

INFO | Eduard

176

e-magazine FREE ■ Vol 23 ■ October 2024



THEY FOUGHT TO REBUILD

Czechoslovak Spitfire pilots in the RAF 1942–1943

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e-magazine FREE ▪ Vol 23 ▪ October 2024

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



OCTOBER 2024

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EDITORIAL

Dear Friends

Although we all are told that lightning never strikes twice in the same spot, sometimes we feel like an exception has been made and history does repeat itself. Often bad history, it seems. I had exactly that feeling two weeks ago when it started raining and the floods came that devastated the east half of our country. Back in 2002, just before the second installment of E-day, conditions were very similar. At that time, the August floods swept through the entire country and, unfortunately, also the area of the Pilsen shooting range, where the first E-day events were held. Thanks to the efforts of members of the co-organizing modeling clubs, Pilsen and Kaznejov, the area was then cleaned up and prepared, allowing that year's E-day to take place on time. Today we have nineteen more years under our belts and believe it or not, many of those who organized and rescued E-day in 2002 were with us at E-day this year, and many of them were involved in the organization aspects yet again. Fortunately, this year we did not have to save the event or the grounds. This year's flood was again devastating in many areas of our country, but after twenty-two years we are much further along. Thanks to more accurate weather forecasts, the country was much better prepared, and Central Bohemia and Milovice were not seriously affected. Nevertheless, many modelers were affected by the floods, such as those at Revi magazine in Ostrava who were flooded out, making it impossible for them to publish the current issue of the magazine and it also prevented them from attending the show. Many modelers helped during the floods, for example Pepa Choren, one of our best modelers. The YouTuber and firefighter by profession came to Milovice not from Most in northern Bohemia, where he lives, but from Silesia, where a team of firemen were tasked with helping in the cleanup of the aftermath of the catastrophic weather conditions. He went right back to work after the show.

Perhaps at every E-day, maybe even at every modeling competition not limited to the Czech Republic, the question of what the future for modeling holds is discussed. This year was no different. It seems that the modeling community feels a certain sense of vulnerability. The approaching demise of modeling has been talked about for a long time, perhaps since the end of the nineties. The end is in sight according to the word on the street, sometimes it seems like the debaters are giving the hobby a year, two at most. In reality, however, the end is not in sight. Modelers abound and they're having a blast. You cannot ignore the fact that just in the Czech Republic alone, we have a model show practically every weekend, and in some weeks we even have two or three events. Of course, we are in a completely different place



than we were in the 90s, to say nothing of the 80s. The world has changed and continues to change, and so do we. Our hobby and the industry that depends on it are producing new and consistently better products. When looking at what stores, admittedly mostly on line these days, it is true that most items get not much more than a passing glance. Still, there is no decline in activity nor a reduction in the assortment of product as a whole. To the contrary, we see incredible activity and a resulting flood of new items, produced month after month. And we at Eduard do our part. We certainly do not smell the stench of stagnation and subsequent extinction. We are experiencing golden times of activity, creativity and abundance.

If we accept the theory of a famous egyptologist and now a sitting senator, that every civilization goes through the peak of its development and then collapses, then we are probably experiencing a golden age and perhaps the peak of the development of our hobby, but I also firmly believe that we are far from the end, that we still have a lot of cards up our sleeves, especially technological ones, and we still have a lot to invent, imagine, and to excite the modelers of today and the future. I also believe that, at least here in Europe, demographics are not foreshadowing anything negative. In Milovice this year, as in previous years, it certainly did not look like a retirement home. All age groups were represented both among the visitors and among the competing modelers, and we old farts were definitely not the majority. Perhaps, the vision of an early demise ultimately comes from the older minority, because that's simply the view of the world that older people often have, regardless of nationality, social status, marital status, and practiced hobbies. But here it also seems to me that, even at this point, the model world is not bad off. Both at model exhibitions and on discussion forums, optimistic individuals, constantly hungry for new things and dissatisfied with their quantity, dominate. Which is saying something in this day and age of abundance!

So I read Professor Barta's book on the demise of civilizations, but after careful consideration I did not accept his conclusions. I'd say it's because a lot of his activity takes place in and around tombs. That view of

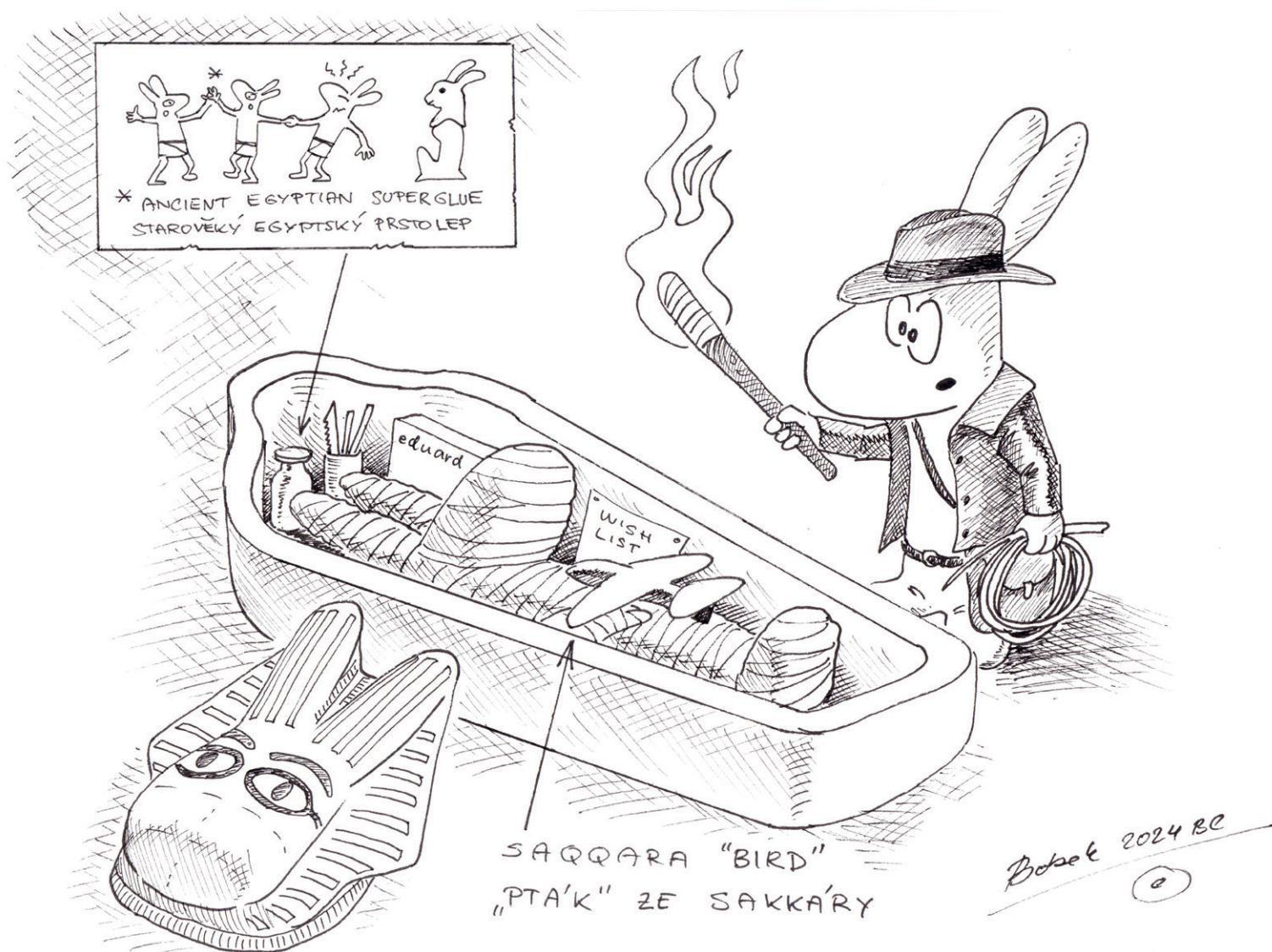
the world from the grave is just so... let's say, 'specific'. When you're in a grave, the inevitable conclusion is, well.....inevitable.

This year, we did some video documenting at E-day, using several cameras, and we also had several photographers there, recording the Q and A sessions, discussions and workshops. We will present a complete report from the 21st year of E-day in a special edition of our newsletter that will come out in mid-October.

Two weeks before E-day, there was one small, relatively short, but still important meeting. It concerned the money we collected four years ago in a fundraiser to support Václav Šorel, who was fighting a serious illness at the time. Vaclav finally lost his battle. After his passing, almost \$33,000US remained in the account of the foundation fund. This money was transferred in mid-September to the newly established Vaclav Šorel Foundation, which is headed by his daughter, Magdalena Šorelova. I remain a member of the foundation's board of directors, along with Dr. Zdenek Šebesta. The foundation aims to support children's modeling activities, children's competitions, children's modeling representation and other activities related to the education of the young modeling generation. About the Vaclav Šorel Foundation proper, we will provide basic information about the activities and plans of the foundation, contacts, conditions for using support from the foundation fund and other important information in forthcoming issues of our newsletter. We believe that the foundation's activities will also contribute to support modeling, sowing the seeds that will help it to remain with us for many years to come and will be enjoyed by many generations to follow.

Well, I don't see much of a need to go into any great details about this month's releases, as they have been on sale and available for over a week now, and you can get a good look at them below, in the pages of this issue of our newsletter. So, I wish you all a good, enjoyable read.

Happy Modeling,
Vladimir Sulc





80th Anniversary of the Air Battle Over the Ore Mountains

Jan Bobek

On Saturday, September 7, with some friends I attended an international aviation event, which commemorated the 80th anniversary of the air battle that took place on September 11, 1944, over Kovářská, Czech Republic, in the Ore Mountains. I have already visited several times Kovářská and its local museum, dedicated for many years to the air battle. This article is not only a summary of my impressions of the aviation event but also an outsider's perspective on the broader context surrounding Kovářská and the battle itself.

A Freezing Battlefield

I have long been interested in history of aerial warfare, particularly from the Second World War, but it wasn't until this year that I truly grasped the horrific conditions under which American bomber crews fought over Europe. Flying at altitudes comparable to the peaks of the Himalayas, they made their way to their targets and back to their bases while enduring flak, enemy fighter attacks, freezing cold, and thin air. Every mission was a freezing equivalent of the Battle of the Bulge. Unlike ground forces, they couldn't take cover in trenches or hope for medical evacuation. They were virtually unprotected, with only the thin skin of their bombers' fuselage standing between them and the surrounding threats. You probably guessed correctly—I realized this while watching the series *Masters of the Air*.

Bomber crews had to rely primarily on their gunners and their pilots' skills, and strict discipline in maintaining formation. The tight formations of bombers instilled fear in German fighter pilots, often causing panic. Fighter escorts were not commonplace because, with few exceptions, American fighters did not provide direct, sustained escort to specific bomber groups. The fighters' range did not match that of the four-engine bombers until early 1944. When a bomber was shot down over enemy territory, its crew members often had no idea where they were parachuting, where their aircraft had crash-landed, or what awaited them on the ground.

Many viewers held their breath while watching the *Masters of the Air* series, particular-

Photo:
Michael P. Faley,
Jan Zdiarský and
archive of the Museum
of Air Battle over
the Ore Mountains



Some of the honorary guests associated with the 100th Bomb Group after the ceremony at the memorial to fallen airmen in front of the school in Kovářská, 7 September 2024.

ly during the episode depicting the 100th Bomb Group's loss of nine aircraft on August 17, 1943, during the raid on Regensburg, or during the scenes of the October 10, 1943, raid on Münster. The „Bloody Hundredth“ lost twelve aircraft in that mission, and the only bomber to make it back to base—despite having two engines knocked out—was flown by Lt. Robert „Rosie“ Rosenthal, who would go on to become a legend within the unit.

In the first half of 1944 the Luftwaffe was systematically weakened by Allied bombing raids and, most notably, by the determined efforts of American fighter units to destroy enemy fighter aircraft anytime, anywhere, and at any altitude. The fighting over Normandy in the summer of 1944 was a bloodbath for German fighter units. Yet, on rare occasions, they still managed to inflict heavy losses on individual bomber formations over Germany. Fighter escorts were simply not omnipresent. In addition, specialized Sturmgruppen equipped with heavily armed and armored Focke-Wulf Fw 190 A aircraft joined the fight.

Oil Campaign

The German petrochemical industry was a key target for Allied bombers. Both the US 8th and 15th Air Forces, along with the British RAF, con-

ducted a similar number of raids on these targets during the so-called Oil Campaign. Each air force carried out around 200 raids, collectively dropping over 200,000 tons of bombs on German petrochemical plants, with the RAF responsible for nearly half of that total. Despite the challenges of precision bombing, this campaign created immense difficulties for the Nazi regime. By the war's end, the Luftwaffe did not face a shortage of aircraft or pilots, although the quality of pilot training had declined significantly. The main issue for Hitler's armed forces was the lack of fuel.

One significant event in this campaign occurred on September 11, 1944, when the US 8th Air Force conducted a major raid. The targets of its three bomber divisions were ten petrochemical plants, including those in Ruhland-Schwarzhöhe, Böhlen, Chemnitz, and Brüx (now Most), located in the Sudetenland, a former Czechoslovakian border region annexed by Germany in 1938 after the Munich Agreement. Over 1,000 bombers, escorted by fighter aircraft from nearly every 8th Air Force fighter group, flew deep into enemy territory. The Luftwaffe scrambled more than 350 fighter aircraft, its largest deployment since the Normandy invasion, but suffered heavy losses in the ensuing battles.

The Americans also experienced significant losses, with the number of aircraft lost being double that of previous weeks' missions. Some bomber units faced severe trials. The 92nd Bomb Group was particularly hard-hit when Focke-Wulfs from two Sturmgruppen broke through the fighter escort, destroying eight B-17s over Germany, with three more crashing in Allied territory. The 100th Bomb Group endured an even more brutal fight, making this mission the second-worst in its history.

Fighting Over Thuringia and the Ore Mountains

From the British base at Thorpe Abbots, a total of 36 bombers from the 349th, 350th, 351st, and 418th Bomb Squadrons flew over enemy territory. Aforementioned „Rosie“ Rosenthal, commander of the 350th Squadron, did not participate in this raid, having been wounded the day before during a combat mission over southwest Germany. He was in the hospital after an emergency landing in France.

The 100th Bomb Group's target was the Brabag petrochemical plant in Schwarzeide near Ruhland. Their fighter escort first encountered German fighters over Oberhof in Thuringia. The formation of B-17 bombers was soon attacked by heavily armed Focke-Wulf Fw 190 A-8/R2s from II (Sturm)/JG 4 and Messerschmitt Bf 109 Gs from III/JG 4. Fourteen B-17s were shot down in succession, with about half of them crashing in the town of Schmiedeberg (now Kovářská) or in its surrounding areas in the Ore Mountains (Czech: Krušné hory, German: Erzgebirge). Thirteen of the downed crews were from the „Bloody Hundredth,” nine of which belonged to Rosenthal's 350th Squadron. One bomber's rear fuselage landed on the roof of a local school with an air-raid shelter nestled in the basement. It was midday on Monday, and the children not only endured the terror of the battle overhead but also the shock of the bomber crashing into their school just above them. Miraculously, one airman survived the fuselage's impact on the roof.

Shortly after the devastating strike on the Flying Fortresses, Mustang fighters arrived on the scene. Along with the bombers' gunners, they managed to bring down many German fighters, resulting in losses for JG 4 exceeding forty aircraft. Some of the German fighters crashed directly in the Schmiedeberg area. The Americans lost four Mustangs while defending the bomber formation, and dozens of aircraft were downed over the relatively small mountain terrain. Fifty-three American airmen were either killed in combat or died of injuries in German captivity, while 48 others survived and returned from captivity after the war. Several bombers limped back to base with damage and wounded crew members onboard. Yet, despite these losses, the 100th Bomb Group took off for another raid the very next day.

JG 4, meanwhile, suffered heavy casualties, with 21 killed and 10 seriously or critically wounded in the fighting over the Ore Mountains.

Monday, September 9, 2024 - A rainbow over the school in Kovarska, exactly where the rear of B-17G 42-102657 crashed on September 11, 1944.



A formation of B-17Gs belonging to the 350th BS, 100th Bomb Group.

Kovářská

For the inhabitants of Schmiedeberg, the air battle and its aftermath were a complete shock. Even the following day, wreckage from the planes continued to burn near their homes. Until then, the war had not directly touched this mountain region. However, local families had already suffered losses, with many men either killed or missing in action on the Eastern Front—this after most of the population had initially welcomed the annexation by the Reich in 1938.

Schmiedeberg was founded in the 14th century, its population mainly consisting of Germans who had migrated to the Bohemian Kingdom from Western Europe to settle the border regions (so

called Sudetenland). The original German name Schmiedeberg meant „smithy hill”. After the establishment of Czechoslovakia in 1918, the Czech version of name, Šmídeberk, was also used, though German remained the common and official language for the German minority in Czechoslovakia. Before World War II, Schmiedeberg was a prosperous town with over 5,000 inhabitants. After the war, the Czechoslovak authorities returned to the region, leading to the displacement of most of the German population of Czechoslovakia to Germany. In 1947, the town was renamed Kovářská, meaning „smiths”.

New inhabitants arrived from other parts of Czechoslovakia, as well as from Hungary and Romania, as in other areas of the Sudetenland.





On the eve of the main day of the meeting, on Friday, 7 September, the new part of the exhibition, which the museum had been preparing for several years, was officially opened.



Two couples from the group of American guests at this year's meeting. Lodi and Tim Claypole on the left and Cheryl and Brad Hempy on the right. The display case behind Lodi Claypole belongs to the crew of Lt. Howard R. Schulte, in which her father, Sgt. Lester Swink, served as radio operator. Brad Hempy's uncle, Lt. Harry M. Hempy, along with his co-pilot Jack W. Janssen, brought their B-17 back to base from that battle with only two working engines. This B-17 is the subject of the display case that Brad Hempy is currently standing at. Both cases were previously represented in the display, but were given more space in the newly opened section where they were moved.



Although the northern neighbour was now the socialist state of East Germany from 1949, the state border divided the mountain region. With the rise of the Kremlin-controlled communist government in Czechoslovakia and the onset of the Cold War, efforts were made to erase the memory of U.S. military involvement in the liberation of parts of Czech territory. While memories of the tragic air battle of September 11, 1944, were partially preserved on the German side of the Ore Mountains, few on the Czech side were aware of it, and it was not encouraged to take an interest in the American aerial combat with the Germans.

As a result, the children of the new residents went to school in Kovářská with no knowledge of the dramatic event that had taken place in the autumn of 1944, right in their school building.

Revived History

Gradually, however, the events of the war began to resurface. Wreckage of planes remained in the area, visible traces of damage lingered on houses, and some residents shared memories or passed along information. Aviation archaeology slowly became possible during the final two decades of the communist regime. A group of local enthusiasts, including my current colleague Jan Zdiarský, began investigating the details of the air battle—who had participated, where the wreckage of downed planes lay, and, often, where the remains of airmen were located. In 1984, a boys' amateur search began, which led, more than a decade later, to the opening of a museum dedicated to the air battle. The year 1989 and the fall of the communist dictatorship brought freedom of travel and communication, making it possible to connect with veterans from both sides of the conflict. This allowed collaboration with research groups in the Czech Republic, neighboring Germany, and various memorials and archives, which together uncovered the full and unexpected scale of the air battle, helping to piece together the larger historical picture.

On the 50th anniversary of the battle, September 11, 1994, a monument to the downed airmen was unveiled in Kovářská. The local elementary school, already known for the fact that the rear part of one of the downed B-17s had fallen on it during the battle, was given the honorary name „Sgt. J. C. Klutz Elementary School,” after the B-17 tail gunner, who survived the crash. The memorial was unveiled by Czech aviation veterans, including members of the British Royal Air Force. Two of them, Gen. František Fajtl, DFC, and Col. Alois Šiška, removed the white cloth from the monument dedicated to their Allied comrades, as well as their former Luftwaffe enemies, at the precise moment when the watch of one of the downed airmen had stopped fifty years earlier.

The Museum of the Air Battle Over the Ore Mountains was founded in 1996, following more than twelve years of documentation and historical research by the Letecko historická skupina Kovářská (Kovářská aviation historical group) and the SLET Plzeň. The third founding entity was the municipality of Kovářská, which provided the premises, financial support, and continues to be a key supporter of the museum's activities.

Gunner Butler, a member of the current U.S. Air Force, stands near the wreckage of the tail of B-17G 42-97834 in which his great-grandfather, S/Sgt. William E. Kenney, the rear gunner of the crew of Lt. Everitt, was seriously wounded.



The 80th anniversary event was well attended. By some estimates, attendance exceeded 4,000 visitors.

In September 1997, the former opponents of the battle—German and American airmen—met in Kovářská for the first time in 53 years to inaugurate the museum together. For the first time since World War II, they returned to the very places where they had experienced the horrific events of September 11, 1944. They stood again where they had parachuted from burning planes, or where their comrades had fallen. In many cases, something extraordinary happened—friendships were formed between former enemies, something they likely never imagined.

I have attended several of these reunions, and each visit has been an enriching experience. The museum itself has expanded its exhibits every year for nearly three decades. I also had the privilege of speaking with some of the veterans. A conversation with Don Bradley, who participated in the air battle as the 100th Bomb Group's on-board photographer, remains vivid in my memory. Equally unforgettable is Hellmut Detjens of III./JG 4, who recounted how he shot down one of the Flying Fortresses with his Messerschmitt.

I also remember meeting people whose names I did not know. One former German resident of Kovářská told me how, as a schoolboy, he experienced the raid while hiding in a corridor in the basement of the school building. On another occasion, I helped translate a conversation between a young American air officer and a veteran of JG 4. The elderly gentleman, deeply affected by his wartime experiences, held a strong anti-war stance. As a survivor of Hitler's war of conquest, he emphasized to his young American colleague that nations should never go to war, especially not over pretexts like oil.

The organizers once invited me to bring in a veteran of JG 54, Mr. Heribert Koller, to speak. As with the other wartime airmen, the public showed great interest in him. After the talk, Mr. Koller surprised everyone by saying he wanted to take a picture of the audience. At his advanced age, he nimbly climbed onto a chair and immortalized the astonished crowd with his camera.

Many similar encounters have created a personal connection to the town of Kovářská and the air battle for veterans, their families, residents from both the Czech and German sides of the



During the ceremony at the Fallen Airmen's Memorial, the names of all those who perished in the battle were read in alphabetical order, without distinction of nationality. The names were read by family members of airmen shot down or participating in the battle.

Pictured at right is John Gately, whose father participated in the battle as a tail gunner in the crew of Lt. Bennett and was among the lucky ones who returned to base that day.





Reenactment groups from the Czech Republic and Germany have a strong presence at events in Kovářská. Some of them bring their original equipment and accessories to the extreme. Such as the group of fighter pilots oriented here on Jagdgeschwader 4 in the period summer/autumn 1944.

The Allied armies, especially the US Army and its part, the USAAF, have a major presence in the reenactment. For example, this year's premiere was the amazing reenactment by the ladies of the Flying Nurses, whose tents are in the background of the bottom photo.



A discussion with 100th Bomb Group historian and expert advisor to the Masters of the Air movie series, Michael P. Faley, drew great interest. It was held in a large WWII US Army tent.



Ore Mountains, and aviation history enthusiasts. Kovářská has become one of the key places for families of veterans—not just from the 100th Bomb Group—to visit. However, time is relentless, and after eighty years, very few veterans remain. That's why I'm even more fascinated when I see recent footage from the USA of 102-year-old John „Lucky“ Luckadoo, a former pilot from the 100th BG, presenting historical topics. He stands tall, without a cane, speaking confidently into a microphone without notes. That's the kind of form I hope to be in at 102 as well.

80th Anniversary

This year's international aviation meeting, commemorating the 80th anniversary of the air battle, attracted significant interest from both the Czech and German public. Although none of the veterans were able to attend in person, it was heartwarming to see their family members as honoured guests.

The ceremony, symbolically opened after a parade of historic vehicles at the exact moment the tragic battle took place over the town, included speeches in Czech, English, and German. The names of all the fallen airmen from both sides were also read aloud, with their descendants taking part in this moving tribute.

Due to the overwhelming interest, it was initially difficult to enter the museum, which had expanded its exhibition and added a charming aviation-themed café. The public's enthusiasm was evident, with displays of combat gear and military equipment from the Second World War set up in and around Kovářská.

I was particularly interested in the presentations and equipment demonstrations by the international team of Army Nurse Corps volunteers. This time, they focused on the work of U.S. Army flight nurses. Their presence is a highlight at many major events across Europe, and I highly recommend seeing them in action. Another memorable display was the demonstration of U.S. survival equipment used after parachute jumps—something you don't often see. In fact, I suspect some modern air forces may not even have such advanced gear today.

The program also featured an exhibition of plastic models, demonstrations of RC models, a group parachute jump, and musical performances.

In the afternoon, a convoy of historic vehicles took the family members of the 100th Bomb Group to the site where one of the unit's bombers crashed. The families of three airmen who died in the crash were present, along with several dozen members of the public attending the event. At a memorial service at the crash site, the American guests received small pieces of the plane that had carried their ancestors on their last combat flight.

I was intrigued by two presentations that took place under an overcrowded U.S. Army WWII tent, which from a distance appeared to stand on dozens of human feet. In the first presentation, Jan Zdiarský, director of the Museum of the Air Battle over the Ore Mountains, described the background and course of the battle. Like every presentation by Jan, this one was exceptional. For instance, I had not previously understood why one of the Me 163 Komet pilots had been invited among the air battle veterans. In fact, during the

return of the American formation, he had shot down the last B-17 of that formation near Leipzig, after it had gone through the bloody slaughter over the Ore Mountains.

The highlight of the day for me was a discussion with Michael P. Faley, the historian of the 100th Bomb Group and a consultant for the Masters of the Air series. It was absolutely fascinating to hear how the families of the veterans were involved in the production of the series, often uncovering the past of their siblings, fathers, and grandfathers for the first time since the war. The series was partly created during the COVID-19 pandemic, making communication with an international team that was often unable to meet in person quite challenging. Mike spoke candidly about the compromises the creators had to make in the script, as well as the portrayal of events that seemed incredible to the filmmakers. However, thanks to historical documents, Mr. Faley was able to convince them. One such scene depicted „Rosie“ Rosenthal's maneuvering fight with German fighters during the raid on Münster on October 10, 1943.

The organizers successfully accommodated an unexpectedly large number of visitors to the event, demonstrating that this anniversary holds significance not only for the Czech public but also resonates strongly with the German neighbours of this mountain region.

In the years to come, I wish the museum team dedicated to this air battle many more discoveries and new encounters with the descendants of the participants. One of the downed airmen is still missing, and his family is waiting for his return home after his last battle over the Ore Mountains in the heart of distant Europe. This remains as one of significant tasks for the museum's volunteers and their friends in Kovářská.



Since the 100th Bomb Group Foundation, of which Michael Faley is Vice President, was Eduard's partner for the limited edition B-17F 1/48 "The Bloody Hundredth 1943", Mike received his personal box directly from Vladimir Sulc.



The public program included a visit to the crash site of B-17G 42-97834, with family members of three crew-members from that aircraft. The photo below shows a display case dedicated to this aircraft and its crew.



FIREWORKS OVER BUDAPEST

The greatest RAF attack on the Hungarian capital

Peter Kaššák

In 1944 Hungarian oil took on an added importance in the planning of Germany's oil plant dispersal program. Hungarian crude had always been of particular value in view of its 30 per cent gasoline content as compared with an average gasoline content of German and Austrian crude oils of not more than 10 per cent. In the Geilenberg dispersal program an important part in gasoline production was to be played by the plants designated as Ofen, which were primitive topping plants. Over twenty of these plants were planned and their most efficient feedstock would have been Hungarian crude by the use of which the gasoline offtake of these plants would 'have been three times as large as the use of German crudes would have allowed. While the capacities of the Hungarian refineries were small compared to other larger refineries in other Axis held European countries, their value to the Axis was greatly out of proportion to their capacities because of their strategic locations and because Hungarian crude oil was being produced in excess of Hungarian refining capacity. Air offensive against Hungarian important strategical war targets started in February 1944, but the first raid on oil refinery was on 14 June 1944, performed by the USAAF during daylight. The first night attack of the RAF bombers was realized on night from 12 to 13. June 1944, when oil refinery was bombed. The raiders were the crews of 205. Group RAF. And more attacks on Hungarian oil refineries followed...

Sky over Budapest. Flares and markers from the bomber decks fall from the mountain, and anti-aircraft artillery headlights and missile missiles illuminate the attackers from the ground.

Attack of 205. Group RAF at the Shell refinery, Budapest

In 1944, the 205th Group of the British Royal Air Force was included in the subordination of MASAFA (Mediterranean Allied Strategic Air Force). As part of the British Bomber Command since its formation in 1941, it has been instrumental in destroying Rommel's supply lines by bombing the ports of Tripoli, Benghazi and Bizerte on the African continent. Its squadron, mostly armed with Wellington bombers of various versions, operated from the Egyptian base of Kabrit and Shallufa.

After Rommel's troops were expelled from North Africa, the squadrons of the 205th RAF Group moved to Tunis. During the months of May and June 1943, they supported the Allied landings in Sicily and Italy by night bombing from the Kairouan base.

After a successful invasion and the transfer of Allied air activity to air bases in Italy, during the winter, spring and summer of 1944, the 205th Group gradually came under the command of the US 15th Air Force. It thus became the only RAF unit in the history of the British Royal Air Force to fall under the operational control of another country. We must also mention at this point that in the RAF system, the Group was a higher organizational unit than the Wing - unlike the US Air Force.

Following the liberation of southern Italy and the establishment of an air base in the Foggia area, units under the 205th RAF Group have relocated to their new locations:

- 231. Wing was deployed at the base of Tortorella. It consisted of the 37th and 70th Squadron, which were armed with Wellington B.Mk.X bombers;
- 236. Wing was deployed at the base of Foggia and consisted of 40th and 104th



Airmen from the crews of the 37th Squadron leave the combat mission after returning tired to report to the intelligence officer.

Squadron. Wellington B.Mk.X aircraft were also in service;

- 240th Wing operated from the base of Amendola and consisted of the 178th Squadron, which was armed with Liberator B.Mk.VI and 614th Squadron, which operated on the British bombers Handley Page Halifax B.Mk.II. At the end of June, the South African 31st Squadron, which had Liberator B.Mk.VI bombers, was temporarily active within the 240th Wing;

- 330. Wing was deployed at Regina Base. His two subordinate 142nd and 150th Squadron were both in service again using bomber Vickers Wellington B.Mk.X.

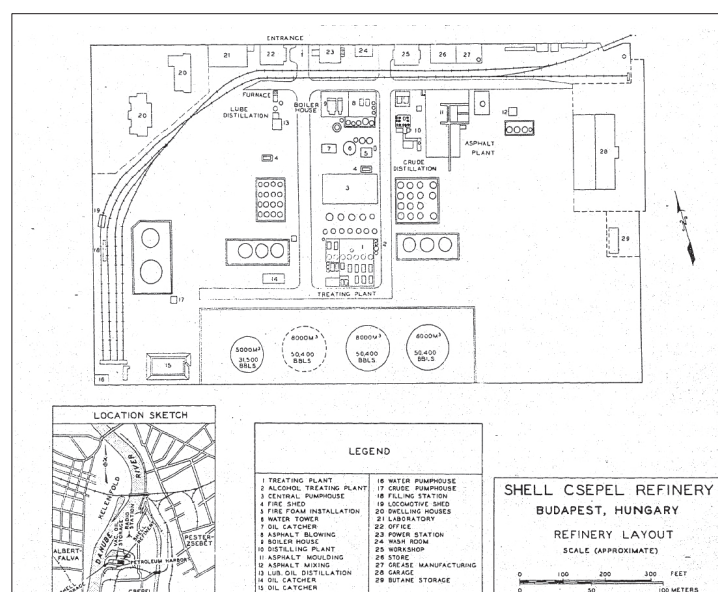
Another Wing was created in July. The 2nd SAAF (South African Air Force) Wing was deployed at Celone Airport and consisted of the 31st and 34th Squadrons, both armed with Liberator aircraft.

The most important task of the 205th RAF Group in 1944 was the mining of the Danube under the code name „Operation Gardening“. However, in the spring and summer of 1944, the bombers also targeted the supply points of enemy units such as ports, marshalling yards and bridges, as well as refineries and fuel depots. Crews attacked targets in northern

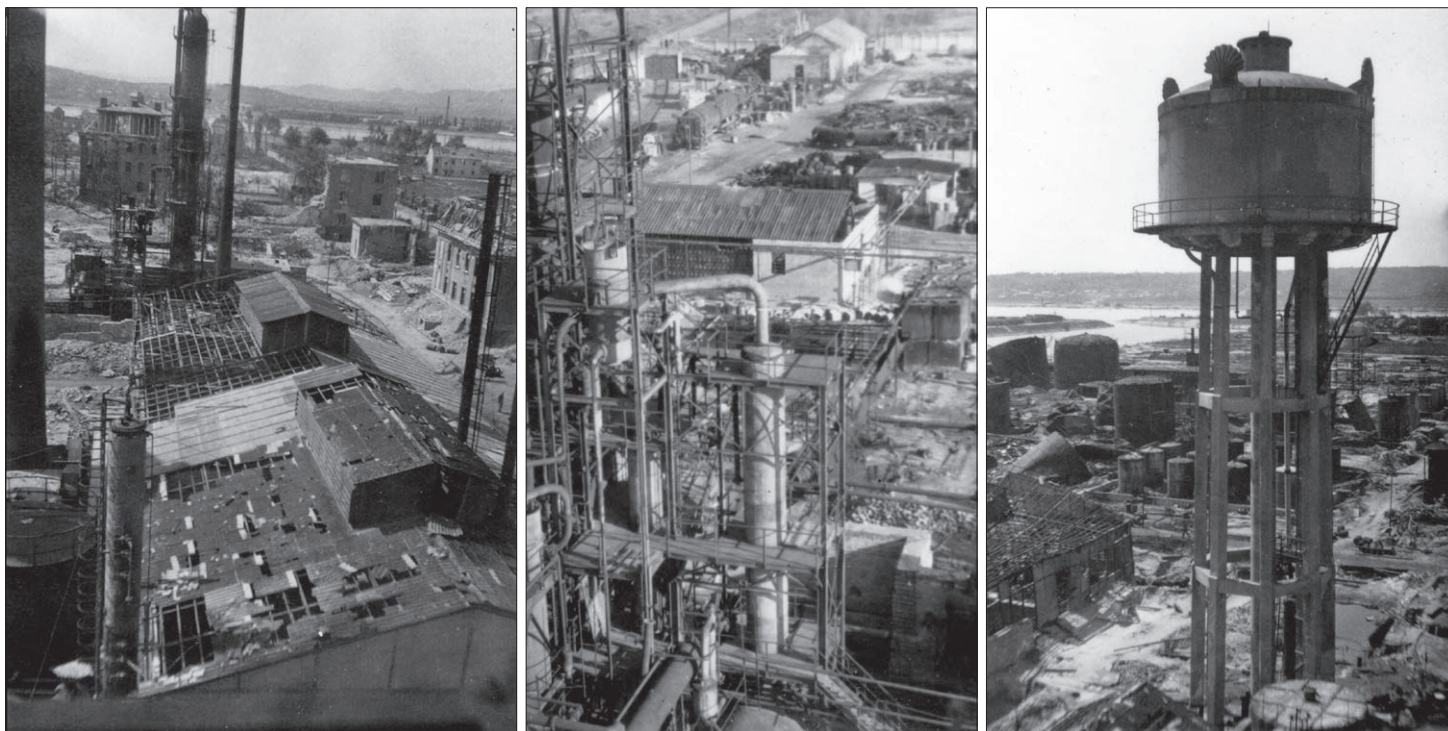
Italy, Bulgaria, Romania, Yugoslavia, Hungary and Austria.

On the night of June 25-26, 1944, the 205th Group bombers were tasked with attacking the Shell Koolaz refinery in the Csepel district of Budapest. Let us make one remark here. The name Koolaz is taken from the Hungarian word from the word Kőolaj, which, however, does not mean anything other than crude oil in translation, and therefore the name would sound correct to Shell's crude oil refinery, Budapest. Shell began construction of a refinery in Csepel in 1929. Plans were provided by Dutch engineers, but the equipment came from Hungary. The refinery was put into production in 1930. Shell also added a warehouse with tanks for oil products, unloading and workshops to the refinery. Until the mid-1930s, the refinery produced a quarter of Hungarian oil production. But let's go back to the events of 1944.

From the Italian bases, 75 Wellingtons belonging to the 231st, 236th and 330th Wing, 21 Liberators of the 240th Wing and six Halifaxes of the 614th Squadron took off. The crews of one Wellington, one Liberator and two Halifaxes had to return prematurely.



Aerial view and situational drawing of the Csepel peninsula on the Danube in Budapest, where several oil processing facilities were located next to each other. [Foto: USAAF a Janos Lazanyi]



The three photographs on the left side and the photograph above show the damage to the Shell refinery in Budapest Csepel after the RAF and USAAF bombing raids in the summer of 1944.



The crew of one Wellington had to drop their bombs in an emergency.

A total of 73 Wellingtons, 20 Liberators and two Halifaxes flew over the target, dropping 182.6 tons of bombs of various types,

including several 4,000 pound (1,716 kg) bombs. The bombing took place from 23:35 on June 25 until 00:10 June 26. The bomber crews reported the scattered impacts of individual bombs around the target in the areas of Csepel,

Budafok, Újpest, Pestszenterzsébet, Ráckeve, Dunaharaszti. Numerous explosions and fires were observed, but the refinery experienced only minimal damage. Three Halifaxes illuminated the target by dropping marker

lights. The strikes were recorded at the port pool and port facilities north of the target. In the still unfinished premises of the distribution company Magyar Olajművek Rt. five cubic meters of roofing materials were damaged by the attack and the main building was hit.

For example, Weiss Manfréd Works, located south of the port, received 67 hits. In addition to the Shell refinery and the distribution company Magyar Olajművek Rt. Vacuum Oil Company, The Steaua Hungarian Petroleum Co., Shell and Hungarian-Belgian Mineral Oil Co. also had storage facilities for rent. During the raid, the adjacent District IX (Ferencváros) and the Fanto refinery on Soroksári Street and the Hungarian Petroleum Industry on Kén Street were not significantly affected.

Leaflets were also dropped over the target area.

There was a slight, not very precise flak of various calibers in the target area. Three unidentified twin-engine enemy aircraft were spotted. There were air battles with enemy night fighters. Onboard gunners 231st Wing claimed one probable victory. The British lost six Wellingtons in this raid - three of the 231st Wing and three of the 330th Wing, and one Halifax of the 614th Squadron.

Fourteen Wellingtons (LP257, LP255, LN750, LN810, ME875 „X”, MF121, LN790 „C”, LP182, MF116, LN958 „A”, MF130, LP502 „H”, ME989 and MF241 „B”) were prepared with crews of 37th Squadron for action against the Shell refinery in Budapest. Twelve of them got over the target, where their crews dropped 18.5 tons of bombs

a minute to five minutes after midnight from a height of 9,000 - 11,500 feet. The impact of the bombs was observed in the northern part of Csepel Island and in the area of the Manfred Weiss Works factory.

After the action, the 37th Squadron was missing two machines. The crew of P/O pilot Bruce Eassie (RAAF) took off at 21:01 from the airport. For no reason, their Vickers Wellington Mk.X LN958 „A” crashed near Gárdony, near Lake Velence. However, the crew jumped on parachutes and together with the pilot were captured Sgt. J. Pettit, Sgt. R.L. Scott, Sgt. G.G.P. Hine, Sgt. R. Lowing and F/Sgt J.J. McClurg. After the initial internment in the Budapest prison, some airmen traveled, probably non-commissioned officers, including R.L. Scott on July 10 to the Stalag Luft IV camp in Tychow and at the end of the war they moved to Stalag Luft XI.B located near Hanover. Pilot Bruce Eassie spent captivity from Aug. 6. at the Stalag Luft III camp in Sagan and at the end of the war he also moved to Tarnstedt.

The second lost squadron machine was the Wellington Mk.X ME875 „X”. The entire crew fell victim to a night fighter, probably Oblt. Knieling over the Hungarian city of Füged. Pilot W/O Richard Brandon Mander (RNZAF), navigator Sgt. Laurence Forrester Grindle, radio operator Sgt. William George Amey, bombaimer F/Sgt. Edward Jones and gunner F/Sgt. Leonard Robert Jones. They are all buried in the military cemetery in Budapest.

Another victim of the same German fighter was probably the crew from the 70th Squadron, commanded by pilot W/O Kevin James Hiskins



Oblt. Wolfgang Knieling. They award him 5 to 7 victories. He died on the night of August 7-8, 1944, when he was hit by the Wellington defensive fire near Graz. During his military career, he flew with II./NJG 1, III./NJG 3, 4./NJG 5, Stab II./NJG 5 and Stab III./NJG 6.

(RAAF). After a night fighter attack, their burning Wellington LP228 „W” landed in Erdősháza-pusztá, near Martonvásár in Hungary. Together with the pilot died also bombaimer F/Sgt Sidney Raymond Lewis, navigator F/Sgt Roy David McAlister Howden (RAAF), W.Op / Air.G. W/O George Alexander Williams and gunner F/Sgt. Finlay Ewart Munro Crawford (RAAF). Hiskins is buried in grave II.A.6., other airmen in common grave II.A. places 7-10.



Pilot Bruce Eassie in a photo from enlisting in the military. (via RAAF archive)



W/O Richard B. Mander (RNZAF), pilot of the 37th Squadron, captain of the Wellington Mk.X ME875 „X”, who died with his crew on June 26, 1944 near the city of Füged and next to him a photograph of his tombstone in the cemetery in Budapest.



(48008) WY.P.228/2808 20.000 3/83 A.A.E.W.Ltd. GP.085

Graves Registration Report Form.

E.B.

COUNTRY: HUNGARY

REPORT No.:

SCHEDULE No.: 9

PLACE OF BURIAL: BUDAPEST WAR CEMETERY

Land belongs to

The following are buried here :—

Certified complete and correct.

Signature: _____ Date: _____

P.R.G.	No. and Rank	Initials, Name and Honours	Unit	Date of Death	For works use
Coll. Grave II.D. 4-8	1398635 Sgt. (W.Op. A/G.)	W.G. AMEY ✓	Royal Air Force	26.6.44.	
	1585600 Sgt. (Nav.)	L.F. GRINDLE ✓	Royal Air Force	26.6.44.	
	548901 F/Sgt. (A/B)	E. JONES ✓	Royal Air Force	26.6.44.	
	1880291 F/Sgt. (A/G)	L.R. JONES ✓	Royal Air Force	26.6.44.	
	415776 W.O. (Pilot)	R.B. MANDER ✓	Royal,N.Z. Air Force	26.6.44.	
II.D.9	1147402 F/Sgt. (Pilot)	H.R. SCARR ✓	Royal Air Force	21.9.44.	
II.D.10	936677 Sgt. (A/G)	E.C.R. TOMLINSON ✓	Royal Air Force	21.9.44.	

Form H/2

Page No:6

Contract No:-

SCHEDULE "A"

Name of Burial Place:-

BUDAPEST WAR CTT., HUNGARY No.1

1192/1/t/9 Coll.Gr. II.D.1-3 49 1567811 Sergeant F.J.A.McCumbrie Air Gunner Royal Air Force 8th August 1944 Age 21 (Cross) Eternal rest Grant unto them, O Lord: And let perpetual light Shine upon them	1192/1/t/9 Coll.Gr. II.D.4-8 54 1585600 Sergeant L.F.Grindle Navigator Royal Air Force 26th June 1944 (Cross)
1192/1/t/9 Coll.Gr. II.D.1-3 50 104645N Sergeant P.M.O'Donnell Wireless Operator/Air Gunner Royal Air Force 8th August 1944 Age 24 (Cross) Safely resting Until the dawn breaks And the shadows flee away	1192/1/t/9 Coll.Gr. II.D.4-8 55 548501 Flight Sergeant E.Jones Air Bomber Royal Air Force 26th June 1944 (Cross)
1192/1/t/9 Coll.Gr. II.D.1-3 51 Flying Officer J.N.Simcock Navigator Royal Air Force 8th August 1944 Age 22 (Cross) In loving memory Of dear Norman. Ever in our thoughts. Mum and dad	1192/1/t/9 Coll.Gr. II.D.4-8 56 1880291 Flight Sergeant L.R.Jones Air Gunner Royal Air Force 26th June 1944 Age 21 (Cross) When the sun goes down And in the morning We will remember
R/1203/1/A/ Coll.Gr. II.D.1-3 52 Captain J.P.van der Westhuisen S.A.A.F. 8th August 1944 (No emblem)	R/1203/2/t/9 Coll.Gr. II.D.4-8 57 415776 Warrant Officer R.B.Mander Pilot Royal N.Z. Air Force 26th June 1944 Age 22 (Cross)
1192/1/t/9 Coll.Gr. II.D.4-8 53 1398635 Sergeant W.G.Amey Wireless Operator/Air Gunner Royal Air Force 26th June 1944 Age 22 (Cross) Always in our thoughts. Dad, mum, Beat. and Joy.	1192/1/t/9 II.D.9 58 1147402 Flight Sergeant H.R.Scarr Pilot Royal Air Force 21st September 1944 Age 21 (Cross) A lovely son, True and kind, A beautiful memory Left behind

Latest SCHEDULE ON CASUALTY DRAME

Hiskins' crew was part of the twelve that the 70th Squadron sent into action that night. Between 21:04 - 21:17 took off and headed over Hungary and Budapest Wellington LP348 „V” (W/O K Turley), LN751 „T” (Lt. GB Marquard), LN873 „B” (F/S GA Seagrove), LP267 „N” (P/O PD Nihill), LP130 „D” (W/O GJ Custance), JA471 „A” (F/S BJN Bensley), JA508 „Z” (F/O CO

Ellison), MF236 „R” (S/L BM O’Connor), JA520 „X” (F/O DA Sandman), LN699 „C” (Lt. NK Weeks) and HE493 „P” (F/O HW James).
The crew in the machine marked „W” under the command of F/S Hiskins stopped radiocorrespondence during the flight to the destination home. We have already mentioned the reason. The remaining 11 crews had good

weather during their arrival over the target. They identified a turning point according to a green marker on the ground. Above the target, however, the situation with the target designation has worsened. They could not identify markers from the 614th Squadron, nor did the main marker respond. Only the northern tip of the target was marked.



Photograph from August 18, 1944, when the refinery repair began. [Foto: Ferenc Kammerer, Hungarian Oil and Gas Museum]



F/Sgt. Stanley Jeacocke (RAAF) photographed in March 1944.



Pilot P/O Robert Edward Seymour Shearer (RAAF)



F/Sgt. Finlay Ewart Munro Crawford (RAAF)



Pilot W/O Kevin James Hiskins (RAAF).

Date	Hour	Aircraft Type and No.	Pilot	Duty	Time taken forward	18.55	58.10
20-6-44		Liberator F	May. Mouton	Passenger			
21-6-44		Liberator W	Lt. Klette	Navigator			
			Lt. Paul				
25-6-44		Liberator Q	Lt. Klette	Nav/B			
			Lt. Paul				

Page from a Logbook of Lt. Bryan Desmond „Davie“ Jones, 31. Squadron SAAF, who flew as a navigator and bombardier in the crew of Lt. Klette on board of Liberator EV941 „Q“ in the night to 26.6.1944.
[Foto: via Darryl Jones]

Therefore, seven crews bombed only the presumed location of the target. All 11 crews returned home, but W/O Custance on the LP130 „D“ had an accident, when after a turn over the target and a subsequent descent collided with another arriving Wellington. The collision tore off 6-7 feet of his right wing. However, the pilot and co-pilot managed to haul the damaged machine to the home airport and land. Identity

of the second participant of the collision is yet unknown. Either was the damage minimal and was not reported or what is more probable, it was one of the lost planes.

Also nine crews of the 104th Squadron (LP131 „L“ F/S JJ Laughton, LP499 „B“ F/O EA Billen LN841 „C“ F/S Courtney, MF420 „N“ P/O PJT Pile, LP122 „V“ F/S RWG Taylor, LN977 „R“ W/O CT Cutler, LN754 „W“ W/O DGD Whitehead,

MF137 „H“ P/O KC Harrison, LP338 „G“ P/O TTC Stephenes) aimed at a refinery in Hungarian capital. They arrived over the target without any problems. However, the impact of the bombs was unconcentrated. Most of the planes bombed according to the focus on the fired flares and therefore inaccurate. The results were not observable. The markers marked only the northern part of the target. The work was disturbed by 25-30 headlights.

From the 142nd Squadron took off from Amendola Airport between 20:20 and 21:00 fifteen Wellington Mk.X. They were HZ516 „O“ pilot F/S C Morgan, LN262 „P“ F/S D Dean, MF120 „Q“ F/O K Jones, LN700 „R“ Lt. K Kelly, LN767 „S“ F/S J Ashwell, „U“ (serial unknown) Cpt. VD Westhuisen, LP297 „V“ Lt. W Wallace, LN719 „A“ F/Lt. J Long, LN808 „B“ P/O E Galloway, LP117 „C“ F/S P Cooke, LN748 „E“ F/S Schonfield, LN914 „G“ Lt. J Koekemoer, LP189 „H“ W/O S Bryant, MF371 „K“ F/S C Hill and LP467 „L“ pilot F/O H Morton.

The LN748 with the fuselage code „E“ carried a crew commanded by F/Sgt. JW Scholefield. However, it did not manage to reach the target. They were shot down by a night fighter, probably Oblt. Wilhelm Johnen from 8./NJG 6. A burning bomber landed at Dunaharaszti in Hungary. Along with the pilot, also died F/Sgt. J Thompson, Sgt. GR McKnight and Sgt. D Nelson. The only one who escaped by parachute was Sgt. J Robertson (RCAF) and ended up in captivity.

The 150th Squadron lacked two bombers after returning from night action. Wellington Mk.X LN811 „L“ took off from Amendola Airport into the dark night at 20:46. During the fighting, he was hit by a flak and exploded. Radio perator F/Sgt. Stanley Jeacocke DFM (RAAF) was the only one to survive, remembering that night years later as follows:

“After setting course from Lake Balaton to Budapest we encountered terrific Flak which appeared to be box barrage at first, but after taking evasive action proved to be predicted. We were using window which appeared to upset the accuracy for a couple of minutes but we were suddenly hit and I found myself lying on the floor of the aircraft beside the bed. I was on look out duties in the astrodome. I tried to struggle onto my feet but could not do so because of the speed at which we were going down. The port side was on fire. I believe from the port engine back as far as the tri-cell chute position. Not knowing that my telephone plug was out, I expected at any moment to hear the order to bale out and so continued trying to get on to my knees at least in order to crawl to the emergency exit when the bale out order should be given. The aircraft suddenly commenced to spin and I found it impossible to even roll myself over. I counted four spins



Photograph of the original cross on McAneney's grave in the Budapest cemetery.



F/O Thomas Bernard McAnaney, 24, pilot and Deputy Flight Commander, did not return from action on the night of June 25-26, 1944. Together with him in Wellington Mk.X LN811, „L“ died navigator F/Sgt. Frederick Stanley Sparrow, bomb aimer F/Sgt. Thomas Bell and gunner Sgt. Edwin Charles Hum. McAnaney received pilot wings on April 9, 1942 in Brantford and moved overseas a month later. In November 1942, he was seriously injured during an emergency landing on the coast of England.

Charles Hum were exhumed at the cemetery in Tordas and were transferred to the military cemetery in Budapest (common grave II. C. 5-8). The wreckage of their Wellington was found 4 miles (6.5 km) east of Tordas near Erdőmajorpuszta in Hungary. The locals took everything that was of any use. The starboard engine Hercules S.S.22689 was found in a landfill in Budapest and the identity of the wreckage was determined accordingly.

The second lost machine was the Wellington Mk.X LP249 „Z“, which was operated by the crew of pilot P/O Robert Edward Seymour Shearer (RAAF), navigator F/Sgt. JW Chaplin, bombaimer W/O2 NTS Reed (RCAF), radio operator Sgt. J Jackson and gunner F/Sgt. Terence Desmond Murray (RAAF). After the start at 20:47 they headed for their target. During the flight over Hungary, they fell victim to German night fighters. Deadly shot helpless bomber crashed near the village of Dunaharaszti in Hungary, burying all five airmen in its wreckage. After being lifted from the wreck, their remains were transported to the military cemetery in Budapest.

Let us add the list of twelve aircraft which took off for the 150th Squadron: LN797 „E“, MF284 „Y“, LP505, LP503, LP207 „J“, LP310, LP148 „P“, LP239 „Q“, JA191, LN756 „T“, LP203 and LP183 „O“.

Of the eight 614th Squadron aircraft that took off to illuminate the target the Shell refinery in Budapest on the night of June 25-26, 1944, two (the crews of W/O TE Scotland and F/S JE O'Brien) had to prematurely turn back. The paradox is that the ORB (Operation Record

[illegible]

The last entry in McAnneny's flight log is written by an official. In the morning, they completed a training flight with the crew with bombing training, and in the evening they took off on their last mission to Budapest.

and knew nothing further until I found myself conscious and falling through space. As I had been flying with my parachute on for the whole of the astrodome duties pulled the ripcord and it opened at somewhere between two and four thousand feet. While coming down I noticed a fire on the deck which later proved to be our aircraft. I believe the position of the crash was about ten miles from the northern tip of the lake Balaton and I know there was a three or four line railway connecting two towns about 100 yards west of my position. I think I must have been blown out of the aircraft by the explosion of the photoflash or possibly the port fuel tanks. As I found my telephone cable and plug burnt into my left flying boot on landing and proving I was not on the inter-comm with the crew I don't know if any of the rest of the crew up the front had been killed when we were hit but knowing from past conversations that I was the only one who used to fir my parachute over the defended areas I presume that all the crew would find it impossible to leave the

aircraft. As there was a huge explosion about 30 seconds after I landed which I believe to have been the bomb load I presume them to have been killed. I received no news of them later, even after visiting the casualty section of Air Min. An enemy motor vehicle visited the wreckage late the following afternoon but as I kept myself hidden in the wheat field I don't know if they found any bodies. They remained about an hour or more there before I heard the vehicle driven away. I also heard civilian women talking and laughing amidst the noise of tearing up cloth which I believe was parachute silk."

Jeacocke was captured on June 30, 1944 and spent several days in solitary confinement in a Budapest prison before being transferred to the Stalag Luft VII prison camp in Germany.

As already indicated, the remaining four airmen from the crew perished. Pilot F/O Thomas Bernard McAneney (RCAF), navigator F/Sgt. Frederick Stanley Sparrow, bombaimer F/Sgt. Thomas Bell and gunner Sgt. Edwin



The Liberator EW233 „H“ was used by several crews within 178th Squadron RAF. The photo shows the crew of P/O Raw. [Foto: via J. Ansel]

Book) lists both crews flying in the JP186. One aircraft did not reach the target and was lost. It was a Halifax II JP107, manned by captain W/O EG Gittings. The remaining five aircraft „attacked“ from a height of 15,000 feet. The three crews dropped their markers, but did not hit the target and illuminated the area about 5 miles north. The main marker crew was not able to identify the aiming point during the

three flights over the target, even though the northern end of the island was identified.

Participating machines and crews: JP110 (W/O WTH Fleckney), JP109 (W/O CM Hall), JP241 (P/O TW Parker), JP183 (F/O IH Bruce), JP288 (F/S TE Sparrow), returnees JP186 (F/S JE O'Brien) and JP186 (W/O TE Scotland), and missing JP107 „S“ (W/O EG Gittings).

Handley Page Halifax II JP107 „S“ was dispatched from the base Foggia No.1 / Celone at 20:35 and headed for Budapest. Above the

target, the machine got into the headlights. And that made the work of night fighters easier. The exact aiming pilot was probably Oblt. Josef Kraft from 7./NJG 6. The hit Halifax fell to the ground 15 km north of the target, at 32 Arany János St. Tab. All six crew members, namely pilot P/O Eric George Gittings, navigator F/Sgt. Kenneth John Skinner, bombaimer P/O Gordon M. Williams, gunners F/Sgt. Samuel Cater, Sgt. Alec Shaw and F/Sgt. Albert SH Brown died and are buried in the military cemetery in Budapest.

The seventh 205th Group RAF aircraft deployed after the action was the Wellington LP212 „N“, belonging to the 150th Squadron. After the attack of night fighters, the crew of Sgt. JE Richardson registered the shot in the hydraulic system. After a successful return to base, they had to make an emergency landing and the plane was scrapped.

Fourteen Liberators of the 178th Squadron also performed between 20:29 and 03:25. a mission on a refinery in Budapest, where they dropped bombs from 12,200 to 15,000 feet between 00:02 and 00:07. One of the aircraft marked EV822 with crew of Lt. Hosken had to return prematurely due to a failure of one of the engines, which manifested itself an hour and a half after takeoff at 22:20. The crew dropped all 12 500 lb. bombs and at 23:37 landed at the base.

Only five aircraft could observe the results of their attack after the raid. Explosions were observed, which caused large fires.

The participating aircraft and crews for the 178th Squadron were as follows:

F/O P.J. Bootham na stroji EW266 „L“, Lt. J.W. VanDerMerwe (EV974 „D“), P/O J.P. Blackenberg (KG828 „F“), Lt. N.E. Hayman (EV961 „C“), Sgt. A.D. Nicholas (EV906 „K“), F/Lt. D.A. Eardley (EW233 „H“), Lt. G. Rosenthal



Oblt. Josef Kraft was born in Vienna. During the Second World War, he achieved 56 victories, for which he was awarded the Knight's Cross with oak branches on April 17, 1945. Flew at II./NJG 4, II./NJG 5, and NJG 6.



A highly feared adversary of all Allied bombers was the German flak (Fliegerabwehrkanone), which thickened the airspace over larger agglomerations and industrial areas to such an extent that it was almost impossible to escape from its precision fire without damage.

(EW160 „B“), Sgt. F.M. Watson (EV839 „J“), S/Ldr. J.H.C. Lewis (BZ946 „L“), Sgt. J.B. Rush (EW231 „R“), Lt. T.E. Knight (EW106 „U“), F/O K. Travena (KG835 „A“), Lt. G.C.E. Gibson (EV959 „T“), F/O G.E.S. McNaughton (BZ947 „N“) a F/O J.H. Hosken (EV822 „V“).

As part of the 240th Wing, the South African 31st Squadron also took part in the raid. For South Africans, this was the first raid on a target in Europe. The squadron offered command to deploy 10 machines, but from 21:01 to 21:10 only the requested six crews on Liberator planes took off from the home airport. They were B-24 marked EW248 „P“ (Lt.Col. D Nel), EV970 „F“ (Maj. JA Mouton), EW104 „Y“ (Lt. DJS Haggie), EW144 „A“ (Cpt. IJM Odendaal), EV941 „Q“ (Lt. PR Klette) and KG950 „V“ (Cpt. RB Bird). Through Mali Drvenik and Lake Balaton, they got over the target, where they dropped 72 pieces of 500 lb. GP bombs.

Operating Commander of 31st Squadron, Lawrence Isemonger, after years wrote about this event:

“Our eight (sic.) Liberators attracted the attention of fifteen headlights, which was accompanied by heavy anti-aircraft fire; the bomb aimers were blinded. Photos from the raid showed that our bombs were scattered in various ways, and most of them landed at the Weiss armaments plant south of the target. All our 8 (sic.) Liberators have returned safely.”

The bombing of the Shell Koolaz refinery was inaccurate. Most of the bombs landed on the target area and individual explosions were scattered throughout the city. Most of the bombs hit the Western and Eastern Railway Stations (Nyugeti and Keleti pályaudvar), as well as the Rákosszentúti Railway Station and their surroundings. The bombs also hit residential areas in the suburbs of Csepel, where the refinery was located, as well as in the parts of Újpest, Pestszerterzsébet and Budafók.

Obranná reakcia Luftwaffe (III./NJG 6 a II./NJG 101)

On June 15, the 8. Jagddivision was established. This measure was forced by the activities of the Strategic Allied Air Force, which attacked targets in Central Europe from the southern direction. Along with the air units of day fighters, two groups of night fighters were included in the 8. Jagddivision. They were III./NJG 6, which was armed with Messerschmitt Bf 110 G-4. In June, this group was transferred to the Szombathely base. The second group in this section was II./NJG 101, which was equipped with Dorniers Do 217 N and operated from the airports Vienna – Seyring and later Budapest – Ferihegy.

Both units were deployed against RAF



Oblt. Wilhelm Johnen achieved 34 victories during World War II. The victory of June 26, 1944 was his 20th and first, but not the last, achieved over Hungary. On October 29, 1944, he received the Knight's Cross.



bombers, which flew on the night of June 25-26, 1944 at a refinery in Budapest. The memory of this period was described in his memoirs by Oblt. Wilhelm Johnen, pilot III./NJG 6:

“At the beginning of June 1944, an order to transfer to Szombathely in Hungary struck us like a bolt from the blue. I've never heard the name of this city. But Germany's borders changed from the ground up, and one was not surprised that Budapest was suddenly called a „Germanic fortress“ and that our brothers and sisters in Bačka were hailed as „compatriots who had returned to the great Empire.“ One of the friends described Szombathely as a suburb of Vienna, half an hour from Grinzing. The rest of Hungary is a country of noble Tokaj, fiery peppers and spirited Juliska. But who - what are we to pursue here at night? When one knows nothing certain, rumors spread like asparagus in a flower bed after the spring rain. I didn't worry, and after my „state visit“ to Switzerland, I was looking forward to the trip

from the RAF's night raids from Italy, as well as to fight the planes arriving at night from the east and supplying the partisans. While in the West, night pursuit bound by guidance has been replaced by free prosecution „Wilde Sau“, we will fly according to the old system. The days of waiting are over. Nothing happens during these hot clear nights in Hungary with a starry sky. Every evening we sit in the barracks and wait for the fish to jump on the hook. The mood of the pilots and ground staff dropped to zero. Some talk about exile, others about spa relaxation ...

... On the night of June 26, 1944, an Englishman struck the Hungarian capital. Flying bombers have already been reported over the Adriatic. At 10:45 p.m. we took off from our airport. North of the city of Baja, far from the capital, we intercepted an English combat formation and decimated it. Only scattered bombs fell on Budapest, fires appeared only rarely. Our Gruppe scored 16 shots. Oberleutnant Sepp Kraft also claimed two victories during the

On 28 April 1944 Johnen downed another Halifax at 01:31 southwest of Strasbourg for his 19th victory. It was part of a force of 322 heavy bombers sent to attack Friedrichshafen. As Johnen closed to attack the bomber—Halifax III ND759 R—Robert from No. 35 Squadron RAF flown by Warrant Officer Bob Peter (RAAF)—he was also hit by return-fire. Johnen was also forced to land his damaged Bf 110G-4, C9+EN (Werknummer—Factory Number 740 055), at Zürich-Dubendorf and was captured by personnel of the Swiss Air Force and was interned. It caused an international incident but he was repatriated with his crew some days later.

to Hungary (from our previous Hagenau base). In Szombathely - the German name Steinamanger - our Gruppe will be subject to the orders of the commander of the 8th Fighter Division, Oberst Handrick. He is a commander according to our taste: sporty, friendly and has his heart in the right place for his fighters. He explained to us what our task would be: to protect the capitals of Vienna and Budapest

attack - one Wellington and one Mitchell. We're a little surprised, Mitchell from Italy - that's not entirely possible. The unpleasant explanation comes right away. They call Budapest and ask if one of our fighters accidentally shot one Do 217. Ice silence. The commander immediately compares the shooting time from the report with the shooting time Do 217. It can only be the shot down „Mitchell“, which claimed Sepp

Kraft. The actual shooting times are exactly the same and so are the location data. Fortunately, the four-member crew was rescued from a burning machine on parachutes, which saved the embarrassing session of the court martial. Lieutenant Colonel Sepp Kraft is depressed. But I can't hide some mischief, and I'm just noticing by the way: well, so you were wrong about the ox with the horse! Once again, whoever laughs last laughs the best! "

The Red Army Air Force used the B-25 Mitchell during this period to supply partisan units. Crews III./NJG 6 were alerted to the presence of Do 217 N in the common operating area. A similar concept of the B-25 and Do 217 types - two engines, a double rudder - created a precondition for confusion in the darkness of night. The pilots had a B-25 model, on which they could study its silhouette from different angles. They realized that extra care would be needed to identify the adversary.

Some pilots admitted the possibility of confusion more, others less. Oblt. Kraft was one of them: "Mitchell from Do 217 must recognize an infant!"

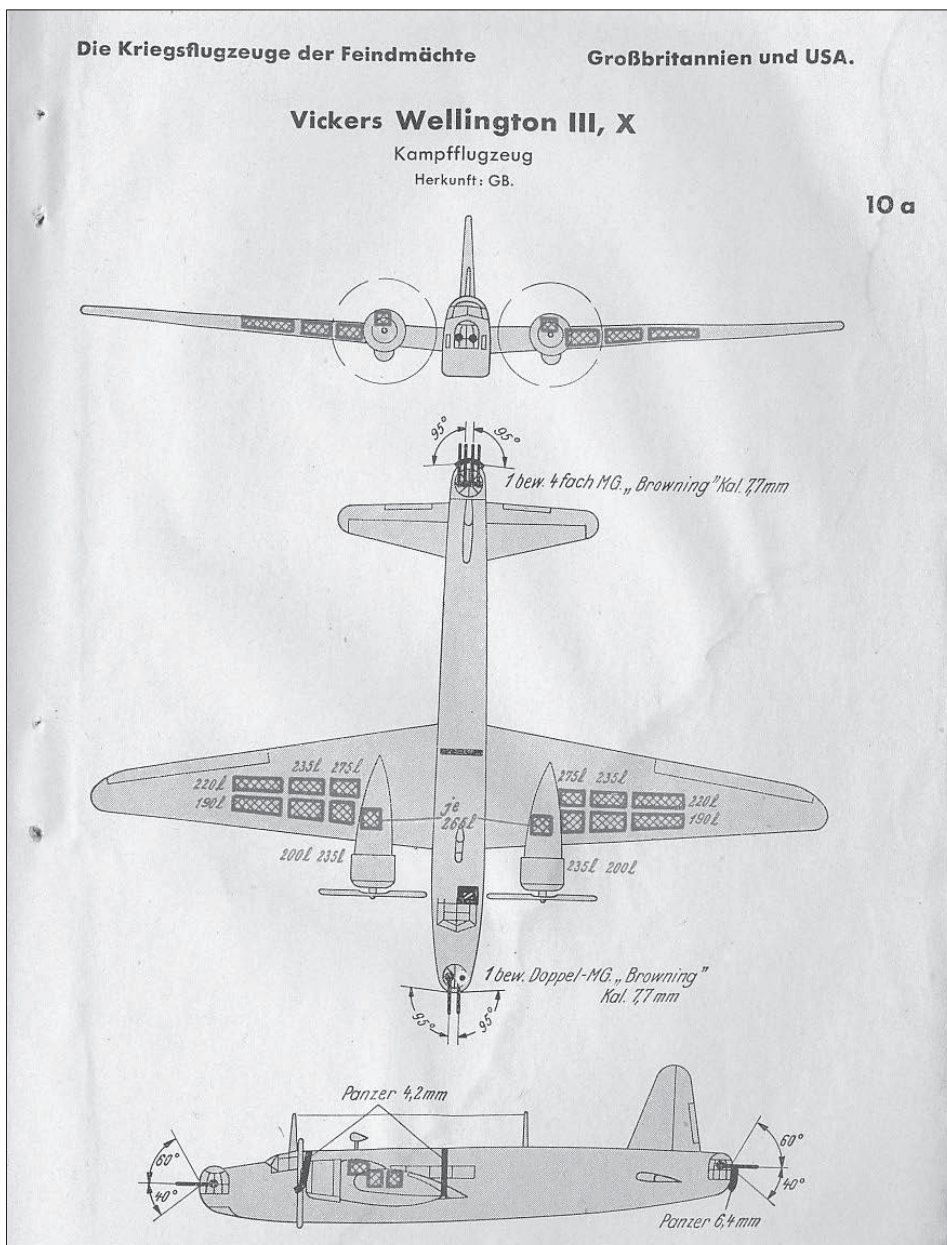
Fortunately for all involved, this incident had no consequences. Shot down Do 217 N, belonging to II./NJG 101, was the only loss of the Luftwaffe in this deployment against the RAF.

According to Wilhelm Johnen's memory, members of III./NJG 6 made 16 winning claims. The number of officially confirmed shots was realistic and corresponded to the total losses of the Royal Air Force.

Two Dornier Do-217N night fighters were lost that night by 6./NJG 101, stationed in Parndorf, in the area of western Bohemia (the villages of Konratice and Horní Planá), but not due to combat deployment but due to adverse weather and technical problems.

Crew Uffz. Kornen Günter and Obgf. Müller Georg died near the village of Konratice, district České Budějovice.

The second crew pilot Uffz. Hans Werner Schmidt, Bordfunker Uffz. Heinz Jansen and on-board mechanic Obgf. Wilhelm Knufer went to the ground after their machine was struck by lightning. The pilot and the Bordfunker

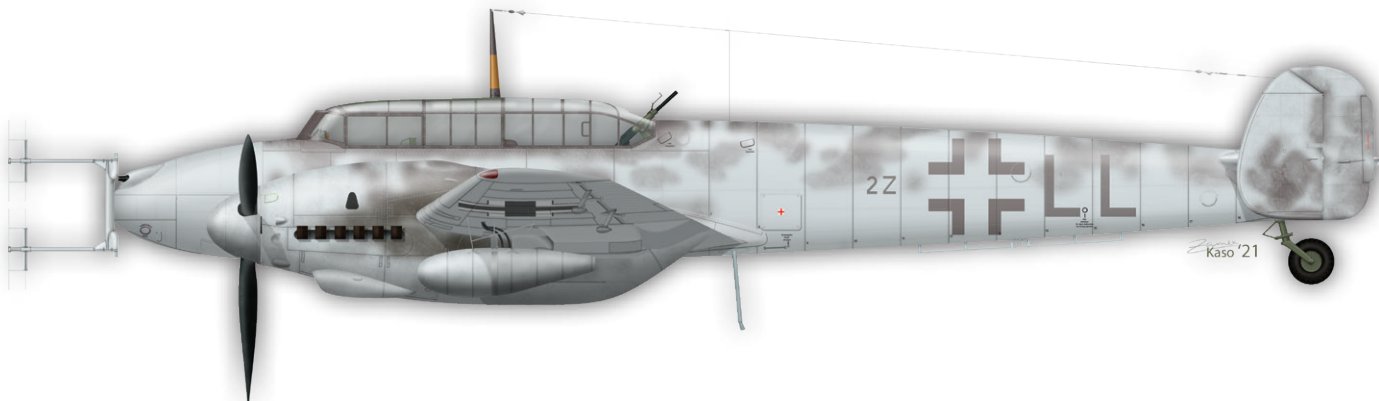


A visual aid for German fighters, depicting the weaknesses and defense of the Vickers Wellington bomber.

escaped with injuries, but the fire broke out. The mechanic died in the wreckage after he failed to jump out and use the parachute silk. The plane had to explode in the air as the debris is located in a large perimeter from the presumed epicenter of the impact in the Český Krumlov district.

Conclusion

The attack on the Shell refinery in Budapest was far from the last. Several more times, American and British bombers reached the capital of Hungary, but also other targets, whether in Hungary or the whole occupied Europe, in order to attack not only the oil-processing industry, which was the basis



for the war machine of the Third Reich, but also with attacks on the railway network, warehouses, military and industrial facilities, they disrupted the operation and strength of the German armed forces and thus contributed to the victory in Europe.

Sources:

The National Archives, Kew, Richmond, Surrey, UK.

– Operations record books: AIR-27-392-11, AIR-27-392-12, AIR-27-617-11, AIR-27-617-12, AIR-27-822-11, AIR-27-822-12, AIR-27-975-11, AIR-27-975-12, AIR-27-1012-11, AIR-27-1012-12, AIR-27-1120-11, AIR-27-1120-12, AIR-27-2121-9, AIR-27-2121-10,

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Gunby D., Temple P.: RAF Bomber Losses in the Middle East & Mediterranean Volume 2: 1943–1945, Air-Britain. 1st. 2018

Persons: David Gunby, Nový Zéland; Marian Hrodegh, Trenčín; Nandor Mohos, Maďarsko; Matti Salonen, Fínsko

Photographs for which no other credit is indicated are from the author's archive.

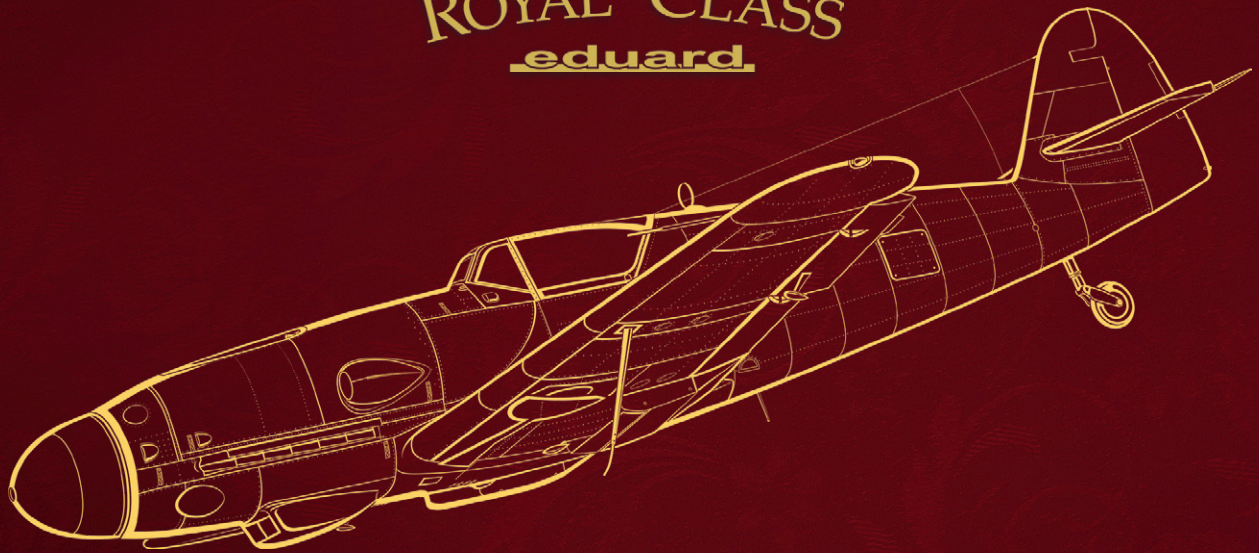


Detail on the nose of the night fighter Messerschmitt Bf 110 G from 7./NJG 6 (ZZ + GR) from the previous page. The shooting armament of this machine consisted of two MG 151 cannons instead of the classic four MG 17 and was complemented by very advanced radar technology in the form of radar FuG 220 SN-2c. Notice the flame dumpers on the exhausts.



Night fighter Messerschmitt Bf 110 G from 7./NJG 6 marked (ZZ + GR) at the airport in Hungary in 1944.





Bf 109G-10

Dual Combo 1/72

- plastic parts Eduard
- photo-etched set and painting mask
- 10 marking options
- Eduard Brassin wheels (2 sets / 2 variants), exhaust stacks (2 sets)
- landing gear bays masking plugs by Omask
- BONUS: Magnet sticker - Bf 109G-10 Erla Werke manufacturer plate replica 10 x 3,2 cm size

The Royal Class edition kit of the German fighter aircraft Bf 109G-10 in 1/72 scale. The kit offers markings for 10 aircraft. The box contains plastic sprues for two complete kits, Bf 109G-10 version produced in Erla factory in Leipzig or Bf 109G-10 from Wiener Neustädter Fabrik or Bf 109G-10 or Bf 109G-14/AS from Messerschmitt factory in Regensburg.



Bf 109G-10/U4, WNr. 613165, 101. Puma vadászrepülő osztály, Neubiberg, Germany, May 1945



Bf 109G-10/U4, II./JG 52, Brno, Protectorate of Bohemia and Moravia, April 1945



Avia S-99, Police Air Patrol Unit, Czechoslovak Police Air Force, Prague-Kbely, 1947



Bf 109G-10, I./KG(J) 6, Prague-Kbely, Protectorate of Bohemia and Moravia, March/April 1945



Bf 109G-10, I3./JG 27, Schleswig-Holstein, Germany, March 1945



Bf 109G-10, Hptm. Erich Hartmann, CO of I./JG 52, Görlitz, Germany, April 1945



Bf 109G-10, WNr. 491407, Capt. Cesare Marchesi, 3a Squadriglia, 1o Gruppo Caccia, ANR, Lonate Pozzolo, Italy, March 1945



Bf 109G-10, WNr. 152xx6, 11./JG 300, Prague-Kbely, Czechoslovakia, May 1945



Bf 109G-14/AS, WNr. 784938, III./JG 6, Bissel, Germany, January 1945



Bf 109G-14/AS, WNr. 782xxx, str. Vladimir Sandtner, 2.ZLJ, Lučko, Croatia, April 1945



THEY FOUGHT TO REBUILD

Czechoslovak Pilots and the Spitfire Mk.V



Spitfires of No. 312 Squadron at Ibsley airfield in September 1943. In the foreground Spitfire BM567 DU-Z which was very often flown by F/Lt Josef Stehlik. Photo Ing. Karel Beinhauer

text KAREL TŮMA

(photos by Karel Beinhauer, No. 313. Squadron RAF; via Radim Vojta)

Czechoslovak fighter pilots made their mark in the history of World War II air combat on several fronts, but the most significant was undoubtedly their service in the Royal Air Force. And the aircraft used by the Czechoslovaks in the most numerous numbers was the Spitfire Mk.V. It stayed in operational service of each Squadron and subsequently the entire Czechoslovak Wing until January 1944, when it was replaced by the Mk.IX version.

In the first half of 1941, when Spitfire Mk.V fighters began to equip the fighter squadrons of the Britain's RAF, a total of three fighter units with the designation 'Czechoslovak' operated within the service. These were squadrons No. 310, No. 312 and No. 313. The first two, founded in 1940, had Hawker Hurricane Mk.IIa and Mk.IIbs in their inventory. Only No. 313 Sqn, established on May 10, 1941 at Catterick, was armed with the Supermarine Spitfire, and it was not until August of 1941 that it went from flying the Mk.Ia to the Mk.IIa.

At that time it was already clear that if No. 310 and No. 312 Sqn were to maintain their status as a fighter unit, they would necessarily need to convert to a more potent aircraft. At the same time, the pressure to create a higher Czechoslovak unit, a Wing, within which all three Czechoslovak fighter squadrons would operate together, grew stronger. The first prerequisite for its creation was the standardization of the equipment of all three squadrons.

Gradual retraining

No. 310 Sqn and No. 312 Sqn personnel were required to convert from existing Hurricanes to the more powerful Spitfire, which offered greater potential for further development. On July 19, 1941, No. 310 Sqn moved to the base at Dyce in Scotland, where it carried out patrol duties with its Mk.IIa and Mk.IIb Hurricanes. In the second half of October 1942, the unit took over the first older Spitfires intended for conversion training. There was one Mk.Ia Spitfire and fifteen Mk.IIa fighters on hand. At the end of October 1941, retraining on Spitfires began, while the unit continued to perform operational patrols in their Hurricanes. At the beginning of November 1941, the unit took over another four Spitfire Mk.IIas. In mid-November, the first Mk.Vb Spitfires, which were to become the unit's new weapon, began to arrive.

A portion of the pilots with the new fighters joined the operational patrol duties as early as November 25, 1941. However, some of them continued to fly operational flights with Hurricanes until December 9, 1941. From the

following day, No. 310 Sqn performed operational patrols exclusively with new equipment, the Spitfire Mk.Vb. These were from the AD series produced at the Castle Bromwich factory and No. 310 Sqn was their first user (AD328, AD331, AD365, AD366, AD374, AD378, AD382, AD412, AD414, AD420, AD422, AD423, AD453, AD462, AD464, AD574, AD582). After re-equipping, No. 310 Sqn moved to Perranporth in Cornwall on December 24, 1941.

No. 312 Sq. moved its Hurricane Mk.IIbs to Prestwick, Scotland, on August 19, 1941, RAF Ayr, and on October 20, 1942, it received the first six older Spitfires destined for conversion training. There were five aircraft of the Mk.IIa version and one of the Mk.IIb version with wing cannons. The machines were assigned to B Flight and retraining of personnel began immediately. By October 25, 1941, however, the first Spitfire loss occurred at No. 312 Sqn, when P/O Hekl, during a training flight with P75410 coded DU-W, clipped a wing on the surface of Loch Doon and was killed as a result. In November 1941, the unit took over from sister squadron No. 313 Sqn another three Mk.IIa Spitfires for the same purpose of converting. In early December 1941, No. 312 Sqn received its first Spitfire Mk.Vbs, which were to become its new main armament. These were mostly new airframes produced by the Castle Bromwich factory from the AD (AD415, AD539, AD541, AD553, AD572) and BL ranges (BL252, BL254, BL260, BL289, BL293, BL343, BL381, BL470, BL487, BL512, BL516, BL529). The exception was the Eastleigh-built plane serialised AB172. The older aircraft from the W series (W3249, W3445) came from the same manufacturer, and R6833, originally produced as a Mk.Ia, which was rebuilt in 1940 and received a wing cannon, was a rarity. It was then used for testing and in February 1941 it was converted to a Mk.Vb. This was complemented by the addition of two Mk.IIb airframes, taken from No. 616 Sqn. After the rearmament was completed, No. 312 Sqn moved to Fairwood Common on January 1, 1942.

Relatively speaking, the smoothest transition was experienced by No. 313 Sqn, flying their Spitfire Mk.IIas from Portreath. The unit took delivery of its first Spitfire Mk.Vb in the second half of October. The re-armament took place on a continuous basis and the airmen with the new fighters were

gradually involved in ongoing operational activities together with their original Mk.IIa aircraft. During the process of rearmament, No. 313 Sqn received new aircraft from the Castle Bromwich facility in the AD series (AD192, AD353, AD361, AD380, AD384, AD390, AD391, AD394, AD424, AD465, AD464, AD547), one AB series airframe (AB916), those from Eastleigh factory in the AA series (AA865, AA869) and AA series units coming out of Chattis Hill (AA757, AA765). These were supplemented by older W series machines (W3177, W3962, W3965, W3969) assembled at High Post Aerodrome and P8537 from the Castle Bromwich factory. No. 313 Sqn remained at Portreath after conversion until December 15, 1941 when it moved south to Hornchurch. By re-arming all three squadrons, one of the conditions for the future creation of a higher Czechoslovak Fighter Wing was fulfilled. At that time, few would have believed that the Spitfire Mk.V would remain the main piece of equipment of Czechoslovak fighter squadrons until the beginning of 1944, when the pilots received the much desired Spitfire Mk.IX. Czechoslovak pilots fought on Spitfire Mk.Vbs and Mk.Vcs for more than two years.

With the strength of Wing

Over the course of those two years, the stocks of Spitfire Mk.Vb and later Vc fighters were replenished at all three squadrons, and when moving to new areas of operation, these aircraft were also often exchanged with other units. And so machines from different series from basically all

Czechoslovak Fighter Wing. The Wing was commanded by W/Cdr Alois Vašátko (who from May 3 to June 23, 1942 flew a personal Spitfire Mk.Vb BM592 coded with his initials AV), W/Cdr Karel Mrázek (June 26, 1942 to March 31, 1943 with personal Spitfire Mk.Vbs EN765 and EP461 and Mk.Vcs AR502 and EE626, all coded KM) and W/Cdr František Doležal (March 31, 1943 to February 1, 1944, Spitfire Mk.Vb EP461 and Vc EE626; both coded FD). During the period when Czechoslovak squadrons flew the Spitfire Mk.V, they took part in a number of important operations. For example, on August 19, 1942, the pilots of Nos. 310 and 312 Sqn with the Spitfire Mk.V flew out of Redhill in support of Operation Jubilee and on the 9 of September, 1943, No. 313 Sqn from Hawkinge Airfield took part in support of Operation Starkey which saw black and white stripes used on the wings for the first time as a rapid identification feature. At the time of the use of the Spitfire Mk.Vb, personal artwork also appeared on Czechoslovak Spitfires, even if only for a short time. This happened at the beginning of 1942 at No. 313 Sqn, commanded at the time by S/Ldr Karel Mrázek. On several Spitfire Mk.Vbs, artwork inspired by characters from Walt Disney cartoons appeared at the request of the pilots. The author of the drawings was a pilot with the unit, Sgt Karel Pavlík, a calligrapher by profession in civilian life.

Modifications and modernisations

The Spitfire Mk.V also underwent a number of upgrades during their relatively long service career with the Czechoslovak squadrons, increasing



Close-up of the front of Doležal's Spitfire MK.Vb EP461 "FD" at Exeter airfield in May 1943. The Wing Commander's emblem is drawn under the left cockpit visor of EP461. In the background are Spitfires of No.310 Squadron. The first in the line of Spitfires Mk.Vb is BM121 „NN-A“.



W/Cdr Karel Mrázek, DFC, commander of the Exeter (Czechoslovak) Wing, next to his Spitfire Mk.Vb EN765 marked with his personal monogram "KM". July 1942.

manufacturers gradually appeared in the inventory of the Czechoslovak fighter units. In the case of the Mk.Vb, these were machines produced by Castle Bromwich (series P, AB, AD, BL, BM, EN, EP), Eastleigh (series R, W, X, AA, AB), Chattis Hill (series W, AA, AB), High Post Aerodrome (W, AB series) and Westland (AR series). The Vc version aircraft came from the production facilities of Westland (series AR, EE), Eastleigh (series AA, AB), High Post Aerodrome (series AB) and Chattis Hill (series BP). On May 3, 1942, the Czechoslovaks saw the creation of a higher Czechoslovak Fighter Wing, established at RAF Exeter (Exeter Czechoslovak Fighter Wing). It consisted of the above-mentioned Czechoslovak squadrons, Nos. 310, 312 and 313, which in the period from May 7 to June 7, 1942 was supplemented by No. 154 Sqn. All three squadrons operated as the Exeter Czechoslovak Fighter Wing until June 26, 1943. After that, they separately stood down for a period of R and R. Czechoslovak units met up again in the period from September 18 to November 8, 1943, when together they formed the 1bsley

the combat value of the aircraft. For example, there was a modification to the fuel system, which allowed the use of auxiliary fuel tanks, which greatly increased the operational radius of the aircraft. A number of aircraft got their wings clipped, which increased their maneuverability during operations at lower flight levels. The system of supplying ammunition to the wing cannons was also changed, which increased the reliability of the weapons and the number of rounds carried, and there were many other modifications. The period of use of the Spitfire Mk.V by Czechoslovak units is, in addition to a number of successes, also associated with significant losses of flight personnel, which did not escape even the command corps. For the Czechoslovak Air Force, major losses came with the death of W/Cdr Alois Vašátko, the first commander of the Czechoslovak Fighter Wing, who died on June 23, 1942 in his personal Spitfire Mk.Vb BM592 coded AV after a collision with a German Fw 190 during Operation Ramrod 23 and also S/Ldr Jaroslav Himr, who died on the 27 of September, 1943 in the cockpit



The "thirteen thirty-three" planes from the first half of 1942 are known for their cartoon characters from Walt Disney comic books. The author of these drawings was Sgt. Karel Pavlik, who used his profession as a letter painter to decorate the individual Spitfires under the cockpit faceplate as the pilots wished.

The drawing of Robber the kitten was painted by Karel Pavlik on a Spitfire AD380 RY-R.

of Spitfire Mk.Vc BP8586 coded RY-H during Operation Ramrod 87, when he first shot down a German Bf 110G-2 from II./ZG 1 but was subsequently shot down by another Bf 110G from the same unit.

At the end of January and beginning of February 1944, all three Czechoslovak fighter squadrons finally received their desired rearmament and exchanged their Spitfire Mk.Vb and Mk.Vc fighters for the more powerful Spitfire Mk.IX. Nevertheless, the Spitfire Mk.V, even if only for a short time, found itself into the inventory of No. 313 Sqn once more. It was between July 11 and October 3, 1944 that the squadron operated as part of a down time in the north of Great Britain at Skeabrae and Sumburgh. Additionally, Czechoslovak pilots did not come into contact with the Spitfire Mk.V inside Czechoslovak units alone. A number of Czechoslovak pilots also flew with other units within the RAF (see below) and, besides operational squadrons, Czechoslovak pilots also flew the Spitfire Mk.V as part of training with OTUs, Operational Training Units, up to the very end of the war. This is part of the reason why the Spitfire Mk.V became the most used aircraft by Czechoslovak pilots in terms of quantity during the entire war, and they thus have an irreplaceable place in the history of Czechoslovak resistance in the air.



During Operation Starkey, black-and-white invasion stripes were used for the first time on aircraft participating in low-altitude operations to distinguish their own and foreign machines. They looked different from those known from the later Normandy landings. The photo shows F/Lt Otmara Kučera in front of his personal Spitfire LF Mk.Vb EP110 "RY-R".

Czechoslovak Pilots With Other Units

No.19 Squadron

The unit began converting to Spitfire Mk.Vs in October 1941, and by June 1942, Sgt Lysický, Sgt Netopil, Sgt Sokol, F/Sgt Strihavka, P/O Bernard, F/O Borovec and Sgt Mečír flew the Spitfire Mk.Vb.

No.41 Squadron

In April and May of 1942, F/Lt Vykoukal flew Spitfire Mk.Vbs with this unit.

No.54 Squadron

From September 1941, Sgt Plášil, F/Sgt Pavlů, Sgt Karásek and Sgt. Konvalina flew the Spitfire Mk.V while serving with this unit.

No.65 Squadron

The unit flew the Spitfire Mk.Vb after converting to it in October 1941, and a relatively large number of Czechoslovak pilots flew with the unit. These included Sgt Štulíř, Sgt Loucký, Sgt Kopeček, Sgt Karásek, Sgt Konvalina, Sgt Pavlů and Sgt Štefan.

No.66 Squadron

During his time with this unit, F/Lt Kruml flew the Spitfire Mk.Vb and Mk.Vc in November and December 1942.

No.72 Squadron

In the summer of 1941, Sgt Lamberton and Sgt. Valenta flew with this unit in the summer of 1941.

No.81 Squadron

From April 1942, Spitfire Mk.Vbs were flown by F/Sgt Pípa and between July and August 1942, by F/Sgt Maňák.

No.111 Squadron

This unit converted to the Spitfire Mk.Vb in September 1941. They were flown by F/Sgt (later P/O) Hrubý, Sgt Zouhar, F/O Kopecký, Sgt Zadrobílek, F/Sgt (later P/O) Příhoda and F/O Hartman.

No.118 Squadron

In May and June 1944, Sgt J. Čermák flew the Spitfire Mk.Vb.

No.122 Squadron

Between May and August 1943, Spitfire Mk.Vb flights were conducted by F/Lt Kruml.

No.124 Squadron

This unit converted onto the Spitfire Mk.Vb in November 1941, and were flown by F/Lt Kulhánek, F/Lt Bartoň, F/O Bachůrek and Sgt. Kotiba

No.129 Squadron

Between May and July 1942, F/Lt Vancl flew the Spitfire Mk.Vb.

No.131 Squadron

In January and February 1943, P/O Hladý, F/Lt Kruml and P/O Smik flew Spitfire Mk.Vbs.

No.167 Squadron

Between March and May 1943, P/O Papoušek flew the Spitfire Mk.Vb and Mk.Vc.

No.222 Squadron

In June 1943, P/O Hladý and P/O Smik flew Spitfire Mk.Vbs. (The main fighter at the time with this unit was the Spitfire Mk.IX.)

No.234 Squadron

F/Lt Hýbler flew Spitfire Mk.Vbs with this unit in May 1942.

No.501 Squadron

This unit took on the Spitfire Mk.Vb in September 1941. Examples of the type were flown by F/Sgt Dvořák, Sgt Vendl, Sgt Vrtiš, F/O (later F/Lt Raba, Sgt Ročovský, Sgt Bauman and Sgt Jeřábek. Spitfire Mk.Vcs began to appear in May 1942, and the Czechoslovak pilots flew them as well.

No.601 Squadron

Sgt Mareš flew the unit's Spitfire Mk.Vb which it converted to in March 1942.

No.602 Squadron

The Spitfire Mk.Vb was flown in this unit by Sgt Ptáček in February and March 1942.

No.610 Squadron

From the end of March to May 1942, Sgt Mareš and Sgt Kohout flew the unit's Spitfire Mk.Vbs.

Spitfires LF Mk. Vb from No. 313 Squadron take off from Hawkinge airfield as part of Operation Starkey on September 9, 1943. The unit moved to Hawkinge airfield, which was under the command of 11 Group, Fighter Command, in mid-August 1943 after a recuperation stay and patrol in the north over the Orkneys. The squadron thus became involved in the operational flights of Operation Starkey as part of the Hawkinge Wing.



Spitfires of No. 310 Squadron at Exeter airfield in spring 1943. Closest in the photo is the front part of Dolezal's Spitfire Mk.Vb EP461. The black "FD" marking on the lower engine cowling is clearly visible.

Members of the ground staff of No. 313 Squadron with Spitfire AD380 RY-R. Interesting features of this aircraft are the drawing of Robber the kitten painted by Karel Pavlík under the front plate and the different shade of the code letters RY-R, with the first letter R in Sky color and the following letters Y-R in Sky Blue. Also, the propeller cone and ring in front of the VOP is in Sky Blue with the s/n AD385 at the top. The original Sky color is visible underneath. The serial number AD385 was never actually used with No. 313 Squadron, it was probably a misspelling when the camouflage was corrected. The actual serial number of this Spitfire was AD380.



Air War over Ukraine

He Who Sows the Wind Reaps the Storm in the Kursk Region

Miro Barič

Ukraine has been attempting retaliation on enemy territory since the first day of Russian aggression. Initially, these were sporadic missile, or drone strikes on key targets, gradually intensifying and now amounting to a strategic offensive. There have also been several ground raids by Russian legions fighting against Putin's regime, though they always quickly retreated back to Ukrainian territory. However, during the observed period (from August 1 to August 31), the war fully expanded into the Russian territory.

It began on Tuesday, August 6, when the Russian border in the Kursk region was crossed at multiple locations. This time, it was not a small raid, even though Russian authorities initially downplayed the situation. For the first time, Ukrainian soldiers (not just members of Russian legions) attacked Russian territory, using heavy equipment. The offensive was carefully planned and, importantly, kept secret, with even Ukraine's Western allies unaware of it. Russian units at the borders had warned of a possible attack, but their leadership ignored the warnings.

Ukraine took advantage of the fact that Russia had only weak forces at the Kursk region's borders, consisting partly of conscripts in the basic military service and partly of soldiers recovering from losses in previous battles on the eastern Ukrainian front. Most either fled or were captured. Ukrainians first infiltrated Russian territory with special units, attacking Russian supplies and using jamming devices against Russian drones. Russian drones did not fly in the early days, while Ukrainian drones largely destroyed the reinforcements Russia was sending.

The initial Ukrainian attack was carried out by small units with a few armored vehicles that moved quickly and ambushed Russian forces, with the main forces following behind. This resulted in maneuver warfare, to which Russia struggled to find an adequate response. On the eastern front in Ukraine, Russian forces typically proceed by first bombarding Ukrainian positions with glide bombs from aircraft, then attacking with waves of infantry. In the Kursk region, this was not possible since Ukrainian units were constantly moving, and Russian glide bombs can only target stagnant targets. As a result, Russia resorted to its usual tactic—razing villages and towns to prevent the Ukrainians from establishing positions there, though now this was happening on Russian soil.

One of Ukraine's objectives was to create a buffer zone so that Russia could not bombard the Ukrainian border. Other goals included inflicting damage and losses on the Russian army, disrupting Russian supply routes, and improving Ukraine's negotiating position in potential peace talks. Ukraine also sought to force Russia to relocate its forces from other regions to the Kursk area. Russia

did this, but only from less critical parts of the front. Russian troops remained in their most important offensive direction, toward Pokrovsk in the Donetsk region, where they continued to attack. However, Russia was unable to send reinforcements to Pokrovsk as quickly as they might have wished. By the end of the period, their advance in Pokrovsk had significantly slowed.

During this time, both sides were intensely engaged: Russia was attacking in the eastern Ukrainian Donetsk region, while Ukraine maintained the initiative in the Russian Kursk region. By the end of the month, Ukraine had occupied the town of Sudzha and several dozen other villages, most of whose civilian population had been evacuated. Ukraine captured over 600 Russian soldiers, initially facing challenges in relocating such a large number of prisoners to the interior. Among the captives were evidently important individuals, as Russia requested a prisoner exchange for the first time, having shown little interest in this before Ukraine's incursion into the Kursk region.

The first F-16 fighter jets appeared over Ukraine at the turn of July and August.



Losses in the Kursk Region

A significant portion of air operations and losses during the observed period occurred in connection with the fighting in the Kursk region, particularly on the Russian side. Due to issues with drone jamming, Russia attempted to repel the Ukrainian attack mainly with helicopters and aircraft. On the first day of the Ukrainian offensive, Tuesday, August 6, the first Russian Kamov Ka-52 helicopter was shot down. The pilot died in the crash, and the navigator was injured. On the same day, a Ukrainian FPV drone in the Kursk region struck a Russian Mi-28 helicopter, damaging its tail rotor, but the crew managed to make an emergency landing. This was the first time in history that a drone intentionally hit an enemy aircraft in flight. Shortly after, a similar attack occurred when a Ukrainian drone hit a Mi-8 helicopter, although details on this incident are scarce, despite it being captured on video.

On Saturday, August 10, another Ka-52 helicopter was shot down by portable missiles in the Kursk region. The crew, Lieutenant Colonel Nikolai Shulgin and Captain Erlan Medeuov from the 440th Independent Helicopter Regiment in Vyazma, did not survive.



The Ukrainian soldier in the Kursk region.



Wreckage of a Ka-52 helicopter that was shot down on August 6 in the Kursk region.



Ukrainian equipment in the Kursk region uses markings in the form of white triangles.



This Russian convoy on the way to the Kursk region was destroyed by Ukrainian missiles. In the chaos at the start of the offensive, however, several convoys were hit by the Russians themselves, even by Ka-52 helicopters.



A heavily damaged Russian Mi-8MTV-5 helicopter, which had to make an emergency landing sometime in August, though further details are unknown.



Another Ka-52 was shot down on August 10, when it was hit at close range by portable missiles.



Wreckage of a Tu-22M3 bomber with tail number "red 78," which crashed on August 15 in the Irkutsk region.

Ukraine claimed further successes in the Kursk region, stating they had also hit aircraft, though only the aforementioned losses are confirmed. By the end of the period, a photo surfaced of a severely damaged MI-8MTV-5 helicopter, likely suitable only for cannibalization for spare parts. This may be the helicopter struck by the FPV drone mentioned earlier.

Indirectly related to the war in Ukraine was the loss of a Tu-22M3 bomber on Thursday, August 15, near Mikhailovka in the Irkutsk region, due to an accident. These aircraft are

heavily used in attacks on Ukrainian cities, and the high operational pace leads to the crew and material fatigue, increasing the number of accidents. The aircraft bore the designation RF-94238 with fuselage number "Red 78." Its four-member crew ejected before the crash, but navigator Nikita Jerevalov did not survive.

Attacks on the Airports

In addition to air losses, Russia's air force also suffered ground damage. The Ukrainian offensive against Russian airports continued successfully. On Friday, August 2, a massive

drone attack hit the Morozovsk airbase in the Rostov region. Extensive fires broke out, hitting a munitions warehouse, and a Su-34 fighter-bomber burned down on the tarmac.

On Friday, August 9, Ukrainian drones targeted the Lipetsk airbase in the Lipetsk region, adjacent to Kursk. A strong explosion forced the evacuation of residents from four neighboring villages. Ukraine claimed its drones hit a warehouse containing 700 glide bombs.



A Su-34 that burned down on August 2 at the Morozovsk base.



Ammunition depot destroyed on August 2 at the Morozovsk base.





Attack on the Marinovka base on August 22. Destroyed aircraft shelters at the Marinovka base.

The most significant damage occurred on Thursday, August 22, when Ukrainian drones attacked the Marinovka base in the Volgograd region. Metal shelters for aircraft were hit, with the confirmed destruction of a Su-34 and a non-operational Su-24M, and three other aircraft were damaged.



During the observed period, Ukrainian drones also hit a large fuel depot in Proletarsk in the Rostov region. It burned for over a week.

Ukrainian Losses

Russia also continued its attacks on Ukrainian airbases. On Monday, August 12, a rocket strike hit the Myrhorod base in the Poltava region, severely damaging a Su-27. On Friday, August 16, an Iskander-M ballistic missile destroyed a MiG-29 at an airfield in Dnipro.

On August 12, Ukraine suffered a particularly sad loss when a MiG-29 with the call sign "White 72" was shot down near Kramatorsk, killing Captain Oleksandr Myhulya from the 40th Tactical Aviation Brigade, who had completed 160 combat flights. Russia claimed the MiG was downed by a Su-30 fighter.

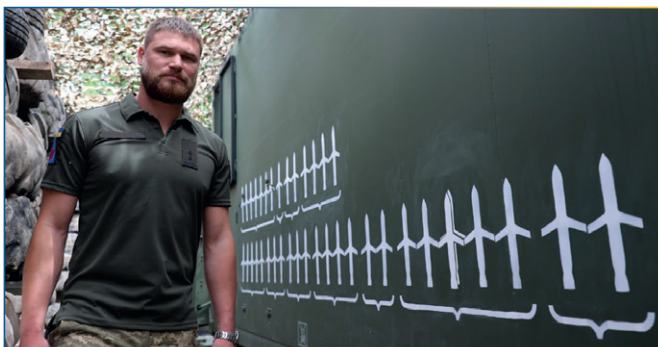
Ukraine also suffered one non-combat aviation loss during training. A Mi-2MSB helicopter from the 203rd Training Aviation Brigade crashed, killing Major Nazar Prokazjuk and a cadet from the National Air Force University in Kharkiv.

F-16's First Combat and First Loss

On Monday, August 26, the Ukrainian Air Force suffered a major loss. It wasn't just the destruction of an F-16 from the small contingent (reported as 10 aircraft) that had arrived in Ukraine only a month earlier. Far more tragic was the death of the respected



Captain Oleksandr Myhulya of the 40th Tactical Aviation Brigade of Ukraine and the wreckage of the MiG-29 fighter jet in which he died on August 12.



Ukrainian operator Oleksandr next to the IRIS-T air defense system with marked successes against Russian cruise missiles. Notice that the fifth symbol from the right is doubled. At that time, the Ukrainians hit one Russian missile with a rocket, and its explosion destroyed another Russian missile.



The first F-16 fighter jets appeared over Ukraine at the turn of July and August.



pilot, Colonel Oleksiy Mes, call sign "Moonfish." On that day, Russia launched one of its largest attacks since the war began, sending more than 200 missiles and drones toward Ukraine, targeting 15 of its 24 regions. F-16s participated in this defense, likely marking their first combat action. President Volodymyr Zelensky announced the next day, Tuesday, August 27, that the F-16s had achieved their first aerial victories against Russian missiles. However, on Thursday, August 29, it was revealed that one F-16 was lost during this action, along with its pilot.

The news was confirmed by MP Mariana Bezuhla, who stated that Oleksiy Mes was shot down by a Patriot missile due to poor coordination among Ukrainian forces. Ukrainian Air Force Commander Lieutenant General Mykola Oleshchuk responded sharply to the MP's remarks, but the next day, on Friday, September 30, President Zelensky dismissed him from his post, appointing Lieutenant General Anatoliy Kryvonozhko as the new commander of Ukraine's Air Force.

Even a month later, it is still unclear what exactly happened. During his combat mission, Mes destroyed three cruise missiles and one kamikaze drone. While he was approaching another target, communication was lost. The plane crashed, and the pilot died. Several possible causes have been suggested, including friendly fire from a Patriot missile, a technical malfunction, or a collision with debris from a destroyed Russian missile, a known risk in such missions. Ukraine had already lost four fighters (two MiG-29s and two Su-27s) this way.

The destruction of Ukraine's first F-16 and the death of Oleksii Mes holds not only military significance but also great symbolic meaning. At the start of the war, Mes commanded a unit equipped with MiG-29 fighter jets. He was one of the voices in the campaign that advocated for the delivery of F-16 aircraft from Western allies. Together with Major Andrii Pilshchikov, who had the call sign "Juice," they lobbied in the U.S. during the summer of 2022.

Tragically, Pilshchikov died before this dream could materialize - on August 25, 2023 perishing in a training flight collision between two L-39 Albatros aircraft. At that time, in August 2023, Mes became one of the first Ukrainian pilots to begin training in the West. In the fall of 2023, he transitioned from a simulator to the cockpit of a real F-16, becoming the very first Ukrainian pilot to do so. He also played a major role in integrating these fighter jets into Ukraine's air force. Mes died exactly one year and one day after his comrade Pilshchikov.



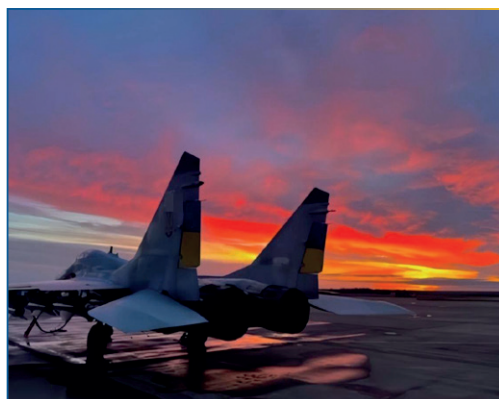
Andriy Pilshchikov and Oleksiy Mes lobbied for the delivery of F-16s. The first one died on August 25, 2023, and the second one exactly one year and one day later.



Oleksiy Mes during the training on F-16.



The Ukrainian Air Force published a series of photos of the Su-27.



A new photograph of the ex-Slovak MiG-29 fighter jet in Ukrainian service.

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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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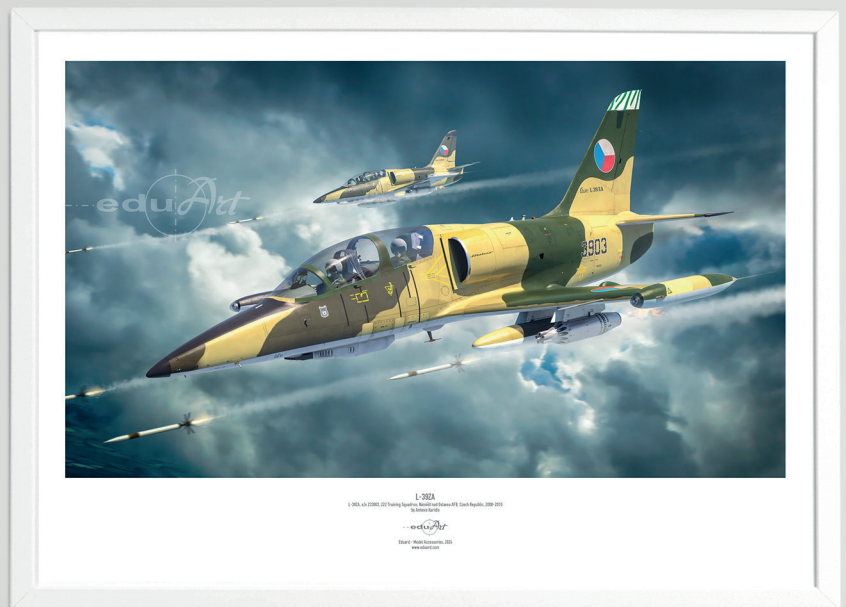
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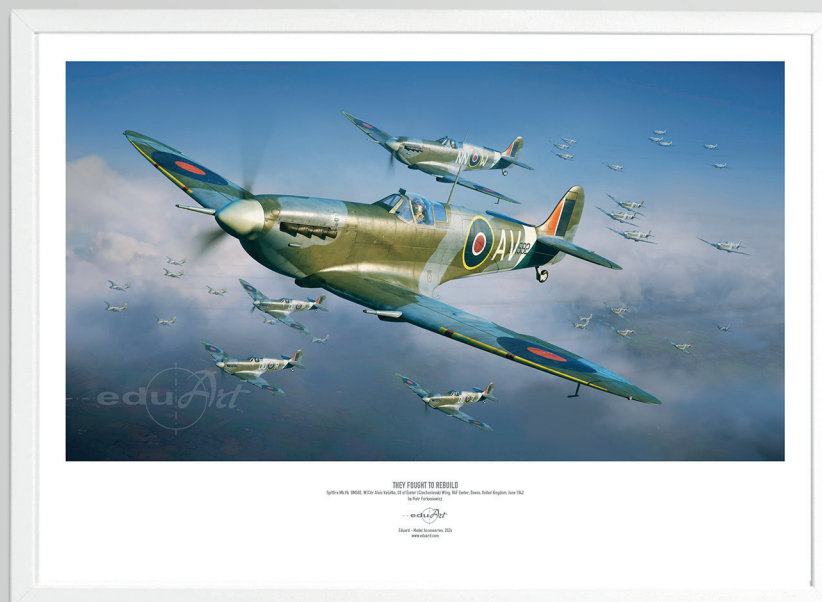
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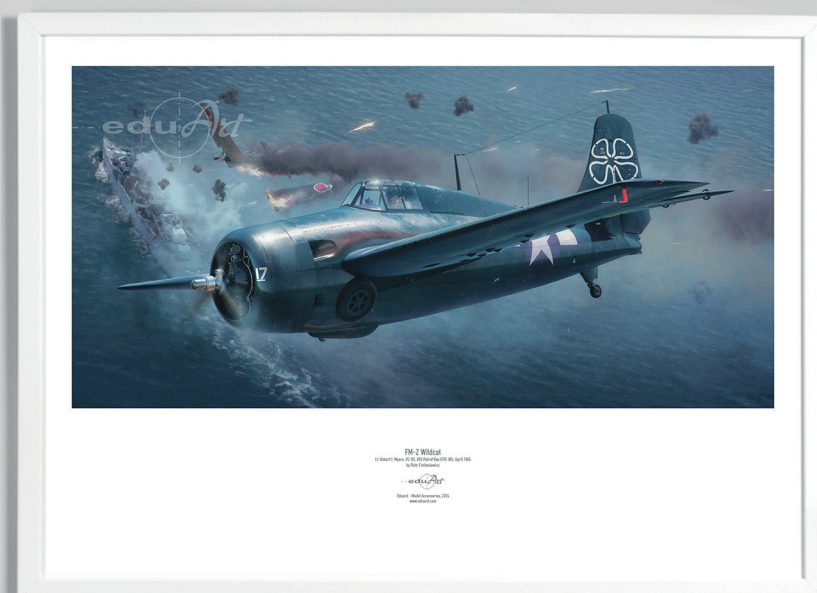
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Máňa

Text: Jaroslav Špaček

Illustration: Antonis Karydis



The L-410UVP, serial number 810731, was manufactured by LET Kunovice, on 25 November 1981. It was equipped with the standard camouflage for this type, i.e. two shades of green on the upper and side surfaces, and light grey underneath. At the time when it was intended for transporting NATO observers during exercises on the territory of Czechoslovakia, the nose, part of the tail surfaces and the ends of the wings were painted yellow. Subsequently, during an inspection at the factory, it was fitted with 'VIP camouflage' in white and grey with tricolour on the fuselage sides.

In the middle of 2005, the aircraft was handed over to the Pardubice Centre of Aviation Training (CLV) of the state enterprise LOM PRAHA, where it complemented the already used L-410UVP-T aircraft, fuselage number 0928, for training University of Defence Brno students intended for the transport aviation. Pilots Štěpán Ručka and Petr Kříženecký took over the "new" aircraft from Kbely. However, they did not fly off on their first attempt, because the aircraft showed significant

control defects, perhaps due to previous damage during ground handling. However, after several adjustments, the aircraft was finally taken over, although for the rest of its flying life it suffered permanent consequences in the form of constant, albeit small, slipping. Any change in speed or wing configuration thus required re-adjustment of the rudder and aileron trims. Over time, the aircraft was nicknamed "Máňa" (pronounced Mania, meaning "Little Mary").

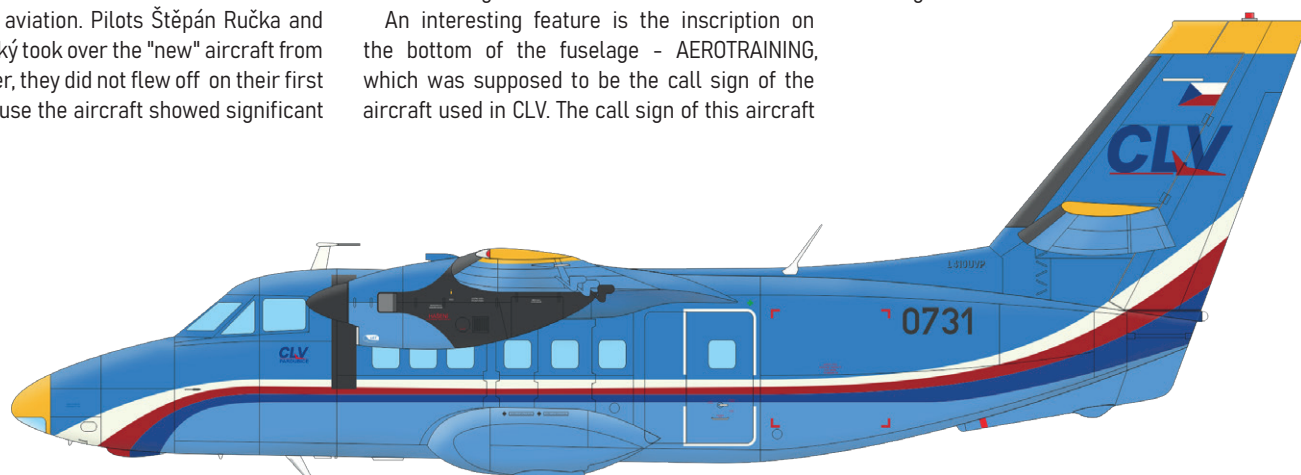
In 2012, the aircraft "0731" underwent the R2 revision at the manufacturer. Due to the extent of the work being carried out, there was a discussion in CLV on the subject of a new camouflage to fit within our fleet. Out of many ideas from pilots and technicians, the current look of the "CLV" L-410s was finally chosen. That's why the aircraft "0928" received it as well in 2017 during its R2 revision in Kunovice.

An interesting feature is the inscription on the bottom of the fuselage - AEROTRAINING, which was supposed to be the call sign of the aircraft used in CLV. The call sign of this aircraft

for communication with air traffic control authorities at that time was "Aerotraining 731".

On 22 October 2020 the aircraft landed for the last time in Pardubice, it was then with the crew of Antonín Karmazín, Jiří Červený and Jiří Seidl. The need for another R2 revision and the engines and propellers overhaul, together with the necessary modernisation of the avionic equipment, meant very high costs. Therefore, the decision was made to decommission the aircraft and no longer operate it.

In the end, "Máňa" ended its aviation journey in the Aviation Museum in Kunovice. The aircraft was transported there on two trucks on March 7, 2024, where it was displayed to the public after assembly with the help of the production plant employees. "Máňa" flew a total of 7,479 hours and 25 minutes and safely completed 13,892 landings.



Text: Jan Bobek

Illustration: Piotr Forkasiewicz

With the National Guard in China



World War II gave rise to many unusual situations, events, and units. Among these was the Connecticut National Guard's reconnaissance aviation unit, which ultimately achieved over 70 confirmed aerial victories on the Chinese battlefield.

The first U.S. aviation unit with the number 118 was the 118th Aero Squadron, formed on August 31, 1917, at Kelly Field, Texas. After moving to France, it was redesignated as the 639th Aero Squadron in February 1918 and served as a transport and supply unit.

In 1923, the 118th Observation Squadron was established as part of the Connecticut National Guard. Initially equipped with Curtiss JN-4 "Jenny" and Curtiss OX-12 aircraft, it assisted during floods and worker riots. Gradually, it began using O-17 Courier aircraft, Douglas O-38 and O-46, O-47 medium planes, and Stinson O-49, among others.

In March 1941, the 118th OS was placed under Army command and moved to Jacksonville Army Airfield in Florida, where it participated in anti-submarine patrols over the Atlantic. After the attack on Pearl Harbor, it continued this mission from Charleston, South Carolina. Its equipment eventually included not only L-4 and L-5 observation aircraft but also P-40, A-20, and P-39 combat aircraft. In the first half of the year, however, it was ordered to relocate to India and later to China.

By June 1944, this unit, now designated the 118th Tactical Reconnaissance Squadron (TRS), became the fourth fighter squadron within the 23rd Fighter Group, carrying on the legacy of

Chennault's "Flying Tigers." Under the command of Maj. E.O. McComas, the squadron began flying combat missions with P-40Ns from Kweilin Airfield, China. In late 1944, it rearmed with P-51B and especially C versions. The squadron's first two victories came when 1/Lt Oran Stanley Watts shot down two Oscars near Anking on July 7. The main adversaries of the American pilots on this battlefield were Japanese Army aviators flying Ki-43 and Ki-44 planes, with some Ki-84s appearing later in the war. Watts went on to achieve five victories, becoming one of the unit's three aces, Maj McComas and 1/Lt Russell D. Williams also achieving five kills each. Members of the 118th TRS returned to the U.S. after completing 100 combat sorties, typically after about six months of operational intensity.

When the 118th TRS arrived on the Asian battlefield, Chinese and Allied forces were facing Japan's Operation Ichi-Go, aimed at establishing a land link between the occupied eastern part of China and present-day Vietnam. The second goal of the operation was to seize Allied airfields from which the U.S. Air Force was launching raids on Japan. For the 23rd FG, this meant operating under extremely difficult logistical conditions and undergoing several evacuations of their own bases.

By October 20, the 118th TRS had flown nearly 6,000 operational hours, shot down 24 aircraft, probably destroyed 15 others, and damaged 22 in aerial combat. Its pilots had also destroyed 14 bridges and damaged 27 more, destroyed 296 vehicles and damaged 422, sunk 404 cargo

vessels and damaged 1,439, and killed over 3,000 soldiers and 1,500 draft horses.

In November 1944, the 74th FS and 118th TRS found themselves in an extraordinary situation, tasked with operating from areas surrounded by Japanese forces. Maj McComas' brightly colored Mustangs flew from Suichuan Airfield. Until January 1945, the pilots attacked enemy logistics on land, sea, and rail, scoring numerous additional aerial victories and destroying aircraft on the ground.

By 1945, Japanese Army aerial activity in China had dwindled, with anti-aircraft fire becoming the main danger to Mustang pilots. During one such action in the spring of 1945, a Mustang was photographed bearing the names "Dottie N' Butch" and "Roxie" on its nose. This aircraft's chief mechanic was R.D. Anderson, and it was assigned to two pilots, Lt. L.D. Monaghan and Lt. G.J. Kaplanek. The final commander of the 118th TRS, Maj Martin Lubner, who had six confirmed victories and three probable ones from his time with the 76th FS, was photographed in his flight gear with this aircraft.

Central European readers may find it interesting that Gerald J. Kaplanek was the son of a Czech father and a Polish mother. Another pilot with Czech ancestry, Edward J. Vanecek, also served with the unit. He died in April 1944 in a crash in India. More details about this unique unit can be found on the website www.118trs.com.

Do zteče!

Text: Zdeněk Nožička

Illustration: Antonis Karydis



„Do zteče ostře!“ ("Attack hard!") This is how the pilots of Czech L-39s, conducting combat test firing, asked by radio the ground controller for permission to launch unguided rockets, fire a cannon or drop bombs. As the controller was usually designated a flying personnel, he was located within the firing range area at a safe distance from the impact area but within sight of it during the firing. The leader of the pair, after receiving clearance from the controller, only issued the instruction "Ready" to the wingman pilot. The rockets were then fired simultaneously by the pilots on the instruction "Fire!" by the leader. Subsequently, the rocket controller made an immediate assessment of the accuracy of the hits and then informed the pilots by radio.

The military areas of Jince, Libava and Boletice were used for such rocket tests. Each live firing was very important for the pilots. Especially for the necessary acquisition of the pilot class and thus confirmation of the achievement of combat skills on a given type and of course proper financial evolution in the form of an increase in the pilot's monthly salary.

For ground personnel, aerial gunnery tests have always meant a higher workload than everyday duty. Especially for the armourers. On the day of preliminary preparation, they concentrated their efforts, in addition to the preparation of the aircraft and the testing of the weapon systems, on the hanging of the rocket pods and the actual preparation of the aerial weaponry. The aircraft flew mostly armed with a combination of the GS-23 cannon

along with S-5 rockets, or the GS-23 cannon along with bombs. Because of the complexity of this training, range flights were scheduled in weekly blocks.

The training missions of armed Albatros flying on the range had important safety specifics. For example, the armourers performed the arming of the aircraft only as the last specialty in line, when the radio operators and avionics specialists, along with the aircraft technician, had already completed their preparations. Warning flags were placed in front of and behind the aircraft during weapons loading. This meant that no ground personnel or airport security assets were allowed in these areas. Once the aircraft was armed, only the pilot and his technician could approach it.

After landing the aircraft back at the base, the pilots taxied to the designated "discharge point" and pointed the aircraft in a safe direction. At this point, a pair of armourers were already waiting to check the "safety" of the weapons used while the engine was running. In practice, this meant that no rocket could be left in the rocket pods and no rounds could be left in the air cannon. Otherwise, the pilot was informed of the balance of ammunition in the weapon. This was the signal for him to shut down the engine. The armourers then began troubleshooting.

The boxart of the new Eduard kit, shows just the moment when a pair of Albatroses launches unguided S-5 rockets from UB-16 rocket pods over one of the aforementioned shooting ranges. Outside of the rocket pods, the aircraft is equipped with a pair of additional fuel

tanks, in order to extend its operational range (the ability to perform several runs in succession) in the shooting range area.

The livery of the boxart Albatros shows its appearance in the last stage of service with the 222nd Training Squadron in Náměšť nad Oslavou. During its service at this base, it was lovingly cared for by the aircraft technician Michal F., who is now an Eduard employee and designer of the camouflage schemes and decals. Logically, the realization of the schemes for this kit fell to him and his 3903 was not to be missed in the selection. In addition, this aircraft carried several shades of paint it received during various maintenance and revisions, but still carried the original factory livery. This makes its markings attractive for modellers. During service with the 222nd Training Squadron, this Albatros received a slight addition in the form of stripes applied to the vertical stabilizer. There is a humorous story associated with these stripes which is mentioned in the kit's instruction sheet.

Just for completeness, let us add that the aircraft was produced in October 1986 and made its last flight from the Čáslav airport on 24.10.2016. From the above it follows that its duty was terminated after 30 years of service due to the exhaustion of its technical service life. During this service it flew 3600 flight hours.

L-410UVP TURBOLET

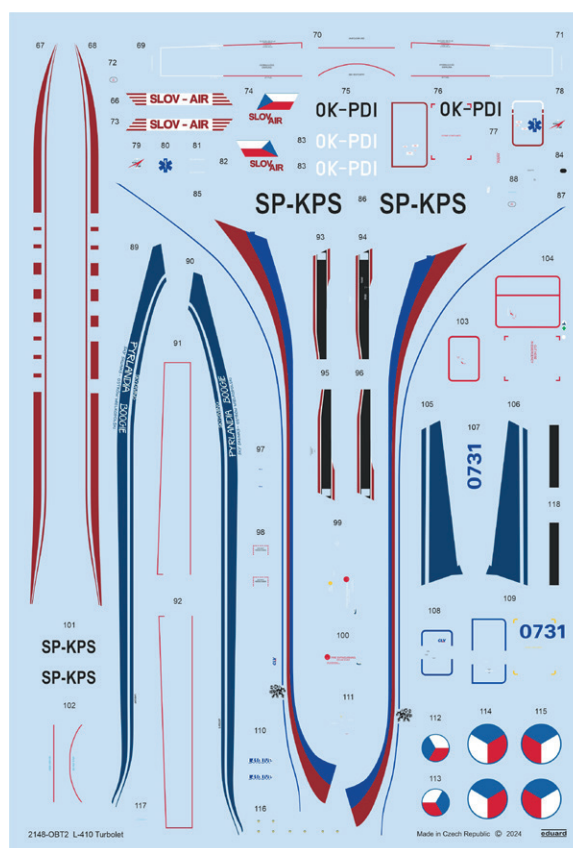
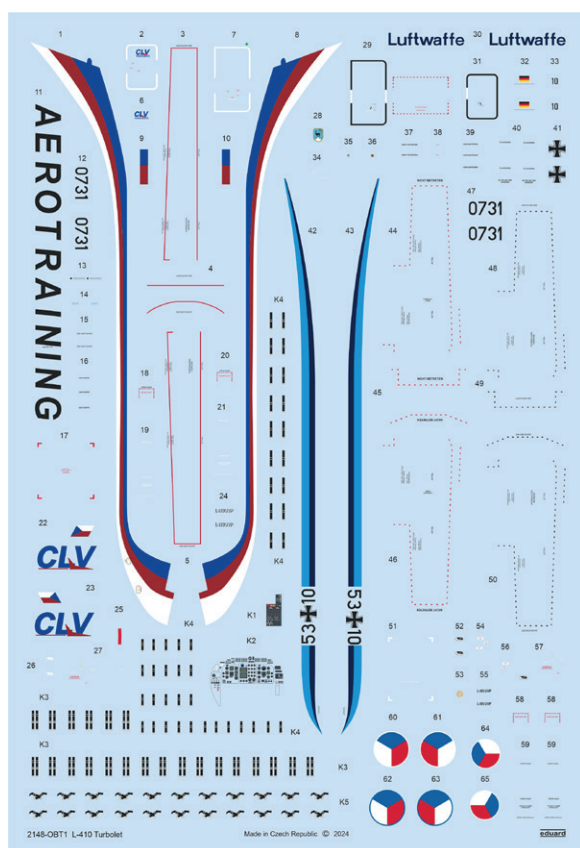
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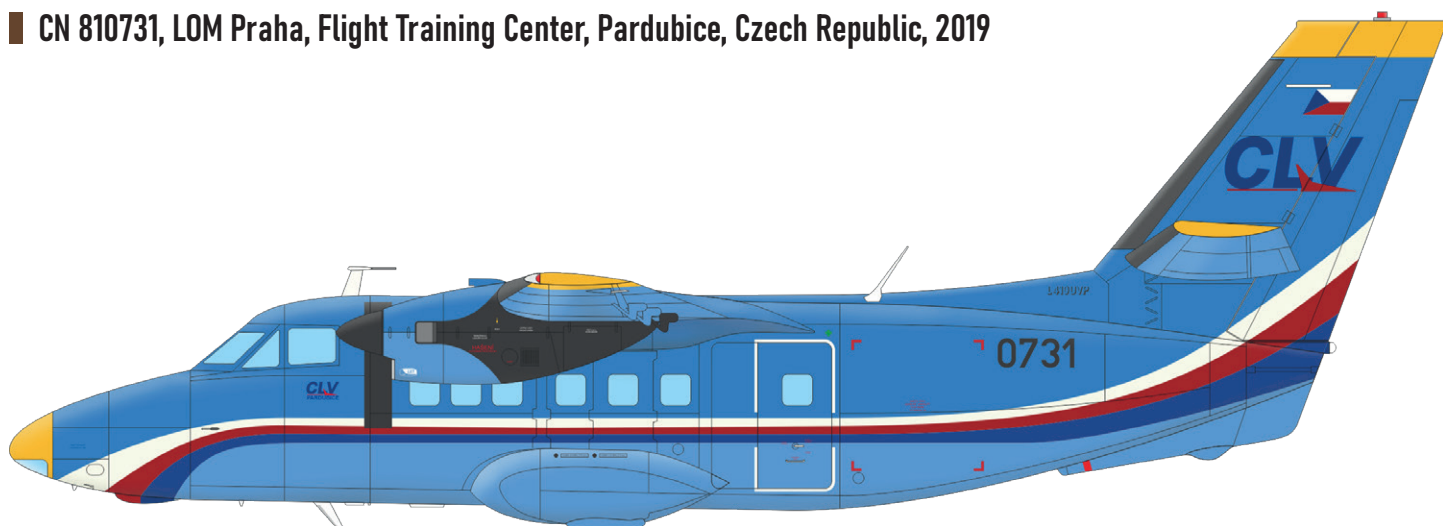
The Limited edition kit of the Czechoslovak twin-engine transport aircraft L-410UVP Turbolet in 1/72 scale.

- plastic parts: Gavia/Eduard
- marking options: 6
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes (exhausts; undercarriage wheels, undercarriage struts, front u/c bay, propellers)

Product page



■ CN 810731, LOM Praha, Flight Training Center, Pardubice, Czech Republic, 2019

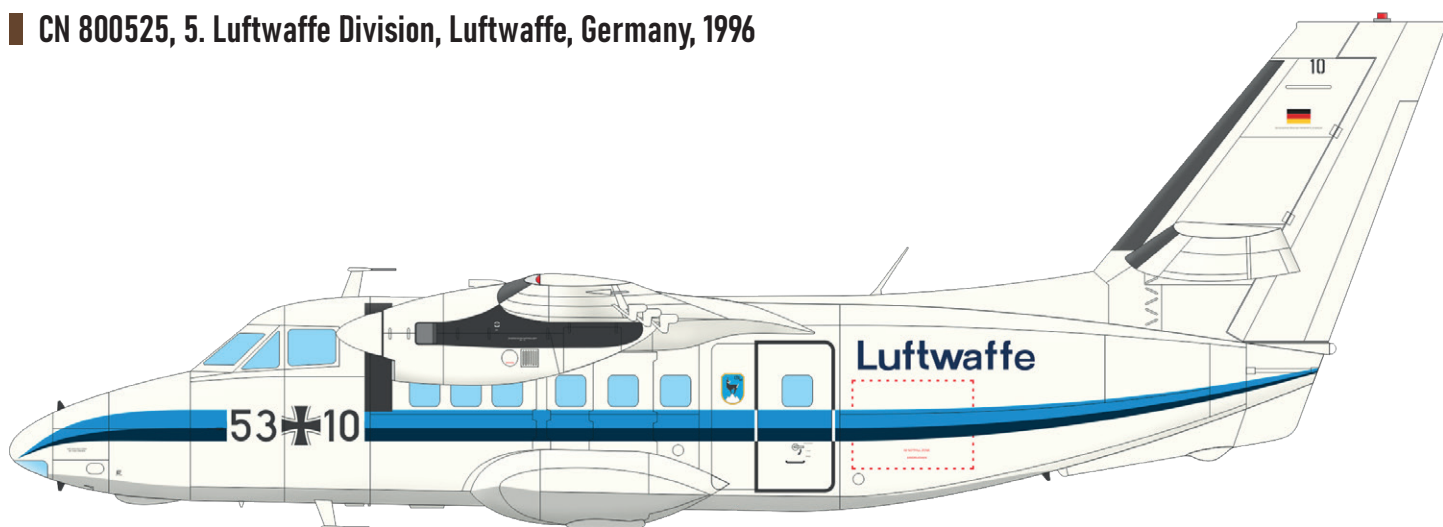


This L-410UVP, which was later nicknamed Máňa (means Mary homely), was finalized on November 25, 1981 and in December it was handed over to the army aviation, which assigned it to the 3 Transport Aviation Regiment in Prague-Kbely. The aircraft underwent several changes of color and served as a VIP passenger (salon) transport aircraft. As part of the reorganization of the Czech Air Force in the mid-1990s, the aircraft

was transferred to the 61 Transport Squadron at the newly formed 6 Transport Air Base. In 2002, it moved to Pardubice to the 34 Special Air Force Base (overhauled subsequently in 2004) and assigned to the newly formed Flight Training Center. At that time, it sported the standard white and grey livery and for some time also the "Máňa" inscription above the cockpit. At the turn of 2011 and 2012, this Turbolet underwent a technical

revision in Kunovice, during which the technical life was spanned for another 4800 hours or 10 years of operation. At the same time, it received a new blue livery, in which it lived to the end of its service in 2022. During that time, it flew 7,479 hours and made 13,892 landings. In February 2024, it was decided that the aircraft would be loaned to the Kunovice Aviation Museum to be exhibited there.

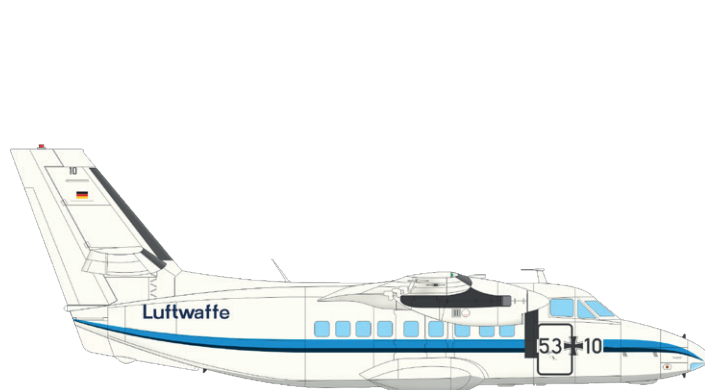
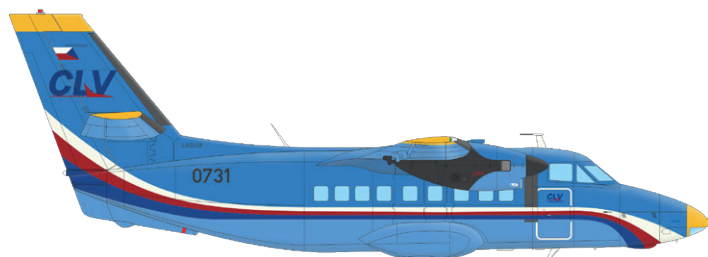
■ CN 800525, 5. Luftwaffe Division, Luftwaffe, Germany, 1996



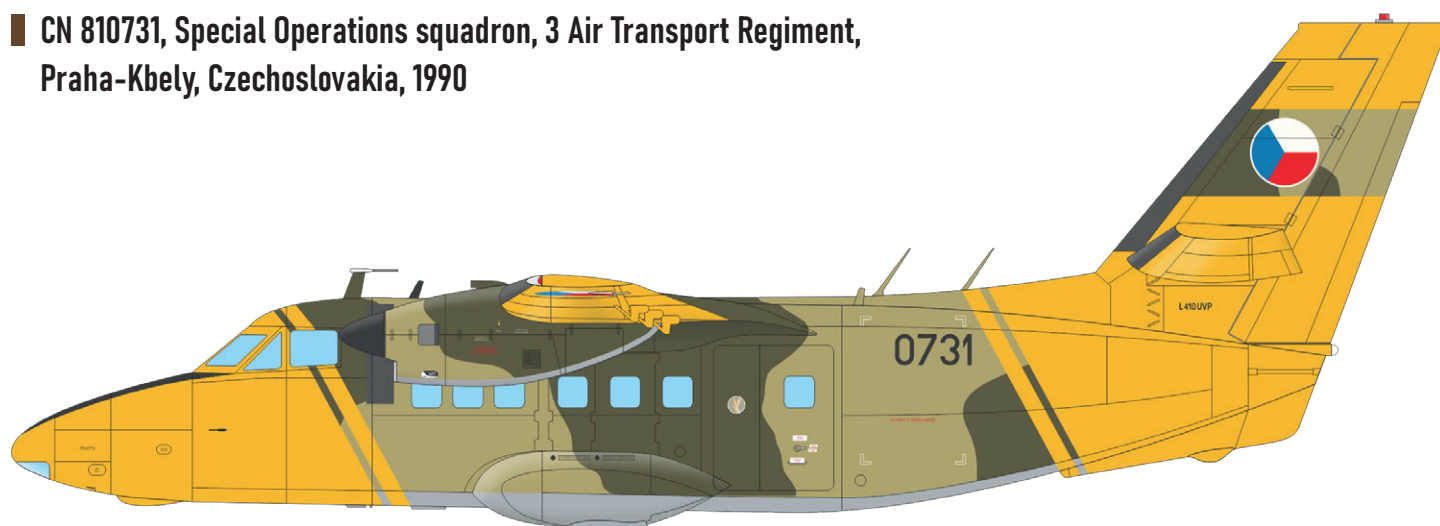
In late 1980s, the first L-410UVPs were delivered to the Army of then German Democratic Republic. These were finished in an eleven-seat salon version and the first aircraft were delivered in camouflage consisting of irregular stains of khaki

and green. After German reunification in the early 1990s, the Bundesluftwaffe retained these aircraft for the 5. Luftwaffe Division which was tasked with the transport of government officials. The aircraft were overhauled and given a white

and grey livery with a distinctive stripe of two shades of blue. The other L-410UVPs delivered to the GDR were mostly of parachute version and these were partly sold to Guatemala and partly donated to the air forces of the Baltic republics.



■ CN 810731, Special Operations squadron, 3 Air Transport Regiment, Praha-Kbely, Czechoslovakia, 1990

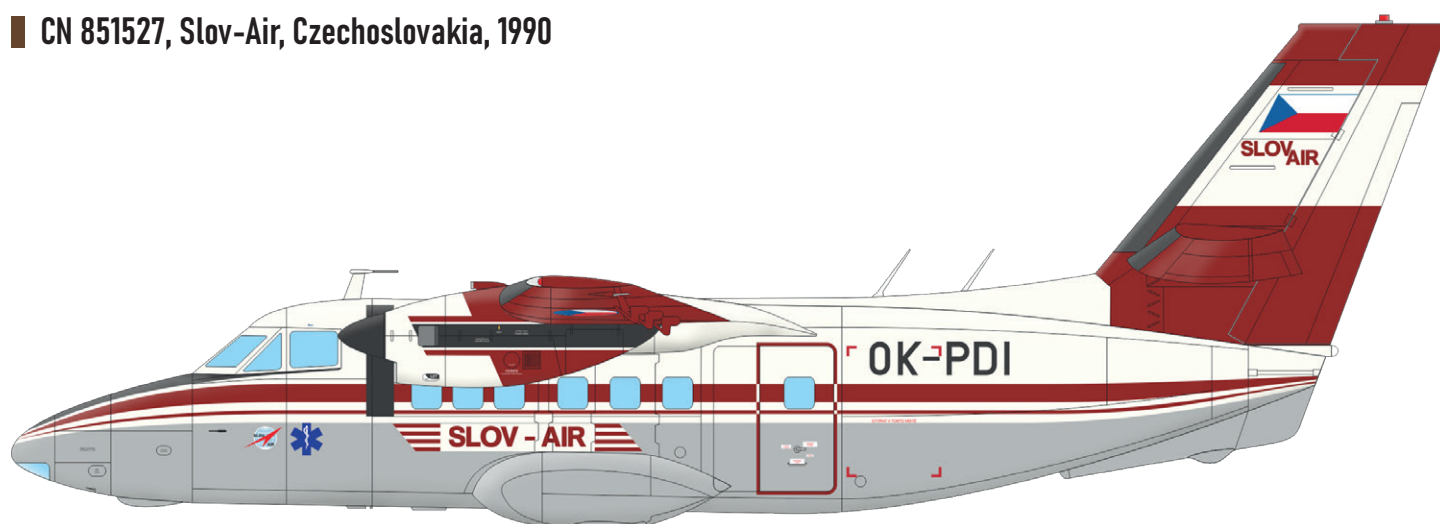


At the end of the 1980s, the Turbolet serial number 810731 was used in a saloon version for transporting foreign arms inspectors of the Conference on Security and Co-operation in Europe (CSCE)

by the Special Operations Squadron, which was part of the 3 Transport Aviation Regiment in Praha-Kbely. The camouflage was complemented by large areas of yellow on the wings, tail and nose

of the aircraft. Most of the stencilling was not recovered in these areas.

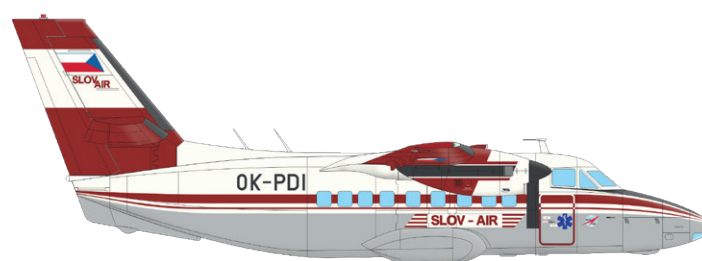
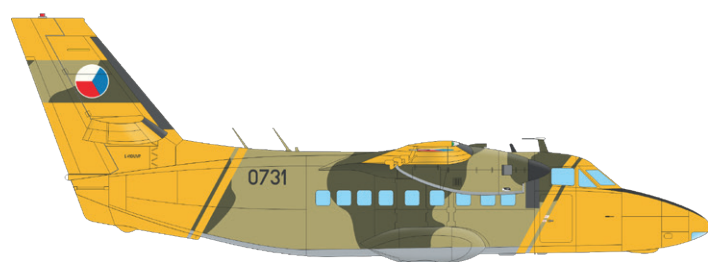
■ CN 851527, Slov-Air, Czechoslovakia, 1990



The state-owned Slov-Air company, which replaced the former ČSA Agrolet in 1969, was the first Czechoslovak user of the L-410. It added the first aircraft to its fleet in the second half of 1971. The aircraft, still in the L-410A version, were used for domestic transport and were handed over to ČSA in 1975. This aircraft was purchased by the Aviation Inspectorate Bureau and flown by the crew of Miroslav Srnec and Pavel Plaček on November 15, 1985, with the matriculation

OK-PXI. Shortly afterwards, the Bureau revised its intentions (the aircraft was to serve for calibration purposes) and in November 1986 it was offered for sale or transfer. Moravian company and Kunovice aero club were interested, there was also a Yugoslavian bidder and also the army or ČSA were considered. Finally, Slov-Air acquired the aircraft in October 1988. On October 24, 1988, the aircraft was matriculated as OK-PDI and used for the JZD AK Slušovice (aero

services of the agriculture company Slušovice), and later also transported Slovak government representatives. In 1992 the aircraft was written off after the nose gear was damaged during landing. The aircraft was then parked for a long time at the Žilina airport, after which it was transported to Bratislava and used for airport firefighters training.



■ CN 831138, Pyrlandia-Boogie, Ostrów Wielkopolski, Poland, 2006

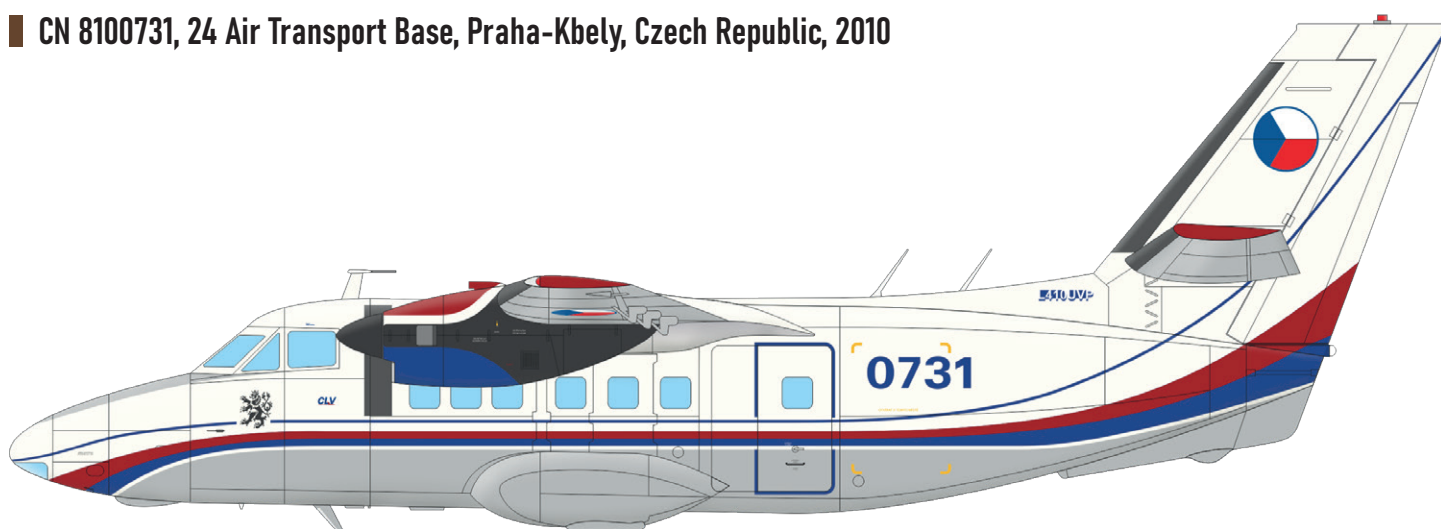


This L-410UVP was not made for the customer, but for factory purposes. It was used to test modifications of the newly prepared UVP-E version. The aircraft with the OK-178 mark was flown on January 10, 1984. This was followed by tests of brakes, different shapes of wingtip tanks and installation of five-bladed propellers. In 1985, the aircraft was exhibited in Paris as "fake" UVP-E. The aircraft was also given the civil matriculation OK-OZG, then returned to OK-178 and was converted back to the standard L-410UVP. It then received the new OK-NZG marking and

was leased to Slov-Air for two months at the end of 1991. It then went into private hands with Delta System Air, where it was rebranded OK-NDG. In Norimberk on January 28, 1994, it suffered broken wing end due to the strong wing. After the repair the crew of Jiří Nečas and Albert Orlita flew it to Bratislava. It was operated as OK-NDG by ABA Air and from March 2000 it was grounded in Otrokovice for almost a year. The next owner was the company Job Air from Mošnov, which gave the aircraft a yellow paint job with a blue stripe. At the beginning of 2003

it was sold to Polska, where it flew at Pyrlandia Boogie with the matriculation SP-KPS and served to sky-divers. However, as of September 16, 2013, it was back in the Czech Republic, this time with the matriculation OK-PRH, which was changed to OM-PRH on July 13, 2016 and then to OM-HFP, operated in attractive livery by Praga Aviation. The aircraft is currently parked at Kunovice airport. It recorded 6,021 flight hours and 9,066 landings.

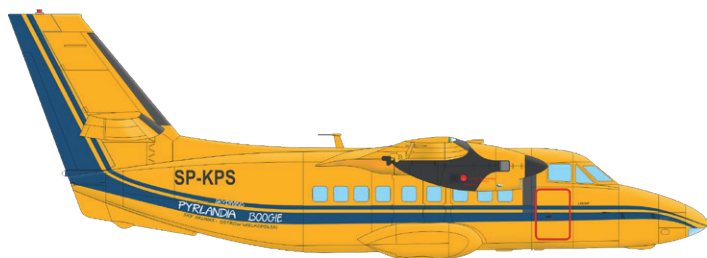
■ CN 8100731, 24 Air Transport Base, Praha-Kbely, Czech Republic, 2010



In 2004, Turbolet CN 8100731, whose history is also described in markings A and C, underwent an overhaul and was discharged from the army, where it served until then, to the Flight Training Centre at Pardubice Airport. As part of the

general overhaul, the original camouflage livery was replaced by an elegant white and grey paint with a stripe down the length of the aircraft in the colors of the national tricolor. Shortly afterwards, the inscription "Máňa" appeared on

both sides above the cockpit side windows. This nickname has stuck ever since, although after another revision it was given a blue livery and the inscription disappeared.



Galery L-410UVP no. 810731

Photo: Petr Kolmann and Jaroslav Špaček





The aircraft was decorated like a reindeer during one of the Christmas parties in the hangar.



This and previous page: L-410 "0731" of the CLV Pardubice / LOM PRAHA during flight duties at Pardubice airport.





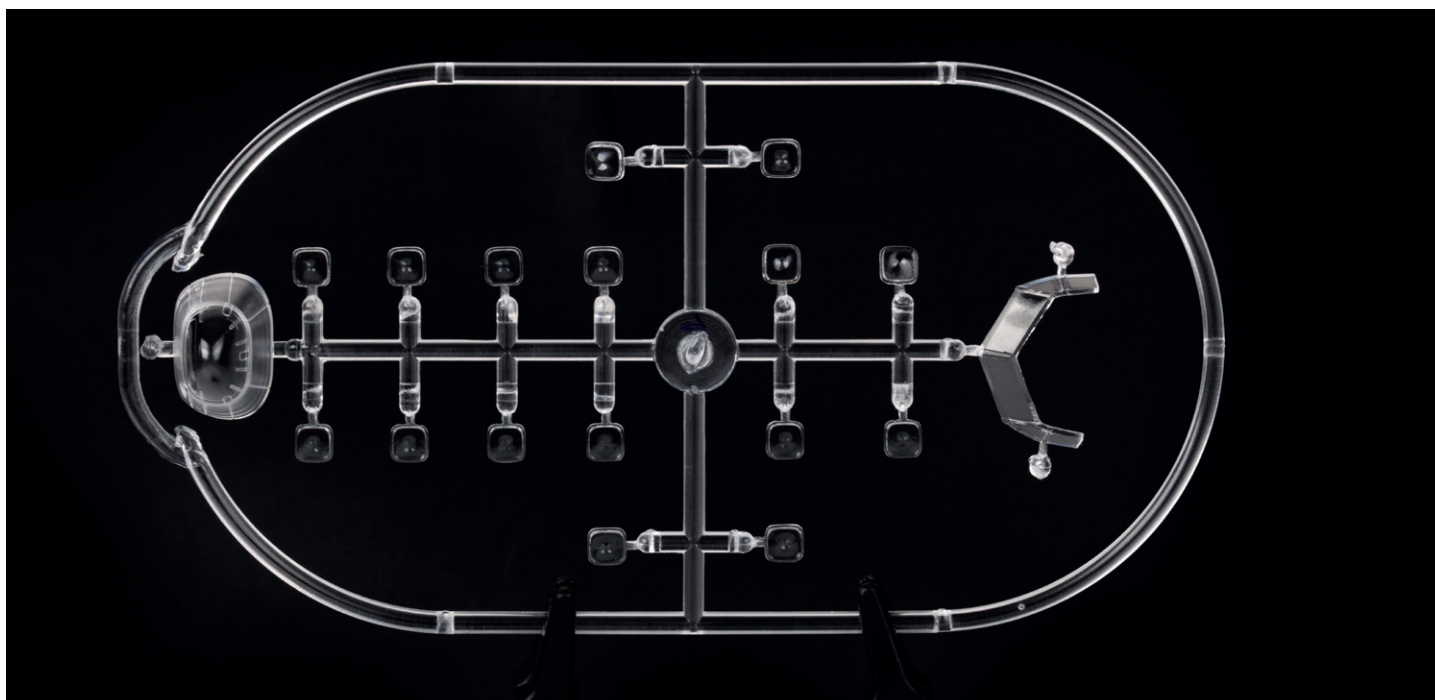
The "0731" nose detail with logos of the CLV and LOM PRAHA.



Two maintenance shots of the aircraft in the Pardubice airport hangar. The lower photo shows the aircraft on 9 March 2024 during its disassembly for transport to the Kunovice Aviation Museum.



New sprues A



Recommended: for L-410UVP 1/72

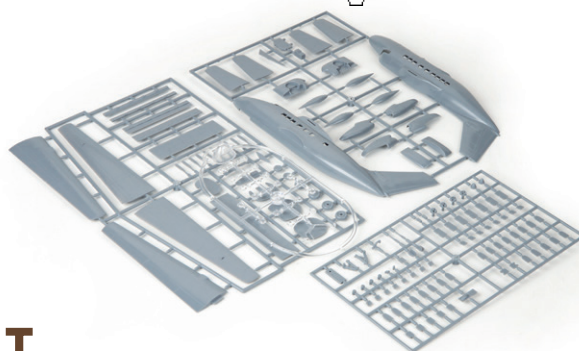
3DL72045 L-410UVP SPACE (3D Decal Set)



OVERTREES

#2148X
L-410UVP
TURBOLET
1/72

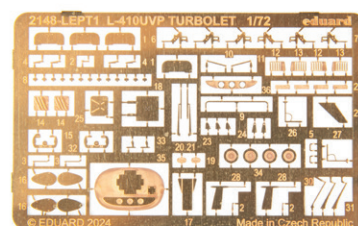
Product page



OVERLEPT

#2148-LEPT1
L-410UVP TURBOLET
1/72

Product page



THEY FOUGHT TO REBUILD

1/48

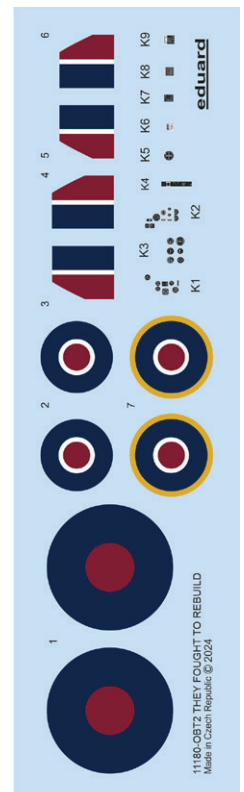
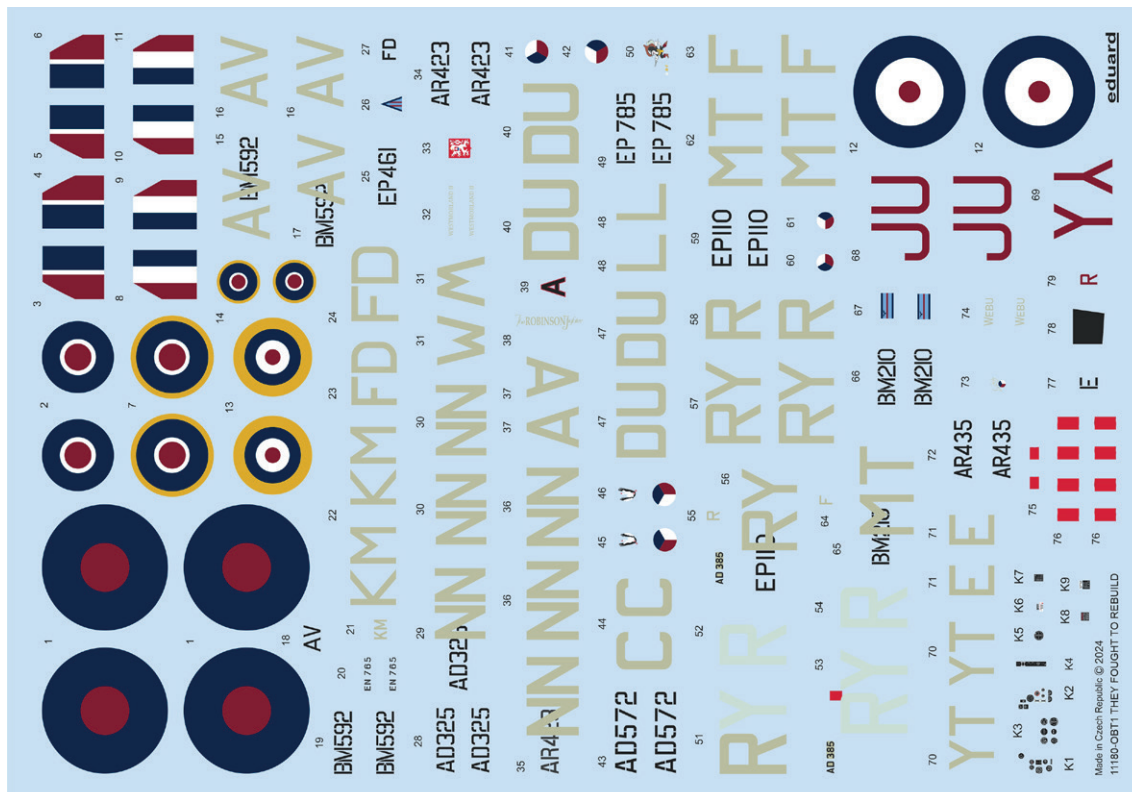
#11180

The Limited edition kit of British fighter aircraft Spitfire Mk.Vb in 1/48 scale. The kit offers to build Spitfires Mk.Vb, which were flown by Czechoslovak pilots serving in the RAF during the defence of Great Britain and attacks on targets in occupied Europe.

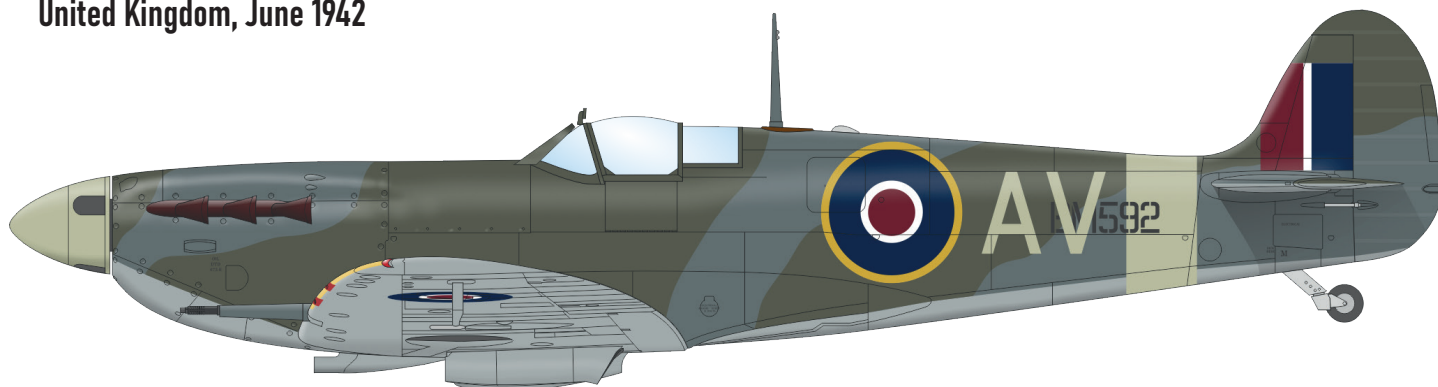
Dual Combo

- plastic parts: Eduard
- marking options: 12
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

Product page



■ BM592, W/Cdr Alois Vašátko, CO of Exeter (Czechoslovak) Wing, RAF Exeter, Devon, United Kingdom, June 1942

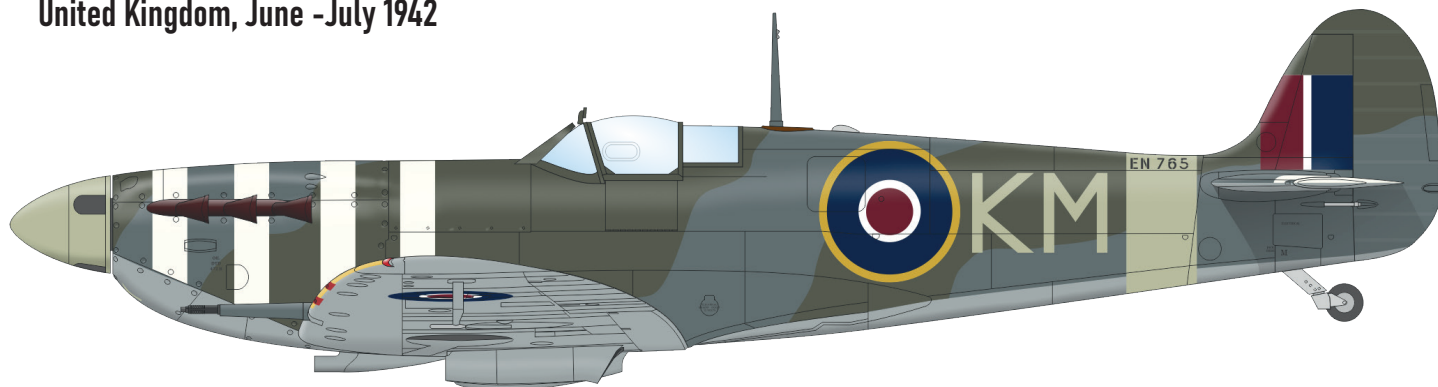


Alois "Amos" Vašátko was the third most successful Czechoslovak fighter pilot of World War II with 14 confirmed and four probable kills. During the Battle of France, he shot down twelve enemy aircraft plus two probably, making him the most successful Czechoslovak pilot and the fifth most successful ace of the Armée de l'air. After the defeat of France, he served with No. 312 (Czechoslovak) Squadron, with which he participated in the Battle of Britain. After the Czechoslovak Wing was formed, he became its

commander on May 1, 1942. The fateful evening of June 23, 1942, when 36 Spitfires escorted the Bostons for a raid on Morlaix airfield, proved fatal for him. During the ensuing dogfight, Vašátko collided with an Fw 190A-3 of Uffz. W. Reuschling from 7./JG 2 and died. Vašátko's personal Spitfire Mk.Vb s/n BM592 was a brand new aircraft, delivered to Wing on June 20, 1942. As the appearance of it has not been documented, its appearance can only be reconstructed, especially from the appearance of the first

personal Spitfire of Vašátko's successor, Karel Mrázek, which in turn is very well documented. The command aircraft were taken care of by the No. 310 Squadron personnel, and it is possible to deduce what Vašátko's BM592 might have looked like. The AV personal codes were most likely placed between the cockpit and the Sky-coloured stripe, and the AV personal letters were repeated on the underside of the engine cowling. No other markings were probably applied.

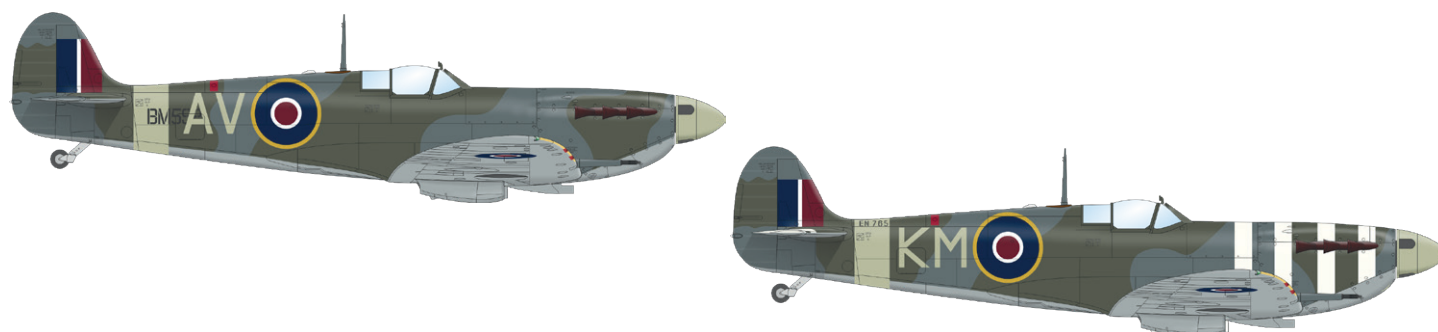
■ EN765, W/Cdr Karel Mrázek, CO of Exeter (Czechoslovak) Wing, RAF Exeter, Devon, United Kingdom, June - July 1942



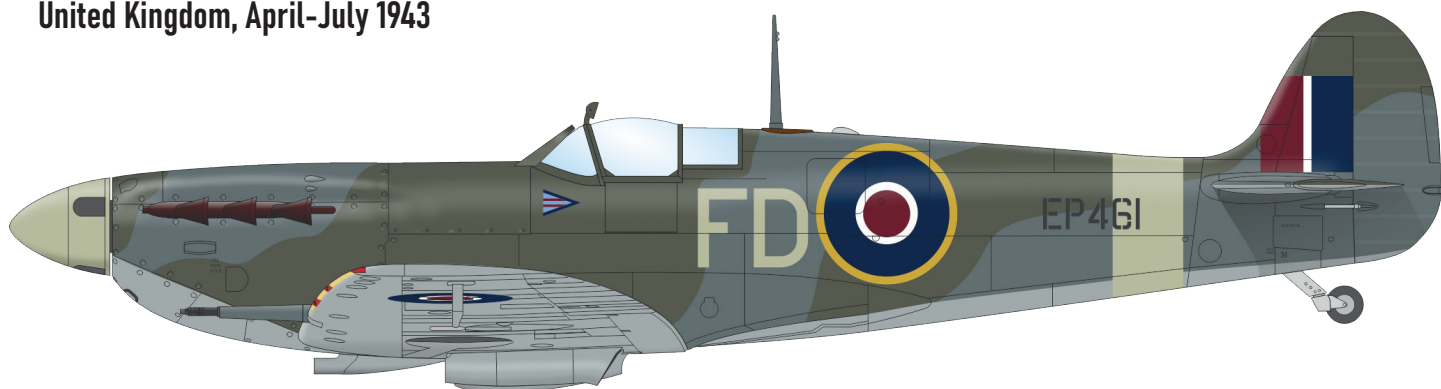
After the sudden death of the first commander of the Exeter (Czechoslovak) Wing, W/Cdr Alois Vašátko, on June 23, 1942, the existing commander of No. 313 (Czechoslovak) Squadron, W/Cdr Karel Mrázek, was appointed in his place. His first personal Spitfire in his new command was a Spitfire Mk.Vb s/n EN765, with which he made a total of 29 non-operational flights. W/Cdr Mrázek took advantage of the privilege that came with this position and had his initials

applied to his new Spitfire as code letters, i.e. KM. According to surviving photographs, it is clear that the letters KM were displayed in Sky paint on both sides between the fuselage cockpit and the stripe of Sky paint in front of the tail surfaces. They were also found in a smaller form on the lower engine cowling. The coloring of the upper surfaces was the standard Day Fighter Scheme shades of Dark Green and Ocean Grey, the lower surfaces were in Medium Sea Grey. Karel Mrázek

was one of the most capable young officers of the pre-war air force. During his wartime career he shot down four enemy aircraft, one probably and three damaged. He was the only Czechoslovak fighter pilot to clash with pilots from the Italian Expeditionary Corps Corpo Aereo Italiano, and he emerged from the battle successfully, managing to shoot down two Fiat Cr.42s. His leadership skills were recognized with high awards of DFC and DSO.



■ **EP461, W/Cdr František Doležal, CO of Exeter (Czechoslovak) Wing, RAF Exeter, Devon, United Kingdom, April-July 1943**

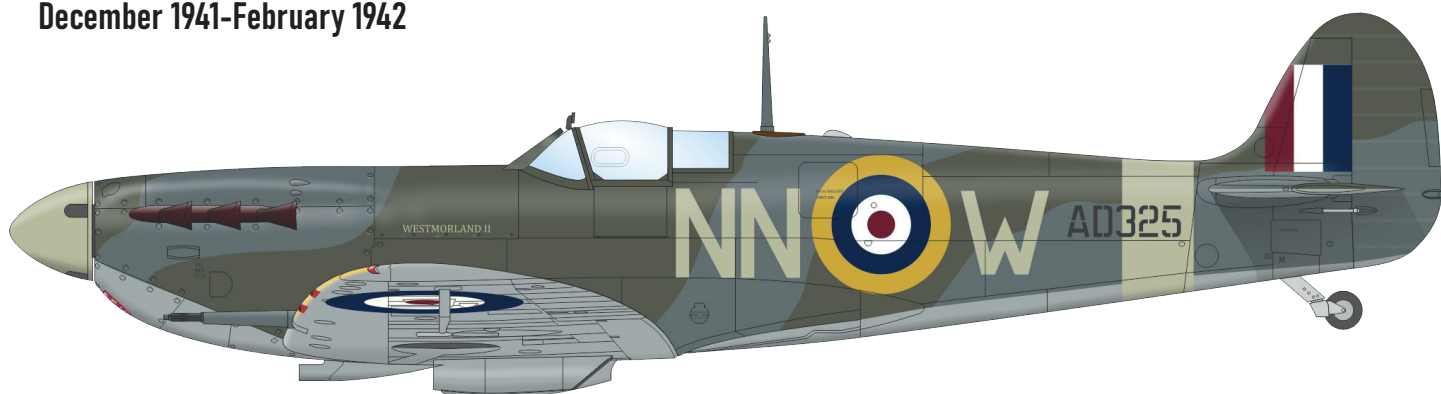


The first user of Spitfire EP461 was a veteran of the Battle of Britain and France, S/Ldr Jack Rose, Acting Squadron Leader of Exeter Station. Although without the appropriate rank, he filled in for W/Cdr Mrázek both functionally and as Wing Commander. In the period August-November 1942 Jack Rose led 15 sweeps as Wing Commander and marked his Spitfire with his initials JR. S/Ldr Frantisek "Dolly" Doležal, Commander of No. 310 Squadron, also used EP461 occasionally in December 1942 and early January 1943 without changing his markings. In January the JR became

KM and was used by W/Cdr Karel Mrázek as his last personal Spitfire in the Czechoslovak Wing. On April 1, 1943, W/Cdr František Doležal became the new Wing Commander and took over the EP461 from Mrázek. At the time, the aircraft had its wingtips cut and a new round rear-view mirror installed. The Wing Commander's badge was painted under the left windshield. The code letters FD were in front of the fuselage cockade on both sides and their appearance varied on the starboard and port. The FD marking was placed also on the bottom of the engine

cowling. The serial number EP461 was largely repainted in Ocean Grey camouflage paint on the right side after numerous changes of the code. W/Cdr Frantisek Doležal achieved his last aerial victory with this Spitfire when he damaged an Fw 190A from 8./JG 2 Richthofen on May 3, 1943. He ended the war with a total score of six confirmed victories, four probable and four enemy aircraft damaged. He was one of the first to return to Czechoslovakia after the war as early as May 17, 1945, but died aboard a transport Siebel on October 4, 1945.

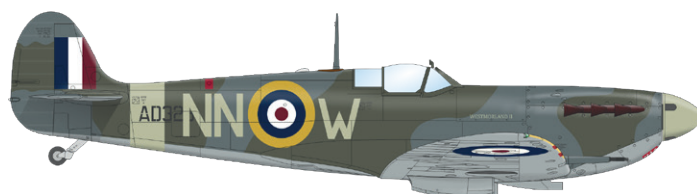
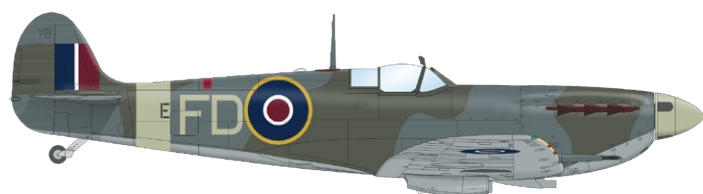
■ **AD325, F/Lt Emil Foit, No. 310 Squadron, RAF Perranporth, Cornwall, United Kingdom, December 1941-February 1942**



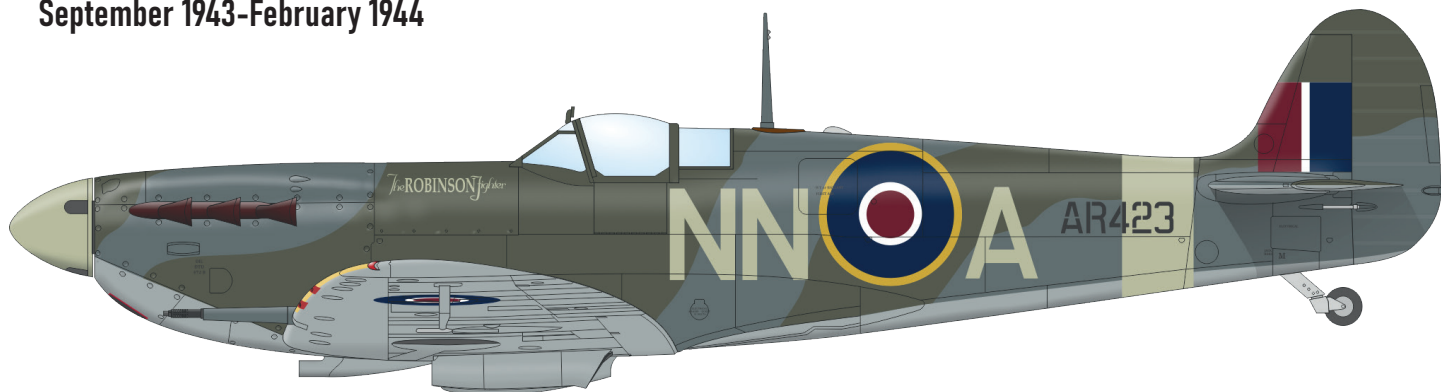
Emil Foit was born in 1913 in Brno and after graduating from the business academy and military schools he became a fighter pilot. After the occupation of Czechoslovakia in May 1939 he made his way to Great Britain via Poland and Sweden and then France in August, where he joined the Foreign Legion. He served in Tunis, Blida in Algeria and Oran. After the surrender of France, he went via Casablanca and Gibraltar to the UK, where he was accepted into the RAF in August 1940. He underwent brief combat training

with Hurricanes, served briefly with the British No. 85 Squadron and in October 1940 was posted to Duxford with No. 310 (Czechoslovak) Squadron. From February 1942 to November 1942, he was B Squadron Commander. From January 1943 to January 1944, he served as commander of No. 310 (Czechoslovak) Squadron. During air combat he shot down three enemy aircraft and damaged five. He received numerous medals and decorations for his combat activities, including the Distinguished Flying Cross (DFC). On his

return to his homeland in 1945 he was appointed commander of the 10 Air Regiment at Kbely. After February 1948 he went into exile in Great Britain and served again in the RAF. Emil Foit died in 1976 in England. The Spitfire AD325, which he flew at the turn of 1941-1942, was a brand new aircraft, delivered to No. 310 Squadron during the rearmament to the Mk.Vb version. It bore the donation inscription WESTMORLAND II on the tank cover and most likely had the Czechoslovakian emblem on the engine cowling.



■ **AR423, F/Lt František Trejtnar, No. 310 Squadron, RAF Ibsley, Hampshire, United Kingdom, September 1943–February 1944**

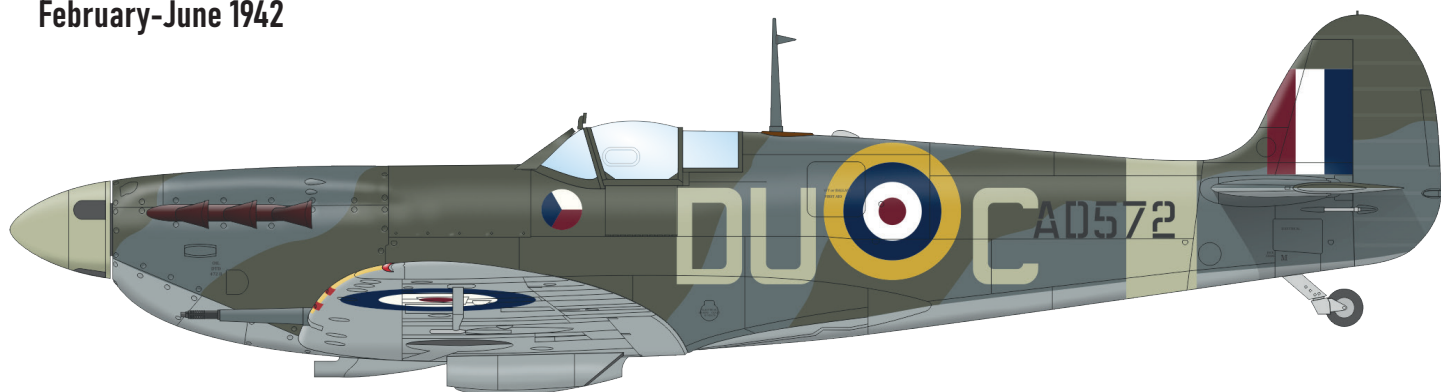


František Trejtnar was born on March 7, 1917. He graduated from the aviation school in Prostějov and became a pilot in the Czechoslovak army. After the occupation of Bohemia and Moravia by Germans in 1939, he went to Poland. In a short time, he went to France, where he was accepted into the Foreign Legion. When the war broke out with the German attack on Gdansk, Poland, on September 1, 1939, he was transferred to the forming Czechoslovak Foreign Army in France and sent to retraining as a pilot. After the fall of France, he left Port Vendres for Gibraltar and

from there he sailed to Liverpool aboard Neuralia ship. In the UK he was accepted into the Royal Air Force at the end of July 1940. In early November 1940 he was posted to No. 310 (Czechoslovak) Squadron at Duxford. He fought with the unit throughout his wartime career, during which he scored one Fw 190 shot down and two damaged. On June 23, 1942, during a combat with an Fw 190, František Trejtnar and his opponent went deep into English territory. Czech pilot was shot down during the engagement, had to bail out and broke his leg when he hit the ground on the parachute.

The disoriented German pilot, Oblt. Armin Faber, landed his Fw 190 to the amazement of all at the British base at Pembrey. The Britons thus got their hands on a completely undamaged Fw 190A-3, which they subsequently subjected to a series of tests and practice dogfights. František Trejtnar flew the AR423 Spitfire shown here regularly from September 1943 to February 1944 as B Squadron Commander of No. 310 Squadron. The tank cover bore the donation inscription The ROBINSON Fighter.

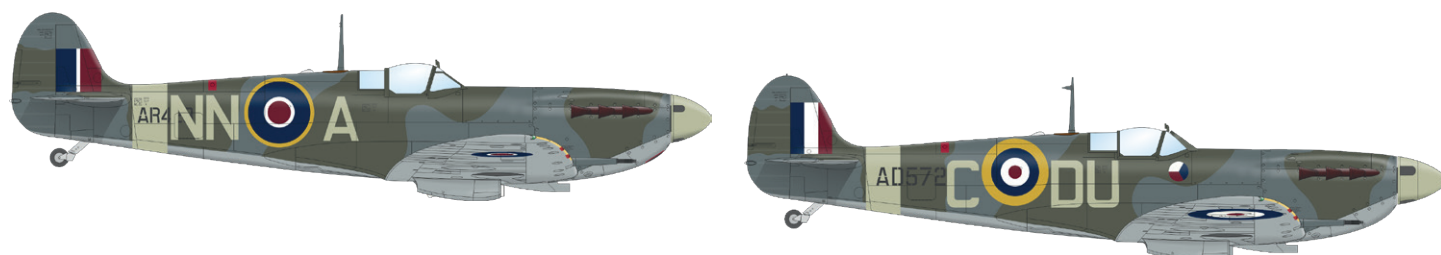
■ **AD572, F/O František Peřina, No. 312 Squadron, RAF Harrowbeer, Devon, United Kingdom, February–June 1942**



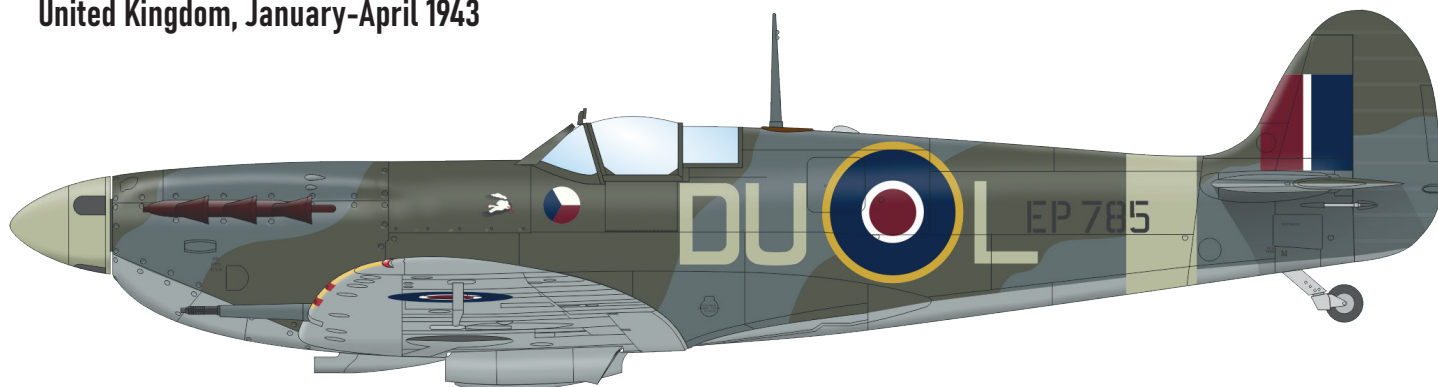
František Peřina was the first Czechoslovak fighter pilot, who achieved five confirmed kills and became ace. Born in 1911 in the village of Morkůvky near Břeclav, he left for Poland after the Munich dictate, from where he later headed by ship to France, where he retrained on Curtiss Hawk H-75 fighters. In December 1939 he became one of the first twenty Czechoslovak fighters sent to the Western Front. He was assigned to the famous Groupe de Chasse 1/5, where he flew mostly as the wingman of commander of the 1st Escadrille, Capitaine Jean Accart. During the

three weeks of the French campaign, he shot down 11 aircraft confirmed and two probably. After the surrender of France, he continued on to the UK via Gibraltar by boat. He was accepted into the RAF at the rank of Pilot Officer and in September 1940 was posted to the recently formed No. 312 (Czechoslovak) Squadron. In its ranks he participated first in the Battle of Britain and later in offensive sweeps over the occupied continent. During these actions he closed his combat score by shooting down an Fw 190. During World War II he was credited with shooting down

12 aircraft confirmed, two probably and one aircraft damaged. After the war he returned to his homeland but was forced to emigrate in 1949 after the Communists took over. He spent several years as a pilot in the British Royal Air Force, later flying in Canada and the USA. He lived in the United States until 1993, when he returned permanently to the Czech Republic. He died on May 6, 2006 at the age of 95. František Peřina flew the Spitfire Mk.Vb AD572 shown here regularly from February to June 1942 and shot down one Fw 190 on June 6, 1942.



■ **EP785, P/O Ladislav Světlík, No. 312 Squadron, RAF Churchstanton, Somerset, United Kingdom, January-April 1943**



Pilsen native Ladislav Světlík was born on March 23, 1917. He took advantage of the 1000 new pilots for the country campaign and learned to fly. Between 1936 and 1937 he completed military training in Prostějov and then served as a fighter pilot. After the German occupation, he went to France via Poland, where he joined the Foreign Legion. After reassignment to the Air Force, he was retrained at Chartres on the Curtiss Hawk H-75 and scored four confirmed and three probable kills in combat against the German Luftwaffe. After the fall of France,

he moved to the UK. Here he was assigned to No. 312 (Czechoslovak) Squadron. Despite the amount of combat missions he completed, he scored only one more kill when on May 23, 1944, in his new Spitfire Mk.IXc, he shot down an Fw 190 flown by German ace Lt. Georg Kiefner. After completing his second combat tour in July 1944, he was ferrying Vickers Wellingtons and at the very end of the war he served with No. 147 Squadron as a transport pilot. He returned to Czechoslovakia in August 1945 and served with the Army Transport Group until 1946. He then joined Czechoslovakian

Airlines. After February 1948, he became one of the pilots who carried out a coordinated emigration with the use of three transport aircraft. He returned to the UK and rejoined the Royal Air Force. He died on July 27, 2008 in New Zealand. He was promoted in memoriam to the rank of Colonel in 1991. An interesting feature of Spitfire Mk.Vb EP785, which Ladislav Světlík flew regularly in the spring of 1943, is the depiction of the No. 312 Squadron emblem on the tank cover. The emblem is not known to have been drawn on any other Mk.Vb Spitfire serving with the unit.

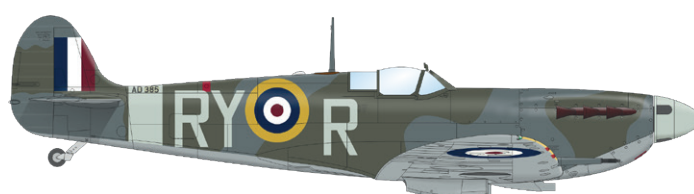
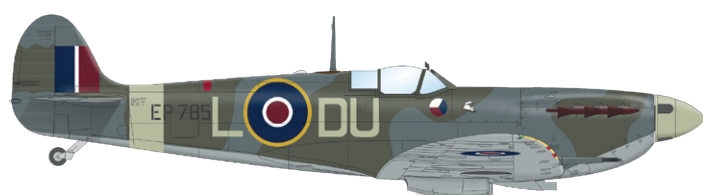
■ **AD380, F/O Alois Hochmal, No. 313 Squadron, RAF Hornchurch, Devon, United Kingdom, October 1941-April 1942**



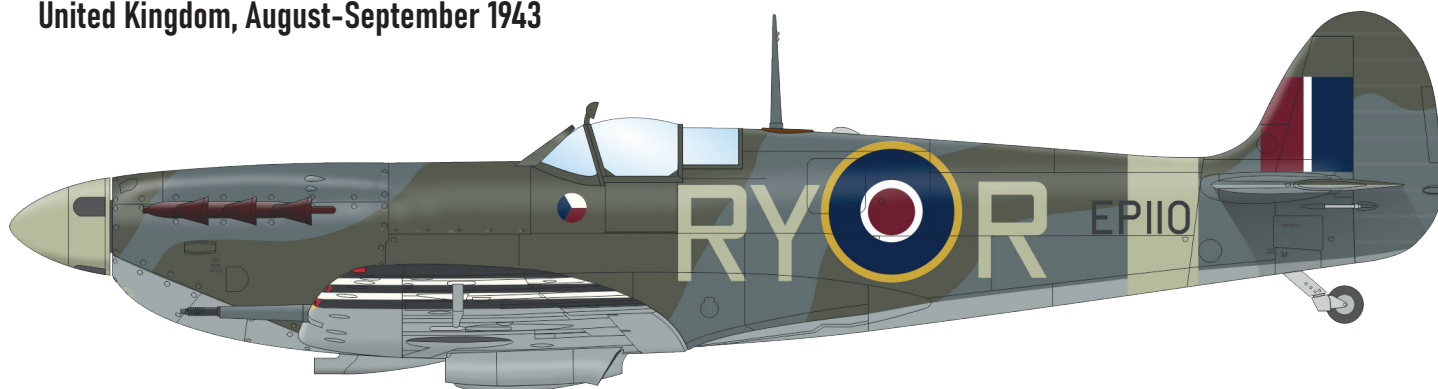
Not every pilot who fought in World War II can boast the title of fighter ace, participation in exceptional actions, a significant number of flying hours or high honors. A large number of them achieved, for example, only a third of the aerial victory, or flew their entire war career without recording any combat. And it was with the enormous contribution of hundreds of these unassuming heroes and patriots who did not accept the occupation of their homeland, that Czechoslovakia was liberated during World War II. The aircraft of No. 313 (Czechoslovak) Squadron

date from the first half of 1942, when the unit was part of the Hornchurch Wing, famous for its Walt Disney cartoon characters. The author of these drawings was Sgt. Karel Pavlík, a native of Pilsen, who used his original profession as a letter painter to decorate individual Spitfires with drawings under the windshield, as requested by the pilots. The drawing of Robber the kitten was painted by him on Spitfire AD380 RY-R. An interesting feature of this Spitfire's livery are the code letters RY-R. The first letter R was in Sky color and the following letters Y-R

in Sky Blue. Also, the stripe in front of the tail surfaces was in Sky Blue. At the top of this was the s/n AD386, with the original Sky color shining through underneath. The aircraft of serial number AD386 never served with No. 313 Squadron, it was probably a misspelling during a previous camouflage repair. The actual serial number of this Spitfire was AD380 and the aircraft served with No. 313 Squadron from October 28, 1941, to April 24, 1942 and was most often flown by F/O A. Hochmal, F/Sgt V. Foglar and Sgt O. Kresta.



■ **EP110, F/Lt Otmar Kučera, No. 313 Squadron, RAF Hawkinge, Kent, United Kingdom, August-September 1943**

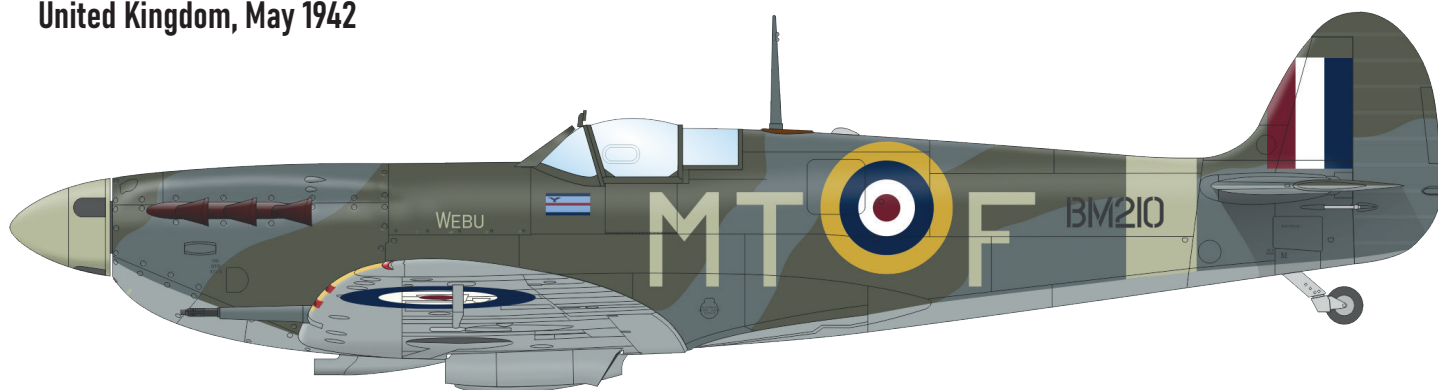


The Spitfire LF Mk.Vb EP110 flown by B Flight Commander of No. 313 Squadron RAF, Otmar Kučera, DFC, had the code RY-R and here is portrayed its appearance during Operation Starkey on September 9, 1943. During this operation, black and white invasion stripes were used for the first time to distinguish own

and foreign aircraft. They were also painted on aircraft that were to take part in low-altitude operations that day. But the stripes looked different from the well-known "invasion" ones of the later Normandy landings. No. 313 Squadron moved to Hawkinge Airfield, which was under the command of No. 11 Group, Fighter Air Command,

in mid-August 1943 after a recuperation stay and patrolling in the north over the Orkneys. The squadron thus became involved in operational flights of the deceptive Operation Starkey as part of the Hawkinge Wing. During these operations, the unit also scored one air combat victory thanks to its commander S/Ldr. Jaroslav Himr.

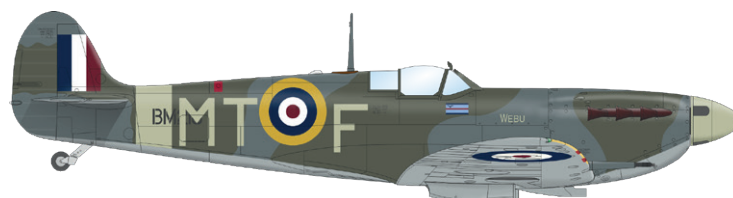
■ **BM210, S/Ldr František Fajtl, CO of No. 122 Squadron, RAF Hornchurch, Devon, United Kingdom, May 1942**



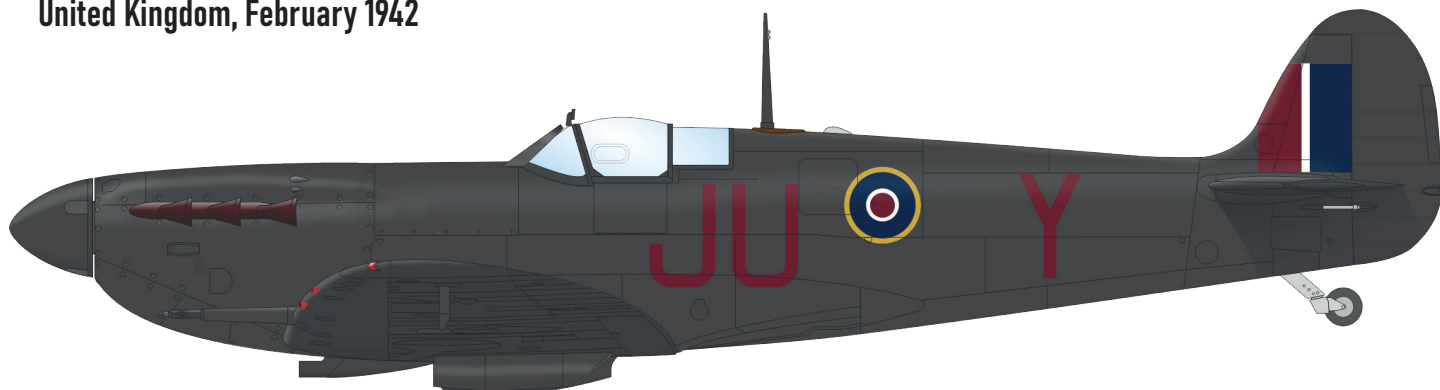
František Fajtl was born on August 20, 1912, in Donín, Louny district. He graduated from the Military Academy in Hranice and graduated in 1935 as an air force lieutenant. In June 1939 he fled to France via Poland, where he joined Armée de l'Air as a sergeant. He fought in the Bloch MB.152 and Morane-Saulnier MS.406 and when France fell, he retreated to North Africa and from there made his way to England via Gibraltar. In the ranks of No. 1 and No. 17 Squadron he took part in the Battle of Britain. In 1941 he became commander of No. 313 Squadron, and

a year later he became the first Czechoslovak to take command of an English squadron, namely No. 122 (City of Bombay) Squadron. Already on May 5, 1942, he was shot down over France and made an emergency landing in the occupied territory. In dramatic circumstances, he made it across France and the Pyrenees to Spain, where he was captured and imprisoned in the Miranda concentration camp. On his release he returned to England, was promoted to the rank of Wing Commander and, at his own request, returned to combat as CO of No. 313 Squadron. In January 1944

he was appointed commander of a group of pilots who went to the Soviet Union. After retraining as a La-5FN, he led the 1st Czechoslovak Independent Fighter Regiment in the USSR. Like other pilots fighting on the Western Front, he was discharged from the army after the war and imprisoned. Afterwards he worked as a labourer and as a clerk. He was not fully rehabilitated until after the fall of communism. He died at the age of 94. In all, he shot down four enemy planes during his wartime career, certainly, and damaged two.



■ **R7192, P/O Josef Příhoda, No. 111 Squadron, RAF Debden, Essex,
United Kingdom, February 1942**

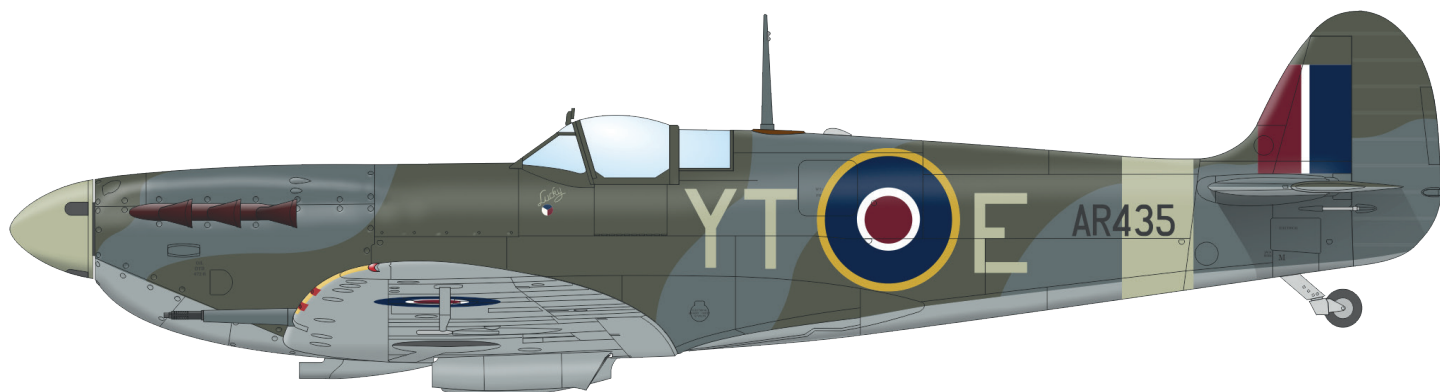


Josef Příhoda trained as a mechanic, but in 1935 he volunteered for the air force. Gradually, he completed pilot training and a fighter course at Aviation Regiment 4 in Hradec Králové. After the occupation of the country on March 15, 1939, he got to France via Poland, but with the necessary Foreign Legion entry. During September, finally, he was accepted into the Armée de l'Air and training began. However, both the designated ERC 571 and the GC III/4, located in North Africa, had obsolete aircraft and did not get into action. The fall of France meant

evacuation to the UK, where Josef Příhoda joined the Royal Air Force Volunteer Reserve. Rated Sergeant he retrained on Hurricanes and in October 1940 joined No. 1 Squadron, with which he intervened in the crucial Battle of Britain. This was followed by night operations and offensive actions over occupied Europe. In late September 1941 he transferred to No. 111 Squadron flying with Spitfires. In mid-April 1942, already with a reputation as a very experienced pilot, he joined No. 313 Squadron. On October 23, he received the DFC Distinguished Flying Cross for outstanding

combat action, including five confirmed and two probable kills. He took part in many actions over enemy territory and was killed in Operation Ramrod 56, which targeted the Brest submarine base. His Spitfire crashed in the sea. The Spitfires of No. 111 Squadron, with which Příhoda flew in late 1941-1942, wore night livery at the time with a new modified C1 emblem on the fuselage in a reduced form. With this livery Spitfire R7192, JU-Y, Příhoda shot down one Bf 109 and damaged another on February 12, 1942.

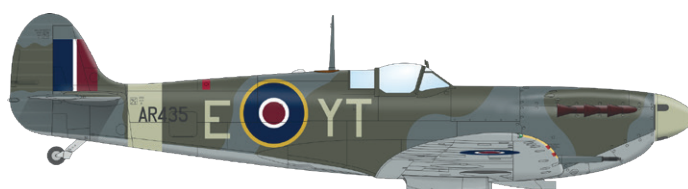
■ **AR435, Sgt. František Loucký, No. 65 Squadron, RAF Gravesend, Kent, United Kingdom, July 1942**



František Loucký began his combat activity within the RAF on September 17, 1941, with No. 65 (East India) Squadron flying Spitfires Mk.Vb. František Loucký flew, among others, Spitfires codenamed YT-E. The first one was serial number W3456, the second AB133 and the third AR435. The AB133 and AR435 Spitfires bore Loucký's nickname Lucky painted under the windshield, while the AR435 was accompanied by a small Czechoslovak insignia. In June 1942, Loucký was transferred to Czechoslovak No. 312 Squadron. There he flew missions against targets in occupied Western

Europe, participated in air cover of bombers, attacks against ships, etc. In the autumn of 1943, he volunteered for the Czechoslovak fighter unit in the USSR. This 1st Fighter Aviation Regiment was sent to help the Slovak uprising (SNP) on September 17, 1944. During the SNP battles, he was severely wounded by enemy anti-aircraft fire while attacking German tanks near Ružomberok and was airlifted to the USSR for treatment. He returned to the 1st Czechoslovak Fighter Aviation Regiment after his recovery on November 23, 1944 and on December 7, 1944

he was transferred to the newly formed 2nd Czechoslovak Fighter Aviation Regiment, where he served in training as a gunnery officer of the unit and also flew to Prague-Letňany Airport on May 16, 1945. Due to persistent difficulties resulting from war injuries, he was discharged from active military service on June 29, 1946. In 1947 he published a book "I Stayed Alone". After his death, his book about the fallen airmen of the Czechoslovak Foreign Resistance "Many Did Not Fly", was published.



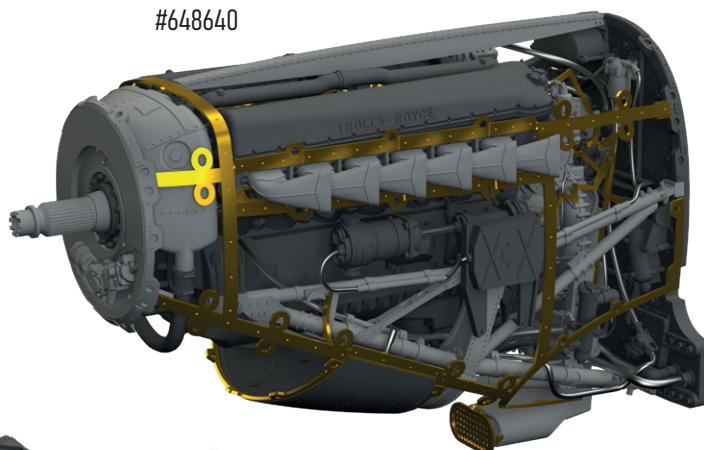
Recommended: for Spitfire Mk.Vb 1/48

FE1207	Spitfire Mk.V seatbelts STEEL (PE-Set)
644113	Spitfire Mk.V LööK (Brassin)
648640	Spitfire Mk.V engine (Brassin)
648663	Spitfire Mk.V cockpit (Brassin)
648664	Spitfire Mk.V wheels (Brassin)
648667	Spitfire Mk.V three-stacks exhausts rounded (Brassin)
648668	Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
648669	Spitfire Mk.V six-stacks exhausts fishtail (Brassin)
648738	Spitfire Mk.V landing flaps PRINT (Brassin)
D48088	Spitfire Mk.V stencils (Decal Set)
D48101	Spitfire Mk.V national insignia (Decal Set)
EX914	Spitfire Mk.V TFace (Mask)

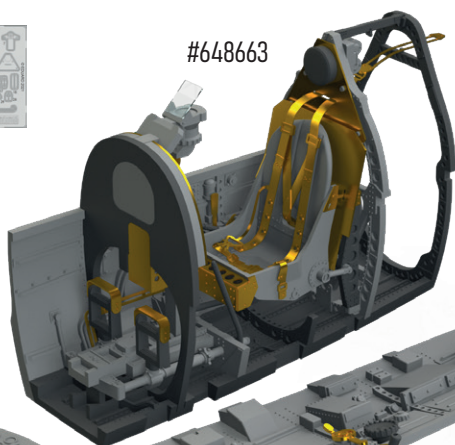
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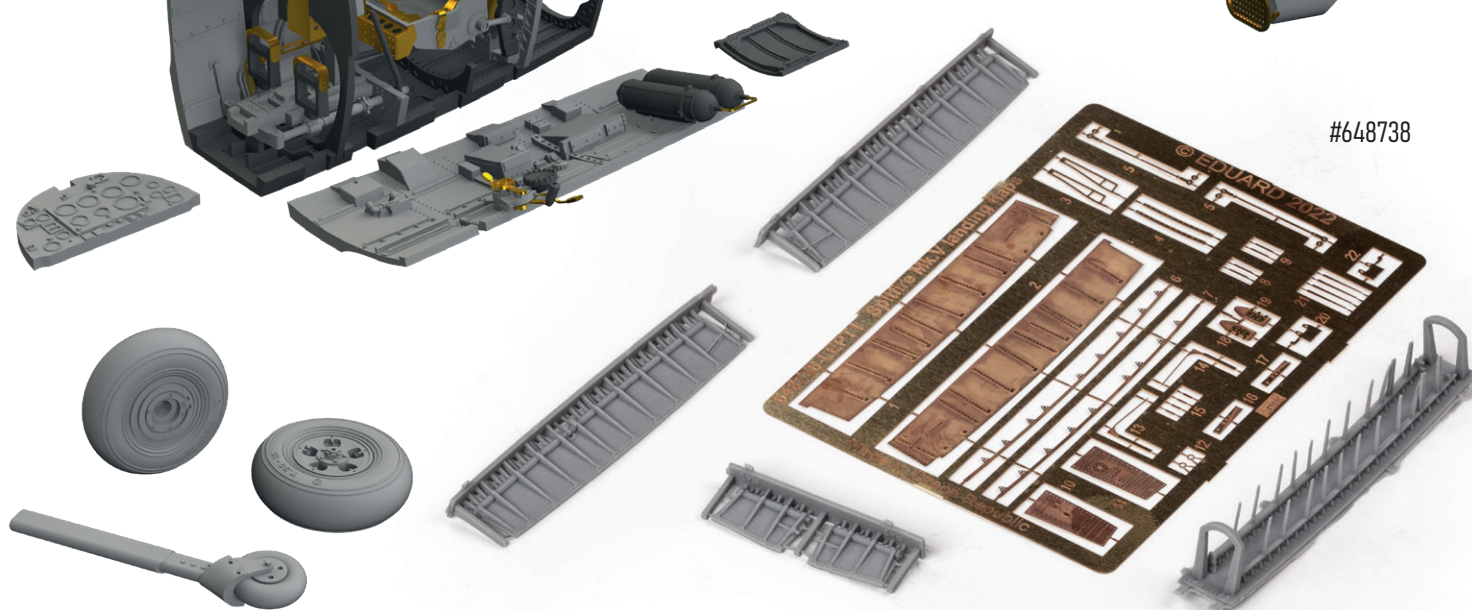
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#648663



#648738

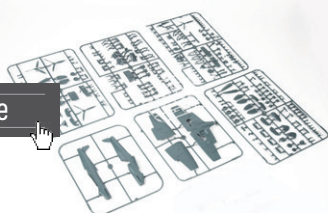


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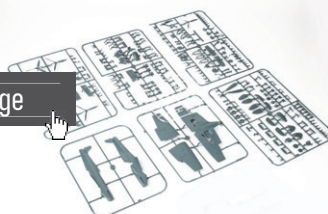
OVERTREES

#82156X

**Spitfire Mk.Vb
late 1/48**
[Product page](#)


OVERTREES

#82159X

**Spitfire Mk.Vb
mid 1/48**
[Product page](#)


OVERLEPT

#11180-LEPT1

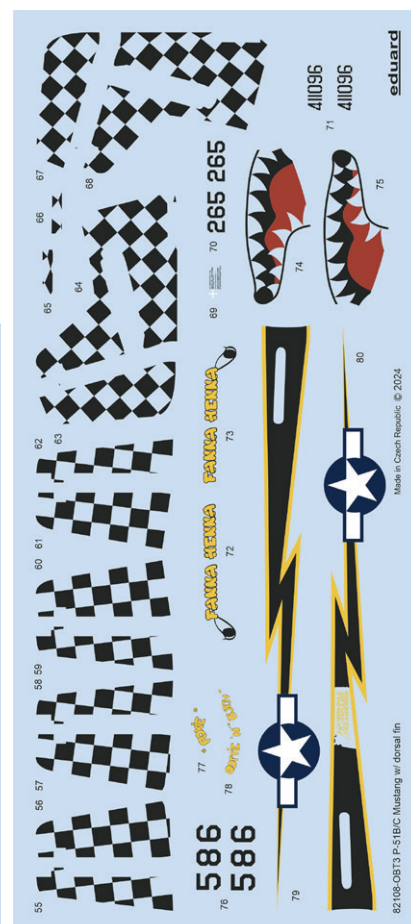
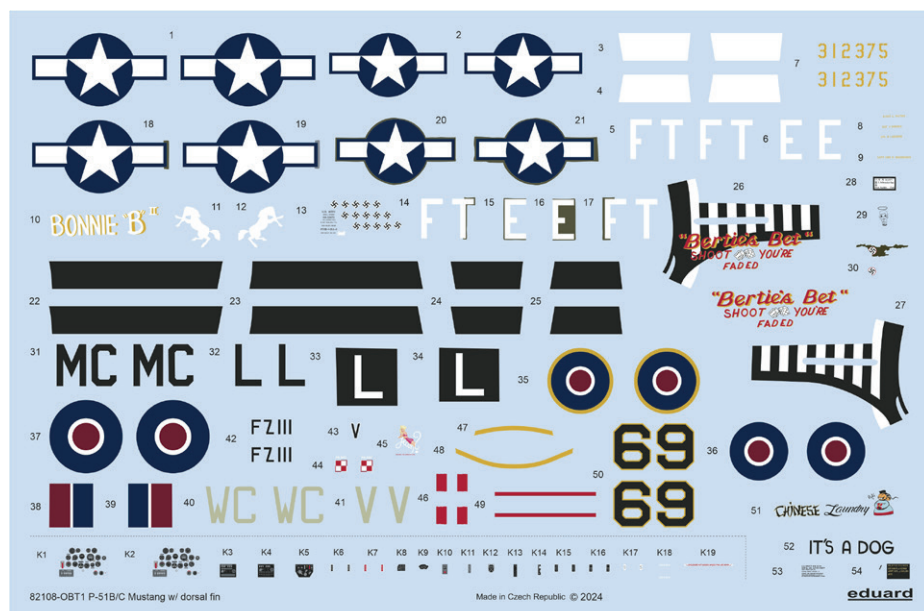
**THEY FOUGHT TO
REBUILD 1/48**
[Product page](#)


P-51B/C Mustang with dorsal fin 1/48

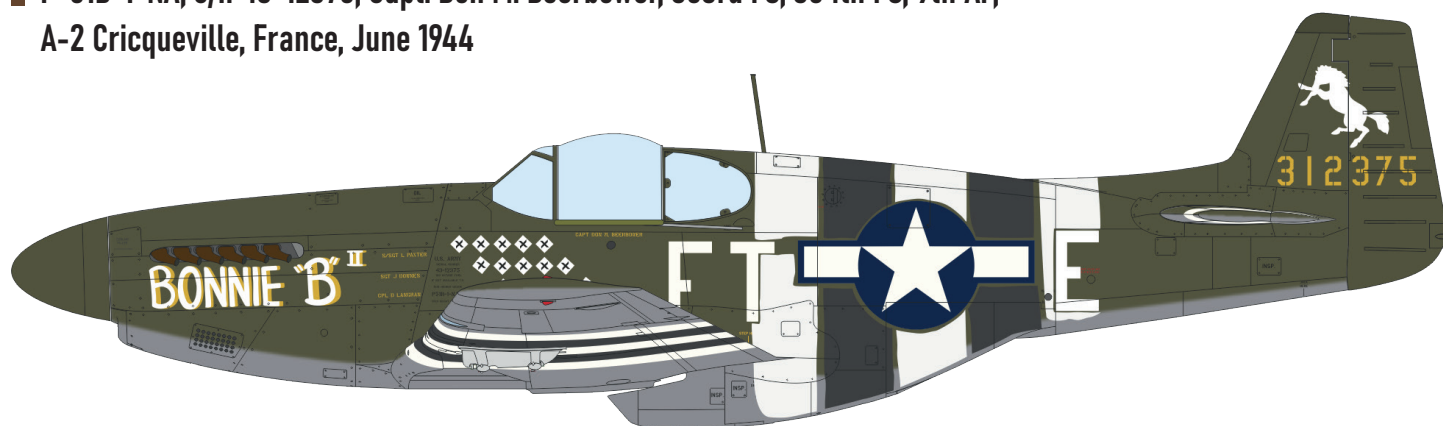
#82108

The ProfiPACK edition of the kit of the US WWII fighter aircraft P-51B/C Mustang in 1/48 scale. The kit offers to build Mustang version B and C with dorsal fin in one of the five USAAF markings and one from the RAF.

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

[Product page](#)


■ P-51B-1-NA, s/n 43-12375, Capt. Don M. Beerbower, 353rd FS, 354th FG, 9th AF,
A-2 Cricqueville, France, June 1944

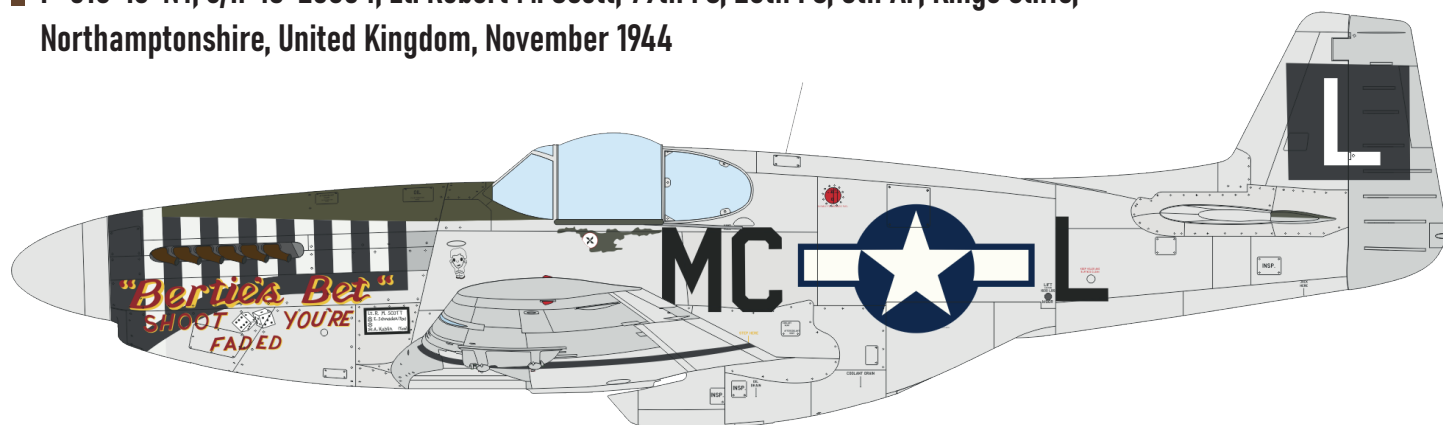


Don Merrill Beerbower named his Mustang, which he flew with the 353rd FS, 354th FG, in honor of his daughter Bonnie B. He flew his first combat mission on December 1, 1943 and scored his first victory over a Bf 109 on January 5, 1944. He was promoted to the rank of Captain on January 15, 1944 and achieved ace status on February 20, 1944, by shooting down another Bf 109. After the invasion of Normandy in June 1944, the unit moved to Cricqueville airfield, a forward field airfield in Normandy, northern

France. Beerbower became a double ace on August 8, 1944, after achieving his tenth victory. Although fellow pilots were switching to the newer P-51Ds, Beerbower decided to keep his B version aircraft because it was lighter, had higher speed as well as climb rate and better maneuverability. Beerbower scored his last victory on July 7, 1944, which he achieved by shooting down a Focke-Wulf Fw 190, bringing his total number of aerial victories to 15. He destroyed two more aircraft on the ground. On August 9, 1944, Beerbower led his

squadron on an armed reconnaissance mission during which he located an enemy airfield. To test air defensive capabilities, he conducted an attack, destroying an enemy aircraft and an AA position. On the second attack his aircraft received hits to the wing and fuselage. Unfortunately, he struck the tail surfaces while exiting the aircraft on a parachute and was tragically killed. He was posthumously awarded the Distinguished Service Cross and Silver Star for his last mission.

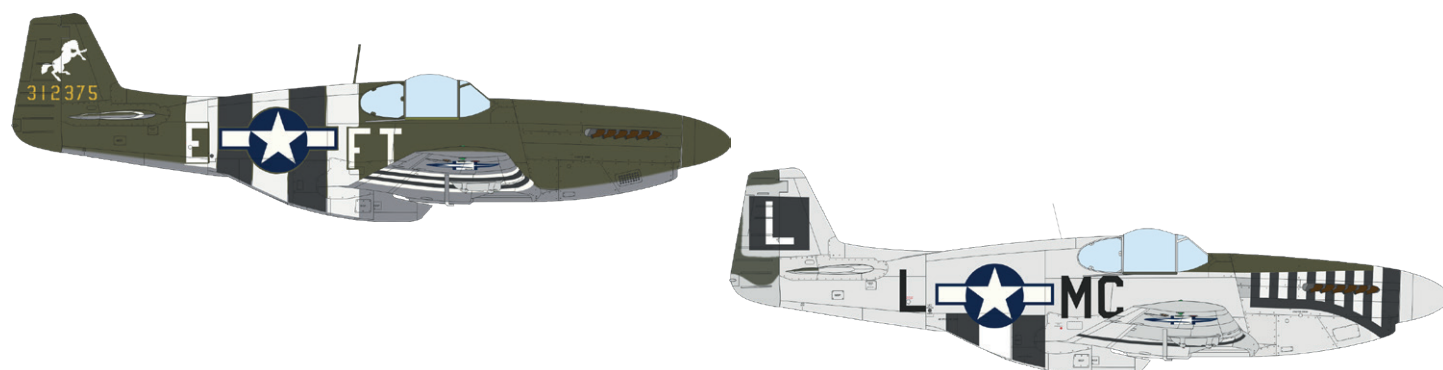
■ P-51C-10-NT, s/n 43-25054, Lt. Robert M. Scott, 79th FS, 20th FG, 8th AF, Kings Cliffe,
Northamptonshire, United Kingdom, November 1944



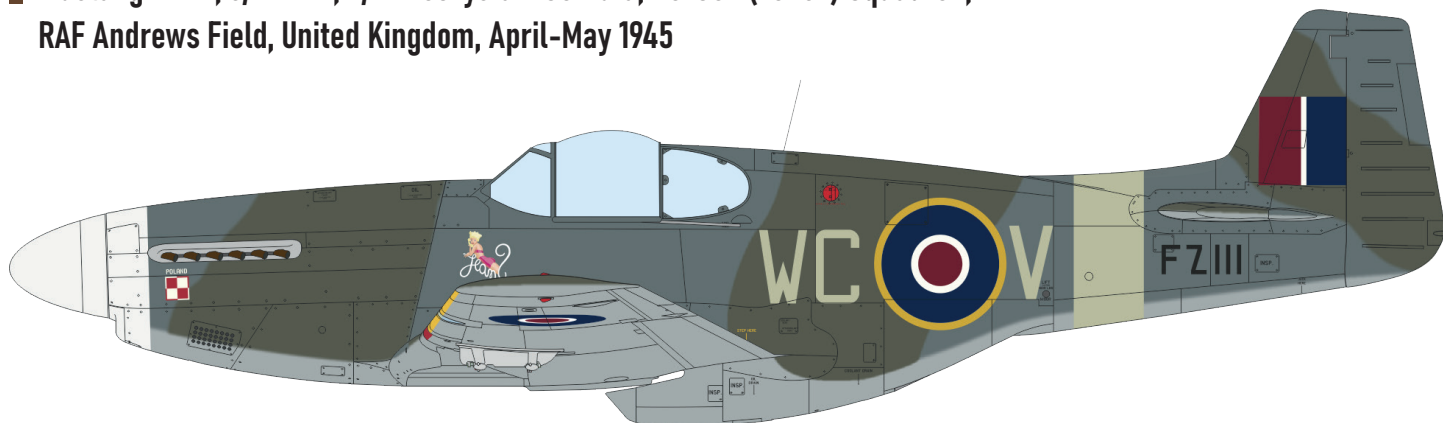
A Mustang of four forms, that's what you could call the color history of this P-51C s/n 43-25054. At the start, when the aircraft lacked the fin, Lt. W. H. Lewis was flying it. At that time, the aircraft was camouflaged with Olive Drab paint on the upper surfaces and bore the inscription Hells Belle and a small devil painting. After the fin was applied and the Olive Drab

camouflage was partially removed especially in the fuselage area, the aircraft received black and white stripes on the nose and the Beaverhead Filly lettering was painted on the port side. The Mustang thus painted was flown by Lt. Keith C. Price, who scored his only kill in it. Lt. Robert M. Scott was the next pilot to take over this aircraft and had the inscription Shoot You're Faded

painted on the port side of its engine cowling. The inscription Bertie's Bet was later added. Throughout its wartime career, this Mustang was cared for by the same mechanic and armorer, Sgt. E. Schrader and Sgt. A. Kublin. Under their care, this Mustang flew over 700 hours during the war and lived to see the end of it. It finally crashed near Munich after the war.



■ Mustang Mk.III, s/n FZ111, F/L Mieczysław Gorzula, No. 309 (Polish) Squadron, RAF Andrews Field, United Kingdom, April-May 1945

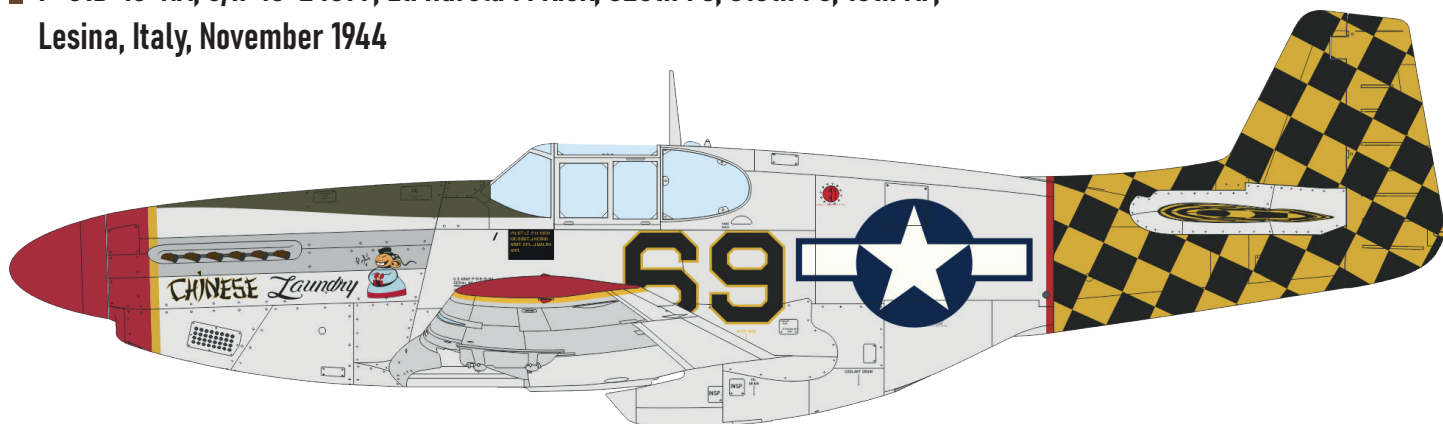


F/Lt Mieczysław Gorzula was one of the few British RAF pilots flying Mustang aircraft who managed to shoot down a Me 262 jet fighter in aerial combat at the end of World War II. On April 9, 1945, while escorting Lancaster

bombers heading for Hamburg, he led a blue section of three Mustangs as commander of B Flight of No. 309 Squadron. Soon after the bombers left the target the formation was attacked by several Me 262s. Gorzula managed

to approach one of them and shoot it down. His Mustang Mk.III serial number FZ111, which he regularly flew, bore a drawing of his beloved Englishwoman Jean on the left side of the nose.

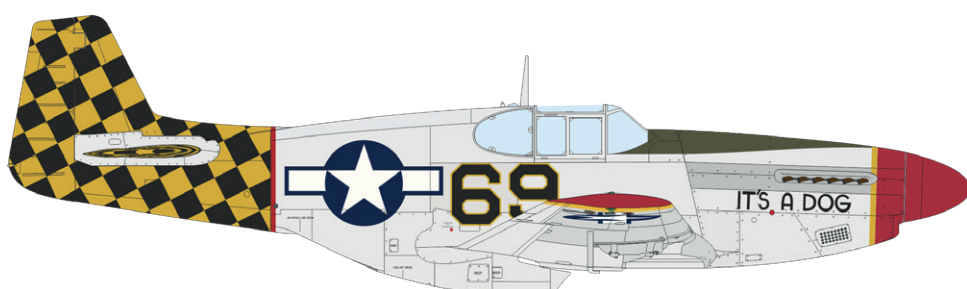
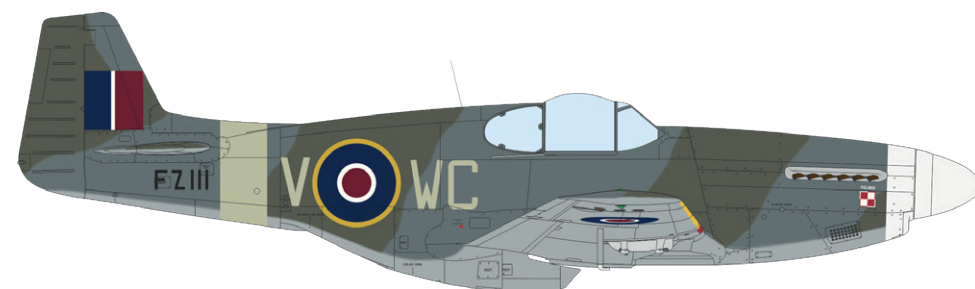
■ P-51B-15-NA, s/n 43-24877, Lt. Harold P. Kick, 325th FS, 318th FG, 15th AF, Lesina, Italy, November 1944



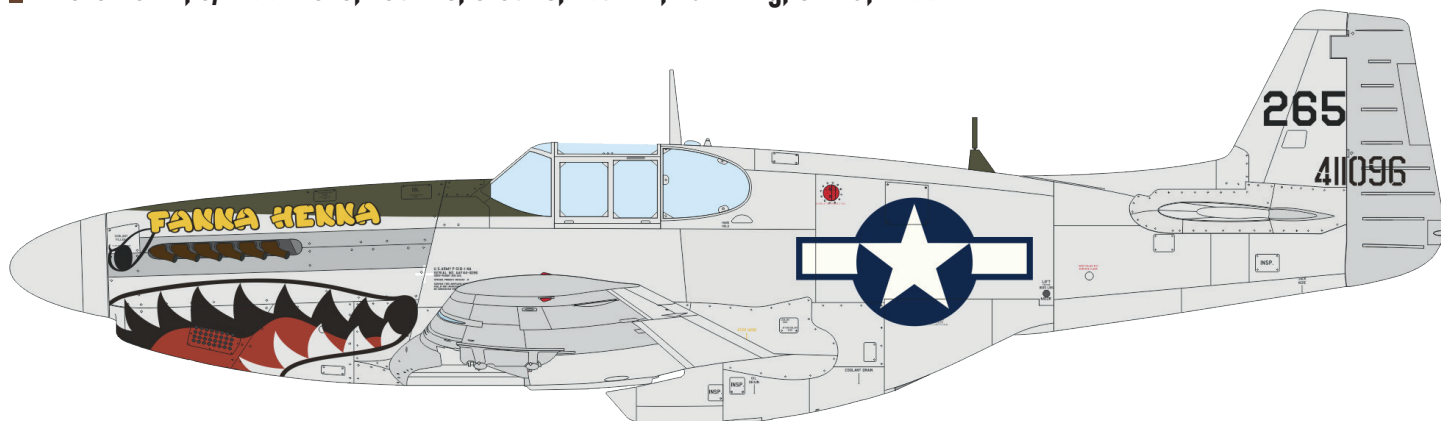
The ace with six victories and 325th FS commander Roy Burton Hogg was flying Mustang number 69, named Penrod. Captain Hogg joined the 325th FS in March 1943 and recorded his victories with three different types of aircraft

(two with the P-40, two with the P-47 and two with this Mustang). After the unit was partially re-equipped with the new D version Mustangs, Lt. Harold Kick took over the aircraft and renamed it Chinese Laundry. This inscription adorned the

left side of the engine cowling, with the great It's a Dog inscription on the right side. It was one of the last three P-51Bs left in service with the 15th AF.



■ P-51C-10 NT, s/n 44-11096, 26th FS, 51st FG, 14th AF, Kunming, China, 1944

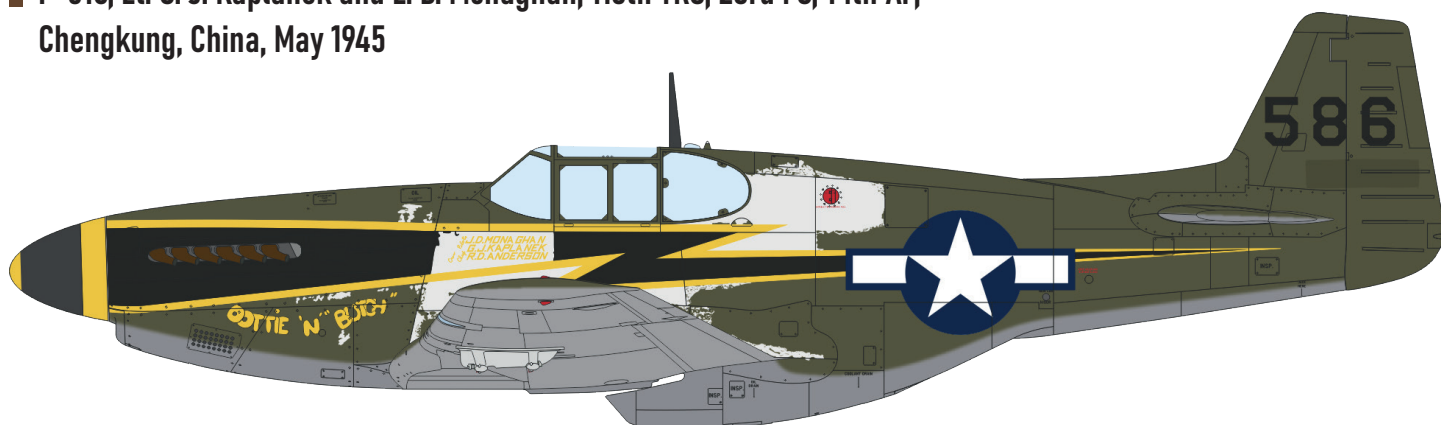


Mustangs of the 26th FS carried the typical shark's mouth and were often decorated with various inscriptions. The 51st Fighter Group spent most of World War II defending both ends of an air supply route between India and China called The Hump. The unit was activated in January 1941, almost a year before the Americans entered the war. It was one of the first groups sent from the United States to India after the attack on Pearl

Harbor. In September 1942, it moved to Dinjan, Assam, and began operations in October. Dinjan was within range of Japanese aircraft, so the 51st FG spent part of the period defending supply routes and its own bases. It also took part in the fighting during the Japanese offensive in northern Burma in 1943. In October 1943, the 51st FG was transferred to the 14th AF in China. Its mission was to defend the Chinese end of

The Hump and also to support the Chinese Army. It also carried out attacks on Japanese ships. The unit returned to India in September 1945 and to the United States in November.

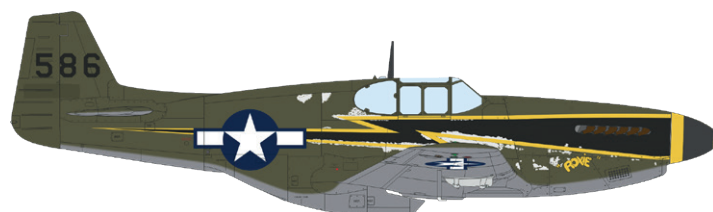
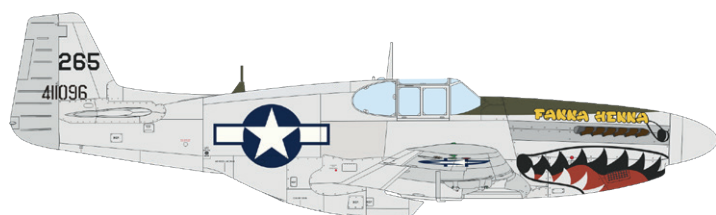
■ P-51C, Lt. G. J. Kaplanek and L. D. Monaghan, 118th TRS, 23rd FG, 14th AF, Chengkung, China, May 1945



The history of the 118th TRS, in the form of the 118th Aero Squadron, began on August 31, 1917, when it flew in France. In 1923, it was redesignated as the 118th Observation Squadron within the Connecticut National Guard. After the Japanese attack on Pearl Harbor, its activities consisted of anti-submarine patrolling off the Atlantic coast. In August 1942, it was withdrawn from that tasking and prepared for deployment overseas. In October 1943, already as the 118th Tactical

Reconnaissance Squadron, it was assigned to the 23rd Fighter Group, flying as part of the 14th AF over the CBI (China-Burma-India) area. There it operated first with P-40s in the defense of airfields in India, from which B-29s operated. On its return to the US, it was reassigned to the Connecticut Air National Guard. The unit is still active, now flying as the 118th Airlift Squadron with C-130H Hercules aircraft. The distinguishing feature of the 118th TRS Mustangs was the black,

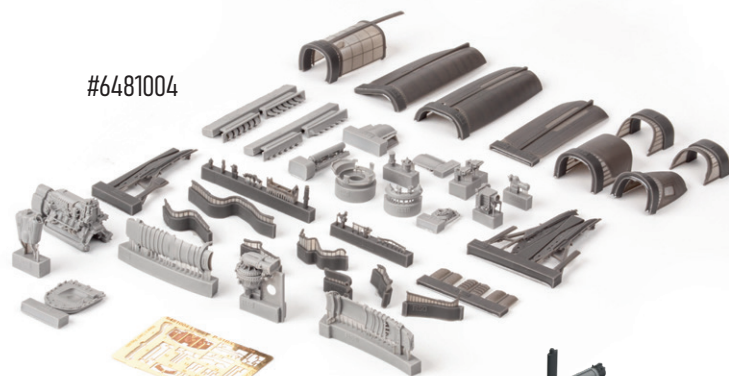
yellow-lined lightning bolt on the fuselage and small lightning bolts on the wing tips. The machine with the number 586 on the stern bore the inscription Dottie'N'Butch on the left side of the engine cowl and Roxie on the right side of it. The upper surfaces of the fuselage and wings were camouflaged with Olive Drab paint and the surface was heavily weathered.



Pro Spitfiry Mk.Vb 1/48

DOPORUČUJEME:

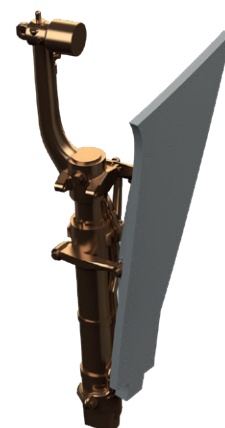
FE1449	P-51B/C seatbelts STEEL (PE-Set)
644268	P-51B/C LööK (Brassin)
644278	P-51B/C framed canopy LööKplus (Brassin)
644279	P-51B/C Malcolm Hood canopy LööKplus (Brassin)
648986	P-51B/C wheels diamond tread (Brassin)
648987	P-51B/C wheels oval tread (Brassin)
648988	P-51B/C wheels cross tread (Brassin)
648989	P-51B/C wheels block tread (Brassin)
648990	P-51B/C wheels diamond tread 2 (Brassin)
648991	P-51B/C wheels block tread 2 (Brassin)
648992	P-51B/C exhaust stacks (Brassin)
648993	P-51B/C exhaust stacks w/fairing (Brassin)
648994	P-51B/C undercarriage legs BRONZE (Brassin)
648997	P-51B/C gun bays PRINT (Brassin)
6481001	P-51B/C 108gal drop tanks PRINT (Brassin)
6481002	P-51B/C seat Type 1 PRINT (Brassin)
6481003	P-51B/C seat Type 2 PRINT (Brassin)
6481004	P-51B/C engine (Brassin)
6481005	P-51B/C 75gal drop tank early PRINT (Brassin)
6481006	P-51B/C Hamilton Standard propeller (Brassin)
6481007	P-51B/C Hamilton Standard propeller uncuffed (Brassin)
6481008	P-51B/C bazooka rocket launcher (Brassin)
6481009	P-51B/C/D seat Type 3 PRINT (Brassin)
6481010	P-51B/C wheel bay PRINT (Brassin)
6481031	P-51B/C gun sights PRINT (Brassin)
6481040	P-51B/C seat w/ integral belts Type 2 PRINT (Brassin)
6481041	P-51B/C seat w/ integral belts Type 3 PRINT (Brassin)
3DL48177	P-51B/C SPACE (3D Decal Set)
EX1036	P-51B/C framed canopy TFace (Mask)
EX1037	P-51B/C Malcolm Hood canopy TFace (Mask)
EX1038	P-51B/C US national insignia (Mask)
EX1051	P-51B/C framed canopy (Mask)
EX1052	P-51B/C Malcolm Hood canopy (Mask)



#648994



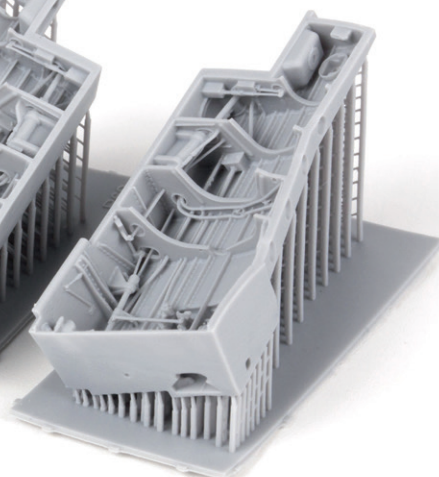
#6481010



#6481040



#6481041



OVERTREES

#82108X

P-51B/C Mustang w/
dorsal fin & Malcolm
Hood canopy 1/48

Product page

OVERTREES

#82104X

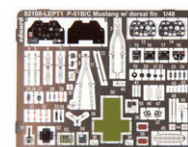
P-51B/C Mustang w/
dorsal fin & Birdcage
canopy 1/48

Product page

OVERLEPT

#82108-LEPT1

P-51B/C
1/48



Product page

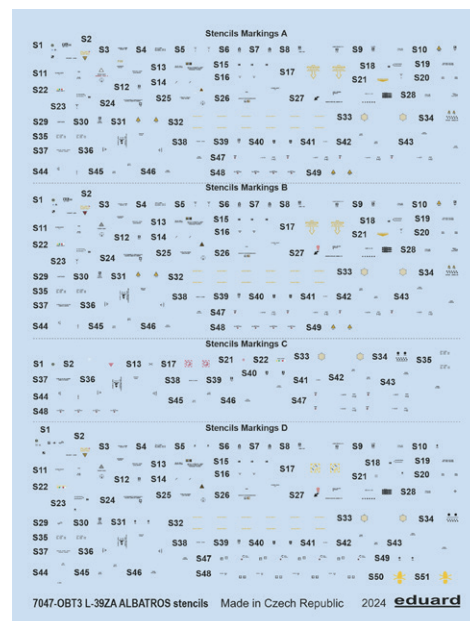
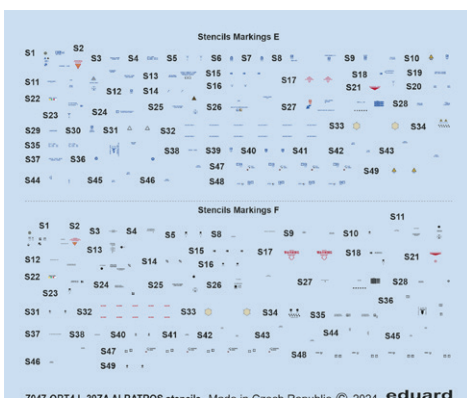
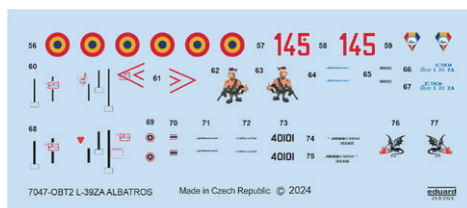
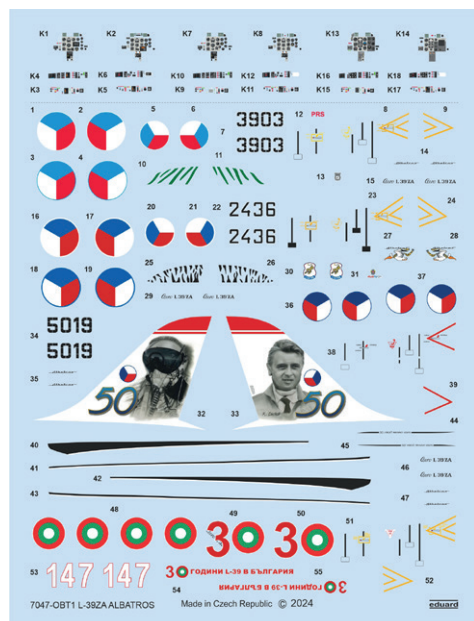
L-39ZA Albatros

1/72

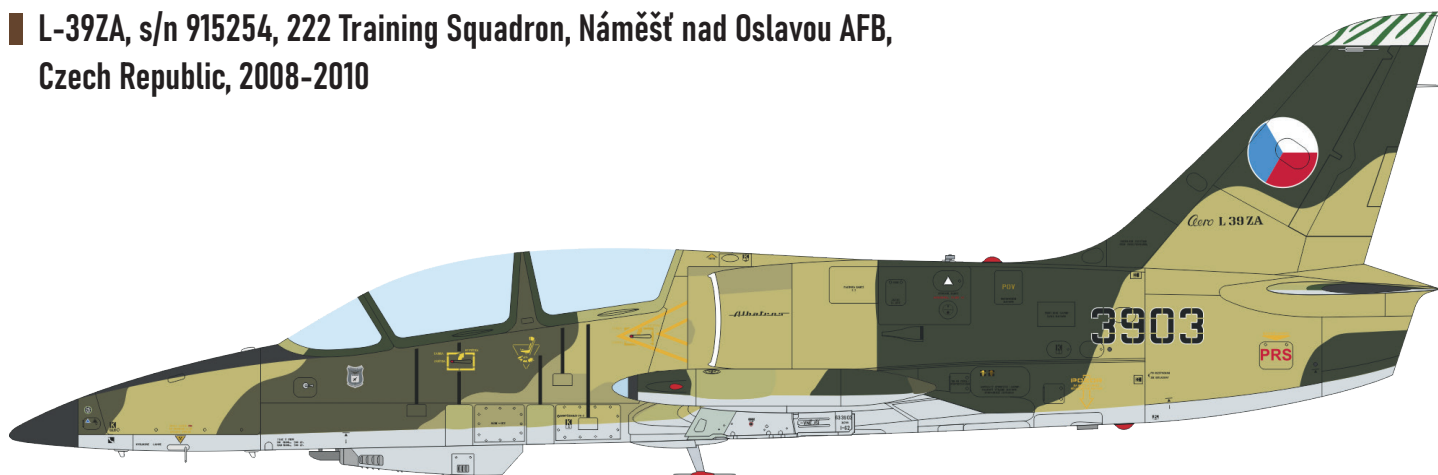
#7047

The ProfiPACK edition kit of the Czechoslovak subsonic jet trainer L-39ZA Albatros in 1/72 scale.

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

[Product page](#)


■ L-39ZA, s/n 915254, 222 Training Squadron, Náměšť nad Oslavou AFB, Czech Republic, 2008-2010

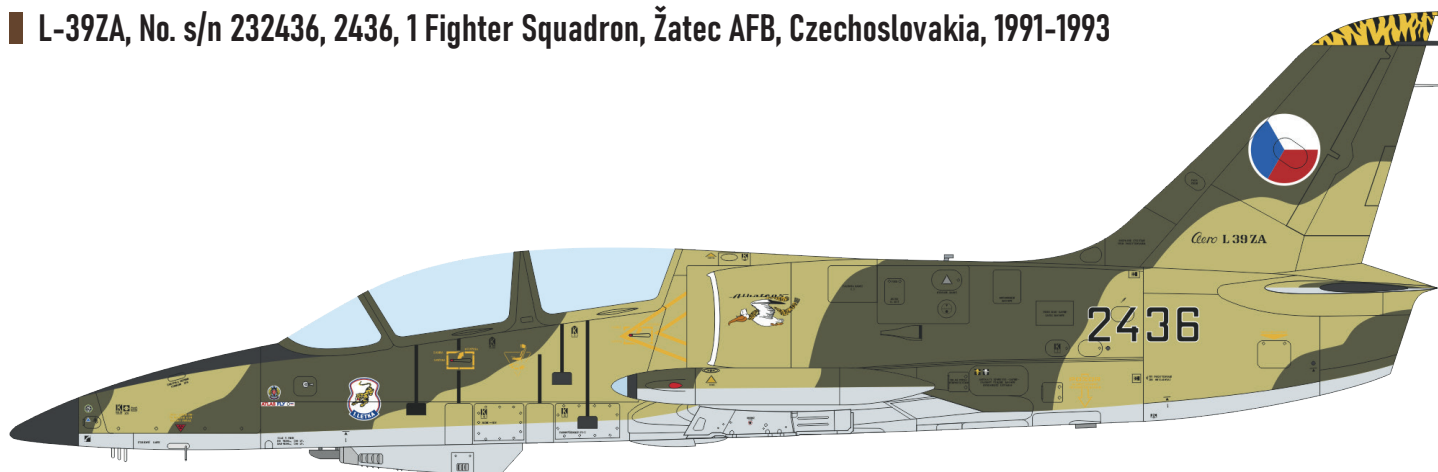


The Albatros s/n 233903 made its first flight on October 13, 1986. The aircraft served with 30 Air Attack Regiment at Pardubice, then at 32 Air Tactical Base Náměšť nad Oslavou (later redesignated 22 Air Base) and finished its career with 21 Air Tactical Base Čáslav. Among the highlights of its operations is a test flight with modified AI-25TL engine after a series of so-called titanium fires in the second half of the 1990s. Col (Ret.) Oldřich Pelčák, an astronaut of

the reserve crew, participated in these tests. On October 24, 2016, Albatros No. 3903 made its last flight. After 30 years of operation, it accumulated 3644 hours and 40 minutes of flight time. The surface of the aircraft showed significant signs of repairs, during which paints of different shades were used. The "zebra" stripes on the top of the fin appeared in mid-October 2009 as an initiative by ground staff. The idea was made for the joke, combining the symbols

of the squadrons of AFB Čáslav, i. e., tiger and a winged horse Pegasus in their emblem. The stripes were sprayed on three aircraft, namely 3903, 2344 and 2436. But only 3903 had them in green, as it flew with a green top of the fin. Nonetheless the stripes did not last too long on the aforementioned aircraft as they were ordered to be removed by high brass – to the displeasure of the ground staff.

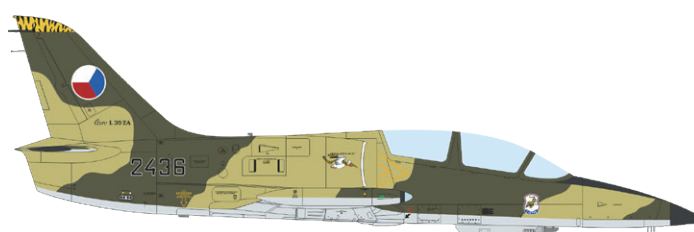
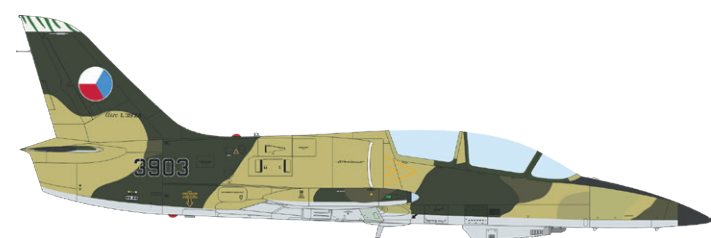
■ L-39ZA, No. s/n 232436, 2436, 1 Fighter Squadron, Žatec AFB, Czechoslovakia, 1991-1993



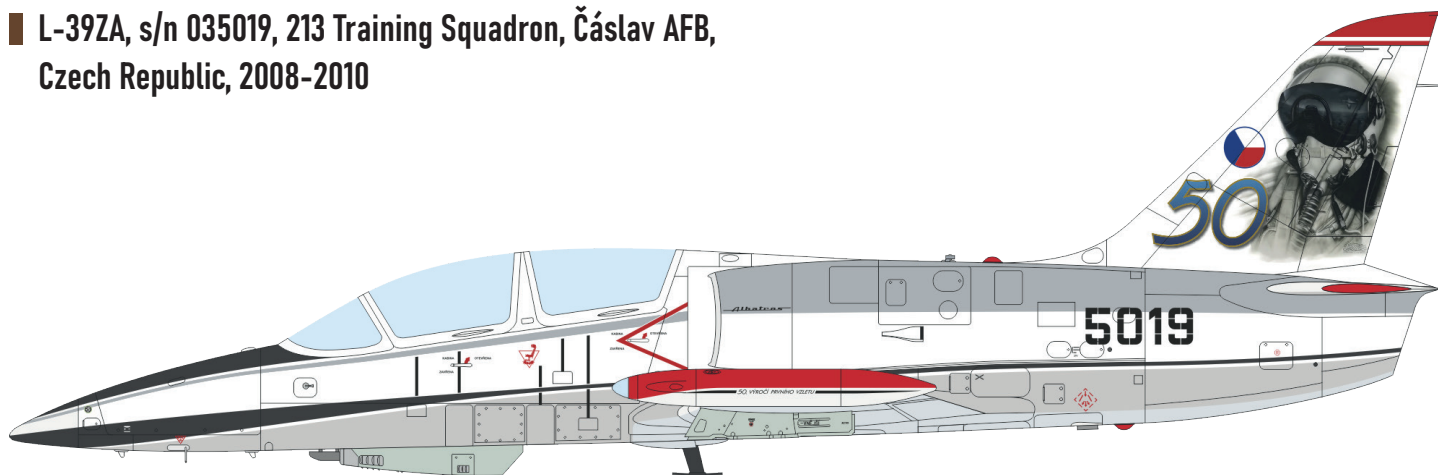
The L-39ZA Albatros s/n 232436 was delivered to the 2 Squadron, 30 Air Regiment in Hradec Králové on December 28, 1982. During the autumn of 1984 it was transferred to the 11 Sqn in Žatec and consequently was relocated to the 5 Sqn at Pilsen-Líně airbase at the end of November 1984. It was used in the system of the western border air defense, in one case with the use of live weapons. This incident occurred on September 28, 1985, when Lt. Piskatý took off to take an action against US AH-1S Cobra helicopter.

The pilot of the Albatros fired S-5 unguided missiles at the helicopter in the area of Knížecí Pláně over Šumava mountains. Three years later, on April 10, 1988, the same aircraft, flown by Col Petřík, took off against West German sport aircraft with a pair of inexperienced pilots who were forced to land at the airport in Karlovy Vary. After the first overhaul at LOT Trenčín in 1989, the 2436 received "tiger" markings and participated in events in the UK. After the disbandment of the 5 Sqn in 1991 and then the

11 Sqn in 1993, it changed several units. It served with the 4 Independent Fighter Squadron, initially based in Přerov and then in Čáslav. From January 1995 it served with the 41 Fighter Sqn at the 4 Fighter AB in Čáslav and on January 30, 2001, it was transferred to the 32 Tactical Air Base in Náměšť nad Oslavou. After a collision on September 15, 2007, the 2436 was decommissioned with a total of 3,926 hours flown and 5,138 landings. Since 2018 it has been in the collections of VHÚ Praha.



■ L-39ZA, s/n 035019, 213 Training Squadron, Čáslav AFB,
Czech Republic, 2008-2010



On November 4, 1968, a test pilot of the VZLU Ing. Rudolf Duchoň made a maiden flight of the first prototype of the Aero L-39 Albatros trainer marked X-02. On the occasion of the 50th anniversary of this event, the Albatros 035019, belonging to the 213 Training Squadron

of the 21 Tactical Air Base in Čáslav, received an anniversary marking, which was a modification of the X-02 prototype's livery from the period of its first flights, i.e. white-gray-red-black colors. On the left side of the vertical fin a depiction of a Slovak Air Force pilot in his current gear was

painted with a reflection of the new generation L-39 on the visor of his helmet. On the right side there was portrayed Rudolf Duchoň, as he was taken on the photo on the day of the first L-39 takeoff.

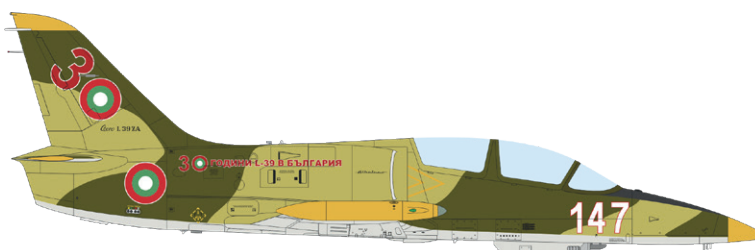
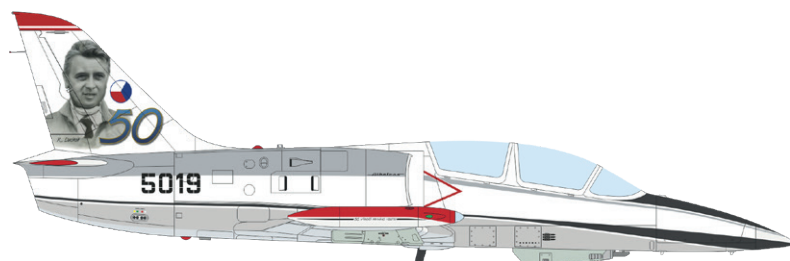
■ L-39ZA, s/n 035147, No. 147, 299 brTA, Graf Ignatievo AB, Bulgaria, 2015



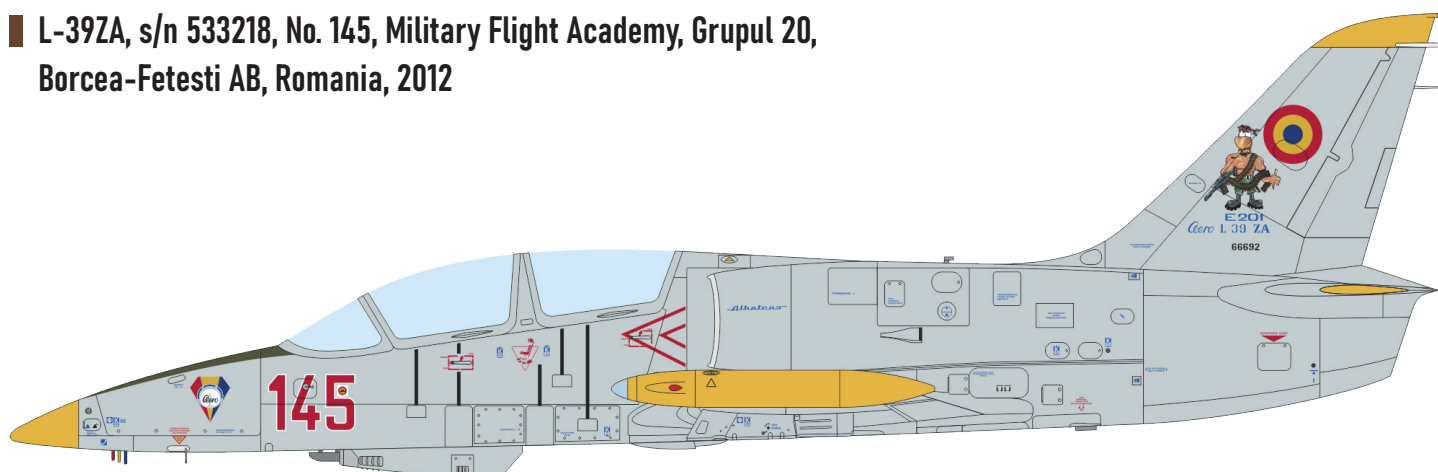
The Bulgarian Air Force ordered thirty-six L-39ZAs, which were delivered by the manufacturer Aero Vodochody between 1986 and 1990. They were used for advanced pilot training and as light attack aircraft by air units at Kamenets, Bezmer/Yambol and Graf Ignatievo airfields. Between 1995

and 2000, a number of L-39s were relocated to fighter bases to operate alongside fighter aircraft. These bases were located at Cheshengirovo, Dobrich and Ravens airfields. In 1997, six of these were sold to Cambodia and in 2001, six more were sold to the USA. A small number

of L-39 trainers are permanently stationed at Graf Ignatievo to supplement training activities and often participate in combined missions with MiG-29s and F-16s.



■ **L-39ZA, s/n 533218, No. 145, Military Flight Academy, Grupul 20, Borcea-Fetesti AB, Romania, 2012**

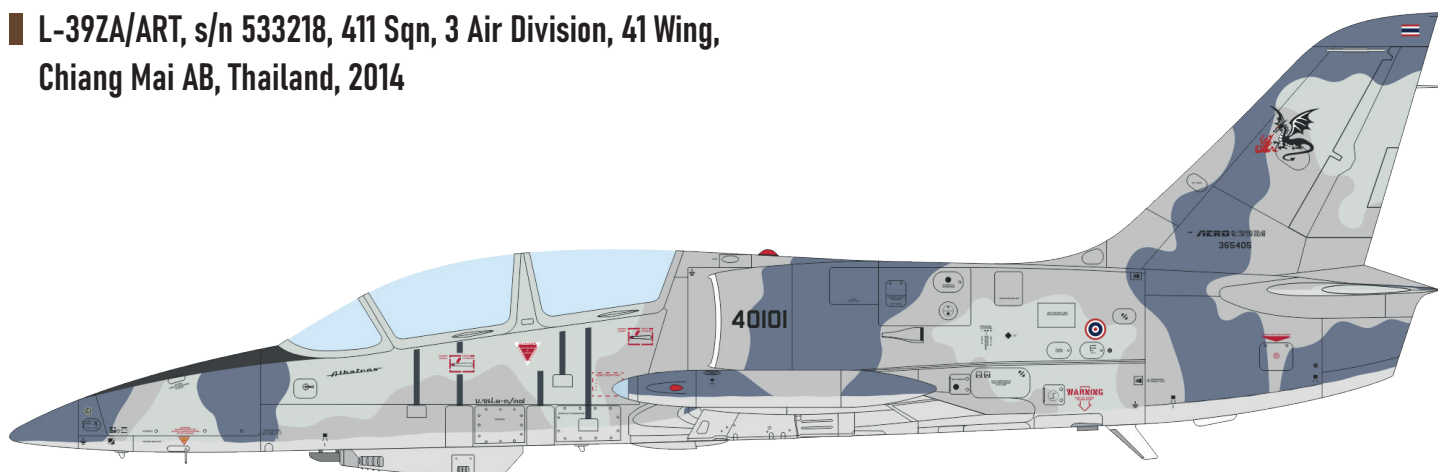


L-39 ZA aircraft operated in the Romanian Air Force from 1982 to 2007. The first L-39 ZA Albatros arrived in Romania in early December 1981 and immediately joined the newly established

20 Fighter and Fighter-Bomber Group's flight school, operating out of Boboc Airport. A total of 32 units of the L-39ZA variant were purchased. The aircraft with fuselage number 145 entered

service on April 6, 1985 and made its last flight in December 2007. It was then sold to a private entity.

■ **L-39ZA/ART, s/n 533218, 411 Sqn, 3 Air Division, 41 Wing, Chiang Mai AB, Thailand, 2014**



The Royal Thai Air Force operated L-39ZA/ART aircraft at two airbases. The majority of them were stationed at Korat Air Base in the central part of Thailand, which serves as an RTAF showcase, hosting foreign delegations and conducting joint exercises with neighboring countries. The second base was Takli, located

about 200 km to the west, where the aircraft were used for operational flights. The L-39ZA aircraft were initially used by the 101 and 102 Squadrons in Korat, then by the 401 Squadron in Thakli, and the 411 Squadron in Chiang Mai. The RTAF received a total of 40 L-39 aircraft by 1994, with about five lost in accidents.

On the occasion of anniversaries, some aircraft were presented in special liveries featuring emblems of all four squadrons. On March 31, 2021, the Royal Thai Air Force held the ceremony on the occasion of the Aero L-39ZA/ART retirement from the active duty. The last operator was the 411 Squadron, 41 Wing, based in Chiang Mai.

Recommended: for L-39ZA ALBATROS 1/72

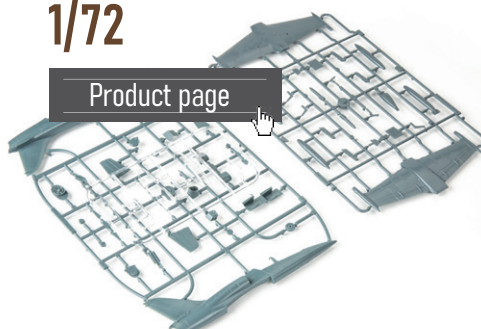
672351	L-39 wheels PRINT (Brassin)
672357	L-39 ejection seats PRINT (Brassin)
3DL72046	L-39ZA SPACE (3D Decal Set)
EX605	L-39 TFace (Mask)



#672351

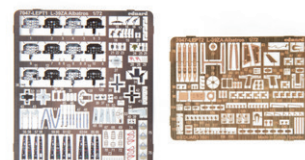
OVERTREES #7040X L-39 1/72

[Product page](#)



OVERLEPT #7047-LEPT1 L-39ZA 1/72

[Product page](#)



644284

Bulldog Mk.II LööK**1/48 Airfix**

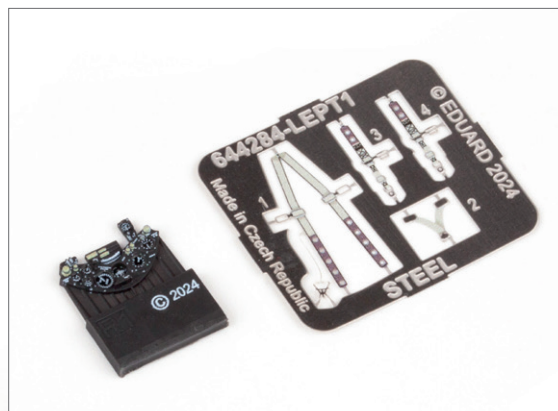
LööK set - Brassin pre-painted dashboard and STEEL seat belts for Bulldog Mk.II in 1/48 scale.

Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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

[Product page](#)


LööK

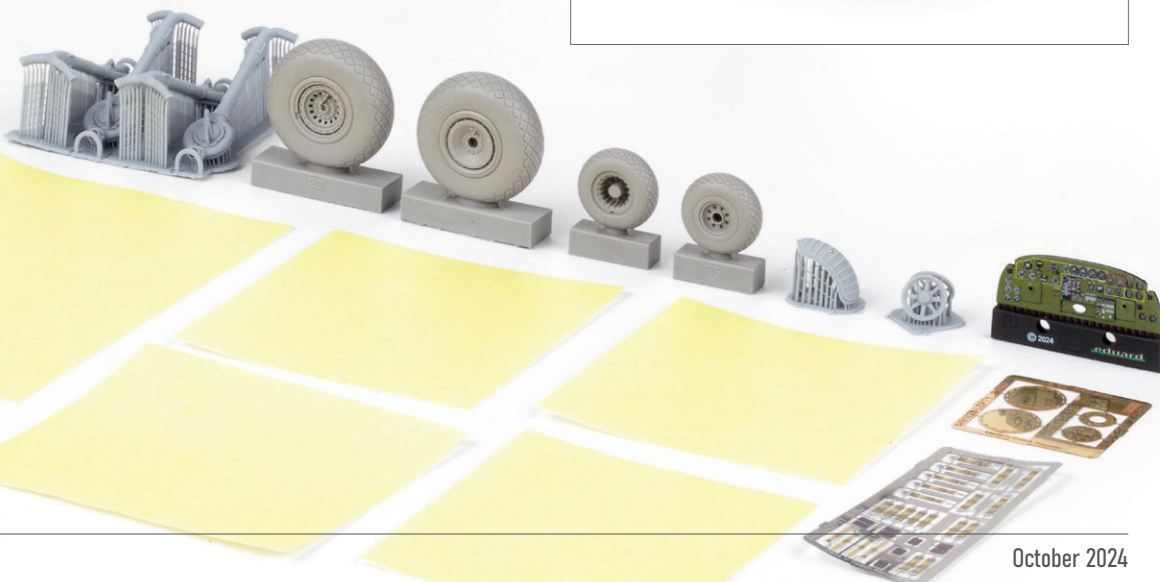
644285

B-24J LööKplus**1/48 Hobby Boss**

Collection of 4 sets for B-24J in 1/48 scale.

Recommended kit: Hobby Boss

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

[Product page](#)


LööK+

644286

A-10C LööKplus

1/48 Great Wall Hobby

Collection of 4 sets for A-10C in 1/48 scale.

Recommended kit: Great Wall Hobby

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

Product page

LööK



674019

B-24H LööK

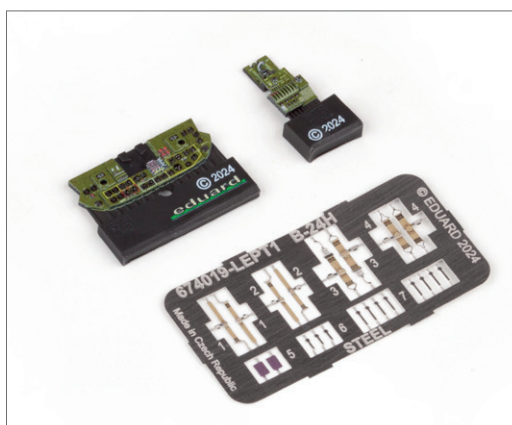
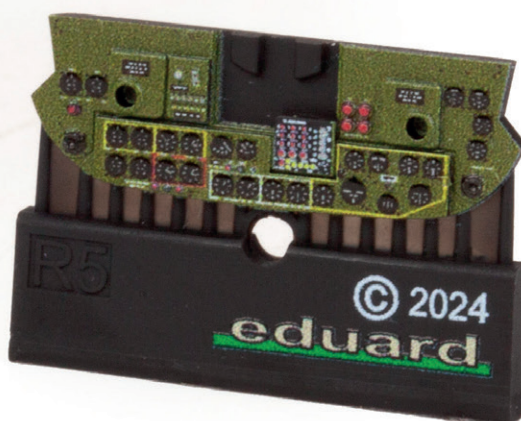
1/72 Airfix

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for B-24H in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

Product page



LööK

6481029

B-24J engines PRINT

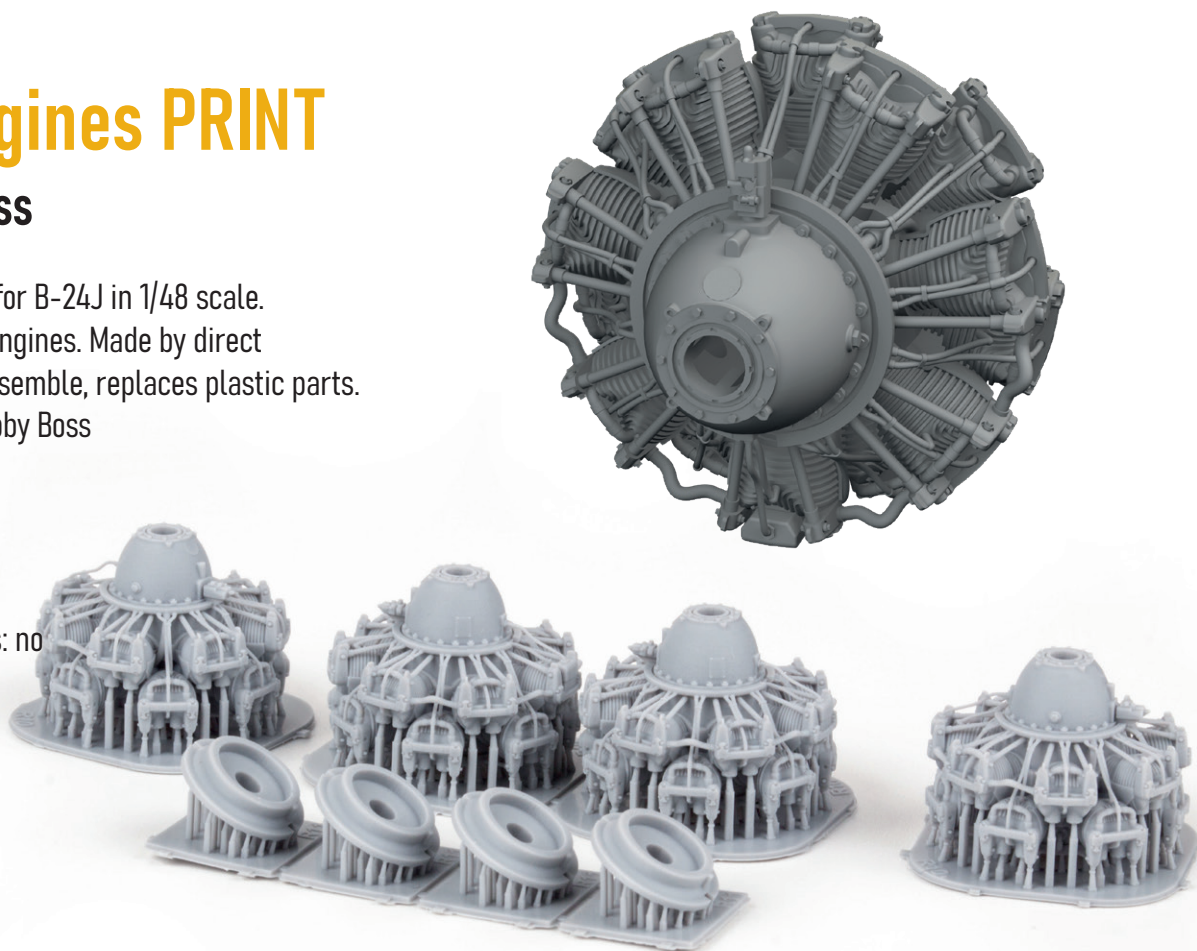
1/48 Hobby Boss

Brassin set - engines for B-24J in 1/48 scale.
The set consists of 4 engines. Made by direct 3D printing. Easy to assemble, replaces plastic parts.
Recommended kit: Hobby Boss

Set contains:

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

[Product page](#)



6481033

P-51B Birdcage canopy cockpit PRINT

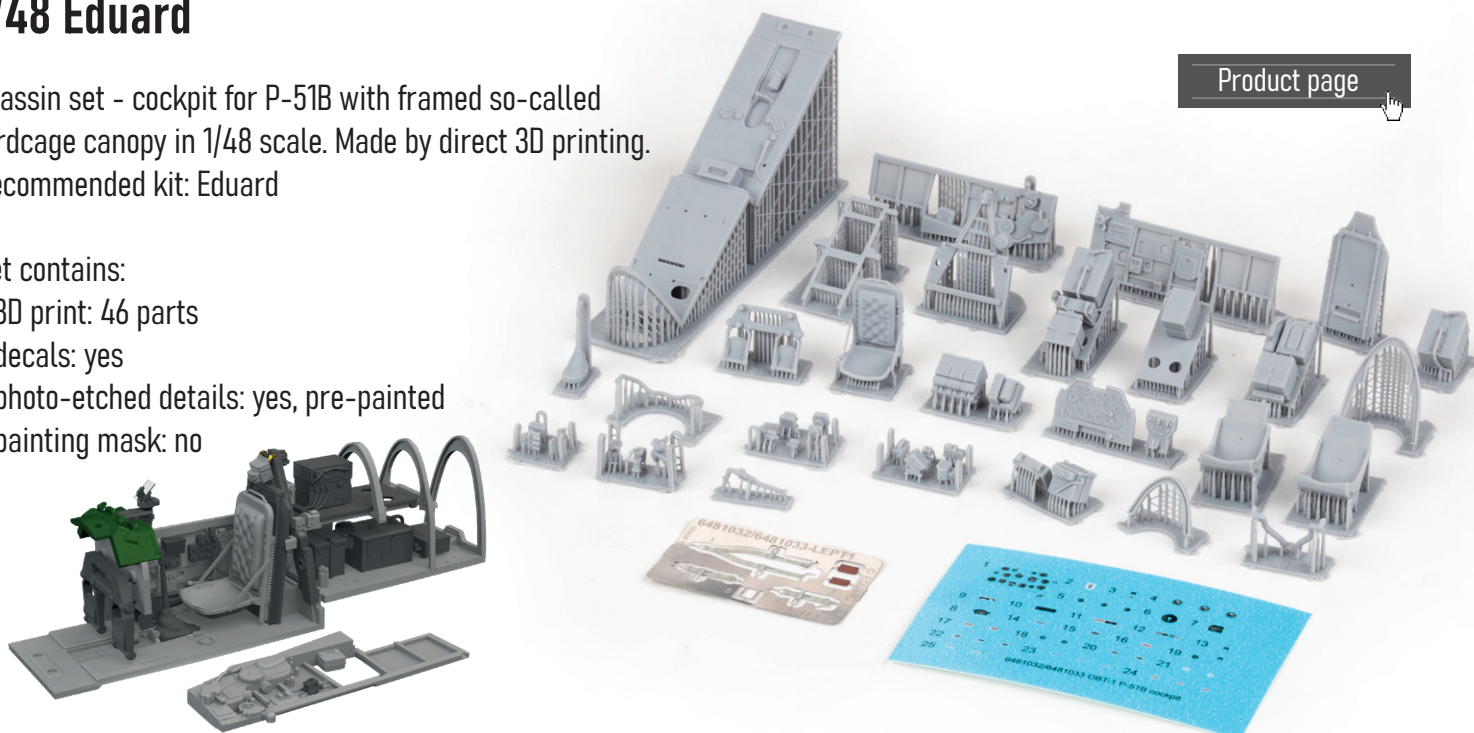
1/48 Eduard

Brassin set - cockpit for P-51B with framed so-called birdcage canopy in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 46 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)



6481035

A-10C ejection seat PRINT

1/48 Great Wall Hobby

Brassin set - ejection seat for A-10C in 1/48 scale.
 Made by direct 3D printing. Easy to assemble,
 replaces plastic parts.
 Recommended kit: Great Wall Hobby

Set contains:

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

[Product page](#)

6481038

Fw 190A seat w/ integral belts 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

[Product page](#)


6481040

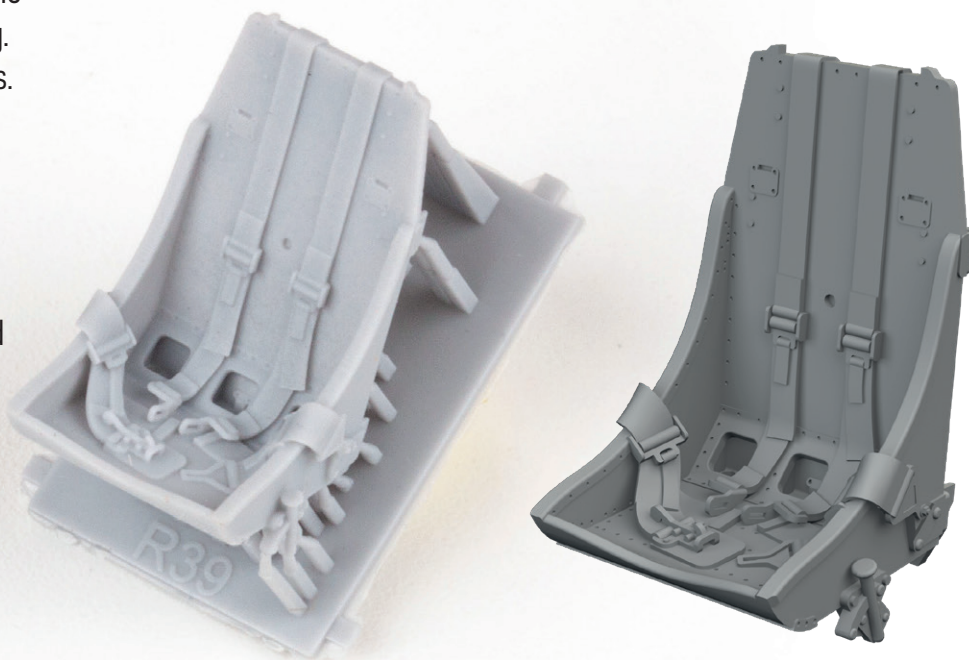
P-51B/C seat w/ integral belts Type 2 PRINT

1/48 Eduard

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

Set contains:

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

[Product page](#)


6481041

P-51B/C seat w/ integral belts Type 3 PRINT

1/48 Eduard

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

Set contains:

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

[Product page](#)


6481042 SM.79 wheels

1/48 Flashback

Brassin set - the undercarriage wheels for SM.79 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Flashback

Set contains:

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

[Product page](#)



6481043 SM.79 propellers

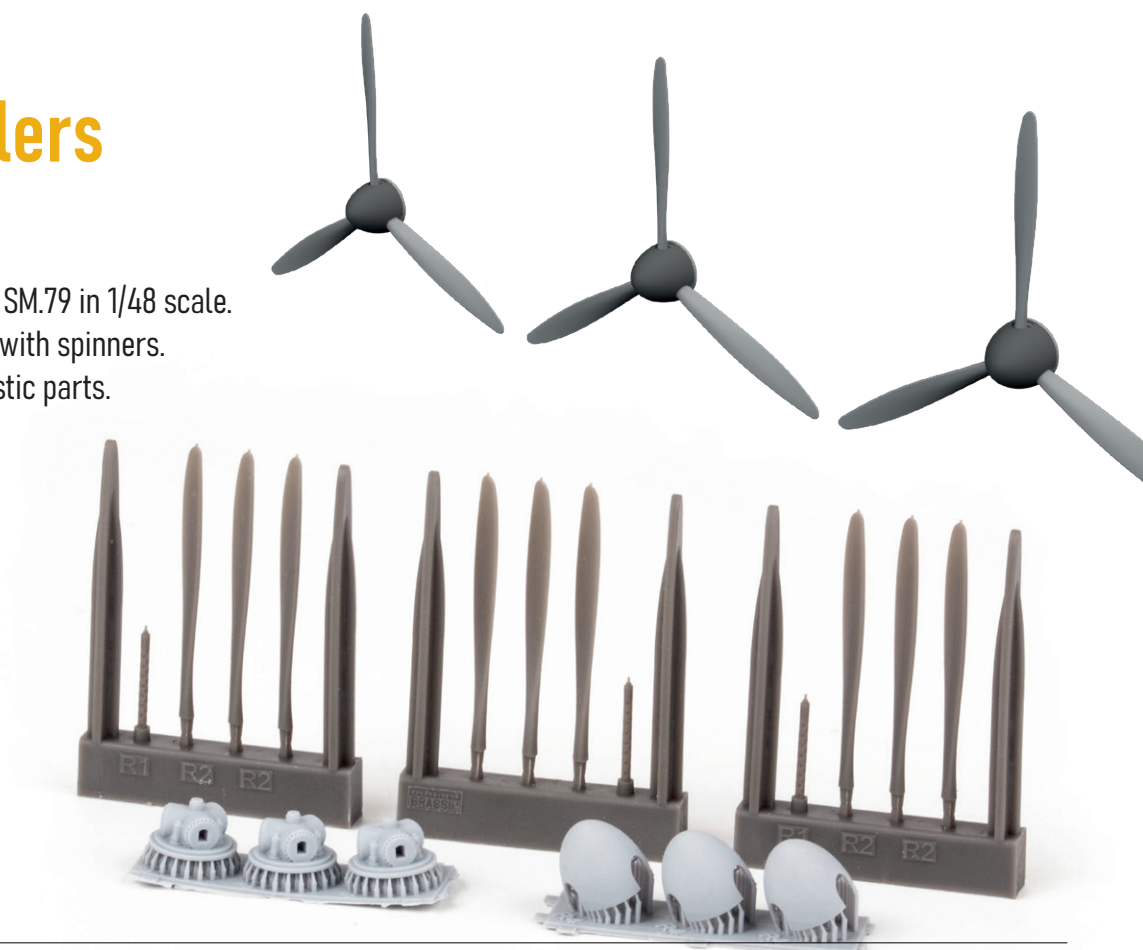
1/48 Flashback

Brassin set - the propellers for SM.79 in 1/48 scale. The set consists of three props with spinners. Easy to assemble, replaces plastic parts. Recommended kit: Flashback

Set contains:

- resin: 9 parts
- 3D print: 6 parts
- decals: no
- photo-etched details: no
- painting mask: yes

[Product page](#)



672360

P-51D wheel bays PRINT

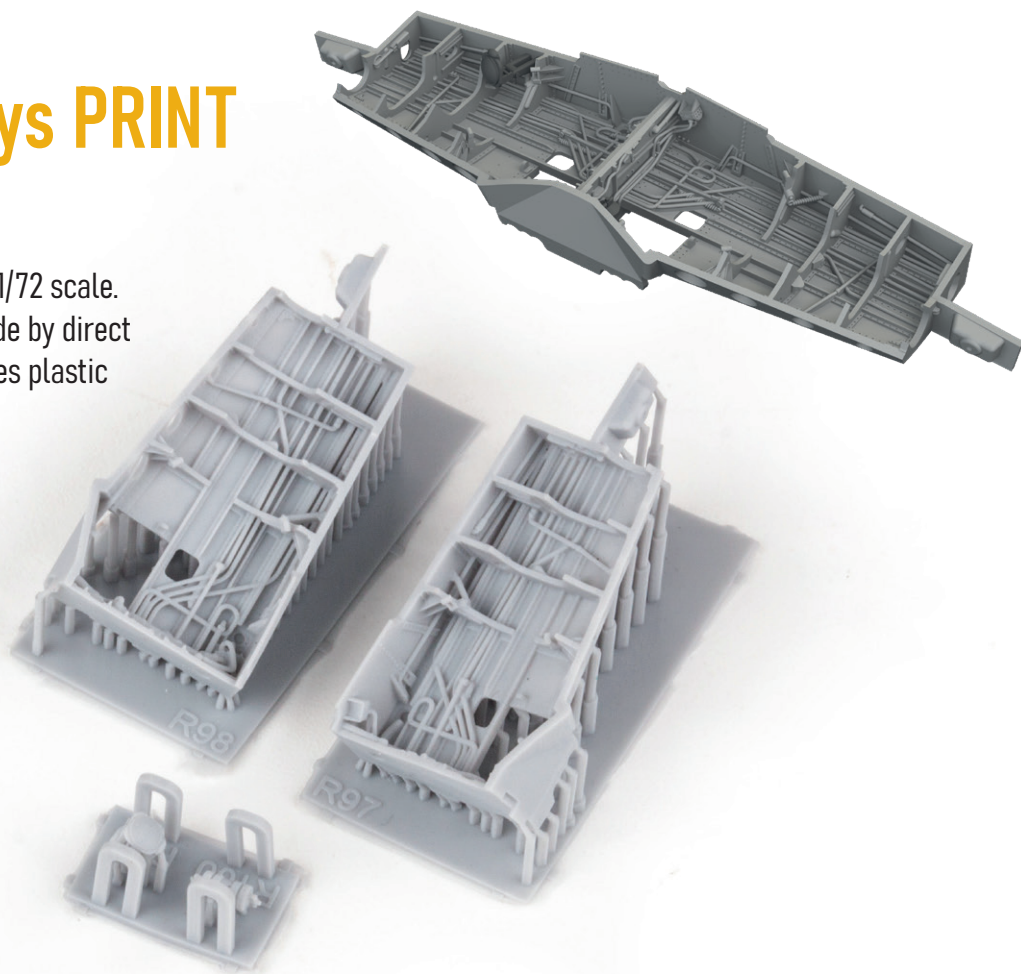
1/72 Eduard

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

Set contains:

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

[Product page](#)



672380

B-24H wheels

1/72 Airfix

Brassin set - the undercarriage wheels for B-24H in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product page](#)



672382

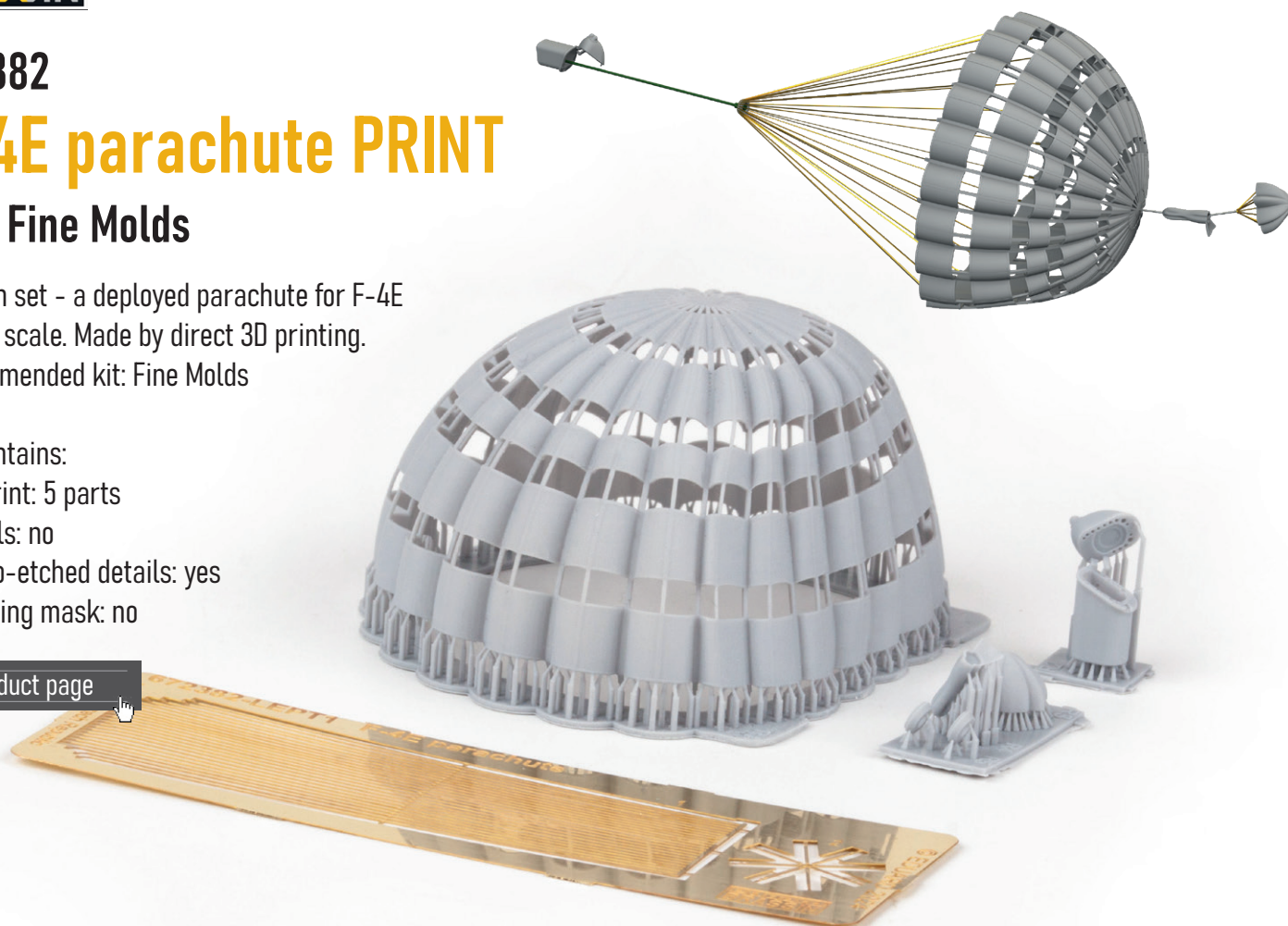
F-4E parachute PRINT

1/72 Fine Molds

Brassin set - a deployed parachute for F-4E in 1/72 scale. Made by direct 3D printing. Recommended kit: Fine Molds

Set contains:

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

[Product page](#)

672384

P-51D undercarriage legs PRINT

1/72 Eduard

Brassin set - undercarriage legs for P-51D in 1/72 scale. Set consists of main legs and wheel well doors. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


672386

B-24H engines PRINT

1/72 Airfix

Brassin set - engines for B-24H in 1/72 scale.
The set consists of 4 engines. Made by direct 3D printing. Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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

[Product page](#)


672387

Tornado ejection seats

1/72 Revell

Brassin set - ejection seats for Tornado in 1/72 scale. Set consists of 2 seats.
Easy to assemble, replaces plastic parts.
Recommended kit: Revell

Set contains:

- resin: 8 parts
- decals: yes
- 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!

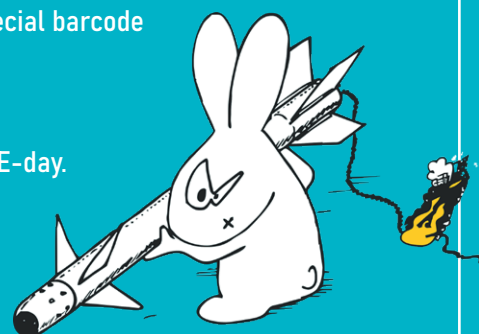
Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.

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

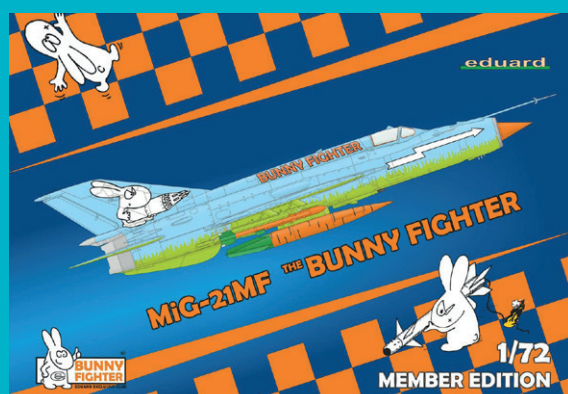


How to become a member of BFC?

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

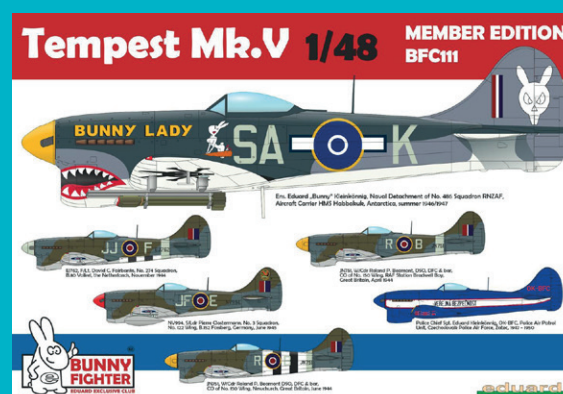


BOX CONTENT:

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 sidewalk instrument and control panels with photo-etched details and seat belts.

SIN648131

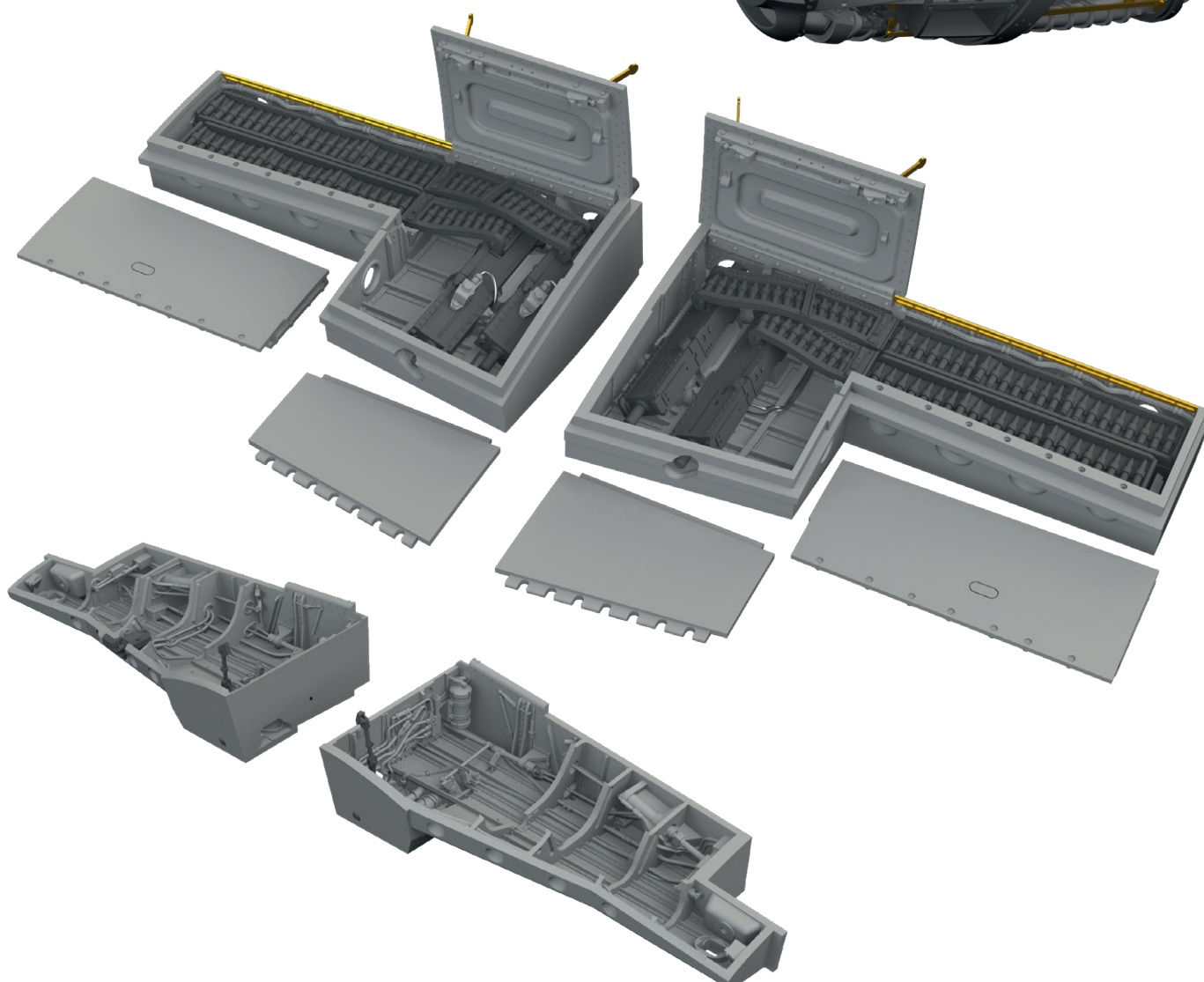
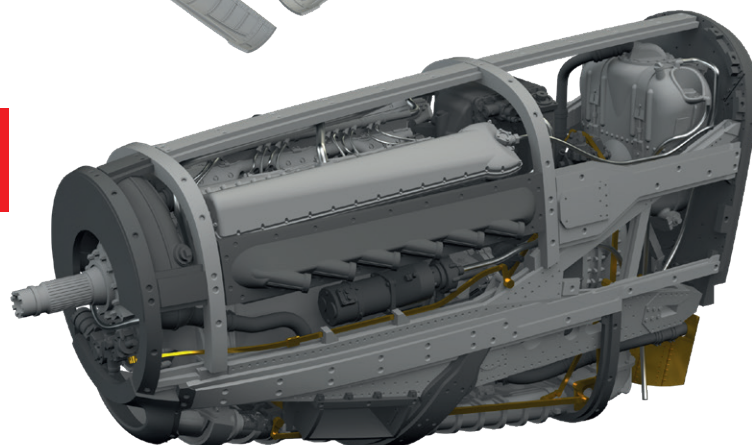
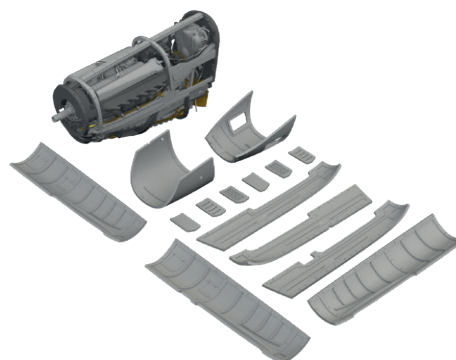
P-51B/C ADVANCE

1/48 Eduard

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

- gun bays
- wheel bays
- engine

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

[Product page](#)

SIN648133

A-10C armament

1/48 Great Wall Hobby

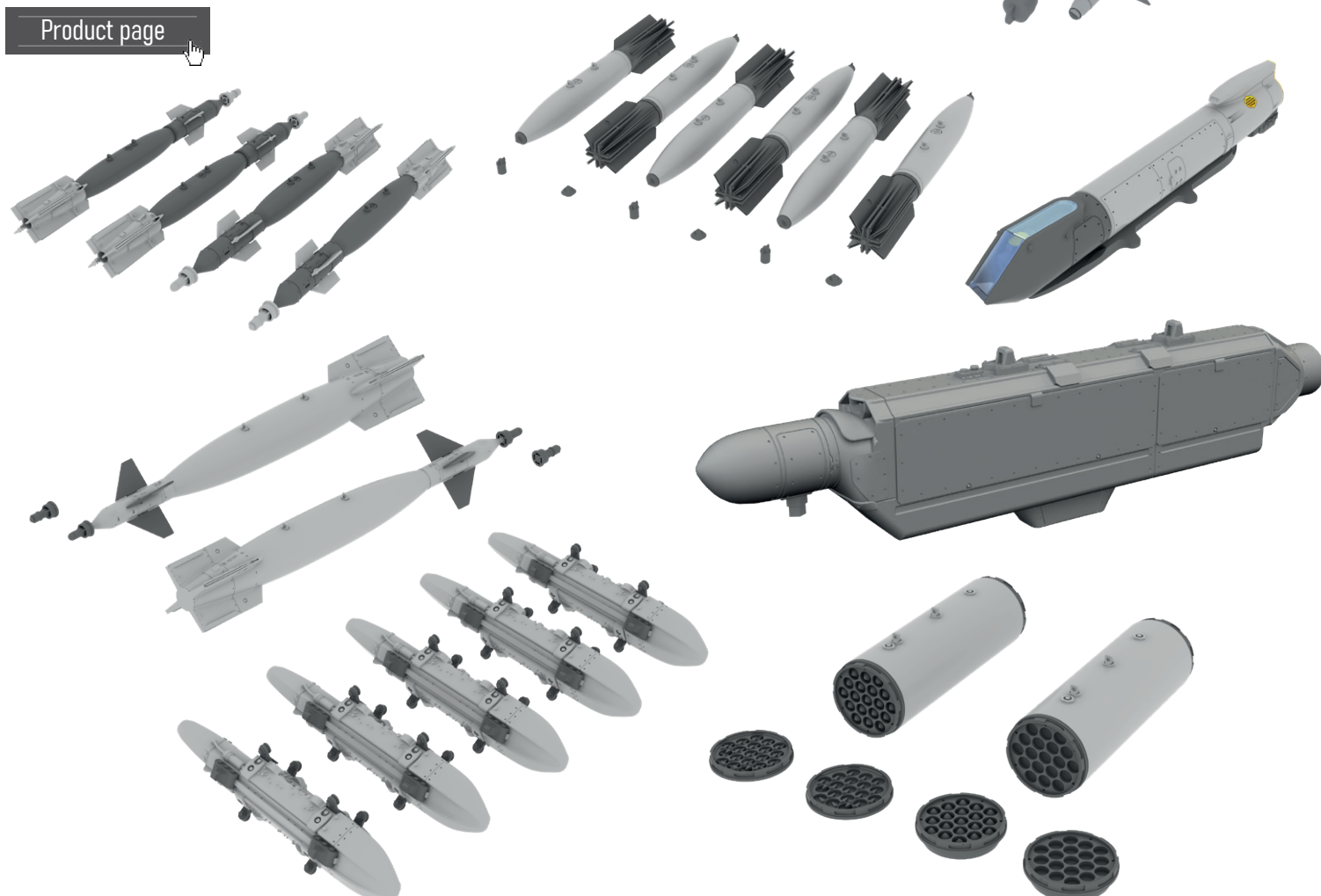
Collection of 9 sets for A-10C in 1/48 scale.

Recommended kit: Great Wall Hobby

- AGM-65 Maverick
- TER
- LAU-3/A
- GBU-10 Paveway II
- AIM-9M/L Sidewinder
- Mk.82 bombs w/airbrake early
- GBU-12 bomb
- Sniper ATP
- AN/ALQ-131 (deep) ECM pod

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

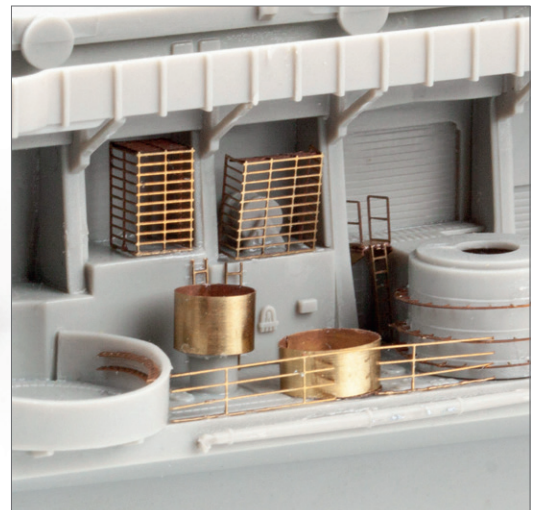
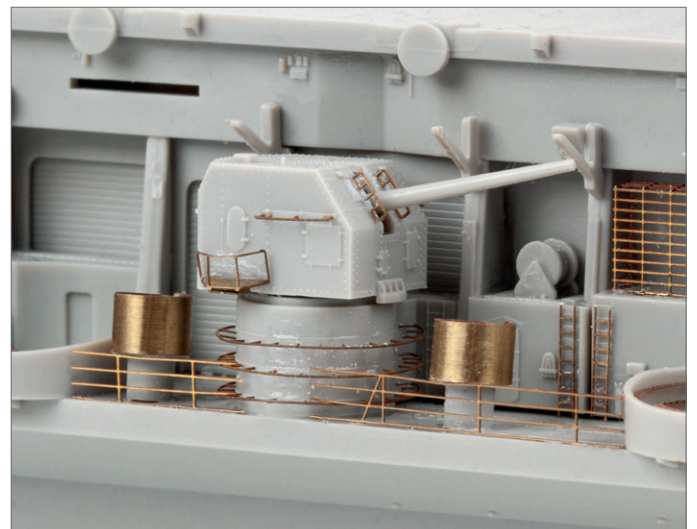
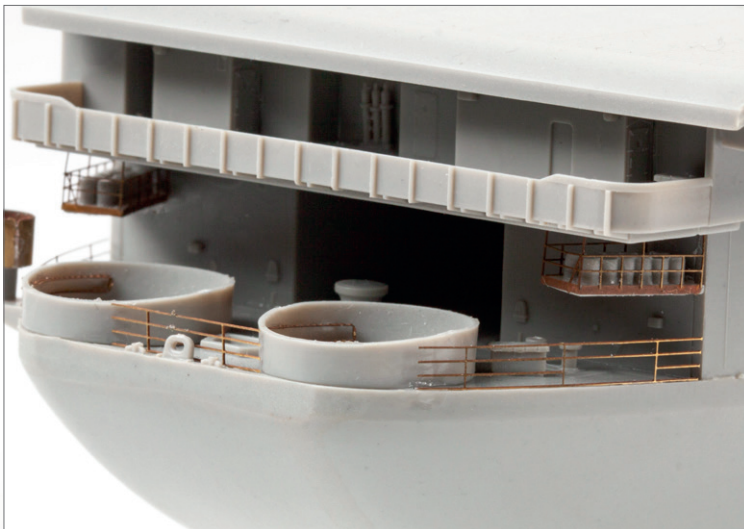
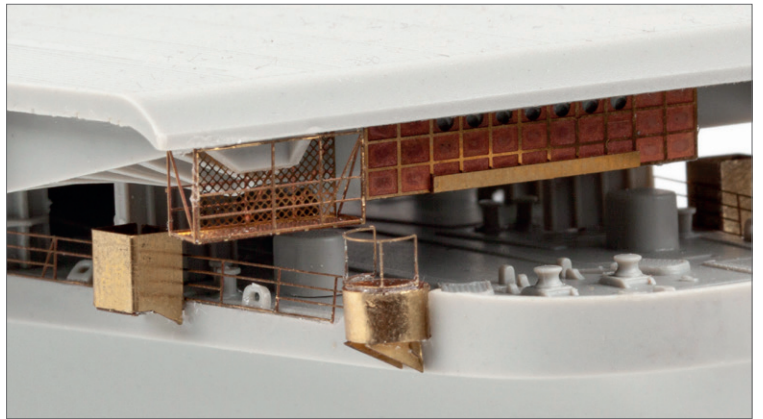
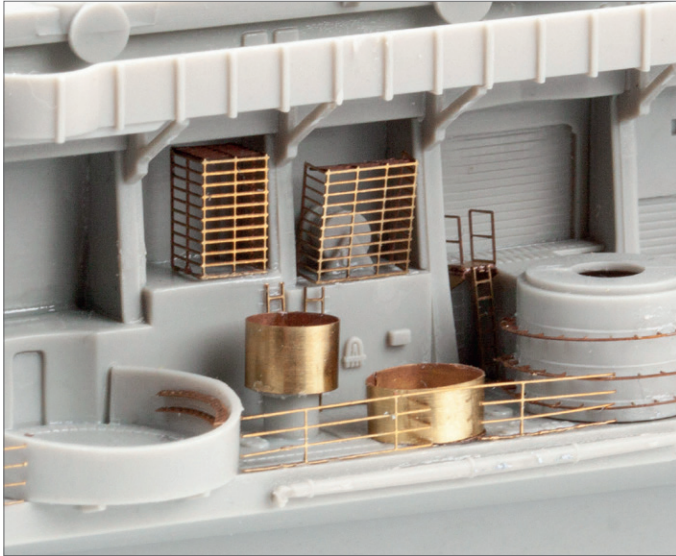
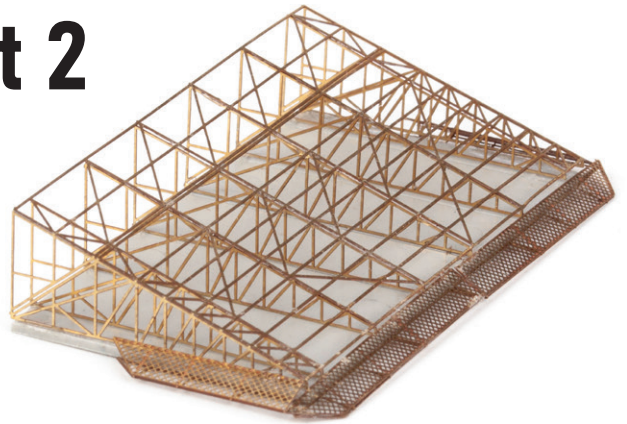
Product page



USS Midway CV-41 part 2

1/350 Trumpeter

#53315



Humvee M1097A2

1/35 ICM

#36522



Sd.Kfz.234/2

1/35 MiniArt

#36523



Leopard 2 A7V

1/35 Tamiya

#36524



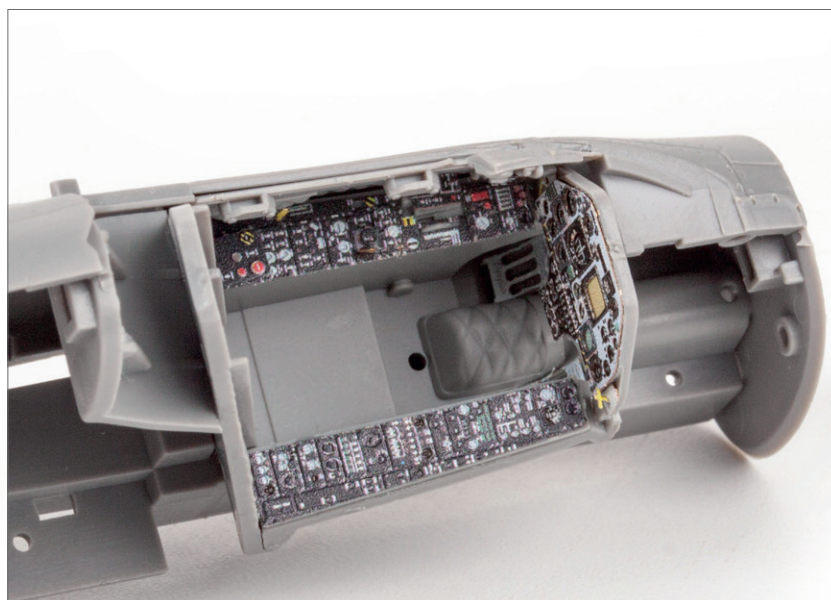
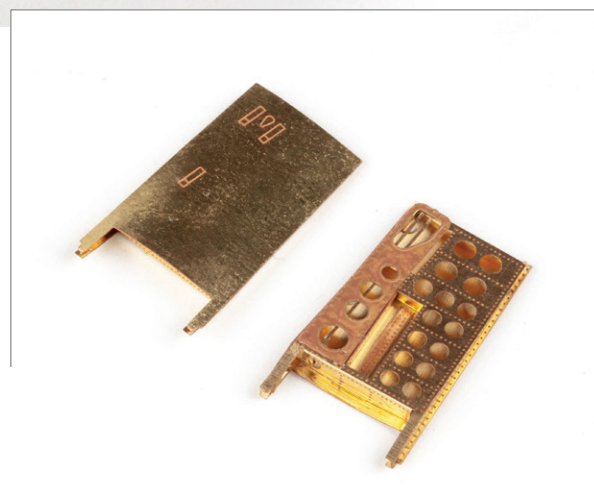
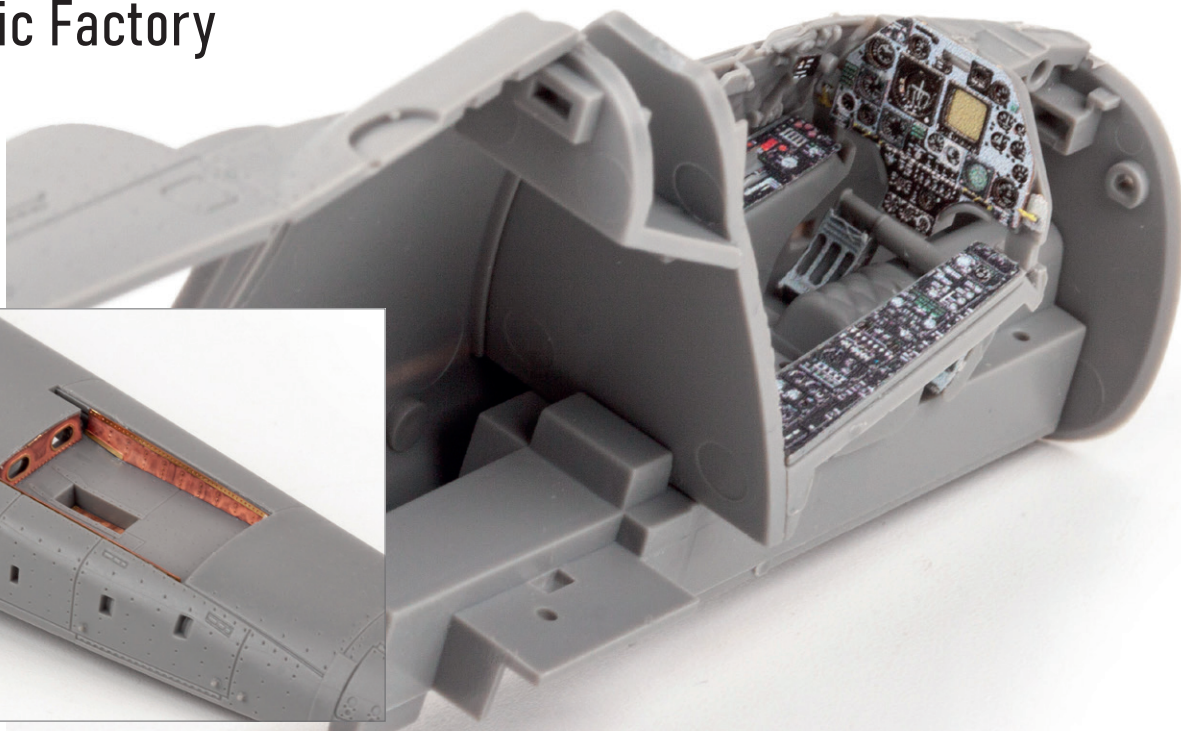
A-4M mod. 1970

1/48 Magic Factory

#491479

#FE1479

#FE1481



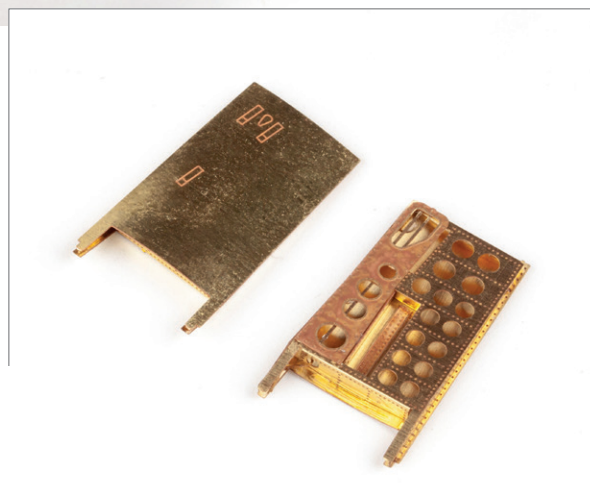
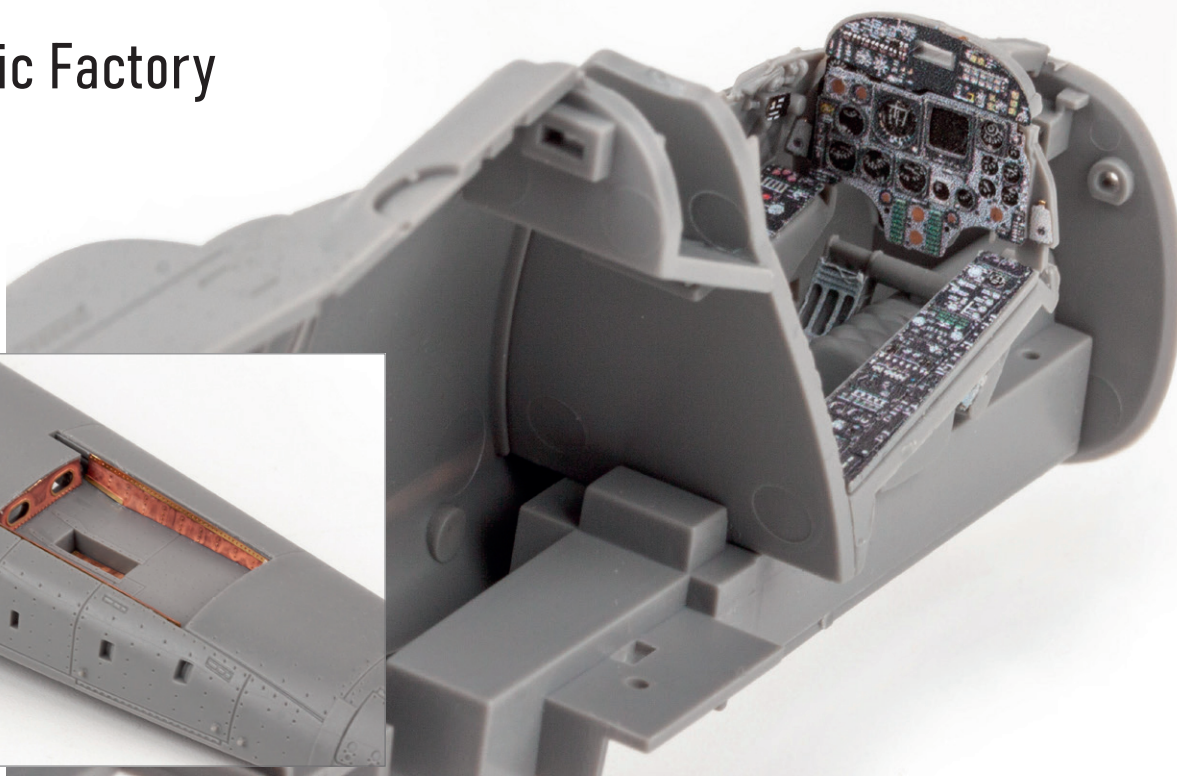
A-4M mod. 1975

1/48 Magic Factory

#491480

#FE1480

#FE1481



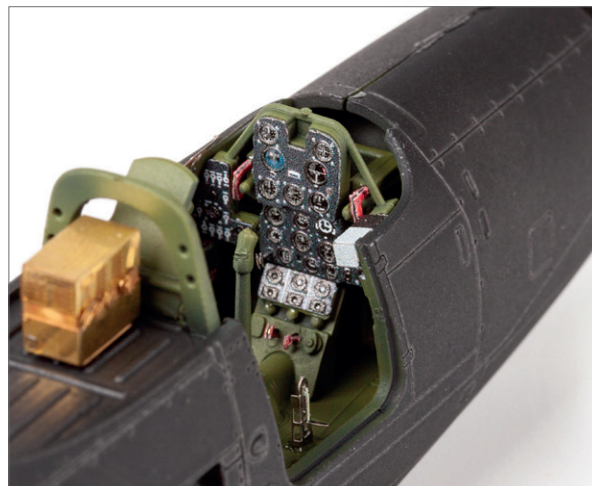
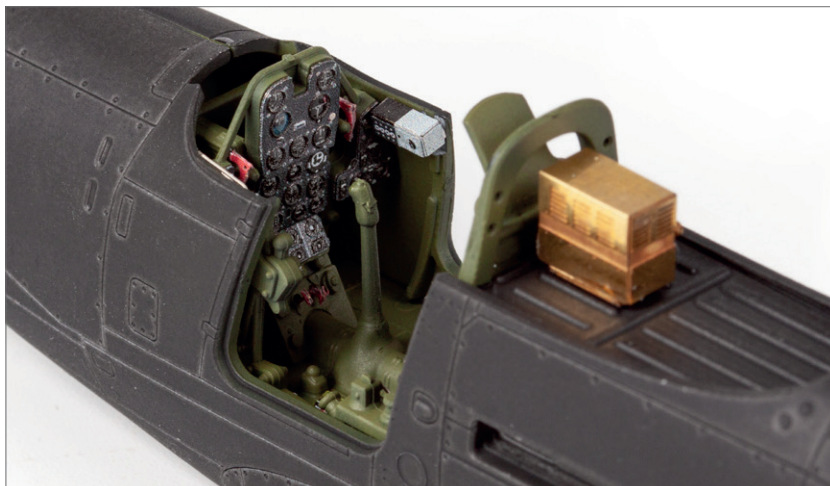
P-39Q

1/48 Arma Hobby

#491477

#FE1477

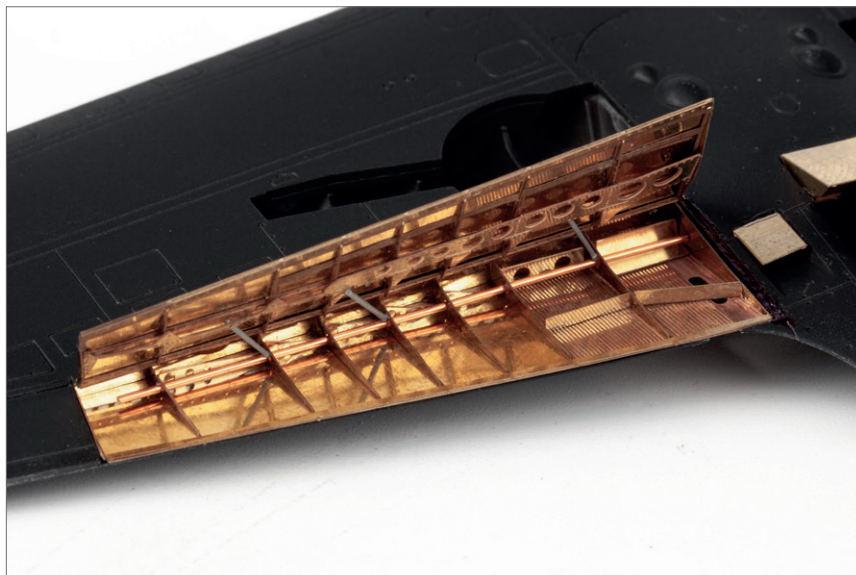
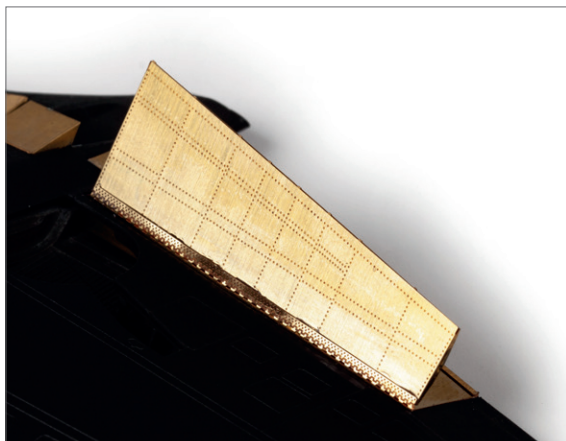
#FE1478



P-39Q landing flaps

1/48 Arma Hobby

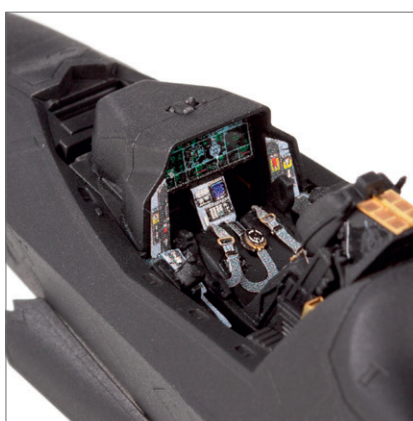
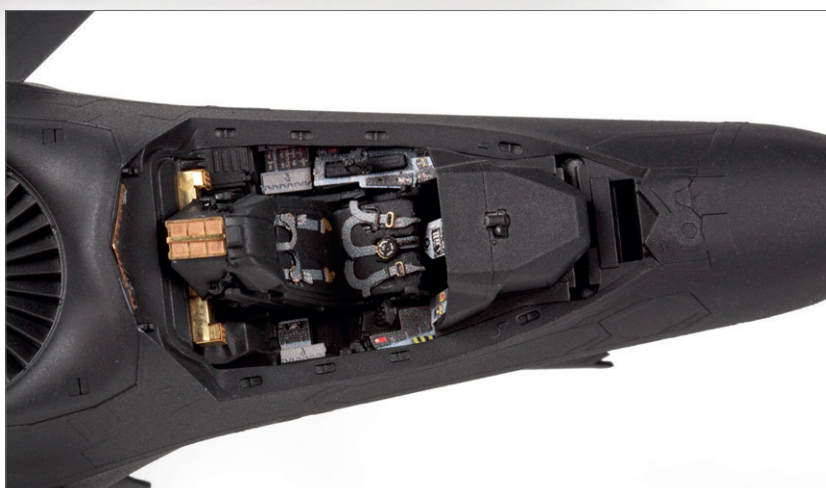
#481150



F-35B

1/72 Tamiya

#73832
#SS832

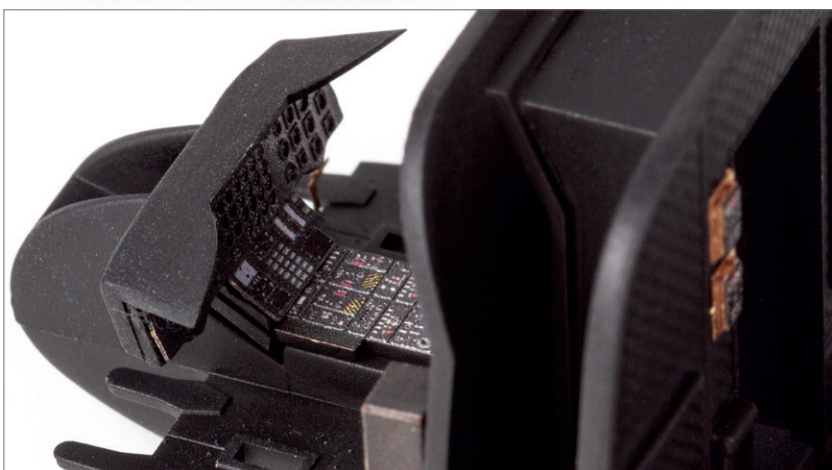


Chinook HC.1

1/72 Airfix

#73831

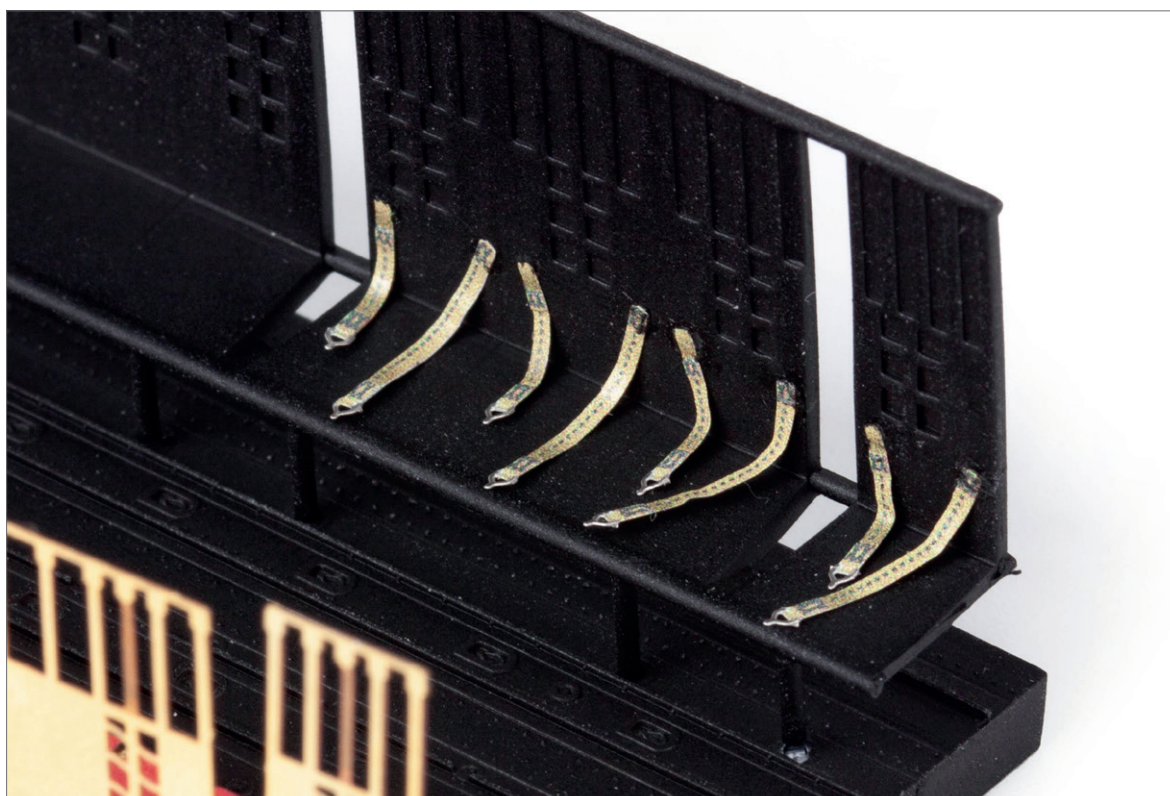
#SS831



Chinook HC.1 cargo seatbelts STEEL

1/72 Airfix

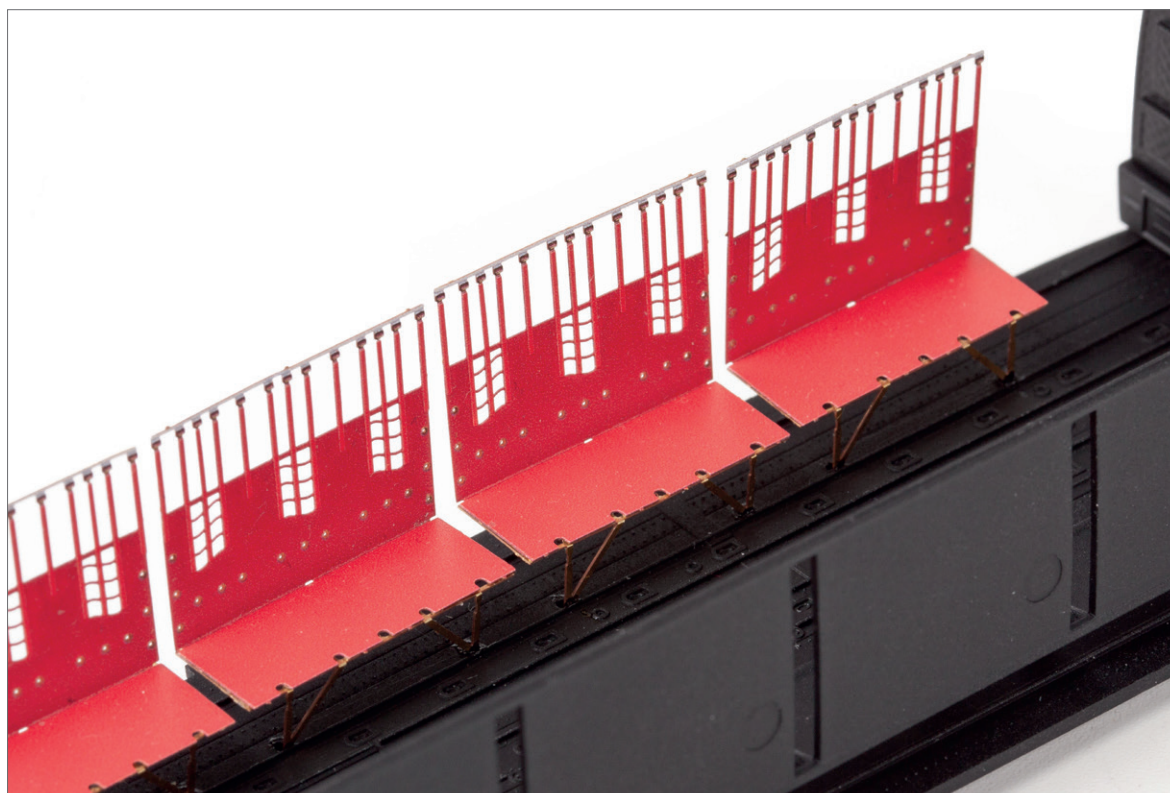
#73833



Chinook HC.1 cargo seats STEEL

1/72 Airfix

#73834



B-17



ACCESSORIES | BACK ON RACK

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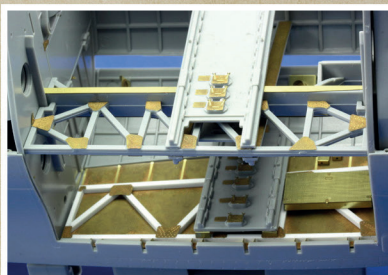
HKM 1/32

B-17E/F

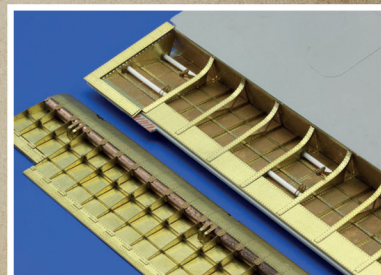
JX197	B-17E
JX198	B-17F
32397	B-17E/F ENGINES
32398	B-17E/F LANDING FLAPS
32399	B-17E/F UNDERCARRIAGE
32400	B-17E/F BOMB BAY
32401	B-17E/F EXTERIOR
32790	B-17 PLACARDS
32796	B-17 SEATBELTS FABRIC
32897	B-17E/F SEATBELTS STEEL
32899	B-17E/F BOMB RACK
32900	B-17E/F INTERIOR
32901	B-17E/F FRONT INTERIOR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

B-17G

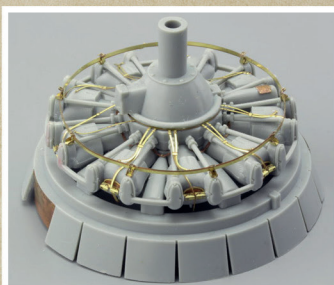
JX155	B-17G
32336	B-17G BOMB BAY
32337	B-17G LANDING FLAPS
32338	B-17G ENGINES
32340	B-17G EXTERIOR
32342	B-17G UNDERCARRIAGE
32764	B-17G SEATBELTS
32774	B-17G INTERIOR
32775	B-17G FRONT INTERIOR
32779	B-17G RADIO COMPARTMENT
32780	B-17G WAIST SECTION
32782	B-17G BOMB RACK
32790	B-17 PLACARDS
32796	B-17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



32336 B-17G BOMB BAY



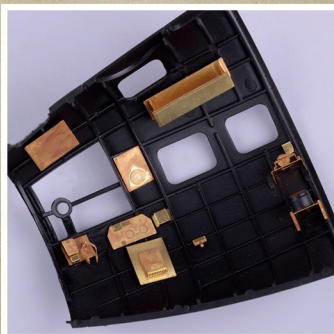
32337 B-17G LANDING FLAPS



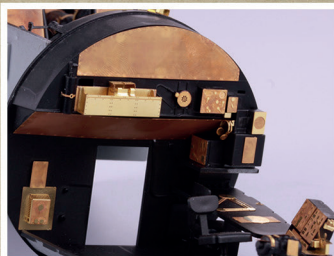
32338 B-17G ENGINES



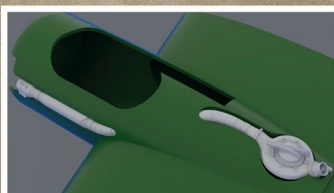
32774 B-17G INTERIOR



32903 B-17F WAIST SECTION



32901 B-17E/F FRONT INTERIOR



632033 B-17 SUPERCHARGERS



632027 B-17G ENGINE NO.1

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B-17F

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

B-17G

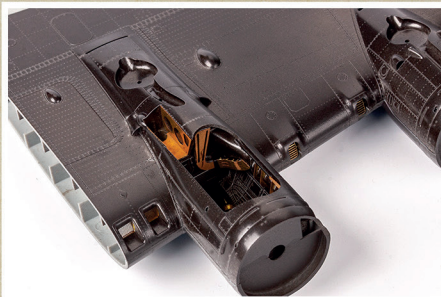
EX678	B-17G
EX687	B-17G ANTIGLARE PANELS (DL & BO PROD.)
EX688	B-17G ANTIGLARE PANELS (VE PROD.)
EX822	B-17G TFACE
481005	B-17G ENGINES
481010	B-17G LANDING FLAPS
481011	B-17G UNDERCARRIAGE & EXTERIOR
481012	B-17G AMMO FEED CHUTES
491057	B-17G COCKPIT
491058	B-17G RADIO COMPARTMENT
491061	B-17G NOSE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



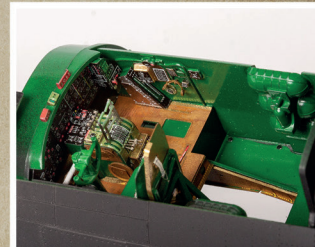
481052 B-17F ENGINES



481053 B-17F LANDING FLAPS



481054 B-17F UNDERCARRIAGE & EXTERIOR



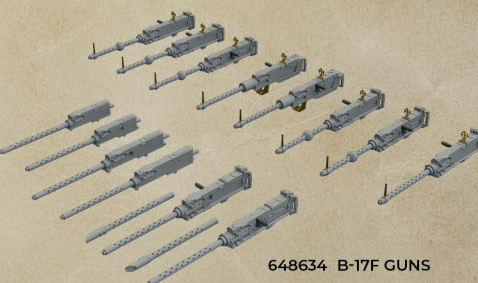
491057 B-17G COCKPIT



644103 B-17F LÖÖK



491058 B-17G RADIO COMPARTMENT



648634 B-17F GUNS



648529 B-17 WHEELS



491062 B-17G WAIST SECTION



648540 B-17G UNDERCARRIAGE LEGS BRONZE



648643 B-17 WHEELS BLOCK TREAD



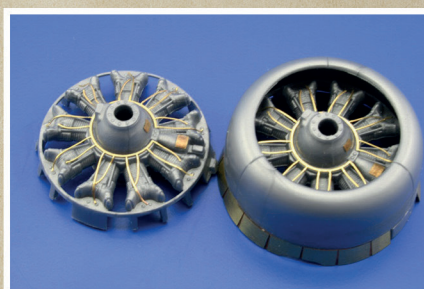
648645 B-17 WHEELS RHOMBOID TREAD

Revell 1/48 Monogram

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



48528 B-17G LANDING FLAPS



48534 B-17G ENGINES



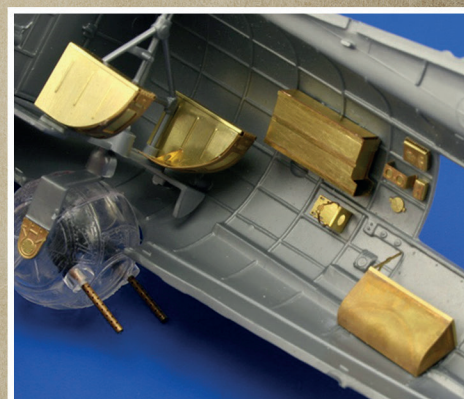
49337 B-17G COCKPIT INTERIOR



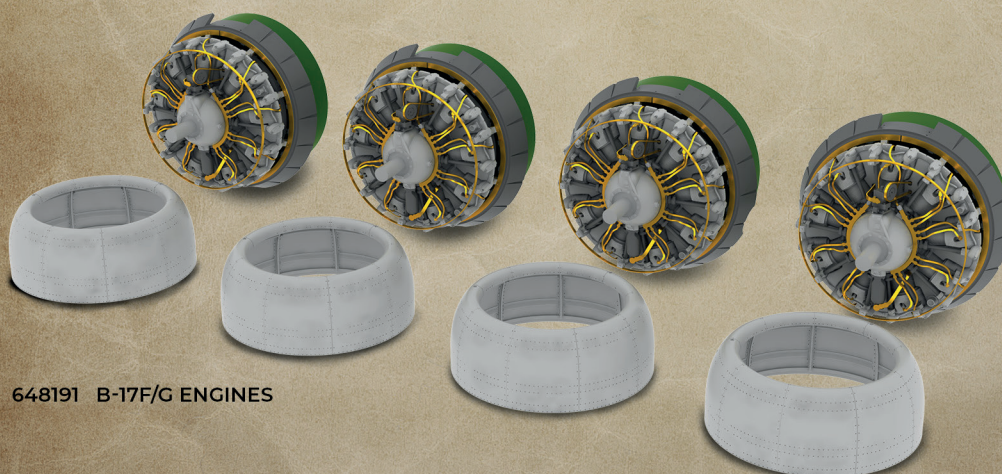
49360 B-17G NOSE INTERIOR



49361 B-17G MID SECTION



49362 B-17G REAR INTERIOR



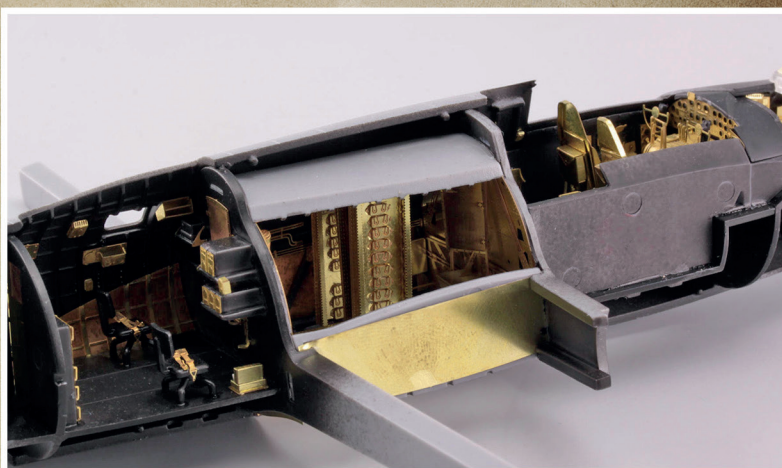
648191 B-17F/G ENGINES



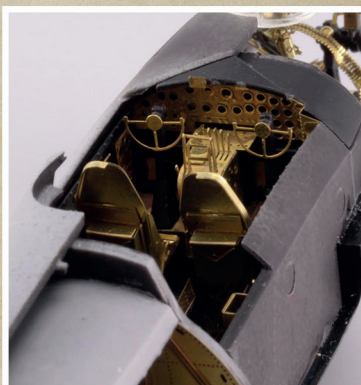
648078 B-17 WHEELS

Airfix 1/72

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



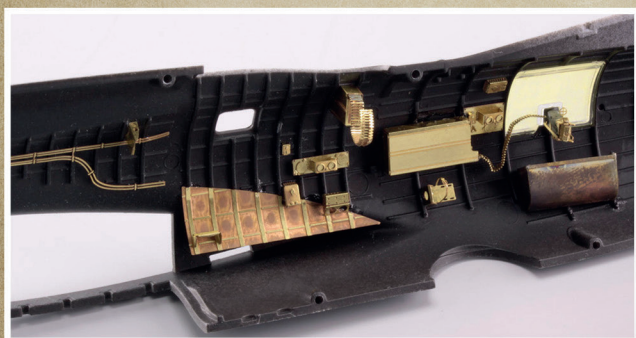
72630 B-17G BOMB BAY



73567 B-17G COCKPIT INTERIOR



73568 B-17G SEATBELTS STEEL



73569 B-17G REAR INTERIOR



73570 B-17G FRONT INTERIOR



672130 B-17G WHEELS



672131 B-17G ENGINES

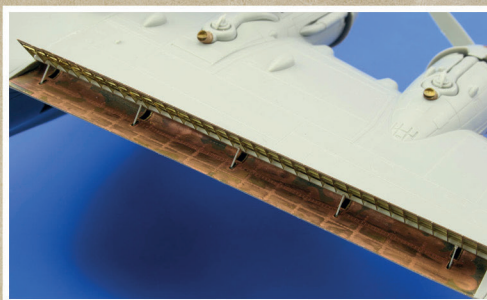
Revell 1/72

B-17F

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

B-17G

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



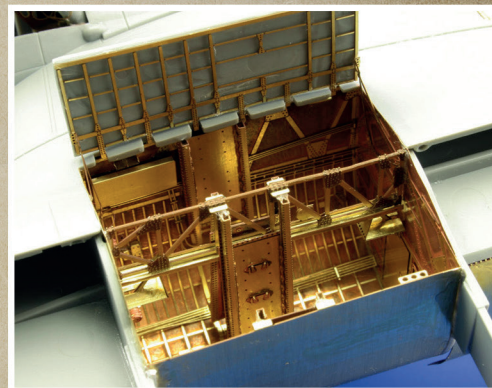
72514 B-17G LANDING FLAPS



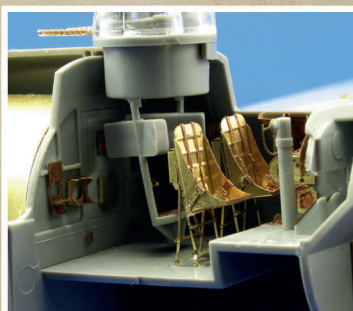
72515 B-17G EXTERIOR



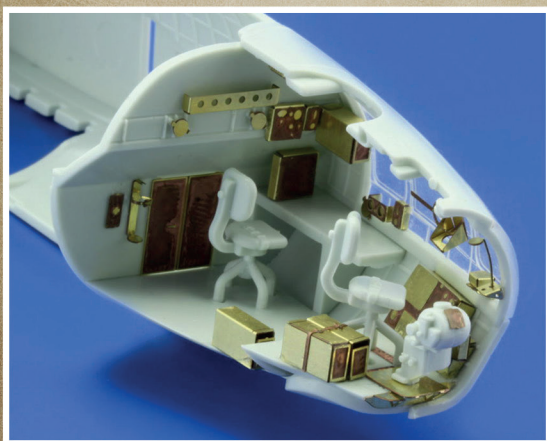
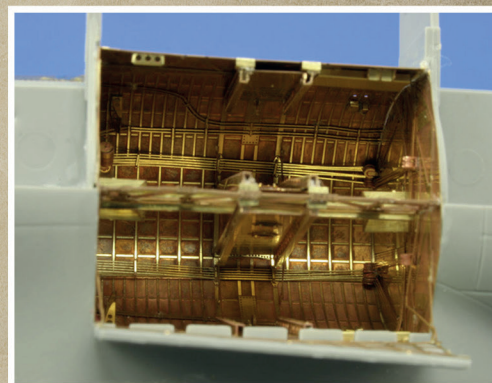
73376 B-17G INTERIOR



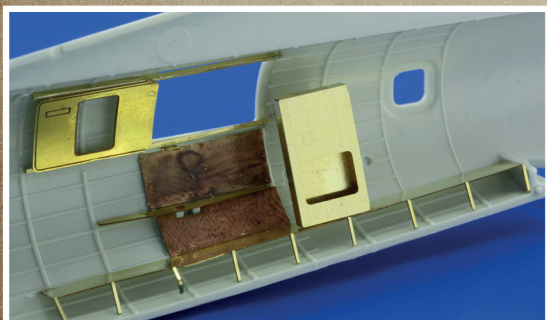
72516 B-17G BOMB BAY



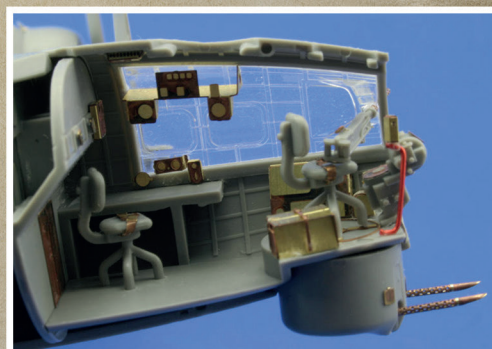
672011 B-17G WHEELS



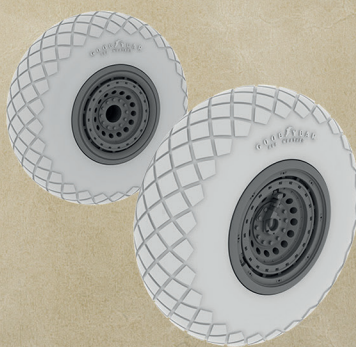
73461 B-17F FRONT INTERIOR



73462 B-17F REAR INTERIOR



73382 B-17G FRONT INTERIOR



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P-51D-5, s/n 44-13321, Maj. George Preddy Jr., 487th FS, 352nd FG, 8th AF, Bodney, United Kingdom, July 1944



P-51D-20, 44-72218, Lt. Col. John D. Landers, CO of 78th FG, Duxford, United Kingdom, March 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, 44-14372, Capt. Kirk B. Everson, 504th FS, 339th FG, 8th AF, Fowlmere, United Kingdom, April 1945



P-51D-10, 44-14221, flown by Maj. Pierce W. McKennon, CO of 335th FS, 4th FG, 8th AF, Debden, United Kingdom, April 1945



P-51D-5, 44-13316, Leonard K. Carson, 362nd FS, 357th FG, 8th AF, USAAF Station 373 Leiston, Suffolk, Great Britain, June 1944



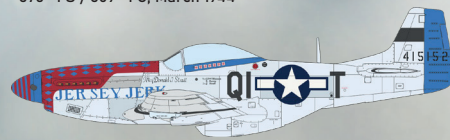
P-51D-10, 44-14164, Lt. Urban L. Drew, 375th FS, 361st FG, Little Walden, October 1944



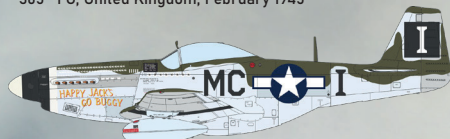
P-51D-5, s/n 44-13677, flown Lt. William G. Cullerton, 357th FS, 355th FG, Steeple Morden, United Kingdom, 1944



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



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



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



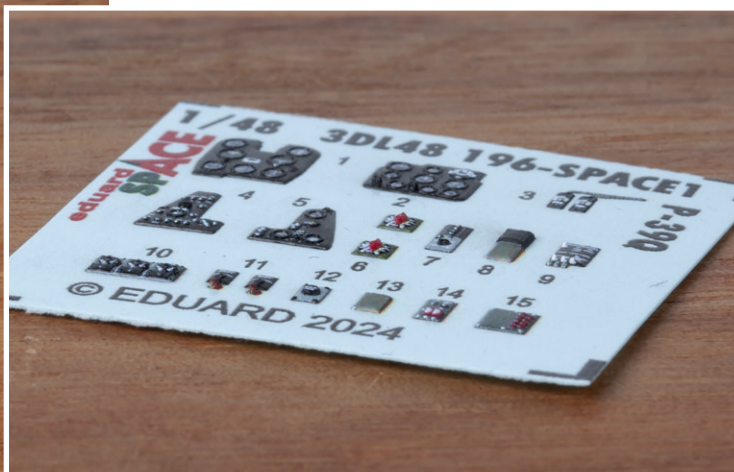
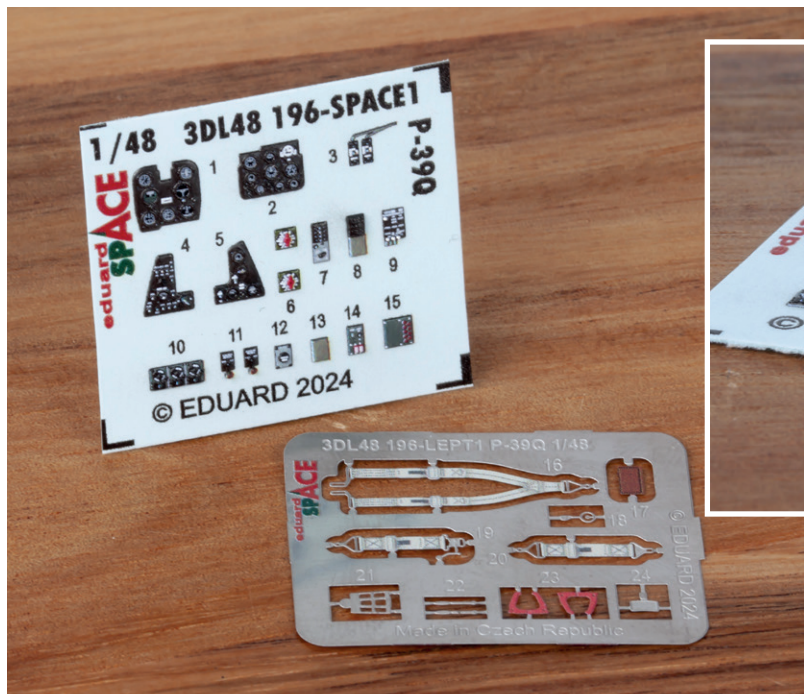
P-51D-25, 44-73060, Col. Glenn E. Duncan, 350th FS, 353rd FG, Raydon, United Kingdom, April 1945

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3DL48196 **P-39Q SPACE** 1/48 Arma Hobby

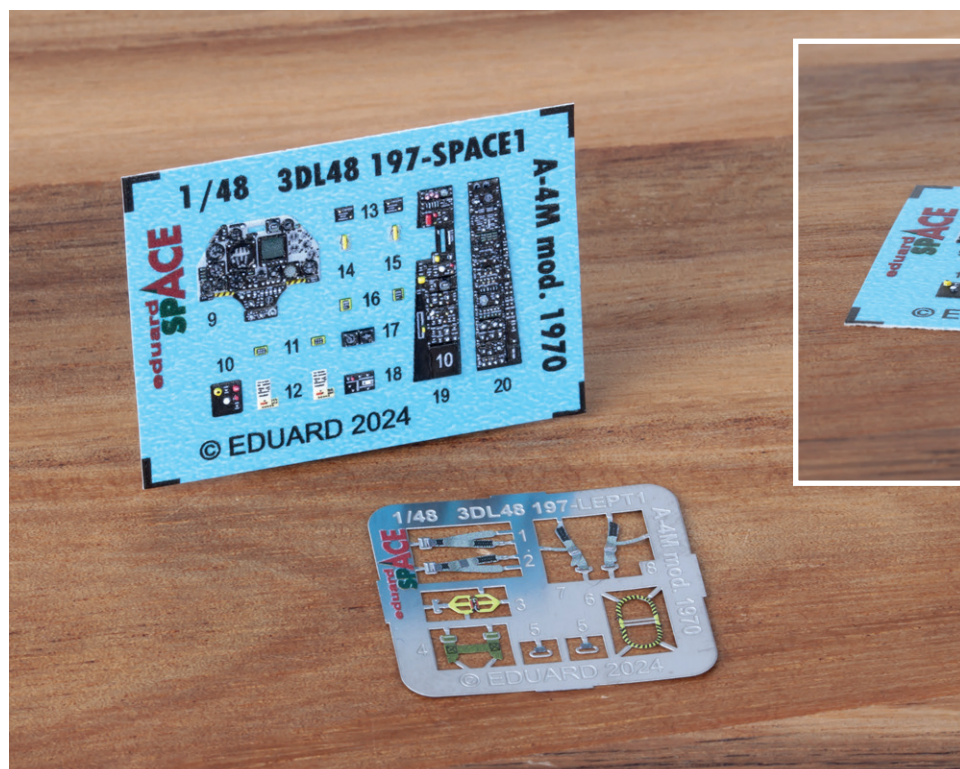
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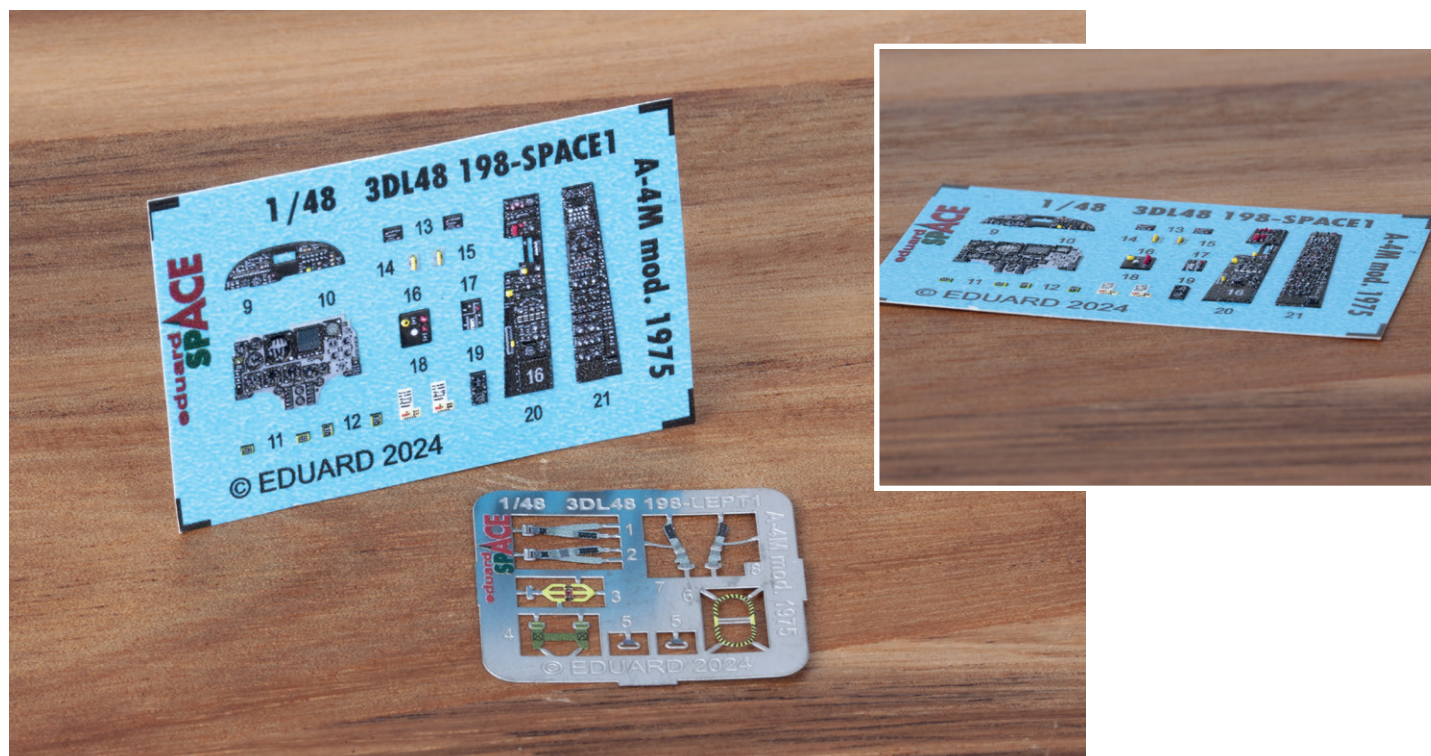


3DL48197 **A-4M mod. 1970 SPACE** 1/48 Magic Factory

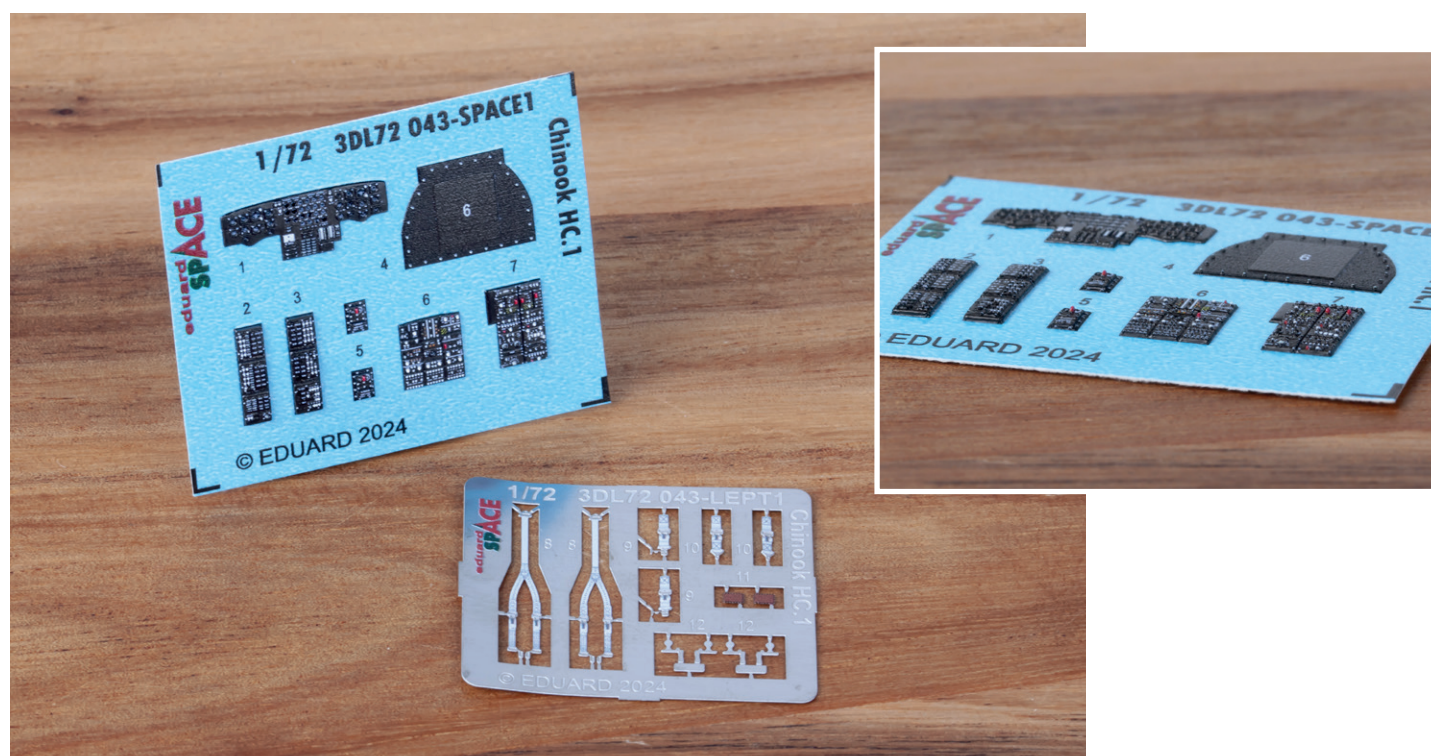
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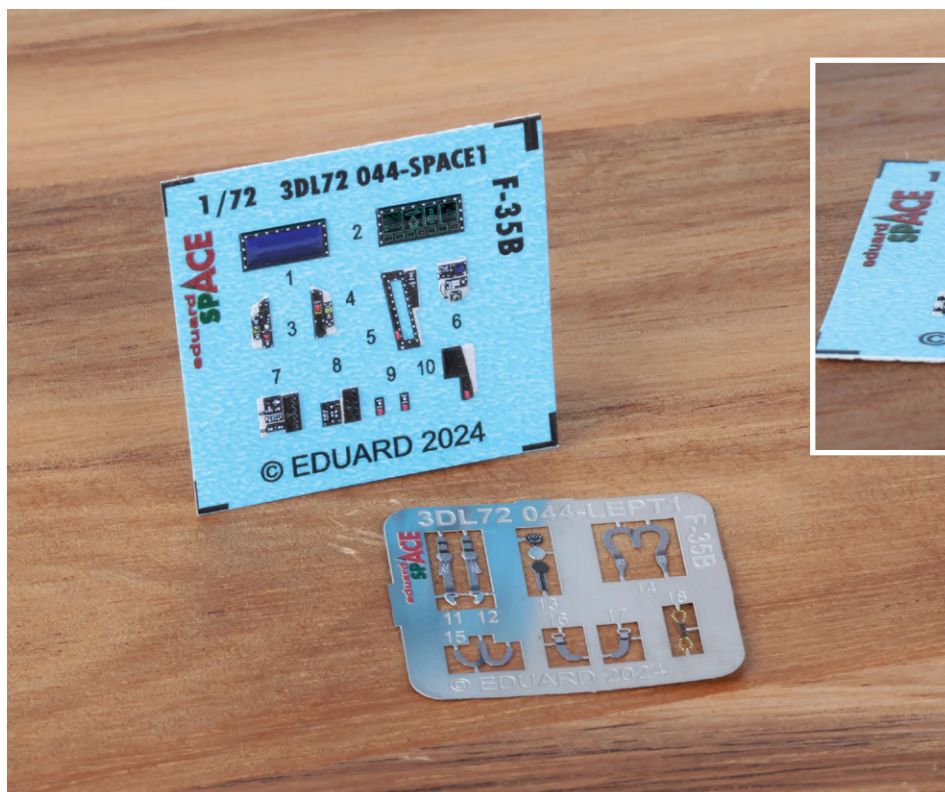
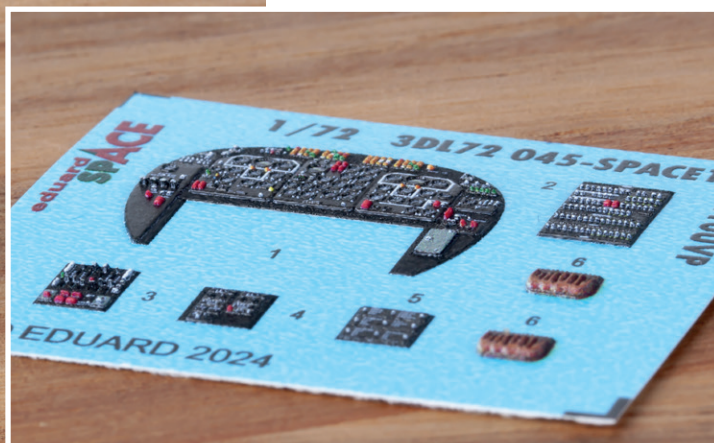
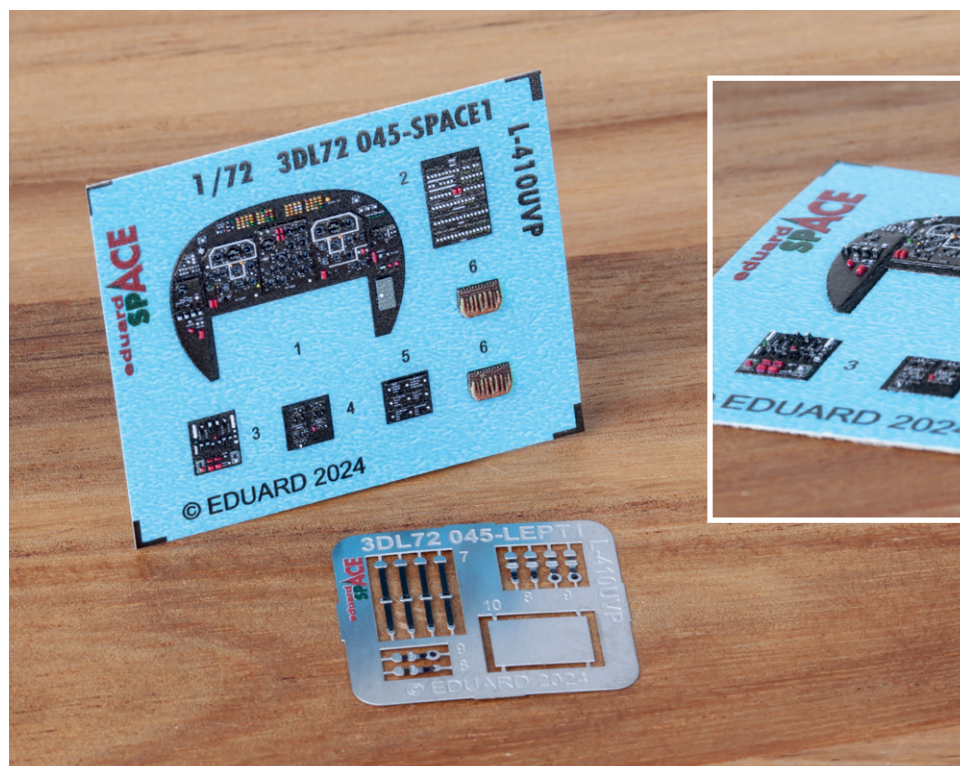


3DL48198 A-4M mod. 1975 SPACE 1/48 Magic Factory

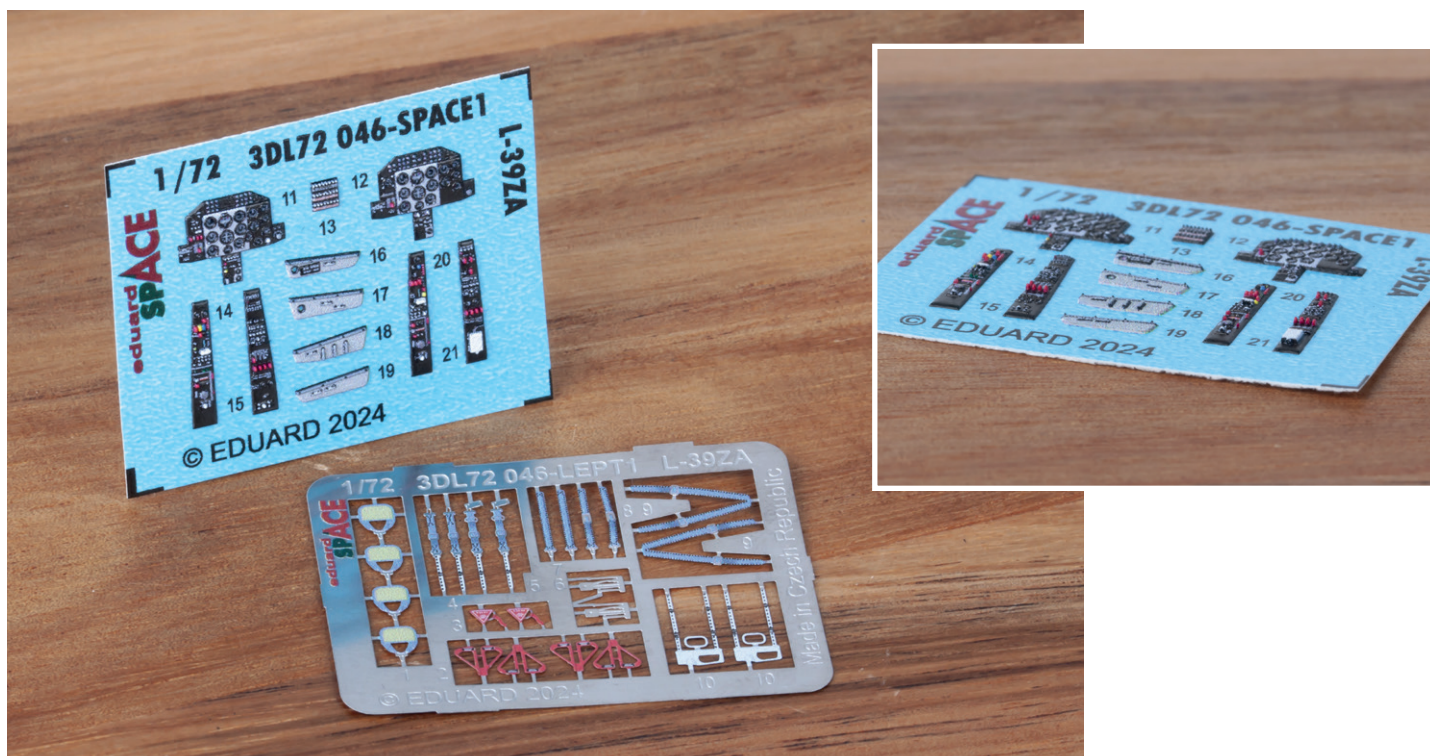
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3DL72043 Chinook HC.1 SPACE 1/72 Airfix

[Product page](#)


3DL72044 **F-35B SPACE** 1/72 Tamiya[Product page](#)3DL72045 **L-410VP SPACE** 1/72 Eduard[Product page](#)

3DL72046 L-39ZA SPACE 1/72 Eduard

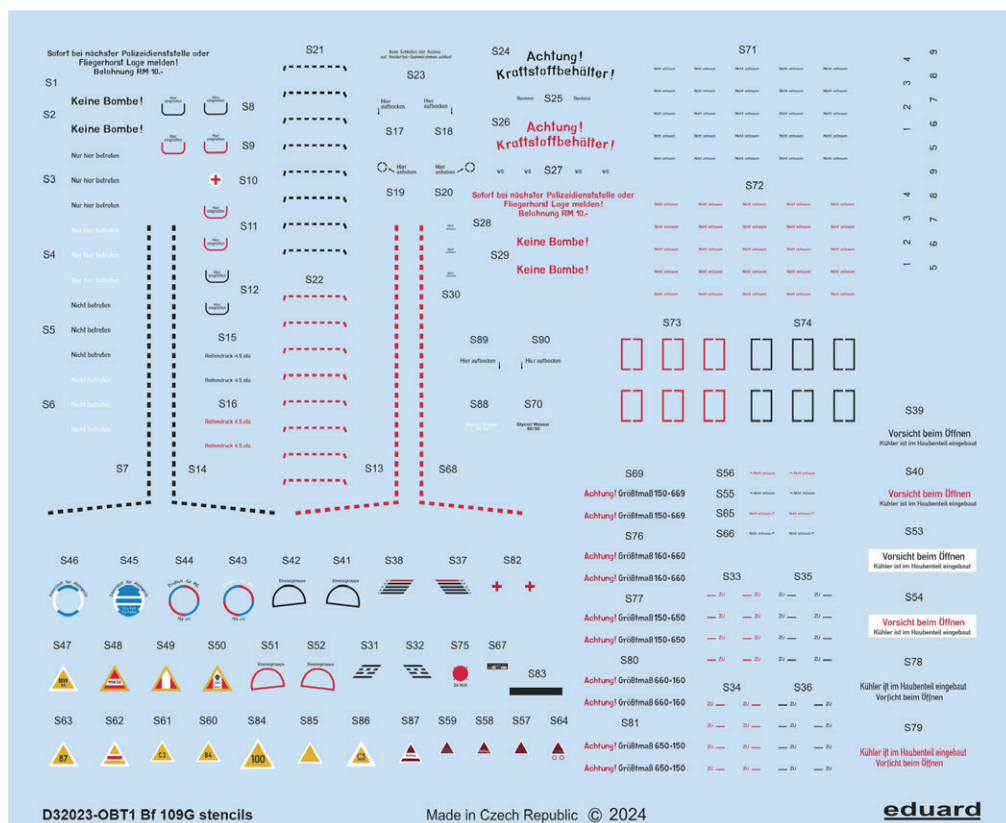
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DECAL SET

D32023

Bf 109G stencils

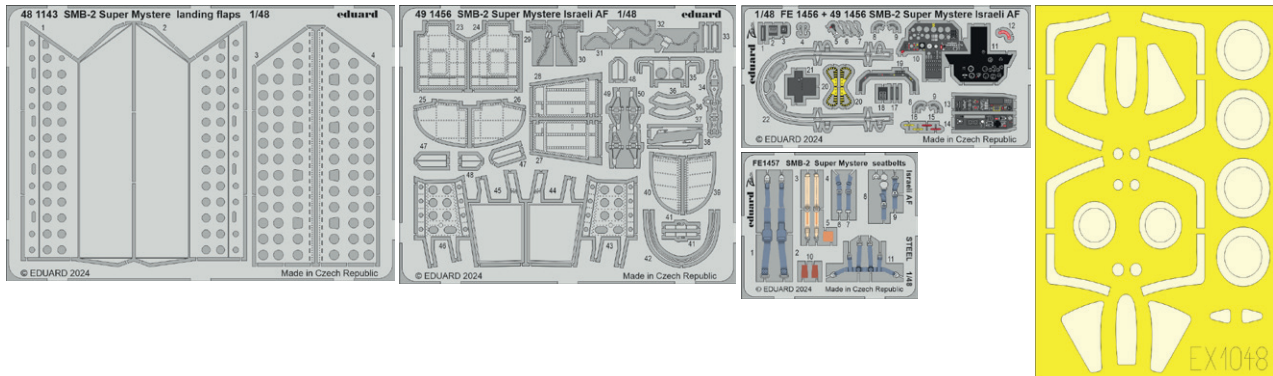
1/32 Revell/Hasegawa

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BIG49420 SMB-2 Super Mystere 1/48 Special Hobby

- 481143 SMB-2 Super Mystere landing flaps
- 491456 SMB-2 Super Mystere Israeli AF
- FE1457 SMB-2 Super Mystere seatbelts Israeli AF STEEL
- EX1048 SMB-2 Super Mystere TFace

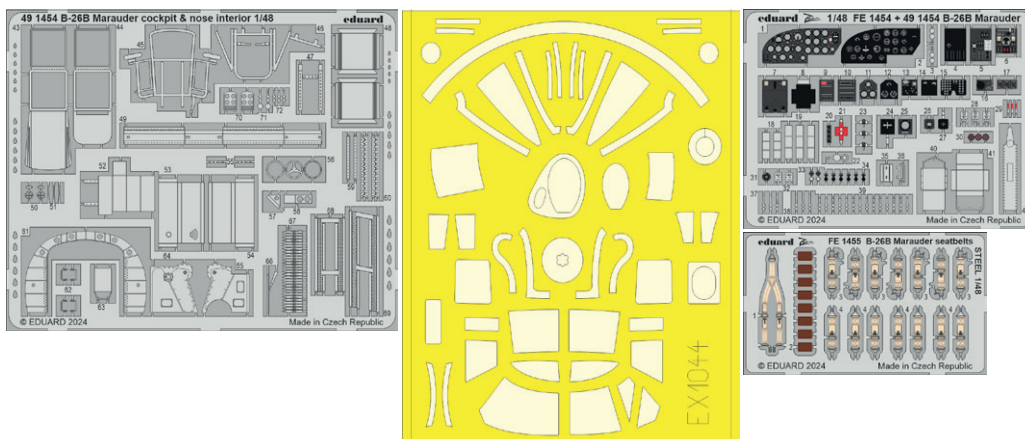
[Product page](#)



BIG49421 B-26B Marauder PART I 1/48 ICM

- 491454 B-26B Marauder cockpit & nose interior
- FE1455 B-26B Marauder seatbelts STEEL
- EX1044 B-26B Marauder

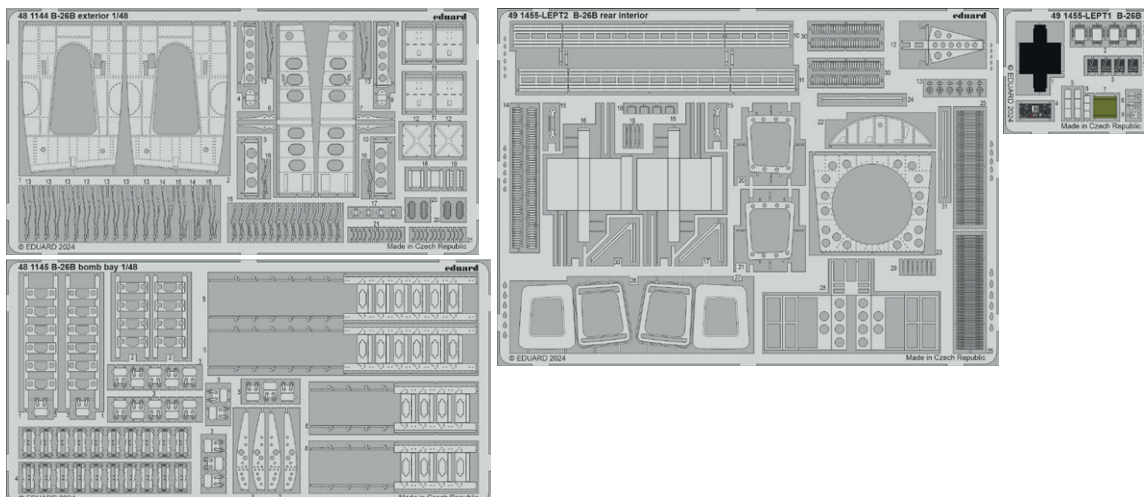
[Product page](#)



BIG49422 B-26B Marauder PART II 1/48 ICM

- 481144 B-26B exterior
- 481145 B-26B bomb bay
- 491455 B-26B rear interior

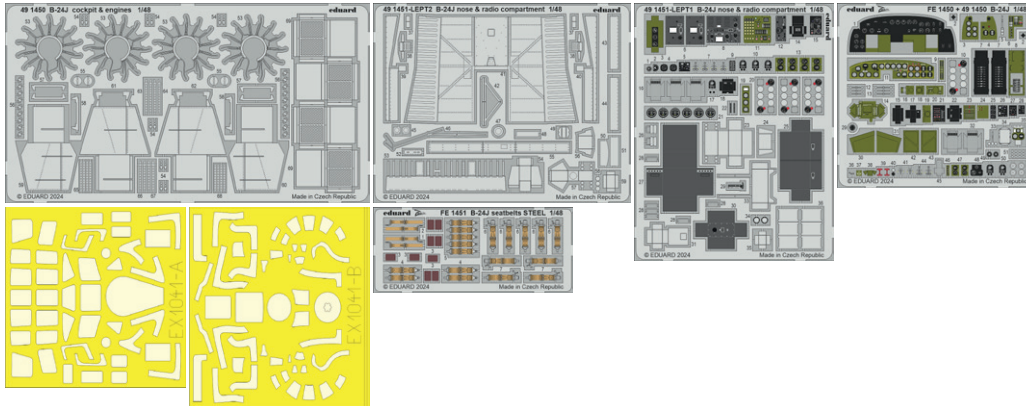
[Product page](#)



BIG49423 **B-24J PART I** 1/48 Hobby Boss

491450 B-24J cockpit & engines
491451 B-24J nose & radio compartment
FE1451 B-24J seatbelts STEEL
EX1041 B-24J

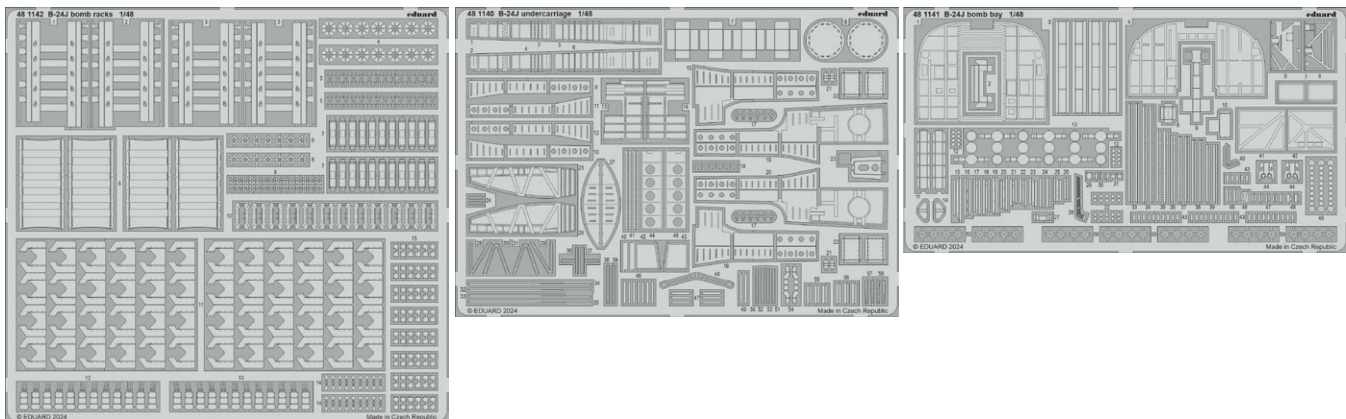
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BIG49424 **B-24J PART II** 1/48 Hobby Boss

481140 B-24J undercarriage
481141 B-24J bomb bay
481142 B-24J bomb racks

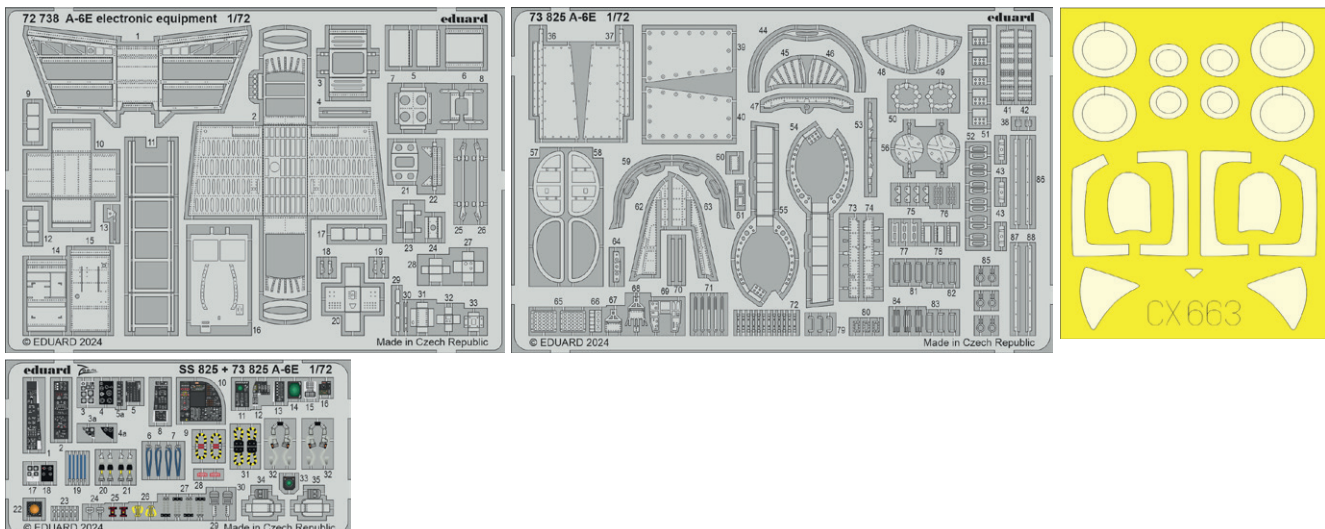
Product page



BIG72182 **A-6E** 1/72 Trumpeter

72738 A-6E electronic equipment
73825 A-6E
CX663 A-6E

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EX1067 P-39Q

1/48 Arma Hobby

EX1068 P-39Q TFace

1/48 Arma Hobby

EX1069 B-17F (alternate nose, frame X) TFace

1/48 Eduard

EX1070 A-4M TFace

1/48 Magic Factory

CX670 Chinook HC.1

1/72 Airfix

CX671 F-35B

1/72 Tamiya

CX672 F-35B RAM coating

1/72 Tamiya

CX673 P-51D

1/72 Eduard



EX1067 P-39Q

EX1068 P-39Q TFace



EX1068 P-39Q TFace

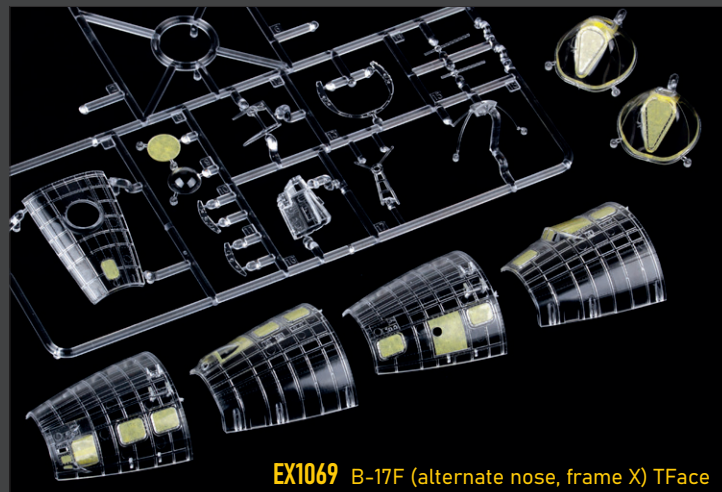


EX1067 P-39Q

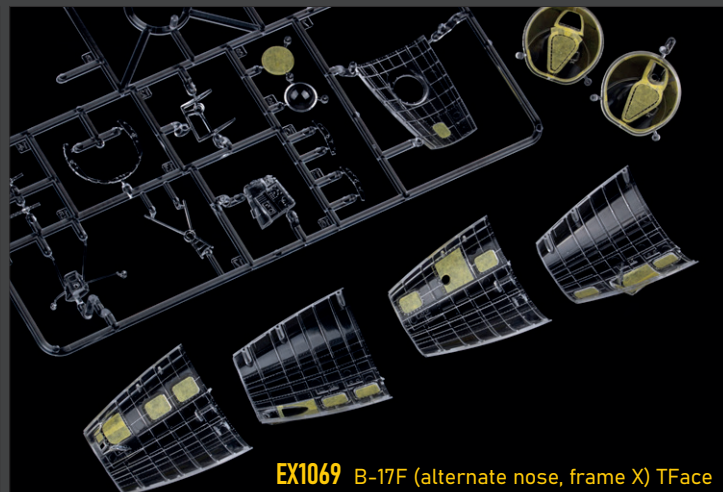
EX1068 P-39Q TFace



EX1068 P-39Q TFace



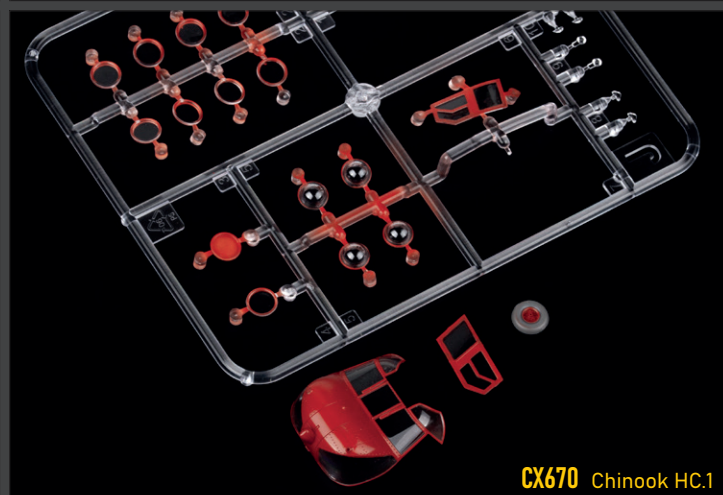
EX1069 B-17F (alternate nose, frame X) TFace



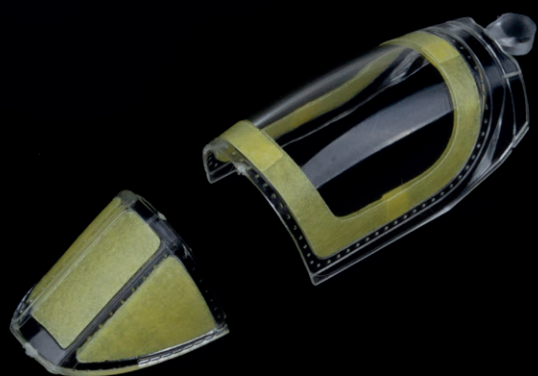
EX1069 B-17F (alternate nose, frame X) TFace



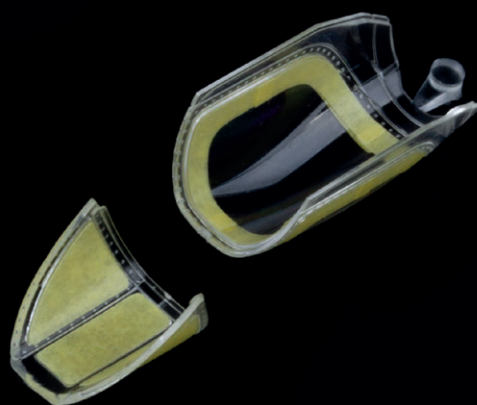
CX670 Chinook HC.1



CX670 Chinook HC.1



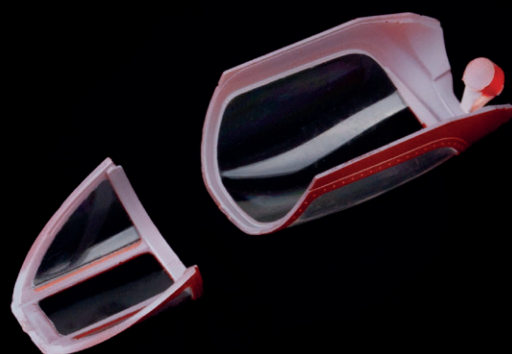
EX1070 A-4M TFace



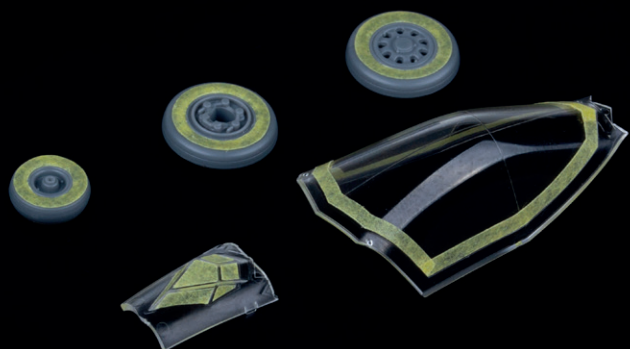
EX1070 A-4M TFace



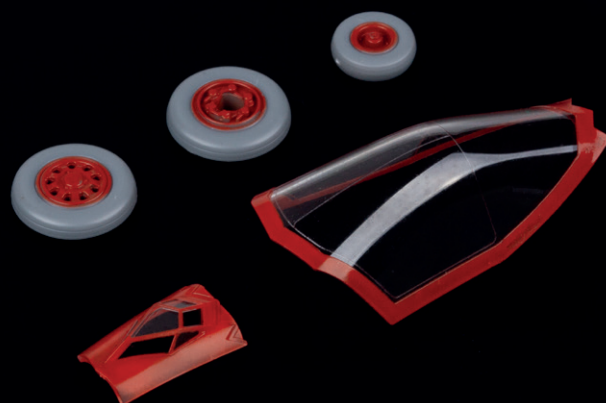
EX1070 A-4M TFace



EX1070 A-4M TFace



CX671 F-35B



CX671 F-35B

KITS

2148	L-410UVP Turbolet	1/72	Limited
11180	THEY FOUGHT TO REBUILD Dual Combo	1/48	Limited
82108	P-51B/C Mustang w/ dorsal fin	1/48	ProfiPACK
7047	L-39ZA	1/72	ProfiPACK

PE-SETS

53315	USS Midway CV-41 part 2	1/350	Trumpeter
36522	Humvee M1097A2	1/35	ICM
36523	Sd.Kfz.234/2	1/35	MiniArt
36524	Leopard 2 A7V	1/35	Tamiya
481150	P-39Q landing flaps	1/48	Arma Hobby
491477	P-39Q	1/48	Arma Hobby
491479	A-4M mod. 1970	1/48	Magic Factory
491480	A-4M mod. 1975	1/48	Magic Factory
72741	F-35B exhaust nozzle	1/72	Tamiya
73831	Chinook HC.1	1/72	Airfix
73832	F-35B	1/72	Tamiya
73833	Chinook HC.1 cargo seatbelts STEEL	1/72	Airfix
73834	Chinook HC.1 cargo seats STEEL	1/72	Airfix

ZOOMS

FE1477	P-39Q	1/48	Arma Hobby
FE1478	P-39Q seatbelts STEEL	1/48	Arma Hobby
FE1479	A-4M mod. 1970	1/48	Magic Factory
FE1480	A-4M mod. 1975	1/48	Magic Factory
FE1481	A-4M seatbelts STEEL	1/48	Magic Factory
SS831	Chinook HC.1	1/72	Airfix
SS832	F-35B	1/72	Tamiya

MASKS

EX1067	P-39Q	1/48	Arma Hobby
EX1068	P-39Q TFace	1/48	Arma Hobby
EX1069	B-17F (alternate nose, frame X) TFace	1/48	Eduard
EX1070	A-4M TFace	1/48	Magic Factory
CX670	Chinook HC.1	1/72	Airfix
CX671	F-35B	1/72	Tamiya
CX672	F-35B RAM coating	1/72	Tamiya
CX673	P-51D	1/72	Eduard

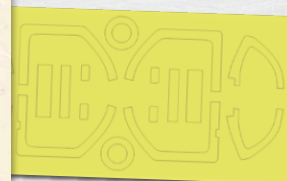
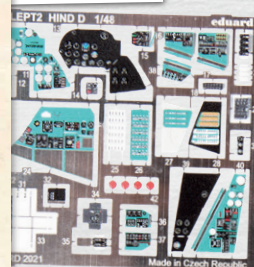
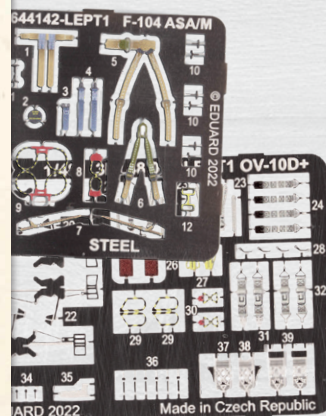
BIG ED

BIG49420	SMB-2 Super Mystere	1/48	Special Hobby
BIG49421	B-26B Marauder PART I	1/48	ICM
BIG49422	B-26B Marauder PART II	1/48	ICM
BIG49423	B-24J PART I	1/48	Hobby Boss
BIG49424	B-24J PART II	1/48	Hobby Boss
BIG72182	A-6E	1/72	Trumpeter

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

644284	Bulldog Mk.II LööK	1/48	Airfix
674019	B-24H LööK	1/72	Airfix
6481029	B-24J engines PRINT	1/48	Hobby Boss
6481033	P-51B Birdcage canopy cockpit PRINT	1/48	Eduard
6481035	A-10C ejection seat PRINT	1/48	Great Wall Hobby
6481038	Fw 190A seat w/ integral belts PRINT	1/48	Eduard
6481040	P-51B/C seat w/ integral belts Type 2 PRINT	1/48	Eduard
6481041	P-51B/C seat w/ integral belts Type 3 PRINT	1/48	Eduard
6481042	SM.79 wheels	1/48	Flashback
6481043	SM.79 propellers	1/48	Flashback
672360	P-51D wheel bays PRINT	1/72	Eduard
672380	B-24H wheels	1/72	Airfix
672382	F-4E parachute PRINT	1/72	Fine Molds
672384	P-51D undercarriage legs PRINT	1/72	Eduard
672386	B-24H engines PRINT	1/72	Airfix
672387	Tornado ejection seats	1/72	Revell

LööKPLUS

644285	B-24J LööKplus	1/48	Hobby Boss
644286	A-10C LööKplus	1/48	Great Wall Hobby

BIG SIN

SIN648131	P-51B/C ADVANCED	1/48	Eduard
SIN648133	A-10C armament	1/48	Great Wall Hobby

DECAL SET

D32023	Bf 109G stencils	1/32	Revell/Hasegawa
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SPACE

3DL48196	P-39Q SPACE	1/48	Arma Hobby
3DL48197	A-4M mod. 1970 SPACE	1/48	Magic Factory
3DL48198	A-4M mod. 1975 SPACE	1/48	Magic Factory
3DL72043	Chinook HC.1 SPACE	1/72	Airfix
3DL72044	F-35B SPACE	1/72	Tamiya
3DL72045	L-410UVP SPACE	1/72	Eduard
3DL72046	L-39ZA SPACE	1/72	Eduard

eduard
BRASSINeduard
BRASSIN
Print

LööK

LööK+

BIG
SINeduard
SPACE

BUILT

ROYAL CLASS
eduard

Bf 109G-10

1/72

#R0022

MARKING H

built by **Braño Herain**



Product page



Bf 109G-10, WNr. 152xx6, 11./JG 300, Prague-Kbely, Czechoslovakia, May 1945

The aircraft found in front of the hangar at Prague-Kbely airport in the end of war comes from the production series 152xxx produced in Erla factory in Leipzig. The aircraft from this manufacturing batch had wings featuring larger bulges on the upper sides enabling the installation of the larger wheels i.e., the same type used on Bf 109G-10 planes manufactured at WNF factory

and it's Diana branch. The fuselage and wings were probably spray painted in RLM 81/82 colors even though some researchers incline towards a single color camouflage variation sprayed in RLM 81. The wing lower surfaces were not painted at all with the exemption of parts coming from subcontractors which were painted in RLM 76. The engine cowlings, coming from a different

airframe, is camouflaged in RLM 74/75/76 colors. Of the serial number painted on the vertical tail surface only first three digits (152) and the last one (6) are legible.



1/72

Bf 109G-10

#R0022
built by **Braño Herain**[Product page](#)



P-51D Mustang

1/48



#82102

built by **Mariusz Hasiuk**

Accessories used:

- 648487 P-51D Hamilton Standard propelle (Brassin)
- 648517 P-51D gun bays (Brassin)
- 648555 P-51D engine (Brassin)
- 648570 P-51D gun sights (Brassin)
- 648647 P-51D wheels block tread 2 (Brassin)
- 648742 P-51D wheel bay PRINT (Brassin)
- 648872 P-51D/ K radiator PRINT (Brassin)





1/48

P-51B Mustang

Birdcage canopy



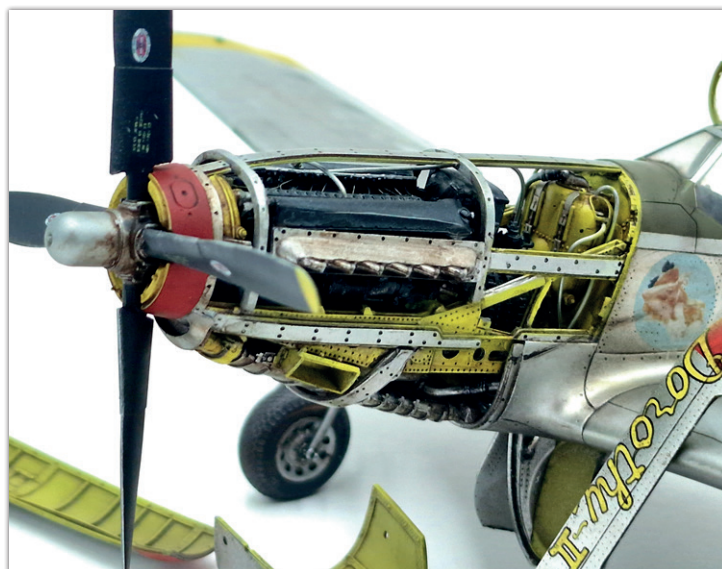
#82107
MARKING A
built by **Paolo Portuesi**



Product page

Accessories used:

- 648991 P-51B/C wheels block tread 2 (Brassin)
- 648997 P-51B/C gun bays PRINT (Brassin)
- 6481004 P-51B/C engine (Brassin)
- 6481006 P-51B/C Hamilton Standard propeller (Brassin)

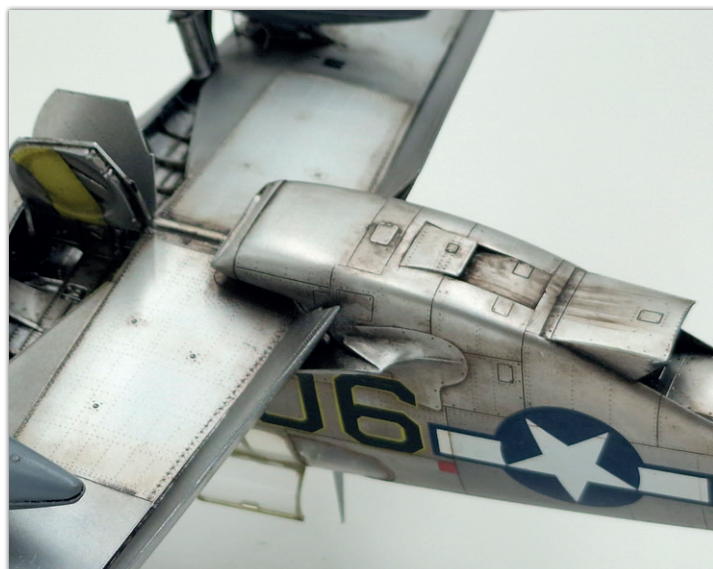
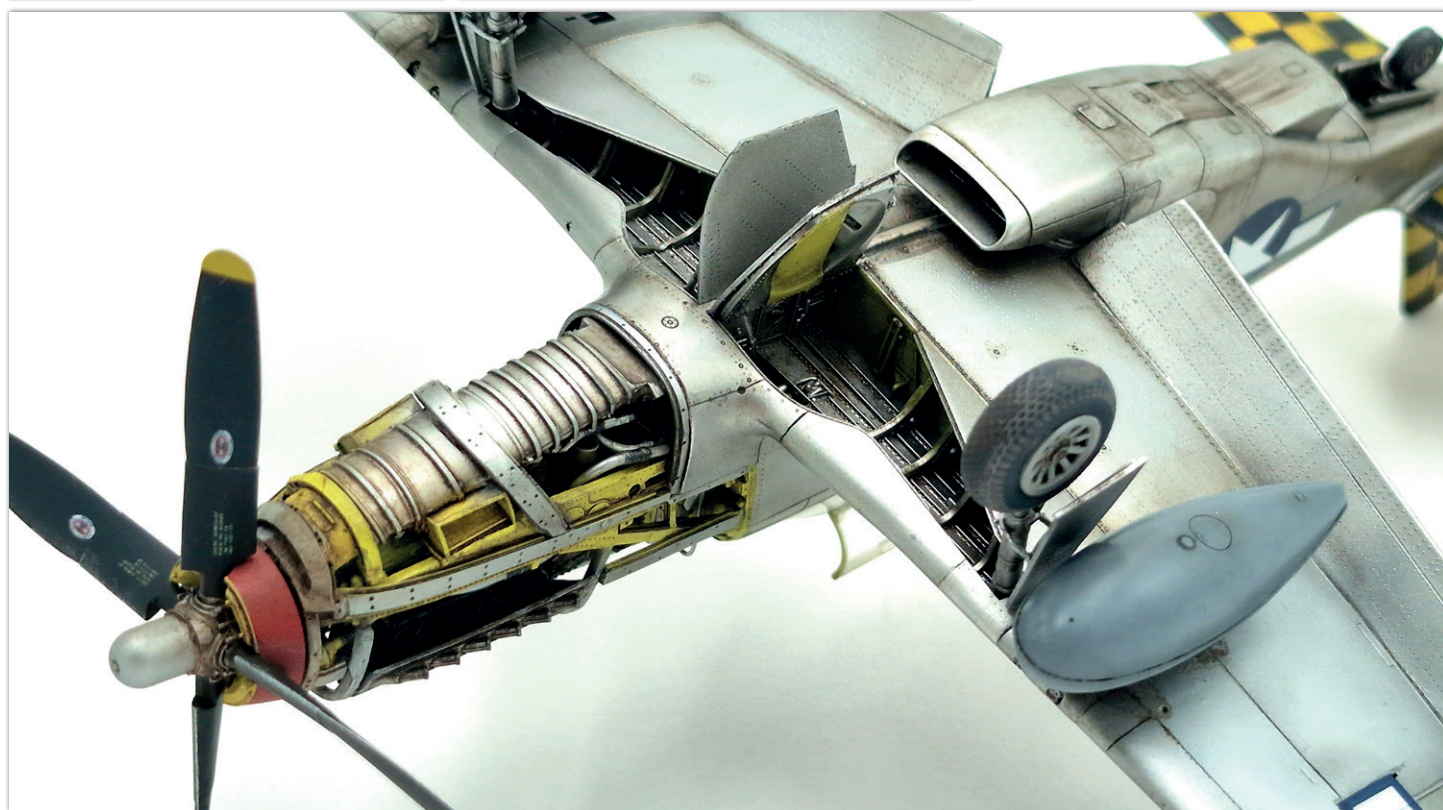
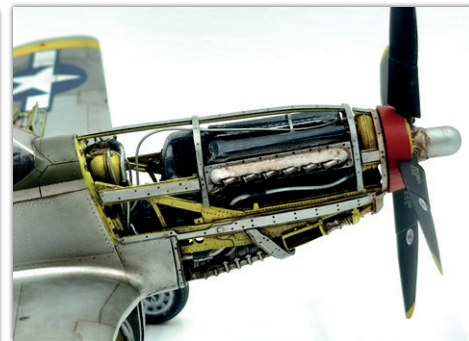


P-51B-15-NA, 43-24857, Capt. Robert M. Barkey, 318th FS, 325th FG, 15th AF, Lesina, Italy, June 1944

Robert Barkey, after initial training, was assigned to a unit called the "Checkertail Clan" (319th FS, 325th FG) flying P-40s in Africa. After retraining on P-47s in late 1943, he was transferred to Italy with the unit. Barkey's first victory came on February 22, 1944, when he shot down two

Bf 109s, both flown by the aces of the elite German JG 26. After the unit switched to P-51B Mustangs, Barkey scored his fifth and final victory on June 6, 1944. He retired with the rank of Major in 1961. During World War II, he flew 53 combat sorties and achieved five confirmed victories and one

probable victory. Barkey's Mustang number 90 bore his wife Dorothy's name on the left side of the engine cowling.



BIG ED (November)

BIG5374	USS Ranger CV-4 1/350 Trumpeter
BIG49425	A-10C 1/48 Great Wall Hobby
BIG49426	B-17F regular nose PART I 1/48 Eduard
BIG49427	B-17F alternate nose (frame X) PART I 1/48 Eduard
BIG49428	B-17F PART II 1/48 Eduard
BIG72183	B-24H 1/72 Airfix

BRASSIN (November)

644287	P-39Q LööK 1/48 Arma Hobby
674022	Bf 109G-14/AS LööK 1/72 Eduard
6481032	P-51B Malcolm Hood canopy cockpit PRINT 1/48 Eduard
6481036	P-38F/G left engine PRINT 1/48 Tamiya
6481039	P-51B/C seat w/ integral belts Type 1 PRINT 1/48 Eduard
6481044	Bulldog gun barrels PRINT 1/48 Airfix
6481045	Bulldog wheels 1/48 Airfix
6481046	Bulldog seat PRINT 1/48 Airfix
6481047	F4U-1A seat w/ integral belts PRINT 1/48 Magic Factory
6481048	F4U-2 seat w/ integral belts PRINT 1/48 Magic Factory
6481049	P-39 exhaust stacks fishtail PRINT 1/48 Arma Hobby
6481050	P-39 exhaust stacks rounded PRINT 1/48 Arma Hobby
6481053	P-39 gun barrels 1/48 Arma Hobby
6481054	P-39 seat PRINT 1/48 Arma Hobby
672388	Bf 109G-10 cockpit PRINT 1/72 Eduard
672390	F-35B wheels 1/72 Tamiya
672391	F-35B ejection seat PRINT 1/72 Tamiya

LööKPlus (November)

674020	Bf 109G-10 LööKplus 1/72 Eduard
674021	B-24H LööKplus 1/72 Airfix

BIGSIN (November)

SIN67225	F-35C armament 1/72 Italeri
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644287

P-39Q LööK

1/48 Arma Hobby

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-39Q in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Arma Hobby

Set contains:

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



674022

Bf 109G-14/AS LööK

1/72 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-14/AS in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



6481032

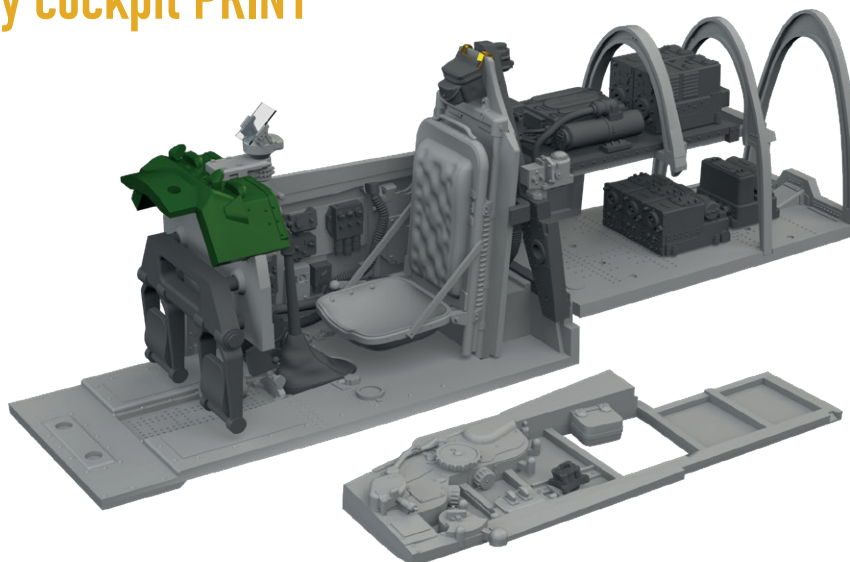
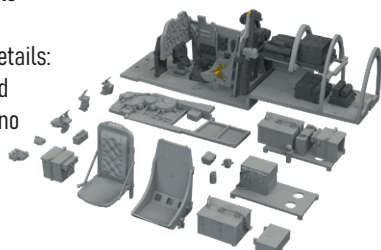
P-51B Malcolm Hood canopy cockpit PRINT

1/48 Eduard

Brassin set - cockpit for P-51B with bubble so-called Malcolm Hood canopy in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 43 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



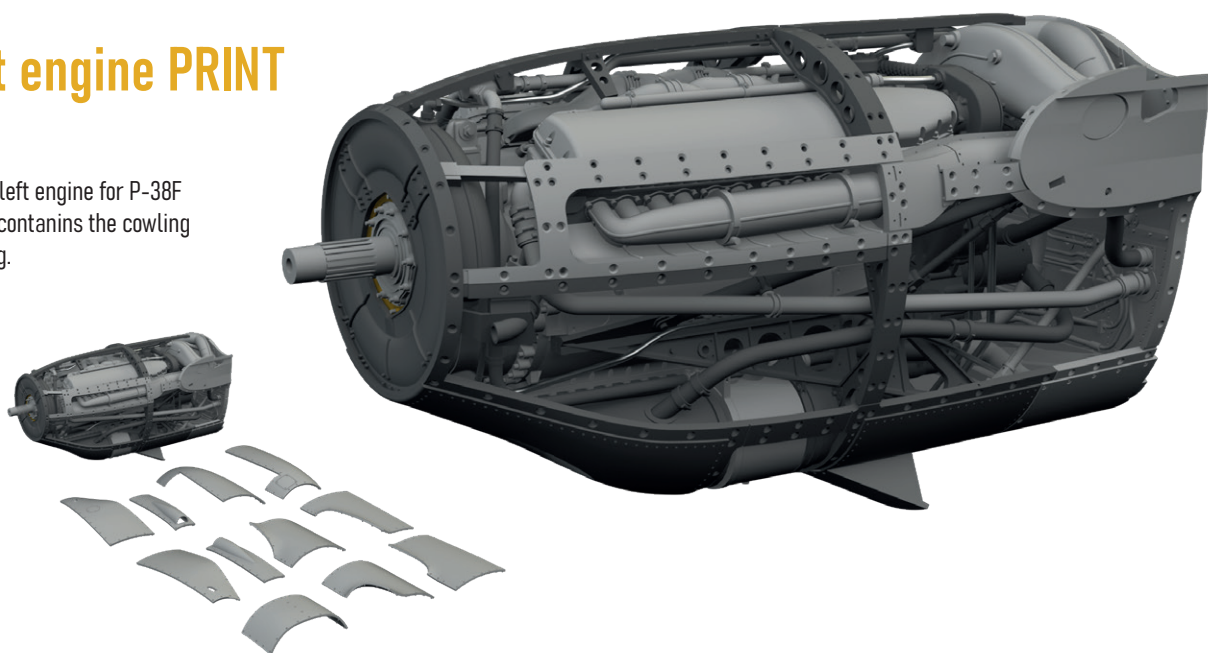
6481036

P-38F/G left engine PRINT**1/48 Tamiya**

Brassin set - fully detailed left engine for P-38F or P-38G in 1/48 scale. Set contains the cowling as well. Made by 3D printing.
Recommended kit: Tamiya

Set contains:

- 3D print: 43 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



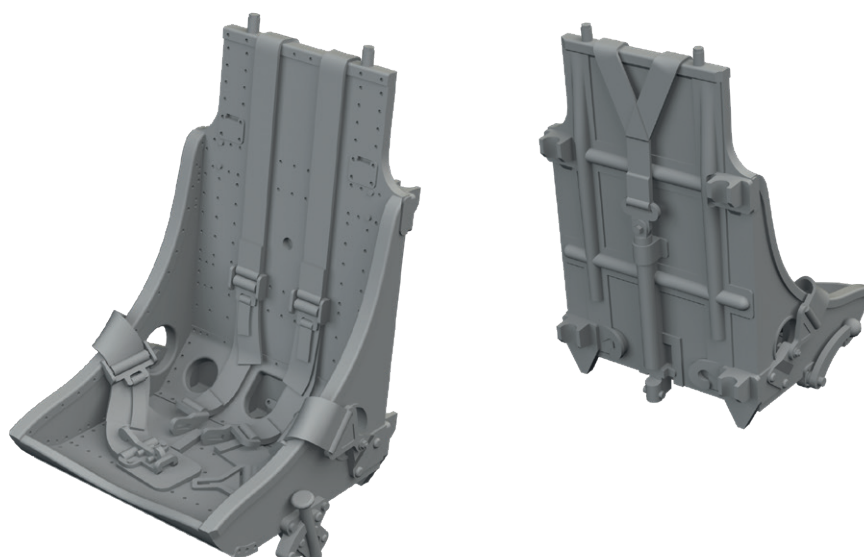
6481039

P-51B/C seat w/ integral belts Type 1 PRINT**1/48 Eduard**

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

Set contains:

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



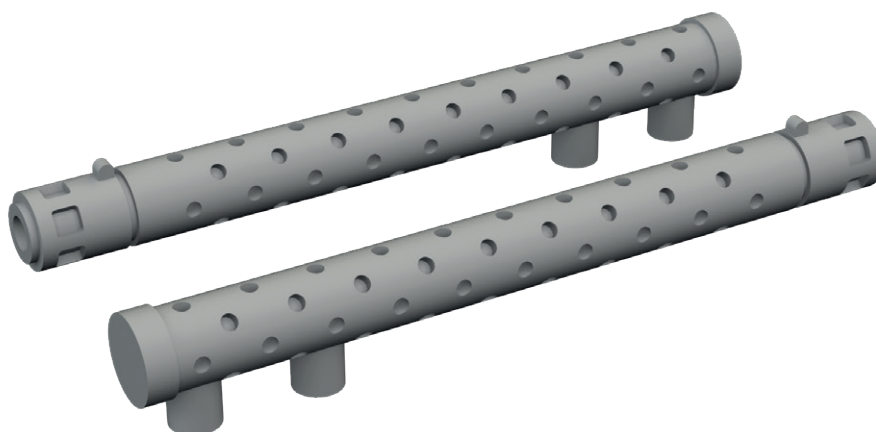
6481044

Bulldog gun barrels PRINT**1/48 Airfix**

Brassin set - gun barrels for Bulldog in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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



6481045

Bulldog wheels**1/48 Airfix**

Brassin set - the undercarriage wheels for Bulldog in 1/48 scale. The set consists of the main wheels. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



6481046

Bulldog seat PRINT**1/48 Airfix**

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

Set contains:

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



6481047

F4U-1A seat w/ integral belts PRINT**1/48 Magic Factory**

Brassin set - pilot seat for F4U-1A in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Magic factory

Set contains:

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



6481048

F4U-2 seat w/ integral belts PRINT**1/48 Magic Factory**

Brassin set - pilot seat for F4U-2 in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Magic factory

Set contains:

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



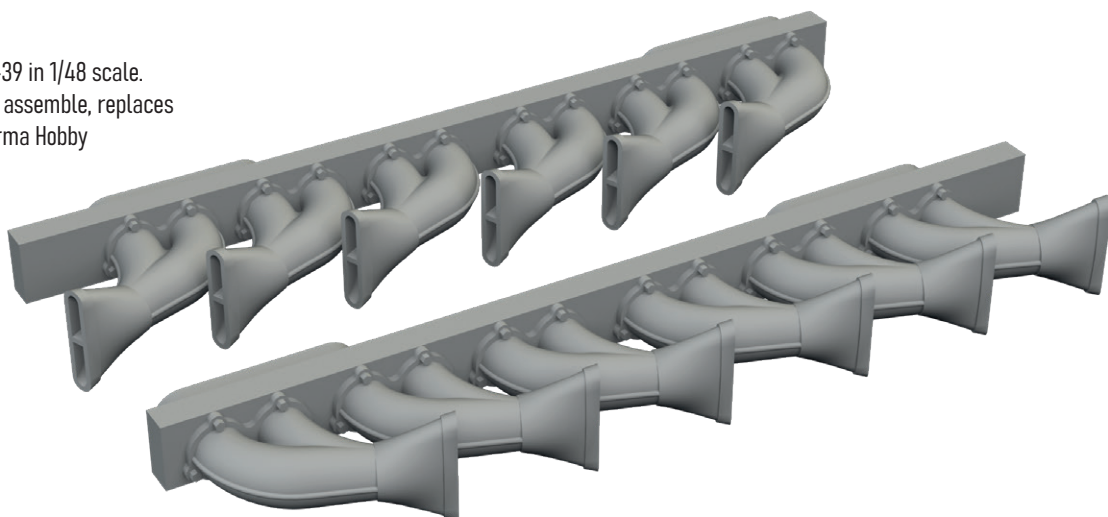
6481049

P-39 exhaust stacks fishtail PRINT**1/48 Arma Hobby**

Brassin set - exhaust stacks for P-39 in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



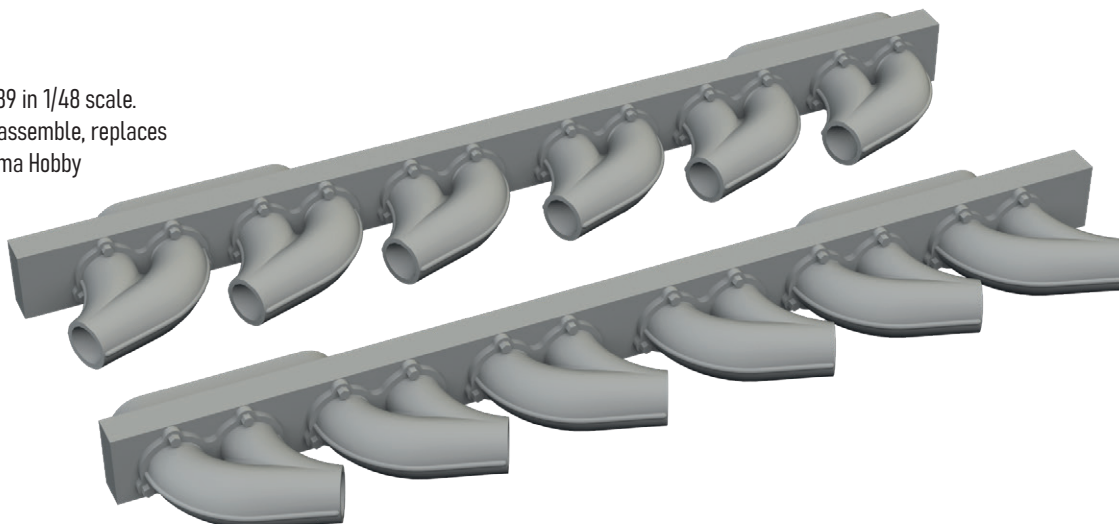
6481050

P-39 exhaust stacks rounded PRINT**1/48 Arma Hobby**

Brassin set - exhaust stacks for P-39 in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



6481053

P-39 gun barrels**1/48 Arma Hobby**

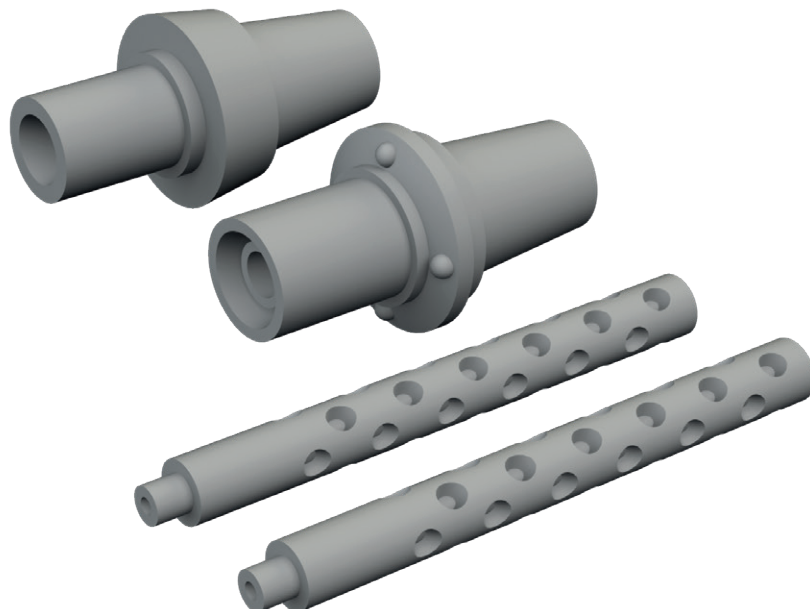
Brassin set - gun barrels for P-39 in 1/48 scale.

Easy to assemble, replaces plastic parts.

Recommended kit: Arma Hobby

Set contains:

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



6481054

P-39 seat PRINT**1/48 Arma Hobby**

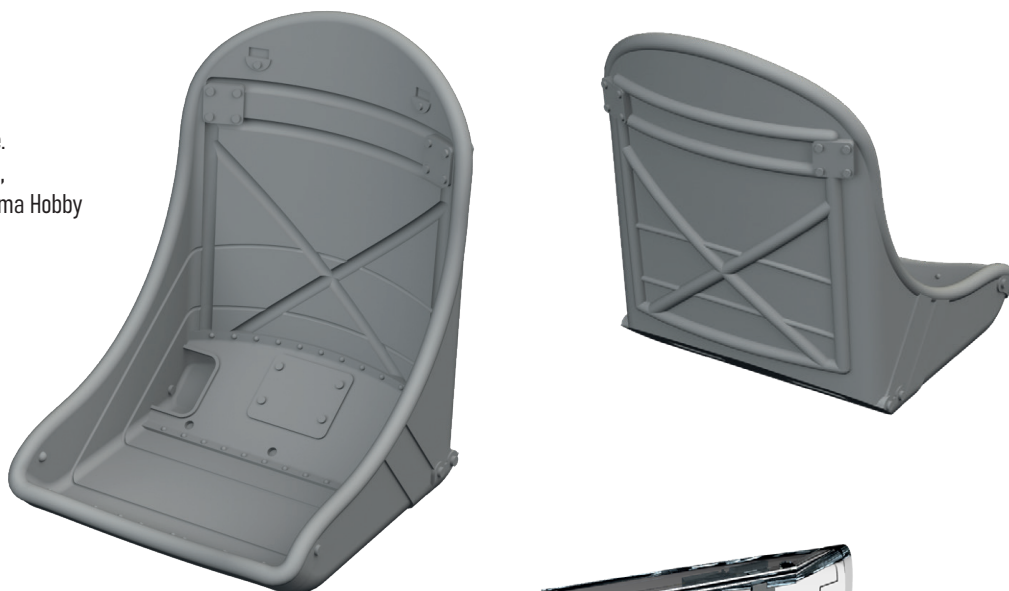
Brassin set - pilot seat for P-39 in 1/48 scale.

Made by direct 3D printing. Easy to assemble,

replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



672388

Bf 109G-10 cockpit PRINT**1/72 Eduard**

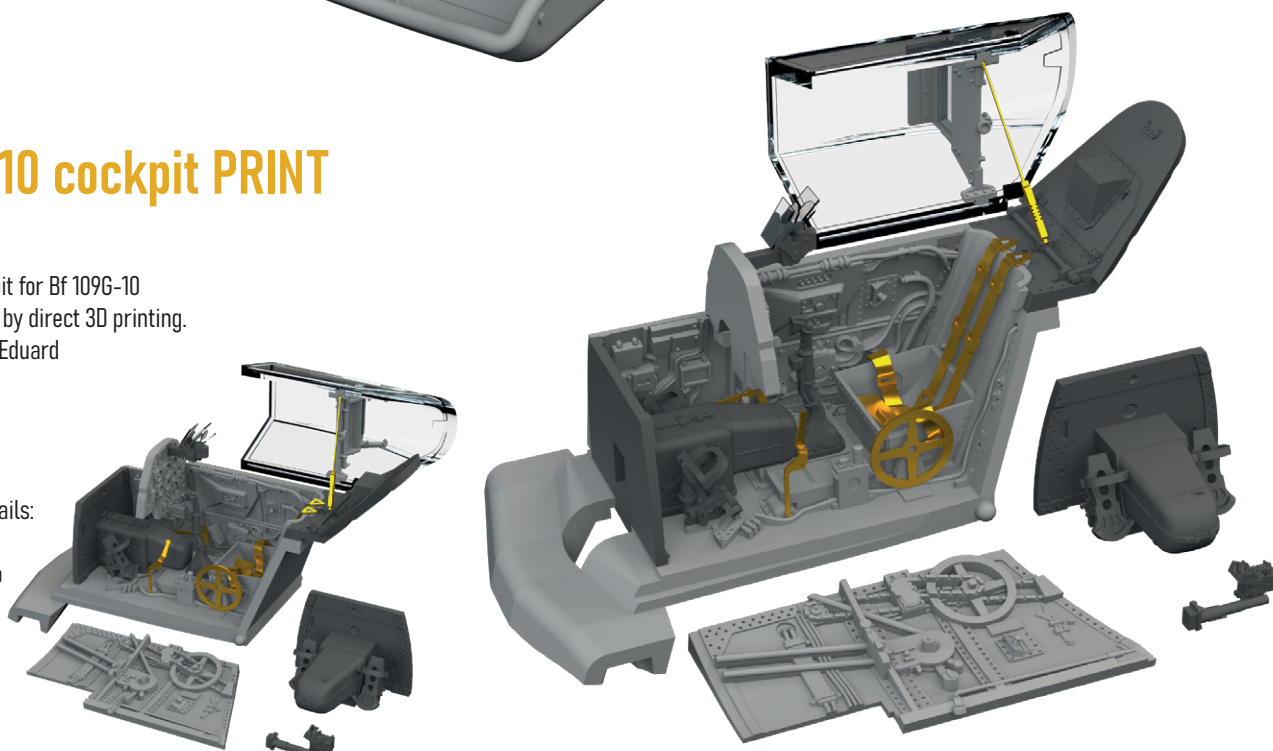
Brassin set - cockpit for Bf 109G-10

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

Recommended kit: Eduard

Set contains:

- 3D print: 11 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



672390

F-35B wheels**1/72 Tamiya**

Brassin set - the undercarriage wheels for F-35B in 1/72 scale.

The set consists of the main wheels and a nose wheel.

Easy to assemble, replaces plastic parts.

Recommended kit: Tamiya

Set contains:

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



672391

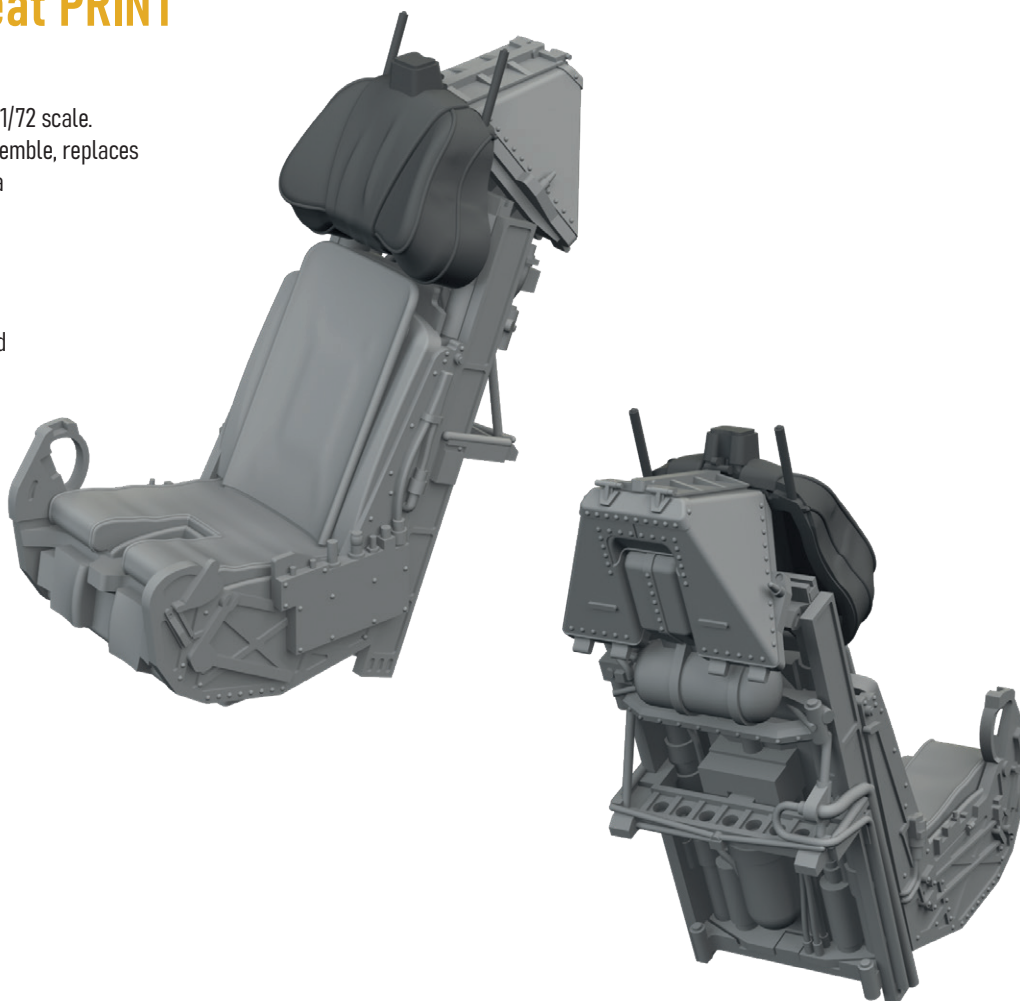
F-35B ejection seat PRINT**1/72**

Brassin set - ejection seat for F-35B in 1/72 scale.

Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



674020

Bf 109G-10 LööKplus

1/72 Eduard

Collection of 3 sets for Bf 109G-10 in 1/72 scale.
Recommended kit: Eduard

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



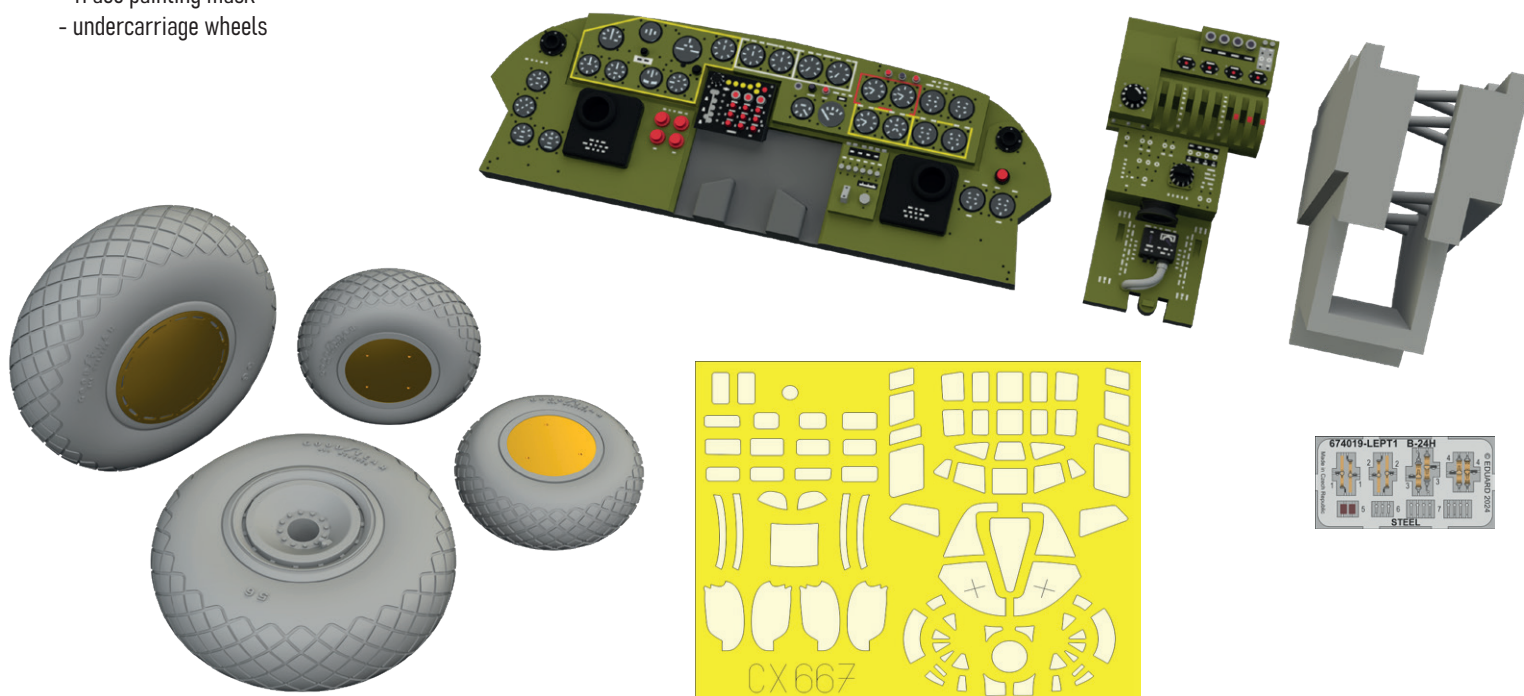
674021

B-24H LööKplus

1/72 Airfix

Collection of 3 sets for B-24H in 1/72 scale.
Recommended kit: Airfix

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



SIN67225

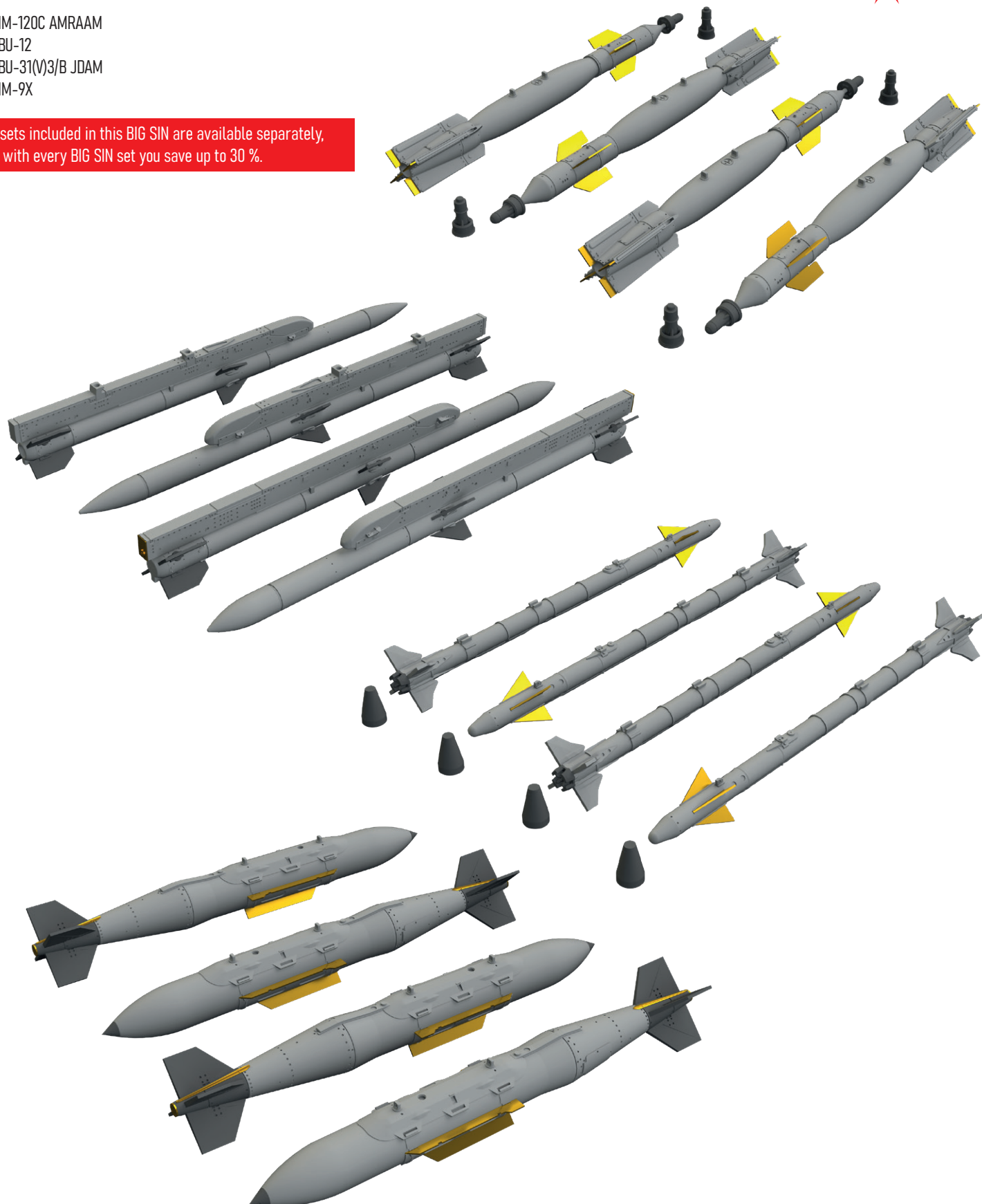
F-35C armament

1/72 Italeri

Collection of 4 sets for F-35C in 1/72 scale.
Recommended kit: Italeri

- AIM-120C AMRAAM
- GBU-12
- GBU-31(V)3/B JDAM
- AIM-9X

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



PE-SETS

53316	USS Midway CV-41 part 3	1/350	Trumpeter
36525	Studebaker US6-U3	1/35	ICM
481151	Mi-24P cargo interior	1/48	Trumpeter
481152	P-39N landing flaps	1/48	Arma Hobby
481153	F-4C exterior	1/48	Hobby 2000/Academy
481154	F-4C air brakes	1/48	Hobby 2000/Academy
491482	Mi-24P	1/48	Trumpeter
491484	P-39N	1/48	Arma Hobby
491486	F-4C	1/48	Hobby 2000/Academy
73835	F-15C	1/72	Fine Molds
73836	F-15D	1/72	Fine Molds
73837	F-35C	1/72	Italeri

ZOOMS

FE1482	Mi-24P	1/48	Trumpeter
FE1483	Mi-24P seatbelts STEEL	1/48	Trumpeter
FE1484	P-39N	1/48	Arma Hobby
FE1485	P-39N seatbelts STEEL	1/48	Arma Hobby
FE1486	F-4C	1/48	Hobby 2000/Academy
FE1487	F-4C seatbelts STEEL	1/48	Hobby 2000/Academy
SS835	F-15C	1/72	Fine Molds
SS836	F-15D	1/72	Fine Molds
SS837	F-35C	1/72	Italeri

MASKS

EX1071	Mi-24P	1/48	Trumpeter
EX1072	Mi-24P TFace	1/48	Trumpeter
EX1073	P-39N	1/48	Arma Hobby
EX1074	P-39N TFace	1/48	Arma Hobby
EX1075	F-4C TFace	1/48	Hobby 2000/Academy
CX674	F-15C	1/72	Fine Molds
CX675	F-15D	1/72	Fine Molds
CX676	Bf 109G wings leading edge wavy lines	1/72	

SPACE

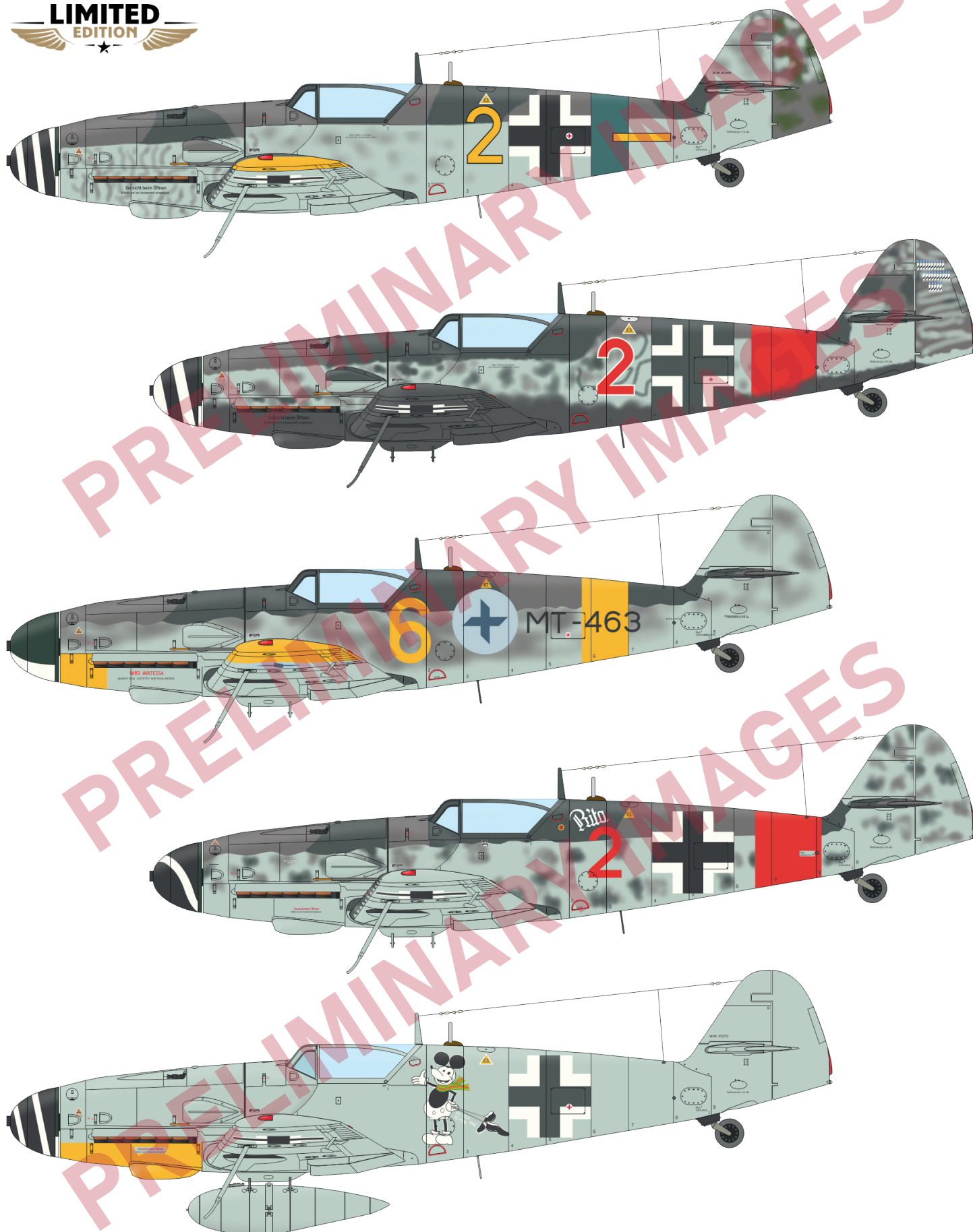
3DL48199	Mi-24P SPACE	1/48	Trumpeter
3DL48200	Mustang Mk.III SPACE	1/48	Eduard
3DL48201	P-39N SPACE	1/48	Arma Hobby
3DL48202	F-4C SPACE	1/48	Hobby 2000/Academy
3DL72047	F-15C SPACE	1/72	Fine Molds
3DL72048	F-15D SPACE	1/72	Fine Molds
3DL72049	F-35C SPACE	1/72	Italeri

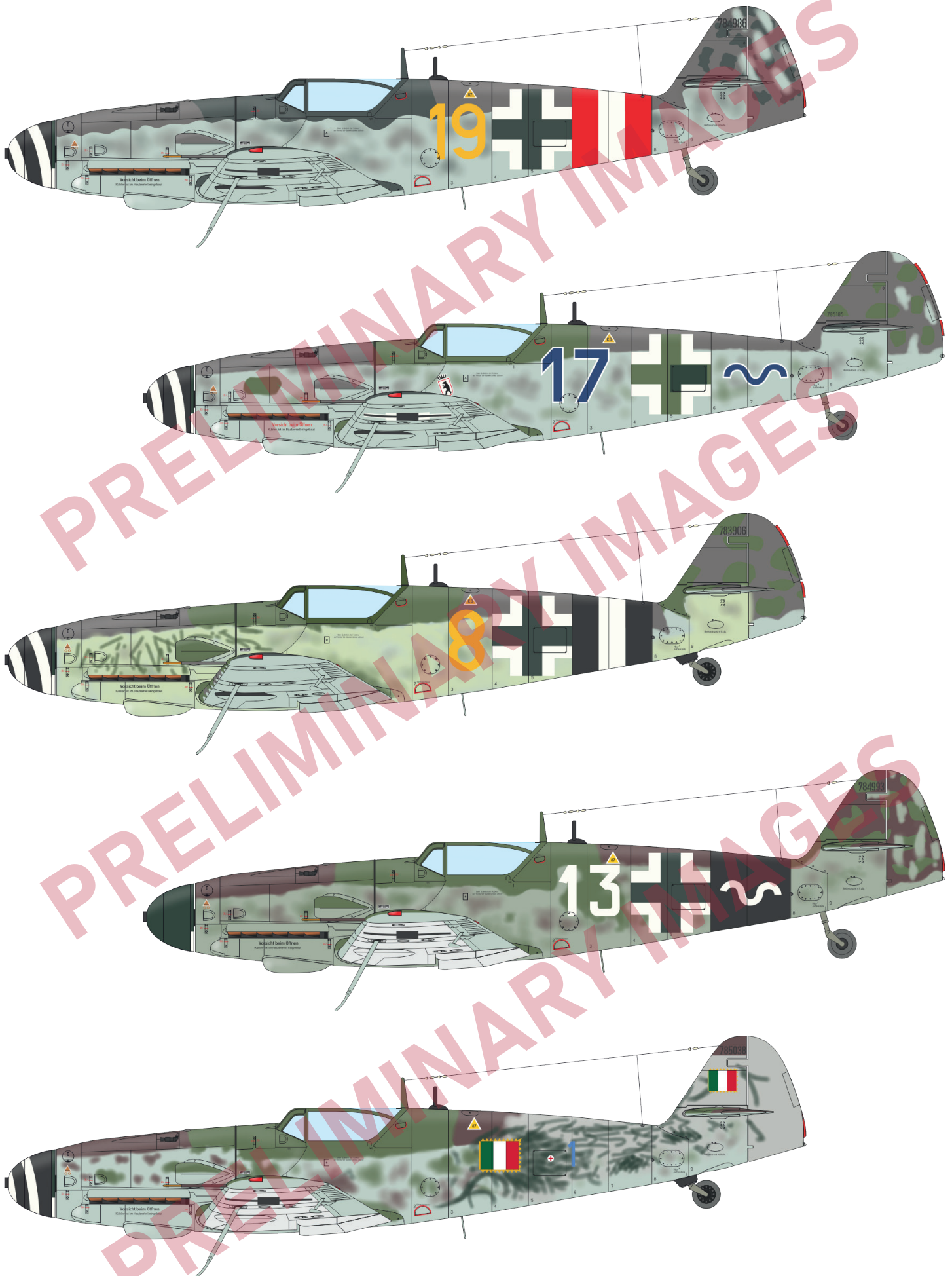
GUSTAV pt.3

Bf 109G-6/AS and Bf 109G-14/AS #2150

1/72

LIMITED
EDITION



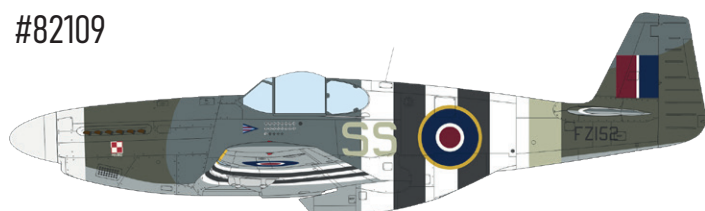


Mustang Mk.III

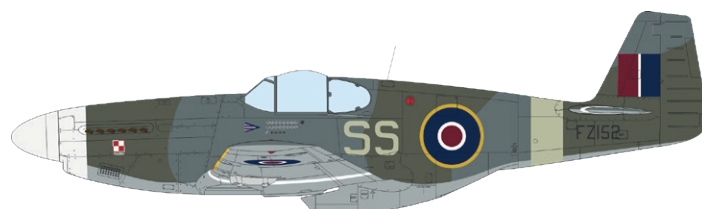
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FZ152, W/Cdr Stanisław Skalski, CO of No. 133 (Polish) Wing, Holmsley South, United Kingdom, June 1944



FZ152, W/Cdr Stanisław Skalski, CO of No. 133 (Polish) Wing, Coolham, United Kingdom, April-May 1944



FB387, PK-G, S/Ldr Eugeniusz Horbaczewski, CO of No. 315 Squadron, Brenzett, Kent, August 1944



FZ181, F/Sgt A. J. Fellows, No. 19 Squadron, Funtington, United Kingdom, April-May 1944



FB260, G/Cpt Brian A. Eaton, CO of No. 329 Wing, Italy, Autumn 1944



HB900, F/Lt Reginald A. Wild DFC, No. 112 Squadron, Creti LG, Italy, July 1944



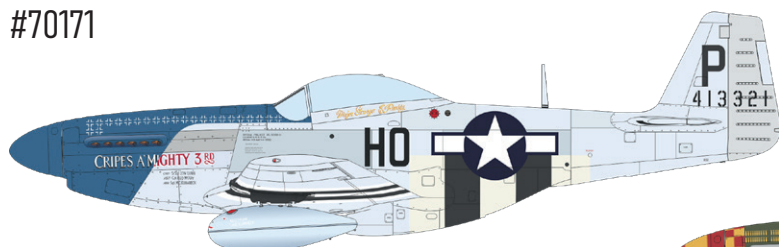
FB254, W/O J. S. Duncan, No. 260 Squadron, Cutella LG, Italy, April-May 1944

P-51D-5 Mustang

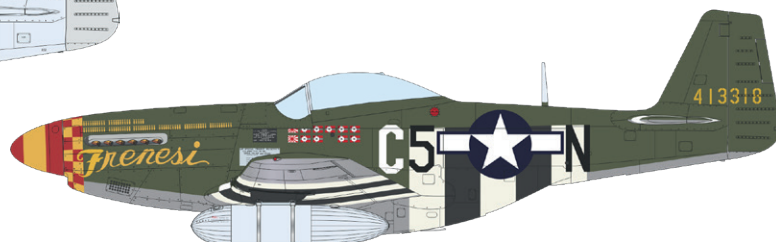
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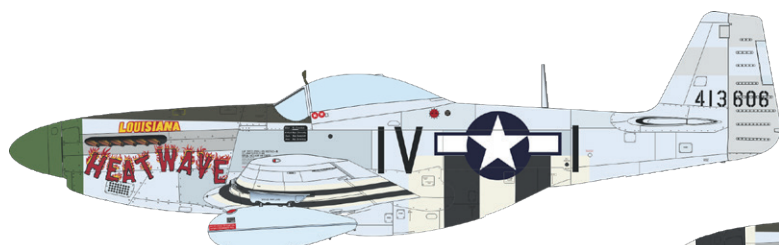
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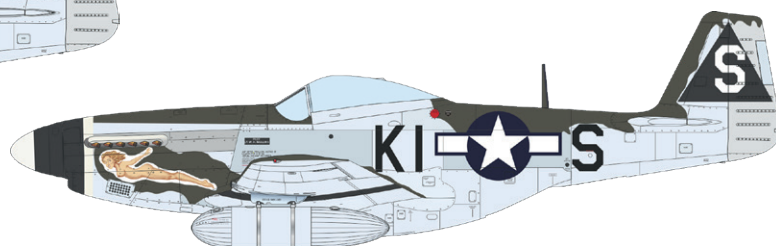
s/n 44-13321, Lt. George E. Preddy, 487th FS,
352nd FG, 8th AF, Bodney, United Kingdom,
July 1944



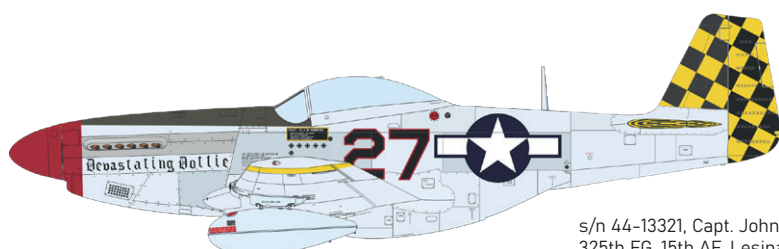
s/n 44-13318, Lt. Col. Thomas L. Hayes Jr.,
CO of 364th FS, 357th FG, 8th AF, Leiston,
United Kingdom, August 1944



s/n 44-13606, Capt. Claude J. Crenshaw, 369th FS,
359th FG, 8th AF, East Wretham, United Kingdom,
September 1944



s/n 44-13859, Lt. Walter Mullins, 55th FS, 20th FG,
8th AF, Kings Cliffe, United Kingdom, September 1944



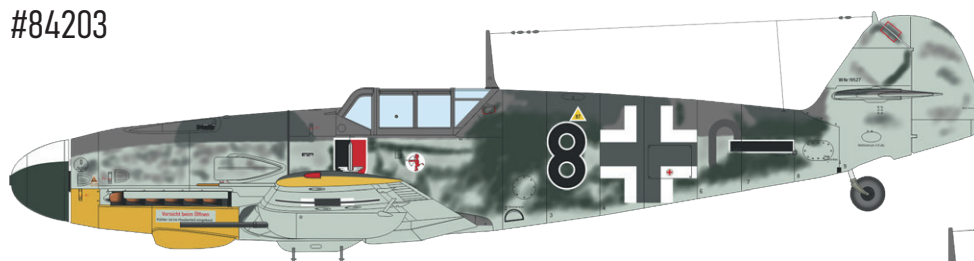
s/n 44-13321, Capt. John M. Simmons Jr., 317th FS,
325th FG, 15th AF, Lesina, Italy, September 1944

Bf 109G-4

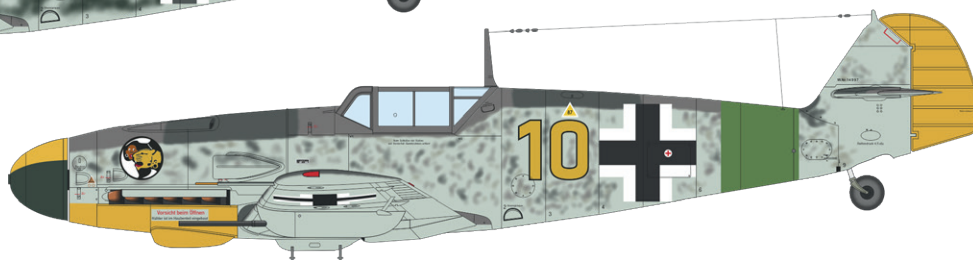
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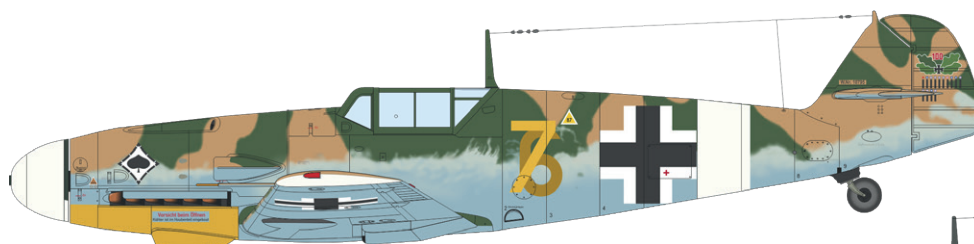
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WEEKEND
edition

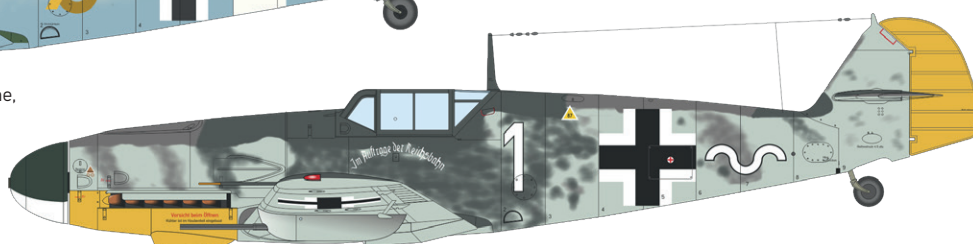
Bf 109G-4, WNr. 19527, Fw. Viktor Petermann,
5./JG 52, Anapa, the Soviet Union, June 1943



Bf 109G-4/R6, Obfw. Rainer Pöttgen, 3./JG 27,
Fels am Wagram, Austria, February 1944



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

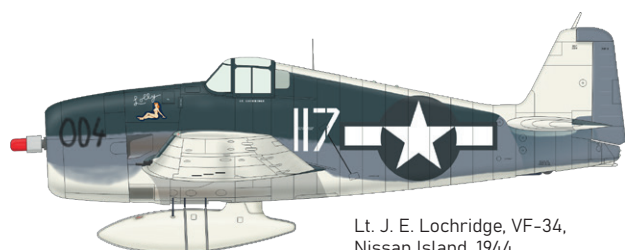


Bf 109G-4/R6, Hptm. Waldemar Wübke, CO of 7./JG 54, Lille-Vendeville, France, March 1943

F6F-3

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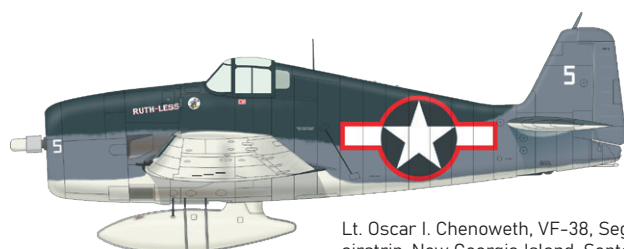
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Lt. J. E. Lochridge, VF-34,
Nissan Island, 1944



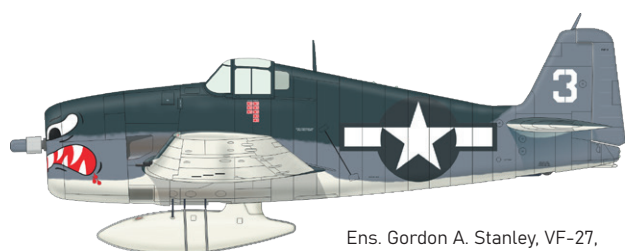
VF-8, USS Intrepid (CV-11), Summer 1943



Lt. Oscar I. Chenoweth, VF-38, Segi Point
airstrip, New Georgia Island, September 1943



OTU VF-2, NAS Melbourne,
United States of America, October 1944

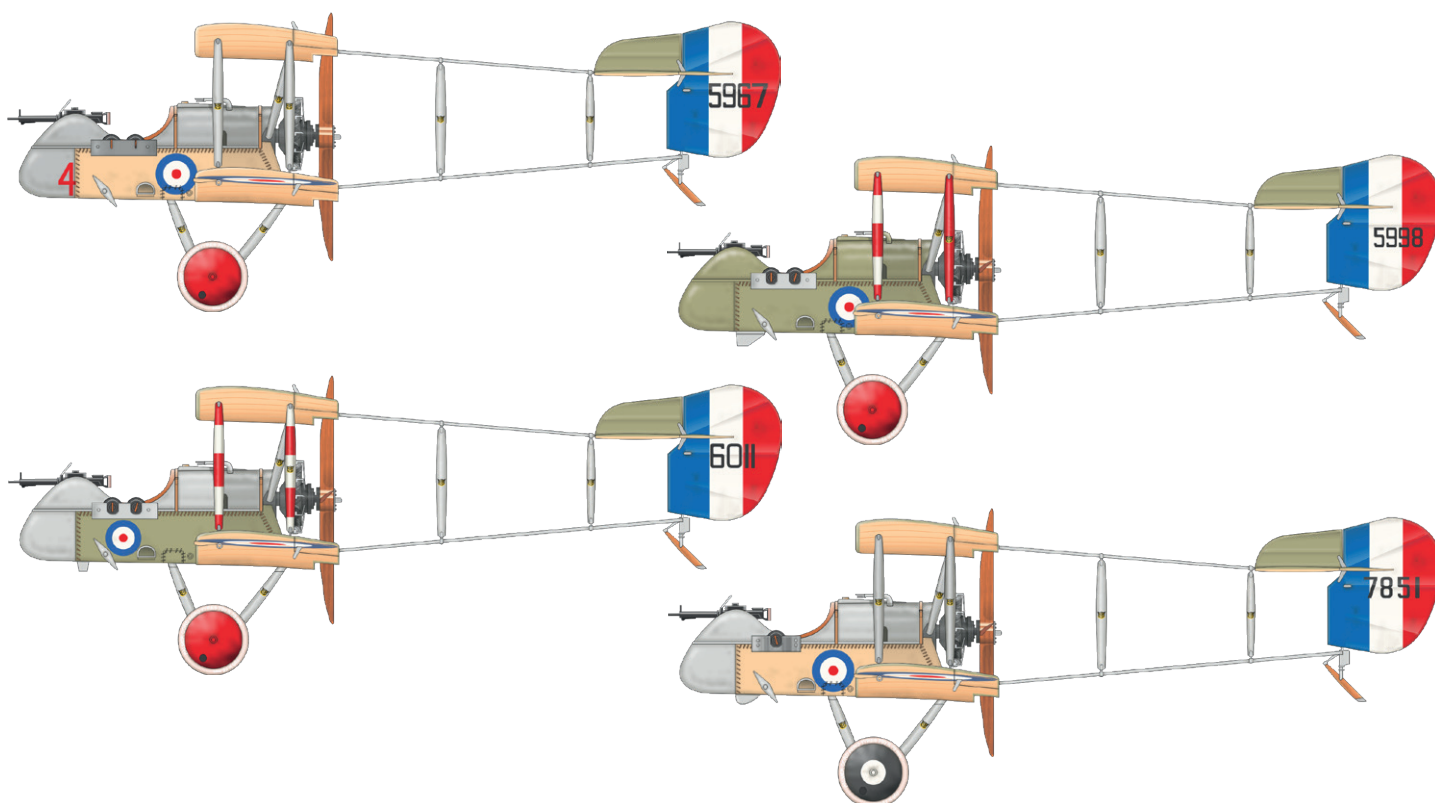


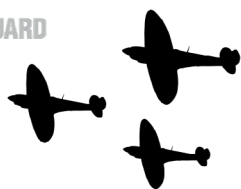
Ens. Gordon A. Stanley, VF-27,
USS Princeton (CVL-23), October 1944

DH-2

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FEAST OF MODELLING SOULS

by Jan Zdiarský

Those of you who were not in Milovice last weekend, or who missed the information about the biggest Czech and certainly one of the biggest European modelling meetings, know from the editorial of this issue of Info magazine that another E-Day is over.

As it has been the case for the last few years in a row, I had, among other things, the task of coordinating the participation of model clubs. This meant balancing their requirements and requests with the possibilities and, in short, ensuring that, in addition to the competition models, the exhibition could be graced by presentations from clubs across the Czech Republic, but also from Slovakia and Italy. And that all enjoy the right conditions to do so, and also that we do not create chaos, especially during their start-up.

Such club exhibitions are then very varied. There are excellently built models, unfinished projects, chronicles of clubs, photographs, bowls of sweets and other goodies for passers-by, nice tablecloths and statuettes, prizes from other competitions...

Although thematic exhibitions - SIGs - have been declining over the years, club presentations have been increasing. We had only one SIG this year, focused on SCI-FI models. There were thirty-one exhibiting clubs at this year's E-Day, occupying tables totaling more than 70 meters in length. This year we had to cancel the participation of several Moravian clubs, whose members were dealing with completely different concerns after the huge floods.

Anyway, the purpose of what I am writing is not to give statistics of participation, although even that is worthy of publication. I would like to share something else with you. It's a mixture of the feelings I get from these club shows. This year, more than in the previous two years, club representatives have asked me at pre-registration to be able to get a spot next to a particular friendly club they were adjacent to, say, a year ago. E-Day, more than other competitions, gives them room to share time with each other - during the Friday afternoon, then all day on Saturday. And needless to say, that continues in a pub after the hall closes on Friday night.

E-Day thus creates great conditions for establishing and strengthening friendships, which are important in any such hobby. Unless you are a solitary modeler. People from different clubs not only exchange experiences, tips and new modelling techniques, they also bring baked buns and cakes, coffee in a thermos and of course a bottle or a flask for their friends. What if the tank hall was freezing and cold, right?

Most of the modelers participating in club presentations also had their models registered in the Czech Model Masters competition itself. So for them, it meant mostly going through regis-



tration on Friday afternoon with their models and then putting together their club's shrine so that, if possible, it would stand out above the rest. Then the next day, arrange some deals at the vendor booths, attend workshops and talks, and otherwise get on with the business discussions of modeling, gluing, sealing, sanding, spraying and other occult alchemy, and that's the talk.

I didn't think so much about it before, if you are one of the organizers of such an event, you look at the events around you with different eyes than normal participants, but it was the requirements for the placement of specific clubs together that led me to do it this year - to pay more attention to what is happening at the club tables and behind them. And there my eyes discovered an oasis of peace and quiet amidst the hustle and bustle that such a show brings with it. And in doing so, I came to understand that a club show is not just a presentation opportunity for its creators - the space that clubs get at E-Day also creates

a great backdrop in which modelers relaxed, talked quietly, and where they retreated to when they needed a break from the crowd. There they experienced peace and quiet in the company of like-minded people they might only see once or twice a year - at E-Days and some halfway contest. They sat there contentedly enjoying their modeling holiday with the feelings that people probably experience when they roll out on a beach chair. But beyond that, there are friends from far away places around them, thousands of topics to talk about, and world-class models within a few steps. And that's certainly one of the important things why modelers love coming to E-Day. It's a feast for their souls. And for our part, it's a bit of a thank you for allowing companies like us to exist through their hobby and their interest. We need each other. And I would say we like each other. At least this year's E-Day reaffirmed that for me.

