletter. There are two articles and one interview that directly focuses on it. You can see this as a significant



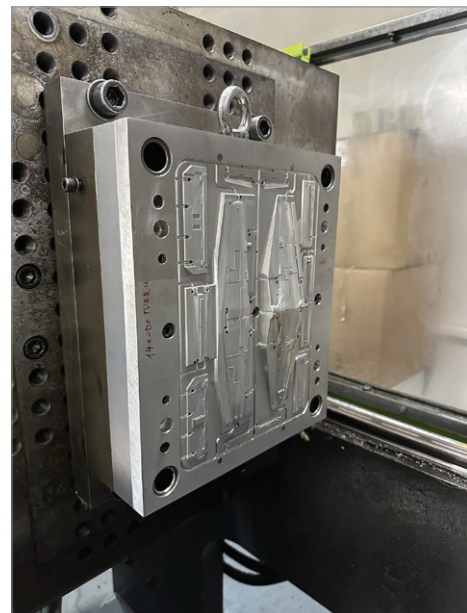
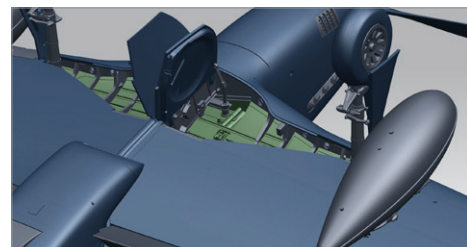
imbalance, but the plane is worth it. Of course, the others too, whether it's the 48th scale Fw 190 A-5 in the Weekend line or the 72nd scale Bf 109 G-2, the successor to the recently sold-out Limited Edition Wunderschöne neue Maschinen Pt.2. The 1:48th Profipack Spitfire LF.Mk.IXc, one of the most successful kits we've ever released, returns yet again in the form of a reissue, and after a long time, so does our 48th Bf 108, a part of which, the engine, once became the first computer-generated model at the turn of the century used for the production of an injection molded kit.

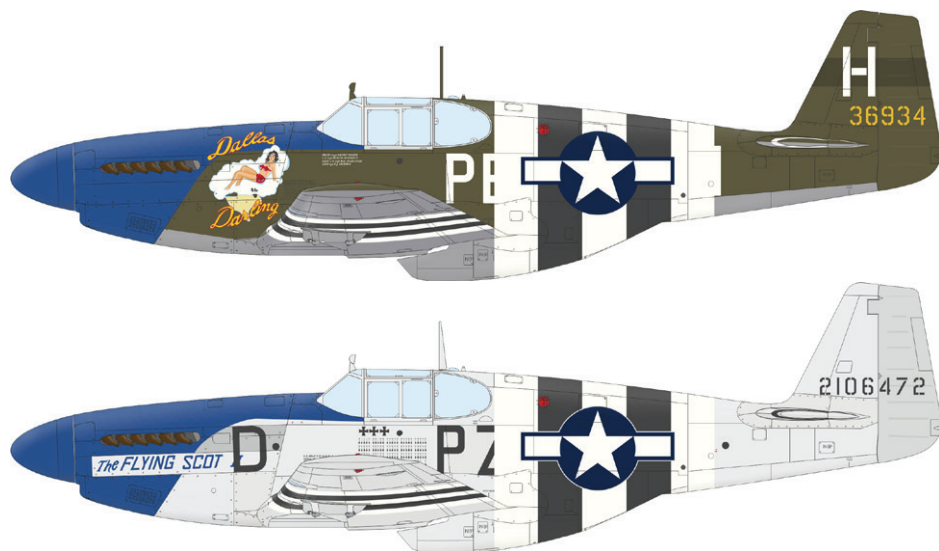
As usual, some of the accessory items released are for our own new kits, so there are masks for both the Bf 108 and F-5E, as well as photoetched and Space sets. These include not only sets for current new releases, however, and among the new sets in the Brassin range are several larger items for previously released kits, such as cockpits for the 1:48th Bf 109 G-10 (WNF) and Fw 190 A-8/R2, not to mention the engine for the 72nd scale Bf 109 G-6.

We also have several collections of sets from our varied lines designed for models released by other manufacturers. For example, we have the popular Gannet from Airfix and another heavy hitter, the F-35B from Tamiya, covered. Among other things, we offer a set of masks for spraying the RAM panels on the surface of the latter. Another set collection is designed for the Hurricane Mk.IIb from Arma and the F4U-1 and 2 Corsair from the new Chinese company Magic Factory. For their aircraft debut, they chose a concept similar to our Dual Combo format, which intrigued me. It is said that the phrase 'the greatest form of flattery is imitation' applies to the Chinese, so we should be pleased with their approach, right? We also have a new printed cockpit for the F-16C Block 30 1:48 from Kinetic, and a whole range of larger and smaller sets in all of our accessory lines.

P-51B Mustang 1:48

Currently, we are finishing up two 1:48th scale P-51B Mustang kits that are officially new items slated for May. As of today, we are missing two sprues that we expect will be completed and successfully fine-tuned around mid-March. We will release the new Mustang in two editions. The first will be a Limited Edition kit called Overlord: D-Day Mustangs. The kit will be released in a Dual Combo format, with two sets of sprues, masks and photoetched, and will be dedicated to the P-51B and Mk.III Mustangs participating in the Allied landings in Normandy in June, 1944. The kit





Profiles of the two P-51Bs whose illustrations will be featured on the cover of the premiere limited edition of the P-51B "Overlord: D-Day Mustangs".

can be built with both the standard side opening canopy version (birdcage) or with a modified version known as the Malcolm Hood. There will be a total of ten decal options, including one British Mustang Mk.III.

The second kit will be directly derived from the Limited Edition kit 'Overlord: D-Day Mustangs'. It will be the P-51B Mustang Royal Class release. The basis will be the same as for the aforementioned kit. Two sets of plastic, two of photoetched and two of masks will be a part of its contents. The basic decal sheet and scheme options will also be the same. But there will be some significant differences. There will be one more decal sheet with four more options: Dominic S. Gentile's 'Shangri-La', Duane W. Beeson's 'Boise Bee', both from the 4th Fighter Group, along with Robert Eckfeldt's 'Bald Eagle' and 'Lou III', flown by Thomas Christian of the 361st Fighter Group. In addition to this, the kit will also include a selection of Brassin accessories, which will be two versions of the 3D printed seat with integrated seat belts, two sets of exhausts and two sets of wheels. The kit will also include a Space line badge with the USAAF 8th Air Force insignia, a magnet and a painting, with the same motif used in the box art for the Overlord: D-Day Mustangs kit. The author of the painting will be Piotr Forkaszewicz. The boxing will be a classic Royal Class package in the same style as the previous Royal Class P-51D Mustang in 1:48th.

There will be a pre-order event for both. Each of them will have a slightly different sales format that will be followed. The Overlord: D-Day Mustangs will have a 15% discount applied to the basic pre-order price, which will apply to anything a customer orders concurrently with this item. All P-51B and Overtree additional slated for release in May will also be on offer with the pre-order. The Overlord: D-Day Mustangs kit will then go on regular sale in May and will be available across our retail network.

The Royal Class offer will follow a different template. It will be sold only at the base price

without a discount on its own, but will act as a discount trigger for other items purchased with it. So if you pre-order the Royal Class kit along with other items, you'll get a pre-order discount on those other items, but not on the Royal Class kit. Of note is the fact that the Royal Class boxing will only be available for pre-order either from us or from our selected partners who will be participating in this event. We will only produce as many kits as are pre-ordered, no more.

The pre-order window opens on March 8th for eleven days, closing on Monday, March 18th. We will continuously inform you about the event and its conditions, as well as kit content descriptions and progress towards availability on our social media networks and also by mailings before the start of the pre-order event.

P-51D Mustang 1:72

We will be launching a corresponding pre-order event for the 72nd scale P-51D Mustang at the end of March. It too will be in two formats, as a standard Limited Edition kit called 'Men O'War', and as a Royal Class 'P-51D Mustang 1:72'. Both kits will be Dual Combo type and the markings will be based on the 1:48th Royal Class P-51D package we released five years ago. The 72nd Royal Class item will again have several bonus features in the form of Brassin sets, a picture, a badge and a package-specific decal sheet offering further scheme options. Pre-order conditions will be the same as for both P-51B 1:48 kits. Pre-order of the 1:72nd scale P-51D will start on March 29th and end on April 8th.

B-17F Flying Fortress 1:48

Although the 1:48th scale Flying Fortress isn't due for release until August, we're aiming to bring it to Madison, Wisconsin for the IPMS USA Nats taking place in mid-July. Nevertheless, it is time to write something about this project now, because the first mentions caused quite a stir and brought forth many questions. So today I offer you at least

the basic facts about this project:

- The project is being developed under the working name 'Bloody Hundreth 1943' and is being developed around the B-17F in 48th.

- The following release will carry the name 'Bloody Hundreth 1944' and will be based around the B-17G in 48th.

- The first of these two is expected to be released in August 2024.

- The projects are being developed in cooperation with Hong Kong Models (HKM) and the 100th Bomb Group Foundation (100th BGF)

- The plastic will be supplied by HKM

- Because the HKM kit has only one of many possible variations of the nose (the oldest, such as the one that was on the Memphis Belle), we have designed other versions so that we could include later configurations.

- The molds for the noses will be made by HKM based on our designs. HKM will produce and supply the finished product.

- We are working closely with the 100th BGF regarding historical data as well as licensing of trademarks held by 100th BGF. The 100th BG is one of the few, if not the only, US joint military aviation unit whose tactical insignia, the D within a square, and other related items are subjects of a registered trademark.

- An important role in the project is being played by our colleague Jan Zdiarský, who is the link between Eduard and the 100th BGF. In addition to being an employee of Eduard, he is also a member of the 100th BGF. Mr. Zdiarský, who, among other things, functions as the chief editor of our newsletters. He is also the curator of the oft mentioned museum dedicated to the air battle over the Ore Mountains on September 11th, 1944, and has prepared materials for the development of the noses and gathered reference materials for the creation of the decals and color schemes, and will put together summaries for those color schemes as well as articles related to this project that will appear in our forthcoming newsletters.

- The Air Battle of the Ore Mountains museum, as mentioned, is devoted to the events of September 11, 1944, when during the mission to Ruhland, the 100th BG lost thirteen B-17Gs, mainly over the town of Kovářská and its surroundings.

B-17 Flying Fortress Accessory Items

Also associated with the B-17, and the Bloody Hundred, is the Masters of the Air series currently running on Apple TV+. Due to the series, and I'm pretty sure it is due to the series, we've had a significant increase in requests to re-release out of production accessory items for the B-17 of various kit manufacturers and scales. We have decided to comply with them and put these sets back in our range. You might be surprised that there are more than 160 such items! They have been on sale since last week and you can find them in our e-shop.

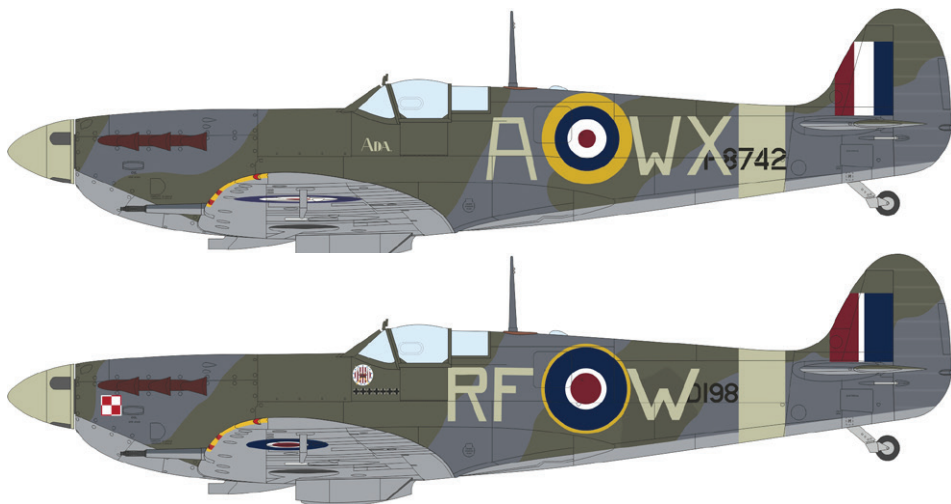
Articles

As I mentioned earlier, three articles today are dedicated to the F-5E Tiger II. Included is the article 'Freedom Tiger', a brief summary of the development and history of the Northrop F-5 by Richard Plos, the article about Kbely's F-5 describing the F-5E in the collection of the Aviation Museum in Prague-Kbely by its curator Miroslav Khol, and an interview with the restorer of this exhibit by Mr. Petr Ježek, which was conducted and written up by me.

Boxart Stories are a matter of course in our newsletters. Jan Zdiarský's Boxart Story, which is linked to the Spitfire LF Mk.IXc kit, takes you to Normandy in the summer of 1944. Honza Bobek prepared three Boxart Stories: the one covering the Fw 190A-5 is dedicated to the type's fight against four-engine bombers in the summer of 1943. Details of one of the last battles undertaken by JG 54 commander Hannes Trautloft are described in the Bf 109 G-2 article, and the Boxart Story for the Bf 108 describes how Theo Blaich's desert-camouflaged aircraft is related to the film 'The English Patient'.

In addition to these, this month's newsletter brings you a report from Tiger Meet 2023 by Jaroslav Špaček, an article about the work surrounding 3D printing by Jakub Nademlejnský and, of course, another installment of the air war over Ukraine by Mir Barič.

The last mentioned is already very long, much longer than we would all like. Needless to say, we have entered the 24th month of this barbaric Russian war. We've read a lot in recent weeks about how tiring this thing has become, about Russia's overwhelming superiority, the West's weakness and incompetence, and Russia's resilience. Regardless of who actually originates this information and who floods our free media space with it, I want to say screw all that crap! We're all sick of the damn war. It cost us all, it cost



Markings of two Spitfires Mk.V by Polish pilots that will be part of a special very limited edition offered at the show Bytom, Poland, 16-17 March 2024.

us money especially in the West, and believe me, it cost us a lot of money at Eduard, because the drop in sales that came immediately after the Russian attack in February 2022 and continues to this day clearly correlates closely to this war. But this war is costing Ukraine thousands of human lives and causing immeasurably greater material and moral losses. The only way out is to defeat Russia, drive it out of Ukraine, and prevent it from any further aggression. It will still cost us a lot of effort, blood and money, but we must not give up, otherwise we and our elected politicians will pay dearly for our capitulation and failure. The world may change, but basic rules do not. And the most important of the basic rules is that there is a heavy price for weakness and failure.

Other News

So that the newsletter intro doesn't take on too much of a doom and gloom feel, I do have a few bit of good news to share.

We bought a new injection molding machine. Upgrading never hurts, and buying new equipment is at least as useful as buying new tanks in these

tumultuous times. The new old Leopards that the ACR (Army of the Czech Republic) received are a good example and should also be put to good use!

We received a shipment of Gunze products, and this week's restock is going on sale. In the meantime, however, all other stocks of this range have dropped, so we are sending another order into the GSi dispatch center in Germany. But we have no clue as to when it will arrive.

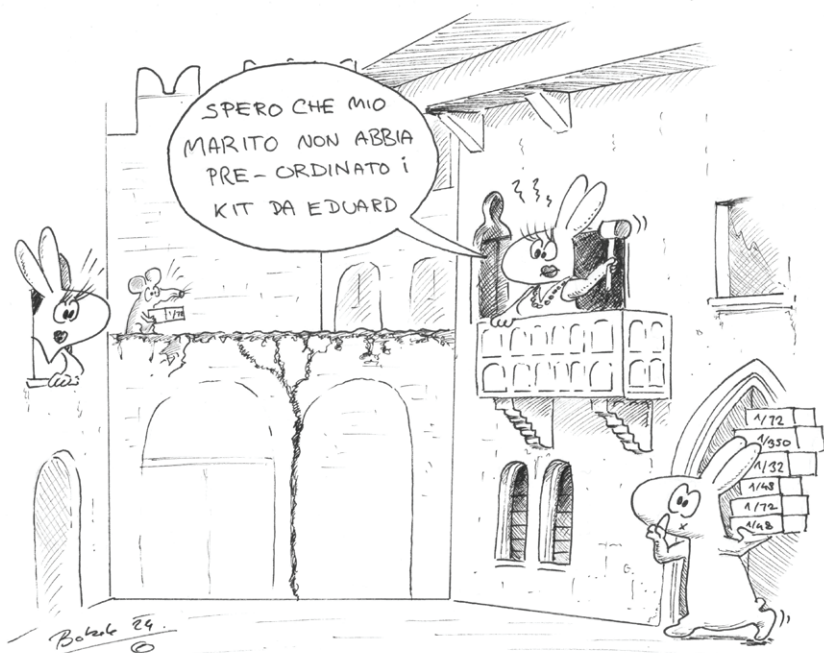
Another bit of good news is that we will be at several shows in March. Next weekend we are in Verona, Italy and the weekend after, we will be in Bytom, Poland. The very next week, March 23, we are at the Panthers Cup in Prague at the Prosek show, where Fredy Riedl from Special Hobby and I will have a Q & A session, so I cordially invite you to a friendly chat. Finally on Easter we will be in Prostějov for the Easter Prostějov Show. At the very least we should have pre-production 48th scale Mustangs at Prosek and Prostějov to show off. If we succeed and everything turns out as it should, then we will produce a pre-premiere edition, like a semi-Weekend in a white box with only instructions and a small label. If you decide that this item might be for you, don't hesitate, this little thing will have its value and another of those basic rules of life and the universe is: he who hesitates, loses!

The 1:48th scale Mirage IIIC is back in the Profipack range under the catalog number 8103. We have packaged the last 530 pieces. The rule from the previous paragraph also applies here!

And finally, the news of the day. As of tomorrow, March 5th, I will be answering questions from modelers in the Ask Eduard thread on Hyperscale. You can ask me anything you want there, and I will answer what I want! Sounds fair. Should be good...

Happy Modelling!
Vladimir Sulc

Eduard banner on Hyperscale.



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Skoshi F-5C Tigers topping up from a KC-135 tanker prior to hitting North Vietnamese positions. Photo: USAF



FREEDOM TIGER

Richard Plos

Sleek and compact, the twin-engine fighter developed by Northrop gave many countries access to modern supersonic technology. Modernized F-5Es fly under different designations in the air forces of several countries to this day, although the origins of the type can be traced back to the mid-1950s.

In 1954, the Northrop company team went on a long journey through NATO countries. Aviation was just entering the supersonic age, and the American manufacturer wanted to determine what kind of aircraft was deemed most suitable for Allied nations. The team returned with a number of findings, on the basis of which the study of a light supersonic aircraft was started in 1955, which would be relatively cheap, low-maintenance and capable of operating from short runways.

Development began in 1956, under project designation N-156F with two non-afterburning YJ-85-GE-1 engines (9.34 kN or 2100lbs thrust each) being chosen to power it. The first prototype took off on July 30, 1959, at Palmdale Airport in California with factory pilot Lew Nelson at the controls, and the speed of sound was already broken during that flight. Other prototypes were subsequently involved in the tests, which were equipped with a fire control radar and five hardpoints for missiles, though these aircraft lacked guns. This was reconsidered and a pair of 20mm cannon were installed instead of the radar. The lack of a radar made the production F-5A aircraft suitable primarily for attacking ground targets with limited options for engaging enemy aircraft, yet the US Department of Defense announced that it had selected this aircraft for its Military Assistance

to Allies (MAP) program. The aircraft received the official designation F-5A Freedom Fighter on August 9, 1962, and the two seat counterpart was designated F-5B. The US Air Force itself was not interested in the project, until someone realized that the USAF could use a two-seat version to replace the aging T-33. So in June 1956 it was announced that the USAF would purchase the F-5B export version, to be designated as the T-38. Additionally, the USAF borrowed twelve F-5As from the MAP program in October 1965 and equipped the 4503rd TFW with them, which then moved to Vietnam to test these aircraft under combat conditions. The program was named Skoshi Tiger (Little Tiger) and its pilots used a slightly modified F-5A, designated F-5C. They undertook more than

3,500 combat sorties from Bien Hoa Air Base, losing two aircraft in the process. Although the program was considered a success, it was more of a political gesture than a serious consideration for the type's inclusion among USAF types. From April 1966 the aircraft continued operations with the 10th Fighter Commando Squadron, with the number of aircraft increasing to seventeen. Aircraft from the Skoshi Tiger program were then acquired by the Philippine Air Force. Another user of the F-5A in the conflict was the South Vietnamese Air Force, which received 100 F-5As and F-5Bs.

MiG-21 Adversary

However, the absence of a radar represented a fundamental limitation of the F-5A's capabilities,



One of the first F-5Es, serial number 11420. Photo: USAF

and the advent of the MiG-21 made it necessary to arm America's allies with sufficiently powerful aircraft capable of air combat. Therefore, the International Fighter Aircraft (IFA) program was announced, for which Northrop prepared a thorough modernization of the F-5A. The prototype designated F-5A-21 received more powerful GE J85-21 engines, each with a maximum thrust of 19.12 kN (4,300 lbs). These, together with the need for more voluminous fuel tanks, required a lengthening and widening of the fuselage. The wings received an increase in area by way of the addition of the LERX, or Leading Edge Root Extension, which improved the maneuverability of the aircraft. Modeled after the Canadian license built and modified CF-5, a two-position front landing gear was introduced. In the extended position, the wing angle of attack was de facto increased and thus the take-off run was shortened.

Another significant change was the installation of the Emerson Electric AN/APQ-153 fire control radar, which significantly expanded the possibilities of combat use against aerial targets. It was also possible to install other avionics equipment according to customer requirements.

The first F-5E, as the aircraft was now designated, took to the air on August 11, 1972, and a two-seat variant designated F-5F was also developed. It flew for the first time on September 25, 1974 and received an extended nose, which, unlike the F-5B, allowed for the installation of at least one cannon. The two-seat version received the Emerson AN/APQ-157 radar, which was a development of the AN/APQ-153 intended for two-seat aircraft with dual controls. Both radars have the same range of approximately 18 km (11 miles).

Following the Skoshi Tiger program, the F-5E was named 'Tiger II' and the Williams Based 425th TFS received its first aircraft on April 6, 1973. This unit was reactivated in 1969 and tasked with training Vietnamese personnel for the F-5A and subsequently the F-5E. After the US withdrew from Vietnam, it continued to train personnel from countries that purchased the F-5E/F. The unit continued in this mission until 1989, when sales of the Tiger II were discontinued.



Switzerland sold a portion of their F-5E/Fs to the United States, retaining the rest to this day. Photo: Wikimedia



A trio of F-5Es of the 527th TFTS operating in 1983 out of RAF Alconbury. Photo: USAF

An RF-5E 'Tigereye' reconnaissance version was also developed, with appropriate equipment in the nose displacing the radar and one of the cannons. Subsequent upgrades to the F-5E included the Emerson AN/APG-69 radar, which was a successor to the AN/APQ-159, however most users chose not to use this option for financial reasons. The exception was the Swiss Air Force and USAF aggressor squadrons.

Continuous Improvements

The F-5E underwent a number of upgrades, the most significant of which was the introduction of the new Emerson AN/APQ-159 radar with a range of about 36 km (22 miles), replacing the original AN/APQ-153. A similar radar upgrade was also proposed for the F-5F, with a derivative AN/APQ-159 type to replace the AN/APQ-157. However, this upgrade was not implemented.

In total, Northrop produced 792 F-5Es, 140 F-5Fs and a dozen RF-5Es. Other aircraft were assembled overseas from components supplied by Northrop. In Malaysia, 56 were manufactured in this way, in Switzerland 90, in South Korea 68 and in Taiwan, 308.

Various versions of the F-5 remain in service with several air forces. Singapore has approximately 49 modernized and redesignated F-5S (single-seat) and F-5T (two-seat) aircraft. The upgrade includes a new GRIFO radar, upgraded cockpits with multi-function displays and compatibility with the Rafael Python and AIM-120 AMRAAM air-to-air missiles.

With the help of Elbit, modernization programs were implemented in Chile and Brazil. Called the F-5 Plus, the Chilean upgrade included the new Elta 2032 radar and other improvements. The Brazilian program, the result being designated F-5M (Modernized), is armed with Python Vs coupled with the DASH helmet system and the new GRIFO radar, cockpit displays and navigation electronics. Brazilian F-5Ms can also carry Israeli Derby missiles.

Aggressors

No branch of the US military uses the F-5 in combat, but this type has proven itself very well in the role of enemy aircraft for advanced pilot training. It is operationally very efficient, the price per flight hour is roughly one-third that of the F/A-18, and it has similar dimensions to the MiG-21.

F-5Es served with the US Air Force from 1975 to 1990, the Marine Corps purchased former USAF aircraft in 1989, and the US Navy operated F-5Es at The Naval Fighter Weapons School at NAS Miramar, with VF-127, VF-43 and VF-45. 'Top Gun' received a total of ten F-5Es and three F-5Fs for the enemy aircraft role.

The F-5E/F was gradually renewed and modernized, including machines bought from Switzerland. These were designated F-5N after modernization and received upgraded avionics and other improvements. Gradually they received enlarged LERXs and also a new radome, nicknamed 'sharknose' for its flatter shape. This was introduced primarily to improve flight characteristics at high angles of attack and to improve spin recovery.



THE KBELY F-5

Miroslav Khol,
VHU Aviation Museum

The F-5E is pulled out of the museum's storage hangar (which today houses the 1925-1938 exhibit) under the watchful eye of the head of the exhibit, Colonel Jaroslav Janečka (in a brigadier's uniform) in the eighties. [photo: VHU Aviation Museum]

The Aviation Museum of the Military Historical Institute located in Kbely focuses on building a collection of aircraft flown by Czechoslovak and Czech pilots. Beyond that focus, there are also foreign aircraft in the collection, of which the Northrop F-5E Tiger II probably has the most complicated history. In the past, only a few insiders knew about its existence in Czechoslovakia.

The development of the F-5 began at Northrop under the designation N-156 with the aim of creating a supersonic fighter aircraft (later to become multirole) that would meet the conditions of easy operation and maintenance. In April 1962, the US Department of Defense announced the selection of the aircraft for the Military Assistance Program (MAP). US allies from the North Atlantic Treaty Organization (NATO) and the Southeast Asia Treaty Organization (SEATO) requested a supersonic fighter at an affordable price. In August 1962, the aircraft received the official designation F-5A from Northrop. Although all airframes produced were to be part of the supplies for MAP, the USAF 'borrowed' twelve of them for combat evaluations in Vietnam.

Development continued into the F-5E, which had more powerful engines, a widened fuselage, a larger wingspan with larger wing-to-fuselage transition, increasing lift. To improve maneuverability, automatic leading edge flaps were installed in the wing.

The F-5E variant also served the South Vietnamese Air Force at the end of the conflict between North and South Vietnam. Aircraft produced in 1973 were delivered to the 536th and 540th Fighter Squadrons based at Bien Hoa. The aircraft bearing the serial number 73-00878 was first flown in December 1973 and delivered to Vietnam in the spring of 1974. Interestingly, the beginning of its service life documentation dating from June, 1974 has been preserved in Czechoslovakia and survives to this day. Before the end of the conflict in Southeast Asia, it flew 153 hours and 30 minutes.

After the fall of South Vietnam, a lot of equipment, including aircraft, fell into the hands of the victorious NVA. F-5A/B aircraft along with about thirty F-5Es fell into the hands of the newly unified communist Vietnam. Vietnamese F-5s initially served alongside MiG-21s in combined air regiments and were popular with pilots for their qualities. Joint operations alongside Soviet equipment, however, presented logistical problems, and especially the increasing

shortage of ammunition and spare parts forced their gradual retirement. That meant that war booty equipment began to find its way to friendly states.

An offer to hand over an F-5 aircraft to Czechoslovakia was made at the end of spring, 1980. At that time, a team of technicians from Aero Vodochody and the Motorlet company was operating in Vietnam, which was in charge of supporting at least a part of the Aero L-29 Delfíns then in use there. Among other things, these technicians were sent to Bien Hoa, where the remaining F-5 aircraft were located. There they were to check the condition of the donated aircraft and determine the possibility of its transport to Czechoslovakia. However, due to poor planning of the transport, it was delayed, but available documentation was supplied to Czechoslovakia. Another chance for transport arose during the delivery of L-39C Albatros training aircraft to the Vietnamese Air Force. On the basis of the original American documentation, preparations were made that enabled the transport to

Czechoslovakia. After the L-39C was assembled in Vietnam, the original transport crates were modified to move this valuable cargo to Czechoslovakia. The machine was flown by a Vietnamese pilot in March 1981 to Da Nang. Prior to the flight, the original insignia was painted over with black paint, and the aircraft was on its way to Czechoslovakia.

Under great secrecy, the machine was delivered to state owned Aero Vodochody, and its construction and systems were subjected to intensive research by our engineers and technical staff. The airframe was gradually disassembled and the individual parts and equipment were distributed to companies in the aviation industry. At this point, it should be mentioned that Czechoslovakia was not the only country to which an F-5 from Vietnam arrived. The first was, of course, the Soviet Union in 1976, followed by Poland a year later.

At the beginning of 1982, the head of the Aviation and Cosmonautics Exhibition of the Military Museum, Colonel Jaroslav Janečka, also learned about the existence of the F-5E and officially requested the transfer of the aircraft to the museum's collection. However, he was informed by Aero management that the machine incomplete and that research was still being carried out on it 'to obtain detailed information about the structural and technological design of the airframe...'. However, the following

year, a single General Electric J85-GE-21 engined airframe was secretly transferred to Kbely under the cover of darkness. Colonel Janečka recalled that for transport to the museum, the airplane was disguised using plywood to resemble an L-39 Albatros. After the end of testing, the museum staff understandably began to search for any missing components that were supplied to the firms involved in examinations of them. The most involved in the whole thing was a restorer named Jan Klaban, who managed to acquire a number of instruments and other items over the years, including the antenna of the Emerson Electric AN/APQ-153 radar. Unfortunately, many things, especially smaller items, were left behind and had found their way to private collections. This understandably hindered the consideration of a possible renovation, because before 1989 it was almost unthinkable to get the missing components elsewhere.

Until 1990, the aircraft was kept in storage, hidden from the public, and it was only that year that it was presented for the first time in an outdoor exhibition to open the museum season. Years of exposure in the open air had a noticeable effect on its appearance, especially its surface finish. It first appeared in the markings of the Socialist Republic of Vietnam and then those of the earlier South Vietnam.

In January 2023, a public tender was announced,

the subject of which was to renovate the aircraft in the collection of the Military Historical Institute in Prague for museum and exhibition purposes. The description of the actual process of the work carried out by Česká Aviatcká is described in the interview with Petr Ježek within the pages of this newsletter. The refurbished F-5, including preserved accessories, will be unveiled to the public at the opening of the 2024 museum season on May 4th.

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F-5E on the apron of the Kbely airport during the installation of the outdoor exhibit, April 2005. [Photo: Miroslav Khol]



F-5E in the outdoor exhibition of the Aviation Museum before renovation. The different distribution of the camouflage fields on the fuselage and the removable rear section are clearly visible, indicating that they came from a different airframe. This distribution of color fields was also preserved during the renovation. [Photo: Miroslav Khol]



INTERVIEW WITH PETR JEZEK

by Vladimír Šulc



Petr Jezek (right) and Zdenek Dvorak with the restored Northrop F-5E Tiger II in front of Ceska Aviaticka hangar at Prague Kbely. Photo: Petr Jezek



Petr Jezek, 46, is an aircraft restorer. Aircraft are his lifelong passion and hobby. Between 2016 and the end of 2023, he worked for Ceska Aviaticka located at Kbely in Prague, where he was involved in the restoration of historic aircraft. Over the last year, and along with his colleague Zdenek Dvorak, he worked on the museum's American Northrop F-5E Tiger II. He left the company at the end of 2023 and has been working for the Military Historical Institute of the Kbely museum. Besides aircraft, he also has a soft spot for cars manufactured by Saab.

How did you come to restore aircraft?

I got into aircraft restoration in 1996, as a soldier in the basic service. I was assigned to the aviation museum in Kbely with Mr. Jan Sýkora. At that time, the Šmolík Š-2 aircraft was being restored. My very first job on this aircraft was to repair the observer's machine gun swivel mount.

I had no idea that basic military service could provide work at the museum in Kbely. I would like that too! Did you spend a year there and then went to civilian life? Or did you stay there after your service obligations were met?

I served in the aircraft repair squadron at the base in Kbely. I had my duties there, serving as a supervisor and worked on aviation technology. When I wasn't needed, I spent my free time in the workshop at the aviation museum. During my time at the museum, I met and became friends with a number of people who shared the same affinity

for vintage aircraft as I did. After my military service ended, I went to the aviation museum with these friends in my free time and helped with everything that was needed for free. That lasted almost twenty years, with a couple of brakes in between.

Was this with Mr. Janečka still serving as the museum's curator, or was he gone by then?

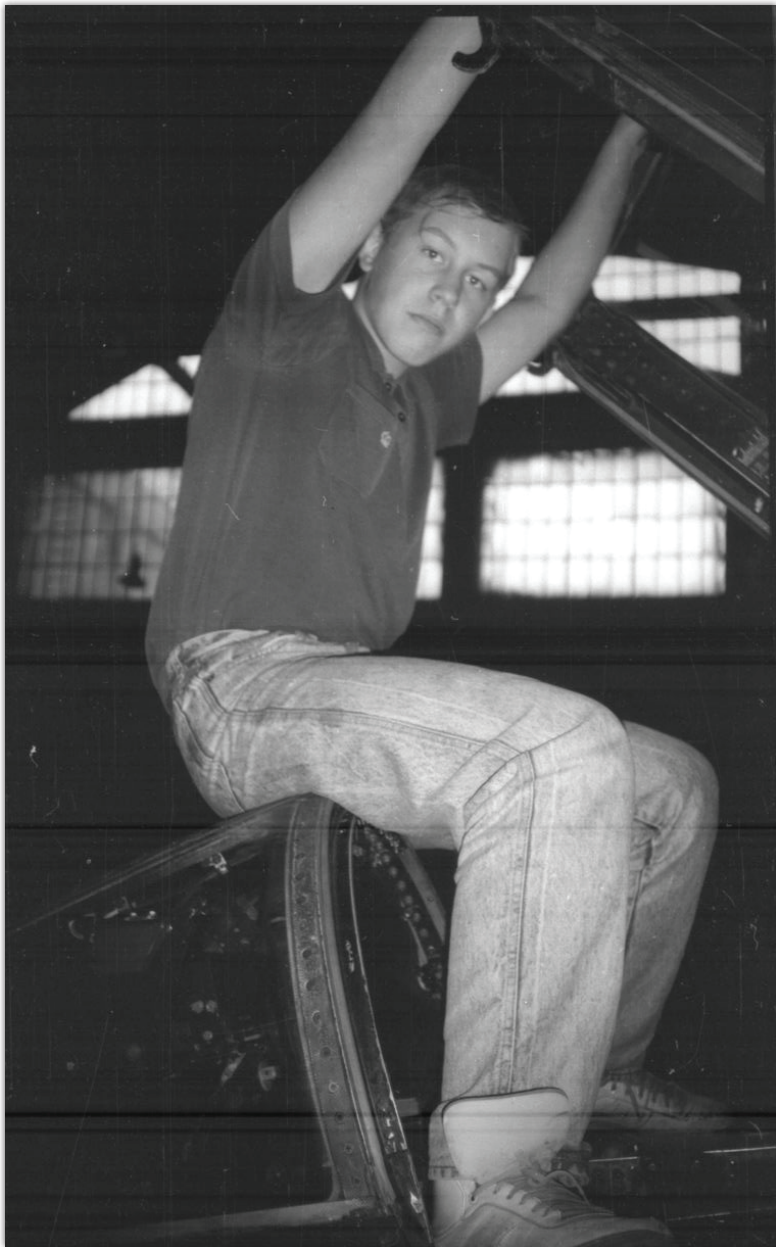
I remember the founder of the Aviation Museum in Kbely, Colonel Janečka. I talked to him several times when I entered the museum. But he was no longer on active duty during my tenure.

Did your military service provided you with your first exposure to the museum at Kbely? Were you not there prior?

As a visitor, many times. My father used to take me to the museum as a boy. My dad worked at LOK (Kbely Aviation Repair Shop) on, among other things, renovations of exhibits for the Aviation Museum. For example, he participated in work on the C-11, CS-92, Meteor, Vampire, and the An-2. He showed me the Phantom, for example, shortly after the British had flown it to Kbely. So I just kind of stumbled around, and now I have 'airplanes' as a family diagnosis.

How many restorations have you got under your belt?

Just for the Military Historical Institute, I participated in the renovation of the Su-7, Su-22, Su-25, F-4S Phantom II, F-5E Tiger II, Aero Ae-45, C-104, Mi-1 and the Aero C- 3B. This also includes some free maintenance of airplanes and helicopters for the Kbely Museum, just out of my love of airplanes.



Fourteen-year-old Petr Jezek on the museum's Phantom. Photo Petr Jezek



The Kbely Phantom FG.2. Photo Petr Jezek

Did you work on those seven planes and the helicopter at your previous employ in Kbely? What was the most interesting part of it?

Yes, under my previous employer. It is impossible to say which project was the most interesting. These were all airplanes that I had admired in the museum and had no idea I would ever get this close to them. I enjoyed working on all of them.

Which do you enjoy the most? Jets, props, biplanes or helicopters?

I enjoy variation, so everything. After working on a jet, I look forward to a biplane.

Do you know what it will be specifically?

It will be an aircraft from Hangar No.18. For now, I can't say any more, but that will be revealed shortly on the Facebook page of the museum, where the progress of the project will be posted.

Was the renovation of the F-5E any different than the renovations of other aircraft you've worked on?

All renovations follow approximately the same course, although each one is different at the same time. What was exceptional about the F-5E was that most of the parts had already been removed from the aircraft during examination by Aero Vodochody in the eighties. It was up to us to clean the parts that had been stored in crates for forty years, restore them, and find their correct place in the airplane.

Was this with the help of manuals or some type of documentation, or was deduction a tool?

There was precious little documentation to go by. The greatest help to us were several contemporary photos from the examinations and tests conducted by Aero, and a summary of these was written by Ing. Vlček that survived in the archive. The Internet provided some documentation as well.

Did you make any contact with other museums or manufacturers?

We did, but the work went faster than the communication with other institutions progressed. But we hope that the established contacts will bear fruit and the F-5E will be completed on our acquiring the missing parts there still are.

What is left to do there?

Some cockpit equipment is missing, such as a scope, mirrors and a few small parts, and then the ammunition guide to the cannon and the boarding ladder. And probably the biggest item is the General Electric J-85 engine. We'll see if these missing parts can be found over time.



Aero Ae-45 before restoration. Photo: Petr Jezek



Aero Ae-45 after restoration. Photo: Petr Jezek

Were those parts already missing when the plane arrived in Czechoslovakia, or were they lost here?

The plane arrived in Czechoslovakia complete. Some of the missing parts did not return after the plane was examined at the companies to which they were sent, and some were lost during storage of the aircraft at Aero Vodochody before being transported to the aviation museum in Kbely.

Perhaps the biggest problem is the engine, or can one be sourced easier than the little things?

As for the small things for the cockpit, they can be found. It's harder to source items that were typically used exclusively in the F-5. But even that has a solution. It's a little harder still with the engine. They are certainly available, but it is already a larger unit, so acquisition and transport are a bit more difficult.

What was the condition of the exhibit when you took it over for renovation?

It was in surprisingly good condition for the fact that the exhibit had been displayed outdoors for thirty years. Some corrosion on the outer panels was present along with rusted over screws, but

nothing serious. The internal structure was in good condition. You could see that quality materials were used on the airplane.

Is it true that the Kbely F-5E is assembled from two different airframes?

It does appear to be that way. The distribution of the camouflage colours on the tail of the aircraft is a mismatch with the forward section, leading to the conclusion that the two sections probably do not belong together. We suspect that the back end of our F-5E is in Poland, on display at the Aviation Museum in Krakow, and we have the Polish counterpart.

But this is not certain?

Unfortunately, no. The production plate that would be conclusive is missing from our airframe. Someone must have swiped it over the years. But there is still hope that there is a label on the Krakow F-5E. If the serial number matched our machine, our suspicions would still be confirmed.

Any desire to go to Krakow?

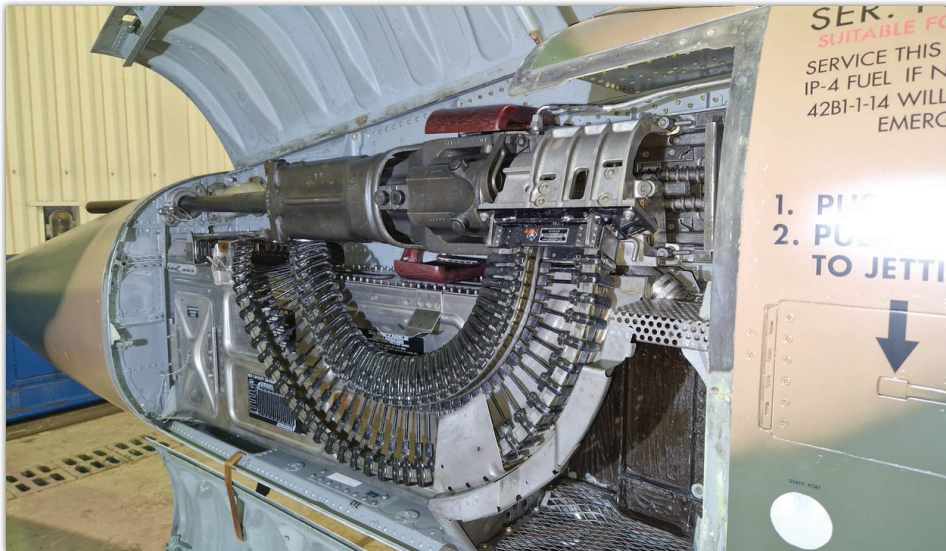
Desire? Yes! Time? Not so much!

What is the state of the F-5E's armament?

Only the Ford M39 cannons survived with respect to the F-5E. It is said that they came to Czechoslovakia including ammunition. The AIM-9 Sidewinder missiles were also said to have been delivered, but where they ended up is unclear.

The renovated aircraft has its cannon installed?

Yes, both of them.



Ford M39 20mm cannon installation in Kbely's F-5E. Photo: Petr Jezek.

That's fantastic! And missiles?

Currently, the F-5E sports Soviet R3s mounted on the missile rails. It is interesting to note that they mounted onto the rails without any problems. But they should prove to be only temporary. We anticipate that the aircraft will be displayed with Sidewinder mock-ups in the future.

From your responses, it sounds like the renovation was actually pretty routine.

Were there any out of the ordinary snags encountered?

It wasn't routine. Every reconstruction presents its own problems. The stencil data on the airplane were probably the biggest. At first, when the restoration was being planned, we were convinced that there would be only a few

We couldn't have been more wrong. In the end, there were over three hundred such items.

What was your reference source for the stenciling on the aircraft?

The bulk was obtained from an examination of the surface of the aircraft. Some labels had been preserved, at least to some extent. Some were only discernible under lighting at different

angles. And those that were discernible only partially or not at all were found in publications or using the internet.

I'm a little confused that you didn't contact the manufacturer or other aviation museums. We have very good experience with museums. There is always someone to advise us on various problematic matters, especially if they have the aircraft in their collections.

If we got into trouble, we would, of course, contact other institutions. But I think we managed it. But the option to contact both Northrop Grumman and other museums was available to us.

So I understand. Helping yourself is of course the right solution. Now it is fair to admit to the

readers that I already know what I am about to ask you now.

The original stencil data on the F-5E had their own specifics, they were not sprayed over a template, as modellers would probably expect. How did you go about restoring them?

After deciphering the text of each stencil, they were photographed and then processed into a drawing by a graphic artist. It took about four months of work in total. We had no problem with large numbers and inscriptions. The problem arose with inscriptions and tables, where the font size was around one and a half millimeters. The original decals on the F-5E were screen printed at the Northrop factory. This would have been a solution for our project, but in the volume of many individual prints that we needed, it was financially nonviable. Therefore, we had to look for another solution.

I already know you made them as decals.

Why did you choose them?

We decided on the decal option mainly because it presented the possibility of small fonts and thin frames. This would not be possible with any other available technology.

Why did you decide on Eduard decals?

We decided on Eduard decals because, among other things, their decals have a relatively thin layer of varnish that does not spoil the final look.

As is well known, the varnish can be peeled off. On the surface of the F-5E, you can see that you peeled the clear varnish off some of the labels and left it on on others. How did the varnish peeling go for you?

Yes, that clear layer removes quite easily. But unfortunately, in some places, we left it in place until the next day, and then the peeling became a bit problematic. It was due to our inexperience with this technology. Later, we learned our lesson and applied the decals in smaller quantities, allowing us time to peel off the carrier film.



AIM-9 Sidewinder mock-ups, built on the basis of the Soviet R-3 copy. Photo: Vladimir Sulc

The markings look authentic on the plane and the result is excellent. However, the decals would, of course, be very large from a modeling point of view. The ink is thin and has a tendency to chip and tear even in smaller areas on this scale. How difficult was it to apply them?

At the beginning we struggled with it a bit, but with increasing experience it was no problem to apply even the large decals. Sometimes, it was necessary to work in pairs, and we had

to correct some of them. Since we expected problems, we had duplicates of every stencil made.

Were the decals overcoated in any way?

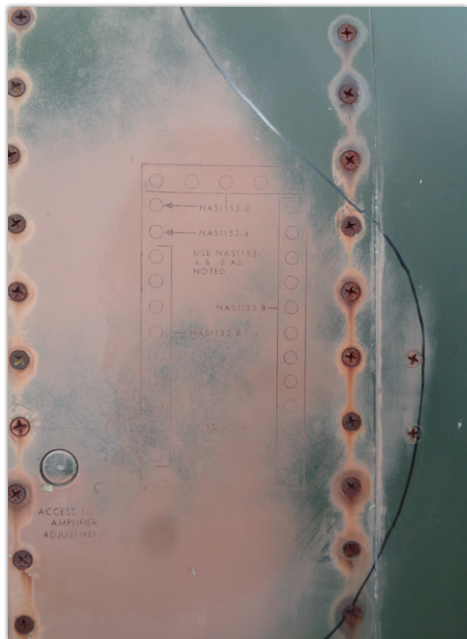
Yes, the entire airframe was overcoated after the stencil data was applied with a clear coat..

It suits her well. But I still have it in my head that F-5Es were matte, the Kbely airplane is semi-gloss now after the renovation. How do

you see it?

Yes you are right. Going by photos of F-5s in Vietnam, the machines were very matt. But at the request of the VHU staff, we chose a seventy-five percent matt finish.

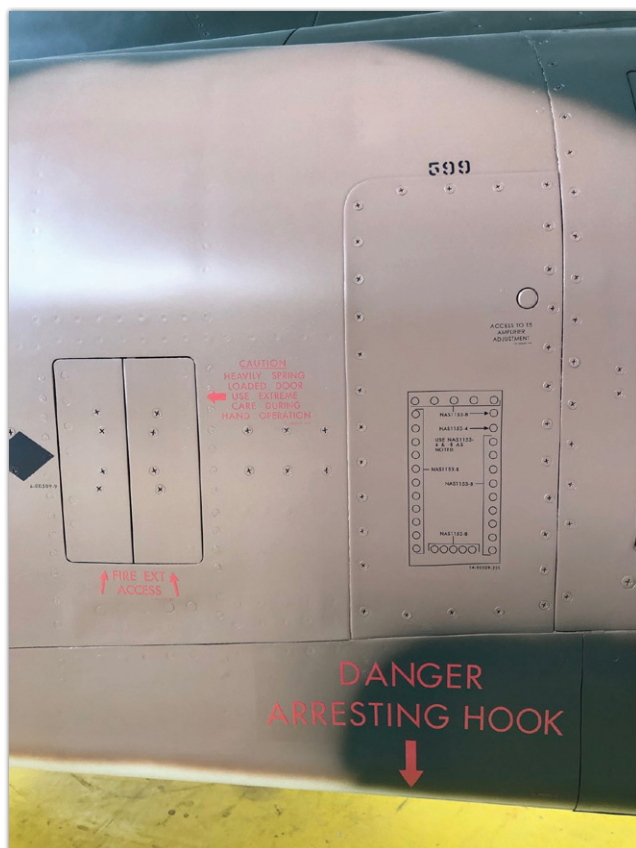
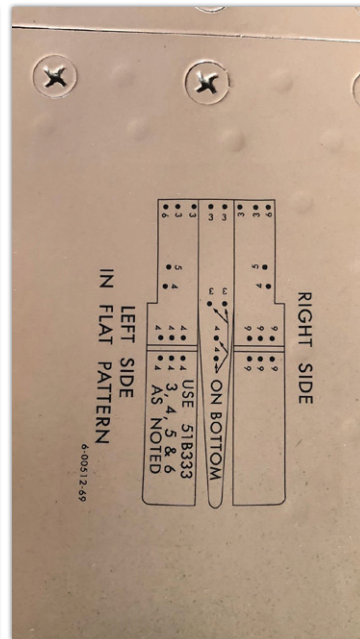
What is your opinion on the rate of renovations of the museum's exhibits? For example, I am not really a big fan of a complete renovation and repaint of the entire plane using current colors. I prefer the planes to stay in their



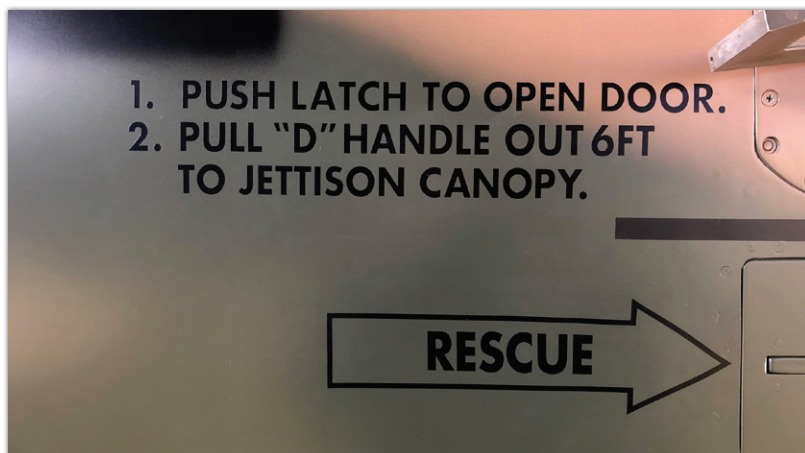
The stencil data as it appeared on the unrestored aircraft. Photo: Petr Jezek



New stencil data post-restoration. Photo: Vladimír Sulc



New stencil data post-restoration. Photo: Vladimír Sulc





Mi-1 in the collection of the VHU prior to restoration. Photo: Petr Jezek



Same item post-restoration. Photo: Petr Jezek

original livery. They seem more authentic to me, and especially more valuable as exhibits.

Each exhibit must be approached individually. Unfortunately, most of the exhibits get to us in such a condition that there is no other option not involving a complete repaint. But there are also exceptions such as the Su-7, Su-22, MiG-23 and 29, and Mi-1. I also see an overall rebuilt aircraft as somewhat sterile, without history, but sometimes there really is no other way.

I understand. We are now collaborating on the reconstruction of a Stuka wreckage to airworthy condition, and with this project, it is clear that there is no other way. It will be essentially a newly built piece. But if the plane is in good condition, I wouldn't touch the surface. For us, as a kit manufacturer, such authentic exhibits are priceless!

It seems to me that every museum plane yields many new items when it's restored. I once saw several boxes of such things that came out of a Marauder restoration. In addition to a pile of Flak shrapnel, there was a pack of cigarettes, a newspaper from 1945, and the skeleton of a rodent. Do you find such remains in airplanes too?

Since we are working on exhibits from a slightly different period, our findings are not particularly interesting. Most of the time it is a fastener that dropped down to irretrievable locations or some coins. Our F-5E, although it had photographic evidence of surface damage from the Vietnam War, cleaning the interior of the fuselage found nothing to cause the damage.

What was the extent of the F-5E renovation?

The scope of the renovation was generally no different from other renovations. Simply put, we documented the condition of the aircraft, cleaned all available areas, removed paint from the surface of the aircraft, repaired the airframe, restored and reassembled the surviving parts, and finally painted the aircraft. It sounds simple, but behind it lies almost a year of hard work.

It seems to me that you had it done incredibly quick. Was this the work of just the two of you?

Two people worked on the plane, but we outsourced some work to external collaborators and companies. After all, we can't do everything, and we don't have time for some operations, so we outsourced them to subcontractors. In total, we worked on the Tiger for almost ten months.

From a restorer's point of view, what is the difference between the Russian and American schools of design?

Each has its strengths and weaknesses. My opinion is that Eastern Bloc tech was built for rougher handling and that's why it's so robust. The western technique I have experience with seems more subtle, but at the same time more thoughtful and easier to maintain. But it's my personal opinion that not everyone may agree with.

I would tend to agree. Aircraft differ from one to the next, but all are beautiful.

Ano. Pro mě jsou všechna letadla, na kterých jsem pracoval, krásná. I když mi třeba před tím krásná nepřišla. Ale když si je můžete osahat, vidíte jejich tvary i z jiných úhlu, začnou se líbit.

It's kind of like with women, isn't it?

As a happily engaged father, I can't comment on that

Thank you for the interview.



Kbely's Northrop F-5E Tiger II after renovation. Photo: Petr Jezek

F-5E ORIGINAL STATE



Photo: Petr Ježek and Vladimír Šulc

RESTORATION PROCESS









RECONSTRUCTION OF MARKING AND CAMOUFLAGE





8-61103 TACAN ANTENNA. DO NOT PAINT
UNSATURATOR FINISH ALL OTHER AREAS
WITH POLYURETHANE GRAY PAINT
PER PROCESS SPECTER 78. DO NOT USE
CONDUCTIVE PAINT OR PRIMER 6.

6-00507-187

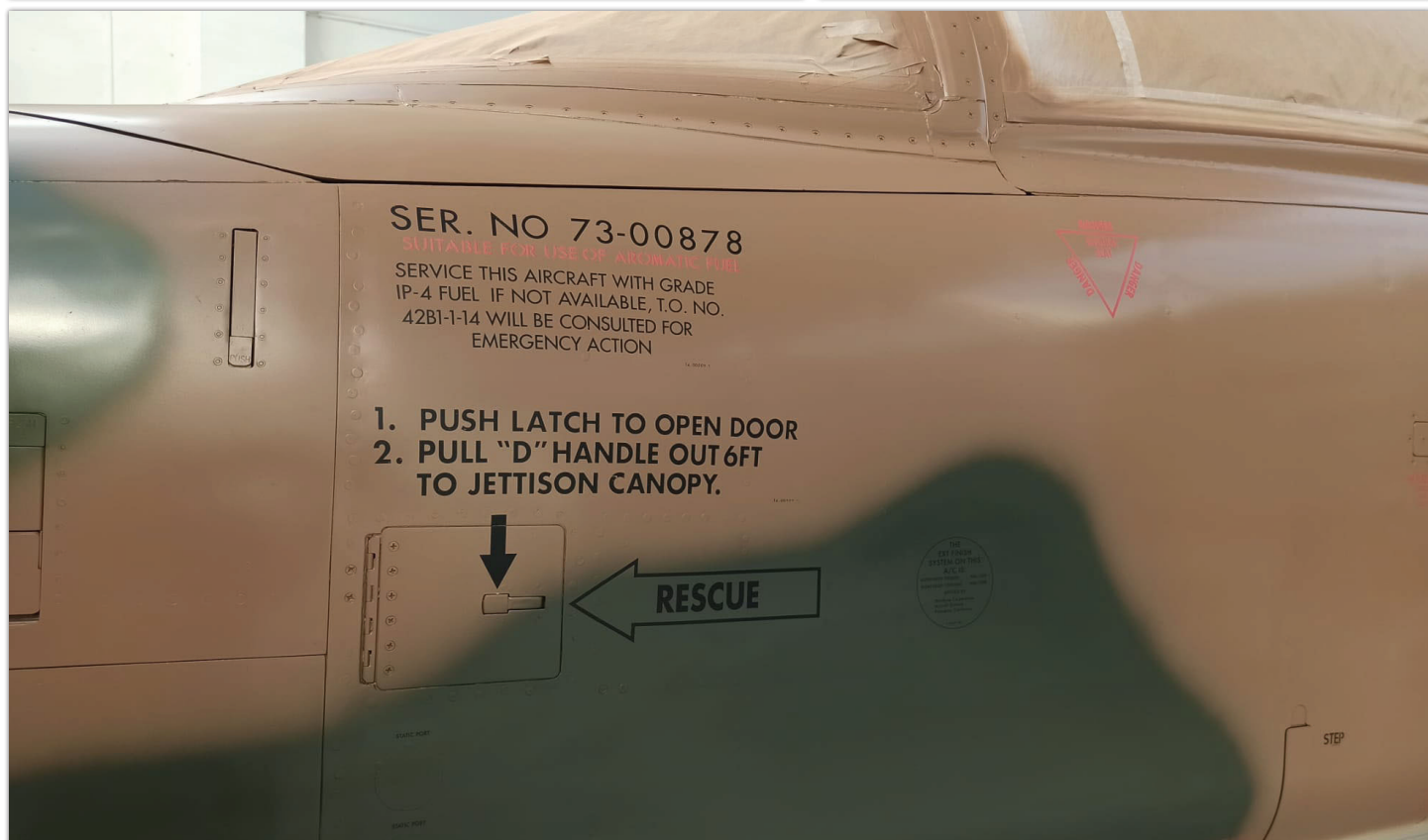
CAUTION
THIS IS A THIN-SKINNED
HONEYCOMB STRUCTURE
USE CARE IN HANDLING

3-00312-3

AILERON MECHANISM

WARNING
DO NOT ACTUATE FLAP WITHOUT
FLAP HINGE COVER BOLTS INSTALLED

14-00509-13



ARTWORK PRINTS



Bf 109G-2
Wk. Johannes Trudt, 2nd Lt. 1st JG, 1st JG, August 1942
by Horst Rüd
Eduard Art
Eduard - Model Accessories, 2023
www.eduard.com

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

Bf 109G-2

70156-ART



Fw 190A-5
Wk. 2700, 2. JG, 1. JG, August 1942
by Horst Rüd
Eduard Art
Eduard - Model Accessories, 2023
www.eduard.com

Fw 190A-5

84118-ART



www.eduard.com only

Tigers in Gioia del Colle

Jaroslav Špaček
Senior NTA Advisor



This EF-2000 Typhoon from the German 74th Squadron was awarded the best adorned Tiger aircraft.

Photos by Uli Metternich,
Katsuhiko Tokunaga, Remo Guidi.

Thirty-five years after the Tigers last met in Italy at the base in Camari, Gruppo XII,, they again hosted the annual NATO Tiger Meet, this time armed with Eurofighters. This is part of the historic 36° Stormo, the 36th Wing, whose history dates back to just before the Second World War, when it was established at Milan on February 1st, 1938. A total of 21 squadrons from 14 countries participated in this year's NTM with a total of 67 combat aircraft, 9 helicopters and 4 support machines, namely KC-130J and KC-767 aircraft, AWACS from the 1st NATO Squadron out of Geilenkirchen, and a GFD Learjet for the simulation of threats in the framework of radio electronic warfare. Here, we take a look at the most interesting participants in the following photo report.



The other Italian unit that is a member of the NTA (NATO Tiger Association) is Gruppo 21, which is based at Grazanissa. In its arsenal, the old Agusta-Bell 212 helicopters were replaced last year with the modern three-engine AW-101 Merlin modified for Combat SAR missions, which is called the HH-101A Caesar. The history of this unit is more than interesting. It was established on May 25th, 1918, and for a long time it was a 'winged' squadron (a unit using fixed wing aircraft). From 1963, it was based at Cameri Airport and was armed with the F-104 Starfighter of various versions until 1996. It was then re-armed with leased British Tornado F.3 aircraft. On July 29th, 1999, the squadron moved to Gioia del Colle Air Base, where it was disbanded on March 1st, 2001 and it was this squadron that was the 'real' Italian Tiger squadron... However, it was subsequently reactivated on March 23rd, 2006 at Grazanisse to become a purely helicopter unit armed with the above-mentioned rescue AB-212COs. This photograph of the machine before sunset shows one of the first helicopters delivered, which were black in colour, while newer acquisitions have been delivered in grey.



The organizing unit Gruppo XII was already established in May, 1917 at the Belluno airfield and has been using the prancing horse emblem ever since. It can use tiger symbolism because its 351st Squadriglia has a white tiger in its emblem. This also leads to the whole unit being proudly called 'Tigri Bianche'. The EF-2000 Typhoon aircraft have been used by the squadron since 2007. For this year, the unit has prepared its flagship aircraft with an attractive tiger motif on the tail and on the upper surfaces of the wing and, of course, on the canard surfaces. Noteworthy are the green eye on the left and blue on the right, the Italian national insignia only on the left wing and the inscription LEONARDO.



Representing the Czech Republic, the 211th Tactical Squadron from Čáslav took part in this year's exercise, which arrived with four single-seat JAS-39Cs, including a newly painted (actually 'defoliated', as it were) aircraft coded 9244 "Cyber Tiger". The quartet was complemented by a fifth, two-seat airframe. Due to the large size of the operating space, displays were conducted in pairs, with the, and the two place version with a trio of drop tanks. Detail of the tail on 'Cyber Tiger', showing the open door of the APU.

'Cyber Tiger' in flight. The design of this year's coloring was created with the help of AI, and the execution was by way of painted adhesive placards.



The Bavarian Tigers, as they call themselves, have devoted a lot of energy to the preparation of their aircraft at Tiger meets in recent years. And this approach of theirs brought them the highest trophy this year in the form of the Silver Tiger award. From the picture you can sense the joy when receiving the trophy.

At this year's Tiger Meet, the Hungarians presented Gripen in a modified scheme for the first time ever. On both sides of the rudder, it carried a graphic of an aggressive-looking cougar, referencing the 'Puma' Squadron logo, which has carried on this tradition since the Second World War. That is why the squadron was renumbered from 59/1 to 101/1 at the beginning of this year as a direct reference to the 101st Fighter Division, which with its Messerschmitt Bf-109s was responsible for the defense of Hungary's airspace and recorded 396 kills during the conflict at a cost of 69 pilots. Also dating from the WW II era is the motto that is applied to the left side of the rudder in English 'Led by courage, escorted by luck' while the other side of the rudder is written in Hungarian as seen in this photo.





The ECE 01/30 'Côte d'Argent' test unit from Mont-de-Marsan is part of the CEAM (Centre d'Expertise Aérienne Militaire) and in Gioia del Colle had the opportunity to test new equipment on their machines. The unit sent three F4.1 standard Rafales and three Mirage 2000D RMVs (Mid-Life Renovation) to the NTM. It may seem that the Mirage is by now hopelessly outdated, but the opposite is true. It is intensely enough deployed that the NATO Tiger Meet allowed the French the opportunity to test the new equipment using the M2000D RMV. The same held true for Rafale F4.1, whose testing was mainly focused on the use of the new Visor Scorpio Helmets for targeting anti-aircraft missiles, but also for air-to-ground communication. Both aircraft have the same markings on the tail, silver on the left, gold on the right. Members of the unit also won a prize for the best so-called 'skit', a short story or skit about the life of the squadron, either at home or at the Tiger Meet.





On Friday, after the morning mission, a total of 41 planes and helicopters lined up on the runway to perform the so-called Elephant walk.



Landing of a 2. Staffel Austrian Typhoon from Zeltweg. This was the first time the unit had ever been to a Tiger Meet with their aircraft. This unit in the NTA replaced the canceled JTS, the training squadron of the Austrian Air Force with their famous Saab 1050Es. However, since it was not just a rearmament to newer technology, but a Tiger tradition taking over a completely new entity (even though defacto all Typhoon pilots went through at least a short stay at the JTS school), the 2nd Staffel had to go through a two-year period of trial membership (probationary membership), however, as of this year, it can be proud of its now full member status.

The French army regiment EHRA.3 is the only Tiger unit belonging to a structure of ground troops. For this year's NTM, the GCJ fuselage-marked helicopter was repainted red and given the competition number '3'. This was intended to evoke an affinity with Italian Red Ferrari Super Sports. The unit even took photos of this helicopter flanked by two racing red Ferraris before flying to Italy.



The Turks of the 192nd Filo, after a longer hiatus due to the complex situation within the Turkish Air Force after the failed attempt to depose President Erdogan on June 15th, 2016, participated this year with three F-16Cs, one of which was interestingly blue-red in color, the other carried the older yellow-black colors. Thanks to the constant presence of flying personnel in red overalls, the Turks won the award for best Tiger dress.



The German Luftwaffe is slowly starting to retire the Tornados, as their reconnaissance role is slowly being taken over by Heron unmanned aerial vehicles, which

the 51st TLG already has in its arsenal. The task of suppressing enemy air defenses SEAD (the Suppression of Enemy Air Defenses mission) will then gradually be taken over by a currently developed version of the Typhoon ECR aircraft.

Air War in Ukraine

Demise of Giants



Miro Barič

Beriev A-50U in an propaganda image from the Russian Ministry of Defense.

Beriev A-50, Ilyushin Il-22M, and Il-76M. These are three large aircraft that the Russian Air and Space Forces lost during the period covered by the current continuation of articles on the air war over Ukraine. The Il-22M, in the middle of these, managed to land at a base, but its damages are so extensive that it won't return to the air.

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

After a series of successful Ukrainian attacks disabled a significant portion of the Russian air defense radars in Crimea, the Russians deployed the Beriev A-50 early warning and control aircraft over the Sea of Azov from the beginning

of January. The aircraft carries a large radar dish on its back with a range of about 600 km against airborne targets. The plane moved along the same route every day, flying oval patterns with dimensions of 20 x 50 km over the sea,

culminating in the north near the coast close to the port of Berdyansk. This mistake allowed Ukrainians to set up a trap on the evening of Sunday, January 14, most likely using the Patriot system. The A-50 was shot down approximately 130 km from Ukrainian positions. PAC-2 missiles from the Patriot system have a range of about 160 km against aircraft. A fast and well-maneuvering fighter could likely avoid them at such a distance. However, a slow and high-flying target like the A-50 can be shot down even at the edge of the range.

Firstly, it should be noted that Russia officially did not acknowledge any loss - as always. However, Ukrainians intercepted a report from the pilot of a Russian Su-30 fighter, who at that time and location observed the fall of a burning aircraft into the sea. Russian sources state that there were 12-15 crew members on board, and none of them survived. Details about these pilots gradually began to emerge on Russian social media. The first information released was the name of the aircraft commander, Colonel Vyacheslav Levchenko. His wife stated that



Il-22M tail with the designation RF-95678 riddled with shrapnel.





Wreckage of IL-76M shot down near the village of Jablonovo. Notice the numerous holes from shrapnel.

she was informed that her husband, along with the entire crew, was missing. Levchenko was a prominent pilot, participating in a military parade in Moscow's Red Square in 2020.

Later, the names of other crew members were added – Major M.A. Kvasov, who was the navigator of the aircraft, Major A.S. Shadrov, Captain D.A. Kutuzov, Captain M.S. Bolyasnikov, and First Lieutenant A.I. Izmaylov. This is not a complete list, as half of the names are still unknown. Relevant Russian channels initiated a donation to aid the families of the deceased pilots, indirectly confirming the loss of the aircraft.

In the following information, various sources differ. Initially, it was stated that the shot-down aircraft had the designation RF-50601 and the fuselage number "red 50." According to later information, it was the A-50U with the designation RF-93966 and the fuselage number "red 37." It belonged to the 610th Center for Combat Training and Retraining of Air Personnel based in Ivanovo, northeast of Moscow.

It is unknown how many usable A-50 aircraft remain in the Russian Air Force inventory – estimates range from two to eight. One was damaged earlier in February 2023 at the Belarusian Machulishchy airport. Local partisans hit the radar and electronic hump on the back of one A-50 with drones. The aircraft's fuselage itself was not damaged, and the plane later flew for repairs. What is certain is that after the latest loss, A-50s stopped operating over the Sea of Azov and relocated to the Rostov region beyond Russia's original borders. This means they are safe from Ukrainian missiles but also that the range into Ukrainian territory has decreased by about 200 km.

Two at Once

On the evening of January 14th, Ukrainians achieved a double hit. In addition to the A-50, they also hit the IL-22M, which was moving in its vicinity. This is a flying command and communication post based on the old four-engine IL-18 turboprop aircraft. Its role was to

transmit information gathered by the A-50 crew further, as it has more powerful communication equipment for this purpose. The IL-22M was riddled with shrapnel after the hit, with engines hit and casualties on board. Despite this, it did not catch fire, remained airborne and landed at Anapa Airport in the Krasnodar Krai on the Russian side of the Sea of Azov. "I urgently request an ambulance and firefighters," was the pilot's emergency call, which was also intercepted by Ukrainians.

Specifically, it was the IL-22M-11SURT with the designation RF-95678, belonging to the 1338th test center. Its commander, Major Viktor Klimov, succumbed to injuries caused by shrapnel. The second pilot was also injured but managed to make an emergency landing. According to Ukrainian sources, the second casualty on board was Colonel Burmistrov. Photographs of the tail of the aircraft, riddled with holes, were published. The aircraft is deemed irreparable.

Did it Carry POWs?

The third giant that the Russian air force lost during the observed period was the IL-76M, which crashed on Wednesday, January 24th, near the village of Jablonovo in the Belgorod region. There is a video capturing its demise. It shows a smoke cloud after the explosion of an anti-aircraft missile, the rapid descent of the aircraft, and a subsequent fiery explosion on the ground. However, the incident is surrounded by the greatest uncertainties of all three cases.

Ukraine stated that the aircraft was carrying a load of missiles. According to some sources, it was in Iran the day before, returning through Saudi Arabian and Egyptian airspace and around Cyprus. Russia, however, declared that besides the crew, there were also 65 Ukrainian prisoners of war and three guards on board. The Russian secret service immediately cordoned off the crash site, not allowing civilian rescuers in. Only a few shots leaked showing wreckage of the aircraft but no dozens of corpses. On that day, a prisoner exchange was supposed to take place. The first exchange took place on

January 3rd after a long hiatus that lasted until August 2023. 230 Ukrainians returned home, including defenders of Snake Island, 45 people who were considered dead, and six illegally detained civilians. In the opposite direction, 248 Russian prisoners set out. The exchange planned for January 24th did not take place after the IL-76 was shot down. Russian media released a list of prisoners who allegedly died on board the aircraft. However, it included 17 people who had already been exchanged on January 3rd – an obvious forgery.

Moreover, the aircraft was heading away from Belgorod. It was shot down 60 km northeast of the city. If it was supposed to bring prisoners, why was it flying in the opposite direction?

The Russian side stopped mentioning the allegedly killed prisoners after a few days, and exchanges of prisoners continued uninterrupted in the following months. According to all available information, it is more likely that there were no Ukrainians on board. Only the names of the six dead IL-76 crew members were published. They were Captain Stanislav Bezzubkin, Captain Alexey Vysokin, Officer Vadim Khmirev, Lieutenant Andrei Pilyev, Senior Warrant Officer Igor Sablinsky, and Sergeant Sergey Zhitenev. All six had a joint military funeral. There are some inconsistencies about the identity of the aircraft, but according to The Military Watch portal, it was the aircraft with the designation RF-82868 from the 117th regiment of the military transport aviation.

Non-Combat Losses

In addition to the three giants, the Russian Air Force suffered several non-combat losses. At Chelyabinsk Shagol Airport in the Urals, a Ukrainian saboteur attempted to set a parked Su-34 fighter-bomber on fire. This occurred on January 3rd in the middle of the night using a Molotov cocktail inserted into the engine's intake. The incident was recorded entirely. The extent of the damage is unknown because the video ended when the fire ignited. However, for preventive reasons, the incident should



Su-34 during an emergency landing without the main landing gear. Note that the navigator is already "out."



Russian Mi-8MTV-5 with the designation RF-92064 after a crash in the Bryansk region.



necessitate an engine replacement, meaning the aircraft would be out of operation for some time.

On Sunday, January 28th, footage of the emergency landing of another Su-34 was released. It is unclear where and when the incident occurred. The main landing gear did not deploy, and the aircraft landed only on the front landing gear. It can be seen that the navigator had already ejected before and landed on a parachute.

During the observed period, there was also the emergency landing of a helicopter. An Mi-8MTV-5 with the designation RF-92064 and fuselage number "red 21" collided with power lines on Wednesday, January 17th, during a flight in the Russian Bryansk region. With a broken tail rotor boom, it ended up in a ditch next to the road, but the fuselage remained intact, and the crew escaped unharmed.

At least some of these accidents are attributed to the war, leading to neglect of maintenance and increased stress and fatigue among pilots. The situation is even worse

in Russian civil aviation. Sanctions prevent foreign companies from providing service and spare parts for aircraft used by Russian airlines, leading to an increase in malfunctions. The Wall Street Journal reported that while there were 36 incidents involving passenger aircraft in Russia in 2022, in 2023, there were at least 74. According to Ukrainian intelligence, based on secret data obtained from the Russian state authority Rosaviatsiya, the actual number of accidents in 2023 was much higher, exceeding 200. At the turn of the years, incidents occurred in Russia where passenger aircraft had to return, make emergency landings, or did not take off at all, practically every day.

On the Ukrainian side, there was one loss during the observed period. On Friday, January 5th, during a combat flight, MiG-29 pilot Vladyslav Zalistrovsky with the callsign "Blue Helmet" perished. He served in the 114th Tactical Aviation Brigade. He was 23 years old and had graduated from the aviation faculty of the National University of Air Force of Ivan Kozhedub in Kharkiv in 2021. The circumstances of his death are not known, but he was likely shot down.

Russian Air Raids

The Russian bombing offensive against Ukrainian cities, which began at the end of December, continued into the second day of January. On Tuesday, January 2nd, early in the morning, the Russians released 35 Iranian Shahed drones to map the positions of the Ukrainian air defense. All 35 drones were shot down by the Ukrainian air defense.

Subsequently, 16 Tu-95MS bombers took off, releasing 70 low-flying cruise missiles. MiG-31K aircraft launched 10 Kinzhal missiles, and Su-35s

joined in with four Ch-31P missiles against radars. From ground launchers, the Russians fired 12 Iskander ballistic missiles and S-300 missiles.

In total, Russia sent at least 134 missiles and drones to Ukraine. Ukraine claimed to have shot down 107 of them. Ukrainian air defense, for example, claimed the destruction of all 10 Kinzhal missiles. There is a video showing the fall of one of them into the Dnieper River near residential buildings. However, none of the Iskanders and Ch-31P missiles were shot down. On the contrary, 59 Ch-101 and Ch-555 low-flying cruise missiles were destroyed, as well as three Kalibr missiles launched from a ship or submarine. This was their first use since September of the previous year, indicating the deep crisis of the Russian Black Sea Fleet.

The Russian attack on January 2nd primarily targeted the Kyiv area in the morning, resulting in three dead and 27 injured. In the evening, the bombardment continued in Kharkiv, where a school building was hit.

No collateral damage...

However, not all Russian missiles reached



Ukrainian pilot Vladyslav Zalistrovsky died on January 5 during a combat flight in the MiG-29. His callsign was "Blue Helmet."



Shahed drone shot down during Russian attacks on Ukraine.

Ukrainian territory. It is worth recalling the words of the Russian Armed Forces spokesperson from the conclusion of the previous part. In response to allegations (supported by photos and videos) that Russian missiles were destroying many civilian targets, at the end of December, he once again stated that Russian armed forces precisely target their objectives, and there is no collateral damage. Karma returned to him on the second day of January. In the Russian Voronezh region, approximately 150 km from the Ukrainian border, a powerful explosion shook a village early in the morning on Tuesday, January 2nd. The Russian army had to admit that "there was an abnormal release of aerial munitions over the village of Petropavlovka." The spokesperson also added that there were no losses. The second claim was not true. Local authorities initially stated that six houses were damaged, and four people were injured. When a video from the affected village appeared, they had to admit that nine houses were damaged, with four of them reduced to bare walls without roofs. Some Russian media later reported that four people died in the village. However, information spread on Russian social networks that the accident claimed as many as 11 lives and left 21 injured.

On the next day, Wednesday, January 3rd, a glide bomb FAB-500 was found near Belgorod in Russia. With deployed wings, it landed in a field and did not explode.

The same incident as in Petropavlovka was repeated in Russian-occupied Luhansk region in less than a week, on Monday, January 8th. This time, an aircraft dropped an FAB-250 bomb on the city of Rubizhne. Fortunately, no one was harmed. This is in response to the official Russian claim that "there is no collateral damage."

In general, the intensity of the Russian bombing offensive has been decreasing. Most



Pilot Su-30SM, Lieutenant Colonel Alexander Chernobryv, who died on January 6 during an attack on the command bunker at the Saki base.

of the Kremlin's missiles were used up at the beginning of the month, and gradually, drones began to play a significant role again. However, Ukrainian air defense is also starting to wear out and is not achieving the same success as before. All too often, a significant portion of the enemy's attack assets penetrates the defense and hits targets. It seems that Ukrainian air defense also needs to conserve ammunition due to restricted deliveries from the West.

Attacks on Russian Targets

However, Ukraine did not wait for Russian airstrikes and initiated its own air offensive. On January 4th, Ukrainian pilots launched Storm Shadow low-flying missiles from Su-24M aircraft targeting locations in Yevpatoria and Sevastopol in the occupied Crimea. Radar systems and the communication center of the 31st air defense division were hit.

The Ukrainian secret service released

a video in early January showing the attack of its drones on two Russian Pantsir-S1 air defense systems near Belgorod. This was apparently in response to Russian claims that Ukrainians were attacking civilian targets in the Russian city of Belgorod. By the way, as mentioned in the previous section, residents of Belgorod were posting photos and videos showing rockets or their parts from Pantsir-S1 systems hitting their homes or yards.

On January 5th and 6th, the Saki airbase in the occupied Crimea was repeatedly targeted. According to pro-Russian social media, the first attack killed 23 Russian soldiers. In the second attack, the penetrating warhead of the Storm Shadow missile destroyed an underground command post. The number of casualties varies in different sources, but it is confirmed that a lieutenant colonel, Alexander Chernobryv, died in the bunker. He was a Su-30SM pilot and deputy commander of the 43rd separate assault



Unexploded Russian glide bomb FAB-500, found in a field near Belgorod on January 3.



Russian authorities released a photo of extinguishing the Ush-Luga gas terminal near St. Petersburg. A Ukrainian drone flew more than 1100 km to hit it.



Fire at a fuel storage facility in the Bryansk region. According to the initial report from Russian authorities, there was no damage, and two Ukrainian drones were shot down, likely directly above the fuel tanks.

regiment of the Russian naval aviation.

In addition to military bases, Ukrainians targeted Russian energy infrastructure. In January, at least four large oil and gas terminals used by Russia for exporting these raw materials were hit—from the oil terminal in Tuapse on the Black Sea coast to the gas terminal in Ust-Luga on the Baltic Sea coast. The latter attack is noteworthy for its distance from Ukraine. Drones were operating near St. Petersburg, which is 1100 km from the Ukrainian border, for three consecutive days. If Emmental were a registered trademark, Russian air defense would probably have long faced a lawsuit for the abuse of a registered name—such is its porosity. Drone attacks on St. Petersburg culminated on January 21st in Ust-Luga. After the strike, a large fire broke out, forcing the terminal to suspend operations. In addition to attacks on terminals, fuel depots were also targeted. They were attacked on January 19th in the Bryansk region. Local

authorities claimed that two drones were shot down, and no damage occurred. However, videos immediately showed several large fuel tanks in flames, with firefighters desperately trying to prevent the spread of the fire to other tankers.

Ukrainians also targeted military production. On January 17th, there was a powerful explosion at a chemical plant in the city of Shakhty in the Rostov region. Two months earlier, a private company that collaborated with the Russian Ministry of Defense had rented premises in the factory for drone production. According to some sources, the building was hit by a missile, followed by an extensive fire. On Saturday, January 20th, Ukrainian drones targeted the cities of Tula, Orel, and Smolensk. The repair plant in Smolensk, which produces low-flying Ch-59 missiles, was attacked. One phenomenon that is worth mentioning is that during winter 2022/23, the Russians ridiculed Western Europe in a TV commercial claiming that without Russian gas, people would freeze to death

and starve. The commercial showed scenes of a family having to eat their hamster and the like. Well, in Slovakia, we have a saying: "Whoever digs a pit for someone else falls into it themselves." Because exactly what the Russians predicted for Europe last winter happened to them this winter. A bit of this was also contributed by Ukrainians because on Wednesday, January 10th, there was a massive power outage in Omsk after an attack on a substation, and on Thursday, January 18th, something similar happened in Belgorod and Crimea. However, Russian infrastructure massively failed in January even without Ukrainian involvement. The reasons were freezing temperatures, poor maintenance due to inadequate funding caused by the transition to wartime production, and a shortage of personnel due to mobilization. The combination of these three factors caused one district heating pipeline after another to burst in Russia. Multi-family houses were flooded with water, which promptly froze. People couldn't stay in their homes, affecting not only neglected rural areas but also districts in Moscow.

Propaganda in Action

After Ukrainians claimed the shooting down of seven Russian planes in the Kherson region at the end of December (with at least four kills confirmed), there was a significant reduction in the aerial bombardment of Ukrainian outposts on the left bank of the Dnieper River in the first week of January. For the entire first week of January, only two bomb attacks were recorded, while Russians had sometimes dropped up to a hundred bombs daily before. Instead, Russian bombers shifted their focus to Avdiivka.

But a tale that spread in Russian media is worth mentioning. A Russian pilot claimed that 12 Ukrainian F-16 fighters were shot down in the first week of 2024, and he personally shot down three of them. He stated that although the F-16 is a good aircraft, it belongs to the 1980s, while modern Russian aircraft have a clear advantage, with the Su-34 even surpassing them by two classes. The biggest problem with this story is that Ukraine doesn't have any F-16s. Pilot training is still ongoing, and the only report regarding F-16s in the observed period was that the Netherlands would deliver an additional six alongside the promised 18.

The only Western aircraft currently used by Ukraine is an older Black Hawk helicopter obtained through a private American company and three even older Sea King helicopters from Britain. Their number will soon increase as Germany has promised to deliver six Sea King helicopters. They are intended for patrol missions over the Black Sea. Additionally, Ukraine is relying on its own efforts and has introduced several modernized Mi-2 helicopters into its arsenal.



Mi-2AM-1 helicopter designed for the evacuation of the wounded. It is described with the names of people and company names that made donations to obtain these helicopters.



Mi-2MSB-1 medical evacuation helicopter made in Ukraine. Its medical equipment is from Switzerland. It can transport three lightly wounded individuals, or one severely wounded and two lightly wounded, or one patient in critical condition.



High above the front

Text: Jan Bobek

Illustration: Marek Rys



In Eduard INFO magazine we have already written twice about Hannes Trautloft and his Jagdgeschwader 54 "Grünherz". The first time was in [August 2010](#), and the article described the beginning of the combat career of this legendary aviator. The second article was published in [July 2023](#), focusing on JG 54 first winter campaign in Russia. In March 1942, JG 54 received the first Bf 109s of the F-4 version, but this rearmament did not require significant organizational measures. Night fighter flights became a new task for JG 54 from May 1942, during which it achieved sixty victories. For this purpose the Bf 109s were fitted with a drop tank under the fuselage.

However, the transition to the G-2 version was more complicated. First to rearm to the new Gustavs was I./JG 54 in June, followed by II./JG 54 in July and III./JG 54 was the last to switch to the G-2 version in late July/August. The rearmament took place one Staffel at a time at Jesau airfield in East Prussia. This placed Trautloft in a difficult situation. JG 54 during this period supported ground troops facing Soviet attempts to break through the front from Leningrad, through Demyansk, Dugino and down to Orel. This was a stretch of over 800 kilometres and parts of JG 54 acted literally as a fire brigade, assisting ground troops in the most critical parts of the battlefield. There was even a situation when at Leningrad the only German fighter unit was a single Staffel from JG 54.

Under the command of Trautloft's Stab was also I./JG 51 and briefly in the second half of

August 1942 also I./JG 52. Trautloft's priority during this hectic period was probably not to obtain a new version of the 109s for his Stab. During July, Stab/JG 54 had only one Messerschmitt Bf 109 F-4 still in service. Trautloft did not take delivery of six brand new Bf 109s for his Stab flight until early August. These were G-2s, and three of them are listed in the loss reports with serial numbers from production block 10,000 of the Erla plant. Black and white as colour photographs of Trautloft's machine in three-colour camouflage on the upper surfaces are known from this period. This aircraft is interesting in that it is fitted with a canopy that matches the G-1 version with a pressurized cockpit.

After a two-month scoring break, Hannes Trautloft scored his first victory on Gustav on August 5, 1942, when he shot down a Pe-2 bomber southeast of Shimsk near Lake Ilmen at 18:35 German time. What is remarkable about this aerial combat is the altitude at which Trautloft hit the enemy. The report states that the Pe-2 was hit at 6,500 metres, which is highly unusual for air combat at this time on the Eastern Front. There were no other aerial engagements in this area on that day. With the help of researchers Nick Hector and Danny Case, it was possible to identify the crew involved. They belonged to the 6th ODRAE, which was a separate long-range reconnaissance unit subordinated to the 6th Air Army.

The crew consisted of st. lt. Viktor Gavrilovich Podkolodnov, ml. serzh. Fedor Fedorovich Lopatochkin and st. lt. Gavril Georgievich

Goncharov. During the preparation of the boxart by Marek Ryś, we managed to find photos of Podkolodnov's aircraft. It had the identification number 2 and the patriotic inscription "Osoaviakhim Chuvashii". The Pe-2 was purchased from a fundraiser of the workers of the Ishley district of the Chuvash ASSR, which raised a total of 2.3 million rubles for various military equipment during July and August 1942. Osoaviakhim was an association for aiding defense, aviation and chemical construction industry and was involved in the training of hundreds of thousands of military specialists during World War II. It is not entirely certain that the machine with the number two was shot down by Trautloft, but it cannot be ruled out. Its photograph was published in the Soviet press in the autumn of 1942.

Although the Pe-2 was shot down over territory occupied by the Germans, Podkolodnov managed to avoid capture and returned to his unit. For his service he was twice awarded the Order of Lenin and twice awarded the Order of the Red Banner. St. lt. Goncharov, who had previously served with the 514th PBAP, did not survive. The last crewman, ml. serzh. Lopatochkin was also a former member of the 514th PBAP. He is listed as missing, but one source says he was captured. The reconnaissance flight of the 6th ODRAE was rather an exception in the summer of 1942. After heavy casualties, this unit participated minimally in combat activities from July to mid-September. At the end of the year it was disbanded and its personnel and equipment taken over by the 72nd ORAP.

With a brick in the pants

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



On the boxart of this March release, Piotr Forkasiewicz has created a dramatic scene that takes us back to the summer of 1943 and the battles between the crews of Allied four-engine bombers and German fighters. There are a number of fascinating details in Piotr's painting and I recommend a close look at it. The bomber belongs to the 303rd Bomb Group, and the Focke-Wulf belongs to I. Gruppe of Jagdgeschwader 11. This unit was formed in April 1943 from parts of JG 1. When American daylight raids on Europe resumed in early 1943, the Luftwaffe command needed to strengthen the defence of the German Bight area. The Luftwaffe gradually reinforced its units in Western Europe and built up new ones as well. After the initial shock of the US raids that began in the summer of 1942, the Germans developed air combat tactics and a strategy of directing their own fighter units against bomber formations to avoid Allied fighter escorts as far as possible.

From JG 1, which, until then, was in charge of the German Bight strategic area defence, were separated two Gruppen to shape the basis of the sister unit JG 11. From I./JG 1 with Messerschmitts Bf 109 G was formed II./JG 11 and from III./JG 1 armed with Focke-Wulfs Fw 190 A was formed I./JG 11.

The Masters of the Air series shows the harsh realities of the service of bomber crews, but the situation of their opponents was not much easier. It was part of I./JG 11 that was the only Luftwaffe unit to intervene against the raid on Norway on July 24, 1943, which was shown

in the second episode of the series. The target was the submarine base at Trondheim and also Herøya with its nitrate plant and the aluminium and magnesium plants, which were still under construction at the time. The raid took the German command by complete surprise. It was so effective that the Germans had to quickly look for another supplier of metals for aircraft production.

A small group of Fw 190s under the command of Staffelkapitän Hptm. Erwin Linkiewicz attacked the B-17s without success. American gunners sent into the sea two Fw 190s. Both pilots were killed, including the formation leader. As we know, one B-17 damaged by flak made it back and another Flying Fortress from another unit took refuge in neutral Sweden where it was interned. Linkiewicz, a 30-year-old fighter pilot, was born in Zabrze (Hindenburg) in Upper Silesia. His body was found washed up in Denmark on August 12, 1943, and was buried at Frederikshavn.

The raid was the first part of what was known as the Blitz Week under the Operation Gomorrah. It was a series of bomber raids conducted in a coordinated manner over eight days and seven nights by RAF Bomber Command and the USAAF Eighth Air Force. The British later referred to it as the German Hiroshima. German ports and manufacturing plants were targeted (some repeatedly). Approximately forty thousand residents, soldiers, forced labourers from the occupied countries and inmates perished.

During this week-long Allied operation, I./JG 11 shot down 16 B-17 bombers, lost five Fw 190s

and two pilots. The I./JG 11 later distinguished itself during the August raid on Schweinfurt, in which it scored seven B-17s, the highest number of victories by a single Jagdgruppe on that day. Three of unit's Fw 190s were seriously damaged. One of its blackest days was February 10, 1944 and the raid on Braunschweig. The I./JG 11 lost eight aircraft, four pilots were killed and two were wounded. Although the Americans lost 30 bombers in combat in very difficult weather conditions, the fighter escorts, who, thanks to the auxiliary tanks, could already protect their big brothers deep into Germany, caused together with the bomber gunners the loss of fifty German fighters, 17% of the German machines deployed.

From the German point of view, the emblem of the 2./JG 11 perfectly described the situation of both warring sides. Pilot Franz Steiner created the drawing for himself. It shows a man doing a big job in an American top hat, but his trousers are pulled up around the hat. Steiner wanted to express what he thought about fighting bombers: "First we shit on them, and then we shit our own pants". When in the summer of 1943 the commander of the 2nd Staffel, Hptm. Schnoor announced a best design competition for his unit's emblem, among the entries was Steiner's drawing, which his comrades entered into the competition without his knowledge. Schnoor chose this drawing with great interest and Steiner was given a leave of absence as a reward.

Over the Normandy Rooftops

Text: Jan Zdiarský

Illustration: Kateřina Borecká



The activities of the RAF Fighter Command in the spring of 1944 were mainly focused on supporting Allied air superiority over the western part of Europe and on blowing wide open the Western Front. The tasks of the fighters therefore consisted in escorting tactical and strategic bombers and, above all, in attacks on ground targets that supported the main adversary, the German Luftwaffe, as well as the transport infrastructure.

The Second Tactical Air Force was set aside within the RAF to coordinate the air force with ground forces, especially in the post-invasion period. Its headquarters was established on June 1, 1943, and more than seventy squadrons from the fighter and bomber headquarters of the RAF (including all three Czechoslovak fighter squadrons) were gradually included in it.

Changes to the structure required reorganization at Fighter Wing level. Polish fighter squadrons were also included in the new organizational structure, for which the 131st and 133rd Fighter Wings were created. While the 131st Fighter Wing consisted of Polish Nos. 302, 308 and 317 Squadrons, the 133rd Wing had the 306th, 315th and 129th (British) Squadrons under it. The 131st Fighter Wing flew British Spitfire Mk.IXs and the 133rd used Mustangs Mk.IIIIs. The main task of both units was to support the invading troops directly on the front line. This is also why troops were moved to the continent as soon as the situation allowed. The Spitfire Mk.IXs were equipped with bombs weighing 250 pounds under each wing, or 500 kg bombs under the fuselage. Before and after the invasion, fighter planes operated at ground level, where they were easier prey for German light and medium flak, but also German fighter planes, especially in the pre-invasion period. Another significant opponent of these operations was the difficulty of comparative navigation, flying purely according to maps, without

the possibility of support from operation centers and often complicated by the unclear situation on the front.

In the period before the invasion, in addition to these ground attacks, Polish airmen from both fighter wings also participated from time to time in the search and destruction of V-1 missile launch sites, and the escort of American, also as RAF bombers. The tasks were challenging. Many took off two or three times a day, the ground crews worked tirelessly from morning to late evening or through the night to get the planes ready for the next day.

The Poles participated in the invasion itself on June 6, 1944, in the form of repeated armed patrols covering the disembarking troops. Similar tasks were repeated in the following days. Already on the fifth day of the invasion, the 302nd squadron became the first Polish unit to land in liberated territory in northern France. The landing took place after a morning patrol over the combat area for refueling. The newly built landing strip (RRS - Rearming and Refueling Strip) was used for this. The Poles then continued their patrol before returning to their English base.

In order for air units to be able to move to France permanently, demanding preparations had to be undertaken. Practically all airports on the western part of continent were damaged by previous Allied bombings or by German units during evacuation. Often, it was the result of both. Build facilities for air and ground personnel, aircraft maintenance, arming and refueling presented significant challenges. And although the engineer troops, following behind the invading troops, did what they could, the desire of the ground troops to have their air support and protection as close as possible could only be fulfilled after several weeks. Provisional airstrips and often primitive facilities were created in the front area.

The 131st Fighter Wing, of which the 302nd Squadron

was a part, moved to France on August 3rd, 1944. Its temporary home was an airstrip in northwestern France designated B-10, near the village of Plumetot in northern Normandy. From there, the airmen continued to attack German ground and naval forces. Conditions at Plumetot were difficult. Airmen slept in tents, there was no protection for parked aircraft, significant when you consider that the base was still within range of German artillery. Hot days filled the air with dust, while rainy days created ubiquitous mud. Combat activity was demanding, each squadron engaged in several combat operations a day.

One of the members of the Polish 302nd 'City of Poznań' Squadron, who participated in its operations for a long time, was twenty-five-year-old W/O Henryk Dygala, whose Spitfire LF Mk.IXc became the subject for Kateřina Borecká's box art for a kit of this type in 2012. which we are currently producing as a second re-release.

In the following months, the 302nd Squadron, and with it the entire 131st Fighter Wing, undertook operations in the campaigns to liberate Western Europe and to occupy Germany, such as the Ardennes offensive, the German Operation Bodenplatte, and the operations in the north of Germany. The unit ended the war at Base B-113 near Bremen. After the war, it was part of the British Occupation Forces, after which it returned to Great Britain at the end of 1946. The 131st Fighter Wing was disbanded on January 3rd, 1947. A large part of the Polish airmen decided not to return to their homeland, for which they had fought throughout the war, because it was already clear that a communist future awaited them. Many of Polish airmen therefore remained in the UK. One of them was W/O Henryk Dygala, who lived there until the age of 83.

Efta Einak

Text: Jan Bobek

Illustration: Martin Novotný



It was January 21, 1942, and none of the Allied soldiers at Fort Lamy in Chad were expecting a bombing attack by a lone Heinkel He 111 coming from the south. The anti-aircraft defences offered no resistance at all, and after the raid it was rumoured that the gunners were resting or playing cards.

The daring aviator who devised this attack was Theo Blaich, a German pilot who had strong ties with Africa. His life story could be the subject of a film. He was born on April 5, 1900, in Tübingen, Germany. His mother was Katharina von Schneegas, whose father was a jeweller working for the Russian Czar. The son Theodor (Theo) is said to have become one of the youngest pilots in the German Air Force in World War I. After the war he went to Canada and illegally entered the USA by swimming across one of the border lakes. Later he worked in South America for the Union Fruit Company, participated in the preparation of airfields for Pan American, and eventually settled as a plantation owner in Cameroon.

In November 1935, he renewed his pilot's licence in the UK in an Avro Club Cadet at the Airwork School of Flying at Heston and acquired three aircraft in Africa, including a Messerschmitt Bf 108 Taifun. He was also reportedly being considered as a candidate for Governor of Cameroon. On a flight from Cameroon to Berlin, he crashed in the Sahara, probably greatly frightening his future wife Margarete, as Blaich's route to Berlin was to the altar. In November 1938 he flew his Bf 108 around part of Africa, covering the 13620 kilometres in 39 hours of total flight time. This sporting

event received considerable press attention, but Blaich was already gathering information for the German Air Force at the time.

After the outbreak of the war he lost his plantations and went to Germany, where he joined the Luftwaffe. In 1941, with the rank of Hauptmann, he became a member of Stab X. Fliegerkorps, which supported Rommel's campaign in Africa. He was later assigned to the Stab of Fliegerführer Afrika. Blaich's knowledge of flying over Africa was valuable and he was involved in covert operations. One of these was Operation Pasha. This was the evacuation of General Aziz el Masri, Chief of Staff of the Egyptian Armed Forces. El Masri was secretly collaborating with the Germans and on June 7, 1941, near Cairo, a He 111 aircraft from II./KG 26 unsuccessfully tried to pick him up. On board, besides Blaich, was Abwehr officer and Count László Ede Almásy de Zsadány et Törökszentmiklós, whose fate became the subject of the novel and film "The English Patient".

Blaich led Erwin Rommel to the idea of making it difficult for the Allies to supply the African continent by attacking the base at Fort Lamy (today's N'Djamena). He prepared the operation together with the crew of He 111 from II./KG 4 and Italian colleagues, but the action on 21 January 1942 was greatly complicated by a sandstorm. They deviated from their route when flying to the target, so they flew to Fort Lamy from the south. The bombing attack was successful and the smoke from the burning fuel and ten destroyed aircraft could still be seen 100 kilometres away. Flying back to the Italian desert base of Campo

Uno (Camp 1) at Bir Mischiuro, the crew ran out of fuel but made a successful emergency landing in the desert. The experienced Blaich and his Italian colleague, Roberto Count Vimercati-Sanseverino, decided to stay with the aircraft and hope for rescue despite a small water supply. Eventually, their German and Italian colleagues managed to rescue them, allegedly aided by a German amateur radio operator in Hamburg who picked up one of the last transmissions of Blaich's crew.

Blaich's group was given the designation Sonderkommando Blaich and until mid-1942 carried out patrols against Long Range Desert Group, however without success. The unit's motto became the slogan "Efta Einak", the equivalent of the German expression "Holzauge" (wooden eye), which became synonymous with the airmen's observation duty.

Theo Blaich served with the long-range reconnaissance 1.(F)/Aufkl.Gr. 121 from December 1942, later worked in aircrew training, served briefly with I./ZG 76 and in October 1943 was transferred to the Stab of Fliegerführer Kroatien. From October 1943 to September 1944 he led Nachtschlachtgruppe 7, which operated in the Balkans with a motley mix of German and Italian aircraft. For his actions, Theo Blaich received the Deutsches Kreuz in Gold. He died in 1975 in Kaumberg, Lower Austria. You can read more about the raid on Fort Lamy on the [Falke Eins blog](#).

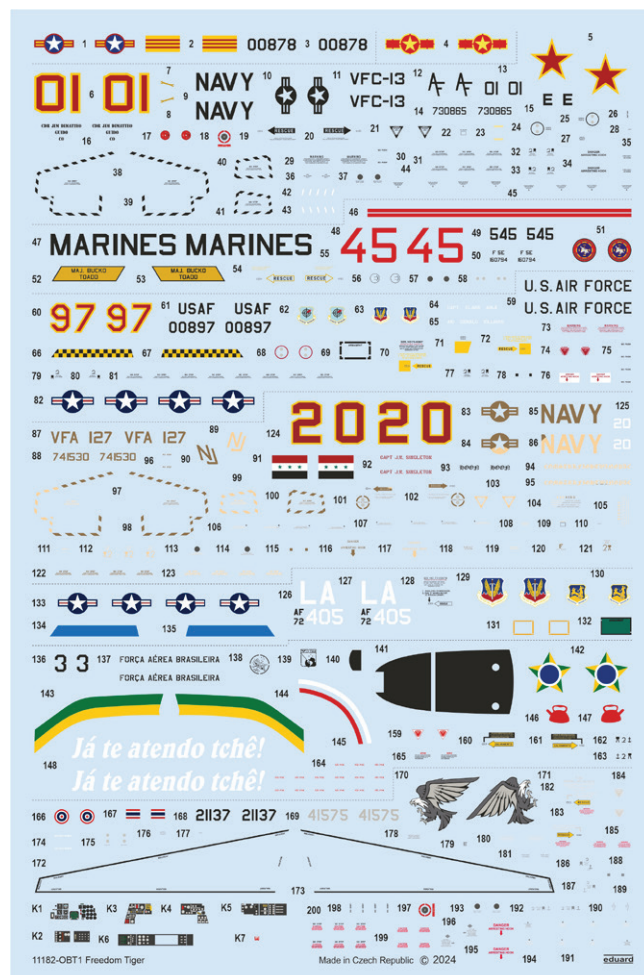
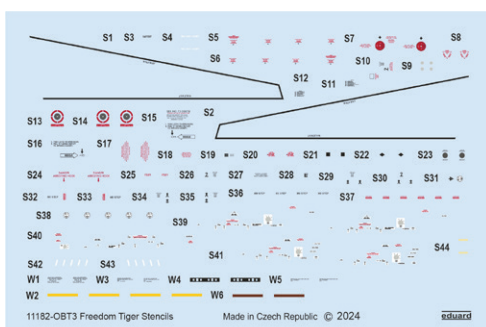
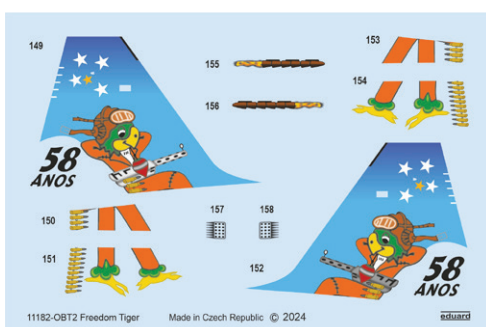
Freedom Tiger

1/48

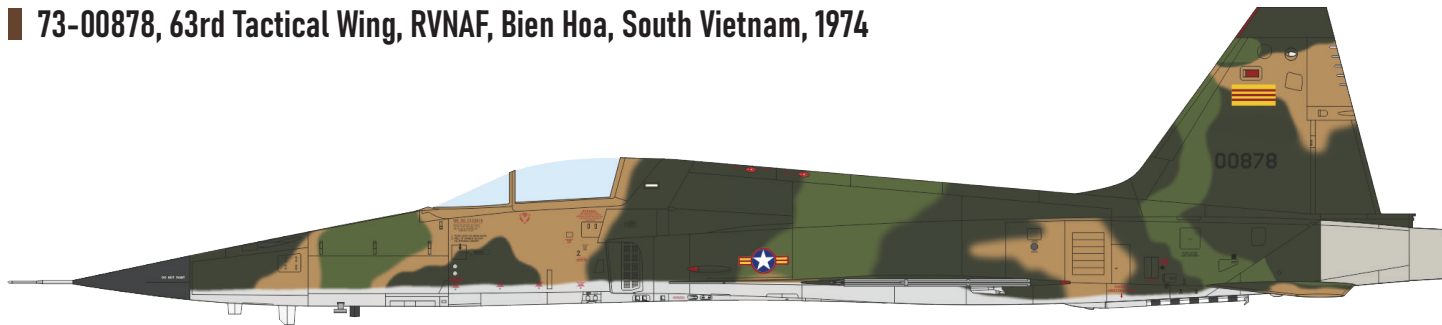
#11182

The Limited edition of the kit of the US supersonic light fighter F-5E in 1/48 scale.

- plastic parts: AFV Club
- marking options: 8
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels, RWR antennae

[Product page](#)


73-00878, 63rd Tactical Wing, RVNAF, Bien Hoa, South Vietnam, 1974



Apart of the "Skoshi Tiger" program, which during the Vietnam War represented the only USAF combat deployment with F-5A respectively with modified F-5C aircraft, the USAF never intended to use this type. However, the F-5A and later the F-5E were used extensively by the South Vietnamese Air Force, which adopted the aircraft

in the standard four-color SEA (South East Asia) camouflage scheme. The aircraft were used as strike aircraft, as the lack of radar limited the use of the F-5A for aerial combat. Only the delivery of upgraded F-5Es, which had already arrived at the end of the war, changed the situation. This aircraft was deployed by the South

Vietnamese Air Force from June 1974, and had flown 153 hours and 30 minutes by April 1975, when it was taken over by North Vietnamese forces at the end of the war. After being put out of operation for some time, it was used again from 1978 and in April 1981 it went to Czechoslovakia as a study example.

73-00878, Socialist Republic of Vietnam, Renovation for the Aviation Museum Kbely, Prague, Czech Republic, 2023

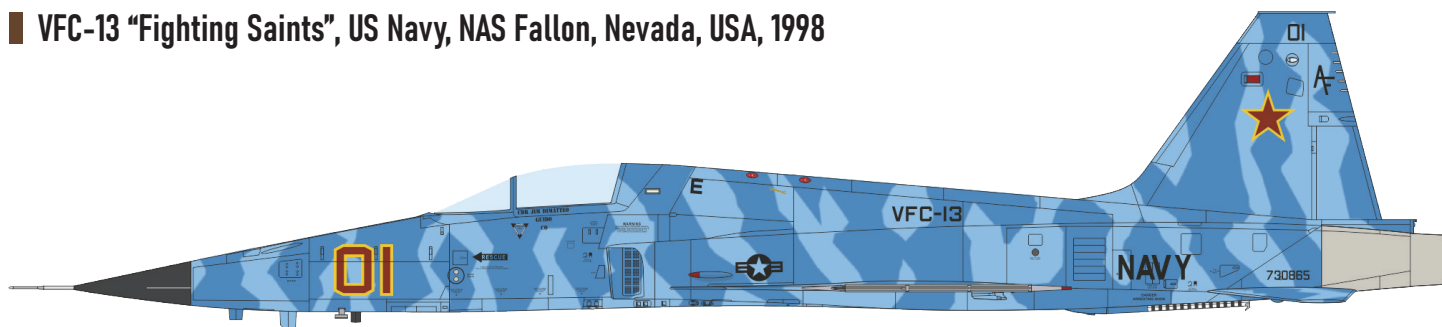


After the aircraft of serial number 73-00878 was delivered from Vietnam to Czechoslovakia in 1981. At the time, it had flown only 236 hours and 20 minutes. It was stationed at Aero Vodochody factory and kept in secrecy. There its design and systems were studied. It was gradually disassembled, and the individual components

were handed over to the relevant companies, including the armament and targeting systems. Later on, the largely incomplete airframe with only one engine was handed over to the Aviation Museum in Kbely, where it was put on display in an external exhibition, thus further deteriorating. Thanks to the efforts of the staff of the Kbely

Aviation Museum and the Česká aviatická (Czech Aviaton) company, Malešice Aircraft Repairs state-owned company, almost all important components were found and recovered, so the aircraft could be carefully restored to the condition in which it was received in 1981.

VFC-13 "Fighting Saints", US Navy, NAS Fallon, Nevada, USA, 1998



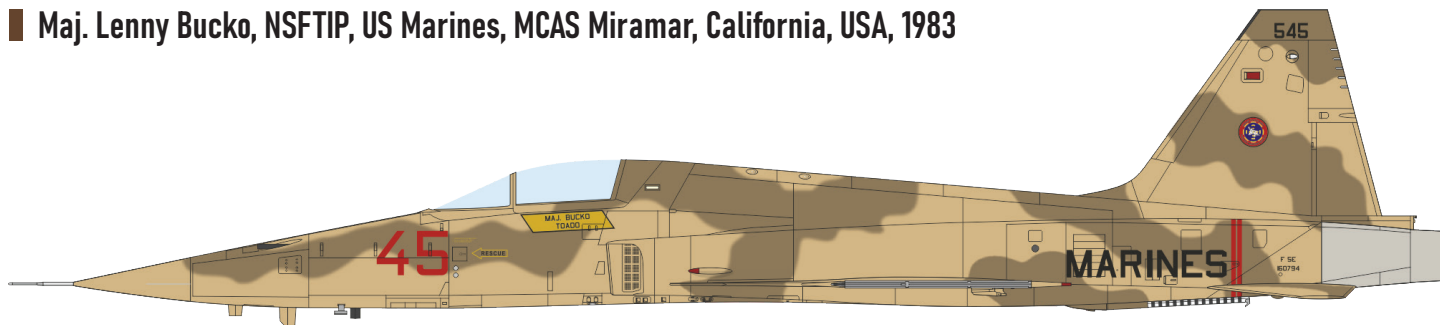
The unit was established on September 1, 1973, as VC-13 (Fleet Composite Squadron) during the reorganization of the Naval Air Reserve Force. Initially armed with the F-8 Crusaders, the squadron rearmed to the A-4 Skyhawks in 1974. It was then assigned to combat pilot training duties and moved to NAS Miramar, California, in February 1976. Redesignation to VFC-13 (Fighter Composite Squadron) occurred in April 1988, the

same year it also transitioned to A-4F aircraft, which it replaced with F/A-18As in August 1993. Just three years later, however, it replaced them with F-5Es and moved to Fallon AFB to take over the adversary role from VFA-45 and VFA-127 Squadrons. In December 2022, the squadron rearmed to the F-16C. The aircraft shown here flew in 1998 in a "Blue Scheme" consisting of two shades of blue to simulate the appearance

of modern Russian aircraft. This is also matched by the red stars on the vertical fin. The pilot is listed as Cdr Jim "Guido" DiMatteo, former commander of the adversary squadron in Top Gun and son of wartime pilot Dominic Dee DiMatteo, who flew Hellcats in VF-11 and subsequently Bearcats and Corsairs in the Korean War (he turned 100 in 2021).



■ Maj. Lenny Bucko, NSFTIP, US Marines, MCAS Miramar, California, USA, 1983



Naval Fighter Weapons School does not operate any standard squadron for the purpose of simulating adversary aircraft tactics. The aircraft used there are part of the Naval Strike and Air

Warfare Center based at NAS Fallon. The aircraft shown here, in desert camouflage, was flown by Maj. Lenny "Toado" Bucko in 1981, one of the combat instructors in the "Top Gun" program.

The vertical fin sported an emblem depicting a MiG-21 in a gunsight pattern.

■ 73-0897, 57th Fighter Weapons Wing, 65th Fighter Weapons Squadron, US Air Force, Nellis AFB, USA, 1981

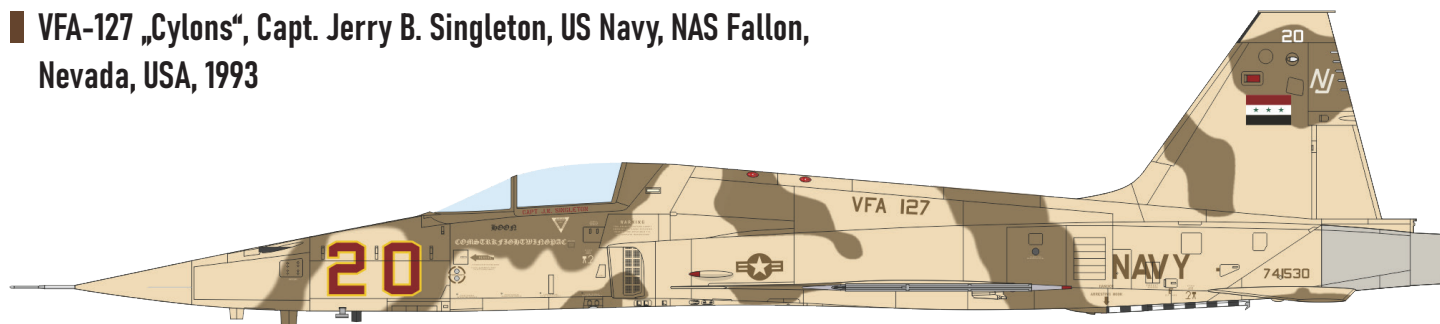


The U.S. Air Force developed a number of camouflage schemes during the use of the F-5E aircraft, which were given their own names. The aircraft shown here was the only one to carry the color scheme named "Frog". This scheme was

defined in an order dated February 27, 1980, and was intended to resemble the coloring of the Soviet frontline MiG-23s and MiG-27s. According to official sources, this scheme was never applied to any aircraft, but the 73-0897 was more

or less painted according to the aforementioned order. We are not sure about when it received this livery, but it was surely sporting these colors as late as February 14, 1981.

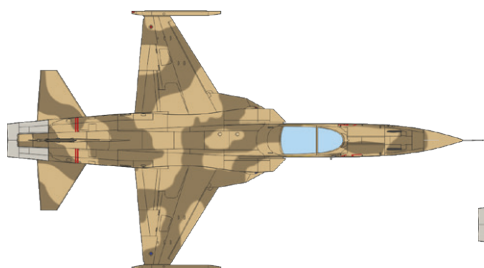
■ VFA-127 „Cylons“, Capt. Jerry B. Singleton, US Navy, NAS Fallon, Nevada, USA, 1993



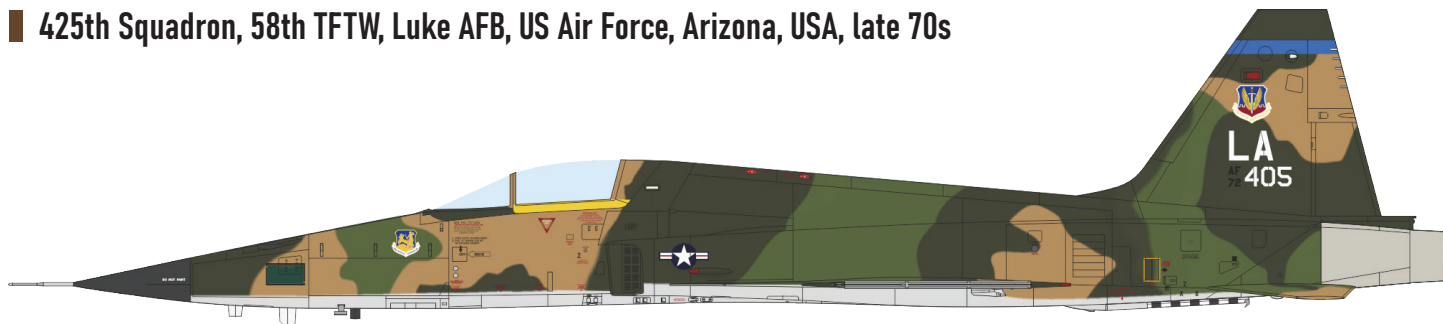
The original name of the VFA-127 was "Royal Blues". The unit used it until 1980, but with the transition to the adversary role it was changed to Cylons in 1981. The name comes from the Battlestar Galactica series (broadcast from 1980), where the Cylons represented intelligent robots hostile to human race, capable of taking

on human form. In June 1993, Capt. Jerry B. "Hook" Singleton, took the command of Strike Fighter Wing Pacific and it was the right of the holder of this high post to choose the aircraft he would fly. One of them was this F-5E, emblazoned under the cockpit on both sides of the fuselage with the inscription COMSTRKFIGHTWINGPAC. Singleton

died on August 13, 2014, at the age of 67 after a 30-year long career as a naval aviator. He was a true renaissance man, according to his memoirs. The aircraft he chose bore a desert camouflage scheme and Iraqi insignia, which was more than a hot topic shortly after the first Gulf War.



■ 425th Squadron, 58th TFTW, Luke AFB, US Air Force, Arizona, USA, late 70s

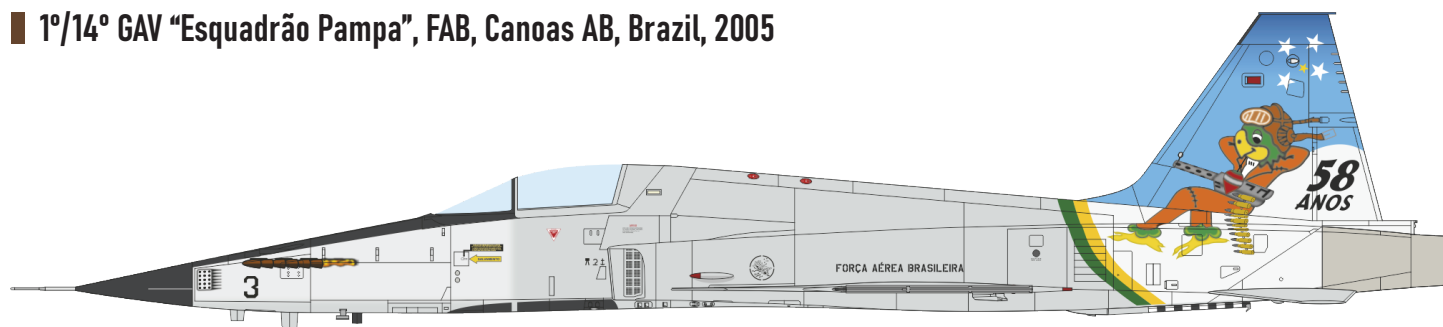


After the end of the Vietnam War, undelivered F-5Es remained in USA sporting the SEA camouflage consisting of two shades of green plus sand on upper surfaces and grey on the lower ones.

The aircraft were taken over by squadrons that served in the Aggressor role. Because the Americans sometimes called the Vietnamese by the unflattering term Gomers (slang for stupid fellows),

this marking was also given the Gomer Scheme designation. It was actually the first marking of the Aggressor F-5Es, though unlike subsequent ones, it did not represent any particular enemy.

■ 1º/14º GAV "Esquadrão Pampa", FAB, Canoas AB, Brazil, 2005

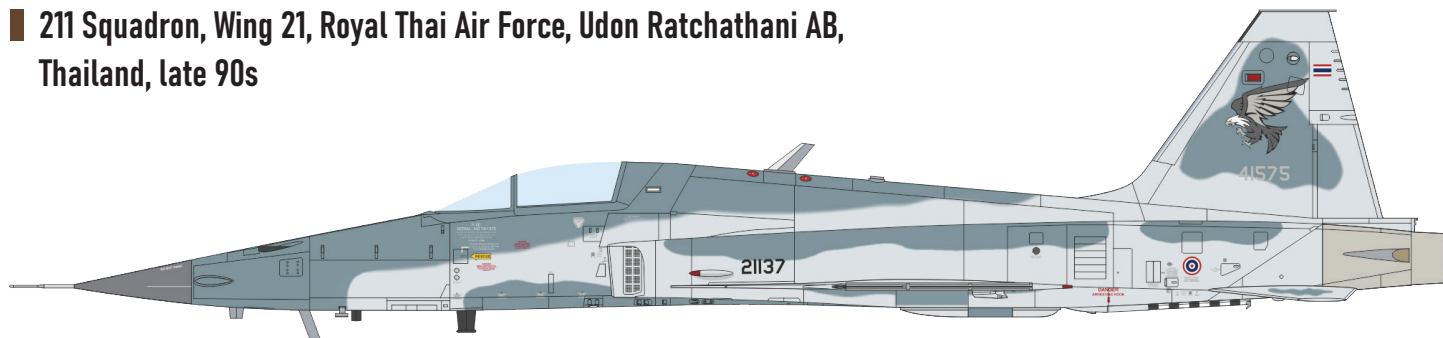


This aircraft was given this livery in 2005 as a celebration of the 58th anniversary of the Pampa Squadron of the 14th GAV (1st Squadron, 14th Air Group). In the beginning, the unit used P-40s of various versions, which is commemorated by the drawing of exhausts with flames flickering on the nose of the F-5E, as well as the grille, typical of the P-40 versions M and N. The parrot

with the .50 machine gun, whose drawing is a variation of the cartoon character José Carioca, created by Brazilian cartoonist José Carlos de Brito, is the note of the "old times". The motto "Já te atendo, tchê" can be translated as "I'll be right with you!" The unit received its first twelve F-5Es on November 26, 1976, after a one-year hiatus caused by the retirement of

the Thunderbird fighters. These aircraft were gradually replaced by a total of 22 F-5Es of the second delivery starting from October 13, 1988. In 2005, a portion of the F-5Es were significantly upgraded to the F-5M version. These aircraft are expected to remain in service beyond 2030.

■ 211 Squadron, Wing 21, Royal Thai Air Force, Udon Ratchathani AB, Thailand, late 90s



The Thai Air Force has been using F-5 aircraft the longest of all Asian operators (Indonesia, Malaysia, Singapore, South Korea and Taiwan are the others). The Royal Thai Air Force (RTAF) obtained their first F-5s in 1966 and it was part of a contract that allowed the presence of

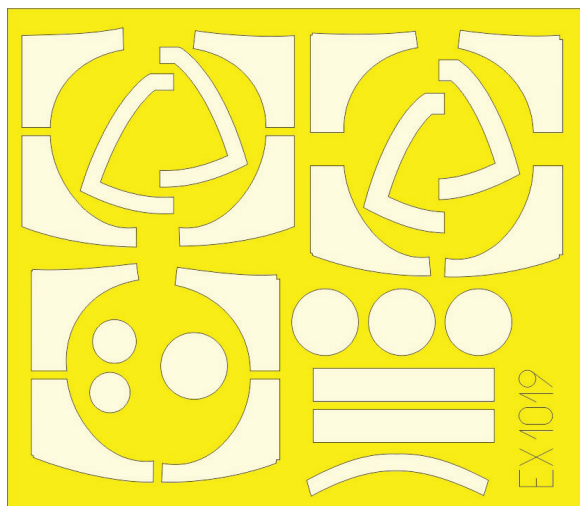
US forces in Thailand during the Vietnam War. These aircraft served with 13 Squadron, which subsequently became 103 Sqn. In 1978, the first of 35 F-5Es ordered were delivered. By the mid-1980s, half of the aircraft had undergone avionics upgrade. After F-16 deliveries began, the F-5Es

were gradually moved to the 211 Sqn, 701 Sqn and 904 Sqn, which serves as aggressors in the Thai Air Force. The aircraft carry the standard livery of two shades of blue-grey, with the avionics changes represented by different antennae. They are also equipped with the RWE sensors.

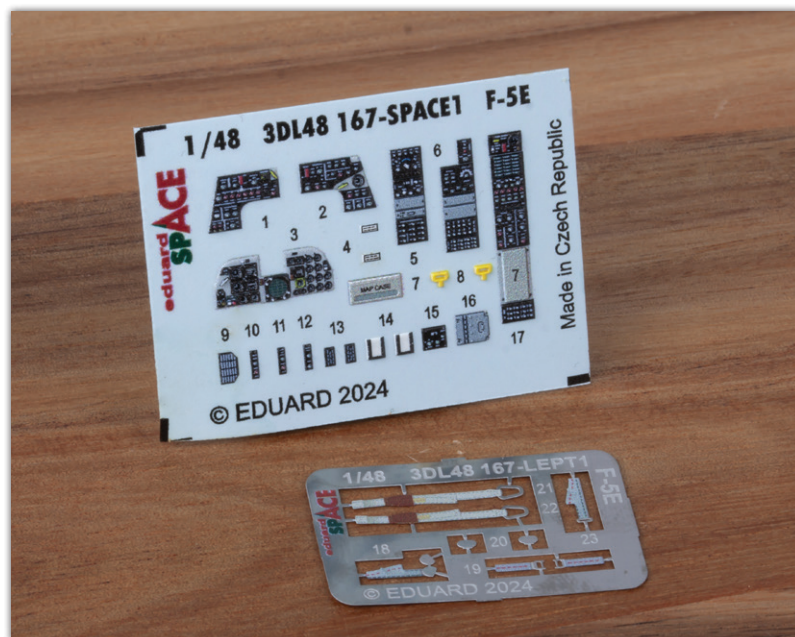


RECOMMENDED: FOR FREEDOM TIGER 1/48

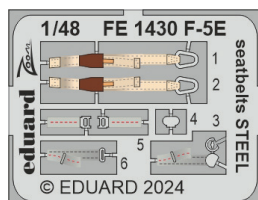
481132	F-5E upgrade set (PE-Set)
FE1430	F-5E seatbelts STEEL (PE-Set)
3DL48167	F-5E SPACE (3D Decal Set)
EX10919	F-5E TFace (Mask)



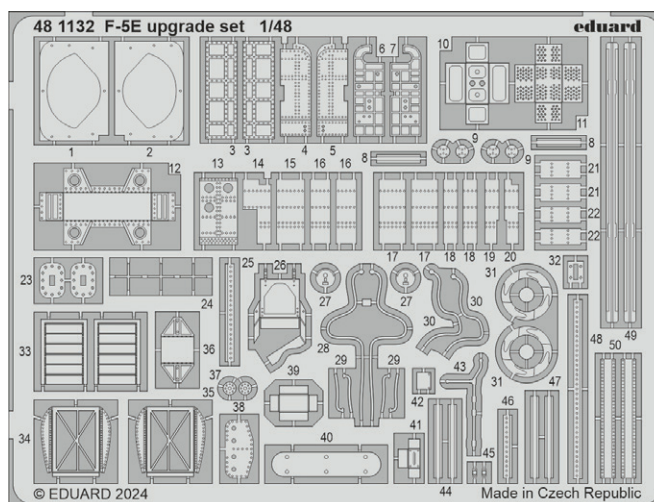
#EX10919



#3DL48167

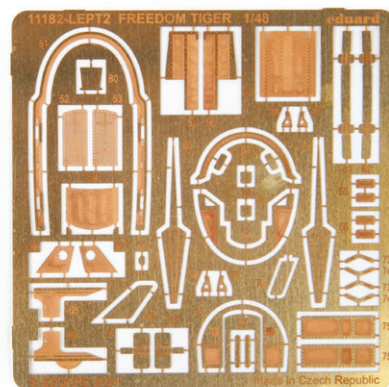
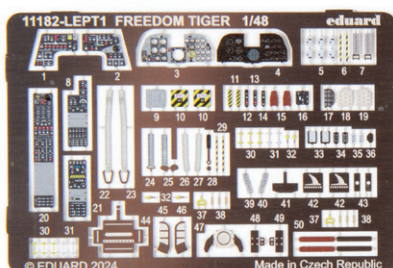


#FE1430



#481132

OVERLEPT #11182-LEPT1 Freedom Tiger PE-Set 1/48

[Product page](#)


Bf 109G-2

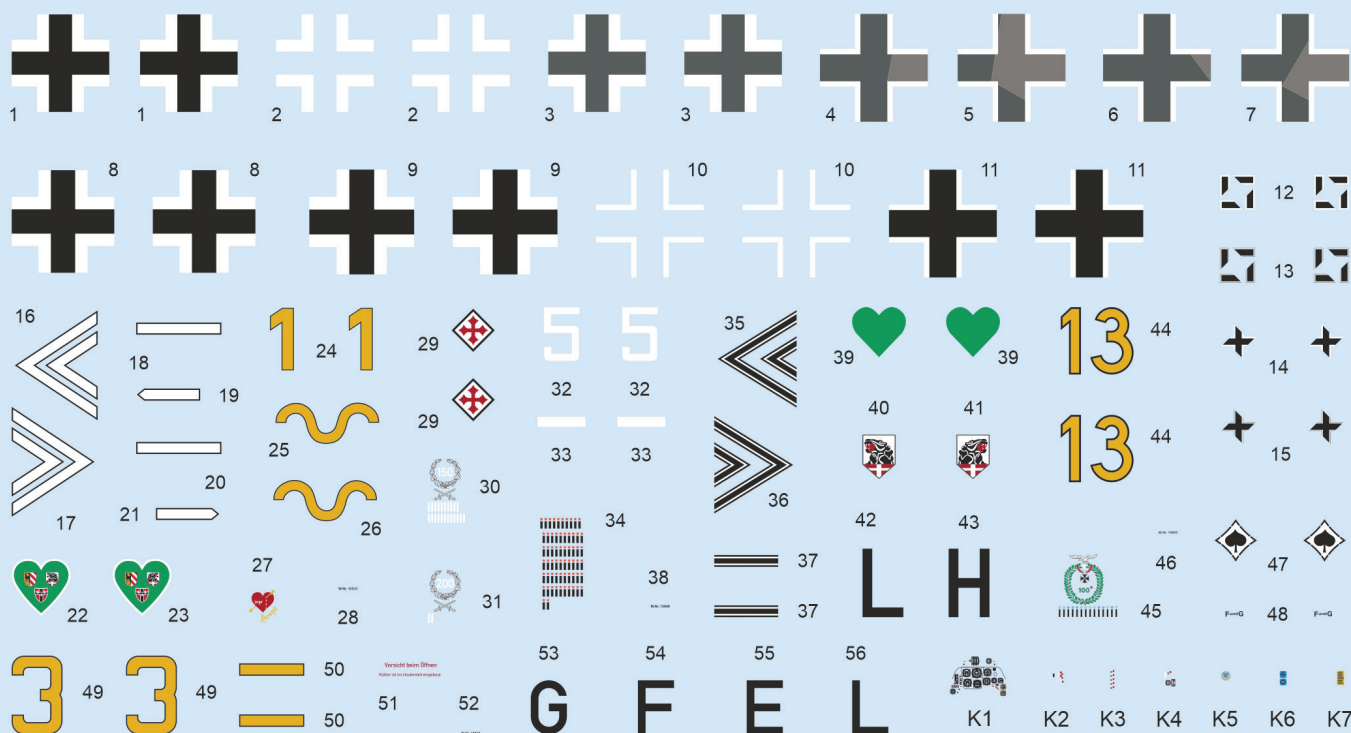
1/72

#70156

The ProfiPACK edition kit of the German WWII fighter plane Bf 109G-2 in 1/72 scale.

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

Product page

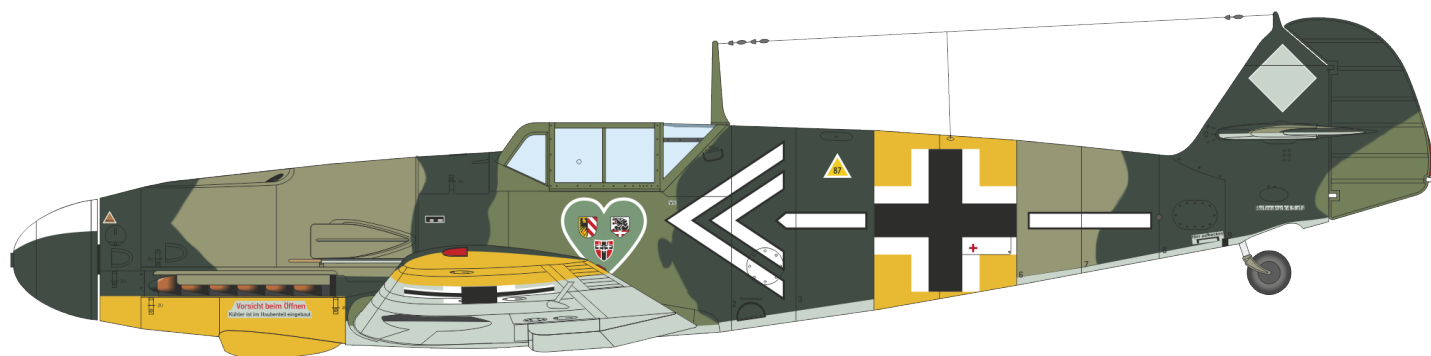


70156-OBT1 Bf 109G-2

Made in Czech Republic © 2024

eduard

■ Bf 109G-2, Maj. Johannes Trautloft, CO of JG 54, the Soviet Union, August 1942

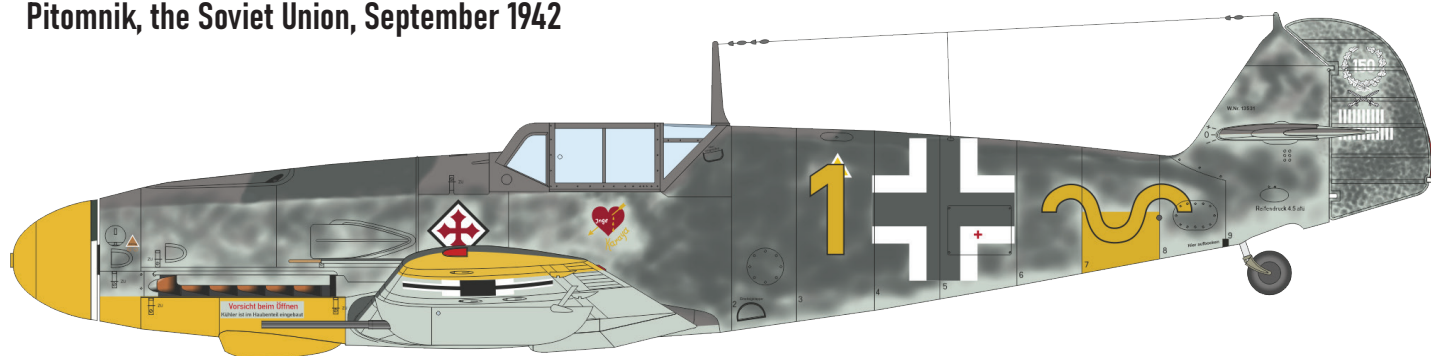


Hannes Trautloft started his combat career in the Spanish Civil War. He flew the Bf 109s and participated in the development of tactics for this fighter. He fought in the Polish campaign as well as in France and managed to achieve at least one victory in every campaign. On August 25, 1940, he assumed command of JG 54. He led this fighter unit through Operation Barbarossa, the

attack on the Soviet Union, and in subsequent combat til July 5, 1943. Trautloft was credited with 58 victories, and he was awarded the Knight's Cross on July 27, 1941. His personal aircraft sported a non-standard camouflage scheme. It is not clear which colors were used by JG 54 during its deployment to the Soviet Union. One theory supported the notion that the scheme consisted

of RLM 70, 02 and 76. The "middle green" color was mixed from RLM70 and RLM02 shades. Note the remnants of RLM 76 color around the swastika. This aircraft was equipped with pressurized canopy, typical for G-1 or G-3 versions. Some of the stencils, including the "Do Not Walk" lines, were covered by tape prior to overspray and so they stayed visible.

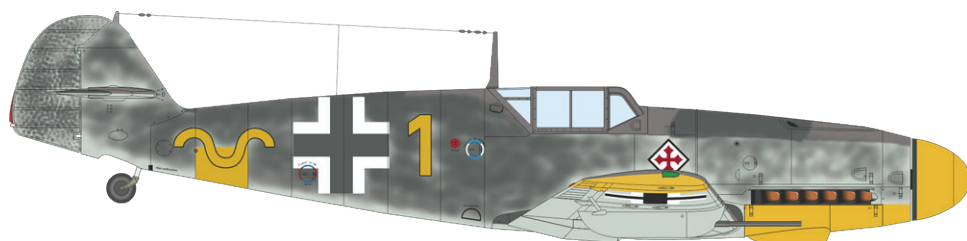
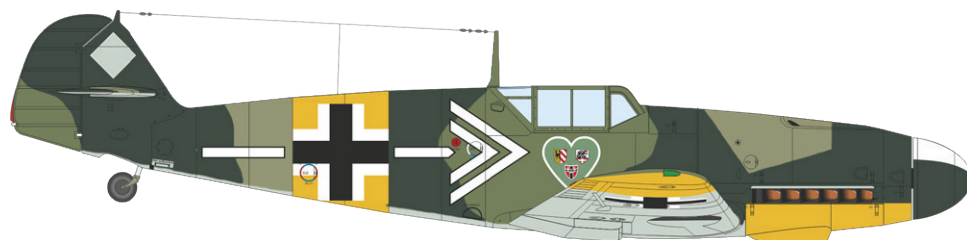
■ Bf 109G-2/R6, WNr. 13531, Hptm. Hermann Graf, CO of 9./JG 52, Pitomnik, the Soviet Union, September 1942



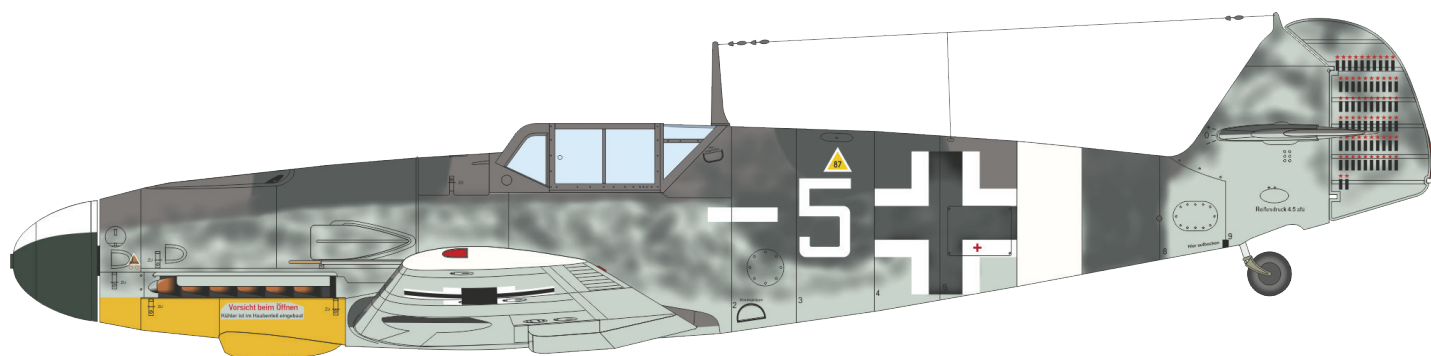
Hermann Anton Graf was born on October 24, 1912. He trained as a locksmith and was a keen footballer in his youth. Later he took up gliding and was drafted into the army in 1939. He served with JG 51 from July 1939 and was a fighter instructor in the first half of 1940. In July 1940 he was assigned to 9./JG 52 and took part in the fighting over Greece and Crete in April 1941. He achieved his first aerial victory on August 4, 1941, near Kyiv and things began to change. In January 1942, Graf received

Ritterkreuz for his 45th victory and in March he became CO of 9./JG 52, the so-called "Karaya Staffel". He achieved his 100th victory on May 14, 1942, shot down his 150th enemy on September 4, and on September 26 became the first German fighter to surpass the 200 victory mark. For these accomplishments he received the Brillants to the Knight's Cross with Oak Leaves and Swords. He later commanded units of the Erg. Gr. Ost, JG 50, JG 1, JG 11 and JG 52. He was handed over to

the Soviets by American forces after the surrender and returned from captivity in December 1949. The aircraft WNr. 13531, manufactured at the WNF factory, had darkened paint scheme on the fuselage, probably with the use of RLM 70 color. The left side of the rudder showed the symbols of the kills. Decal sheet provides two options. The rudder with 172 kills, which bears a dull camouflage or rudder with light spots in the RLM 76 colour and 202 kill marks.



■ Bf 109G-2, Fw. Anton Hafner, 4./JG 51, El Aouina, Tunis, December 1942

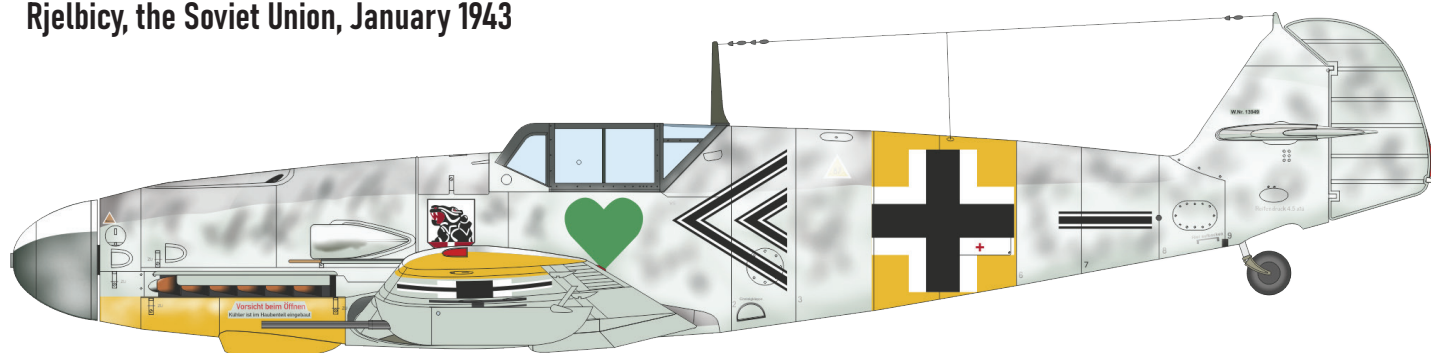


Anton Hafner was born on June 2, 1918, in Erbach near Ulm. In 1940 he successfully completed his fighter pilot training. After the training he joined JG 51 and remained with this unit for the rest of his fighter pilot career. On August 22, 1942, he shot down his 60th enemy, which brought him the Knight's Cross – he received it the next day. At the beginning of November 1942, the II. Gruppe JG 51 moved from the Eastern Front to Africa. On January 2, 1943, Anton Hafner was shot down.

He survived and upon his return from hospital he joined the Stabstaffel JG 51. On May 15, 1944, he overtook the command of 8./JG 51. On October 17, 1944, Oblt. Anton Hafner, the bearer of the Knight's Cross with Oak Leaves, shot down his 204th enemy, the Soviet Yak-7 aircraft. During the battle, while performing a low flight with his Messerschmitt Bf 109G-6, he hit a tree and died in the crash. The aircraft of the II. Gruppe JG 51 moved to Africa from the Eastern Front and

were camouflaged with RLM 74/75/76 colors. The yellow identification elements marking the aircraft operating in the Eastern Front were repainted and substituted by white complements on the wingtips and on the tail of the fuselage. The rudder was adorned with the sign representing the number of Anton Hafner's victories. Ahead of the fuselage number there was an irregularity – a white horizontal band marking the aircraft of the II. Gruppe.

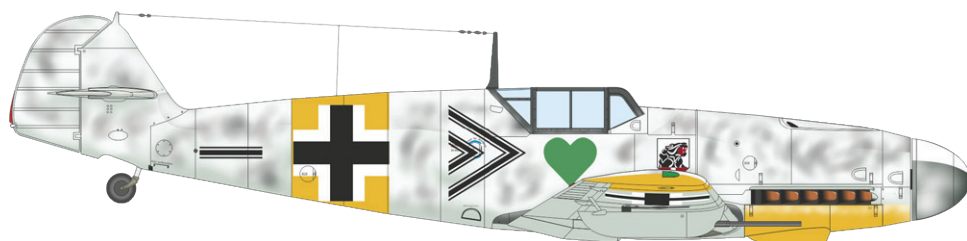
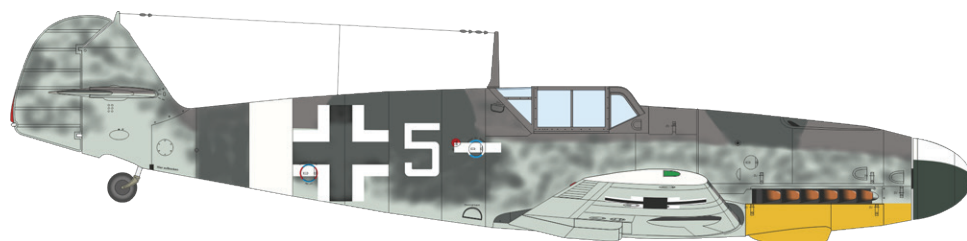
■ Bf 109G-2/R6, WNr. 13949, Maj. Hans Hahn, CO of II./JG 54, Rjelbicy, the Soviet Union, January 1943



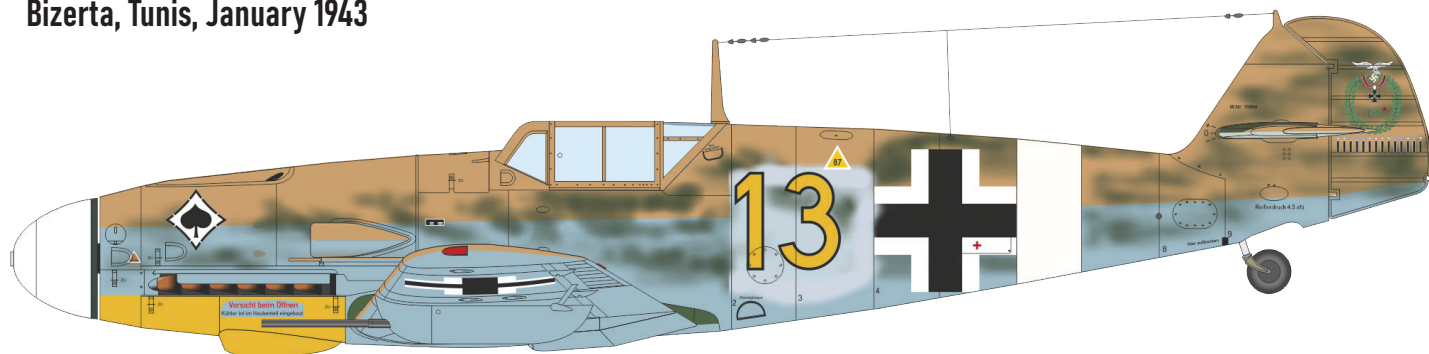
Hans Hahn, a fighter ace and a holder of the Knight's Cross with Oak Leaves, held a list of command positions throughout his career. From December 1939 he commanded 4./JG 2 and from October 29, 1940, he led III./JG 2. Starting on November 1, 1942, he took over command of II./JG 54, and led this Gruppe until February 21, 1943, when he was shot down and taken prisoner by the Soviets. He wasn't freed until 1950. At the

time of his capture, he had attained 108 kills, 66 of them were achieved on the Western Front. According to Russian sources, "Assi" Hahn was shot down by Soviet ace Lt. P. Grazhdaninov. Hahn himself noted that after shooting down a La-5, he was hit in the port wing and suffering an overheated engine, he was forced to land behind Soviet lines, where he was captured. His aircraft was oversprayed in white on the upper and side

surfaces to better suit the winter conditions. Double chevron and the horizontal bar on the rear fuselage was the CO marking of II. Gruppe, and this Group's unit emblem appeared below the windscreen. The JG 54's Green Heart (Grünherz) marking is also present. The spinner and the lower sides of the engine cowl were lightly sprayed over in white. Hahn's aircraft was part of an exhibition of captured machines in Moscow.



■ Bf 109G-2/R6/Trop, WNr. 10805, Lt. Wilhelm Crinius, 3./JG 53,
Bizerta, Tunis, January 1943

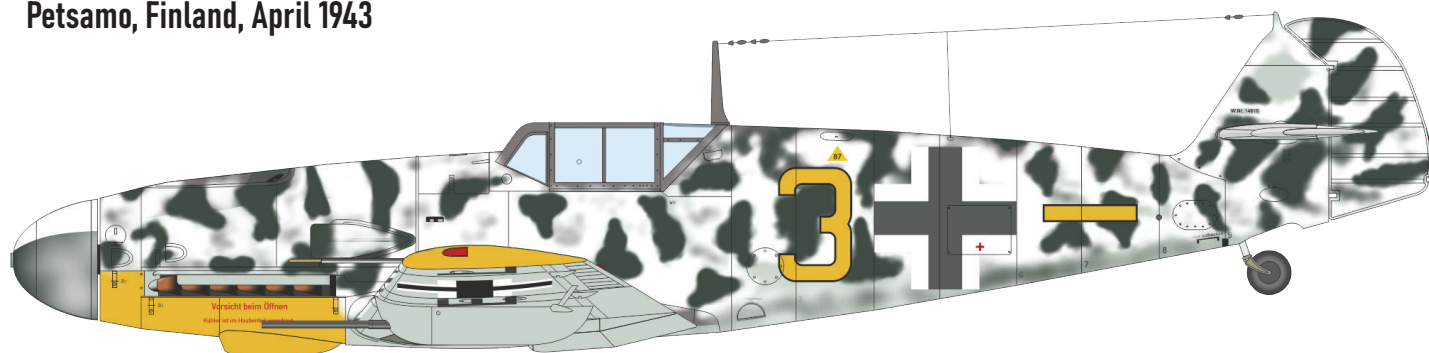


A native to Hohenhausen, Wilhelm Crinius joined Luftwaffe in January 1940. After his fighter pilot training in February 1942, he joined 3. Staffel JG 53 and fought in Malta, in the Eastern Front and in the North Africa. On September 23, 1942, he was awarded Knight's Cross with Oak Leaves for shooting down 100 enemy aircraft. Till January 8, 1943, he added 14 more shot downs. On January 13, though, the fortune had changed her mind.

His aircraft was hit during the battle with Spitfires near El Kala. Crinius suffered thigh injury and due to the engine fire he was forced to perform a water landing. The next day fishermen saved him. After recovery he was sent to the POW camp. After the World War Two came to an end, he worked as a CEO of German subsidiary of Phillips, later as a chairman of the board of Ernst Düllmann GmbH. In 1989 he ran as a candidate

of Deutsche Volkspartei party for European Parliament. He died on April 26, 1997, in Stuhr, Lower Saxony. Crinius' "Gustav" was camouflaged in RLM 78/79 shades and sported patches and patterns painted in RLM 80. Underneath the fuselage number there was repaint of the previous marking visible, most likely by RLM 78. The rudder sported the painting of the Knight's Cross accompanied by the victory marks.

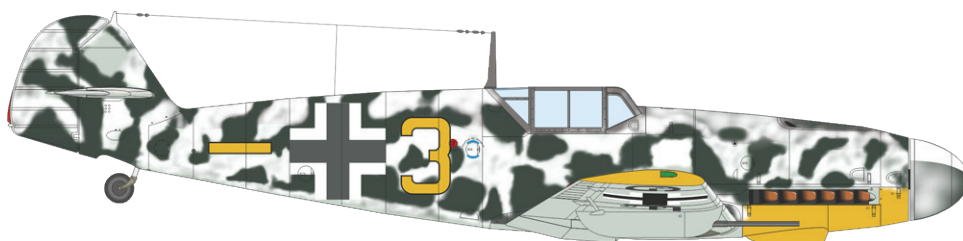
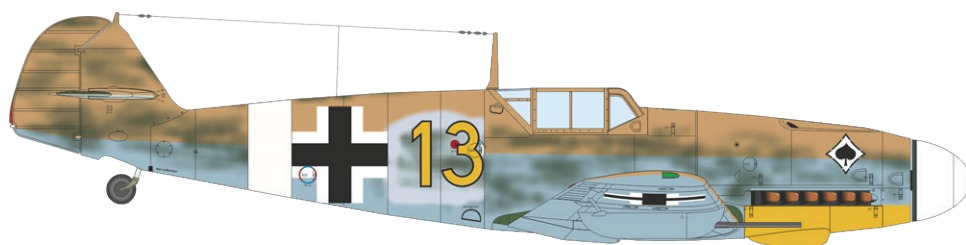
■ Bf 109G-2/R6, WNr. 14810, Ofw. Rudolf Müller, 6./JG 5,
Petsamo, Finland, April 1943



Rudolf "Rudi" Müller was born on November 21, 1920, in Frankfurt am Main. During 1940, he underwent pilot training and was assigned to 1./JG 77 in August 1941. He scored his first kill on September 12, 1941, his victim was a Soviet I-16. In February 1942 he shot down two RAF bombers off Norwegian coast. On March 21, 1942, the 6./JG 5 was formed from Müller's Staffel and the number

of his victories over Soviet pilots was steadily rising during this time. Encounters took place during Luftwaffe attacks on convoys to and from Murmansk and during multiple combats with Soviet forces in the area of the Vayenga airfield or over the base of the JG 5 at Petsamo-Luostari. Rudolf Müller was awarded the Knight's Cross on June 19, 1942, after achieving 46 victories.

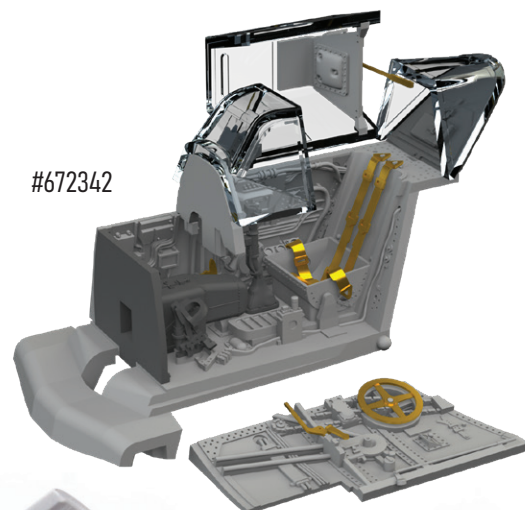
In a dogfight with the Hurricanes of the 609 IAP, he was shot down on April 19, 1943, on Soviet territory, tried to escape with the help of winter gear, but was eventually captured. On October 21, 1943, he was shot while attempting to escape from a prison camp.



Recommended: for Bf 109G-2 1/72

672321	Bf 109F/G external fuel tanks (Brassin)
672323	Bf 109F/G wheels bays angular PRINT (Brassin)
672325	Bf 109F/G exhaust stacks PRINT (Brassin)
672326	Bf 109F/G/K gun pods PRINT (Brassin)
672329	Bf 109 balance weights PRINT (Brassin)
672338	Bf 109G undercarriage legs BRONZE (Brassin)
672339	Bf 109G-2/G-4 gun barrels PRINT (Brassin)
672340	Bf 109G-2/G-4 wheels for plain wings PRINT (Brassin)
672341	Bf 109G-2/G-4 wheels for bulged wings PRINT (Brassin)
672342	Bf 109G-2 cockpit PRINT (Brassin)
672344	Bf 109G radio compartment PRINT (Brassin)
672346	Bf 109G propeller PRINT (Brassin)

#672342



#672338



OVERTREES

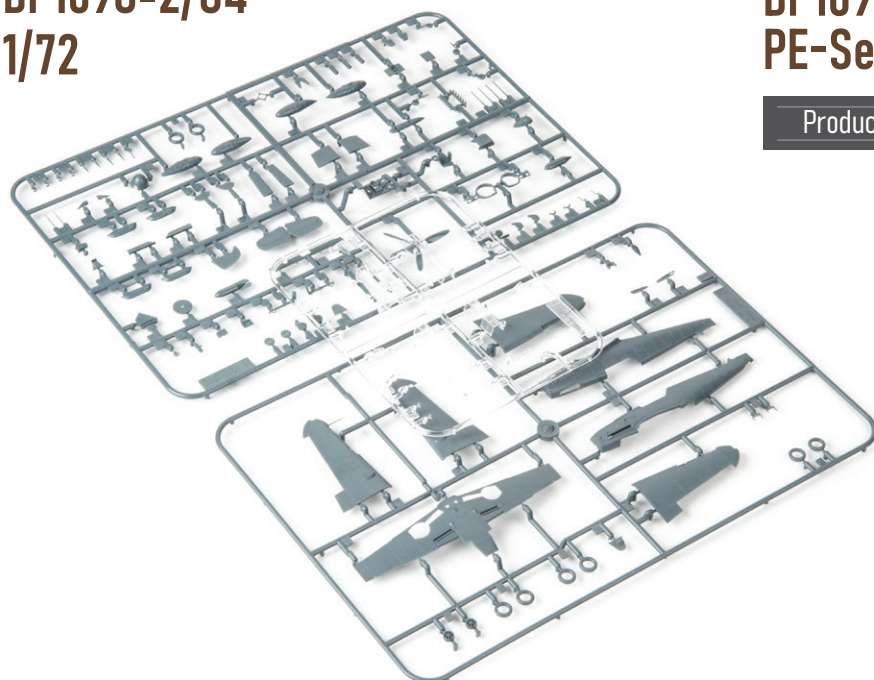
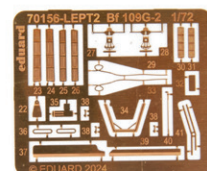
#70156X
Bf 109G-2/G4
1/72

Product page

OVERLEPT

#70156-LEPT1
Bf 109G-2
PE-Set 1/72

Product page



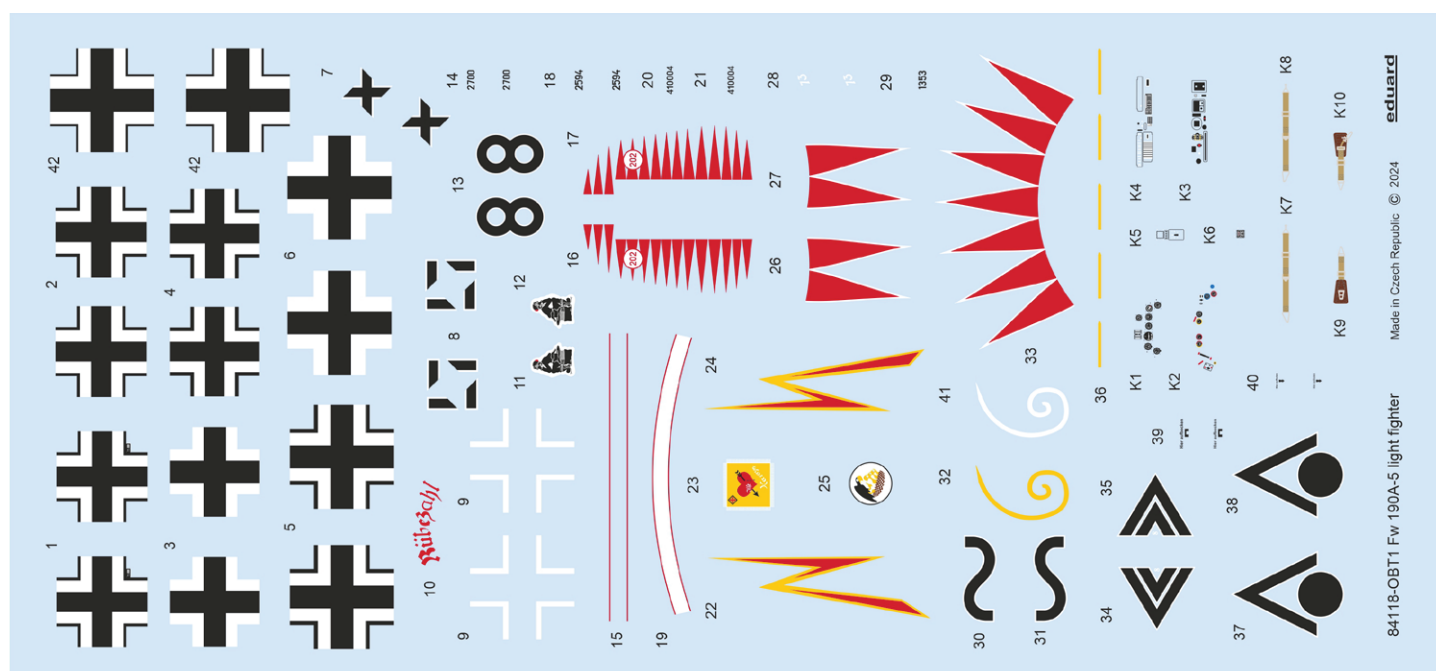
Fw 190A-5 light fighter

1/48

#84118

The Weekend edition kit of German WWII fighter aircraft Fw 190A-5 in 1/48 scale. The kit offers Fw 190A-5s armed with two cannons in the wings.

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

[Product page](#)


■ Fw 190A-5, WNr. 2700, 2./JG 11, Husum, Germany, August 1943

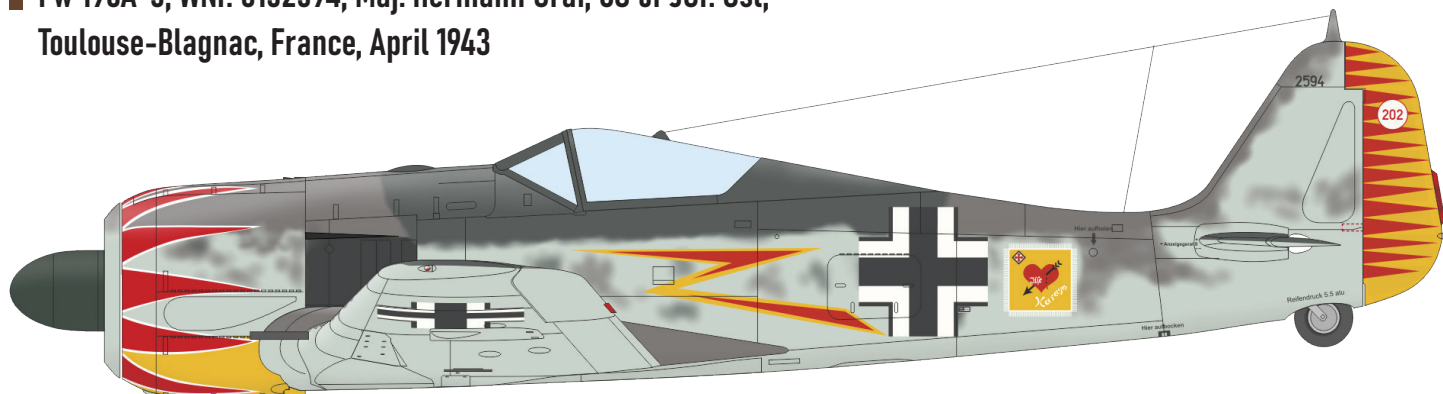


Fighter unit 2./JG 11 was formed on April 1, 1943, from 8./JG 1. Its first commander was Hptm. Emil Rudolf Schnoor but in May the command was taken over by Oblt. Heinz Grosser. The first base of the unit was Husum airfield in northern Germany. The mission was to defend the cities of Hamburg and Hannover from American bombing raids. Members of the 2./JG 11 were engaged in dogfights with B-17s, which at the time flew

without fighter escort. This later changed and the missions were flown under the protection provided by P-47s and P-51s. We have been unable to trace who flew the Fw 190A-5 WNr. 2700. She was 60 % damaged on August 12 during an emergency landing at Friedrichstadt due to a technical failure. The black 8 aircraft in standard RLM 74/75/76 camouflage had the 2./JG 11 emblem on both sides of the nose.

On the left side of the fuselage under the front plate it has a red inscription Rübezahl (spirit of Giant Mountains on Czech-Silesian border). It is possible the pilot originated from this region (Krkonoše in Czech, Riesengebirge in German) and this was his way to express the relation to the homeland. In front of the tail surfaces there was a white stripe with red edging, which was the color of 2. Staffel.

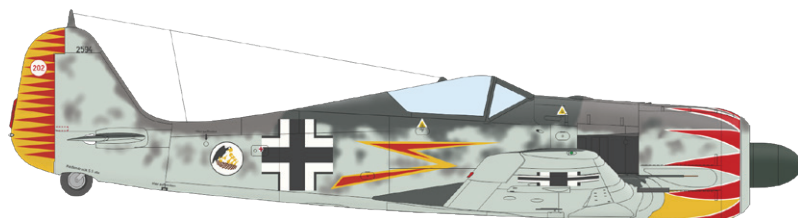
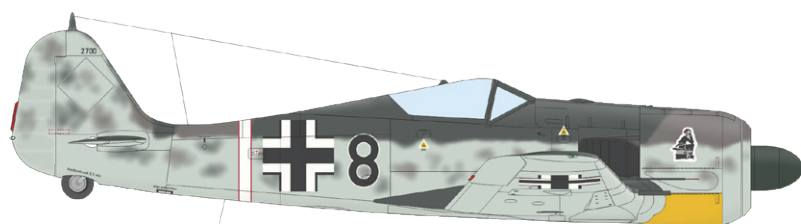
■ Fw 190A-5, WNr. 0152594, Maj. Hermann Graf, CO of JGr. Ost, Toulouse-Blagnac, France, April 1943



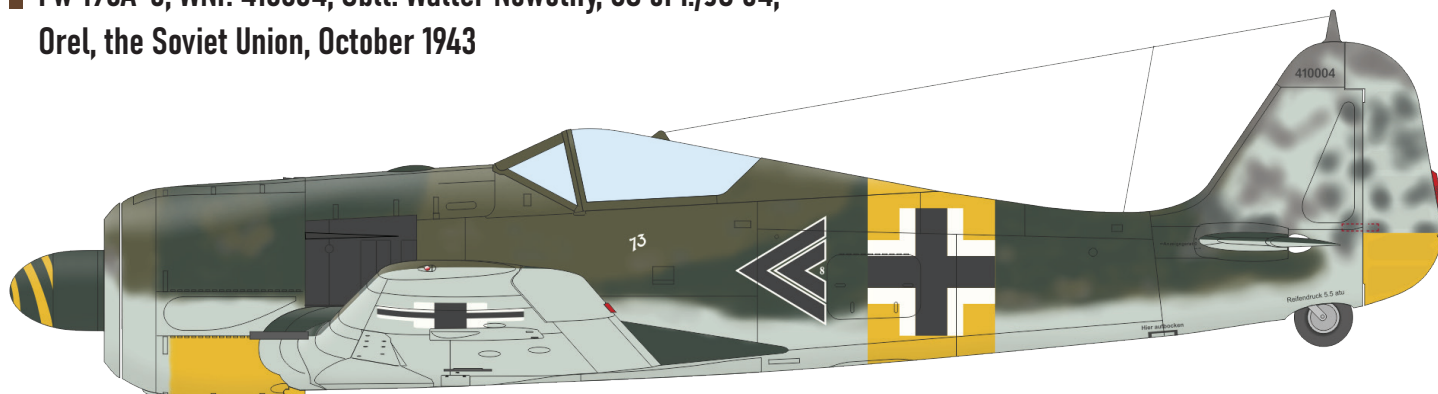
Hermann Graf, although flying with the Luftwaffe already from the start of the Second World War, didn't fly combat missions until operations over Crete. His first victories were achieved over the plains of the Soviet Union with JG 52. He was very successful and in the space of thirteen months he would amass 202 kills over Soviet aircraft. On September 16, 1942, he was awarded Germany's highest honor, the Knight's Cross with Oak Leaves, Swords and Diamonds. After that,

he was withdrawn from combat and made CO of the training unit JGr. Ost. After a short stint with JG 50, he was made CO of JG 1 in October 1943 and on November 11, 1943, took over command of JG 11. He stepped into the same role with his former JG 52 on October 1, 1944, which he would lead up to the end of the war. After the war, the Americans handed him over to the Soviets, who would not release him until December 25, 1949. Hermann Graf died on November 4, 1988,

in Engen. Hermann Graf flew two aircraft while serving with JGr. Ost, an Fw 190A-4 and an Fw 190A-5. The aircraft carried a red tulip motif on the yellow engine cowl, with a similar design being carried on the rudder with a scoreboard of his kills. Graf's personal marking appeared on the rear fuselage on the left side, while the unit badge of an eagle teaching its young to fly appeared on the right side.



■ Fw 190A-5, WNr. 410004, Oblt. Walter Nowotny, CO of I./JG 54, Orel, the Soviet Union, October 1943

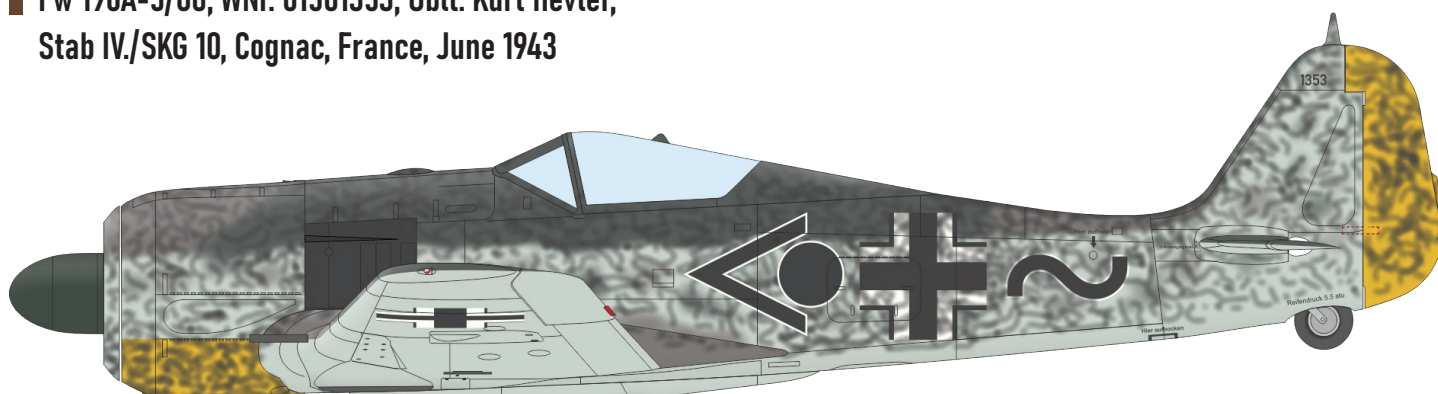


A German fighter pilot of Austrian origin and a native of Gmünd situated near the border with Czechoslovakia, Walter "Nowi" Nowotny was a holder of the Knight's Cross with Oak Leaves, Swords and Diamonds, and shot down 258 enemy aircraft over the course of 442 combat sorties.

He was killed in an Me 262 Schwalbe in combat with American escort fighters near an airfield at Hesepe on November 8, 1944. "Nowi's" aircraft got a non-standard camouflage consisting of two shades of dark green, most likely RLM 70 and RLM 71. The yellow wingtips of the

undersides and yellow band round the fuselage identified the aircraft flying in the Eastern Front. The JG 54 aircraft bore yellow band on the fuselage, underneath the fuselage crosses, and bottom part of the rudder was painted yellow as well.

■ Fw 190A-5/U8, WNr. 01501353, Oblt. Kurt Hevler, Stab IV./SKG 10, Cognac, France, June 1943



On June 4, 1943, eighteen Fw 190s from IV./SKG 10 with bombs under their racks headed towards the city of Eastbourne. The aircraft carrying Gruppenadjutant markings was hit by anti-aircraft fire and turned back home. However, the damaged engine could not supply the necessary power and the pilot attempted the emergency landing. That ended in the crash nearby the town of Normans Bay which Oblt. Hevler did not

survive. According to the period description of the crashed aircraft yellow rudder and bottom of the engine cowling were oversprayed in the black irregular stripes. Kurt Hevler was born on July 21, 1917, in Prague. The family later apparently lived in Germany, because already in August 1939 he had the rank of Leutnant and from September of the same year he served in the 10./JG 26. In the spring of 1940 he fought in the ranks of the

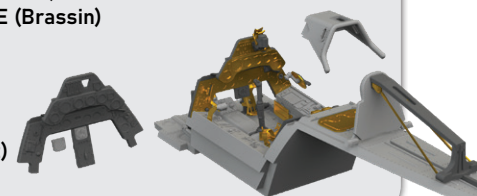
5.(J)/Tr.Gr. 186 and on May 10 shot down a Dutch Fokker D.XXI near De Kooi. From 1940 to 1943 he flew with 7./JG 77 and JG 27. From February 1943 he was a fighter-bomber instructor with Erg. JGr. Süd. He was posthumously promoted to the rank of Hauptmann on July 1, 1943. He is buried at Cannock Chase.

Recommended: for Fw 190A-5 light fighter 1/48

48949 Fw 190A-5 (PE-Set)
48950 Fw 190A-5 landing flaps (PE-Set)
FE863 Fw 190A seatbelts STEEL (Brassin)
644002 Fw 190A-5 LööK (Brassin)
648152 Fw 190 wheels early (Brassin)
648373 Fw 190A Pitot tubes early (Brassin)
648381 Fw 190A exhaust stacks (Brassin)
648390 Fw 190A-5 cockpit (Brassin)
648391 Fw 190A-5 engine (Brassin)

648392 Fw 190A-5 fuselage guns (Brassin)
648408 Fw 190A-5 engine & fuselage guns (Brassin)
648436 Fw 190A-5 undercarriage legs BRONZE (Brassin)
SIN64843 Fw 190A-5 ADVANCED (Brassin)
SIN64851 Fw 190A-5 ESSENTIAL (Brassin)
3DL48047 Fw 190A-5 SPACE (3D Decal Set)
D48029 Fw 190 A stencils (Decal Set)
D48039 Fw 190A-5 national insignia (Decal Set)
EX724 Fw 190A-5 TFace (Mask)

#648390



Spitfire Mk.IXc late version

1/48

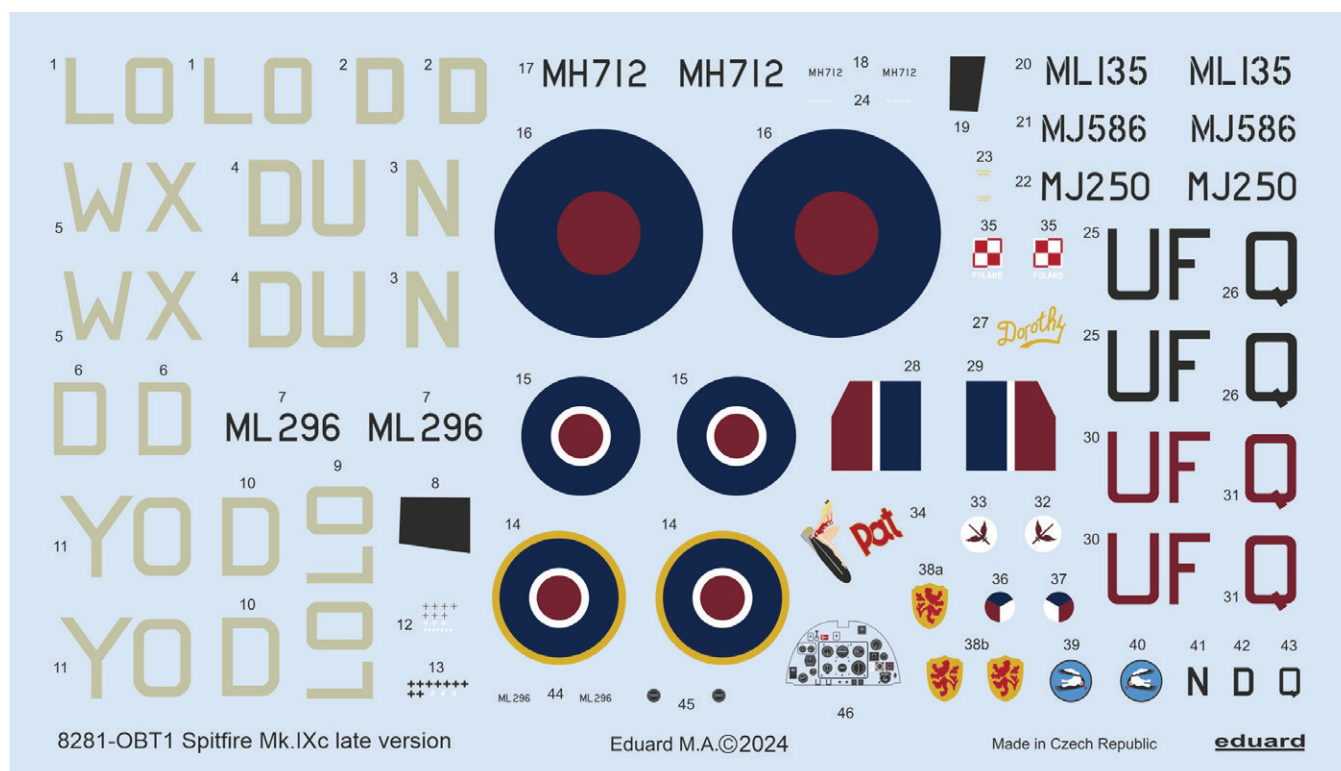
#8281

The ProfiPACK edition kit of the British WWII fighter aircraft Spitfire Mk.IXc late version in 1/48 scale.

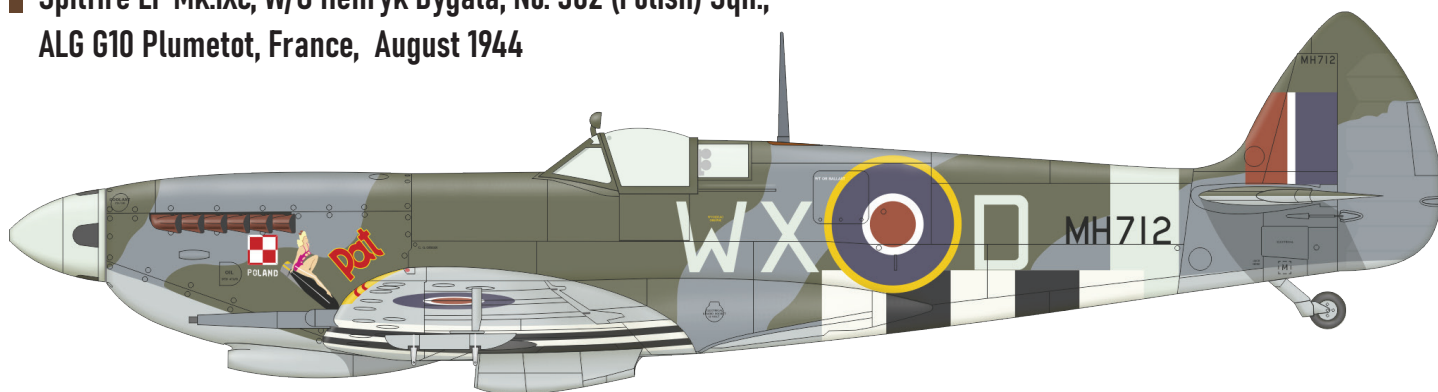
Re-release

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

Product page



■ Spitfire LF Mk.IXc, W/O Henryk Dygala, No. 302 (Polish) Sqn., ALG G10 Plumetot, France, August 1944

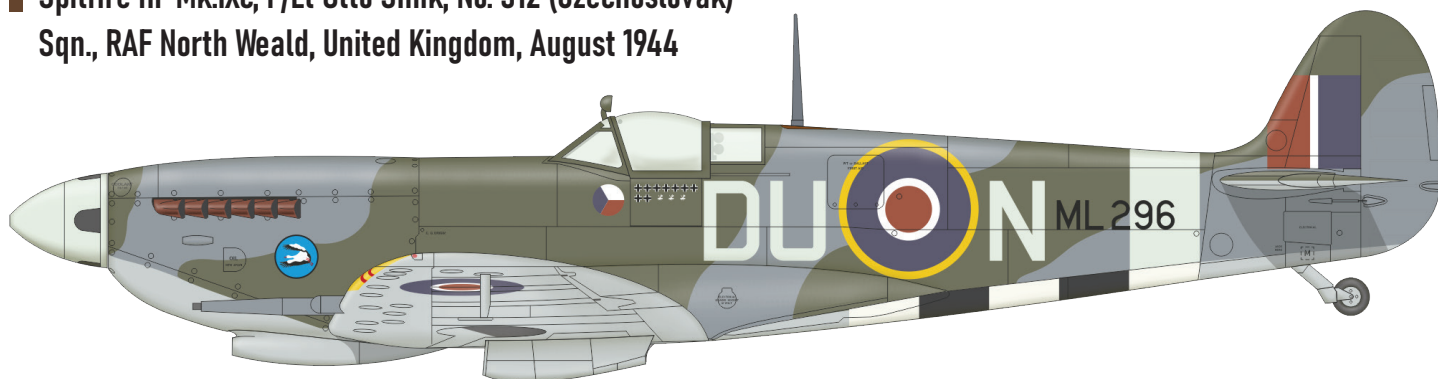


The No. 302 (Polish) Squadron was one of the units that participated in the invasion of Normandy in June 1944. The D-Day Invasion Stripes painted on the bottom of the fuselage and wings indicated

it as well. This aircraft was equipped with wing racks for 250lb bombs. The pointed rudder was freshly painted and so the colors appeared darker than on the rest of the aircraft. Nose art paintings

were not common within the RAF, so this one, the girl sitting on the bomb, is one of exceptions. The Polish stencil right of the cockpit door "Wycierac obuwie" means "Wipe your shoes".

■ Spitfire HF Mk.IXc, F/Lt Otto Smik, No. 312 (Czechoslovak) Sqn., RAF North Weald, United Kingdom, August 1944

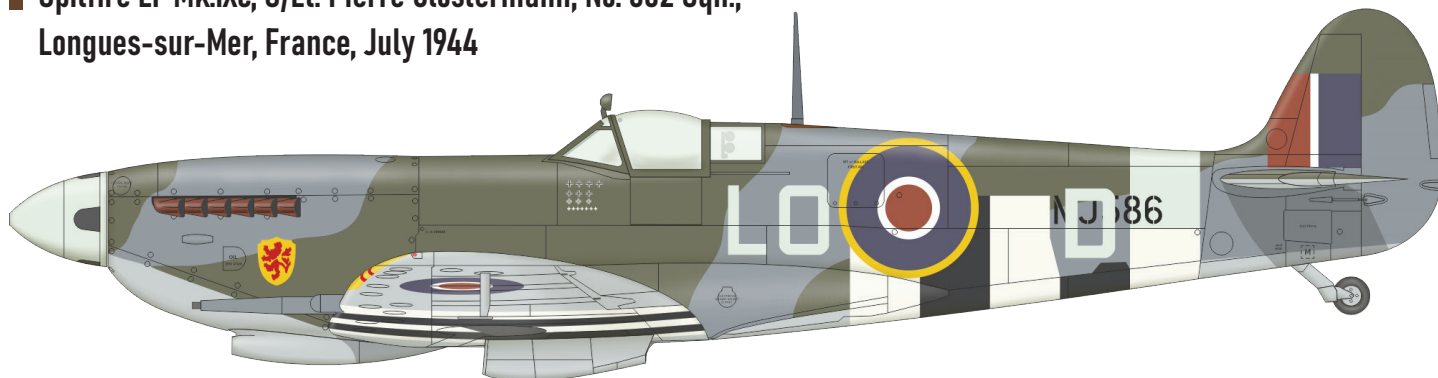


This Spitfire was flown by F/Lt Otto Smik, the CO of B Flight of No. 312 (Czechoslovak) Squadron. On the cockpit door 8.5 confirmed aircraft plus three V-1 kill marks were painted as his personal score of that time. Smik was flying this Spitfire during July and August on strafing missions over occupied Europe. He was shot down by

AA fire during an attack on Gilze-Rijen Air Base but survived and with the help of the Dutch resistance, he returned to Great Britain. Smik met his fate on November 28, 1944, when he was killed during attack on the Zwolle railway station. The camouflage and marking of this Spitfire were typical for No. 312 (Czechoslovak) Sqn. with the

unit badge painted on both sides of the cowling. Available photos do not reveal the type of the rudder. The MJ296 could have had either the rounded or pointed type.

■ Spitfire LF Mk.IXc, S/Lt. Pierre Clostermann, No. 602 Sqn., Longues-sur-Mer, France, July 1944

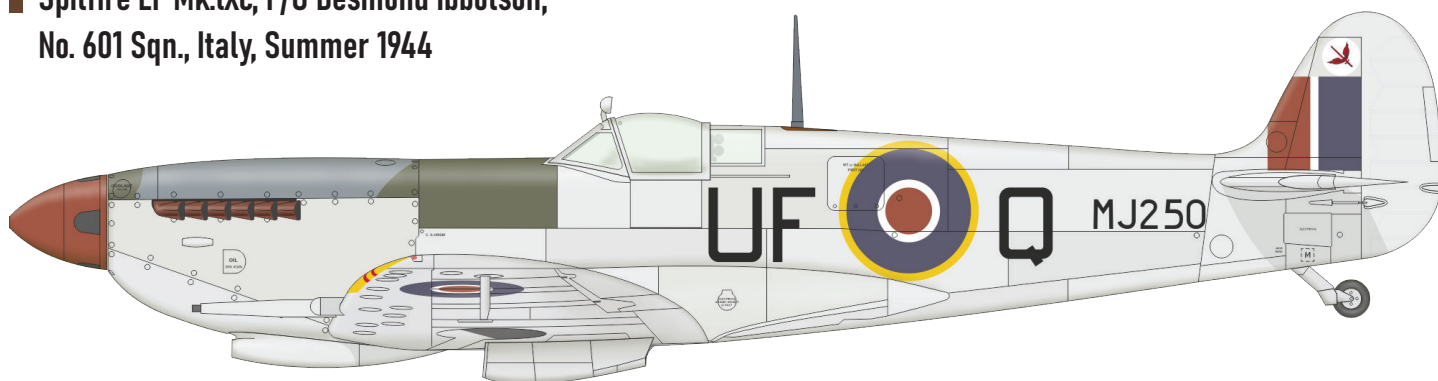


Pierre Clostermann, a famous French fighter ace, became known worldwide thanks to his book "Le Grand Cirque" (The Big Show) as well. One of the aircraft he was flying during the war was Spitfire MJ586. Clostermann's score of seven confirmed, three probable and seven damaged

enemy aircraft was portrayed below windshield. French sources credit Clostermann with 20 kills, but it has been a topic of debate for many years. The post war French figures are inconsistent with those of wartime documentation in British archives due to different methodology of these

two Air Forces. At the end of WWII, Clostermann flew Tempests with No. 3 Squadron RAF. Note the squadron badge on both sides of the engine cowling.

Spitfire LF Mk.IXc, F/O Desmond Ibbotson, No. 601 Sqn., Italy, Summer 1944

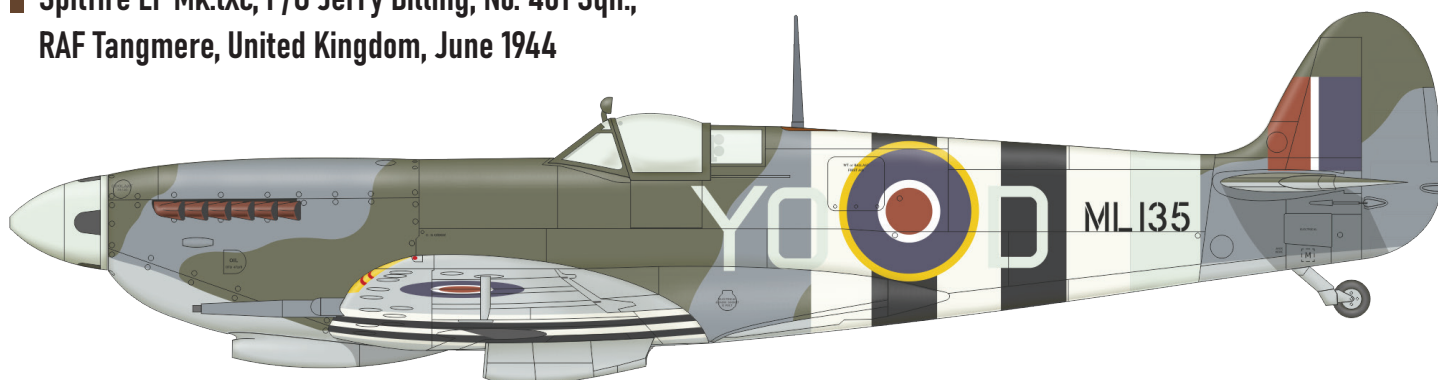


MJ250 was flown by No. 601 "County of London" Squadron from July 1944. The unit was operating from the airfields at Perugia, Loreto and Fano at that time. The aircraft was used primarily for dive-bombing operations. MJ250 survived the war but was scrapped shortly afterward. The MJ250 was

regularly flown by F/O Desmond Ibbotson, DFC & Bar who is credited with 11 confirmed and four probable kills plus five damaged aircraft. He died on November 19, 1944 at the controls of Spitfire MH614. The camouflage colors of MJ250 were removed except for the upper engine and fuel

tank cowlings. These parts seem to be taken from another aircraft which retained the camouflage colors. Note the unit badge on the fin tip.

Spitfire LF Mk.IXc, P/O Jerry Billing, No. 401 Sqn., RAF Tangmere, United Kingdom, June 1944

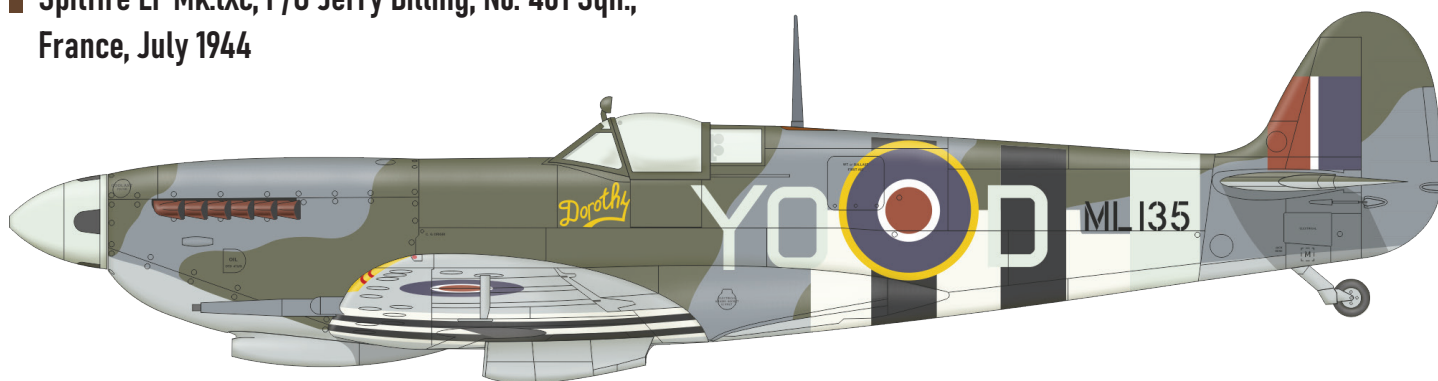


Jerry Billing was one of many Canadians serving with RAF. He volunteered in October 1942 to help the Malta defense. After joining No. 185 Squadron, he fought over the island until March 1943, when he was downed by a Bf 109. Billing was transferred to No. 401 Squadron in 1944. He downed a Ju 88 bomber and damaged two

Fw 190s on June 7, 1944, the second day of the invasion of Normandy. On July 1, 1944, his Spitfire ML135 was hit by AA fire and Billing belly-landed in no-man's land in France. He managed to get back to the UK with the help of a French family. After WWII, Jerry Billing re-enlisted in the Royal Canadian Air Force and became an instructor.

In 1951 he joined the Blue Devils, a Canadian aerobatics team flying Vampire jets. Billing left the RCAF in 1964, becoming DeHavilland test pilot.

Spitfire LF Mk.IXc, P/O Jerry Billing, No. 401 Sqn., France, July 1944



Jerry Billing was shot down at the controls of ML135 on July 1, 1944 and belly-landed seven miles south of Carentan, France. The D-Day stripes were left on the undersides only and the female name "Dorothy" appeared under the windscreen.

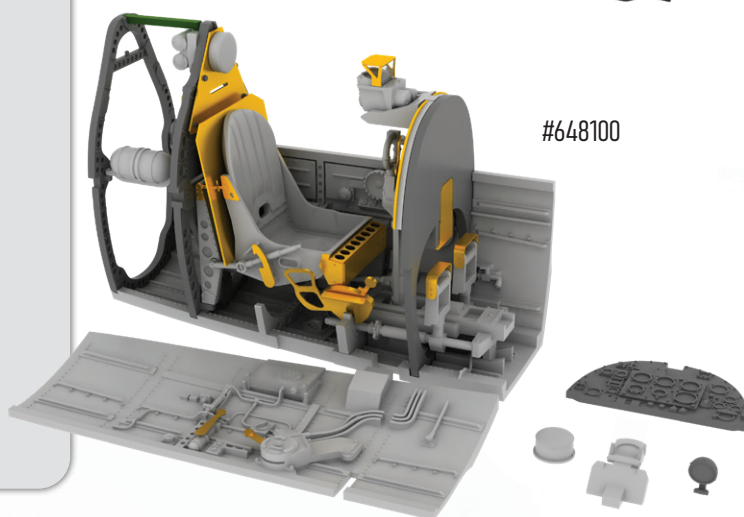
Recommended: for Spitfire Mk.IX late version 1/48

- 48765 Spitfire Mk.IXc landing flaps (PE-Set)
- 48766 Spitfire Mk.IX surface panels (PE-Set)
- 49639 Spitfire Mk.IXc (PE-Set)
- FE840 Spitfire Mk.IX seatbelts STEEL (PE-Set)
- 644008 Spitfire Mk.IX late LööK (Brassin)
- 644067 Spitfire Mk.I late LööKplus (Brassin)
- 648099 Spitfire exhaust stacks fishtail (Brassin)
- 648100 Spitfire Mk.IX cockpit (Brassin)
- 648109 Spitfire 500lb bomb set (Brassin)
- 648112 Spitfire Mk.IX engine (Brassin)
- 648113 Spitfire Mk.IX gun bay (Brassin)
- 648119 Spitfire wheels - 5 spoke, smooth tire (Brassin)
- 648120 Spitfire - radio compartment (Brassin)
- 648124 Spitfire undercarriage legs BRONZE (Brassin)
- 648306 Spitfire Mk.IX top cowl late (Brassin)
- 648748 Spitfire Mk.IX landing flaps PRINT (Brassin)
- 3DL48029 Spitfire Mk.IXc late version SPACE (3D Decal Set)

#644008



#648100

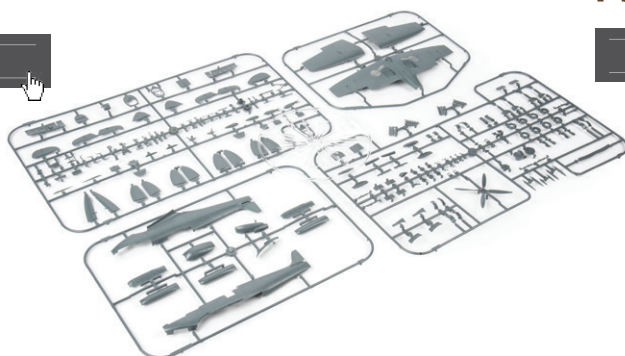


#648748

OVERTREES

#8289X

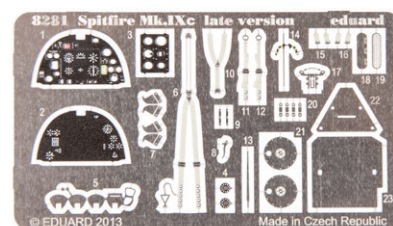
Spitfire Mk.IXc late version
1/48

[Product page](#)


OVERLEPT

#8281-LEPT1

Spitfire Mk.IXc late version
PE-Set 1/48

[Product page](#)


Bf 108 Re-release

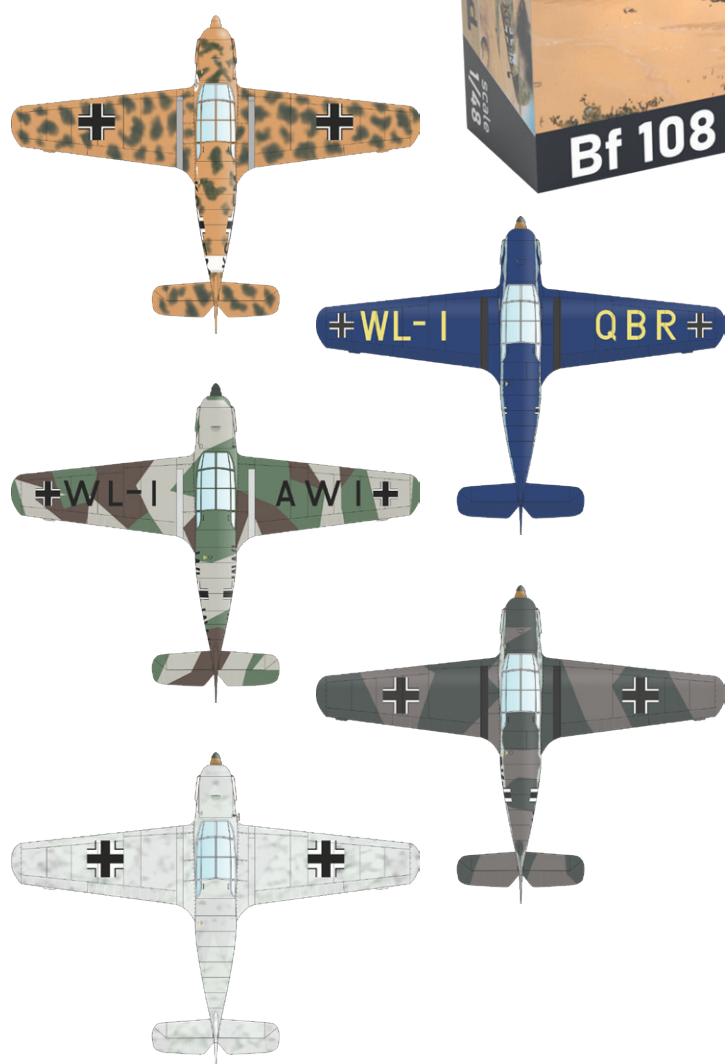
1/48

#8078

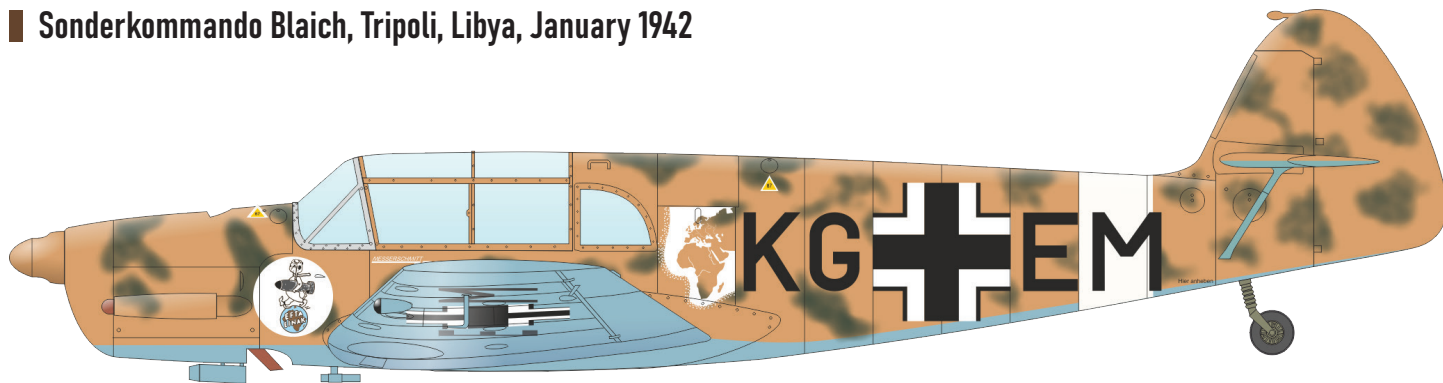
The ProfiPACK edition kit of German WWII liaison aircraft Bf 108 in 1/48 scale.

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

Product page



■ Sonderkommando Blaich, Tripoli, Libya, January 1942

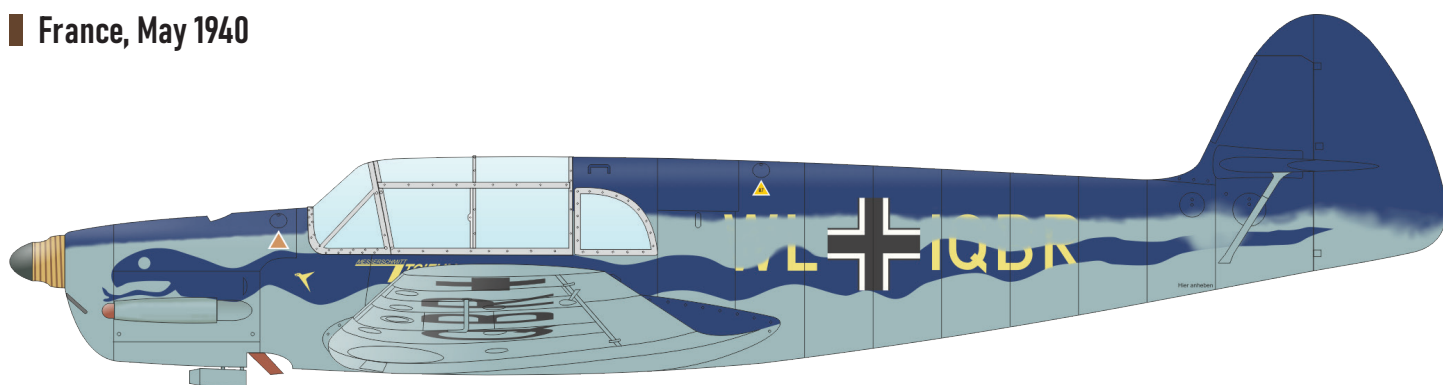


Sonderkommando Blaich, named after its Commander Hptm. Theo Blaich, was equipped with He 111s and operated in Libya during 1942. This Taifun KG+EM also belonged to the fleet and

was modified for service in tropical environment. It also received a tropical camouflage of a sand color with green spots on the upper surfaces. The most interesting operation of this unit was

the successful bomb raid on the Allied fuel storage facility in For Lamy on January 22, 1942, in which this Bf 108 also played some role.

■ France, May 1940

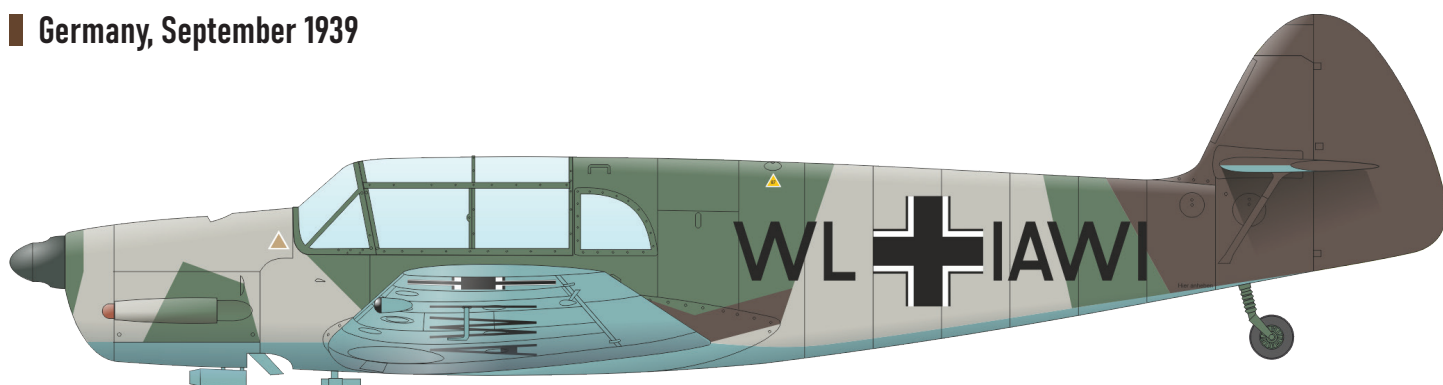


This Bf 108 was painted with RLM 24 on the upper surfaces and RLM 65 on the lower ones. The snake was sprayed by RLM 65 with the use

of a snake-shaped template over which the color was sprayed. The code letters were in RLM 05 shade. Note the regular Taifun logo placed under

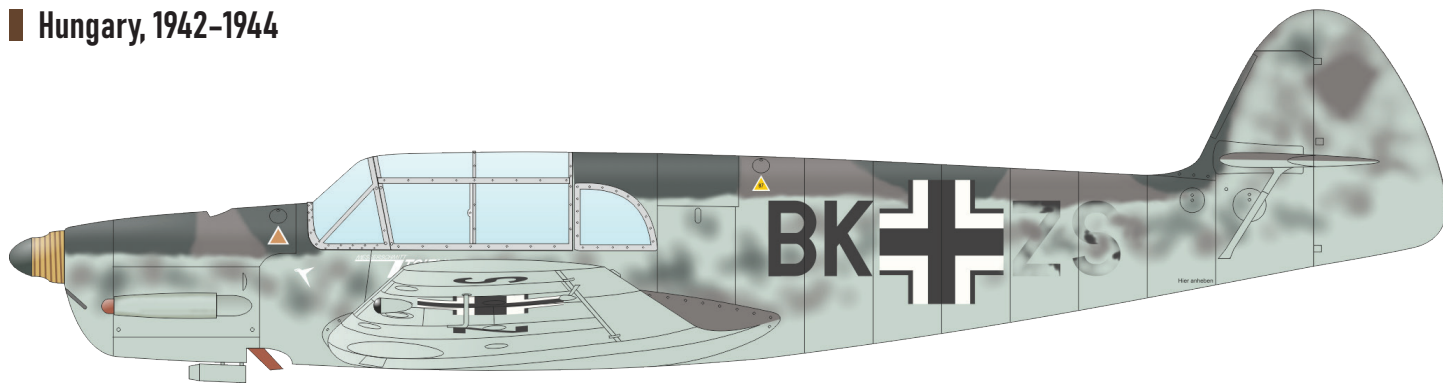
the canopy. The framing of canopy could be either RLM 05 or natural metal.

■ Germany, September 1939



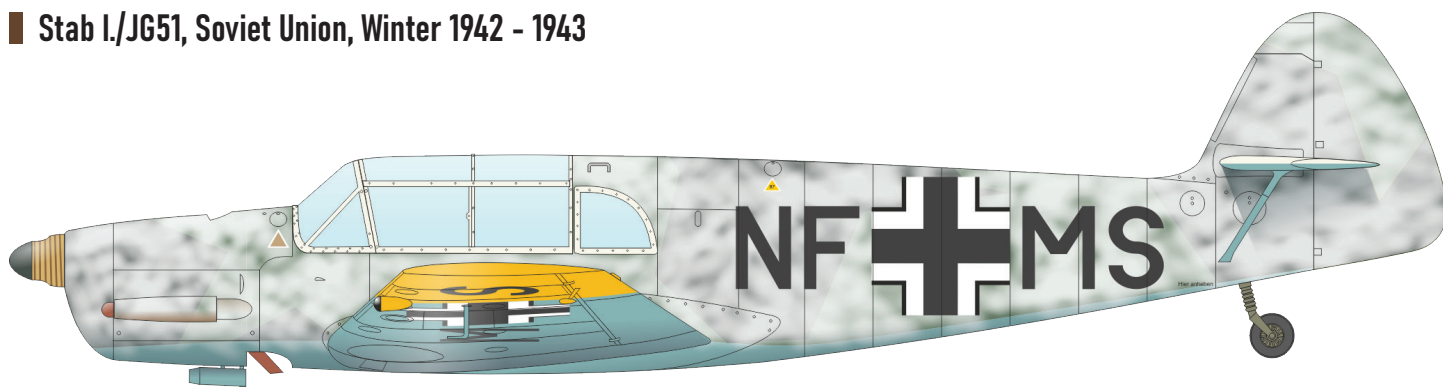
The German pre-war colors were used to camouflage this Taifun. Upper surfaces were painted RLM 61, RLM, 62 and RLM 63 shades, the

undersides were RLM 65. The new camouflage was painted over the original factory colors and thus the stenciling was not visible.

Hungary, 1942-1944


This aircraft was painted in very unusual camouflage scheme as the RLM 74, 75 and 76 colors prescribed for fighter aircraft were used.

This Taifun served probably in Hungary on the Eastern front. The code letters ZS were either oversprayed or scraped off.

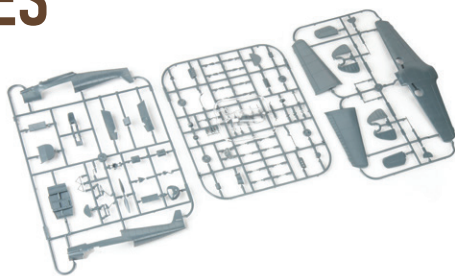
Stab I./JG51, Soviet Union, Winter 1942 - 1943


The camouflage scheme consisted of RLM 70 and 71 on upper surfaces and RLM 65 on lower surfaces. The upper surfaces were overpainted

with white splotches. The white was sprayed over the edges of national insignia.

OVERTREES

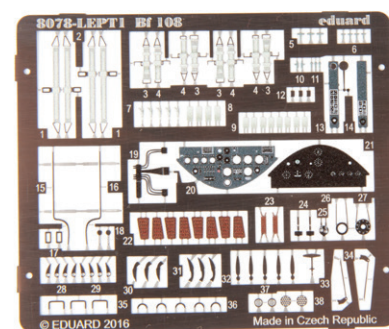
#8054X
Bf 108
1/48



[Product page](#)

OVERLEPT

#8078-LEPT1
Bf 108
PE-Set 1/48

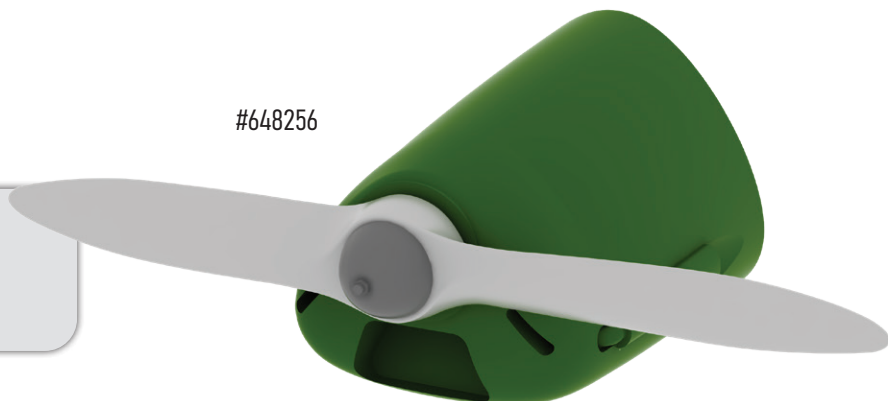


[Product page](#)

Recommended: for Bf 108 1/48

FE1431	Bf 108 seatbelts STEEL (PE-Set)
648256	Bf 108 wooden propeller (Brassin)
3DL48166	Bf 108 SPACE (3D Decal Set)

#648256



644249

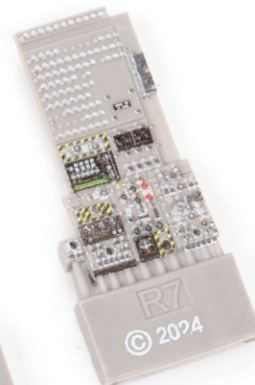
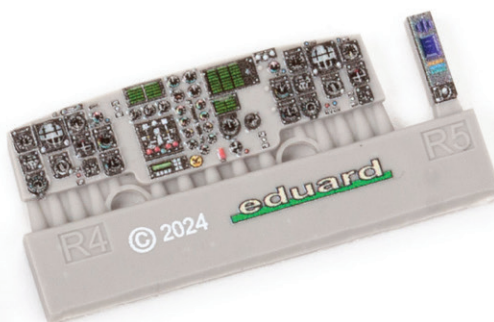
Sea King HU.5 LööK

1/48 Airfix

LööK set - Brassin pre-painted dashboards and STEEL seatbelts for Sea King HU.5 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product page](#)


LööK

644253

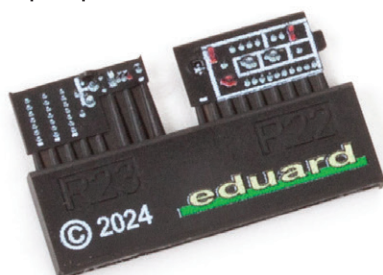
TBM-3 LööK

1/48 Academy

LööK set - Brassin pre-painted dashboards and STEEL seatbelts for TBM-3 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Academy / Accurate Miniatures

Set contains:

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

[Product page](#)


LööK

644254

I-16 Type 10 LööK

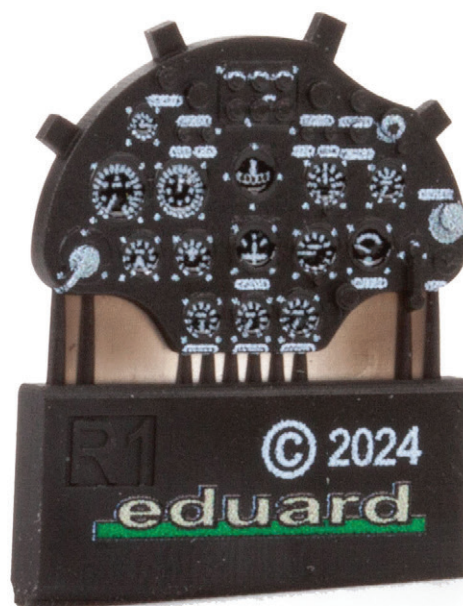
1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for I-16 Type 10 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



LööK

644256

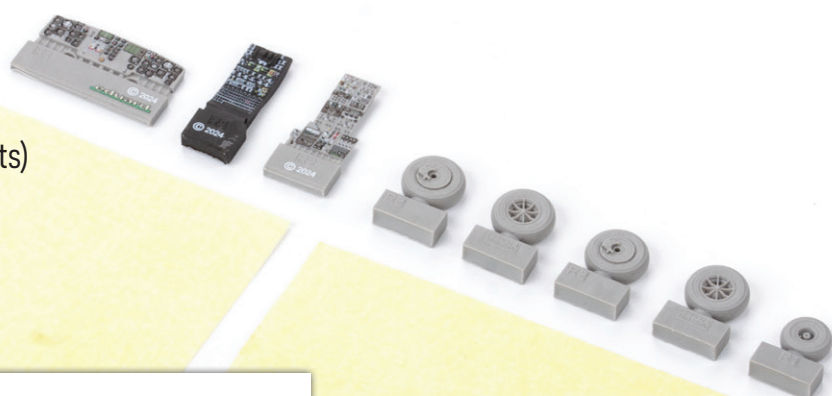
Sea King HAS.1 LööKplus

1/48 Airfix

Collection of 3 sets for Sea King HAS.1 in 1/48 scale. Recommended kit: Airfix

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

[Product page](#)



LööKplus

644257

Sea King HAS.5 LööKplus

1/48 Airfix

Collection of 3 sets for Sea King HAS.5 in 1/48 scale.

Recommended kit: Airfix

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

[Product page](#)


632192

Bf 109E rudder pedals early PRINT

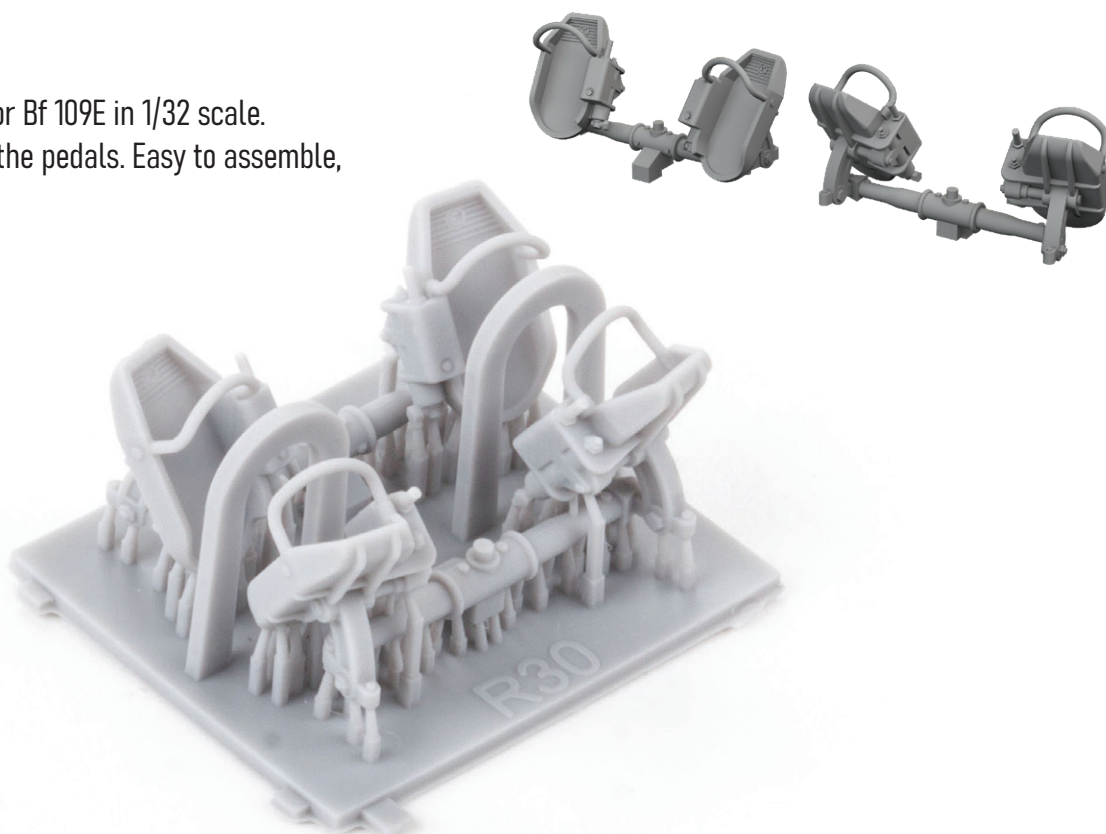
1/32

Brassin set - rudder pedals for Bf 109E in 1/32 scale.

The set consists of 2 pairs of the pedals. Easy to assemble, replaces plastic parts.

Set contains:

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

[Product page](#)


632193

Bf 109E rudder pedals late PRINT

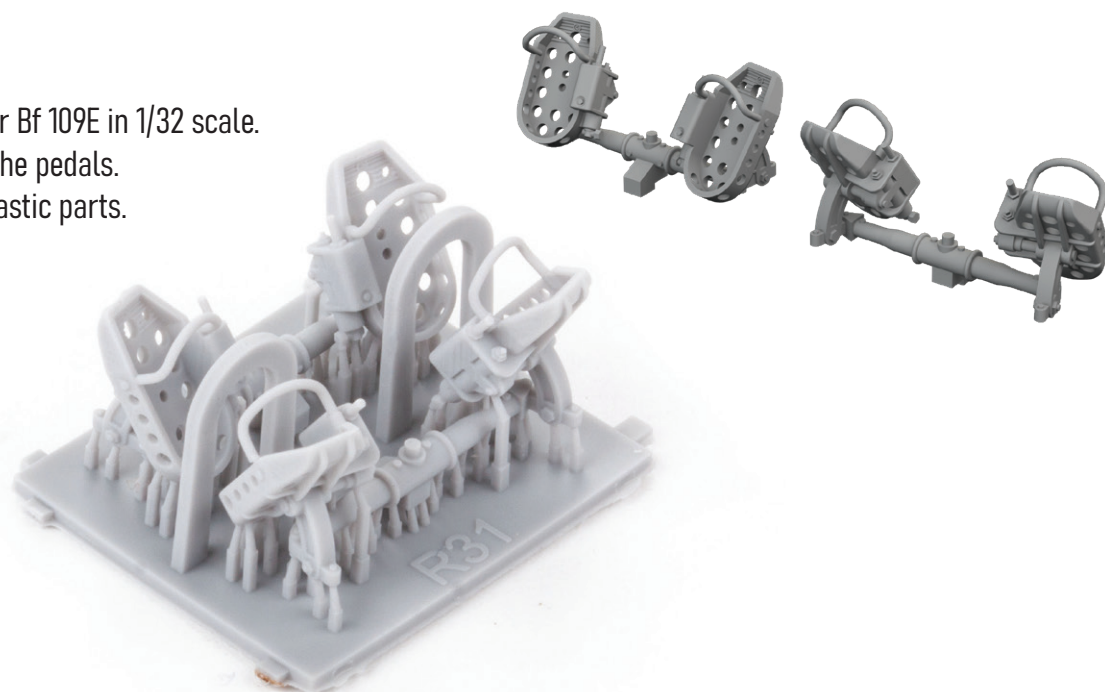
1/32

Brassin set - rudder pedals for Bf 109E in 1/32 scale.
The set consists of 2 pairs of the pedals.
Easy to assemble, replaces plastic parts.

Set contains:

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

[Product page](#)



648928

Su-25 flaps and slats PRINT

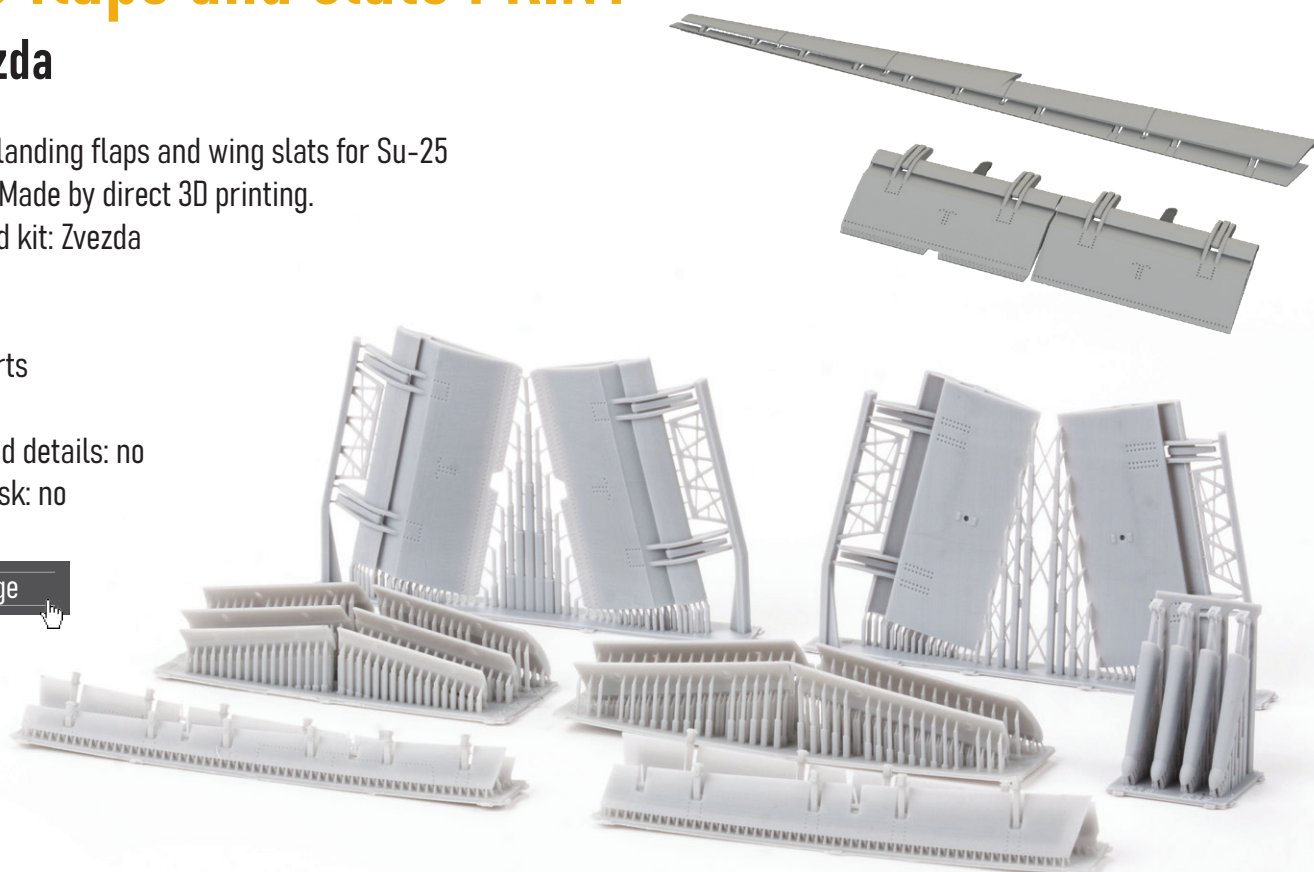
1/48 Zvezda

Brassin set - landing flaps and wing slats for Su-25 in 1/48 scale. Made by direct 3D printing.
Recommended kit: Zvezda

Set contains:

- resin: 22 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product page](#)



648969

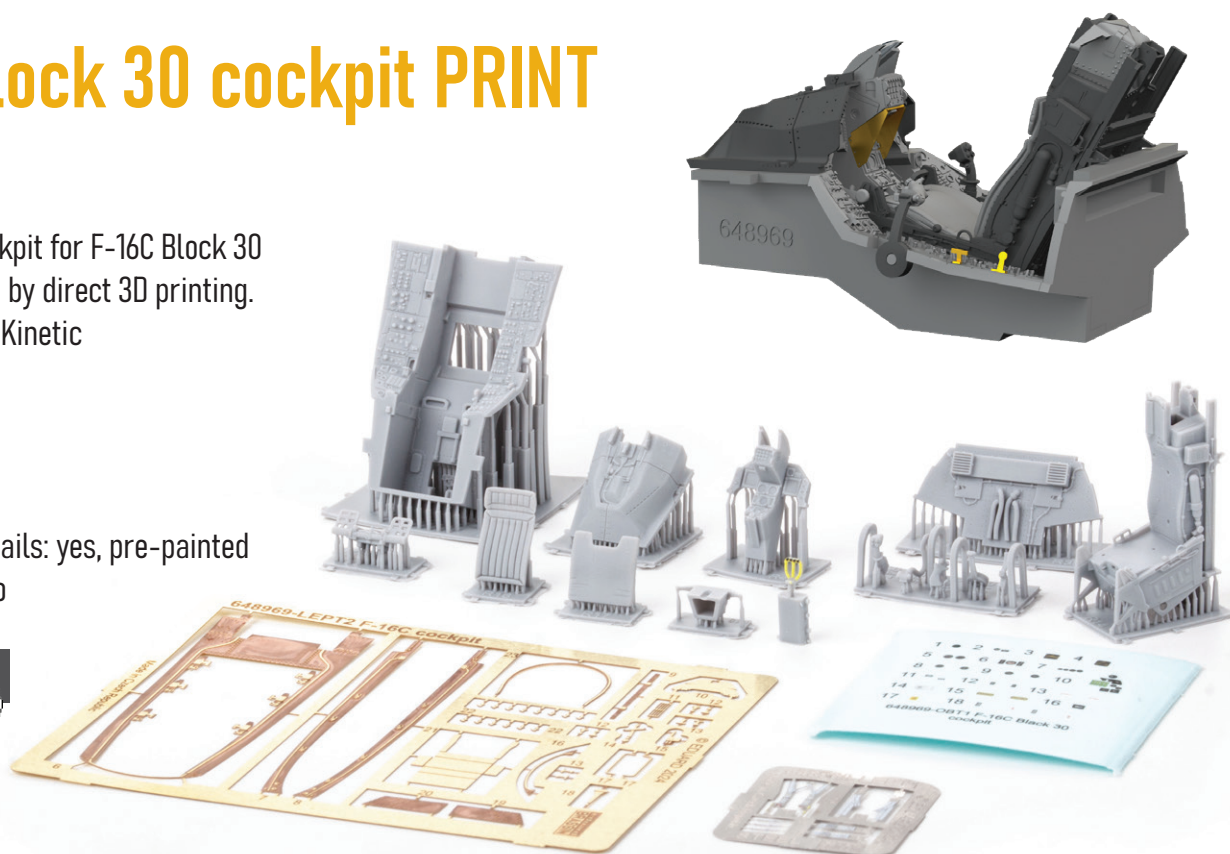
F-16C Block 30 cockpit PRINT

1/48 Kinetic

Brassin set - a cockpit for F-16C Block 30 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

[Product page](#)


648975

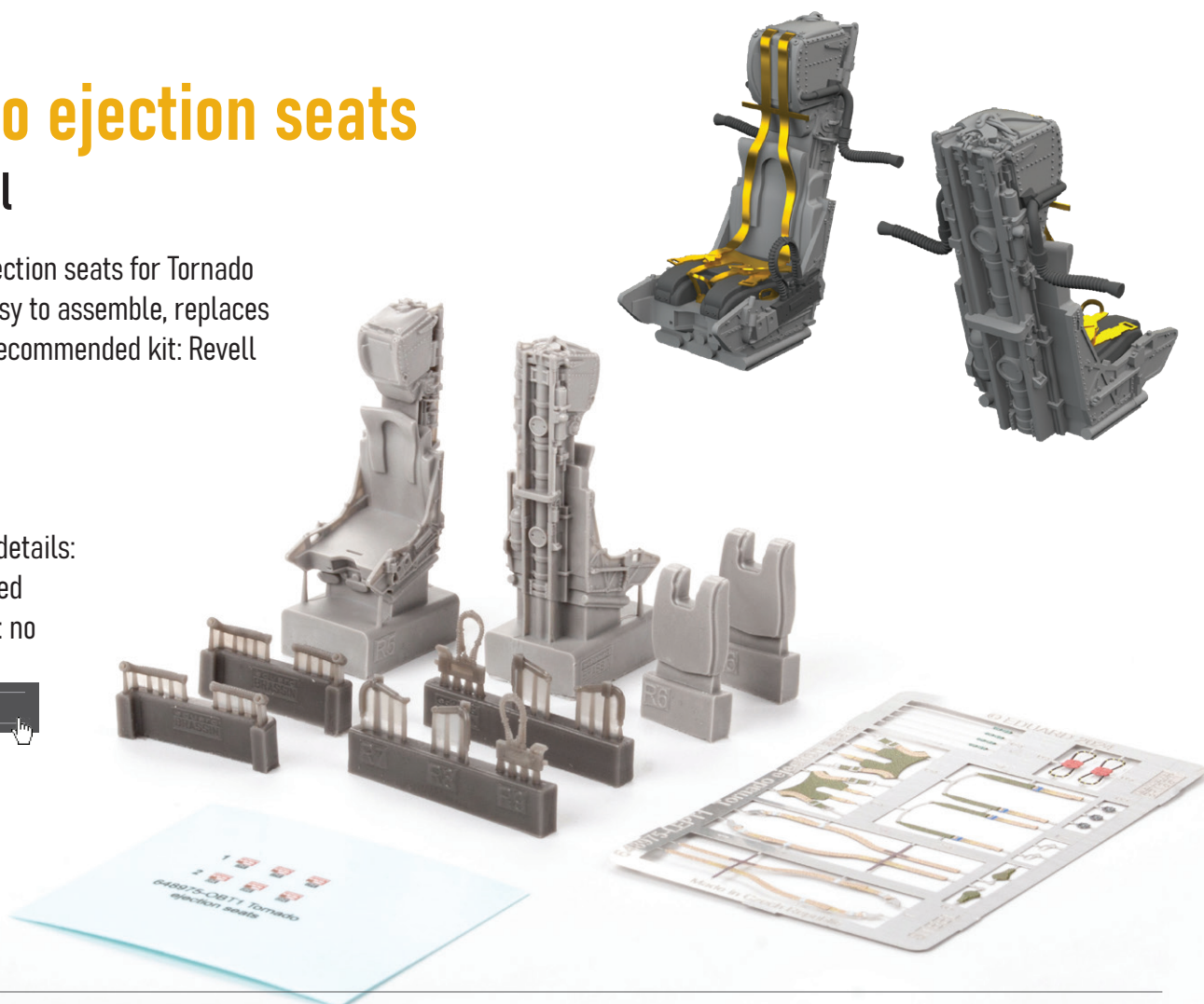
Tornado ejection seats

1/48 Revell

Brassin set - ejection seats for Tornado in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

- resin: 14 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)


648976

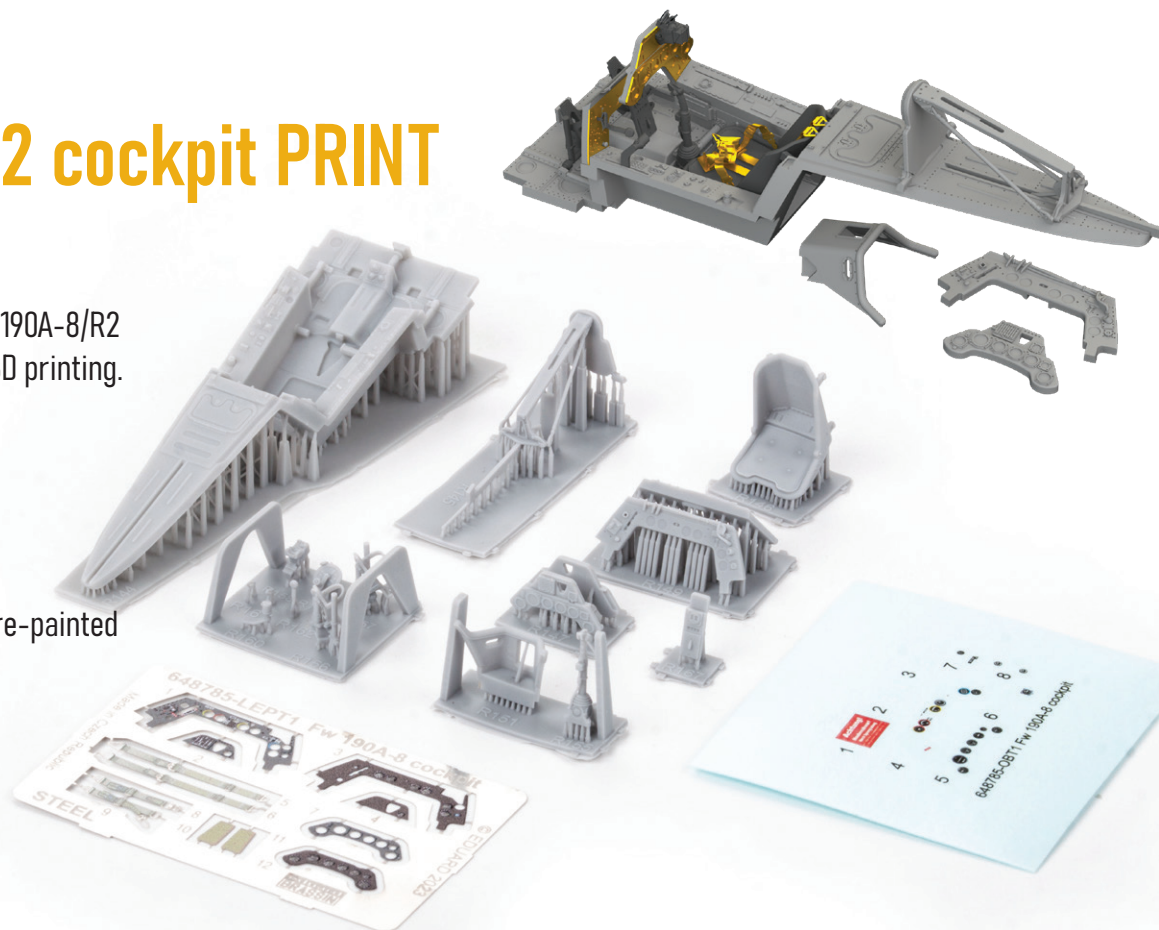
Fw 190A-8/R2 cockpit PRINT

1/48 Eduard

Brassin set - a cockpit for Fw 190A-8/R2
 in 1/48 scale. Made by direct 3D printing.
 Recommended kit: Eduard

Set contains:

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

[Product page](#)

648977

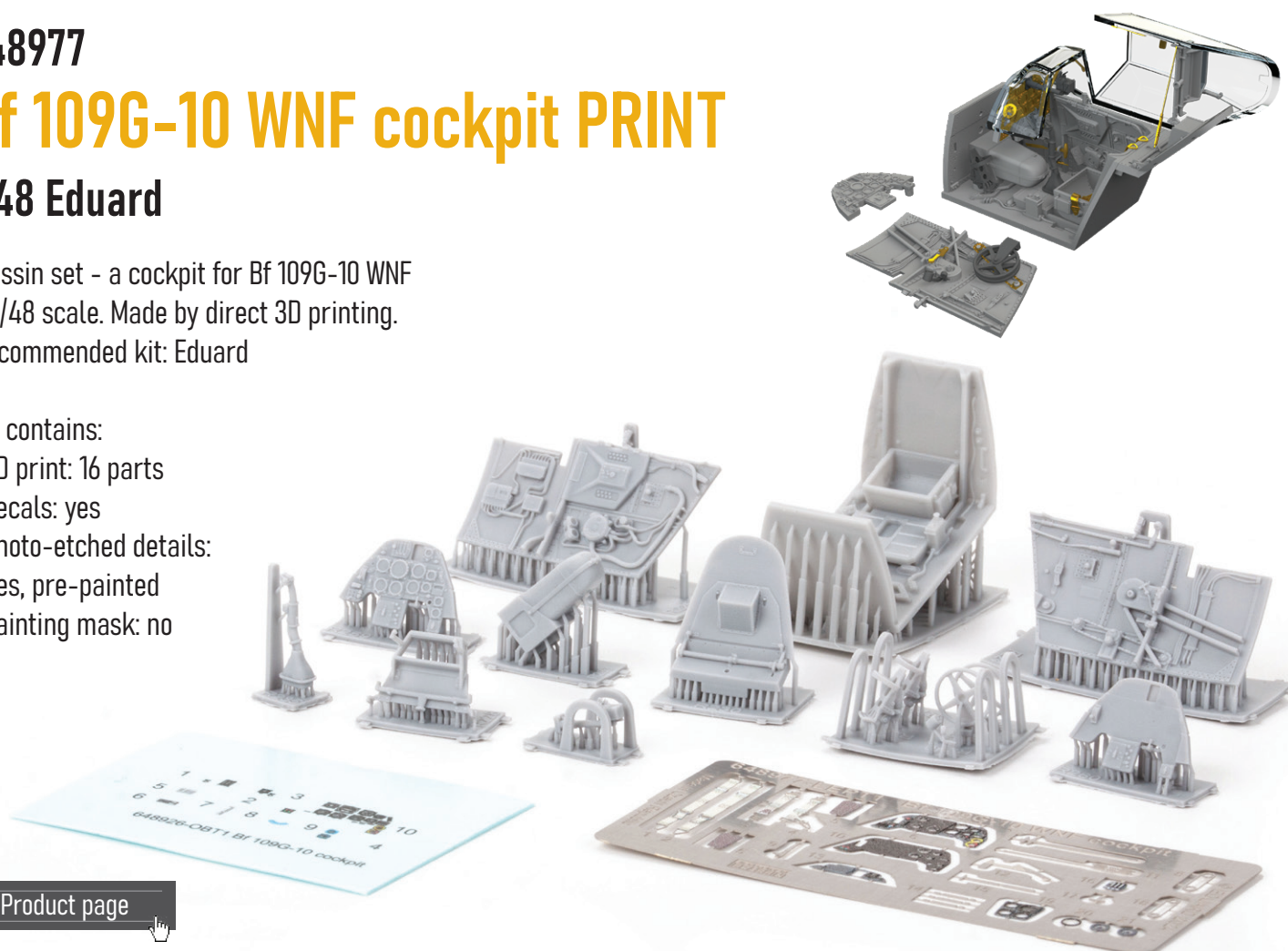
Bf 109G-10 WNF cockpit PRINT

1/48 Eduard

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

Set contains:

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

[Product page](#)


648978

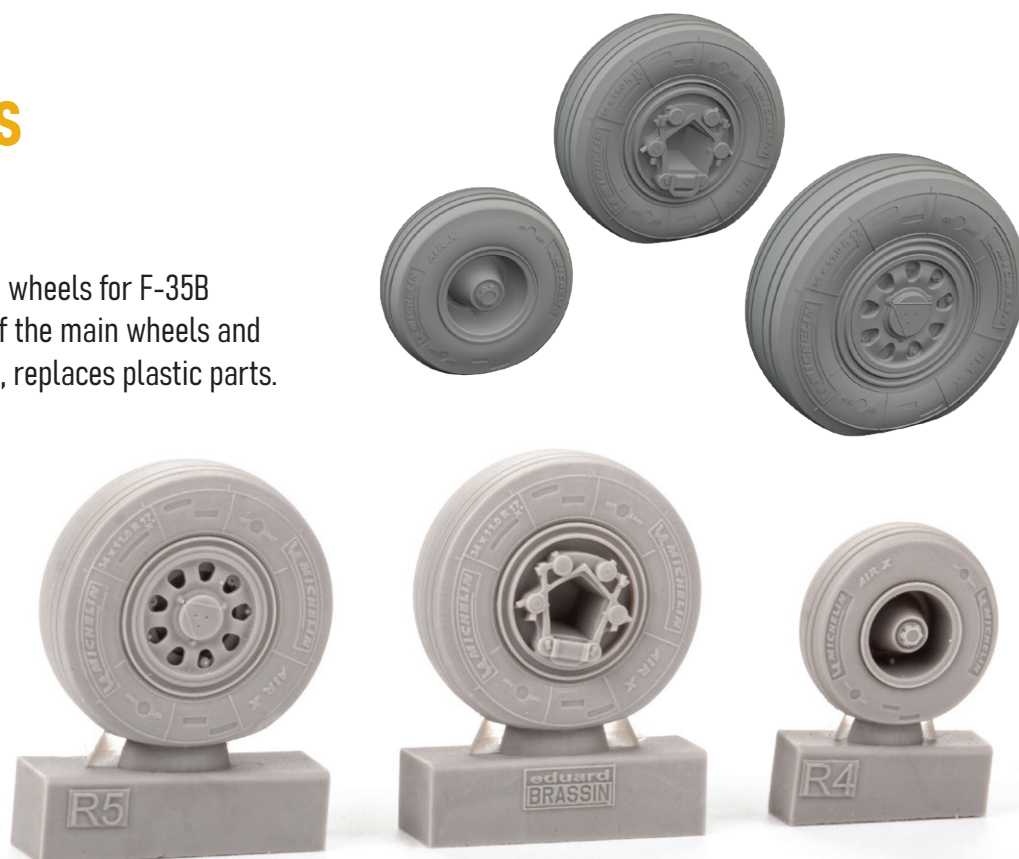
F-35B wheels

1/48 Tamiya

Brassin set - the undercarriage wheels for F-35B in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product page](#)


648979

F-35B ejection seat PRINT

1/48 Tamiya

Brassin set - ejection seat for F-35B in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product page](#)


672352

Bf 109G-6 engine PRINT

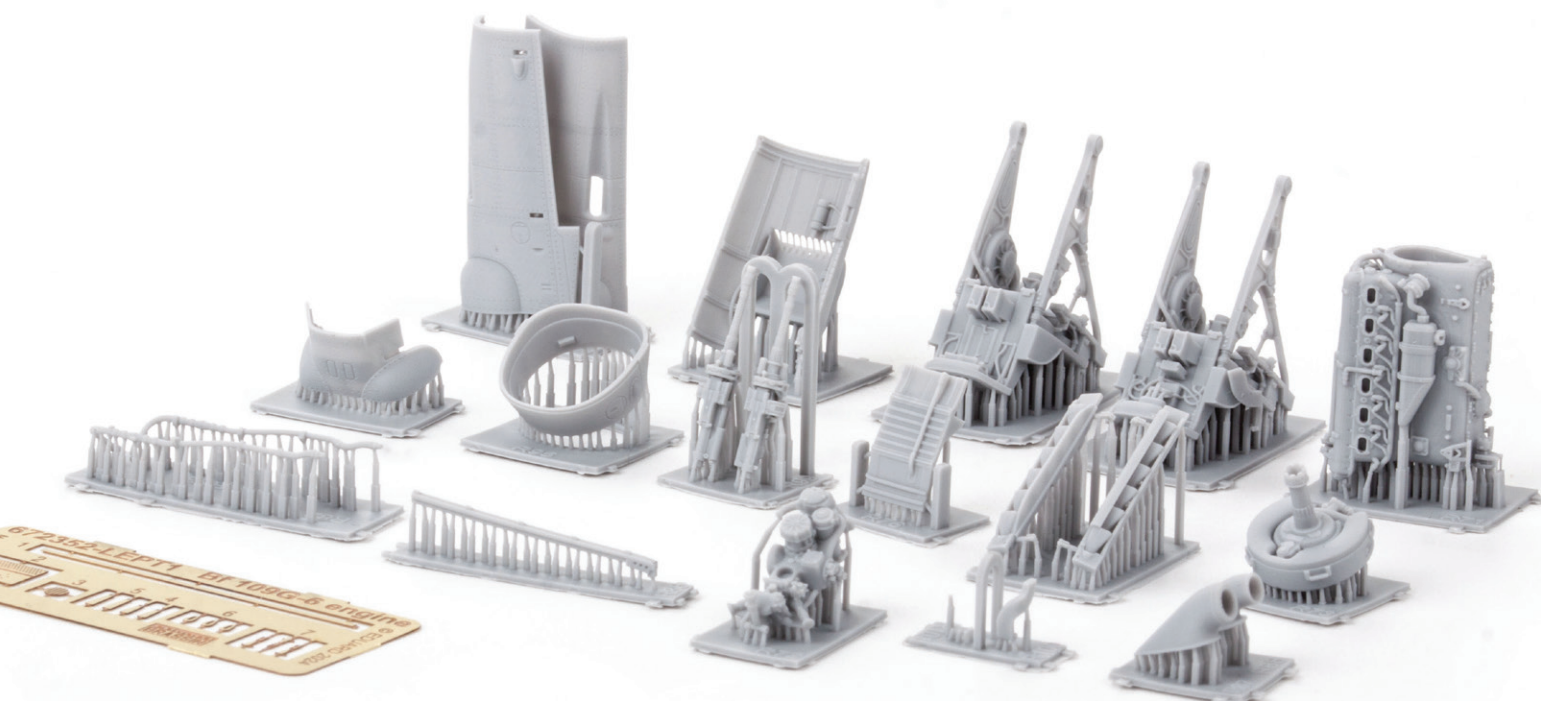
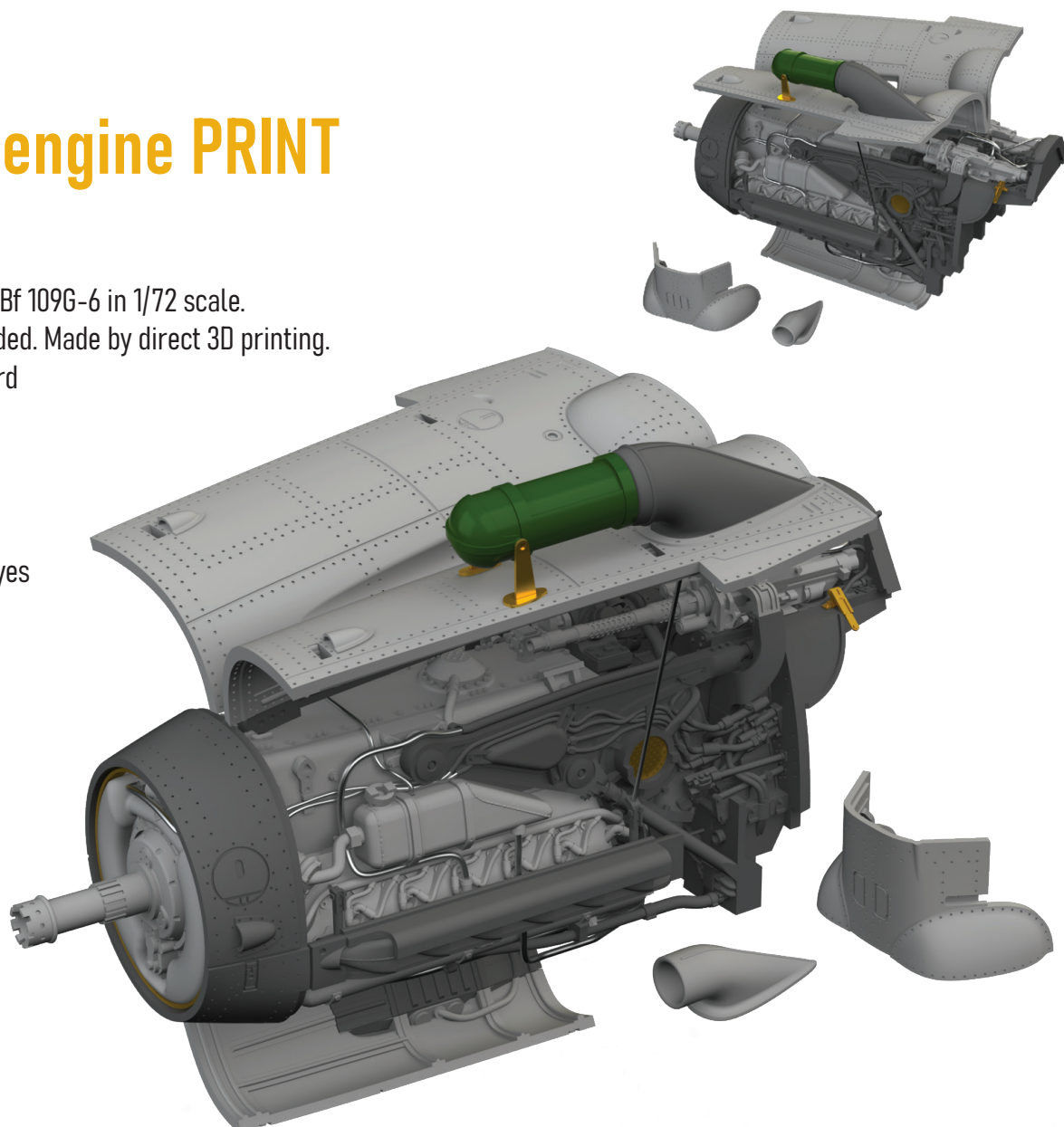
1/72 Eduard

Brassin set - engine for Bf 109G-6 in 1/72 scale.
The cowlings are included. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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

[Product page](#)



How to Work with 3D Prints in Modeling



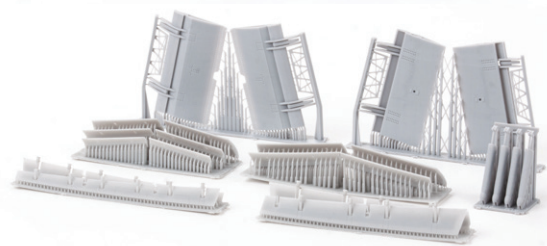
Jakub Nademlejnský

In recent years, 3D printing has gained widespread popularity in the modeling industry, particularly for accessory production. A few years ago Eduard, too, embraced this technology, gradually replacing traditional casting methods with direct printing, constituting approximately 80% of our Brassin production.

The primary advantage of 3D-printed accessories lies in their simplicity, with fewer parts enhancing user-friendliness in terms of assembly. Unlike cast kits that suffer from shape instability due to mold degradation, 3D-printed parts maintain dimensional stability.

Here's an overview of working with our 3D prints, simple activities suitable for modelers of varying skill levels.

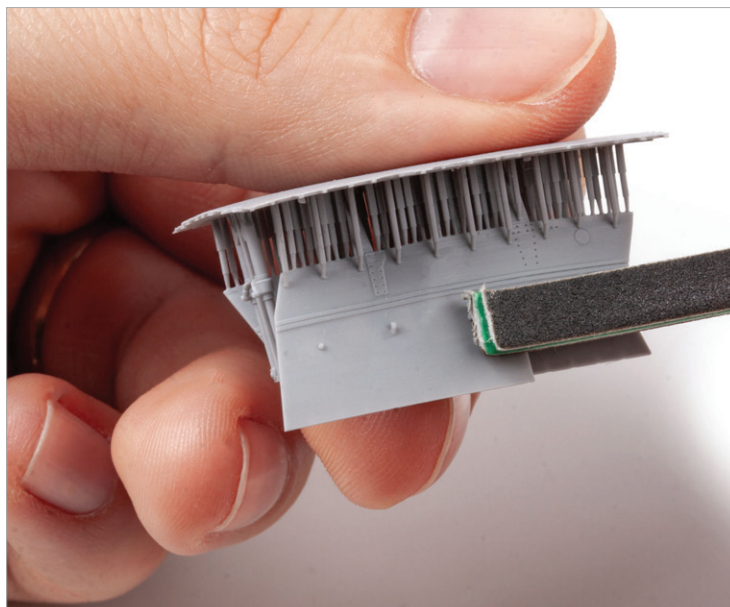
The 3D printed parts are connected to the base through printing supports. These supports are typically terminated directly with a rod in areas where the side is not visible. When the supports are attached to the visible side of the part, small balls are added to the top of these supports to prevent them from chipping off along with a piece of the set's part during removal.



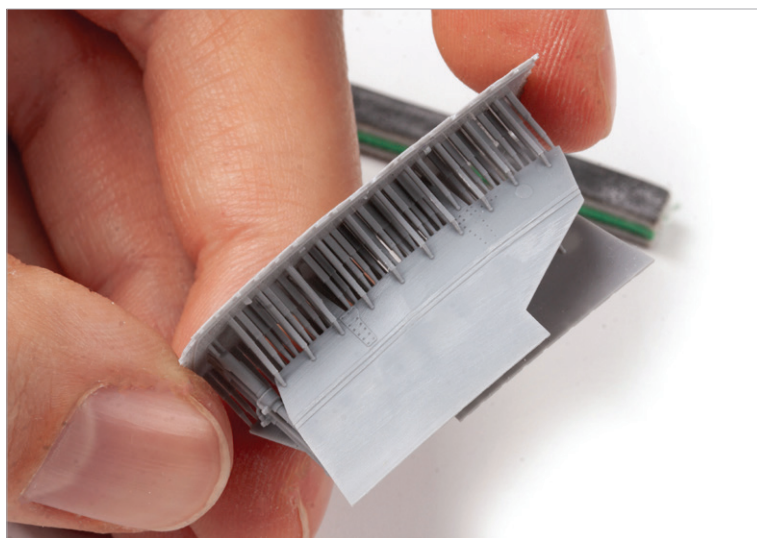
Removing Supports: Cut supports using a sharp scalpel, razor saw, or ultrasonic knife.



Sand the remaining supports with a fine grinder.



Polish the part for a smooth finish.



Procedure with an ultrasonic knife, such as the ZO-91 from HONDA Electronics.



Cut through supports with the knife at a higher gear and low pressure.



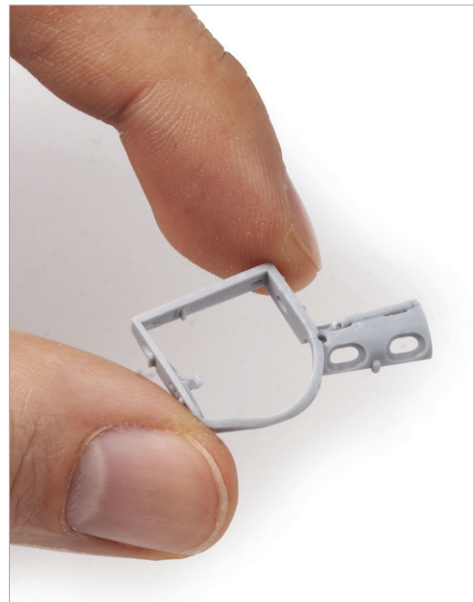
Trim any remaining residue with an ultrasonic knife.



Trim any remaining residue with an ultrasonic knife.



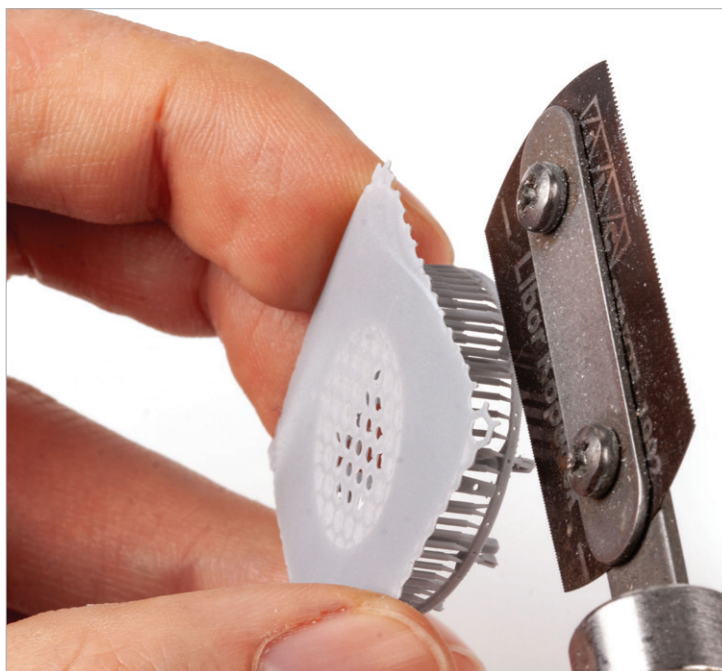
Cleaning the Part: Use a grinder to clean the entire part, opting for a coarser grinder if the side is not a visible face.



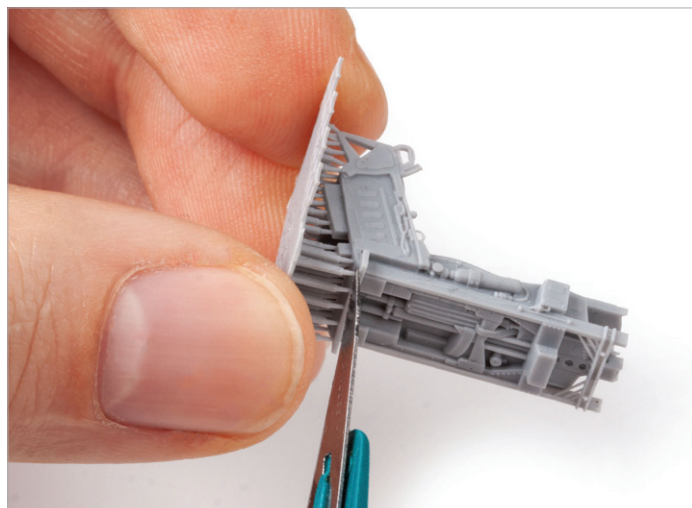
Finished cleaned part, ready for gluing or painting.



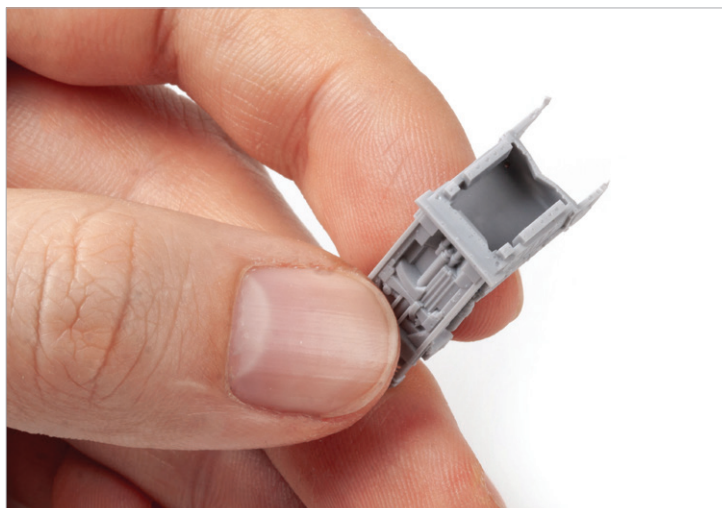
For very thin parts, use a razor saw or ultrasonic knife instead of a scalpel.



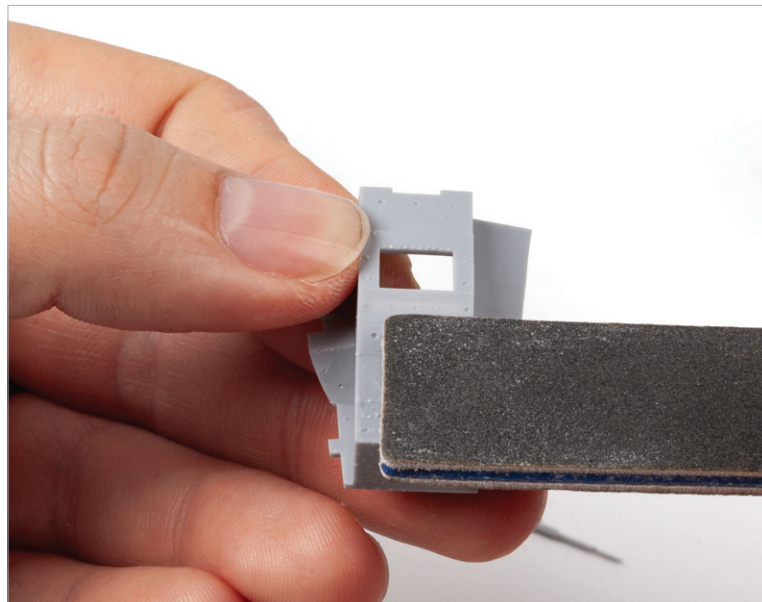
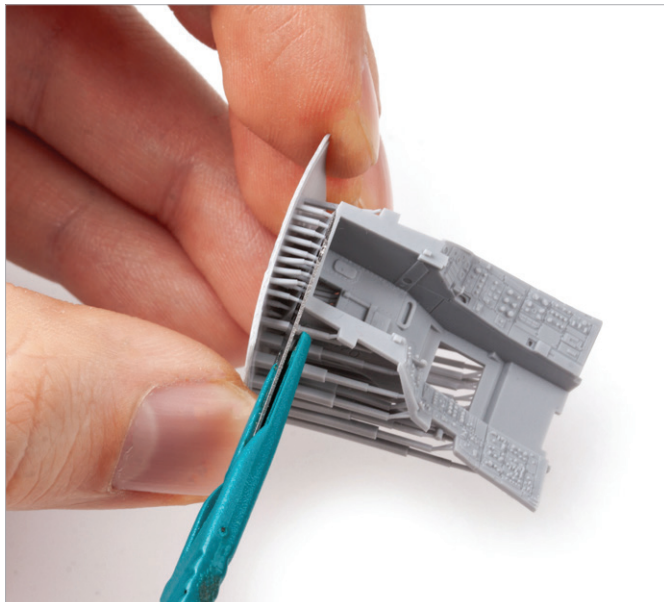
A razor saw or ultrasonic scalpel is better for such parts.



For less critical areas, roughly trim supports with a scalpel or remove them with a fingernail.



After sanding, the part is ready to be installed in the model within a minute.



I will also prepare the same part of the cockpit tub on F-16C 1/48 from Kinetic for gluing into the kit.



Glue 3D print parts using superglue; solvent welding adhesives designed for plastics won't work. As in previous procedures, I first drip a few drops of superglue onto the coated paper after.



I place the cockpit assembly into the model.



With a few drops of superglue applied with a cut needle, I glue the cockpit interior to the plastic airframe section.



Degrease 3D printed parts with isopropyl alcohol before painting.



Some parts may have a visible raster, due to technological reasons. This can be sanded first with a coarse and then with a fine grinder until smooth.



Another option is to polish the spot with a cotton swab dipped in isopropyl alcohol. It needs to be polished for a longer period of time. In areas that are difficult to sand or have details nearby, this procedure is appropriate. The material we use for 3D print from at Eduard is quite flexible, if you want to bend the parts, I recommend soaking them in hot water beforehand to soften them.



[Product page](#)



Before spraying the part with paint, I recommend spraying the part with a few coats of Mr. Surfacer 1000 first. Now I can apply the paint and finish the cockpit by the classic way.



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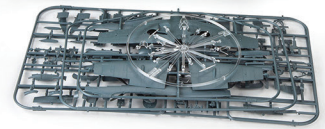
#8281+60 SPITFIRE MK.IXC LATE + COCKPIT

BUNDLE OFFER



#8281+61 SPITFIRE MK.IXC LATE + ENGINE

BUNDLE OFFER



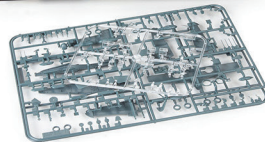
#8281+X SPITFIRE MK.IXC LATE + OVERTREES

BUNDLE OFFER



#70156+60 BF 109G-2 + COCKPIT

BUNDLE OFFER



#70156+X BF 109G-2 + OVERTREES

BUNDLE OFFER



#82204+62 FM-1 WILDCAT + UNDERCARRIAGE SET

BUNDLE OFFER



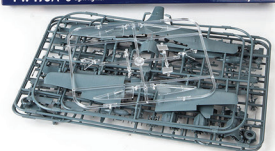
#84118+60 FW 190A-5 + SPACE

BUNDLE OFFER



#84118+61 FW 190A-5/U12 GUN PODS

BUNDLE OFFER



#84118+X FW 190A-5 + OVERTREES

SIN648121

FM-1 ESSENTIAL

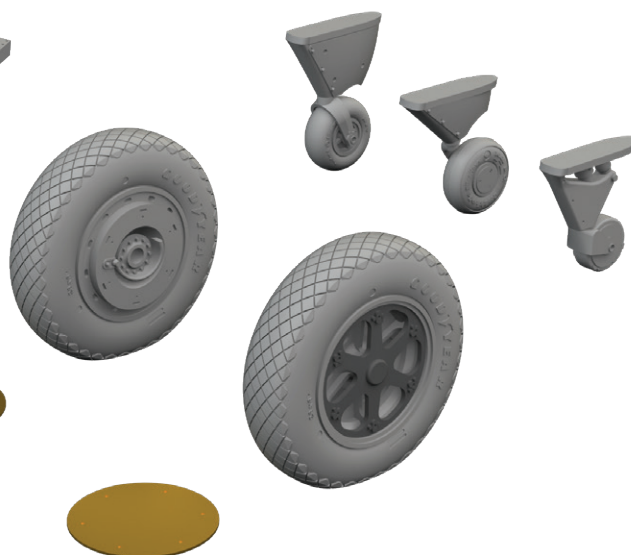
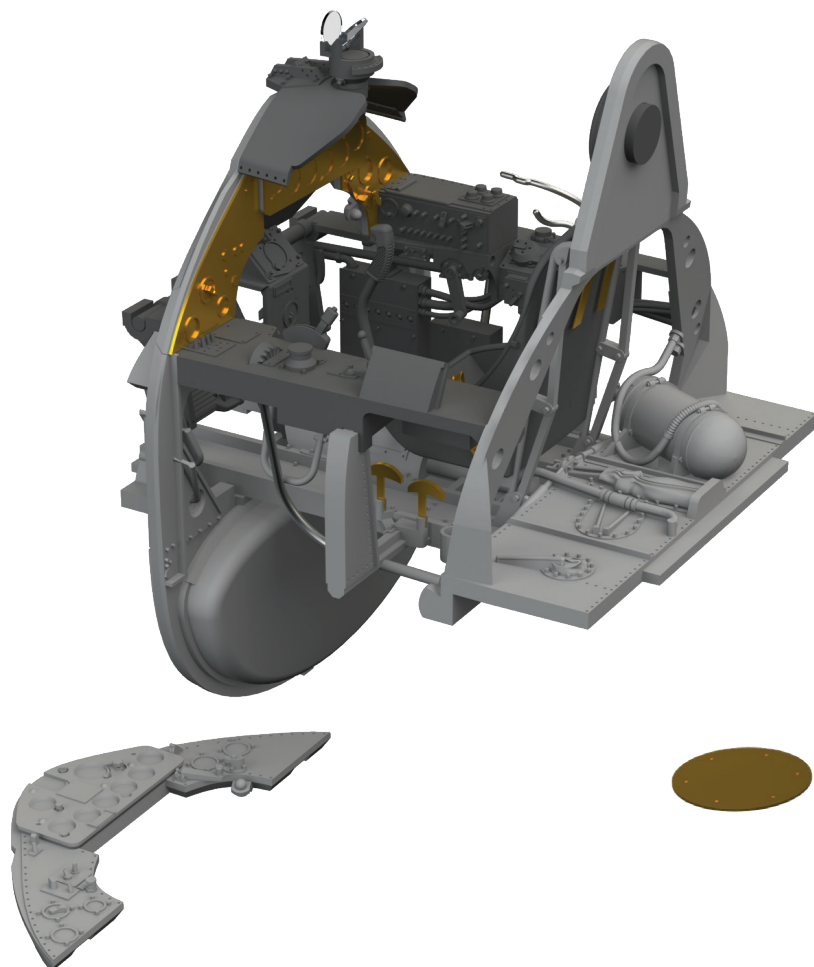
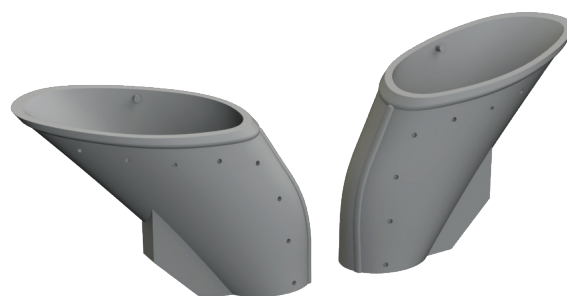
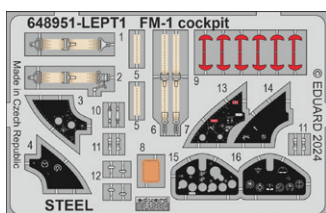
1/48 Eduard

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

Recommended kit: Eduard

- cockpit
- endercarriage wheels
- undercarriage legs BRONZE
- exhausts

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

[Product page](#)


SIN648122

FM-2 ADVANCED

1/48 Eduard

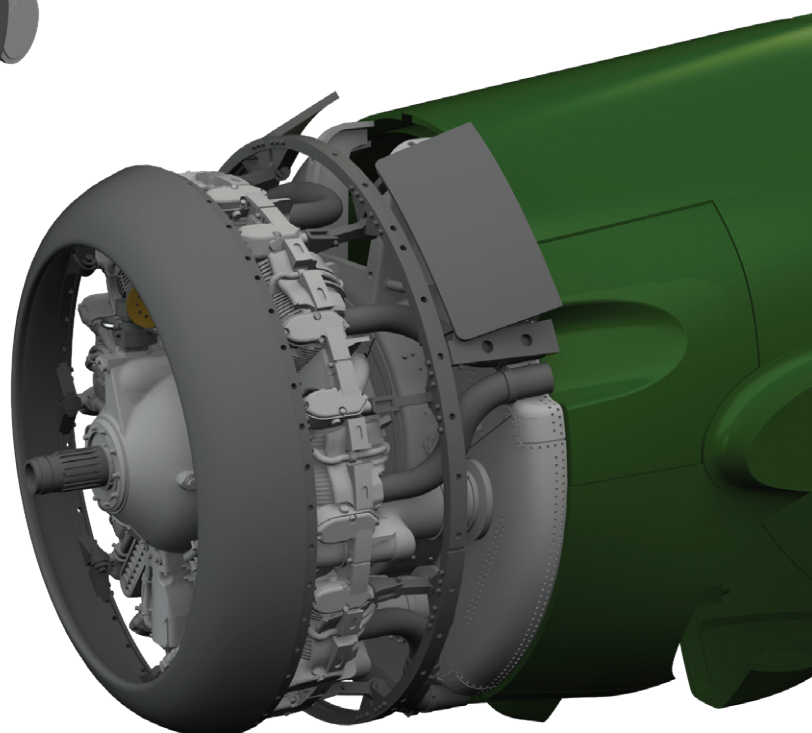
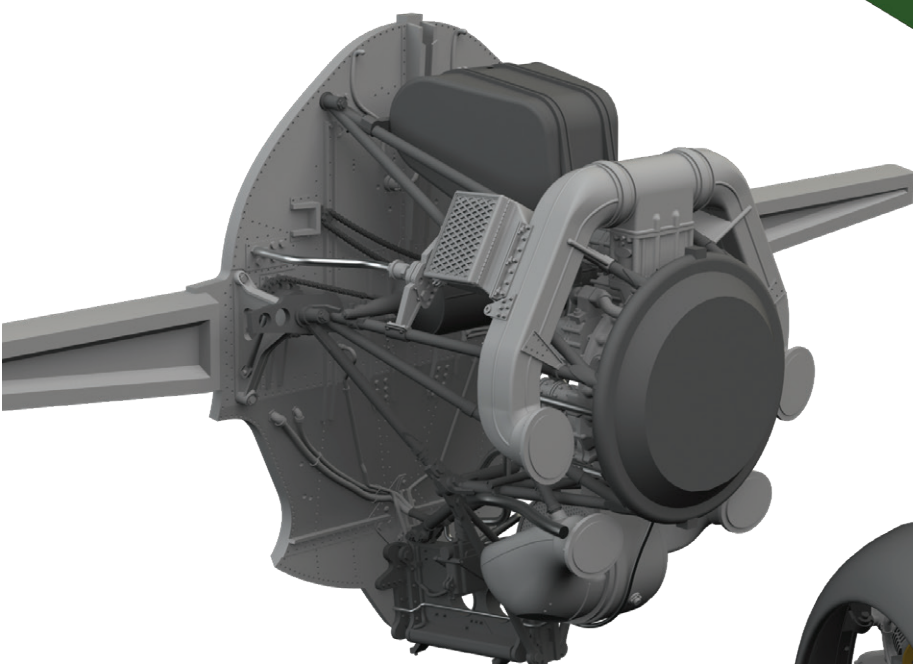
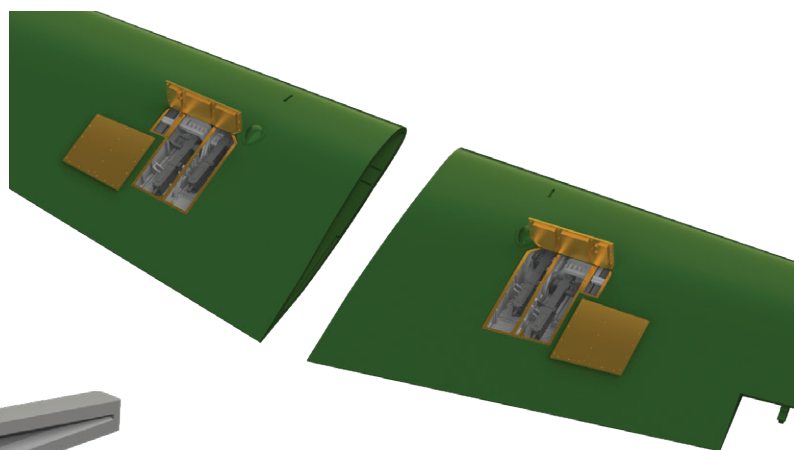
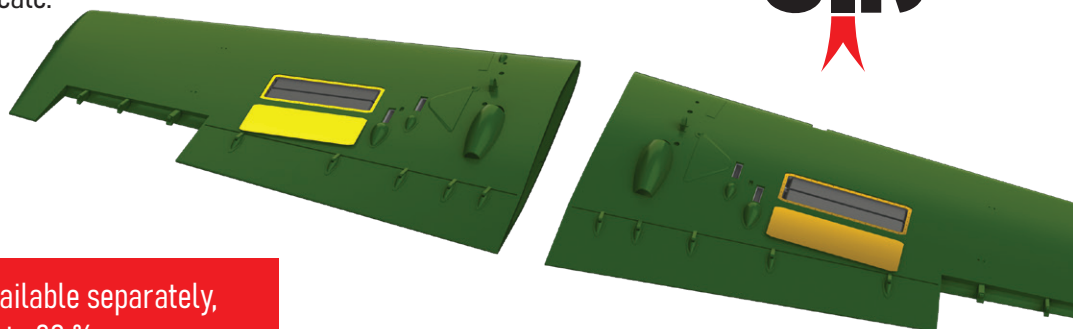
Collection of 3 sets for FM-2 in 1/48 scale.

Recommended kit: Eduard

- gun bays
- undercarriage bay
- engine

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

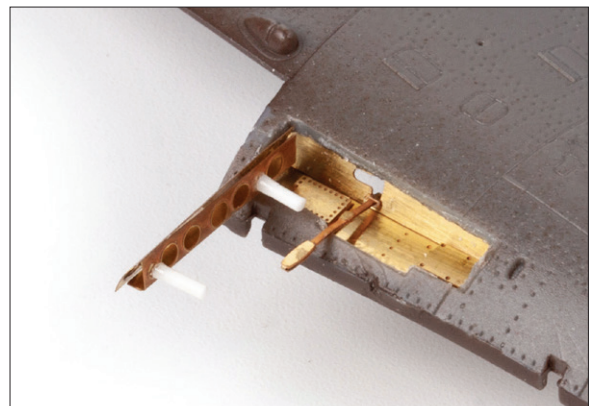
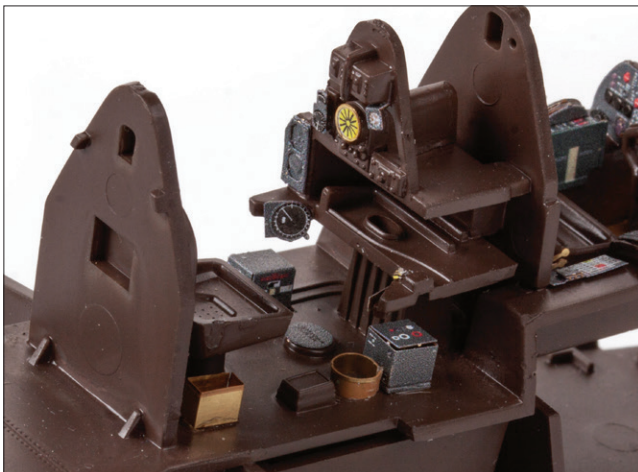
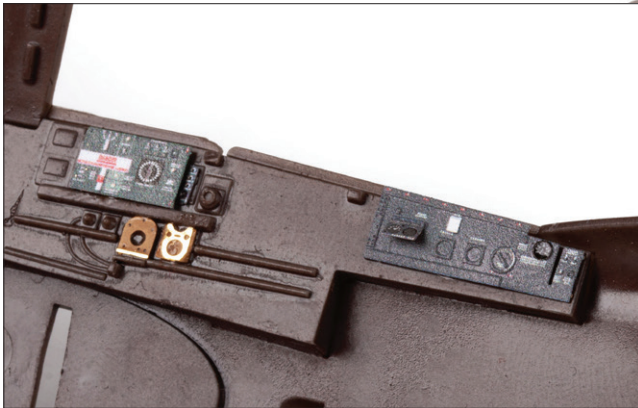
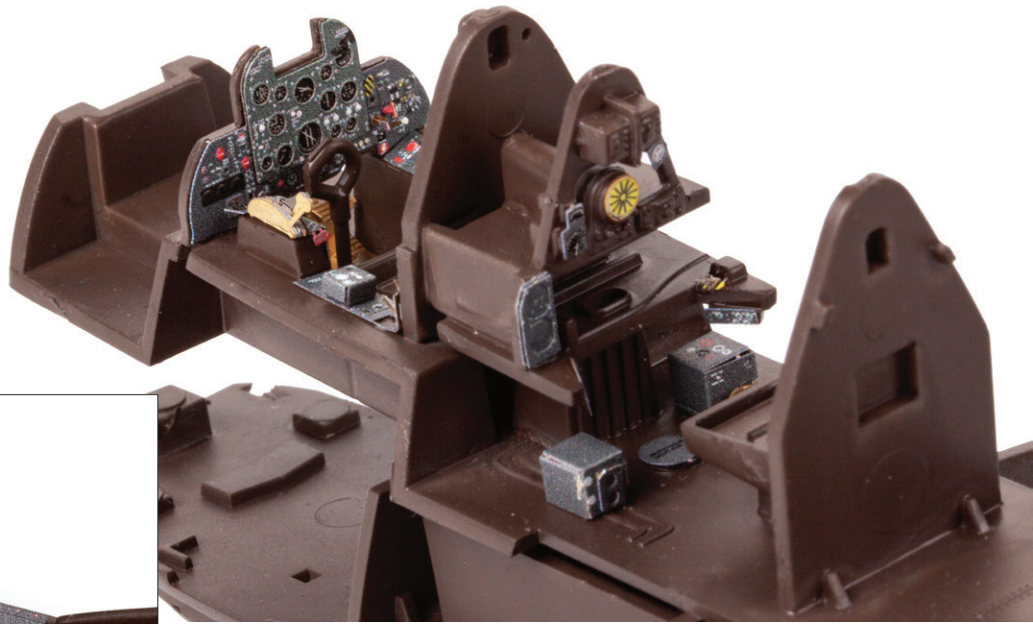
Product page



Gannet AS.1

1/48 Airfix

#491424
#FE1424
#FE1426



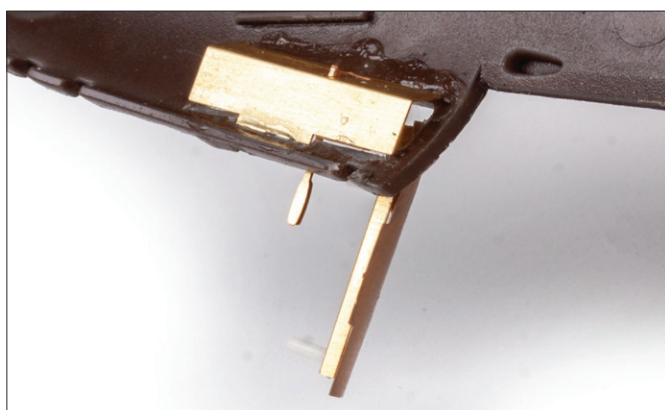
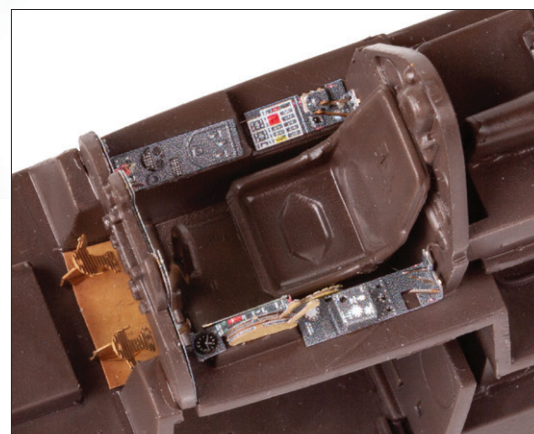
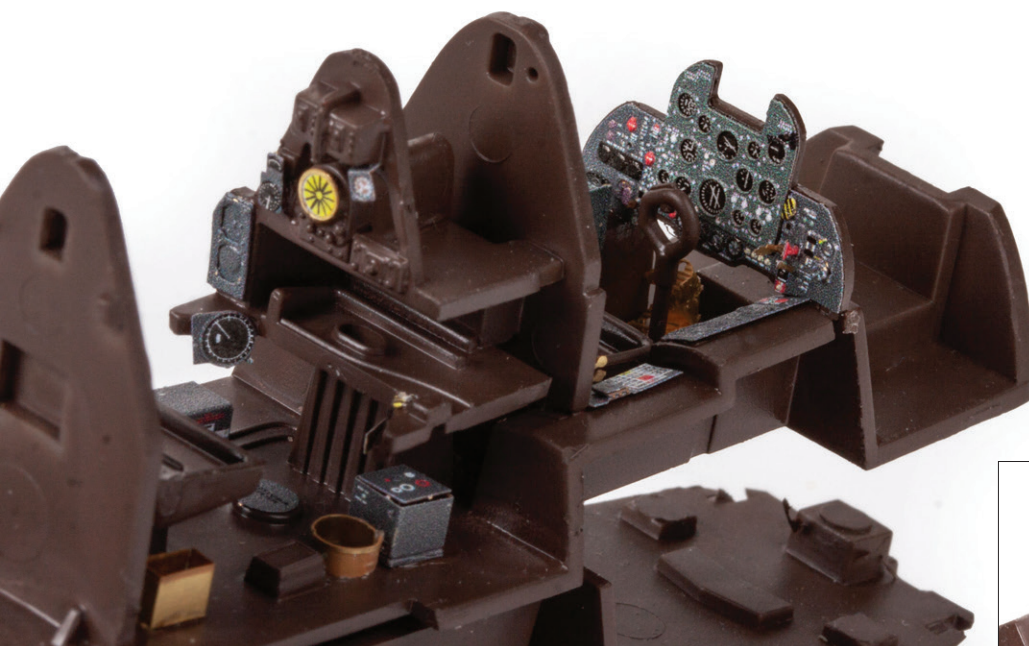
Gannet AS.4

1/48 Airfix

#491425

#FE1425

#FE1426



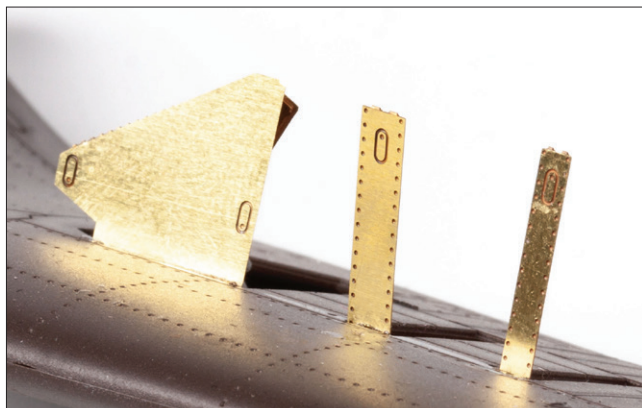
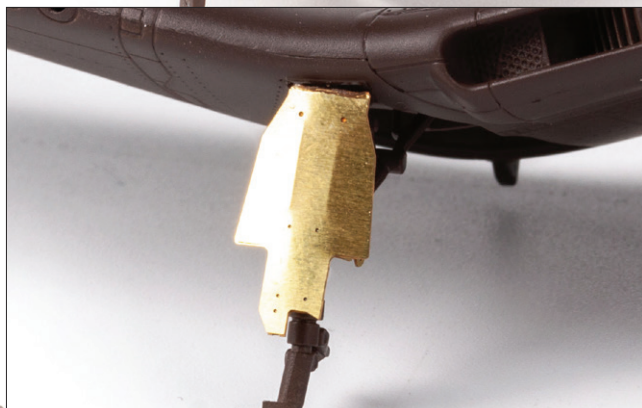
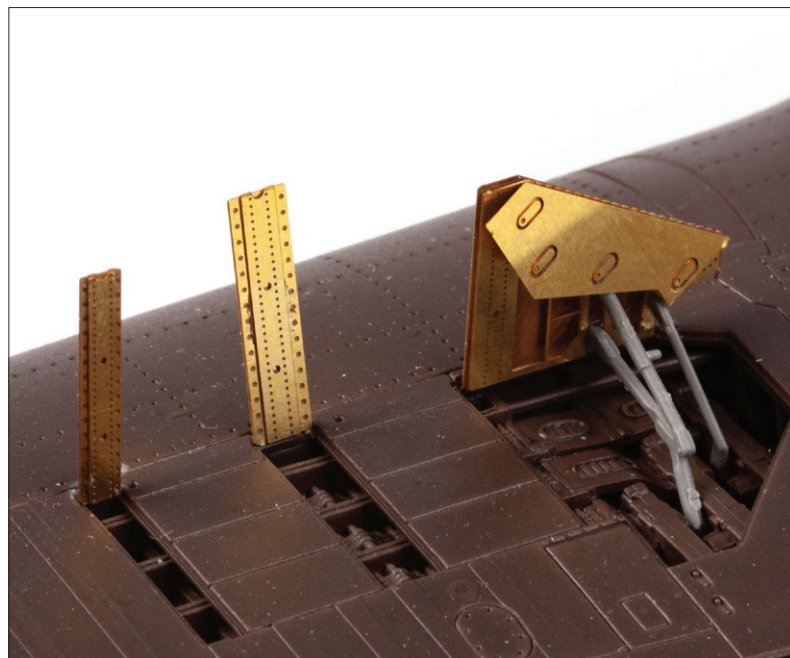
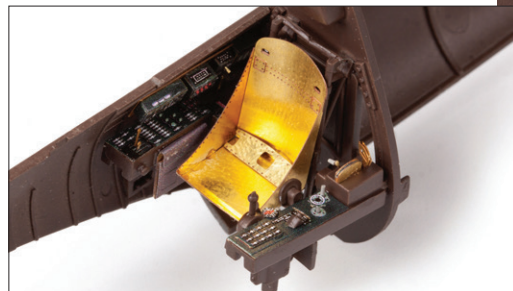
F4U-1A

1/48 Magic Factory

#491427

#FE1427

#FE1428

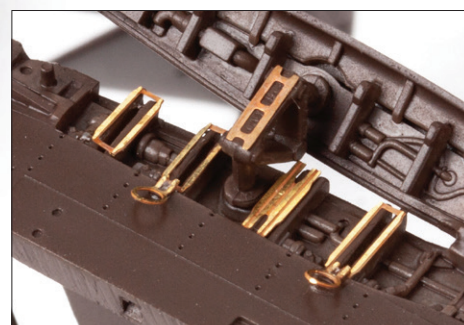
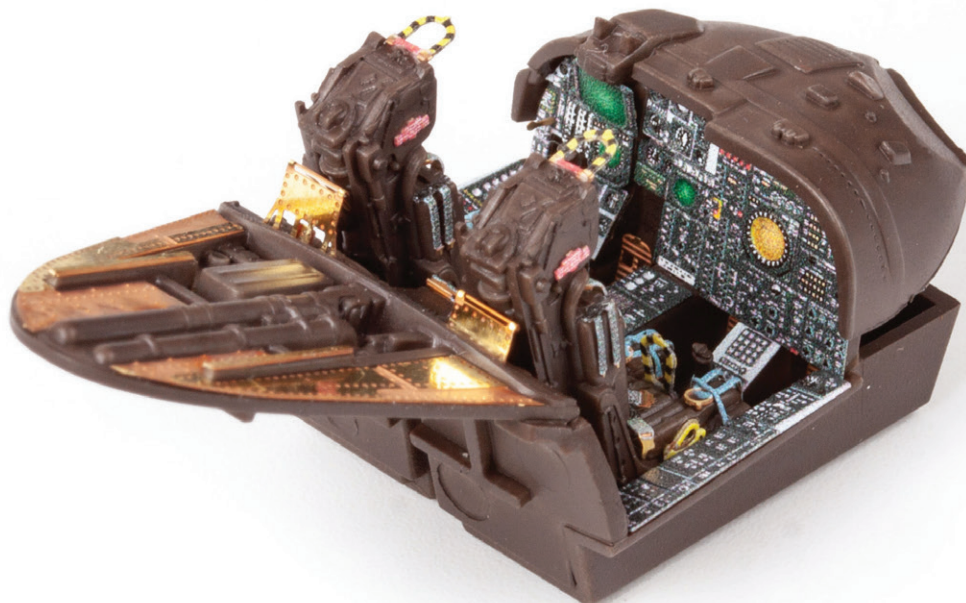




A-6A

1/72 Trumpeter

#73818
#SS818



B-17



ACCESSORIES | BACK ON RACK

eduard

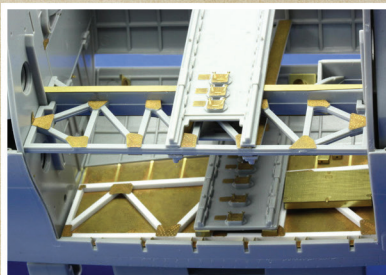
HKM 1/32

B-17E/F

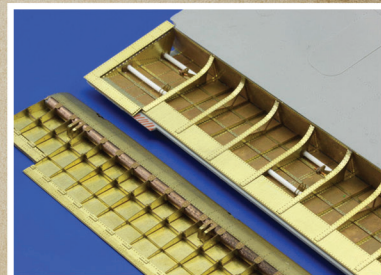
JX197	B-17E
JX198	B-17F
32397	B-17E/F ENGINES
32398	B-17E/F LANDING FLAPS
32399	B-17E/F UNDERCARRIAGE
32400	B-17E/F BOMB BAY
32401	B-17E/F EXTERIOR
32790	B-17 PLACARDS
32796	B-17 SEATBELTS FABRIC
32897	B-17E/F SEATBELTS STEEL
32899	B-17E/F BOMB RACK
32900	B-17E/F INTERIOR
32901	B-17E/F FRONT INTERIOR
32903	B-17F WAIST SECTION
32904	B-17E/F RADIO COMPARTMENT
33164	B-17E/F
632017	B-17 WHEELS
632033	B-17 SUPERCHARGERS
BIG3374	B-17E/F PART 1
BIG3375	B-17E/F PART 2

B-17G

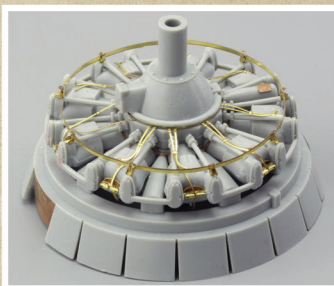
JX155	B-17G
32336	B-17G BOMB BAY
32337	B-17G LANDING FLAPS
32338	B-17G ENGINES
32340	B-17G EXTERIOR
32342	B-17G UNDERCARRIAGE
32764	B-17G SEATBELTS
32774	B-17G INTERIOR
32775	B-17G FRONT INTERIOR
32779	B-17G RADIO COMPARTMENT
32780	B-17G WAIST SECTION
32782	B-17G BOMB RACK
32790	B-17 PLACARDS
32796	B-17 SEATBELTS FABRIC
33125	B-17G INTERIOR
632017	B-17 WHEELS
632026	B-17G GUNS
632027	B-17G ENGINE NO.1
632028	B-17G ENGINE NO.2
632029	B-17G ENGINE NO.3
632030	B-17G ENGINE NO.4
632033	B-17 SUPERCHARGERS
BIG3332	B-17G - PART I.
BIG3333	B-17G - PART II.
SIN63202	B-17G ENGINES



32336 B-17G BOMB BAY



32337 B-17G LANDING FLAPS



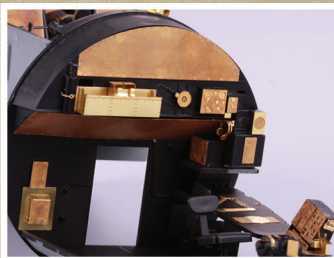
32338 B-17G ENGINES



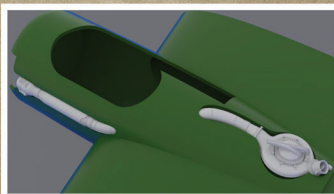
32774 B-17G INTERIOR



32903 B-17F WAIST SECTION



32901 B-17E/F FRONT INTERIOR



632033 B-17 SUPERCHARGERS



632027 B-17G ENGINE NO.1

HKM 1/48

B-17F

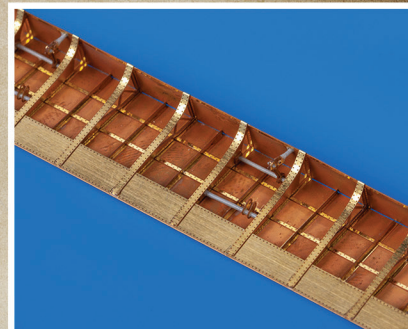
EX777	B-17F
EX778	B-17F TFACE
481052	B-17F ENGINES
481053	B-17F LANDING FLAPS
481054	B-17F UNDERCARRIAGE & EXTERIOR
481056	B-17F AMMO FEED CHUTES
491180	B-17F COCKPIT
491181	B-17F NOSE INTERIOR
491182	B-17F RADIO COMPARTMENT
491183	B-17F WAIST SECTION
491184	B-17F BOMB BAY
491201	B-17F WOODEN FLOORS & AMMO BOXES
FE1180	B-17F
FE1181	B-17F SEATBELTS STEEL
644103	B-17F LÖÖK
648529	B-17 WHEELS
648631	B-17F ENGINES
648632	B-17F UNDERCARRIAGE LEGS BRONZE
648634	B-17F GUNS
648635	B-17F SUPERCHARGERS
648642	B-17 WHEELS CROSS TREAD
648643	B-17 WHEELS BLOCK TREAD
648644	B-17 WHEELS OVAL TREAD
648645	B-17 WHEELS RHOMBOID TREAD
3DL48020	B-17F SPACE
3DL48024	B-17F/G RADIO COMPARTMENT SPACE
BIG49298	B-17F PART I
BIG49299	B-17F PART II
BIG49300	B-17F PART III
644114	B-17F LÖÖKPLUS
SIN64873	B-17F

B-17G

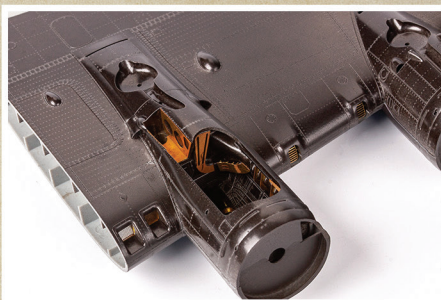
EX678	B-17G
EX687	B-17G ANTIGLARE PANELS (DL & BO PROD.)
EX688	B-17G ANTIGLARE PANELS (VE PROD.)
EX822	B-17G TFACE
481005	B-17G ENGINES
481010	B-17G LANDING FLAPS
481011	B-17G UNDERCARRIAGE & EXTERIOR
481012	B-17G AMMO FEED CHUTES
491057	B-17G COCKPIT
491058	B-17G RADIO COMPARTMENT
491061	B-17G NOSE INTERIOR
491062	B-17G WAIST SECTION
491070	B-17G BOMB BAY
491072	B-17G WOODEN FLOORS & AMMO BOXES
FE1057	B-17G
FE1058	B-17G SEATBELTS STEEL
644036	B-17G LÖÖK
648536	B-17G SUPERCHARGERS
648538	B-17G ENGINES
648539	B-17G GUNS
648540	B-17G UNDERCARRIAGE LEGS BRONZE
3DL48021	B-17G SPACE
3DL48024	B-17F/G RADIO COMPARTMENT SPACE
BIG49246	B-17G PART I
BIG49255	B-17G PART II
BIG49256	B-17G PART III
648529	B-17 WHEELS
648642	B-17 WHEELS CROSS TREAD
648643	B-17 WHEELS BLOCK TREAD
648644	B-17 WHEELS OVAL TREAD
648645	B-17 WHEELS RHOMBOID TREAD



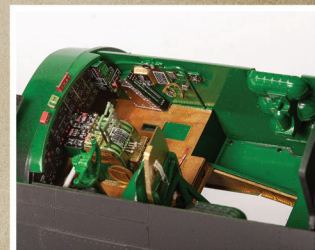
481052 B-17F ENGINES



481053 B-17F LANDING FLAPS



481054 B-17F UNDERCARRIAGE & EXTERIOR



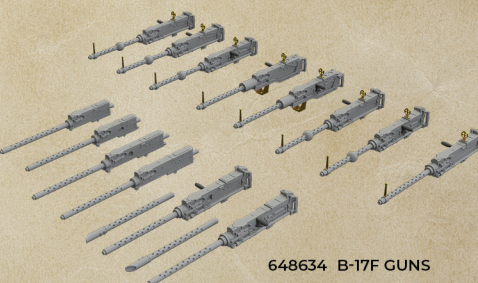
491057 B-17G COCKPIT



644103 B-17F LÖÖK



491058 B-17G RADIO COMPARTMENT



648634 B-17F GUNS



648529 B-17 WHEELS



491062 B-17G WAIST SECTION



648540 B-17G UNDERCARRIAGE LEGS BRONZE



648643 B-17 WHEELS BLOCK TREAD



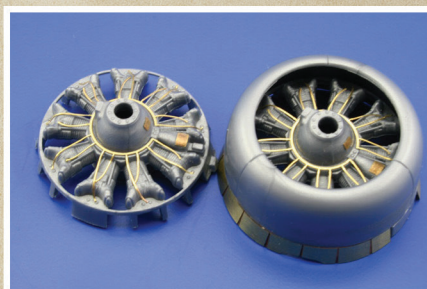
648645 B-17 WHEELS RHOMBOID TREAD

Revell 1/48 Monogram

- EX106 B-17G
- EX568 B-17G ANTIGLARE PANELS (BO & DL PRODUCTION)
- EX572 B-17G ANTIGLARE PANELS (VE PRODUCTION)
- 48528 B-17G LANDING FLAPS
- 48533 B-17G EXTERIOR
- 48534 B-17G ENGINES
- 49025 B-17G SEATBELTS
- 49337 B-17G COCKPIT INTERIOR
- 49360 B-17G NOSE INTERIOR
- 49361 B-17G MID SECTION
- 49362 B-17G REAR INTERIOR
- FE337 B-17G COCKPIT
- 648078 B-17 WHEELS
- 648191 B-17F/G ENGINES
- BIG4873 B-17G



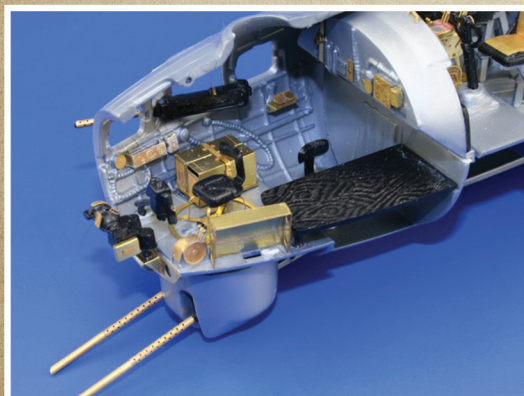
48528 B-17G LANDING FLAPS



48534 B-17G ENGINES



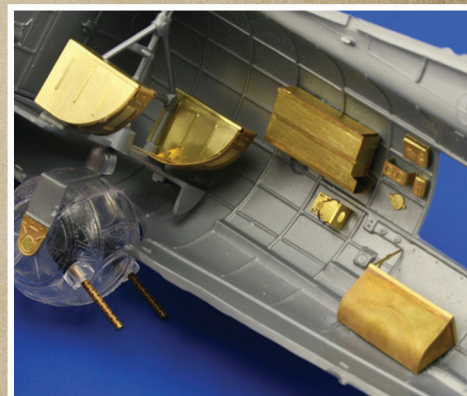
49337 B-17G COCKPIT INTERIOR



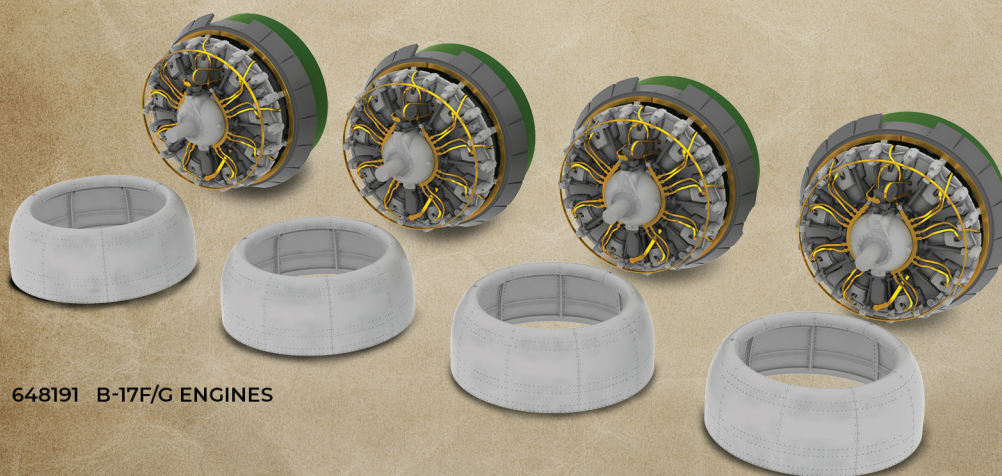
49360 B-17G NOSE INTERIOR



49361 B-17G MID SECTION



49362 B-17G REAR INTERIOR



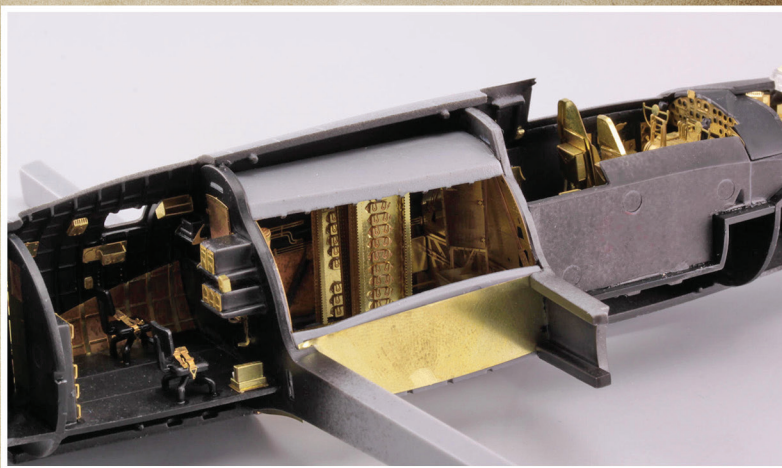
648191 B-17F/G ENGINES



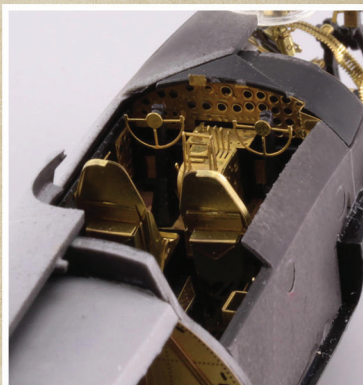
648078 B-17 WHEELS

Airfix 1/72

CX464	B-17G
CX483	B-17G ANTIGLARE PANELS (BO & DL PRODUCTION)
CX485	B-17G ANTIGLARE PANELS (VE PRODUCTION)
72629	B-17G LANDING FLAPS
72630	B-17G BOMB BAY
72631	B-17G EXTERIOR
73567	B-17G COCKPIT INTERIOR
73568	B-17G SEATBELTS STEEL
73569	B-17G REAR INTERIOR
73570	B-17G FRONT INTERIOR
SS567	B-17G
672130	B-17G WHEELS
672131	B-17G ENGINES
672132	B-17G GUNS
672133	B-17G TURBOCHARGERS
BIG72118	B-17G - PART I.
BIG72121	B-17G - PART II.
SIN67210	B-17G



72630 B-17G BOMB BAY



73567 B-17G COCKPIT INTERIOR



73568 B-17G SEATBELTS STEEL



73569 B-17G REAR INTERIOR



73570 B-17G FRONT INTERIOR



672130 B-17G WHEELS



672131 B-17G ENGINES

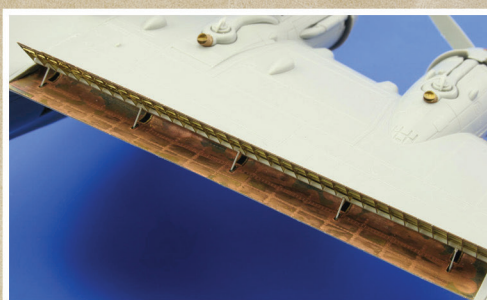
Revell 1/72

B-17F

- CX333 B-17F
- 72537 B-17 SURFACE PANELS
- 72544 B-17F EXTERIOR
- 72545 B-17F LANDING FLAPS
- 72546 B-17F BOMB BAY
- 73019 B-17 SEATBELTS
- 73461 B-17F FRONT INTERIOR
- 73462 B-17F REAR INTERIOR
- SS460 B-17F INTERIOR
- BIG7278 B-17F

B-17G

- CX279 B-17G
- 72514 B-17G LANDING FLAPS
- 72515 B-17G EXTERIOR
- 72516 B-17G BOMB BAY
- 72537 B-17 SURFACE PANELS
- 73019 B-17 SEATBELTS
- 73376 B-17G INTERIOR
- 73382 B-17G FRONT INTERIOR
- 73383 B-17G REAR INTERIOR
- SS376 B-17G INTERIOR
- 672011 B-17G WHEELS
- BIG7267 B-17G



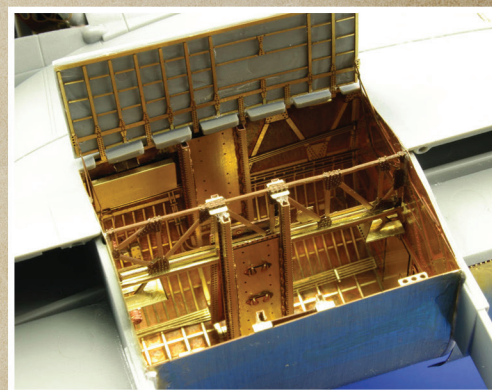
72514 B-17G LANDING FLAPS



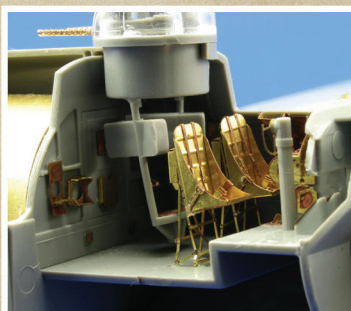
72515 B-17G EXTERIOR



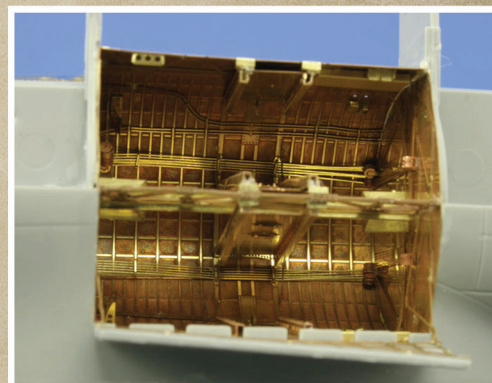
73376 B-17G INTERIOR



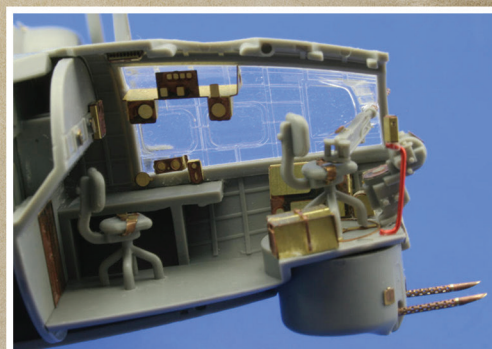
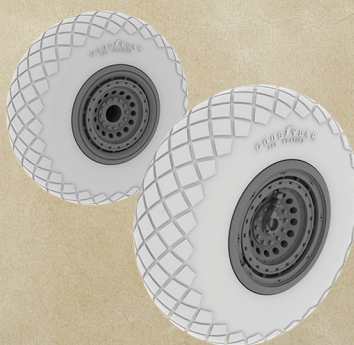
72516 B-17G BOMB BAY



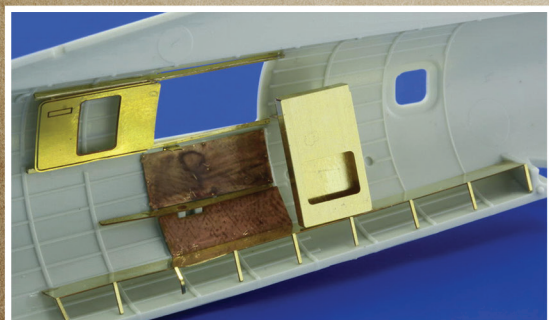
672011 B-17G WHEELS



73461 B-17F FRONT INTERIOR



73382 B-17G FRONT INTERIOR



73462 B-17F REAR INTERIOR

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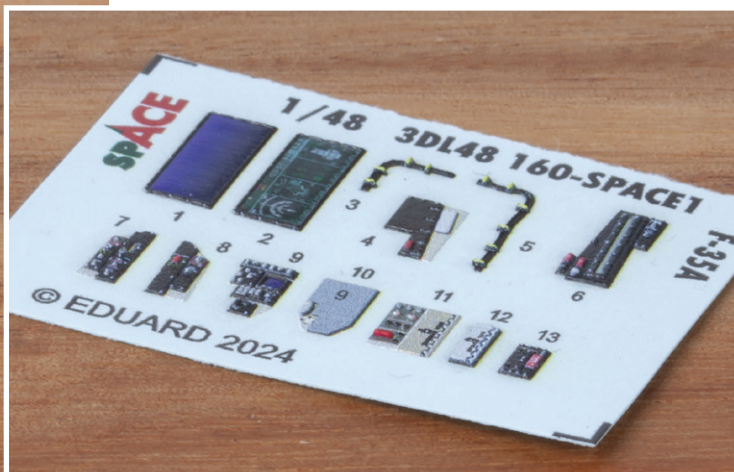
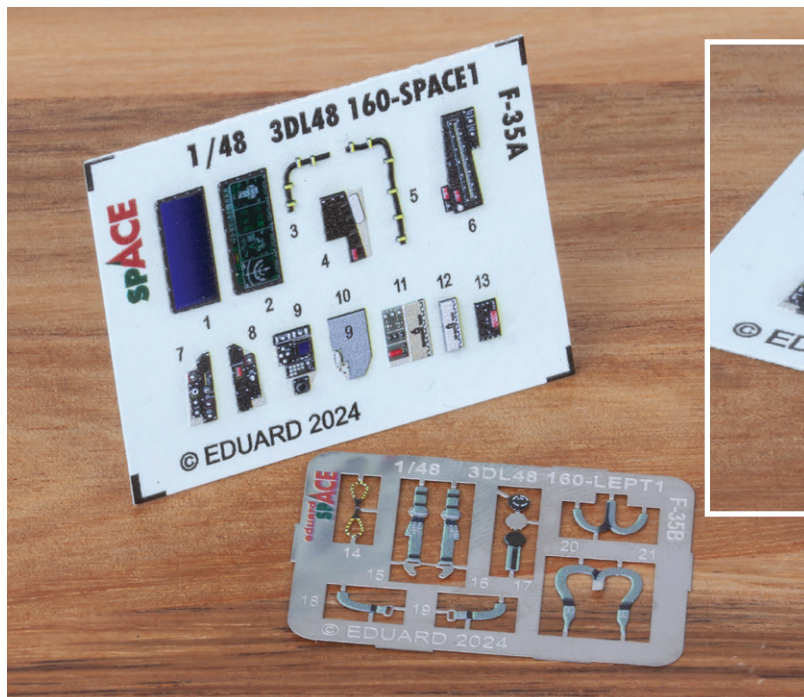
eduard



3DL48160 **F-35B SPACE** 1/48 Tamiya

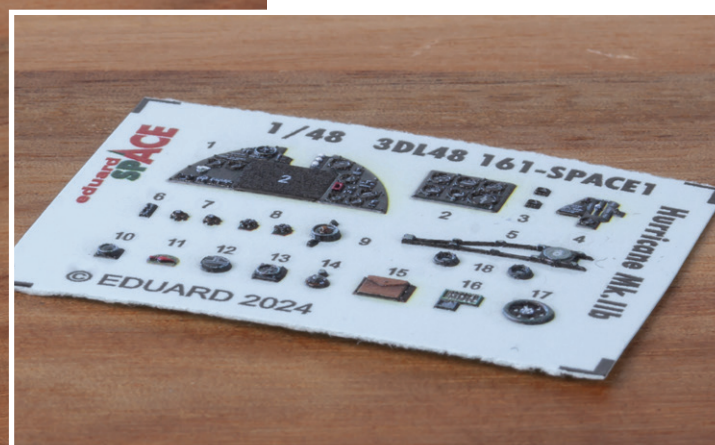
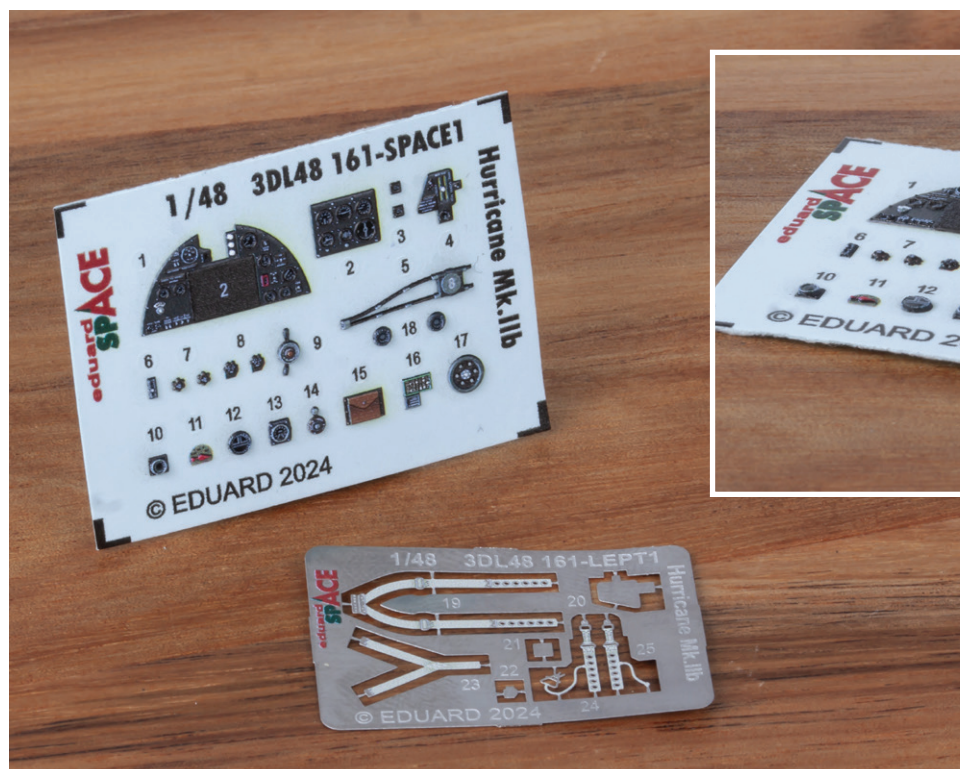
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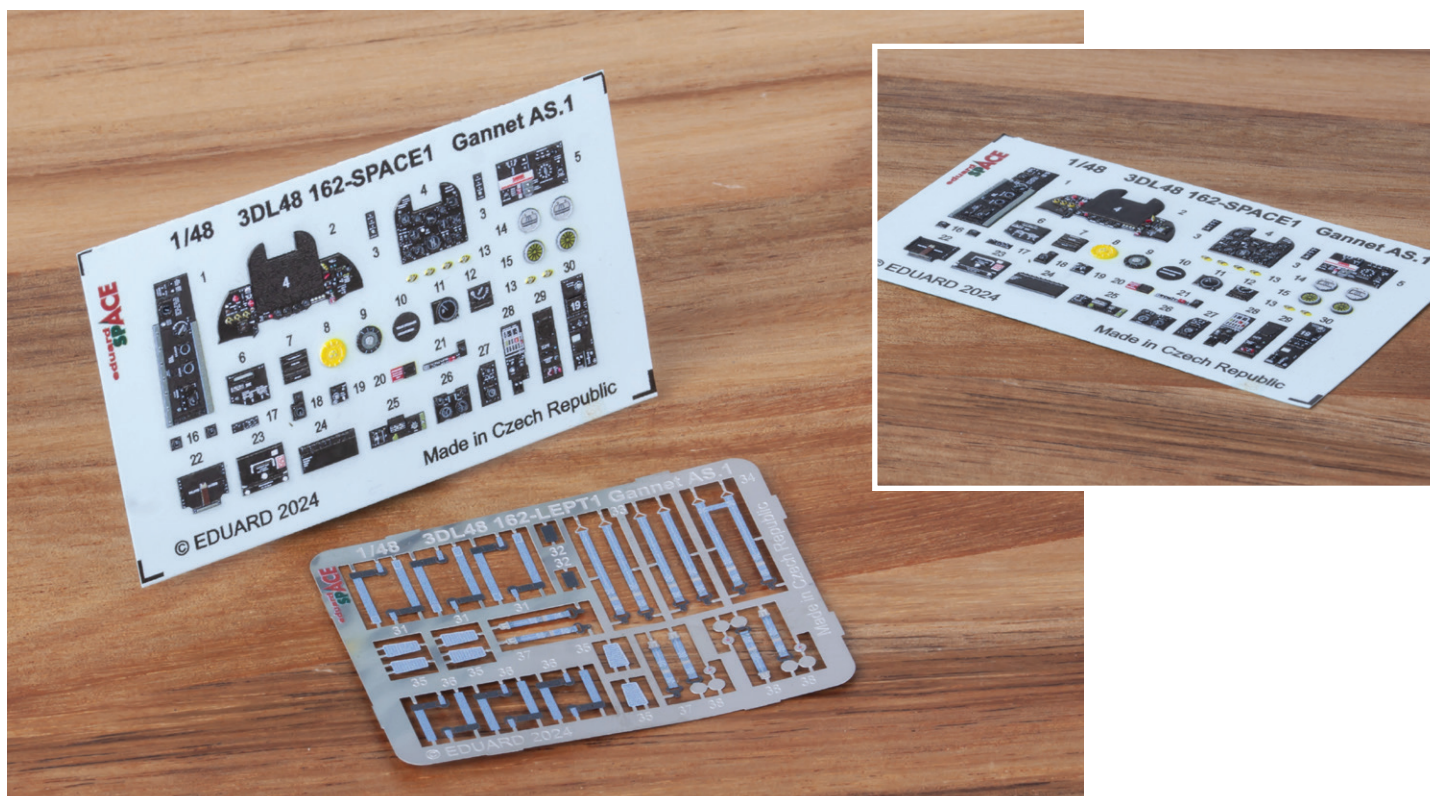
3DL48161 **Hurricane Mk.IIb SPACE** 1/48 Arma Hobby

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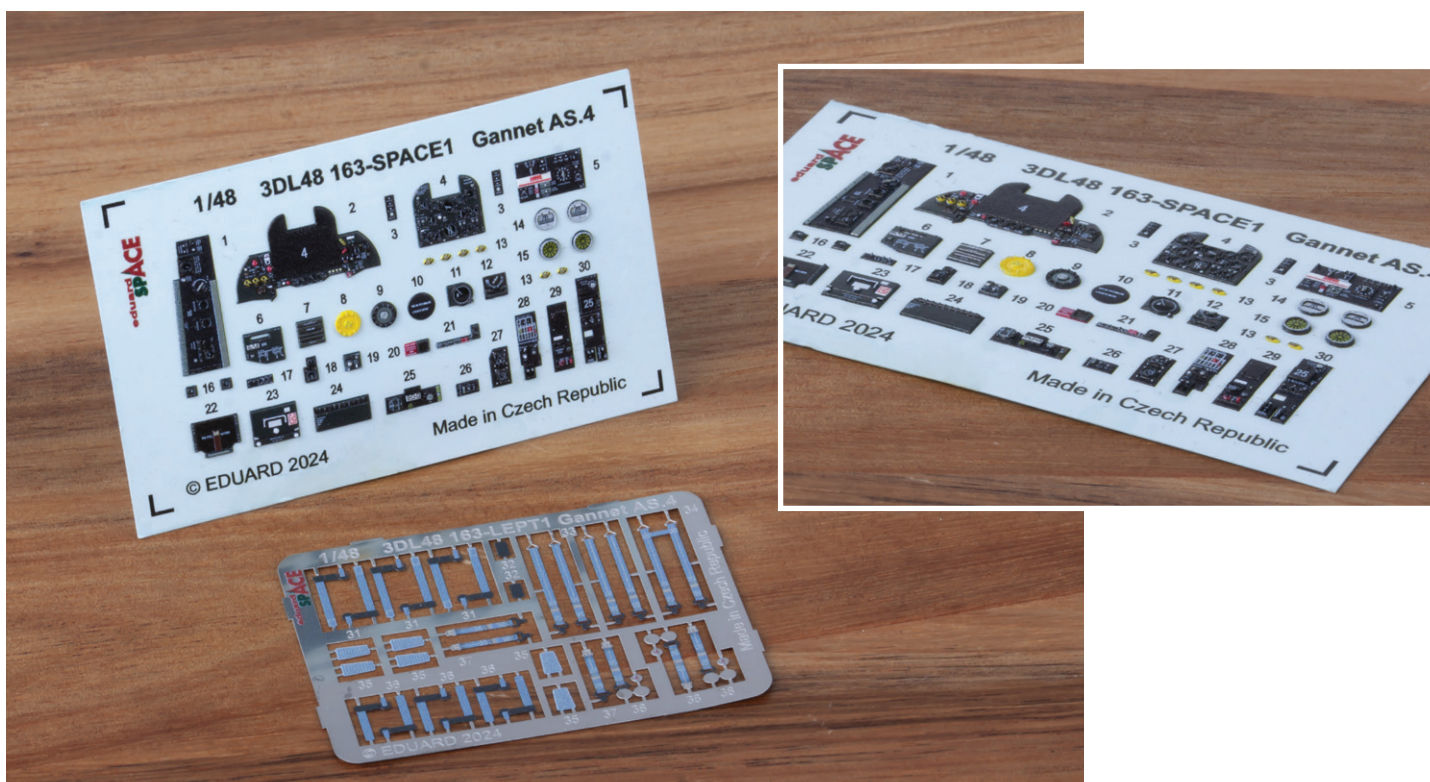
3DL48162 **Gannet AS.1 SPACE** 1/48 Airfix

[Product page](#)



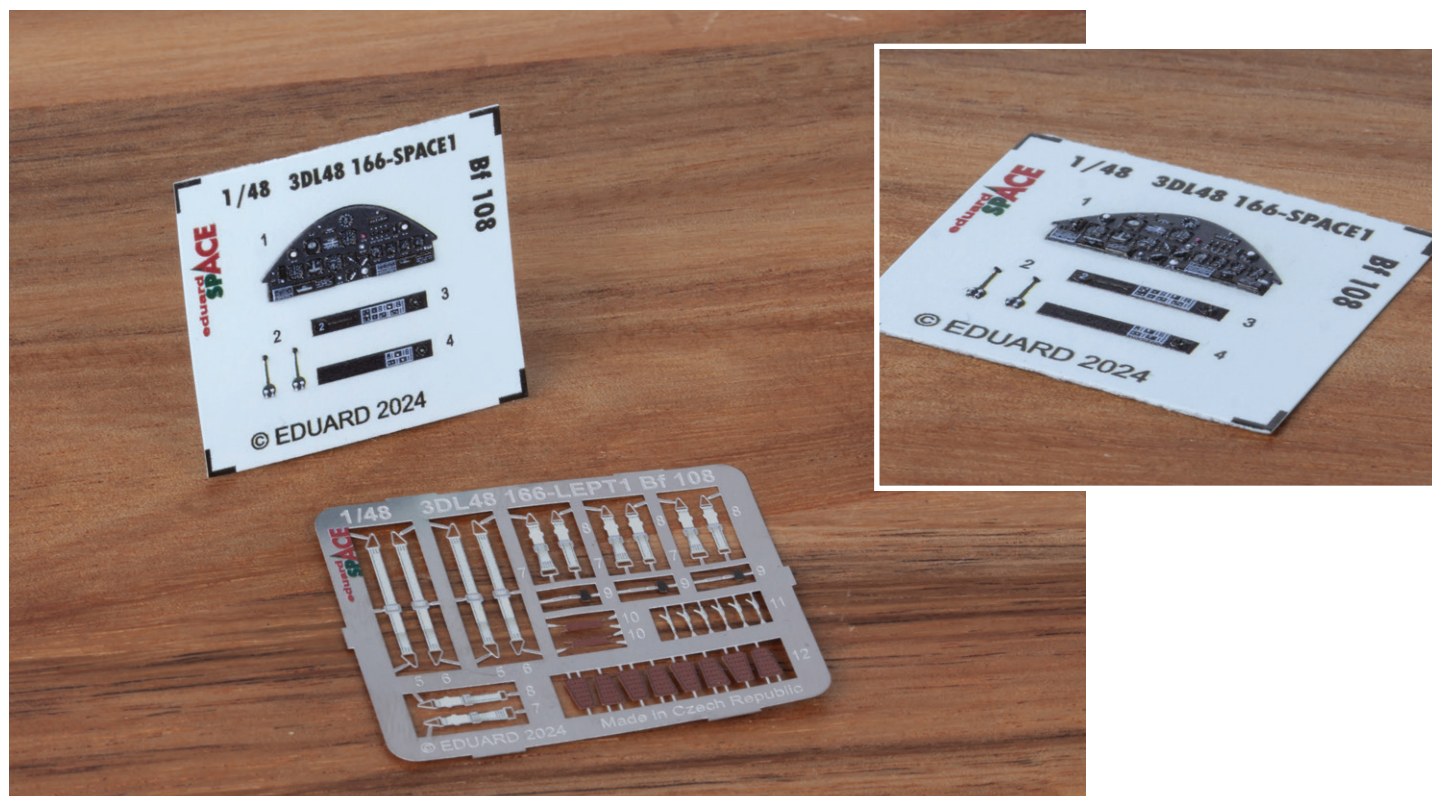
3DL48163 **Gannet AS.4 SPACE** 1/48 Airfix

[Product page](#)

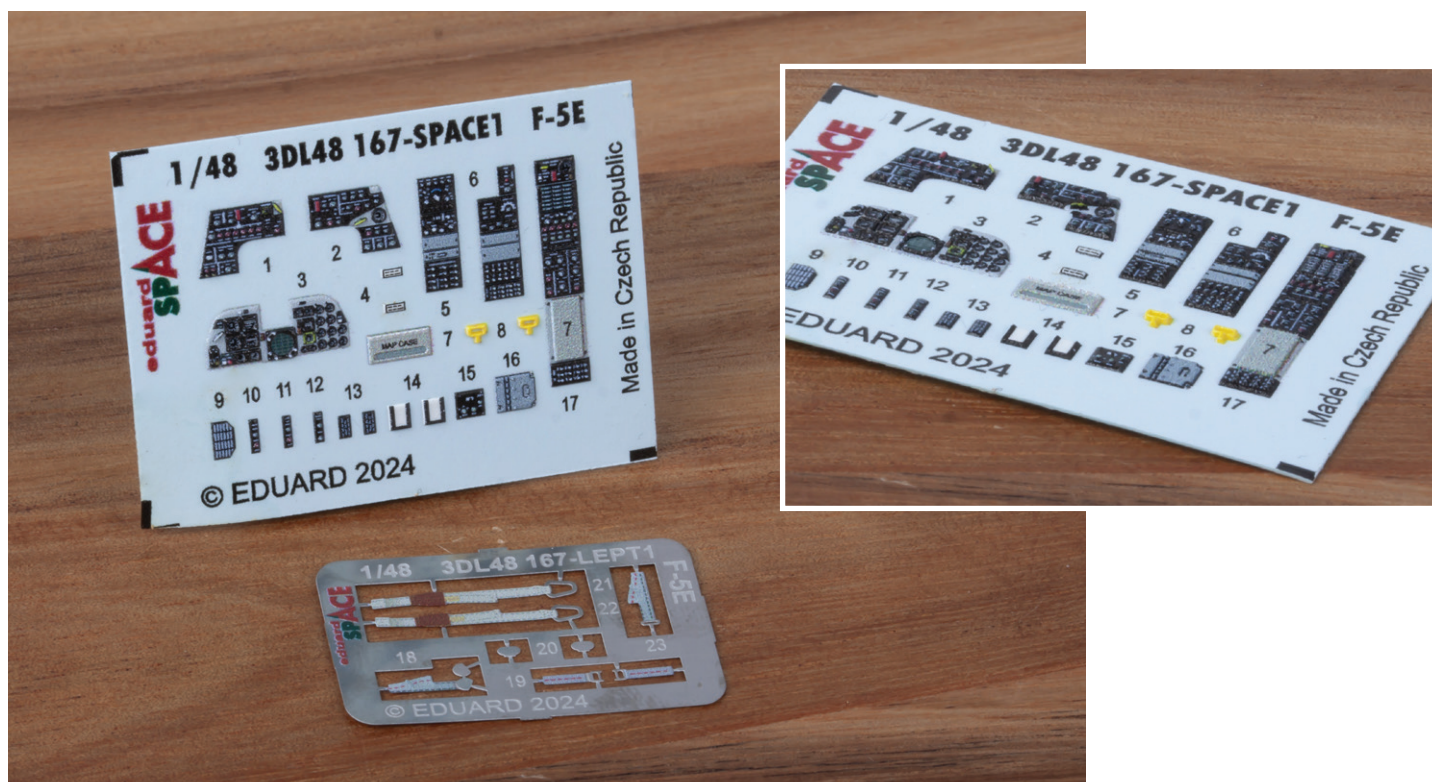


3DL48164 **F4U-1A SPACE** 1/48 Magic Factory[Product page](#)3DL48165 **F4U-2 SPACE** 1/48 Magic Factory[Product page](#)

3DL48166 Bf 108 SPACE 1/48 Eduard

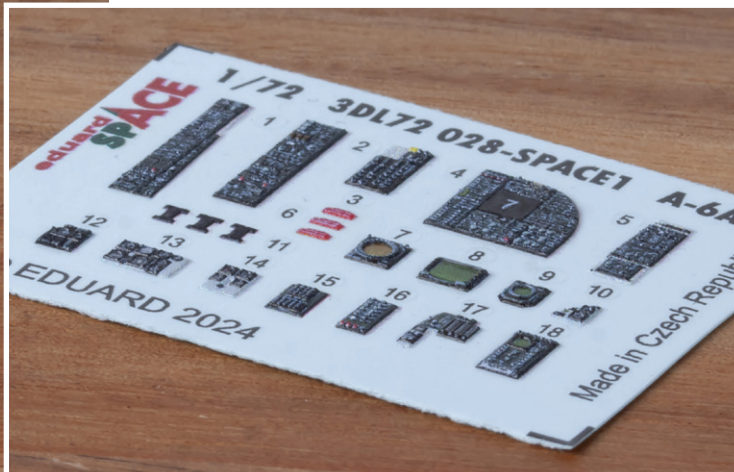
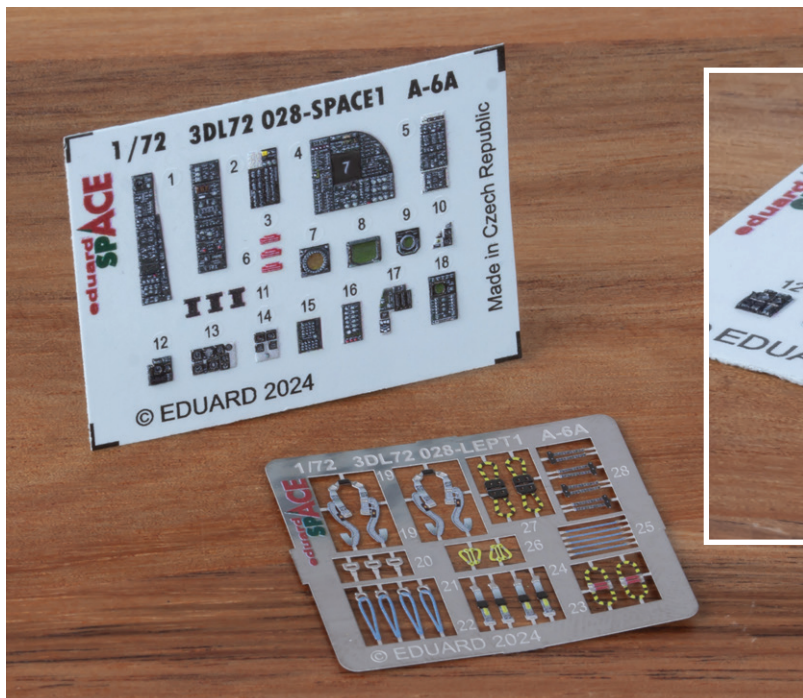
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3DL48167 F-5E SPACE 1/48 AFV Club/Eduard

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3DL72028 **A-6A SPACE** 1/72 Trumpeter

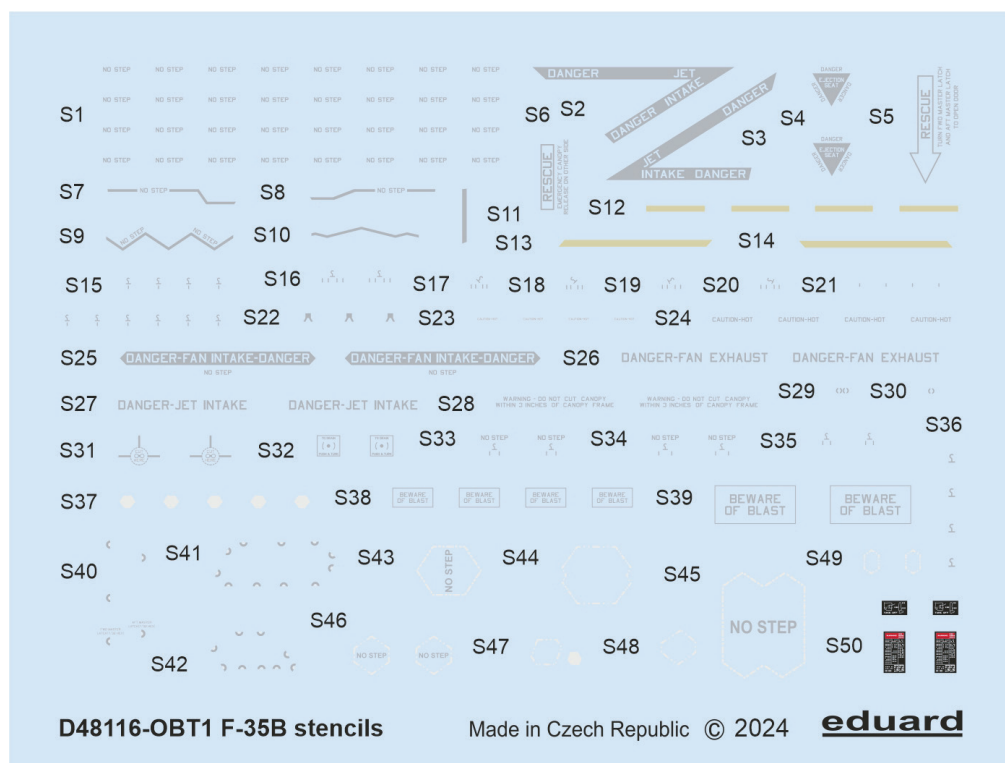
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DECAL SET

D48116
F-35B stencils
1/48

Product page





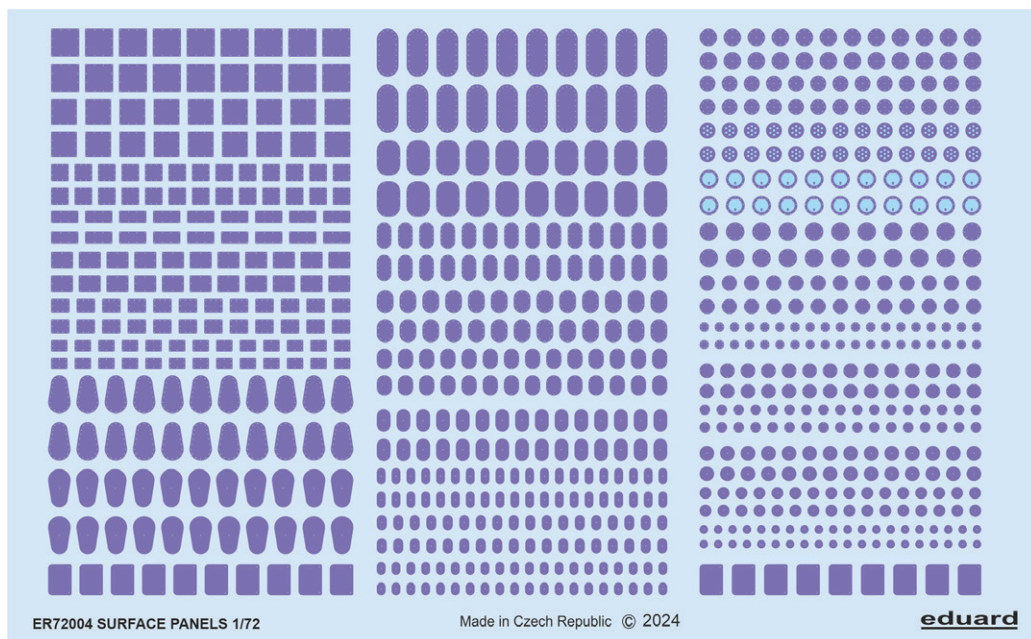
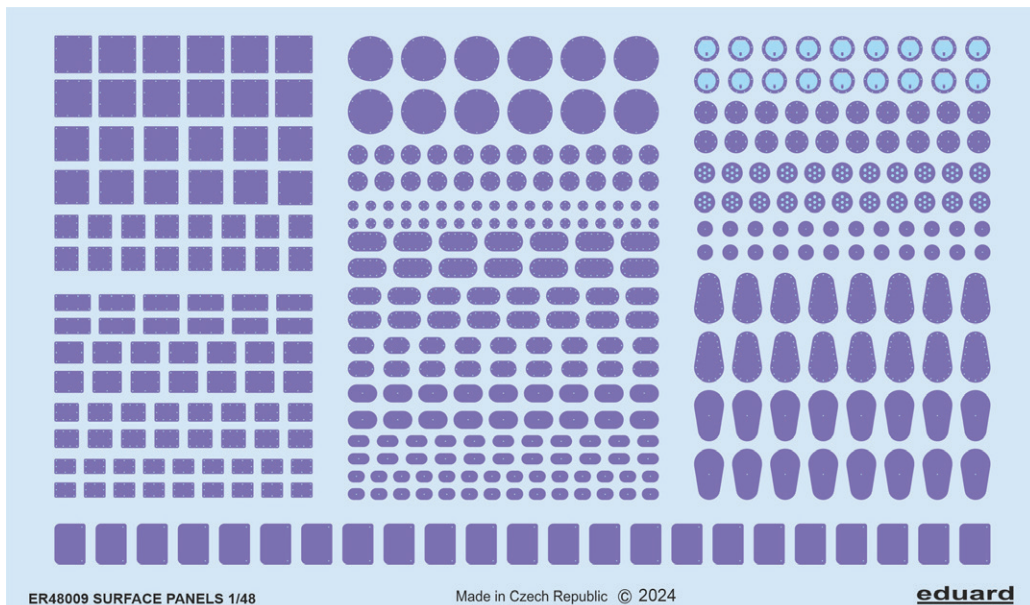
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ER48009

Surface panels

1/48

[Product page](#)



ER72004

Surface panels

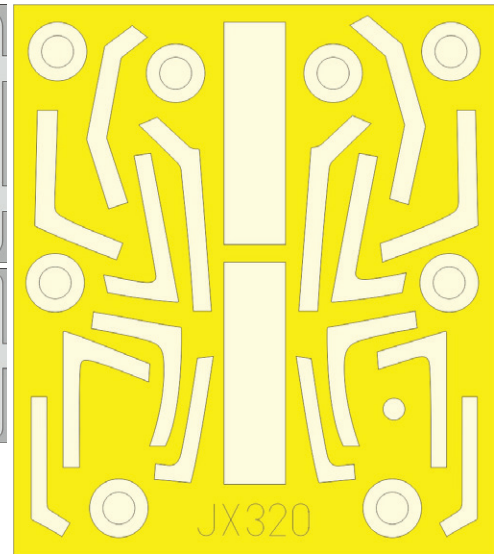
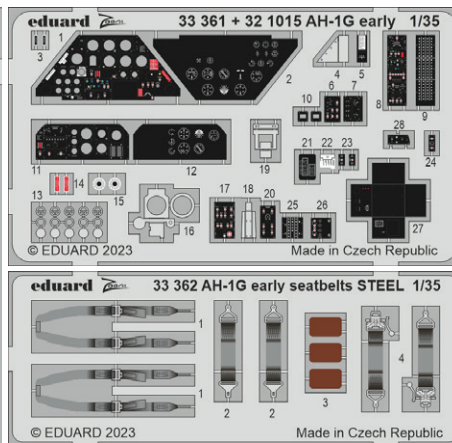
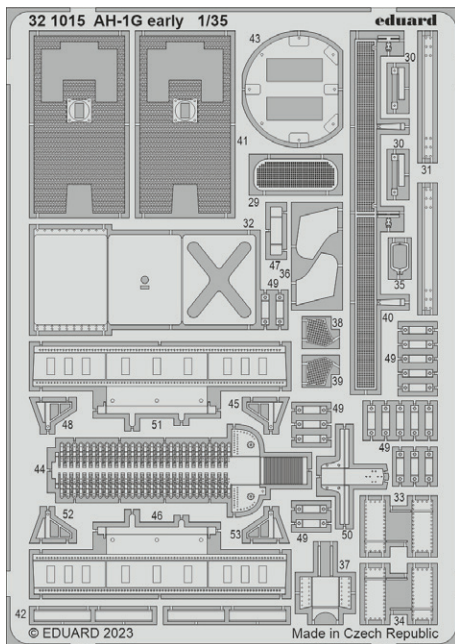
1/72

[Product page](#)

BIG33159 AH-1G early 1/35 ICM

321015 AH-1G early 1/35
33362 AH-1G early seatbelts STEEL 1/35
JX320 AH-1G 1/35

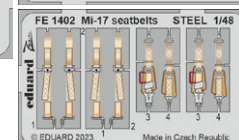
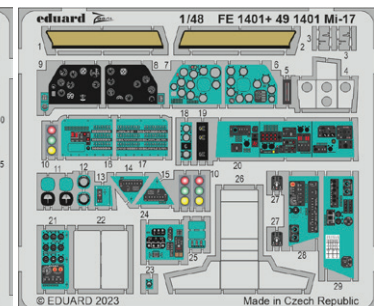
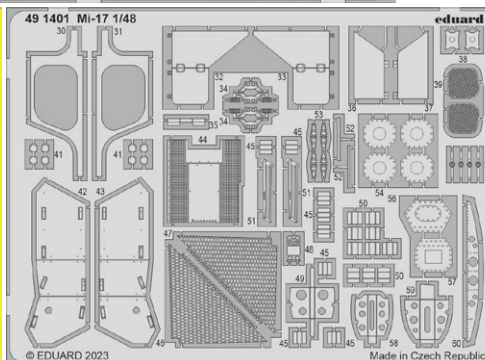
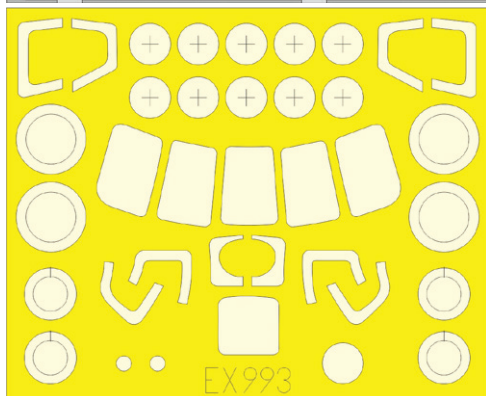
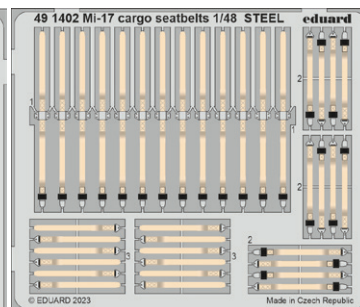
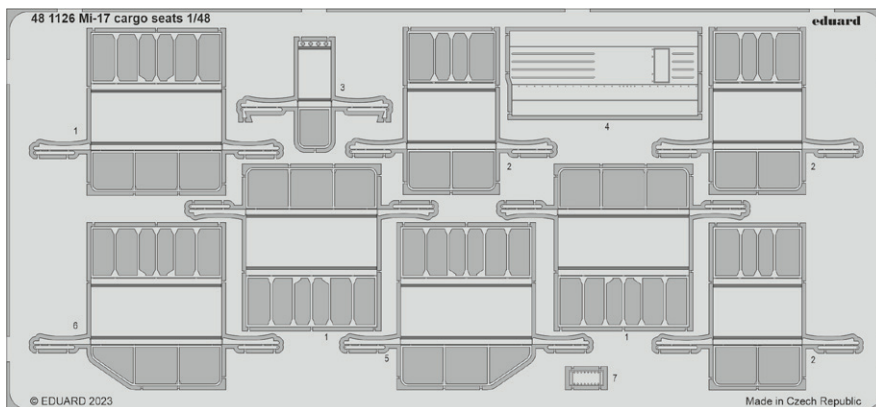
[Product page](#)



BIG49396 Mi-17 1/48 Trumpeter

481126 Mi-17 cargo seats 1/48
491401 Mi-17 1/48
491402 Mi-17 cargo seatbelts STEEL 1/48
FE1402 Mi-17 seatbelts STEEL 1/48
EX993 Mi-17 1/48

[Product page](#)

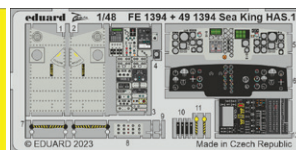
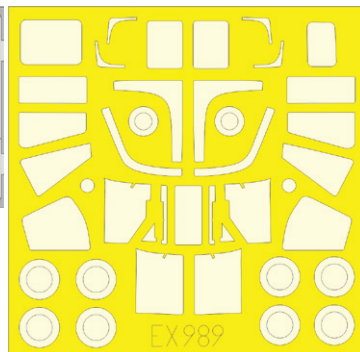
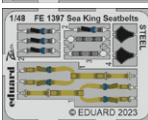
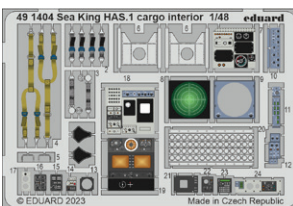
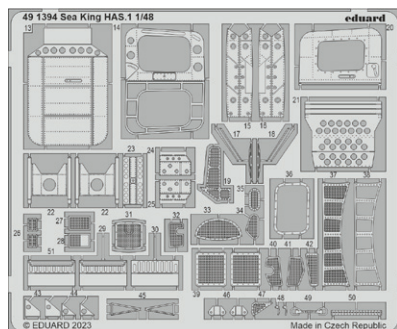


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BIG49397 **Sea King HAS.1** 1/48 Airfix

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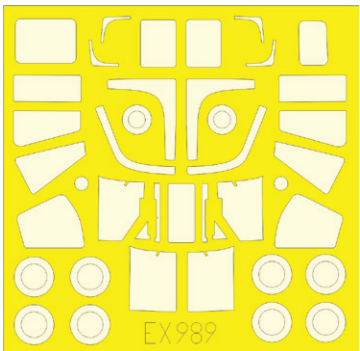
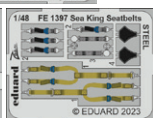
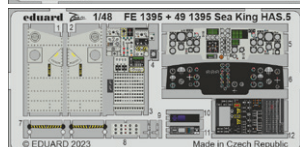
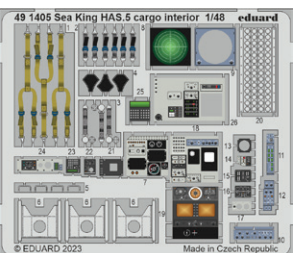
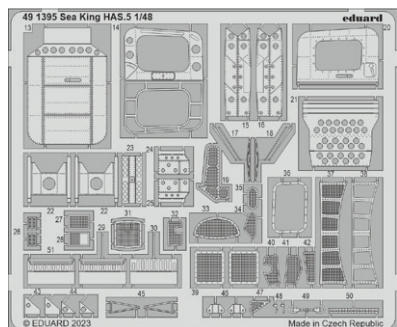
491394 Sea King HAS.1 1/48
491404 Sea King HAS.1 cargo interior 1/48
FE1397 Sea King seatbelts STEEL 1/48
EX989 Sea King 1/48



BIG49398 **Sea King HAS.5** 1/48 Airfix

[Product page](#)

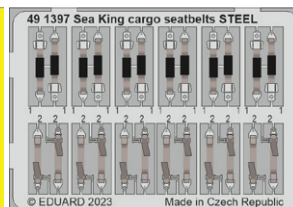
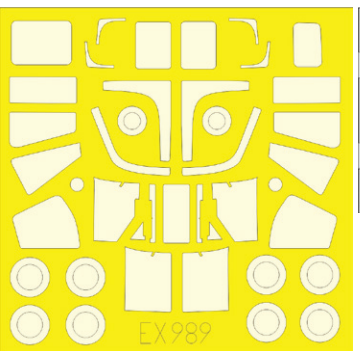
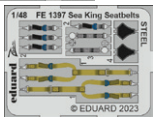
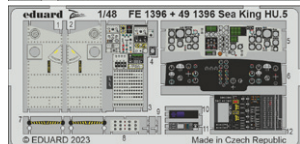
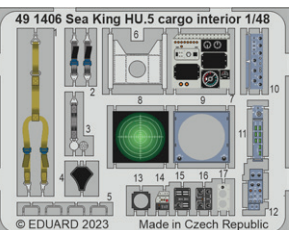
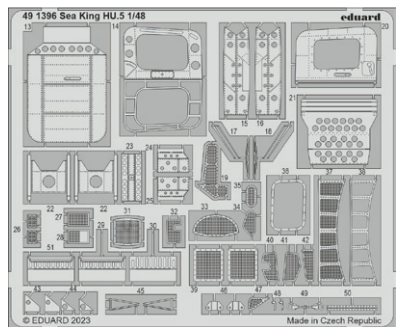
491395 Sea King HAS.5 1/48
491405 Sea King HAS.5 cargo interior 1/48
FE1397 Sea King seatbelts STEEL 1/48
EX989 Sea King 1/48



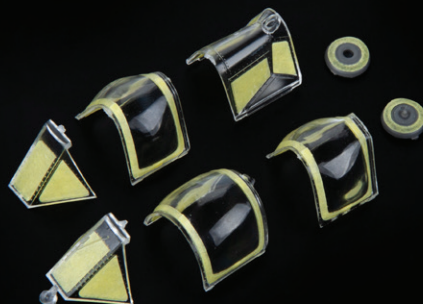
BIG49399 **Sea King HU.5** 1/48 Airfix

[Product page](#)

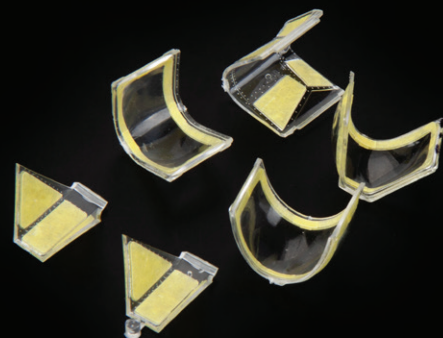
491396 Sea King HU.5 1/48
491397 Sea King HU.5 cargo seatbelts STEEL 1/48
491406 Sea King HU.5 cargo interior 1/48
FE1397 Sea King seatbelts STEEL 1/48
EX989 Sea King 1/48



EX1011 F-35B
1/48 Tamiya
EX1012 F-35B TFace
1/48 Tamiya
EX1013 F-35B RAM coating
1/48 Tamiya
EX1014 Hurricane Mk.IIb
1/48 Arma Hobby
EX1015 Hurricane Mk.IIb TFace
1/48 Arma Hobby
EX1016 Gannet AS.1/AS.4
1/48 Airfix
EX1017 Gannet AS.1/AS.4 TFace
1/48 Airfix
EX1018 Gannet AS.1/AS.4
national & a/c marking
1/48 Airfix
EX1019 F-5E TFace
1/48 AFV Club/Eduard
EX1020 Bf 108 TFace
1/48 Eduard
CX659 A-6A
1/72 Trumpeter
CX660 P-39 / P-400
1/72 Arma Hobby



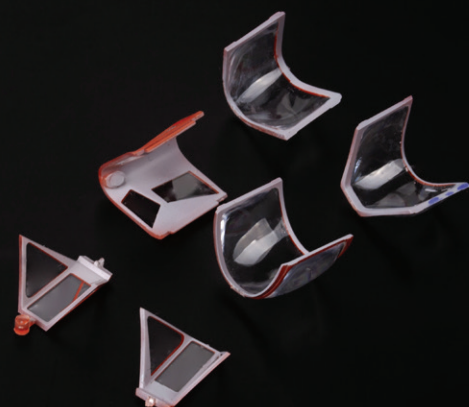
EX1016 Gannet AS.1/AS.4
EX1017 Gannet AS.1/AS.4 TFace



EX1017 Gannet AS.1/AS.4 TFace



EX1016 Gannet AS.1/AS.4
EX1017 Gannet AS.1/AS.4 TFace



EX1017 Gannet AS.1/AS.4 TFace

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The Vickers VC.1 Viking was a British twin-engine short-range airliner derived from the Vickers Wellington bomber and built by Vickers-Armstrongs Limited at Brooklands near Weybridge in Surrey. After the Second World War, the Viking was an important airliner with British airlines, pending the development of turboprop aircraft like the Viscount. An experimental airframe was fitted with Rolls-Royce Nene turbojets and first flown in 1948 as the world's first pure jet transport aircraft. Military developments were the Vickers Valetta and the Vickers Varsity. The Valetta was a military derivative of the Viking developed in transport and training variants for the Royal Air Force. The Varsity was a versatile twin piston-engined aircraft developed from the Viking and Valetta but with a tricycle undercarriage and ventral panner for bomb-aimer training, among other changes. It was brought into RAF service in 1951 for crew training as a replacement for the Wellington T10. The most outstanding quality of the Varsity was that it could provide excellent training for pilots, flight engineers, radio operators, navigators and bomb aimers simultaneously. The prototype Varsity T Mk I made its maiden flight on 17 July 1949. The RAF took its first deliveries in October 1951 which went to No.201 Squadron, Advanced Flying School at Swinderby, Lincolnshire. Production of the Varsity T Mk I for the RAF ceased on 28 February 1954 after a total of 163 had been built, the type serving the RAF faithfully until being withdrawn from use in 1976. This Warpaint relates the history of all three types, focussing on the military operators, as per the series title. It is profusely illustrated by over 100 top quality photographs, nearly all in colour from the author's extensive photograph archive and supported by the excellent colour profiles and plans by Sam Pearson.

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5 Hawker Typhoon	£13.00	43 Lockheed F-104 Starfighter	£18.00	81 Junkers Ju 52	£14.00	119 Grumman F9F Panther	£15.00
6 Avro Shackleton	£14.00	44 de Havilland Venom	£15.00	82 BAC Jet Provost	£17.00	120 Mikoyan-Gurevich MiG-15	£17.00
7 Junkers Ju 88	£13.00	45 Martin B-57 Canberra	£16.00	83 Fairey Battle	£17.00	121 Douglas A-4 Skyhawk	£26.00
8 Hawker Hunter	£17.00	46 Handley Page Halifax	£17.00	84 Grumman FBF Hellcat	£18.00	122 Albatros D.II & D.III	£16.00
9 Grumman F4F Wildcat/Martlet	£13.00	47 McDonnell F-101 Voodoo	£15.00	85 Supermarine Scimitar	£15.00	123 de Havilland (Canada) Chipmunk	£15.00
10 Vickers Wellington	£13.00	48 Westland Lysander	£15.00	86 Vickers Wellesley	£15.00	124 Mikoyan-Gurevich MiG-17	£17.00
11 de Havilland Sea Vixen	£13.00	49 Fiat G.91	£15.00	87 Grumman Avenger	£18.00	125 Bristol Britannia, Argus and Yukon	£17.00
12 Fairey Swordfish	£15.00	50 Bristol Beaufort	£15.00	88 Lockheed T-33A	£15.00	126 Grumman F-14 Tomcat	£26.00
13 Focke Wölfe Fw 200 Condor	£14.00	51 Lockheed Neptune	£16.00	89 Avro Lancaster	£18.00	127 Cessna T-37 A/B/C and A-37 A/B	£21.00
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27 de Havilland Vampire	£20.00	65 Westland Wessex	£17.00	103 Avro Manchester	£14.00		
28 Fairey Firefly	£17.00	66 Bristol Bulldog	£13.00	104 General Dynamics F-111 & EF-111A	£20.00		
29 Hawker Sea Hawk	£15.00	67 Folland Gnat and Ajcet	£13.00	105 Sopwith Pup	£14.00		
30 Avro Vulcan	£16.00	68 Bristol Brigand	£13.00	106 Sikorsky S-55/H-19 & Westland Whirlwind	£18.00		
31 RAF/RN Phantoms	£17.00	69 Martin B-26 Marauder	£14.00	107 Ilyushin Il-2 'Sturmovik'	£15.00		
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33 Heinkel He 177	£14.00	71 Armstrong Whitworth 650/660 Argosy	£14.00	109 Douglas C-54/R5D Skymaster & DC-4	£21.00		
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KITS

11182	Freedom Tiger	1/48	Limited
70156	Bf 109G-2	1/72	ProfiPACK
84118	Fw 190A-5	1/48	Weekend
8281	Spitfire Mk.IXc late version Re-release	1/48	ProfiPACK
8078	Bf 108 Re-release	1/48	ProfiPACK

PE-SETS

53306	HMS Ark Royal 1939 part 2	1/350	I LOVE KIT
481132	F-5E upgrade set	1/48	AFV Club/Eduard
491420	F-35B	1/48	Tamiya
491422	Hurricane Mk.IIb	1/48	Arma Hobby
491424	Gannet AS.1	1/48	Airfix
491425	Gannet AS.4	1/48	Airfix
491427	F4U-1A	1/48	Magic Factory
491428	F4U-2	1/48	Magic Factory
73818	A-6A	1/72	Trumpeter
73819	P-400	1/72	Arma Hobby

ZOOMS

FE1420	F-35B	1/48	Tamiya
FE1421	F-35B seatbelts STEEL	1/48	Tamiya
FE1422	Hurricane Mk.IIb	1/48	Arma Hobby
FE1423	Hurricane Mk.IIb seatbelts STEEL	1/48	Arma Hobby
FE1424	Gannet AS.1	1/48	Airfix
FE1425	Gannet AS.4	1/48	Airfix
FE1426	Gannet AS.1/AS.4 seatbelts STEEL	1/48	Airfix
FE1427	F4U-1A	1/48	Magic Factory
FE1428	F4U-2	1/48	Magic Factory
FE1429	F4U-1A/2 seatbelts STEEL	1/48	Magic Factory
FE1430	F-5E seatbelts STEEL	1/48	AFV Club/Eduard
FE1431	Bf 108 seatbelts STEEL	1/48	Eduard
SS818	A-6A	1/72	Trumpeter
SS819	P-400	1/72	Arma Hobby

MASKS

EX1011	F-35B	1/48	Tamiya
EX1012	F-35B TFace	1/48	Tamiya
EX1013	F-35B RAM coating	1/48	Tamiya
EX1014	Hurricane Mk.IIb	1/48	Arma Hobby
EX1015	Hurricane Mk.IIb TFace	1/48	Arma Hobby
EX1016	Gannet AS.1/AS.4	1/48	Airfix
EX1017	Gannet AS.1/AS.4 TFace	1/48	Airfix
EX1018	Gannet AS.1/AS.4 national & a/c marking	1/48	Airfix
EX1019	F-5E TFace	1/48	AFV Club/Eduard
EX1020	Bf 108 TFace	1/48	Eduard
CX659	A-6A	1/72	Trumpeter
CX660	P-39 / P-400	1/72	Arma Hobby

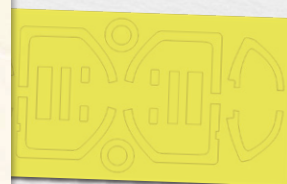
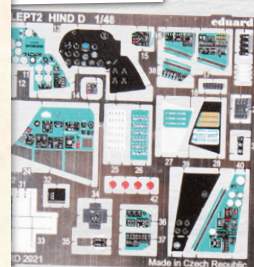
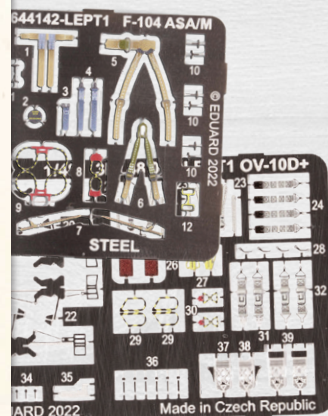
BIG ED

BIG33159	AH-1G early	1/35	ICM
BIG49396	Mi-17	1/48	Trumpeter
BIG49397	Sea King HAS.1	1/48	Airfix
BIG49398	Sea King HAS.5	1/48	Airfix
BIG49399	Sea King HU.5	1/48	Airfix

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edition



BIG-ED

BRASSIN

644249	Sea King HU.5 LööK	1/48	Airfix
644253	TBM-3 LööK	1/48	Academy
644254	I-16 Type 10 LööK	1/48	Eduard
632192	Bf 109E rudder pedals early PRINT	1/32	
632193	Bf 109E rudder pedals late PRINT	1/32	
648928	Su-25 flaps and slats PRINT	1/48	Zvezda
648969	F-16C Block 30 cockpit PRINT	1/48	Kinetic
648975	Tornado ejection seats	1/48	Revell
648976	Fw 190A-8/R2 cockpit PRINT	1/48	Eduard
648977	Bf 109G-10 WNF cockpit PRINT	1/48	Eduard
648978	F-35B wheels	1/48	Tamiya
648979	F-35B ejection seat PRINT	1/48	Tamiya
672352	Bf 109G-6 engine PRINT	1/72	Eduard

LööKPLUS

644256	Sea King HAS.1 LööKplus	1/48	Airfix
644257	Sea King HAS.5 LööKplus	1/48	Airfix

BIG SIN

SIN648121	FM-1 ESSENTIAL	1/48	Eduard
SIN648122	FM-2 ADVANCED	1/48	Eduard

SPACE

3DL48160	F-35B SPACE	1/48	Tamiya
3DL48161	Hurricane Mk.IIb SPACE	1/48	Arma Hobby
3DL48162	Gannet AS.1 SPACE	1/48	Airfix
3DL48163	Gannet AS.4 SPACE	1/48	Airfix
3DL48164	F4U-1A SPACE	1/48	Magic Factory
3DL48165	F4U-2 SPACE	1/48	Magic Factory
3DL48166	Bf 108 SPACE	1/48	Eduard
3DL48167	F-5E SPACE	1/48	AFV Club/Eduard
3DL72028	A-6A SPACE	1/72	Trumpeter

DECAL SET

D48115	F-35B stencils	1/48	
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EDDIE THE RIVETER

ER48008	Surface panels	1/48	
ER72003	Surface panels	1/72	

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

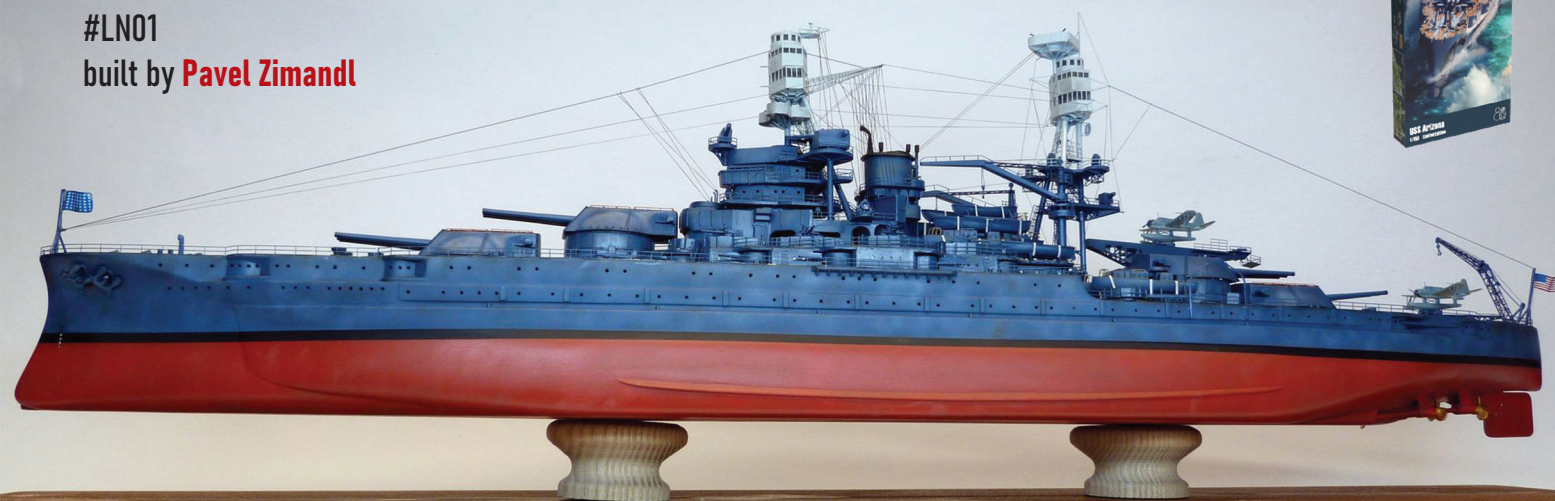
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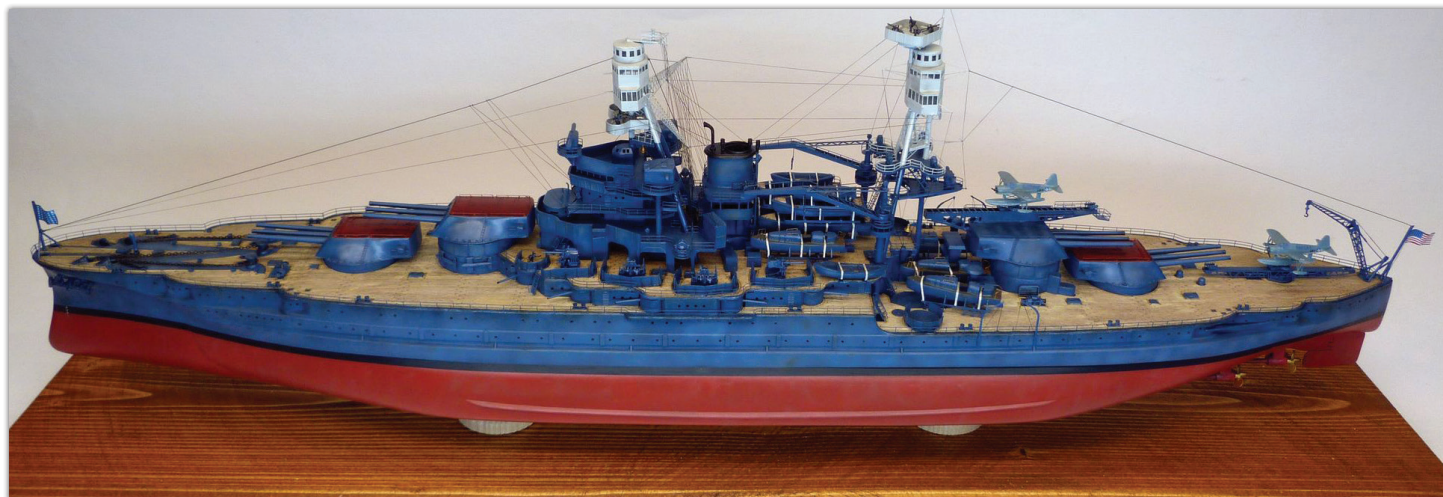
USS Arizona 1/350

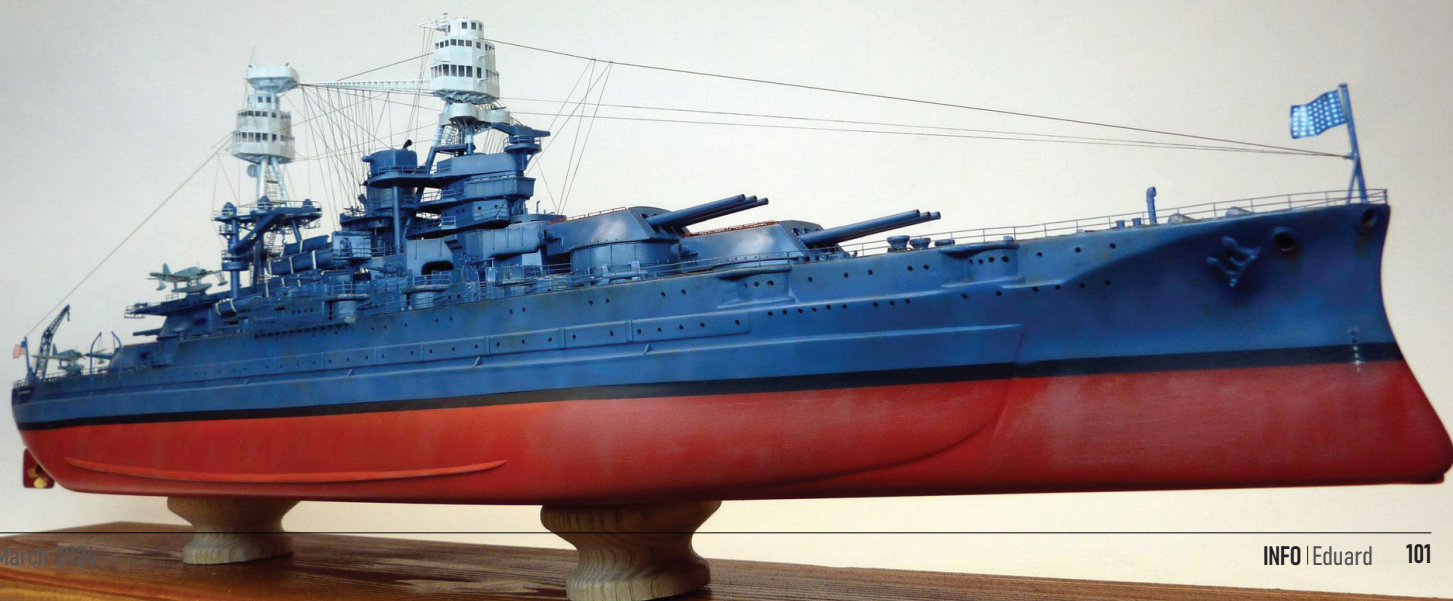
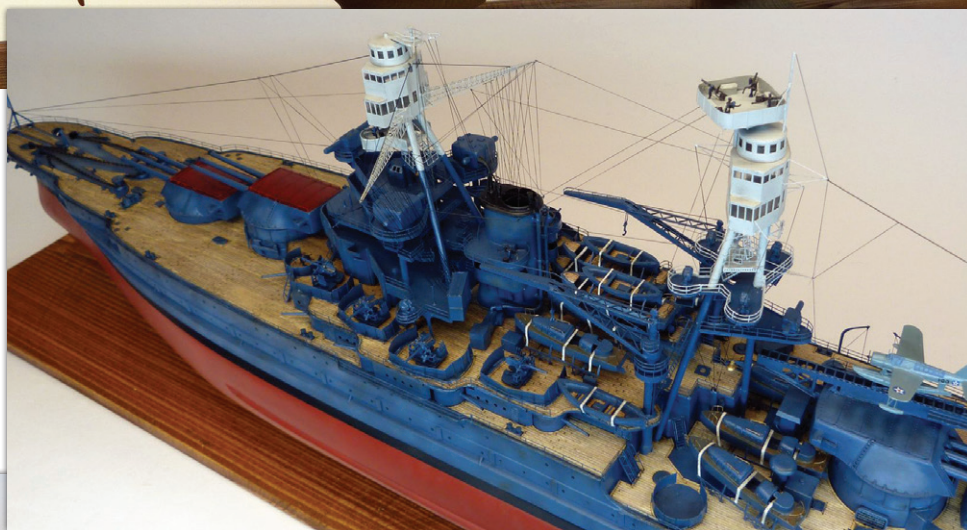
#LN01

built by Pavel Zimandl



USS Arizona (BB-39), Pearl Harbor, Hawaii Islands, United States, December 1941





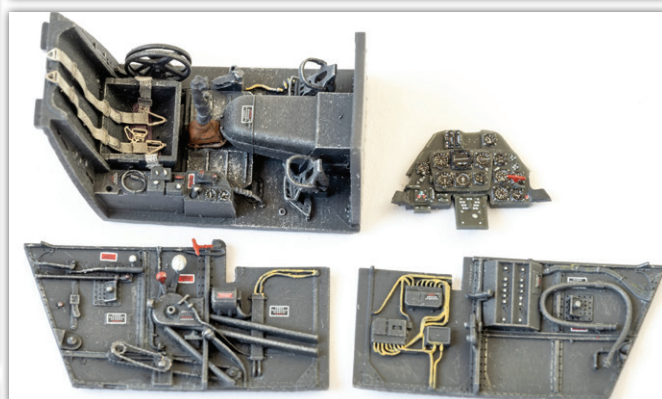
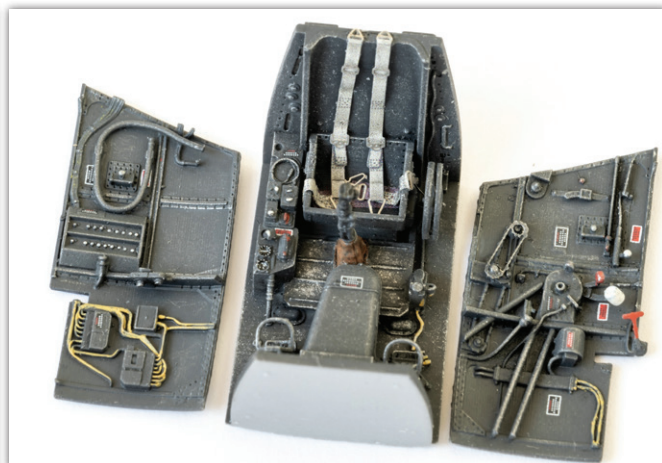
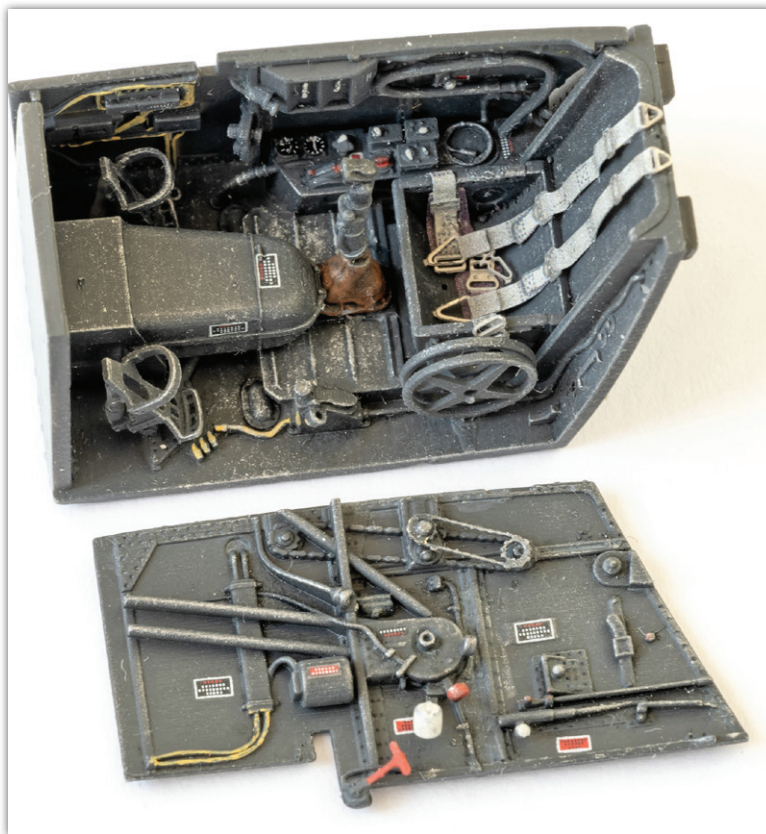
#11177
MARKING B
built by **Matthias Becker**

KURFÜRST

== Bf 109K-4 ==



1/48



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

On the cowling is painted the emblem of JG 4 with a knight's helmet. The machine probably belonged to 9. Staffel of III./JG 4. It is possible that its pilot was Fw. Hans Braun, who used the same marked aircraft in late 1944. The Messerschmitt Bf 109K-4s were received by III./JG 4 in October 1944 and used along with the G-14 and G-10 versions. At that time, temporary commander of 9./JG 4 was Lt. Hans Klaffenbach (21 victories), who briefly

represented Hptm. Johannes Kaufmann (10 v.). Hans Klaffenbach became commander of JaboG 32 with F-104s in 1964 and led it for eight years. In 1997 he was one of the most prominent guests at the opening of the Museum of the Air Battle over the Ore Mountains in Czech Republic, in which he took part on September 11, 1944. Kaufmann led his unit from the end of January 1945 in battles against the Red Army, and on several occasions

his unit escorted airmen in suicide attacks on bridges on the Oder River. His daughter was the famous German actress Christina Kaufmann. Fuselage was probably painted in RLM 74 and RLM 75 with yellow-grey version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76.



Product page



BIG ED (April)

BIG5370	USS Nimitz CVN-68 PART II 1/350 Trumpeter
BIG33160	F-35B 1/32 Trumpeter
BIG49400	Hurricane Mk.IIc 1/48 Hobby Boss
BIG49401	P-47D-25 1/48 MINIART
BIG49402	Fulmar Mk.I 1/48 Trumpeter

BRASSIN (April)

644258	F-5E LööK 1/48 AFV Club/Eduard
644259	F-35B LööK 1/48 Tamiya
674004	Bf 109G-2 LööK 1/72 Eduard
674005	Bf 109G-4 LööK 1/72 Eduard
648970	F-16C Block 42 till 2005 cockpit PRINT 1/48 Kinetic
648971	F-16C Block 42 from 2006 cockpit PRINT 1/48 Kinetic
648974	F-16C wheel bays early PRINT 1/48 Kinetic
648980	Su-25 gun muzzle PRINT 1/48 Zvezda
648981	Su-25 airbrakes early PRINT 1/48 Zvezda
648982	P-38J right engine PRINT 1/48 Tamiya
648985	F4U wheels 1/48 Magic Factory
672353	Bf 109G-2/G-4 engine PRINT 1/72 Eduard
672354	Me 410 wheels 1/72 Airfix
672355	Bf 109G-5/G-6 gun barrels PRINT 1/72 Eduard
672356	Me 410 exhaust stacks PRINT 1/72 Airfix

LööKPlus (April)

644260	Sea King HU.5 LööKplus 1/48 Airfix
644261	TBF-1C LööKplus 1/48 Academy
644262	TBM-3 LööKplus 1/48 Academy

BIGSIN (April)

SIN648123	FM-1 ADVANCED 1/48 Eduard
SIN648124	F-35B ARMAMENT 1/48 Tamiya

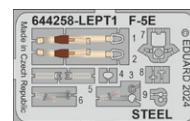
644258

F-5E LööK LööK

1/48 AFV CLUB / Eduard

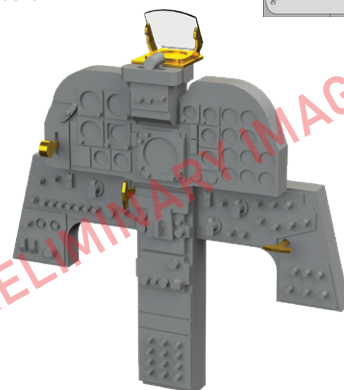
LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-5E in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: AFV Club / Eduard

LööK



Set contains:

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



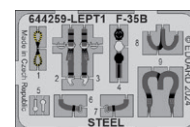
644259

F-35B LööK

1/48 Tamiya

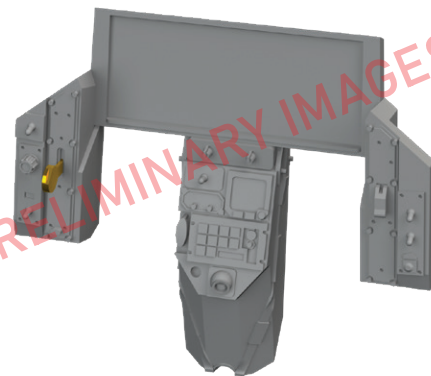
LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-35B in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

LööK



Set contains:

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



672004

Bf 109G-2 LööK

1/72 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-2 in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard



Set contains:

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



672005

Bf 109G-4 LööK

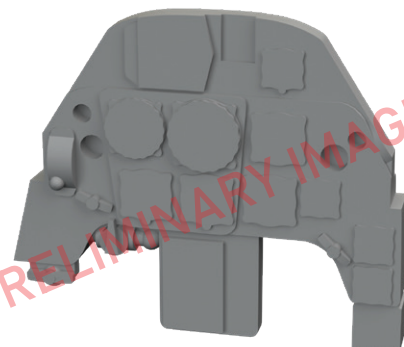
1/72 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-4 in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

LööK

Set contains:

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



648970

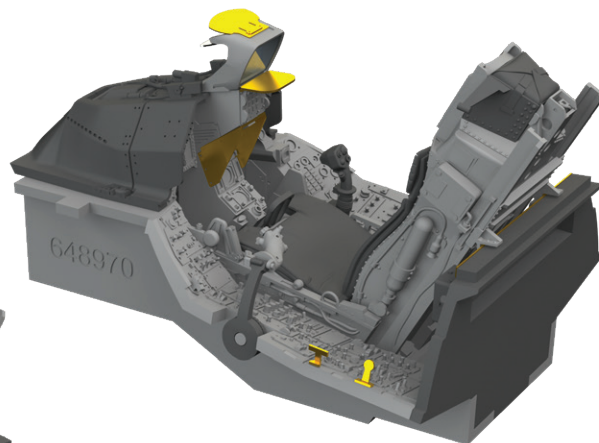
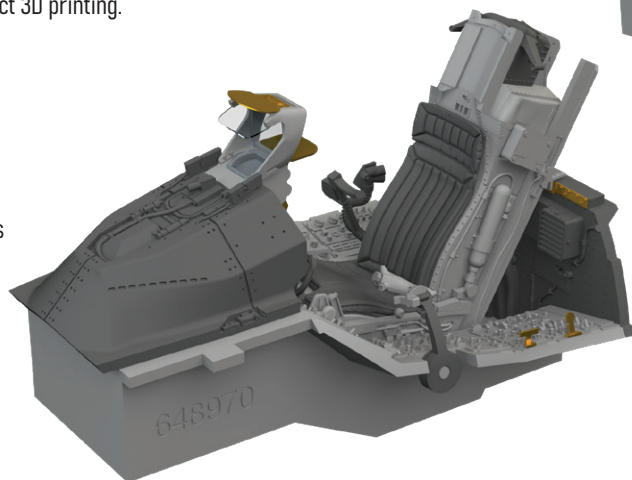
F-16C Block 42 till 2005 cockpit PRINT

1/48 Kinetic

Brassin set - a cockpit for F-16C Block 42 (pre-2006 production) in 1/48 scale. Made by direct 3D printing.
Recommended kit: Kinetic

Set contains:

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



648971

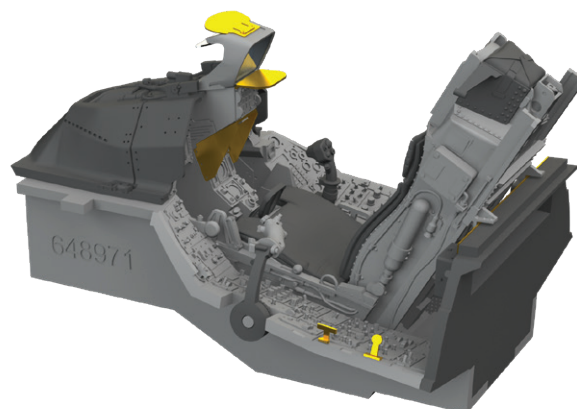
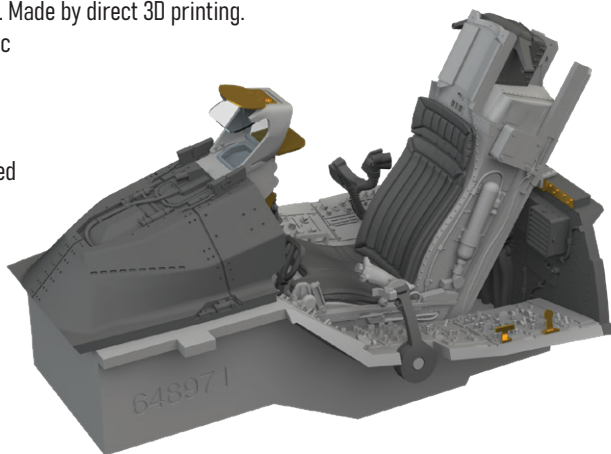
F-16C Block 42 from 2006 cockpit PRINT

1/48 Kinetic

Brassin set - a cockpit for F-16C Block 42 (2006 onwards production) in 1/48 scale. Made by direct 3D printing.
Recommended kit: Kinetic

Set contains:

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



648974

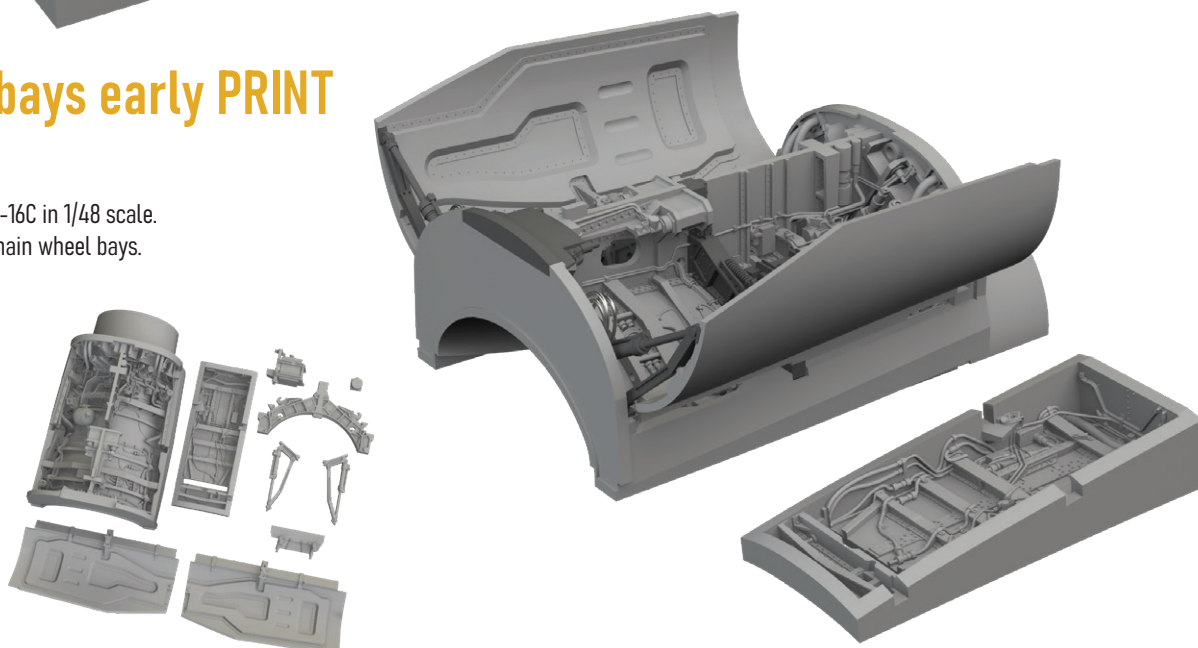
F-16C wheel bays early PRINT

1/48 Kinetic

Brassin set - wheel bays for F-16C in 1/48 scale. The set consists of nose and main wheel bays. Made by direct 3D printing.
Recommended kit: Kinetic

Set contains:

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



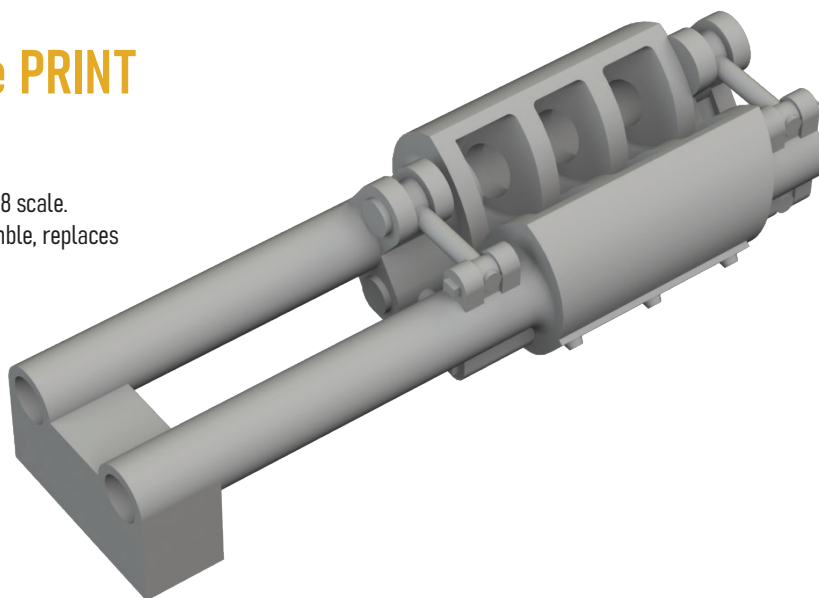
648980

Su-25 gun muzzle PRINT**1/48 Zvezda**

Brassin set - gun muzzle for Su-25 in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains:

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



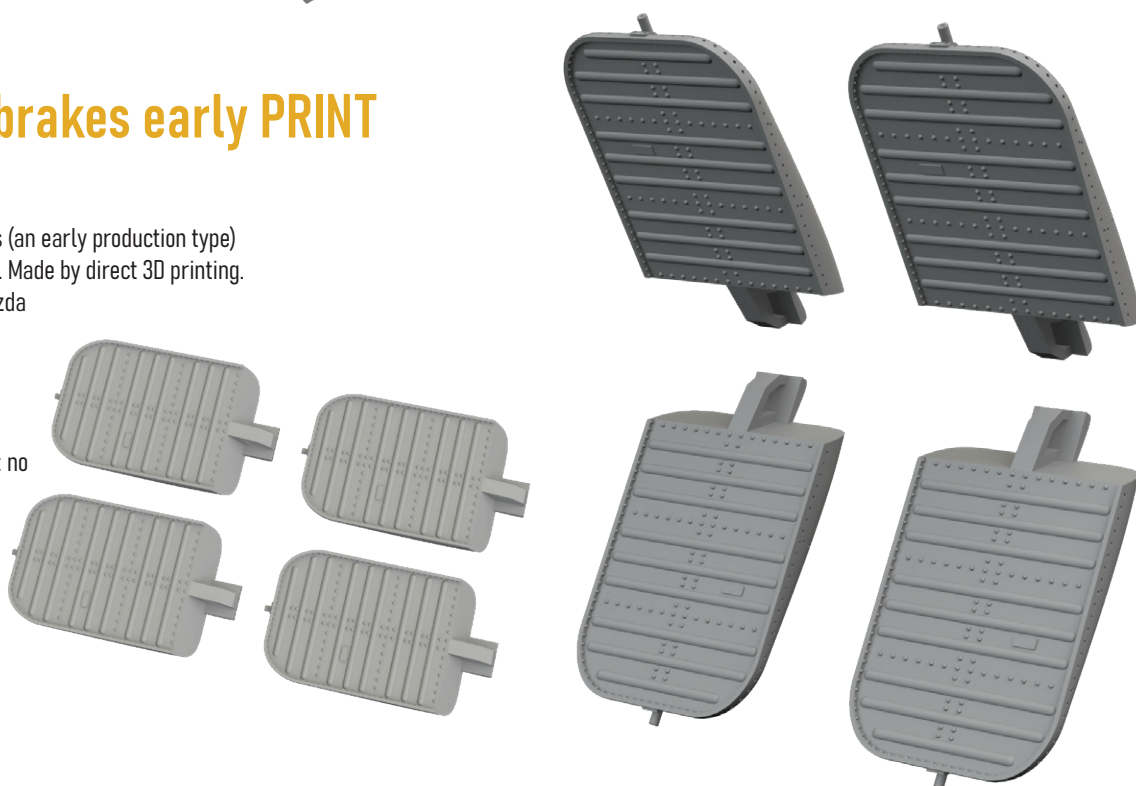
648981

Su-25 airbrakes early PRINT**1/48 Zvezda**

Brassin set - airbrakes (an early production type) for Su-25 in 1/48 scale. Made by direct 3D printing. Recommended kit: Zvezda

Set contains:

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



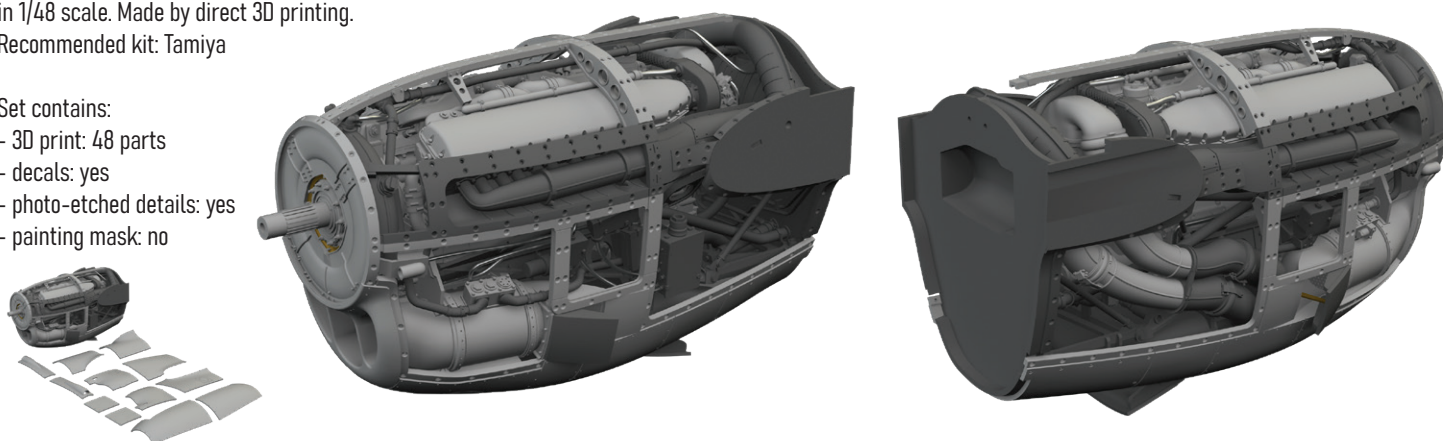
648982

P-38J right engine PRINT**1/48 Tamiya**

Brassin set - right engine for P-38J in 1/48 scale. Made by direct 3D printing. Recommended kit: Tamiya

Set contains:

- 3D print: 48 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



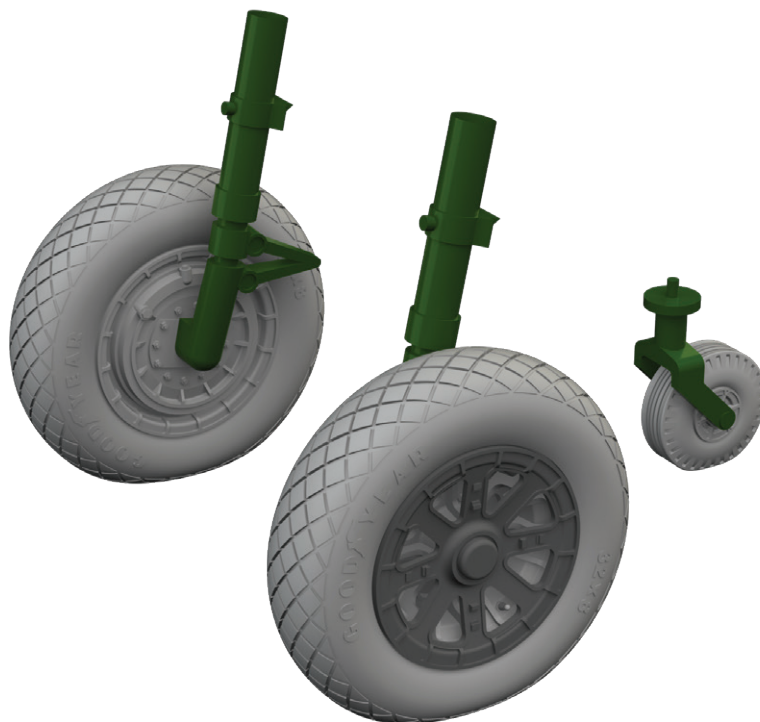
648985

F4U wheels**1/48 Magic Factory**

Brassin set - the undercarriage wheels for F4U-1A and F4U-2 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Magic Factory

Set contains:

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



672353

Bf 109G-2/G-4 engine PRINT**1/72 Eduard**

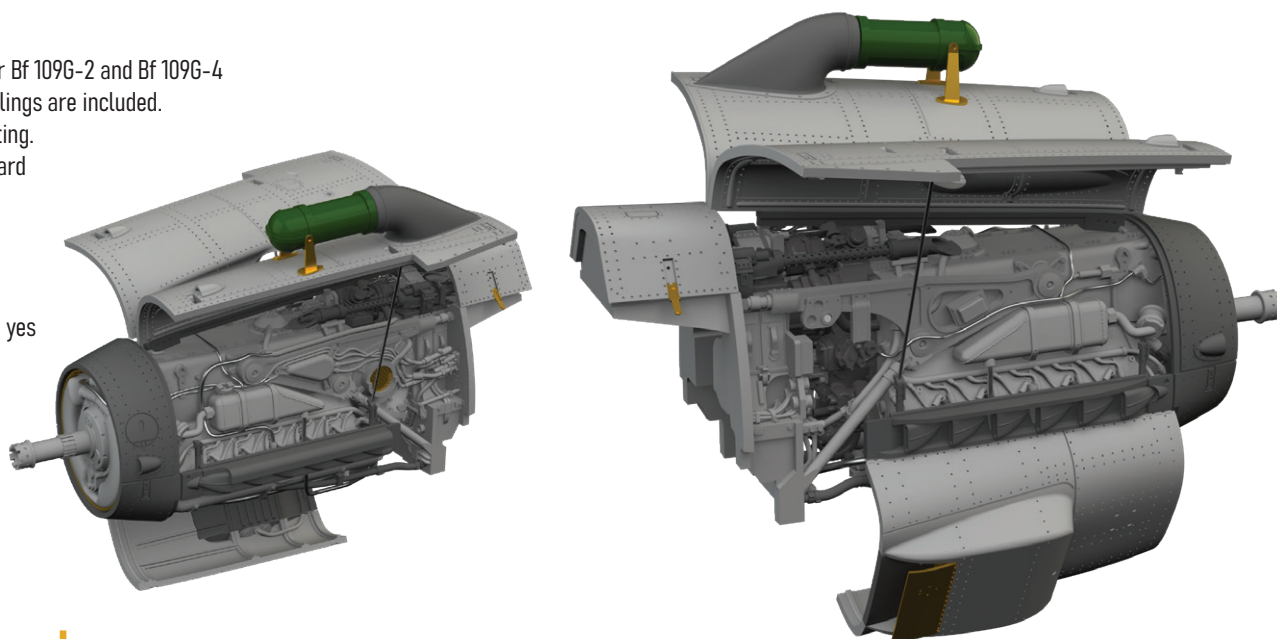
Brassin set - engine for Bf 109G-2 and Bf 109G-4 in 1/72 scale. The cowplings are included.

Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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



672354

Me 410 wheels**1/72 Airfix**

Brassin set - the undercarriage wheels for Me 410 in 1/72 scale. The set consists of the main wheels.

Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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



672355

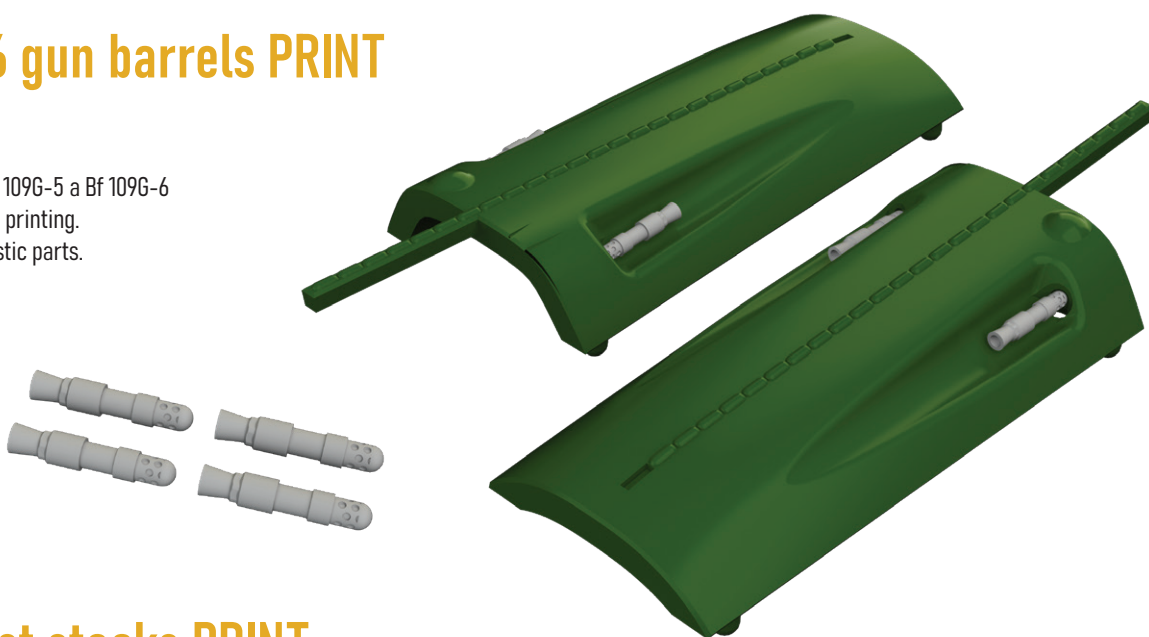
Bf 109G-5/G-6 gun barrels PRINT

1/72 Eduard

Brassin set - gun barrels for Bf 109G-5 a Bf 109G-6 in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



672356

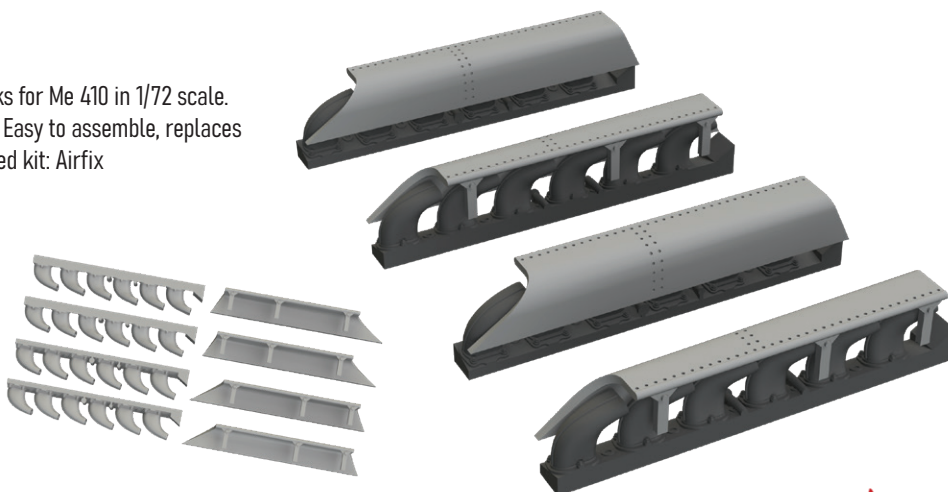
Me 410 exhaust stacks PRINT

1/72 Airfix

Brassin set - exhaust stacks for Me 410 in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



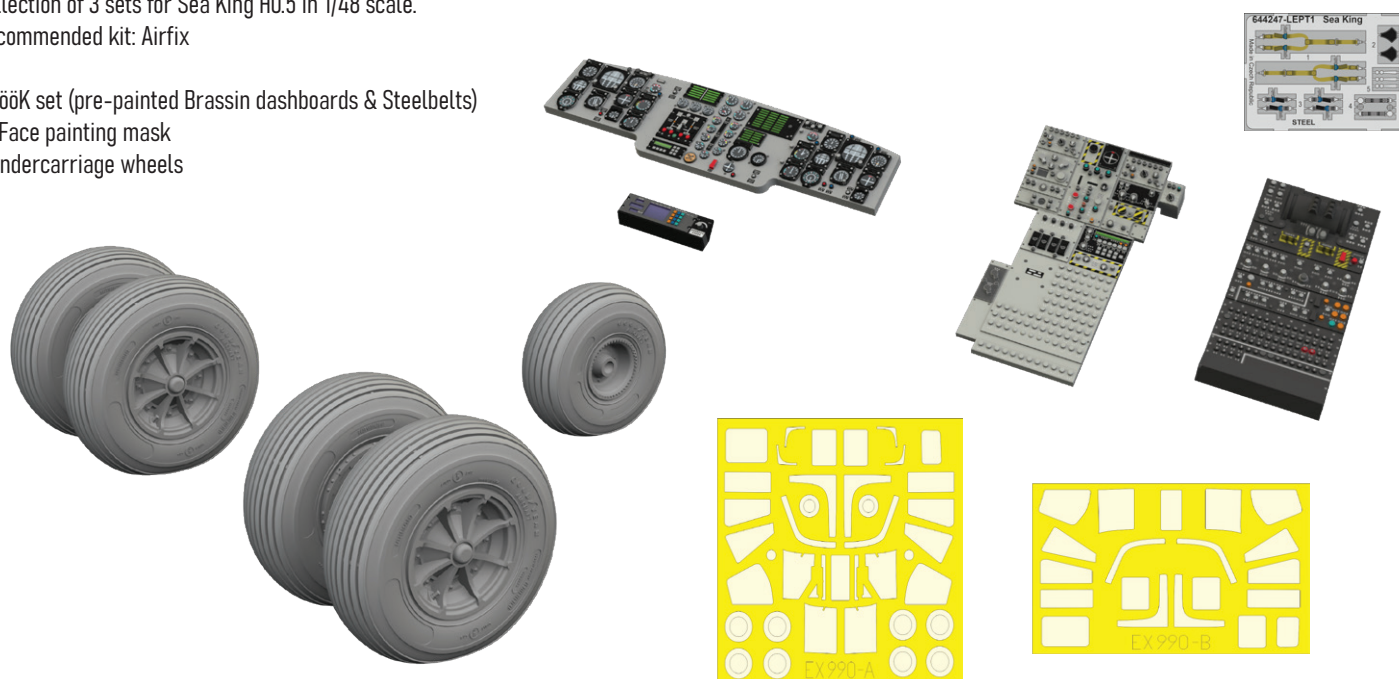
6442260

Sea King HU.5 LööKplus

1/48 Airfix

Collection of 3 sets for Sea King HU.5 in 1/48 scale. Recommended kit: Airfix

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



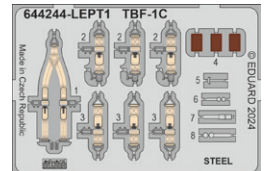
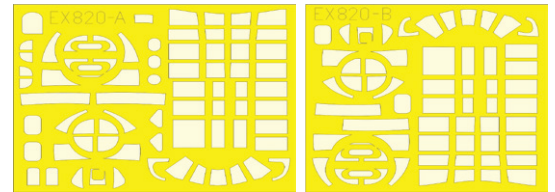
644261

TBF-1C LööKplus**1/48 Academy**

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

Recommended kit: Academy

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

LööK+

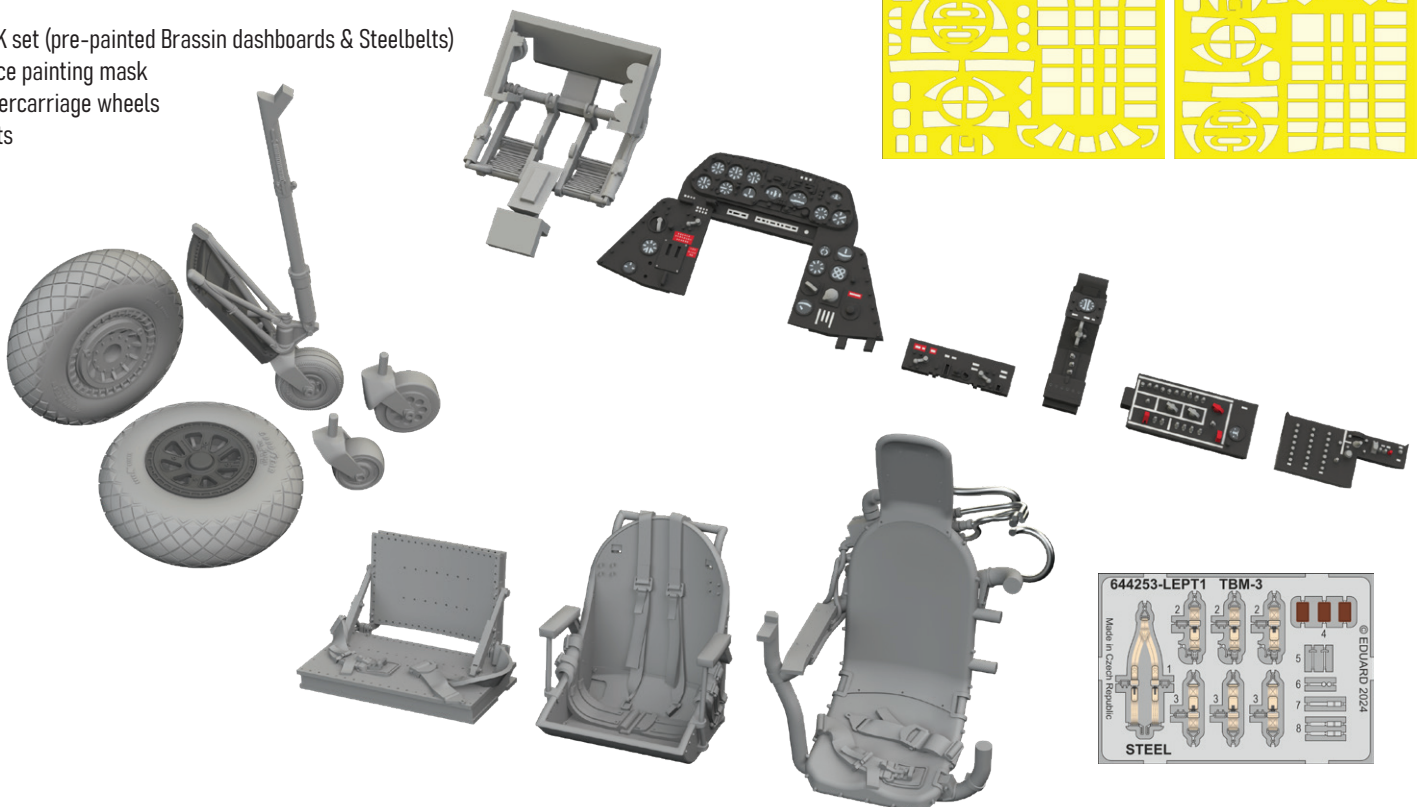
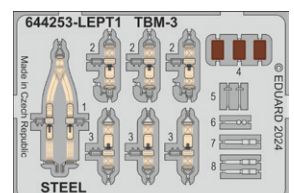
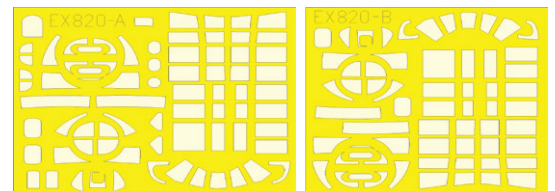
644262

TBM-3 LööKplus**1/48 Academy**

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

Recommended kit: Academy

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

LööK+

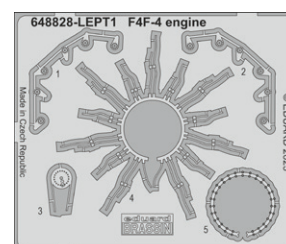
SIN648123

FM-1 ADVANCED**1/48 Eduard**

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

- engine
- wheel bay
- landing flaps
- gun bays

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



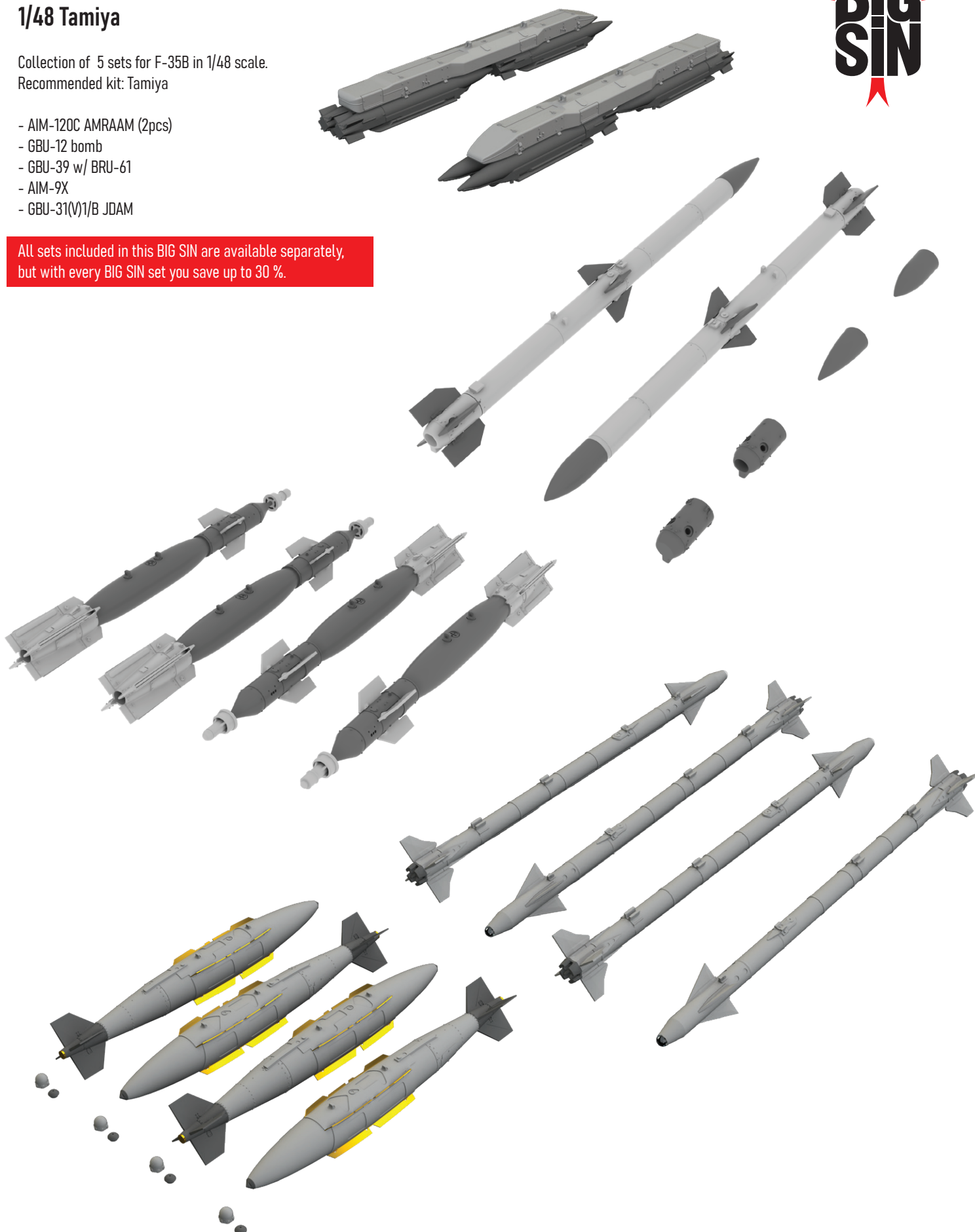
SIN648124

F-35B ARMAMENT**1/48 Tamiya**

Collection of 5 sets for F-35B in 1/48 scale.
Recommended kit: Tamiya

- AIM-120C AMRAAM (2pcs)
- GBU-12 bomb
- GBU-39 w/ BRU-61
- AIM-9X
- GBU-31(V)1/B JDAM

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



PE-SETS

53307	HMS Ark Royal 1939 part 3	1/350	I LOVE KIT
53308	HMS Ark Royal 1939 part 4	1/350	I LOVE KIT
36517	Jagdpanzer 38(t) Hetzer	1/35	Takom
481133	Lancaster B Mk.III Dambuster undercarriage	1/48	HKM
481134	Lancaster B Mk.III Dambuster landing flaps	1/48	HKM
481135	Lancaster B Mk.III Dambuster bomb bay	1/48	HKM
481136	Lancaster B Mk.III Dambuster radiators	1/48	HKM
491432	P-47D-30	1/48	MINIART
491434	Lancaster B Mk.III Dambuster cockpit	1/48	HKM
491436	MiG-29K	1/48	Hobby Boss
491438	U-2R	1/48	Hobby Boss
72735	PBM-5A exterior	1/72	Academy
72736	PBM-5A bomb bay	1/72	Academy
73820	OV-10D+	1/72	ICM
73821	PBM-5A interior	1/72	Academy

ZOOMS

FE1432	P-47D-30	1/48	MINIART
FE1433	P-47D-30 seatbelts STEEL	1/48	MINIART
FE1434	Lancaster B Mk.III Dambuster	1/48	HKM
FE1435	Lancaster B Mk.III Dambuster seatbelts STEEL	1/48	HKM
FE1436	MiG-29K	1/48	Hobby Boss
FE1437	MiG-29K seatbelts STEEL	1/48	Hobby Boss
FE1438	U-2R	1/48	Hobby Boss
FE1439	U-2R seatbelts STEEL	1/48	Hobby Boss
SS820	OV-10D+	1/72	ICM
SS821	PBM-5A	1/72	Academy
SS822	PBM-5A seatbelts STEEL	1/72	Academy

MASKS

EX1021	U-2R	1/48	Hobby Boss
EX1022	U-2R TFace	1/48	Hobby Boss
EX1023	MiG-29K	1/48	Hobby Boss
EX1024	MiG-29K TFace	1/48	Hobby Boss
EX1025	P-47D-30	1/48	MINIART
EX1026	P-47D-30 TFace	1/48	MINIART
EX1027	Lancaster B Mk.III Dambuster	1/48	HKM
EX1028	Lancaster B Mk.III Dambuster TFace	1/48	HKM
CX661	OV-10D+	1/72	ICM

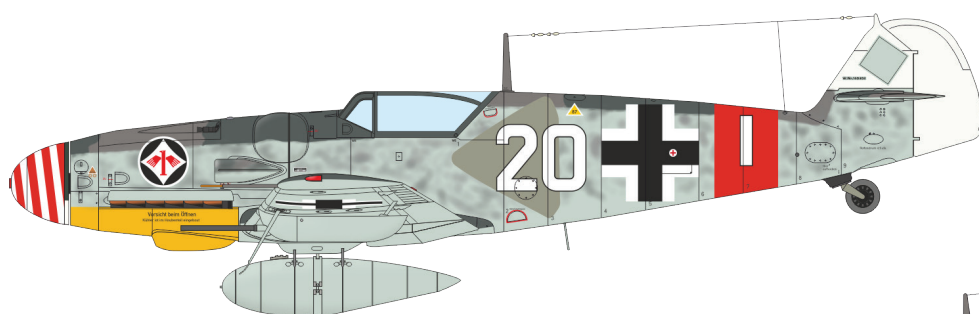
SPACE

3DL48168	U-2R SPACE	1/48	Hobby Boss
3DL48169	MiG-29K SPACE	1/48	Hobby Boss
3DL48170	P-47D-30 SPACE	1/48	MINIART
3DL48171	Lancaster B Mk.III Dambuster SPACE	1/48	HKM
3DL48172	MiG-21PFM grey SPACE	1/48	Eduard
3DL48173	MiG-21PFM turquoise SPACE	1/48	Eduard
3DL72029	OV-10D+ SPACE	1/72	ICM
3DL72030	PBM-5A SPACE	1/72	Academy

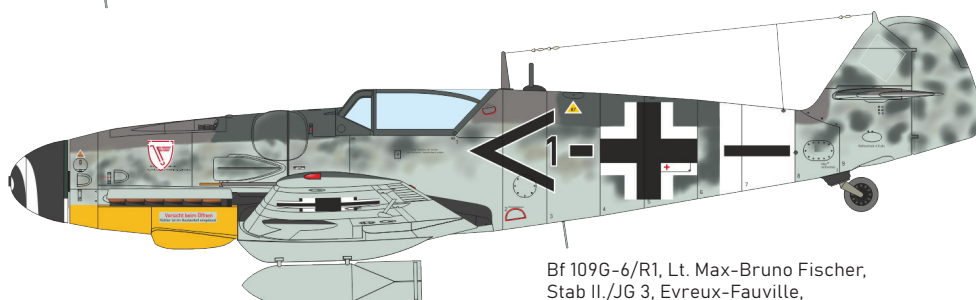
GUSTAV pt.2

#2145

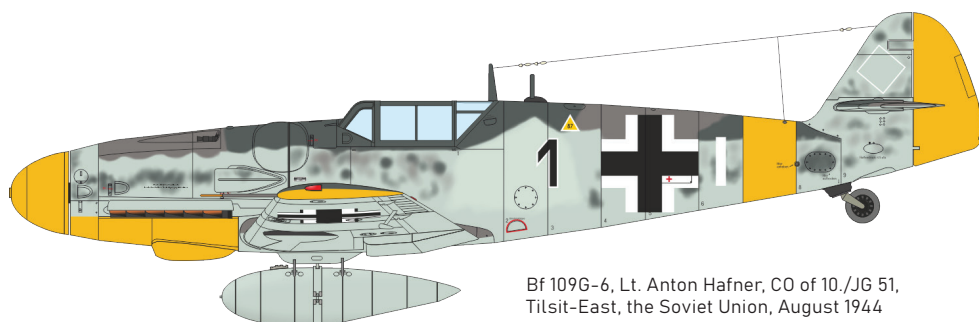
1/72



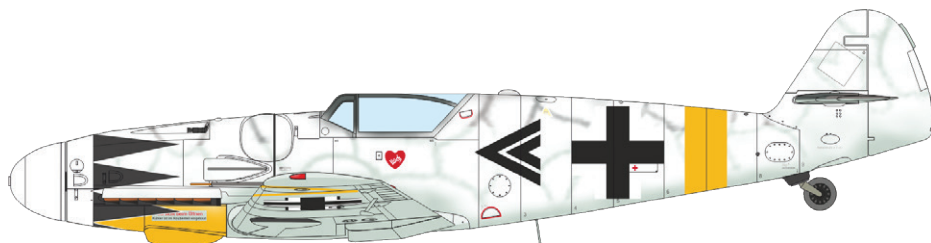
Bf 109G-6/R6, WNr. 160303,
Hptm. Friedrich Eberle, CO of III./JG 1,
Volkel, the Netherlands,
November 1943 – January 1944



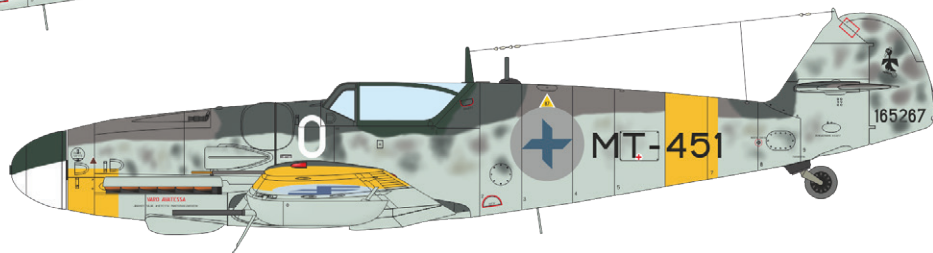
Bf 109G-6/R1, Lt. Max-Bruno Fischer,
Stab II./JG 3, Evreux-Fauville,
France, June 1944



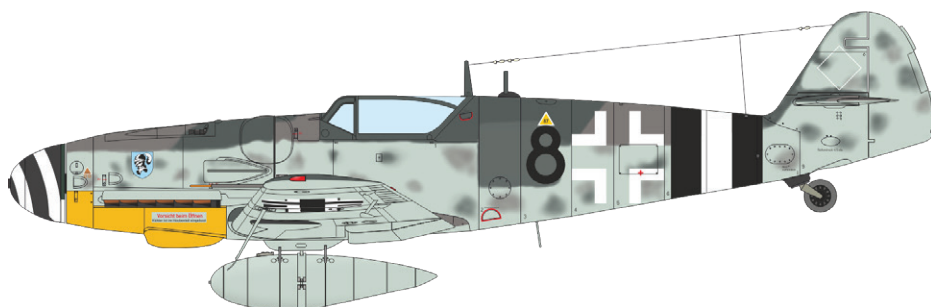
Bf 109G-6, Lt. Anton Hafner, CO of 10./JG 51,
Tilsit-East, the Soviet Union, August 1944



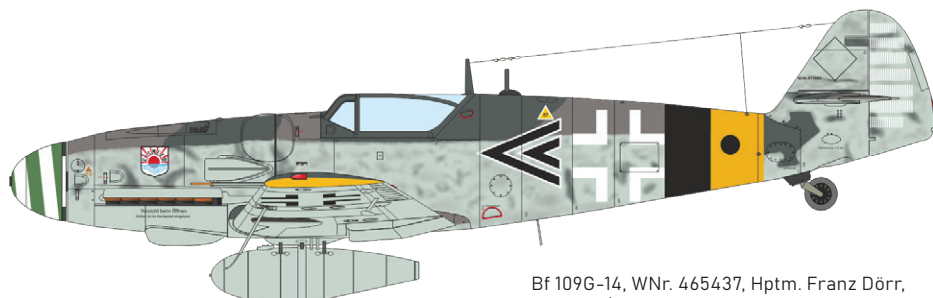
Bf 109G-14, Hptm. Erich Hartmann,
CO of I./JG 53, Veszprém, Hungary,
February 1945



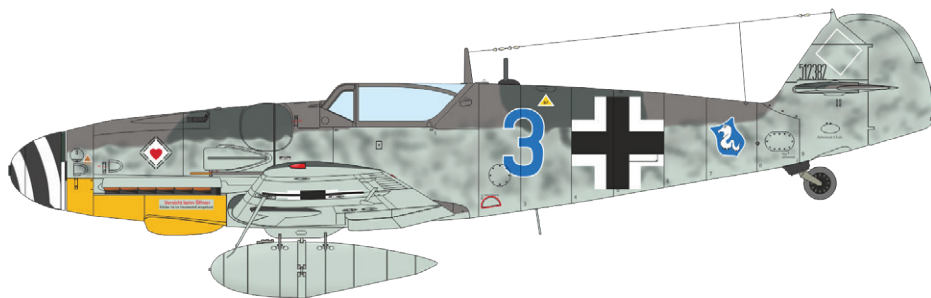
Bf 109G-6, WNr. 165267, Majuri Eino Luukkanen,
1/HleLv 34, Taipalsaari airfield, Finland,
July 1944



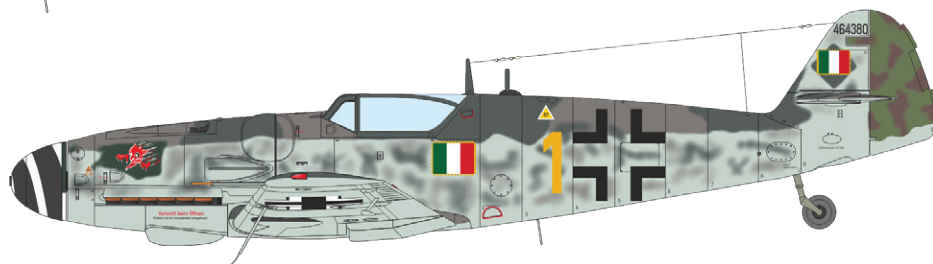
Bf 109G-14, Oblt. Rolf Schlegel, 10./JG 4,
Jüterbog-Damm, Germany, March 1945



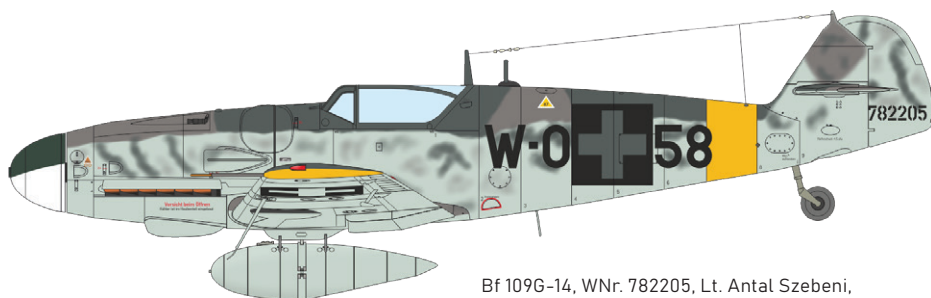
Bf 109G-14, WNr. 465437, Hptm. Franz Dörr,
CO of III./JG 5, Gossen, Norway, May 1945



Bf 109G-14/U4, WNr. 512382, Lt. Horst Schlick,
4./JG 77, Schönwalde, Germany, November
1944



Bf 109G-14, WNr. 464380, Maggiore Mario
Bellagambi, CO of 5ª Squadriglia, 2º Gruppo
Caccia ANR, Osoppo, Italy, March 1945

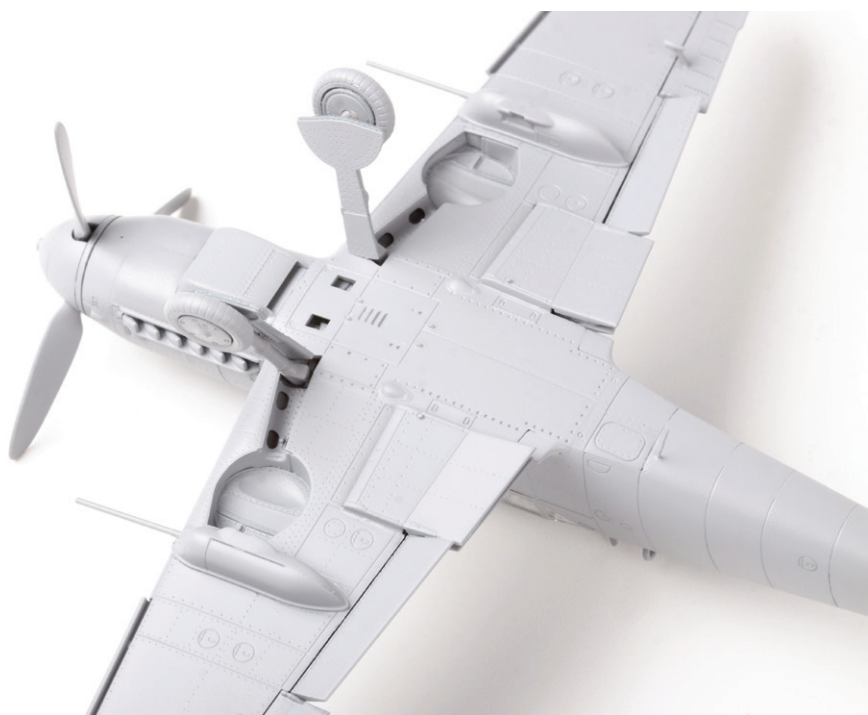


Bf 109G-14, WNr. 782205, Lt. Antal Szebeni,
101/5. Vadászszázad MKHL, Börgönd, Hungary,
October 1944



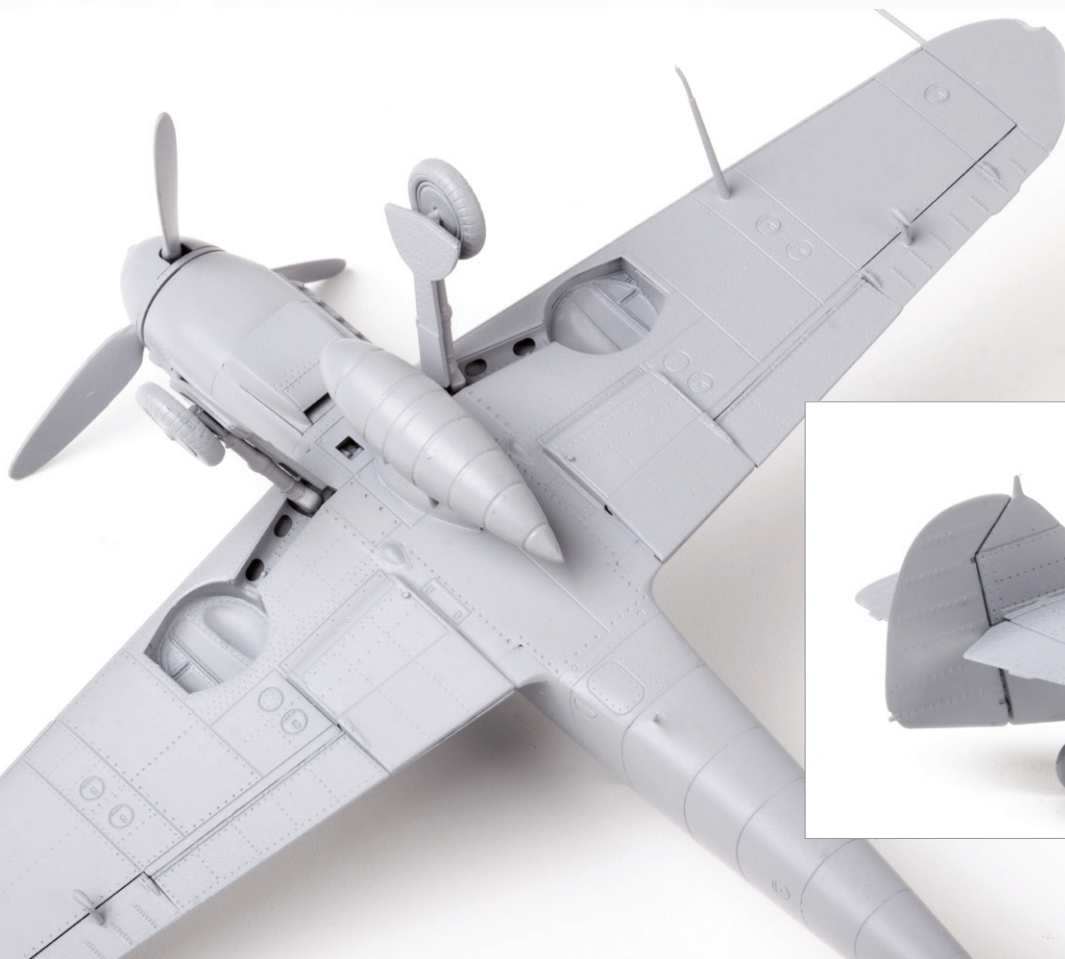
Gustav Bf 109G-6 late

built by Luboš Henkl





Gustav Bf 109G-14





Gustav Bf 109G-6 late



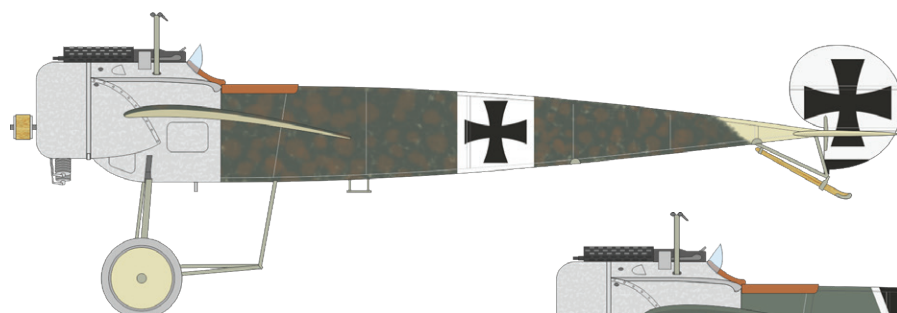
Fokker E.III

#8419

1/48



WEEKEND
edition



E339/16, Lt. Josef Jacobs,
Fokkerstaffel West, June 1916



E105/15, Ernst Udet,
KeK Habsheim, 1916



Gotthard Sachsenberg, MFFA I,
April–November 1916



Austro-Hungarian Navy,
Abwehrflugstation Altura,
Austro-Hungaria, 1918

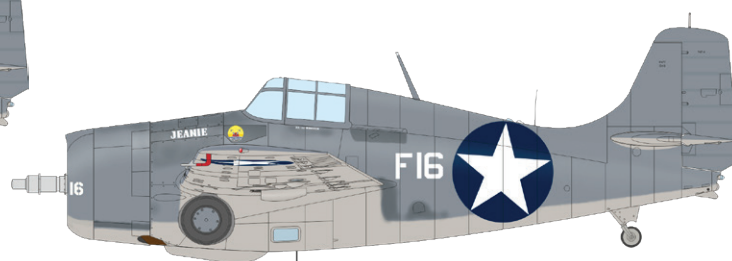
F4F-4 Wildcat late #82203

ProfiPACK
 edition

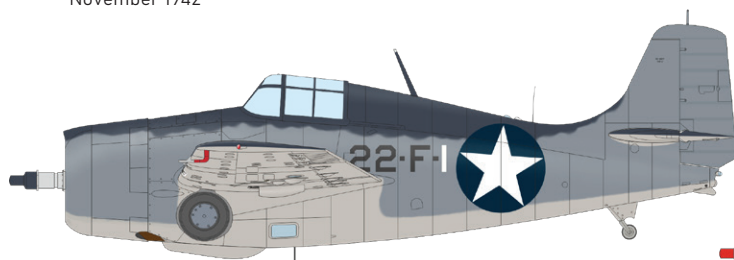
1/48



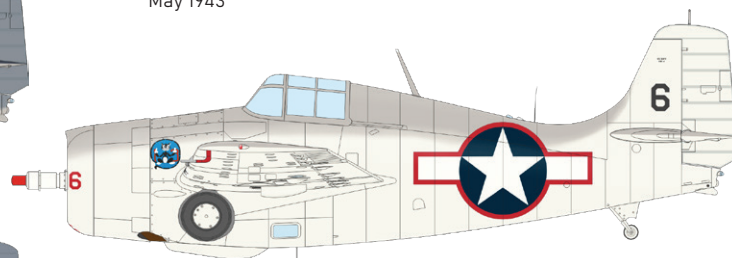
Lt.(Jg) William E. Eder, VGF-29, USS Santee (CVE-29), November 1942



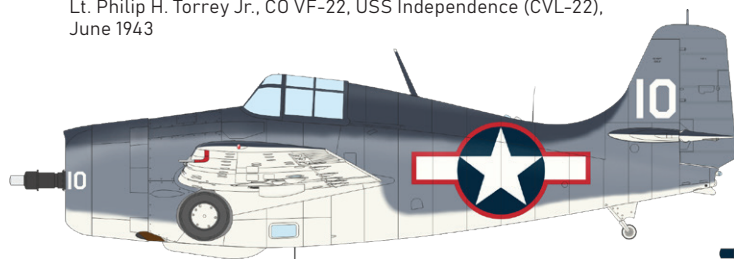
BuNo.11992, Ens. Leroy Childs, VF-11, Guadalcanal, May 1943



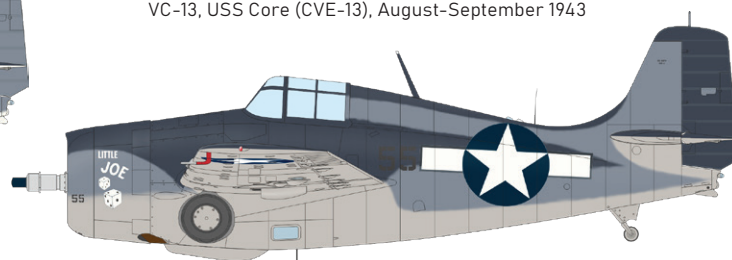
Lt. Philip H. Torrey Jr., CO VF-22, USS Independence (CVL-22), June 1943



VC-13, USS Core (CVE-13), August-September 1943



Lt. (jg) Dean S. Laird, USS Ranger (CV-4), Operation Leader, October 1943

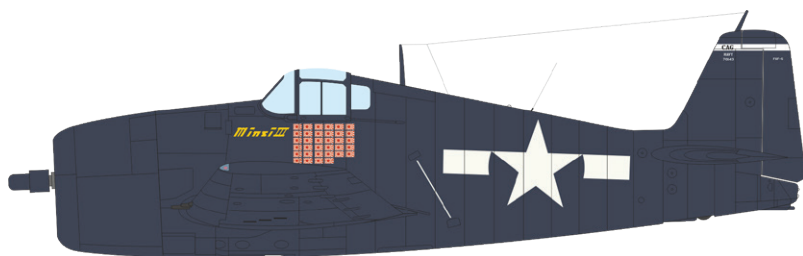


VMF-441, Nanumea, November 1943

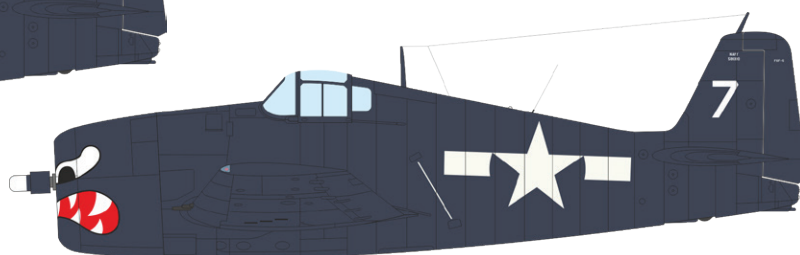
F6F-5 Hellcat

1/72

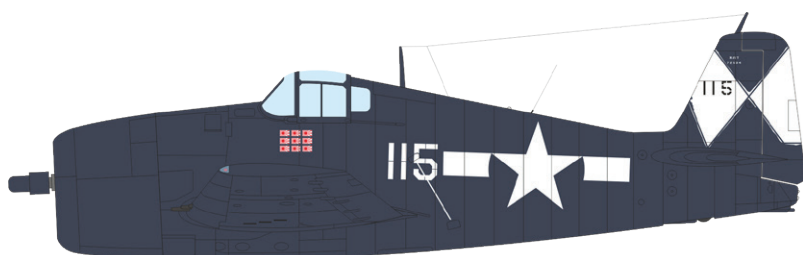
Re-release #7077

ProfiPACK
 edition


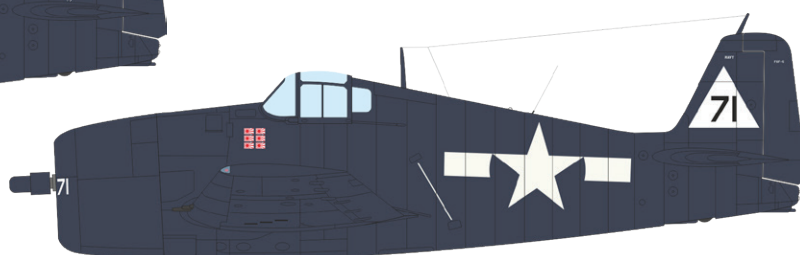
BuNo 70143, Cdr. David McCampbell,
CO of CAG-15 USS Essex (CV-9), October 1944



Lt. Carl A. Brown Jr., VF-27,
USS Princeton (CVL-23), October 1944



BuNo 72534, Ens. Donald McPherson, Bill Kingston,
Jr., Lyttleton Ward, VF-83, USS Essex (CV-9),
May 1945

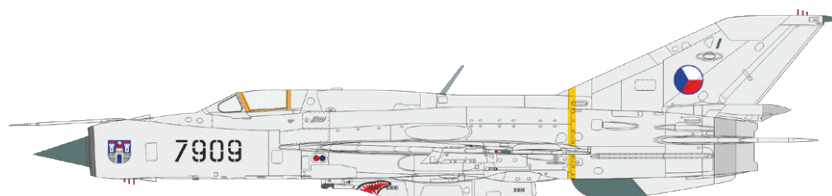


Lt. Leo Bob McCuddin, VF-20, USS Enterprise (CV-6), October 1944

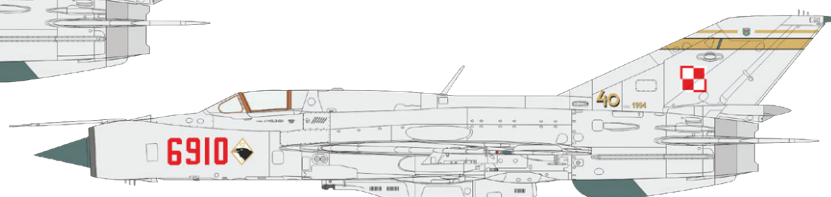
MiG-21PFM

1/48

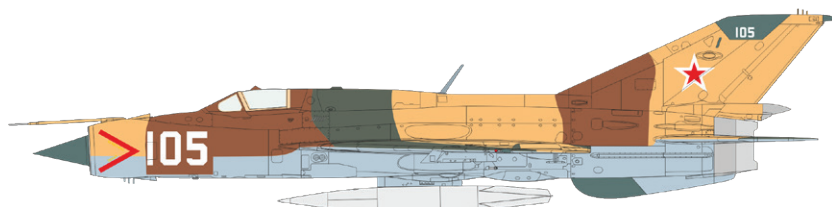
Re-release #8237

ProfiPACK
 edition


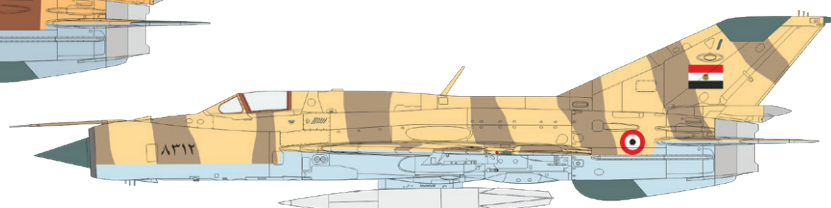
No. 7909, 11 Fighter Air Regiment, Czechoslovak Air Force,
 Žatec airfield, Czech and Slovak Federative Republic,
 March 1991



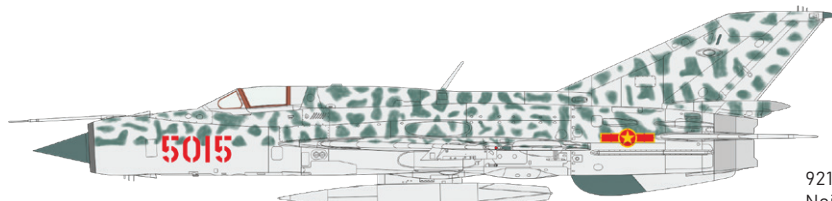
1 Eskadra of the 62 Pułk Lotnictwa Myśliwskiego,
 Polish Air Force, Poznań – Krzesiny AB,
 Poland, 1994



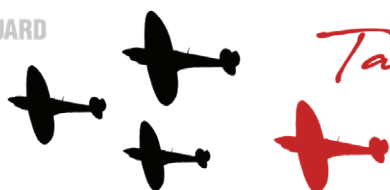
Baurnal Higher Air Force School,
 Kamen na Obi/Slavgorod airbases,
 the Soviet Union, ca 1988



Egyptian Air Force, Inshas air base,
 Arab Republic of Egypt, early 80's



921 Fighter Regiment, Vietnamese People's Army Air Force,
 Noi Bai airfield, Democratic Republic of Vietnam, 1968



WANT OR WISH? NOT THE SAME...

Text: Richard Plos

Aviation enthusiasts are currently watching the *Masters of the Air* series, produced by Steven Spielberg and Tom Hanks. This monumental work is a celebration of human courage in its many forms. And a reminder that without effort, bravery and self-sacrifice, there is no freedom. Thousands upon thousands of young men left their homes and families living in peace to fight for others who were not so fortunate.

Of course, even in the USA at that time there were people who opposed any involvement of their country in the war in Europe, and the American "I-wanna-peace" fools of the time even marched in New York on July 7, 1941, with signs saying: "Why not Peace with Hitler?" or "Arm Britain and prolong the War", when the fate of the United Kingdom hung in the balance. Does that remind you of anything? We hear and read similar arguments today from the mouths of those contemporary and domestic "I-wanna-peace" fools. Fortunately, back then, no one took them very seriously, whereas today this extremely dangerous attitude resonates with many politicians.

Personally, the phrase "I want peace" strikes me as the cry of a small child who also cries out without thinking "Mommy, I want..." One day

it's a car toy, the next it's an ice cream, he just wants it. He doesn't understand, but he wants. A more mentally mature individual would rather use the expression "I wish for peace". Because that's the way it is, of course - nobody sane wants war. I've experienced it myself to some extent, and I wish for peace all the more. But there is a difference between real peace and a humiliating slaughter that has the "advantage" of not being fired upon you, because you calmly let the target country being eliminated instead of help and assist it ... And "wanting peace" at the cost of suffering and enslavement of another nation is extremely immoral and selfish.

I am, of course, talking about the most terrible conflict in Europe since the Second World War. The war in Ukraine. The Russians have been massaged for decades by what Timothy Snyder called the politics of eternity in his book *The Way to Unfreedom*. It is a practice in which the Russians constantly look to the past, in particular to their victory over Nazi Germany. They have no scruples about appropriating the whole of it and intend to immortalize it as their greatest achievement. They tactfully gloss over the enormous material aid from the USA, which included practically everything from

butter to gunpowder to trucks or fighter and bomber aircraft. These supplies cost the lives of many people who transported the aid to the then Soviet Union. Nor does the Russian mind take much notice of their merits.

And then there are those "Masters of the Air" and their devastating effect on German war production and morale. Not to mention the number of German forces tied up in operations in Western Europe after the landings. Lately, a portion of the population has forgotten or is unwilling to admit it. I remember in 1990 when we were preparing the first tribute to American soldiers in Pilsen and a communist propaganda confused flight engineer (I was then flying as a pilot) asked me angrily, "How many of them died here in Europe, huh?" As if perhaps the number of casualties was a measure of merit... He didn't understand that the Americans, unlike the Russians, have always valued human life and therefore always try to fight to minimize casualties. To this day it is evident on the Ukrainian battlefield that even the life of a Russian does not mean much to a Russian. Let alone the life of a person of another nationality...

I haven't seen a minute of the new series yet. As with many others, I'll wait until it's all out, so I don't have to wait a whole week for a new episode. Then I think I'll have a little marathon. And in doing so, I'll mentally praise the human courage that gives us the strength to stand up to evil, straighten our backs, and not allow our own destruction. Even at the cost of effort and sacrifice. Because peace and the prosperity that goes with it has never been, is not and will not be for free.



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!

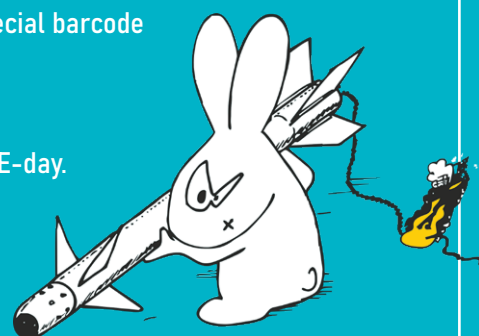
Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.

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

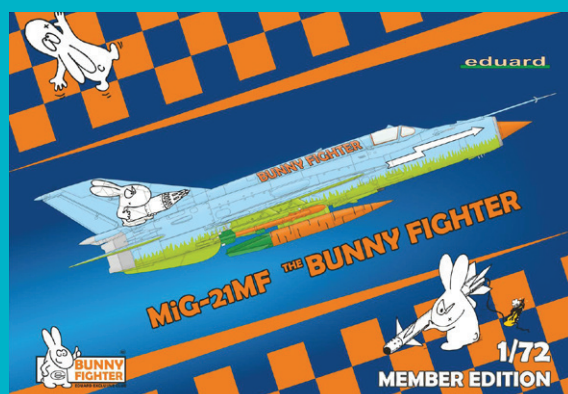


How to become a member of BFC?

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

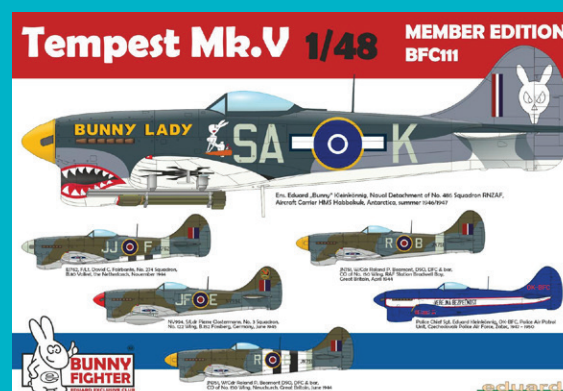


BOX CONTENT:

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.