

INFO EDUARD

VOL. 12 • ISSUE 10 • OCTOBER 2012

EVENTS

Air Show Pilsen 2012
E-day 2012

BUILT

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MiG-21 Bunny Fighter 1/144
Kübelwagen 1/35 vs. 1/48

BRASSIN

MiG-15 ejection seat 1/72
F-117A wheels 1/32
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HISTORY

MiG-15
HOT SHOTS OF THE COLD WAR

e day 2012

INFO EDUARD

VOL. 12 • ISSUE 10 • OCTOBER 2012

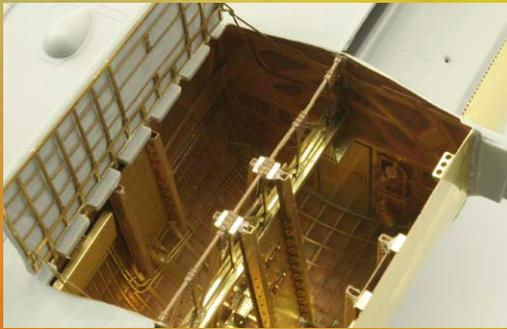
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EDITORIAL



It always seems that when you're on a run of good luck, at some point you need to get real cautious real soon, because it probably means that fate has a 12-gage aimed right between your eyes. Our cursed MiG-15 kit is turning out to be a serious case in point. Over the past several years, we sputtered through a start to the kit, and never managed to reach anything good. Not much point in dwelling on it, I suppose, suffice to say that we were involved in a product originating with a hand-made master intending to finish it off once and for all using a process that we consider obsolete (but were bound to use) and one that has been replaced for its inconsistent results. This was mostly the result of irritating fit issues caused by shifted molds that would inevitably move out of register to some degree or other. My desire to finally finish this project required the use of the older and

obsolete technology, which we've mothballed and replaced with good reason, and the recent collapse of the project was a painfully logical result. The responsibility for the failure falls squarely on my shoulders, as does the decision of what to do next. The original concept of digitizing the fuselage and wings, and leaving the rest as is, no longer appeals to me. If we are to go that route, it would make sense to redo the other components as well, especially the air intake, the entire nose, not to mention the exhaust, wheel wells....when you consider that we already have a Brassin seat and wheel set, the leap is just not that big. So, we are on the road that sees us chucking the old kit altogether, and starting from square one. It should come as no surprise that I have had it up to here with the MiG-15 at this point. So, of course, the promise of the new MiG in November no longer is realistic, and I don't have the timeline set yet, but now I can promise you a MiG-15 to the standard of our 1/72nd Bf 110.

This September has not been a good one at all. There was a serious alcohol poisoning episode involving bootleg liquor being illegally introduced into the distribution system that claimed almost thirty lives, one of our ministers had to resign for the alleged actions of his subordinates, and our president was shot at close range by some phlegmatic with an airgun in front of a completely oblivious security detail. That was as impressive an act, I think, as our MiG-15. On the other hand, this year's E-Day was a very pleasant experience, and was enjoyed by a good number of people. The modeling underground in the garages of Gallery Butovice has evidently found its place in plastic modeling history. The move to a two day (two day plus, really) format was a success and went a long way to calming things down and raising the level of enjoyment. The shortening of the Saturday hours to 1500h had the desired effect, and even our Polish and Hungarian friends didn't need to feel rushed at all, even having the time to fit in a bit of shopping time at Albert shopping mall. So, an overall success, and I think the pattern has been set for the future.

Our new Bf110, in the C/D version, was the main attraction for this year's E-Day event. It wasn't the only one, the little 1/144th scale Spitfire Mk.IXe was without a doubt a hit on equal footing, and made up the second door prize kit of the show. What really turned out to be a wonderful surprise was the demand for the photoetching for this kit, and we were able to sell some 500 of them. This is an incredible number, which doubles the sales of the best

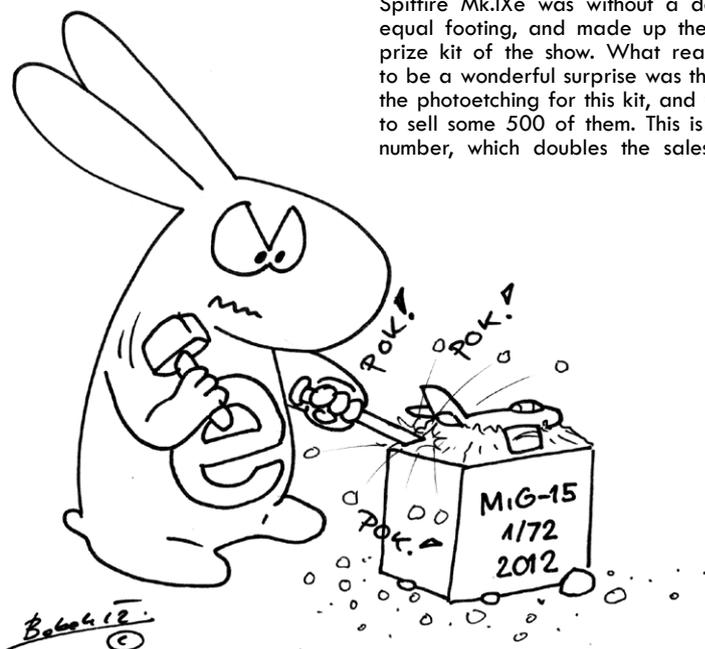
selling photoetched pieces previous, such as the 'Remove Before Flight' tags. The greatest attention, however, was likely bestowed upon the second of the door prize kits, the MiG-21 Bunny Fighter. The original concept of this kit was as a backup in case the molds for the Spit could not be finished in time for the show. Actually, we were well aware of our abilities to do so. But, the design is actually pretty darn cool, that it felt like a shame to just leave it behind, and, furthermore, the possibility of releasing it in 48th has become a possibility. On the other hand, we knew there was the possibility that with such an abomination, there would be no shortage of people telling us where we can stick it! Well, as it turns out, this did not happen, and the little MiG flew out the proverbial door at a fantastic rate, leaving us with nothing at the end of the show. That is a rare occurrence. Usually, we are left with several boxes of the door prize kits, but this year we were left with one of the Spits, indicating a record number of visitors, or that many came through twice for both kits.

The 48th scale MiG-21 BFC, aka Bunny Fighter Club, quickly dubbed the Carrot War Fighter, was another point of interest at the show. It was only displayed as a promo item for the Bunny Fighter Club, which will be inaugurated through November. The reaction was huge. The first reactions were, truth be told, taken with a grain of salt, but as time went on, and questions were answered, things changed, and it is clear that we could have sold all that we would plan to bring, had they been at that stage. If you would like to join the BFC, keep an eye on our Facebook page and www.eduard.com in late October and early November, when the whole concept will be revealed.

What has been giving us some issues in terms of project presentation for items though 2013 is the new 48th scale Spitfire Mk.IX, and other projects slated for next year. We wanted to have something to show at the entrance to our stall, which typically causes a lineup reminiscent of the ones for bananas under socialism. Memories! We added display screens and showed off photoetched and were ready to answer any and all questions as best as we could. But this year, there was no such lineup. Apparently, it was a result of our very effective anti-lineup counter measures, allowing patrons to fly through unhindered. And those who returned expressed a lot of interest in the Carrot Fighter. As a result, in the ensuing Q and A sessions, the fact that we are preparing a 48th scale Spit came as a surprise. So, for those that have missed this fact, a short recap: we have three main versions going, covering early and late Spitfire Mk.IXc, and a Spitfire Mk.IXe. There are different versions of the wings, including a version relevant to Czechs, the LF.Mk.IXe. There are two Mk.IXc wings, older one with shorter carburetor intake and the later one with the longer intake. There are also two landing gear and wheel well versions. In the future, there will be other versions as well. As is known, a kits attractiveness falls off quickly once it's driven off the lot, so to speak. So....start speculating on other versions!

Keep on modellin'

Vladimir Sulc



MiG-21MF

1/144



BUNNY FIGHTER



Spitfire Mk.IXe

SUPER44 1/144

Cat.No. 4428



The current addition to the SUPER 44 line brings a brand new kit of the famous Spitfire Mk.IXe in the 1/144 scale and Dual Combo boxing (two complete kits). This kit contains two different wing designs used by the Mk.I-Xe variant.

BUY Spitfire Mk.IXe 1/144



Spitfire LF Mk.IXe, No. 105 Squadron of Israeli Air Force, Ramat David AB, June, 1953



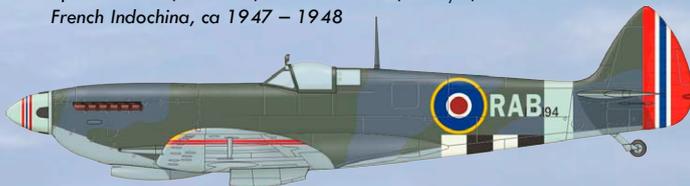
Spitfire Mk.IXe, PT396, flown by W/C Jack Charles, Tangmere Wing, Tangmere AB, March, 1945



Spitfire Mk.IXe, MK 791, French Air Force, GC I/4, French Indochina, ca 1947 - 1948



Spitfire Mk.IXe, TD 147, flown by W/C James „Stocky“ Edwards, Schneverdingen AB, Germany, May, 1945



Spitfire Mk.IXe, PV 181, flown by W/C Rolf Arne Berg, No. 132 (Norwegian) Wing, Twente AB, the Netherlands, winter, 1944 - 1945



Spitfire LF Mk.IXe, TE 515, Czechoslovak Air Force, former No. 312 Squadron RAF, Ceske Budejovice AB, August 22, 1945



DOPORUČUJEME: FOTOLEPTY



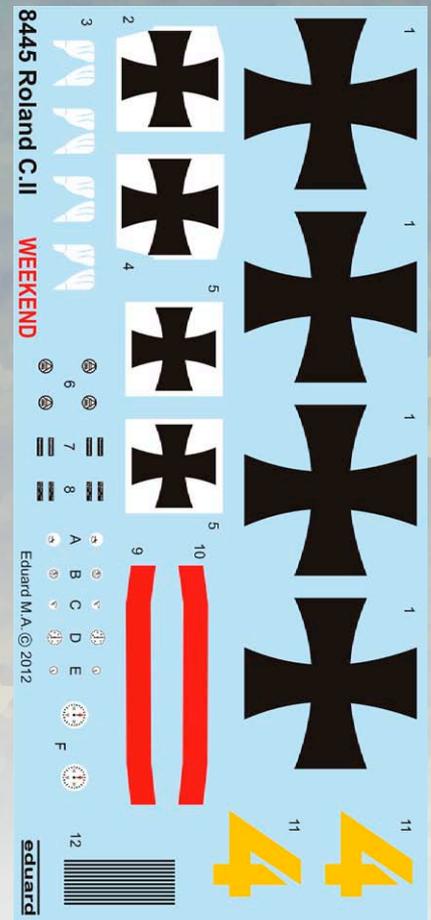
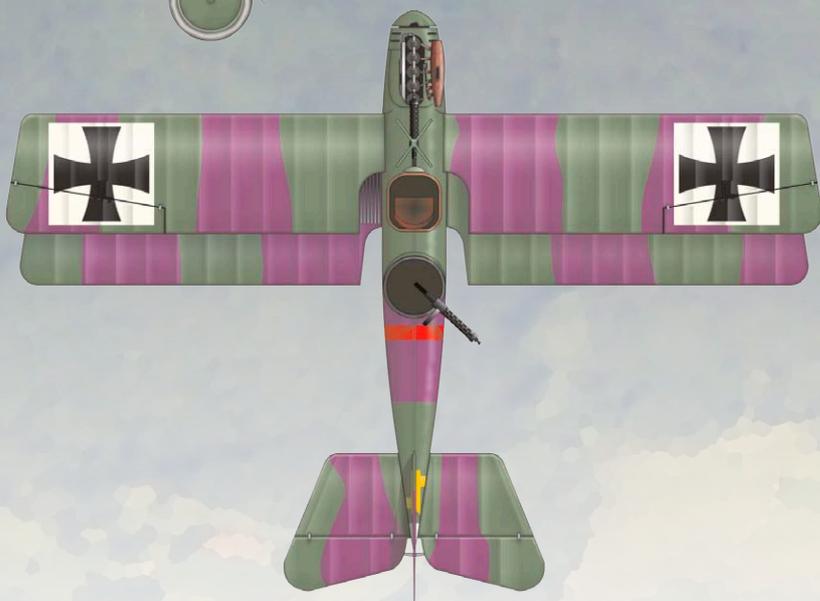
144006
Spitfire Mk.IX 1/144

**VYCHÁZÍ
V LISTOPADU 2012!**

Roland C.II

Weekend 1/48 Cat.No. 8445

The Weekend edition brings you the cheap variant of Eduard kit Roland C.II in 1/48 scale. User friendly decals in high quality are designed and printed by Eduard. This kit, in very fair price, does not contains photo-etched accessories, nor the painting mask.



BUY Roland C.II 1/48 

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

BIG ED



48721 PV-1 exterior (BIG4974)



48721 PV-1 exterior (BIG4974)



48730 A-6 electronic equipment (BIG4975)



48728 A-6E exterior (BIG4975)

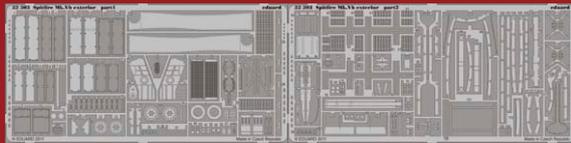
BIG3319 Spitfire Mk.Vb 1/32 HOBBY BOSS

BIG4974 PV-1 1/48 REVELL

BIG4975 A-6E 1/48 KINETIC

BIG3319 Spitfire Mk.Vb 1/32 Hobby Boss

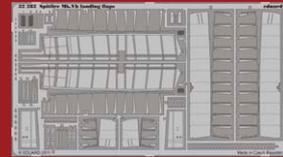
32303 Spitfire Mk.Vb exterior



32705 Spitfire Mk.Vb interior S.A.



32283 Spitfire Mk.Vb landing flaps



JX126 Spitfire Mk.Vb



BIG4974 PV-1 1/48 REVELL

48721 PV-1 exterior



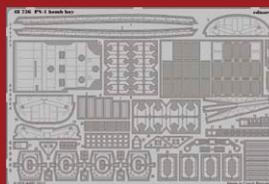
49598 PV-1 interior S.A.



48734 PV-1 undercarriage



48736 PV-1 bomb bay



EX352 PV-1



BIG4975 A-6E 1/48 KINETIC

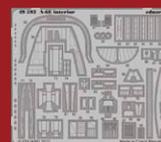
48728 A-6E exterior



EX351 A-6E



49592 A-6E interior S.A.



48730 A-6 electronic equipment



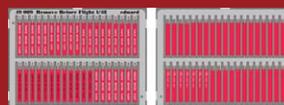
48732 A-6 wing fold



48731 A-6 undercarriage



49009 Remove Before Flight





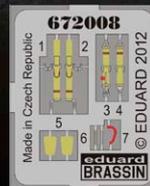
672008 MiG-15 ejection seat

1/72 Eduard/Airfix

USEABLE FOR AIRFIX

Set focused on Eduard brand new kit MiG-15 brings a very detailed ejection seat KK-1 used in MiG-15s with back side accessories for the seat installation in the cockpit.

BUY MiG-15 ejection seat 1/72

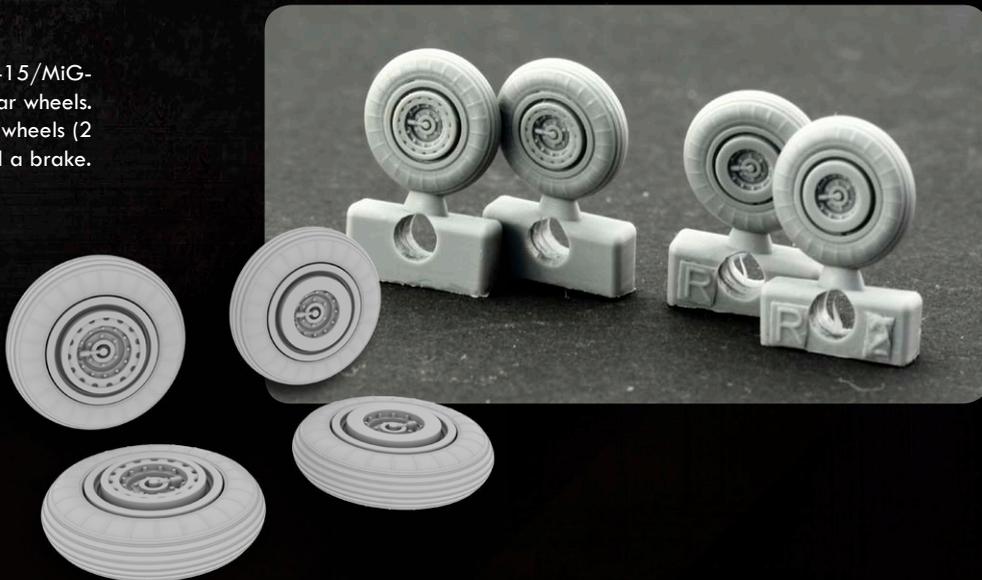


672007 MiG-15 wheels

1/72 Eduard /Airfix

Set focused on Eduard brand new kit MiG-15/MiG-15bis brings a very detailed main landing gear wheels. Set consists from two pairs of different design wheels (2 pcs each), including very detailed tire, disc and a brake. Painting mask included.

BUY MiG-15 wheels 1/72



672006 Bf 110C/D wheels

1/72 Eduard

Set containing fine detailed main landing gear wheels (2pcs) is designed for Eduard's brand new Bf 110 in 1/72 scale (C and D versions). Set contains the painting mask as well.

BUY Bf 110E/D wheels 1/72

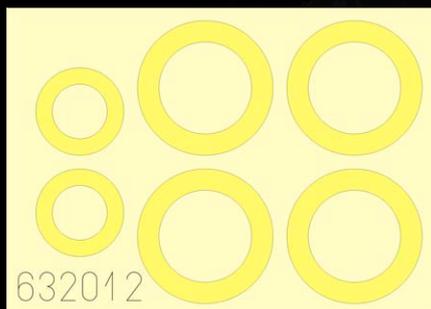


632012 F-117A wheels 1/32 Trumpeter



Set focused on Trumpeter F-117A 1/32 contains the main landing gear and nose wheels with fine detailed tire, discs and other wheel accessories. Painting mask included.

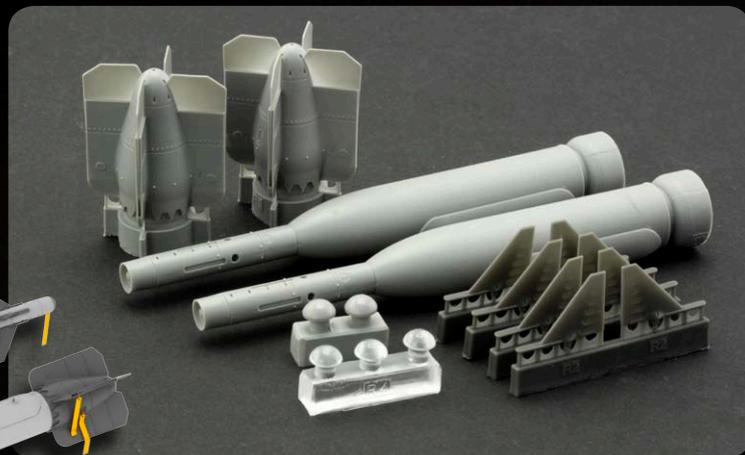
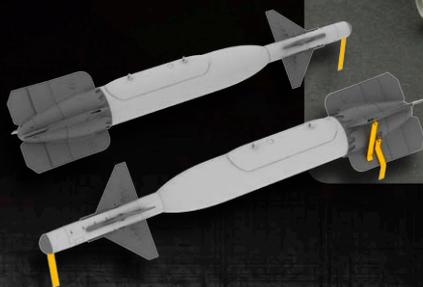
BUY F-117A wheels 1/32



632013 GBU-24 bomb 1/32

Set contains 2 pcs of the laser guided bombs GBU-24 Paveway in the 1/32 scale. Set contains as well detailed bomb control wings and clear cover of the optical unit (made from the clear resin). The GBU-24 bombs can be placed into bomb bays or as the underwing weapon by airplane like F-15, F-16, F/A-18, Eurofighter, Mirage 2000, F-14 (while US Navy service), F-111, F-117 and other.

BUY GBU-24 bomb 1/32



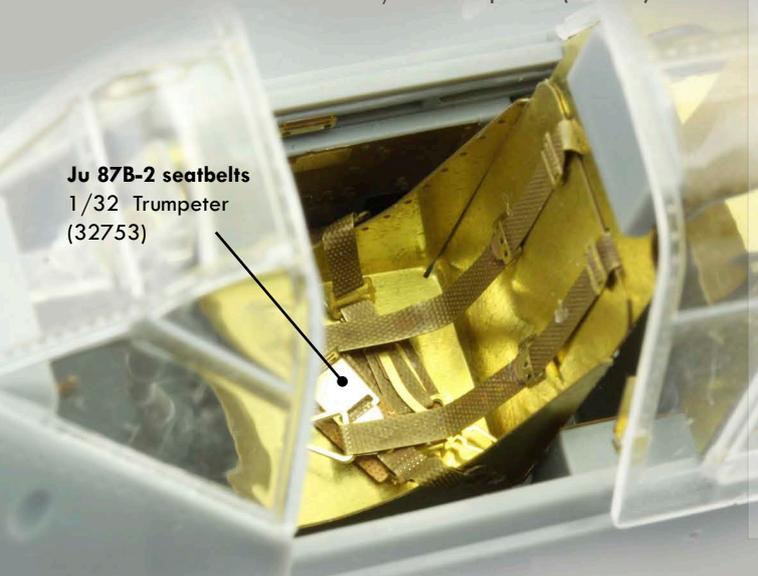
648079 Il-2 UBT gun 1/48 Tamiya

Set focused on Tamiya 1/48 Il-2 contains the complete mounting of the Il-2 Stormovik rear gunner's 50 cal. machine gun. The set consists from the machine gun UBT, the gun carriage and ammo box. Resin parts are even detailed by photo-etched details.

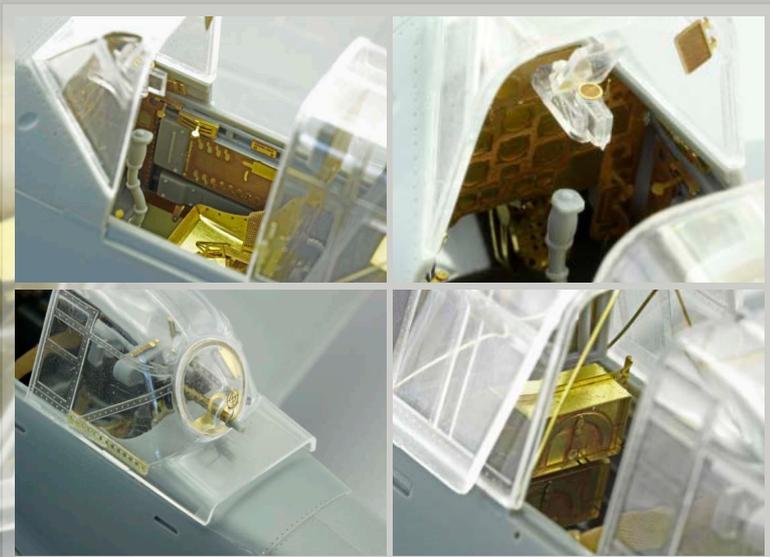
BUY Il-2 UBT gun 1/48



Ju 87B-2 interior S.A. 1/32 Trumpeter (32751)



Ju 87B-2 seatbelts
1/32 Trumpeter
(32753)



StuG.III Ausf.G 1943 1/35 Dragon 6581 (36219)



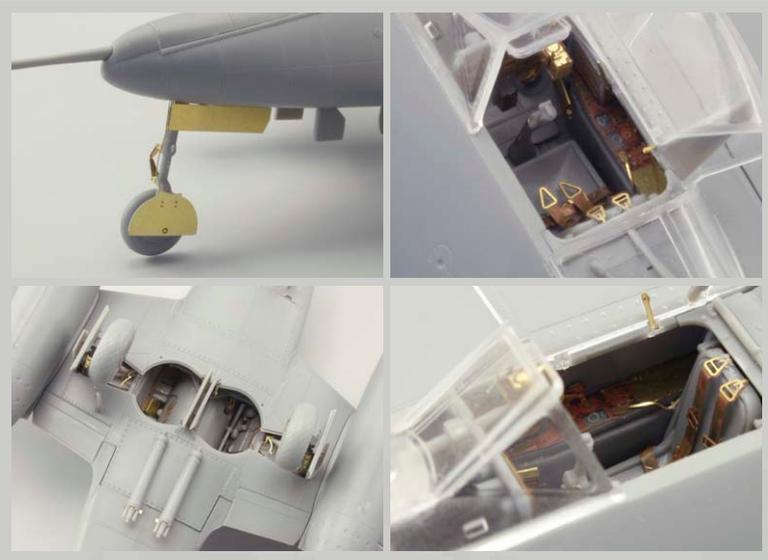
P-40M S.A. 1/48 Hobby Boss (49604)



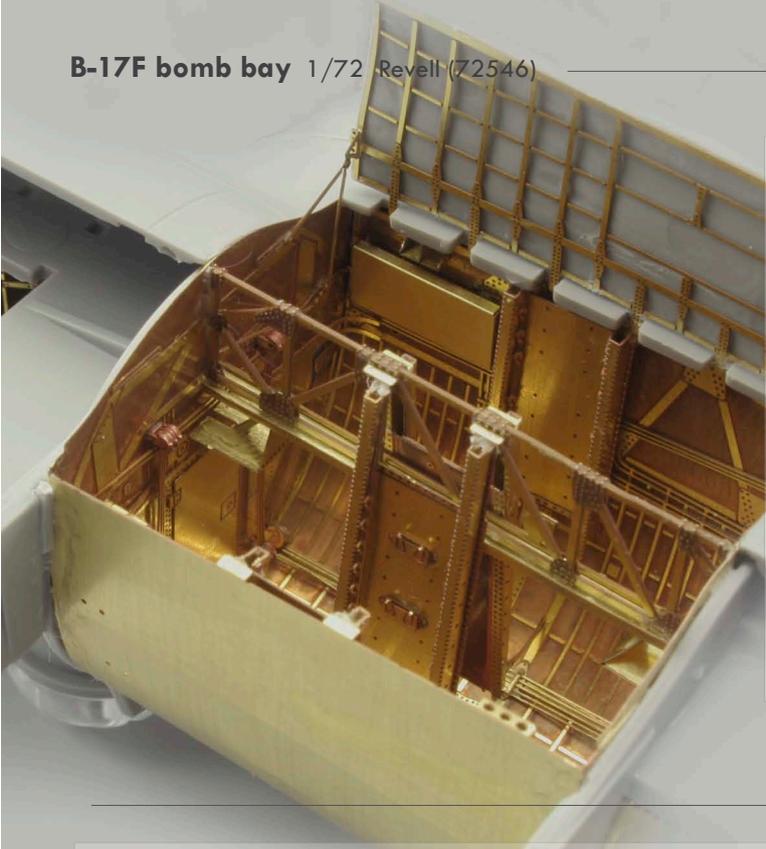
MASK: P-40M
1/48 Hobby Boss
(EX358)



Me 262-A1/U2 S.A. 1/48 Hobby Boss (49606)



B-17F bomb bay 1/72 Revell (72546)

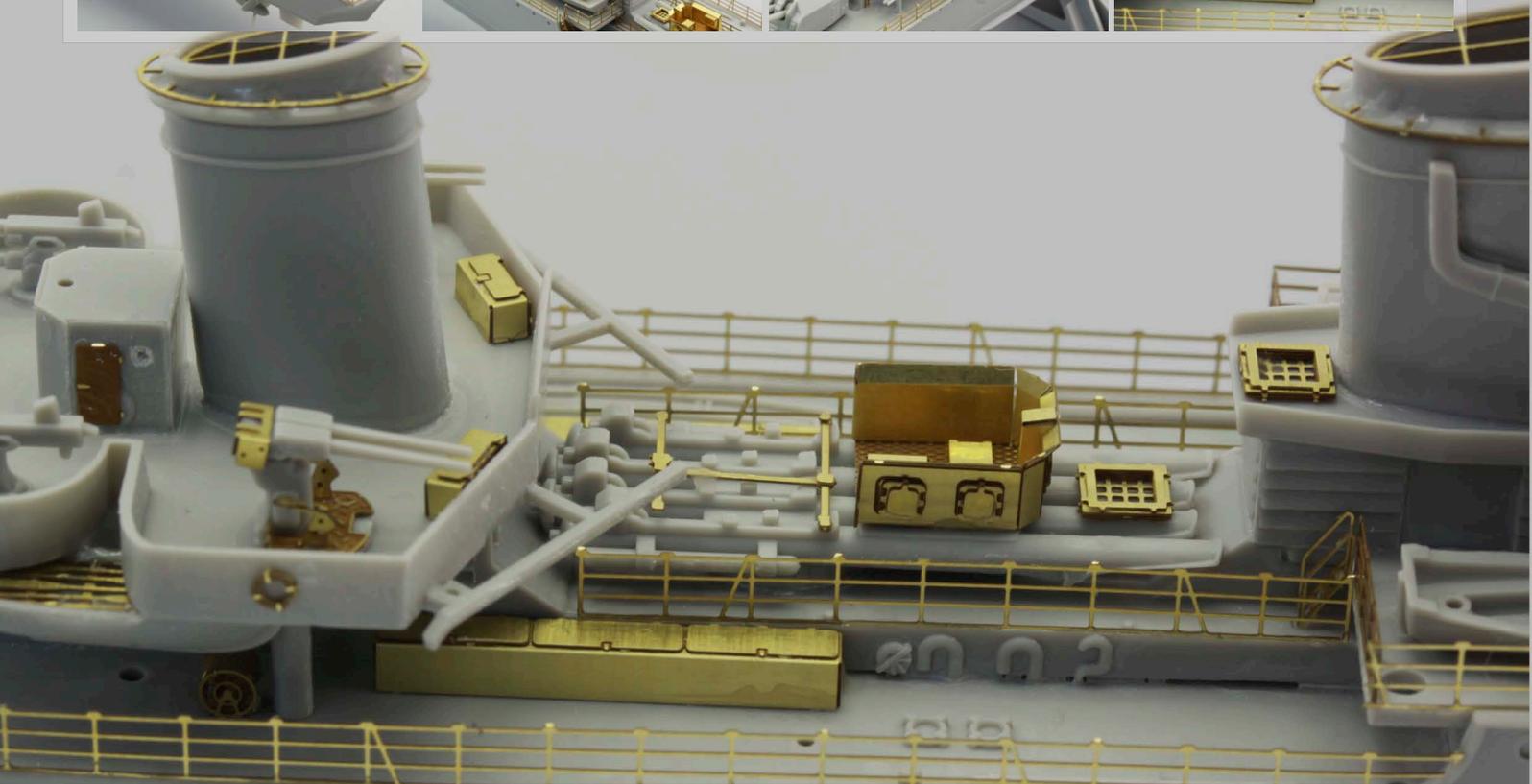


Hurricane Mk.IIc 1/72 Airfix (73455)



German Z-25 1944 railings

1/350 Trumpeter
(53059)



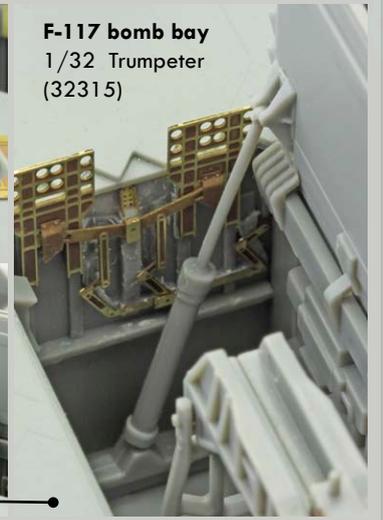
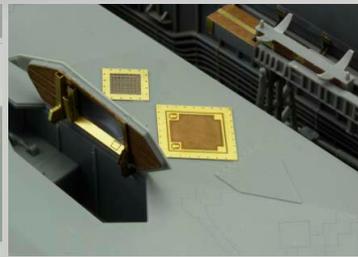
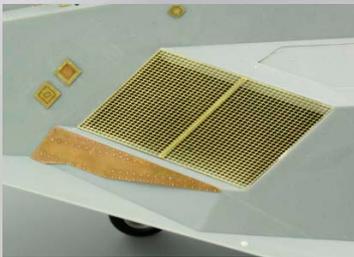
F-117 exterior 1/32 Trumpeter (32316)



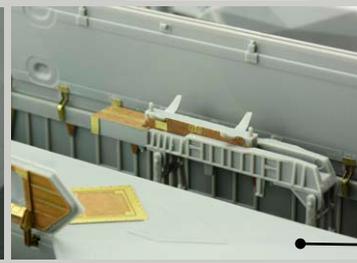
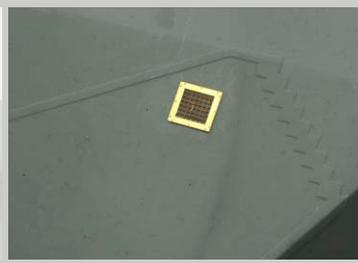
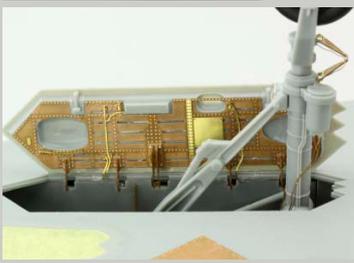
F-117 interior S.A.
1/32 Trumpeter
(32744)



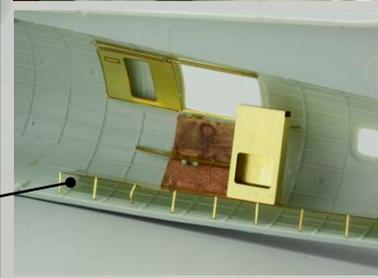
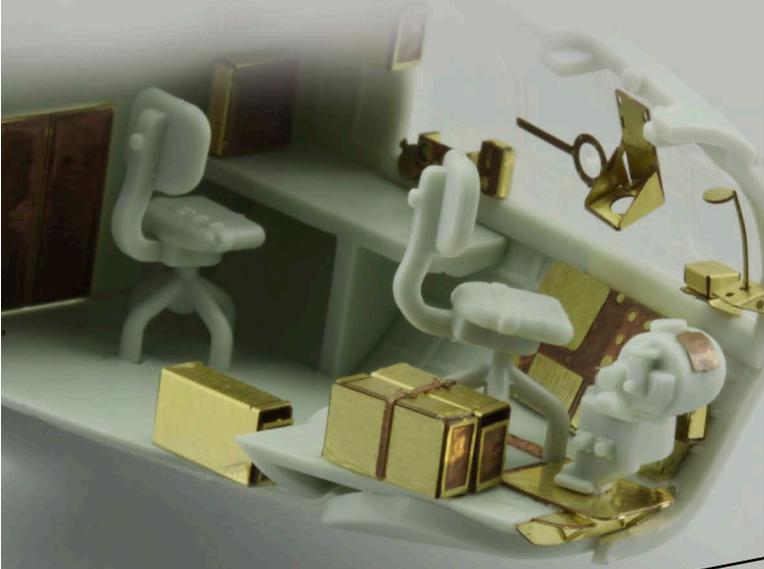
MASK: F-117
1/32 Trumpeter
(JX141)



F-117 bomb bay
1/32 Trumpeter
(32315)



B-17F front interior 1/72 Revell (73461)



B-17 rear interior
1/72 Revell
(73462)

eduard

KITS

7081	Bf 110C/D	1/72	ProfiPACK
8445	Roland C.II	1/48	Weekend
4428	Spitfire Mk.IXe	1/144	SUPER 44

PE-SETS

32315	F-117 bomb bay	1/32	Trumpeter
32316	F-117 exterior	1/32	Trumpeter
32751	Ju 87B-2 interior S.A.	1/32	Trumpeter
32753	Ju 87B-2 seatbelts	1/32	Trumpeter
36216	Pz.Kpfw II Bison II 150mm s.IG33	1/35	Dragon 6440
36219	StuG.III Ausf.G 1943	1/35	Dragon 6581
49051	Remove before flight UK	1/48	
49604	P-40M S.A.	1/48	Hobby Boss
49606	Me 262-A1/U2 S.A.	1/48	Hobby Boss
49618	Nato Falcons upgrade set	1/48	Eduard/Kinetic
53059	German Z-25 1944 railings 1/350	1/350	Trumpeter
53068	German Z-25 1944 1/350	1/350	Trumpeter
53069	USS Arizona 1941 1/350	1/350	Hobby Boss
53078	USS Arizona 1941 railings 1/350	1/350	Hobby Boss
72546	B-17F bomb bay	1/72	Revell
73020	Remove before flight UK	1/72	
73449	Spitfire F.Mk.VII	1/72	Italeri
73455	Hurricane Mk.IIc	1/72	Airfix
73460	B-17F interior S.A.	1/72	Revell
73461	B-17F front interior	1/72	Revell
73462	B-17F rear interior	1/72	Revell
99049	USS WASP Carrier Aircraft accessories	1/700	Hobby Boss

ZOOMY

33113	Ju 87B-2 Interior S.A.	1/32	Trumpeter
FE606	Me 262-A1/U2 S.A.	1/48	Hobby Boss

FE617	Bf 110F Nachtjäger	Weekend	1/48	Eduard
SS449	Spitfire F.Mk.VII		1/72	Italeri

MASKS

CX328	Wessex HU.5	1/72	1/72	Italeri
CX333	B-17F	1/72	1/72	Revell
EX364	P-47D	1/48	1/48	Hobby Boss
EX365	An-2	1/48	1/48	Hobby Boss
JX146	Bf 109E-7	1/32	1/32	Trumpeter
XT187	Typ 770K(W150)	1/35	1/35	ICM
XT188	15 CWT truck /Breda 20/65		1/35	Italeri
XT189	G4 (1939)	1/35	1/35	ICM
XT191	Merkava IIID wheel masks	1/35	1/35	Hobby Boss
XT192	SU 152 wheel masks	1/35	1/35	Trumpeter
XT194	Canadian AVGP Grizzly	1/35	1/35	Trumpeter
XT197	M-109A wheel masks	1/35	1/35	Kinetic

BIG ED

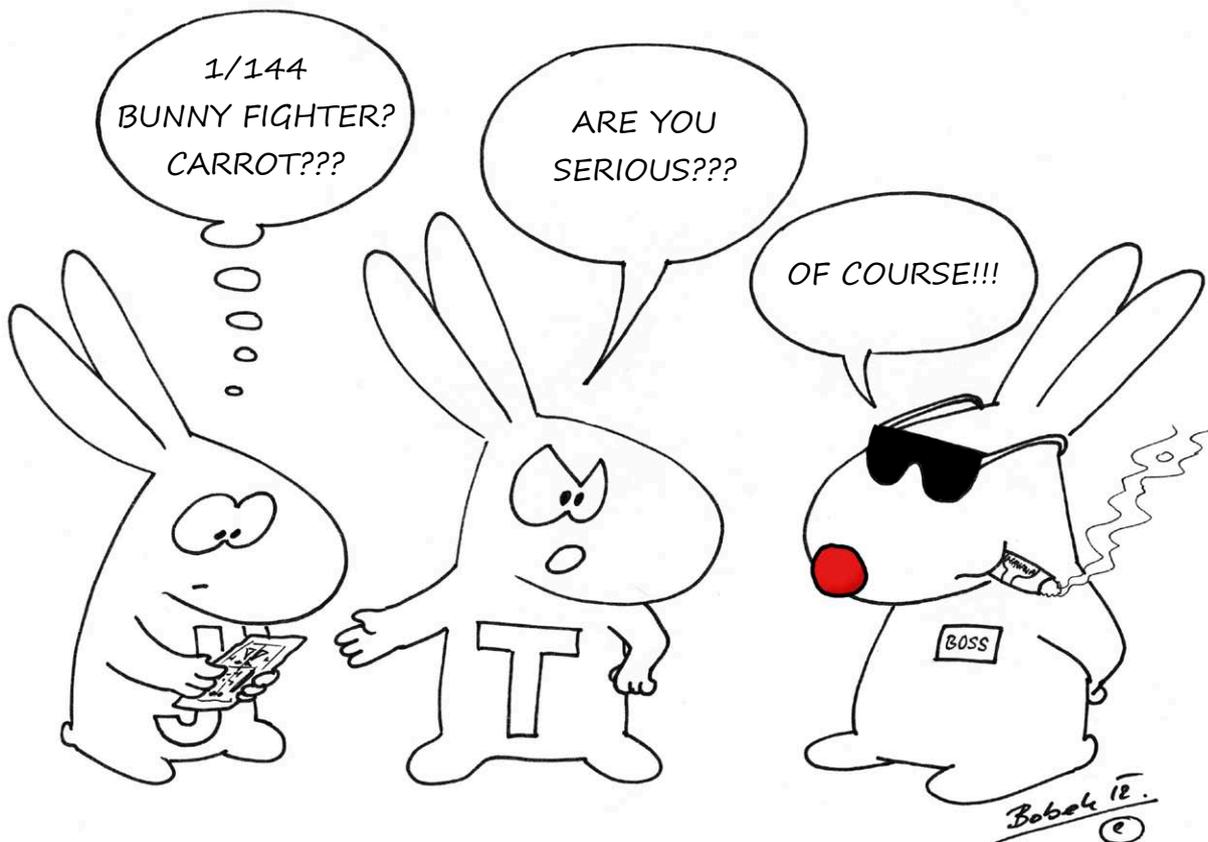
BIG3319	SPITFIRE Mk.Vb	1/32	1/32	Hobby Boss
BIG4974	PV-1	1/48	1/48	Revell
BIG4975	A-6E	1/48	1/48	Kinetic

BRASSIN

632012	F-117A wheels	1/32	1/32	Trumpeter
632013	GBU-24 bomb		1/32	
648079	Il-2 UBT gun		1/48	Tamiya
672006	Bf 110C/D wheels		1/72	Eduard
672007	MiG-15 wheels		1/72	Eduard
672008	MiG-15 ejection seat		1/72	Eduard

[BUY on Eduard store](#)

Comments and input from J&T





HOT SHOTS OF THE COLD WAR

Czechoslovak Army Air Force 1, USAF 0!

(Lt. J. Sramek's downing
of a USAF F-84, March 10, 1953)

At the beginning of March, 1953, the Czechoslovak Air Force was conducting standard training procedures and March 10th brought with it unexpected and extraordinary events. Shots were fired in anger above the heads of the workers below! At 1045h, a pair of lieutenants of the 5th Isp took off from Pilsen in their S-102s. They were Jaroslav Sramek and Milan Forst. They headed south and entered the airspace defined by a line connecting Prestice and Holysov and began a training exercise honing their aerial combat skills. All was going according to plan until 1059h, when the lead pilot

noticed something not in the books. Two unannounced bogies were approaching from the direction of Holysov, which he quickly identified as F-84Es, complete with USAF markings and red drop tanks. Lt. Sramek announced his situation to his commander, Major Frantisek Grznavar, who did not hesitate. He ordered the charging of the S-102 guns and an initiation of the intercept. The MiGs turned into the Thunderjets, which immediately separated. Lt. Sramek went into a tight right turn after the sharply climbing bogie, and after a second turn, he fired for the first time. He scored a hit, and the starboard drop tank

began to trail white smoke. The American went into an opposite turn at a height of 3200m, and went into a dive towards Stankov and began to gain as much speed as possible, heading south to the border. Lt. Sramek in his MiG stuck to his victim, and at 950km/h and 250m range, fired again. Another hit was confirmed by flames and thick smoke emanating from the right side of the fuselage. The aircraft flew above the overcast, and the second, and lead, of the American pair directly overflew the S-102 flown by Lt. Milan Forst, and if he did in fact fire on the MiG, he missed. The Czechs were well aware of their

Libor Reznak



The ground crew chief paints a red star as a kill mark under the Lt. Sramek MiG-15's canopy! (archiv Eduard)

proximity to the border by this time, and so they broke off their intercept at 1104h. They landed on their home field at 1120h. The American aircraft was, in fact, shot down. It crashed reportedly 20km southeast of Regensburg, near the village of Falkenstein (alt 1312m). The pilot, 1st Lt. Warren G. Brown (AO 753603) of the 53rd FBSq out of Furstenfeldbruck Air Base, ejected at 300m and landed in the woods of Hundessen. He was found by some local kids, which he asked in English, if he was in Germany. They did not understand him, and so he scrawled a swastika in the sand, and by the reaction he was able to determine that the worst was over.

The kill of the Czechoslovak pilot, however, brought his government many headaches, too. The victim aircraft fell outside the territory of Czechoslovakia, and this opened up a lot of diplomatic maneuvering room for the Americans. The second problem for the Czechs came about as a result of the aggressive nature of the intercept, without the attempt to use internationally accepted signals and protocols established for communication between interceptors and the intercepted.

The Americans also never admitted to breaching the border by the F-84Es. In fact, to this day, they claim that the Czechoslovak aircraft flew into the American Occupational Zone and attacked the patrolling Thunderjets. One diplomatic note starting off with 'Your Excellency....' followed another, and the Czechoslovak government vehemently denied the Western account of the event. The American side demanded an apology and monetary compensation. For the destroyed F-84E, 49-2192A, they demanded payment of \$235,349 US, and a total for damage and pain and suffering of the US government of \$25,034 US. The pilot who was flamed, W. G. Brown, demanded \$10,000 for pain and suffering, while the flight lead, Capt. Donald C.

Smith (AO 1903259) demanded only \$1,000. All in all, the bottom line demand was for a payment of \$271,384 US. The United States government, through its ambassador, George Wadsworth, filed a complaint against Czechoslovakia to be dealt with in an international court of law. The results remain unknown. The American pilots were no rookies. Both were Korean War vets, Capt. D. C. Smith reportedly flew 100 missions. Czechoslovak pilots Jaroslav Sramek and Milan Forst, despite the fate of the American aircraft on German soil and thanks to the stormy political backdrop at the time, achieved not much more than the success of the mission. On March 9th, the funeral of Joseph Stalin took place in Moscow, and it has been speculated that the entire incident was a reconnaissance mission to test the morale and political resolve of the Czechoslovak army. Lt. Sramek was attached to the Czechoslovak delegation to the 'Worldwide International Youth and Student Festival' in Bucharest. M Forst eventually received a reprimand for failure to maintain a combat formation. The ground crew personnel were anticipating a collective thumbs up, but advancement only met conscripts performing basic technical duties on the S-102 involved. The first military engagement between Czechoslovak pilots and enemy intruders ended with no bloodshed and a slew of jubilant ovations. Milan Forst flew out of Caslav from 1958, and, as an armaments instructor, served temporarily in Egypt. He studied at VAAZ Brno, and in 1969, went into the reserve forces. He also worked in a warehouse and later as a retail supervisor for domestic supply in Treblice. Jaroslav Sramek remained in the military until retirement with the rank of Colonel.

It is necessary to take the information on the Americans with a grain of salt. References to pilots W. G. Brown and D. C. Smith are missing in the database of the USAF between 1950 and 1957. The F-84E 49-2192 did belong to

the 53rd FBS, but is reported as destroyed a year earlier, on April 9th, 1952 in a mid-air collision over Rhein-Main. The Czechoslovak side also rejected the reported impact location of the downed aircraft. There are several spots in Germany that bear the name Falkenstein. Two of them - Grosser Falkenstein (altitude 1315m) and Kleiner Falkenstein (1190m) are mountains around 7km south-southeast of Zelezná Ruda. It was in this vicinity that two border guard regiments conducting acoustic monitoring reported a lot of activity on the night of the 10th of March, 1953 and through the next day. Certainly, after the downing of the F-84, the airspace along the southwest border of the Czechoslovak Republic witnessed a lot of both CSSR and American aircraft. Even on the same day, GCI reported a further 44 aerial targets! In the afternoon, a threesome of F-84s flew over Sucice, and pairs of fighters on standby were launched from Cheb, Zatec, Dobruška and Ceske Budejovice. Aerial assets were propped up by the western powers as well, and on March 17th, twenty-five F-86s of the 81st FIW were moved in from the British field at Bentwaters. The hot atmosphere of the Cold War soon cooled, and things on both sides of the Iron Curtain returned to normal.

For further reading for those interested, we would like to recommend:

- A book by the author of this article, Ing. Libora Reznak, entitled 'Stribny tryskac MiG-15' (in Czech language), ISBN 978-80-87567-14-2, Svet kridel 2012 (Silver Fighter - The MiG-15)
- A book by Jaroslav Sramek 'Vzpominky pilota' (in Czech language), ISBN 978-80-86808-80-2, Svit kridel 2010 (Memoirs of a Pilot)
- an internet article by Tomas Souaek at: pilotinfo.cz (<http://www.pilotinfo.cz/z-historie/fakta-o-souboji-porucika-sramka-s-porucikem-brownem>)



Lt. Jaroslav Šrámek (archiv Eduard)

Editor's Notes:

The Czechoslovak account of events from Brigadier General J. Vosahla of the Ministry of National Defense, March 12th, 1953:



'On March 3rd, 1953, two S-102 aircraft received orders to perform typical engagement training procedures at Prestice and Holyšov. The pair was led by Lt. Sramek, Jaroslav, and his wing was Lt. Forst, Milan (Lt. Forst was the instigator during the exercise). The pair took off at 1045h and headed out at 240 degrees, and a left hand turn established a course for Prestice (waypoint no.1) at an altitude of 3,000m. Over Prestice, the pair turned on a heading for Holyšov (waypoint no.2). On Lt. Sramek's order, Lt. Forst initiated his attack on the flight leader. The line between Prestice and Holyšov was flown twice.

Over the course of the third flight, Lt. Sramek noted a pair of aircraft over Merklín. At a point when their range closed to 500-600m, and with 200m height difference, they were identified as F-84s with American national insignia. The aircraft were marked with brown and silver stripes, and drop tanks at the wingtips, which were painted red. At 1059h, Lt. Sramek reported to flight control supervisor Major Grznarov, that he had spotted two F-84s. The F-84s separated. The lead aircraft banked left, while his wing banked right. Lt. Sramek gained position for intercept on the lead F-84 and called his wing into the group. At 1059:30h, Major Grznar gave the order to intercept.

At 1101h (Holyšov), in the second sharp turn (both turns lasted approximately two minutes), and at a range of 300m, Lt. Sramek fired a short burst from the NS-23 cannon. The right wingtip tank was hit, which began to trail white smoke.

At 1102h (Stankov), the F-84 completed its second turn and exited the area at a high velocity of approximately 800km/h south (heading 180). Lts Sramek and Forst pursued at approximately 900km/h.

At 1103:30h (Chodská Lhota), Lt. Sramek fired his second and last salvo, after which black smoke emanated from the F-84 in the approximate vicinity of the cockpit, and the aircraft was subsequently engulfed in flame.

At 1104h (Chudenín), the pair of S-102s broke off their intercept and initiated a climbing turn to the left. At this point, Lt. Forst's aircraft was overflown by some 100m by the second F-84. Lt Forst turned his aircraft in the direction of the F-84, but the latter had taken cover in the overcast, and Lt. Forst broke off the engagement.

At 1106h (Pláň), Lt. Forst re-established his position with his lead, and took a heading of 320 degrees at a speed of 550km/h.

At 1109h, Lt. Sramek contacted ATC, and reported that he did not know where he was.

At 1109:30h, Lt. Sramek is instructed to use radio navigation aids.

At 1110h, Lt Sramek calls on radio navigation (and calculates his location as being in the vicinity of Vlkanov).

At 1111:30h, he receives his first heading of 060 (towards Metelsko)

At 1112h, Lt, Sramek confirms his position a second time.

At 1112:30, he receives a heading of 065 degrees.

At 1114, confirms his position a third time.

At 1114:30, he receives a heading of 062 degrees.

At 1115h, the pair overfly the airfield at Dobruška.

At 1116h, Lt Sramek is asked if he knows his position, to which he replies that he does, and has the airfield in sight.

At 1120, the pair sets down.

The final salvo was fired at the F-84 by Lt. Sramek at 1103:30h in the vicinity of Bystrice nad Úhlavou. Given a rate of descent of 10m/s, the enemy aircraft could have impacted the ground in the vicinity of Falkenstein.'

General Smoldas added on March 12 that on the night of March 10/11, an elevated amount of personal and utility automobile traffic was noted in the area of the Falkenstein mountain. This was the first time that such a level of activity had been recorded in this location. This can be taken as evidence in support of the assertion that the F-84 impacted in the vicinity of the Falkenstein mountain.

The American account of events contained in the DPA report (in conjunction with information of High Commissioner James Conant:

'An American jet fighter was intercepted and shot down over federal territory on Tuesday by two Soviet MiG-15 jet fighters. As has been stated by the American side, both fighters originated in Czechoslovakia. The American fighter, which during the course of a training flight was located over the Bavarian forest, impacted near Falkenstein, in Hundessen. The pilot was able to eject in time, and parachuted into a forest of fir trees. Except for superficial scrapes and bruises, no injury was suffered. On impact, the aircraft was completely destroyed. Exploding munitions did not allow nearing the crash site for an hour.'



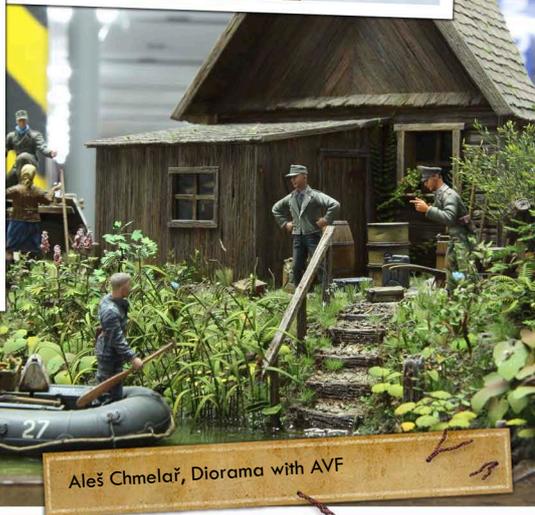
MiG-15, CSLA (archiv Eduard)

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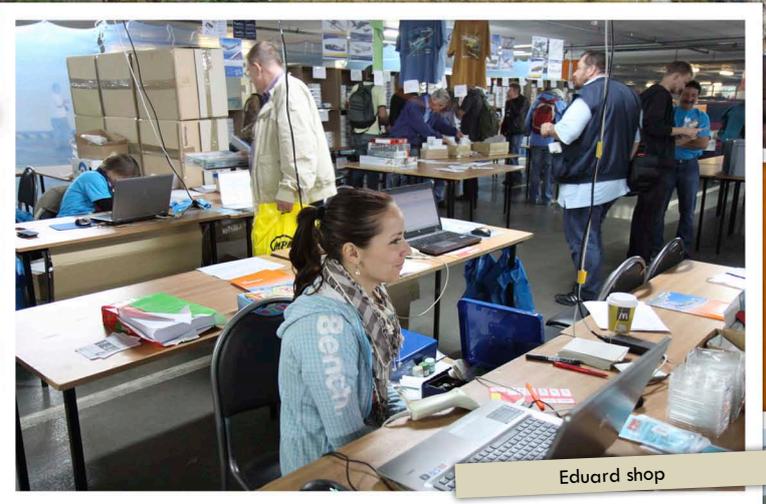
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Karel Pádár, E-day's father



Eduard shop



I-16 type 24 1/48

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Info Eduard - October 2012



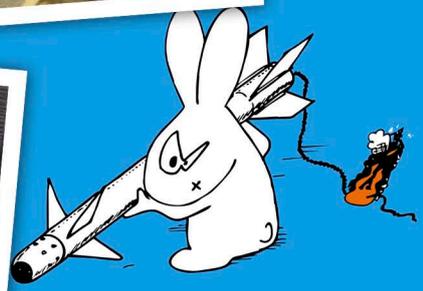
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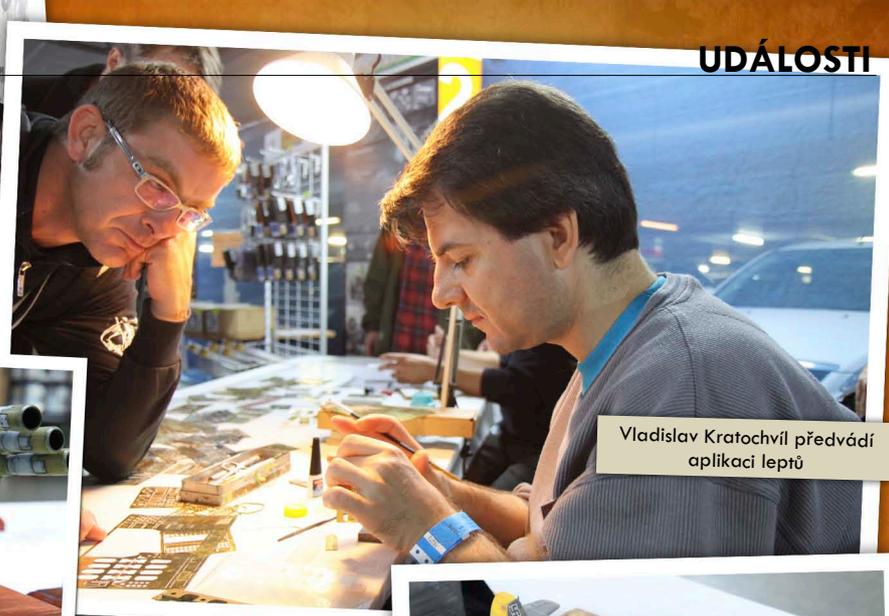


Sd.Kfz. 138 Panther 88M Niederlande 1945

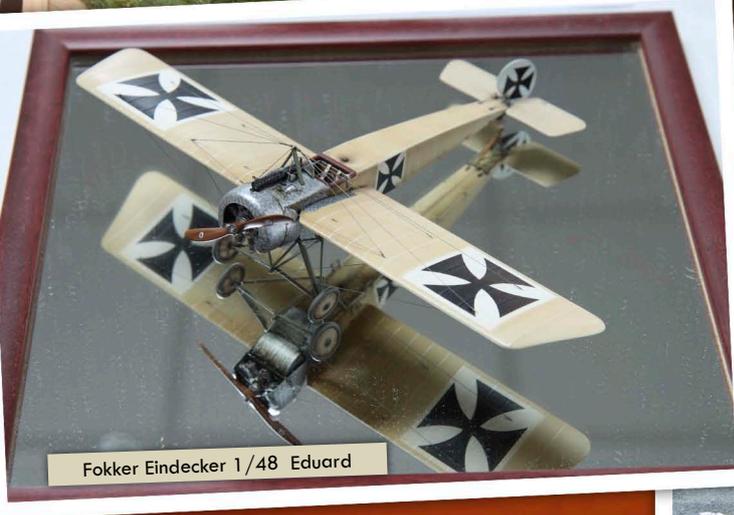
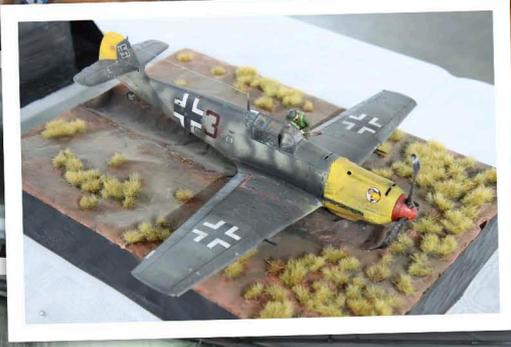


22 Eduard





Vladislav Kratochvíl předvádí aplikaci leptů



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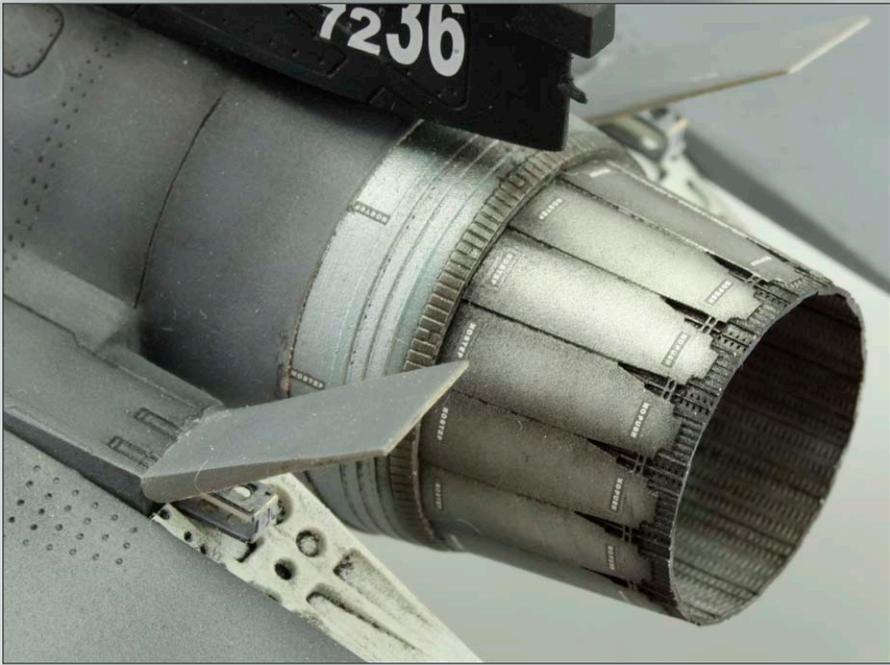


Built by Petr Zatřepálek





BUY NATO Falcons 1/48



Kübelwagen

1/35 vs. 1/48



1/35

Built by Hans Henrik Sidenius

Model 1/35, Dragon's lepty
Photo-etched set for Kübelwagen 1/35
Tamiya (35355)



1/48



Built by Karel Čvančara

Model 1/48,
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Tamiya (28502)



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BIG3320 B-25J bomber 1/32 HK Models

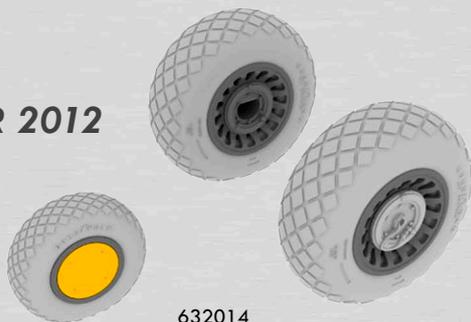
BIG3575 M-ATV 1/35 Kinetic

BIG4976 Il-2m3 1/48 Tamiya

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632014
B-25H/J wheels
1/32 HK Models



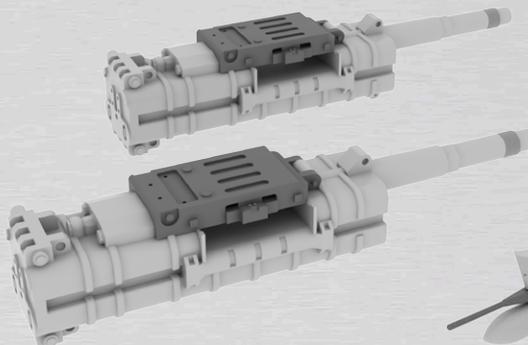
632014

648082
R-60 / AA-8 Aphid
1/48



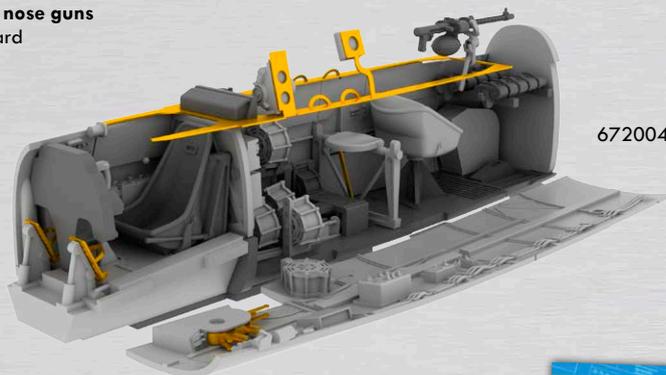
648082

648083
MK 108 gun
1/48



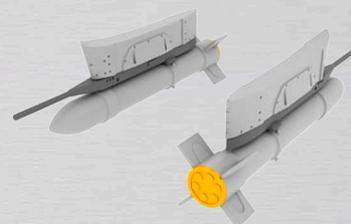
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672004
Bf 110E cockpit
1/72 Eduard



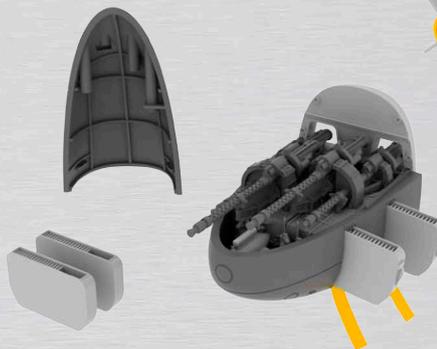
672004

672009
S-21 Soviet unguided rocket
1/72 Eduard/Airfix



672009

672010
Bf 110C/D nose guns
1/72 Eduard



672010

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1174
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PE-SETS							
144006	Spitfire Mk.IX	1/144	Eduard	72544	B-17F exterior	1/72	Revell
32322	Bf 109E-7 exterior	1/32	Trumpeter	72545	B-17F landing flaps	1/72	Revell
32323	Ju 87B-2 exterior	1/32	Trumpeter	73436	Spitfire F Mk.22 S.A.	1/72	Airfix
32752	Bf 109E-7 interior	1/32	Trumpeter	73448	D3A Val	1/72	Cyber Hobby
36227	Nettle - kopřiva	1/35		73451	P-51D/F-51D	1/72	Airfix
36231	BRDM-2 early	1/35	Trumpeter	73452	SB2C-4 S.A.	1/72	Cyber Hobby
36235	IDF Merkava Mk.IIID	1/35	Hobby Boss				
36237	IDF Merkava Mk.IIID basket	1/35	Hobby Boss				
36238	IDF Merkava Mk.IIID armour shields	1/35	Hobby Boss	ZOOMS			
36239	Schürzen StuG.III Ausf.G 1943	1/35	Dragon 6581	33114	Bf 109E-7 interior S.A.	1/32	Trumpeter
48748	P-38 upgrade set	1/48	Eduard	FE613	Lynx HMA.8 interior S.A.	1/48	Airfix
49603	P-51D S.A.	1/48	Hobby Boss	SS436	Spitfire F Mk.22 interior S.A.	1/72	Airfix
49613	Lynx HMA.8 interior S.A.	1/48	Airfix	SS451	P-51D/F-51 interior S.A.	1/72	Airfix
53072	Yamato 1/350 new tool	1/350	Tamiya 78025	SS452	SB2C-4 interior S.A.	1/72	Cyber Hobby
53073	Yamato railings new tool	1/350	Tamiya 78025	SS460	B-17F interior S.A.	1/72	Revell

IDF Merkava Mk.IIID

1/35 Hobby Boss



32323 Ju 87B-2 exterior
1/32 Trumpeter



36235 IDF Merkava Mk.IIID
1/35 Hobby Boss



49603 P-51D S.A.
1/48 Hobby Boss



53072 Yamato 1/350 new tool
1/350 Tamiya 78025



36231 BRDM-2 early
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