

# INFO | Eduard

# 177

e-magazine FREE ■ Vol 23 ■ November 2024



## GUSTAV Pt.3

Bf 109G-6/AS & Bf 109G-14/AS



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# EDITORIAL

Good evening, dear Friends,

Welcome to this, our penultimate newsletter of this year. November is traditionally one of the busier months for us, and this one is shaping up to be the busiest month for the year, bar none. There will be a lot going on, although not all of our activity will be readily apparent at first glance. High visibility activities will undoubtedly include our participation in exhibitions and related events. Next weekend we will be at Telford for Scale Model Word. We only have a small square footage table setup at the show, but considering its size, it's also damn expensive. Our trip to Telford will be accompanied by a short, four-day Afterparty, sales events that we traditionally put on for people who can't attend a specific event. We'll be well stocked at Telford, bringing along not only the first Profipack of the 72nd scale P-51D-5 Mustang, but, as with E-day, we also have a theme-relevant item ready, a 48th scale Mustang Mk.III. Originally, it was supposed to be just a simple Limited Edition show piece in a white box, but in the end we decided that British Mustangs are worth more effort than that and promoted the item to a standard Profipack boxing. I have no doubt it will appeal to all fans of the RAF and British aviation in general, as will the Profipack DH-2 reissue.

For an older item, the DH-2 is still holding up very well. The masters were made honestly, by hand, and the molds are galvanized metal. As I say, they've held up well, more than a quarter of a century after their creation. You might think that this kit would be a good candidate for our 'Heavy Retro' line, but due to its execution, cleanliness of work and type of form, this kit is



still too 'current standard' to really belong in that category conceptually. True, in terms of current standard kits, the DH-2 hails from the beginnings of what we see as this type of product, but it is in a style of work that forms a direct line of development to today's modern kits. And it's not just about the plastic. The boxart was also created by hand by Martin Novotny. Nevertheless, it has a lot in common with contemporary boxarts, as indicated by Honza Bobek's Box Art Story on the subject of the plot depicted in this painting.

The last Saturday of November ends this year's show season in Bratislava, with the resurrected Plastic Winter event. We are curious to see how the exhibition and competition will look like at its new venue. I will be in Bratislava personally, and I promised to conduct a Slovak version of 'the Pot' Q and A session. If I understood the preliminary agreement with the organizers correctly, it will be a stand-up discussion. Plastic Winter coincides with the traditional date of the global Black Friday event, in which we also regularly participate. This year will be no different, which means that the Plastic Winter Afterparty and

Black Friday will be one event, lasting in this case from Friday to Monday. This is not because we want to drag out Black Friday to some point of endlessness, as is the custom for many stores, but rather because there are some behind-the-scenes technical considerations that come into play with activating and ending such a sale. I recommend being alert with respect to this event, do not hesitate and do not postpone any purchases until Monday. You might not make it.

In November we will also finish making the molds for the P-40E in 1:48th and preparing the Royal Class boxing, which will be new for February, 2025. This means that whatever components are going into the kit must be ready by Christmas...in about seven weeks. As of today, we have all twelve color options selected and are working on the decals, tweaking the color schemes, instructions and accessory sets, especially those produced by the Brassin department. As of today, none of the six molds are ready, but we will change that quickly during November. All forms are at a high stage of development, every day more parts, plates and electrodes are added. We are conducting final milling, sparking, cleaning and assembling of the forms, doing some fine tuning and are getting ready to pop out the first test shots. You can follow the progress of the work on our Facebook and Instagram pages. Pre-orders of the Royal Class P-40E will start on our e-shop [www.eduard.cz](http://www.eduard.cz) on November 15th and will last until November 26th. Test shots will be available for actual viewing for the first time in Bratislava on November 30th. As part of the pre-order offer, it will be possible to include accessory sets for the kit as well. Together with the base kit, a number of these will be made available. We are working on a printed cockpit, engine, landing gear struts, wheels and other sets.

The pre-order method on our e-shop will not be your only chance to buy this kit, and it will be on sale at retailers from the end of January who order in time. As with previous Royal Class releases this year, we will only produce the





total number of kits ordered from our pre-order e-shop and those pre-ordered by retailers. We then round the total number up to an even hundred, and produce that quantity. By definition, this will give us a few dozen kits left over at the end of January. We will then either sell them to one of the retailers, or we will sell them ourselves at model shows.

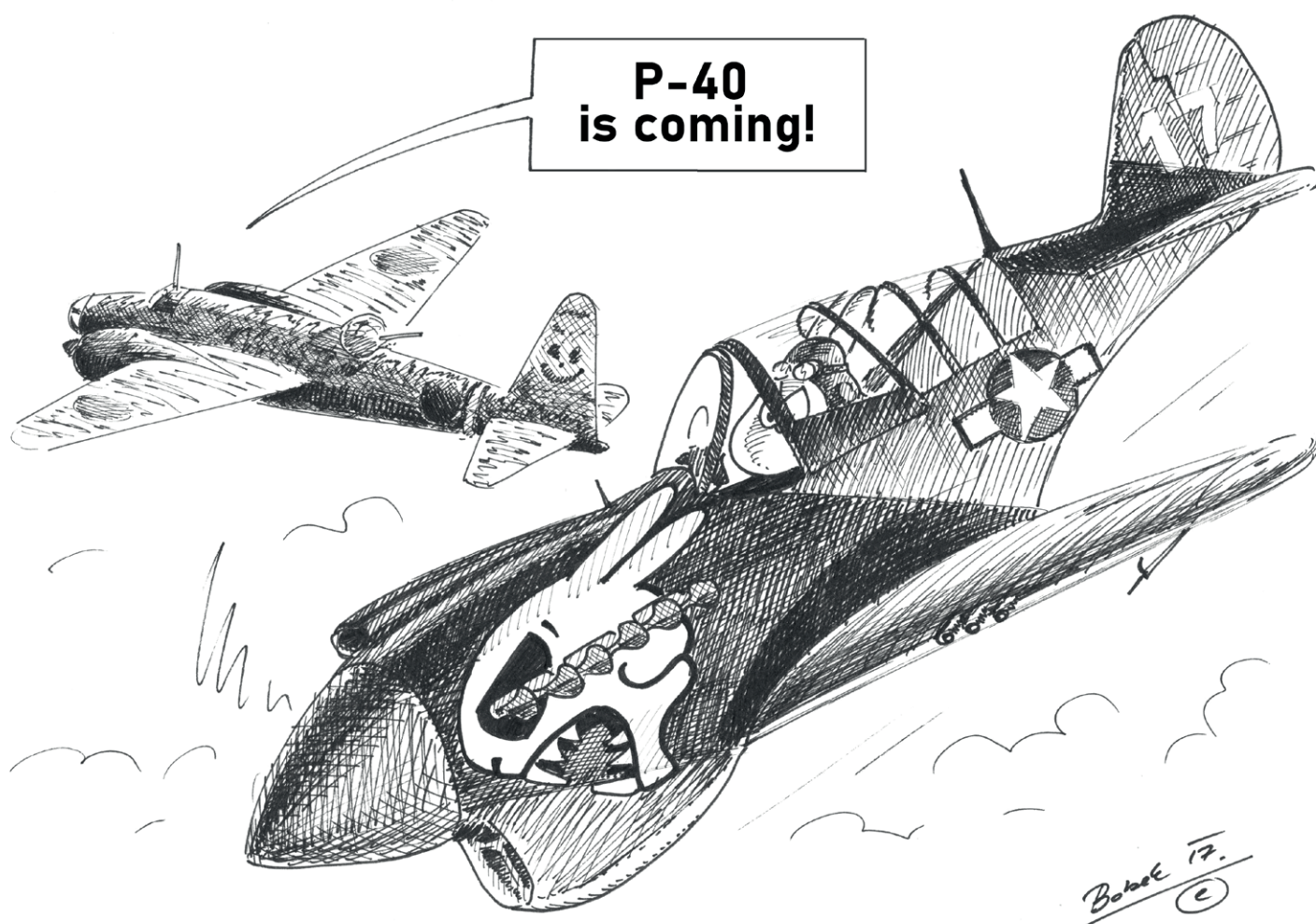
We made the return to pre-orders after a few years, as well as to Royal Class boxings. It is our response to changing market conditions and also to repeated requests from modelers. I confess that I was against the idea for a long time and if it weren't for the complications in the market brought on by the Russian war, I would probably continue to be against it. However, the sales figures of this renewed series of kits show that it was the right reaction. It confirms the old truism that an extraordinary situation calls for extraordinary decisions. We've done quite a bit of that over the past two years, and I'm sure we're not done yet. By the way, a few weeks ago while sorting through old documents I came across a list of Avia B.534 subscribers. That list is eighteen years old now. I'd post a photo here, but I'm afraid that would be a GDPR violation. Don't want that. This also shows where our world has moved in those eighteen years and what a different one it is today. I'm not complaining, I'm perfectly happy with the progress made

in those eighteen years and I'm not calling for a return to the old days in any way. Honestly, I wouldn't change a thing. Social and age factors aside, at least technologically, we are in a completely different world today. From the perspective of 2006, we are in a science fiction world not easily imagined back then. The fact that we still haven't landed on Mars and Martians haven't landed here doesn't play a major role in this.

We have another milestone coming up in November that has many people at Eduard working their butts off right now. We are about to publish the first issue of the paid subscription version of the Eduard newsletter we call the Modelers' Den. It took us a long time, admittedly, but I think that most will easily agree that with us, good things come to those who wait. This endeavor will be similar, but not identical, to our classic newsletter. For example, it will contain only a minimum of information about Eduard releases, as it is not primarily intended as a vehicle to promote our own products, but will bring additional information in the form of historical articles, reports from modeling events and museums, interviews with interesting personalities and information coming from other companies. It won't be completely ad-free, we expect it to feature ads from other manufacturers, magazines and modeling events. In this sense,

it will be a commercial product and will earn money to sustain itself through paid advertising. Another source of income is expected from paying readers. The price will be 120 CZK, which amounts to something like five bucks US, and there will be a little perk that comes with it. With your purchase, you will receive a discount coupon to be used for purchases through our e-shop, which can also be used in combination with other offers. Combined with a purchase of regular value from our e-shop, the purchase of the magazine is more than worth it. The first issue will be free so you can give a test drive with no obligation. However, I need to mention that at the moment, we are still dealing with one technical issue that could delay the release of the first issue of the Modelers' Den by a month or, worst case, two. The issue stems from the fact that originally, the Den was not supposed to be a downloadable pdf, it was only supposed to be readable in the Triobo browser. However, based on discussions with modelers, we came to the conclusion that this would not be appropriate and decided to allow the download in pdf form for readers. It's only a matter of time before we iron out the last remaining bugs.

Happy Modelling!  
Vladimir Sulc





# Return through the Kuban Bridgehead



Illustration: Antonis Karydis

Jan Bobek

**Fighter pilot Viktor Petermann stands out as a fascinating figure in the history of the Luftwaffe. During his service on the Eastern Front in 1942, he served as a Kaczmarek (wingman) to several JG 52 Kommodores. He displayed his flying and combat skills on numerous occasions, and, despite losing his left arm toward the war's end, he returned to combat, even briefly piloting Me 262 jets with JG 7 before ending the war on the Eastern Front with JG 52. His name appeared frequently in the German press during the war, several times even in detailed articles, one of which recounted his remarkable return across the front lines from enemy territory at the Kuban in June 1943.**

## The Fighting at Kuban

The Kuban bridgehead, also known as *Gotenkopf*, was a German defensive position on the Taman Peninsula in southern Russia, held from January to October 1943. After German troops retreated from the Caucasus, this line was established along the lower Kuban River to enable another push toward the Caucasus oil fields.

A significant operation in the area was the Soviet landing at "Malaya Zemlya" (literally "Small Land", a Soviet uphill outpost on Cape Myskhako) near Novorossiysk in February 1943, which the Soviets successfully held until September. Another key event was the battle around Krymskaya station, liberated in early May.

The ground operations at Kuban were accompanied by the most extensive air battles

on the Eastern Front up to that point. In April 1943, the Luftwaffe concentrated a quarter of its forces on this part of the eastern front, operating under Fliegerkorps I. On the Soviet side, the main air units consisted of the 4th and 5th Air Armies. The Germans aimed to destroy the Soviet bridgehead at Malaya Zemlya as part of Operation Neptun in April 1943. Luftwaffe fighter units concentrated in this area included Stab, II., and III./JG 3, along with Stab, I., II., and III./JG 52, supported by Slovak 13./JG 52 and Croatian 15./JG 52. All these units were equipped with Messerschmitt Bf 109 G-2 and G-4 aircraft.

Although the Germans initially held numerical, technical, and tactical advantages in Operation Neptun, the Soviets quickly reinforced their air forces in the region and defended the bridgehead at Malaya Zemlya

by mid-April. This created considerable tension within the German command, and with Operation Zitadelle approaching, III./JG 3 and I./JG 52 were withdrawn from the area at the end of April.

The deployment of Soviet airmen to Kuban in April 1943 led to higher losses on the Soviet side than for the Luftwaffe. At the same time, Soviet air units were working to quickly adapt to enemy tactics. Additional reinforcements and new types of aircraft, including Spitfires, were also arriving at the Kuban front.

During the Soviet offensive in May in the Krymskaya area, although the Soviets had achieved numerical air superiority, the weakened German fighter units managed to defend their ground forces in grueling battles. The Soviets ultimately failed to break through the German defensive line at Kuban,



the offensive was halted in early June, and the Luftwaffe relocated most of its units from Kuban to the Kursk area.

### Viktor Petermann

One of the German pilots who fought in this region was Viktor Petermann, born during the Great War on May 26, 1916, in the town of Weipert (Czech: Vejprty) in the Ore Mountains (German: Erzgebirge, Czech: Krušné hory). At that time, the town was part of the Kingdom of Bohemia within the Austro-Hungarian Monarchy. Most of the town's residents were German-speaking, and by the war's end, over 400 men were missing from their families, either fallen, fatally wounded, or missing. Many had served in the k.u.k. Infanterieregiment "Edler von Hortstein" Nr. 92, based in Komotau (Chomutov).

Petermann completed his primary and secondary education in Vejprty after the founding of Czechoslovakia. In his youth, he became an active member of various technical and sports clubs, focusing especially on skiing, glider flying, and rowing. He joined the Sudeten German rowing association Carolus in Děčín (German: Tetschen) and, as part of a coxed four team, successfully competed in several races in both Czechoslovakia and Germany. His physical fitness would later save his life on multiple occasions.

Following the cession of the Czech and Moravian borderlands (Sudetenland) to Germany in autumn 1938 and the subsequent occupation of the rest of Bohemia and Moravia in March 1939, Petermann joined the German armed forces. From July 1939 to April 1942, he trained with Flg. Ausb. Regt. 53 and 52, Jagdfliegerschule 3, Jagdgruppe Drontheim, and 2./Erg. Jagdgruppe Ost. In early May 1942, he was assigned as an Unteroffizier to the Stab of JG 52 on the Eastern Front, where he served until early 1943. For most of this time, the unit Kommodores were Maj. Gordon Gollob and Obstlt. Dieter Hrabak. Petermann achieved nine aerial victories during this period and became known for flying about 100 km with a severely damaged wing after a collision with an I-153. He continued correspondence with Gollob later in the war.

After being promoted to Feldwebel, Petermann fought in February 1943 with 4./JG 52 in the Kuban area and was reassigned to 5./JG 52 in mid-April. By June 4, he had recorded 38 victories on this battlefield. His fellow pilots in the 5th Staffel included future Luftwaffe aces such as Fw. Otto Fönnekold, Uffz. Peter Düttmann, and Lt. Walter Wolfrum.

### Fateful Sunday in June

Near the end of the Soviet offensive, on Sunday, June 6, 1943, Viktor Petermann took



Viktor Petermann in a photo from 1944 after receiving the Knight's Cross. He now has a prosthetic arm in place of his left hand. Photo: Viktor Petermann



Anapa airfield in spring 1943 during the battles in Kuban. The photo captures members of the Slovak 13./JG 52, which operated under the command of II./JG 52, as did 5./JG 52, where Viktor Petermann served. Photo: Bundesarchiv via Wikimedia Commons



off from Anapa airfield early in the morning to engage Soviet gunboats. He successfully sank one and damaged another so severely that its crew was forced to run it aground.

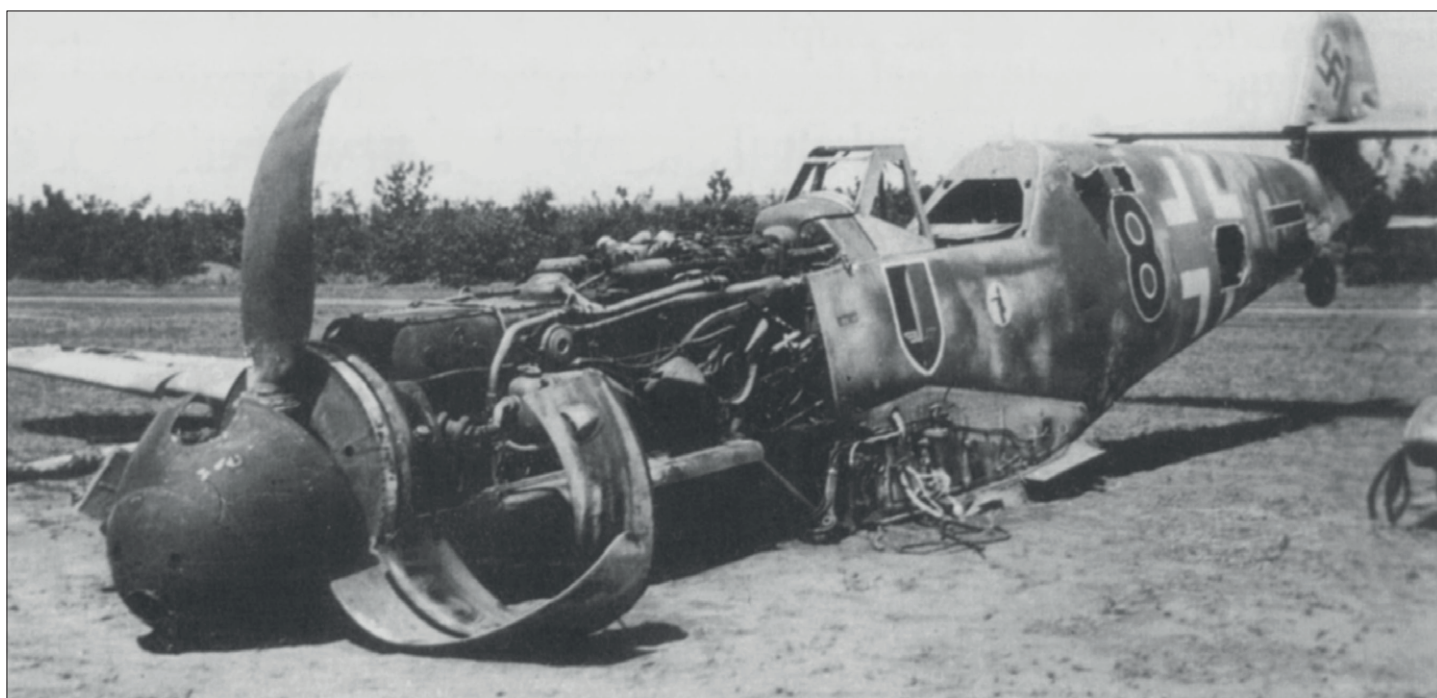
Later, at 17:40, he took off again, paired with Uffz. Peter Düttmann. Their mission was a free hunt along the Varenikovskaya-Krymskaya-Slavyanskaya route. Shortly after takeoff, they received a report of an enemy formation near Varenikovskaya and pursued it to Slavyanskaya. There, Petermann observed thirteen Il-2s, escorted by ten Yak-1s and LaGG-3s, attacking German positions. He radioed the situation and engaged the fighter escorts. During the ensuing aerial

combat near Petrovskaya, Petermann's aircraft was hit in the oil tank by a Yak-1 pilot.

Oil immediately began leaking and clogging the front of Petermann's cockpit canopy, leaving him with visibility only through the side windows. He attempted to climb, then reduced engine power, switching the ignition on and off, but within two to three minutes, the engine failed entirely. At 18:00, he executed a belly landing west of the village of Anastasievskaya, about 10 to 15 km northeast of Krasny Oktyabr. Before landing, he fired his cannons and machine guns at the Soviet infantry positions he was flying over. Once he touched down smoothly, he abandoned the plane and sprinted

through a reedy area, zigzagging to avoid machine gun and carbine fire.

After about eighty meters, Petermann went to ground. Familiar with the area from previous months, he knew approximately the direction of the German lines and the location of Temryuk. Uffz. Peter Düttmann covered him from above, shielding him from Soviet infantry while also avoiding any ambush by enemy fighters. However, with only about 40 combat sorties to his credit, Düttmann couldn't precisely pinpoint Petermann's location upon his return to base at 18:10. Surprisingly, about an hour later, another German pilot, Otto Fönnekold, spotted the

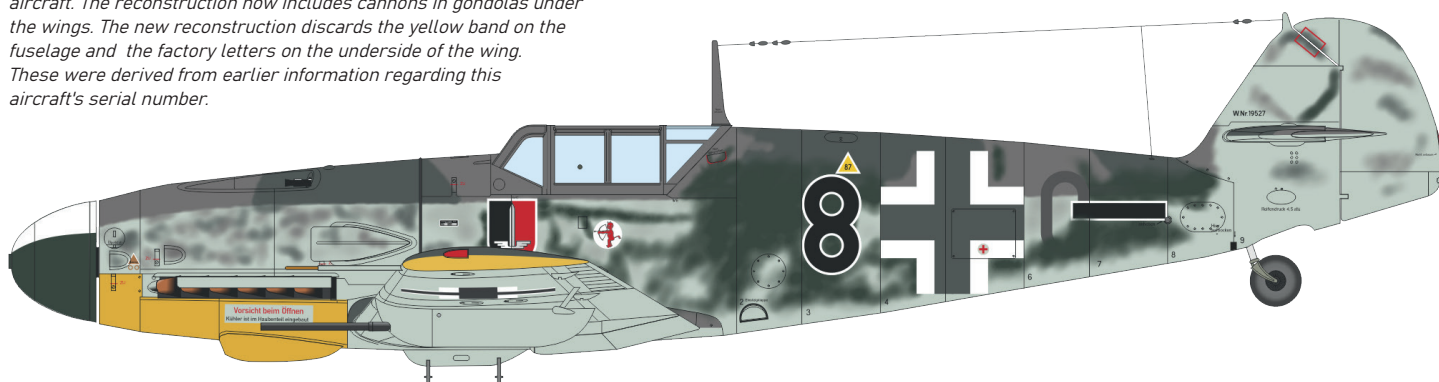


The wreck of Petermann's Bf 109 G-4 WNr 19527 on Soviet territory on June 6, 1943. About an hour after the emergency landing, Petermann's colleague Fw. Otto Fönnekold from 5./JG 52 attempted to destroy the aircraft. The emblem of JG 52 is painted on the front under the cockpit, and the 5./JG 52 insignia, featuring the devilish figure Rabbatz with a bow and arrow, is visible on the side of the fuselage. Jochen Prien and co-authors express doubt in the publication JfV 12/II regarding this photo was taken on Soviet territory. They believe this is a different aircraft photographed by German personnel during the spring of 1943. However, according to Viktor Petermann, he received this photograph in the Soviet Union during one of his foreign work trips while living in East Germany. Photo: Archive of the Museum of the Air Battle over the Ore Mountains

|     |      |           |   |                |                                 |                 |       |     |                   |   |   |   |         |
|-----|------|-----------|---|----------------|---------------------------------|-----------------|-------|-----|-------------------|---|---|---|---------|
| 36. | 6.6. | 5./J.G.52 | F | Ostw.Kalabatka | Notlandung infolge Jägerbeschuß | Bf 109 G4 19527 | 100 ✓ | Fw. | Petermann, Viktor | F | - | - | 23.6.43 |
|-----|------|-----------|---|----------------|---------------------------------|-----------------|-------|-----|-------------------|---|---|---|---------|

An excerpt from a page of the Luftwaffe equipment loss overview, located in the Bundesarchiv under designation RL 2 III/1190. The document provides details about the loss of Petermann's aircraft, including its production number. Photo: Bundesarchiv

In the Eduard kit, cat. no. 84203, Petermann's aircraft is depicted with several changes compared to previous kits that featured the same aircraft. The reconstruction now includes cannons in gondolas under the wings. The new reconstruction discards the yellow band on the fuselage and the factory letters on the underside of the wing. These were derived from earlier information regarding this aircraft's serial number.





downed aircraft and fired upon it to prevent it from falling into enemy hands undamaged.

Petermann and Düttmann were over the battlefield at a time when Soviet forces were conducting air raids on Kurchanskaya between 18:32 and 19:15 (Moscow time, one hour ahead of German time). These raids involved a total of eleven groups of Il-2s with fighter escorts. According to researcher Andrey Kuznetsov, during this period, Soviet airmen reported eight aerial victories, all claimed to be Bf 109s.

The Il-2 gunner, Ml. Lt. S. F. Samarskiy of the 130th ShAP, claimed a Bf 109 that reportedly crashed into a garden 2 km west of Kurchanskaya. Another crew from the 805th ShAP, comprising pilot Ml. Lt. V. S. Rybchenko and gunner St. V. I. Kosuchin, was credited with downing a Bf 109, which crashed at 18:33 on a high point of 115.9.

Meanwhile, the fighters of the 236th IAP, flying Yak-1s, scored two kills. Ml. Lt. V. A. Rogozhin claimed a Bf 109 that fell into a swamp 7 km northeast of Kurchanskaya, and his colleague Ml. Lt. N. P. Morozov forced a Bf 109 into an emergency landing on the German side of the front, approximately 3–4 km southwest

of Kurchanskaya. This opponent may have been Fw. Klaus Dadd of 7./JG 52, who crash-landed his Bf 109 G-4 (W.Nr. 19451) "White 9" around 10 km northwest of Varenikovskaya following an air battle. He succumbed to his injuries on June 19, 1943, in a field infirmary.

Petermann's opponents were likely airmen from the 267th IAP, flying LaGG-3 aircraft. One Bf 109 was credited to Ml. Lt. S. F. Frolov, who reportedly shot down an opponent over Kurchansky Liman around 19:00 (some sources list 19:05–19:15). Between 19:05 and 19:15, Lt. N. P. Petrov and Lt. A. P. Popov also claimed one Bf 109 each.

Interesting details emerge regarding the victory awarded to St. Lt. Yu. T. Antipov. At approximately 19:05 (some records indicate 19:05–19:15), he shot down a Bf 109 northeast of Kurchansky Liman, which landed near a pig farm (about 1 km south of village "otrub" No. 7).. The pilot reportedly hid in the reeds, and a guard was posted at the aircraft—circumstances that closely resemble Viktor Petermann's emergency landing.

The Soviet claims during this hour suggest intense and chaotic fighting within a limited

area. Although this article cannot cover all air operations in Kuban on June 6, records indicate that Luftwaffe fighter units documented only four Bf 109s destroyed throughout the day.

Around the time of Petermann's combat and emergency landing, the Luftwaffe had claimed just one victory: Fw. Alfred Lehmann of 6./JG 52 scored his 19th victory at 18:05 (19:05 Moscow time), downing a LaGG-3 in map square 34 Ost/76644, near Kurchansky Liman.

### The Way to the Front Line

After stopping a short distance from his plane, Petermann dug a shallow ditch with his hands and hid in it. Enemy soldiers searched the reed field twice, firing blindly, but failed to locate the German airman. Petermann understood that he could move toward his own lines only under the cover of night. As evening approached, he removed all light-colored elements from his overalls and tied a dirty handkerchief around his head. At nearly thirty years old, he was almost hairless and wanted to avoid drawing attention if any light source was directed at him. He buried all his excess belongings in the ground and set off on

*Bombing of Soviet positions in residential areas of Kuban in spring 1943.  
Photo: Narodowe Archiwum Cyfrowe*





A photo from spring 1943 at a German position in Kuban. In addition to the 88 mm Flak 36 anti-aircraft gun, a covered field kitchen is also visible. Photo: Narodowe Archiwum Cyfrowe

his journey, equipped with a compass, watch, and pistol. He constantly berated himself for losing his aircraft, and despite having over 300 combat sorties to his credit, he retrospectively considered his actions during the fight to be reckless.

During the first night, he encountered a main road along which Soviet troops were heading west. After observing the traffic for a moment, he positioned himself in the gap between two groups of marching soldiers in the dark. Later, he also managed to hitch a ride on a horse-drawn cart. Upon reaching a village, he separated from the stream of soldiers and

continued on through meadows and fields. He spent the second day hidden beneath a layer of cut grass and set out again at half past eight in the evening. However, he soon encountered a large network of trenches, forcing him to spend the next day observing the situation. German fire directed at Soviet positions helped him determine the correct direction but also complicated matters, as he found himself under fire from his own comrades!

During the following night, he barely managed to cover one kilometer due to the numerous flares and the dense network of Soviet positions. Growing increasingly hungry,

he resorted to chewing on herbs to stave off hunger. At six in the morning, an enemy patrol spotted him, and he came under mortar fire. Fortunately, he was able to hide in a crater created by an artillery shell. Throughout the day, he observed dogfights between fighters overhead and later regarded the experience as valuable instruction.

In the early evening, around six o'clock, he cautiously emerged from the bushes to make his way toward the front line, which was about a kilometer ahead. He successfully avoided three Soviet machine-gun positions and found a new direction of advance thanks to a German loudspeaker urging enemy soldiers to desert. He had to move very carefully, as this area was not a uniform front line, and it was also riddled with wetlands and river arms.

He successively crossed three lines of barbed wire and a former German minefield, then navigated a road that was under German machine-gun fire. When he attempted to cross one of the arms of the Kuban River, he came under direct fire for the first time and was forced to move further east. After a detour through more barbed wire, mud, and reeds, he successfully crossed the river on his second attempt.

Next, he encountered a large Soviet position with several bunkers. He observed it for some time and noted that the guns were manned by only one soldier, who walked between the posts, firing them briefly. Eventually, Petermann crossed the trenches and descended the slope back into the river, where the last of the Soviet barbed wire awaited him.

### Rescued!

Petermann crossed the final river obstacle at 2:30 in the morning on June 10, the fifth day of his journey. Suddenly, a hand grenade exploded about eight meters in front of him, followed by two bursts of machine-gun fire aimed in his direction, fortunately tearing up the ground before him. He realized that the fire was coming from the direction of the Germans, so he shouted, "Comrades, don't shoot—I'm one of your own!"

"What's going on? Where are you stuck?" came the response from the darkness.

Summoning the last of his strength, he maneuvered through the new barbed wire, and the hands of the infantrymen pulled him into the trench. The soldier who had attempted to hit him with a grenade and machine gun was very apologetic, and everyone showered Petermann with food and drink. Only then did he realize he had sustained several wounds, the worst of which was in his thigh from an enemy grenade. After the war, Petermann recalled being rescued by soldiers from an outpost under the command of Fw. Lehmann



German officers at a forward observation post by the Kurchansky Liman in Kuban in spring 1943. It was in this area that Viktor Petermann was shot down on June 6, 1943. The officer in the center of the photo is Major der Reserve Willy Marienfeld, commander of Grenadier-Regiment 123. Foto: Narodowe Archiwum Cyfrowe





*The general of the mountain troops to whom Petermann reported after his rescue was likely Rudolf Konrad, under whose command the XXXIXth Gebirgskorps defended the western part of the Kuban salient.*

near Krasny Oktyabr. According to the field post number provided by Petermann in Klinnert's book, this unit was Grenadier-Regiment Nr. 666.

When JG 52 headquarters received a report that Petermann was alive, this information was relayed to the airmen who were currently in action. Although Petermann's and Düttmann's memoirs differ slightly in the wording of the message, the result was the same: a joyful roar erupted from the pilots in their Bf 109s.

The soldiers then led the rescued airman through the trench system to the ambulance station. One of them took him to the main dressing station, where he received a tetanus shot. He was subsequently taken to Temryuk, where he was paraded in his dirty and tattered overalls before a general of mountain troops. Since Petermann had traversed about 15 kilometers through enemy territory, the general was interested in many details. This general was likely Rudolf Konrad, under whose command the XXXIXth Gebirgskorps defended the western part of the Kuban salient. In this section of the front, the 370th Infanterie-Division, of which the aforementioned Grenadier-Regiment Nr. 666 was a part, also fell under his command.

Kommodore of JG 52 accompanied by his Adjutant arrived in a Storch to pick up Petermann. Upon returning to the unit, he was welcomed at the officers' mess, by a music platoon, then returned to his quarters with his comrades from the 5th Staffel and received a hot meal—the first he had enjoyed in four days.

### WNR 19257 or 19527?

In connection with Petermann's downing on June 6, 1943, I would like to address

a mistake that has long been associated with his aircraft. It was a Bf 109 G-4, designated "Black 8," with WNr. 19527. I am attaching the original loss report, which lists the area east of Kalabatka as the location of the emergency landing (Düttmann must have really lost track of where he was during the fight). This production number has been cited in more recent publications by Bernd Barbas or Jochen Prien and his co-authors.

However, the very first overview of JG 52's losses was published more than thirty years ago by a former intelligence officer of the unit, Mr. Niko Fast. In that report, he provided the WNr. 19257 for this loss. I mistakenly used this information in my 1996 article, and other authors have done the same.

Interestingly, a group of researchers in Russia discovered the wreckage of an aircraft that they believe belonged to Petermann and bore the WNr. 19257. This aircraft was restored by the German firm Meier Motors GmbH and is now flying in the USA at the Military Aviation Museum in Virginia. On its website,

the museum incorrectly states that Petermann made an emergency landing after combat on May 5, 1943, instead of June 6. Mistakes happen. Perhaps the Russian researchers and the museum are correct, and Petermann's "Black 8" was indeed 19257, with a Luftwaffe official simply making a typo.

I don't think so. The actual aircraft with the WNr. 19257, also marked "Black 8," was indeed in service with 2. Staffel in I./JG 52. It was only a quarter of a year after Petermann's shoot-down, on October 4, 1943, that it sustained 20% damage due to a tire puncture at the Nikolaev base. Moreover, it was a G-6 version aircraft (likely converted from a G-4 version). So, I've no idea where the team who sold the recovered wreckage to the US did get the WNr. 19257.

### Further Aviation Career

Viktor Petermann was treated for four weeks in a field hospital starting in mid-June 1943 and then returned to 5./JG 52, which was then engaged in combat in Ukraine. In July, he was promoted to the rank of Leutnant, and



*The Soviet pilot believed to have shot down Petermann was Captain Yuri Tikhonovich Antipov of the 267th IAP. This was the second of his eight solo victories. In the photo, he is awarding Ml. lt. Maria Ivanovna Kulkina, a female fighter pilot who served in his regiment and later became his wife. Kulkina joined the VVS following the death of her first husband, who had also been a pilot. Initially serving as a liaison pilot in the 267th IAP, she later retrained to fly fighter aircraft. Kulkina occasionally flew combat missions with her husband, but tragically, on May 20, 1944, she was killed in a dogfight. Photo: sovietmedals.ucoz.com*





A portion of a Luftwaffe map from 1940 showing most of the locations mentioned in the article.

in August, he received the Deutsches Kreuz in Gold. By mid-September, he had been transferred to 6./JG 52, and by the end of the month, his victory tally had reached 60.

However, a sudden change in his career occurred on October 1, 1943, during a routine escort mission for Heinkel He 111 bombers. On his return, his aircraft was hit by German flak at 5,500 meters, resulting in a severe injury to Petermann. He managed to execute a smooth emergency landing, but subsequently, he had to have his left arm amputated above the elbow, along with one toe on his left foot. In February 1944, he was awarded the Knight's Cross for his service to date. The proposal for this award was made by the commander of II./JG 52, Oblt. Wilhelm Batz, and seconded by Kommodore Dieter Hrabak due to his personal experience with Petermann.

For Viktor Petermann, this serious injury should have meant the end of his fighting career. From May 1944, Viktor Petermann worked in the Luftwaffe's historical research

department. According to his own account, however, "desk work" was not for him. He therefore made use of his former contacts with fellow airmen from JG 52, who were now in high positions in the Luftwaffe's fighter command, and asked to return to the combat unit. In July 1944, he achieved a transfer to JG 52 headquarters, which at that time was still headed by Kommodore Hrabak. In November 1944, Petermann was assigned to the Stab of III./JG 52, and in January 1945, with a prosthetic left arm, he returned to combat flying on the Bf 109. His new duty station became 10. Staffel within III./JG 52. During January-March 1945, Petermann, despite the prosthesis, managed to achieve four more victories over Soviet fighters, then was retrained to the Me 262 in JG 7 in late March and early April 1945. He again took part in some combat flights, and on 30 March scored a probable kill of a B-17, although he himself disputed this achievement. However, flying the Me 262 did not suit him. The aircraft required careful handling of the

throttles of both jet engines, which was very difficult when the throttles were coupled and controlled by the prosthesis. At the same time, Pettermann did not like what he called the "cocky atmosphere" of the experts from JG 7. In mid-April, he returned to III./JG 52, which was then fighting in Silesia, and became commander of 10. Staffel. On May 1, he was promoted to the rank of Oberleutnant and completed his last combat flight four days later. He was taken captive by the Soviets and was repatriated due to his injuries in July 1945. In addition to his 64 confirmed aerial victories, he claimed at least seven other victories that were not confirmed. Before he was wounded, he also severely damaged 56 other aircraft in aerial combat, although he did not report any kills in these instances.

After the war, like most Sudeten Germans, he was expelled from Czechoslovakia and managed to settle in Saxony, where he worked in the manufacture of agricultural equipment and in agricultural trade. In 1995, he came



into contact with Czech researchers living in his former homeland. He subsequently visited his native town of Vejprty and the nearby Kovářská several times, especially the local air battle museum, which commemorates him in its exhibition. Viktor Petermann died in 2001 in Freiberg.

In the preparation of this article, I received assistance from Mr. Ota Jírovec, Andrey Kuznetsov, Ivan Lavrinenko, Mansur Mustafin, and Jan Zdiarský. After I published an article about "Black 8" and Viktor Petermann in the magazine REVI in 1996, I connected with the now-deceased Mr. Petermann through my friend Jaroslav Hradec.

I would like to express my gratitude to all of them.

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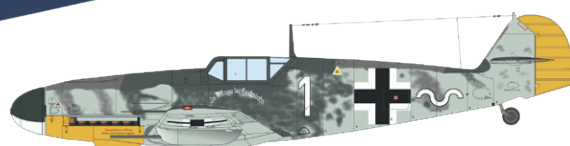
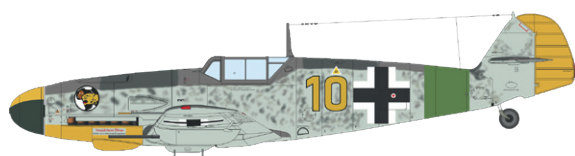
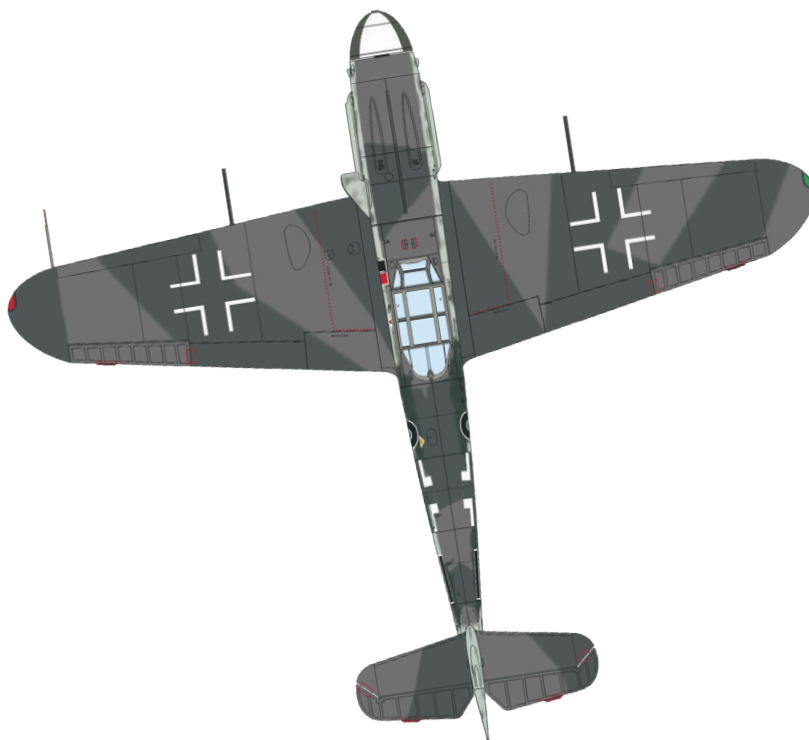
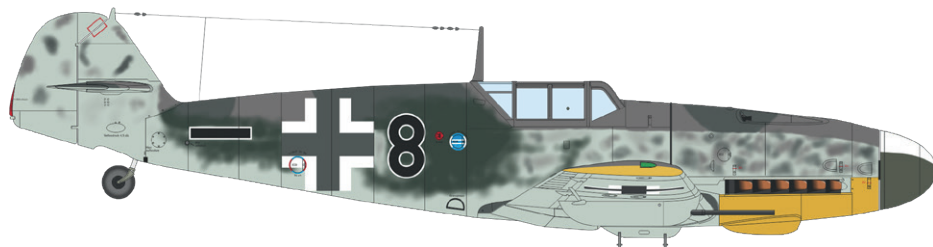
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**Bf 109G-4 1/48**  
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# Deutsches Technikmuseum Berlin

## Aviation Displays in the Collection of the Berlin Technical Museum

Petr Uzsák

I recently managed to visit the Berlin Technical Museum, which has managed to amass a remarkable collection of exhibits over several decades of its existence. The museum is located in the Kreuzberg district, near the Möckernbrücke and Gleisdreieck metro stations, and it is interesting to note that some of its displays are located in the buildings of the former train station. Opening days are Tuesday to Sunday, closed on Mondays. The museum's exhibits are extensive and cover a wide range of fields of technical history. For example, the transportation section is very impressive, including many types of locomotives and rail cars, including a mining railway; other departments cover textile manufacturing, automobiles, telecommunications, luggage production, shipbuilding and transportation. In the area in front of the museum, a giant propeller blade of a wind turbine can be admired, as German industry is a pioneer in alternative energy sources.

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Saturday, Sunday and on public holidays: 10 - 18

### Media:

<https://technikmuseum.berlin/en/>  
<https://www.instagram.com/deustechtechnikmuseum>  
<https://www.facebook.com/deustechtechnikmuseum>





However, the primary subject of this article are collections focused on mapping the development of aviation. They are arranged chronologically, from amateur beginnings to the present. Among the persons who shaped the introduction of German aviation, the names of Otto Lilienthal and Hans Grade are well represented. The first ever Czech (and Austro-Hungarian) female pilot Božena Laglerová is connected to the latter. This lady went through her training at Grade's pilot school in Bork near Berlin in 1911 and then flew several times in Germany. It is through her example that we can realize the interconnectedness of Czech and German aviation, as will be reminded several times. The museum has a unique Jeannin

Stahltaube Type 11 airplane from that era, which was interesting for that time due to its advanced metal construction. This is exhibited as it appeared serving with the Imperial Air Force during the Great War.

German aviation experienced rapid development during World War I, and this period is also included in the exhibition. One of the unique items is the tail section of a 1918 LVG C VI aircraft, with its original Lozenge camouflage pattern covering. And by the way, the museum staff also installed a display of a tailor's workshop, where the lozenge covers of the planes were sewn. Another First World War aircraft is the Halberstadt Cl IV ground attack aircraft, which is suspended from the

ceiling of the hall. Even the German footprint in the construction and operation of airships is not neglected and is primarily associated with the name of Ferdinand von Zeppelin. His impact on this facet of aviation needs no reinforcement; he was already a legend during his lifetime. Here, there is another connection to Czech aviation, because one of the air mechanics for the Count was Kamil Eduard Laburda, a native of Sobeslav in southern Bohemia. The collections are devoted to both the war and post-war use of these air assets. One of the three-dimensional exhibits consists of several pieces of the structure and other items from the transport airship Graf Zeppelin.



Part of LZ 127 Graf Zeppelin, dishes and menus from German airships. [Photo: Petr Uzsák]



Jeannin Stahltaube Type 11, front view. [Photo: Petr Uzsák]



Jeannine Stahltaube Type 11 from the rear. [Photo: Petr Uzsák]



LVG C VI with Serial Number 4418 visible. [Photo: Petr Uzsák]



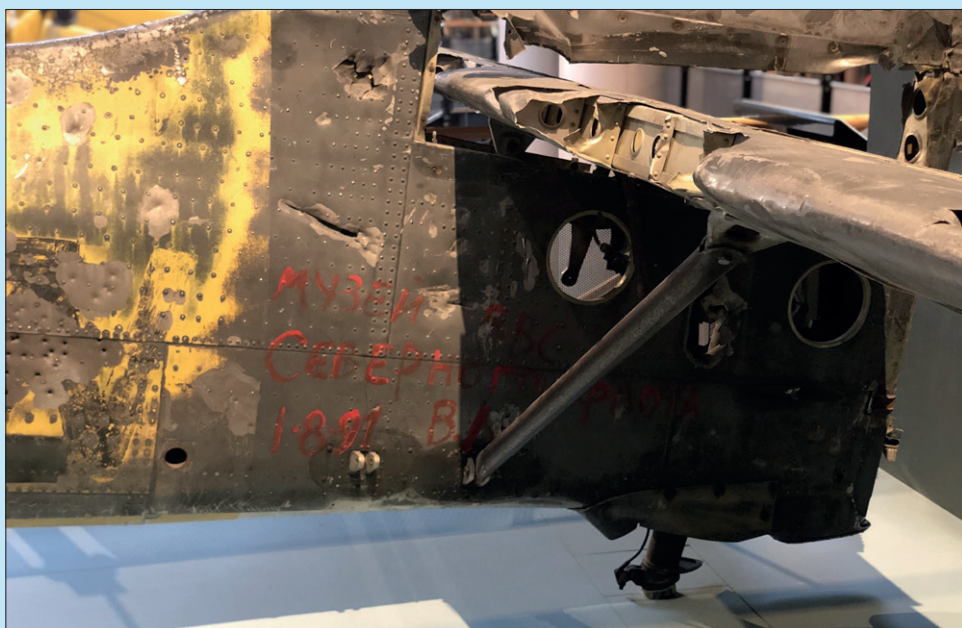
## PS 1: Ju 87 D Stuka

The museum houses the wreckage of a Ju 87D, imported from Russia, as evidenced by a cyrillic inscription on the left side of the rear fuselage. In January 2023, we (Eduard's technical team) scanned parts of the airframe for the purpose of accumulating technical documentation and obtaining additional data for the planned reconstruction of another example of the Ju 87 D. It is owned by The American Heritage Museum in Massachusetts, but restoration work on it is ongoing in the Czech Republic and Hungary. The American Stuka is planned to be brought up to an airworthy condition.

(VS)



*The condition of the airframe allows access to the internal parts of the structure, which is very useful in view of the assignment to create technical documentation as a basis for the restoration of the aircraft to an airworthy condition. The wing of the reconstructed aircraft has essentially a complete covering, so the combination of scans of the wings of both aircraft, supplemented with scans from another example, the well-preserved and maintained Ju 87D at Hendon, will allow the accumulation of technical documentation to a very usable standard.*



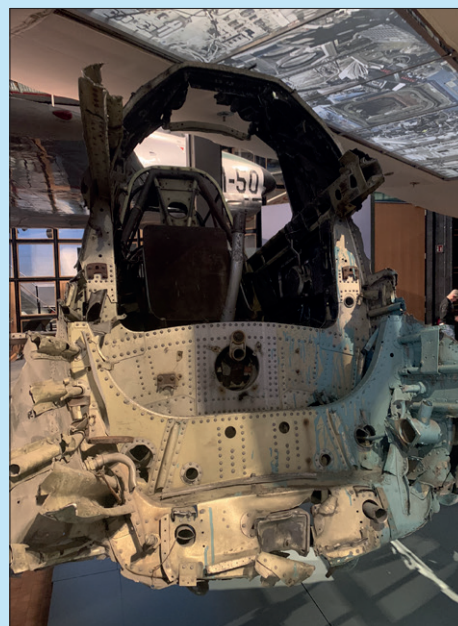
*The airframe in the museum is more or less in the condition in which it was brought in from Russia. For the purposes of scanning, it was necessary to carefully clean the relevant surfaces, especially the internal structures, because deposits of dust and other debris can significantly distort the scans.*



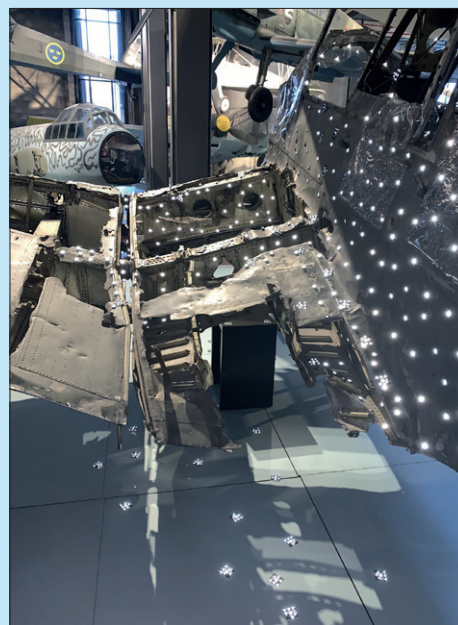




Small areas of the original paint remained on the surface of the fuselage, along with an inscription in cyrillic documenting the origin of the example – Muzej Severnogo Flota.



When scanning, dozens of registration marks must be applied to the scanned surface. These are either magnetic or electrostatic, and do not disturb the surface of the exhibit in any way.



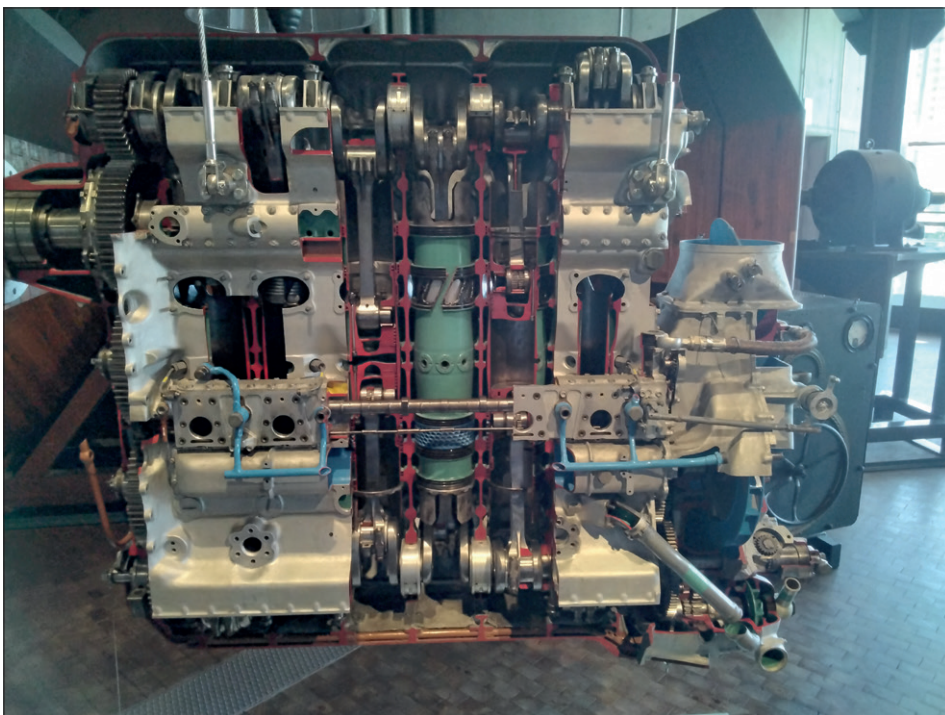


The dominant feature of the exhibition is a Junkers Ju 52 transport in a pre-war livery of the domestic carrier Lufthansa. An interesting collection of sports aircraft, such as the Bücker 131 or the Klemm 35, also originates from this period. One of the more remarkable exhibits is the Ho II L monoplane of the Horten brothers from 1937, with which the designers tested the flight characteristics of an unusually configured single pusher engine aircraft. An era that saw the use of catapult ships as a stopover for mail planes heading across the Atlantic is depicted in model form. Germany had a total of three such vessels and deployed the Dornier Do 18 and Blohm-Voss Ha 139 types with them.

The development of aviation during the Third Reich also has its place within the walls of the museum, however controversial it may be, having served the expansion of the Hitler regime as effectively as it did. The backbone of the fighter air force at that time were types from the Messerschmitt design bureau, notably the Bf 109E and Bf 110F, which are also in the museum's collection. A rarely seen piece in museums is one of the first jets to see service, the Heinkel He 162A, and it is only when you are close to it that you realize how small a machine it really was. The desperation of the last months of the war is conveyed by the Bü 181, originally a training and liaison aircraft, with improvised placement of panzerfaust on the wing spars that were intended to turn it into an anti-tank platform. The destructive power of war is indicated by the wreckage of a Junkers Ju 87R dive bomber, which was used in northern Norway. After its loss and later recovery, it was preserved and placed on display at the museum.

Air launched missiles, such as the Henschel Hs 293, Hs 117 Schmetterling and the X-4 air-to-air weapon, as well as the Rheintochter and Enzian ground-based anti-aircraft missiles are on display as well. This section even boasts the Fiesler Fi 103 early cruise missile, better known as the V1 retaliatory weapon. The V2 ballistic missile is on exhibit, though not complete, with only the engine section on display. The collection also includes a separate section where the slave labor of prisoners at the Dora concentration camp in Nordhausen, who were forced to produce these rockets under difficult conditions in the underground complex, is paid tribute to.

Another unique item among the museum objects is the training and liaison type, the Arado Ar 96B-1, production of which was originally in Germany, but later, was switched to the then Protectorate of Bohemia and Moravia at Letov and Avia. The currently exhibited aircraft with production number 425462 was produced by Avia and was abandoned in 1944. In Czechoslovakia, its production continued after the war and for a long time, this type, designated the C-2, was used for the training of military pilots and was



*Cutaway of a Jumo 205 diesel engine with counter-rotating pistons. [Photo: Petr Uzsák]*

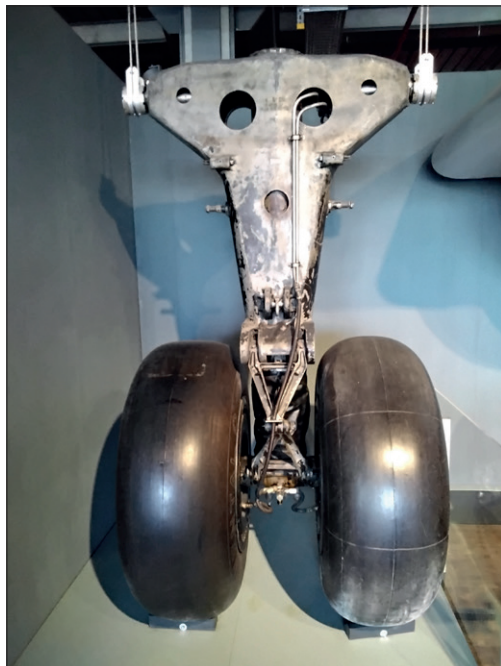


*Arado Ar 96B-1 from Protectorate production. [Photo: Petr Uzsák]*

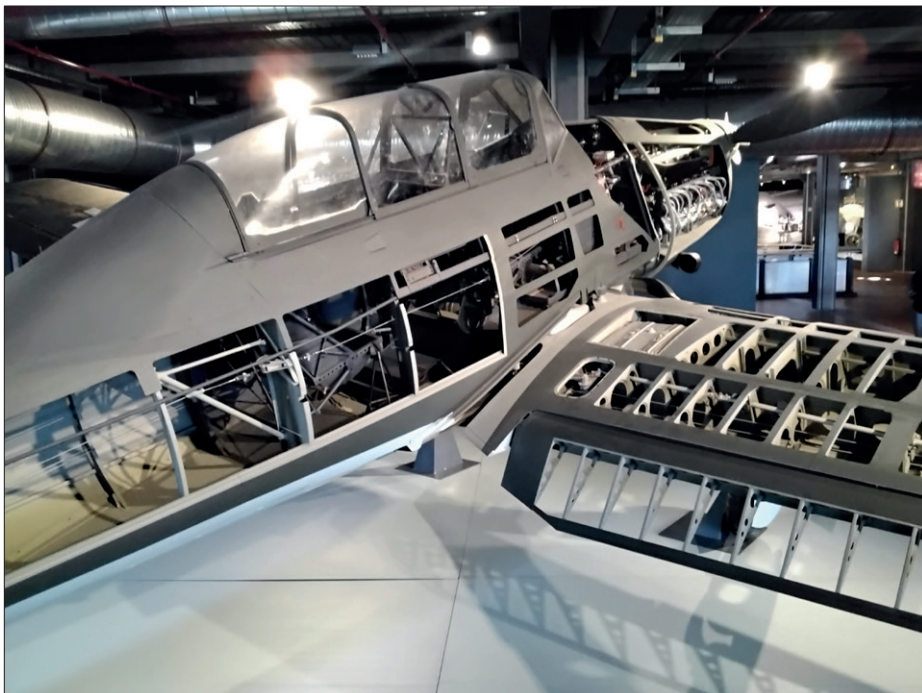


*Junkers Ju 52/3m with civil registration D-AZAW. [Photo: Petr Uzsák]*





*The leg of the main landing gear of the Junkers Ju 290 aircraft, which is on long-term loan from the collections of the National Technical Museum in Prague. [Photo: Petr Uzsák]*



*The Ar 96B-1 is partially stripped of its skin, revealing the details of its internal construction. [Photo: Petr Uzsák]*



*The Douglas C-47 transport is displayed in its post-war US Air Force scheme as a reminder of the Berlin Airlift during the Soviet blockade and is located on the museum terrace with a beautiful view of the city. [Photo: Petr Uzsák]*

also exported. Similarly rare is the museum's Junkers Ju 88G night fighter, which was the main German night defender through the terminal phase of the war. This particular piece underwent restoration after being pulled from Hungary's Lake Balaton, where it came to rest after being shot down by Red Army fighters in 1944.

Post war aviation is represented by fighters such as the F-86K and the MiG-15bis. French aviation is present in the form of the transport aircraft Nord NC-702 Martinet, which is a derivative of the German Siebel 204. It was produced in the protectorate during the war and also in France, and in both countries, production continued after the war. From the field of modern transport aviation, the Rolls-Royce BR710 engine is on exhibit.

An important part of the air exhibition is a reminder of the Berlin Airlift from 1948 and 1949, when the Soviet dictator Stalin arrogantly thought that he would isolate and starve the western sectors of the city. However, a large-scale allied humanitarian operation to support the civilian population convincingly demonstrated the superiority of Western economic and technical capabilities, so he had no choice but to end the blockade. A Douglas C-47 transport aircraft in the colors of the US Air Force is dedicated to this chapter of German history, which is located above the viewing terrace and serves as an advertising banner for the museum as well as a three-dimensional reminder of Western aid to the residents of Berlin. The objects on display also include aircraft engines, propellers, landing

gear, instruments and radars, anti-aircraft weapons, as well as examples of passenger aircraft equipment and crew uniforms from different periods. Another interesting feature is the exposed leg of the main landing gear of a Junkers Ju 290A transport aircraft, which is on loan from the National Technical Museum in Prague. The museum also offers the possibility of making available its library and archives to researchers and interested parties. The museum is definitely worth a visit, the exhibits are nice, well maintained and inside there is also entertainment for smaller children, so that it is possible to organize a family trip to the museum.





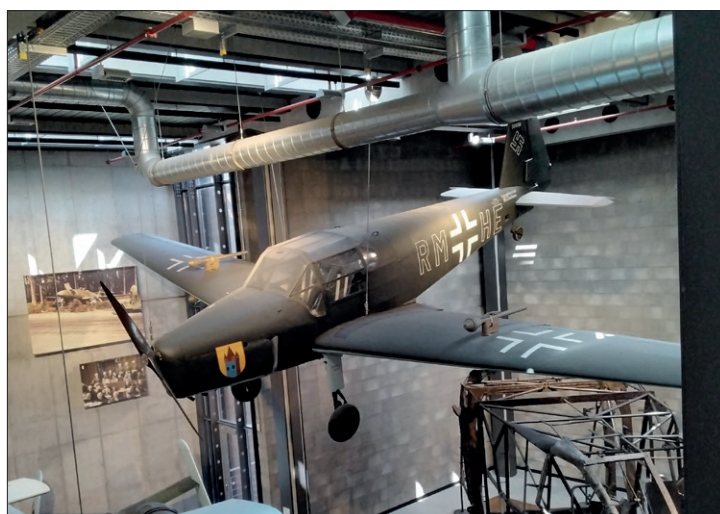
The fuselage of the Ju 88G fighter was renovated after being extracted from Lake Balaton. [Photo: Petr Uzsák]



Ju 88G nose with FuG 220 radar antenna dipoles. [Photo: Petr Uzsák]



The Heinkel He 162A fighter is missing its pitot tube removed from the nose. In the background is the skeleton of the Gotha Go 242B cargo glider. [Photo: Petr Uzsák]



Originally a training Bücker Bu 181, it was transformed into an anti-tank aircraft by installing ardpoints for panzerfaust rounds. [Photo: Petr Uzsák]



Rocket technology of the Third Reich. A Rheintochter anti-aircraft missile on the left, a V1 early cruise missile on the right, a smaller X-4 air-air missile next to it and an Hs 293 on the far right. A Smetterling missile hangs in the background and a yellow-painted Enzian missile sits on the floor. [Photo: Petr Uzsák]



## PS 2: Bf 110 F

Many of the high-quality and carefully restored aircraft displayed in the exhibition bear Hungarian footprints, being restored by Ali Storiche 57. One of the exhibits, also restored in Hungary, is the Messerschmitt Bf 110F, which in turn left its mark on the creation of the Eduard kit in 1:48th scale in 2007.

(VS)



## PS 3: PLAQUE HONORING GERMAN FIRST WORLD WAR PILOTS

One of the more fascinating exhibits, but somewhat hidden from visitors' eyes, is a panel with a collection of decorations of German WWI airmen. This panel was donated to the museum by the American historian and collector Neil O'Connor.

(VS)



A plaque with the awards of Leutnant zur See Theo Osterkamp and photographs dedicated to the pilots of the Marine Jagdgeschwader Flanders.

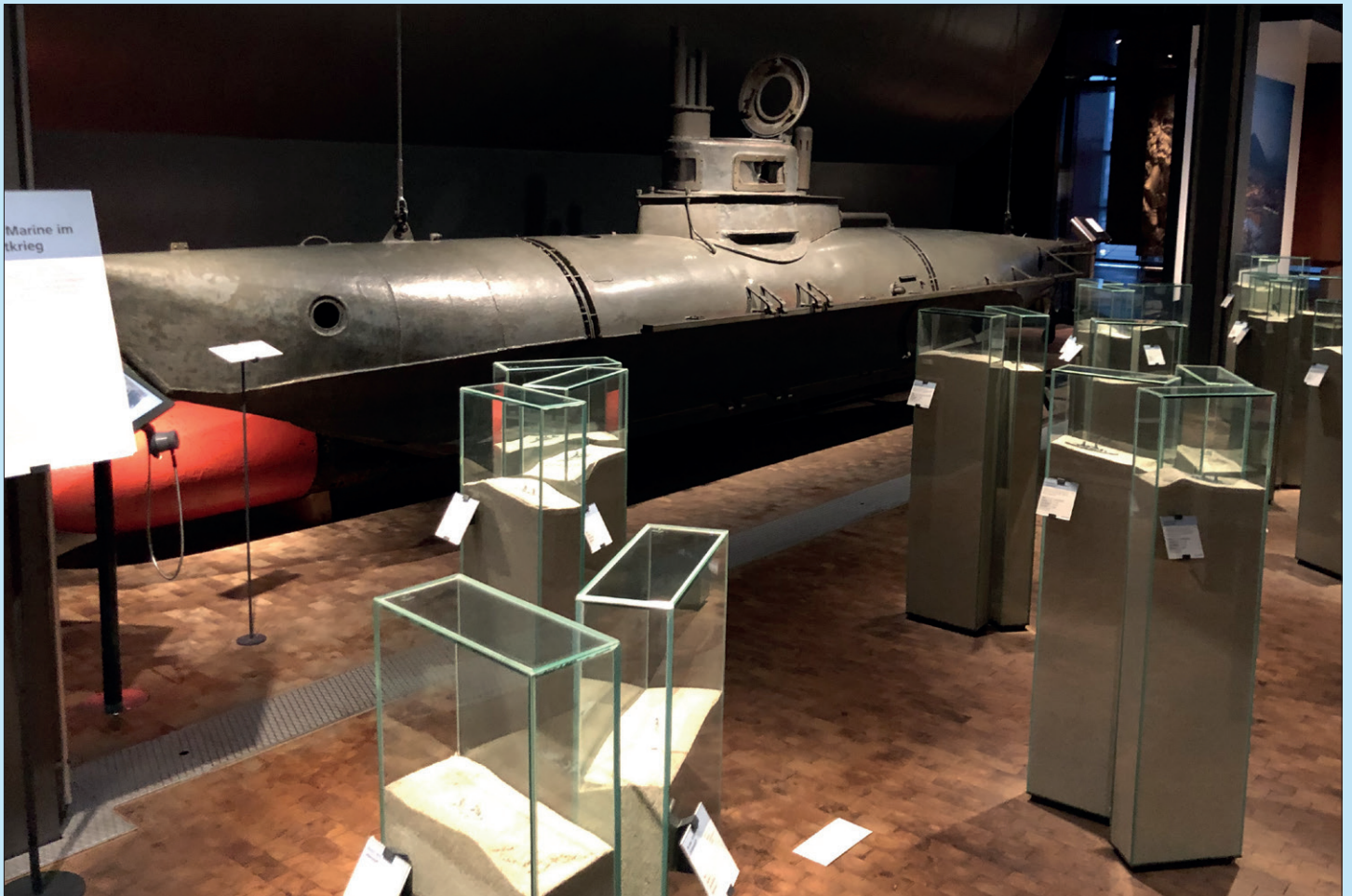
A panel dedicated to the Prussian princes, Friedrich-Karl and Friedrich-Zigmund, and Lieutenant General Walther von Eberhardt, the first inspector of the German Imperial Air Force.





Plaque with decorations and photos of Sea Captain Friedrich Christiansen.

#### PS 4: BIBER AND THE GERMAN FLOTILLA SINKING AT SCAPA FLOW



The naval section includes, among other things, the German midget sub Biber. In front of it, in glass cases, there are models of all the ships of the Imperial German fleet, which were handed over to the British after the defeat of Germany in World War I and subsequently sunk in Scapa Flow Bay. (VS)



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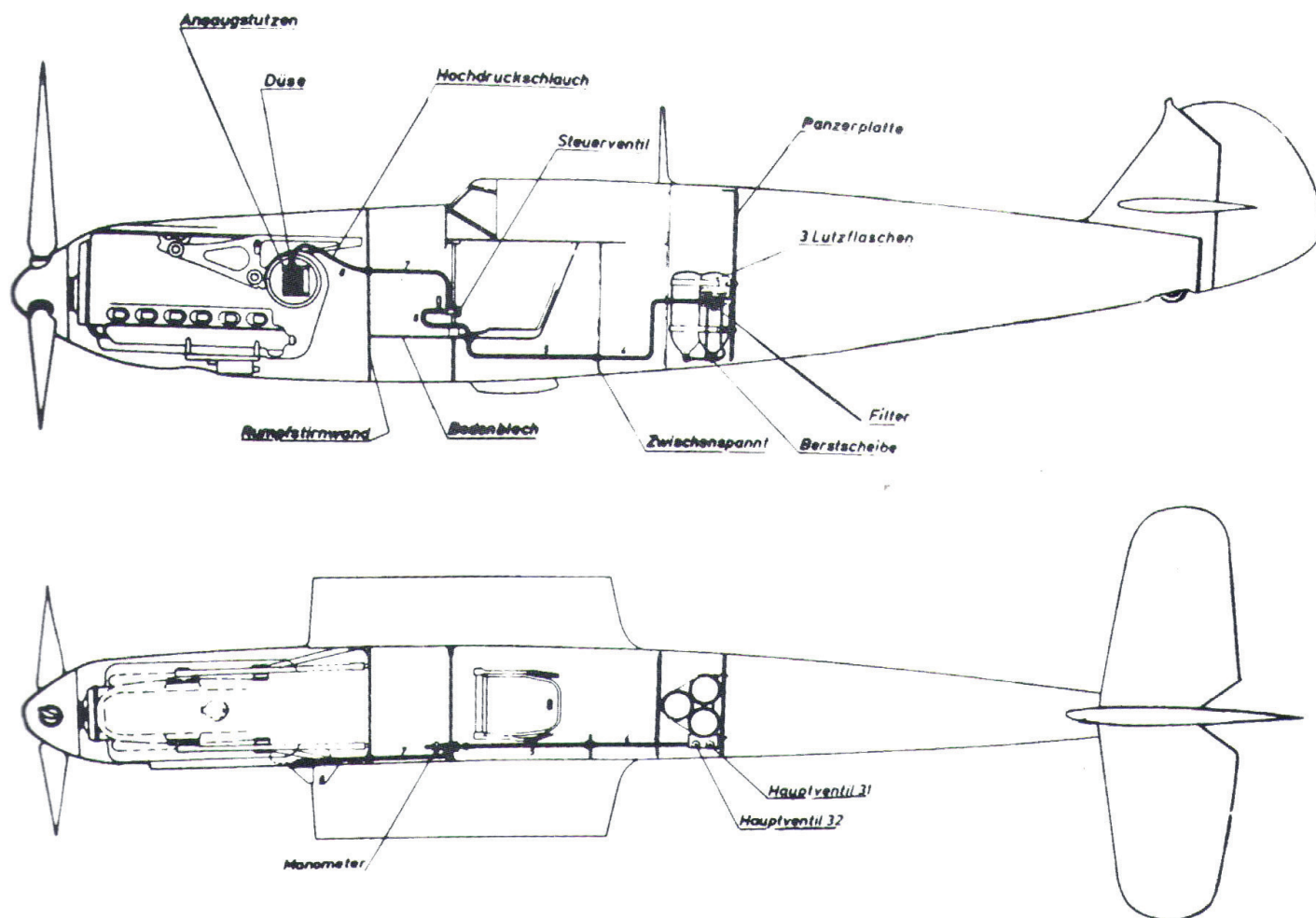
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# Installation of the GM-1 System in the Bf 109

Pavel Raška



**It is widely known that the GM-1 was a system devised to increase engine power at high altitude by injecting liquid nitrous oxide into the engine's intake compressor. Here, I will explain how the system was installed in the Bf 109 and the principle on which it was based.**

Nitrous oxide, commonly referred to as laughing gas, can be stored in liquid state in two ways:

1. at room temperature in special bottles under a pressure of 80 bar or about 1160psi.
2. at normal atmospheric pressure at a temperature of  $-90^{\circ}\text{C}$ .

Both of these methods were used in the following versions of the Bf 109:

1. Bf 109 E-7/Z. The first ever GM-1 installation in the Bf 109 employed the first method using three pressure cylinders installed in the fuselage behind the pilot. It was called 'MONA', but it is not clear what the acronym stood for. I can only

assume that this is a typical German abbreviation, and may stand for 'MotorleistungsNachschub'. Externally, the aircraft differed from the standard E version by the presence of two filler caps for filling the pressure bottles on the left side of the fuselage behind the cockpit.

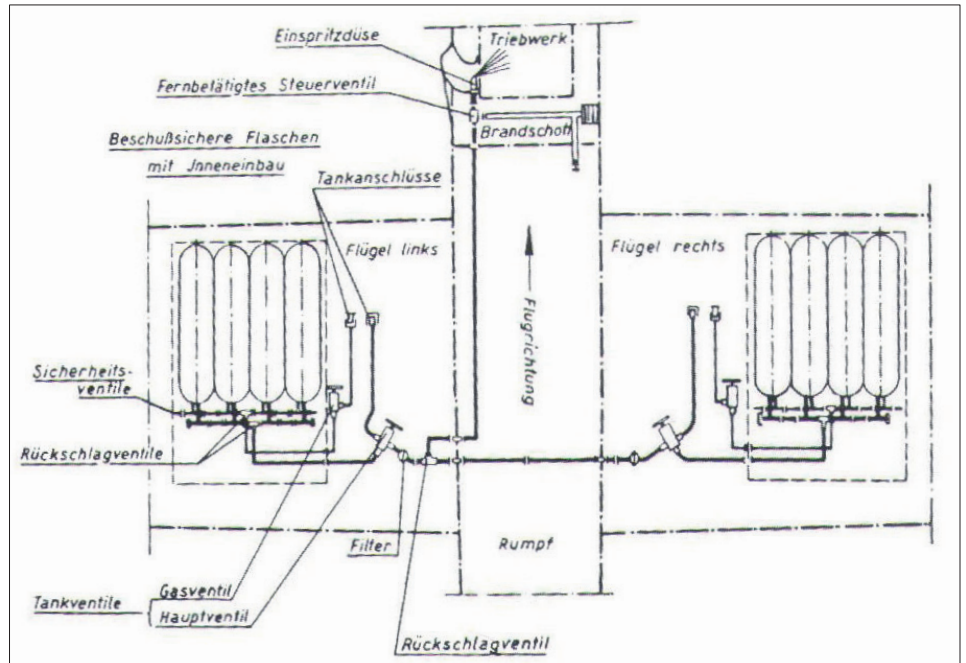
2. Bf 109 F-4/Z. Here, the pressure bottles were moved from the fuselage to the wing. It should be mentioned that the Bf 109 from the F version on had newly designed wings that had two free spaces for the installation of additional equipment, one just behind the landing gear bays and the other further towards the wing

tip. Four nitrous oxide pressure bottles were installed just behind the wheel wells with access to filling these from within them. The F-4/Z carried a total of eight pressure bottles. It was distinguished from the outside by a deeper oil cooler, and apparently most of these aircraft had wider propeller blades. It must be noted that this installation eliminated the possibility of underwing cannon pods.

3. Bf 109G/U2. Because the pressurized nitrous oxide cylinders were vulnerable to enemy fire and tended to explode when hit, the GM-1 system was redesigned for the Bf 109 G version.

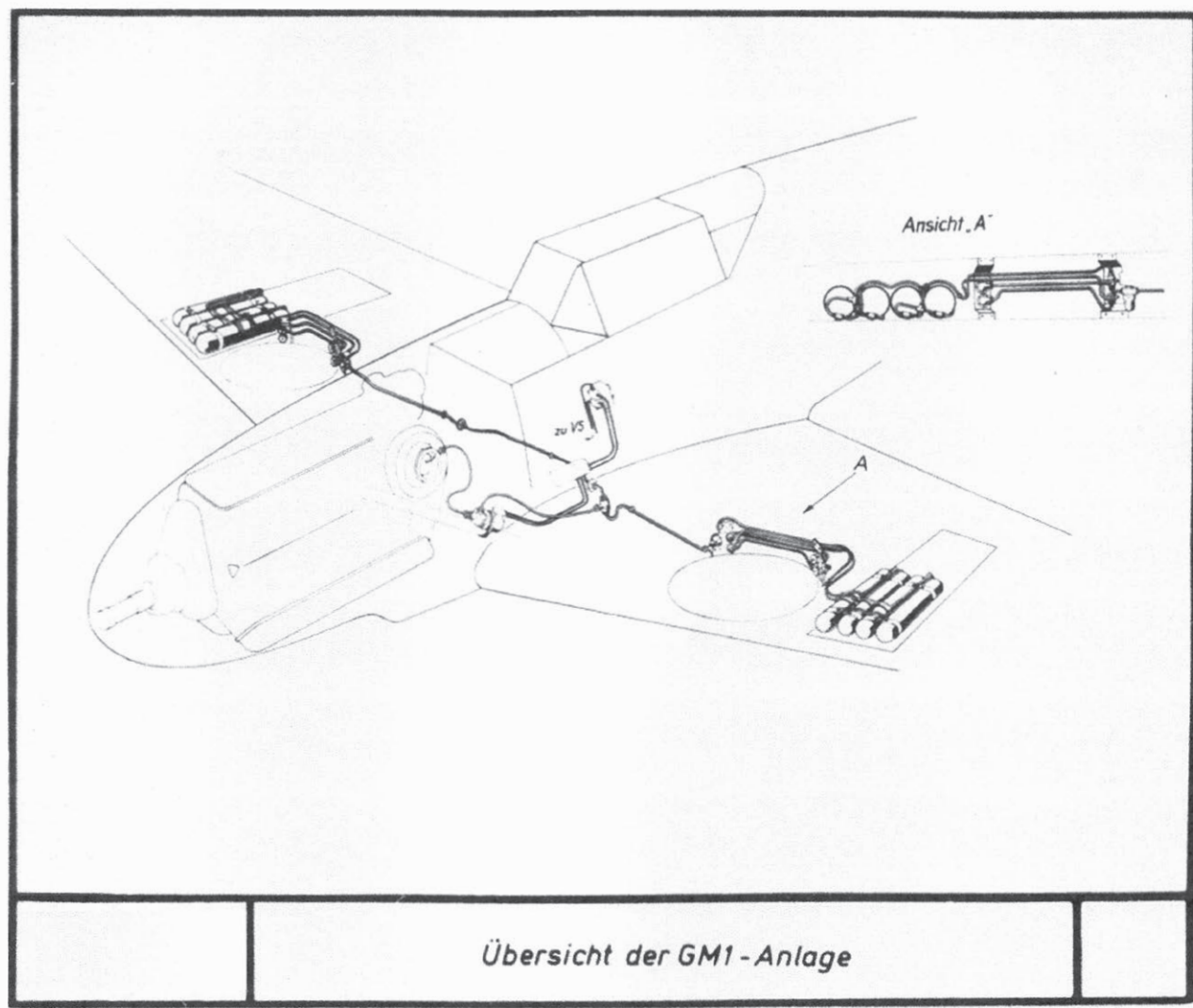


A thermally insulated tank was installed in the fuselage behind the cockpit, filled at normal pressure with liquefied nitrous oxide cooled to a temperature of  $-90^{\circ}\text{C}$ . Compressed air, stored in pressure bottles in the outer part of the right wing, was used to expel nitrous oxide from the tank into the engine intake. To maintain the aircraft's balance, pressurized oxygen bottles for the pilot's breathing apparatus were moved to the outer part of the left wing. Below the right wing, a cap for filling compressed air (not nitrous oxide!) was added, and on the right side of the fuselage a cap for filling the cooled nitrous oxide (in the same place as the cap for the MW-50 system) was added. The cap for the GM-1 system was marked with a white triangle with two blue stripes, possibly with the inscription 'Sonderstoff'. Because the space in behind the wheel wells remained vacant, it was possible to mount cannon pods under the wings. This system was not as vulnerable to hits from enemy fire and at the same time had the advantage of even better efficiency (increased engine power) than the pressurized method, since the low temperature of nitrous oxide cooled the fuel mixture further before entering the engine cylinders. This installation was designated U2 and was installed



in the Bf 109 G-5 and Bf 109 G-6. It is likely that it was not used on earlier versions of the Bf 109 G, as it was not yet available at the time of their production. Unfortunately, I have not been able to find out if the early versions of the Bf 109 G

were equipped with the same GM-1 system as the F-4/Z. I believe it wasn't, which would mean that the Bf 109 G equipped with the GM-1 did not appear until after considerable delay. Douglas E. Calum states that universal installation of the





GM-1/MW-50 system was considered, however, the GM-1 system required a thermally insulated tank unlike the MW-50. This idea was probably abandoned due to technical complications. If the Bf 109 was equipped with the MW-50 system, the GM-1 installation of this third version was impossible.

The GM-1 installation was nicknamed the 'Ha-Ha Prozess', which is quite fitting given the effects of nitrous oxide.

There are a quite a lot of inaccuracies, myths and misconceptions on this topic in published references. I will try to put the main ones in perspective, which some may find contradictory to what they have already read:

1. H.H.Vogt states in several places that the installation of the GM-1 made it impossible to mount the guns under the wings of the Bf 109. However, this statement does not apply to the G version, but only to the F-4/Z.

2. Robert Michulec (AJ-Press) reports that the F-4/Z version had either pressure bottles or a cylindrical tank for compressed nitrous oxide in the wing. I believe that the cylindrical tank for the GM-1 system was not present in the wing and there was a visual confusion with this item and the circular ammunition drum for the underwing cannon.

3. Prien/Rodeike states, without any context, that the Bf 109 G-5/U2's GM-1 pressure bottles were located in the right wing, unlike the Bf 109 G-6/U2, which had these installed in the fuselage. This claim is not supported by any drawing or detailed description and can therefore be considered unproven. I find it highly unlikely that the GM-1 system compressed air bottles in the Bf 109 G-6 could be installed in the fuselage where the nitrous oxide tank was already fitted because the bottles simply wouldn't fit.

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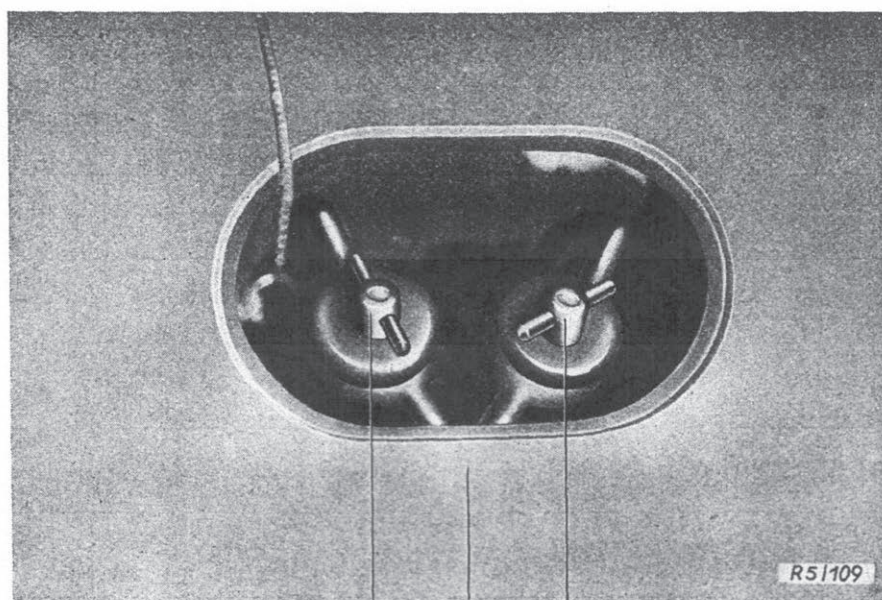
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- <https://www.youtube.com/watch?v=stL8eSyieSU-&t=139s>

Přednáška Douglas E. Calum: The secret Behind German Engine Performance



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# Air War in Ukraine

## Russian Ammunition Depots Explode, Sarmat Missile Lost

Miro Barič

**Another month has passed, and here is a summary of the events in Ukraine from September 1 to September 30. This period was remarkable for Ukraine's air force, as it did not lose a single aircraft or helicopter in the air or on the ground. The same cannot be said for the Russian side, which lost several ammunition depots to Ukrainian airstrikes—and even its latest intercontinental ballistic missile during a test.**

On the ground front, Russian forces continued their offensive in the Donetsk region. Toward Pokrovsk, their advance stalled completely for a few days, seemingly due to exhaustion after their earlier human-wave attacks, which came at a cost of high casualties. However, Russia made some gains towards Vuhledar, where Ukrainians had successfully repelled numerous assaults since the war's beginning. Over two years, Russian forces had lost substantial armored equipment in that area. Now, Russia is attacking the flanks of Vuhledar using the same human-wave strategy, gradually encircling the city. At the end of September, Ukrainian troops were forced to withdraw from Vuhledar, partly because the high command failed to replace the exhausted defenders in time.

Meanwhile, Russia struggled on its home turf

in the Kursk region. Putin had ordered his forces to push Ukrainian troops out by early October, and a Russian counteroffensive was expected. It began mid-month, with Russian media initially celebrating progress. However, the offensive unfolded exactly as Ukraine had anticipated. Ukrainian reserves attacked the flanks of the advancing Russian units, completely disrupting the counteroffensive. By the end of the month, the situation in the Kursk region had returned to its starting point, forcing Putin to set a new deadline for the expulsion of Ukrainian forces—now February 25.

If the purpose of the Kursk offensive was to divert Russian troops from the critically threatened Donetsk region, it failed. Russia continues to send reinforcements to Donetsk from across the country, but not from the

eastern front in Ukraine. Russian armed forces are even forming motorized rifle units using personnel from various branches—air force members, strategic missile operators, and even crew from the aircraft carrier Admiral Kuznetsov, which has been rusting in port for over six years. These personnel are being sent to fight—and die—as ordinary infantry.

### "They Killed His Entire Family"

Airstrikes from both sides have continued with little change. Ukraine targets military installations on Russian territory, while Russia retaliates by striking civilian targets deep inside Ukraine. One example occurred on September 1, when Russia launched a major missile strike on Kharkiv during rush hour. The attack hit shops, a post office, and a metro entrance, injuring



Ground preparation of a Ukrainian Su-27 fighter jet.



41 people. That same day, reports emerged that Russian Iskander missiles targeted grain trucks in the Sumy region, killing one driver. Russia claimed it had hit a military convoy.

On September 4, Russia delivered a harsh message to those claiming that the conflict was limited to eastern Ukraine. Thirteen missiles and dozens of drones targeted Lviv in western Ukraine, killing seven people. Russia asserted that the attack struck military production and repair facilities. However, the missiles hit approximately 50 residential buildings in the city's historic center.

The Bazylevych family's tragedy stands out. They had prepared for emergencies, keeping evacuation bags by the door. When the air raid siren sounded early in the morning, the mother, Yevheniya, and her daughters, Daria, Yaryna, and six-year-old Emilia, rushed toward the shelter. However, a Kinzhal missile struck their building before they could reach safety. All four

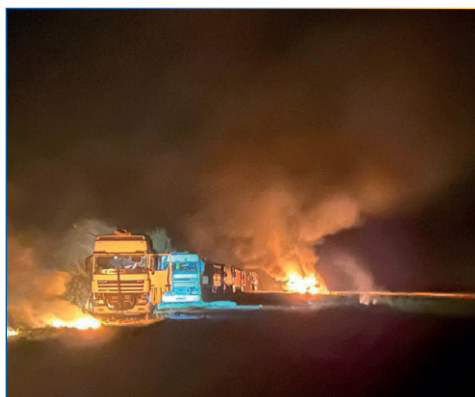
perished on the staircase. The father, Yaroslav, who had stayed behind in the apartment, was the sole survivor. Three other victims, including two children, also died in the same building.

Ukraine faced another massive assault on September 20 and 21. Residential buildings in Kharkiv were heavily shelled, a nursing home in Sumy was hit, and in Kryvyi Rih, Russian missiles killed a 12-year-old boy and two elderly women, aged 75 and 79.

On September 27, Sumy became the target of a brutal double strike, a tactic Russia increasingly uses to kill first responders. A missile hit a hospital, and when firefighters arrived to clear debris and search for survivors, a second missile struck the same location minutes later. The attack killed 10 people, injured 22, and forced the evacuation of 113 patients from the hospital. That same day, Russian propaganda was in full force, claiming that a Kinzhal missile had hit a Ukrainian

airbase, destroying four F-16 jets along with American instructors. As "proof," Russia shared a photo of a wrecked F-16, but the image was of a plane that had crashed in the U.S. during a 2019 training exercise, with Ukrainian insignia digitally added.

On the Ukrainian side, both the military and state propaganda faltered after a Russian attack on Poltava on September 3. The military failed by allowing a large number of personnel to gather within range of Russian missiles, and propaganda efforts stumbled when officials initially tried to downplay the attack's impact. Russia launched two Iskander missiles at a military training institute, also hitting a nearby hospital and other buildings. The warning time between the alert and the missile strike was too short for people to reach shelters. The result was a massacre: at least 59 dead and 329 injured.



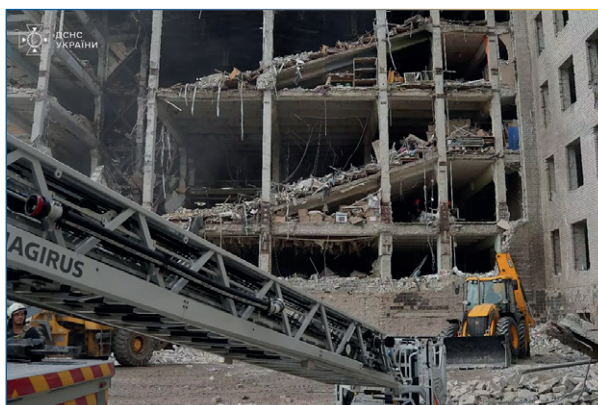
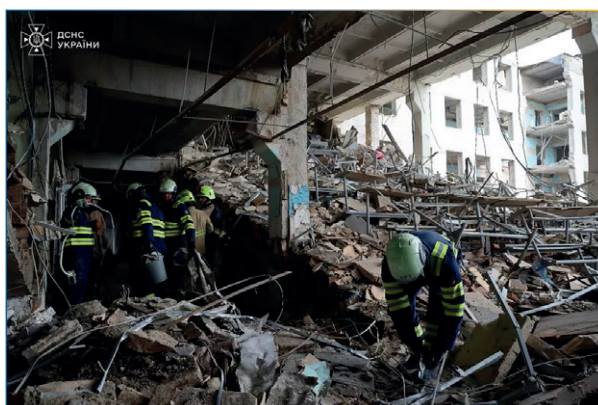
Trucks loaded with grain hit by Russian missiles in the Sumy region.



A "military" target, according to the Russian armed forces. Three Red Cross workers were killed in this attack on September 12.



Only the father from the Bazylevych family survived. His wife and three daughters were killed in a Russian missile strike targeting "military" objectives in the city of Lviv.



A military educational institute hit by Iskander missiles on September 3 in Poltava.



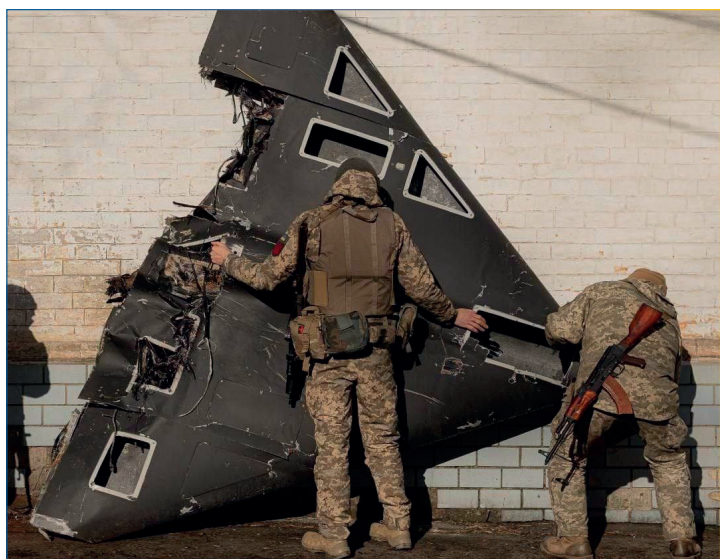
### Only Belarus Shoots Down Drones

Russians rarely use missiles, but almost every night they send dozens of Shahed drones into Ukraine. Since the beginning of the year, they have used more than 6,000. Although Ukrainians manage to shoot down most of them, it exhausts their defenses. Recently, however, the number of drones neutralized by electronic warfare has increased. These drones either crash or deviate from their course due to jamming.

As a result, the number of Russian drones ending up in other countries—mainly Romania and Poland—has also grown. One even flew as far as Latvia on Sunday, September 8. However, NATO countries have not engaged them. For example, Romania sent two fighter jets to escort two Shahed drones, one of which crashed in Romania while the other returned to Ukrainian territory and hit a port on the Danube. Ironically, the only one intercepting Russian drones on its territory is Belarus, Russia's ally. It scrambled fighter jets to shoot down several lost drones.



*Even the old Soviet ZSU-23-4 Shilka proves effective in countering Shahed drones.*



*Black Shahed drone shot down.*



*Ukrainian air defense with a captured trophy.*



## Ammunition Depots Under Fire

It seems Ukraine targets specific types of facilities during its attacks on Russia. Previously, it was fuel depots and refineries, followed by a wave of attacks on air bases. During this period, Ukrainian drones concentrated on Russian ammunition depots.

The first one caught fire on Friday, September 7, in the village of Soldatskoye in the Voronezh region and continued exploding the next day. It reportedly housed North Korean ballistic missiles. Another ammunition depot in occupied Mariupol was hit on Friday, September 13, containing missiles for air defense systems.

The largest strike occurred on Wednesday, September 18, in the town of Toropets near Tver. Although Russians claimed that only debris from intercepted drones caused minor damage, videos from locals showed a massive explosion. It triggered a 2.8 magnitude earthquake. The depot, recently constructed and supposedly resistant to such attacks, was overfilled with ammunition, possibly from North Korea. The explosions followed one after another. It is estimated that the depot held up to 30,000 tons of ammunition, with 90% of its structures destroyed, according to satellite images.

A similar scenario unfolded during Friday, September 20, and Saturday, September 21. Ukrainian drones (or their debris, according to Russian sources) hit two more ammunition depots: one in Tikhoretsk, Krasnodar, and another near Tver, in the village of Oktyabrsky. Both depots were leveled, and at Oktyabrsky, trains carrying ammunition parked at a nearby station were also struck.



*This is how the "debris of Ukrainian drones" explodes after falling on Russian ammunition depots. Videos recorded by locals contradict Russian authorities' claims.*



*Maxar also captured destroyed trains carrying ammunition near the depot in Oktyabrsky. This is one of them.*



*A satellite image from Maxar shows details of the ammunition depot in Toropets before and after the Ukrainian drone strike.*



## Crater from a Missile

At the same time, an RS-28 Sarmat intercontinental ballistic missile exploded without Ukrainian involvement. Satellite images revealed that on Friday, September 20, or Saturday, September 21, it failed during a test at the Plesetsk Cosmodrome. The failure—however catastrophic for Russia—was a relief for the rest of the world. The missile never left its silo, leaving behind a massive crater over 60 meters (196 feet) in diameter.

The explosion might have occurred upon engine ignition or as the missile started to lift off and then fell back. Another possibility is that the test was aborted, causing the missile to explode during fuel unloading.

The RS-28 is one of the "wonder weapons" Putin announced in 2018. Its first and only successful test took place in April 2022. Afterwards, a contract for production was signed, and the missile received operational status in September 2023, even though all subsequent tests—including the most recent one—failed.

## Zero Ukrainian Losses

During this period, the Ukrainian Air Force reported no confirmed losses of aircraft, neither in the air nor on the ground during Russian attacks on the air bases. Only photos that surfaced were those of an older incident from April 30, when a Ukrainian MiG-29MU1 made an emergency landing near the village of Maryina Roshcha in the Dnipropetrovsk region.

The aircraft, identified as "White 22" and belonging to the 40th Tactical Aviation Brigade, was flown by a Lieutenant Colonel whose name was not disclosed. The plane landed in a field about 200 meters (656 feet) from a road, leaving a 500-meter (1,640-foot) braking trail. The pilot was unharmed, and the aircraft suffered only minor damage. Investigators found an auxiliary fuel tank detached from the fuselage and split into two pieces, approximately 320 meters (1,050 feet) from the plane. Photos were released on Sunday, September 8.



A silo at the Plesetsk Cosmodrome before and after the RS-28 Sarmat missile test. A crater, over 60 meters (196 feet) in diameter, was captured by Maxar's satellite.



A Ukrainian MiG-29MU1, "White 22," that landed in a field back in April. These photos were only released recently.



## Saboteurs in Action

The only confirmed Russian aircraft loss during this period occurred on Tuesday, September 10. Ukrainian special forces carried out a daring raid on drilling platforms in the Black Sea, used by Russia as radar stations. The mission was risky, as the Ukrainian troops reached the platforms in boats without air support.

Russian patrol planes engaged the boats, and Russia claimed to have destroyed several. However, what can be confirmed is that a Russian Su-30SM fighter crashed into the sea after being hit by a man-portable missile.

Russia dispatched two rescue helicopters to the crash site but found only a few wreckage pieces on the surface. The crew—Captain Yegor Stepanishin and Captain D. Fomin—did not survive. The incident took place about 50

kilometers (31 miles) south of the Ukrainian-controlled Kherson region.

Other Russian losses involved helicopters. Two helicopters were damaged, and two were destroyed by saboteurs. One Mi-8AMTSh was hit by shrapnel from anti-aircraft missiles but managed to return to base.

In a separate incident on September 24, a Mi-8MTV-5 helicopter on an advanced base in Russian-controlled territory was struck by cluster munitions, suffering shrapnel damage.

Saboteurs destroyed other helicopters. On September 11, a civilian Mi-8T helicopter, operated by UTair, was burned to the ground at the Nojabrsk airport in western Siberia. Two local teenage boys set it on fire, reportedly recruited via Telegram and promised five million rubles.

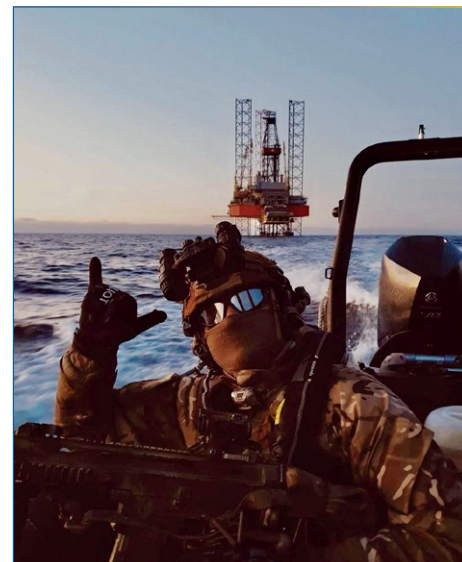
Another Mi-8AMTSh helicopter, identified as "Yellow 05," was destroyed on September 21 at the Omsk-Severnyy airbase. The fire completely ruined the cockpit, rendering the aircraft irreparable. Russian authorities captured the saboteurs, two 16-year-old boys allegedly recruited through social networks.



A Russian Mi-8AMTSh helicopter damaged by shrapnel from an air-defense missile.



A Russian Mi-8MTV-5 helicopter damaged by a cluster ammunition while on the ground.



Ukrainian special forces in action at drilling platforms in the Black Sea. A Russian Su-30SM was shot down during this operation.



The cockpit of a Mi-8AMTSh, with the fuselage number "Yellow 05," was entirely destroyed at the Omsk-Severnyy airbase.



A Mi-8T with the registration RA-24519 burned completely at the Nojabrsk airport.





Інформаційний центр ДШВ ЗСУ, 2024

*Training of the new Ukrainian paratroopers.*



*A guard keeping watch over a Ukrainian Mi-17 helicopter.*



*A Ukrainian Mi-24P helicopter adorned with folkloric motifs.*



*Evacuation of the wounded.*



*Training of the new Ukrainian paratroopers.*



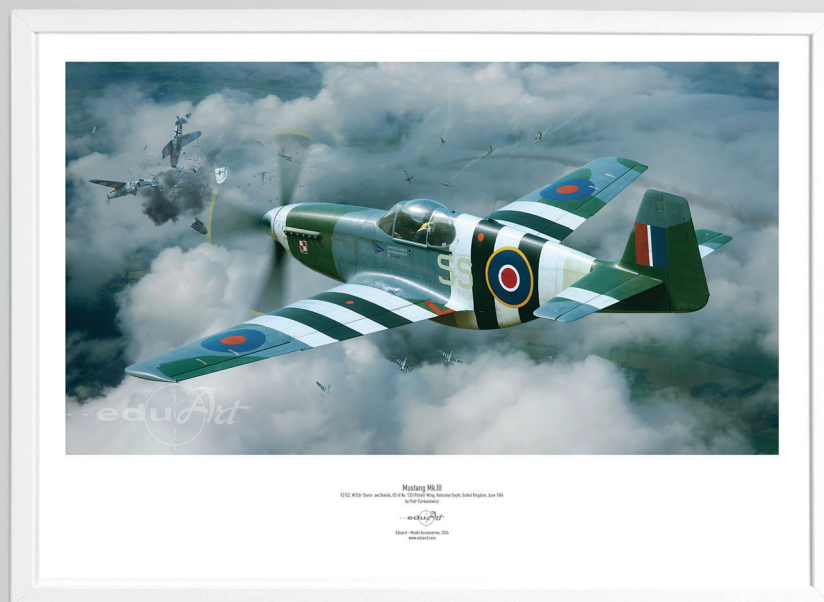


# ARTWORK PRINTS



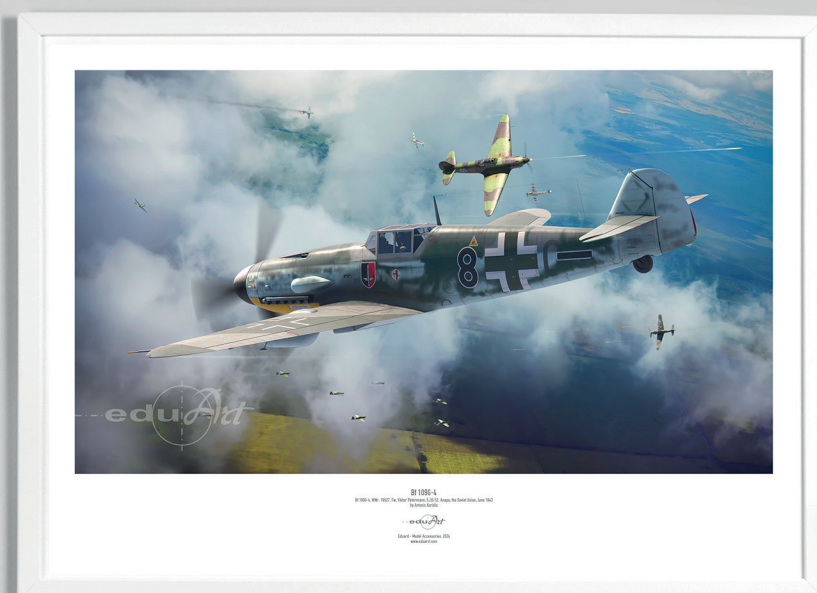
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# Touche over Tillières

Text: Franek Grabowski

Illustration: Piotr Forkasiewicz



Stanisław Skalski was one of few pilots who successfully engaged Luftwaffe on the first day of World War II. Within the first four days of the conflict he was credited with four individual and one shared victories, thus becoming the first fighter ace of the war. When W/C Skalski was appointed Wing Commander Flying of No 133 (Polish) Wing in April 1944 he was already a seasoned veteran, and one of the leading Polish fighter aces. His new Wing consisted of British No 129 Mysore Squadron and Polish Nos 306 Toruń and 315 Dęblin Sqns.

The Wing took part in Normandy Invasion from the very first day. Just on the second day, the Wing set a record by destroying 16 German aircraft. In the following days, more victories were earned, but Skalski's score remained unchanged. A misfortune of a war, no enemy aircraft were encountered during the missions he took part in. It was only on 24 June that fortune smiled to him at last, during a mission to bomb the railway station at Tillières-sur-Avre, when finally he saw German aircraft. On return Skalski reported:

*I was leading Wing with 12 a/c as bombers & 8 a/c as escort to bomb railway station at Tilliers. During the bombing I called escort to stay at 10000 feet over the target area. After bombing I pulled out on a left hand circuit & climbed above clouds to 6000 feet. On about a half circuit 2 a/c were reported on the deck. I gave orders to identify by section of 4 aircraft following them behind. Then the leader called that they have climbed above clouds. I pulled out & chased 1 a/c on left-hand circuit, then I recognised it as*

*a Mustang. Being at about 6000 feet in the sun I called 30-40 a/c climbing above clouds to NW & another formation of about 20 a/c below clouds following them approx 6 miles behind and below. I called escort to stay above. Then we turned to the right attacking first formation. I gave the order not to fire until we recognised them as foes. Before we took off I was informed that in this area 4 Squadrons of Typhoons would be operating. Being dead astern, I recognised them as ME 109Fs & FW 190s flying in no formation at all. I called pilots to attack, taking first 2 ME 109Fs flying in very close formation & slightly behind about 400 yards. I tried to close to 100 yards, we were not seen by E/A. When I was about 200-150 yards, 2 E/A in making a quick half roll collided by touching each others wings. One immediately caught fire. Both were seen spinning to the ground where they crashed. This was witnessed by F/O Swistun, who was my No. 2, and F/Lt Sporny. Following this incident, I made a sharp turn to the right, endeavouring to catch the larger formation mentioned above. We closed to approx. 400 yards when the E/A made a sharp climbing turn to port. I gave two short bursts, but owing to the angle being about 90 degrees I did not see any strikes. We did not follow as a further enemy formation of approx. 20 a/c were chasing us, at a range of some 1000 yards. At this time we were flying just above 5/10 clouds, & I instructed Wing to go into clouds for coverage, fly on a vector 336 degrees. After about two minutes flying we again went above clouds having lost the enemy. We made circuit and sighted five Mustangs flying singly*

*& in pairs. I called them to join formation and made for base. I claim 2 ME 109Fs as destroyed.*

In the ensuing dog fight Polish airmen of Nos 306 and 315 Squadrons added further 3-0-3 Bf 109F and 1-0-2 Fw 190s for one 315 Sqn Mustang lost with its pilot, P/O Jan Adamiak. The German formation encountered consisted a mixed bag of Fw 190s of I/JG 2 and Bf 109s of II/JG 2 and III/JG 3. Only a single Bf 109G-6 of II/JG 2 was reported missing that day, obviously not making a good match for Polish victories. Nonetheless each of the three aforementioned units reported heavy losses on the following days in the general area of combat, so possibly in the chaos some of them were reported on a wrong date or not reported at all. Unfortunately, for the time being it is not possible to verify actual score of No 133 Wing.

This was the last fight of Skalski. Within few weeks No 133 Wing was withdrawn from offensive operations to counter V1 Doodlebugs. Skalski, due to reorganisation of 2 TAF bid farewell to his Wing, which, with 36 destroyed enemy aircraft, was officially recognised as the most successful unit of the 2 TAF during June 1944. Despite attempts, Skalski never flew operationally again. Nonetheless these victories over Normandy secured his position as the highest scoring Polish fighter pilot, with 18 individual and 2 shared destroyed, 2 probables, and 4 individual and 1 shared damaged.



# Bloody Merseburg

Text: Jan Zdiarský

Illustration: Piotr Forkasiewicz



Mustang serial number 44-13321 was the third, but not last, of George H. Preddy's 'Cripes A' Mighty' Mustangs. By the time depicted in the boxart of our Profipack P-51D-5, the aircraft had partially modified invasion stripes. During their removal from the upper surfaces of the wing, the black ETO quick identification bands also disappeared, leaving only the stripes on the underside of the wing and the lower part of the fuselage. 'Cripes A' Mighty 3rd' was flown by Maj. Preddy from mid-June, 1944 to the end of August of the same year. This period includes a mission from July 29th, 1944, when his group escorted formations of B-17s. I.G. Farben in Leuna, Germany, a chemical plant producing synthetic gasoline, was raided by more than five hundred B-17s with the 352nd FG tasked with keeping intercepting German fighters off the bombers.

George H. Preddy reported that day. *'The Group was assigned to cover the 2nd Task Force of B-17s consisting of ten combat wings bombing Merseburg. We rendezvoused with the last combat wing and swept up to the lead box. We were southwest of the target covering bombers going in and coming out. After one box came off the target, I saw 20 Me 109s in formation come in behind and high to them. I led the Squadron in astern of the enemy aircraft and came in range just as they began firing on this box of B-17s from astern. I saw one B-17 get hit and start burning so led the flight right into the middle of the 109s. I came up astern of one enemy aircraft on the right side of the formation and opened fire from 300 yards, five degrees angle-off, and got hits. I continued firing as I closed to 100 yards and the enemy aircraft began smoking badly and went down falling apart. The whole formation began splitting up and diving for the deck. I followed one down but lost him in the clouds. I picked up Lt. Sears and we climbed back up*

*towards a box of bombers. While still several thousand feet below them I saw a B-17 peel out of formation and explode. There were enemy fighters above the B-17s but other P-51s chased them away before we got up to them. CLAIM: One (1) Me 109 Destroyed.'*

The B-17 formation in the background is also worth noting in Piotr Forkasiewicz's painting. Bloody Merseburg was considered one of the most difficult targets the 8th AF flew over. The 100th BG lost eight B-17s that day. The aircraft on the boxart form the front of this unit's combat box, led by a radar pathfinder on loan from the 95th BG. Pathfinders issued to other units usually lacked the letter-in-a-square markings we see on other machines. The formation, depicted according to surviving records, shows, among other things, a large collection of olive drab B-17s, which were still flying in large numbers during this period.

In compiling air and ground victories recorded by the USAAF, the Messerschmitt of July 29th was Preddy's fifteenth kill. More were yet to come. Chief among them are the six Bf 109s he sent to the ground during a single mission, that on August 6th, 1944, when he led the 352nd FG on another escort run. After this extraordinary success, his commander, Lt.Col. John C. Meyer, proposed the Congressional Medal of Honor. However, the High Command awarded Preddy 'only' the Distinguished Service Cross. These kills were also gained by Preddy in 'Cripes A' Mighty 3rd', and also the last flying this aircraft. Shortly thereafter, he was sent on leave and upon his return assumed command of the 328th FS.

By the end of 1944 he had increased his score to a final 26.83 aerial victories, three probable and six damaged, plus five aircraft destroyed on the ground. The string of successes, along with a rivalry with his

friend, Lt. Col. John Meyer, came to an end on December 25th, 1944, when Preddy's Mustang was accidentally shot down by Allied air defenses in the frontline area during a dogfight with an Fw 190, killing George H. Preddy. No other pilot managed to surpass his score, and his total of 26.83 aerial victories in the P-51 made him the most successful Mustang pilot.

A few months earlier, when George Preddy went on leave to the USA, other pilots took turns flying his 'Cripes A' Mighty 3rd', including Lt.Col. Meyer, who destroyed four German planes on the ground with it on September 10th, 1944. Later, this Mustang was assigned to Capt. Henry Stewart, who renamed it 'The Margarets'. After a few weeks, the Mustang got a new pilot. Lt. Marion Nutter, who renamed it 'Sexshunate'. Like George H. Preddy, his Mustang 44-13321 became a record holder. Various pilots achieved a total of 18.5 air to air kills and nine ground victories with it. 'Sexshunate', Preddy's original 'Cripes A' Mighty 3rd' was shot down by German flak on April 16th, 1945, and its pilot, Lt. Warren Padden, perished.

The very next day was over České Budějovice in Czechoslovakia, while pursuit of an Me 262, shot down George's younger brother William, a pilot of the 503rd FS, 339th Fighter Group. Both Preddy brothers, both Mustang pilots, are buried next to each other in a military cemetery in St. Avold in France.

## Sources:

NARA, 100th BG, [planesinprofile.com](http://planesinprofile.com), [crazyhorseap.be](http://crazyhorseap.be), [wikipedia.org](http://wikipedia.org), [O.Henry Magazine](http://O.Henry Magazine), Peter Randall - [little-friends.co.uk](http://little-friends.co.uk), [acesofww2.com](http://acesofww2.com), Troy White - [Stardust-studios](http://Stardust-studios.com), USAAF Operations Chronology



# The First Wave

Text: Jan Bobek

Illustration: Antonis Karydis



The Battle of the Philippine Sea, which took place on June 19 and 20, 1944, during the American landings on Saipan in the Mariana Islands, was the largest carrier engagement in history. The Japanese fleet fielded nine carriers, including the *Shōkaku* and *Zuikaku*, while the American side deployed fifteen. The Japanese also utilized naval aircraft from bases in the Marianas. Since the last carrier engagements in late 1942, the Americans had significantly improved the organization of their task forces and enhanced their defenses with radar, anti-aircraft fire and, most importantly, the early deployment of carrier-based fighter units. The new F6F Hellcat, developed with insights from testing captured Zero fighters, proved to be a deadly adversary for Japanese pilots.

As the battle unfolded on the morning of June 19, the first wave of Japanese aircraft took off before 9 a.m. from the carriers *Chitose*, *Chiyoda*, and *Zuihō*. This initial group consisted of eight B6N Jill bombers, sixteen A6M5 Zero Type 52 escort fighters, and forty-five A6M2 Zero Type 21 fighter-bombers. Two B5N Kate bombers led the Japanese formation toward the enemy as pathfinders. The aircraft from these three carriers were part of the newly organized *Kōkūtai* 653, with carrier air groups designated as *Hikōkitai* 331 (*Chitose*), *Hikōkitai* 332 (*Chiyoda*), and *Hikōkitai* 333 (*Zuihō*).

Before the launch, the mood among the airmen was optimistic, with one even remarking that retribution for Midway was imminent. Their confidence, however, was far removed from the harsh reality that awaited them.

Thanks to radar and a well-organized air defense line formed by Hellcat pilots and their

controllers, the Japanese formation was intercepted long before reaching the U.S. Navy task force. Over the next thirty minutes, it became the target of relentless attacks. VF-15 was the first to engage, followed by VF-2, VF-27 – known for the shark-mouth designs on their Hellcats – and other squadrons. Controllers directed about fifty Hellcats against the attackers, and the American pilots claimed around one hundred victories. Although this number was roughly twice the actual Japanese losses, the key achievement was preventing a successful strike on the carriers.

Despite their efforts, the pilots from the first Japanese attack wave did manage to hit only the battleship *USS South Dakota* and only one of their nine formation leaders survived and returned from the mission.

U.S. fighter pilots were surprised to find they couldn't catch up with the B6N Jill bombers once these had started their continuous descent approach to launch their torpedoes. They were also puzzled by the fact that a significant number of Zeros did not engage in combat and continued flying straight ahead. It became apparent that these were A6M2 fighter-bombers, whose pilots, showing strict discipline, remained focused on their mission. However, some that managed to reach the American fleet made bold attacks on enemy vessels.

Antonis Karydis' box art depicts the moment when Ensign Gordon A. Stanley, flying a Hellcat, shoots down a fighter-bomber from the carrier *Chiyoda*. Stanley claimed four fighter planes destroyed and two more as probably destroyed during this engagement. On June 19, 1944, Stanley

achieved the highest number of kills among VF-27 (*USS Princeton*) pilots.

The Japanese lost more than 600 aircraft from both carrier and land-based units during the battle, along with three aircraft carriers. The inexperience of their newly trained airmen became painfully clear. Another factor contributing to their defeat was the seniority gap: compared to the carrier engagements of 1942, many of the Japanese senior officers in 1944 were about ten years younger and lacked the same level of experience, with many having no background in air operations at all. The Achilles' heel of Japanese carriers remained their inadequate passive protection and damage control systems.

Although U.S. airstrikes on Japanese carriers caused less damage than in previous battles, American submarines compensated by sinking two of the three carriers lost, leaving the *Zuikaku* as the only operational fleet carrier in the Imperial Navy. Barrett Tillman vividly recounts this battle in his book *Clash of the Carriers*.

Following the defeat, the Japanese command began searching intensively for a way to overcome the sophisticated defenses of the American task force, which was difficult to penetrate due to a combination of radar, fighter cover, and strong anti-aircraft defenses. This led to the development of the kamikaze tactics.

Additionally, the U.S. occupation of Saipan paved the way for the establishment of an airbase for B-29 strategic bombers, which, thanks to this new airfield, were now within range of Japan.



# Attack everything!

Text: Jan Bobek

Illustration: Martin Novotný



On September 20, 1915, the legendary Lanoe G. Hawker left No. 6 Squadron of the RFC, already an aviation icon. He had been awarded the Victoria Cross for his exploits with the unit, proving himself not only an exceptionally courageous aviator but also a technically innovative officer. By the time he departed, he had seven aerial combat victories to his credit but showed signs of fatigue from a year-long combat deployment in France. However, command did not allow him much rest. By September 28, he was appointed commander of No. 24 RFC Squadron, which in early 1916 became the RFC's first fighter unit, equipped with the new DH.2 single-seat aircraft.

Hawker approached his new role with his characteristic technical knowledge and strategic mindset. He worked tirelessly to ensure his pilots achieved optimal results with the DH.2, demonstrating techniques and instilling confidence in his squadron. When his pilots worried about handling the aircraft's spin, Hawker personally showed them how. He was an officer focused on maximizing the combat capabilities of the new machine rather than dwelling on its limitations. He praised its excellent cockpit visibility and believed the engine was sufficiently powerful. However, as it became evident over time, the engine often became coated with castor oil mid-flight, diminishing its performance—a factor that later likely contributed to Hawker's death.

The DH.2 aircraft and its operational history are thoroughly detailed by B. Gray, T. Henshaw, M. Davis, and M. Kelsey in their recently published book *De Havilland DH2 and the Men*

*Who Flew Them*, which I highly recommend. The book includes a comprehensive briefing by Hawker from August 7, 1916, covering the DH.2's flight characteristics, training, combat deployment, and gunnery techniques. Novice pilots were cautioned against flying solo in combat. The chapter on combat tactics elaborates on strategies against different categories of enemy aircraft. The Germans regarded Hawker as the British counterpart of Max Immelmann, a comparison I believe to be well-founded. Hawker's main command was to always attack—ideally with surprise and from a superior altitude.

A historic day for No. 24 Squadron was June 22, 1916, when Hawker's order of the day was simply, "Attack everything!" The unit launched its largest single-day sortie with five DH.2s and one Bristol Scout. The formation encountered several Fokker monoplanes over Bapaume, engaging in a skirmish with neither victory nor loss. The Fokker pilots demonstrated their planes' durability in dive maneuvers—moves DH.2 pilots typically avoided.

Later that day, Lt. C. M. B. Chapman and Lt. A. G. Knight clashed with a formation of six German aircraft near Bapaume, identifying the enemy as one large AGO C and five LVG C planes. Despite being outnumbered, Chapman was credited with downing the AGO, and Knight claimed his first victory over one of the LVG Cs. This scene is captured in the box art by Martin Novotný. Knight's aircraft, serial number 6011, was relatively new, having been delivered on June 18.

Aircraft 6011 had spent less than a month on the front, accumulating 47 hours and 40 minutes of flight time, but its service with No. 24 Squadron ended on July 11, 1916, during the Battle of the Somme. The aircraft was reported missing, piloted by novice Lt. C. Kerr, during an Army patrol in the Longeval-Puisieux area. It was later discovered that he had crashed behind German lines between Péronne and St. Quentin. During a battle with a German C-type aircraft from Kagohl 1, Kerr's plane's controls and engine were struck. The victorious German observer, Oblt. Hermann Maurer, was later awarded the Knight's Cross of the Württemberg Military Merit Order on July 29, having already received the Württemberg Gold Military Medal for his previous aviation service.

Twenty-one-year-old "Gerry" Knight, an Englishman who spent most of his life in Canada, went on to achieve seven more victories with other DH.2 aircraft. He was awarded the Military Cross and the Distinguished Service Order for his service. He was one of two aviators responsible for the collision between Oswald Boelcke and Erwin Böhme of Jasta 2 on October 28, 1916, resulting in Boelcke's fatal crash. Tragically, Knight's career ended when he became Manfred von Richthofen's thirteenth victim on December 20, 1916, while serving with No. 29 Squadron RFC.



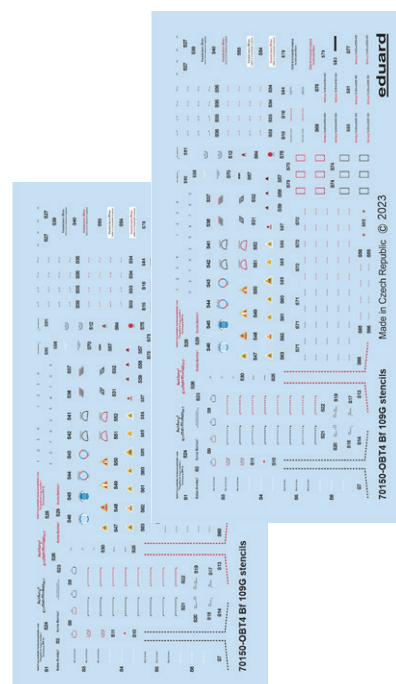
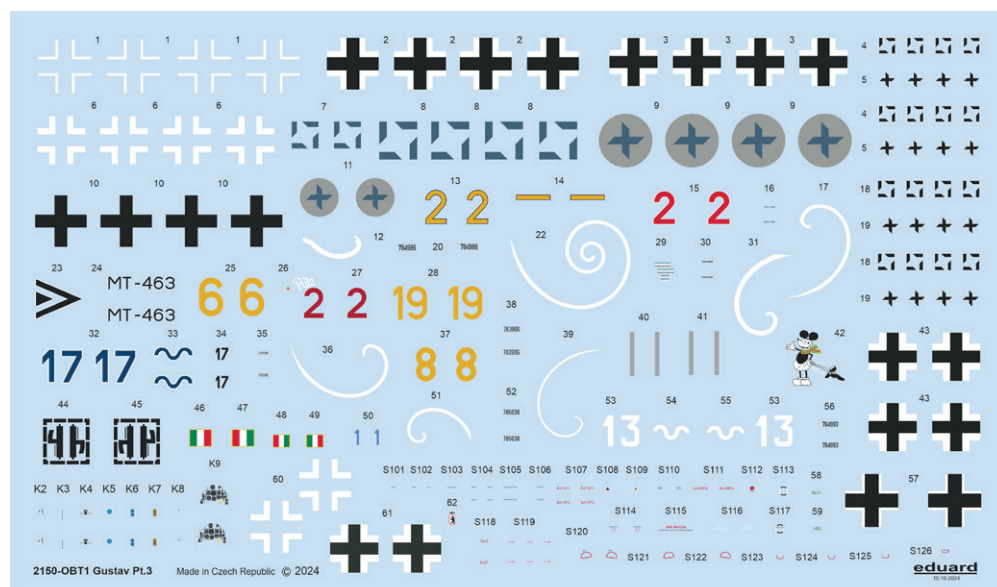
# Gustav pt.3 Dual Combo

# 1/72

#2150

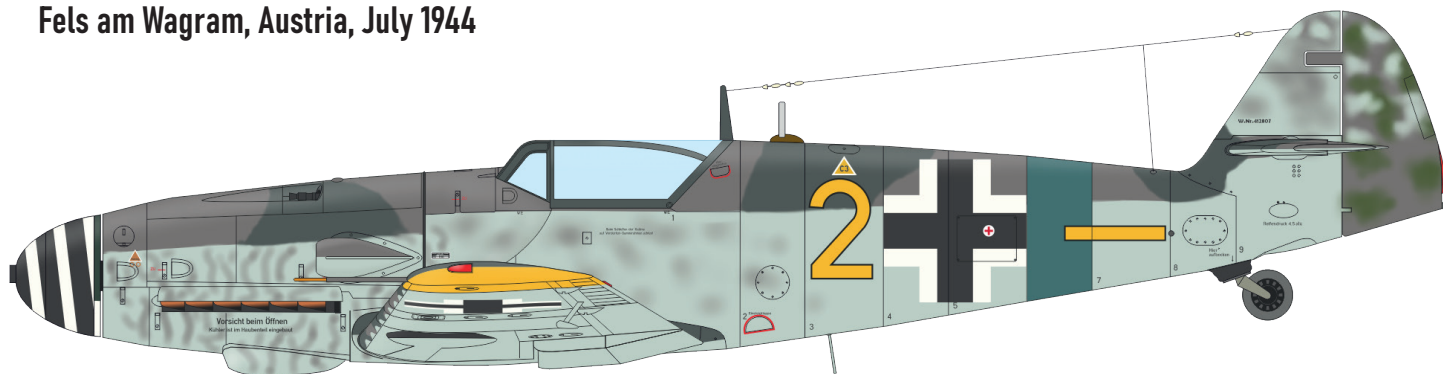
The Limited edition kit of the famous German WWII fighter aircraft Bf 109G in 1/72 scale. The kit offers aircraft of G-6/AS and G-14/AS versions. Marking selection covers all fronts of WWII where these "Gustavs" were fighting.

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

[Product page](#)




■ Bf 109G-6/AS/U2, WNr. 412807, Uffz. Heinz Zimmermann, 6./JG 27, Fels am Wagram, Austria, July 1944



In the beginning of April 1944, first Bf 109G-6/AS aircraft were delivered to JG 1, JG 5 and JG 11 units, the following month several aircraft were delivered to JG 3 and also to JG 27, at that time based at the Fels am Wagram airport in Austria.

Yellow 2 was camouflaged in RLM 74/75/76 colors sporting the Reich Defense marking of the aircraft serving with JG 27, i.e., green band around the rear fuselage. Irregular stripes of RLM 74 were applied on the engine cowling sides at the

unit. There is a FuG 16 system antenna mounted at the bottom of the fuselage. The aircraft had red undercarriage legs, which indicated it was using the 96octane fuel.

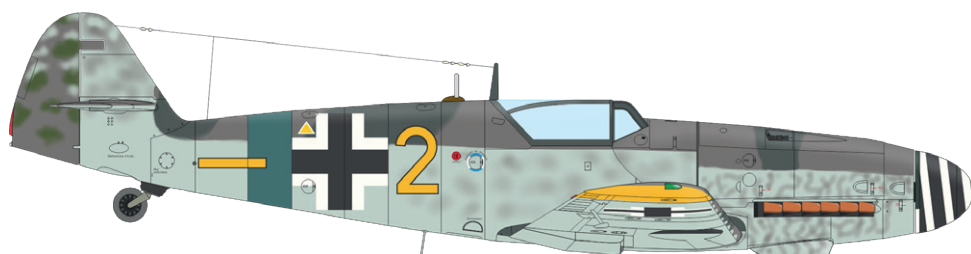
■ Bf 109G-6/AS, Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944



Friedrich-Karl Müller, the future Knight's Cross recipient and the ace with thirty night victories over the enemy aircraft, was born on December 4, 1912, in Sulzbach, Saarland. In 1934 he completed his pilot training and got the job with Lufthansa. After the outbreak of World War II, he was transferred to the Luftwaffe. Initially, he was flying as a transport pilot, later as an instrument flying instructor. In December 1942, he was assigned to KG 50 flying with He 177s

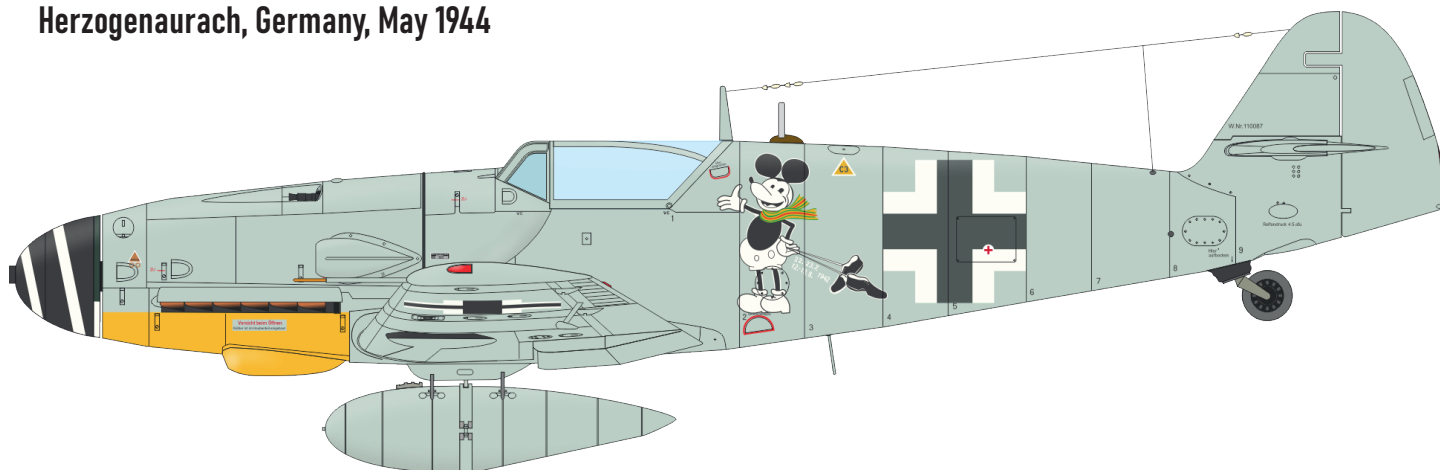
and in the summer of the following year he responded to Hajo Hermann call and requested the reassignment to JG 300 famous for its Wilde Sau (single-engine fighter night interception without airborne radar guidance) tactics. While serving with this unit, Müller was credited with 19 victories and in January 1944 he was ordered to form 1./NJGr. 10. In August 1944, he was promoted to command I./NJG 11 and was leading this unit until the end of World War II. He passed away on

November 2, 1987. The bottom surfaces and part of sides were painted black to better suit night conditions. The red band around rear fuselage indicated the original operator of this aircraft within the Reich Defense system was JG 300. The kill marks were painted on left side of the rudder in the form of the twenty-three stripes with cockades appropriate to the victim nationality and date of the victory.





■ Bf 109G-6/AS, WNr. 110087, Hptm. Horst Carganico, CO of I./JG 5, Herzogenaurach, Germany, May 1944

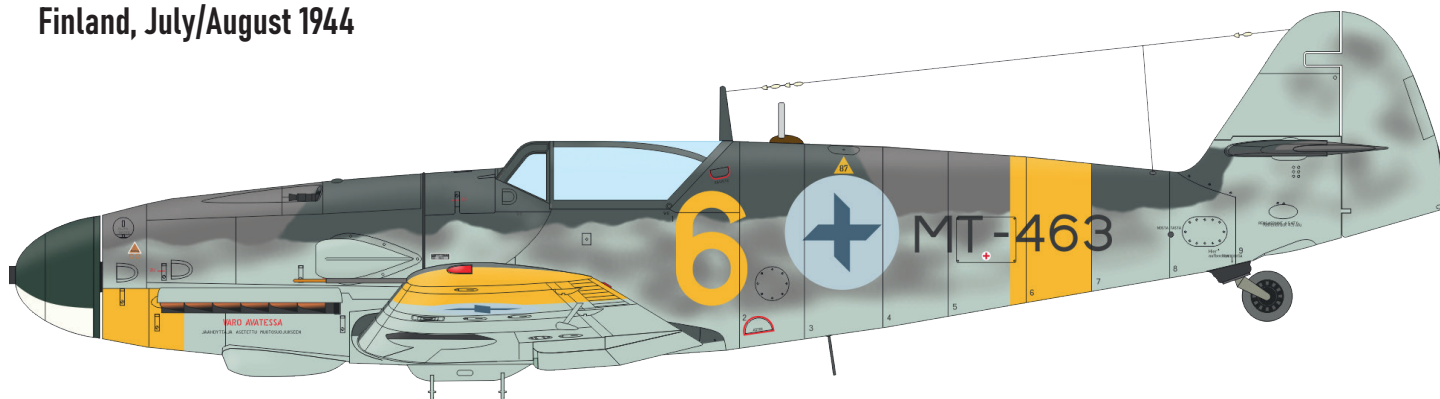


The first unit in which the then twenty-two-year-old Lt. Carganico served after completing flight training was JG 1 at the beginning of the war. This was followed by service with JG 77 with which he saw combat in Norway and then in the Battle of Britain. On January 1, 1941, he returned to Norway where he led I./JG 77. On September 25, 1941, Carganico achieved his 27th kill and was awarded the Knight's Cross. In March 1942, Carganico's unit was redesignated 6./JG 5 and he was given

command of the entire II. Gruppe in April 1942. On March 26, 1944, he took over I./JG 5 as CO and the unit saw combat against Allied forces within the Defense of the Reich. On April 27 of the same year, Carganico took off for the last time. In an attack on a group of B-17s, his Bf 109G-5 was heavily damaged and during his attempt to belly-land, he struck some high power lines and died in the resulting crash near the French town of Chevry. His final tally consisted of sixty kills over the

course of 600 sorties. Bf 109G-6/AS aircraft were assigned to the high altitude interception units therefore they were camouflaged in the overall coat of RLM 76. Hptm. Carganico had Mickey Mouse painted on the fuselage port side, marking carried by his previous airplanes. Starboard side is not photographically documented, it may have carried the Gruppe Commander's double chevron marking.

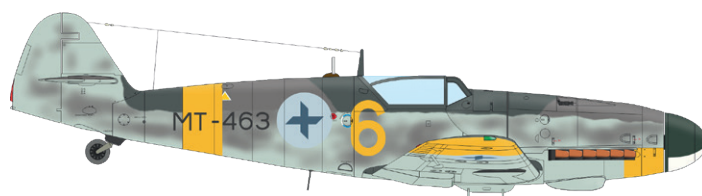
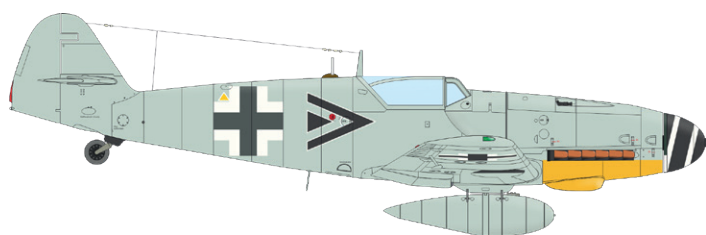
■ Bf 109G-6/AS, MT-463, ylik. Tapio Järvi, 2/HLeLv 24, Lappeenranta, Finland, July/August 1944



Among the deliveries of Bf 109G-2 and G-6 fighters to Germany's ally Finland were two G-6/AS version aircraft. In the Finnish Air Force, these were coded MT-463 and MT-471. MT-463 was delivered on June 28, 1944, and was assigned to HLeLv 24, where it was flown by, among other pilots, ylikersantti (Technical Sergeant) Järvi, who used it to shoot down two of his total 27 victims. A further five kills with this aircraft were claimed by another four pilots.

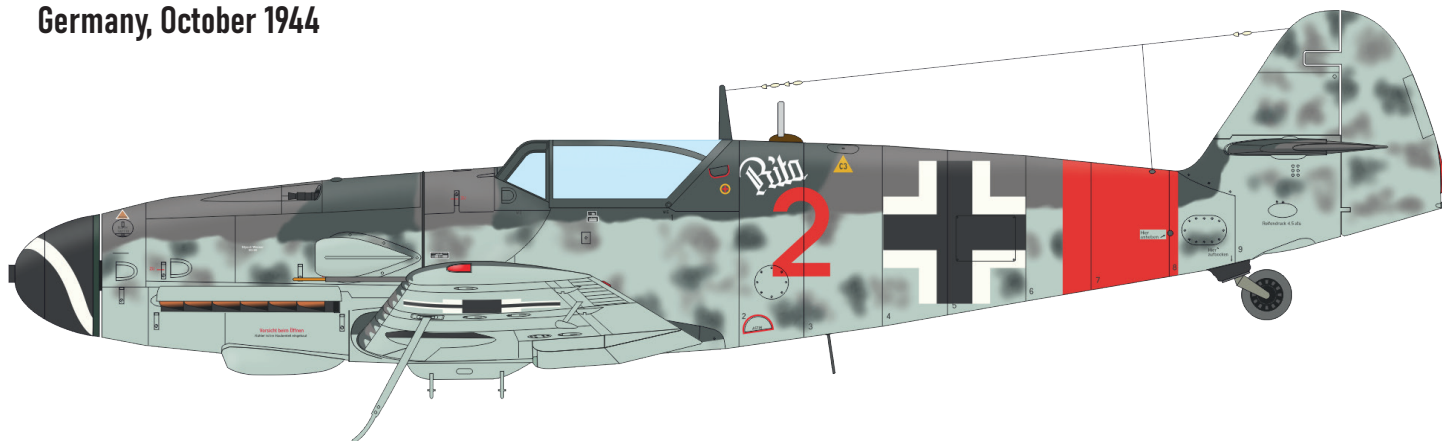
The Bf 109G-6/AS did not represent any major advantage for the Finnish Air Force, because the majority of air combat with the Soviets took place at altitudes below 3,000 m. The DB 605AS, which powered the type, was designed to offer advantages at high altitudes. The camouflage scheme of this aircraft consisted of sprayed RLM 74/75/76 with the blue swastikas on white discs on the fuselage and wing positions. The code MT-463 appeared on the fuselage ahead of the

tail surfaces. The yellow number of the aircraft within the unit was applied between the fuselage code and the cockpit. There are no available photographs of this aircraft during its combat career with HLeLv 24, but from other period photographs of other such aircraft, the list of aircraft numbers for this specific plane has been reduced to 2, 4 or 6.





■ Bf 109G-14/AS, Fw. Eberhard Gzik, 2./JG 300, Borkheide, Germany, October 1944

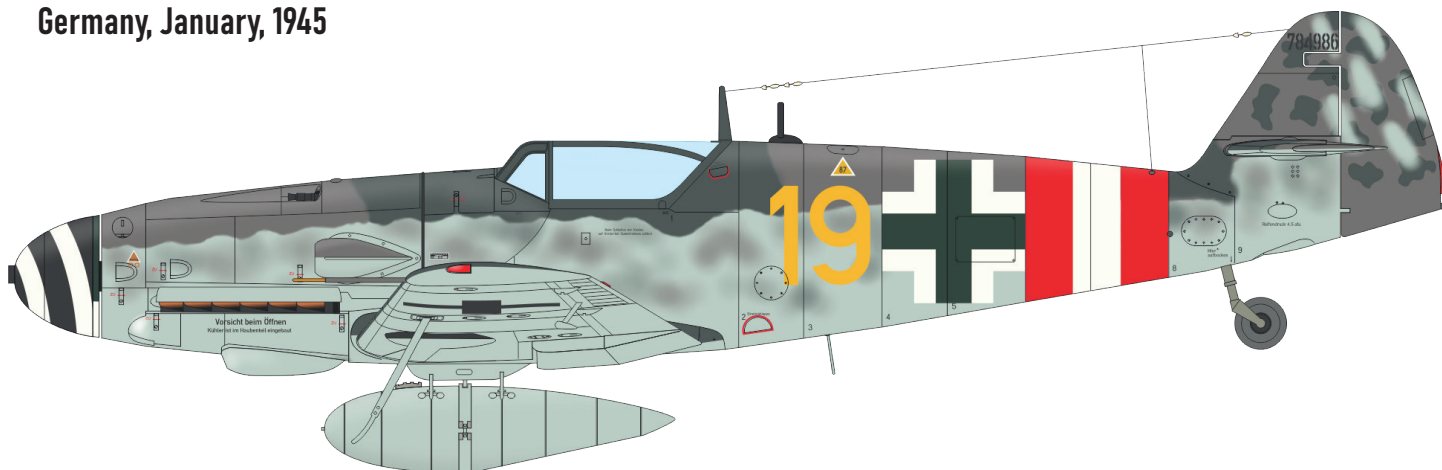


This Bf 109G-14/AS belonging to 1./JG 300 was a Series 780 machine produced by the Erla factory in Leipzig. During the fall of the 1944, the 1./JG 300 led by Hptm. Gerhard Stamp conducted fighter cover for the Fw 190A-8/R2 Sturmbock

heavy fighters. The unit suffered serious losses during tough combats with USAAF fighters in September and October. On October 2, 1./JG 300 lost 19 aircraft destroyed and 13 damaged by Mustangs of the 355th FG which

strafed the Borkheide airfield. Fw. Eberhard Gzik was posted to 9./EJG 2 in November 1944 and flew the Me 262 in Kommando Stamp. He achieved three aerial victories during the war.

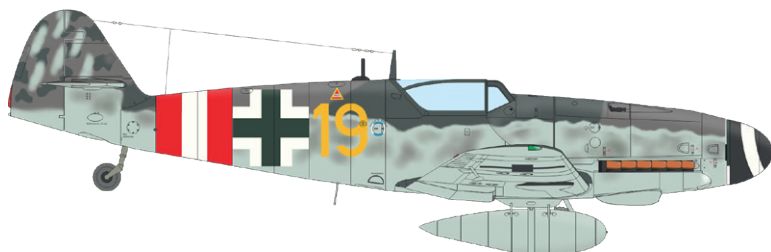
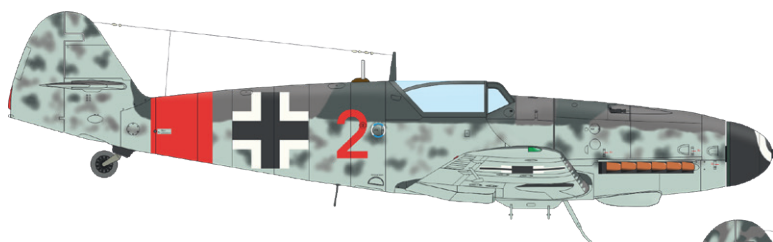
■ Bf 109G-14/AS, WNr. 784986, Ofw. Paul Schwerdtfeger, 11./JG 6 Bissel, Germany, January, 1945



Since 1944 Ofw. Paul Schwerdtfeger logged many sorties as a reconnaissance pilot. In the summer 1944 he volunteered to the fighter air corps and on January 1, 1945 took off as a member of III./JG 6 staff flight for his first combat sortie in the fighter role. JG 6 target was supposed to be Volkel airport however the unit commander led his unit much further to the south. Ofw. Schwerdtfeger's

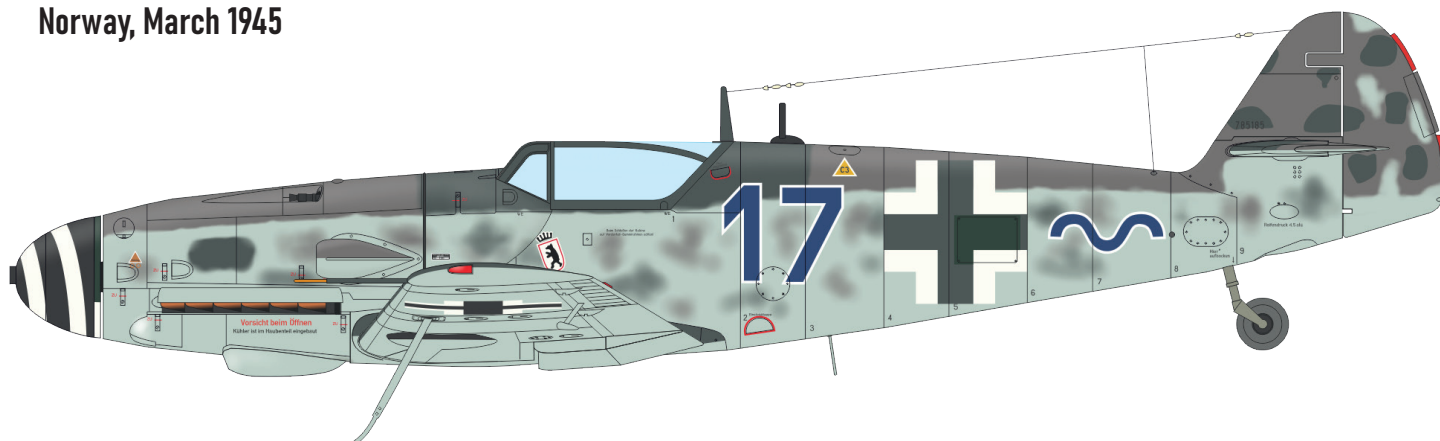
aircraft was hit by an anti-aircraft artillery fire nearby Helmond. The pilot tried to reach German lines however he crash-landed and was killed nearby Groesbeek. Ofw. Schwerdtfeger aircraft flew camouflaged in typical camouflage from the Messerschmitt factory in Regensburg, in RLM 74/75/76 colors. Vertical tail surface and rudder were manufactured by the sub-contractor and

painted in the same colors with sharp-edged blotches of RLM 74, overpainted slightly by RLM 76 blotches, 900 mm red-white-red stripe was spray-painted on the rear of the fuselage. This was Jagdegeschwader 6 recognition marking for its Reich Defense role.





■ **Bf 109G-14/AS, WNr. 785185, Lt. Heinz Schüler, 16./JG 5, Stavanger-Forus, Norway, March 1945**

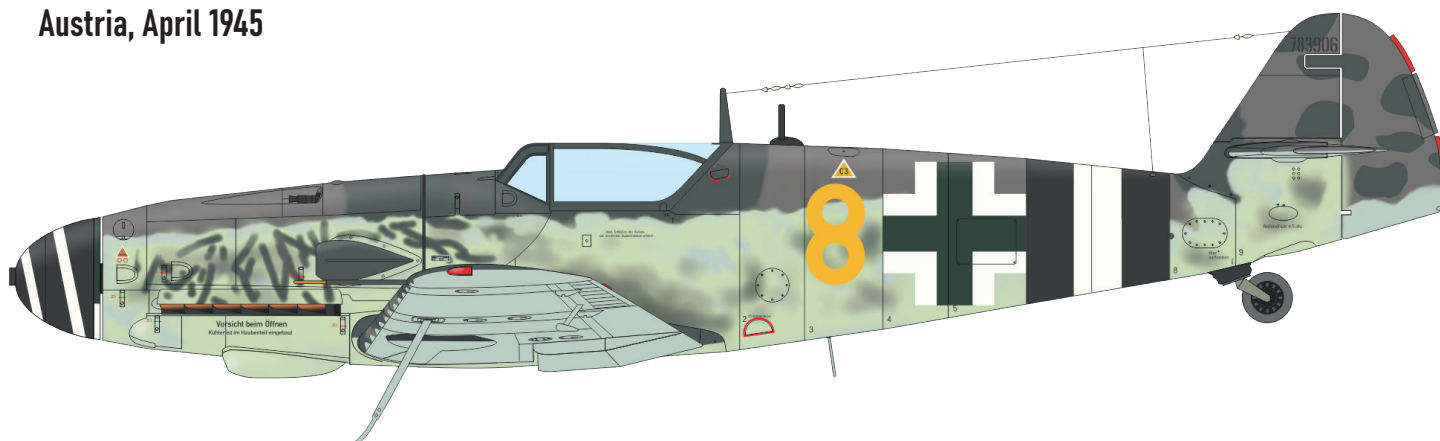


In November 1944 in Stavanger 16. Staffel Jagdgeschwader 5 was established in order to boost the IV. Gruppe inventory to four Staffels. The IV./JG 5 equipment was unified to Bf 109G-14 even though couple of Fw 190 continued flying with the unit till the end of 1944. Bf 109G-14/AS

marked blue 17 was flown by Lt. Heinz Schüler who painted Berlin's coat of arms under the windshield. It is apparent in the photographs that at that time the aircraft did not carry the Defense of the Reich markings, however when Lt. Schüler landed it on March 27, 1945, at Stavanger-

Sola airport it sported black and yellow bands (JG 5 aircraft marking) behind the fuselage national insignia. The upper sides were camouflaged in RLM 74/75 colors in standard camouflage pattern from the Messerschmitt factory in Regensburg.

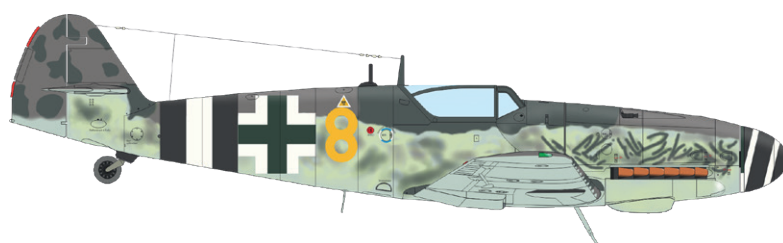
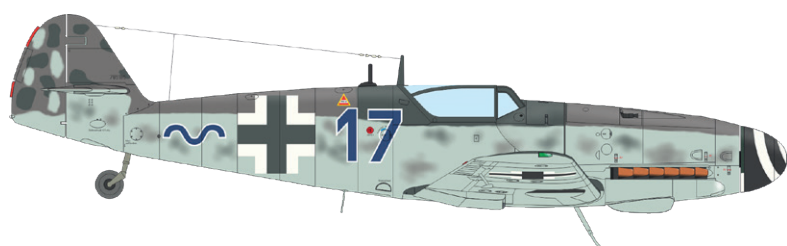
■ **Bf 109G-14/AS, WNr. 783906, 3./JG 4, Ensfield, Austria, April 1945**



Elements of I./JG 4 were gradually established in Romania during 1942 and 1943, where they participated in the defense of local oil fields and petrochemical plants. From late 1943 until the summer of 1944, the unit was deployed in Italy before fighting in the defense of the Reich. Its final mission was to oppose Soviet forces along

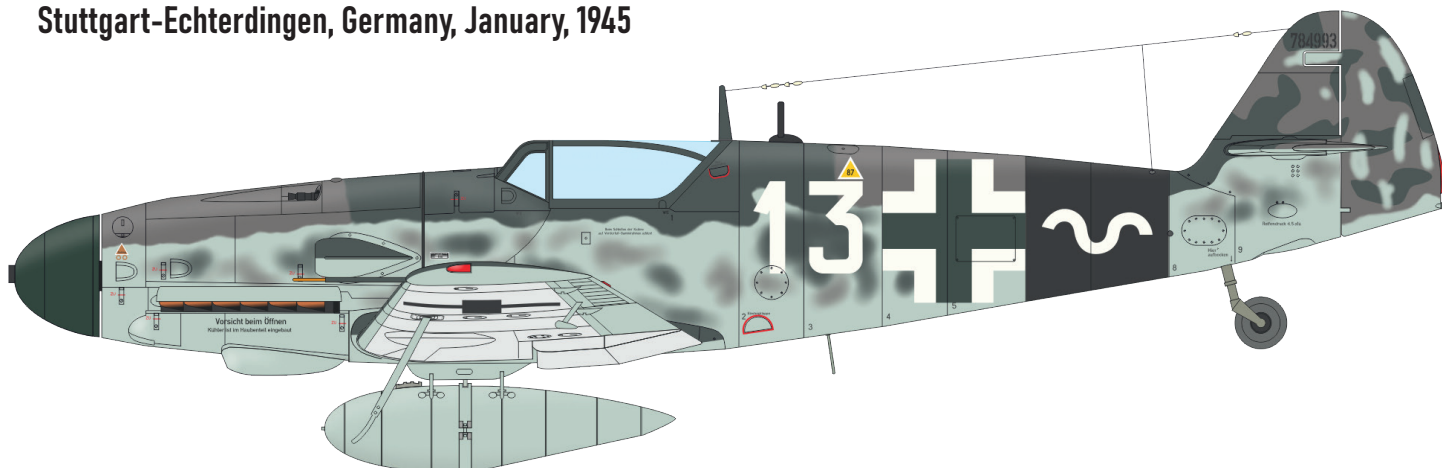
the Oder river, which included escorting Heinkels He 111 from I./KG 200 equipped with Hs 293 guided missiles for attacks on pontoon bridges. In mid-March 1945, I./JG 4 was disbanded, and its pilots were transferred to II.(Sturm)/JG 4, III./JG 4, or began training on the Me 262s. The Yellow 8 aircraft, with its upper surfaces painted in RLM

74/75 colors, may have been reassigned to III./JG 4 after I./JG 4 was disbanded. While most of its aircraft remained in northern Germany shortly before the surrender, some pilots were permitted to fly home independently. This could explain why the original I./JG 4 aircraft was found in Austria at the war's end.





■ Bf 109G-14/AS (Mtt Reg), WNr. 784993, Uffz. Herbert Maxis, 13./JG 53,  
Stuttgart-Echterdingen, Germany, January, 1945

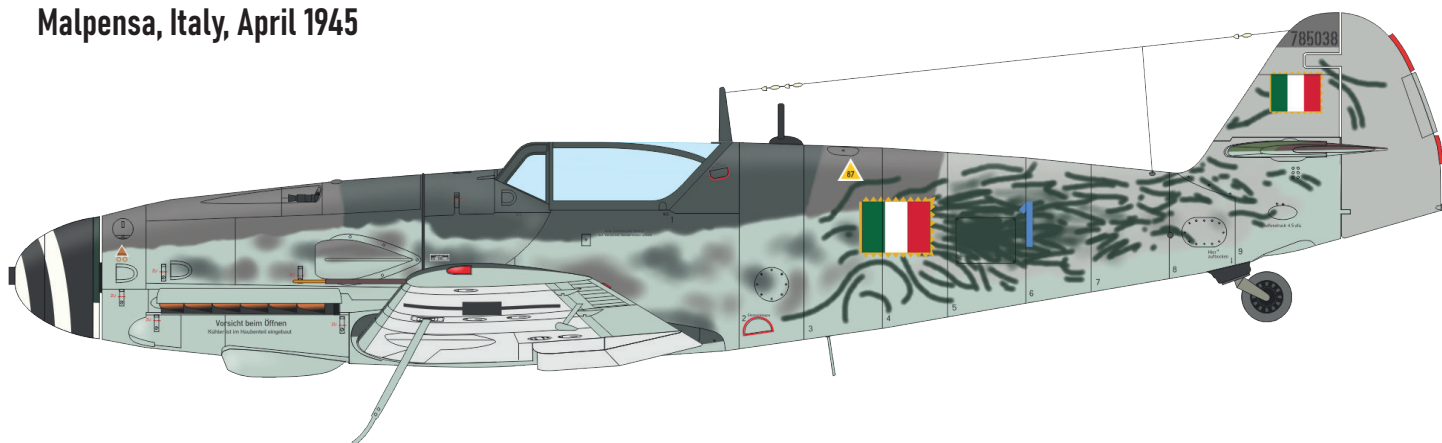


In the ranks of IV./JG 53, Uffz. Maxis was to participate in the raid on Metz-Frescaty airport captured by the US troops. During the flight to the target, together with the other pilots, he attacked the 455th AAA Battalion post located nearby Ittersdorf. He was shot down however, force-landed and after getting out of the cockpit he was

shot to death by the member of the Battery A of the field artillery 739th Battalion. Maxis' burial place remains unknown. Uffz. Maxis' Bf 109G-14/AS flew camouflaged in RLM 74/75/76, in typical camouflage pattern from the Messerschmitt factory in Regensburg. Vertical tail surface and rudder were manufactured by the sub-contractor

and painted in the same colors with sharp-edged blotches of RLM 74. 900 mm wide black stripe around the rear fuselage indicated JG 53 aircraft deployed in the Reich Defense role.

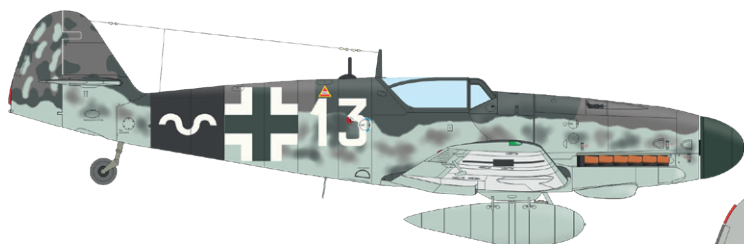
■ WNr. 785083, Sgt. Magg. Aldo Burei, 1ª Squadriglia, 1º Gruppo, Caccia ANR,  
Malpensa, Italy, April 1945



After declaration of the Italian Social Republic on September 18, 1943, a puppet state on the German armed forces occupied territory, and under the leadership of Benito Mussolini, Germany allowed this state to form the army in the strength of four divisions. Its aviation component, named Aeronautica Nazionale Repubblicana, consisted of two fighter groups (Gruppo Caccia), a group

of torpedo bombers (Gruppo Aerosiluranti Buscaglia) and several transport flights. 1º Gruppo Caccia (Asso di Bastoni) initially flew Macchi C.205 but from November 1944 till February 1945 went through the transition training on Messerschmitt 109 in Holzkirchen, Germany. In February the unit received Messerschmitts 109 of the versions G-10 (manufactured by Erla

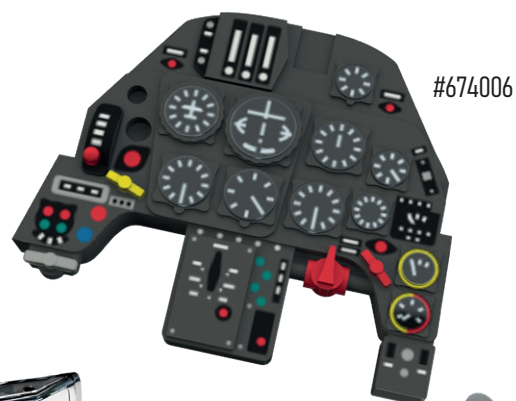
factory in Leipzig), G-14 and G-14/AS and several K-4s. The original German markings were oversprayed in Italian colors and the aircraft received the Italian markings. The German iron crosses were left on the wing underside surfaces. The upper sides were most probably painted in RLM 74/75 shades.



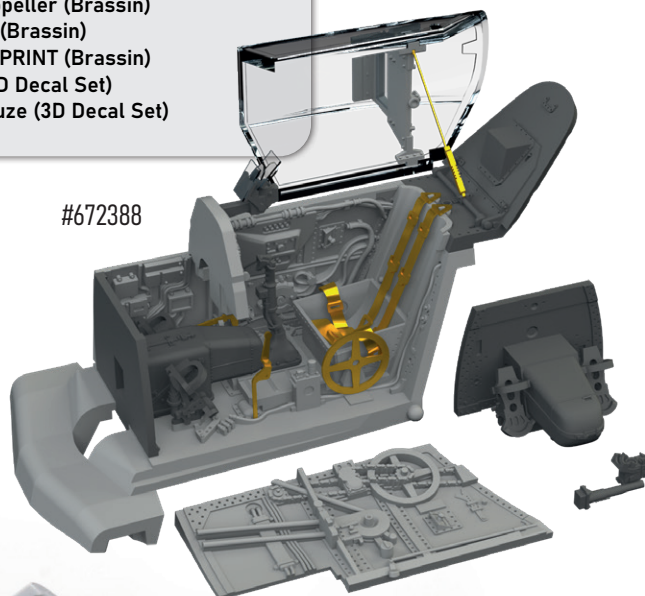


# Recommended for Bf 109G-6/AS and G-14/AS 1/72

- |        |                                             |
|--------|---------------------------------------------|
| 674006 | Bf 109G-6 LööK (Brassin)                    |
| 672338 | Bf 109G undercarriage legs BRONZE (Brassin) |
| 672344 | Bf 109G radio compartment PRINT (Brassin)   |
| 672346 | Bf 109G propeller PRINT (Brassin)           |
| 672383 | Bf 109G-10/K-4 propeller (Brassin)          |
| 672385 | Bf 109G-10 wheels (Brassin)                 |
| 672388 | Bf 109G-10 cockpit PRINT (Brassin)          |
| D72048 | Bf 109G stencils (3D Decal Set)             |
| D72049 | Bf 109G Balkenkreuze (3D Decal Set)         |



#672388



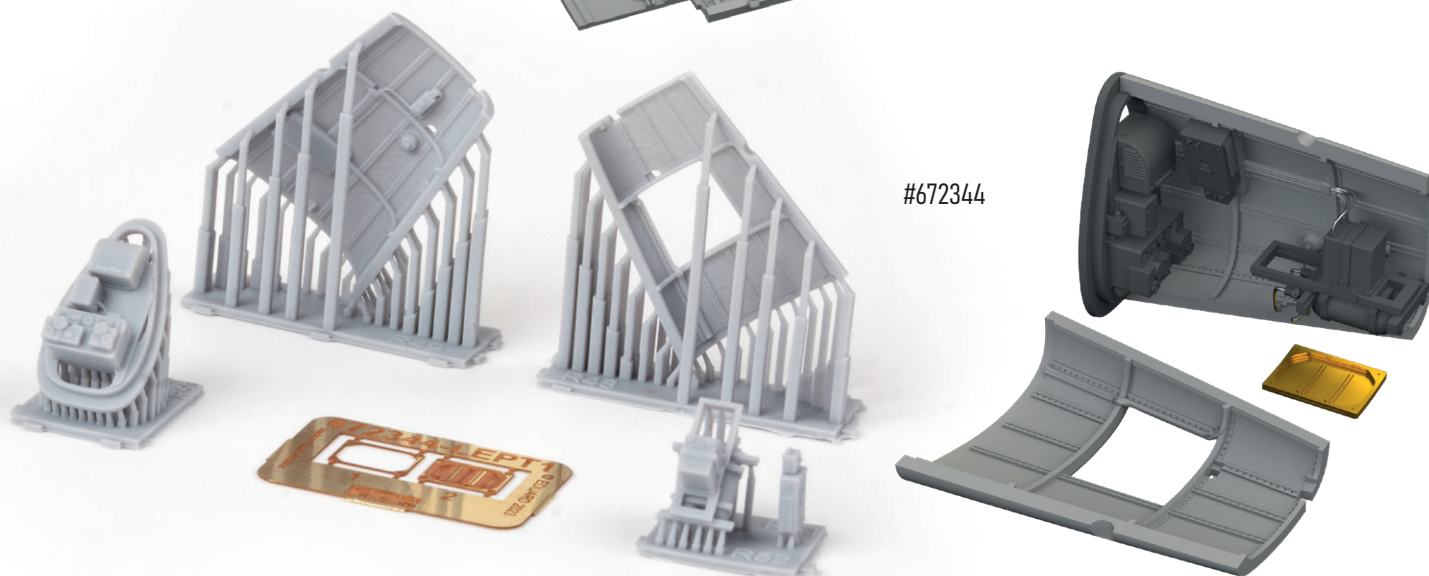
#672383



#672338

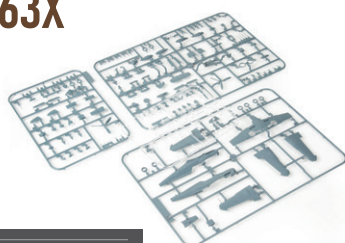


#672344



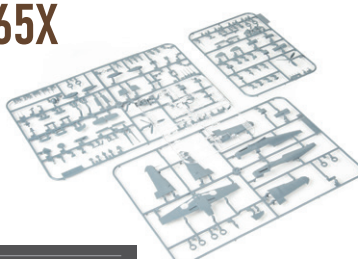
## OVERTREES

#70163X  
1/72


[Product page](#)

## OVERTREES

#70165X  
1/72


[Product page](#)

## OVERLEPT

#2150-LEPT  
Gustav pt.3  
1/72


[Product page](#)



# Mustang Mk.III

# 1/48

#82109

The ProfiPACK edition kit of US WWII fighter aircraft P-51B/C Mustang in 1/48 scale. The kit offers to build Mustang version B and C serving in the RAF.

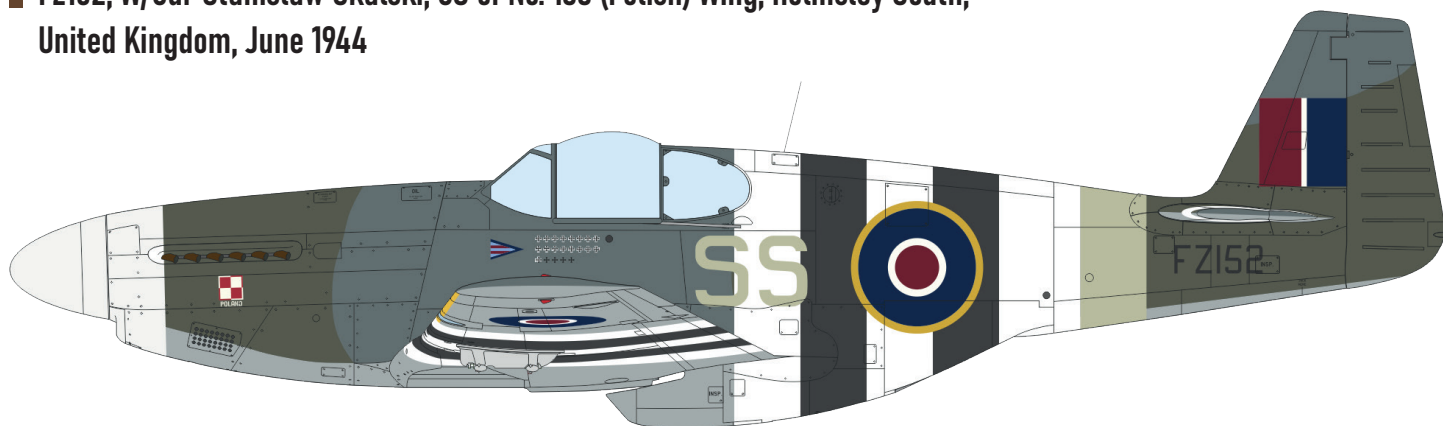
- plastic parts: Eduard
- marking options: 7
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

Product page





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



Stanisław Skalski was the commander of No. 133 Wing in the period from April 4, 1944, to August 3, 1944. During this period, he used the Mustang serial number FZ152 as his personal aircraft. Originally, the P-51B s/n 43-6533 carried a camouflage scheme in an unusual B scheme, which had the camouflage colors swapped. On the fuselage of his Mustang, Skalski had his initials SS painted by ground personnel, and on

the left side of the fuselage below the cockpit was the wing commander's emblem, behind which there were 17 black crosses with white borders and four crosses without the borders painted. During the Allied landings in Normandy, Skalski's aircraft was painted with black and white invasion stripes on the wing and fuselage. W/Cdr Skalski scored the last two confirmed victories of his wartime career with his Mustang

on June 24, 1944, without opening fire on his victims. In fact, on approach to 150 yards, the enemy Bf 109s made contact with their wings during an evasive maneuver and both crashed. Stanisław Skalski was the most successful Polish ace of World War II with a record of 23 confirmed kills, one probable kill and five damage to enemy aircraft. He was decorated three times by the British DFC and received numerous other awards.

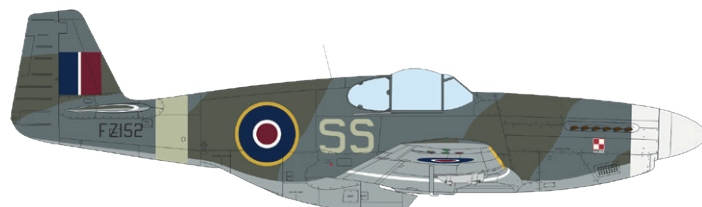
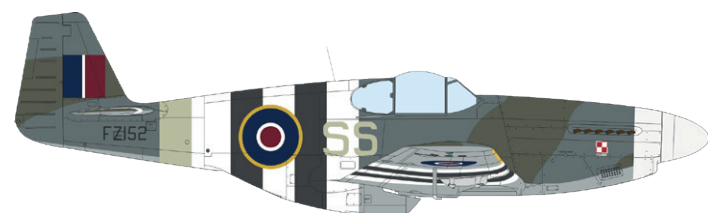
## ■ FZ152, W/Cdr Stanisław Skalski, CO of No. 133 (Polish) Wing, Coolham, United Kingdom, April-May 1944



Stanisław Skalski was born on November 27, 1915, in Lambushna near Kodymy (now in Ukraine). After the invasion of Poland by Nazi Germany, he became one of the two most successful Polish fighters who took part in the battles against the German forces. He fled to the UK via France, joined the RAF in January 1940 and took part in the Battle of Britain with No. 501 Sqn. In early March 1942 he was transferred to No. 306 Sqn as Flight B Commander. In May 1942 he was promoted and took command of No. 317 Sqn.

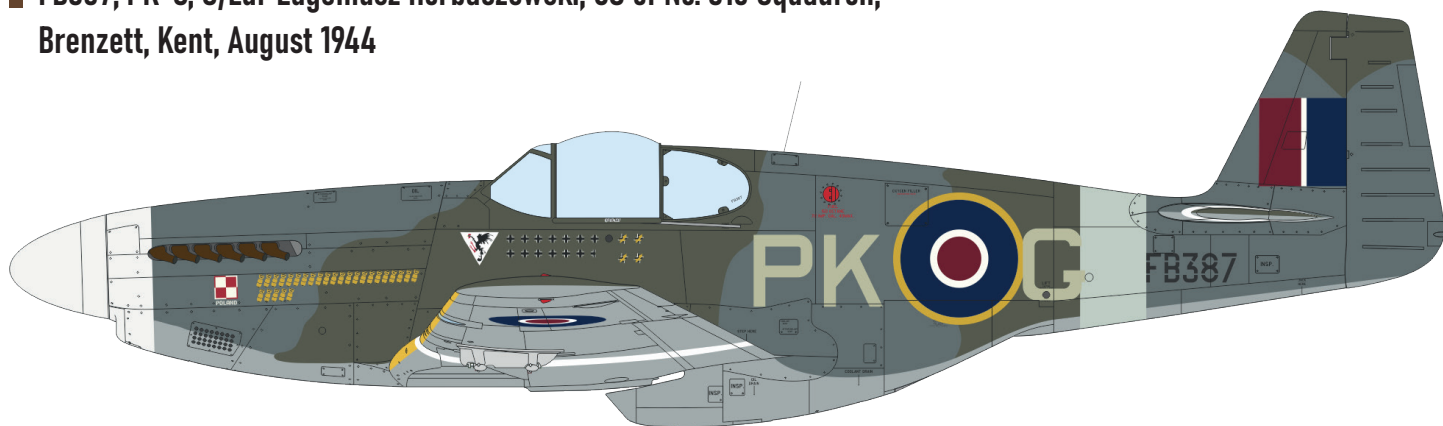
In early 1943 he led a special group called the Polish Flying Team operating as part of No. 145 Sqn on Mk.IXc Spitfires in North Africa. In July 1943 he became commander of the British No. 601 Sqn. Late in the year he returned to the UK, flying as commander of No. 131 Wing at Northolt, but in April 1944 he moved to No. 133 Wing, which was rearmed with Mk.III Mustangs. He remained there until mid-August 1944. After the war he served at the headquarters of the British Occupation Air Force in Germany. On his return to Poland in

1949 he was imprisoned by the Communists on charges of spying for the West. He spent six years in prison awaiting execution. In 1956 was Skalski released and rehabilitated. In 1957 he rejoined the Polish Air Force. Later he was active in sport aviation, becoming secretary general and vice-president of the Polish Aero Club. In October 1988 he was promoted to the rank of General (retired). He died on November 12, 2004.





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

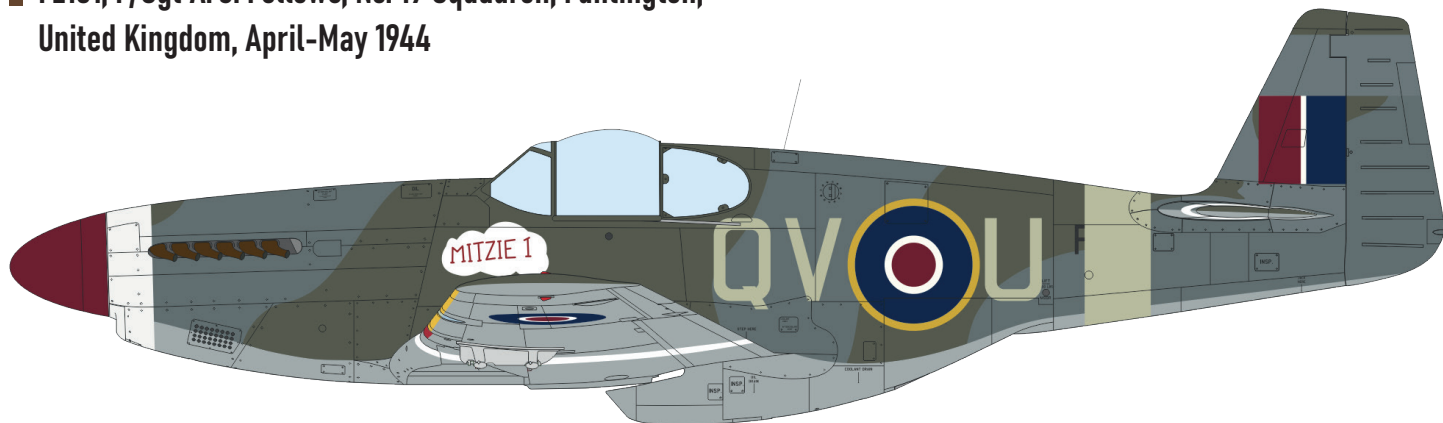


Mustang Mk.III serial number FB387 was manufactured as P-51C-10-NT (NA-103) 42-103537 and spent some time in storage before being shipped to No. 315 Squadron on July 28, 1944. Here it was selected by S/Ldr Eugeniusz Horbaczewski as a replacement for his original personal FB382. Like the previous Mustang, his new FB387 was codenamed PK-G, with yellow bomb symbols representing attacks on ground targets and scores of German aircraft destroyed (black crosses) and V-1s shot down (swastikas

with superimposed V-1 silhouettes). Eugeniusz Horbaczewski was born on September 28, 1917, in Kyiv, educated in Brest-Litovsk and joined the Polish Air Force in 1937. In September 1939 he fled to France via Romania and from there he went to Great Britain. After completing his training with the RAF, he was assigned to No. 303 Sqn in late 1940. In early 1943 he was selected for a special Polish Flying Team, formed by S. Skalski and operating as part of No. 145 Sqn on Mk.IXc Spitfires. Over Tunisia, Horbaczewski

became the most successful pilot of this group with five victories in less than a month. After the disbandment of the Polish Flying Team, he was assigned to No. 601 Sqn operating in the Mediterranean area and in early July to No. 43 Sqn, which he led from August. On his return to the UK in February 1944 he took command of No. 315 Sqn, flying Mk.III Mustangs. On August 18, 1944, he was shot down in the Beauvais area and killed, having previously shot down three Fw 190s himself.

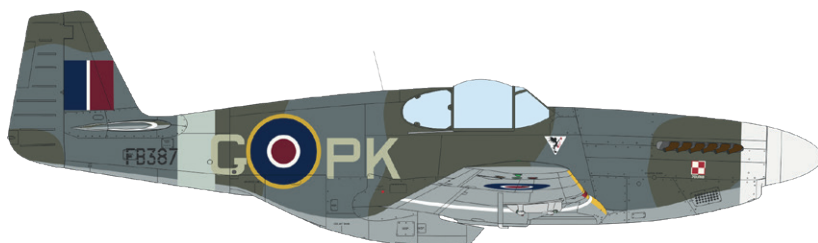
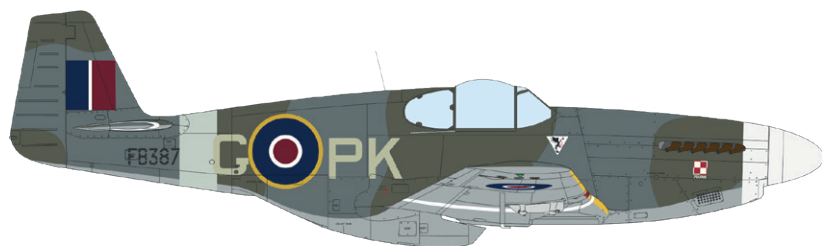
■ **FZ181, F/Sgt A. J. Fellows, No. 19 Squadron, Funtington, United Kingdom, April-May 1944**



The Mk.III Mustangs of No. 19 Squadron, like all Mustangs operating in 2TAF, had the white identification markings adopted in February 1944 and applied shortly after entering service.

A month later, and after Allied crews had become sufficiently familiar with the new type, the white identification stripe on the rudder was repainted with camouflage color. The serial number

FZ181 Mustang was most often flown by F/Sgt. A. J. Fellows of No. 19 Squadron, who had "MITZIE I" painted under the cockpit.





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

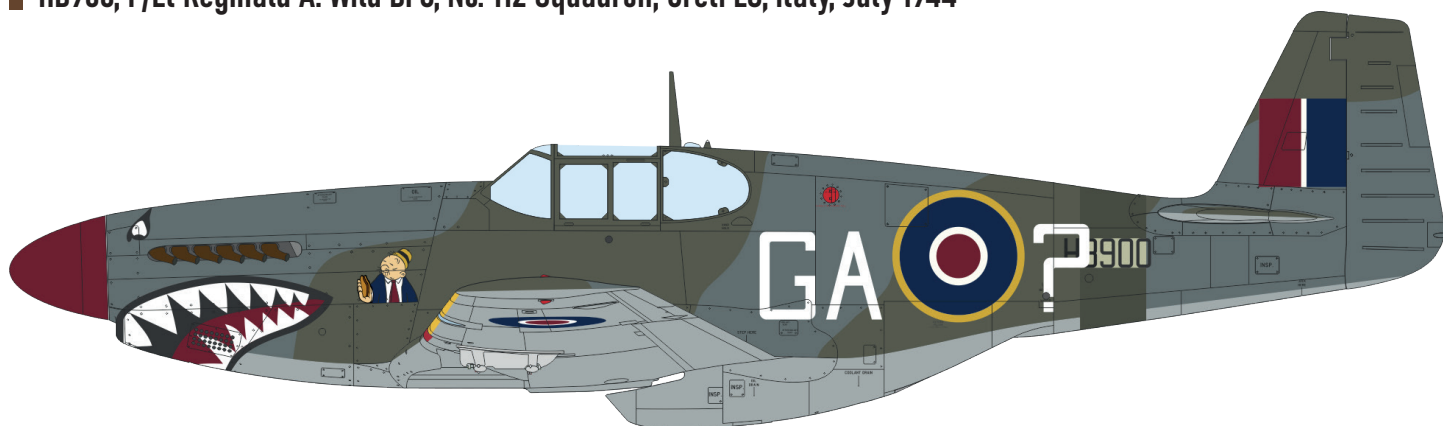


Australian Brian Alexander Eaton enlisted in the RAAF in January 1936. He served as a flying instructor until the outbreak of war and in Australia until October 1942 when he sailed to North Africa and joined the Australians operating on that front. In early 1943 he was assigned to No. 3 Sqn in North Africa, where he flew P-40 Kittyhawks. Despite being shot down three times in ten days shortly after his arrival, Eaton quickly

rose to become the unit's commanding officer and by the end of the year was awarded the Distinguished Flying Cross (DFC). In August 1944 he returned to operational flying and assumed command of No. 239 Wing, replacing W/Cdr Larry Wilmot. He took over Wilmot's Mustang serial number FB260, to which he subsequently applied his BE initials and Wing emblem. Eaton led No. 239 Wing until the end of the war. He was

awarded the DFC and DSO plus Bar. After the war he stayed in the RAAF and commanded No. 81 Squadron in Japan and No. 78 Squadron in Malta. From 1957 to 1959 he commanded the RAAF base at Williamtown, after which he held a number of senior command positions. He retired from the RAAF in December 1973 and became Managing Director of Rolls-Royce in Canberra. He died in 1992 at the age of 75.

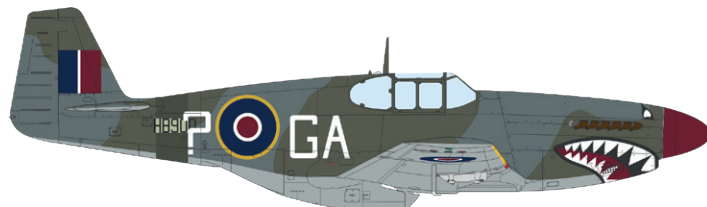
## ■ HB900, F/Lt Reginald A. Wild DFC, No. 112 Squadron, Creti LG, Italy, July 1944



Reginald Albert Wild was born on June 16, 1922, in Laura, South Australia and worked as a plumber before joining the RAAF. On February 1, 1941, he was posted to the Middle East where he completed two tours with No. 112 Squadron. F/Lt Reginald Wild joined his second tour of duty on June 1, 1944, with No. 112 Sqn as Flight A leader. The Squadron was freshly armed with new Mk.III Mustangs. Wild chose the serial number HB900 (s/n 42-103869) as his personal Mustang and flew it regularly until the end of his

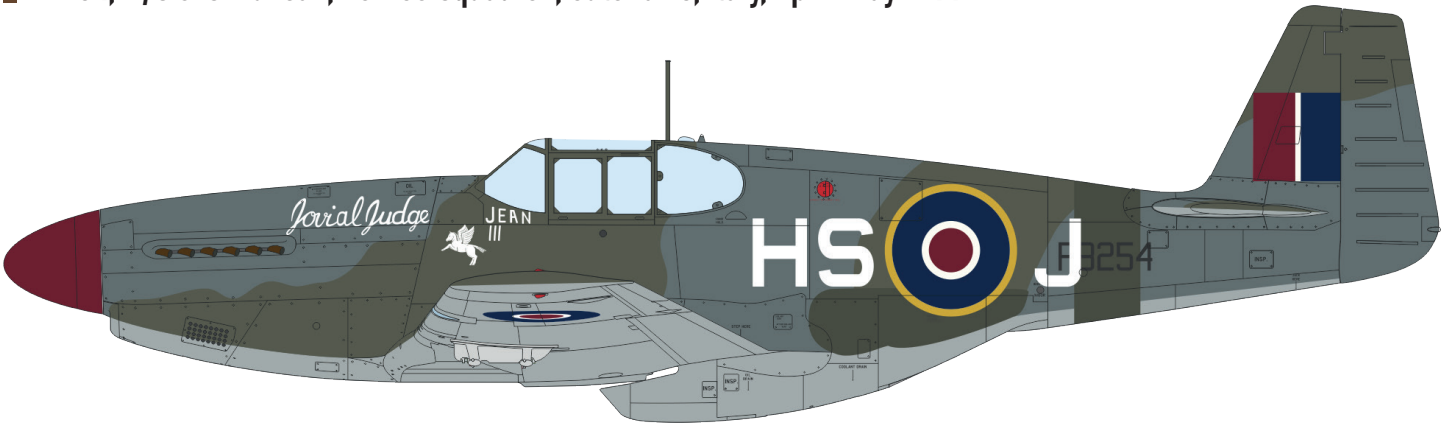
tour on October 14, 1944. In addition to the shark's mouth, the traditional identifying feature of all No. 112 Squadron aircraft, his Mustang featured a caricature of the character Wimpy painted on the left side of the nose, as well as the unusual "?" code marking previously worn by Kittyhawks of S/Ldr Billy Drake. Following S/Ldr Drake's departure from No. 112 Squadron, F/Lt Wild also took a liking to the question mark code and used it on his Kittyhawks. During World War II he achieved three confirmed kills, one probable

kill and damaged one aircraft, for which he was awarded the DFC on July 23, 1943. All of his achievements were in Kittyhawks. After the war he joined the Royal Australian Navy and flew with No. 808 Squadron from HMAS Sydney in 1951-52 aboard Hawker Sea Fury aircraft during the Korean War. He commanded this unit from mid-1953 until its disbandment in 1954.





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



Mustang serial number FB254 (s/n 42-103148) was part of the first delivery of Series III Mustangs shipped to Italy. He was assigned to No. 260 Squadron with the codes HS-J, with which he carried the nickname Jovial Judge.

Subsequently, FB254 was transferred to No. 112 Squadron, where it flew with code letters GA-Y until January 11, 1945, when it was damaged by flak and Canadian pilot W/O J. S. Duncan was forced to make an emergency landing with the

burning Mustang. Severely burned, Duncan was rescued by an old Italian peasant and taken to a hospital in Ravenna.

# Recommended for Mustang Mk.III 1/48

|         |                                                        |          |                                                       |
|---------|--------------------------------------------------------|----------|-------------------------------------------------------|
| FE1449  | P-51B/C seatbelts STEEL (PE-Set)                       | 6481008  | P-51B/C bazooka rocket launcher (Brassin)             |
| 644268  | P-51B/C LööK (Brassin)                                 | 6481009  | P-51B/C/D seat Type 3 PRINT (Brassin)                 |
| 644278  | P-51B/C framed canopy LööKplus (Brassin)               | 6481010  | P-51B/C wheel bay PRINT (Brassin)                     |
| 644279  | P-51B/C Malcolm Hood canopy LööKplus (Brassin)         | 6481031  | P-51B/C gun sights PRINT (Brassin)                    |
| 648986  | P-51B/C wheels diamond tread (Brassin)                 | 6481032  | P-51B Malcolm Hood canopy cockpit PRINT (Brassin)     |
| 648987  | P-51B/C wheels oval tread (Brassin)                    | 6481039  | P-51B/C seat w/ integral belts Type 1 PRINT (Brassin) |
| 648988  | P-51B/C wheels cross tread (Brassin)                   | 6481040  | P-51B/C seat w/ integral belts Type 2 PRINT (Brassin) |
| 648989  | P-51B/C wheels block tread (Brassin)                   | 6481041  | P-51B/C seat w/ integral belts Type 3 PRINT (Brassin) |
| 648990  | P-51B/C wheels diamond tread 2 (Brassin)               | 3DL48177 | P-51B/C SPACE (3D Decal)                              |
| 648991  | P-51B/C wheels block tread 2 (Brassin)                 | EX1036   | P-51B/C framed canopy TFace (Mask)                    |
| 648992  | P-51B/C exhaust stacks (Brassin)                       | EX1037   | P-51B/C Malcolm Hood canopy TFace (Mask)              |
| 648993  | P-51B/C exhaust stacks w/fairing (Brassin)             | EX1038   | P-51B/C US national insignia (Mask)                   |
| 648994  | P-51B/C undercarriage legs BRONZE (Brassin)            | EX1051   | P-51B/C framed canopy (Mask)                          |
| 648997  | P-51B/C gun bays PRINT (Brassin)                       | EX1052   | P-51B/C Malcolm Hood canopy (Mask)                    |
| 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) |          |                                                       |

## OVERTREES

#82105X

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

Product page

## OVERTREES

#82106X

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

Product page

## OVERLEPT

#82109-LEPT1

Mustang Mk.III 1/48

Product page



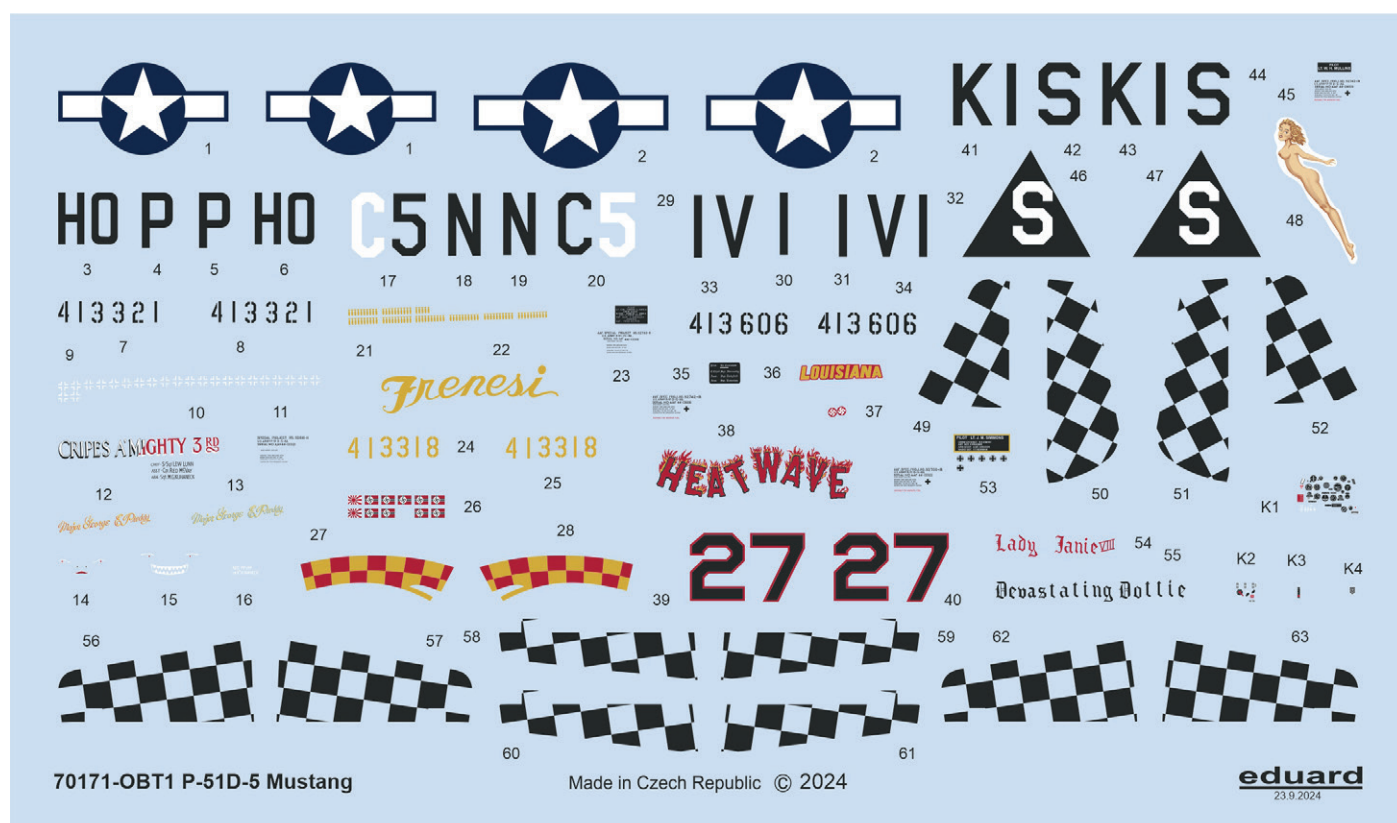
## P-51D-5

1/72

#70171

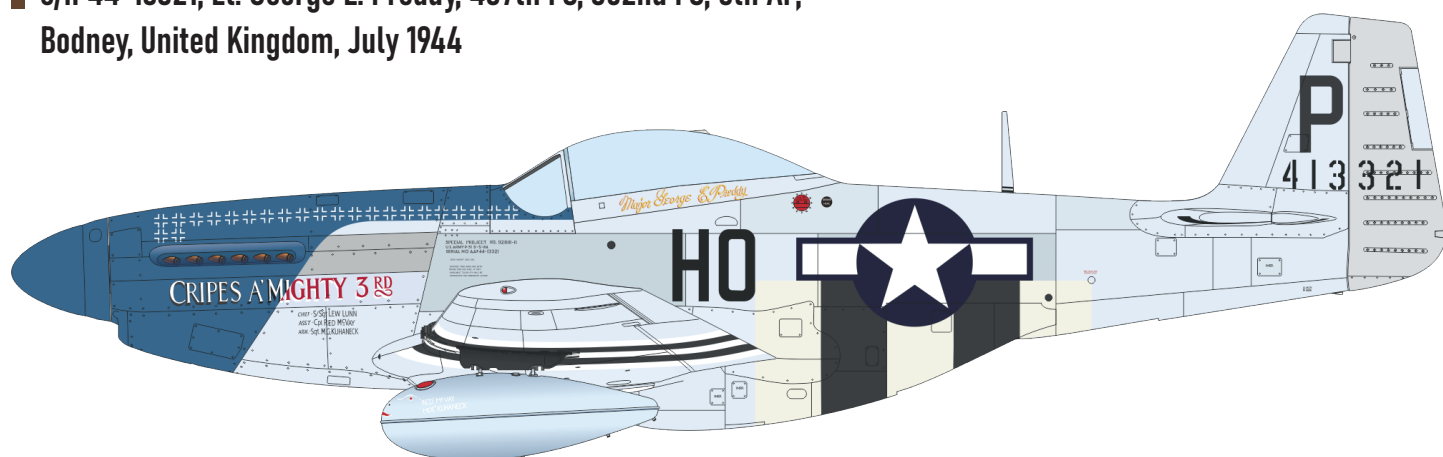
The ProfiPACK edition kit of US WWII fighter aircraft P-51D-5 in 1/72 scale. The kit is focused on aircraft without the dorsal fin assembly.

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

[Product page](#)




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

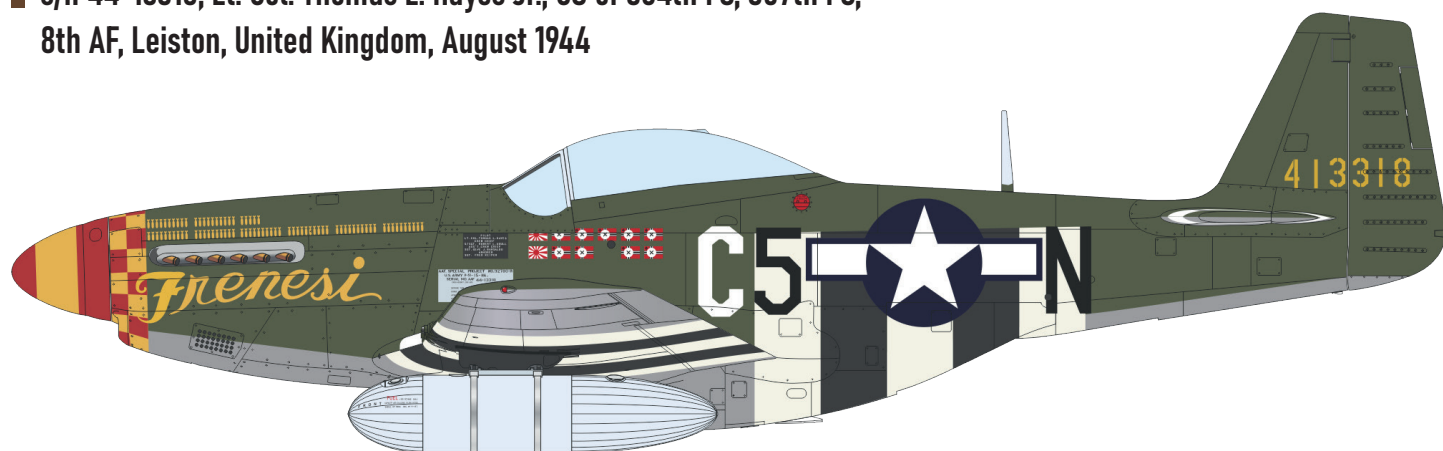


George Earl Preddy, the future fighter ace with the highest score achieved on Mustang, was born on February 5, 1919, in Greensboro, North Carolina. He had completed the pilot training before the War and tried three times to enlist in the US Navy in 1940 unsuccessfully. Fourth time he tried to enlist in the USAAC and was accepted in 1940. He was assigned to 49th PS and dispatched to Australia after training. Flying P-40Es in the defense of Darwin he was credited with two Japanese airplanes damaged. He was wounded in

a mid-air collision in July 1942 and sent back to the United States. As of September 1943, his next combat assignment awaited him in Europe with 352nd FG, where he was flying P-47s. In April, the unit converted to P-51 Mustangs. This aircraft lacked any camouflage and sported the blue-painted nose, same as other 352nd FG aircraft. In the photography taken at the end of July, there are already 23 kill marks painted on Preddy's aircraft nose. The plane was already missing invasion stripes on the upper side of the wing,

they remained on the bottom of the wing and fuselage. In August 1944, Maj. Preddy was sent back to United States for a rest. After his return in October the same year he took command of 328th FS, part of 352nd FG. On December 25, in vee hours when chasing Fw 190 over the front line was Preddy's Mustang hit by the American anti-aircraft fire. He attempted the emergency landing nearby the anti-aircraft battery, but he was fatally wounded and crashed.

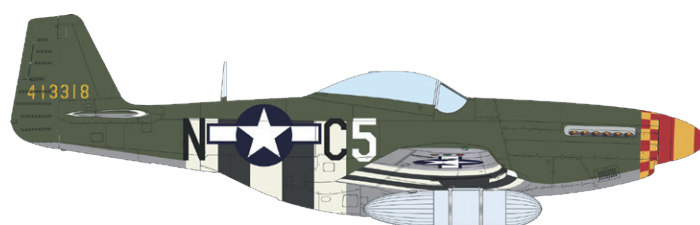
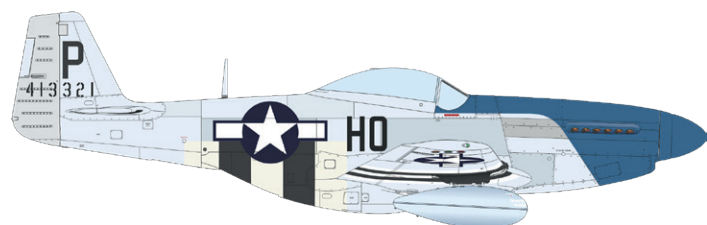
■ s/n 44-13318, Lt. Col. Thomas L. Hayes Jr., CO of 364th FS, 357th FG,  
 8th AF, Leiston, United Kingdom, August 1944



Thomas Lloyd Hayes was born on March 31, 1917, in Portland, Oregon and after his studies at the Oregon State College he enlisted in the USAAF. After the training he was assigned to 35th PG where he was flying P-40s defending Java against Japanese forces. After being wounded in combat with Zeros of 3 Kōkūtai on February 20, 1942, he was dispatched to New Guinea. There, he was assigned to 41st PS flying Airacobras. In the fall of 1942, Thomas Hayes was sent back to the USA where, in May 1943, he was assigned to

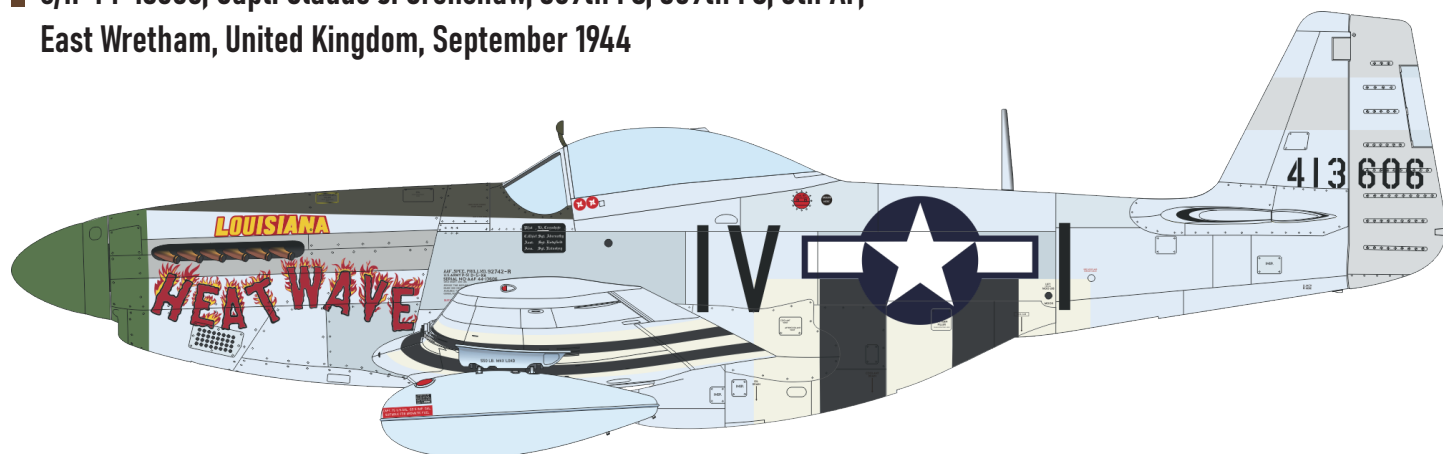
357th FG with which he completed the advanced training. Already in command of 364th FS, he was sent to Great Britain where he flew combat missions until August 11, 1944, when he was sent back to the United States. During the World War II he was credited with 8.5 aerial kills. After the World War II he remained in the service with the USAF and retired in February 1970 in the rank of Brigadier General. Lt. Col. Hayes' aircraft carried inscription Frenesi on the nose port side after the then popular song Free 'n Easy. Number of

missions was depicted in form of 85 little bombs painted above the exhaust stacks. It remains unclear which camouflage paint were used on the 357th FG aircraft. Some veterans speak of the British colors Dark Green and Medium Sea Gray, surviving color photographs indicate American Olive Drab and Neutral Grey colors theory. Noses of the 357th FG aircraft were decorated with yellow-red checkerboard, propeller spinner was painted in the same colors.





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

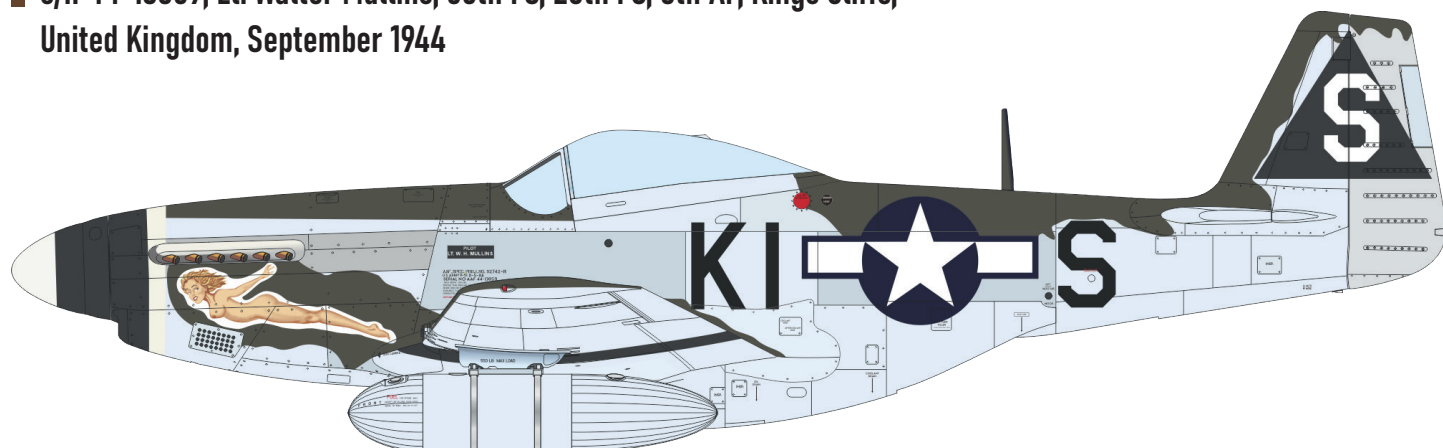


Twenty-four years old native of Monroe in Louisiana, Claude James Crenshaw, joined the ranks of the Army Air Corps in December 1942. After his training he was assigned to 359th FG based on East Wretham in Great Britain. He completed nine-months long tour of duty

there, during which he shot down seven enemies. After that, he was ordered back to the United States where he was serving as flight instructor. He also flew combat in Korea and Vietnam, retiring in 1965 with the rank of Lieutenant Colonel. The aircraft flew in its original factory

finish. The green-painted nose was 359th FG marking the plane's so-called invasion stripes on the fuselage and wings were already removed as well as the black stripe painted on the vertical tail surface and the rudder.

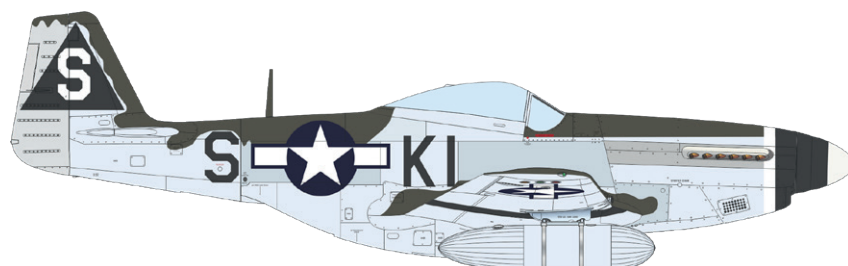
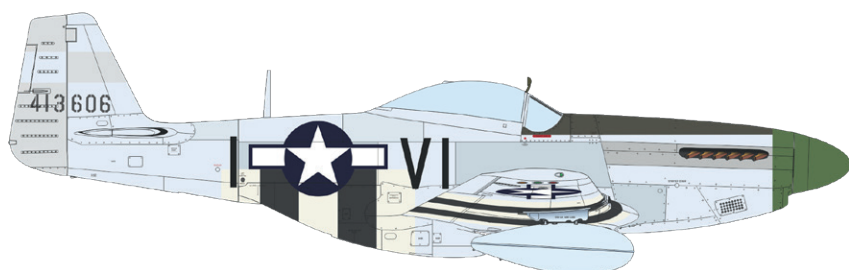
■ s/n 44-13859, Lt. Walter Mullins, 55th FS, 20th FG, 8th AF, Kings Cliffe,  
United Kingdom, September 1944



Besides decorating the aircraft with girlfriend's, children's or wife's names, drawings of the sparsely clad ladies decorated some aircraft noses as well. Its artistic appearance depended on the ground personnel skills, if any could be

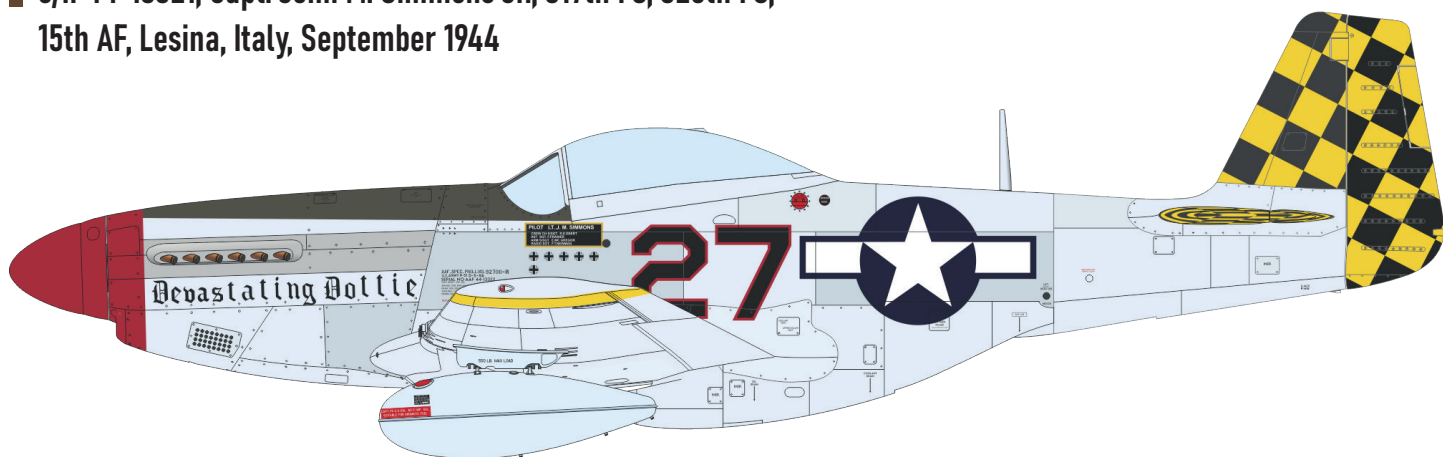
found at the unit level. One of the Mustangs that sported the "pin up girl" artwork was the aircraft belonging to 55th FS flown by Lt. Mullins. Factory finish was supplemented with the olive color coat on the fuselage and wings upper surfaces.

55th FS affiliation is further confirmed by the fuselage code KI as well as the black triangle on the vertical tail surface and the rudder carrying the plane's individual letter in white color.





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



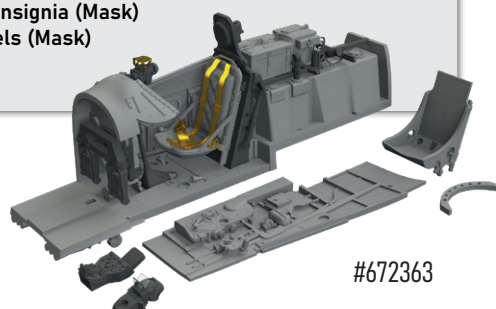
John Mack Simmons, native of Gadsden in Alabama, joined army reserves in June 1942 and in January 1943 started his pilot's training. After the graduation he was dispatched to 317th FS in the Italian theater. From the second half of April, he flew P-47s with this unit, in May, the whole 325th FG was re-equipped with superior Mustangs. While flying combats during the

World War II, John Simmons shot down seven enemy aircraft and after it he remained in the USAF service. On January 18, 1961, he perished in the T-33 crash during the final approach. Since their African assignment the 325th FG aircraft were marked with yellow-black checkerboard painted on the tail surfaces to distinguish them from the bombers they covered, and which gave

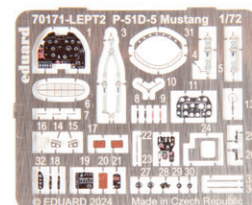
them the nickname Checkertails. The checkers' dimensions were 10 by 10 inches. The plane marked with number 27 carried the inscription Devastating Dottie on the port side of the nose, the starboard side sported the name Lady Janie VIII as all the aircraft of crew chief Ebert.

## Recommended for P-51D-5 Mustang 1/72

|          |                                                            |
|----------|------------------------------------------------------------|
| SS826    | P-51D seatbelts STEEL (PE-Set)                             |
| 674012   | P-51D-5 LööK (Brassin)                                     |
| 672358   | P-51D exhaust stacks PRINT (Brassin)                       |
| 672359   | P-51D exhaust stacks w/ fairing PRINT (Brassin)            |
| 672360   | P-51D wheel bay PRINT (Brassin)                            |
| 672361   | P-51D Hamilton Standard propeller PRINT (Brassin)          |
| 672362   | P-51D Hamilton Standard propeller uncuffed PRINT (Brassin) |
| 672363   | P-51D-5 cockpit PRINT (Brassin)                            |
| 672366   | P-51D wheels diamond tread (Brassin)                       |
| 672367   | P-51D wheels oval tread (Brassin)                          |
| 672368   | P-51D wheels cross tread (Brassin)                         |
| 672369   | P-51D wheels block tread (Brassin)                         |
| 672370   | P-51D wheels diamond tread 2 (Brassin)                     |
| 672371   | P-51D wheels block tread 2 (Brassin)                       |
| 672372   | P-51D seat PRINT (Brassin)                                 |
| 672373   | P-51D 75gal drop tanks PRINT (Brassin)                     |
| 672375   | P-51D 110gal fuel tanks PRINT (Brassin)                    |
| 672377   | P-51D gun sights PRINT (Brassin)                           |
| 672378   | P-51D bazooka rocket launcher (Brassin)                    |
| 672379   | P-51D gun bays PRINT (Brassin)                             |
| 672384   | P-51D undercarriage legs PRINT (Brassin)                   |
| 3DL72035 | P-51D-5 SPACE (3D Decal Set)                               |
| D72050   | P-51D stencils (Decal Set)                                 |
| D72051   | P-51D US national insignia (Decal Set)                     |
| CX664    | P-51D US national insignia (Mask)                          |
| CX665    | P-51D surface panels (Mask)                                |
| CX673    | P-51D (Mask)                                               |

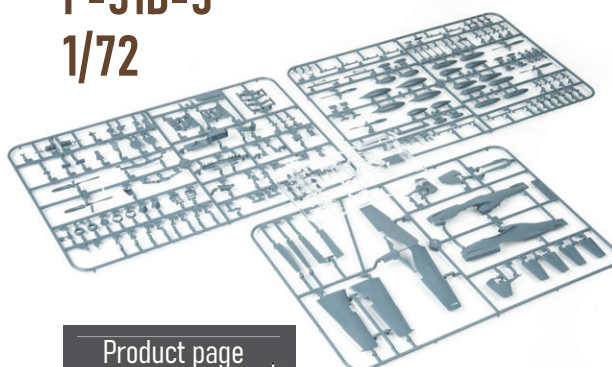


## OVERLEPT #70171-LEPT1 P-51D-5 1/72



Product page

## OVERTREES #70171X P-51D-5 1/72



Product page



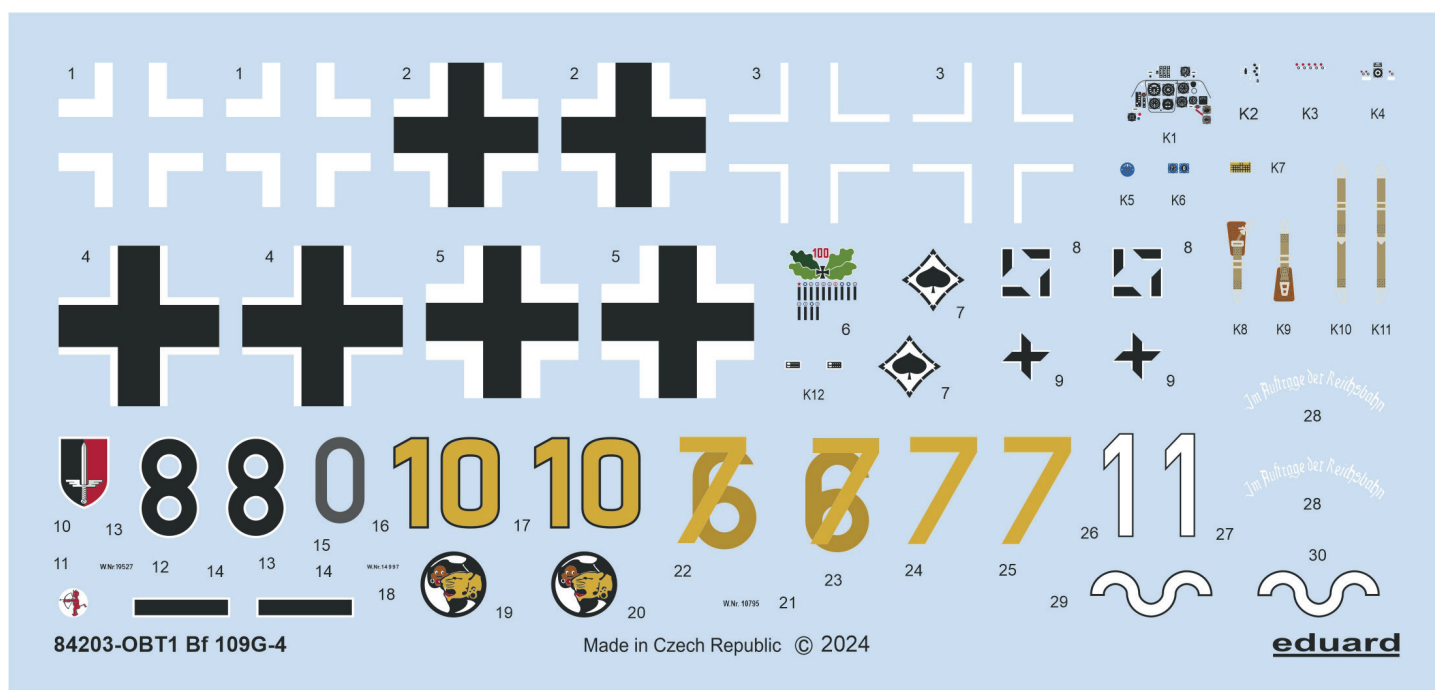
## Bf 109G-4

1/48

#84203

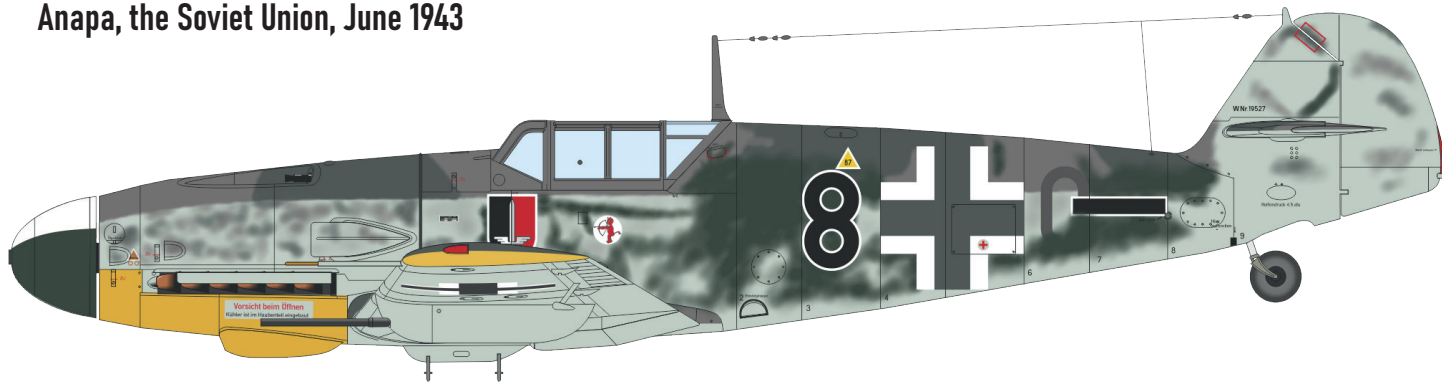
The Weekend edition kit of German WWII fighter aircraft Bf 109G-4 in 1/48 scale.

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

[Product page](#)




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

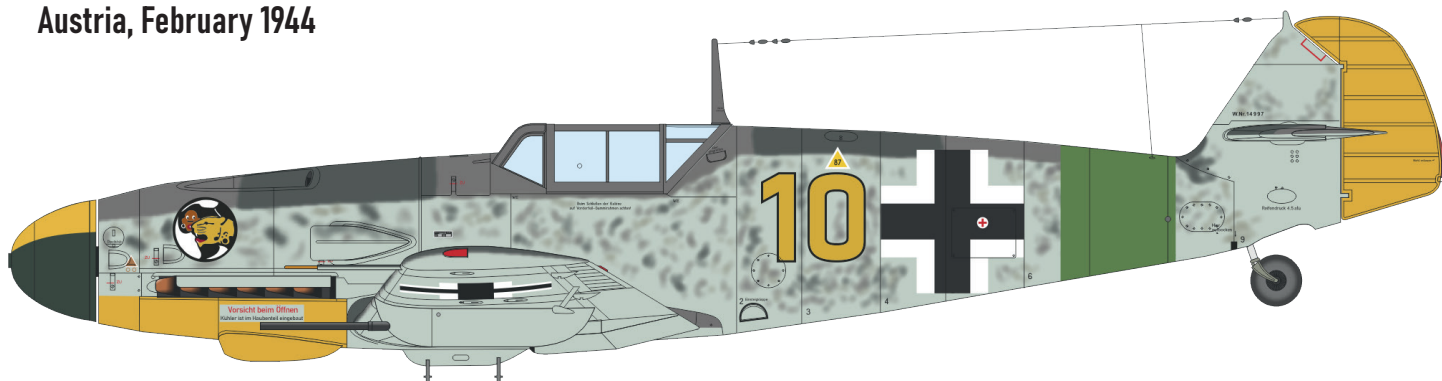


Viktor Petermann was shot down with this aircraft by a Soviet fighter on June 6, 1943. The combat took place over the village of Petrowskaya in the Kuban region of the Soviet Union. The JG 52 badge was painted below the canopy, with a small devil symbolizing the 5. Staffel. Previously, the serial number 19257 was mistakenly attributed to this

aircraft. Petermann, a native of Weipert (Vejprty), Czechoslovakia, began his combat career in 1942 as a wingman to JG 52 Kommodore Gordon Gollob. He achieved 64 aerial victories and was awarded the Knight's Cross on February 29, 1944. On October 1, 1943, his Bf 109G was hit by friendly anti-aircraft fire. Petermann was wounded

and had to belly land. The incident resulted in the amputation of his left forearm. Despite this handicap, he continued flying combat missions, shooting down four more enemy aircraft. He also underwent conversion training on the Me 262.

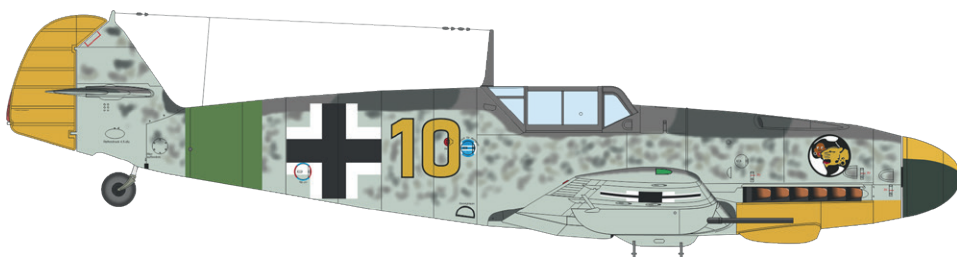
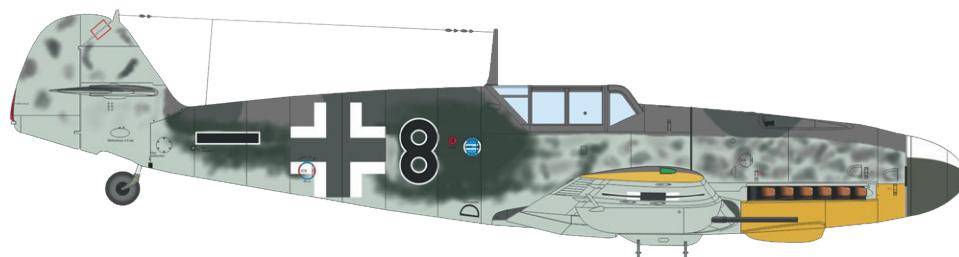
■ Bf 109G-4/R6, Obfw. Rainer Pöttgen, 3./JG 27, Fels am Wagram,  
Austria, February 1944



Rainer Pöttgen was the most famous wingman of the legendary fighter pilot Hans-Joachim Marseille. He served in Africa with I./JG 27 from December 1941 and fulfilled the role of a reliable wingman who covered his leader's back, allowing him to concentrate on the target. Pöttgen gained his first victory on June 1, 1942, after 100 combat missions flown with Marseille. Because of

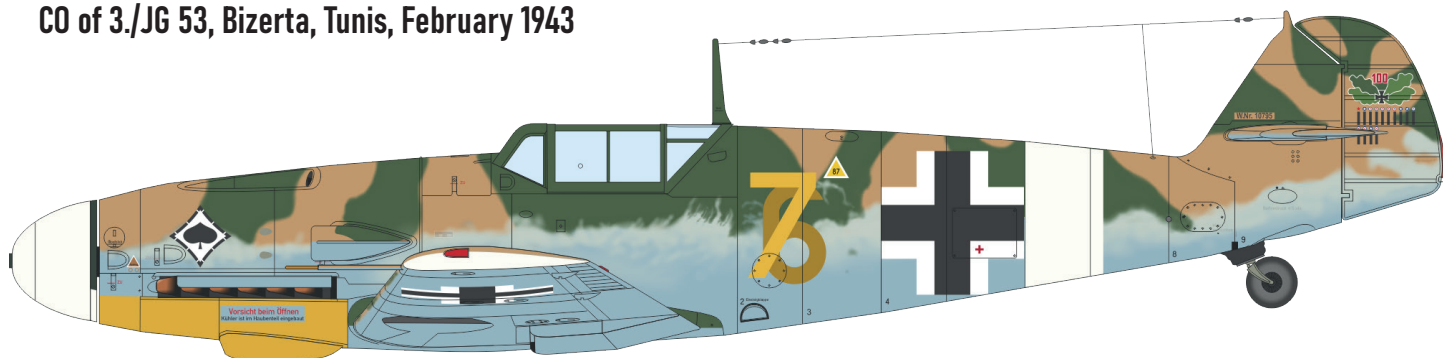
his leader's high number of victories, Pöttgen was nicknamed the Flying Counter (fliegendes Zählwerk). He also flew with Marseille during the fateful day in which the famous pilot died. Pöttgen served with I./JG 27 in 1943, first in France, where he achieved four victories during the spring and summer. At the end of July 1943, his unit moved to Austria and was integrated into the Defence

of strengthen the Reich. The armament of the unit's aircraft was complemented by MG 151/20 underwing cannons for heavier bursts in the combats with Allied four-engine bombers. Pöttgen survived the war during which he achieved seven victories. He was a valued member of the JG 27 veterans organization.





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

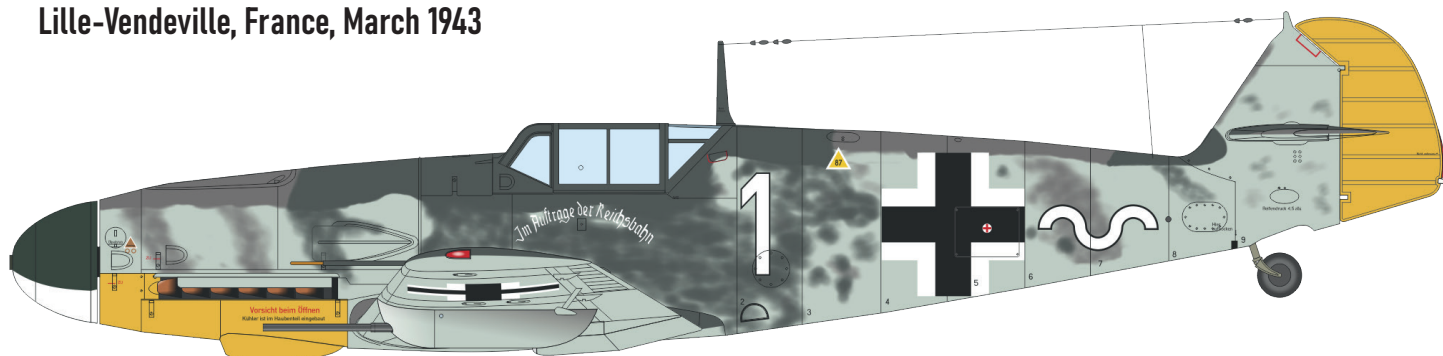


Wolfgang Tonne was born on February 28, 1918, in Moosbach and joined the Luftwaffe in 1937. In May 1940 he took part in the Battle of France in the ranks of JG 53, then fought in the Battle of Britain and consecutively took part in Operation Barbarossa with the same unit. At the end of 1941, JG 53 moved to Sicily to support Luftwaffe attacks on Malta. There, in January

1942, Wolfgang Tonne was given command of the 3. Staffel. In May 1942, 3./JG 53 was again sent to the Eastern Front, here Wolfgang Tonne achieved his 101st kill and was awarded the Knight's Cross with Oak Leaves. In October 1942, 3./JG 53 was sent to North Africa. Tonne's Yellow 7 with the number 6 painted underneath after the previous user had his awards and kills painted on the left

side of the rudder. In April 1943, Tonne's unit was based at Protville airfield in Tunisia. He scored his 122nd kill on April 20, 1943. On return to the home airfield he performed a victory roll with his Bf 109G-6/R1 WNr. 16523. He apparently misjudged the altitude, lost control of his aircraft and the risky maneuver cost him life.

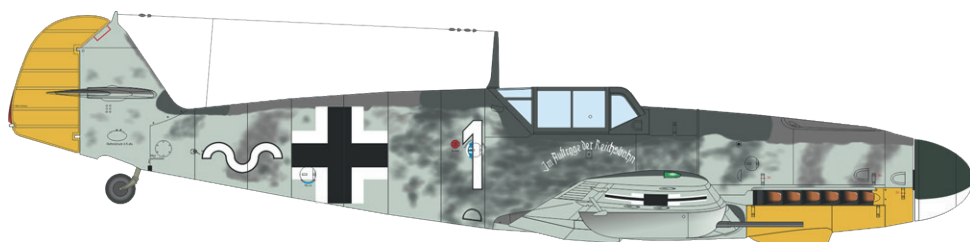
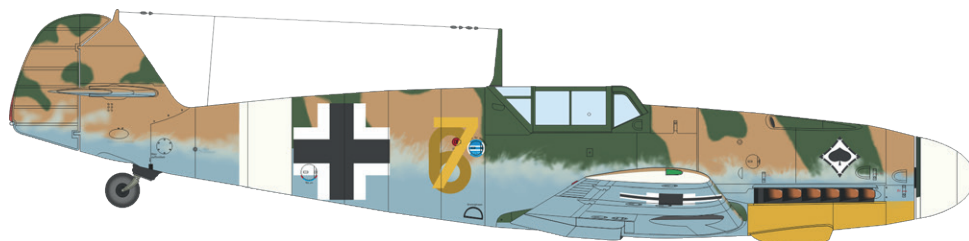
■ Bf 109G-4/R6, Hptm. Waldemar Wübke, CO of 7./JG 54,  
Lille-Vendeville, France, March 1943



Waldemar Wübke was one of the few Luftwaffe fighter pilots to survive combat duty over the entire course of the war. He was credited with a total of 15 victories over Allied aircraft. He started the war as a Leutnant with 9. Staffel, III./JG 54 during the Battle of Britain and ended it as a Hauptmann, flying Fw 109D-9s of the „Papagai Staffel“, which was flying defensive

missions for Me 262 of Galland's JV 44. The JG 52 started the war on the western front but was assigned to Army Group North during Operation Barbarossa as part of the Luftflotte 1. In February 1943 III./JG 54 was transferred back to the west. There it was to replace one of the Gruppe JG 26. On February 1, 1943, it was sent from Heiligenbeil to Lille-Vendeville, where it was handed new

Messerschmitts Bf 109G-4. By March 25, 1943, the III./JG 54 received orders to relocate to Oldenburg and to serve within the Defense of the Reich system. Bf 109G-4s came to the 7. Staffel JG 54 mostly from other units. Aircraft of III. Gruppe carried fuselage markings consisting of a wave bar in the Staffel color. The lower engine cowling was in yellow as was the rudder.





# F6F-3

1/48

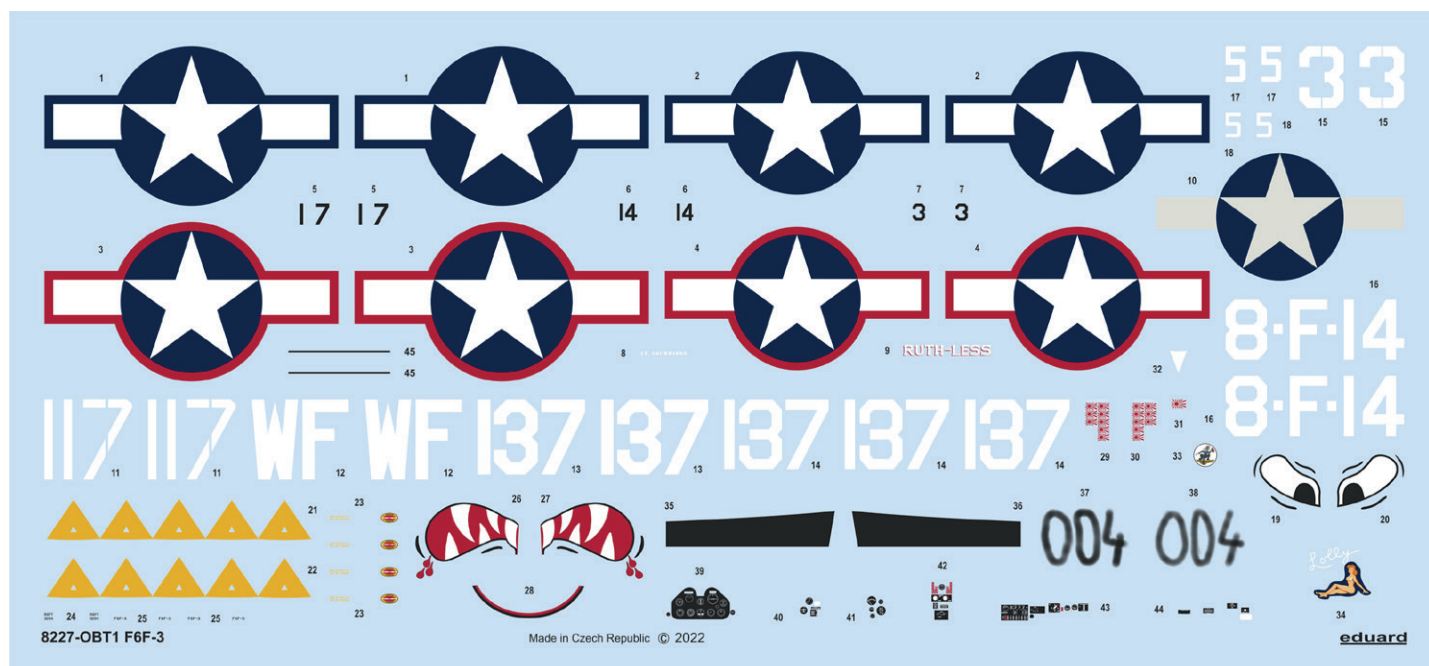
#8227

The ProfiPACK edition kit of US WWII fighter aircraft F6F-3 in 1/48 scale.

## Re-Release

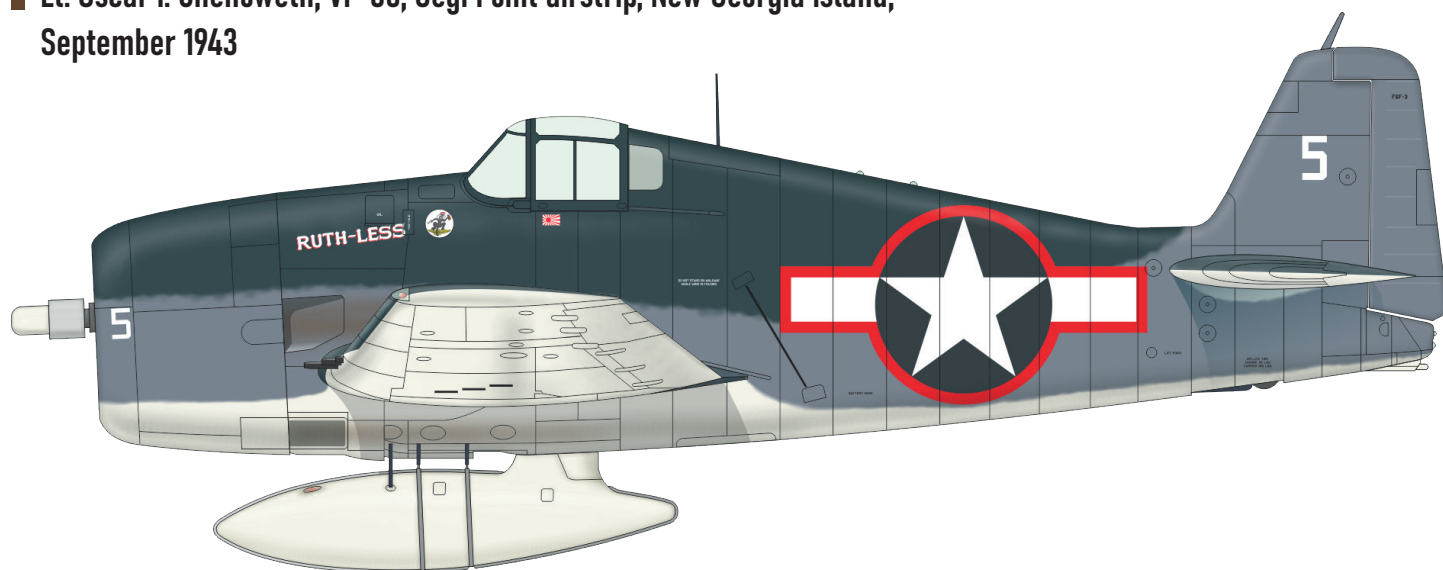
- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

Product page





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

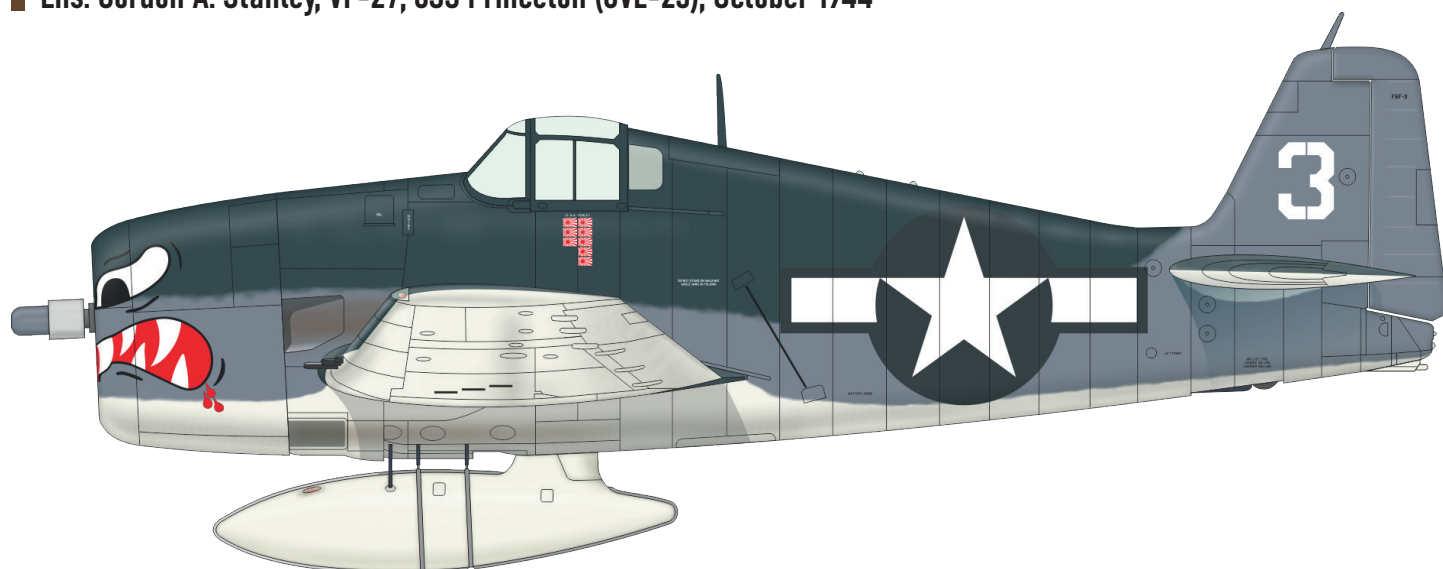


Oscar Ivan Chenoweth was born on July 16, 1917, in Salem, Oregon. Having graduated from the High School he continued his studies at the Oregon State University however he interrupted his education and in October of the same year enlisted in the US Navy. Having completed the fighter training Ens. Chenoweth flew as an instructor at a training unit. In the middle of 1943, he was assigned to VF-38 operating in the Pacific.

Here he achieved his first kill on September 15, 1943, when he shot down a Japanese Zero nearby Ballale island. Since January 1944 he flew Corsairs with VF-17 achieving another 7.5 victories over Japanese aircraft. Since June 1944 he was in command of the dive bomber squadron. In 1954 he retired from the US Navy and worked for Chance Vought. He passed away on May 9, 1968, due to a heart attack. Red outline

of the national markings was discontinued as of August 14, 1943, because of possible confusion with the Japanese Hinomaru. There is no photographic proof that Chenoweth's aircraft carried the red outlines at the time of his first kill. It is possible, that in this time it sported blue-outlined markings.

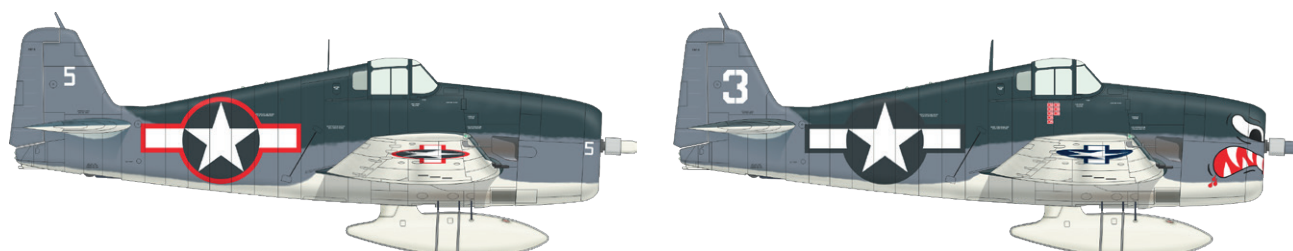
■ Ens. Gordon A. Stanley, VF-27, USS Princeton (CVL-23), October 1944



Gordon Arthur Stanley, born on July 13, 1921, in Seattle, Washington state, shot down eight enemy airplanes in the course of World War Two. All of them he achieved flying with VF-27. This unit became famous thanks to its unique marking – cat mouth and eyes painted by Robert Burnell

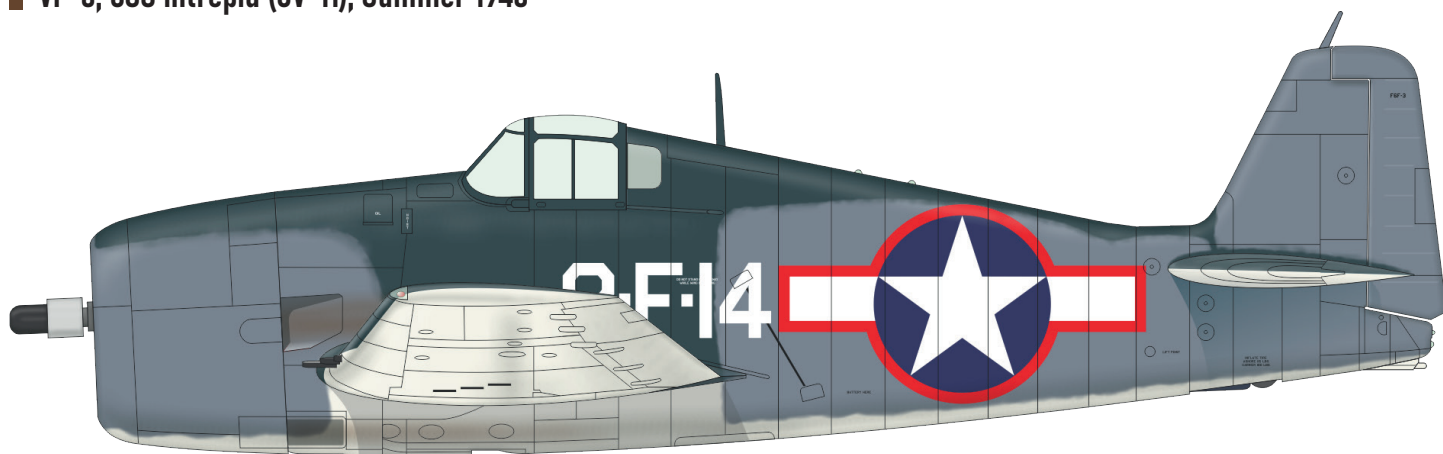
on all noses of the Hellcats belonging to this unit. Most of the Hellcats sporting the cat mouth with eyes were lost on October 24, 1944, during the Battle of Leyte Gulf. The aircraft ended up on the ocean bottom together with Light Aircraft Carrier Princeton, which was sunk by the single bomb

launched from the D4Y Suisei (Judy) dive-bomber. Afterwards VF-27 operated from the board of CVL-22 Independence, however without the cat-mouth and eyes markings.





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

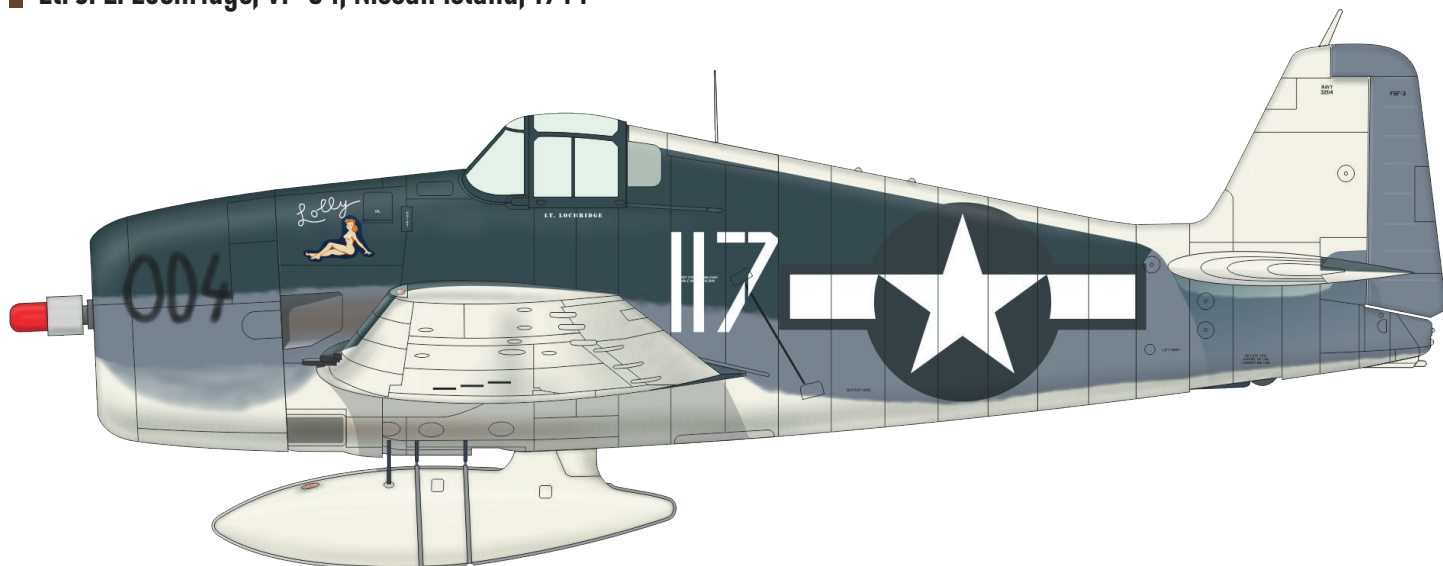


Second unit marked as VF-8 was established on June 1, 1943, under the command of LCdr. William M. Collins Jr. and was dispatched for the operational training aboard USS Intrepid which was sailing in the Caribbean Sea at that time.

Tri-color camouflage, introduced as of January 5, 1943, for the application on the aircraft deployed to Pacific, composed of Non-specular Sea Blue, Semi-gloss Sea Blue, Intermediate Blue and Non-specular White. Here, it was applied

slightly differently than on the other aircraft. National markings featuring the red outline were introduced as of June 28, 1943.

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



The very unusual marking consisting of a white spine and part of the tail was typical for VF-34 Hellcats. Even more rare were pin-up girls on

U.S. Navy fighter aircraft. Registration number was spray-painted on the engine cowlings, used obviously during the deliveries from the

manufacturer to the units.





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



Naval Air Station Melbourne was established on October 20, 1942 and the first training course commenced on January 18, 1943 on F4F Wildcat aircraft. Hellcats started to arrive at the unit as of June 1, 1943, fully replaced originally operated

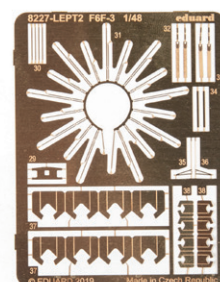
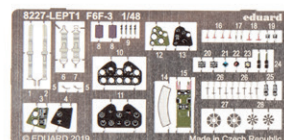
Wildcats as of October 1, 1944, and their inventory varied between 75 and 150 machines. During 1944, 546 pilots completed their pilot training at this base, another 916 pilots from January to October 1944. Hellcats belonging to this unit sported

a prominent marking carried on the front part of the engine cowling consisting of stripes or other geometrical shapes.

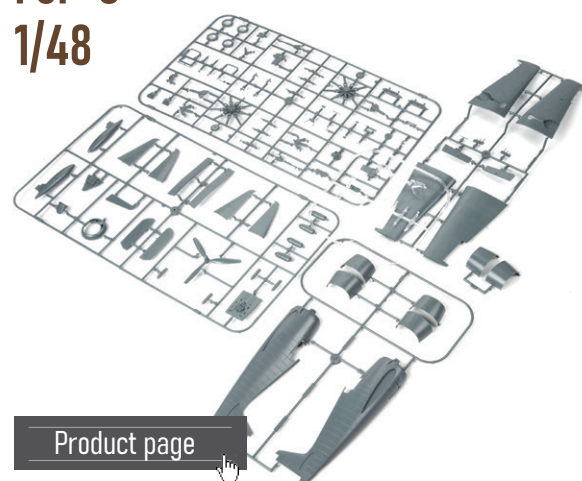
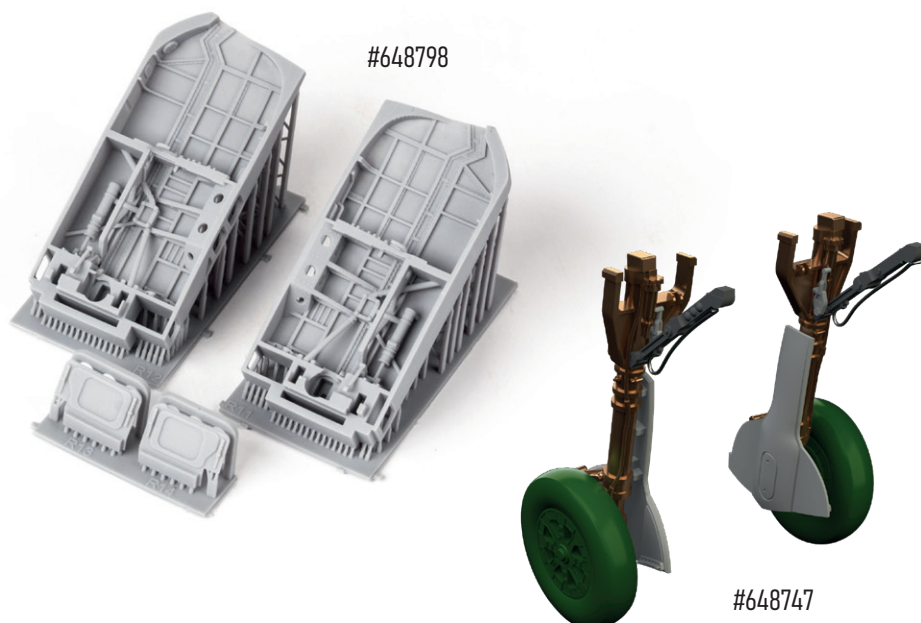
## Recommended for F6F-3 1/48

|          |                                                  |
|----------|--------------------------------------------------|
| 48585    | F6F undercarriage (PE-Set)                       |
| 48588    | F6F gun bay (PE-Set)                             |
| 491346   | F6F-3 (PE-Set)                                   |
| 644011   | F6F-3 LööK (Brassin)                             |
| 648102   | F6F wheels (Brassin)                             |
| 648683   | F6F exhaust stacks (Brassin)                     |
| 648747   | F6F undercarriage legs BRONZE (Brassin)          |
| 648798   | F6F wheel bays PRINT (Brassin)                   |
| 3DL48068 | F6F-3 SPACE (3D Decal Set)                       |
| D48055   | F6F-3 part 1 (Decal Set)                         |
| D48058   | F6F-3 stencils (Decal Set)                       |
| EX865    | F6F-3 TFace (Mask)                               |
| EX996    | F6F-3 US national insignia (Mask)                |
| EX1003   | F6F-3 US national insignia w/ red outline (Mask) |

## OVERLEPT #8227-LEPT1 F6F-3 1/48


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## OVERTREES #8221X F6F-3 1/48


[Product page](#)




# F6F-3

# 1/48

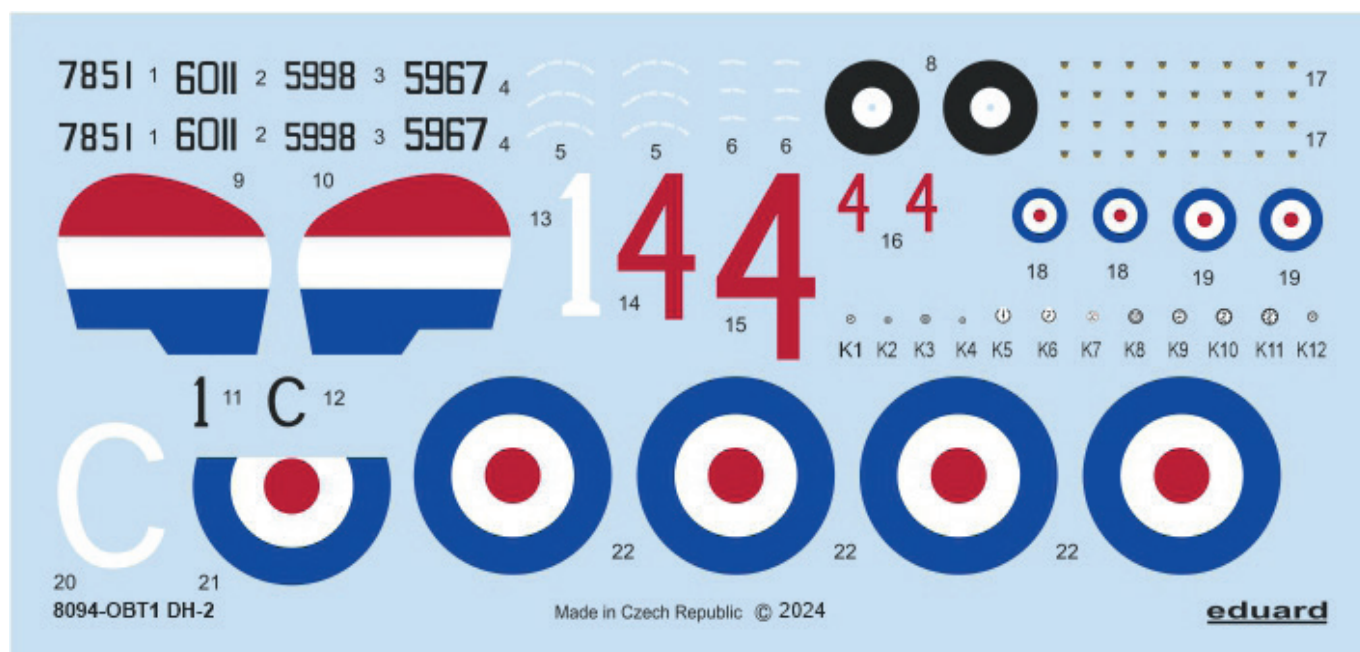
#8227

The ProfiPACK edition kit of British WWI fighter aircraft DH-2 in 1/48 scale.

## Re-Release

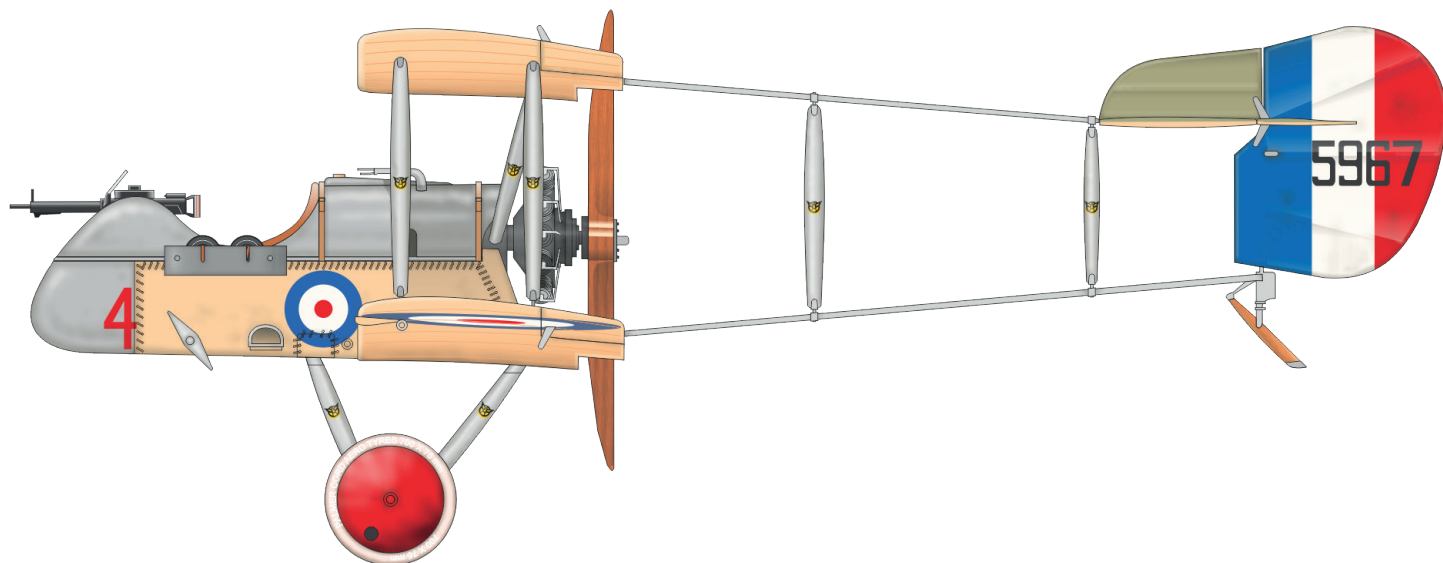
- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

Product page





## ■ No. 5967, Robert H. M. S. Saundby, No. 24 Squadron RFC, Flight A, France, July 1916

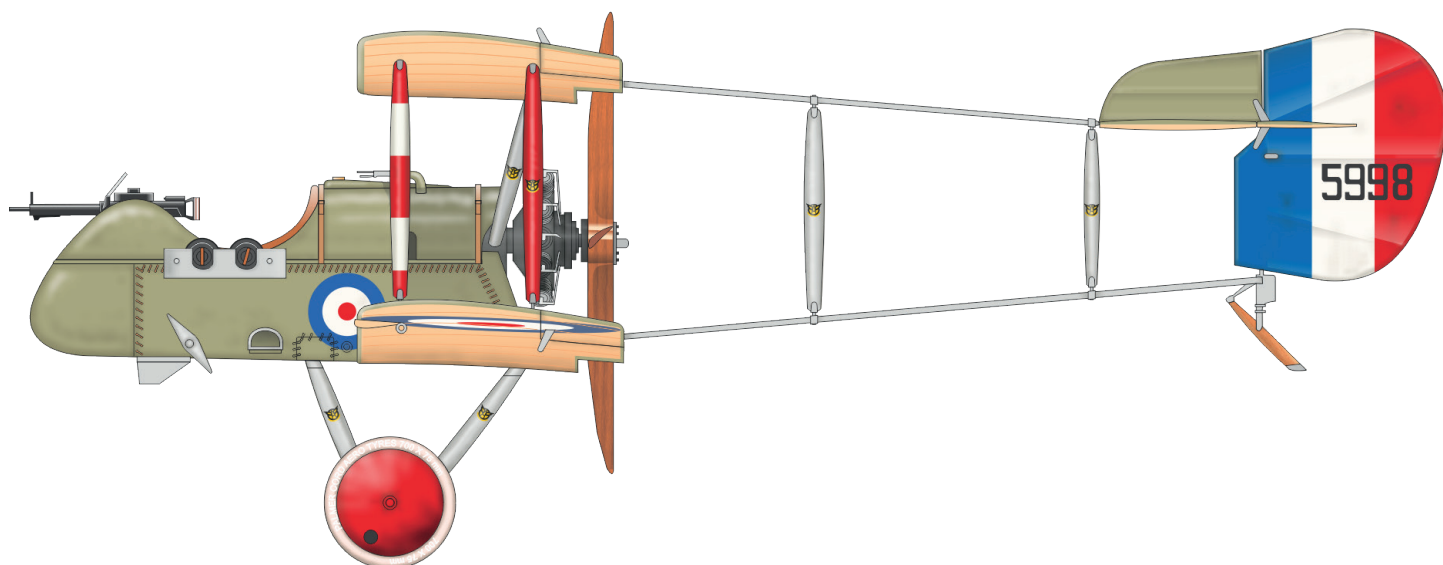


This pilot of No. 24 Sqn, whose full name was Robert Henry Magnus Spencer Saundby, gained a total of five kills over the First World War, three of which were flown from the cockpit of a DH-2 and his first victory was acquired with this aircraft. On July 31, 1916, he claimed a German Fokker Eindecker, which was credited

as OOC (Out of Control). During the course of the same combat, which reportedly took place east of Roisel, he was wounded. Evidently, this was not overly serious, as by August 6, he shared another kill with John O. Andrews. Later, he was transferred to No. 41 Sqn. His last victim was the Zeppelin L48 airship. During the Second World

War, as a staff member of Bomber Command, RAF, he took part in the planning phases of carpet bombing plans of German cities. He received a list of British and foreign awards, was knighted, and left the service in 1946 as Air Vice Marshall.

## ■ No. 5998, Capt. John O. Andrews, No. 24 Squadron, RFC, France, 1916



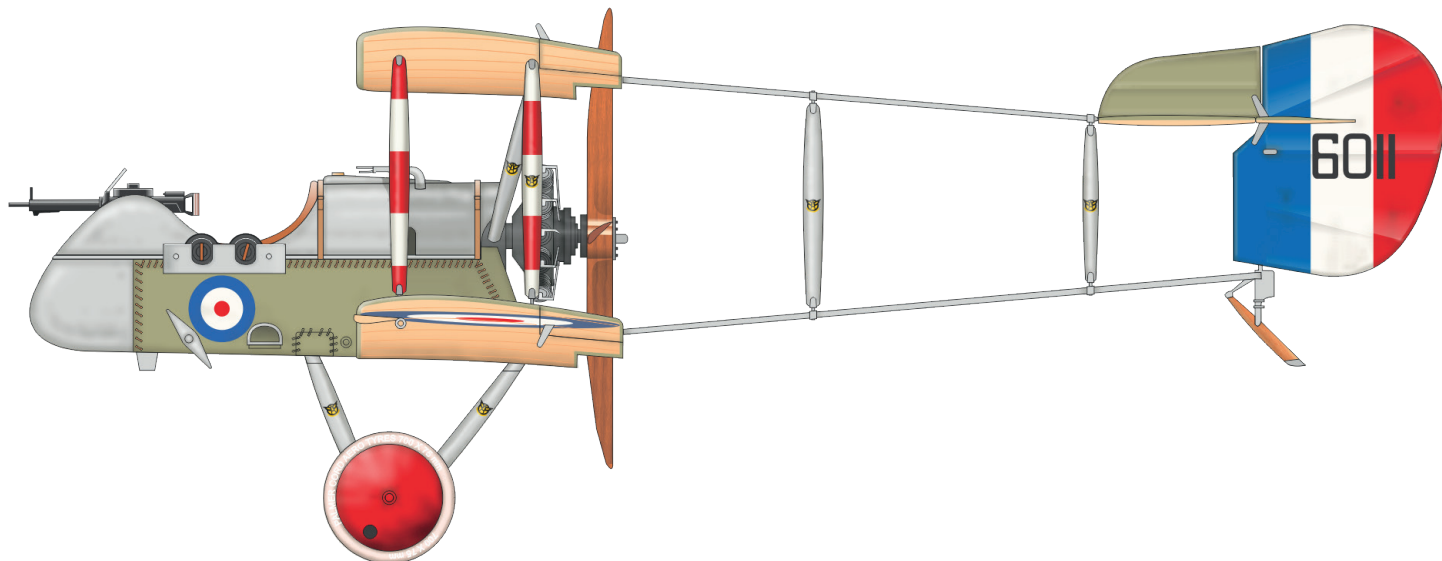
The DH-2 5998 was flown by twelve-kill ace Capt. John Oliver Andrews. He started his flying career as an observer and gunner in an Avro 504 with No.5 Sqn RFC. He received his pilot rating on October 14, 1915, and was assigned to No. 24 Sqn equipped with DH-2s. He flew combat against German aces and on April 27, 1916, damaged the Eindecker flown by Max Immelmann.

On November 22, 1916, he gained his seventh and last kill with No. 24 Sqn. It looks like Stefan Kirmaier, CO of Jasta 2 and an eleven kill ace was his victim. The following day, Andrews took part in combat that claimed the life of seven kill ace and No. 24 Sqn CO Lanoe Hawker, at the hands of Manfred Freiherr von Richthofen. Andrews was transferred to No. 66 Sqn thereafter and

flew the Sopwith Pup. In all, he gained nine kills confirmed, and two listed as OOC (Out of Control). The second ace that flew this aircraft was Sidney Edward Cowan. Flying this airplane, he shot down a German two-seat LVG at Le Sars, thus gaining his fifth of seven kills. He died on November 17, 1916.



## ■ No. 6011, Capt. Arthur G. Knight, No. 24 Squadron RFC, 1916

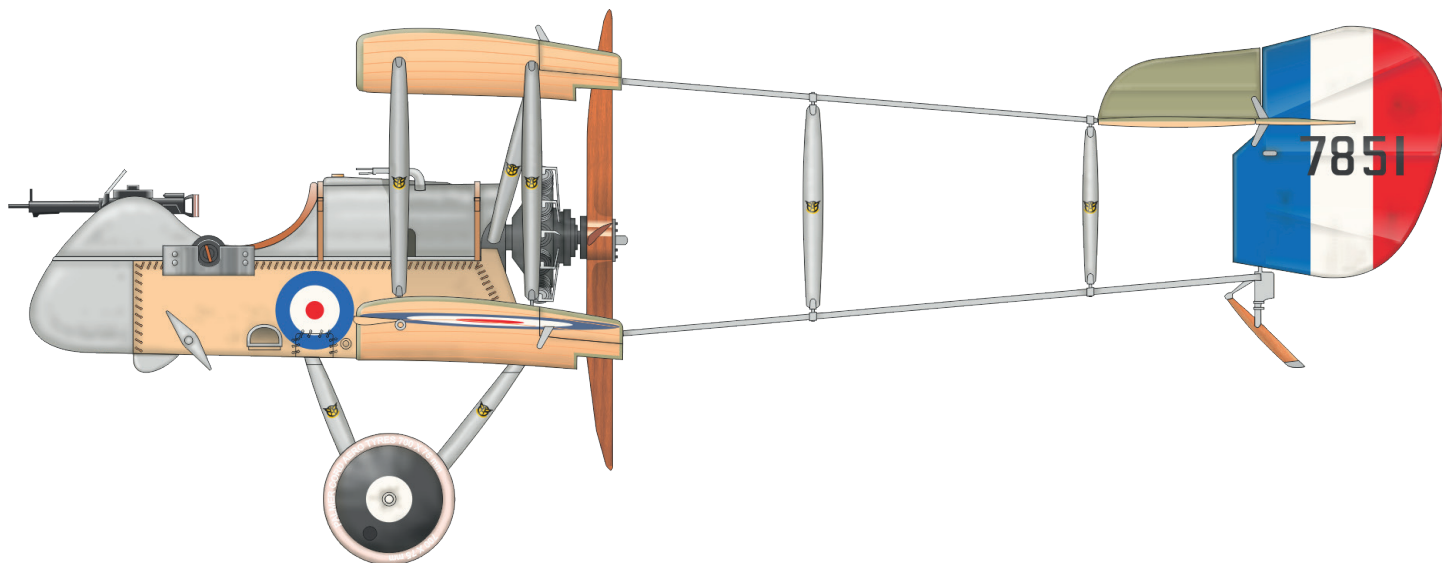


Arthur Gerald Knight gained his first aerial victory on this aircraft on June 22, 1916. His victim was identified as a two-seat German LVG, destroyed in the vicinity of Courcellette in France.

Knight shot down eight enemy aircraft up to the time of his death, all of which were achieved with DH-2. On October 28, 1916, he participated in combat where a fatal collision between Jasta

2 CO Oswald Boelcke and his colleague Erwin Boehme occurred. On December 20, 1916, Knight died, as he became the thirteenth victim of German legend Manfred von Richthofen.

## ■ No. 7851, Capt. William G. S. Curphey, No. 32 Squadron RFC, Flight C, France, 1916



William George Sellar Curphey gained a kill identified as a two-seat LVG on August 22, 1916, flying this airplane and he shot down six enemy aircraft altogether prior to his death on May 15, 1917. All his victories were achieved with DH-2

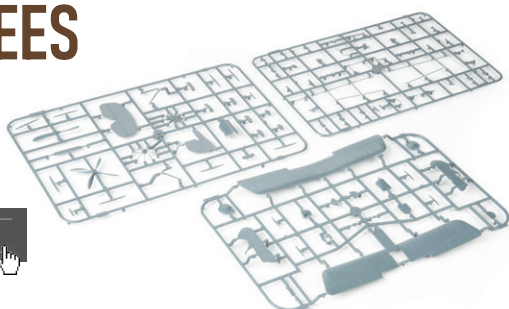
and No. 32 Sqn. The service career of this aircraft ended on January 7, 1917, at 1230 when it was shot down by Lt. d. R. Erwin Boehme of Jasta 2. At that time, E. G. S. Wagner of No. 32 Sqn, member was flying it. He did not survive and became Boehme's

ninth victim. Boehme reached a total of 24 kills by the end of the war. The black wheel discs with white centers and the C 1 code identify this aircraft as a part of No. 32 Sqn C Flight.

## OVERTREES

#8094X  
DH-2 1/48

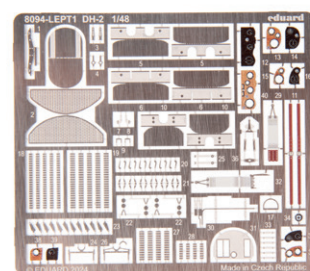
[Product page](#)



## OVERLEPT

#8094-LEPT1  
DH-2 1/48

[Product page](#)





# How to Work with Plastic?

## Part II – preparation of plastics for installation of aftermarket sets



Jakub Nademlejský



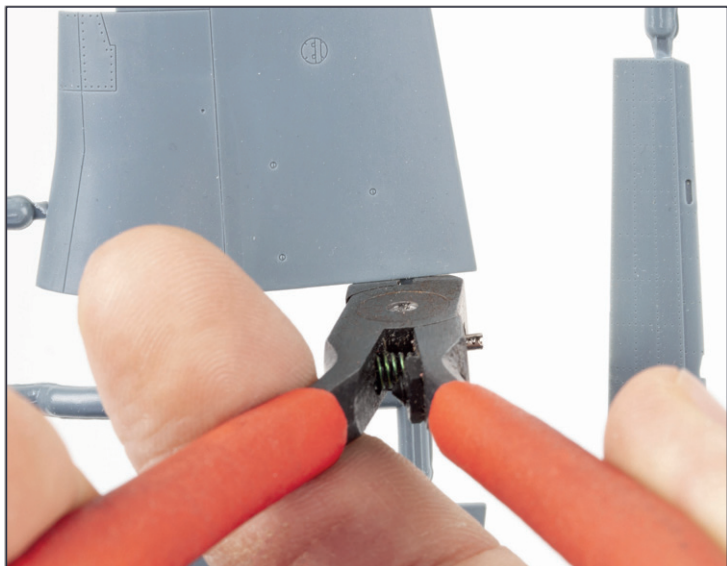
The title photo showcases the tools I use for cutting plastic and major sanding.

Many less experienced modelers often feel apprehensive about cutting into plastic or thinning parts to accommodate additional detailing or conversion sets. In this section, I want to reassure readers that these more advanced modeling techniques are not difficult and that, with the right tools, achieving the necessary modifications is quite manageable. Most larger Brassin sets require modelers to make similar adjustments to their builds. For those hesitant to purchase aftermarket sets due to this process, I aim to show that, with a bit of practice, anyone can master it. In this article, I will demonstrate how to prepare a 1/48 P-51B/C wing for the Brassin gun bay set. I will present two methods: one using only basic modeling tools, and the other employing a motorized Proxxon tool.



At the beginning of this article, I'd like to recap the basics from the last one—using single-blade pliers to remove parts from the wing halves. I detach the bottom sprues by laying the blade face of the pliers flush with the wing surface.





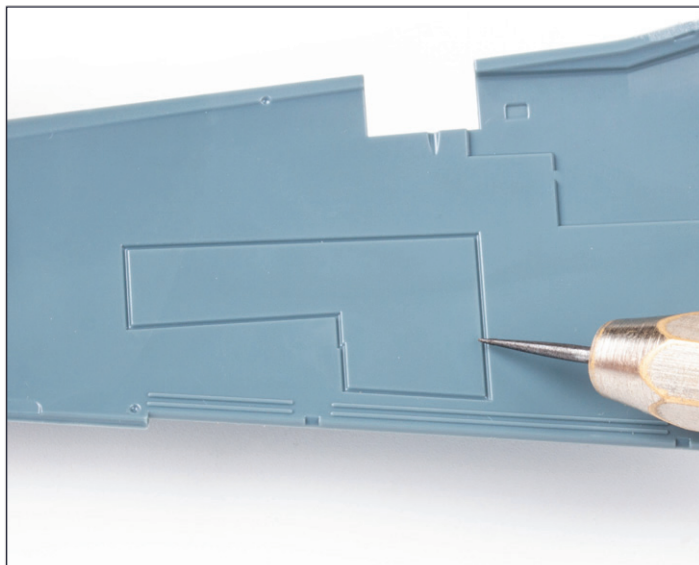
*I cut off the classic sprues by positioning the pliers perpendicular to the wing's surface.*



*Next, I sand the sprue burrs using sandpaper or a file...*



*...or by cutting them away with a sharp scalpel.*



*The Mustang's wing features marks on the inside that indicate where to cut. These marks help us to define the areas to be cut or sanded.*

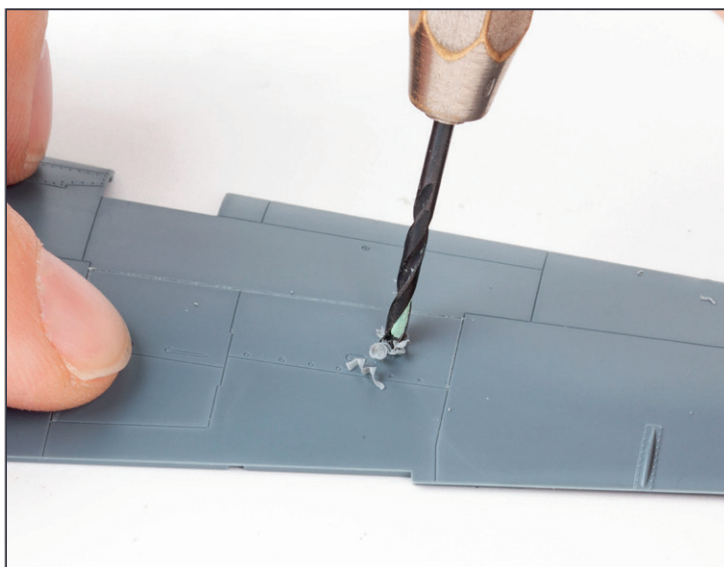
*The covers can be removed with basic modeling tools. First, I take a sharp chisel and make several cuts around the paneling of the manhole covers to deepen the engraving where I'll be cutting the material.*







*Next, I use a pin vise fitted with a drill bit.*



*I'll use the drill bit to create several holes in the area I want to remove. It's advisable to space the holes closely together, as this makes the job easier.*



*This density of holes is ideal.*

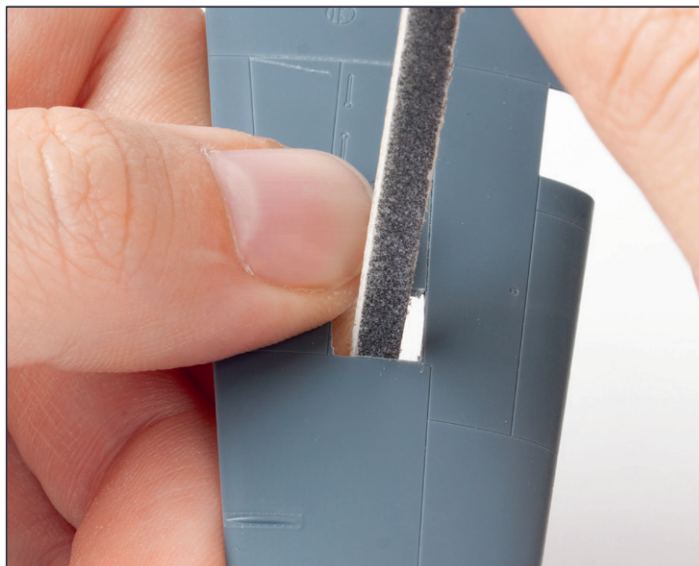


*I can then use conventional pliers to connect the multiple holes into one larger hole.*

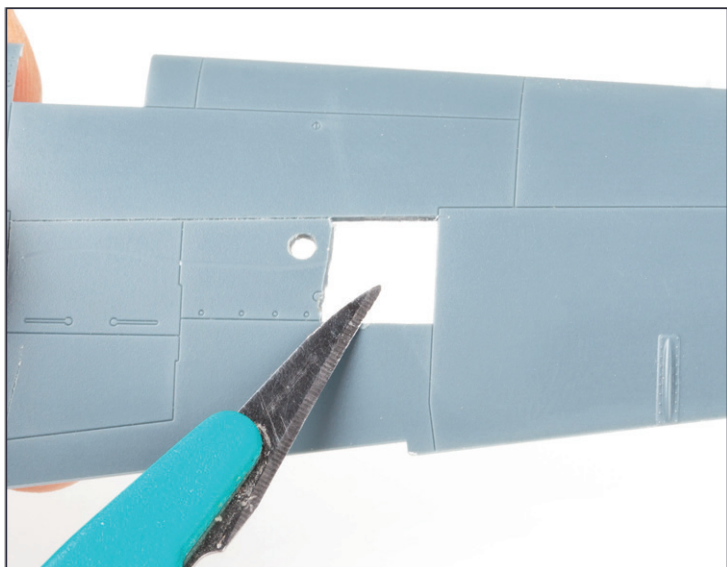




*With such a large hole created, I can use a scalpel to gradually cut away the remaining material, getting closer to the engraved lines I made earlier with the chisel.*



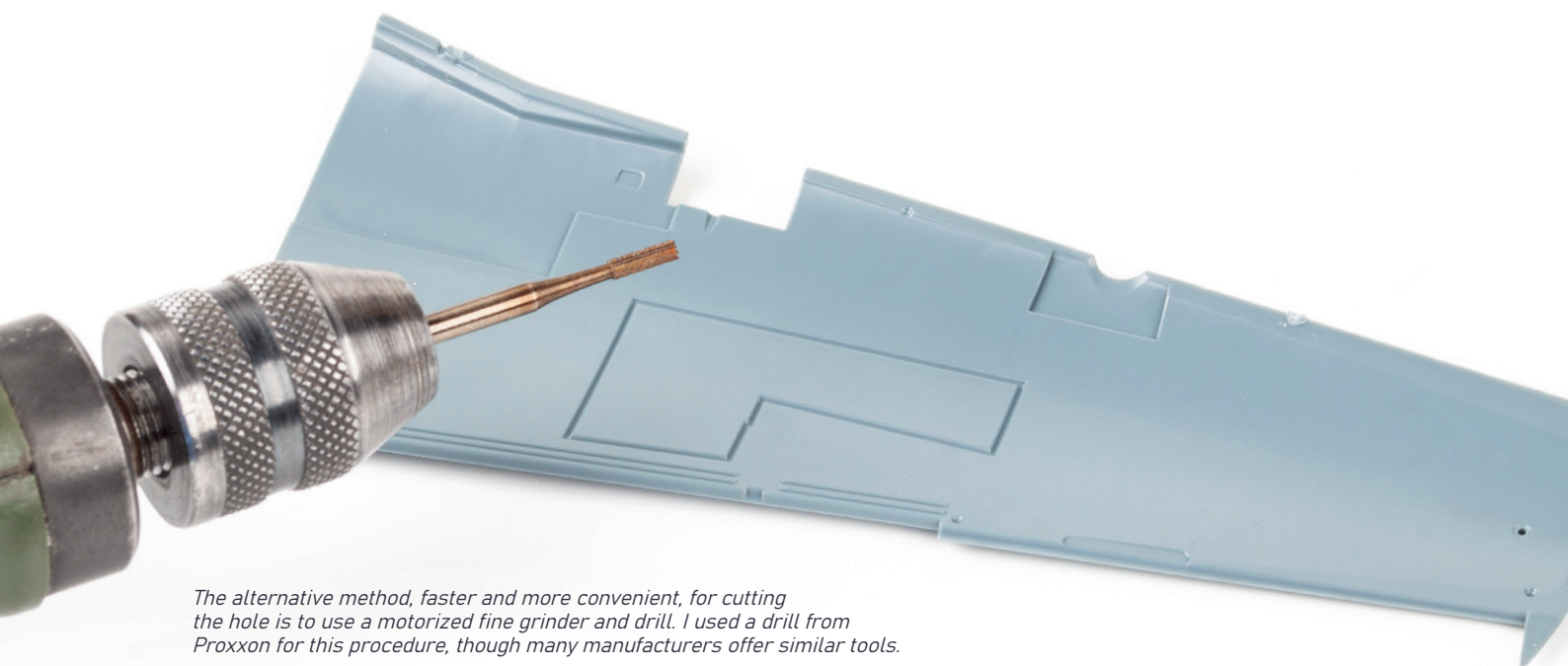
*When I'm close to the engraving, I switch to a thin file instead of the scalpel.*



*Finally, I use the scalpel to refine the corners, ensuring the hole is ready.*



*I then smooth out any traces of plastic dust or uneven cuts using Mr. Cement S glue from Gunz Sangyo.*



*The alternative method, faster and more convenient, for cutting the hole is to use a motorized fine grinder and drill. I used a drill from Proxxon for this procedure, though many manufacturers offer similar tools.*





*I attach a dental grinder to the chuck of the motorized tool and thin the plastic on the inside, which is marked with heavy engravings where I'll cut off the gun shaft covers.*



*Next, I drill holes in the wing again with the motorized tool. The machine drill is very efficient.*





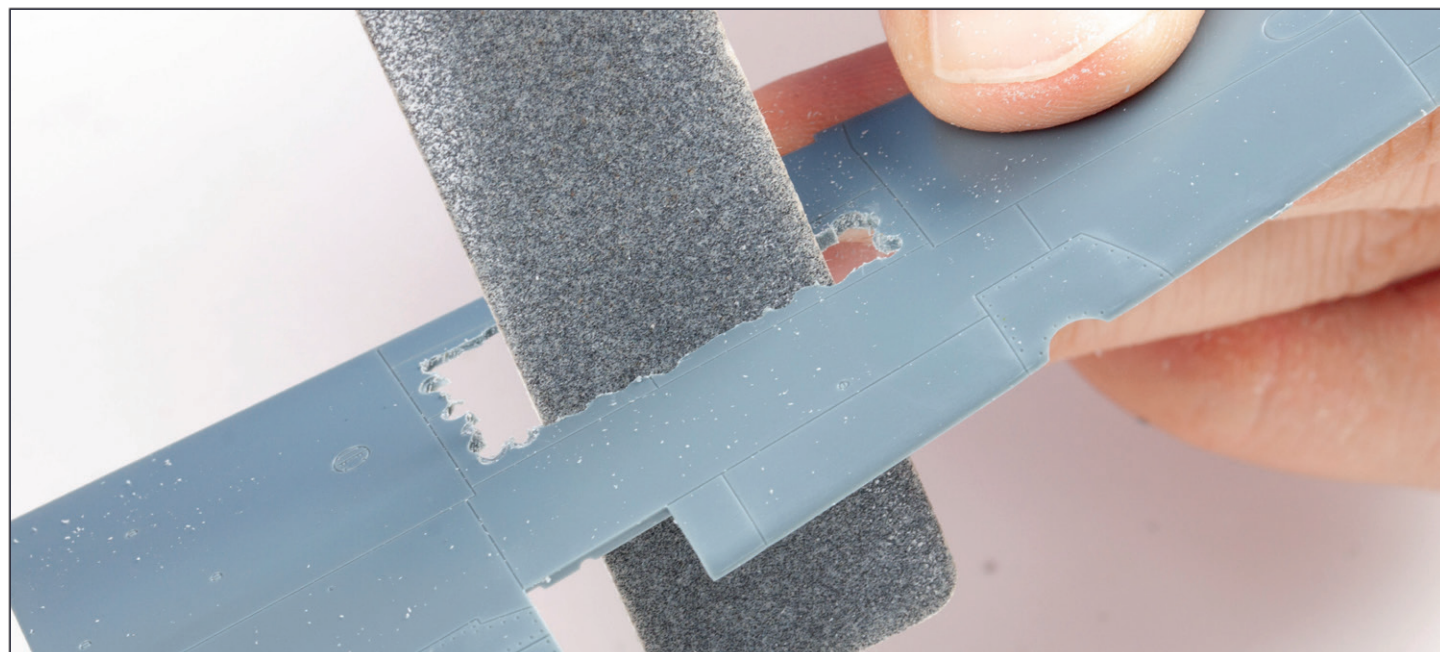
*The covers are now completely drilled and ready to be removed.*



*I'll connect the small holes to form a larger one using pliers.*

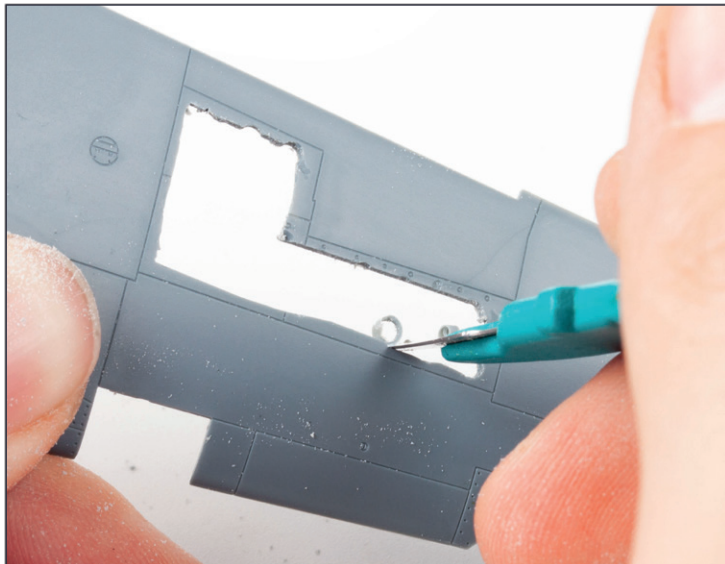


*This creates a sizable hole that can comfortably accommodate additional tools.*



*I can then grind the area using a wide file.*

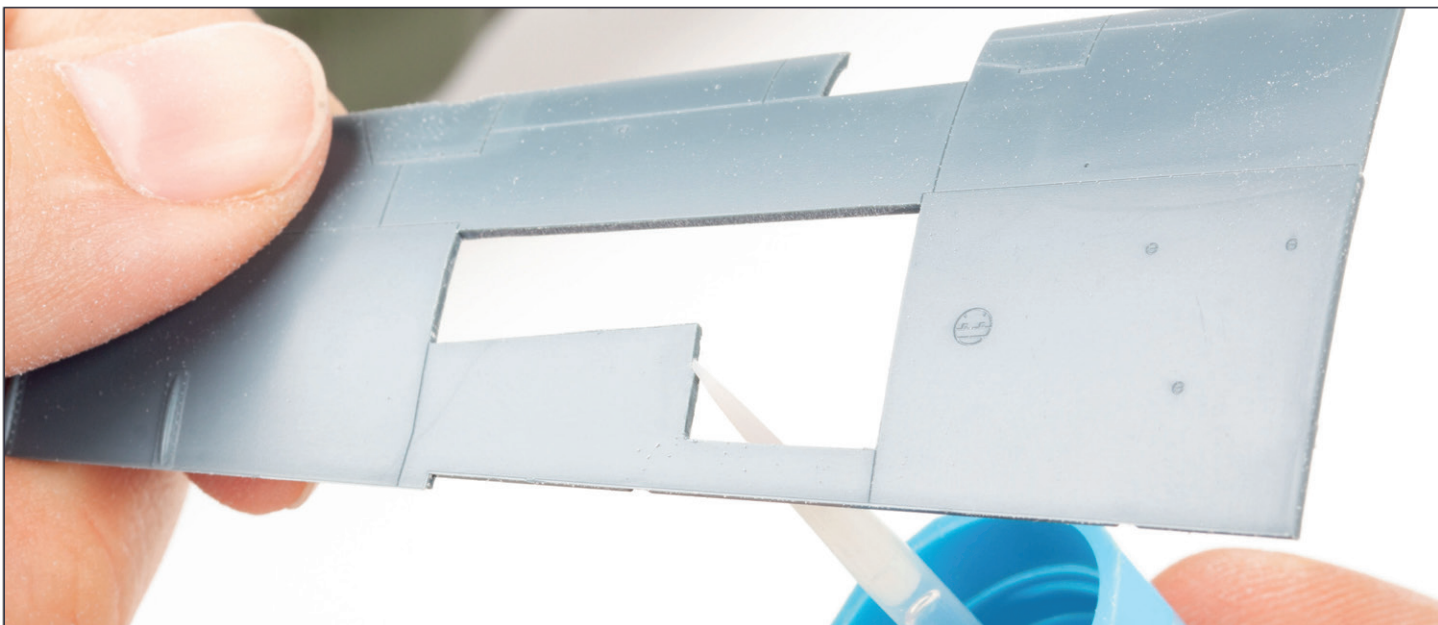




*I cut away remains with a scalpel.*



*And sand the necessary areas with a finer file.*



*I then clean the entire hole with Mr. Cement S glue.*

*Now the wing is ready for the gun shaft. The entire operation took me approximately 15 minutes.*

**(we will continue with more techniques in the next issues...)**



eduard

LIMITED  
EDITION

DUAL COMBO



# THEY FOUGHT TO REBUILD

*Czechoslovak Spitfire pilots in the RAF 1942–1943*

## Spitfire Mk.Vb

British fighter aircraft Spitfire Mk.Vb flown by Czechoslovak pilots serving in the RAF during the defense of Great Britain and attacks on targets in occupied Europe.

1/48 ITEM 11180



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



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



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



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



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



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



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



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



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



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



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



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

www.eduard.com

BONUS: poster 355 x 215 mm



644287

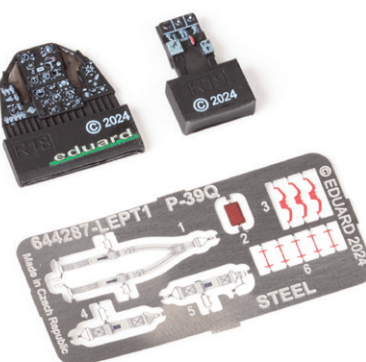
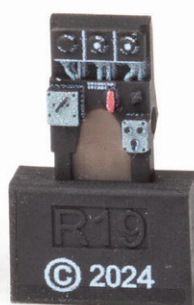
**P-39Q LööK**

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

[Product page](#)


LööK

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

[Product page](#)


LööK+



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



Product page

*LööK*

674022

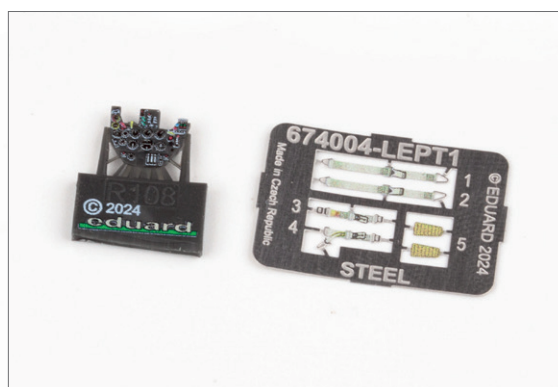
# Bf 109G-14/AS LööK

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

Product page



*LööK*



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

[Product page](#)



6481036

# P-38F/G left engine PRINT

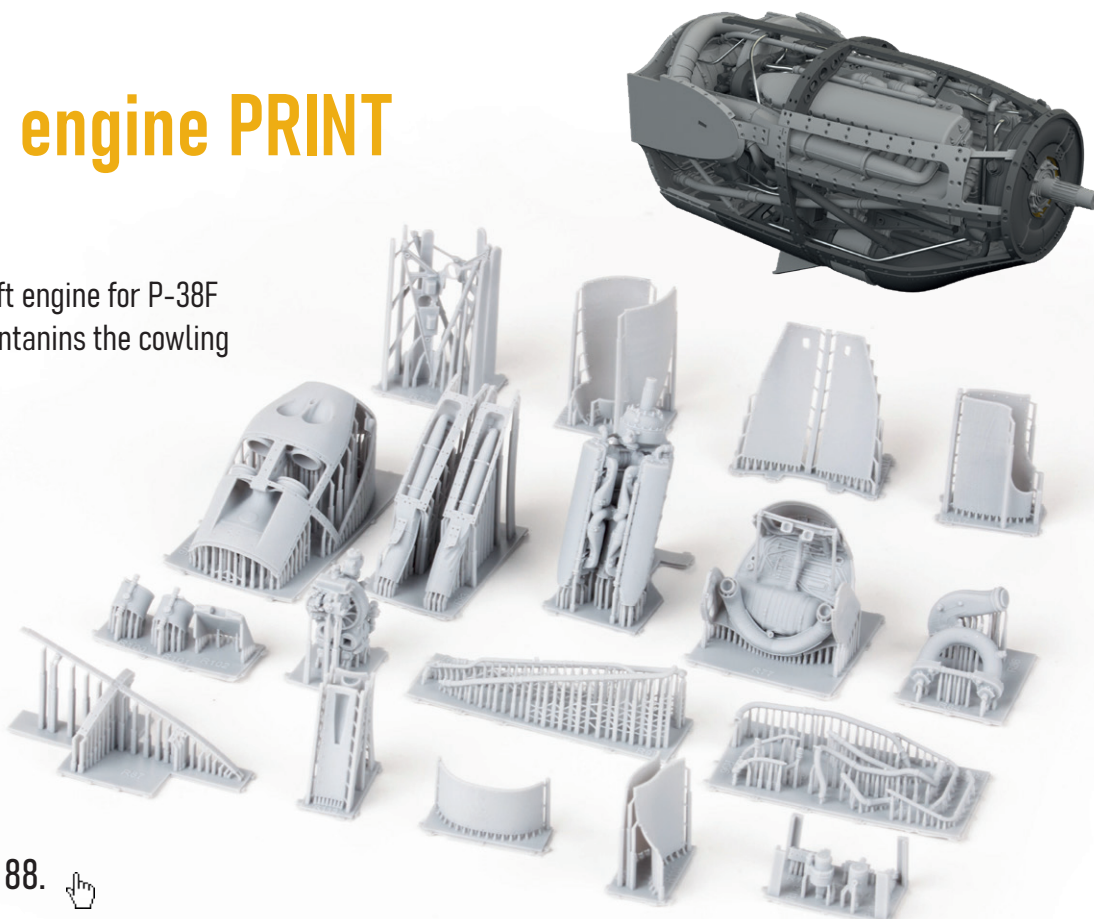
1/48 Tamiya

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

[Product page](#)



Set built gallery on page 88. 



**6481039**

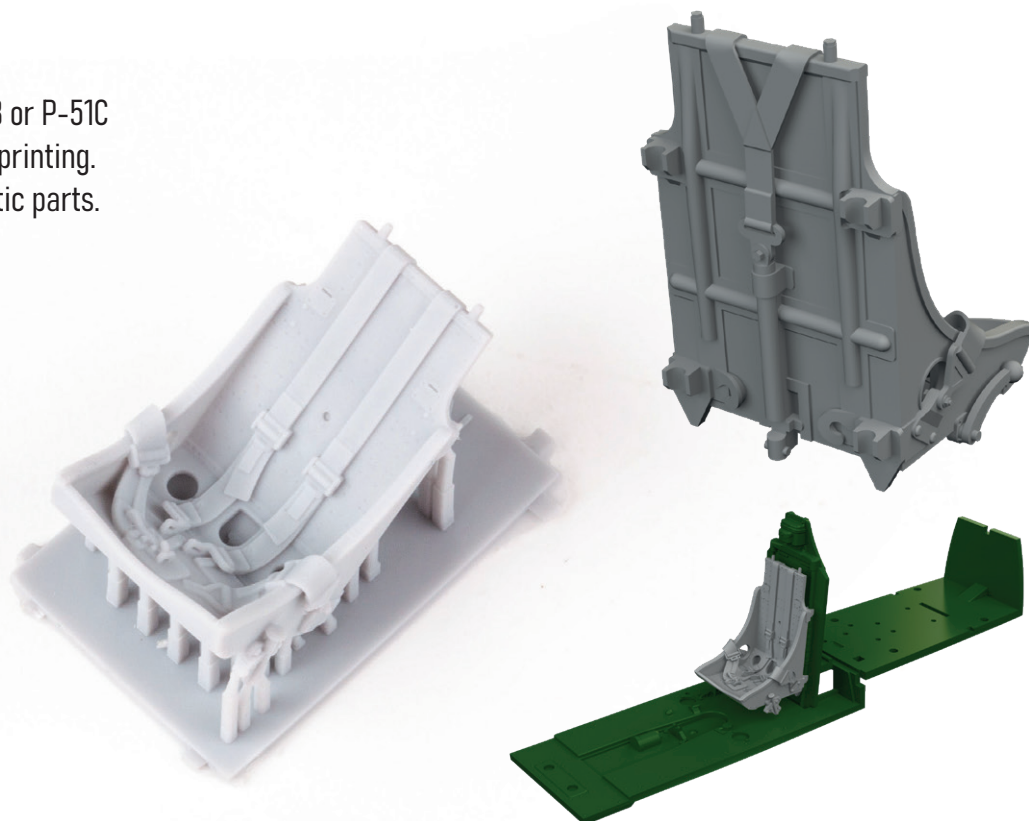
# P-51B/C seat w/ integral belts Type 1 PRINT

**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

[Product page](#)

**6481044**

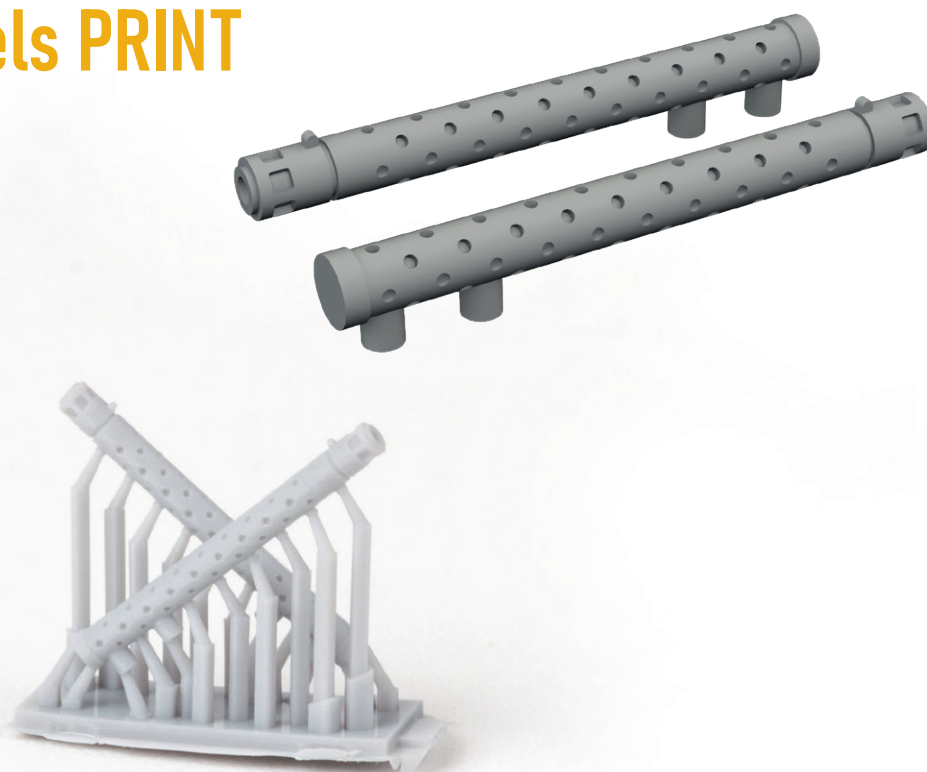
# Bulldog gun barrels PRINT

**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

[Product page](#)




6481045

## Bulldog wheels

1/48 Airfix

Brassin set - the undercarriage wheels for Bulldog in 1/48 scale. The set consists of the main wheels.

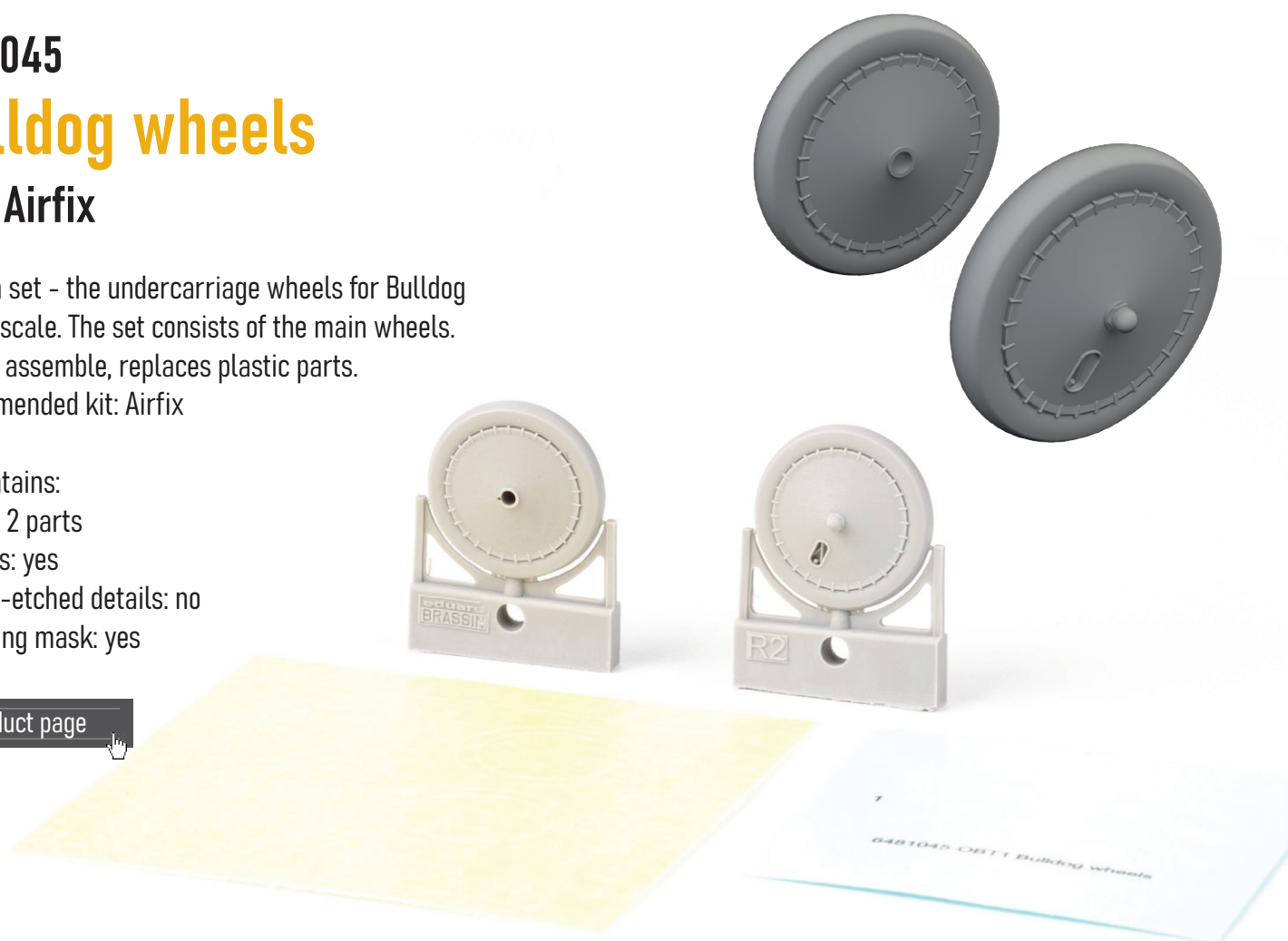
Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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

Product page



6481046

## Bulldog seat PRINT

1/48 Airfix

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

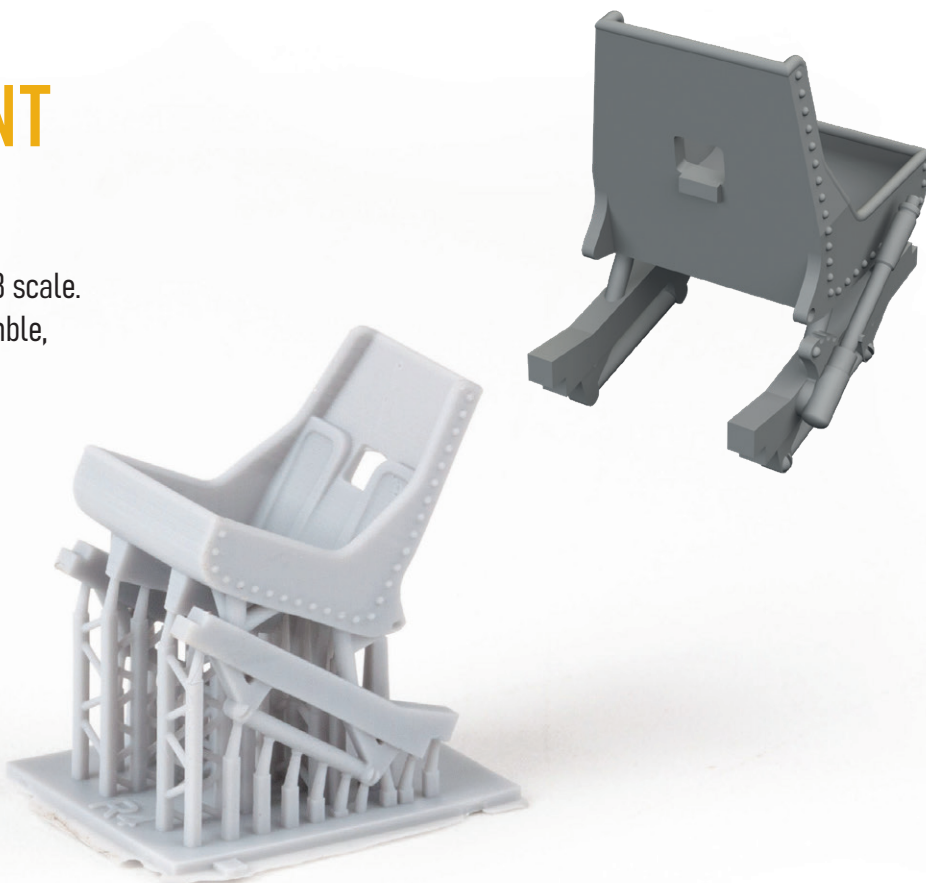
Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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

Product page





6481047

## F4U-1A seat w/ integral belts PRINT

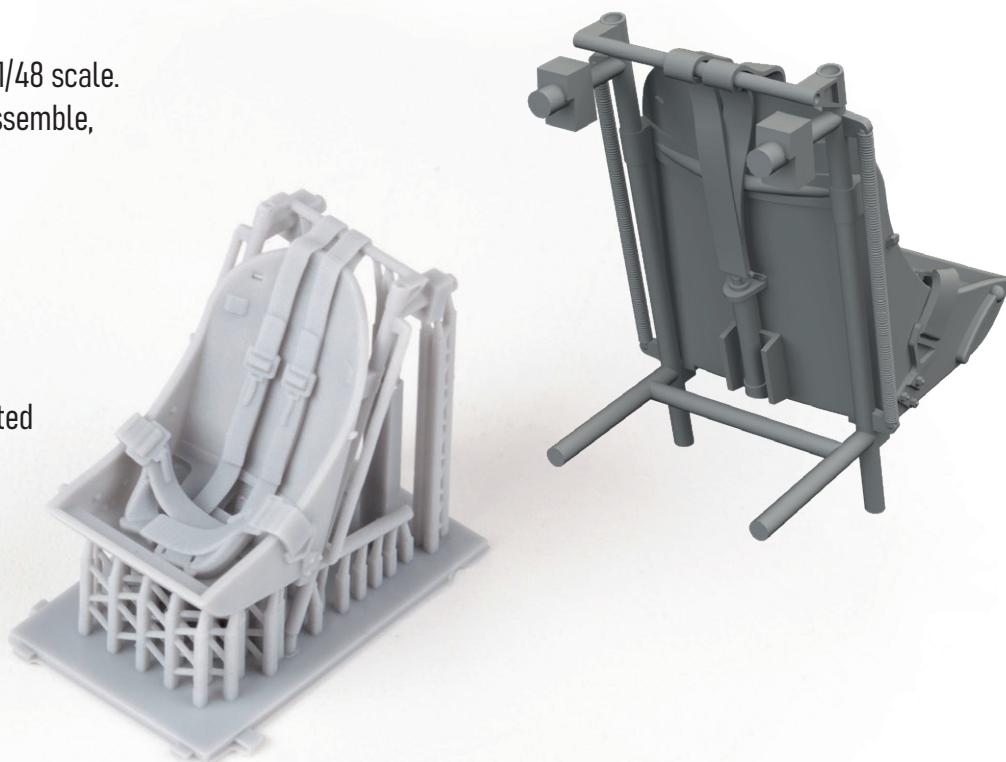
1/48 Magic Factory

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

[Product page](#)



6481048

## F4U-2 seat w/ integral belts PRINT

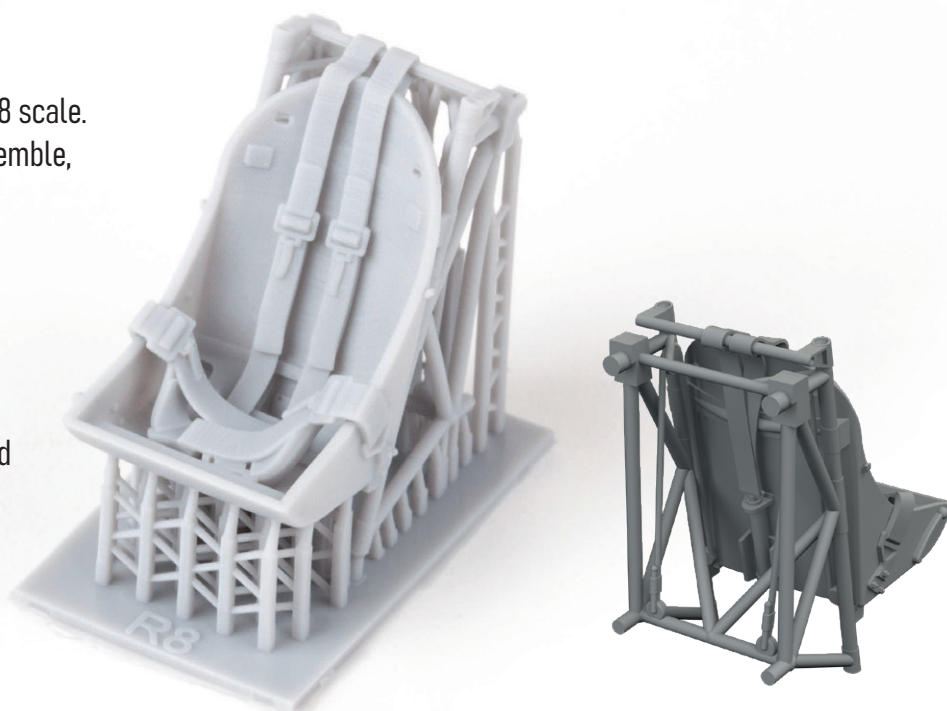
1/48 Magic Factory

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

[Product page](#)





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

[Product page](#)

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

[Product page](#)



**6481053**

## P-39 gun barrels

**1/48 Arma Hobby**

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

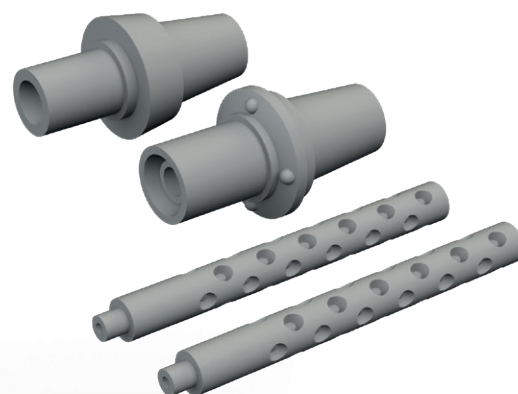
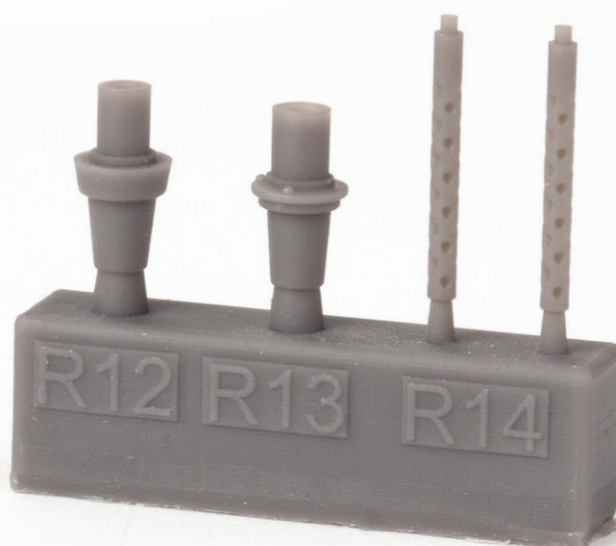
Easy to assemble, replaces plastic parts.

Recommended kit: Arma Hobby

Set contains:

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

Product page


**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

Product page





672388

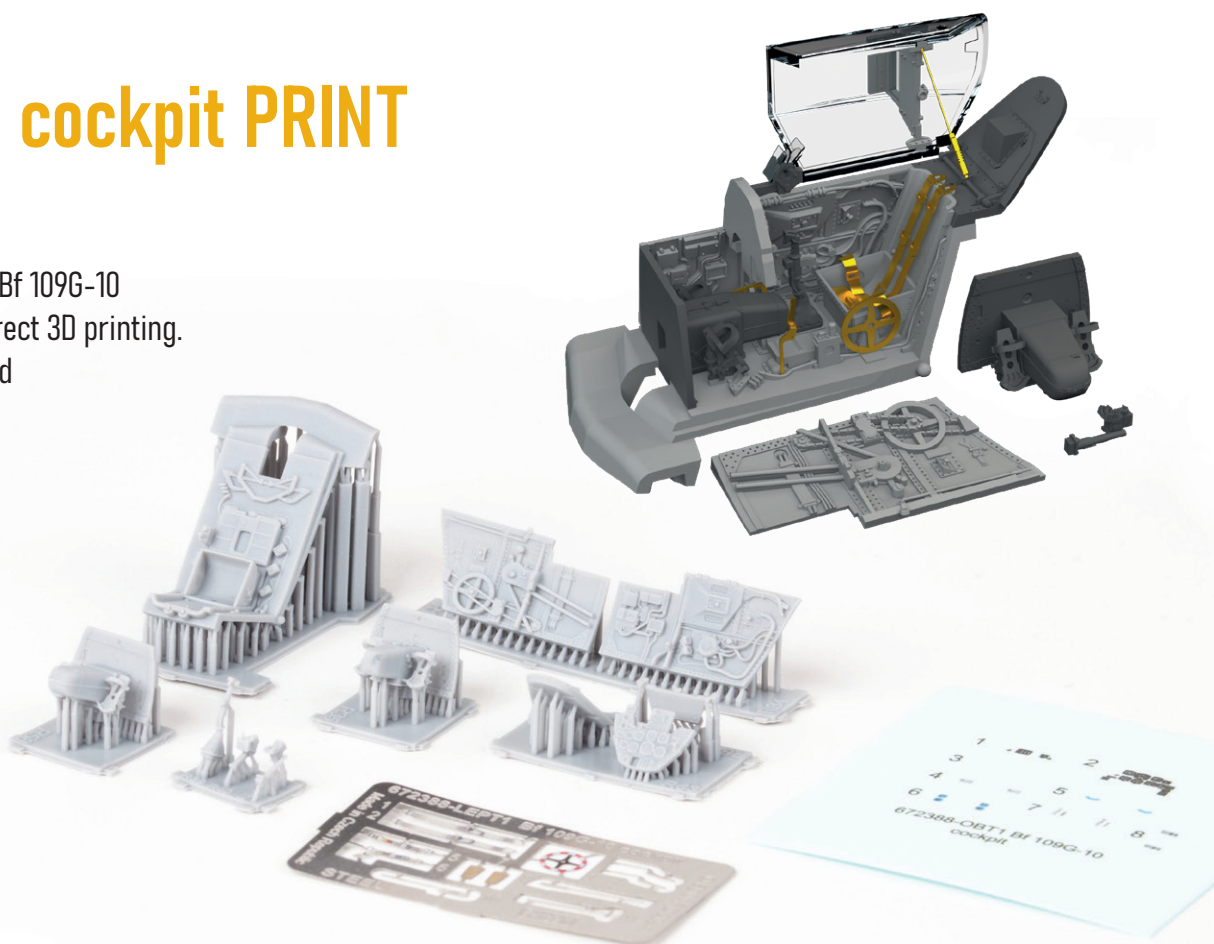
**Bf 109G-10 cockpit PRINT****1/72 Eduard**

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

[Product page](#)



672390

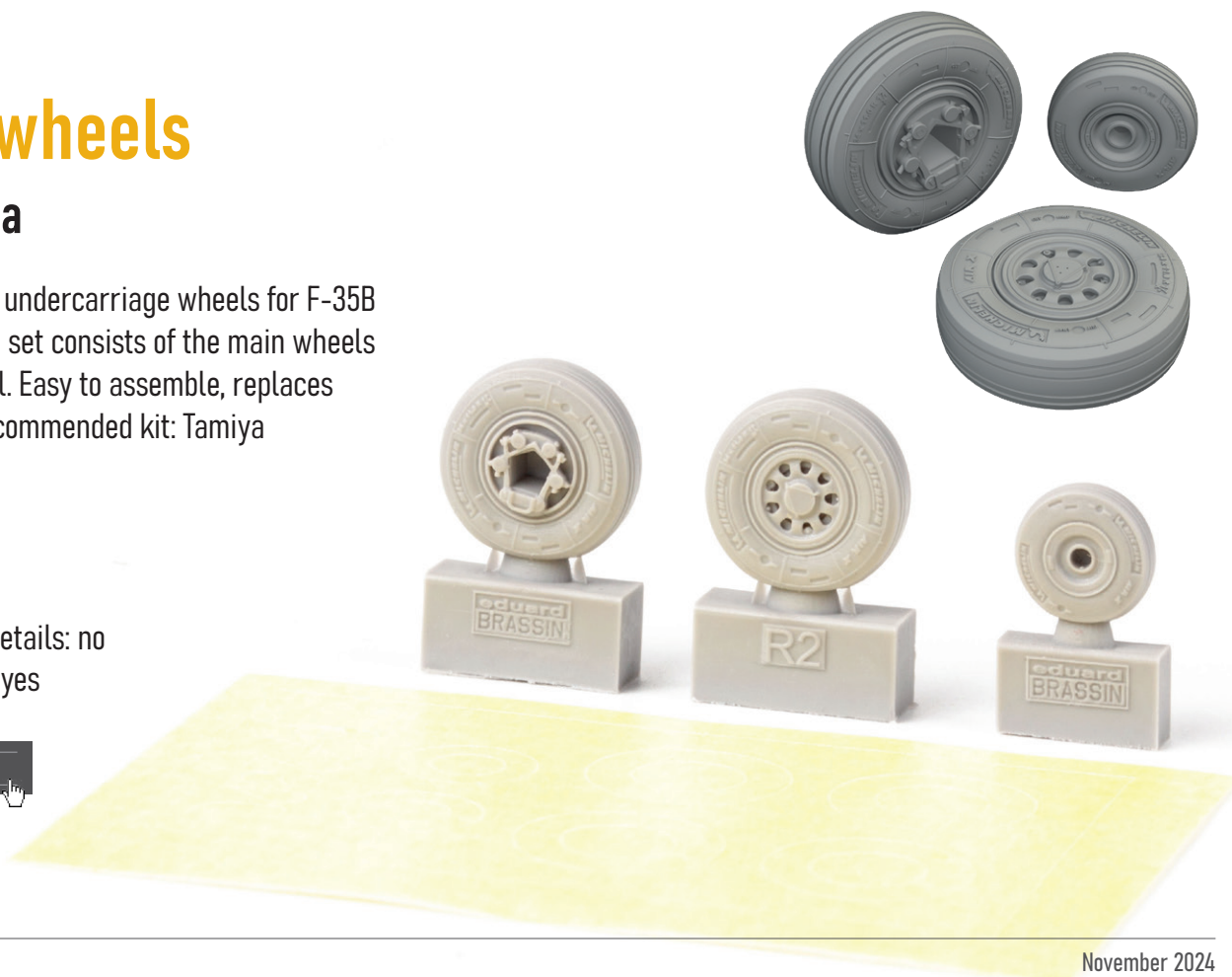
**F-35B wheels****1/72 Tamiya**

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

[Product page](#)





672391

# F-35B ejection seat PRINT

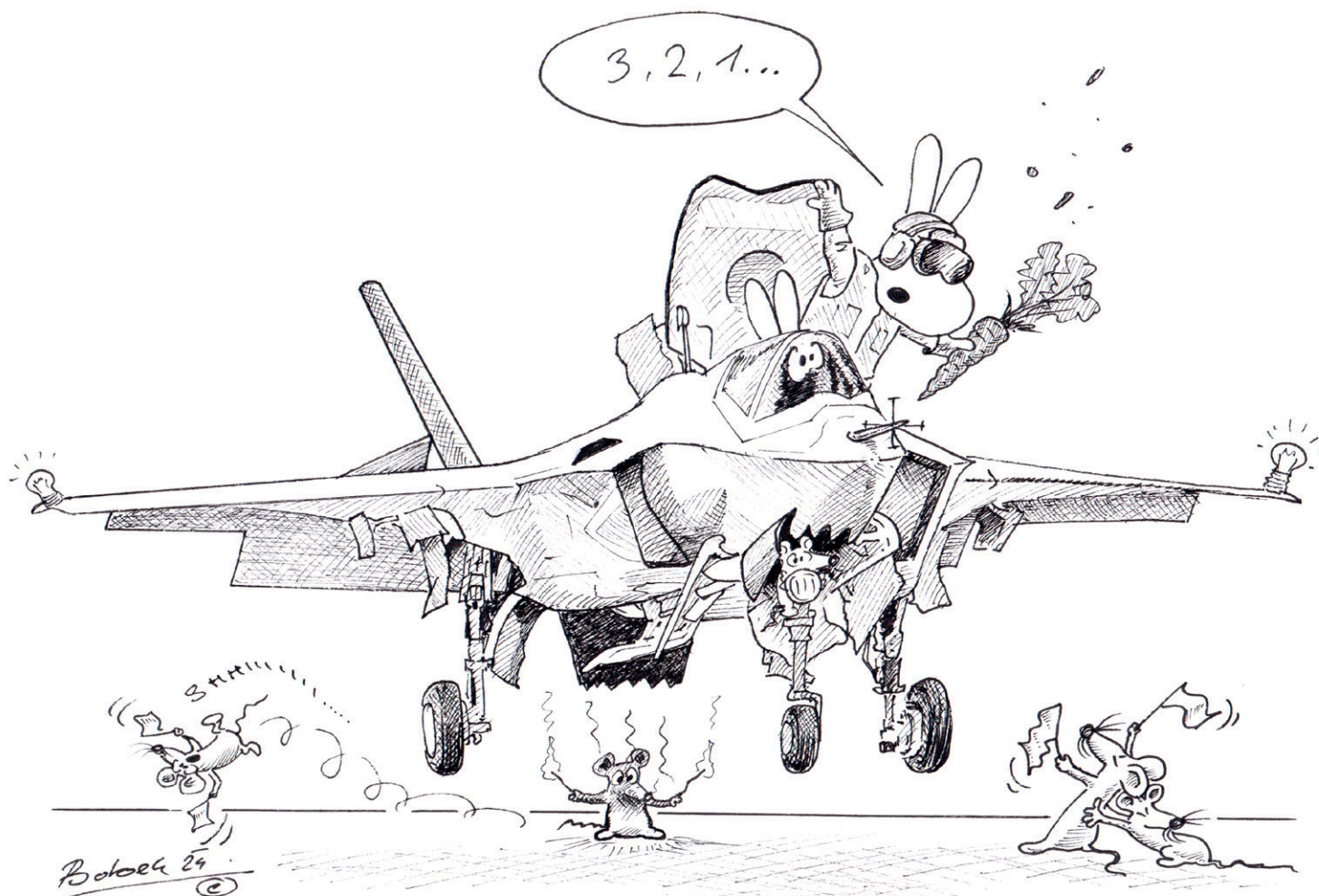
1/72 Tamiya

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

Product page





SIN67225

# F-35C armament

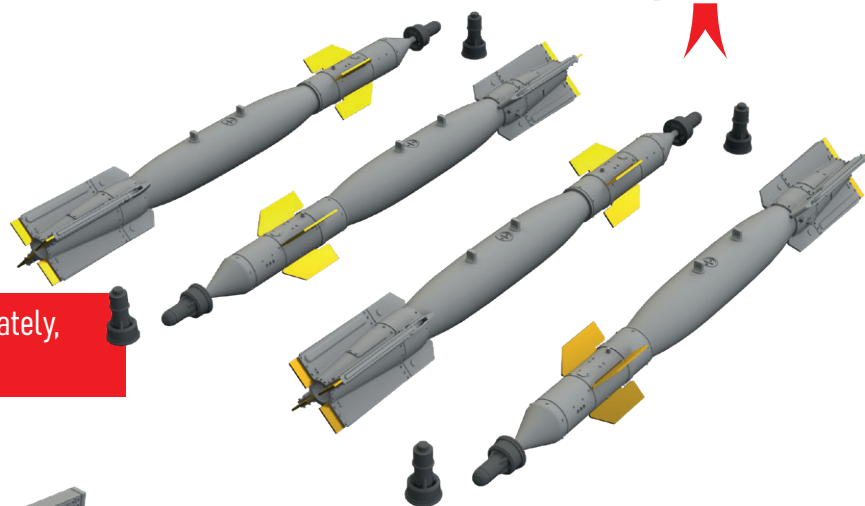
1/72 Italeri

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 %.

[Product page](#)



# BUNNY FIGHTER CLUB

Eduard's special membership club for all modeling enthusiasts!

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

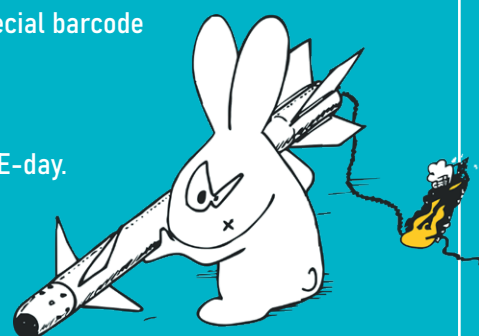
Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.

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

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

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

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

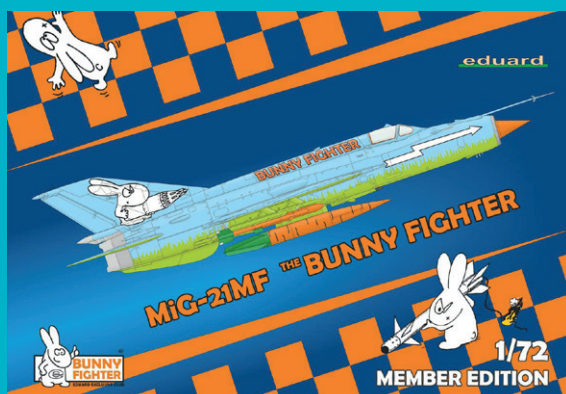


## How to become a member of BFC?

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

## Activation products:

### MiG-21MF + T-shirt 1/72

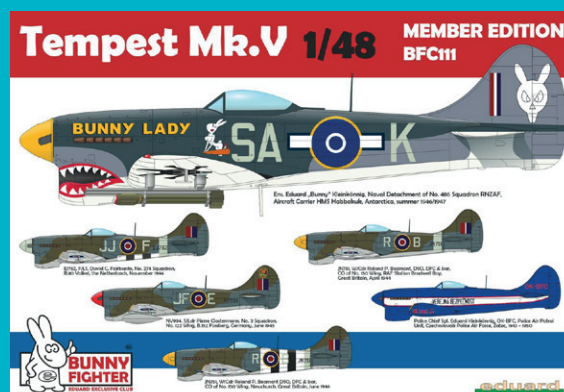


#### BOX CONTENT:

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



### Tempest Mk. V + T-shirt 1/48



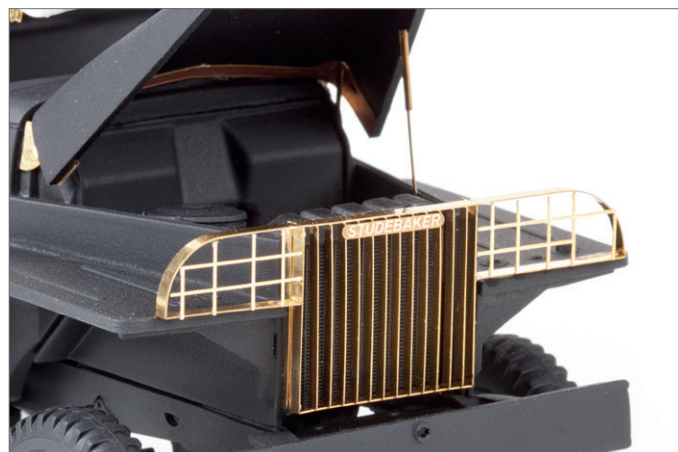
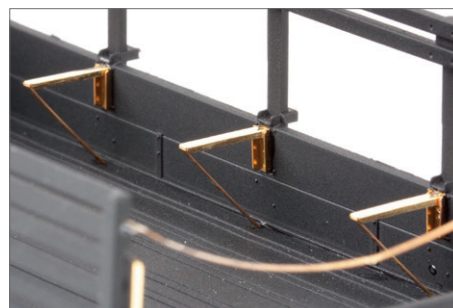
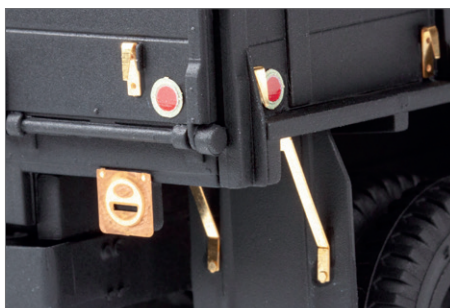
#### BOX CONTENT:

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

## Studebaker US6-UC

1/35 ICM

#36525

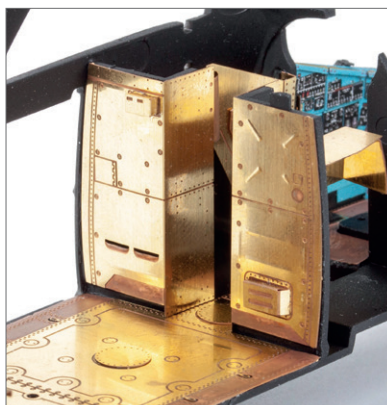
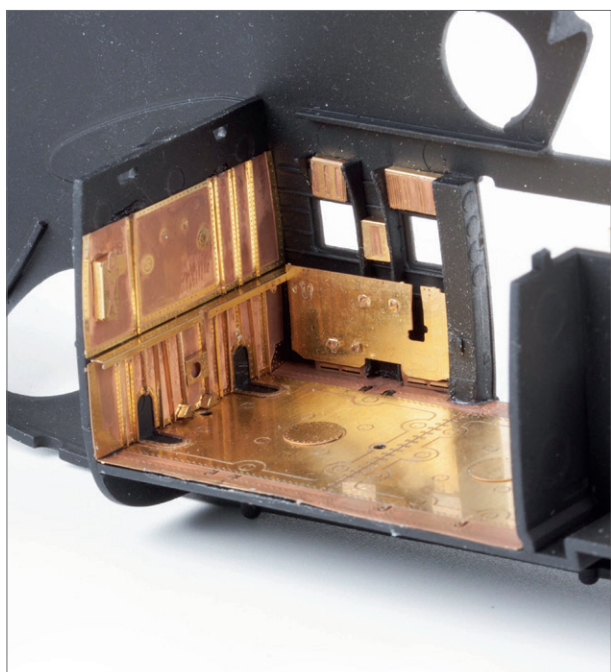




# Mi-24P cargo interior

## 1/48 Trumpeter

#481151



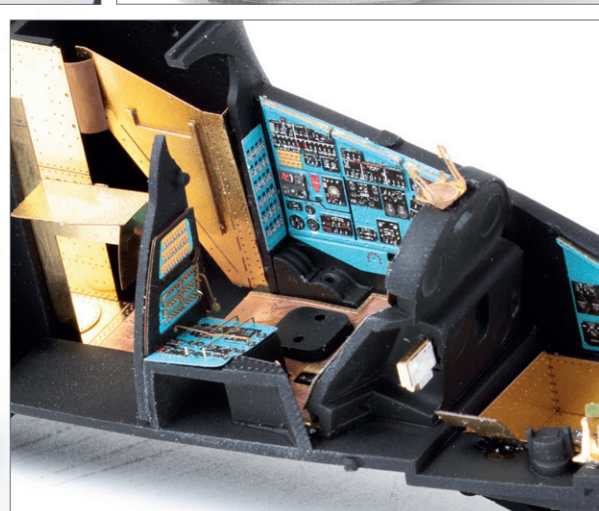
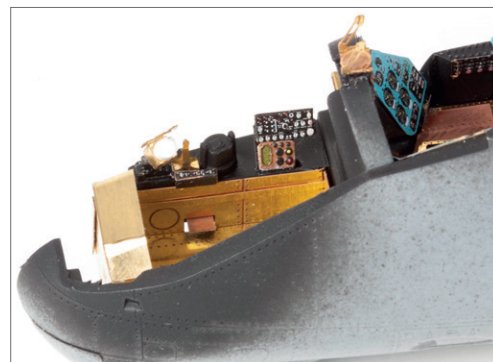
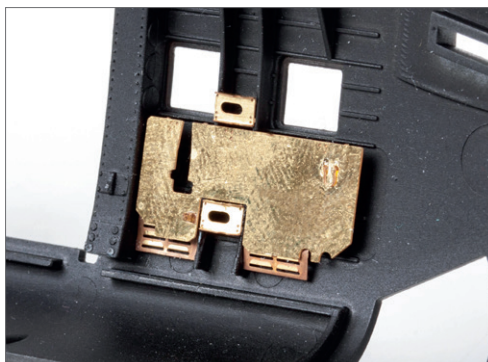
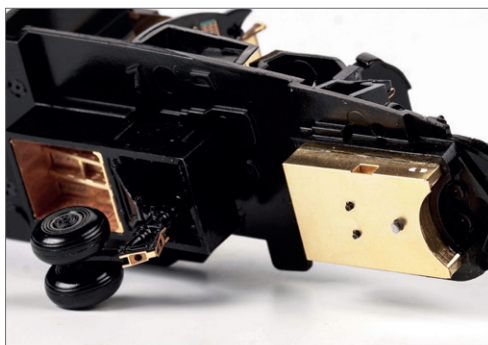
# Mi-24P

## 1/48 Trumpeter

#491482

#FE1482

#FE1483





# B-17



## ACCESSORIES | BACK ON RACK

eduard

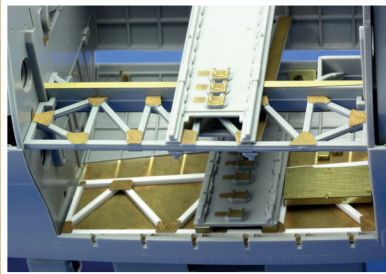
### HKM 1/32

#### B-17E/F

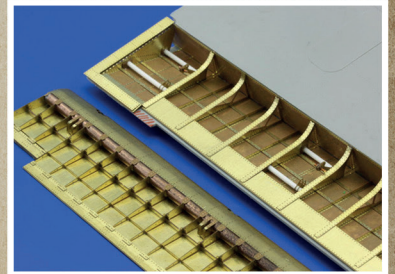
|         |                           |
|---------|---------------------------|
| JX197   | B-17E                     |
| JX198   | B-17F                     |
| 32397   | B-17E/F ENGINES           |
| 32398   | B-17E/F LANDING FLAPS     |
| 32399   | B-17E/F UNDERCARRIAGE     |
| 32400   | B-17E/F BOMB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

#### B-17G

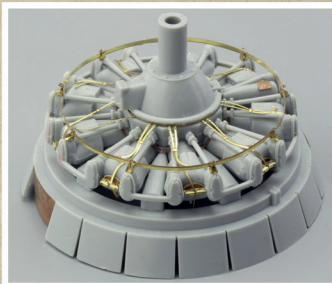
|          |                         |
|----------|-------------------------|
| JX155    | B-17G                   |
| 32336    | B-17G BOMB BAY          |
| 32337    | B-17G LANDING FLAPS     |
| 32338    | B-17G ENGINES           |
| 32340    | B-17G EXTERIOR          |
| 32342    | B-17G UNDERCARRIAGE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



32336 B-17G BOMB BAY



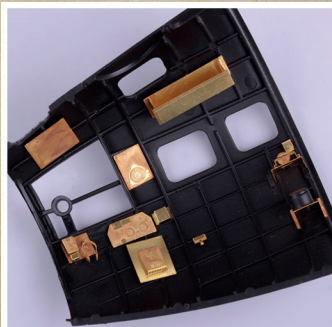
32337 B-17G LANDING FLAPS



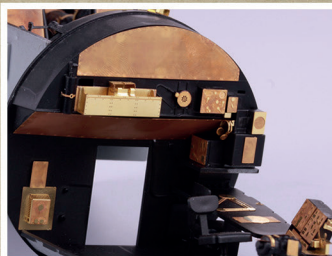
32338 B-17G ENGINES



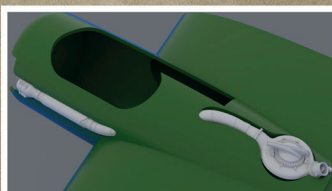
32774 B-17G INTERIOR



32903 B-17F WAIST SECTION



32901 B-17E/F FRONT INTERIOR



632033 B-17 SUPERCHARGERS



632027 B-17G ENGINE NO.1



# HKM 1/48

## B-17F

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

## B-17G

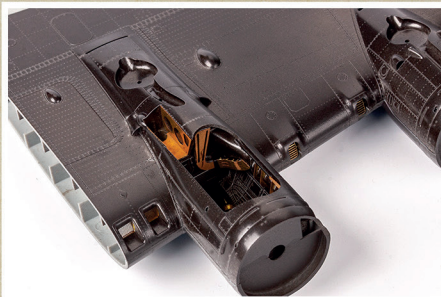
- EX678 B-17G  
 EX687 B-17G ANTIGLARE PANELS (DL & BO PROD.)  
 EX688 B-17G ANTIGLARE PANELS (VE PROD.)  
 EX822 B-17G TFACE  
 481005 B-17G ENGINES  
 481010 B-17G LANDING FLAPS  
 481011 B-17G UNDERCARRIAGE & EXTERIOR  
 481012 B-17G AMMO FEED CHUTES  
 491057 B-17G COCKPIT  
 491058 B-17G RADIO COMPARTMENT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



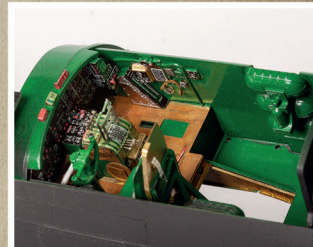
481052 B-17F ENGINES



481053 B-17F LANDING FLAPS



481054 B-17F UNDERCARRIAGE &amp; EXTERIOR



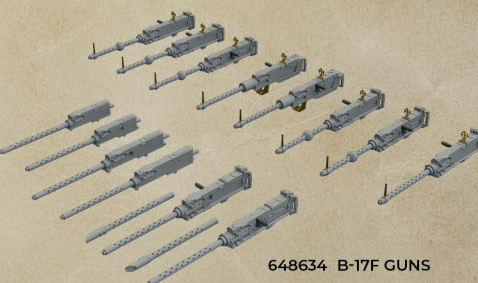
491057 B-17G COCKPIT



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

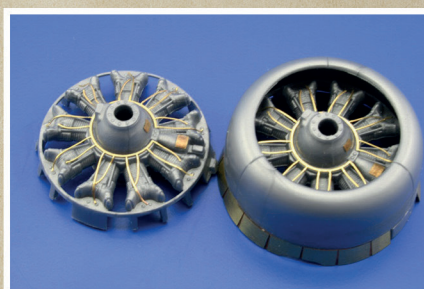


# Revell 1/48 Monogram

- 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



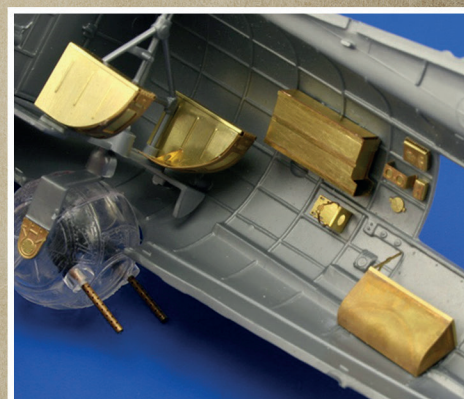
49337 B-17G COCKPIT INTERIOR



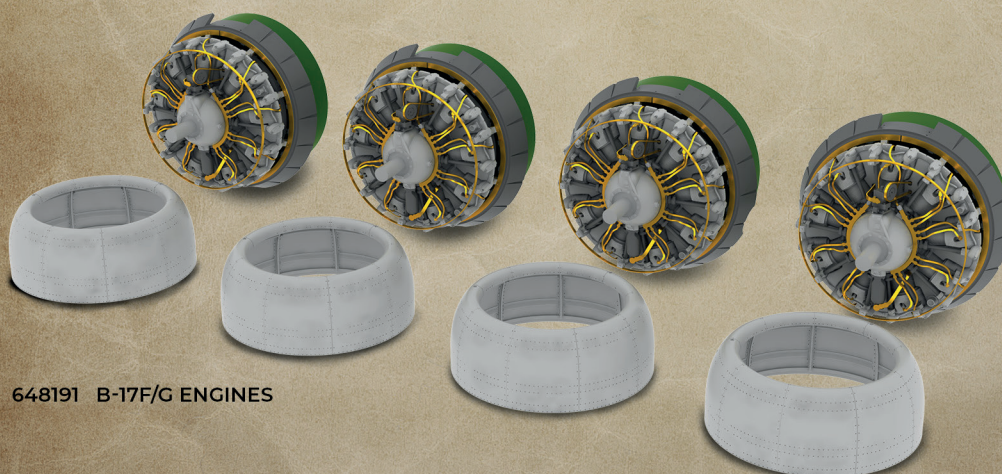
49360 B-17G NOSE INTERIOR



49361 B-17G MID SECTION



49362 B-17G REAR INTERIOR



648191 B-17F/G ENGINES

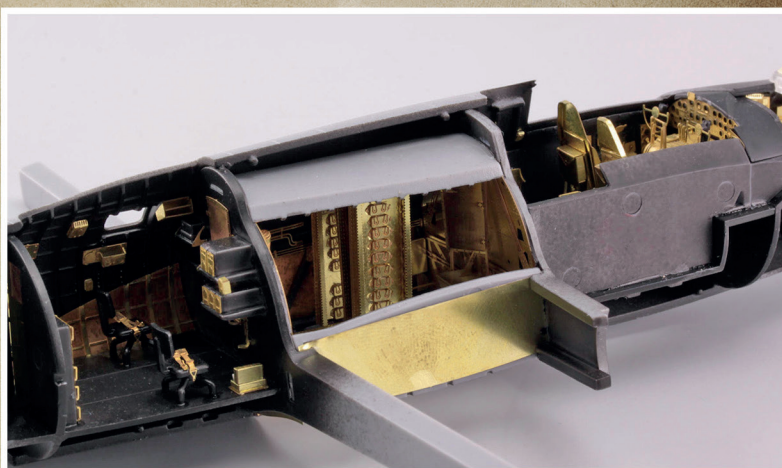


648078 B-17 WHEELS

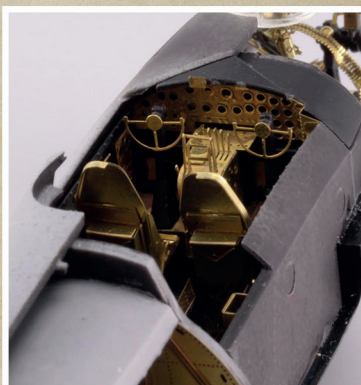


# Airfix 1/72

|          |                                                |
|----------|------------------------------------------------|
| CX464    | B-17G                                          |
| CX483    | B-17G ANTIGLARE PANELS<br>(BO & DL PRODUCTION) |
| CX485    | B-17G ANTIGLARE PANELS<br>(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                                          |



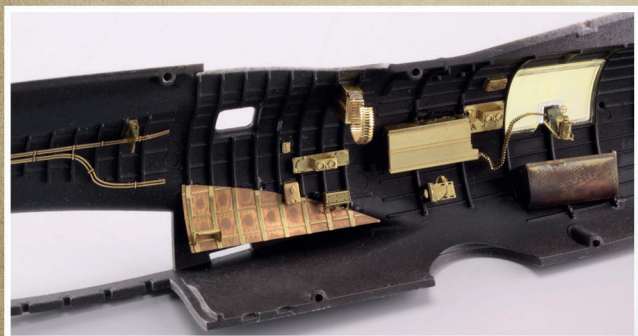
72630 B-17G BOMB BAY



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



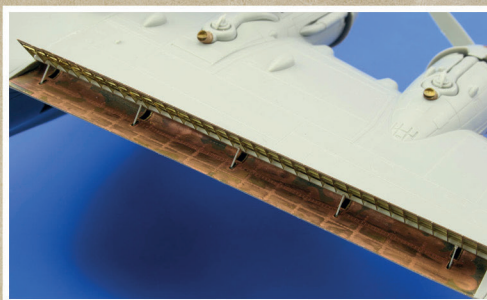
# Revell 1/72

## 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



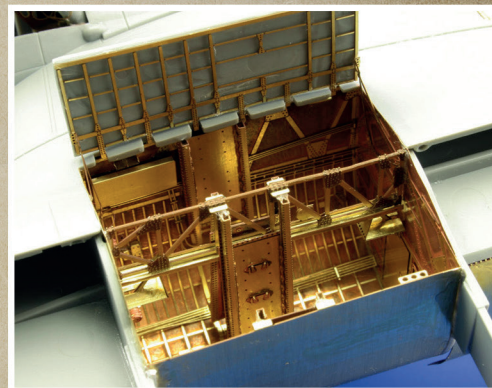
72514 B-17G LANDING FLAPS



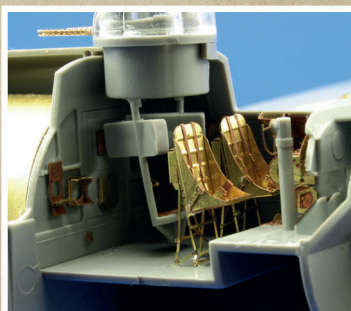
72515 B-17G EXTERIOR



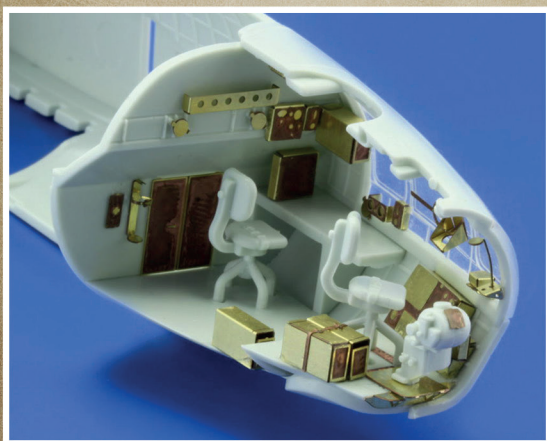
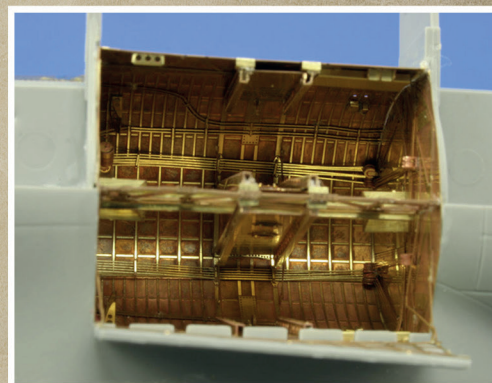
73376 B-17G INTERIOR



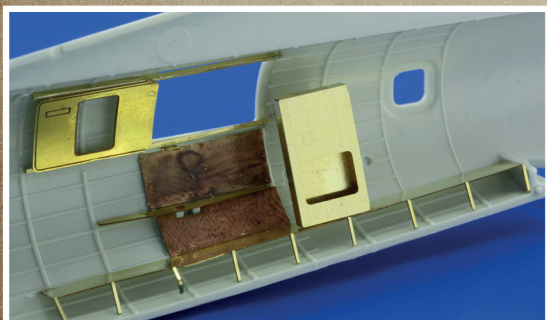
72516 B-17G BOMB BAY



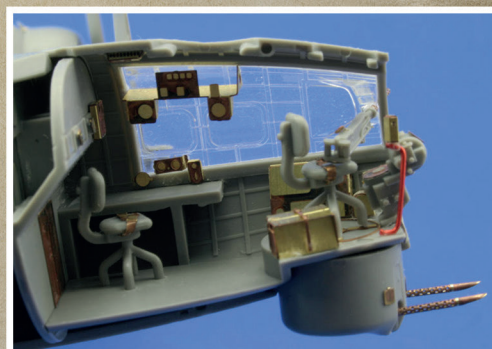
672011 B-17G WHEELS



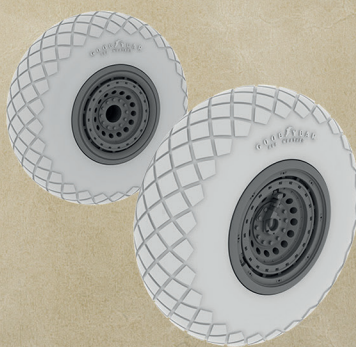
73461 B-17F FRONT INTERIOR



73462 B-17F REAR INTERIOR



73382 B-17G FRONT INTERIOR





# P-51B Mustang

## Birdcage canopy

**eduard**

1/48

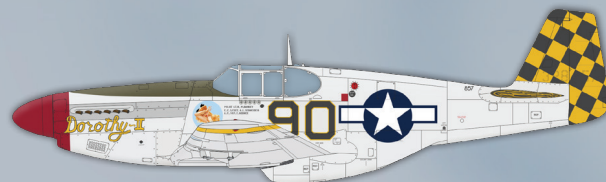
The ProfiPACK edition kit of US fighter aircraft P-51B Mustang in 1/48 scale. It allows to build the aircraft with standard Birdcage canopy in one of six USAAF markings.

- Plastic parts Eduard
- 6 markings options
- PE parts
- Painting mask

**ProfiPACK**  
edition

### RELATED PRODUCTS:

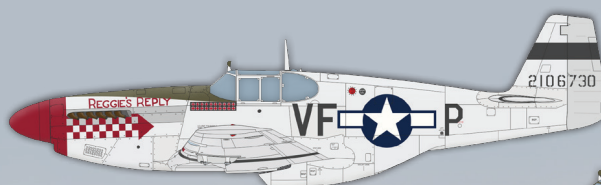
|          |                                                        |
|----------|--------------------------------------------------------|
| FE1449   | P-51B/C seatbelts STEEL (PE-Set)                       |
| 644268   | P-51B/C L88K (Brassin)                                 |
| 648986   | P-51B/C 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)                      |
| 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)                    |



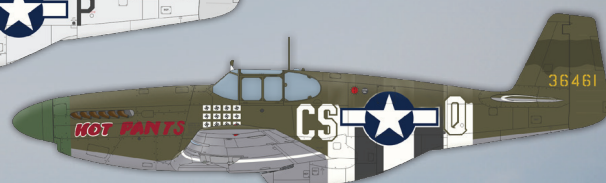
P-51B-15-NA, 43-24857, Capt. Robert M. Barkey, 318th FS, 325th FG, 15th AF, Lesina, Italy, June 1944



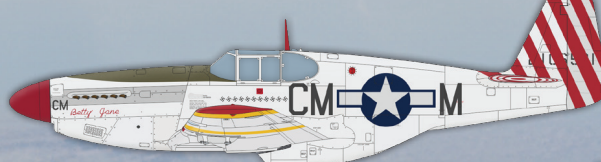
P-51B-5-NA, 43-6787, Capt. Gilbert O'Brien, 362nd FS, 357th FG, 8th AF, Leiston, United Kingdom, June 1944



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



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



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



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



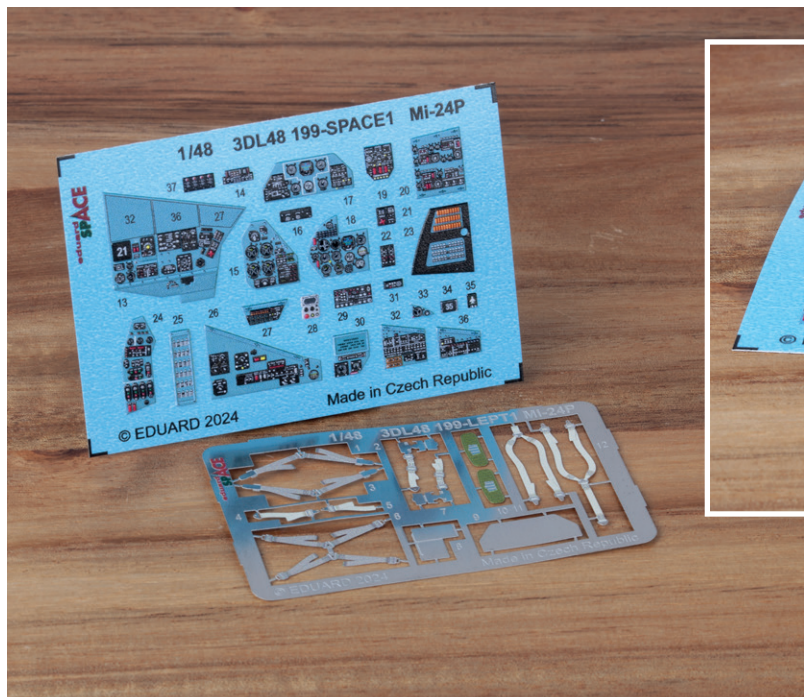
#82107 @ eduard.com



## 3DL48199 **Mi-24P SPACE** 1/48 Trumpeter

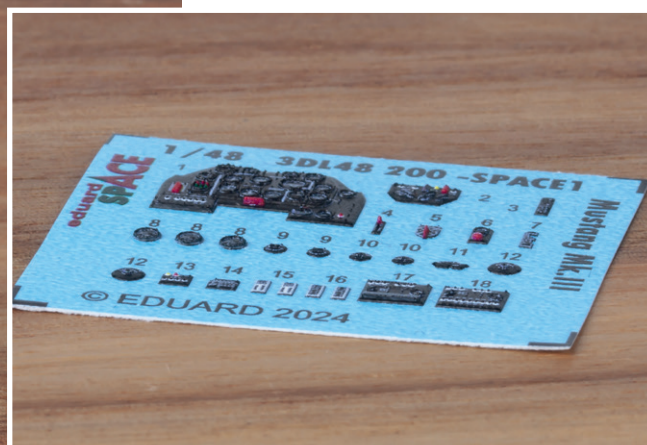
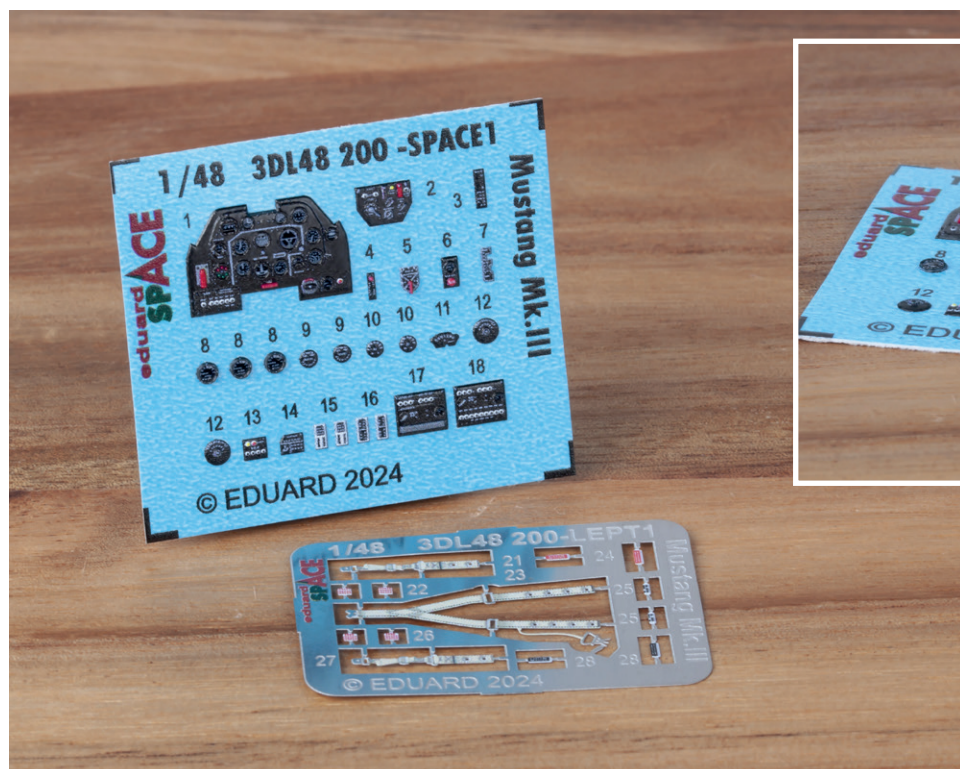
*EASY  
APPLICATION*

[Product page](#)



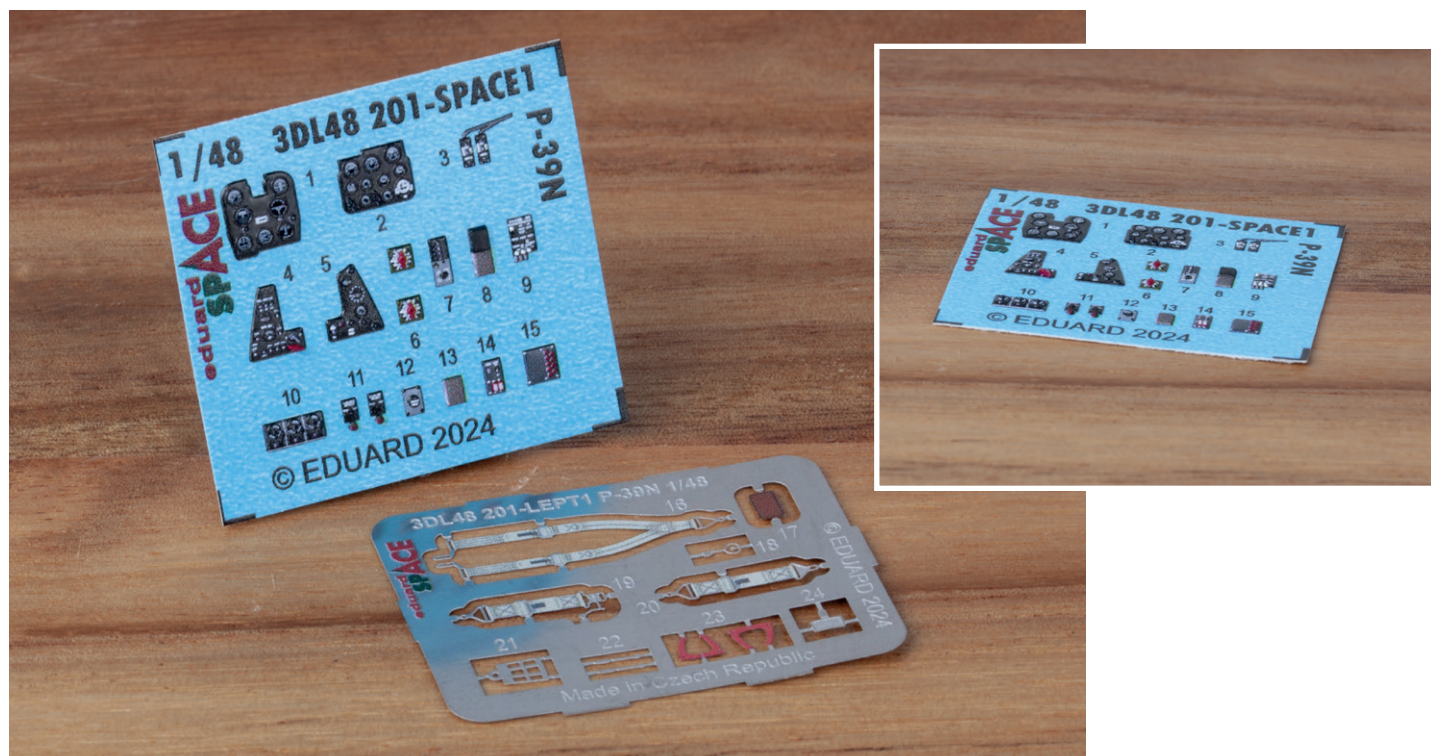
## 3DL48200 **Mustang Mk.III SPACE** 1/48 Eduard

[Product page](#)

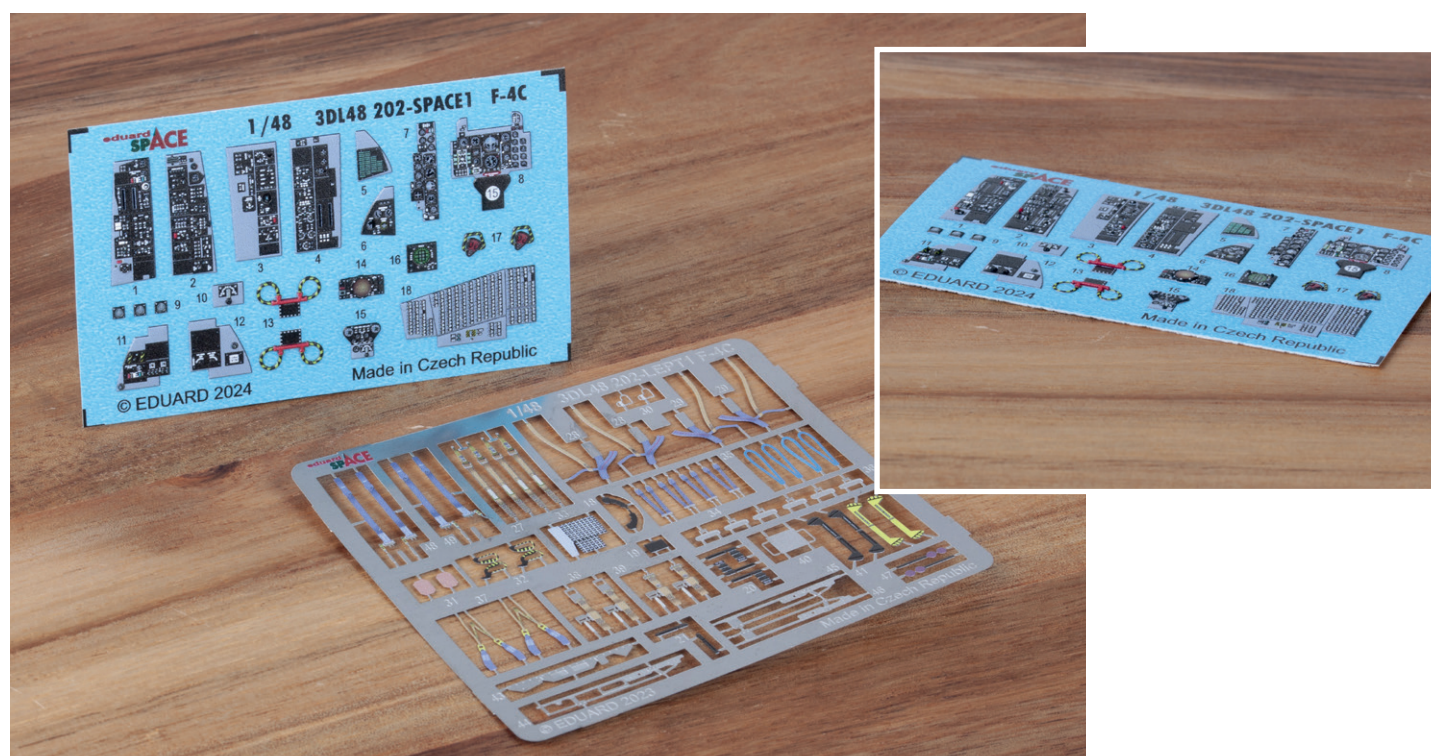




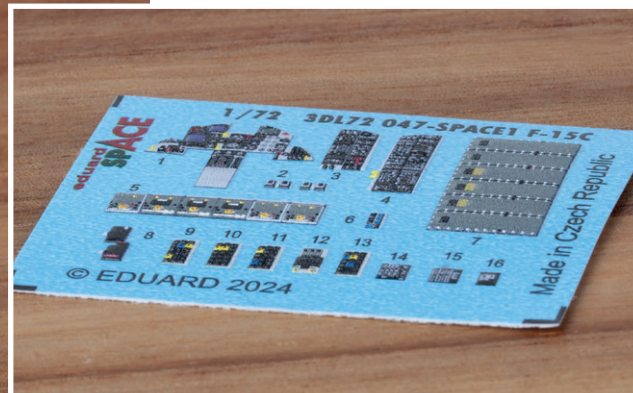
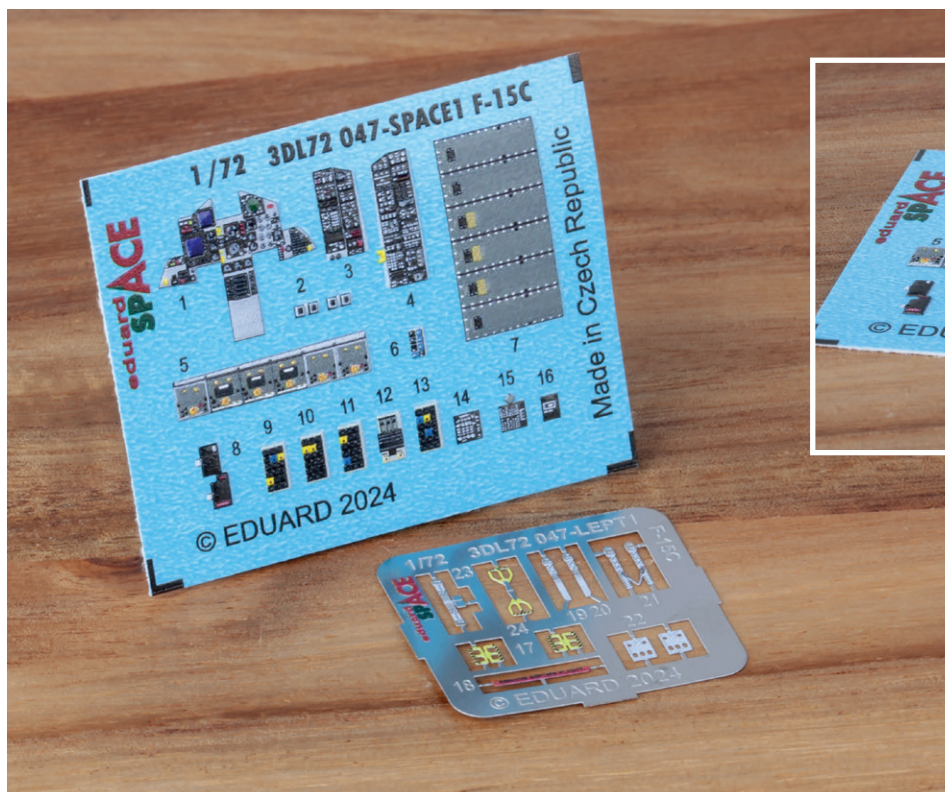
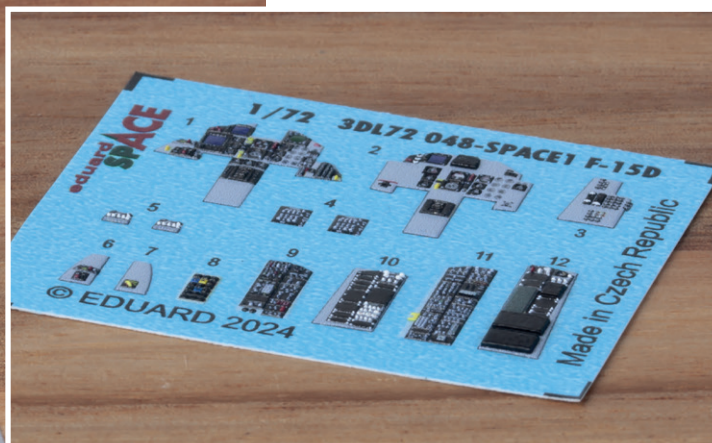
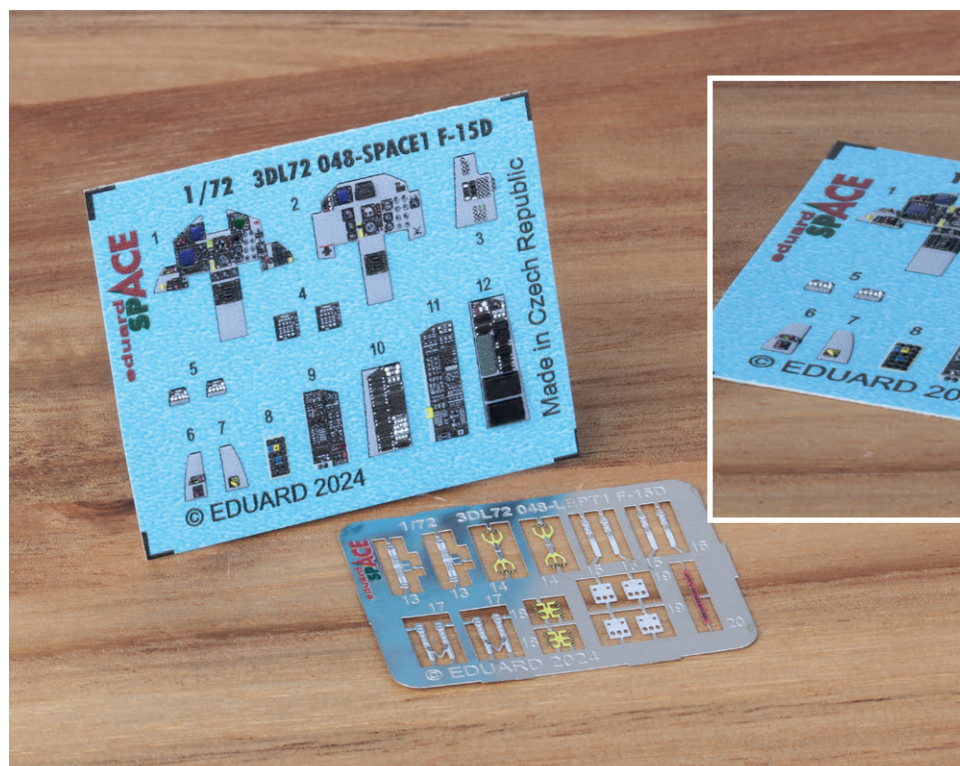
# 3DL48201 P-39N SPACE 1/48 Arma Hobby

[Product page](#)


# 3DL48202 F-4C SPACE 1/48 Hobby 2000/Academy

[Product page](#)


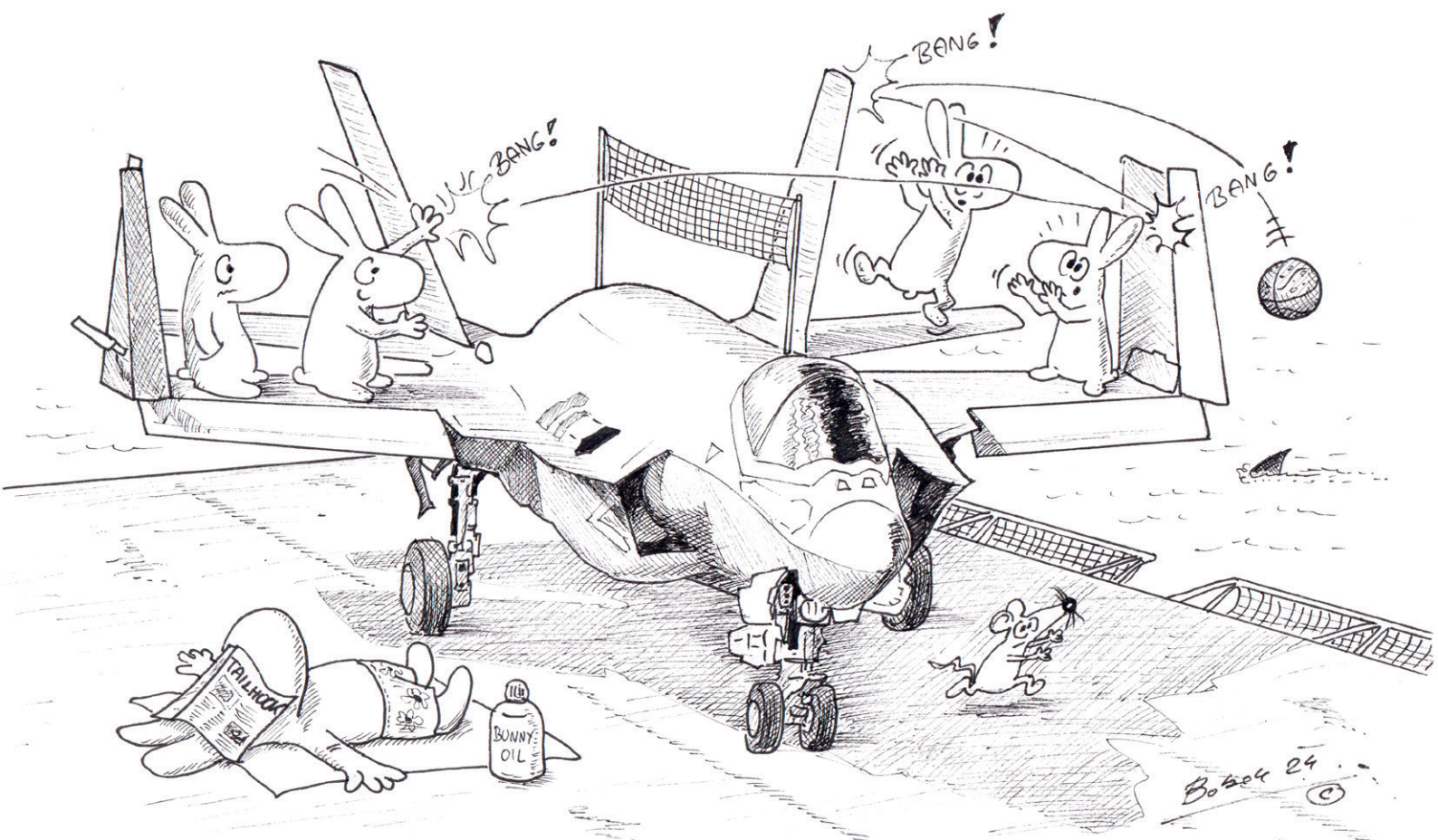
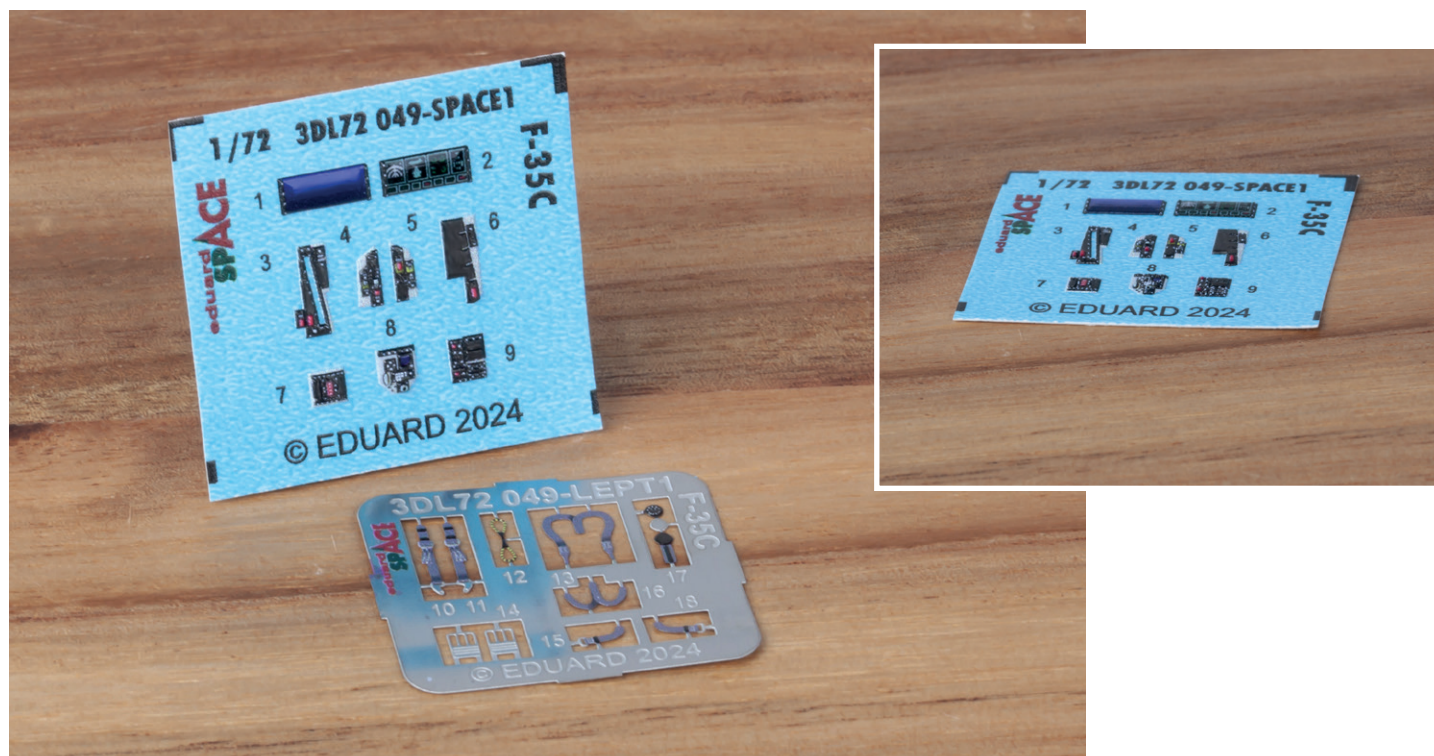


3DL72047 **F-15C SPACE** 1/72 Fine Molds[Product page](#)3DL72048 **F-15D SPACE** 1/72 Fine Molds[Product page](#)



3DL72049 **F-35C SPACE** 1/72 Italeri

Product page



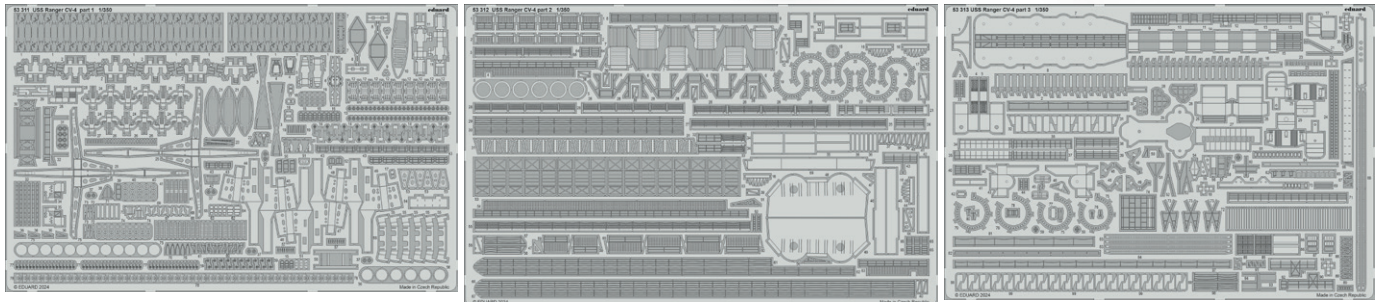


## BIG5374 **USS Ranger CV-4** 1/350 Trumpeter

- 53311 USS Ranger CV-4 part 1 1/350
- 53312 USS Ranger CV-4 part 2 1/350
- 53313 USS Ranger CV-4 part 3 1/350



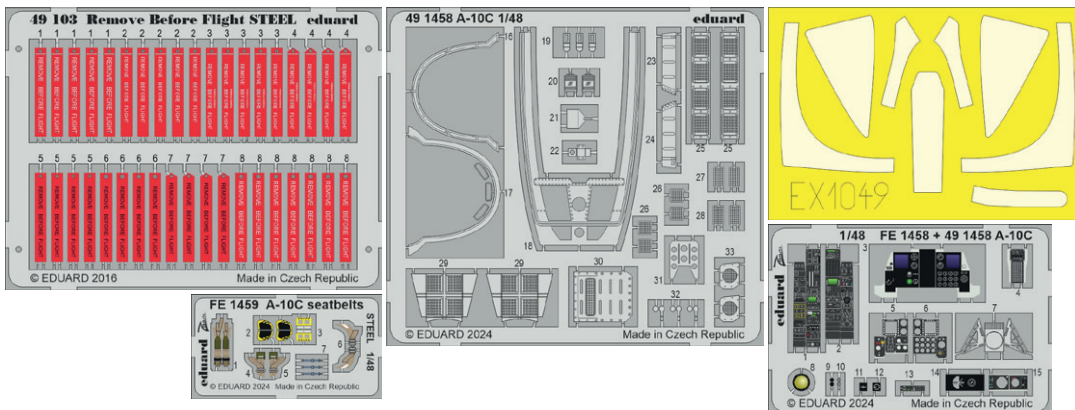
[Product page](#)



## BIG49425 **A-10C** 1/48 Great Wall Hobb

- 49103 Remove Before Flight STEEL
- 491458 A-10C 1/48
- FE1459 A-10C seatbelts STEEL 1/48
- EX1049 A-10C 1/48

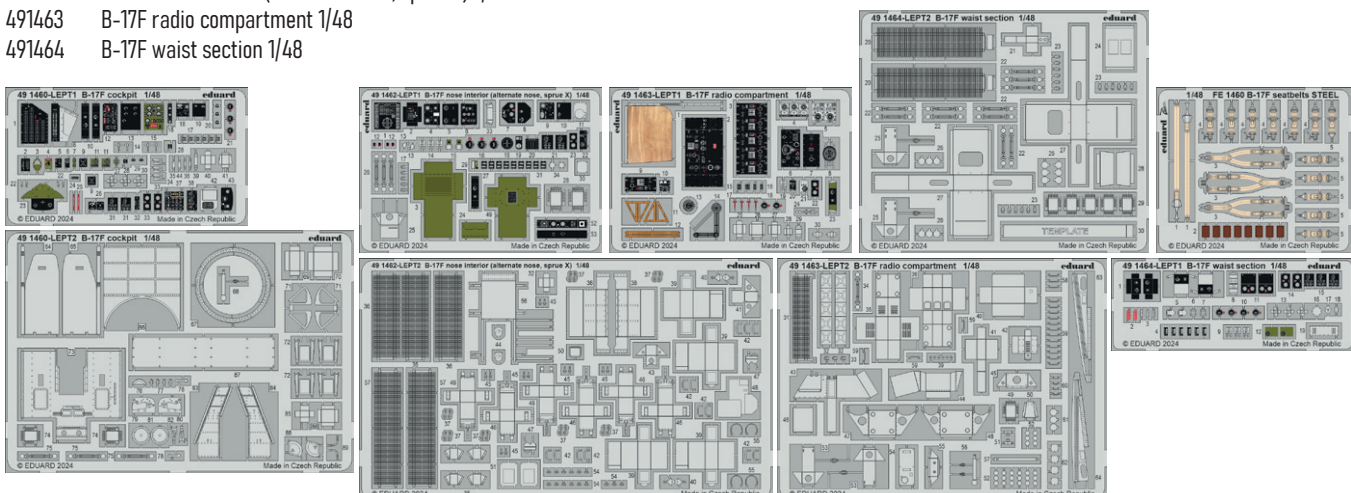
[Product page](#)



## BIG49426 **B-17F regular nose PART I** 1/48 Eduard

- 491460 B-17F cockpit 1/48
- 491462 B-17F nose interior (alternate nose, sprue X) 1/48
- 491463 B-17F radio compartment 1/48
- 491464 B-17F waist section 1/48

[Product page](#)

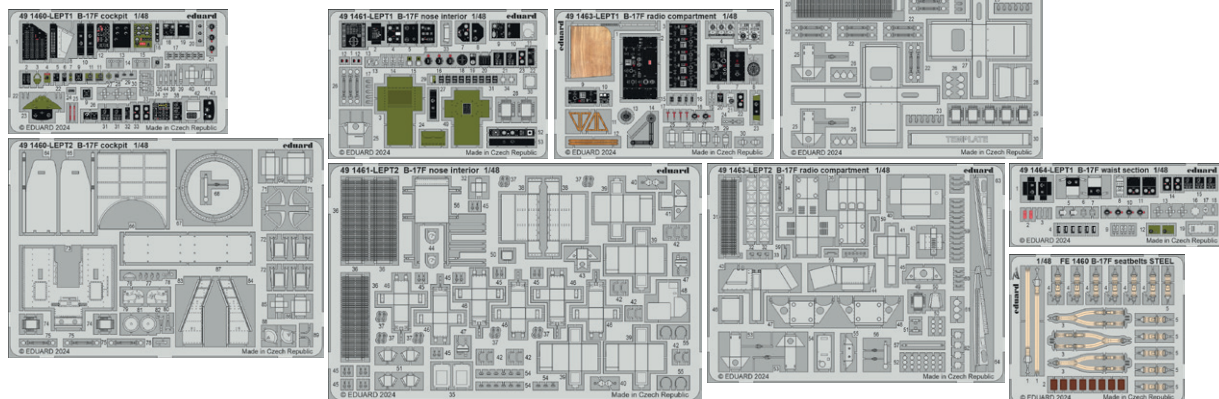




## BIG49427 B-17F alternate nose (frame X) PART I 1/48 Eduard

[Product page](#)

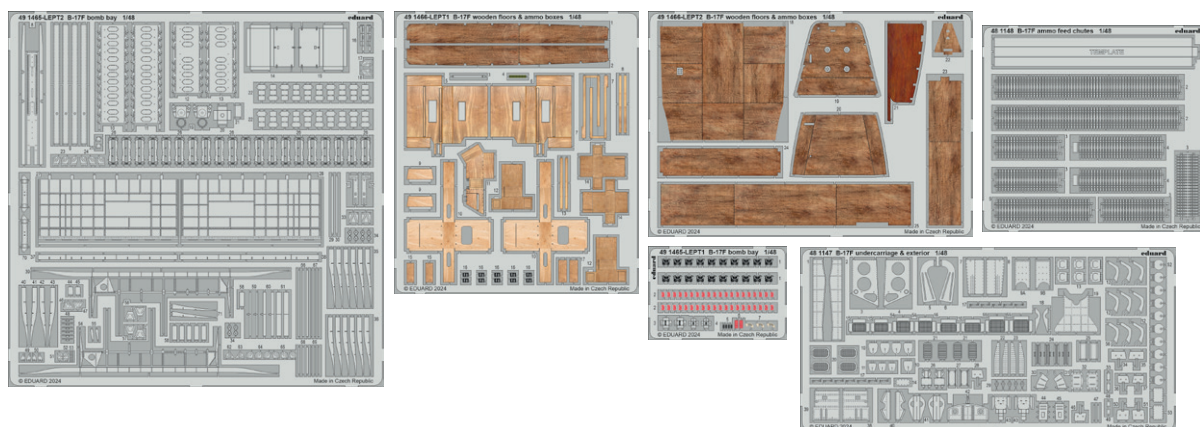
- 491460 B-17F cockpit 1/48
- 491461 B-17F nose interior 1/48
- 491463 B-17F radio compartment 1/48
- 491464 B-17F waist section 1/48



## BIG49428 B-17F PART II 1/48 Eduard

[Product page](#)

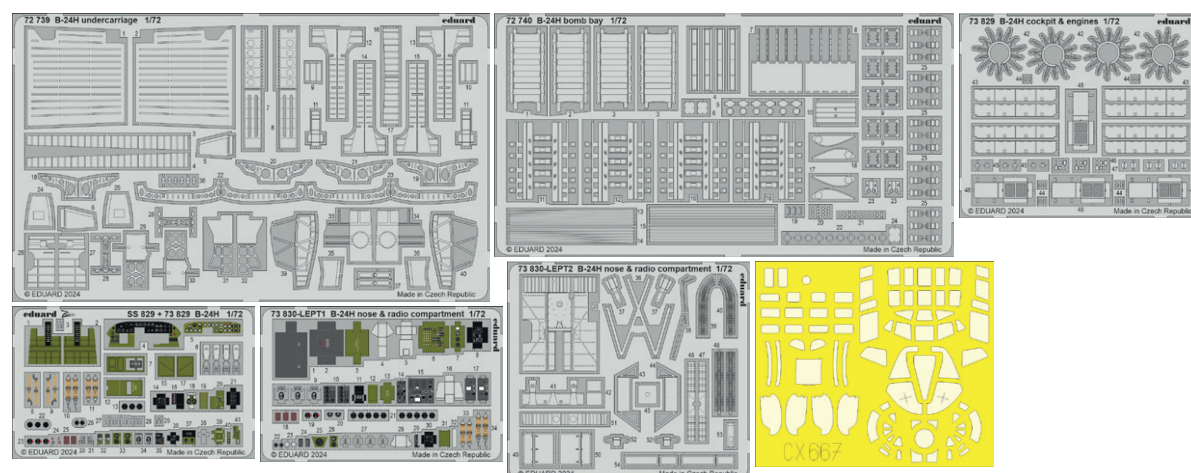
- 481147 B-17F undercarriage & exterior 1/48
- 481148 B-17F ammo feed chutes 1/48
- 491465 B-17F bomb bay 1/48
- 491466 B-17F wooden floors & ammo boxes 1/48



## BIG72183 B-24H 1/72 Airfix

[Product page](#)

- 72739 B-24H undercarriage 1/72
- 72740 B-24H bomb bay 1/72
- 73829 B-24H cockpit & engines 1/72
- 73830 B-24H nose & radio compartment 1/72
- CX667 B-24H 1/72





**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



**EX1071** Mi-24P  
**EX1072** Mi-24P TFace



**EX1072** Mi-24P TFace



**EX1071** Mi-24P  
**EX1072** Mi-24P TFace



**EX1072** Mi-24P TFace



**EX1073** P-39N  
**EX1074** P-39N TFace



**EX1074** P-39N TFace



**EX1073** P-39N  
**EX1074** P-39N TFace



**EX1074** P-39N TFace





EX1075 F-4C TFace



EX1075 F-4C TFace



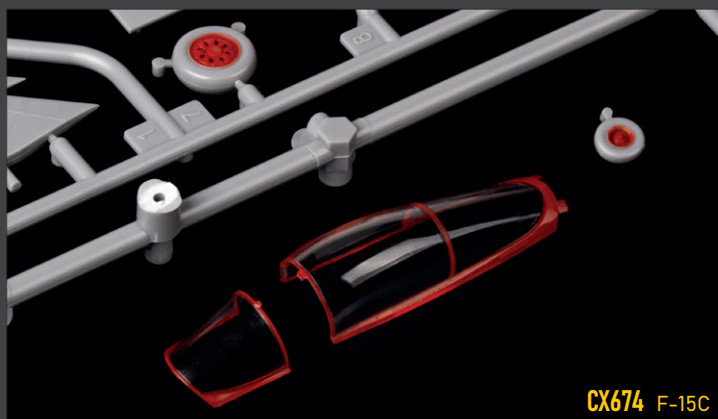
EX1075 F-4C TFace



EX1075 F-4C TFace



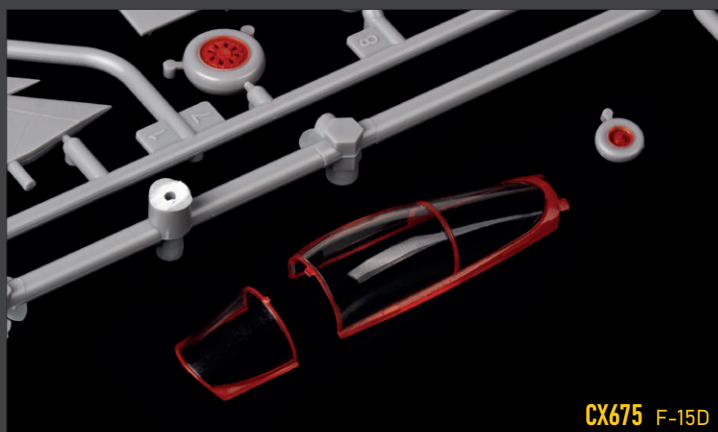
CX674 F-15C



CX674 F-15C



CX675 F-15D



CX675 F-15D



## KITS

|       |                               |      |           |
|-------|-------------------------------|------|-----------|
| 2150  | Gustav pt.3 <b>Dual Combo</b> | 1/72 | Limited   |
| 82109 | Mustang Mk.III                | 1/48 | ProfiPACK |
| 70171 | P-51D-5                       | 1/72 | ProfiPACK |
| 84203 | Bf 109G-4                     | 1/48 | Weekend   |
| 8227  | F6F-3 <b>Re-Release</b>       | 1/48 | ProfiPACK |
| 8094  | DH-2 <b>Re-Release</b>        | 1/48 | ProfiPACK |

## 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 |                    |

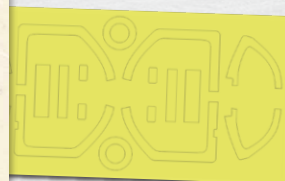
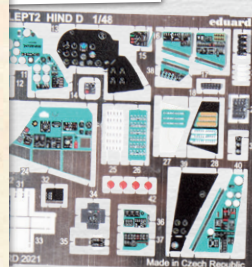
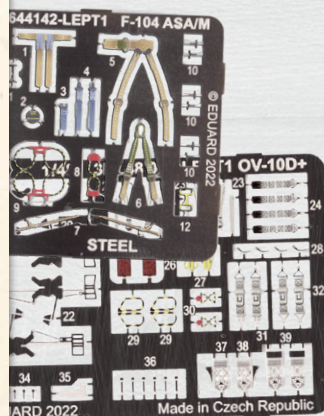
## BIG ED

|          |                                       |       |                  |
|----------|---------------------------------------|-------|------------------|
| 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           |

LIMITED EDITION

ProfiPACK edition

WEEKEND edition



BIG-ED



## BRASSIN

|         |                                             |      |               |
|---------|---------------------------------------------|------|---------------|
| 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

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

## BIG SIN

|          |                |      |         |
|----------|----------------|------|---------|
| SIN67225 | F-35C armament | 1/72 | Italeri |
|----------|----------------|------|---------|

## 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            |

eduard  
**BRASSIN**

eduard  
**BRASSIN**  
*Print*

*LööK*

*LööK+*

**BIG  
SIN**

eduard  
**SPACE**



1/48

## FM-2 WILDER CAT



Product page

#11175  
MARKING G

built by **Jan Baranec**

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### Accessories used:

- 648061 HVAR rockets (Brassin)
- 648887 FM-2 wheels (Brassin)
- 648890 FM-2 gun barrels PRINT (Brassin)
- 648896 FM-2 cockpit w/ armoured headrest PRINT (Brassin)
- 648901 FM-2 exhausts PRINT (Brassin)
- 648956 FM-2 wheel bay PRINT (Brassin)
- 648960 FM-2 engine PRINT (Brassin)

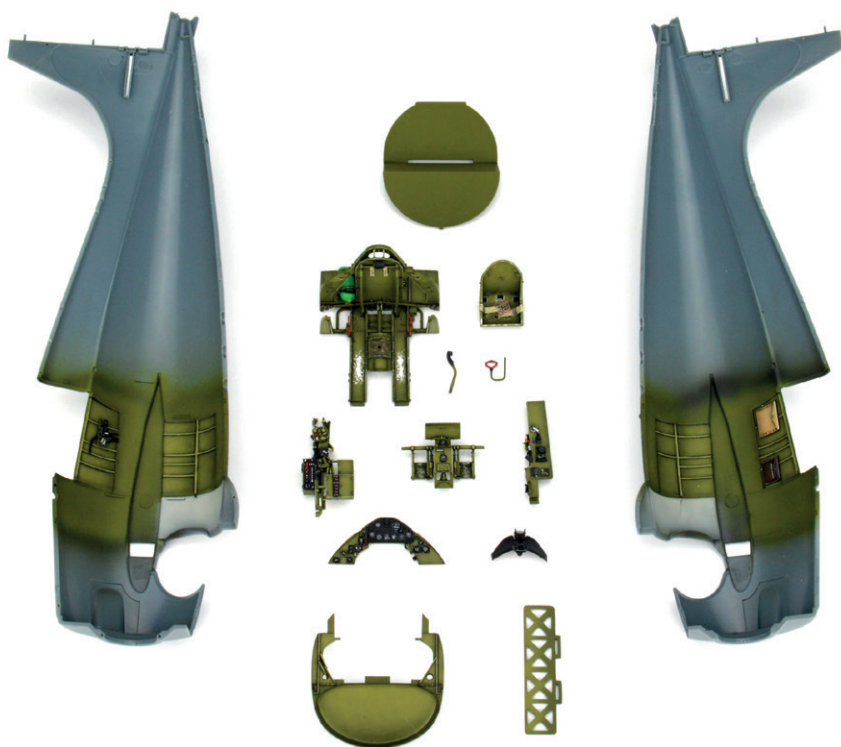
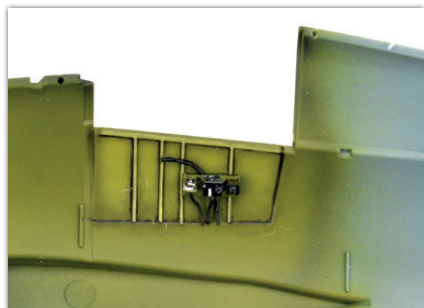
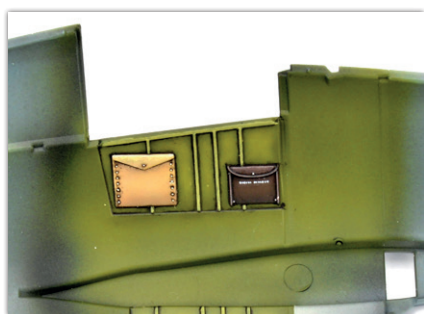




# FM-2 cockpit w/ armoured headrest PRINT

#648896

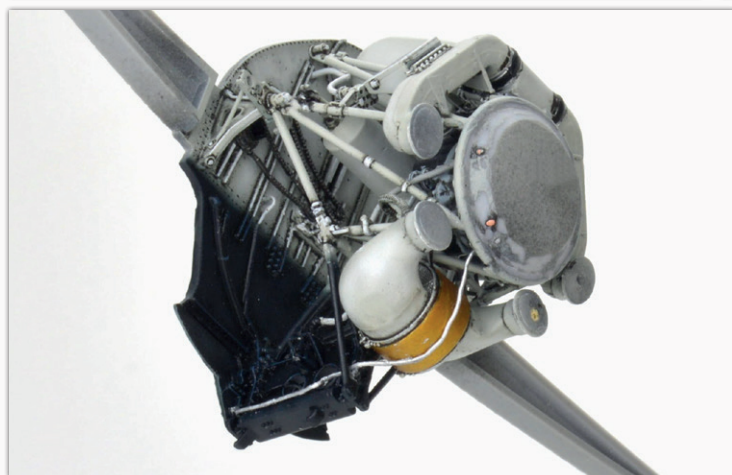
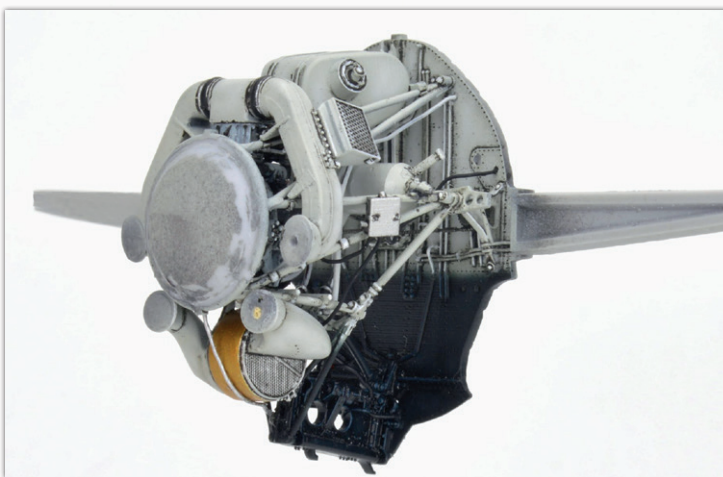
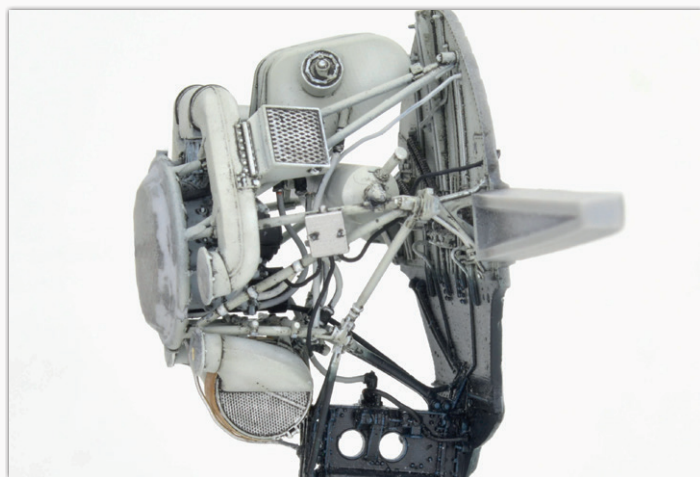
Product page





# FM-2 wheel bay PRINT

#648956

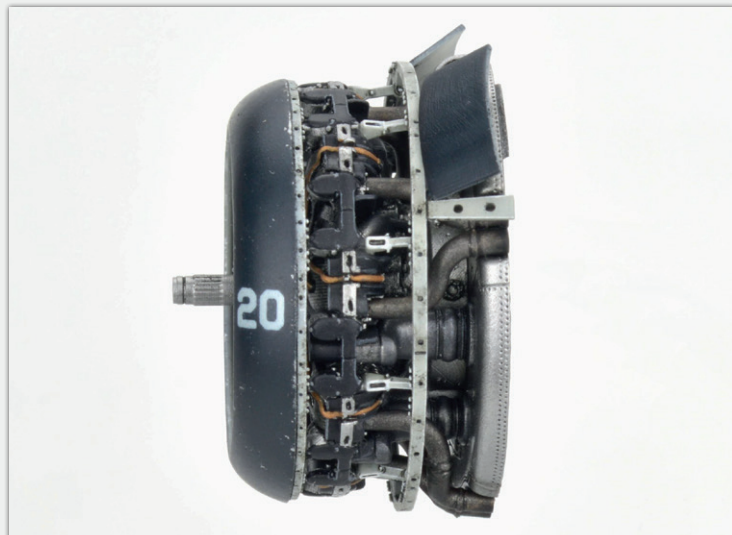
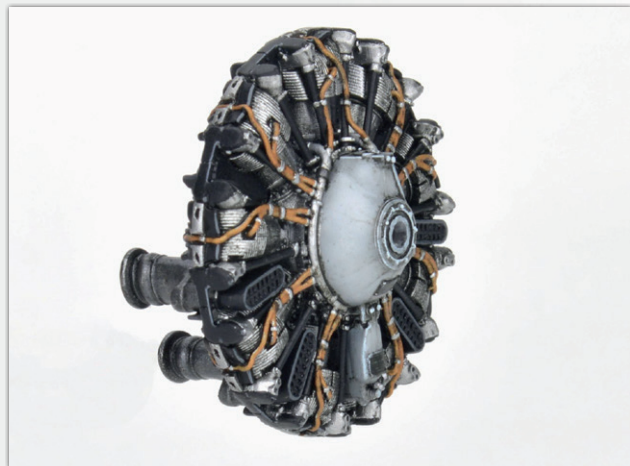
[Product page](#)



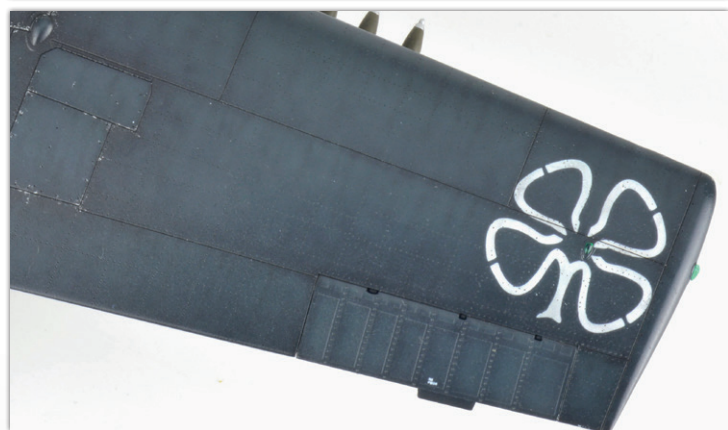
# FM-2 engine PRINT

#648960

Product page







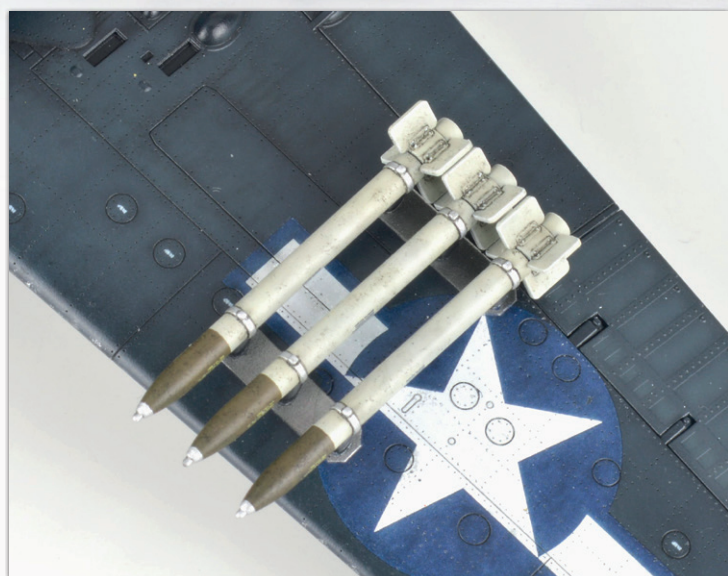


## VC-93, Lt.(jg) Robert Sullivan, USS Petrof Bay, Okinawa, April–May 1945

VC-93 was established on February 23, 1944 and its personnel was first to be trained aboard the USS Matanikau (from October 14, 1944). During its cruises off the Californian coast, this ship trained 1,332 pilots in the following months until June 1945. VC-93 replaced VC-76 aboard USS Petrof Bay on March 10, 1945 and sailed from Guam on March 21 to prepare for the Battle of Okinawa as part of Task Unit 52.1.2. VC-93 pilots supported the Marines first in the capture of the Kerama and Keise Shima archipelagos and then in the main operation on Okinawa. Beginning on April 13,

the pilots then focused on neutralizing Japanese airfields on the Sakashima Archipelago, from which the Kamikaze pilots were taking off. By the end of their mission on May 26, VC-93 pilots had destroyed many enemy aircraft on the ground and shot down 17. Two of these kills were credited to Lt.(jg) Robert Sullivan. For her next mission, VC-93 sailed aboard USS Steamer Bay on June 10, 1945 and, as part of the 3rd Fleet, assisted in the neutralization of Japanese airfields in the Sakishima Gunto Archipelago beginning June 14. This was followed by a return to San

Diego and the end of the war. VC-93 aircraft operating from aboard USS Petrof Bay bore the distinguishing symbol of a four-leaf clover on the vertical tail surfaces and on the upper right and bottom left wing halves. The all-blue livery was complemented by a photographically documented symbol of Sullivan's first kill on the right side below the cockpit. It is uncertain whether it was also on the port side.





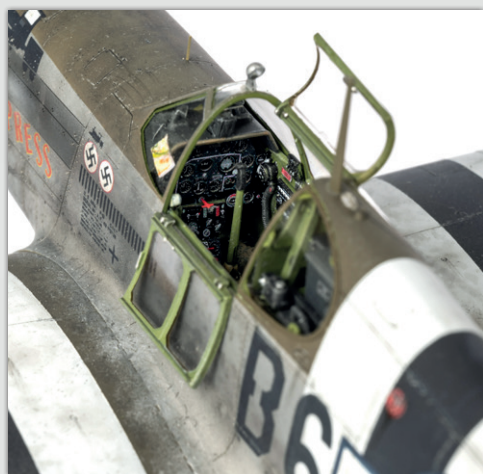
# OVERLORD

## D-DAY MUSTANGS / P-51B MUSTANG

1/48


[Product page](#)

#11181  
MARKING D  
built by **Matthias Becker**





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

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

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

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





1/32

## Adlerangriff



#11107  
MARKING A  
built by **Paolo Portuesi**





## Bf 109E-3, WNr. 5102, Lt. Herbert Kunze, Stab I./JG 77, Döberitz, Germany, June 1940

This aircraft was manufactured by WNF in early autumn 1939 and assigned to I./JG 77 led by Hptm. Johannes Janke. This unit was frequently relocated prior to World War II outbreak so it was no wonder the members of I./JG 77 ironically dubbed themselves "Wanderzirkus Janke" (Janke's Wandering Circus) and expressed their

feelings about the constant relocation with a scuffed boot as the unit's emblem. Janke's adjutant Lt. Kunze was born in Berlin in 1918. He achieved two victories in September 1940 and lived to see his promotion to the rank of Oberleutnant. He was killed in combat with Spitfires of No. 603 Squadron on September

14, 1940 while at the controls of Bf 109E-4 WNr. 3759. He crashed near Lypne and was buried two days later in Hawkinge Cemetery. Kunze originally used a Bf 109E-1 with the name "Sepp" under the cockpit, but for this Bf 109E-3 he chose to paint a small rabbit with a spear between its ears and the inscription "Kieki".





# P-38F/G left engine PRINT

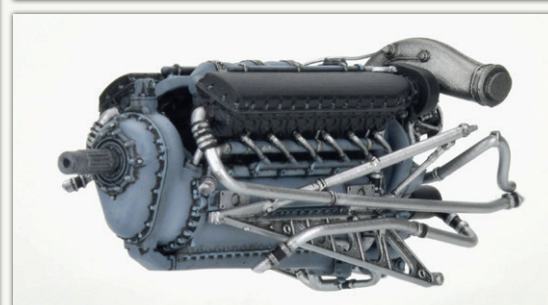
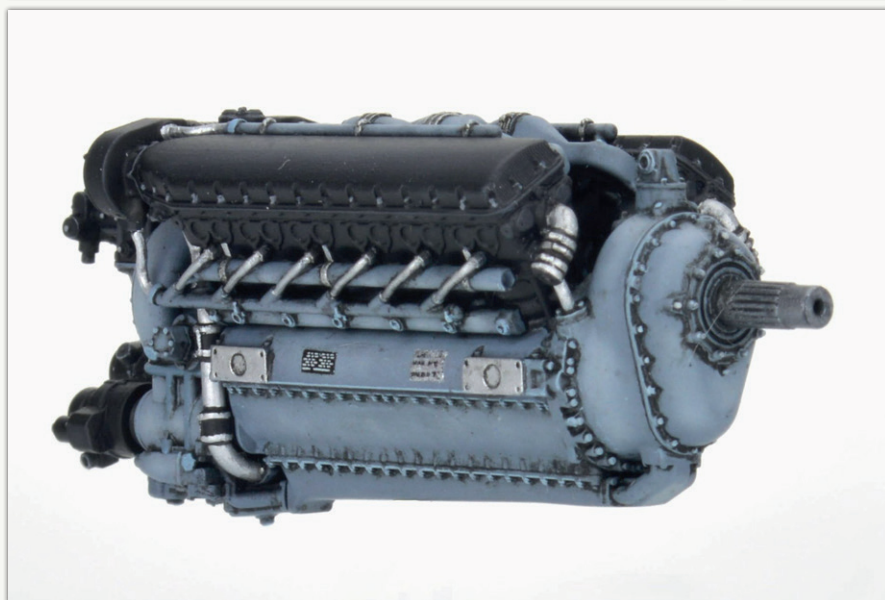
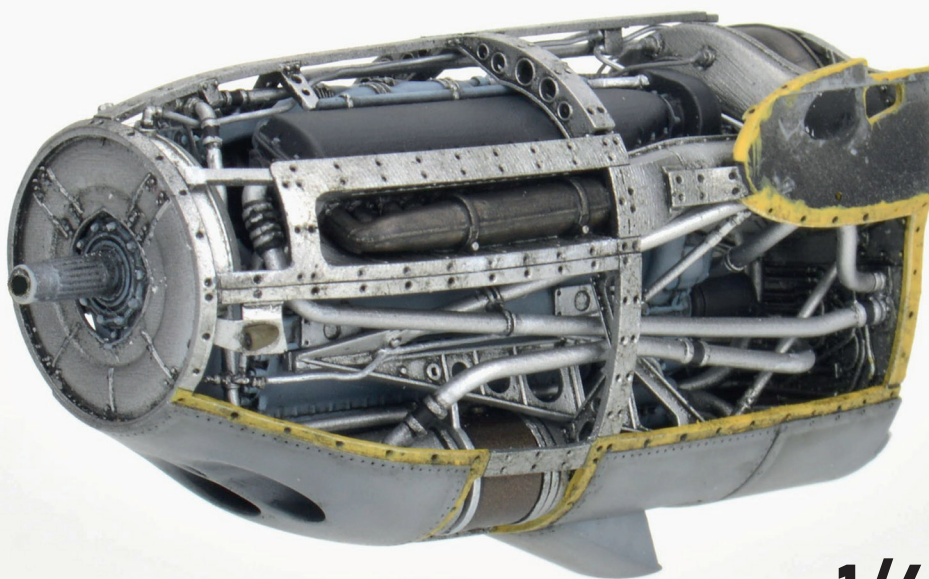
Product page

#6481036

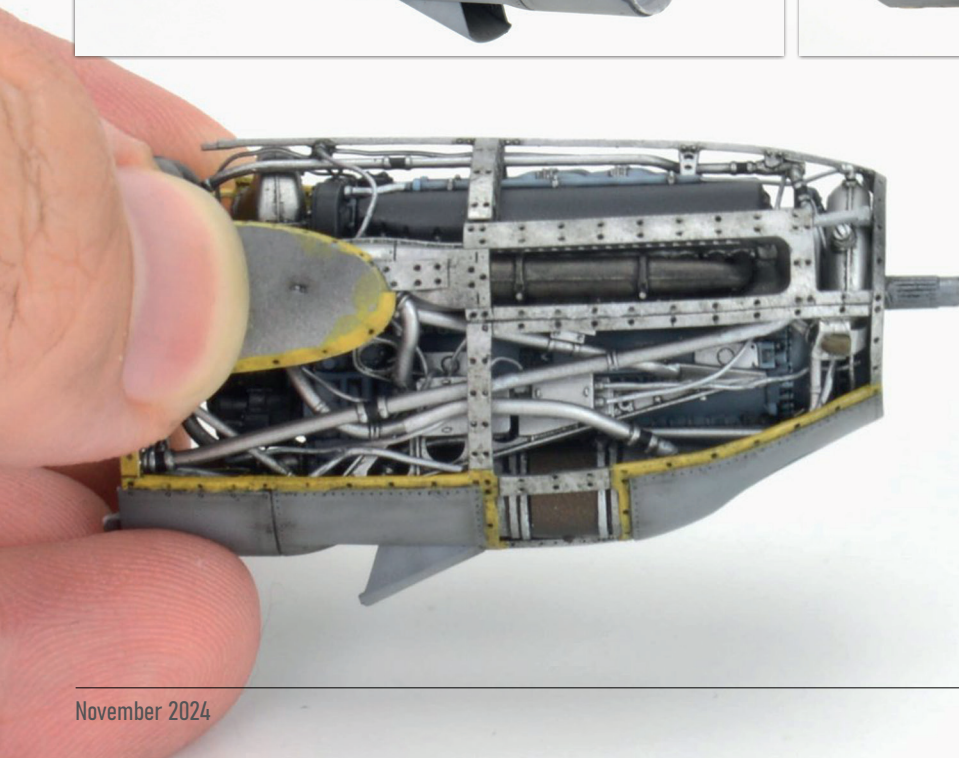
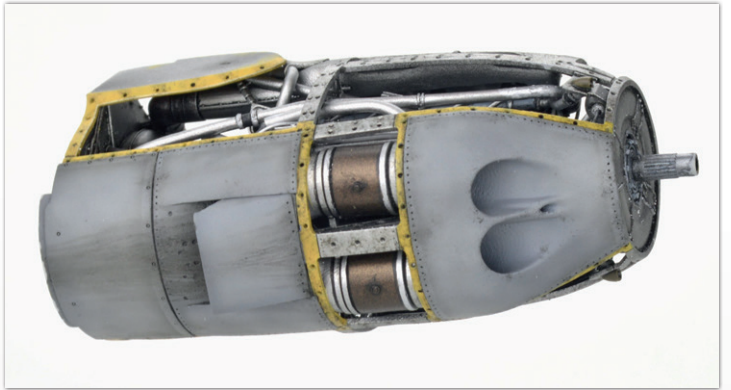
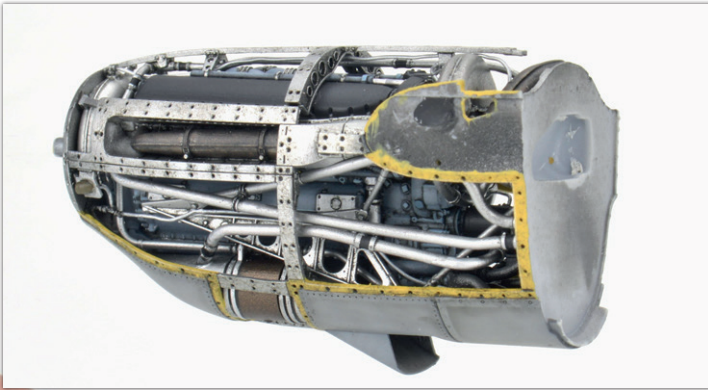
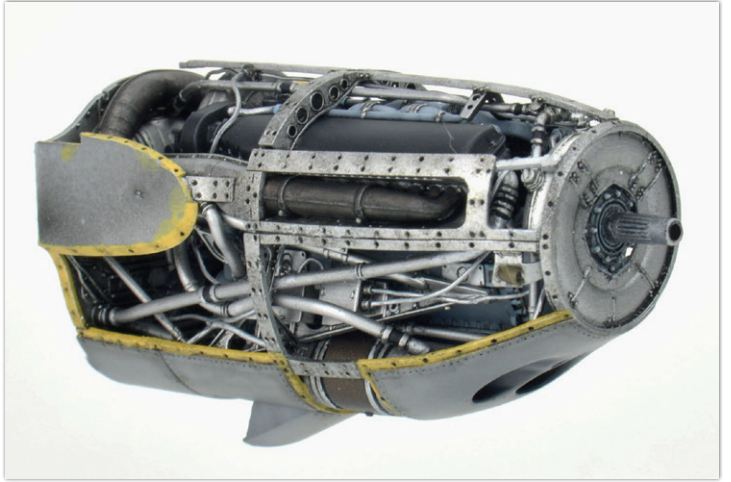
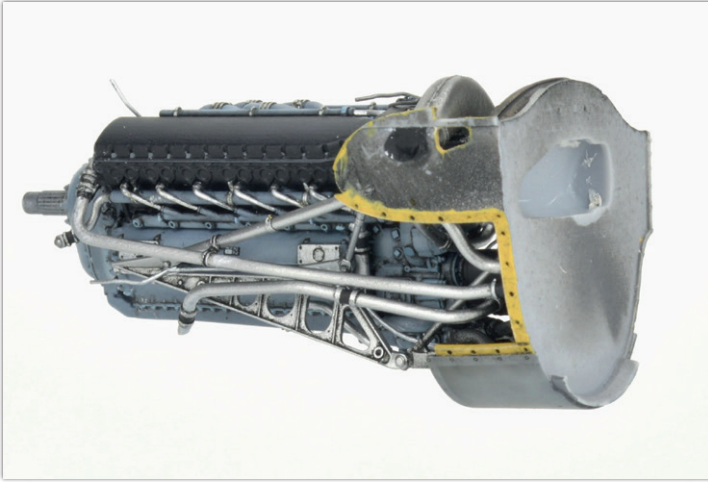
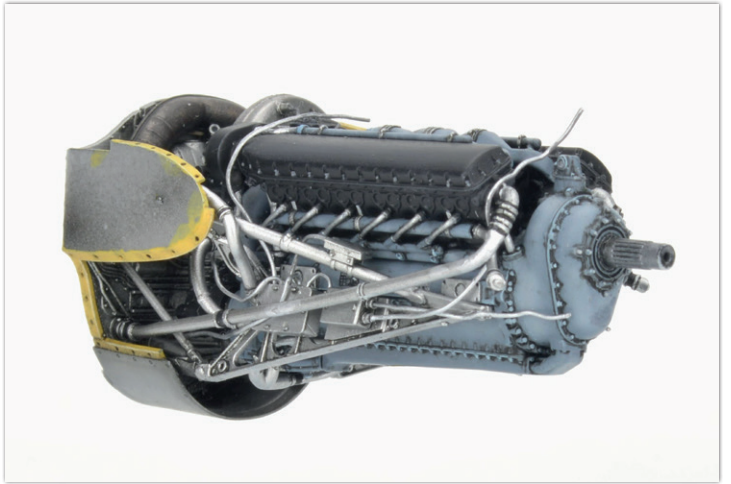
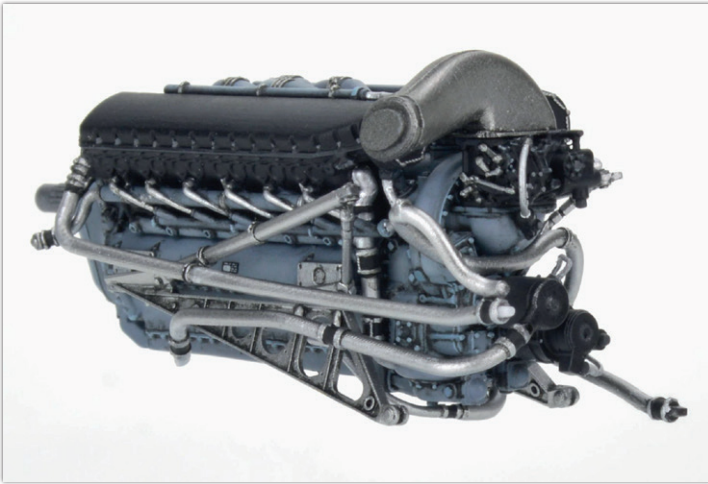
built by **Jan Baranec**

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1/48









**BIG ED (December)**

|          |                                 |
|----------|---------------------------------|
| BIG33164 | AH-64A early 1/35 Trumpeter     |
| BIG49429 | Fulmar Mk.II 1/48 Trumpeter     |
| BIG49430 | U-2S 1/48 Hobby Boss            |
| BIG49431 | A-4B 1/48 Hobby 2000 / Hasegawa |
| BIG49432 | A-4C 1/48 Hobby 2000 / Hasegawa |

**BRASSIN (December)**

|         |                                                                           |
|---------|---------------------------------------------------------------------------|
| 644290  | P-39N LööK 1/48 Arma Hobby                                                |
| 644291  | A-4M mod. 1970 LööK 1/48 MAGIC FATORY                                     |
| 644292  | A-4M mod. 1975 LööK 1/48 MAGIC FATORY                                     |
| 624005  | Spitfire Mk.VIII exhaust fishtail PRINT 1/24 Airfix                       |
| 624006  | Spitfire Mk.VIII wheels 4spoke 1/24 Airfix                                |
| 635037  | Sd.Kfz. 251/1 Ausf. D radio equipment dark yellow PRINT 1/35 Border Model |
| 648813  | Python 5 PRINT 1/48                                                       |
| 6481037 | P-38F/G right engine PRINT 1/48 Tamiya                                    |
| 6481055 | MG 15 magazines & case catchers PRINT 1/48                                |
| 672389  | P-51D engine PRINT 1/72 Eduard                                            |
| 672392  | F-35B cockpit PRINT 1/72 Tamiya                                           |
| 672393  | Chinook HC.1 wheels 1/72 Airfix                                           |
| 672394  | US 500lb bombs PRINT 1/72                                                 |
| 672395  | WWII USAAF oxygen cylinder A-4 PRINT 1/72                                 |
| 672396  | WWII USAAF oxygen cylinder A-6 PRINT 1/72                                 |
| 672397  | WWII USAAF oxygen tank G-1 PRINT 1/72                                     |
| 672398  | L-410JVP 2024 ex-Gavia EDUARD EDITION upgrade set 1/72 Gavia/Eduard       |

**LööKPlus (December)**

|        |                                    |
|--------|------------------------------------|
| 644288 | P-39Q LööKplus 1/48 Arma Hobby     |
| 644289 | Bulldog Mk.II LööKplus 1/48 Airfix |

**BIGSIN (December)**

|           |                                             |
|-----------|---------------------------------------------|
| SIN648134 | P-51B Birdcage canopy ESSENTIAL 1/48 Eduard |
| SIN67226  | P-51D-5 ESSENTIAL 1/72 Eduard               |

644290

**P-39N LööK**

1/48 Arma Hobby

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-39N 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



LööK

644291

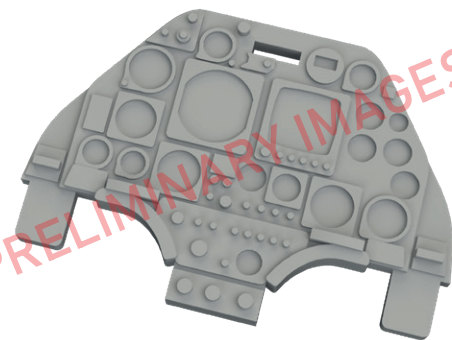
**A-4M mod. 1970 LööK**

1/48 Magic Factory

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

Set contains:

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



LööK

644291

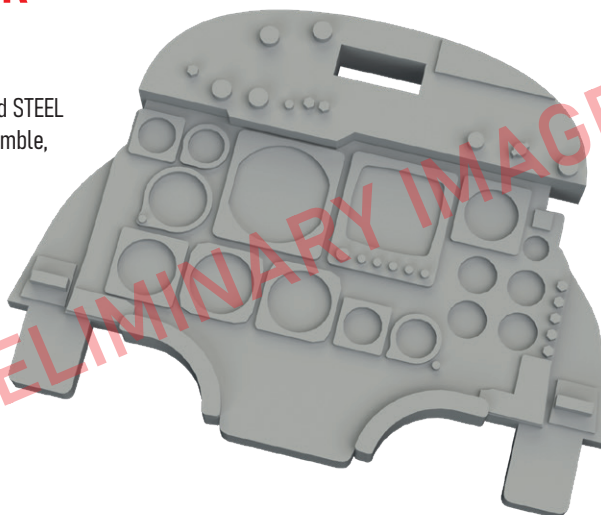
**A-4M mod. 1975 LööK**

1/48 Magic Factory

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

Set contains:

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





624005

## Spitfire Mk.VIII exhaust fishtail PRINT

1/24 Airfix

Brassin set - exhaust stacks for Spitfire Mk.VIII in 1/24 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

- 3D print: 12 parts
- decals: no
- photo-etched details: no
- painting mask: no



624006

## Spitfire Mk.VIII wheels 4 spoke

1/24 Airfix

Brassin set - undercarriage wheels for Spitfire Mk.VIII in 1/24 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



635037

## Sd.Kfz. 251/1 Ausf. D radio equipment dark yellow PRINT

1/35 Border Model

Brassin set - pre-painted radio equipment for Sd.Kfz, 251/1 Ausf. D in 1/35 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Border Model

Set contains:

- 3D print: 11 parts
- resin: 1 part
- decals: yes
- photo-etched details: yes
- painting mask: no





648813

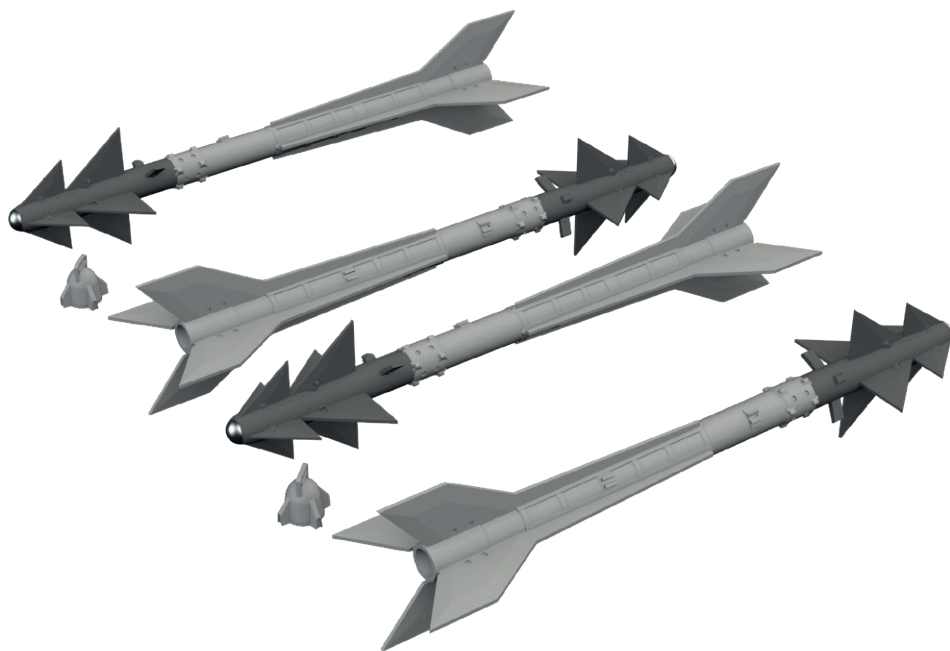
**Python 5 PRINT**

1/48

Brassin set - Python 5 air-to-air missile for Israeli A/C in 1/48 scale. Set consists of 4 missiles. Made by 3D printing.

Set contains:

- 3D print: 12 parts
- resin: 4 parts
- decals: yes
- photo-etched details: no
- painting mask: no



6481037

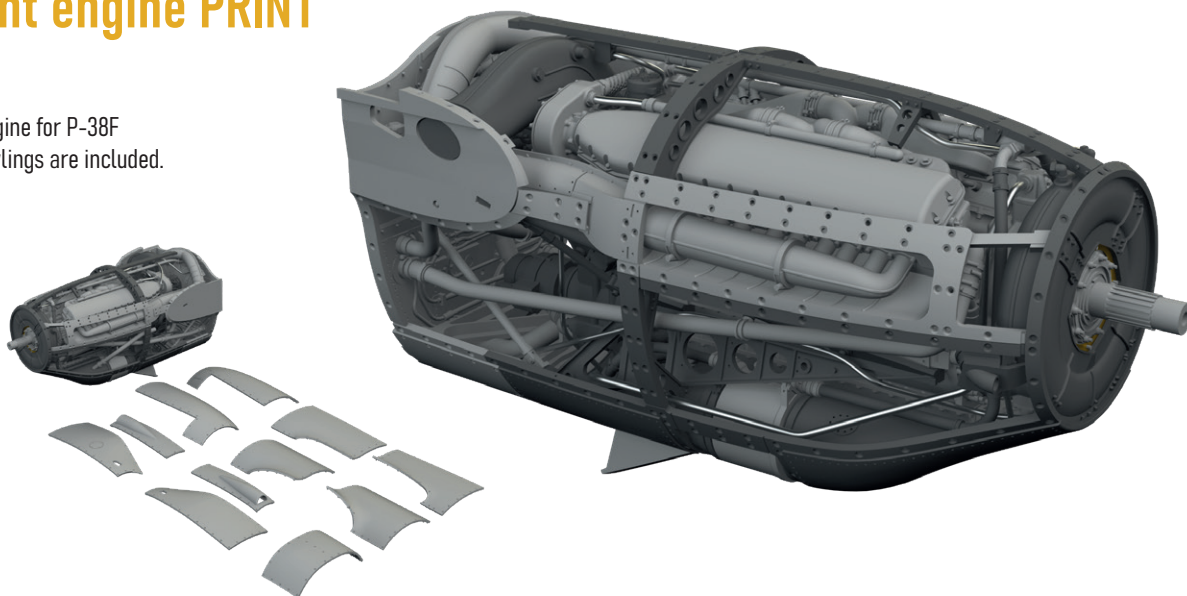
**P-38F/G right engine PRINT**

1/48 Tamiya

Brassin set - starboard engine for P-38F or P-38G in 1/48 scale. Cowlings are included. Made by direct 3D printing. Recommended kit: Tamiya

Set contains:

- 3D print: 41 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



6481055

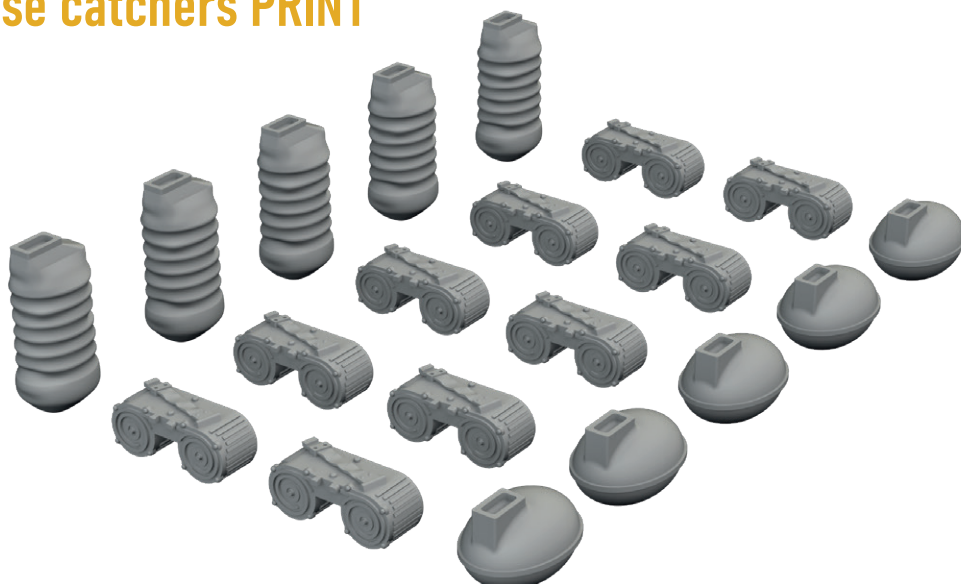
**MG 15 magazines & case catchers PRINT**

1/48

Brassin set - MG 15 machine gun magazines and case catchers in 1/48 scale. Set consists of 10 magazines and 10 case catchers (2 types, 5+5 pcs). Made by direct 3D printing. Easy to assemble, replaces plastic parts,

Set contains:

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





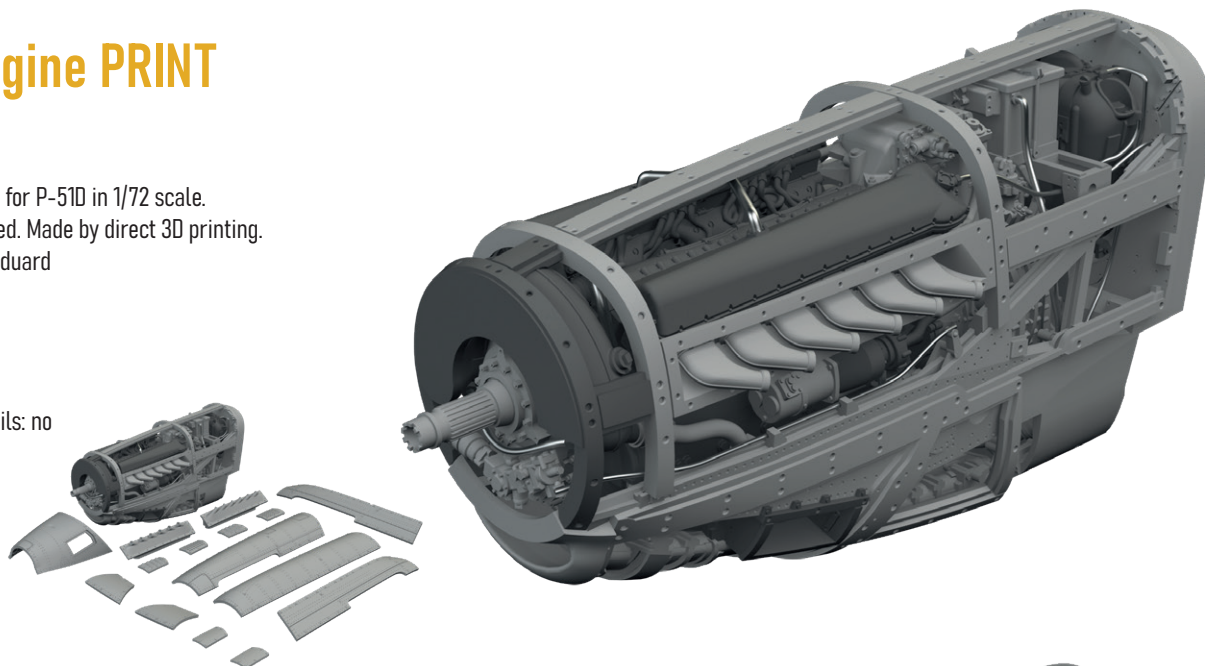
672389

**P-51D engine PRINT****1/72 Eduard**

Brassin set - engine for P-51D in 1/72 scale.  
Cowlings are included. Made by direct 3D printing.  
Recommended kit: Eduard

Set contains:

- 3D print: 32 parts
- decals: no
- photo-etched details: no
- painting mask: no



672392

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

Brassin set - cockpit for F-35B in 1/72 scale.  
Made by direct 3D printing.  
Recommended kit: Tamiya

Set contains:

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



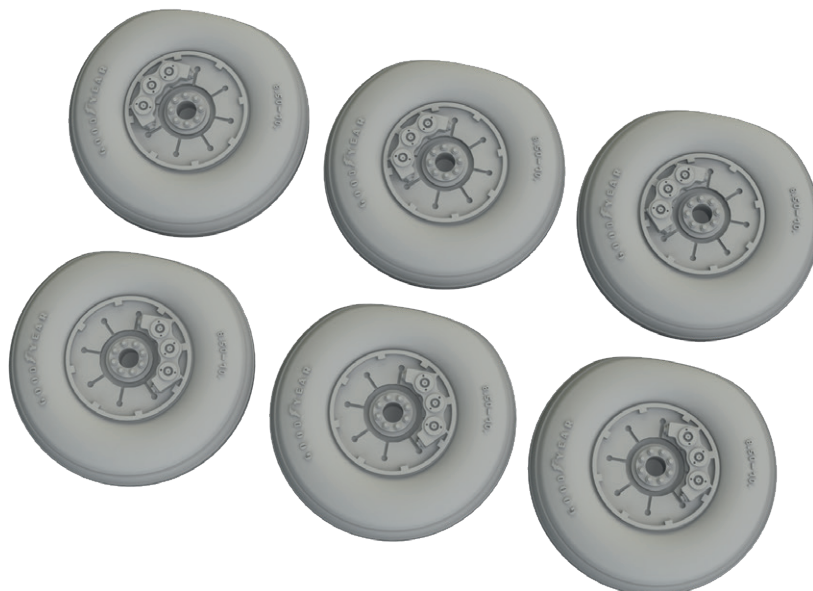
672393

**Chinook HC.1 wheels****1/72 Airfix**

Brassin set - the undercarriage wheels for Chinook HC.1 in 1/72 scale. The set consists of the main wheels and tail wheels. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: no
- painting mask: yes





672394

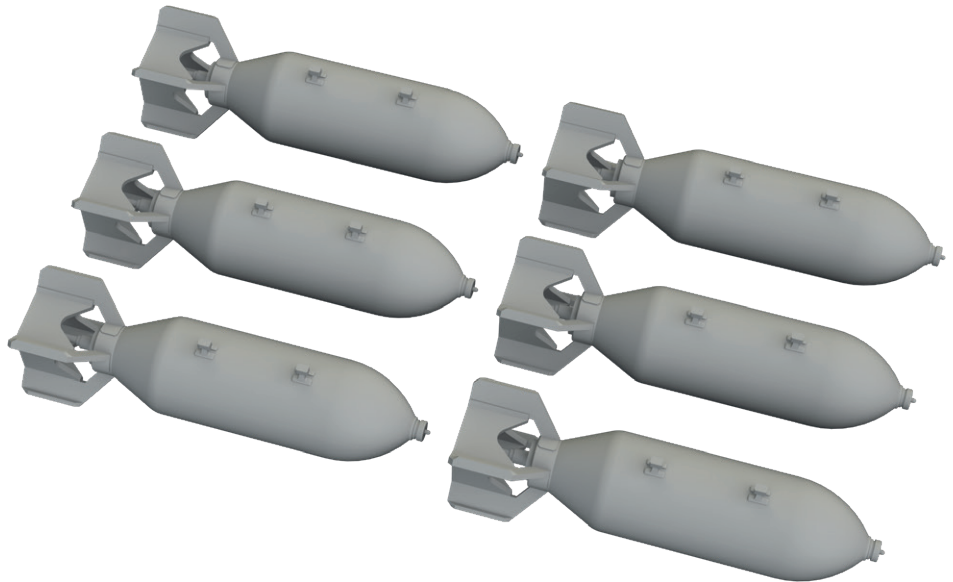
**US 500lb bombs PRINT**

1/72

Brassin set - US 500lb bombs in 1/72 scale.  
Set consists of 6 bombs. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



672395

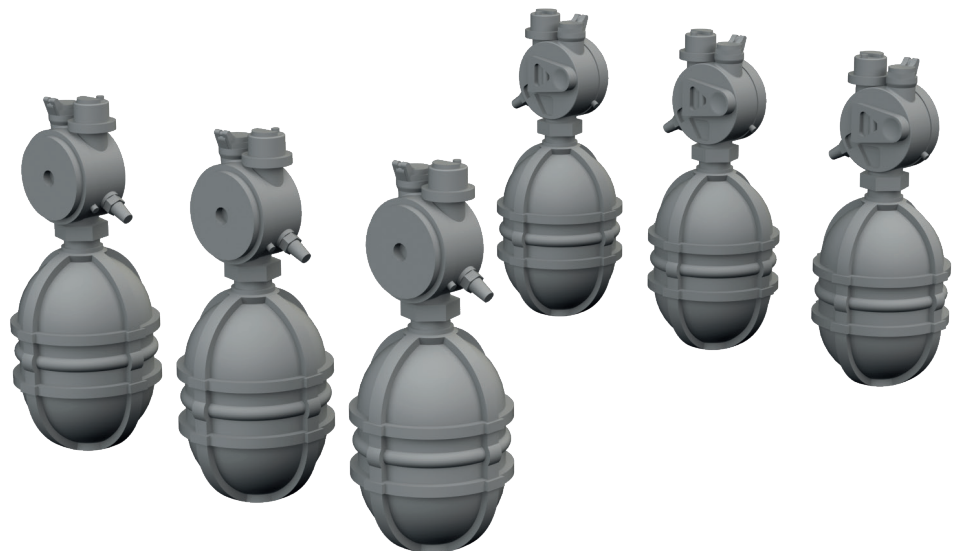
**WWII USAAF oxygen cylinder A-4 PRINT**

1/72

Brassin set - oxygen cylinders for USAAF WWII multiengine a/c in 1/72 scale. The set consists of 6 cylinders. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



672396

**WWII USAAF oxygen cylinder A-6 PRINT**

1/72

Brassin set - oxygen cylinders for USAAF WWII multiengine a/c in 1/72 scale. The set consists of 6 cylinders. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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





672397

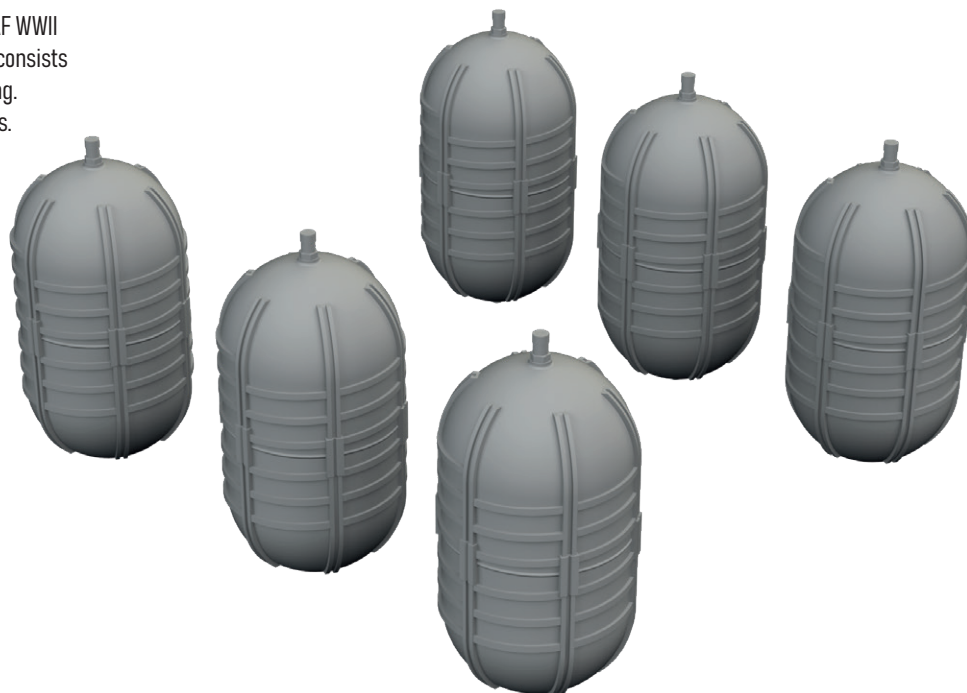
## WWII USAAF oxygen tank G-1 PRINT

1/72

Brassin set - oxygen cylindres for USAAF WWII multiengined a/c in 1/72 scale. The set consists of 6 cylinders. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



672398

## L-410UVP 2024 ex-Gavia EDUARD EDITION upgrade set

1/72 Gavia/Eduard

Brassin set - propellers, air intakes and an undercarriage for L-410UVP in 1/72 scale.

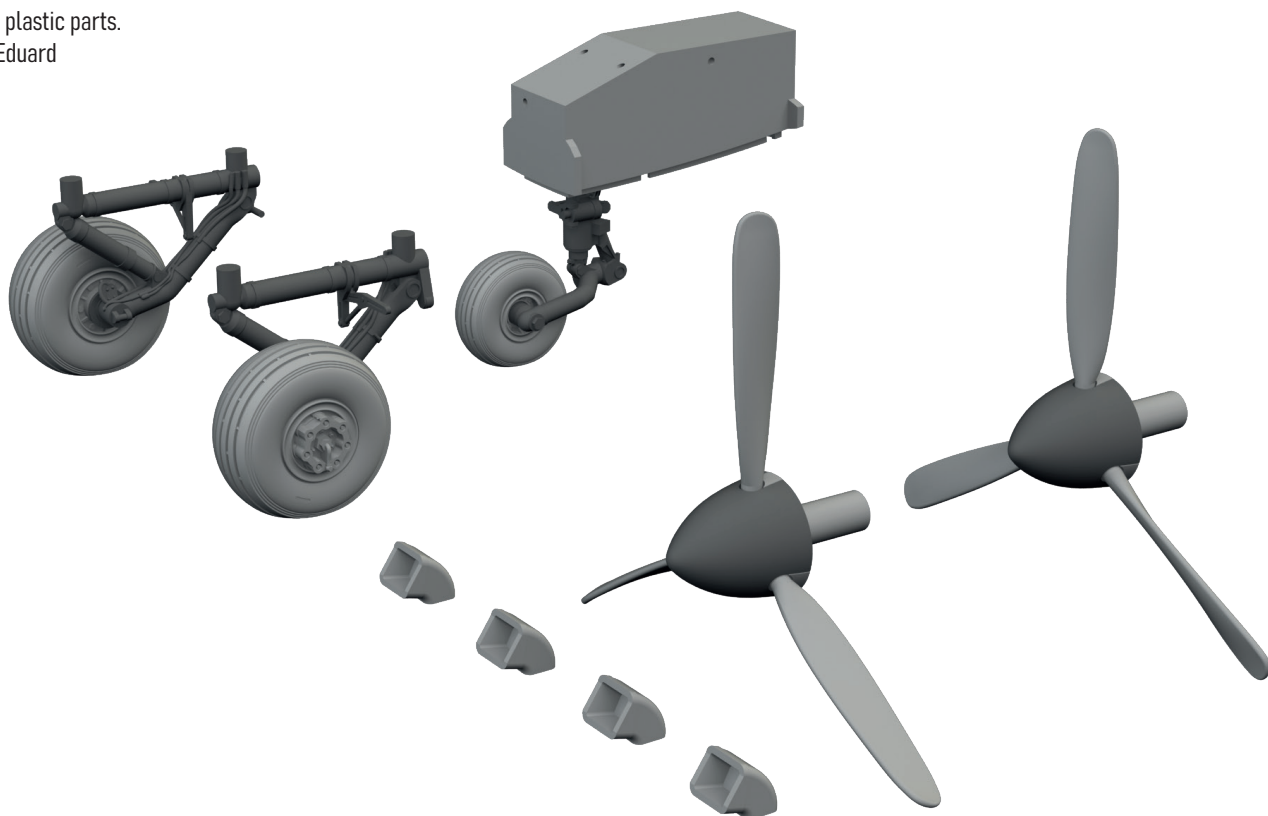
Made by direct 3D printing.

Easy to assemble, replaces plastic parts.

Recommended kit: Gavia / Eduard

Set contains:

- 3D print: 10 parts
- resin: 9 parts
- decals: no
- photo-etched details: yes
- painting mask: yes





644288

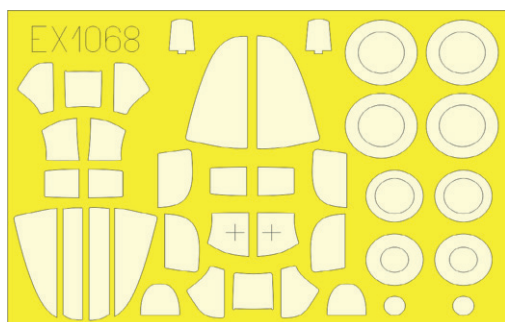
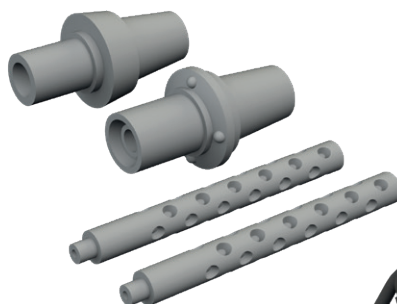
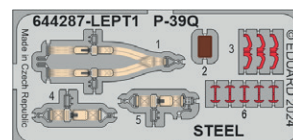
**P-39Q LööKplus**

1/48 Arma Hobby

Collection of 4 sets for P-39Q in 1/48 scale.

Recommended kit: Arma Hobby

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- gun barrels
- pilot seat
- painting mask

644289

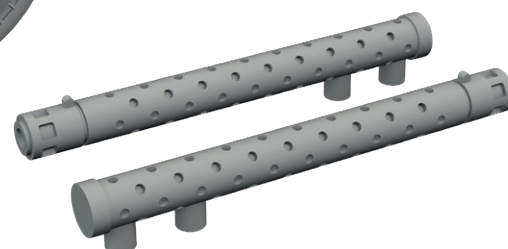
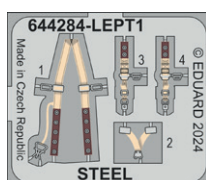
**Bulldog Mk.II LööKplus**

1/48 Airfix

Collection of 5 sets for Bulldog Mk.II in 1/48 scale.

Recommended kit: Airfix

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- gun barrels
- pilot seat
- undercarriage wheels
- painting mask



SIN648134

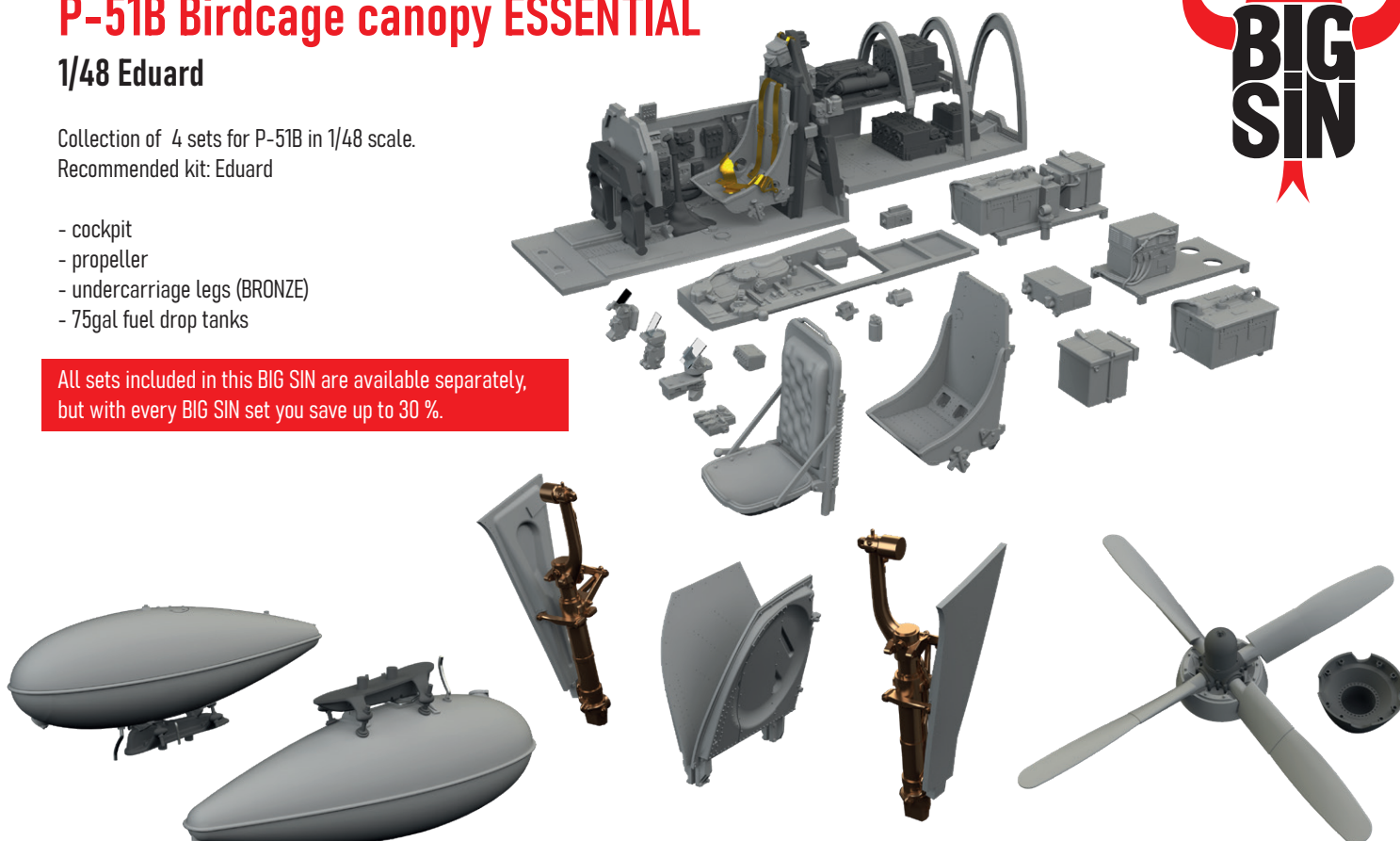
**P-51B Birdcage canopy ESSENTIAL**

1/48 Eduard

Collection of 4 sets for P-51B in 1/48 scale.  
Recommended kit: Eduard

- cockpit
- propeller
- undercarriage legs (BRONZE)
- 75gal fuel drop tanks

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



SIN67226

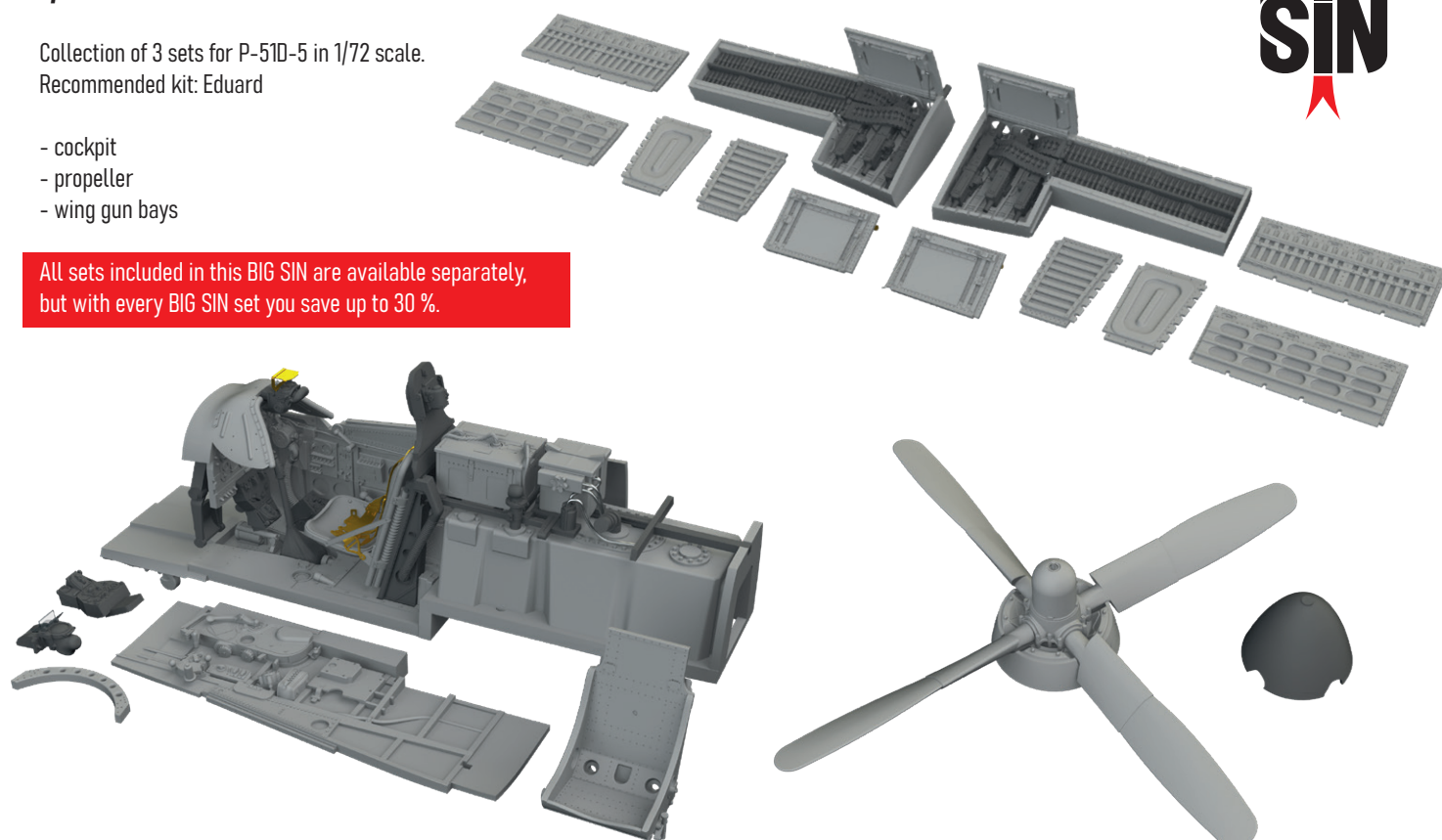
**P-51D-5 ESSENTIAL**

1/72 Eduard

Collection of 3 sets for P-51D-5 in 1/72 scale.  
Recommended kit: Eduard

- cockpit
- propeller
- wing gun bays

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





**PE-SETS**

|        |                                         |       |               |
|--------|-----------------------------------------|-------|---------------|
| 53317  | USS Midway CV-41 part 4                 | 1/350 | Trumpeter     |
| 36526  | M48A3                                   | 1/35  | I LOVE KIT    |
| 36527  | M2 Bradley                              | 1/35  | MAGIC FACTORY |
| 23040  | Spitfire Mk.VIII                        | 1/24  | Airfix        |
| 23041  | Spitfire Mk.VIII landing flaps          | 1/24  | Airfix        |
| 23042  | Spitfire Mk.VIII engine & undercarriage | 1/24  | Airfix        |
| 23043  | Spitfire Mk.VIII seatbelts STEEL        | 1/24  | Airfix        |
| 491488 | F-86A                                   | 1/48  | Clear Prop    |
| 491490 | MiG-35                                  | 1/48  | Hobby Boss    |
| 491492 | F4U-2                                   | 1/48  | Hobby Boss    |
| 73838  | Meteor FR.9                             | 1/72  | Airfix        |

**ZOOMS**

|        |                        |      |            |
|--------|------------------------|------|------------|
| FE1488 | F-86A                  | 1/48 | Clear Prop |
| FE1489 | F-86A seatbelts STEEL  | 1/48 | Clear Prop |
| FE1490 | MiG-35                 | 1/48 | Hobby Boss |
| FE1491 | MiG-35 seatbelts STEEL | 1/48 | Hobby Boss |
| FE1492 | F4U-2                  | 1/48 | Hobby Boss |
| FE1493 | F4U-2 seatbelts STEEL  | 1/48 | Hobby Boss |
| SS838  | Meteor FR.9            | 1/72 | Airfix     |

**MASKS**

|        |                        |      |            |
|--------|------------------------|------|------------|
| LX009  | Spitfire Mk.VIII       | 1/24 | Airfix     |
| LX010  | Spitfire Mk.VIII TFace | 1/24 | Airfix     |
| EX1076 | F-86A                  | 1/48 | Clear Prop |
| EX1077 | F-86A TFace            | 1/48 | Clear Prop |
| EX1078 | MiG-35                 | 1/48 | Hobby Boss |
| EX1079 | MiG-35 TFace           | 1/48 | Hobby Boss |
| EX1080 | F4U-2                  | 1/48 | Hobby Boss |
| EX1081 | F4U-2 TFace            | 1/48 | Hobby Boss |
| EX1082 | Spitfire Mk.IX TFace   | 1/48 | Eduard     |
| CX677  | Meteor FR.9            | 1/72 | Airfix     |
| CX678  | Bf 109G-10             | 1/72 | Eduard     |
| CX679  | Bf 109G-14/AS          | 1/72 | Eduard     |

**SPACE**

|          |                        |      |            |
|----------|------------------------|------|------------|
| 3DL32028 | Spitfire Mk.VIII SPACE | 1/24 | Airfix     |
| 3DL48203 | F-86A SPACE            | 1/48 | Clear Prop |
| 3DL48204 | MiG-35 SPACE           | 1/48 | Hobby Boss |
| 3DL48205 | Bf 109G-4 SPACE        | 1/48 | Eduard     |
| 3DL48206 | F4U-2 SPACE            | 1/48 | Hobby Boss |
| 3DL72050 | Meteor FR.9 SPACE      | 1/72 | Airfix     |
| 3DL72051 | L-39C SPACE            | 1/72 | Eduard     |

**DECAL SET**

|        |                    |      |        |
|--------|--------------------|------|--------|
| D72052 | P-51D-5 "357th FG" | 1/72 | Eduard |
|--------|--------------------|------|--------|

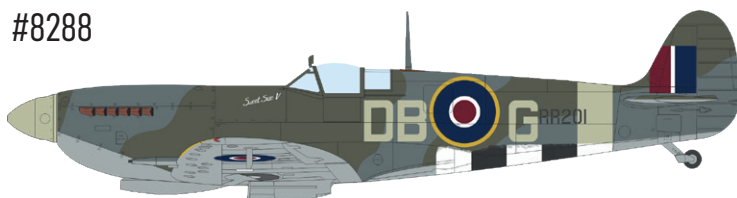


# Spitfire Mk.IXe

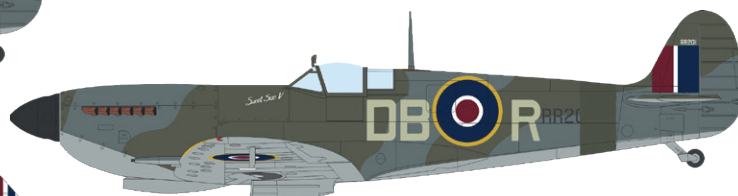
# 1/48



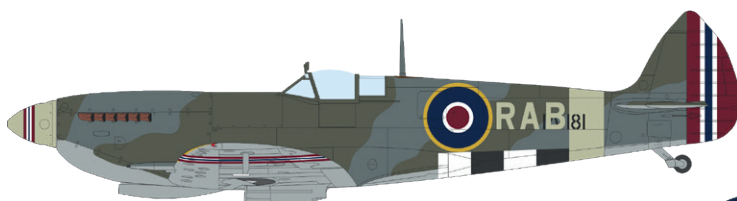
#8288

**ProfiPACK**  
 edition


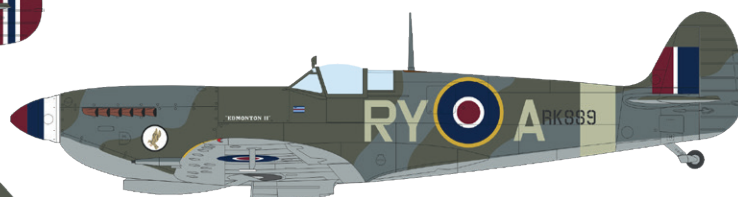
RR201, F/Lt Richard J. Audet, F/Lt John J. Boyle, No. 411 Squadron, ALG B.88 Heesh, The Netherlands, December 1944



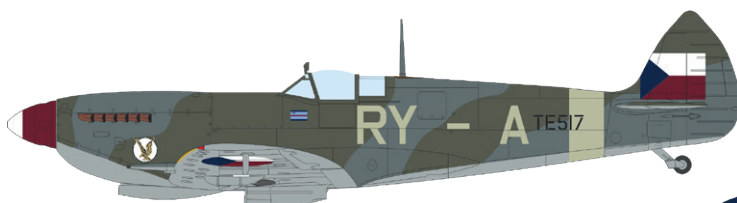
RR201, F/Lt John J. Boyle, No. 411 Squadron, ALG B.88 Heesh, The Netherlands, February-April 1945



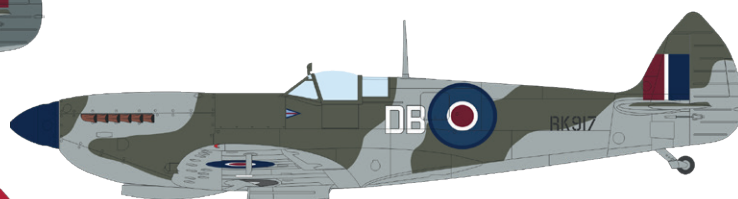
PV181, W/Cdr Rolf A. Berg, No. 132 Wing, ALG B.79 Woendstrecht, The Netherlands, winter 1944



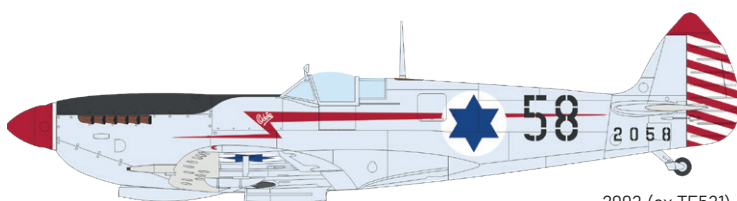
RK889, S/Ldr Otmar Kučera, No. 313 Squadron, RAF Manston, Kent, Great Britain, May-July 1945



TE517, S/Ldr O. Kučera, No. 313 Squadron, RAF Manston, Kent, Great Britain, August 1945



RK917, G/Cpt Douglas Bader, RAF North Weald, Great Britain, September 1945



2003 (ex TE531), 105. Tajaset, Ramat David AB, Izrael, September 1953

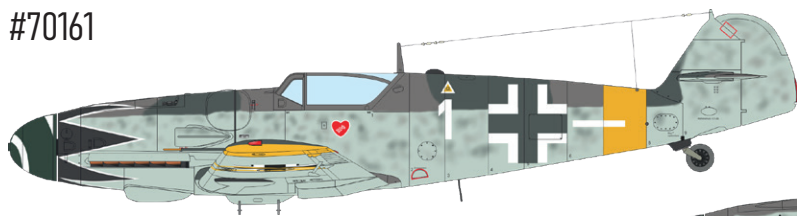


## Bf 109G-14

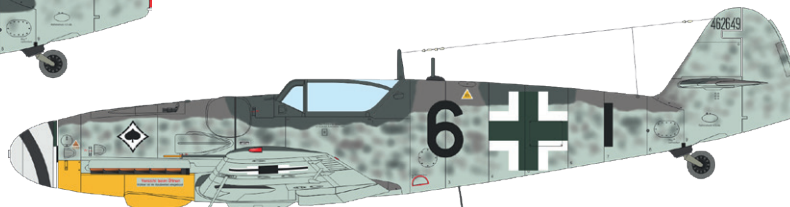
1/72



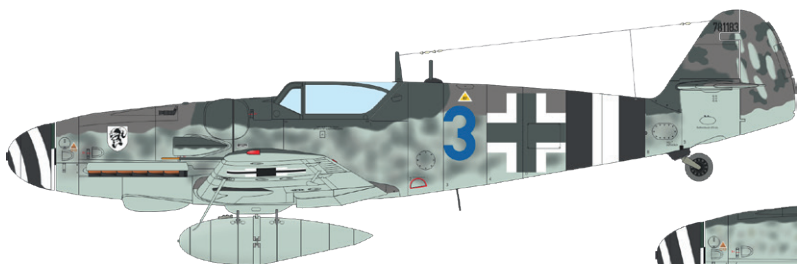
#70161

**ProfiPACK**  
edition

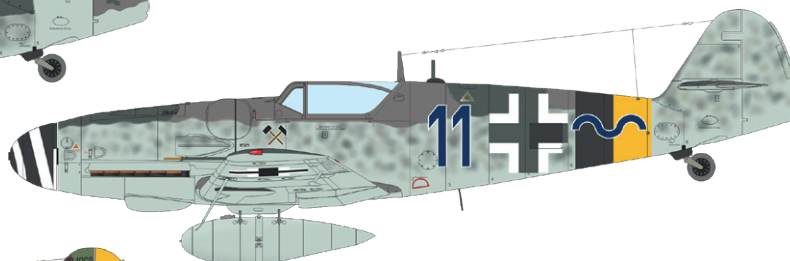
Hptm. Erich Hartmann, CO of 4./JG 52, Csór, Hungary, November 1944



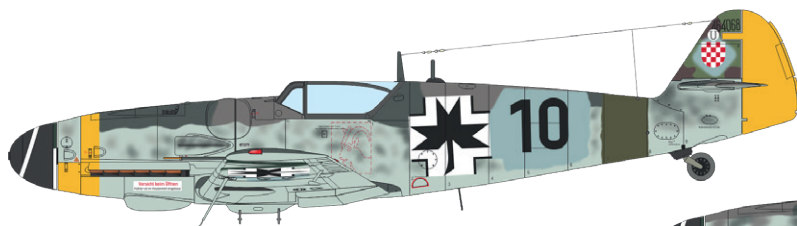
WNr. 462649, Hptm. Alfred Grislawski, CO of III./JG 53, Paderborn, Germany, September 1944



WNr. 781183, Uffz. Werner Zetzschke, 4./JG 4, Darmstadt-Griesheim, Germany, January 1945



WNr. 462xxx, Uffz. Karl-Heinz Erler, 16./JG 5, Rygge, Norway, April 1945



WNr. 464068, Str. Josip Cekovič, 2. ZLJ (Zrakoplovno Lovачko Jato), Iesi airfield, Italy, April 1945



WNr. 464444, Maj. Carlo Miami, CO of 2° Gruppo Caccia, ANR, Aviano, Italy, February 1945





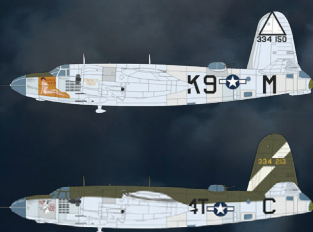
## MARAUDER

B-26F/G

The WWII American twin-engine bomber B-26F/G Marauder of the European and Mediterranean theaters of operations

1/72 ITEM 2146

- Hasegawa plastic parts
- Photo-etched and pre-painted parts for the finest detail
- Die cut masks for easy painting
- Brass wheels
- Decals for 8 marking options



## JUNE RELEASES



1/72

### Bf 109G-6

The ProfiPACK edition kit of the German fighter plane Bf 109G-6 in 1/72 scale. From the kit it is possible to build Messerschmitts with standard canopy and standard rudder.

#70159



1/48

### Spitfire Mk.Vb OVERLORD

The Weekend edition kit of British fighter aircraft Spitfire Mk.Vb in 1/48 scale. The kit presents Spitfires used during operation Overlord.

#84200



1/72

### L-29 Delfin

ProfiPACK edition kit of Czechoslovak military jet trainer L-29 Delfin in 1/72 scale.

#7096



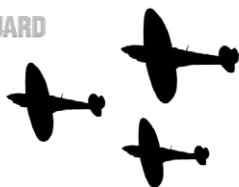
1/48

### Fw 190A-2

ProfiPACK edition kit of German WWII fighter aircraft Fw 190A-2 in 1/48 scale. The kit offers the aircraft with two-cannon as well as four-cannon wings.

#82146





## NEIGHBORS

Jan Zdiarský

Some time ago, my colleague Jan Bobek came to me saying that he wanted to prepare an article about Viktor Petermann, whose Bf 109 G-4 was to appear on the cover of a November kit release and which is covered by one of the historical articles in this issue of our newsletter. It brought me back to the beginning of December 1995, when I, together with my staff from the Air Battle over the Ore Mountains Museum, which was just being created at the time, received an invitation to a meeting of veterans at the airport in Zwickau. The meeting was of the Alten Adler, or the Old Eagles, as they called themselves. These were German aviation veterans, the association of 'Gemeinschaft Der Jagdflieger E V', 'Jägerkreis Sachsen', and they met there regularly at their 'Fliegerstammtisch'. The community of old gentlemen and their wives was made up of former members of the Luftwaffe fighter force, a large part of them members of JG 52 from the Eastern Front. In the same week, I had a regular monthly meeting with our Czechoslovak RAF veterans, who, on the other hand, were members of the Czechoslovak Association of Foreign Service Airmen 1939-45. When we, then timid lads, were welcomed in Zwickau, it was up to me to thank the group on behalf of the somewhat bewildered Czechs and say something about us. I was looking at the old gentlemen, for the first time I had the opportunity to meet those who were on the 'other side' in such a big way only a few decades before. I remembered the meeting of the Association of Czechoslovak Veterans just a few days prior and I told our new German friends about it. Or, more accurately, the sentiment was relayed by my friend and museum colleague Petr Frank, who translated my words. I said that very recently I had been at a similar meeting of Czechoslovak airmen, and from what I could observe of the gentlemen from the meeting in Prague and now at Zwickau, it was very difficult to tell that these two groups had been such enemies at one point in time.

Somewhere down the middle of the long table at the head of which we stood, a smiling tall gentleman in a short-sleeved shirt that revealed a missing left arm stood up and told me with a smile to convey a sincere greeting to our Czechoslovak veterans and tell them that we were not mutual enemies, but enemies as dictated by political doctrines of the state.

That's how Viktor Petermann came into our lives. Of course, this was a somewhat diplomatic expression, given the ferocity of the air war battles of 1939-45. But at the same time, it describes the personality of Mr. Petermann and it certainly influenced my view of history and of the many veterans of the German fighter air force that we began to meet. Later we got to know Mr. Petermann much better and met him and his lovely wife Elfriede many more times. We were amazed during that first meeting, when he later sat down with us at the table in the corner of the room and we listened to his story, learned that he had 64 confirmed kills, flew both the Bf 109 and the



An early meeting with Viktor Petermann at the Zwickau airfield. From left to right: Karel Hušek, Jan Zdiarský, Lorenz Zentgraf, Viktor Petermann, and Petr Frank.

Me 262, and was a holder of the Knight's Cross. The fact that we were basically neighbors definitely helped us grow closer to each other. His native Vejprty is a neighboring town, only six kilometers away from our Kovářská, basically over the next hill, you might say. Although the events caused by the Second World War did not allow him to live in his hometown, he did not hold

a grudge against them or us and took us as friends from the neighborhood.

After the opening of our museum in 1997, Mr. Petermann participated in discussions with veterans that we organized. There he also met several times with the Czechoslovak members of the RAF whom he had greeted in December 1995.

*Fliegerstammtisch Zwickau, Jägerkreis Sachsen, December 11, 1997.*

*On photo: Viktor Petermann (JG 52, JG 7), Heinz Zimmer (JG 26, JG 4), Petr Frank, and Jan Zdiarský.*





A photograph of a group of people seated at tables in a restaurant, facing a man in a light blue shirt who is standing and speaking. A large painting is on the wall behind him.

*A discussion of WWII veterans and public visitors in Kovářská, September 1998. From left to right: Hans Bachmann (JG 52), standing Viktor Petermann (JG 52, JG 7), Col. Lubomír Ůlehl (No. 311 Squadron RAF & FAFL), Col. Petr Uruba (No. 311 Squadron RAF), Ewald Herhold (Jasta Helgoland JG 1), and Herbert Chlond (ZG 1, JG 4).*

*[Photo: Museum of Air Battle over the Ore Mountains Archive]*

[illegible]

INFO | Eduard 129