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

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EDITORIAL

Good day, Ladies and Gentlemen!

With July and the start of the latter half of the year, we can proudly say that we have achieved our set goals. What we planned for the first half of the year, we put into production and made available. During the last two weeks of June, we shipped all the preordered P-51D Mustang Royal Class kits. With this item, we have inaugurated the 72nd series of Mustang kits. It will largely copy the 48th scale line of Mustangs, but it won't be strictly a downsized version. The Limited Edition version 'Aces of the Eighth' is slated and on time for August, which carries over some specific aircraft from the various 48th P-51 releases, but also offers new options that have not been components previously. Of course, this will also have a bearing on the color profiles in future 72nd scale Profipack and Weekend items.

We launched the Mustangs, both the new P-51D 1:72nd and the P-51B in 1:48th released in May, last Saturday, June 29th, at the airport in L  ne in the company of a live Mustang, the P-51D 'Little Rebel', which in the Line hangar was recently replaced by a Spitfire Mk.IX. Those who were in L  ne on Saturday will certainly not regret it, we enjoyed a pleasant and relaxing aviation themed morning and learned a lot about the Mustang and other aircraft. And those who weren't in L  ne can take a look at the photo report in this issue of our current newsletter below. It was already the third such event that we organized in cooperation with the Classic Trainers Association, and I'm sure it wasn't the last.

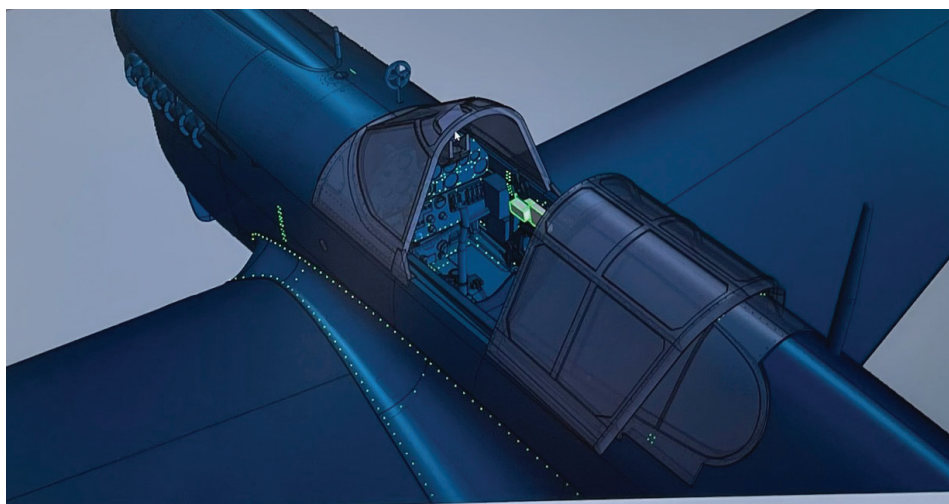
We also launched the preorder of the 48th B-17F, 'The Bloody Hundred 1943' Limited Edition kit in June. This is actually a new item for August, currently sold out here. However, this does not



mean that this kit will not be available. A large part of the shipment was bought by retailers who will continue to sell this kit for some time. But as an item offered through our e-shop, this piece is gone. As of today, we are missing the core item to box all of our B-17Fs, that being the plastic. The bulk of these, some 4,800 complete sets, are traveling by train and are already in Poland. We have the rest of the components that make up the kit, and once the plastic arrives, we will package the kits and send them out to those that preordered around July 15th. In the second half of July, we will ship the B-17s together with August new releases to retailers. The delivered by air portion of the plastic, some three hundred sets, is already in our warehouse as of the end of last week. We will also pack these up this week and send them to the States. 'The Bloody Hundred 1943' will then go on sale for the first time at the IPMS Nationals 2024 in Madison, Wisconsin, July 17-20, along with other August items.

The most common question when launching a new kit is 'what's next?'. What other versions are you going to release? There are also cases where someone in the middle of a Mustang

discussion asks when we will release the MiG-21F, but it is, of course, perfectly legitimate to ask about other versions of the Mustang along with other types of aircraft. Then, sometime around the third or fourth incarnation of a specific theme, another type of debater appears, who will start ranting about another uninteresting and completely unnecessary Messerschmitt or Spitfire and demand, in the stream of a perceived boredom, the release of something 'interesting', such as a KB-3 Chuchuliga, or at least a Shorts Tucano. I have to disappoint these folks, they will have to accept that we are a mainstream company and they will have to look for such types from someone else. There are many manufacturers of high-quality construction kits on the market today, so they will surely see not only the Tucano, which is already on the market, but also the legendary Chuchuliga. As for our next step with the Mustang, the P-51B in 1:48th, we will release the first Profipack of the P-51B with the original canopy, and then, also as a Profipack, the filleted P-51B/C at E-day. There, things get a little tricky with marking options, since there is no clear division between filleted and nonfilleted P-51Bs and Cs. Both had or did not have the fillet. In the end, it's the same for canopies, so the labeling of specific boxings for B-type Mustangs will probably be a bit of a pain in the ass. The last of the Profipacks, the B version with the Malcolm hood, will be released in the middle of next year, and then we will deal with the Weekends and possibly other Limited Edition releases. It will be similar for the 72nd scale Ds, the first Limited Edition kit, 'Aces of the Eighth', is also scheduled to be released in August, followed by a Profipack P-51D-5 in November and a D-10 in January of next year. Further little Ds will gradually be released through more Limited Edition kits and will basically mirror the 48th scale versions.



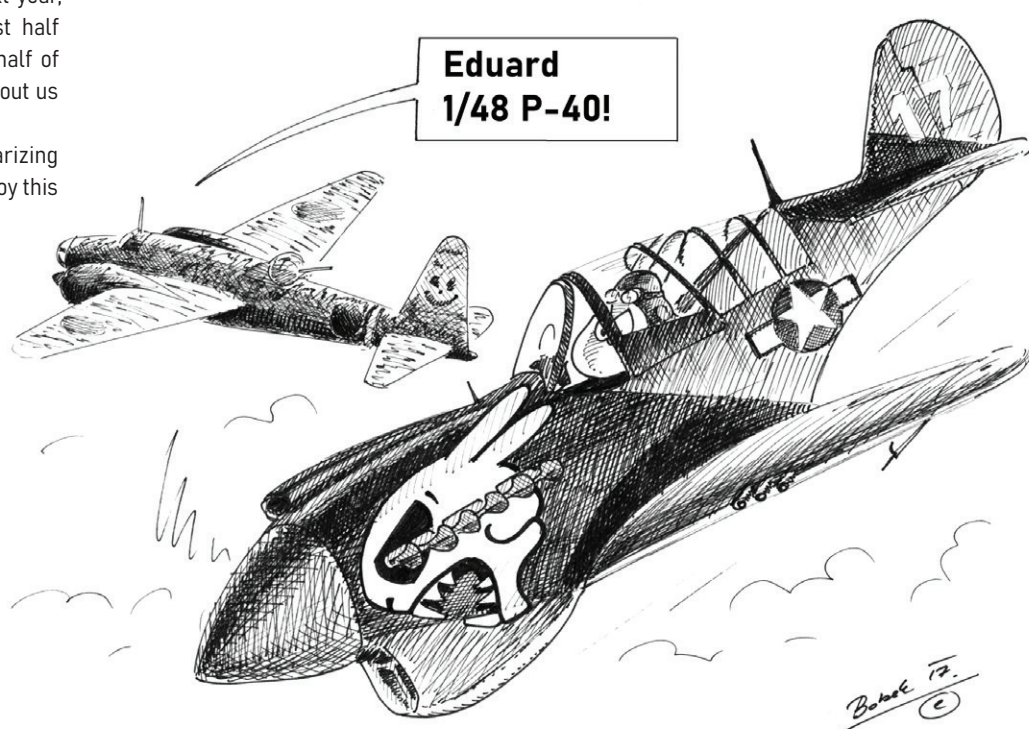
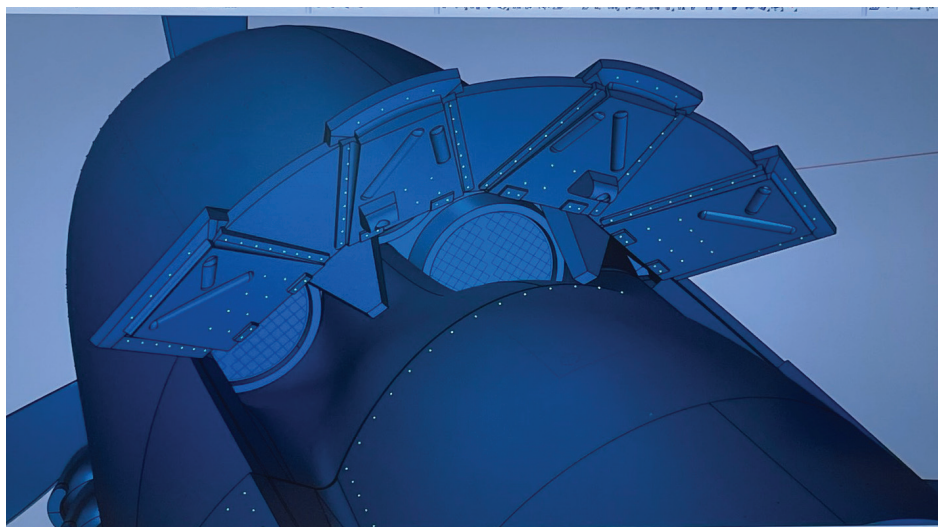
There are also inquiries about other versions of the B-17. We are counting on those, but we'll let you rest for a while. The B-17 is a big plane, after all, and the kit is also big and above all, pretty pricey, so give it at least a year or two of peace and other projects won't hurt the budget quite so much. In any case, we want to continue the history of the 100th BG with a B-17G kit, and we also want to release B-17Fs and B-17Gs that will cover the entire 8th Air Force. We also want to continue working with HKM, so some B-25 Mitchell and Lancaster projects are beginning to take shape. A TBH 1943 release in a different scale is also not out of the question. It's certainly within our power to release a 72nd scale version, but technically a 32nd scale item is also possible.

Another frequent question is about the development status of the P-40E Warhawk kit. The Warhawk is currently with the technologists, the development of the molds is underway, as well as minor modifications to the structure so that it optimally corresponds to the technological parameters of the actual airplane. I am assuming that the second half of July will see the first molds, and on E-day at the end of September, the plastic will be available for viewing. At that time, the plastic will not be complete, I think we might have three or four sprues out of a total of six, but that will change quickly and in November at Telford we might be introducing the complete kit and selling it in 'pre-production' form in white boxes, similar to how we did the Mustangs at Easter in Prostějov.

In addition to the P-40E, we are working on other projects. Work continues on molds for other versions of the Zero, the A6M5, A6M7 and the two-seat A6M2-K, as well as molds for the MiG-21F. Both are projects for next year, the Zekes will be introduced in the first half of next year, the MiG-21F in the second half of next year. Absolutely no need to worry about us abandoning these projects.

And that will be it with my summarizing current and future projects. I hope you enjoy this month's newsletter, and happy reading!

Keep on modelling!
Vladimir Sulc



THE OIL CAMPAIGN

Thomas McKelvey Cleaver

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

Both the Eighth Air Force and RAF Bomber Command were averse (to put it mildly) to "outsiders" trying to convince them to change their strategic target priorities in search of "the magic spot" that would cause the downfall of Germany

Germany and her allies had nowhere near the access to oil supplies that the Allies did. The Germans had been forced to create a synthetic oil industry in the 1930s in anticipation of going to war, and the Nazis considered their alliance with Romania to be their major diplomatic coup, since it gave them access to and control of the oilfields around Ploesti, the only source of oil in Europe. Ploesti's oilfields were the source of 30 percent of the Axis oil supply. The major thrust of the assault on the Soviet Union had been on the southern front, where anticipated success at Stalingrad would have allowed access to the oilfields of Baku.

The Allies had long been aware of the Nazi Achilles' Heel. One of the first missions flown by American heavy bombers had been the abortive attempt by the HALPRO force, the first B-24s assigned to the Ninth Air Force in 1942, to bomb Ploesti. The force had not been strong enough to inflict any lasting damage. With the Axis forces driven from North Africa after May 1943, Ploesti

again became a target with Operation Tidal Wave, flown on August 1, 1943. In the wake of that unsuccessful mission, the Fifteenth Air Force was created in Italy specifically to mount a major, sustained campaign to destroy Ploesti.

General Spaatz's USSTAF planners estimated they could drop German gasoline production 50 percent with 15 missions against Ploesti by the Fifteenth Air Force and 10 against the German synthetic oil industry by the Eighth. Ploesti and the German synthetic oil industry was the only lifeline the Wehrmacht had to maintaining the ability to fight a mechanized war. British planners in the Ministry of Economic Warfare had long pleaded to no avail with Bomber Command's Sir Arthur Harris to attack these targets, with Harris dismissing such a plan as a "panacea" that would divert him from his campaign to destroy German cities.

Spaatz argued to Eisenhower before SHAEF took control of the Eighth that destroying the panzer's gasoline supply was a far greater

blow against the enemy than destroying easily-repaired railroad marshaling yards. Knowing he could not get SHAEF's focus away from the Transportation plan, Spaatz pointed out that an aerial offensive against oil would only need half of Eighth Air Force's bombers, the rest could be employed against the rail system. Unfortunately, the Air Force's history of over-promising on the decisive results of striking "strategic" targets and the failure of the ball bearing campaign the previous fall, worked against Spaatz, even with the full support of General Arnold in Washington.

Churchill, who was concerned that killing large numbers of French and Belgian civilians living near the rail yards would create political problems both during the war and in its aftermath, favored the Oil Campaign. However, in a meeting at SHAEF HQ on March 25, 1944, Eisenhower pressed VIII Bomber Command's General Frederick Anderson about the likelihood of success of a campaign against synthetic oil, with Anderson forced to confess that the Air Force "could not guarantee that the attacks of oil targets would have an appreciable effect during the initial stages of Overlord." Anderson did say that a campaign against the synthetic oil industry "would have a decisive effect within a period of about six months." Since he was concerned about the immediate problems associated with putting an army into France and keeping it there, Eisenhower came down against the proposal. RAF Chief of Staff Air Marshal Sir Charles Portal found a compromise with the proposal that such a campaign would be mounted by both Eighth Air Force and Bomber Command once the Allied armies were firmly in Normandy and any German counterattack had been blunted.

Since the Fifteenth was not involved in the invasion, Spaatz was able to convince Tedder to allow him to mount a mission against Ploesti shortly after Eisenhower's decision. The results were so good that Tedder allowed the Fifteenth to make repeated attacks between early April and late June 1944, which saw the Romanian oil fields and refineries severely damaged and oil production severely curtailed. The Axis would



The blue noses of the 352nd "Blue-Nosed Bastards of Bodney" came in several shades of blue until the marking was standardized using RAF Dark Mediterranean Blue. (USAF Official)

lose all access to Romanian oil at the end of August 1944, when the country surrendered in the face of Soviet invasion.

The Fifteenth's four fighter groups that re-equipped with the P-51 between March and June 1944 - the 31st, 52nd, 322nd and 325th - racked up impressive scores against both the Romanian Air Force and the Luftwaffe on these missions. Herschel Green, the 325th group's leading ace, who was a veteran of the North African, Sicilian and Italian campaigns, later recalled that the air battles over Romania were "the most intense combat I experienced in my tour." Ploesti was so important that two Luftwaffe Gruppen - including Erich Hartmann's II/JG 52 - were withdrawn from the Eastern Front to reinforce the Ploesti defenses.

With the Ploesti campaign's demonstrated success, Spaatz once again asked Eisenhower for permission to bomb the synthetic oil refineries. When Eisenhower told him to wait till the end of summer, an argument broke out between the two that was so intense it was rumored Spaatz had threatened to resign. Eisenhower relented by authorizing the Eighth to attack on two days in May when weather over France prevented bombing of rail targets.

The first mission was flown on May 12, 886 bombers were sent to bomb a complex of synthetic oil plants in central and eastern Germany and met significant aerial opposition.

The 352nd Fighter Group's John C. Meyer almost became someone else's score in a battle over the synthetic oil plant at Prenzlau. Meyer spotted a combat wing of Fortresses rocked by explosions and took two 487th squadron flights to investigate, closer, Meyer saw several parachutes in the air, then spotted three gaggles of enemy aircraft. He quickly lost the first two he spotted in the heavy haze, but one Bf 109 from the third flight failed to reach the sanctuary of the haze and Meyer set it on fire with one burst. After watching it crash, he spotted an airfield with bombers on it and made a run in which he destroyed a He 177. As he pulled up, a Bf 109 bounced him and he only managed to escape with a series of violent maneuvers taken at a low enough altitude he thought for a moment he might crash. Meyer was able to return to Bodney to complete the last mission of his first tour of duty, with claims that raised his score to 15.5, including 8.5 aerial victories.

The Eighth lost 46 bombers on the May 12 missions. However, the aerial battles had been one of the worst days for the Jagdwaffe, which reported losing 61 fighters. Albert Speer wrote of the strike in his memoirs, stating, "On that day, the technological war was decided." Speer authorized top priority to repairing the synthetic oil refineries and crews worked 24 hours a day to restore production.



The legendary Chuck Yeager on the wing of his second P-51, P-51D "Glamorous Glen II" in which he shot down an Me 262 in November 1944.

On May 28 and 29, the Eighth's bombers returned to hit the newly-repaired facilities while the Fifteenth hit Ploesti with its biggest attacks. ULTRA intercepts in June confirmed that gasoline production had been cut in half. Following these attacks, Speer told Hitler that if the enemy persisted in these attacks over the summer, Germany would have no way to prosecute the war by fall.

With the invasion a week away, a larger campaign would have to await victory in Normandy. Strategic bombing had finally found the target that would change the war.

By mid-June, the Allies were firmly ashore in Normandy. General Spaatz renewed his request that the Eighth be allowed to resume attacks on the synthetic oil industry. Eisenhower had him written permission to divert the bombers from direct support of the invasion on days when there was good weather over Germany and were no missions against "Crossbow sites" (the German V-1 launch sites) or infantry support.

The synthetic oil plants were located near coal deposits in the Ruhr, Silesia, south of Berlin and Leipzig. These plants produced 75 percent of Germany's total fuel supplies: 85 percent of high-grade diesel and gasoline, and all aviation gasoline.

Nearly one-third of this production was concentrated in the massive Leuna plant outside Merseburg and Politz, 70 miles northeast of Berlin. Five other plants located in central Germany produced another third.

The Leuna plant's 250 buildings covered three square miles and employed 35,000 workers, 10,000 of them slave laborers or POWs. A facility that size should have been easy to hit with precision bombing, but the German defenses involved greasy black smoke sent up from hundreds of small ovens that ruined visibility. Additionally, decoy buildings that were constructed outside the plant were bombed as much as the plant itself. The plant was protected by 600 radar-supported 88mm anti-aircraft



Captain Pierce McKennon was one of the longest-serving pilots in the 4th FG, arriving in 1943 and flying operations to the end of the war. (USAF official)

cannons, while several Luftwaffe fighter units were based nearby.

Merseburg became known as "Mercilessburg" to the bomber crews. Second Lieutenant Tom Landry, who would become head coach of the Dallas Cowboys, flew most of his missions in the oil campaign, he remembered that the sky over the city and the plant was filled by "an angry black cloud of exploding flak."

The B-17s and B-24s primarily dropped 250-pound bombs, these were not strong enough to destroy the reinforced concrete blast walls protecting the storage tanks, compressors and other machinery. These lighter bombs also made German firefighting easier because the fires were less intense and long-lasting as compared to the destructive effect of the RAF 4,000-pound "cookies," that were responsible for most of the damage.

The summer of 1944 saw poor weather, which prevented the bombers returning to a target quickly. The Germans were able to get plants back into production at lowered rates within four to six weeks. Toward the end of the campaign, air force planners using increased photo reconnaissance were able to time attacks to coincide with production resumption.

The first attack of the Oil Campaign was against the huge plant at Politz on June 20, 1944. The Fourth Fighter Group provided Target Withdrawal Support. Fifty ZG 76 Me 410s intercepted the bombers, some carrying massive 50mm anti-tank cannons, escorted by Bf 109s. The Luftwaffe admitted the loss of 12 Me 410s to the Debden Eagles and other groups.

The mission saw the loss of Jim Goodson, who led his 336th squadron in his brand-new P-51D. Spotting airplanes on the airfield at Neubrandenburg on the way home, Goodson led the squadron in a low-level attack. As he

picked out a Do 217 on the field, his Mustang took a hit in the vulnerable radiator. With engine temperature soaring, Goodson crash-landed on the airfield and was quickly captured. Since the Mustang looked undamaged from the air, other squadron members strafed it as Goodson and his captors threw themselves on the ground. At the time of his loss, Goodson was VIII fighter Command's leading ace, with 14 aerial victories and 15.5 ground kills, he would remain top ace of the Fourth.

The Eighth's first "Operation Frantic" shuttle mission was flown June 21. Among the others, First Bomb Division contributed 163 B-17s, their escort to the target was performed by 72 P-38s of the 364th and 55th groups, and 38 P-47s of the 353rd group. The Fourth, flying three 16-plane squadrons, reinforced by 16 P-51s from the 352nd's 486th squadron, were led by Don

Blakeslee. They rendezvoused with the bombers before they hit the target and flew with them to Poltava in Ukraine, a flight of 1,600 miles.

Shortly after the Eagles picked up the bombers over Lezno, Poland, 30 Bf 109s attacked the bombers over Siedlice. Captain Frank Jones and 1st Lt Joseph Lang each got one, making both aces. The 335th squadron's 1st Lt Frank Sibbett was shot down and killed. Blakeslee navigated the flight - as he was later proud to recall - with four maps and a wrist watch, bringing the group to Poltava where they landed at 1450 hours, his exact ETA, he considered leading the flight across Europe his greatest achievement of his wartime career. Ralph Hofer, who wandered off on his own again, was unable to rejoin the group and got lost. He landed unexpectedly at Kiev, where he was closely interrogated by the Russians before they let him fly over to Poltava the next day.

Unknown to the Americans, the force had been shadowed by a Ju 88 after the formation broke away from the main force and headed east. That night, the Luftwaffe staged one of their last large-scale bombing missions. The Poltava airfield was hit, destroying many B-17s - half of those on the field.

With the majority of the Jagdwaffe in Normandy, missions over Germany did not find larger air opposition until July 18. The 352nd was escorting bombers to targets in Peenemünde and Zinnowitz when they encountered a mixed force of about 40 Me 410s and Ju 88s, with a top cover of 20 Bf 109s that were stalking the bombers. Outnumbered, the 486th and 487th squadrons attacked, quickly dispersing them while the Bf 109 cover was engaged by the 328th squadron.

George Preddy, whose run of victories had taken off in late June when he exchanged his P-51B "Cripes A'Mighty II" for one of the newer



The 55th Fighter Group gave up their P-38s for P-51s in the summer of 1944. (USAF official)

P-51Ds, which he named "Cripes A'Mighty III", claimed two Ju 88s destroyed, a third as a probable, and two more "damaged," along with a Bf 109 destroyed. With that, his score of aerial victories rose to 14.5 and he was recognized as the group's leading ace.

On July 19, the Fourth ran across Bf 109s over Munich. The 336th's Lieutenants Ira Grounds and Francis Grove got two and one, respectively. First Lieutenant Curtis Simpson, whose P-51B lost its glycol after being damaged during the fight later recalled, "This particular escort flight was the sixth straight flight that we had made to Munich in six days, but it was the first one where there was any opposition. We were jumped by a group of '109s and fought all the way into Austria. I was on full throttle for far too long a time and my electrical system on the coolant shutters went out. When they closed, the engine

Wulf assembly plant at Rahmel. The bombers had been escorted by the 55th group, led by new group commander John D. Landers in their first P-51 operation. The mission to Gydina and back to England covered 1,595 miles in seven flying hours.

Over Poland, nine Bf 109s from JG 51 went after the bombers, but 1st Lt Robert Shaw's flight cut them off. Shaw shot one down in flames while element leader 1st Lt "Bud" Nowlin chased the fighter flown by Hauptmann Gunther Schack, Staffelkapitän 7./III./JG.51. Schack split with Nowlin in pursuit. A burst hit the 109's radiator and brought a spray of coolant before it slowed so dramatically that Nowlin overran the fighter. Pulling alongside Schack, he realized he had to preserve fuel. He waved and climbed away, not discovering until he met Schack 40 years that shortly after, Schack bailed out.

hits around the canopy. The enemy aircraft went down inverted and in flames. At this time, Lieutenant Doleac became lost while shooting down an Me 109 that had latched onto Lieutenant Heyer's tail." Preddy and Heyer continued their attack. Preddy got behind his second victory and got hits around the wing roots, setting the '109 on fire. "He went spinning down and the pilot bailed out at twenty thousand feet." Heyer shot down another Bf 109.

The enemy formation stayed together with the pilots taking practically no evasive action as the formation tried to maneuver to attack the bombers. "We continued our attack on the rear end and I fired on another at close range. He went down smoking, and I saw him begin to fall apart below us" Another flight of P-51s joined the fight. "I fired at another '109, causing him to burn after a short burst. He spiraled down in flames." Still the Germans stayed together as they made a left turn to attempt another attack. "I got a good burst into another one, causing him to burn and spin down. The enemy aircraft were down to five thousand now." One pulled off to the left in an attempt to engage Preddy. "I was all alone with them now, so I went after this single '109 before he could get on my tail. I got in an ineffective burst, causing him to smoke a little. I pulled up into a steep climb to the left above him and he climbed after me. I pulled it in as tight as possible and climbed." The enemy pilot opened fire ineffectively as Preddy outclimbed him in a zoom. "He fell off to the left and I dropped astern of him. He jettisoned his canopy as I fired a short burst, getting many hits. As I pulled past, the pilot bailed out at seven thousand feet. I had lost contact with friendly and enemy aircraft, so I headed home."

George Preddy had just shot down six enemy fighters in one battle. It would be the ETO record.

Preddy was still suffering from the epic drinking bout when he landed. When he shoved open his canopy, everyone wanted to know his score. His first words were "NEVER AGAIN!" With this, his score was 28, 24 scored in the P-51 to make him the leading Mustang ace. He was awarded the Distinguished Service Cross for his record mission, and given 30 days leave back home.

As the Fw 190A-8/R2 Sturmböcke became more effective, VIII Fighter Command sent fighter groups ahead of the bombers to find and break up the Sturmgruppen formations.

On August 15, II./JG 300 attacked the 303rd "Hell's Angels" group when they found the bombers headed for Wiesbaden near Trier. The Sturmböcke popped out of the clouds and shot down nine B-17s from the low formation. Minutes later, Bf 109Gs from I./JG 300 found the 466th group's B-24s near Meppel and shot down four. The defending gunners claimed four Fw 190s and nine Bf 109s respectively. On August 16, IV./JG 3



The 357th's P-51D-15 "Missouri Armada" was flown by Captain John B. England. (USAF Official)

overheated and I lost all of my coolant, if I hadn't been so close to Switzerland I would have ended up as a Prisoner of War or dead. I was looking for a place to land, since I did not want to jump. I found this very short meadow that had some white signs on it so I thought that I should try it. I had no other choice. I used full flaps with no power from the engine and I landed slightly on the tail wheel. There was no one there when I landed, but as soon as I stopped, here they came. The Swiss had helmets similar to the Germans, and I was not sure where I was. I stood up in the cockpit with my hands raised and asked if they were Swiss. Luckily they said yes!" Simpson's Mustang was later repaired and taken on charge by the Swiss Air Force.

On August 6, the 357th group provided escort for another shuttle mission to the Soviet Union. They picked up the B-17s after they hit the Focke-

That same day saw George Preddy's best day ever. When the group had been informed the night before that the August 6 mission would be scrubbed for weather, Preddy spent the night drinking and shooting craps, he got gloriously drunk and won \$1,200. He had been asleep an hour when he was awakened with the news the mission was on. Not only did he have a major hangover, but he was supposed to lead the mission! He spent 30 minutes in his cockpit breathing pure oxygen to clear his head, but even so he vomited in his cockpit while flying across the sea.

Ninety minutes later, the bombers were approaching Hamburg when 30 Bf 109s were spotted stalking the bombers. Preddy led White Flight in a bounce from the rear. He later reported, "I opened fire on one near the rear of the formation from 300 yards and got many

attacked the 91st group near Halle and claimed six B-17s in trade for six Fw 190s in a four minute battle.

August 24 saw the loss of the Fourth's Major John T. Godfrey in a freak "friendly fire" incident. Leading the 336th squadron, Godfrey spotted Ju 52/3m transports on the airfield at Nordhausen. He led the strafing attack and shot up four while his wingman 1st Lieutenant Melvin Dickey shot up three. The light flak was intense and Godfrey jinked to make himself a difficult target. In so doing, he flew into Dickey's line of fire as he opened up on a fourth ground target. Godfrey's P-51 was hit in the engine and the coolant system. With the temperature gauge "off the peg" as he later recalled, Godfrey bellied in beyond the field and managed to get out of the airplane as it caught fire and reach cover before the enemy troops arrived, despite suffering cuts to his head and leg.

At the time he went down, Godfrey was tied with Jim Goodson as leading ace of the Fourth, with 29.88 air and ground victories. After three days on the run and walking 13 miles, he tried to catch a ride in a boxcar outside Nordhausen, but was captured by railway guards. He later wrote that being captured and spending eight months as a POW was "the best thing that could have happened to me," since he had been obsessed with becoming the top ace of the ETO. "Prison taught me what was really important in life."

September 11 saw the strongest Jagdwaffe reaction to a bombing raid since May 28. It also saw another Eighth Air Force "Frantic" mission, in which 75 B-17s of the 96th and 452nd bomb groups bombed Chemnitz then headed on east, escorted by the 20th Fighter Group. While there was no enemy response, the force had to pick their way through heavy weather to land at Ukrainian bases. The bombers hit targets in Hungary on their way to Italy and the full force was back in England by September 17.

The other escort groups saw plenty of action on September 11. One of the forces attacked the Leuna factory in "Mercilessburg." Seven JG 400 Me 163s attacked one formation, claiming three B-17s in the vicinity of Leipzig. The "Bloody Hundredth" 100th Bomb Group was lagging, they were hit by an entire Sturmgruppe and 13 B-17s went down in the five-minute battle. Had it not been for the timely arrival of the 339th Fighter Group's Mustangs, the result might have been worse, but the P-51s shot down a good number of enemy fighters. The 92nd bomb group was also hit, losing eight, with four others so badly damaged they made emergency landings at Allied airfields in France. The U.S. fighters overall claimed an incredible 116 victories for the day.

On September 12, the bombers hit the synthetic fuel factory outside Magdeburg. The Jagdwaffe again made a strong showing, the groups



P-51D-10 "Pauline" of the 339th Fighter Group. One of the last fighter groups to join VIII fighter Command, the 339th FG established themselves as ground attack specialists when the Luftwaffe stopped flying for lack of fuel. (USAF Official)

reported loss of 23 B-17s. Overall, 43 bombers were lost, but against these enemy successes, American fighters returned with claims for 125 shot down.

On September 13, the Mustangs claimed 150 shot down. The famous names from the previous year were gone, returned home at the end of their tours or shot down. Their replacements demonstrated the result of the strong training program created in the previous two years back in the United States.

By this point, loss of regular supplies of aviation gasoline due to the destruction of the synthetic oil factories left the Luftwaffe only able to put in occasional appearances, when the geschwadern were able to collect sufficient gas to mount a mission.

The synthetic oil campaign carried out in the summer of 1944 was the first true test of the belief that daylight precision bombing could fatally disable the German economy. Eighth Air Force flew 28 missions in June, 27 in July and 23 in August and 15 in September - so fast that some bomber crews completed their 35 mission tours in only a few months - with the majority of the missions targeting the synthetic oil industry.

In the end, the campaign was won by carpet bombing the plants, causing simultaneous damage to several plants at a time, which was beyond the means of the German repair organization to return them to even a modest percentage of pre-campaign production. By September, synthetic oil production was nine percent of what it had been in May, and the Ploesti oilfields were in the hands of the Soviets. The German aircraft industry achieved its highest monthly production total in September, but the overwhelming majority of the airplanes produced never flew for lack of fuel.

Over the course of the campaign, Eighth Air Force lost almost half its operational bomber strength: 1,022 B-17s and B-24s, as well as 665

P-38s, P-47s and P-51s. While the loss rate was 1.5 percent over 35 missions as compared to 3.6 percent over 25 missions during the "Battle of Germany" that spring, an aircrewman in the Eighth still had a one-in-three chance of being killed or made prisoner during his tour.

After the war, Albert Speer told his interrogators that if the Allied Air Forces had made these plants their sole objective during the summer of 1944, they could have forced a German surrender in eight weeks, which would have allowed the airmen to achieve their dream of winning the war themselves. As it was, what was accomplished likely shortened the European war by six months.

Editor's Notes: The author is responsible for the historical, terminological and technical accuracy of the article.

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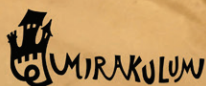
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A Mustang at Boleslav



A long brief from Historical Airshow Mladá Boleslav

Radim Vojta

Originally, I wasn't even supposed to be in Boleslav. Steve assigned me to Hradec, and took the rest of the shows. But when Hradec was postponed to next year, it looked like I wouldn't be getting in any airshow flight time with the P-51 this year. To be perfectly honest, I found that I had no real level of regret from the development. I had a couple of performances under my belt with Trener Box and the Pilatus, and that was probably enough to fulfill the year's requirement to exhibit. However, about two weeks before the show, Steve tells me that he has some personal items to take care of and that he will either cancel the performance, or pass it on to me. Well, I just happened to be on vacation and had the time, so why not?

(foto Petra Nováková)

So what followed was a phone call to Tomáš Ratimec in an effort to find out just what it was that was expected from me: 'Well, you and Míra Sázavský will do a two ship flyby, he will then separate for some solo aerobatics, and finish up with a four ship display with the Thunderbolt and Spitfire'. That made a lot of sense to me, as I've been flying the P-51 for a relatively short time and I haven't had many opportunities to practice a solo display yet. I only tried something over the airport a couple of times, which was enough for me to realize that the Mustang was neither a Spitfire nor a Yak-3, and that aerobatics in a fairly confined space would not be so easy with it. I could, however, fly in a group, since I have been doing that quite a bit recently.

As we packed up in the morning, I immediately understood what a new challenge the Mustang presented. It has a second seat instead of a fuselage tank, so although I tried my best to convince Jana that it would be more comfortable if she went to Boleslav by train, I failed. Fine, I'll take you with me, I told her - but we need to minimize the amount of stuff we carry! No evening gown, five o'clock tea dress, three handbags and two hats. And certainly, no kitchen sink. Maybe two pairs of shorts and a change of underwear. But when I looked in the luggage compartment after arriving at the airport and saw how much space there was, I realized that I was in for it. Especially when I took the spare tailwheel out, saying that we don't need to take it with us, I got a look that said it all. In addition to everything needed for the weekend, ten pairs of boots and winter ski gear could easily have been accommodated as well.

After talking with Steve, I planned the trip there with a stop at Sazena. I haven't had a chance to land the Mustang on a grass runway yet, so I wanted to try it out at a field with a longer strip. Most of all, I appreciated that RWY 15L/33R has a runway edge lights and a length of 840 meters, while the adjacent 15R/33L is a full 1,315 meters long and has a long clearway with the same surface and pavement strength. So I came up with a plan to put down in a three point landing on the longer runway, but in line with the beginning of the lights - and if I manage to stop at the opposite end of the line of lights without any problems, I will know that the 1000 meters of runway at Boleslav will suffice. And if it doesn't work, nothing happens, I still have another six hundred meters ahead of me - and just case, I can set down in Mnichovo Hradiště to be safe and fly from there. The Mustang was in Boleslav several times, as was the Corsair and the Yak-3, but the pilots were more experienced on those respective types. I was only there with a Spitfire and Hurricane, but that doesn't really count, since they are grass hoppers, any meadow being to their liking. I only have a few hours in the P-51D so far. The Chief (now generally known as Head of Air Operations) from Sazená, Honza Šimon, approved my plan, so there was nothing standing in the way of the test, except for my own fear deep down that I might bounce too much and embarrass myself.

So I loaded Jana into the airplane, and with the help of Sucháč and Krechonaut, set off



The girls by the wing. Between Jana and Petra, the top of the head of lit-tle Andulka Cermak can be seen, who is still just a bit shy.

into the wild blue over Plasy and Rakovnick to Sazka. Jana was said to have shed a tear after take-off, it was her first flight in a Mustang and actually it was a premiere for me too, as I have never flown anyone in a warbird. All my flights so far have been single seaters, so there was no such opportunity, unless we were going to recreate a bit of Dark Blue World film and carry a passenger in my lap. We rumbled our way over the countryside under a gloomy sky, the Merlin growling over Plasy, and for a while over the landscape of my youth west of Kladno, where I know every field intimately, because I underwent countless practice dead-stick landings on them in training in a Zlin 126, then growled through Slaný and up to the shooting range of Mr. Mareš

at Velvary. Fuel cock, 26 inches, flaps ten, then twenty and enter the traffic pattern at Sazená after three ultralights and a Seneca doing single engine approaches. Damn, that was more traffic than I expected. Fortunately, by then we were at about 250 km/h, so we could shoehorn into the queue pretty easily. So now I was curious how it would unfold. Wheels, flaps, propeller, final, aim abeam the beginning of runway lights, idle, touch down on three points, and...well! Whatta 'ya know? It worked, so all that was left was to maintain direction, brake lightly - and suddenly I was aware that we had come to a stop after 750 meters. Damn, I didn't expect that! And since the result was better than expected and the traffic at Sazená was greater, I told myself that I would





A P-51D and kegs of Pilsner Urquell. This looks to be the hangar where the valu-ables are stored...

not even fly the second circuit and go straight on to Boleslav. I tried to take off at flaps 20. As expected, it required a little more right foot to keep the plane pointed in the right direction, but other than that, we were back in the air after maybe 600 meters...

The landing in Boleslav on Runway 04 was, as expected, without any problems, and so we arrived as essentially the very first for the Aviation History Day. We dragged all our things out of the compartment behind the back seat and when Míra and the other Mustang arrived

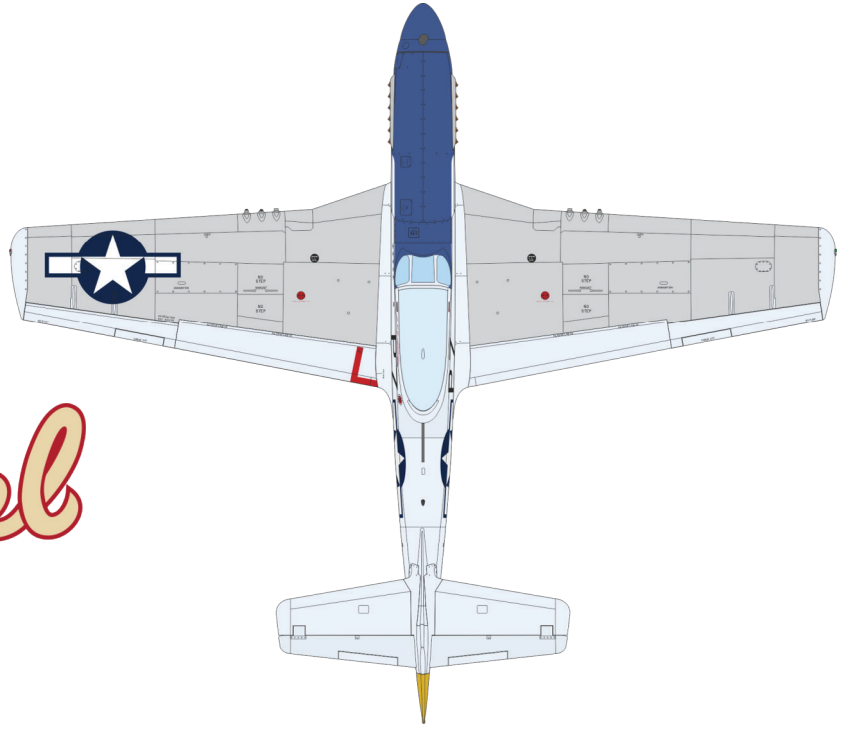
about an hour later, we set out to come up with a program for the two of us. Quite logically, we decided that it would be better for me to be on the wing as number two, because I have been flyin formations a lot in recent years and this is precisely the position I am very used to.



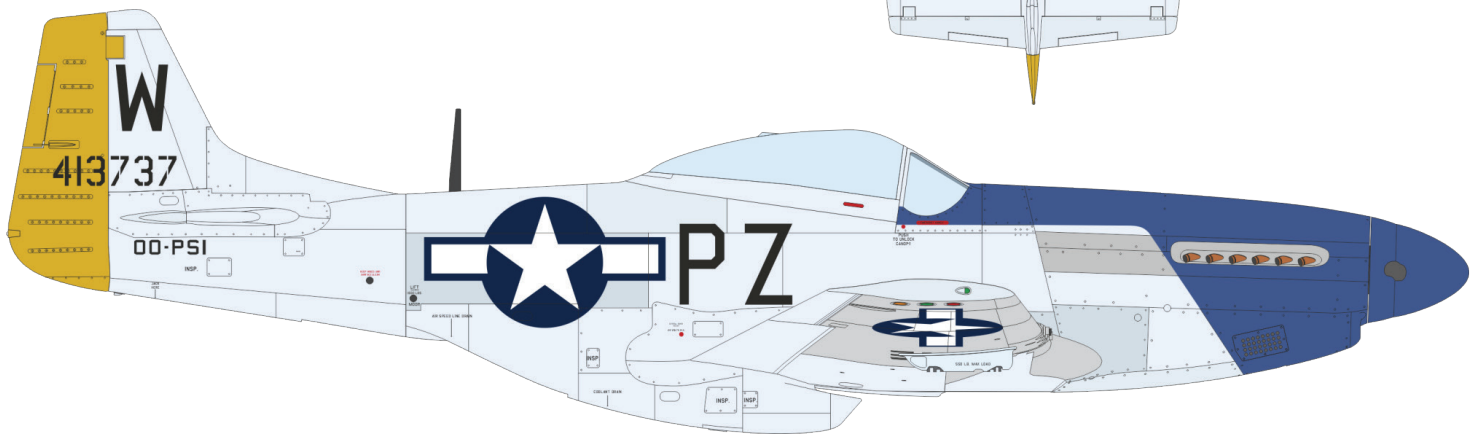
We started with a ten-second interval, which turned out to be unnecessarily long. It took me a bit to catch up with Míra, but I was nailing the turn. I settled into position and immediately managed to find a good aiming point - the pitot tube lined up against the prop spinner. After a few maneuvers, however, I understood that, in general, a formation is a formation is a formation, but there is nevertheless a bit of a difference. It doesn't go for the gas as much as lighter planes, the inertia is noticeable there, and the time that is lost due to a late reaction is not that easily made up. The only chance is a slight change in the flight trajectory and consequently move in closer or further away, precipitating the need for sometimes tighter turns, sometimes not so much, to put myself where I needed to be.

Preparation for the show.

The airshow began on Saturday and I have to say that it was great from my point of view. Boleslav's people have always been very well organized. Most of all, I really like the colour coordinated staff who's functions were indicated by the colour of the t-shirts they wore, something like you find on aircraft carriers. The browns are the physically powerful members, the muscle that moves according to the reds, which are the controlling elements. So it was very easy even for a person who was in Boleslav for the



Little Rebel





(photo: Jakub Vaněk)





first time (and therefore did not know the local aero clubbers by face) to find their way around. Whenever a plane's flight time neared, the browns set into motion in sufficient numbers to push the aircraft off the stand and closer to take-off position. As all this was going on, Ondra Bordo in his red t-shirt would inform of any necessary changes to the show program and made possible all necessary adjustments. I don't even need to talk about the fact that fire protection and technical assistance were automatically available at all times. Some shows are better, some less so, but I would plead with the organizers of the latter (and not necessarily the smaller) to take note of this specific show to see how it's done. There's nothing worse than when it's nearing show time and the pilot is desperate to find someone to help him push the aircraft out - and even then it's often chaotic, because everyone has a different opinion on when, who and where to push. Similarly, you tend to notice and appreciate the finer points, such as receiving an ID badge around the neck with contacts for transport to the hotel, of the director of the show and information about when and where briefings will take place. These amount to details, yes, but these are the things that go a very long way to making the whole experience that much more pleasant.

Everything else was also perfectly organized; food, accommodation, transport to and from the hotel, you had somewhere to hide from the sun (or cold and rain, the hustle and bustle, as the situation warrants), where to strategically pee (yes, even that is a problem at some airshows). And since we also have a lot of friends in Boleslav, from aerobatic pilots to museum workers, we



(photo: Jakub Vaněk)

were able to spend a lot of quality time with people from fifteen to over eighty years of age. But, back to the flying...

As agreed upon beforehand, we took off for the first display as a pair. I was surprised myself how it went. Acceleration was the same, which to be honest I wasn't really sure it would be - we have different propellers, our 'Little Rebel' has the original one with cuffs at the base of the blades, while 'Excalibur' has the newer and more powerful paddle blades. While waiting in a designated space, Míra tested me a bit with

sharper turns, and it was there that I began to realize that I needed to put in an effort to keep up - the acceleration was nowhere near what I'm used to. And it's always easier to fly two of the same type in formation, and so I was curious to see how things would go with the Thunderbolt in the early evening. We exchanged information a few times about who had what engine settings. Since they were identical in level flight, it was clear that we both had engines in similar condition. But I had to go with the revolutions a little higher, so that I could then go to a higher boost pressure, if the need arose.



ATC gave us the go ahead to begin and I realized I had no idea of where the hell we actually were. It's weird, if I am flying in groups with Trainer aircraft (a Czech designed and built trainer/aerobatic type) or Harvards, I sort of know where I am all the time without having to look anywhere but at the flight leader. I don't know if I was just busier, or if things were happening faster, but in short, the spatial orientation was worse at times. But Mira informed me that we were going into the flypast, so I can reset my vestibular system and mentally set a position for the final approach to 04. The Mustangs revved up and I could see the ground passing by below us, and I am not even fully aware of how fast we were flying. Four hundred? Five? God knows! We turned slightly to the right, returning to the airport. A three-sixty followed, and Mira tightened up as per our previous planning, and I could feel the increase in g's, and the Mustangs made a whistling sound, which is produced at greater angles of attack by air flowing through the gun ports. But during the turn, I began losing some distance from the outside. I couldn't increase throttle, I had to start to tighten the inside of the corner, but even that wasn't enough to compensate anymore... 'Mira... take it down a notch', I requested, and the distance began to shorten, allowing me to get back into position. 'And now bring her back up'. We leveled off after the turn, followed by a short flight from the airport, a right turn, we throttled up and got ready for a break. Flying low over the runway, I could peripherally see the aircraft stand behind Excalibur and the spectators, transformed into one long blur. 'For so many years I flew at dizzying speeds so that the world was a blur to me. The landscape was a blur, and a man just a dot', as Werich said in the fairy tale 'The King Had Three Sons'. I waited for Mira's command. He needed speed and inertia to go into a vertical and his solo performance. 'Break.....now!' Excalibur pulled into a Cuban eight in front of me and I broke away into a turn with a sharp bank and only a slight climb. I cut the throttle back to reduce a speed, dropped the flaps to twenty, speed 160 mph, and extended the gear, and lined up with Runway 22. Full flaps, speed 115, I then passed the runway threshold, set the throttle to idle, and the engine went from a deep growl to an idle 'mole fart'. I sat her down in a three point landing, maintained direction, and lightly applied the brakes. Mira whizzed past me to the left at high speed and continued his display. I left the runway, retracted the flaps, went through the standard of procedures, continued taxiing and was quite happy, back on the ground. Only slightly sweaty...

In about an hour and a half, we took off again, this time for the final passes as a foursome. The first pair to take off was a Spitfire Mk.XIV and a P-47D Thunderbolt, with the P-51s following closely behind. I started in a position on the right, I kind of preferred that, and shortly after take-off I shifted to the left, as per plan, because that was my designated place in the formation. We then caught up with the aircraft ahead of us, and I was on the inside of the turn, making my task a little easier than it was for Mira. It didn't take long for me to get into position and slowly, I got in line. The Thunderbolt led the way and I noted the silhouette of the Spitfire Mk.XIV flying behind him. We got a peek at the Mk.XVI with a Merlin, and it had a sort of a subtlety to

Before flight back to Pilsen.
(photo: Petra Nováková)



it compared to the raging XIV with the Griffon engine. I slid into position to the Thunderbolt's left and watched him. I couldn't figure out if I like the plane or not. She's pretty attractive on the ground, but now with the undercarriage and flaps tucked neatly away, she really does look like a jug, as she was affectionately (or not) known during the war. Her name is Nellie B. 'Nellie', I thought, 'you're a tad chubby. Admit it...you have an appetite!' At that point, we were getting close to our fly past. The Thunderbolt has different dynamics than the Mustang and started to pull away from us as we descended, giving us something to do to catch up. After the pass, we went into a right climbing turn, and the situation reversed, with us trying not to overtake her. We turned left and went into the second flypast. Two Merlins, a Griffon and an R-2800, must be quite a sound on the ground! We returned to the airport for our break, initiated on command by the P-47. Mira went first, climbing and disappearing off to the right. After two seconds, it was my turn. I tried to overtake Mira in the turn and did so while in it. We flew as a pair over the runway and broke off for individual passes. I went into the circuit and had the Spitfire and T-bolt in front of me, also getting ready for their flypast. I lined up with 'Little Rebel' followed by 'Excalibur'. I roared over Runway 04 and broke right to join a left circuit for 22. I watch the other aircraft as they went one at a time into their passes. I waited until they were out of the way, since landing against them would be a pretty lousy idea. ATC confirmed and gave me clearance to land. I approached the runway, sat her down and came to the realization that I had enough for one day.





Sunday flight back to Pilsen

I have zero idea what I was trying to snap a pic of, and most likely I just hit the shutter button by accident, but it did yield an interesting image!

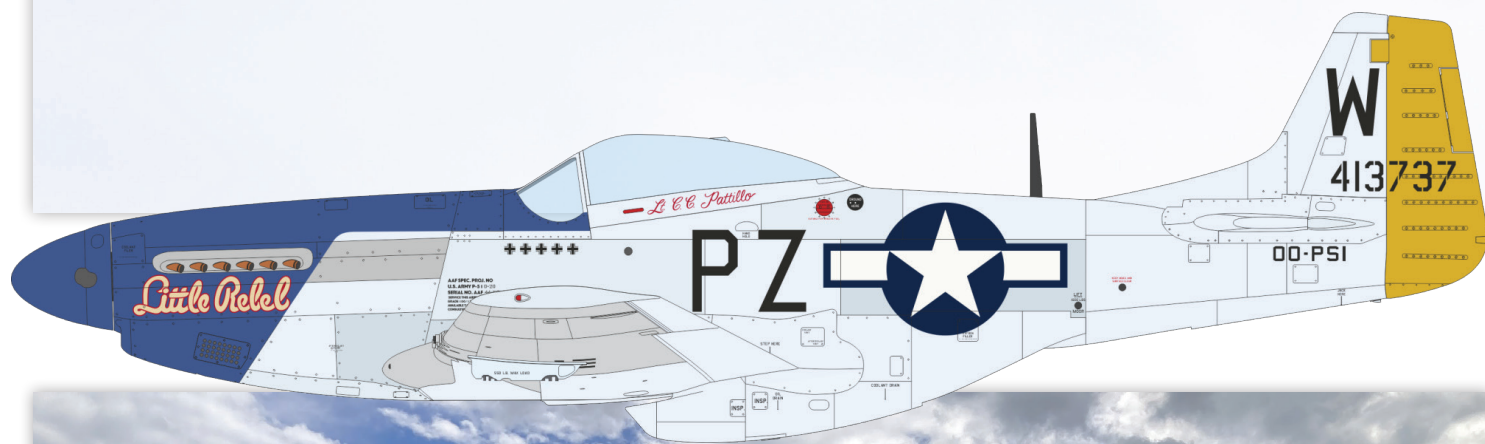
We were the last display, and there's always a kind of a release after the engines are shut down. I think that everyone feels some variation of the release after all is said and done. In the evening we had a few rum pralines and then just slept and went home the next day. It was the icing on the cake. The P-51D rolls along rather well, even in economy cruise power settings. We were happy to fly through a few airports along the way and before you could say 'cobbler', we were back in Pilsen.

So, what more can be said? I'm very glad that Steve passed this show on to me, because this gave me a lot of flight experience with the type. I've experienced the huge difference in the landing run with a three point landing versus landing on main wheels only, however easier and safer it is on the wheels with a heavy warbird. We confirmed that the P-51D is ideal for a weekend trip for two, because it can carry a lot more personal items than the Zlín 526. So if you should happen to be contemplating which aircraft to take on such a trip with your wife, Jana and I highly recommend the Mustang!

Once again, the Boleslav team showed that they are extremely capable of putting on an excellent airshow focused on aviation, beyond being categorized as 'a small aeroclub with a grass airstrip trying to put on a show'. These people are performing well in the big league. If we can complain about anything, then perhaps Sunday's weather could have come a day early, but that's just to show how hard you have to look to find any sort of a negative...



Flypast over Rakovník's airport on the way home. Jana is making sure Lajka the dog has a good view from the back seat. Photo: Matyas Koehler



After the return to Pilsen. You wouldn't guess it, but the Mustang is quite a bit larger than the Trener!

MUSTANG DAY

29 June 2024, LKLN Pilsen-Line Airport Hangar 3



A meeting of modelers and aviation enthusiasts took place at Hangar 3 at the Pilsen-Linie airport on the last Saturday of June for the premiere christening of two new Eduard kits: the P-51B/C Mustang in 1/48th scale and the P-51D in 1/72nd scale. The B-17F "The Bloody Hundredth" was also modestly featured, thanks to a stroke of luck and logistical effort, as it was the very first (and so far only) packaged box. Its big debut awaits at IPMS USA in mid-July.

The event in Pilsen was planned to start at 11 am, but organizers from Eduard and the local Classic Trainers were at the airport more than two hours earlier. The first visitors began arriving after ten o'clock. Their number was limited to one hundred and fifty to maintain the intimacy of the event. After a welcome by Vladimír Šulc, Radim Vojta, one of the pilots of the "Pilsen" Mustang, took the floor and shared his experience of flying the P-51D. He discussed the differences this warbird presents compared to the Spitfire, Hurricane, and Yak-3. Jiří Horák, the second Czech pilot flying the Little Rebel, then described some lesser-known technical characteristics of the P-51D.

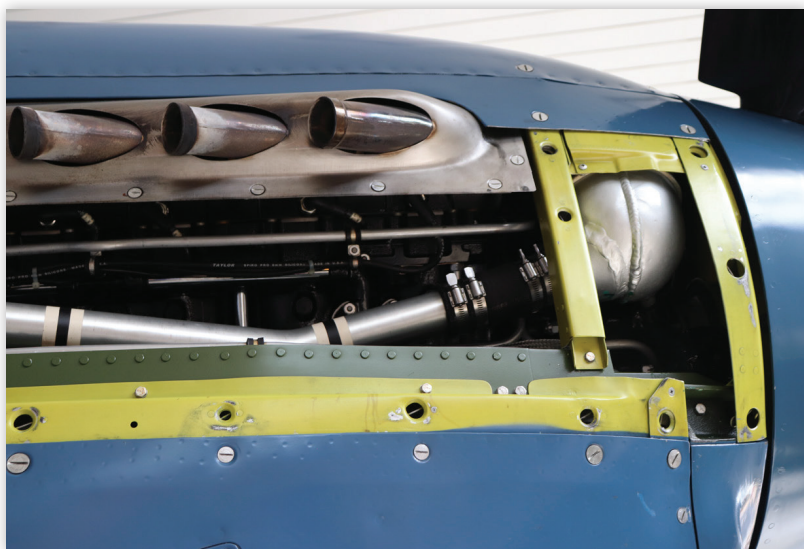
Both pilots, being modelers themselves, highlighted details important from a modeler's perspective and addressed common mistakes regarding the Mustang, such as the positions of flaps, control surfaces, and landing gear doors during various phases of ground presence. After their presentations, the Little Rebel was pushed out on a stand outside the hangar. Inside, Eduard's Mustang kit designer, Stanislav Archman, gave a presentation.

The actual christening of the kits took place before the flight program. Saturday's meeting concluded with a flight demonstration of the Little Rebel, piloted by Jiří Horák. Everyone agreed that another joint event should be organized soon. Classic Trainers are a fantastic group, and their Hangar 3 is absolutely magnificent!

Jan Zdiarský



Hangar 3, morning







From left to right: Steve Stead - owner and pilot of Little Rebel, Radim Vojta and Jiří Horák - pilots, Vladimír Šulc, and Michal Krechowski on the wing.



Radim Vojta introduces the peculiarities of P-51D piloting.



Jiří Horák explains the technical characteristics of the P-51D.



Preparing the P-51D for flight.



Little Rebel





Stanislav Archman presents
on the construction of the P-51B, C, D kits.



Martin Nademlejnský and his
team at the Eduard sales stand.





There's always plenty to see at Classic Trainers in their Hangar 3.





P-51D Little Rebel flight demonstration.















After the landing - Jiří Horák,
pilot





During the flight demonstration, the Little Rebel carried several kits from the christening in place of the original fuselage fuel tank. They were carefully unloaded from the aircraft after landing.



The very first packaged B-17F "The Bloody Hundredth" 1/48 (August release) was also carried by the Mustang. The kit was then signed by Jiří Horák and other members of the Little Rebel team.





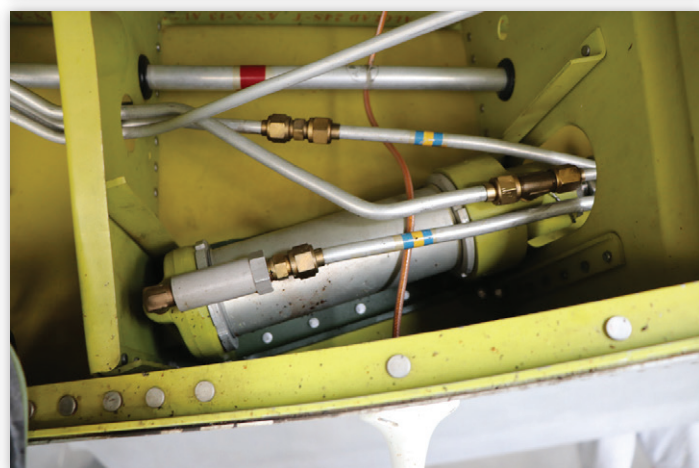
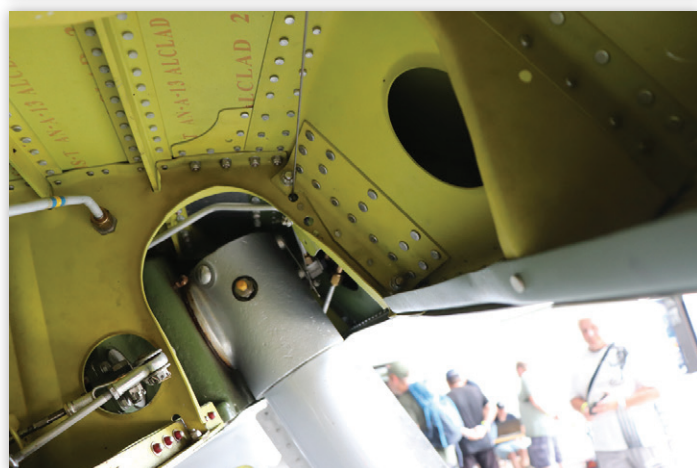
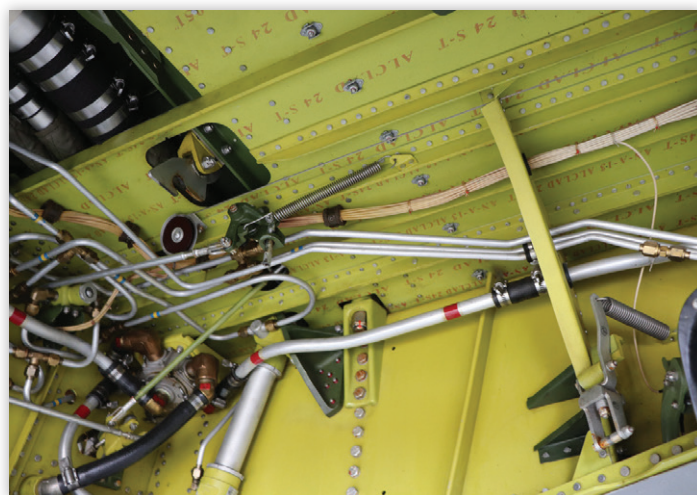
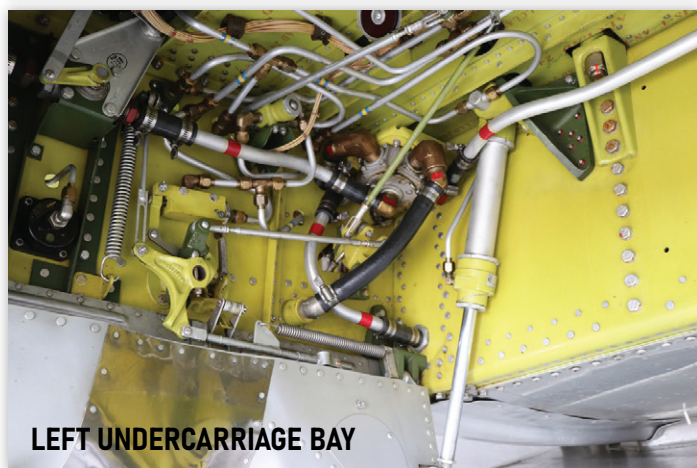
Some of Eduard's team arranged a reward in the form of a chance to wash Little Rebel after the flight.

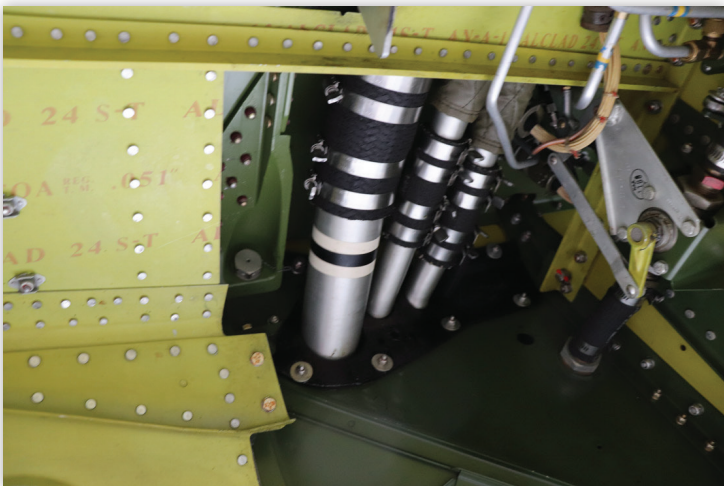
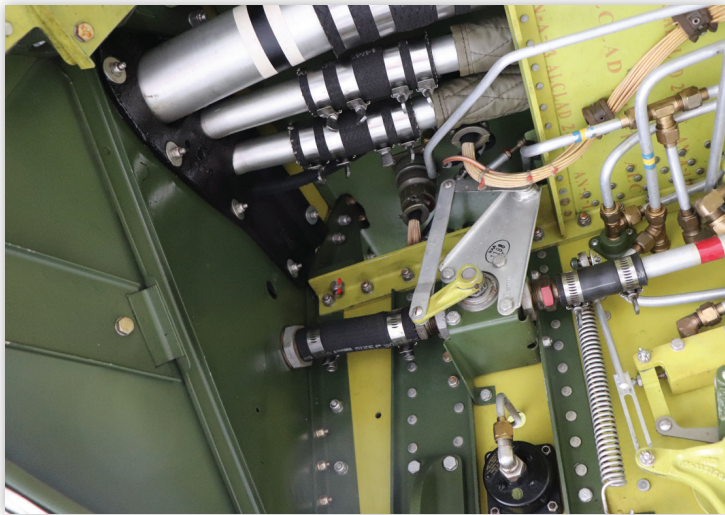
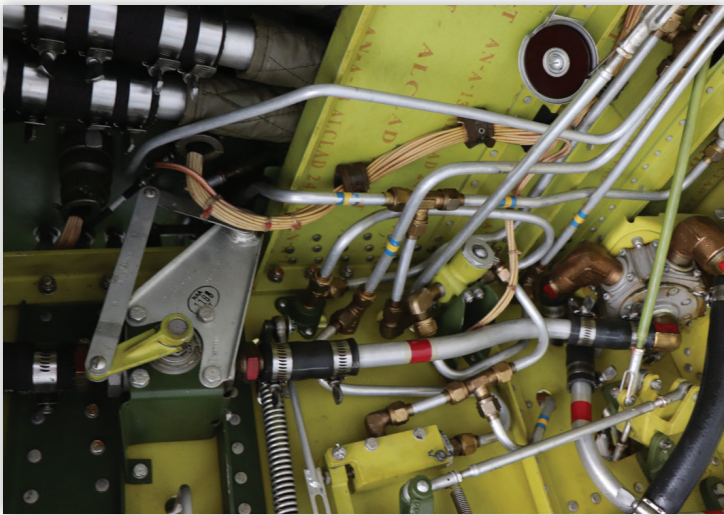
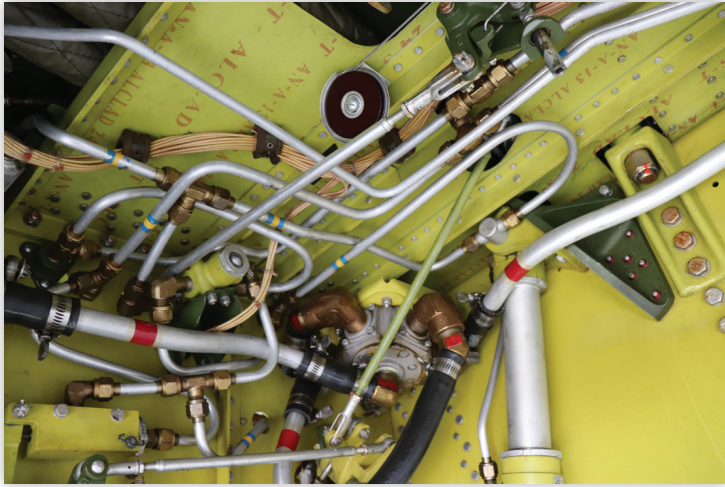
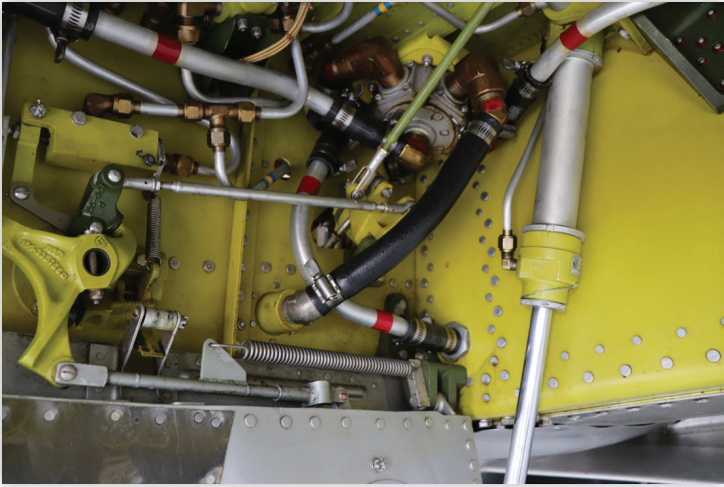
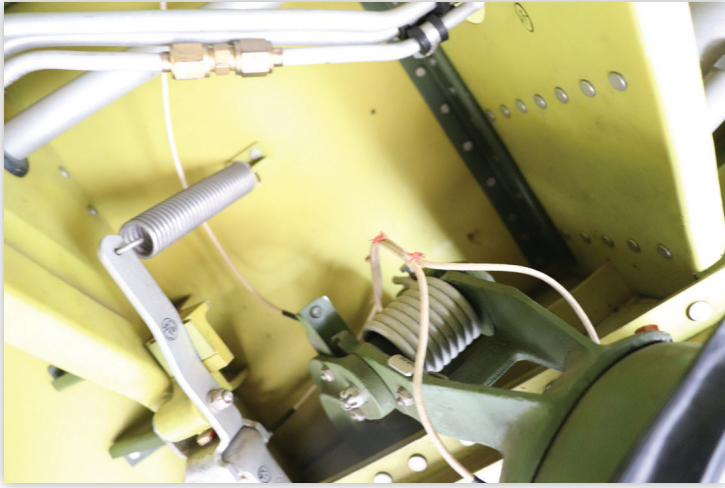


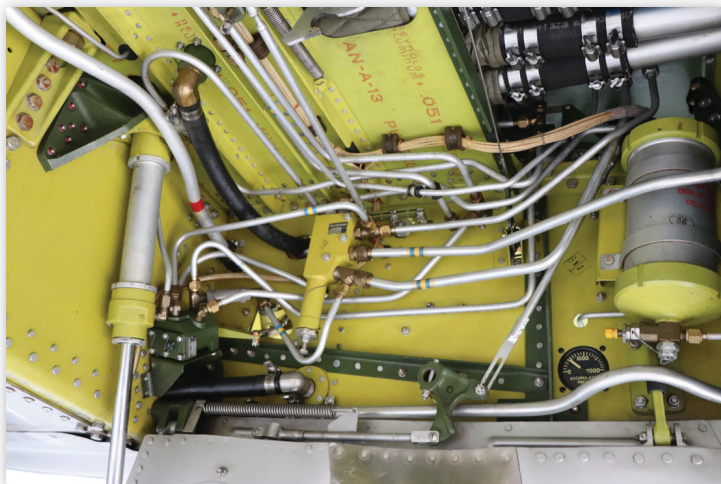
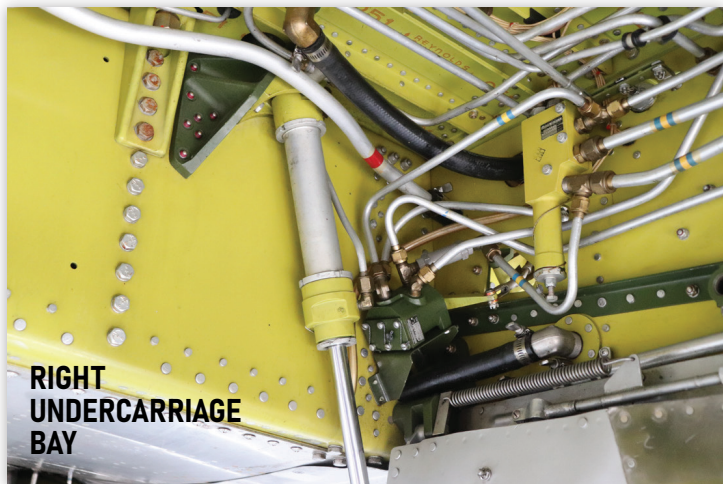
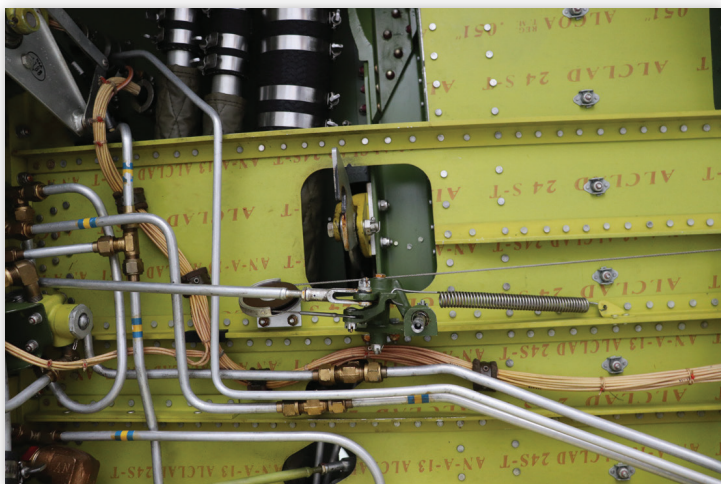
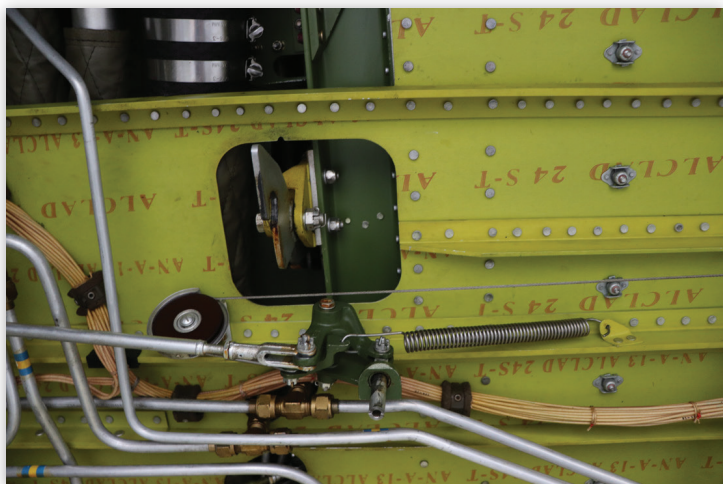
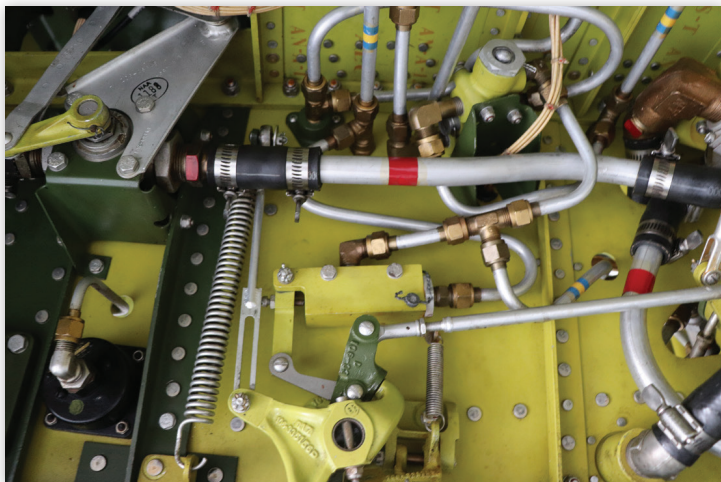
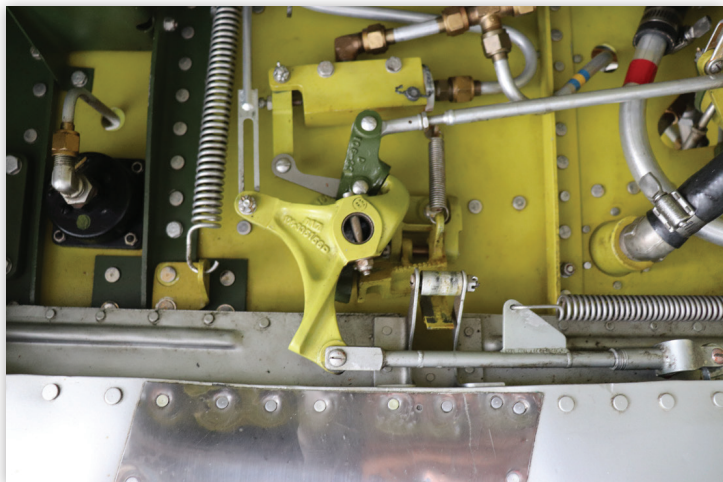
"I enjoy open hangar days. People come, they look around, and they are interested. However, even more I like the model events with Eduard - Model Accessories that we organize occasionally. We've collaborated like this before with the Spitfire, Hurricane, Trener series Zlins, and yesterday with the Mustang. Modelers are disciplined and genuinely interested, so it's no problem to allow them close contact with the aircraft. They can take pictures, look wherever they want, and there's no need to worry about them touching things they shouldn't and fiddling with something that shouldn't be fiddled with. They're genuinely interested too, so we enjoy talking about planes because they're always asking questions and it's usually to the point. We hope this wasn't the last event of its kind."

Radim Vojta,
Classic Trainers
30 June 2024

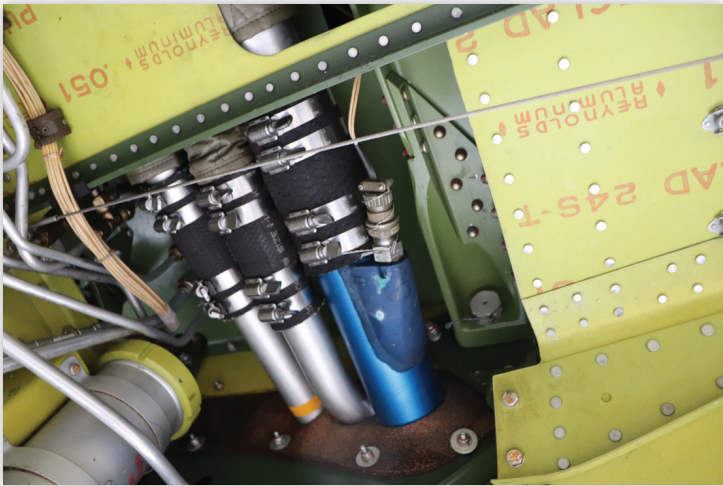
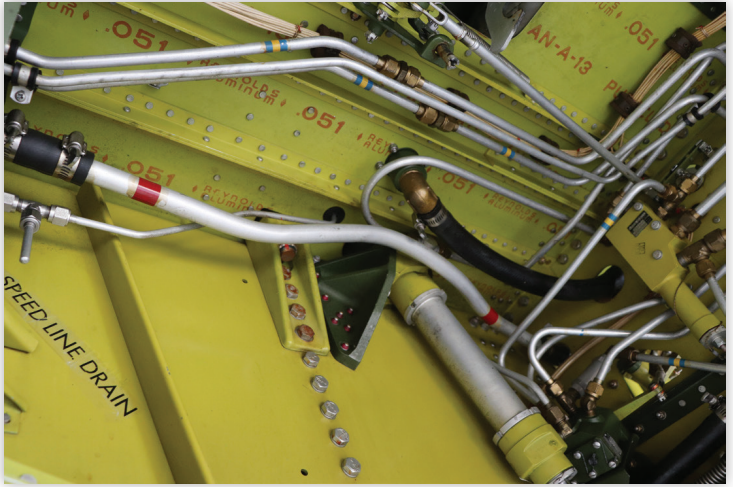
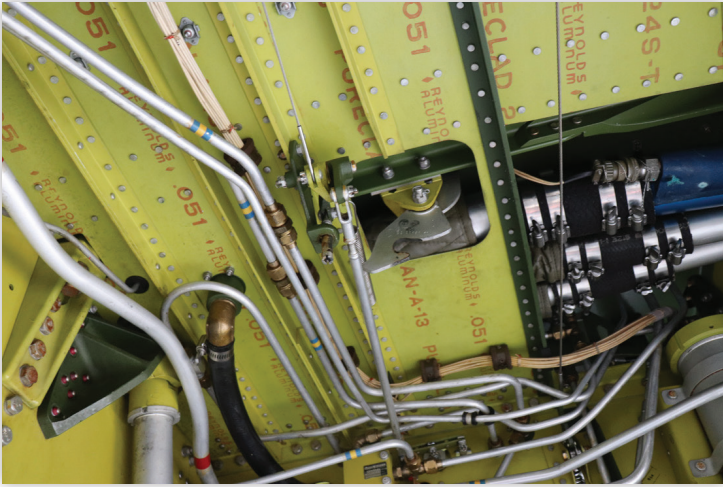
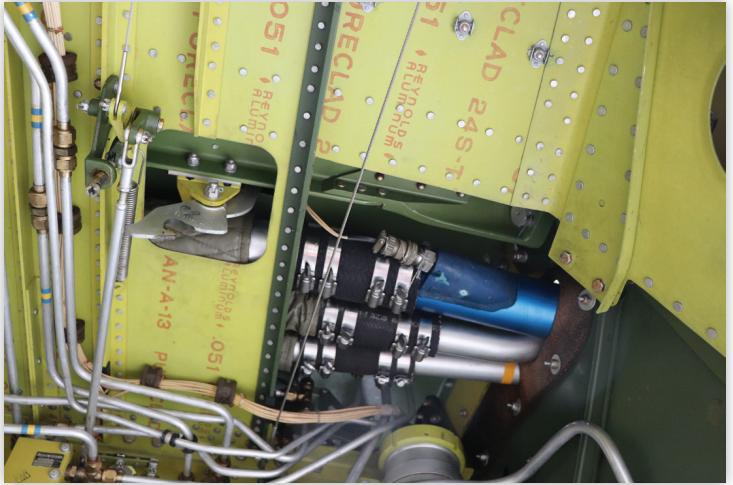
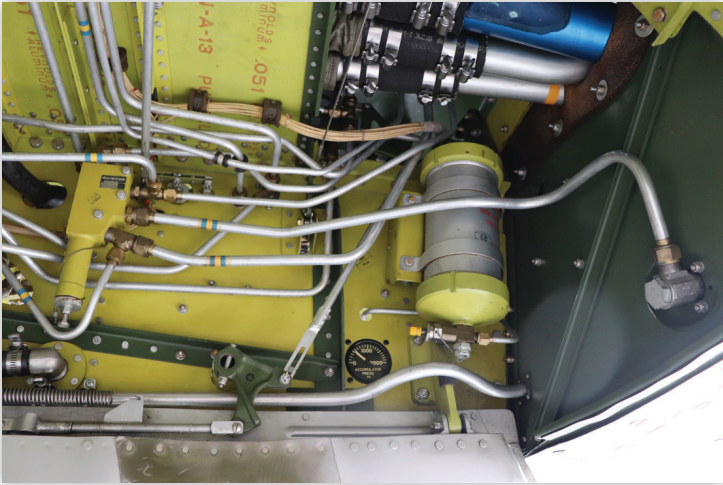


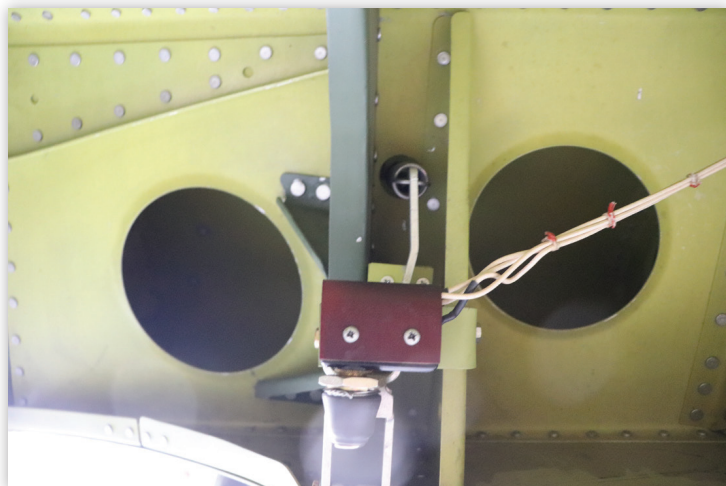
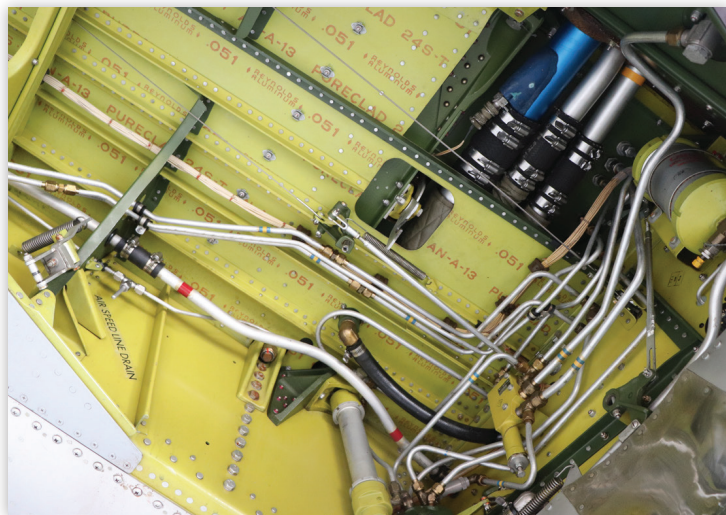
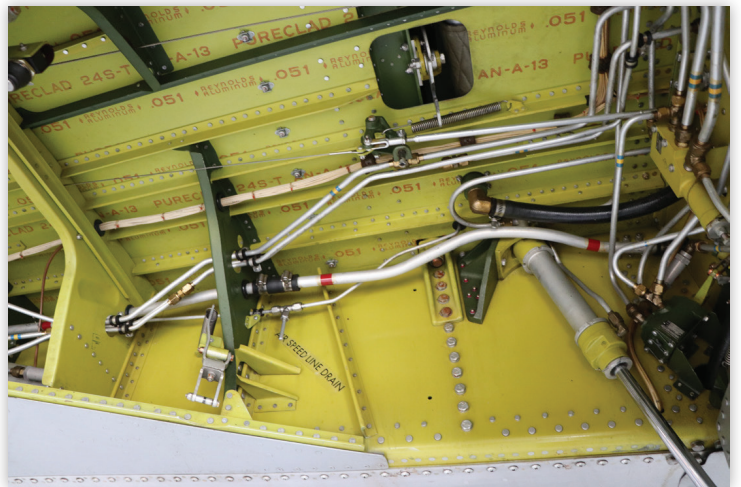
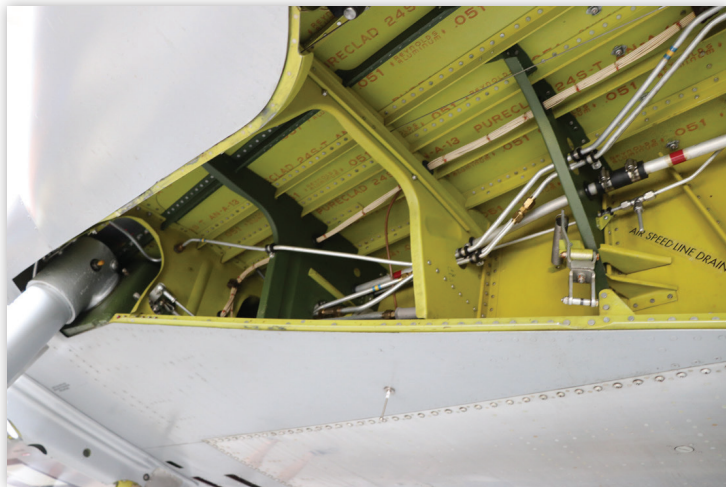


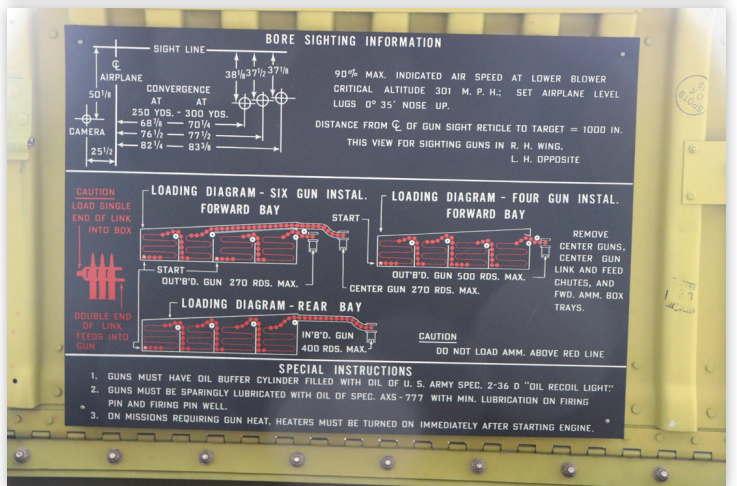
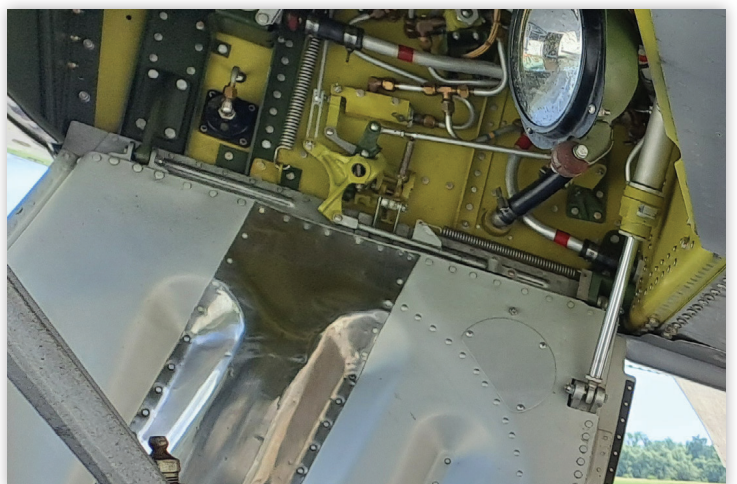




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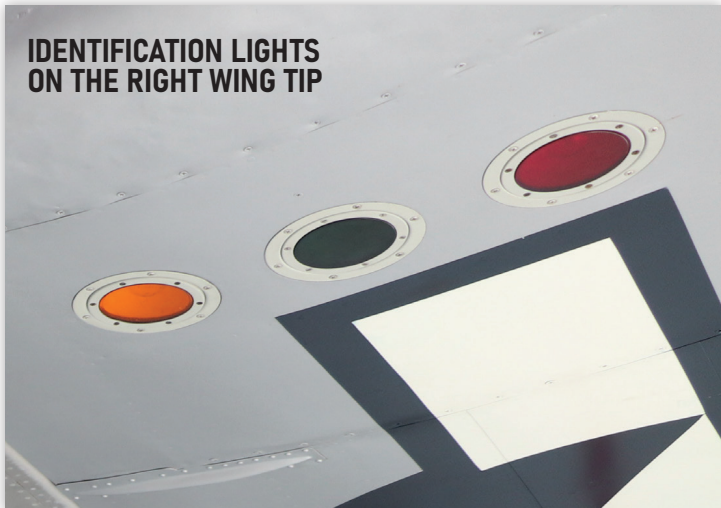






RIGHT GUNBAY

IDENTIFICATION LIGHTS ON THE RIGHT WING TIP



Aerial War in Ukraine

Miro Barič

Russian Airports Under Fire

During the monitored period from May 1 to May 31, the Russians attempted to open a new front in the Kharkiv area. It ended as it always does. Meanwhile, Ukraine intensified its campaign against Russian airports. The targets included air defense systems, radars, and bomb and fuel depots. It seems they are preparing the ground for the anticipated deployment of F-16 fighters.

The offensive against the Kharkiv region began on Friday, May 10. The Russians gathered around 50,000 soldiers for it. The Ukrainians saw this buildup of forces at their borders but had limited options to counter them because the West only allowed the use of their weapons under the condition they are deployed within the Ukrainian territory.

At first, the Russians advanced quickly, causing alarmed comments in the Western press and criticism of why Ukraine had not fortified this area. Well, try building fortifications right at the border under the watch of Russian artillery... In reality, the first Ukrainian line was about 10 km from the border, and the Russians never crossed it. The border zone was a kind of gray area patrolled only by small units.

The Russian advance focused on the town of Vovchansk northeast of Kharkiv and the village of Lypci, located a bit further west. The plan was to create two pincers aimed ultimately at Kharkiv – or at least to divert Ukrainian units from other areas of the front. None of this succeeded. In other sectors, the Russian advance did not speed up, and even in the Kharkiv region, they only managed to occupy a few abandoned villages at great cost. By the end of the monitored period, the Ukrainians even started pushing the Russians back.

Western Missile against Russia?

This Kharkiv adventure did have one significant

consequence, although not the one the Russians envisioned. Most Western countries lifted restrictions that prohibited Ukrainians from using their weapons against Russian territory. The result was, for instance, the destruction of an S-300 battery in the Belgorod region. The S-300 missiles, in a ground-to-ground configuration, were previously used by the Russians to shell Kharkiv and kill its residents.

At first glance, this sounds overly optimistic. However, details gradually emerged, revealing that the USA only slightly relaxed its restrictions. Ukrainians can only use standard GMLRS missiles from HIMARS rocket launchers, with a range of about 80 km, against Russian territory. They cannot attack Russia with ATACMS missiles, which have a range of 300 km. Thus, critical command posts of the Russian army remain out of Ukrainian reach. The areas Ukraine can shell are also limited, and they must carefully select their targets. They can only strike those units actively attacking Ukrainian territory from Russian soil. Therefore, Ukraine continues to fight mainly with domestically produced drones on Russian territory, while Western missiles are used against occupied territories, focusing particularly on Crimea.

Attacks on Airports

On Saturday, April 27, drones struck the Kuschevskaya airbase in Russia's Krasnodar region. One Flanker (Su-27 or Su-35) was

damaged, and one unidentified aircraft was destroyed. Much more significant, however, was the hit on a warehouse containing kits for the wing-mounted guided glide bombs, which was completely destroyed. The Russian air force had been using these bombs to attack Ukrainian frontline positions for several months, so their destruction is a welcome aid to the defenders in the trenches.

On Tuesday, April 30, 12 ATACMS missiles hit targets around the Dzhankoi and Gvardeiskoe airbases in occupied Crimea.

Belbek airport in Crimea suffered massive damage on Wednesday, May 15, after being hit by ATACMS missiles. Two MiG-31 fighters and one unidentified aircraft were completely destroyed. One Su-27 was damaged, and another three Su-27s were likely damaged. One MiG-29 was also destroyed. This MiG-29 was one of the nine originally Ukrainian fighters captured by the Russians at Belbek airbase during the 2014 occupation of Crimea and had remained in a non-operational state since. Additionally, a fuel depot was completely burned down, which is a significant blow to the Russian air force's ability to operate from Belbek. Without the necessary infrastructure, it's just a concrete runway without the capability to quickly prepare aircraft for combat missions. The final blow was the destruction of an S-400 air defense battery, with photos of the battery appearing on social media.

Note the weathering on this Ukrainian MiG-29.



The aircraft hits were confirmed by satellite images.

On Sunday, May 19, the Kushchevskaya airbase was again targeted by Ukrainian drones. One Flanker (Su-27 or Su-35) was destroyed. This aircraft originally belonged to the Russian Knights aerobatic team, identifiable by its distinctive white-blue-red coloring. One Su-34 was also damaged. The damaged aircraft can also be seen in satellite images. After the attack, most of the Russian aircraft left this base.

On Wednesday, May 22, five ATACMS missiles hit an S-400 air defense battery at Mospino airport in the Donetsk region. The radar, control center, and two launchers were destroyed, while one launcher was damaged.

Destroyed in the Air

In total, the Russian air force lost six aircraft on the ground and five more were damaged during the month. Only one aircraft was lost in the air, but it was a significant loss. A Su-34 with the designation RF-95002 and fuselage number "red 21" was destroyed during a combat flight on



S-400 system destroyed on May 15 at the Belbek airport in Crimea.



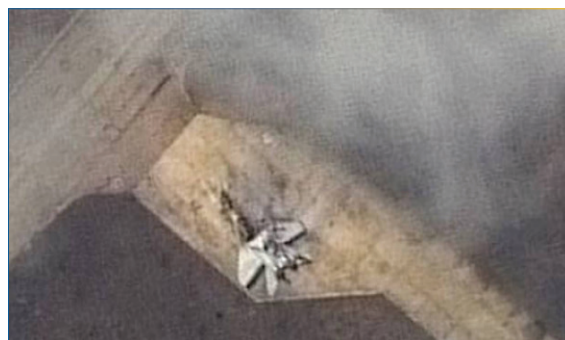
A Maxar satellite captured the wreckage of two MiG-31 fighters the day after the attack on Belbek airport.



A pair of MiG-31 fighters in an image released by the Russian Ministry of Defense.



A fuel depot at the Belbek base, in a satellite image from Maxar, shown before and after the attack.



A destroyed non-airworthy ex-Ukrainian MiG-29 at Belbek airport.



A destroyed warehouse containing kits for glide bombs at the Kuščevskaja base.



A Flanker in the colors of the Russkiye Vityazi aerobatic team was destroyed on May 19 at the Kuščevskaja base. The upper photo was taken by Planet Labs on May 5, and the lower one was taken on May 23.

Monday, May 6, near the town of Valuyki in the Belgorod region. It belonged to the 47th Bomber Aviation Regiment of the 105th Mixed Aviation Division. Its crew, Yevgeny Kuznetsov and Vladimir Strelkov, did not have time to eject and both pilots died. According to Russian sources, they were among the most experienced pilots.



A Su-34 marked RF-95002 and fuselage number "red 21" was destroyed on May 6. Combat mission symbols are visible under the cockpit.

The aircraft had also completed a number of combat missions, symbolized by the red stars below the cockpit, with the first ones added in Syria.

Additionally, Ukraine reported shooting down seven Su-25 attack aircraft and one Ka-52 helicopter during the monitored month, but these losses have not yet been confirmed. In one case, however, there is a blurry video purportedly capturing the strike on a Russian Su-25.

Fuel in the Gunsight

In addition to airport attacks, Ukraine continued targeting refineries, strategic enterprises, and other significant sites. On Friday, May 10, an ATACMS missile completely destroyed the largest fuel depot in the entire Luhansk region.

A major attack occurred on the night of May 11-12, when Ukrainian military intelligence (GRU) drones repeatedly hit a refinery in Volgograd, approximately 475 km from the front line. Simultaneously, steelworks in Novolipetsk and another refinery in Kaluga

were attacked. The next day, a Storm Shadow missile struck a large radar complex in Crimea.

On Friday, May 17, a concentrated attack targeted a refinery in Tuapse in southern Russia. Ukrainians exploited gaps in Russian air defense, sending a total of 80 drones in a column. This same refinery had been seriously damaged by drones back in January, with repairs lasting until April.

On the morning of Thursday, May 23, a Russian Voronezh-DM radar station in the Krasnodar region, used for over-the-horizon early detection, was hit by drones. This occurred 430 km from the front line. The radar's stated range was up to 6,000 km.

In Luhansk, on Monday, May 27, an old, long-unused airfield, now serving the Russians for importing and storing supplies, was targeted by ATACMS missiles. Based on the massive fire that broke out on the runway, a fuel depot was destroyed.

Bombing Their Own

The Russians also shelled their own territory, albeit unintentionally. On Sunday, May 4, a glide bomb intended for Kharkiv fell on Belgorod, damaging around 30 houses and resulting in civilian casualties.

In three months, the Russian air force dropped 46 FAB-250 and FAB-500 bombs on its own territory. On May 18, eight of these bombs fell in the Belgorod region alone. These reports come from Russian media that support the attack on Ukraine. Then, on May 20, four glide bombs fell on Shebekino, which is on the Russian side of the border opposite Ukrainian Vovchansk. It is fortunate for Russian civilians that most of these bombs did not explode, likely because they were not armed during faulty or emergency drops.

A controversial incident occurred in Belgorod on Sunday, May 12, when a multi-family building in a residential area was hit. Part of the building collapsed immediately, and the rest fell on the

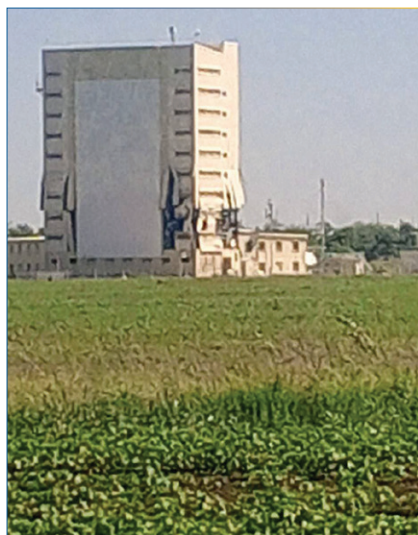
rescuers searching for victims in the rubble. At least 15 people died and 20 were injured. It is unclear what hit the building. Various Russian sources mentioned an ATACMS missile, Tochka-U, Vilkha, or a guided Hammer bomb. It was also speculated that the Czech Vampire rocket launcher was used. Some Russian sources admitted that the building was not intentionally targeted, claiming a downed missile had hit it. The building was not struck from the Ukrainian side, as windows on the adjacent entrance remained intact. The explosion occurred on the side facing Russian territory, where neighboring windows were shattered. Most likely, the building was hit by a Russian air defense missile. It should be noted that conspiracy theories emerged suggesting the building was blown up by the Russian secret service. Similar suspicious explosions preceded Putin's first term in office in 2000. He was "re-elected" again recently. The practical outcome of his fifth term is a change in the position of defense minister. Sergei Shoigu was replaced by Andrei Belousov.

Duels between Boat and Helicopter

Ukraine continued its naval drone operations. In addition to attacking Russian ships, they started using these drones armed with unconventional weapons. Drones equipped with Grad rocket launchers shelled the coast



A Russian bomb that fell on a house in the Belgorod region of Russia.



The Voronezh-DM radar station hit by Ukrainian drones on May 23.



An apartment building destroyed in Belgorod on May 12.

of Crimea. On Monday, May 6, footage of battles between Ukrainian drones and Russian patrol helicopters was released. In one video, a Russian Kamov Ka-29 helicopter fires a machine gun at a Ukrainian naval drone in Vuzka Bay, Crimea. The prolonged duel involved intense maneuvering from both vehicles, but eventually, the boat was hit and started burning.

However, a second battle ended in a draw. The naval drone was equipped with an anti-aircraft missile, either an R-73 or R-60, mounted on a rail on its back. When a Russian Mi-8 helicopter attacked, the drone fired this missile at it. Although the missile missed, the helicopter retreated to safety.

During the observed period, naval drones sank at least one Russian speedboat and reportedly hit a Russian minesweeper. The Karakurt-class corvette Cyclone was supposedly destroyed by missiles in the port of Sevastopol on Sunday, May 19.

Ukrainian Losses

The Ukrainian air force also suffered losses during this period, both on the ground (though not as severe as the Russian losses) and one in the air. On Saturday, May 11, the Russians managed to locate a forward helicopter base near Manvelivka in the Dnipropetrovsk region. Two Mi-24 helicopters were destroyed in the subsequent attack, killing at least three pilots: Major Anatoliy Skiba, Lieutenant Oleksandr Atasov, and Chief Sergeant Serhiy Nazarčuk, all reportedly from the 11th Independent Army Aviation Brigade.

On May 15, 16, and 18, the airfield in Myrhorod in the Poltava region was repeatedly targeted by Russian missile attacks. Satellite images indicate that one aircraft shelter took a direct hit, but it is unclear if anything was inside.

Subsequently, on Wednesday, May 22, Dnipro airport, where retired Yak-40 aircraft were destroyed the previous month, was hit again. This time, a MiG-29 fighter was struck. Given the intense fire, it was likely an airworthy airplane and not a decoy.

The sole Ukrainian air loss occurred on Friday, May 17, when a Su-27 from the 831st Tactical Aviation Brigade was shot down while attacking ground targets. The experienced pilot, Lieutenant Colonel Denis Vasylyuk, was killed. The aircraft was reportedly hit by an R-37 or R-77 missile fired by a Russian Su-35S fighter.

Propaganda vs. Reality

To avoid accusations of spreading only "Western propaganda," we also include some from the Eastern perspective. The Russian armed forces officially announced that from May 11 to May 17, they destroyed four Mi-24 helicopters, six MiG-29 fighters, and one Su-27. Out of these eleven claims in one week, only



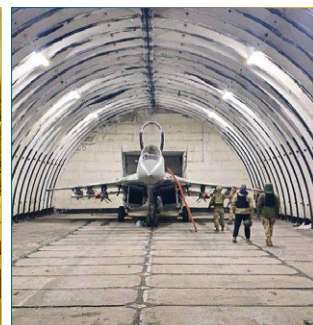
Images from the duel between a Russian Ka-29 and a Ukrainian naval drone.



A Ukrainian naval drone equipped with an R-73 missile.



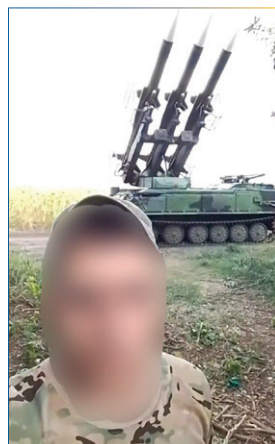
A Ukrainian Su-24.



A Ukrainian MiG-29 in a shelter.



Lieutenant Colonel Denis Vasylyuk died on May 17 in the cockpit of a Ukrainian Su-27.



A Kub system delivered to Ukraine from the Czech Republic.



A Ukrainian OSA AK with R-73 missiles.



FrankenSAM – a combination of a Buk launch system and Sea Sparrow missiles.



GBU-39 bombs under the wing of a MiG-29.

These photos allegedly show an originally Slovak MiG-29 carrying the GBU-39 bombs.

three are confirmed.

Since the start of the three-day special operation, which by the time this information was released had lasted 816 days, the Russians officially announced the destruction of 601 aircraft, 274 helicopters, 24,234 unmanned vehicles, 522 anti-aircraft missile systems, 16,058 tanks and other armored vehicles, 1,303 rocket launchers, and 9,635 guns and mortars. How Ukraine could have obtained such quantities of equipment and how it can continue to fight after such losses remains unexplained by Russian propaganda.

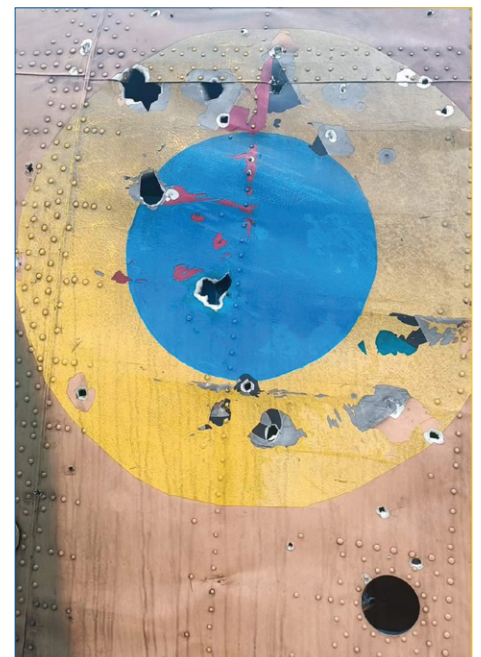
Austrian expert and author of many books on military aviation Tom Cooper published much more sober figures. His Slovak colleague Miloš Šipoš compiled tables of losses that are 100% verified, showing that from February 24, 2022, to May 18, 2024, Ukraine lost 38 aircraft of all types and 48 helicopters. This does not include decommissioned machines that were grounded at airports and subsequently destroyed or captured by the Russians.

During the same period (two years and three months), the Russian air force lost 99 aircraft and 117 helicopters. The actual numbers on both sides are likely higher as many losses are confirmed only after several months.

New Reinforcements

Finally, let's mention some new additions to the Ukrainian air force's arsenal. MiG-29 fighters were seen equipped with BRU-61 racks. Each of these racks can normally carry four GBU-39 SDB (Small Diameter Bombs). The BRU-61s are mounted on the inner hardpoints under the wings near the fuselage. However, the MiG-29's payload capacity isn't large enough to handle a full load of eight GBU-39 bombs. Each rack can therefore carry a maximum of three bombs, totaling six. There were also flight photos showing a MiG-29 carrying five of these bombs – three on one rack and two on the other. According to the accompanying description, these photos even

showed an originally Slovak MiG-29, but this is not certain. At the very end of the observed period, it was reported that Sweden would deliver two Saab 340 Airborne Early Warning and Control (AEW&C) aircraft to Ukraine. In recent years, these aircraft have received upgraded electronic systems providing them with higher protection. Their radar can capture aerial targets at a range up to 400 km and can track more than 300 targets simultaneously – not just aerial, but also maritime and ground targets. For the planned deliveries of F-16 aircraft, this is significant because the Saab 340 can serve as extended eyes for these fighters. Until now, the Ukrainian air force did not have this capability, while the Russian side had the advantage with A-50 aircraft.



A Ukrainian Mi-17V-5 helicopter was damaged by a shrapnel, presumably from a man-portable missile. The photo was released on May 30. The Afghan emblem is visible under the Ukrainian insignia.



A supermarket in Kharkiv that was hit by a Russian glide bomb on May 25, killing 19 people and injuring 65.

Australian Mark Sixteens

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The whereabouts of Allied air units during World War II were often very tortuous, and their pilots faced many difficulties. Two RAAF squadrons that became part of the Australian Coltishall Wing at the turn of 1944 and 1945 serve as examples of different deployment paths.

The first unit, No. 451 Squadron, was deployed in Africa and the Mediterranean from May 1941 until the end of 1944. Initially, its pilots flew Hurricanes, switching to Spitfires in March 1943, and even testing Hawker Typhoon Mk.Ib planes in the Mediterranean in the second half of the year. Ultimately, however, the unit remained loyal to the Spitfires. Its deployment was so monotonous and casual that it became the squadron with the lowest morale in the RAAF in 1942 and 1943. By the end of 1944, the command was not considering moving No. 451 Squadron back to Australia, and its equipment was not suitable for deployment in Italy. Therefore, it handed over its Mk.IX Spitfires to another unit, moved to Britain, and re-equipped with Mk.XVI Spitfires.

The second unit of the Australian Wing, No. 453 Squadron, had a considerably more colourful history. It was first deployed with Brewster Buffalo aircraft in the fight against the Japanese, and after suffering heavy losses, the command disbanded it in the spring of 1942. In the summer of 1942, a new RAAF unit with this number was established in the UK with Spitfire aircraft. In January 1944, it became part of No. 125 Airfield, then No. 125 Wing within the 2nd Tactical Air Force in May 1944. It was

one of the squadrons operating from French territory in June 1944 and withdrew to the UK in September 1944. Its pilots scored their last aerial victories on September 27, 1944, in combat with Messerschmitt Bf 109s at Arnhem.

In Britain, both squadrons were based at Matlaske airfield as part of the Australian Wing and became part of the Air Defence of Great Britain (ADGB). The main task of the Australian airmen was to attack V-1 and V-2 weapon launchers in the Netherlands. Occasionally, they were tasked with fighter sweeps or escorting bombers, but their primary mission was ground attacks, targeting train transports or armoured personnel carriers. The Australians no longer clashed with enemy airmen, their main adversary was German flak.

The Wing was led by former No. 453 Squadron RAAF commander, W/Cdr Donald G. Andrews, who had previously served with RAF Squadrons No. 615, 245, and 175. He served with Australian No. 453 Squadron until May 1944 and was awarded the DFC for his performance. After an operational hiatus, he assumed command of the Australian Wing in February 1945. Despite incorporating his old No. 453 Squadron into it, he also deployed pilots from No. 451 Squadron into combat. He later recalled that within ten days, German flak shot down two of his wingmen, fortunately with both airmen escaping safely. Records from both squadrons, however, indicate that malfunctions and accidents were the primary causes of Spitfire losses.

In April 1945, the Australian Wing primarily escorted British bombers on daytime operations

over northern Germany. An exception was on April 11, during a raid by about a hundred Halifaxes on Bayreuth railway station. Andrews personally led the wing in this action, but executing the escort was challenging as bomber crews struggled to maintain formation. This raid marked the third attack on the city in April 1945, resulting in the destruction of about a third of its buildings. American troops entered Bayreuth on April 14, 1945.

The final ceremonial task of the Australian Wing was to provide escort by No. 453 Squadron for Queen Wilhelmina of the Netherlands on her return to her homeland on May 2, 1945. Following the end of the war in Europe, the Wing relocated to bases in Germany.

Andrews's personal Supermarine Spitfire LF Mk XVI, TB520, adorned with fuselage designation DGA and Gremlin emblem, remained in service for nearly two more years after the war's conclusion. It was transferred to No. 183 Squadron RAF at Wunsdorf in mid-June 1945. A few weeks later, the Spitfire was sent to the UK to join No. 587 Squadron of the RAF. After the squadron disbanded in June 1946, ownership of Andrews's former aircraft passed to No. 691 Squadron. Unfortunately, the Spitfire sustained irreparable damage during take-off at Middle Wallop airfield in Hampshire on March 24, 1947.

Ice Sea

Text: Jan Bobek

Illustration: Antonis Karydis



Throughout most of its existence, Jagdgeschwader 5 operated over various regions of northern Europe. Its Stab, I., II., and III. Gruppe equipped with Bf 109E, F and Gs based in northern Finland, fought mostly against elements of the Soviet air force in the area of Murmansk. It's IV. Gruppe operated mostly from bases in Norway and often against aircraft of the RAF and on occasion with the Fleet Air Arm. Besides the aforementioned Jagdgruppen under JG 5, there were also two other autonomous Staffeln with twin-engined Messerschmitt Bf 110 and Fw 190A fighter-bombers.

Jagdgeschwader 5 was quickly nicknamed 'Eismeer', (meaning 'Ice Sea'), an obvious reference to their theatre of operations. Their most successful period was through 1942 and 1943 while operating against the Soviets. The number of kills attained by JG 5 pilots was apparently in the neighbourhood of 2700 (though some sources put the number as high as 3200). Among JG 5's top fighter pilots were two airmen who achieved over 200 victories during their time with the unit. These were Theo Weissenberger, who achieved a total of 208 victories, and Heinrich Ehrler, whose score stood at 204 kills.

Aerial combat in this part of Europe was challenging not only because of the climatic conditions but also due to other factors, such as the position of the sun during the Polar Day, when the sun does not set and can be seen just above the northern horizon at night. If aerial combat took place over the sea, an aviator's prospects for rescue in the event of a surface landing were poor, even during the summer months.

This box art by Antonis Karydis depicts part of an aerial encounter that took place on July 20, 1943, at 10:30 pm near Vardø, Norway. Hptm. Heinrich Ehrler played a key role in this engagement, for which he was awarded the Oak Leaf Cluster to the Knight's Cross.

A German convoy was sailing near Vardø, and the Soviets attempted to attack the vessels several times throughout the day. The last raid was carried out by eight Shturmoviks from the 46th ShAP based at Vaenga airfield. The first four were led by regimental commander Maj. Mikhailov, and the second group was led by Capt. Kalichev. The escort for the first group was provided by Airacobras from the 255th IAP SF, and the second group was protected by Hurricanes from the 78th IAP. The Soviet formation took off at 22:36 Soviet time, but one of the Shturmoviks had to turn back due to engine problems. Mikhailov's formation attacked the German vessels at 23:28 and reported two hits. Kalichev's group, reduced to three aircraft, attacked artillery positions on the Norwegian coast near Kiberg.

At that moment, enemy pilots flying Messerschmitt Bf 109 Gs from II./JG 5, who had taken off from nearby Kirkenes, were already in the target area. The Soviet fighters claimed to have downed five aircraft, which they identified as Fw 190s, but the Germans appear to have suffered no losses in this engagement. Three Hurricanes were shot down in the battle, and none of the pilots survived. Another Hurricane crashed during the return. In this engagement, Ehrler, as commander of 6./JG 5, claimed two

Hurricanes as his 111th and 112th victories. Some Hurricanes, possibly as many as five, were claimed by other airmen of II./JG 5.

Ehrler took command of III./JG 5 in 1943 and became Kommodore of the entire JG 5 in mid-1944. However, his career was ruined by the RAF raid on the battleship Tirpitz on November 12, 1944. Mistakes and misunderstandings on the part of command of both the Kriegsmarine and aerial ops resulted in JG 5 not being told where the ship was or where the bombers were! The end result is well known, but JG 5 CO, Ehrler, was brought before a court, and the sentence of the classic show trial, three years' detention, was reported by the BBC a day before it was published, no less!

Thanks to the activities of Ehrler's subordinates, it became possible for Hitler to step in and have the sentence reduced to three months. At the same time, Ehrler was allowed to return to the front. Theo Weissenberger took him under his protective wing to JG 7, equipped with the Me 262. With this unit, Ehrler died in combat in April, 1945. According to witnesses who heard his final words, his death was the result of a suicide ramming attack of an American B-24 Liberator.

The majority of the responsibility for the chaos during the defence of the Tirpitz lies on the shoulders of the command of air operations in Norway, who was no other than Generalleutnant Eduard Ritter von Schleich, a veteran of the First World War and good friend of Goering's. Three days after the sinking of the Tirpitz, Goering quietly moved him behind the scenes.

Red Doras

Text: Jan Bobek

Illustration: Antonis Karydis



One of the legendary fighter pilots of II./JG 52, "Heino" Sachseberg, was retrained from flying the Bf 109 to the Me 262 after achieving his 104th victory in the spring of 1945. His final unit was Galland's Jagdverband 44 equipped with Me 262 jets.

The jet powered Me 262 were most vulnerable during take-off and landing. Aircraft of JV 44 were no different, because during low speeds, the Me 262 was more difficult to control, and the throttle had to be treated with a gentle respect, or the result could be a stalled engine

or a fire. During the final phases of the war, it was standard practice for jet aircraft to be covered by piston engined planes during these critical flight phases. As a result, JV 44 organized a protective flight using Fw 190 Ds under the leadership of Heino Sachsenberg.

Sachsenberg was a logical choice. He certainly didn't lack bold nerve, and he had several year-long experience fighting fast flying enemy fighters at low altitudes. His pilots also had to contend with another danger - friendly ground fire. According to the memoirs of Johannes Steinhoff,

a good chunk of crews of the anti-aircraft artillery at Riem were women. There was no real effort to distinguish between friendly and enemy aircraft. The Me 262 did enjoy relative security in this respect due to its distinctive silhouette and engine noise. Perhaps this was why the bottom surfaces of the Doras of JV 44 were painted red on the bottom, with white stripes.

The duties of Sachsenberg's protective flight were largely improvised. His pilots couldn't

communicate directly with the pilots of the jet powered Me 262s. They simply took off and circled the field at low altitudes until the Me 262s were safely on their way. Usually, there were

two Fw 190 Ds in the air, but, as an exception, Riem was circled by four.

Problems began when the jets returned. For them to set down as quickly as possible, there must not have been anything in their way. The Focke-Wulfs always had to land before the Messerschmitts. This left their colleagues in the Me 262s to land without the protective cover and dependant on their skill, luck and field AAA.

Galland himself was victim of this practice. On April 26, 1945, he crashed at Riem with injuries and a damaged aircraft. There was no one in the air to cover him. Sachsenberg's -190s were covered in their shelters at the northern edge of the air field, and his pilots weren't too close to the remaining JV 44 pilots. Up to now, there are five Fw 190 Ds that served with JV 44, and most of them wore a black and white square symbol with a red ring and a specific slogan. The inscription was very personal and the authorship was probably tied to a specific pilot.

Almost certainly, this is the case with Red '3', which was assigned to Hptm. Waldemar Wübke (15 victories and a veteran of JG 54). Apparently, this notorious prankster and Sachsenberg understood each other quite well, and on his aircraft he reiterated the inscription from his aircraft as far back as 1940. Another two pilots who flew with Sachsenberg (and were confirmed by JV 44 documentation) were Lt. Karl H. Hoffmann and Hptm. Klaus Faber (2 victories

and a JG 27 veteran). The fifth member of this flight was not Fw. Bodo Dirschauer, as previously stated, but Maj. Wilhelm Steinmann, a holder of the Knight's Cross with 44 victories.

The protection flight over Riem engaged American pilots only a few times, but details are nevertheless lacking. During the evacuation of the base, two Focke-Wulfs were left behind, the remainder were to move to Ainring at Salzburg. It appears that only two made it, and the third was found at the end of the war at Bad Aibling. JV 44 always reported having five Fw 190 D-9s and Fw 190D-11s. Klaus Faber recounted after the war ferrying Red '13' from Ainring to Bad Aibling. On the way, he met a group of Mustangs and Thunderbolts, and reportedly shot down one, maybe two of them. He was also to deliver a supply of whiskey back to Ainring. Capitulation found JV 44 at Ainring, at Salzburg and Innsbruck. Her members found their way home fairly quickly.

Note: This text is a slightly edited excerpt from Sachsenberg's biography, published in [INFO Eduard 11/2010](#). A biography of his uncle, WWI naval fighter Gotthard Sachsenberg, can be found in [INFO Eduard 04/2021](#).

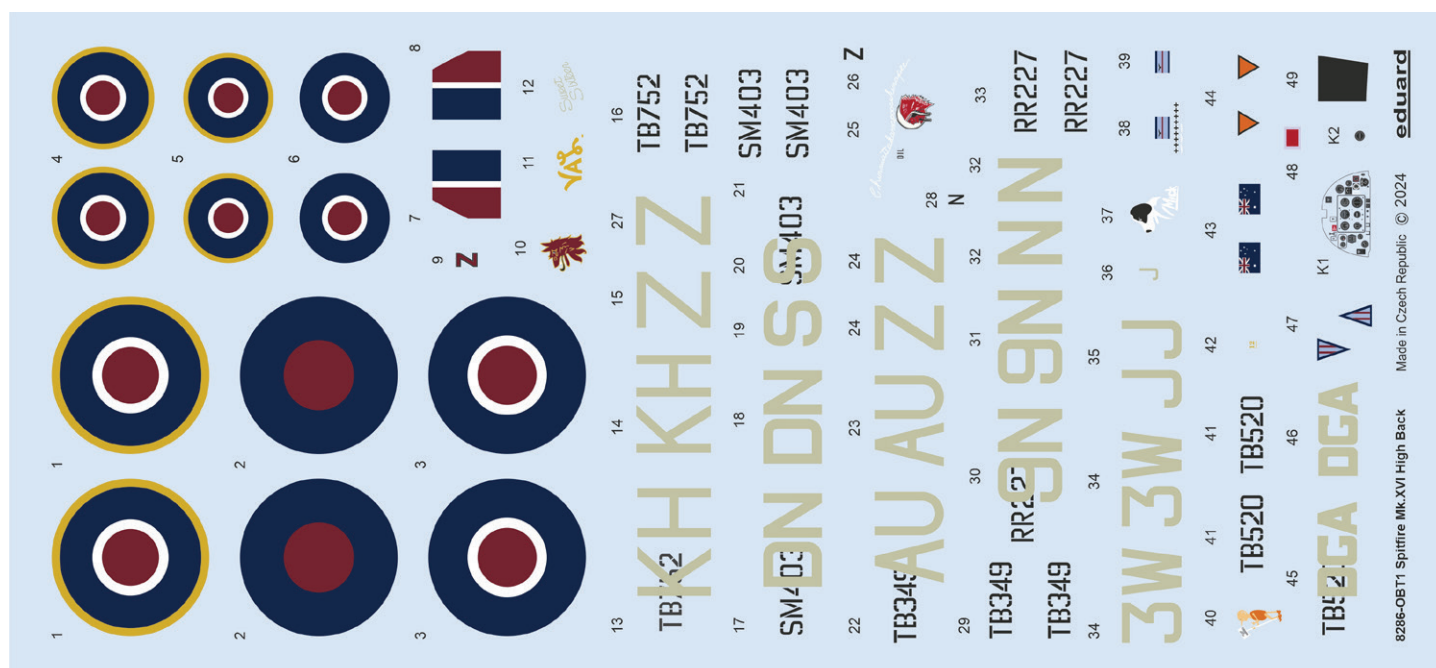
Spitfire Mk.XVI High Back

1/48

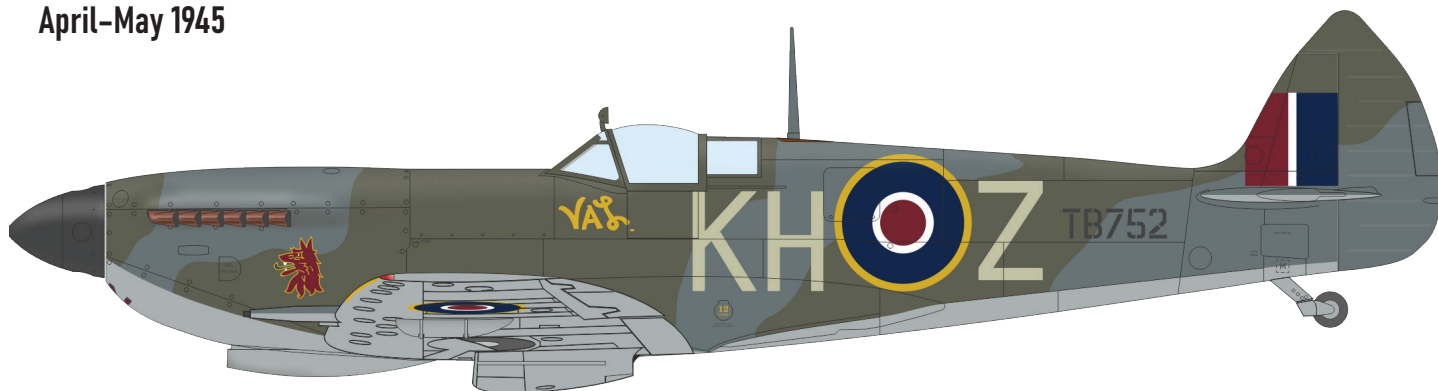
#8286

The ProfiPACK edition kit of British fighter aircraft Spitfire Mk.XVI in 1/48 scale. It is possible to build either the Spitfire Mark Sixteen with standard canopy or with high back from the kit.

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

[Product page](#)


■ TB752, S/Ldr Henry Zary, CO of No. 403 Squadron, B.114 Diepholz, Germany, April–May 1945

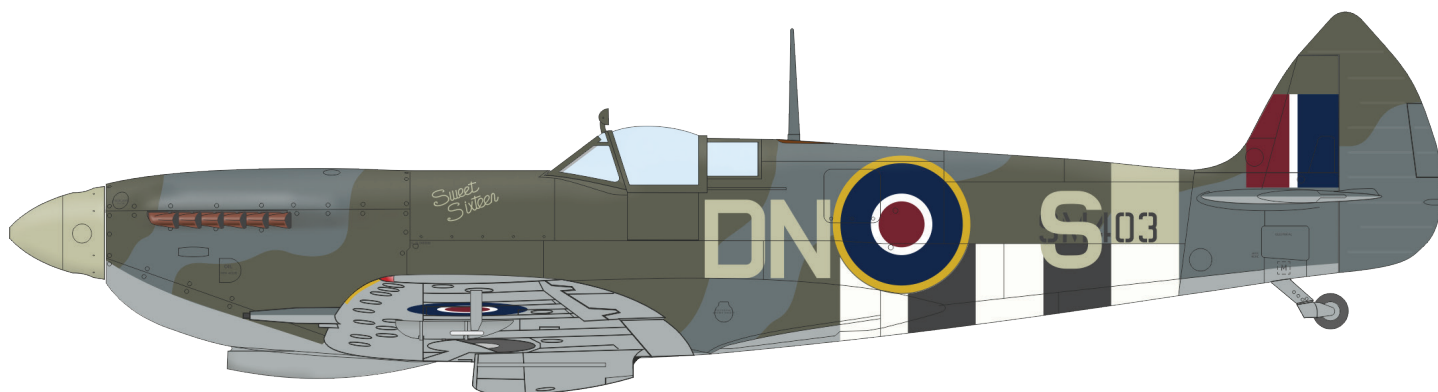


The Spitfire serial number TB752 was built by Vickers-Armstrong at the Castle Bromwich factory with elliptical wingtips and was handed over to No. 33 Maintenance Unit RAF Lyneham on February 21, 1945. The first combat unit with which TB752 served was No. 66 Squadron in March 1945, where it received the fuselage code LZ-F. On March 25, 1945, it suffered damage to its wing and propeller during an emergency landing, which was repaired by No. 409 RSU. On April 19, 1945, the repaired TB752, this time with clipped wingtips, was transferred to a new operational combat unit,

No. 403 Squadron. There it received the codes KH-Z and became the favorite aircraft of No. 403 Squadron commander S/Ldr Henry Zary. On his very first flight with TB752, Zary shot down one Bf 109 on April 21, scoring five confirmed victories and becoming an ace. On April 25, he destroyed one Me 262 and one Ju 88 during strafing attack on German airfield with TB752. Other No. 403 Squadron pilots achieved notable successes in the cockpit of TB752 in the last days of the war. For example, on April 25, P/O D. Leslie shot down one Fw 189, on May 1 F/O R. Young shot down an

Fw 190 and on May 3 F/O Fred Town sent down a He 111. Shortly after the war, the TB752 propeller cone received a red, white and blue paint job and the code letters KH-Z were given black outlines. In 1955 TB752 was moved to Manston where it stood for many years on a pedestal at the airport entrance gate. In 1978 the Medway branch of the Royal Aeronautical Society offered to refurbish it and on July 7 was TB752 transferred to Rochester Airport. On September 15, 1979, following a successful refurbishment, TB752 returned to Manston in the livery of No. 403 Squadron.

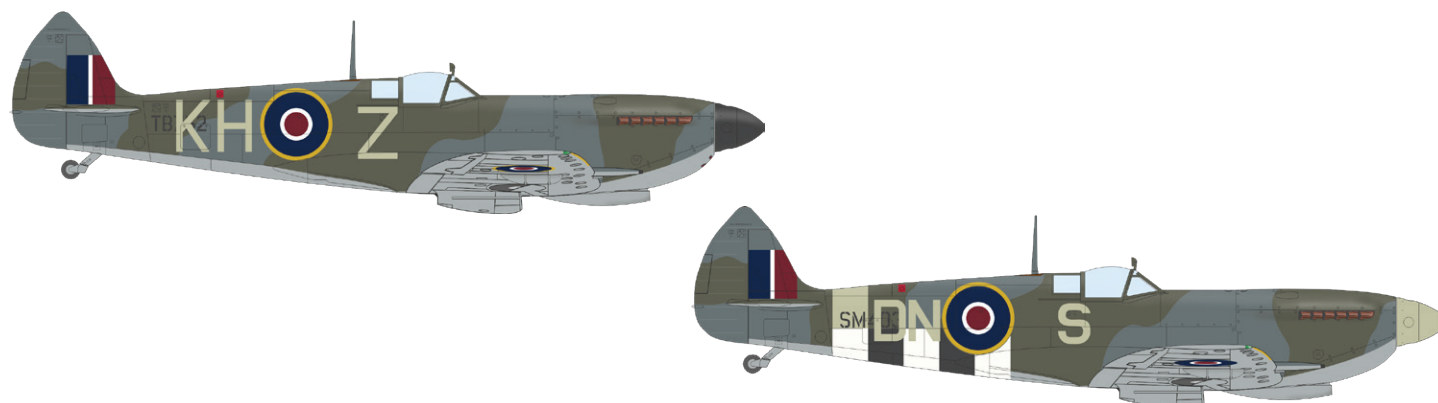
■ SM403, F/O Gordon M. Hill, No. 416 Squadron, B.56 Evere, Belgium, December 1944



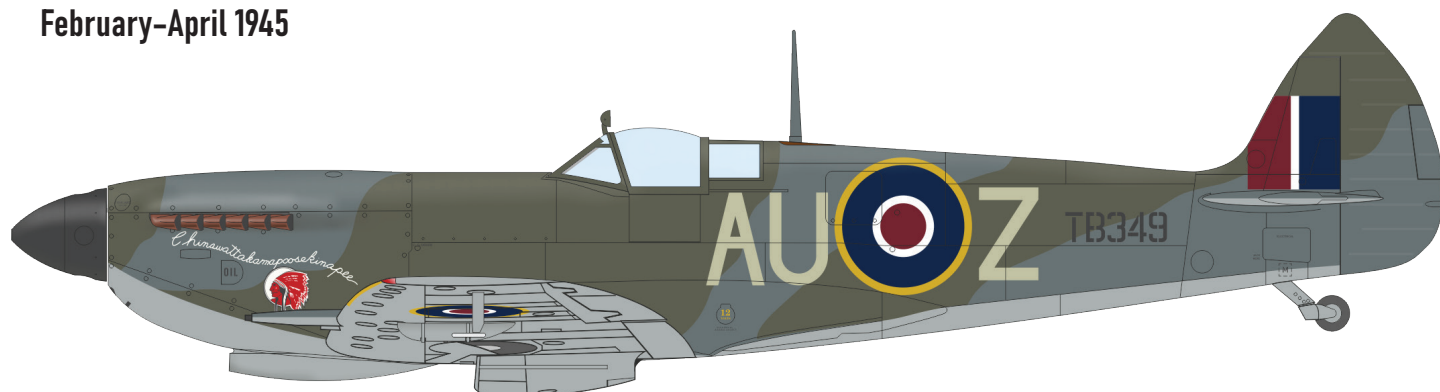
In mid-December 1944, No. 416 Squadron was rearmed from Mk.IX Spitfires to the all-new Mk.XVIE ones. One of the first of the newly delivered Spitfires was an aircraft with serial number SM403 with a shortened wingspan, which subsequently received the code letters DN-S. When SM403 was taken by F/O Gordon Hill for a flight test to see how the new Spitfire

performed, the name "Sweet Sixteen" stuck with him upon landing and he had it painted on the tank cover of his new Spitfire by ground staff. According to his personal recollections, the "Sweet Sixteen" was his favorite Spitfire. Hill's first combat mission with the new SM403 was a patrol of twelve "Sixteen's" on Christmas Day 1944 over the Malmedy-Houffalize area.

By December 31, 1944, No. 416 Squadron had flown 73 combat sorties on patrols and sweeps and claimed a kill on an Fw 190. By the end of World War II, No. 416 Squadron had then flown 2,040 combat sorties with its "sixteens" as part of No. 127 Wing, adding to its wartime total of 75 confirmed kills the amount of enemy ground equipment destroyed.



■ TB349, F/Lt Malcom J. Gordon, No. 421 Squadron, B.90 Petit Brogel, Belgium, February–April 1945

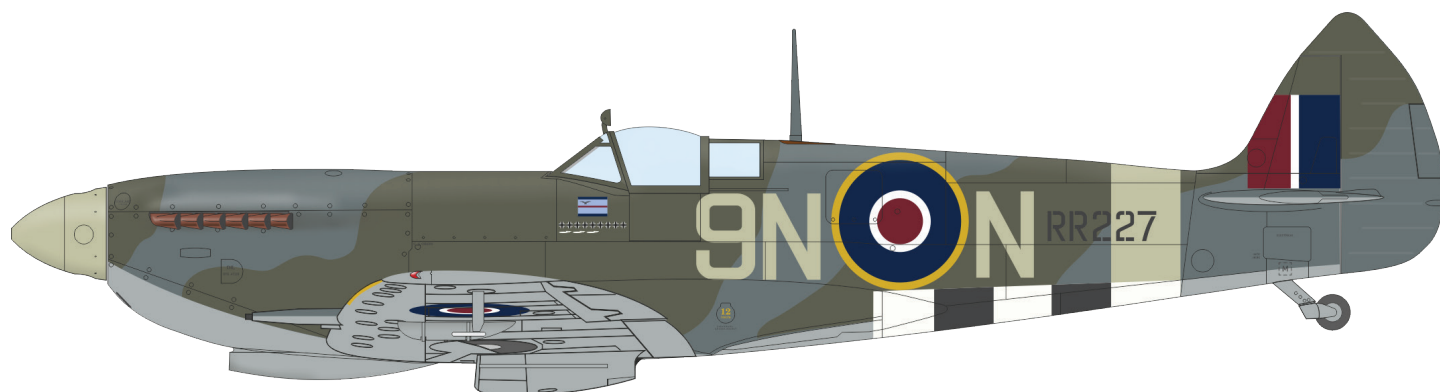


Malcolm "Mac" Gordon was very proud of his Spitfire which bore a long unintelligible inscription "Chinawattakamapoosekinapee" on the left side of the engine cowling. The story of this strange inscription took place one evening over a few

beers when Mac and Bill Marshall decided to come up with a name for Mac's Spitfire. As the night wore on and the beer consumption increased, the name got longer and longer. The red Indian emblem on the left side of the engine cowling depicts

the logo of the McColl Frontenac Oil Company, which sponsored No. 421 Squadron. "Mac" Gordon achieved a total of five kills during his wartime career in the cockpit of several Spitfires with Nos. 403 and 421 Squadron and received the DFC.

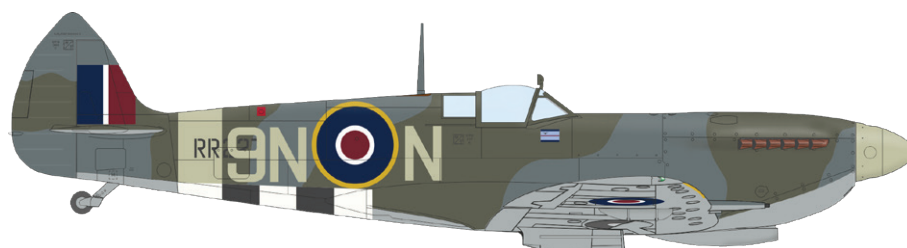
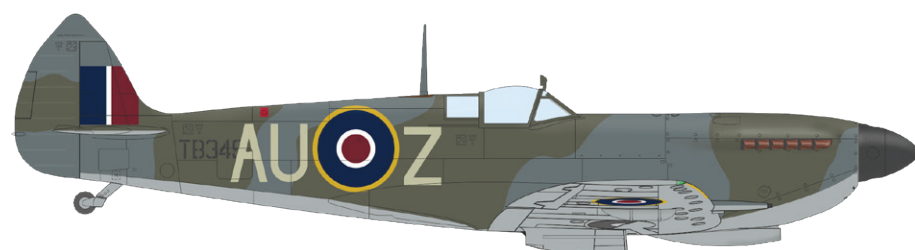
■ RR227, S/Ldr Otto Smik, No. 127 Squadron, B.60 Grimbergen, Belgium, November 1944



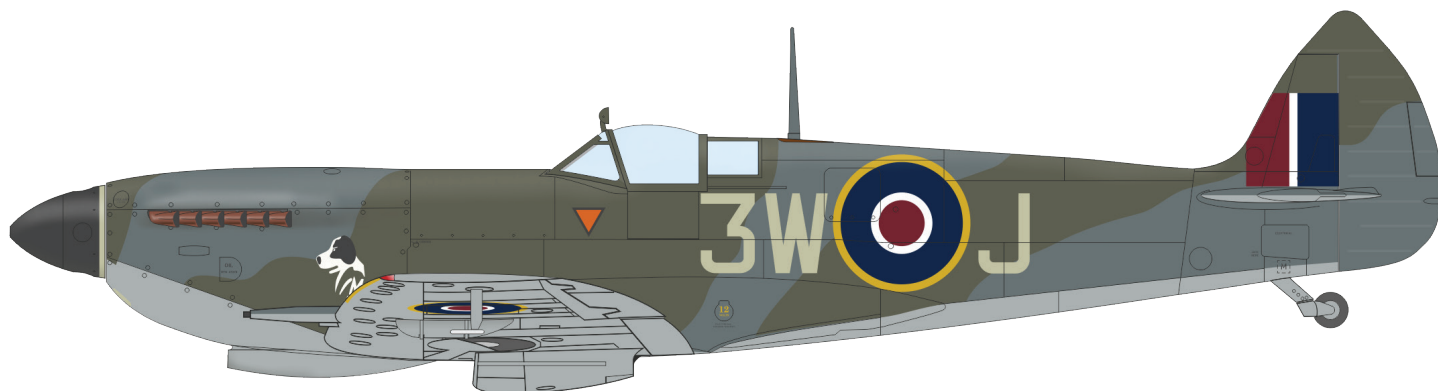
When No. 127 Squadron was rearmed with Spitfires Mk XVI in early November 1944, Otto Smik DFC became its new commander on November 13. He had the honor of becoming one of only three Czechoslovaks to command a British squadron. Unfortunately, Smik's command was short-lived. He was shot down by anti-aircraft artillery during an attack on Zwolle station on November 28, 1944 and did not survive an emergency landing with his difficult-to-control aircraft. Smik chose the serial number RR227

as his personal Spitfire for No. 127 Squadron. Unfortunately, the appearance of his aircraft is not documented photographically. Earlier sources state that the fuselage designation may have been 9N-B or 9N-R, but new research confirms that both the fuselage letters B and R were worn by Spitfires of a different serial number at the time. Among the first newly delivered Spitfires to No. 127 Squadron after Smik's death was an aircraft that received the letter N. It is thus very likely that Smik also took his favorite

letter N for No. 127 Squadron as he did during his time in the ranks of Czechoslovak No. 310 and No. 312 Squadrons. Smik also painted the symbols of kills on his planes in various forms, the flag of the Squadron commander cannot be completely ruled out, nor can the presence of the Czechoslovak cockade. S/Ldr Otto Smik was the most successful Czechoslovak pilot fighting in Spitfires, in their cockpits he achieved eleven confirmed kills of enemy aircraft and destroyed three V-1 missiles.



■ F/Lt Gordon M. Braidwood, No. 322 Squadron, B.106 Twente, Netherlands, April 1945

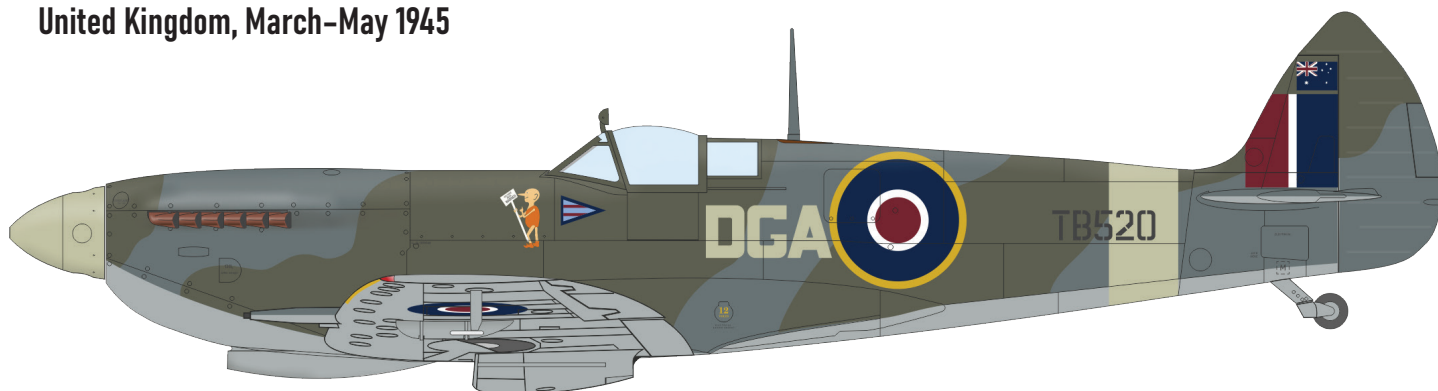


No. 322 Squadron was formed at Woodvale in June 1943 by renumbering No. 167 squadron, which had in its staffing a high proportion of Dutch pilots. In December 1943 it moved south to Hawkinge with its Spitfires Mk.V. In March it moved to Acklington where it was rearmed with the all-new and powerful Spitfires Mk.XIV with Griffon engines. As part of the West Malling Wing, the unit

was deployed during the V-1 missile offensive against southern England in early June, and by the end of August the pilots of No. 322 Squadron had succeeded in destroying 108.5 V-1 missiles. When the threat ended in August, the unit was rearmed to Spitfires LF Mk.IX. Rearmament to Spitfires Mk.XVIe followed in November, and in early 1945 the unit moved to Belgium to join

the Norwegian No. 132 Wing. Here, as part of the 2nd TAF, it mostly carried out support attacks on German ground and air equipment until the end of the war. One of the most successful pilots was British A Flight Commander, F/Lt G. M. Braidwood, who was credited with five aircraft destroyed and seven damaged while strafing German airfields.

■ TB520, W/Cdr Donald G. Andrews, CO of Coltishall Wing, RAF Matlaske, United Kingdom, March–May 1945



Australian "Don" Andrews, a native of Queensland, joined the RAAF in November 1940. He trained in Canada and sailed to the UK. In November 1941 he was posted to No. 615 (County of Surrey) Squadron and six weeks later to No. 245 (Northern Rhodesia) Squadron, with which he remained until July 1942 when he joined No. 175 Squadron as Squadron Leader. He was then transferred to No. 453 (RAAF) Squadron where

he initially commanded A Flight and in September took over the whole Squadron and received a DFC. He remained in command of No. 453 (RAAF) Squadron until the end of his tour in May 1944. After retirement he took over the Coltishall Wing in February 1945 as supernumerary, supervising two Australian Spitfire squadrons (Nos. 451 and 453 Squadron). In April he was given command of the Biggin Hill Wing. He left the wing in June, was

repatriated in September and retired from RAF service in April 1946. During his wartime career he achieved one confirmed kill, one probable kill and damaged three enemy aircraft. All his personal aircraft were decorated with a drawing of a "Gremlin" figure holding a sign on the nose reading "You Have Been Warned".

Recommended: for Spitfire Mk.XVI High Back 1/48

FE1223 Spitfire Mk.XVI seatbelts STEEL (PE-Set)
 648307 Spitfire Mk.XVI top cowl (Brassin)
 3DL48041 Spitfire Mk.XVI SPACE (3D Decal Set)



OVERTREES #8286X Pro Spitfire Mk.XVI High Back 1/48



Product page

OVERLEPT #8286-LEPT1 Pro Spitfire Mk.XVI High Back 1/48



Product page

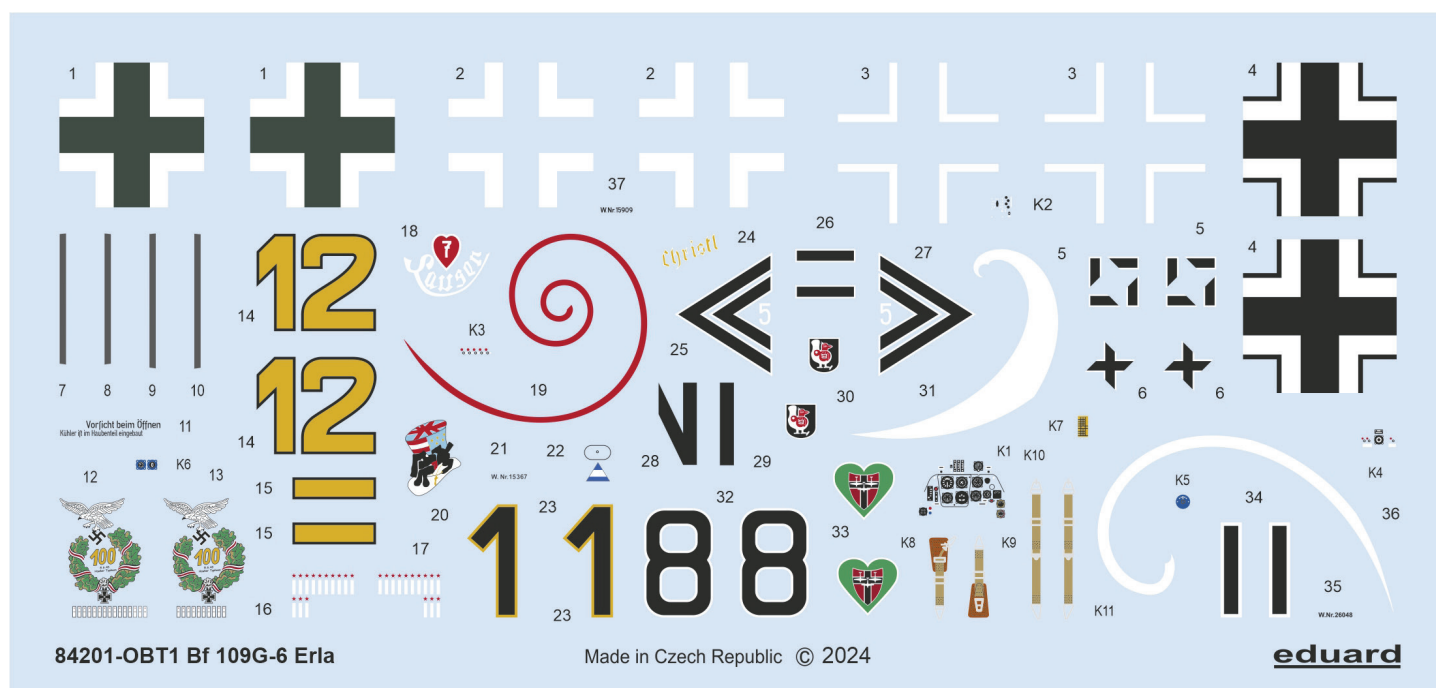
Bf 109G-6 Erla

1/48

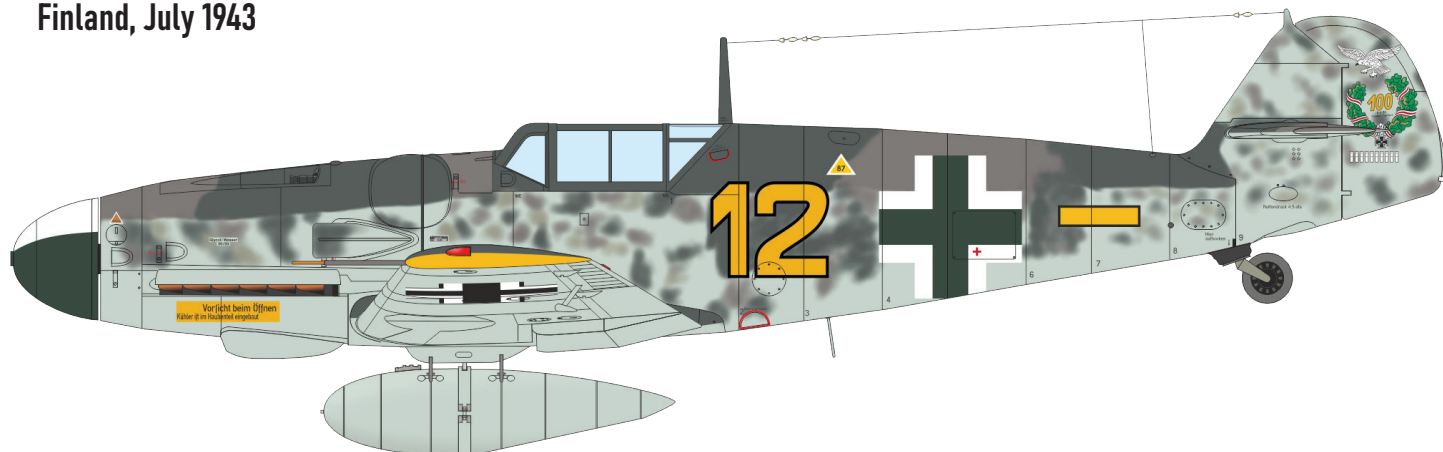
#84201

The Weekend edition kit of German WWII fighter aircraft Bf 109G-6 in 1/48 scale.
The real Messerschmitts presented in this kit were all built in Erla Leizig factory.

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

[Product page](#)


■ Bf 109G-6, Hptm. Heinrich Ehrler, CO of 6./JG 5, Alakurtti, Finland, July 1943

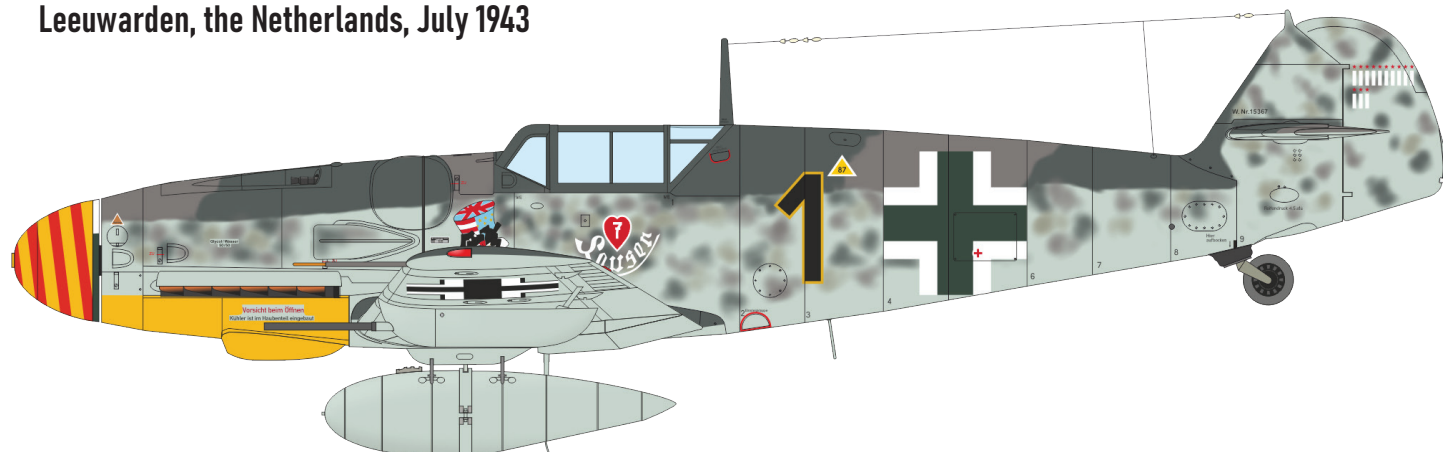


Heinrich Ehrler began his military career in 1935 with the anti-aircraft artillery and fought in the Spanish Civil War as a member of 3.F/88. He completed fighter training in early 1940 and was assigned to 4./JG 77, which was later redesignated 4./JG 5, based in Norway. In late May 1942, Ehrler was transferred to 6./JG 5 at Petsamo and became its commander in August. He achieved his 100th victory on June 8, 1943. During this period, he flew

a Bf 109G-6 Yellow 12 in Erla factory camouflage, with the symbols of his aerial victories painted on the left side of the rudder. As the Kommodore of JG 5, Ehrler was responsible for cover of the Tirpitz battleship, which was anchored in Norway. After its sinking, he was wrongly convicted, but the sentence was commuted. On February 27, 1945, he joined JG 7, flying Me 262 jets. In combat with Liberator bombers on April 4, 1945,

he managed to shoot down two B-24s and rammed a third. According to witnesses who heard Ehrler's last words, he carried out a suicide attack. His number of victories thus stopped at 208, and for these achievements, he was decorated with the Knight's Cross with Oak Leaves.

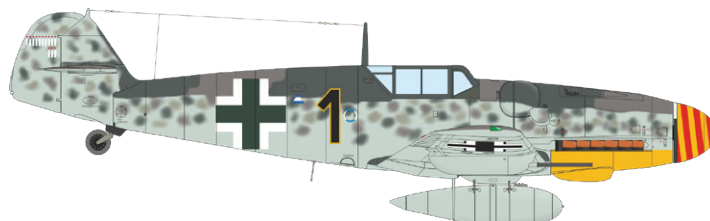
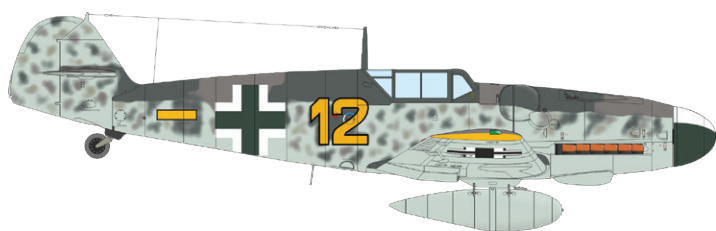
■ Bf 109G-6/R6, WNr. 15367, Oblt. Herwig Zuzic, CO of 8./JG 1, Leeuwarden, the Netherlands, July 1943



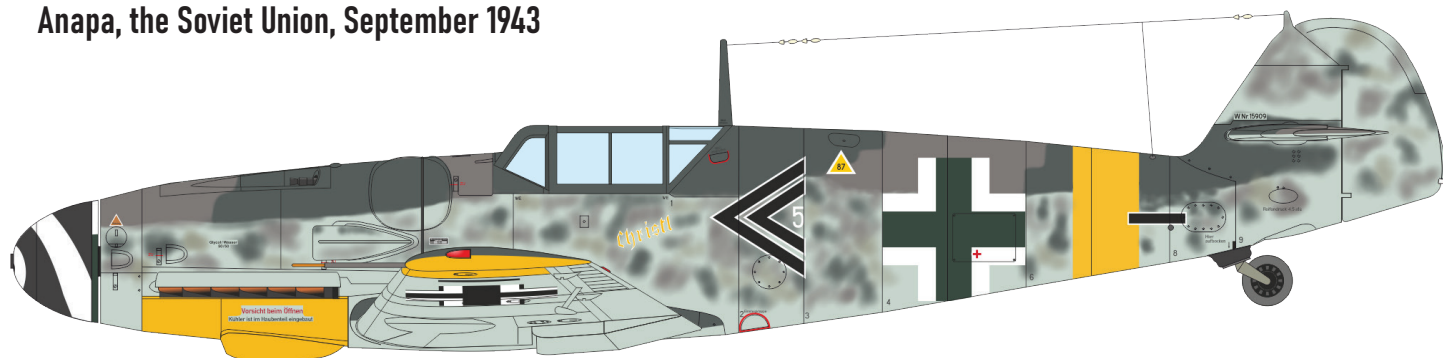
Herwig "Lauser" Zuzic was born on June 23, 1917, in Oberweissburg, Austria. During Operation Barbarossa, he flew with 4./JG 77. On September 24, 1941, flying his Bf 109E-4 he collided with Ofw. Eugen Wintergest's Bf 109E-7 to the north of Perekop. Both pilots were captured by the Soviets and used in propaganda efforts to

convert Luftwaffe pilots to the Soviet Air Force. After a few months, they were dropped off in Romania as agents. They immediately reported to the German authorities, were reinstated into Luftwaffe service, but withdrawn from the Eastern Front. In early 1943, Zuzic served at the rank of Oberleutnant with IV./JG 1 and in

March 1943 was appointed commander of 8./JG 1. He had 13 kills from the Eastern Front painted on the left side of the rudder of his Bf 109G-6 Black 1. His 14th and last victory came on July 27, 1943, when he shot down a B-17. On August 19, 1943, he collided mid-air with another Bf 109G-6 during an air battle over Zuidzande and was killed.



■ Bf 109G-6, WNr. 15909, Hptm. Gerhard Barkhorn, CO of II./JG 52,
Anapa, the Soviet Union, September 1943

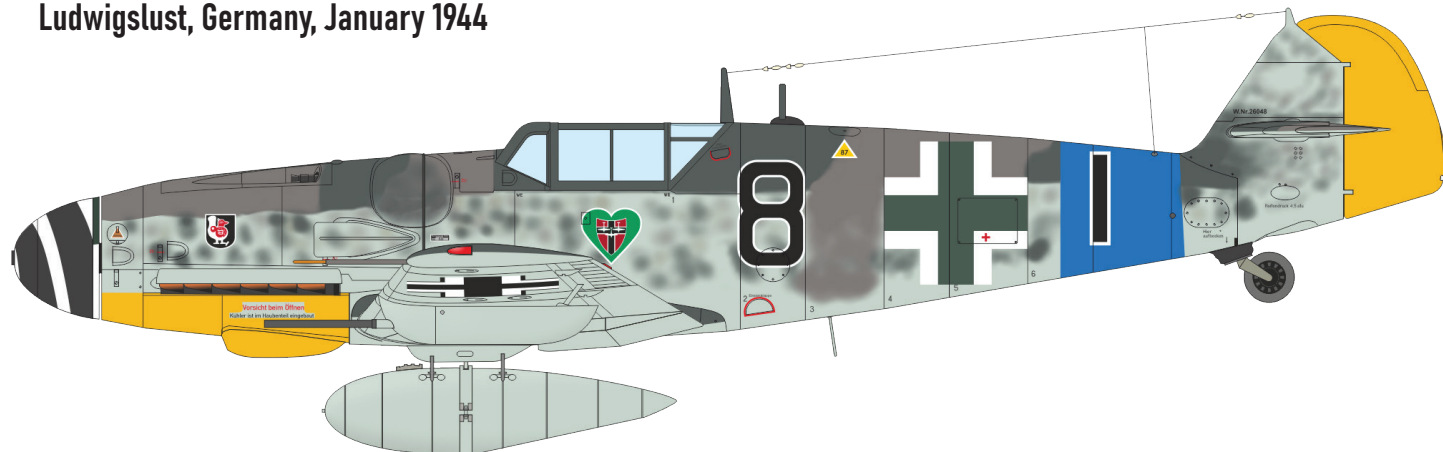


The personal aircraft of Gerhard Barkhorn, who was CO of II./JG 52, was manufactured by the Erla factory. At least a part of Erla G-6 production utilized the cowling designed for the G-5 version with an additional small bump on the right side. The name "Christl" is a reference to Barkhorn's wife Christa. The black double chevron identifies

the aircraft of the Gruppe CO. Barkhorn achieved 301 aerial victories during WWII, all of them as a member of JG 52. This makes him second among German fighter aces. His first victim was downed on July 2, 1940 and the last on January 5, 1945. In 1945, Barkhorn became the CO of JG 6 and flew Me 262 jet fighters as a member of JV 44

shortly before the German surrender. In the post war era, he joined Bundesluftwaffe. Barkhorn was awarded the Knight's Cross on August 23, 1942 with Oak Leaves (on January 11, 1944) and Swords (on March 2, 1944).

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



Friedrich Brock was born on May 6, 1916, in Perlach. In August 1939, he began his training at the Schule/Flieger-Ausbildungs-Regiment 23 in Kaufbeuren. In November 1940 he transferred to Flugzeugführerschule A/B 63 in Marienbad. In March 1942 he joined Jagdfliegererschule 3 in Vienna-Schwechat and completed his fighter pilot training on November 12, 1942, with Ergänzungs-Jagdgruppe Ost in France. His first combat unit was 8./JG 54 at Siverskaya Air Base.

He joined on November 13, 1942. In January 1943, III./JG 54 was transferred to Oldenburg to defend northern Germany. Brock achieved his first kill there on June 13, 1943. Later he was shot down several times during fights with American B-17s and was seriously wounded on April 8, 1944. His Black 8 aircraft bore all the identifying features of the period, i.e., the 8./JG 54 emblem on the nose, the III./JG 54 emblem under the cockpit and a blue identification stripe on the rear. Flying

this aircraft, Uffz. Günther Sahl was shot down and killed on April 9, 1944. After his recovery, Friedrich Brock became the operations officer of III./JG 54 (later renamed IV./JG 26) in October 1944 and did not fly combat missions anymore. In May 1945 he was captured and after his release in September 1945 he devoted himself to his profession as a dentist. He died on May 3, 1994, in Berlin.

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

48885	Bf 109G-6 (PE-Set)
FE910	Bf 109G seatbelts STEEL (PE-Set)
FE1170	Bf 109G-6 Weekend (PE-Set)
644003	Bf 109G-6 LööK (Brassin)
644060	Bf 109G-6 LööKplus (Brassin)
648247	Bf 109G exhaust stacks (Brassin)
648250	Bf 109G-6 engine & fuselage guns (Brassin)

648255	Bf 109G-6 propeller (Brassin)
648261	Bf 109G-6 wheels (Brassin)
648265	Bf 109G external fuel tanks (Brassin)
648309	Bf 109G undercarriage legs BRONZE (Brassin)
648843	Bf 109G-6 cockpit PRINT (Brassin)
3DL48014	Bf 109G-6 SPACE (3D Decal Set)
D48025	Bf 109G stencils (Decal Set)
D48027	Bf 109G Balkenkreuze (Decal Set)
D48045	Bf 109G-6 national insignia (Decal Set)
EX510	Bf 109G camo scheme - Erla (Mask)
EX512	Bf 109G spinner spirals (Mask)
EX525	Bf 109G-6 classic canopy (Mask)

Fw 190D-9

1/48

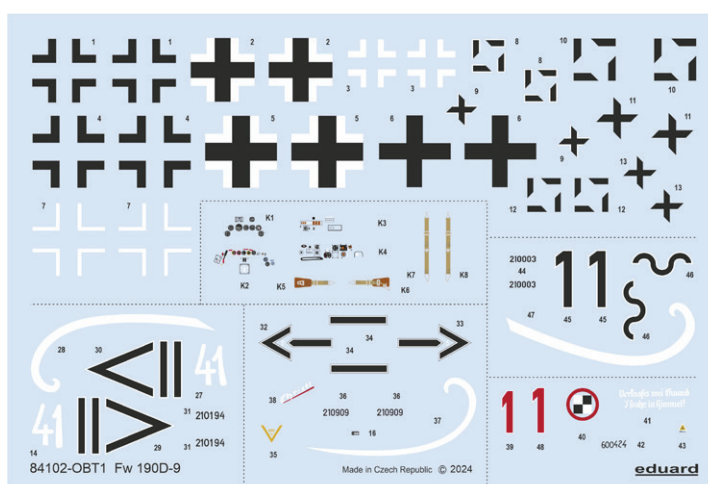
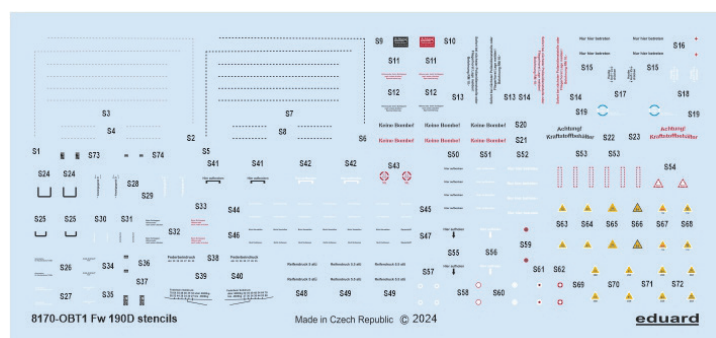
#84102

Weekend edition kit of German WWII fighter aircraft
Focke Wulf Fw 190D-9 in 1/48 scale.

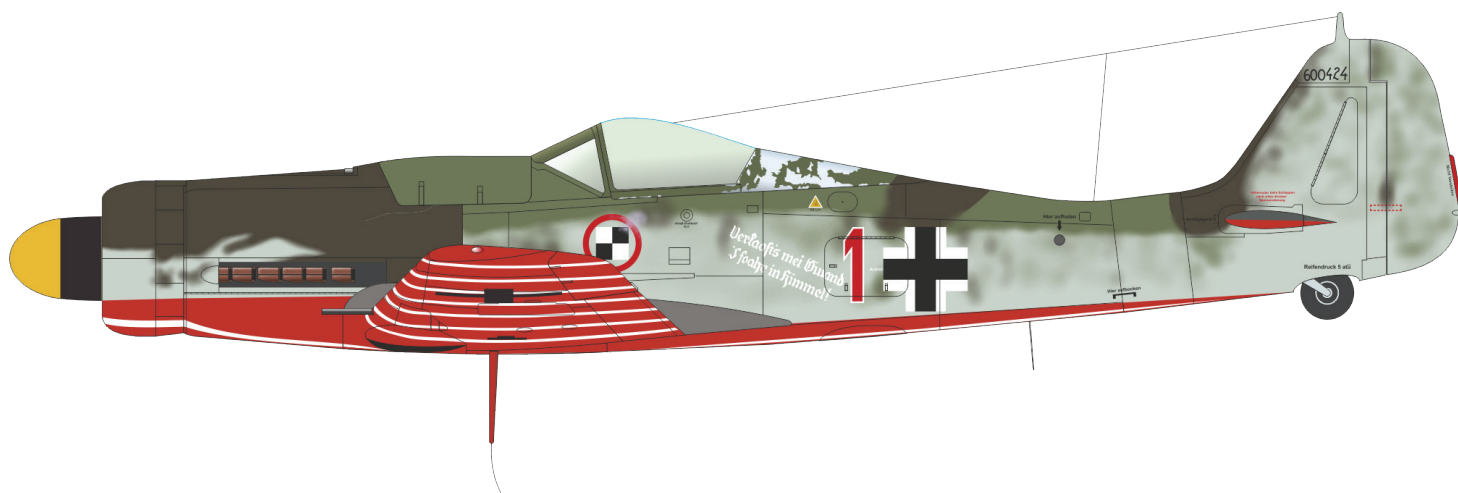
Re-Release

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

Product page



■ WNr. 600424, Lt. Heinz Sachsenberg, München-Riem, Germany, April-May 1945

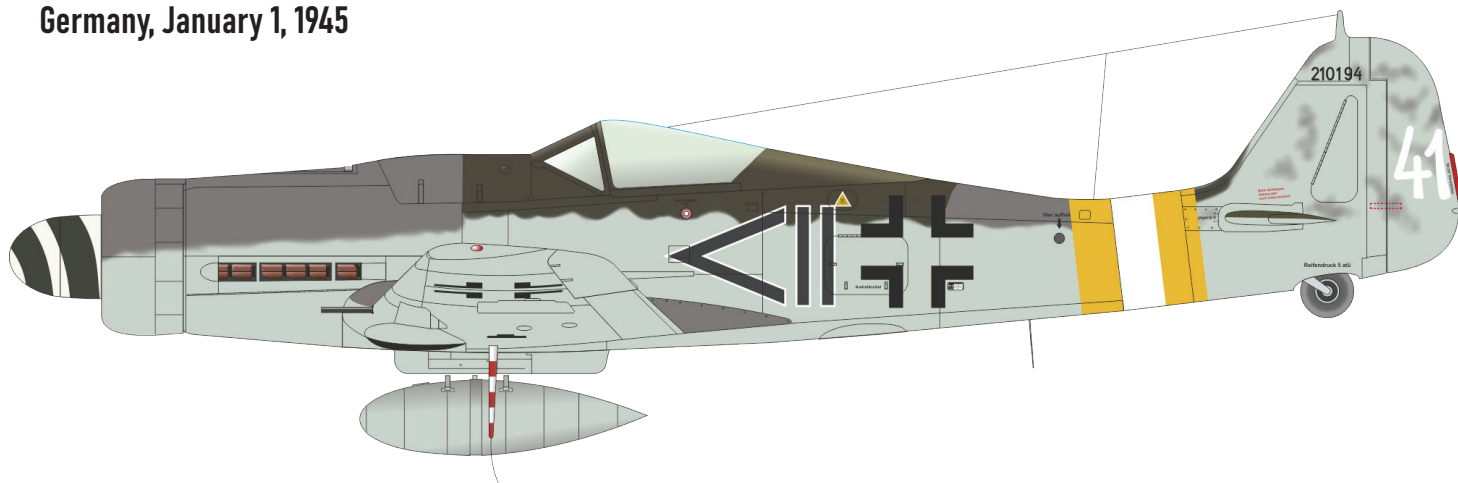


Lt. Heinz Sachsenberg (104 victories) was the CO of Platzschuttschwarm. The aircraft assigned to Sachsenberg carried the inscription 'Verkaaft's mei Gwand, I foahr in himmel', which is a Bavarian proverb 'sell my shroud, I am leaving for Heaven'. The font was Schwab, which was popular at the

time. Sachsenberg, holder of the Knight's Cross, came from an aviation family. His uncle Gotthard was an World War I ace and holder of Pour le Mérite, as he shot down 31 enemy aircraft. Heinz's brother, also named Gotthard, flew a night fighter with NJG 3 and shot down two British

bombers and fell on March 8, 1943. Sachsenberg's 'Dora' was found at the end of the war at Munich-Riem, where it was left behind after the JV 44 fled to Austria at the end of April 1945.

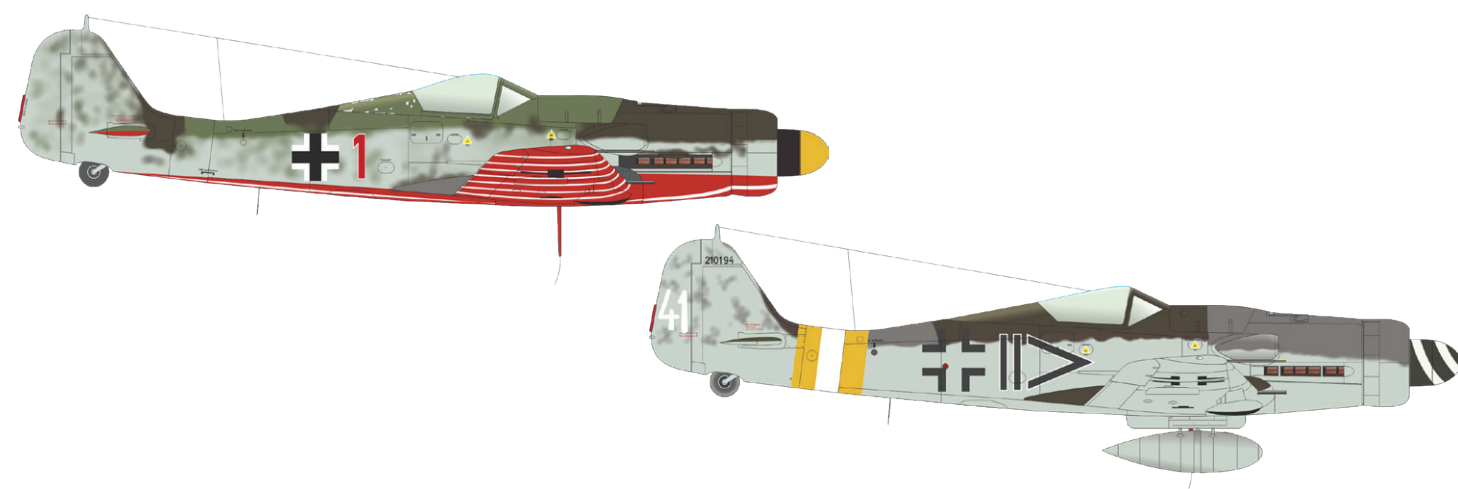
■ WNr. 210194, Fw. Werner Hohenberg, Stab I./JG 2, Merzhausen, Germany, January 1, 1945



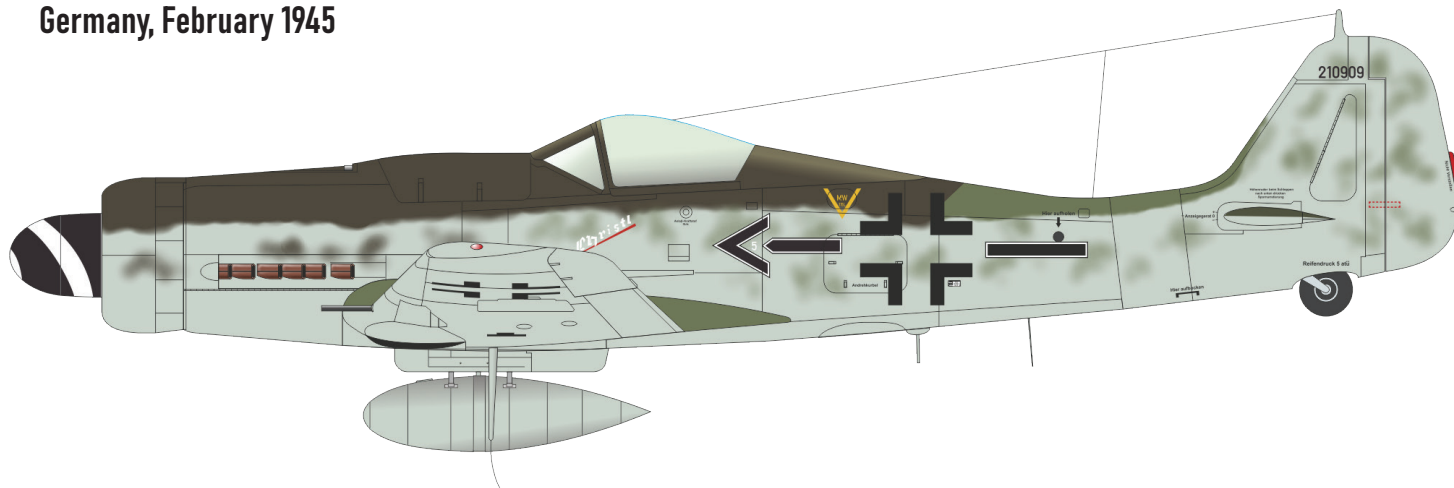
Fw. Werner Hohenberg, took part in the raid on St. Trond airport flying as a part of the I./JG 2 staff flight of commander Franz Hrdlicka. During this sortie Hohenberg's aircraft was hit in the tail surfaces and on return the engine of his aircraft

was hit by the anti-aircraft gun projectiles. At 9:35 he force-landed at Dorff village and spent the rest of the war in captivity. The B Battery of the 430th AAA Batalion was credited with shooting him down. Hohenberg's Dora sports a typical

Sorau factory camouflage in RLM 75/81/76 on the fuselage and also on the wings. The spiral was painted on the front part of the propeller spinner only. Stripes on the rear fuselage indicate JG 2 deployment in the Reich Defense role.



■ WNr. 210909, Maj. Gerhard Barkhorn, Stab JG 6, Welzow, Germany, February 1945

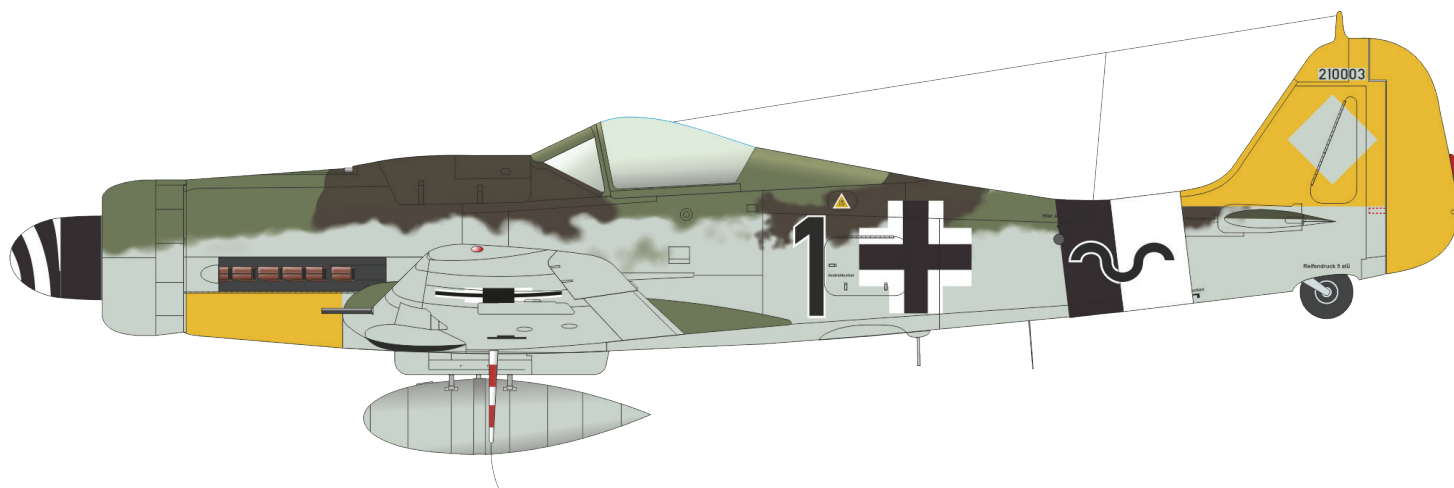


The personal aircraft of Gerhard Barkhorn, the new CO of JG 6 at the time, was manufactured by the Focke-Wulf factory in Sorau. The name 'Christl' is a reference to Barkhorn's wife Christa. Marking on the fuselage identifies the Geschwader's CO aircraft. Barkhorn achieved 301 aerial victories

during WWII, all of them as a member of JG 52, putting him in second place among German fighter aces. His first victory was achieved on July 2, 1940 and the last on January 5, 1945. In 1945, Barkhorn became the CO of JG 6 and flew Me 262 jet fighters as a member of JV 44 shortly before the German

surrender. Barkhorn was awarded the Knight's Cross on August 23, 1942, with Oak Leaves (on January 11, 1944) and Swords (on March 2, 1944). In the post-war era, he joined Bundesluftwaffe.

■ WNr. 210003, Oblt. Hans Dortenmann, 12./JG 26, Germany, 1945



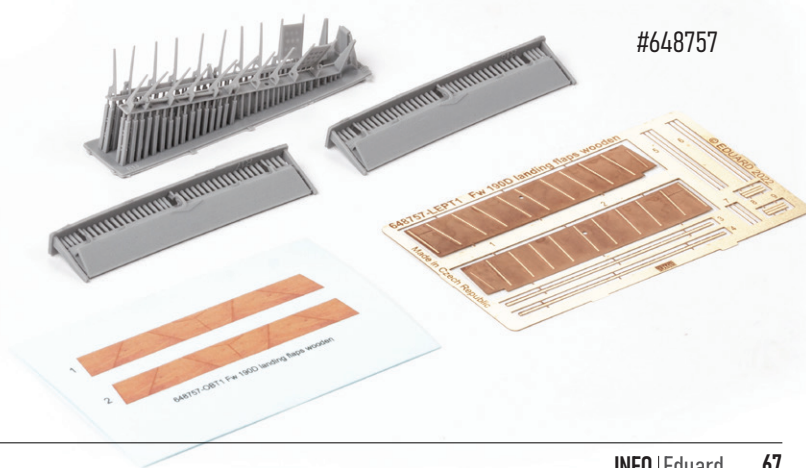
Oblt. Hans Dortenmann, a 38-kills fighter ace and Knight's Cross holder, noted in his memoirs that he used Dora WNr. 210003 as a personal mount from September 1944 to the end of hostilities. He personally destroyed her to avoid falling into enemy hands at the end of the war. At first, during

Dortenmann's service with III./JG 54, the airplane was marked 'Red 1'. In late February III./JG 54 was redesignated IV./JG 26, and Dortenmann was appointed Staffelkapitän of 12./JG 26. His Dora became 'Black 1'. The White-Black band appeared on the tail as well as IV. Gruppe's wave. According

to Dortenmann's memoirs, the original RLM 74/75 camouflage scheme was changed to RLM 81/82, but the reason for re-painting remains unknown. A new style blown canopy was installed instead of the original flat one. The vertical part of the tail unit was painted yellow from JG 54 days.

Recommended: for Fw 190D-9 1/48

48651	Fw 190D-9 (fotolept)
FE1209	Fw 190D-9 Weekend (fotolept)
644014	Fw 190D-9 LööK (Brassin)
648688	Fw 190D exhaust stacks (Brassin)
648737	Fw 190D landing flaps PRINT (Brassin)
648757	Fw 190D landing flaps wooden PRINT (Brassin)
3DL48185	Fw 190D-9 SPACE (3D obtisk)
EX328	Fw 190D Weekend (maska)



How to Work with Plastic?

Part I - The Basics

In this workflow article, I will cover the most basic modeling procedures and techniques, presenting the tools that help with usual activities every modeler should master. For this demonstration, I've chosen the new P-51B/C 1/48 scale kit, which includes several features for easy assembly, such as the parts being connected to the sprues from the bottom, making it especially beginner-friendly. Experienced modelers might initially see this article as unnecessary, but I recommend reading it nonetheless. Repetition is the mother of wisdom!



The photo shows all the tools I use to build the model.

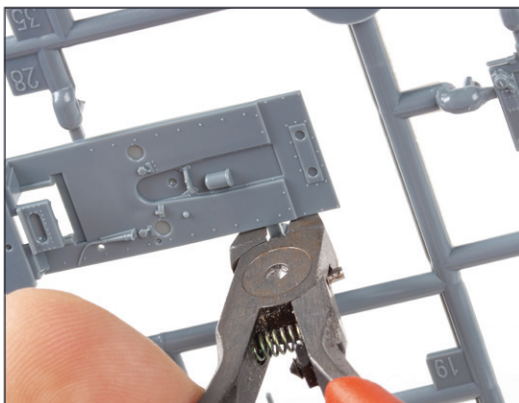


Jakub Nademlejský

I use two types of nippers. The blue-handled nippers have cutting blades on both sides and are more substantial, making them better for splitting bulkier frames or massive sprues that are hard to access.

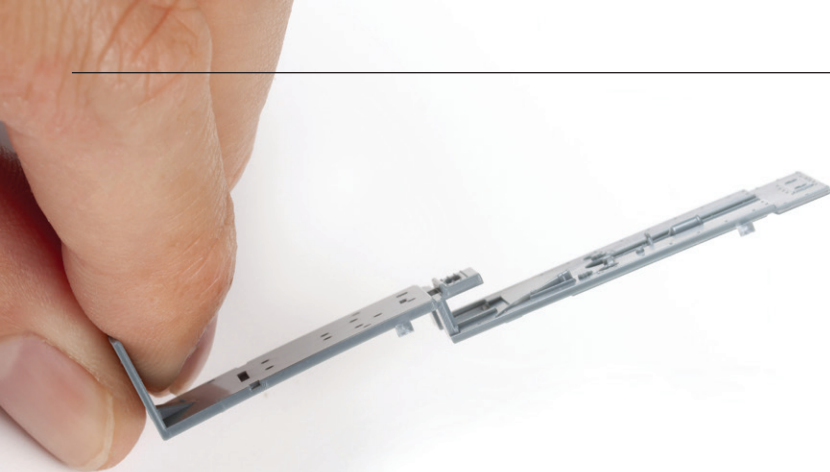


The red-handled nippers have only one cutting blade and a flat blade, and when used on frame sprues, they cleanly cut through in one go. Note, I always position the flat blade against the plastic part.

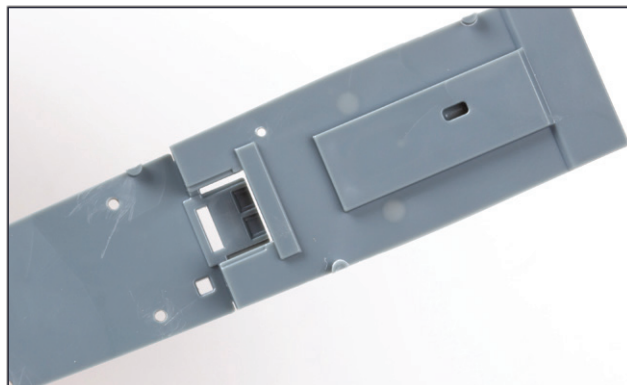


Comparison of frame cuts: on the left is the frame cut with the single cutting blade nippers, and on the right with the two cutting-blade nippers. The single cutting-blade makes a straight cut, while two cutting-blades tend to chip the plastic.

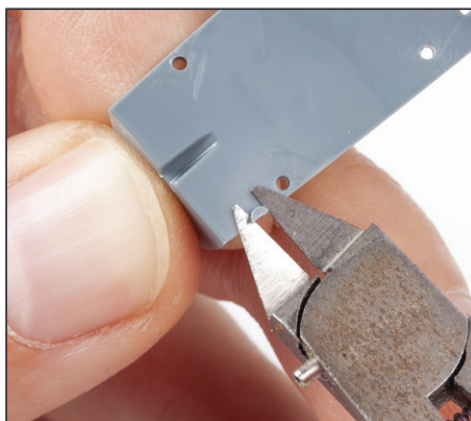




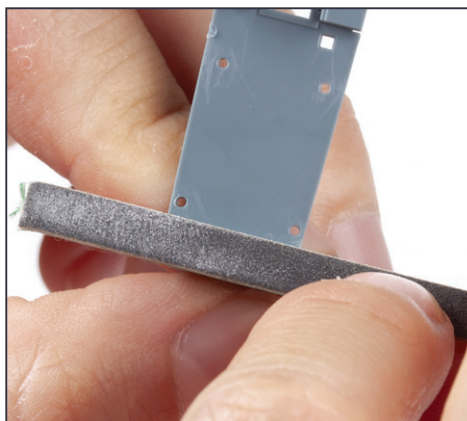
A piece of the cockpit floor part cut with single cuttingblade nippers. The photo shows the bottom sprue stumps on the part.



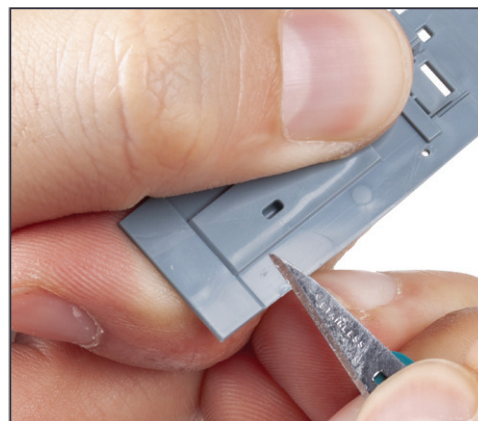
Here, the sprue stumps on the bottom of the cockpit floor are visible.



I'll cut these sprue stumps off with single cutting-blade nippers.



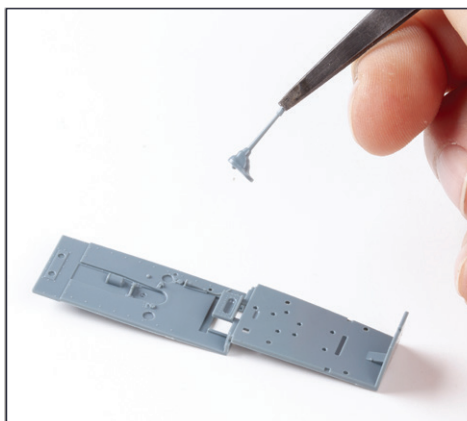
I sand the spots clean after cutting.



Alternatively, I can clean the part with a straight-bladed scalpel...



or a round-bladed scalpel.

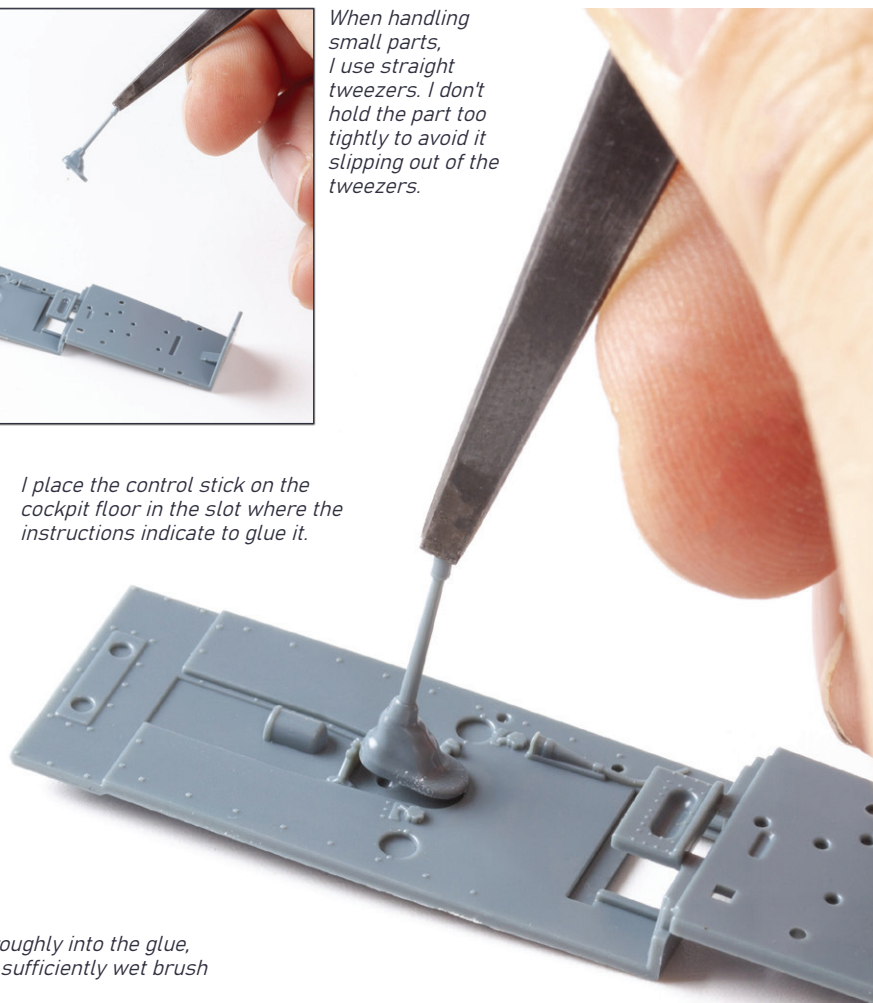


When handling small parts, I use straight tweezers. I don't hold the part too tightly to avoid it slipping out of the tweezers.



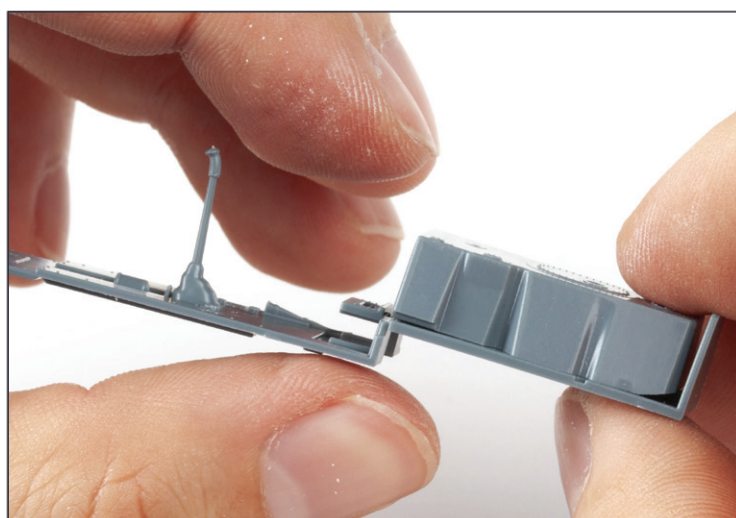
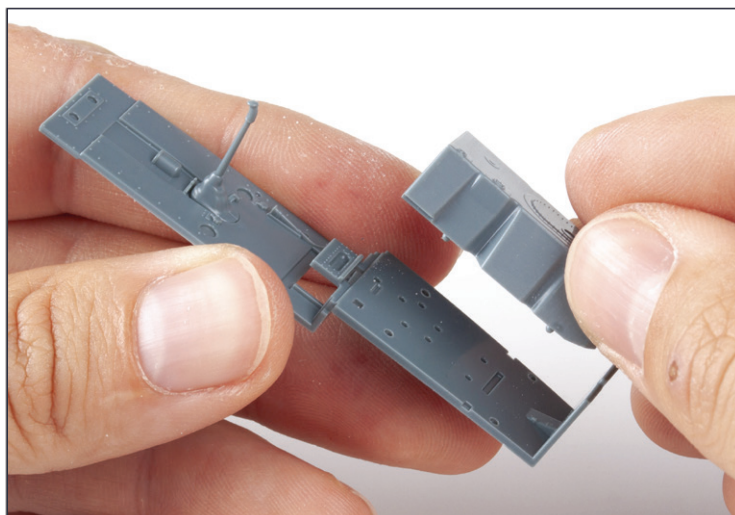
I then glue it in place using Mr. Cement SP glue. I dip the brush thoroughly into the glue, wipe the excess against the edge of the container, and then apply a sufficiently wet brush to the joint between the stick and the floor.

I place the control stick on the cockpit floor in the slot where the instructions indicate to glue it.





The joint dries within 5 seconds. Any excess glue will disappear after the first coat of primer or paint.



I use the same procedure to attach the tank in the cockpit.



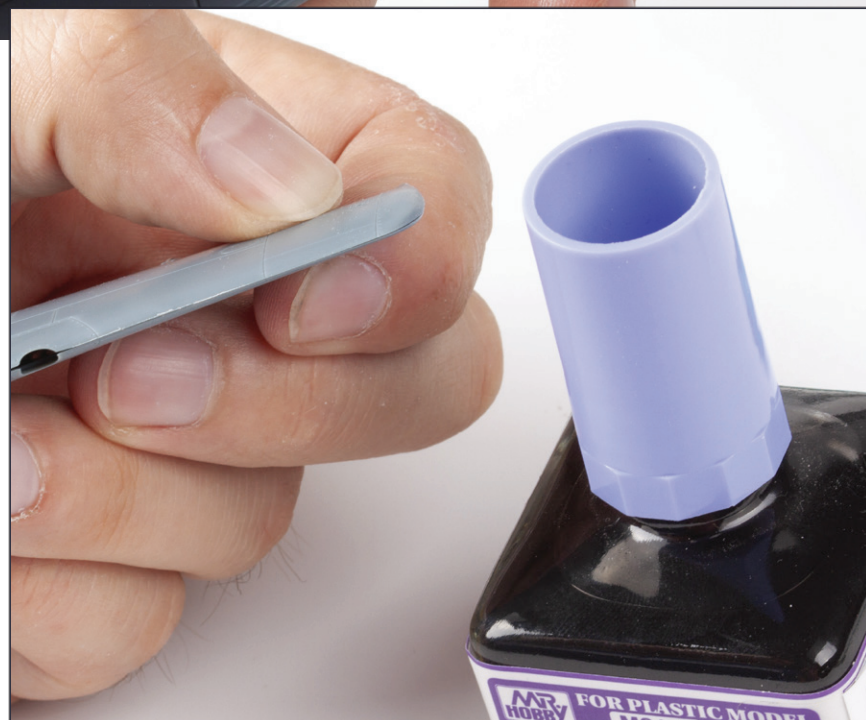
Here, I used Mr. Cement S glue to glue the tank, which dries a little slower than Mr. Cement SP glue.



The bottom sprue stumps can also be found on the wing halves. Again, I cut them off with single cutting-blade nippers...



...and sand the stumps from the sprues with a coarse file.



For gluing fuselage halves or wings, I always dry-fit the parts together and flatten them to make the joint as clean as possible.



To glue the wing halves together, I decided to use Mr. Cement SP B, which is Mr. Cement SP glue tinted black. The color allows me to see where the glue has been applied.



Caution: when using solvent glues, always keep your fingers well away from the glued joint...



...otherwise, your fingers will etch the surface of the wing.



I then sand the glue marks carefully with a file.



When sanding, I move the file according to the shape of the leading edge of the wing to keep its shape.



The wing is then sanded and polished with fine files or sandpaper of 1000, 1200, and finally 1500 grit.



I restore the panel lines that were lost during sanding and gluing with a razor saw.



I restore the panel lines on the leading edge of the wing, one at a time from both halves of the wing.



Another option is to use a chisel, which I place in an existing engraved line and pull backward to complete the new engraving.



I place the saw in the existing lines and, with slow forward strokes, restore the lost panel lines.



I use Mr. Cement S glue to dissolve any residual plastic dust.



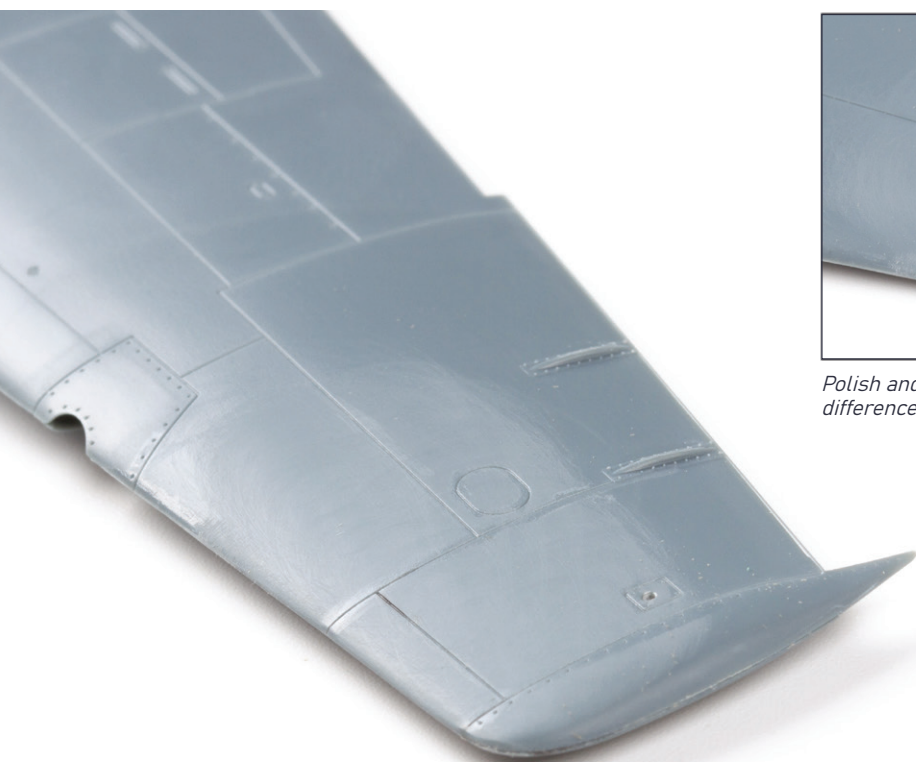
I then polish the entire area with 1500 grit sandpaper dipped in water.



Lost rivets are restored with a phonograph needle fixed in a holder.



I prick one rivet at a time.



Polish and sand the joint of the wing halves. There will be no difference after applying a primer surfacer or paint.

To be continued...

634046

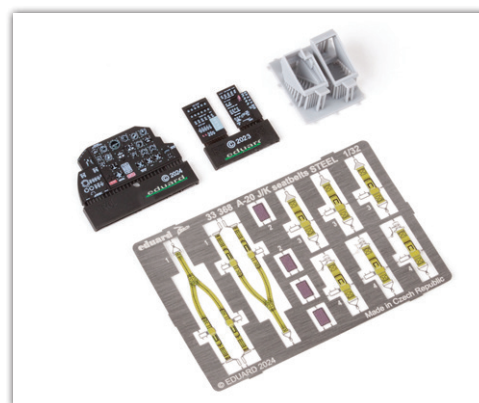
A-20J/K LööK

1/32 HKM

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A-20J/K in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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

[Product page](#)


LööK

644265

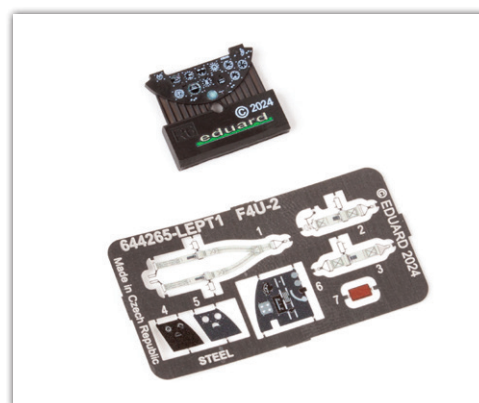
F4U-2 LööK

1/48 MAGIC FACTORY

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F4U-2 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

[Product page](#)


LööK

644273

B-26B Marauder LööK

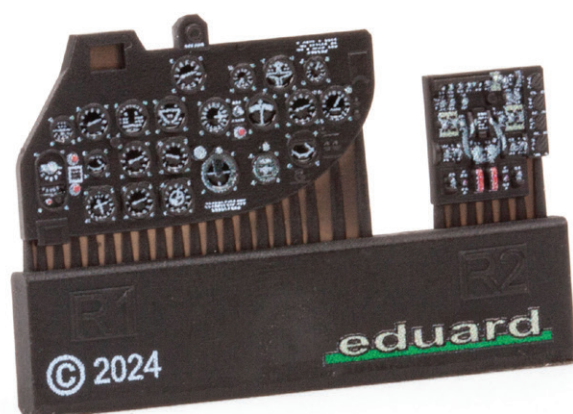
1/48 ICM

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for B-26B Marauder in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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

[Product page](#)



LööK

644274

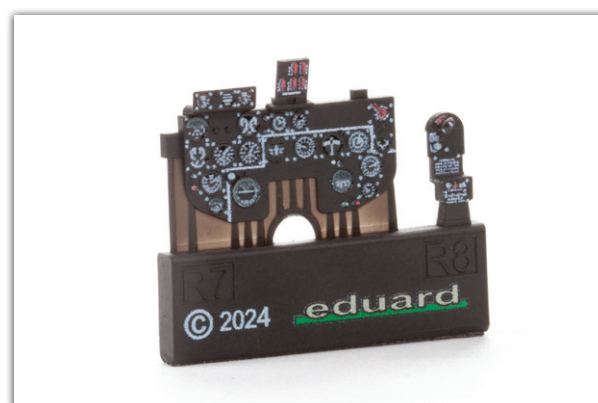
P-47D-30 LööKplus

1/48 MINIART

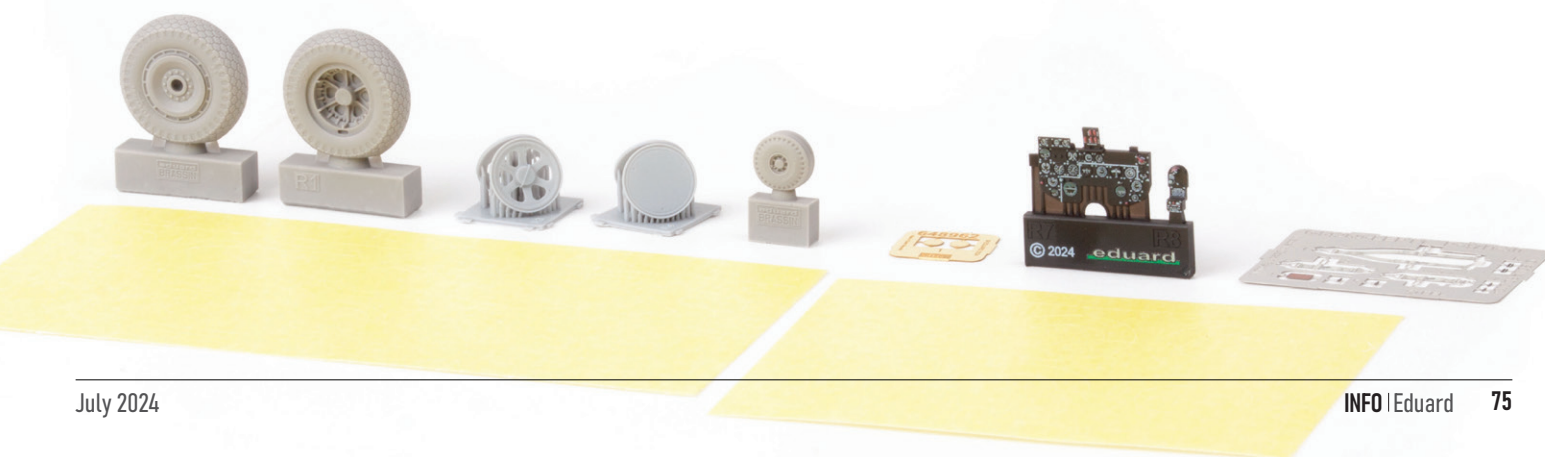
Collection of 3 sets for P-47D-30 in 1/48 scale.
Recommended kit: Miniart

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

[Product page](#)



LööK+



674010

Bf 109G-6 LööKplus

1/72 Eduard

Collection of 4 sets for Bf 109G-6 in 1/72 scale.

Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- gun barrels
- exhaust stacks
- undercarriage wheels


[Product page](#)


674011

Bf 109F LööKplus

1/72 Eduard

Collection of 4 sets for Bf 109F in 1/72 scale.

Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- gun barrels
- exhaust stacks
- undercarriage wheels


[Product page](#)


6481004

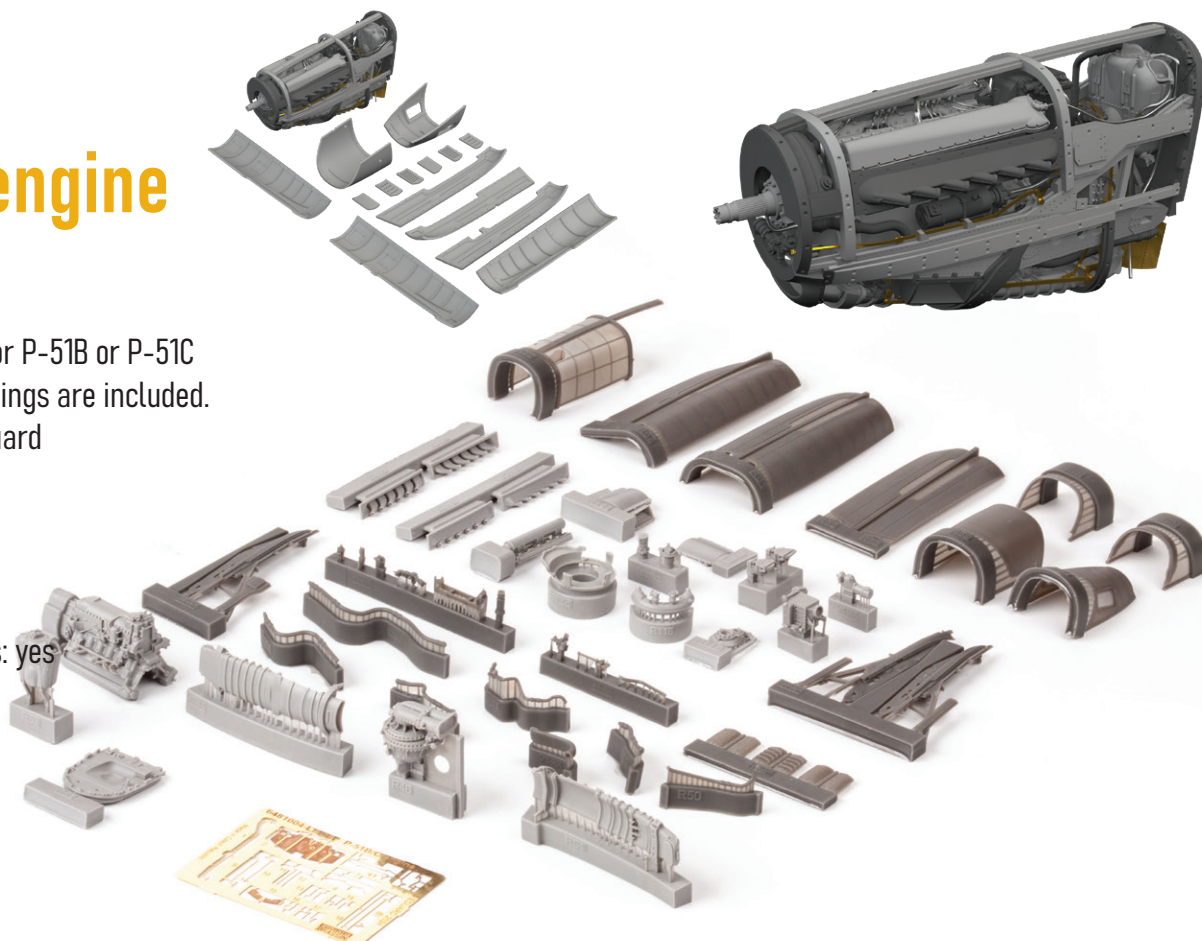
P-51B/C engine

1/48 Eduard

Brassin set - engine for P-51B or P-51C
 in 1/48 scale. The cowlings are included.
 Recommended kit: Eduard

Set contains:

- resin: 55 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)

6481005

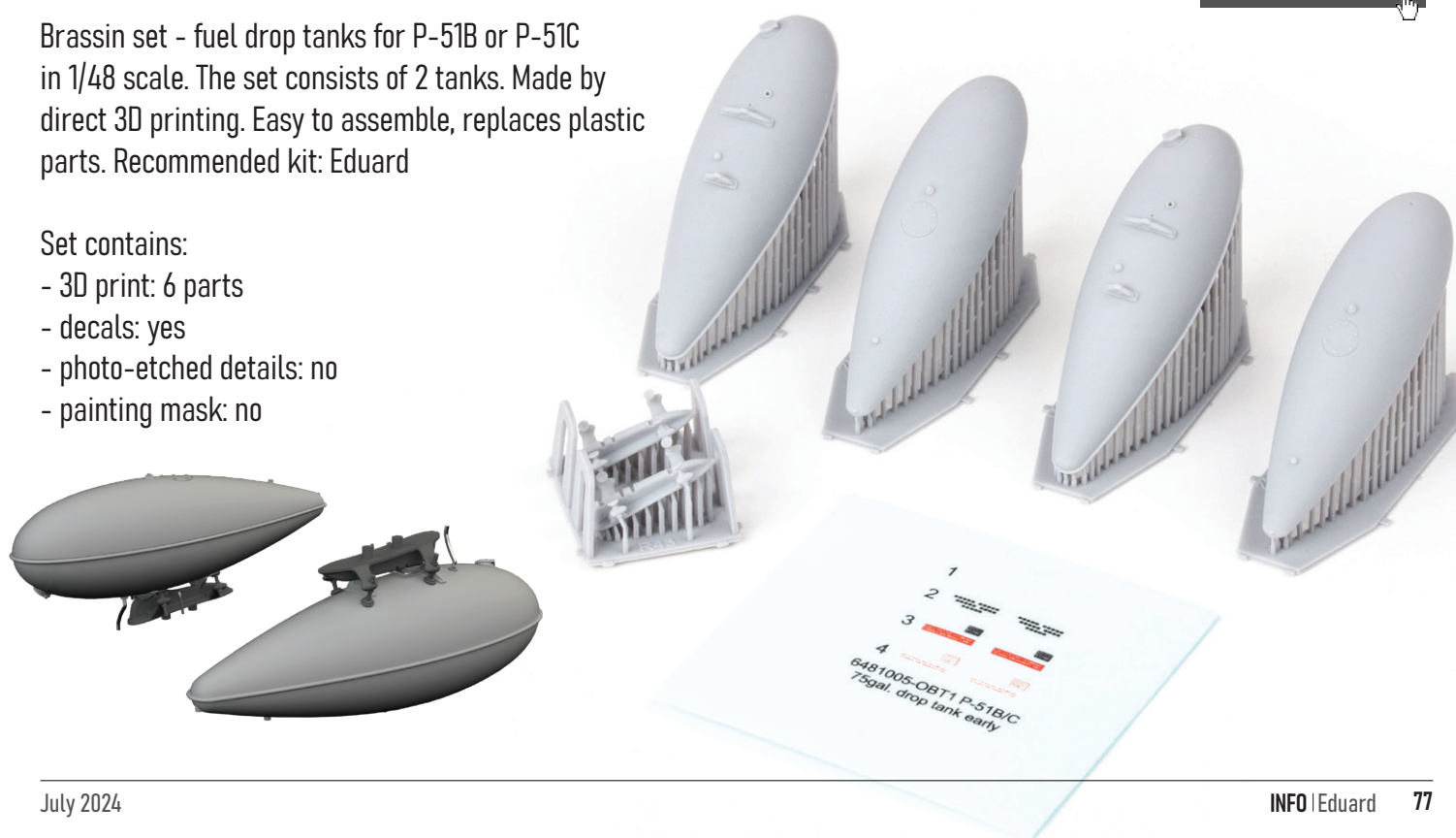
P-51B/C 75gal drop tank early PRINT

1/48 Eduard

Brassin set - fuel drop tanks for P-51B or P-51C
 in 1/48 scale. The set consists of 2 tanks. 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: no
- painting mask: no

[Product page](#)


6481009

P-51B/C/D seat Type 3 PRINT

1/48 Eduard

Brassin set - pilot seat for P-51B or P-51C or P-51D 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](#)



672358

P-51D exhaust stacks PRINT

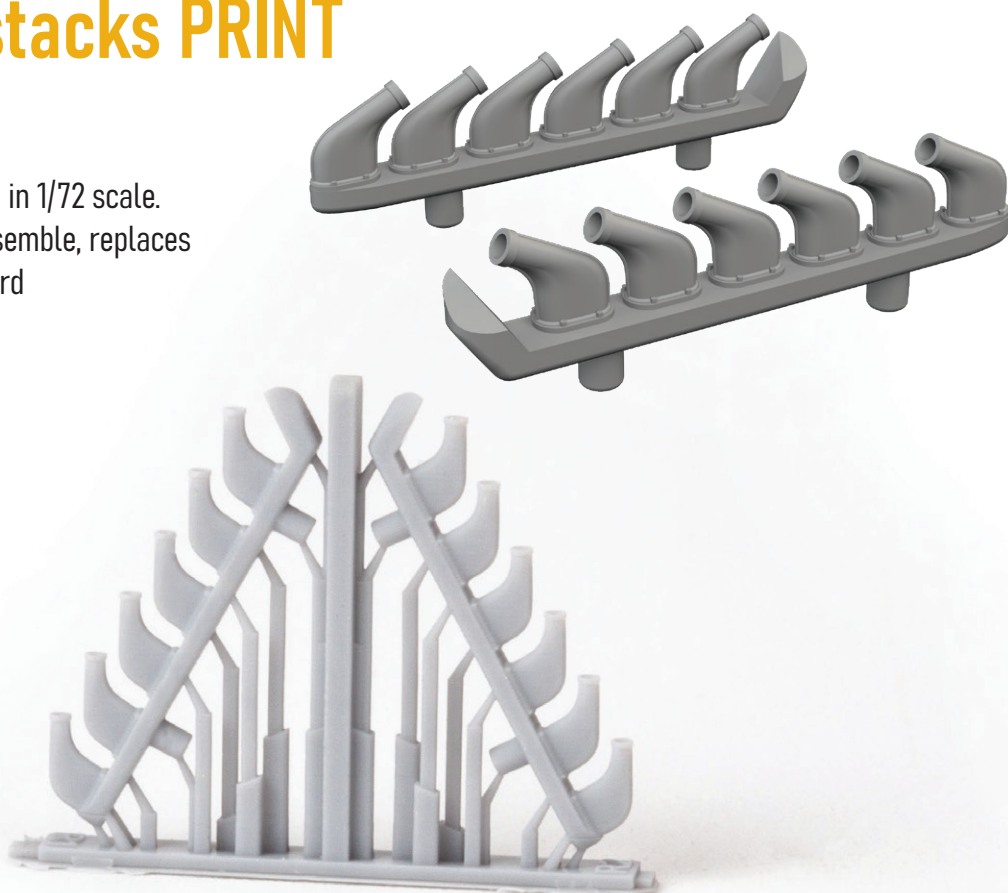
1/72 Eduard

Brassin set - exhaust stacks for P-51D 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: no
- photo-etched details: no
- painting mask: no

[Product page](#)



672359

P-51D exhaust stacks w/ fairing PRINT

1/72 Eduard

Brassin set - exhaust stacks for P-51D in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

[Product page](#)

Set contains:

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



672361

P-51D Hamilton Standard propeller PRINT

1/72 Eduard

Brassin set - propeller for P-51D in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

[Product page](#)

Set contains:

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



672362

P-51D Hamilton Standard propeller uncuffed PRINT

1/72 Eduard

Brassin set - propeller for P-51D in 1/72 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


672363

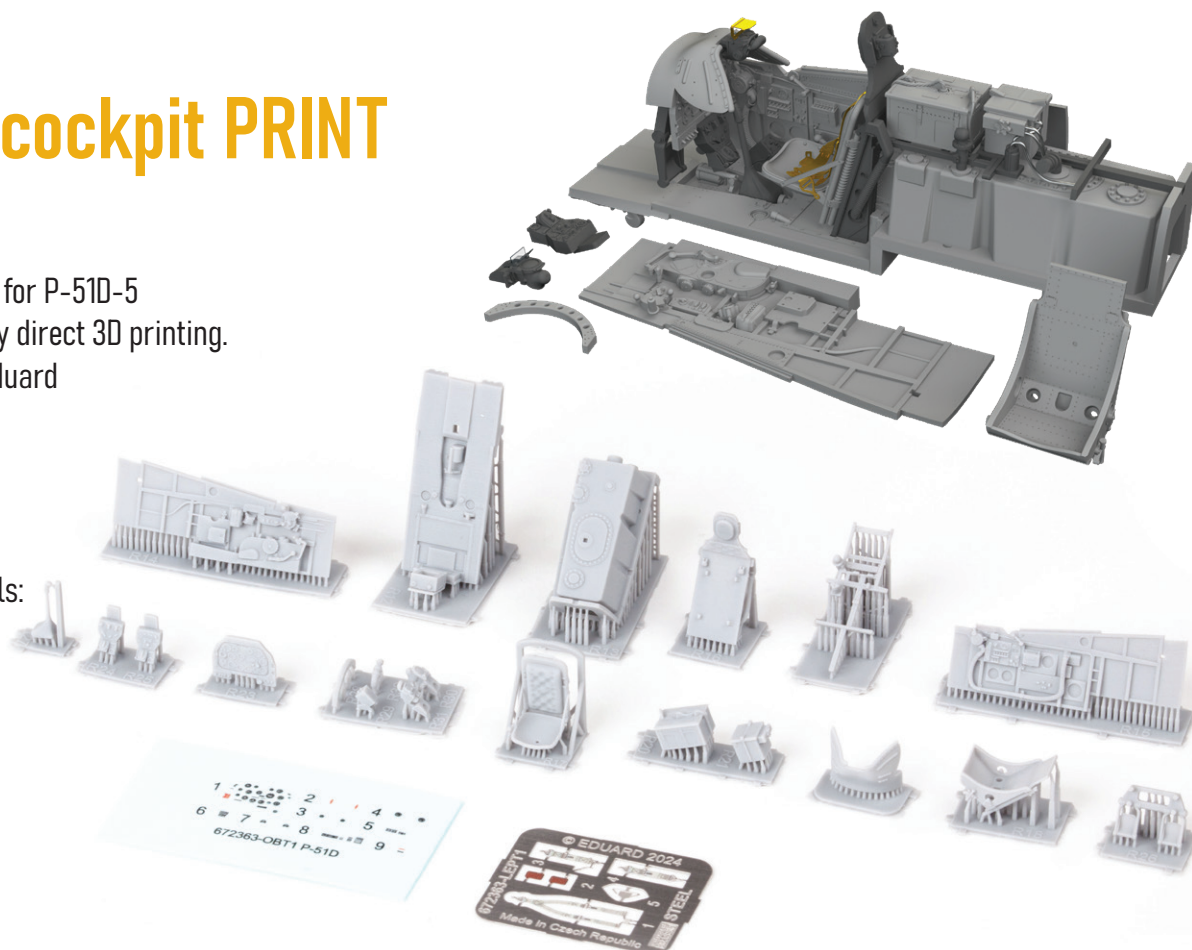
P-51D-5 cockpit PRINT

1/72 Eduard

Brassin set - cockpit for P-51D-5
in 1/72 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 21 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)


672366

P-51D wheels diamond tread

1/72 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)

672367

P-51D wheels oval tread

1/72 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


672368

P-51D wheels cross tread

1/72 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


672372

P-51D seat PRINT

1/72 Eduard

Brassin set - pilot seat for P-51D in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


BUNNY FIGHTER CLUB

Eduard's special membership club for all modeling enthusiasts!

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

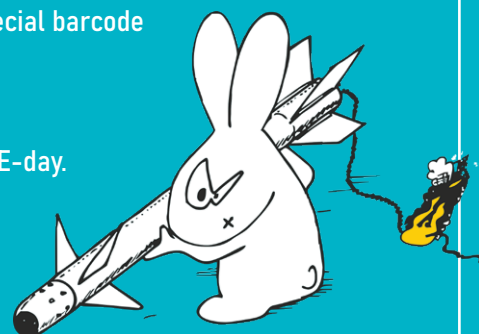
Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.

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

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

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

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

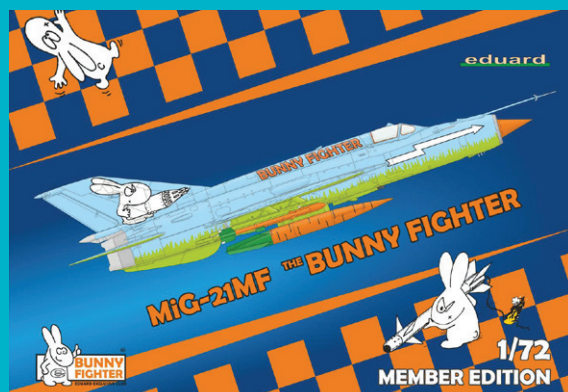


How to become a member of BFC?

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

Activation products:

MiG-21MF + T-shirt 1/72

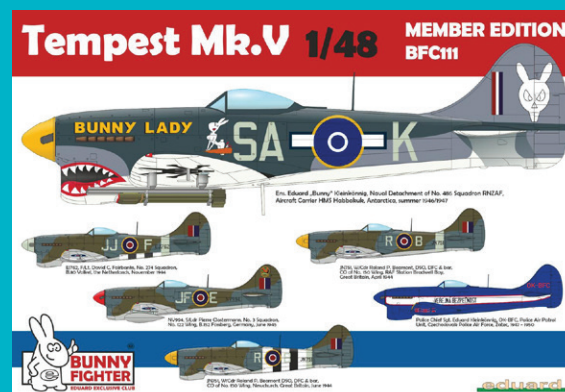


BOX CONTENT:

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



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

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

SIN635001

WWII German tool set

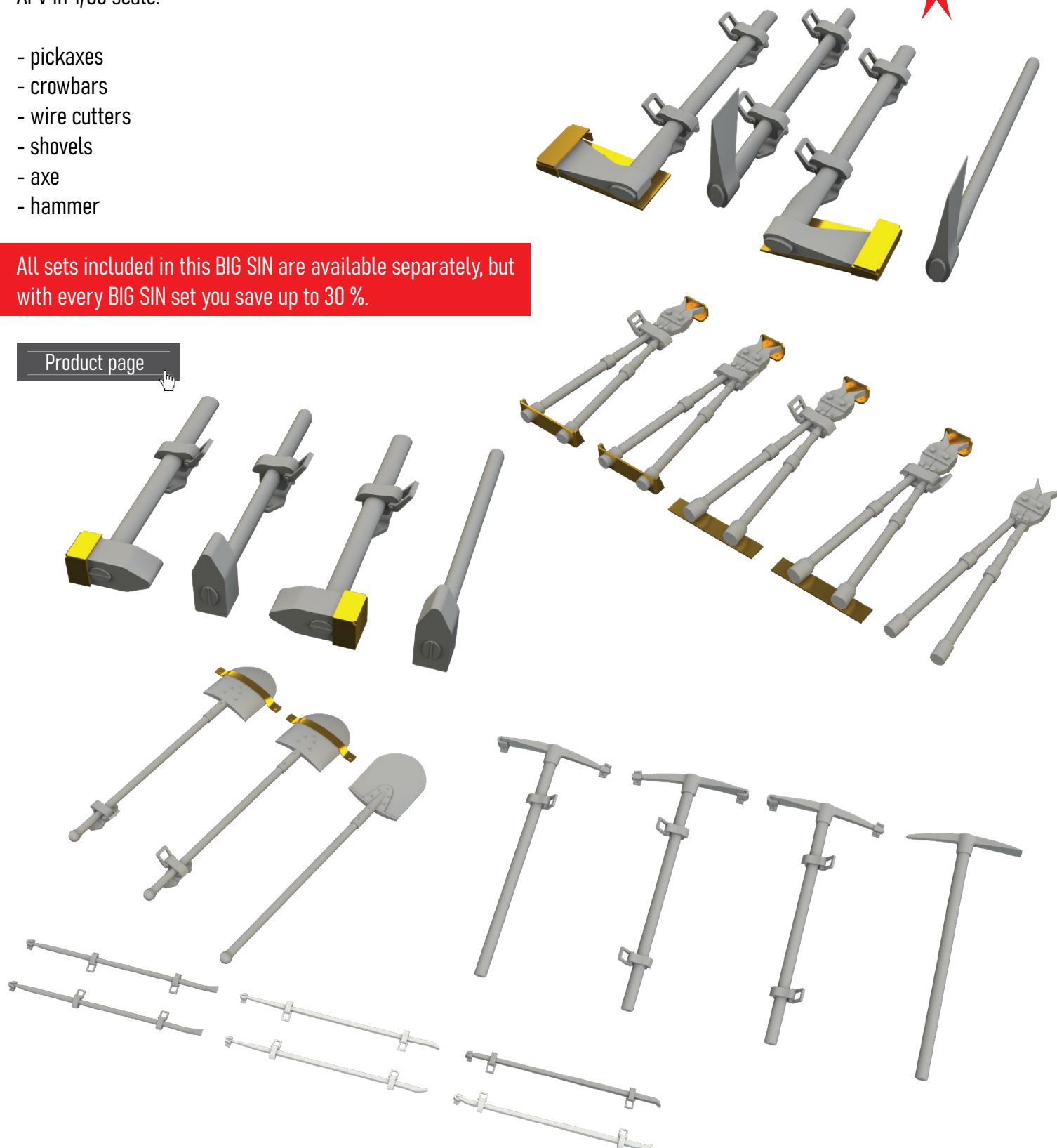
1/35

Collection of 6 sets of tools for German WWII AFV in 1/35 scale.

- pickaxes
- crowbars
- wire cutters
- shovels
- axe
- hammer



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

[Product page](#)


SIN648127

F-16C Block 42 till 2005

1/48 Kinetic

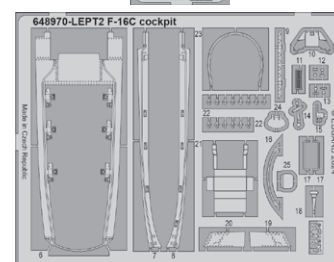
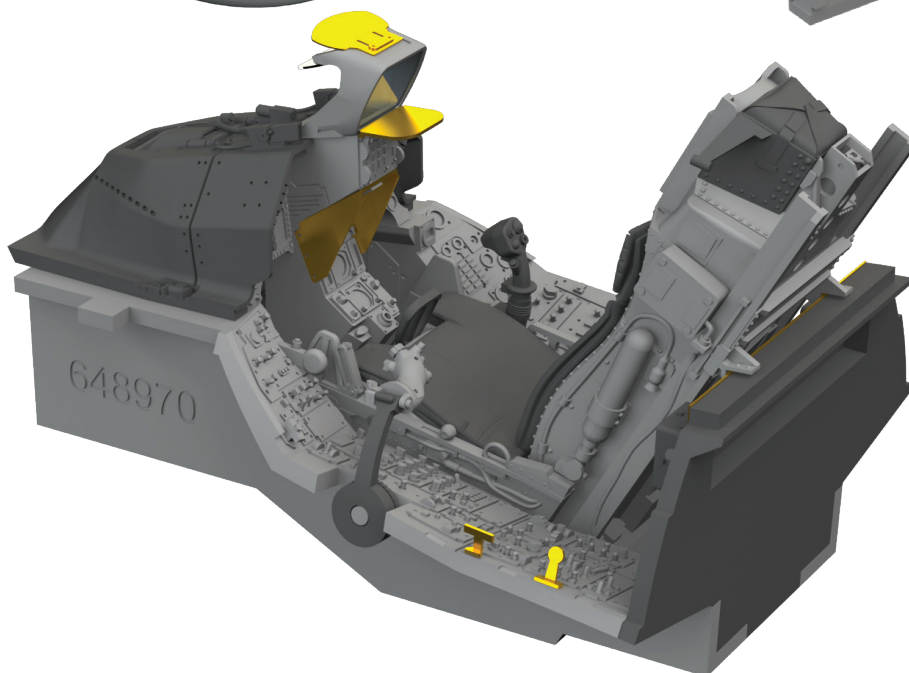
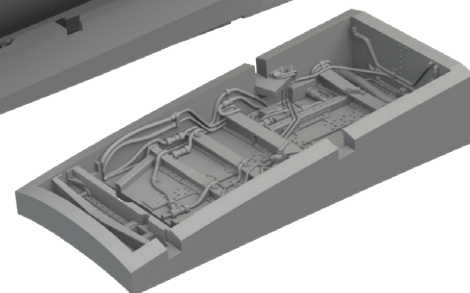
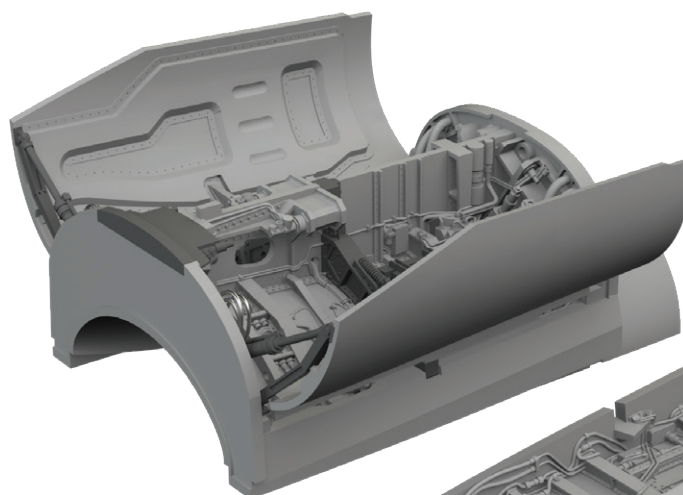
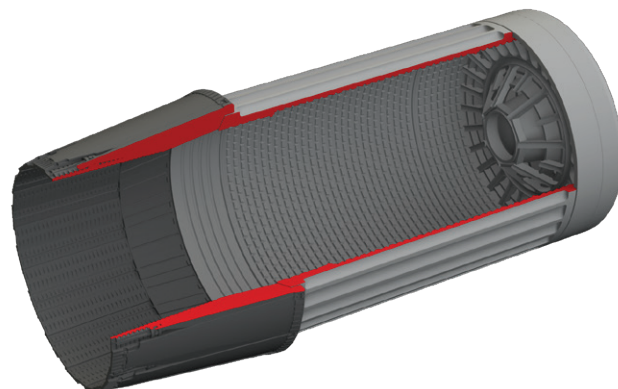
Collection of 4 sets for F-16C Block 42 in 1/48 scale.

Recommended kit: Kinetic

- cockpit
- undercarriage bays
- undercarriage wheels
- exhaust nozzle

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

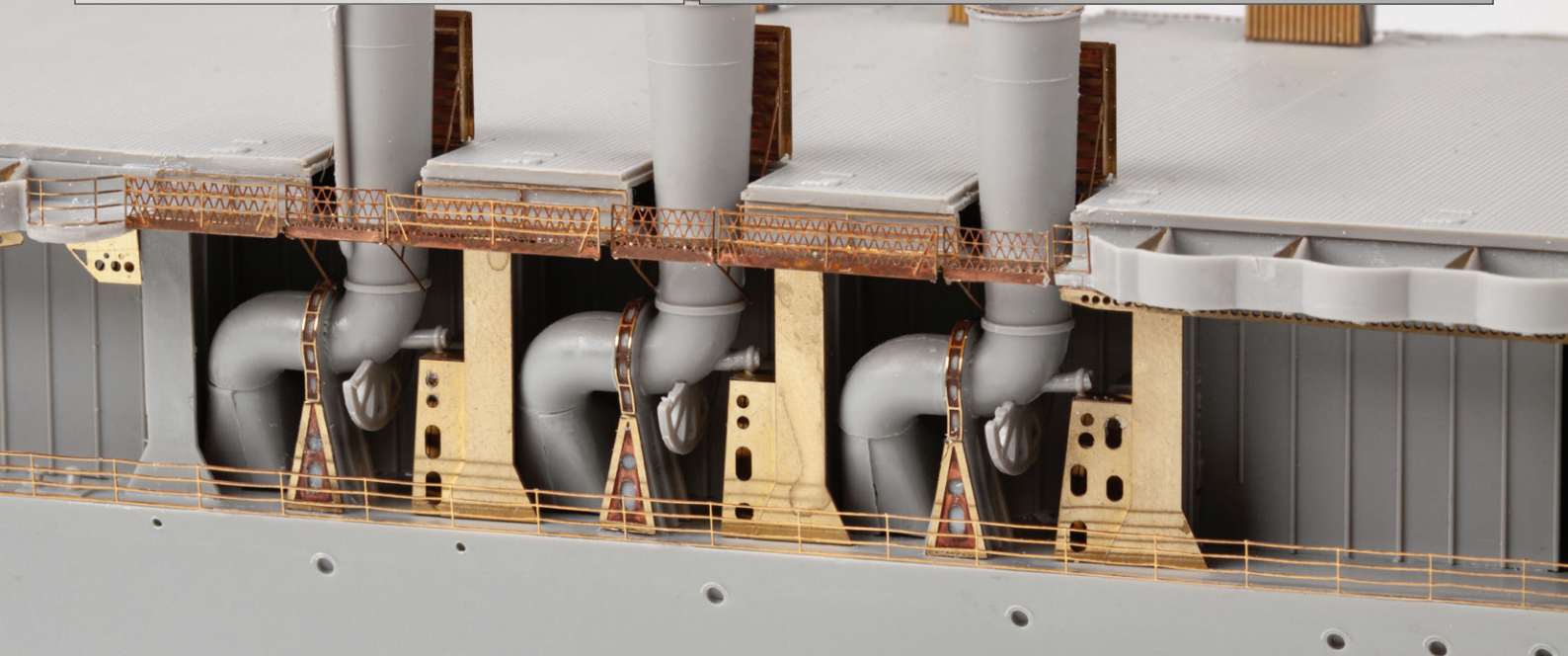
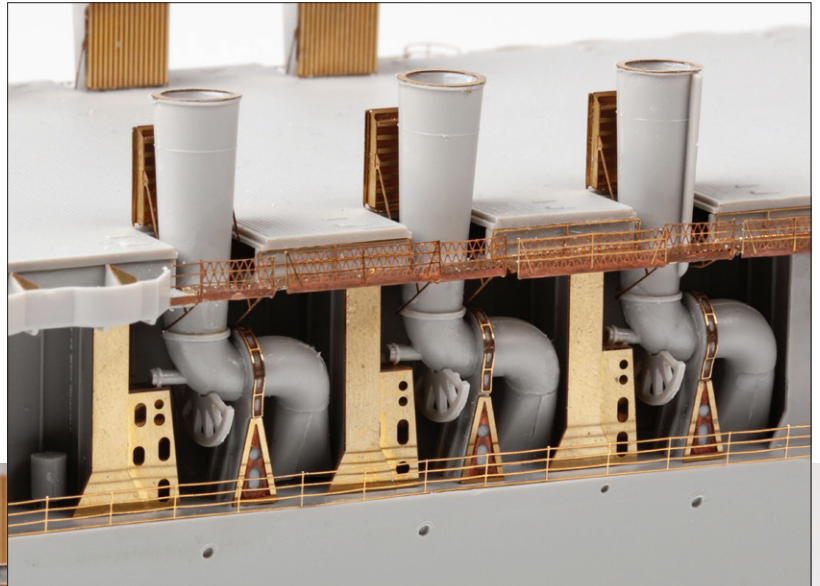
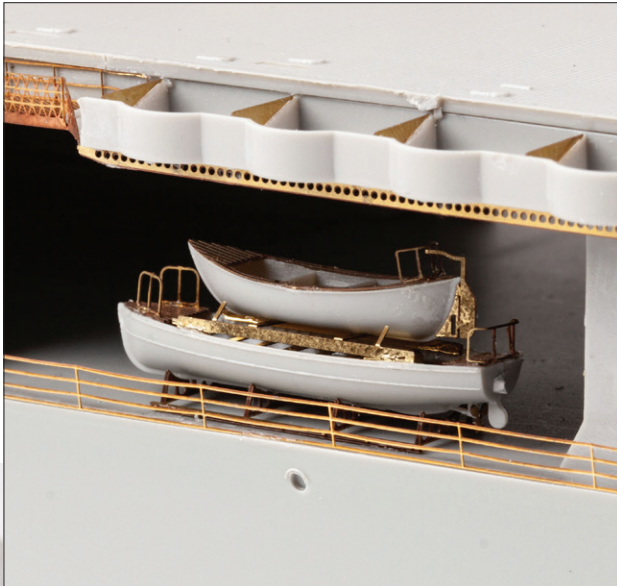
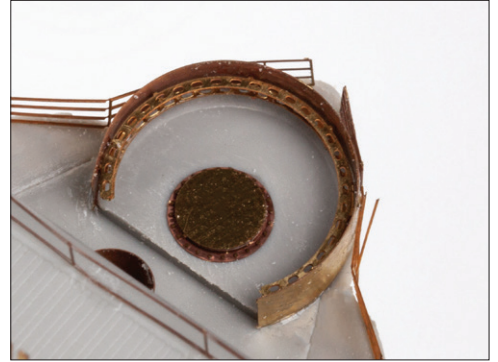
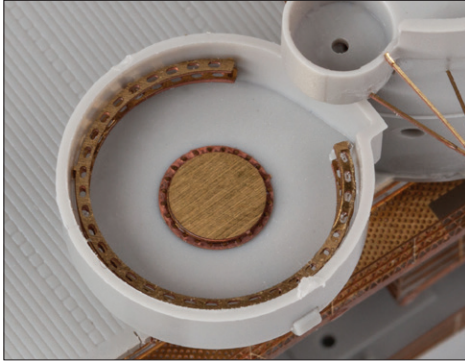
Product page



USS Ranger CV-4 part 1

1/350 Trumpeter

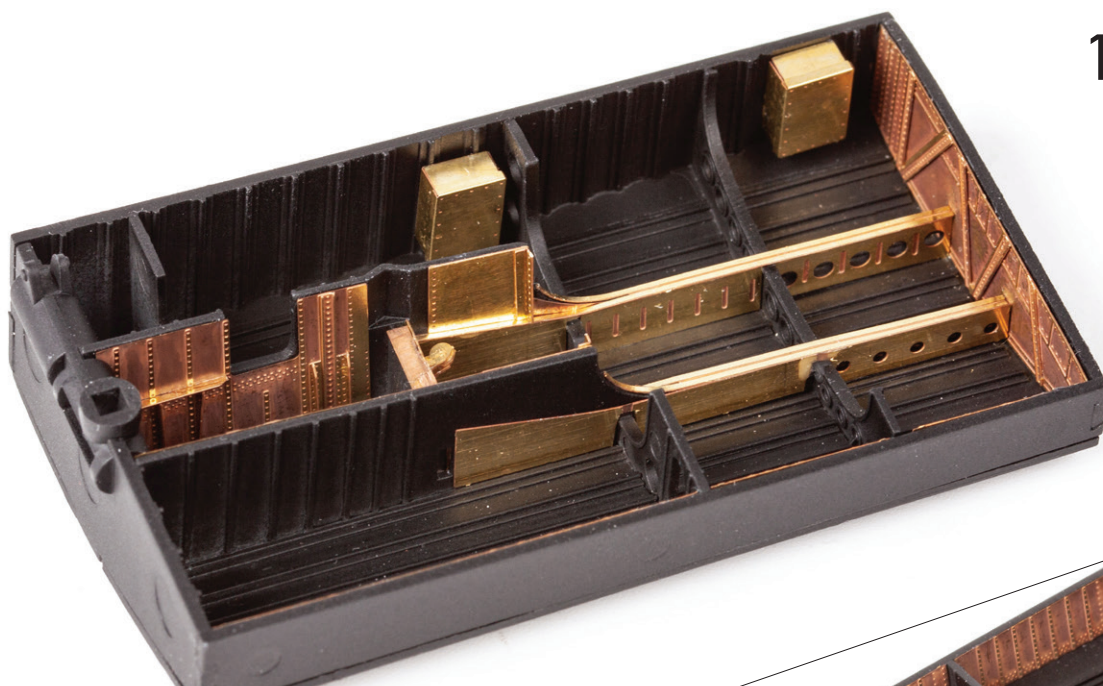
#53311



B-24J undercarriage

1/48 Hobby Boss

#481140



B-24J bomb racks

1/48 Hobby Boss

#481142



B-24J bomb bay

1/48 Hobby Boss

#481141



SBM-2 Super Mystere landing flaps

1/48 Special Hobby

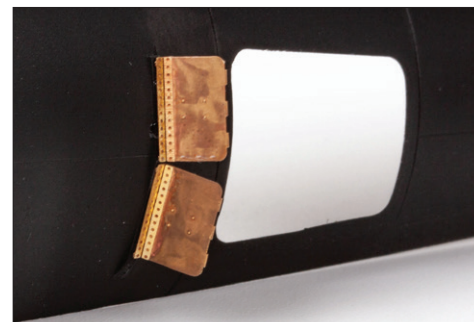
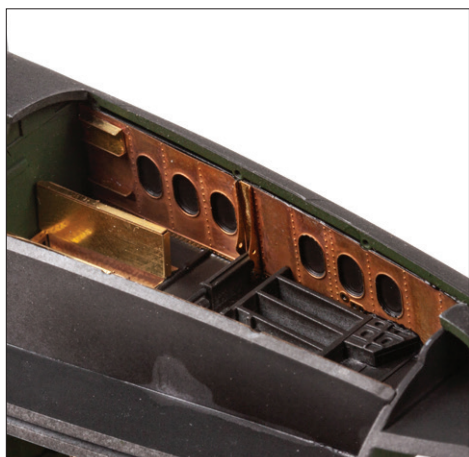
#481143



B-26B exterior

1/48 ICM

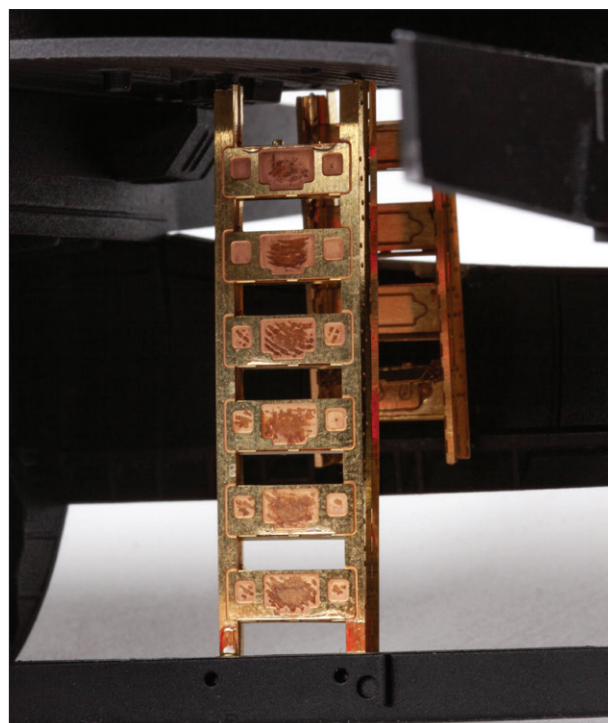
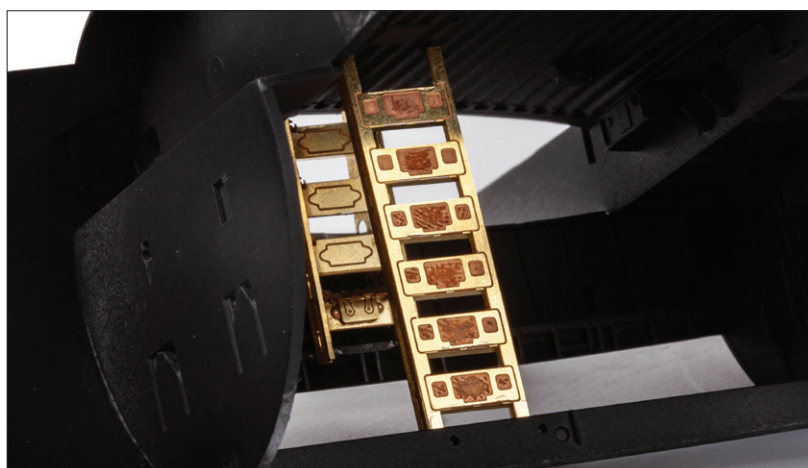
#481144



B-26B bomb bay

1/48 ICM

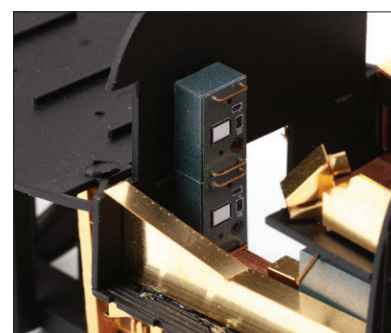
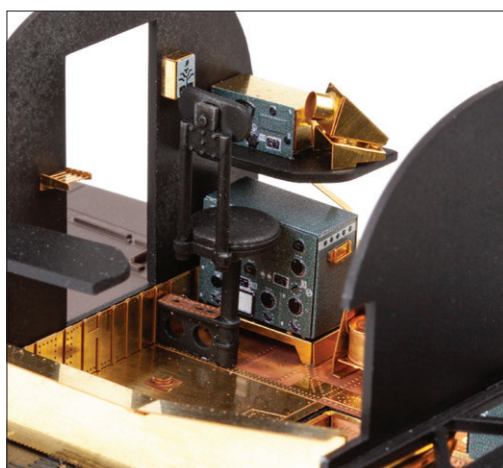
#481145



B-24J nose and radio compartment

1/48 Hobby Boss

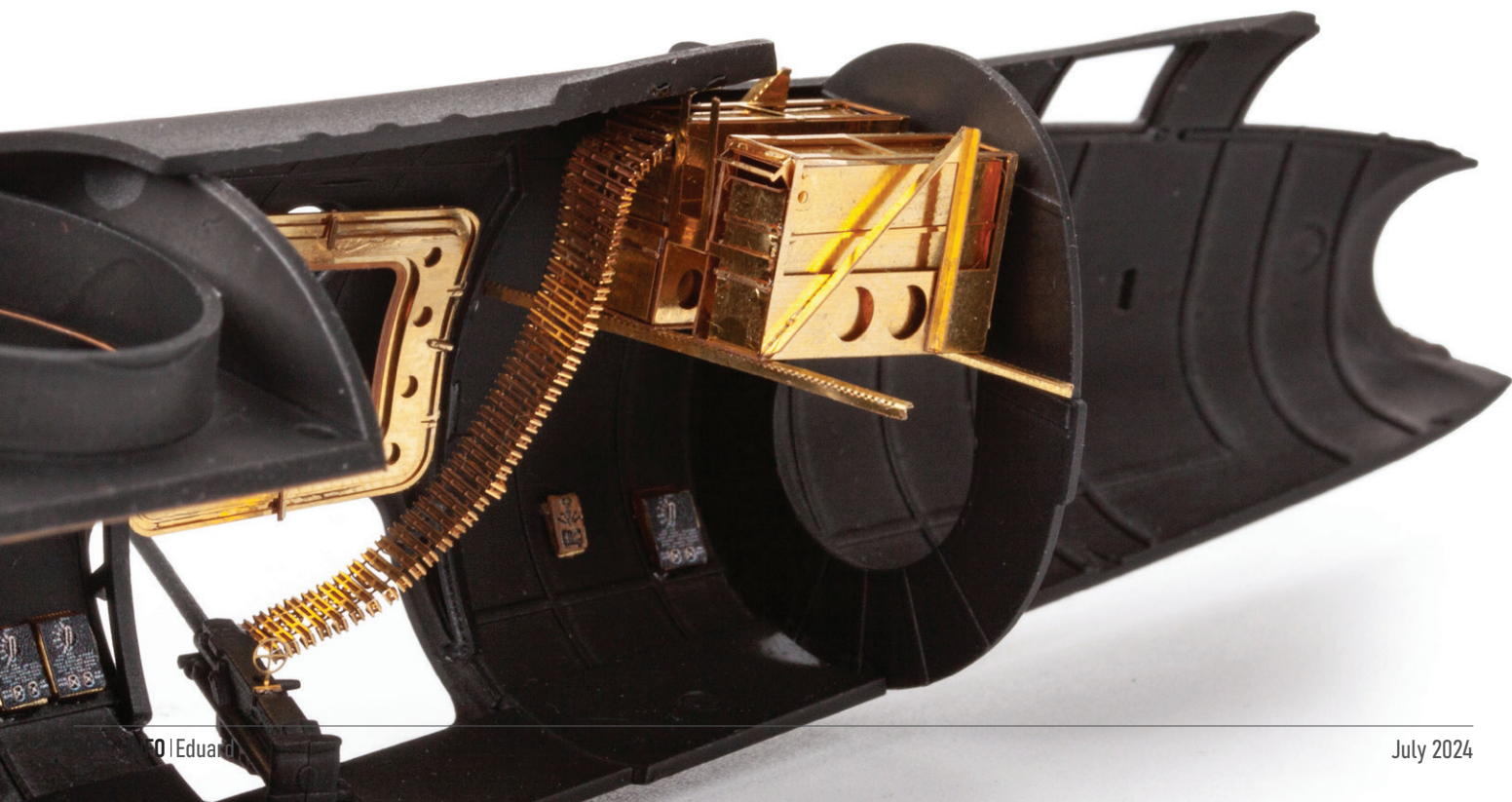
#491451



B-26B rear interior

1/48 ICM

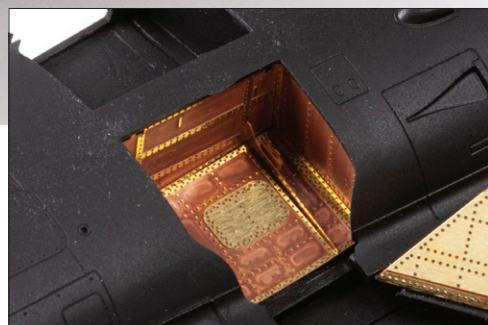
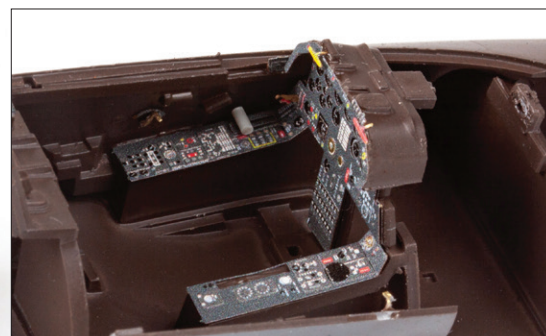
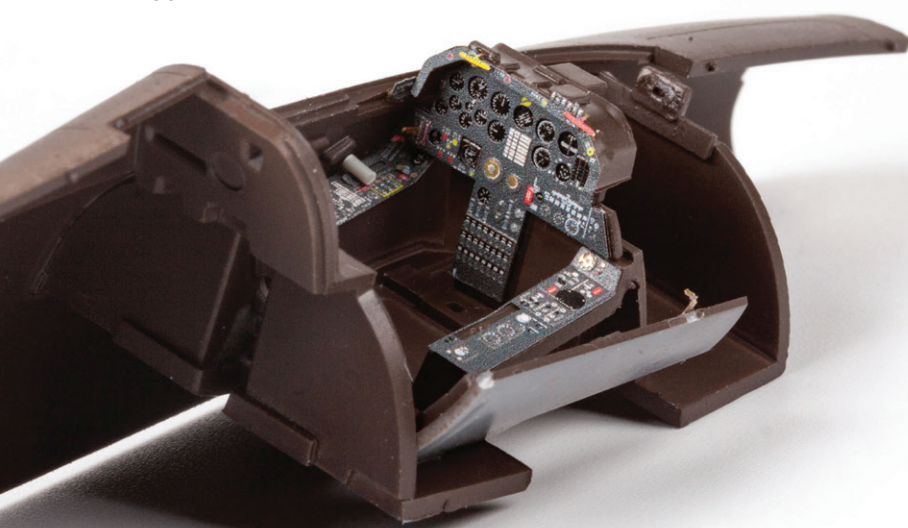
#491455



SBM-2 Super Mystere Israeli AF

1/48 Special Hobby

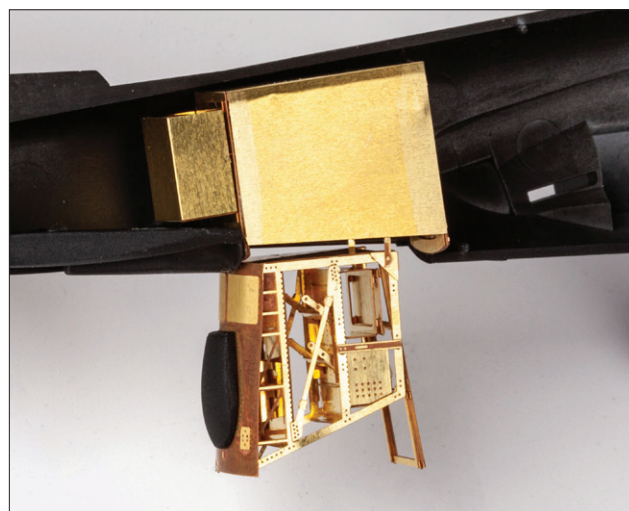
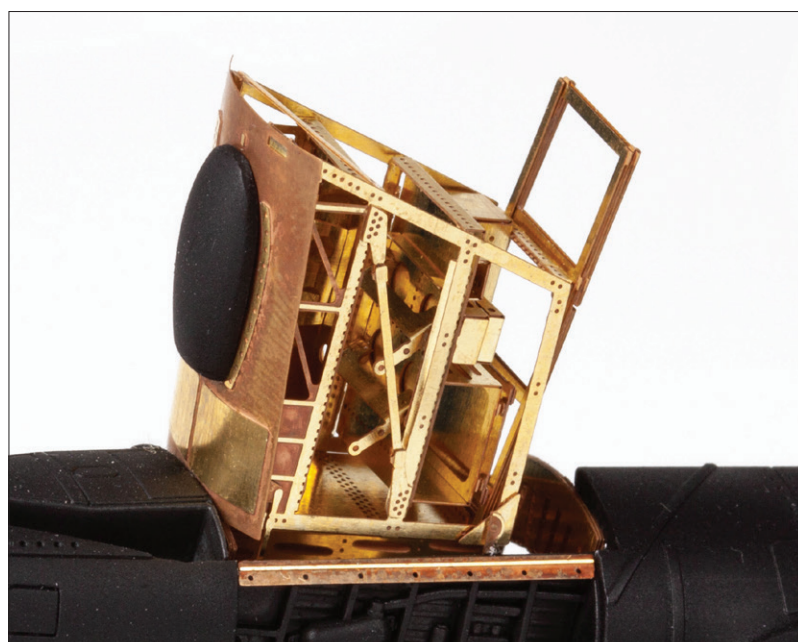
#491456



A-6E electronic equipment

1/72 Trumpeter

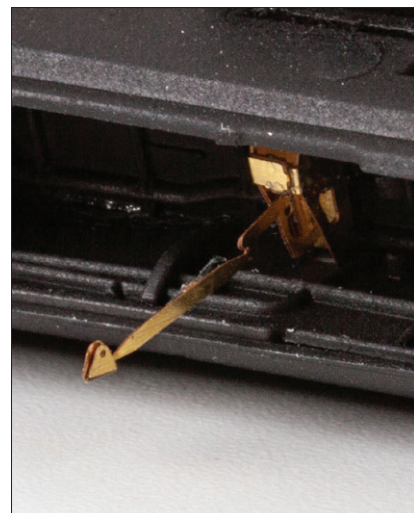
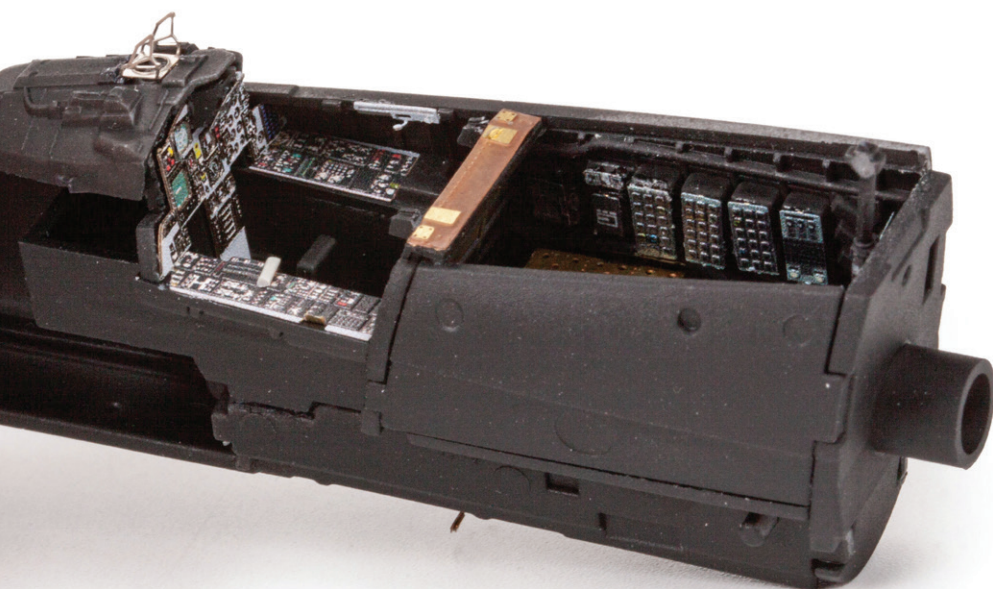
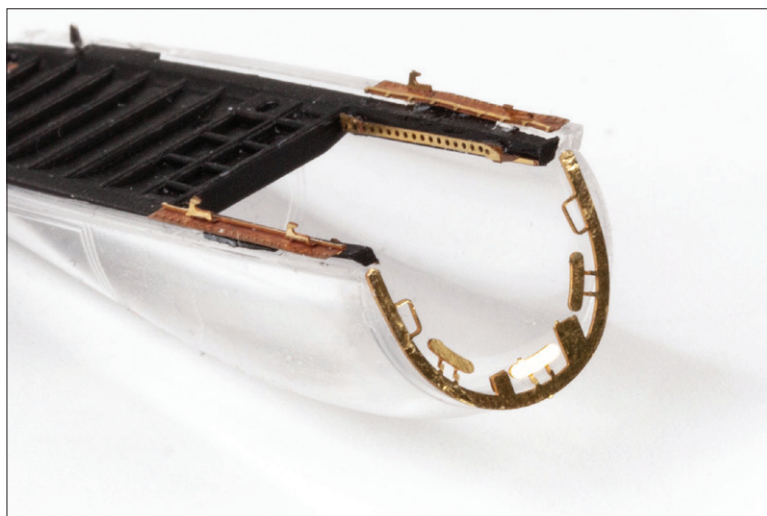
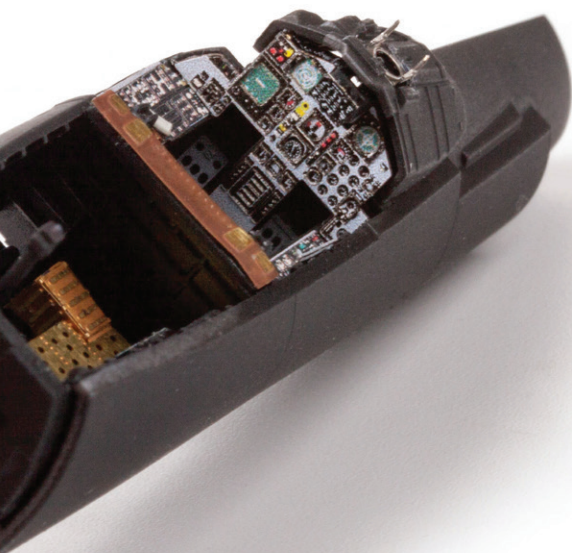
#72738



F-15J MSIP

1/72 Fine Molds

#73827 #SS827



Warpaint series No.143

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Boeing B-29 and B-50 Superfortress



Having launched the signature bomber for use in the European Theatre, Boeing embarked on a voyage into the unknown. Bringing together numerous untried technologies the Boeing Aircraft Company launched its most significant bomber, the B-29 Superfortress. Although beset by development problems and having suffered the loss of the prototype and its Chief Test Pilot Eddie Allan, the company pushed on to create the first long-range strategic bombers. Once the Pacific Islands had been captured the B-29 Bomb Groups began bombing raids on the Japanese Home Islands. On the other side of the Himalayas further bomb groups launched attacks against targets in Japan. As combat experience grew the focus turned to destroying as much as possible of its production facilities, mainly by firebombing areas known to have these targets. And then the world changed forever. The use of two atom bombs against Hiroshima and Nagasaki had shown the power of the atom. When the Japanese finally surrendered the Cold War arrived to take its place. War in Korea followed, being the swan song for the B-29 while its younger sibling, the B-50, assumed the mantle of Strategic Defence, a position it held until the B-47 Stratojet arrived. One of the largest aircraft of World War II, the B-29 remained in service in various roles throughout the 1950s, being retired in the early 1960s after 3,970 had been built. The Royal Air Force flew the B-29 with the service name 'Washington from 1950 to 1954' while the re-engined B-50 Superfortress Lucky Lady II became the first aircraft to fly around the world

non-stop, during a 94-hour flight in 1949. The Soviet Union produced 847 Tupolev Tu-4s, an unlicensed reverse-engineered copy of the B-29. This latest in the essential Warpaint series offers a comprehensive look at the famous bomber in all its guises, with history, development, service details, and colour artwork and scale plans by Sam Pearson.



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Dassault Mirage F1

During the 1960s, Dassault commenced development of what would become the Mirage F1 as a private venture, alongside the larger Mirage F2. Work on the F1 eventually took precedence over the more costly F2, which was cancelled during the late 1960s. The Armée de l'Air took great interest in the fledgling F1 to meet its requirement for an all-weather interceptor aircraft. The Mirage F1 was of similar size to the Mirage III and Mirage 5 and was powered by the same SNECMA Atar engine that had been used on the larger Dassault Mirage IV, however, unlike its predecessors, it had the layout of a swept wing, but mounted high on the fuselage, and a conventional tail surface as used by the F2. Although it had a smaller wingspan than the Mirage III, the Mirage F1 nevertheless proved to be superior to its predecessor, carrying more fuel while possessing a shorter take-off run and greater manoeuvrability. This latest addition to the Warpaint series includes all the usual reference and historical material that has made the series the go-to source for modellers and aviation enthusiasts alike. This book is written by Andy Evans and is superbly illustrated by Sam Pearson.

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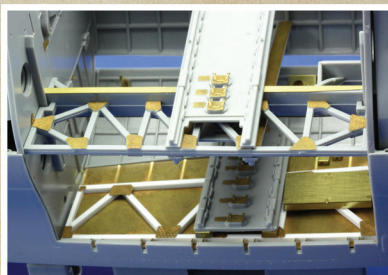
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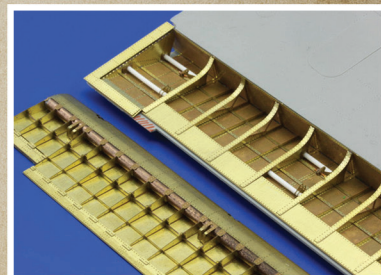
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32400	B-17E/F BOMB BAY
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32790	B-17 PLACARDS
32796	B-17 SEATBELTS FABRIC
32897	B-17E/F SEATBELTS STEEL
32899	B-17E/F BOMB RACK
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32903	B-17F WAIST SECTION
32904	B-17E/F RADIO COMPARTMENT
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BIG3375	B-17E/F PART 2

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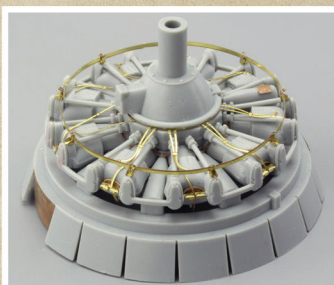
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632030	B-17G ENGINE NO.4
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32336 B-17G BOMB BAY



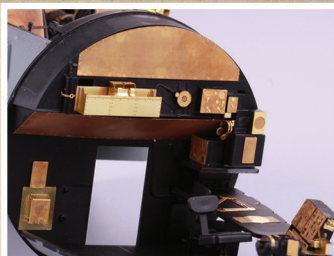
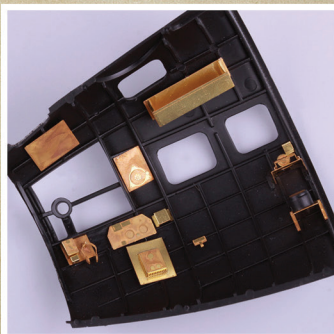
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32338 B-17G ENGINES



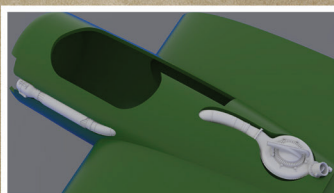
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632027 B-17G ENGINE NO.1

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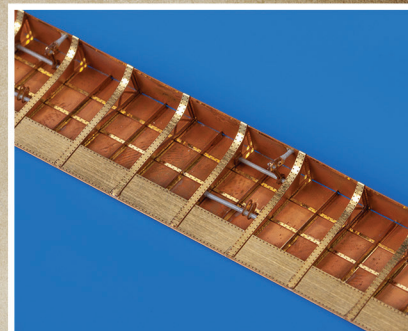
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491182	B-17F RADIO COMPARTMENT
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648643	B-17 WHEELS BLOCK TREAD
648644	B-17 WHEELS OVAL TREAD
648645	B-17 WHEELS RHOMBOID TREAD
3DL48020	B-17F SPACE
3DL48024	B-17F/G RADIO COMPARTMENT SPACE
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BIG49299	B-17F PART II
BIG49300	B-17F PART III
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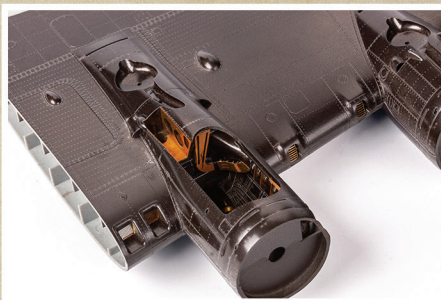
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EX822	B-17G TFACE
481005	B-17G ENGINES
481010	B-17G LANDING FLAPS
481011	B-17G UNDERCARRIAGE & EXTERIOR
481012	B-17G AMMO FEED CHUTES
491057	B-17G COCKPIT
491058	B-17G RADIO COMPARTMENT
491061	B-17G NOSE INTERIOR
491062	B-17G WAIST SECTION
491070	B-17G 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
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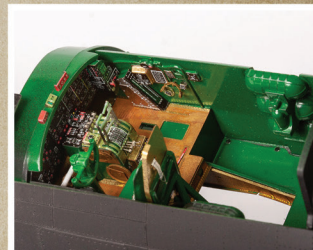
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481053 B-17F LANDING FLAPS



481054 B-17F UNDERCARRIAGE & EXTERIOR



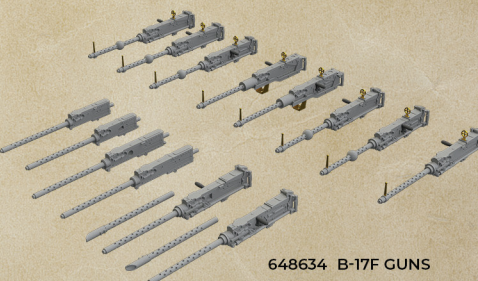
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644103 B-17F LÖÖK



491058 B-17G RADIO COMPARTMENT



648634 B-17F GUNS



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648540 B-17G UNDERCARRIAGE LEGS BRONZE



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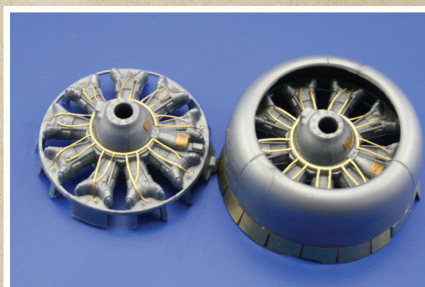
648645 B-17 WHEELS RHOMBOID TREAD

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- EX106 B-17G
- EX568 B-17G ANTIGLARE PANELS (BO & DL PRODUCTION)
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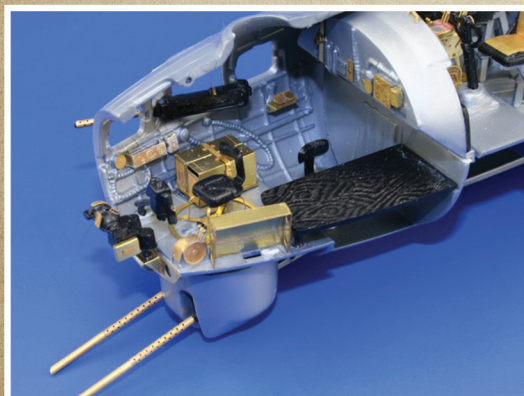
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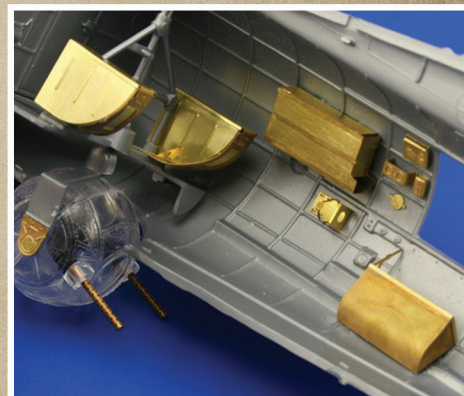
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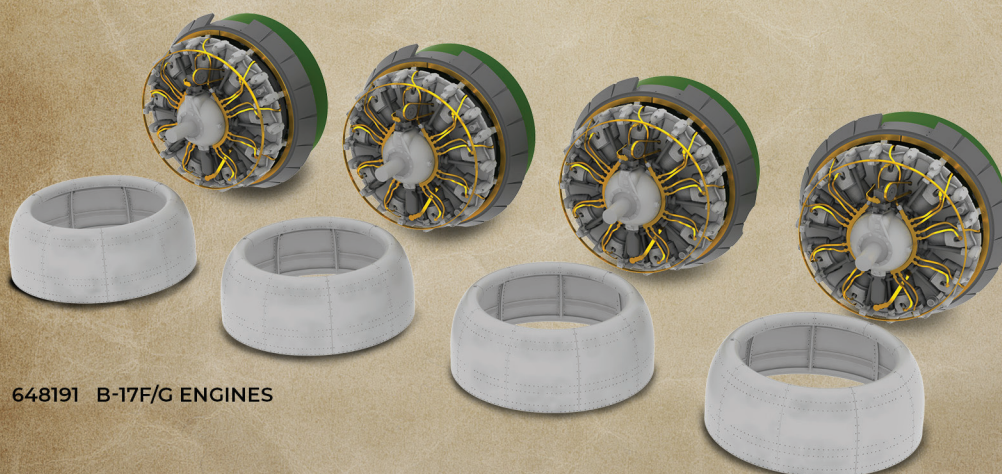
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49361 B-17G MID SECTION



49362 B-17G REAR INTERIOR



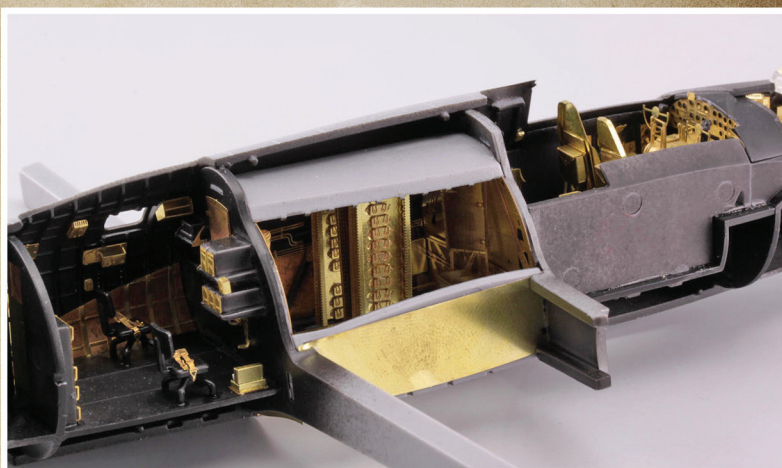
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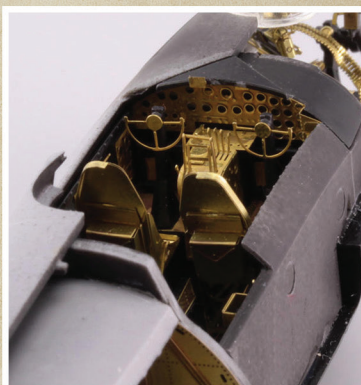
648078 B-17 WHEELS

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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



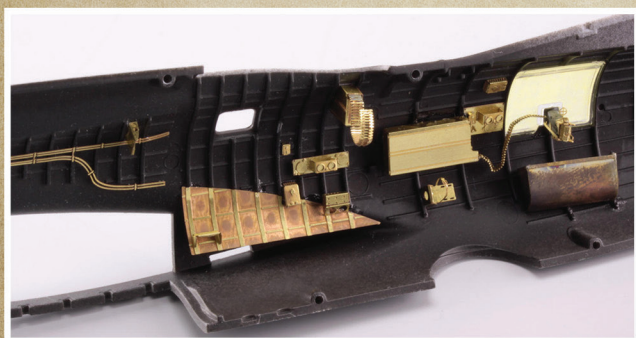
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73567 B-17G COCKPIT INTERIOR



73568 B-17G SEATBELTS STEEL



73569 B-17G REAR INTERIOR



73570 B-17G FRONT INTERIOR



672130 B-17G WHEELS



672131 B-17G ENGINES

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- 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

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- CX279 B-17G
- 72514 B-17G LANDING FLAPS
- 72515 B-17G EXTERIOR
- 72516 B-17G BOMB BAY
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- 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



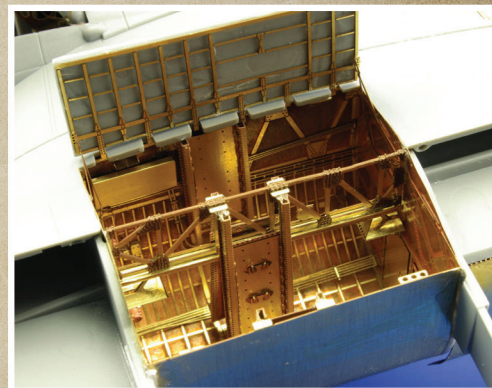
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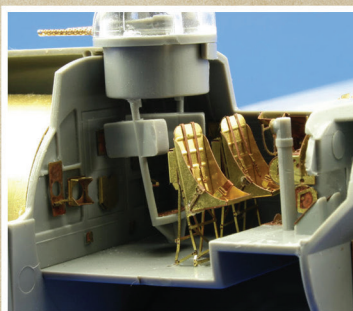
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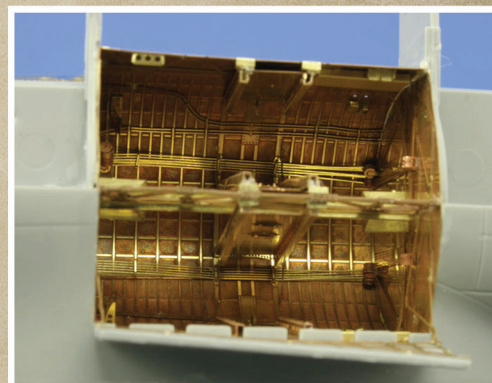
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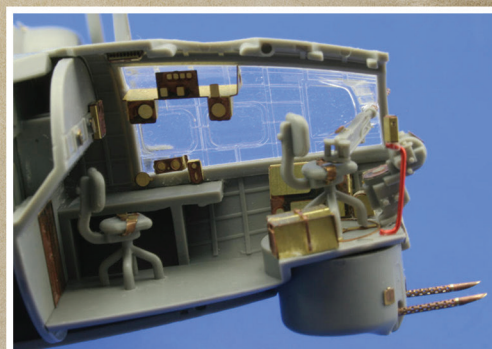
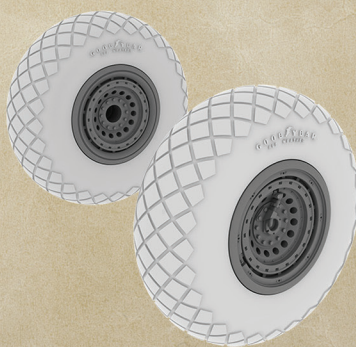
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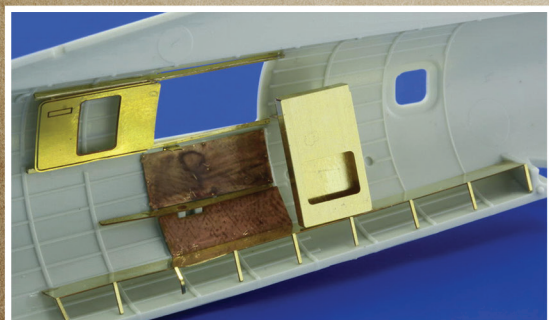
672011 B-17G WHEELS



73461 B-17F FRONT INTERIOR



73382 B-17G FRONT INTERIOR



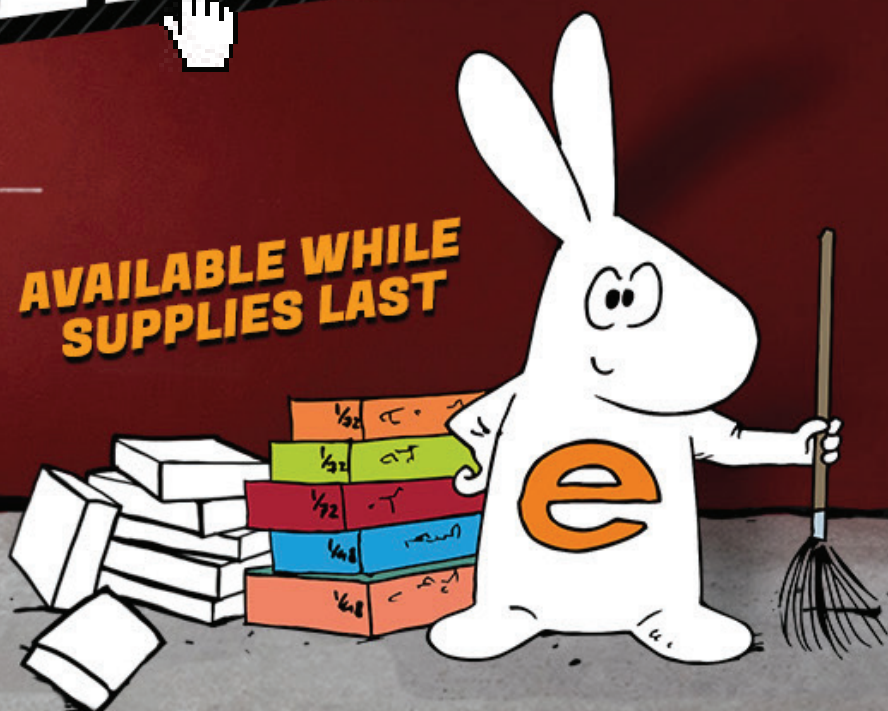
73462 B-17F REAR INTERIOR

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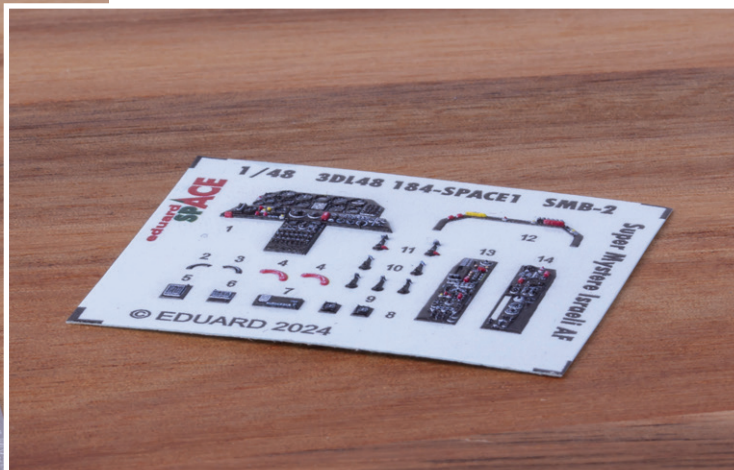


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APPLICATION*

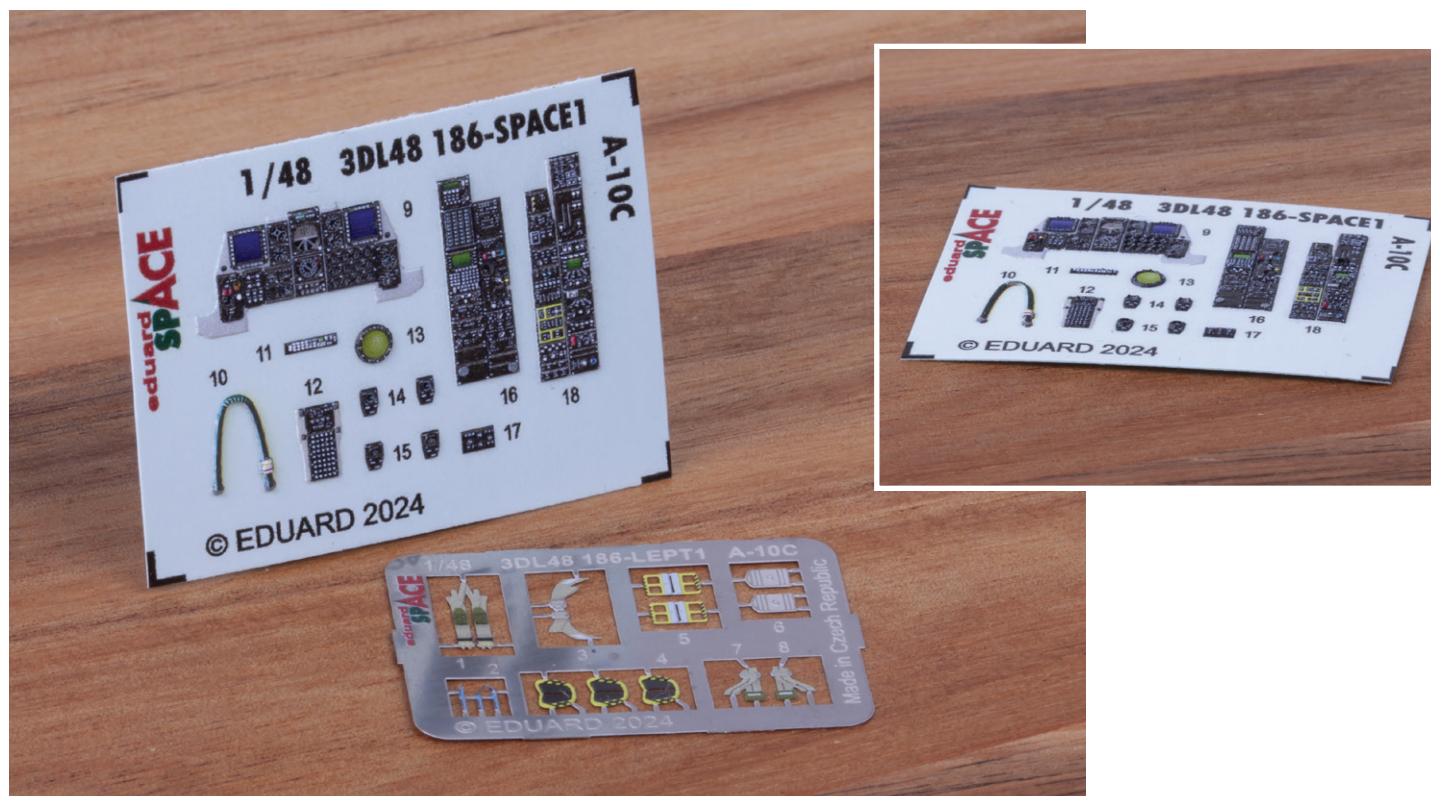
3DL48185 **Fw 190D-9 SPACE** 1/48 Eduard

[Product page](#)



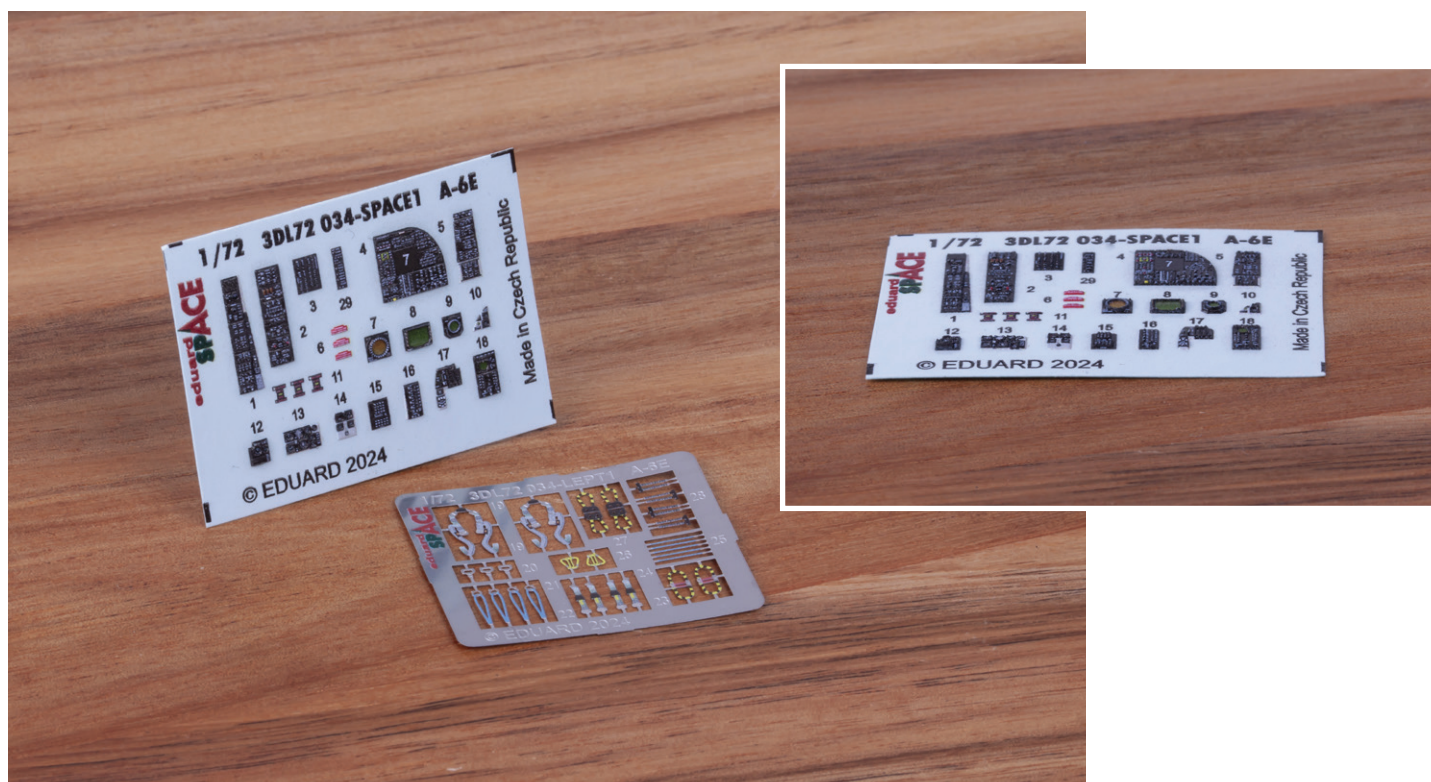
3DL48186 **A-10C SPACE** 1/48 Great Wall Hobby

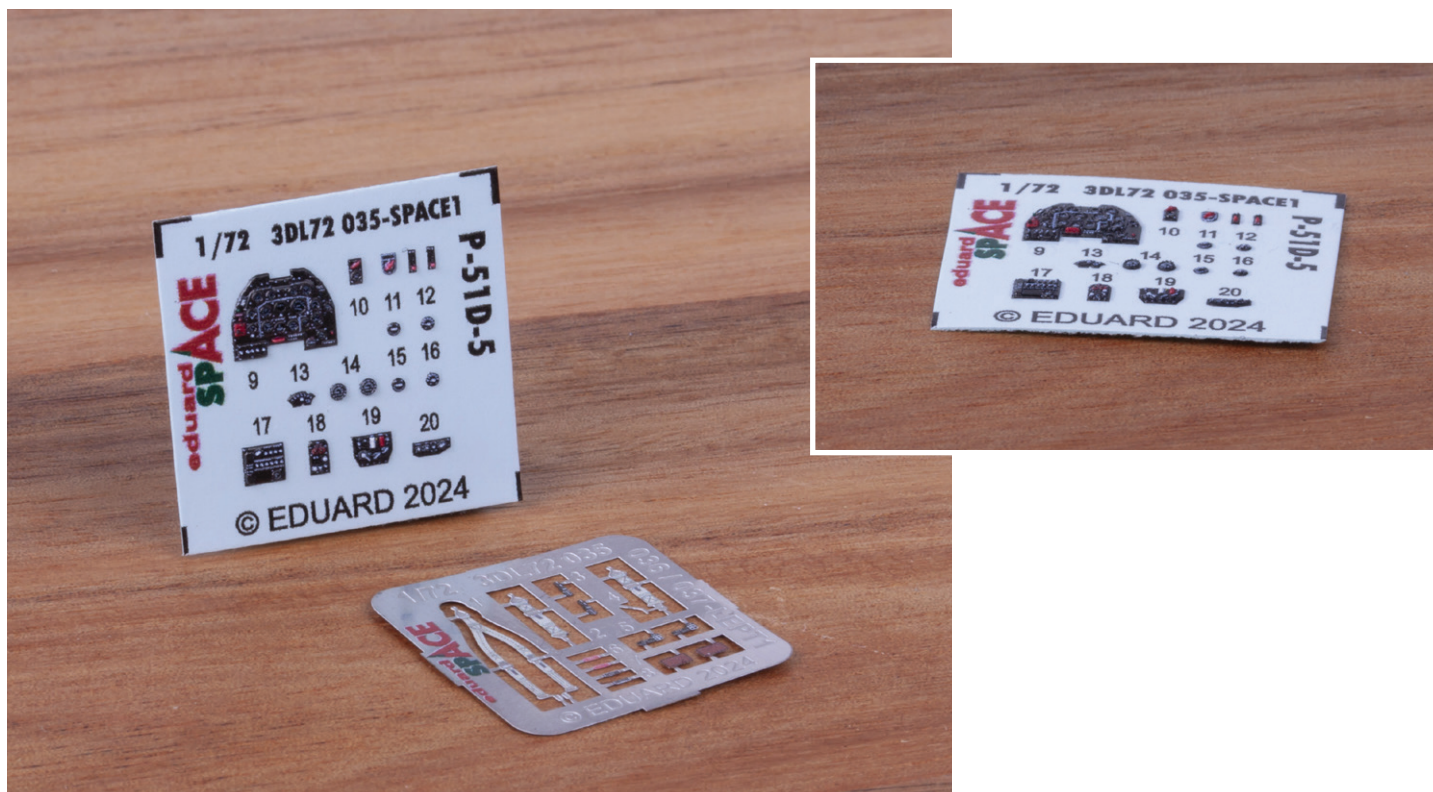
[Product page](#)



3DL72034 **A-6E SPACE** 1/72 Trumpeter

[Product page](#)



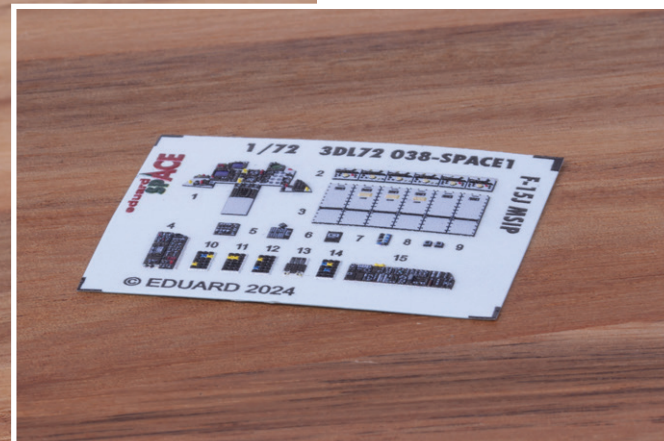
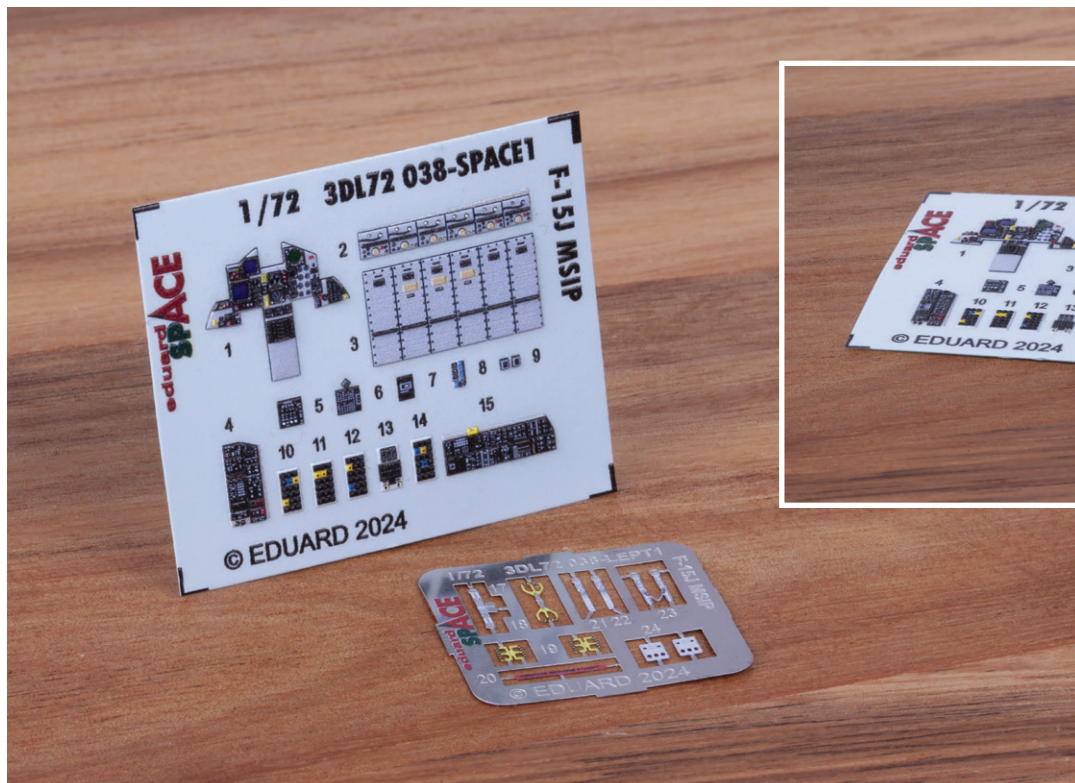
3DL72035 **P-51D-5 SPACE** 1/72 Eduard[Product page](#)3DL72036 **P-51D-10 SPACE** 1/72 Eduard[Product page](#)

3DL72037 **P-51D-15+ SPACE** 1/72 Eduard

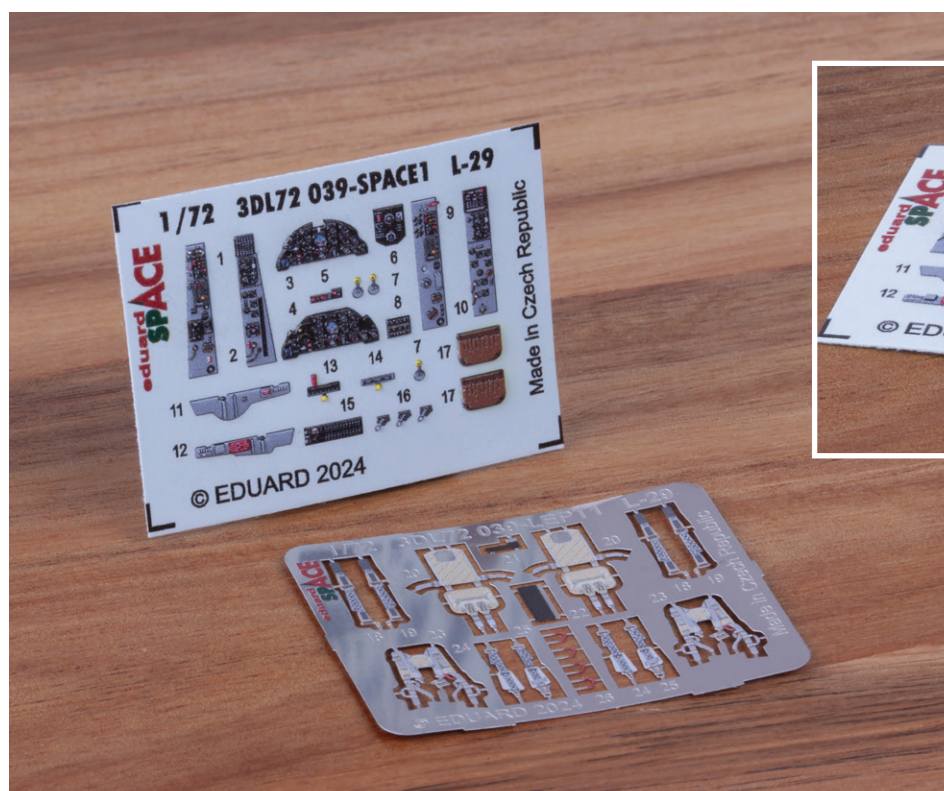
Product page



3DL72038 F-15J MSIP SPACE 1/72 Fine Molds

[Product page](#)


3DL72039 L-29 SPACE 1/72 AMK/Eduard

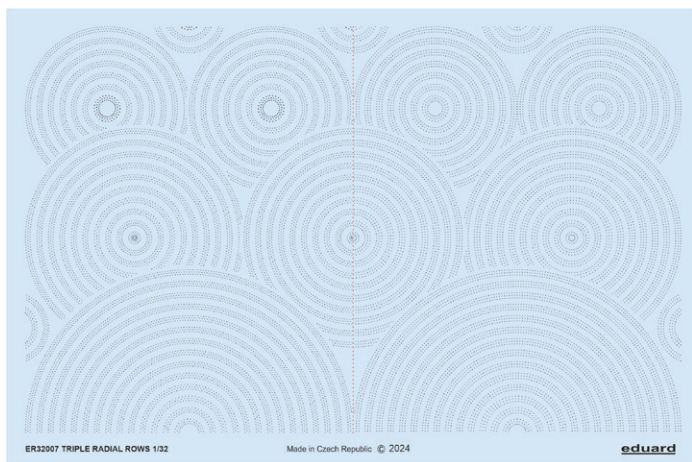
[Product page](#)


ER32007

Triple radial rows

1/32

Product page

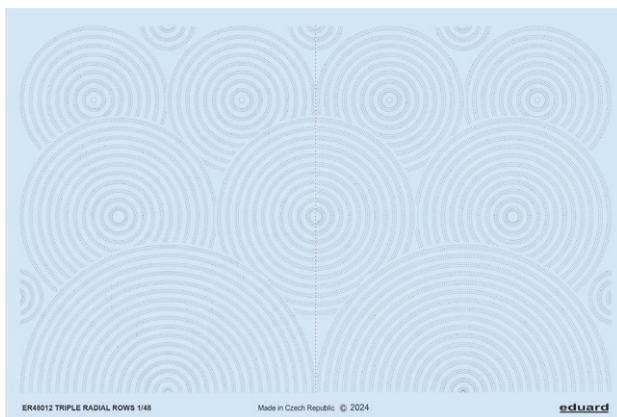


ER48012

Triple radial rows

1/48

Product page

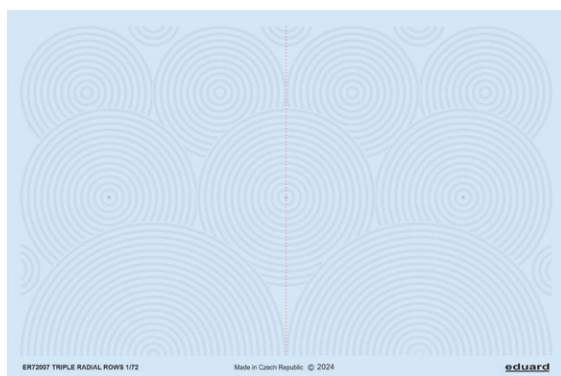


ER72007

Triple radial rows

1/72

Product page



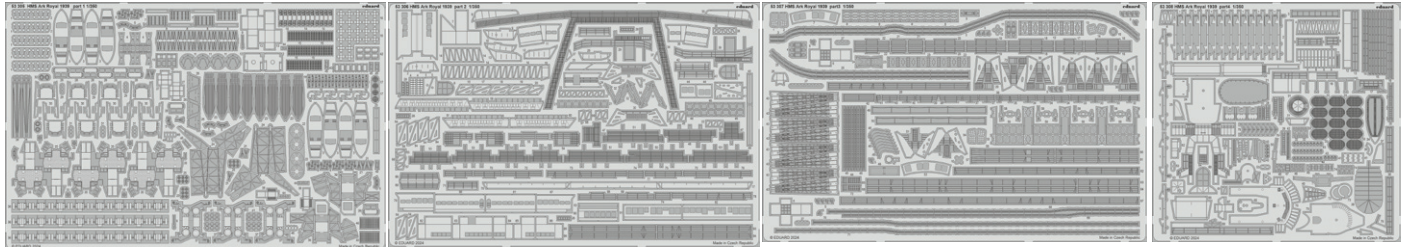
This product is used to create raised rivets on rounded surfaces. It can be used for example on propeller cones, engine covers and engine radiators. How to work with these products can be found in [INFO 08/2023](#).



BIG5372 HMS Ark Royal 1939 1/350 I LOVE KIT

Product page

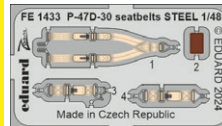
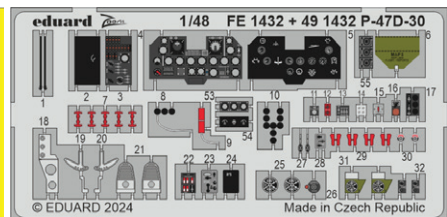
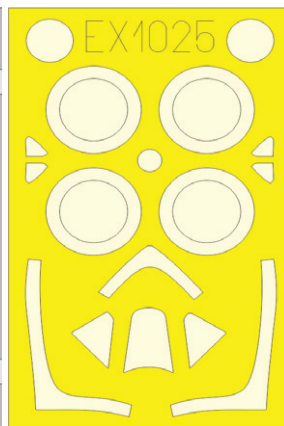
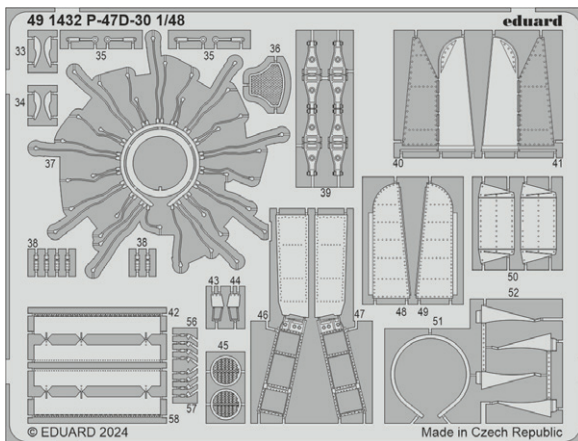
- 53305 HMS Ark Royal 1939 part 1 1/350
- 53306 HMS Ark Royal 1939 part 2 1/350
- 53307 HMS Ark Royal 1939 part 3 1/350
- 53308 HMS Ark Royal 1939 part 4 1/350



BIG49410 P-47D-30 1/48 MINIART

Product page

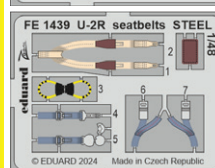
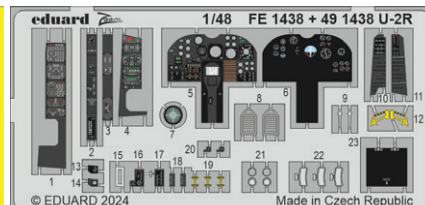
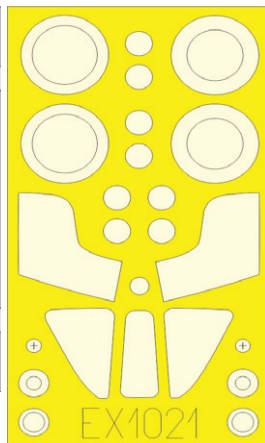
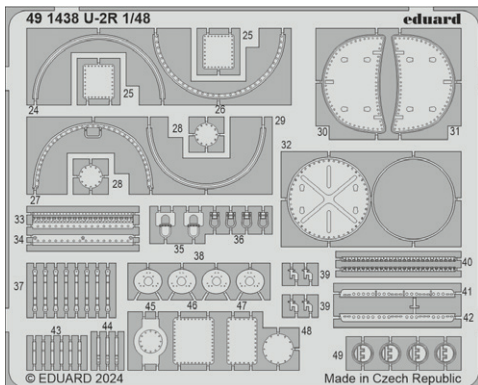
- 491432 P-47D-30 1/48
- FE1433 P-47D-30 seatbelts STEEL 1/48
- EX1025 P-47D-30 1/48



BIG49411 U-2R 1/48 Hobby Boss

Product page

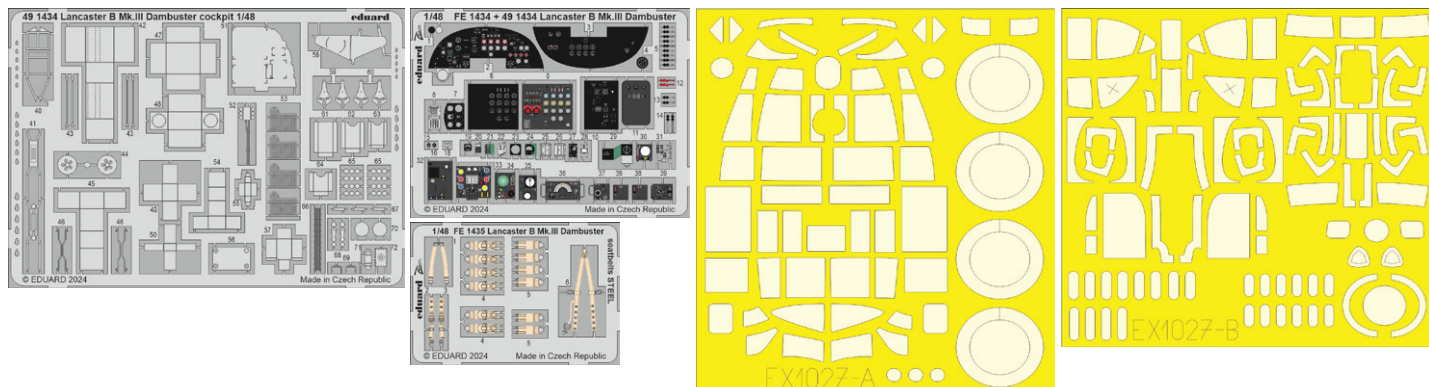
- 491438 U-2R 1/48
- FE1439 U-2R seatbelts STEEL 1/48
- EX1021 U-2R 1/48



BIG49412 Lancaster B Mk.III Dambuster PART I 1/48 HKM

[Product page](#)

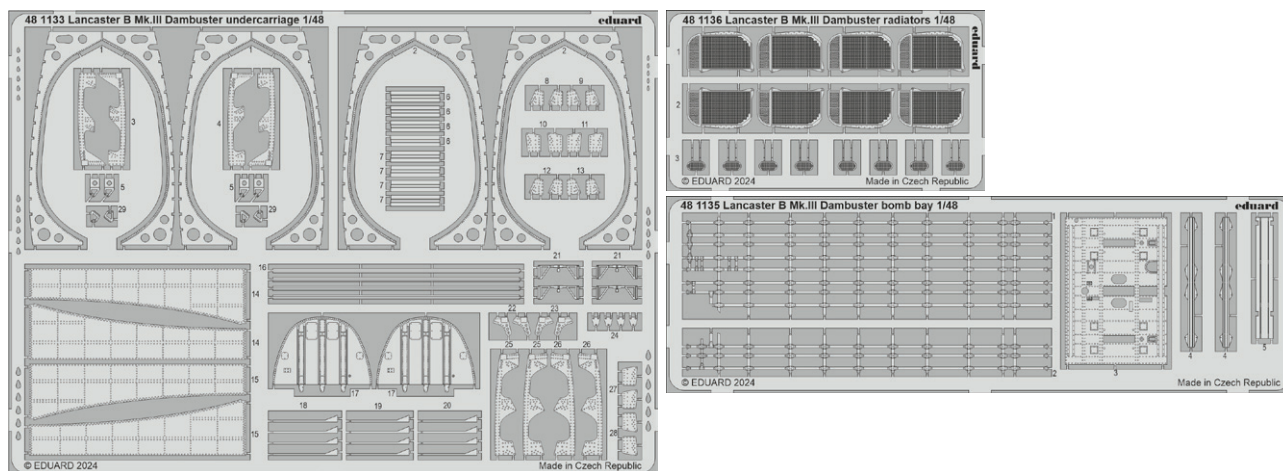
- 491434 Lancaster B Mk.III Dambuster cockpit 1/48
FE1435 Lancaster B Mk.III Dambuster seatbelts STEEL 1/48
EX1027 Lancaster B Mk.III Dambuster 1/48



BIG49413 Lancaster B Mk.III Dambuster PART II 1/48 HKM

[Product page](#)

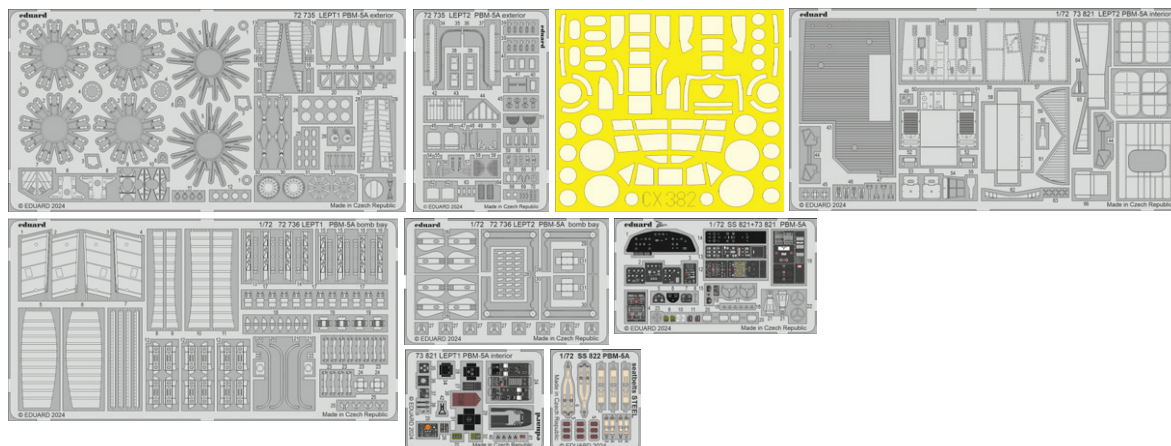
- 481133 Lancaster B Mk.III Dambuster undercarriage 1/48
481135 Lancaster B Mk.III Dambuster bomb bay 1/48
481136 Lancaster B Mk.III Dambuster radiators 1/48



BIG72180 PBM-5A 1/72 Academy

[Product page](#)

- 72735 PBM-5A exterior 1/72
72736 PBM-5A bomb bay 1/72
73821 PBM-5A interior 1/72
SS822 PBM-5A seatbelts STEEL 1/72
CX382 PBM-5/PBM-5A 1/72



**EX1048 SMB-2 Super
Mystere TFace**

1/48 Special Hobby

EX1049 A-10C

1/48 Great Wall Hobby

EX1050 A-10C TFace

1/48 Great Wall Hobby

CX663 A-6E

1/72 Trumpeter

CX664 P-51D US national insignia

1/72 Eduard

CX665 P-51D surface panels

1/72 Eduard

CX666 F-15J MSIP

1/72 Fine Molds

CX667 B-24H

1/72 Airfix



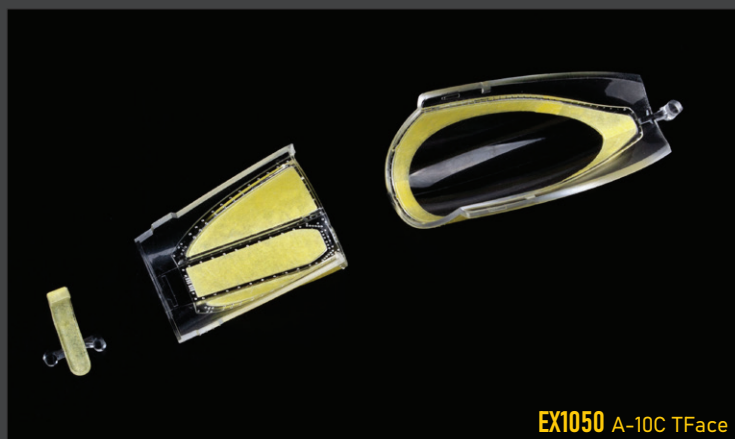
EX1048 SMB-2 Super Mystere TFace



EX1048 SMB-2 Super Mystere TFace



EX1049 A-10C
EX1050 A-10C TFace



EX1050 A-10C TFace



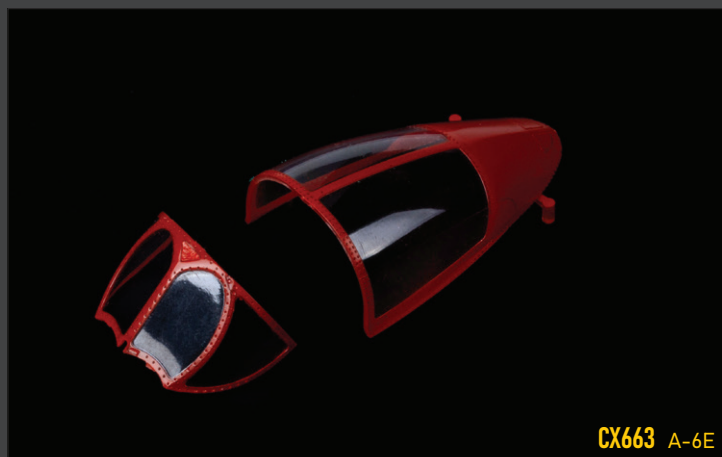
EX1049 A-10C
EX1050 A-10C TFace



EX1050 A-10C TFace



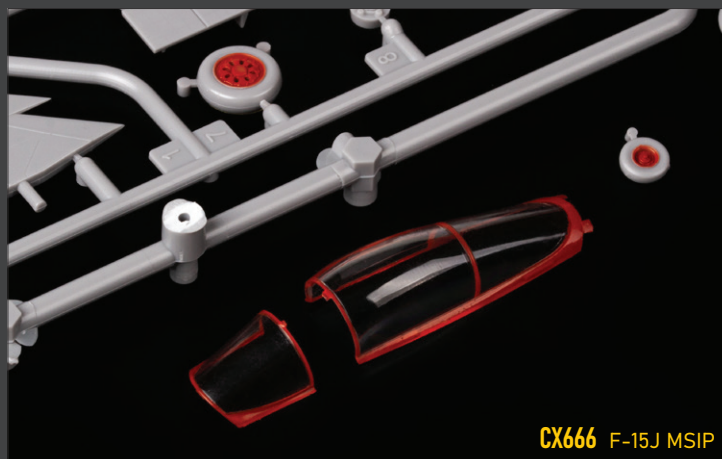
CX663 A-6E



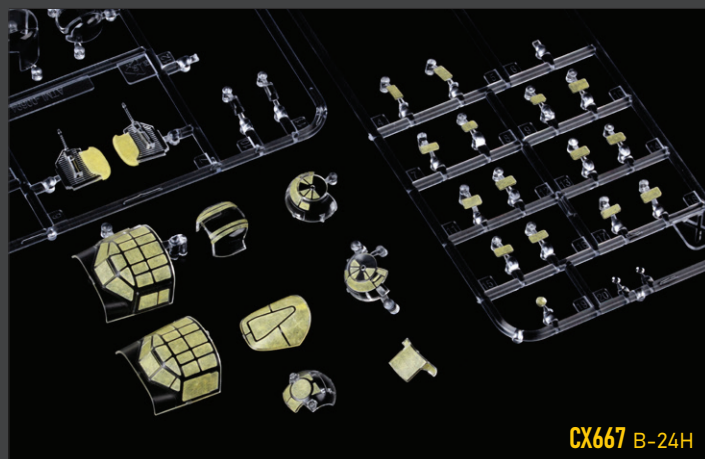
CX663 A-6E



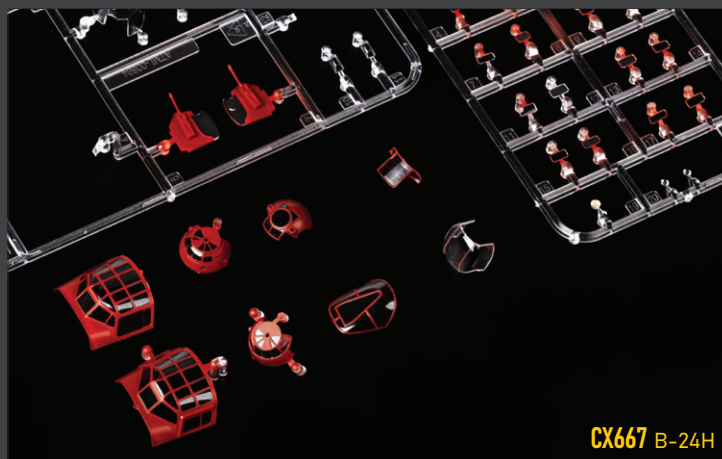
CX666 F-15J MSIP



CX666 F-15J MSIP



CX667 B-24H



CX667 B-24H

STAVEBNICE

8286	Spitfire Mk.XVI High Back	1/48	ProfiPACK
84201	Bf 109G-6 Erla	1/48	Weekend
84102	Fw 190D-9 Re-Release	1/48	Weekend

PE-SETS

53311	USS Ranger CV-4 part 1	1/350	Trumpeter
481140	B-24J undercarriage	1/48	Hobby Boss
481141	B-24J bomb bay	1/48	Hobby Boss
481142	B-24J bomb racks	1/48	Hobby Boss
481143	SMB-2 Super Mystere landing flaps	1/48	Special Hobby
481144	B-26B exterior	1/48	ICM
481145	B-26B bomb bay	1/48	ICM
491451	B-24J nose & radio compartment	1/48	Hobby Boss
491455	B-26B rear interior	1/48	ICM
491456	SMB-2 Super Mystere Israeli AF	1/48	Special Hobby
72738	A-6E electronic equipment	1/72	Trumpeter
73825	A-6E	1/72	Trumpeter
73827	F-15J MSIP	1/72	Fine Molds

ZOOMS

FE1456	SMB-2 Super Mystere Israeli AF	1/48	Special Hobby
FE1457	SMB-2 Super Mystere seatbelts Israeli AF STEEL	1/48	Special Hobby
SS825	A-6E	1/72	Trumpeter
SS826	P-51D seatbelts STEEL	1/72	Eduard
SS827	F-15J MSIP	1/72	Fine Molds

MASKS

EX1048	SMB-2 Super Mystere TFace	1/48	Special Hobby
EX1049	A-10C	1/48	Great Wall Hobby
EX1050	A-10C TFace	1/48	Great Wall Hobby
CX663	A-6E	1/72	Trumpeter
CX664	P-51D US national insignia	1/72	Eduard
CX665	P-51D surface panels	1/72	Eduard
CX666	F-15J MSIP	1/72	Fine Molds
CX667	B-24H	1/72	Airfix

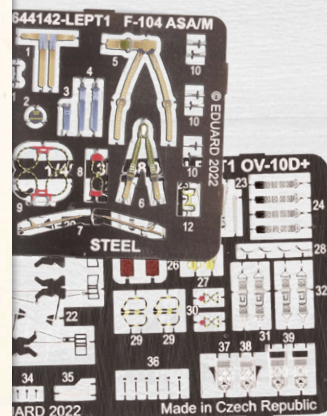
BIG ED

BIG5372	HMS Ark Royal 1939	1/350	I LOVE KIT
BIG49410	P-47D-30	1/48	MINIART
BIG49411	U-2R	1/48	Hobby Boss
BIG49412	Lancaster B Mk.III Dambuster PART I	1/48	HKM
BIG49413	Lancaster B Mk.III Dambuster PART II	1/48	HKM
BIG72180	PBM-5A	1/72	Academy

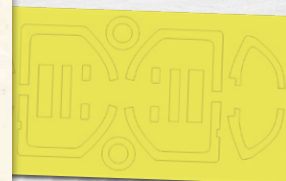
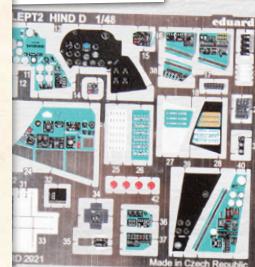
LIMITED

ProfiPACK
edition

WEEKEND
edition



Zoom



BIG-ED

BRASSIN

634046	A-20J/K LööK	1/32	HKM
644265	F4U-2 LööK	1/48	Magic Factory
644273	B-26B Marauder LööK	1/48	ICM
6481004	P-51B/C engine	1/48	Eduard
6481005	P-51B/C 75gal drop tank early PRINT	1/48	Eduard
6481009	P-51B/C/D seat Type 3 PRINT	1/48	Eduard
672358	P-51D exhaust stacks PRINT	1/72	Eduard
672359	P-51D exhaust stacks w/ fairing PRINT	1/72	Eduard
672361	P-51D Hamilton Standard propeller PRINT	1/72	Eduard
672362	P-51D Hamilton Standard propeller uncuffed PRINT	1/72	Eduard
672363	P-51D-5 cockpit PRINT	1/72	Eduard
672366	P-51D wheels diamond tread	1/72	Eduard
672367	P-51D wheels oval tread	1/72	Eduard
672368	P-51D wheels cross tread	1/72	Eduard
672372	P-51D seat PRINT	1/72	Eduard

LööKPLUS

644274	P-47D-30 LööKpkus	1/48	MINIART
674010	Bf 109G-6 LööKplus	1/72	Eduard
674011	Bf 109F LööKplus	1/72	Eduard

BIG SIN

SIN635001	WWII German tool set	1/35	
SIN648127	F-16C Block 42 till 2005	1/48	Kinetic

SPACE

3DL48184	SMB-2 Super Mystere Israeli AF SPACE	1/48	Special Hobby
3DL48185	Fw 190D-9 SPACE	1/48	Eduard
3DL48186	A-10C SPACE	1/48	Great Wall Hobby
3DL72034	A-6E SPACE	1/72	Trumpeter
3DL72035	P-51D-5 SPACE	1/72	Eduard
3DL72036	P-51D-10 SPACE	1/72	Eduard
3DL72037	P-51D-15+ SPACE	1/72	Eduard
3DL72038	F-15J MSIP SPACE	1/72	Fine Molds
3DL72039	L-29 SPACE	1/72	AMK/Eduard

EDDIE THE RIVETER

ER32007	Triple radial rows	1/32	
ER48012	Triple radial rows	1/48	
ER72007	Triple radial rows	1/72	

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

BUILT

ROYAL CLASS
eduard

1/72

P-51D MUSTANG

DUAL COMBO



#R0021
MARKING K
built by **Robert Szwarc**

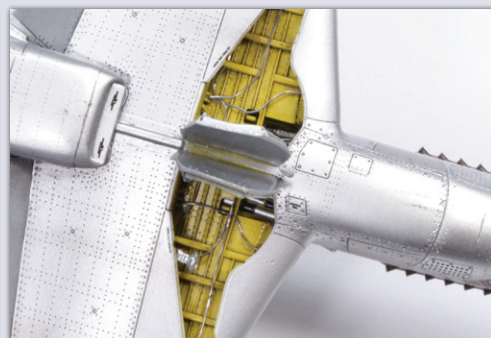


P-51D-25, 44-72671, 2nd Lt. William Saks, 457th FS, 506th FG, 20th AF, Iwo Jima, June 1945

2nd Lt. William Saks is better known among historians for his Mustang's decoration than his combat achievements and enemy aircraft kills. In the ranks of 457th Fighter Squadron he participated in the B-29 bombers escort sorties which were devastating Japanese islands or in the entire 506th FG Mustang fleet raids against

the logistical centers and other military targets in Japan. His fate was sealed on June 1, 1945, when returning to Iwo Jima he perished together with another eleven pilots of his unit due to bad weather. The day is therefore called Black Friday in 506th FG records. William Saks flew this mission with aircraft 44-72885. Tails of the 457th

FS aircraft were sprayed in green color for better recognition during the long range escort flights. 2nd Lt. Saks named his aircraft Enchantress, there was a sparsely-clad girl painted under the windshield inspired by Albert Varga's artwork.



Z-126 Trenér

1/48



#82181
MARKING D
built by **Zdeněk Nožička**



OK-IGT, No. 735, Kunovice Aero Club, Czechoslovakia, 60s and 70s

This trainer was produced in 1953 as C 105-233 and served with the army until October 17, 1955, when it obtained civilian registration. It was then handed over to Svazarm and flew in the Kunovice Aero Club in an attractive aerobatic livery including a "witch" drawing on the nose.

It served until 1976, when it was removed from the registry on September 1 and subsequently cut up to inspect the airframe for corrosion. As it turned out, there was nothing wrong with the aircraft...



[Product page](#)



P-51D-15, 44-15041,
flown by Lt Col. John
C. Meyer, 352nd FG,
8th AF, Y-29 Asch,
Belgium, December
1944

#82102
MARKING C
built by **Paolo Portuesi**

P-51D Mustang



Brooklyn native John Charles Meyer finished flight training on July 26th, 1940 at the age of 21, after which he was assigned to the 33rd PS on Iceland, a unit that was tasked with convoy escort duties, flying the P-40. After his return to the States, he was named the CO of the newly formed 487th FS, which had undergone conversion training onto the P-47 and in June 1943 was transferred to United Kingdom, from where they performed escort missions for four engine heavy bombers over continental Europe. In April of 1944, the unit was rearmed with the Mustang, and the number of kills attributed to Major Meyer began to rise. In November 1944, he was named Deputy Commander of the 352nd FG, to which his own 487th FS was subordinate. Under his command, the 352nd FG was relocated to the forward base at Asch in Belgium. On January 1st, the Luftwaffe conducted a raid on this base, and Meyer was able to get his unit in the air to counter the raid, claiming a pair of Fw 190s in the process. These would be the last two kills that he would achieve during the war, because on January 4th, he suffered a major fracture of his left leg, the treatment of which required his return to the United States. After the war, John Meyer remained in the military, and took part in combat in Korea, and in Vietnam he led the Linebacker II campaign. Over the course of the Second World War, he shot down 24 enemy aircraft, and he added another two during the Korean War. He retired as a General as the head of the Strategic Air Command. He passed away as the result of a heart attack on December 2nd, 1975.

1/48



Bf 109K-4

#84197
MARKING A

1/48

built by **Daniel Křivánek**[Product page](#)

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

At the end of the war, at least three Bf 109s with a tulip pattern on the nose were found at the Deutsch Brod base (Havlíčkův Brod today). The surviving engine cowlings bear a grey paint and red tulip marking. These were apparently the machines of the Stab JG 52, commanded by Kommodore Hermann Graf, who had the same markings in 1943 with JG 50. When Oberst Graf became CO of JG 52 in October 1944, he introduced the same markings to his Stab planes, including the green fuselage numbers. Graf brought two wingmen to his Stab, Lt. Anton Resch and Oblt. Heinrich Füllgrabe (67 victories; KC holder), who was killed in January 1945 on the "green 2". By the end of the war, Resch had scored most of the victories of Stab JG 52, so it is possible that he also flew 332529. He was awarded the Knight's Cross in early April 1945 and achieved a total of 91 victories during 210 combat sorties. The fuselage number was probably green, but the decal also offers a black variant. Fuselage was painted in RLM 74 and RLM 75 with yellow-grey version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76.



BIG ED (August)

BIG49414	Buccaneer S.2B 1/48 Airfix
BIG49415	Buccaneer S.2B Gulf War 1/48 Airfix
BIG49416	FM-1 1/48 Tamiya
BIG49417	MC.200 1/48 Italeri
BIG49418	F-14A 1/48 Great Wall Hobby

BRASSIN (August)

634047	Boston Mk.IV LööK 1/32 HKM
644275	B-24J LööK 1/48 Hobby Boss
644281	B-17F LööK 1/48 Eduard
674012	P-51D-5 LööK 1/72 Eduard
674013	P-51D-10 LööK 1/72 Eduard
674014	P-51D-15+ LööK 1/72 Eduard
6481010	P-51B/C wheel bay PRINT 1/48 Eduard
6481011	B-26B wheels 1/48 ICM
6481014	Fw 190A seat PRINT 1/48 Eduard
6481015	FM-1 exhaust PRINT 1/48 Tamiya
6481016	FM-1 wheels 1/48 Tamiya
6481017	FM-1 seat PRINT 1/48 Tamiya
6481020	B-17F wheels diamond tread 1/48 Eduard
6481021	B-17F engines 1/48 Eduard
6481022	B-17F undercarriage legs BRONZE 1/48 Eduard
6481023	B-17F guns 1/48 Eduard
6481024	B-17F wheels cross tread 1/48 Eduard
6481025	B-17F wheels block tread 1/48 Eduard
6481026	B-17F wheels oval tread 1/48 Eduard
6481027	B-17F wheels rhomboid tread 1/48 Eduard
672364	P-51D-10 cockpit PRINT 1/72 Eduard
672369	P-51D wheels block tread 1/72 Eduard
672370	P-51D wheels diamond tread 2 1/72 Eduard
672371	P-51D wheels block tread 2 1/72 Eduard
672373	P-51D 75gal drop tanks PRINT 1/72 Eduard
672375	P-51D 110gal fuel tanks PRINT 1/72 Eduard
672377	P-51D gun sights PRINT 1/72 Eduard
672378	P-51D bazooka rocket launcher 1/72 Eduard

LööKPlus (August)

644276	Bf 108 regular wheels LööKplus 1/48 Eduard
644277	Bf 108 spoked wheels LööKplus 1/48 Eduard
644278	P-51B/C framed canopy LööKplus 1/48 Eduard
644279	P-51B/C Malcolm Hood canopy LööKplus 1/48 Eduard

BIGSIN (August)

SIN648128	Beaufort Mk.I 1/48 ICM
SIN648129	A-1 armament 1/48 Tamiya

634047**Boston Mk.IV LööK***LööK***1/32 HKM**

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

Set contains:

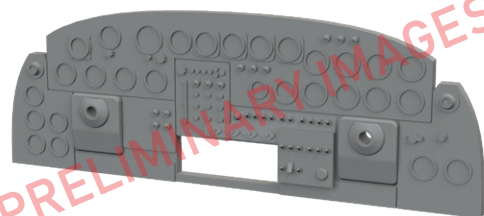
- 3D print: 2 parts
- resin: 3 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644275****B-24J LööK***LööK***1/48 Hobby Boss**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for B-24J in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Hobby Boss

Set contains:

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

**644281****B-17F LööK***LööK***1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for B-17F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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



674012

P-51D-5 LööK**1/72 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-51D in 1/72 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



LööK

674013

P-51D-10 LööK**1/72 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-51D in 1/72 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



LööK

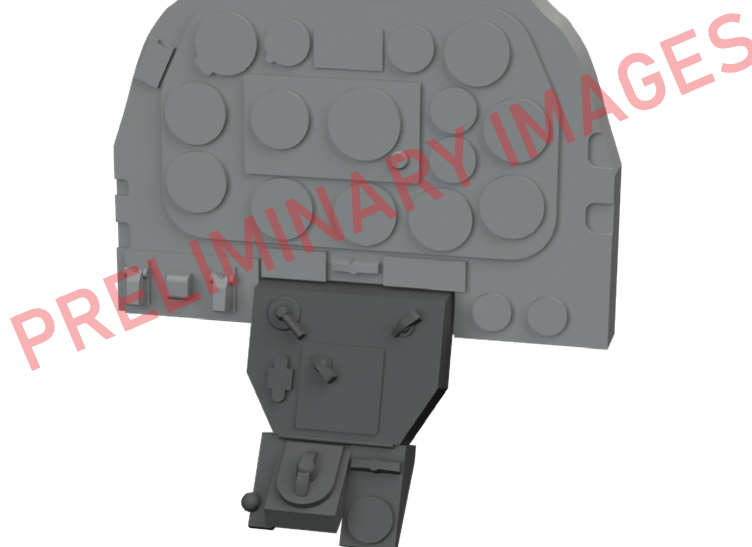
674014

P-51D-15+ LööK**1/72 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-51D in 1/72 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



LööK

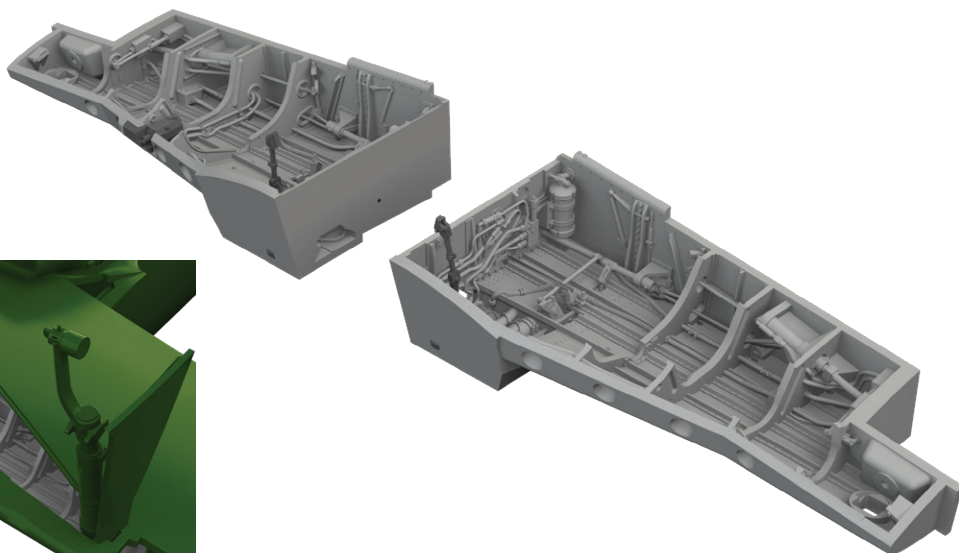
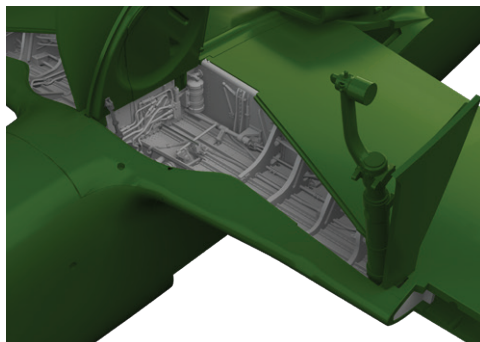
6481010

P-51B/C wheel bay PRINT**1/48 Eduard**

Brassin set - wheel bays for P-51B or P-51C or P-51D in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



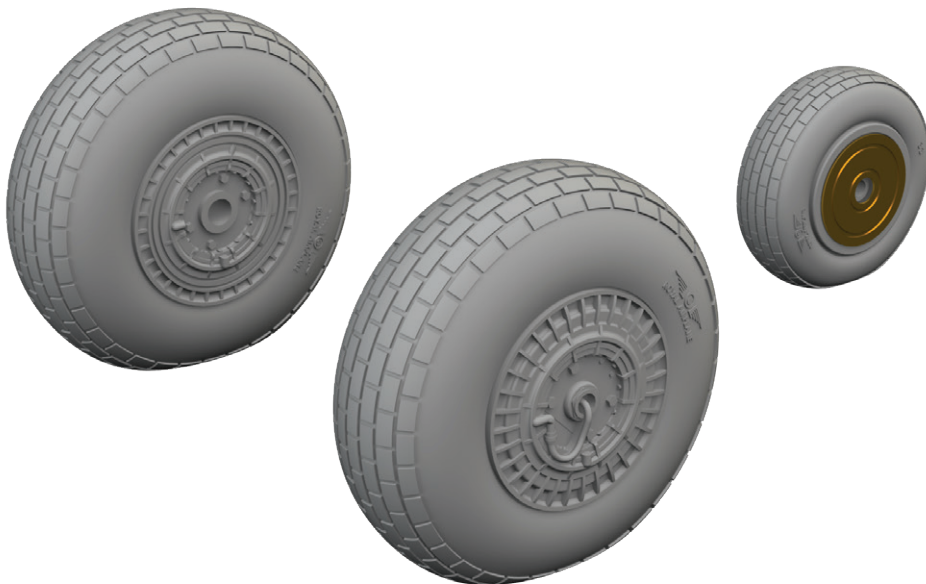
6481011

B-26B wheels**1/48 ICM**

Brassin set - the undercarriage wheels for B-26B in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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



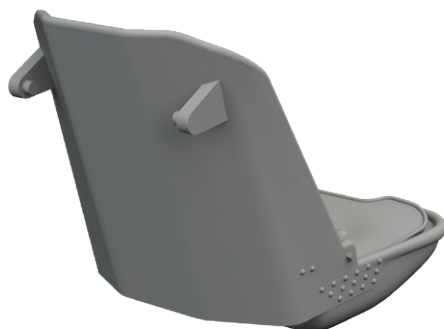
6481014

Fw 190A seat PRINT**1/48 Eduard**

Brassin set - pilot seat for Fw 190A 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



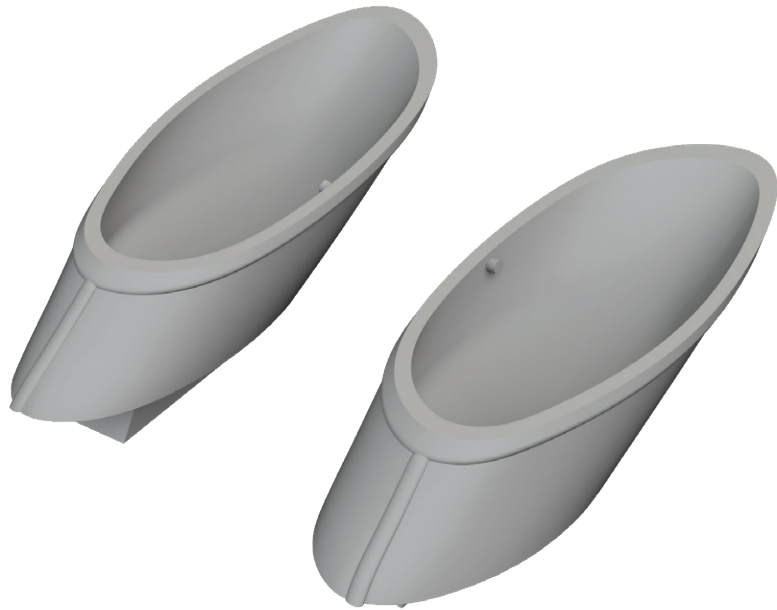
6481015

FM-1 exhaust PRINT**1/48 Tamiya**

Brassin set - exhaust pipes for FM-1 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: no
- photo-etched details: no
- painting mask: no



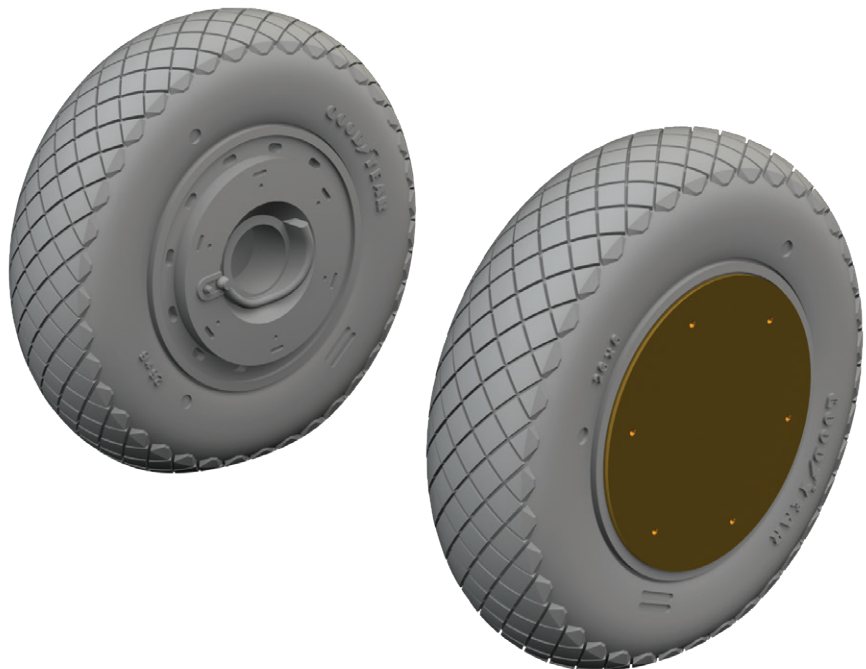
6481016

FM-1 wheels**1/48 Tamiya**

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

Set contains:

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



6481017

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

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

Set contains:

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



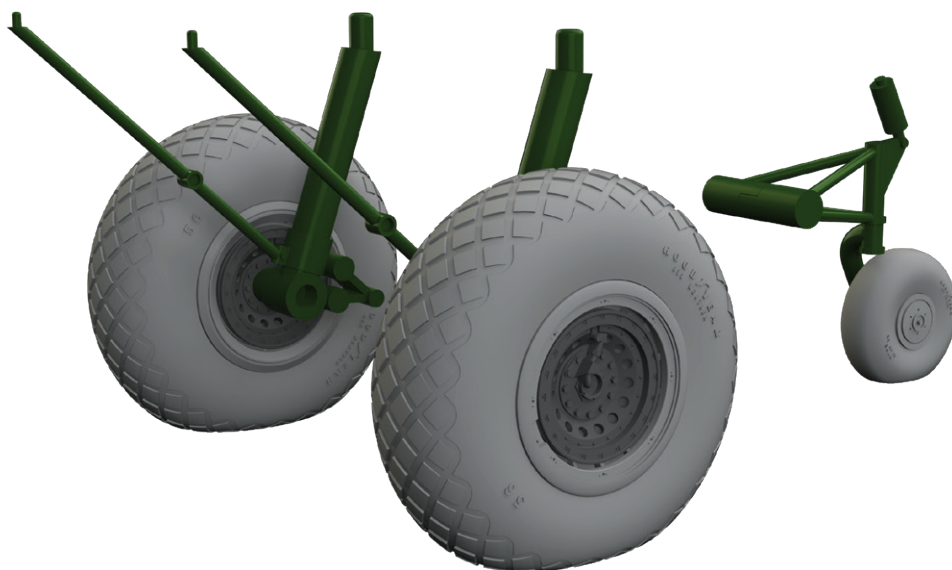
6481020

B-17F wheels diamond tread**1/48 Eduard**

Brassin set - the undercarriage wheels for B-17F 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: 7 parts
- decals: no
- photo-etched details: no
- painting mask: yes



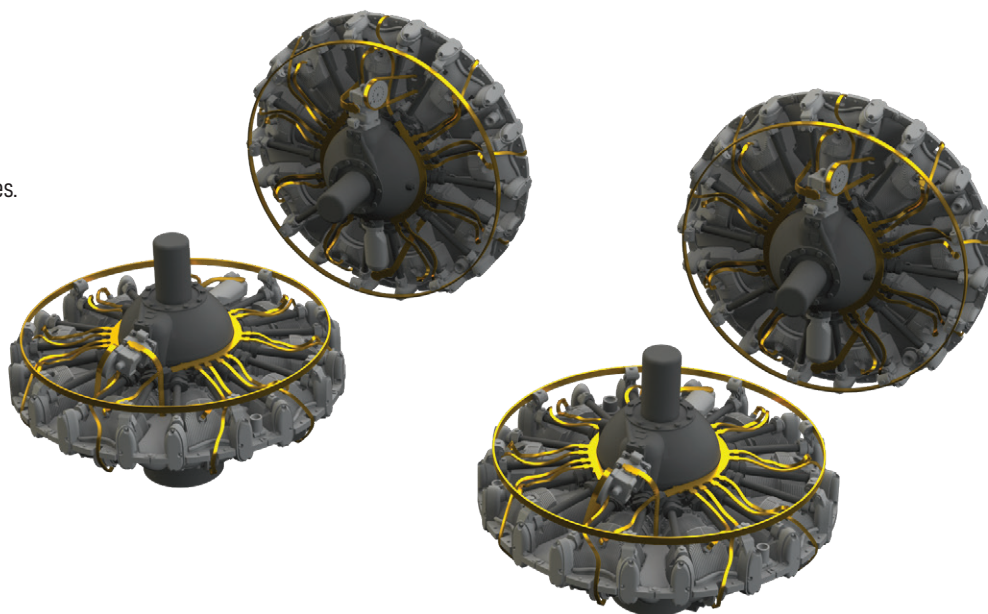
6481021

B-17F engines**1/48 Eduard**

Brassin set - engines for B-17F in 1/48 scale. The set consists of 4 engines. Recommended kit: Eduard

Set contains:

- resin: 92 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



6481022

B-17F undercarriage legs BRONZE**1/48 Eduard**

Brassin set - the undercarriage legs for B-17F in 1/48 scale. The set consists of the main wheels legs and a tail wheel leg. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 4 parts
- bronze: 3 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481023

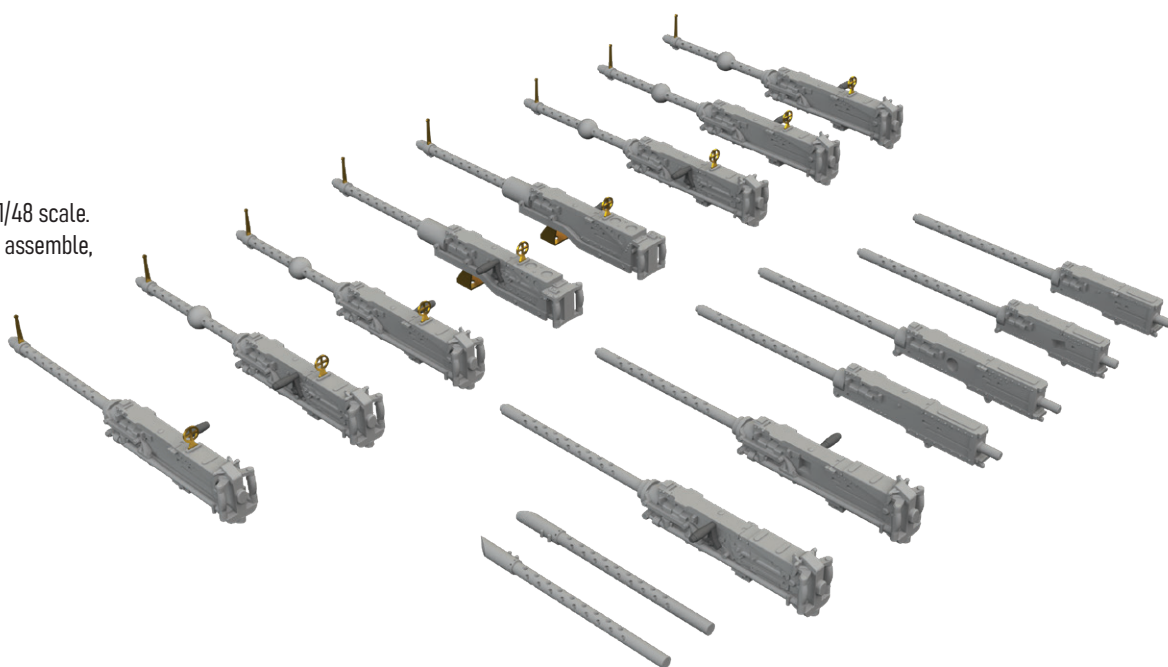
B-17F guns**1/48 Eduard**

Brassin set - the guns for B-17F in 1/48 scale. The set consists of 14 guns. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

- resin: 32 parts
- decals: no
- photo-etched details: yes
- painting mask: no



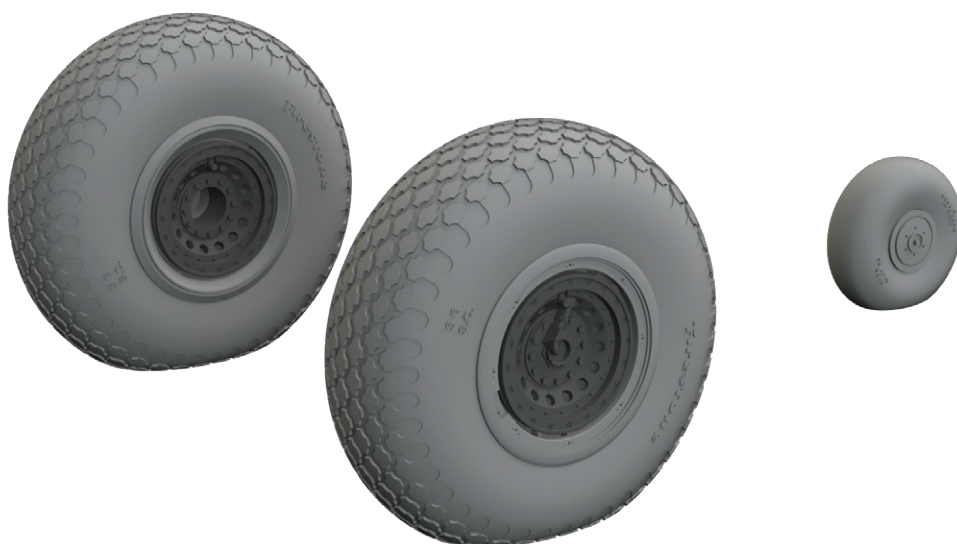
6481024

B-17F wheels cross tread**1/48 Eduard**

Brassin set - the undercarriage wheels for B-17F 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: 7 parts
- decals: no
- photo-etched details: no
- painting mask: yes



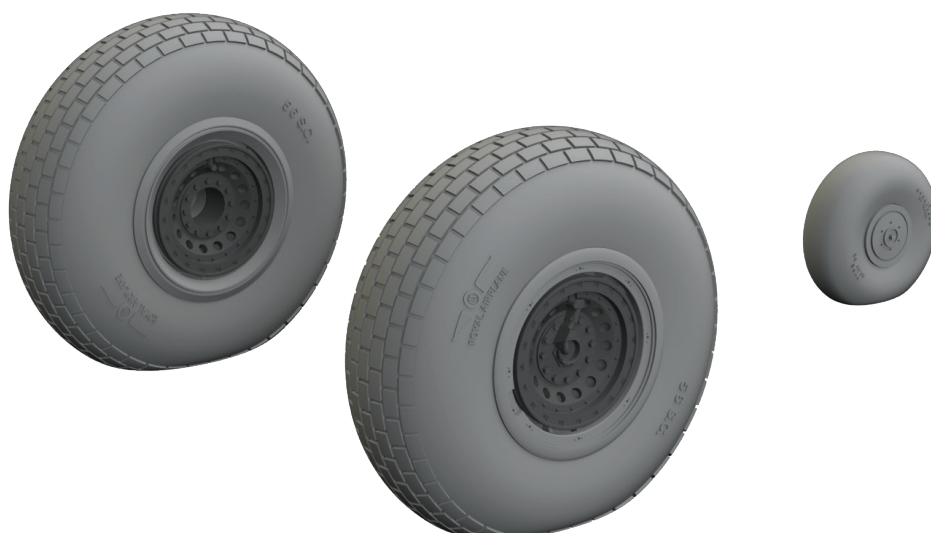
6481025

B-17F wheels block tread**1/48 Eduard**

Brassin set - the undercarriage wheels for B-17F 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: 7 parts
- decals: no
- photo-etched details: no
- painting mask: yes



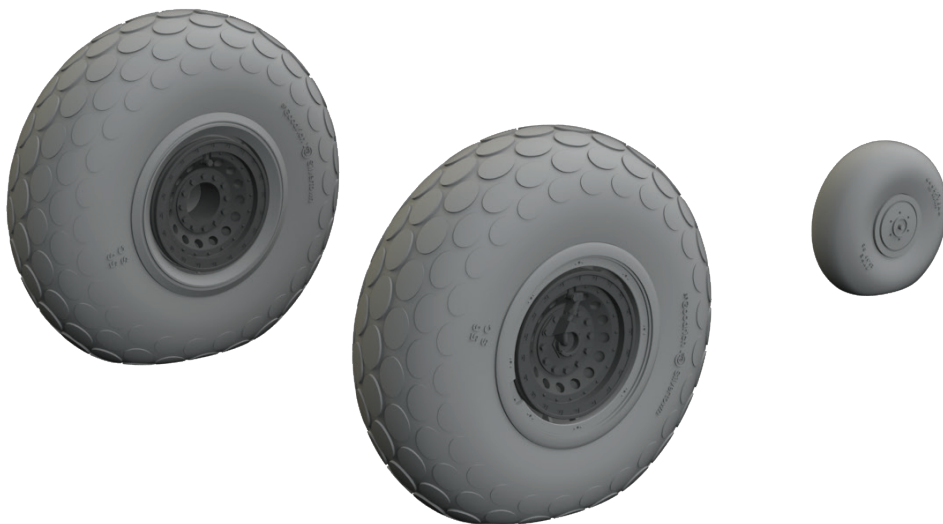
6481026

B-17F wheels oval tread**1/48 Eduard**

Brassin set - the undercarriage wheels for B-17F 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: 7 parts
- decals: no
- photo-etched details: no
- painting mask: yes



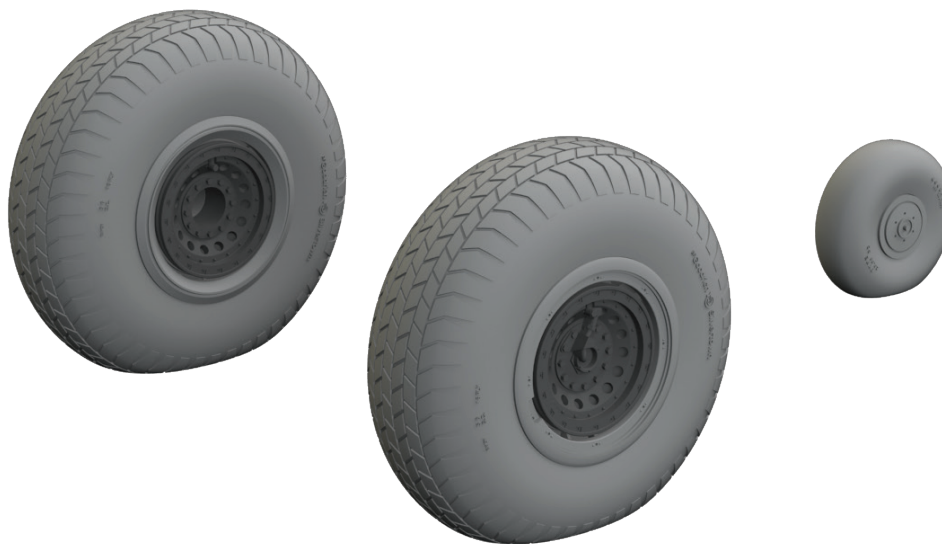
6481027

B-17F wheels rhomboid tread**1/48 Eduard**

Brassin set - the undercarriage wheels for B-17F 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: 7 parts
- decals: no
- photo-etched details: no
- painting mask: yes



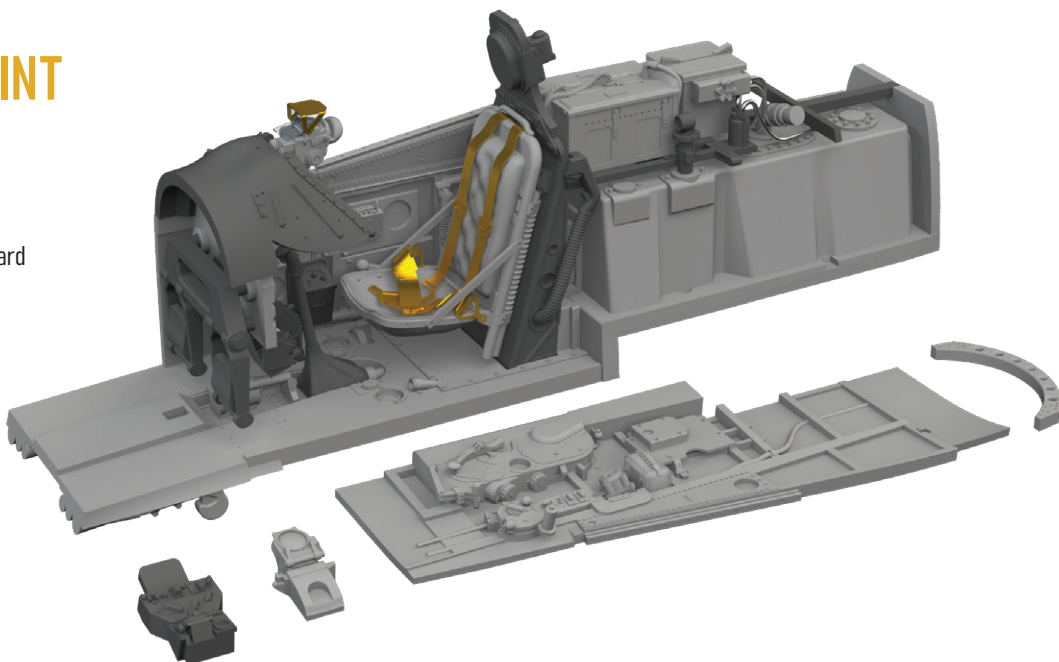
672364

P-51D-10 cockpit PRINT**1/72 Eduard**

Brassin set - cockpit for P-51D in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 21 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



672369

P-51D wheels block tread

1/72 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



672370

P-51D wheels diamond tread 2

1/72 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



672371

P-51D wheels block tread 2

1/72 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



672373

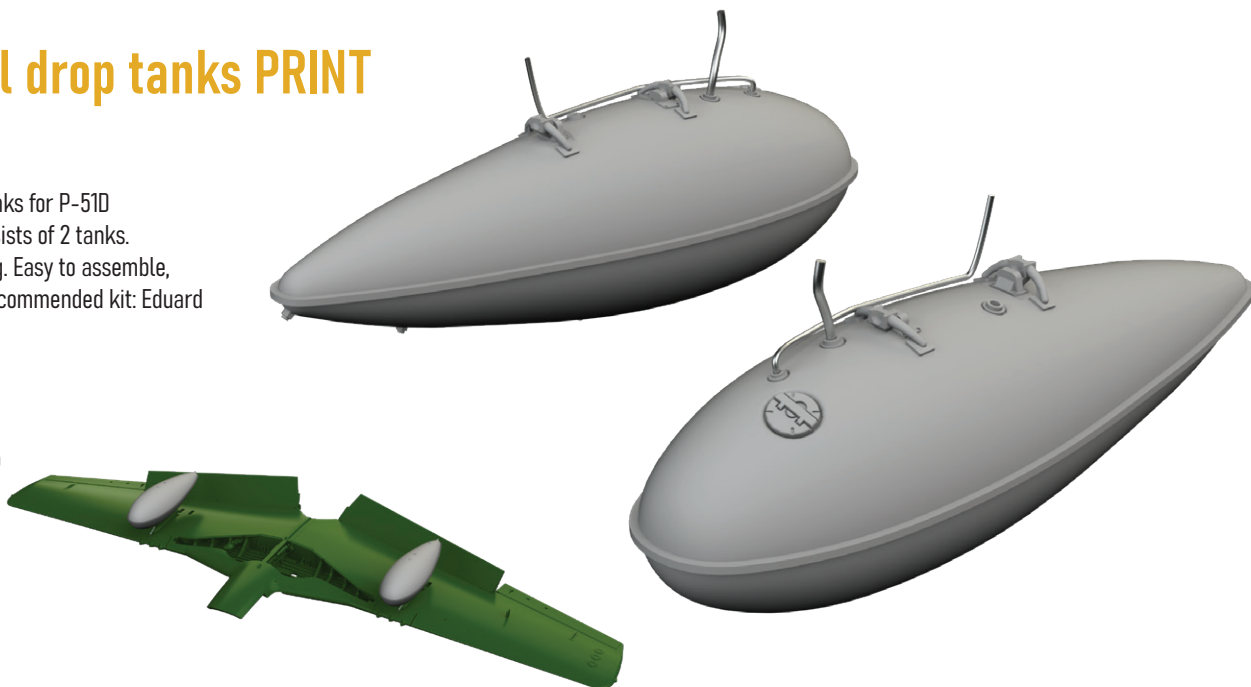
P-51D 75gal drop tanks PRINT

1/72 Eduard

Brassin set - fuel drop tanks for P-51D in 1/72 scale. The set consists of 2 tanks. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



672375

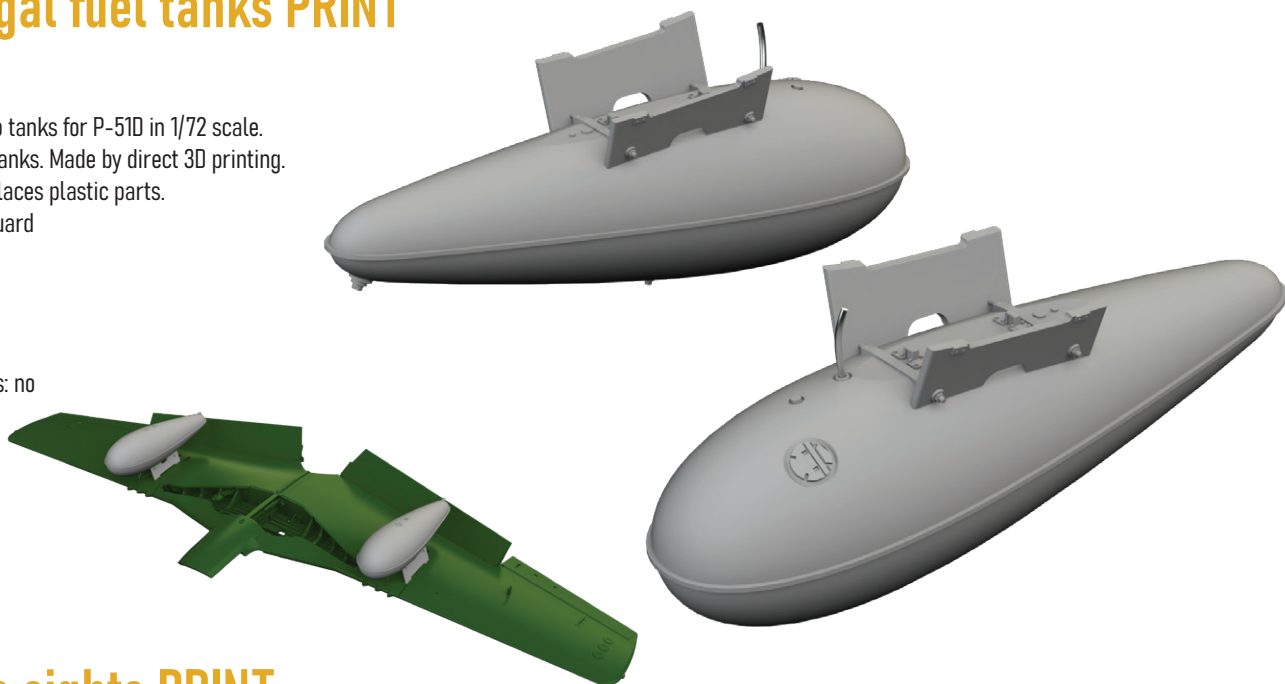
P-51D 110gal fuel tanks PRINT

1/72 Eduard

Brassin set - fuel drop tanks for P-51D in 1/72 scale. The set consists of 2 tanks. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



672377

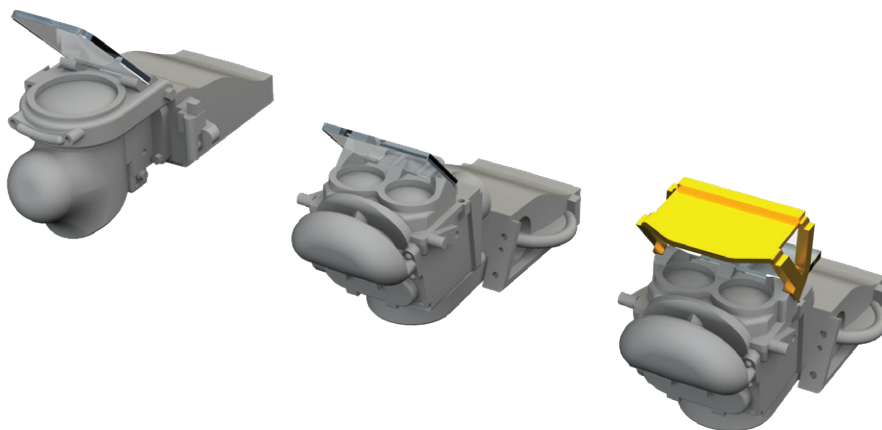
P-51D gun sights PRINT

1/72 Eduard

Brassin set - gun sights for P-51D in 1/72 scale. Set consists of 3 gun sights. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



672378

P-51D bazooka rocket launcher

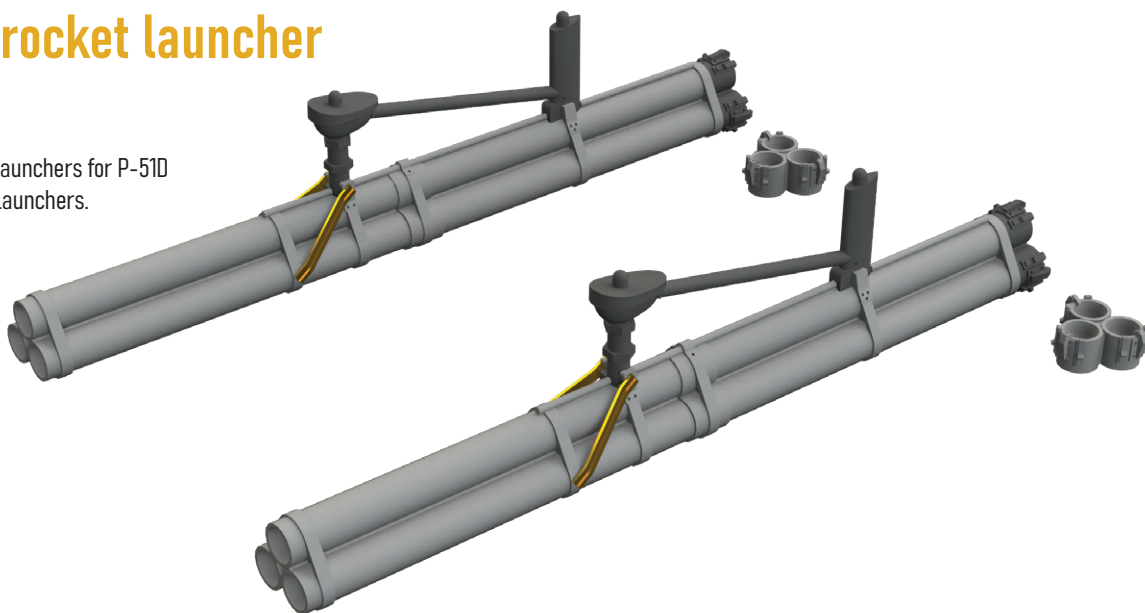
1/72 Eduard

Brassin set - bazooka type rocket launchers for P-51D in 1/72 scale. The set consists of 2 launchers.

Recommended kit: Eduard

Set contains:

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



644276

Bf 108 regular wheels LööKplus

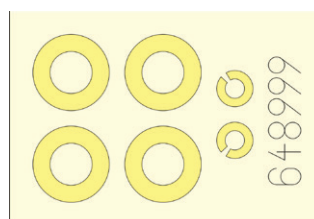
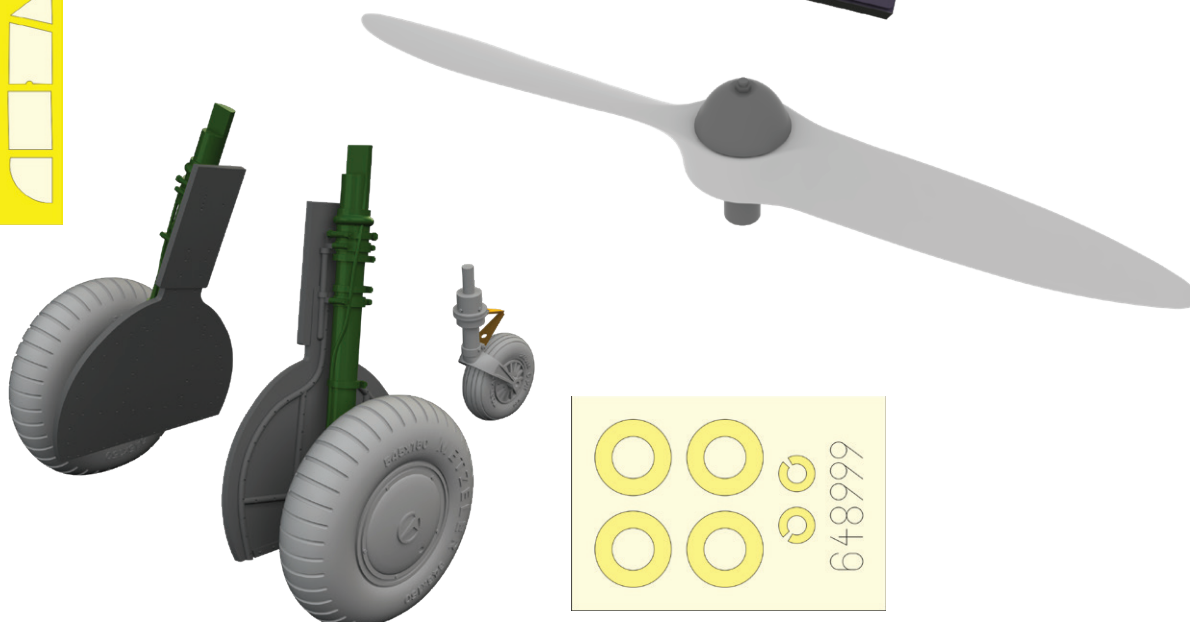
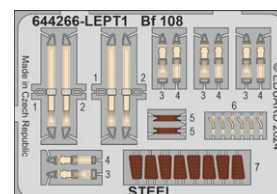
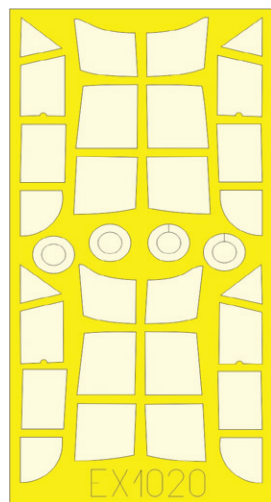
1/48 Eduard

Collection of 4 sets for Bf 108 in 1/48 scale.

Recommended kit: Eduard

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

LööKt



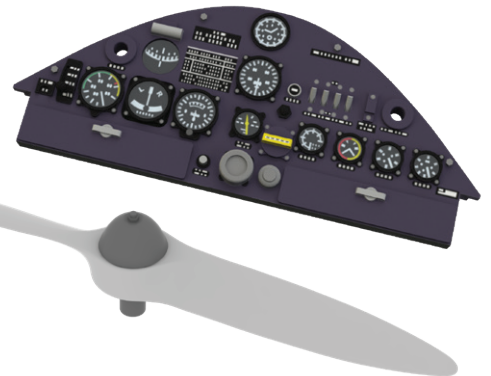
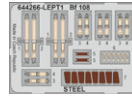
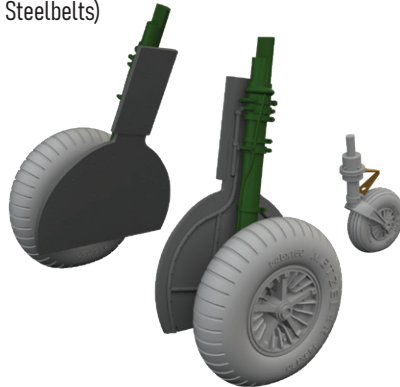
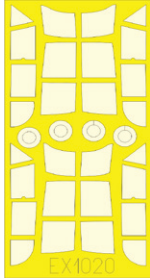
644277

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

Collection of 4 sets for Bf 108 in 1/48 scale.

Recommended kit: Eduard

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



LööKt

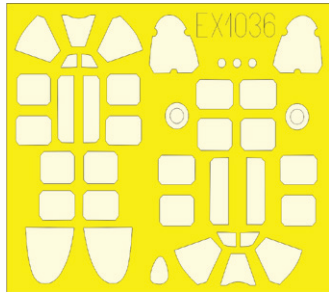
644278

P-51B/C framed canopy LööKplus**1/48 Eduard**

Collection of 3 sets for P-51B or P-51C in 1/48 scale.

Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- TFace painting mask
- exhaust stacks w/fairing



LööKt

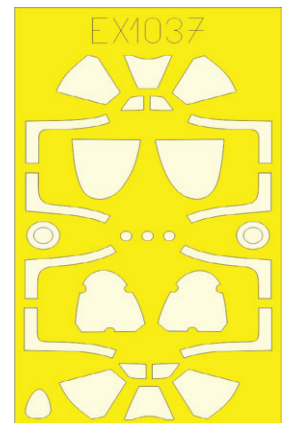
644279

P-51B/C Malcolm Hood canopy LööKplus**1/48 Eduard**

Collection of 3 sets for P-51B or P-51C in 1/48 scale.

Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- TFace painting mask
- exhaust stacks w/fairing



LööKt



6. 6. 1944 WE REMEMBER



#11181

#7473



#84200



#84199



#84172



#84195



#82122



#8281



#7466



#84183



eduard
www.eduard.com

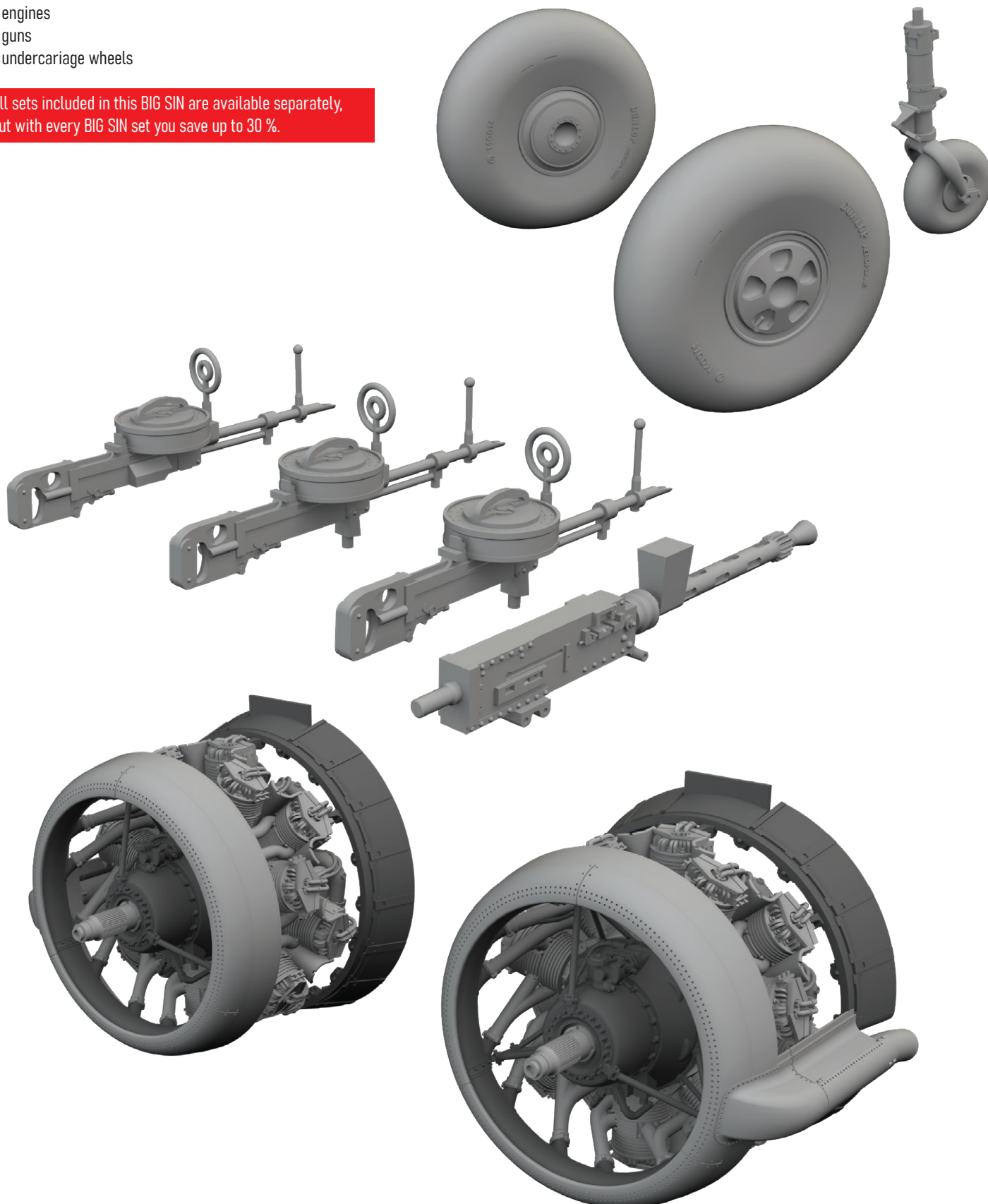
SIN648128

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

Collection of 3 sets for Beaufort Mk.I in 1/48 scale.
Recommended kit: ICM

- engines
- guns
- undercarriage wheels

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



SIN648129

A-1 armament**1/48 Kinetic**

Collection of 7 sets for A-1 in 1/48 scale.
Recommended kit: Tamiya

- HVAR rockets
- Mk.82 bombs
- M 117 bomb early
- LAU-10/A ZUNI rocket launchers
- LAU-3/A rocket launchers
- SUU-14 dispenser

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



PE-SETS

53312	USS Ranger CV-4 part 2	1/350	Trumpeter
53313	USS Ranger CV-4 part 3	1/350	Trumpeter
36519	Sd.Kfz. 250/1	1/35	Dragon
481146	B-17F landing flaps	1/48	Eduard
481147	B-17F undercarriage & exterior	1/48	Eduard
481148	B-17F ammo feed chutes	1/48	Eduard
491458	A-10C	1/48	Great Wall Hobby
491460	B-17F cockpit	1/48	Eduard
491461	B-17F nose interior	1/48	Eduard
491462	B-17F nose interior (alternate nose, sprue X)	1/48	Eduard
491463	B-17F radio compartment	1/48	Eduard
491464	B-17F waist section	1/48	Eduard
491465	B-17F bomb bay	1/48	Eduard
491466	B-17F wooden floors & ammo boxes	1/48	Eduard
72739	B-24H undercarriage	1/72	Airfix
72740	B-24H bomb bay	1/72	Airfix
73828	F-15J	1/72	Fine Molds
73829	B-24H cockpit & engines	1/72	Airfix
73830	B-24H nose & radio compartment	1/72	Airfix

ZOOMS

FE1458	A-10C	1/48	Great Wall Hobby
FE1459	A-10C seatbelts STEEL	1/48	Great Wall Hobby
FE1460	B-17F seatbelts STEEL	1/48	Eduard
SS828	F-15J	1/72	Fine Molds
SS829	B-24H	1/72	Airfix

MASKS

EX1051	P-51B/C framed canopy	1/48	Eduard
EX1052	P-51B/C Malcolm Hood canopy	1/48	Eduard
EX1053	B-17F US national insignia rounded	1/48	Eduard
EX1054	B-17F US national insignia w/ red outline	1/48	Eduard
EX1055	B-17F US national insignia w/ blue outline	1/48	Eduard
CX668	B-24H US national insignia	1/72	Airfix
CX669	F-15J	1/72	Fine Molds

SPACE

3DL32026	Bf 109E-4 SPACE	1/32	Eduard
3DL48187	B-17F SPACE	1/48	Eduard
3DL48188	B-17F radio compartment SPACE	1/48	Eduard
3DL72040	F-15J SPACE	1/72	Fine Molds
3DL72041	B-24H SPACE	1/72	Airfix
3DL72042	La-7 SPACE	1/72	Eduard

DECALS

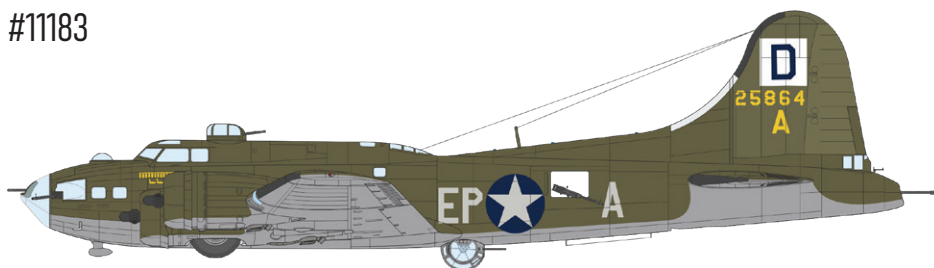
D48117	L-29 stencils	1/48	Eduard/AMK
D72047	L-29 stencils	1/72	Eduard/AMK

THE BLOODY HUNDREDTH 1943 1/48

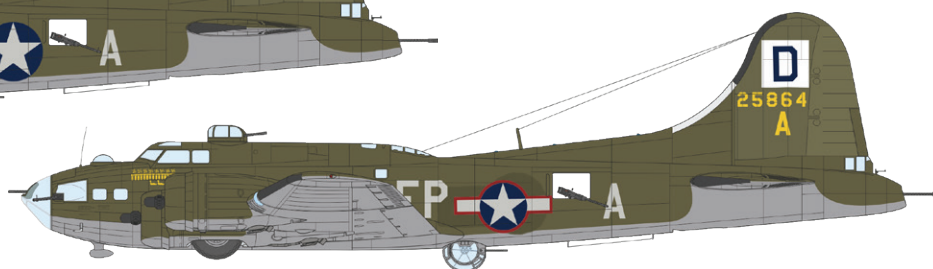


#11183

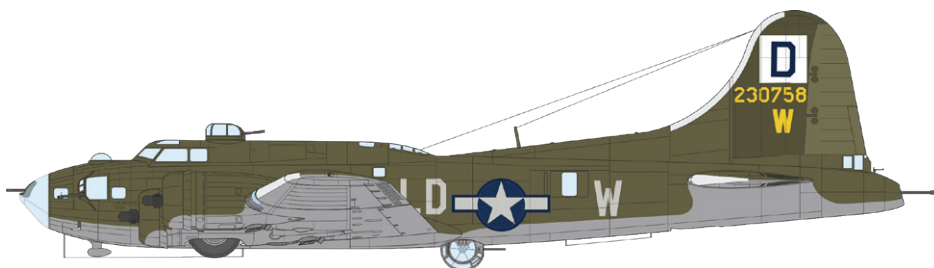
LIMITED



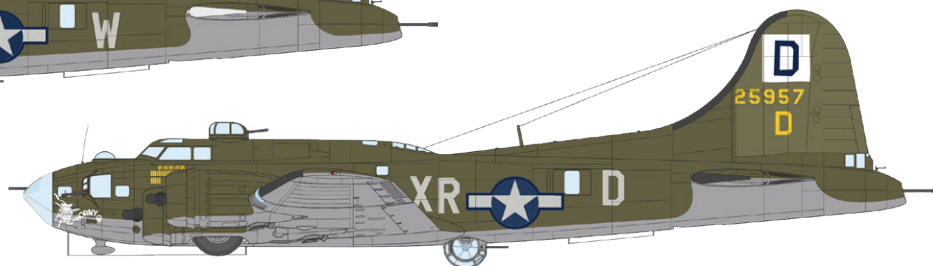
B-17F-30-VE, 42-5864,
Capt. Thomas E. Murphy crew,
Lt. Col. Beirne Lay Jr., 351st BS,
100th BG, Telergma, Algeria,
August 1943



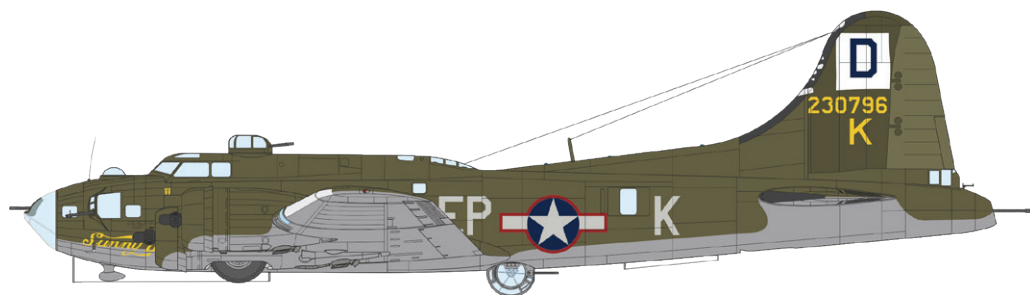
B-17F-30-VE, 42-5864,
Capt. Thomas E. Murphy crew,
351st BS, 100th BG, Thorpe Abbots,
United Kingdom, September 1943



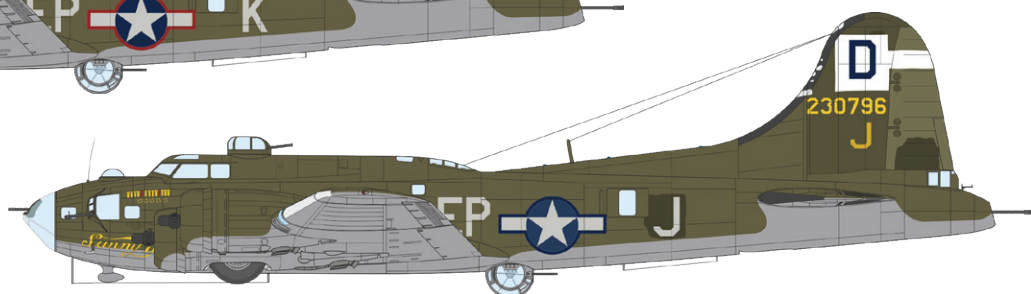
B-17F-120-BO, 42-30758,
Lt. Robert Rosenthal crew,
418th BS, 100th BG, Thorpe Abbots,
United Kingdom, October 1943



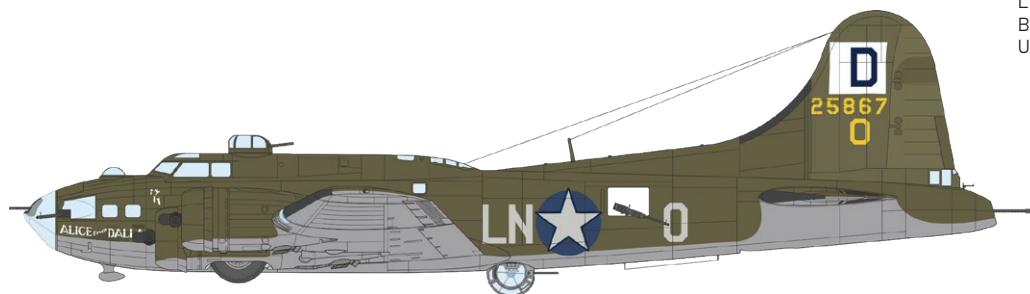
B-17F-40-VE, 42-5957, crews of Lt. Sumner H. Reeder, Lt. Henry M. Henington,
349th BS, 100th BG, Thorpe Abbots, United Kingdom, early 1944



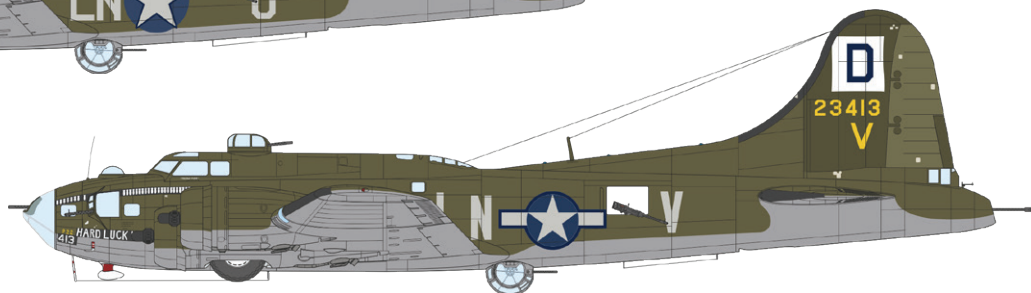
B-17F-120-BO, 42-30796,
Capt. Glenn W. Dye crew, 351st BS,
100th BG, Thorpe Abbots,
United Kingdom, September 1943



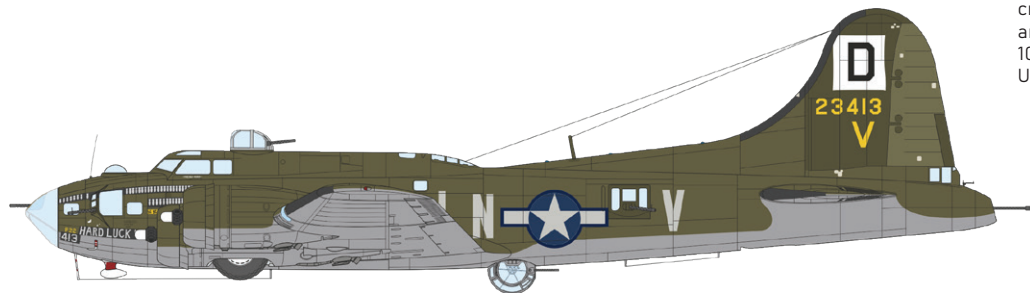
B-17F-120-BO, 42-30796,
Lt. George W. Brannan crew, 351st
BS, 100th BG, Thorpe Abbots,
United Kingdom, December 1943



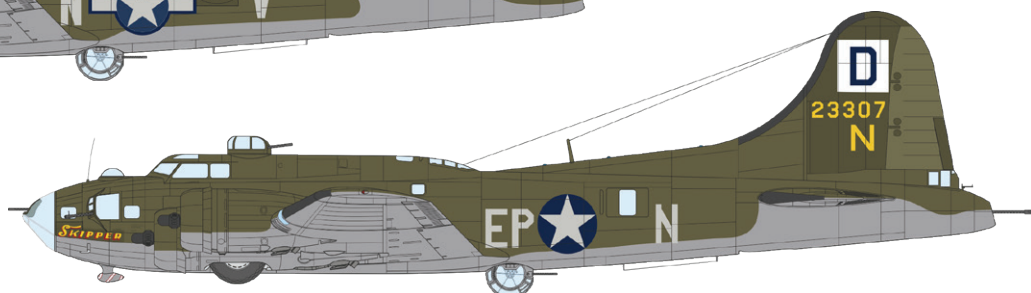
B-17F-30-VE, 42-5867,
Lt. William D. DeSanders crew,
350th BS, 100th BG, Thorpe Abbots,
United Kingdom, August 1943



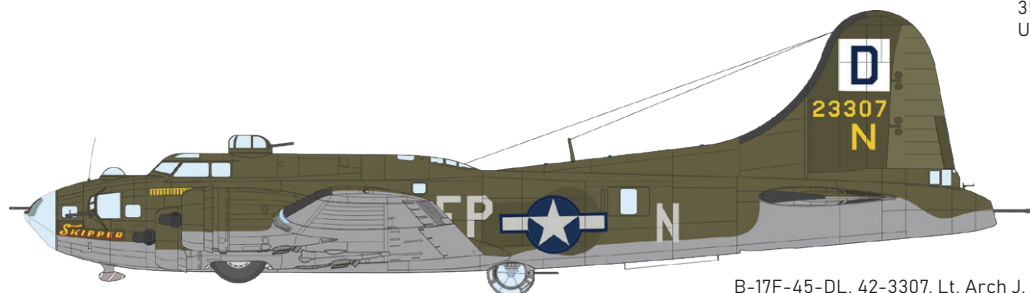
B-17F-55-DL, 42-3413,
crews of Lt. Loren C. Van Steenis
and Lt. John S. Giles, Jr, 350th BS,
100th BG, Thorpe Abbots,
United Kingdom, April 1944



B-17F-55-DL, 42-3413,
Lt. Albert E. Trommer crew,
350th BS, 100th BG, Thorpe Abbots,
United Kingdom, July 1944



B-17F-45-DL, 42-3307,
Maj. Ollen O. Turner, Lt. Jack R. Swartout crew,
351st BS, 100th BG, Thorpe Abbots,
United Kingdom, July 1943



B-17F-45-DL, 42-3307, Lt. Arch J. Drummond crew, 351st BS,
100th BG, Thorpe Abbots, United Kingdom, late 1943

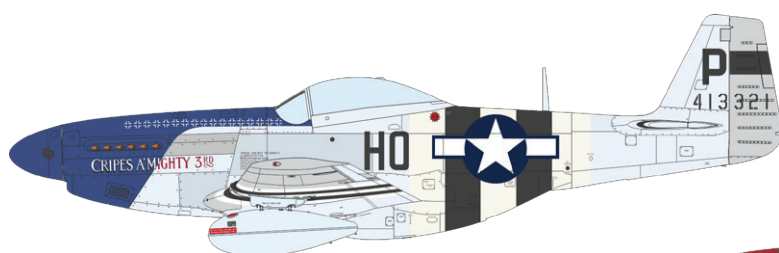
ACES OF THE EIGHTH

1/72

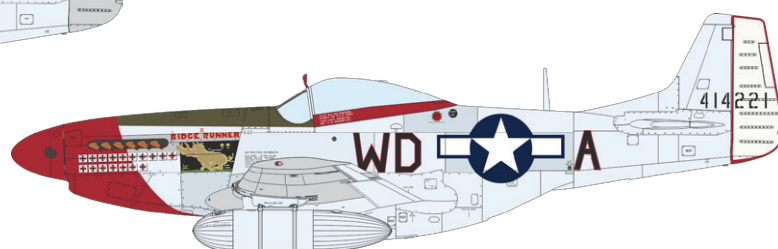


#2147

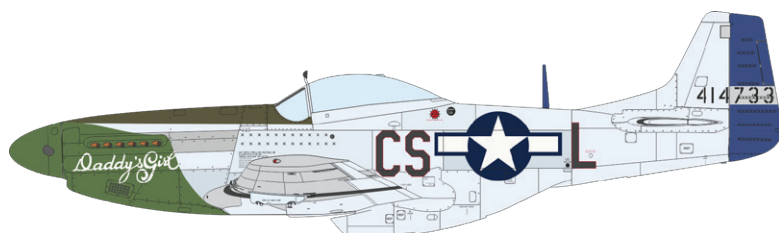
LIMITED



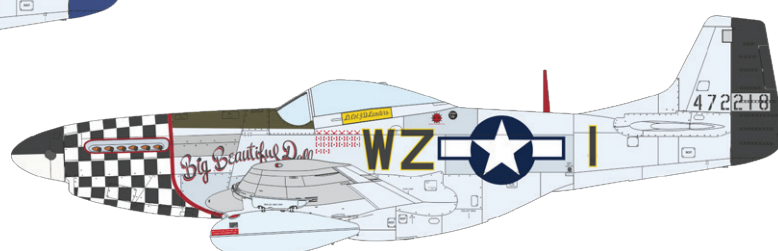
P-51D-5, s/n 44-13321, Maj. George Preddy Jr.,
487th FS, 352nd FG, Bodney, United Kingdom, July 1944



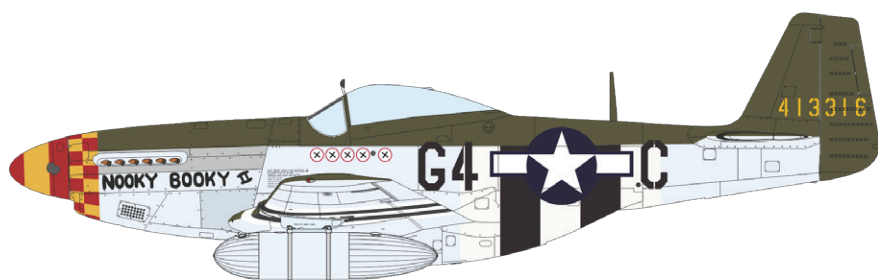
P-51D-10, 44-14221, Maj. Pierce W. McKennon,
CO of 335th FS, 4th FG, Debden, United Kingdom,
April 1945



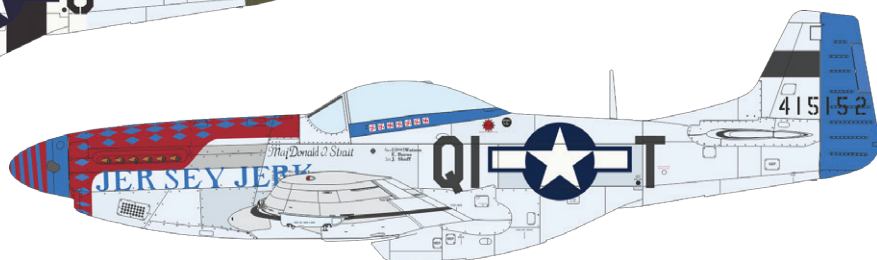
P-51D-10, 44-14733, Capt. Ray S. Wetmore,
370th FS, 359th FG, East Wretham, United Kingdom,
March 1944



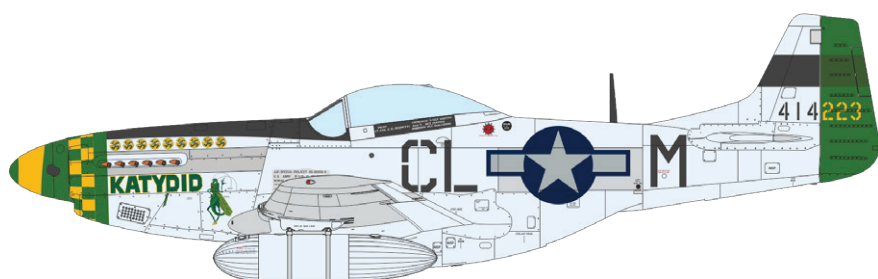
P-51D-20, 44-72218, Lt Col. John D. Landers,
CO of 78th FG, Duxford, United Kingdom, March 1945



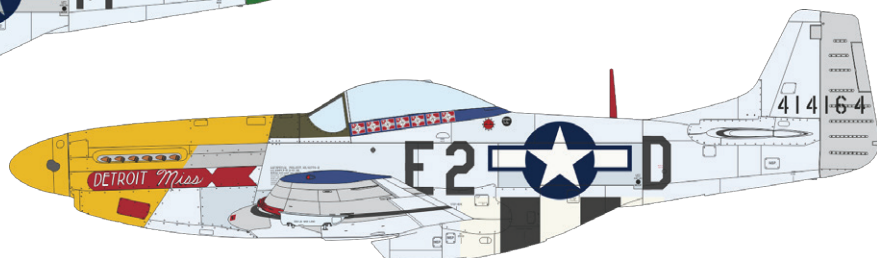
P-51D-5, 44-13316, Maj. Leonard K. Carson,
362nd FS, 357th FG, USAAF Station 373 Leiston,
Suffolk, Great Britain, June 1944



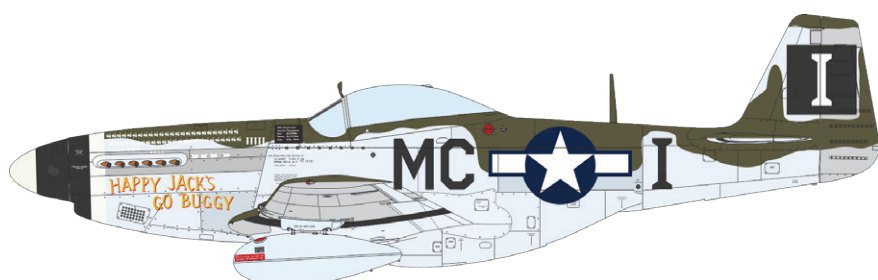
P-51D-15, 44-15152, Maj. Donald J. Strait, 361st FS,
365th FG, United Kingdom, February 1945



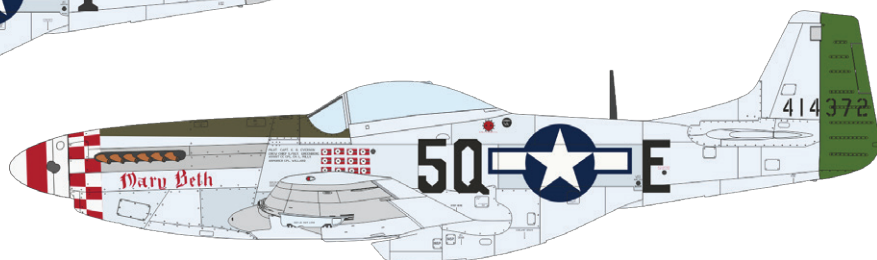
P-51D-10, 44-14223, Lt. Col. Elwyn G. Righetti,
CO of 55th FG, 8th AF, Wormingford,
United Kingdom, January 1945



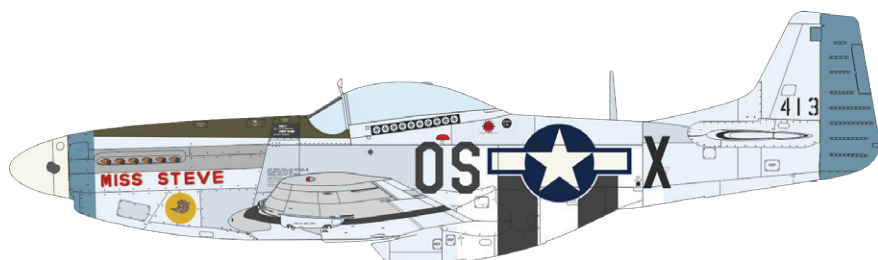
P-51D-10, 44-14164, Lt. Urban L. Drew,
375th FS, 361st FG, Little Walden, October 1944



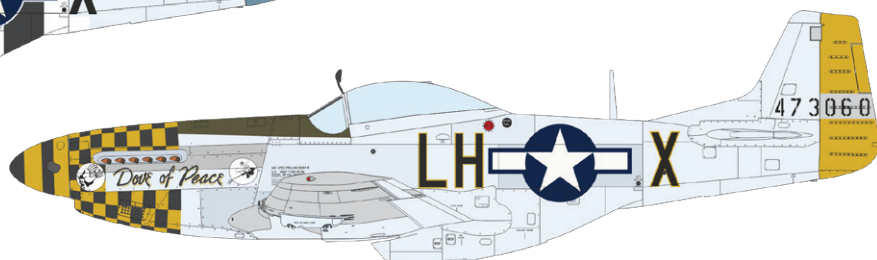
P-51D-5, 44-13761, Capt. Jack M. Ilfrey, 79th FS,
20th FG, 8th AF, USAAF Station 367 Kings Cliffe,
Northamptonshire, Great Britain, autumn 1944



P-51D-10, 44-14372, Capt. Kirk B. Everson,
504th FS, 339th FG, 8th AF, Fowlmere,
United Kingdom, April 1945



P-51D-5, s/n 44-13677, Lt. William G. Cullerton,
357th FS, 355th FG, Steeple Morden,
United Kingdom, 1944

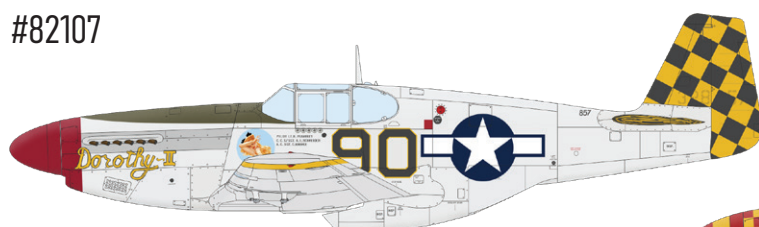


P-51D-25, 44-73060, Col. Glenn E. Duncan,
350th FS, 353rd FG, Raydon, United Kingdom,
April 1945

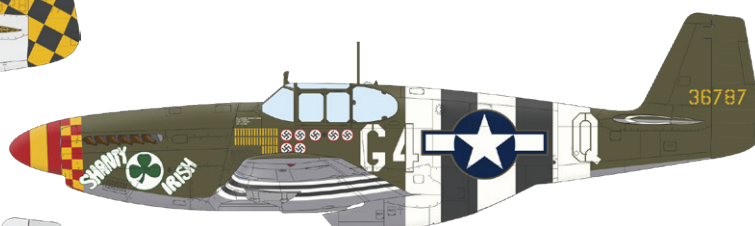
P-51B Mustang Birdcage canopy 1/48



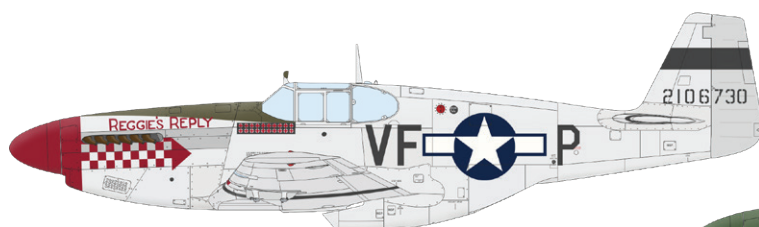
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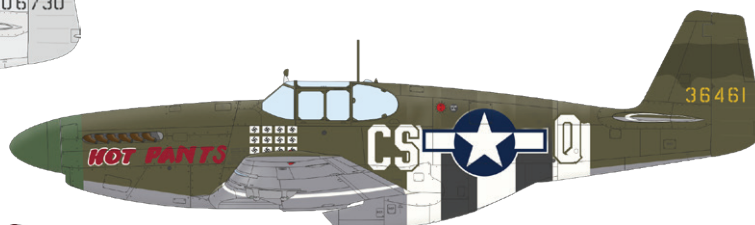
P-51B-15-NA, 43-24857, Capt. Robert M. Barkey,
318th FS, 325th FG, 15th AF, Lesina, Italy, June 1944



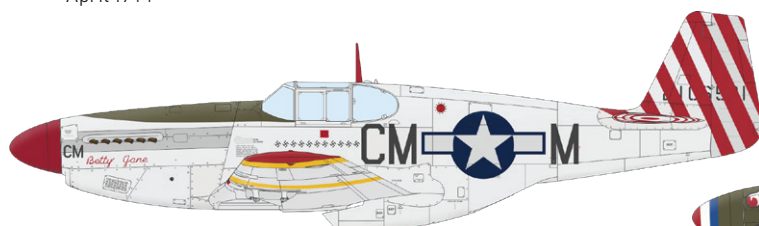
P-51B-5-NA, 43-6787, Capt. Gilbert O'Brien, 362nd FS,
357th FG, 8th AF, Leiston, United Kingdom, June 1944



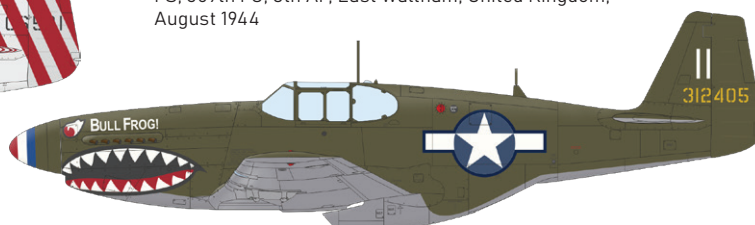
P-51B-10-NA, 42-106730, Capt. John T. Godfrey,
336th FS, 4th FG, 8th AF, Debden, United Kingdom,
April 1944



P-51B-5-NA, 43-6461, 1/Lt Wilson K. Baker Jr, 370th
FS, 359th FG, 8th AF, East Waltham, United Kingdom,
August 1944



P-51B-10-NA, 42-106501, Col. Charles McCorckle,
CO of 31st FG, 15th AF, San Severo, Italy, July 1944

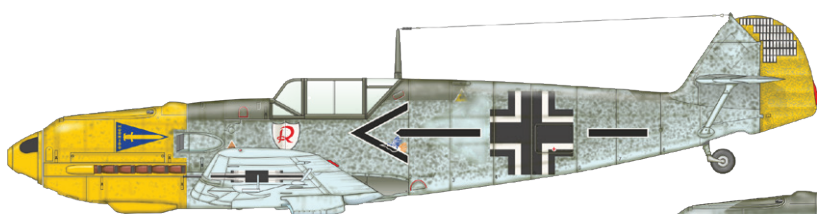


P-51B-1, 43-12405, Col. David L. Hill, CO of 23rd FG, 14th AF, China, 1944

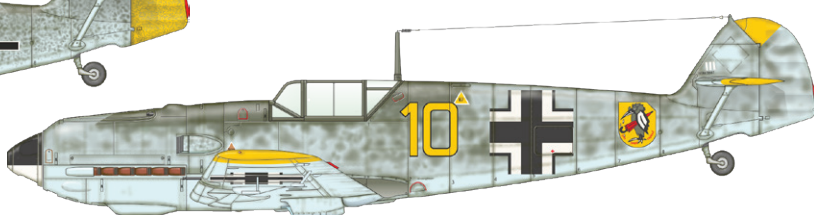
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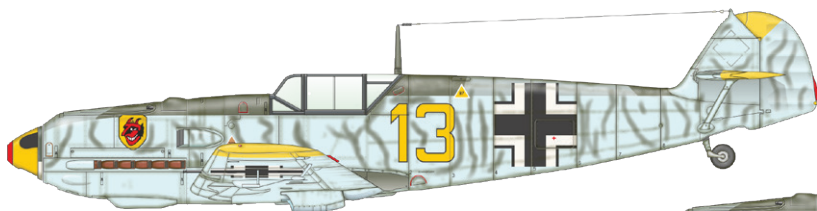
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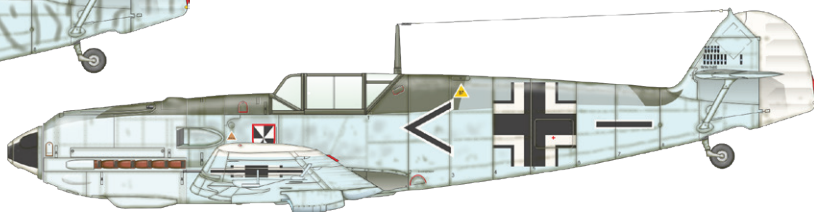
WNr. 5344, Maj. Helmut Wick, CO of JG 2, Beaumont, France, November 1940



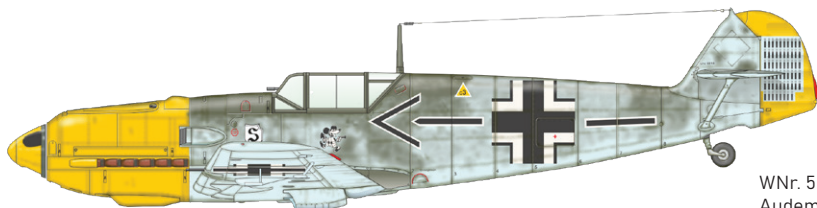
WNr. 5587, Ofw. Fritz Beeck, 6./JG 51, Wissant, France, August 1940



Lt. Josef Eberle, 9./JG 54, the Netherlands, August 1940



WNr. 1480, Oblt. Franz von Werra, II./JG 3, Wierre-au-Bois, France, September 1940



WNr. 5819, Obstlt. Adolf Galland, CO of JG 26, Audembert, France, December 1940

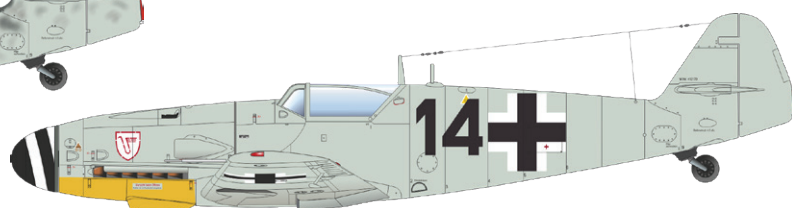
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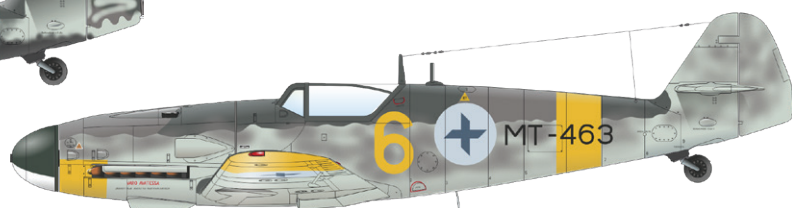

9./JG 1, Paderborn, Germany, May 1944



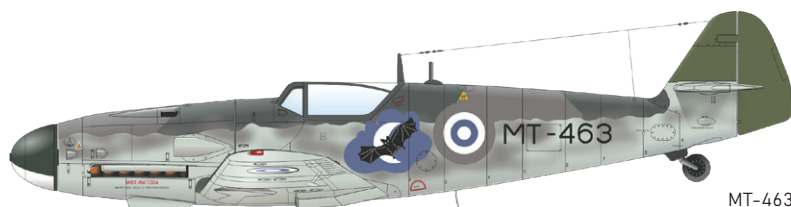
WNr. 412179, Uffz. Horst Petzschler, 2./JG 3,
Burg near Magdeburg, Germany, May 1944



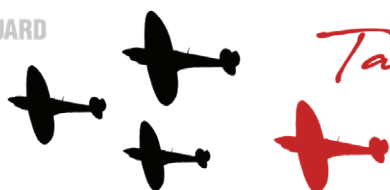
Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10,
Werneuchen, Germany, July 1944



MT-463, ylik. Tapio Järvi, 2/HLeLv 24, Lappeenranta,
Finland, July/August 1944



MT-463, HLeLv 31, Utti, Finland, summer 1948



SAD RETURN FROM VACATION

Text: Jan Bobek

At the beginning of June, I returned from a short vacation with two friends. We spent a few days in South Tyrol, where both of my friends, newly retired, participated in a marathon that started in Cortina d'Ampezzo and finished in Dobbiaco (Toblach). As the youngest member of our group, I served as the driver during the race, responsible for spare shoes, drinks or chocolate, and other support tasks. Not only am I unable to run the way my older friends can, but from the photos taken during this holiday, I discovered with great horror that I need to lose a lot of weight.

Of course, my friends couldn't escape my aviation history hobby, so I made them pose for a photo as a live painting at Toblach airfield. They imitated a well-known photograph from the early summer of 1915, showing a Pfalz A.I from the Bavarian Feldflieger Abteilung 9 at this aerodrome. The aircraft was painted red and white to give the impression that it was an Austro-Hungarian aircraft. Although the German Empire was not yet at war with Italy at that time, FFA 9b was carrying out bombing raids on Italian targets with such painted aircraft.

I must also mention that, thanks to my friends' foresight, I acquired a publication on the air war over the Dolomites in a shop at Passo di Falzarego.

But to get back to the topic of returning from vacation, we stopped in Munich on our way to Prague. I visited my favourite bookstore, Christian Schmidt Fachbuchhandlung, to pick up the books I had ordered. My order was perfectly prepared, but Uwe, who works there with Gabi Schmidt, gave me a shock. He informed me that at the end of August this year, after more than half a century, their store would be closing. I was left staring at him with my mouth agape, and the information that they were having a discount on books because of it didn't make me feel much better.

After all, Schmidt's bookstore isn't just any bookstore. It specializes in vehicles, military equipment, and military history. For decades, it has been literally a beacon in this field of literature for fans worldwide. This bookstore is not only a symbol of reliability and honesty, but the books are always packed with extraordinary care for their journey to clients.

I first learned about this bookstore in the late '80s when Rudolf Waniek, the head of our model club, showed me Schmidt's book catalogue. It was filled with titles from all over the world, each with short and very concise descriptions. As soon as the Iron Curtain fell, I went to the bookstore with my friends from the club. We drove a Škoda 120, so you can imagine that it was a long but not very comfortable drive. At one point, we were even overtaken by a deer while driving uphill. It was only then that we realized the engine was running on just three cylinders.

The bookstore made me feel like a kid in a candy store. My heart danced. For the first time, I was able to browse through the Model Art publications and bought a few with the German marks I had saved. By that time, I was already very focused on Japanese aviation history.

Later I went to the bookstore with my friend Vašek Knotek, my classmate from Japanese at the State Language School. We took a small bus from Prague to Munich Central Station. We then walked about 8 kilometers to the bookstore, to save money to invest in books. With the advent of credit cards, which happened quite soon, everything became easier and parcels began to travel from Munich to Prague.

With the introduction of the internet, the Christian Schmidt bookshop website was also launched. Its content was identical to the catalogue, which quite logically stopped being published after a few years. Yet I still have a few of them in my collection. But most importantly, thanks to this bookstore, I have a large number of publications from which I continuously draw information for myself and my colleagues.

For those who have not visited this bookstore, it is now probably obvious why I will miss it so much. For me, too, it was a beacon in my segment of the book market. To the Schmidt family and the other people who have cared for their clients for more than half a century, thank you very much.

And now I don't know where I'm going to buy books. Sometimes books come to me from Amazon with shoddy packaging and damage that could never happen with the Schmidts.



This bookstore has become a beacon of specialized literature for me.



Honza Kaše (second from left), one of my gurus on World War I topics, visited Schmidt's with me once more in June. Gabi and Uwe took this selfie with us as a memento.



A photo of Toblach Airfield from 1915.



My friends posing for a live picture at the same aerodrome 109 years later.