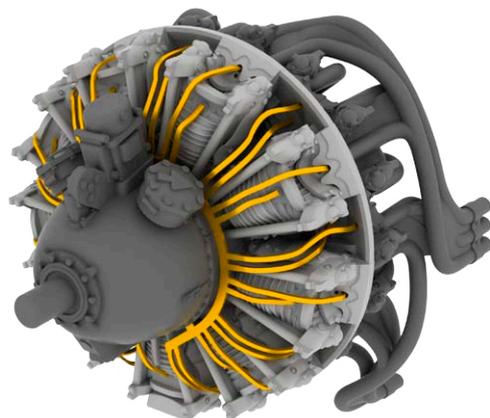


INFO

EDUARD

VOL.12 • ISSUE 5 • MAY 2012



BRASSIN

R-2800-10 engine
1/72 Eduard



HISTORY

The Aircraft in the Background



BUILT

MiG-21MF 1/48
DH-2 1/48

PHOTO-ETCHED SETS

Leaves fern 1/72
Halifax B Mk.I/II 1/72

INFO

EDUARD

VOL. 12 • ISSUE 5 • MAY 2012

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

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ON APPROACH

June 2012

eduard

Issued by Eduard-Model Accessories, spol. s.r.o.
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www.eduard.com

EDITORIAL



We met many of you in Mosonmagyaróvár in April, and it was very a pleasant experience, and hopefully for both sides. The Magyar show seems to still be very popular, I don't think I ever saw quite so many people in Moson before, at least in our booth area. Well, that's economic depression for 'ya! People have nothing to do, so they visit various shows, spending money which they haven't got on things, especially plastic kits, which they absolutely don't need. Or maybe that's not it all. I understand that the government financial situation is not good. And it can't be, if anyone among us would lead his company, or even the family, in the same way that some governments lead their states. We would all come very quickly to a very bad end. However, we can't print the money. Not for lack of skill, of course, we just aren't allowed. So, all we can do is just work hard and try to find new ways

of catching the customer's eye. Regarding the Moson show, we have to solve the space problem for next year. The school rooms are simply too small for our circus now, and to get two rooms is causing other troubles of how to split up our assortment. Interesting, right? Solution? Not yet available. We have one year to find one. I expect we will get one in early April next year.

Five auctions for the five Royal Class Bf 109Es were done in April. I hope all participants enjoyed the show. I was surprised what kind of money was spent for these items – thank you, Gentlemen!

It was decided in early May, that we will add the Slovakian Bison to the internet Limited Edition kit of the Su-25K in 1/48th scale. Katharina was successful in creating the design of the decal, so it will be printable. And it wasn't easy! It means that this super limited kit will contain the Slovakian tail art marking with the Bison, Czech show aircraft with the Frog, and the decal sheet which was part of the Limited Edition Su-25K kit released last year. The Frog marking is actually reason for the naming of this kit, 'Zabak'. It means male frog in Czech. Very poetic name, right? Note that this kit will be available to the tune of 230 pieces only, on our web store only, and in early June. Follow our web site for more information!

One reading recommendation to finish up with. Check this month's historical article, which is a story of the box art of the Fw 190A-7 kit, although there are just few words about the Fw 190A-7 itself. It's really an interesting story, a part of the great story called the 'Second

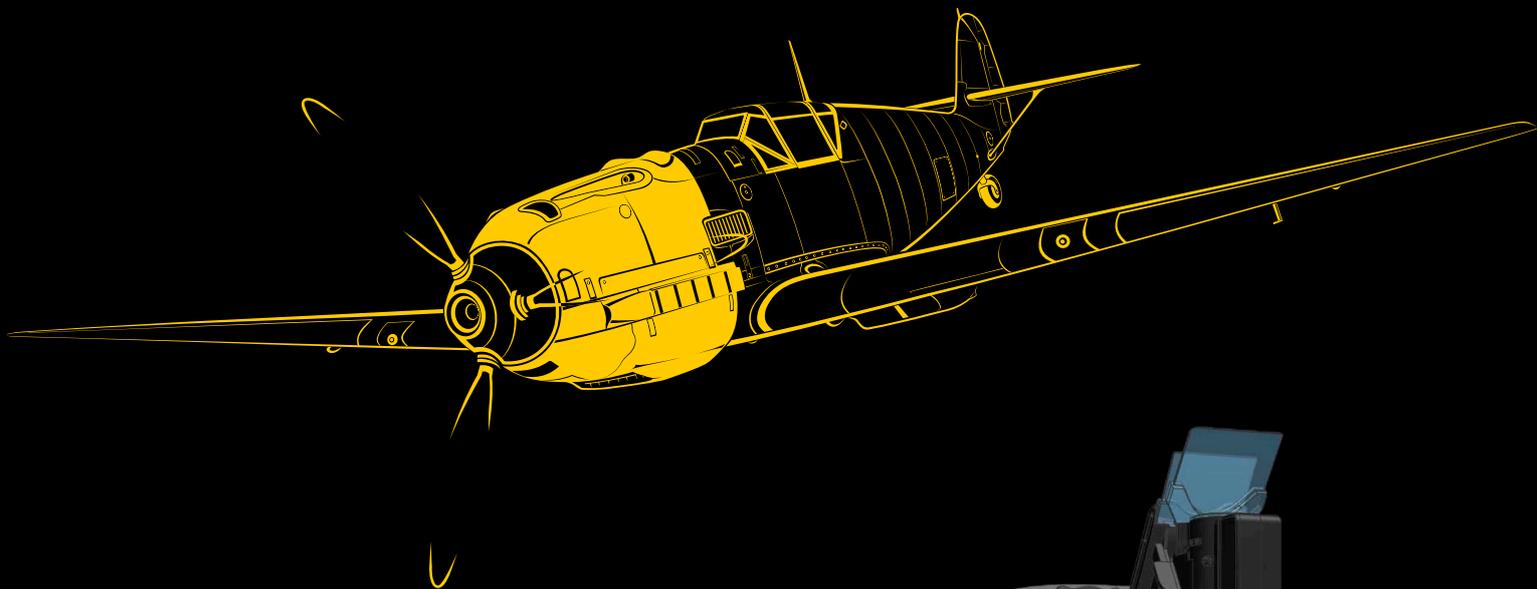
World War'. It's interesting that our boxart contain such stories quite often, although it has not been often focused on. Besides, you can find more interesting phenomena there on our boxart besides such stories, for example me. Take a look at the boxart of the 72nd scale F6F-5N Hellcat. When our artist, Petr Stepanek, created this boxart some two months ago, he decided for a little bit of an untraditional feel with the taxiing Hellcat onboard an aircraft carrier, with watching crew off to the side. Quite a serene scene, in contrast to the usual combat scenes depicted on boxart. Remember, the engine screams, the bullets whistle, and burning wrecks plummet earthward; scenes from a horror movie. For unknown reasons, such scenes are taken as the best selling boxart in our industry. However, it is true - I am the 'buck stops here' guy in our company. Seeing this art, I asked Petr to give these persons the faces of our company crew, but his first reaction was, how should I put it...let's say 'negative'. But I found the new and improved art in my e-mail the next day. All the guys in the picture have my face, and Petr asked me if this was what I wanted. Yes, it was, I just wanted various faces there, with more people, like Karel Padar, Martin Ferkl or Jan Zdiarsky, or some girls even. Well, Petr finally promised to add them, but the tragic traffic accident prevented this from coming to fruition. So all these guys in the picture have my face. I hope Petr will change it sometime in the future, after his comeback, because there are too many of my mugs on this boxart!

Keep on modeling!

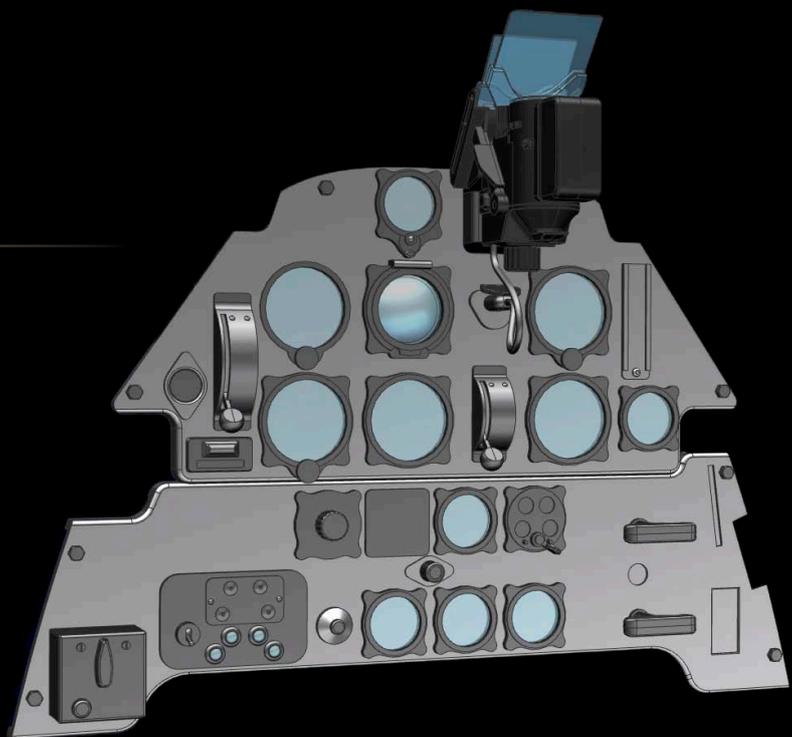
Vladimír SULC

ROYAL CLASS

Bf 109E 1/48



- ▶ Plastic frames, photo-etched accessories, and painting masks enabling to build two complete models in versions E-1, E-3, E-4 or E-7.
- ▶ Decals covers twelve colorful and famous markings.
- ▶ Eduard Brassin wheels.
- ▶ 1/4 scale Bf 109E control panel with Revi 12C gunsight.
- ▶ A metal coffee thermocup with engraved artwork of Bf 109E. The WWII style manufacture plate on reverse side contains a limited edition unique numbering.




ROYAL CLASS
eduard

Bauart:	Messerschmitt A.G.
Sach-Nr.	9-109 E-1.1.48
Werk-Nr.	R 0007 0001
Hersteller:	Eduard GmbH Obernitz

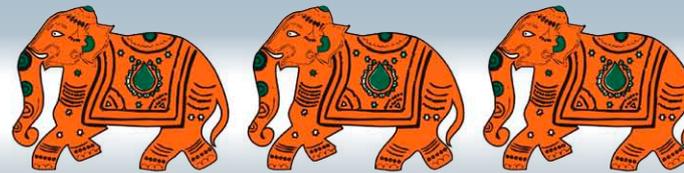
www.eduard.com

LIMITED EDITION

1/48 Cat.No. 1171

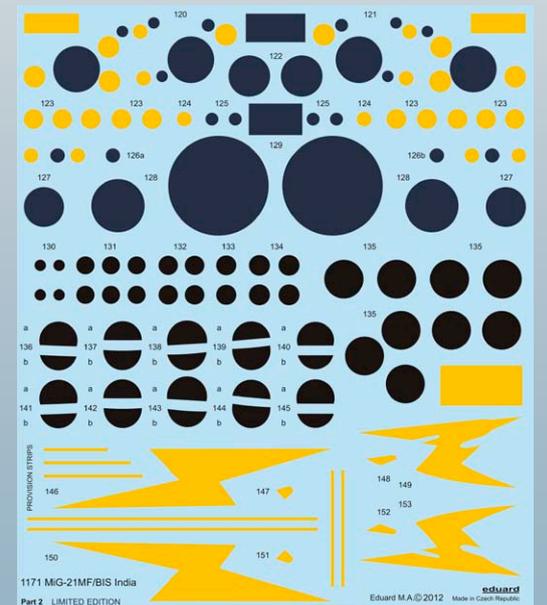
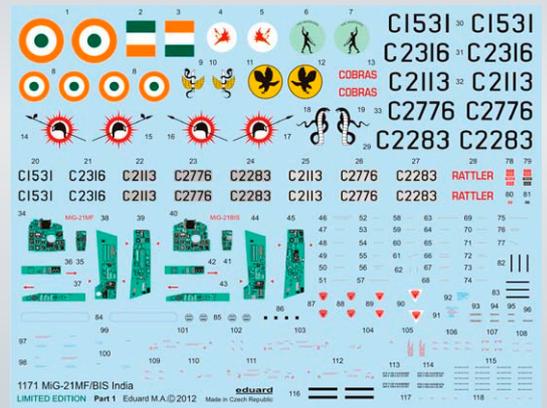


MIG-21MF/BIS IN THE INDIAN SERVICE



The Limited edition of 1/48 MiG-21 allows to build one model of Indian Fishbeds in either MF or BIS version. Extensive decal sheet, designed by Eduard and printed by Cartograf features five colorful markings of the Indian AF.

This kit contains also color PE sets (covering differences between standard versions and the Indian AF MiGs), and a painting mask for protection of the cockpit and wheels.



MiG-21BIS, C2776, No. 26 Squadron „The Warriors“, Adampur AB, early 90's



MiG-21BIS, C2283 RATTLER, No. 3 Squadron „Cobras“, Pathankot AB, India, early 90's



MiG-21 BIS, C2113, No. 15 Squadron „The Flying Lances“, Jodhpur AB, 90's



MiG-21BIS, C2316, No. 24 Squadron „Hawks“, 90's



MiG-21MF, C1531, No. 101 Squadron „Falcons“, Sirsa AB, early 90's

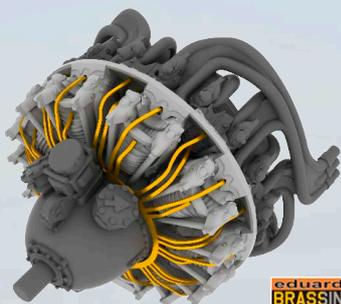
BUY MiG-21MF/BIS 1/48



F6F-5N Nightfighter ProfiPACK

1/72 Cat.No. 7079

WE RECOMMEND: R-2800-10 (672001)



eduard
BRASSIN

1/72 scale plastic kit contains plastic parts, color photo-etched parts and painting mask allowing to build one of the four "Dash 5" the night version Hellcats markings, including one marking for British Hellcat NF Mk.II. User friendly decals in high quality are designed and printed by Eduard. Actually released Eduard Brassin set 672001 – R-2800-10 engine can be used also for this one particular kit.

BUY F6F-5N 1/72



F6F-5N, VMF-511,
USS Block Island, April 1945



NF Mk.II, No. 892 Naval Air Squadron,
Drem Airbase, Great Britain,
May to August, 1945



F6F-5N, flown by LT
William E. Henry, VF(N)-41,
USS Independence, September, 1944

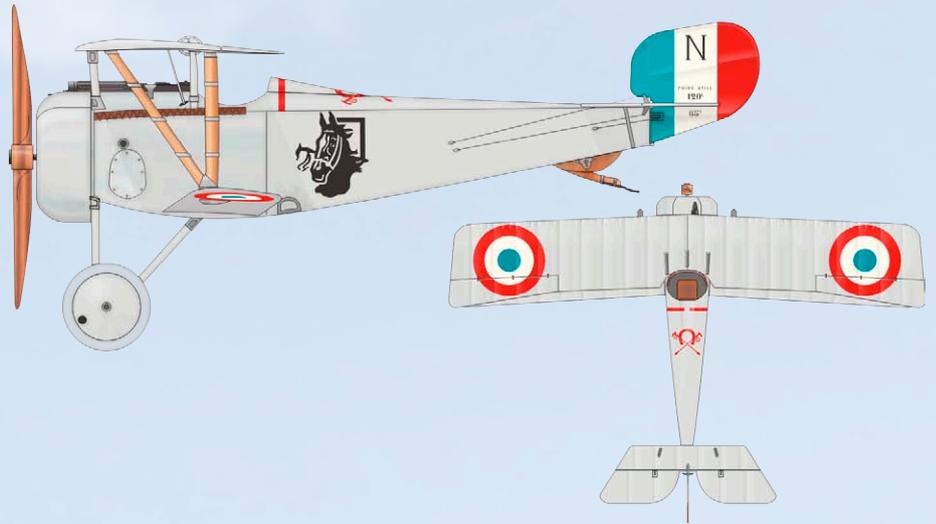
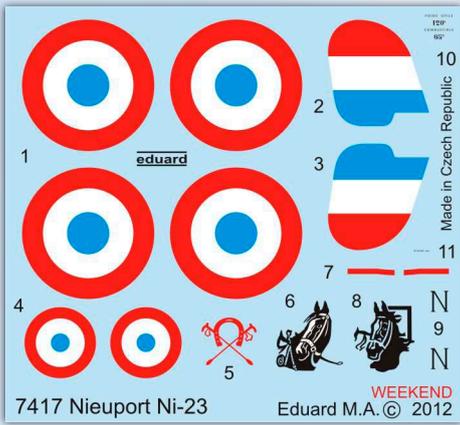


F6F-5N, BuNo. 78669,
Maj. Bruce Porter, CO of VMF(N)-542,
Yontan airfield, Okinawa, May 1945



Nieuport Ni-23 Weekend

1/72 Cat.No. 7417



The Weekend edition of the famous allied aircraft from WW I, Ni 23 would surprise you by easy build. User friendly decals in high quality are designed and printed by Eduard and covers one camo scheme from time when Ni 23 were used by the Russian (pre soviet) air force. This kit, in very fair price, contains neither photo-etch, or the painting mask.

BUY Ni 23 1/72 

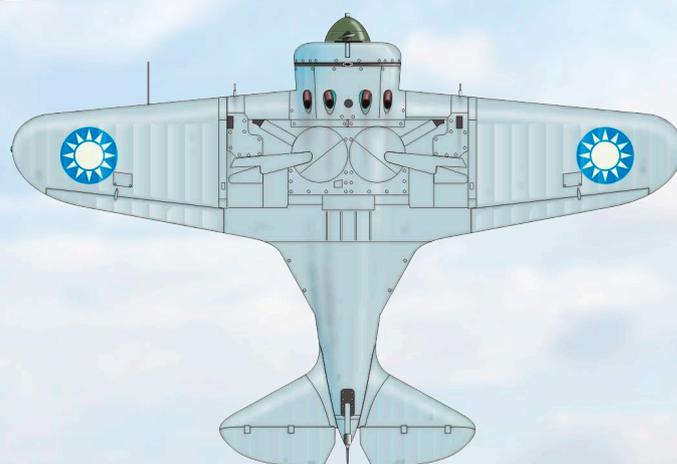
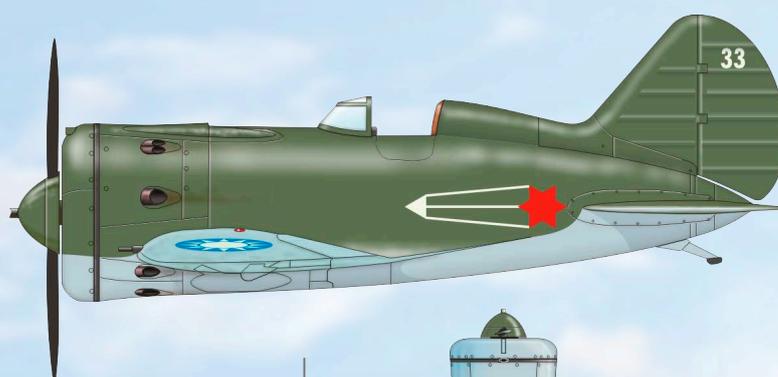
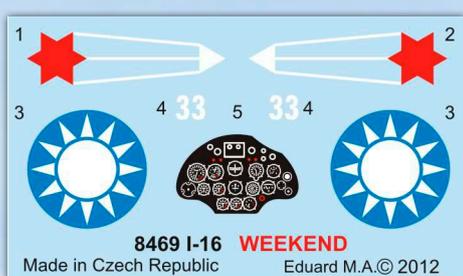


Another Eduard Nieuport 1/72:



I-16 Type 10 Weekend

1/48 Cat.No. 8469



The Weekend edition brings you the cheap variant of very successful Eduard kit I-16, Type 10 in 1/48 scale. User friendly decals in high quality are designed and printed by Eduard and covers very attractive camo scheme from I-16 service in China. This kit, in very fair price, contains neither photo-etch, or the painting mask.

BUY I-16 Type 10 1/48



WE RECOMMEND:

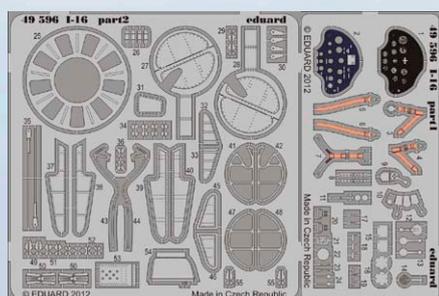


PHOTO-ETCHED SETS

SELECTED *

There are similar highlights in the photo-etch line, with the 1/72nd scale Halifax sets for Revell kit, and 1/48th scale sets for Kinetic A-6 or A-6E Intruder. Two sets for beautiful Zvezda Mi-35 in 72nd scale could be also one of the better sellers. 72nd scale opens also the diorama color line with two sets, the Sunflowers and Fern sets. We continue with the color model bases with Akagi deck, and US aircraft carrier deck

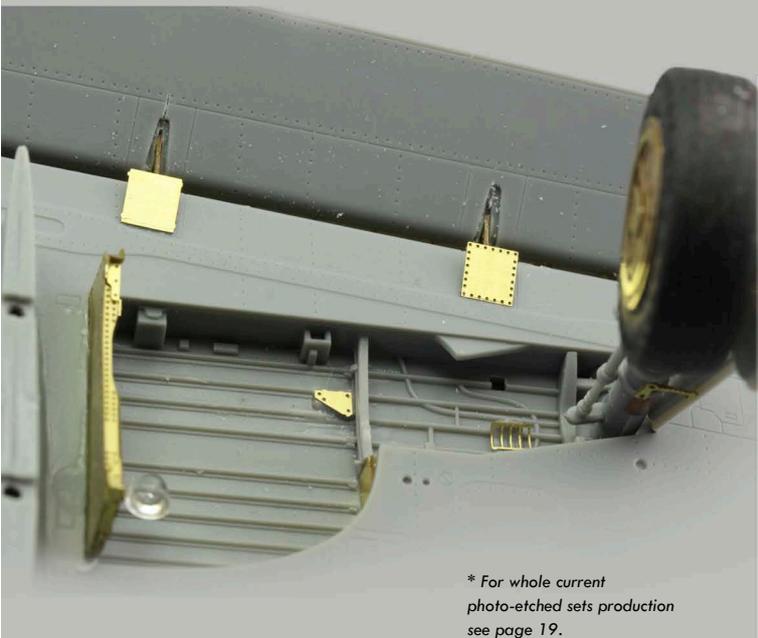
with the lift section in the 1944/45 fashion. See the three sets for F-84E in 1/32nd scale. The ship sets will be three, with I-58 1/350 scale set in the centrepiece. The ships are seen in the BIG ED selection too, with the Admiral Hipper 1/350. That all is not all, of course, please check the PE list carefully.

Leaves Palm Howea Balmoreana colour 1/35 (36207)



** For whole current
photo-etched sets production
see page 19.*

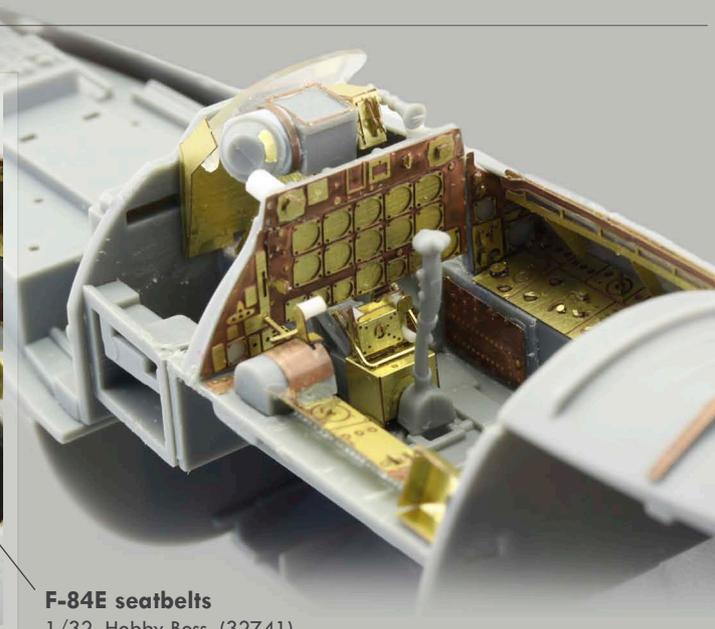
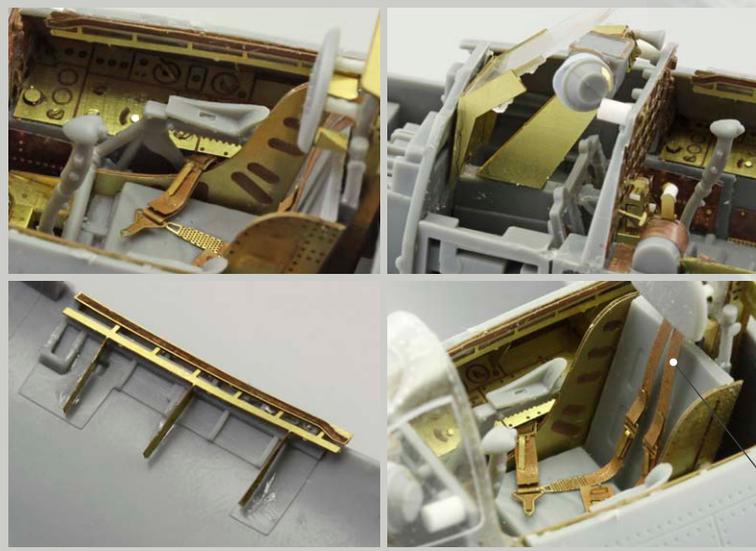
F-84E exterior 1/32 Hobby Boss (32294)



* For whole current photo-etched sets production see page 19.

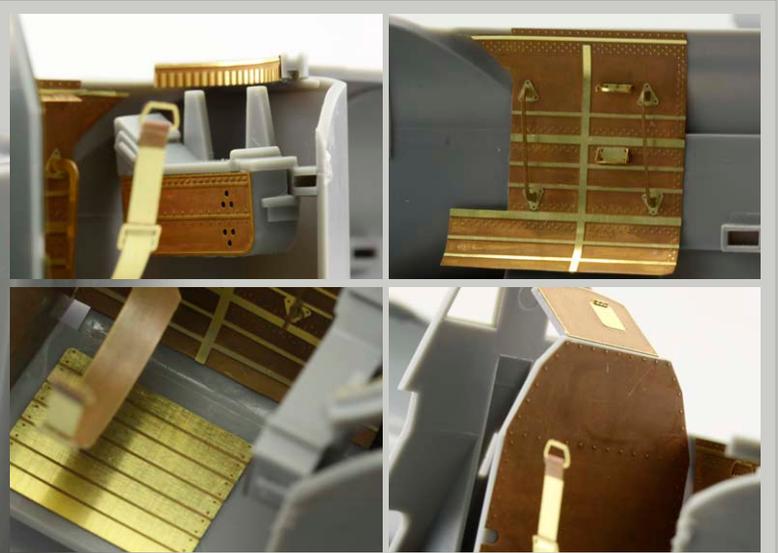


F-84E interior S.A. 1/32 Hobby Boss (32728)



F-84E seatbelts
1/32 Hobby Boss (32741)

Il-2m3 interior S.A. 1/32 Hobby Boss (32739)

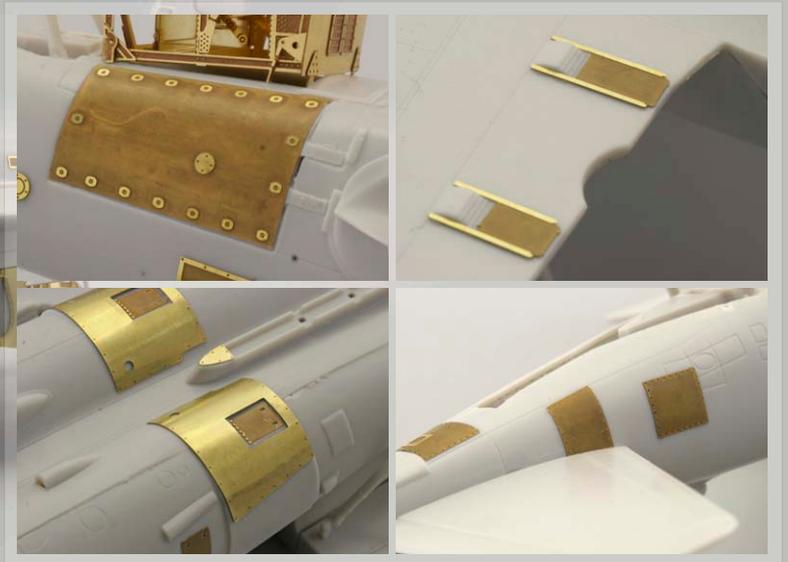


PE-SETS

A-6E exterior 1/48 Kinetic (48728)



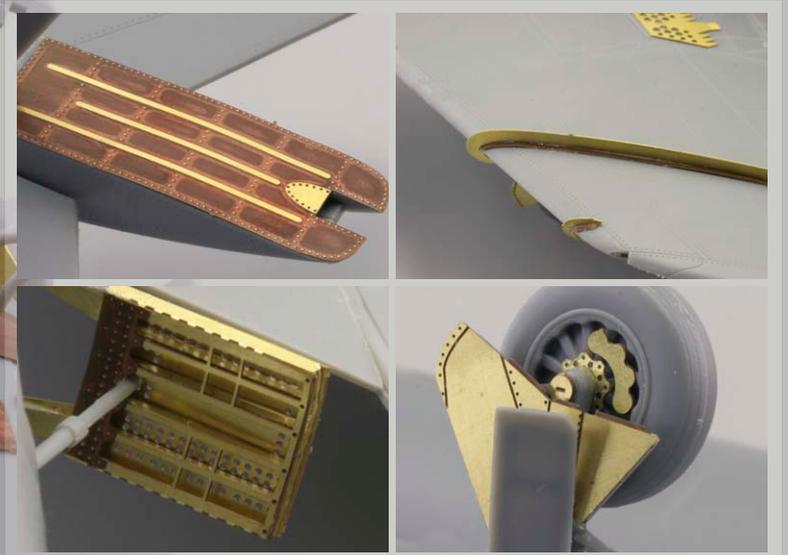
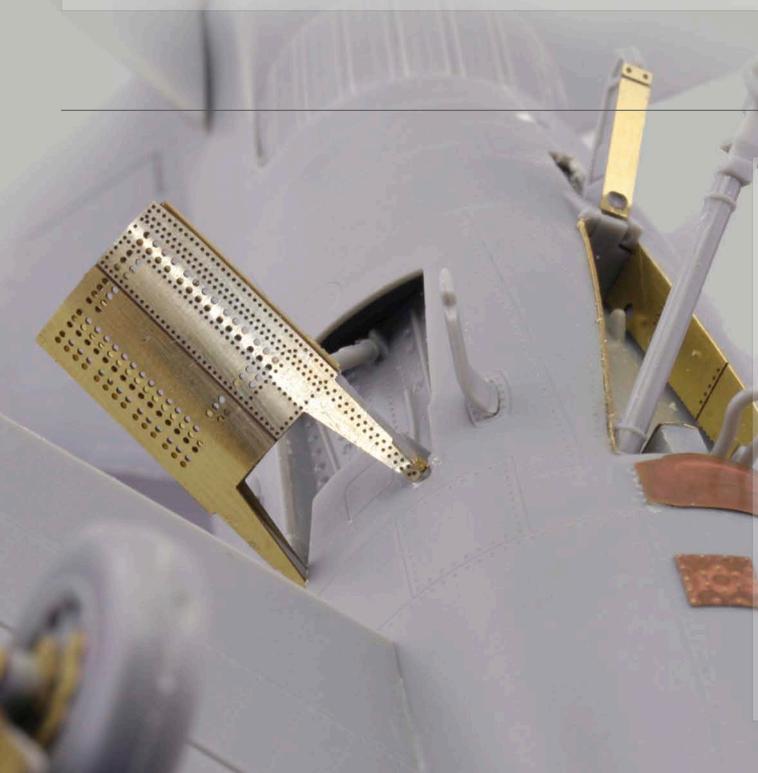
** For whole current photo-etched sets production see page 19.*



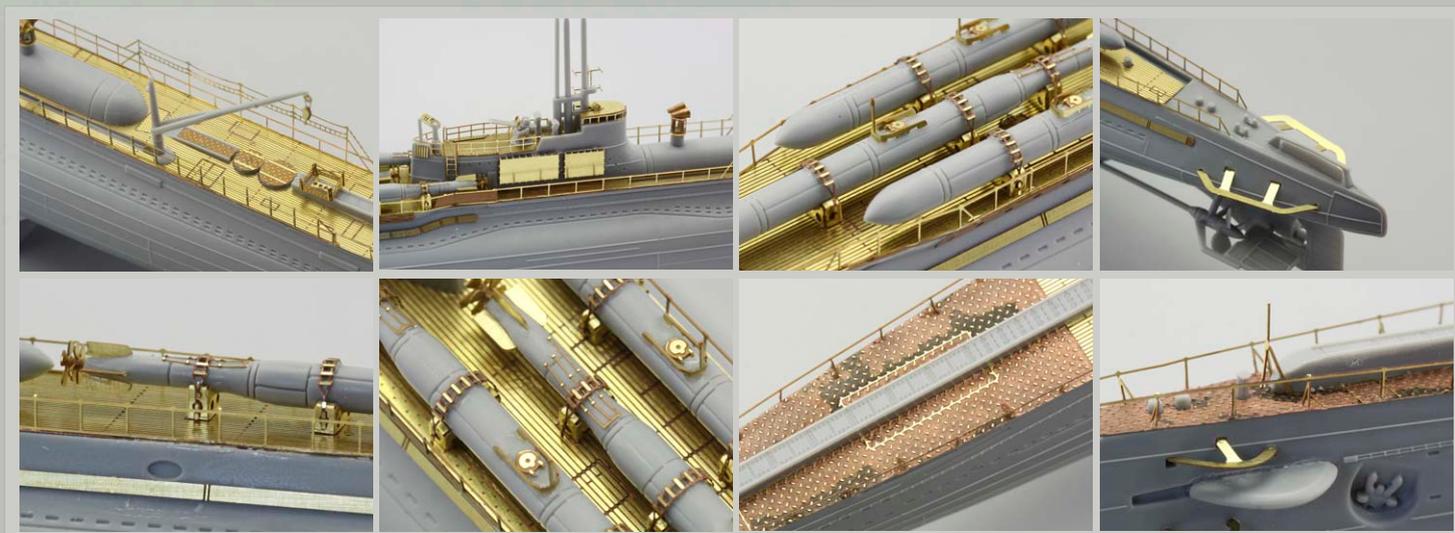
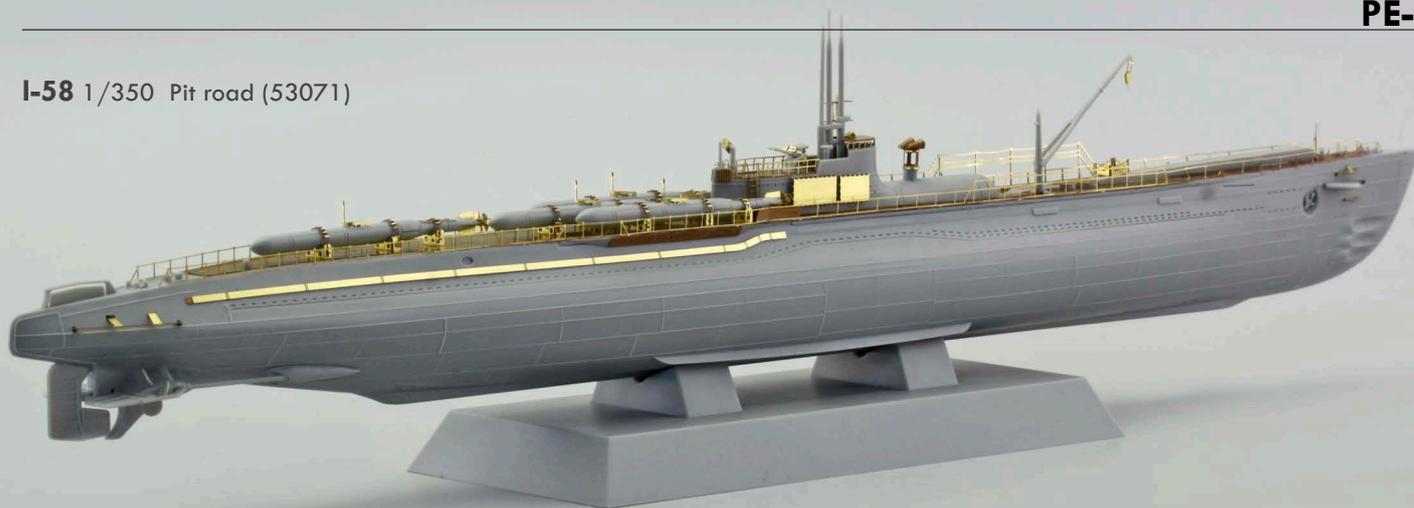
A-6E interior S.A. 1/48 Kinetic (49592)



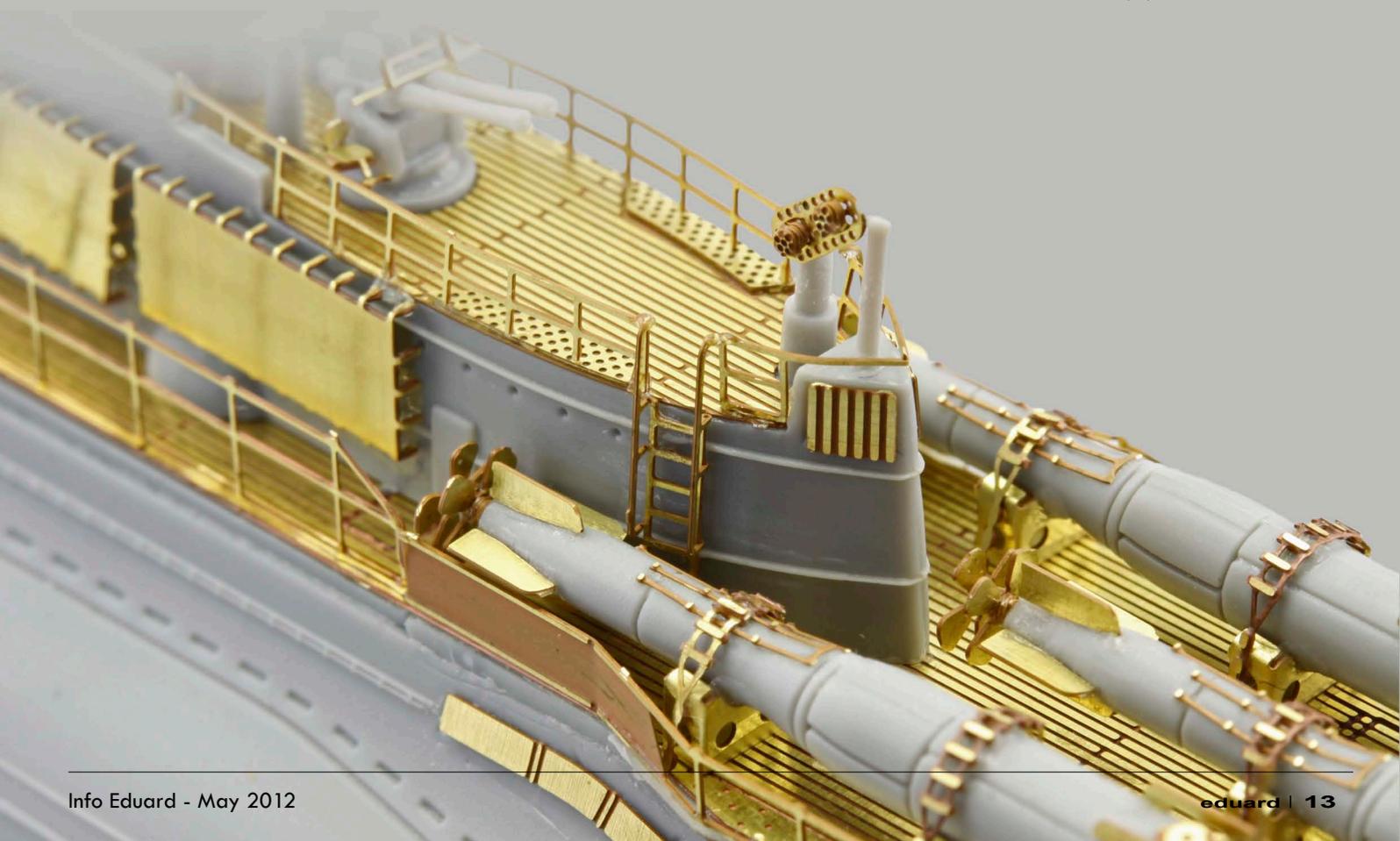
F3H-2 S.A. 1/48 Hobby Boss (49582)



I-58 1/350 Pit road (53071)



** For whole current photo-etched sets production see page 19.*



Halifax B Mk.I/Mk.II exterior 1/72 Revell (72533)

Halifax B Mk. I/II



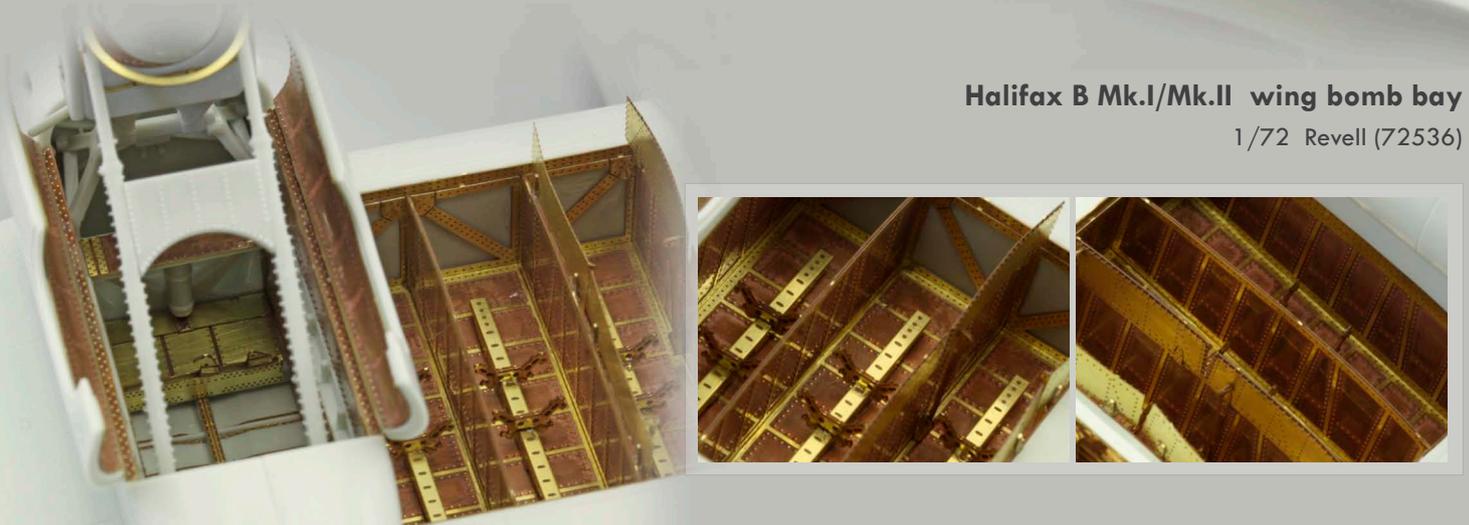
Halifax B Mk.I/Mk.II main bomb bay

1/72 Revell (72534)

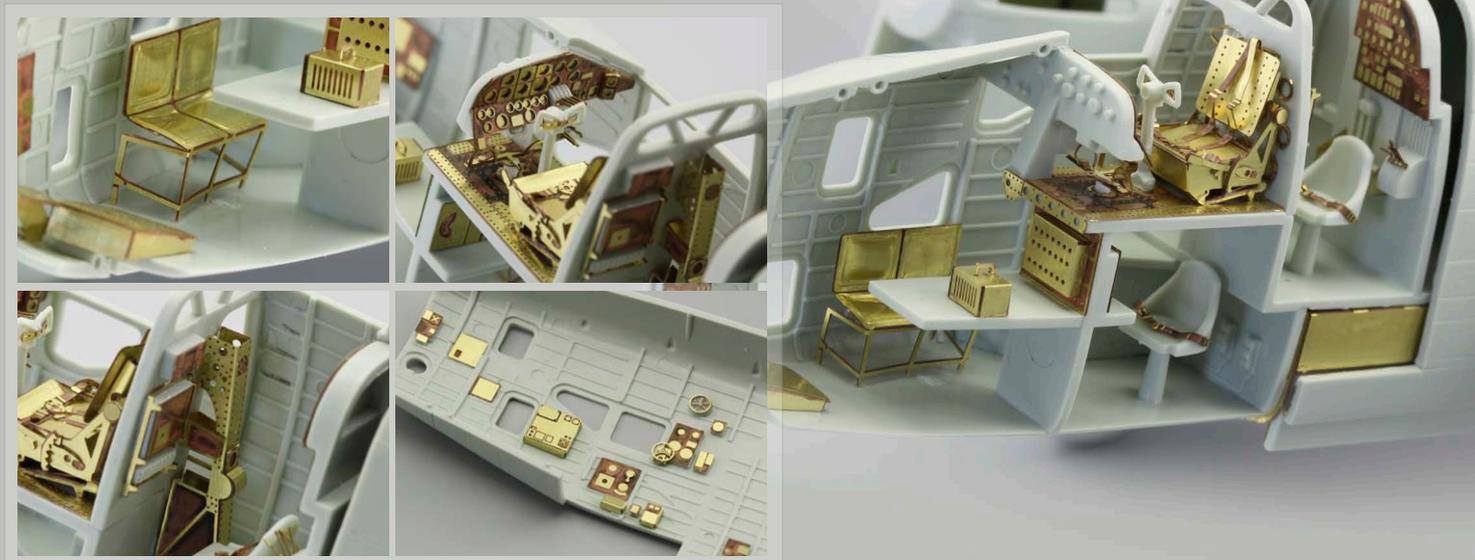


Halifax B Mk.I/Mk.II wing bomb bay

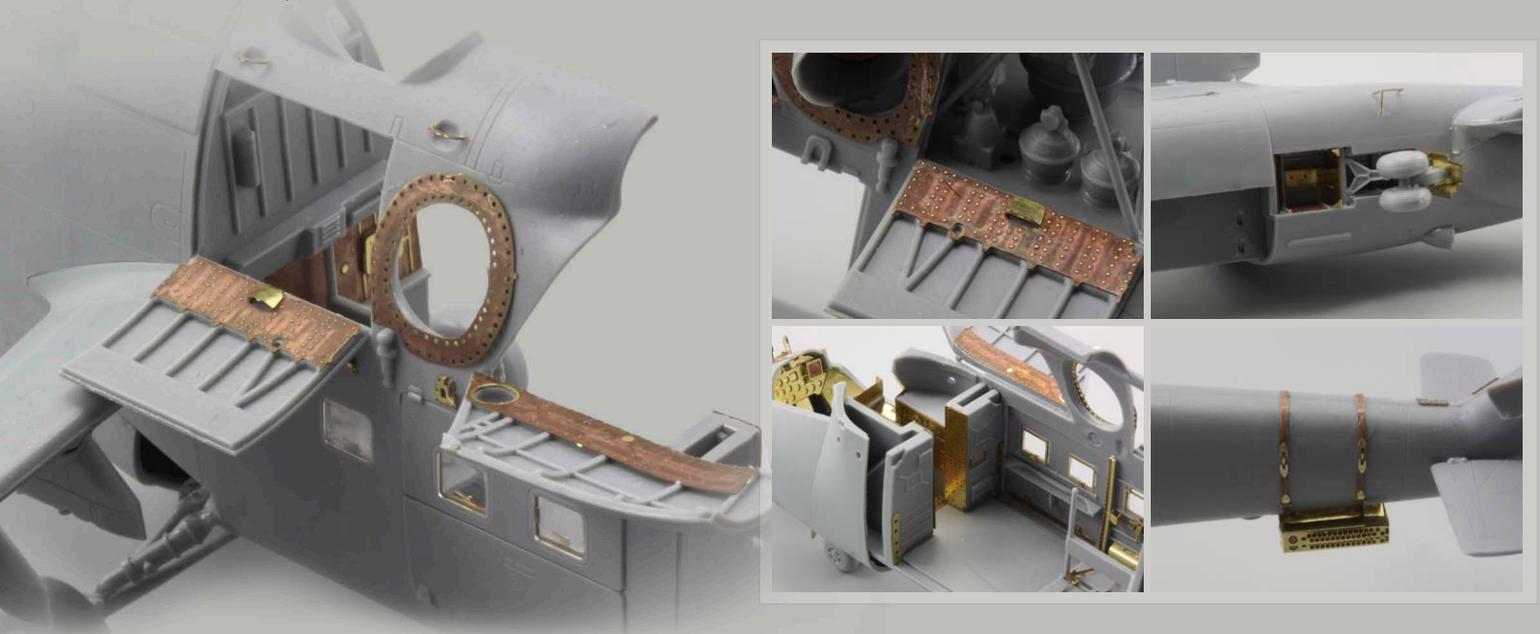
1/72 Revell (72536)



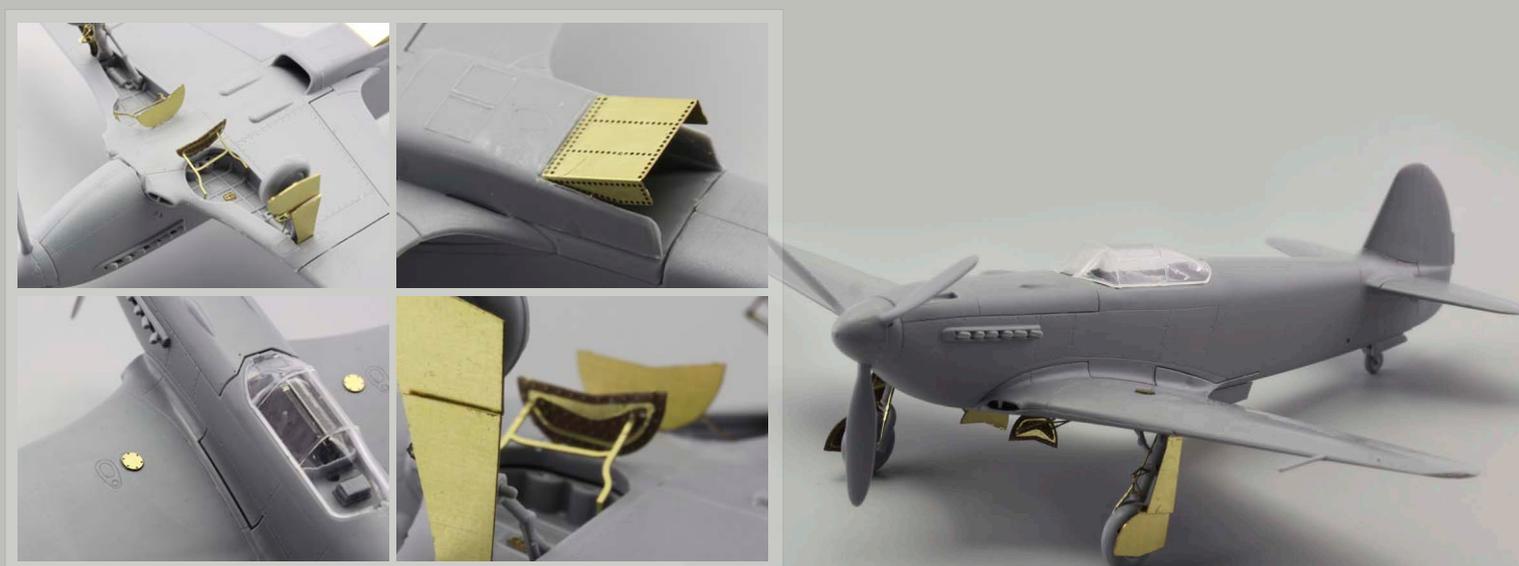
Halifax B Mk.I/Mk.II interior S.A. 1/72 Revell (73429)



Mi-35 exterior 1/72 Zvezda (72535)



Yak-3 1/72 Zvezda (73411)





1/72

COLOR PHOTO-ETCHED SETS
Eduard LEAVES FERN



73438 Leaves fern / kaprad' colour

[BUY Leaves fern/kaprad' colour](#)

All above described sets are available separately, but with every **BIG ED** set you save up to 30%.

BIG ED



53061 Admiral Hipper (BIG5311)



49590 P-61A front interior S.A. (BIG4967)



32688 F/A-18E interior S.A. (BIG3313)



32688 F/A-18E interior S.A. (BIG3313)

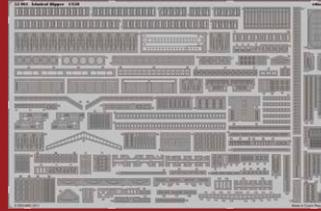
BIG5311 Admiral Hipper 1/350 TRUMPETER

BIG4967 P-61A 1/48 GREAT WALL HOBBY

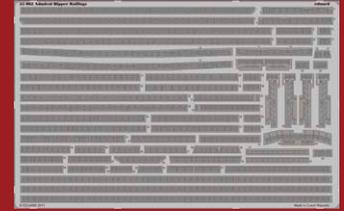
BIG3314 F/A-18E 1/32 TRUMPETER

BIG5311 Admiral Hipper 1/350 TRUMPETER

53061 Admiral Hipper



53062 Admiral Hipper railings

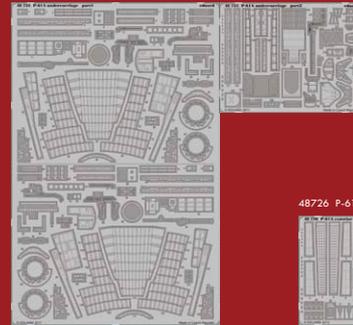


17516 Figures Kriegsmarine WWII S.A.

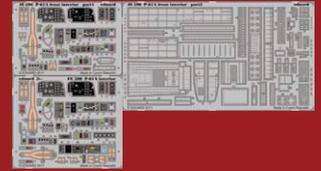


BIG4967 P-61A 1/48 GREAT WALL HOBBY

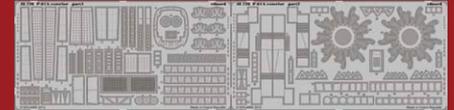
48725 P-61A undercarriage



49590 P-61A front interior S.A.



48726 P-61A exterior



EX349 P-61

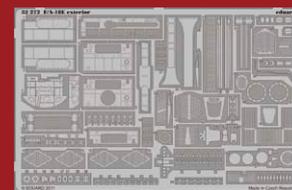


49595 P-61A rear interior S.A.



BIG3314 F/A-18E TRUMPETER

32272 F/A-18E exterior



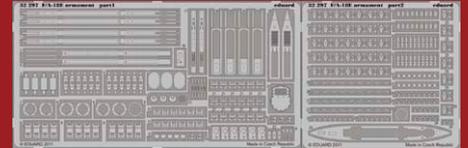
32688 F/A-18E interior S.A.



32687 F/A-18E seatbelts



32297 F/A-18E armament



32697 F/A-18E avionics bay



32501 Remove Before Flight



32714 F/A-18 Chaff and Flare dispensers



32710 F/A-18E/F formation light



JX106 F/A-18E



32298 F/A-18 ladder



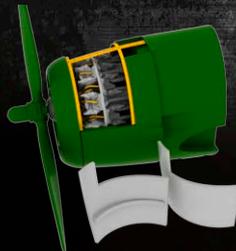
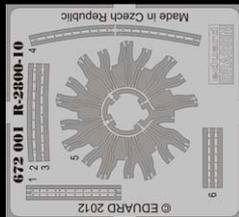


672001

R-2800-10 engine

1/72 Eduard

This set is primarily focused to the Eduard F6F Hellcat kits in the 1/48 scale. It consists from 7 resin parts and one photo-etched fret. The resin parts solution allows modeler to maximally enjoy the build – while the front cylinder row is designed together with the front part of the engine block, the back row is attached to the backward half of the block, plus exhausts. The propeller reducer is separate, also as two pieces of engine housing covers. The last mentioned parts are extremely thin and when supported by photo-etched fittings (internal side), can give to the whole set very realistic effect.



1/72

BUY R-2800-10 engine

648062

AIM-7E Sparrow

1/48

4 pieces of the rocket body with separate tail winglets. Photo-etched accessories solves various fine external details. Various Sparrow rocket variants (air-air) were used by USAF, US Navy and NATO planes during 50's to late 90's.



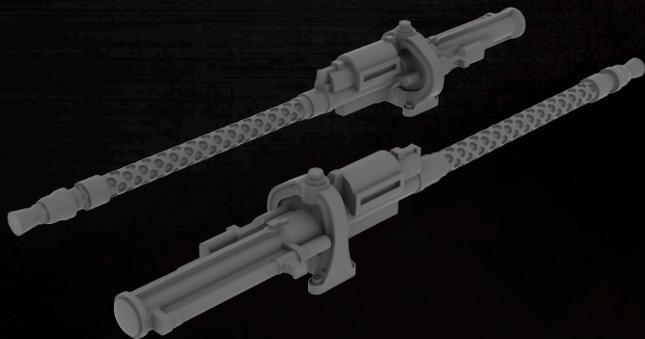
BUY AIM-7E Sparrow

648063

MG 17 German WWII guns

1/48

2 pieces of resin models of German WWII machine guns MG 17, caliber 7,92 mm. The gun body, barrel with its cooling tube and the gun accessories are molded in one piece. These guns are sufficient for Luftwaffe planes like the early versions of Bf 109 and Fw 190 (fuselage mounted guns) and as an air gunners tool in planes such as Ju 87, Ju 88, He 111, Fw 189, Do 17 and others.



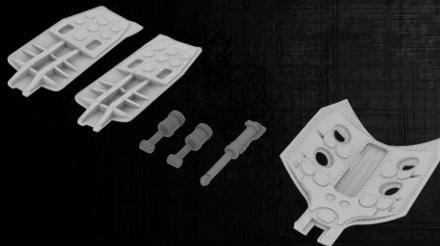
BUY MG 17 German WWII guns

648064

MiG-21 late airbrakes

1/48 Eduard

Very detailed air brake shields primary suited to Eduard 1/48 MiG-21s. Set consists from two side shields and one main under belly shield and the hydraulic piston for each, allowing to build these in the open position.



BUY MiG-21 late airbrakes

eduard

KITS

7079	F6F-3/5N Nightfighter	1/72	ProfiPACK
1171	MiG-21MF/BIS in the Indian service	1/48	Limited Edition
7417	Ni 23	1/72	Weekend
8469	I-16 type 10	1/48	Weekend

PHOTO-ETCHED SETS

32294	F-84E exterior	1/32	Hobby Boss
32728	F-84E interior S.A.	1/32	Hobby Boss
32740	Il-2m3 interior S.A.	1/32	Hobby Boss
32741	F-84 seatbelts	1/32	Hobby Boss
36195	sWS with 20mm Flakvierling	1/35	Great Wall Hobby
36207	Leaves Palm Howea Belmoreana colour	1/35	
48728	A-6E exterior	1/48	Kinetic
48731	A-6 undercarriage	1/48	Kinetic
49581	C-2 cargo seatbelts	1/48	Kinetic
49582	F3H-2 S.A.	1/48	Hobby Boss
49584	C-2 interior S.A.	1/48	Kinetic
49592	A-6E interior S.A.	1/48	Kinetic
53071	I-58 1/350	1/350	Pit road
72530	Seahawk FGA.6 landing flaps	1/72	Hobby Boss
72533	Halifax B Mk.I/Mk.II exterior	1/72	Revell
72534	Halifax B Mk.I/Mk.II main bomb bay	1/72	Revell
72535	Mi-35 exterior	1/72	Zvezda
72536	Halifax B Mk.I/Mk.II wing bomb bay	1/72	Revell
73408	Mi-35 interior S.A.	1/72	Zvezda
73411	Yak-3	1/72	Zvezda
73419	USN Carrier deck 1944-45 lift area	1/72	
73423	Akagi Carrier deck lift area	1/72	
73429	Halifax B Mk.I/Mk.II interior S.A.	1/72	Revell
73438	Leaves Fern / kaprad' colour	1/72	

73439	Sunflowers/slunečnice colour	1/72	1/72
99045	USN anchors	1/700	1/700
99056	German ship AA guns WWII	1/350	1/350

ZOOMS

33109	Il-2m3 interior S.A.	1/32	1/32	Hobby Boss
FE582	F3H-2 S.A.		1/48	Hobby Boss
FE584	C-2 interior S.A.		1/48	Kinetic
FE592	A-6E interior S.A.		1/48	Kinetic
SS408	Mi-35 interior S.A.		1/72	Zvezda
SS429	Halifax B Mk.I/Mk.II interior S.A.		1/72	Revell

MASKS

CX316	Swordfish	1/72	1/72	Airfix
CX317	Halifax B Mk.II	1/72	1/72	Revell
CX318	Sea Venom	1/72	1/72	Cyber Hobby
CX319	Sea Vixen FA W.1	1/72	1/72	Cyber Hobby
EX352	PV-1	1/48	1/48	Revell
XT181	M-ATV windows	1/35	1/35	Kinetic
XT183	Sd.Kfz.10/5 Armoured cab	1/35	1/35	Dragon
XT184	Pz.Kpfw II Bison II 150mm s.IG33	1/35	1/35	Dragon

BIG ED

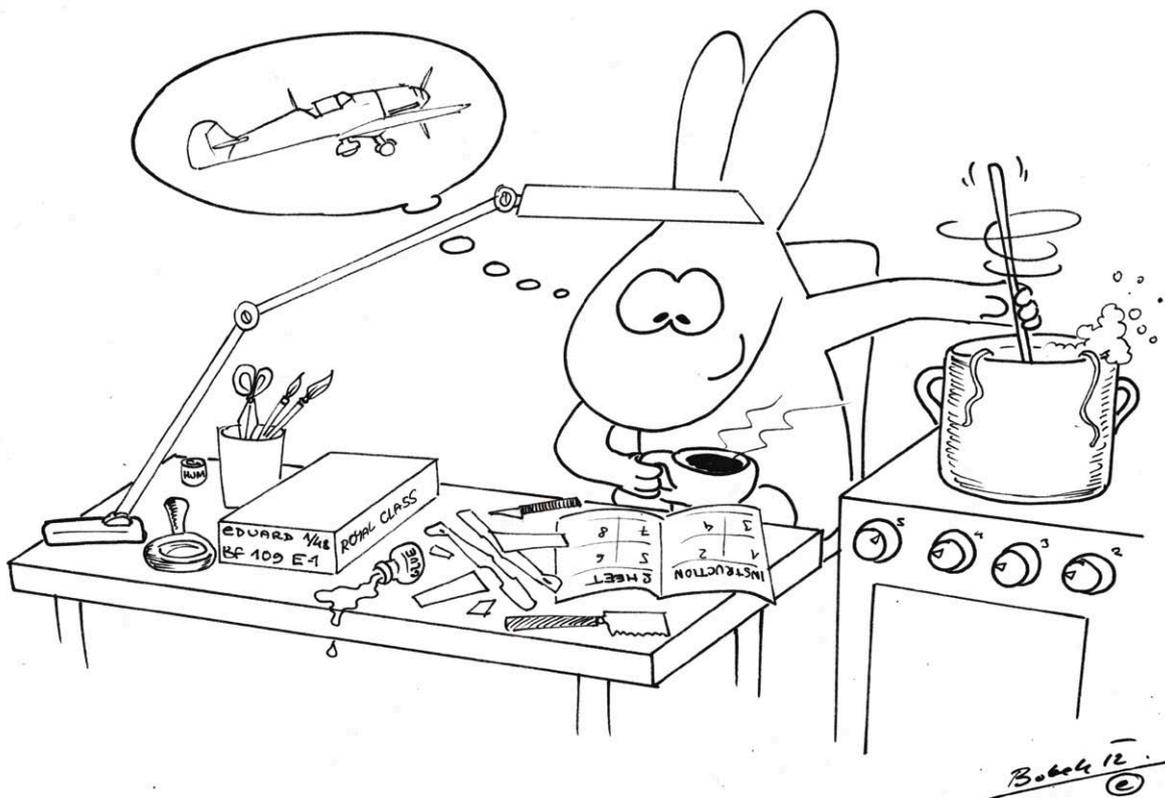
BIG5311	Admiral Hipper	1/350	1/350	Trumpeter
BIG3314	F/A-18E	1/32	1/32	Trumpeter
BIG4967	P-61A	1/48	1/48	Great Wall Hobby

BRASSIN

672001	R-2800-10 engine	1/72	1/72	Eduard
648062	AIM-7E Sparrow	1/48	1/48	
648063	MG 17 German WWII guns	1/48	1/48	
648064	MiG-21 late airbrakes	1/48	1/48	Eduard

BUY on Eduard store

Comments and input from J&T





THE AIRCRAFT IN THE BACKGROUND

The story of B-17F 42-3413, LN-F, 'Hard Luck', as depicted in Eduard's Fw 190A-7 boxart.

Jan Zdiarsky

This is an usual approach by Eduard to give attention to every detail on painting for box arts, including background, scenery and weather conditions, also as depicted airplane in the background, when applied. This fits also to the painting by Petr Stepanek, which is the subject of this article. This confirms that an interesting story can also revolve around the aircraft in the background. The main object is the Fw 190A-7, riding its wing to the left to escape the protective combat box of the B-17 formation of the 'Mighty Eighth', which he had just attacked. It is not known if aircraft of the 100th BG ever actually encountered this particular Defender of the Reich at the beginning of 1944. However, as dictated by the rules, they absolutely could have. The region would then be defined as 'somewhere over western Europe'.

The identity of the Fw 190A-7 is essentially clear from the painting. The striped cowling, typical for the Stab and later also I. Gruppe/Jagdgeschwader 1, identify this bird, Black '3', as being from the 2nd Staffel. In an effort to be as true to accuracy as possible with the given research material available, as much authenticity as was possible was also bestowed on the target aircraft.

The boxart on Eduard's reissue of the Fw 190A-7 kit depicts two aircraft of a formation of 350th Bomber Squadron, 100th Bomb Group. This was, together with the 95th BG and 390th BG, part of the 13th Combat Wing, 3rd Bomb Division, 8th USAAF. The home of the 100th BG was Base No. 139 at Thorpe Abbots in eastern England. It took part in combat ops from June,

1943 to the end of April, 1945, by which time it had conducted 306 combat missions, some of which were for the unit truly tragic. The loss of between twelve and fourteen aircraft per mission was not the exception. Over the period of active duty, the unit was twice awarded the Distinguished Unit Citation.

The aircraft in the wing position, B-17G 42-31534, LN-N 'Powerhouse', was lost on May 24th, 1944 in a raid over Berlin (the entire crew of Lt. Frank Malooly was taken prisoner). A much longer combat career was enjoyed by the lead plane, B-17F-55-DL, s/n 42-3413, LN-V 'Hard Luck', which became the longest serving 'F' with the 100th BG to achieve the status of a true veteran.

B-17F, 42-3413, was ferried over to England on August 19, 1943 and attached to the 100th Bomb Group. The first crew to fly her over enemy territory was led by Lt Don Mitchell. Bombardier Earl Hafen displayed an affinity for the singing of the popular 'Ode to the Bombardier'. To the end he would add his own '...and when they mention Bombardiers - they always add 'Hard Luck!'. During the course of one of the first missions with the new aircraft, the first piece of hard luck was suffered. The crew had to return to base prematurely due to mechanical failure, and someone proclaimed that this was a piece of 'hard luck'. In association with the 'Ode to the Bombardier', and the last two digits of the serial number, the name 'Hard Luck' was a bit of a no-brainer, and it was soon painted on the left side of the nose where mission markings were tallied.

As was typical, Mitchell's was not the exclusive crew to fly 'Hard Luck'. The next to fly her was led by Loren Van Steenis. This crew was initially appointed to the 94th BG at Bury St. Edmunds, but before flying a single mission, they were transferred to the 100th BG, which was beginning to acquire a reputation of being unlucky and in need of replacements. The chain of superstitions and hard luck continued. The bombardier from Van Steenis's crew, Earl Benham, remembers moments in the 100th BG, when a mere three days earlier, they lost twelve aircraft in a raid on Munster:

"An officer of the 100th welcomed us and we entered the operations office. We had been joking about arriving on this date of October 13th. We called it a good luck omen. When mentioning this to the officer he said: 'you fellas are listed as Crew #13 and the airplane assigned to you is #4-13, also this is the 13th Combat Wing.' As we were leaving he said as an after thought. 'Oh yes, your airplane is named 'HARD LUCK!' "

By the time February 25th, 1944 rolled around, Van Steenis's crew racked up 18 missions, the majority of them in 'Hard Luck', that always, despite some pretty harrowing experiences, re-



Loren C. Van Steenis sitting on the nose of 'Hard Luck'.
(via 100th BG Foundation Archives)



turned her crew home safe and sound. The crew finally parted ways with the B-17F, whose nose mission tally steadily grew with each one flown, in March, 1944, when they were elevated to the status of lead crew, and were allocated B-17G 42-31903.

Over the course of the spring of 1944, there were several crews that flew 'Hard Luck'. The bird also found itself to be pretty lucky on several occasions, such as on March 5, 1944, when flak ripped up the right wing and left stabilizer.

Several missions after that, Lt. John Shelly was able to bring the Fortress home with major damage to the left wing and fuel tanks.

When, in June, 1944, the crewchief, M/Sgt. Glenn 'Zip' Myers, set the aircraft for a complete overhaul, his report stated that 'the first 50 missions comprising 630 hours were made without changes in engines or superchargers', it was decided on a wholesale change to the original engines with which the plane was ferried over



Ground Crewchief M/Sgt. Glenn 'Zip' Myers. He was very proud of 'his' airplane, and it was said that he fought all attempts to keep her in the hands of an inexperienced pilot.

(via 100th BG Foundation Archives)

the Atlantic and flew the initial 50 missions. One of them was deemed to be in a good enough shape to be returned to its wing position.

'Zip' Myers commented that 'she looked lean and hungry... she had no nose turret... her tail compartment was narrow, cramped, old fashioned, with fabric flapping around the twin fifty stringers - the kind they used a year ago... but she was still the fastest plane on the line - among her newer, shinier, unpainted sister ships...'



Summer, 1944 - 'Hard Luck', the only B-17F in the middle of one of three B-17G squadrons making up a 100th BG combat box. Note the updating - the replaced windows of the waist gunners (typical for middle production block B-17Gs), the cheek gun positions in the nose, and the new top turret.

(Archives of the Museum of the Air Battle over the Ore Mountains of September 11th, 1944, via Eileen Havecker Rosenthal)

In July and the beginning of August, 1944, Hard Luck returned to the skies over Germany with a crew led by Lt. Albert E. Trommer. By that time, she was the last B-17F serving with the 100th BG, and her green silhouette contrasted sharply with the predominantly shiny B-17Gs of the unit. This was until August 14th, 1944, when she totalled 62 missions with a crew captained by Lt. Donald E. Cielewich. In the vicinity of their target, which was Ludwigshafen, the old veteran was mortally wounded by flak. The crew jettisoned their payload, and in a wide banking turn she abandoned her position in the top squadron. Even here, she proved faithful to her crew, as all nine men were able to exit the aircraft successfully and resort to their parachutes. The unmanned B-17 made several corkscrews in the vicinity of Beerfelden at Erbach, and ended up in a farm owned by Jakob Seip and Adam Schmidt. One building was completely destroyed, others badly damaged. Ten people died in the buildings. Initial German reports assumed that some of the victims were of the crew of the bomber. All were actually inhabitants of the farm or agricultural workers.

According to official sources, 'Hard Luck' dropped 113 tons of bombs on designated targets, and her gunners bagged four Luftwaffe fighters. This veteran of sixty-two missions served in the skies over Europe for nearly a full year.

(A/C B-17F, 42-3413, Crew #37)
Missing Air Crew Report, Cont'd-

14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

"Just before we reached the I.P., A/C #413 salvoed its bombs and dived away from 100 "B" Group. It was last seen with one engine smoking low and to the right of the 100 "C" Group just before they reached the target. No chutes were seen."

Portion of 'Missing Crew Report No. 7899', describing the loss of 'Hard Luck' with her crew. (AFHRA/NARA)



Groundcrew with their B-17F 42-3413. These men, sitting on the tail of 'Hard Luck', were instrumental in the successful combat career of the aircraft. The photograph was taken at a point in time when 'Hard Luck' had accumulated 27 missions. She was destined to accomplish more than twice as many more. (Archives of the Museum of the Air Battle over the Ore Mountains of September 11th, 1944, via NARA)

SOURCES:

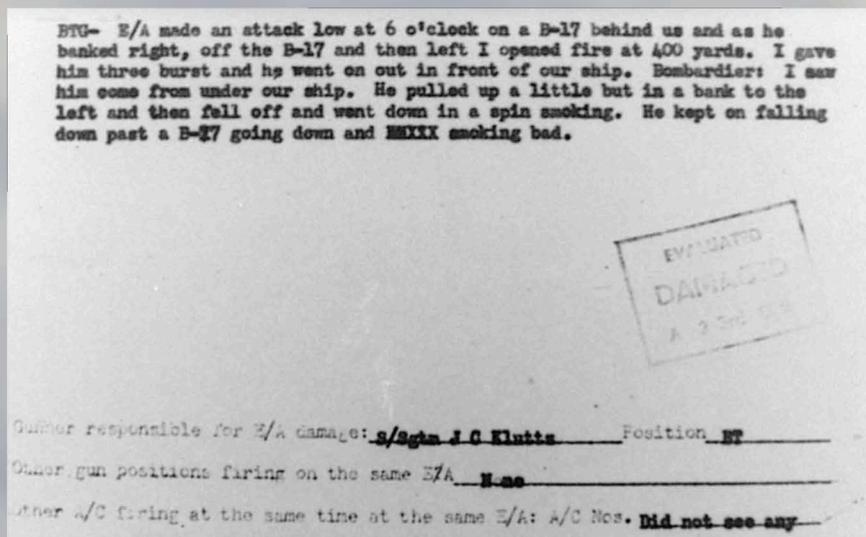
- Archive of the Museum of Air battle over the Ore Mountains on September 11th, 1944 in Kovarska, Czech Republic
- 100th Bomb Group Foundation Archives (USA)
- Ray Bowden: Plane Names & Bloody Noses
- Earl Benham: With crew #13
- Richard Le Strange: Century Bombers
- Luc Dewez & Michael P. Faley: High Noon over Haseluenne
- Air Force Research Agency (USA)
- US National Archives and Record Administration

MEDALLION

The crew that flew a significant number of missions in 'Hard Luck' during the summer of 1944, included a group of men led by Albert E. Trommer of the 350th BS, 100th BG. One of them, S/Sgt. John C. Kluttz, the ball turret gunner of 'Hard Luck' damaged an Fw 190 during a mission to Merseburg on July 29, 1944. Trommer's crew involuntarily ended their combat career on September 11th, 1944 on a mission to Ruhland. Five of the nine crew did not survive. They had survived 'Hard Luck' by a month. The aircraft that they flew some of their last missions after the loss of 'Hard Luck', including the fateful one to the Ruhland refinery, was B-17G 42-102657, LN-Y. Her tail section ended up on the roof of a school at Kovarska (Schmiedeberg), and allowed the survival of the lower gunner Sgt. John C. Kluttz, who was found in the rear section of the aircraft. (The school at Kovarska, which was visited by the author of this article for eight years, today is named in honour of Sgt. Kluttz.) Trommer's B-17G was one of over fifty aircraft shot down in the air battle of September 11th, 1944 (more info at www.museum119.cz).



▲ The rear section of B-17G 42-102657 in the roof of the Kovarska schoolhouse. Inset, a photograph of S/Sgt. John C. Kluttz, ball turret gunner of Lt. A.E. Trommer's crew. (Both photos, Archives of the Museum of the Air Battle over the Ore Mountains on September 11th, 1944).



◀ Combat report filed by S/Sgt. John C. Kluttz describing his damaging an Fw 190 from the bottom turret of B-17F 42-3413 'Hard Luck' on July 29, 1944. (Archive of the Museum of the Air Battle over the Ore Mountains on September 11th, 1944, via AFHRA)

► Other important participants in the aforementioned aerial battle, that flew 'Hard Luck' over the course of their tour of duty: crew headed by Capt. John S. Giles, that was shot down over the Ore Mountains on September 11th, 1944, as was Trommer's crew. Another thing the Giles crew and Hard Luck had in common one of the most feared of targets - Berlin! (Archive of the Museum of the Air Battle over the Ore Mountains on September 11th, 1944, via Rosemary De Pauw)



The author of this article is a member of the 100th Bomb Group Foundation and voluntary curator of the Museum of the Air Battle over the Ore Mountains, September 11th, 1944 (www.museum119.cz).

BUY 8172 Fw 190A-7 1/48

BUY BIG4873 - B-17G 1/48 Monogram/Revell

BUY BIG7267 - B-17G 1/72 Revell

BUY BIG7242 - B-17F/G 1/72 Academy/Minicraft



MiG-21MF 1/48

Built by Kai Röther

www.FFMC.de

www.modellversium.de

Used:

- model MF (8235X)
- Brassin 648040
- pilot v kokpitu je od PJ-Production





BUY 8231 MiG-21MF 1/48

BUY RS-2US / AA-1 Alkali 1/48





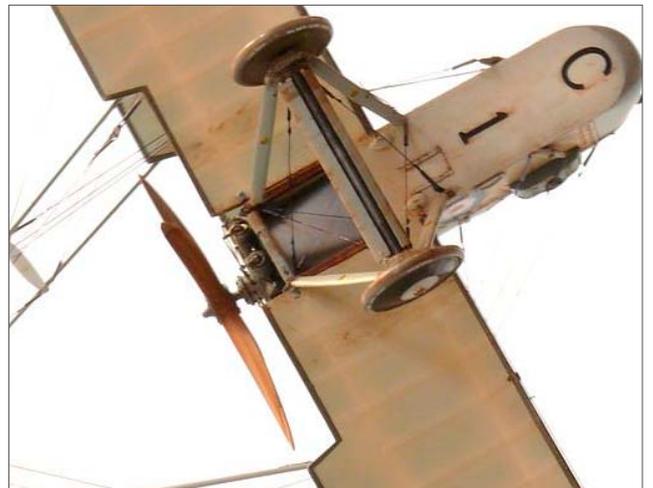
DH-2 1/48

Built by Jiri Machacek



Airco DH-2, No. 7851, No. 32 Squadron, France 1916

William G. S. Curphey gained a kill identified as a two-seat LVG on August 22, 1916, flying this airplane. Curphey shot down six enemy aircraft before his death on May 15th, 1917, all flying the DH-2 with No. 32 Sqdn. The service career of this aircraft ended on January 7th, 1917 at 1230h, when it was shot down by Lt. d.R. Erwin Boehme of Jasta 2. Sitting in the cockpit of the DH-2 was E.G.S. Wagner, who did not survive. Wagner, a member of No. 32 Sqdn RFC, thus became Boehme's ninth victim. Boehme reached a total of 24 kills by the end of the war. The black wheel discs with white centres and the 'C 1' code identify this aircraft as a No. 32 Sqdn 'C' Flight member.





[BUY DH-2 1/48](#)

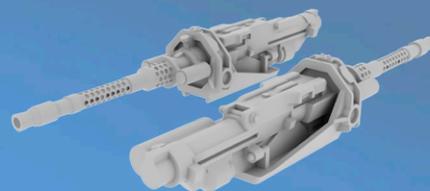


BIG ED JUNE 2012

- BIG4968 SEA VIXEN FAW.2 1/48 Airfix
- BIG4969 MiG-21SMT 1/48 Eduard
- BIG3315 SPITFIRE Mk.XVIe 1/32 Tamiya



648059



648065

eduard
BRASSIN JUNE 2012

648065
MG 131 for Fw 190
1/48

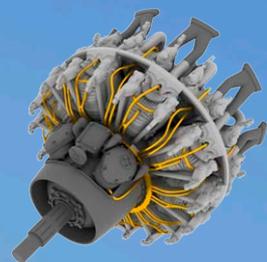
648059
DB 601 A/N engine
1/48 Eduard

648066
R-2800-10 engine for P-61A
1/48 Great Wall Hobby

648060
Bf 109E MG 17 mount
1/48 Eduard



648060



648066

KITS

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84134
Hellcat Mk.II
1/48 Weekend



7418
L-39C
1/72 Weekend



1178
Su-25K
1/48 LIMITED EDITION



8263
Bf 109E-4
1/48 ProfiPACK

PHOTO-ETCHED SETS

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LEPTY

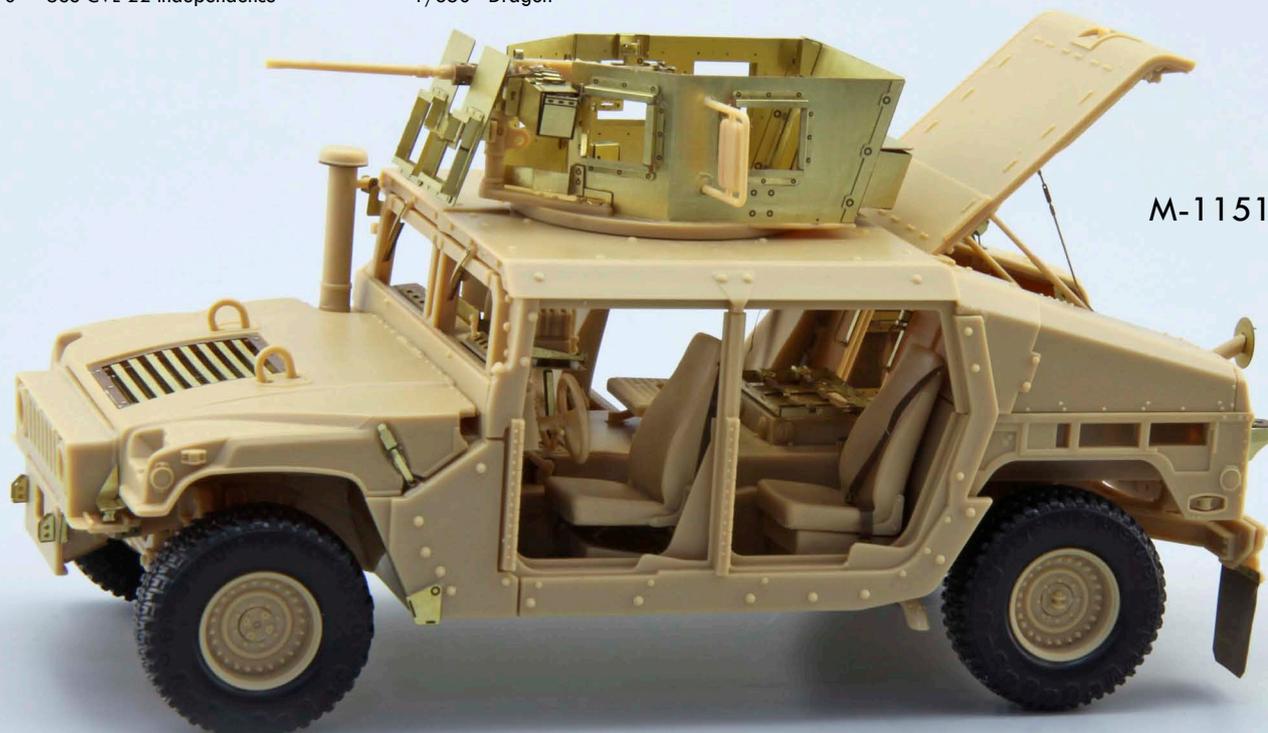
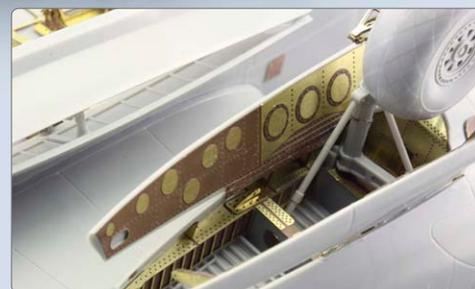
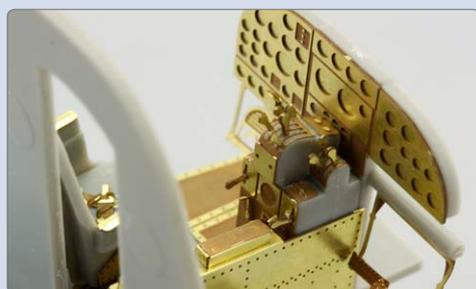
32311	Il-2m3 landing flaps	1/32	Hobby Boss
32312	Il-2m3 exterior	1/32	Hobby Boss
32314	F-84G exterior	1/32	Hobby Boss
32734	F-84G interior S.A.	1/32	Hobby Boss
36202	M-1151 EAC exterior	1/35	Academy
36209	M-1151 EAC interior	1/35	Academy
36211	M-1151 EAC underbody protection FRAG2	1/35	Academy
36212	M-1151 EAC OGPK overhead cover	1/35	Academy
48715	C-2 exterior	1/48	Kinetic
48721	PV-1 exterior	1/48	Revell
48729	C-2 surface panels S.A.	1/48	Kinetic
48730	A-6 electronic equipment	1/48	Kinetic
48732	A-6 wing fold	1/48	Kinetic
48734	PV-1 undercarriage	1/48	Revell
48736	PV-1 bomb bay	1/48	Revell
49598	PV-1 interior S.A.	1/48	Revell
53070	USS CVL-22 Independence	1/350	Dragon

72526	F-14A exterior	1/72	Hobby Boss
73405	F-14A interior S.A.	1/72	Hobby Boss
73415	EA-18G S.A.	1/72	Hasegawa
73420	USN Carrier deck 1943-44	1/72	
73422	USN Carrier deck 1944-45	1/72	
73430	Grapevine/vinná réva colour	1/72	
73443	Rushes/rákos colour	1/72	
99048	German anchors	1/700	
99059	IJN AA guns	1/700	
99060	USN extra ladders	1/700	

ZOOMY

33104	F-84G Interior S.A.	1/32	Hobby Boss
FE598	PV-1 interior S.A.	1/48	Revell
SS405	F-14A interior S.A.	1/72	Hobby Boss
SS415	EA-18G interior S.A.	1/72	Hasegawa

M-1151 EAC

32311 Il-2m3 landing flaps
1/32 Hobby Boss48732 A-6 wing fold
1/48 Kinetic48734 PV-1 undercarriage
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1/72 Hobby Boss



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