

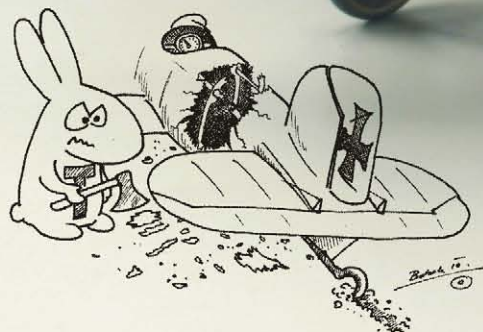
INFO EDUARD

Vol. 10 • Issue 6 • July 2010

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EDITORIAL



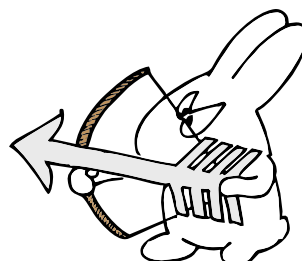
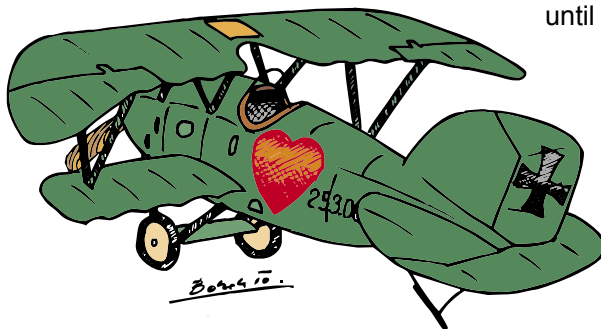
The premiere of the new newsletter format is behind us, and the response has been surprisingly pleasant, if not downright excellent, which, naturally, pleases us, and we take it as a sign. We wouldn't be modelers, if someone, somewhere, didn't get emotionally upset at our rabbits. I must emphatically warn those that suffer from an acute lack of a sense of humor will not be happy, and can sincerely recommend that they avoid the Eduard newsletter. For the rest of you, I guarantee some laughs and giggles. And the shirts. The first run of the tee shirts have had their premiere, at the end of June in Brno, along with the new Oeffag, and we will take some to Phoenix in August.

I should probably reveal a secret surrounding the rabbit theme, so that there will no assumptions as to when we are making fun of ourselves, and when we are poking fun at our critics. So, when you see the 'e' on the bunny, then its directed at us, and are in some way or another, commenting on our historical articles. Then there is the pair under the labels of J & T, and they wear their respective designator. These are a parody of our critics. What's good for the goose... Be forewarned, the ganders among you, that if you can dish it out, but not take it, is not our problem. J & T are here for as long as we feel like! We succumbed to some pretty pathetic pressure when we were new at this, with our mask adverts, and still regret it.

We were at Brno, specifically at ModellBrno, and it was damned good. It was an absolutely awesome display, and we truly did enjoy ourselves. Much of our participation has already been described on Facebook, and some more will be revealed in this month's newsletter. I am really happy that we were able to get our new kit ready, as well as the tee shirts, and that we hopefully contributed to what has become without doubt, the best model show in Central Europe.

One topic of debate on Hyperscale centred around the mysterious dark color on the bottom surfaces of the Fw 190D. In our instructions, we have leaned towards the opinion, that this color is RLM 81. Personally, I have never really accepted the idea of using a topside camouflage color on the bottom surface. Check for related article with very interesting theory in any of the upcoming Info issues. Our rabbits will comment on the historical aspect of the newsletter, the use of armored glass on the infamous Sturmbock fighters. Incidentally, does anyone the difference between the Fw 190A-8/R2 and R8?

I never knew,
until now.



Modellbrno 2010: One of the best Czech modelers, Dr. Zdenek Sebesta (left) in a discussion with our head Brassinator, Jiri Las.

The majority of today's newsletter centres around our new quarter inch OEAFAG, full name, Albatros D.III (Oeffag). After the passionate commentary on the Dora, this is our second premiere of the year. I don't expect quite the lively debate on this subject as with the Fw 190D, but I can't be absolutely certain. Nevertheless, the Albatros is a First World War subject, with less general knowledge surrounding it. I think we can be satisfied with our Oeffag, and our kits are finally beginning to look like they should. This kit has excellent fit, is well detailed, and the previously well founded criticisms of previous releases is now an even playing field. We have been solving problems with a lot of concentration over the past several months, and the result is clearly visible with this release. I would be pleased if what we are doing now, will be considered our trademark. We have also maintained our policy of minimizing as much as possible unused parts, and this should lead to client satisfaction. At least to those who build. Those that would rather comment, will certainly find fault with it, as always. And they can look forward to the commentary of our angry rabbits.

I will stop griping now. I wish a good read,
and keep on modeling!

Vladimir Sulc



JULY KITS

The main July release is the Albatros D.III Oeffag Series 253. Over the past fifteen years, Eduard has released various Albatroses, so it should not come as a big surprise that this new kit will carry on that successful lineage. But, that's not completely true. This kit has nothing in common with its predecessors, and you will find no components in common with them. The only thing that may evoke a feeling of déjà vu is the engine that a short time ago was used in the Limited Edition release of the Fokker D.VII (MAG), and even that has been revamped. This may come as a bit of a puzzle, as our other Albatroses have been, and continue to be, well received. But, the times are constantly changing, and manufacturing processes along with them, and as such, the Oeffag is the first kit we have produced with an all new technical process with no compromising. I believe the advancements made will be evident on first look of each individual component, not just with respect to detail, but also to the design. So, if you're interested in knowing what the Eduard school of thought is, then take a good, close look at the OEFFAG. It's the future.

The second model release of the month is the Weekend boxing of the Fw 190A-8/R-2, which was also released as a Royal Class and Profipack edition. Certainly, this low cost version will find its admirers, which compares extremely well with other kits available of the type that contain straight plastic. For those of you that still would like to add some metal to this kit, we offer a complete set of photoetched brass accessories for it (see the detailed article in this issue). In combination with this release, we are also publishing a historical-technical essay on the Sturmbock which can be found on Page 9.

For next month, we are preparing for the release of the Nieuport 17 Profipack in 1/48th scale, a Limited Edition of the Su-25K, also in 1/48th, (again with excellent Brassin details), and the Weekend 1/32nd scale premiere covered by the Bf 109E-1. We are looking forward to the inevitable quality to cost ratio comparisons with the Trumpeter kit.

September kit releases will be the highly anticipated Profipack La-7, Weekend B-534 (Series IV), and another upgraded Limited Edition theme subject, the P-39 over New Guinea. All of the September releases will be in 1/48th scale. (VS, JZ)

Albatros D.III Oeffag 253 PROFIPACK Cat.No. 8242



Austro-Hungarian fighters from the end of the First World War in an all new presentation



- Putty-free diet!
- The next step in Eduard's design school of thought
- 78 Plastic Parts
- Photoetched metal and masks
- Detailed Austro-Daimler Engine
- Cartographic Decals



Oblt. Friedrich Navratil,
Flik 3/J, Autumn 1918



Oblt. Othmar Wolfan,
Flik 56/J, August 1918



Oblt. i.d. Res. Benno Fiala Ritter
von Fernbrugg, Flik 51/J, Ghirano,
September 1918



Sgt. Adolf Bláha,
Czechoslovakia,
November 1919

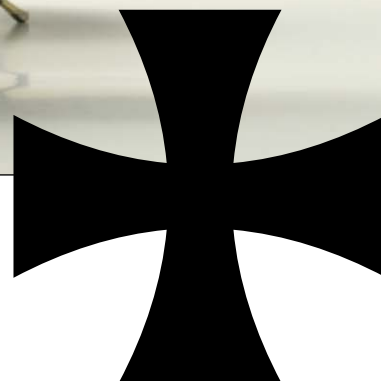


253.32, Flik 63/J, Portobuffoleé, September 1918

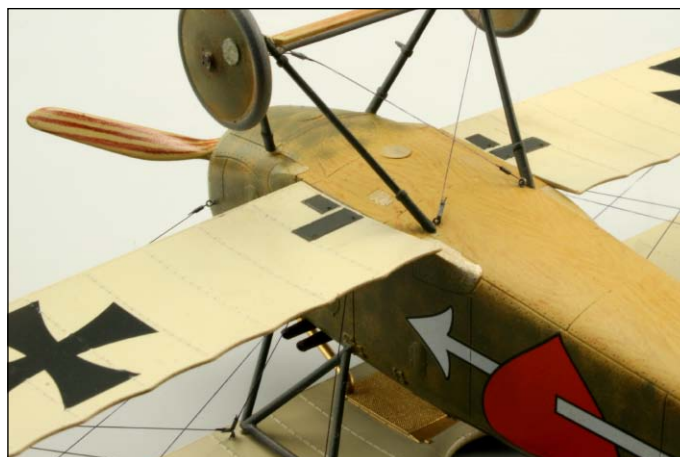
BUY Albatros D.III Oeffag 253 1/48 Profipack



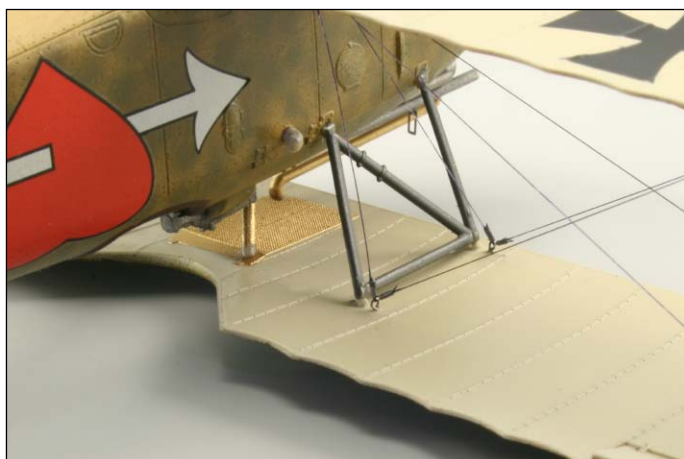
The first completely assembled model of the **Oeffag 253** in 1/48th from the studio of Jiri Bruna from Kamenicky Senov. It carries the markings of Oblt. Friedrich Navratil, CO of Flik 3/J in October, 1918. With this machine, Zgsf Adolf Blaha defected to Switzerland on November 21, 1918. A year later, this aircraft was flown to Czechoslovakia, again with Adolf Blaha at the controls. He reached the airfield at Prague-Kbely on November 1st, 1919, and only two days later was written off after a crash landing. The engine was salvaged and put into the only Czechoslovak Fokker D.VII (MAG).



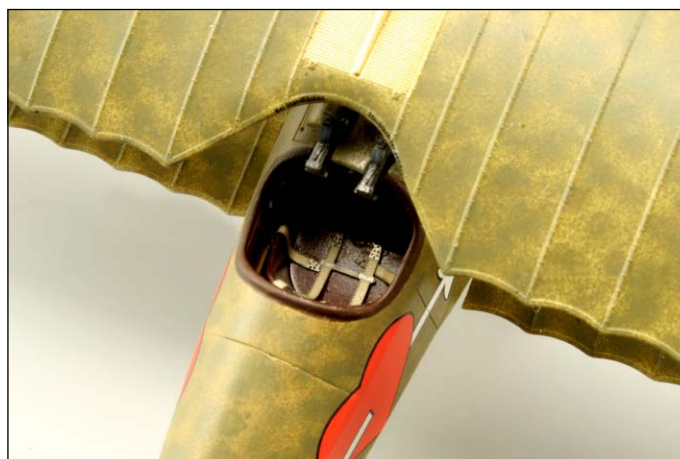
Interesting application of the green-brown camouflage over the wooden covering of the aircraft.



Detail of the bottom of the lower wing. Note the method of anchoring the landing gear.



Detail of the fuselage side and covered ports on the bottom surface of the top wing. Note the anchoring of the stitching of the wing, which are represented as additional photoetched from Eduard.



Ports on the top surface of the upper wing with detail of the trailing edge of the wing. The details are represented as photoetched components.

Fw 190A-8/R2 WEEKEND EDITION Cat.No. 8428



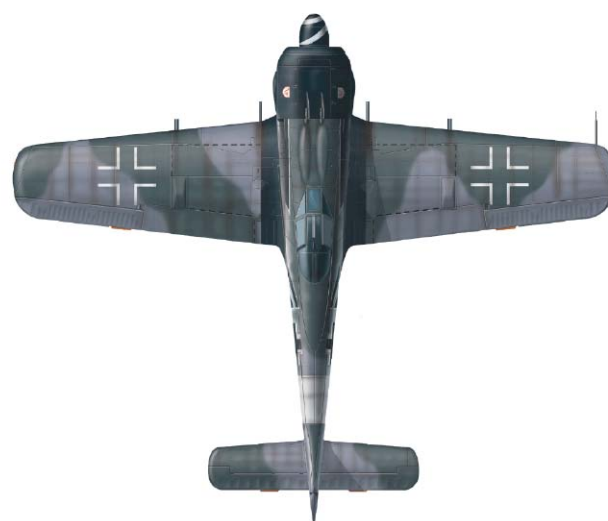
Hptm. Wilhelm Moritz, Gruppenkommandeur IV.(Sturm)/JG 3, Memmingen, Germany, July 1944

The kit offers the markings of Sturmböcke flown by CO of IV.(Sturm)/JG 3 'Udet', Wilhelm Moritz, who was one of the best known Sturmjäger, as the up- armored Fw 190 Sturmböcke pilots were known. These birds were developed in an effort to combat allied heavy bomber formations. Subsequently, it initiated the practice of dark painting of the front of the Gruppe's Focke-Wulfs. The 'Udet' unit marking was typically only applied to the right side.

Wilhelm Moritz flew over 500 combat missions over the western and eastern fronts during the course of the Second World War, shooting down 44 enemy aircraft in the process. He was awarded the Knight's Cross, and was among the most successful commanding officers of units opposing four engined bombers.



Historical and technical characteristics of the Fw 190A-8/R2 Sturmböcke are described in the historical section on page nine.



Weekend ZOOM

For those so inclined, we offer a Weekend ZOOM **FE397** set and **EX237** masks for the Fw 190A-8/R2, and ultimately the expanded sets of the exterior and engine details, including cowl sections **No.48556** and landing flaps **48551**. And for those inclined to dioramas, figures in the 'Luftwaffe Fighter Crew 1944' kit are applicable to this kit under Cat No. 8512.

To purchase the sets, click on the catalog number...

BUY Weekend edition Fw 190A-8/R2

This month, Brassin offers up two new sets, both for Japanese kit manufacturers. Covered are the seats for the Phantom B, J,N and S versions from Hasegawa in 1/48th, to go with the wheel sets for J, N and S versions, (Brassin seats and wheels for the F-4C,D,E,F and G were released in May, 2010). The second set is the exhaust set for the Tamiya F-16CJ. This is a continuation of the wheel and seat sets of both early and late versions of this type.

In August you can look forward to another seat for the F-22. After a series of sets for the Academy F-22, we will turn our attention to the Hasegawa kit of the F-22. The other release in August will be for the Tamiya F-4C,D,E,F and G, and will represent our first foray into 1/32nd scale. (JZ)



648019 F-4B/J/N/S seat 1/48 (Hasegawa)



648020 F-16CJ Block 50 engine 1/48 (Tamiya)



BUY 648019 F-4B/J/N/S seat 1/48 (HAS)

BUY 648020 F-16CJ Block 50 engine 1/48 (TAM)



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JULY PHOTOETCHED

Twenty standard photoetched sets for July complement eight ZOOM sets and six masks. Two sets improve on the Trumpeter Bf 109E-3, and other sets for the Swordfish from the same manufacturer are designed for its weapons (complementing previously released sets). Both are in 1/32nd. For those of you who are more inclined to modern stuff, we have two sets for the Su-27UB. Another set will follow in August, as well some masks. And to prevent confusion, another Su-27 is coming out in August, this time in 1/72nd from ICM. If you have an interest in Italeri's 1/48th scale HH-60 exterior and interior, I would like to remind you that the masks for it had come out back in May. Smaller projects include items for the Airfix 1/72nd MiG-15, and the Rafale C from Hobby Boss. We are also offering interior and exterior

sets for the Hobby Boss F6F-5 in 1/48th, the masks for which came out in May.

The offerings for armor is also interesting, following some months with decreased numbers, with seven items in 1/35th scale this month. This should remain consistent through August and September. Throughout this timeframe, there will be a progression of releases for the M-1127 and M-1131 from Trumpeter. Older subjects won't be neglected, either. For example, AFV's T-34 will be covered by releases for the T-34/76 in July and T-34/85 in August. In September, there will be a renewal of pre-painted figures, this time airline figures in 1/400.

A complete listing of July photoetched sets can be found on Page 8, from where they can also be ordered. (JZ)



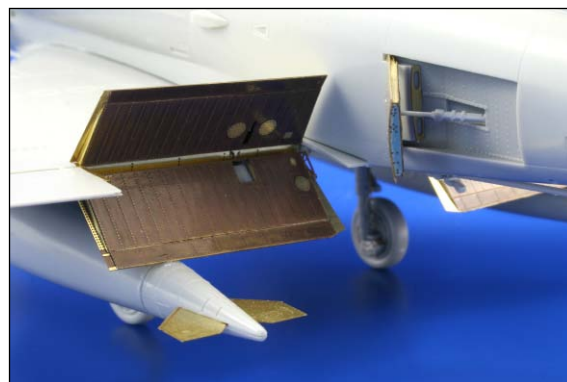
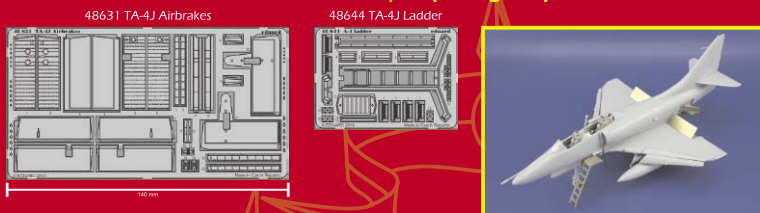
BUY NOW (e-shop www.eduard.cz)

AUGUST

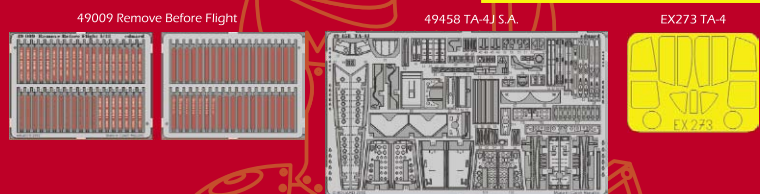


BIG ED

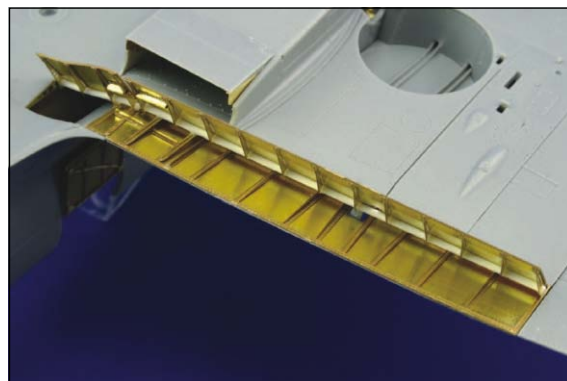
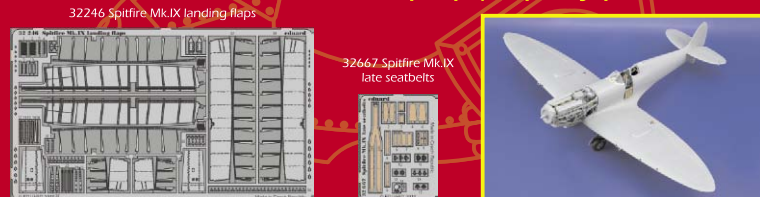
BIG4929 TA-4J 1/48 (Hasegawa)



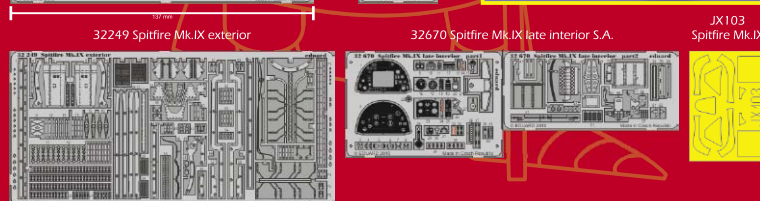
48631 TA-4J Airbrakes



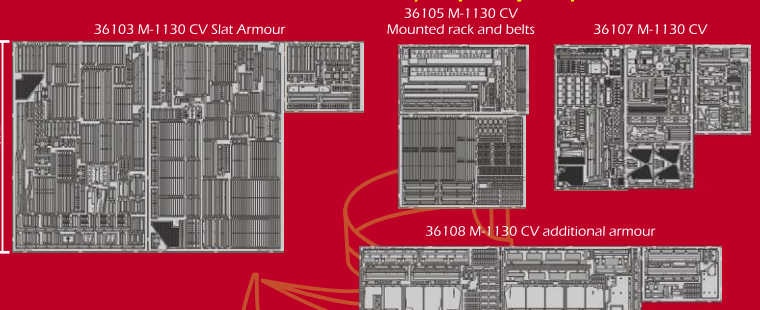
BIG3286 SPITFIRE Mk.IX (late) 1/32 (Tamiya)



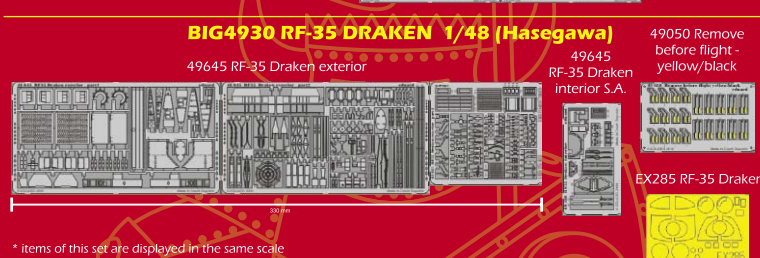
32246 Spitfire Mk.IX landing flaps



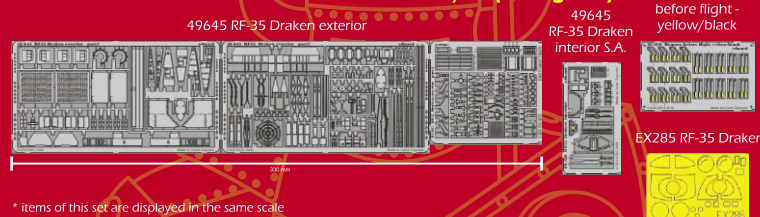
BIG3572 M-1130 CV 1/35 (Trumpeter)



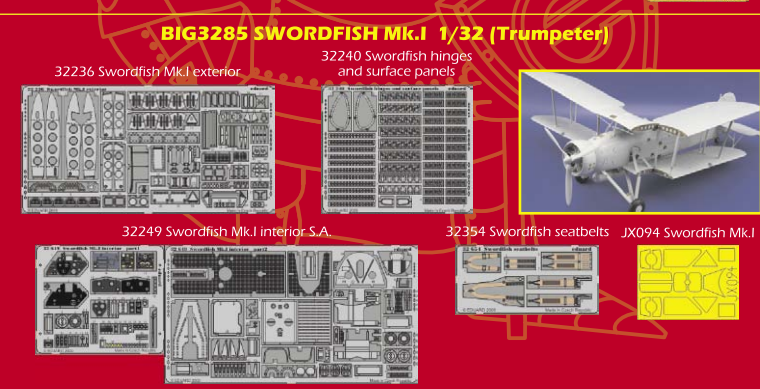
32249 Spitfire Mk.IX exterior



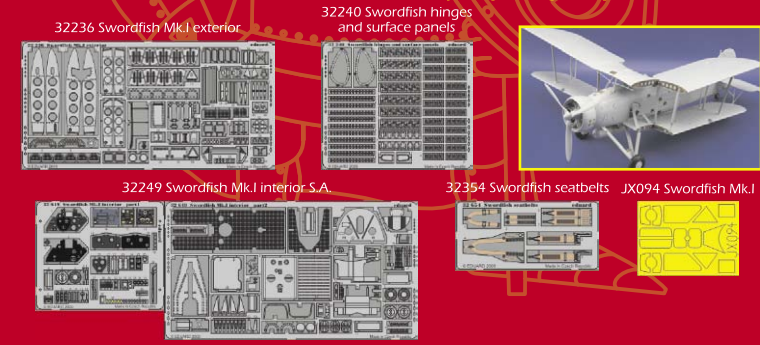
BIG4930 RF-35 DRAKEN 1/48 (Hasegawa)



32236 Swordfish Mk.I exterior



BIG3285 SWORDFISH Mk.I 1/32 (Trumpeter)



BUY BIG4929 TA-4J 1/48(HAS)

BUY BIG3286 Spitfire Mk.IX (late) 1/32 (TAM)

BUY BIG3572 M-1130 CV 1/35 (TRU)

BUY BIG4930 RF-35 Draken 1/48 (HAS)

BUY BIG3285 Swordfish Mk.I 1/32 (TRU)

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KITS

8242	Albatros D.III Oeffag 253	1/48	Profipack
8428	Fw 190A-8/R2	1/48	Weekend

BRASSIN

648019	F-4B/J/N/S seat	1/48	Hasegawa
648020	F-16CJ Block 50 engine	1/48	Tamiya

PE-SETS

32251	Bf 109E-3 exterior	1/32	Trumpeter
32252	Swordfish Mk.II bombs and rockets	1/32	Trumpeter
32253	Su-27/Su-30 Flanker air intakes	1/32	Trumpeter
32255	Su-27UB Flanker C exterior	1/32	Trumpeter
32658	Bf 109E-3 interior S.A.	1/32	Trumpeter
32662	Su-27UB Flanker C interior S.A.	1/32	Trumpeter
36100	LAV Mortar Carrier	1/35	Trumpeter
36112	T-62	1/35	Trumpeter
36115	T-34/76	1/35	AFV Club
36118	Sd.Kfz.251/3 Ausf.C	1/35	Dragon
36121	M-3 GMC 75mm	1/35	Dragon
48646	F6F-5 exterior	1/48	Hobby Boss
48657	EF 2000 ladder	1/48	Italeri/Revell
48658	HH-60H exterior	1/48	Italeri
49050	Remove before flight - yellow/black	1/48	
49486	F6F-5 interior S.A.	1/48	Hobby Boss
49496	HH-60H interior S.A.	1/48	Italeri
49498	F-111 early seatbelts	1/48	Hobby Boss
73358	MiG-15	1/72	Airfix
73359	Rafale C	1/72	Hobby Boss

ZOOMS

33061	Bf 109E-3 interior S.A.	1/32	Trumpeter
FE486	F6F-5 interior S.A.	1/48	Hobby Boss
FE491	Ta 152C	1/48	Dragon
FE496	HH-60H interior S.A.	1/48	Italeri
SS358	MiG-15	1/72	Airfix
SS359	Rafale C	1/72	Hobby Boss
TP099	LAV-M stowage box	1/35	Trumpeter
TP100	Sd.Kfz.251 Ausf.C tool boxes	1/35	AFV Club

MASKS

EX303	Su-24M Fencer D	1/48	Trumpeter
EX304	Ar 196	1/48	Italeri
EX305	PC-6/AU-23A	1/48	Roden
EX306	Hs 126	1/48	ICM
EX307	F-111D/E	1/48	Hobby Boss
XT159	BR-86	1/35	Trumpeter

BIG-ED sets

BIG3572	M-1130 CV	1/35	Trumpeter
BIG3285	SWORDFISH Mk.I	1/32	Trumpeter
BIG3286	SPITFIRE Mk.IX (LATE)	1/32	Tamiya
BIG4929	TA-4J 1/48	1/48	Hasegawa
BIG4930	RF-35 DRAKEN	1/48	Hasegawa

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COMMENTS AND INPUT FROM J&T



Albatros D.III OEFFAG 253

It's too wooden!!!

STURMBOCK: Panzerglass, Panzerplatte and the Whites of the Tail Gunner's Eyes

Jan Zdiarský

(A journey through the history and technical oddities of the Fw 190A-8/R2)



Fw 190A-8/R2 of one of the best known Sturmjäger, Hptm. Wilhelm Moritz, Gruppenkommandeur IV.(Sturm)/JG 3, from the fall of 1944. Eduard kit Cat.No. 8428 Fw 190A-8/R2 as a Weekend Edition released in July, 2010 carries one of the earlier markings of this pilot.

(J. Zdiarský, P. Štěpánek)

The increasing allied bomber offensive against Germany and the occupied countries during 1943-44, prompted the Luftwaffe to search for ways of stopping the four engined menace of the USAAF, that were gaining a distressing amount of impunity in German airspace. The impact on German industry, and unfortunately the civil population, was catastrophic. Besides relying on anti-aircraft artillery, the brunt of the workload of defending strategic centres fell on units integrated into the Defense of the Reich.

One of the problems that the Luftwaffe faced in dealing with this situation, besides escorts of Thunderbolts, Lightnings and later, Mustangs, was the effectiveness of concentrated defensive fire from the bomber gunners from within their box formations.

It was evident to the German fighters early on that the best way to combat the bombers was to break up the formations into more vulnerable components, damage individual bombers enough to keep them from maintaining formation, and to dispatch them one at a time. Many tactics were developed, which, however, attained varying degrees of success. One solution that was tried was the use of heavy twin engined fighters, such as the Bf 110, Me 410 and Ju 88, equipped with heavy armament effective against bomber formations. These aircraft were, however, slow and often became victims of the defensive fire from the bombers or their escort fighters. Another solution was to use jet fighters, but their development and quantity production were still distant.

Attention was then turned to the development of tactics utilizing single engined fighters capable of carrying sufficient firepower. This entity was characteristically called 'Sturm', likely short for 'Sturmangriff' (storm, gale, or assault), which led to the appropriate names of 'Sturmbock' (for the aircraft), Sturmjäger (pilot), and 'Sturmstaffel' and 'Sturmgruppe' (for units).

The idea behind this tactic was to attack in groups using modified aircraft against bomber formations at very close range, during which concentrated firepower would either bring individual bombers down, or at least damage them to the extent that they lag behind the protective fire of the combat box. Such an Fw 190 was to be developed by way of the field modification known as R2, and the model on which it was found most often was the A-8.

So, what then was an 'R2'?

Modifications identifying the 'Sturm' version of the Fw 190A-8 involved first and foremost the installation of more powerful weaponry, and an increase in pilot protection features for raising survivability during penetration of box formations and their concentrated defensive fire.

The main modification involved the armament. The standard Fw 190A-8 mounted two MG 131 machine guns, and two MG 151/20 cannon in each wing. In the R2 mod, the 20mm MG 151s were replaced with MK 108 30mm cannon in the inboard wing position. The question of the MG 131 13mm fuselage guns mounted above the engine in the Sturmbock is a debatable one. Although technical documentation suggests their installation, it appears that they were removed. This is supported by photographic evidence, pilot memoirs, and current examination of crash sites of several Sturmbocks. The likely reason for the removal of these guns was in an attempt to lighten the aircraft of weapons that, in the given role, were virtually ineffective.

The method of combat and the tactics developed for the Sturm attacks led to another important modification to the aircraft. Use of the 30mm cannon with high explosive shells (and consequently a low number of rounds carried) required engaging the target at minimal distances and exposing the aircraft and its pilot to concentrated defensive fire. This precipitated the need for add-on armor plating to improve survivability. In the R2, this was 5mm plating on the sides of the cockpit, 30mm armor glass on the sides of the canopy, and (often neglected by manufacturers and modelers alike) 30mm triangular glass sections on the side portions of the windscreen. Modifications to the interior, and thereby less obvious, included the addition of 4mm and 15mm armor plates in front of the instrument panel, and a 20mm strip in front of, 4mm strip above and 4mm below the ammunition box for the 30mm cannon in the wings. The armor for the oil tank, oil cooler, and the pilot back and head rests remained the same as for the standard A-8 (partially updated in the A-8/R8 which, on the other hand, lacked other components typical of the R2).



Uffz. Willi Maximowitz and Gefr. Gerhard Vivroux of Sturmsaffel 1 with Fw 190A-6 'Panzerbock'. Beginning of 1944.

(Photo: the author's archives via Hellmut Detjens, JG 4)

The modifications to the weaponry and armor didn't just improve the pilot's ability to punch and his level of protection, but also added some 224 kg of extra weight. The degraded sustained turn rate became a point to exploit by Mustang pilots. The elimination of the fuselage guns was an attempt to at least reduce this handicap. Even so, the Sturmböck became essentially unusable in classic air combat (although there are examples of exceptions) and formations of armored Fw 190A-8/R2 needed an escort of Bf 109s.

The road to the Sturmböck and back

The development of this USAAF Flying Fortress and Liberator specialist was relatively long term. As early as the fall, 1943, twin 20mm cannon tubs were tried on the Fw 190A-5, bringing the total of six twenties (factory modification U-12). As an R6 field modification, an armament of 21cm BR rockets were test fired in the summer of 1943.

That which became standard for the Sturmböck, the use of 30mm cannon and side mounted armor, was at first applied on an individual basis. Documentation indicates that in May, 1944, IV./JG 3 there were Fw 190A-8s in service with four 20mm cannon with the armor plates on the sides of the cockpit. An interesting point regarding these is that they also combat tested underfuselage rocket launchers called 'Krebs – Gerät', that fired aft after the fighter overshot the bomber formation. These aircraft lacked the 30mm MK 108 cannon.

Conversely, in March, 1944, there were A-7s suffixed R2 in service with JG 11 that carried wing mounted pairs of 20mm cannon and two 30mm cannon, but these aircraft lacked the additional armor plating.

Full standard Sturmböcks, with 30mm cannon and side armor plating, appeared several months later.

Gerhard Fiesler Werke at Bettenhausen near Kassel after a USAAF bomber attack on April, 19, 1944, when the factory suffered serious damage. Here, the majority of Fw 190A-8/R2 Sturmböck fighters were produced.

(Photo: NARA)



Production of the Fw 190A-8/R2 ran mainly at Gerhard Fiesler's factory in Kassel and also at the AGO-Flugzeugwerke Oschersleben plant. Although officially a field modification, Sturmböcks almost certainly left production facilities with the modifications applied, and just the removal of the fuselage guns was carried out at unit level, and according to unit preferences. Fw 190A-8/R2s where the fuselage guns were not removed cannot be ruled out. Interesting modifications are reported to have occurred in the unused sections formerly occupied by the removed guns in front of the windscreen, the troughs and the muzzle areas. Photographic evidence points to the provisional covering of gun areas and others show the muzzles being faired over. There is speculation that these could have been actual gun troughs, dismantled, rotated and refastened. However, the construction of this portion of the cover did not make such a modification possible. The deepened trough was formed into a large piece of metal where there was nothing to dismount. Most often, the troughs would have been left alone after the removal of the fuselage guns.

Back to the end of 1943. The father of the idea of the Sturmböck attack was thirty-eight year-old fighter pilot and experienced CO Major Hans-Günter von Kornatzki.

He was entrusted with the formation of 'Sturmstaffel 1' on December 4, 1943. This relatively small unit used the Fw 190A-6 Sturmböck at the beginning of its operations, sometimes the type being referred to as 'Panzerböck' which was only an up-armored version of the A-6, and later, the A-7. The unit operated with varying degrees of success up to the end of April, 1944, when the first Sturmgruppe – IV.(Sturm)/JG 3, was formed out of it. The CO of Sturmstaffel 1, Major von Kornatzki, was entrusted with the formation of another Sturmgruppe, and that within the unit that in Germany was reorganized and re-equipped after operations in southern Europe, Jagdgeschwader 4.

At the same time, II.(Sturm)/JG 300 was formed out of II./JG 300 as the last Luftwaffe Sturmgruppe.

These three units, IV.(Sturm)/JG 3, II.(Sturm)/JG 4 and II.(Sturm)/JG 300, whose exclusive role was combating four engined bombers and protected by dedicated groups of Bf 109 and standard Fw 190A-8 fighters, formed the main strike force for the defensive tactics of the Luftwaffe through the summer and fall of 1944. Their effectiveness and relevance were limited by the overall state of the Jagdwaffe – the number of serviceable aircraft, pilot training, fuel supply and so on.

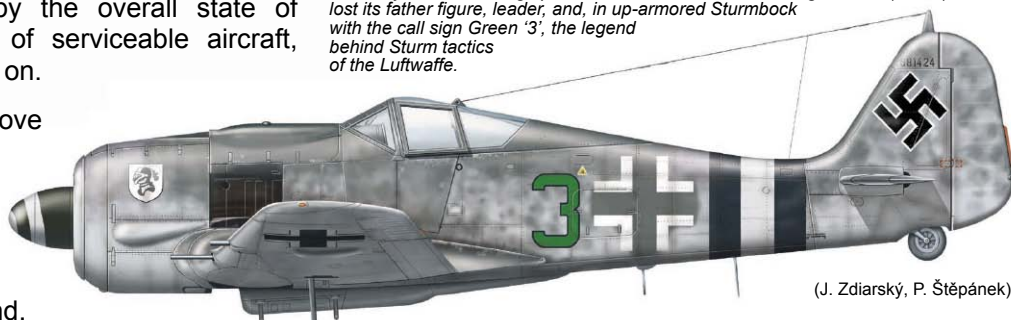
A more significant action above Germany and occupied Europe was initiated by the Sturmgruppen between August 24th and 29th, September 11th, September 27th, October 6th, November 2nd, December 2nd, and December 17th, 1944. On each date, significant successes were attained, but in some cases at high cost in excess of 50 per cent.

From the end of 1944, there was a slow turning away from the tactics of the Sturm attacks, mainly due to enormous losses, and also (thanks to allied aerial superiority) the inability of the escorting Bf 109s to effectively cover the Sturmböcks. There was also the anticipation of the introduction of newer aircraft such as the Fw 190D, and the expected backbone of the future fighter force of the Luftwaffe, the Me 262. The nail in the coffin of the Sturmjäger units was Operation Bodenplatte, into which were employed two Sturmgruppen in the ground attack role, specifically from JG 3 and JG 4. Surviving aircraft of the A-8/R2 version were progressively replaced by standard Fw 190A-8s and A-9s, and later even the D-9 and to a lesser extent, the D-11 (the D-11 being armed similarly to the A-8/R2 with two 20 and two 30mm cannon, and were possibly to take over the Sturmböck role).



Hans-Günter von Kornatzki was born on June 22, 1906 in Liegnitz in East Prussia. He became a member of the Luftwaffe in 1933, and on April 1st, 1934 he completed flight training. For some time, he worked in the propaganda Reklamestaffel Mitteldeutschland with the base at Doberitz. In March, 1935, II./JG 132 was formed, and von Kornatzki was attached with the rank of Hauptmann. Subsequent services included I./JG 334 and I./JG 138, before being activated as CO of the newly formed II./JG 52 at the start of the Second World War. Hans-Günter von Kornatzki headed this unit into the Battle of Britain. He was transferred on August 26, 1940 to Jagdfliegerschule 1 in Werneuchen as head instructor. In May, 1941, he married Hermann Goring's secretary, Ursula Grundtmann. After that followed a list of command postings, including Operations Officer with X. Fliegerkorps, before being installed as Hoherer Jagdfliegerführer West in February, 1943. In the positions that he occupied,

he concentrated on tactics with which to defend against formations of allied bomber formations, with which he was aided by weapons trials by Eprobungskommando 25, and in which he took part. Based on his suggestions and developed tactics, the specialized unit Sturmstaffel 1 was formed at the end of 1943 with him as its CO. With this unit, on March 23, 1944, he gained his second last victory. Shortly thereafter, the trial unit was disbanded to form the basis of other Sturm groups in standard fighter units within the Defense of the Reich. In the summer of 1944, von Kornatzki formed his next unit, II.(Sturm)/JG 4. His new unit received its baptism of fire on September 11th, 1944. The following day, II.(Sturm)/JG 4 met the Americans in combat yet again. Obstlt. von Kornatzki led his unit into combat flying Fw 190A-8/R2 Green '3'. In grid location HC1, shortly after 1100h, he managed to rip apart a B-17G with his 20 and 30mm cannon, his sixth and final kill. He himself sustained heavy damage from the protective fire of the formation box, and was inspired to find a spot to put down. During his attempt to land in a field near Zilly, he ran into high power lines and crashed into the ground. II.(Sturm)/JG 4 lost its father figure, leader, and, in up-armored Sturmböck with the call sign Green '3', the legend behind Sturm tactics of the Luftwaffe.



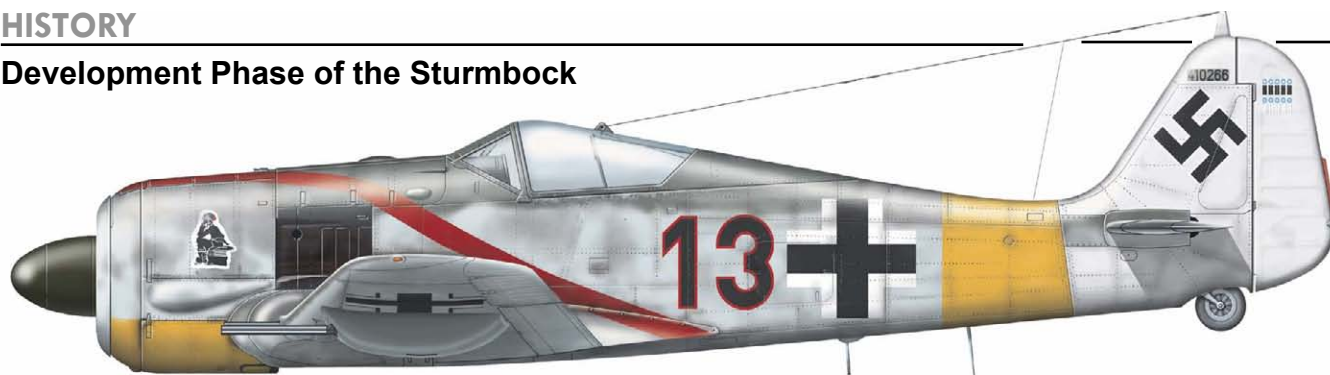
(J. Zdiarský, P. Štěpánek)



The factory AGO-Flugzeugwerke Oschersleben during a bombing attack by Liberators of the 2nd Bomb Division, 8th USAAF on April 11th, 1944.....and a few days later in a reconnaissance photograph to assess the bomb damage. Despite very severe damage, the plant was soon busy again manufacturing standard Fw 190A-8s, and between August and November, 1944, many Fw 190A-8/R2s were also built here.

(Photo: NARA)

Development Phase of the Sturmbock



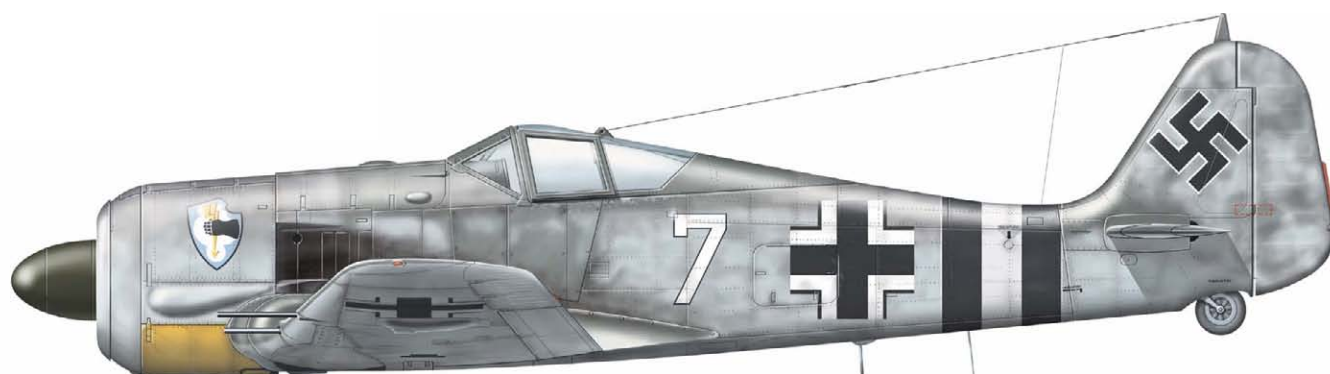
1. Fw 190A-5/U12, W.Nr. 410266, 2./JG 11, Lt. Erich Hondt, Husum, Summer 1943

One of the early attempts at up-arming the Fw 190A to make them more effective in dealing with four engined heavy bombers. In this case, the modification was in the form of underslung WB 151/20 tubs housing paired 20mm cannon replacing outboard MG 151s of the same caliber. So, the total weapons package on this machine was six 20mm cannon and two fuselage mounted MG 17 7.92mm machine guns.



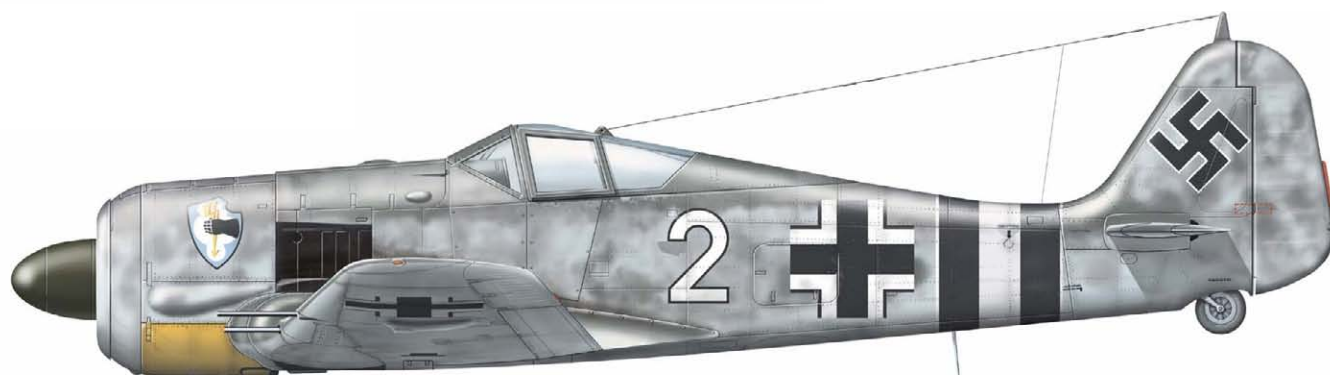
2. Fw 190A-7/MK, W.Nr. 643701, 2./JG 11, Rotenburg, March 1944

An aircraft representative of the development phase of the Sturmbock, Fw 190A-7 suffixed MK (probably identifying the use of MK 108, 103). It served in March, 1944, with 1./JG 11, and besides being armed with 30mm cannon, it is interesting to note the suppression of the national markings on this aircraft, which JG 11 around this time tended to do quite often.



3. Fw 190A-6/Panzerbock, Maj. Erwin Bascilla, Sturmstaffel 1, Dortmund, January 1944

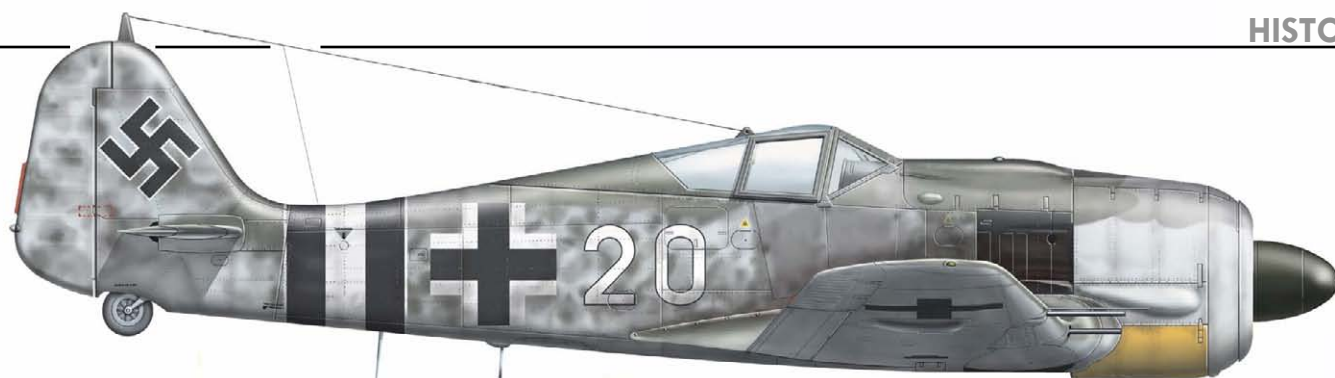
Sturmstaffel 1 used modified Fw 190A-6s, which weren't up-armed with the 30mm cannon, but their use in the Sturmbock role is pointed to by the addition of armor plate and, for the first time, armor glass on the sides of the canopy.



4. Fw 190A-6/Panzerbock, Gefr. Gerhard Vivroux, Sturmstaffel 1, Dortmund, late-winter, 1944

Note the difference in the side mounted armor from White '7' above, also an A-6.

(J. Zdiarský, P. Štěpánek)



5. Fw 190A-7/Panzerbock, Maj. Hans-Günter von Kornatzki, Sturmstaffel 1, Salzwedel, February, 1944

Sturmbocks (at that time still more likely to have been referred to as Panzerbock) based on the A-7 from Sturmstaffel 1, lacked 30mm cannon. Their side mounted armor was similar to that which was used on A-8s. Note that the panels have been resprayed, pointing to the possibility that these were field add-ons.



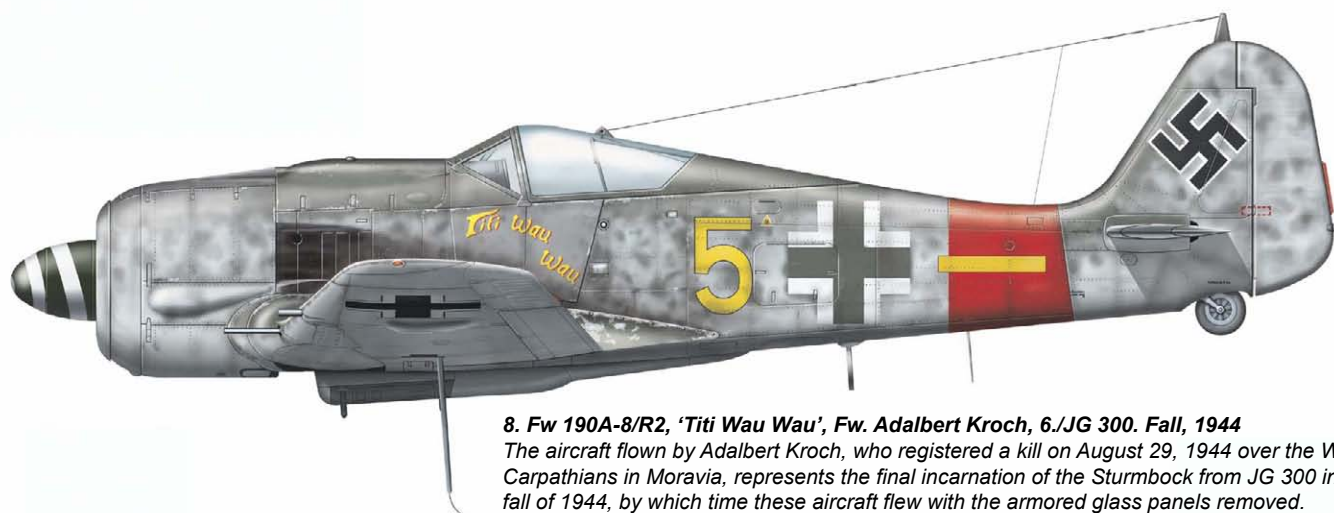
6. Fw 190A-8/R2, Ekdo. 25 (12.(Sturm)/JG 3), Uffz. Willi Unger, Barth, May, 1944

Interesting coloring and armament on Sturmbock flown by Uffz. Unger depicting the timeframe during which the potential use of Frebs-Gerät 21cm rockets was tested. Already by May, 1944, the aircraft lacked armored glass, which could be associated with its use in test programs.



7. Fw 190A-8/R2, Lt. Werner Gerth, 11./IV(Sturm)/JG 3, July, 1944

This aircraft, attributed to Knight's Cross holder Werner Gerth (27 kills, 22 of which were four engined bombers), carries all of the features associated with the Fw 190A-8/R2 (Sturmbock) – side armor plates, armored glass on the canopy, up-armed with 30mm cannon, and empty MG 131 machine gun troughs which weren't faired over.



8. Fw 190A-8/R2, 'Titi Wau Wau', Fw. Adalbert Kroch, 6./JG 300, Fall, 1944

The aircraft flown by Adalbert Kroch, who registered a kill on August 29, 1944 over the White Carpathians in Moravia, represents the final incarnation of the Sturmbock from JG 300 in the fall of 1944, by which time these aircraft flew with the armored glass panels removed.

(J. Zdiarský, P. Štěpánek)

R2 or R8?

At the end of 1944, the Sturmgruppen were to be equipped with aircraft modified to the R8 standard, incorporating changes based on combat experience with the R2, but, naturally, their actual use in their intended role is highly debatable. These aircraft reached units at a time when the character of the Sturmgruppen was reverting back to those of standard fighter units. R2s are often erroneously reported as being R8s in reference literature, and generally, differences described between the R2 and the R8 are filled with errors.

The armament of the R8 was composed of, similarly to the R2, an installation of 20 and 30mm cannon. This modification lacked the side armor, as well as on the canopy. Simply put, the armor was deemed too restrictive. To the contrary, though, the interior armor plating between the engine and cockpit was strengthened, as was at the pilot's back. Also strengthened in the R8 was the armor protection of the oil tank and cooler. Externally, there was little to distinguish the A-8/R8 from a standard A-8. One physical difference was the 30mm's shorter and slightly wider cannon muzzle, and the 30mm casing ejector chutes on the bottom surface of the wings.

Aircraft built to R8 standard were manufactured at Norddeutsche Dornier-Werke GmbH in Wismar, where some 550 units were produced between October, 1944 and January 1945.

Don't Shoot Until You See the Whites of the Tail Gunner's Eyes

There is a controversial discussion going on based on current research with respect to the characteristic air under which Sturmgruppen were sent on missions, weather these were fully voluntary (capable of shooting down and eventually ramming enemy aircraft at all costs, even that of the pilot's own life), or were they flown by pilots with threatened punishment, for whatever reason, worse than flying a Sturmbock mission. Such assertions give rise to assumptions that the Sturmgruppen were piloted partly by unfavoured pilots and partly by a band of adventurers sinking in doom within the duty of dangerous attacks against American four engined bombers. The opposite is true. Sturmgruppe, as with other air force units, relied on discipline, responsibility, adhering to precise rules of engagement, and teamwork for maximum success and survivability. Enthusiasm for combat and 'getting the enemy at all costs' was evident during the start of operations by Sturmstaffel 1. This spirit was, however, gradually degraded and replaced by more of a legend rising above the Sturmgruppen for the remainder of their careers defending the Reich. Recruitment of new pilots, especially later on, also became somewhat prosaic. For example, pilots, that through July and August formed the basis of II.(Sturm)/JG 4, came from three main elements:

- pilots that came with Hans-Günter von Konatzki from Sturmstaffel 1
- former members of I./ZG 1, out of which II.(Sturm)/JG 4 officially formed
- new pilots out of flight school

Recruitment of new Sturmjäger was the same in the summer of 1944 as other Luftwaffe units.

A touch of fanaticism, bloodshot eyes and clenched teeth, hurtling towards bomber formations doesn't accurately depict the typical Sturmjäger. However, one shouldn't downplay the legend, either. These boys had to be very capable and determined pilots, especially those that survived their first several sorties. To get to within a couple of tens of meters of a formation of four engined heavy bombers before being able to effectively unload their 20 and 30mm high explosive rounds, and often maneuver between their targets to get back out, took guts. And then, after all that, high-tail it out there in a big hurry because odds were, there was a Mustang somewhere behind, and the Sturmjäger didn't have much to compete with in that scenario.

Close contact with the enemy was a fundamental fact of life for Sturmbock pilot. Due to the aforementioned weaponry carried, getting close was essential. So, the rule of thumb for these pilots was not to fire until you could see the whites of the tail gunner's eyes. Proof of how seriously this was taken came in the form of the whites of eyes being painted on the left side of the chests of their flight jackets. In this, the legend of the Sturmjäger is accurate and intact.

The Sturmbock in the Eyes of the Modeler.

From a modeling point of view, some of the well documented interior modifications to the Sturmbock are negligible. Others are, simply put, essential for making recognition of the Sturmbock easy at first site.

Among the essential features is the side armor and the absence of the fuselage guns. After that, the most obvious feature are the armor glass plates on the canopy, and the characteristic short 30mm MK 108 cannon muzzles in the wings.

Most notably, the 30mm armored glasses on the canopy are physically characteristic of the Sturmbock, although the usual 'but...' applies. I said, that these were characteristic, but for specific timeframes. Through



1/48th scale model of the Fw 190A-8/R2 from Eduard in the markings of Hptm. Wilhelm Moritz. These markings were included in the Royal Class (R0004) edition of the kit, and is also included in the Weekend Edition released in July, 2010. (Model built by Josef Choren)

the fall of 1944, these glass components began to be removed. Their function was naturally to protect the pilot's head from the sides, when a Sturmjäger was in the process of penetrating a formation of heavy bombers, and right under the nose of defensive gunners. By the end of the summer and beginning of fall, 1944, these glass plates were beginning to be frowned upon. The thin space between the plexiglass of the canopy and the armor piece would condense and freeze up, severely affecting visibility on which the pilot so depended on. An added benefit of removing the glass was a weight of some 40 kg. A need to remove these glass panels must have been an unpleasant reality to the Sturmbock pilots who were sacrificing protection. Photographic evidence of Sturmbocks with removed armor glass plates appears between October and December, 1944 (with individual machines in certain units even sooner). For a longer period, from May to October, 1944, these aircraft flew with the glass panels in place (same as with earlier modifications to the A-6 and A-7). Because these armored glass panels are visually the main recognition feature of the Sturmbock, and so from a modeling point of view very significant, a closer look is warranted.

Scheuklappen

As pointed out earlier, the armor glass was put in place to protect the pilot from the sides during attacks on bomber formations to which the pilot of the Sturmbock needed to get very close.

Their thickness was 30mm, and were glued in three segments from a material called Thorax-Panzerglass.

The side panels were accompanied by triangular panels that were attached to the sides of the windscreen. These were placed inside a metal frame with flattened and lengthened edges, which was mounted under the standard frame, where there was only the plexiglass. The front edge of the front segment of the screen was at 50mm, standard for the Fw 190. Together with a 5mm armor plate on the sides of the cockpit, and additional armor behind the engine, and the 'panzerglass' the

pilot was afforded complete protection from the front hemisphere of his aircraft.

The side armor glass plates were nicknamed 'Scheuklappen' by pilots, which was the German term for eye shields worn by puller horses. These were intended to limit the peripheral vision of the horses, and limit anxiousness. Perhaps, given the problems that limited visibility for the pilot, the nickname is accurate for other, more sarcastic reasons.

The basic shape of the panels can be determined from photographs, but not so well known is their construction, mainly that of the frames, and their attachment to the standard canopy of the Fw 190. There are wartime references that cite 'wooden frames' and in one period technical journal dated April 18, 1944, 'primitive wooden frames'. The question then becomes the method of fastening some 20kg of armored glass into a wooden frame, and, above all, the attaching of such a frame to the standard canopy in such a way as to have the assembly stay in place despite vibrations, and anything else that could conceivably occur during their use.

Until recently, I had the opportunity to examine Scheuklappen only once, within the exhibits at the aviation museum in Hannover, whose examples were rescued from a crashed Sturmbock in a bog. Although the glass is largely intact, it is not possible to completely study their interior structure. Light on the subject has been cast by the discovery of frames from both armored windows at the crash site of Fw 190A-8/R2 W.Nr. 681456, with which Uffz. Karl Eilmes of II.(Sturm)/JG 4 perished on September 11th, 1944.

This discovery was important for another reason too. Up to now, we weren't certain if JG 4 used the armored glass on its Sturmbocks on their first combat sorties, on that particular date. Earlier, we were able to find a piece of a wooden frame at the crash site of Fw 190A-8/R2 White '5' W.Nr. 681355 flown by Uffz. Siegfried Zuber of 5.Stafel/JG 4, September 11th, 1944, but could not be positive of the identification of the wooden artifact (both noted examples are exhibited at the Museum of the Battle over the Ore Mountains, September 11th, 1944, CZ).



The frames of the armored glass panels from the Sturmbock flown by Uffz. Eilmes of II.(Sturm)/JG 4, shortly after its discovery. Karl Eilmes, buried not far from this spot, in Mildenau, died here on September 11th, 1944. The glass parts were buried in a furrow, and excavated on May 1st, 2010.



Jan Jelinek, one of the Museum of the Air Battle Over the Ore Mountains on September 11 1944, volunteers, with the first of the excavated pieces. For more pictures of the wreckage excavation process, visit <http://www.facebook.com/photo.php?pid=4473375&id=195962885355>



(J. Zdiarský, P. Štěpánek)

Fw 190A-8/R2, W.Nr. 681456, Uffz. Karl Eilmes, II.(Sturm)/JG 4, September 11th, 1944. Fliegerhorst (base) Welzow, crashed near Mildenau, Germany.

Current studies of Uffz. Eilmes's aircraft reveal much more. Karl Eilmes died in combat with bombers from the 100th Bomb Group and as a result of their escorts. He crashed at the Ore Mountains village of Mildeau. In the summer of 2009 and spring of 2010, parts of the armor glass plate from the windscreen centre section, the 5mm side plates, and a very well preserved frame from the 'Scheuklappen', including parts of the canopy, were removed from the crash site. The discovery revealed very precisely the construction of the units and their mounting to the canopy frame.

Armored glass of 30mm thickness was slid into a trapezoidal metal frame, welded from 3mm thick plate, and screwed directly onto the canopy construction. The frame was formed to have a 'Z' profile and from both sides was covered with a wooden border, which mildly countered poor aerodynamic qualities of the glass assembly, and (especially on the inside face of the frame between the steel construction and canopy) dampened the transfer of vibration.

The wooden frame was constructed from a hard wood, likely beech. The entire armored glass was attached to the canopy frame from the front and below (behind and above there was nothing to attach to). As the canopy decreased in width going aft, and also going up, the space between it and the flat armored glass also increased. Since this relatively heavy glass was

attached only along two edges (with eight screws at the front and seven along the bottom), the construction had to have high structural integrity.

Wooden framing on the outside was fastened to the metal frame on three sides (with three screws in each case). The rear edge of the metal frame was not wood covered. I include this detail because only these nine screws would be visible and so, for a modeler, that much more potentially interesting. Of course, the screws were countersunk, and so, very subtle. They presented themselves as 5mm wide and 1mm deep pits in the wooden framework. Even in photographs, the framework of the armor glass appears very solid, without visible betrayal of their robust attachment to the canopy frame of the aircraft (all mounting features were hidden under stenciled wooden framing).

The method of mounting and dimensions are shown in photographs and sketches.

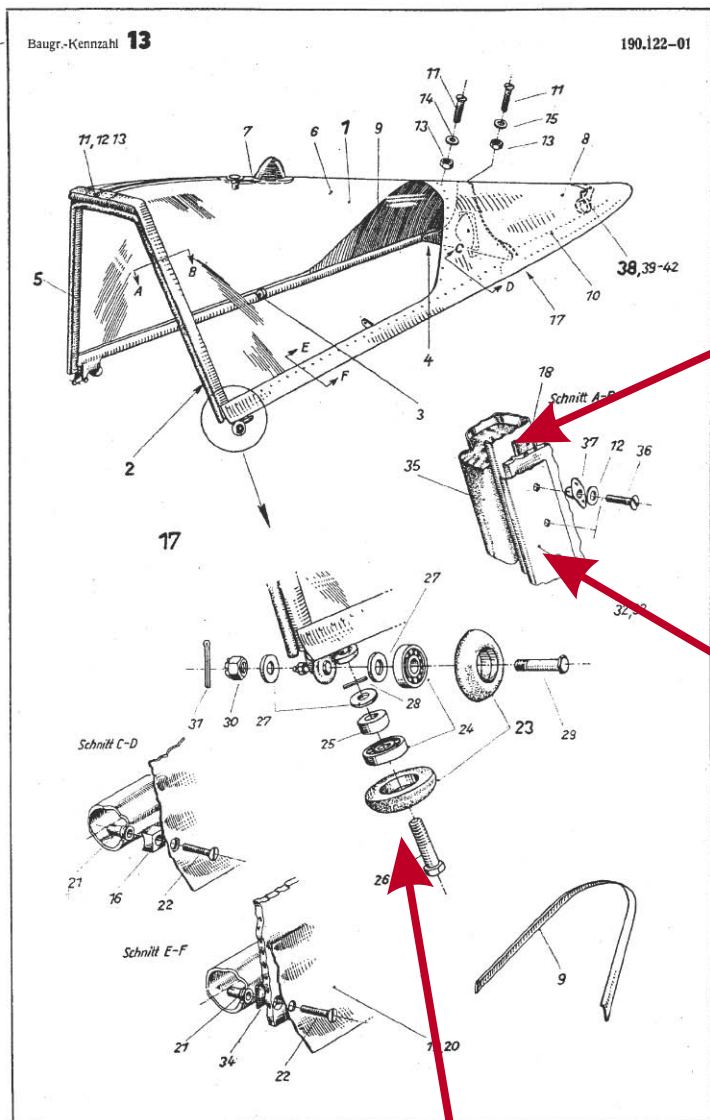
On some photographs of Sturmbocks in the fall of 1944, traces of removed armor glass panels are visible. Sometimes, in the form of faded paint where original screws mounting the glass were replaced with shorter ones, that in the same positions secured the plexiglass and canopy frame. In other instances, there is evidence of overpainted areas, where the glass was secured, with a base color of RLM 66, which was part of the treatment when replacing screws.



Port side of the glass frame, including the roller mechanism for sliding the canopy.



Frame from the starboard side of the canopy. The long segment is part of the tube construction of the cockpit canopy.



Standard cockpit canopy from period manual *Einzeile der Konstruktionsgruppe 1* (1944).



Detail showing tubular canopy frame and the metal frame with fragments of the 30mm armored glass. Note the screws, which attached the armored glass to the canopy. The locations of the gaps were the attachment points for the interior surface of the wooden frame.



Inside view of the forward / top corner of the left window. The arrow is pointing to a metal plate, which overlapped the Perspex from the outside, surrounded by tube frame of the canopy.



Detail view of the forward / bottom corner of the window – viewed from the outside. The arrow is pointing to a travel mechanism for pulling of the canopy. Note the remains of the Perspex and trace of wood on the metal frame.



Detail of the remains of armored glass from the lower rear corner of the left side window.

HISTORY



Portion of the armored glass wooden framing. Note the depressions in which the screws were countersunk, joining the metal frame with the canopy construction.

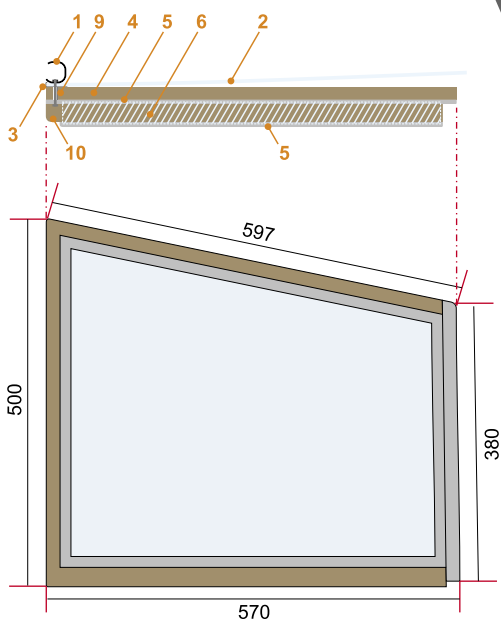


Detail showing the rounded end of the wooden frame. It is worth noting the remains of the RLM 75 color, with which the entire frame was painted. This artifact does not come from aircraft W.Nr. 681456 flown by Uffz. Eilmes, unlike the previous pictures of metal frames, but rather from Sturmbock W.Nr. 681355 flown by Uffz. Zuber.

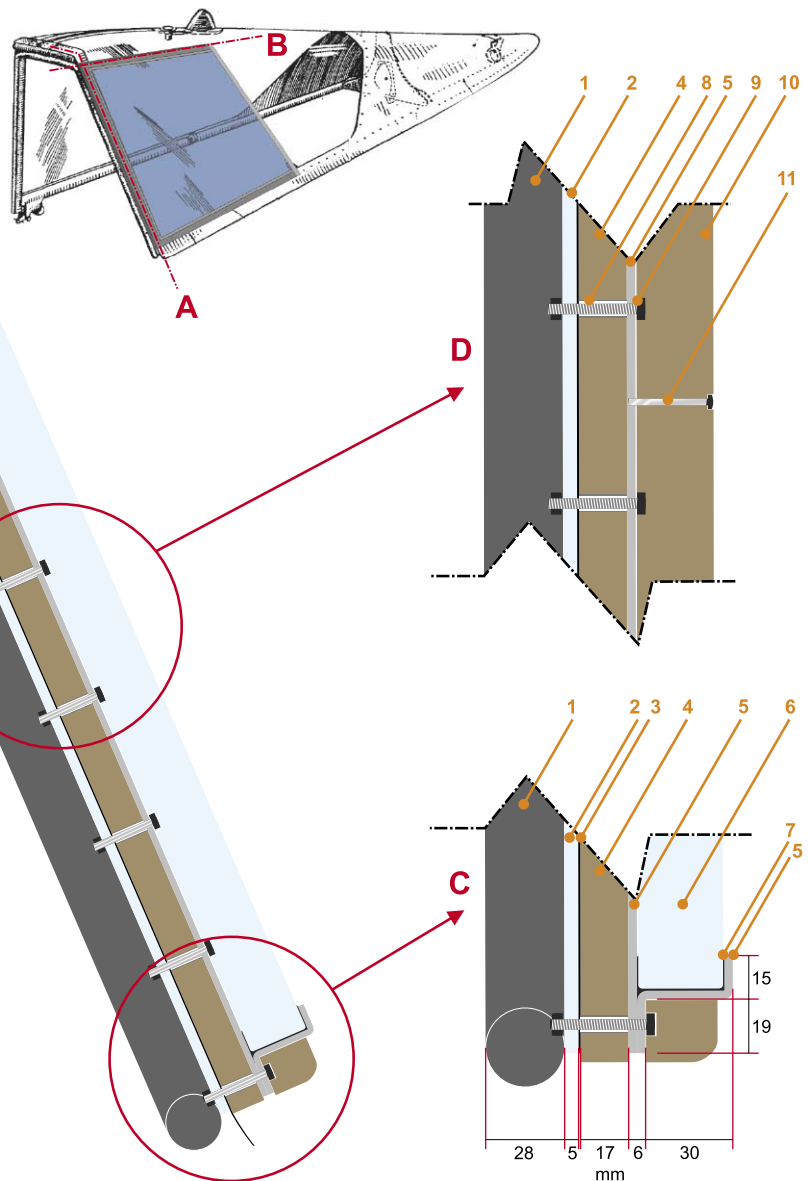
Cross section A

- 1 - Cockpit canopy frame
- 2 - 5mm Plexiglass (Perspex)
- 3 - 0.7mm cover plate
- 4 - Inside (flat) wooden frame
- 5 - Steel window frame
- 6 - 30mm armored glass
- 7 - Flexible sealant
- 8 - Guiding roller
- 9 - Mounting screw – glass to canopy
- 10 - Outside wooden frame
- 11 - Screw mounting outside wooden frame

Cross section B



Armored window frame sizes in mm



Drawing of securing armor glass and description of its structure on the basis of measurements and study of actual frames found at the wreckage of Sturmbock W.Nr. 681456, as described in the article. Certainly, there are other historical descriptions and drawings for factory workers, as well as for ground personnel at unit level, as the R2 modification was

a field one. It can be assumed that they would have been issued in pilot and maintenance manuals as well. So far, I have not been able to examine such manuals describing modifications to the. Should any of our readers have such material at their disposal, I would be extremely grateful if they would contact me at jan@museum119.cz

Rediscovered History

One of the large air battles, in which Sturmbocks played out their significant role, was between II.(Sturm) and III. Gruppe JG 4, and the 13th Combat Wing, 8th USAAF, above the Czech-German border on Monday, September 11th, 1944. The previously mentioned crash sites of Sturmbocks piloted by Uffz. Eilmes and Uffz. Zuber are the result of this battle. The result was the death of some eighty airmen spread over the loss of some seventy aircraft. There has been 25 years of research dedicated to this battle, and from 1997 has included the Museum of the Battle over the Ore Mountains on September 11th, 1944 in Kovarska, Czech Republic.

More information can be gained by visiting the museum, its webpage, or our facebook profile:



Painting by Martin Novotny 'Pauke! Pauke!' depicting the battle of September 11th, 1944. Uffz. Herbert Chlond of II.(Sturm)/JG 4 in Sturmbock Green '3' (personal machine of Obstl. H-G von Kornatzki) flying through a formation of B-17Gs of the 100th Bomb Group. The pictured B-17G 42-97834 bearing the code XR-J crashed at Kovarska. This painting was used as the boxart for Eduard kit Fw 190A-8/R2, Cat. No. 8175.

References

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- US National Archives and Records Administration
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- Peter Rodeike, Focke Wulf Jagdflugzeug – ISBN 3-923457-44-8
- Focke-Wulf Flugzeugbau G.m.b.H. Bremen, Fw 190A-8, 1944, Einzelteile der Konstruktionsgruppe 1
- Focke-Wulf Flugzeugbau G.m.b.H. Bremen, Fw 190A, Ersatzteilliste
- www.luftwaffe.cz

In Scale

The Sturmbock, despite a relatively short service career and limited use, have become one-sided phenomenon in the air war over Germany, and the defense of the Reich as a whole. Despite severe losses, Sturmbocks showed themselves to be a very potent weapons against allied bombers. With some units, markings were also quite colorful, and this only served to make them more appealing as modeling subjects.

Eduard Model Accessories naturally includes this historically significant modification in their line of Focke-Wulf Fw 190s in 1/48th scale.

To date, there have been three Eduard kits of this modification:

- **R0004 Royal Class**; released in March, 2007. This limited edition is sold out, but may still be available in very limited numbers with some retailers.
- **8175 as a Profipack**; released in October, 2007
- **8428 as a Weekend Edition kit**; released in June, 2010

In all likelihood, this will not be the last word Eduard will have on the Fw 190A-8/R2. There is a plan to release some Limited Edition kits dedicated to specific units and aces flying Sturmbocks.

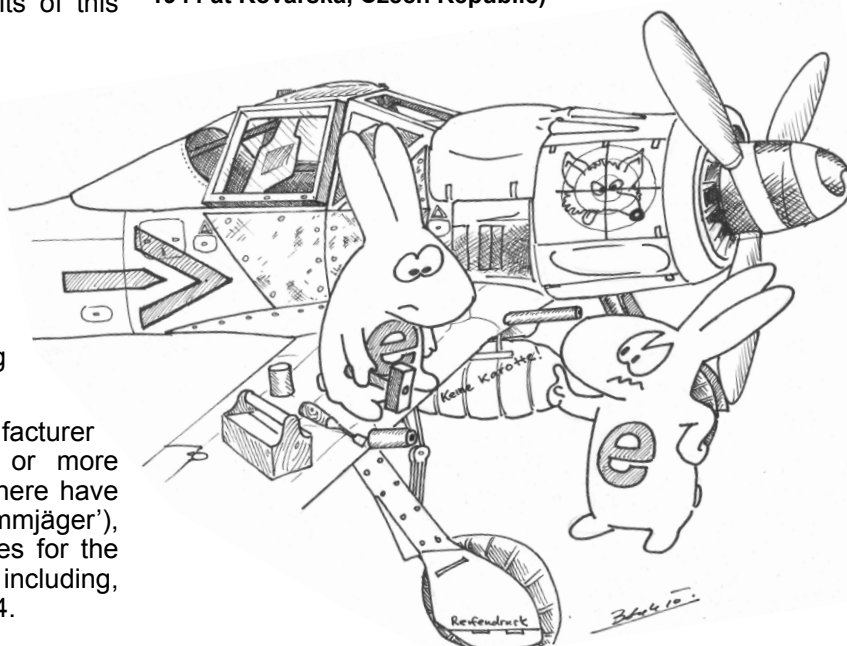
Because Eduard currently is not the only manufacturer of kits with this aircraft in their catalog, or more accurately, a modified Fw 190A-8 (although there have been releases erroneously labelled 'R8' or 'Rammjäger'), Eduard has produced photoetched accessories for the Fw 190A in 1/48th scale for the Tamiya kit, including, for example, side armor panels, Cat. No. 48244.

BUY Weekend edition Fw 190A-8/R2 (8428)

BUY Profipack edition Fw 190A-8/R2 (8175)

Due to continuing research and reconstruction of the events on Sept. 11th, 1944 above Europe, I would like to ask all readers, who have knowledge of the crash sites, bombing or any other information about the air war events on this day, if they could kindly contact me by email at jan@museum119.cz for possible co-operation.

(The author is a PR employee of Eduard, and also the curator and chief historian (volunteer) of the Museum of the Battle Over the Ore Mountains on September 11th, 1944 at Kovarska, Czech Republic)



I know, that the windows are heavy, stupid, and you can't see through them, but one day, they will be famous!

WORKSHOP

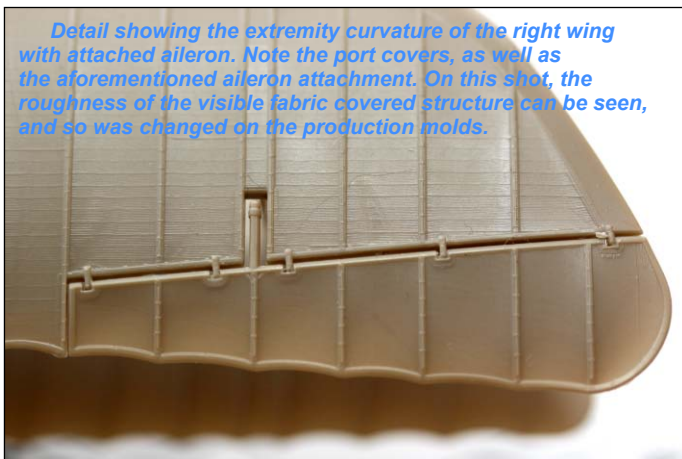
Albatros D.III OEFFAG 253, 1/48 Cat.No. 8242

BUY Albatros D.III OEFFAG 253, 1/48 (8242)

A photograph from the second test shot of the Oeffag 253 (Cat.No. 8242). During this test, no paint was applied,

and neither were the photoetched details. Even at this point, the tests revealed excellent, crisp moldings.

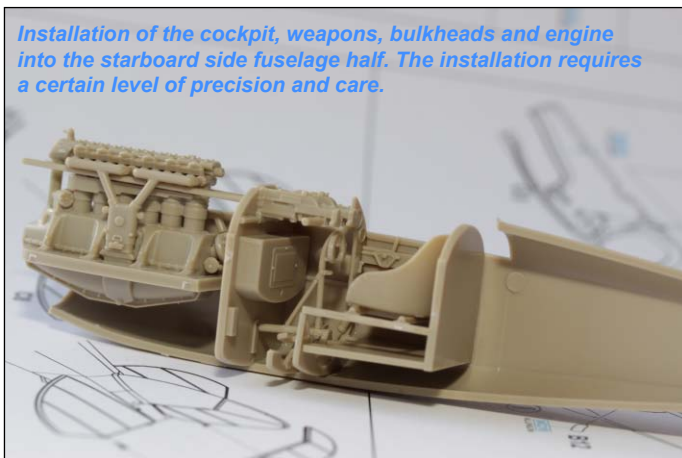
Detail showing the extremity curvature of the right wing with attached aileron. Note the port covers, as well as the aforementioned aileron attachment. On this shot, the roughness of the visible fabric covered structure can be seen, and so was changed on the production molds.



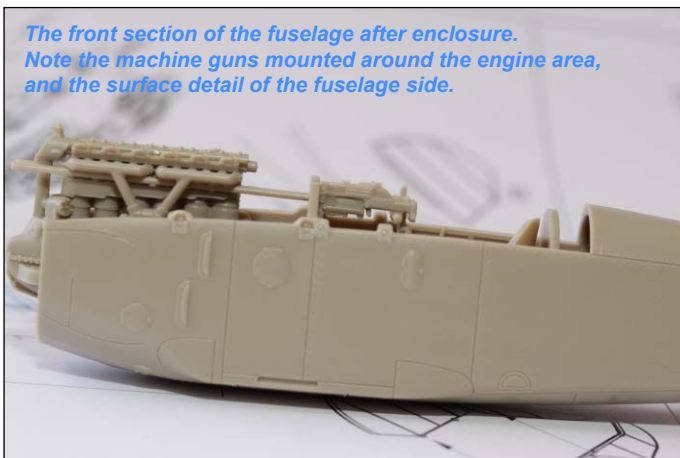
The Austro-Daimler engine with very crisp details, with invisible seams. The dimensions of this assembly come to a mere 26 by 18mm.



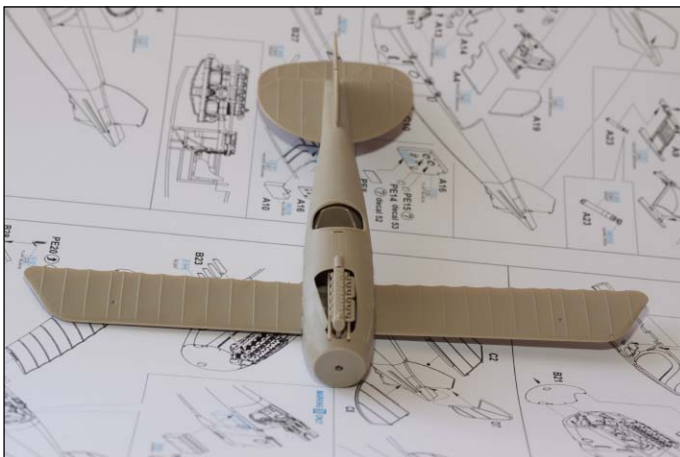
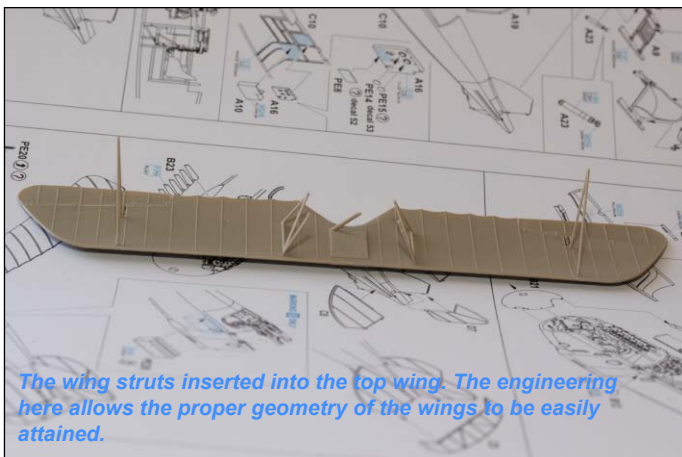
Installation of the cockpit, weapons, bulkheads and engine into the starboard side fuselage half. The installation requires a certain level of precision and care.



The front section of the fuselage after enclosure. Note the machine guns mounted around the engine area, and the surface detail of the fuselage side.



The wing struts inserted into the top wing. The engineering here allows the proper geometry of the wings to be easily attained.



The assembly of the landing gear showed itself to be likewise problem free.

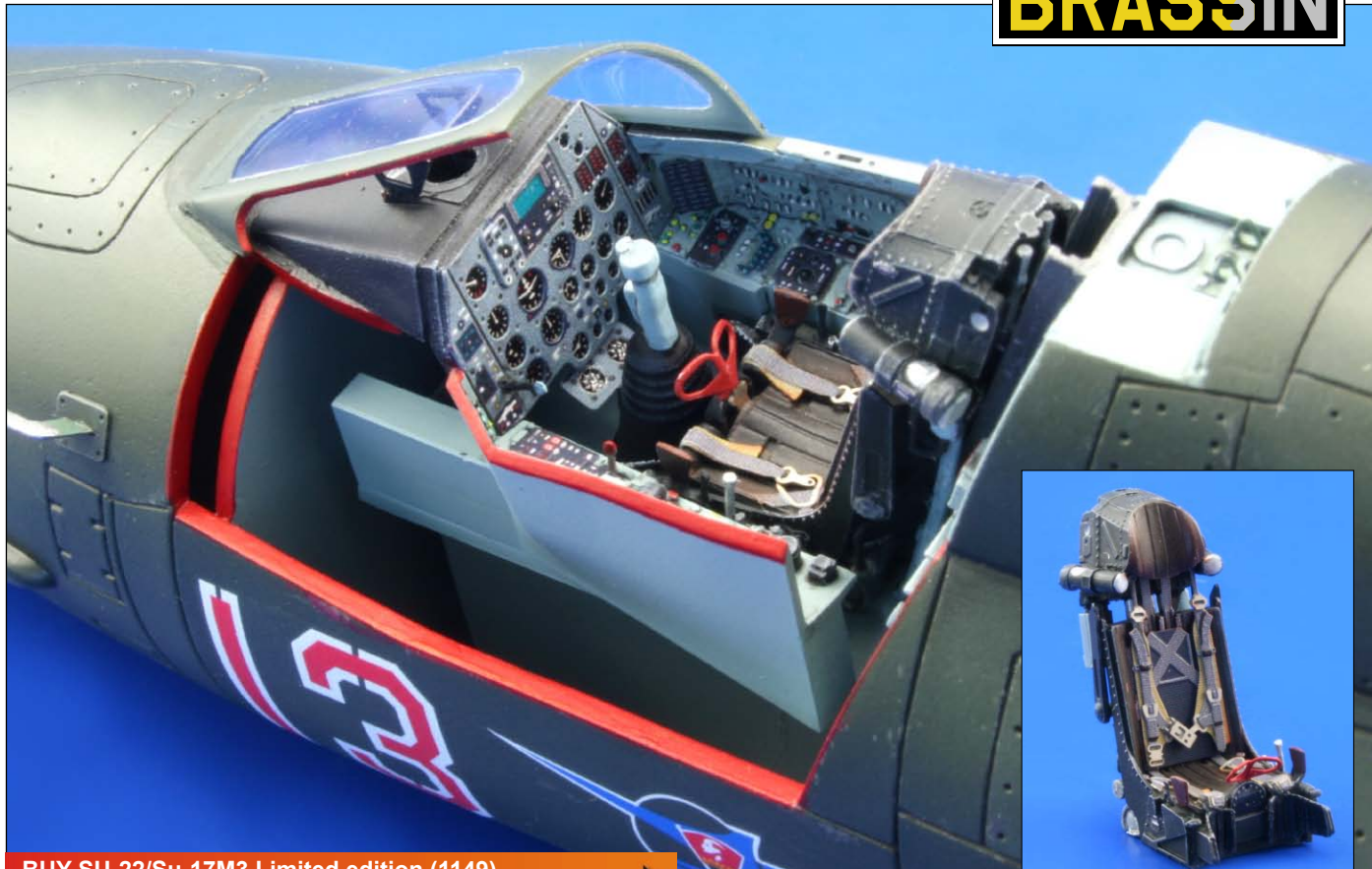


*Putty-free Diet!
Albatros D.III Oeffag from Eduard...*



The more Brassin, the more Eduard!

The Brassin Cockpit for the Su-22/Su-17M3 in 1/48th as a Limited Edition Eduard release, Cat.No. 1149 (modeled by Lubos Zach)



BUY SU-22/Su-17M3 Limited edition (1149)

A selection of Eduard Brassin accessories for the Tamiya F-16 in 1/48th.

648004 F-16CJ Block 52 engine



BUY F-16CJ Block 52 engine (648004)

648001 F-16 early seat



BUY F-16 early seat (648001)

648007 F-16 late wheels



BUY F-16 late wheels (648007)



Bf 109E-7 Trop 1/32nd (Cat.No. 3004), built for display purposes by Mr. Jiri Bruna. This desert Emil is in the markings of a well-known aircraft from 3. Staffel/JG 27 based at Ain-el-Gazala in Libya. The camouflage scheme, typical of the African battlefield, is composed of Sand

RLM 79, with green overspray of RLM 80. Undersides and fuselage are in blue RLM 78.

BUY Bf 109E-7 Trop Profipack (3004)

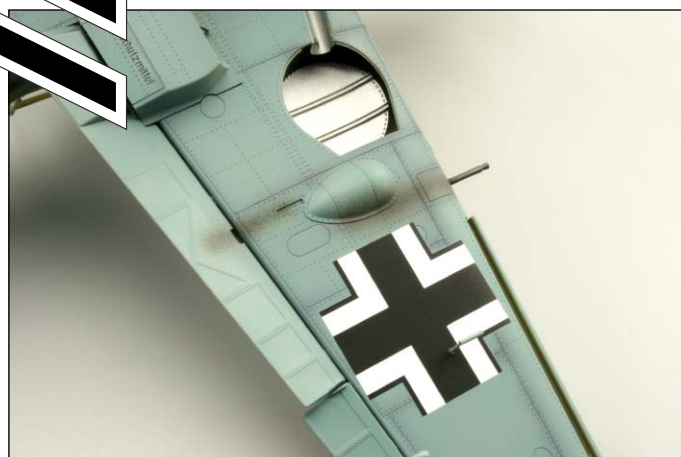




Another Bf 109E-7 passed through the talents of Jiri Bruna. This one appears as it did when flown by Hptm. Eduard 'Edu' Neumann, CO of I./JG 27. Edu Neumann attained thirteen kills, including two from the Spanish Civil War, and others during the Battle of Britain. The decal

option dates this aircraft from around June 15, 1941, at a time when Hptm. Neumann hit seven kills.

BUY Bf 109E-7 Trop Profipack (3004)



EVENTS



This year, we again participated in the European convention Modellbrno 2010, which took place on June 26. The space of Pavilion B at the Brno Convention Center was filled with some 1200 models covering several show categories and themes. There were several tens of vendor booths of retailers and manufacturers offering accessory sets and reference material as part of the convention, which was complemented by demonstrations of the Army of the Czech Republic and others. Besides our retail booth, we also had space in which we demonstrated new items (including a fully built Oeffag 253 and two still-warm test shots of this fall's anticipated MiG-21), and new items of the photoetched and Brassin lines. We are already looking forward to next year. This is something you should attend, if you possibly can. Next year's will be held on June 18th, 2011, again at Pavilion B. More information can be obtained by visiting www.modellbrno.cz.



Karel Padar demonstrating new etches.



Vladimir Sulc in a discussion with fellow modelers.



Retail and PR personel (from the left) Martin Sulc, Katerina Borecka, Martin Finger, Pavlina Kamisova.



Jiri Las during a demonstration of the Brassin DB 601 engine for the Bf 109E from Eduard, which generated a lot of buzz.



A beautifully rendered Fw 190D-9 in 1/48 (8184) in the markings of Stab/JG 4. (Modeled by Pavel Kytlica).



A spring 2010 release, the Fokker D.VII (MAG) in 1/48th in Czechoslovak markings (by Karel Cvancara).



The winning entry in the CR Championships Junior category 2010, Jan Minovsky's (KPM Kladno) rendition of the Fw 190A-8 in 1/48th (Cat No. 8173) in the markings of ObStlt. Walter Dahl, Stab/JG 300.



Elegant Yak-3 (Cat.No.8456) Weekend Edition in 1/48th.

Eduard on Facebook

A couple of months after opening our Facebook page, it would appear that this was a good move. Truth be told, we didn't expect such a rapid accumulation of fans, and we didn't expect the number of Czechs we'd get on Facebook. At the moment, the ratio of Americans to Czechs is 225:195, which shows the strong modeling tradition in the Czech Republic. These are the two leading nationalities of over 1000 of our Facebook fans.

Over these first few months, we have shown several of our planned products, and have given sneak peeks on such things as our upcoming MiG. Another hot topic has, of course, been the Oeffag, on which we reported regularly for a month prior to its release. These were two truly significant themes over the past month.

With the help of Facebook, we have received a lot of interesting notes to contributions and photographs, which we wouldn't have expected. For example, we were rather pleased with the response to our rabbits, which have spawned widespread debate in the modeling community. Facebook is turning out to be an excellent medium for communication between our company and the modeling community, and is something we plan on exploiting a lot more in the coming months to strengthen the connection between us and our fans. So, you can look forward to more photoreports, articles, contests and interesting tidbits on our company. Help expand the community, and join us on Facebook!



CONNECT WITH US ON FACEBOOK
AND HELP US GROW THE COMMUNITY

www.facebook.com/EduardCompany

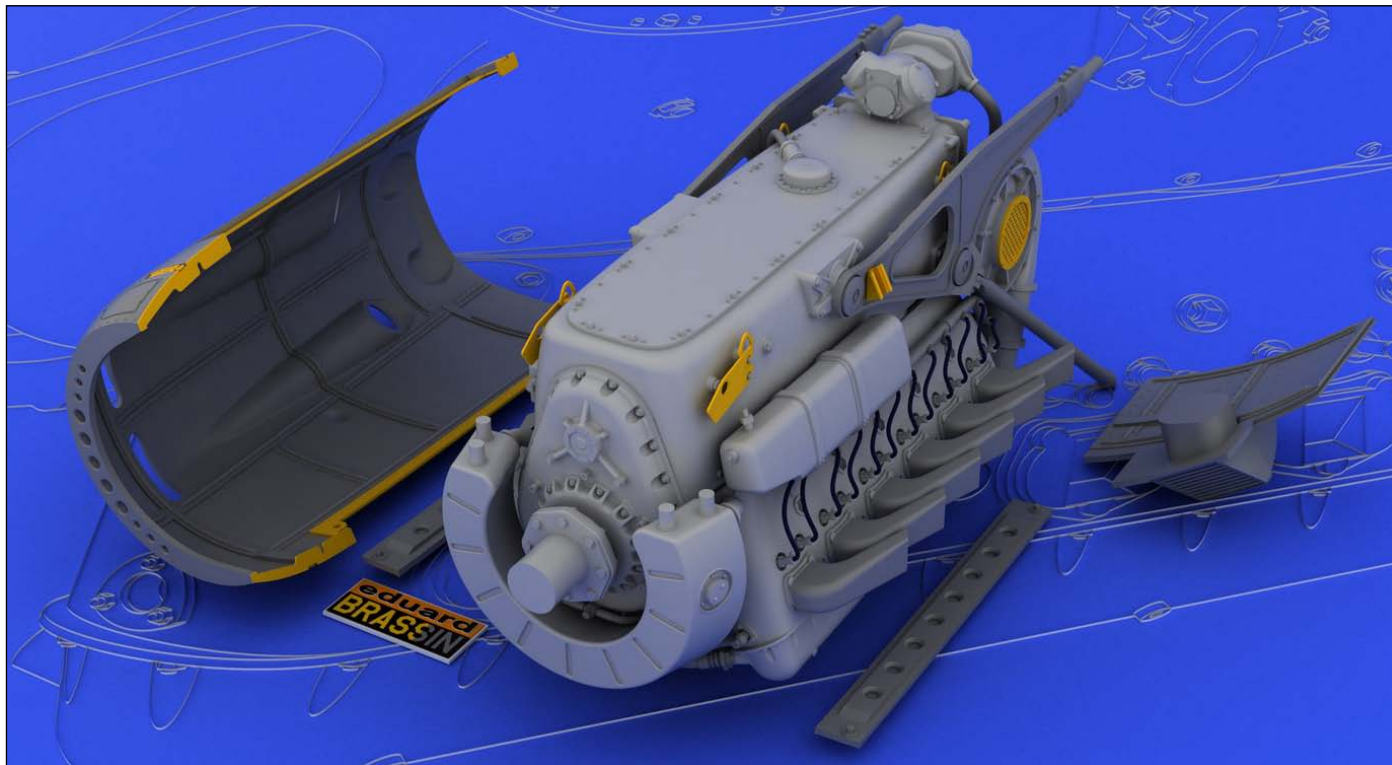


ON APPROACH

The term 'On final approach' expresses the final stage of a flight, when the aircraft is lined up with the landing strip, shortly before touchdown. Similarly, we will be divulging information on the status of projects that are

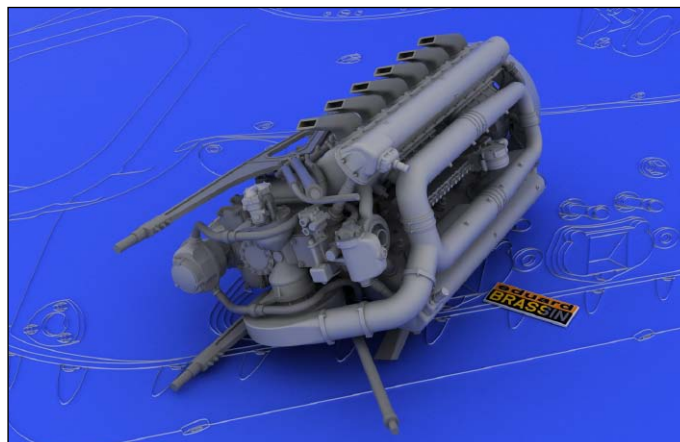
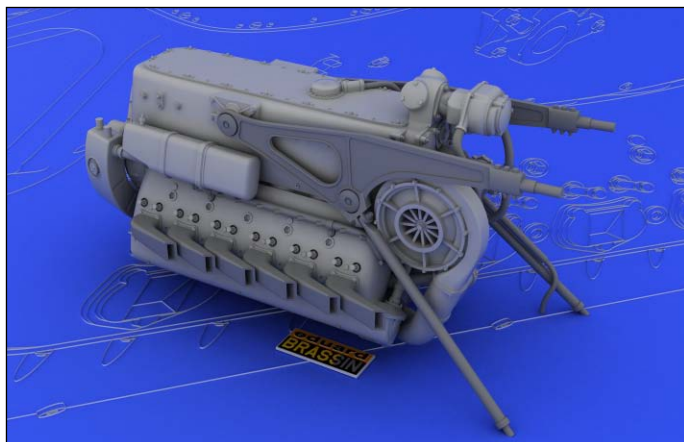
'on final', and their completion is at hand. Today, it's the Brassin DB601 for our 1/32nd scale Bf 109E, together with a continuation of last month's update regarding the long awaited MiG-21 in 1/48th.

BRASSIN: DB 601 engine in 1/32nd (for the Eduard Bf 109E)



The DB 601 project is in a very advanced state. Here, the Brassin engine and all its accessories, including cowling, can be seen. The engine concept allows the problem free installation and integration with the kit plastic (visible below left, where the plastic parts are

painted green). Below right, the entire resin assembly (minus photoetched). At far right, a bonus inclusion – a tool set for ground personnel.



KITS: Test shots of the MiG-21, 1/48th.



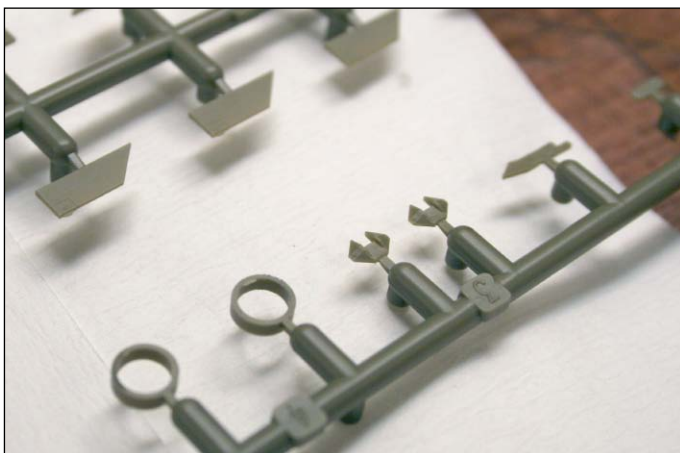
The first test shots dropped out of the molds on Thursday, June 24th, 2010 at 1114h. The photograph shows the moment of separating the molds, when the first tree saw the light of day. This will become a collector's item, and I wonder who will be able to confiscate it. Note the reflection of the face of head of the production department, Martina Kurakova, on the control panel display.



Designer of this kit, Ladislav Jonas, appears pleased with the results of the test...



The first test item – a detail of the assist rocket motor.



The first test item – rocket pod.



A significant bit of news from June, 2010, specifically the 24th and 25th, was the first tests of the first two forms for the MiG-21 in 1/48th scale. It contained small details of the weapons, and a frame of clear parts. As we say at Eduard, 'missiles and canopies we have, and now, just all that's in between....wings, fuselage and the rest. They'll make themselves.' Our MiG-21 is truly a major project, with corresponding expectations. The finished item will hit the stores towards the end of the year. Contrary to initial intentions of releasing the MF as a Limited Edition kit with Czech markings, an international Profipack kit will be first instead.



The second test shot, this time four parts of the canopy and cockpit components. Under close scrutiny. At left, designer Ladislav Jonas, and in front, department head Martina Kurakova, programmer Herbert Seifert, and head of tooling, Frantisek Toman.

THE FINAL DOT

In conclusion, that's it for today. We hope you found this enjoyable and that nobody was too offended by our opinions, or, god forbid, the opinions of the bunnies. They say I express my eastern European traits, but I can't be the judge of that. I've never been to eastern Europe.

In August, we will be at the IPMS Nationals in Phoenix, Arizona, and as with Brno, we will have our Oeffag and bunny shirts, too. Also, I hope, our Brassin DB 601 engine in 1/32nd. Stop by and say 'hi'!

Vladimír Šulc

IPMS CZECH REPUBLIC

eday²⁰¹⁰

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and dioramas

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