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OVERLORD

D-DAY MUSTANGS / P-51B MUSTANG

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EDITORIAL

Dear Friends,
now is the Time of the Mustang. It has been a clear focus for us here for more than half a year, but you, our customers, are only just beginning to appreciate this fact now. In mid-April, we shipped our preordered P-51B 1:48th scale Royal Class kits and the Limited Edition 'Overlord: D-Day Mustangs' items. Against our original plan, we were a week late, and only dispatched the last shipments on Monday, April 22. This has also delayed our shipping retail orders, however by now all who ordered should have their kits at home and can judge whether we have rendered the surface details and especially the wing skin correctly. Personally, I really have no doubt, but I understand that someone may entertain a different viewpoint. I decided to write an article on this topic, not because I feel a need to defend our design philosophy regarding the surface of the kit, but simply because it is a technically and historically interesting topic, and also because I have accumulated a lot of information about it. I calculated that I've seen 48 Mustangs throughout my life so far, and I've flown in one. Although I will honestly admit that I did not inspect the surface of the wing of the latter machine, because there was no time for it before the flight and I no longer had the physical ability to do so afterwards. However, I did inspect and document the wing of about half of the others. With that in my arsenal, and also armed with a lot of other material, I decided



I was well equipped to tackle such an article. But the queue includes two articles before it, so please be patient, it will take me a while yet.

Mustangs Today and Tomorrow

The next step with the 48th scale P-51B Mustangs will be to continue to stock the Limited Edition 'Overlord: D-Day Mustangs', and in August, we'll add the P-51B Profipack kit to the rotation. That'll be one of the new items at the IPMS Nationals in Madison. In November, we will be introducing another limited Edition kit, 'Aces of the Eighth'. With all that going on, the 72nd scale cousin is getting ready to make its first appearance. The P-51D Royal Class kit is currently on preorder, which we will stop taking next week on May 8th, the anniversary of the

end of the Second World War. Those preorders will be going out in the second half of June.

For the 72nd scale P-51D, we will have a different preorder setup for the Royal Class and the first Limited Edition releases. The 48th scale P-51B Royal Class and Limited Edition kits were sold at the same time, with both items being available through preorders. And both had the same release date and for the most part the same composition of marking options. This will not be the case with the 1:72nd scale releases. Only the Royal Class boxing and its associated items will be offered via preorder. The 'Aces of the Eighth' Limited Edition kit, which, like the Royal Class P-51D, will be released in a Dual Combo format, meaning with two complete sets of plastic, is slated for an August release and will not be available for preorder, and will have its own set of markings. As the name suggests, it will be dedicated to the aces of the USAAF 8th Air Force. Overtrees will, of course, be available for both kits so you'll be in a very good position to pamper yourself with marking options, which, for the Mustangs, is incredibly varied. Really, this aircraft is absolutely exceptional in that regard and you can believe me that we will not waste any opportunity to offer colorful and historically very interesting kits that perhaps deserves it more than any other!

The 1:72nd Royal Class P-51D will only be available for preorder through our e-shop, and will not be released for regular sale. We will supply them to retailers one time only, so it will be possible to buy it that way as well. But even then, retailers will not be able to restock this item because we will only produce the exact quantity that we will have in preorder form from our e-shop customers and our retailers. This means that both our e-shop and our retail partners will provide a short window



for purchasing the Royal Class kit, and the opportunity to purchase will not be repeated. I assume that this and future kits of the Royal Class series will gain exclusivity, and the opportunity should not be missed.

New Releases for May

So to bring the focus of my editorial to our new releases for May, the main point of interest will be the 48th scale P-51B Mustang that makes up the 'Overlord: D-Day Mustangs' Limited Edition kit. It is therefore a very 'stripe themed' item, but a milestone anniversary of such an important event as the Allied invasion of Normandy doesn't come around very often, so we could not help but dedicate a completely new item to this historical event. In addition to the Mustang, there are also two Weekend kits, one in 48th and one in 72nd, dedicated to the Spitfire LF Mk.IXc as it pertains to the invasion. We will continue to focus on the invasion next month, in which the anniversary actually falls, with a Spitfire Mk.Vb with four D-Day marking options to the range of invasion aircraft, to be released in the Weekend line. This month among new items, there are no reissues.

You probably won't be too surprised to find that, when it comes to new accessory items for May, most are dedicated to the P-51B. However there are also new sets for the FM-1 Wildcat from Tamiya, the MC.200 Saetta from Italeri, the F-14A from Great Wall Hobby and the Buccaneer from Airfix, all of which are in 1:48th scale. The assortment is a little bit less in 72nd, where we bring you sets for the Fiat CR.32 from Italeri in the form of photoetched and masks, and seats for the L-39 Albatros from Eduard in the Brassin range. Also in the Brassin line, I would like to draw your attention to two 48th scale cockpits and a set of undercarriage bays for the F-16C from Kinetic. We also have a set of USS Sangamon 1/350 photoetched for the Trumpeter offering. The Sangamon Class of escort carriers were unique and interesting, being four ships converted from tankers. The USS Santee, one of the Sangamon Class ships, pioneered the operation of separate squadrons of an escort carrier and several destroyers in the Atlantic in the summer of 1943. Also worth noting are the four new rivet sets in the Edie the Riveter line.

Historical and Other Articles

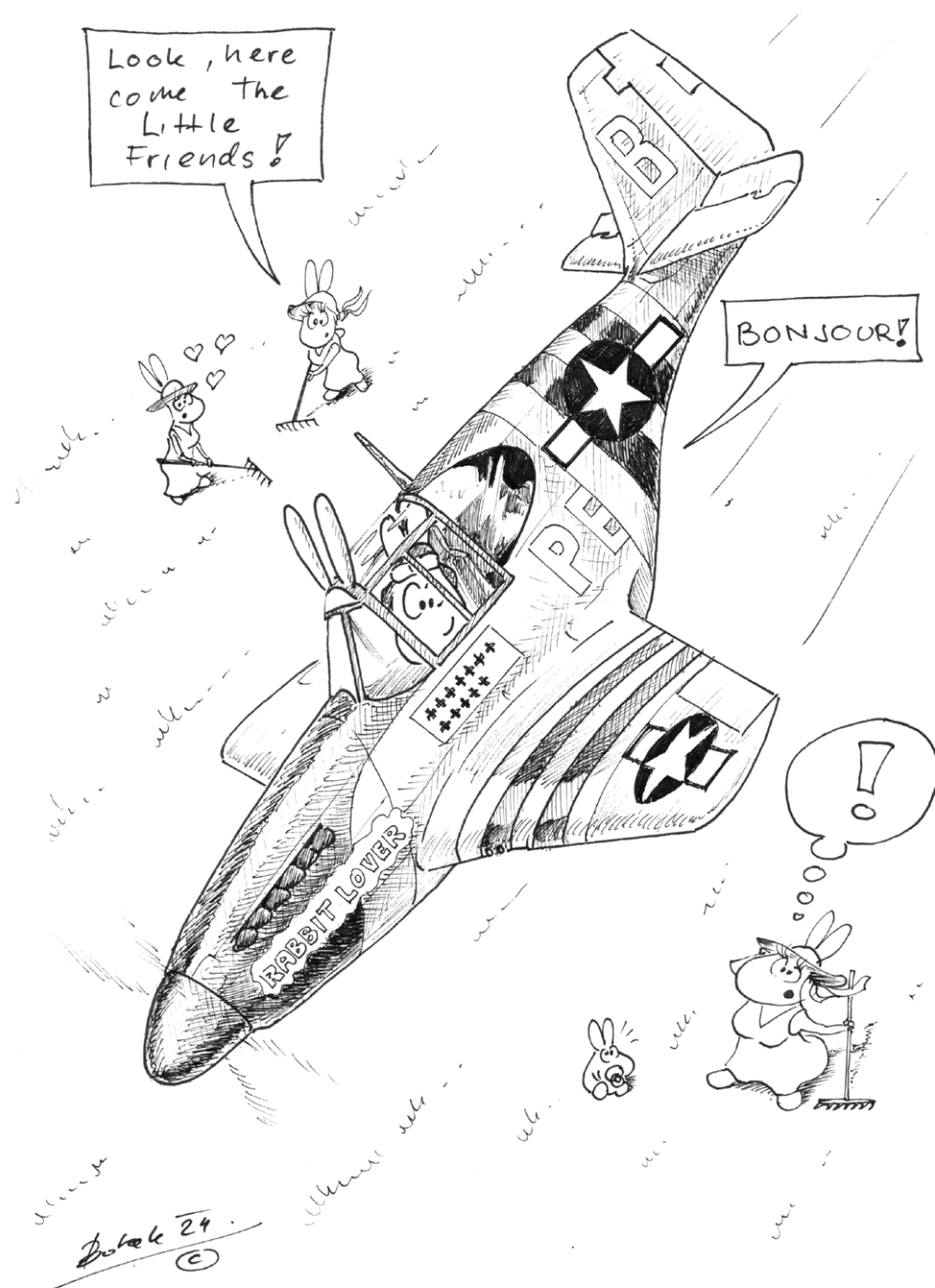
We can't imagine today's newsletter without the now standard historical articles, can we? Of course, today's issue cannot and does not miss an article focused on the P-51B Mustang. It's called 'Game Changer' and it was written by Tom Cleaver. Miro Barič has submitted his 26th edition covering the air war over Ukraine, we have a write-up describing the experience of ejecting from an L-39 Albatros by David Sochacký, and Tomáš Dederá will introduce you to the L-39 seat from a technical point

of view. The historical articles also include a breathtaking photo gallery of a captured Fokker E.III by Jan Bobek. And of course we also have the obligatory Boxart Stories, describing the events depicted on the boxart of the Limited Edition kit 'Overlord: D-Day Mustangs', about the P-51Bs of the 352nd Fighter Group and about both of the LF Mk.IXc Spitfire releases.

In May, we will be attending two shows: one in Zagreb, Croatia, and the other in Saumur, France. Both events are scheduled for the same dates, May 18th and 19th. If you find yourself in the area, we invite you to stop by!"

And that will just about wrap it up for me this month. Happy reading and happy modelling!

Vladimir Sulc



GAME CHANGER



Adapted from “Clean Sweep: VIII Fighter Command Against the Luftwaffe 1942-45”

Thomas McKelvey Cleaver

Major James A. Goodson (in cockpit), CO of 336th Fighter Squadron was known in the spring of 1944 as “King of the Strafers,” credited with 15 aerial and 15 ground victories. (USAF Official)

During September, 1943, rumors abounded among the pilots in the fighter groups regarding things to come. When Chesley Peterson returned to take command of the 4th Fighter Group, he told the pilots that there was a new airplane in the works. Steve Pisanos recalled him saying, “They’re coming up with a new fighter that will be far superior to the P-38 and P-47, a kite that can be used for long-range escort.” That rumor became reality on September 26, 1943, when Pisanos returned from escorting B-17s to Les Andelys in northern France. “I taxied into the dispersal area only to find a P-51 Mustang with a four-bladed propeller parked on the grass across from my stall.” Pisanos was familiar with the Allison-powered RAF Mustang I, having flown one for 40 hours in OTU training and then another 40 operational hours with 268 Squadron before transferring to 71 Eagle Squadron. He met the pilot, Captain Jack Miller from VIII Fighter Command staff, who had flown the new Mustang to Debden in the squadron operations office. “He told me it was equipped with a Merlin engine and that it was on loan to our group for the pilots to fly and evaluate it.”

A week later, the Mustang was released for flying. Pisanos recalled, “I was more familiar with the Mustang than anyone else in the group. When Captain Miller saw I had 80 Mustang hours

in my logbook, he turned it over to me.”

Pisanos found the new airplane to be “everything I hoped it would be.” After checking himself out for 15 minutes, “I dropped down on the deck and decided to make a pass over Debden, clocking some 450 miles per hour. As I passed over, I zoomed up and rolled left and right. Then I did a loop, after which I buzzed the runway a few more times.”

Everyone was interested in the new fighter. Over the next two weeks Don Blakeslee flew it several times, as did Don Gentile, Jim Goodson, Deacon Hively and Duane Beeson. All were effusive in their praise of the flying qualities of the new Mustang. Steve Pisanos recalled, “Everyone was paying attention to the P-51. When I was in 268 Squadron, flying Allison-powered Mustangs, those of us with experience in Spitfires talked about how wonderful the airplane would be with a Merlin up front.”

While U.S. Air Attache Thomas Hitchcock worked with Rolls-Royce in early 1943 to mate the Merlin and the Mustang, Edgar Schmued and his team at North American also began planning such a powerplant upgrade. Hitchcock’s report on the performance of Rolls-Royce’s Merlin-powered Mustang X test bed, which gave an 80 mph speed increase and a doubling of effective combat altitude, provided North American with

all the evidence it needed to convince the Air Force to support the work. Word of the first flight of the P-51B in Los Angeles spread through the world of Air Force fighter pilots like wildfire. The pilots of the Fourth had been unanimous in their verdict it was the best fighter any had flown.

On October 8, 1943, the 354th Fighter Group was declared operational and boarded the train for the five day trip from California to New Jersey. October 20 the men were sent aboard the troop transport HMS Athlone Castle. Ten “fortunately uneventful days” later they arrived in Liverpool on November 1. After three days at anchor waiting for the fog to lift, the ship docked and the 354th went ashore in England. Once ashore, they were trucked to Greenham Common. The morning of November 11, 1943, the first four P-51B Mustangs were flown in. The 354th would be the first fighter group anywhere to fly North American’s new fighter.

356th Squadron commander Major James O. Howard later remembered, “On November 13 we were sent to our new base at Boxted, near Colchester. At first, it looked like we were going to be very comfortable in this English countryside setting. However, we were no more settled in than the rains came, and the whole base became a giant quagmire. The conditions were so bad it made it difficult to



Colonel Don Blakeslee, commander of the 4th Fighter Group, promised VIII Fighter Command he could transition the group from P-47s to P-51s in 48 hours. The group became the leading exponents of the Mustang. (USAF Official)

do the work of converting to the Mustang.”

The pilots of the 354th group were ecstatic to be given the Mustang. The group historian later wrote that after only one day of test hops, “they realized that they had the best airplane of the war to work with.” To honor their good fortune, a vote was taken and the 354th adopted the name “Pioneer Mustang Group.”

On December 1, the pilots were considered proficient enough to fly their first mission in the ETO, a “Rodeo” fighter sweep over Belgium and the Pas de Calais flown by 24 P-51s led by Don Blakeslee, with group commander Lt. Colonel Harold Martin flying as Blakeslee’s wingman. Takeoff was at 1429 hours and they returned 70 minutes later at 1549 hours, with the only

excitement having been one flak hit on the plane flown by Lieutenant Lane of the 356th Fighter Squadron. The 354th had established a record, flying its first combat mission only 20 days after its first combat aircraft was assigned to it and 27 days after arriving in England.

The Mustangs had been modified by VIII Technical Command when they arrived in England with an additional gas tank mounted immediately behind the pilot in the fuselage on the Center of Gravity that could carry an additional 90 gallons. When filled, pilots discovered the airplane was slightly tail-heavy, which restricted maneuverability. Operating procedures were modified so that a pilot took off with gas fed from the wing tanks; once airborne

they would switch to the cockpit tank to burn off that fuel before reaching enemy territory; when that was empty, they would switch to the drop tanks until they were either empty or the enemy was engaged. The fuselage tank was invaluable. The Mustang had the range on internal fuel only to fly to targets in western Germany the P-47 had only been able to reach in the weeks after the Schweinfurt-Regensburg mission in August when the fighters were finally equipped with the 108-gallon drop tank. A P-51B carrying two of those drop tanks could reach Berlin.

When it was announced that a fighter group in the newly-established Ninth Air Force, which had recently transferred to England from North Africa to become the USAAF tactical air force in the coming invasion, Eighth Air Force fighter leaders were shocked. VIII Fighter Command’s General Kepner immediately protested that a fighter like the Mustang, with a vulnerable liquid-cooled engine and a radiator that only needed one minor-caliber hit to be put out of action, was exactly what was not needed in action over a battlefield in a ground support mission. For VIII Fighter Command, the P-51B was the solution to the problem they had faced since the command first began flying missions. Tests conducted between P-51Bs and captured Bf-109 and Fw-190 fighters demonstrated the Mustang was competitive in ways the P-47 would never be. Above 25,000 feet, the Mustang was superior to the Fw-190 in all flight regimes, only being out-rolled by the early versions of the Wurger; it was more maneuverable than the Bf-109 at all altitudes, and its equal in all other aspects of high altitude performance. Don Blakeslee told Kepner “The Mustang is a long-range Spitfire!” Both Blakeslee and Chesley Peterson begged VIII Fighter Command to let the Fourth be the first VIII Fighter Command group to take the Mustang to war.

No one in England could understand the decision not to send the fighter to the Eighth; the decision had been made in the Pentagon, by officers in Materiel Command who had no knowledge of or dealings with operational realities. The Merlin-powered Mustang was declared a “tactical fighter” because both the RAF and USAAF had decided the earlier, Allison-powered Mustangs would be used in the tactical roles of battlefield reconnaissance, ground strafing and dive-bombing. The decision to send the Mustang to the Ninth Air Force was based on bureaucratic precedent, if it was based on anything.

The first thing VIII Fighter Command did on discovering the Mustang had been assigned to Ninth Air Force was to “go to the top” and get an agreement that, while the group would remain a part of Ninth Air Force administratively, the unit would operate under the control of VIII Fighter Command until the invasion. When they learned



Duane Beeson was leading ace of the 4th's 334th Fighter Squadron. His P-51B was named "Boise Bee" in honor of his hometown, Boise, Idaho. The dark areas on the airplane are residue from the cocooning done to protect the airframe on its trans-Atlantic delivery voyage. (USAF Official)



Captain Don Gentile (l) and his crew chief, T/Sgt John Ferra (r) of the 4th Group' 336th Fighter Squadron. (USAF Official)



1st Lieutenant John T. Godfrey (l) with his dog Lucky and crew chief T/Sgt Ed Krantz. Godfrey flew missions as Don Gentile's wingman and the two were hyped by VIII Fighter Command Public Relations as the famous "leader" and "wingman" during the "Ace Race" publicity stunt in early 1944. (USAF Official)

that the 363rd Fighter Group, also assigned to the Ninth Air Force, was second in line to receive Mustangs, VIII Fighter Command put the engines of military bureaucracy into overdrive to insure that the rest of the Mustangs went to the Eighth Air Force as they became available. Additionally, the RAF had received P-51Bs, which were called the Mustang III in that service, and was in process of equipping four veteran Fighter Command squadrons with the new fighter. RAF Chief Sir Charles Portal agreed to send these units to support VIII Fighter Command as soon as they were operationally qualified.

The need of the Mustang for over-the-target support was so great that the 354th group participated in their first escort mission over Germany on December 5, a record for arrival-to-first mission timing in VIII Fighter Command. The group sent 36 P-51s, again led by Don Blakeslee with group commander Martin flying wing, escorting bombers striking airfields around Bordeaux. The 55th 34 P-38s along with the 354th's 36 Mustangs for target cover, though the Luftwaffe failed to come up. On December 11, the 354th suffered their first loss during a mission to Bremen, though no enemy fighters

were encountered. On December 13 the 354th celebrated their first month with the P-51 by sending 36 Mustangs to fly target cover over Kiel, their first trip to Germany. The 354th finally met the enemy in combat during the escort mission to Bremen on December 16 and claimed one Bf-110 shot down by 2nd Lieutenant Lt. Charles F. Gumm of the 355th squadron. Colonel Martin led this all-354th mission. On the way home, the 353rd squadron's 2nd Lieutenant Glenn T. Eagleston became the first pilot to survive bailing out after he managed to get across the Channel and almost to the English coast after his Mustang had been damaged by the rear gunner of a Bf-110G he claimed as a probable. Fortunately for him, he was spotted by the crew of an RAF rescue launch just as he touched down in the icy waters and was plucked aboard after only five minutes of what he later said was, "The coldest I ever was in my life."

A third mission to Bremen on December 20 saw the group contribute 47 P-51s led by Colonel Martin to an escort force of 26 P-38s and 418 P-47s; the 546 B-17s and B-24s made this the largest mission so far in Eighth Air Force history.

Over the target, James Howard spotted three Bf-109s. One made the mistake of pulling up under a B-17 as he completed his gunnery pass, giving Howard the chance to close in from four o'clock. While still out of range, he fired a burst to scare his opponent away from the bomber as the pilot positioned for another attack. Howard rapidly closed the Bf-109 from dead astern. When it filled his gunsight, he fired a two-second burst and it emitted heavy black smoke.



Debden air station was home of the 4th Fighter Group. It was a pre-war RAF air base, and the 4th was assigned there in 1942 when they were still the Eagle Squadrons of the RAF. (USAF Official)



1st Lieutenant Ralph "Kidd" Hover (in cockpit) was the 4th's leading "eccentric." He joined the RCAF on a lark with friends after a party in Detroit where he was a professional boxer. He transferred to the USAAF after training and was assigned to the 334th Fighter Squadron, where he scored a victory on his first mission, an unheard-of event. (USAF Official)

Back at Boxted after their return, his wingman, Lieutenant H. B. Smith reported that he saw parts fly off the Bf 109 before the engine exploded and it fell away in an uncontrollable vertical dive. The 354th claimed three victories but suffered their first combat losses when three Mustangs failed to return, including Major Owen Seaman, commander of the 353rd squadron, who went down over the North Sea after his fighter had been damaged over the target.

On December 22, the group escorted bombers to Osnabruck and Münster. The P-51 at this

point was not reliable, and suffered numerous instances of engine problems forcing a pilot to abort the mission that were later traced to the poor combination of British aviation gasoline and American spark plugs. On this mission, 20 Mustangs were forced to abort due to rough engines.

On October 23, 1943, the officers and men of the 357th Fighter Group went aboard the RMS Queen Mary in New York harbor with 11,000 other Allied troops, headed for England. The liner dropped anchor in the Clyde on October

29 and the men of the 357th soon made the acquaintance of the English train system, when they were transported to their base at Raydon Wood in Suffolk. On December 19, a well-worn RAF Allison-powered Mustang II arrived for use in conversion training. In the next ten days, 14 P-51Bs arrived. The 363rd squadron's Flight Officer Chuck Yeager recalled, "It only took me an hour in one to be convinced I was among the most fortunate pilots in the world, that I was assigned to fly this airplane."

Air Force bureaucracy again had the 357th and their Mustangs intended for the Ninth Air Force, but this changed in one of the first decisions General Dwight Eisenhower made after his arrival in England as Supreme Commander, Allied Expeditionary Forces (SHEAF). The 357th was transferred to VIII Fighter Command, with IX Tactical Air Command receiving the new P-47-equipped 358th Fighter Group.

The missions in December, 1943, had shown VIII Fighter Command could now provide effective cover to the bombers. Paraphrasing Winston Churchill, it wasn't the beginning of the end, but it was the end of the beginning.

Symbolic of the major changes coming in VIII Fighter Command, Don Blakeslee took command of the 4th Fighter Group on New Year's Day, 1944. He told the pilots what he expected of them: "The Fourth Fighter Group is going to be the top fighter group in the Eighth Air Force. We are here to fight. To those who don't believe me, I would suggest transferring to another group. I'm going to fly the arse off each one of you. Those who keep up with me, good. Those who don't, I don't want them anyway." Steve Pisanos later recalled, "If anyone had any doubts, it was clear from Colonel Don's statement that the gloves were coming off in 1944."



"Snoot's Sniper," a P-51B of the 352nd Fighter Group, known as the "Blue Nosed Bastards of Bodney" for the group's distinctive blue nose marking. (USAF Official)

On January 11, 1944, former Flying Tiger ace James O. Howard demonstrated what the P-51B was capable of. The weather over central Germany cleared that day, allowing VIII Bomber Command to send 663 B-17s and B-24s to bomb the A.G.O. Flugzeugwerke A.G. at Oschersleben, the main center of FW-190 production; the Junkers Flugzeug und Motorenwerke at Halberstadt, which was producing wings for Ju-88s; and three plants in Brunswick operated by Muhlenbau Industrie A.G. engaged in production of Bf-110s. Only the formation that would strike the Focke-Wulf factory at Oschersleben would have fighter escort in the target area. This was the 354th's assignment.

Weather over England made take-off and assembly difficult. The enroute weather deteriorated so badly that the 3d Air Division's B-17s and the 2nd Air Division's B-24s were recalled. By the time the recall was made, the B-17s of the 1st Air Division were 50 miles from the target. The leading combat wing of the 3rd Air Division was so deep in enemy territory when the recall was received that its commander decided to continue on to the primary target. With the targets only 60 air miles from Berlin, the Luftwaffe controllers feared the capital was finally the goal of the American force. The Luftwaffe's reaction demonstrated the Jagdwaffe had lost none of its ability to exact heavy losses on a deep bomber penetration by daylight. Indeed, it appeared they had improved their tactics.

The P-51s of the 354th group rendezvoused with the Oschersleben force to find themselves in the midst of these attacks. Howard, the most experienced pilot in the group, was leading. He later recalled, "We climbed to 25,000 feet



On April 8, 1944, Don Gentile became the top-scoring American ace in Europe. On April 13, following his final mission, Gentile made repeated high speed passes for newspaper and newsreel reporters in his Mustang, "Shangri-La." He struck the center of the Debden runway, which was higher than either end, destroying the Mustang in the process. He then went back to the U.S.A. for a war bond tour. (USAF Official)

through a couple of cloud layers and on a course directly to our rendezvous point. As we crossed the coast of Holland, it was a clear day, with the sun shining brightly. Down below, snow covered the ground. The outside air temperature at my altitude was minus 60 degrees Fahrenheit... As we reached the bomber stream, I realized it was under intense attack by enemy fighters. I saw no friendly fighters."

After shooting down a Bf-110G, Howard saw a Bf-109s. "I applied the throttle and raked my guns in his direction from about 150 yards. I could see flashes from my slugs hitting the fuselage. It spewed smoke and fire and spun down out of control." An instant later, an Fw-190 flew in front of Howard. "I pulled up after it in a chandelle. I was less than a hundred yards behind and ready to let him have it when the pilot suddenly



"Li'l Kitten" a P-51B assigned to the 357th Fighter Group, the first Mustang-equipped group assigned to VIII Fighter Command. The "Malcolm hood" the fighter is equipped with greatly improved the pilot's visibility from the cockpit. (USAF Official)

jettisoned his canopy and bailed out." The battle was far from over, as Howard defended the 401st Bomb Group in what is considered one of the epic fights any American fighter pilot was ever in.

According to the official account, Howard was up against 36 enemy fighters and was the only American fighter in position to oppose them. He flew straight at them, attacking first one, then another as he twisted and turned for several minutes in their midst. His "one man air force" attack forced the enemy fighters to break away and saved the B-17 formation.

After forcing several enemy fighters to break of their attacks, Howard closed on one of the lead 401st B-17s. He was now down to one working machine gun. "I had already been with the bombers for nearly thirty minutes, and there were still enemy planes around. So I decided to bluff by making feints in their direction to scare them off. I still had the one gun working." Howard chased away a persistent Ju-88 three times before the enemy dived away for good. "After the Ju-88 finally dived away, I saw no more enemy planes So I set course for England, picking up a couple stray P-51s as I did."

The 354th claimed 18 destroyed, eight probably destroyed and 16 damaged, with no American losses. The actual losses for the three formations that bombed targets were 60 missing and presumed shot down by fighters or flak. Howard himself claimed two destroyed, two probables and two damaged.

On February 14, each of the Fourth's three squadrons received a P-51B when the fighters were delivered to Debden. Blakeslee informed the pilots he expected all to check out in the new fighter between flying combat missions. There would be no down time to permit pilots to transition en masse.

The Mustang was so easy to fly that little thought was given to extensive conversion training before entering combat. When the 352nd Fighter Group received their new Mustangs on April 7, 1944, pilot Robert "Punchy" Powell remembered, "We were coming back from



Johnny Godfrey (l) and Don Gentile after the March 4, 1944 Berlin mission failed due to bad weather. The 4th had adopted their red nose marking on March 1, but Gentile and Godfrey left the front of their spinners white as an identification. Blakeslee told them to have the noses painted by the next mission on March 5. (USAF Official)

P-51Bs of the 354th "Pioneer Mustang" group take off from their base at Boxted, England in the Spring of 1944. (USAF Official)





Major James H. Howard (l), CO of the 354th group's 356th Fighter Squadron was awarded the Medal of Honor for single-handedly defending the B-17s of the 401st Bomb Group from Luftwaffe attack over Ochersleben, Germany, on February 11, 1944, becoming the only fighter pilot in the ETO so honored. (USAF Official)

a mission and when the field came in sight, we saw all these P-51s parked there." On landing, Powell was informed by his crew chief that he was expected to take one of the Mustangs for an initial flight in 30 minutes. Powell was surprised and initially resisted the idea of not even studying the flight manual. "But that's what we did. Our engineering officer showed me how to start it, and the next thing I knew, I was at 15,000 feet. To get the feel of it, I did some tight turns, a chandelle in both directions, and a barrel roll. I tested the stall by putting the wheels down, cutting power and bringing the nose up till she stalled. I was surprised by how stable it was. I went back and landed and we flew our first mission in the new planes the next day."

Berlin had been listed as an especially suitable target in USSTAF's original assignment of priorities issued in January. The purpose of attacking Berlin was not just to destroy the several important industries located within the city, or to shake the enemy's morale. The desire was to goad the Luftwaffe into defending a target, so the defenders became targets of the fighters escorting the bombers, inflicting losses of pilots as well as aircraft. If there was a target the Germans could not ignore regardless, Allied planners believed it was Berlin

Since January, the P-51's range had been extended. The P-51 with two 75-gallon tanks had an escort range of 650 miles, and with two 108-gallon tanks that range was 850 miles; no target in Germany was out of range. The only holdup was a bottleneck in the supply of P-51s.

By March 1, VIII Fighter Command had a second Mustang unit, the 4th Fighter Group flying their first Mustang mission on February 28. There were now some 150 P-51s available to the 354th, 357th and 4th groups. The airplanes were still

not fully reliable as the "bugs" were worked out and changes made on the production line. North American opened a second production line for the fighter in their Dallas, Texas, factory in addition to those produced in Los Angeles.

the weather that had closed in at the conclusion of Big Week didn't really open up all that much through the month of March. It took three tries to get the maximum force over Berlin.

On March 3, the first Berlin mission was launched, but the bombers ran into steadily worsening weather over the North Sea. On March 4, 29 B-17s of one combat wing got through the

weather and bombed the Berlin suburb Klein Machnow, but the rest of the force had to turn back or bomb targets of opportunity in the Ruhr. Steve Pianos later remembered, "Eight Mustangs from our squadron and almost an equal number from the other two squadrons had to abort for various mechanical problems." Finally, March 6 saw the Eighth Air Force over Berlin. The 354th managed to arrive with 33 P-51s after suffering 15 aborts, led by James Howard; they claimed eight. The 357th claimed 20 victories, the group's first "Big Day." The Fourth claimed 15. Of the 600 bombers that hit the city, 60 were. The Eighth returned to Berlin on March 8 with 623 bombers escorted by 725 fighters; 37 bombers and 18 fighters were lost. On the third mission, flown on March 11, the defenders didn't show up. Eighth Air Force replaced their losses by mid-month. The Luftwaffe never replaced their crucial losses of experienced pilots..

Allegedly, after the war, when he was questioned by American interrogators at the Nuremberg War Crimes Trial, Reichsmarschal Hermann Göring said "When I saw Mustangs over Berlin, I knew the jig was up." Whether he said that to his interrogators or anyone else is open to question, but the fact that American fighters did show up over Berlin, the capital of Nazi Germany on March 6, 1944, with the Luftwaffe failing to appear on March 11, was proof that the only question remaining was how long the Second World War would last. The winners were already known.



1st Lieutenant William T. Whisner of the 352nd Fighter Group with his P-51B "Princess Elizabeth" in June 1944. (USAF Official)

ARTWORK PRINTS



Spitfire Mk.IXc late
MK.IXc, F30 Series A, Handley, No. 105, 10th Squadron, RAF, 1944
By Peter G. Thompson

Spitfire Mk.IXc late

7473-ART



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



Spitfire Mk.IXc late
MK.IXc, F30 Series A, Handley, No. 105, 10th Squadron, RAF, 1944
By Peter G. Thompson

Spitfire Mk.IXc late

84199-ART



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“Monoplan de chasse allemand”

Jan Bobek

Fokker's Eindeckers, also known as monoplanes, were not revolutionary in their design. However, by mid-1915, they had surpassed their rivals by incorporating a machine gun with synchronized firing through the propeller arc. Understandably, the Allied forces were keenly interested in obtaining an undamaged Fokker E for examination.

When the legendary French aviator Roland Garros of Escadrille MS 26 was captured on April 18, 1915, the Germans discovered a machine gun, installed on his Morane Saulnier G fighter, designed to fire through the propeller arc, alongside metal wedges on the propeller blades. These wedges (in most cases) deflected projectiles to the side if the blades were hit by fire. The German *Idflieg* promptly decided it was necessary to equip their own aircraft with a similar device. To their surprise, they found that Anthony Fokker had already developed a superior technical solution, which was relatively advanced. Contrary to the legend that the synchronization device was designed within 48 hours, Fokker's team had been working on this solution for approximately six months. Fokker based his design on a patent by Swiss engineer Franz Schneider, which was published in full in *Flugsport* magazine in September 1914.

Fokker's new fighter monoplanes entered service with the E designation for *Eindecker mit MG*, meaning a monoplane equipped with a machine gun. The Fokker A.III and E.I entered combat service from the summer of 1915. Their mission was to engage enemy aircraft penetrating German territory and to provide escort for their own multi-seat machines. Occasionally, the “Fokkerpilots”, as their pilots were known, targeted observation balloons as well. However, they had to be cautious not to be forced to land in enemy territory. The Fokker *Eindecker*, inspired by the Morane Saulnier G, did not introduce revolutionary features in terms of manoeuvrability, rate of climb, or speed. Its primary advantage laid in the synchronization device, it was thus crucial to prevent it from falling into enemy hands.

The *Eindeckers'* combat tactics and efficiency proved to be a nasty surprise for their enemies.

Aircraft losses on the side of the Entente were increasing significantly, while the tactics employed by the Fokker pilots were gradually evolving. This period became known as the “Fokker Scourge.” In January 1916, the RFC command had to issue an order directing that reconnaissance machines were to be escorted by three other aircraft in close formation to enhance defences. The order explicitly stated that the reason for this measure was the presence of Fokkers operating in groups of three and four aircraft.

The British had several synchronization systems at their disposal: the Vickers-Challenger, Scarff-Dibrovski, Sopwith-Kauper, Ross, and Arsaid. Similarly, the French could utilize the Alkan system. However, a challenge arose as these devices were originally designed for the relatively heavy Vickers-Maxim type machine guns equipped with belt-fed magazines.

Fokker E.III 196/16 (serial no. 488) was the first machine of this type to fall almost undamaged into the hands of the French. The plane was captured on April 10, 1916, at Courmelois. Photo: Reinhard Zankl





The British secured an undamaged Fokker E.III two days before the French. The machine 210/16 (serial no. 509) landed on April 8, 1916, at the airfield near Renescure. In this picture, it already bears British insignia. All other photographs in this article depict machine 196/16 (serial no. 488). Photo: L'Argonnaute



Immediately after the emergency landing, monoplane 196/16 (registration No. 488) garnered considerable interest from French soldiers. Photo: L'Argonnaute

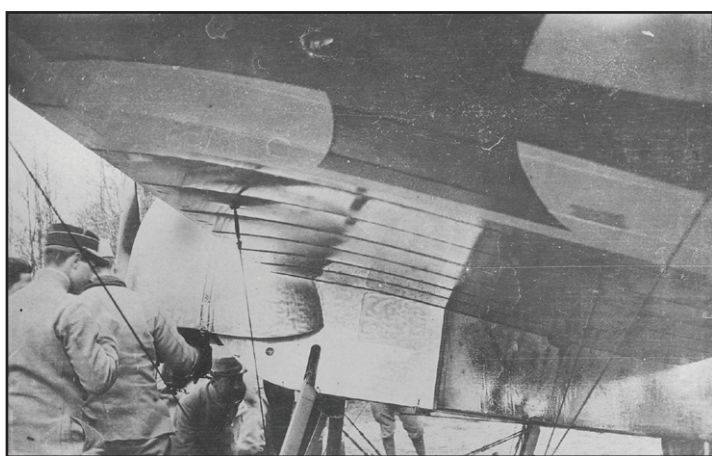
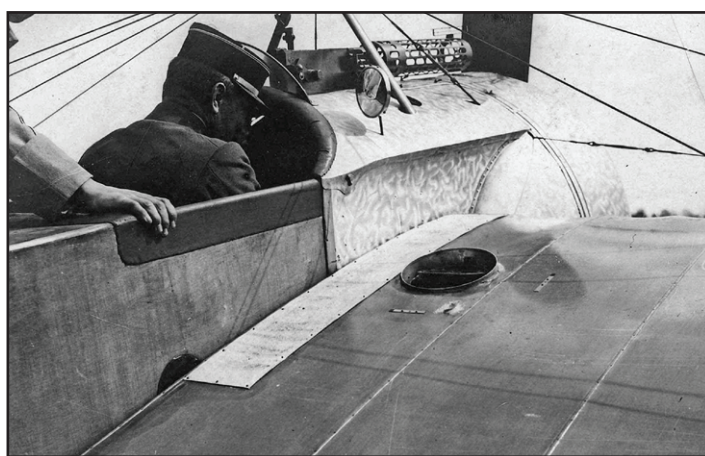


Photo: L'Argonnaute



The technical design of the rear-view mirror mounting is noteworthy in this photo. Photo: L'Argonnaute



Immediately after landing and capturing the pilot, French soldiers obscured the markings on the upper surfaces of the Fokker with branches. In this photo, and the next one, this can be seen on the left wing. Photo: L'Argonnaute



In this photo, the marking 196/16 (serial no. 488) can be seen on the left side of the fuselage. Although this was a new machine when it fell into French hands, the marking on the right side of the fuselage has been partially removed. Photo: L'Argonnaute

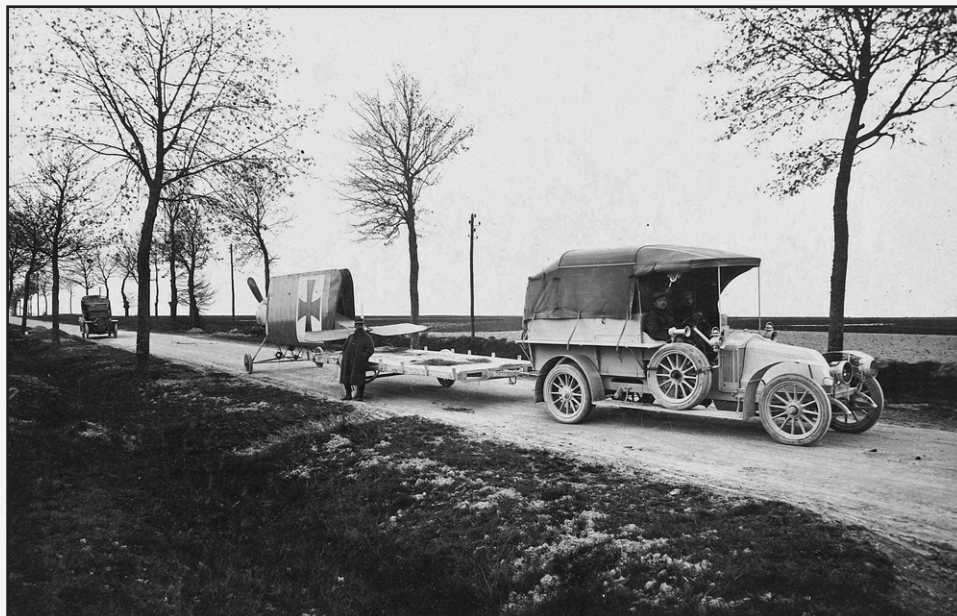
The Royal Flying Corps and the French Air Service, on the other hand, favored the lighter Lewis machine guns with drum magazines.

The Germans managed to keep the secrets of their Fokkers well-guarded for quite a long time, until April 1916. However, everything changed in a matter of days. Firstly, one undamaged machine fell into the hands of the RFC on April 8. This occurred due to an inexperienced pilot who was flying a brand new E.III 210/16 (c. n. 509) to

his unit. Accidentally flying to the enemy side of the front, over surprised Australian soldiers and flawlessly landed at a British airfield. Subsequent comparative tests with the Morane Bullet revealed the Fokker to be inferior to its opponent in all parameters, and the myth of this German bogeyman began to dissipate. Today, this aircraft is on display at the Science Museum in London.

According to some authors, the German airman in question should have been Gefr. Johann

(Hans) Hvüres from FFA 5 or from the Bavarian aviation unit FFA 5b. However, no aviator by this name is listed in the casualty summary in the contemporary press. This is likely a mistake, as a pilot with a similar name, Uffz. Hans Hviures, was killed on April 26, 1916, along with his observer Lt. Georg Jesko von Puttkamer. Their aircraft, an LVG C from FA 5, was attacked by a Nieuport 16 flown by test pilot and future fighter ace Lt. W. J. C. Kennedy-Cochran-Patrick of



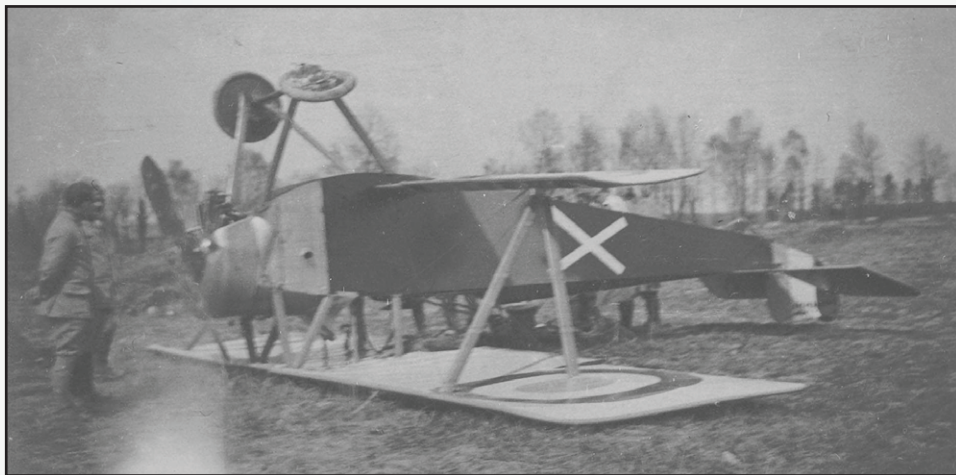
Fokker E.III 196/16 (serial no. 488) was apparently photographed on April 10, 1916, during transport from Courmelois to Châlons, where it was displayed to the public the following day. Photo: L'Argonnaute



Gustave Douchy of Esc. N 38 stands in front of a fighter aircraft Spad XIII. He claimed his first victory on April 10, 1916, during a duel with the pilot of Fokker E.III 196/16 (serial no. 488), but his kill was not confirmed. This apprentice blacksmith and former aircraft mechanic achieved his first confirmed victory on May 5, 1916, and by June 1918 had added eight confirmed victories to his account, with a further eight not recognized. Photo: Gallica

No. 1 Aeroplane Depot in Saint-Omer. The German crew was attacked three times in total, and after the machine crashed at Flêtre, the airmen on board showed no signs of life. The identity of the Fokker pilot who flew over the front and smoothly landed at the enemy airfield on April 8, 1916, with 210/16 remains unclear.

The second almost undamaged Fokker E.III fell into the hands of the French Air Service just two days later, on April 10, 1916, under equally strange circumstances. The event also had several eyewitnesses, and there were even two photographers present at the scene of the incident. One of them, Jacques Tournadour d'Albay enjoyed, besides taking his colleagues' portraits in the manner of



Nieuport 10 (833) of Esc. N 38, crewed by Sgt. Gustave Douchy (pilot) and S/Lt. Francois Roederer (observer), after a failed landing in a field near Courmelois on April 10, 1916. Photo: L'Argonnaute

Transporting the partially dismantled aircraft from the emergency landing site. This is likely machine 196/16 (serial no. 488). Photo: Greg VanWyngarden





The original archive photo is credited with the note that the Nieuport crashed near the Fokker E.III serial no. 488. Photo: L'Argonnaute

a professional reporter, to capture events not directly related to his missions within the 11e régiment du génie (Engineer Regiment). Be it the aftermath of a dogfight in April 1916, a machine gun demonstration in the presence of authorities four months later, or even a cooking contest in The Somme during September of the same year, these episodes were thereby the objects of genuine photographic reports.

On April 10, 1916, while participating in the establishment of a floating bridge across the canal from the Marne to the Aisne, Jacques Tournadour d'Albay witnessed a dogfight opposing a French biplane to a German Fokker, after which he took several pictures of the German Fighter.

"We're going to work. During lunch (on the bank), we're flown over by a French biplane pursuing

a "Boche" aircraft. A few minutes later the "Boche" comes back, stutters and lands near Courmelois. The French descends quickly and rolls over. The airman injured his knee. The Fokker's pilot and his aircraft are unharmed. It's a Fokker E.III N° 196/16, propeller type Gnome 2,46m pitch 0,25. I take a few pictures." Thus he recounts the event on April 10, 1916. Let's also add that the propeller was, in fact, produced by company Garuda, as evident from both the technical report and the photos.

This photographer's notes clarify the until then unresolved question of where the overturned Nieuport seen near the Fokker in the photos came from. The pilot of the Fokker supposedly was Uffz. Anton Rösler (Rössler) of FFA 22. He had been at the front for a short time, having been assigned to the unit on March 15, 1916, but

had already endured three aerial battles and forced one French aircraft to land. His Fokker E.III 196/16 (c.n. 488) was brand new and had left the factory in Schwerin on March 26. On the fateful April 10, just before 11 am, he engaged in a dogfight with a Caudron from Esc. C 28 and was then fired upon by anti-aircraft gunners from the 7e section d'autos-canon de DCA. He was subsequently pursued by a Nieuport 10 of Esc. N 38, crewed by Sgt. Gustave Douchy (pilot) and S/Lt. Francois Roederer (observer). When they saw that the Fokker was landing on French territory, they attempted to land next to it and prevent its pilot from setting the valuable aircraft on fire. However, upon landing, they overturned. Although their victory was not verified, Douchy later became a fighter ace with nine confirmed kills.

There were enough French soldiers on the



A series of photographs from Courmelois showing Uffz. Anton Rösler of FFA 22, presumably before marching into captivity at Châlons. Photo: L'Argonnaute

scene to prevent Rösler from damaging or even destroying the Fokker. The captured pilot initially refused to talk, but after marching 30 kilometers and enduring 48 hours without food in the prison in Châlons, he began to answer questions at the headquarters of the 2nd Army. Apparently, it was from this statement that the information emerged that his unit was a Fokker Kampfstaffel A, and he took off on a combat flight from an airfield west of Rethel. However, it seems that he deliberately provided incorrect information, as his actual unit was Feldflieger Abteilung 22 in Vouziers. He claimed that he was not shot down but had to land due to an ignition failure. Upon examination of the aircraft, it was found to have several hits in the wing, one hit in the propeller, and the fuel tank had also sustained damage from a projectile. The Fokker was equipped with a 100 hp Oberursel U.I engine.

Aircraft 196/16 was exhibited in Saint-Mémmie on April 11, 1916, then the French authorities transferred it to the air park in Saint-Cyr.

During the summer of 1916, it was located at the Pau flight school. It was adorned with French insignia, but during trials at the research facility, it sustained damage due to a malfunction of the synchronization equipment. The subsequent fate of this aircraft remains unknown to me.

There is no further information available regarding Anton Rösler, again in the case of this pilot, his name cannot be found in the contemporary list of losses, which was yet meticulously maintained. Considering the scarcity of information regarding both pilots, the loss of these two closely guarded military aircraft within two days raises intriguing questions, to say the least.

I would like to express my gratitude to Messrs. Ian Boudoulec, Gregory VanWyngarden, and Reinhard Zankl for their invaluable assistance in the preparation of this article.

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In this photo taken on May 30, 1916, a delegation from the Russian Parliament inspects Fokker E.III 196/16 (serial no. 488) at the air park in Villacoublay. Photo: L'Argonnaute

Plastic kits Fokker E.III at Eduard



The day after the Fokker fell into the hands of the French, it was displayed at Saint-Mémmie near Châlons-sur-Marne. Photo: National Museum of the U.S. Navy



Fokker E.III 196/16 (serial no. 488) at Saint-Mémmie, April 11, 1916



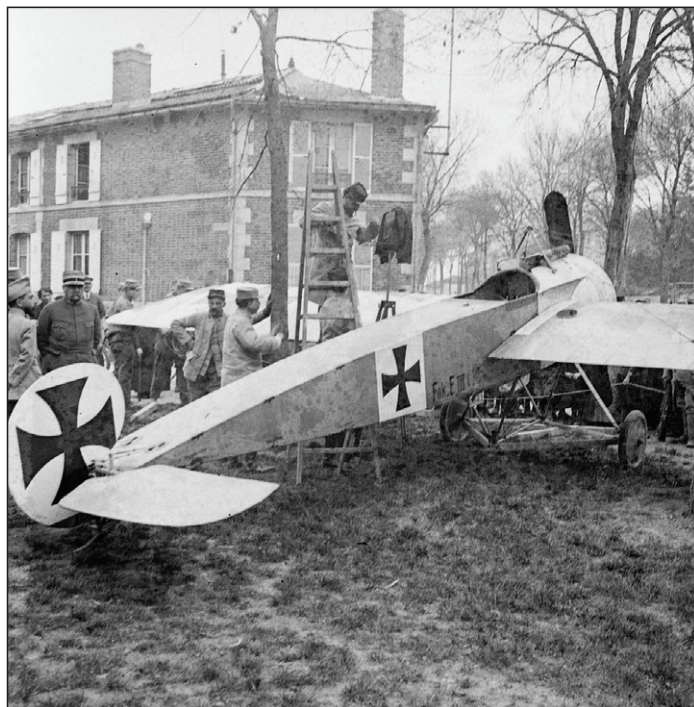
A picture taken during the assembly of the aircraft after its relocation from Courmelois. Photo: National Museum of the U.S. Navy



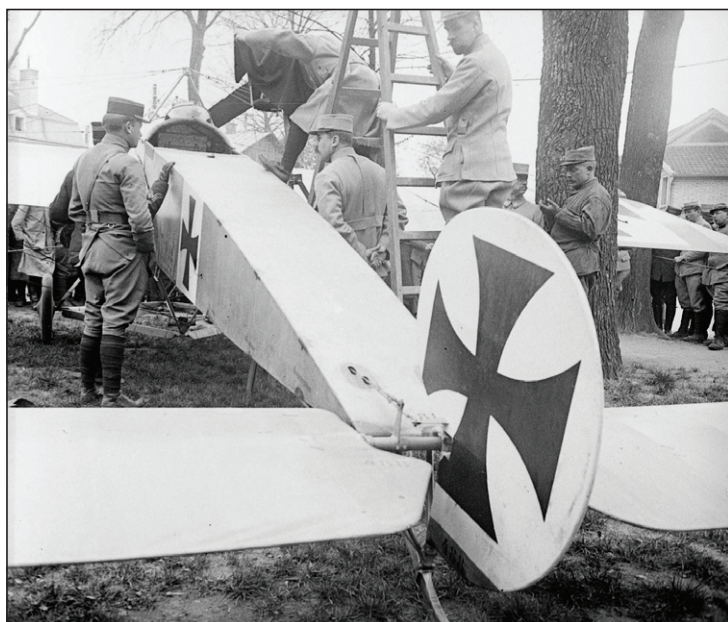
The Fokker was equipped with a Garuda propeller. Photo: National Museum of the U.S. Navy



The marking 196/16 was partially removed on the starboard side of the Fokker, despite being a brand-new machine. Photo: Archives municipales de Toulouse



A photographer prepares to take pictures of the cockpit. Photo: Archives municipales de Toulouse



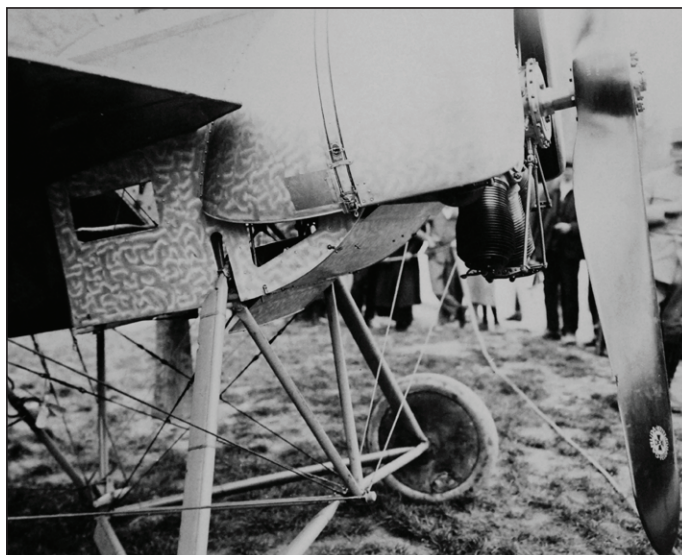
There is no white paint on the lower part of the rudder, and the serial number 488 is clearly visible. The serial number is also dimly visible on the portside elevator and on the top of the aft fuselage. Photo: Archives municipales de Toulouse



The aircraft was armed with a standard LMG08 machine gun with a wide-type sight. Photo: L'Argonnote



The Fokker exhibits very high-quality workmanship. In the right part of the picture, a bullet hole is clearly visible in the wing canvas. Photo: Archives municipales de Toulouse



The sheet metal finish is almost artistic. Photo: National Museum of the U.S. Navy

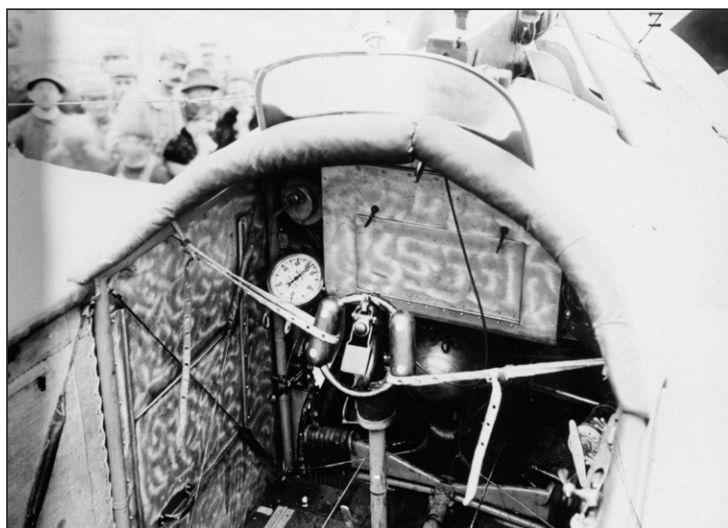


Photo: Grosz via VanWyngarden

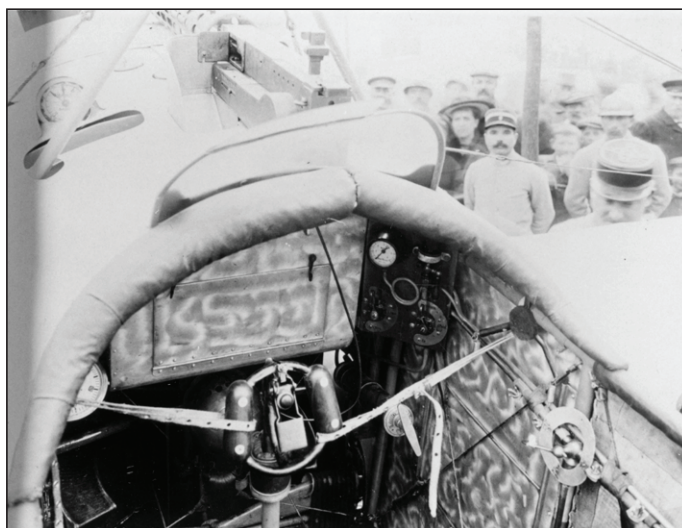
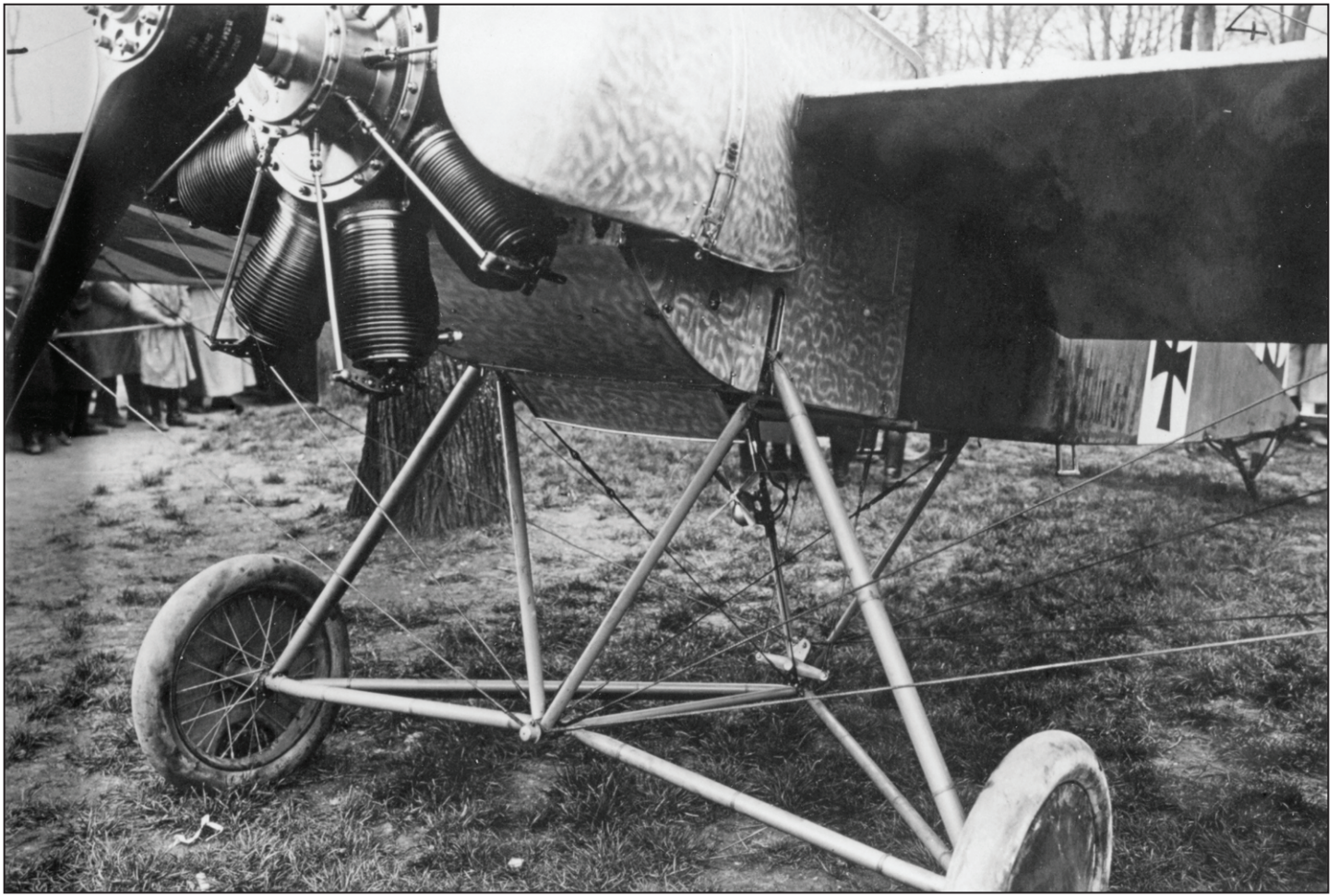


Photo: Grosz via VanWyngarden



Fokker E.III 196/16 was unusually equipped with an air-driven pump. The pump was mounted on a strut on the undercarriage and supplied fuel from the auxiliary to the main gravity tank. Photo: Grosz via VanWyngarden



Although this was a brand-new machine, wear is already evident on the front of the engine cowling. Photo: National Museum of the U.S. Navy



Photo: Archives municipales de Toulouse



Photo: Grosz via VanWyngarden

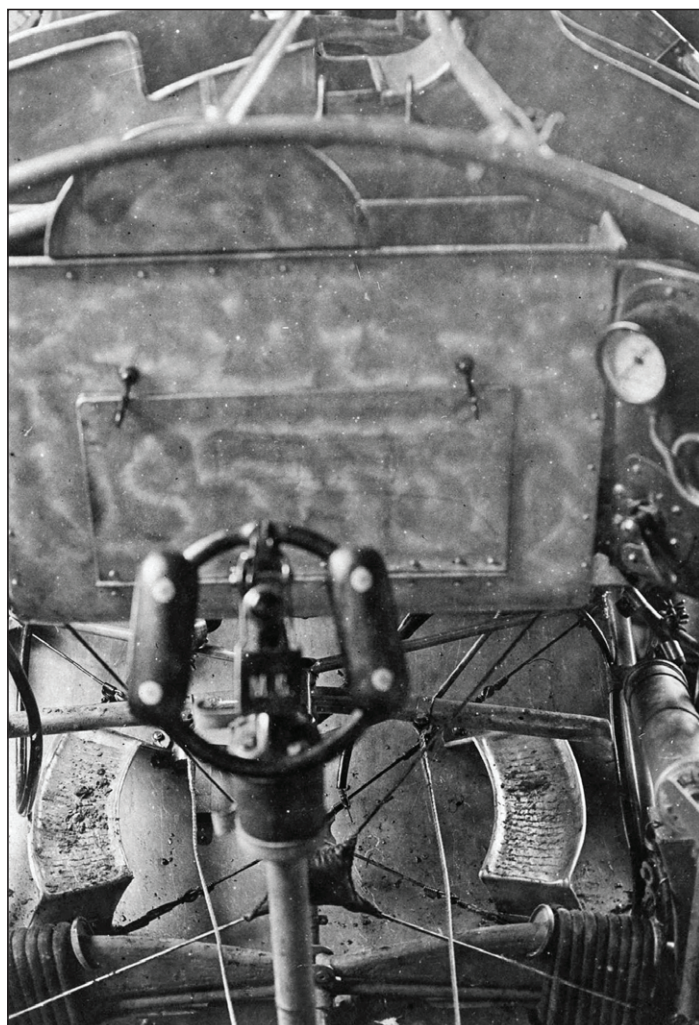
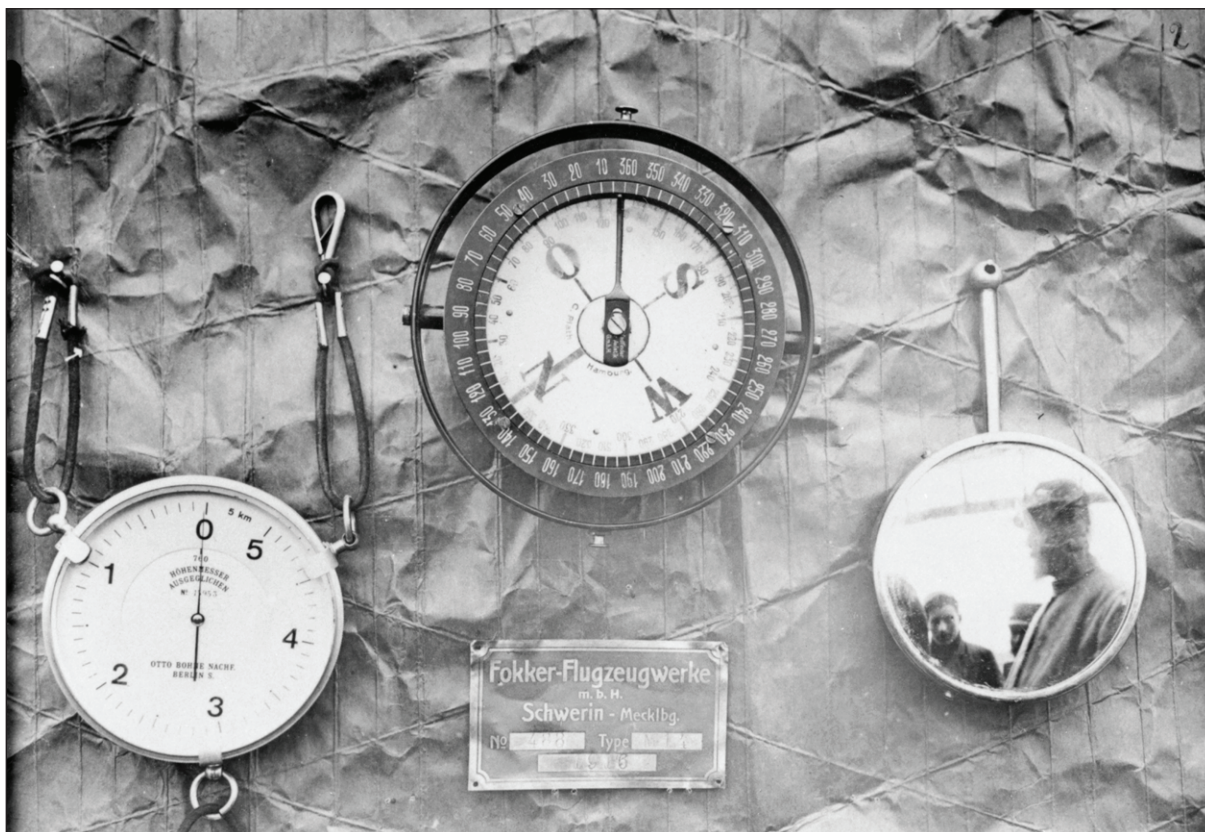


Photo: Grosz via VanWyngarden



From left: altimeter, compass, mirror and production plate removed from Fokker E.III 196/16 (serial no. 488)
Photo: Grosz via VanWyngarden

(Photo: unless specified otherwise, the Author's and Tomas Dedera Archives)

The Last Flight of L-39C Albatros 0440



L-39C coded 0440 (Serial Number 395306) during service at Náměšt nad Oslavou. [Photo: Milan Simr]

David Sochacký

I am writing this summary on the request of a friend, mechanic and modeller. With respect to the fact that it pertains to our own activities, I will refrain from naming names, since I am not sure that my former colleagues would be agreeable with their printing. Furthermore, I must admit that I am describing an event that took place some fourteen years ago, and I cannot locate my copy of the investigation report conclusions, resulting in my going strictly by memory. I have recounted this story so many times to so many people, that I suspect that some deviation from the actual reality of it is unavoidable. So, please forgive me if the following recount is less than perfect.

It was Monday, July 12, 2010 and a hot summer day was expected, and the Flight Training Center (CLV) in Pardubice had scheduled a standard flight regime for this day. At that time, the rule was followed that if the air temperature rises above 33°C, flying was postponed. The temperature was rising quickly, so we held off on flights for a bit.

By this time I was in my second year of training at the CLV and our average logged flight time in the L-39C was about 300 hours per pilot. It was generally expected that we would be posted to our parent unit at the end of the year and our training would slowly transition to a maintenance phase. This required a lot of repetitive tasks. On that given day, we were to perform some air combat

with planned maneuvers, with me acting as the target and my colleague and friend in the role of intercepting fighter. According to the applicable CLV rules, an instructor pilot had to be on board the 'target' aircraft at all times. The three of us held off with our flight until the mercury began to drop again. Around three o'clock in the afternoon, the air temperature reached its maximum and began to gradually decrease, so we began to prepare for the flight.

The pair took off at 1600h local time, and 'Forty' (as we affectionately called the airplane coded 0440) was one of the so-called 'lazier' machines, so it flew as the target and at the same time led the pair to the training zone. Our training area was known as 'Oscar' and 'Mike'

within the Pardubice TMA (Eastern) jurisdiction. Immediately after arriving in the zone, we took up our positions and the simulated combat began. The task of the target in this type of exercise is to perform prearranged escape maneuvers, while the fighter, on the other hand, had the task of maintaining his advantageous position in the rear hemisphere of the target and continuously creating necessary conditions for a cannon engagement. Essentially, it's a sort of a dual higher level aerobatics.

The weather was almost perfect and after a while I realized that I had an instructor pilot behind me who would definitely like to 'fight' too, so I asked him if he wanted to fly around a bit. It was clear to me that he would not refuse the



'Forty' in its final form in front of the hangar of the Aviation Training Center in Pardubice. This photo was taken about a month before the crash.



L-39C coded 0440 in 2003, during service with the 222nd Training Squadron at Base 22 of the Czech Air Force at Náměšť nad Oslavou. [Photo: Milan Simr]



L-39 0440 in the care of ground personnel of the CLV at Pardubice.

offer, because sitting in the back is sometimes boring. I handed over control of the aircraft and, for a change, I was enjoying myself and all I had to do was watch the time and fuel. Everything went according to plan, my colleague in the fighter role fought like a lion and even did not allow such an experienced pilot as my instructor to get the better of him. I watched the fuel dwindle and we agreed to do one more maneuver before we headed for home. A couple of vertical climbs followed to stay out of the sights of the guy behind with a transition to scissors (alternating horizontal turns at relatively low speeds), and my mood was approaching a very relaxed state. Out of nowhere, there were two loud metallic bangs coming from the engine bay.

I shifted my view to the instrument panel to see what was going on. My instructor, who was famously calm, said nonchalantly into the intercom: 'probably the engine'. At the same moment when the red lights on the panel began to light up, the radio from the plane behind us said in an excited voice: 'You're on fire, your engine is on fire!'. White smoke and a column of sparks flowed from the engine's exhaust nozzle. Although I was not in control at the moment, I reached for the engine control lever, slid it to the STOP position, immediately shut off the fuel supply and pressed the fire extinguisher button, exactly as we had learned from emergency procedure drills. It did not help. 'You're on fire, you're still on fire,' number two radioed. Just to be sure, I pressed the fire extinguishing button a few more times, even though I knew that the extinguishing system could only be activated once. That was the moment I was really scared like never before and if it wasn't for the instructor in the back seat, I probably wouldn't have dealt with anything more and would have punched out regardless of everything else.

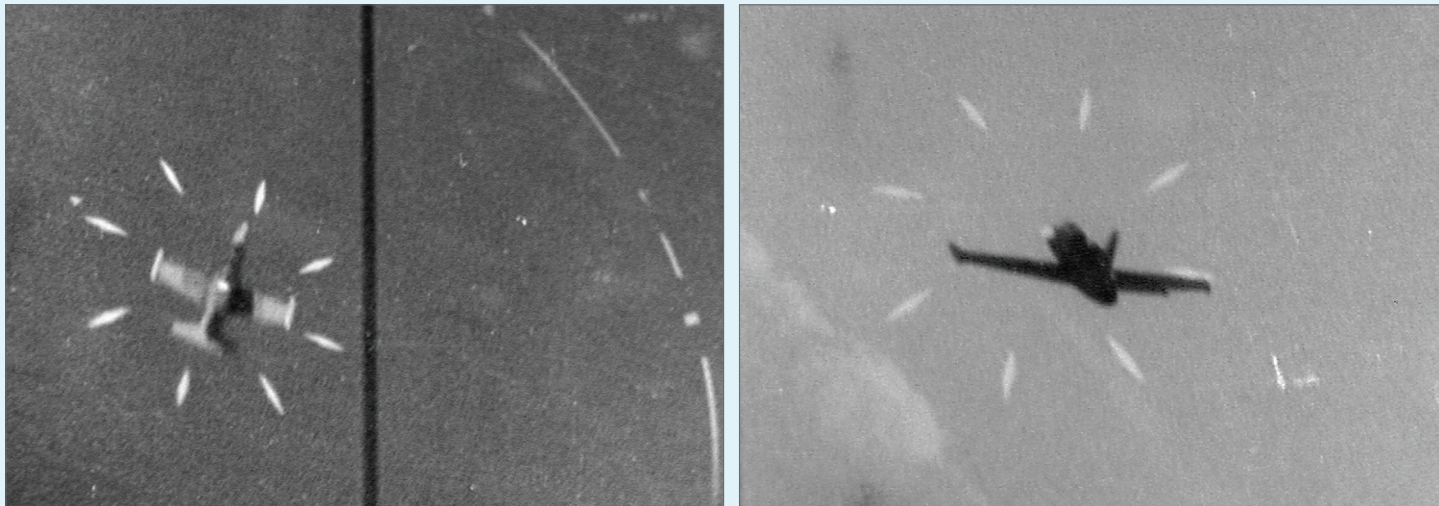
Fortunately, the situation calmed down and the engine finally stopped burning. We were at 7000 ft, everything on board was working except the engine, but our landing strip was 30 km away. 'I won't make it to the field', said the instructor, who was still flying the plane, over the intercom, as if apologizing to me for the situation in which we found ourselves. 'Prepare for ejection' was his next order. I tightened all the straps that bound me to the seat and, by extension, to the parachute. This was followed by a roughly two-minute phase of relatively calm gliding, during which we reported an emergency on the correct frequency, the second aircraft was behind us the whole time communicating with the tower. The direction of our flight was a wooded area northwest of the village of Borohrádek designated for such situations, however, it soon became apparent that we would not be able to make it that far either. 'So get ready...NOW, get out of here'. I straightened up in the seat, put my head in the headrest, squeezed the catapult handles with both hands, clenched all my muscles and pulled on the handles...

It took about a second to be out of the airplane. I remember how the canopy blew away and the rush of warm air when the seat started to move. Everything worked correctly and I was parachuting somewhere between a field and a meadow. Meanwhile, my instructor remained in the cockpit, having to rebalance the aircraft as a relatively large amount of mass disappeared from the front after my ejection. My exit from the plane took place at a height of approximately 1000 meters above the ground, while the instructor pilot ejected at approximately 300 meters, only after he made sure that the impact of the plane on the ground would be in an uninhabited area. We both escaped relatively unscathed. The pilot of the second plane also enjoyed a great workload, not only shadowing us the whole time

and communicating with the tower, but after the plane hit the ground, he recorded its position for the benefit of the subsequent rescue operation. At the same time, he had to fight not only with obvious stress, but also with a lack of fuel. Fortunately, after circling the crash site a few times to make sure we were alive, he returned to base and landed safely.

My decent with the parachute was definitely not a textbook event, and while trying to control the parachute, I began to bounce around like crazy and I hit the ground like a sack of rice. Immediately after landing, I turned on my phone and called my wife and the base that I was okay. I spread the orange canopy of the parachute over the ground so that it was clearly visible from the air. It didn't take long for a pair of JAS-39 Gripen aircraft from the NATINAMDS standby system to fly over the crash site. A few minutes later I saw first the yellow air ambulance helicopter and then the blue police helicopter. They landed at the crash site, which was about two kilometers away from me, and then headed in my direction. They landed in a meadow a hundred meters from my position. In addition to the rescuers, my instructor also welcomed me into the helicopter. He was in a good mood as always. We shook hands with obvious relief and it dawned on me that despite all the bad luck, it actually turned out really well.

The bottom line of the accident was one destroyed aircraft and minor material damage to the forest cover, but no one was injured, which is probably why I can remember this event with a smile on my face. After all, it was an important experience and it did not affect my love for flying in a negative way.



The last photograph of Albatros 0440, taken from the gun camera of the 'attacking' aircraft during simulated combat on July 12, 2010.



*Putting out the fire after the crash.
(Photo: iDnes)*

A view of the crash site near Holice in Eastern Bohemia, taken from the rescue helicopter;



When You Need to Grab the Handles...

The VS-1 BRI Ejection Seat of the L-39 Albatros

Tomáš Dedera



The VS - 1 BRI ejection seat serves as the pilot's workplace in the Aero L-39 C, Z0 and ZA Albatros series of aircraft, and at the same time, is there in the event of an emergency situation requiring rapid egress of the crew.

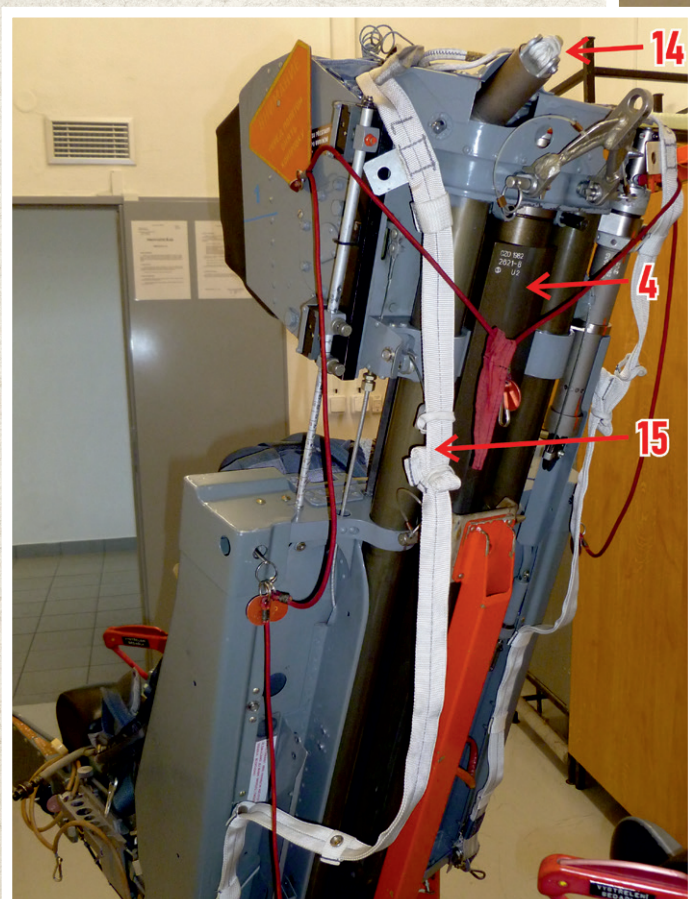
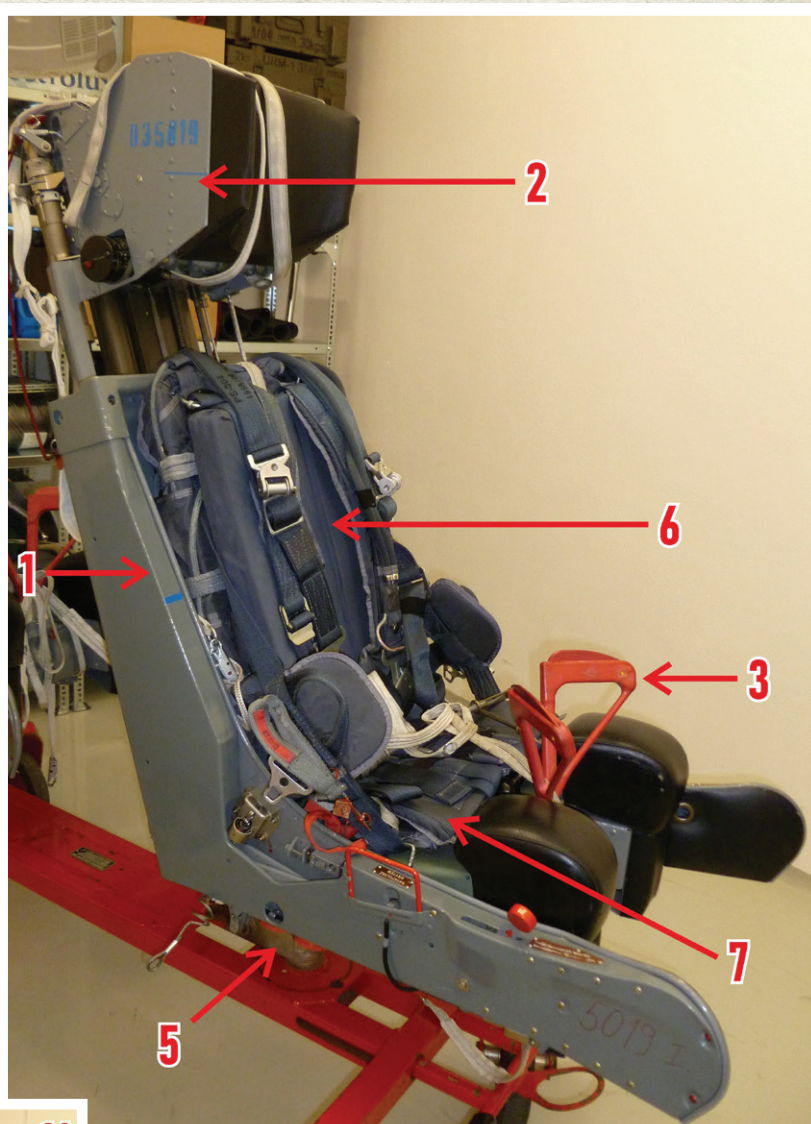
The emergency egress system of the aircraft includes two VS-1BRI ejection seats, an emergency ejection system of the cockpit canopies of both pilots, and ensuring the proper and functioning order of ejection of all components.

Main Technical Data:

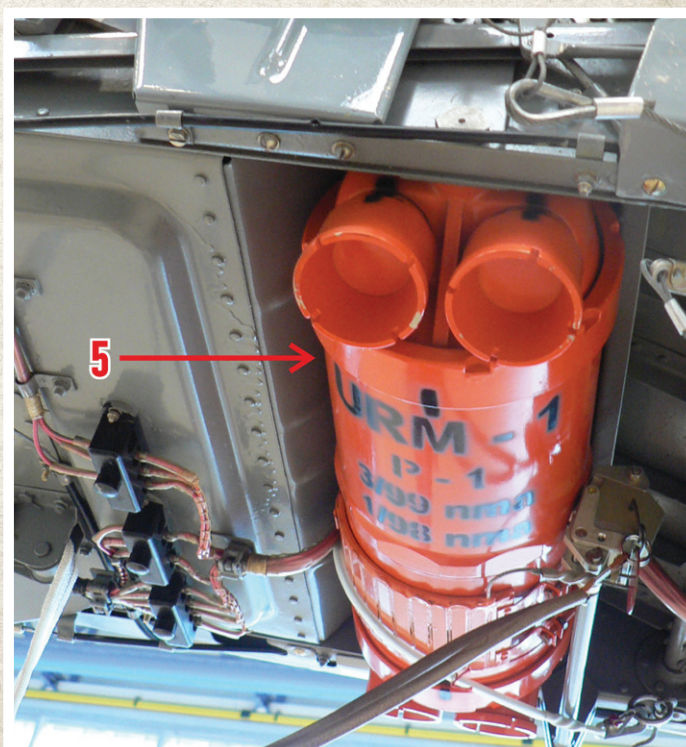
- Seat weight: 80.2kg
- Seat dimensions: w x l x h: 588 x 810 x 1188mm
- Maximum G Limit on ejection: 17g
- Maximum altitude of parachute deployment: 4,000m
- Stabilizer chute area: 0.5m²
- Main chute area: 50m²
- Rate of decent of main chute: 6m/s
- Minimum speed at zero height (for proper canopy separation): 150km/h
- Maximum safe ejection altitude in vertical dive and at maximum 900km/h: 1,500m
- Maximum weight of equipped pilot: 108kg
- Weight of seat with pilot: 188kg

Main Components of the VS-1 BRI System:

1. Seat frame
2. Headrest
3. Dual Firing Handles
4. Telescopic ejection mechanism
5. Booster rocket engine
6. Parachute system PL-70I
7. ND-39 Pilot Emergency Pack
8. Communication connection ORK-9A
9. KP-27M Oxygen supply system
10. Left and right gear link and seat ejection control levers
11. Seat pan height adjustment
12. Pilot restraint system
13. Thrust vector adjustment of the URM-1 rocket motor
14. Firing trigger for the VMP stabilizer parachute
15. Seat stabilizing system



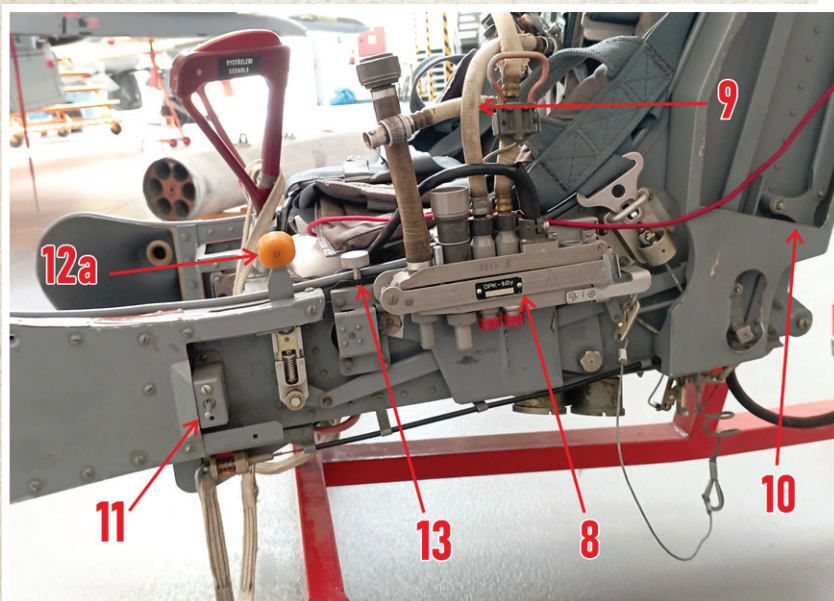
URM-1 booster rocket engine from below





Main Components of the VS-1 BRI System:

1. Seat frame
2. Headrest
3. Dual Firing Handles
4. Telescopic ejection mechanism
5. Booster rocket engine
6. Parachute system PL-70I
7. ND-39 Pilot Emergency Pack
8. Communication connection ORK-9A
9. KP-27M Oxygen supply system
10. Left and right gear link and seat ejection control levers
11. Seat pan height adjustment
12. Pilot restraint system
13. Thrust vector adjustment of the URM-1 rocket motor
14. Firing trigger for the VMP stabilizer parachute
15. Seat stabilizing system



Ejection system ensures:

- Emergency egress from the aircraft in any order (1. front canopy, front pilot, 2. rear canopy, rear pilot or vice versa)
- Ejection of one crew in flight
- Proper ejection sequence in both cockpits while preventing simultaneous ejection from both cockpits, simultaneous canopy jettison, or any combination thereof.

Description of the Ejection Sequence

Once the pilot has decided that an emergency egress from the aircraft is necessary, all that needs to be done is to pull on the ejection handles upwards to initiate the ejection sequence. All other system activities are fully automatic and completely independent.

- This leads to an electromagnetic initiation of the ejection sequence of the second pilot, starting with canopy jettison.
- Initiation/ignition of the URM-1 rocket engine,
- Securing shoulder straps
- Igniting the charges for canopy jettison

The seat will begin to move upwards along its rails, and at the beginning of the ejection sequence:

- The pilot's legs are brought into the seat and secured within the first 1,000mm,
- After 315mm, uncoupling of the ORK-9A communication link via static cable 'II' (on the left side of the seat) and a switch to the KP-27M oxygen system,
- After 800mm, the LUN 5820-8 (KAP-3P/39V) dynamic pressure device valve is disengaged and the LUN 5820-8 and LUN 5821-8 (AD-3/39) firing seat releases are triggered via a static 'I' cable on the left and right seat sides,
- After 850mm, the electrical connection between the aircraft and the seat is severed via cable 'IIa' on the right side of the seat. After between 0.25 and 0.45 seconds after the severed connection, the second seat and canopy are armed.

After the seats clear the aircraft:

- At the 1500mm point, with the use of cable 'III' located on the right side of the seat, the URM-1 rocket booster is initiated.
- At 1680mm, the telescopic system has done its job and the URM-1 is responsible for continued acceleration of the seat.
- At 2800mm, the stabilizer chute is deployed via cable 'IV' on the left side of the seat,
- The seat stabilizing chute is deployed by the jettisoning of a weight and the seat with the pilot are slowed.
- Following the expiration of the set time delay of the LUN 5820-8 and LUN 5821-8 'releasers' of the ejection seat, the torso and shoulder restraint locks as well as the foot restraint locks,

Seat Release Sequence

Speed (km/h)	Release LUN 5820-8 Time (s)	Release LUN 5821-8 Time (s)
$v \leq 450$	0,4	1,5
$v > 450$	Blocked	1,5

- The ejection handles are released,
- The pilot, emergency pack and parachute are separated from the seat,
- After 600mm, the automatic parachute release LUN 5932-8 (AD-3P/39) and the combined parachute release LUN 5931-8 (KAP-3P/39V) activate,
- The PL-70I parachute is opened by the LUN 5932-8 automatic release, and the stabilization parachute is pulled out,
- The LUN 5931-8 release unlocks the PL-70I parachute canopy bag retaining lock and withdraws the bag from the canopy of the PL-70I parachute and fills it with air,
- The descent of the pilot with the main chute.

Chute Release Sequence:

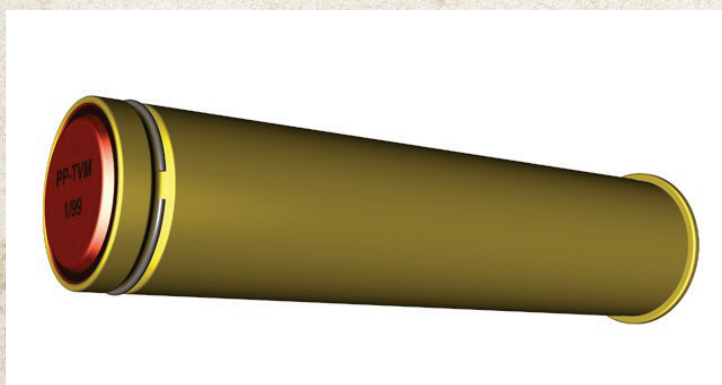
Altitude (m)	release LUN 5931-8 Time (s)/Altitude (m)	Release LUN 5932-8 Time (s)
$H \leq 4000$	1,5	0,5
$H > 4000$	After decending to 4000	0,5

The emergency system also allows for the jettisoning of the cockpit canopies without a subsequent seat ejection. To activate it, it is necessary to flip the lever of the emergency canopy jettison (on the ground, secured by locking device No. 1), located on the right side of the cockpit. Finally, the pyromechanism of the canopy(ies) will work and the seats will be unlocked.

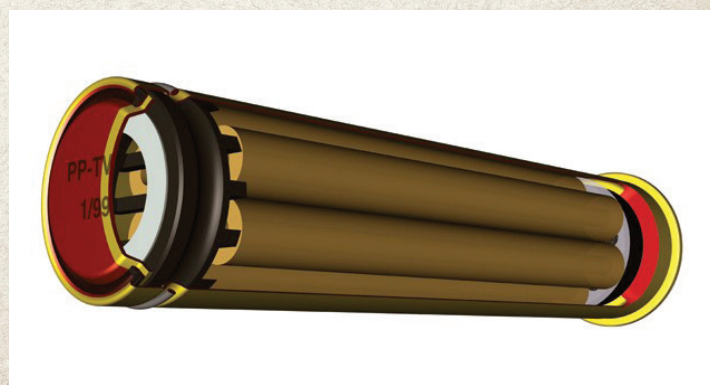
Total number and location of explosive charges in the rescue system of the L-39

- Two PK-7T units (or PP-TVM) associated with the telescopic component of the system,
- Four VMP-2M units for the chute deployment system'
- Two 120-4-2785 (or VVPR) associated with the shoulder restraint system
- Two URM-1 rocket boosters,
- Two PK-3M-1 (or PP-POP) associated with the canopy jettison system.

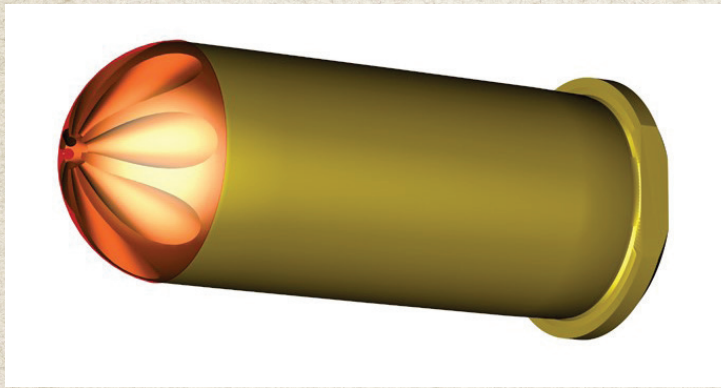
Note: The original charges were of Russian or Soviet origin. Over time, they were replaced by products of domestic Czechoslovak (Czech) origin, manufactured by Explosia a.s. in Semtín (types shown in parentheses).



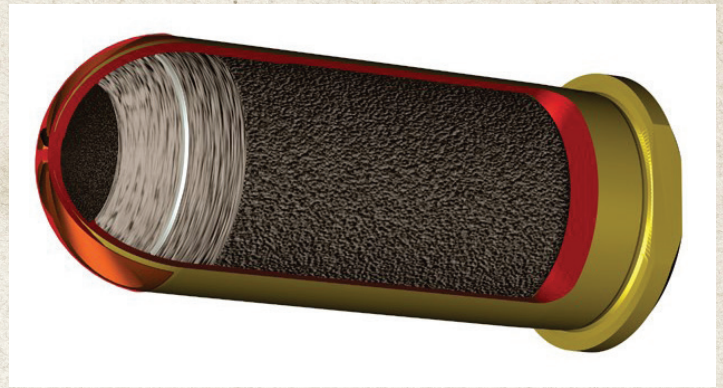
Overall view of the PP-TVM charge.



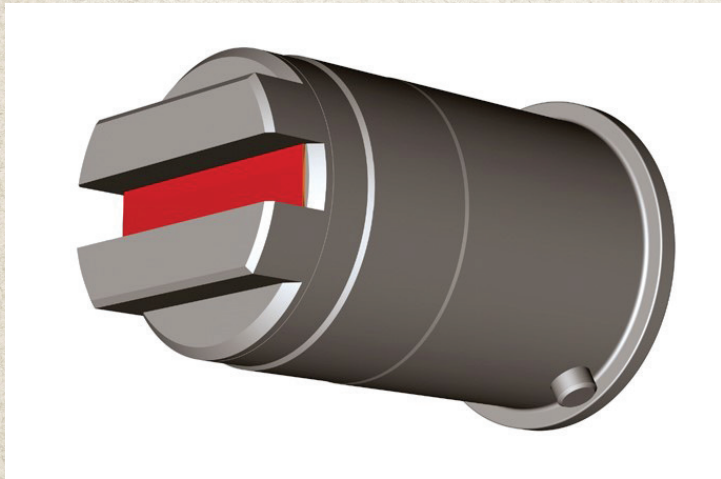
PP-TVM cross section.



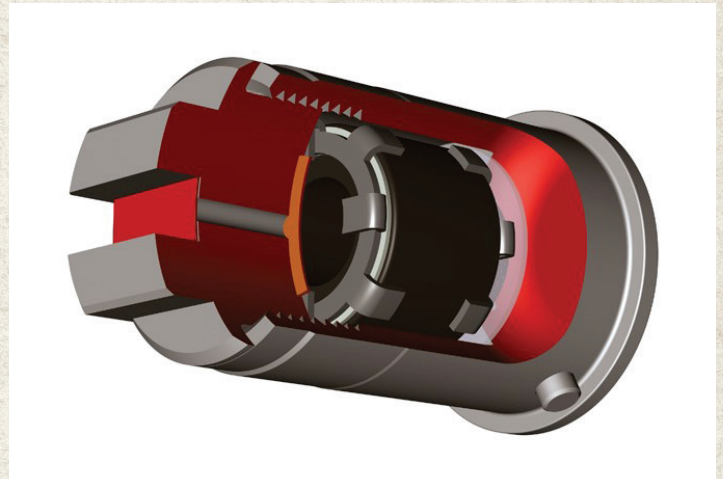
Overall view of VMP-2M charge.



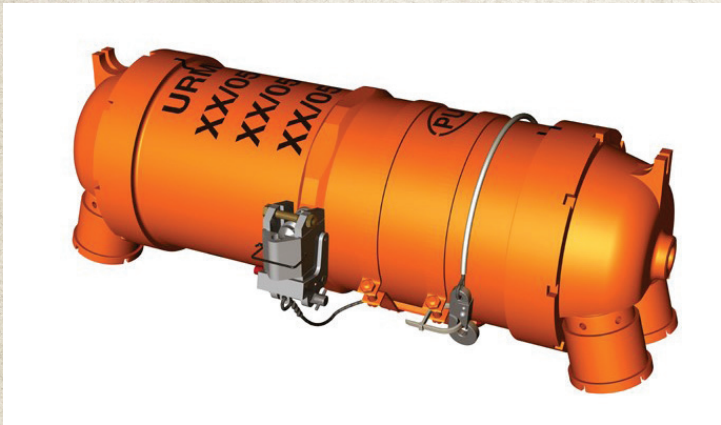
VMP-2M cross section



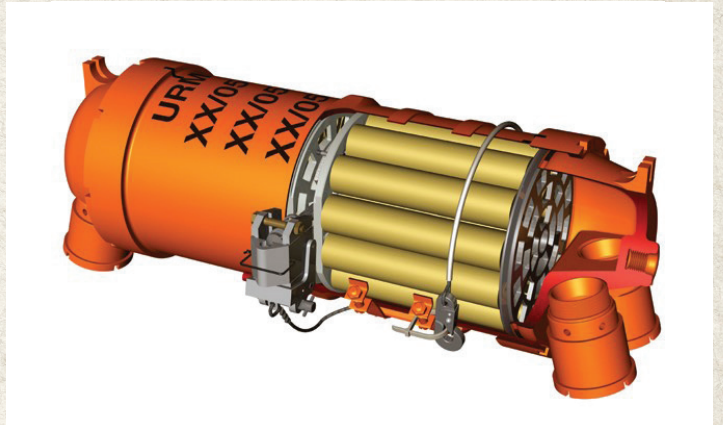
Overall view of VVPR unit



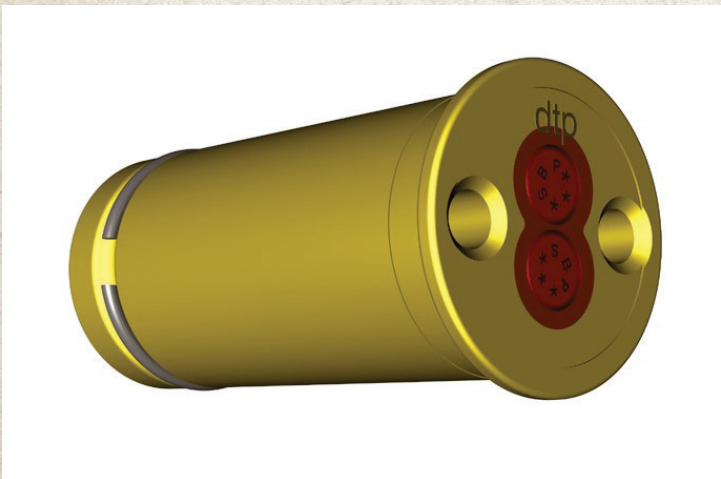
VVPR cross section



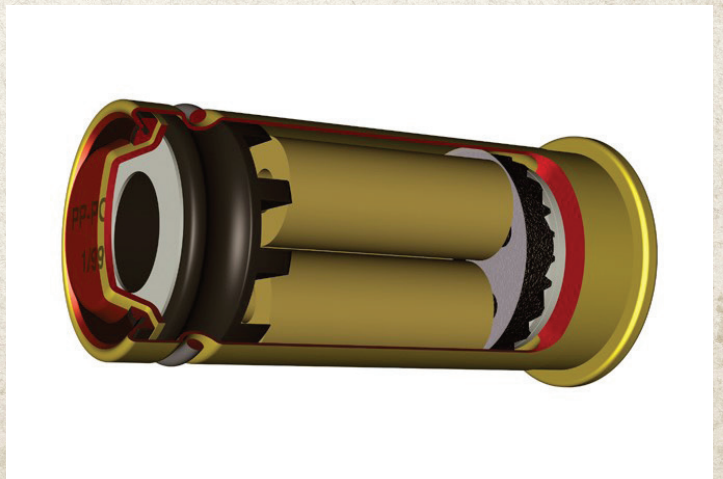
Overall view of the URM-1 booster.



Partial cross-section of the URM-1



Overall view of the PP-POP



PP-POP cross section

The set of charges to which one of the two pilots who had to eject from the Aero L-39ZA Albatros aircraft coded 2341 owes his life, near the home of the 22nd Air Force Base at Náměšť nad Oslavou.

From left: Two VMP - 2M, NVVPR, PP - P0P and PP - TVM. Only the URM - 1 is missing in this shot, which remained with the seat. It is worth noting the marking of individual pyro cartridges with the fuselage number of the aircraft and the Roman numerals 'I' - front cockpit and 'II' - rear cockpit.



Arming Pins

For ensuring safety during servicing of the emergency systems and maintenance on a whole, arming pins are used. These items negate the possibility of accidental firing off of charges in the various mechanisms where they are found. The pins are removed immediately before flight and replaced immediately after.

Numerical designations of the pins:

1. Pin for emergency canopy jettisoning system
2. Pin for initiating charges on the right side of the seat
3. Pin for the shoulder strap tightening system
4. Pin for the telescopic ejection mechanism
5. Not used
6. Pin for initiating charges on the left side of the seat
7. Pin for cover jettison

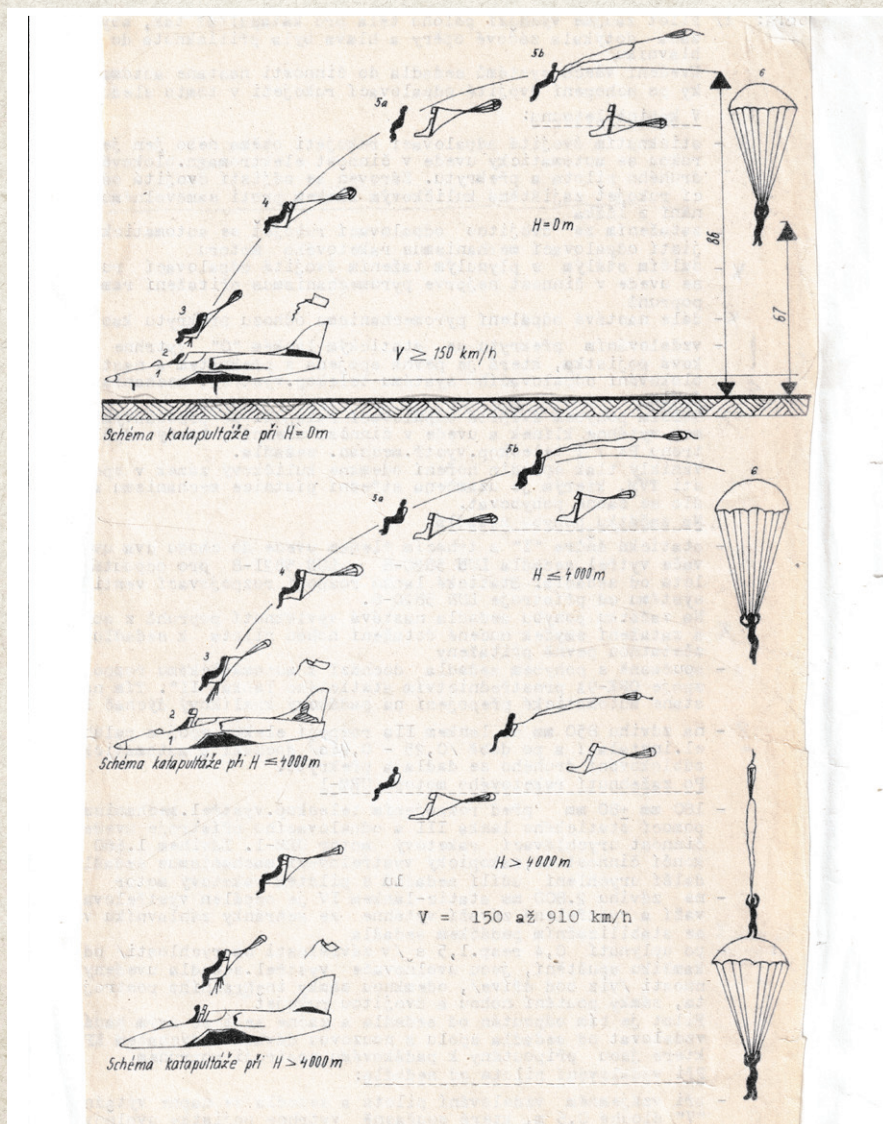
Pin insertion procedure in both cockpits:

Prior to pilot leaving the aircraft:

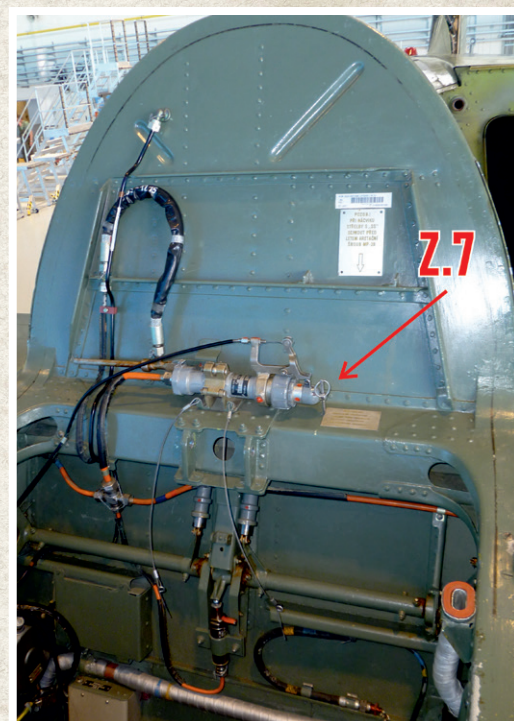
- Pin No.7 into the canopy jettison mechanism
- Pin No.4 into the telescopic ejection mechanism
- Pin No.3 into the shoulder strap tightening system
- Pin No.1 into the emergency canopy jettison

After pilot leaves aircraft:

- Pin No.2 into the tie rod system on the right side of the aircraft
- Pin No.6 into the tie rod system on the left side of the aircraft

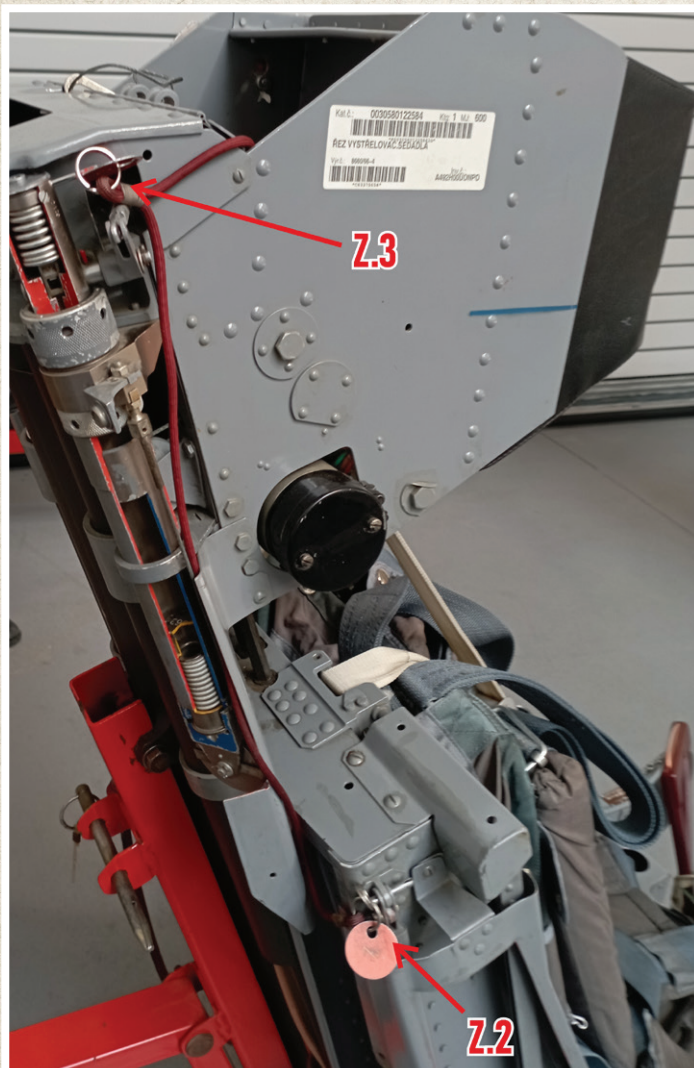


Schematics of various phases of L-39 ejection during different flight conditions.



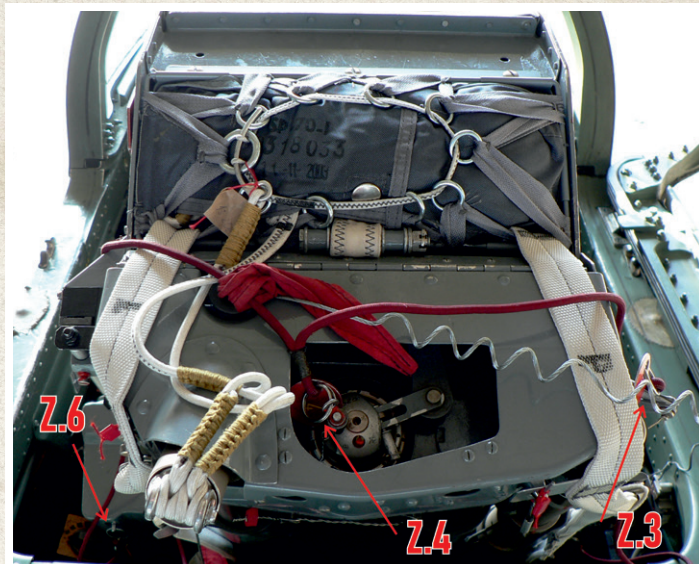
The rear cockpit - bulkhead with charge mechanism.

Pin No.7 in position for the canopy jettison on the rear canopy frame.



Position of Pins Nos. 2 and 3 on the VS-1 BRI seat:

Pin No.3 in cross section of the shoulder strap tightening system
Pin No.2 tie rod system on the right side of the seat



A view of the VS-1 BRI headrest from above.

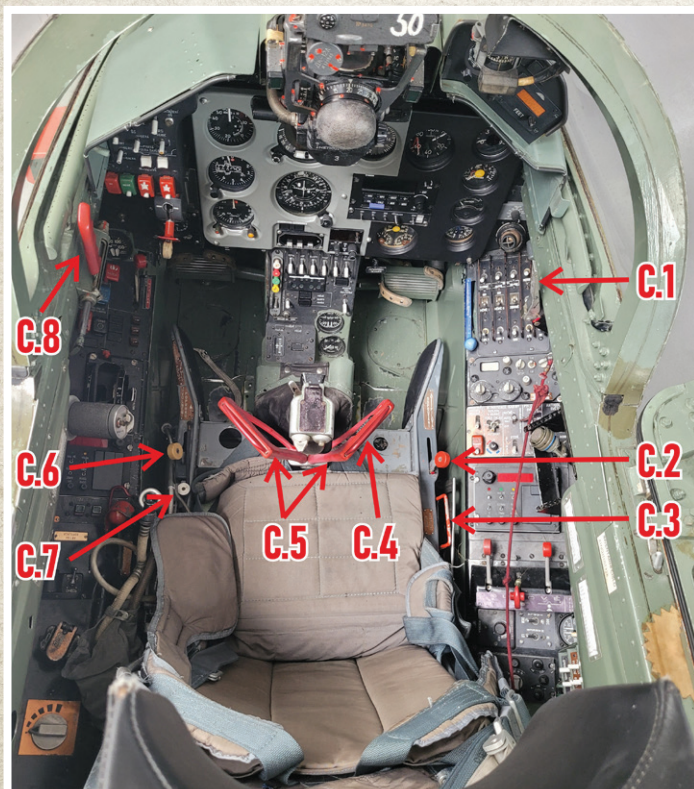
Pin No. 6 in the tie rod system on the left side of the seat
(Z.X) VMP pyromechanism with a weight to open the SP-70 stabilizer parachute
(at the top of the photo)

Pin No. 4 screwed into the telescopic mechanism
Pin No. 3 in the pyromechanism for tightening the shoulder straps

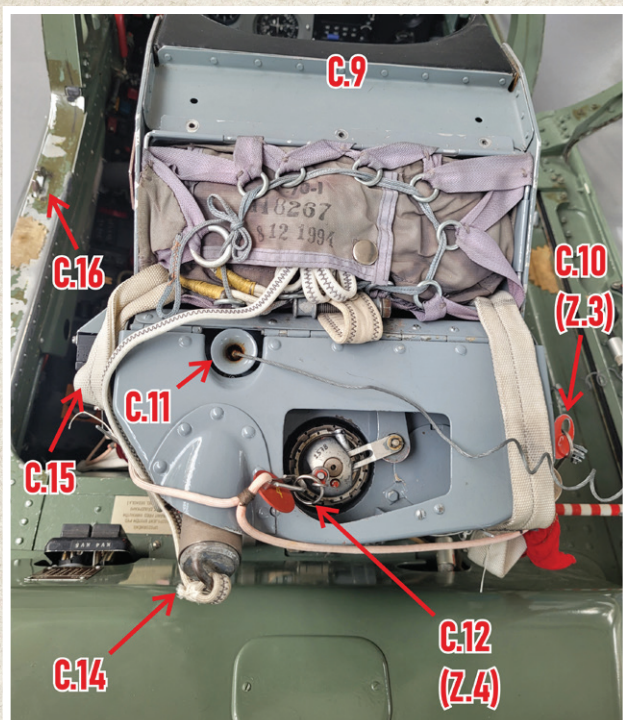


Pin No.1 position in the front cockpit

Pin No.1 in the emergency canopy jettison lever on the right side (in the direction of flight)

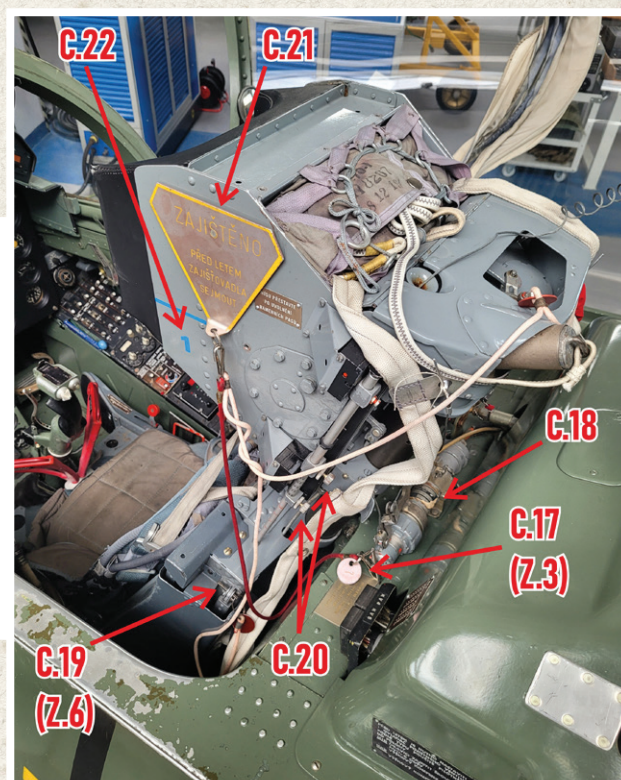


1. Lever for canopy jettison with Pin No.1
2. Handles for emergency release of the pilot from the seat,
3. Handle for unlocking the seat-canopy connection, enabling direct catapult through the canopy glass,
4. Switch for arming the handles and disarming the second pilot
5. Dual ejection handle
6. Lever for loosening shoulder straps
7. Adjustment wheel for quick adjustment of the angle of the URM-1 rocket motor (according to the weight of the fully equipped pilot),
8. Locking/unlocking lever for the canopies.

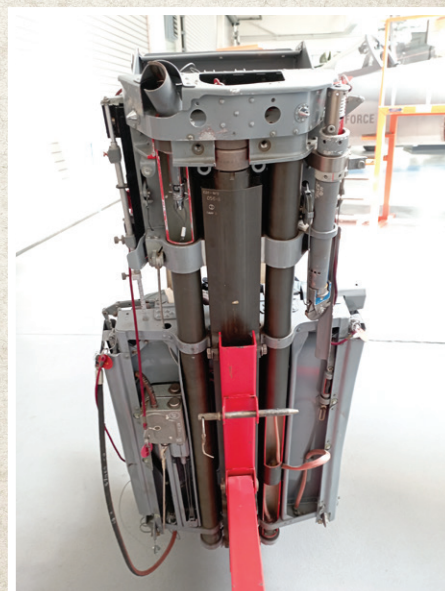
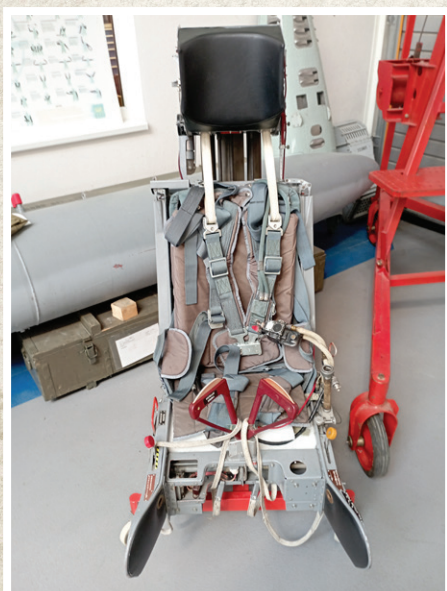


9. Headrest
10. Pin No.3 for shoulder strap tightening
11. A cup with a ball of static cable '0' used for unlocking the seat's telescopic firing mechanism after the cockpit canopy has been jettisoned,
12. Screw type Pin No.4 in the telescopic mechanism
13. Charge mechanism of the VMP-2 stabilizing chute, part of the chute system SP-70I,
14. SP-70I stabilizer chute
15. Straps connecting the stabilizer chute to the seat,
16. Canopy lock/unlock mechanism (four units on each canopy frame)

17. Pin No.7 in the canopy jettison system,
18. Charge for canopy jettisoning,
19. Pin No.6 in the tie rod system on the left side of the canopy
20. Seat height adjustment
21. A triangular warning label that centrally integrates all safety devices and is the last item to be removed from the seat after unlocking all pyromechanisms,
22. The marking '1' in blue indicates the seat in the front cockpit, '2' - in the rear cockpit.



Thanks to Ing. Leoš Čermák for views of pyroprospectives and their intersection views.



Air War in Ukraine

Black Month for Ukrainian Air Force and Air Defense

Miro Barič

After capturing Avdiivka last month, the Russian advance significantly slowed down from March 1 to March 31. Following heavy losses, they had to rebuild the offensive potential of their units. However, they resumed their pressure at the end of March. The Kremlin was in a hurry to take advantage of the time before Ukraine received the expected assistance.

During this period, the blocking of American military aid for Ukraine by Republican congressmen continued. Europe also significantly delayed its deliveries, and promises could not stop Russian tanks and aircraft. A bright spot was the Czech initiative to purchase artillery ammunition from countries outside Europe. Around 20 countries joined this initiative, providing funds for ammunition purchases. However, it will take some time to deliver the ammunition to the front.

During this period, Ukrainian troops not only lacked artillery and mortar shells but also began to run out of missiles for air defense systems and other ammunition. This factor contributed to Russians inflicting higher losses on Ukrainian equipment than before. Russian reconnaissance drones operate deep in Ukrainian territory practically without resistance, identifying targets that are then

engaged by artillery, missiles, or attack drones.

During this period, Russians achieved their first confirmed destruction of an HIMARS rocket launcher. Lancet drones also destroyed the second wheeled self-propelled howitzer Zuzana 2 out of approximately ten pieces that Slovakia had delivered so far. However, the most serious loss was part of a Patriot air defense battery. Ongoing Russian glide bomb attacks forced Ukrainians to risk moving their air defense systems closer to the front line. The risk did not pay off, and on Saturday, March 9, a video surfaced showing a Russian attack on a Patriot battery convoy. The convoy had stopped during transit, and its commander was awaiting further orders. Before orders arrived, Russian drones spotted the convoy and guided an Iskander ballistic missile towards it. Ukrainian armed forces did not comment on this attack or the extent of the damage, but it

appears that two or three launching devices and one technical support vehicle, likely a power generator, were destroyed. According to unofficial sources, crews of destroyed vehicles lost their lives.

Ukrainian Losses

The Ukrainian Air Force also suffered significant losses during this period. On Friday, March 8, a MiG-29 was shot down near the village of Shevchenko in the Pokrovsk district of the Donetsk region. The Ukrainian aircraft was hit by an R-77 missile from a patrolling Russian Su-35S fighter. The MiG-29 caught fire after being hit and fell almost vertically to the ground. The pilot failed to eject. Lieutenant Colonel Andriy Tkachenko of the 114th Tactical Aviation Brigade was killed.

On Tuesday, March 12, Russians managed to intercept three Ukrainian helicopters from

Ukrainian Mi-8 helicopters at forward bases.



the 12th Independent Army Aviation Brigade at a forward base near Novopavlivka in the Dnipropetrovsk region. They attacked with cluster munitions. Two Mi-17V-5 helicopters were destroyed, while the third Mi-8MT escaped. Two Ukrainian pilots, Captain Yaroslav Kava and Captain Andriy Bakun, lost their lives.

In the Kherson region in southern Ukraine on Sunday, March 17, another Ukrainian Mi-8 helicopter was shot down by portable rockets. The burning aircraft continued flying low above the ground, and two crew members jumped out, surviving with injuries. The pilot who enabled them to jump, however, did not survive. He was Vitaliy Plekha from the 16th Independent Army Aviation Brigade.

On the opposite side of the battlefield, near Lukashivka in the Sumy region in northern Ukraine, near the border with Russia, a Mi-24 helicopter was shot down on the same day, March 17. Russian soldiers managed to hit it with a portable missile, reportedly a 9K333 Verba. At least one crew member did not survive the subsequent crash. This incident was related to helicopter operations and its loss, tied to the

activities of Russian volunteer units fighting on Ukraine's side. They comprise a diverse mix of individuals with various motives – from Russian right-wing extremists to minority members seeking independence from Russia. In the past, they have made several forays into Russian border villages, but always quickly withdrew back into Ukrainian territory. This time was different. Russian legions, supported by tanks, occupied at least two villages and fought on Russian territory for a whole week. One of these villages on Russian soil, Kozinka in the Belgorod region, was completely destroyed by bombing and artillery. This was intended to prevent Russian volunteers fighting on Ukraine's side from establishing a permanent presence there.

Second Black Hawk

During these operations on Russian soil, Ukrainian military intelligence (GUR) used two Black Hawk helicopters. It was previously known that only one was in Ukrainian service. The first helicopter is a former U.S. Army UH-60A, originally serial number 80-23439,

which received civilian designation N60FW after being retired from military service. The machine underwent a general overhaul and modernization by Ace Aeronautics from Alabama. The helicopter retained its civilian blue and black coloring, which made it identifiable. The second Black Hawk has an overall green color, Ukrainian national symbols on the sides, and white identification stripes on the tail. It bears the emblem of military intelligence aviation and the number 0420 on the nose. The Ukrainians likely obtained it from one of the private companies in the West.

The last known loss during this period was a strike on a training L-39 Albatros aircraft at Kulbakino base in the Mykolaiv region. It was destroyed there by a Russian Lancet drone, and the video was released on Wednesday, March 20. It is unknown whether it was an airworthy aircraft or a decoy. Albatros was covered by a protective netting at the base, suggesting it could have been an operational aircraft. However, such netting increases the realism of a decoy.



Debris of a Ukrainian Mi-24 helicopter shot down on March 17 near Lukashivka in the Sumy region.

Ukrainian MiG-29 shot down on March 8 near the village of Shevchenko in the Donetsk region.



Series of shots documenting a Russian attack on three Ukrainian helicopters at a forward base near Novopavlivka in the Dnipropetrovsk region, where two aircraft were destroyed on March 12.



Russian drone Lancet hit a Ukrainian L-39 Albatros at Kulbakino base in the Mykolaiv region on March 20.



Illustrative photograph of Ukrainian Mi-17 helicopters.



Crash of a Ukrainian Mi-8 helicopter in the Kherson region on March 17. Two crew members managed to bail out, but the aircraft commander perished.



Ukrainian Mi-8 helicopters at forward bases.



Ukrainian Mi-24P helicopter under the care of ground personnel and its pilot in action.



Originally Czech Mi-24 helicopter in Ukrainian service.



Slovak Mi-17 helicopter in Ukraine. Originally numbered 0847.



Ukrainian military intelligence now operates two Black Hawk helicopters.

Russian Losses

During the observed period, the Russian Air Force lost one Su-27 fighter jet, which crashed into the Black Sea near the port of Sevastopol in occupied Crimea on Thursday, March 28. The burning aircraft spiraled down, and although the circumstances of its loss are unknown, it likely fell victim to its own air defense. The pilot ejected and survived.

Not directly related to the war in Ukraine was the loss of an Il-76 transport plane on Tuesday, March 12, near Ivanovo Severny Air Base, approximately 250 km northeast of Moscow. An engine fire broke out during the flight, and the engine later detached completely. The pilots attempted to reach the airport, but the aircraft crashed into the forest. All 16 people on board perished – eight crew members and eight passengers, who were members of another crew from the 117th Military Transport Aviation Regiment.

In Transnistria, a breakaway region of Moldova, the Russian army lost a Mi-8 helicopter marked with "yellow 04" on Sunday, March 17. However, this incident was the result of Russian provocation. Kremlin propaganda released a video claiming the helicopter exploded after being hit by an enemy drone. In reality, the helicopter had long been decommissioned and had been stationary for years. It was destroyed by an explosive device placed on board, and the drone footage was poorly edited.

Ships at the Bottom

Further losses were suffered by the Russian Black Sea Fleet. On Tuesday, March 5, the patrol ship Sergei Kotov from the Project 22160 class fell victim to a concentrated attack by a swarm of Ukrainian drones. This was a new ship that entered service only in July 2022. It was 94 meters long with a displacement of 1,700 tons. Onboard, it carried a 76mm caliber gun and machine guns. It could also carry Kalibr missile containers. Near Feodosia in Crimea, it was struck by multiple drones and sank. Along with it, a Kamov-type helicopter (Ka-27 or Ka-29), standard equipment for ships of this class, likely also went down.

The crew of the Sergei Kotov defended themselves with automatic weapons, but to

no avail. BBC interviewed the commander of the Ukrainian intelligence unit that controls drone operations, responsible for the sinking of five Russian ships. Russian sailors use tracer ammunition to aim better at night. However, this also aids drone operators in evasive maneuvers because they can see where the Russians are shooting. Magura V5 drones have a range of 800 km and carry 250 kg of explosives. Their flat shape does not protrude high above the water. Made of plastic, they are harder to detect by radar and emit little heat, making them undetectable by thermal cameras. Operating at a speed of 80 km/h and measuring only six meters long, their presence at night is difficult to detect. During a single attack, multiple drones coordinate, increasing the likelihood of hitting targets. The entire operation lasts several days as drones cover distances of hundreds of kilometers. Operators must maintain control throughout. Consequently, operators are exhausted after the operation and require breaks for rest.

On Sunday, March 24, the Ukrainian Air Force conducted a massive Storm Shadow / Scalp-EG cruise missile attack on occupied Crimea. The communication center of the Russian Black Sea Fleet was destroyed. Three ships in Sevastopol harbor were damaged. The landing ship Jamal listed heavily after being hit and was towed into dry dock. The second landing ship Azov was likely only slightly damaged after a missile missed and exploded on the pier next to it. The spy ship Ivan Churs narrowly avoided one hit as a missile struck the pier behind it, creating a large hole in the deck. Satellite imagery reveals these observations, but the full extent of the damage is unknown. Belbek Airport was also targeted, with Ukrainian sources claiming three Su-27 fighters were hit. One was destroyed, and two were damaged. However, this claim could not be verified.

In addition to Scalp-EG missiles, Ukrainians also use another French weapon. In January, French President Emmanuel Macron promised hundreds of AASM HAMMER guided bombs to Ukraine. They were first used in early February, and in March, footage of MiG-29 fighters with these weapons emerged.

AASM stands for Armement Air-Sol Modulaire, meaning Modular Air-to-Ground Weapon. The significance of the second abbreviation, HAMMER, is Highly Agile Modular Munition Extended Range. It is a kit that transforms ordinary unguided bombs into highly precise weapons. A guidance module is attached to the bomb's nose, and a rocket motor is attached to the rear. The basic kit is intended for 250 kg bombs, with a range of over 70 km after release. Ukrainian MiG-29 fighters carry them on special racks previously used for similar weapons like JDAM ER.

Destroying the Infrastructure

In addition to military targets on the front, Russia also attacked civilian infrastructure in the hinterland during the observed period.

On Thursday, March 21, Kyiv and Kharkiv were targeted by 29 cruise missiles and two Kinzhal and Iskander-M missiles. Ukrainian defenses intercepted all missiles, but falling debris caused damage, resulting in five deaths in Kharkiv.

This attack was likely a test to ascertain the current positions of Ukrainian air defenses. On Friday, March 22, a much larger attack occurred, the largest since the war began. One hundred fifty-one missiles and drones targeted critical Ukrainian infrastructure, with defenses intercepting only 92 – mostly drones and cruise missiles. Russia deployed 12 Iskander-M missiles, seven Kinzhal missiles, five Kh-22 missiles, and 22 S-300 missiles in ballistic mode. All 46 missiles hit their targets, partly because they avoided areas covered by Patriot

systems. For example, the largest Ukrainian hydroelectric power plant on the Dnieper River in Zaporizhia was hit by ten missiles, destroying the plant, which will take years to repair.

On Saturday, March 23, Russians took a minor break, sending only about 30 Shahed drones, most of which were shot down. On Sunday, March 24, they launched nearly 60 missiles and drones. One missile penetrated the Polish airspace, spending 39 seconds there before turning back. This has happened several times in the past. Russia likely aims to use Polish airspace to attack the Lviv area from an unexpected direction. Consequently, the Polish Ministry of Foreign Affairs summoned the Russian ambassador, who declined to appear.



Two crews perished in the crash of an Il-76 near Ivanovo Severnyj base in Russia on March 12.

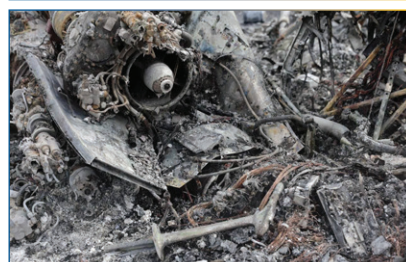
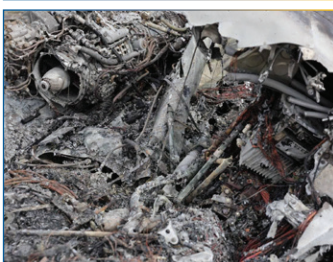
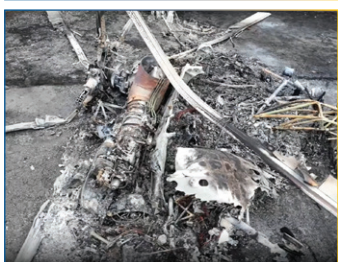
Russian Su-27 fighter crashed into the Black Sea near Sevastopol port in occupied Crimea on March 28.



The ship „Sergei Kotov” became a target of the Ukrainian naval drones on March 5. The helicopter carried on her deck likely sank with it.



Mi-8 helicopter "yellow 04" in a photo from the Transnistrian Ministry of Defense during its operational service.



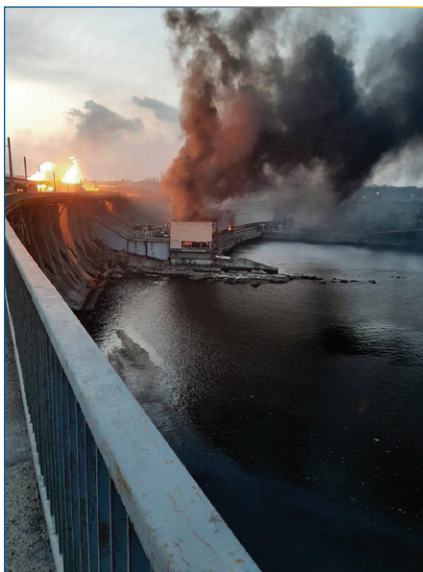
Mi-8 helicopter "yellow 04" after being destroyed. It was a Russian provocation; the helicopter had been parked in one place for years.



Night battle of the Ukrainian 126th Territorial Defense Brigade against drones.



Ukrainian police securing debris from a downed Shahed drone.



Russian missiles on March 22 destroyed the largest Ukrainian hydroelectric power plant on the Dnipro River in Zaporizhia.



Ukrainians use these mock ups as decoys.



A challenging day

Text: Richard Plos

Illustration: Piotr Forkasiewicz



Strong winds brush the surface of the sea, and the tops of the waves are decorated with white foam. But not even the elements can compete with the thousands of vessels heading for the Normandy shores that morning. The sound of aircraft engines makes the men on board look up. As many of them plead with God to protect them, the hundreds of planes heading for the coast will try to do the same...

The D-Day, the Allied landings in France, represented the deployment of an enormous force. This included the 352nd Fighter Group and its three squadrons the 328th FS, 486th FS and 487th FS. Their Mustangs, which the entire group had only two months earlier re-equipped to, were adorned with blue bows. They have been nicknamed the "Blue-nosed Bastards of Bodney" for them and the base from which they operated.

Midnight briefing

Early in the morning of June 5, 1944, it is clear that something is going to happen. Missions are planned and then cancelled, flight operations are scarce, and by 3:30 in the afternoon the entire base is closed. The enlisted men are ordered to guard the perimeter and man the anti-aircraft guns.

Several aircraft return from a mission over mainland Europe in the early afternoon, and the pilots learn immediately upon landing, from their mechanics, that there is an order to paint white and black stripes on all aircraft. So, cans of paint are distributed on individual stands and everybody able to pick up a paintbrush starts the work. This is about ninety Mustangs so the ground staff must do their part. In contrast, the pilots are told to rest during the day and get as much sleep as possible because a very early morning mission is planned. Rice

pudding, among other things, is served for dinner. It turns out it is contaminated with salmonella, and soon several pilots and mechanics find themselves in a somewhat unusable state ...

The briefing takes place at midnight and the pilots learn what they had more or less suspected. The invasion is here! It's obvious that it's going to be a busy day, as evidenced by the base surgeon's words, he tells the pilots that he's tasked with keeping them in the air until the beaches are fully secured. Even at the cost of having to give them some "pep pills" (amphetamines). In the end, that won't be necessary, even though the pilots will spend up to 16 hours in the cockpits of their Mustangs. The adrenaline and the knowledge of the importance of what they're doing will help. Watching hundreds of landing craft below them is an unforgettable and highly emotional experience. They are well aware that it is up to them to protect the 160,000 men on board from the deadly attacks of the Luftwaffe, and that they must destroy as much enemy equipment and manpower as possible.

You can get an idea of what it must have looked like during the flyover of the landing zone from Piotr Forkasiewicz's boxart for Limited kit No. 11181. It shows the aircraft of Capt. Henry White of the 328th FS and Lt. Carlton Fuhrman of the 466th FS.

Fire at anything that moves!

First combat mission of the entire 352nd FG is scheduled for 02:00 and the 486th Squadron is the first to take to the air. The next two will follow 30 minutes apart. Thus, at 2 a.m., four Mustangs line up on the runway, wing to wing, with experienced pilots in cockpits taking deep breaths and moving the throttles forward. The darkness is cut by the

roar of Merlins driven up to maximum revs and the first flight takes off into the night sky. Just half a minute later, the second flight is ready to take off. The darkness, to which daytime fighters are not accustomed, makes orientation difficult and they deviate from the runway centerline to the right. Lt. Bob Frascotti suddenly sees the silhouette of the newly constructed control tower in front of him. It is the last thing he ever sees, for in the next second his Mustang shatters against it and explodes. It is the first aerial casualty of the entire Operation Overlord. The resulting fire then eases the takeoff orientation for the others at the cost of this tragedy.

Most pilots fly three missions during D-Day. On the first, they fly to an area about 50 miles south of the beaches, where they join hundreds of other Allied fighters. The goal is to create an impenetrable barrier from ground level to more than 9,000 feet, preventing German aircraft to reach the landing beaches.

Then, during the second and third missions, the "Bodney Bastards" scurry at low altitudes over land with a clear mission: Fire on anything that moves and heads for the beaches. The Mustangs destroy trucks, buses, carriages hauling guns and enemy manpower. The French Resistance has told people in the area to stay indoors all day if possible and not to go out at all, and especially not to go on the roads to minimize the risk of civilian casualties.

The fighting on the beaches continues, but the work of the daytime fighters ends at dusk. Many more casualties will be needed, but nothing can stop the Allied forces. And the "Bodney Bastards" will return to their usual business of escorting bomber formations over Germany. In less than a year, it will all be over...

The second landing

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



British fighter pilot "Johnnie" Johnson is one of the most significant figures in the history of air warfare. With 41 victories (34 solo and 7 in cooperation), he became the most successful Allied airman fighting the Luftwaffe in Western Europe. However, his journey to the cockpit of the Spitfire was by no means straightforward. He faced a number of rejections along the way and had to overcome the side effects of a pre-war rugby injury. From the end of 1940, he became fully involved in the combat activities of No. 616 Squadron RAF, and within its ranks in 1941, he scored 6.5 individual aerial victories and received a DFC.

In July 1942 he was appointed commander of No. 610 Squadron RAF and led it into combat over the Allied landings at Dieppe in August 1942. During this operation he was credited with shooting down an Fw 190, as well as 1/3 of a Bf 109 and shared damaging another Fw 190.

In March 1943, he became commander of the Canadian Wing at Kenley (later redesignated No. 127 Wing RCAF). While in command of the Wing, he scored 14 solo victories and five more in cooperation by the autumn of that year. He took the helm of the No. 144 Wing RCAF in March 1944 as Allied forces prepared for the Normandy landings. By that time, the Allies had already conducted a number of successful landing operations in the Pacific, Africa, Sicily, and Italy.

The Western Allied forces, backed by American industry, which had become the proverbial "Arsenal of democracy", were able to execute the Normandy landings in June 1944,

as well as the Saipan landings, accompanied by a naval and air battle in the Philippine Sea. On the Eastern Front, the Soviets launched Operation Bagration in late June 1944, during which they inflicted the greatest defeat in German military history on Nazi forces in the territory of Belarus. This success would not have been possible without the massive material assistance of the Western Allies.

Johnson was the most successful fighter pilot in the UK on active service in the spring of 1944. At the time of the Normandy landings, his No. 144 Wing was one of the finest units of the 2nd Tactical Air Force, and Johnson's squadrons were the first units to operate from liberated territory in France. This gave them an advantage over their colleagues who were still based in England, allowing the experienced Canadians to engage the enemy far more frequently. They duly took advantage of these opportunities. Thus, Johnson supported a second landing in France, but this time without retreat.

During that period, Johnson added nine more individual victories to his account. He scored the first kill of the streak on June 16 after 9 p.m. northwest of Villers-Bocage. However, this encounter was proof that the German adversaries were far from defeated. Although their fighter units had been weakened by the systematic Allied campaign directed at them in the first half of 1944, there were still experienced leaders and wingmen in their ranks. It was only in the following months of fighting over Normandy that exceptionally heavy losses were inflicted on these units.

A typical mission of the fightings in June 1944 was assigned to a formation of eight Fw 190 A-8s from I./JG 1 in the evening of that day. The pilots were tasked with flying to the area near Valognes, where their objective was the free pursuit and attack of enemy ground columns. Upon their return, they encountered Johnson's formation in the Vire-Falaise area and successfully shot down four Spitfires of No. 443 Squadron RCAF. Only one of the airmen survived, and among the deceased were Squadron Leader J. D. Hall and Mexican pilot F/O Luis Perez-Gomez. The German airmen claimed six victories, with Lt. Anton Piffer claiming his 34th and 35th victories, while their 6th victories were claimed by Uffz. Dobrat and Uffz. Rathofer. Piffer was killed in action the following day.

Johnson, in one of his books, recalls this fight with respect for his opponents. Johnson struck his adversary low above the ground, recording it with gun camera, causing him to crash without a chance to bail out. The pilot, Fw. Alois Wenke of 2./JG 1, remained missing along with his Fw 190 A-8 "Black 2". The other German pilot, Uffz. Fritz Hofmann of 3./JG 1, was wounded but saved by parachuting from his "Yellow 6". However, it is not clear whether his aircraft may have been hit by one of the downed pilots of No 443 Squadron RCAF or by S/L H. W. McLeod, who scored a Bf 109 in that area that evening.

D-Day plus two

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The Allied landing in Normandy stands as one of the major turning points of the Second World War and simultaneously represents a significant milestone in the history of warfare. The successful execution of this operation would not have been possible without the air supremacy gradually established by the Allies in the air battles over Western Europe during the first half of 1944. It was in the battles over Normandy that this superiority was crucially demonstrated. On June 6, 1944, which has become synonymous with D-Day, Allied air forces flew an incredible 14,000 combat sorties over the battlefield.

Obstlt. Priller, Kommodore of JG 26, is considered the first German airman to reach the landing zone, having flown with his wingman over the invasion beach before 9:00 am. Despite the breathtaking number of invasion craft, the Germans believed until the evening that this was merely a diversionary operation and that the main landing would occur elsewhere. However, Priller was not the first airman to intervene against the invasion force. In fact, in the early hours of the morning, Fw 190 Gs from I./SKG 10 were dispatched against the Allied gliders. This unit, engaged in night attacks against targets in Britain, logically undertook combat sorties at dawn. However, during their first sortie, the pilots of I./SKG 10 did not locate the enemy aircraft. In the second morning sortie, they managed to shoot down four Lancaster bombers around 5:00 am and additionally spotted the invasion force.

The Luftwaffe, unprepared to defend against such an invasion operation in this area, deployed parts of the fighter units of JG 2 and JG 26 to the fight during the day. Additionally, ground attack Fw 190s from SG 4 and Ju 88 C heavy fighters from I./ZG 1 were also deployed. The total number of Luftwaffe combat sorties on the first day of the invasion represented about one percent of the number of sorties flown by their opponents. It was not until the evening that air reinforcements from Germany were moved to the Normandy battlefield, resulting in 1,100 fighter aircraft on the airfields of northern France 24 hours later. However, less than three hundred of these were capable of deployment due to the chaotic transfer and maintenance shortcomings.

The first Allied pilot to shoot down an enemy aircraft in the invasion area on June 6, 1944, was F/O J. A. Houlton of No. 485 Squadron RNZAF. He encountered an obstacle on take-off and swiftly switched from his personal aircraft to a Spitfire LF Mk.IX (MK950). At approximately 3:30 pm, he successfully downed one Ju 88 C-6 fighter of I./ZG 1 and another in cooperation with three other pilots near Caen. The Spitfire pilots of Belgian No. 349 Squadron RAF shot down two more and damaged several. The Germans of 2./ZG 1 lost two Junkers planes, and none of their crews survived. A third Ju 88 from this Staffel returned to base with 10% damage, but all three crew members sustained injuries. Two more machines were reportedly lost by I./ZG 1. However, defensive fire from one of the Ju 88 crews shot down one of the Belgian Spitfires.

No. 485 Squadron RNZAF was part of No. 135 Wing of the RAF, alongside colleagues from No. 222 and 349 Squadron RAF. On June 7, its squadrons lost two Spitfires, one of which was accidentally shot down by Allied flak. John A. Houlton took off for combat again on June 8 in his personal Spitfire ML407, designated OU-V. He flew it on a sortie with No. 135 Wing in the evening, conducting a low-level patrol.

Allied pilots encountered a group of about twenty Fw 190s and twelve Bf 109s near Caen, each carrying bombs under the fuselage. Top cover was provided by the No. 349 Squadron, while fighters from No. 222 Squadron and 485 Squadron engaged the Germans. After a wild chase, the Spitfire pilots claimed seven aircraft shot down and another seven as damaged, without suffering any losses themselves. The dramatic moments of this evening air combat were captured in box art by Piotr Forkasiewicz. Further details on Spitfire ML407, including its current whereabouts, can be found in the historical text accompanying the kit.

The identity of the unit with the Messerschmitt Bf 109 is unclear, but in the case of the Fw 190, it was most likely the III./JG 54 "Grünherz", which had moved to Normandy the previous day. One aircraft, an Fw 190 A-8/ZY, WNr. 170644, "White 2", was lost in this fight, with its pilot, Fw. Wilhelm Müller, sustaining injuries. After this battle, the German pilots reported two victories.

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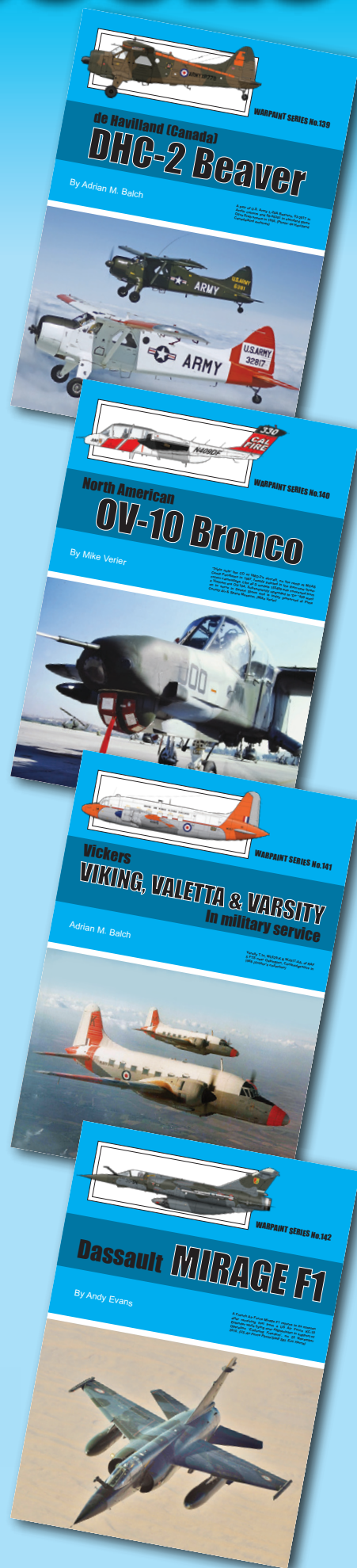
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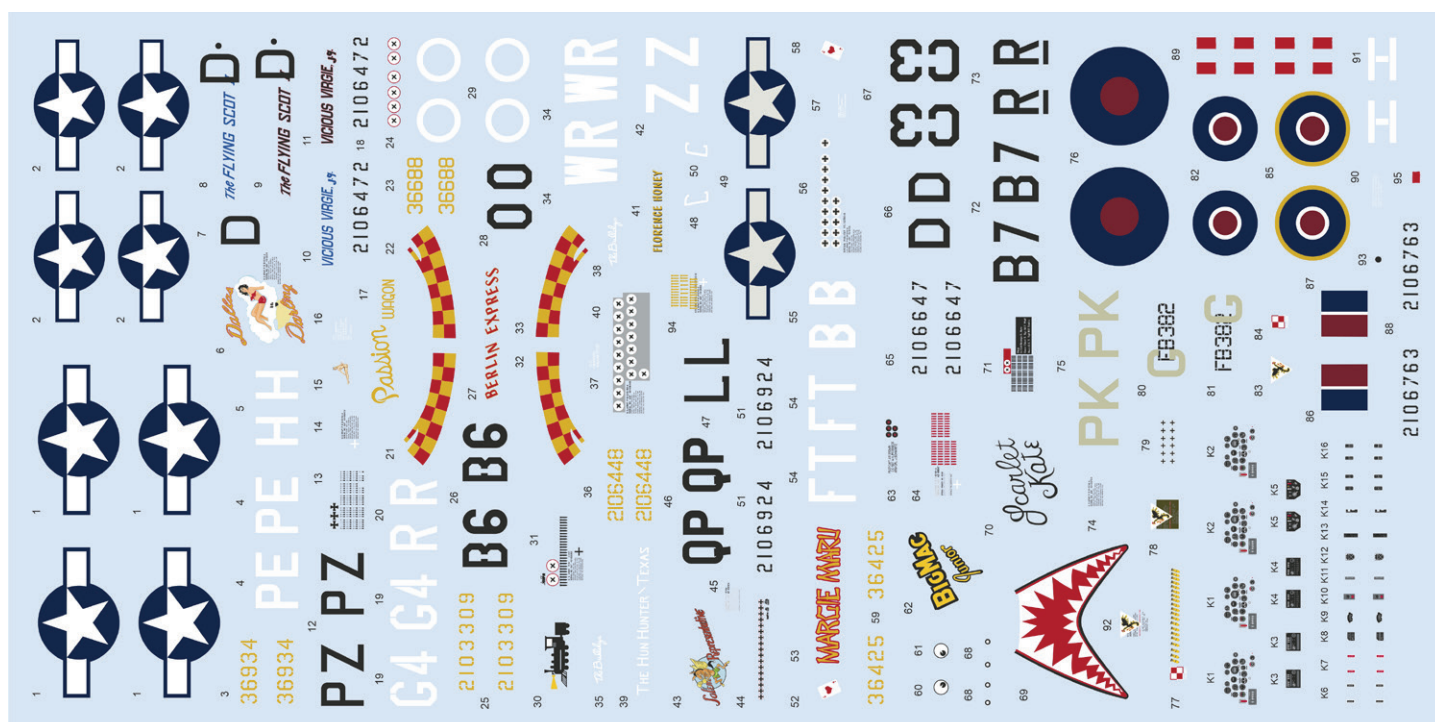
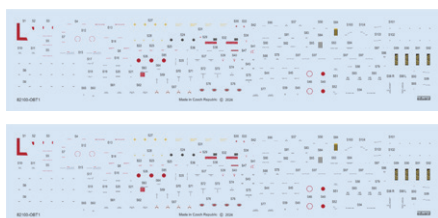
OVERLORD: D-DAY MUSTANGS

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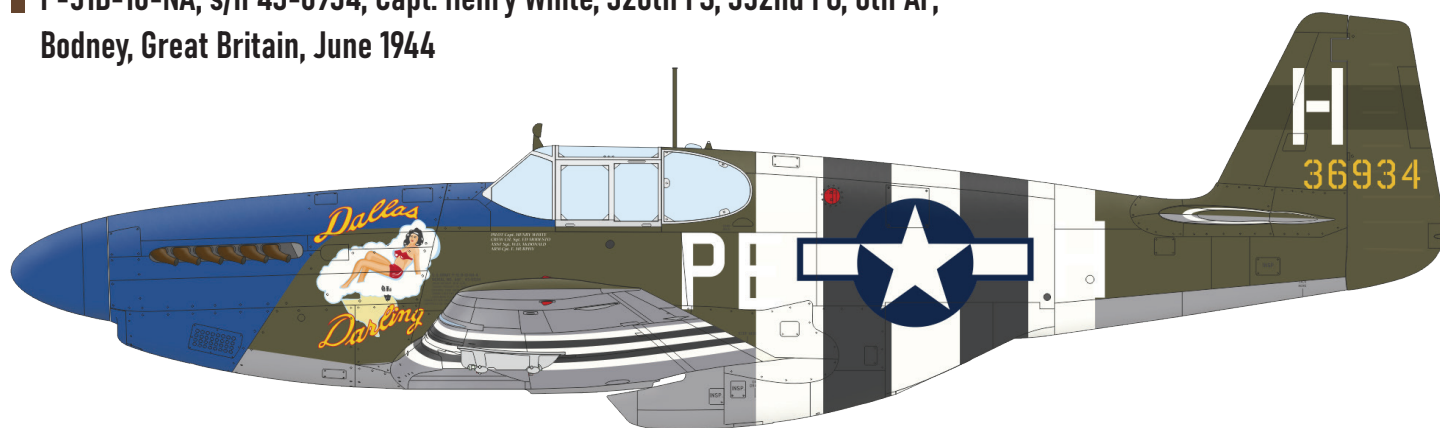
Dual Combo #11181

The Limited edition of the kit of the famous US fighter aircraft P-51B Mustang in 1/48 scale. The kit offers aircraft which took part in the operation Overlord. Marking selection covers American and British aircraft taking part during the D-Day and successive operations in June 1944.

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

[Product page](#)


■ P-51B-10-NA, s/n 43-6934, Capt. Henry White, 328th FS, 352nd FG, 8th AF, Bodney, Great Britain, June 1944

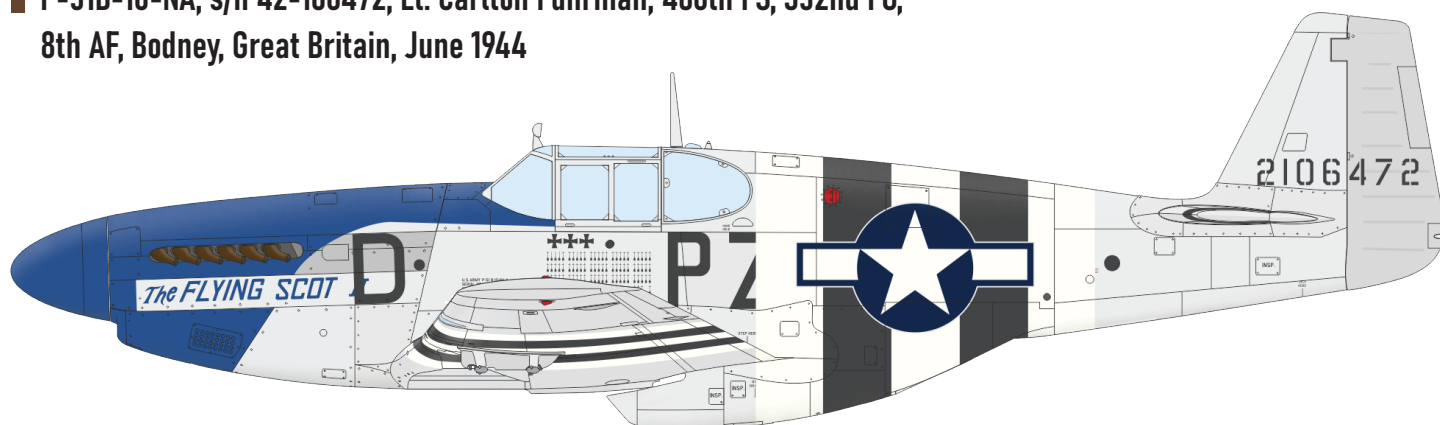


The 352nd Fighter Group was formed on September 29, 1942 and activated three days later on October 1. Its first commander was Lt. Col. Edwin M. Ramage. The 328th, 486th, and 487th Fighter Squadrons, all initially flying P-47s before rearming to P-51B, were part of the group. During June and July, the group moved from the USA to the UK. The first commander of the 328th

Fighter Squadron was Capt. J. H. Posten, the most famous of the commanders was Maj. G. E. Preddy, the most successful American P-51 fighter pilot with 26.83 confirmed kills. Capt. Henry White flew a total of 89 operational sorties with the unit, recording two kills. He achieved the first on May 28, 1944, and the second on July 18. The entire squadron scored 143 kills, 14 were destroyed

probably and 35 damaged by its pilots on the ground during the war. Captain White's P-51B bore the distinctive livery of "Blue-nosed Bastards of Bodney", as the 352nd FG was nicknamed after the blue noses of its aircraft. On the left side forward of the cockpit, a painting of a girl in a red bikini and the name "Dallas Darling" adorned the nose. Full invasion stripes are portrayed here.

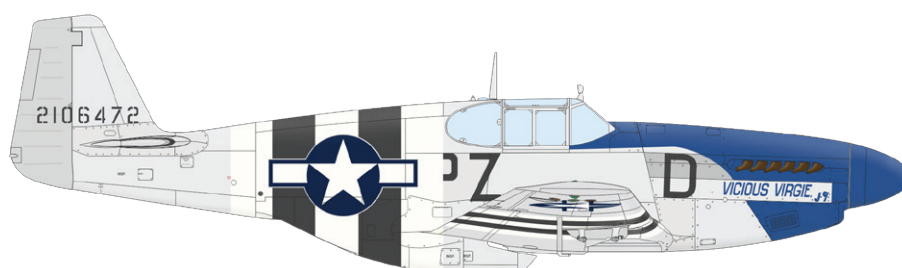
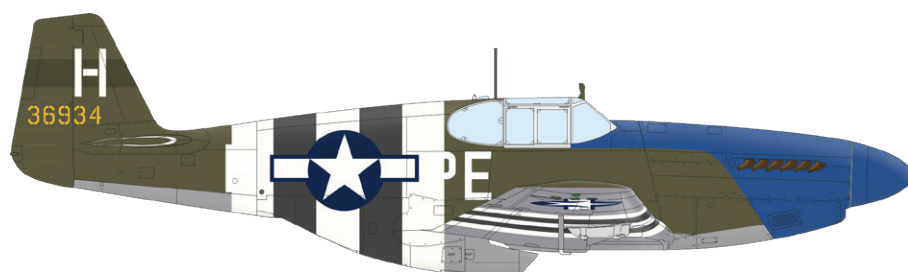
■ P-51B-10-NA, s/n 42-106472, Lt. Carlton Fuhrman, 486th FS, 352nd FG, 8th AF, Bodney, Great Britain, June 1944



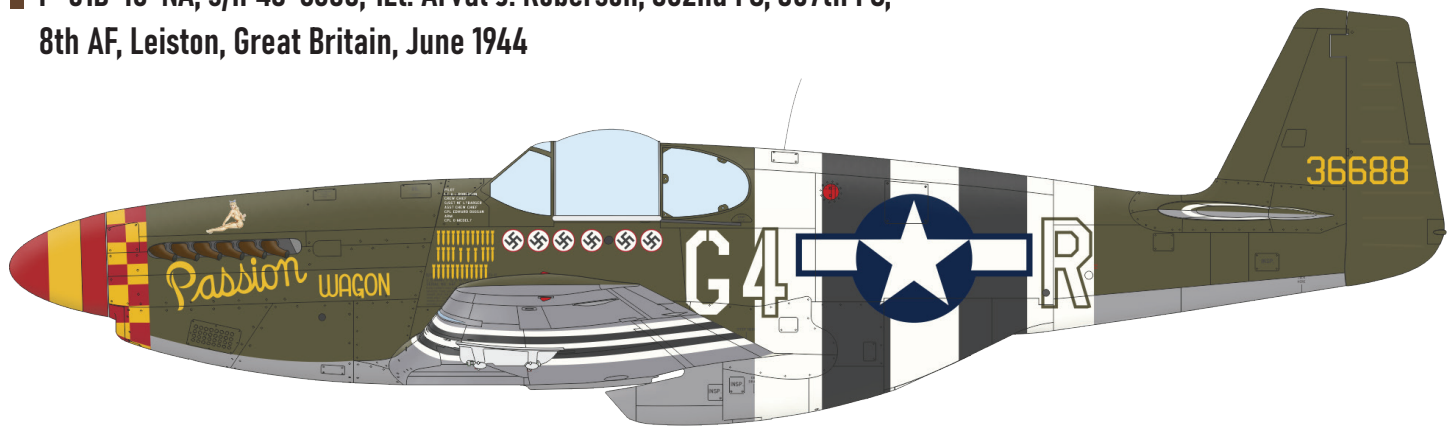
The aircraft, named The Flying Scot II / Vicious Virgie J. G., was first assigned to Lt. Murdoch R. Cunningham, Lt. Carlton Fuhrman subsequently

took it over and on September 12, 1944, it was written off on landing when it crashed into Lt. Glennn Wensch. The entire 486th FS shot

down 114 enemy aircraft confirmed, five probably and 21 were damaged. Lt. Fuhrman, however, was not among the winners of any of the air combats.



■ P-51B-10-NA, s/n 43-6688, 1Lt. Arval J. Roberson, 362nd FS, 357th FG,
8th AF, Leiston, Great Britain, June 1944

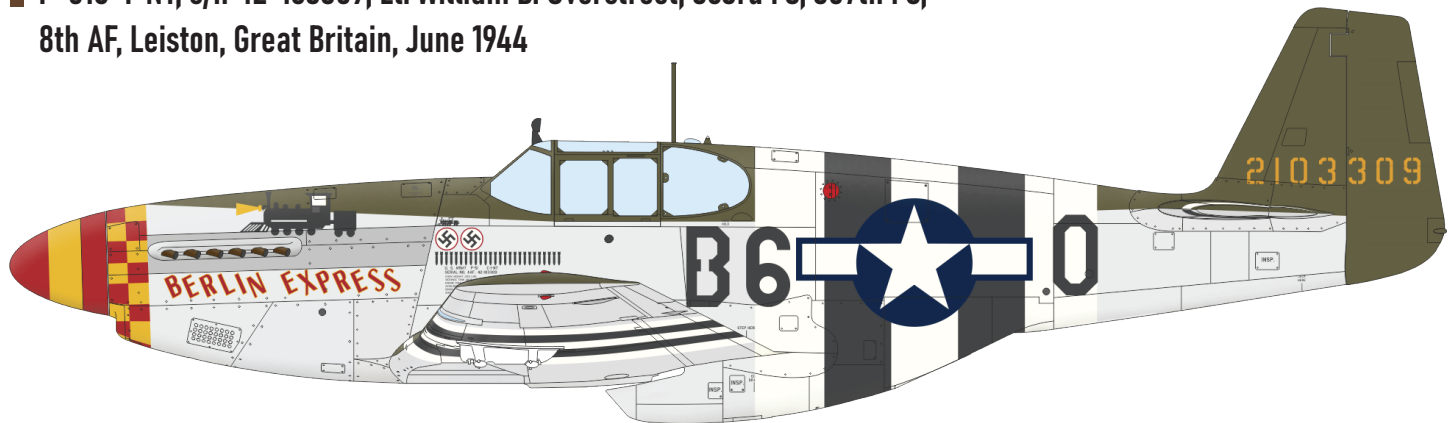


"Robby" Robertson joined the ranks of the Army Reserves in June 1942 and was officially an Army pilot on May 20, 1943. He was assigned to the 362nd FS, with which he subsequently flew 76 missions. In all, he scored six confirmed victories over German fighters, with another

remaining unconfirmed. During the Korean War, he credited himself with another 100 combat missions as a member of the 12th FBS/18th FBG. Already at the rank of Lieutenant Colonel, he added 26 more missions with the C-47. Robertson retired in 1973 as the last commander

of Otis Air Force Base before its closure. His P-51B Mustang, serial number 43-6688, was the first of two aircraft named the Passion Wagon (the other was P-51D 44-13691), and Robertson achieved all of his kills with it.

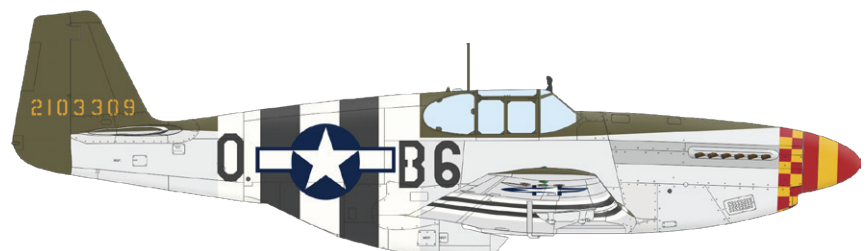
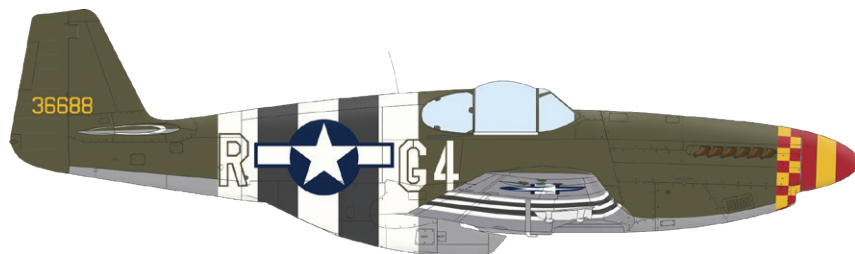
■ P-51C-1-NT, s/n 42-103309, Lt. William B. Overstreet, 363rd FS, 357th FG,
8th AF, Leiston, Great Britain, June 1944



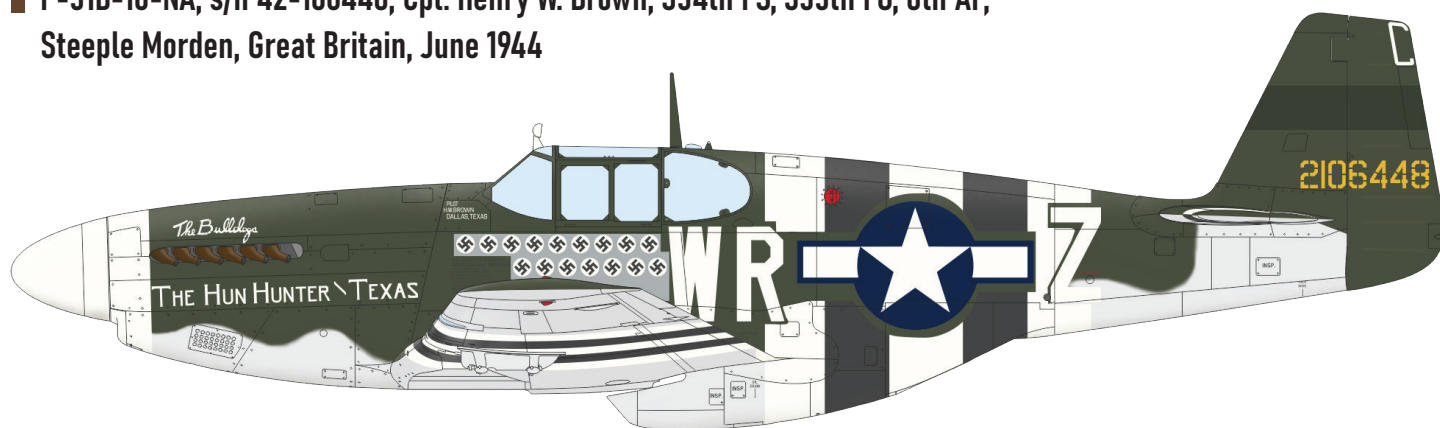
"Bill" Overstreet became particularly famous for his story of chasing a German Bf 109 through the arches of the Eiffel Tower. The dogfight was supposed to have taken place sometime in the spring of 1944, but it is questionable whether the passage through the Eiffel Tower actually took place. Nor is the exact date of the duel known, and there is no mention in German records

of such a strange event as a fighter plane crashing into the streets of Paris ... Overstreet was, however, an aggressive and capable pilot, and on September 3, 1944, for example, he took part in a top-secret mission in which a remote-controlled four-engine bomber attacked a heavily defended German heavily protected submarine base hidden in the cliffs. He subsequently flew

other secret missions in support of the French Resistance, often landing behind enemy lines. His Berlin Express, with which he was to fly under and through the Eiffel Tower, bore a partial coat of olive drab paint on the upper surfaces, while the sides and undersides were left in a natural metal and aluminum paint.



■ P-51B-10-NA, s/n 42-106448, Cpt. Henry W. Brown, 354th FS, 355th FG, 8th AF, Steeple Morden, Great Britain, June 1944

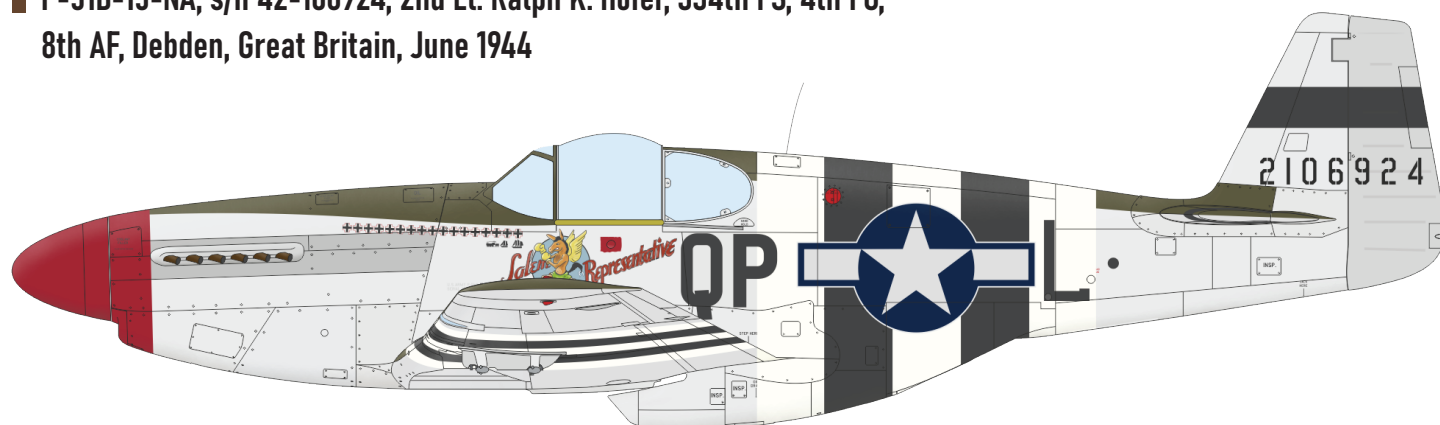


"Baby" Brown was a fighter ace with 14.2 kills, damaging three other aircraft. On the ground he destroyed 14.5 and damaged 10. He achieved four wins with the Thunderbolt, the others on the Mustang. He became the 355th FG's fifth ace fighter on April 24, 1944, and by May 13, he even held the status of the most successful fighter of the entire group. Returning from leave, he then

became the most successful fighter of the entire 8th Air Force in late August after destroying eight aircraft on the ground and seven in the air in a 30-day period. Further increases in his score were halted by a German flak hit that forced Brown to make an emergency landing on enemy soil on 3 October 1944. His commander, Maj. Chuck Lenfest (5.5 kills), landed nearby to

rescue him, but his Mustang bogged down in the mud and both pilots eventually fell into captivity. He remained in the service after the war and led the F-111 development program at Nellis AFB. Later he was commander of the 48th TFW and deputy commander of operations for the 7th AF during the Vietnam War. He retired in 1974 and died on 19 February 2008 at the age of 85.

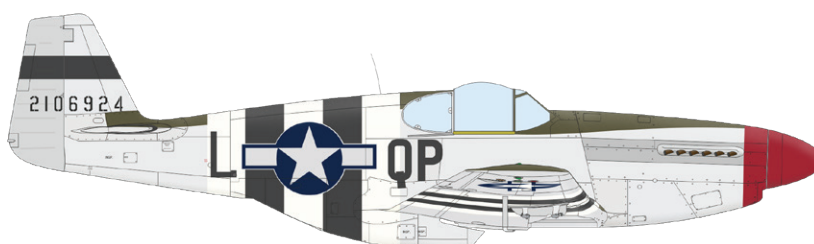
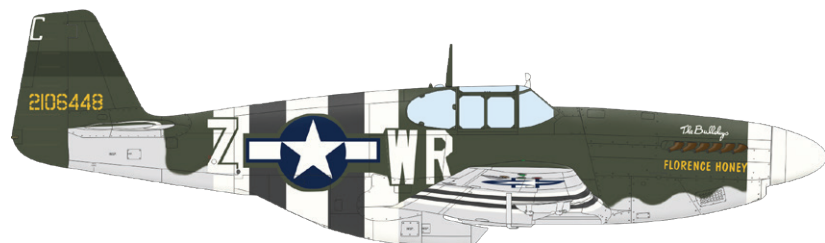
■ P-51B-15-NA, s/n 42-106924, 2nd Lt. Ralph K. Hofer, 334th FS, 4th FG, 8th AF, Debden, Great Britain, June 1944



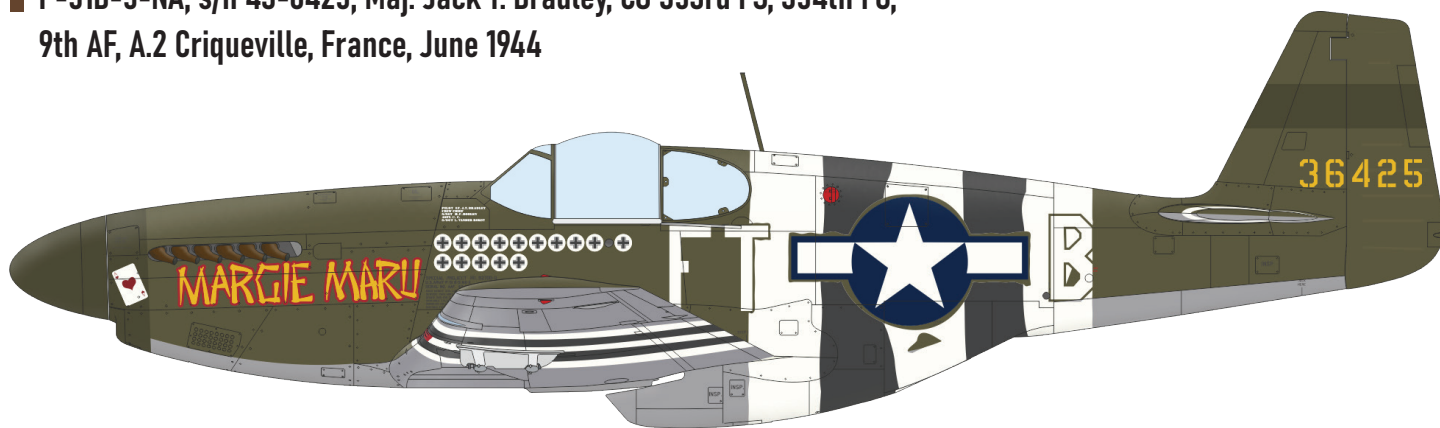
Light-hearted, perhaps undisciplined, but all the more courageous and charismatic was "Kid" Hofer, one of the USAAF's most successful fighters. The nickname was based on his youthful appearance and flowing and by Army standards long hair as well as his prevailing good humor. Until his death, he destroyed 15 enemy aircraft

in the air, damaging two and destroying another 14 on the ground. On July 2, 1944, "Kid" participated in the escort of bombers to Budapest from the Italian base Foggia. Prior to reaching the target area, a group of Bf 109 entered the scene and the aerial battle started. Hofer's leader had to make an emergency landing due to a malfunction and

watched from the ground as a Hungarian Bf 109, sitting on the tail of his Wingman, opened fire. Hofer's Mustang was apparently only damaged and so he tried to return to the base. Near Mostar, he decided to strafe a German airfield, his P-51B "Salem Representative" was hit by flak and "Kid" Hofer was killed.



■ P-51B-5-NA, s/n 43-6425, Maj. Jack T. Bradley, CO 353rd FS, 354th FG, 9th AF, A.2 Criqueville, France, June 1944

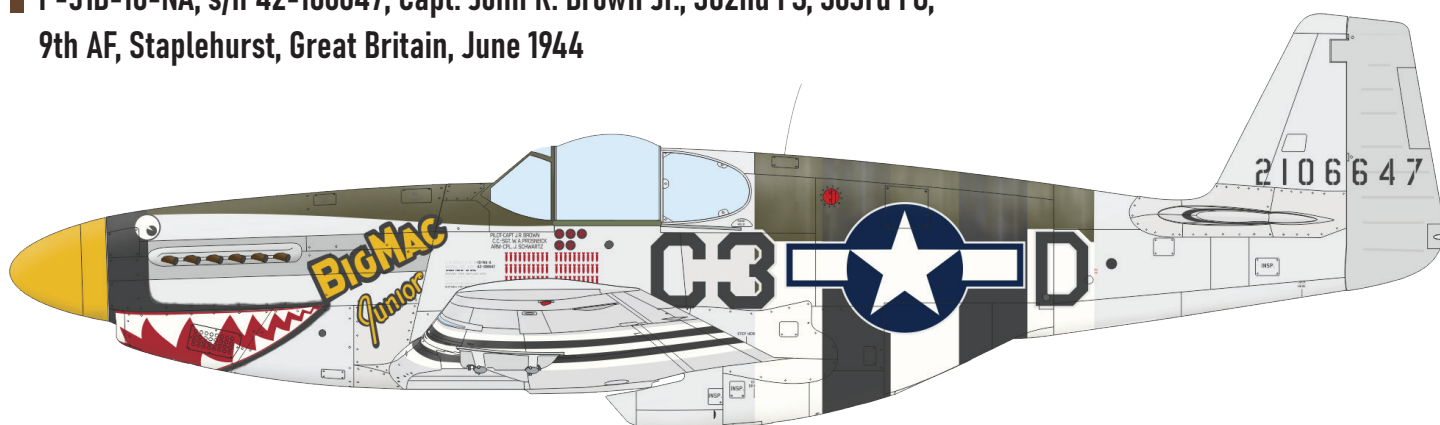


Jack Bradley became an Army pilot with the rank of 2ndLt on August 27, 1942, and was assigned to the 384th FG/353rd FS on January 18 the following year. After moving to England, he achieved his first kill out of 15 confirmed (plus three probable and 12.66 damaged) on December 20. With "Margie Maru" carrying code FT B, he achieved his first success on December 30, when

he contributed a third of the damage to Do 217. Bradley was promoted to Captain in mid-January and took command of the 353rd FS at the end of the month. He kept the position until June 30, when he left for the USA for leave and took the post again on his return. He subsequently served as deputy CO of the 354th FG and at the end of the war, already at the rank of Lieutenant Colonel,

became the CO. After the war he stayed with the Air Force, retiring from the Reserves in December 1962. His Margie Maru is shown in a state where it bore the symbols of 15 kills, the invasion stripes on the fuselage were painted very carelessly. The aircraft was subsequently given the designation FT W and the name "Edgewood's Entry".

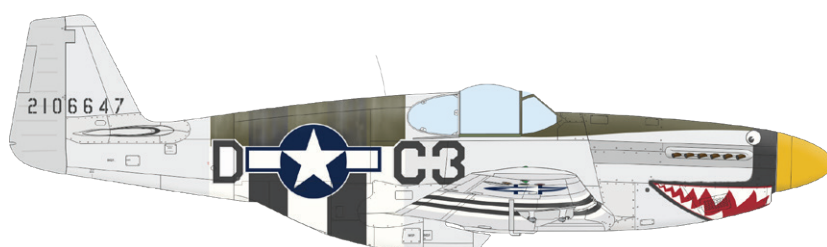
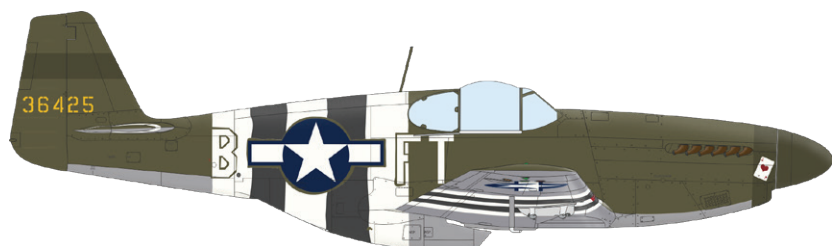
■ P-51B-10-NA, s/n 42-106647, Capt. John R. Brown Jr., 382nd FS, 363rd FG, 9th AF, Staplehurst, Great Britain, June 1944



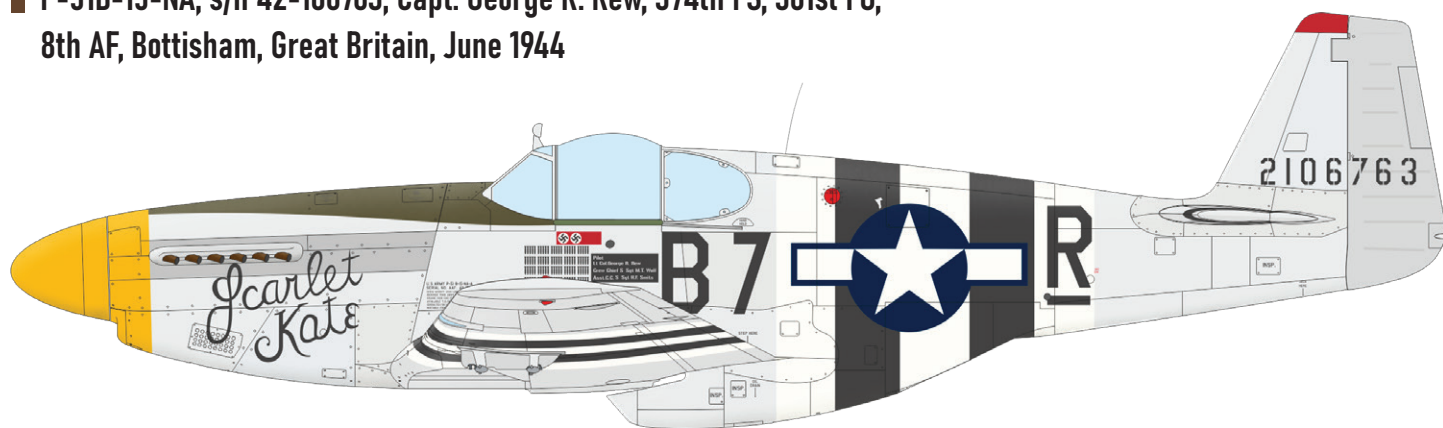
Prior to the combat, John Brown had managed to destroy four aircraft and damage one in various accidents, so he claimed himself to be only three-fifths of an aircraft away from becoming a Luftwaffe ace. He flew successively in the 356 FG and 362 FG, both with P-47s, then briefly became commander of the 382nd FS/363 FG, flying the P-51B. He was

shot down with his "Big Mac" on August 8, 1944, while leading a formation of eight P-51s in an attack on ships in Bedonet Harbor. It was his 99th mission. He made an emergency landing near Quimper after being hit by flak from a destroyer but managed to escape capture and slip back to the Allies within a week. He subsequently became

commander of the 437th FS/414 FG, with which he moved to Guam, where he flew P-47Ns. After the war, he became an air attaché in Afghanistan and Pakistan, and completed a secret mission in the USSR. During his wartime career, he scored one aerial kill, destroyed four enemy aircraft on the ground, and damaged eight.



■ P-51B-15-NA, s/n 42-106763, Capt. George R. Rew, 374th FS, 361st FG,
8th AF, Bottisham, Great Britain, June 1944



The 361st Fighter Group was activated on January 28, 1943, subsequently joining the 8th Air Force at RAF Bottisham, England. Initially flying P-47s, it rearmed to P-51s during May 1944. Although its pilots primarily provided long-range escort to

bomber formations, they did not neglect attacks against ground targets, either by strafing or bombing. This is evidenced by one hundred of painted bomb symbols under the cockpit of the "Scarlet Kate" Mustang flown by Capt. George

Robert Rew, who later commanded the 374th FS. The entire 361st FG achieved 226 aerial victories during World War II, and on the ground its pilots destroyed another 106 enemy aircraft.

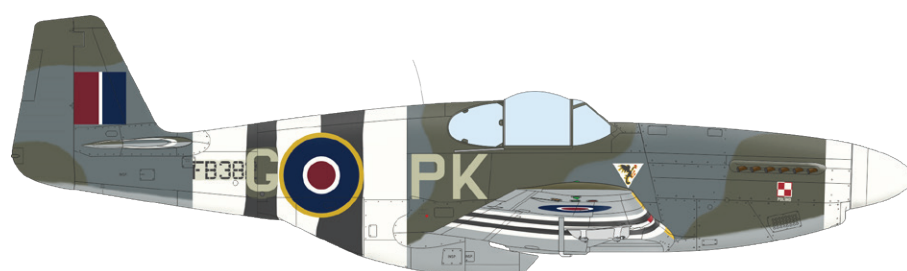
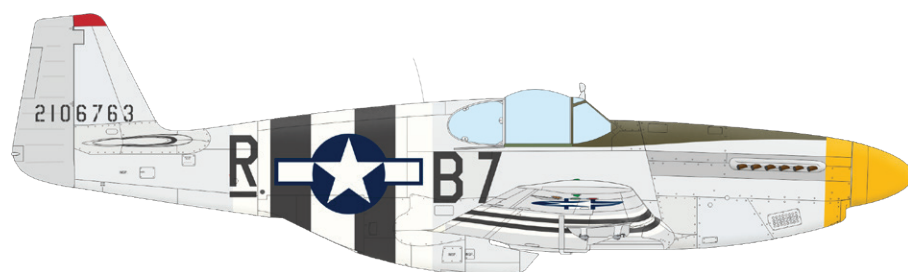
■ Mustang Mk.III, FB382, S/Ldr Eugeniusz Horbaczewski, No. 315 (Polish) Squadron,
RAF Coolham, Great Britain, June 1944



Eugeniusz Horbaczewski was born on September 28, 1917, in Kiev and educated in Brest-Litovsk. He joined the Polish Air Force in 1937. In September 1939 he fled to France via Romania and from there he came to the UK. After completing his training with the RAF, he was assigned to No. 303 Squadron in late 1940 and in

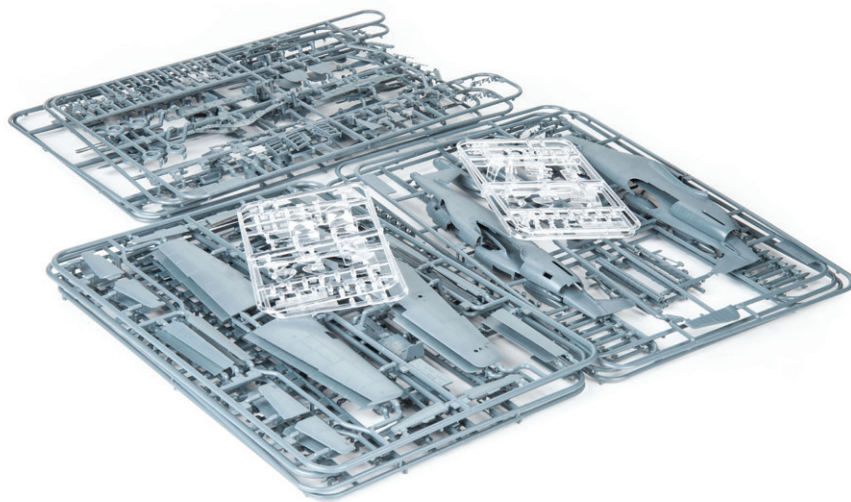
early 1943 was selected for a special Polish Flying Team, formed by Stanislaw Skalski and operated under umbrella of No. 145 Squadron. Over Tunisia Horbaczewski became the most successful pilot of this group, achieving five victories in less than a month. After the Team was disbanded he was assigned to No. 601 Squadron operating in the

Mediterranean area and in early July to No. 43 Squadron which he commanded from August. On his return to the UK in February 1944 he took command of No. 315 Squadron, flying Mustang Mk. III. On August 18, 1944, he was shot down in the Beauvais area and killed, having previously shot down three Fw 190s in the combat himself.

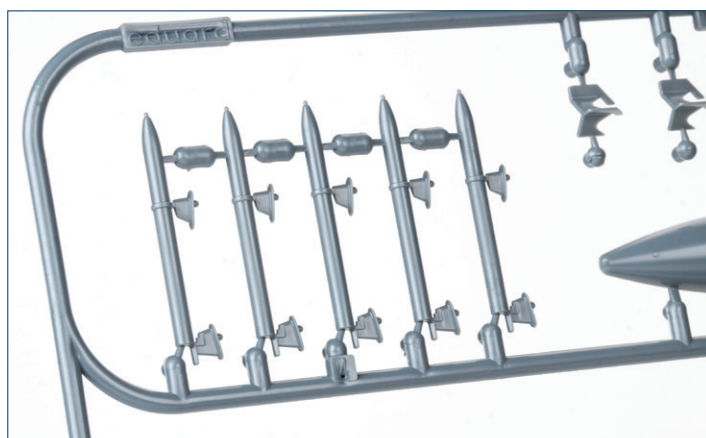
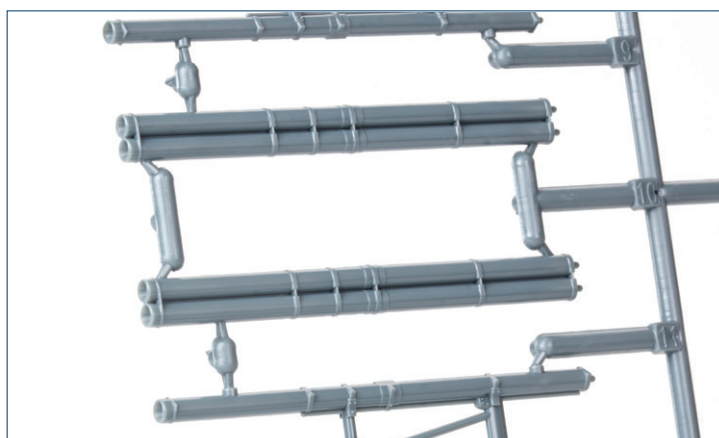
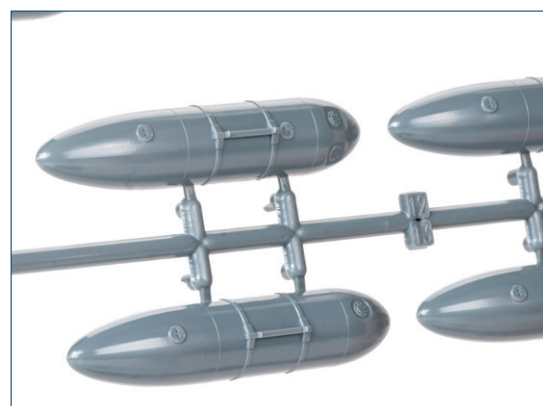
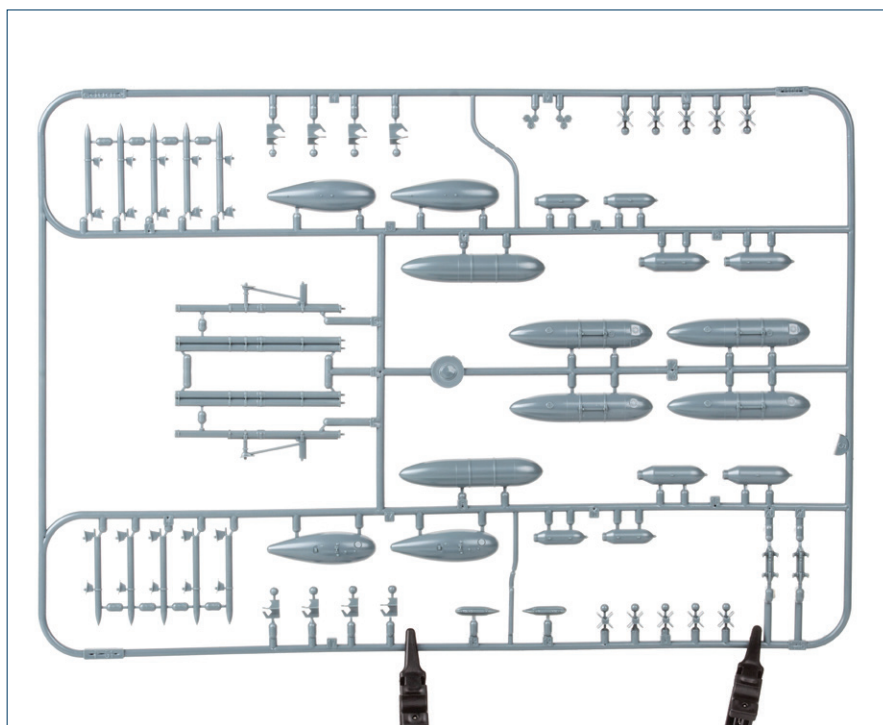


P-51B highlights

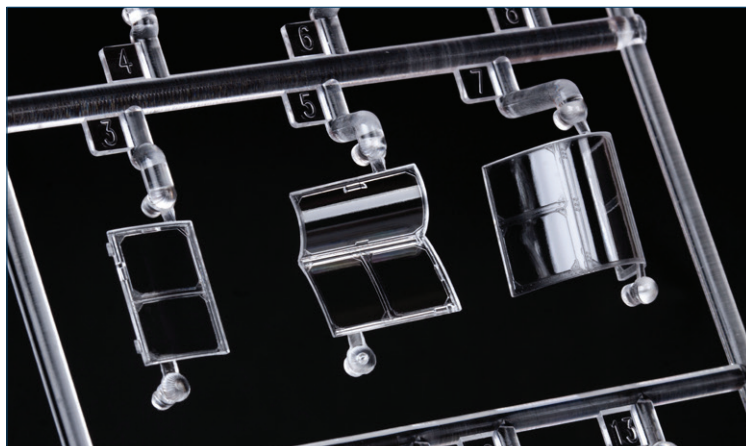
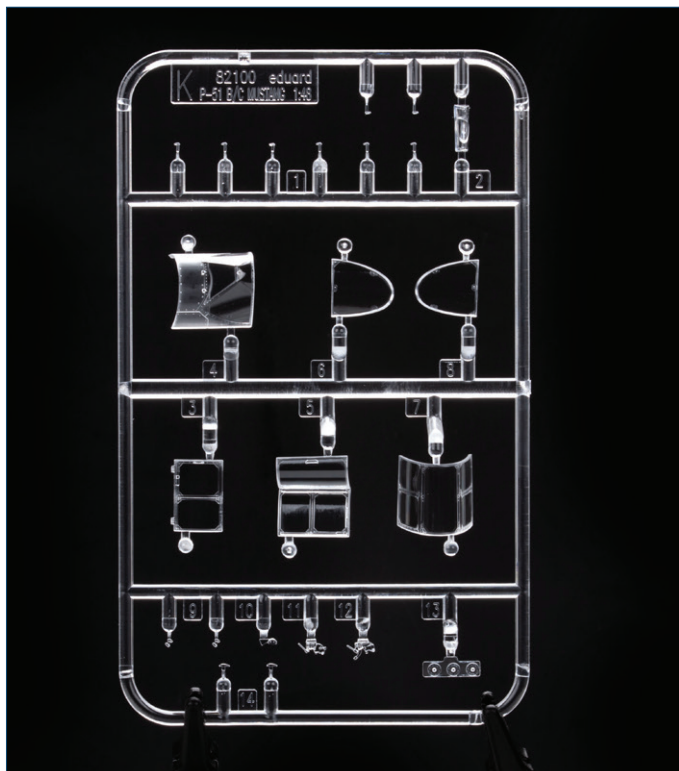
In the following gallery we want to present you the new sprues that are part of the 11181 OVERLORD kit. We have designed the 1/48 scale P-51B Mustang to take into account the comments made by modelers about the 1/48 scale P-51D Mustang. So we have changed the design of several subassemblies that we would like to present to you in the photos.



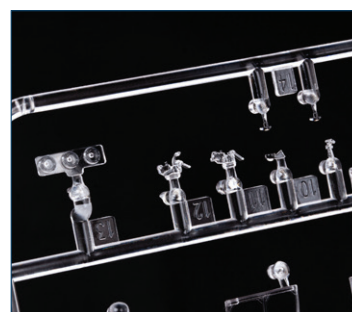
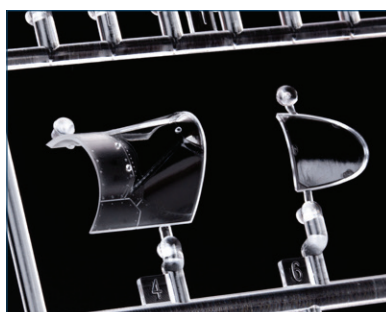
◆ The F-sprue remains unchanged and is the same as in the P-51D 1/48 kit.



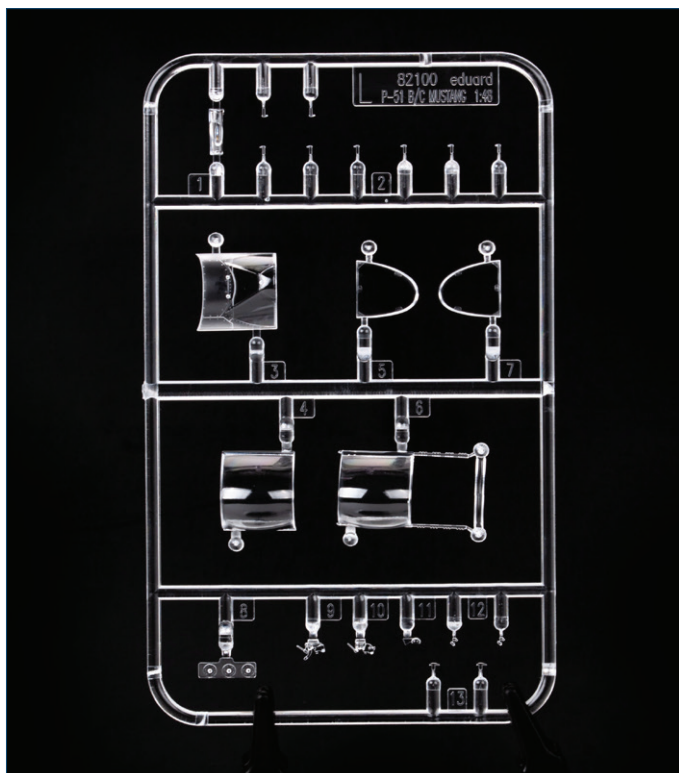
◆ The K sprue contains parts for the standard canopy version.



◆ We have decided to recreate the open canopy in one part, which will make it much easier for modelers to glue cleanly.

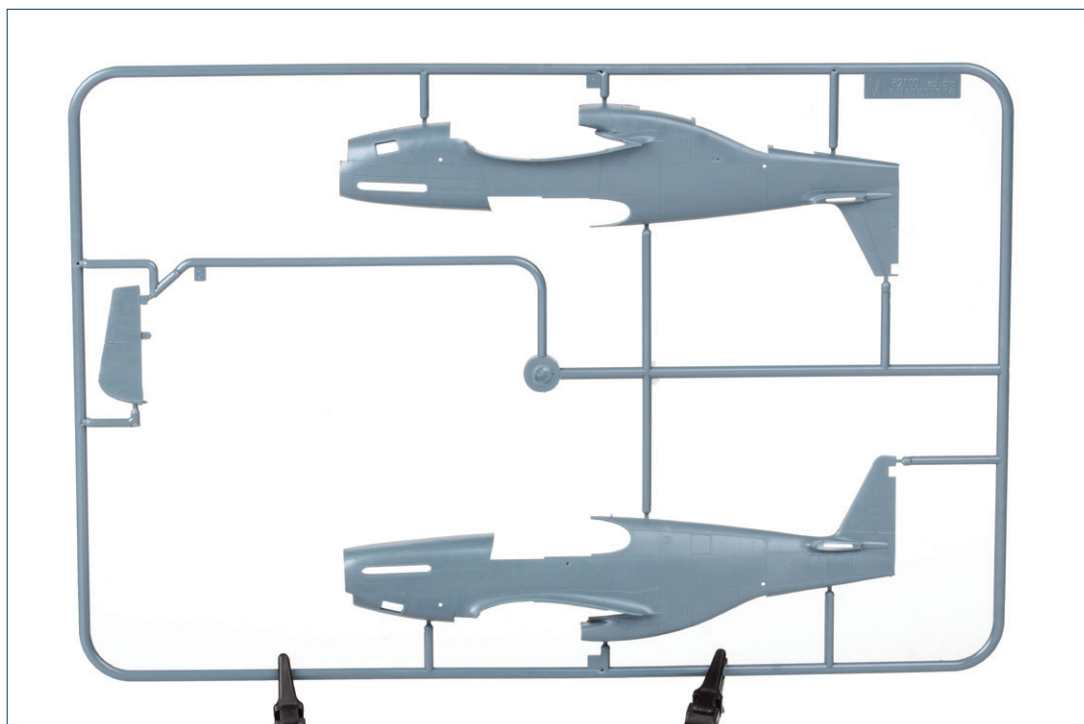


◆ Sprue L contains parts for the Malcolm hood variant.

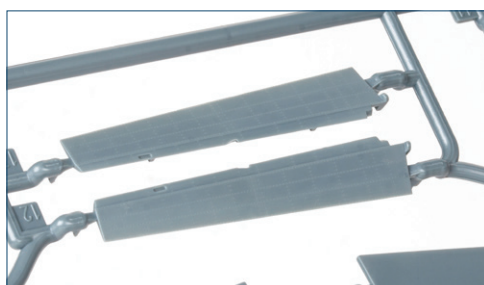
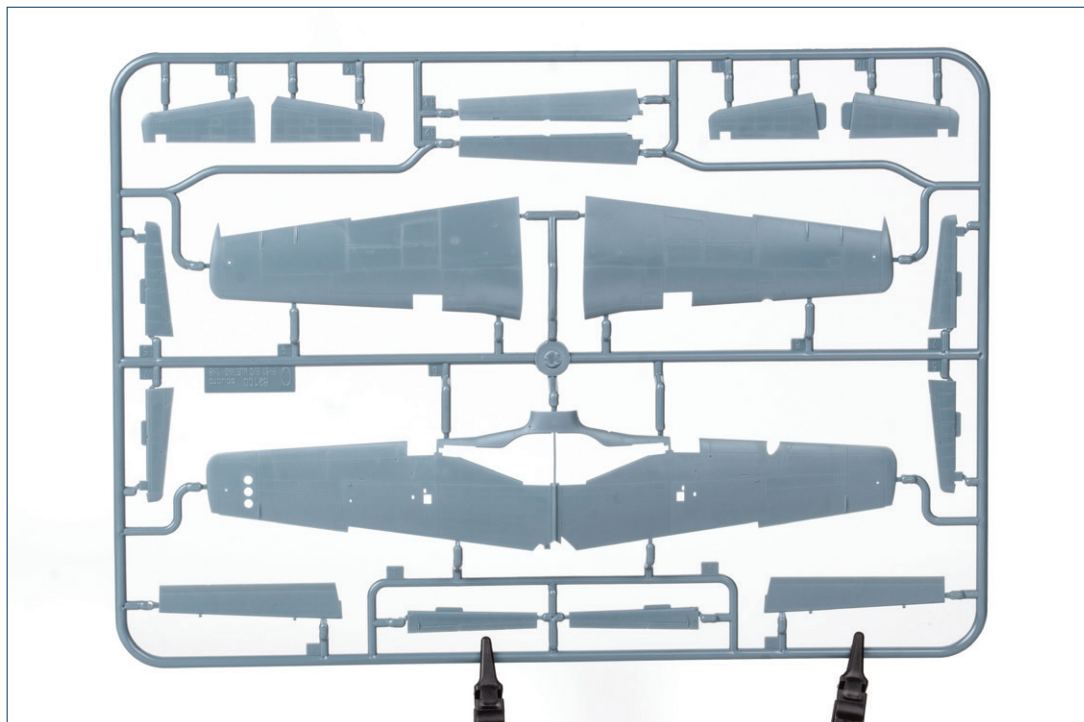


◆ We decided to make the open cockpit part in one piece with rails.

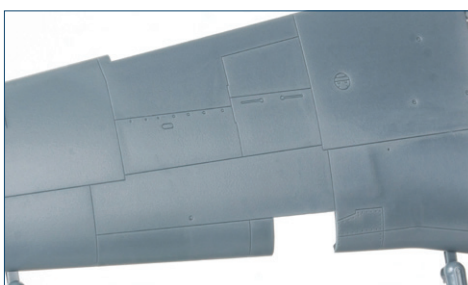
◆ The M-sprue includes fuselage parts for the version without the fin fillet.



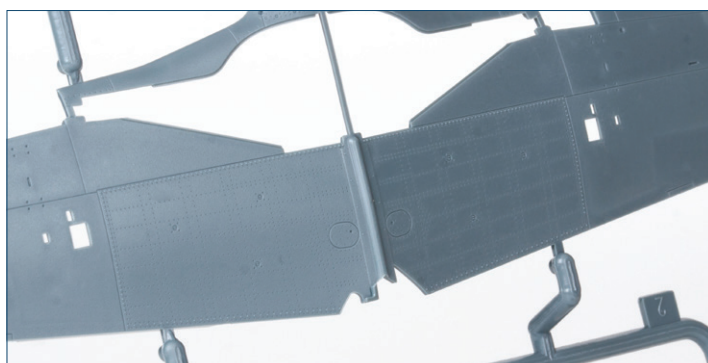
◆ On the O-sprue you can find the wings, landing flaps and vertical stabilizers.



◆ The landing flaps are again offered only for the variant in the open (dropped) position.



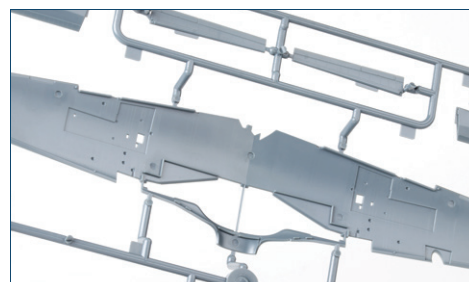
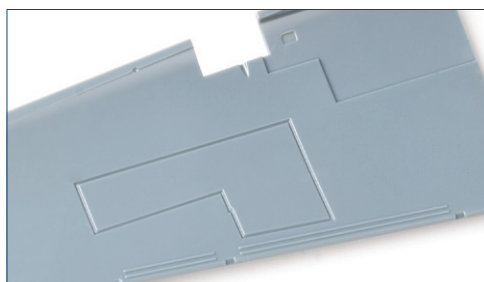
◆ The wing surface is depicted without rivets where the aircraft actually had a flush surface.



◆ Where the surface was not puttied, rivets were instead rendered.

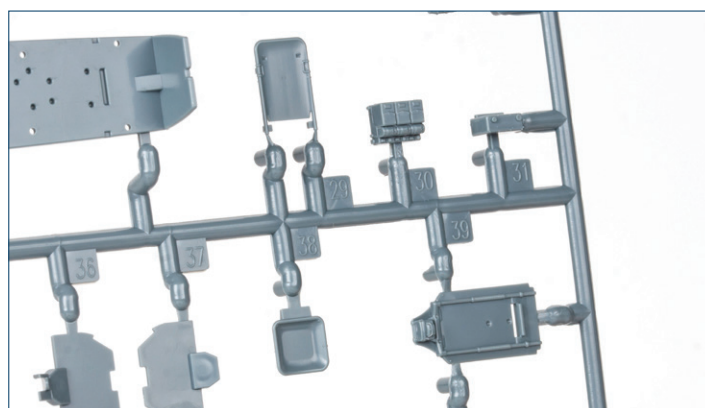
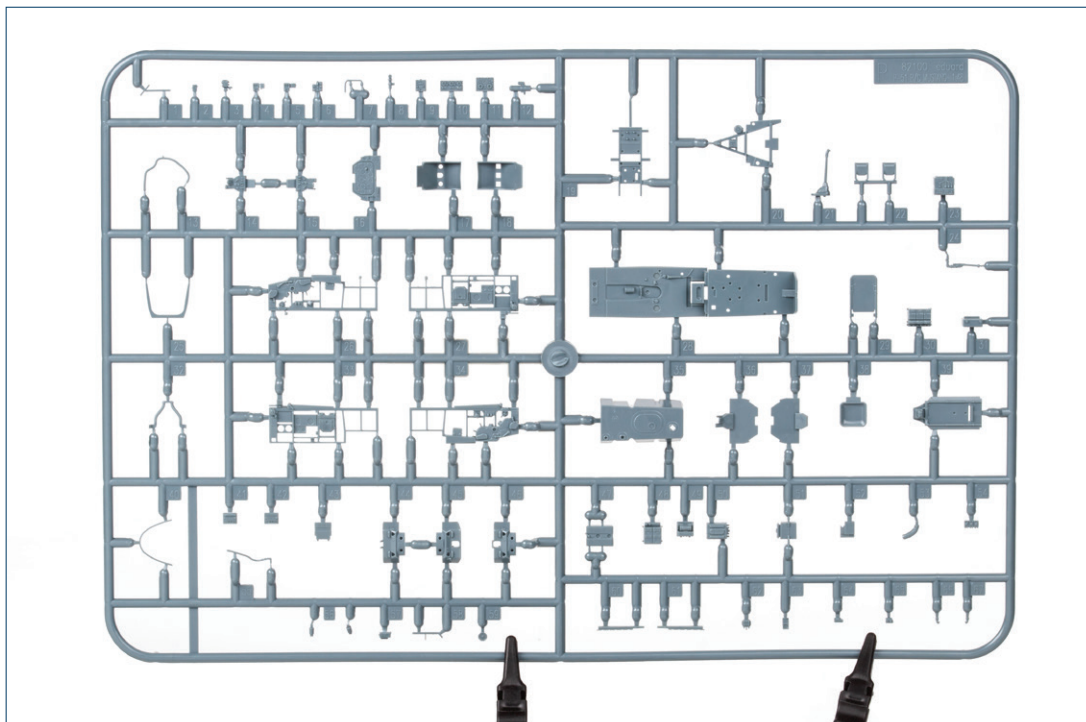


◆ Elevator moving surfaces are available in two variants - canvas and metal.

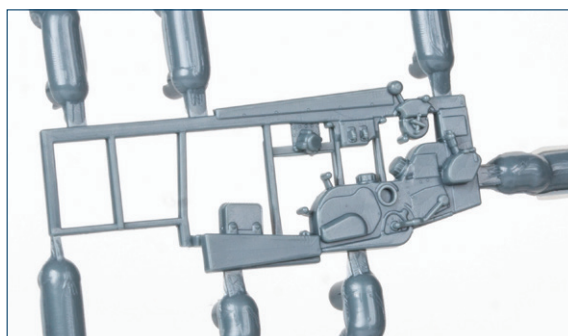
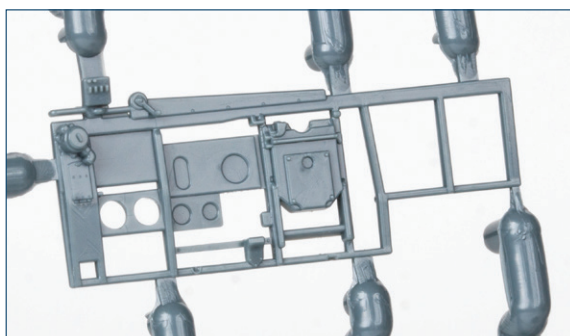
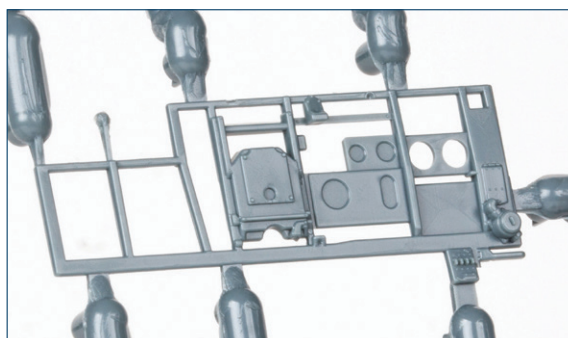
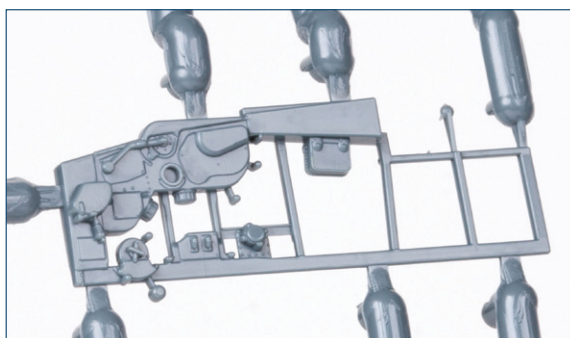


◆ From the inside, the wing is pre-prepared for the installation of a Brassin gun bay kit (cat.no. 648997).

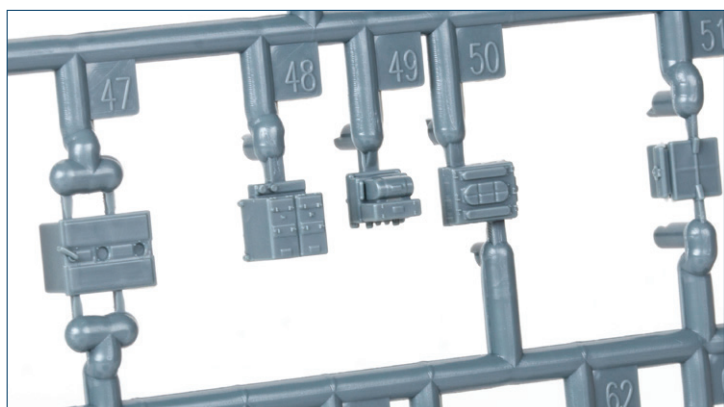
◆ The entire P-sprue contains cockpit parts only.



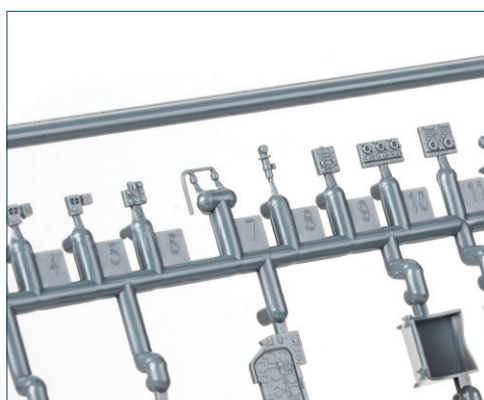
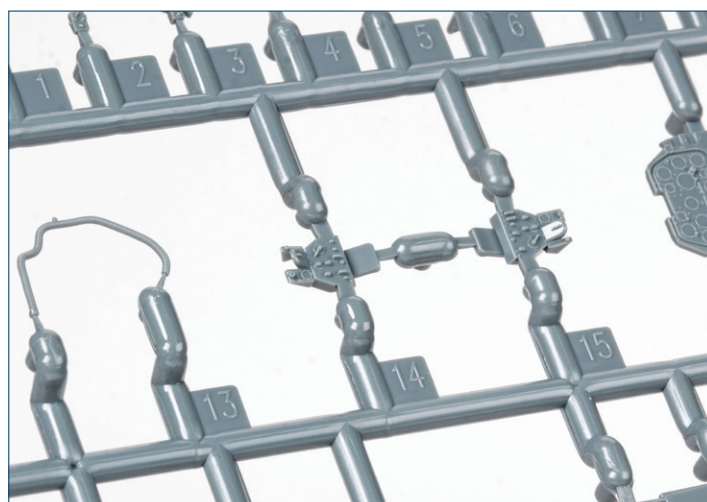
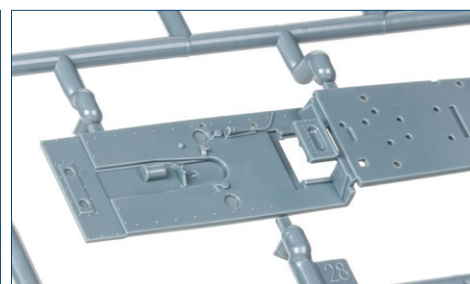
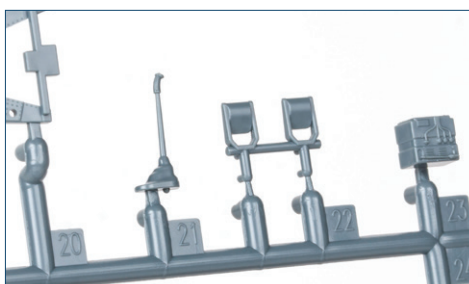
◆ There are 3 types of seats...



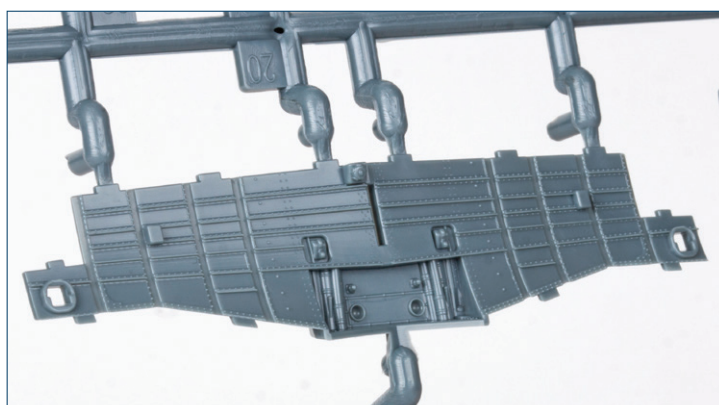
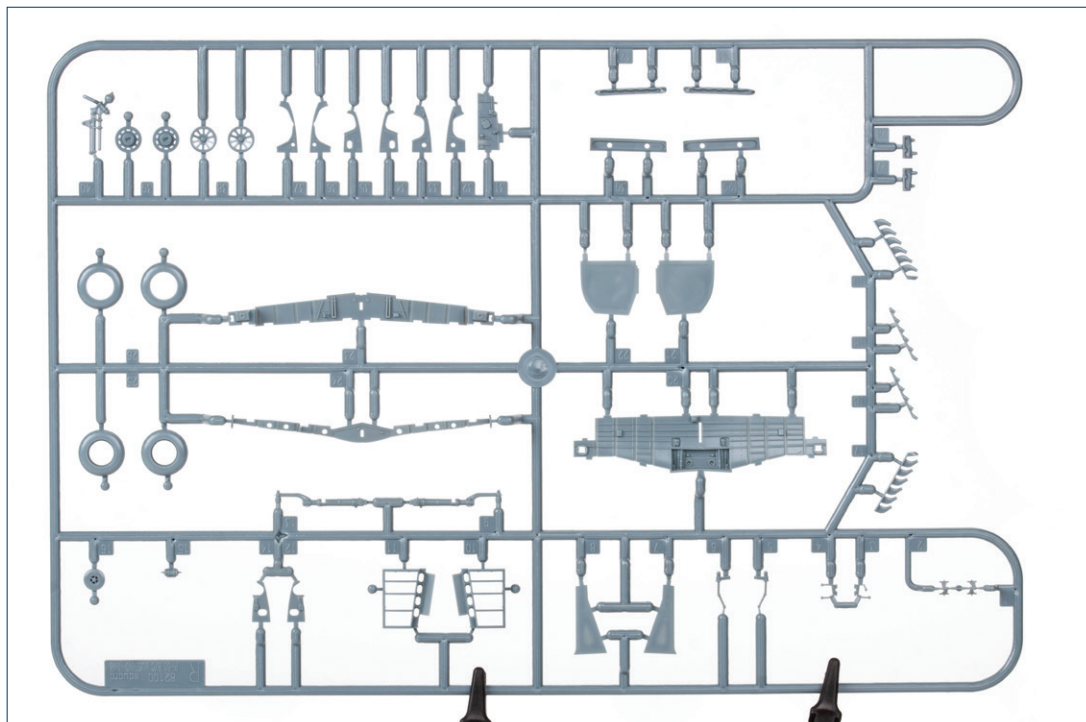
◆ ...also 2 types of cockpit sidewalls, one for the standard canopy version, the other for the Malcolm hood version...



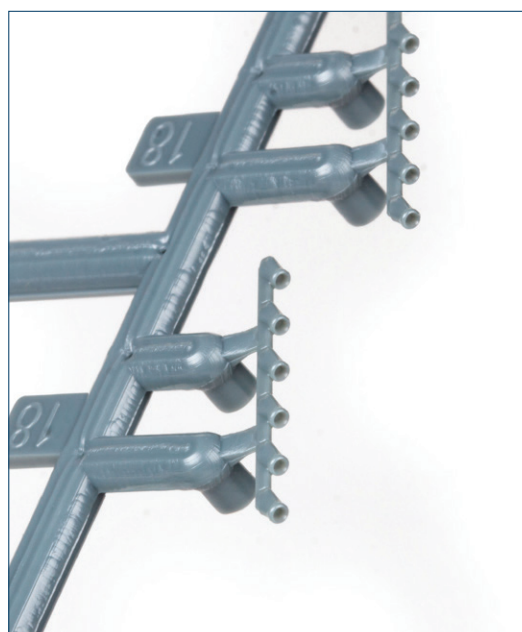
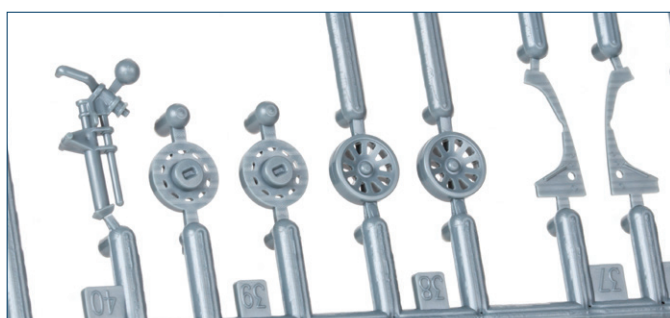
◆ ...and also several sets of radios.



◆ On the R-sprue we find parts for the main wheel bay assembly, and exhausts.

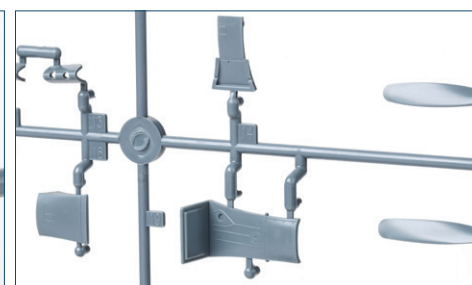
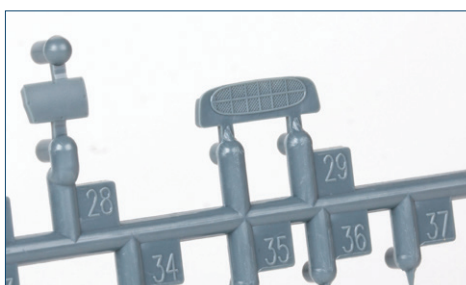
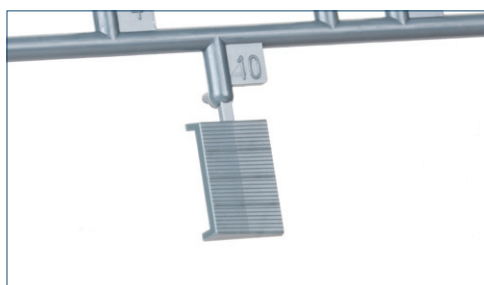
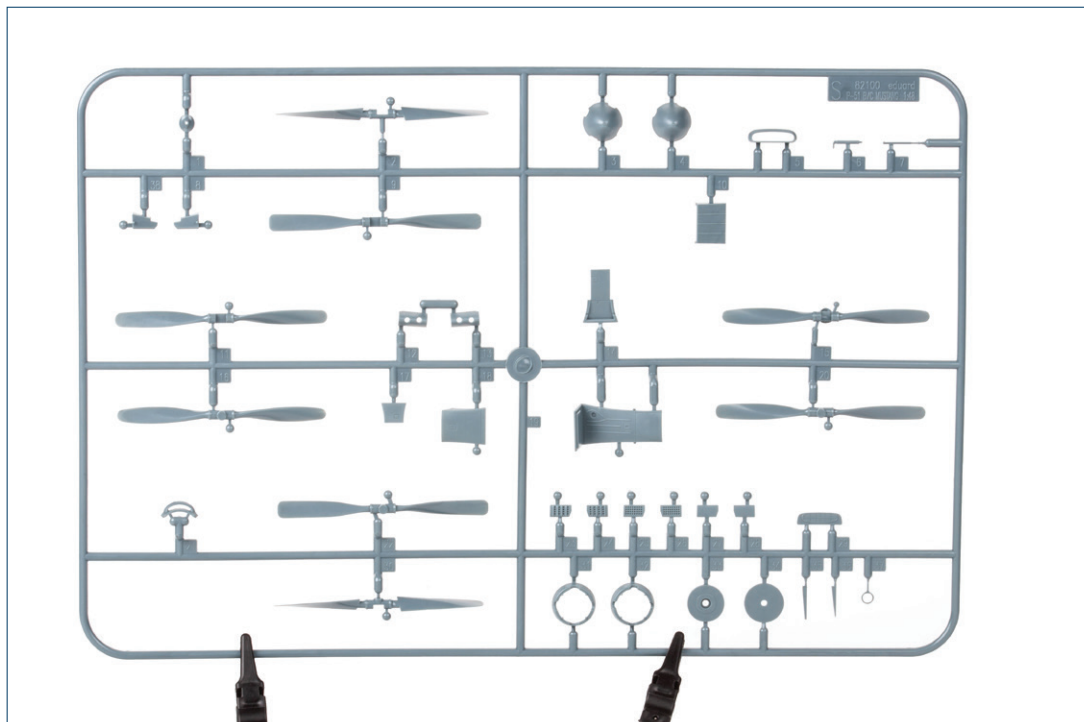


◆ The main wheel bay are completely redesigned. You can read the story of its construction in the article "All about the bays" in [Info 04/2024](#).

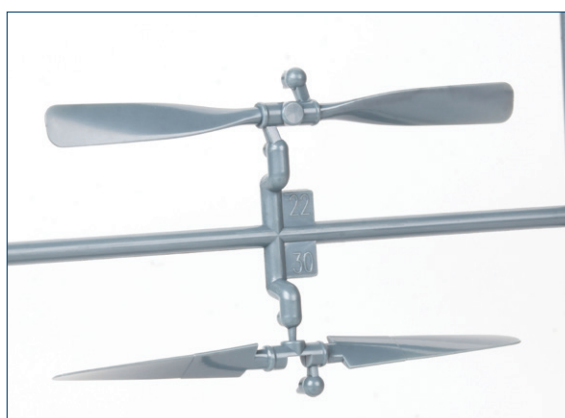


◆ The exhausts are rendered with pre-drilled holes.

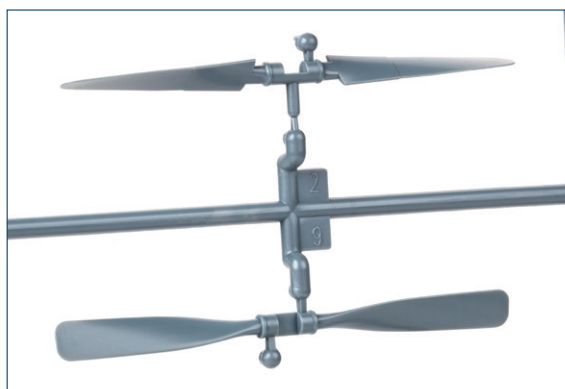
- ◆ The S-sprue includes propellers, radiator and small parts.



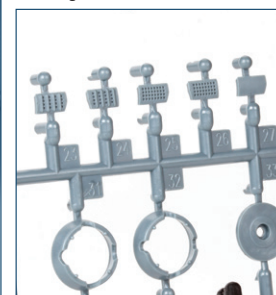
- ◆ We have redesigned the complete radiator assembly, including the missing plastic grille.



- ◆ In the kit we can also find 4 types of propeller blades and 2 types of spinner cones.



- ◆ Here again we find several variations of the cooling vents on the engine covers.



STEP STEP

P-51B 1/48

The FLYING SCOT II



built by **Jan Baranec**



- ◆ The Royal Class P-51B/C 1/48 package includes a 3D printed seat, which itself includes the pilot's harness.



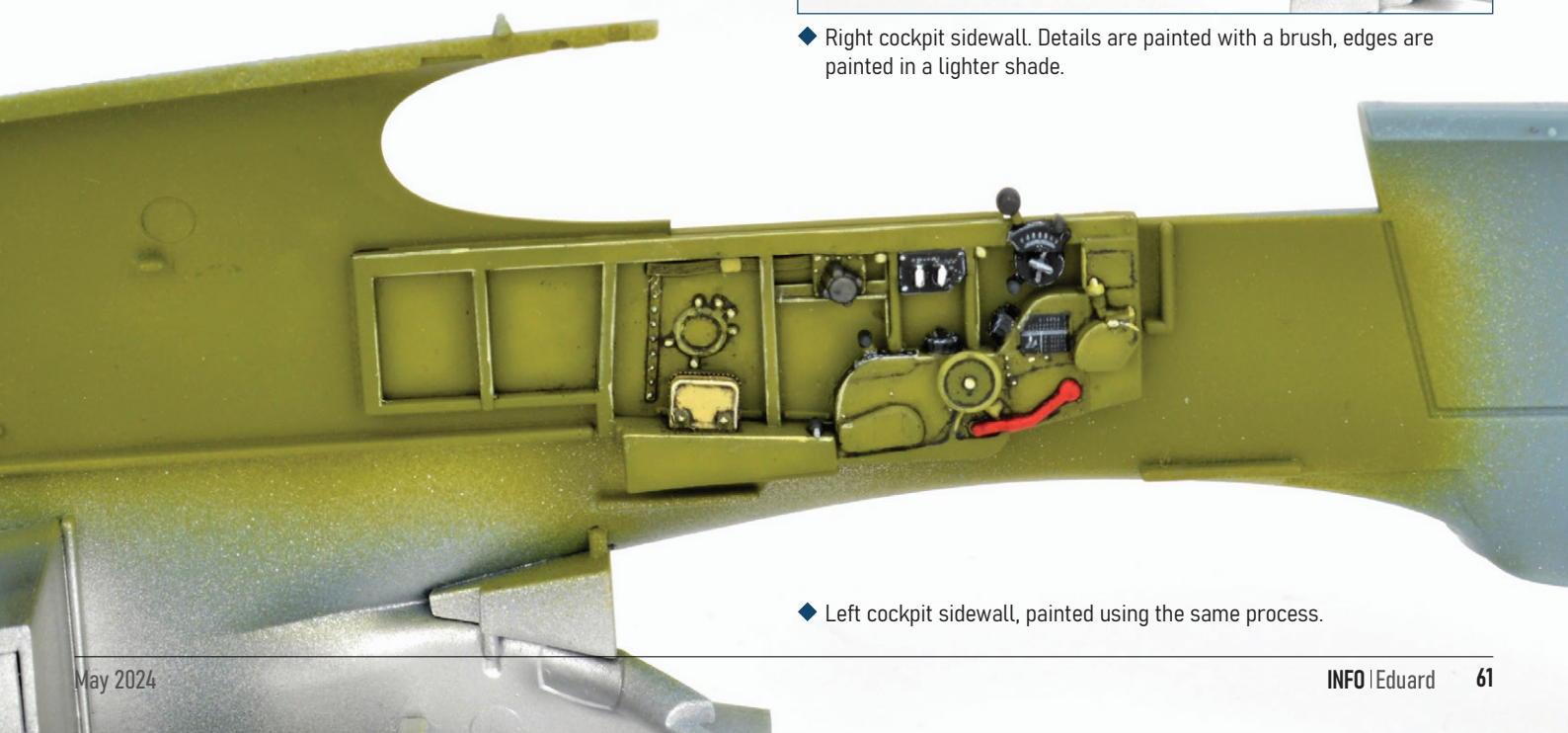
- ◆ I used the dashboard from the LÖÖK product line, catalog number 644268.



- ◆ While it is more work to paint such a part, the one piece seat just sticks to the cockpit after painting. I painted the seat belts and padding with a brush.

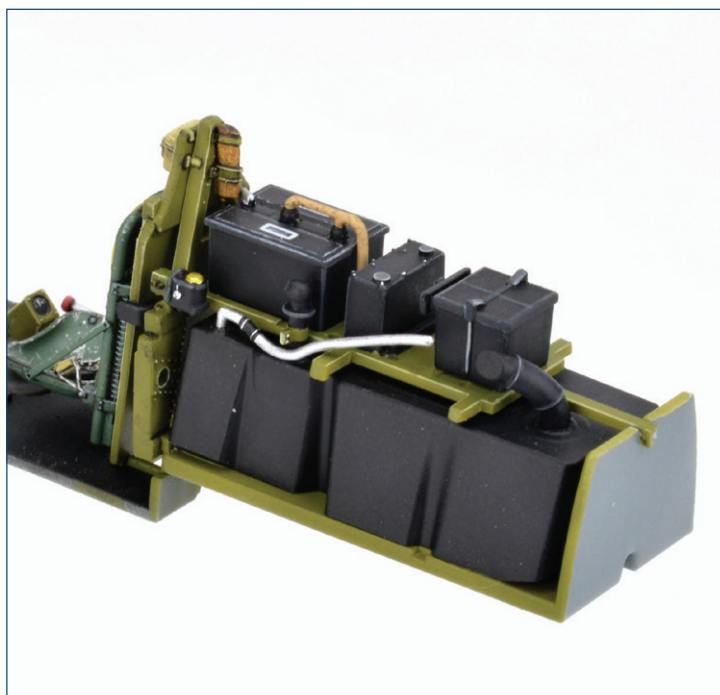


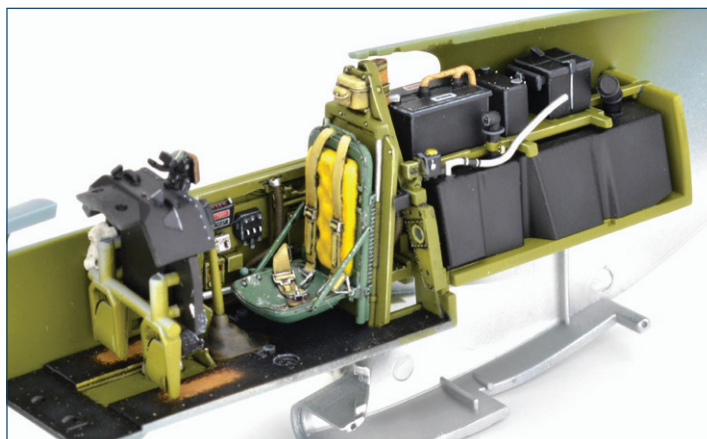
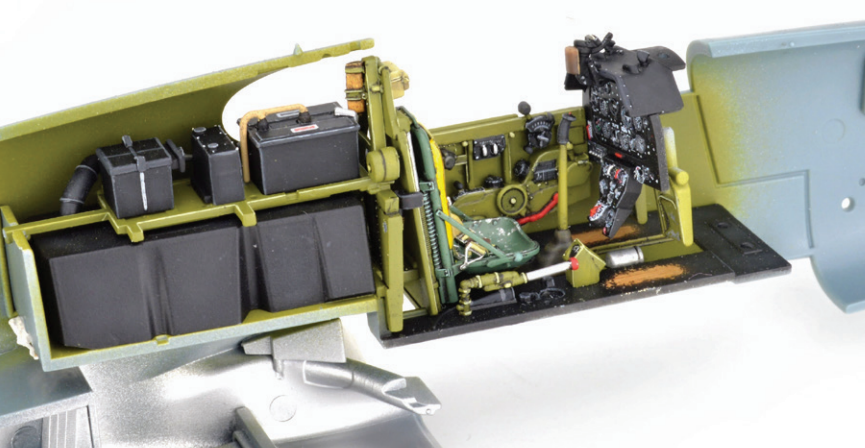
- ◆ Right cockpit sidewall. Details are painted with a brush, edges are painted in a lighter shade.



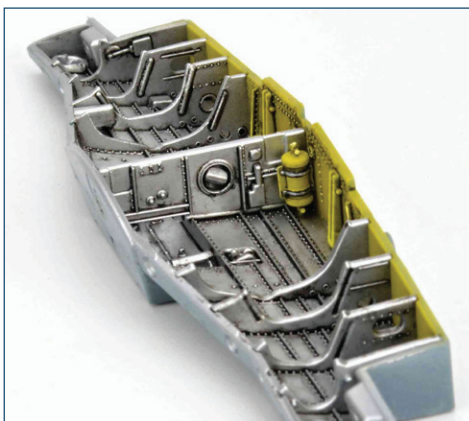
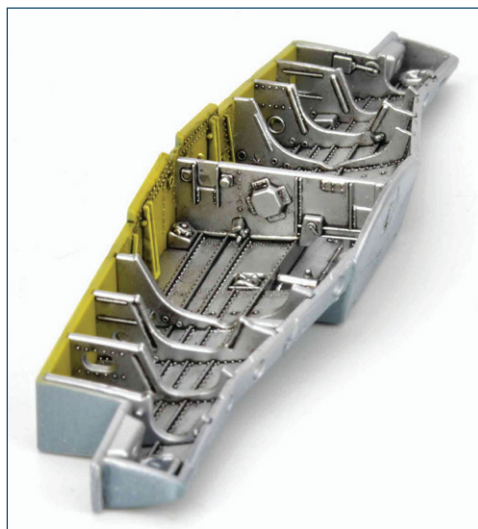
- ◆ Left cockpit sidewall, painted using the same process.

- ◆ Assembled and painted cockpit. I decided to sand the floor paint to show the wooden base.

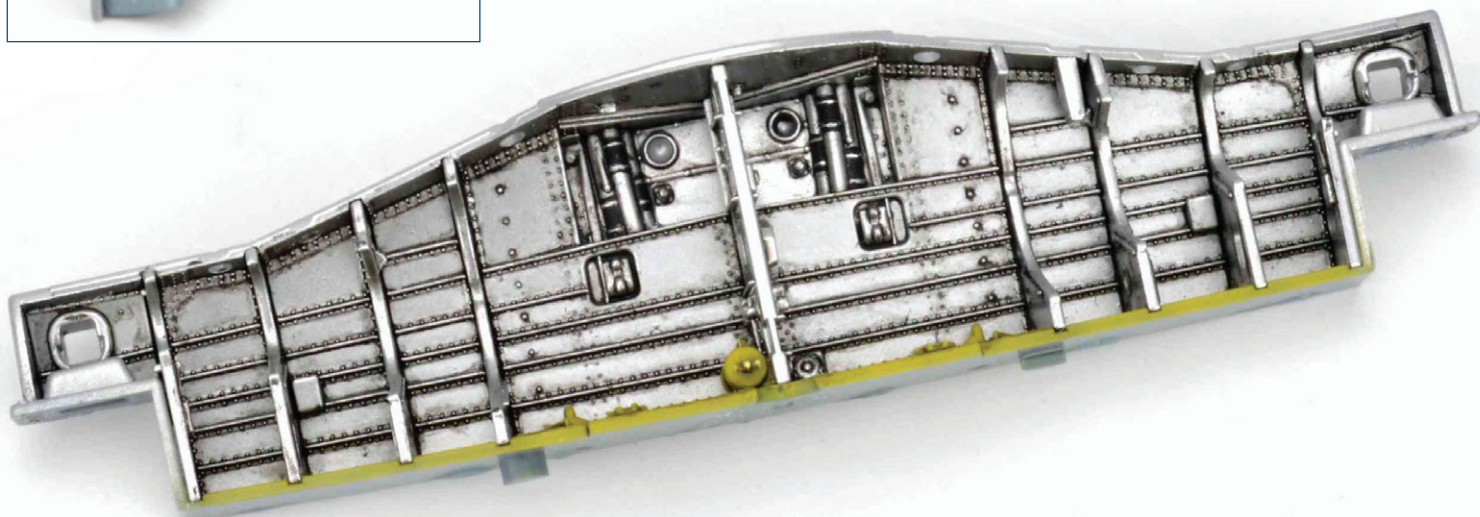


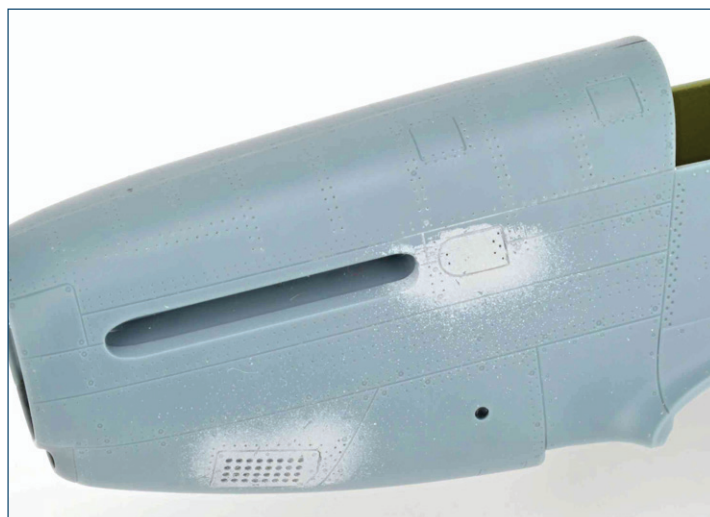
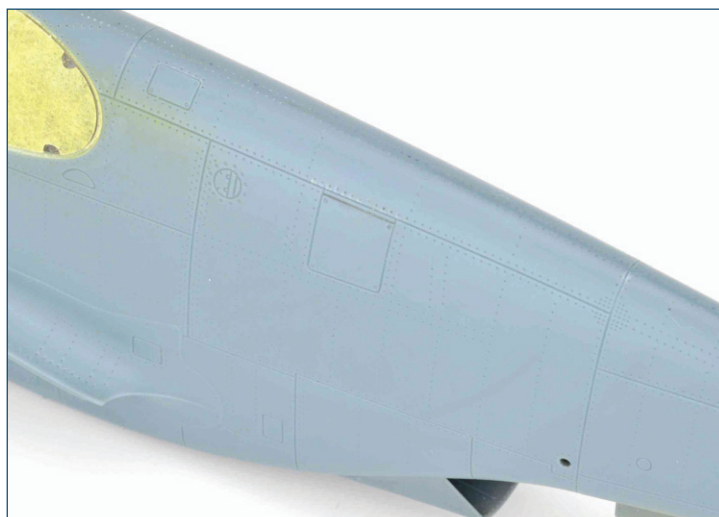
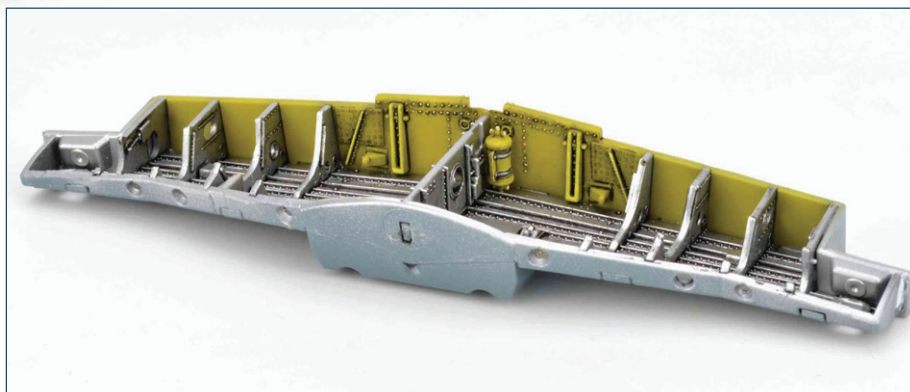
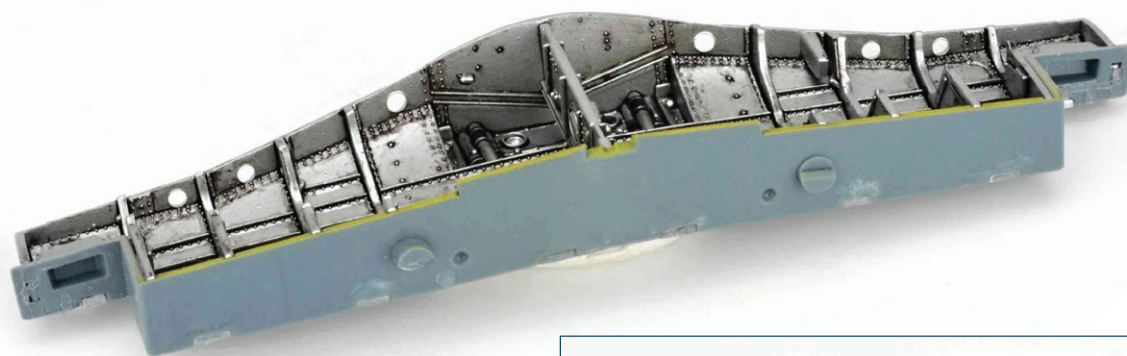


◆ Assembled cockpit glued into one part of the fuselage.



◆ Main landing gear bay assembled, painted and weathered. The bay is different from the one on the P-51D kit, it is redesigned, including the landing gear leg seating pin.





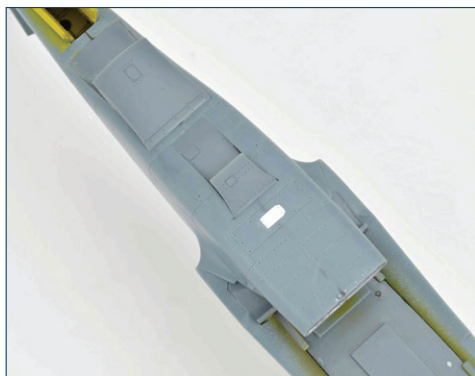
◆ After gluing the fuselage together, I scribed the rivets that were partly erased and the necessary maintenance doors for the particular version.



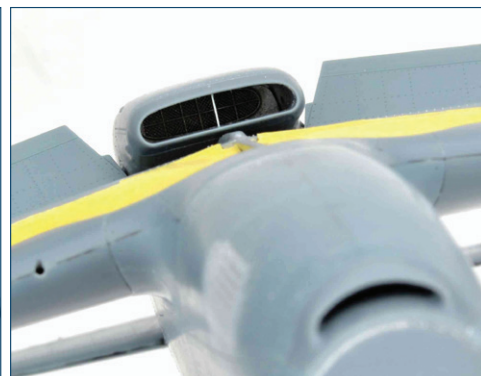
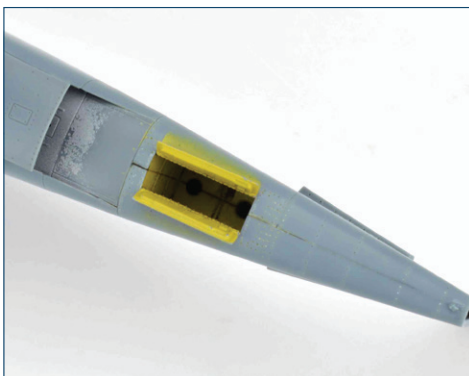
◆ A view of the assembled cockpit. You can see the seat very well.



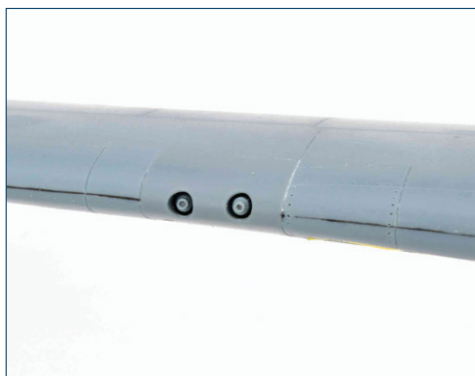
◆ I finished the rivets on the engine cowling and made an imitation of the quick release screws.



◆ I also finished the rivets on the bottom of the fuselage.



◆ The plastic made radiator is already better compared to the P-51D. Just paint it and the result is satisfactory.



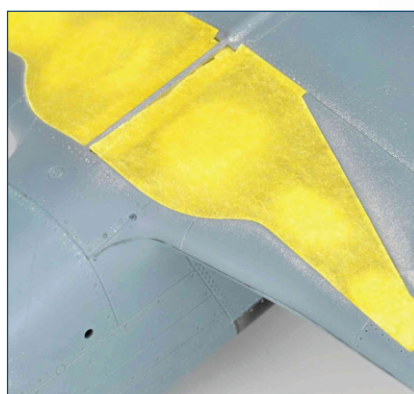
◆ The part representing the machine gun barrels is very well molded with the wing halves.



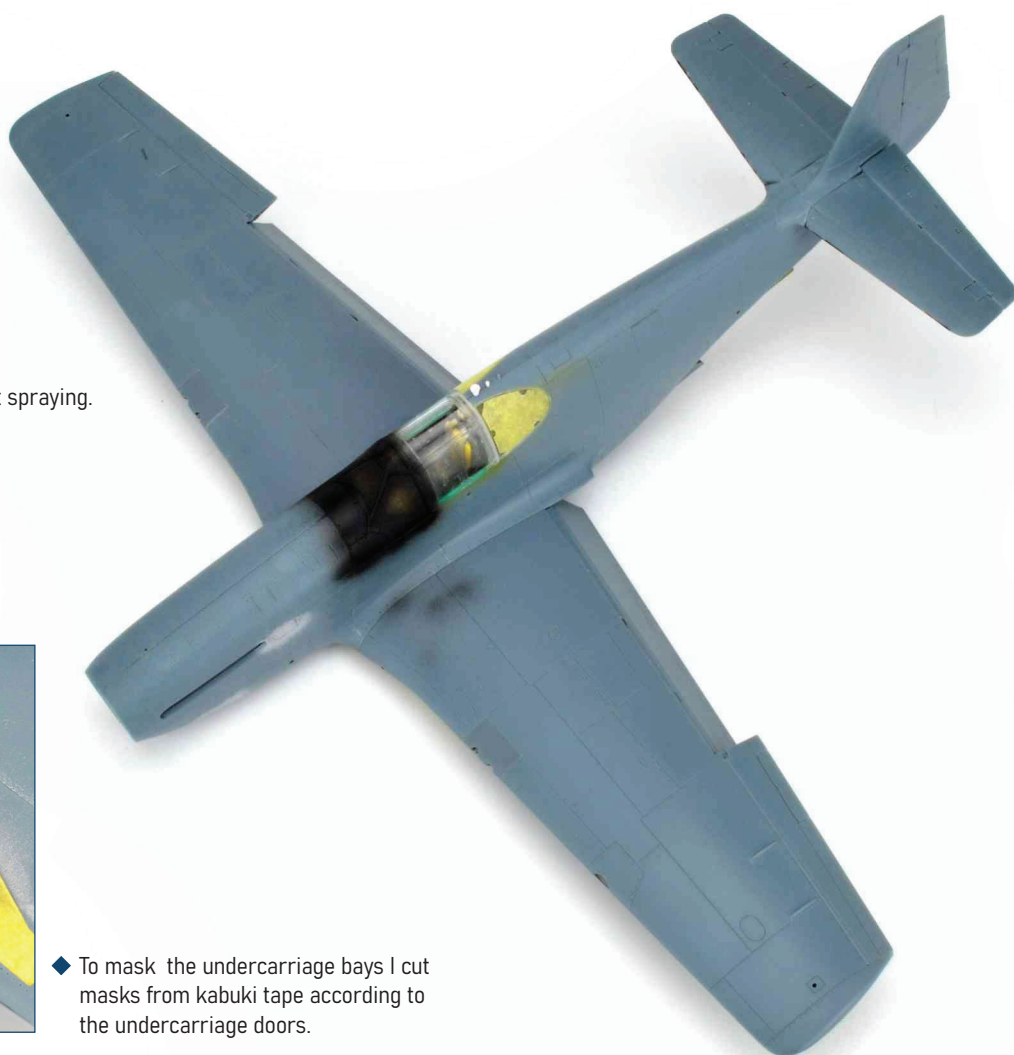
◆ View of the built-up LÖÖK instrument panel in the cockpit.



◆ Assembled model before the first spraying.

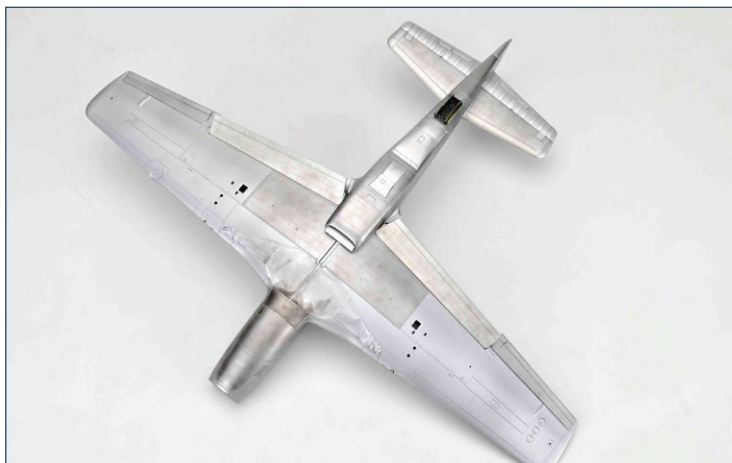


◆ To mask the undercarriage bays I cut masks from kabuki tape according to the undercarriage doors.





◆ Sprayed with gloss black Gunze GX2.



◆ Spraying with metallic paints from the Super Metallic range, specifically SM01 base spray, then SM01 with a drop of black and then differentiating the panels with SM03 and SM05. I sprayed the silver painted areas that were puttied and the tail moving areas with Gunze C8 paint.

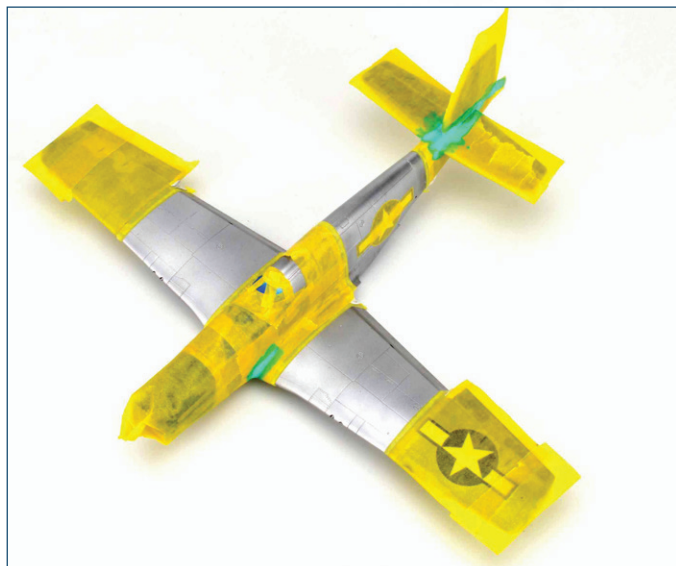




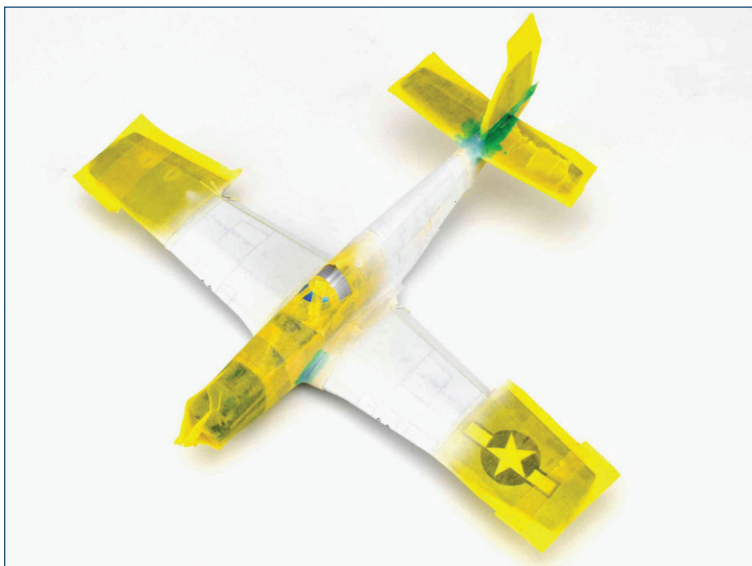
◆ Spraying of engine covers with blue Gunze C65.



◆ I sprayed the US national insignia emblems using masks from EX1038 set.



◆ Preparation for spraying the invasion stripes.



◆ Spraying with white Gunze C69.



◆ White masking.

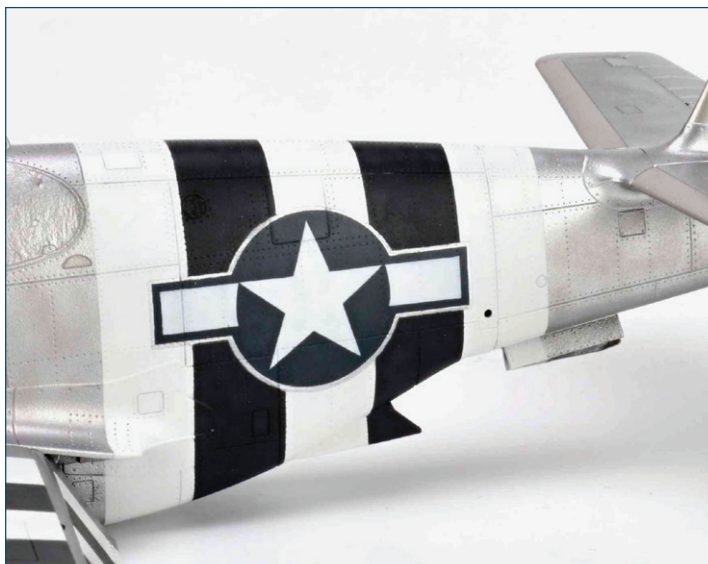


◆ Black Gunze C33.



◆ Final look after unmasking.





◆ To show the trim around the fuselage markings, I masked the markings with an overlap.



◆ I applied the decals according to the procedure in [Info 02/2024](#), using the peel-off method.

◆ I represented the streaks using Abteilung oil paints.



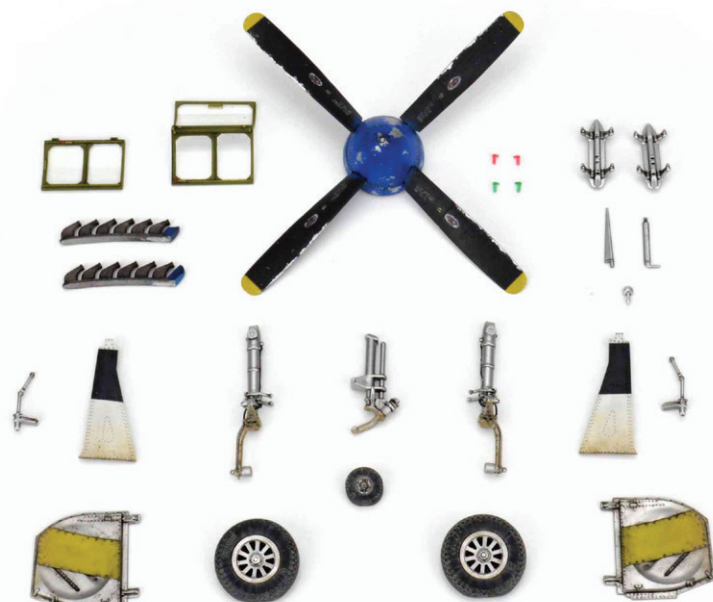
◆ The abrasions are rendered with a brush and a dab of Vallejo metallic paint.

◆ I sprayed the exhaust streaks with Gunze C101 Smoke diluted paint.





◆ The spatter from the undercarriages is created using diluted Oilbrusher paint from Ammo.



◆ Assembled, painted and decaled small parts.



◆ Landing gear door with weathering.



◆ Assembled and patinated Brassin wheels (cat.no. 648988).



◆ Painted and weathered exhausts from the Brassin set (cat.no.648992).



◆ Assembled and painted landing gear legs.



◆ I used masks from EX1036 set to paint the cockpit canopy – both outside and inside areas.



◆ Assembled and weathered propeller assembly. According to the period photos I have also recreated the scuffs on the spinner cone.



OVERLORD

D-DAY MUSTANGS / P-51B MUSTANG

1/48

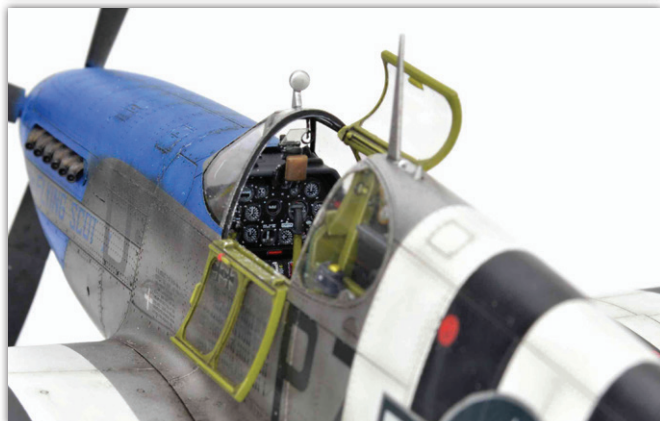
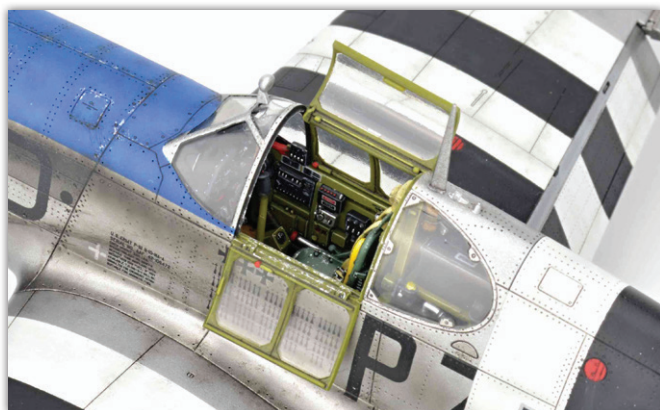


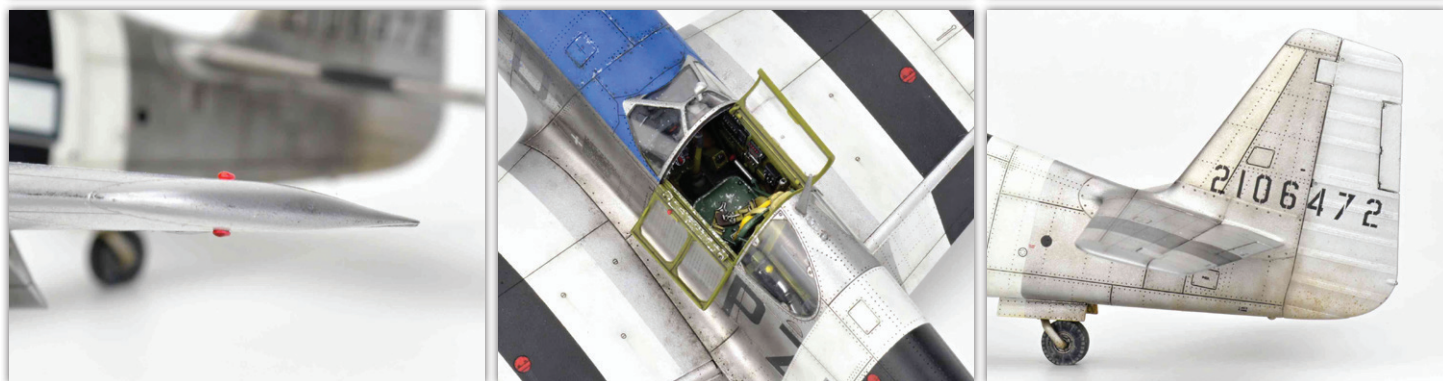
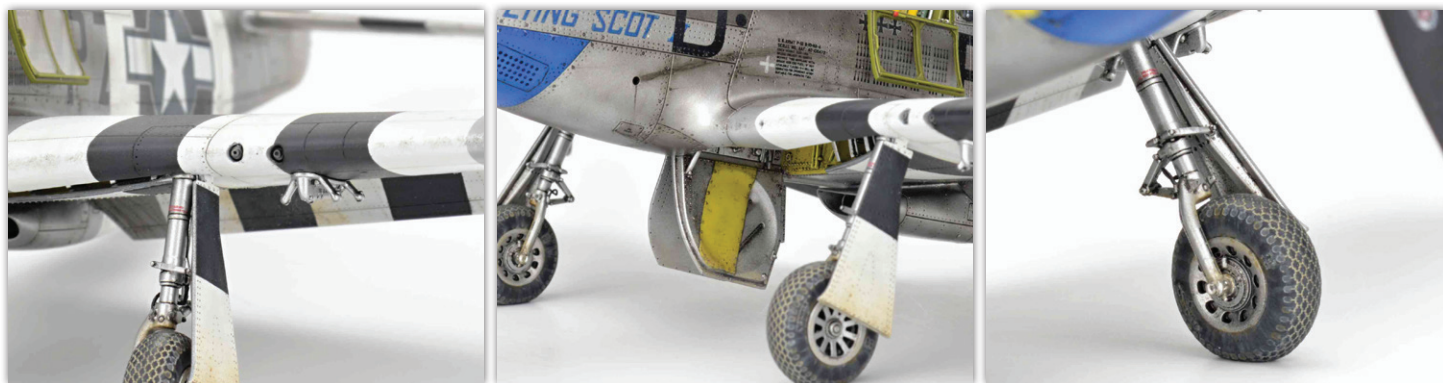
#11181
MARKING B
built by **Jan Baranec**

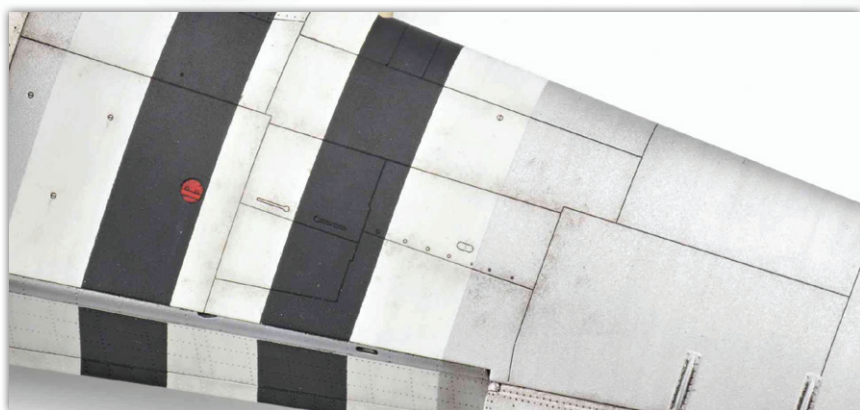
Follow me here: https://www.instagram.com/48_scale_hangar/

Accessories used:

- 648988 P-51B/C wheels cross tread (Brassin)
- 648992 P-51B/C exhaust stacks (Brassin)
- EX1036 P-51B/C framed canopy TFace (Mask)

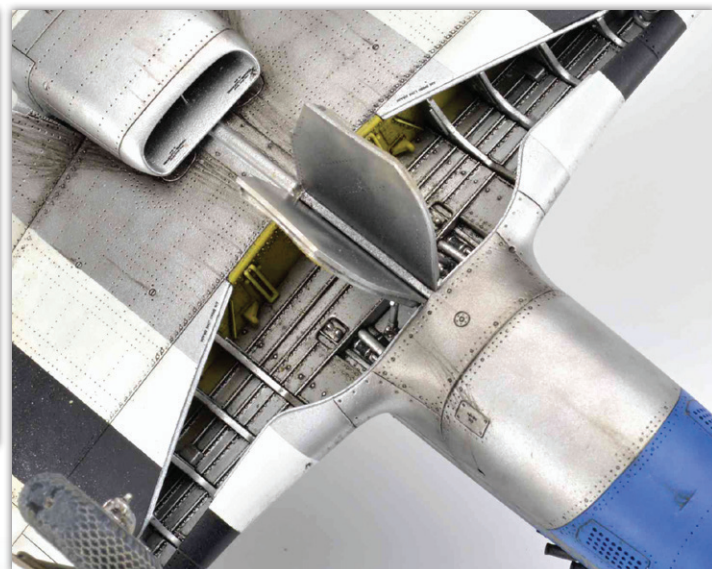
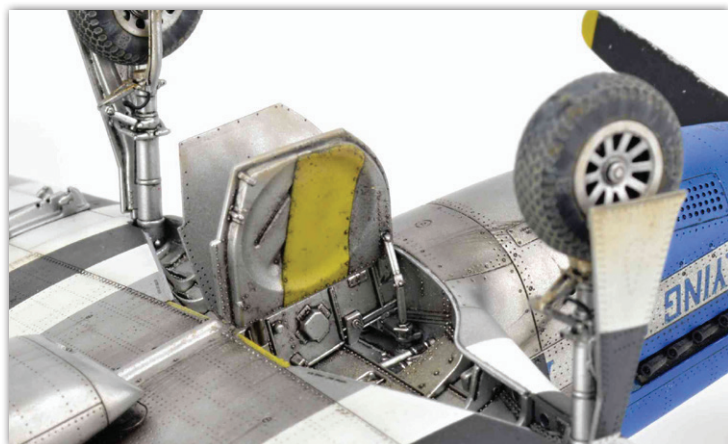






**P-51B-10-NA, s/n 42-106472,
Lt. Carlton Fuhrman, 486th
FS, 352nd FG, 8th AF, Bodney,
Great Britain, June 1944**

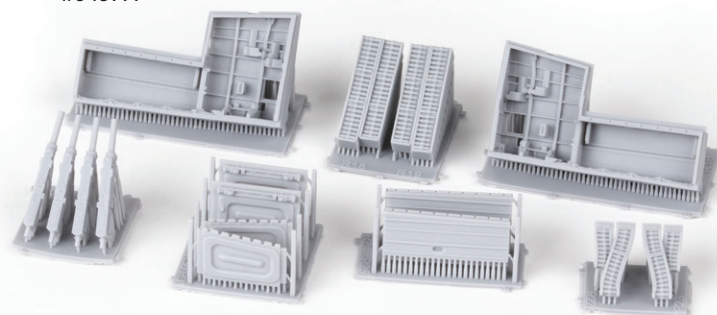
The aircraft, named *The Flying Scot II* / *Vicious Virgie J. G.*, was first assigned to Lt. Murdoch R. Cunningham. Lt. Carlton Fuhrman subsequently took it over and on September 12, 1944, it was written off on landing when it crashed into Lt. Glenn Wensch. The entire 486th FS shot down 114 enemy aircraft confirmed, five probably and 21 were damaged. Lt. Fuhrman, however, was not among the winners of any of the air combats.



Recommended: for P-51B/C 1/48

FE1449	P-51B/C seatbelts STEEL (PE-Set)
644268	P-51B/C LööK (Brassin)
648986	P-51B/C wheels diamond tread (Brassin)
648987	P-51B/C wheels oval tread (Brassin)
648988	P-51B/C wheels cross tread (Brassin)
648992	P-51B/C exhaust stacks (Brassin)
648993	P-51B/C exhaust stacks w/fairing (Brassin)
648994	P-51B/C undercarriage legs BRONZE (Brassin)
648997	P-51B/C gun bays PRINT (Brassin)
6481002	P-51B/C seat Type 1 PRINT (Brassin)
3DL48177	P-51B/C SPACE (3D Decal Set)
EX1036	P-51B/C framed canopy TFace (Mask)
EX1037	P-51B/C Malcolm Hood canopy TFace (Mask)
EX1038	P-51B/C US national insignia (Mask)

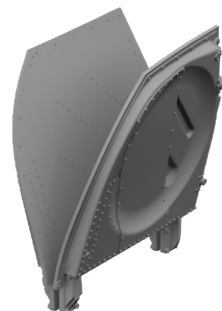
#648997



648997-LEPT1



#648994



#648992

#644268



#648986



#648987



#648988

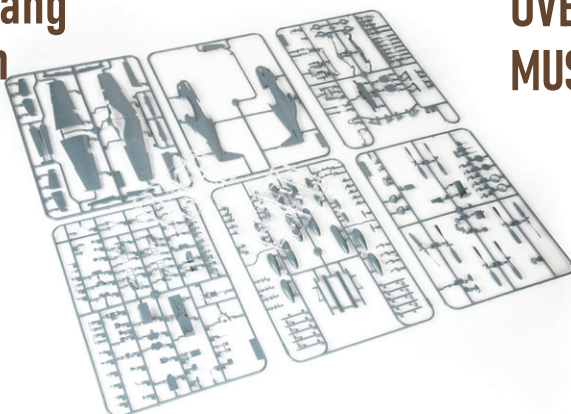


OVERTREES

#82107X

P-51B/C Mustang
w/o dorsal fin
1/48

Product page

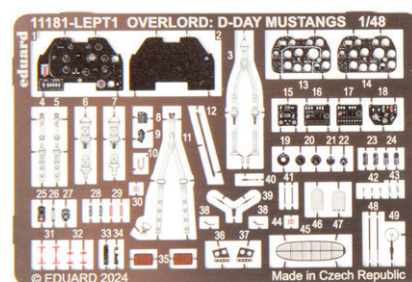


OVERLEPT

#11181-LEPT1

OVERLORD: D-DAY
MUSTANGS 1/48

Product page



Spitfire Mk.IXc late

1/48

#84199

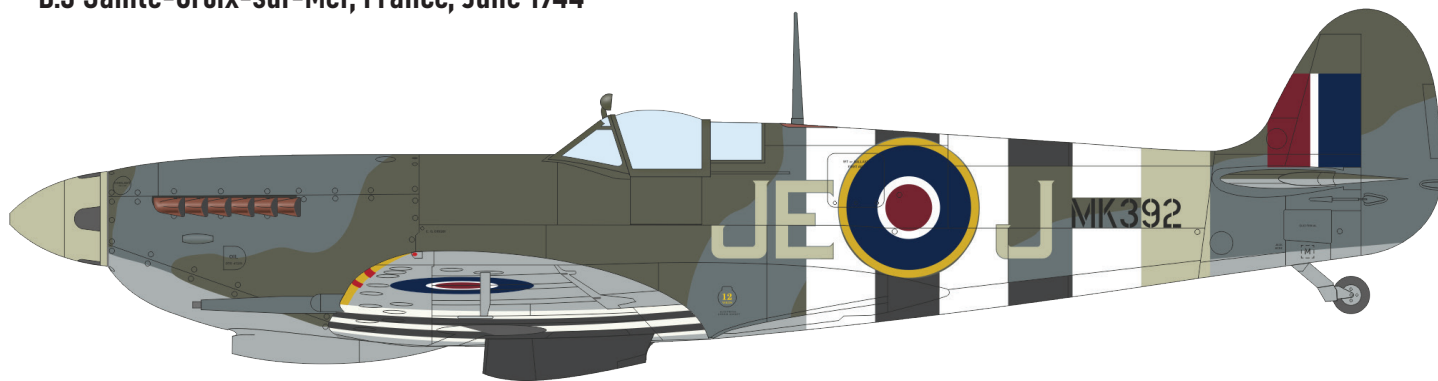
The Weekend edition kit of British fighter aircraft
Spitfire Mk.IXc late in 1/48 scale.

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

Product page



■ MK392, W/Cdr James E. Johnson, No. 144 Wing, RAF Ford, Great Britain / B.3 Sainte-Croix-sur-Mer, France, June 1944

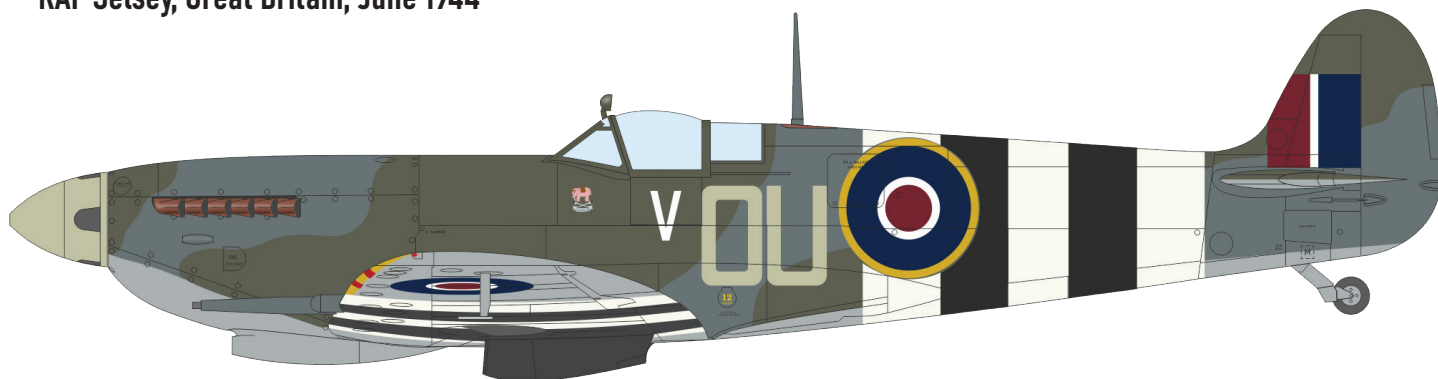


When W/Cdr "Johnnie" Johnson returned to combat operations in March 1944, he assumed command of the newly formed Canadian Spitfire No. 144 (RCAF) Wing (Nos. 441, 442 and 443 Squadron) operating as part of No. 83 Group, 2TAF (Second Tactical Air Force). Its new personal Spitfire was the MK392, sporting the stylized personal codes JE-J. During the intense air battles of Normandy, No. 144 Wing was one of the best fighter Wings in the 2TAF and became

the first Allied unit to have a permanent base in Europe (from June 12; forward airfield B.3 Sainte-Croix-sur-Mer). However, as part of a unit reorganization, No. 144 Wing was disbanded in mid-July and Johnson assumed command of No. 127 (RCAF) Wing. With his Spitfire MK392, he increased his number of kills by a further 12 aircraft, including four Bf 109s and eight Fw 190s, five of which he shot down during the June landings. During the Second World War,

James Edgar "Johnnie" Johnson DSO & Two Bars, DFC & Bar made over 700 operational combat sorties and attacked enemy aircraft on 57 occasions. He achieved 41 aerial victories, 34 solo and seven shared, three more shared probable, 10 damaged, three shared damaged and one destroyed on the ground. This score made him the most successful Allied fighter ace against the German Luftwaffe on the Western Front.

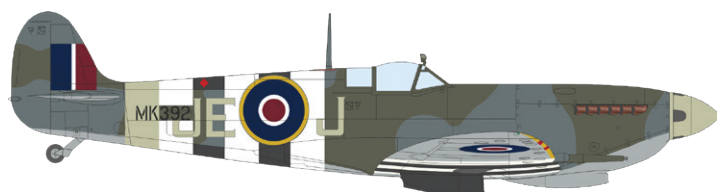
■ ML407, F/O John A. Houlton, No. 485 (New Zealand) Squadron, RAF Selsey, Great Britain, June 1944



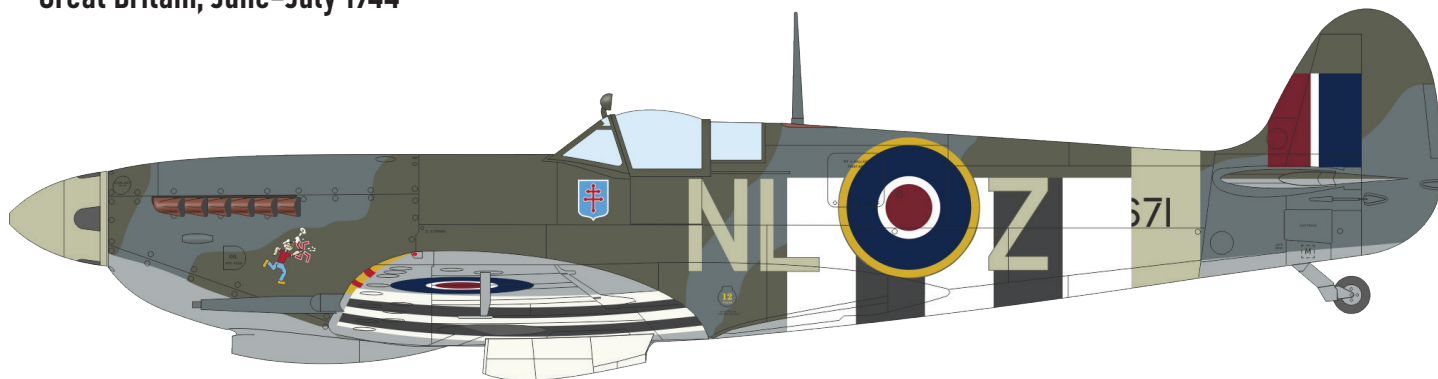
Spitfire serial number ML407 was built at Castle Bromwich as LF IXC and delivered on April 23, 1944, to No. 33 MU. Six days later ATA pilot Jackie Moggeridge flew it to No. 485 Sqdn (RNZAF), with which it commenced operational service with the codes OU-V as F/O Johnnie Houlton's personal aircraft. The ML407 was reconfigured to the Mk.IX version while serving with No. 485 Sqdn and Houlton shot down two Bf 109s and damaged one during the June invasion days. In all, he shot down seven aircraft during his

wartime career, two of them shared. The aircraft itself served with six squadrons of 2TAF (Nos. 341, 308, 349, 345 and 332 Squadron) during World War II, flew 176 combat sorties during which it logged 319 hours and the pilots in its cockpit shot down four aircraft and damaged one. After the end of the war, ML407 had an eventful career. In 1950 it was converted to one of six Type 509 (T Mk.IX) two-seat trainers for the Irish Air Corps, where it served until July 8, 1960. It was stored in disassembled condition from 1962 to 1968 and

sold for use in the film "The Battle of Britain" (although it did not appear in the film). In August 1979 the aircraft was purchased by Nick Gracee and, after refurbishment, was flown under the registration G-LFIX on April 16, 1985. After Nick Gracee's untimely death in a car crash in October 1988, ML407 was operated by his wife Carolyn, who sadly, like her husband, was tragically killed in a car crash in 2022. Today the aircraft is based at Duxford where it still flies in the period colors of No. 485 Squadron as OU-V.



**■ MJ671, Cpt. Michael Boudier, No. 341 Squadron, RAF Selsey,
Great Britain, June–July 1944**

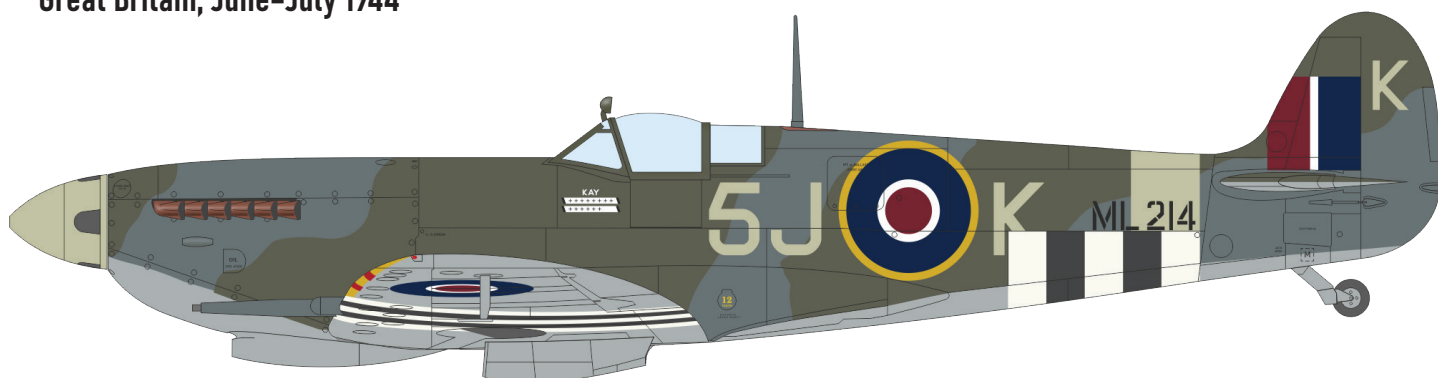


No. 341 Squadron was under the command of Capt. Michael Boudier as part of No. 145 (Free French) Wing operating with 2TAF from Merson Airfield with Spitfire Mk.IXC aircraft. With seven kills achieved in the ranks of Nos. 340 and 341 Squadron between 1942 and 1943, Boudier was by then a well-known fighter ace. Spitfire MJ671, which Boudier flew regularly from February 19, 1944, sported his personal emblem, a drawing of Popeye the Sailor smashing a swastika with his

fist on the left side of the engine cowling. With the MJ671, Boudier participated in all pre-invasion and invasion actions of the Wing. His fateful day was July 9, 1944, when No. 341 Squadron clashed with Luftwaffe fighters. Boudier, flying a reserve aircraft, shot down a Bf 109 in the ensuing battle, but the next moment his own aircraft was accidentally shot down by an American P-47 pilot. Boudier was rescued by parachute and, although wounded in the leg, managed to evade German

patrols, and walk 14 kilometers before contacting the Resistance. Three weeks later, however, he was arrested by the Gestapo in Rouen. He was imprisoned in poor conditions and sentenced to death after three months. However, his resolute and military attitude impressed the Germans, and he was eventually imprisoned in Germany, where he was liberated on April 29, 1945.

**■ ML214, S/Ldr John A. Plagis, No. 126 Squadron, RAF Harrowbeer,
Great Britain, June–July 1944**



John Agorastos "Johnny" Plagis was the most successful Greek pilot of the Second World War. His greatest successes came during the defense of the island of Malta in 1942, where he was one of the first Spitfire pilots to take off from HMS Eagle on March 6, 1942. In June he became Squadron Leader of No. 185 Squadron and scored 12 kills during the fighting over Malta. After returning to Britain and recovering, he became Squadron Leader of No. 64 Squadron in April 1943. In mid-June 1944 he took command of No. 126

Squadron and during the invasion days of July and August he scored his last three confirmed kills. His personal Spitfire Mk.IXC ML214 5J-K, which he flew with No. 126 Squadron, bore, like his previous Spitfires, his sister Kay's name under the front plate, the symbols of kills and the narrow invasion stripes intended for high-altitude fighter aircraft. No. 126 Squadron was formed in Malta in June 1941 by renumbering No. 46 Squadron. The squadron operated in Malta during the Axis offensives of late 1941 and

1942. In 1943 it continued to support the invasion of Sicily and for the rest of the year performed defensive duties with the Coastal Air Force. In April 1944 came the move to the UK where the unit, fully rearmed with Spitfires Mk.IXC, joined the ADGB, where it gradually became part of the wings from Culmhead, Harrowbeer and Bradwell Bay. In December, No. 126 Squadron moved to Bentwaters, where it became part of the Wing of long-range Mustangs, to which the unit was subsequently rearmed.

Recommended: for Spitfire mk.IXc late 1/48

49639	Spitfire Mk.IXC (PE-Set)	648113	Spitfire Mk.IX gun bay (Brassin)
49674	Spitfire Mk.IXc late Weekend (PE-Set)	648306	Spitfire Mk.IX top cowl late (Brassin)
FE840	Spitfire Mk.IX seatbelts STEEL (PE-Set)	648748	Spitfire Mk.IX landing flaps PRINT (Brassin)
644008	Spitfire Mk.IX late LööK (Brassin)	3DL48029	Spitfire Mk.IXc late version SPACE (3D Decal Set)
648100	Spitfire Mk.IX cockpit (Brassin)	EX413	Spitfire Mk.IXc Weekend (Mask)
648112	Spitfire Mk.IX engine (Brassin)		

Spitfire Mk.IXc late

1/72

#7473

The Weekend edition kit of British fighter aircraft
Spitfire Mk.IXc late in 1/72 scale.

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

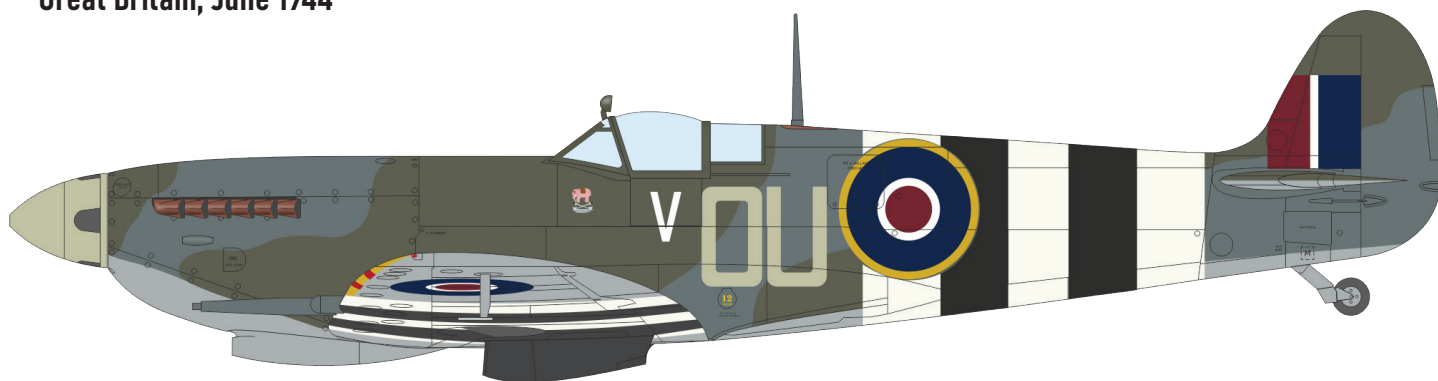
[Product page](#)


7473-OBT1 Spitfire Mk.IXc late

Made in Czech Republic © 2024

eduard

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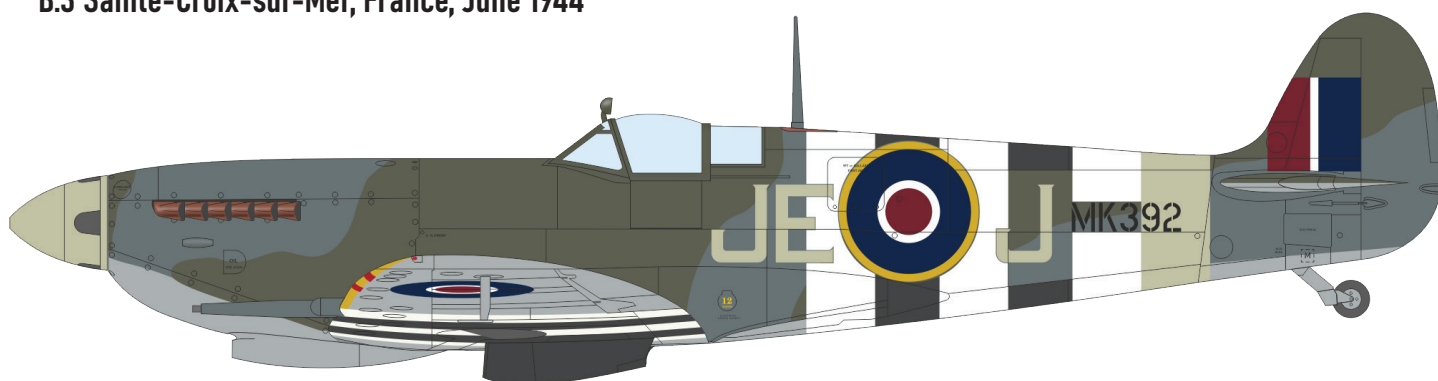


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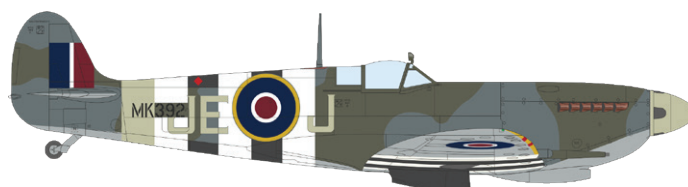
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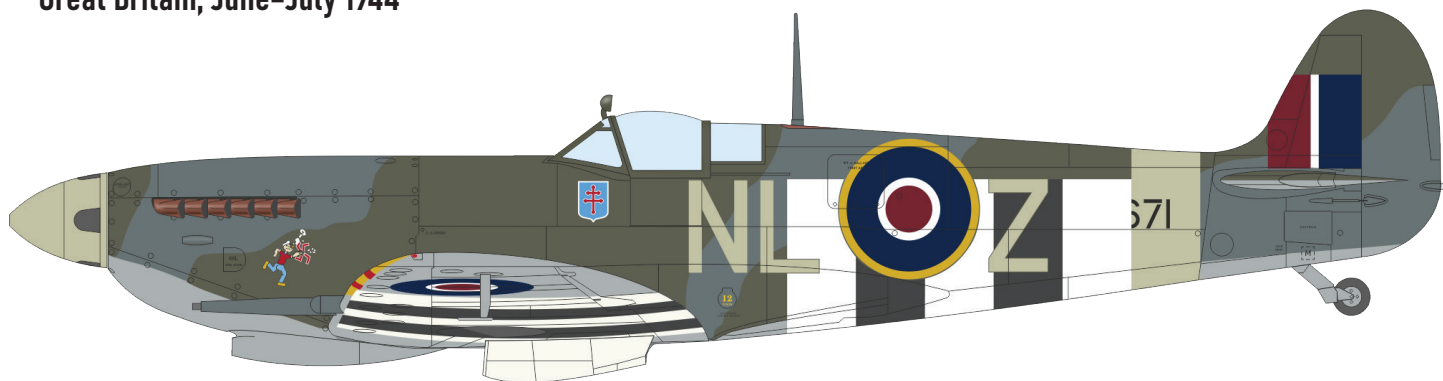
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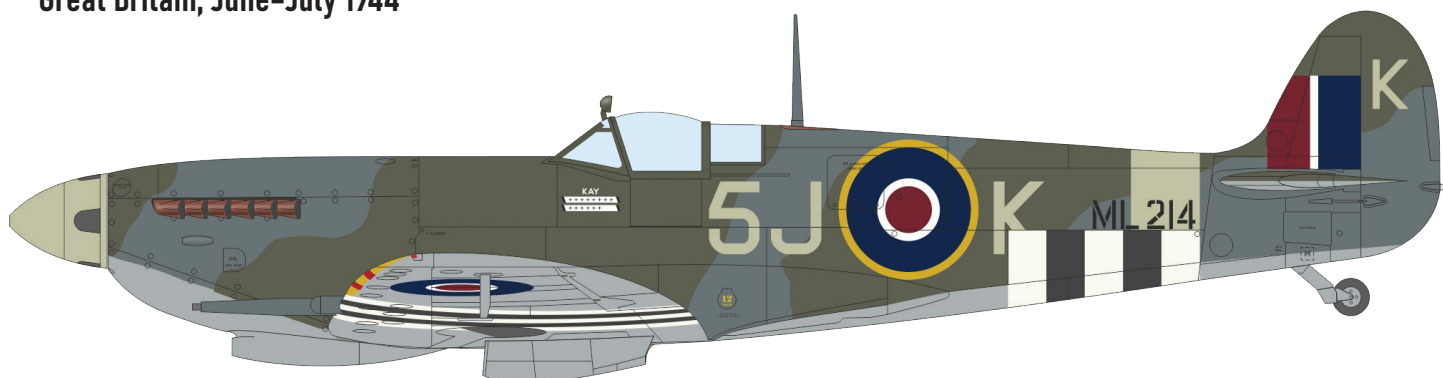


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Recommended: for Spitfire mk.IXc late 1/72

SS597 Spitfire Mk.IX seatbelts STEEL (Pe-Set)
SS651 Spitfire Mk.IX radiator grilles (Pe-Set)
672112 Spitfire Mk.IX cockpit (Brassin)
672124 Spitfire Mk.IX top cowl late (Brassin)
672126 Spitfire Mk.IX engine (Brassin)
672134 Spitfire Mk.IX legs BRONZE (Brassin)

3DL72015 Spitfire Mk.IXc SPACE (3D Decal Set)
CX454 Spitfire Mk.IX (Mask)

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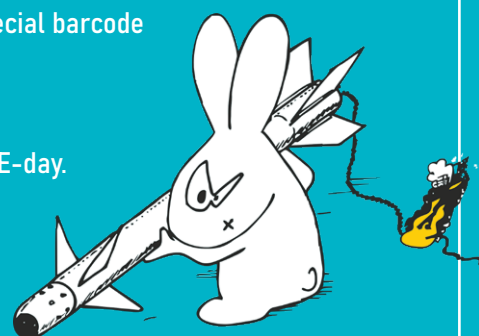
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Free entry fee on E-day – you will not have to pay a penny to visit Eduard's E-day. That means lot of fun at E-day for two days and entry kit, absolutely free!

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

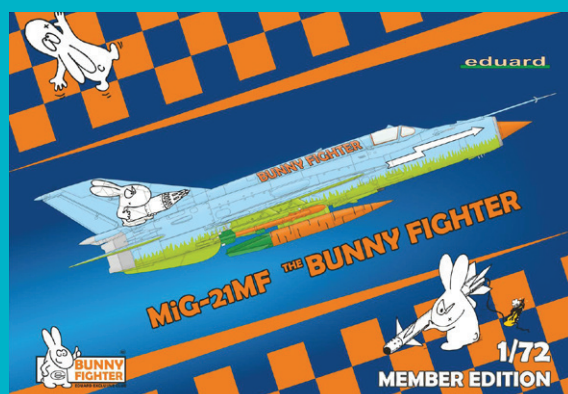


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Activation products:

MiG-21MF + T-shirt 1/72

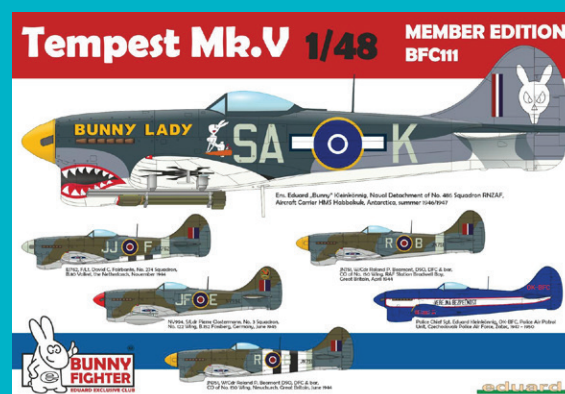


BOX CONTENT:

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



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

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

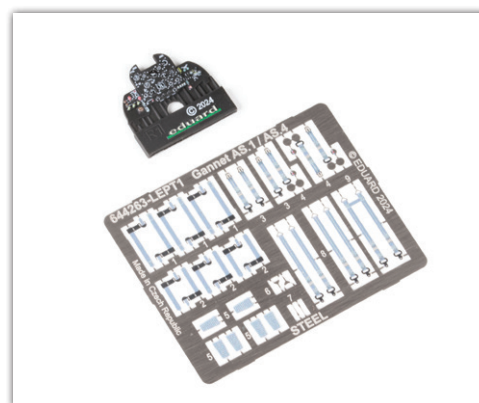
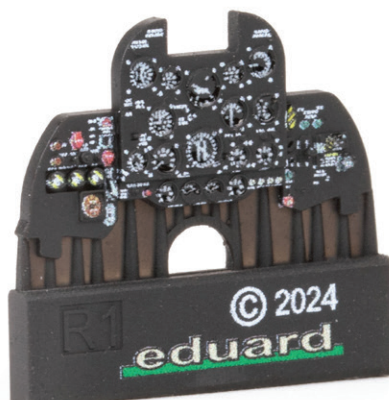
644263

Gannet AS.1/AS.4 LööK**1/48 Airfix**

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

Set contains:

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

[Product page](#)


LööK

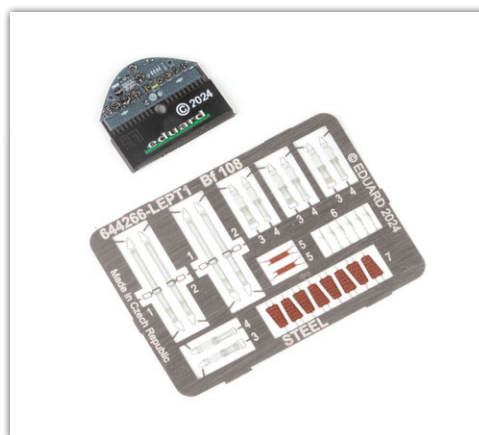
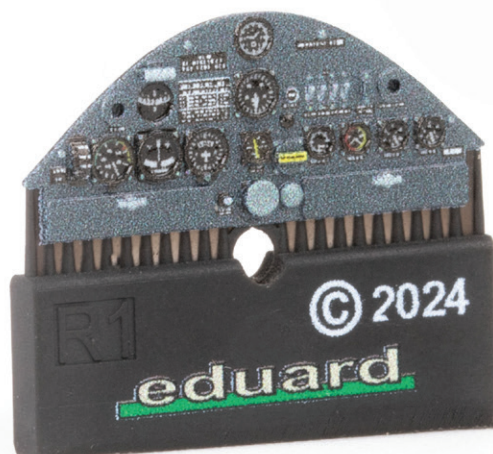
644266

Bf 108 LööK**1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109 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

644267

P-51B/C LööK

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-51B and P-51C in 1/48 scale.

Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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

Product page



LööK

644243

Fw 190A-7 LööKplus

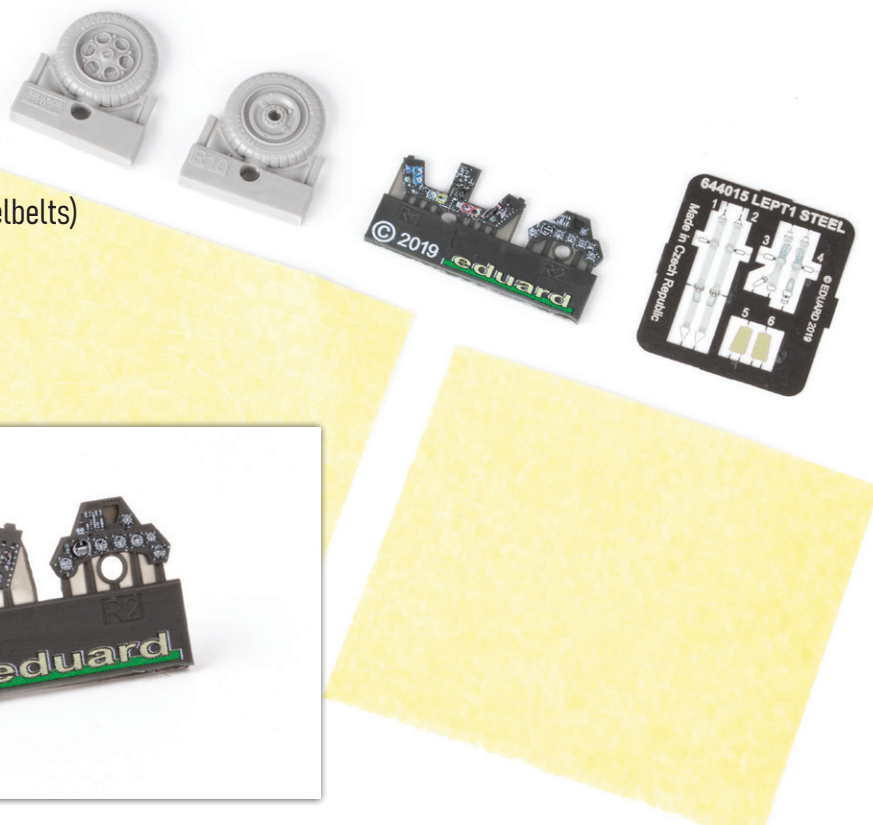
1/48 Eduard

Collection of 3 sets for Fw 190A-7 in 1/48 scale.

Recommended kit: Eduard

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

Product page



LööK+

644267

F-35B LööKplus

1/48 Tamiya

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

Recommended kit: Tamiya

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

[Product page](#)



674006

Bf 109G-6 LööK

1/72 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-6 in 1/72 scale.

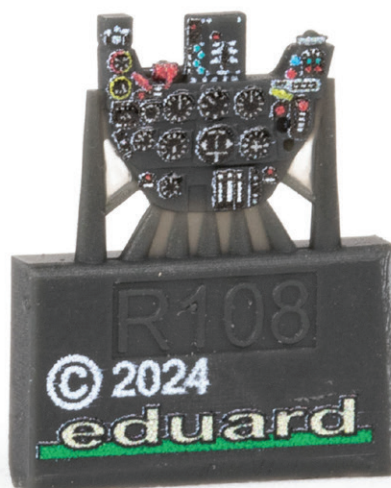
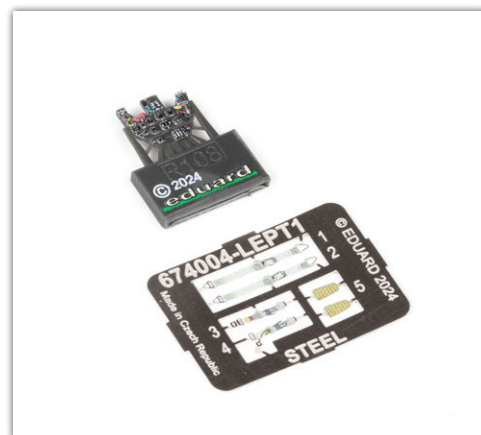
Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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

[Product page](#)



674007

Bf 109F LööK

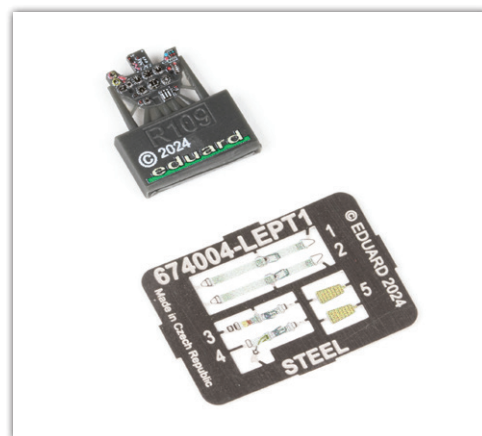
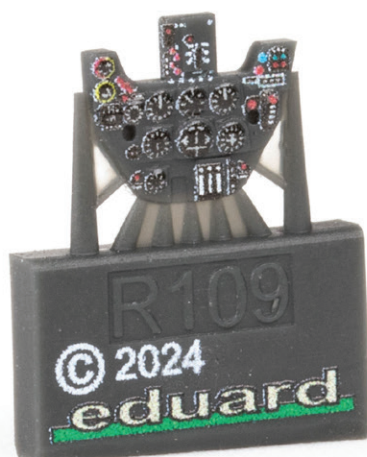
1/72 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109F 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

Product page



LööK

648972

F-16C Block 52 till 1996 cockpit PRINT

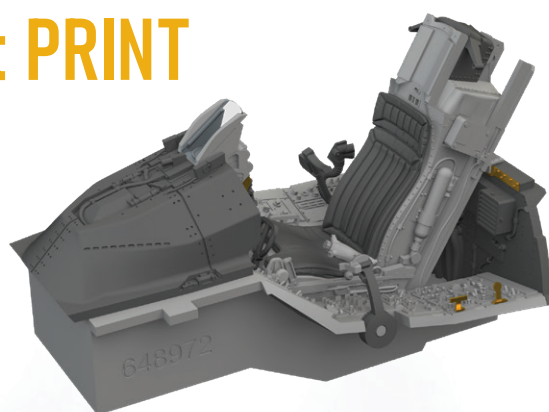
1/48 Kinetic

Brassin set - a cockpit for F-16C Block 52 (pre-1996 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

Product page



648973

F-16C Block 52 from 1997 cockpit PRINT

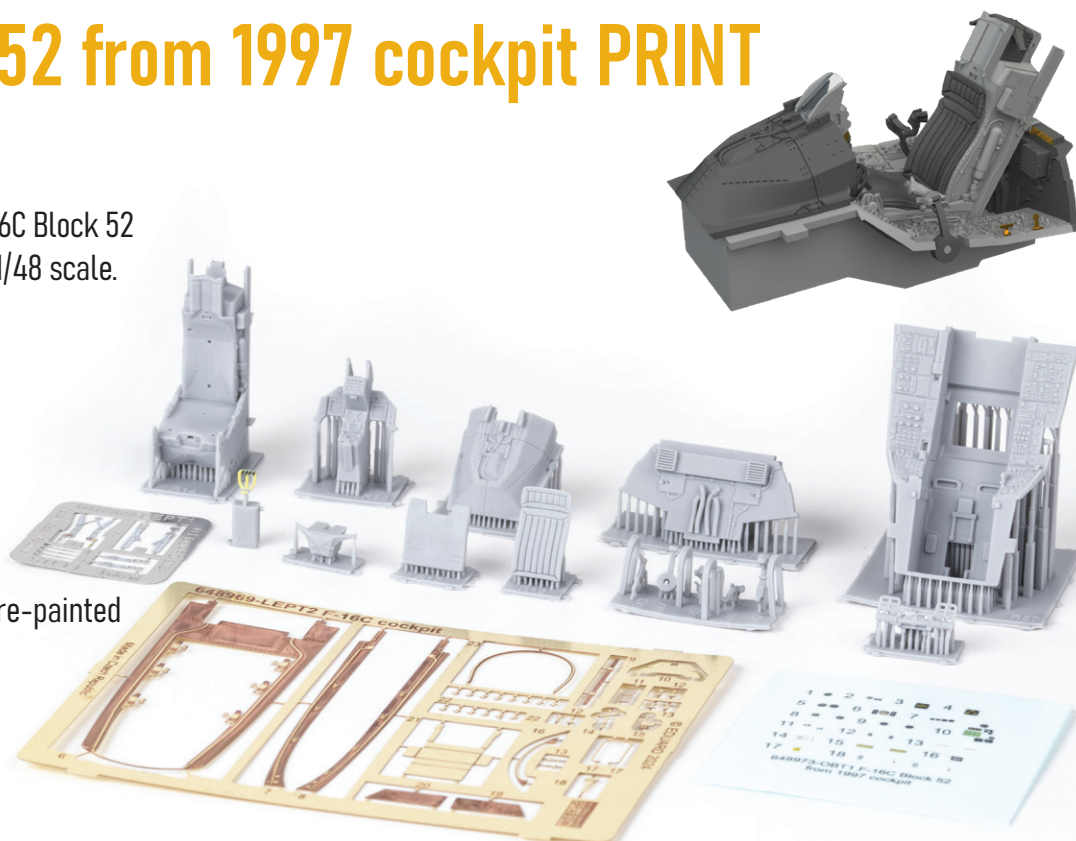
1/48 Kinetic

Brassin set - a cockpit for F-16C Block 52 (1997 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

[Product page](#)



648984

F-16C wheel bays late PRINT

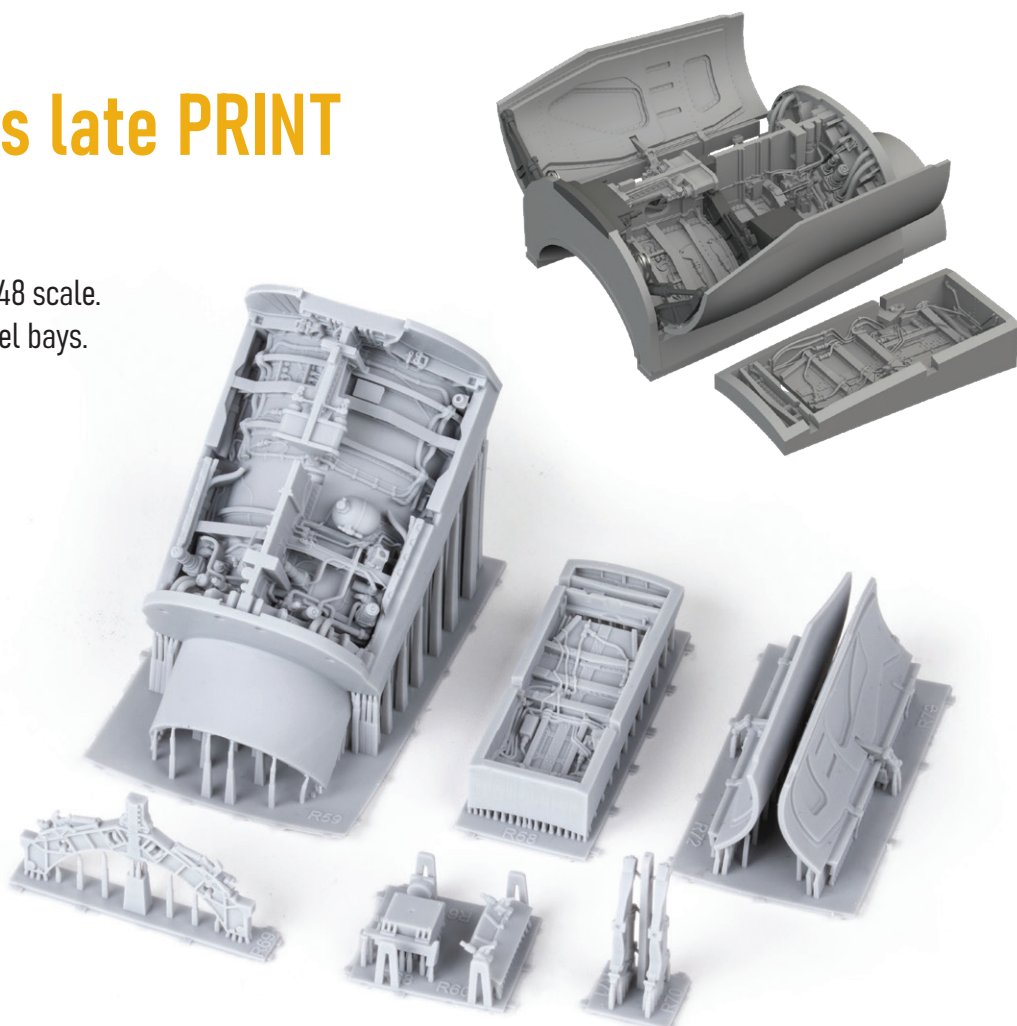
1/48 Kinetic

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

[Product page](#)



648986

P-51B/C wheels diamond tread

1/48 Eduard

Brassin set - the undercarriage wheels for P-51B or P-51C in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)

648987

P-51B/C wheels oval tread

1/48 Eduard

Brassin set - the undercarriage wheels for P-51B or P-51C in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


648988

P-51B/C wheels cross tread

1/48 Eduard

Brassin set - the undercarriage wheels for P-51B or P-51C in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


648992

P-51B/C exhaust stacks

1/48 Eduard

Brassin set - exhaust stacks for P-51B or P-51C in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


648993

P-51B/C exhaust stacks w/fairing

1/48 Eduard

Brassin set - exhaust stacks for P-51B or P-51C
 in 1/48 scale. Made by direct 3D printing.
 Easy to assemble, replaces plastic parts.
 Recommended kit: Eduard

Set contains:

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

[Product page](#)

648994

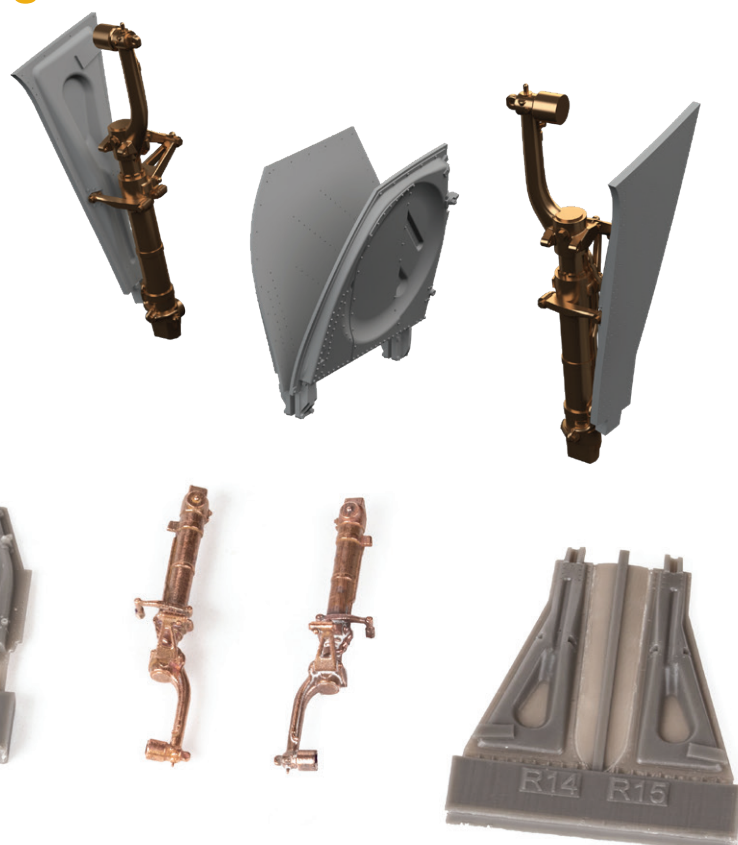
P-51B/C undercarriage legs BRONZE

1/48 Eduard

Brassin set - the undercarriage legs for P-51B
 or P-51C in 1/48 scale. The legs are made of bronze.
 Recommended kit: Eduard

Set contains:

- resin: 4 parts
- bronze: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no


[Product page](#)

648995

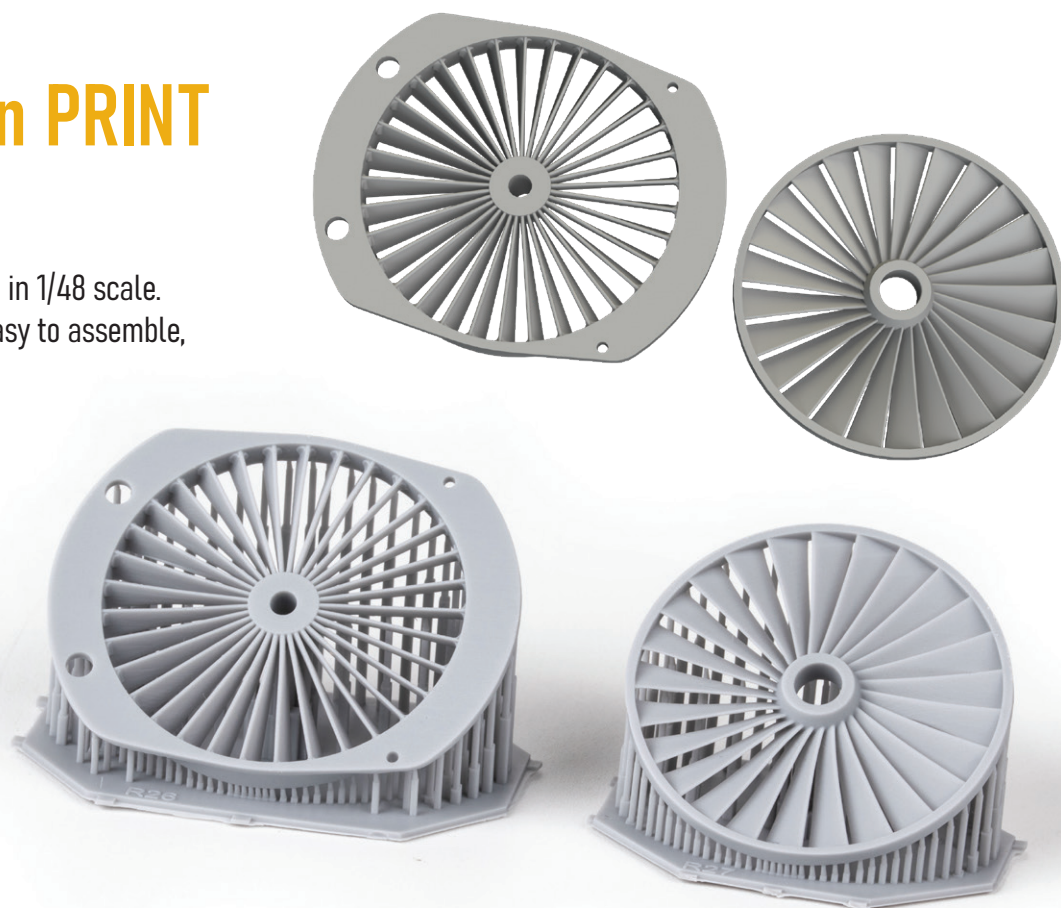
F-35B lift fan PRINT

1/48 Tamiya

Brassin set - lift fan 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: 2 parts
- decals: yes
- photo-etched details: no
- painting mask: no

[Product page](#)


648996

Gannet wheels

1/48 Airfix

Brassin set - the undercarriage wheels for Gannet
in 1/48 scale. The set consists of the main wheels
and a nose wheels. Easy to assemble, replaces plastic
parts. Made by direct 3D printing.
Recommended kit: Airfix

Set contains:

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

[Product page](#)


648997

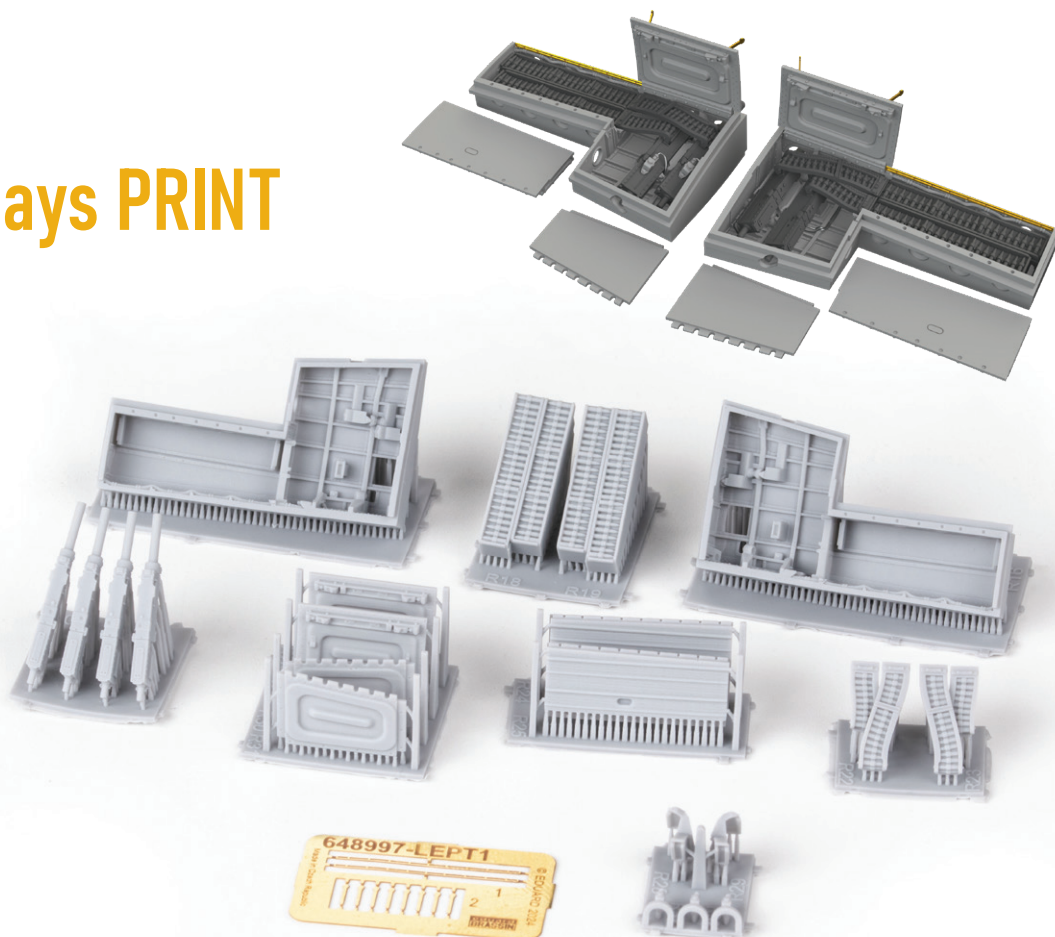
P-51B/C gun bays PRINT

1/48 Eduard

Brassin set - gun bays for P-51B or P-51C in 1/48 scale. The set consists of gun bays for both wings. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 20 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)

6481002

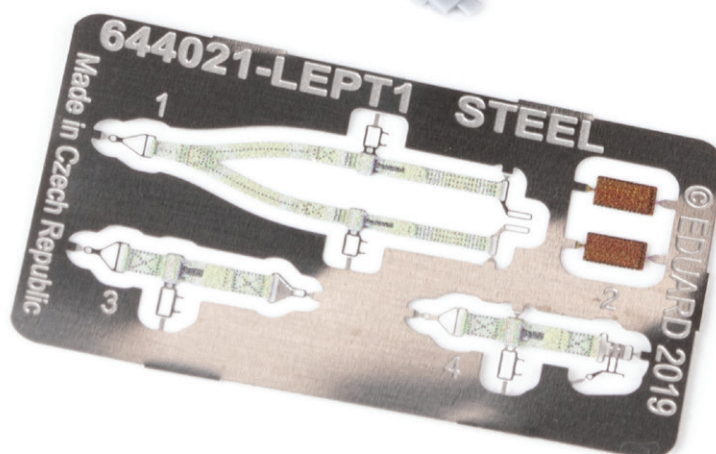
P-51B/C seat Type 1 PRINT

1/48 Eduard

Brassin set - pilot seats for P-51B or P-51C in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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


[Product page](#)

672357

L-39 ejection seats PRINT

1/72 Eduard

Brassin set - ejection seat for L-39 in 1/72 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts.
Recommended kit: Eduard

Set contains:

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

Product page



SEVEN TEAMS - ONE GOAL IRON BUNNY 2024

„JEDEME DÁL“

VIII. ROČNÍK

POHODOVÉHO ZÁVODU

V

EXTRÉMNÍM
MODELAŘENÍ
DRUŽSTEV

PROBÍHAJÍCÍHO POD ZÁŠTITOU

BUNNY FIGHTER CLUBU

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



„LET'S CONTINUE“

VIII. SEASON

OF THE HOMELY COOL RACE

IN

TEAM
EXTREME
SCALE-MODELLING

ONGOING UNDER
THE AUSPICES OF THE

BUNNY FIGHTER CLUB

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

MAIN PARTNER:



PARTNERS:

TECAM
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SPECIAL THANKS TO:



INFO:



1/72 GUSTAV Pt.2

The famous WWII German fighter Bf 109G-6 and G-14 in the service with German, Finnish, Italian and Hungarian units all over Europe

#2145

- ✦ The premiere of the new Eduard design and tooling
- ✦ Photo-etched and pre-painted parts for the finest detail
- ✦ Die cut masks for easy painting
- ✦ Decals for 10 marking options

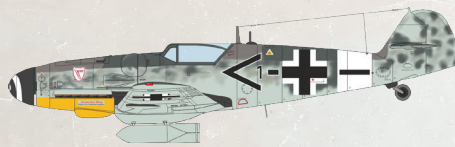
Option to purchase a separate set of Overtrees plastic parts., #70160X

www.eduard.com

APRIL RELEASE



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

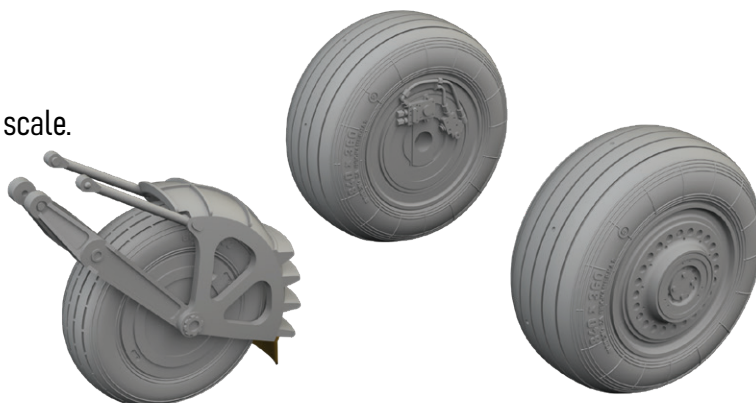
SIN648125

Su-25**1/48 Zvezda**

Collection of 5 sets for Su-25 in 1/48 scale.

Recommended kit: Zvezda

- ejection seat
- wheels
- gun muzzle
- slats & landing flaps
- air brakes (early type)



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

[Product page](#)

SIN67223

Bf 109G-6

1/72 Eduard

Collection of 6 sets for Bf 109G-6 in 1/72 scale.
Recommended kit: Eduard

- cockpit
- engine
- undercarrigae legs BRONZE
- propeller
- undercarriage wheels
- radio compartment

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

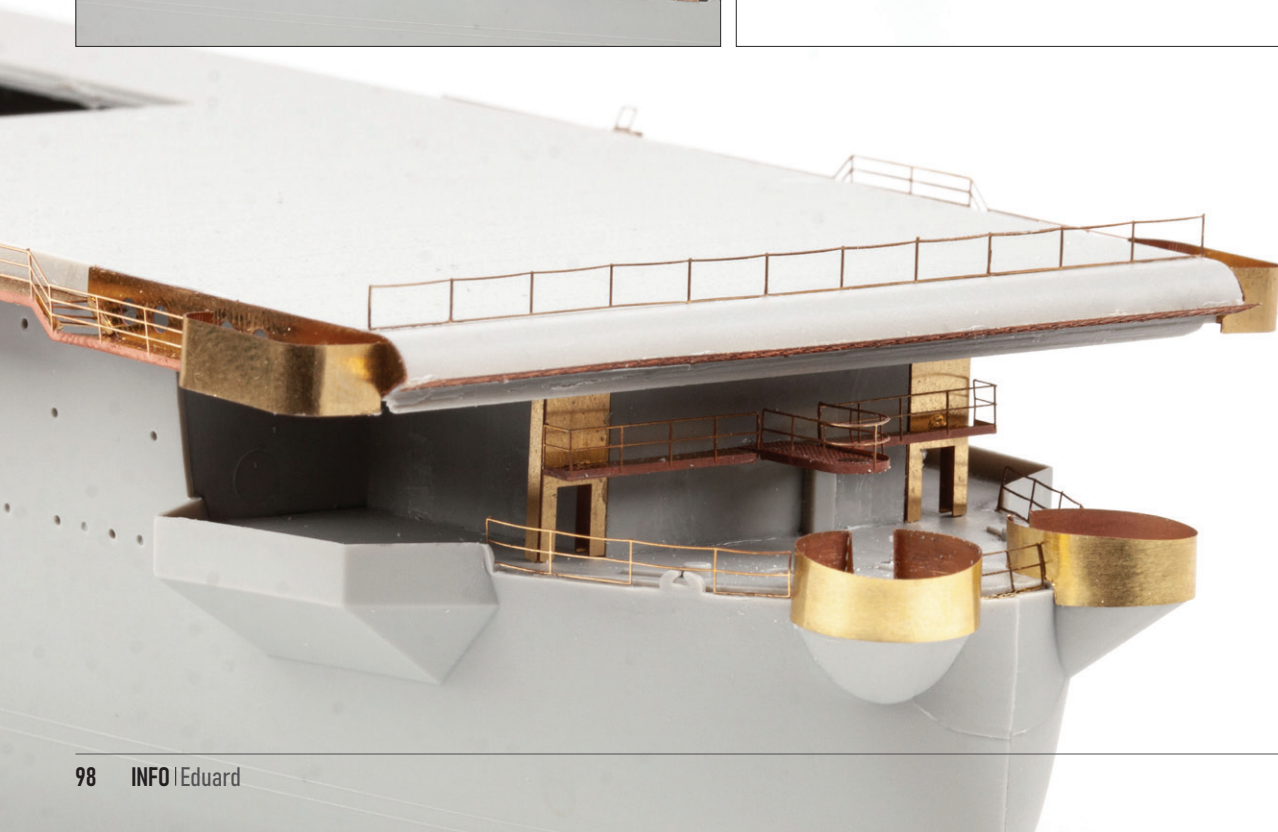
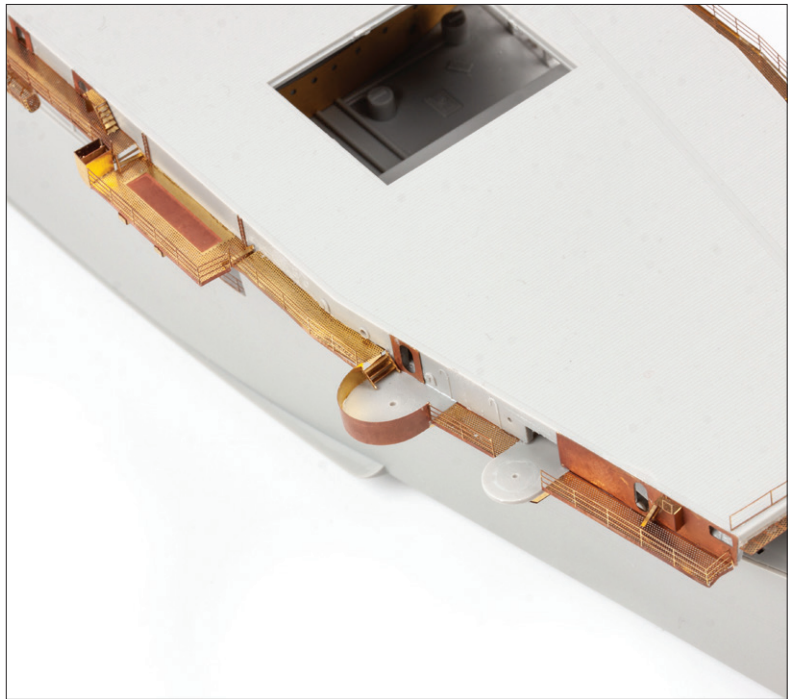
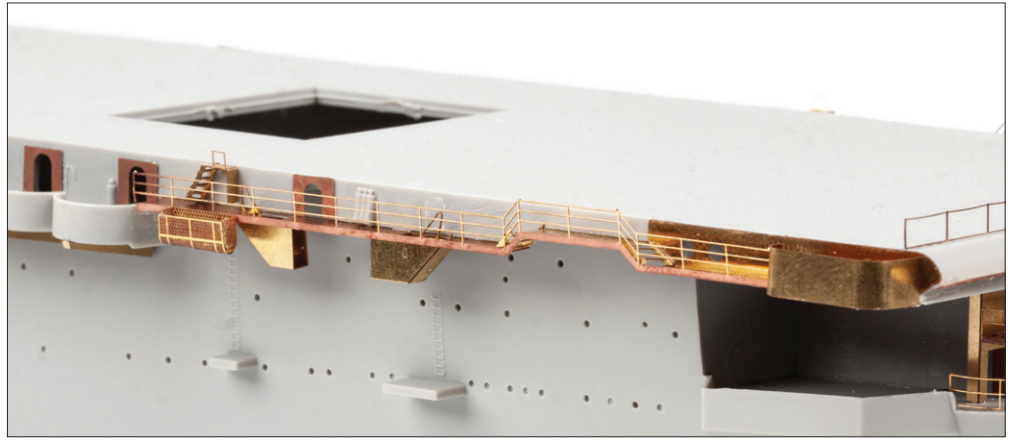
Product page

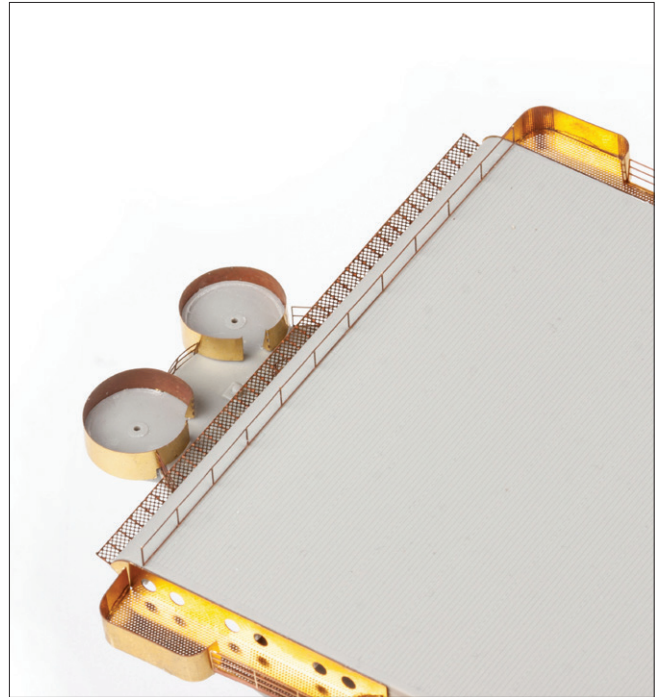


USS Sangamon CVE-26

1/350 Trumpeter

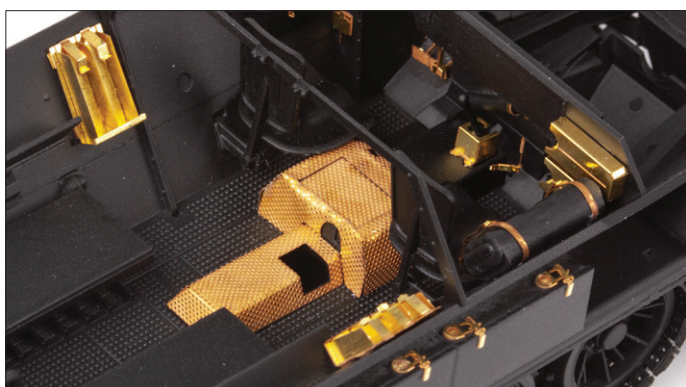
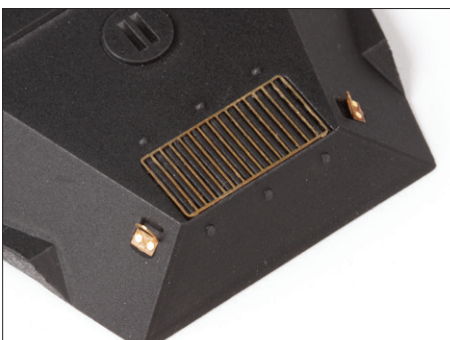
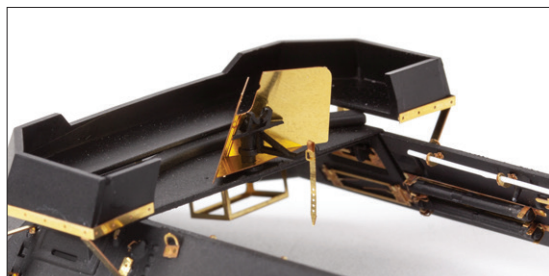
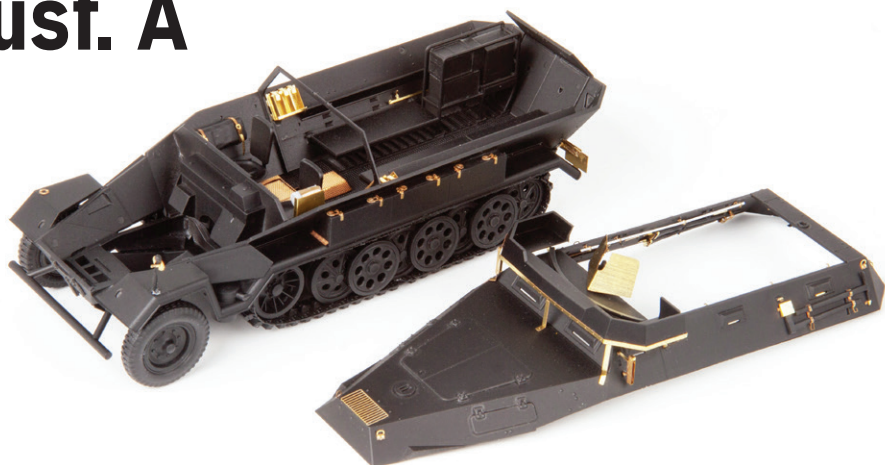
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Sd.Kfz. 251/18 Ausf. A

1/35 ICM #36518



FM-1

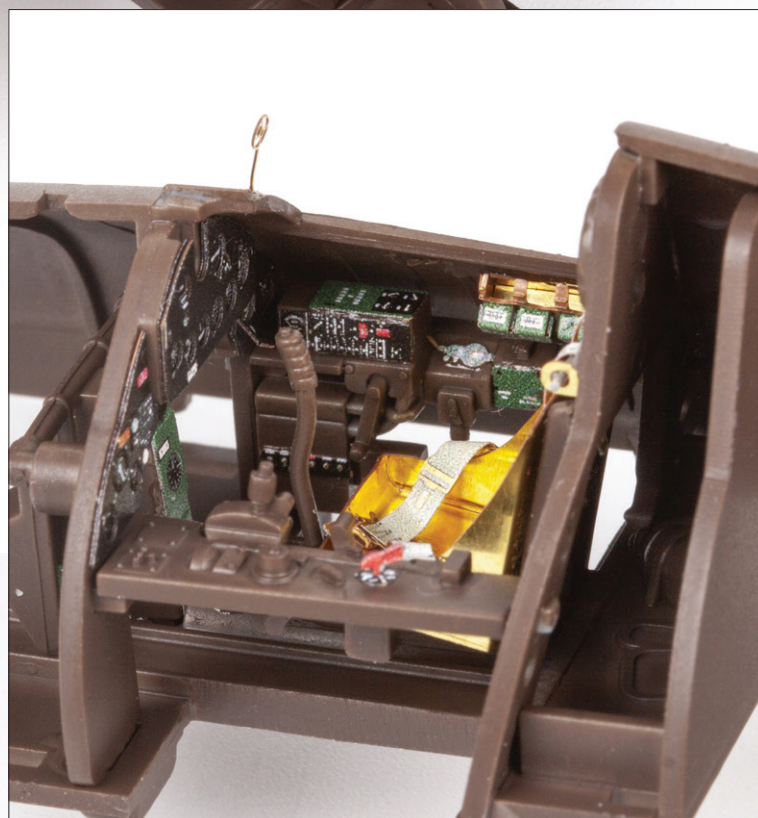
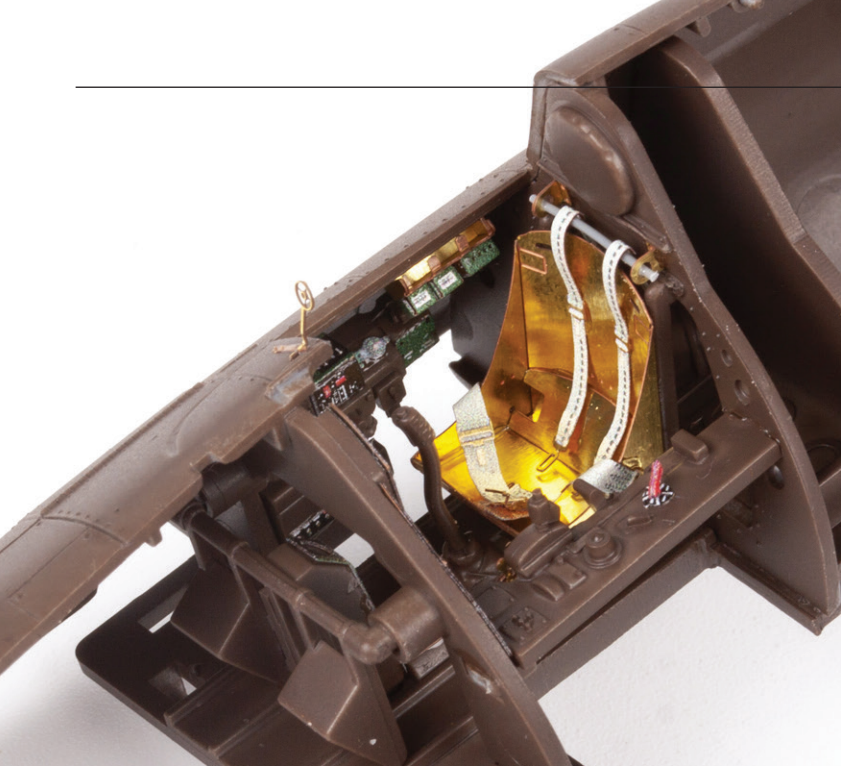
1/48 Tamiya

#481137

#491443

#FE1443

#FE1444



MC.200

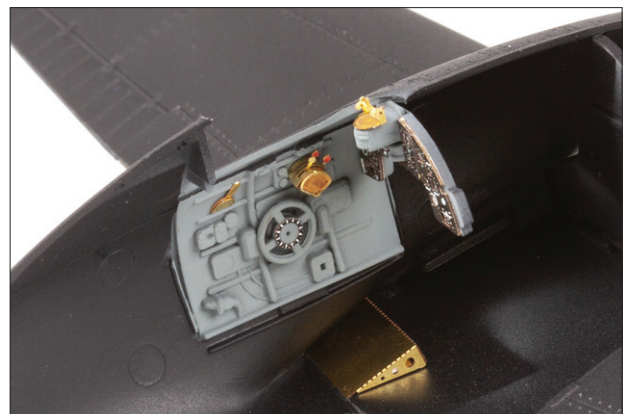
1/48 Italeri

#481138

#491447

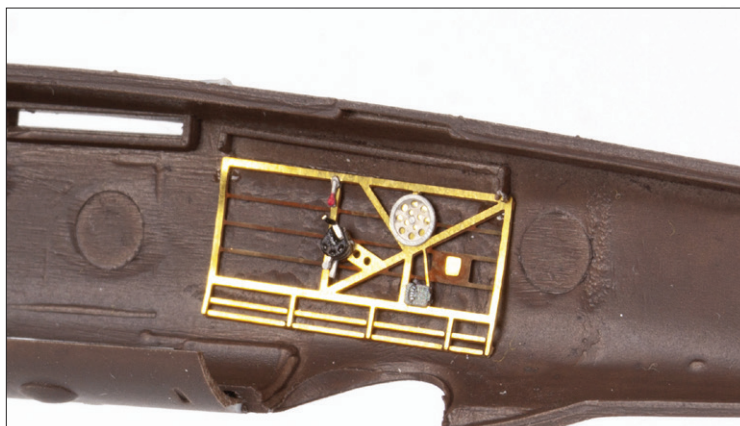
#FE1447

#FE1448





CR.32
 1/72 Italeri
 #73823
 #SS823



B-17



ACCESSORIES | BACK ON RACK

eduard

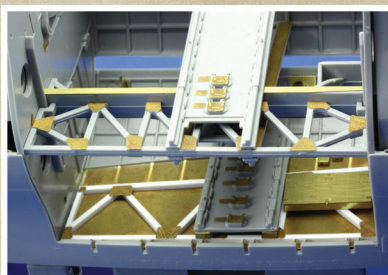
HKM 1/32

B-17E/F

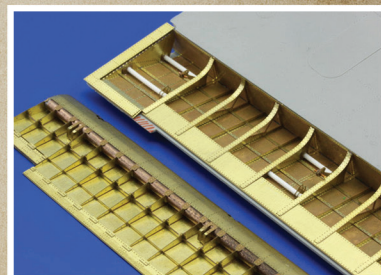
JX197	B-17E
JX198	B-17F
32397	B-17E/F ENGINES
32398	B-17E/F LANDING FLAPS
32399	B-17E/F UNDERCARRIAGE
32400	B-17E/F BOMB BAY
32401	B-17E/F EXTERIOR
32790	B-17 PLACARDS
32796	B-17 SEATBELTS FABRIC
32897	B-17E/F SEATBELTS STEEL
32899	B-17E/F BOMB RACK
32900	B-17E/F INTERIOR
32901	B-17E/F FRONT INTERIOR
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

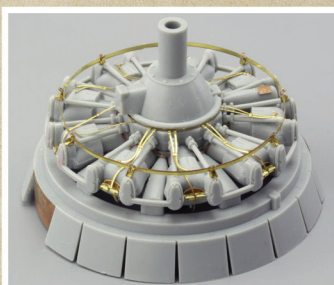
JX155	B-17G
32336	B-17G BOMB BAY
32337	B-17G LANDING FLAPS
32338	B-17G ENGINES
32340	B-17G EXTERIOR
32342	B-17G UNDERCARRIAGE
32764	B-17G SEATBELTS
32774	B-17G INTERIOR
32775	B-17G FRONT INTERIOR
32779	B-17G RADIO COMPARTMENT
32780	B-17G WAIST SECTION
32782	B-17G BOMB RACK
32790	B-17 PLACARDS
32796	B-17 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



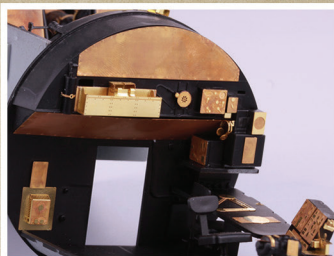
32337 B-17G LANDING FLAPS



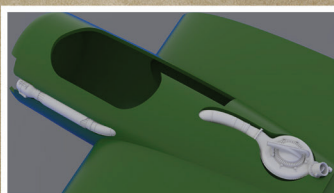
32338 B-17G ENGINES



32774 B-17G INTERIOR



32901 B-17E/F FRONT INTERIOR



632033 B-17 SUPERCHARGERS



32903 B-17F WAIST SECTION



632027 B-17G ENGINE NO.1

HKM 1/48

B-17F

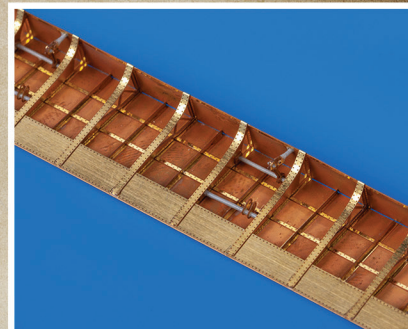
EX777	B-17F
EX778	B-17F TFACE
481052	B-17F ENGINES
481053	B-17F LANDING FLAPS
481054	B-17F UNDERCARRIAGE & EXTERIOR
481056	B-17F AMMO FEED CHUTES
491180	B-17F COCKPIT
491181	B-17F NOSE INTERIOR
491182	B-17F RADIO COMPARTMENT
491183	B-17F WAIST SECTION
491184	B-17F BOMB BAY
491201	B-17F WOODEN FLOORS & 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

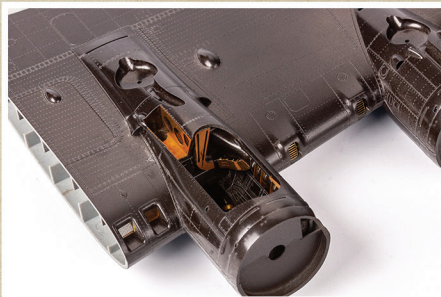
EX678	B-17G
EX687	B-17G ANTIGLARE PANELS (DL & BO PROD.)
EX688	B-17G ANTIGLARE PANELS (VE PROD.)
EX822	B-17G TFACE
481005	B-17G ENGINES
481010	B-17G LANDING FLAPS
481011	B-17G UNDERCARRIAGE & EXTERIOR
481012	B-17G AMMO FEED CHUTES
491057	B-17G COCKPIT
491058	B-17G RADIO COMPARTMENT
491061	B-17G NOSE 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



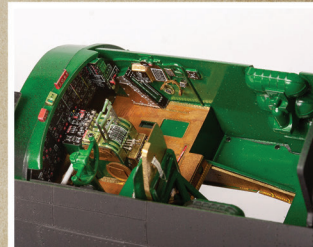
481052 B-17F ENGINES



481053 B-17F LANDING FLAPS



481054 B-17F UNDERCARRIAGE & EXTERIOR



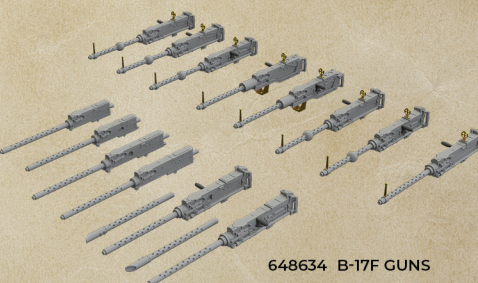
491057 B-17G COCKPIT



644103 B-17F LÖÖK



491058 B-17G RADIO COMPARTMENT



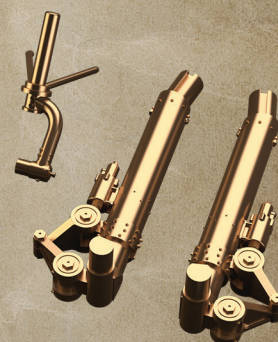
648634 B-17F GUNS



648529 B-17 WHEELS



491062 B-17G WAIST SECTION



648540 B-17G UNDERCARRIAGE LEGS BRONZE



648643 B-17 WHEELS BLOCK TREAD



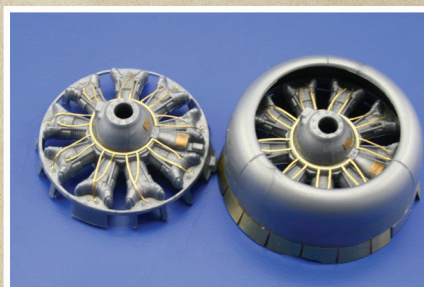
648645 B-17 WHEELS RHOMBOID TREAD

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



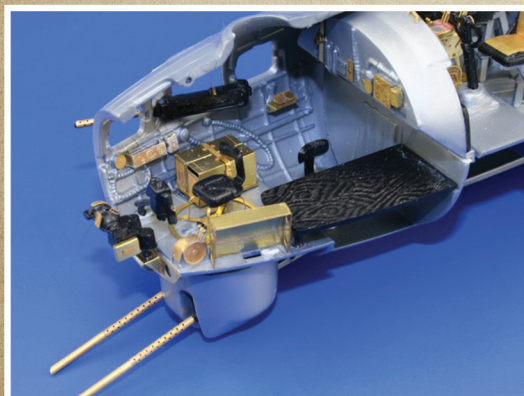
48528 B-17G LANDING FLAPS



48534 B-17G ENGINES



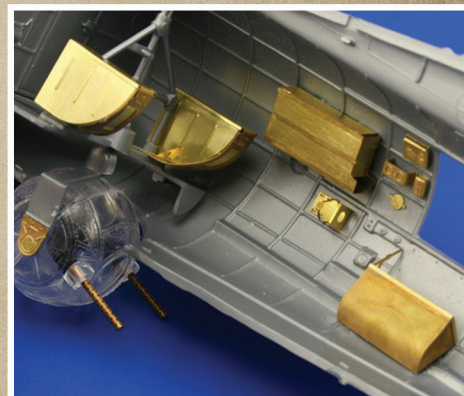
49337 B-17G COCKPIT INTERIOR



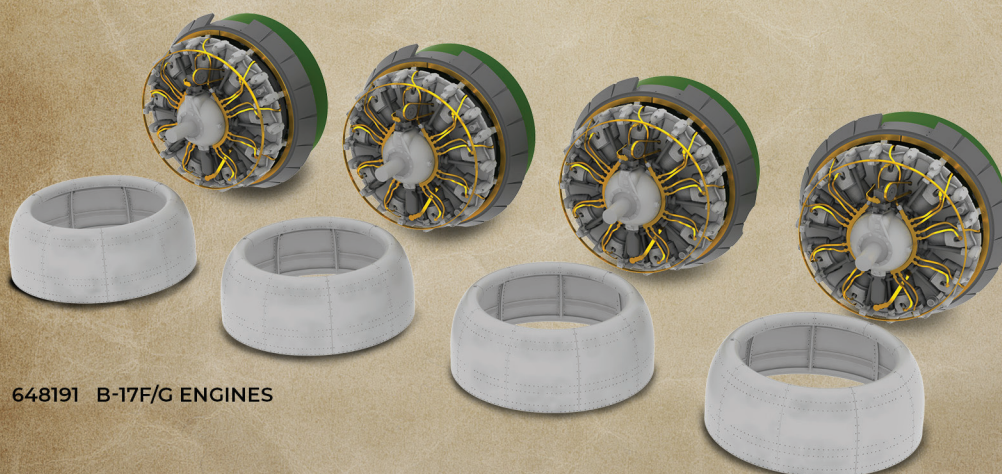
49360 B-17G NOSE INTERIOR



49361 B-17G MID SECTION



49362 B-17G REAR INTERIOR



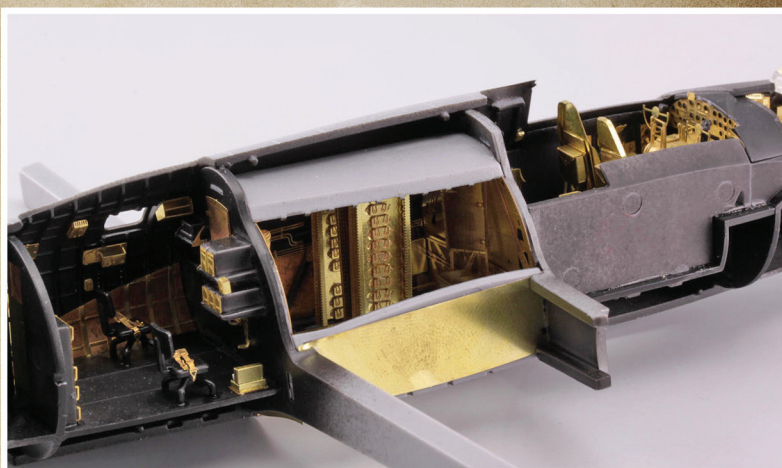
648191 B-17F/G ENGINES



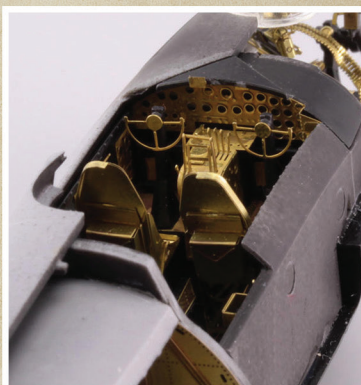
648078 B-17 WHEELS

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



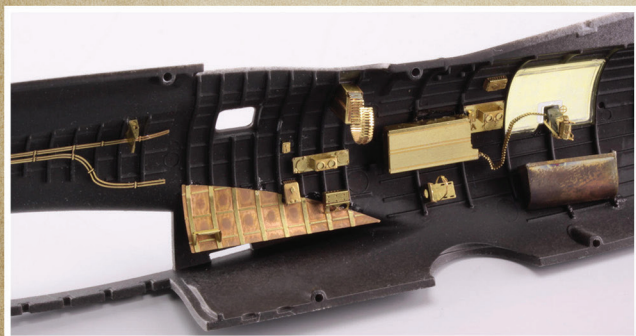
72630 B-17G BOMB BAY



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

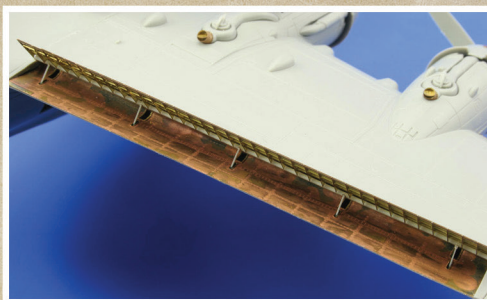
Revell 1/72

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



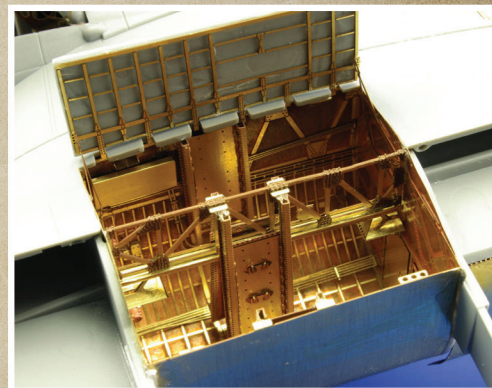
72514 B-17G LANDING FLAPS



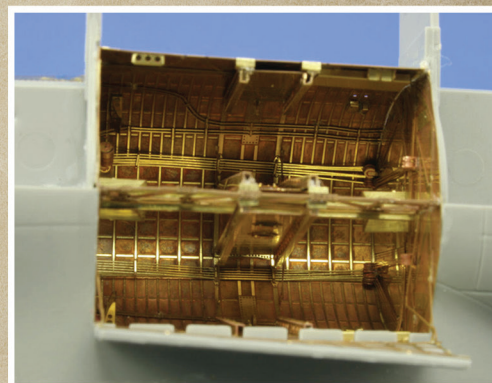
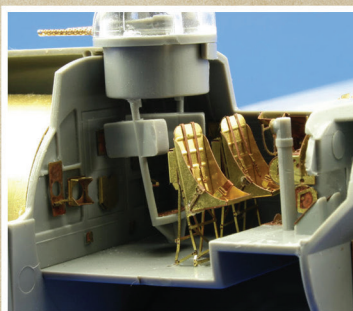
72515 B-17G EXTERIOR



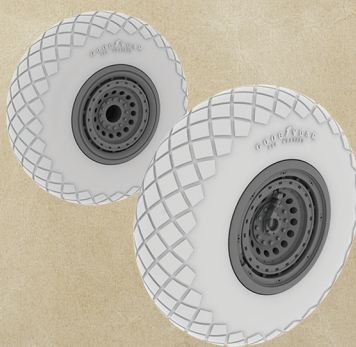
73376 B-17G INTERIOR



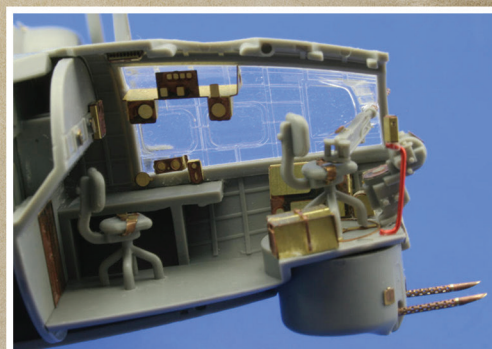
72516 B-17G BOMB BAY



73461 B-17F FRONT INTERIOR



672011 B-17G WHEELS



73382 B-17G FRONT INTERIOR

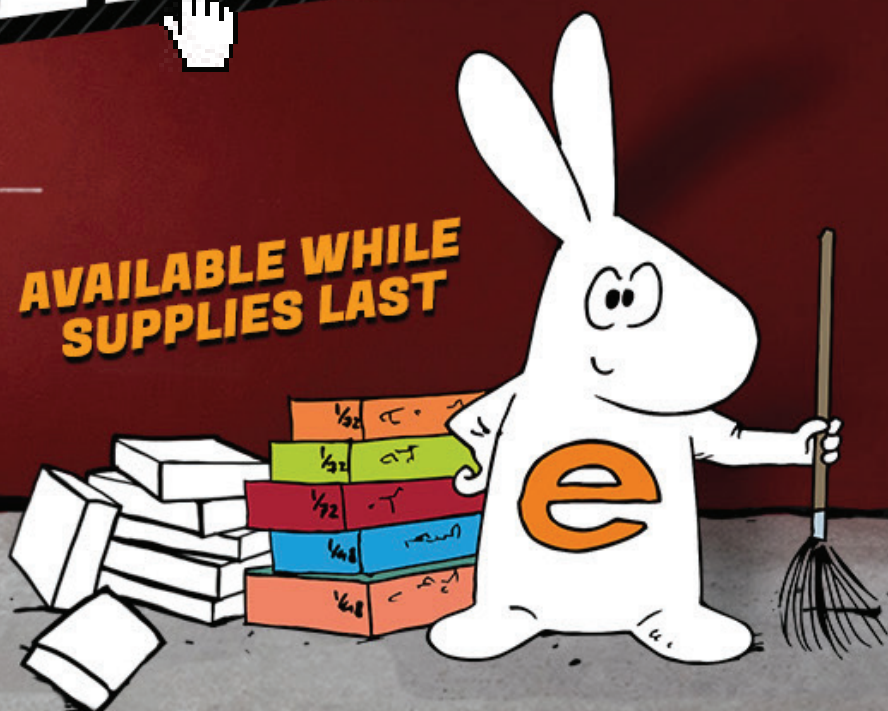


73462 B-17F REAR INTERIOR

EDUARD SWEEP PLASTIC KITS

-50%
DISCOUNT

**AVAILABLE WHILE
SUPPLIES LAST**



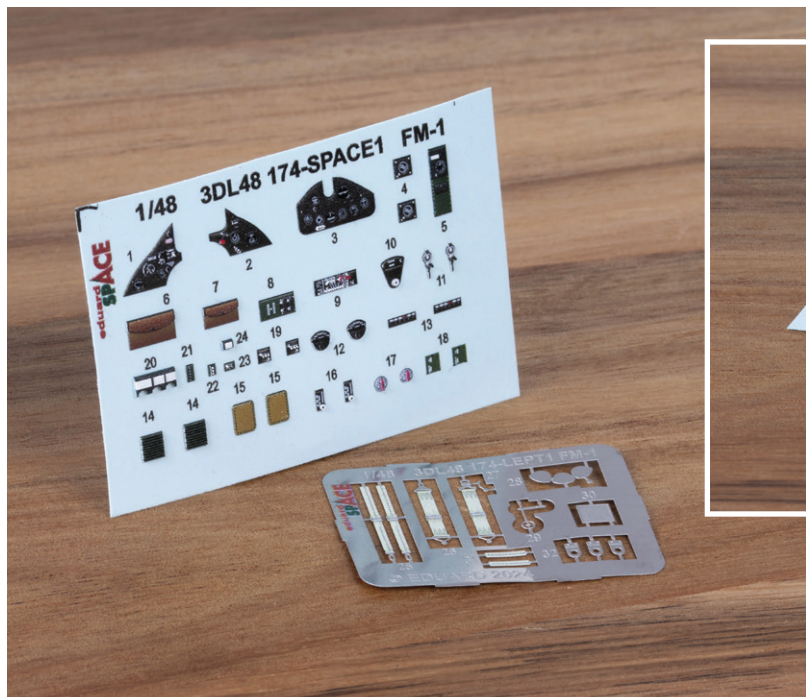
eduard



3DL48174 **FM-1 SPACE** 1/48 Tamiya

Product page

*EASY
APPLICATION*



3DL48175 **Buccaneer S.2B SPACE** 1/48 Airfix

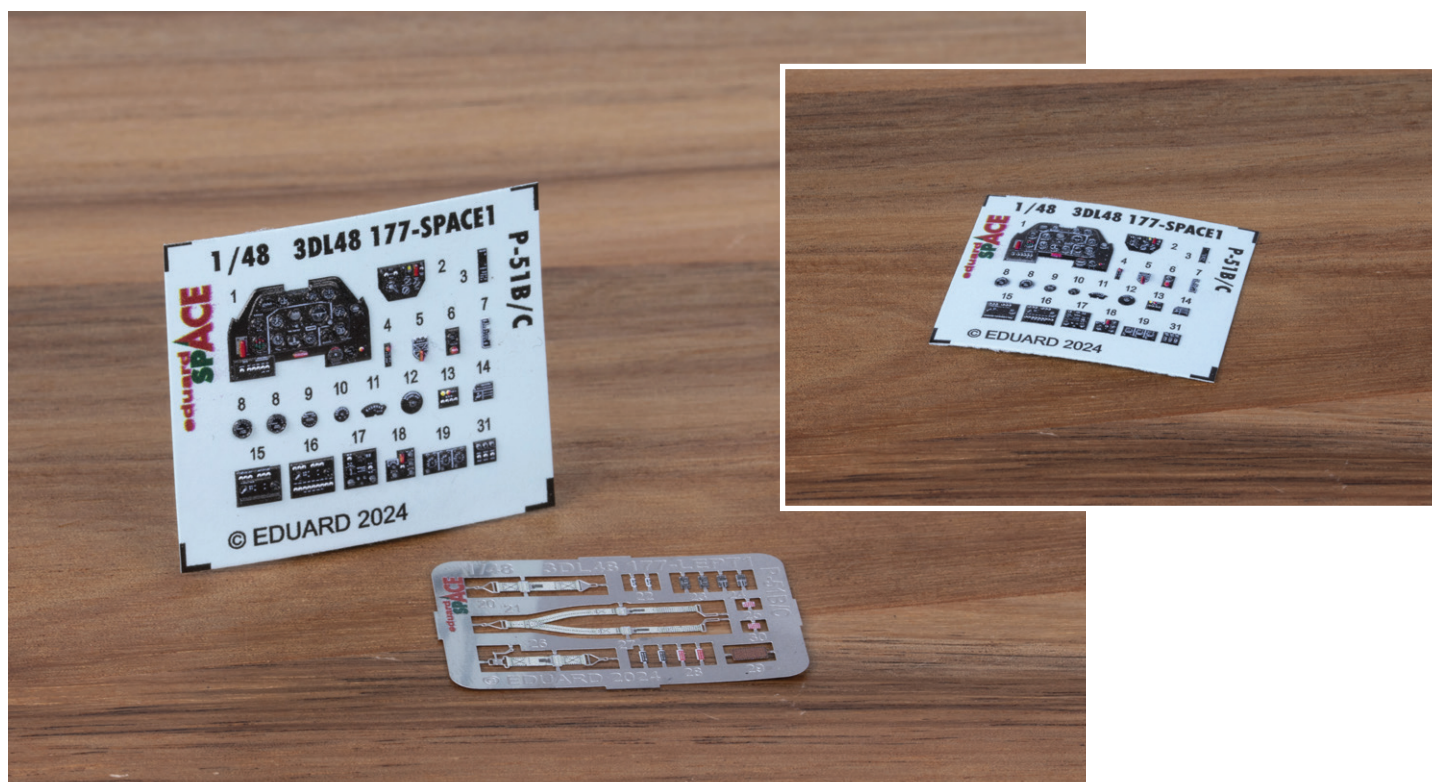
Product page



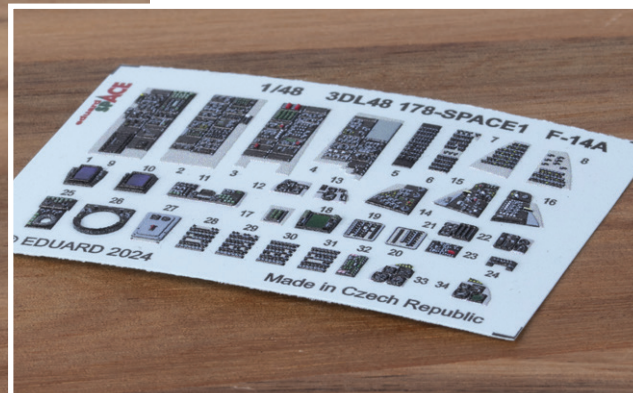
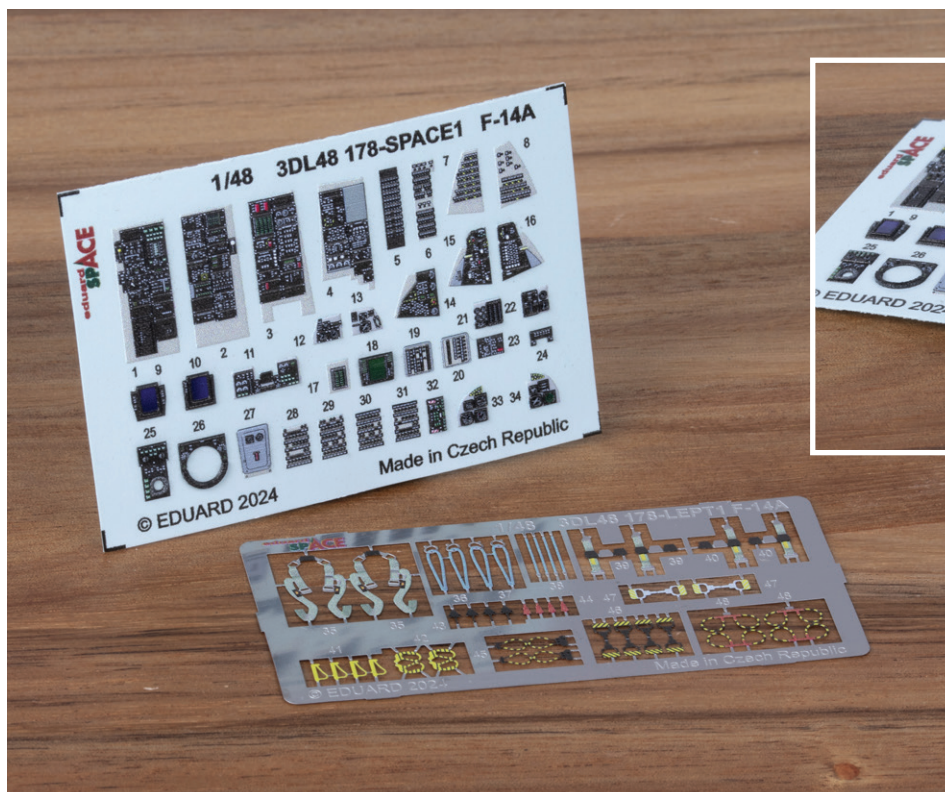
3DL48176 **Buccaneer S.2B Gulf War SPACE** 1/48 Airfix

[Product page](#)

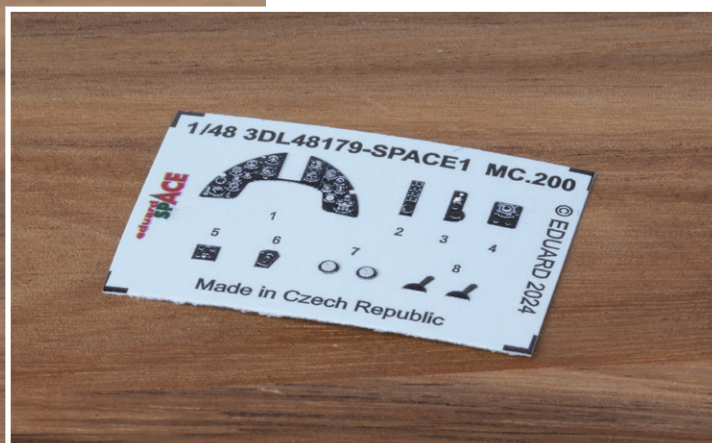
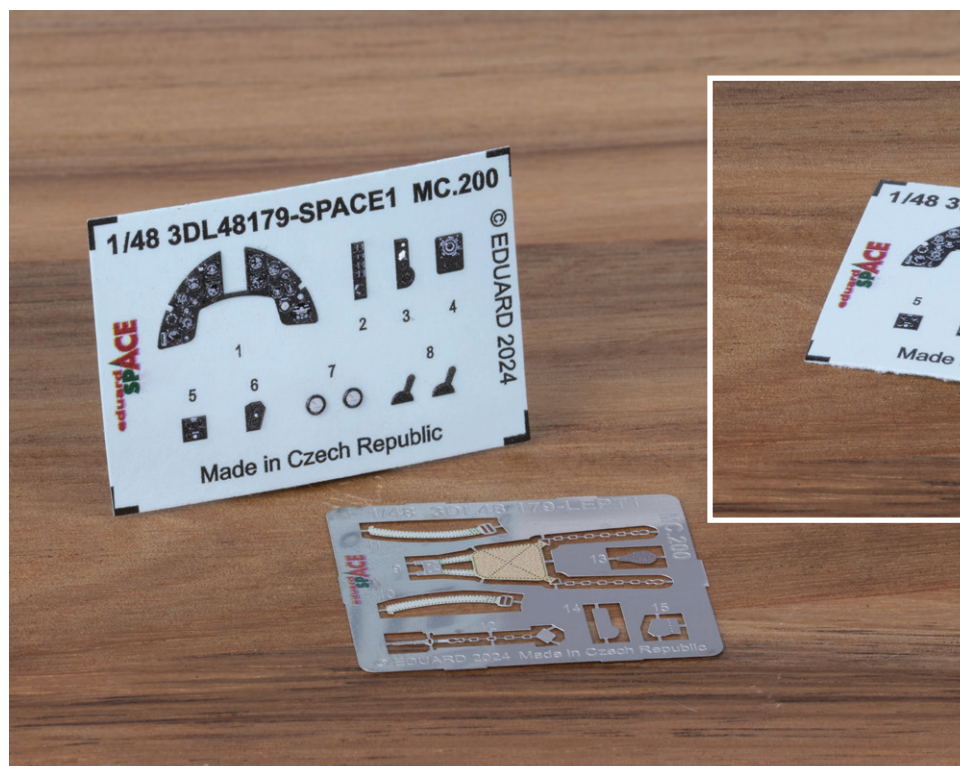

3DL48177 **P-51B/C SPACE** 1/48 Eduard

[Product page](#)


3DL48178 **F-14A SPACE** 1/48 Great Wall Hobby

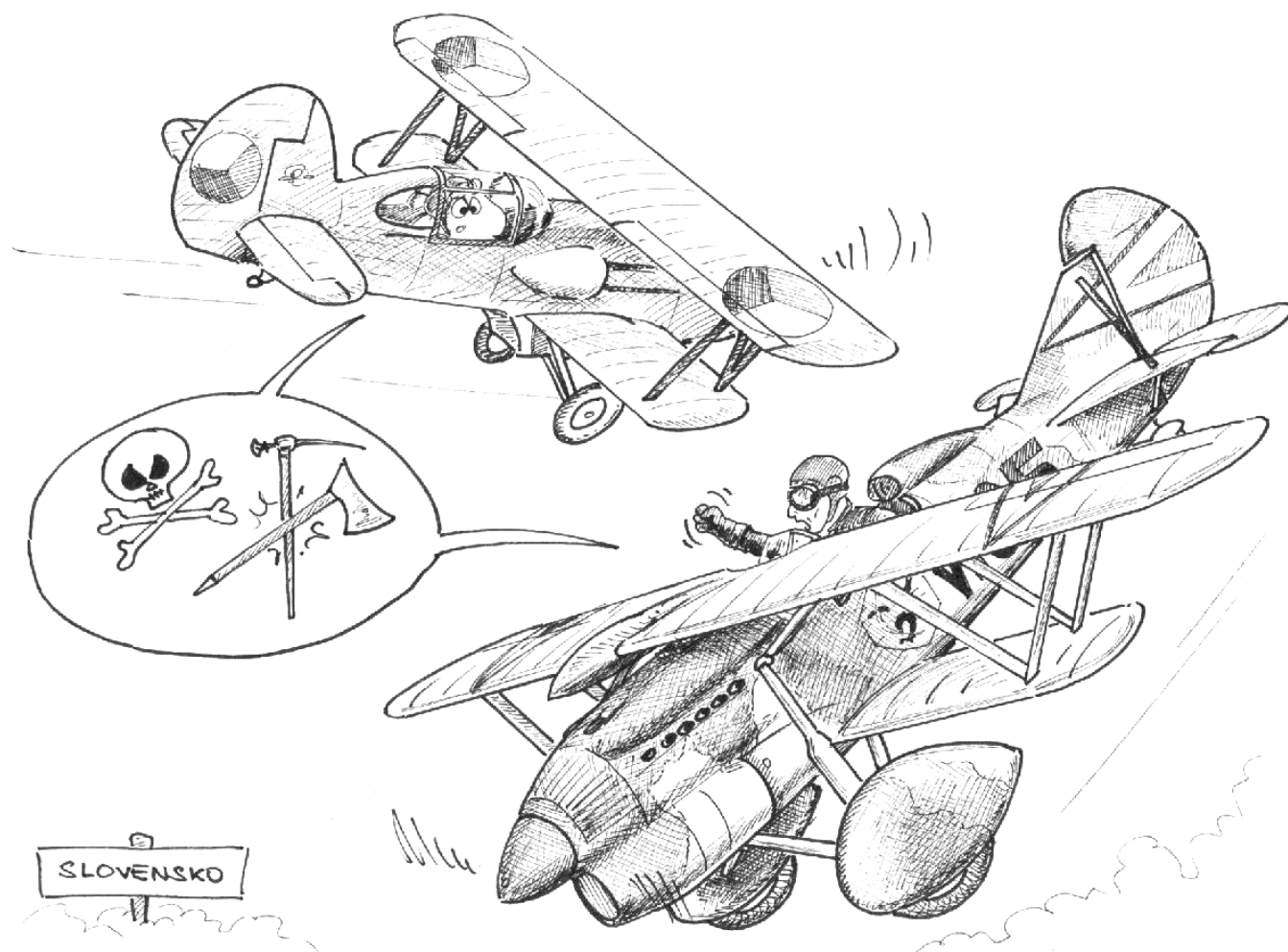
[Product page](#)


3DL48179 **MC.200 SPACE** 1/48 Italeri

[Product page](#)


3DL72031 **CR.32 SPACE** 1/72 Italeri

Product page

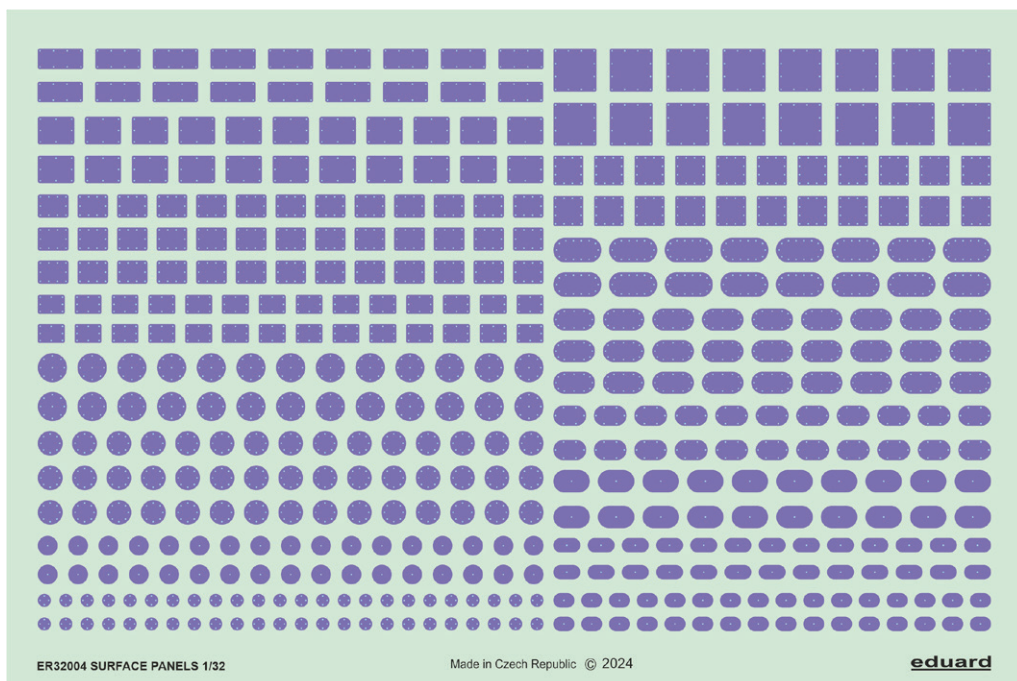


ER32004

Surface panels

1/32

[Product page](#)

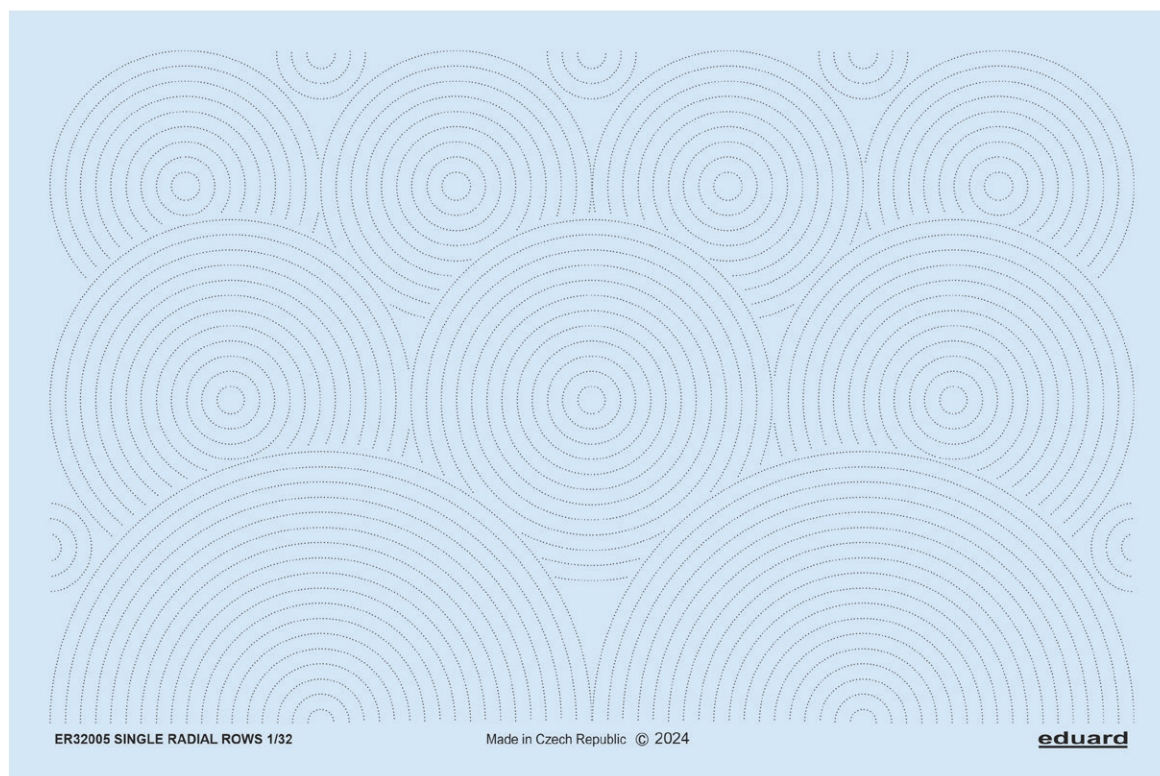


ER32005

Single radial rows

1/32

[Product page](#)

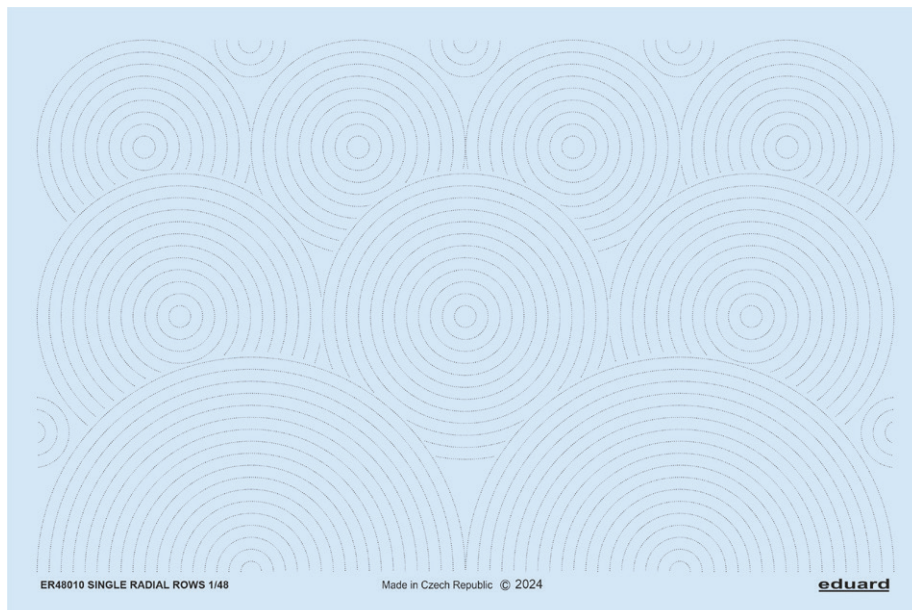


ER48010

Single radial rows

1/48

Product page

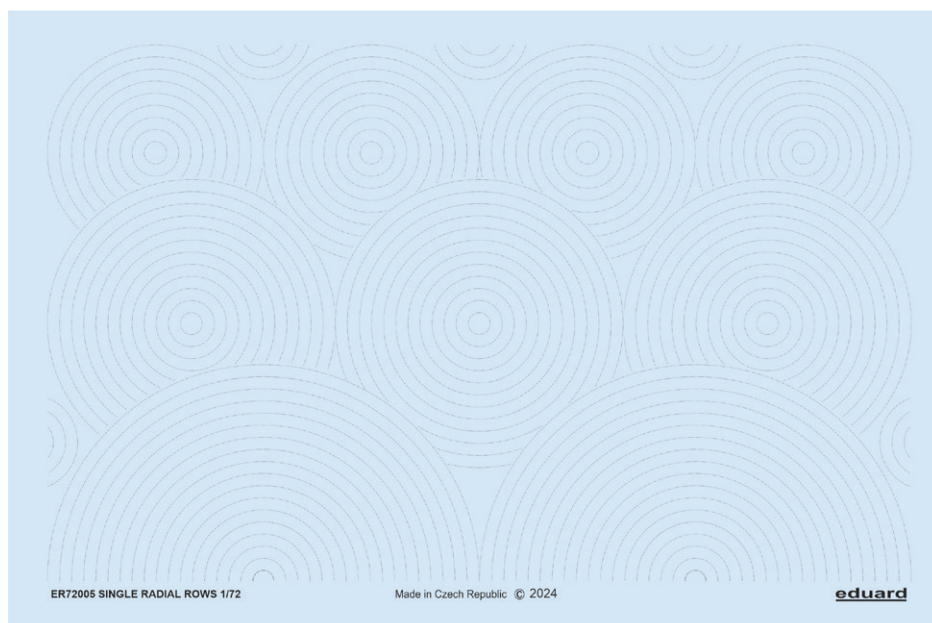


ER72005

Single radial rows

1/72

stránka produktu



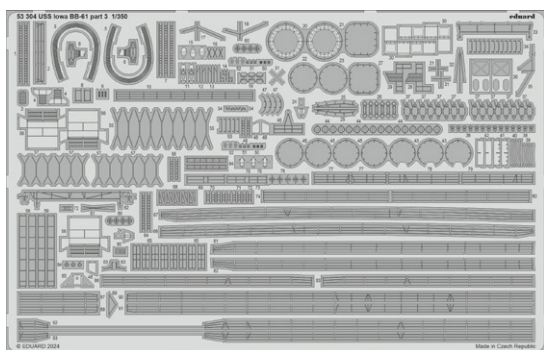
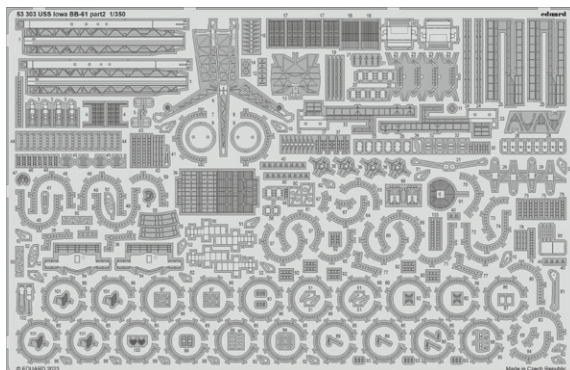
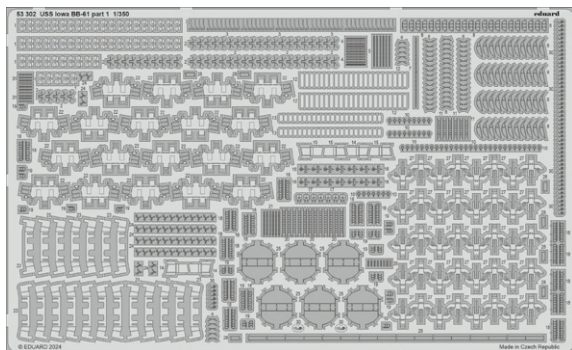
This product is used to create raised rivets on rounded surfaces. It can be used for example on propeller cones, engine covers and engine radiators. How to work with these products can be found in [INFO 08/2023](#).



BIG5371 **USS Iowa BB-61** 1/350 Hobby Boss

- 53302 USS Iowa BB-61 part 1 1/350
- 53303 USS Iowa BB-61 part 2 1/350
- 53304 USS Iowa BB-61 part 3 1/350

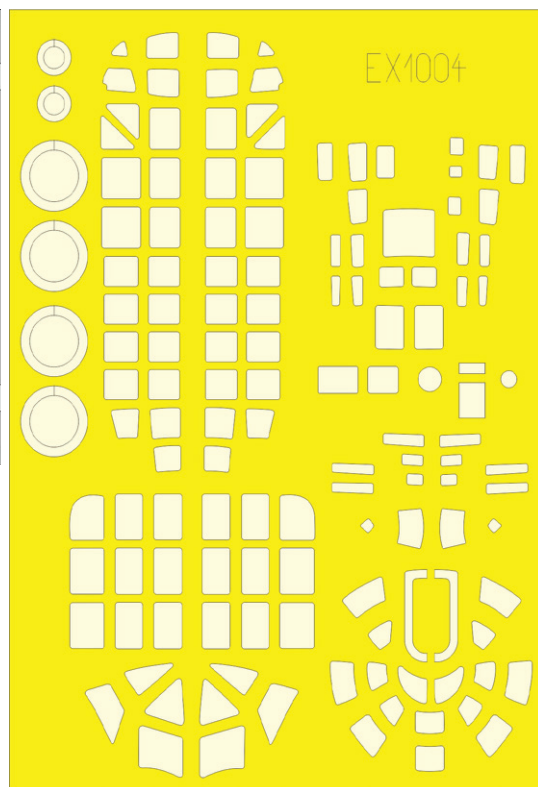
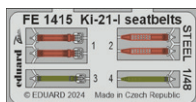
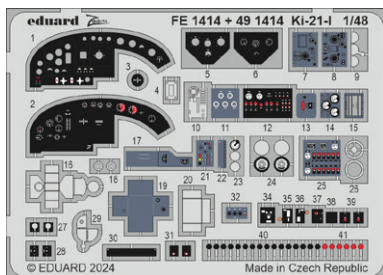
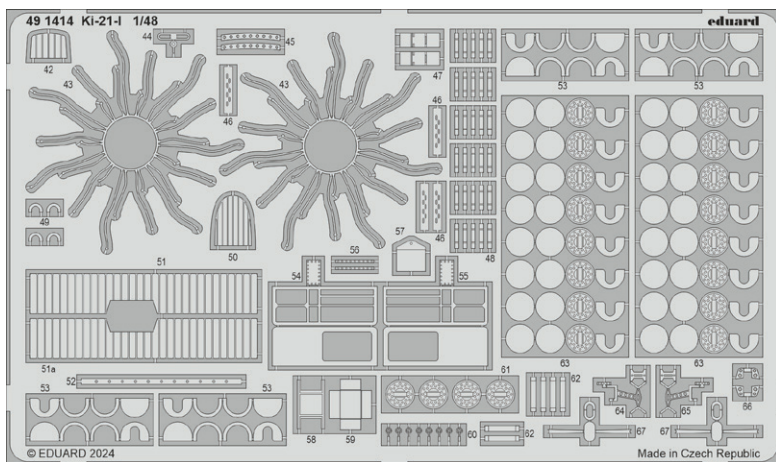
Product page



BIG49403 **Ki-21-I** 1/48 ICM

- 491414 Ki-21-I 1/48
- FE1415 Ki-21-I seatbelts STEEL 1/48
- EX1004 Ki-21-I 1/48

Product page

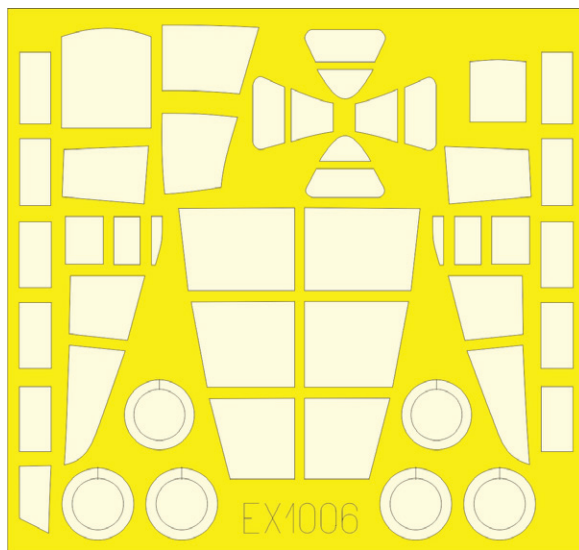
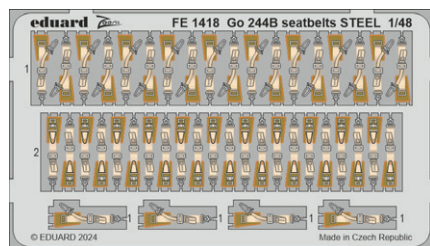
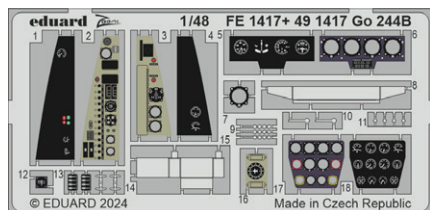
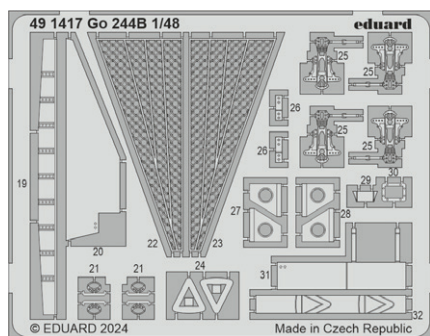


All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30 %.

BIG49404 **Go 244B** 1/48 ICM

491417 Go 244B 1/48
FE1418 Go 244B seatbelts STEEL 1/48
EX1006 Go 244B 1/48

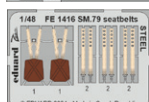
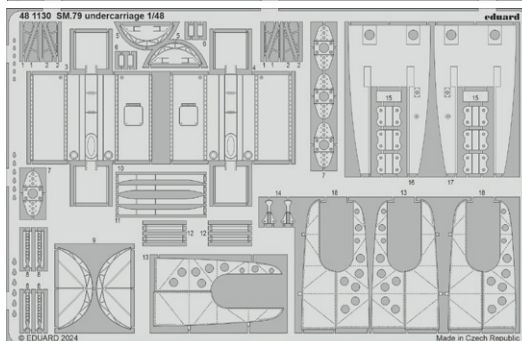
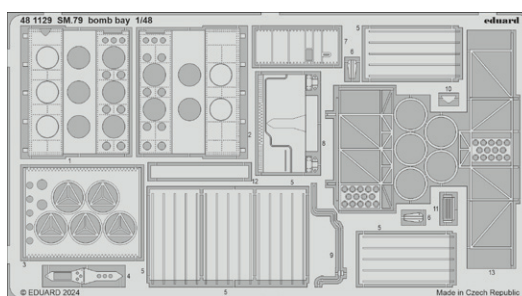
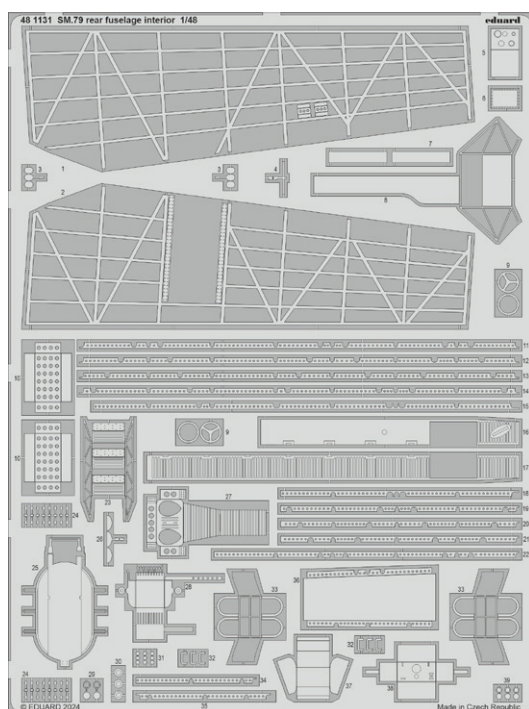
[Product page](#)



BIG49405 **SM.79** 1/48 Eduard

481129 SM.79 bomb bay 1/48
481130 SM.79 undercarriage 1/48
481131 SM.79 rear fuselage interior 1/48
FE1416 SM.79 seatbelts STEEL 1/48

[Product page](#)



EX1029 FM-1
 1/48 Tamiya
EX1030 FM-1 TFace
 1/48 Tamiya
EX1031 FM-1 US national insignia
 1/48 Tamiya
EX1032 FM-1 US national insignia w/ red outline 1/48 Tamiya
EX1033 FM-1 British national insignia 1/48 Tamiya
EX1034 Buccaneer S.2B
 1/48 Airfix
EX1035 Buccaneer S.2B TFace
 1/48 Airfix
EX1036 P-51B/C framed canopy TFace 1/48 Eduard
EX1037 P-51B/C Malcolm Hood canopy TFace 1/48 Eduard
EX1038 P-51B/C US national insignia 1/48 Eduard
EX1039 MC.200 TFace
 1/48 Italeri
EX1040 F-14A windshield TFace
 1/48 Great Wall Hobby
CX662 CR.32
 1/72 Italeri



EX1029 FM-1
EX1030 FM-1 TFace



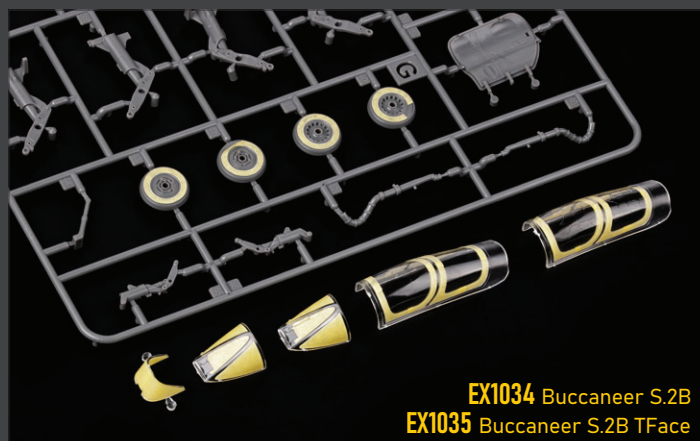
EX1030 FM-1 TFace



EX1029 FM-1
EX1030 FM-1 TFace



EX1030 FM-1 TFace



EX1034 Buccaneer S.2B
EX1035 Buccaneer S.2B TFace



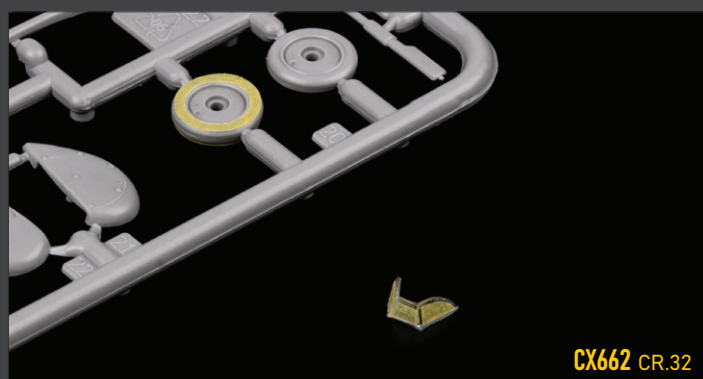
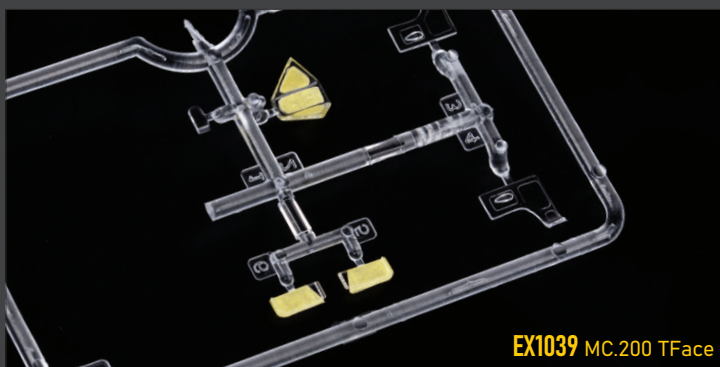
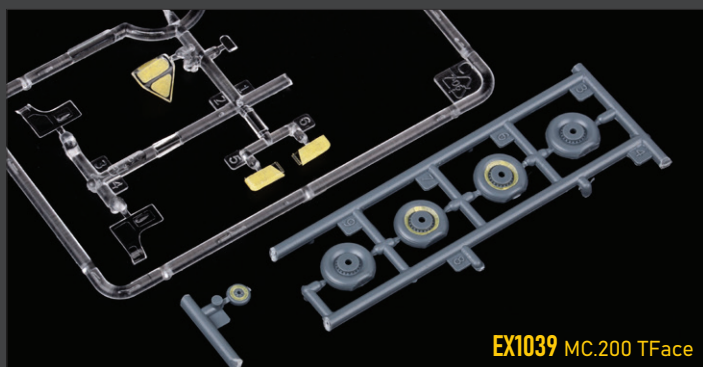
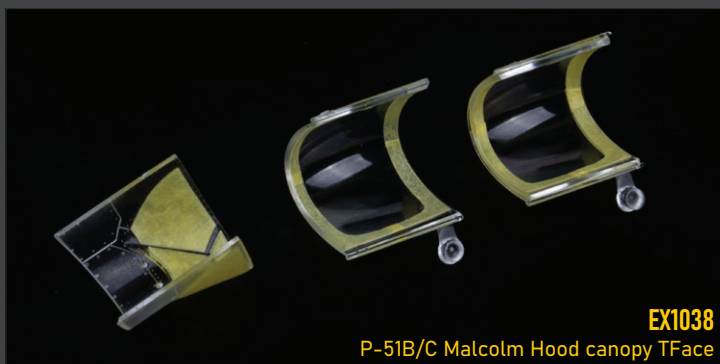
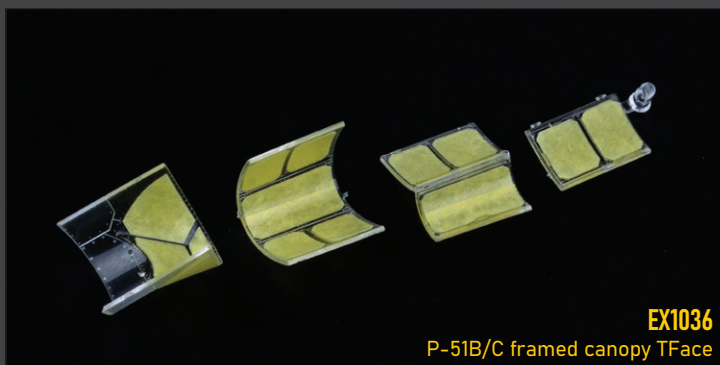
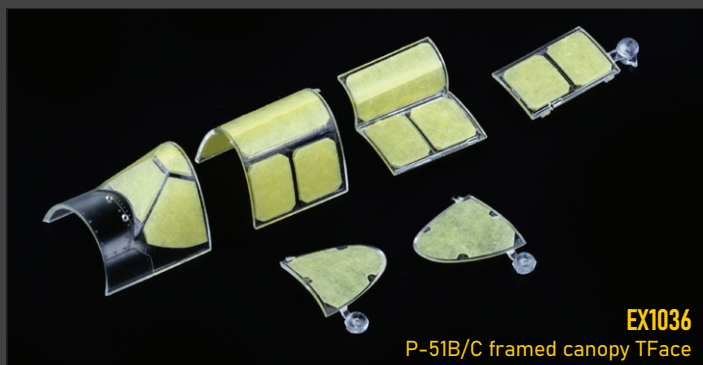
EX1035 Buccaneer S.2B TFace



EX1034 Buccaneer S.2B
EX1035 Buccaneer S.2B TFace



EX1035 Buccaneer S.2B TFace



KITS

11181	OVERLORD: D-DAY MUSTANGS Dual Combo	1/48	Limited
84199	Spitfire Mk.IXc late	1/48	Weekend
7473	Spitfire Mk.IXc late	1/72	Weekend

PE-SETS

53309	USS Sangamon CVE-26	1/350	Trumpeter
36518	Sd.Kfz. 251/18 Ausf. A	1/35	ICM
481137	FM-1 landing flaps	1/48	Tamiya
481138	MC.200 landing flaps	1/48	Italeri
491440	Buccaneer S.2B	1/48	Airfix
491441	Buccaneer S.2B Gulf War	1/48	Airfix
491443	FM-1	1/48	Tamiya
491445	F-14A	1/48	Great Wall Hobby
491447	MC.200	1/48	Italeri
73823	CR.32	1/72	Italeri

ZOOMS

FE1140	Buccaneer S.2B	1/48	Airfix
FE1441	Buccaneer S.2B Gulf War	1/48	Airfix
FE1442	Buccaneer S.2B seatbelts STEEL	1/48	Airfix
FE1443	FM-1	1/48	Tamiya
FE1444	FM-1 seatbelts STEEL	1/48	Tamiya
FE1445	F-14A	1/48	Great Wall Hobby
FE1446	F-14A seatbelts STEEL	1/48	Great Wall Hobby
FE1447	MC.200	1/48	Italeri
FE1448	MC.200 seatbelts STEEL	1/48	Italeri
FE1449	P-51B/C seatbelts STEEL	1/48	Eduard
SS823	CR.32	1/72	Italeri

MASKS

EX1029	FM-1	1/48	Tamiya
EX1030	FM-1 TFace	1/48	Tamiya
EX1031	FM-1 US national insignia	1/48	Tamiya
EX1032	FM-1 US national insignia w/ red outline	1/48	Tamiya
EX1033	FM-1 British national insignia	1/48	Tamiya
EX1034	Buccaneer S.2B	1/48	Airfix
EX1035	Buccaneer S.2B TFace	1/48	Airfix
EX1036	P-51B/C framed canopy TFace	1/48	Eduard
EX1037	P-51B/C Malcolm Hood canopy TFace	1/48	Eduard
EX1038	P-51B/C US national insignia	1/48	Eduard
EX1039	MC.200 TFace	1/48	Italeri
EX1040	F-14A windshield TFace	1/48	Great Wall Hobby
CX662	CR.32	1/72	Italeri

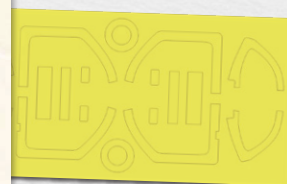
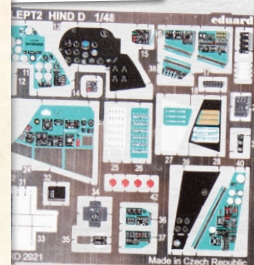
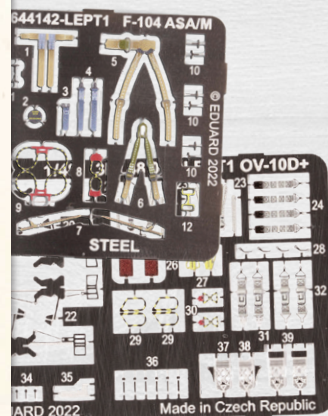
BIG ED

BIG5371	USS Iowa BB-61	1/350	Hobby Boss
BIG49403	Ki-21-I	1/48	ICM
BIG49404	Go 244B	1/48	ICM
BIG49405	SM.79	1/48	Eduard

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

644263	Gannet AS.1/AS.4 LööK	1/48	Airfix
644266	Bf 108 LööK	1/48	Eduard
644268	P-51B/C LööK	1/48	Eduard
674006	Bf 109G-6 LööK	1/72	Eduard
674007	Bf 109F LööK	1/72	Eduard
648972	F-16C Block 52 till 1996 cockpit PRINT	1/48	Kinetic
648973	F-16C Block 52 from 1997 cockpit PRINT	1/48	Kinetic
648984	F-16C wheel bays late PRINT	1/48	Kinetic
648986	P-51B/C wheels diamond tread	1/48	Eduard
648987	P-51B/C wheels oval tread	1/48	Eduard
648988	P-51B/C wheels cross tread	1/48	Eduard
648992	P-51B/C exhaust stacks	1/48	Eduard
648993	P-51B/C exhaust stacks w/fairing	1/48	Eduard
648994	P-51B/C undercarriage legs BRONZE	1/48	Eduard
648995	F-35B lift fan PRINT	1/48	Tamiya
648996	Gannet wheels	1/48	Airfix
648997	P-51B/C gun bays PRINT	1/48	Eduard
6481002	P-51B/C seat Type 1 PRINT	1/48	Eduard
672357	L-39 ejection seats PRINT	1/72	Eduard

LööKPLUS

644243	Fw 190A-7 LööKplus	1/48	Eduard
644267	F-35B LööKplus	1/48	Tamiya

BIG SIN

SIN648125	Su-25	1/48	Zvezda
SIN67223	Bf 109G-6	1/72	Eduard

SPACE

3DL48174	FM-1 SPACE	1/48	Tamiya
3DL48175	Buccaneer S.2B SPACE	1/48	Airfix
3DL48176	Buccaneer S.2B Gulf War SPACE	1/48	Airfix
3DL48177	P-51B/C SPACE	1/48	Eduard
3DL48178	F-14A SPACE	1/48	Great Wall Hobby
3DL48179	MC.200 SPACE	1/48	Italeri
3DL72031	CR.32 SPACE	1/72	Italeri

EDDIE THE RIVETER

ER32004	Surface panels	1/32	
ER32005	Single radial rows	1/32	
ER48010	Single radial rows	1/48	
ER72005	Single radial rows	1/72	

eduard
BRASSINeduard
BRASSIN
*Print**LööK**LööK+*BIG
SINeduard
SPACE*Eddie
the Riveter*

BUILT

1/48

Bf 109K-4

#82166X

built by **Sam Dwyer**

[Product page](#)



Accessories used:

- 648778 Luftwaffe rudder pedals PRINT (Brassin)
- 648902 Bf 109K-4 engine (Brassin)
- 648903 Bf 109K-4 propeller PRINT (Brassin)
- 648914 Bf 109K-4 wheels (Brassin)
- 3DL48135 Bf 109K SPACE (3D Decal Set)

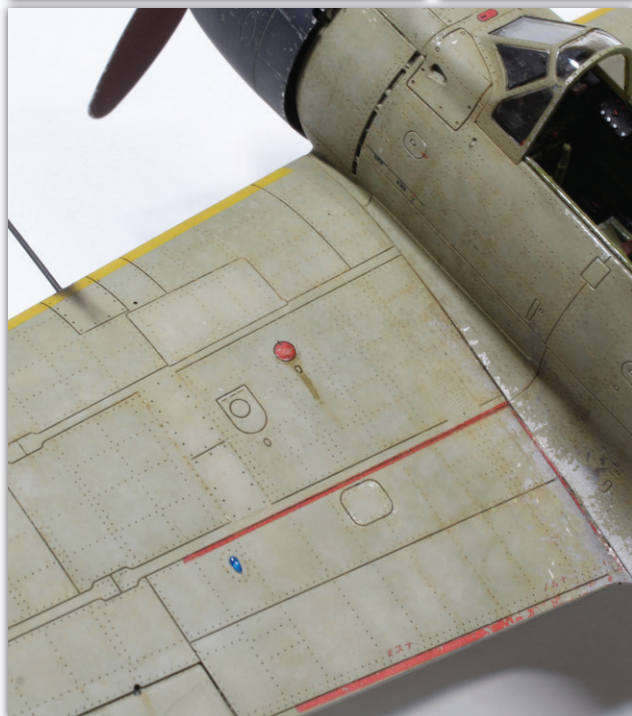




A6M3 Zero Type 32 1/48



#84191
MARKING B
built by **Matěj Komárek**



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

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

numbers of values under 148. The wreckage of this aircraft was recovered by the Allies in May 1944 off Kolombangara Island. The camouflage and markings would indicate that its pilot was leader of Chūtai of Kōkūtai 204 in early 1943. The first candidate could be Lt. Tatenoshin Tanoue, who was shot down in a dogfight with Wildcats from VMF-121 on January 15, 1943, while covering

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

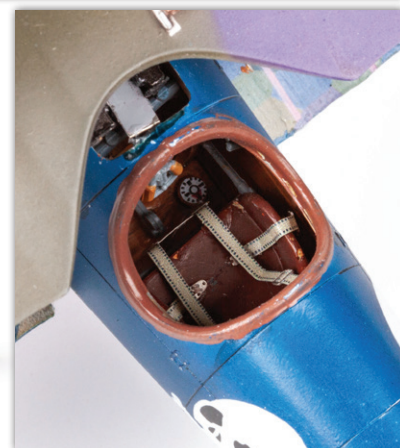
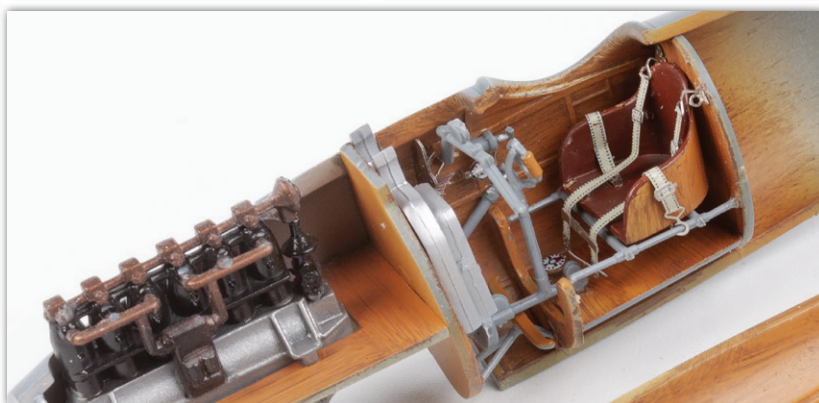
[Product page](#)

1/48



Albatros D.V

#8113
MARKING B
built by **Karel Pádár**



Albatros D.V, Lt. Kurt Monnington, Jasta 18, early 1918

This aircraft is a bit of mystery, as it is not clear, which pilot was flying it. It was assigned to Georg von Hantelmann for some time due to one mistake in a famous publication. Legendary German historian, late Alex Imrie believed this was the personal mount of Lt. Otto Brandes, some other sources insist on Lt. Kurt Monnington as the pilot of this one. Both are possible, as they both

served with Jasta 18 at around the same time. Kurt Monnington, after his transfer from German army (Deutsches Heer) to air force (Luftstreitkräfte), served with FA62 before he was posted to Jasta 15 in 1917. After the „great swap“ of the personnell with Jasta 15 orchestrated by Rudolf Berthold in March 1918, he became member of Jasta 18. There he scored his first victory on May 18, 1918,

downing an SE.5a. He added six more to his fighter pilot account. The aircraft was painted in typical colours of the „new“ Jasta 18, i.e. red nose and blue fuselage. The aircraft had probably the upper wing changed from another aircraft, which was painted in camouflage colors instead of the printed Flugzeugstoff (so called Lozenge). Also, the rudder was changed after some damage.


[Product page](#)

BIG ED (June)

BIG49406	F-35B 1/48 Tamiya
BIG49407	Gannet AS.1 1/48 Airfix
BIG49408	Gannet AS.4 1/48 Airfix
BIG49409	Hurricane Mk.IIb 1/48 Arma Hobby

BRASSIN (June)

644264	F4U-1A LööK 1/48 Magic Factory
644269	P-47D-30 LööK 1/48 MINIART
644270	I-16 Type 24 LööK 1/48 Eduard
644271	FM-1 LööK 1/48 Tamiya
648910	F-4E parachute PRINT 1/48 Meng
648983	Beaufort Mk.I engines PRINT 1/48 ICM
648989	P-51B/C wheels block tread 1/48 Eduard
648990	P-51B/C wheels diamond tread 2 1/48 Eduard
648991	P-51B/C wheels block tread 2 1/48 Eduard
648998	Bf 108 wheels spoked 1/48 Eduard
648999	Bf 108 wheels 1/48 Eduard
6481000	F-35B cockpit PRINT 1/48 Tamiya
6481001	P-51B/C 108gal drop tanks PRINT 1/48 Eduard
6481003	P-51B/C seat Type 2 PRINT 1/48 Eduard
6481006	P-51B/C Hamilton Standard propeller 1/48 Eduard
6481007	P-51B/C Hamilton Standard propeller uncuffed 1/48 Eduard
6481008	P-51B/C bazooka rocket launcher 1/48 Eduard
653019	IJN Type 96 25mm AA gun (single) PRINT 1/350
653020	IJN Type 96 25mm AA gun (double) PRINT 1/350

LööKPlus (June)

644272	Gannet AS.1/AS.4 LööKplus 1/48 Airfix
674008	Bf 109G-2 LööKplus 1/72 Eduard
674009	Bf 109G-4 LööKplus 1/72 Eduard

BIGSIN (June)

SIN648126	P-38J engines 1/48 Tamiya
SIN67224	F-35A armament 1/72 Tamiya

648270

I-16 Type 24 LööK

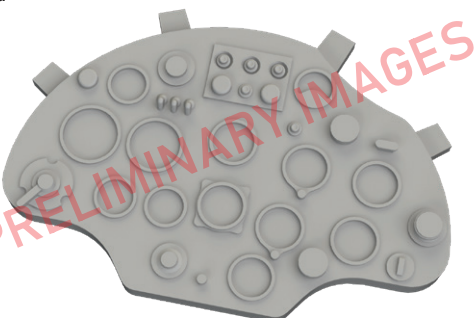
1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for I-16 Type 24 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

LööK



644264

F4U-1A LööK

1/48 MAGIC FACTORY

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F4U-1A in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Magic factory

Set contains:

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



644269

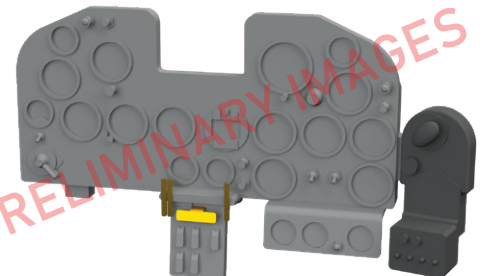
P-47D-30 LööK

1/48 MINIART

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-47D-30 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

Set contains:

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



644271

FM-1 LööK

1/48 Tamiya

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

Set contains:

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



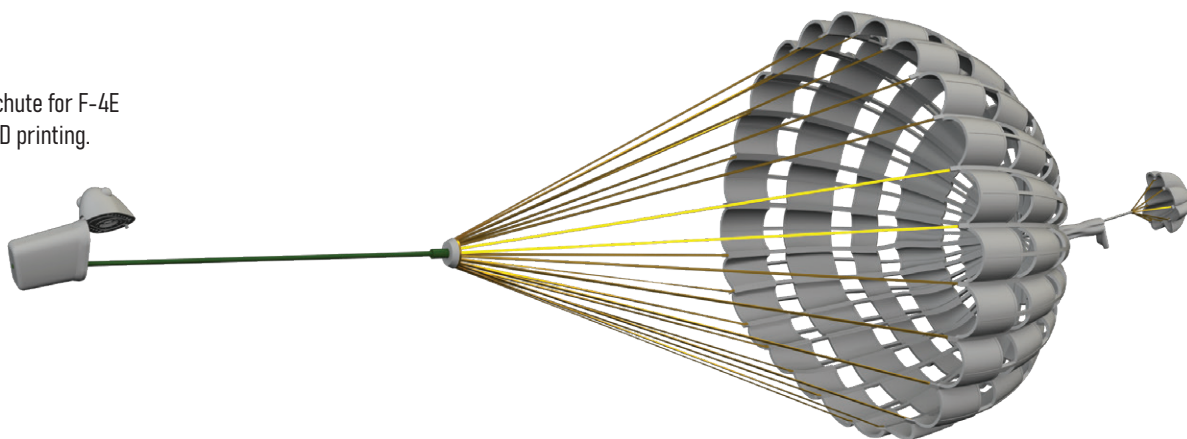
648910

F-4E parachute PRINT**1/48 Meng**

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

Set contains:

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



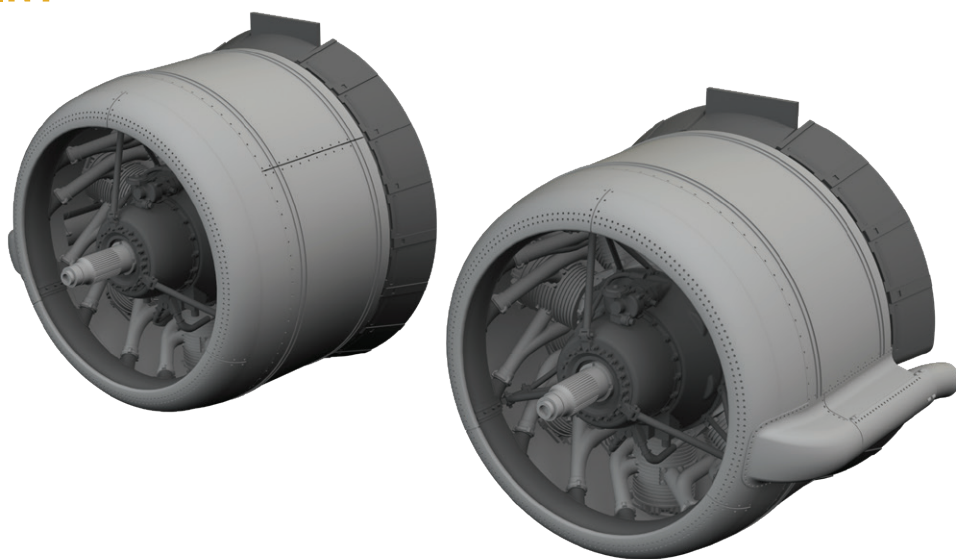
648983

Beaufort Mk.I engines PRINT**1/48 ICM**

Brassin set - both engines for Beaufort Mk.I in 1/48 scale. Made by direct 3D printing. Recommended kit: Airfix

Set contains:

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



648989

P-51B/C wheels block tread**1/48 Eduard**

Brassin set - the undercarriage wheels for P-51B or P-51C in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



648990**P-51B/C wheels diamond tread2****1/48 Eduard**

Brassin set - the undercarriage wheels for P-51B or P-51C in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

**648991****P-51B/C wheels block tread 2****1/48 Eduard**

Brassin set - the undercarriage wheels for P-51B or P-51C in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

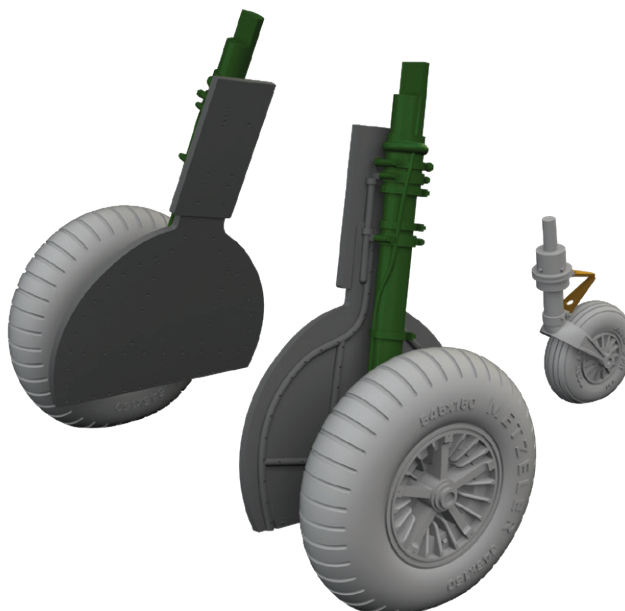
- resin: 3 parts
- 3D print: 2 parts
- decals: no
- photo-etched details: no
- painting mask: yes

**648998****Bf 108 wheels spoked****1/48 Eduard**

Brassin set - the undercarriage wheels for Bf 108 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

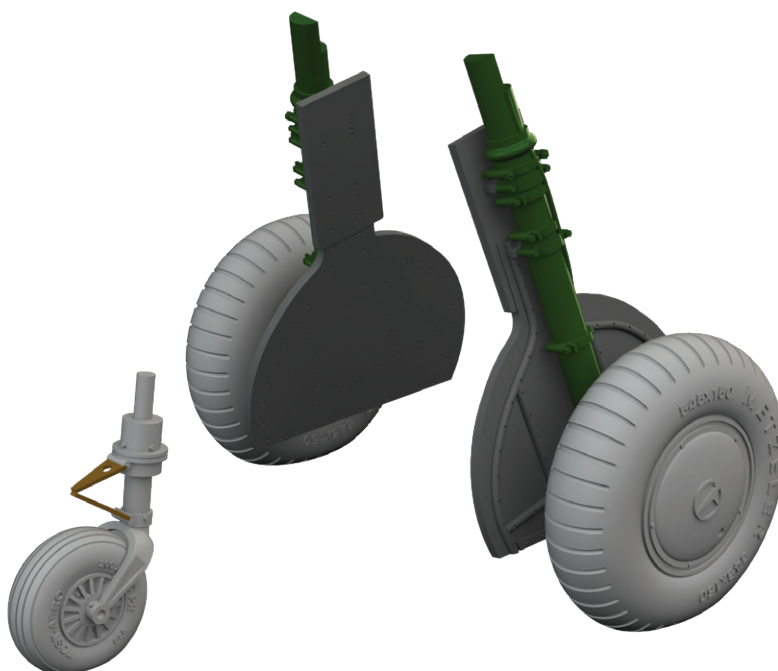


648999**Bf 108 wheels****1/48 Eduard**

Brassin set - the undercarriage wheels for Bf 108 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

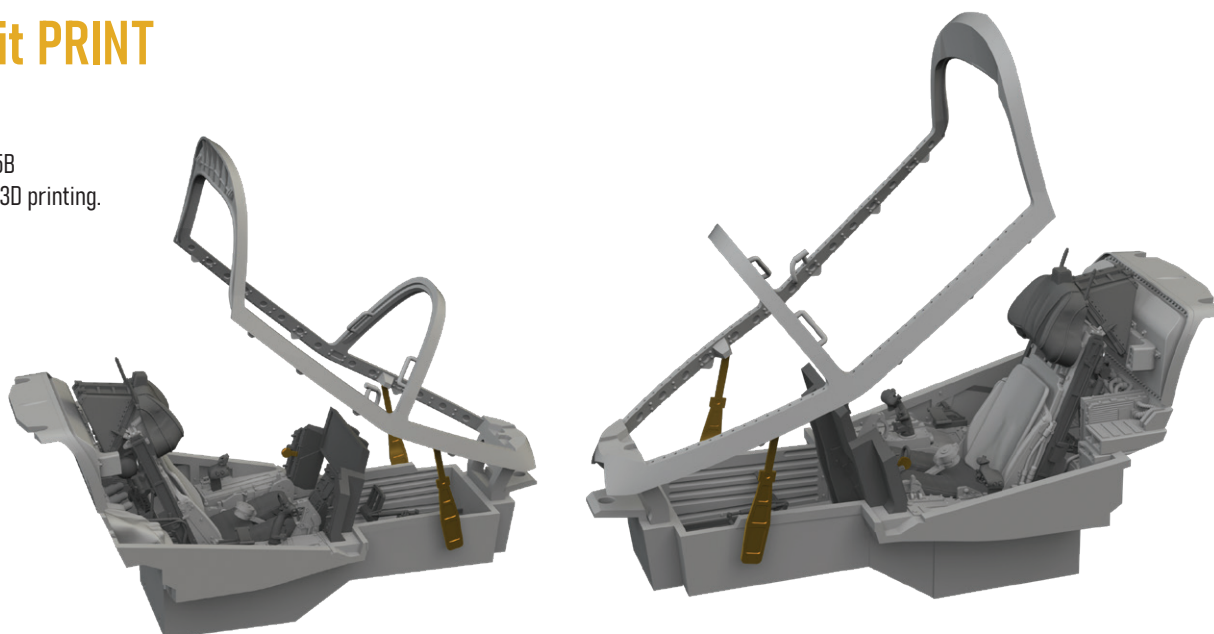
- resin: 5 parts
- decals: no
- photo-etched details: no
- painting mask: yes

**6481000****F-35B cockpit PRINT****1/48 Tamiya**

Brassin set - cockpit for F-35B in 1/48 scale. Made by direct 3D printing. Recommended kit: Tamiya

Set contains:

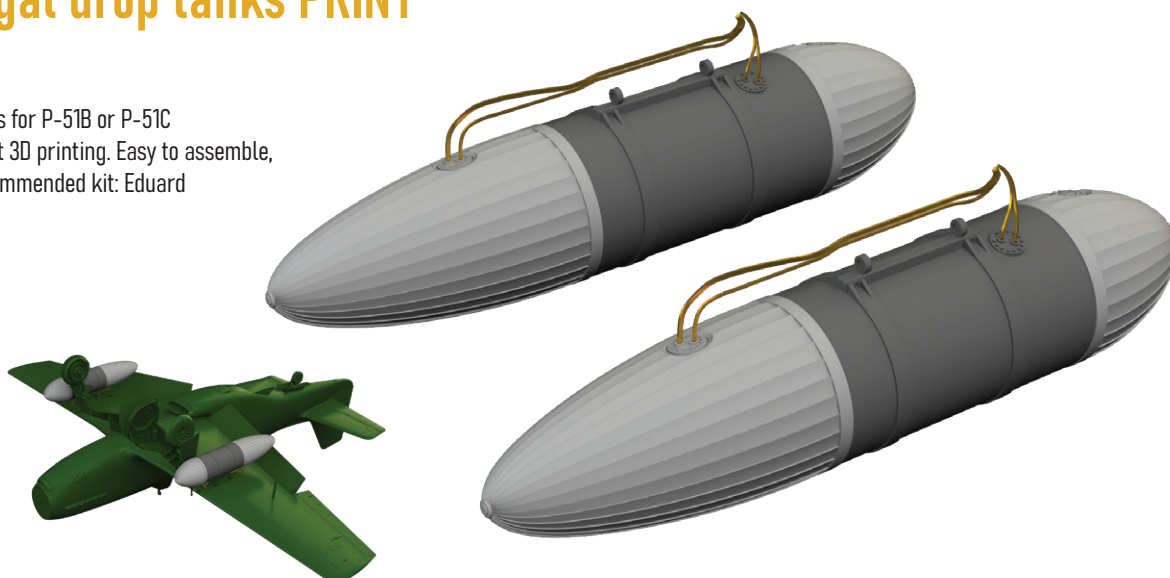
- 3D print: 16 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

**6481001****P-51B/C 108gal drop tanks PRINT****1/48 Eduard**

Brassin set - fuel drop tanks for P-51B or P-51C in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

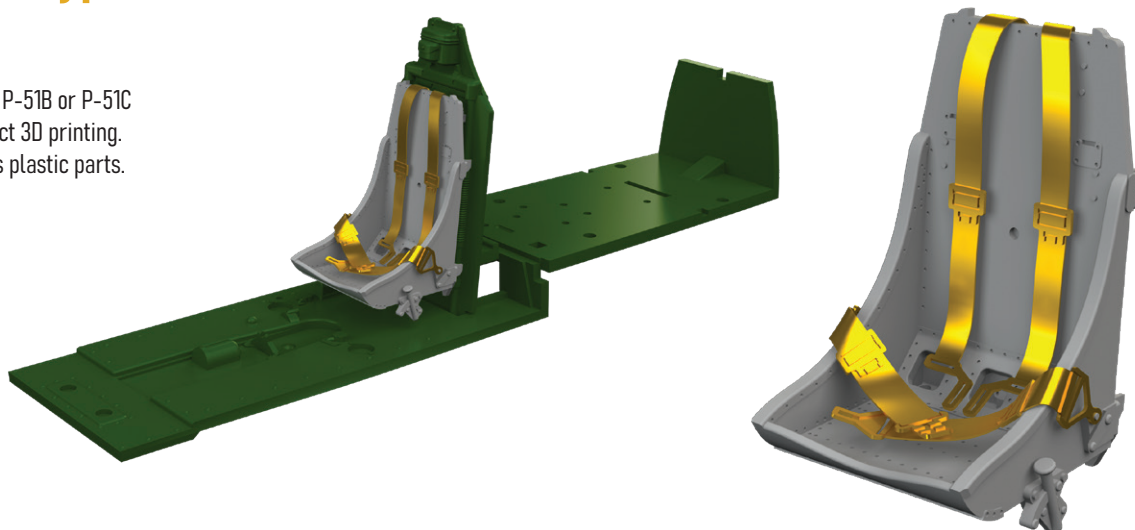


6481003**P-51B/C seat Type 2 PRINT****1/48 Eduard**

Brassin set - pilot seat for P-51B or P-51C
in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

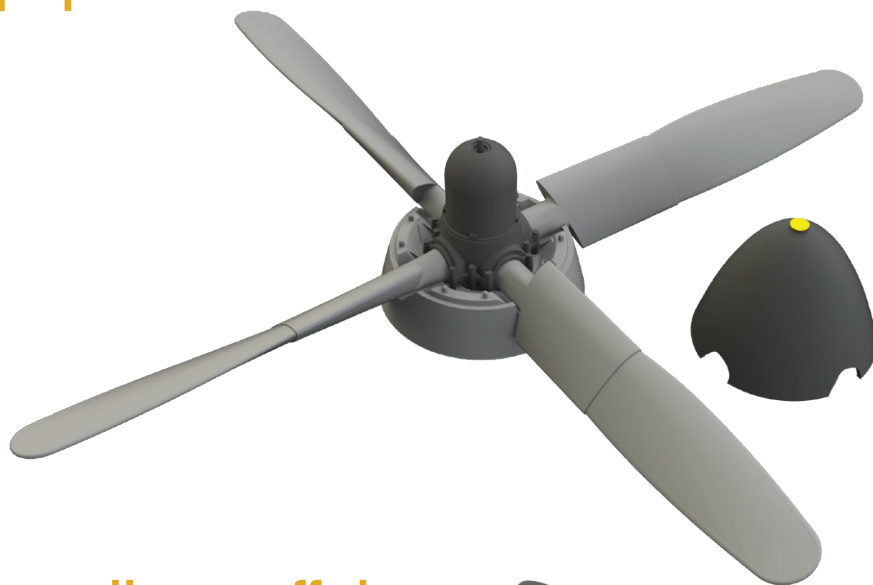
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**6481006****P-51B/C Hamilton Standard propeller****1/48 Eduard**

Brassin set - propeller for P-51B or P-51C
in 1/48 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

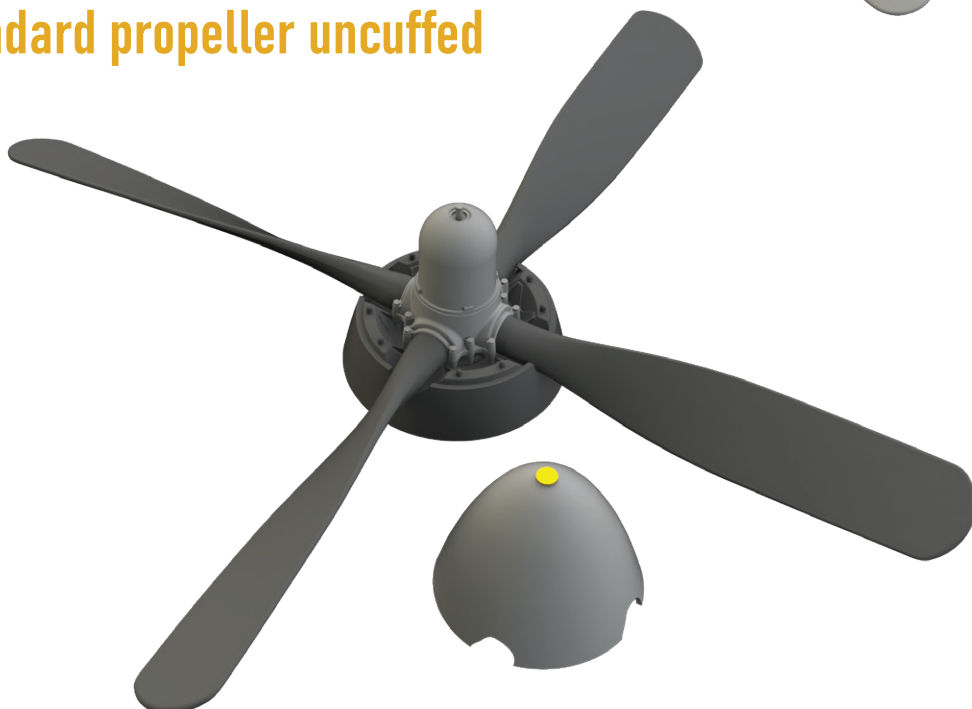
- resi: 9 parts
- decals: no
- photo-etched details: yes
- painting mask: no

**6481007****P-51B/C Hamilton Standard propeller uncuffed****1/48 Eduard**

Brassin set - propeller for P-51B or P-51C
in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



6481008

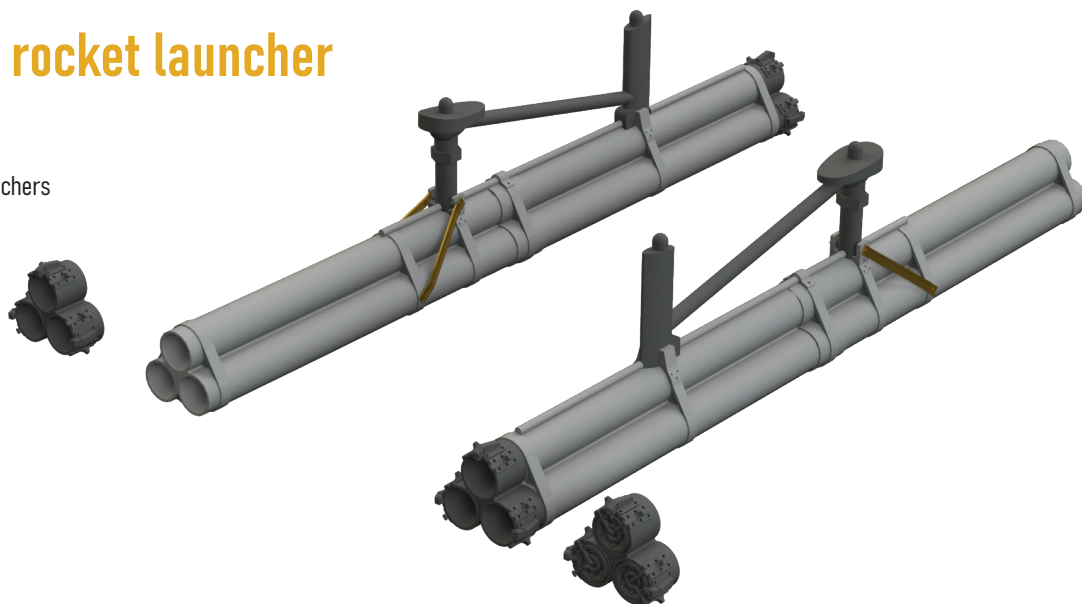
P-51B/C bazooka rocket launcher

1/48 Eduard

Brassin set - bazooka type rocket launchers
for P-51B or P-51C in 1/48 scale.
Recommended kit: Eduard

Set contains:

- resin: 8 parts
- decals: no
- photo-etched details: yes
- painting mask: no



653019

IJN Type 96 25mm AA gun (single) PRINT

1/350

Brassin set - single mounted 25mm AA gun for
IJN vessels in 1/350 scale. Set consists of 20 guns.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts.

Set contains:

- 3D print: 20 parts
- decals: no
- photo-etched details: yes
- painting mask: no



653020

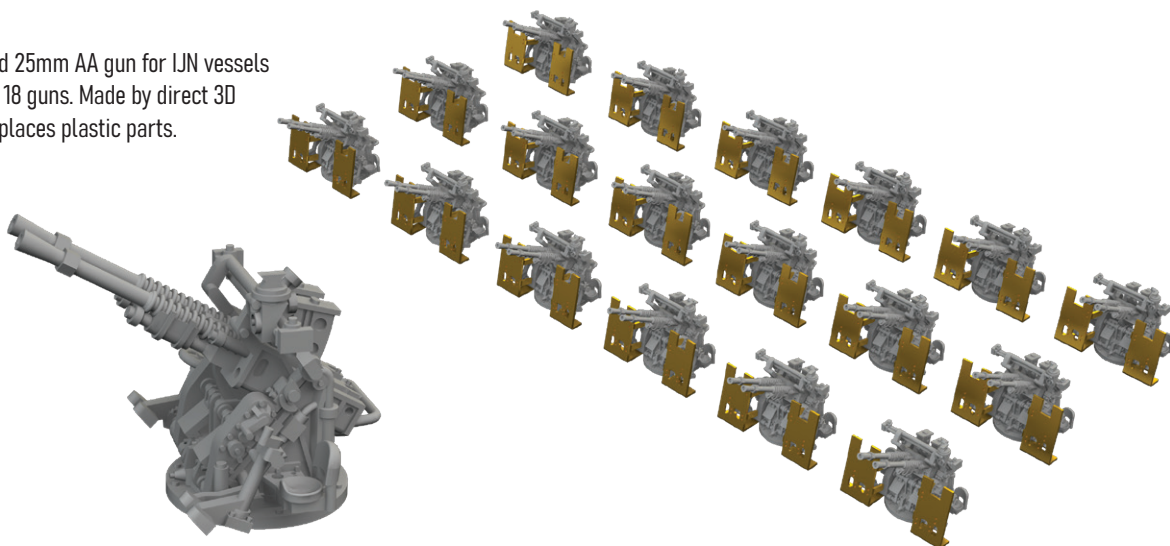
IJN Type 96 25mm AA gun (double) PRINT

1/350

Brassin set - double mounted 25mm AA gun for IJN vessels
in 1/350 scale. Set consists of 18 guns. Made by direct 3D
printing. Easy to assemble, replaces plastic parts.

Set contains:

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



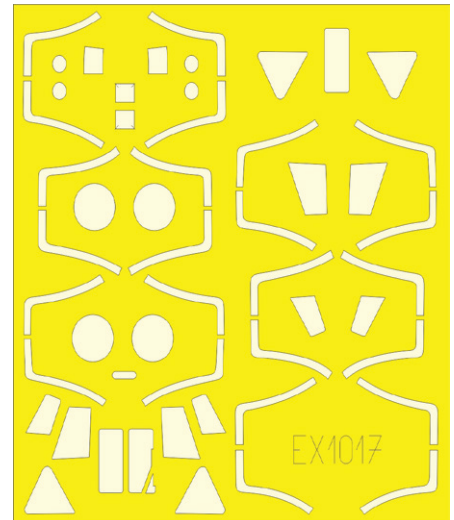
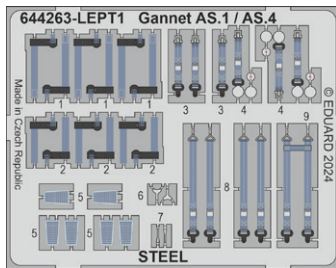
644272

Gannet AS.1/AS.4 LööKplus**1/48 Airfix**

Collection of 3 sets for Gannet AS.1 or AS.4 in 1/48 scale.

Recommended kit: Airfix

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

LööKt

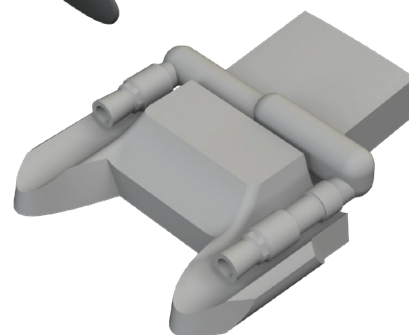
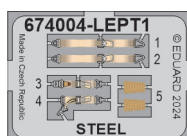
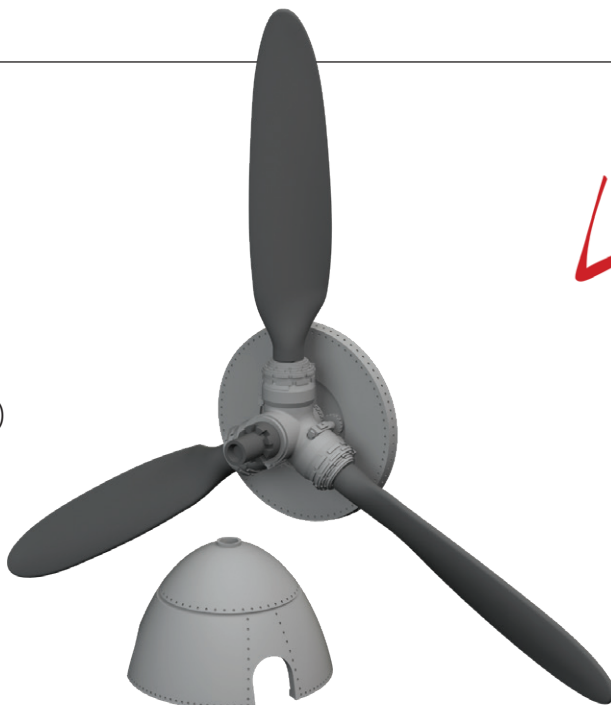
674008

Bf 109G-2 LööKplus

1/72 Eduard

Collection of 3 sets for Bf 109G-2 in 1/72 scale.
Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- gun barrels
- propeller



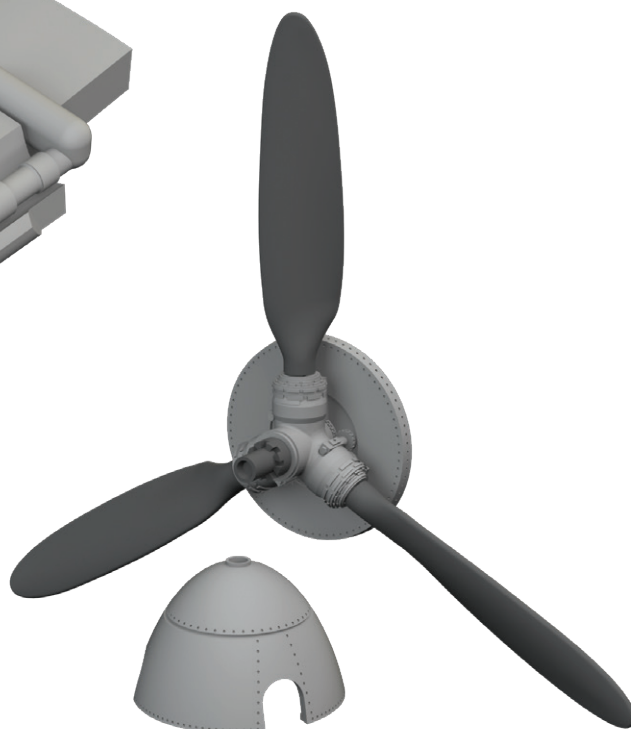
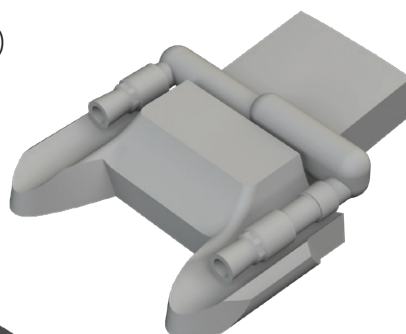
674009

Bf 109G-4 LööKplus

1/72 Eduard

Collection of 3 sets for Bf 109G-4 in 1/72 scale.
Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- gun barrels
- propeller



SIN648126

P-38J engines

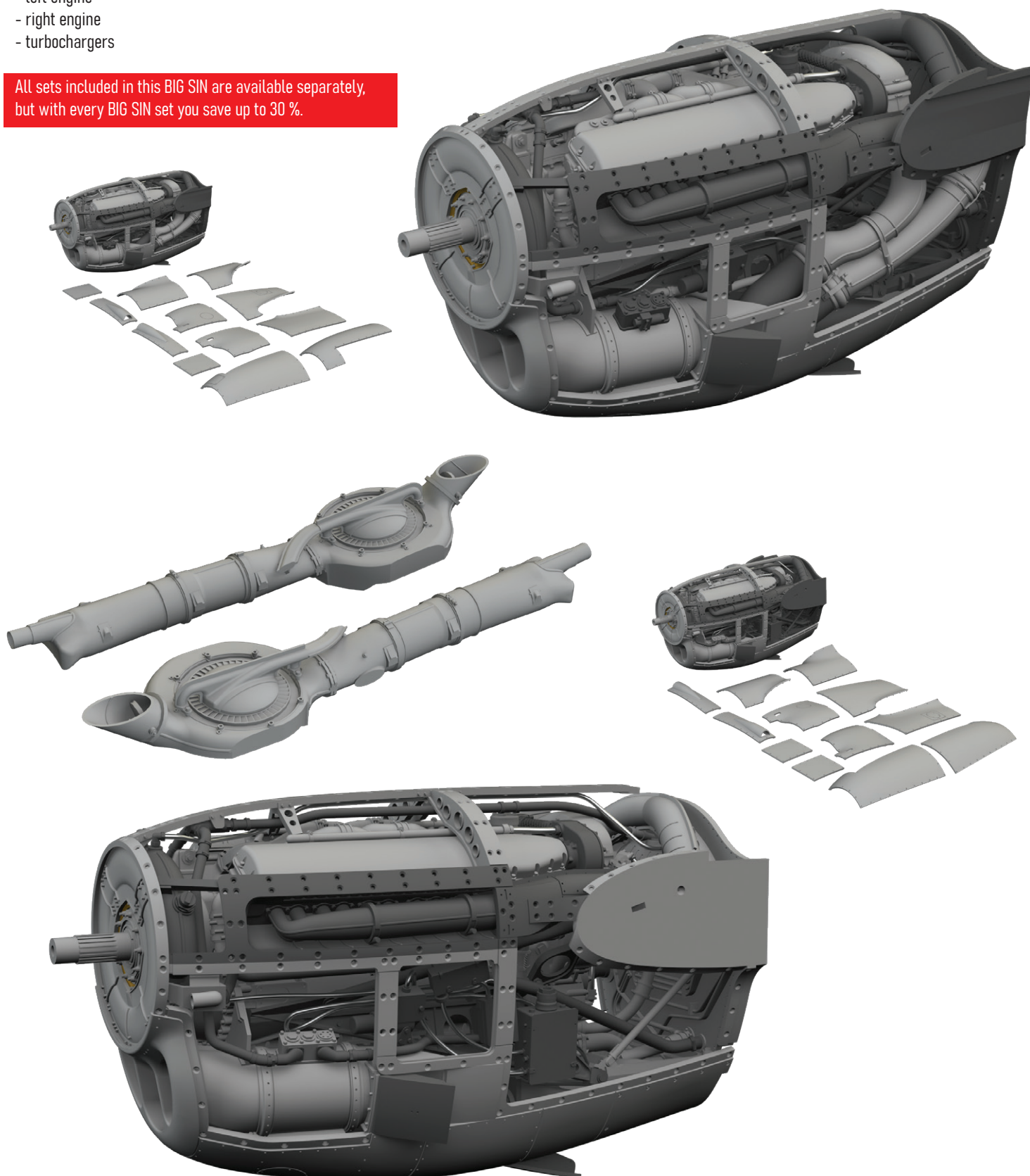
1/48 Tamiya

Collection of 3 sets for P-38J in 1/48 scale.

Recommended kit: Tamiya

- left engine
- right engine
- turbochargers

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



SIN67224

F-35A armament**1/72 Eduard**

Collection of 5 sets for F-35A in 1/72 scale.

Recommended kit: Tamiya

- GBU-12
- AIM-120C AMRAAM
- AIM-9X
- AIM-132 ASRAAM
- GBU-31(V)3/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

53310	USS Sangamon CVE-26 island	1/350	Trumeter
32490	A-20J/K / Boston Mk.IV bomb bay	1/32	HKM
32491	A-20J/K / Boston Mk.IV main wheel well	1/32	HKM
321017	B5N2	1/35	Border Model
321018	A-20J/K	1/32	HKM
321019	Boston Mk.IV	1/32	HKM
481139	TBD-1 landing flaps	1/48	Hobby Boss
491450	B-24J cockpit & engines	1/48	Hobby Boss
491452	TBD-1	1/48	Hobby Boss
491454	B-26B Marauder cockpit & nose interior	1/48	ICM
72737	SM.79 exterior	1/72	Italeri
73824	SM.79 interior	1/72	Italeri

ZOOMS

33365	B5N2	1/35	Border Model
33366	B5N2 seatbelts STEEL	1/35	Border Model
33367	A-20J/K	1/32	HKM
33368	A-20J/K seatbelts STEEL	1/32	HKM
33369	Boston Mk.IV	1/32	HKM
33370	Boston Mk.IV seatbelts STEEL	1/32	HKM
FE1450	B-24J	1/48	Hobby Boss
FE1451	B-24J seatbelts STEEL	1/48	Hobby Boss
FE1452	TBD-1	1/48	Hobby Boss
FE1453	TBD-1 seatbelts STEEL	1/48	Hobby Boss
FE1454	B-26B Marauder	1/48	ICM
FE1455	B-26B Marauder seatbelts STEEL	1/48	ICM
SS824	SM.79	1/72	Italeri

MASKS

JX324	A-20J/K	1/32	HKM
JX325	A-20J/K TFace	1/32	HKM
JX326	B5N2 TFace	1/32	Border Model
EX1041	B-24J	1/48	Hobby Boss
EX1042	B-24J TFace	1/48	Hobby Boss
EX1043	B-24J US national insignia	1/48	Hobby Boss
EX1044	B-26B Marauder	1/48	ICM
EX1045	B-26B Marauder TFace	1/48	ICM
EX1046	B-26B Marauder national insignia	1/48	ICM
EX1047	TBD-1 TFace	1/48	Hobby Boss

SPACE

3DL32023	B5N2 SPACE	1/35	Border Model
3DL32024	A-20J/K SPACE	1/32	HKM
3DL32025	Boston Mk.IV SPACE	1/32	HKM
3DL48180	B-24J SPACE	1/48	Hobby Boss
3DL48181	TBD-1 SPACE	1/48	Hobby Boss
3DL48182	Fw 190A-2 SPACE	1/48	Eduard
3DL48183	B-26B Marauder SPACE	1/48	ICM
3DL72032	SM.79 SPACE	1/72	Italeri
3DL72033	B-26 Marauder SPACE	1/72	Eduard
3DL53014	US Navy WW2 ensign flag for CVL, CVE, CL & DD SPACE	1/350	

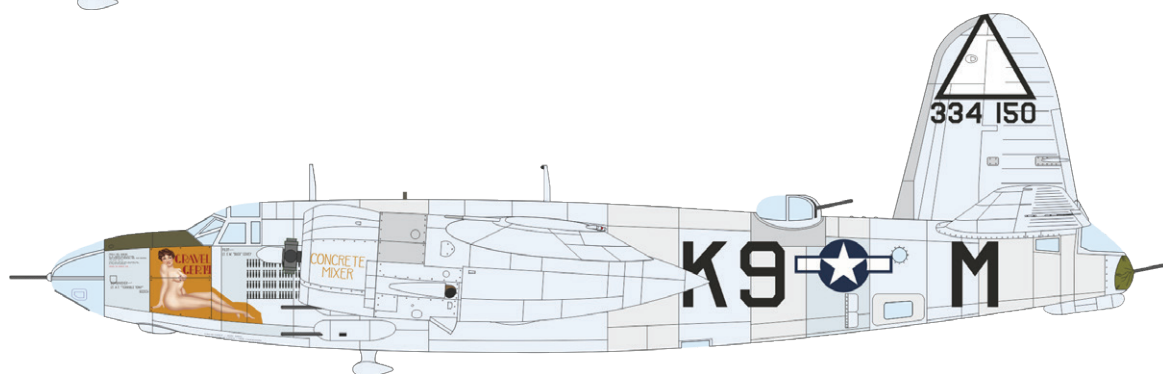
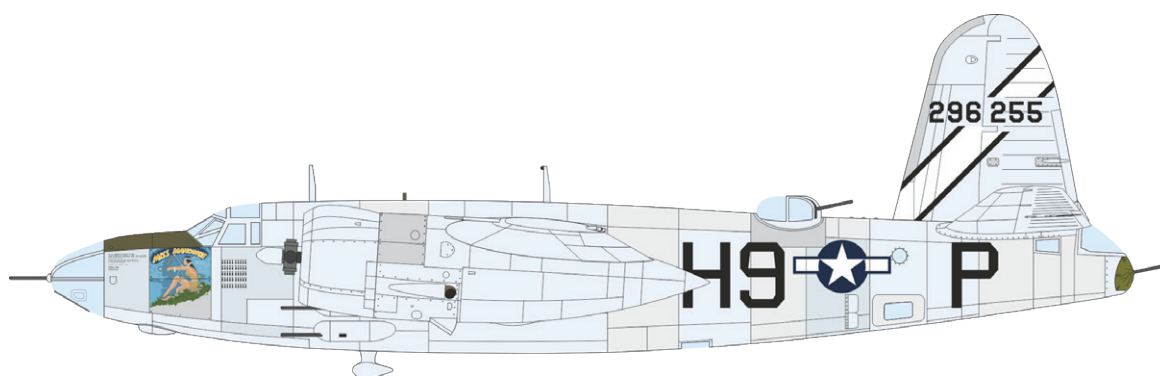
EDDIE THE RIVETER

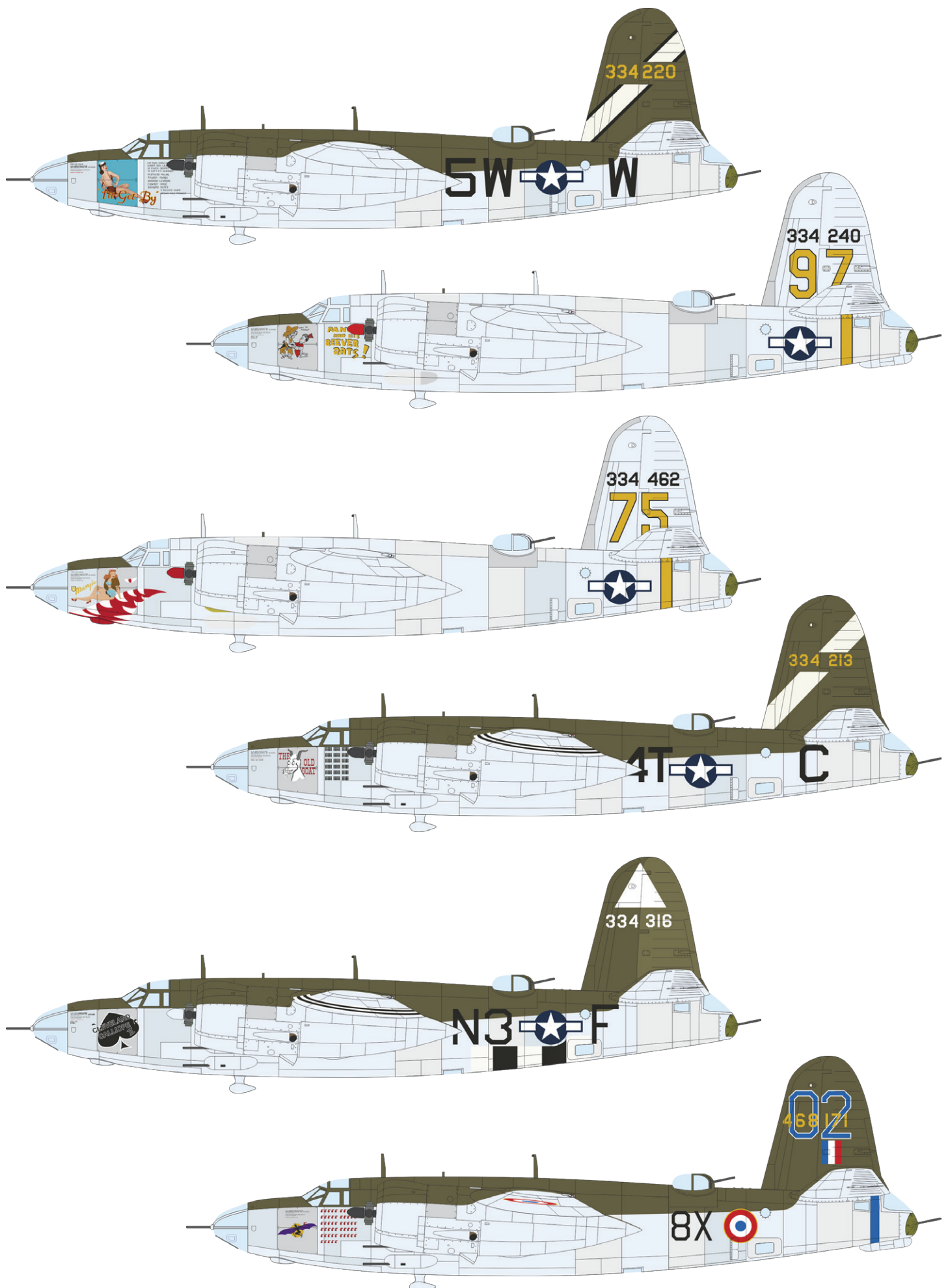
ER32006	Double radial rows	1/32	
ER48011	Double radial rows	1/48	
ER72006	Double radial rows	1/72	

MARAUDER

#2146

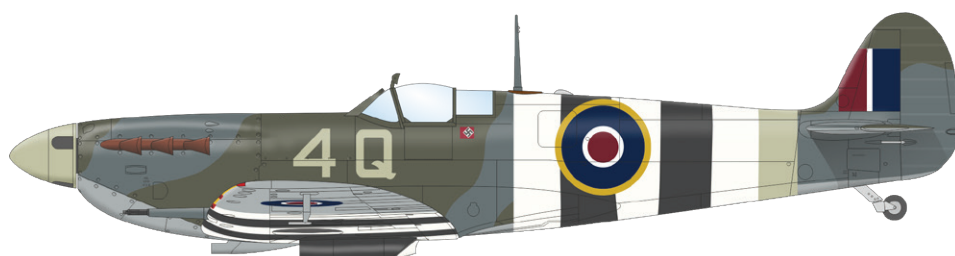
1/72





Spitfire Mk.Vb OVERLORD #84200

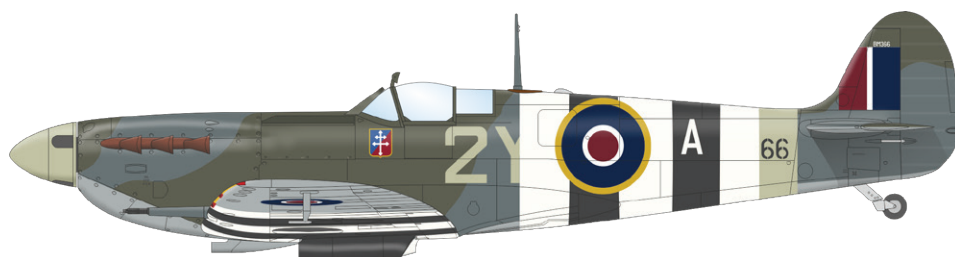
1/48



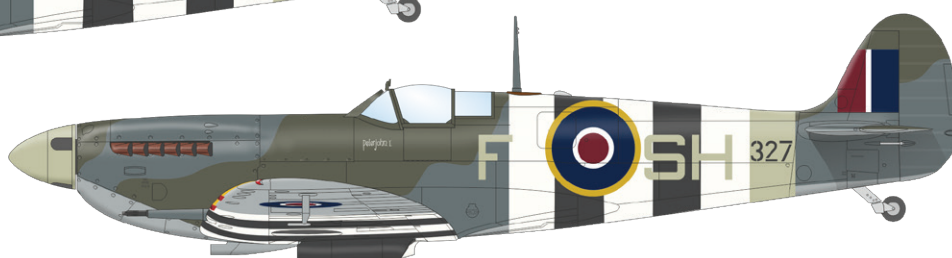
Slt. D.W. Barraclough, VCS-7,
RAF Lee-on-Solent, Hampshire,
United Kingdom, June 1944



BL547, F/O Rick R. Richards,
No. 401 Squadron, RAF Horne,
Surrey, United Kingdom, June 1944



BM366, Cdt. J. M. Accart,
No. 345 Squadron, RAF Shoreham,
United Kingdom, June 1944



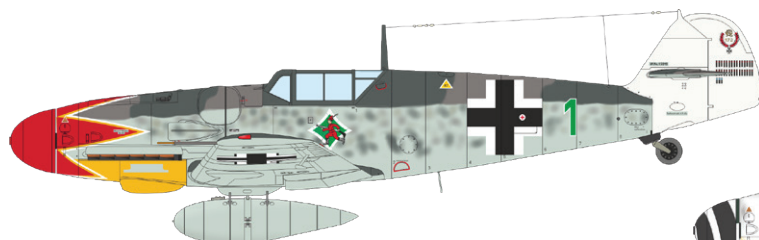
BM327, F/Lt Tony Cooper, No. 64 Squadron, RAF Friston, United Kingdom, June 1944

Bf 109G-6 #70159

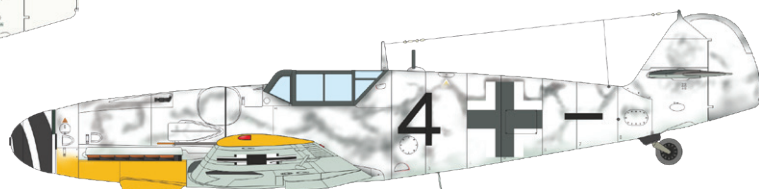
1/72



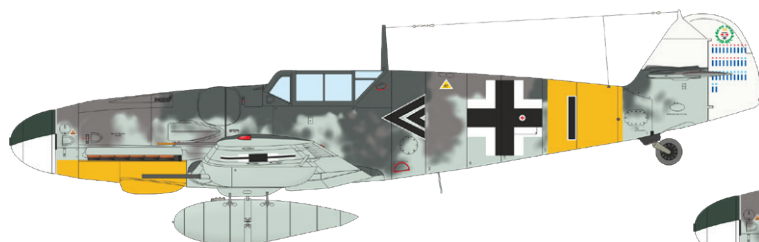
ProfiPACK
edition



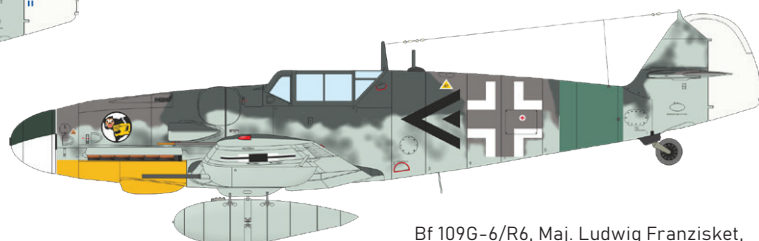
Bf 109G-6, WNr. 15919, Maj. Hermann Graf, CO of JG 50, Wiesbaden-Erbenheim, Germany, September 1943



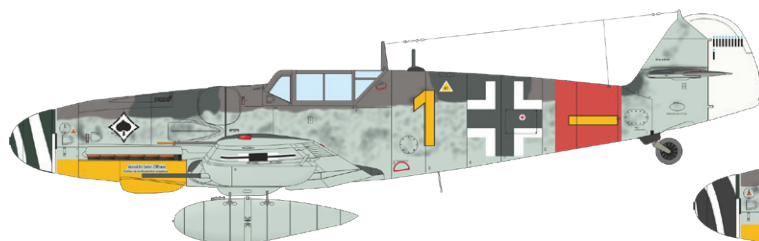
Bf 109G-6, Oblt. Theodor Weissenberger, 6./JG 5, Idriza-Pleskau (Pskov), the Soviet Union, January 1944



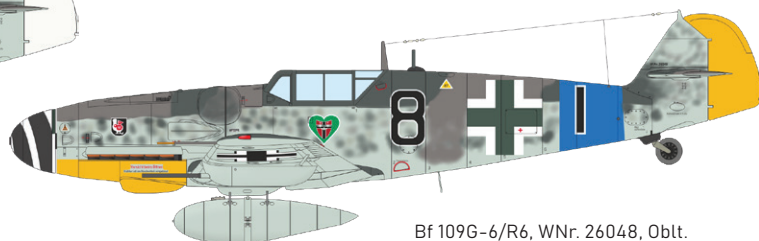
Bf 109G-6/R6, Hptm. Anton Hackl, Stab III./JG 11, Oldenburg, Germany, January 1944



Bf 109G-6/R6, Maj. Ludwig Franzisket, CO of I./JG 27, Fels am Wagram, Austria, January 1944



Bf 109G-6/R6, WNr. 440190, Lt. Alfred Hammer, CO of 6./JG 53, Vienna-Seyring, Austria, February 1944

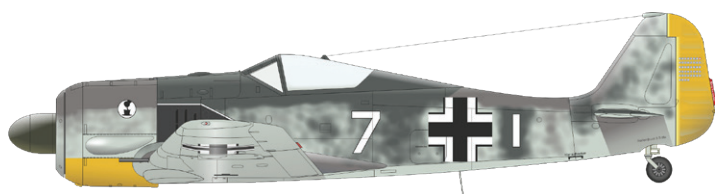


Bf 109G-6/R6, WNr. 26048, Oblt. Friedrich Brock, 8./JG 54, Ludwigslust, Germany, January 1944

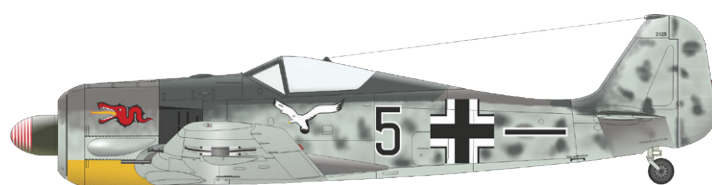
Fw 190A-2

1/48

Re-Release #82146

ProfiPACK
 edition


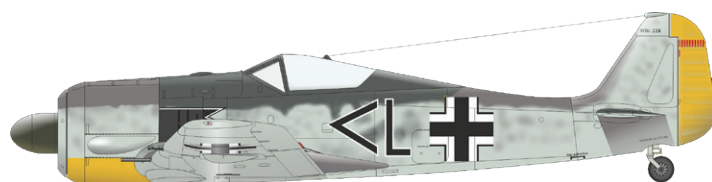
Oblt. Egon Mayer, CO of 7./JG 2, Théville, France, Summer 1942



WNr. 0122125, Oblt. Max Buchholz, CO of 5./JG 1, Katwijk, the Netherlands, Summer 1942



WNr. 0125281, Oblt. Siegfried Schnell, CO of 9./JG 2, Théville, France, June 1942



WNr. 0125228, Ofw. Erwin Leibold, Stab I./JG 26, St. Omer-Arques, France, July 1942



WNr. 0125310, Hptm. Josef Priller, CO of III./JG 26, Wevelghem, Belgium, June 1942

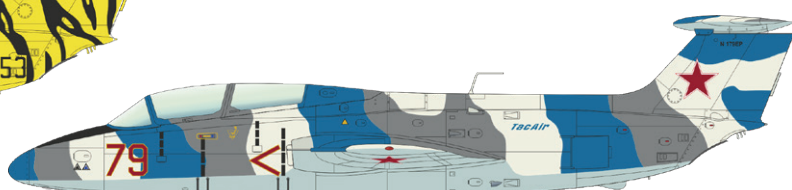
L-29 Delfín

1/72

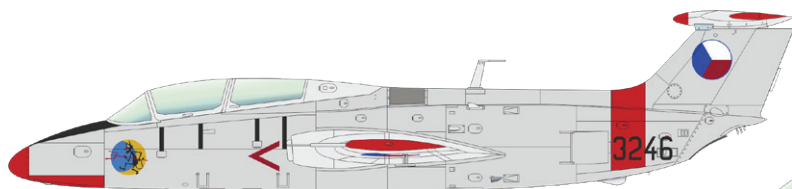
Re-Release #7096

ProfiPACK
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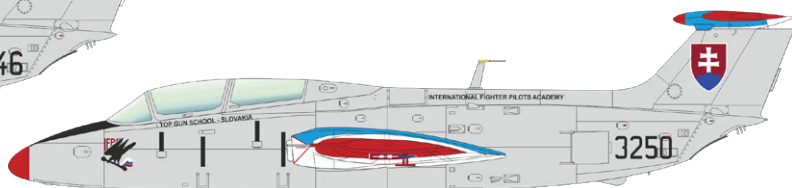

a/c No. 2853, 1 Squadron, 11 Fighter Regiment,
Žatec, Czech Republic, 1993



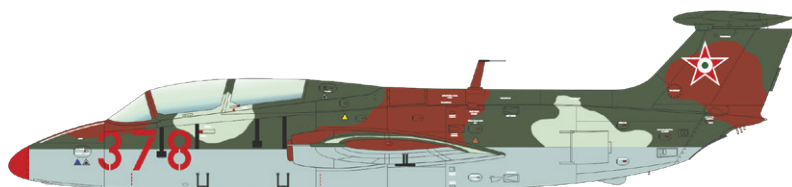
N179EP, Reno AFB, United States of America,
2009



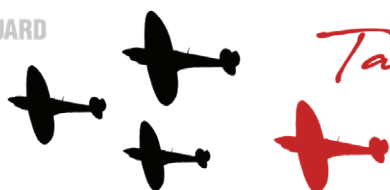
3246, 3 Squadron, 1 Fighter Regiment, Planá Air Base,
Czechoslovakia, 1969–1970



3250, International Fighter Pilots Academy,
Košice, Slovak Republic, 1993



378, 101 Fighter Reconnaissance Wing, Szolnok Air Base,
Hungary, Summer 1978



SCALE MODELS COMPETITIONS AND THE COLORS OF THE WORLD

The versatility of the modeling world is entrancing. And I don't just mean the range of topics like aircraft, AFVs, dioramas, figures, SCI-FI or looking through scales. I'm referring now to the way modelers can come together, have fun, argue, admire, enjoy. Modeling communities are about friendship, nudging each other, sharing experiences, teaching beginners, camaraderie but also overscaled rivalries and therefore animosities, resentments, betrayals, words fulfilled or unfulfilled, diligence and laziness. Art and clumsiness. In short, scale modeling is a reflection of the real world, not only in the scaled-down reproductions we try to create, but also in all its essence.

The point of view is of course different if you are a modeler or a manufacturer. Whether garage based or one with a big company and worldwide distribution. Yes, certainly our industry is seen differently by a person for whom it is a hobby that they sit down to two nights a week or by someone for whom it is their daily bread and who is an element in a system that has to provide work for dozens or hundreds of employees. And because, as we have said, modeling is a reflection of the real world, there is no shortage of rudeness, backstabbing, theft large and small, parasitism on the work of others and deception. Of course, it's up to us to decide how we feel about it, whether we turn a blind eye to such things or stand up to injustice.

One of the most striking elements of modeling diversity is competitions. And they're not just an opportunity to compare your skills, they're places to meet, to discuss, to form communities, and a place to explore

new things, practices, and ideas. For us as a manufacturer, it is important, even our moral obligation, to support model competitions. This can take many forms, the most common being sponsorship with prizes for competitions. And to highlight the fact that we and the organizers focus mainly on junior competitors would be just "carrying coals to Newcastle".

Every year we support several dozen competitions in the Czech Republic and abroad, some of which we also participate in as vendors and some of which we organize. Either as a company or our employees, as members of some model clubs. Unfortunately, we have to refuse a similar number of requests for support of competitions - we do not have the possibility to support all national competitions of district level, for example. Concerning the foreign ones, we mainly support those where there is some personal connection or historical experience. We don't ask much for our support, we have a few fairly simple conditions, the most demanding of which is probably the participation of the organizing club in E-Day in the form of a club show (which of course we don't usually require from foreign competitions organizers). Participation in E-Day also involves accepting our rules for club presentations and thus keeping it fair for all. During last year's E-Day, one of the clubs turned its display table into a sales corner, which not only led to an unpleasant situation during the event itself, but also to not receiving support, in the form of kits, from us for their fall contest.

If you are an organizer of a modeling competition, especially in the Czech or Slovak Republic, do not hesitate to contact us.

We will be happy to support the competition. Not only with kits and accessories for the winners' prizes, we will also publish for free your competition leaflet in our Info magazine. We will clarify the rules and conditions in subsequent communication. However, I want to mention one of our rules now because it is new and many contest and exhibition organizers may not know about it. We have decided NOT to support such competitions where there will be any direct participation of AZ model, Admiral, Kovožavody Prostějov (I do not mean the original, real ones) companies, or any other brand associated with Mr. Petr Muzikant.

We believe that dishonesty must be confronted and things must be called by their true names. For those who may not know exactly what I am writing about, what was the last drop in the proverbial cup in this decision, I recommend the article on pages 34-36 of the previous issue of Info.

We will therefore not support those competitions and exhibitions that are supported by these brands in any way, or at which one of Mr Muzikant's companies has a sales or promotional stand. Please accept this. We do not prohibit anyone from cooperating with these companies, we only define the conditions of our own support. If any of you have the impression that the above is related to the reasoning in the first half of this column, I want to assure you that your impression is correct.

We look forward to seeing you over the diversity of the modeling world and at future contests and model shows!

