

INFO EDUARD

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EDITORIAL

Good evening, Dear Friends,

Last year, for pretty obvious reasons, I left out my annual yearend report for year that had just then passed, but this year, I am making a return to that tradition. As I had mentioned in January's newsletter, overall sales last year dropped by 5% as opposed to the year previous. This was mostly reflected on the sales of model kits, which dropped by 13%. However, at the beginning of the year, the outlook was a lot more grim than that, given that in January, 2021, sales of model kits were down some 50%, and down by 19% overall. Over the course of the year, things steadily improved, and losses were gradually reversed. But, last year was not a simple year. Right from the spring, the supply chain issues came into play, and the worsening of availability of materials went hand in hand with their costs. The reasons are well known and our industry is not separate from the rest of the economy, so I won't delve on details that you can access elsewhere. The rise in these costs, together with the need to replenish stock of plastic sprues for the manufacture of kits naturally led to upward pressure on expenses, and this was also complicated by the need to use subcontracted suppliers for our recovery. This was relatively expensive. Despite this, preliminary stats appear to indicate that 2021 will see us in an overall positive territory.

MODELS/KITS

We replenished nearly 55 % of the destroyed stock of plastic sprues that on December 19, 2021 numbered nearly one million, currently giving us 550,000. With these, we have been able to partially replenish our range of kits, which today amounts to about eighty active items and accounts for new kits as well as reissues. Prior to the fire, we had almost 180. That, with a significantly reduced stock of kit component items, we were able to achieve 87% of sales reached with our pre-blaze range is a major success. The reasons that made this possible stem from not only the fact that a large percentage of our range was made up of new releases in 2021, which naturally achieve higher sales figures than stock older items, but also through the composition of these new kits utilizing new innovations introduced to our production methods. The reconceptualized Weekend kits are doing markedly better than their as originally conceived cheaper cousins. But a major role is being played by the new format for the Limited Edition kits, which has thrust these from the outskirts of the market spectrum to its very centre, making them the main attraction of our range of kits as a whole. The Limited Edition line has gone through its own reformation, and they faithfully cover some specific historical theme, are very enlightening in its connection to it, they describe historical events and provide a good spectrum of modeling subjects in terms of schemes, all coupled with interesting fates of not only the aircraft, but of those that flew them as well. All of this comes together to produce, and offer, an attractive product. That this can work extremely well, we only need to point to the Spitfire Mk.I, Mk.II, and Mk.V. Together with today's release of Spitfire Story: Southern Star, we have released five kits in the Limited Edition line, including one covering American Spits, 'Eagle's Call'. These are further complemented in our range by four ProfiPACKS and a Weekend Edition kit. The end result is that



by the end of 2021, 30,149 kits have been sold for 17.5 million Czech Crowns. But all of these contain 47,898 sets of plastic sprues, or complete kits. The best selling of the Spitfire kits was Spitfire Story: The Few, which sold 7,535 pieces, and as such, became our best selling single kit out of our range, ahead of the second place P-51D Chattanooga Choo Choo with 6,422 sold items. In third place, we have the 1:72nd scale Tornado GR.1 Limited Edition kit "Desert Babe" with 6,295 sold. Worth mentioning is that in fourth place was the TORA TORA TORA! Zero new release with 5,706 sold, that is a number that continued to grow through January. The market share from sales of model kits for 2021 came to 41%, making it, from a sales perspective, the most significant component of our range. In all, we sold 152,784 kits in all of the ranges.

Any talk of our current breed of kit needs to include mention of the decals. Over the past three years, there has been much discussion surrounding these, often through negative comments. It took a fairly long time for these to become accepted by modelers, but even to this day, there are calls for a return to traditional decals, first and foremost to those produced by Cartograf. I have to say that without our new decals, the types of kit that we produce today would not be possible. Due to the sheer size of the sheets themselves, we would need to maintain a massively expensive stock of these sheets to cover demand. Thanks to our printing capability, we can afford the luxury of decreasing the stock we maintain, because the printers we have allow us to print sheets on an as required basis, and in a timely manner. This carries a massive advantage that also pushes the envelope in terms of creating interesting camouflage scheme options for every kit we develop. I have the impression that most reviewers are unaware of this. Reviews typically focus on the quality of the plastic in a kit, including fit and ease of assembly, and the marking options are usually hurriedly dismissed with a description of the schemes offered. It seems that any obvious effort of coming up with schemes that are historically significant and accurate, printed to an extremely high quality standard, and accompanied by exhaustively researched notes, is either ignored or not realized by the reviewers. Should it really be taken so much for granted? Do you find this type of attention to this part of the model in every kit you buy? Quality plastic carries a lot of weight, but in and of itself, does not carry a guarantee of a quality overall product.

Accessory Sets PHOTOETCHED, MASK and BRASSIN

Interesting numbers are also offered by a look at the statistics from the sale of photoetched brass sets. These are sets that have over the span of a few decades been deemed on the road to their demise and eventual obsolescence, and despite several predictions as to what products will bring about said demise, they have hung on tooth and nail and are even slowly growing. Personally, I think that there will always be parts that the photoetching process will be the most viable for their production, especially given pre-painted ones. Typically, these will run along the lines of seatbelts and REMOVE BEFORE FLIGHT tags and also typically, these tend to be bestsellers. In the most popular scale of 1:48th, such a set, 49009, has sold an incredible 10,087 pieces, not counting the Big Ed set of which it is also a component. For a photoetched set, that is a very good number, but it's not even the most impressive. The seatbelts sets, also in 1:48th scale, have performed even better. American seatbelts (49001) after the inclusion of last year's stats, sit at a total sales figure of 17,772, German seatbelts (49002) have sold 16,712, plus the bomber set a further 5,439 pieces. Seatbelt sets for RAF aircraft have sold 12,712 pieces, and Japanese aircraft seatbelts, divided into two categories covering the Army and Navy have sold a total of 13,440 sets (49004 and 49005).

There are also some record holders amongst AFV sets that may be considered a surprise. The most sold item is that of barbed wire, which is a highly popular item also in the real world. The total number of 35638 Barbed Wire I (8m) set is 6,641. The second best selling set is the Zimmerit set for the Tiger I from Tamiya with 4,717 sold. Also, a bit of a surprise comes in the ship line, with the general sailor figure set in 1:350th scale (Cat. No.17501) coming in at 7,169 sold pieces, while, perhaps not so surprisingly, the set for Tamiya's Bismarck, also in 1:350th scale, comes in second at 4,107 pieces.

Turning to masks, I was personally surprised at the results for the set covering the Airfix Beaufort Mk.I in 1:72nd. Its 803 sold pieces represents the best selling accessory item of all production ranges among last year's releases. It's also not the last of the interesting numbers to be reported. Also interesting is the high number of 723 sold Camel seats. Although, in this case, it is necessary to add that this is a little gem of a piece, looking like it came out of a fairytale workshop with liberal sprinklings of fairy dust. Not as surprising is the third place captured by the Space set for the F-4B Phantom II from Tamiya in 1:48th.

This came in with 707 sold pieces. Everything we have released for this kit has sold well, including three sets of decals. The set of seatbelts for it was also the best selling new photoetched item for 2021. But what followed the Phantom II set, I wouldn't have expected in my wildest dreams, that being the spray boom for the Čmelák in 1:72nd, selling a total of 616 units. By the way, the under-fuselage aerial applicator itself also sold well, to the tune of 581 items. While on the topic of Brassin items, the best selling item of all time is 648029 AIM-9M/L Sidewinder, that over the course of its existence has sold 5,094 pieces. That's not a big surprise either, as the Sidewinder is a famous item in its own right. I was personally more surprised by the success of the somewhat related TER and MER racks. The MER set, 648227, sold 2,047 and its sister item, 648232 TER, sold 1,729.

BY COUNTRY

In terms of the order of sales per country, there are only minor deviations in last year's numbers. The first five spots are the same. In first place for the fifth year running, we have the Czech Republic, with 21 % of world sales, followed by Great Britain with 15.7 %, then the USA with 15 %, followed by Germany at 12.3 %, and finally Poland at 6 %. Sixth place was achieved by Japan moving up one spot with 5.12 % of our total sales, which changed ranking with France who came in seventh at 4.74 %. Eighth place was taken by Slovakia, 2.29 %, ninth were our friends from Down Under at 2.24 %, and tenth was Russia at 1.76 %. Eighth and ninth places were exchanged by Slovakia and Australia. The next spots are, in order, China, Italy, Canada, Norway and the Netherlands at fifteenth. Each of these latter nations account for just over 1% of our sales worldwide. In most of the above mentioned nations, there was a decline in sales that was in line with the 5% drop overall. The exceptions are Poland, that saw a raise in their share of 10 % and Japan, 12 %. Dziękuję bardzo and Arigato godzai masu! We are very appreciative of the strength of the home market, of which I consider Slovakia to be a part of. A strong home market and a solid home market foundation are hallmarks of potential success for any company, if you ask me, and so we consider the support we receive from homegrown modelers essential. That, of course, doesn't mean that we value our export clients any less. In fact, we are very pleased with the welcoming arms we are met with everywhere we go, and we can't wait to be able to attend foreign shows and contests, and meet up with some old friends.

The year before last we sold our goods to 69 countries. Last year, this number dropped to 62. We did gain Venezuela, Pakistan, Saudi Arabia, Monaco, Gibraltar, Brunei and Bahrain. I am a little dismayed at the fact that we have not sold anything to Papua New Guinea since 2013, and we seem to have lost New Caledonia in 2019. It seems that maybe our hobby is suffering a bit of a crisis in these localities and I hope it spreads no further!

The initial placements of our partner companies haven't changed last year either. Traditionally, the top spot is held by Hannants (Great Britain), then Sprue Brothers (USA) and third by Glow2B (Germany). The high rank held by the Czech market is reflected by the rankings of Czech firms, there being five in the top twenty. Sixth overall is MN Modelář, eleventh is Modelimex, twelfth is Special Hobby, thirteenth Art Scale and twentieth is Artur Model Centrum. And coming in 21st spot is Pecka Modelář. We would like to extend our gratitude to all our retail partners for their hard work through last year, and we look forward to a continuation of this as we get into the New Year. I think that's about it for the year's statistics. Let's

turn our attention to new releases for February.

NEW KITS FOR FEBRUARY

The Limited Edition 1:48th scale Tornado ECR was planned for January but had to be pushed to February, because we couldn't ready the decal sheets and masks in time. Once you see these items for yourselves, you'll get an idea as to why that happened. These buggers are huge. I have already mentioned it, but I will repeat that without these decals, this kit couldn't have come to be. In the case of the Tornado, it goes beyond just the sheer size of the three sheets. Each approaches 11 x 16" format (Europe's A3 paper size). It also comes down to the quality of the transition between colors. On the actual aircraft, these were sprayed, giving an effect that simply cannot be duplicated with traditional silk-screening procedures, no matter how many cartwheels you do. This is in the kit because we also went ahead and somewhat shamelessly opted for some very striking anniversary schemes, so that a portion of the decal sheets are taken up by all kinds of items that all come together to form various types of big cats. That's not the only plus of the sheets, though. Another good chunk of the decal real estate is taken up by stencil data and the instrument panels, which are subtle and mesmerizing in decal form. The decals are, naturally, of the peeling kind. The quality of our decals is quickly gaining in popularity, and if you are one of those who are becoming intrigued by this aspect of our decals, read up on them first to get a feel as to how they are handled, and then give it a try with some unused decals, get comfortable with the procedure, and then dive in for real. If you go into it without some experience, there's a strong likelihood that you'll be disappointed and you'll ruin the decals that you want to use. And please, under no circumstance should you try to remove the carrier film prior to applying the decal on the model. I repeat, under NO circumstance! I guess the only thing left to add is that besides the exceptional decal and mask sheets, the plastic itself comes from Revell, and the resin bits cover the seats, wheels and FLIR and ILRS sensors, and the kit includes photoetching, of course.

The second Limited Edition kit, Spitfire Story: Southern Star, also contains a large decal sheet. They're not the three 11 x 16s, but do cover the bottom of the box and include another sheet on top of that. The reason is that these sheets don't contain the artwork created by artists, but rather the expansive service use of the Spitfire Mk.Vb and Mk.Vc over Second World War battlefields. Note that this doesn't even cover all the air forces that used Spitfires with tropical filters. For example, we are saving Yugoslavia for a future ProfiPACK. The kit contains choices covering the RAF, SAAF (South Africa), USAAF and the RAAF serving in North Africa, Malta, Italy, Australia and through the Pacific islands. As with all preceding Spitfire Story kits, this is a Dual Combo item that contains two full sets of plastic, one for the Spitfire Mk.Vb and one for the Mk.Vc. There are ten marking options, four for the Mk.Vb and six for the Mk.Vc. Two of the Mk.Vb aircraft carry the Aboukir filter, the rest the Vokes item. Both of the Aboukir equipped birds have clipped wings which are specific to them, and differ from the standard clipped wings of the LF Mk.Vb. These aren't represented in the plastic proper but are included as 3D print conversions. Isn't the Spitfire a bore? Don't answer that...

In the ProfiPACK line, February sees the release of another Camel. This time, it's the Clerget 9b engine version. That's in 48th, and in 1:72nd, we have the Hurricane Mk.I, based around the Arma Hobby kit, as they were in the Hurristory release, which is now sold out. Surprisingly, this kit took its place among a long list of sold out Limited

Edition releases. There are also two ProfiPACK re-issues, the 1:72nd scale MiG-15 that is a part of the concentrated effort to return the MiG-15 into our range, and the P-51D in 1:48th, which will be no doubt remembered from its first run.

ACCESSORIES

In the Brassin line, five of eleven new sets are printed, with the remainder being cast resin. Of the latter, I would suggest a good look at the Mi-24V cockpit for the Zvezda kit. Amongst the printed sets is another cockpit for the Z-126 Trenér. Both sets are nice, and I wouldn't dare to claim that one technology in this case is superior to the other. But, when it comes to the printed landing flaps for the Zero, I would venture to say that at the very least, the installation of these will be easier than the installation of photoetched equivalents. There are three new seat sets that are worth a look as well, and the ejection seats for later model F-4B Phantom IIs from Tamiya are printed.

In the Space line, I would point out two sets of REMOVE BEFORE FLIGHT tags in 1:32nd and a set of Japanese flags in 1:350th. There are two classic Space sets, one for the B-25H in 1:32nd for the HKM kit and one for the OV-10A in 48th, being designed for the ICM release. There are three LööK sets and these cover the 1:32nd scale Revell P-51D-15, the Meng 48th F/A-18E and the GWH 48th scale Su-27. The last of these also has an ejection seat being released for it in the Brassin line.

Among photoetched sets, there are several being offered for the Tornado ECR, not for our 1:48th scale release, but rather for Italeri's 1:32nd scale effort. There is also a collection in the same scale for the HKM B-25H, and for both we also have masks of both concepts, classic and both inner and outer surface masks. Noteworthy are three sets for Kinetic's F-104S in 1:48th, for the A6M2 Zero Model 21 from Eduard, and the Hs 129B in 1:48th for the Hasegawa kit, now being sold by the Polish company Hobby2000. We also have a set in 1:35th scale for Zvezda's T-62A, and we have a list of new ZOOMs, amongst which you'll find sets covering seatbelts for the aforementioned Hs 129B and F-104S. Finally, I would also cast some attention on two decal sets, one for Tamiya's 1:32nd A6M2 Model 21 Zero and stencil data for the same company's 1:48th F-14A.

ARTICLES IN THIS ISSUE

This month, we have an article covering weapon loadouts for the Tornado ECR by Michal Fárek. Richard Plos, this time in an editing role, adds another piece to the series of articles covering the Trenér aircraft and the people connected to its history. In this case, it recounts the story of flying a Z-526AFS coded OK-CXA, the aircraft which was flown in the 70's by Jiří Koblíček, a renowned Czechoslovak aerobatics pilot, and a member of the national team. We are going to release a kit of the Z-526AFS as a ProfiPACK in March and you can get a sneak peak at the boxart of the upcoming kit in the news section of this issue. Take a look at it, I think it is worth it! The third article, by Miro Barič, carries the title "The Battle of Palm-dale" and tells what may happen when a Hellcat remotely piloted drone refuses to obey radio commands, and illustrates how a radical approach to the problem may lead to an even bigger mess than would have resulted in leaving things as they were... But, on the other hand, the article does shine some light on an almost forgotten aircraft.

I wish you all, as always, a pleasant read with today's newsletter!

Happy Modeling!
Vladimir Sulc

The battle of Palmdale



TEXT: MIRO BARIČ

You may have not heard about it but it was the greatest Cold War air combat over the United States territory. What is odd that all participating aircraft carried the white star national markings. This story could have been named “A Day when all went completely wrong”. But despite the great material losses no person was hurt so it could also be a fairy tale with a happy ending. The tale about an aircraft which refused to accept its fate.



A group of F6F-3Ks at Atlantic City Naval Air Station in 1946.

During the WWII Grumman F6F Hellcat formed the backbone of the US Navy fighter force. However, after the end of hostilities they became rather quickly outdated and were transferred to the auxiliary duties. Large number of Hellcats were rebuilt to F6F-3K and F6F-5K versions which were remotely controlled drones. For better visual identification they were painted in bright colors – yellow, orange or red. They also collected the samples of the air after the nuclear weaponry tests but primarily they were used as the flying targets. They also did some combat missions during the war in Korea. Between August 28 and September 2, 1952, six F6F-5K loaded with bombs took off from the deck of USS Boxer. Their targets were the bridges to which they were guided by escorting Skyraiders. The results were two direct hits and one near miss. This mission is considered the first ever deployment of guided missiles from an air carrier.

The main player in our story carried the red paint coat and was to be used as a target during the ground-to-air missile test. It took off for its final flight on Thursday, August 16, 1956, at 11:34 from Point Mugu air base. It was gradually climbing over the Pacific ocean but when the operators tried to direct it to the target area the drone was not responding to their commands. Had that situation remained unchanged, nothing serious would have happened. Having exhausted its fuel Hellcat would simply have crashed in the vast ocean. Instead, it performed a graceful left turn heading towards Southeast, right over Los Angeles.

Air Force vs Navy

The Navy did not have any available fighters nearby that would take care of the defected drone. Point Mugu operators had to swallow the

bitter pill and call the Air Force for help. They contacted the Oxnard air base which was located 5 miles (8 kilometers) North. Over there, the pilots of the 437th Fighter-Interceptor Squadron were on standby alert in case of the Soviet bombers attack. They were equipped with the latest showpiece of the military aviation, Northrop F-89D Scorpion. These all-weather fighters did not carry any guns. They featured wing-tip-mounted containers for 2.75 inches (70 mm) caliber unguided missiles "Mighty Mouse" instead. There were 52 missiles in each container i.e. in total the fighter carried 104 of them. Their launch was controlled by the onboard computer in conjunction with a radar and the salvos were supposed to destroy the Soviet bomber formations. That was the theory. As the duel with a much smaller, red-painted threat in the form of an out-of-control drone demonstrated the reality was different. In the air-to-air role these missiles did not meet the expectations. In the air-to-ground role however they proved themselves as very successful weapon and were developed into the Hydra 70 missiles still in use today.

At that time however, the F-89D armed with Mighty Mouse missiles formed the backbone of the fighter-interceptor air force. Thirty USAF (United States Air Force) and seven ANG (Air National Guard) squadrons were equipped with them. Scorpions were used at the bases from Alaska to California and to New York. After receiving the report about an out-of-control Navy drone, 437th FIS launched two aircraft. First was crewed by the pilot Lt. Hans Einstein with Lt. C. D. Murray as the radar operator. The second Scorpion took off from Oxnard runway piloted by Lt. Richard Hurliman with Lt. Walter Hale in the back seat. The crews were looking forward to some action and also to show the Navy how the job needed to be done. Shortly it appeared that the Navy will not be alone in receiving their large dose of shame.



The aircraft that crashed near Palmdale was painted red just like this Hellcat shown here in the care of mechanics.



An F-89D fires a salvo of rockets.



A South Dakota Air National Guard Scorpion showing a fully loaded rocket containers on the wingtips.



F-89D group of the 59th FIS from Goose Bay Air Force Base, Canada.

Three missed salvos

The pair of fighters intercepted the freely flying Hellcat at the altitude of 30,000 feet (9,100 meters) Northeast of Los Angeles. The pilots waited until it flew over California's metropolis and when it headed towards the sparsely populated areas they decided to attack. The fire control system Hughes E-6, composed of the radar AN/APG-40 and a computer was supposed to launch the missiles at the right moment. This did not happen however despite several attempts. In the meantime, Hellcat turned again towards Los Angeles and the situation became really tense. The simple task of destroying the drone, which the airmen were looking forward to, turned into a drama. The pilots switched from the automatic launch mode to the manual one. F-89D had been delivered with the gun sights for the situation like this but the Air Force had them removed as redundant. Therefore, the pilots had to rely only on their best estimate while aiming. They also could select the missile's launch time sequence. They could be fired all at the same time in 0.4 seconds or in 2 or 3 salvos. To increase their chances to hit the pilots opted for three salvos.

Flying over the Castaic area the first interceptor fired 42 missiles without any result. It was followed by the second Scorpion which settled in the firing position and launched 42 missiles as well. Despite lacking the gunsight, the pilot

aimed pretty well. Several missiles skidded off the Hellcat's fuselage bottom. The direct hit causing the destruction did not take place though. In the vicinity of Newhall city, the fighters executed the second attack. This time they fired 32 missiles but scored no hits again. When the drone headed towards Palmdale the Scorpions conducted third attack. This time each of them wasted 30 missiles. Altogether they launched 208 missiles without a single hit. Slow, propeller-driven drone kept happily flying and the USAF's most advanced fighters shamefully turned back to the home base.

The fact that they completely wasted all their missiles was not the last failure of that day. Mighty Mouse missiles were set to automatically arm after the launch and after some time, when it was clear they missed the target, disarm again. Out of 208 missiles fired only 15 were found disarmed and did not explode. The explosion of the remaining 193 projectiles caused a hell on the ground.

Forest fires and damaged homes

The exploding missiles caused three large and several smaller forest fires. One of them burnt 150 acres of vegetation 7 miles (11 kilometers) North of Castaic. One hundred firemen were fighting it for half a day. The large fire erupted in Placerita canyon near the city of Newhall. A missile with its propellant still burning was

skidding on the ground leaving fires in its trail. The Indian Oil Co. fuel storages located in the canyon burnt out completely. Two men having a lunch in the truck got extremely lucky. When they finished, they moved outside into the shade of a tree. They did so just a moment after the vehicle was hit by a missile and destroyed... Very dangerous situation occurred at the Bermite Powder explosives plant also located in the Placerita canyon. The flames reached it within less than a hundred meters but ultimately more than 200 firefighters stopped them. This fire burnt down 100 acres.

The third and the largest fire took place in Soledad canyon West of Mt. Gleason. More than 350 Department of Forestry firemen were fighting it but could not get it under control until nightfall. They only succeeded the following day after deploying 500 firefighters. 350 acres of the forest burnt down. Altogether these three large and several smaller fires burnt down 1000 acres of vegetation and putting them out took two days. Luckily no one was killed.

The most damage to the populated areas was sustained in Palmdale, North of Los Angeles. One missile exploded in the front of Edna Carlson house on Third Street East. A large fragment penetrated the window into the house, ricocheted off the room ceiling and penetrated through the wall into the kitchen where it ended up in a cabinet. The fragments from another mi-

ssile hit the garage and house on Fourth Street East, home of J. R. Hingle. One fragment barely missed Lilly Willingham who was visiting him at that time. 17 year old Larry Kempton was driving a family car along Palmdale Boulevard under the close supervision of his mother Bernice. One of the missiles exploded right in front of their car. The fragments tore the left front tire and made 17 holes in the cooler, hood and windshield. Miraculously Larry and his mother did not suffer any injuries.

The damage assessment and search for the unexploded missiles were launched immediately. Captain Sewell Griggers from the Los Angeles Sheriff's Office during his flight in the

helicopter spotted two missiles stuck in the ground on the empty property in Palmdale. Sheriff's Office pyrotechnicians promptly detonated them. The USAF personnel from Oxnard air base were also deployed to search the stricken area. As a result, another 13 unexploded missiles were found between Palmdale and Santa Clarita. Edwards air base pyrotechnicians were called in to destroy them.

And what was the fate of the protagonist of this disaster? After Scorpions fired all of their missiles and turned back to their home base as they were running out of fuel, Hellcat flew over Palmdale. It was also getting short of fuel and therefore it started to descend with a coughing

engine until it crashed in the desert 8 miles (13 kilometers) East of Palmdale. It completely disintegrated into pieces. Right before the impact it broke the electrical wires running along the unpaved road. Three broken wires were ultimately the only damage it caused on the ground. Neither the Navy nor the USAF could have possibly predicted that. There was a real threat of an uncontrolled drone crashing into the densely populated area causing loss of life. So, they did all possible to prevent this from happening. That nothing went as planned on that day was possibly even good luck. During the actual combat the Scorpions' failure could have had a much worse impact.

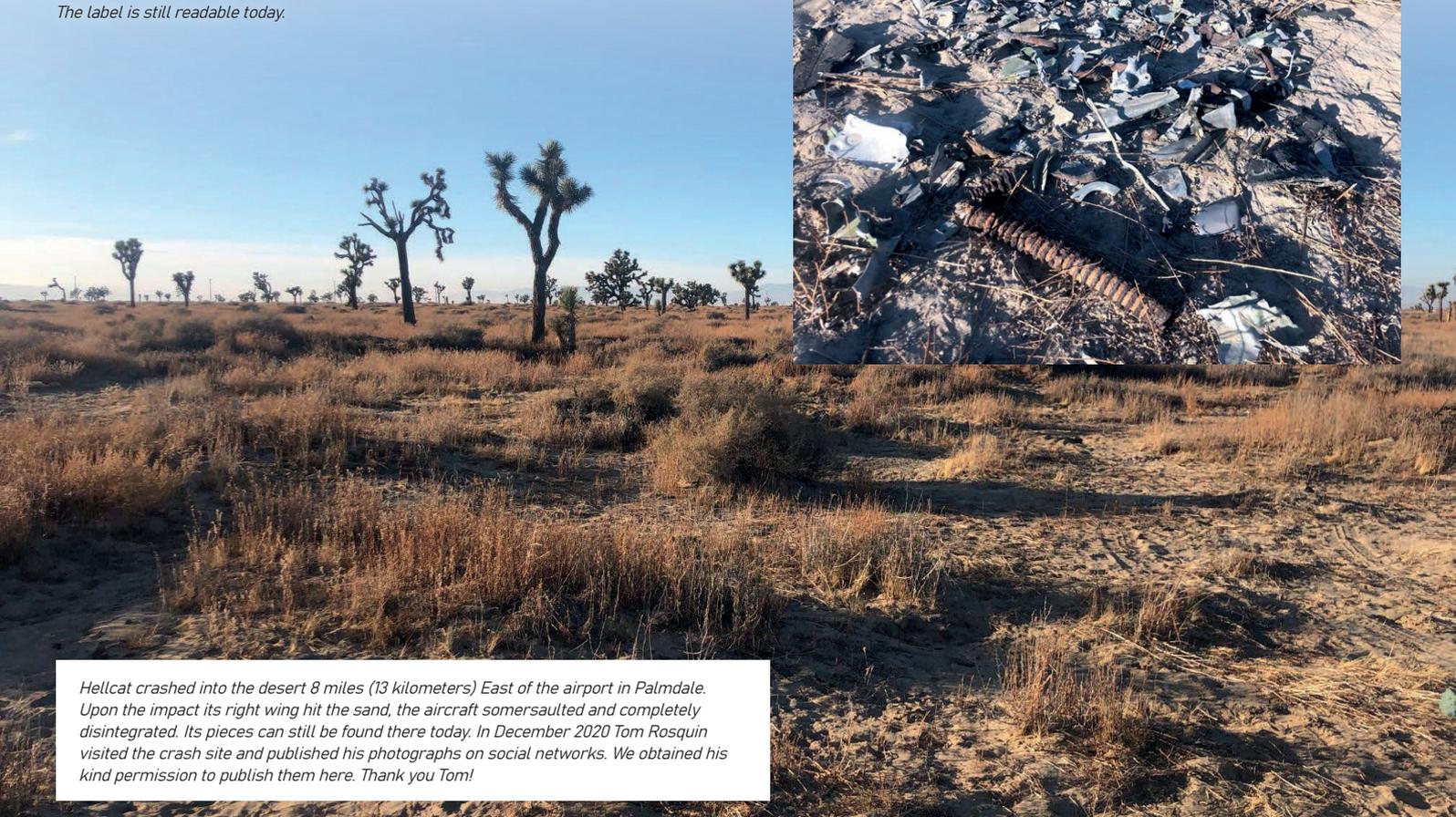


The label is still readable today.



Preserved red color of Hellcat.

A pile of debris from the crashed Hellcat.



Hellcat crashed into the desert 8 miles (13 kilometers) East of the airport in Palmdale. Upon the impact its right wing hit the sand, the aircraft somersaulted and completely disintegrated. Its pieces can still be found there today. In December 2020 Tom Rosquin visited the crash site and published his photographs on social networks. We obtained his kind permission to publish them here. Thank you Tom!

TORNADO

Text and illustration: Michal Fárek



Panavia Tornado ECR In the Luftwaffe service

In the second half of 1960s it became clear that the gradually aging combat aircraft, such as F-104G, Fiat G.91, BAC Lightning needed to be replaced by a new generation of the airplanes combining the intercepting and attacking capabilities in one design meeting the requirements of the several Western European countries at the same time.

In 1969 a consortium Panavia Aircraft GmbH was established consolidating the requirements of Great Britain, Germany, Italy and Netherlands (in 1970 withdrew from the development due to its complexity) into one common program to develop a new combat aircraft. Initial plans counted on developing one single version which would meet all the requirements. This solution led to a dead end and ultimately the basic attack version IDS (Interdictor/Strike) was developed and utilized by all program participants in moderately different variants and several further special versions for specific air forces. Thus, in the Great Britain ADV (Air Defense Variant) version was developed with a reworked fuselage nose section to enable an interceptor role. It was designated by the RAF as F2 or

F3 depending on the version and a reconnaissance variant GR1A/GR4A based on the essential design GR1/GR4. Another version is ECR (Electronic Combat/Reconnaissance) whose role is to suppress the enemy's air defense and radio-electronic reconnaissance. This version is flown by German Luftwaffe and in moderately modified variants by Italian Aeronautica Militare. Further development in Germany led to the Recce version to fulfill the reconnaissance roles. Many aircraft are equipped with the second set of controls in the rear cockpit for an instructor. These aircraft are used for training but retain their full combat capability. Tornado is the first European aircraft design equipped with fly-by-wire controls and at the time of development quite fashionable swept

*German Tornado ECR reg. 46+30 (cn 837/GS263/4330) and 46+29 (cn 833/GS262/4329) during take-off in Volkel, Netherlands, during NTM 2010 (7 October 2010).
(photo: Petr Soukop) ▲*

wing technology enabling the best flight performance within a wide range of altitudes and airspeeds. The P01 prototype made its maiden flight on August 14, 1974 in Manching, West Germany. The first production aircraft were delivered to the RAF and Luftwaffe in June 1979. Italian AMI followed in September 1981. In June 1980, at RAF base Cottesmore the common training unit was established and designed Tri-National Tornado Training Establishment -TTTE. The Tornado program is frequently quoted as the most successful common European combat aircraft project. The total production almost reached 1000 airframes, a very respectable number.

Prototypes	9
RAF	229 IDS; 173 ADV
Luftwaffe	210 IDS; 35 ECR
Marineflieger	112 IDS
Aeronautica Militare	100 IDS (including 16 modified to ECR standard)
Royal Saudi Air Force	96 IDS, 24 ADV



◀ JaBoG 38

German Panavia Tornado ECR reg. 46+33 (1844/GS266/4333) during takeoff in Fairford, England (9 July 2012). (photo: Petr Soukop) ▼

Tornado ECR

In the mid-1980s Germany realized it needed a combat aircraft capable of destroying the enemy's air defense. Until these the missions had been assigned to RF-4E and RF-104G which have become obsolete for the role. The Luftwaffe approached the issue in a similar way as the American air force i.e. developing a specialized aircraft based on the already proven design. New and just introduced Tornado IDS aircraft was chosen, appropriately modified to conduct the radio-electronic warfare and radio-electronic reconnaissance. This version was designated ECR. First ECR prototype was a modified IDS aircraft P-16 (98+03). In 1986 the West German parliament approved the purchase of 35 Tornados ECR new off the assembly lines in the 7th production batch (as opposed to the airplanes for the Italian Aeronautica Militare which were rebuilt from the IDS version).

The ECR basic equipment corresponded to Tornados IDS from the 6th production batch which already featured the digital data bus and had capability to deploy AGM-88 HARM (High-speed Anti-Radiation Missile) anti-radar missiles. The airplane made its maiden flight on August 18, 1988. The first production aircraft 46+23 (featured in our kit sporting the anniversary markings) was completed in October 1989. The first ECR was delivered to the Luftwaffe in May 1990. In 1992 there were already 30 Tornados ECR in the Luftwaffe inventory operating in two flights. The remaining 5 were backup and research purposes. The last manufactured Tornado ECR, and the very last aircraft for Luftwaffe inventory, was the airframe carrying the fuselage designation 46+57 (it is also featured in our kit sporting one of its colorful markings). Afterwards only aircraft for Saudi Arabia continued being manufactured in Great Britain. The first flight was formed at JaBoG (Jagdbombergeschwader) 38 "Friesland" at Jever airport in the north of Germany at the Dutch border and the second flight was established at JaBoG 32 at Lechfeld air base in Bavaria.

At JaBoG 38, in addition to the combat training the basic training and crew conversion to Tornado IDS and ECR were conducted.

German Tornado ECR 46+57 landing over the runway threshold at Poznan-Krzeszyn airport in Poland (EPKS, 18 May 2018). (photo: Petr Soukop) ▶



German Panavia Tornado ECR reg. 46+57 (cn 906/GS290/4357) landing in heavy rain at Wittmundhafen (Wittmund ETNT, 28 Jun 2013). (photo: Petr Soukop) ▲





TaktLwG 51

As of 1994 Tornados ECR were based only at JaBoG 32 with 321 Staffel "Lechfeld Tigers" and 322 Staffel "Flying Monsters". Lechfeld was a home of ECRs until March 31, 2013, when the JaBoG 32 was disbanded as a result of 2011 Ministry of Defense reorganization and Tornados ECR were transferred to Schleswig air base in the north of Germany to TaktLwG (Taktische Luftwaffengeschwader) 51 "Immelmann". This unit was established in 2013 as a result of the reorgani-



JaBoG 32

zation by merging the reconnaissance AG (Aufklärungsgeschwader) 51 "Immelmann" flying Tornados Recce and JaBoG 32 operating ECRs.

Technical description, roles, camouflage and markings

Tornado ECR design does not differ from the basic IDS version. It is twin-engine, two-seat, upper wing, 25 to 67 degrees swept wing configuration. Stabilators provide altitude change at simultaneous deflection or roll control at the dissimilar deflection. After the landing rollout they can be applied as an aerodynamic brake. The wing features a complex mechanization. There are three sections of deployable slots on each leading edge. There are two-part spoilers on the

THE BASIC FEATURES DISTINGUISHING ECR

- absence of IWKA Mauser BK 27 cannons
- FLIR sensor on the starboard side of the front wheel well
- IRLS container under the fuselage behind the front wheel well
- ELS system antennas on the fixed wing leading edges (larger black areas in comparison to IDS)



Tornado 46+28 at CIAF 2006 (photo: Michal Fárek) ▲

upper wing surface working either as aerodynamic brakes or helping to control the rate of roll and each trailing edge features four-part, double slotted Fowler landing flaps. The cockpit is equipped with Martin Baker Mk.10A 0-0 ejection seats with. The power plants are three shaft Turbo Union RB199-34R Mk.105 with maximum thrust 42.5 kN and 74.3 kN at after-burner setting. This engine version supplies 10% higher thrust than Tornado IDS engines. They are among the noisiest engines in the military. The exhausts are equipped with thrust reverses to shorten the landing rollout. There are seven hard points to attach the ordnance and special equipment. Three of them are located under the fuselage, between main wheel wells and two are under each sweeping half of the wing. The Tornado ECR mission is radio-electronic reconnaissance, enemy's radio-electronic equipment jamming and their destruction. To accomplish these tasks ECR is equipped with special devices and weapons. Thanks to its navigational equipment and radar it is able to penetrate the enemy's territory at the low altitude, up to 150 meters and at

high airspeed. By means of the special equipment and weapons this Tornado is capable of active jamming and destruction of the enemy's air defense equipment from a safe distance, outside of their effective range. In the beginning of their career Tornados ECR were painted in the NORM83 standard camouflage scheme in two patterns, A and B. Altogether there were three NORM83 patterns implemented but pattern C was discontinued early after its introduction in the 1980s. NORM83 A, B consists of three shades - RAL 6003 olive green, RAL 7021 black gray and FS34079 dark green. Both NORM83 patterns differ in the color distribution. The specific variant basic pattern is fundamentally identical on each aircraft, or we can say with minimal deviation from it. Starting in the mid-1990s the new camouflage standard, NORM95, started to be applied. It also appeared in two patterns, again designated as A and B. The shades were light gray FS36375, medium gray FS36320 and blue gray FS35237. As with NORM83 the color pattern of the applied variant is virtually the same on all aircraft. For the last fifteen

46+45, 2./JaboG 38 „Friesland“, Jever, Germany, June 1993
NORM83A



years Tornado ECR camouflage consists of blue gray FS35237. It is the same shade as applied on the Eurofighter Typhoon. Common to all camouflage patterns is the radome painted black and vertical tail surface tip painted in gray FS36118. That can also appear in the camouflage color when NORM83 is followed.

As far as stencils are concerned, for Tornado ECR NORM83 prescribed black color with multi-color warning signs. According to NORM95, and for the aircraft in all-gray finish the gray stencils, multi-color ones or mix of the two can be applied, check your photographic references for a particular aircraft. One interesting anomaly concerning the Tornados ECR camouflage is their appearance from the second half of 1995 when they started to be deployed within the Operation Deliberate Force out of the Italian air base Piacenza San Damiano. Based on the photographic evidence we can almost certainly state that the JaBoG 32 aircraft in the first tour of duty were painted very light gray overall. RAL 6003 olive green was applied to the tip of the vertical tail surface and canopy frame. The radome and all antenna covers were in standard black. There is a minimal number of stencils on these airplanes (only red warning triangles on the canopy and the fuselage and stencils for the emergency canopy release on the ground). It's apparent that the paint was applied shortly before the operation started since the aircraft don't show any signs of weathering and very little staining from fluid leaks. In the following years the aircraft were repainted back to NORM95 standard. For example, the JaBoG 32 aircraft deployed in 1996 clearly carried three shades of gray. What follows is the endless gallery of the attractive, colorful NATO Tiger Meet and various anniversary schemes.

Special equipment and ordnance

As mentioned earlier Tornados ECR do not carry any cannons, their space is occupied by the antennas and blocks of the radio-electronic equipment. The basic system for SEAD (Suppression of Enemy Air Defenses) missions is ELS (Emitter Location System) whose task is to determine the type and location of the radar that detected the aircraft. The system supplies data to arm AGM-88 HARM missiles and for their launch on the target. The system blocks are located under the pilots' cockpit and the antennas are installed on both sides of the fuselage in front of the engine intakes and in the leading edges of the fixed wings and covered with black panels.

System's shortcoming is that it can only detect the signals coming from the front hemisphere therefore two aircraft are launched for a mission flying the recipro-



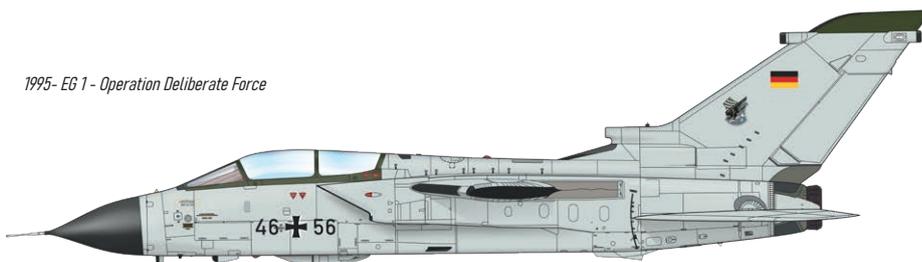
German Panavia Tornado ECR, reg. 98+79 (686/6S217/4275) during takeoff from Ingolstadt-Manching (ETSI, 13 June 2015). (photo: Petr Soukop) ▲



46+54, TLG 51 „Immelmann“, Schleswig-Jagel Air Base, Germany, July 2017
NORM95



Current form of camouflage



1995- EG 1 - Operation Deliberate Force



Detail of an AGM-88 HARM missile suspended on a subcruise mount. (photo: Michal Färeš) ►

cal headings to insure system's enhanced range. Another important system is IRLS (Infra-Red Line Scanner) which provides the thermo-visual, across the horizon image of the area being monitored. The scanner itself is installed in the cover located under the fuselage behind the front landing gear leg. Through a digital port

the information from both systems can be displayed on the WSO (Weapon Systems Officer) screen in the rear cockpit overlapping each other creating the complete image of the combat situation in the form of the electronic map. This information can also be displayed on the pilot's monitor. There is a FLIR (Forward-looking Infrared) sensor located on the starboard of the forward wheel well which purpose is the visual terrain scanning and targets' identification.

The sensor can rotate 180 degrees and its range is approximately 20 kilometers. The image can be projected on the pilot's HUD for better navigation at night or on the displays in both pilots' cockpits. The last system is the data interface ODIN (Operational Data Interface) which can in real time relay the data from ELS and IRLS systems to other aircraft or ground units. IRLS container, together with its electronic blocks was removed from many Tornados ECR and for current reconnaissance missions the removable RecceLite container, made by Israeli company Rafael is used.

Luftwaffe has used this container since 2009. The aforementioned systems are installed in the fuselage so now let's proceed to the suspended equipment and ordnance. Two removable containers can be seen on Tornados ECR, the active radar jammer CERBERUS and passive radar and infrared jammer BOZ-101 or 104. The IDS version is capable of carrying these as well which is often the case.

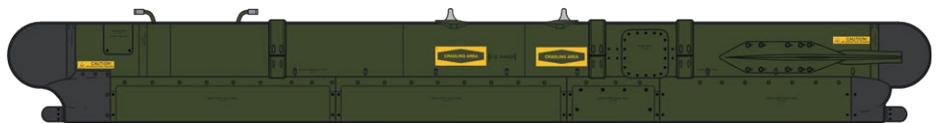
Jammer CERBERUS/TSPJ (Tornado Self Protection Jammer) is a defense system designed to jam the enemy' communication and radar means. It can be activated by an operator or automatically by a radar warning receiver signal. Usually, it is attached under the port wing. Interesting fact is that it was developed with the secret contribution of the Israeli industry. When in the mid-1980s this information leaked to the public it caused rather big political scandal.

System BOZ-101 or BOZ-104 is a passive container featuring the chaff flares dispensers against IR or radar-guided anti-aircraft missiles. It is typically attached under the starboard wing.

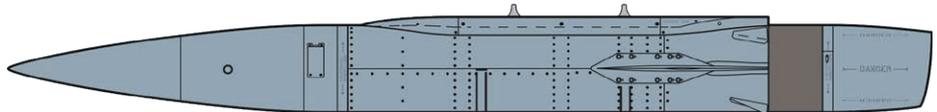
The principal Tornado ECR weapon is AGM-88 HARM anti-radar missile. Maximum of four can be carried. Typically, only two are attached under the fuselage but two more can be hoisted on the wing inner hard points. The capability of carrying four AGM-88 missiles was frequently utilized during the missions over the former Yugoslavia. Before the missile is launched it receives the target coordinates from its aircraft and utilizes



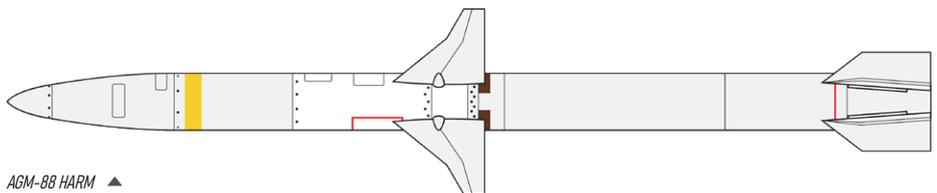
German Tornado ECR reg. 46+36 (cn B51/GS269/4336) takes off from Rostock Laage (RLG/ETNL, 23 Aug 2014). (photo: Petr Soukup) ▲



CERBERUS IV ▲



BOZ-101 ▲



AGM-88 HARM ▲

them during the initial flight stage. In the final stage of guidance the missile utilizes its own active or passive radar system.

For its own defense the aircraft can be equipped with two AIM-9L Sidewinder missiles. The Luftwaffe Tornados can be equipped with 1000 liters drop tanks to increase their range. From the production Tornados ECR had the capability to deploy the AGM-65D Maverick anti-ground missiles but this load out has never been recorded in the course of the service with Luftwaffe.

Combat deployment

The first combat deployment of the German Tornados ECR took place in 1995. It was even the very first German army deployment since the end of WWII. The "honor" fell on JaBoG 32 from Lechfeld when it was from August 1995, within EG (EinsatzGeschwader) 1, or Operational Wing 1, deployed with eight aircraft in the first tour of duty out of the Ita-

lian air base Piacenza in the operation Deliberate Force over Bosnia and Herzegovina territories.

The Tornados mission was the reconnaissance and silencing of the enemy anti-aircraft defense. The operation was executed under the NATO and UN command to protect UNPROFOR units and inhabitants of the UN-controlled territory. The operation commenced on August 30, 1995 and lasted until September 20, 1995. After that EG 1 was commissioned to support the IFOR mission (1995-1996), then SFOR (1996-2001) and finally, in 2001 the operations of the German Tornados at Piacenza air base ceased. During this period of time, in 1999 the Tornados also participated in the operation Allied Force. Between March 24 and June 10 this operation was conducted under the NATO command against the former Republic of Yugoslavia during the war in Kosovo. Again, the German Tornados flew reconnaissance, allied aircraft escort protection and

SEAD missions. During the operations the Tornados ECR from Lechfeld rotated with AG (Aufklärungsgeschwader) 51 "Immelmann" Recce Tornados from Schleswig or were deployed together. The largest number of the aircraft in a tour of duty was fourteen. During these operations the German Tornados flew almost 7300 missions over the former Yugoslavia. Out of this number 2559 missions are credited to the ECR version. As of December 2015, TaktLwG 51 and JaBoG 33 Tornados were deployed within Einsatzkontingent Counter Daesh to the operation Inherent Resolve flying the reconnaissance missions for the Allies. Initially the German contingent was based at Incirlik in Turkey from where the aircraft flew the sorties over Syria and Iraq. In 2017, after a diplomatic brawl between Germany and Turkey, the unit transferred to Jordan to Al-Azraq base where they re-started the operation in October 2017. Typically, four to six Tornados were deployed with the Recce version prevailing. At the end of March 2020, due to political turmoil in Germany, the German aircraft operations ceased. During this operation the German Tornados flew 2467 missions and obtained 114000 images of the enemy territory.

The Future

The German Tornados still have about 9 years of service ahead, but Lutwaffe is already gradually seeking the replacement. In 2020 it was announced that after many deliberations the Tornados IDS will be replaced with F/A-18E/F Superhornet and ECR version with EA-18G Growler. The decision comes from the fact that Germany does not want to lose the nuclear bomb attack capability and also maintain SEAD missions capability. Neither of this is possible with the new German Eurofighter Typhoon and to obtain the certification for this type of missions is not possible in the foreseeable future. Therefore, Germany decided to obtain 30 F/A-18 E/F and 15 EA-18G which are capable of these missions. By the way, the unit trained to perform the nuclear attacks is TaktLwG 33 flying Tornados IDS out of Buchel air base where also the nuclear bombs B61, property of the USA, are stored and their inventory is estimated at 10 to 20 pieces.

Zdroje

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- Artwork:
- Fárek Michal, Nožička Zdeněk



German Panavia Tornado ECR registration 46+33 on landing. NTM 2011, Cambrai, France (16 May 2011). The aircraft belonged to the 321st Tiger Squadron from Lechfeld. The squadron was disbanded on 31 March 2013 as part of the disbandment of the entire JaBoG 32. (photo: Petr Soukop) ▲



A nicely "tagged" German Tornado ECR reg. 46+45, 46+50, 46+34 and 46+22 visiting Čáslav as part of the Mini Tiger Meet (nice date 11/11/2011). (photo: Petr Soukop) ▲



A trio of German Tornado ECRs (46+57, 46+56 and 46+23) wait on the doorstep of the runway of the Poznań-Krzyszyn Airport (EPKS) in Poland for a take-off clearance (18 May 2018). (photo: Petr Soukop) ▲

Sir Kobrle's "Little Shorty"



Photo: Bára Nahodilová Bártová

TEXT: RICHARD NOXA

I remember OK-CXA as a kid, when my dad used to take me to the local airfield. I spent many weekends at the take-off point for the sailplanes. At that time the OK-CXA was wearing its classic blue and white livery, but even so it always reminded me of a WWII fighter. And a fighter like that is a big thing for a little boy! But it's also a chance to drive a tractor type 3011, or to stuff a puff into the exhaust of a Hercules 2 winch to see how far it can fly when the engine starts...

Some years later I was experiencing something more intense at the time of my sailplane training initiation. I was hunched in Blanič trying to hold the required „methodical“ position behind the tow plane I was connected to. The OK-CXA took me up for my first solo flight as well. Little did I know that in three years I would be sitting on the other side of the rope, towing other hunched boys and girls behind me, who were also trying to hold that required methodical position...

At the end of my basic single-engine aircraft training, I was retrained on the Zlin Z 226 MS. It was my first tail landing gear type, and I flew only the minimum required to retrain on this type to be honest. When I got the license, I immediately converted to the Z 526 AFS, the type which was nicknamed “Kratas” in Czech, which would translate as “Shorty” for the shortened fuselage and wing of the aircraft compared to its predecessors. The “Shorty” was my second type with tail landing gear, but also my first single-seater and the first one with retractable landing gear. The cockpit reminded me of my brief experience with the 226, but at the same time the airplane gave a completely different impression. The most of “magic” surrounded the switch covered by transparent plastic cover. My mind kept going

back to all the stories and warnings about the biggest malady of the Z 326, the moment when the aircraft rests on the ground on its belly with the landing gear retracted and propeller bent... For the first few flights I was pressing the landing gear switch to the position “opened” as if it was mechanically connected to the landing gear locks. I keep checking the state of the mechanical landing gear indicators on the wing, so called “cops”, as well as the green light in the cockpit many times during an approach. The sliding cockpit cover and circular rear view mirror from the Babette scooter evoke the aura of a fighter intensely to me. The massive control stick with rounded handgrip and radio button, the widely “staggered” pedals and the spartan instrumentation clearly refer to the aerobatic origins of this aircraft. When taxiing, the impaired forward vision can be improved by leaning out of the open cockpit into the airstream of the propeller.

How the “Shorty” flies

Take-off is intense. The controls are effective almost from the first moment, the take-off is short compared to the Z-142, the climb is much better, the view from the cockpit is excellent. However, the rudder must be used quite intensely to keep

the full coordination of the control of the aircraft. Just like a fighter... And then here comes a landing! In order to allow the landing gear to retract into the wing by the system chosen in the Moravian company, the landing gear legs had to be shortened compared to the Trenér versions with fixed landing gear. Combined with the absence of flaps, this makes the three-point landing a really interesting affair. After retraining, I unsuccessfully attempted a smooth landing twenty times, until the chief of the Aero Club couldn't stand to watch my actions any longer and sent me to enjoy the flying on a navigation flight rather than on patterns.

My main activity while flying the OK-CXA was well symbolized by the V letter at the end of the type designation Z 526 AFS-V, i.e., towing. And there was a lot of it at times. Nevertheless, as a youngster, I never had enough of it. I would ride my bike across town and move half of aircraft in the hangar to fly just one aero lift. Doing 56 lifts in a day meant I could easily do 57 as well. The greatest pleasure, however, was the formation flying. The aircraft accelerated briskly, but one had to be careful when decelerating, which on the other hand was not as brisk due to the aerodynamic cleanness and weight of the aircraft. This was especially challenging when other planes in formation were Zlins 40 series. I really liked the air shows in Příbram, named in honor of Martin Stáhalík. Here I experienced very interesting formations with “Shorty”, whether I completed a quad of Zlin Z 126s with it or performed a multiple aerotow of historic gliders. That's why in 2005 I decorated the nose of OK-CXA with a shark's mouth with bare teeth, all made out with black electrical-insulation tape. Surprisingly, not all members of the aero club shared my enthusiasm for such a fantastic idea and this decoration disappeared from the aircraft very soon...



„Richard Noxa“

Overall flight hours logged: 8500

As pilot-in-command: 4900

Single-engined aircraft: 850

Twin-engined aircraft: 50

Sailplanes: 150

Qualifications: towing, skydiving, aerobatics, amphibious planes (only according to FAA rules)

Aircraft flown:

Z 42 MU, Z 142, Z 242 L, Z 43, Z 126, Z 226 AS, Z 226 MS, Z 226 SL, Z 526 M/F, Z 526 AFS, Z 37 A, Z 50 M, Z 50 LA, Z 50 LS, DA-20, DA-40, C 152, C 172, Pa 28, Pa 34, L-60S, L 200, An 2, J-3S, L-4, 8KCAB, 7GCBC, XP-30, Maule M7, B737-400,-500,-700,-800,-900ER,-8

Photo: Richard Noxa

The author upside down. And with smile...

Some "funny" stories...

Apart from a lot of beautiful experiences, there are a few that are still giving me some chills when I think about them. Twice my tail was lifted by a towed glider at low altitude, but fortunately there was always enough air under the plane. Once I was heading to Letňany from a prolongation tour in Otrokovice and I desperately needed to catch an exam at the university. As it happens, the weather was against it. It was good in the Highlands, but it started to rain near Zbraslavice and the continuous cloud cover was pushing me closer and closer to the ground. Even though the controller at the tower in Kbely was announcing good weather over the radio, the cloud cover fell to the ground near Říčany town, so even though I had a great desire to fly all the way to Letňany, the only possible choice was to turn and find alternate destination. I managed to land at Benešov airfield, where there was no traffic at all due to the "raining cats and dogs" weather. The plane stayed there for two days, but thanks to a random stop of one of the local pilots I finally made the test that day after this lucky car pick up... One non-lowered landing gear leg does not

make one feel better either, fortunately the tried and tested method of off-on, or, better to say, retract-extend worked. During one landing, when the plane had already all three wheels on the ground, a massive bounce happened. So massive that people later said they wanted to turn and look elsewhere. I had no choice but to give it full throttle and to hope. But the engine reacted immediately, and after a repeated pattern, the landing went smoothly. After shutting down the engine, the people told me that they preferred to turn around so that they would not be taken as witnesses to have to testify for the record...

The sad ending

I fondly recall meeting "sir" Jiří Koblíček, whose aerobatic career peaked with OK-CXA. He showed up at our instrument flying lesson when he was returning from a verification flight with a Raven 257. I remember he was not impressed with the performance of its engines because, as he said, "those American horses are much leaner than the Czech ones". When it came to his "Shorty", I still remember him saying to me: "One had to pull it quite hard. Then its wing stretched, and it flew nicely straight. The CXA, because it was a national team aircraft nobody did it and so its wings stayed straight, meaning it needs more controls now."

This aircraft eventually ended its flying journey on May 8, 2012, when it crashed into trees and subsequently ended in a pond. My final goodbye was cheerless when over two freezing December days I was removing usable parts from the wreckage of the plane. There weren't many. The body was completely destroyed, bent and cracked. The only part of the airframe that, somewhat surprisingly, survived the impact was the front Plexiglas section of the cabin.

My flying with OK-CXA stopped at 186 hours logged with 1205 take-offs and at least a hundred more landings. While I have had the opportunity to fly other "Shorties", aircraft more powerful, more agile, older, newer, more famous, more colorful and so on, the OK-CXA will always be a heartfelt affair and a beautiful memory for me.



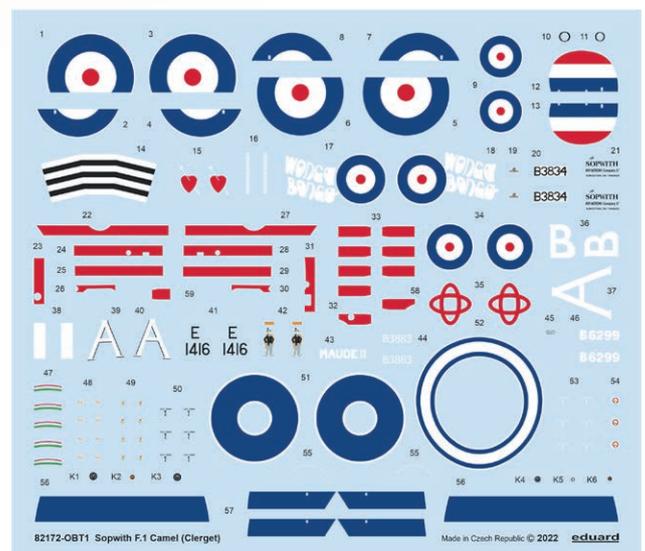
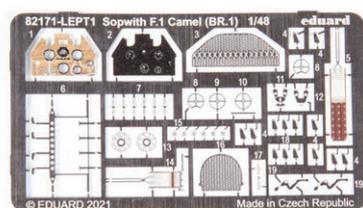
The short-lived decoration of OK-CXA...

Photo: Richard Noxa

Sopwith F.1 Camel (Clerget) 1/48

Cat. No. 82172

- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 5 marking options



[Product Page](#)

■ **B6313, Maj. William G. Barker, No. 139 Squadron, Villaverla, Italy, July 1918**



Barker's B6313 is probably the most famous Camel, as it is the most successful fighter aircraft of Great War. He scored 46 out of his 50 victories flying it in the period from October 1917 to September 1918. The aircraft underwent several overhauls and repainting during its service, the appearance depicted here shows the state as it was shortly after Barker became CO of the No. 139 Squadron, operating new two-seaters Bristol F.2B Fighter. Barker took his long-time companion with him to the new unit and added black and white stripes on its tail, as it was the marking of the No. 139 Sqn. It is not

sure the nose and the vertical stabilizer were painted black. There is a theory about repair overpaint by different shade of the camouflage color, and the image of the original vertical stabilizer displayed in Hendon Museum, is very dark green. On the other hand, it is part of the aircraft from different period as the pointed heart painted on it has different shape and position. On some photos the nose and the fin look as dark as the black stripes. There was non-standard cutout of the left side of the cockpit and there were also ducts installed on the openings for the air supply of the carburetor.

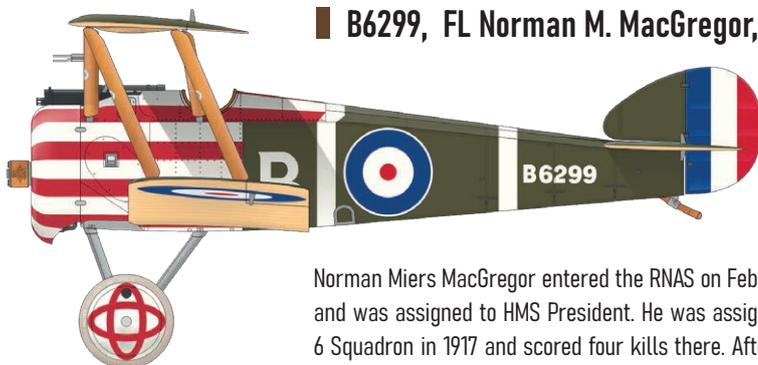
■ **B3834, FL Rowan H. Daly, FL Arthur F. Brandon, Manston War Flight RNAS, Manston, Great Britain, July 1918**



The Wonga Bonga inscription painted surely on the starboard and (probably) on the port side of the fuselage of this Camel says it all about what it used to be to. "Wonga" was the nickname for Gotha bombers, while Bonga says it all about what the pilot of this aircraft wanted to do (to smash them). In fact, two pilots were flying anti-Gotha patrols with this Camel from August to September 1917: Rowan Heywood Daly and Arthur Frank Brandon. Daly managed to send down in flames one "Wonga" on July 7, 1917, but it happened when he was

flying Sopwith Triplane (N5382). Only Brandon scored against these big German bombers flying this aircraft. It happened on August 22, 1917, the victim was Gotha G.IV No. 663/16 of Unteroffizier Heinrich Schildt as a pilot. The enemy fire holed the No. 6 cylinder of the engine of B3834 and Brandon had to conduct forced landing on home airfield. The B3834 Camel was manufactured by the Sopwith Company in June 1917 and served until February 1918, when it was deleted.

■ **B6299, FL Norman M. MacGregor, No. 10 Sqn RNAS, Tétèghem, France, November 1917**



Norman Miers MacGregor entered the RNAS on February 1916 and was assigned to HMS President. He was assigned to No. 6 Squadron in 1917 and scored four kills there. After that he moved to the No. 10 Squadron. His first victory with this unit was also the most significant of all of his kills, as he shot down the first Fokker Dr.I of the Great War on September 15, with German ace Kurt Wolff, victor in 33 combats and commander of the Jasta 11 at controls. MacGregor added two more victories, both when flying this Camel. He accrued 325

operational flight hours during the war and was transferred to RAF's unemployed list on January 10, 1919, at the rank of captain. He was later reactivated as a flight lieutenant on April 10, 1921, serving until June 5. His Camel B6299 sported the colours of the B Flight of the No. 10 (Naval) Sqn, i.e., white and red stripes on the nose of the aircraft and distinctive letter B on both sides of the fuselage. Later the aircraft served briefly with No. 9 (Naval) Sqn, before being transferred to the training depot at Chingford.

■ E1416, Capt. Arthur H. Cobby, No. 4 Sqn AFC, Serny, France, September 1918



Camel No. E1416 was the last of Arthur Henry Cobby's aircraft of this type and served him well, as he achieved eight out of his 29 aerial victories flying this one. One of these victims was observation balloon, the last of five destroyed by this very successful Australian fighter pilot. In fact, Cobby was the most successful Australian ace flying with Australian unit in WWI as he scored 29 victories with at least four different Camels. He had figures of Charlie Chaplin made from (probably) sheet of aluminium and he used to fit them on his Camels from both sides of the cockpit. Apart of it the Camel sported standard camouflage (probably with PC10 color on upper sides) and markings, but had non-standard ducts

mounted at the carburetor inlet. Acclaimed a national hero, Cobby joined newly formed Royal Australian Air Force in 1921 and was gradually promoted up to the rank of Wing Commander. He retired and served with Citizen Air Force only (the RAAF reserve) but was re-activated in 1939 and held senior posts in the RAAF rising to the rank of Air Commodore. To the end of the war, he commanded Australian No. 1 Tactical Air Force in Southwest Pacific area with some 20 000 people ready to action according to his orders. Arthur Henry Cobby died on November 11, 1955.

■ B3883, FSL Harold F. Stackard, No. 9 Sqn RNAS, Bray-Dunes, France, September 1917



Harold Francis Stackard achieved 15 aerial victories during Great War. He started his military career as a subaltern serving on HMS Orotava in France and Gallipoli. In October 1916 he was transferred to the Royal Naval Air Service, and two months later he was promoted to Flight Sub-Lieutenant. Stackard stayed for the rest of the war with No. 9 (Naval) Squadron. He scored his first victory on May 2, 1917, flying the Sopwith Pup. On September 3, 1917, he recorded his first victory behind the controls of the Sopwith Camel. It was his fourth one. With the B3883 he later added six (maybe seven) victories, so it was his most successful aircraft. FL Joe Fall scored another three flying it. The B3883 had no distinctive

MAUDE II

decorations originally. It only sported white number 2 on the fuselage sides. It was damaged and after repair was named Maude II with the name in white. Also, big fuselage ring in blue and white and two blue discs with white outline on the upper wing were added. Later the fuselage ring (and probably the elevator as well) was enriched by red color and the Maude II was overpainted in blue with white blocking as the remains of the original painting. By 1918, Stackard was an instructor at RAF Cranwell in Lincolnshire. He served briefly with No. 157 Squadron before he left the service shortly after the war.

Recommended for Sopwith F.I Camel (Clerget):

FE1215	Sopwith Camel seatbelts STEEL (PE-Set)	648674	Sopwith Camel Rotherham air pumps (Brassin)
644116	Sopwith Camel LööK (Brassin)	648662	Sopwith Camel 20lb bomb carrier (Brassin)
648657	Sopwith Camel wheels type 1 (Brassin)	648676	Sopwith Camel Clerget engine (Brassin)
648658	Sopwith Camel wheels type 2 (Brassin)	648661	Sopwith Camel US Colt Vickers gun (Brassin)
648659	Sopwith Camel seat (Brassin)	3DL48038	Sopwith Camel SPACE (3D Decal Set)
648660	Sopwith Camel Vickers Mk.I gun (Brassin)		

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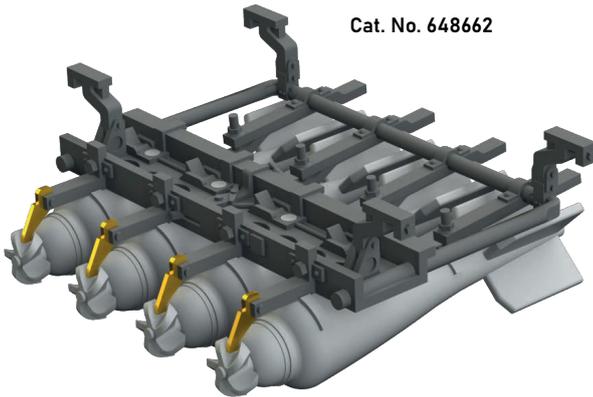
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BRASSIN



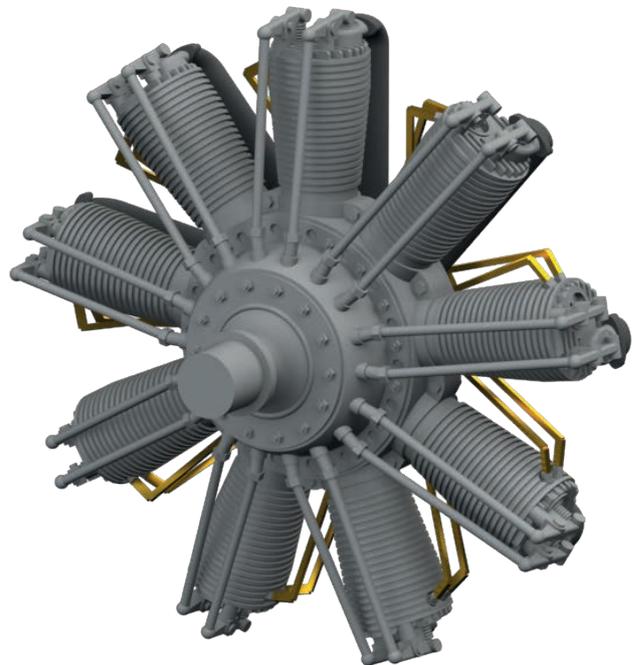
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Cat. No. 648662

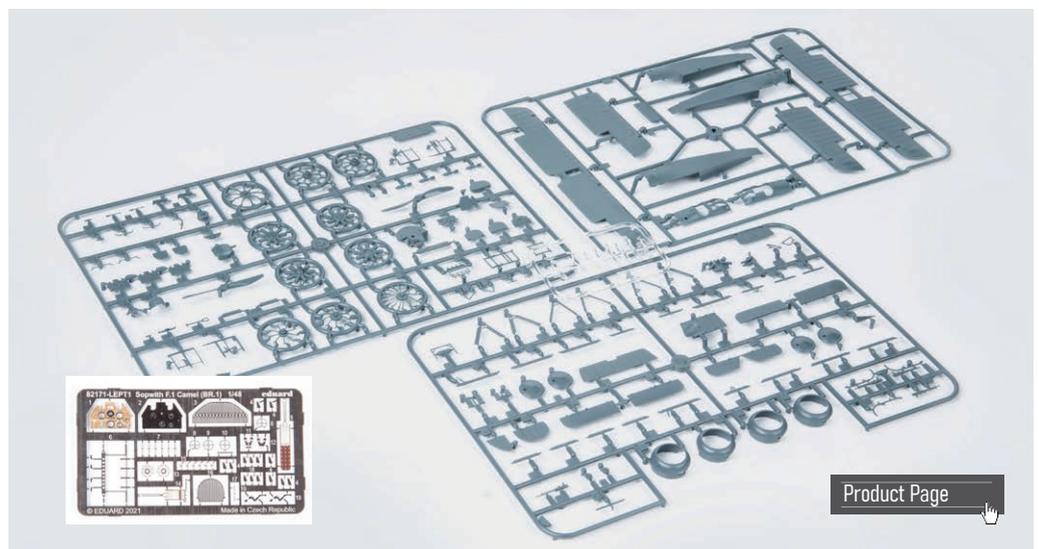
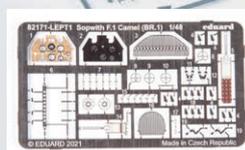
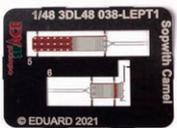


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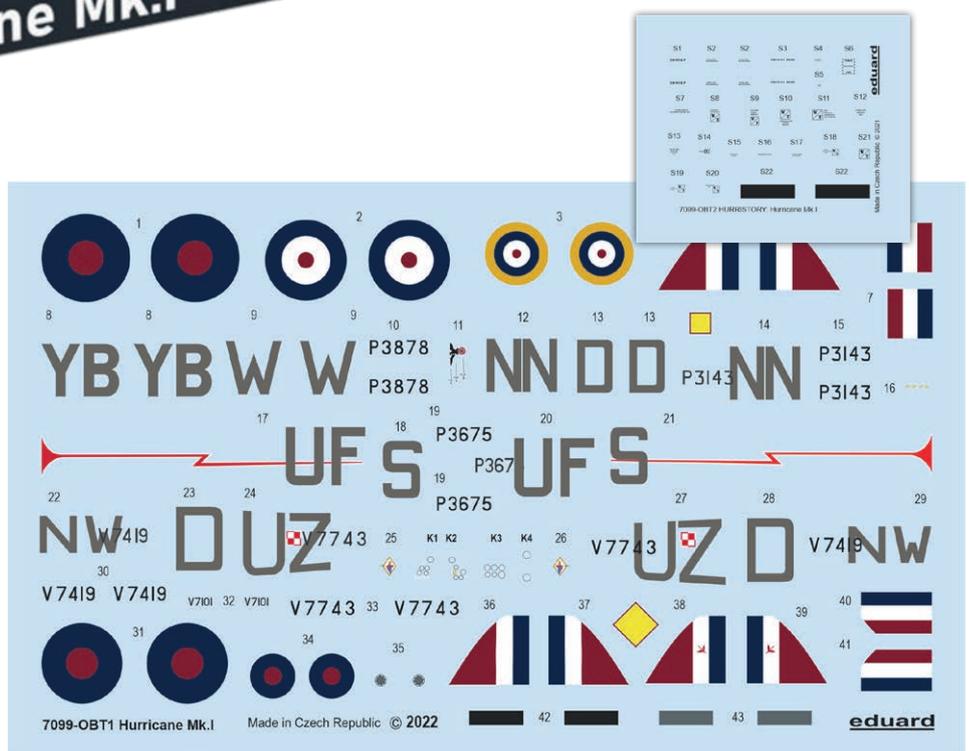
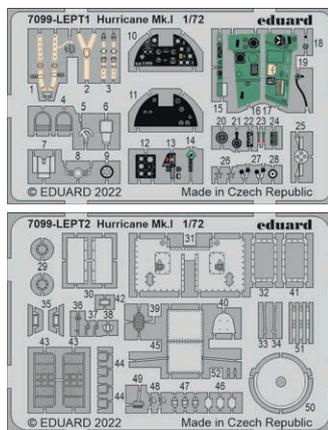


[Product Page](#)

Hurricane Mk. 1/72

Cat. No. 7099

- Plastic parts Arma Hobby
- Photo-etched set
- Painting mask
- 6 marking options



Product Page

■ **P3878, F/O Harold A. C. Bird-Wilson, No. 17 Squadron,
RAF Debden, Great Britain, July 1940**



Harold Bird-Wilson, a native of Prestatyn, Wales, joined the RAF on November 30, 1937. After training he was transferred to No. 17 Squadron in August 1938, the unit flying with Gloster Gauntlets at the time. The unit was rearmed with Hurricanes in June 1939, and ten weeks later "Birdy" Bird-Wilson was badly injured in a flying accident. After his recovery, he rejoined the unit and took part with it in the Battle of France and subsequently in the Battle of

Britain. He scored eight confirmed kills during that period. On September 24, 1940, "Birdy" was shot down by Adolf Galland, for whom it was his 40th kill. "Birdy" later became commander of the Spitfire equipped No. 122 Wing and later he led the Perranporth/Harrowbeer Wing flying Mustangs. He shot down a total of nine aircraft (3 solo and 6 shared) and also recorded three probable kills and three damaged. During his military career he received

the high military awards including CBE, DSO, DFC & Bar and AFC & Bar. Retired on June 1, 1974, with the rank of Air Vice Marshal. The Hurricane P3878 sported camouflage of Dark Green, Dark Earth and Sky. The right side of the fuselage below the cockpit was marked with three kills scored during the Battle of France in May 1940.

■ **P3143, No. 310 (Czechoslovak) Squadron, RAF Duxford,
Cambridgeshire, Great Britain, September 1940**

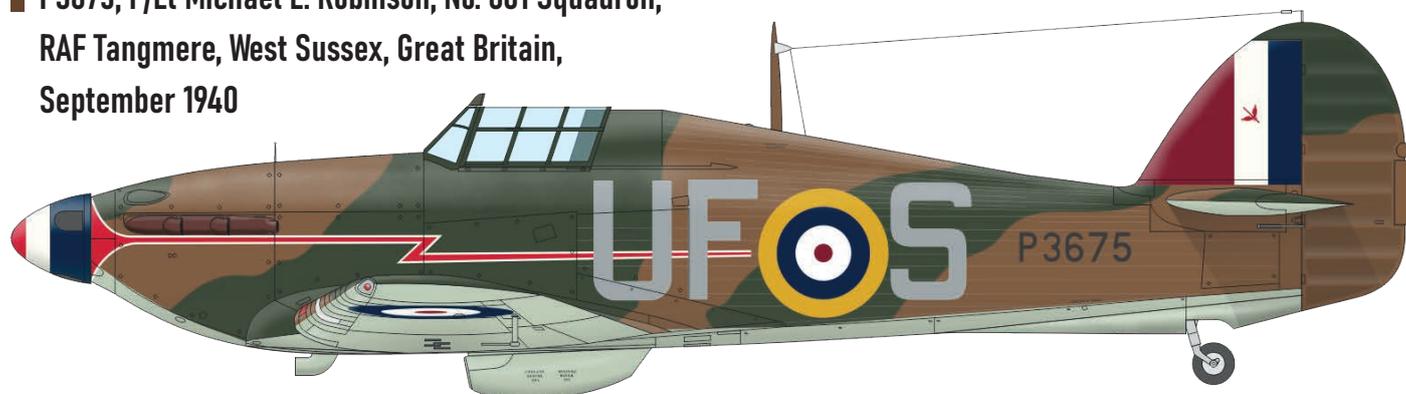


The Hawker Hurricane Mk.I, serial number P3143 was codenamed NN-D and served with No. 310 (Czechoslovak) Squadron from July 24, 1940, until October 16 of the same year, when it was destroyed by an engine fire during a training flight near

Ely. Its pilot, Sgt Jan Chalupa, bailed out but died. It was the unit's most successful aircraft of the Battle of Britain. Pilots F/Lt Gordon Leonard Sinclair, Sgt Bohumil Fürst, Sgt Eduard Prchal and P/O Stanislav Fejfar scored a total of six confirmed kills flying it

(two each of Bf 110 and Do 17 plus one each of Bf 109 and He 111). P3143 wore the "A" pattern camouflage consisting of standard colors, i.e., Dark Green, Dark Earth and Sky. In its appearance from mid-September, it sported four kill marks under the cockpit.

■ **P3675, F/Lt Michael L. Robinson, No. 601 Squadron,
RAF Tangmere, West Sussex, Great Britain,
September 1940**



During September days of the Battle of Britain, "Mike" Robinson shot down one Bf 109E and two more Bf 110s probably flying this Hurricane. At the time he was a Flight Commander of No. 601 Squadron. His Hurricane sported an unusual marking of a red and white-striped lightning bolt and a red, white,

te, and blue spinner. The upper camouflage of the "B" pattern was done in standard colors. Robinson was appointed commander of No. 609 Squadron in October and took over command of Biggin Hill Wing from "Sailor" Malan in August 1941. In January 1942 he took command of Tangmere Wing. Unfortunately,

on April 10, 1942, he and his wingman, Maurice P. C. Choron, did not return from a combat flight. They fell victims to the fighters of II/JG 26. "Mike" Robinson shot down a total of 16 aircraft, probably shot down five others and damaged nine.

■ **V7419, S/Ldr Marmaduke Thomas St John Pattle, CO of No. 33 Squadron,
Larissa, Greece, March–April 1941**

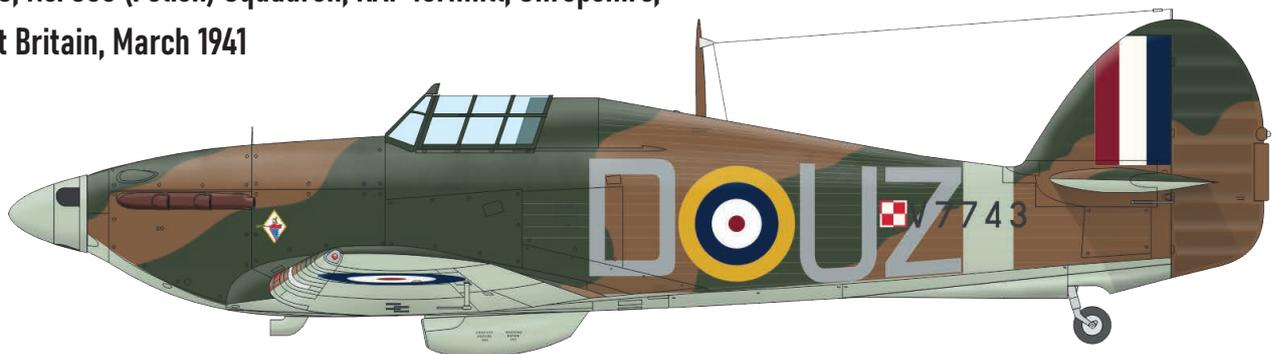


Most of the historical records concerning the pilots fighting in the half-forgotten Greek battlefield were lost during the retreat across the Aegean Sea. It has therefore taken many years for historians to discover the fate of the Hurricane fighter pilots who served under the command of South African Major Marmaduke "Pat" Pattle. Research has confirmed that Pattle achieved 52 kills, of which 36 were achieved during his service with Nos. 80

and 33 Squadron when he was flying Hurricanes. This secured him the number one position among pilots of this type. One of the aircraft Pattle flew in combat was the Hurricane V7419. Due to the hectic times on the battlefield, most Hurricanes carried only NW squadron codes. Pattle did not see the end of the war. On the evening of April 20, 1941, he took off as leader of fifteen-strong Hurricane formation when they met superior number of Luftwaffe air-

craft. After the outbreak of a fierce air battle over the Gulf of Eleusin, Pattle, although suffering from fever, managed to shoot down one Bf 109 and one Bf 110. Shortly after he was attacked by a pair of Bf 110s. He was last seen hurtling towards the sea in flames, pursued by a pair of Bf 110s which continued to fire. His body and the wreckage of the Hurricane were never found.

■ **V7743, No. 306 (Polish) Squadron, RAF Ternhill, Shropshire,
Great Britain, March 1941**

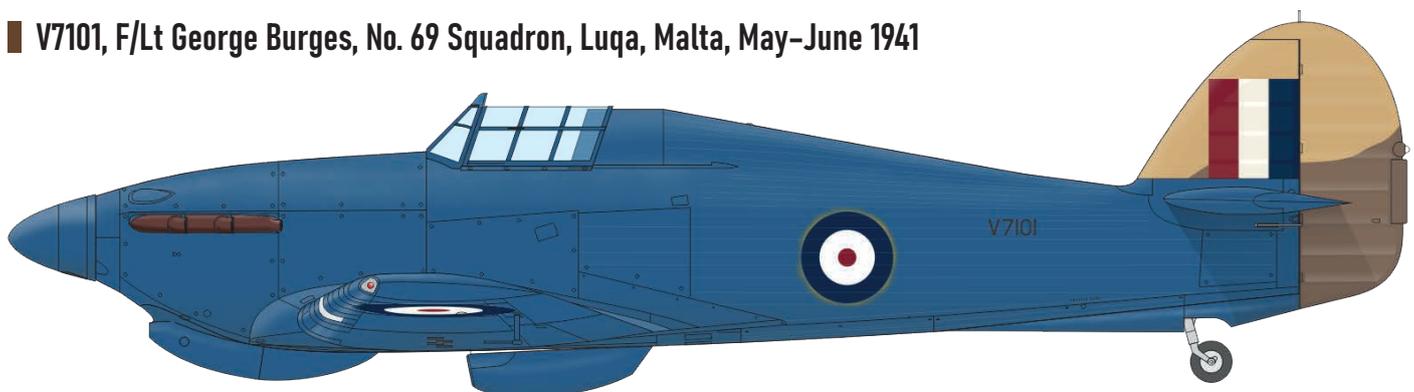


The third fighter unit of the Polish Air Force in Great Britain was No. 306 (Polish) Squadron, based at Church Fenton and established on August 28, 1940. It was equipped with the standard RAF fighter, the Hawker Hurricane. With these, the unit moved to

Ternhill airfield in November that year, from where the pilots conducted mainly patrol flights to protect convoys. Later, No. 316 (Polish) Squadron received Spitfires, with which they carried out attacks on targets in occupied Europe. Towards the end of the

war the Spitfires were replaced by Mustang Mk.IIIs. The unofficial emblem of the squadron was a white, gold-lined diamond with a stylized wild duck and bear, the emblem of the original pre-war Torun Fighter Squadron of the Polish Air Force.

■ **V7101, F/Lt George Burges, No. 69 Squadron, Luqa, Malta, May–June 1941**



One of the founding members of the Gladiator Fighter Flight at Malta's Hal Far airfield was George Burges, who achieved seven victories in the defense of Malta in the cockpits of Gladiators and Hurricanes. He was transferred to No. 69 Reconnaissance Squadron at the end of January 1941. This unit also

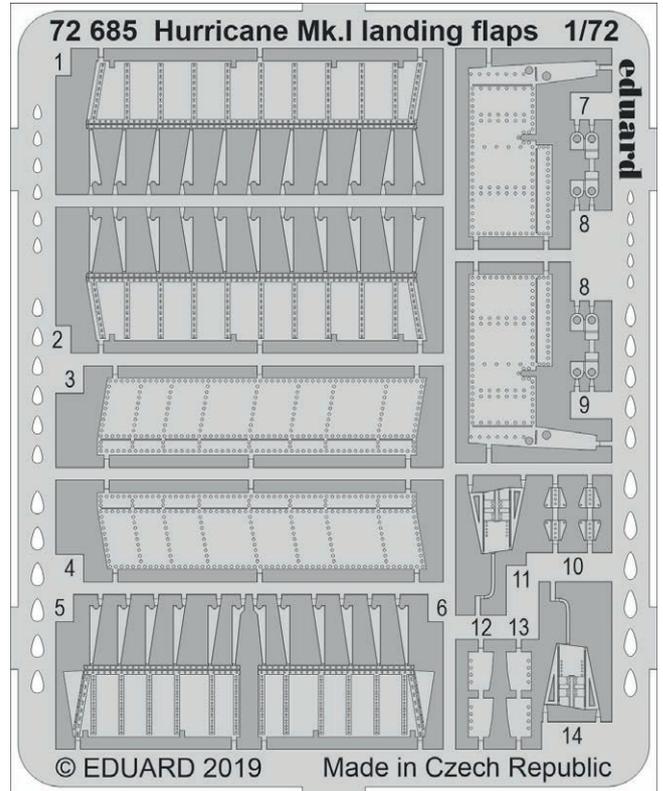
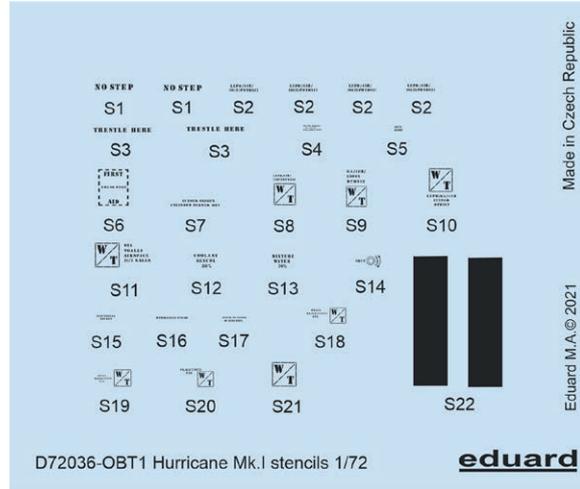
received Hurricane V7101 with reduced weight. It received additional fuel and oil tanks instead of armament, and its other equipment included two cameras behind the pilot's seat in place of the removed radios. George Burges flew it regularly until June 6, 1941, when he left Malta and returned to

England. Hurricane V7101 was painted blue on all surfaces, and the only available photograph shows it with the rudder bearing a camouflage field in Middle Stone and Dark Earth colors.

Cat. No. 72685

**Recommended
for Hurricane Mk.I:**

Cat. No. D72036

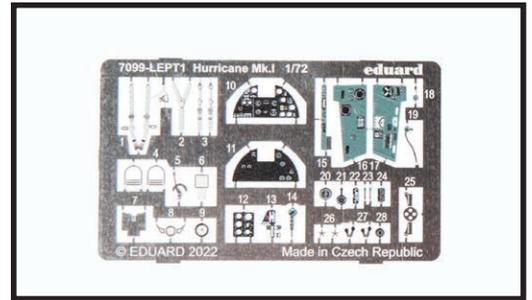


OVERLEPT

Hurricane Mk.I

[Product Page](#)

1/72 Cat. No. 7099-LEPT1



Tempest Mk.V 1/48

MEMBER EDITION
BFC111

Ens. Eduard „Bunny“ Kleinkönig, Naval Detachment of No. 486 Squadron RNZAF, Aircraft Carrier HMS Habbakuk, Antarctica, summer 1946/1947

E1762, Flt.L. David C. Fairbanks, No. 274 Squadron, B.80 Volkel, the Netherlands, November 1944

JN751, W/Cdr Roland P. Beaumont, DSO, DFC & bar, CO of No. 150 Wing, RAF Station Bradwell Bay, Great Britain, April 1944

NV994, St/Ldr Pierre Clostermann, No. 3 Squadron, No. 122 Wing, B.152 Fassberg, Germany, June 1945

Police Chief Sgt. Eduard Kleinkönig, OK-BFC, Police Air Patrol Unit, Czechoslovak Police Air Force, Zatec, 1947 - 1950

JN751, W/Cdr Roland P. Beaumont, DSO, DFC & bar, CO of No. 150 Wing, Newchurch, Great Britain, June 1944

BUNNY FIGHTER
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BFC112

Josef František's Hurricane

Product page



FOR BFC MEMBERS ONLY

1/72, Cat. No. BFC112

- Complete Hurricane Mk.I kit (ProfiPACK Cat. No. 7099)
- Unique decals for Hurricane flown by phenomenal Czech pilot Sgt. Josef František.



RF	RF	R	R	R	RF	RF	U	
101	101	102	102	108	106	105	113	114
RF	RF	O	O	U	U			
103	103	104	109	110	111	115	116	112
L2099	L2099	P3975	P3975	R4175	R4175			
117	118	119	119	119	112	112	112	112

BFC112-OBT1 Josef František's Hurricanes 1/72



P3975, Sgt. Josef František, No. 303 (Polish) Squadron, RAF Northolt, United Kingdom, September–October 1940

Czechoslovak pilot Josef František, member of No. 303 (Polish) Squadron during the Battle of Britain, achieved three Luftwaffe kills flying this Hurricane. The first one was a Bf 109E shot down on September 2. The very next day had repeated this success by victory over Bf 109E, and on September 9 he added a third kill of a Bf 109E fighter plus one He 111 bomber.



L2099, Sgt. Josef František, No. 303 (Polish) Squadron, RAF Northolt, United Kingdom, September 1940

Another Hurricane Sgt. František was flying during his time with No. 303 (Polish) Squadron was this aircraft from the early production batch, but with stressed-skin metal wing already fitted. Josef František flew this one on four missions, but he managed to score only once. It happened on September 30, 1940, when flying this Hurricane for the last time. His victim was one Bf 109E, another one was damaged. English commander of No. 303 (Polish) Squadron S/Ldr Ronald Gustave Kellett also flew this Hurricane several times.



R4175, Sgt. Josef František, No. 303 (Polish) Squadron, RAF Northolt, United Kingdom, September 1940

Probably the most famous František's Hurricane was the one coded RF-R. The Czechoslovak fighter ace scored a total of seven kills flying it (on September 5 one Ju 88 and one Bf 109E, on September 6 one Bf 109E, on September 26 two He 111 and on September 27 one Bf 110 and one Bf 109E). However, this Hurricane became František's fate, as he crashed it on October 8, 1940 and was killed.

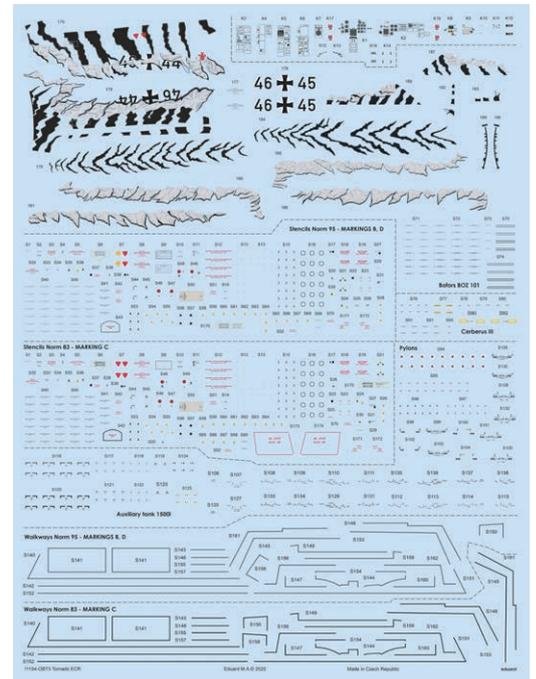
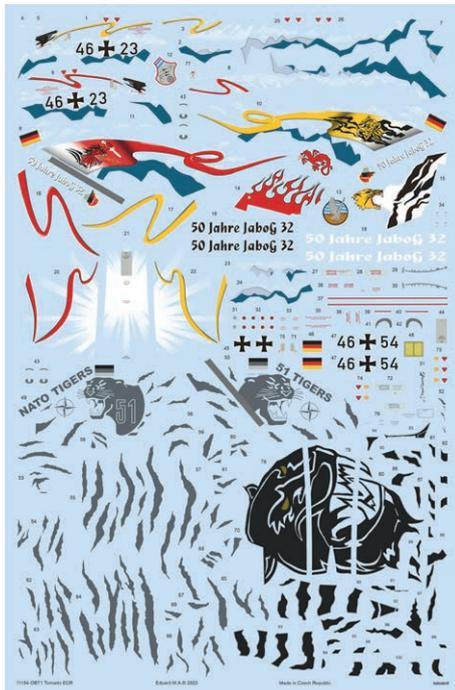


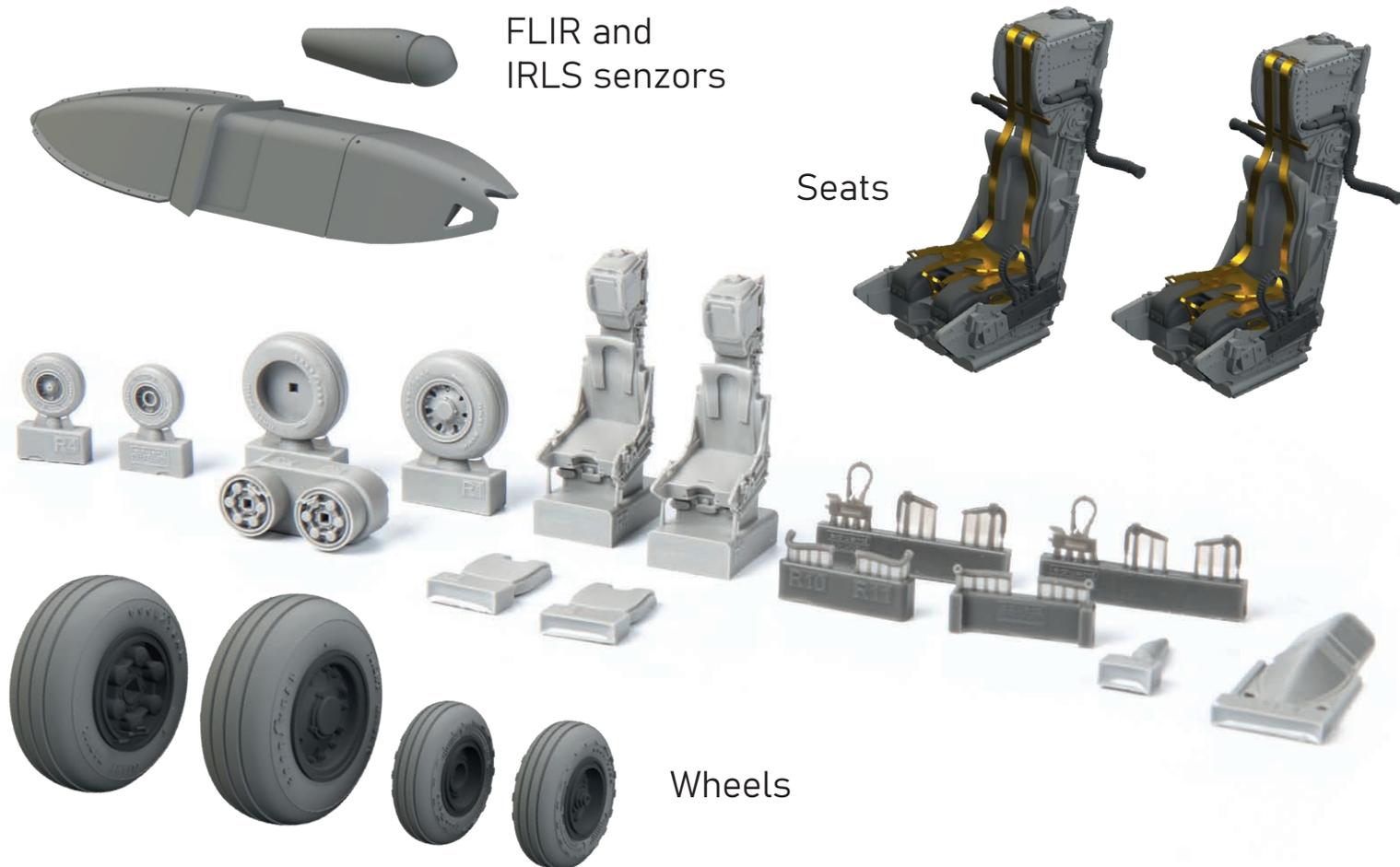
Tornado ECR 1/48 Cat. No. 11154

- Plastic parts Revell
- Photo-etched set
- Painting mask
- 5 marking options
- Brassin: wheels, seats, FLIR and IRLS senzors



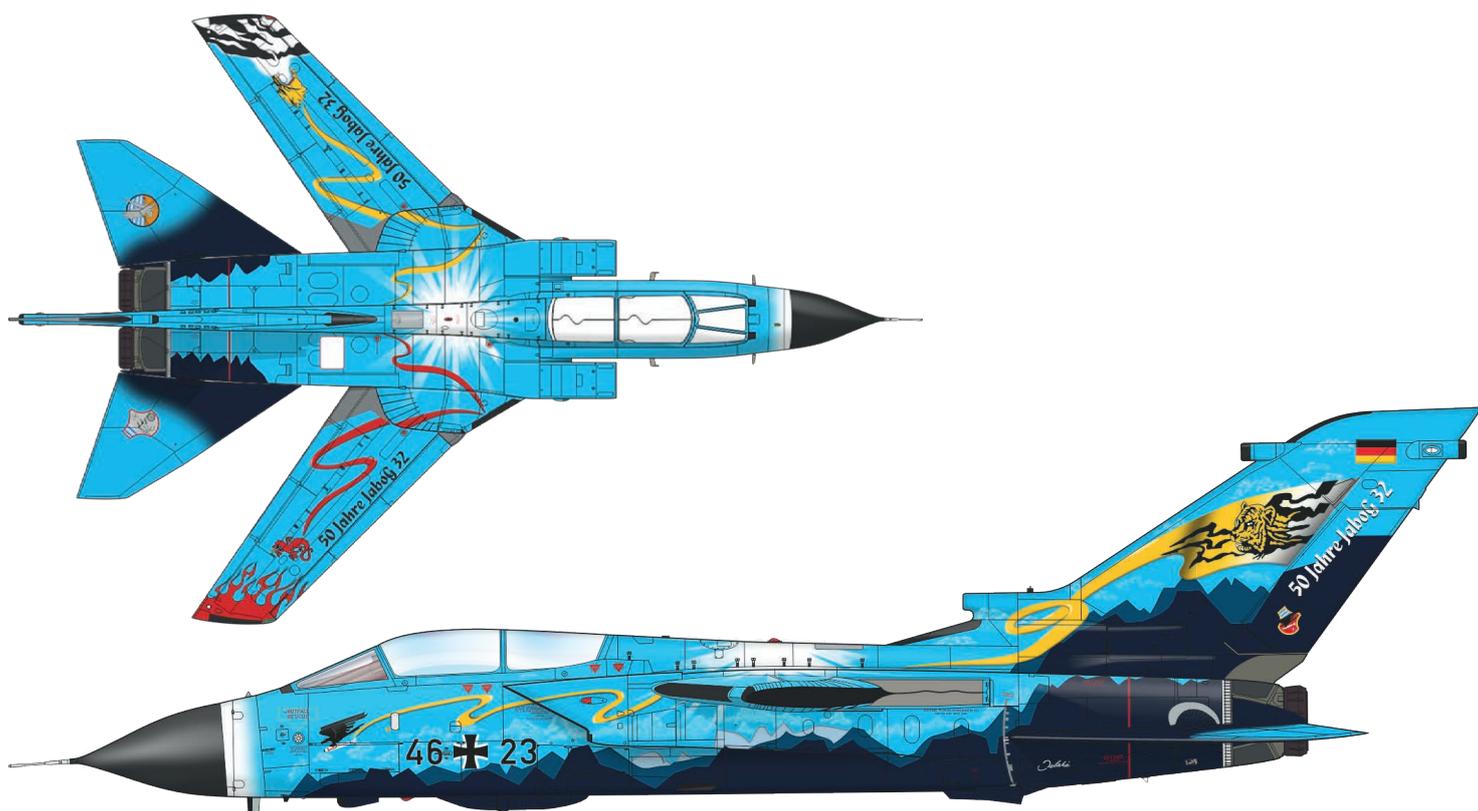
[Product Page](#)





46+23, JaboG 32, Lechfeld Air Base, Germany, July 2008

Jagdbombergeschwader 32 was established at Lechfeld in July 1958. The unit was flying F-84F Thunderstreak fighters initially and changed them for Starfighters during 1965. Starfighters were subsequently replaced by the Tornado IDS in 1984. These fighter-bombers were supplemented in 1991 by Tornado ECRs, the electronic warfare version. To celebrate 50th anniversary of the unit's foundation, the Tornado ECR 46+23 code was painted according to design by designer Daniela "Delahé" Krah.



46+44, 1./JaboG 32, Lechfeld Air Base, Germany, June 2001

1. Staffel Jagdbombergeschwader 32, named Die Tigers (The Tigers), was accepted by the NATO Tiger Association in 1994 as a try-out member. This association was formed in 1961 to encourage solidarity among NATO air forces. The association organizes every year meetings called Tiger Meet, during which joint exercises are also held. In 2001, a Tiger Meet was held in Kleine Brogel, Belgium, for which 1st/JaboG 32 prepared a Tornado ECR with markings 46+44 in an impressive "tiger" marking.

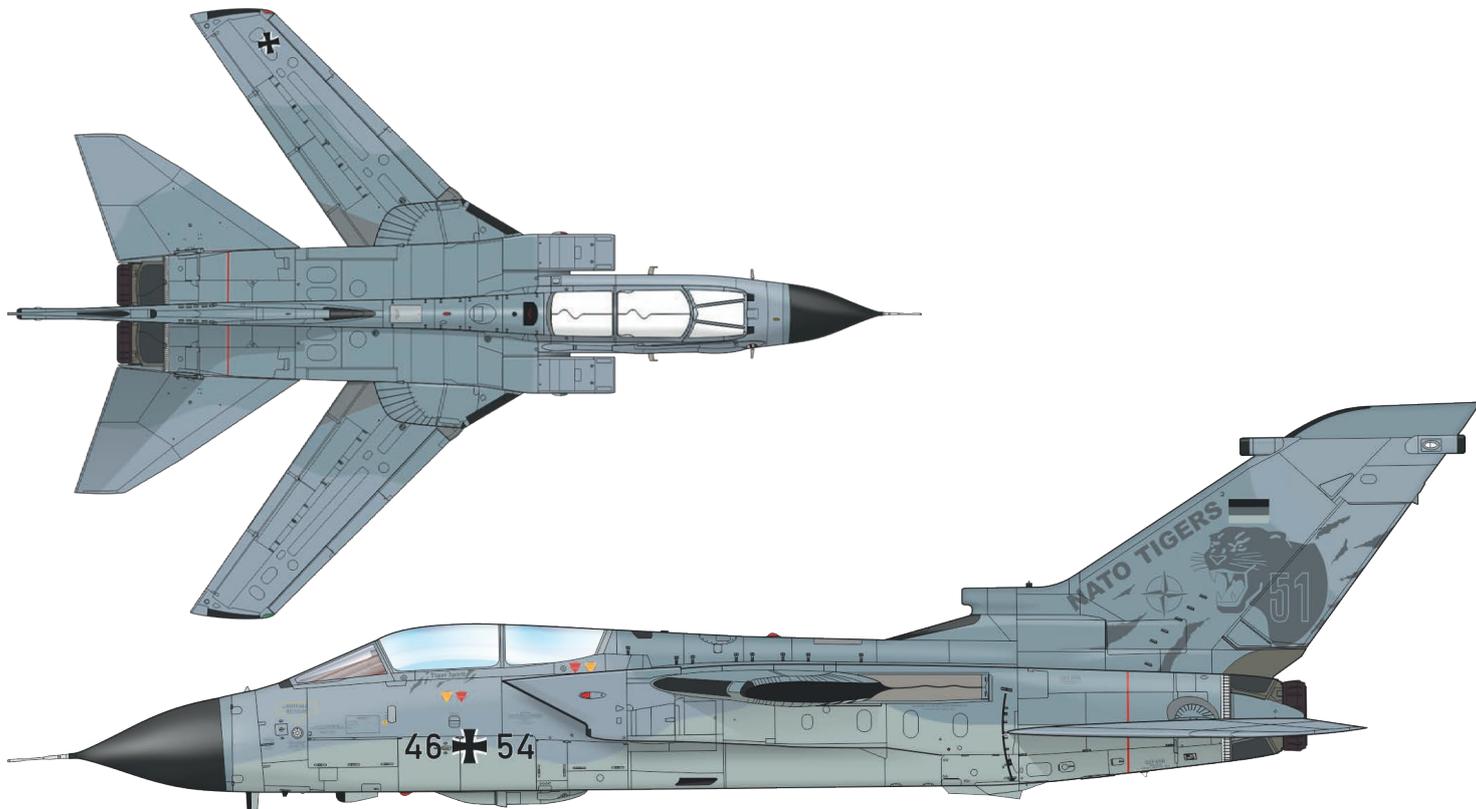
**46+45, 2./JaboG 38 „Friesland“, Jever, Germany, June 1993**

Tornados ECR were the equipment of two units in German Luftwaffe, JaboG 32 and JaboG 38. The former unit was based at Lechfeld in Bavaria, while JaboG 38 was based in the north at Jever in Lower Saxony. This unit was established in August 1983 and was armed with Tornado IDS multirole aircraft. ECR Tornados formed equipment of its 2. Staffel in 1989, and they were used until 1995, when the ECR Tornados were handed over to JaboG 32. On August 31, 2005, JaboG 38 was disbanded.

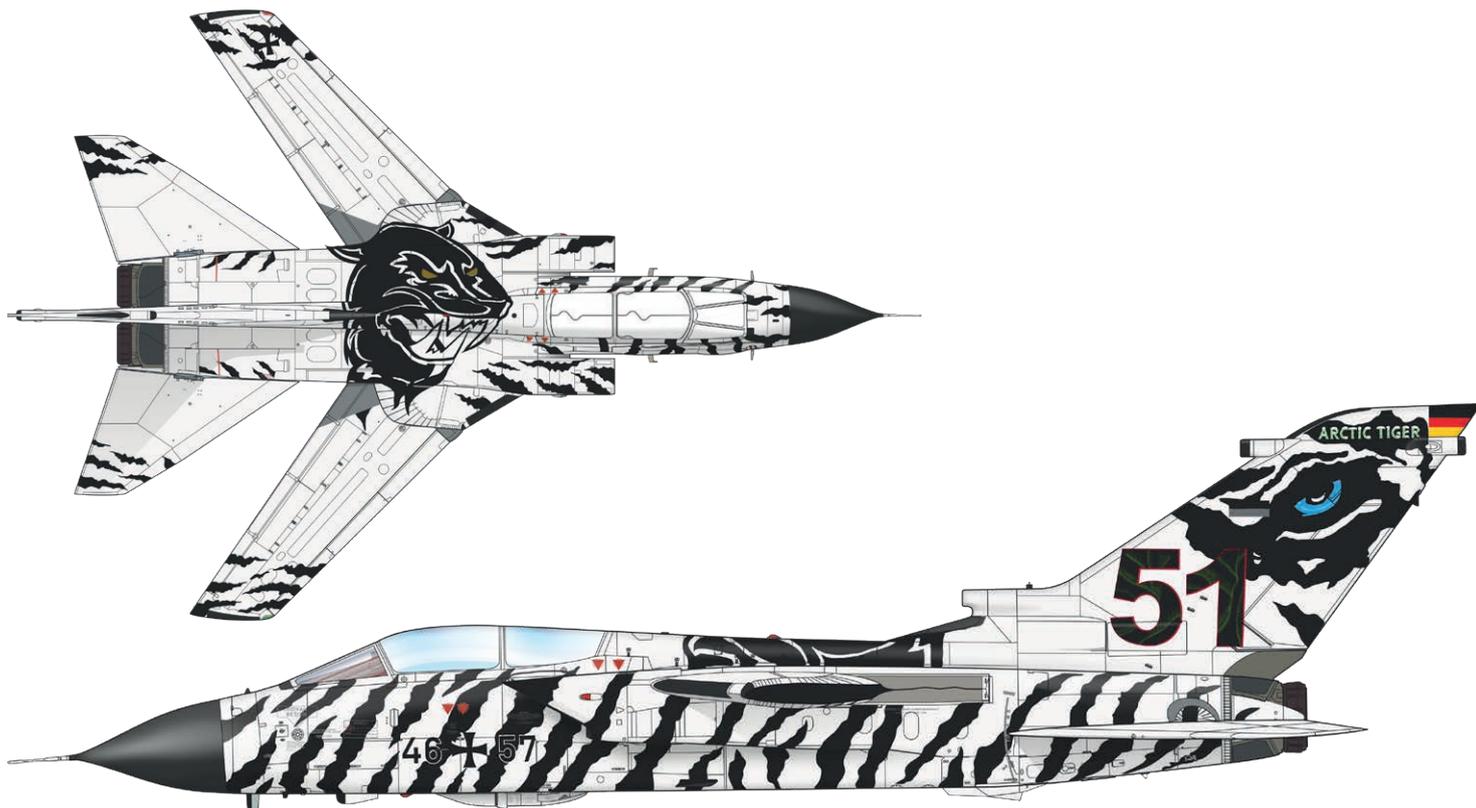


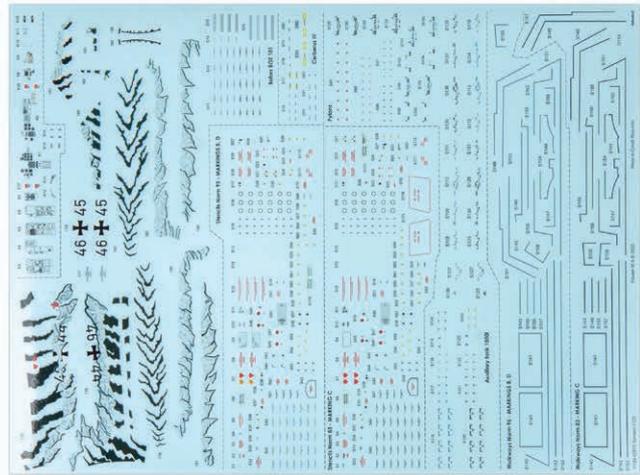
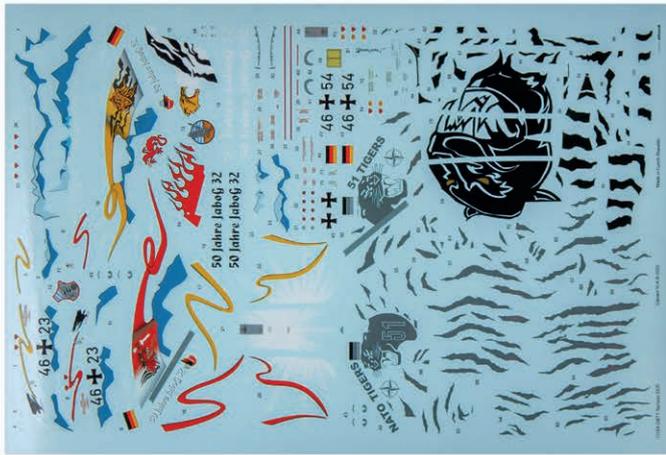
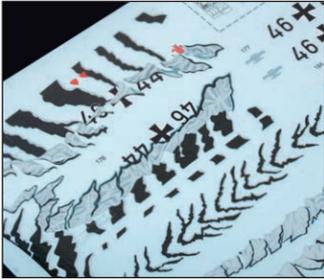
46+54, TLG 51 „Immelmann“, Schleswig-Jagel Air Base, Germany, July 2017

Taktisches Luftwaffengeschwader 51 was formed by renaming Aufklärungsgeschwader 51 on September 30, 2013. This unit, equipped with IDS and ECR Tornados, is based at the Schleswig-Holstein base Schleswig-Jagel. The marking of Tornado coded 46+54, was sprayed in standard Norm 95 three shades of grey but has been complemented with tiger stripes on the external drop tanks and rudder, while a drawing of a feline beast and the inscription NATO TIGERS have been added to the vertical fin. All the paintwork was made due to participation of the aircraft at Tiger Meet 2017 exercise in Landivisiau, France.

**46+57, AG 51, Schleswig-Jagel Air Base, Germany, July 2013**

Aufklärungsgeschwader 51, the predecessor of TaktLwG 51, was re-launched in January 1994. The previous AG 51, along with its sister AG 52 unit (both flying RF-4E reconnaissance Phantoms), was disbanded in mid-1993. The newly formed AG 51 received the Tornado IDS supplemented with the ECR version. The Tornado ECR in this livery was presented at the 2013 Tiger Meet held in Ørland, Norway, where AG 51 won the Silver Tiger Trophy.

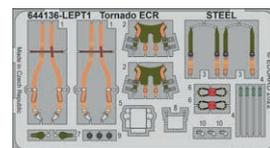




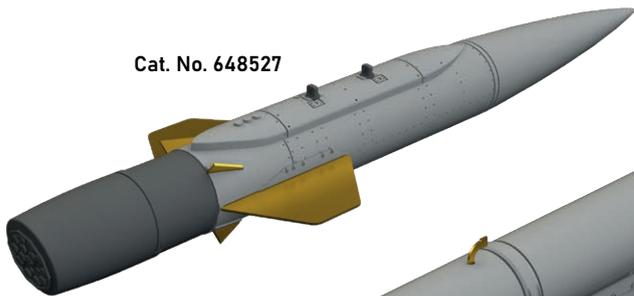
Recommended for Tornado ECR

- 644136 Tornado ECR LööK (Brassin)
- 648029 AIM-9M/L (Brassin)
- 648095 GBU-24 (Brassin)
- 648180 AGM-88 HARM (Brassin)
- 648207 IRIS-T (Brassin)
- 648527 BOZ-EC pod (Brassin)
- 648564 GBU-54 (Brassin)
- 648715 TSPJ pod PRINT (Brassin)
- 3DL48056 Tornado ECR SPACE (3D Decal Set)
- EX824 Tornado ECR TFace (Mask)

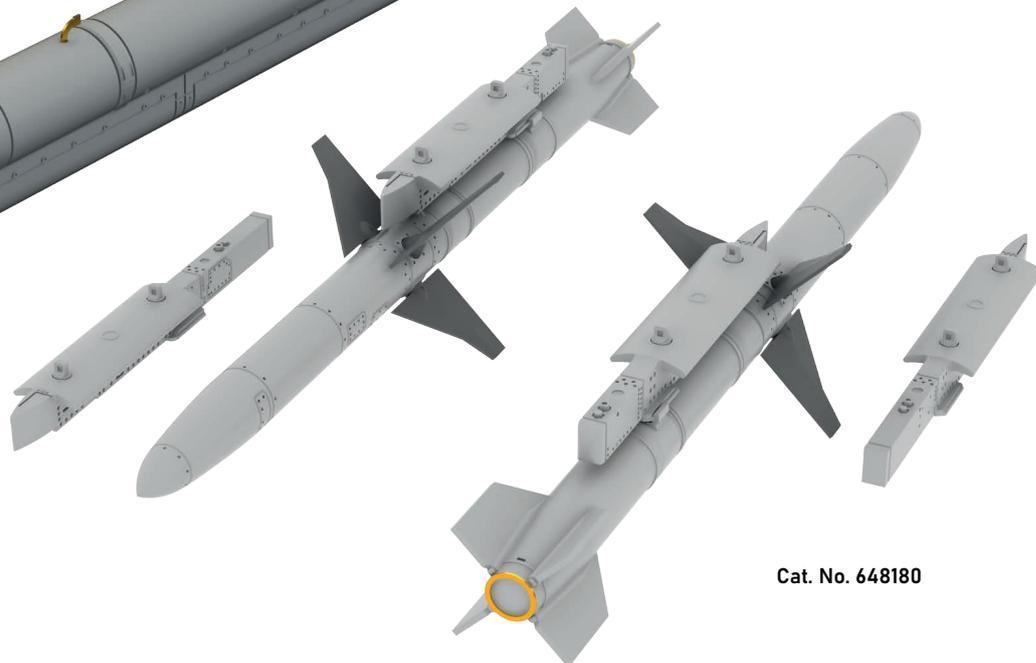
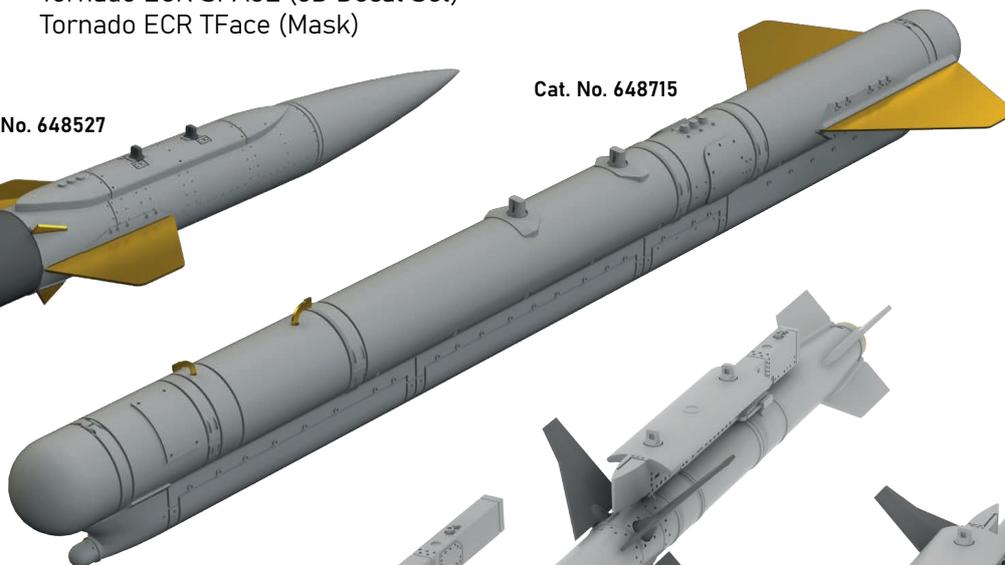
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Cat. No. 648527



Cat. No. 648715



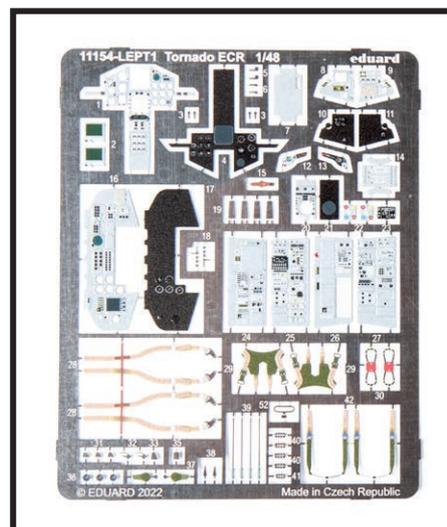
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OVERLEPT 1/48

Tornado IDS

Cat. No. 11154-LEPT1

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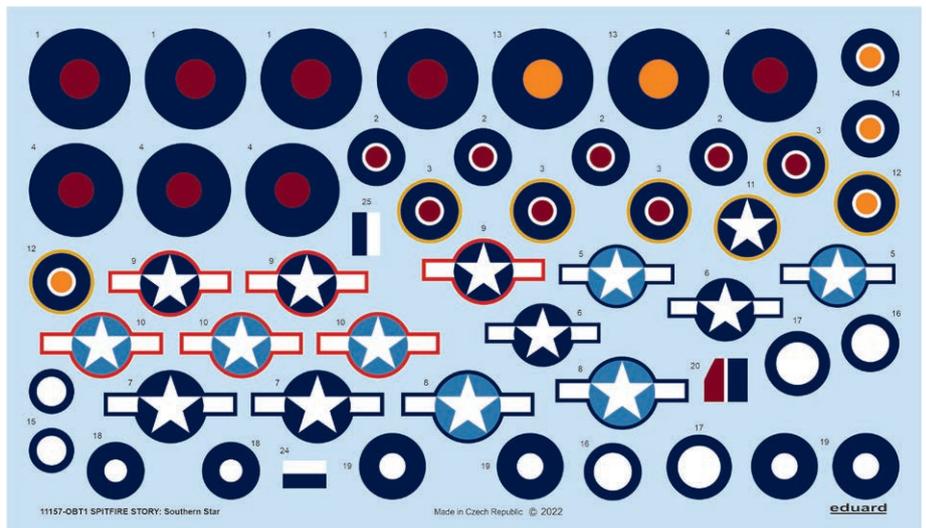
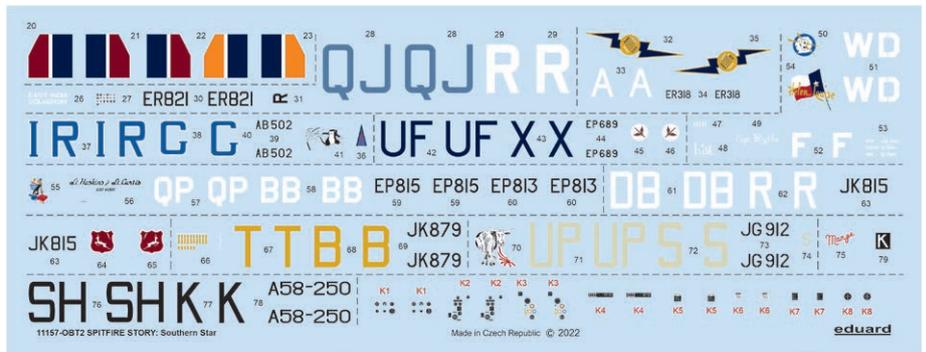




SPITFIRE STORY: Southern Star

1/48 Cat. No. 11157

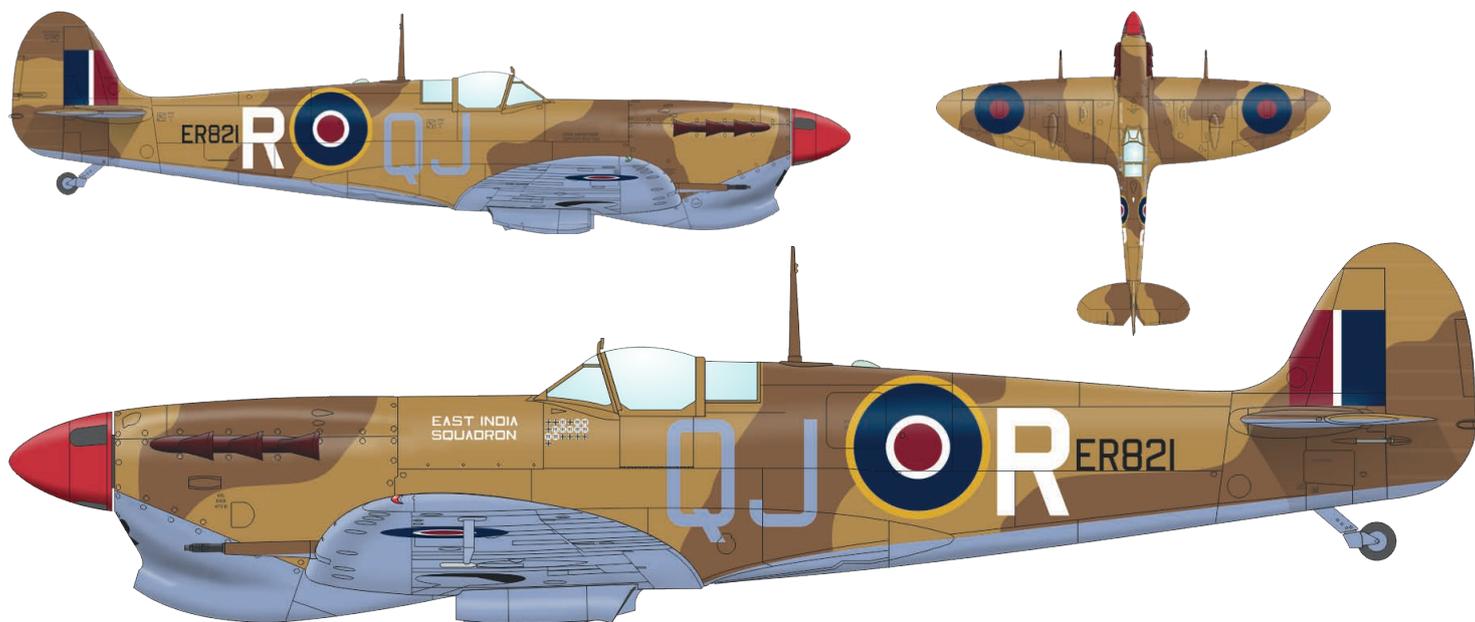
- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 10 marking options
- Brassin: wingtips



[Product Page](#)

Spitfire Mk.Vb trop, ER821, F/Lt Neville F. Duke, No. 92 Squadron, Bou Grara, Tunisia, January-March 1943

Neville Frederick Duke, a native of Turnbridge, Kent, joined the RAF in June 1940. He was eighteen at the time. After training he was posted to No. 92 Squadron in February 1941 and achieved his first two kills with this unit. He often flew as wingman to "Sailor" Malan, commander of the Biggin Hill Wing. In October 1941, Duke was sent to North Africa to No. 122 Squadron, flying Tomahawks and Kittyhawks and he achieved a further six kills there. When he began his second operational tour, it was with No. 92 Squadron again. The unit also moved to the African continent together with its tropical Mk.Vb Spitfires. Within a few months Duke notched up 14 more victories and he took command of No. 145 Squadron in March 1944. The unit was equipped with Mk.VIII Spitfires and by September Duke had scored six more kills. He finished the war with 28 victories, becoming the most successful pilot in the Mediterranean area. On his return to Europe, he continued as chief test pilot with Hawker. In 1946, he joined the RAF's High Speed Flight. After demonstrating the Gloster Meteor at an air show in Prague in 1946, he was awarded the Czechoslovak War Cross for his war service. In 1953 he set the world speed record with Hawker Hunter, when he managed to achieve 727.63 mph (1171.01 km/h).



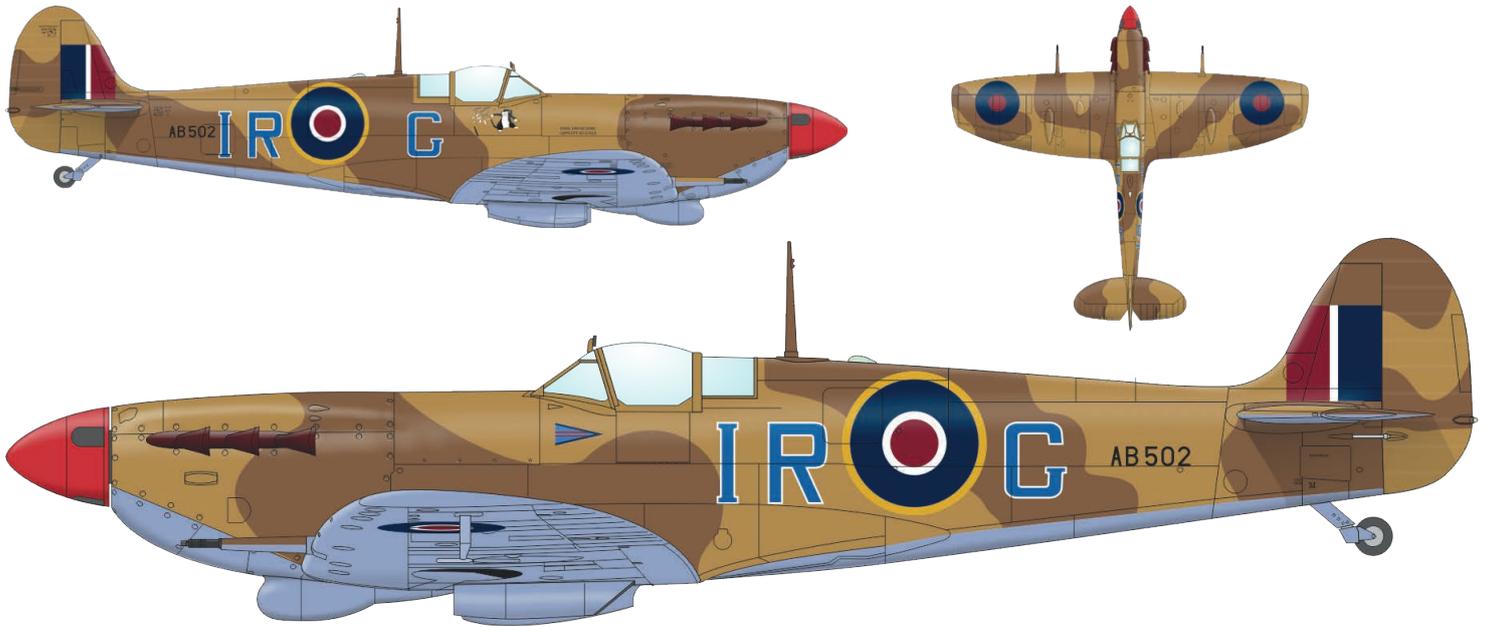
Spitfire Mk.Vb trop, ER318, P/O C. R. Furtney, No. 274 Squadron, Termoli, Italy, March 1944

No. 274 Squadron was reactivated in the second half of 1940 in Amreiya, Egypt. It started operations with mixture of Gladiators and Hurricanes, then, from October the same year, the unit retained only Hurricanes and joined the fighting over North Africa with them in December 1940. The unit received its first Spitfires in April 1943 and was fully rearmed in October. During the rearmament process, No. 274 Squadron moved to Cyprus, then a move to Italy followed in February 1944. Before moving to the UK, the unit took part in sweeps over Yugoslavia and Albania. A lightning bolt and a circular arrow emblem under the cockpit indicates affiliation to the unit.



Spitfire Mk.Vb trop, AB502, W/Cdr Ian Richard Gleed, CO of No. 244 Wing, Bou Grara, Tunisia, March–April 1943

At the end of January 1943, Ian 'Widge' Gleed took command of No. 244 Wing in North Africa, the only unit comprising Spitfire units - Nos. 92, 145 and 601 Squadrons RAF, No. 417 Squadron RCAF and No. 1 Squadron SAAF. Gleed was in command until April 16, when he was shot down during an afternoon patrol over the Cap Bon area. His defeater was probably Lt. Ernst-Wilhelm Reinert, the ace of JG 77. After being hit, Gleed headed for the Tunisian coast with the damaged aircraft. His Spitfire AB502 was found on the sand dunes near the sea on the west coast of Cap Bon. However, his body was not found with the Spitfire, it was recovered later. It is not known whether he died from his injuries or during the crash landing. What is certain is that he was first buried at Tazoghren and reburied at Enfidaville Military Cemetery on April 25, 1944. All of the planes Gleed flew had a black cat painted on the starboard side, just below the cockpit. It was 'Figaro', a character from the story of Pinocchio. The same was true of the two Aboukir tropical filter equipped Spitfires (ER170 and AB502) that Gleed used as commander of No. 244 Wing. Both had also Gleed's initials IR-G painted on the fuselage, rendered in Light Mediterranean Blue with white outline. During March and April 1943, Gleed achieved his last kills in the cockpit of AB502 - one Bf 109G and two damaged Bf 109Fs. During his wartime career Ian Gleed shot down a total of 16 aircraft. Seven more he downed probably and damaged four.



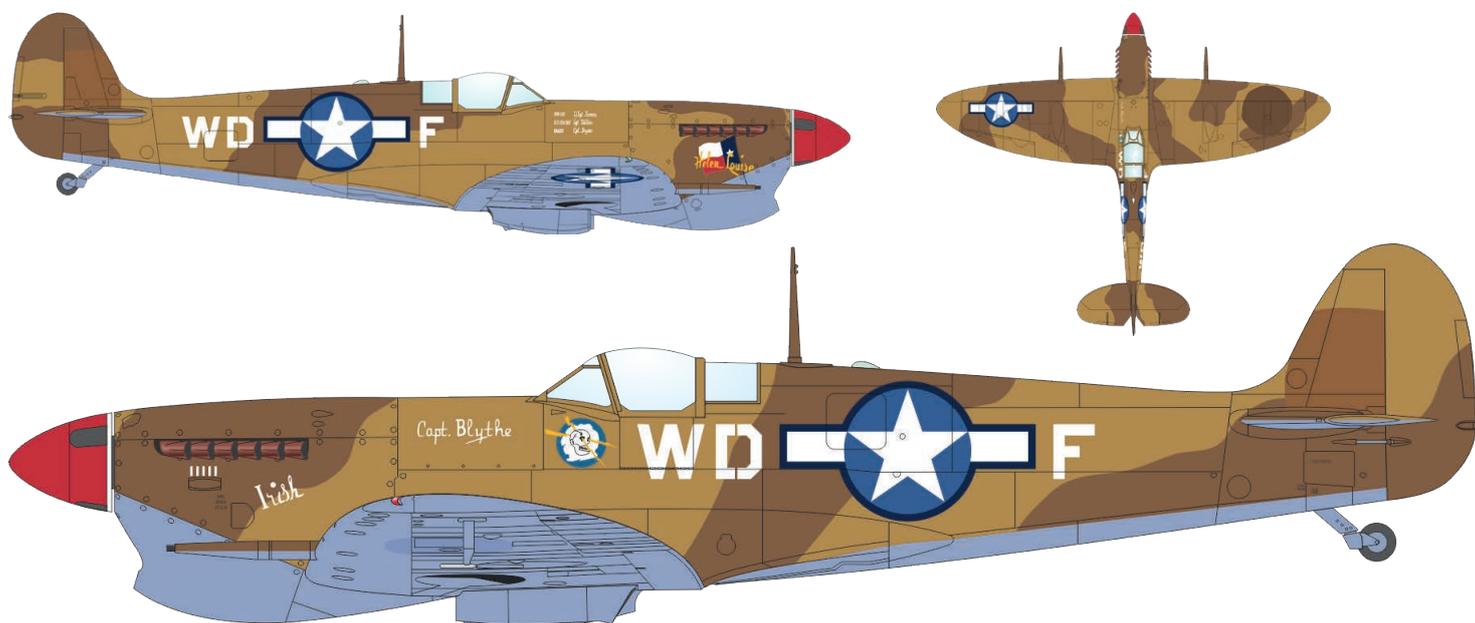
Spitfire Mk.Vb trop, EP689, S/Ldr Stanislaw Skalski, CO of No. 601 Squadron, Pachino, Italy, July 1943

Stanisław Skalski, the most successful Polish fighter pilot, was given command of No. 601 Squadron 'County of London' in mid-July 1943. He became only the second Pole to be given command of an RAF squadron. During his three-month leadership of the unit, he used several Spitfires of different versions. One of them was EP689 with blue code marking UF-X, equipped with Aboukir dust filter. No. 601 Squadron was one of the few to use these dust filters operationally. By the end of the war, Stanislaw Skalski had shot down 24 aircraft. He also shot down one aircraft probably and damaged five.



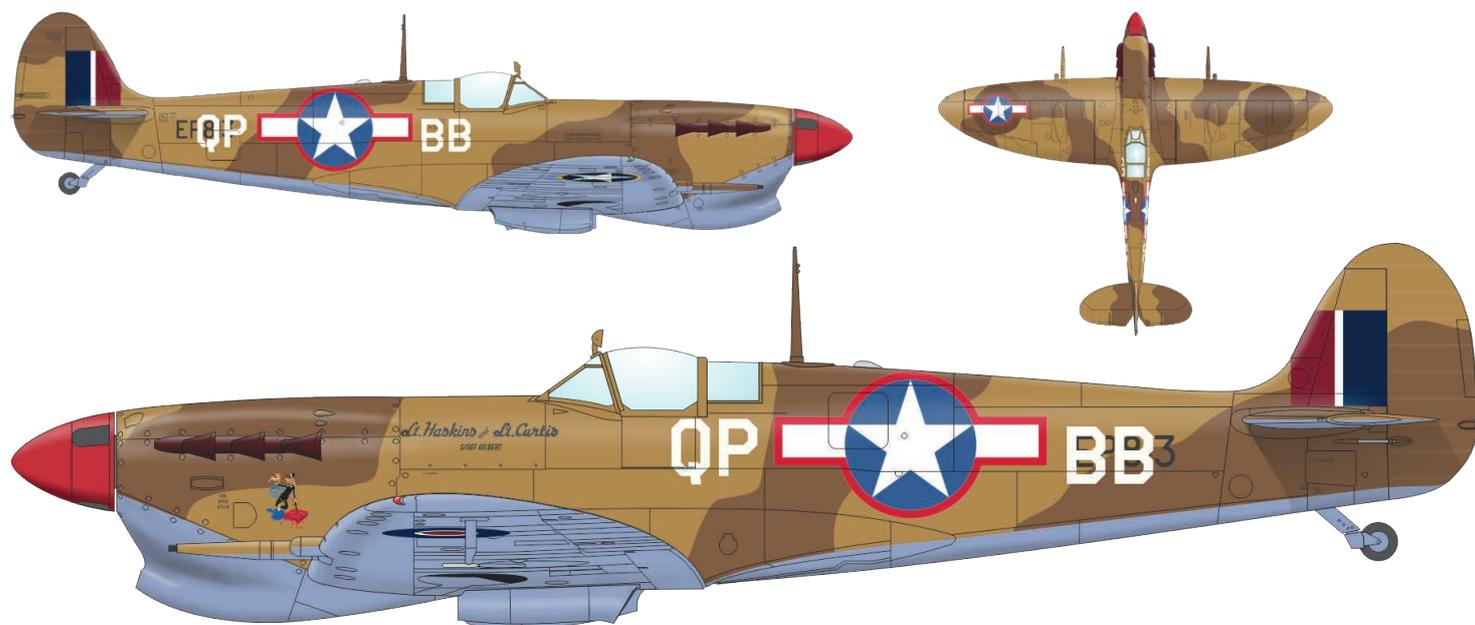
Spitfire Mk.Vc trop, Capt John K. Blythe, 4th FS, 52nd FG, 12th AF, North Africa, February 1943

The 4th Fighter Squadron was activated at Selfridge Field, Michigan, on January 15, 1941. The unit was equipped with P-39s and P-40s, used until July 1942. After a move to Northern Ireland pilots of 4th FS received British Spitfires. The unit was part of the 52nd Fighter Group, which was assigned to the North Africa theatre as a part of the 12th Air Force. On November 8, 1942, the invasion of Algeria and Morocco was launched, and the 4th FS was sent to an airfield in Algeria. The crew chief of this Spitfire, Sgt Kormos, arranged a Texas flag and his girlfriend's name to be painted on the nose. Note the exhaust pipes. This aircraft is fitted with the type that was used mostly on Mk.IX Spitfires.



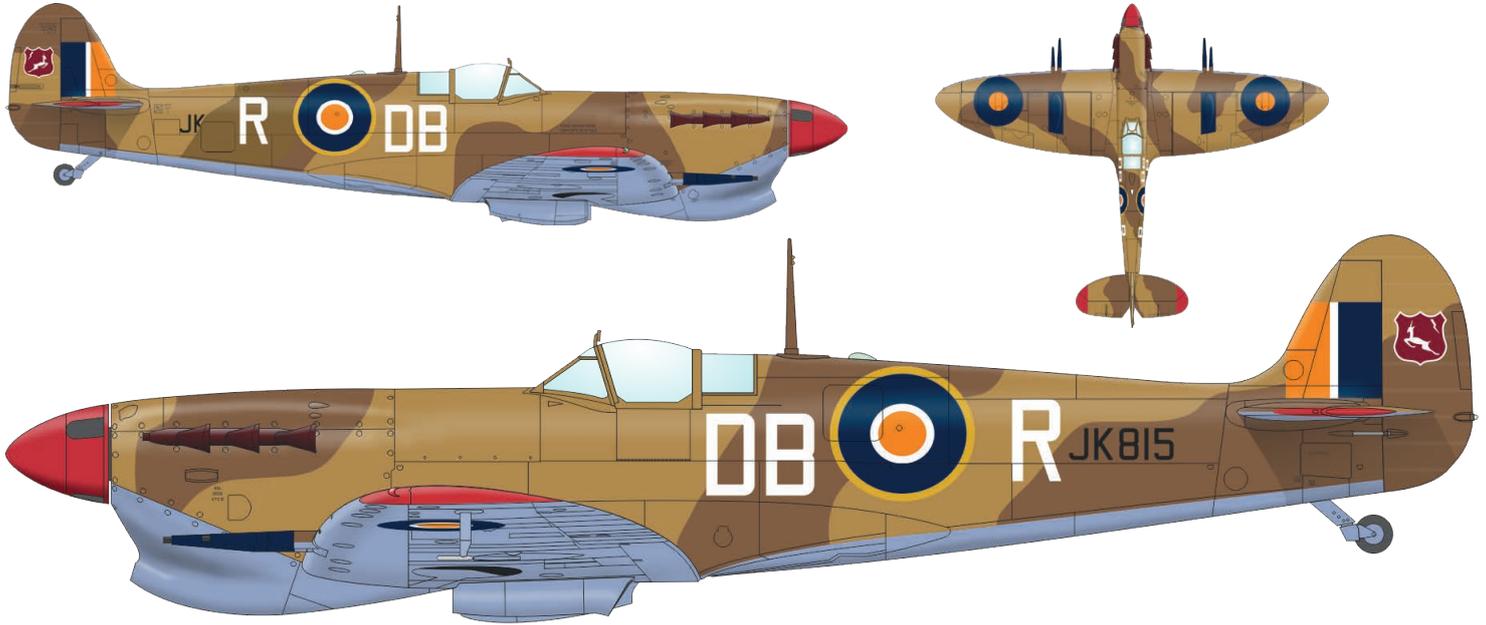
Spitfire Mk.Vc trop, EP813, Lt. Haskins/Lt. Curtis, 2nd FS, 52nd FG, Palermo, Sicily, 1943

In June 1943, when the 2nd Fighter Squadron was based at La Sebala airfield in Tunis, its members named it the American Beagle Squadron as a joking counterpart to the more famous Eagle Squadrons. The American Beagle Squadron emblem was painted on several 2nd FS Spitfires and was carried on the nose of the machine flown by Lieutenants Haskins and Curtis. It should be said, however, that the entire 52nd FG was not lagging behind its more famous colleagues from the 8th Air Force, and its performance on both Spitfires and Mustangs (after being transferred to the 15th Air Force) made a significant mark in the history of American aviation.



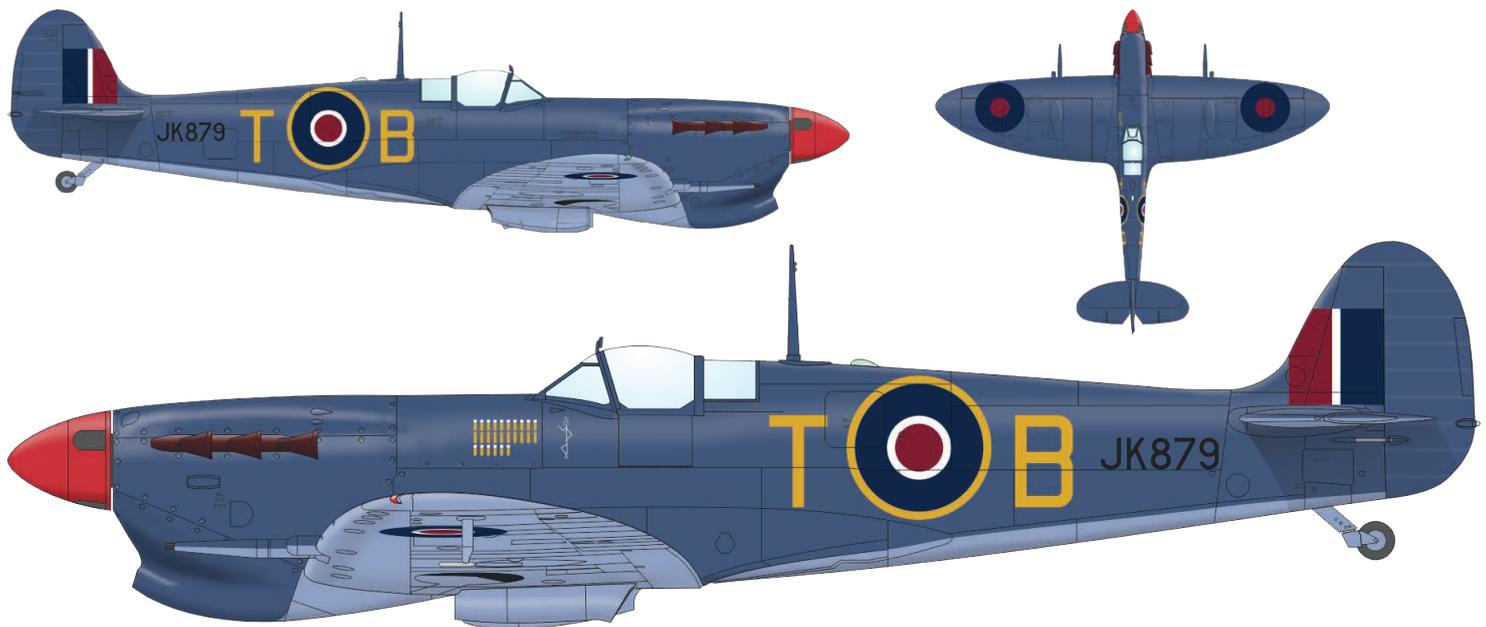
Spitfire Mk.Vc trop, JK815, No. 2 Squadron SAAF, Gioia del Colle, Italy, October 1943

South African No. 2 Squadron SAAF took delivery of its first Spitfires Mk.Vc in July 1943. As the unit was tasked with the supporting the Allied landings in Sicily, it was one of the few squadrons to use the heaviest possible armament on its Spitfires, which consisted of four 20mm cannons. This firepower was extremely effective in attacking enemy ground vehicles. The South African Spitfires carried an additional 250lb or 500lb bomb on the fuselage rack for combat operations. A specific color feature of the No. 2 Squadron SAAF Spitfires was the overlay of the lower camouflage Azure Blue color on top of the leading edge of the wing and the red wingtips as well as horizontal stabilizer tips. The rudder is decorated with the unit's crest, an antelope on a red background.



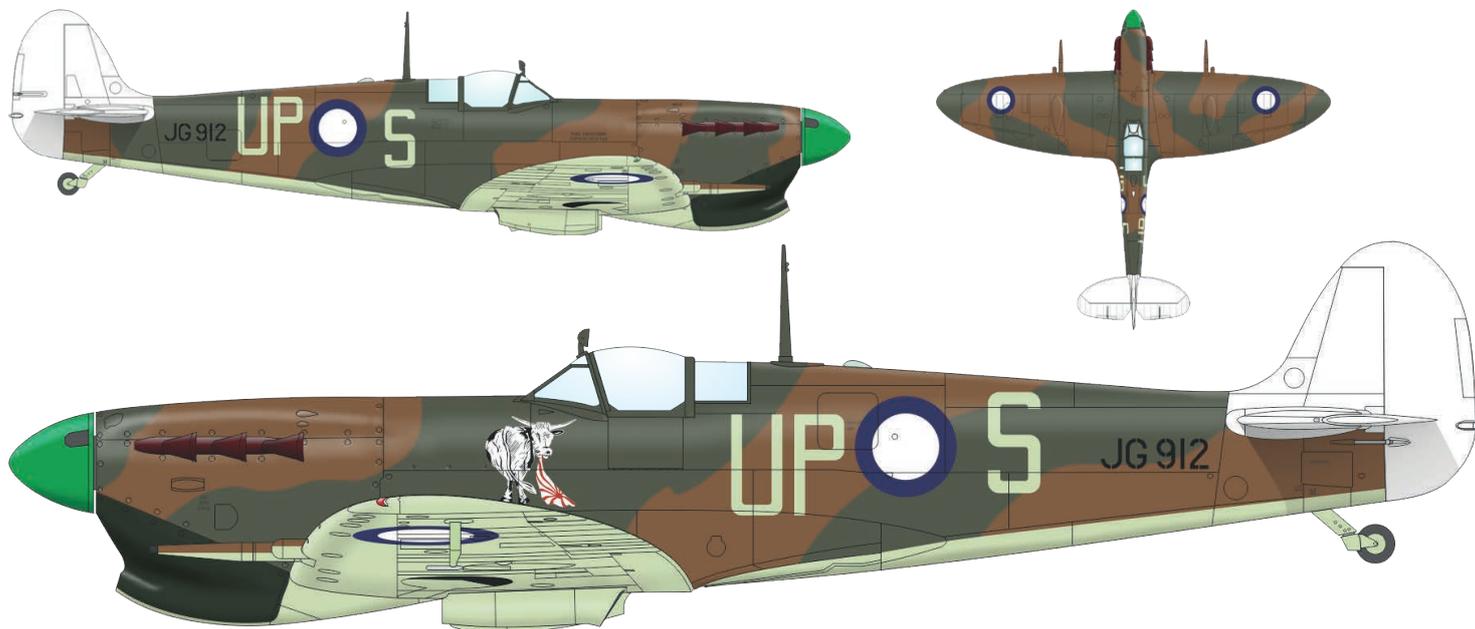
Spitfire Mk.Vc trop, JK879, F/O A. F. Osborne, No. 249 Squadron, Qrendi, Malta, May-June 1943

F/O Osborne scored his only kill on April 28, 1943 when, during an early morning sweep, him and Squadron Leader J. J. Lynch spotted two low-flying Ju 52/3m Junkers transport aircraft off the coast of Sicily. Lynch attacked and shot down one of them, thus securing his place in the historical archives as the author of the 1,000th kill in the Malta defense operations. Lynch rejoined Osborne after his victory and together they shot down a second Ju 52/3m which crashed into the sea. Osborne was later successful in fighting V-1 flying bombs. He shot down six of them flying a Mustang Mk.III with No. 129 Squadron during summer of 1944. The Spitfires delivered to Malta sported several different types of camouflage. One of them was this scheme, with the upper and side surfaces sprayed in Dark Mediterranean Blue, while the lower surfaces were Azure Blue. The red cone indicated aircraft operating in Mediterranean theatre.



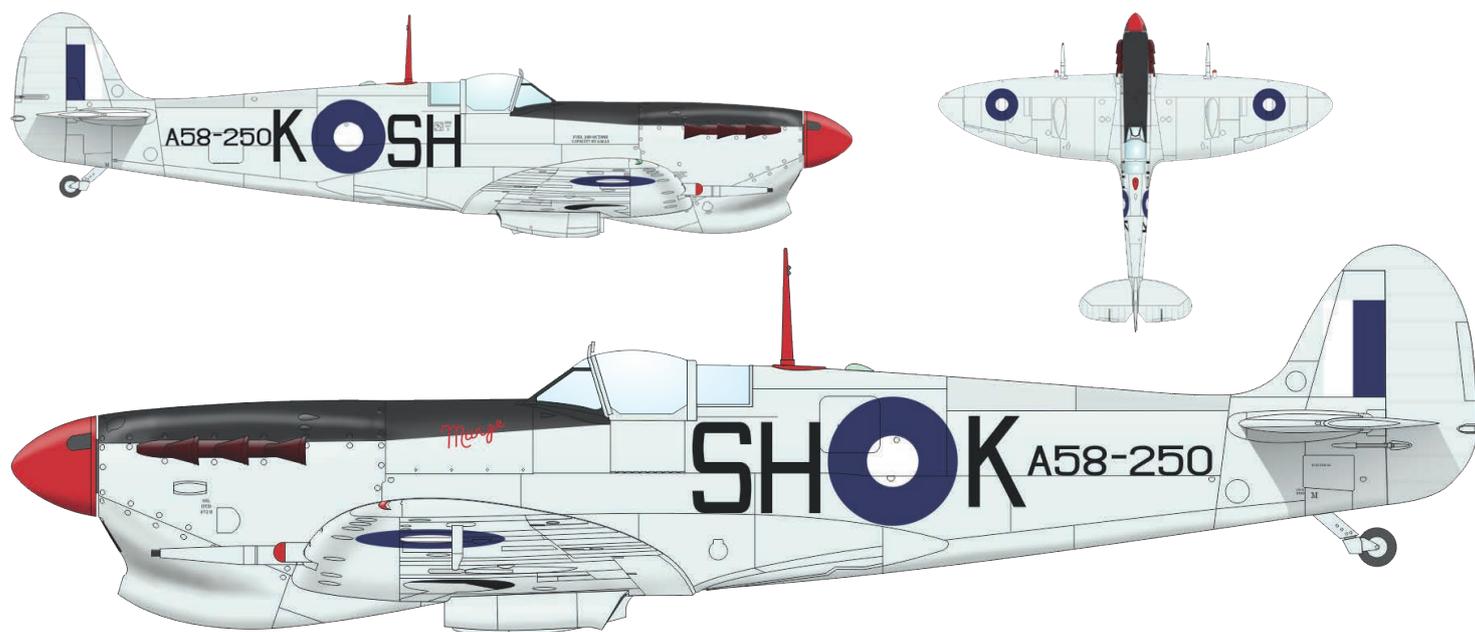
Spitfire Mk.Vc trop, A58-180 (JG912), No. 79 Squadron RAAF, Kiriwina, Trobriand Islands, October 1943

Australian No. 79 Squadron RAAF was formed at Laverton Base, Victoria, on April 26, 1943, and its role was to provide high-altitude cover for the Kittyhawks of Australian forces during the New Guinea campaign. The unit received Spitfires Mk.Vc in priority and in mid-May 1943 began moving to Goodenough Island, from where it undertook flights to New Guinea. This was followed by a move to Kiriwina Island, at that time the nearest Allied base from the Japanese-occupied important port on the island of New Britain. From Kiriwina, Spitfires operated over New Britain until March 1944, when No. 79 Squadron moved to Los Negros, one of the Admiralty Islands. Spitfire Mk.Vc serial JG912 arrived in Australia on April 13, 1943, and was assigned to No. 79 Squadron on May 7. The white tail surfaces were sign of aircraft operating in the New Guinea area.



A58-250 (MH586), No. 85 Squadron RAAF, Pearce, Australia, May 1945

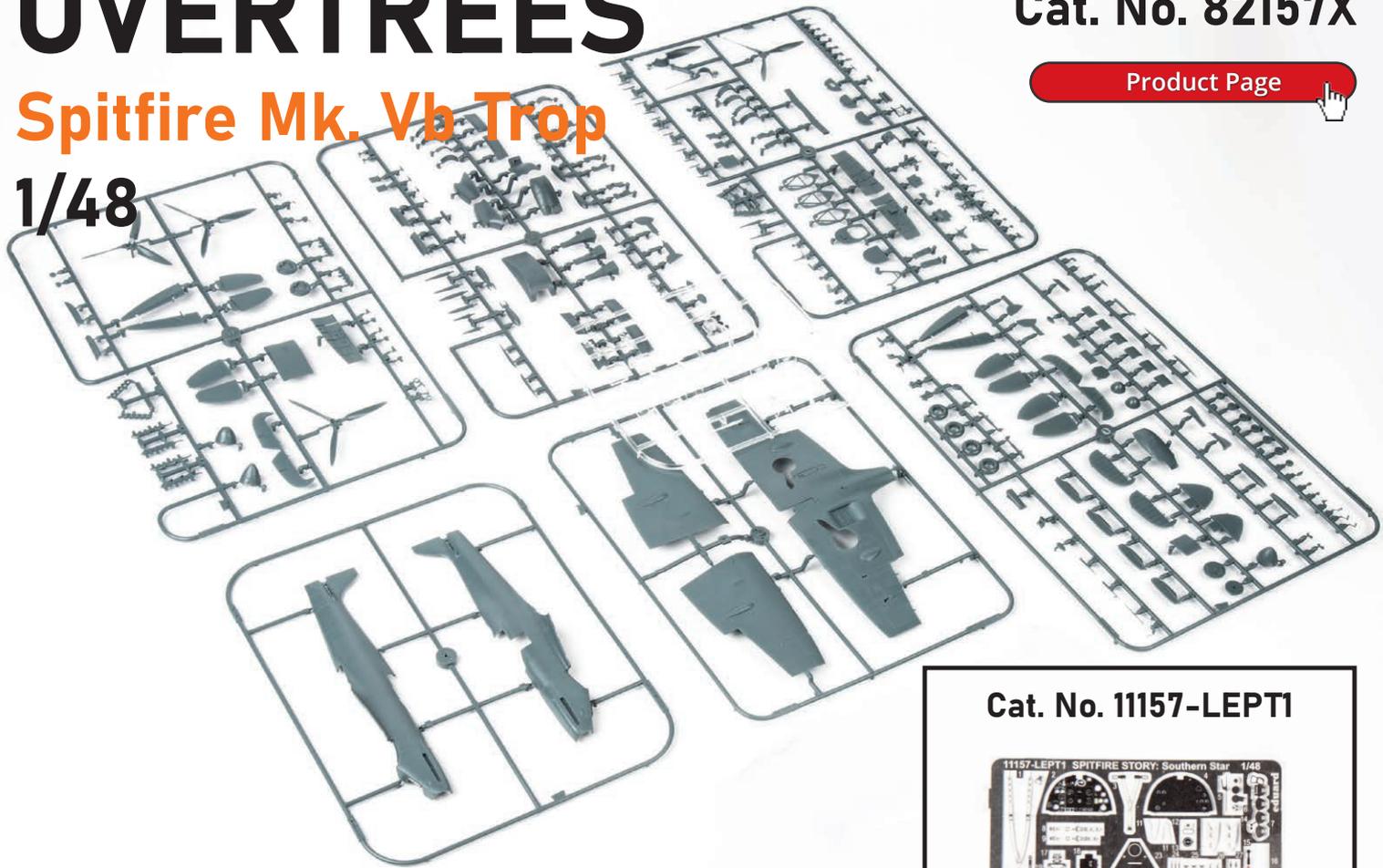
Australia's No. 85 Squadron RAAF, originally armed with home-built Boomerangs, began rearmament to Spitfires in September 1944. Unlike other RAAF units that received Mk.VIII Spitfires, No. 85 Squadron was rearmed with Mk.Vc Spitfires. A move to RAAF Base Pearce in Western Australia followed on May 11, where the unit remained until its disbandment on November 29, 1945. The Spitfire Mk.Vc marked A58-250, operated with No. 457 Sqn RAAF from February 4, 1944 before transferring to No. 85 Squadron RAAF. It was used there as personal mount by B Flight Commander F/Lt Alf Glendining. For the last time the A58-250 was flown by W/O Gray on May 23, 1945. Pilot damaged this Spitfire on landing and while he escaped unscathed, the aircraft was written off and used as a source of spares.



OVERTREES

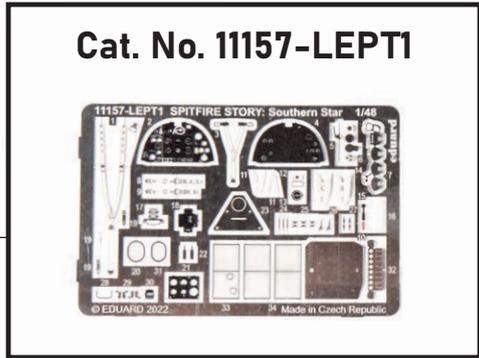
Spitfire Mk. Vb Trop

1/48

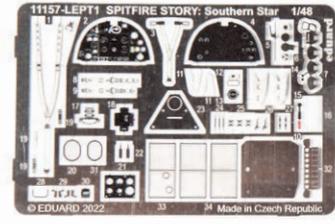


Cat. No. 82157X

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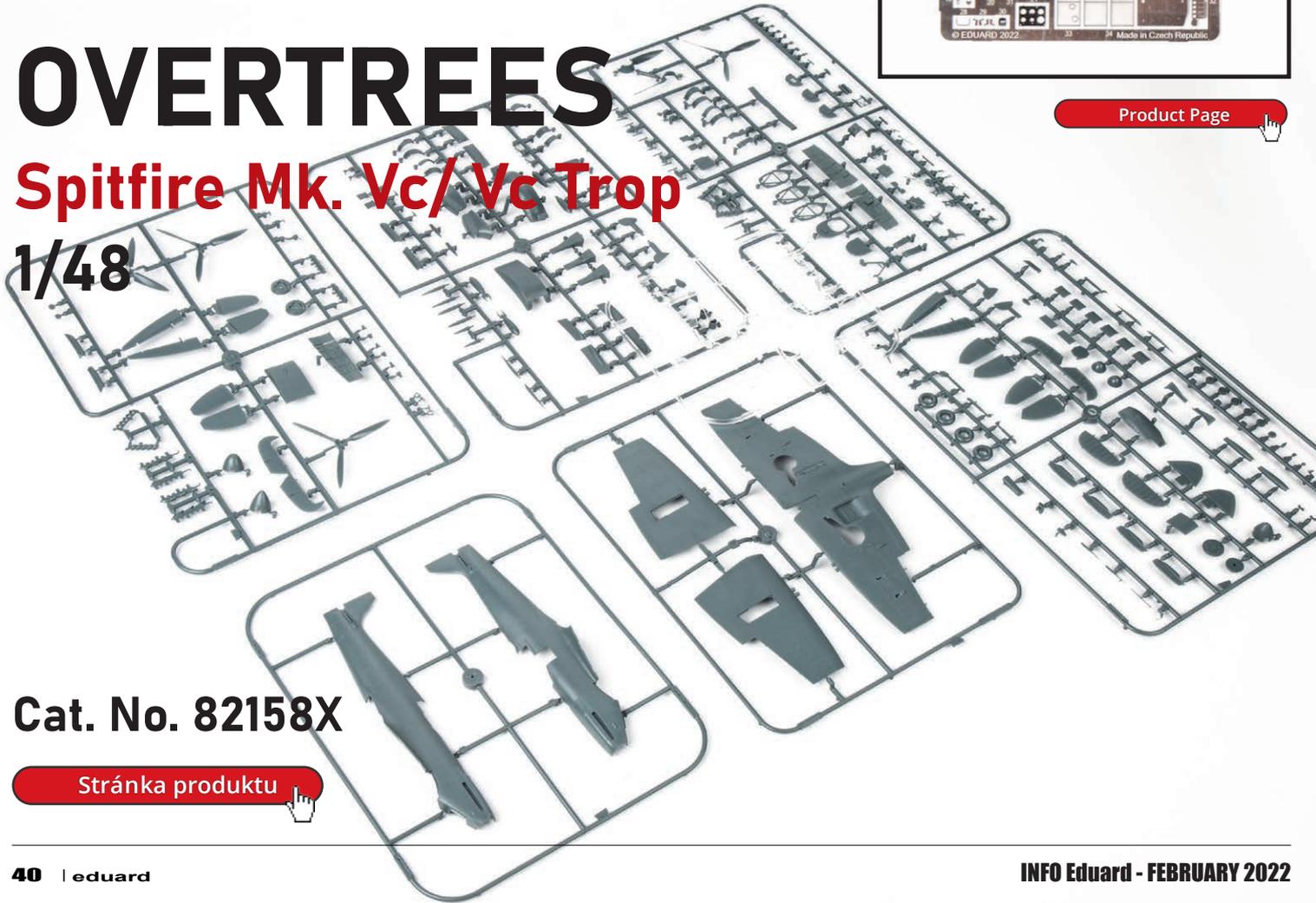


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OVERTREES

Spitfire Mk. Vc/Vc Trop

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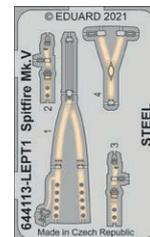
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[Stránka produktu](#)

Recommended for Spitfire Mk.Vb/c

- 481065 Spitfire Mk.V landing flap (PE-Set)
- FE1207 Spitfire Mk.V seatbelts STEEL (PE-Set)
- 644113 Spitfire Mk.V LööK (Brassin)
- 648098 Spitfire wheels - 5 spoke (Brassin)
- 648119 Spitfire wheels - 5 spoke, smooth tire (Brassin)
- 648640 Spitfire Mk.V engine (Brassin)
- 648663 Spitfire Mk.V cockpit (Brassin)
- 648664 Spitfire Mk.V wheels (Brassin)
- 648665 Spitfire Mk.Vb gun bays (Brassin)
- 648666 Spitfire Mk.Vc gun bays (Brassin)
- 648667 Spitfire Mk.V three-stacks exhausts rounded (Brassin)
- 648668 Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
- 648669 Spitfire Mk.V six-stacks exhausts fishtail (Brassin)
- 648670 Spitfire Mk.Va/b undercarriage legs BRONZE (Brassin)
- 648671 Spitfire Mk.Vc undercarriage legs BRONZE (Brassin)
- D48088 Spitfire Mk.V stencils (Brassin)

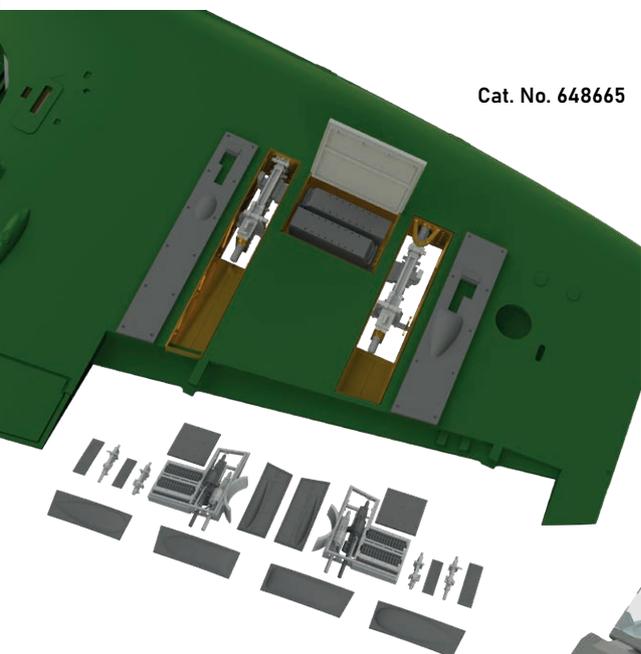
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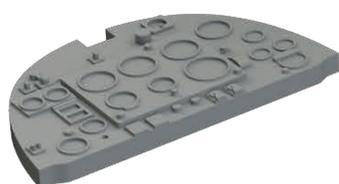
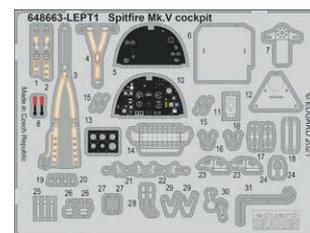
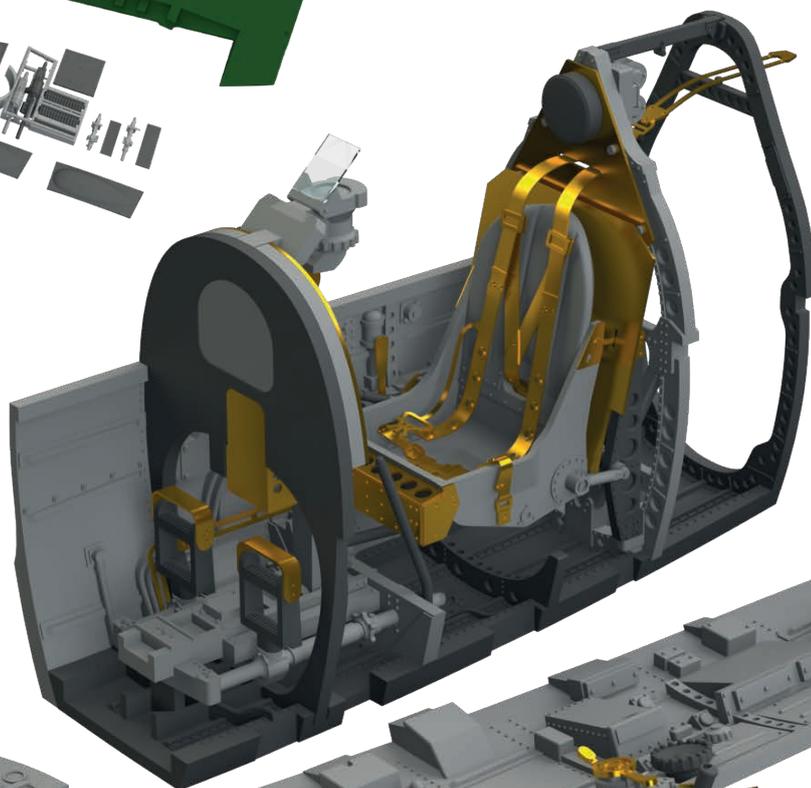
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Cat. No. 648663



MiG-15

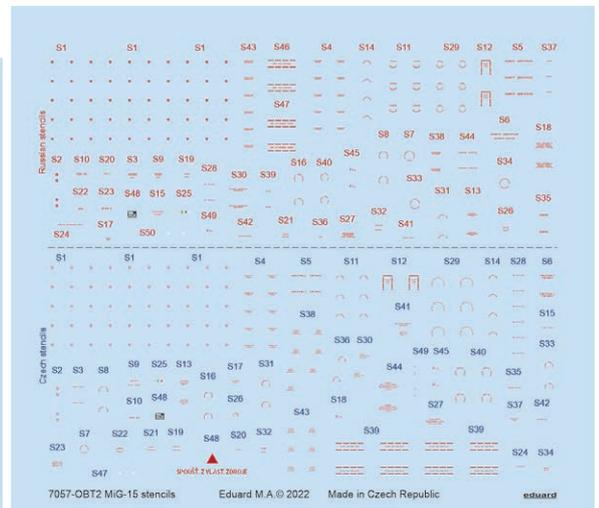
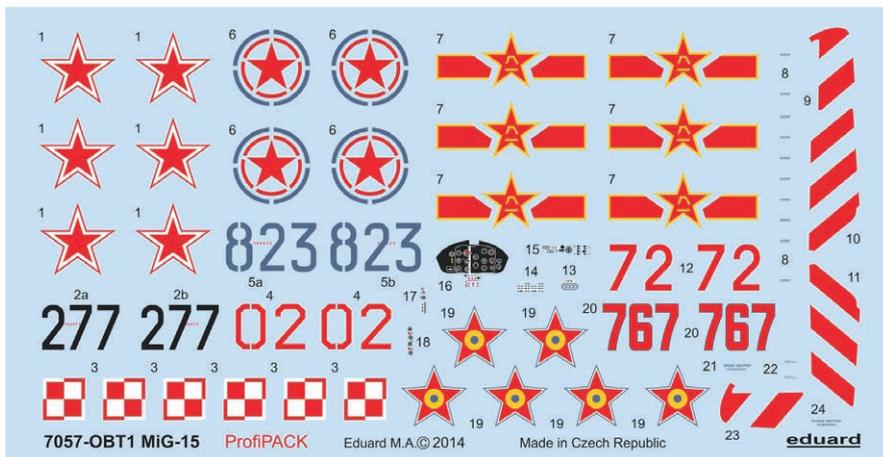
- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 5 marking options

1/72 Cat. No. 7057

Re-release



[Product Page](#)



29th GIAP, Dachang Air Base, Shanghai, China, spring - summer 1950

29th GIAP (Guards Fighter Air Regiment) moved from Soviet Union to Shanghai in spring 1950. Soviet pilots helped to protect Chinese town from the Taiwanese aircraft and to prevent Taiwanese ships from entering the Yang-tze river delta. The Dachang was selected as a their homebase. The regiment was active in China from April to October 1951 and MiG jockeys downed two enemy aircraft in this period - F-5E Lightning reconnaissance airplane and B-24 bomber.

The Chinese national insignia were painted on the 29th GIAP MiGs and all of them were overhanded to the Chinese armed forces when the Soviet unit moved back to its homeland in October 1950.

From November 1950 to early February 1951 the 29th GIAP fought in Korean War.

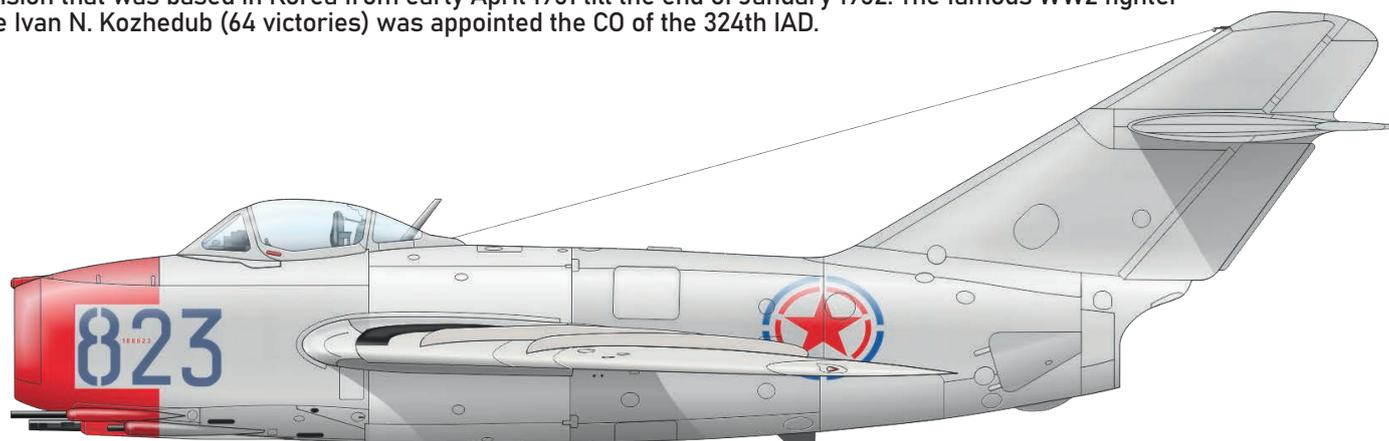
The upper part of the wings is not visible in the photos, we suppose that the national insignia was not painted here.



c/n 108023, 176th IAP, Antung Air Base, Korea, April 1951

This aircraft took part in the air battle on April 12, 1951. The photo of this aircraft with no wings and upper part of the tail was taken shortly after the battle. Soviet pilots managed to shoot down three B-29 bombers at the cost of five MiG-15 fighters damaged. „823“ was one of them.

The distinctive red nose wore the MiGs from 324th IAD (Fighter Air Division). The 176th IAP (Fighter Air Regiment) was a part of this division that was based in Korea from early April 1951 till the end of January 1952. The famous WW2 fighter ace Ivan N. Kozhedub (64 victories) was appointed the CO of the 324th IAD.



c/n 120077, Major Alexei A. Mikoyan, the Deputy CO of 274th IAP, Kubinka Air Base, Soviet Union, early fifties

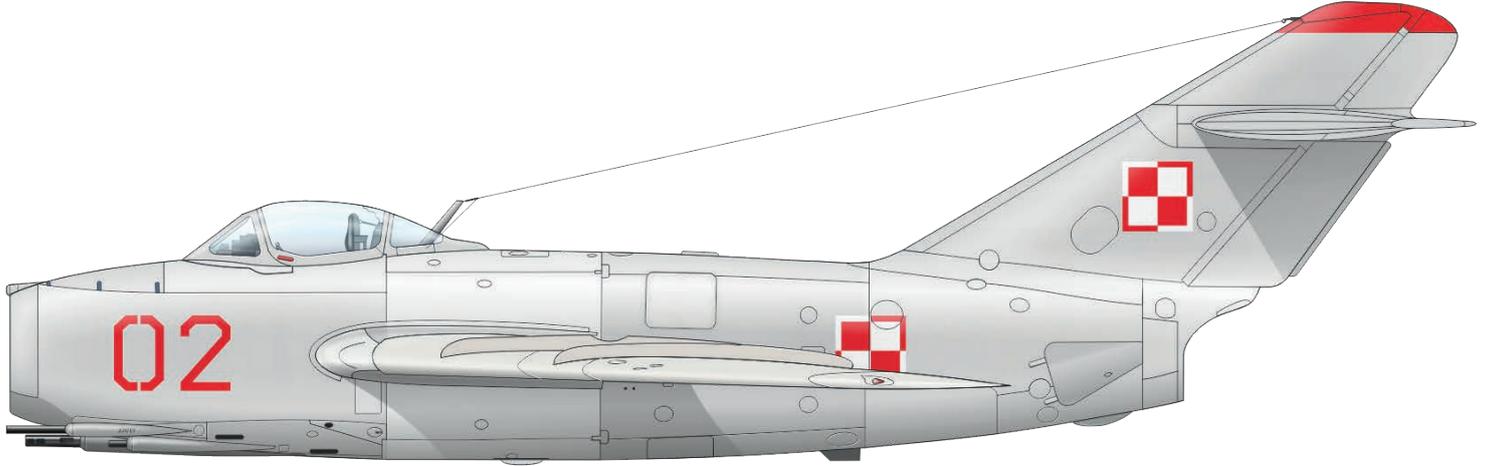
This aircraft was flown by Maj. Alexei A. Mikoyan who was appointed the CO of the 274th IAP in 1951. This unit was established in this year and former Deputy CO Mikoyan became its second CO in succession.

Alexei Mikoyan was a member of the elite communist family. His father Anastas I. Mikoyan was one of the top leaders of the Soviet communist political party. Beside other posts he was the chairman of the Presidium of the Supreme Soviet in mid 60ties, de jure the head of the Soviet Union. Alexei's uncle Artem I. Mikoyan lead the aircraft design bureau MiG, where many famous aircraft were developed - MiG-15 among others. Thus Alexei flew the aircraft developed by his uncle's team.



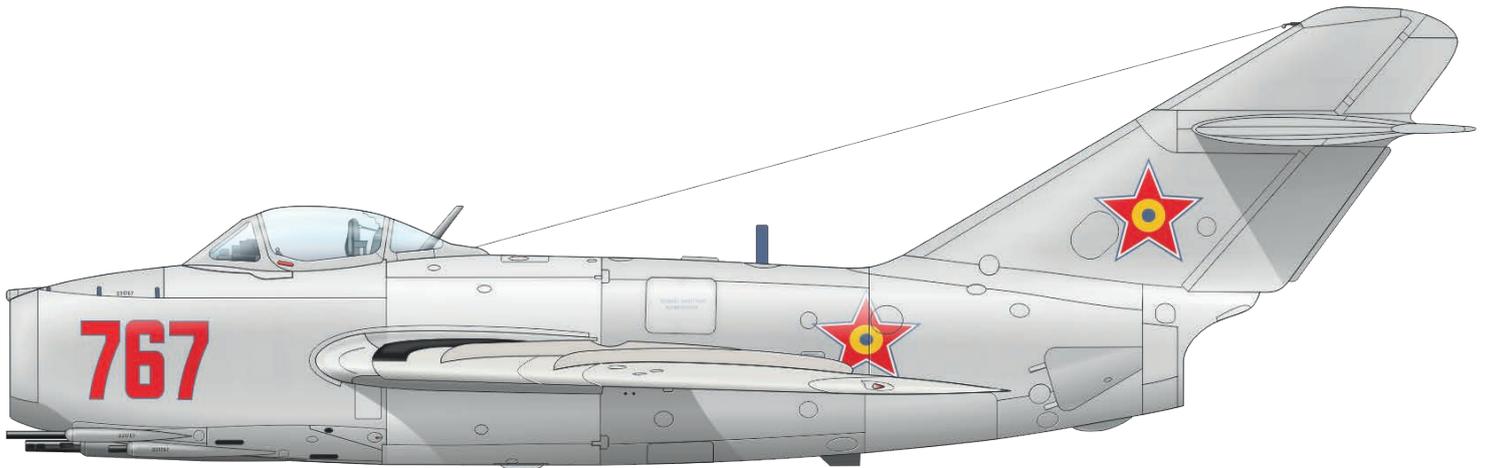
Polish Air Force, 1st PLM, Warszawa - Babice Air Base, Poland, 1951

This aircraft was flown by 1st PLM (Fighter Air Regiment) and was one of the very first five MiG-15s delivered to Polish Air Force. All five aircraft were manufactured in Soviet Union in 1949. They were transferred from one of the airfields near Berlin, Germany to the Babice (Bemowo) air base near Warszawa on July 19, 1951. Polish MiG-15s were shown to the public for the first time on August 26, 1951 at an military parade over Warszawa - Okecie international airport. Note the wings with no walkways.



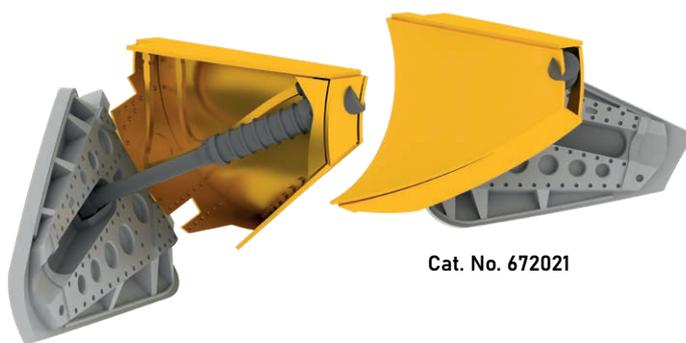
c/n 231767, Romanian Air Force, Deveselu Air Base, Romania, 1962

The total of 204 MiG-15s was flown by Romanian air force. These were manufactured in Czechoslovakia and overhanded to Romania in the period from December 1952 to September 1954. Romania became the most significant user of MiG-15s produced by Czechoslovak Aero Vodochody factory. This particular aircraft was a part of the batch of 34 „fifteens“ delivered to Romania on March 24, 1954. The national insignia in the form of the five-pointed star was used from 1949 to 1985.



Recommended for MiG-15

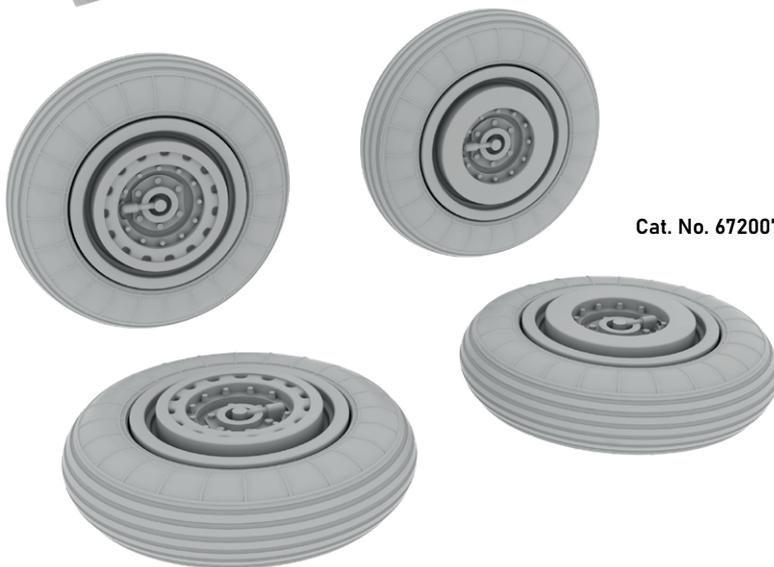
- 72574 MiG-15 landing flaps (PE-Set)
- 72575 MiG-15/MiG-15bis exterior (PE-Set)
- 672007 MiG-15 wheels (Brassin)
- 672008 MiG-15 ejection seat (Brassin)
- 672021 MiG-15 airbrakes (Brassin)
- D72007 MiG-15 / MiG-15bis stencils (obtisky)



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Cat. No. 672008



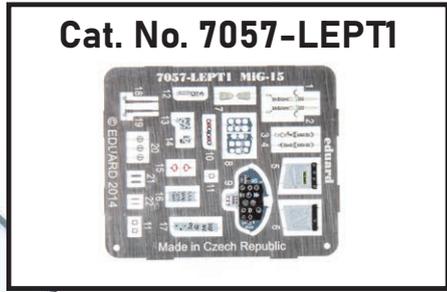
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OVERTREES

MiG-15

1/72

Cat. No. 7058X



Cat. No. 7057-LEPT1

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P-51D Mustang

1/48 Cat. No. 82102

- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 6 marking options

Re-release



[Product Page](#)



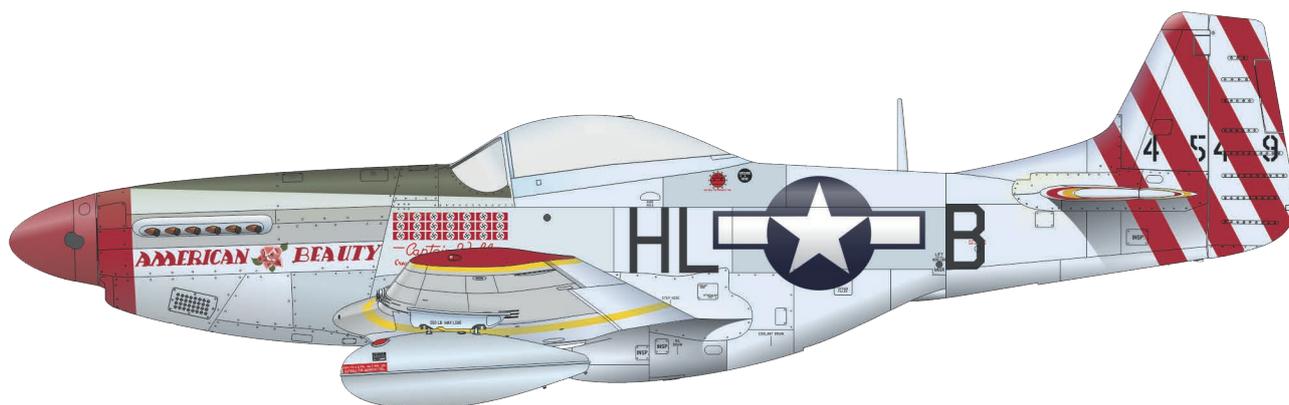
P-51D-15, 44-15041, flown by Lt Col. John C. Meyer, 352nd FG, 8th AF, Y-29 Asch, Belgium, December 1944

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



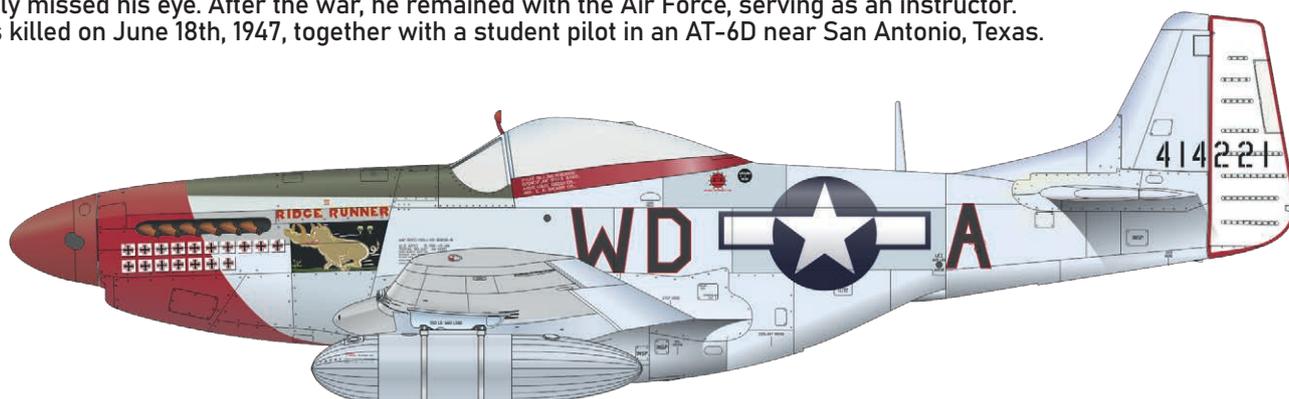
P-51D-15, 44-15459, flown by Capt. John J. Voll, CO of 308th FS, 31st FG, 15th AF, San Severo, Italy, November 1944

John James Voll was born on May 3rd, 1922 in Cincinnati, Ohio, and he joined the Air Corps Reserve in 1942. He began his flight training on March 8th, 1943, and after its completion, he was assigned to the 308th Fighter Squadron in May 1944, tasked with escorting four engine heavies from bases in Italy. During these missions, he was able to down 21 enemy aircraft, and in doing so, he claimed third spot in terms of Mustang kills and became an ace with the highest number of kills in the Mediterranean theatre. He left the military after the war and taught at a high school in Goshen, which was also his Alma mater. He was recalled to the military in 1948, and he remained with the Air Force until his retirement on July 31st, 1974. He died on September 12th, 1987.



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

Future Second World War twelve kill ace Pierce Winnigham McKennon was born on November 30th, 1919 in Clarksville, Arkansas. Although his ability to play the piano awarded him a scholarship at the University of Arkansas, he did not complete those studies and in 1941, he reentered the USAAF with the wish to be a fighter pilot. After two months, however, he was let go due to his nausea, but he refused to let go of his dream. He joined the RCAF, where he finished his training and was assigned to an Operational Training Unit in Europe. He was reintegrated into the USAAF on February 22nd, 1943 with the rank of 2nd Lieutenant, and was assigned to the 335th FS, armed with the P-47, which were later replaced by the phenomenal Mustang. He was not only an excellent pilot, but due to the piano playing skills, was also a regular invitee to social functions. His final sortie came about during a squadron-wide raid on an air bases around Prague, when his aircraft was hit in the canopy, and a piece of Plexiglass narrowly missed his eye. After the war, he remained with the Air Force, serving as an instructor. He was killed on June 18th, 1947, together with a student pilot in an AT-6D near San Antonio, Texas.

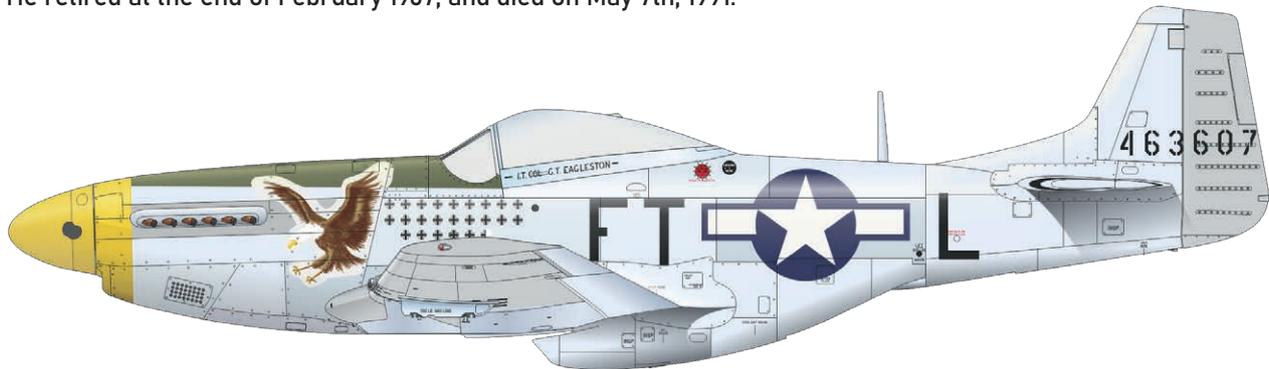


P-51D-20, 44-72218, flown by Lt Col. John D. Landers, CO of 78th FG, Duxford, United Kingdom, March 1945

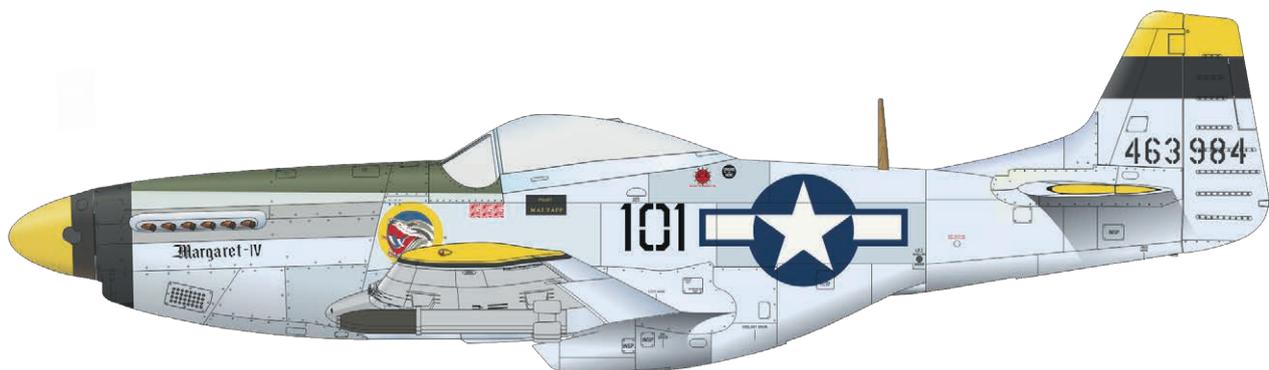
John Dave Landers was born on August 23rd, 1920 in Joshua, Texas. He joined the Army Air Force in April 1941. After undergoing pilot training, he was assigned to the 9th FS in Australia in January 1942, a unit that flew P-40s. In the Pacific theatre, he gained six kills, and in January 1943, he was called back to the States. There, he served as a flight instructor, but by his own request, he was reassigned to a combat unit in April 1944. That combat unit was the 38th FS based at Wormingford, which flew the P-38, re-equipping with the P-51 from July 1944. After being promoted to Lt Col., he took over command duties of the 357th FG, which he led from October to December 1944. After some downtime in the United States, he returned to Great Britain and was named CO of 78th FG, holding this post until the end of the Second World War. In December 1945, he left the military and worked in construction. He died on September 12th, 1989.

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

Glenn Todd Eagleston was born on March 12th, 1921 in Farmington, Utah, and he joined the USAAF in 1940. In 1942, he underwent flight training, after which he was first assigned to the P-39 equipped 79th FS, and then to the 353rd FS, which was transferred to Boxstedt in the UK with their Mustangs in October 1943. Although being a constituent of the 9th Air Force, the unit flew escort missions for 8th AF bombers. In the spring 1944 landing preparations, the 354th FG returned to tactical support of ground forces, and eventually relocated to fields in liberated Europe to remain close to combat areas, and this included the 353rd FS. Squadron command was handed over to Capt. Eagleston in October 1944, and the unit used their Thunderbolts in support of ground forces. In mid-February, 1945, the unit went back to using the Mustang. After the Second World War, during which Glenn Eagleston amassed 18.5 kills over enemy aircraft, he remained in the Service, and took part in combat over Korea, where he shot down a pair of Soviet MiG-15s. He retired at the end of February 1967, and died on May 7th, 1991.

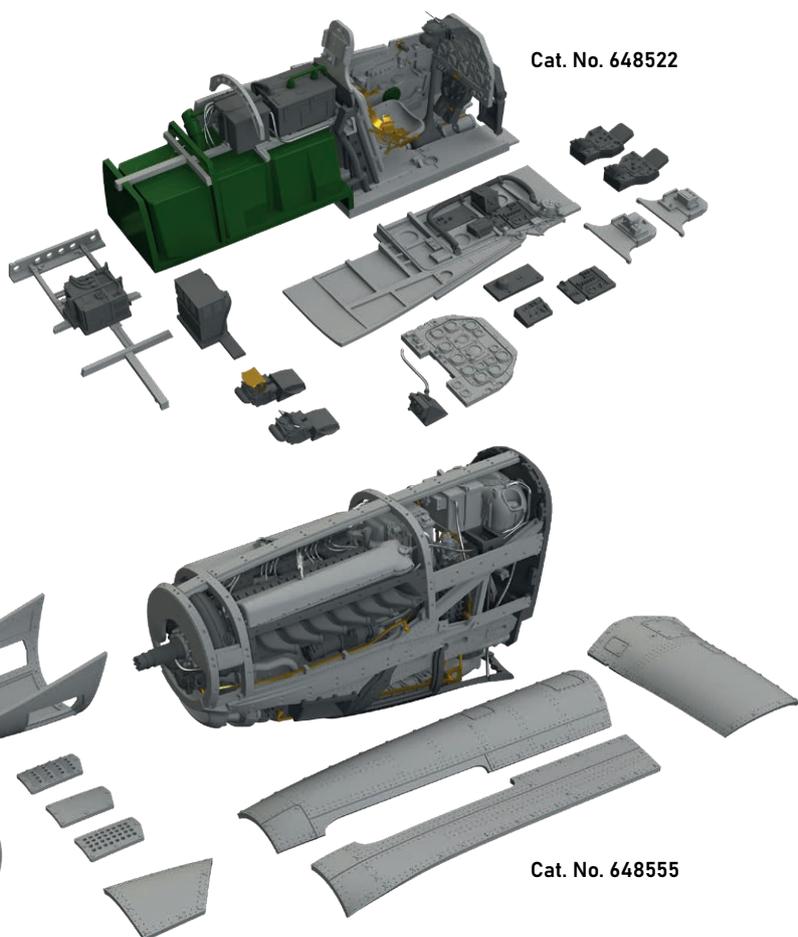
**P-51D-20, 44-63984, flown by Maj. James B. Tapp, CO of 78th FS, 15th FG, 7th AF, Iwojima, May 1945**

During attacks on Tokyo vicinity airfields on May 25th, 1945, 7th AF Mustang pilots fired unguided HVAR rockets for the first time. A quartet of thusly armed Mustangs was part of a force that included initially some 128 fighters, but only a mere 67 aircraft found their mark. The flight of HVAR armed Mustangs was led by Maj. James Buckley Tapp, who hit a hangar with his rockets at Matsudo Air Base, and then shot down a Ki-44 Tojo in combat. This would be his 7th kill, while his first four came about during the first escort mission of Superfortresses over Japan on April 7th, 1945. These up to eight hour missions came to be known as VLR (Very Long Range) missions, and Maj. Tapp became the first USAAF ace to gain all his kills during these VLR flights on April 12th, 1945. With a total of eight confirmed kills and two damaged, Maj. Tapp is the second ranked Mustang pilot in the Pacific area during World War Two. Symbols applied by the ground crew of Margaret IV on the right side of the fuselage below the cockpit further indicate that this Mustang flew a total of nine combat missions to May 25th, 1945, during which the pilot destroyed five enemy aircraft.



Recommended for P-51D

- FE1021 P-51D seatbelts STEEL (PE-Set)
- 648485 P-51D exhaust stacks (Brassin)
- 648486 P-51D exhaust stacks w/ fairing (Brassin)
- 648487 P-51D Hamilton Standard propeller (Brassin)
- 648494 P-51D wheels diamond tread (Brassin)
- 648495 P-51D undercarriage legs BRONZE (Brassin)
- 648503 P-51D wheels oval tread (Brassin)
- 648504 P-51D wheels cross tread (Brassin)
- 648505 P-51D wheels block tread (Brassin)
- 648511 P-51D wheels diamond tread 2 (Brassin)
- 648512 P-51D wheels rhomboid treat (Brassin)
- 648513 P-51D wheels pointed cross tread (Brassin)
- 648514 P-51D wheels grooved (Brassin)
- 648517 P-51D gun bays (Brassin)
- 648522 P-51D cockpit (Brassin)
- 648555 P-51D engine (Brassin)
- 648570 P-51D gun sights (Brassin)
- 648571 P-51D 75gal drop tanks (Brassin)
- 648572 P-51D 108gal drop tanks (Brassin)
- SIN64865 P-51D ESSENTIAL (Brassin)
- SIN64869 P-51D ADVANCED (Brassin)
- EX663 P-51D TFace (Mask)
- D48033 P-51D national insignia (Decal Set)
- D48034 P-51D stencils (Decal Set)



Cat. No. 648522

Cat. No. 648555



OVERTREES

P-51D Mustang

1/48



[Product Page](#)

Cat. No. 82102X

[Product Page](#)

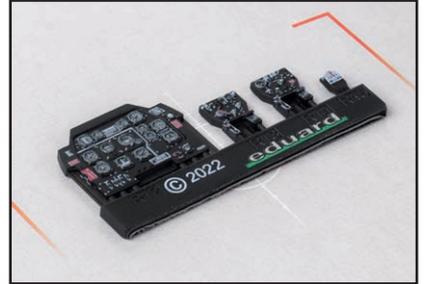
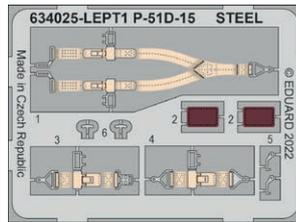
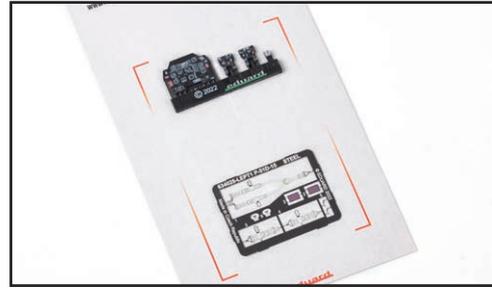
634025
P-51D-15 LööK
1/32 Revell

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-51D-15 in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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

[Product Page](#)



LööK

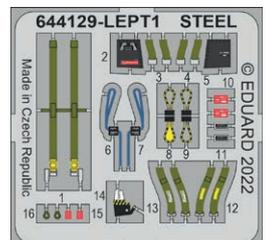
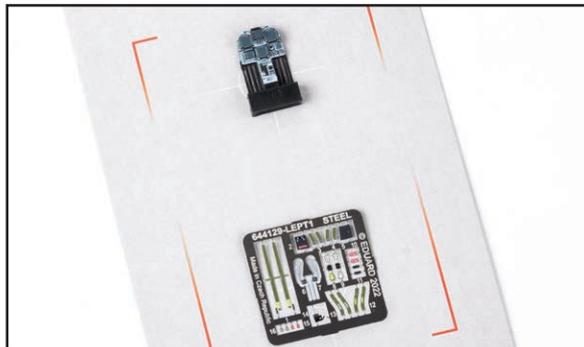
644129
F/A-18E LööK
1/48 Meng

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F/A-18E in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Meng

Set contains:

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

[Product Page](#)



LööK

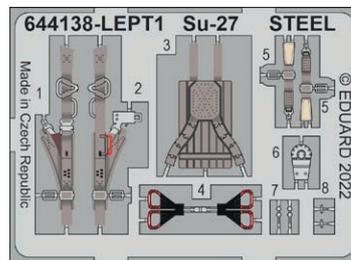
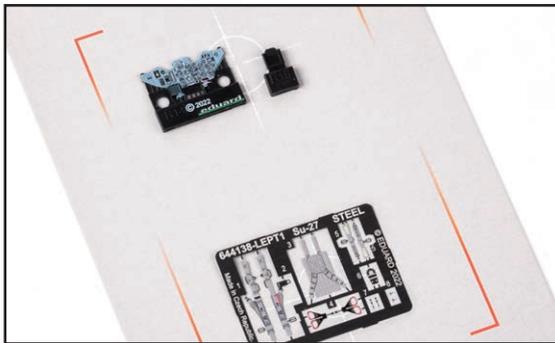
644138 Su-27 LööK 1/32 Great Wall Hobby

[Product Page](#)

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Su-27 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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

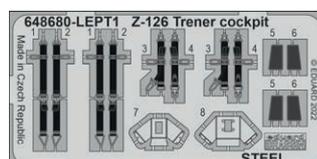
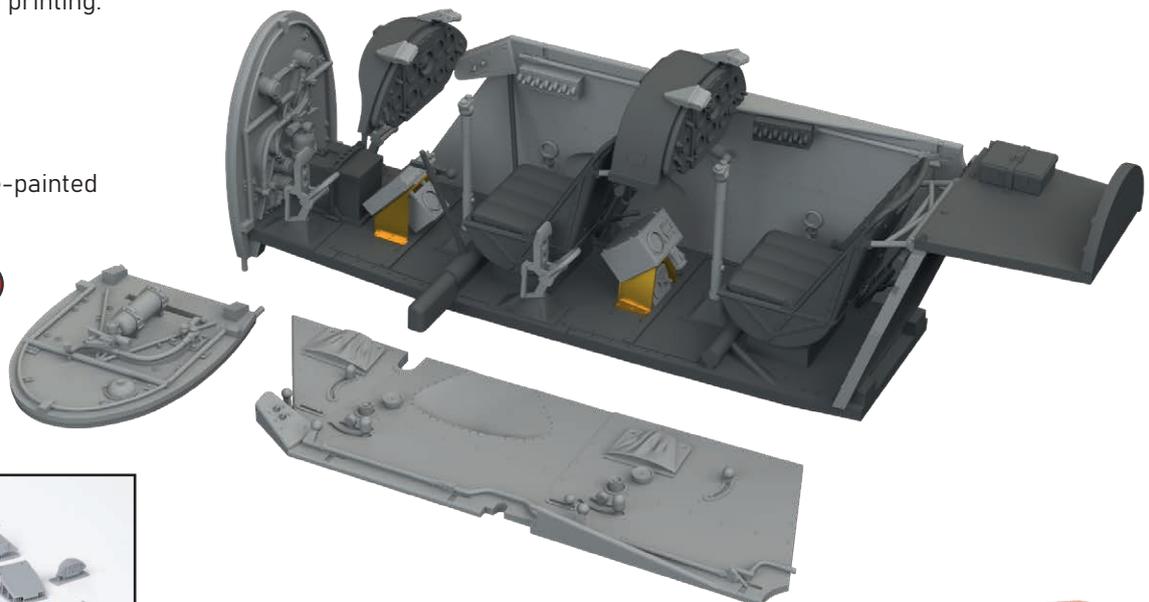


648680 Z-126 Trener cockpit PRINT 1/48 Eduard

Brassin set - cockpit for Z-126 Trener in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 34 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

[Product Page](#)


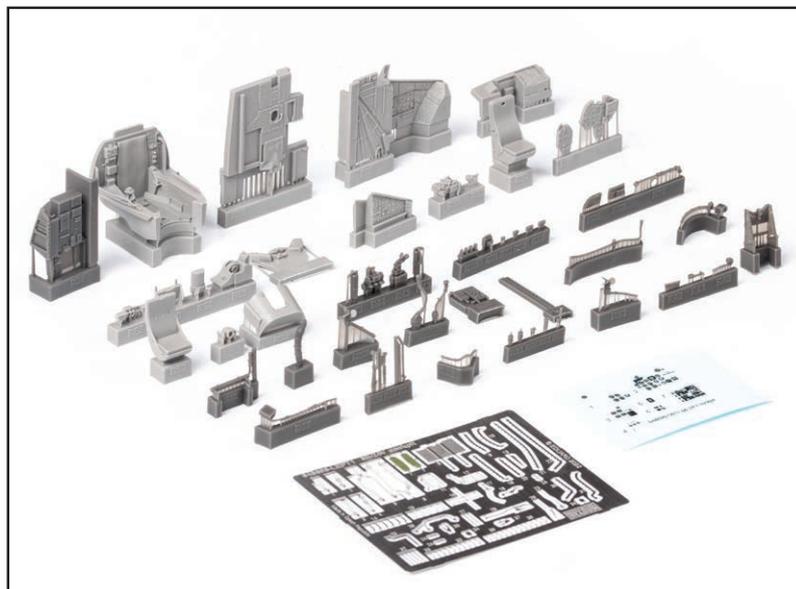
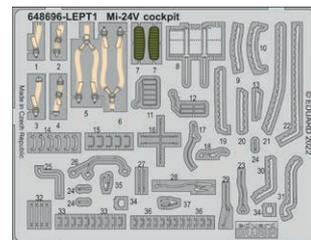
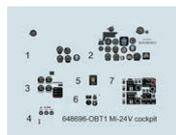
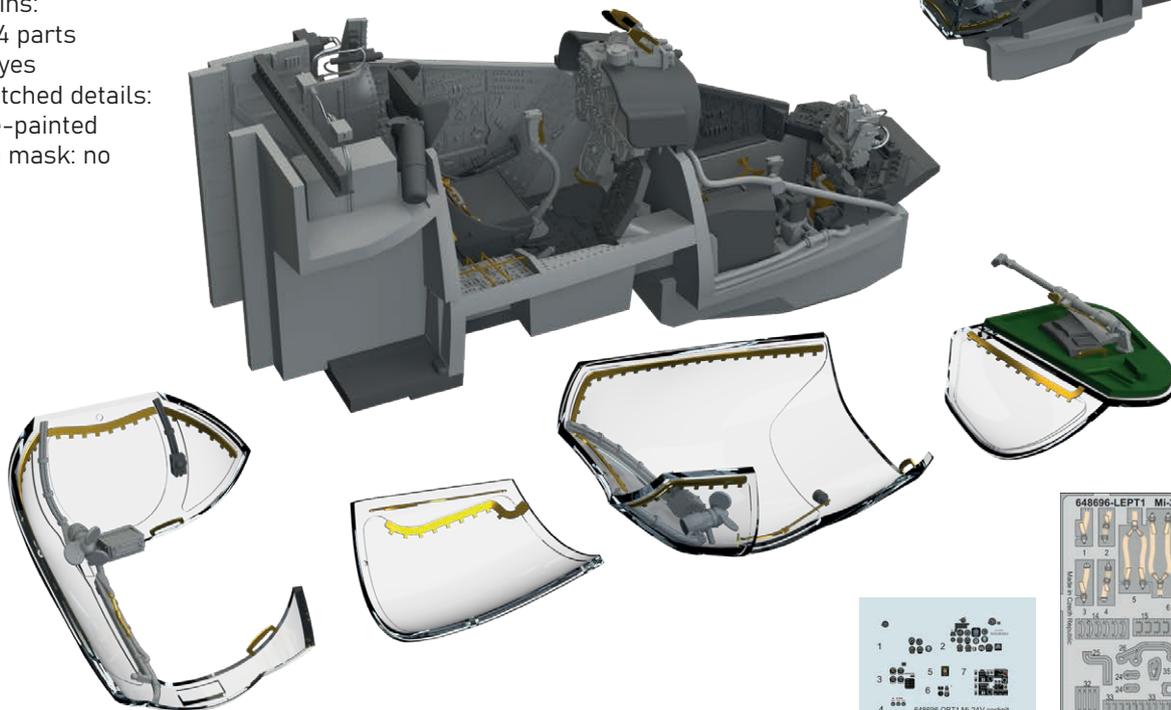
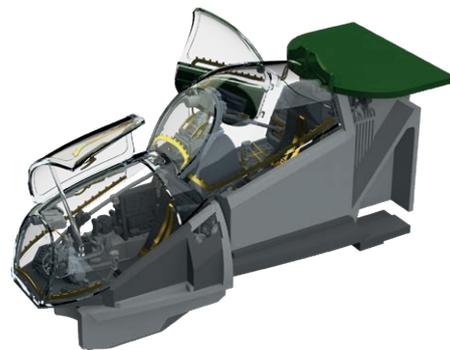
648696 Mi-24V cockpit 1/48 Zvezda

Product Page 

Brassin set - cockpit for Mi-24V in 1/48 scale.
Recommended kit: Zvezda

Set contains:

- resin: 54 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



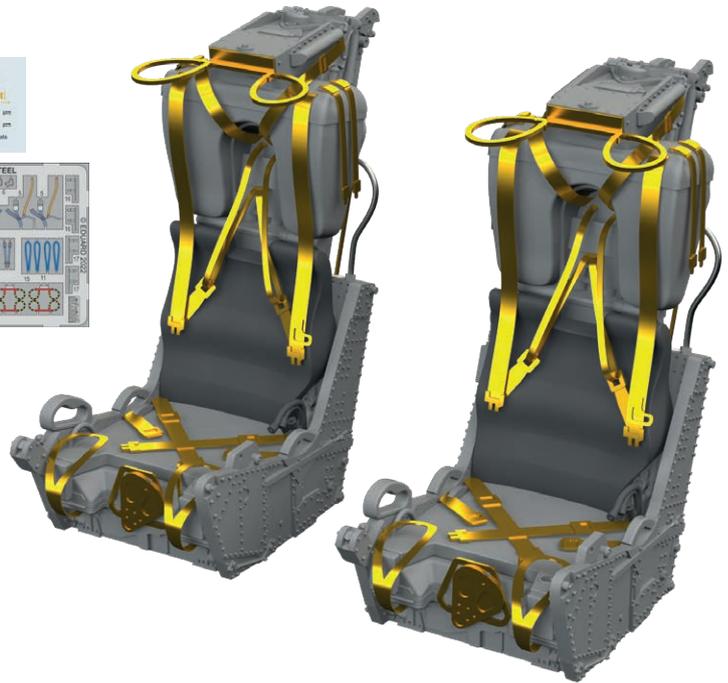
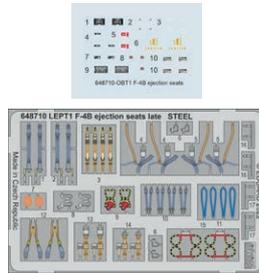
648710 F-4B ejection seat late PRINT 1/48 Tamiya

Brassin set - the ejection seats for F-4B in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 8 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

[Product Page](#)



eduard
BRASSIN
Print

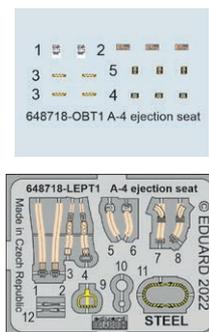
648718 A-4 ejection seat 1/48 Hasegawa

Brassin set - the ejection seat for A-4 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Hasegawa

Set contains:

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

[Product Page](#)



eduard
BRASSIN
Print

648719
Pe-2 wheels
 1/48 Zvezda

Brassin set - the undercarriage wheels for Pe-2 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains:

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

[Product Page](#)



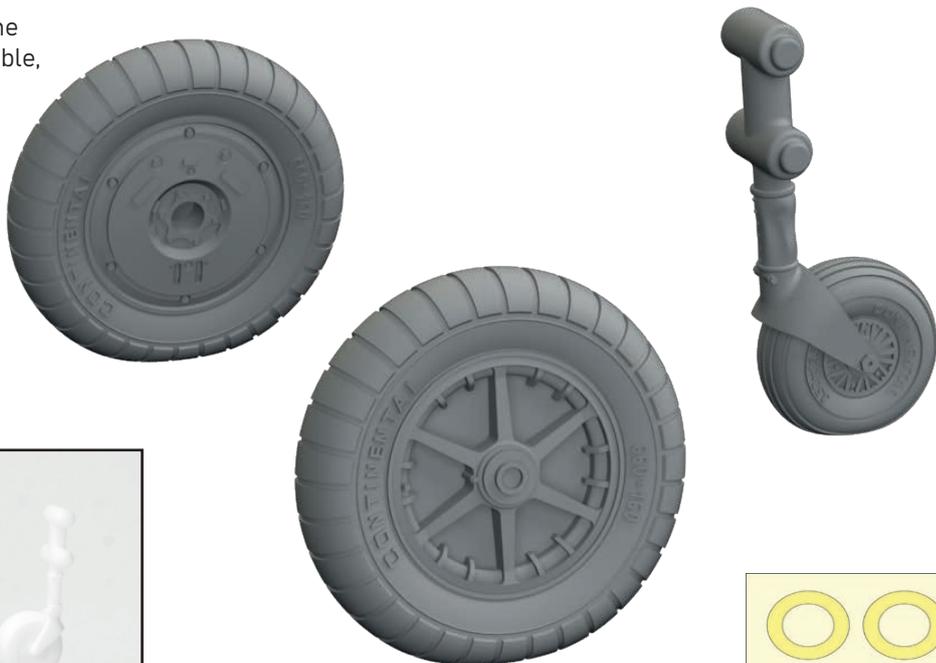
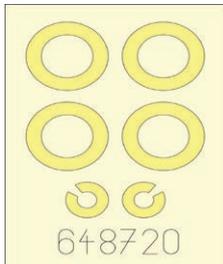
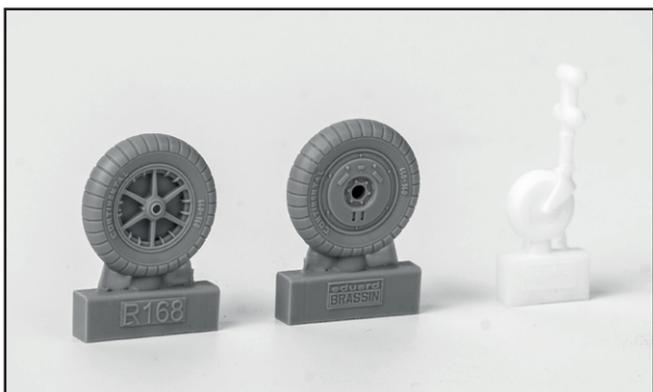
648720
Bf 109G-4 wheels
 1/48 Eduard

Brassin set - the undercarriage wheels for Bf 109G-4 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)



648722 A6M2 exhausts PRINT

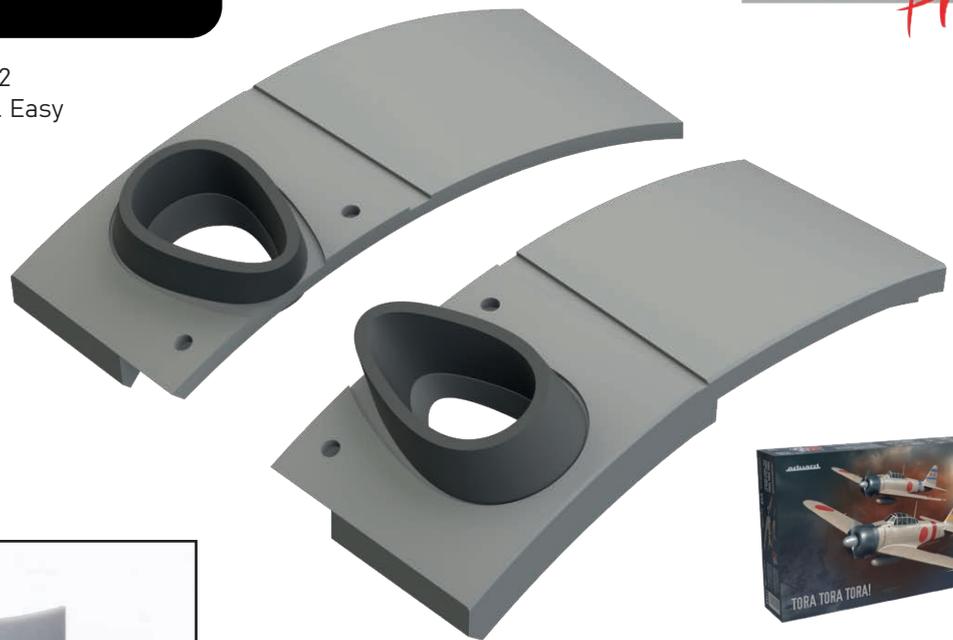
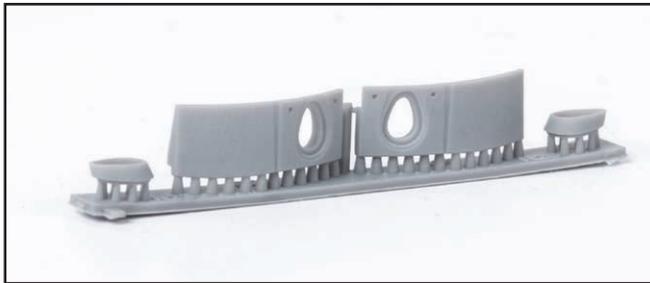
1/48 Eduard

Brassin set - the exhaust pipes for A6M2 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)



648723 A6M2 cannon barrels & cockpit guns PRINT

1/48 Eduard

Brassin set - the cannon barrels and fuselage guns for A6M2 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

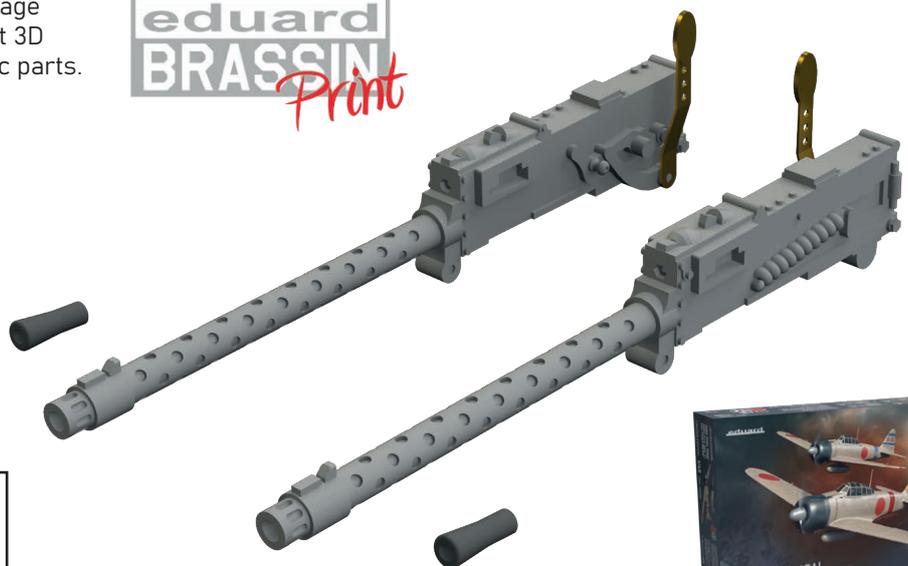
Set contains:

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

[Product Page](#)



eduard
BRASSIN
Print

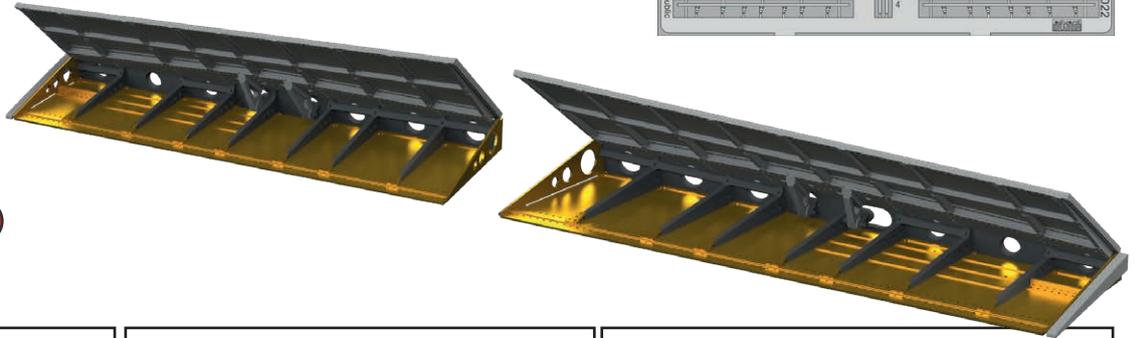
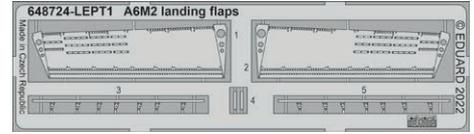


648724 A6M2 landing flaps PRINT 1/48 Eduard

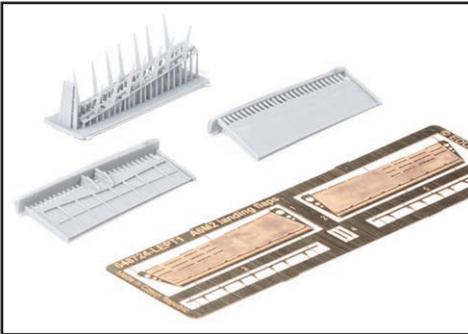


Brassin set - the landing flaps for A6M2 in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

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



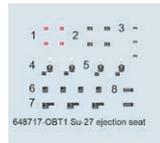
[Product Page](#)



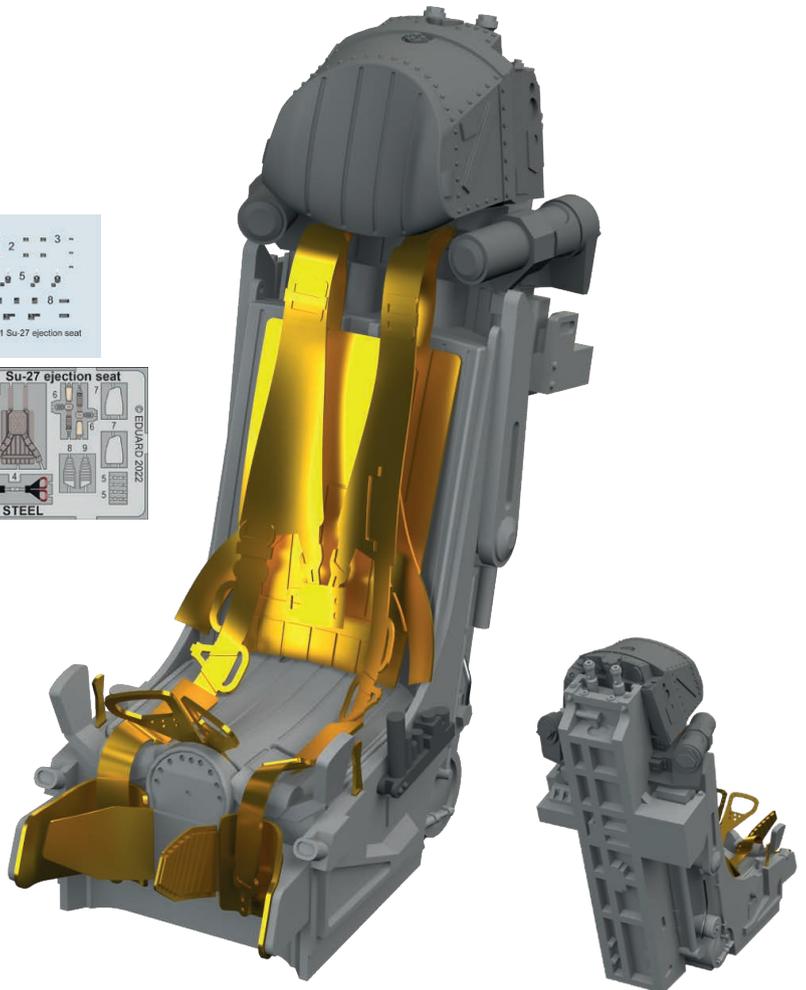
648717 Su-27 ejection seat 1/48 Great Wall Hobby

Brassin set - the ejection seat for Su-27 in 1/48 scale. Recommended kit: Great Wall Hobby

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



[Product Page](#)



672276

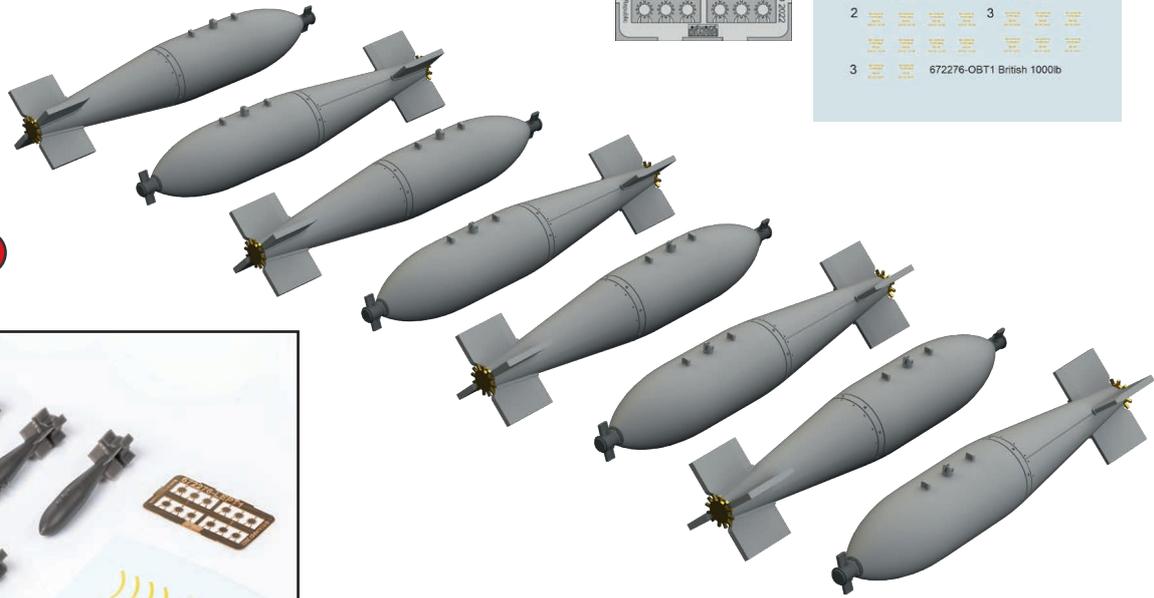
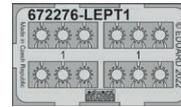
British 1000lb free fall bombs

1/72

Brassin set - British 1000lb bombs in 1/72 scale.
The set consists of 8 bombs.

Set contains:

- resin: 16 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product Page](#)


644134

A6M2 LööKplus

1/48 Eduard

Collection of 4 sets for A6M2 Zero in 1/48 scale.
Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- undercarriage wheels
- the seat PRINT

[Product Page](#)


644139
Z-126 Trener LööKplus
1/48 Eduard

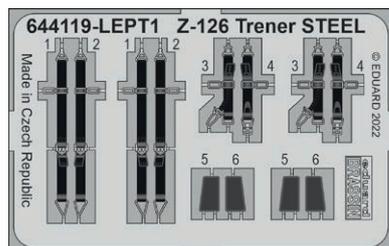
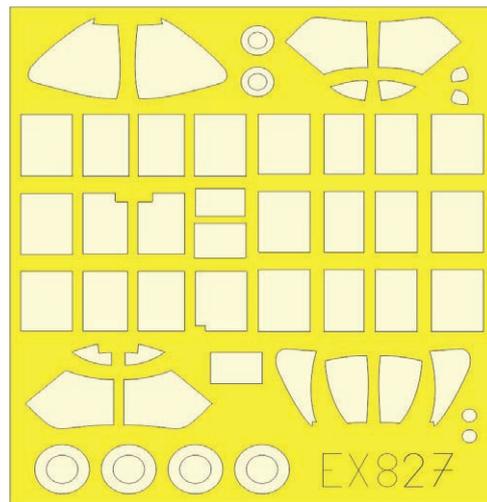
Collection of 3 sets for Z-126 Trener in 1/48 scale.
Recommended kit: Eduard

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

[Product Page](#)



LööK



SIN64879 Spitfire Mk.Vc ESSENTIAL

1/48 Eduard

Collection of 4 sets for Spitfire Mk.Vc in 1/48 scale.
Recommended kit: Eduard

- cockpit
- undercarriage wheels
- exhaust stacks
- undercarriage legs BRONZE

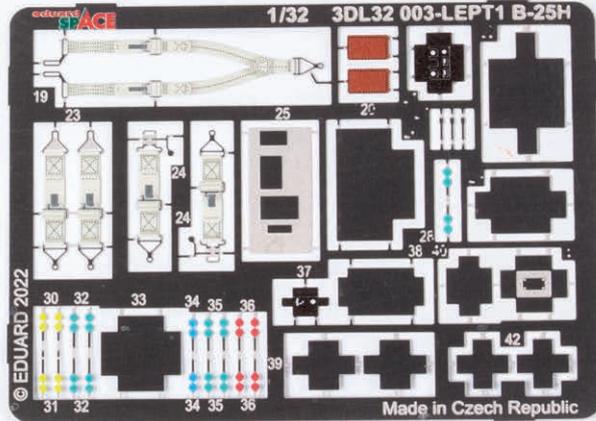
All sets included in this BIG SIN are available separately,
but with every BIG SIN set you save up to 30%.

[Product Page](#)



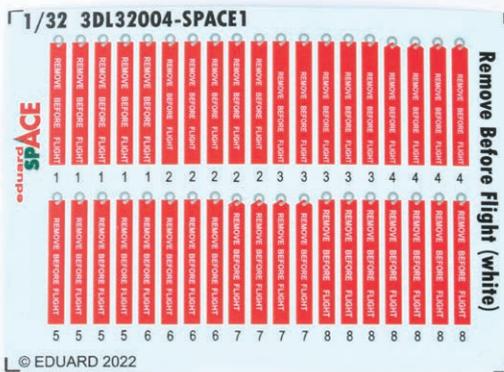
3DL32003 **B-25H SPACE** 1/32 HKM

Product Page



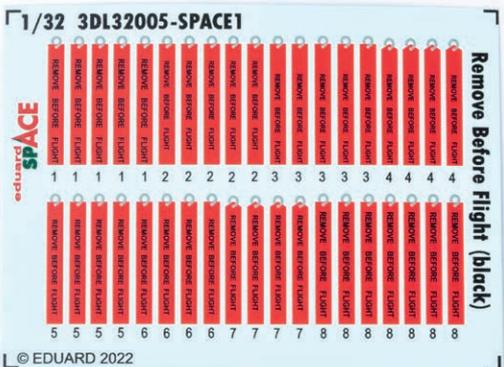
3DL32004 **Remove Before Flight (white) SPACE** 1/32

Product Page



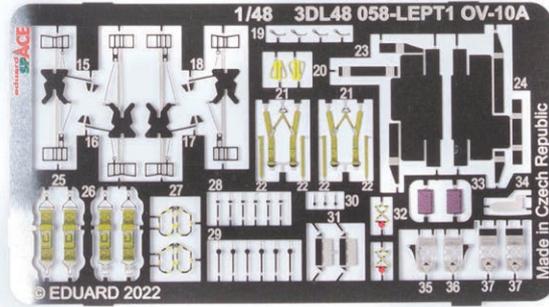
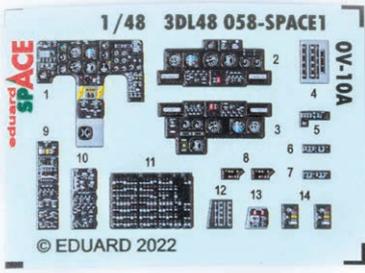
3DL32005 **Remove Before Flight (black) SPACE** 1/32

Product Page



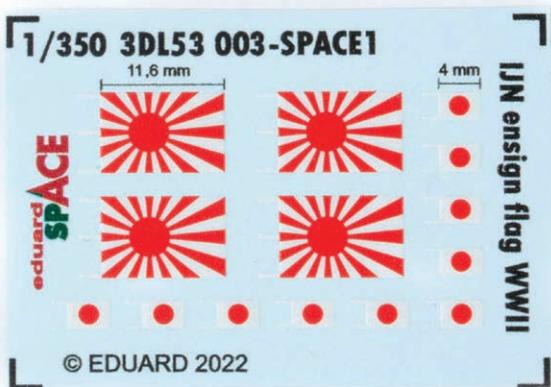
3DL48058 **OV-10A SPACE** 1/48 ICM

[Product Page](#)



3DL53003 **IJN ensign flag WWII SPACE** 1/350

[Product Page](#)



Tornado ECR 1/32 Italeri

- 32476 Tornado ECR exterior
- 32994 Tornado ECR interior
- 32995 Tornado ECR undercarriage
- 33293 Tornado ECR
- 33294 Tornado ECR seatbelts STEEL

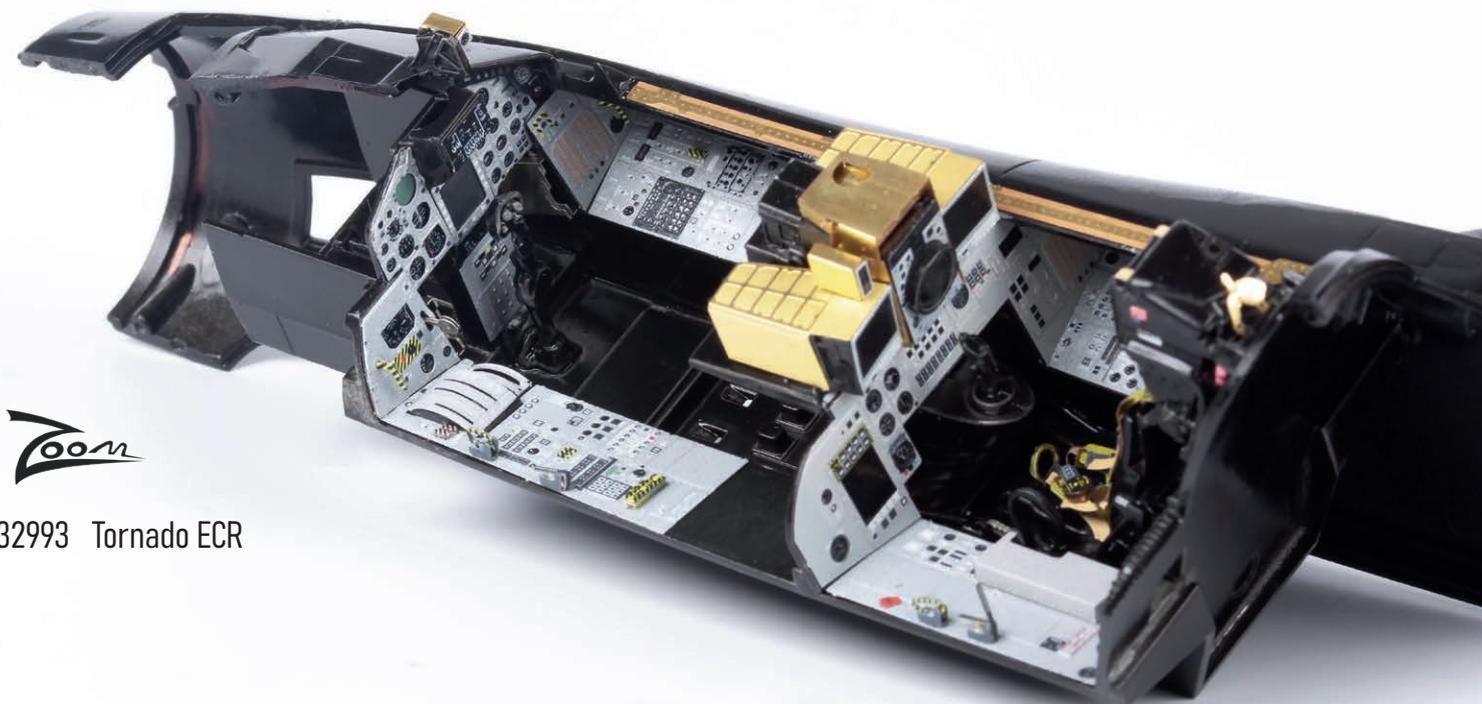
32476 Tornado ECR exterior



32994 Tornado ECR interior



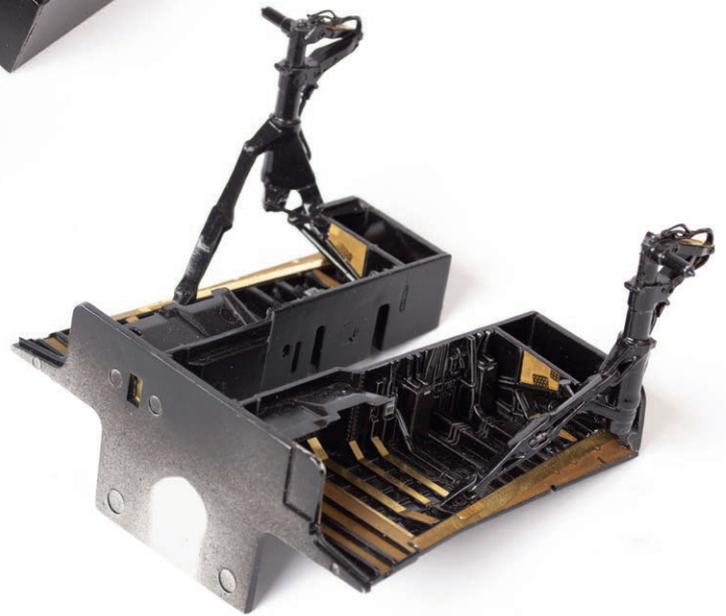
32476 Tornado ECR exterior



32993 Tornado ECR



32995
Tornado ECR
undercarriage



32995 Tornado ECR undercarriage

33294
Tornado ECR
seatbelts STEEL

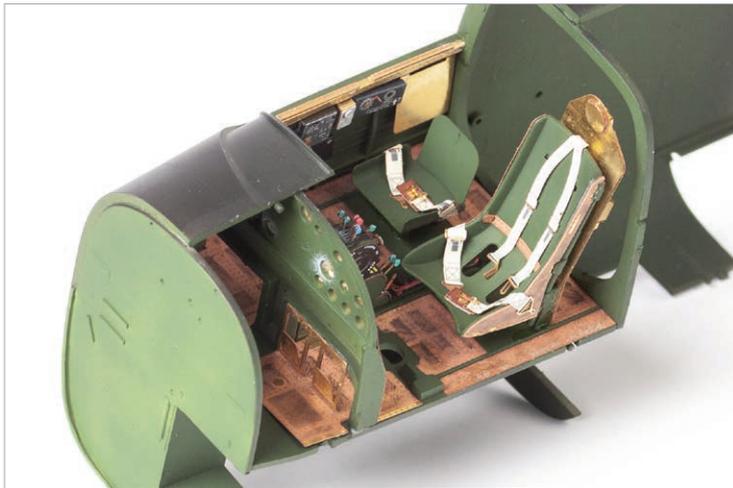


B-25H

1/32 HKM

- 32477 B-25H exterior
- 32996 B-25H interior
- 33295 B-25H
- 33296 B-25H seatbelts STEEL

32477
B-25H exterior



32996 B-25H interior



32996 B-25H interior

33295 B-25H

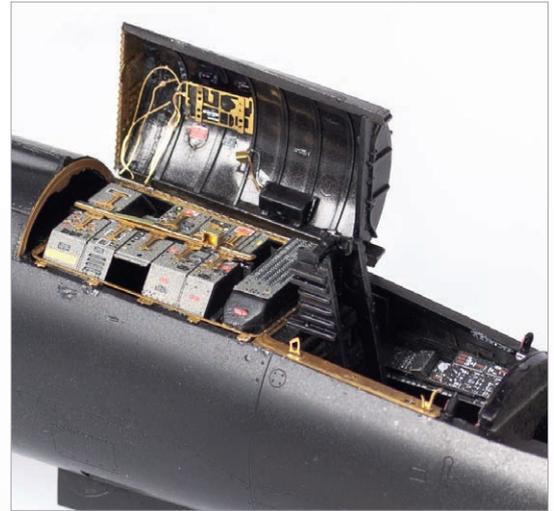


33296
B-25H seatbelts STEEL

F-104S

1/48 Kinetic

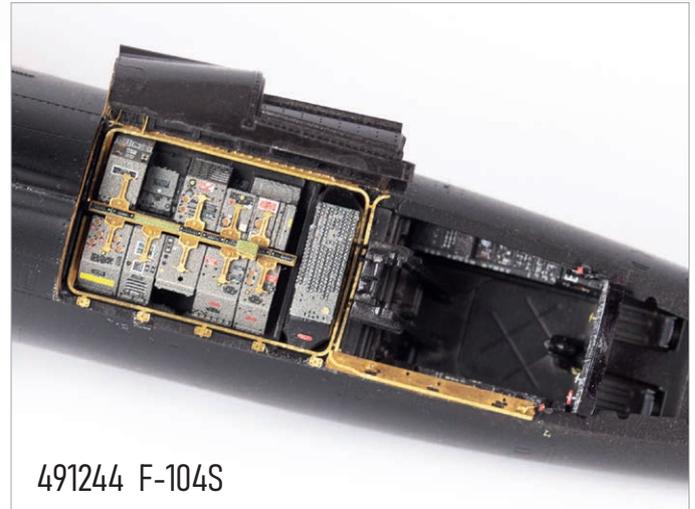
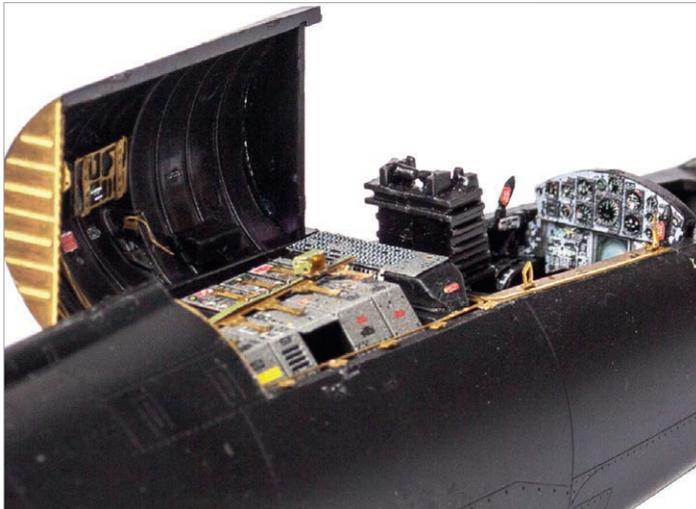
- 491244 F-104S
- 491245 F-104S ASA
- 491246 F-104S ASA-M
- FE1244 F-104S
- FE1245 F-104S ASA
- FE1246 F-104S ASA-M
- FE1247 F-104S seatbelts STEEL



491244 F-104S



491244 F-104S



491244 F-104S



491245 F-104S ASA



491245 F-104S ASA

T-62

1/35 Zvezda

36476



A6M2 Zero

1/48 Eduard

481077



Hs 129B

1/48

HOBBY 2000/HASEGAWA



491248

FE1248

Hs 129B seatbelts STEEL

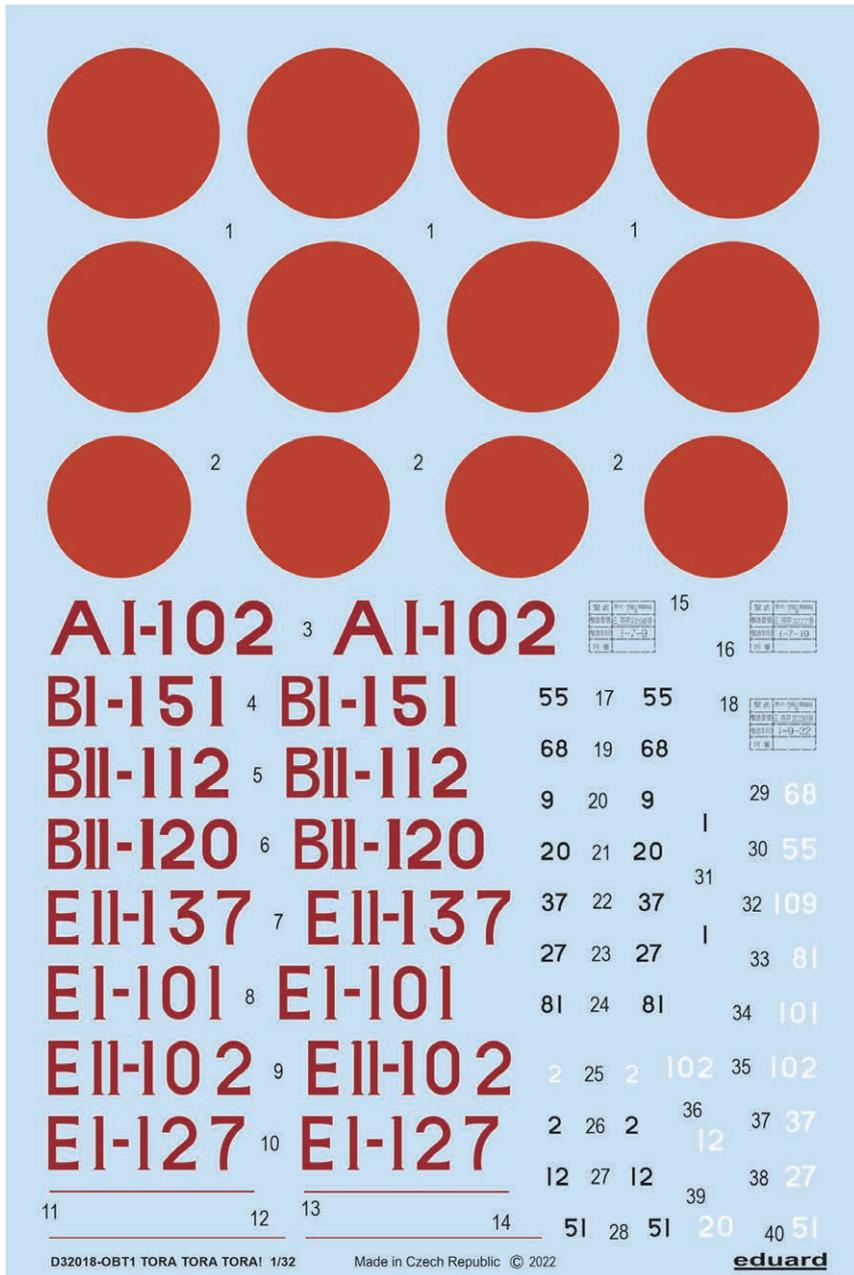


TORA TORA TORA!

Cat. No. D32018

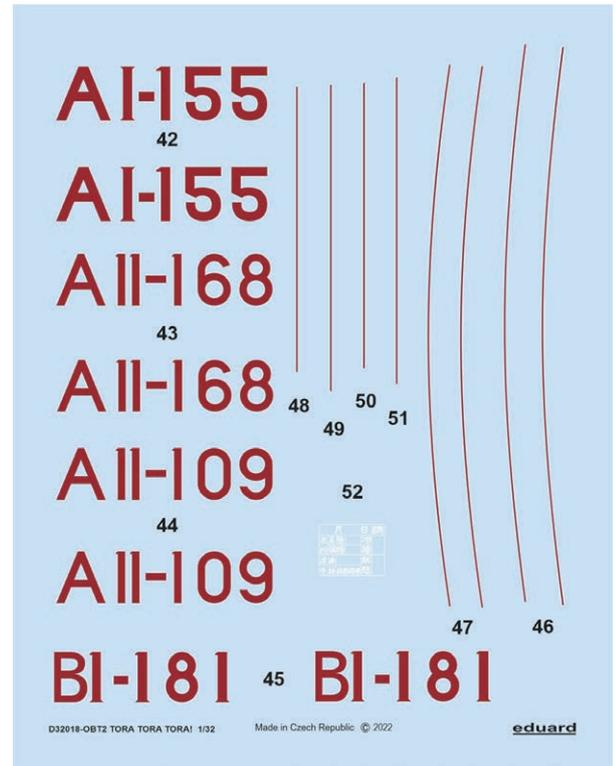
1/32 Tamiya

Product Page 



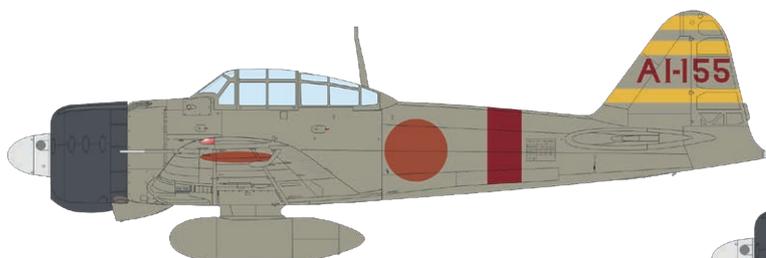
AI-102 3 AI-102 15
 BI-151 4 BI-151 55 17 55 18
 BII-112 5 BII-112 68 19 68
 BII-120 6 BII-120 9 20 9 29 68
 EII-137 7 EII-137 20 21 20 30 55
 EI-101 8 EI-101 37 22 37 31 32 109
 EII-102 9 EII-102 27 23 27 33 81
 EI-127 10 EI-127 81 24 81 34 101
 2 25 2 102 35 102
 2 26 2 36 37 37
 12 27 12 38 27
 11 12 13 14 51 28 51 20 40 51

D32018-OBT1 TORA TORA TORA! 1/32 Made in Czech Republic © 2022 **eduard**

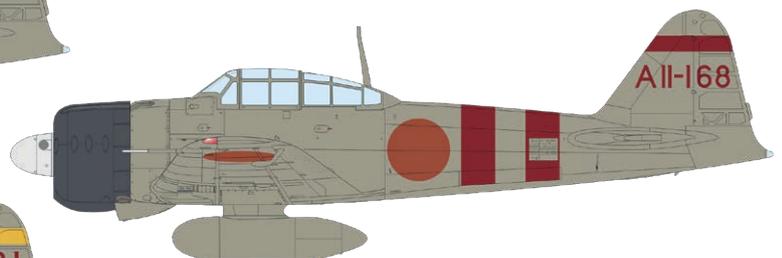


AI-155 42
 AI-155
 AII-168 43
 AII-168 48 49 50 51
 AII-109 52
 AII-109 44
 BI-181 45 BI-181 47 46

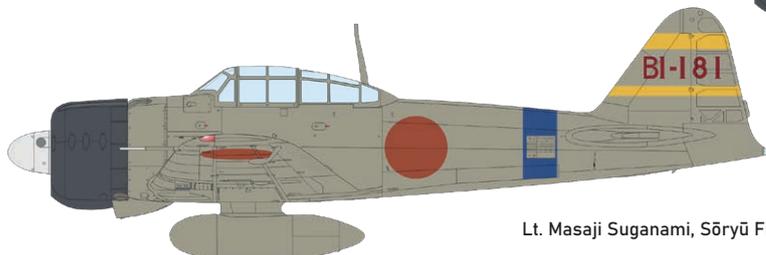
D32018-OBT2 TORA TORA TORA! 1/32 Made in Czech Republic © 2022 **eduard**



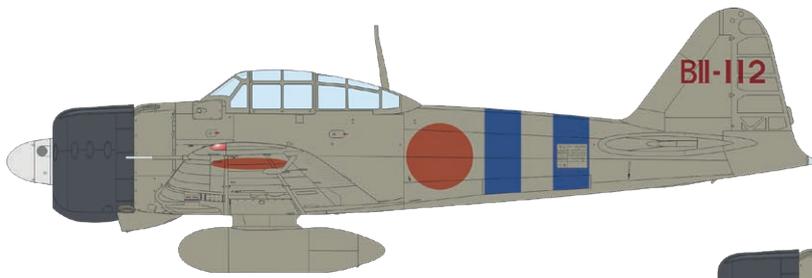
Lt. Cdr. Shigeru Itaya, Akagi Fighter Squadron, first attack wave



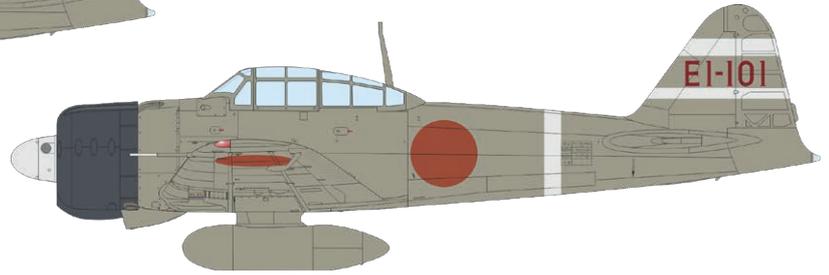
c/n probably 2236, P02c Akira Yamamoto, Kaga Fighter Squadron, first attack wave



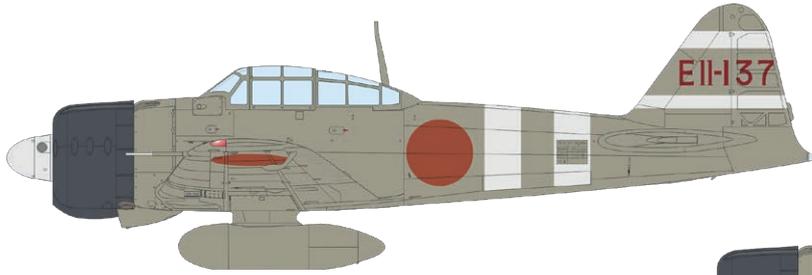
Lt. Masaji Suganami, Sōryū Fighter Squadron, first attack wave



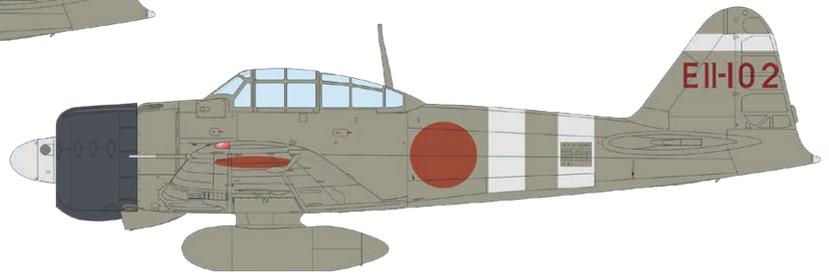
P01c Kazuo Muranaka, Hiryū Fighter Squadron, first attack wave



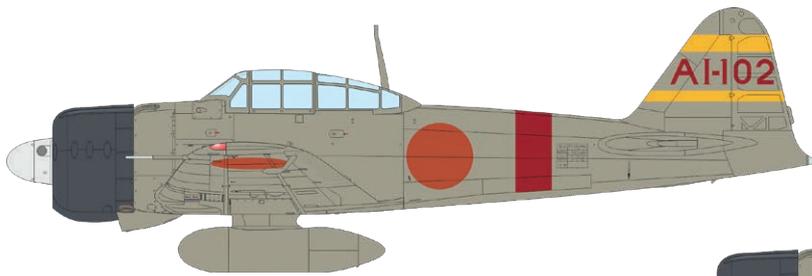
Lt. Tadashi Kaneko, Shōkaku Fighter Squadron, first attack wave



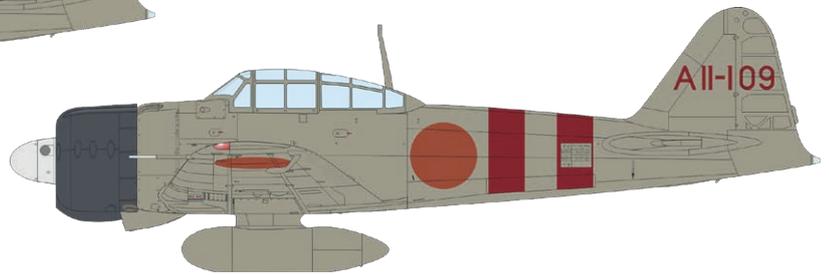
Lt. Masao Satō, Zuikaku Fighter Squadron, first attack wave



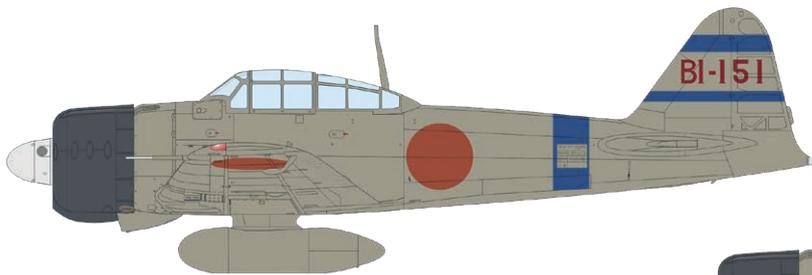
P01c Tetsuzō Iwamoto, Zuikaku Fighter Squadron, patrol during the first attack wave



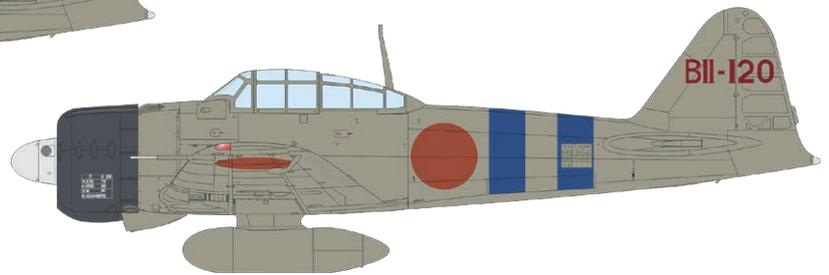
Lt. Saburō Shindō, Akagi Fighter Squadron, second attack wave



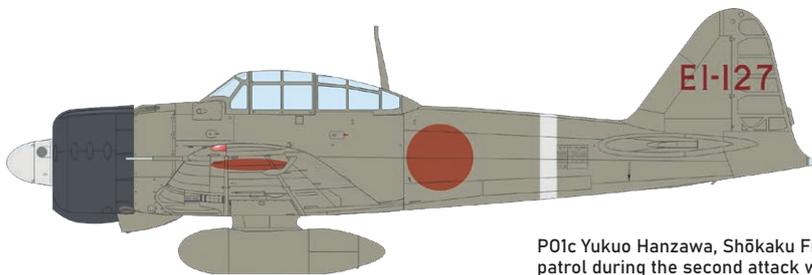
P01c Yoshikazu Nagahama, Kaga Fighter Squadron, second attack wave



c/n 3277, Lt. Fusata Iida, Sōryū Fighter Squadron, second attack wave



c/n 2266, P01c Shigenori Nishikaichi, Hiryū Fighter Squadron, second attack wave



P01c Yukuo Hanzawa, Shōkaku Fighter Squadron, patrol during the second attack wave

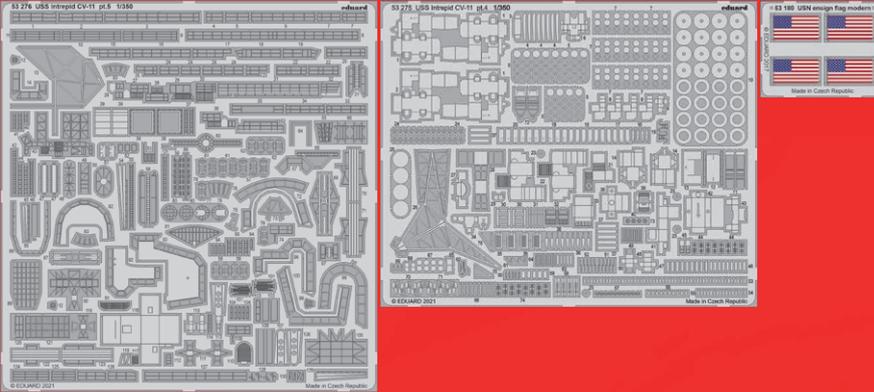
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG5364 USS Intrepid CV-11 PART II 1/350 Trumpeter

[Product Page](#)

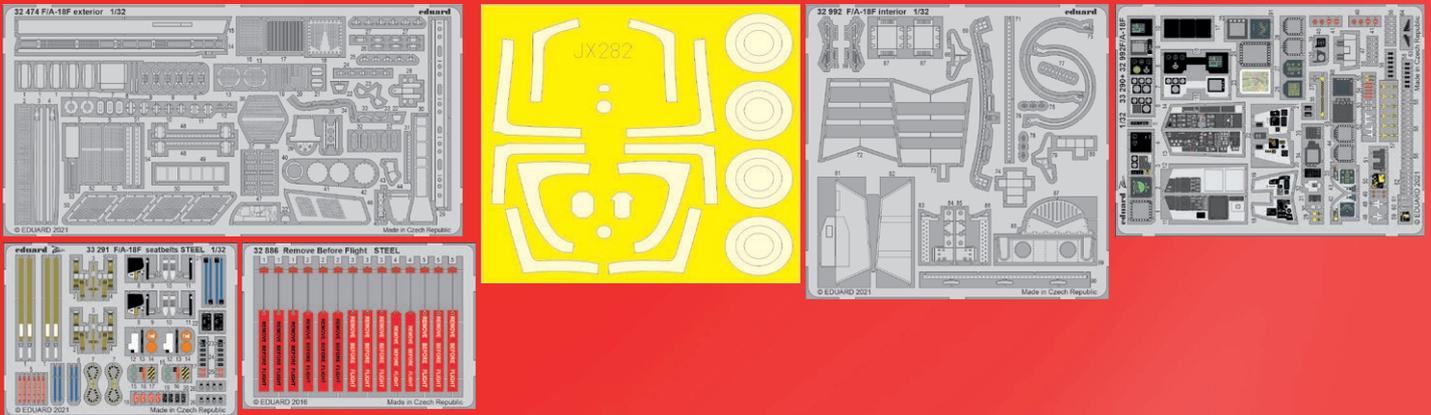
- 53275 USS Intrepid CV-11 pt.4 1/350
- 53276 USS Intrepid CV-11 pt.5 1/350
- 53180 USN ensign flag modern STEEL 1/350



BIG33140 F/A-18F 1/32 Revell

[Product Page](#)

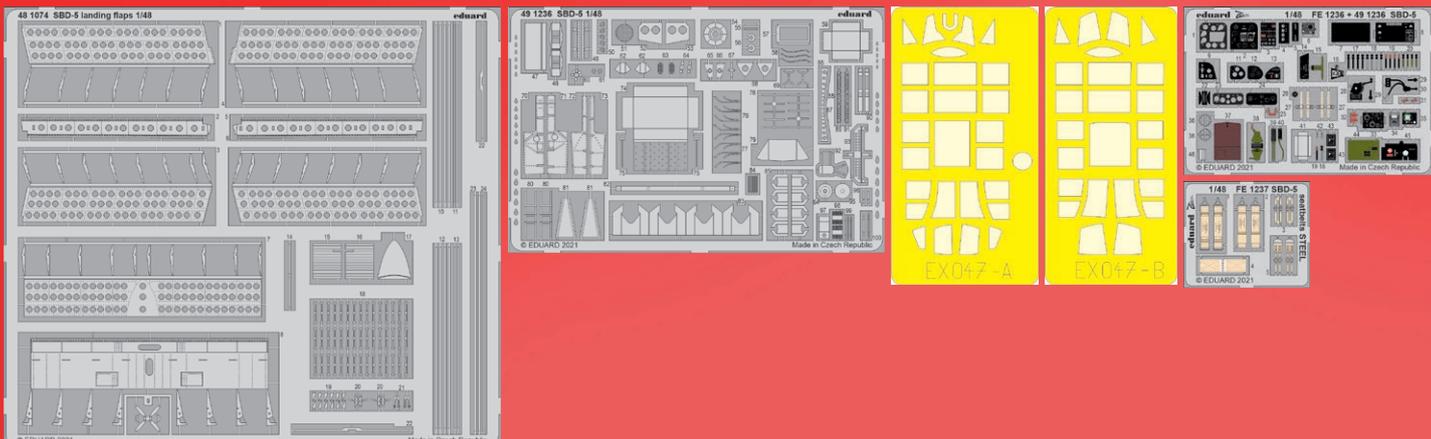
- 32474 F/A-18F exterior 1/32
- 32992 F/A-18F interior 1/32
- 33291 F/A-18F seatbelts STEEL 1/32
- JX282 F/A-18F 1/32
- 32886 Remove Before Flight STEEL



BIG49314 SBD-5 1/48 Revell

[Product Page](#)

- 481074 SBD-5 landing flaps 1/48
- 491236 SBD-5 1/48
- FE1237 SBD-5 seatbelts STEEL 1/48
- EX047 SBD 1/48



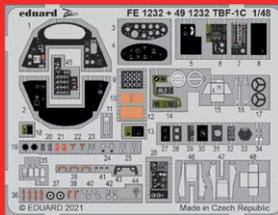
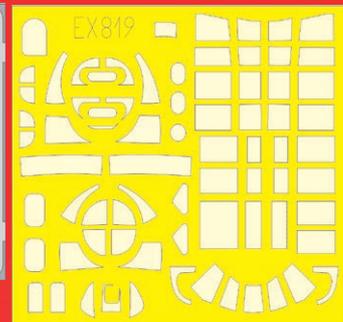
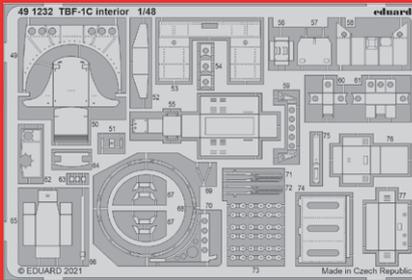
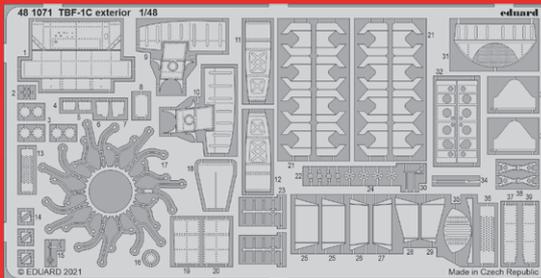
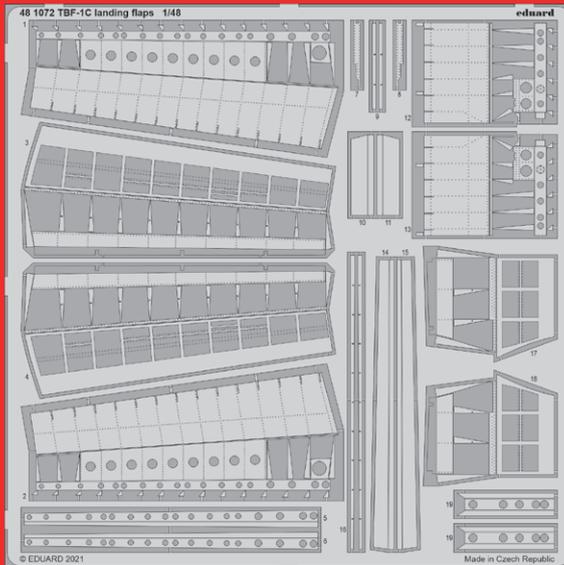
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG49315 TBF-1C 1/48 Academy

[Product Page](#)

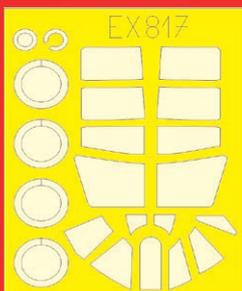
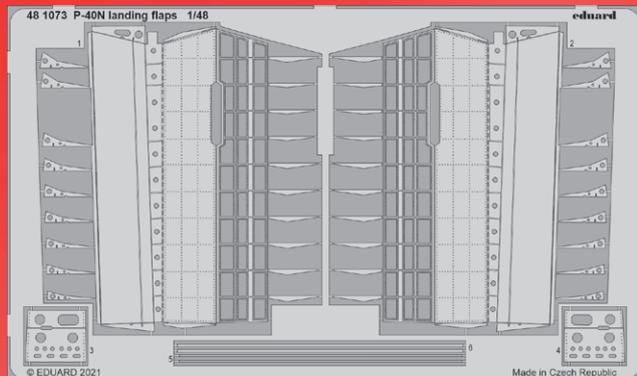
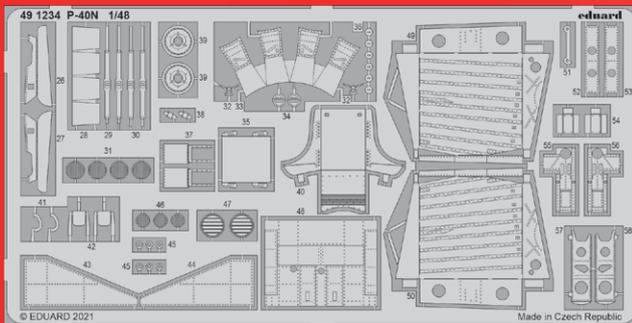
- 481071 TBF-1C exterior 1/48
- 481072 TBF-1C landing flaps 1/48
- 491232 TBF-1C interior 1/48
- EX819 TBF-1C 1/48
- FE1233 TBF-1C seatbelts STEEL 1/48



BIG49316 P-40N 1/48 Academy

[Product Page](#)

- 481073 P-40N landing flaps 1/48
- 491234 P-40N 1/48
- FE1235 P-40N seatbelts STEEL 1/48
- EX817 P-40N 1/48



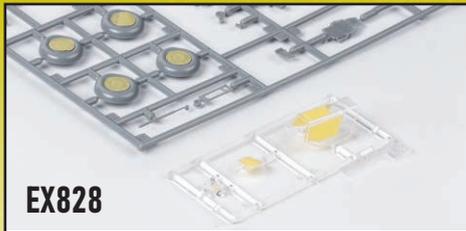
EDUARD MASK

IT FITS!

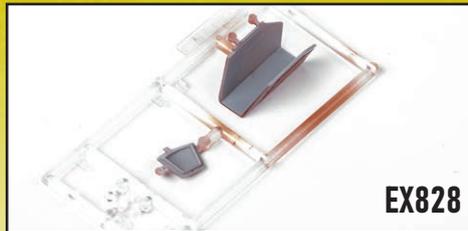
- JX285 Tornado ECR 1/32 Italeri
- JX286 Tornado ECR TFace 1/32 Italeri
- JX287 B-25H 1/32 HKM
- JX288 B-25H TFace 1/32 HKM
- EX828 Hs 129B TFace 1/48 Hobby 2000/Hasegawa
- EX829 F-104S 1/48 Kinetic
- EX830 F-104S TFace 1/48 Kinetic
- EX831 P-35 1/48 Dora Wings
- EX832 P-35 TFace 1/48 Dora Wings
- CX619 Wellington Mk.II 1/72 Airfix



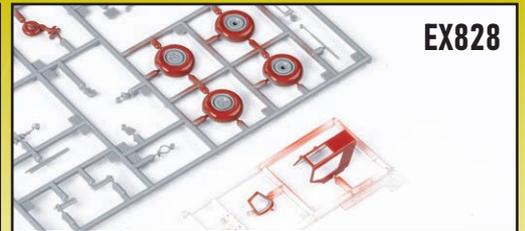
CX619



EX828



EX828



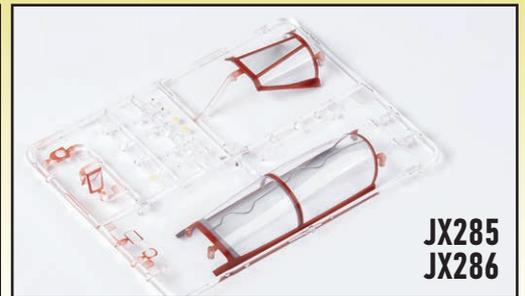
EX828



JX285
JX286



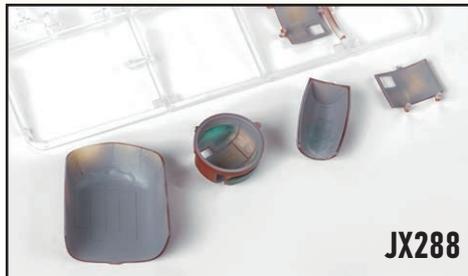
JX286



JX285
JX286



JX287
JX288



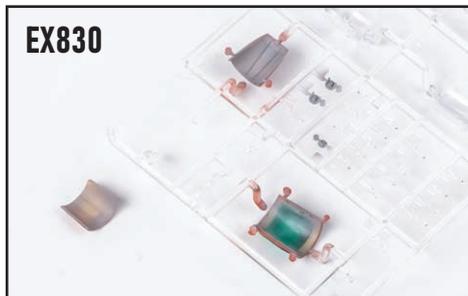
JX288



JX287
JX288



EX829
EX830



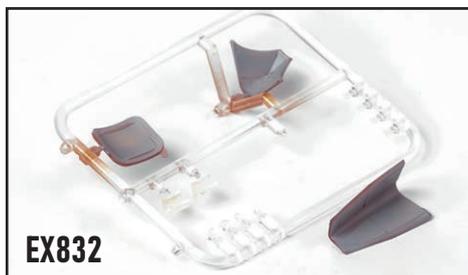
EX830



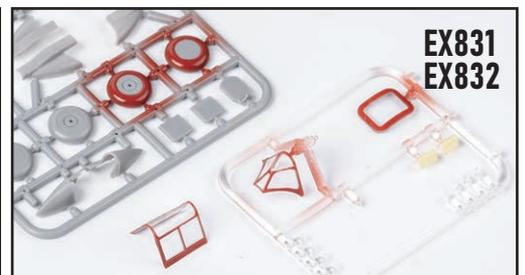
EX829
EX830



EX831
EX832



EX832



EX831
EX832

KITS

82172	Sopwith F.1 Camel (Clerget)	1/48	ProfiPACK
7099	Hurricane Mk.I	1/72	ProfiPACK
11154	Tornado ECR	1/48	Limited edition
11157	Spitfire Story, Souther Star Dual Combo	1/48	Limited edition
7057	MiG-15 (Re-release)	1/72	ProfiPACK
82102	P-51D Mustang (Re-release)	1/48	ProfiPACK

PE-SETS

32476	Tornado ECR exterior	1/32	Italeri
32477	B-25H exterior	1/32	HKM
32994	Tornado ECR interior	1/32	Italeri
32995	Tornado ECR undercarriage	1/32	Italeri
32996	B-25H interior	1/32	HKM
36476	T-62	1/35	Zvezda
481077	A6M2 Zero	1/48	Eduard
491244	F-104S	1/48	Kinetic
491245	F-104S ASA	1/48	Kinetic
491246	F-104S ASA-M	1/48	Kinetic
491248	Hs 129B	1/48	Dora Wings

ZOOMS

33293	Tornado ECR	1/32	Italeri
33294	Tornado ECR seatbelts STEEL	1/32	Italeri
33295	B-25H	1/32	HKM
33296	B-25H seatbelts STEEL	1/32	HKM
FE1242	MiG-21SMT Weekend	1/48	Eduard
FE1243	Spitfire Mk.Ia Weekend	1/48	Eduard
FE1244	F-104S	1/48	Kinetic
FE1245	F-104S ASA	1/48	Kinetic
FE1246	F-104S ASA-M	1/48	Kinetic
FE1247	F-104S seatbelts STEEL	1/48	Kinetic
FE1248	Hs 129B seatbelts STEEL	1/48	Dora Wings

MASKS

JX285	Tornado ECR	1/32	Italeri
JX286	Tornado ECR TFace	1/32	Italeri
JX287	B-25H	1/32	HKM
JX288	B-25H TFace	1/32	HKM
EX828	Hs 129B TFace	1/48	Hobby 2000/Hasegawa
EX829	F-104S	1/48	Kinetic
EX830	F-104S TFace	1/48	Kinetic
EX831	P-35	1/48	Dora Wings
EX832	P-35 TFace	1/48	Dora Wings
CX619	Wellington Mk.II	1/72	Airfix

BIGED SETS

BIG5364	USS Intrepid CV-11 PART II	1/350	Trumpeter
BIG33140	F/A-18F	1/32	Revell
BIG49314	SBD-5	1/48	Revell
BIG49315	TBF-1C	1/48	Academy
BIG49316	P-40N	1/48	Academy

BRASSIN

634025	P-51D-15 LööK	1/32	Revell
644129	F/A-18E LööK	1/48	Meng
644138	Su-27 LööK	1/48	Great Wall Hobby
648680	Z-126 Trener cockpit PRINT	1/48	Eduard
648696	Mi-24V cockpit	1/48	Zvezda
648710	F-4B ejection seat late PRINT	1/48	Tamiya
648717	Su-27 ejection seat	1/48	Great Wall Hobby
648718	A-4 ejection seat	1/48	Hasegawa
648719	Pe-2 wheels	1/48	Zvezda
648720	Bf 109G-4 wheels	1/48	Eduard
648722	A6M2 exhausts PRINT	1/48	Eduard
648723	A6M2 cannon barrels & cockpit guns PRINT	1/48	Eduard
648724	A6M2 landing flaps PRINT	1/48	Eduard
672276	British 1000lb free fall bombs	1/72	

LookPLUS

644134	A6M2 LööKplus	1/48	Eduard
644139	Z-126 Trener LööKplus	1/48	Eduard

BIGSIN

SIN64879	Spitfire Mk.Vc ESSENTIAL	1/48	Eduard
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DECAL SETS

D32018	TORA TORA TORA!	1/32	Tamiya
D48099	F-14 stencils	1/48	Tamiya

SPACE

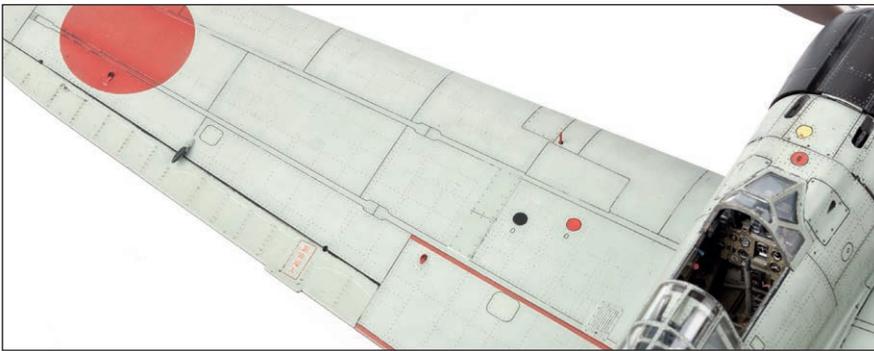
3DL32003	B-25H SPACE	1/32	HKM
3DL32004	Remove Before Flight (white) SPACE	1/32	
3DL32005	Remove Before Flight (black) SPACE	1/32	
3DL48058	OV-10A SPACE	1/48	ICM
3DL53003	IJN ensign flag WWII SPACE	1/350	

A6M2 Zero Type 21

1/48

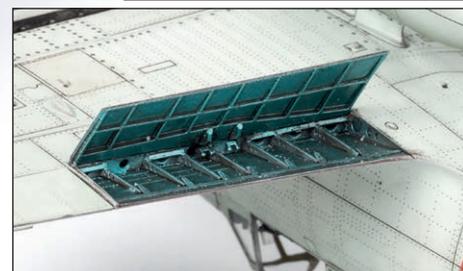
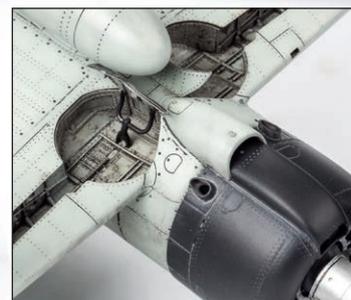


Cat. No. 82212
marking option B
built by Jan Novotný



P01c Saburō Sakai, Tainan Kōkūtai, Lakunai airfield, Rabaul, New Britain island, August 1942

Saburō Sakai is best known Japanese fighter pilot, thanks to his memoirs and meetings with Allied airmen after World War II. He was born in 1916 and served from September 1938 with the 12th Kōkūtai in China. In October 1941, he was assigned to the newly organized Tainan Kōkūtai in Taiwan and took part in campaign heading South until he was wounded on August 7, 1942 off Guadalcanal. After recovering, he served as an instructor with Ōmura Kōkūtai, and later, despite bad eyesight, was combat deployed with Yokosuka Kōkūtai on Iwo Jima. At the end of war he served with Kōkūtai 343 (II) and Yokosuka Kōkūtai. He is listed as an ace with 64 victories, but Sakai himself claimed the number of his victories was lower. With the first two units he actually achieved 12 individual victories, 8 shared and 4 probables. The V-128 was also flown by P02c Arita and P01c Hiroyoshi Nishizawa, who is credited with 87 victories. The color of the stripes is chosen from Sakai's recollection, but there are other interpretations, such as a black or yellow stripe on the fuselage. During a fighter escort to Guadalcanal on August 7, Sakai shot down Wildcat "F12" from VF-5 piloted by "Pug" Southerland in an epic dogfight. Sakai was later severely wounded in the face by fire from VB-6 Dauntless near Tulagi Island. After nearly five hours and more than 1,000 km, he managed to land back at Rabaul. Sakai died in 2000 after formal dinner with members of the US Navy.



ACCESSORIES USED:

- 648693 A6M2 wheels (Brassin)
- 648694 A6M2 engine PRINT (Brassin)
- 648695 A6M undercarriage legs BRONZE (Brassin)
- 648698 A6M2 seat PRINT (Brassin)
- 648722 A6M2 exhaust PRINT (Brassin)
- 648724 A6M2 landing flaps PRINT (Brassin)



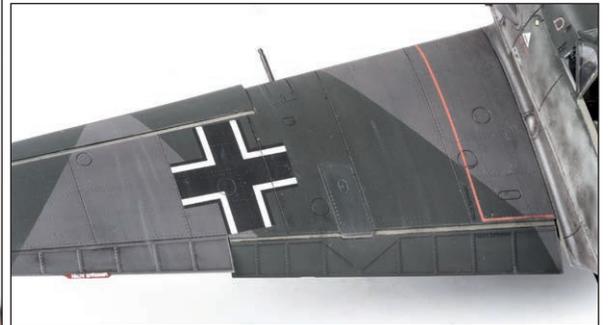
Product Page 

Bf 109E-7

1/48



Cat. No. 84178
marking option A
built by **Patrik Pěcha**



Bf 109E-7/B, 8./ZG 1, Belgorod, Soviet Union, June 1942

The III. Gruppe, of which the 8. Staffel was a part, was established in January 1942 in Lechfeld and was equipped like the other Gruppe Zerstörergeschwader 1 with Bf 109E aircraft. Its first deployment followed from May 1942 on the Eastern Front. Here it flew first from Belgorod field airfield, followed by a move to Kutejnikovo airfield in July. In August there was a further change of operation, the unit was first equipped with the problematic Me 210s and its new area of operation was North Africa. Like the other ZG 1 aircraft, the Messerschmitt Bf 109Es of the 8. Staffel had a wasp painted on the nose, which had originally been the marking of the SKG 210 unit, from which the I. and II. Gruppe ZG 1 were formed by renaming in January 1942.



[Product Page](#)

Trener

1/48



Cat. No. 11152
marking option A
built by **Luboš Zach**

Z-226MS, OK-KND, No. 31-09, Aero Club Chomutov, Czech Republic, 2021

One of the oldest airworthy Treners has been serving with the Chomutov Aero Club since the early 90s. It was test-flown on November 29, 1956, as the Z-226B and assigned to the Liberec County Aero Club (registered on February 26, 1957) subsequently. The Aircraft then wandered around the 'subordinate' Aero Clubs (Česká Lípa, Hodkovice and Mohelkou, Raná u Loun, Most, Chomutov...). Due to cracked main spar, it was deemed unairworthy in 1985 and stayed grounded until 1990, when the overhaul was started. It was also converted to the Z-226M in the process. Later on, in December 2001, the next overhaul changed the OK-KND to Z-226MS standard. For a period of time, OK-KND then flew forest fire monitoring flights for the Fire Department (thanks to this, the county also provided funds for the overhaul and conversion). Today, the 'Kanada', as is the OK-KND nicknamed, serves for glider towing and looks as depicted in the paint scheme.



[Product Page](#)

Trenér

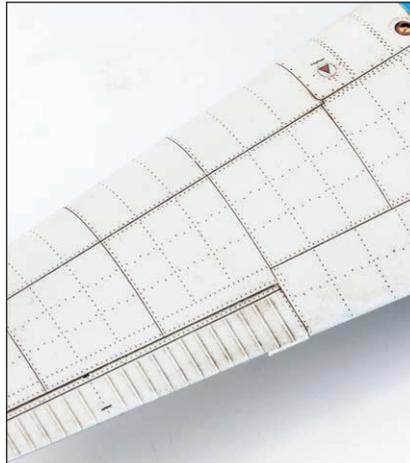
1/48



Cat. No. 11152

built by **Tomáš Török**

Custom decals used





[Product Page](#)

Fw 190A-2 JABO

1/48



Cat. No. BFC058
built by **Josef Blažek**



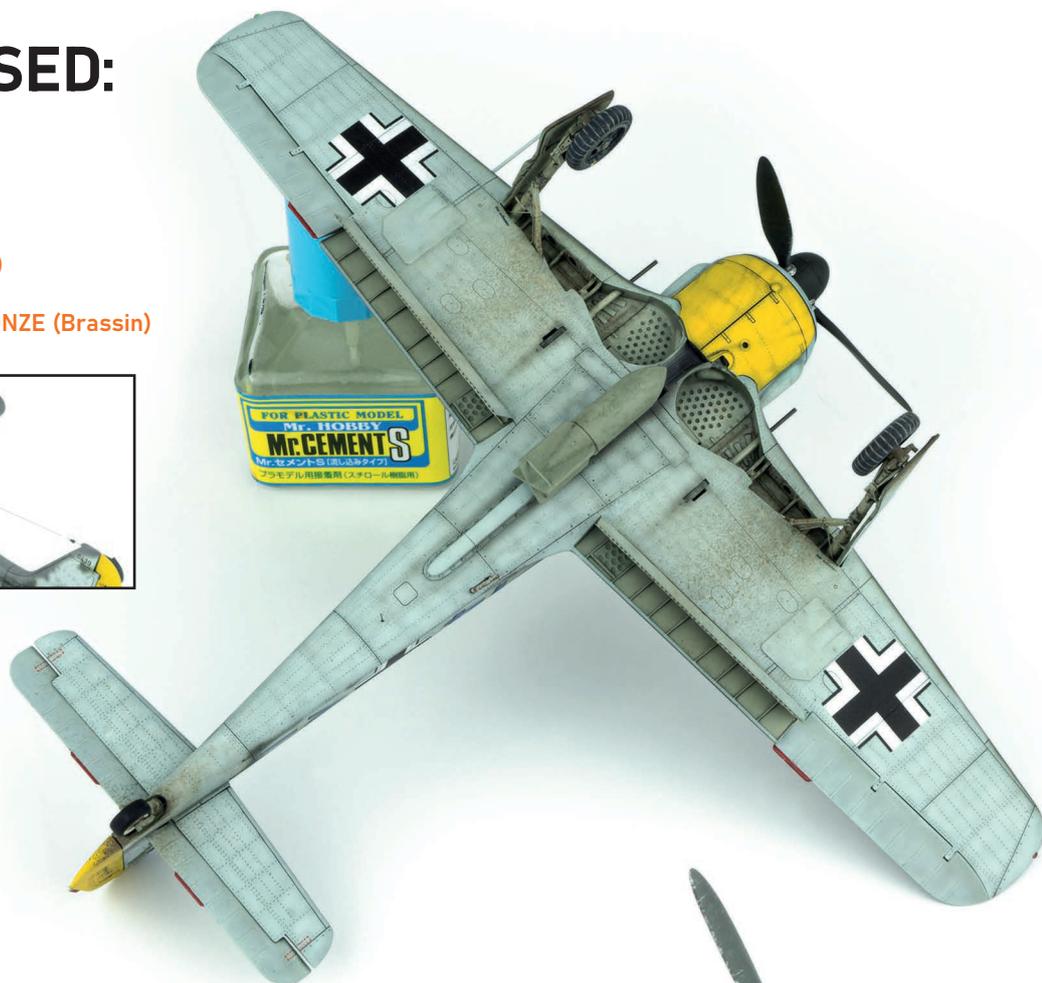
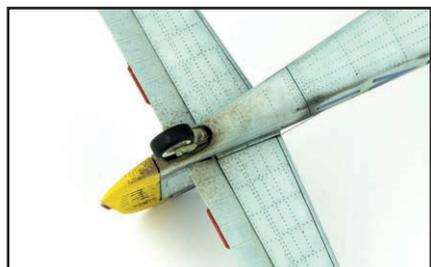
W. Nr. 120439, Oblt. Frank Liesendahl, CO of 10.(Jabo)/JG 2, Caen-Carpiquet, France, Summer 1942

At the end of 1941, the Luftwaffe considered a resumption of the bombing of Great Britain and coastal transport assets. It was ordered that every fighter unit taking part in combat against Great Britain would include one Staffel for the purposes of the so-called 'hit and run' bombing missions. This role was taken up by 10.(Jabo) Staffel within JG 2. Under the command of Oblt. Frank Liesendahl, the unit sank twenty ships for a total of 630,000 BRT of shipping in four months. Frank Liesendahl died on July 17th, 1942 during an attack against the transport vessel Brixham. He was posthumously elevated to the rank of Hauptmann and held the Knight's Cross.

Liesendahl's aircraft carried the standard day camouflage scheme of Luftwaffe fighters consisting of RLM 74/75/76. The fox leaping over a ship was the insignia of 10.(Jabo) Staffel. The rudder of his aircraft carried the symbols of destroyed and damaged vessels.

ACCESSORIES USED:

- 48971 Fw 190A-2 (PE-Set)
- 48972 Fw 190A-2 landing flaps (PE-Set)
- 648152 Fw 190 wheels early (Brassin)
- 648162 SC 500 German bombs (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648373 Fw 190A Pitot tubes early (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)
- 648379 Fw 190A-2 undercarriage legs BRONZE (Brassin)



F-4B

1/48 Tamiya

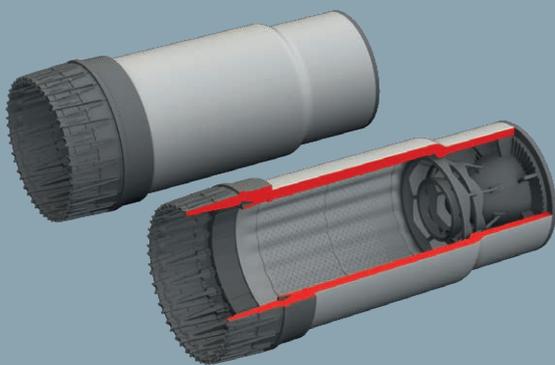
built by Matthias Becker





ACCESSORIES USED:

F-4B exhaust nozzles PRINT (Cat. No. 648690)



F-4B stencils (Cat. No. D48094)



F-4B wheels (Cat. No. 648682)

F-4B ejection seats late (Cat. No. 648139)

F-4B TFace (Cat. No. EX803)



built by Angelo Lodetti

P-51D

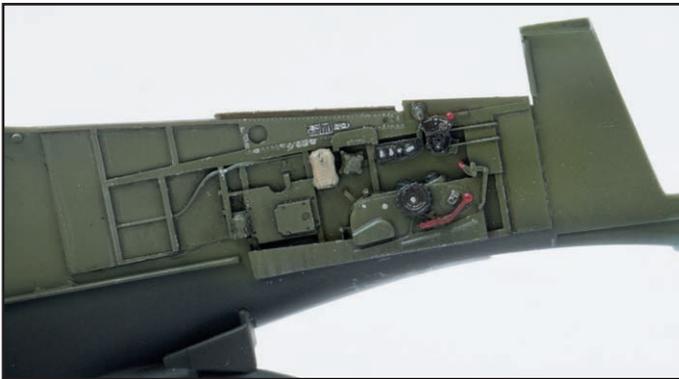
1/48

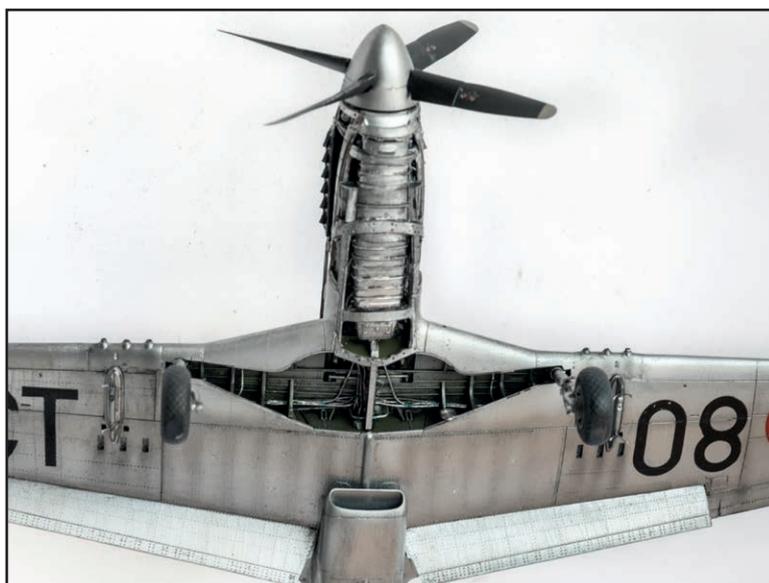
Eduard



ACCESSORIES USED:

- 648487 P-51D Hamilton Standard propeller (Brassin)
- 648511 P-51D P-51D wheels diamond tread 2 (Brassin)
- 648522 P-51D cockpit (Brassin)
- 648555 P-51D engine (Brassin)





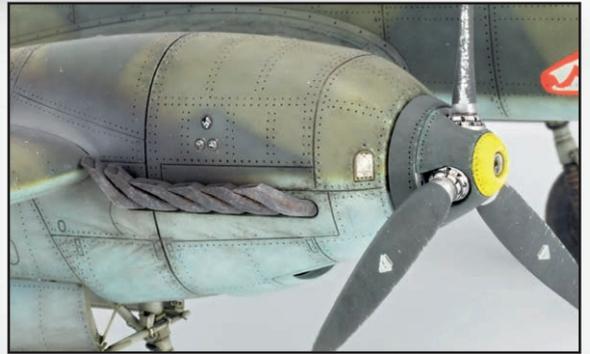
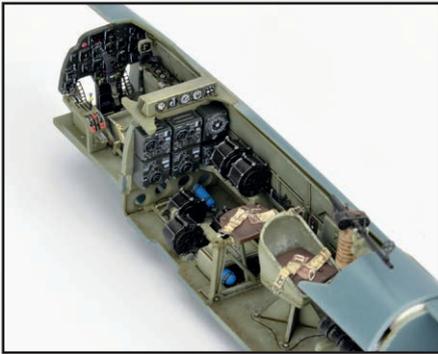
1/48

Adlertag

Bf 110C/D in the Battle of Britain



Cat. No. 11145
marking option I
built by **Jan Baranec**



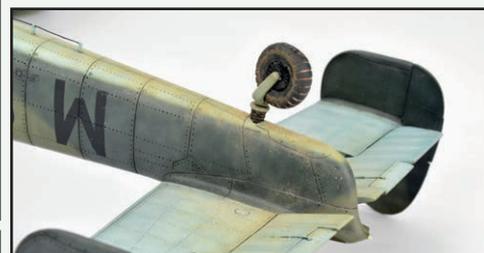
Bf 110C, WNr. 3285, flown by Oblt. Hans-Joachim Jabs, CO of 6./ZG 76, Le Mans, France, September 1940

Hans-Joachim Jabs was highest scoring Bf 110 ace in Battle of Britain achieving 12 victories in addition to 7 scored earlier during Battle of France. His preferred combat method was hit and run attack from above. Camouflage of his Bf 110 consist of RLM 70, 71 and 65. Sharkmouth (Haifischmaul) was marking of 11./ZG 76 since pre-war period when this unit was using Bf 109D. Commander of 6./ZG 76 for period of more than one year was Legion Condor veteran Hptm. Heinz Nacke (12 victories, awarded with Knight Cross). He was injured in combat with RAF fighters on August 30th and Jabs was placed as temporary commander of 6. Staffel followed by permanent appointment in October 1940. During same month Jabs was also decorated with Knight Cross. In late 1941 his Staffel was trained for night fighter operations and was renamed as 9./NJG 3. He later led also 11./NJG 1 and IV./NJG 1. In March 1944 he became Kommodore of whole Nachtjagdgeschwader 1 and received Oak Leaves in addition to Knight Cross. Jabs scored 50 victories in 510 missions.



ACCESSORIES USED:

- 644076 Bf 110C LööK (Brassin)
- 648052 Bf 110 C/D main undercarriage wheels (Brassin)
- 648085 MG 15 gun (2 pcs) (Brassin)
- 648602 Bf 110C/D radio equipment (Brassin)
- 648607 Bf 110C/D/E exhaust stacks (Brassin)



BRASSIN



BIG33141



BIG49317

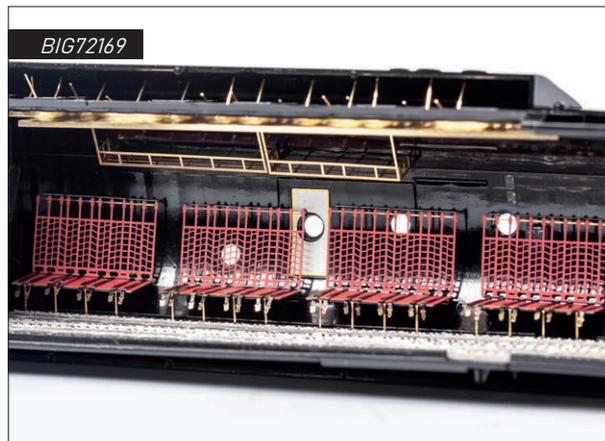
BIG ED (March)

- BIG33141 P-51D 1/32 Revell
- BIG49317 OV-10A 1/48 ICM
- BIG49318 F-14A late 1/48 Tamiya
- BIG72168 C-130J-30 PART I 1/72 Zvezda
- BIG72169 C-130J-30 PART II 1/72 Zvezda

BRASSIN (March)



- 644140 F-104S LööK 1/48 Kinetic
- 644141 F-104 ASA LööK 1/48 Kinetic
- 644142 F-104 ASA/M LööK 1/48 Kinetic
- 644143 Z-526AFS LööK 1/48 Eduard
- 648692 A6M2 Zero Model 21 cockpit PRINT 1/48 Eduard
- 648716 F-4B refueling probe PRINT 1/48 Tamiya
- 648728 F-4B airbrakes PRINT 1/48 Tamiya
- 648729 Z-326/526 wheels 1/48 Eduard
- 648730 Mi-24D conversion set PRINT 1/48 Zvezda
- 648731 A6M2 Zero Model 21 folding wingtips PRINT 1/48 Eduard
- 648732 F-4B tail hook PRINT 1/48 Tamiya
- 648733 Z-526AFS cockpit PRINT 1/48 Eduard
- 648734 CH-47A wheels 1/48 Hobby Boss
- 648735 OV-10 wheels 1/48 ICM
- 672278 British 1000lb retarded bombs w_960 fuse 1/72



BIG72169

LööKPlus (March)

- 634026 P-51D-15 LööKplus 1/32 Revell
- 644144 Su-27 LööKplus 1/48 Great Wall Hobby
- 644145 F/A-18E LööKplus 1/48 Meng

BIGSIN (March)

- SIN64880 OV-10A Air to Ground 1/48 ICM
- SIN64881 F-14A late AtA/AtG 1/48 Tamiya

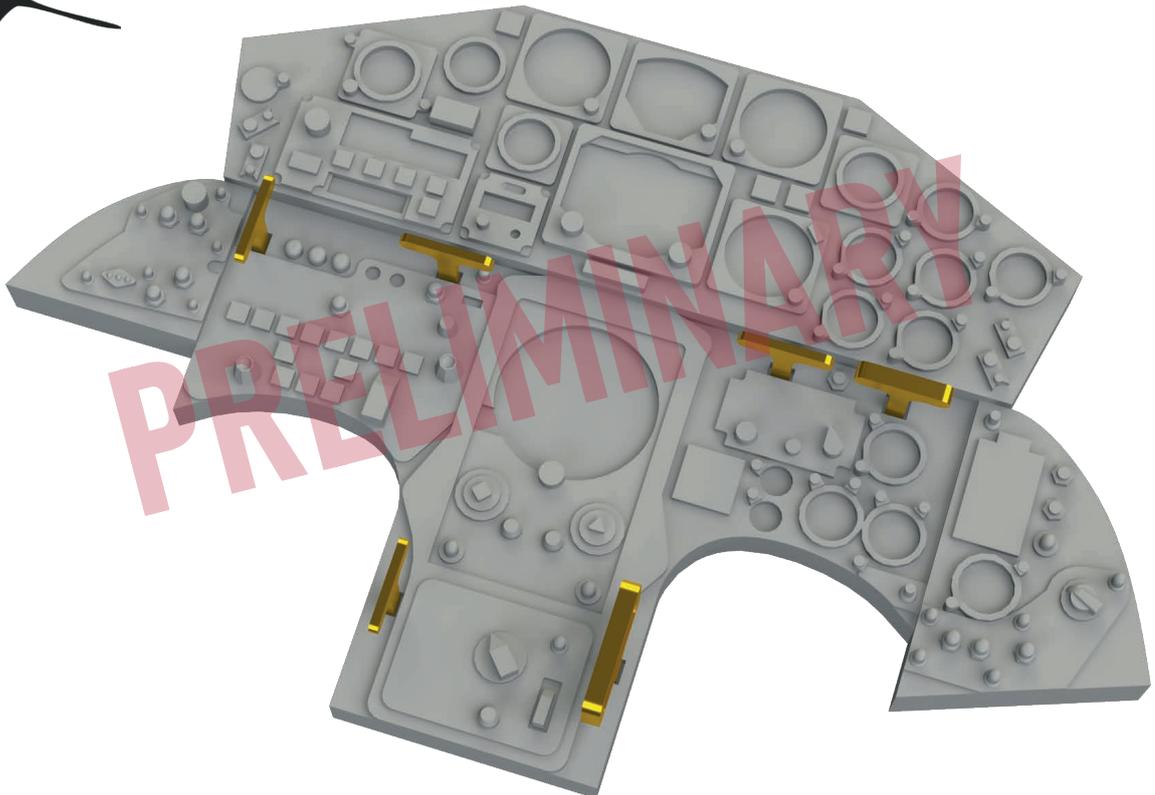
644140 F-104S LööK 1/48 Kinetic



644141 F-104 ASA LööK 1/48 Kinetic

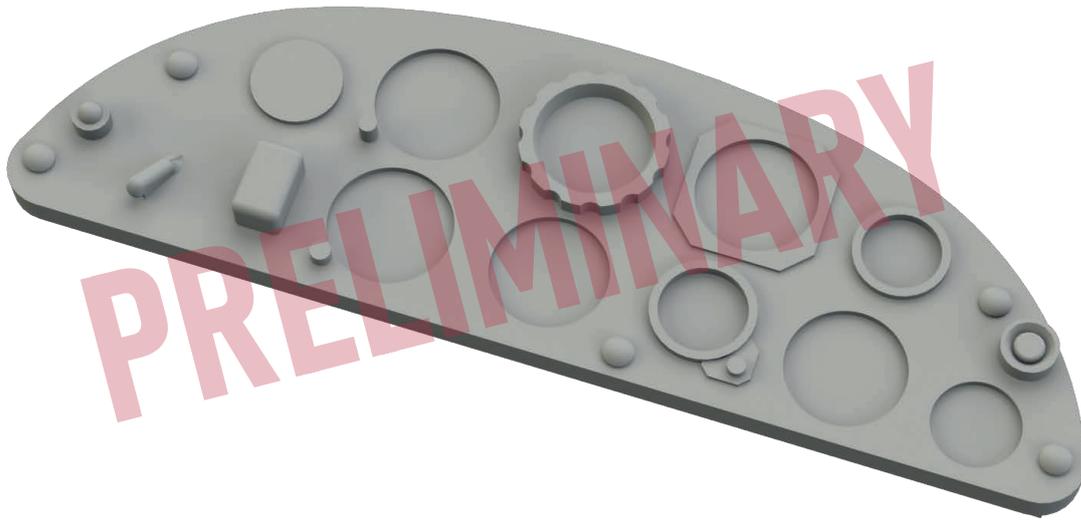


644142 F-104 ASA/M LööK 1/48 Kinetic



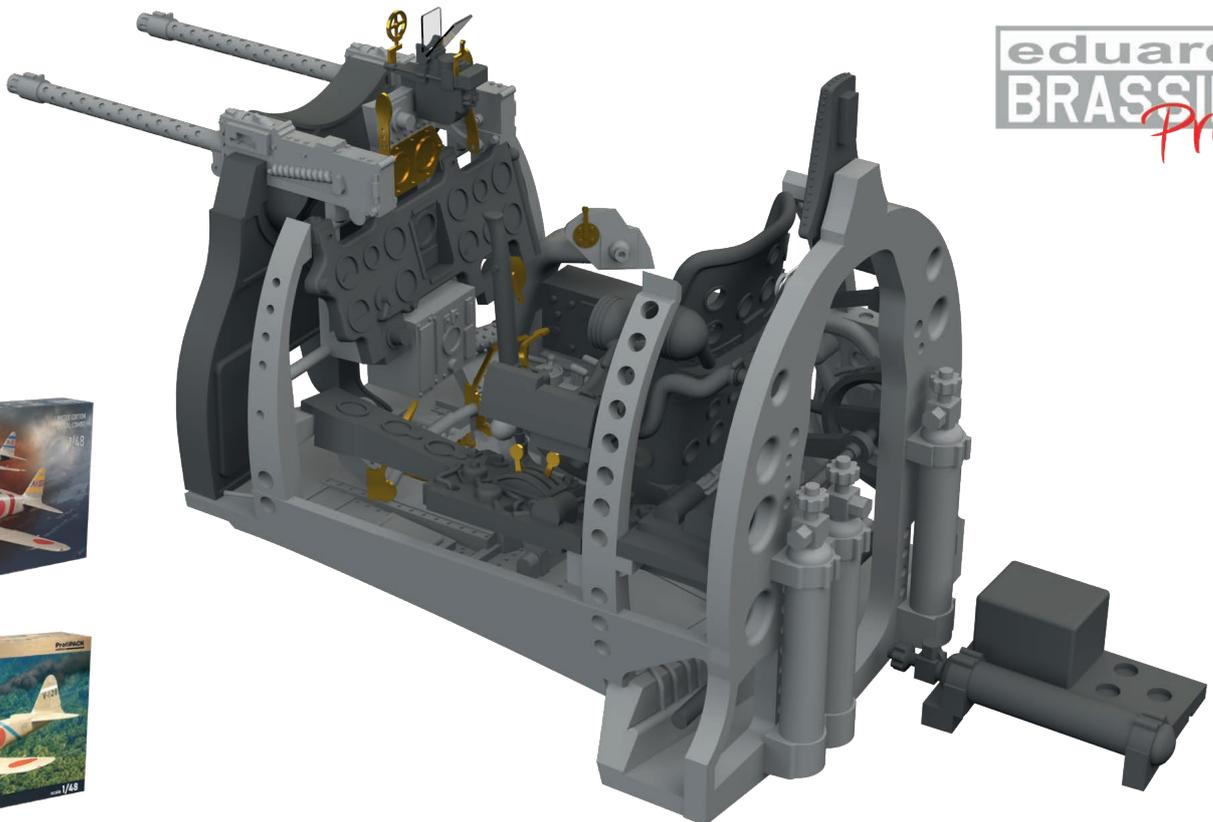
644143 Z-526AFS LööK 1/48 Eduard

Löök



648692 A6M2 Zero Model 21 cockpit PRINT 1/48 Eduard

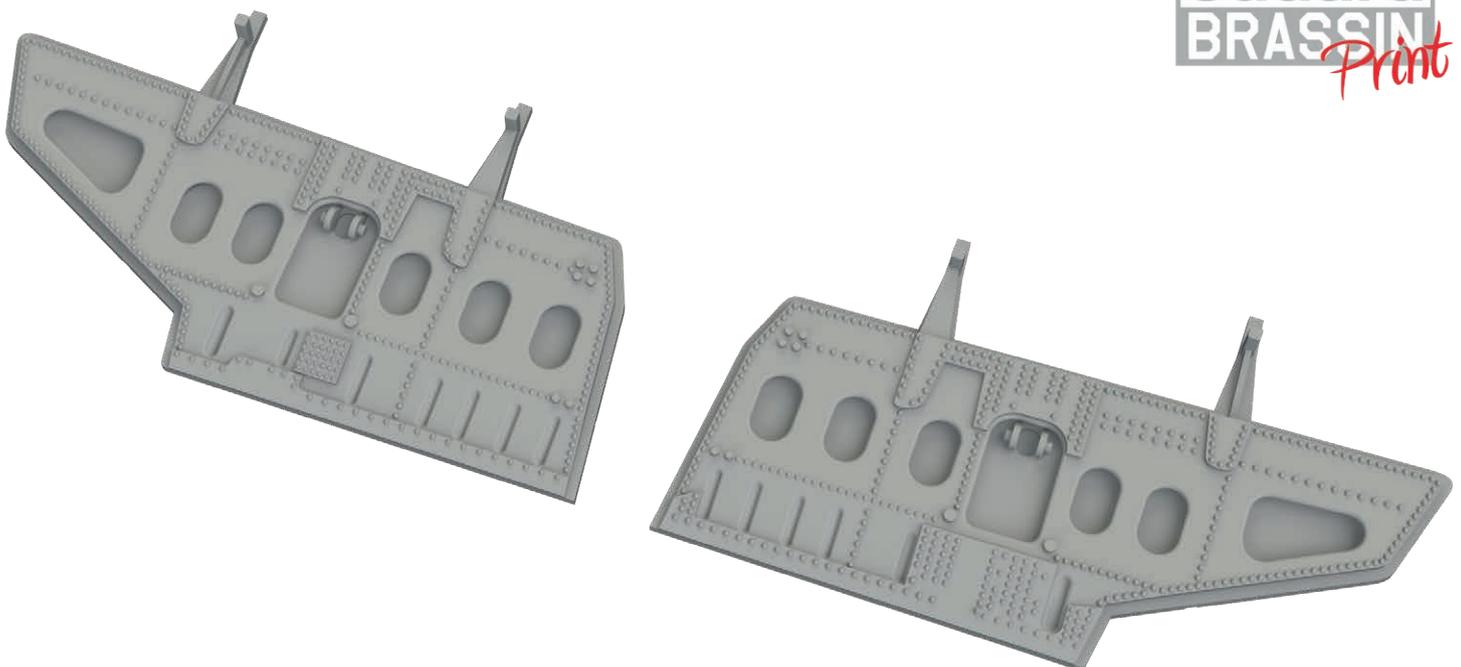
eduard
BRASSIN
Print



648716 F-4B refueling probe PRINT 1/48 Tamiya



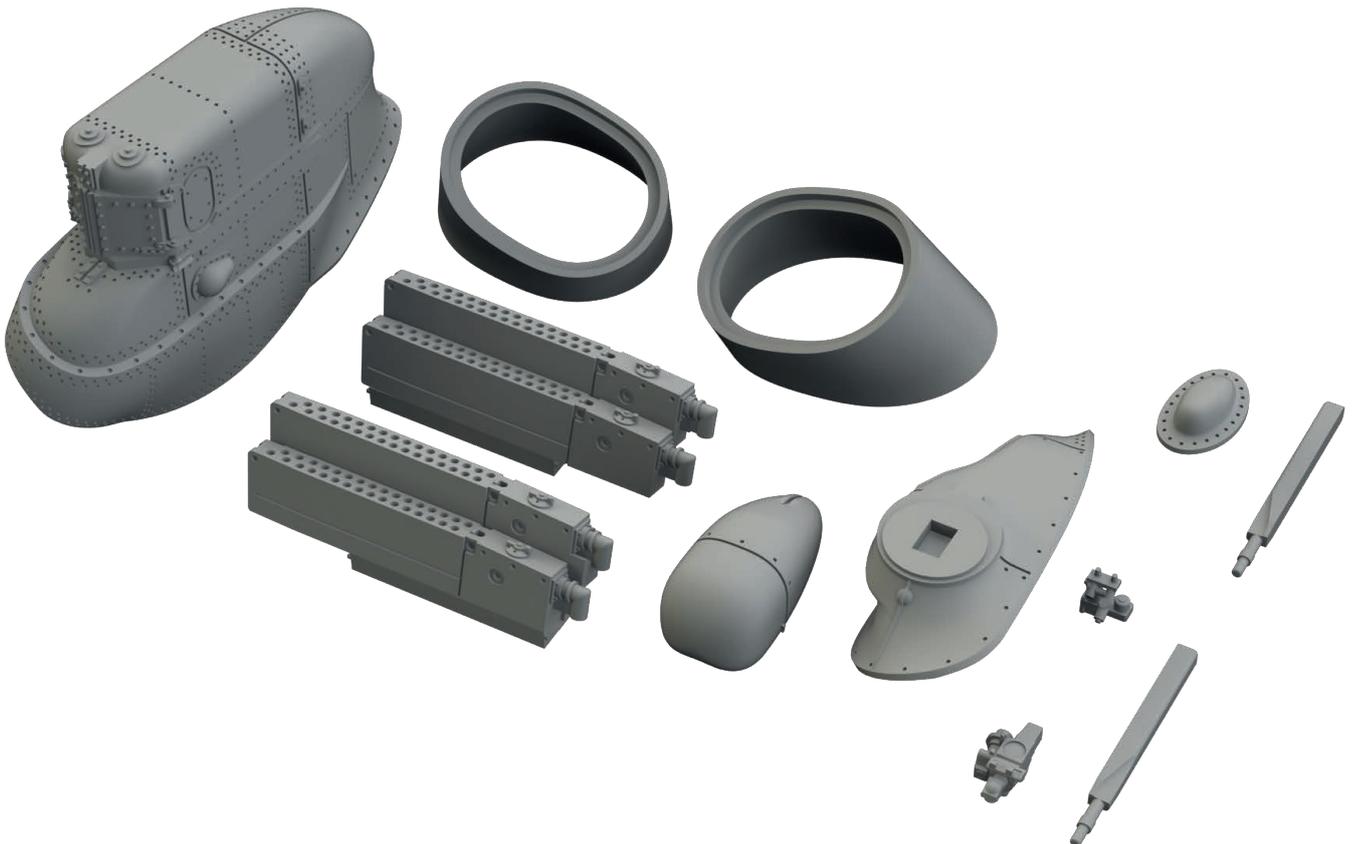
648728 F-4B airbrakes PRINT 1/48 Tamiya



648729 Z-326/526 wheels 1/48 Eduard

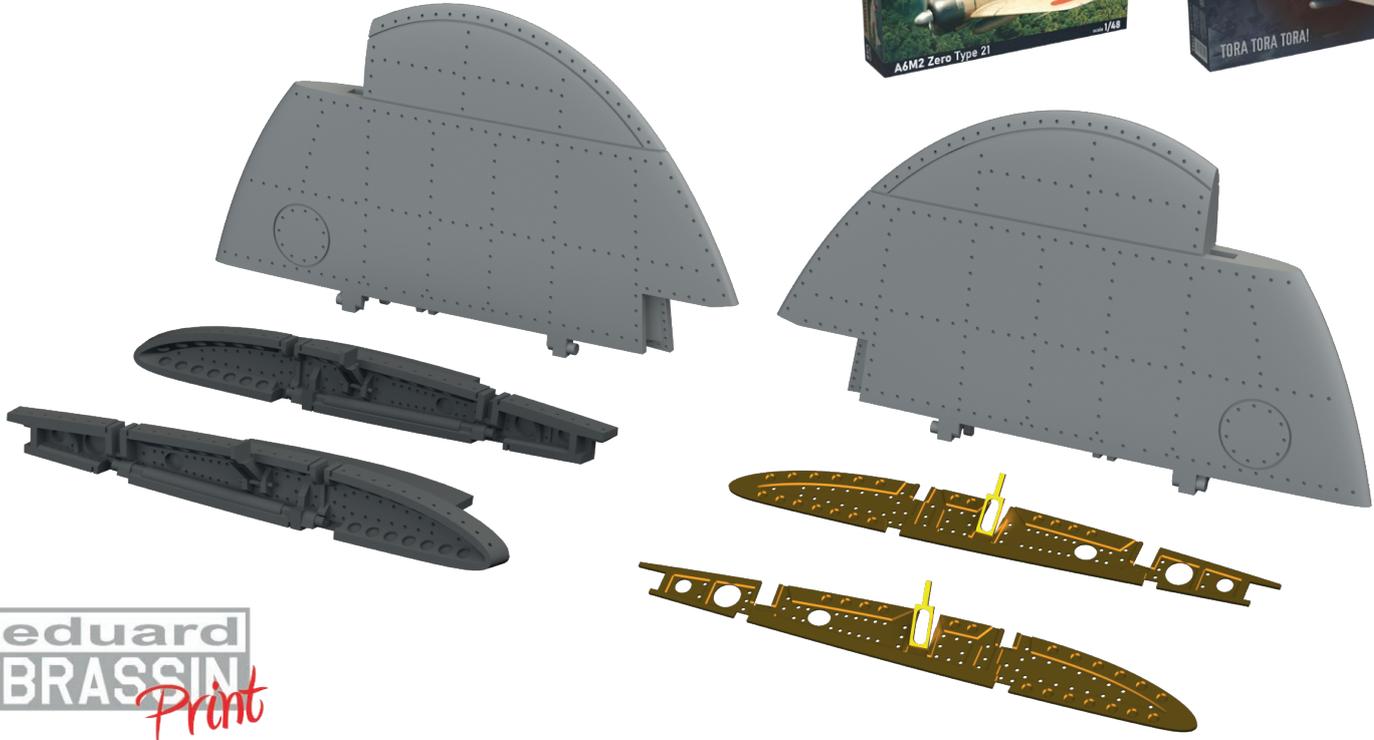


648730 Mi-24D conversion set PRINT 1/48 Zvezda

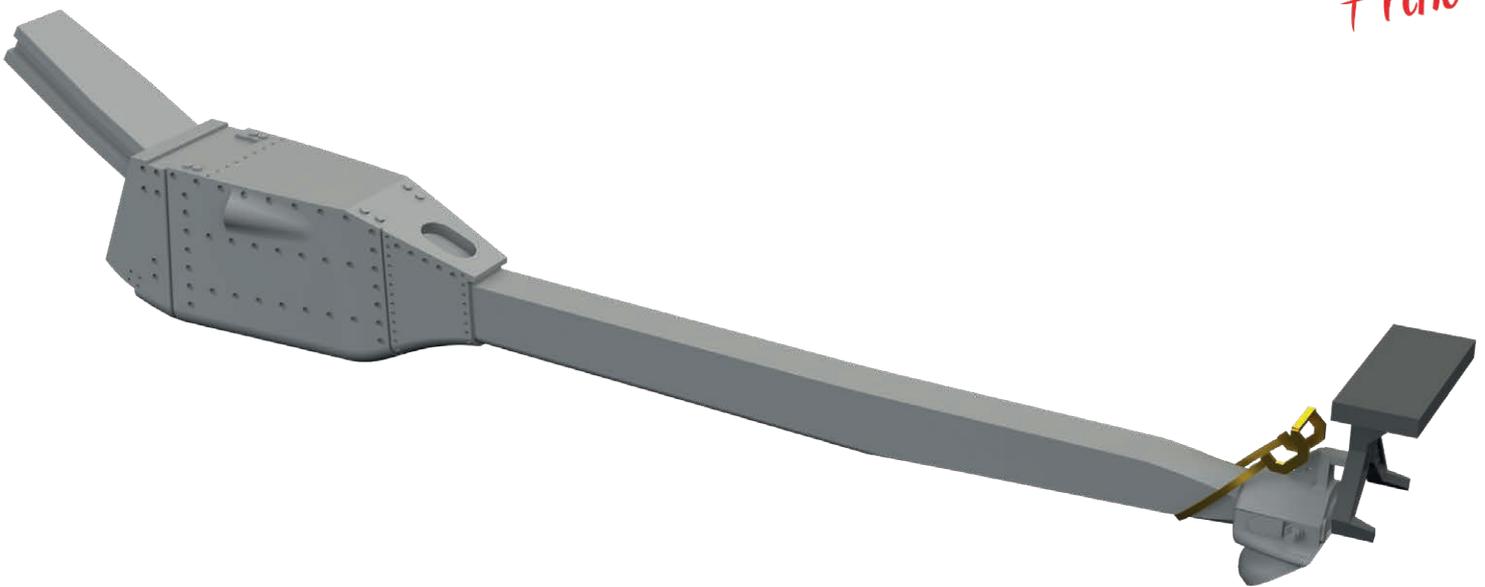


BRASSIN

648731 A6M2 Zero Model 21 folding wingtips PRINT 1/48 Eduard



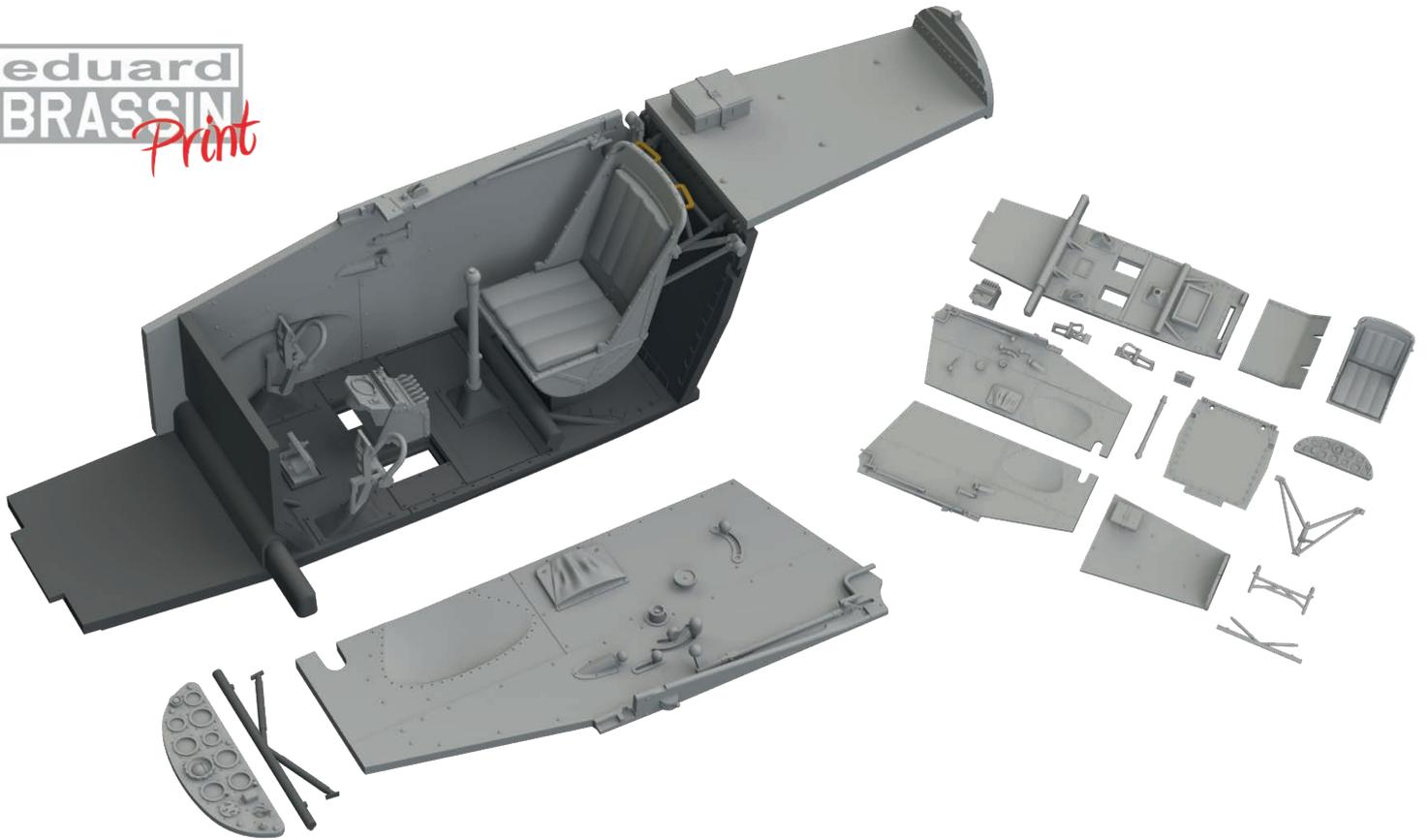
648732 F-4B tail hook PRINT 1/48 Tamiya



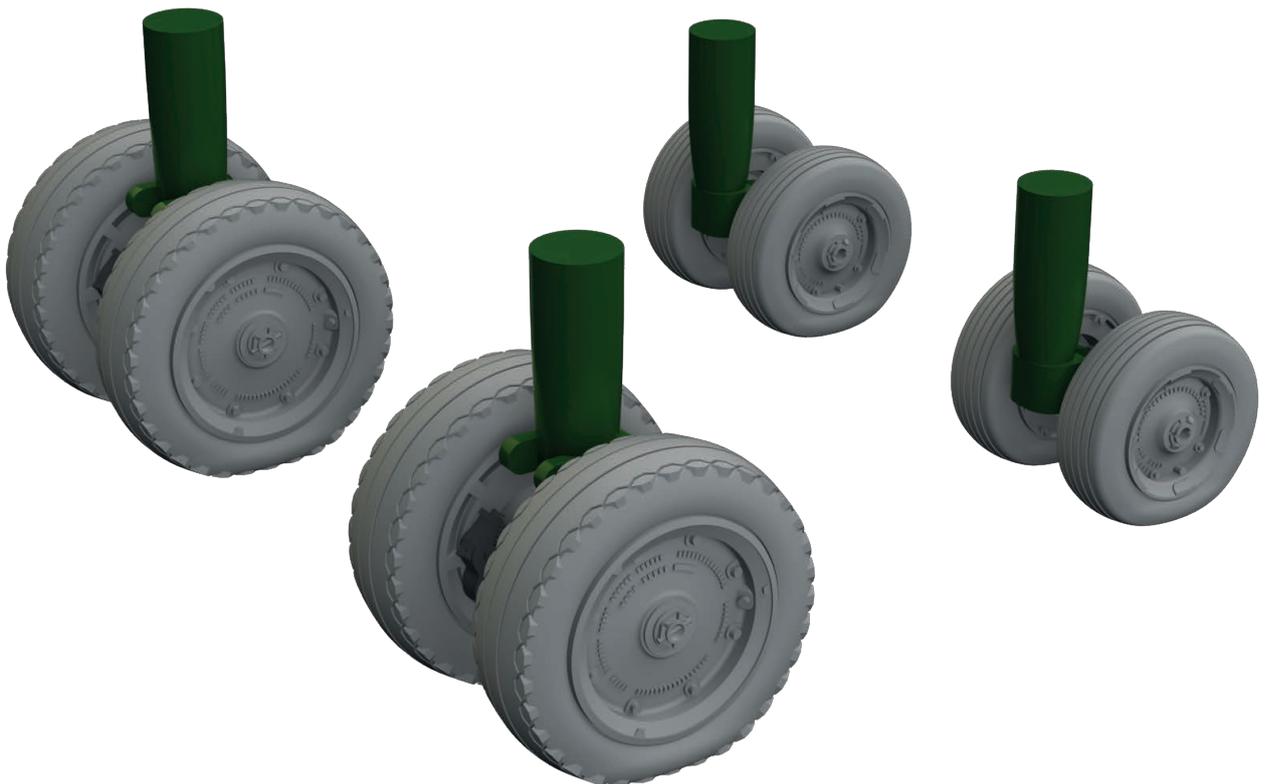
BRASSIN

648733 Z-526AFS cockpit PRINT 1/48 Eduard

eduard
BRASSIN
Print



648734 CH-47A wheels 1/48 Hobby Boss



BRASSIN

648735 OV-10 wheels 1/48 ICM



672278 British 1000lb retarded bombs w_960 fuse 1/72



634026 P-51D-15 LööKplus 1/32 Revell

Collection of 4 sets for P-51D-15 in 1/32 scale.
Recommended kit: Revell

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- undercarriage wheels
- exhaust stacks



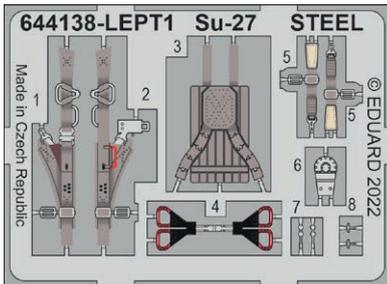
BRASSIN

644144 Su-27 LööKplus 1/48 Great Wall Hobby

Collection of 4 sets for Su-27 in 1/48 scale.
Recommended kit: Great Wall Hobby

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

LööK



MASK NO PREVIEW



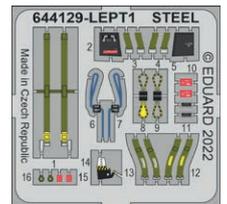
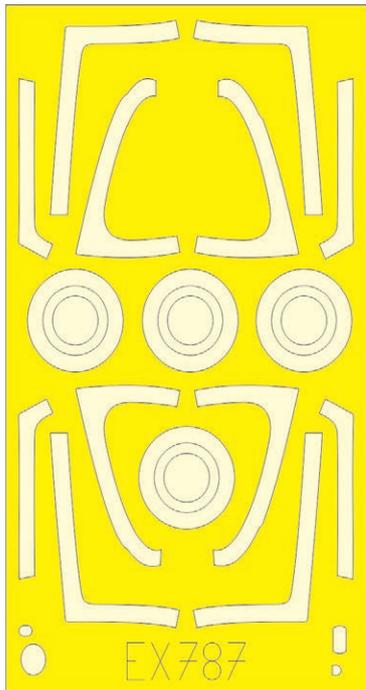
BRASSIN

644145 F/A-18E LööKplus 1/48 Meng

Collection of 4 sets for F/A-18E in 1/48 scale.
Recommended kit: Meng

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

LööKt

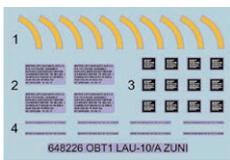


SIN64880 OV-10A Air to Ground 1/48 ICM

Collection of 4 sets for OV-1A in 1/48 scale. The armament for air-to-ground missions. Recommended kit: ICM

- LAU-10/A ZUNI rocket launchers
- Mk.77 bombs
- Mk.81 bombs
- Mk.82 bombs

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

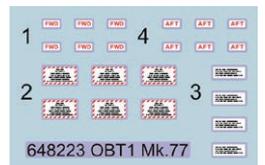
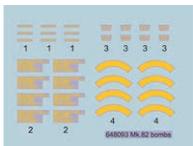
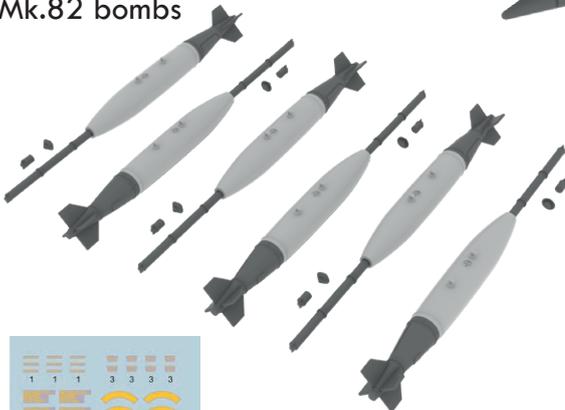


LAU-10/A ZUNI

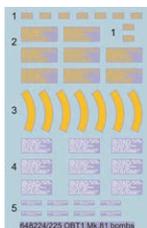


Mk.77 bombs

Mk.82 bombs



Mk.81 bombs



SIN64881 F-14A late AtA/AtG 1/48 Tamiya

Collection of 6 sets for F-14A in 1/48 scale. The armament for air-to-air and air-to-ground missions. Recommended kit: Tamiya

- AIM-9L/M missiles
- AIM-54C Phoenix missiles
- AN/AAQ-14 LANTIRN pod
- AIM-7M Sparrow missiles
- GBU-12 bomb
- Mk.82 bombs

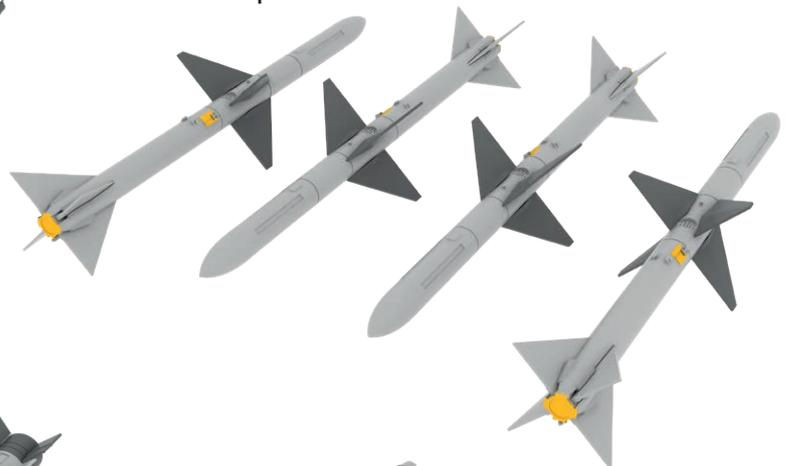
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.



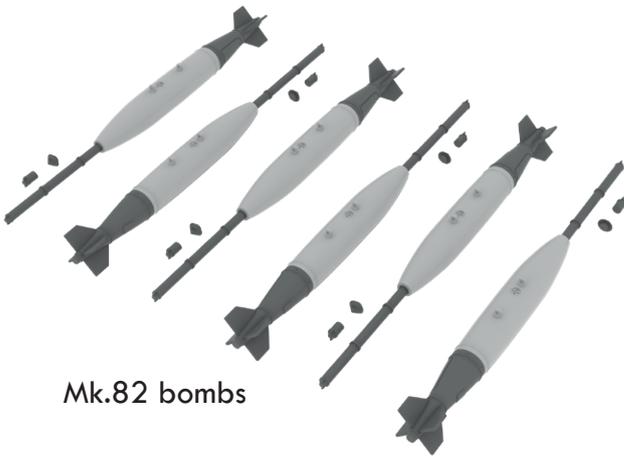
AIM-9M/L Sidewinder



AIM-7M Sparrow



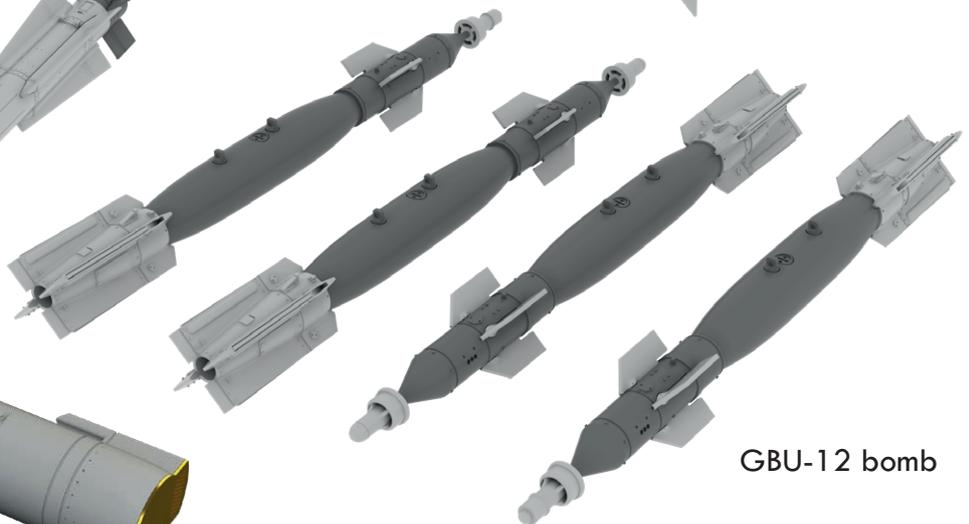
Mk.82 bombs



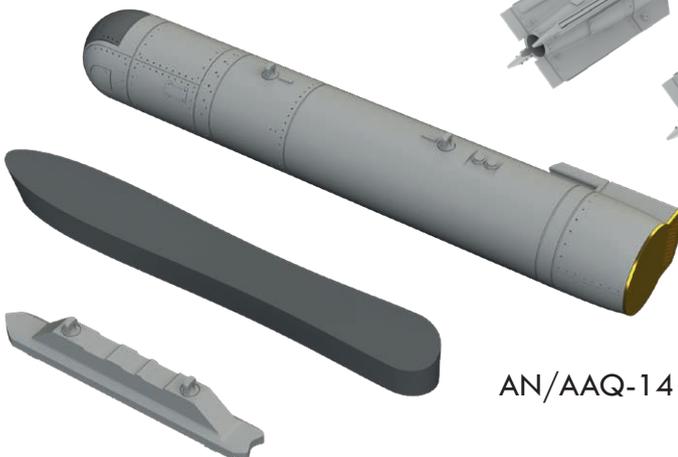
AIM-54C Phoenix



GBU-12 bomb



AN/AAQ-14 LANTIRN pod



PE-SETS

36477	Panzer II Ausf.F	1/35	Academy
481078	Mi-24D cargo interior	1/48	Trumpeter
491249	Su-27	1/48	Great Wall Hobby
491251	SR-71A	1/48	Revell
491253	F/A-18F	1/48	Meng
491255	Mi-24D	1/48	Trumpeter
72719	Wellington Mk.II bomb bay	1/72	Airfix
72720	Wellington Mk.II landing flaps	1/72	Airfix
73764	F-4D	1/72	Fine Molds
73765	P-51B/C	1/72	Arma Hobby
73766	Wellington Mk.II	1/72	Airfix

ZOOMS

FE1249	Su-27	1/48	Great Wall Hobby
FE1250	Su-27 seatbelts STEEL	1/48	Great Wall Hobby
FE1251	SR-71A	1/48	Revell
FE1252	SR-71A seatbelts STEEL	1/48	Revell
FE1253	F/A-18F	1/48	Meng
FE1254	F/A-18F seatbelts STEEL	1/48	Meng
FE1255	Mi-24D	1/48	Trumpeter
FE1257	Mi-24D seatbelts STEEL	1/48	Trumpeter
SS764	F-4D	1/72	Fine Molds
SS766	Wellington Mk.II	1/72	Airfix

MASKS

EX833	Z-526AFS Akrobat TFace	1/48	Eduard
EX834	Vampire F.3	1/48	Airfix
EX835	Vampire F.3 TFace	1/48	Airfix
EX836	SR-71A	1/48	Revell
EX837	SR-71A TFace	1/48	Revell
EX838	Su-27	1/48	Great Wall Hobby
EX839	Su-27 TFace	1/48	Great Wall Hobby
EX840	F/A-18F	1/48	Meng
EX841	F/A-18F TFace	1/48	Meng
EX842	Mi-24D	1/48	Trumpeter
EX843	Mi-24D TFace	1/48	Trumpeter
CX620	P-51B/C	1/72	Arma Hobby
CX621	F-4D	1/72	Fine Molds
CX622	Fw 190D-9	1/72	IBG

DECAL SETS

D48100	A6M2 national insignia	1/48	Eduard
D48101	Spitfire Mk.V national insignia	1/48	Eduard

SPACE

3DL48059	SR-71A SPACE	1/48	Revell
3DL48060	Z-526AFS Akrobat	1/48	Eduard
3DL53004	Royal Navy ensign flags	1/350	
3DL53005	Royal Navy ensign flags (cruiser/destroyers)	1/350	

Z-526AFS Akrobat

ProfiPACK
edition

Cat. No. 82184



1/48



SP-CSU, s/n 1226, Piotr Haberland, Żelazny Aerobatic Group, Zielona Góra airfield, Poland, mid 2007



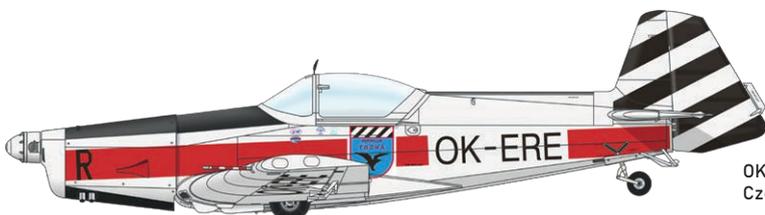
OK-CXA, v. č. 1218, Jiří Koblre, Jičín Aero Club, Czechoslovakia, 1975



I-1010, s/n 1330, Silvio Bellei, Sassuolo airfield, Italy, 1994



OK-CXC, s/n 1220, Olomouc Aero Club, Czech Republic, 2011



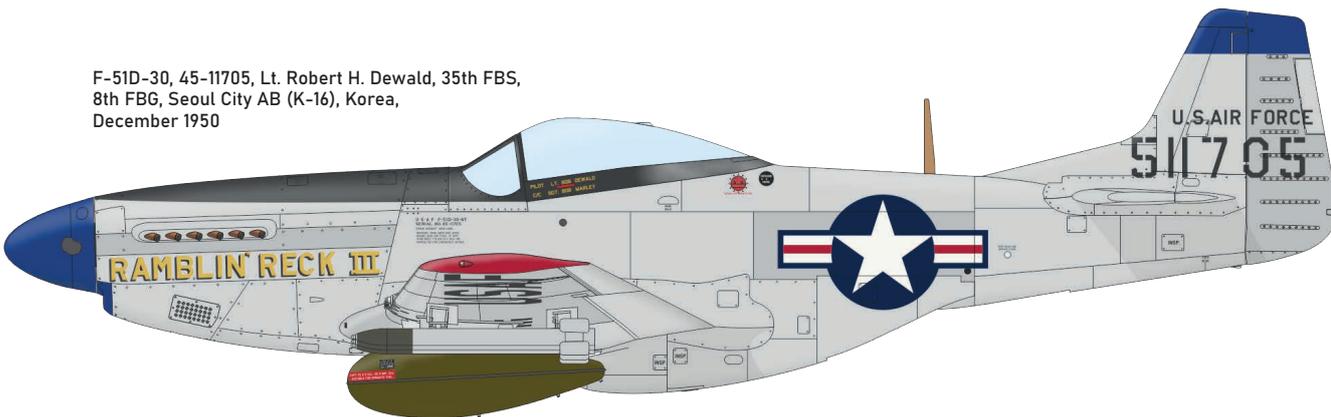
OK-ERE, s/n 1307, Točná Aero Club, Slaný airfield, Czech Republic, 2014

KOREA Dual Combo

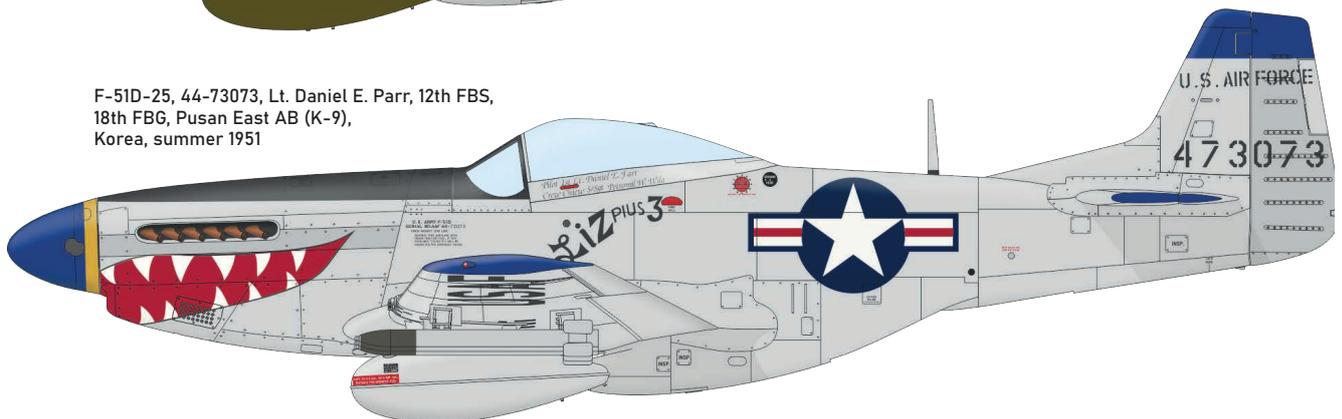
eduard
LIMITED EDITION



F-51D-30, 45-11705, Lt. Robert H. Dewald, 35th FBS,
8th FBG, Seoul City AB (K-16), Korea,
December 1950



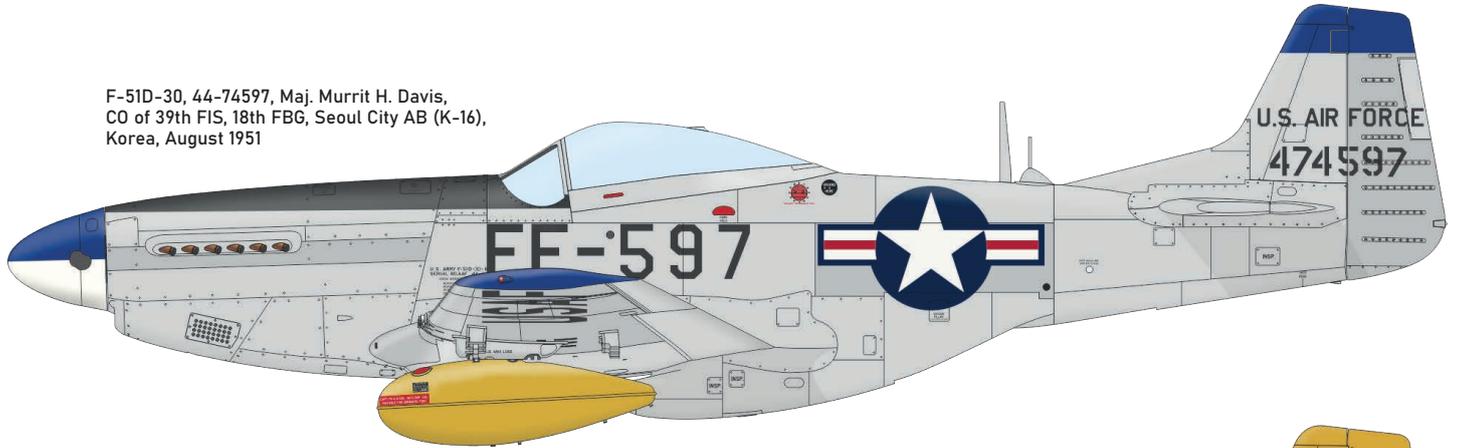
F-51D-25, 44-73073, Lt. Daniel E. Parr, 12th FBS,
18th FBG, Pusan East AB (K-9),
Korea, summer 1951



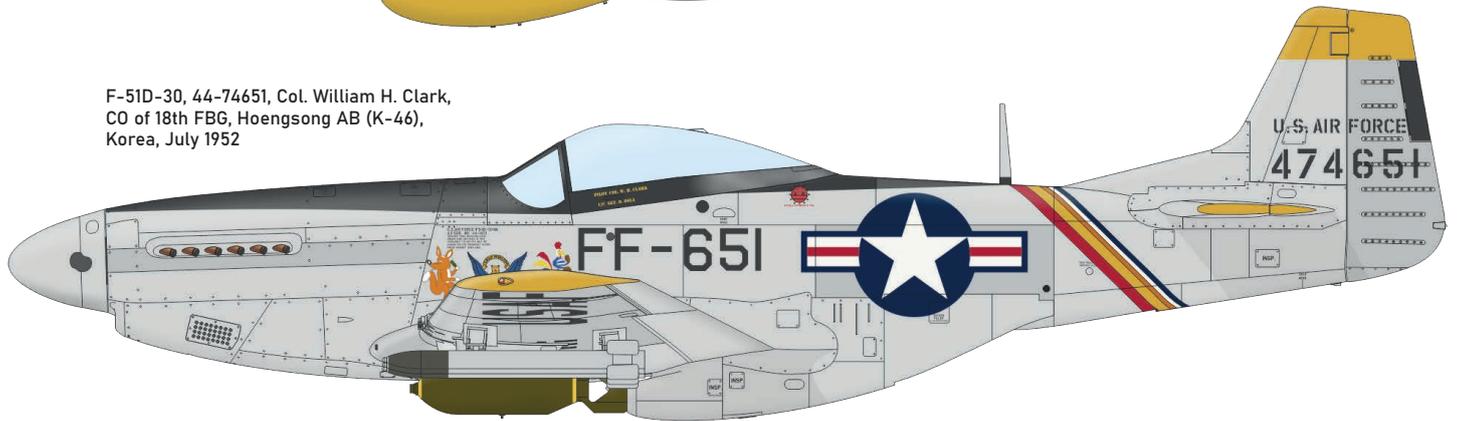
KOREA Dual Combo

eduard
LIMITED EDITION

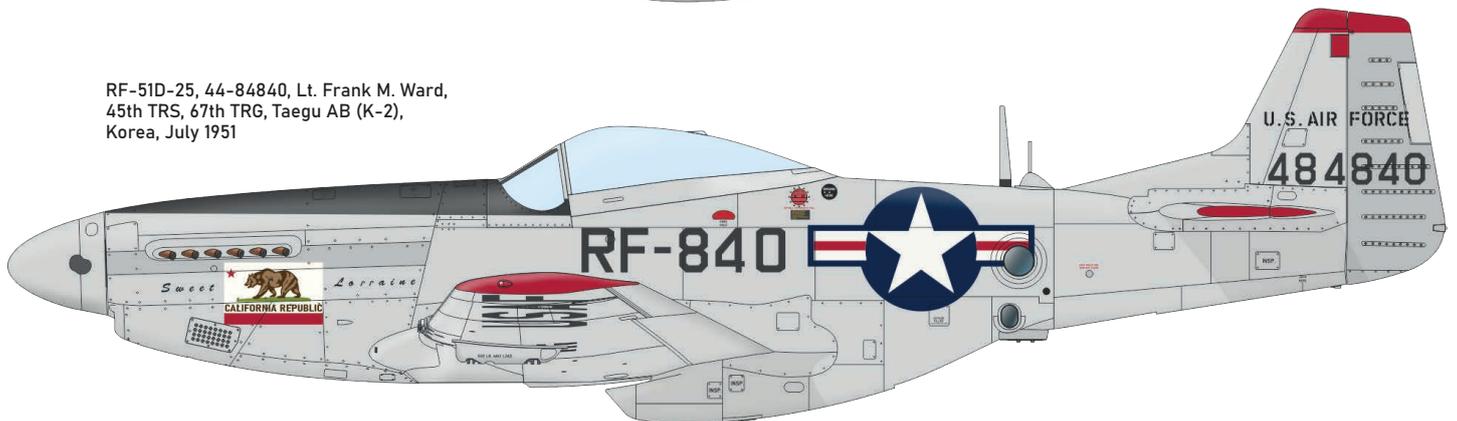
F-51D-30, 44-74597, Maj. Murrit H. Davis,
CO of 39th FIS, 18th FBG, Seoul City AB (K-16),
Korea, August 1951



F-51D-30, 44-74651, Col. William H. Clark,
CO of 18th FBG, Hoengsong AB (K-46),
Korea, July 1952



RF-51D-25, 44-84840, Lt. Frank M. Ward,
45th TRS, 67th TRG, Taegu AB (K-2),
Korea, July 1951



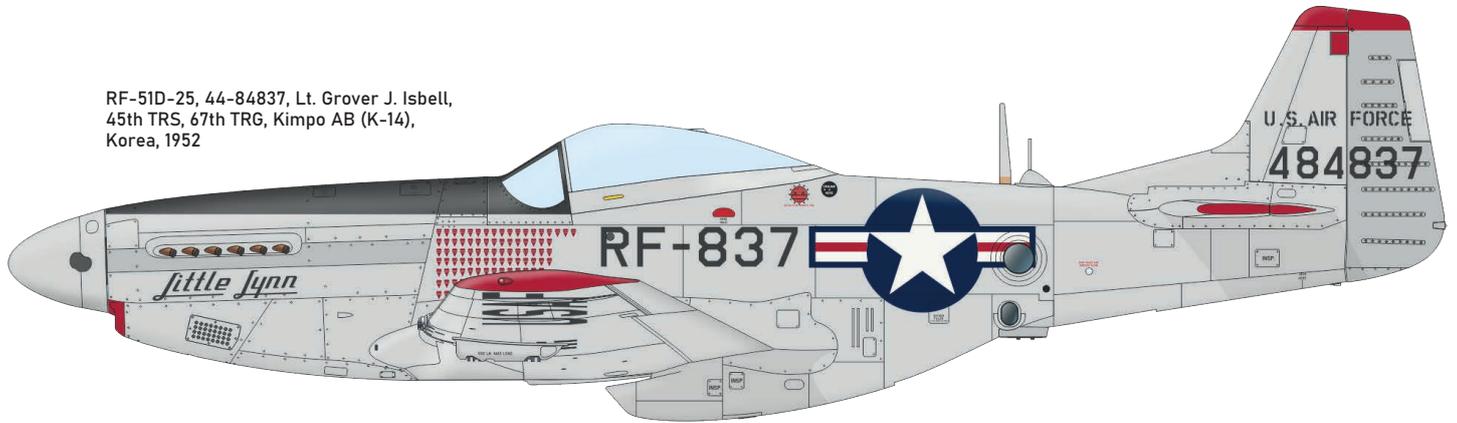
RF-51K-10, 44-12237, Lt. Watts/Lt. Taylor,
45th TRS, 67th TRG, Kimpo AB (K-14),
Korea, 1952



KOREA Dual Combo

eduard
LIMITED EDITION

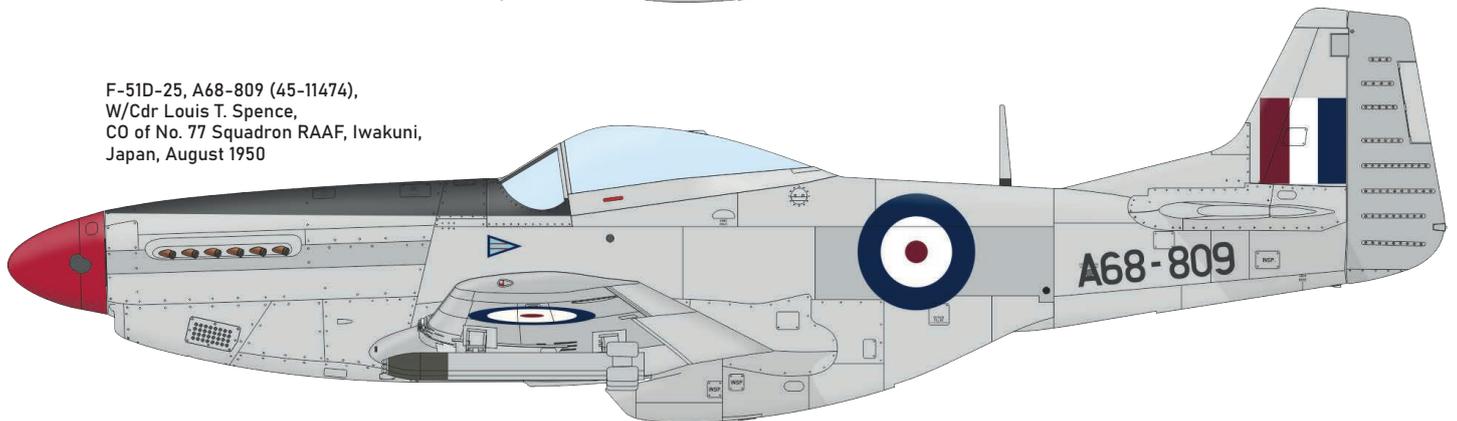
RF-51D-25, 44-84837, Lt. Grover J. Isbell,
45th TRS, 67th TRG, Kimpo AB (K-14),
Korea, 1952



F-51D-30, 44-74629, Col. Dean E. Hess, ROKAF,
Seoul City AB (K-16), Korea, October 1950



F-51D-25, A68-809 (45-11474),
W/Cdr Louis T. Spence,
CO of No. 77 Squadron RAAF, Iwakuni,
Japan, August 1950

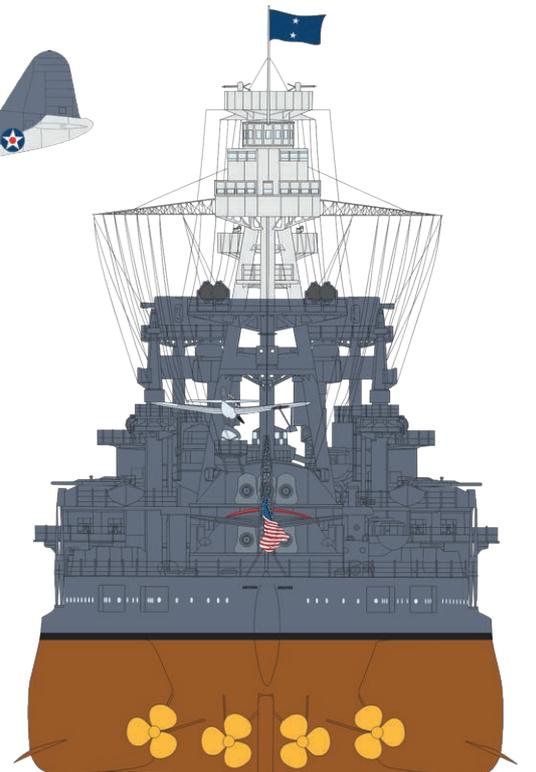
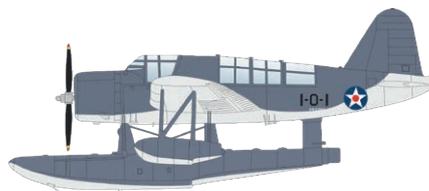
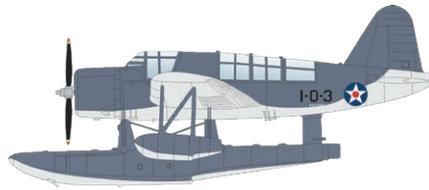
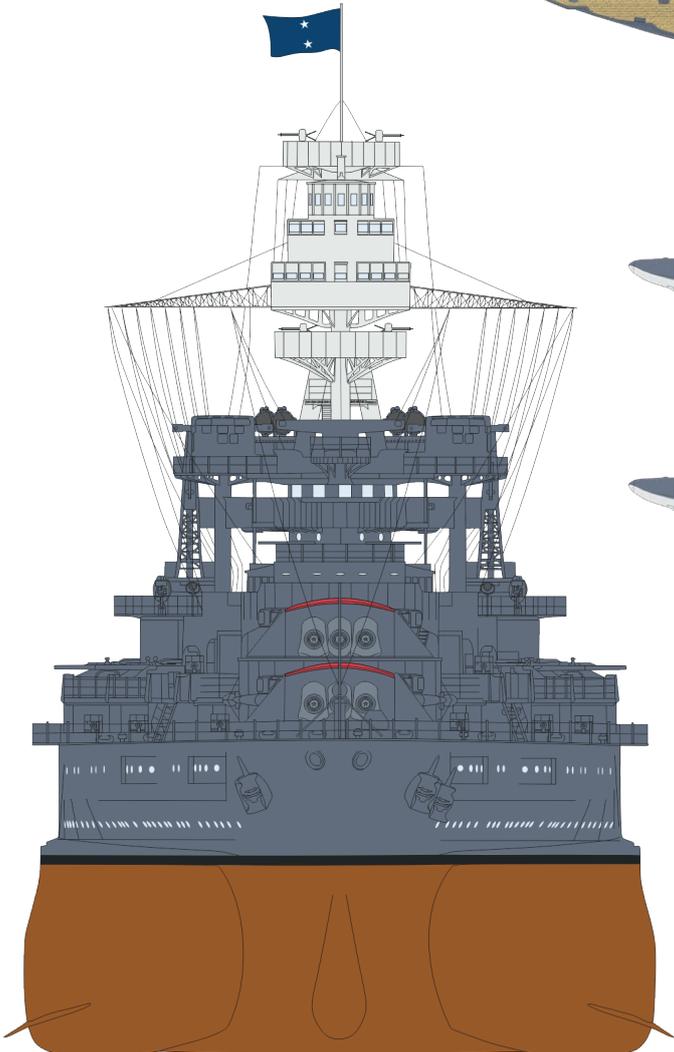
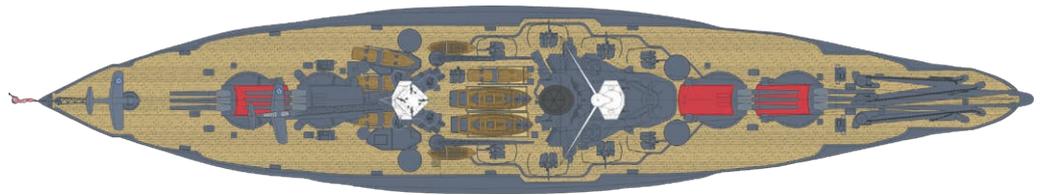
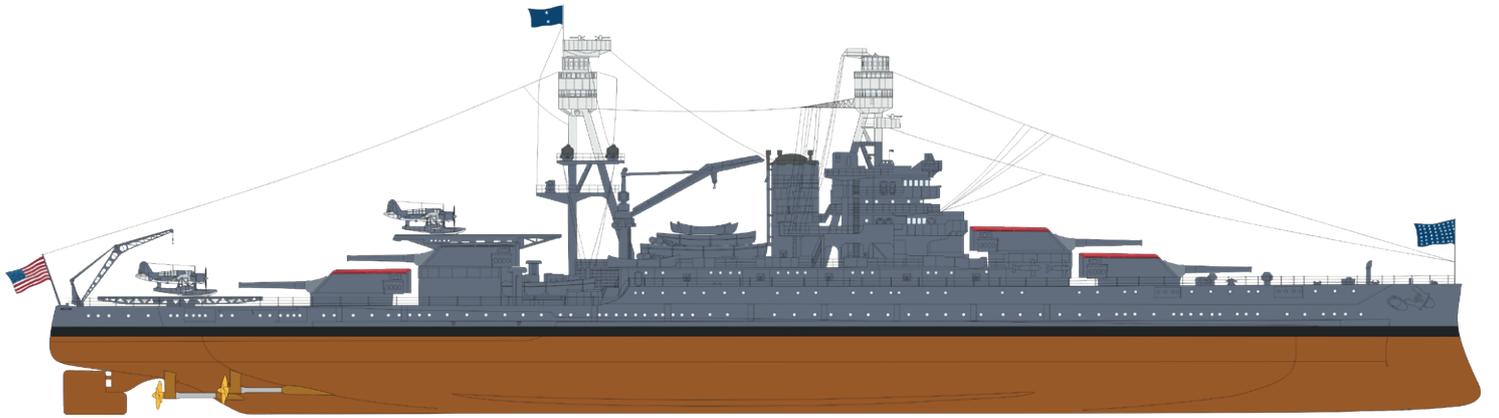


P-51D-30, 44-74863, No. 2 „Flying Cheetahs“ Squadron SAAF,
Chinhae AB (K-10), Korea, 1952



USS Arizona

eduard
LIMITED EDITION



MiG-15

WEEKEND
edition

1/72

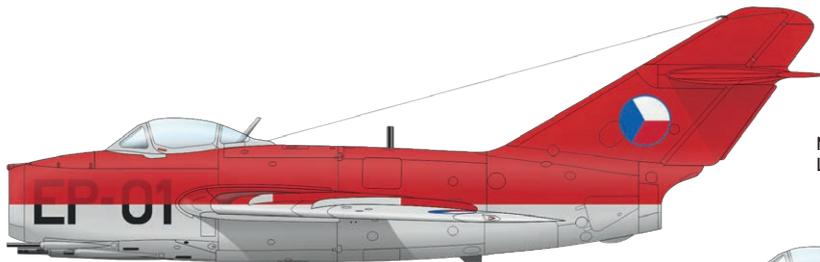
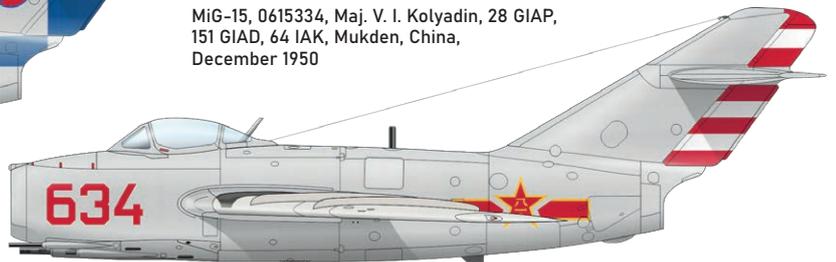


Cat. No. 7459



MiG-15, No. 141303, 3 Fighter Air Regiment,
Brno-Tuřany, ca. 1958

MiG-15, 0615334, Maj. V. I. Kolyadin, 28 GIAP,
151 GIAD, 64 IAK, Mukden, China,
December 1950



EP-01, LtCol. Jozef Kúkel, 1 Fighter Air Division,
Hradec Králové, Ruzyně, September 4, 1955

MiG-15, s/n 231611, Romanian Air Force,
Late 1950s



Spitfire Mk.IXc

WEEKEND
edition



1/48

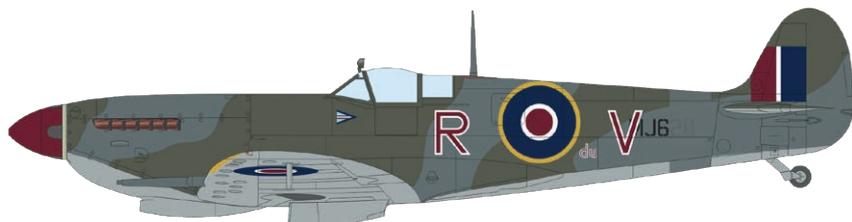
Cat. No. 84183



MJ291, F/O Otto Smik, No. 310 (Czechoslovak) Squadron, RAF Appledram, West Sussex, United Kingdom, June 1944



MH883, F/Lt George F. Beurling, No. 412 Squadron RCAF, RAF Biggin Hill, United Kingdom, December 1943 – April 1944



MJ628, W/Cdr Daniel A. R. G. le Roy du Vivier, CO of No. 324 Wing, Italy, May 1944



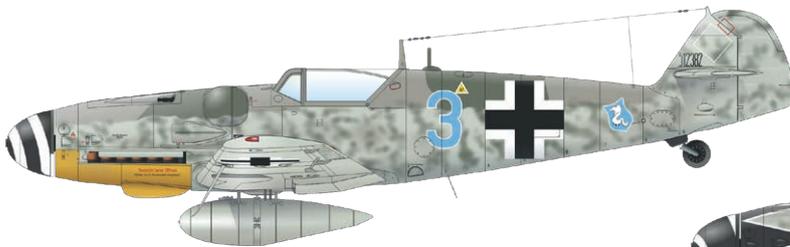
Maj. Garth B. Jared, CO of 309th FS, 31st FG, 12th AF, Pomigliano/Castel Volturno base, Italy, 1943/1944

Bf 109G-14

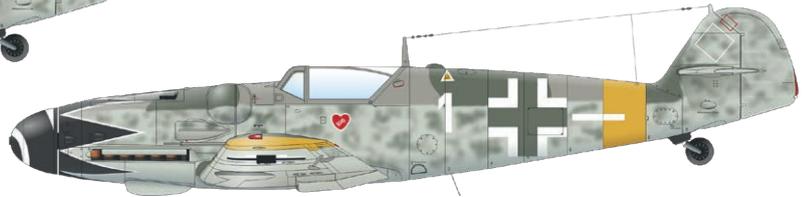
ProfiPACK
edition

Cat. No. 82118

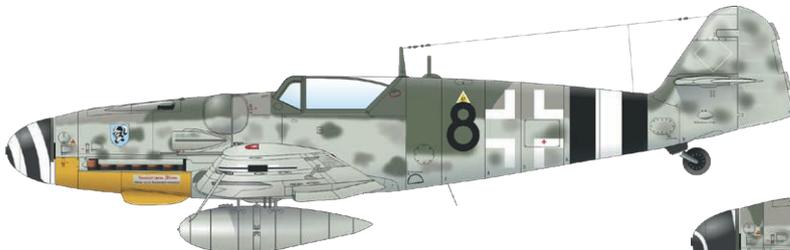
1/48
Re-Release



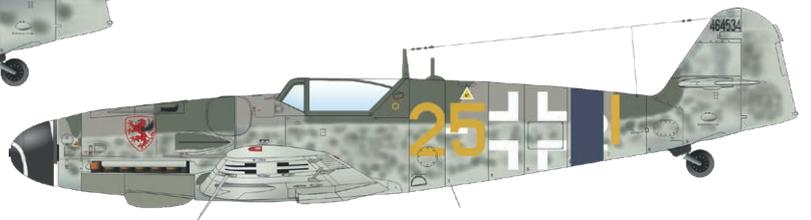
Bf 109G-14/U4, W. Nr. 512382, flown by Lt. H. Schlick, 4./ JG 77, Schönwalde, Germany, November 1944



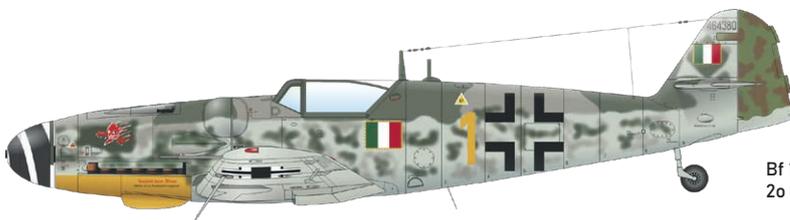
Bf 109G-14/U4, flown by Hptm. E. Hartmann, 4./ JG 52, Csór, Hungary, October 1944



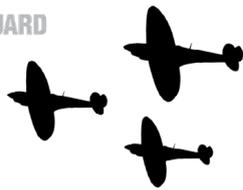
Bf109G-14, flown by Oblt. R. Schlegel, CO of 10./ JG 4, Jüterbog - Damm, Germany, March 1945



Bf 109G-14, W. Nr. 464534, EJG 2, Pilsen, Czechoslovakia, May 1945



Bf 109G-14, W. Nr. 464380, flown by Magg. M. Bellagambi, CO of 5a Squadriglia, 2o Gruppo Caccia, Aeronautica Nazionale Repubblicana, Osoppo, Italy, March 1945



How We Missed Nuremberg...Again

Jan Zdiarský

The first Tuesday of February, or the last of January, has for us meant for many years assembling a collection of built models and accessories, boxes of new releases, a coffee maker, promotional items, our Sunday bests and ourselves to put them on, and many other items, and taking it all to Hall Number Seven of the Mecca that is the Nuremberg Exhibition Center. This is a paradise of toys and model making, which cannot be imagined by those who have not see it with their own eyes, and that became our home for almost a week, a week filled with negotiations with dealers and distributors, other manufacturers and model journalists. In recent years, a press conference covering upcoming news hosted by Eduard for the given year has become a part of this event.

This is what a description of the move to Nuremberg looks like every year. Every year, until, that is, last year...and alas, also this year. Last year, the International Toy Fair – Spielwarenmesse was cancelled due to the on-going coronavirus pandemic and moved to the summer. That this idea was not met with a lot of enthusiasm was of little surprise and doesn't need much emphasizing. And so, even the planned summer event was cancelled with no replacement announced.

After a one-year hiatus, we were really looking forward to this year's fair, especially to the meetings with many of our partners from all over the world, with whom we have this opportunity to catch up at Nuremberg on a regular basis. However, as the winter weeks progressed, many of them began to withdraw their participation, and in this context we also carefully considered whether participation made sense for us in the absence of many of those we actually go there to see. However, the idea of an

unusual situation and the opportunities it brought us in the end was attractive to us and we did not withdraw our participation. This was despite justified doubts about the ultimate significance of the effort required to attend. Any doubts were immediately answered by the virus in its new form. At the beginning of January, the organizers canceled the event. After the cancellation of last year at this time, we figured that surely, the worldwide situation would definitely be resolved by now, and this year's fair would no doubt take place. Evidently, there is little point in guessing when you don't have the right information, or a functional crystal ball.

Among the preparations that we still had to undertake when we still thought we were coming was the concept of the appearance of our stand, i.e., a roofless cubicle with an area of 54 sq. meters. You may be aware that for several years now, the exterior and especially the interior of Eduard's stand has been transformed along thematic lines, which have always aroused great interest among visitors. Over time, topics such as the RCF airport from the First World War, a concrete Czechoslovak Army structure with a MiG-21, a USAAF fighter unit officer's club with a P-51D somewhere in England and a pilot's shack of a Czechoslovak fighter squadron of the RAF all were themes that were covered.

The new Zero and the Czechoslovak Trener aircraft offered us theme possibilities for this year. I honestly admit that I would have great difficulty with the idea of a Japanese Air Force theme. In enhancing our theme inspired stand and its atmosphere, we use a number of period artifacts, and even with an aviation museum at my disposal, I still have nothing from which to draw Japanese items. I was pleased to garner the



support of the boss on the idea of a theme built around the Trener instead, i.e. an environment based on a Czech Aeroclub. In its preparation, I enjoyed the prospect of spending the week in the oasis that is the Nuremberg Toy Fair, despite the goings on in the outside world, and the 'feel' that would be evoked by the the scent of dried grass, engine oil and a drop of high-octane gasoline, all accents that would make my little corner of an aeroclub hangar complete. But, as it happens, the Lord giveth, and the Lord taketh away. In the end, everything turned out differently. Instead of a report from this year's edition of the Eduard stand, we are relegated to offering you at least some photos from the topics of previous years.

After the unfortunate cancellation of this year's event, the organizers have opted to go to a virtual format, and have invited us to participate. This is not an optimal solution for Eduard. For us, the main attraction of the event was the physical getting together, and will eagerly anticipate the next time we can do that. Let's hope this is the last year it doesn't happen.



2020



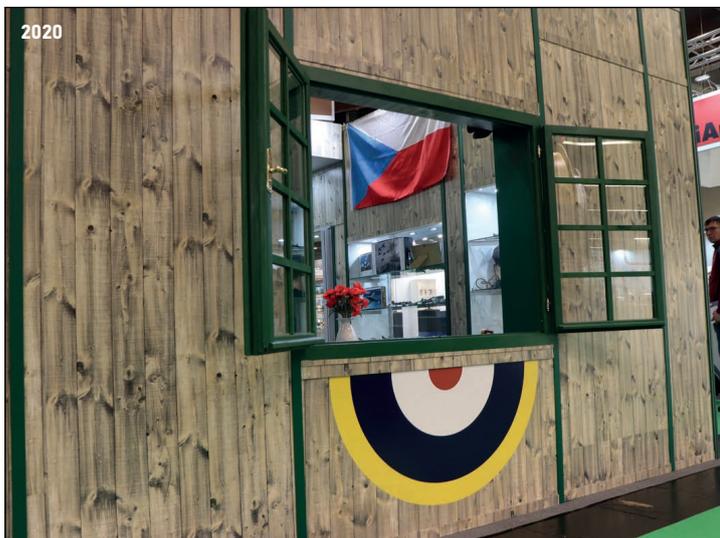
2020



2020



2020



2020



