

INFO | Eduard

178

e-magazine FREE ▪ Vol 23 ▪ December 2024



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



DECEMBER 2024

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EDITORIAL

Good day, my Friends!

So, here we are, in the home stretch. This is our last installment of our newsletter for the year, and it was a year with very little boredom attached to it. On Saturday, we successfully completed our final show of this year, the renewed Plastic Winter in Bratislava, Slovakia. Our gratitude goes out to the organizers for a great event, and we find ourselves back hard at work in that said home stretch with the finalizing of the development of the P-40E Warhawk kit in 1:48th scale, as well as with the development of accessories for it.

So I think that it makes sense to start off today's editorial with a report on the development status of this kit, which will certainly be of interest to everyone who ordered the Royal Class P-40E Warhawk during the preorder process that went up last week. On that occasion, we also introduced the make-up of the kit. Unfortunately, we weren't in a position to show off test shots of the sprues, because all we really had at the time was one, with small details on it. Not a lot to show off. However, this changed in a big way during the past week. We have completed three more forms, and as of today we have these finished and tested, giving us four sprue frames out of six, three with smaller parts and one containing the fuselage. This week, the last two forms will be finished and likely tested, and these are the wing and clear parts. We are already producing plastic from two of the forms and another will be put to work in the coming days. The decal sheet will also be ready this week, and we are working on other components of the kit. Some components, such as the 3D prints of the Brassin inclusions, are already being produced, the photoetched is on the verge of completion, and only the masks are outstanding. These need to be tested on a test shot for fine tuning, and that will be available this week. With the completion of the instructions, we are waiting for the first test assembly of the kit and the valuable information that this will yield. The goal is to have the box, the instructions and the decals at the printers before Christmas so that we have everything ready for packaging in the first week of the new year. And while we will be filling Royal Class orders in January, we will be finishing the preparation of the successor to the Royal Class release, the Limited Edition 'Pacific Star' kit, dedicated to the P-40E Warhawk deployed to the southwest PTO. If you don't want to spend the money on the more cost intensive Limited and Royal Class kits, you can wait until June for the first Profipack P-40E to be released, or until the summer for the British



Kittyhawk Mk.Ia. As always, we will offer the new kits gradually in all our editions with differing levels of included parts, from the deluxe Royal Class kit through Limited Editions to the Profipack kits and finally, the base Weekend Edition items. You can find out what the next stage will be regarding further development versions of the Warhawk in my January newsletter editorial, which will be largely devoted to new products for 2025. You can be sure that 2025 will not be limited to Warhawks and Kittyhawks.

You may be surprised to learn that among the new December releases we only have two new kits, the Spitfire Mk.IXe in 1:48th and in the Profipack line, and the Bf 109 G-14 also Profipack, but in 1:72nd scale. Both are interesting new items, with a carefully selected assortment of colour schemes. This is especially relevant to the Spitfire, which we have released before, but we came to the conclusion that previous decal options were somewhat leaning towards bland. We decided to fix that and give the second edition of the Spitfire Mk.IXe a somewhat contemporary flair and elegance. I hope we succeeded and that you, as our customers, will appreciate the effort. The main reason why we have fewer new releases in December is the second release of the Limited Edition 'The Bloody Hundredth 1943' kit, a 1:48th scale B-17F. This is a kit that, due to its price and scope in terms of both size and makeup, is expected to overshadow anything else released in the same month. That's why we've slowed down our release activity a bit so as not to create an unnecessary overpressure on the supply side of things. But don't worry, with the January releases we'll be back to normal and raise that overpressure a little in the opposite direction!

You may have noted a new media effort being put forth by us in November, the Eduard On Air Podcast, moderated by Katka Borecka. In the first three episodes, dedicated to the P-40E Warhawk project described above, three interviewed guests took turns: myself, Richard Plos and Jakub Nademlejnsky. To be honest,

the first three episodes are a lot about dipping our toes into the water of the learning curve involved with this endeavor. On the other hand, I think it is clear that we are learning relatively quickly, and as such, presenting you with the opportunity to have more and more fun with it. The intensity of our podcast activity will decrease in the coming months compared to its November launch; the plan is to publish one podcast, linked to the publication of our newsletter, per month. We will focus on the latest news of the current month, explain various production and design processes, introduce you to the people behind our products, our external collaborators, and generally give you a peek behind the scenes of creating kits, developing accessories for other products, and even their sales. From time to time, we will broadcast special editions of Eduard On Air, especially when new premieres are being released, such as the current P-40E or the P-40N and MiG-21F next year. Special editions before and after E-day are also expected. In a year's time, we will tell you how far Eduard On Air has developed. I am interested in listening to that one myself!

Our home stretch sprint includes another project, the launch of our paid supplement to our newsletter that we have labeled the 'Modeler's Den'. We call it EMD internally, and we have been working on it for a long time. We have postponed the release date of the first issue several times, which is, to be honest, very similar to some of our other projects. Typically, it is no different than it used to be with our new kit releases until recently. Many modelers still express a certain annoyance at the slow pace of our kit projects, and according to them, we are unnecessarily messing around with their wish lists. After all, The 'Eduard Year' became a concept in our field at one time, and it was a reference to generally altered release schedules. But believe me, it is not because we are lazy or incompetent. It is simply because we are trying to do honest work. In the case of EMD, such a long delay occurred primarily because during the preparation of

this project, we encountered difficulties and pitfalls, whether technical, organizational or administrative, which we initially did not see coming. Of course, that's half the fun with such adventures.

That is why I am pleased to announce the upcoming release of the premiere issue of the Eduard Modeler's Den online monthly magazine. It will be released next week, on Friday, December 13th. The premiere issue will be available on the Triobo platform for free. Pay attention to the time, it will be in the afternoon, around 5:00pm local time. From the first issue, which will be published in January 2025, EMD will be a paid resource. Access to each issue will cost 5 Euros, or around 5 USD. The cost will be offset in the subscriber's favor, everyone who pays for access to permanent reading and also downloads a given EMD issue will receive a one-time discount coupon for purchases off the Eduard e-shop for 10% of the purchase price, and it will not be limited in terms of use in conjunction with other offers.

EMD is a paid supplement to our regular ongoing newsletter, and its concept is derived from it, and will be based on historical and professional articles, interviews and reports. It will also include a section dedicated to current news from the modeling market. Unlike the standard newsletter, however, the focus will not be on our products, which will be referred to minimally on an as-needed basis when relevant. In fact, within the news section called Burst

Shots, we will focus on developments from other manufacturers. We also assume that over time, advertisements from manufacturers, magazines, and possibly even modeling events will appear in our EMD.

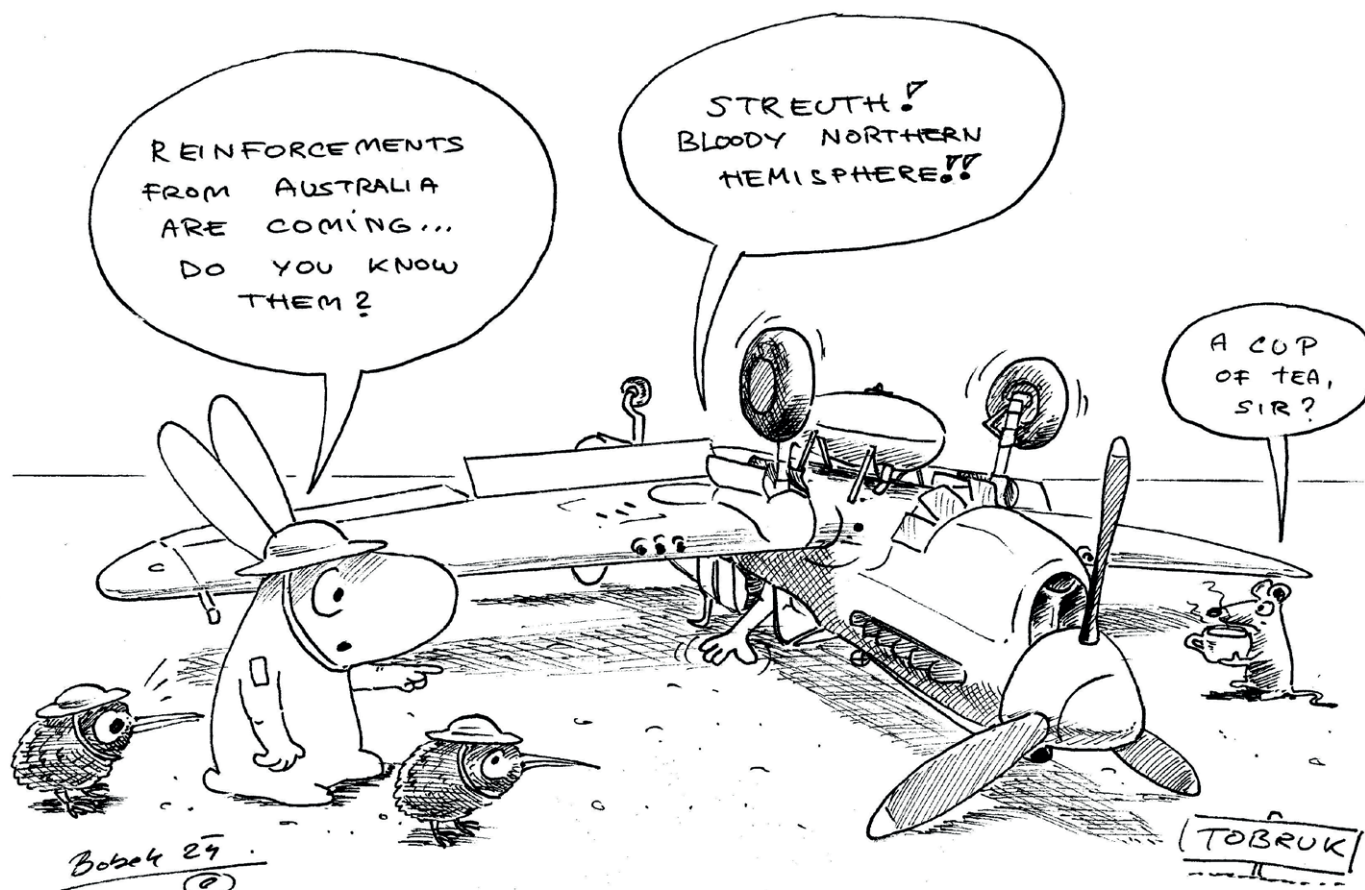
So what will we offer in the premiere issue of EMD? Besides the Editorial, which in this case is not written by me, but by the editor-in-chief of our newsletter and indeed, the EMD, Jan Zdiarsky, there is an interview with military pilot John 'Lucky' Lakadoo, which was conducted by Matt Mabe with the 102-year-old veteran of the 100th Bomb Group of the 8th Air Force this year, and whose transcript and translation into Czech was taken care of by Jan Zdiarsky. The historical article by Don Caldwell is dedicated to the first raid on Schweinfurt and Regensburg. It was supplemented with historical 'notebooks' written by Jan Zdiarsky and Jan Bobek. I wrote the report titled Submarines at Manitowoc, but its not just about the Wisconsin Maritime Museum in Manitowoc, Wisconsin. It is a bit of an experimental work and it will be up to you how much you delve into the offered topics. The historical column and reflections on current topics are written by Jan Bobek, and the author of the already mentioned report on current news regarding plastic kits and their accessories is Marian Cihon. In total, it will be almost 100 pages of reading covering history and current events. It is so much reading that it should last you at least until Christmas, and perhaps even beyond. Should keep you busy til the next one is posted.

On Friday, December 6th, the last Sweep sales event of the year will begin on our e-shop. The offer will include twenty-four kits and more than 200 items of related accessory items, all discounted by 30%. The sale will last until the beginning of January, 2025 and it will also be possible to shop during the Christmas and New Year break, when our sales department will be closed. That will be December 22nd, 2024 to January 3rd, 2025 and in that span, no orders will be going out. As a result, please note that orders received after December 16th will not be shipped until January 4th, 2025. The sale will run until stocks last, which will be especially important for accessory sets, which are not in stock in large quantities in most cases. You can find detailed information about Sweep 1224 sale on the page dedicated to it.

As we do every year every year, we are releasing a photoetched New Year's card. As always, it refers to one of the important projects of the upcoming year, and because there has always been great interest in our New Year's cards, we decided to release it for regular sale this year. You can order it with other December releases on our e-shop.

My Friends, I wish a very Merry Christmas and a prosperous Happy New Year, hoping that all your wishes come true!

Vladimir Sulc



Ace in a Single Dogfight



Text: Michal Krechowski

Illustration: Piotr Forkasiewicz

During World War II, legendary Spitfire fighter planes were flown by pilots of many nationalities. Many of them fought and achieved victories, some became flying aces during the war, a few even earned this status in a single day. However, only one pilot flying a Spitfire managed to shoot down five aircraft in a single dogfight. That pilot was Canadian F/Lt Richard Joseph "Dick" Audet.



F/Lt Richard Joseph "Dick" Audet. (DND PL 41192)

The Spitfire with which F/Lt Audet achieved this remarkable success was an LF Mk.IXe, serial number RR201. According to the records of No. 411 Squadron RCAF, RR201 first appeared on December 26, 1944, and subsequently became the personal aircraft of F/Lt John Joseph "Jack" Boyle (credited with 5+1 victories). In honor of his daughter, Boyle had the white inscription "Sweet Sue V" painted on the left side of the fuel tank cover. The Spitfire RR201 initially flew with the codes DB-G. After Jack Boyle took command of B Flight of No. 411 Squadron RCAF in January 1945, his Spitfire was also assigned to B Flight and recoded as DB-R. However, the actual re-coding occurred in early February 1945, following Boyle's return from a two-week leave. After this period, there was an exchange of Spitfires between A and B Flights. The RR201 DB-G (reassigned as DB-R for B Flight) was swapped for the MK950 DB-R (reassigned as DB-G for A Flight). After the aircraft exchange, F/Lt Boyle flew RR201 continuously

from February 6 to April 4, 1945, when his operational tour ended. During this time, he completed 36 operational flights in the cockpit of RR201 and destroyed two Bf 109s during strafing attacks on enemy airfields. Although RR201 was the personal aircraft of F/Lt Jack Boyle, its greatest achievements were made by another Canadian pilot and Boyle's friend, F/Lt Richard Joseph "Dick" Audet.

Richard Audet was born on March 13, 1922, in Lethbridge, Alberta. From a young age, he excelled in sports, particularly hockey, basketball, and baseball. As he reached adulthood, he decided to join the Air Force. He completed his basic pilot training in October 1942. After transferring to the United Kingdom, he was assigned to his first combat unit, No. 421 Squadron RCAF, on July 20, 1943. This squadron was part of the elite Kenley Wing, commanded at the time by the famous James Edgar "Johnnie" Johnson (34+7 victories).

The commander of No. 421 Squadron RCAF was S/Ldr Robert W. McNair, an ace from the battles over Malta with 16 victories, and the squadron was equipped with Spitfire Mk.IXs. However, "Dick" remained with the unit only for a short time. In August, he was transferred to a second-line unit, No. 1623 Flight (renamed No. 691 Squadron on December 1, 1943), whose task was to collaborate with anti-aircraft defense. The unit's primary operational activity involved towing targets for artillery training. This assignment allowed "Dick" to improve his piloting skills and provided the opportunity to fly various types of aircraft. The young Canadian spent a year in this



F/Lt John Joseph "Jack" Boyle in his Spitfire Mk.IXe RR201 "Sweet Sue V". (Jack Boyle, *Spitfire: The Canadians* VOL.1, courtesy of Andy McNiece)

secondary role, during which time he also married Iris Gibbins from Northampton.

A turning point in Audet's career came on July 22, 1944, when he reported to No. 1 Tactical Exercise Unit. This unit specialized in fighter and fighter-bomber training. In August, Audet moved to the continent, and on September 14, 1944, he was assigned to his second combat unit, No. 411 Squadron RCAF, one of the oldest Canadian squadrons in Europe. Since July 1943, the squadron had been part of No. 126 Wing within the 2nd Tactical Air Force (TAF) and operated successfully over occupied Europe from the forward airfield Advanced Landing Ground (ALG) B.88 near the city of Heesch in North Brabant, southern Holland. By December 28, 1944, "Dick" had flown 52 combat missions but had not encountered a single enemy aircraft. However, everything changed the following day.

On Friday, December 29, 1944, shortly before 1:00 PM, Audet climbed into "Boyle's" Spitfire LF Mk.IXe RR201 DB-G and took off as the leader of Yellow Section on a patrol in the area of Rheine, Osnabrück, and Münster. Near a railway station close to Osnabrück, the Canadians destroyed four locomotives, 39 railway cars, and damaged several others. They then spotted a trio of enemy aircraft and attacked, with two of them being taken down by F/Lt Ireland and F/Lt Cook. Soon after, "Dick" saw another group of 12 enemy aircraft over the city and led his Yellow Section towards them. The German planes, identified as eight Fw 190Ds and four Bf 109Gs, failed to notice the approaching Canadians. The Canadians struck quickly, and the German formation, despite outnumbering them 12 to 4, suffered a crushing defeat. The first victory was claimed by F/O McCracken, and then Audet took over. His dogfight lasted no more than five minutes, during which he reported five victories. In his first encounter with enemy fighters, Audet not only became an ace but also the only Spitfire pilot to shoot down five aircraft in a single dogfight.

This event turned the 22-year-old into a celebrity, drawing significant attention from numerous press correspondents and photographers. Audet described his engagement with the enemy in his combat report as follows:

"I was leading Yellow section of 411 Squadron in the RHEINE/OSNABRUCK area when Control reported Huns at RHEINE and Squadron turned in that direction. An Me 262 was sighted and just at that time I spotted 12 e/a on our starboard side at 2 o'clock. These turned out to be mixture of approximately 4 Me 109's and 8 FW 190's.

I attacked an Me 109 which was the last a/c in the formation of about 12 all flying line astern. At approximately 200 yards and 30 degrees to starboard at 10,000 feet I opened fire and saw



Photo from December 29, 1945. Far left: F/Lt R. J. Audet demonstrates his impressive feat of shooting down five German fighter planes to his No. 411 Squadron colleagues, WO J. A. Kerr; R.M. Cook, and Olsen. (Public Archives of Canada PMR 78-252)



Spitfire RR201 undergoing maintenance shortly after being transferred to B Flight in early February 1945 and recoded from DB-G to DB-R. The fuselage codes DB-R were previously used on Spitfire MK950, which F/Lt Jack Boyle regularly flew from January 7 to February 3, 1945, after assuming command of B Flight No. 411 Squadron. Meanwhile, Boyle's RR201 DB-G "Sweet Sue V" was flown with A Flight throughout January by his friend F/Lt Richard Audet, who achieved seven of his eleven confirmed victories with it. Following the exchange of Spitfires between A and B Flights (likely an arrangement between the two friendly pilots), F/Lt Audet took over MK950, now recoded as DB-G, and regularly flew it until March 3, 1945, when he was shot down during an attack on an armed train. F/Lt Boyle returned to his RR201 "Sweet Sue V", which from then on bore the new fuselage code DB-R. After F/Lt Jack Boyle completed his operational service with No. 411 Squadron in early April, Canadian pilots achieved two more confirmed victories with RR201. On April 20, 1945, F/O Wilson shot down a He 111, and the following day, F/Lt McClarty shot down a Bf 109. The flying career of RR201 ended on April 30, 1945, when F/Lt McClarty crash-landed near Scharesbek after flak damage to the engine. (DND)



In the foreground is Spitfire MK686 DB-L, with which "Jack" Boyle shot down a German Me 262 piloted by Oberleutnant Hans Georg Lamle of 4./KG(J) 51 on December 25, 1944. In the background is Jack's RR201 DB-R "Sweet Sue V". (Spitfire: The Canadians VOL.1, courtesy of Andy McNiece)

strikes all over the fuselage and wing roots. The 109 burst into flames on the starboard side of the fuselage only, and trailed intense black smoke. I then broke off my attack.

After the first attack I went around in a defensive circle at about 8500 feet until I spotted an FW 190 which I immediately

attacked from 250 yards down to 100 yards and from 30 degrees to line astern. I saw strikes over the cockpit and to the rear of the fuselage, it burst into flames from the engine back and as I passed very close over the top of it I saw the pilot slumped over in the cockpit, which was also in flames.

My third attack followed immediately on the 2nd. I followed what I believed was an Me 109 in a slight dive. He then climbed sharply and his canopy flew off about 3 to 4,000 feet. I then gave a very short burst from about 300 yards and line astern and his aircraft whipped downwards in a dive. The pilot attempted or did bale out. I saw a black object on the edge of the cockpit but his chute ripped to shreds. I then took cine shots of his a/c going to the ground and the bits of parachute floating around. I saw this aircraft hit and smash into many flaming pieces on the ground. I do not remember any strikes on this aircraft. The Browning button only may have been pressed.

I spotted an FW 190 being pursued at about 5,000 feet by a Spitfire which was in turn pursued by an FW 190. I called this Yellow section pilot to break and attacked the 190 up his rear. The fight went downwards in a steep dive. When I was about 250 yards and line astern of this 190 I opened fire. There were many strikes on the length of the fuselage and



F/Lt Richard Joseph "Dick" Audet with his Spitfire MK950 DB-G in February 1945. (DND PL 41719, Steve Sauvé)

it immediately burst into flames. I saw this FW 190 go straight into the ground and burn.

Several minutes later while attempting to form my section up again spotted an Fw 190 from 4,000 feet, he was at about 2,000 feet. I dived down on him and he turned in to me from the right. Then he flipped around in a left hand turn and attempted a head-on attack. I slowed down to wait for the 190 to fly in range. At about 200 yards and 20 degrees I gave a very short burst, but couldn't see any strikes. This a/c flicked violently, and continued to do so until he crashed into the ground. The remainder of my section saw this encounter, and Yellow 4 (F/O McCracken) saw it crash in flames."

The opponents of No. 411 Squadron were most likely Fw 190D-9 aircraft from 9./JG 54. Twelve "Doras" had taken off on a mission to patrol the Rheine area, but the mission ended in a "bloodbath." Six pilots were killed, and two other aircraft were damaged, including the plane of the 9th Staffel commander, Oblt. Willi Heilmann. These losses correspond to the claims made by the Canadian pilots. This Staffel was part of III./JG 54 "Grünherz," which operated under the command of JG 26 and was redesignated IV./JG 26 in February 1945. On December 29, this experienced Jagdgruppe suffered severe losses across several engagements, losing at least 17 aircraft, with 13 pilots killed and two injured.

Audet proved it was no fluke during the following month. On New Year's Day, he contributed to the Luftwaffe's defeat during Operation Bodenplatte with two aerial victories, and by the end of January, he had added six more to his tally. His final victory came on January 23, 1945, when he achieved a prized kill: a jet-powered Me 262. On that day, Audet led an armed reconnaissance mission in the Münster area, again flying the RR201 DB-G. First, he destroyed an Me 262 (post-war research identifies it as an Arado Ar 234, T9+KH, WNr. 140349) parked at an airfield near Rheine. Five minutes later, near Osnabrück, he encountered a lone Me 262. It was likely WNr. 170295, piloted by Hptm. Hans Holzwarth of 12./KG 51, and Audet decisively sent it down in flames. The next day, he damaged another Me 262 on the ground.

In February 1945, Audet was awarded the Distinguished Flying Cross (DFC) for his actions on December 29, 1944, and he became the commander of A Flight. In the following days, No. 411 Squadron's primary missions involved attacking ground targets, which were heavily defended by flak. By that time, flak had become far more dangerous than Luftwaffe fighters, with whom Audet no longer encountered combat in the air. F/Lt Audet's fate was sealed on March 3, 1945. After returning from a week-long leave, he took off in his Spitfire

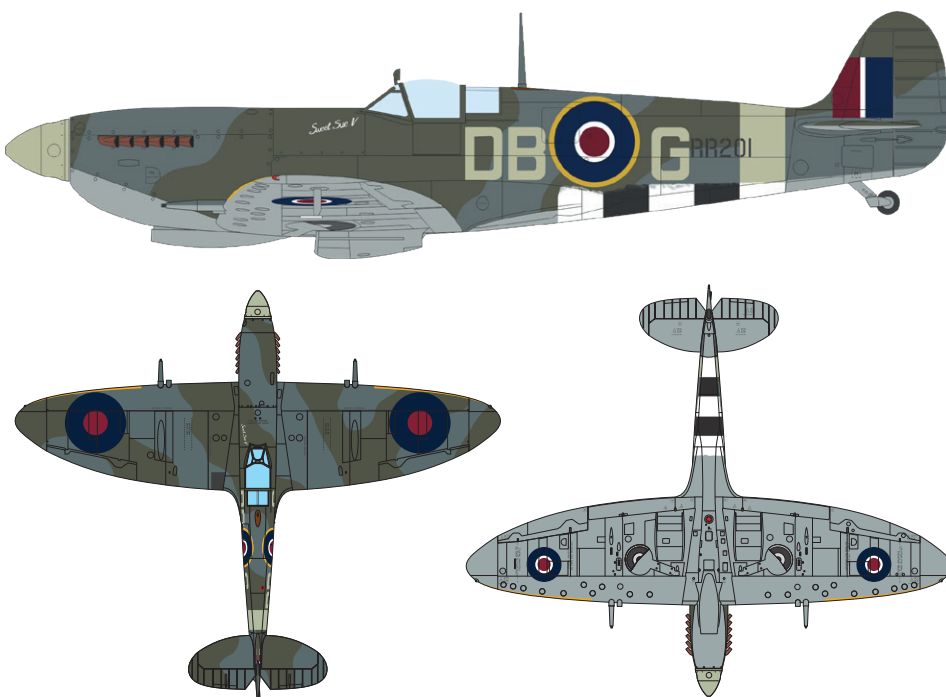


Photo from December 25, 1944, showing intelligence officer P/O Gordon Pancuk being "briefed" by No. 411 Squadron pilots Flt/Lt J. Boyle, Sqn/Ldr J. Newell, and Flt/Lt E. Ireland about Boyle's successful attack on a German jet Me 262. (www.spitfiresite.com, courtesy of Harry van Grinsven)

MK950 DB-G with his section on an armed reconnaissance mission in the Dinslaken-Emmerich area. Near Coesfeld, Audet's section attacked an armed train, but unfortunately, the flak crews were highly accurate, and Audet's Spitfire was hit. According to No. 411 Squadron's report, his Spitfire caught fire and crashed into a forest. F/Lt Audet is still listed as missing in action (MIA).

An official post-war investigation was led by Major H. Cleaver, who conducted a thorough and comprehensive study spanning 120 pages of evidence and notes. This investigation

managed to identify the crew of the anti-aircraft battery that shot down Audet on March 3, 1945. During their interviews, the flak battery's leader confirmed that Audet managed to make a forced landing with his damaged Spitfire, set it on fire, and was subsequently captured. He was then transported to Gelsenkirchen-Buer, where he was interrogated. As Audet revealed only basic identification information during his interrogation, he was scheduled to be transferred to a prisoner-of-war camp in Dortmund. Unfortunately, Audet's trail ends there, and his ultimate fate remains unknown.



Color profile of Spitfire RR201 DB-G "Sweet Sue V" as it appeared on December 29, 1944, when F/Lt Richard Audet shot down five German fighters in a single engagement. The aircraft features rapid identification markings used from early September to late December 1944, with remnants of invasion stripes still visible on the underside of the fuselage.

In February 1945, the local Volksgemeinschaft in the German town of Gelsenkirchen-Buer, a "people's community" of local residents, received authorization from the head of the "security police" to execute anyone without reason. When Audet was brought into this environment, where indiscriminate killings by civilians, police, and soldiers were not only commonplace but also encouraged, it is not difficult to imagine the fate that might have befallen him. Whether Dick Audet was murdered or died while attempting to escape, and who was responsible, will likely never be known. His body was never found.

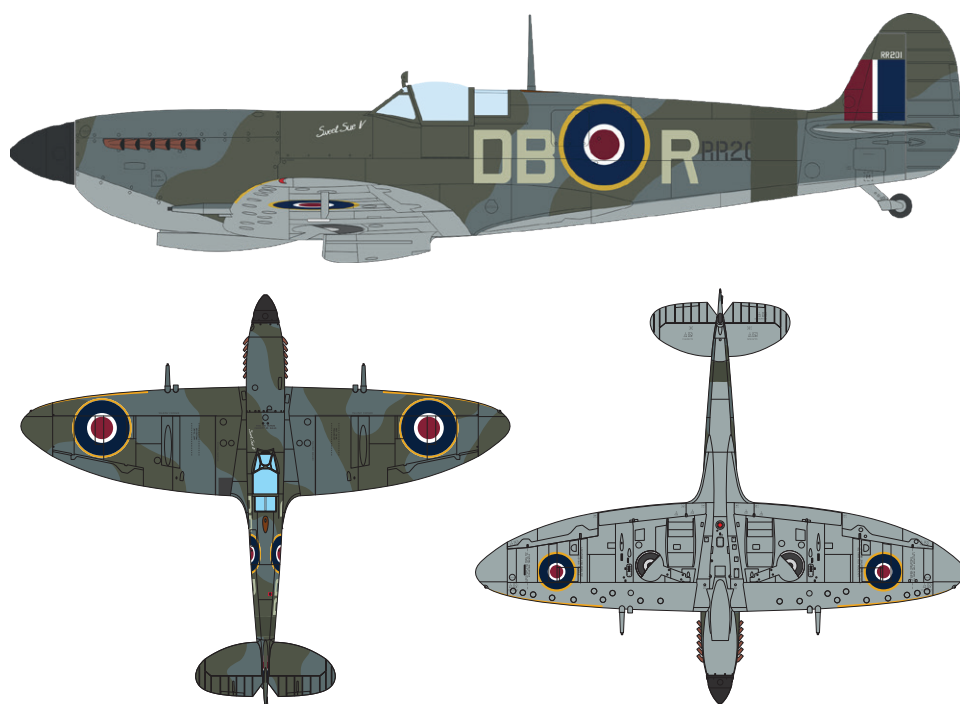
During 83 combat missions, F/Lt Audet achieved 11 confirmed aerial victories

(and destroyed two additional aircraft on the ground). He was twice awarded the Distinguished Flying Cross (the second posthumously on March 9, 1945). Audet flew a total of 15 operational missions in the Spitfire RR201 DB-G "Sweet Sue V" between December 29, 1944, and February 3, 1945, achieving seven confirmed aerial victories (six Fw 190Ds and one Me 262, along with two more aircraft destroyed on the ground).

Thanks to Audet's exceptional achievements, "Boyle's" Spitfire RR201 ranks among the most famous Spitfires of World War II.

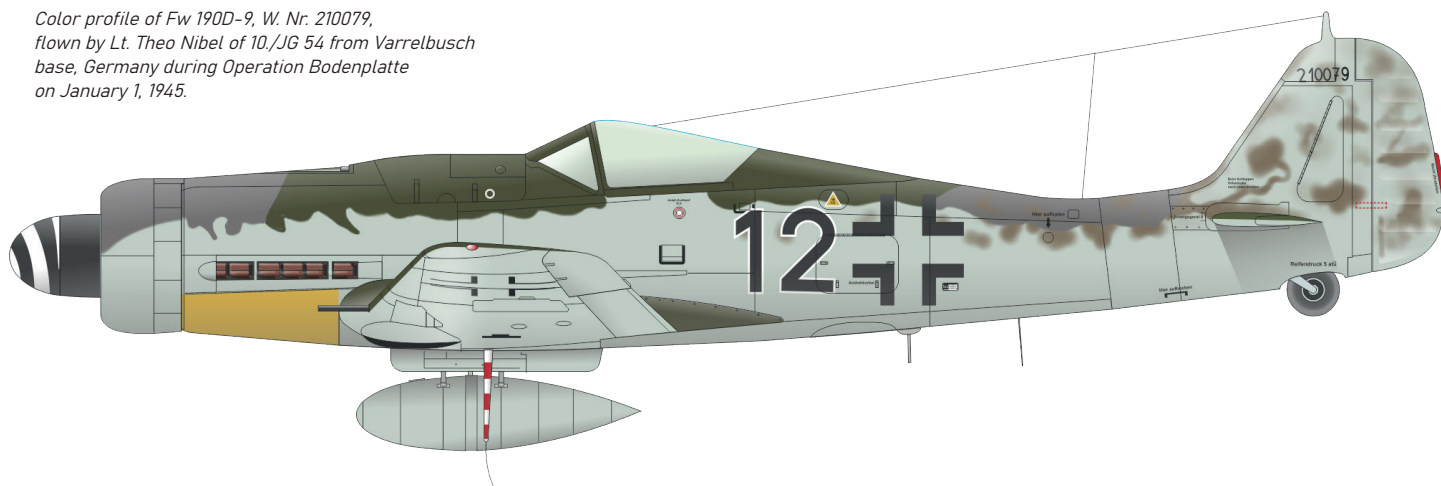
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 wartimes.ca: F/L Richard "Dick" Audet, 411 Squadron RCAF
 acesofww2.com: Dick Audet
<http://spitfiresite.com>



Color profile of Spitfire RR201 DB-R "Sweet Sue V" with rapid identification markings updated as of January 3, 1945. All fighter aircraft in the Second Tactical Air Force (2nd TAF) featured revised Type C1 roundels with yellow outer rings, removed remnants of invasion stripes on the underside, a black-painted spinner, and overpainted fuselage bands originally in SKY color. This scheme was used until early February 1945, when RR201 was recoded from "G" to "R."

Color profile of Fw 190D-9, W. Nr. 210079, flown by Lt. Theo Nibel of 10./JG 54 from Varrelbusch base, Germany during Operation Bodenplatte on January 1, 1945.



Audet's combat report from December 29, 1944, confirmed by four other pilots and the intelligence officer.

DATE: 29th December, 1944.
 SQUADRON: 411.
 TYPE & MARK OF AIRCRAFT: Spitfire IX E.
 TIME UP & DOWN: 1300 - 1415.
 PLACE OF ATTACK: 10 mi. N.W. OSNABRUCK.
 HEIGHT OF E/A ON FIRST SIGHTING: 10,000'.
 OWN HEIGHT ON FIRST SIGHTING: 10,500'.
 OUR CASUALTIES: Nil.
 ENEMY CASUALTIES: 5 F.W. 190's - 2 Me. 109's DESTROYED.

GENERAL REPORT:-
 "I was leading Yellow section of 411 Squadron in the REKING / OSNABRUCK area when Control reported Huns at REKING and the Squadron turned in that direction. An Me. 262 was sighted and just at that time I spotted 12 a/c on our starboard side at 2 o'clock. These turned out to be mixture of approximately 4 Me. 109's and 8 F.W. 190's.

1st COMBAT
 I attacked on Me 109 which was the last a/c in the formation of about 12 all flying line astern. At approximately 200 yards and 30° to starboard at 10,000 feet I opened fire and saw strikes all over the fuselage and wing roots. The 109 burst into flames on the starboard side of the fuselage only, and trailed intense black smoke. I then broke off my attack.

"Flying Yellow 2 I witnessed the above combat and saw this Me 109 go down in flames".
 (D.F. Campbell), Flying Officer.

"I too, Yellow 3 saw this aircraft attacked by Yellow 1 and I saw it burst into flames and go down, crashing into the deck about 5 miles N.W. of the OSNABRUCK a/c".
 (J.H. McCauley), Flying Officer.

2nd COMBAT
 After the first attack I went around in a defensive circle at about 8500 feet until I spotted an F.W. 190 which I immediately attacked from 250 yards down to 100 yards and from 300 to line astern I saw strikes over cockpit and to the rear of the fuselage, it burst into flames from the engine back and as I passed very close over top of it I saw the pilot slumped over in his cockpit, which was also in flames.

"I witnessed the above combat and saw the a/c go down, flaming around the cockpit".
 (D.F. Campbell), Flying Officer.

3rd COMBAT
 My 3rd attack followed immediately on the 2nd. I followed what I believe was an Me 109 in a slight dive. He then climbed sharply and his coupe top flew off about 3 to 4,000 feet. I then gave a very short burst from about 300 yards and line astern and his aircraft whipped downwards in a dive. The pilot attempted to bail out. I saw a black object on the edge of the cockpit but his chute ripped to shreds. I then gave one shot at his a/c going to the ground and the bits of parachute floating around. I saw this aircraft hit and smash into many flaming pieces on the ground. I do not remember any strikes on this aircraft. The Browning button only may have been crossed.

4th COMBAT
 I spotted an F.W. 190 being pursued at about 5,000' by a Spitfire which was about 190 up his rear. The flight went downwards in a steep dive. When I was about 250 yards and line astern of this 190 I opened fire, there were many strikes on the length of the fuselage and it immediately burst into flames. I saw this F.W. 190 go straight into the ground and burn.

5th COMBAT
 Several minutes later while attempting to form my section up again I spotted an F.W. 190 from a/c about 2,000'. He was at about 2,000'. I dived down on him and he turned in to me from the right. Then he flipped around in a left hand turn and attempted a head-on attack. I slowed down to wait for the 190 to fly past in range. At about 200 yards and 20° I gave a very short burst, but couldn't see any strikes. This a/c flicked violently, and continued to do so until he crashed into the ground. The remainder of the section saw this disaster, and Yellow 1 (J.H. McCauley) saw it crash in flames.... over

"I watched Yellow 1 (J.H. Audet) attack the F.W. 190. It flicked over on its back and flicked several times as it dove straight in and burst into flames".
 (R.B. McEwen), Flying Officer.

"Cyro Gun sight was used for all combats as well as Cine camera gun".
 I claim 3 F.W. 190's DESTROYED and 2 Me 109's DESTROYED.
 (J.H. Audet), Flight Lieutenant, No. 411 (R.C.A.F.) Squadron.

(J.H. Berger), Flight Lieutenant, Senior Intelligence Officer, No. 126 (R.C.A.F.) Wing H.Q.

DATE: 23rd January, 1945.
 SQUADRON: 411.
 TYPE & MARK OF AIRCRAFT: Spitfire IX E.
 TIME UP AND DOWN: 1126 - 1320.
 PLACE OF ATTACK: 1st (Airfield 4 mi. West REKING)
 2nd (Airfield 6 mi. N.E. REKING)
 Ground & 4,500 feet.
 HEIGHT OF E/A ON FIRST SIGHTING: 8,000 feet both times.
 OWN HEIGHT ON FIRST SIGHTING: Nil.
 OUR CASUALTIES: Nil.
 ENEMY CASUALTIES: 1 ME 262 DESTROYED Ground
 1 ME 262 DESTROYED Air

GENERAL REPORT:- 1st Combat
 "While flying as yellow one in 411 Squadron over aerodrome West of REKING I sighted a/c lined up for take off. I dived to attack, but meanwhile a tractor hooked on to ME 262 and pulled it towards side of drome. I opened fire from about 1,000 yards and 90° to direction it was moving. There were many strikes and a/c burst into flames about the starboard wing root. I fired again from about 300 yards, there was a sheet of flame all about the fuselage. This a/c continued to burn, and 30 minutes later while passing over I could still see smoke and smouldering embers coming from the wreck. I claim one ME 262 DESTROYED. F/O McEwen yellow 2 saw this a/c burning after the attack (Ring & bead of sight used).

2nd Combat
 Returning from A/R in OSNABRUCK area I sighted an a/c at about 4,500 feet in a diving turn over aerodrome N.E. of REKING. I dived to attack and recognized an ME 262. The pilot lowered wheels, then raised them as I closed from port side. At about 300 yards and 15° I opened fire and saw strikes on fuselage. E/A immediately burst into flames and spiralled into the deck and blew up about 1 1/2 miles from this airfield. (G.C.S. & C.C.G. used).
 I claim one ME 262 DESTROYED.
 "F/O McEwen my number 2 confirms this."
 (J.H. Audet), Flight Lieutenant, No. 411 (R.C.A.F.) Squadron.

"I witnessed both attacks and saw these results as stated."
 (A.G. McEwen), Flying Officer, No. 411 (R.C.A.F.) Squadron.

(J.H. Berger), Flight Lieutenant, Senior Intelligence Officer, No. 126 (R.C.A.F.) Wing H.Q.

Audet's combat report from January 23, 1945, describing his engagement with a jet-powered Me 262.

War Museum Athens



A Lockheed F-104G fighter in Greek colors.

author and photo: Petr Uzsák

Smack dab in the center of Athens, near the famous Syntagma Square, is the War Museum Athens (Πολεμικό Μουσείο in Greek), belonging to the Greek Armed Forces. The building is located on the corner of Vassilissis Sofias and Rizari Streets and those interested can get there in several ways, such as using Metro Line 3 (Blue) and getting off at Evangelismós Station. You can also use buses no. 203, 211 or 235. The museum also has branches in other parts of the country, such as Thessaloniki (Thessaloníki), Chania, Rethymno, Nafplion or Chalkida.

Address:

Vas. Sofias & Rizari 2
Athens 106 75
Greece



Getting There

Bus: 203, 211, 235, 550, 608, 815
Subway: Π2, Π2Α, Π3Β
Metro: M3

Hours of Operation

Monday-Sunday
09:00-17:00

Media:

<https://warmuseum.gr/en/athens-war-museum/>
<https://www.youtube.com/@WARMUSEUMATHENS>
www.instagram.com/athens_war_museum/
www.facebook.com/AthensWarMuseum

The War Museum was founded in 1975, a year after the removal of the ruling military junta, and covers a wide range of topics and collections, which are clearly arranged and very well maintained. Its task is to collect, preserve and exhibit artifacts related to the military history of the country. The focus is of course on Greek military history, that includes the classical Hellenic period and the struggle for national liberation in the 19th century. There is also a broader view of the Greek role in the history of the Mediterranean and the Middle East, and this study goes back to the Latin and Byzantine periods, when Greece was part of other empires.

The collections are thoroughly complete with weapons, uniforms, flags, documents, paintings, photographs, maps and personal belongings of famous personalities. There are also models of fortresses, ships and aircraft. Small arms and similar exhibits are housed inside the building, while artillery equipment and vehicles are outside the museum. There are also several aircraft, mostly jets, as well as a naval torpedo launcher from a surface vessel, a British-made 21 inch Model 1937 torpedo originating from the armament of the Y-2 Papanikolis submarine, and there are rockets and naval mines as well. In addition to the aircraft, a Marmon-Herrington Mk.IVF armored car of South African origin is on exhibit. A unique item on display is a Krupp-Schuman type armored vehicle dating from 1894. It was captured from the Bulgarian army in 1918, and the interesting thing about this vehicle is the absence of an engine and its consequent use as a horse drawn item, as well as its 57 mm cannon, quite a powerful weapon in its day.

The museum takes you on a tour from the beginnings of the settlement of Greek territory in the Stone Age, through to the Bronze Age and then through the significant period of antiquity. Then the tour continues through the Middle Ages to the Greek Revolution of 1821, the Balkan Wars, World Wars I and II, and finally into contemporary periods.

Part of the museum's collection focuses on the German airborne and amphibious assault on Crete, Operation Mercury, which occupied the island in 1941. From the later period of the war, the participation of Greek soldiers in the Battle of El Alamein is also commemorated. There, they formed the 1st Greek Brigade, which was subordinate to the British 50th Division, and in the autumn of 1942, clashed fiercely with the Italian 185th Airborne Division 'Folgore'.

The museum organizers did not forget the Greek civil war that took place between 1946 and 1949, which, incidentally, brought many Greeks to Czechoslovakia. At that time,



Northrop F-5, with a Marmon-Herrington Mk.IVF armored car in the background.



Henry Farman III Daedalus, the first Greek military aircraft. It was used during the First Balkan War.



An F-104 G



Korean War diorama.

defeated Greek communists sought refuge in communist countries throughout the eastern half Europe.

Virtually unknown to the wider public is the participation of the Greek Expeditionary Force in the Korean War, when the country heeded the UN call and, together with other states, made efforts to counter North Korea's aggression against the South.

The contingent consisted of an infantry battalion, called the Sparta Battalion, backed up by a transport squadron with seven Douglas C-47s. The Greek soldiers proved themselves in this type of warfare unlike many of their UN colleagues, and saw several years of combat against communist guerrillas there. More than ten thousand ground troops were deployed and remained in theater after the armistice was signed up to 1955.

Coverage of more recent history includes displays about the Greek-Turkish clashes in Cyprus and the division of the island, a very sensitive topic to this day.

An attractive display is the mini-submarine, located in front of the entrance to the museum building. It is an Italian-made CosMoS CE2F/X60 submarine with a length of around eight metres and a weight of over two tonnes, designed to transport two divers, equipment and material. The Hellenic Navy bought a total of four of them and operated them from the late 1970s to the mid-1990s. They were used mainly on American-made submarines of the Balao and Tench Class. The vessel has an interesting light blue paintwork, which is undoubtedly suitable for the azure coastal waters of Greece.

Very unusual is the collection of small arms literally from all over the world, to which

a large hall is dedicated. It includes such gems as Turkish and Arab weapons, and surprisingly, a samurai outfit, complete with helmet and armor, hailing from the 14th century. The collection also includes unique weapons used during the Greek Revolution. This collection was donated to the museum by private collector and philanthropist Petros Saroglos and is the most famous collection of weapons in the country.

As already mentioned, the collections and displays are very interesting, often even unique, and the museum is definitely worth a visit. The entrance fee is 6 Euros, which is the price of two coffees. And if the visitor comes to Athens in the summer, they and their entourage will certainly appreciate the pleasant coolness in the museum building.



Plaque commemorating the Greek contribution to the Battle of El Alemain.



A unique collection of small arms donated by Petros Sargolos.



Exhibit of pilot equipment from different periods.



A British 535 mm torpedo from the armament of the Y-2 Papanikolis submarine



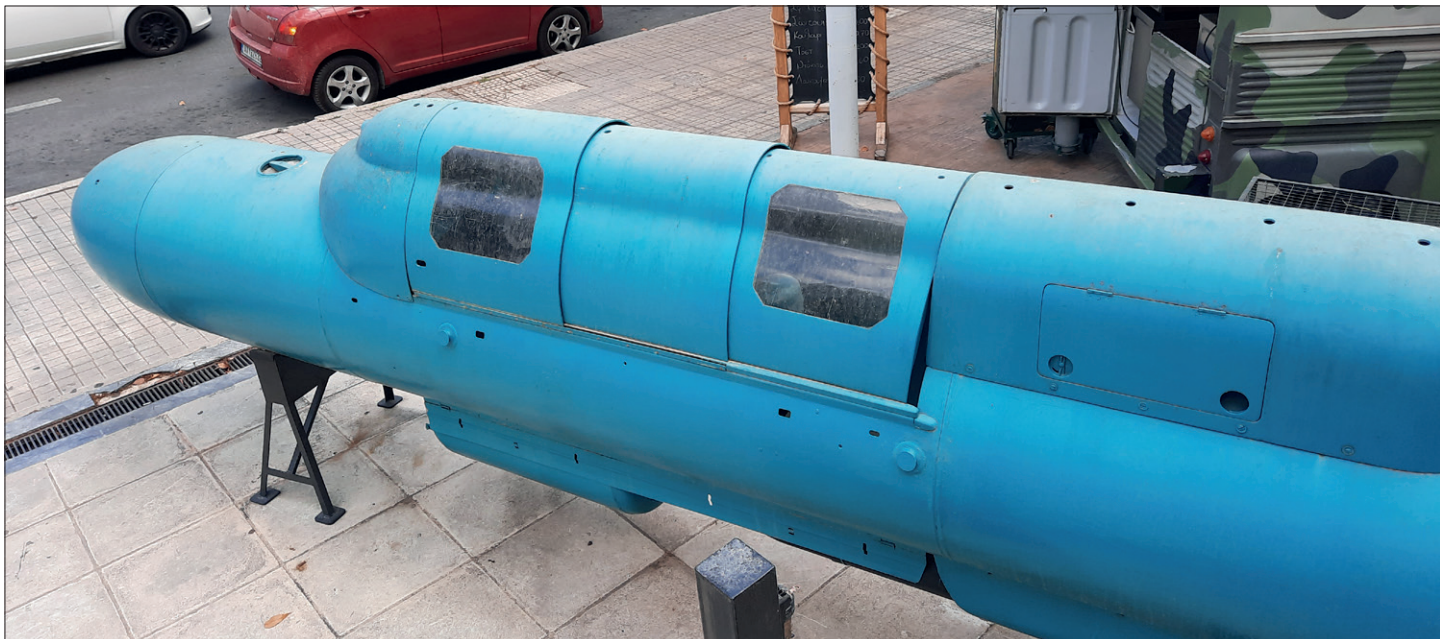
A radar-equipped F-86K fighter.



A Krupp-Schuman armored car from 1894.



The front part of a Krupp-Schuman vehicle. The driver's seat and the mechanism for closing the turret hatch are worth noting.



The front part of a CosMoS CE2F/X60 mini-submarine. The two separate cockpits for divers are clearly visible.



CosMoS CE2F/X60 special operations submarine. Greece had four of these vessels and used them on American-made submarines.



Detail of the rear of the CE2F/X60 mini-submarine, with the propeller and control surfaces clearly visible.

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Aerial War in Ukraine

Russia Gave Ukraine the Wreckage of Its Latest Combat Drone

Miro Barič

“We wanted the best, but it turned out as always.” This famous quote from Russian statesman Viktor Chernomyrdin in 1993 has become widely known and is deeply ingrained in Russian culture. It is also fitting for the biggest event of the observed period (October 1–31), which was the loss of the latest Russian combat drone, the Sukhoi S-70 Okhotnik-B, during one of its first operational deployments.

Russian propaganda had long boasted about these heavy combat drones. This year, according to various bombastic statements, mass production of hundreds or even thousands of units was supposed to begin. However, according to available information, only four prototypes have been produced so far, and one of them has already been lost.

This happened on Saturday, October 5. The S-70 Okhotnik-B took off from the Akhtubinsk base, located over 580 km east of the front line, for an operational-test flight. It was accompanied by a Su-57 fighter jet. The approach of the pair of aircraft to the front line was clearly visible due to the condensation trails they left behind. Suddenly, the second aircraft fired a missile that hit the leading aircraft, which then spiraled to the ground in a flat spin.

Initially, Russian channels celebrated, claiming that the Russian fighter jet had shot

down a Ukrainian F-16. However, the downed aircraft was neither Ukrainian nor an F-16—it was Russian and, moreover, a highly valuable asset. The Okhotnik-B drone first flew in 2019, though its development by the Sukhoi and MiG companies began long before. The drone has a wingspan of about 20 meters and weighs 20 tons. It can reach speeds of 1,000 km/h and is primarily designed to serve as an escort aircraft for the Su-57. Its armament is carried in an internal weapons bay in the fuselage.

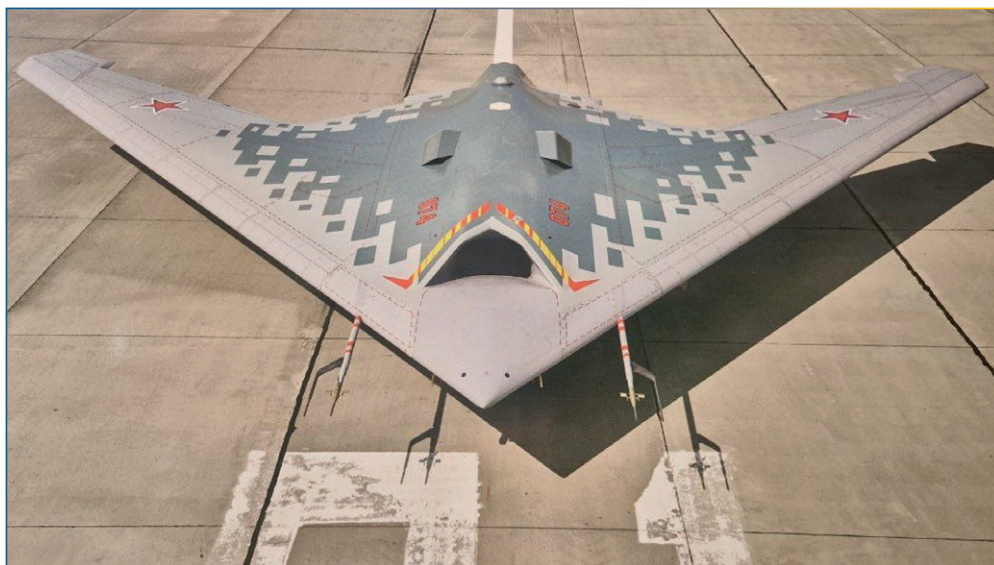
For its last flight, the Okhotnik-B was armed with a guided glide bomb, the UMPB D-30SN, which was later found among its wreckage. It is believed that during this flight, the drone was supposed to test bombing Ukrainian positions. However, the drone went out of control. When all attempts to regain control failed, the accompanying Su-57 shot it down to prevent it from falling into Ukrainian hands. Yet, this plan did not go as intended for

the Russians. The drone crashed near Kostiantynivka in the Donetsk region, approximately 11 km from the front line—but on the Ukrainian side. Ukrainian forces quickly reached the wreckage, and photographs showed that at least one wing and a large part of the fuselage remained relatively intact.

Although Russia fired two Iskander ballistic missiles at the crash site, it did so with a significant time delay. In the meantime, Ukrainian forces managed to transport the wreckage for analysis. Among the remains, numerous electronic components of Western origin were found, indicating how Russia has been circumventing sanctions. Additionally, a serial number was discovered, suggesting that this was the fourth and most recent prototype.



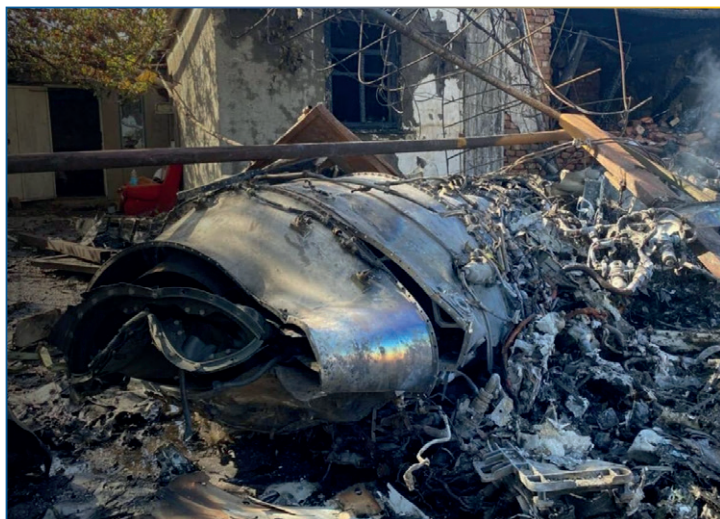
Drone S-70 Okhotnik-B: An official image of the Sukhoi-made drone.



Another official photo of the Sukhoi-made S-70 Ochochnik-B.



A wing from the downed Ochochnik-B drone remained intact



Debris of the Ochochnik-B drone, including its fuselage and engine.



Ukrainian soldiers quickly accessed the wreckage of the Ochochnik-B.



Based on its serial number, this appears to be the fourth prototype of the S-70 Ochochnik-B.

Further Russian Losses

In addition to the Okhotnik drone, the Russian Air Force suffered relatively high losses during the observed period, losing five aircraft and one helicopter. Interestingly, most of these losses occurred under unclear circumstances, leading some media outlets to speculate that Ukrainian F-16 fighters might be responsible for shooting down some of these aircraft. However, there is no evidence to support this claim.

The first Russian loss in October occurred on Wednesday, October 2, in an unspecified area of Ukraine. A Su-25 attack aircraft from the 960th Assault Aviation Regiment crashed, killing Lieutenant Colonel Igor Gaivoronsky. It is reported that the crash was caused either by a technical malfunction or pilot error. The aircraft was likely flying low, and the pilot did not have time to eject.

On Thursday, October 10, a Yak-130 trainer jet crashed under unknown circumstances in the Volgograd region. The pilots ejected and were hospitalized. The case is being investigated by the military prosecutor's office of the Southern Military District.

The streak of losses continued on Saturday, October 12, when a Su-34 fighter-bomber crashed under unclear circumstances. Both crew members died in the incident. Two weeks later, on Saturday, October 26, Russia lost two more aircraft. In the first case, a Su-25 attack aircraft crashed after running out of fuel just before reaching its destination airport. The pilot ejected safely. On the same day, a Mi-28 helicopter crashed into the Kerch Strait between occupied Crimea and Russia.



Mi-24 helicopter downed in 2023: A photo of the wreckage from an Mi-24 shot down in April 2023 was released.

It belonged to the 487th Independent Helicopter Regiment, and both crew members, including Captain Artem Pavlov, were killed.

At the very end of the month, on Thursday, October 31, Russia lost another Su-34. Again, the circumstances of its loss remain unclear. The aircraft belonged to the 2nd Mixed Aviation Regiment, and its two crew members perished. One of the airmen was identified as Captain Arman Bigalinov.

During this period, the first photos surfaced of the wreckage of a Russian Mi-24 helicopter that had been destroyed on April 5, 2023, near the village of Berestove in the Bakhmut district. Members of the Ukrainian 10th Separate Mountain Brigade shot it down using a Polish-made Piorun portable missile system. The helicopter's crew—Major Vyacheslav Dolgobrod and Senior Lieutenant Ilnaz Fazylov—did not survive. While the downing of

this Mi-24 was known, until now, only distant footage of the burning wreckage had been available.

In another case, the circumstances remain unclear. Social media in October featured photos of Su-25 wreckage and Russian trucks hauling it away from the crash site. It is likely these images are tied to a known incident, though they were published for the first time. One photo shows a serial number, 06090.

Lastly, one photo emerged from a highly publicized incident where an IL-76M transport plane (RF-86868) belonging to the 117th Military Transport Aviation Regiment was shot down on January 24, 2024, near Yablonovo in Russia's Belgorod region. All six crew members aboard were killed. At the time, Russia claimed Ukrainian prisoners of war were on board, but this was never confirmed. The new photo shows the front section



Loss of Su-25 pilot: Lt. Col. Igor Gaivoronsky died on October 2 when his Su-25 crashed.



Mi-28 Helicopter crash: Capt. Artem Pavlov died on October 26 when a Mi-28 helicopter fell into the Kerch Strait.



Su-34 crash: Capt. Arman Bigalinov was one of two crew members who perished in a Su-34 crash on October 31.



Wreckage of a Russian Su-25 with serial number 06090; photos were recently made public.



Wreckage of a Russian Su-25 with serial number 06090; photos were recently made public.



Il-76M front fuselage: The remains of a transport Il-76M shot down on January 24, 2024, in the Belgorod region.

of the fuselage, seemingly reconstructed from wreckage during the crash investigation. It reveals that the aircraft was riddled with shrapnel.

Ukrainian Losses

The only operational loss on the Ukrainian side during the observed period occurred on Tuesday, October 22, at an unspecified airfield in the Lviv region. A Mi-24PU1 helicopter, tail number 605, belonging to the 16th Independent Army Aviation Brigade, crashed while approaching for landing. There were three crew members on board—a major, a captain, and a senior lieutenant—who all sustained injuries. The helicopter suffered damage to its fuselage, main rotor, and tail rotor.

Sabotage operations at airbases have primarily targeted Russian aircraft and helicopters, carried out by Ukrainian special forces or local saboteurs (often teenagers recruited online). However, on Tuesday, October 29, an arson attack occurred at Ukraine's



Mi-2 arson attack: On October 29, an old, decommissioned Ukrainian Mi-2 helicopter was damaged in an arson attack.

Kropyvnytskyi airfield in the Kirovohrad region. A Mi-2 helicopter was damaged in the attack. However, it was an old decommissioned aircraft that had been stationed there since at least 2012.

During the observed period, new footage emerged of several older incidents, some previously unknown or lacking detailed accounts. One such incident occurred on August 22, during a training flight in the Khmelnytskyi region. A Ukrainian Aero L-39M1 Albatros collided with a stork mid-flight. The bird penetrated the cockpit windshield, causing the cockpit canopy to detach and the ejection seat to activate. For unknown reasons,



L-39 collision: A photo from an incident which took place on August 22 when a Ukrainian L-39 collided with a stork.



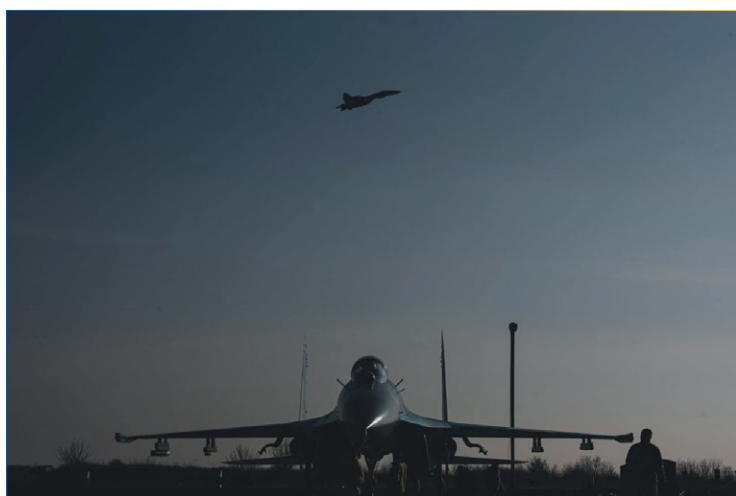
Major Pliguzov's death: The pilot, Major Sergey Pliguzov, died as his parachute failed to open fully during the incident.



Despite the challenges the ukrainian pilots maintain their sense of humor.



Czech Mi-24 helicopter: A former Czech Mi-24 adorned with markings for downed Iranian Shahed drones and other UAVs like Orlan-10. Supposedly the helicopter was previously marked as 3366.



Propaganda images of Ukrainian Su-27 fighters.



the parachute of Major Serhii Pliuhov, one of the crew members, failed to fully deploy, resulting in his death. The other crew member, Major Viktor Zhos, remained in the damaged aircraft and successfully landed it. Both officers served in the 7th Tactical Aviation Brigade. Major Zhos had previously flown as a navigator on Su-24M aircraft.

Destroyed Slovak MiG-29

Unfortunately, photos have surfaced of the wreckage of a Ukrainian MiG-29 fighter jet. Based on its characteristic gray-green camouflage, it was identified as one of the aircraft donated by Slovakia in March 2023. The photos appear to have been taken during the winter months, given the lack of vegetation. No details are known about its loss—whether it crashed or was shot down. However, the wreckage includes the ejection seat handle, indicating that the pilot did not eject and likely perished. According to The Military Watch website, it is almost certainly MiG-29AS with the original Slovak number 2123.

Slovakia donated 13 MiG-29 aircraft to Ukraine. Of these, ten were operational, and

three were without engines, meant to serve as spare parts. Out of ten operational jets, only four flew to Ukraine from Slovakia's Sliač airbase under their own power on March 23, 2023. Aircraft number 2123 was among this group. The remaining six repairable aircraft were transported to Ukraine by land. At least one of these, the two-seater MiG-29UBS with the number 1303, was repaired by Ukrainians and entered service with a new number, 80.

F-16s Gradually Arrive

A final piece of recently revealed information pertains to the loss of an F-16AM destroyed on August 26, which claimed the life of Lieutenant Colonel Oleksiy Mes of the 204th Tactical Aviation Brigade. The cause of this crash remains unclear, though rumors suggest it may have been struck by Ukraine's own Patriot air defense system. The serial number of the destroyed jet has now been disclosed: it was 80-3600, a former Danish Air Force aircraft previously designated E-600.

Denmark has confirmed delivering six F-16AM jets to Ukraine, marking the first shipment that arrived in July. Denmark has

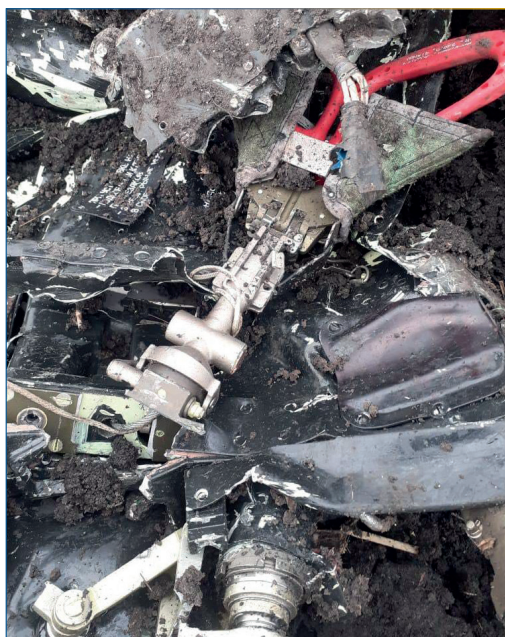
pledged a total of 19 F-16s, with two more shipments scheduled. One is expected to arrive before the end of 2024.

At the turn of September and October, the Netherlands retired its fleet of F-16s after 45 years of service, having first acquired the type in 1979. With 40 of its 58 ordered F-35s now delivered, the Netherlands could phase out its older jets. The country has pledged to supply 24 F-16s directly to Ukraine, with the first Dutch aircraft arriving in early October, although the exact number delivered remains undisclosed. An additional 18 Dutch F-16s have been sent to Romania, where Ukrainian pilots are undergoing training. All 18 have already been transferred.

For now, Ukraine is deploying its F-16s to counter Russian air raids, officially using them against cruise missiles. No reports of other engagements have been confirmed. Further details about aircraft deliveries to Ukraine and pilot training will be discussed in the next installment of this series.



Slovak MiG-29 wreckage: Debris from a former Slovak MiG-29, likely serial number 2123.



An older image of a former Slovak MiG-29 in Ukrainian service.



A photo from March 2023 showing four Slovak MiG-29AS jets departing for Ukraine, including aircraft 2123.



Drone defense: Ukrainian forces in action against daily Shahed drone attacks from Russia.



Gepard tanks: Proven German-made anti-aircraft tanks in use.



A message on a Ukrainian drone mocks Putin, labeling him a pedophile.

November 16, 1944

Text: Daniel Horvath

Illustration: Antonis Karydis



November 16, 1944 would prove to be a heavy day of aerial combat. Luftflotte 4's Fliegerkorps 1 would put up about 420 flights of which 163 were with fighter variants of the Bf 109. By the end of the day 28 enemy aircraft would be claimed destroyed with 6 more damaged. All combat stations, whether operational or otherwise, were busy adjusting to the Hungarian sector they now found themselves in. With the front line approaching the capital city of Budapest, the pressure of consistently performing at the highest level must have been great for every combatant: German, Hungarian or Soviet. Fighter pilot Hptm. Erich Hartmann of II./JG 52 was no exception. With well over 300 claims under his belt much was expected of him and his unit to fight back against the broad Soviet push headed westward. That day the weather would reach a high of 9 degrees Celsius with partially cloudy skies, an ideal environment for surprise attacks by fighter aircraft.

In the morning Hartmann took off on a mission headed in the direction of the Tisza River. In the combat zone 10 soviet aviators approached from the East, tasked with covering their ground forces in the Jászberény - Pusztamonostor - Jászárokszállás triangle. All from the 5th Air Army's 73 GvIAP, they flew at 4000m altitude. The two flights of these aviators were led by regiment-CO Gv.Lt. Col. Porfirii A. Mikhailyuk and flight-leader Gv.Capt. Pyotr P. Fomichev.

Over Jászárokszállás, the pair consisting of pilots Vladimir M. Savchuk and Aleksandr

S. Shuvalov separated from their group. Their radio connection with the group remained stable and no dogfights were reported. Without warning, Gv.M.Lt. Aleksandr S. Shuvalov disappeared with his last location being about 20km east of Gödöllő at Pusztamonostor. Hptm. Hartmann filed a claim over a Yak-9 fighter at 08:45 local time at 4000m in the coordinate square of PLQu. 14 Ost 98368 which is just NW of Gödöllő. It is possible that Erich Hartmann downed Gv.M.Lt. Shuvalov by means of a surprise attack thus resulting in no radio warning from the Soviet pilot.

Owing to the lack of unanimous agreement of information from both sides, the difference in stated location is approximately 20km, we are only able to classify Hartmann's abschluss as a possible victory. For more detail victory verification and what classifies a victory, readers are invited to review publications such as *Combat Kill: The Drama of Aerial Warfare in World War 2* and *the Controversy Surrounding Victories, Verified Victories: Top JG 52 Aces Over Hungary 1944-45*, and the original claiming directives held at BAArch. Additional information about claiming controversies will appear shortly.

What is known from this engagement are the specific aircraft details for Hartmann's potential victim: Gv.M.Lt. Aleksandr Stepanovich Shuvalov (1921-1944) flew in a Novosibirsk, Factory No.153-built Yakovlev Yak-9D fighter of the Soviet 5th Air Army (2nd Ukrainian Front), 6 GvIAD, 73 GvIAP, 2nd Sq., c/n: 2015315, built around March 1944, powered by

VK-105PF engine No.415-1333 built in the first quarter of 1944. Planes of his unit were marked with a short inscription over a white horizontal lightning-bolt under their cockpit on both sides of the planes. (TsAMO RF)

Details on Hartmann's aircraft are more difficult to pin-point, however his usual Messerschmitt at this time was a Bf 109 G-14 with a black tulip pattern adorning the nose coded 'white 1'. Furthermore, the Author of this article would cautiously state that based on the camouflage mottling and presence of a data plate mounted forward of the cockpit these features are consistent with those found on G-14/U4s built by WNF (Wiener Neustadt, Austria) in the 51x.xxx series. The 51x.xxx series entered production in the second half of 1944. Lack of further proofs limit our ability to confidently identify Hartmann's aircraft. As the aircraft was equipped with methanol water injection evidenced by the battery box cover plate protruding into the cabin, the engine in this aircraft was a DB 605AM model capable of producing around 1700 PS at 4000m while the VK-105PF could produce only about 1050 PS at the same altitude. Translated to speed, when the MW-50 system was being used Hartmann's Bf 109 G-14/U4 could approach speeds at 4000m of up to around 625 kph, while Shuvalov's Yak-9D could only reach about 590 kph. If the engagement took place without MW-50, the Yak-9D would actually have a level speed advantage, showcasing how much assistance the MW-50 system provided Luftwaffe pilots.

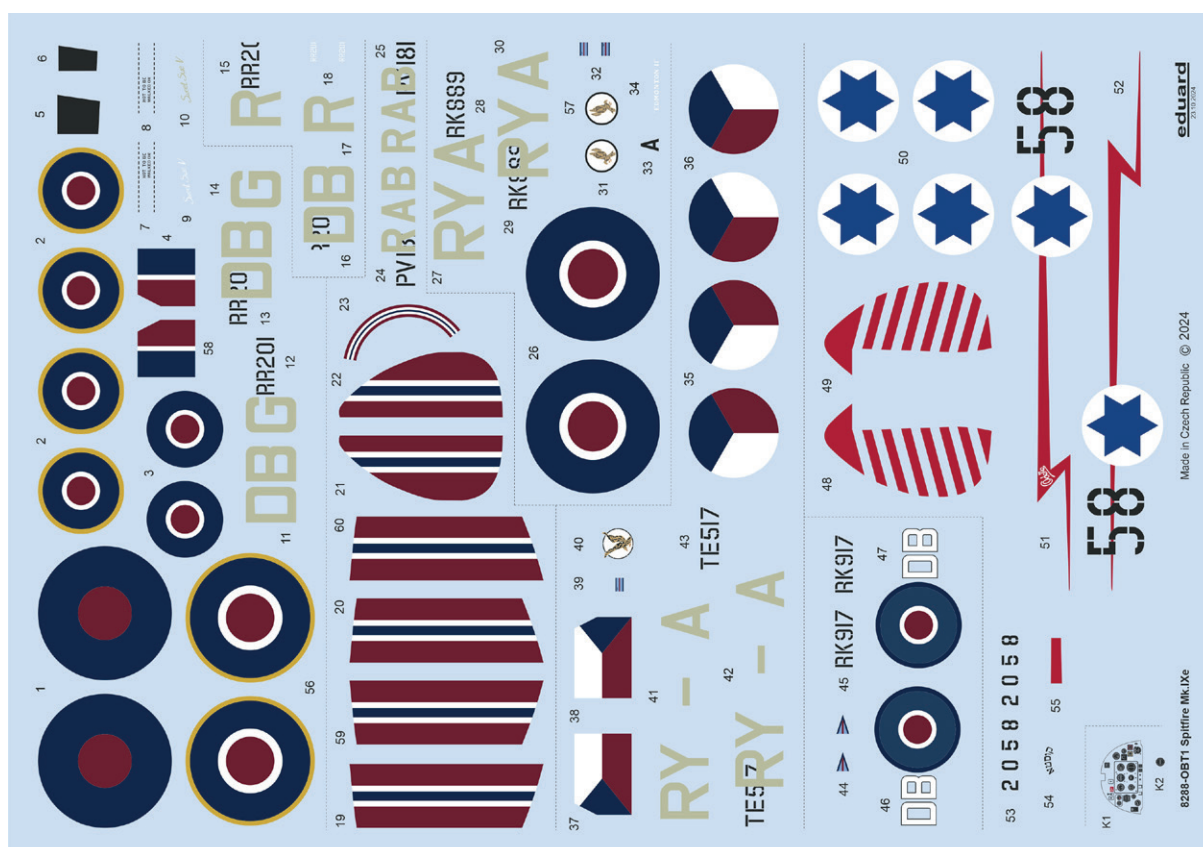
Spitfire Mk.IXe

1/48

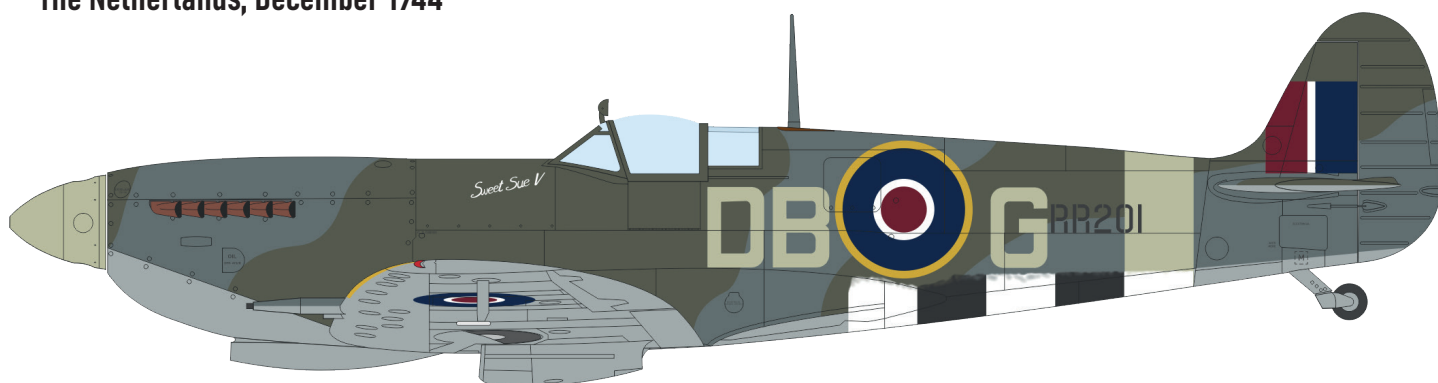
#8288

The ProfiPACK edition kit of British fighter aircraft Spitfire Mk.IXe in 1/48 scale. The kit offers to build Spitfire Mark Nine serving in the RAF, Czechoslovak Air Force and Israel Air Force.

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

[Product page](#)


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

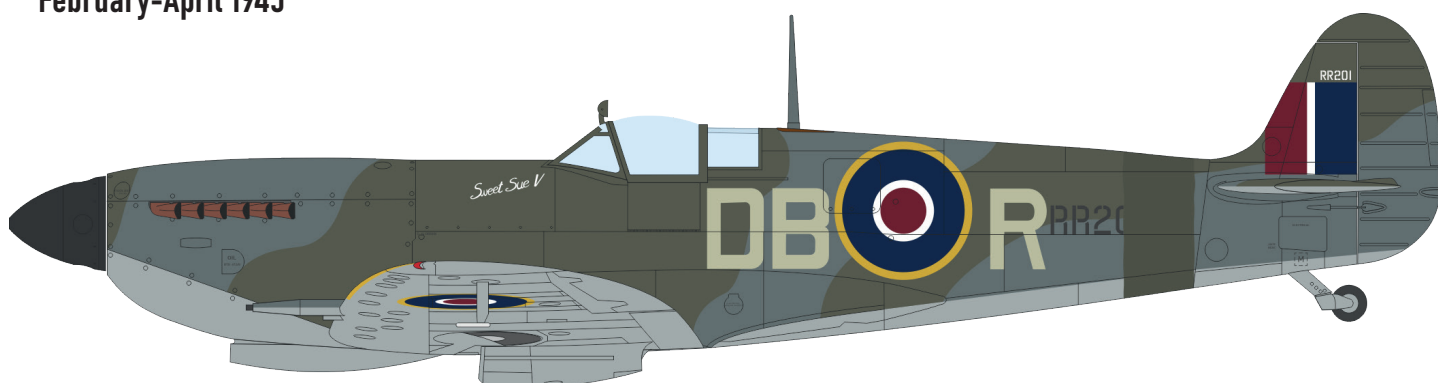


Spitfire serial number RR201 is probably the most famous Spitfire of the IXe version. Although it was F/Lt Jack Boyle's personal Spitfire, the greatest successes with the RR201 were achieved by another Canadian pilot and friend of Boyle, F/Lt Richard Joseph "Dick" Audet. The latter flew a total of 15 operational sorties between December 29, 1944, and February 3, 1945, achieving seven of his eleven confirmed kills with Spitfire RR201 DB-G. The aircraft was decorated with the inscription "Sweet Sue V" on the left side of

the fuselage tank. F/Lt Audet achieved his greatest success with it on December 29, 1944, when he shot down three Fw 109D-9s and two Bf 109Gs (post-war research leans towards five Fw 190D-9s being shot down) during a dogfight, thus becoming the only Spitfire pilot to achieve ace status in a single sortie. He achieved another valuable success on January 23, 1945, when he shot down a Me 262 jet with RR201 and destroyed another during the bombing of Rheine airfield (post-war research confirms the Arado Ar 234).

Unfortunately, Audet did not see the end of the war, as his Spitfire MK950 DB-A was hit and crashed on March 3, 1945, during an attack on an armed train. Although the original No. 411 Squadron report stated that Audet died in his aircraft, post-war research confirmed that he had made an emergency landing with his Spitfire and was captured. After interrogation, he was to be taken to a POW camp, but there Audet's trail ends. It is likely that he was murdered or died trying to escape. His body was never found.

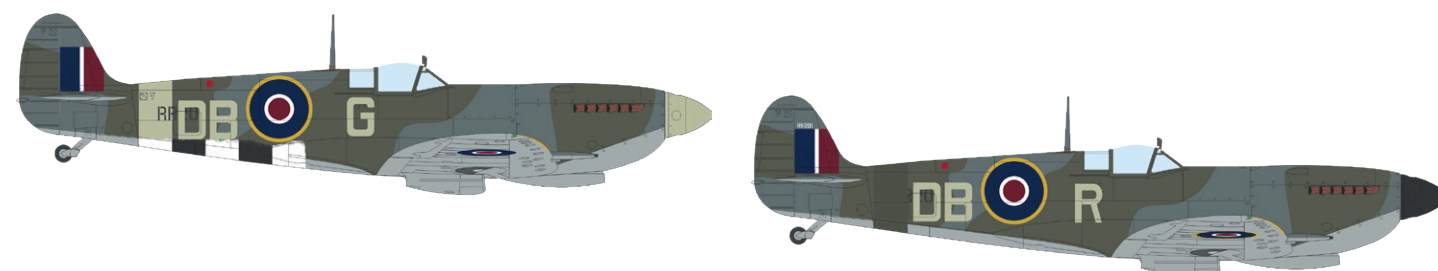
■ **RR201, F/Lt John J. Boyle, No. 411 Squadron, ALG B.88 Heesh, The Netherlands, February-April 1945**



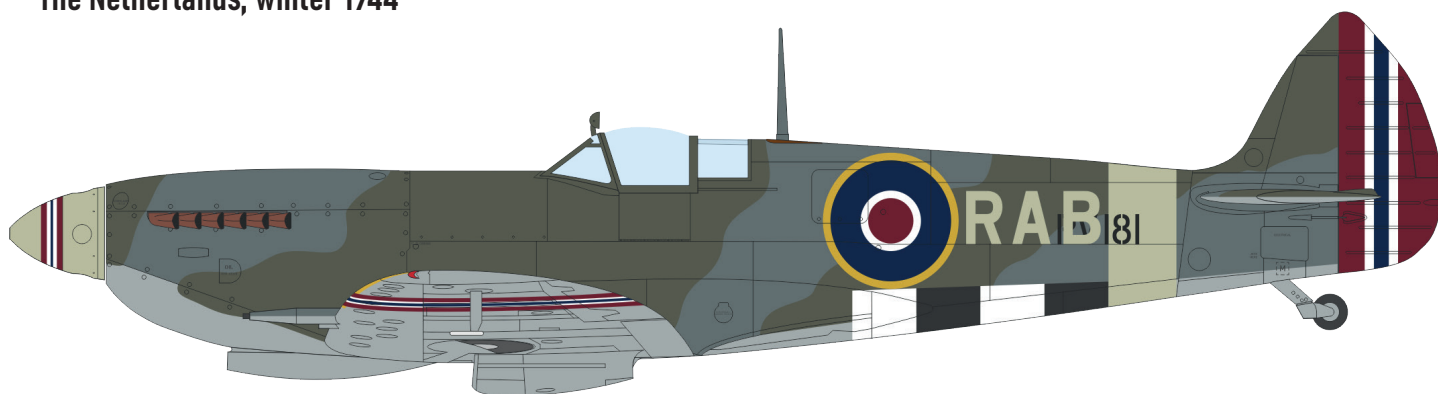
The RR201 first appeared in the records of No. 411 Squadron on December 26, 1944, and subsequently became the personal aircraft of F/Lt John Joseph "Jack" Boyle, who had a white "Sweet Sue V" painted on the left side of the tank cover in honor of his young daughter. Spitfire RR201 first flew with the codes DB-G and after Jack Boyle took command of No. 411 Squadron B Flight in January 1945, his "Sweet Sue V" was transferred to B Flight as well and recoded DB-R code. However, this did not occur until early

February 1945, when the RR201 DB-G (newly coded DB-R by B Flight) was exchanged for the MK950 DB-R (newly coded DB-A by A Flight). F/Lt Boyle flew the RR201 until April 4, 1945, when his operational tour ended. He flew 36 operational sorties in the cockpit of the RR201 and destroyed two Bf 109s in strafing of enemy airfields, as well as 10 locomotives and 42 military vehicles. In total, Boyle achieved six confirmed kills during his wartime career and became, among other things, the first Allied Spitfire pilot to shoot down

a Me 262 jet (December 25, 1944) as an individual victory. Boyle's Spitfire RR201 shown here sported the elements of the fast identification valid after January 3, 1945, for the 2TAF, type C1 roundels, a black propeller cone and a shaded Sky band in front of the VOP. The serial number RR201 was painted in reduced form in white above the vertical stabilizer cockade. In this form it was flown until February 3, 1945, with the code letter G. Starting from February 6 onwards it sported the code letter R.



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

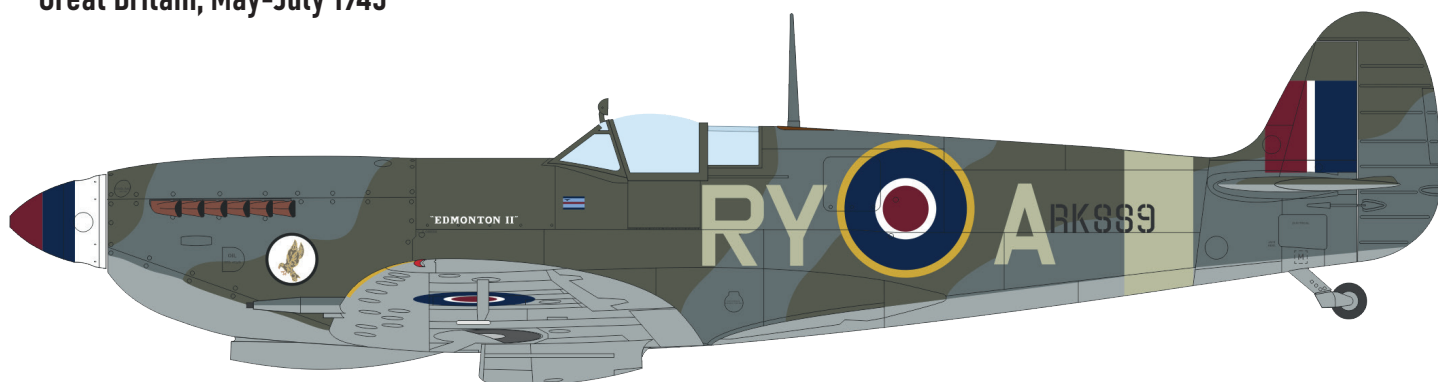


This aircraft was used as a personal aircraft by the commander of No. 132 (Norwegian) Wing, W/Cdr Rolf Arne Berg. He had the pre-war Norwegian insignia painted on it during the autumn of 1944, and at the same time requested

approval from RAF officials to use them. However, he found no sympathy and had to remove the marking in January 1945. Berg's fate was sealed on February 3, 1945. He was at the very end of his operational tour but decided to undertake one

more combat flight. However, he took a direct hit to the wing from anti-aircraft artillery over the Dutch Eelde and crashed fatally with PV 181. His score thus stopped on six confirmed kills, two probable kills and five enemy aircraft damaged.

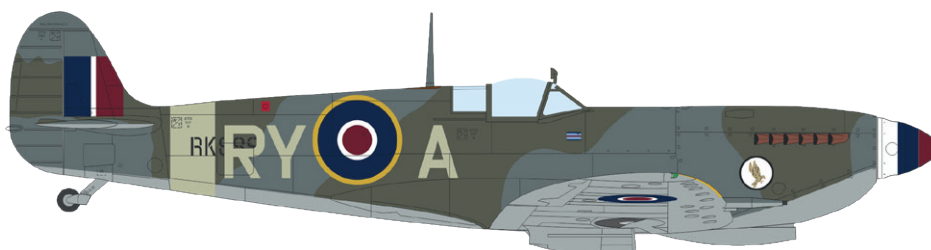
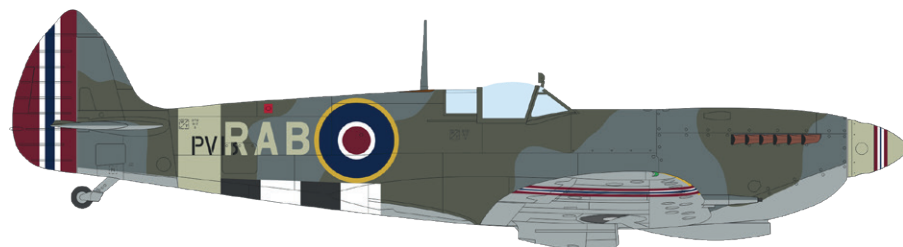
■ RK889, S/Ldr Otmar Kučera, No. 313 Squadron, RAF Manston, Kent,
Great Britain, May-July 1945



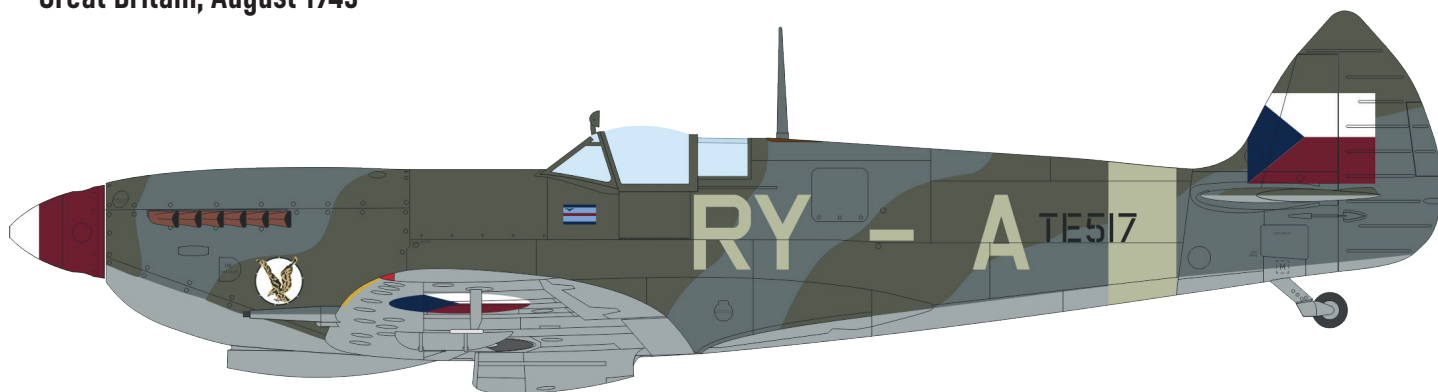
The HF Mk.IX high altitude Spitfires with the Merlin 70 were also produced with an E wing with standard wingtips. An example of this variant is the RK889 (RY-A) of Commander No. 313 (Czechoslovak) Squadron S/Ldr. Otmar Kučera DFC. The aircraft, manufactured at the Vickers-Supermarine plant in Castle Bromwich, was taken over by the RAF on October 6, 1944, moving to No. 45 MU in Kinloss, Scotland. It waited

for its first allocation until May 10 the following year. At that time it replaced the existing Kučera's Spitfire HF Mk.IXc ML148 at Manston, which bore the same codename. The RK889 was donated aircraft named "Edmonton II" and was the last one purchased from fund-raising and assigned to the Czechoslovak Air Force. With the new Spitfire, S/Ldr Kučera took part in air combat training with Americans flying P-51D Mustangs on May 23,

1945, at the 8th USAAF base in Debden, together with other Czechoslovak fighters. The livery depicts Kučera's codename "A" with the commander's pennant under the cockpit from July 1945, when round emblems with a hawk appeared on the engine cowling and the propeller cone was decorated with the Czechoslovak national colors.



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

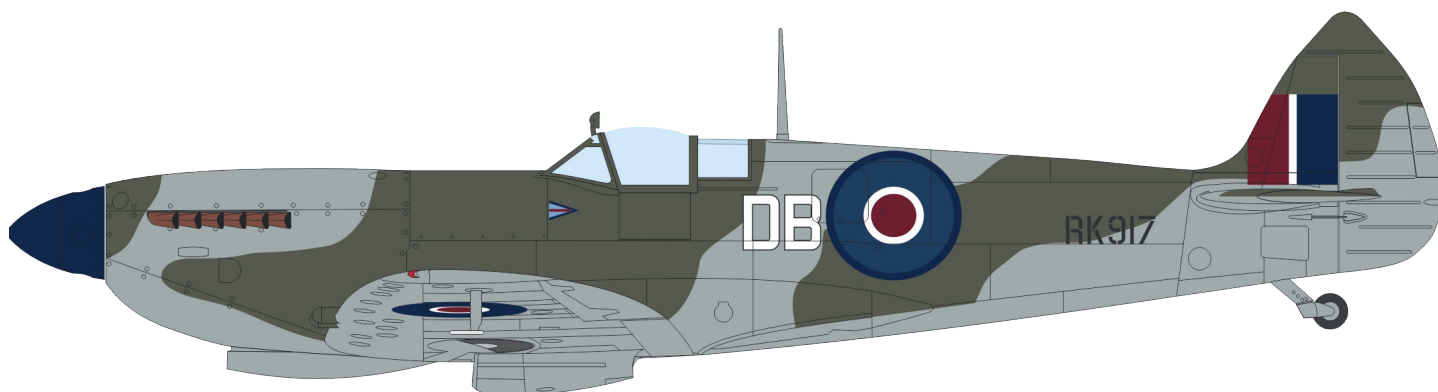


During his service in the Royal Air Force, Otmar Kučera had flown almost 540 operational hours, which included 130 flights over enemy territory. He achieved seven confirmed kills during his wartime career. After five years of fighting he left Britain with a new Spitfire LF Mk.IXe with Czechoslovakian insignia. This was TE517 (RY-A), which he flew back to his homeland at the head of No. 313 Squadron from August 7 to 13, 1945. The Spitfire TE517 was built by the Castle

Bromwich factory and fitted with a Merlin 66 engine. After completing test flights, TE517 was flown by F/Sgt Karel Stryk to RAF Manston on July 21, 1945 and taken over by No. 313 (Czechoslovak) Squadron on July 25, 1945. The standard RAF cockades were repainted with Czechoslovak Air Force insignias in the early days of August 1945. However, the original RAF codes were retained. Unlike the other Spitfires of No. 313 Squadron, which had their propeller cones

painted red, Kučera's machine was distinguished by white paint on the tip of the propeller cone and the Squadron Commander's pennant under the cockpit. Spitfire TE517 has survived to the present day after service in the post-war Czechoslovak Air Force and subsequently the Israeli Air Force. On April 7, 2023, it took to the air again after several years of restoration at Biggin Hill Heritage Hangar.

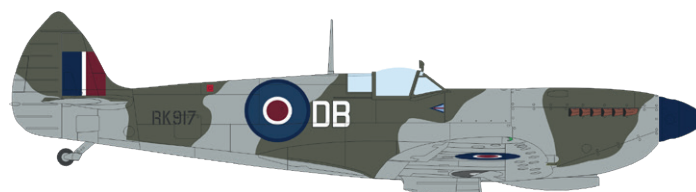
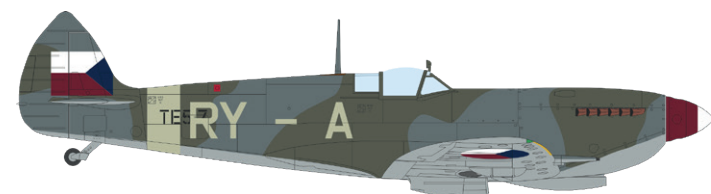
■ RK917, G/Cpt Douglas Bader, RAF North Weald, Great Britain, September 1945



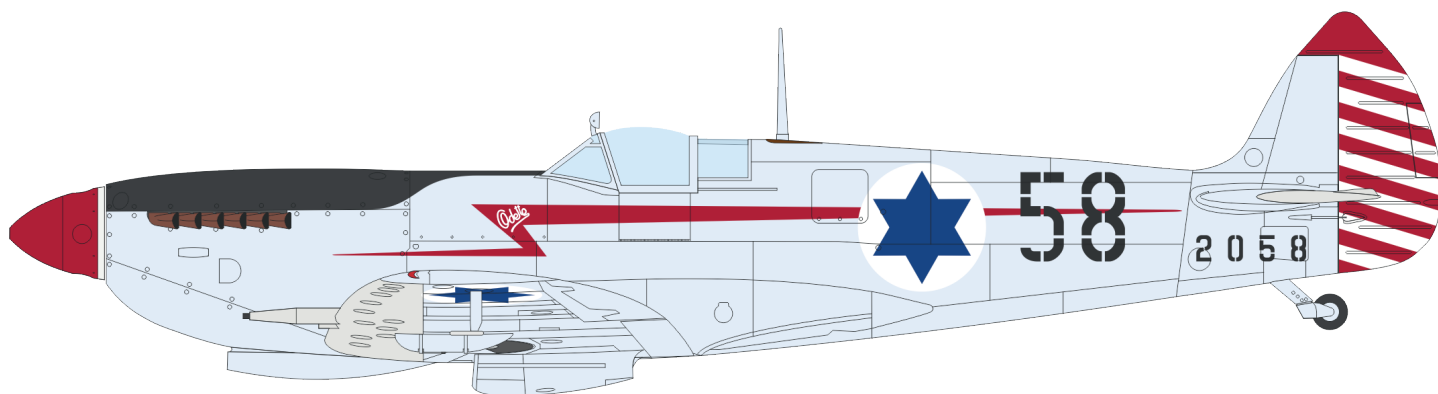
On April 15, 1945, the famous Douglas Bader was freed by American troops from captivity at Colditz Castle. Upon his return to England and after a short leave of absence, he returned to duty and was appointed Commanding Officer of the Fighter Leader's School at Tangmere Air Base. Shortly afterwards he was promoted to the rank of Group Captain and became Sector Commander of North Weald No. 11 Group RAF. On September 15, 1945, an air show was held in London to mark the fifth

anniversary of the Battle of Britain, with a total of 300 aircraft taking part. The parade was opened by a group of 12 Spitfires piloted by heroes of the 1940s. The leadership of this group was entrusted to legless ace Douglas Bader, who flew his personal Spitfire RK917, which he used from 1945-1946, in this ceremonial parade. Bader's Spitfire HF Mk.IXe RK917 had its armament removed and bore the standard night fighter livery of Medium Sea Grey, with camouflage

fields of Dark Green applied to the upper and side surfaces. The identification markings were without yellow outline, the fuselage cockades and propeller cone were in shade of Roundel Blue. On July 21, 1946, G/Cpt Bader resigned of his own accord and accepted an offer to head the Shell Corporation's aviation department. For the next twenty years he flew regularly and personally piloted the company aircraft. He died on September 5, 1982, at the age of 72.



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



An exception among the Spitfires delivered by Czechoslovakia to Israel was the TE515 which was unpainted and had a distinctive red lightning bolt on both sides of the fuselage. TE515 was flown to Czechoslovakia with the fuselage designation DU-W. In the ranks of LP 5, it bore the designation MP-11. At the turn of May and June 1946 it was modified to the form with red lightning bolt and was

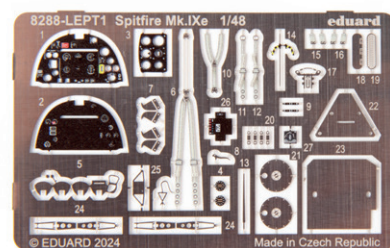
the command aircraft of Colonel Jaroslav Hladí, who was the head of the Air Division 2. In December 1948, this Spitfire became a part of the research squadron at Letňany in Prague under the designation V-20, retaining its colors. However, it was not used for research tasks but for training flights of local test pilots. The aircraft retained its livery even after it was sold to Israel, where it arrived with the last

land and sea delivery in 1950. In its "silver" form, it served for three years with the 105 Training Squadron at Ramat David serialised 2058 with the tactical number 58. It then underwent a revision and paint job at Bedek and in February 1955 was delivered by air, already as UB439, to Rangoon, Burma, as part of Operation Orez B from February 15 to 22, 1955.

Recommended for Spitfire Mk.IXe 1/48

FE840	Spitfire Mk.IX seatbelts STEEL (PE-Set)
644008	Spitfire Mk.IX late LööK (Brassin)
648100	Spitfire Mk.IX cockpit (Brassin)
648112	Spitfire Mk.IX engine (Brassin)
648113	Spitfire Mk.IX gun bay (Brassin)
648306	Spitfire Mk.IX top cowl late (Brassin)
648368	British 500lb bombs (Brassin)
648748	Spitfire Mk.IX landing flaps PRINT (Brassin)
EX1082	Spitfire Mk.IX TFace (Mask)

OVERLEPT #8288-LEPT1 Spitfire Mk.IXe 1/48

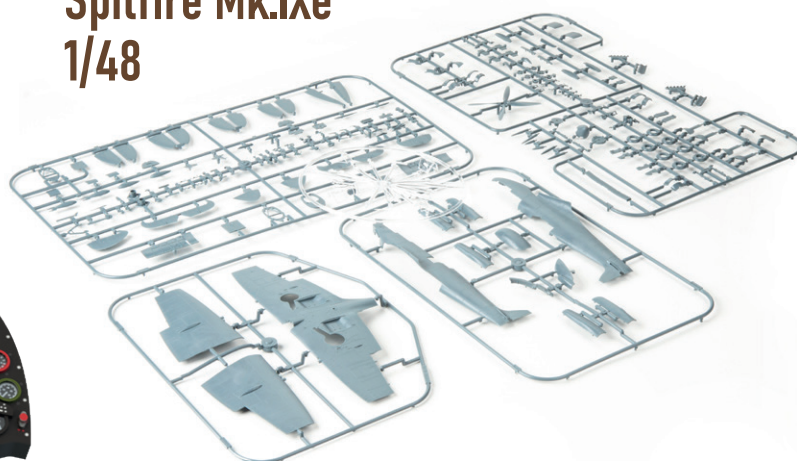


Product page



OVERTREES #8293X Spitfire Mk.IXe 1/48

Product page



Bf 109G-14

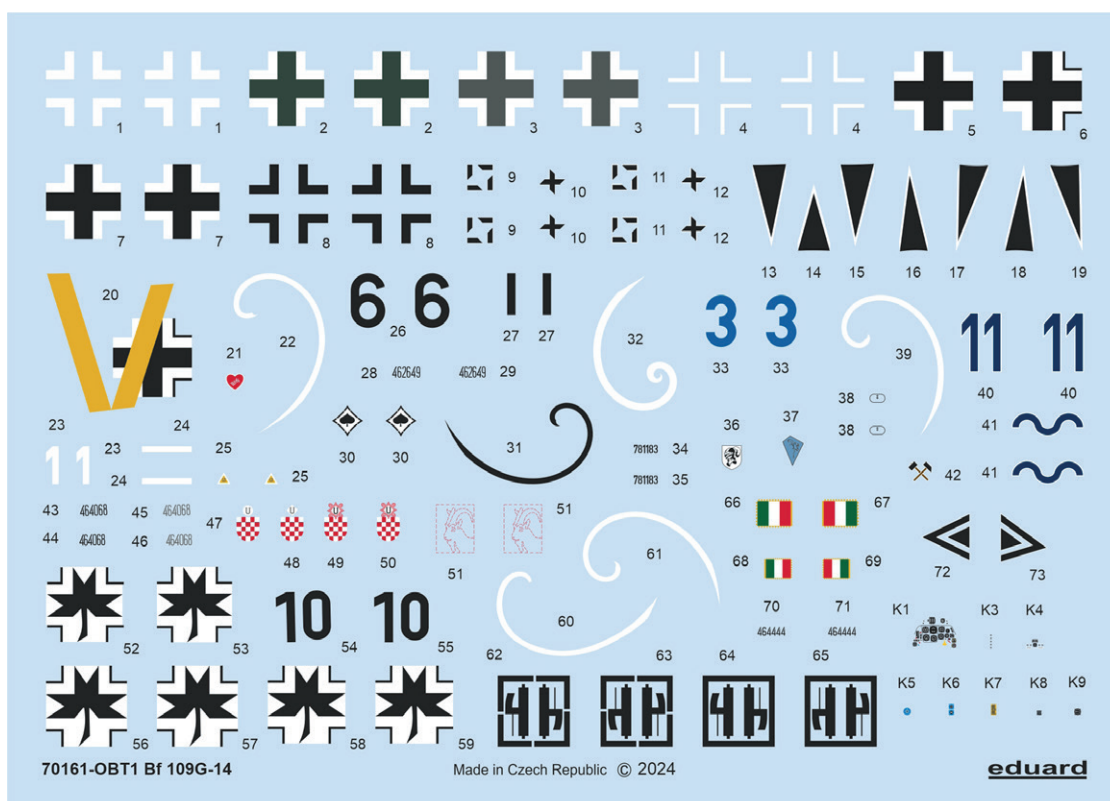
1/72

#70161

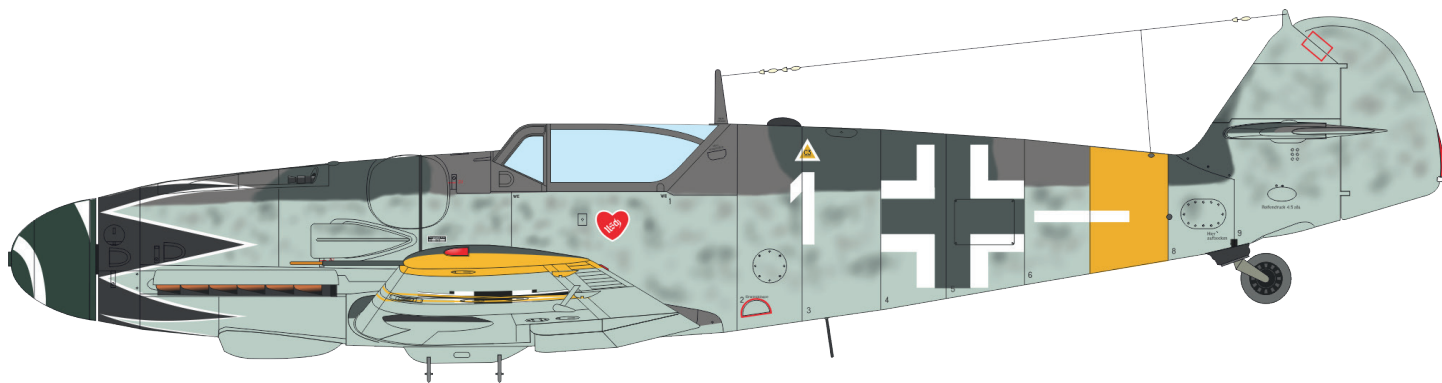
The ProfiPACK edition kit of German fighter aircraft Bf 109G-14 in 1/72 scale. The kit is focused on aircraft used in Luftwaffe, Aeronautica Nazionale Repubblicana (Italian National Republican Air Force) and Zrakoplovstvo Nezavisne Države Hrvatske (Air Force of the Independent State of Croatia).

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

Product page



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

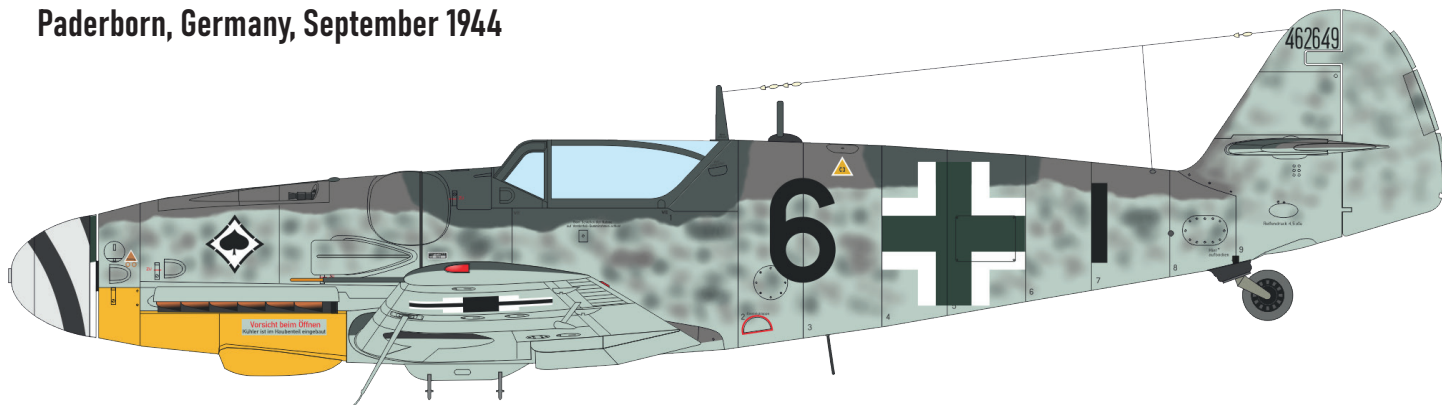


Erich Hartmann, the most successful fighter pilot of all times, joined the 7. Staffel of JG 52 on October 10, 1942, as his first unit to serve with. He remained with Jagdgeschwader 52 till the end of World War Two; in fact, he became the commander of its I. Gruppe. The total count of his victories is believed to be 352. For his exceptional success he was awarded the Knight's Cross of the Iron Cross with Oak Leaves, Swords and Diamonds. After WWII he was transferred

to the POW camp in the Ural Mountains in the Soviet Union and was not released until 1955. The following year he joined the ranks of Western German Luftwaffe. He became the commander of JG 71, the first fighter plane Luftwaffe squadron equipped with jet fighter aircraft. Hartmann retired in 1970 and died on September 20, 1993. Standard camouflage of Hartmann's "white 1" was complemented by black tulip outlined in white on the nose of the aircraft. This was the

appearance from the time of his command of 4. Staffel. On the left side, underneath the cockpit, there was a heart with Hartmann's wife's name written over it. The yellow bottom wingtips and the yellow band around the rear fuselage were markings of the aircraft serving on the Eastern Front. The photograph of the nose of this aircraft shows that the engine cover is identical to those produced by Erla factory in Leipzig.

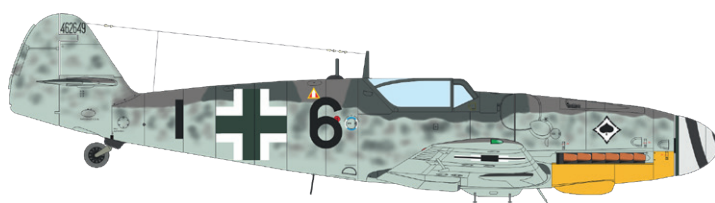
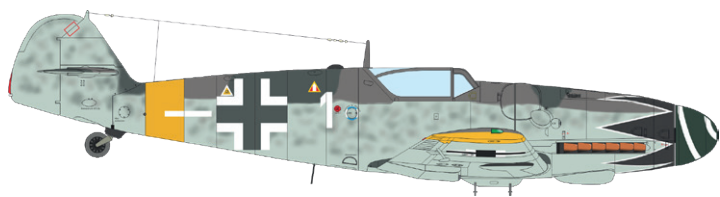
■ WNr. 462649, Hptm. Alfred Grislawski, CO of III./JG 53, Paderborn, Germany, September 1944



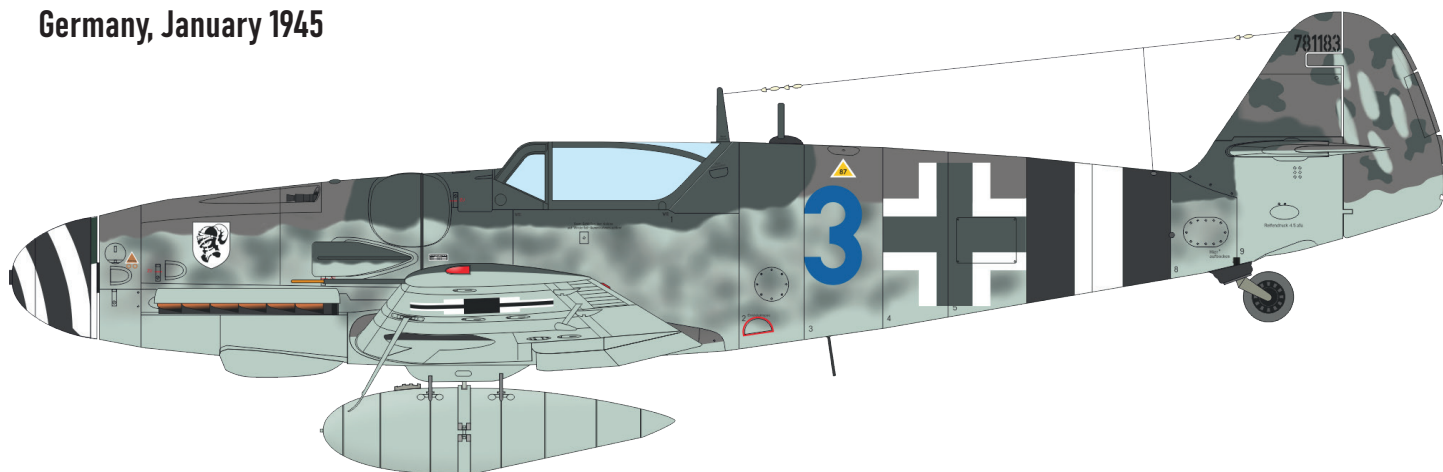
Alfred Grislawski was born on November 2, 1919, in Wanne-Eickel in the Ruhr area. In July 1940, he joined III./JG 52 on the Western Front. After several months III./JG 52 moved to Romania and was tasked with defense of Ploesti in mid-1941. Later, the unit participated in combat on the southern front in the USSR. In April 1943, Grislawski achieved his 100th aerial victory. In June 1943, he and his comrades were wounded by a mine explosion near

Taman. After recovering, he was transferred to the Western Front, joining JG 50 in August 1943. In November 1943, he was transferred to JG 1, where he served in command positions. In August 1944, he was given command of III./JG 53. On September 26, 1944, he shot down a P-38, his 133rd and final victim in aerial combats. Shortly afterward, he was downed by Colonel Hubert Zemke flying P-51. Grislawski bailed out but, fearing he might be killed while

parachuting, deployed his parachute too late at low altitude. That resulted in a hard landing that injured his spine. He was treated in Bad Gastein and fell into American captivity in May 1945. Due to his war injuries, he did not join the Bundesluftwaffe. The Black 6 aircraft was a relatively new aircraft, recently built at the Erla factory in Leipzig. Its camouflage reconstruction was based on Grislawski's description.



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

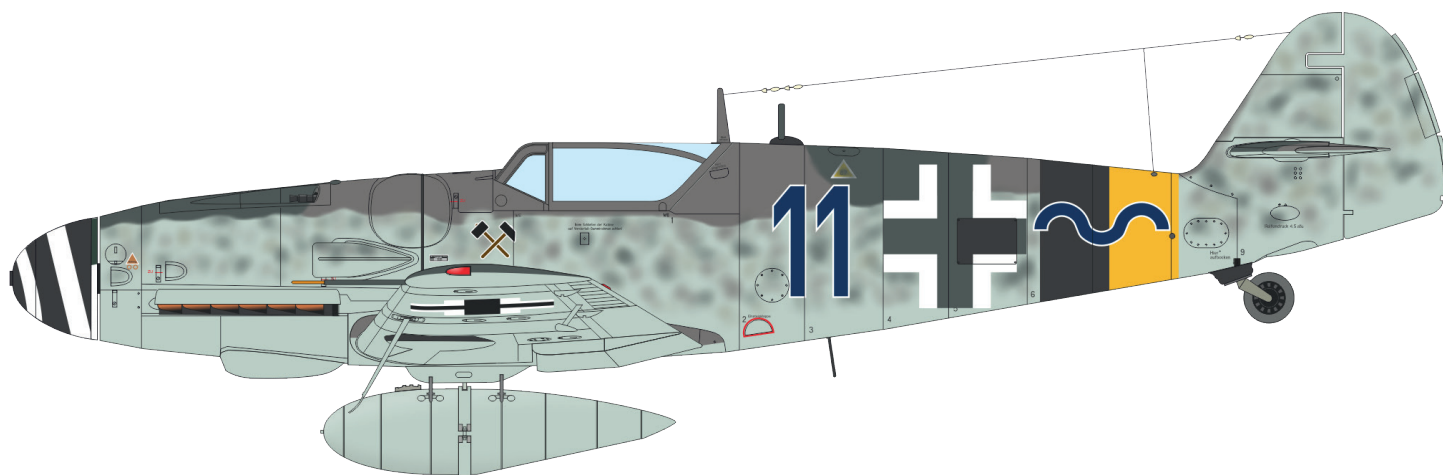


The target of the mission flown by I. and III. Gruppe JG 4 on January 1, 1945, was Le Culot airfield but neither pilot of these groups was able to attack it due to the very strong anti-aircraft defense. Instead, the 4. Staffel probably attacked the Ophoven airport. One of its pilots was 21 years old Werner Zetzschke, who was shot down nearby the town of Sittard and crashed into

its street. Upon the impact he was catapulted from the cockpit and died within couple of minutes because of the injuries he suffered. He was buried in the German Military Cemetery in Ysselsteyn. Appearance of this airplane is a conjecture based on the other aircraft of the same manufacturer's block and on the planes operated by I./JG 4. The camouflage was spray-

painted in RLM 74/75/76 complemented by black-white-black band on the rear fuselage which was carried by JG 4 aircraft deployed in the Reich Defense role. There is a JG 4 marking painted on the left side of the engine cowling, on the right side there is a I./JG 4 – a rooster on the blue base, reminder of the former I. Gruppe JG 4 commander Franz Hahn.

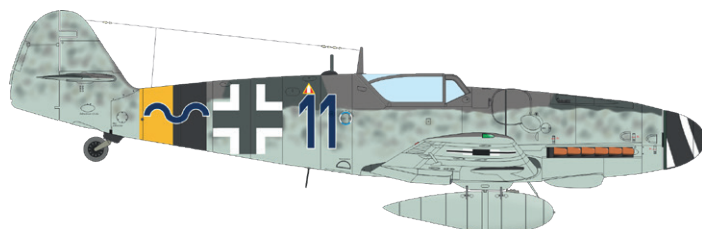
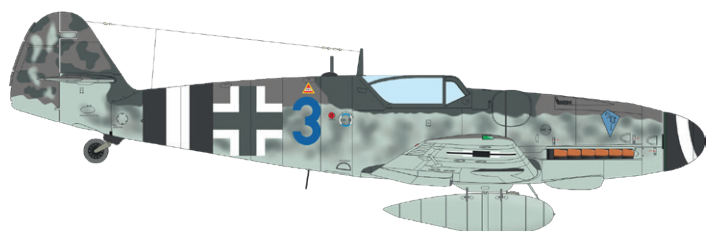
■ **WNr. 462xxx, Uffz. Karl-Heinz Erler, 16./JG 5, Rygge, Norway, April 1945**



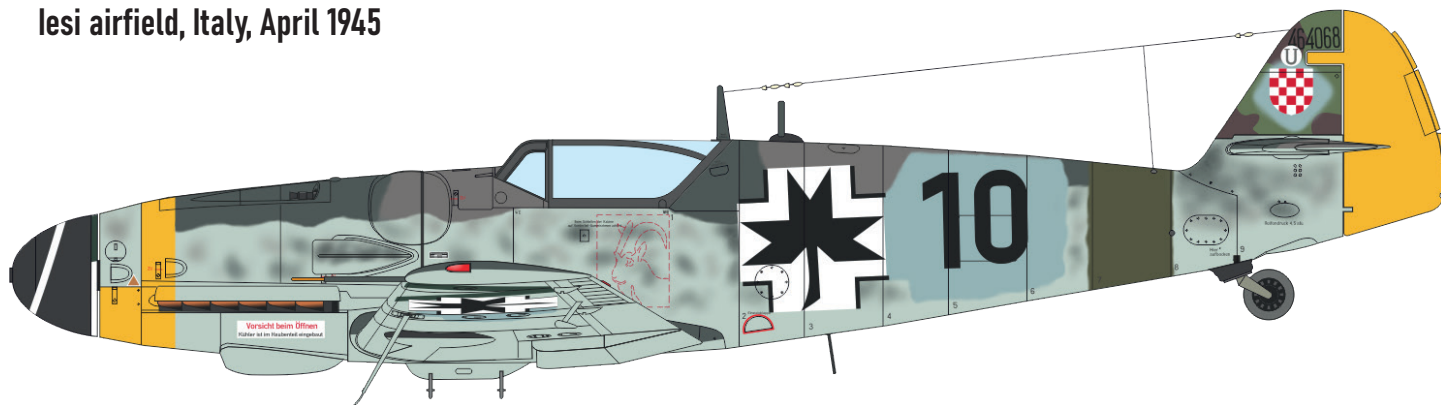
After its establishment in mid-1942, IV./JG 5 was tasked with operations against Western Allied forces based in Norway. However, from August 1944 to early November, it was deployed to Finland, where its mission was extended, as it included fighting the Soviet units as well. Additionally, a new adversary emerged: the Finns, who had switched to the Allied side.

In October 1944, a newly formed fourth Staffel was added to the Gruppe's three existing Staffels, designated as 16./JG 5. The unit was commanded by Lt. Hans Vollet, who had previously served with III./JG 5 and II./JG 54. The 16. Staffel scored its first victory on December 28, 1944, when Uffz. Walter Smejkal claimed an RAF Mustang. Lt. Vollet achieved a victory over a Mosquito on

January 11, 1945, marking his 11th and final kill. In March 1945, Lt. Adolf Gillet took over command of 16./JG 5, but on April 11, he was killed during a parachute jump after being shot down by a Mustang from No. 65 Squadron RAF. Following his death, Lt. Höhn took over the administrative command of the unit, while Fw. Heinz Halstrick assumed command during combat operations.



■ WNr. 464068, Str. Josip Ceković, 2. ZLJ (Zrakoplovno Lovačko Jato),
lesi airfield, Italy, April 1945

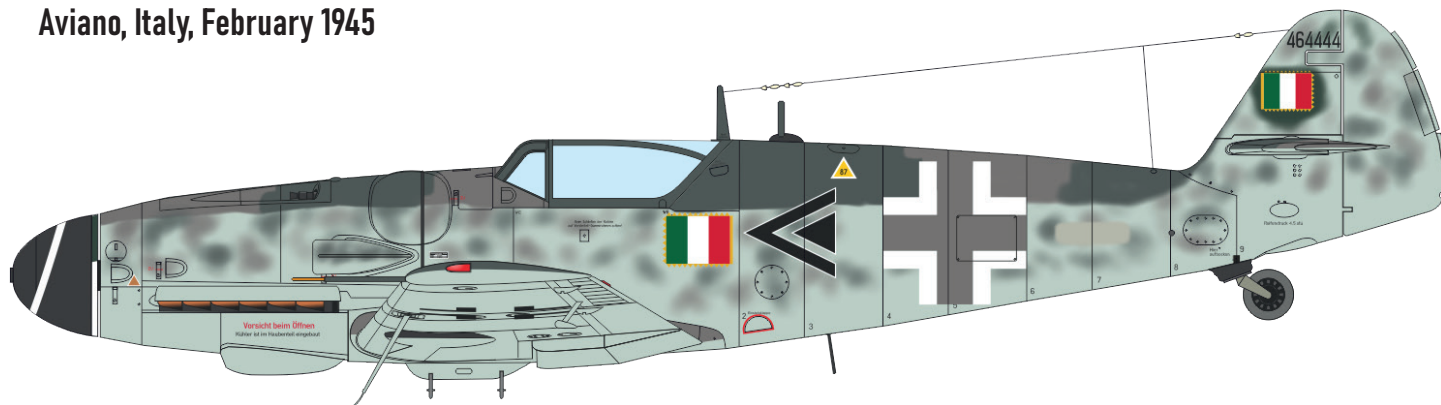


After the Red Army's summer offensive in 1944 on the southern front and its troops' entry into Hungary and Romania, the German High Command had to address the security of its positions in the Balkans. One of the components of this effort was the Croatian Air Force. To strengthen it, the delivery of thirty new Bf 109Gs was arranged in three stages during October 1944. By November 1944, the Croats had

already received ten Bf 109Gs. On December 1, 1944, these aircraft landed at Lučko airfield near Zagreb and were assigned to the 2. Zrakoplovno Lovačko Jato (ZLJ). Subsequently, the 2. ZLJ was incorporated into the Defence of the Reich and stationed at Borongaj airfield. In January 1945, additional Bf 109Gs were delivered, making the 2. ZLJ the only combat-ready unit on this section of the front. Its combat operations

were diverse, engaging Soviet forces, domestic Communist forces, USAAF and RAF units. The Black 10 aircraft had its original German crosses repainted. Also a yellow fuselage band was overpainted as well as a yellow V on the bottom of the wing. On April 16, 1945, Str. Josip Ceković defected to lesi airfield in Italy with this aircraft.

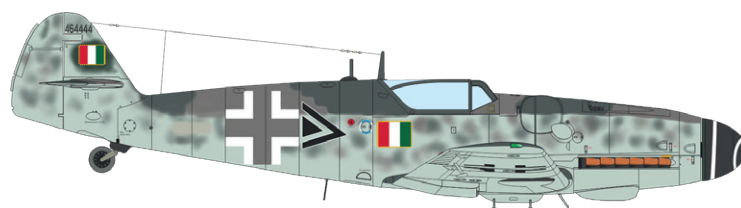
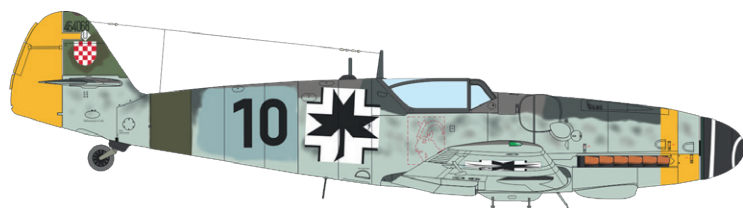
■ WNr. 464444, Maj. Carlo Miami, CO of 2° Gruppo Caccia, ANR,
Aviano, Italy, February 1945



After the declaration of Italian Social Republic on September 18, 1943, a puppet state on the territory of Italy occupied by German military under the command of Benito Mussolini, Germany allowed this Republic to establish its own military force consisting of four divisions. Its air force component called Aeronautica Nazionale Repubblicana consisted of two

fighter plane groups (Gruppo Caccia), torpedo groups (Gruppo Aerosiluranti Buscaglia) and several transportation squadrons. In 1945, both fighter plane squadrons flew Messerschmitts Bf 109G-6/G-10/G-14. The commander of 2° Gruppo Caccia was Maggiore Carlo Miami. His aircraft was camouflaged with RLM 74/75/76 colors. The staff marking was asymmetrical on

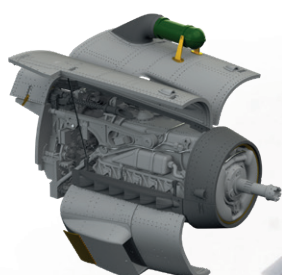
the right side of the fuselage, probably due to the 24V electric plug. The German crosses were retained, only on the upper surface of the wing they were oversprayed with dark green and Italian insignias were added. The fuselage emblems were supplemented with Italian insignia in the shape of a postage stamp.



Recommended for Bf 109G-14 1/72

#672329

- 672292 Luftwaffe rudder pedals PRINT (Brassin)
- 672324 Bf 109 SC250 bomb (Brassin)
- 672329 Bf 109 balance weights PRINT (Brassin)
- 672338 Bf 109G undercarriage legs BRONZE (Brassin)
- 672344 Bf 109G radio compartment PRINT (Brassin)
- 672346 Bf 109G propeller PRINT (Brassin)
- 672347 Bf 109G-5/G-6 cockpit PRINT (Brassin)
- 672348 Bf 109G-5/G-6 wheels PRINT (Brassin)
- 672352 Bf 109G-6 engine PRINT (Brassin)
- 672355 Bf 109G-5/G-6 gun barrels PRINT (Brassin)
- D72048 Bf 109G stencils (Decals)

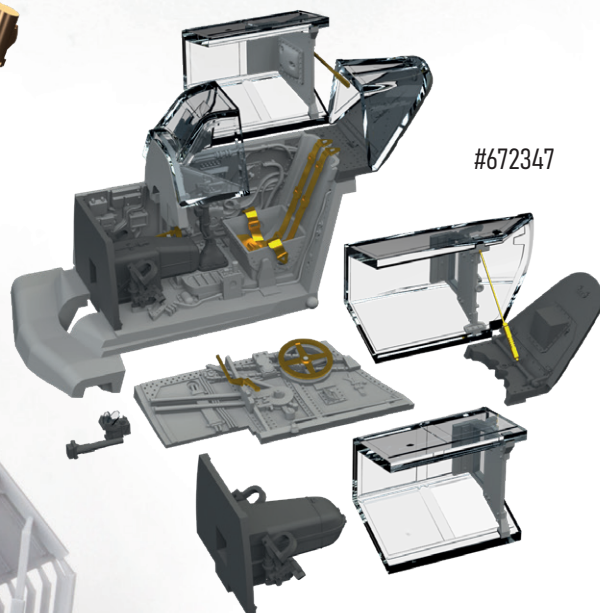


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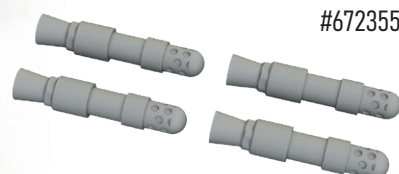
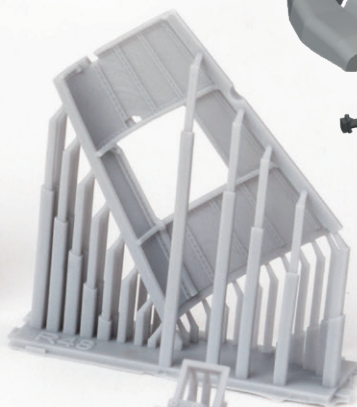
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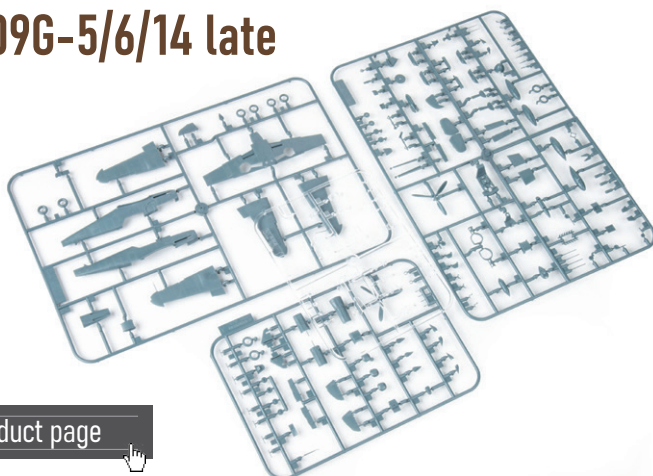


#672355

OVERTREES

#70160X

Bf 109G-5/6/14 late
1/72

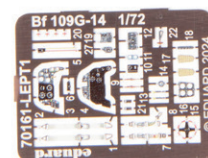
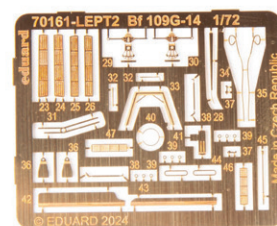


Product page

OVERLEPT

#70161-LEPT1

Bf 109G-14
1/72



Product page

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

[Product page](#)


LööK

644291

A-4M mod. 1970 LööK**1/48 Magic Factory**

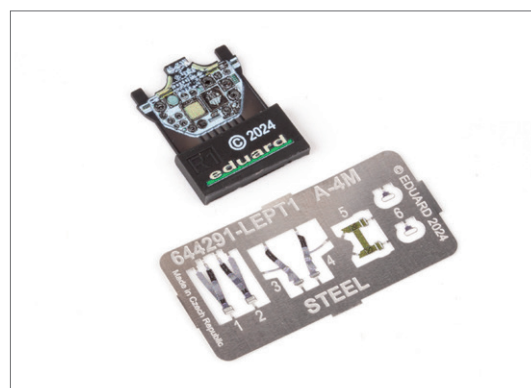
LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A-4M in 1/48 scale.

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

[Product page](#)


LööK

644292

A-4M mod. 1975 LööK

1/48 Magic Factory

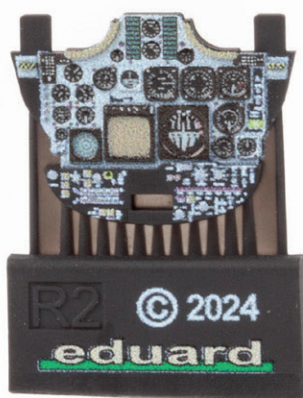
LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A-4M in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Magic Factory

Set contains:

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

Product page



LööK

644288

P-39Q LööKplus

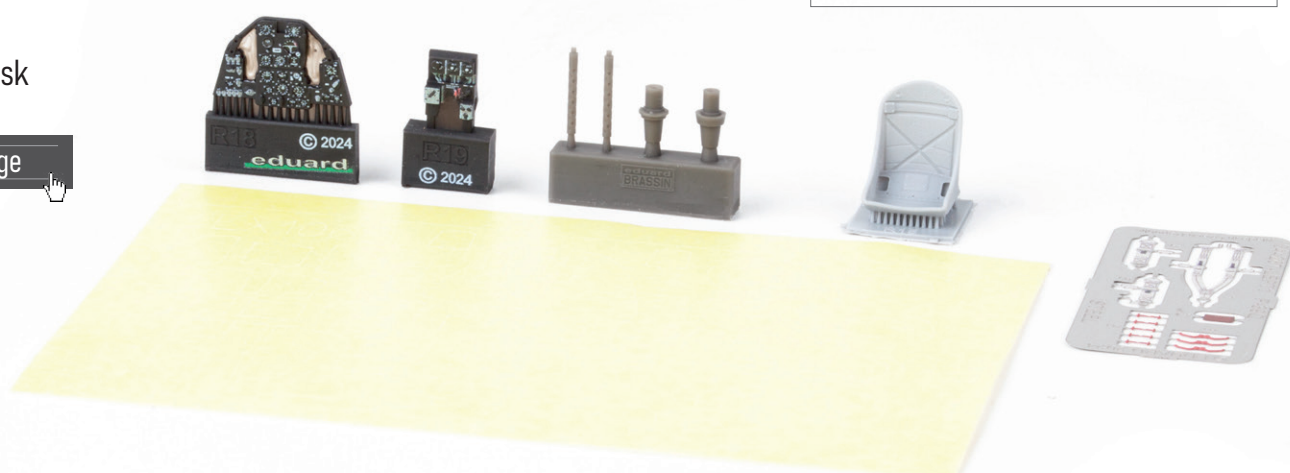
1/48 Arma Hobby

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

Product page



LööK+



644289

Bulldog Mk.II LööKplus

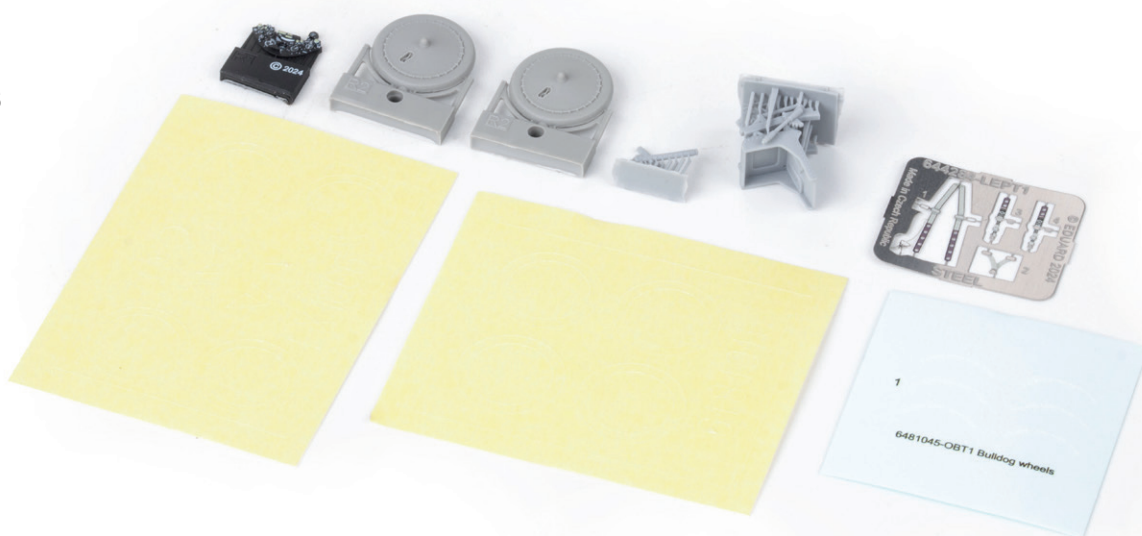
1/48 Airfix

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


[Product page](#)



624005

Spitfire Mk.VIII exhaust fishtail PRINT

1/24 Airfix

Brassin set - exhaust stacks for Spitfire Mk.VIII

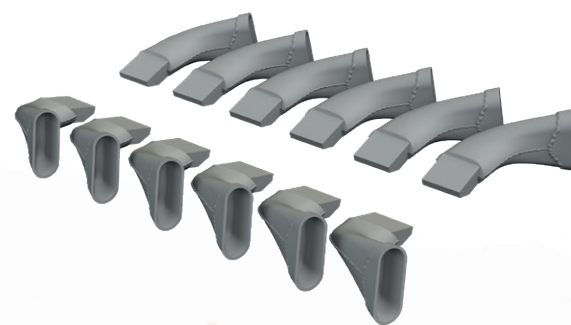
in 1/24 scale. Made by direct 3D printing.

Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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


[Product page](#)


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

[Product page](#)

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


[Product page](#)

648813

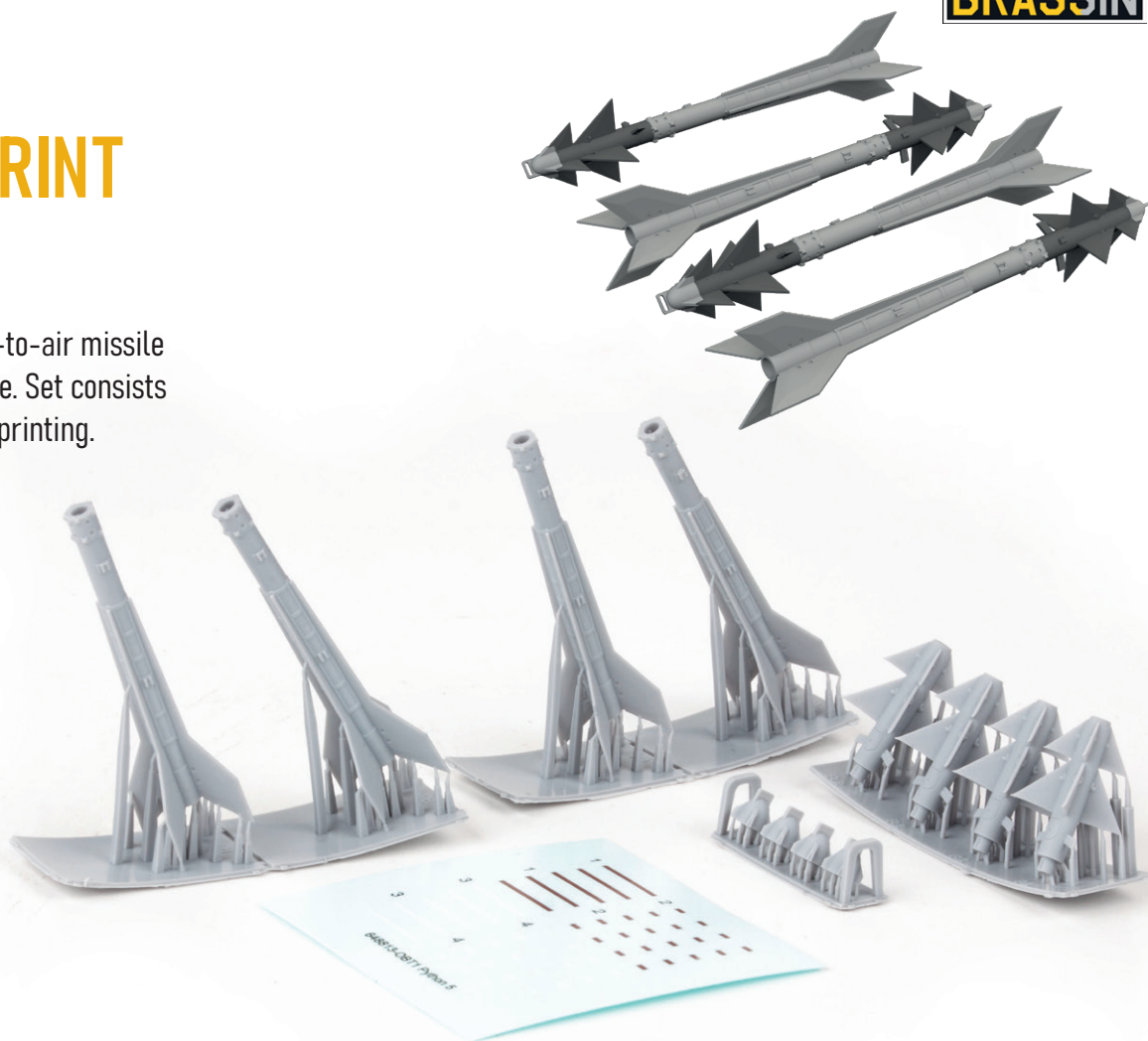
Python 5 PRINT

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

[Product page](#)


6481037

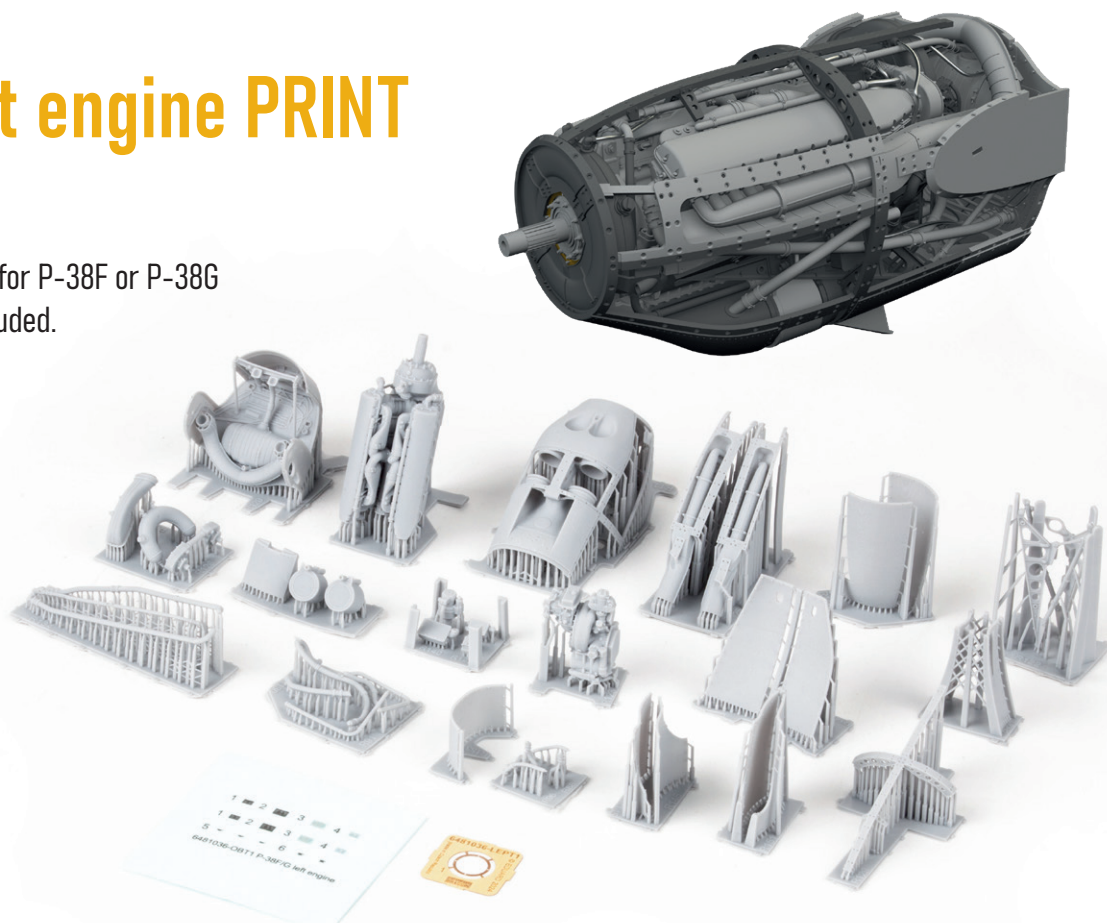
P-38F/G right engine PRINT

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

[Product page](#)


6481055

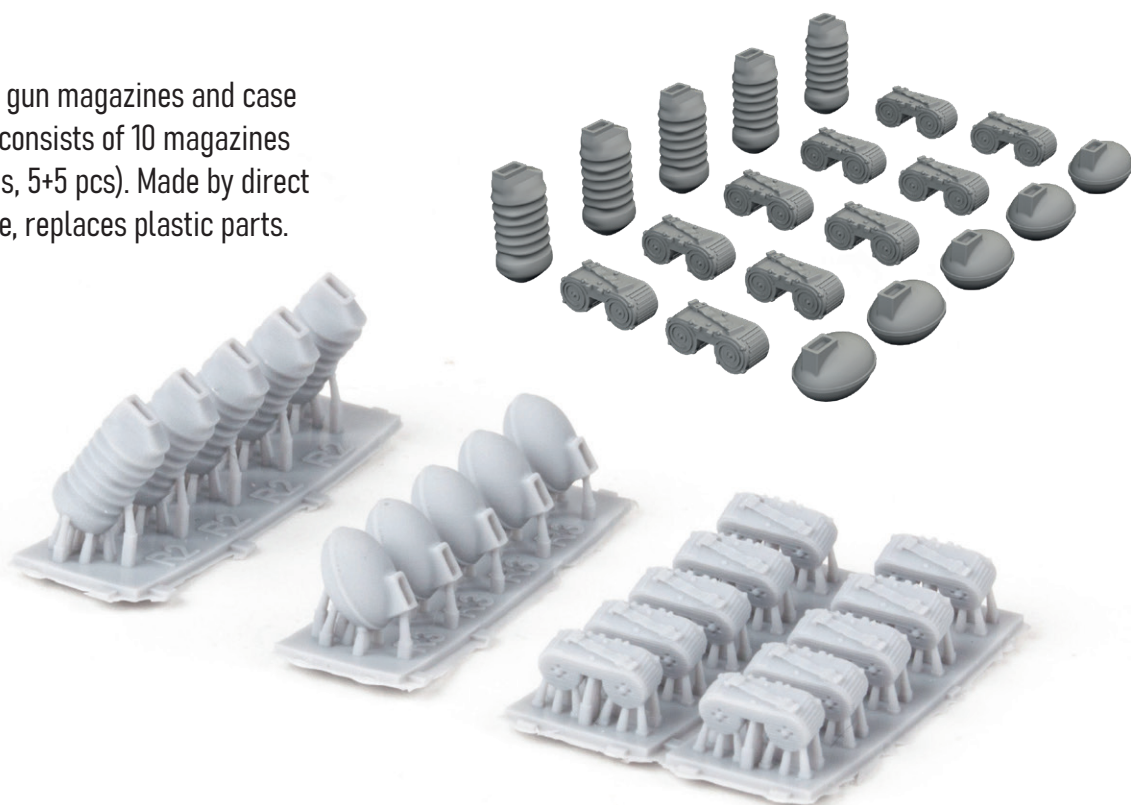
MG 15 magazines & case catchers PRINT

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

[Product page](#)

672389

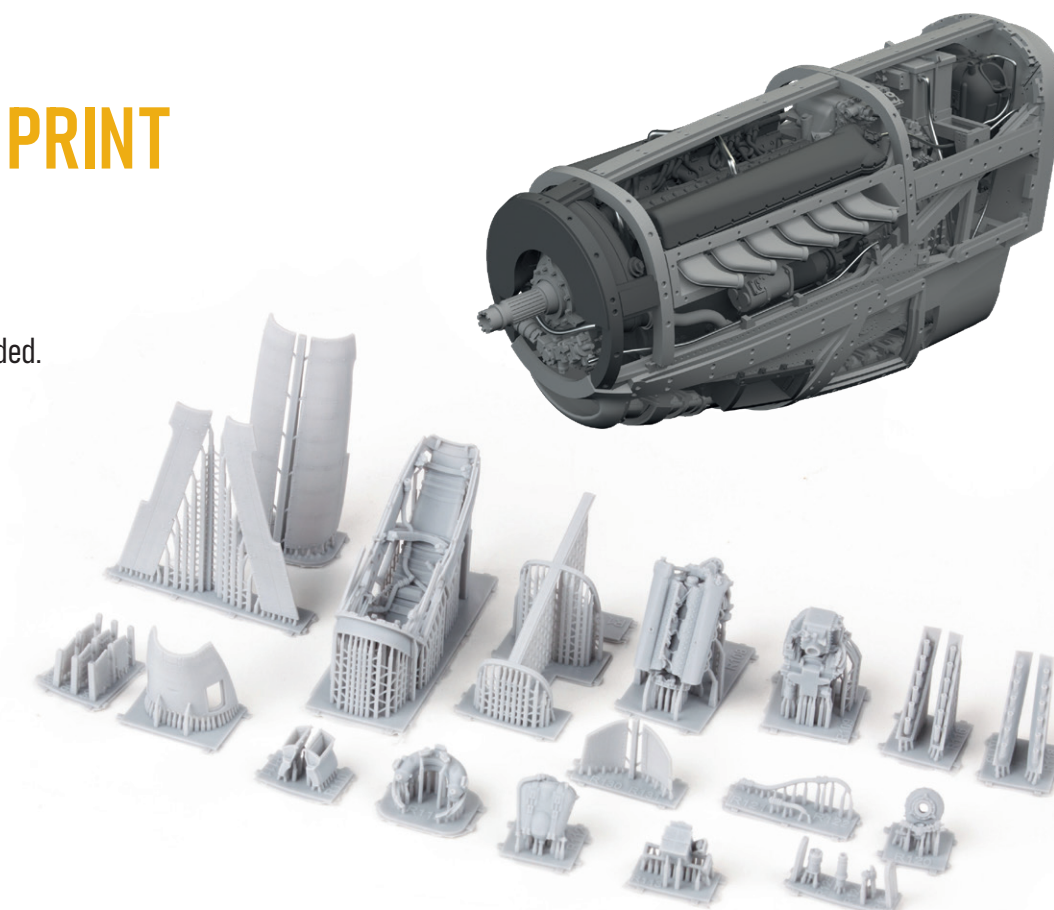
P-51D engine PRINT

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

[Product page](#)


672392

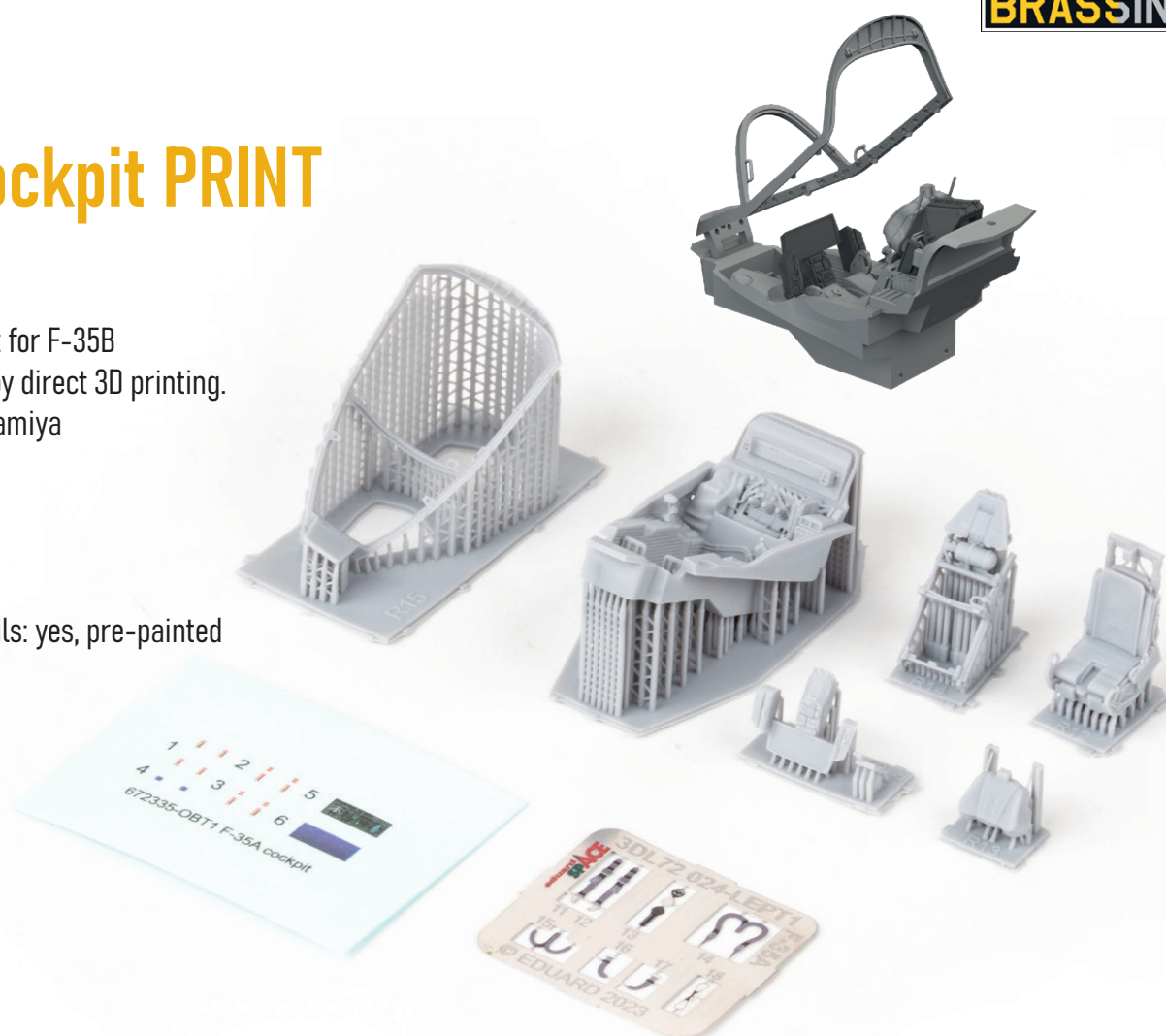
F-35B cockpit PRINT

1/72 Eduard

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

[Product page](#)


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

[Product page](#)


672394

US 500lb bombs PRINT

1/72

Brassin set - US 500lb bombs in 1/72 scale.

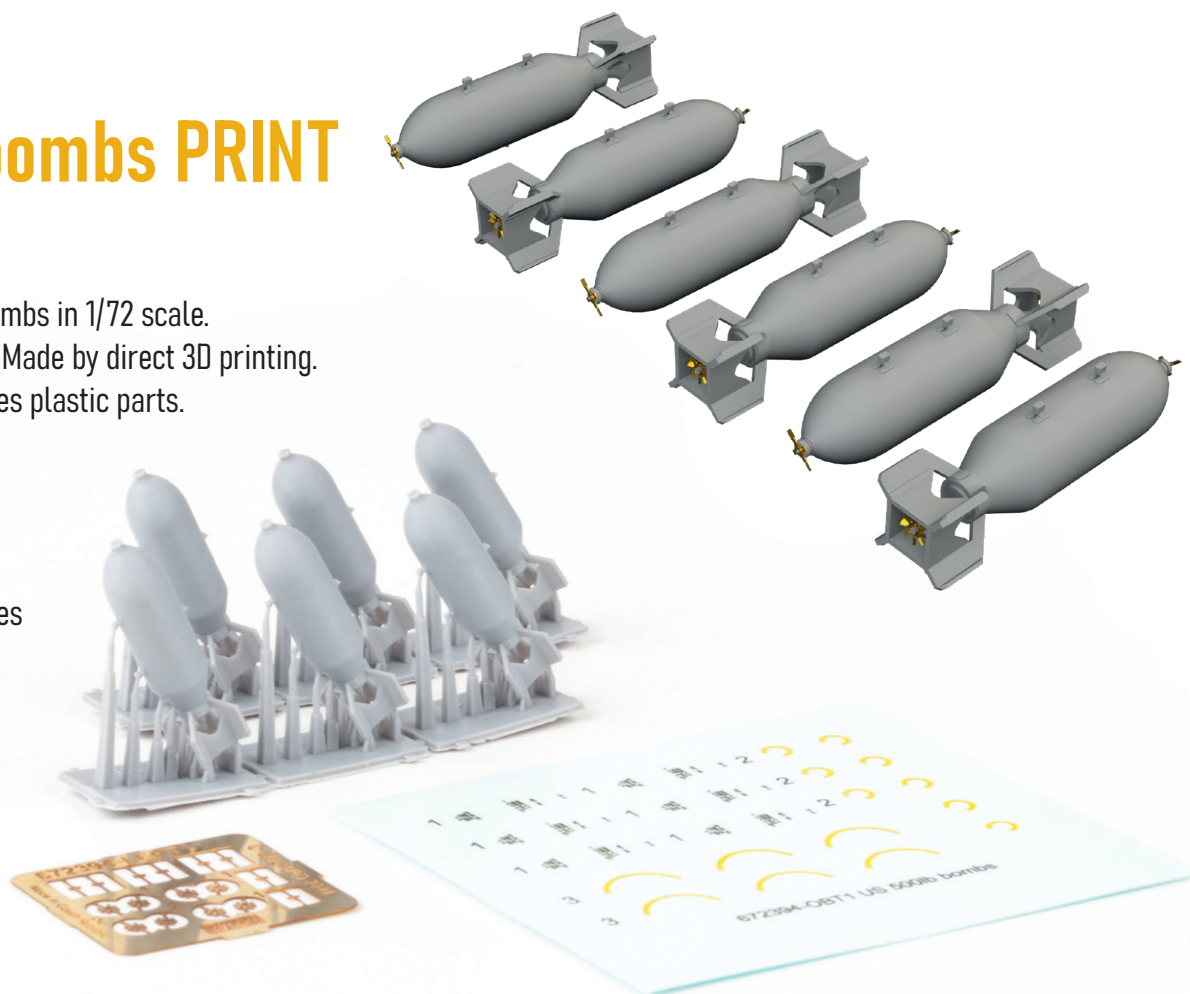
Set consists of 6 bombs. Made by direct 3D printing.

Easy to assemble, replaces plastic parts.

Set contains:

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

[Product page](#)



672395

WWII USAAF oxygen cylinder A-4 PRINT

1/72

Brassin set - oxygen cylinders 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

[Product page](#)



672396

WWII USAAF oxygen cylinder A-6 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

[Product page](#)


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

[Product page](#)


672398

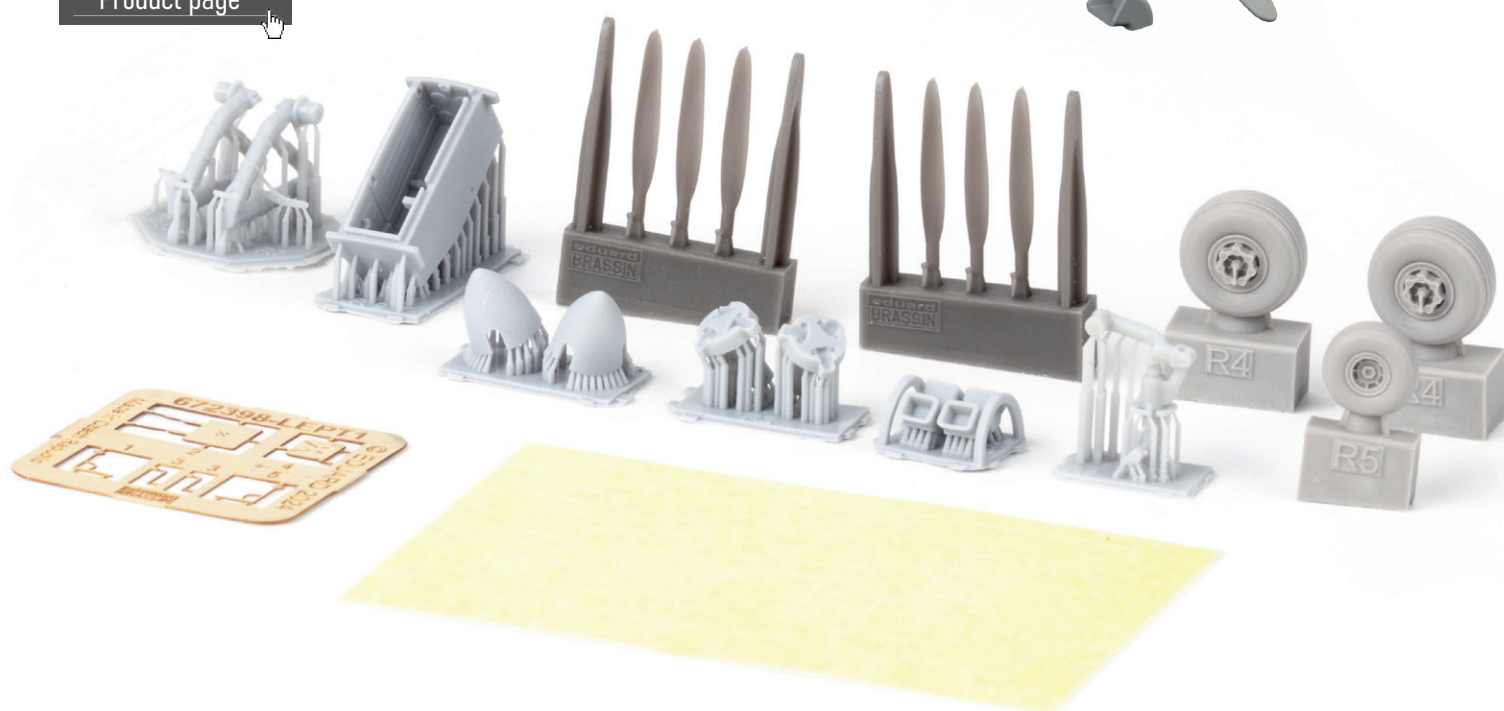
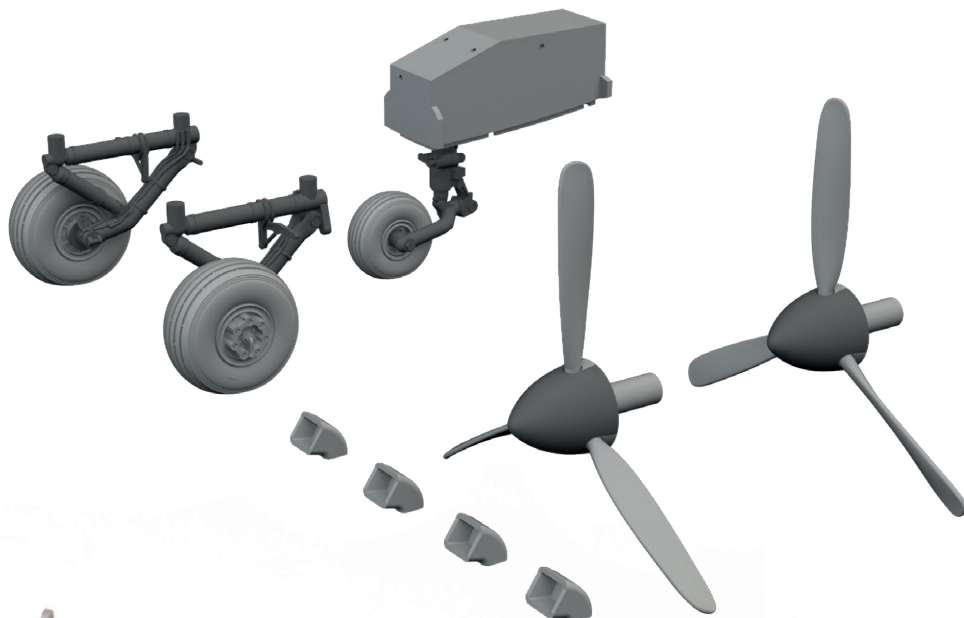
L-410UVP 2024 ex-Gavia EDUARD EDITION upgrade set

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

[Product page](#)


SIN648134

P-51B Birdcage canopy ESSENTIAL

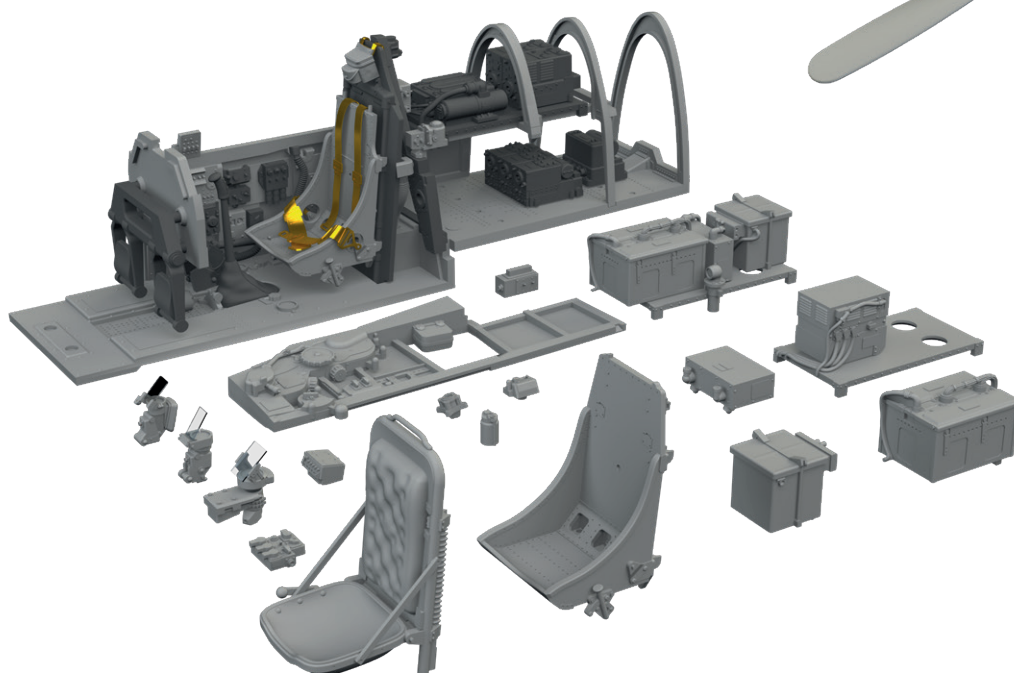
1/48 Eduard

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 %.

[Product page](#)

SIN67226

P-51D-5 ESSENTIAL

1/48 Eduard

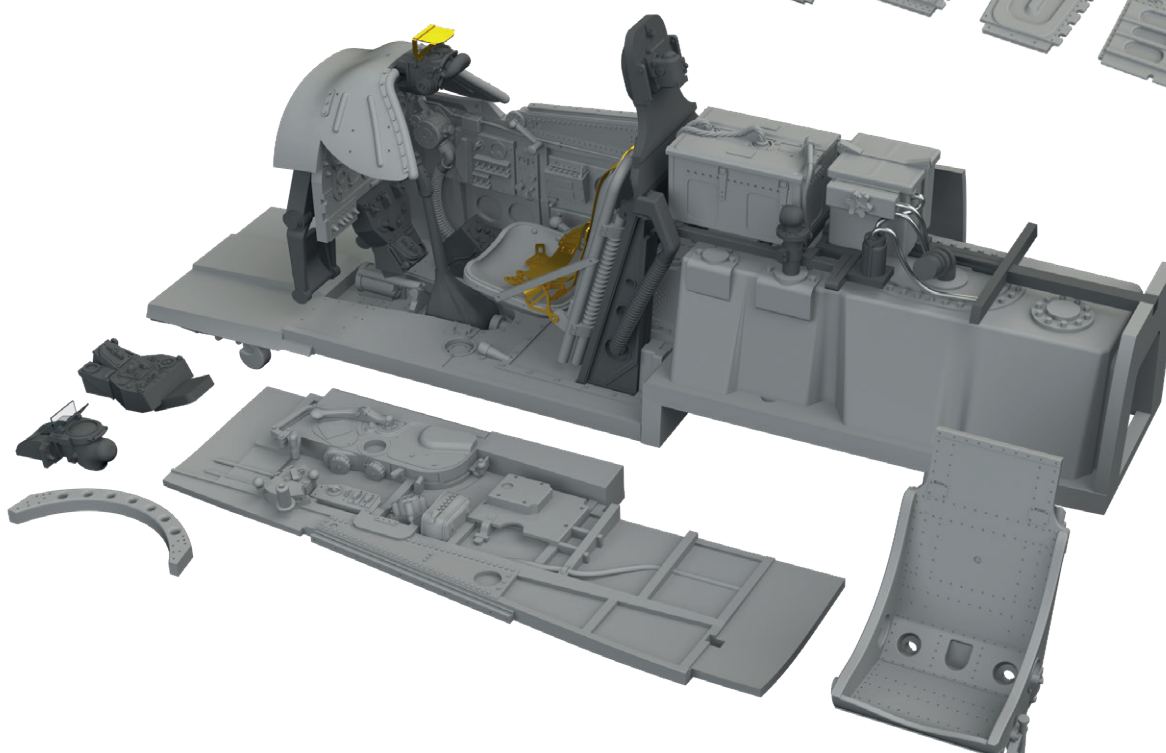
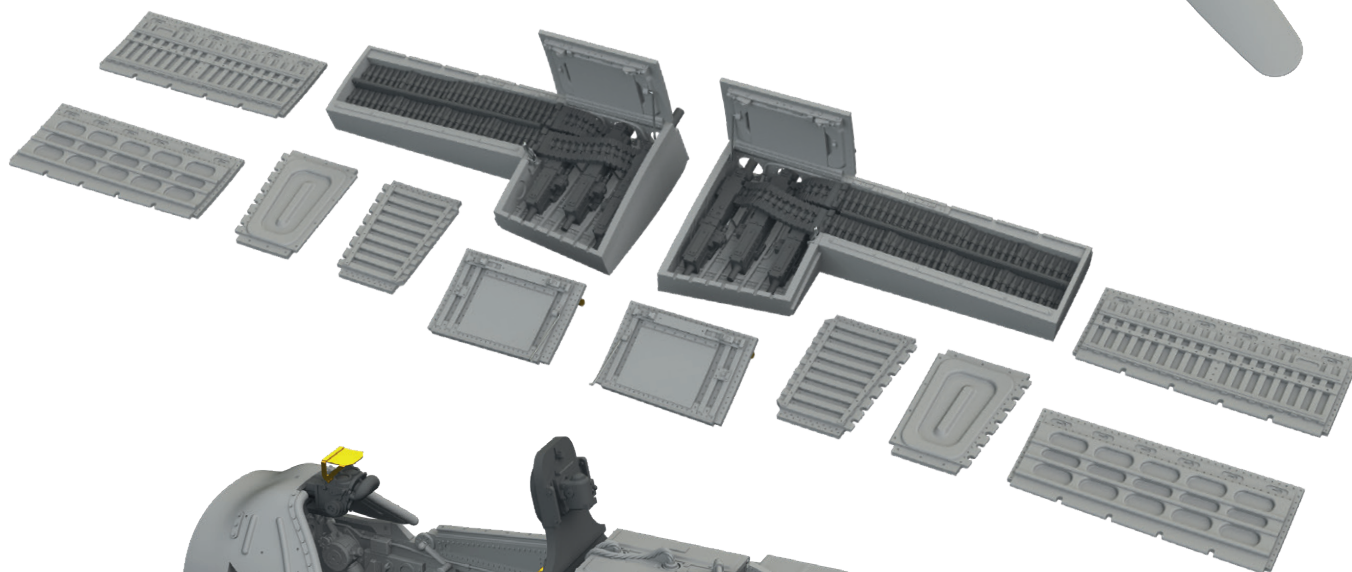
Collection of 3 sets for P-51D-5 in 1/72 scale.

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 %.

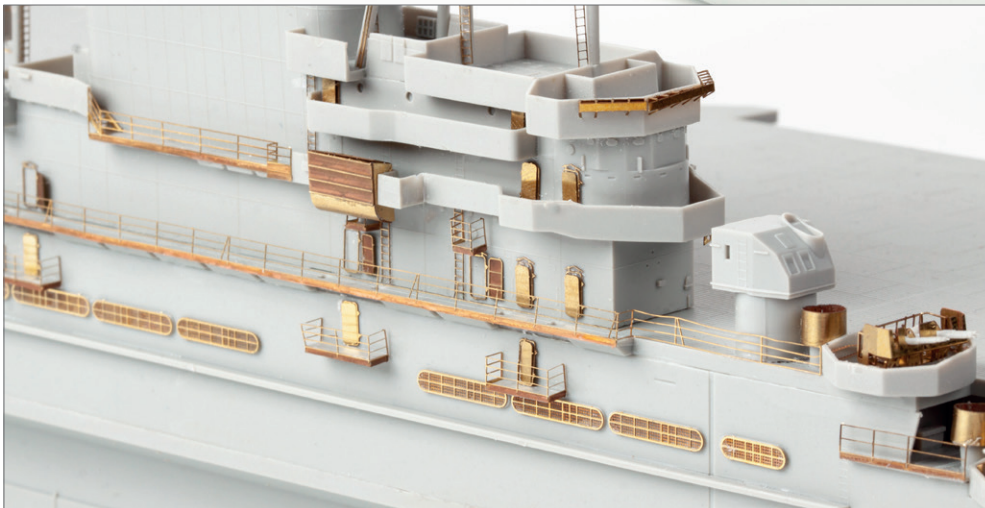
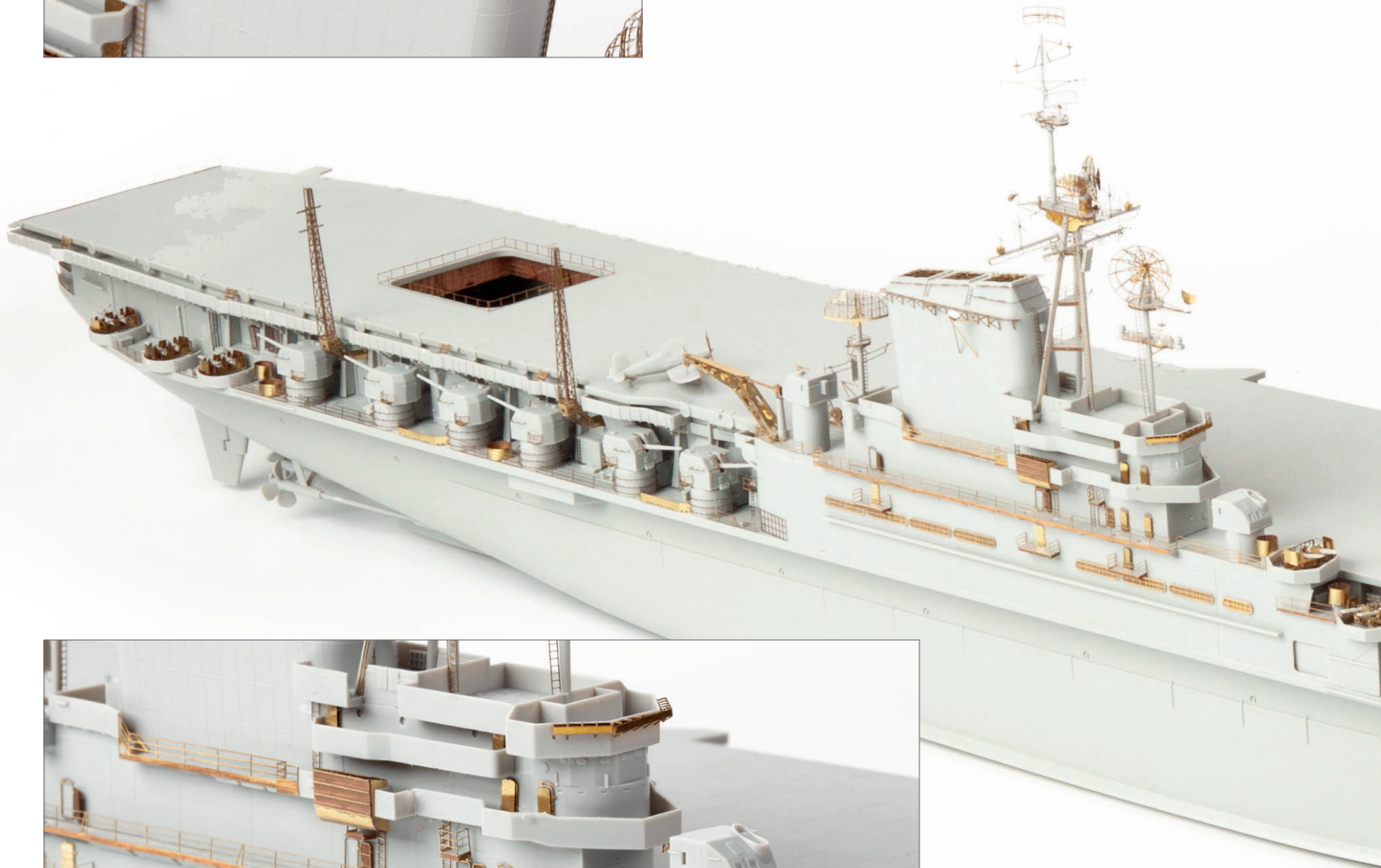
[Product page](#)

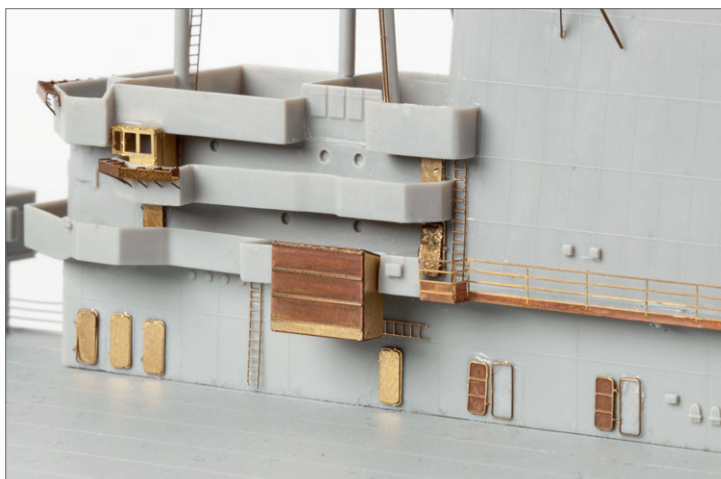


USS Midway CV-41 part 3

1/350 Trumpeter

#53316

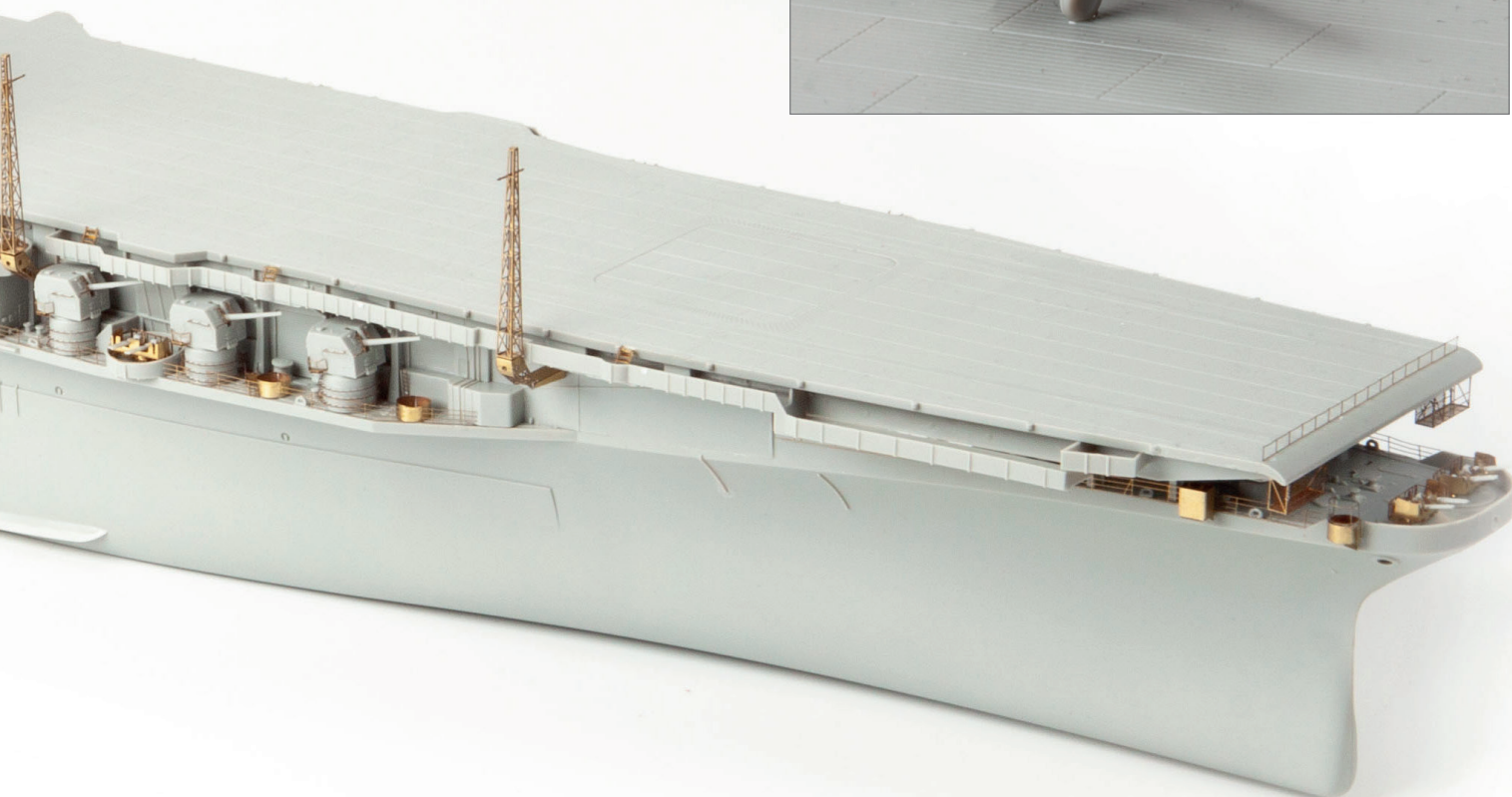




USS Midway CV-41 part 4

1/350 Trumpeter

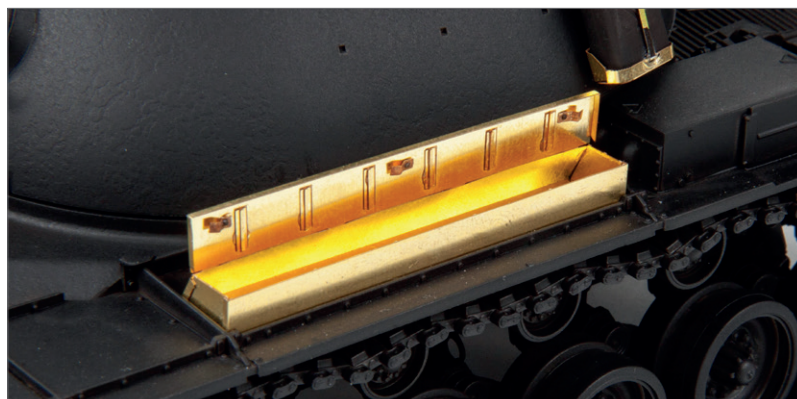
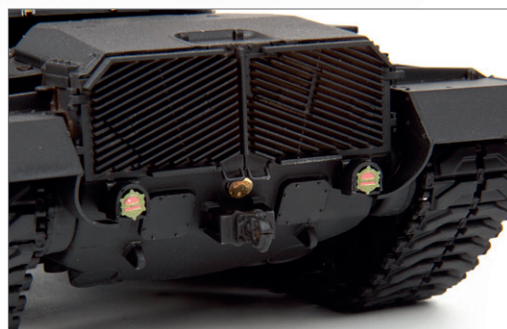
#53317



M48A3

1/35 I Love Kit

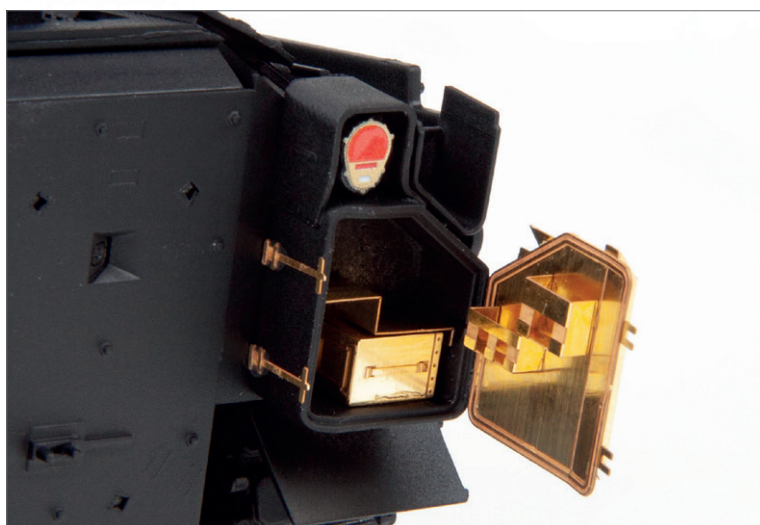
#36526



M2 Bradley

1/35 Magic Factory

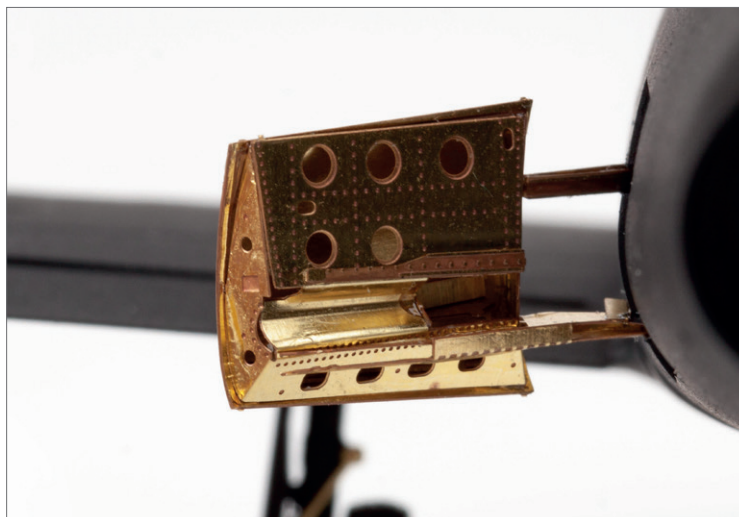
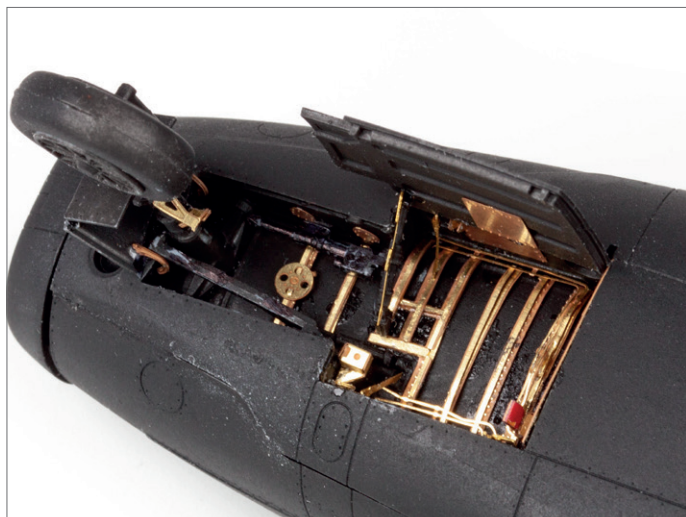
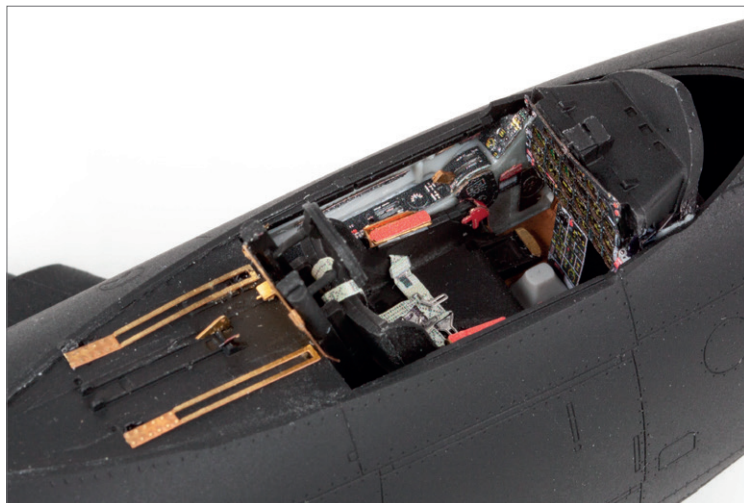
#36527



F-86A

1/48 Clear Prop

#491488 #FE1488 #FE1489

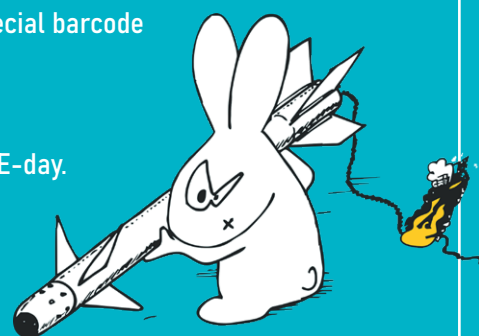


BUNNY FIGHTER CLUB

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

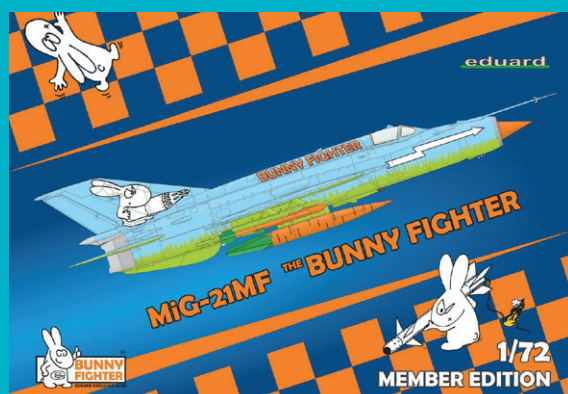


How to become a member of BFC?

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

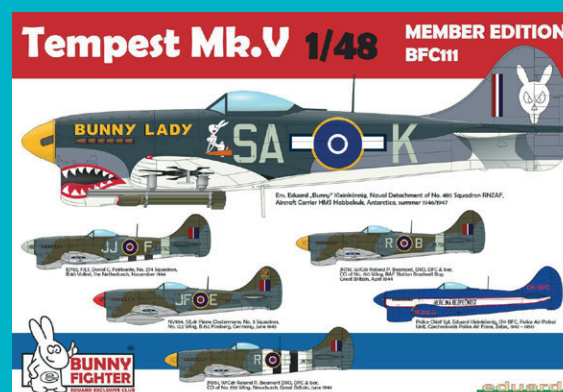


BOX CONTENT:

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.

B-17



DOPLŇKY | BACK ON RACK

eduard

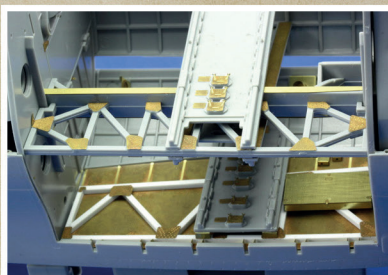
HKM 1/32

B-17E/F

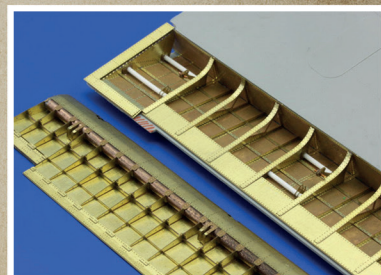
JX197	B-17E
JX198	B-17F
32397	B-17E/F ENGINES
32398	B-17E/F LANDING FLAPS
32399	B-17E/F UNDERCARRIAGE
32400	B-17E/F BOMB BAY
32401	B-17E/F EXTERIOR
32790	B-17 PLACARDS
32796	B-17 SEATBELTS FABRIC
32897	B-17E/F SEATBELTS STEEL
32899	B-17E/F BOMB RACK
32900	B-17E/F INTERIOR
32901	B-17E/F FRONT INTERIOR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

B-17G

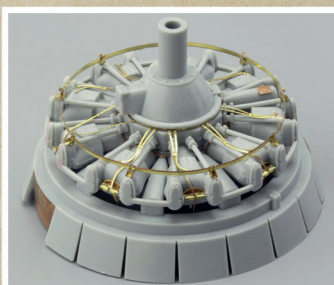
JX155	B-17G
32336	B-17G BOMB BAY
32337	B-17G LANDING FLAPS
32338	B-17G ENGINES
32340	B-17G EXTERIOR
32342	B-17G UNDERCARRIAGE
32764	B-17G SEATBELTS
32774	B-17G INTERIOR
32775	B-17G FRONT INTERIOR
32779	B-17G RADIO COMPARTMENT
32780	B-17G WAIST SECTION
32782	B-17G BOMB RACK
32790	B-17 PLACARDS
32796	B-17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



32336 B-17G BOMB BAY



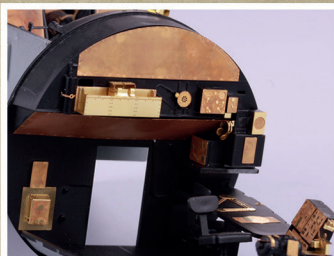
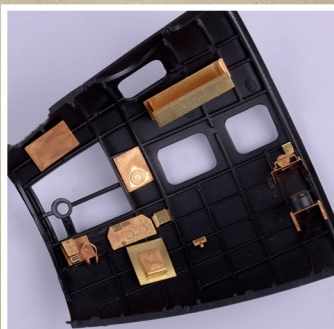
32337 B-17G LANDING FLAPS



32338 B-17G ENGINES



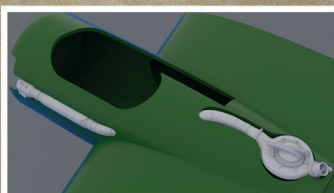
32774 B-17G INTERIOR



32901 B-17E/F FRONT INTERIOR



32903 B-17F WAIST SECTION



632033 B-17 SUPERCHARGERS



632027 B-17G ENGINE NO.1

HKM 1/48

B-17F

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

B-17G

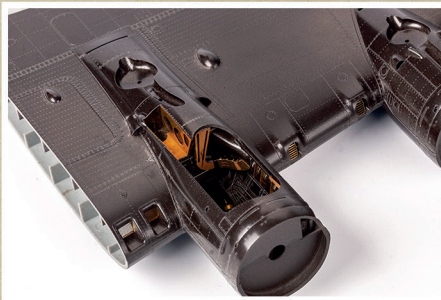
- EX678 B-17G
- EX687 B-17G ANTIGLARE PANELS (DL & BO PROD.)
- EX688 B-17G ANTIGLARE PANELS (VE PROD.)
- EX822 B-17G TFACE
- 481005 B-17G ENGINES
- 481010 B-17G LANDING FLAPS
- 481011 B-17G UNDERCARRIAGE & EXTERIOR
- 481012 B-17G AMMO FEED CHUTES
- 491057 B-17G COCKPIT
- 491058 B-17G RADIO COMPARTMENT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



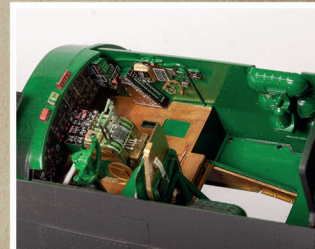
481052 B-17F ENGINES



481053 B-17F LANDING FLAPS



481054 B-17F UNDERCARRIAGE & EXTERIOR



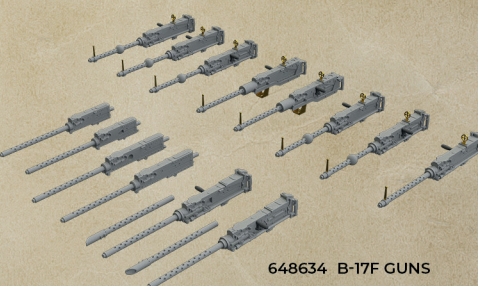
491057 B-17G COCKPIT



644103 B-17F LÖÖK



491058 B-17G RADIO COMPARTMENT



648634 B-17F GUNS



648529 B-17 WHEELS



491062 B-17G WAIST SECTION



648540 B-17G UNDERCARRIAGE LEGS BRONZE



648643 B-17 WHEELS BLOCK TREAD



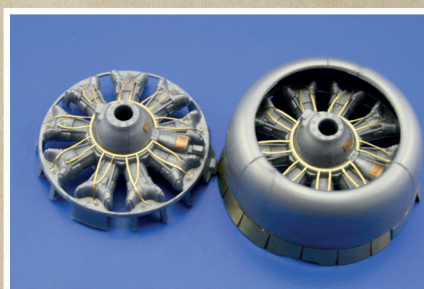
648645 B-17 WHEELS RHOMBOID TREAD

Revell 1/48 Monogram

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



48528 B-17G LANDING FLAPS



48534 B-17G ENGINES



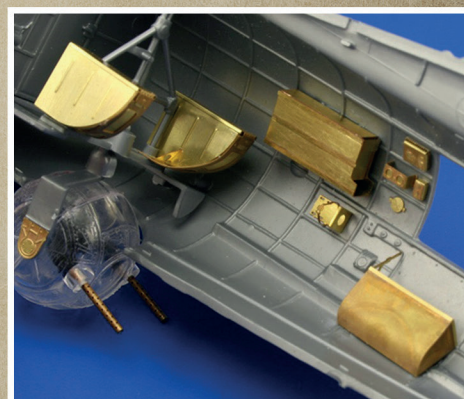
49337 B-17G COCKPIT INTERIOR



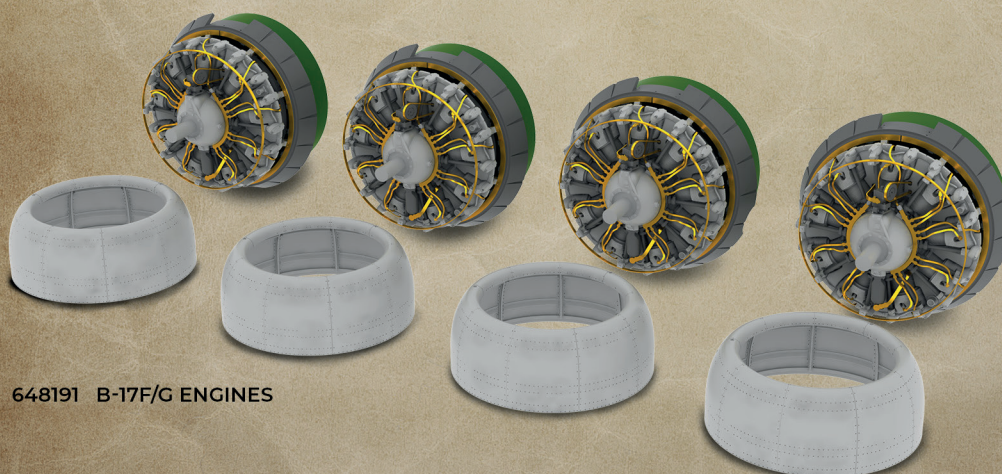
49360 B-17G NOSE INTERIOR



49361 B-17G MID SECTION



49362 B-17G REAR INTERIOR



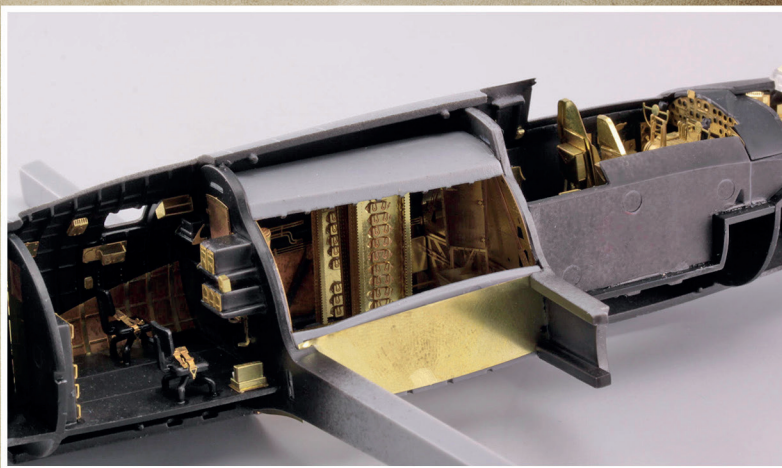
648191 B-17F/G ENGINES



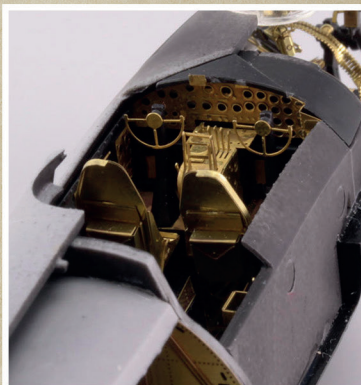
648078 B-17 WHEELS

Airfix 1/72

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



72630 B-17G BOMB BAY



73567 B-17G COCKPIT INTERIOR



73568 B-17G SEATBELTS STEEL



73569 B-17G REAR INTERIOR



73570 B-17G FRONT INTERIOR



672130 B-17G WHEELS



672131 B-17G ENGINES

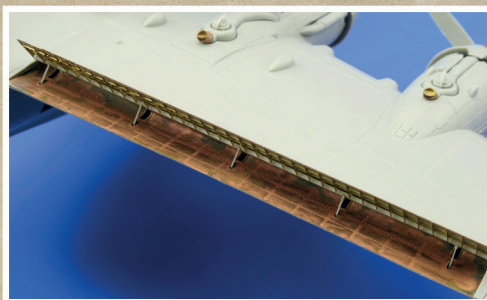
Revell 1/72

B-17F

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

B-17G

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



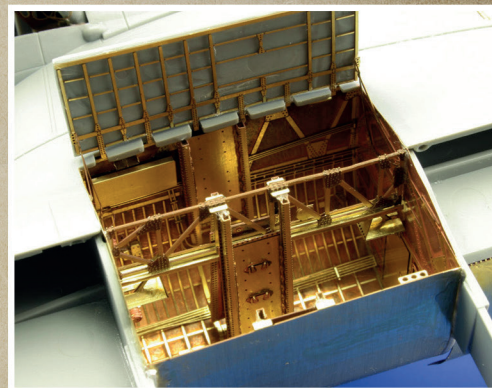
72514 B-17G LANDING FLAPS



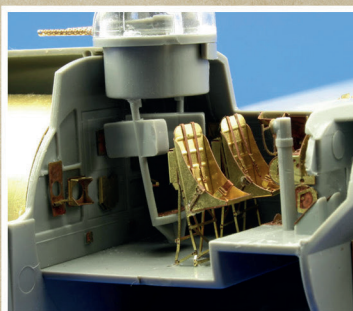
72515 B-17G EXTERIOR



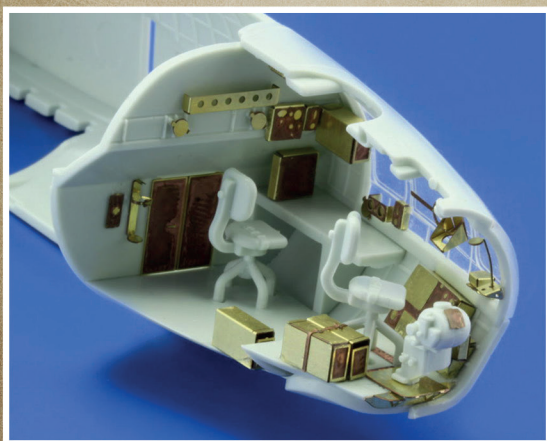
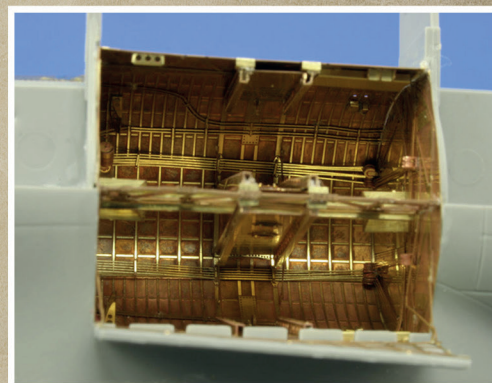
73376 B-17G INTERIOR



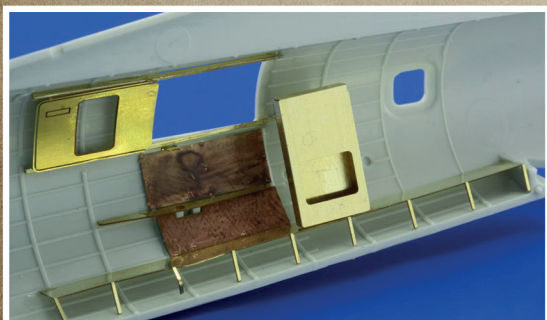
72516 B-17G BOMB BAY



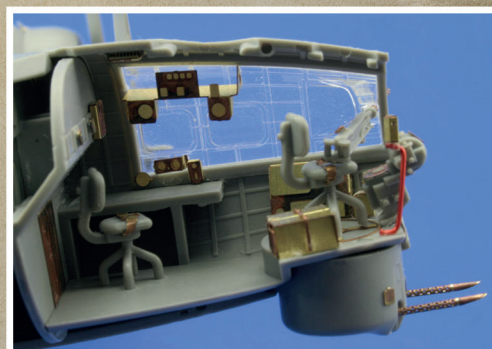
672011 B-17G WHEELS



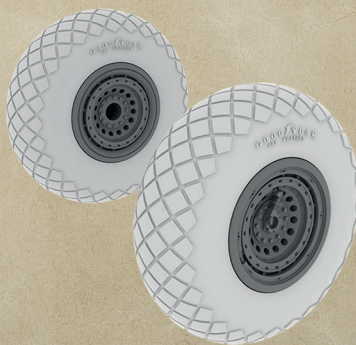
73461 B-17F FRONT INTERIOR



73462 B-17F REAR INTERIOR



73382 B-17G FRONT INTERIOR



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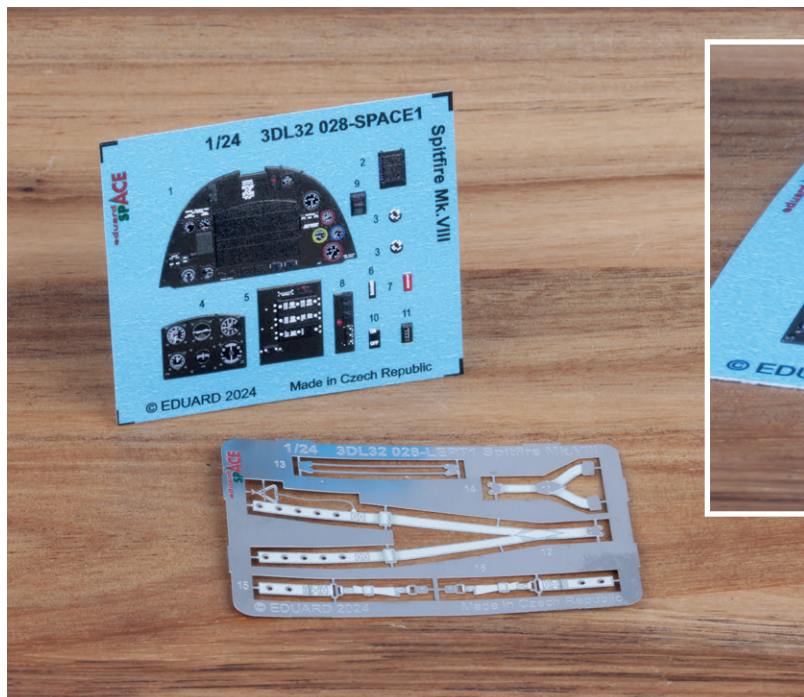
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SCALE PUBLICATIONS

3DL32028 Spitfire Mk.VIII SPACE 1/24 Airfix

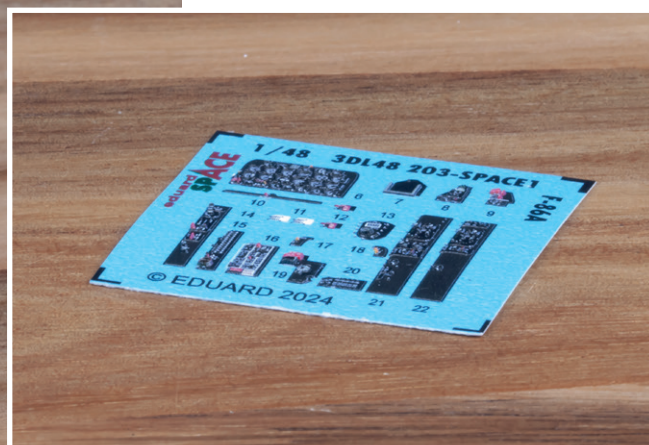
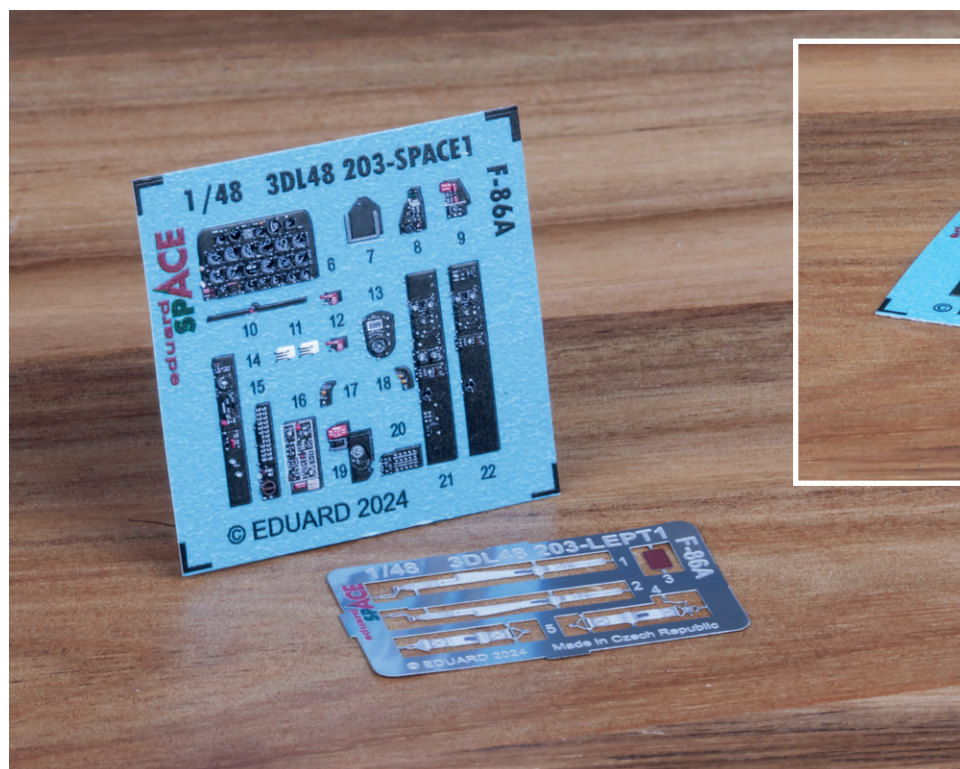
*EASY
APPLICATION*

Product page



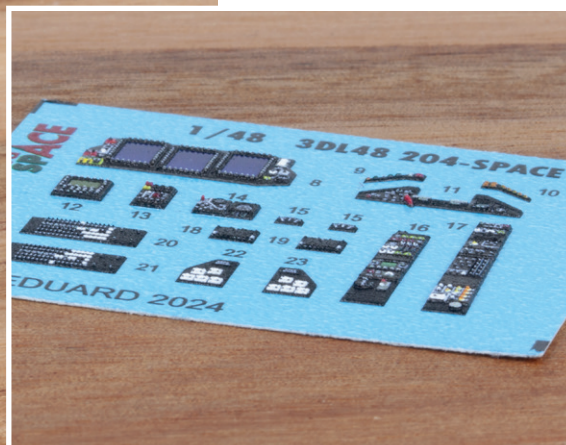
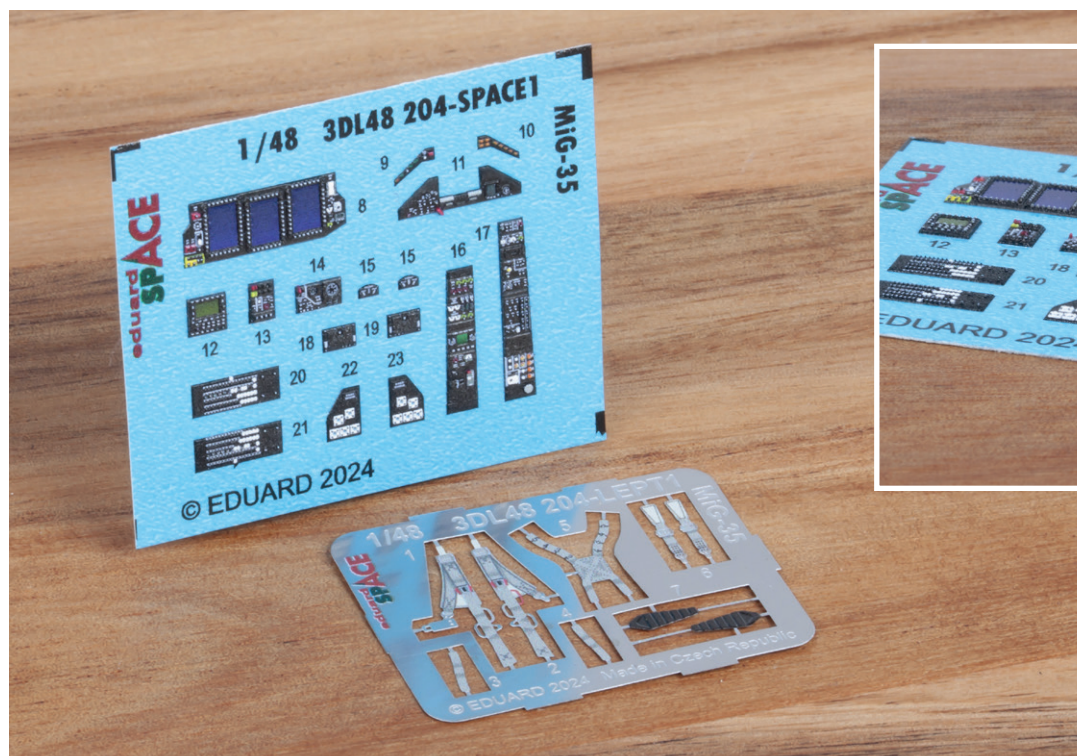
3DL48203 F-86A SPACE 1/48 Clear Prop

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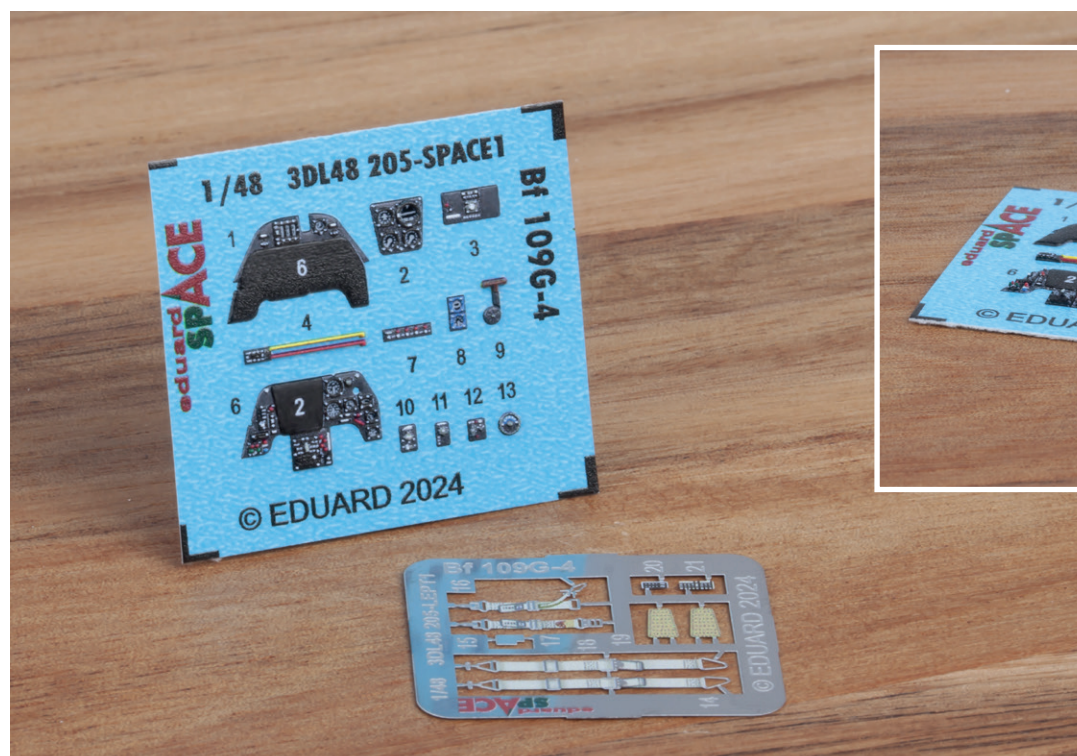
3DL48204 **MiG-35 SPACE** 1/48 Hobby Boss

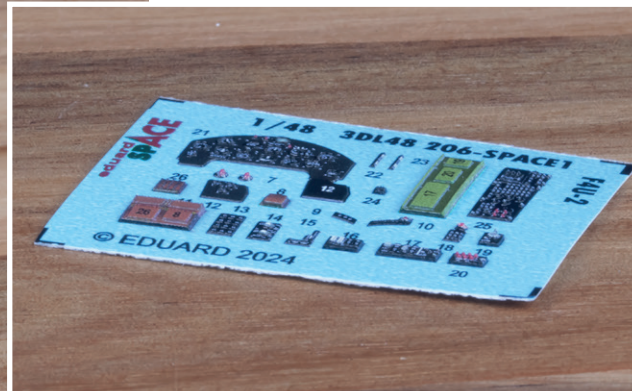
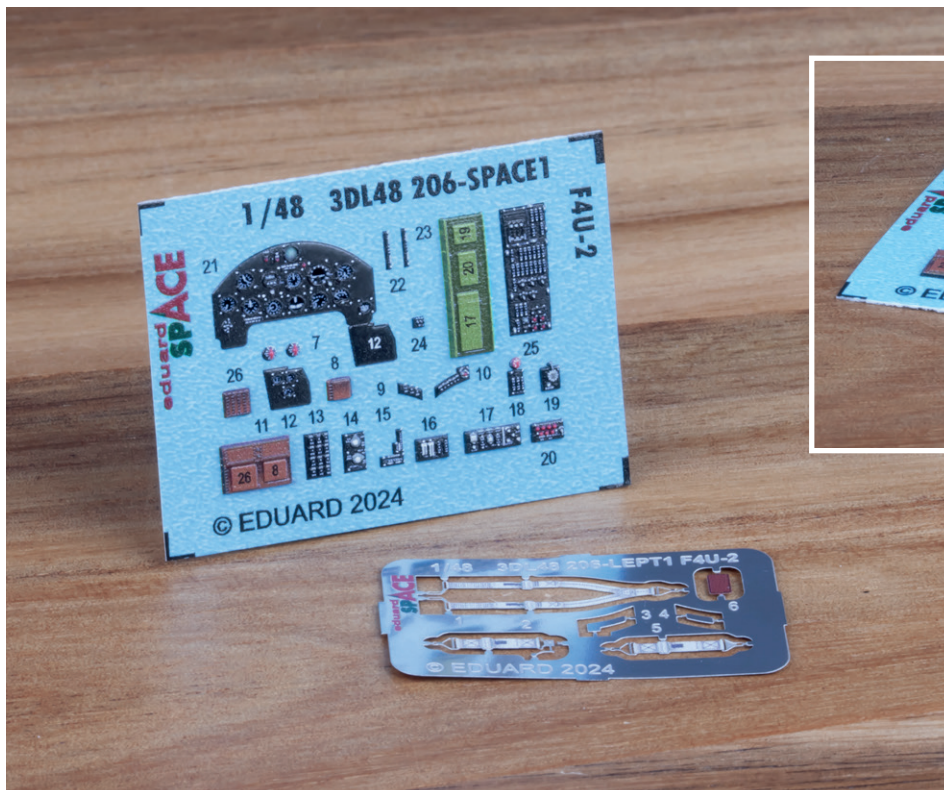
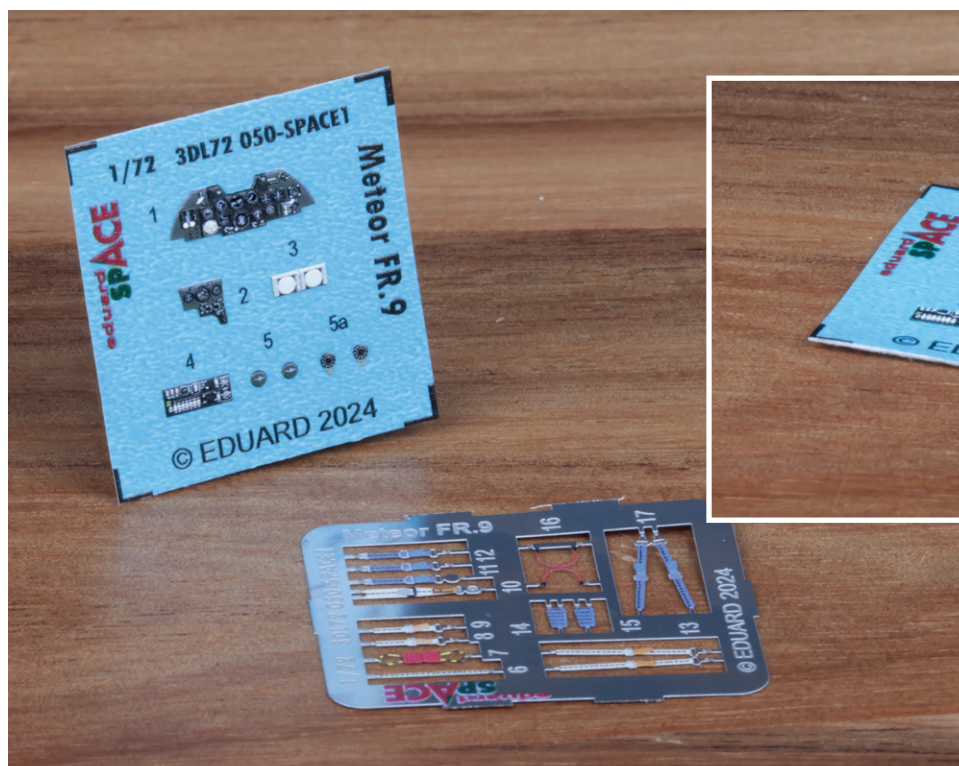
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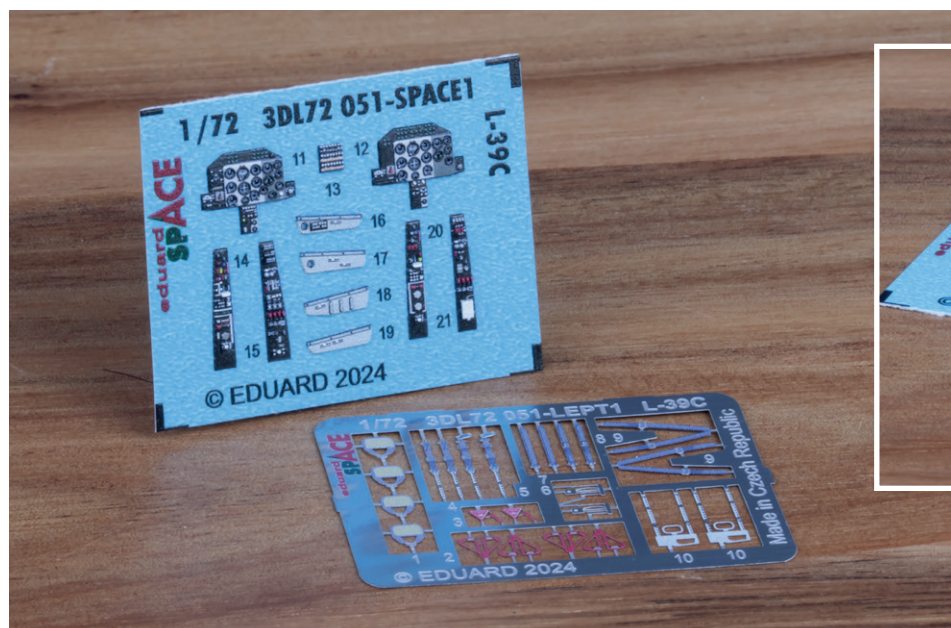
3DL48205 **Bf 109G-4 SPACE** 1/48 Eduard

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3DL48206 **F4U-2 SPACE** 1/48 Hobby Boss
[Product page](#)
3DL72050 **Meteor FR.9 SPACE** 1/72 Airfix
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3DL72051 L-39C SPACE 1/72 Eduard

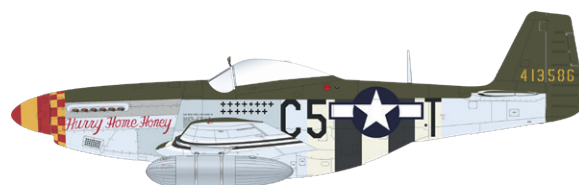
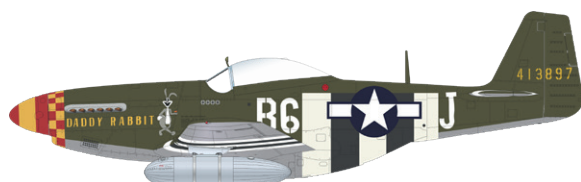
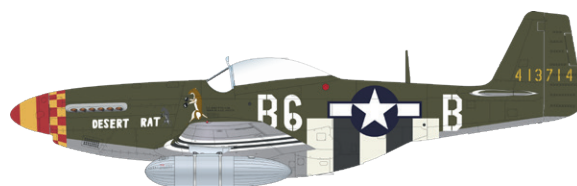
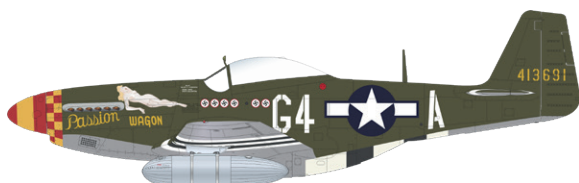
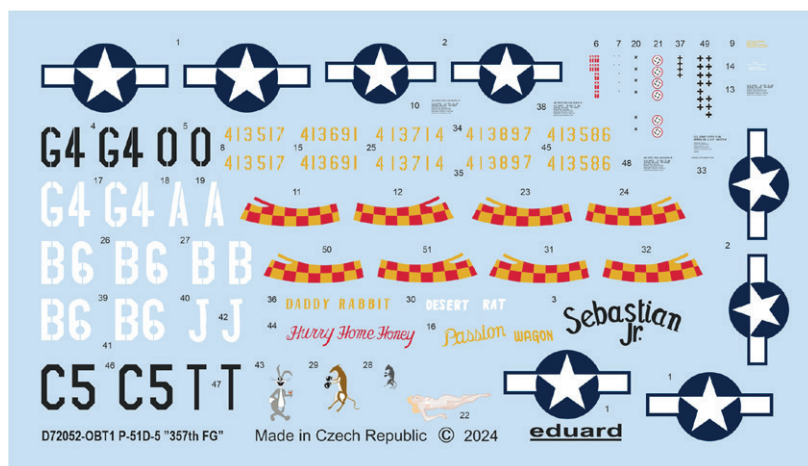
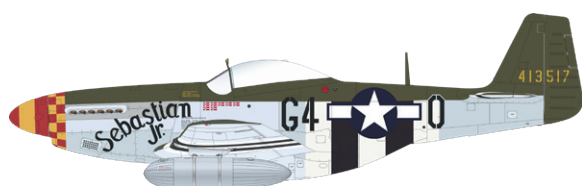
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DECAL SET

D72052

P-51D-5 "357th FG"

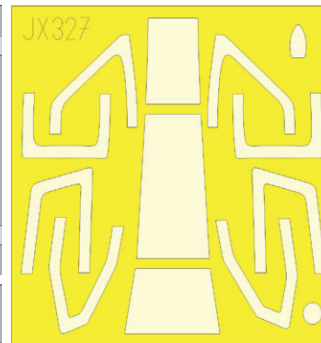
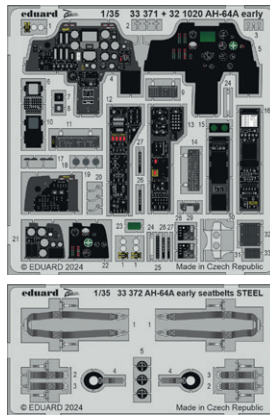
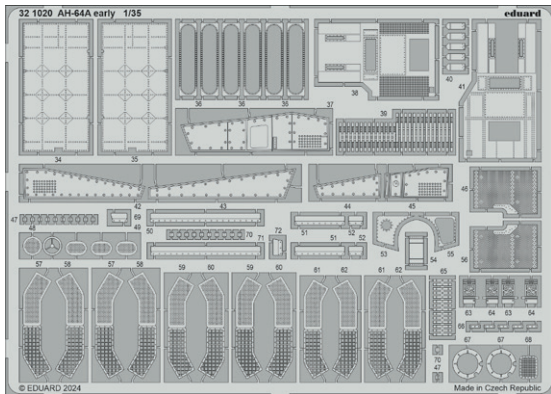
1/72 Eduard

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BIG33164 AH-64A early 1/35 Trumpeter

321020 AH-64A early 1/35
33372 AH-64A early seatbelts STEEL 1/35
JX327 AH-64A early 1/35

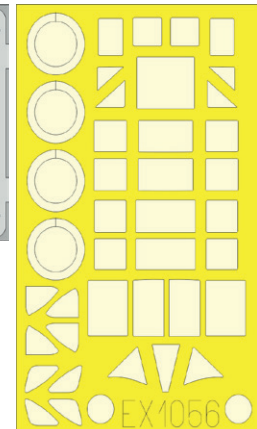
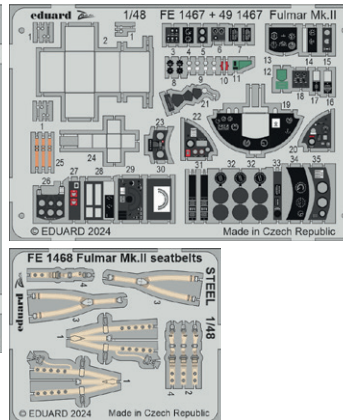
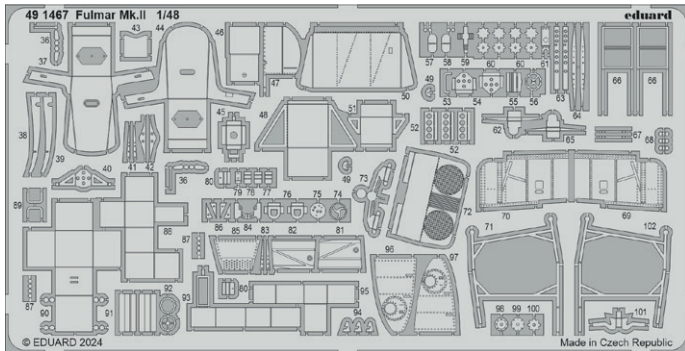
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BIG49429 Fulmar Mk.II 1/48 Trumpeter

491467 Fulmar Mk.II 1/48
FE1468 Fulmar Mk.II seatbelts STEEL 1/48
EX1056 Fulmar Mk.II 1/48

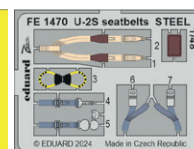
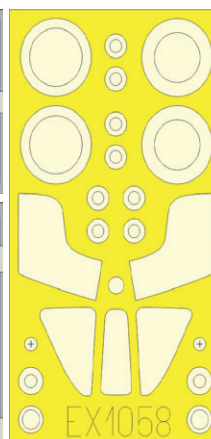
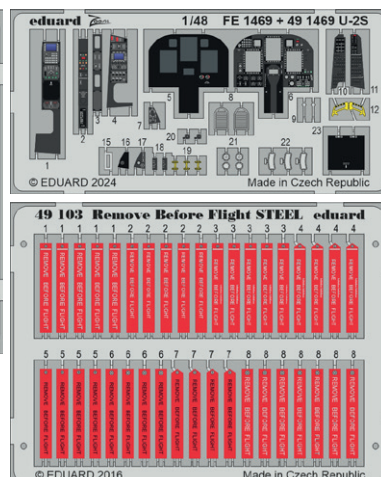
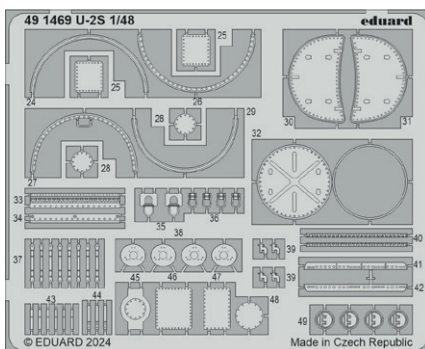
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BIG49430 U-2S 1/48 Hobby Boss

49103 Remove Before Flight STEEL
491469 U-2S 1/48
FE1470 U-2S seatbelts STEEL 1/48
EX1058 U-2S 1/48

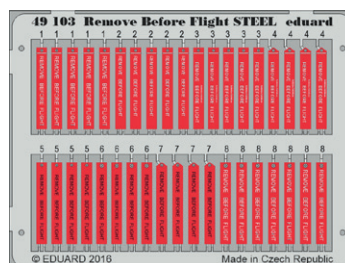
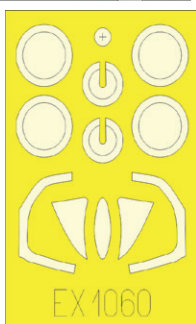
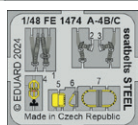
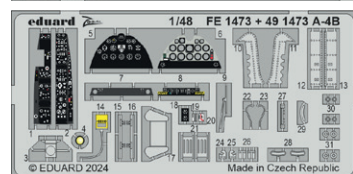
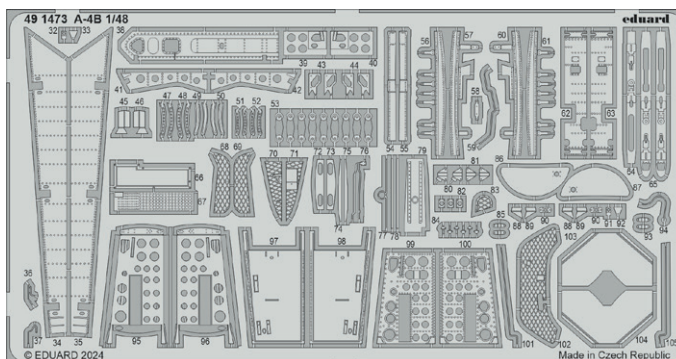
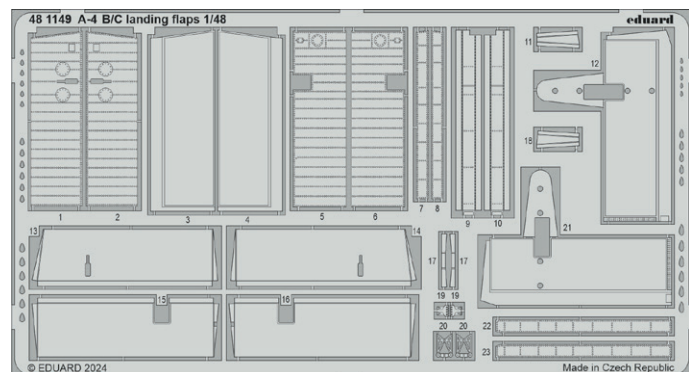
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BIG49431 **A-4B** 1/48 Hobby 2000 / Hasegawa

481149 A-4B/C landing flaps 1/48
49103 Remove Before Flight STEEL
491473 A-4B 1/48
FE1474 A-4B/C seatbelts STEEL 1/48
EX1060 A-4B 1/48

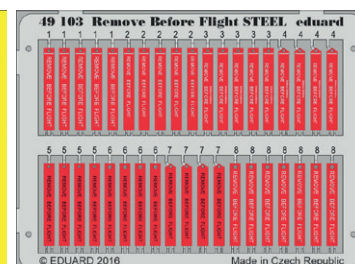
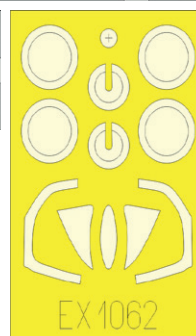
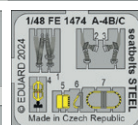
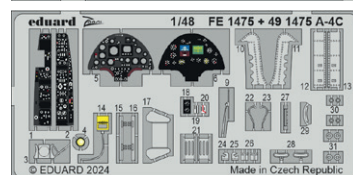
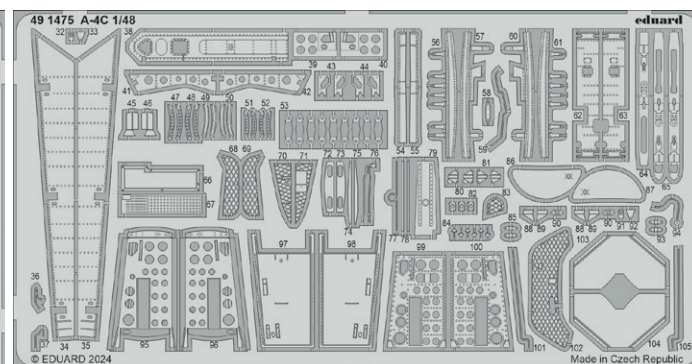
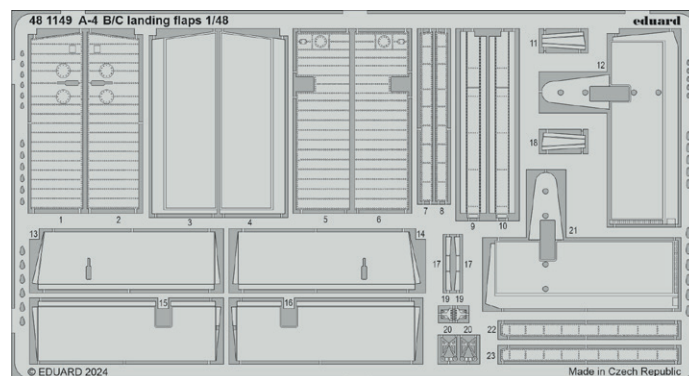
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BIG49432 **A-4C** 1/48 Hobby 2000 / Hasegawa

481149 A-4B/C landing flaps 1/48
49103 Remove Before Flight STEEL
491475 A-4C 1/48
FE1474 A-4B/C seatbelts STEEL 1/48
EX1062 A-4C 1/48

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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

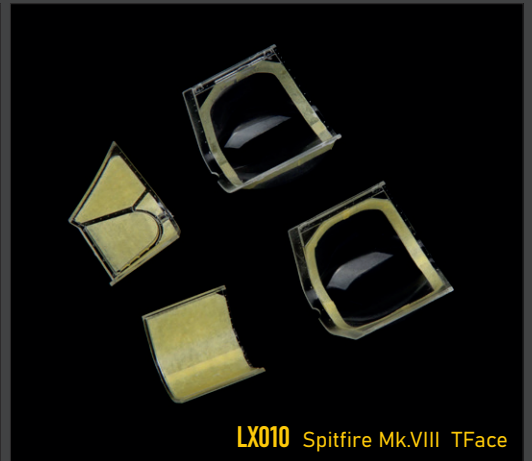
CX679 Bf 109G-14/AS

1/72 Eduard



LX009 Spitfire Mk.VIII

LX010 Spitfire Mk.VIII TFace



LX010 Spitfire Mk.VIII TFace

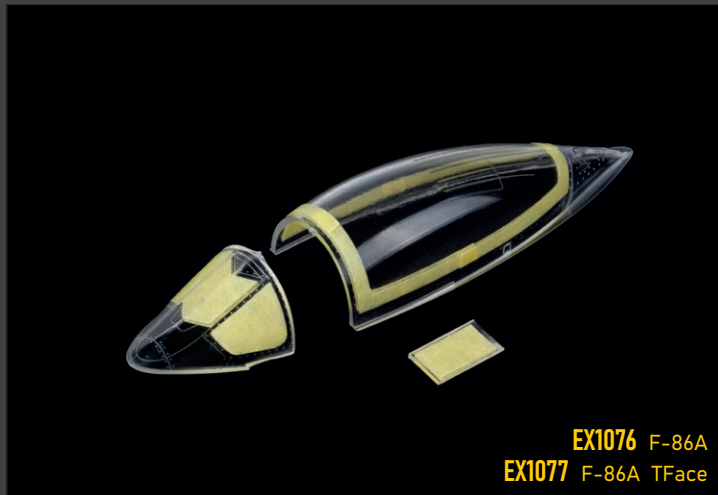


LX009 Spitfire Mk.VIII

LX010 Spitfire Mk.VIII TFace



LX010 Spitfire Mk.VIII TFace



EX1076 F-86A
EX1077 F-86A TFace



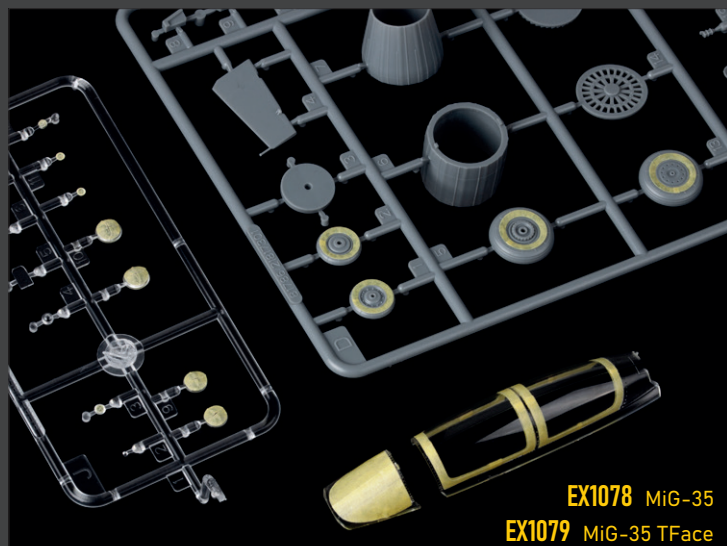
EX1077 F-86A TFace



EX1076 F-86A



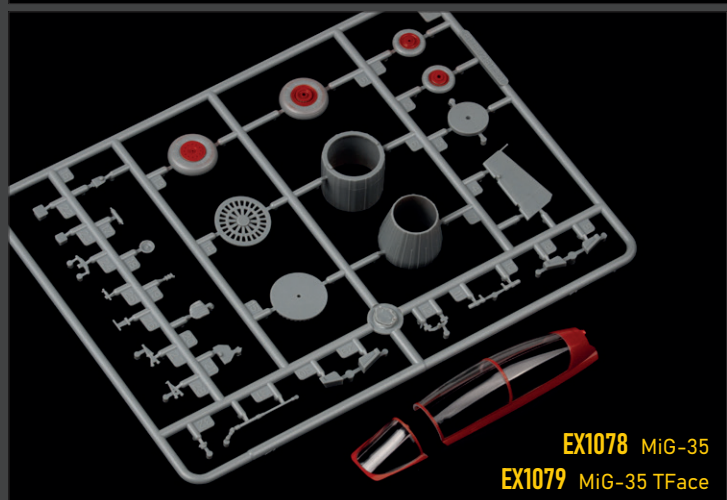
EX1077 F-86A TFace



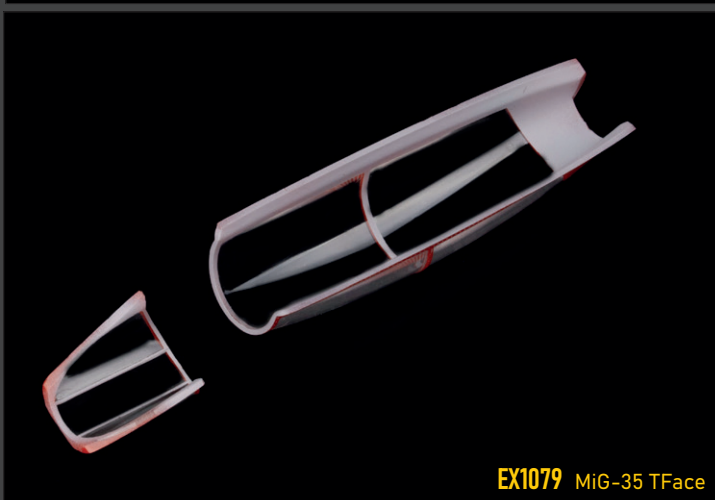
EX1078 MiG-35
EX1079 MiG-35 TFace



EX1079 MiG-35 TFace



EX1078 MiG-35
EX1079 MiG-35 TFace



EX1079 MiG-35 TFace



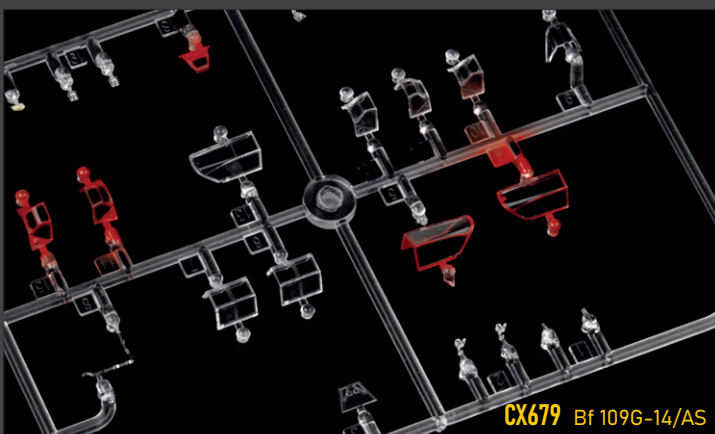
CX677 Meteor FR.9



CX677 Meteor FR.9



CX679 Bf 109G-14/AS



CX679 Bf 109G-14/AS

KITS

8288	Spitfire Mk.IXe	1/48	ProfiPACK
70161	Bf 109G-14	1/72	ProfiPACK

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

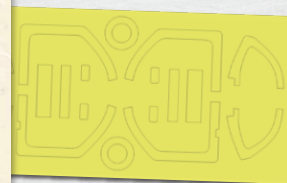
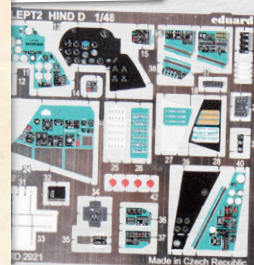
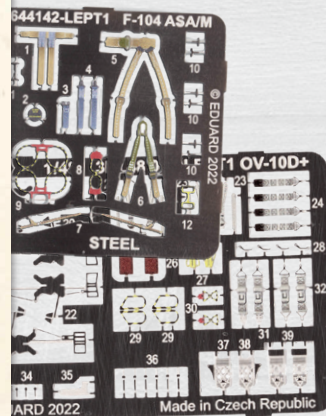
BIG ED

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

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

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-410UVP 2024 ex-Gavia EDUARD EDITION upgrade set	1/72	Gavia/Eduard

LööKPLUS

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

BIG SIN

SIN648134	P-51B Birdcage canopy ESSENTIAL	1/48	Eduard
SIN67226	P-51D-5 ESSENTIAL	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
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eduard
BRASSINeduard
BRASSIN
Print

LööK

LööK+

BIG
SINeduard
SPACE

BUILT

1/32

LIMITED
EDITION

Warhawk

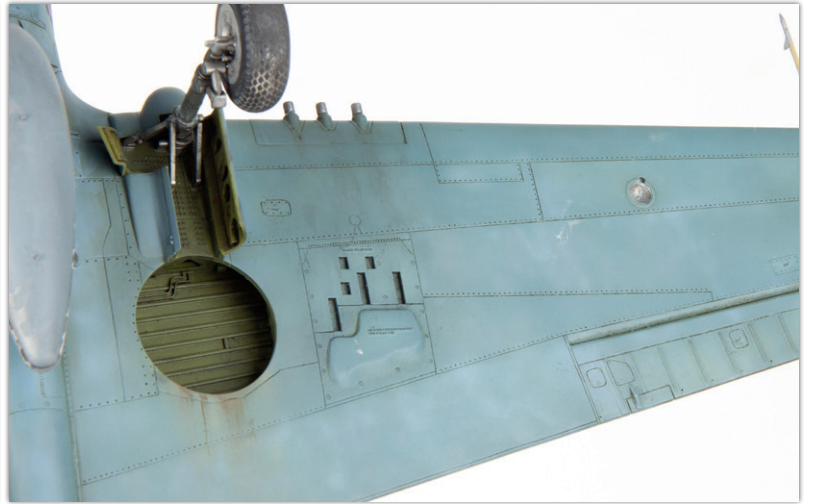


#11175

built by **Tomáš Török**

Own decals used.





F4F-4 Wildcat late

1/48



#82203
MARKING A
built by **Robert Szwarc**



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

Prior to his assignment to VGF-29, William Eder fought with VF-3 at the Battle of Bougainville and with VF-2 at the Battle of the Coral Sea. He downed one Zero and shared a victory over a Betty bomber plus one probable kill of a Val bomber during these engagements. In all, Eder

is credited with 6.5 kills of Japanese aircraft, and he destroyed another 10 of them on the ground. He also destroyed three French aircraft during Operation Torch. The Wildcat that Eder flew during Operation Torch wore standard camouflage consisting of shades of Light Gray

and Blue Gray, the insignia being complemented by a yellow border on the fuselage and underside of the wing. Below the cockpit, two kills and the unit emblem were painted on both sides.



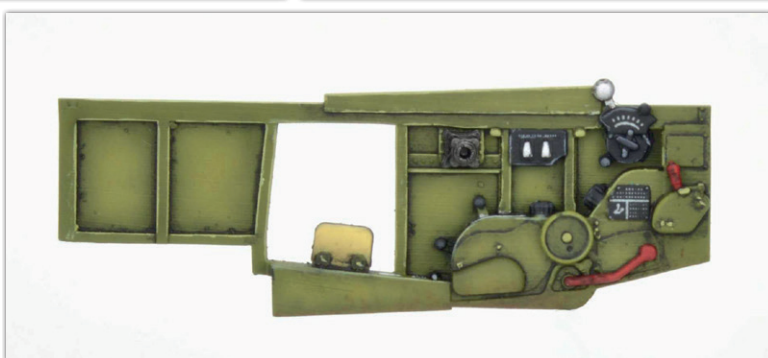
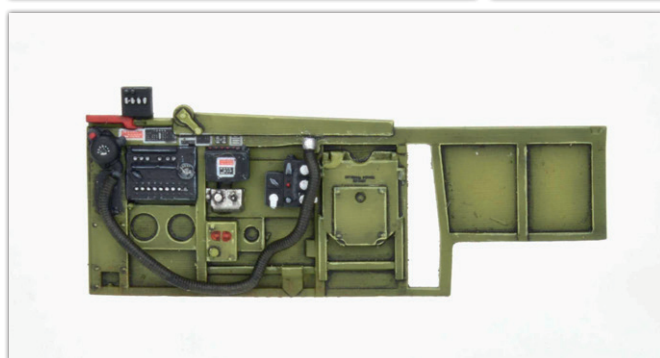
Product page

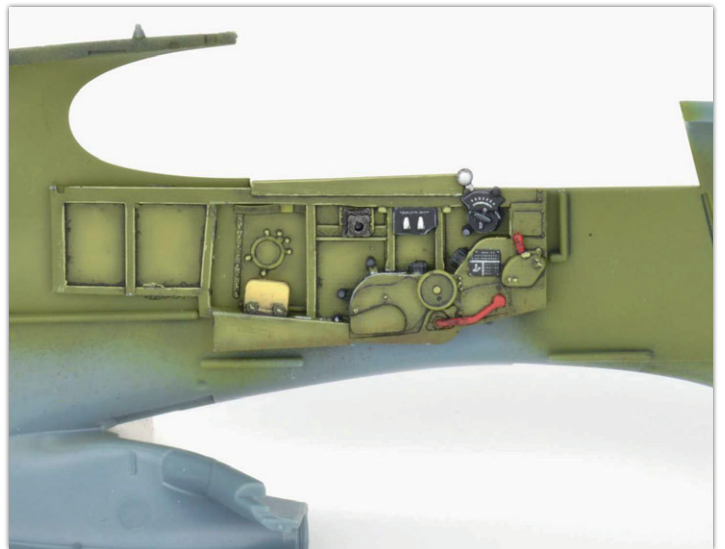
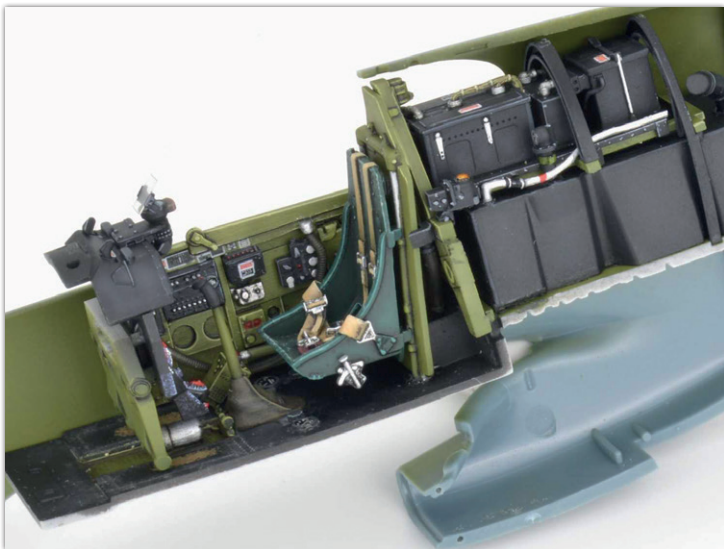
P-51B Malcolm Hood canopy cockpit PRINT

1/48

#6481032

built by Jan Baranec

[Product page](#)

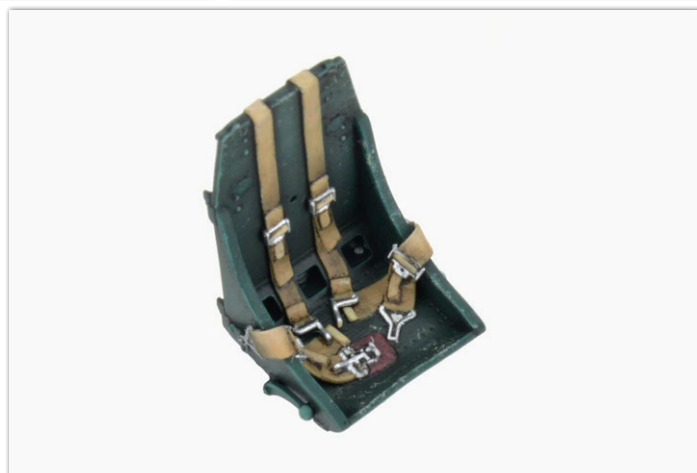
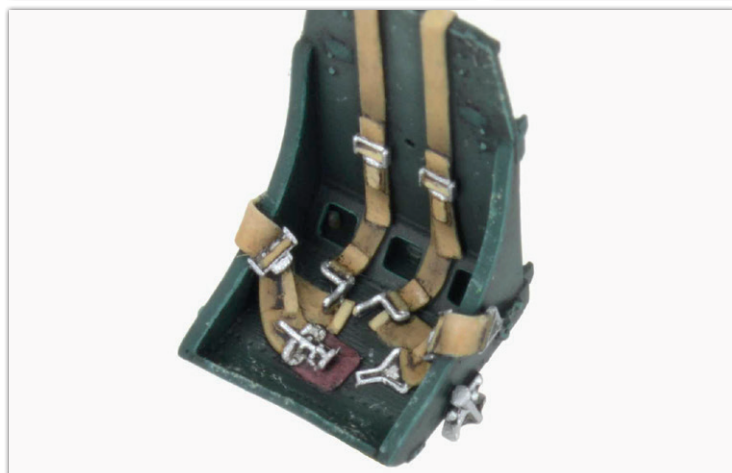
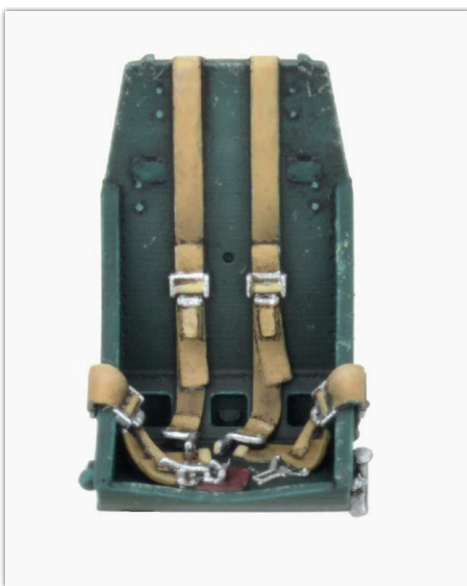


P-51B/C seat w/ integral belts Type 2 PRINT 1/48

#6481032

built by **Jan Baranec**

Product page



Warpaint series No.145

Orders from the world's book
and hobby trade are invited

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Hunting-Percival Pembroke, Prince & Sea Prince

The Pembroke originated as a development of an idea sponsored by Lord Brabazon towards the end of World War II, when he chaired a committee whose brief was to assess the civil aviation requirements after the end of hostilities, and recommended several specifications for civil aircraft required to keep Britain ahead for both home and export sales. A twin-engined transport emerged from Percival called the Merganser in 1947. This was refined and in 1950 the Prince was born, being immediately snapped up by companies as there was nothing similar on the market at the time. The Royal Navy were quick to order the type as a communications aircraft and could see the potential for it as a navigation trainer. With an extended nose for radar and other equipment, Percival were quick to assess that as being suitable. Named the Sea Prince, the Royal Navy ordered three of the early short-nosed variant as the Sea Prince C1 for communications, forty-one of the T.1 version built for navigation and anti-submarine training, and four C.2s as a transport version of the Sea Prince T1. The RAF, seeing this interest, finally ordered forty-five of the type naming it 'Pembroke', the last of which was completed in February 1958. The Pembroke was used for light transport and communications, and were also used as pilot trainers and flying classrooms. Overseas, ten countries ordered the type for similar roles in their Air Forces in Australia, Belgium, Denmark, Finland, Germany, Sudan, Sweden, Rhodesia, Thailand and Zambia. This is another Warpaint by author Adrian Balch, comprehensively illustrated with over 100 top quality photographs from his extensive archives, once again being illustrated by accurate quality colourful profile drawings by artist Sam Pearson including 5-view line drawings/plans making this a must for the aviation historian and modeller.

**New
release**



Warpaint series No.144

£20.00



Mi Mi-4 Hound

This latest authoritative work of reference to join the Warpaint series charts the rise of the helicopter in both military and civilian use throughout the vast territories of the Soviet Union from the mid-1950s. The Mi-4 was the first successful series production type, and its widespread use with the Soviet Army and Navy saw fundamental changes to tactics and doctrine. Lavishly illustrated with original images, the story unfolds in detail and tells how the Mi-4 went on to serve globally, ranging from China to Cuba, through Africa, India, and the Middle East, and was to remain ubiquitous both in military and civilian use throughout the Eastern Bloc, and with Soviet client states across the World. The 88-page book tells of the aircraft's inception, development, and all the many facets of its long service. Few aircraft can have achieved so much yet remained so unsung, but author Jakub Fojtik brings the story to life with a comprehensive and informed text that makes this book the definitive reference on the type, including all the usual Warpaint features, with artwork and scale drawings by Sam Pearson.

Previous Warpaint titles

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BIG ED (January)

BIG49433	P-39Q 1/48 Arma Hobby
BIG49434	A-4M mod. 1970 1/48 Magic Factory
BIG49435	A-4M mod. 1975 1/48 Magic Factory
BIG72184	F-35B 1/72 Tamiya
BIG72185	Chinook HC.1 1/72 Airfix

BRASSIN (January)

634048	Spitfire Mk.VIII LööK 1/24 Airfix
634049	MC.205 Veltro LööK 1/32 Italeri
644294	F-86A LööK 1/48 Clear Prop
632202	Bf 109E wheels 1/32 Eduard
632203	MG 15 magazines & case catchers PRINT 1/32
632204	MC.205 Veltro wheels 1/32 Italeri
648591	MiG-19S gun muzzles 1/48 Trumpeter
6481051	P-39 wheels early 1/48 Arma Hobby
6481052	P-39 wheels late 1/48 Arma Hobby
6481056	F-86F ejection seat 1/48 Hasegawa
6481062	Tempest Mk.V landing flaps PRINT 1/48 Eduard
6481063	F-5E/F/N wheels 1/48 AFV Club
653018	IJN ventilators PRINT 1/350
653021	IJN Type 96 25mm AA gun (triple) PRINT 1/350
672399	Bf 109G-10 WNF engine PRINT 1/72 Eduard
672400	Bf 109G-10 Mtt Regensburg engine PRINT 1/72 Eduard

LööKPlus (January)

644293	P-39N LööKplus 1/48 Arma Hobby
674023	Bf 109G-14/AS LööKplus 1/72 Eduard

BIGSIN (January)

SIN648135	P-51B Malcolm Hood canopy ESSENTIAL 1/48 Eduard
SIN67227	P-51D-10 ESSENTIAL 1/72 Eduard

634048

Spitfire Mk.VIII LööK*LööK*

1/24 Airfix

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Spitfire Mk.VIII in 1/24 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



634049

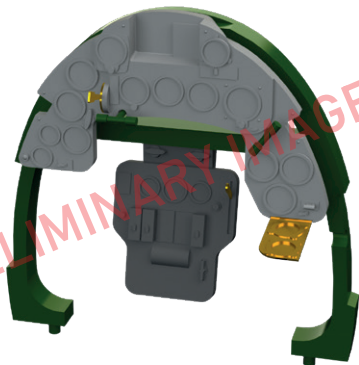
MC.205 Veltro LööK*LööK*

1/32 Italeri

LööK set - Brassin pre-painted dashboard and STEEL seat belts for MC.205 Veltro in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Italeri

Set contains:

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



644294

F-86A LööK

1/48 Clear Prop

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-86A in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Clear Prop

Set contains:

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



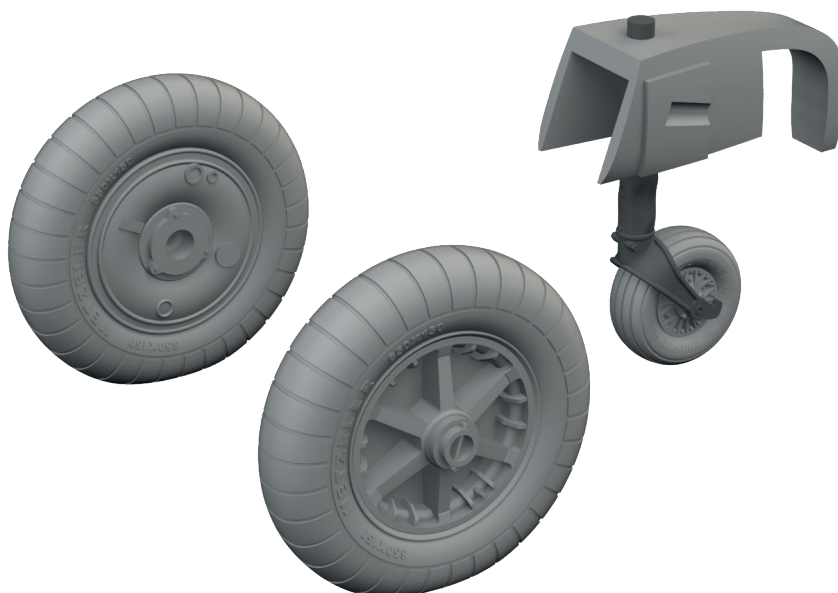
632202

Bf 109E wheels**1/32 Eduard**

Brassin set - the undercarriage wheels for Bf 109E in 1/32 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



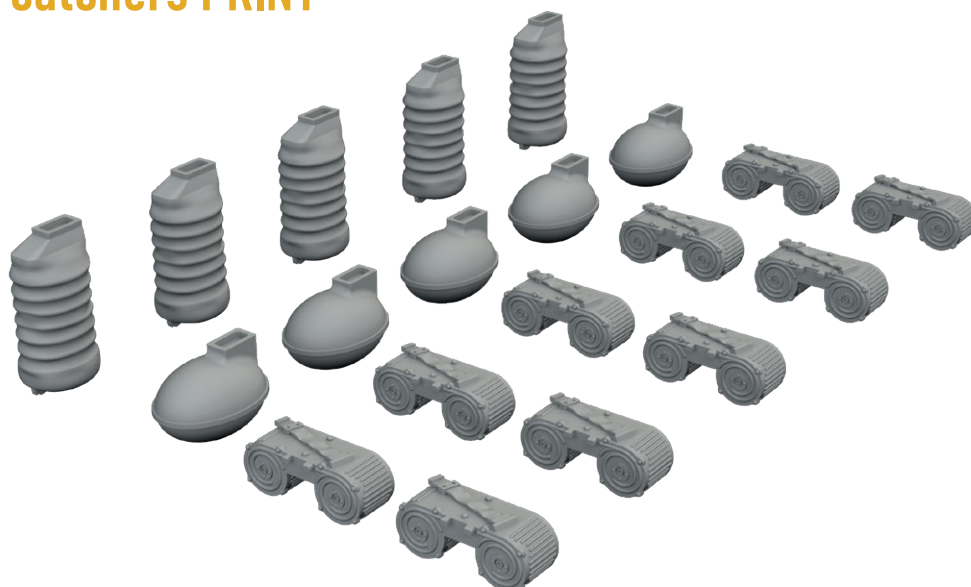
632203

MG 15 magazines & case catchers PRINT**1/32**

Brassin set - MG 15 machine gun magazines and case catchers in 1/32 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



632204

MC.205 Veltro wheels**1/32 Italeri**

Brassin set - the undercarriage wheels for MC.205 Veltro in 1/32 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Italeri

Set contains:

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



648591

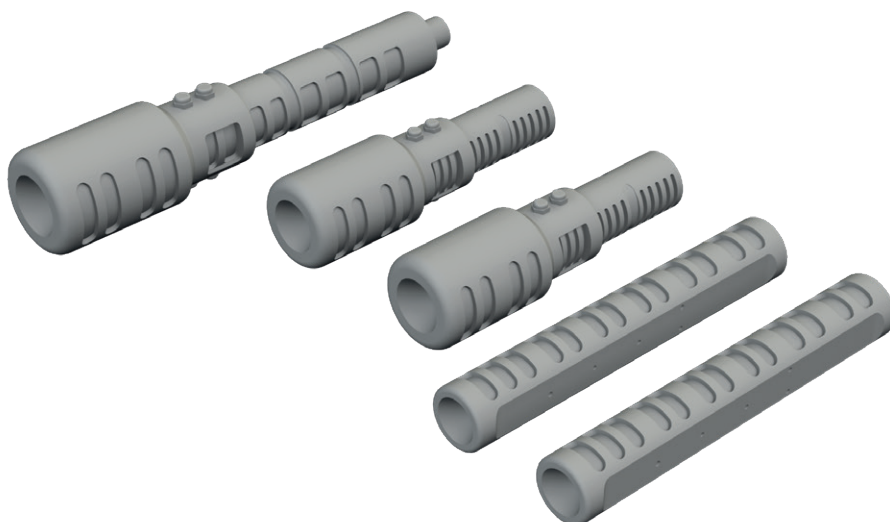
MiG-19S gun muzzles

1/48 Trumpeter

Brassin set - the nose gun muzzles for MiG-19S in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Trumpeter

Set contains:

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



6481051

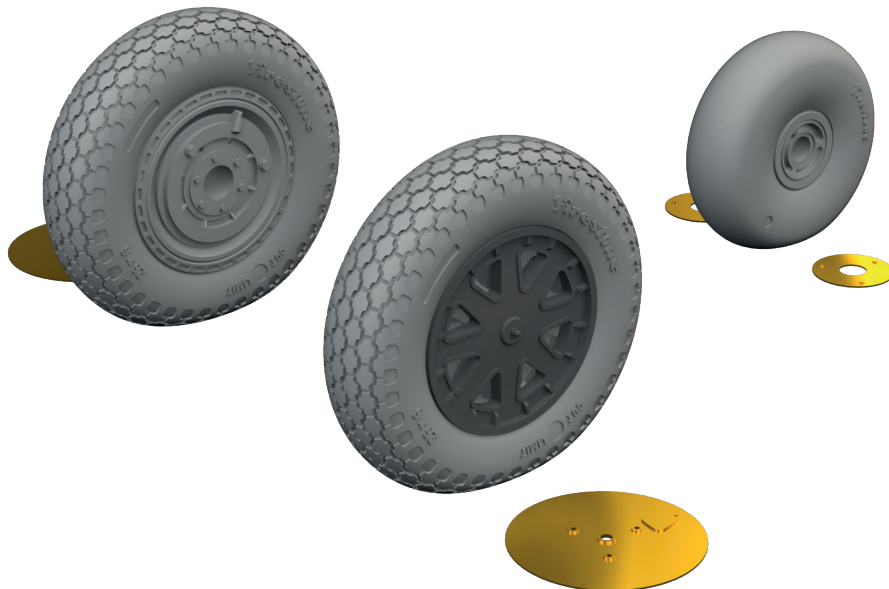
P-39 wheels early

1/48 Arma Hobby

Brassin set - the undercarriage wheels for P-39 in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



6481052

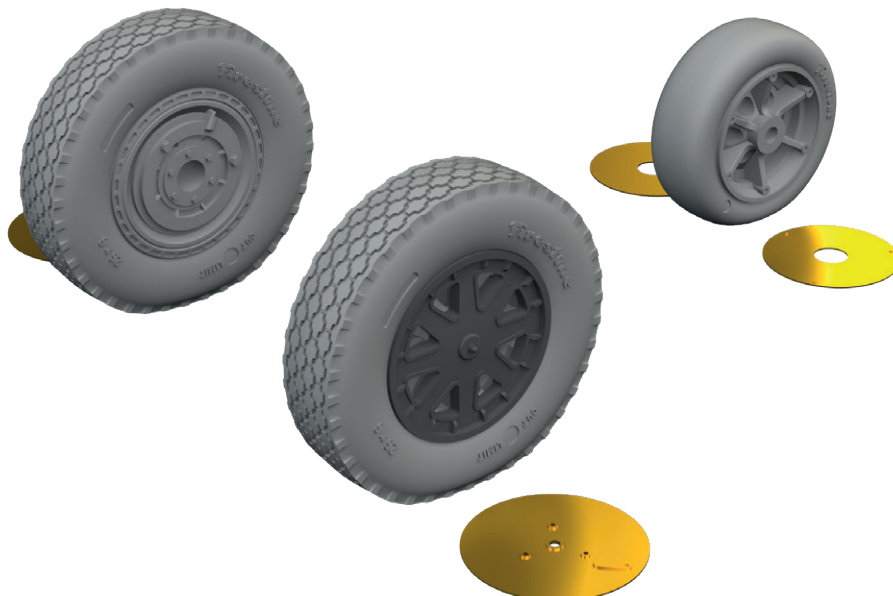
P-39 wheels late

1/48 Arma Hobby

Brassin set - the undercarriage wheels for P-39 in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



6481056

F-86F ejection seat**1/48 Hasegawa**

Brassin set - ejection seat for F-86F in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Hasegawa

Set contains:

- resin: 9 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



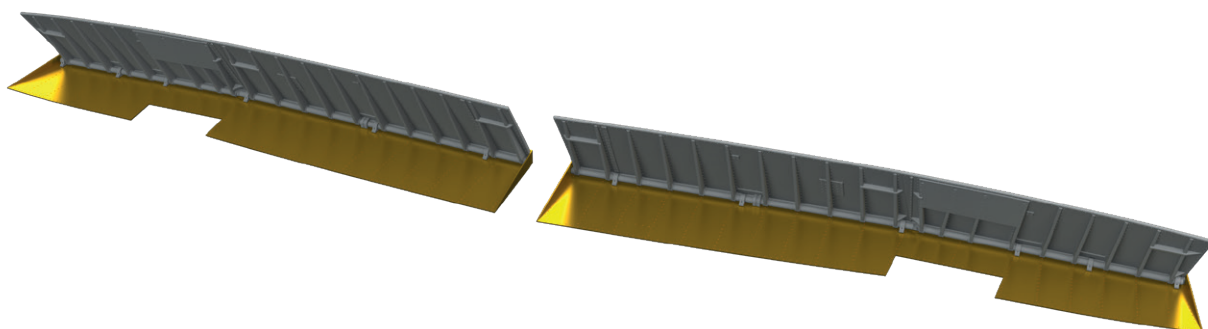
6481062

Tempest Mk.V landing flaps PRINT**1/48 Eduard**

Brassin set - deployed landing flaps for Tempest Mk.V in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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



6481063

F-5E/F/N wheels**1/48 AFV Club**

Brassin set - the undercarriage wheels for F-5E/F/N in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: AFV Club

Set contains:

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



653018

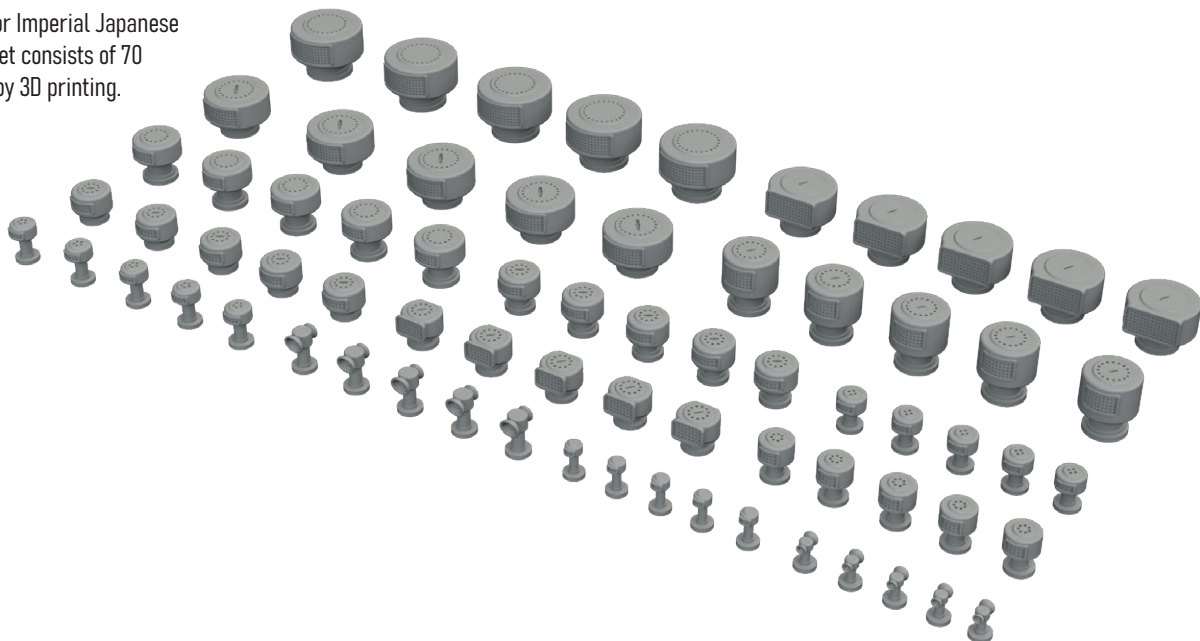
IJN ventilators PRINT

1/350

Brassin set - air ventilators for Imperial Japanese Navy vessels in 1/350 scale. Set consists of 70 ventilators of 14 types. Made by 3D printing.

Set contains:

- 3D print: 70 parts
- decals: no
- photo-etched details: no
- painting mask: no



653021

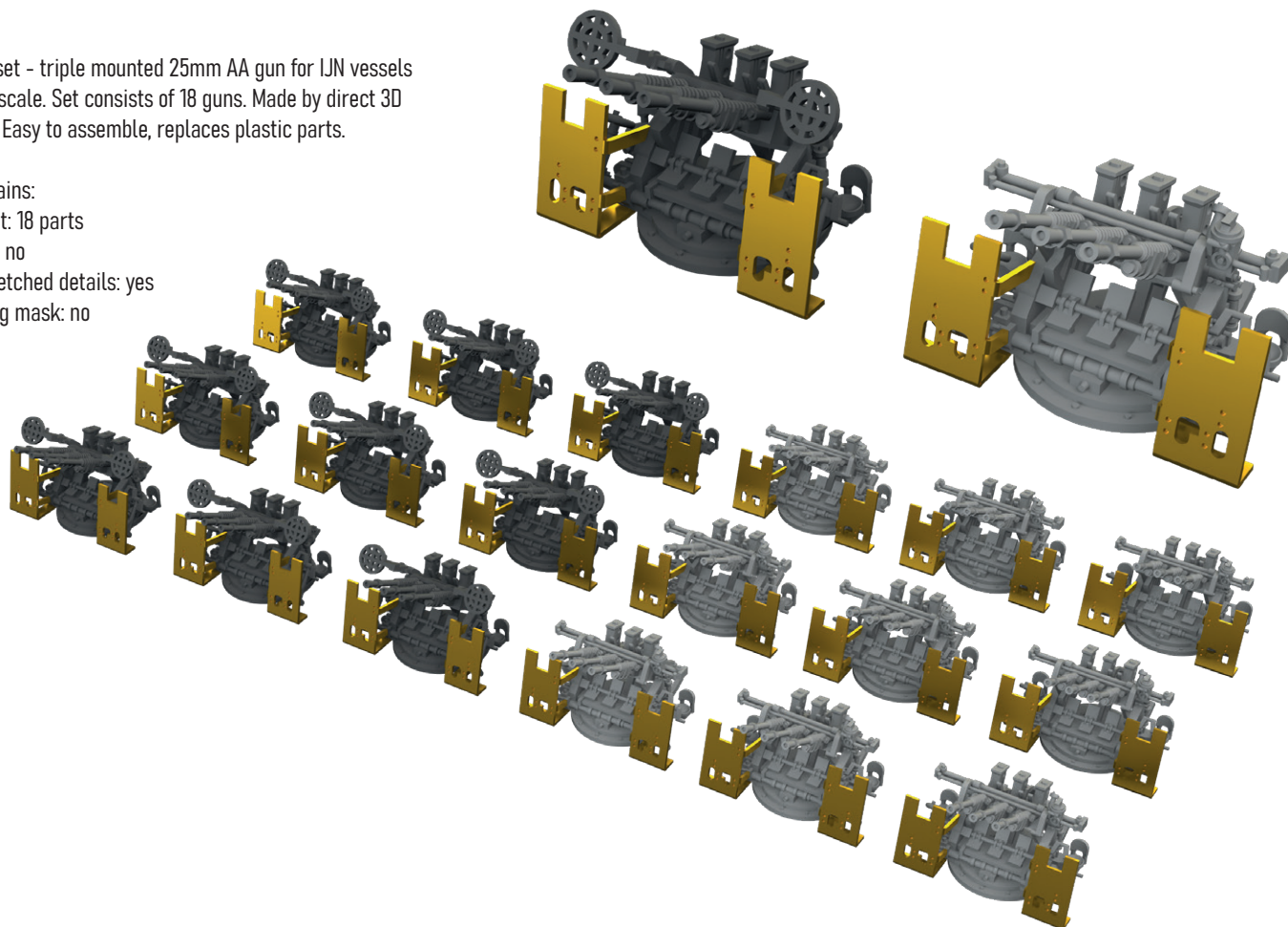
IJN Type 96 25mm AA gun (triple) PRINT

1/350

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

Set contains:

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



672399

Bf 109G-10 WNF engine PRINT**1/72 Eduard**

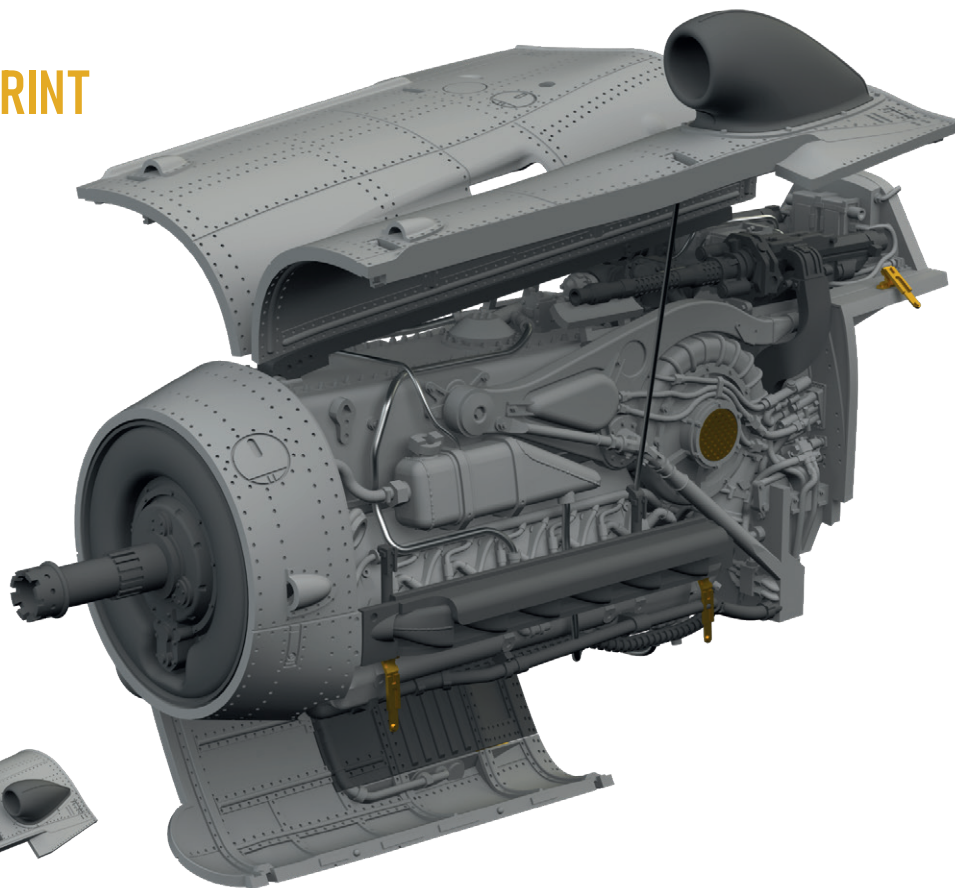
Brassin set - engine for Bf 109 G-10 produced by Wiener Neustädter Flugzeugwerke in 1/72 scale.

Cowlings are included. Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

- 3D print: 26 parts
- decals: no
- photo-etched details: yes
- painting mask: no



672400

Bf 109G-10 Mtt Regensburg engine PRINT**1/72 Eduard**

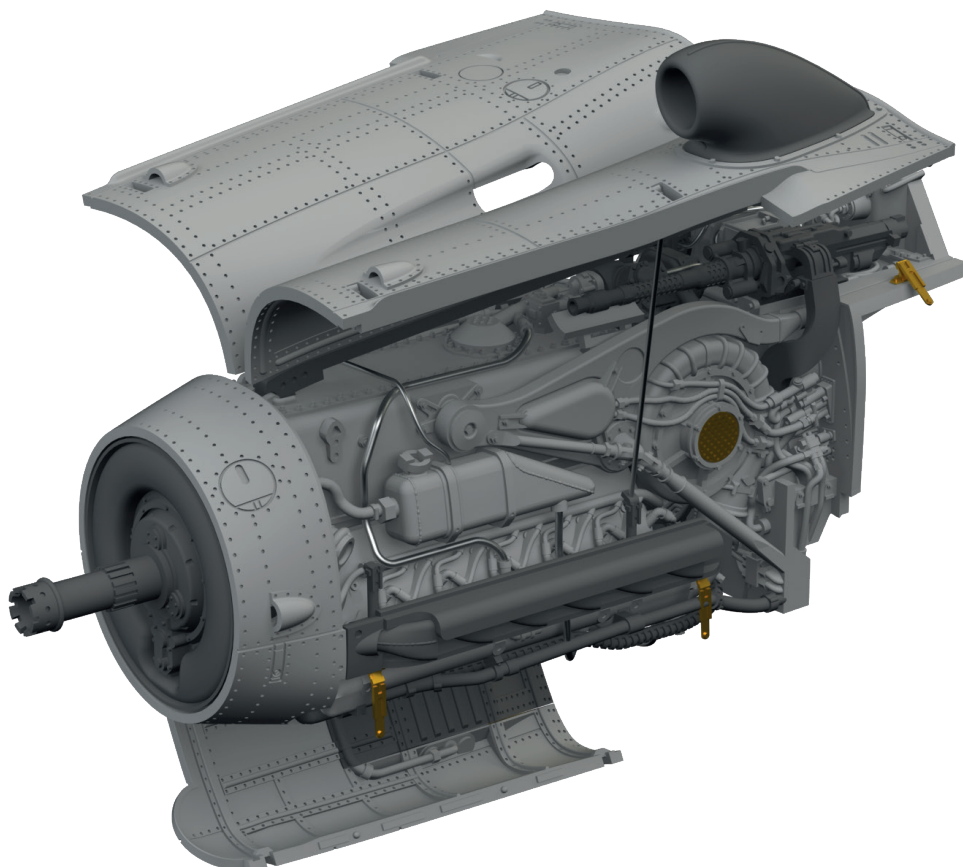
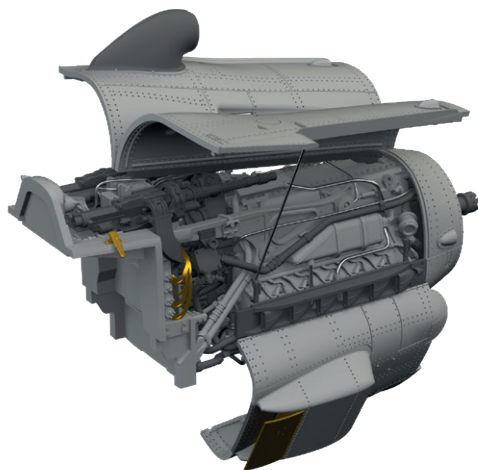
Brassin set - engine for Bf 109 G-10 produced by Messerschmitt factory in Regensburg in 1/72 scale.

Cowlings are included. Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

- 3D print: 26 parts
- decals: no
- photo-etched details: yes
- painting mask: no



644293

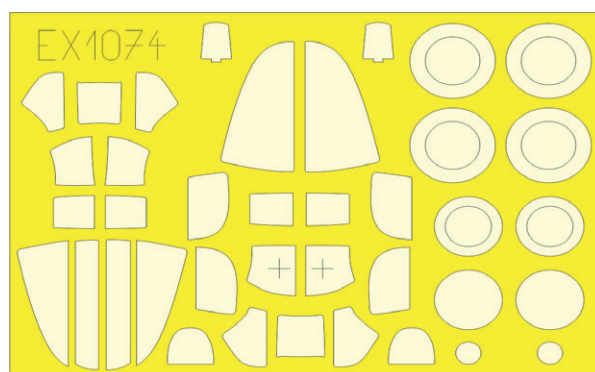
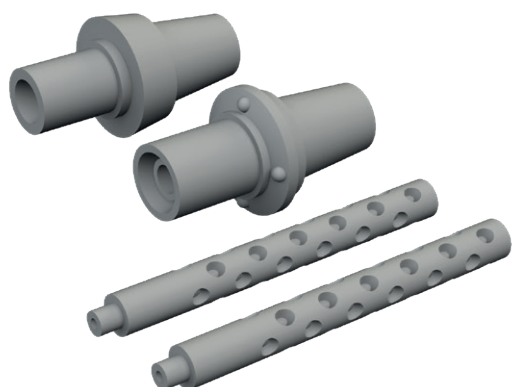
P-39N LööKplus

1/48 Arma Hobby

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

Recommended kit: Arma Hobby

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

Löökt

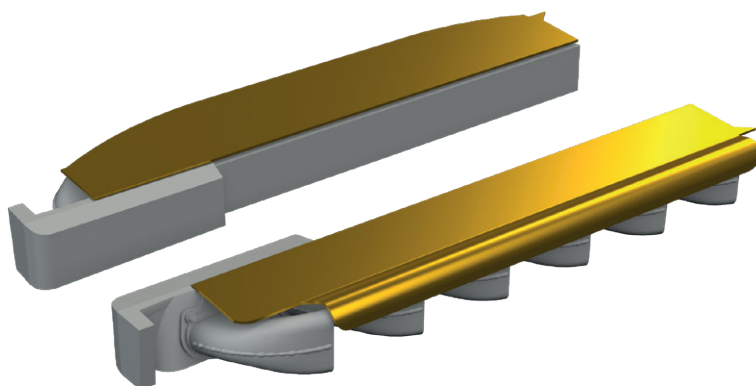
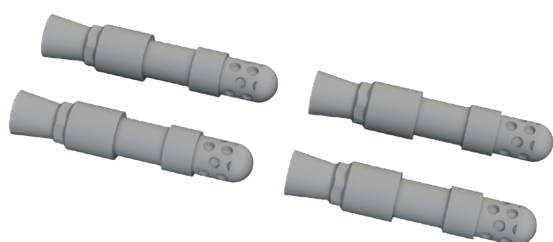
674023

Bf 109G-14/AS LööKplus

1/72 Eduard

Collection of 4 sets for Bf 109G-14/AS in 1/72 scale. Recommended kit: Eduard

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

Löökt

SIN648135

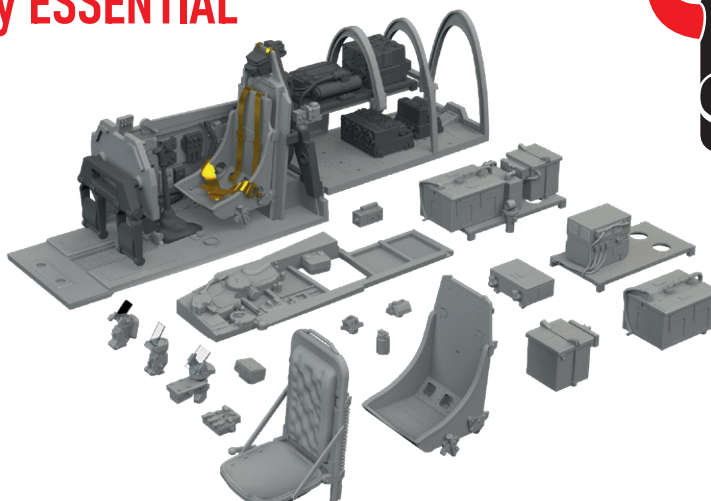
P-51B Malcolm Hood canopy ESSENTIAL

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 %.



SIN67227

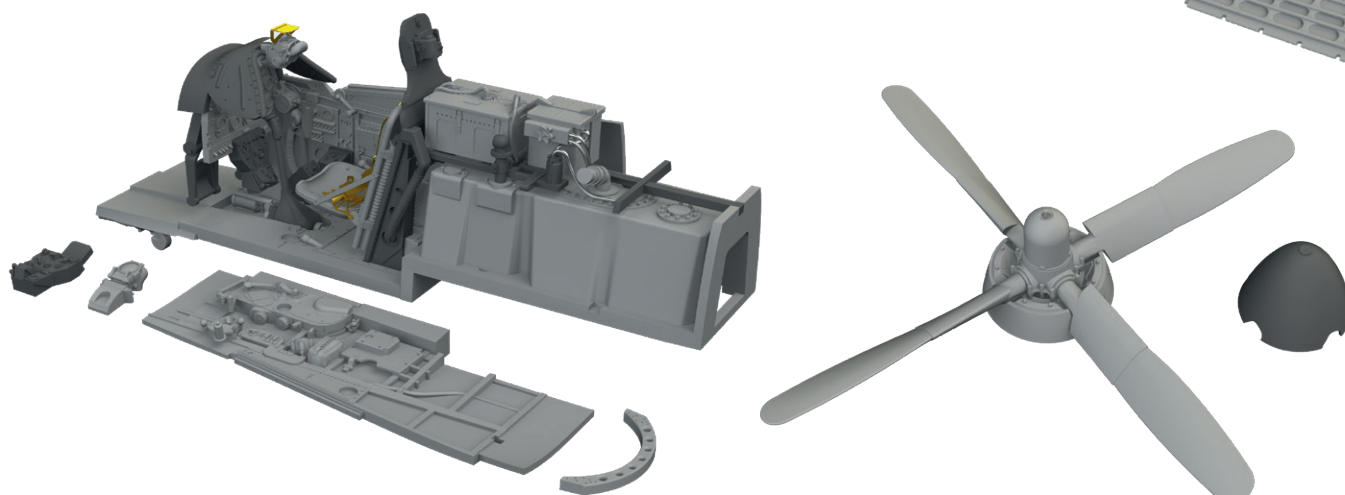
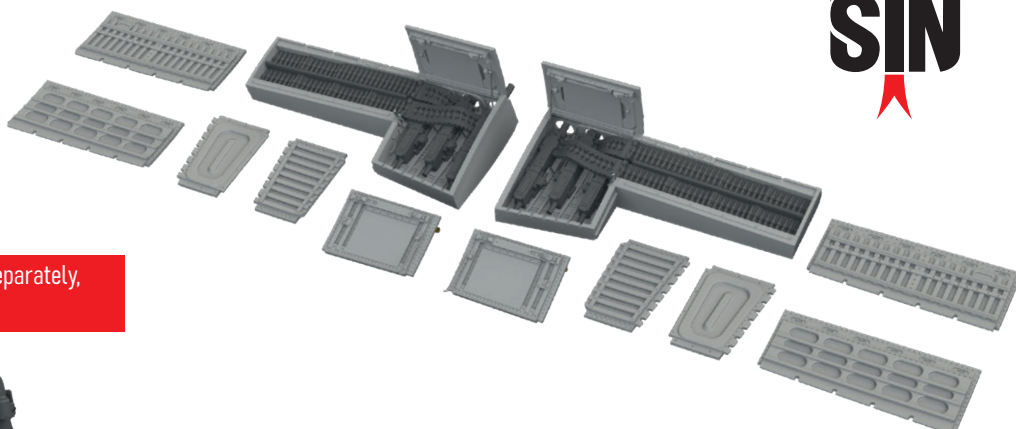
P-51D-10 ESSENTIAL

1/72 Eduard

Collection of 3 sets for P-51D-10 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

53318	USS Wasp LHD-1 part 1	1/350	Trumpeter
53319	USS Wasp LHD-1 part 2	1/350	Trumpeter
36528	IDF Eitan	1/35	Hobby Boss
36529	LVT-4	1/35	Italeri
36530	M3	1/35	I Love Kit
32492	MC.205 Veltro landing flaps	1/32	Italeri
321021	MC.205 Veltro	1/32	Italeri
491494	Junkers F.13	1/48	MiniArt
491496	Chipmunk T.20	1/48	Airfix
73839	Re.2002 Ariete	1/72	Italeri
73840	IAR-80	1/72	IBG
73841	IAR-81C	1/72	IBG

ZOOMS

33373	MC.205 Veltro	1/32	Italeri
33374	MC.205 Veltro seatbelts STEEL	1/32	Italeri
FE1494	Junkers F.13 seatbelts STEEL	1/48	MiniArt
FE1495	Bf 109K-4 seatbelts STEEL	1/48	Eduard
FE1496	Chipmunk T.20	1/48	Airfix
FE1497	Chipmunk T.20 seatbelts STEEL	1/48	Airfix
SS839	Re.2002 Ariete	1/72	Italeri

MASKS

EX1083	Junkers F.13	1/48	MiniArt
EX1084	Junkers F.13 TFace	1/48	MiniArt
EX1085	Chipmunk T.20	1/48	Airfix
EX1086	Chipmunk T.20 TFace	1/48	Airfix
EX1087	Bf 109G wings leading edge wavy lines	1/48	
CX680	Re.2002 Ariete	1/72	Italeri
CX681	IAR-80	1/72	IBG
CX682	IAR-81C	1/72	IBG

SPACE

3DL48207	Chipmunk T.20 SPACE	1/48	Airfix
3DL72052	Bf 110G-4 SPACE	1/72	Eduard
3DL72053	Re.2002 Ariete SPACE	1/72	Italeri
3DL72054	IAR-80 SPACE	1/72	IBG
3DL72055	IAR-81C SPACE	1/72	IBG

DECAL SET

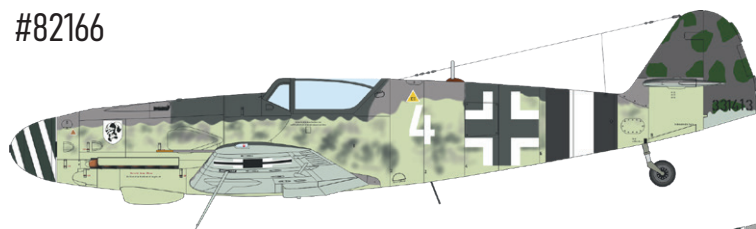
D72053	P-51D-5 "8th AF"	1/72	Eduard
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Bf 109K-4

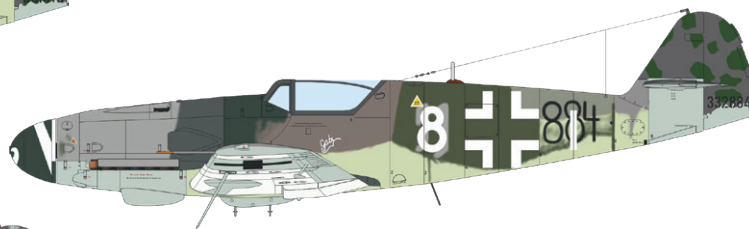
1/48



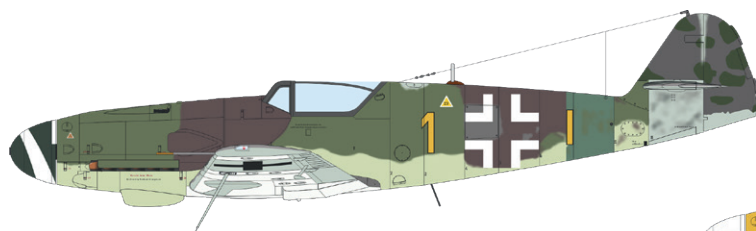
#82166

ProfiPACK
edition

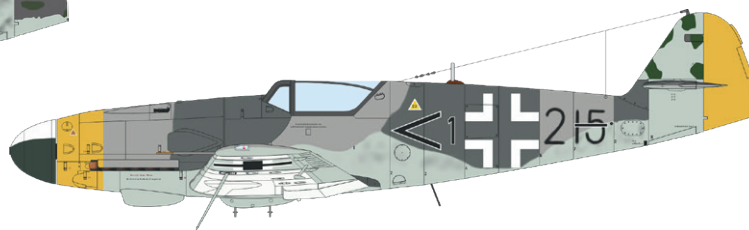
WNR. 331413, 1./JG 4, Berlin-Schönefeld, Germany,
February-March 1945



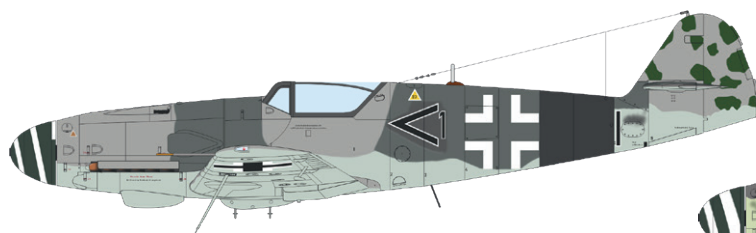
WNR. 332884, 9./JG 3, Leck, Germany, May 1945



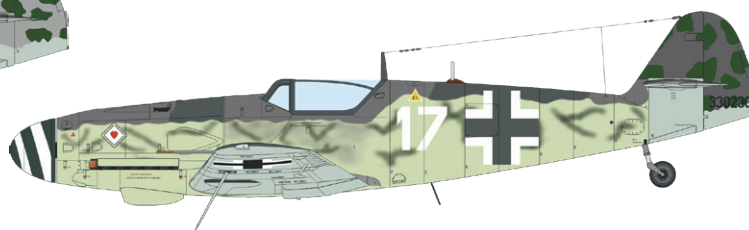
WNR. 334xxx, 11./JG 27, Goslar, Germany, April 1945



WNR. 335215, Lt. Willy van de Kamp, Stab II./JG 52,
Neubiberg, Germany, May 1945



WNR. 335xxx, Lt. Ernst-Dieter Bernhard, Stab III./JG 53,
Kaufbeuren, Germany, April 1945



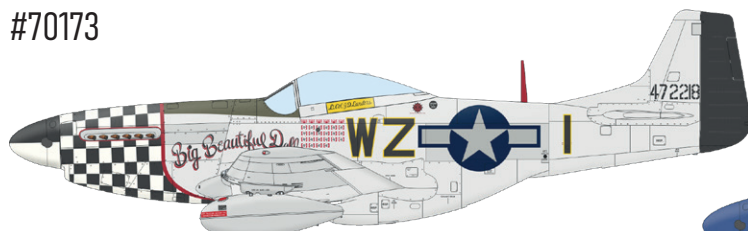
WNR. 330230, Uffz. Heinrich Munninger, 10./JG 77,
Neuruppin, Germany, November 1944

P-51D Mustang

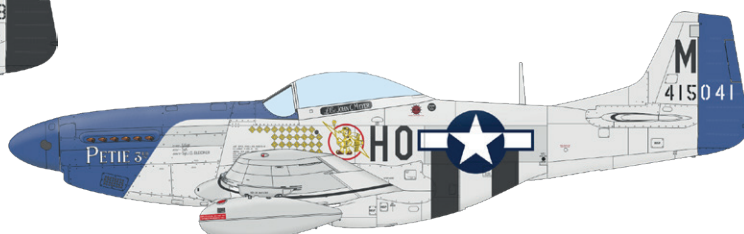
1/72



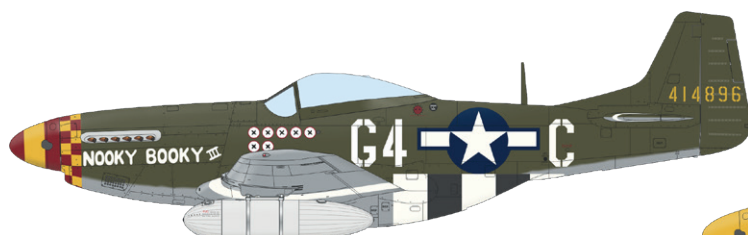
#70173

ProfiPACK
 edition


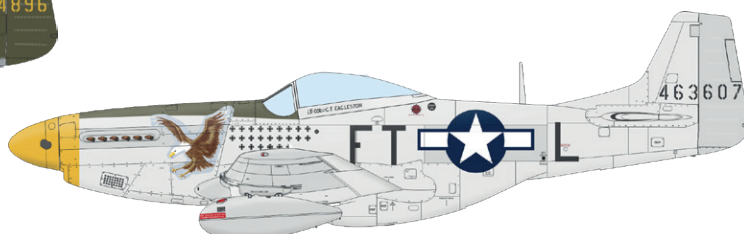
P-51D-20, 44-72218, Lt Col. John D. Landers, CO of 78th FG, 8th AF, Duxford, United Kingdom, March 1945



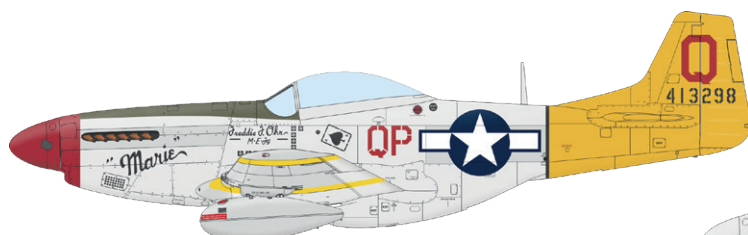
P-51D-15, 44-15041, Lt Col. John C. Meyer, CO of 352nd FG, 8th AF, Y-29 Asch, Belgium, December 1944



P-51D-10, 44-14896, Maj. Leonard K. Carson, 362nd FS, 357th FG, 8th AF, Leiston, United Kingdom, September 1944



P-51D-20, 44-63607, Lt Col. Glenn T. Eagleston, CO of 353rd FS, 354th FG, 9th AF, Y-64 Ober Olm, Germany, April 1945



P-51D-5, 44-13298, Capt. Fredie F. Ohr, 2nd FS, 52nd FG, 15th AF, Madna, Italy, Autumn 1944



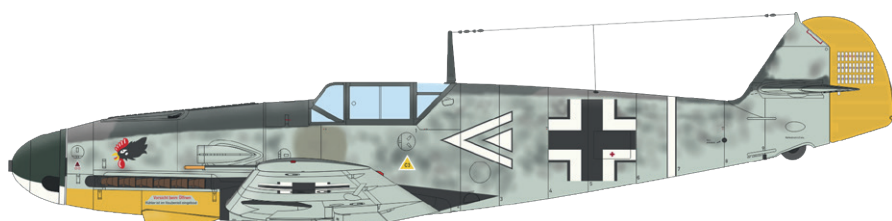
P-51D-20, 44-72570, Lt. Ralph S. Gardner/2nd Lt. Chester Jatczak, 457th FS, 506th FG, 20th AF, Iwojima, June/July 1945

Bf 109F-2

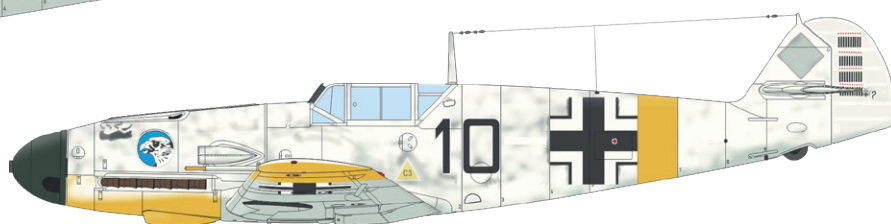
1/72



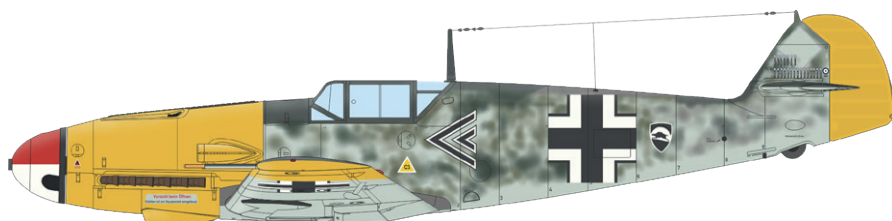
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WEEKEND
edition

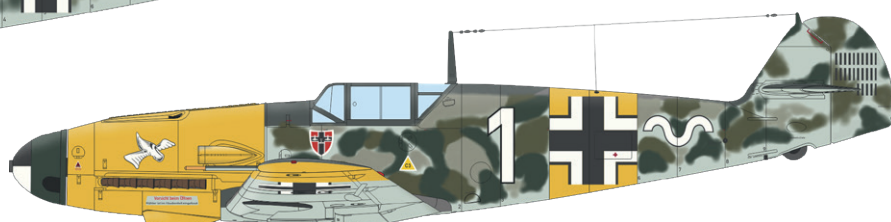
Hptm. Hans Hahn, CO of III./JG 2,
Saint-Pol-sur-Ternoise, France, July 1941



WNR. 8239, Lt. Hans Strelow, 5./JG 51,
Bryansk, the Soviet Union, March 1942



WNR. 8165, Hptm. Karl-Heinz Leesmann,
CO of I./JG 52, Amsterdam, the Netherlands,
June 1941



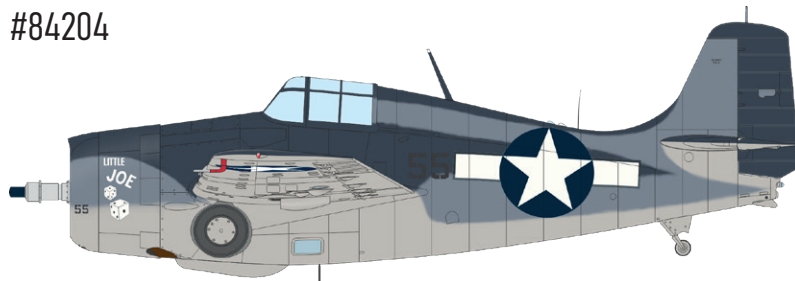
Lt. Max-Hellmuth Ostermann, 7./JG 54, Dugino,
the Soviet Union, September 1941

F4F-4 Wildcat late

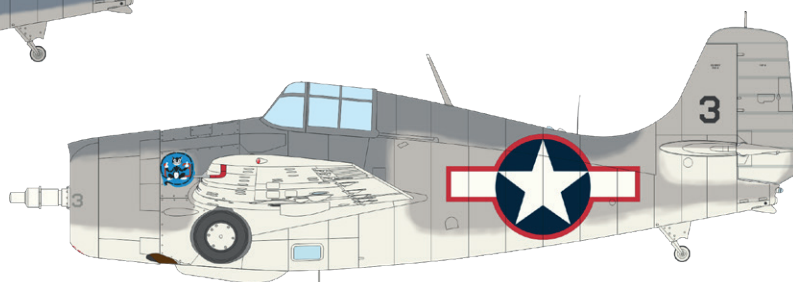
1/48



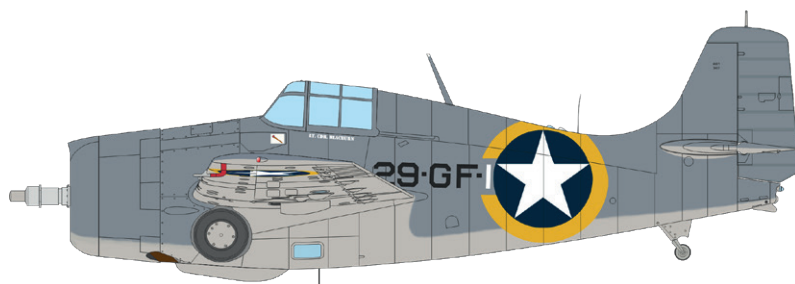
#84204

WEEKEND
 edition


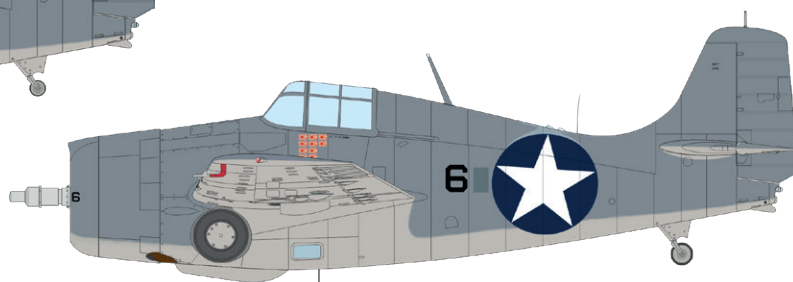
VMF-441, Nanumea, November 1943



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



VGF-29, Lt Cdr John T. Blackburn, USS Santee (CVE-29), November 1943

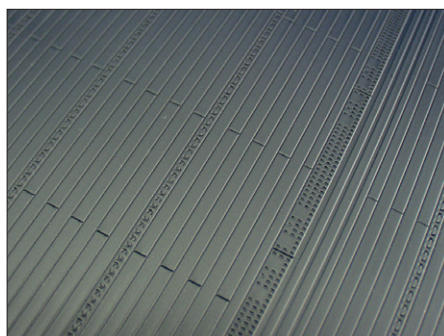
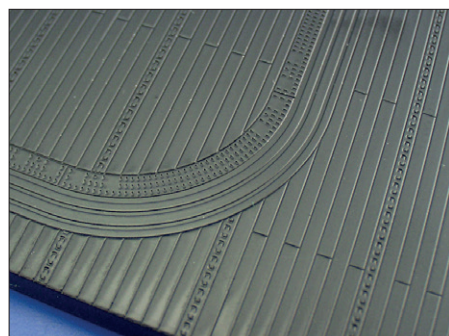
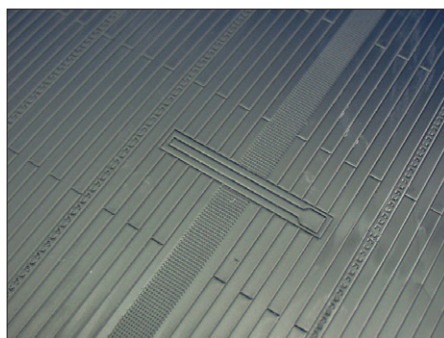
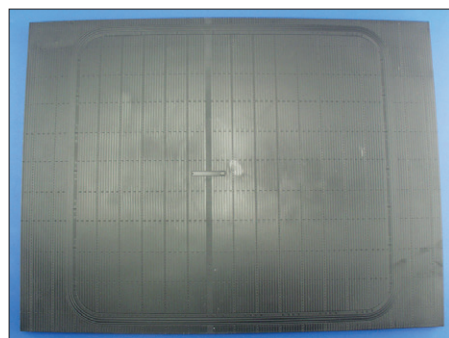


VMF-111 (121), 2Lt. Thomas Mann, Samoa Spring 1943

US Navy Carrier Deck

1/48

Re-Release #8802





#R0023

P-40E WARHAWK

DUAL COMBO 1/48

Premiere of Eduard kit from new moulds

- The kit contains two complete sets of sprues for two models to be built as P-40E Warhawk and P-40E-1 (Kittyhawk Ia).
- Number of markings: 12
- PE parts: yes, pre-painted
- 3D Prints: seats two types, wheels two types and exhausts
- Painting mask: yes
- Masking insert of the main wheel wells (Omask)
- Poster
- Magnet sticker with the P-40 theme

February 2025

Pre-order from
your hobby shops!



41-5726, Capt. Philip G. Cochran, 65th PS, 57th PG, Mitchel Field, USA, spring 1942



41-5647, 2Lt. John Landers, 9th FS, 49th FG, Darwin, Australia, 1942



11th FS, 343rd FG, Atoll Kiska, Aleutian Islands, summer 1943



ET790, Sqn. Ldr. Billy Drake, No. 112 Squadron (RAF), LG91, Egypt, July 1942



41-36402, 2Lt. Dallas Adellon Clinger, 16th FS, 23rd FG, Kunming, China, 1942



41-5509, 1Lt. Joseph J. Kruzel, 17th PS (Provisional), 4th CG, Java, February 1942



A29-113, S/Ldr. Richard Cresswell, No. 77 Squadron (RAAF), Australia, late 1942



ET953, S/Ldr. Robert H. M. Gibbs, No. 3 Squadron (RAAF), LG91, Egypt, August-September 1942



Col. Robert L. Scott, CO of 23rd FG, 14th AF, Kunming, China, October 1942



41-36171, 2Lt. Clyde H. Barnett Jr, 8th FS, 49th FG, Kila Kila, New Guinea, late 1942

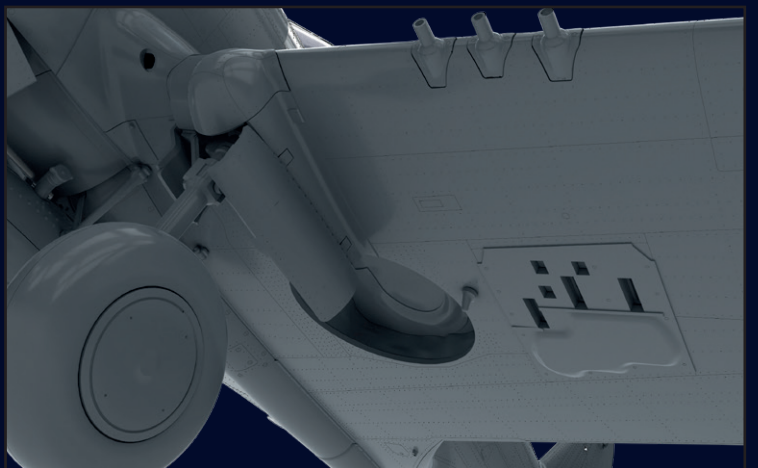
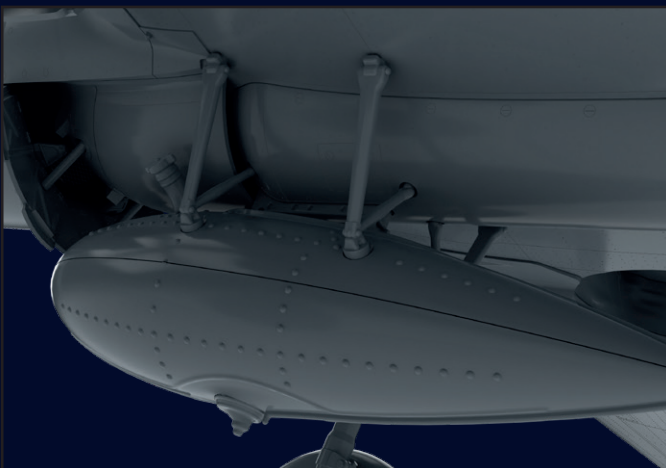
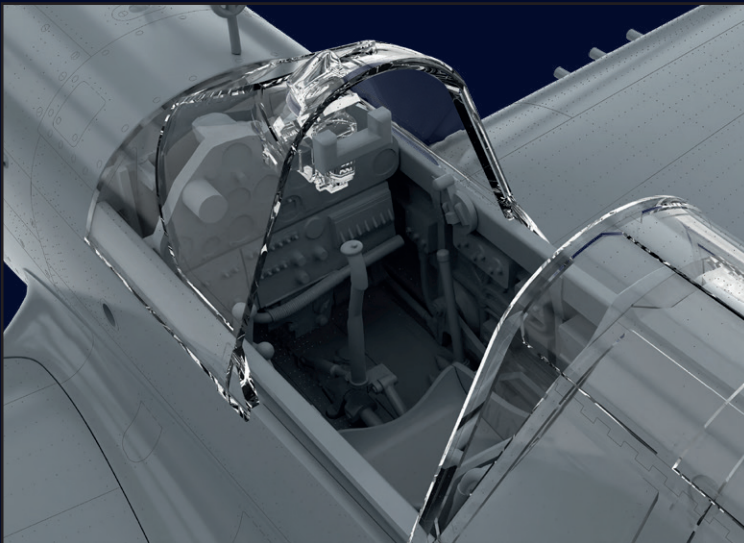
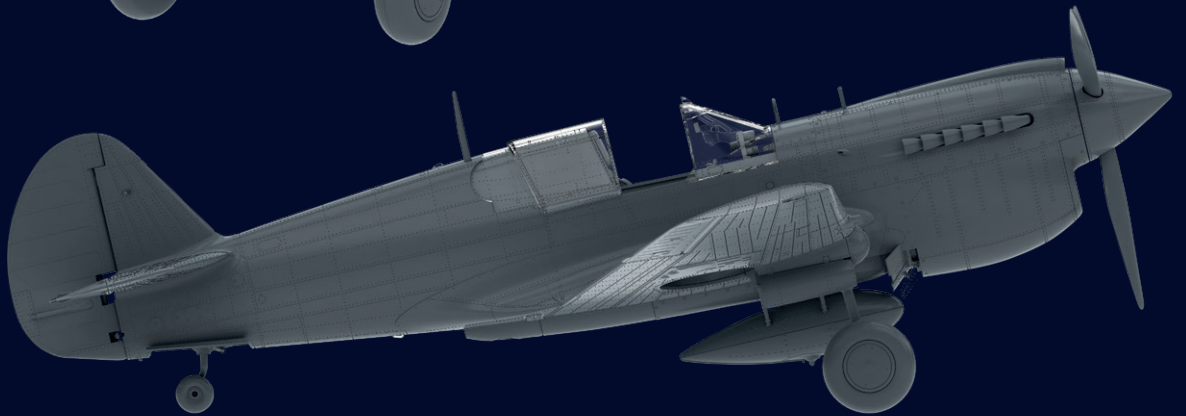


AL194 (1087), WO2 S.R. J. McLeod, No. 111(F) Squadron (RCAF), Kodiak Island, Alaska, April 1943



Maj. Pyotr A. Pokryshev, 154 IAP, Plekhanovo, USSR, September 1942

KIT:

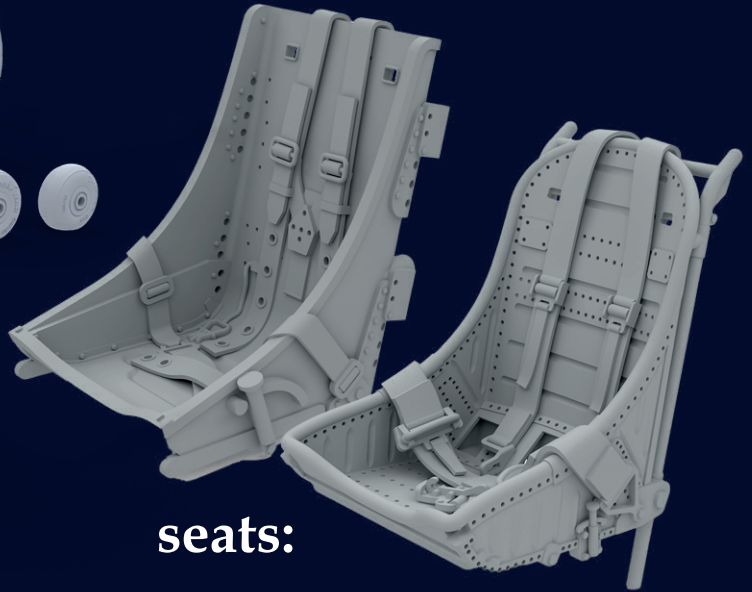


ACCESSORIES

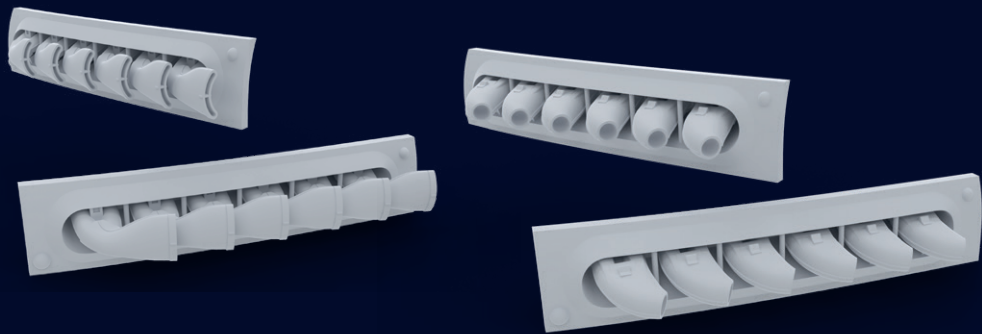
wheels



seats:



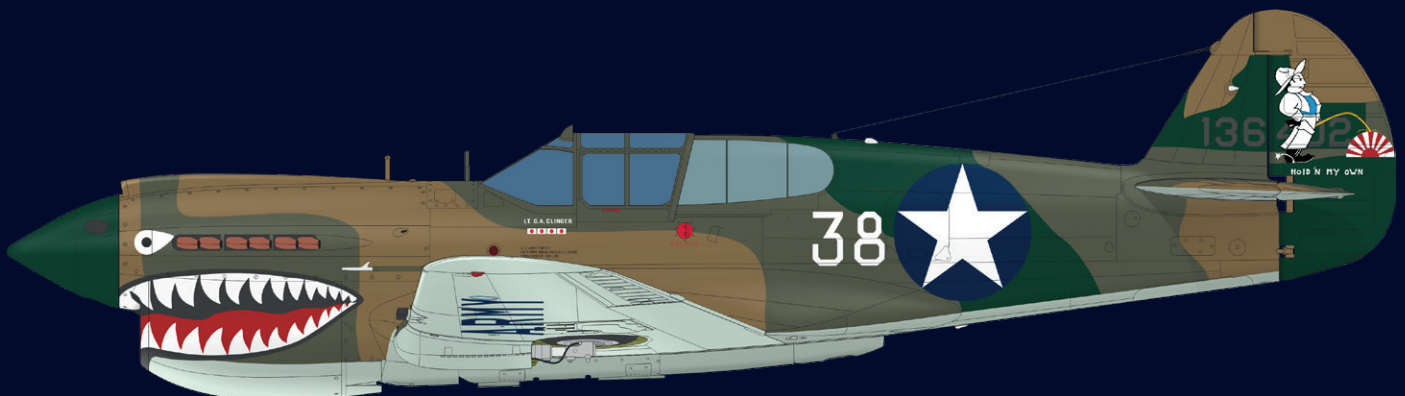
exhaust:



MARKINGS:

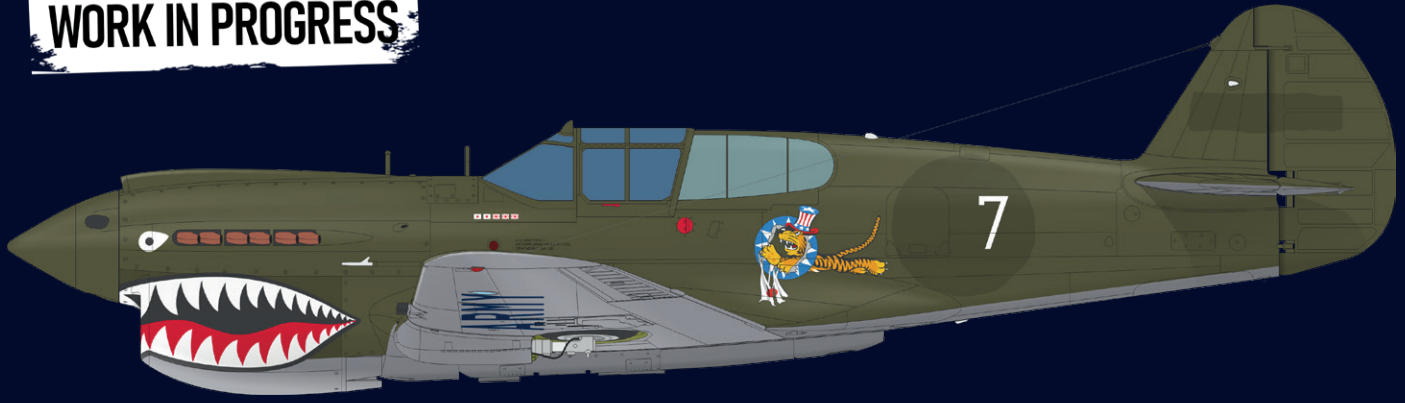


41-5726, Capt. Philip G. Cochran, 65th PS, 57th PG, Mitchel Field, USA, spring 1942

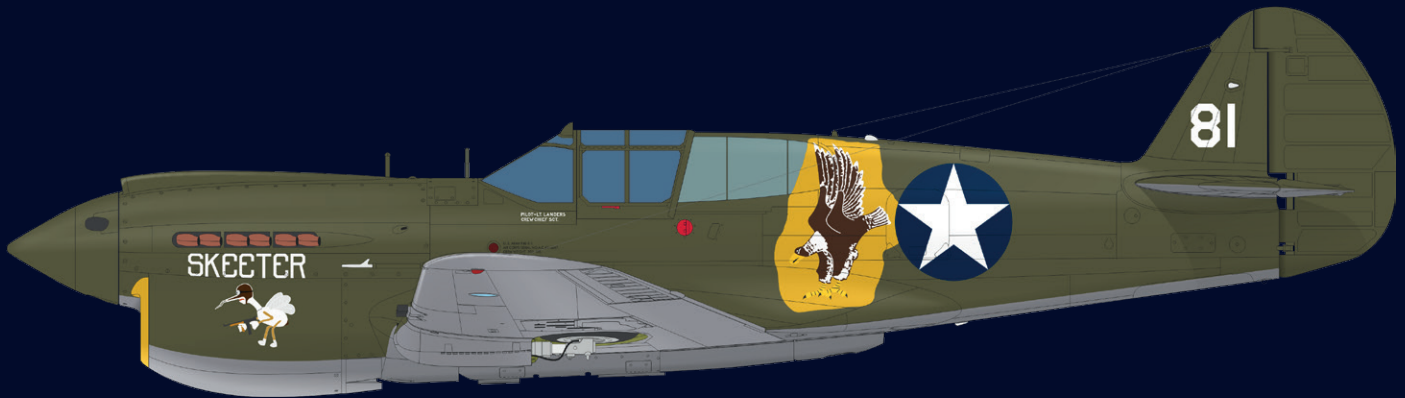


41-36402, 2Lt. Dallas Adellon Clinger, 16th FS, 23rd FG, Kunming, China, 1942

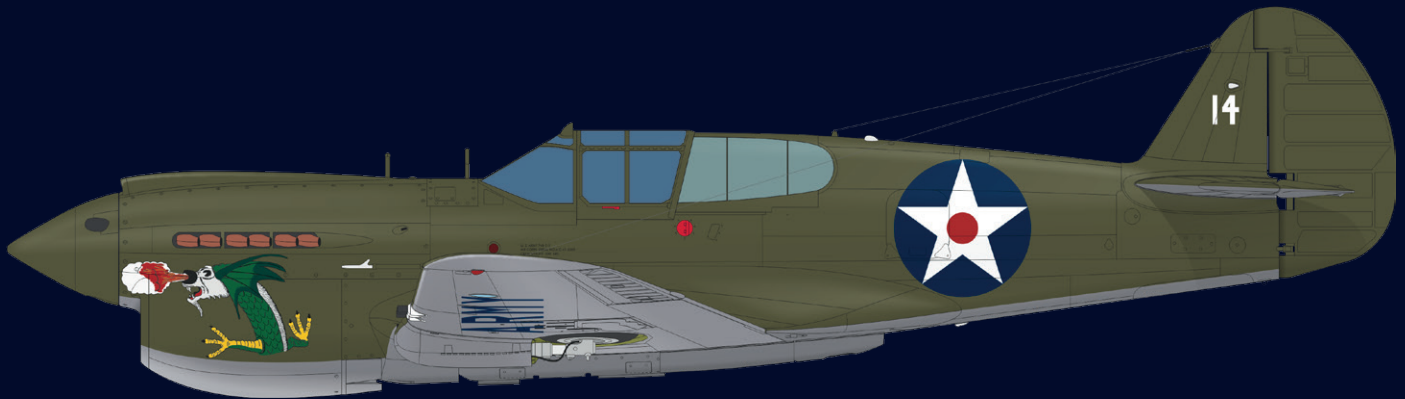
WORK IN PROGRESS



Col. Robert L. Scott, CO of 23rd FG, 14th AF, Kunming, China, October 1942



41-5647, 2Lt. John Landers, 9th FS, 49th FG, Darwin, Australia, 1942

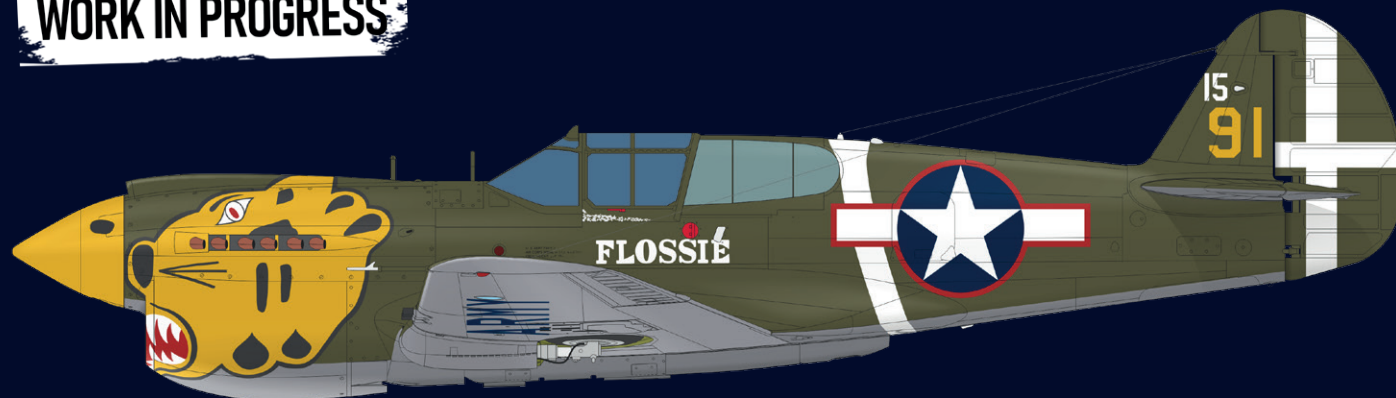


41-5509, 1Lt. Joseph J. Kruzell, 17th PS (Provisional), 4th CG, Java, February 1942



41-36171, 2Lt. Clyde H. Barnett Jr, 8th FS, 49th FG, Kila Kila, New Guinea, late 1942

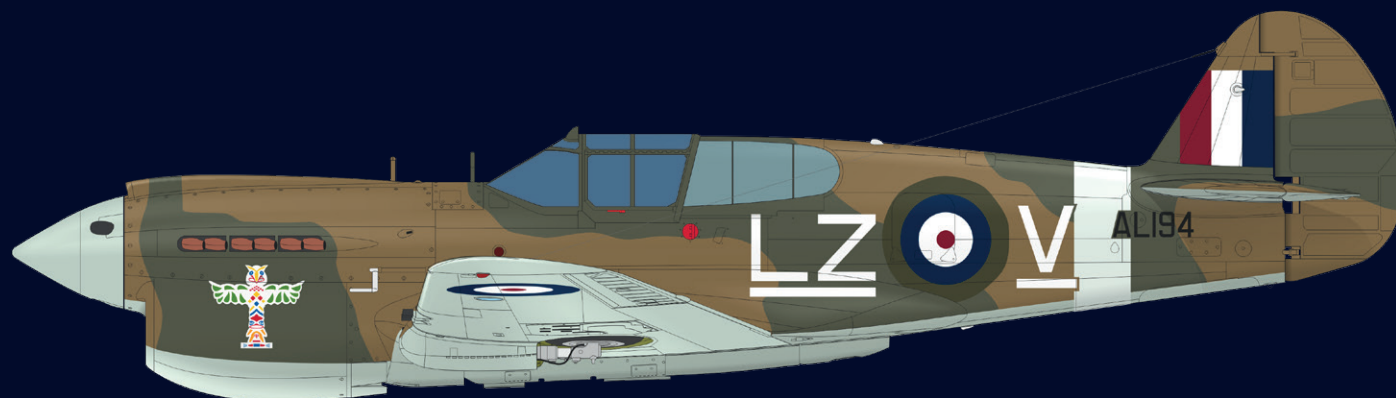
WORK IN PROGRESS



11th FS, 343rd FG, Atoll Kiska, Aleutian Islands, summer 1943



A29-113, S/Ldr. Richard Cresswell, No. 77 Squadron (RAAF), Australia, late 1942

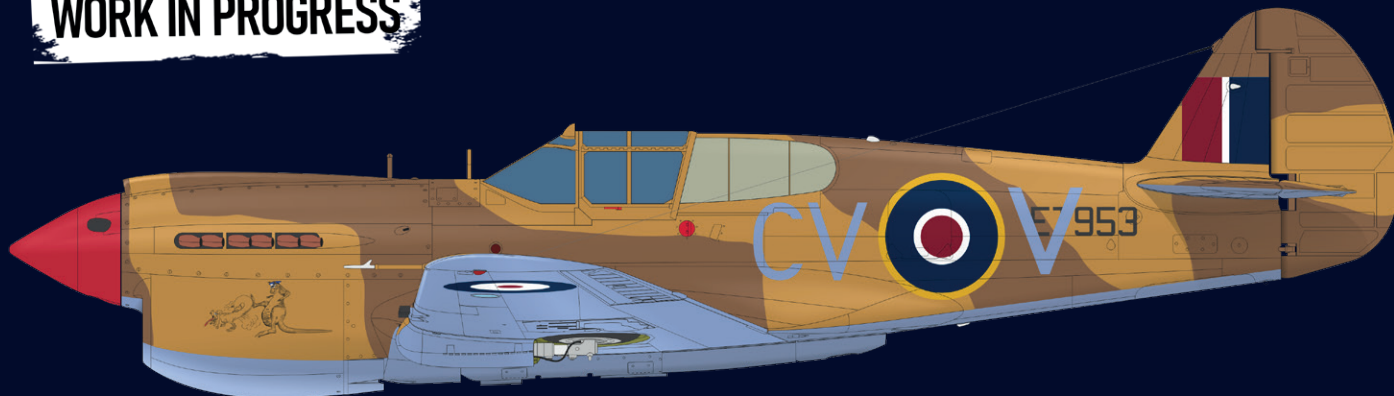


AL194 (1087), WO2 S R. J. McLeod, No. 111(F) Squadron (RCAF), Kodiak Island, Alaska, April 1943

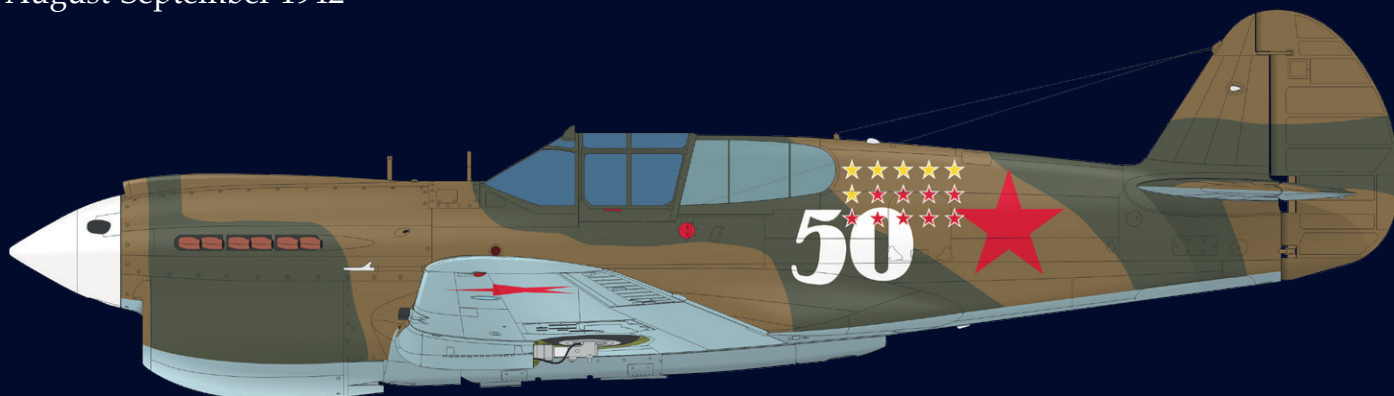


ET790, Sqn. Ldr. Billy Drake, No. 112 Squadron (RAF), LG91, Egypt, July 1942

WORK IN PROGRESS



ET953, S/Ldr. Robert H. M. Gibbes, No. 3 Squadron (RAAF), LG91, Egypt, August-September 1942



Maj. Pyotr A. Pokryshev, 154 IAP, Plekhanovo, USSR, September 1942

ON APPROACH 02/2025:

P-40E Warhawk OVERTREES 1/48

Cat.No.: 82241X



6481060

P-40E LööK 1/48

Cat.No.: 644295



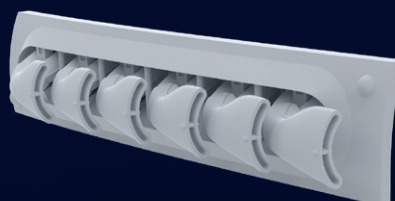
P-40E wheels cross tread 1/48

Cat.No.: 6481058

P-40 exhaust stacks rounded

PRINT 1/48

Cat.No.: 6481060



6481061

P-40 exhaust stacks fishtail

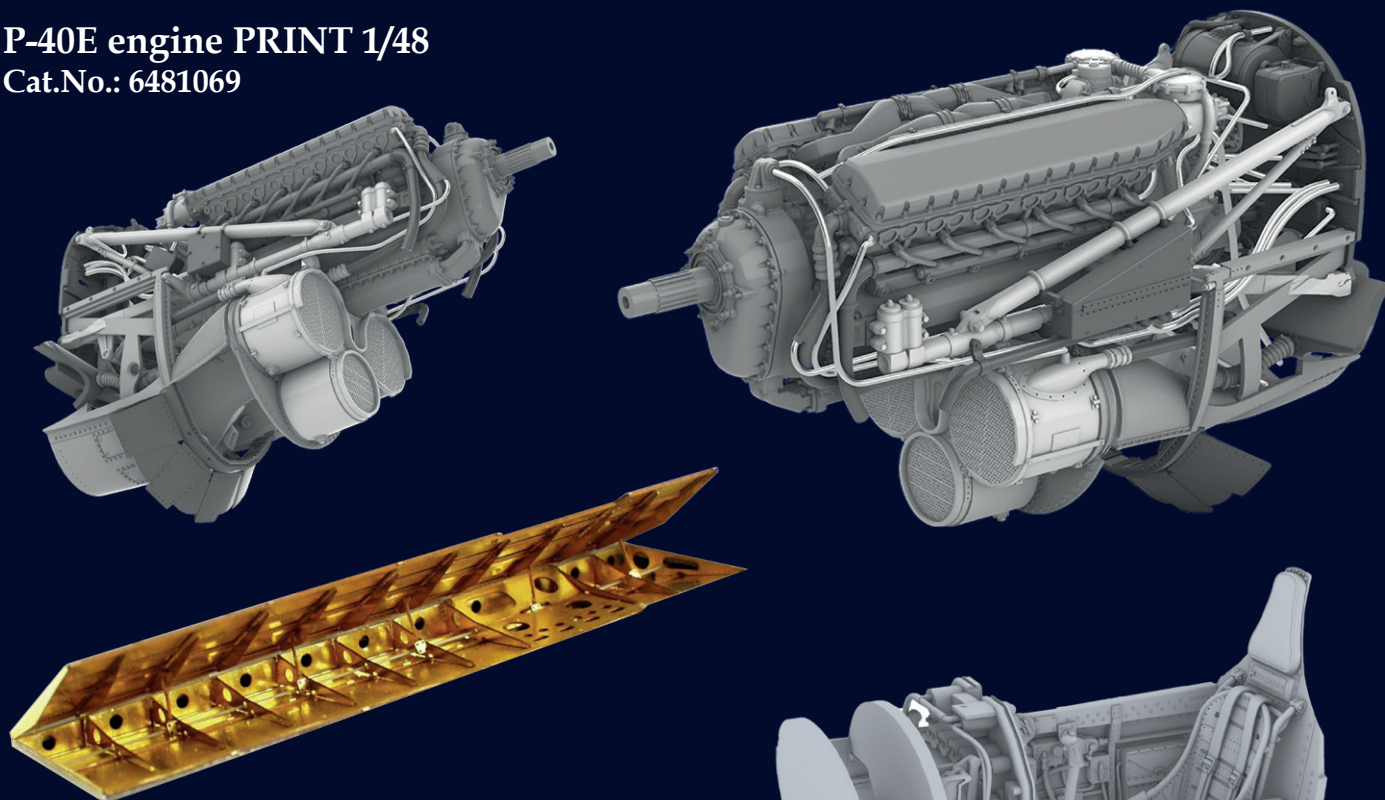
PRINT 1/48

Cat.No.: 6481061



P-40E engine PRINT 1/48

Cat.No.: 6481069

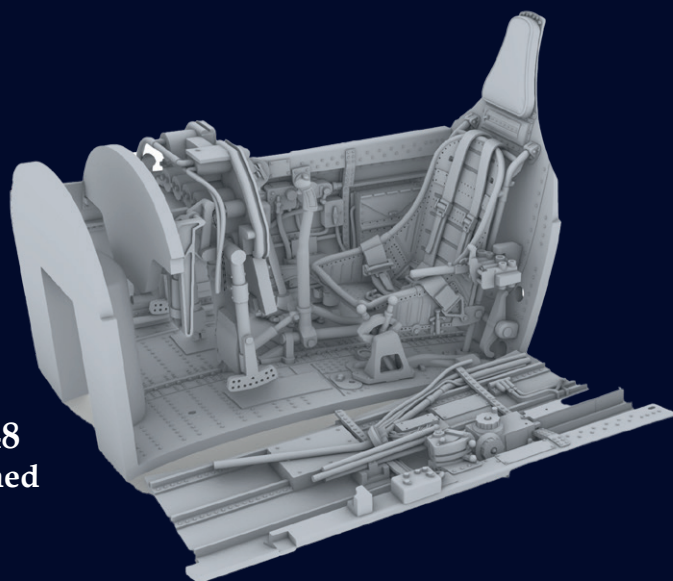


P-40E landing flaps 1/48

Cat.No.: 481155

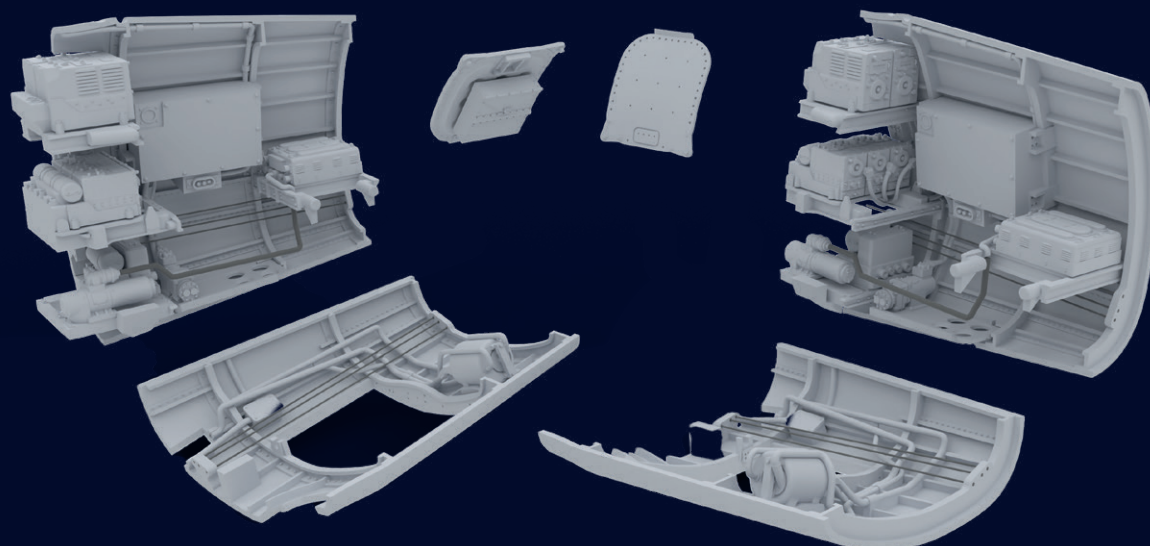
P-40E cockpit 1/48

Cat. No.: to be defined



P-40E radiocompartment 1/48

Cat. No.: to be defined



P-40E seatbelts STEEL 1/48

Cat.No.: FE1498

P-40E TFace 1/48

Cat.No.: EX1089

P-40E 1/48

Cat.No.: EX1088

P-40E SPACE 1/48

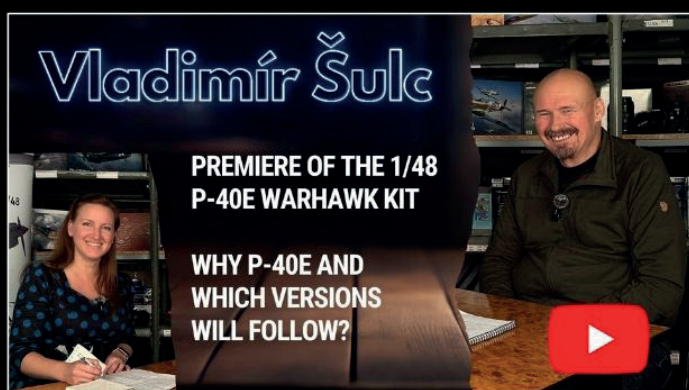
Cat.No.: 3DL48208



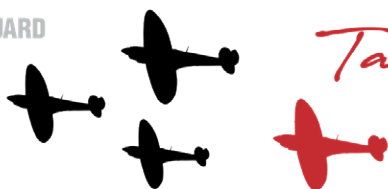
WE HAVE JUST LAUNCHED A NEW YOUTUBE PODCAST CHANNEL

hosted by Katka Borecká!
Her guests will gradually introduce
the new 1/48 scale P-40E model kit
throughout November.

And that's just the beginning! You'll
get to join Katka and her guests on
this platform regularly!



www.youtube.com/@EduardOnAirPodcast



HOW TO CHOOSE A GIFT FOR A MODELER

Jan Bobek

The end of the year is approaching, and during its final days, many of our customers will celebrate Christmas, a holiday often associated with gift-giving tradition. Every year, families of modelers face the same challenge: What gift should we choose for the modeler in our lives?

For family members, a model kit might seem like just another colorful box filled with boring gray plastic parts. Yet, for reasons that often seem mysterious, the modeler greets its contents—and sometimes even the packaging—with an enthusiasm comparable to a fisherman who has just landed the catch of a lifetime.

I understand how difficult it can be to choose such a gift. Thirty years ago, I worked as a salesman in a model shop. Throughout most of the year, our customers were predominantly men. However, in the last few weeks leading up to Christmas, we noticed a significant increase in female customers. Mothers, wives, girlfriends, and daughters would visit, hoping to find something suitable, and we, as salesmen, did our best to advise them.

We would try to roughly determine which kit might make a good gift by asking questions. The women would tentatively answer, describing the size of the models in the modeler's collection, whether they were airplanes, how many engines they had, and what national insignias they bore. Using these clues and working within the given price range, we would suggest a kit that we believed would delight the modeler.

It was much easier when my friend Pavel's mother, whose son built 1/35 scale tank models, came to me for advice. I knew exactly what he was interested in and what kits he already had in his collection. I managed to surprise him with a brand-new kit—a Tamiya Tiger tank—as I didn't tell him that such a kit had been released. He practically flipped under the Christmas tree! Back then, the internet was still in its infancy, and social networks didn't exist.

Today, pulling off such a Christmas surprise would be far more difficult. We live in a completely different information age. On platforms like Scalemates, for instance, modelers can maintain detailed databases of their collections and wishes. While incredibly useful, this makes it harder to keep it a surprise. At the same time, the number of physical hobby shops where one can get expert advice is dwindling.

This has made me wonder how I would go about choosing a gift for a modeler if I knew nothing about the hobby. It's certainly no easy

task. Our readers and customers know how specialized their wishes can be. It's not always about the latest releases; sometimes it's the rare, discontinued kits that a modeler truly desires. Take me, for example. I've always dreamed of owning the 1/350 scale Akitsushima seaplane tender kit from Hasegawa. But I will probably never become one of the lucky owners of this unique kit—only 500 were ever made!

With only a few dozen kits in my collection—compared to a much larger number of books—I decided to try a simple experiment with ChatGPT. This chatbot uses "artificial intelligence", implementing a large language model (LLM) and artificial neural network technology. I provided it with a list of my kits, including the scale, manufacturer's name, and catalog number, and tasked it with suggesting a new kit as a gift for the modeler who owns this collection.

I was pleasantly surprised by the results. The chatbot deduced that the owner of the collection prefers 1/48 scale kits, with a particular fondness for the Zero from various manufacturers. It also noted that, in addition to the dominant Eduard kits, the owner's favorite companies include Tamiya, Hasegawa, and Nichimo. Since I hadn't given specific preferences for the gift selection, the chatbot set its own criteria. It defined the ideal gift as a 1/48 scale kit, preferably a limited edition featuring iconic WWII aircraft, while avoiding kits already present in the collection.

Based on these criteria, ChatGPT recommended the Eduard Royal Class F6F Hellcat kit in 1/48 scale. It explained that the Hellcat is a key WWII-era aircraft missing from the modeler's collection. The Royal Class edition aligned perfectly with the modeler's interest in premium editions, and the chatbot added a logical argument: an American aircraft would nicely complement the Japanese and European types that dominate the collection.

The recommendation, however, had one flaw—the Royal Class edition of the Hellcat kit has long been out of stock, and the chatbot also provided an incorrect catalog number. After I pointed out both issues and requested an updated recommendation, my virtual mentor suggested two alternative kits: the F6F-5 in the ProfiPACK edition and another in the Weekend edition. It also mentioned that a night fighter version could be acquired as a specialty item. The chatbot even listed the sources it used for its recommendations, citing the Eduard e-shop as

well as the Hyperscale and Scalemates websites.

I had no issues with this choice and its priorities and would have easily purchased one of the Hellcats. When analyzing data, the system clearly works with parameters that are statistically prevalent in the dataset. However, it was intriguing that the chatbot specifically identified a U.S. Navy aircraft. Interestingly, I don't actually have any U.S. carrier-based aircraft in my modest collection, making the Hellcat a logical counterbalance to the avalanche of Zeros in my stash.

This small step of AI assistance led me to a more devilish question—I asked the chatbot how much the kits in my collection cost. Amazingly, ChatGPT produced a detailed list, item by item, along with the usual prices. While this system sometimes invents or omits information, in this case, it only left out kits from two companies. After adding the missing entries, I had a complete list. In the next step, following my instruction, the chatbot summed up the total cost of the kits.

I vividly remember my time working in a model shop and how some modelers grappled with the challenge of hiding a new kit purchase from their partners. Occasionally, they would even tear off part of the price tag to make the cost appear smaller, especially if they knew they wouldn't be able to sneak the new addition home unnoticed.

I shudder to imagine the potential situations that might arise in some households if a modeler shared their complete kit list with both their partner and a chatbot. For the sake of a peaceful Christmas and maintaining healthy relationships, I'd probably recommend sticking with the tried-and-true method for selecting gifts. As always, the modeler should pick out the kit themselves, NOT LOOK INSIDE OF THE BOX IN DETAIL, and simply look forward to unwrapping the present under the tree. That's exactly what I do with books.

Merry Christmas!





70161-ART



8288-ART

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XX MIĘDZYNARODOWY
FESTIWAL MODELARSKI
BYTOM 2025



15/16 MARCH

08-17h 09-12h

HALA SPORTOWA >NA SKARPIE<
UL. FRYCZA MODRZEWSKIEGO 5

POLAND



PATRONAT:



PREZYDENT MIASTA
BYTOMIA
MARIUSZ WOŁOŚZ

WSPIERA NAS:



ORGANIZATOR
MŁODZIEŻOWY DOM KULTURY NR 2 W BYTOMIU
ORAZ
UCZNIOWSKI KLUB SPORTOWY PRZY MDK2 W BYTOMIU

ŻYCIE BYTOMSKIE

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ZADANIE DOFINANSOWANE ZE ŚRODKÓW GMINY BYTOM

