

INFO EDUARD

Vol. 12 • ISSUE 11 • NOVEMBER 2012

BUNNY FIGHTER CLUB

EVENTS

WELLINGTON KX-B MEMORIAL



HISTORY

REX T. BARBER



BUILT

P-38J over Europe 1/48

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BRASSIN

B-25H/J wheels 1/32

Bf 110E cockpit 1/72....

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

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ON APPROACH

December 2012



eduard

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EDITORIAL



So, who's still wondering what's new with the MiG-15? It is an active project, after all. Since we ended up taking a giant leap for mankind backwards, we decided why not re-measure the real deal one more time, as long as we're starting from square one. We found no fatal flaws, and we found one error. The nose should be of a slightly larger diameter, by about 0.8mm. Not much, but a little thin it is. On the other hand, we were able to confirm that the tail is virtually bang on, in shape as well as in angles relative to the centreline. Likewise, span and shape of the horizontal tail are correct. The tail area has always been a point of debate,

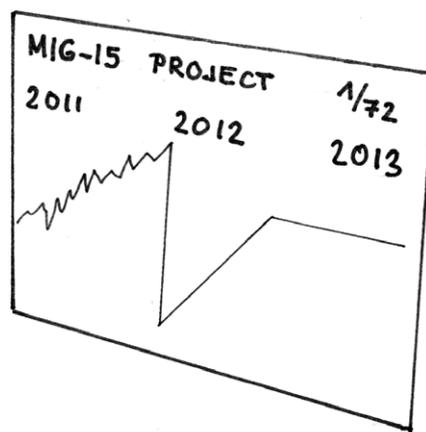
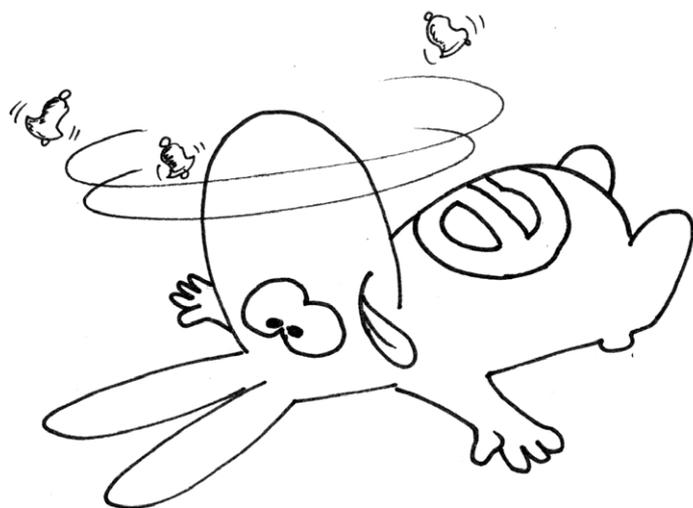
and our suspicions of the problems with most published and well known drawings have been confirmed as well. But this was not news to us; we did this before. It's the one thing that suspended the project the first time, and we have now been able to check and double check this part of the project to confirm beyond any doubt. When it comes to the shape, our research is intense. We have a new fuselage, and a revamped and narrower nose. We also took this opportunity to revamp the parts make-up. We decided on a different concept of the front end assembly. We are certain that the end result will be considerably more realistic. The only thing that will carry over to the new wings will be their shape. There will be new wheel wells, more detailed and accurate, and the gears will accept new Brassin wheels. There will also be a new exhaust pipe. Pipes, actually, as it appears that we will cover the MiG-15 and -15bis separately. Updating will also find its way into the front wheel well and cockpit, which will include a new Brassin seat. There will be the Brassin seat, but it should be noted that the plastic one will be the plastic equivalent of the resin one. And to show off the cockpit, we will redo the clear parts, allowing for an open cockpit. But this will all understandably take a bit of time. This will not be available this November, rather obviously, but should be ready by late next summer. Call me an optimist! If it works out that way, this would be a good item for the next E-day. Originally, I wanted the centrepiece of the event to be the Avia B.534, but that can wait. But, who knows...maybe both will be possible. Setbacks tell us to be cautious, but we have become quite good at new model development in recent times. Maybe the need to redo the MiG is a beneficial thing to the overall process. As you know, something good can be extracted from such setbacks. And in case you're wondering, the two seat UTI MiG-15 will follow.

So, what do we have for November, if no MiG-15? Another Limited Edition 48th scale Lightning.

Officially, this offering is dubbed 'Early Lightnings - P-38F/G/H', and is the second of three repops of the original Academy kit. There was nothing left of the first issue, 'P-38J Over Europe' but a cloud dust, and this one is likely to follow suit. The concept is the same, although the resin parts are, of course, different, and are version specific. The fit should be marginally better with this release. There was a minor issue with the -J, in that the instrument panel fit was a little grumpy which has been addressed in this issue. The decals are once again printed by Cartograf, designed by us. The usual research and choosing procedure for a good marking selection were used here. The kit is available now, and is flying off the shelves at blinding speed.

There are two Limited Edition kits on offer this month. This is unprecedented, but that came about with the unprecedented collapse of the MiG-15 project. The other Limited issue kit is the 1/4 scale kit of the Bf 110 instrument panel. The original issue of this kit did the dust thing, too. There are a few small changes with this edition, though. The instrument faces are not printed on foil, but are now offered as a decal. We also corrected some small grammatical mistakes. I'll tell 'ya...German is not an easy language!

In the photoetched brass offered this month, we have a set called 'P-38 Upgrade', which is designed to fit all three Limited Issue kits of the P-38. It contains useful items that did not find their way into the kits, and truth be told, I don't expect these to be held in storage much longer after the kits have sold out. There are other points of interest among the brass sets, such as one for the 1/144th scale Spitfire MK.IX. I must admit that I had serious reservations about doing an etched set for such a small kit, but I have been pleasantly surprised. My personal favorites are the sets designed for the 1/72nd scale B-17F, but for someone else, it could easily be the 48th scale Lynx. We were on the fence for some time about doing sets for the Lynx, but here they are.



Bobe 4/12.
©

So, for November, we are offering the first of the four brass and one mask set for the Lynx HMA 8, and this will be followed by the Lynx AH.7, for which we already have a mask set ready.

The originally planned etched sets for the now infamous MiG-15 have been taken out of the catalog. We have part of the production run done completed for it, and we are trying to figure out how to offer it to the 120 or so people who have purchased the MiG-15 kit in its original guise, and would like them for their kit. The Brassin sets, conceptualized for the Eduard kit, also fit the Airfix kit, so we will continue to make those available. And since we are with the Brassin sets, I should mention that there are six available, including 1/72nd scale sets covering the cockpit of the Bf 110E, and the cockpit and nose armament of the C/D in the same scale. Good news for fans of Russian aviation, as we are continuing with our Soviet/Russian armaments sets with the R-60 missile. We also have 1/32nd scale wheels for the B-25.

November is the month for the carrot Fighter. This is the blue MiG with the rabbit on the tail. Some of you will remember this from this past E-day. And this brings with it the Bunny Fighter Club. Those that were able to attend E-day know what this is about, but for the rest of you, an explanation is in order. At the end of November, tentatively slated for November 20th, we will kick off our internet Bunny Fighter Club. It will bear the short form BFC, so when you come across the letters 'BFC', it is a reference to this club. It is intended for our customers who buy from the e-shop, although the club benefits will be extended to the shows and events that we participate in. The club will offer its members, besides discounts, club items including kits, photoetched sets, Brassins, and likely other items as well which will be exclusively offered to BFC members. There will be items specifically designed as Limited Series offers for members. The first in preparation is a re-edition of the Strip Down, in the form of the Fokker Dr.I in 1/72nd scale. This will not be a straight re-pop, and will include resin parts, and in this case, it

means a resin wing leading edge into which the rib structures are to be inserted. We suspect that this relatively easy construction method will make the assembly of the model more pleasant. By extension, subsequent Strip Downs will necessarily show improvements that we have instigated over the past few years. We strive to have all of our kits pleasant and relatively easy to build. These kits will not be limited to re-editions. The next planned club item will be a Strip Down DH-2 in 1/48th scale. 1/48th scale Strip Down kits, with a decent assortment of resin parts, is one group of kits which we want to offer to BFC members. Of course, that won't be it. There will be a sortiment of offerings made for the club for which there are often requests, but for which we, for whatever reason, will not develop as a standard series release or that don't fit into any one of our usual editions. A good example would be local versions of the Bf 109E, such as Spanish, Romanian or Swiss. Slovak would be good, too, but please don't consider that a promise. Some of you are well aware of what I think of Slovak Bf 109Es. It could be very similar with the Hellcat. These could include drones, or French Hellcats in Indochina. The MiG-21 is another option. There could be the Romanian MiG-21 Lancer, or the MiG-21R, although the MiG-21R right now is planned for a full series kit. Some will remember our plan to issue a lit up MiG-21. Its back as a concept for the BFC. One of the first BFC items will be a 1/48th scale Bf 110C-6. This was a one-ten with a big cannon housing under the fuselage. This is something that we often get asked about, but the general misconception is that this is a simple conversion. It's not, but it will be done for the BFC. It will first be done in 1/48th scale, and later in 1/72nd. The 72nd scale will be put on the back burner for a while, as we are doing a lot of those types of items now anyway. And we haven't finished. At the moment, I'd say we are riding the crest. Besides kits, there will also be exclusive photoetched and Brassin sets offered for BFC members. Among the first will be a colour and PE US Navy carrier deck incorporating the elevator.

The only thing left to explain is how all this ties in with the carrot Fighter. This is kind of a cornerstone for the whole project. In order to join the club, the purchase of the kit is required. And, the cat's out of the bag!! It will cost US \$74.95. The price point has its own reason. Its purpose is not to rip anyone off, and will also include two other marking options for the MiG-21MF of the Czechoslovak Air Force that flew with the Eduard logo on the tail. Also, it will include a good selection of brass and resin, and a club shirt. That will have its own charm, besides being attractive, it will feature a bar code. That will be important, and will represent the value of the BFC shirt. If you show up wearing your shirt at any event in which we participate, it will get you a further discount. Of course, your shirt bar code will have to be accessible, and it will only apply to our stall. I understand that to some extent requiring the purchase of a kit as a condition of membership to the club can be misconstrued as a form of discrimination, but all fun times cost something! We are sure that those who join the club, will have significant benefits associated with it, and will reap those benefits. That'll be it about the BFC for now. As the launch date approaches, more information will be revealed here, and on our Facebook page, and on our advertising banners. And should you find yourself with questions, don't hesitate to ask!

I hope you enjoy this newsletter. You will find more serious items within it, such as the unveiling of a memorial to members of No. 311 Czechoslovak Squadron RAF in the Netherlands, and those that are more intended to entertain than to inform, notably the article on the Carrot War MiG-21BFC. Hopefully, no one will complain to what they deem to be the proper authorities, and that no one takes it as life and death serious!

Happy Modeling!

Vladimir Sulc



With E-bunny the world will never be the same. After all, many of you already noticed this - it started when he appeared amongst us. The wind has turned! Don't stay behind. Prepare your glues, paints, raspers, tweezers, toothpicks and participate on the change of the world!

BUNNY FIGHTER CLUB



It's here! Exclusive Bunny Fighter Club is not just common customer club, like any other around. Its conception is totally unique, for unique modelers. Amongst many unexpected, Club will bring you loads of fun, advantages and pleasure.

Starting in November 2012 Bunny Fighter Club will bring many advantages and special products to all modelers worldwide. Become a member of this exclusive modeling club and enjoy the advantages and bonuses fully.

DISCOUNTS

CLUB PRODUCTS

COMMUNITY

WE'RE STARTING ON 20TH OF NOVEMBER, AT 8:13PM (GMT+1)!

www.eduard.com/cs/bfc

MEMBERSHIP BENEFITS

1. 15% Permanent Club discount at Eduard Store – you will receive permanent 15% discount on all Eduard products and also discount on various other non-Eduard products. Fixed, permanent, forever!
2. Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.
3. Even better prices at Eduard events stand – do you know that Eduard usually has huge discounts on their products at fairs and events all over the world? BFC members will have even bigger discount at these events.
4. Loyalty price bonuses – for each purchase of products at Eduard Store, you will be able to collect additional loyalty discount on each of your order. Accumulate even more discounts!
5. Club T-shirt – you will receive fancy BFC T-

-shirt with unique design and special barcode (used for event discounts). This exclusive T-shirt will be only available for the founding members of BFC.

6. Free entry fee on E-day – you will not have to pay a penny to visit Eduard's E-day. That means lot of fun at E-day for two days and entry kit, absolutely free! (We'll notice you about further membership advantages)

HOW TO BECOME A MEMBER

Currently you can become a member by buying the special edition of Eduard's MiG-21: MiG-21MF 1/48 The Bunny Fighter, which will be available directly at Eduard Store during November 2012.

BFC PRODUCTS FOR EARLY 2013:

January 2013: Photo-etched color USN carrier deck in 1/72 (approx. size 22 x 26 cm)

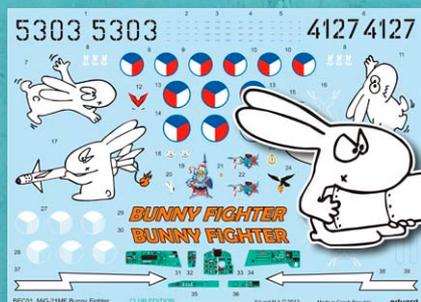
February 2013: F6F-5K Hellcat 1/72

March 2013: Bf 110C-6 1/48

April 2013: Fokker Dr.I STRIPDOWN 1/72

**CONTENTS: MIG-21MF/BFC
(CAT. NO. BFC001)**

**Decal sheet with 3 famous
Eduard tailarts**



MiG-21BFC, Lt. C. Bunnyfield, 1st Squadron,
Carrot Flight, Central Africa, July, 2011

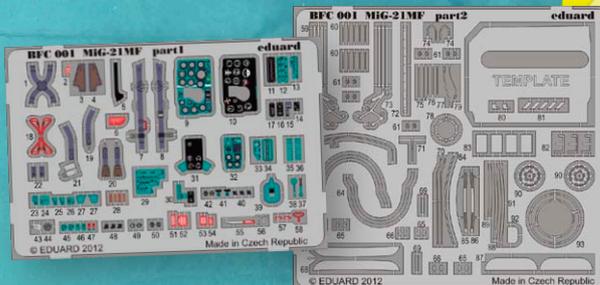


MiG-21MF, No. 5303, Zatec, 1991



MiG-21MF, No. 4127, 82. sslt, Ostrava-
-Mosnov, June, 1990

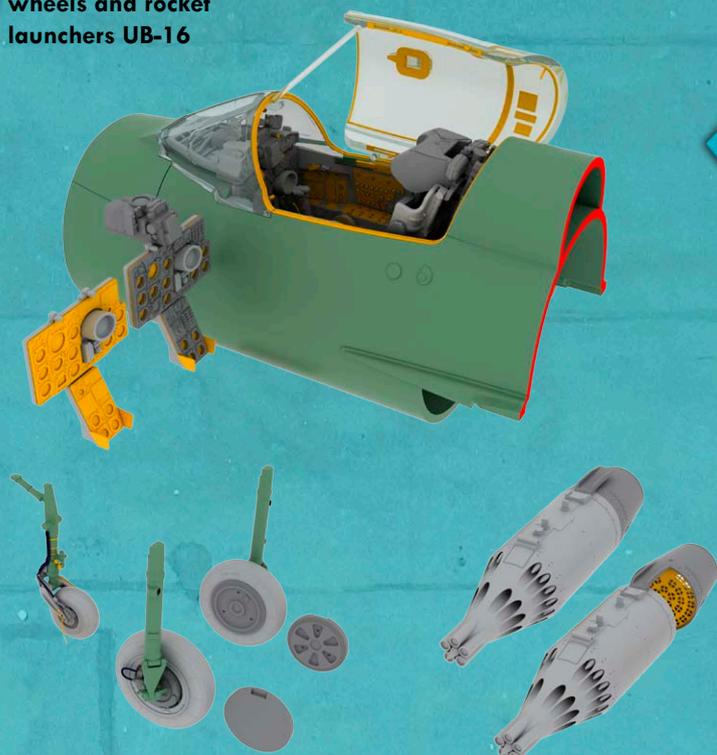
Color photo-etched details



Painting mask



**Brassin cockpit interior,
wheels and rocket
launchers UB-16**



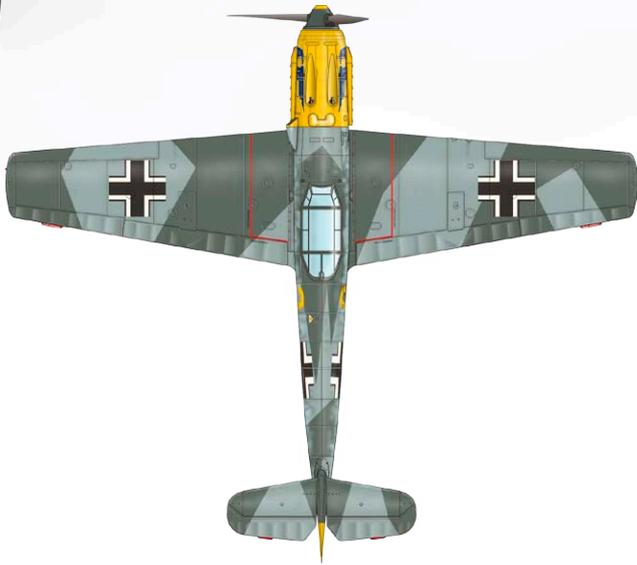
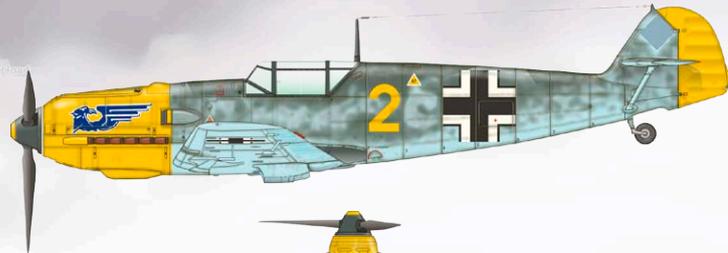
Bunny Fighter Club Founder Edition T-shirt



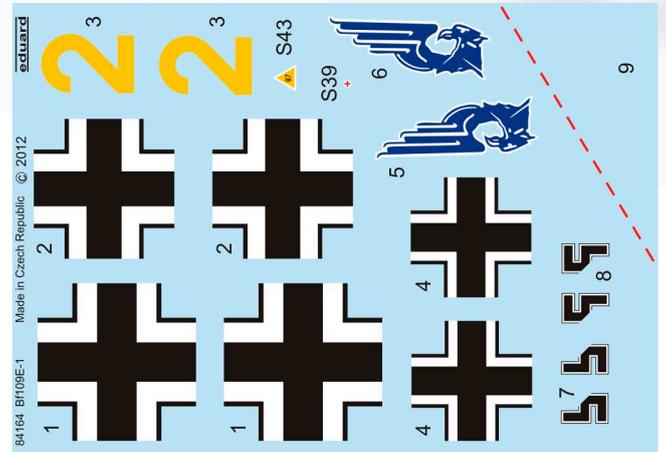
Bf 109E-1

Weekend 1/48

Cat.No. 84164



The Weekend edition brings you the cheap variant of Eduard kit Bf 109E-1 in the 1/48 scale. User friendly decals in high quality are designed and printed by Eduard. This kit, in very fair price, does not contain photo-etched accessories, nor the painting mask.



BUY Bf 109E-1 1/48 

RECOMMENDED:

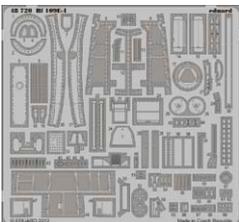
Photo-etched set
Bf 109E-1 1/48 (48720)

Brassin accessories
Bf 109E wheels
(648058)

Bf 109E MG 17 mount
1/48 (648060)

Bf 109E cockpit and radio
compartment 1/48 (648074)

DB 601 A/ N engine
1/48 (648059)



Early Lightnings



LIMITED EDITION 1/48

Cat.No. 1174

Limited edition of the P-38F/G/H Lightning (early versions) in the 1/48 scale is based on Academy plastic parts. The increasing value of that kit is made by the Eduard additional detailing sets (exclusively included in this kit only). The Eduard Brassin accessories covers the cockpit (pilot's compartment bay, pilot's seat, armor plate behind the seat, radio equipment), the superchargers (the entire supercharger, plus the supercharger intakes located on the engine sides) and landing gear wheels (including the front wheel, with superb details on their discs, also as the fine tire pattern). The photoetched accessories (colored) contains the instrument panel and seatbelts, air intake strainers and structure of the coolers intakes, landing gear interior and various exterior details. The decal sheet designed by Eduard and printed by Cartograf features six colorful and attractive markings for early Lightnings serving with various USAAF units. Only 1500 boxes available.



P-38F-5-LO, s/n 42-12623, flown by Capt. Robert L. Faurrot, 35th FG, 39th FS, Port Moresby, New Guinea, January, 1943



P-38F-15-LO, s/n 43-2166, 1st FG, 27th FS, Tunisia, 1943



P-38G-13-LO, s/n 43-2264, flown by Lt. Rex Barber, 347th FG, 339th FS, Guadalcanal, April 18, 1943



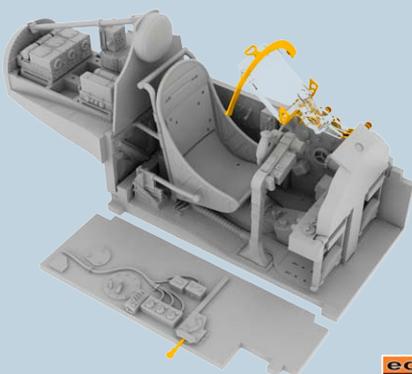
P-38G-15-LO, flown by Lt. James Hagenback, 1st FG, 94th FS, Monserrato, Sardinia, 1943



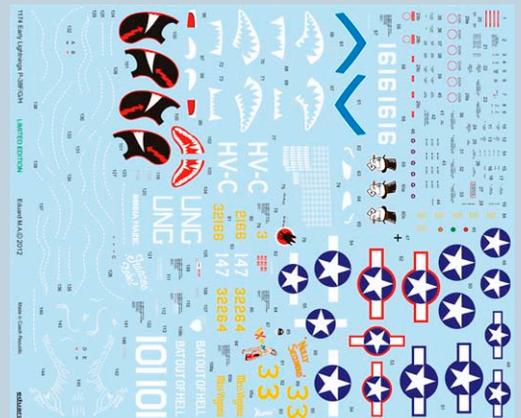
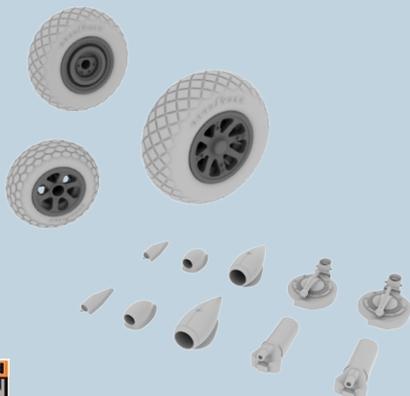
P-38H-5-LO, s/n 42-67008, flown by Lt. A. F. Thompson, 80th FG, 459th FS, Burma, 1944



P-38H-5-LO, flown by Lt. Kenneth G. Ladd, 8th FG, 80th FS, Dobodura AB, New Guinea, February, 1944



eduard
BRASSIN



BUY Early Lightnings 1/48



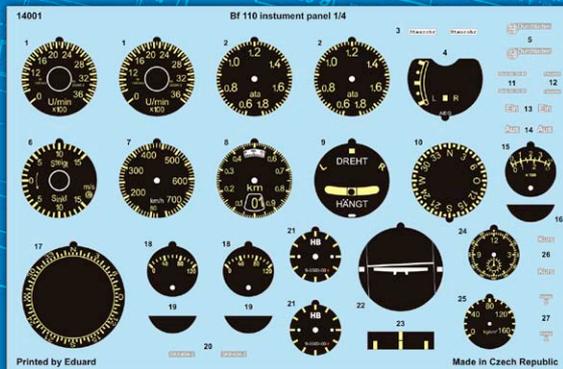
Bf 110 instrument panel

LIMITED EDITION 1/4 Cat.No. 14001



Re-edition of very popular Eduard Limited edition kit of 1/4 scale Bf 110 instrument panel. Kit contains all instruments including fine internal dial details, placards (made from PE), labels, switches and buttons.

BUY Bf 110 instrument panel 1/4



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

BIG ED



32321 B-25 bomb bay (BIG3320)



32748 B-25J bomber cockpit interior S.A. (BIG3320)



49607 II-2m3 S.A. (BIG4976)



36221 M-ATV MRAP exterior (BIG3575)

BIG3320 B-25J bomber 1/32 HKM

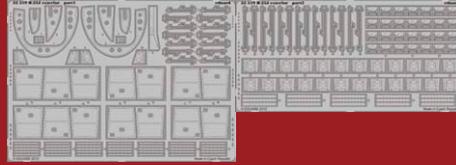
BIG4976 II-2m3 1/48 TAMIYA

BIG3575 M-ATV 1/35 KINETIC



BIG3320 B-25J bomber 1/32 HKM

32319 B-25J exterior



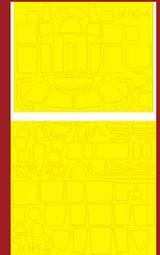
32320 B-25 ammunition belts



32321 B-25 bomb bay



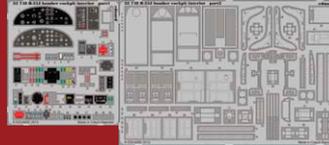
JX143 B-25J bomber



32747 B-25J bomber front interior S.A.



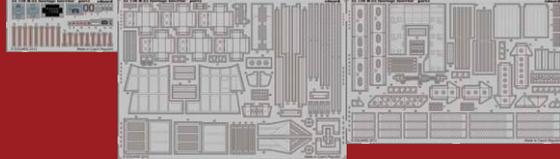
32748 B-25J bomber cockpit interior S.A.



32750 B-25J correct pilot seats



32756 B-25 fuselage interior

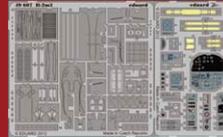


32746 B-25J seatbelts

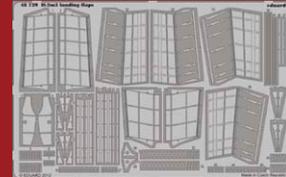


BIG4976 II-2m3 1/48 TAMIYA

49607 II-2m3 S.A.



48739 II-2m3 landing flaps

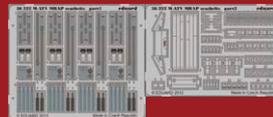


EK360 II-2m3

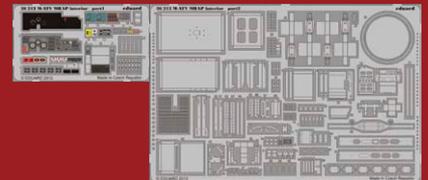


BIG3575 M-ATV 1/35 KINETIC

36222 M-ATV MRAP seatbelts



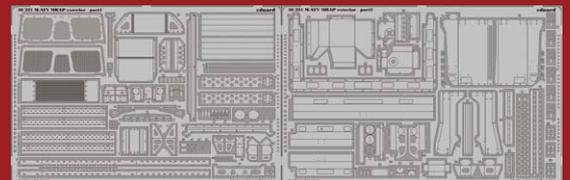
36213 M-ATV MRAP interior

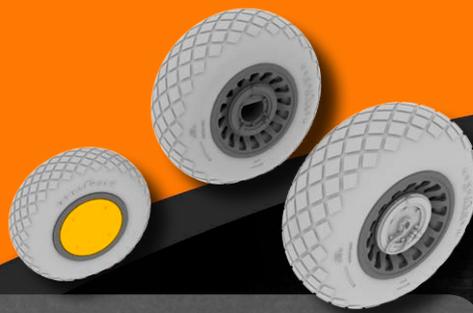


XT181 M-ATV windows



36221 M-ATV MRAP exterior

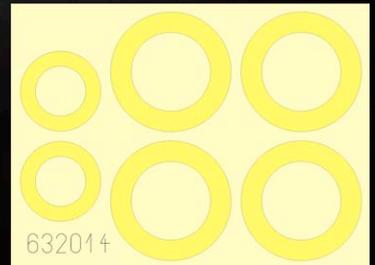




632014 B-25H/J wheels 1/32 HK Models

Set focused to HK Models B-25H/J 1/32 contains the main landing gear and nose wheels with fine detailed tire, discs and other wheel accessories. A wheel disc from PE included, also as the painting mask.

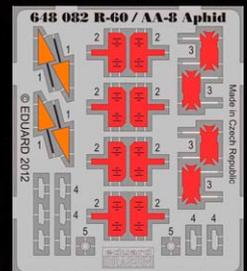
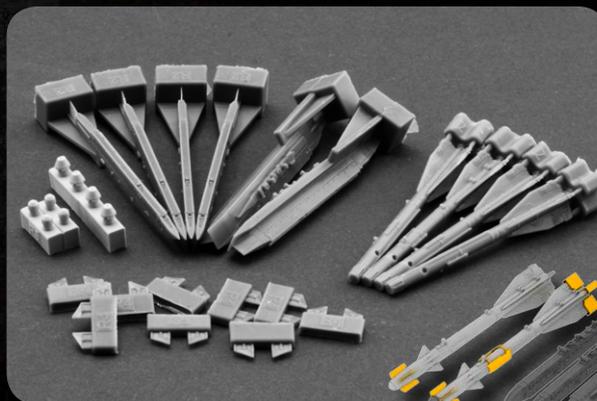
BUY B-25H/J wheels 1/32



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

Set contains 4 pcs of the infrared guided air-to-air Soviet missile R-60 Molnyia (NATO coding AA-8 Aphid) in the 1/48 scale. Set contains detailed rocket body, racks, wings and warhead protection. Photo-etched details. This is a missile widely exported by Soviets, so with a wide use worldwide. Used on planes such as MiG-21, MiG-23, MiG-25, MiG-27, MiG-29, MiG-31, Su-15, Su-17, Su-20, Su-22, Su-24, Su-25, Yak-28, Yak-38, Yak-141, Mi-24, BAe Hawk and others

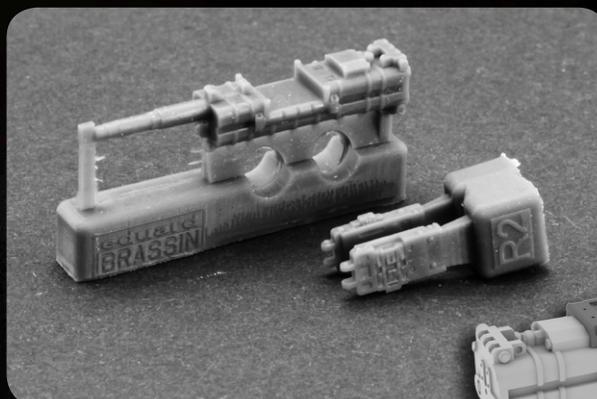
BUY R-60 / AA-8 Aphid 1/48



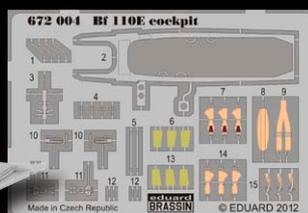
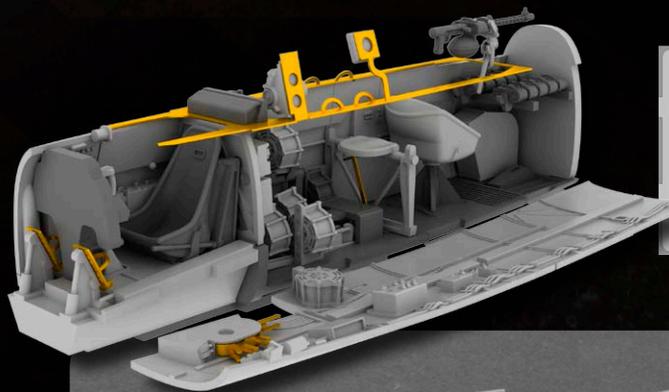
648083 MK 108 gun 1/48

Set contains two pieces of the German famous Rheinmetall-Borsig MK 108 30 mm cannon in the 1/48 scale, each composed of two parts (the main body and barrel, plus the ammo bolt deck (Gurtzuführung)). This highly detailed accessory can be used together with the Eduard 1/48 Fw 190A-8/R2 or any manufacturer kit of Luftwaffe planes using this gun, such as Me 262, Me 163, Ho 229, Fw 190D-11, particular variants of Bf 109, Bf 110, Ta 152, He 162, etc.

BUY MK 108 gun 1/48

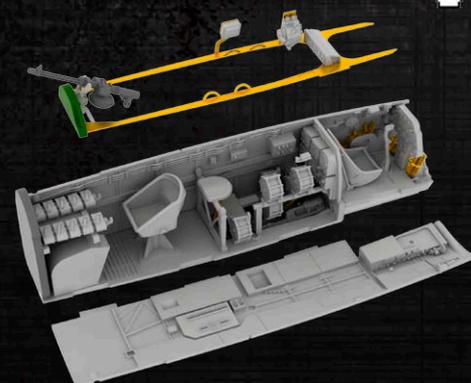


672004 Bf 110E cockpit 1/72 Eduard



Large set contains highly detailed cockpit interior for Eduard Bf 110E in 1/72. It is composed of the entire cockpit parts such as floor, seats, side-walls, pilot's compartment, radio equipment, rear gunner's equipment including ammo magazines, movable MG FF mount incl. its cover panel etc. PE details included.

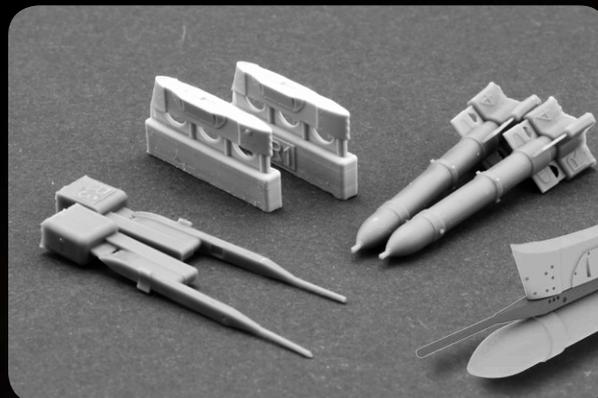
BUY Bf 110E cockpit 1/72



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

Set contains 2 pcs of the Soviet S-21 210 mm caliber unguided air-to-ground rockets in the 1/72 scale. Set contains as well detailed rocket body, underwing pylons and racks. Photo-etched details. Designed for Eduard 1/72 MiG-15/MiG-15bis kits. Can be used also on other models of types such as MiG-17, MiG-19 and MiG-21(F-13).

BUY S-21 Soviet unguided rocket 1/72



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

This set is focused on Bf 110C and D versions by Eduard in 1/72 scale. The MG 17 machine guns were used in early versions of the Bf 110s as a fuselage weapon. Set consists from four machine guns, their supports and all accessories including ammo boxes. Separate gun-mount housing is made extremely thin. A new bottom nose section is included.

BUY Bf 110C/D nose guns 1/72

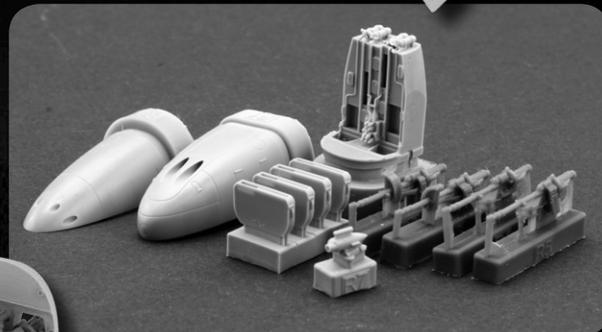


PHOTO-ETCHED SETS

SELECTED

Ju 87B-2 exterior 1/32 Trumpeter (32323)



BRDM-2 early 1/35 Trumpeter (36231)

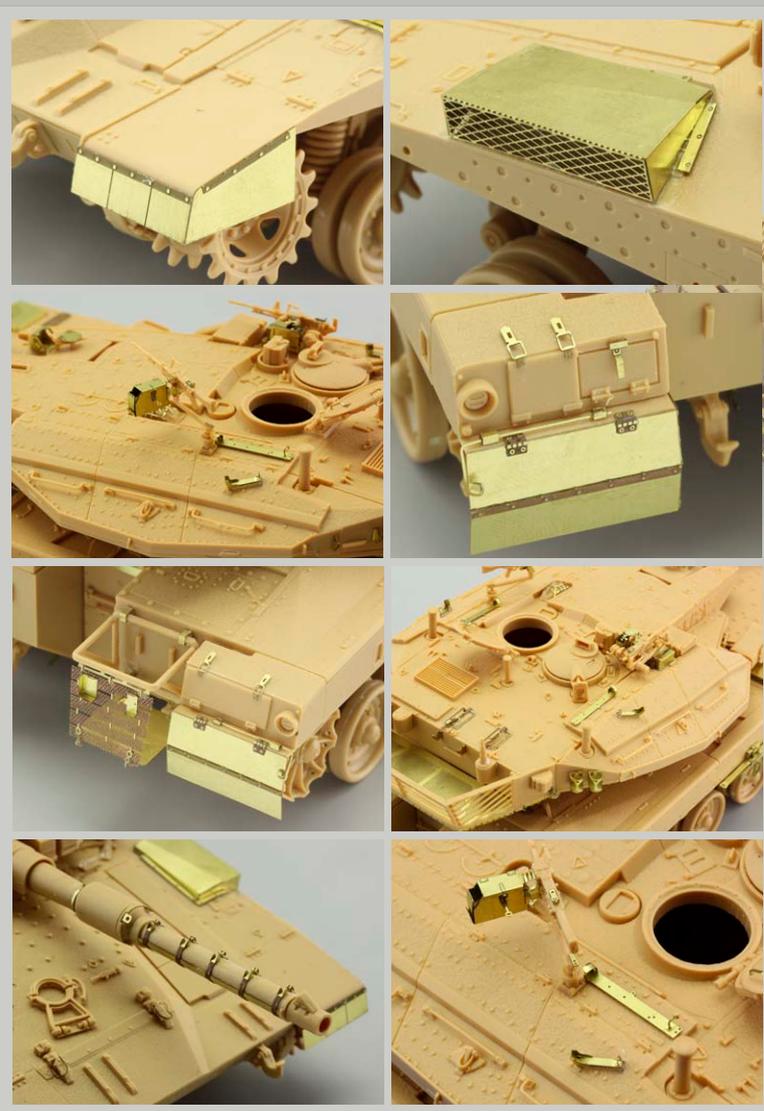


P-51D S.A. 1/48 Hobby Boss (49603)

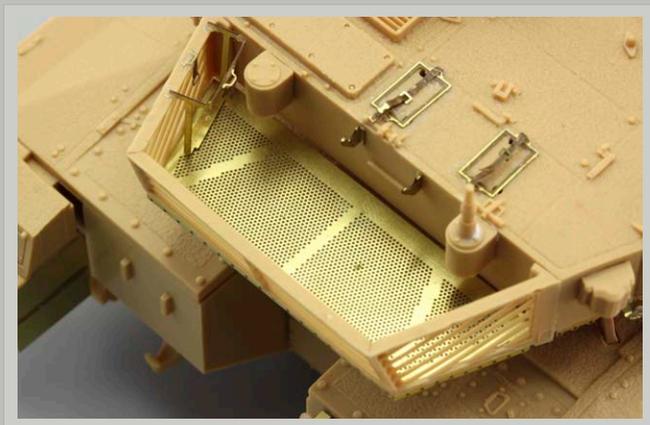
MASKA: P-51D
1/48 Hobby Boss
(EX359)



IDF Merkava Mk.IIID 1/35 Hobby Boss (36235)



IDF Merkava Mk.IIID basket 1/35 Hobby Boss (36237)

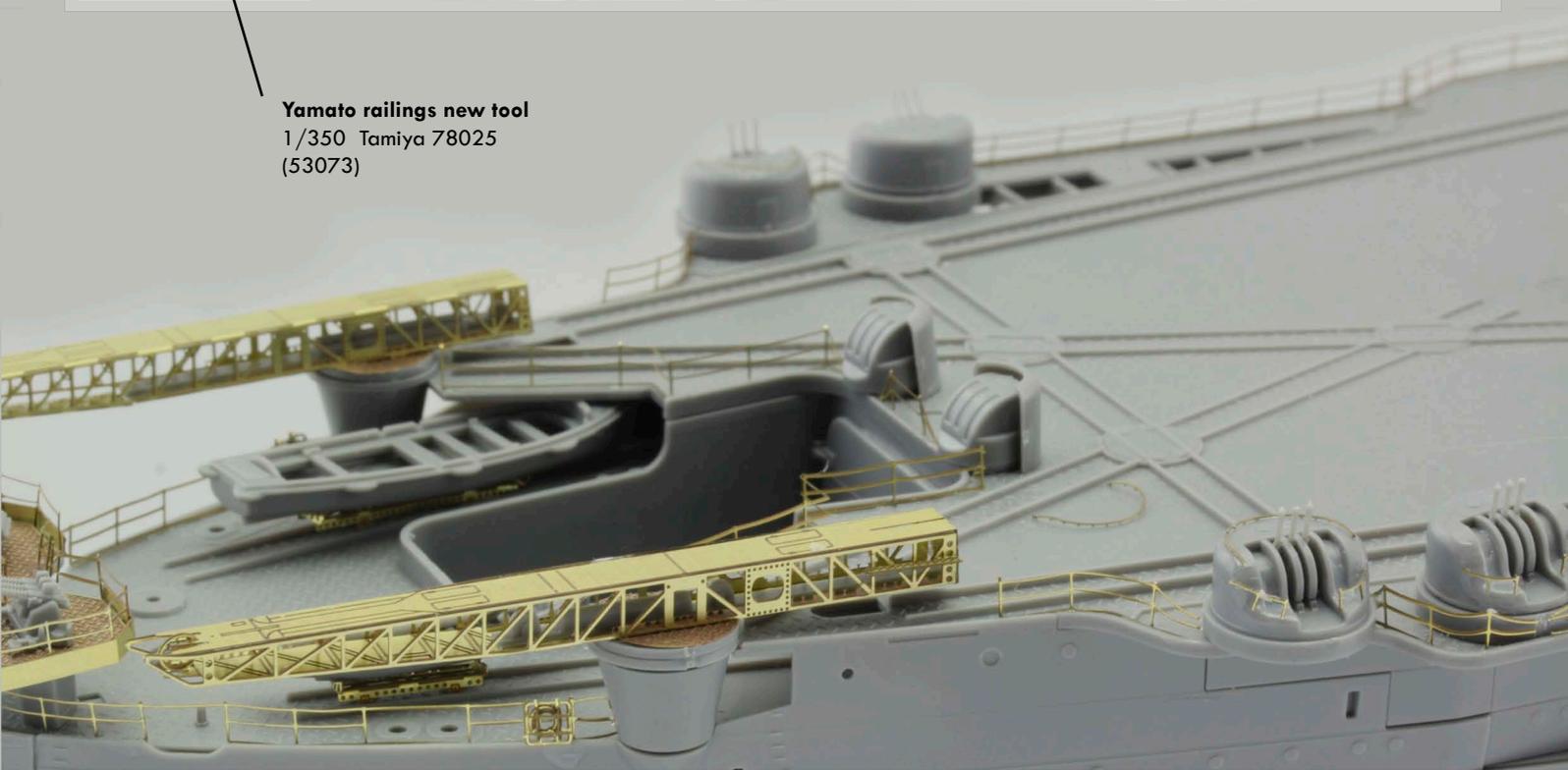


IDF Merkava Mk.IIID armour shields 1/35 Hobby Boss (36238)

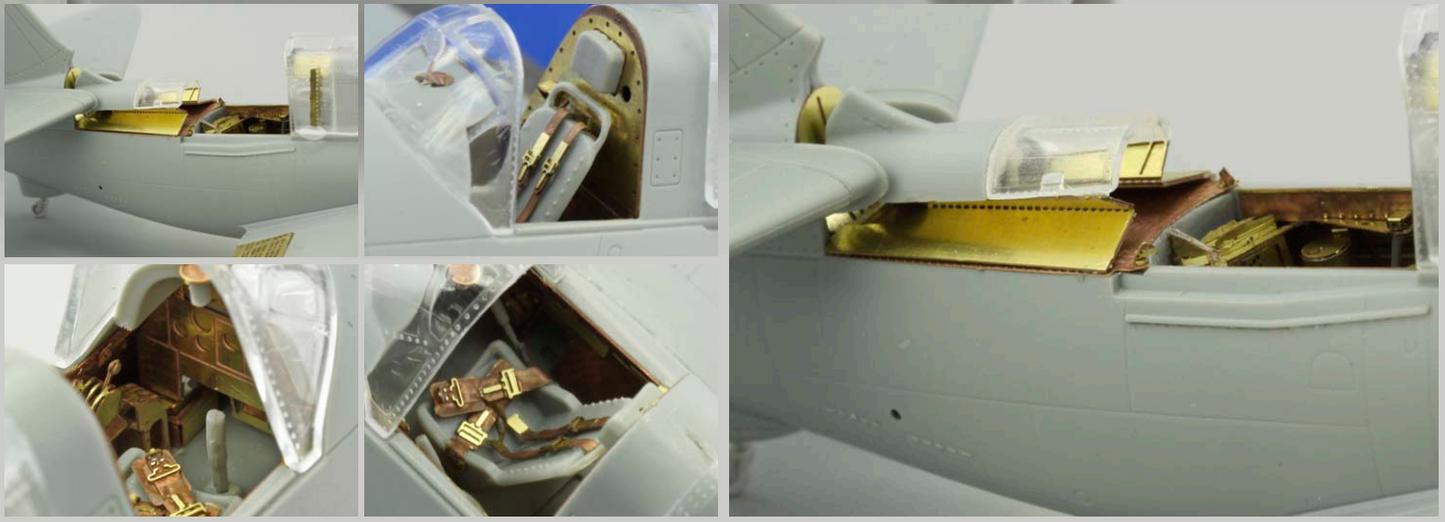




Yamato railings new tool
1/350 Tamiya 78025
(53073)



SB2C-4 S.A. 1/72 Cyber Hobby (73452)



D3A Val 1/72 Cyber Hobby (73448)



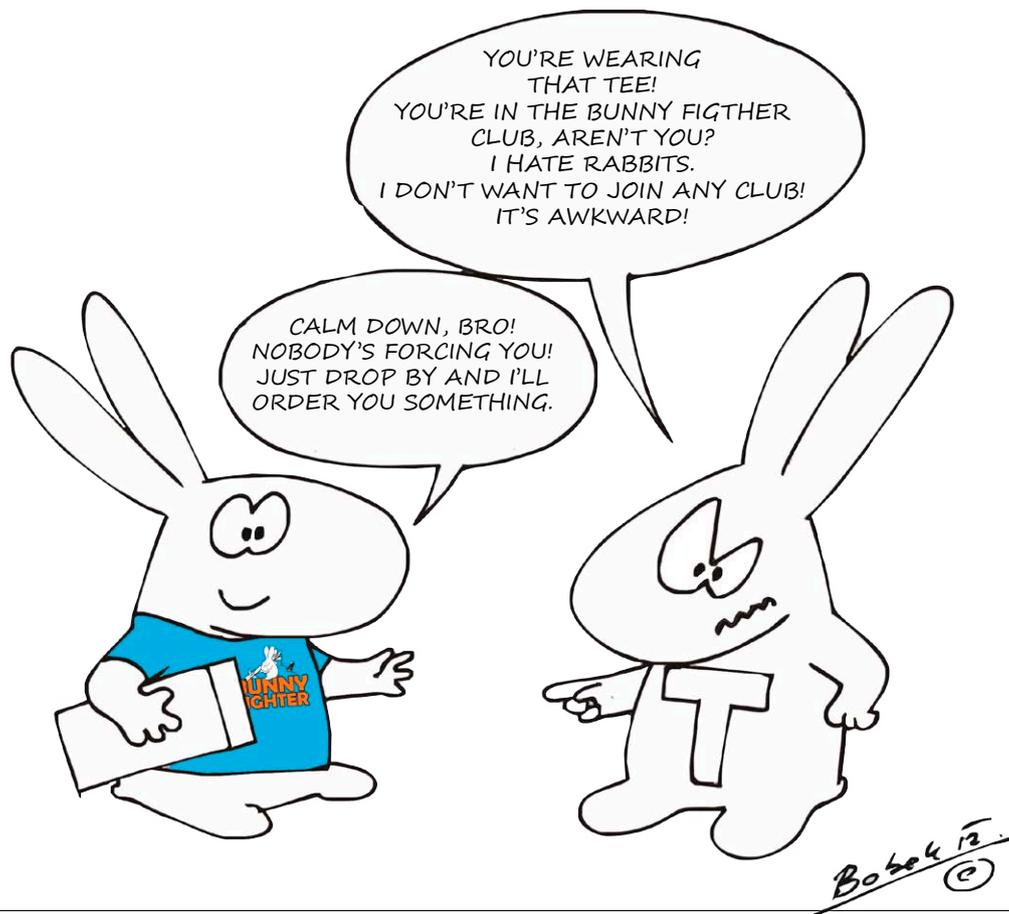
eduard

KITS							
1174	Early Lightnings	1/48	Limited Edition	SS451	P-51D/F-51 interior S.A.	1/72	Airfix
84164	Bf 109E-1	1/48	Weekend	SS452	SB2C-4 interior S.A.	1/72	Cyber Hobby
14001	Bf 110 instrument panel	1/4	Limited Edition	SS460	B-17F interior S.A.	1/72	Revell
PE-SETS				MASKS			
144006	Spitfire Mk.IX	1/144	Eduard	CX321	D3A Val 1/72	1/72	Cyber Hobby
32322	Bf 109E-7 exterior	1/32	Trumpeter	CX331	Bf 109E 1/72	1/72	Airfix
32323	Ju 87B-2 exterior	1/32	Trumpeter	CX334	Spitfire F Mk.22 1/72	1/72	Airfix
32752	Bf 109E-7 interior	1/32	Trumpeter	EX366	Lynx HMA.8 1/48	1/48	Airfix
36227	Nettle - kopřiva	1/35		EX368	Ju 87D 1/48	1/48	Italeri
36231	BRDM-2 early	1/35	Trumpeter	EX369	Wessex HAS Mk.3 1/48	1/48	Revell
36235	IDF Merkava Mk.IIID	1/35	Hobby Boss	EX371	Lynx AH7 1/48	1/48	Airfix
36237	IDF Merkava Mk.IIID basket	1/35	Hobby Boss	XT190	LVT-4 1/35	1/35	AFV Club
36238	IDF Merkava Mk.IIID armour shields	1/35	Hobby Boss	XT195	BTR-50PK APC 1/35	1/35	Trumpeter
36239	Schürzen StuG.III Ausf.G 1943	1/35	Dragon 6581	XT196	Elefant wheel masks 1/35	1/35	Tamiya
48748	P-38 upgrade set	1/48	Eduard	XT198	V3000S 1/35	1/35	ICM
49603	P-51D S.A.	1/48	Hobby Boss	XT200	L3H163 1/35	1/35	ICM
49613	Lynx HMA.8 interior S.A.	1/48	Airfix	XT201	Kfz.2 Radio car 1/35	1/35	ICM
53072	Yamato 1/350 new tool	1/350	Tamiya 78025	XT202	Merkava Mk.3D 1/35	1/35	Meng
53073	Yamato railings new tool	1/350	Tamiya 78025	BIG ED			
72544	B-17F exterior	1/72	Revell	BIG3320	B-25J bomber 1/32	1/32	HK Models
72545	B-17F landing flaps	1/72	Revell	BIG3575	M-ATV 1/35	1/35	Kinetic
73436	Spitfire F Mk.22 S.A.	1/72	Airfix	BIG4976	Il-2m3 1/48	1/48	Tamiya
73448	D3A Val	1/72	Cyber Hobby	BRASSIN			
73451	P-51D/F-51D	1/72	Airfix	632014	B-25H/J wheels	1/32	HK Models
73452	SB2C-4 S.A.	1/72	Cyber Hobby	648082	R-60 / AA-8 Aphid	1/48	
ZOOMS				648083	MK 108 gun	1/48	
33114	Bf 109E-7 interior S.A. 1/32	1/32	Trumpeter	672004	Bf 110E cockpit	1/72	Eduard
FE613	Lynx HMA.8 interior S.A.	1/48	Airfix	672009	S-21 Soviet unguided rocket	1/72	Eduard
SS436	Spitfire F Mk.22 interior S.A.	1/72	Airfix	672010	Bf 110C/D nose guns	1/72	Eduard

BUY on Eduard store

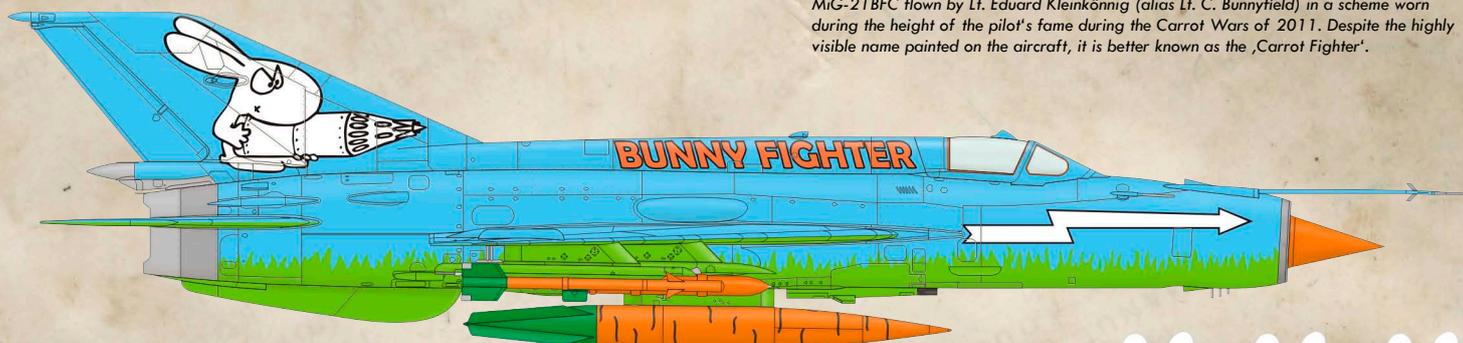


Comments and input from J&T



Forgotten Czech airman Eduard Kleinkönig

Vladimír ŠULC



MiG-21 BFC flown by Lt. Eduard Kleinkönig (alias Lt. C. Bunnyfield) in a scheme worn during the height of the pilot's fame during the Carrot Wars of 2011. Despite the highly visible name painted on the aircraft, it is better known as the 'Carrot Fighter'.

Three kill marks under the canopy of Kleinkönig's MiG is relevant only to the 2011 conflict. There is no symbolism for the damage of the two F-14As in 1986, or to the previous mid-air collision with a Soviet MiG-21SMT during Warsaw Pact maneuvers over the Baltic Sea in the summer of 1977.



This aircraft participated in one of the lesser known conflicts, the so-called 'Carrot Wars'. It was fought over local carrot plantations, generally out of the eye of the mainstream media. The MiG-21 BFC (Bomber-Fighter-Cannibalized) were surplus aircraft offered for sale by the Czech Air Force, and at the beginning of their new careers even carried Czech low-viz national insignia. The aircraft carries three kill marks under the cockpit, which were gained by the pilot, Lt. Carrol Bunnyfield.

The uncommonly sharp markings of the aircraft served to attract enemy aircraft. After gaining their attention, they then would be jumped by other, more traditionally camouflaged MiG-21s.

The participation of the European pilot in this conflict did not go fully unnoticed by the media. The first to report the participation of a European was Al Jazira, and the German press went to great lengths to speculate on his nationality. Influenced by the Russians and Serbs, the German media concentrated its speculations on Francophone nations, which have had a history of participation in local conflicts in the area. Bild am Sonntag referred to the pilot as, and I quote, 'Der Belgische Riese', which is an error, because our hero is a typical motley Czech lad of the 'Ostrava' variety, albeit a lesser known one.

This pilot, flying under the pseudonym Lt. Carrol Bunnyfield, is in fact a well known Czech aviation figure hailing out of the Zatec social scene, specifically centred around the pub 'The Garrison House' in Zatec on Jaselska Street. His name is Lt. Eduard Kleinkönig, a noteworthy pioneer of foreign missions in the Czechoslovak Peoples' Army

and a regular at the Garrison House, nicknamed 'Tchombe'. He received this nickname as early as the first half of the sixties on his return from



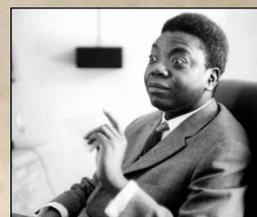
Since the Garrison House restaurant in Zatec closed down, Kleinkönig's public presence has been sporadic. The latest is that the house own by the town should be soon sold to private owners, so the restaurant may re-open.

Biafra, where he was an instructor during the integration locally of the L-29 Delfin. He later also instructed on the L-29 in Uganda. By the way, the then 1st Lieutenant Kleinkönig, on behalf of Czech intelligence, is known for the initial reports of atrocities committed by the new Zambian dictator Mobutu Sese Seka (full name reportedly

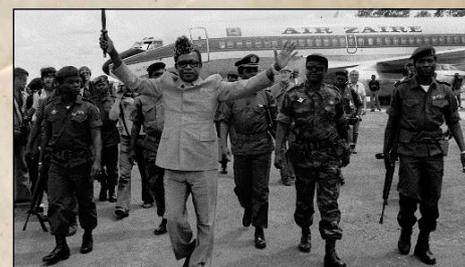


Uganda's L-29 Delfin. The story goes that it was this particular machine on which Lt. Kleinkönig demonstrates to shocked Ugandan cadets his famous low altitude flight. He keeps that figure to the late years – note the unusual blue/green scheme on his MiG-21 BFC.

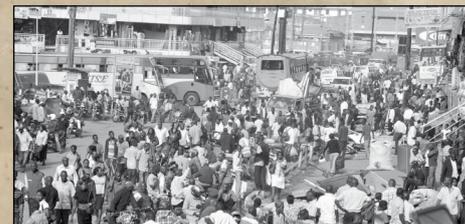
Mobutu Sese Seko Kuku Ngbendu wa Za Banga). The reports were proven true after the fall of Mobutu some twenty years after the involvement of Czechoslovak personnel in Uganda. Kleinkönig was also stationed in



Congo's president Moïse Antonin Kapenda-Tshombe had no idea that during the 60s he was an inspiration to the nickname of the young Czechoslovak jet fighter pilot, Lt. Kleinkönig.



Zaire's dictator Mobutu Sese Seko Kuku Ngbendu wa Za Banga during his visit of Uganda. Due to lack of fuel his flight landed at Sarese, where at that time were stationed also Czechoslovak instructors. Before the dictator's plane was refueled, the base commander arranged for Mobutu a lavish dinner party.



Year of 1964 – a jam at the gate to the Uganda Air Base Haffassa, where L-29 training took place. The white man standing eighth from the left in the sixth row is Eduard Kleinkönig!



1978 year: Coloned Khaddafi at the Czechoslovak aviation factory Aero Vodochody, where he was given a new plane model of the L-39 Albatros.



Prague, 1987: Czechoslovak president and the leader of the communistic party Gustav Husák (right) beams with joy right after Muommar Khaddafi presented Eduard Kleinkönnig with the Order of the Big Camel at a private function out of sight of the press.

Egypt, where he participated in the evacuation of aircraft to the Sudan during Israeli attacks of the 1967 war. From that time, his friendship with future president Hosni Mubarak are well documented., then a divisional commander to which Kleinkönnig was attached as an instructor. His African experience would continue through the eighties in Libya, where, as an employee of PZO Omnipol, he was involved in the integration of the L-39ZA Albatros light combat aircraft into the Libyan Air Force. According to his Garrison House stories, he found himself in Benghazi in 1986 during the American attacks in retaliation for the Berlin disco bombings.

His participation in the epic battle against American imperialism, culminating with his damaging of two F-14A Tomcats from the 23mm cannon of his Albatros, Kleinkönnig was decorated with Libya's highest state award. The Order of the Big Camel, which was awarded by non other than Colonel Khaddafi himself in his tent, erected in Prague during his visit in the late eighties.

His work for Omnipol was the likely reason for his final assignment in Africa which led to his participation in the Carrot War. The sale of five former Czechoslovak (according to some sources Hungarian) MiG-21MF aircraft were the work



The Order of the Big Camel, presented to the only one Czechoslovak citizen, Eduard Kleinkönnig, by Muammar Khaddafi. This highest Libyan order is currently on display in the 'tradition room' of No. 24th Branch of the Czech Airmen Association on the Zatec-Macerka airfield. Its owner picks up it for very special occasions.

of this well known Czech company. The training of local pilots on these aircraft was right up Kleinkönig's alley. The local pilots transitioned to the MiG-21s from Fouga Magisters, which originated in Israel and went through an upgrade to give them a secondary combat role. The reasons behind such a qualitative improvement in the air force of president Blaise Compaoré are unknown. The two debated reasons, that he went nuts in his old age and that it was a military transaction pushed through by the Czechs, both seem equally likely. Media sources claim that a Czech Dr. Bartak served as an advisor to president Compaoré, but it has not been ascertained whether this is the well known neurologist Dr. Martin Bartak, later a successful Czech defense minister, or the infamous pervert MUDr. Jaroslav Bartak.



Training plane Fouga Magister, still in Israeli colors. After buying a significant number of these planes from Israel, it became a mainstream type of the Burkina Faso AF. The MiG-21 training of Mossian pilots meant for Eduard Kleinkönig an unexpected return to the African sky. ◀

One of the brothers in arms for Lt. C. Bunnyfield (Eduard Kleinkönig) in the Carrot Wars in the Summer 2011 was (at the end) also his old time friend Patricie Umangbata, that was trained by Kleinkönig on the MiG-21 several years ago in Czechoslovakia. Note the unusual first name of this pilot and especially his non-African face... ▼

relative cost of firing off a missile round (costing some \$360,000US) against a Taliban donkey (\$186.49US taxes in) is something that causes one to scratch their head.

The Mossi MiGs flew out of the main base in the capital city of Burkina Faso, Ouagadougou, du-



President of the Burkina Faso Blaise Compaoré (middle) with his officers.



South-east corner of the Bobo-Dioulasso Air Base.



The President Compaoré is very popular.



Although the spare parts and ammunition dumps for MiG-21s in the Bobo-Dioulasso are not very common, there were no supply problems during the Carrot Wars.

the comments originating from Hungary casting doubt on the Czech source of the famous blue MiG, no less its well known, big-eared pilot. It is furthermore possible that the name Attila Orszag is one of many pseudonyms that Kleinkönig used during his eventful career, but he was definitely not Hungarian!



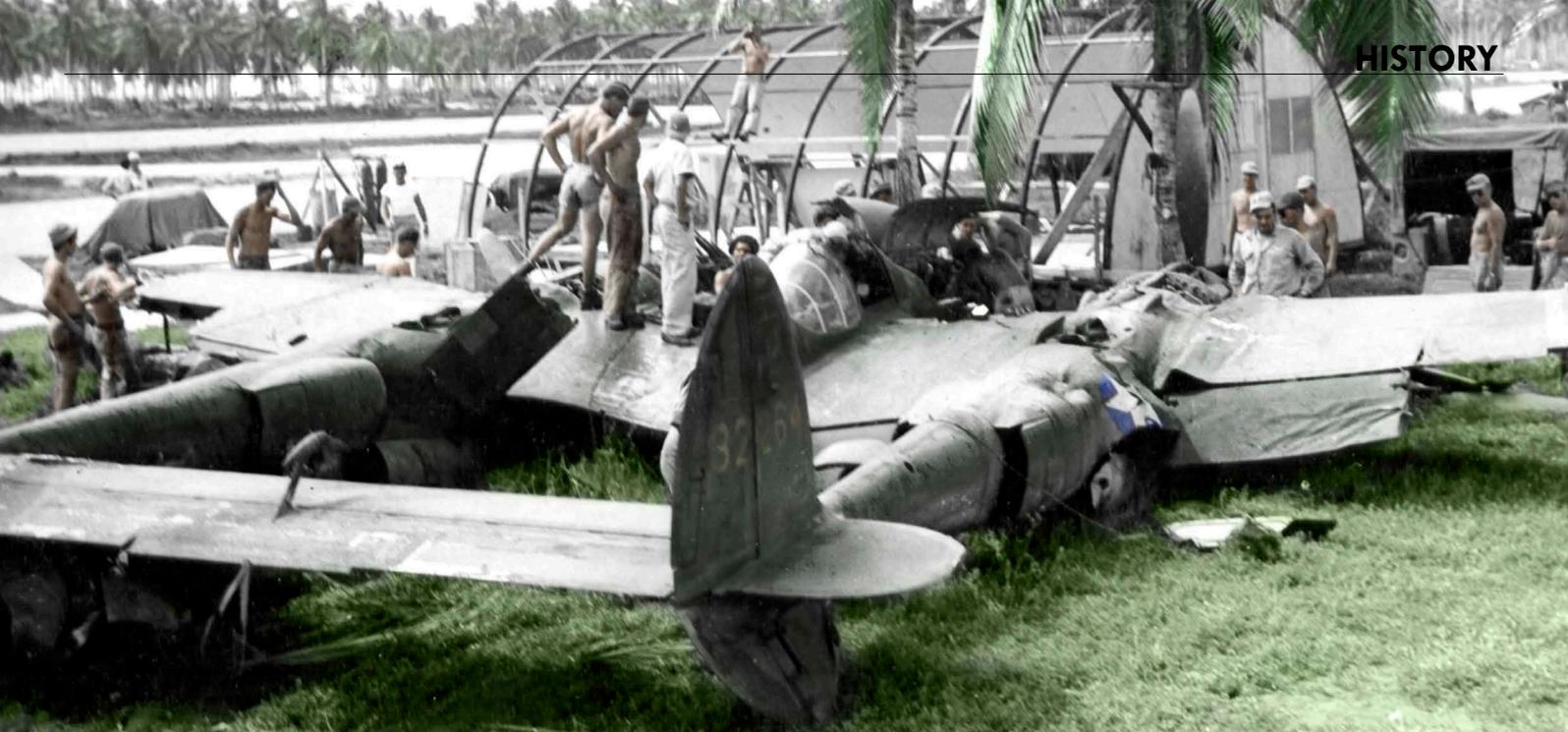
Management of the Eduard – Model Accessories company decided to make an expedition to the friendly country of Hungary with an effort to trace the Bunny Fighter. There was interest to join the expedition by the legendary Eduard Kleinkönig himself. But it seems, that he has a greater interest for Hungarian salami than for the plane in which he survived iffy moments in the hot African skies a year ago.

Unfortunately, minority group uprisings, supported by Tuareg nomads in the Sahel region of the Sahara, came at a time when the Mossi pilots had not completed their transition to the MiG-21, and only one, Major Uruumba Umba Umba, who had flown at one time as Kleinkönig's wing, was qualified. Besides reconnaissance and interdiction flights, the duo also flew escort missions to cover the Majisters armed with unguided Matra rockets and Czech Plamen underwing cannon pods, which were very successful against ground targets, such as vehicles in use by the Tuareg. These were acquired from VW in Germany and modified to carry Omnipol supplied Czech Type 59 30mm twin cannon. They were also used against Fulb and Tuareg combat camels. The French media services have described the effectiveness of the use of the aircraft against Tuareg camels to be comparable to the effectiveness of the USAF in Afghanistan, where the

ring the war, but our duo often operated also from smaller strips at Bobo-Dioulasso. Flights out of Abidjan airfield cannot be ruled out, but this is a grass field with no real technical support infrastructure. The social environment of this area is such that everything that isn't bolted down tends to go missing, and this should be considered as well. Of course, at the time, this would not be all too foreign to someone accustomed to Czech standards of the day! Kleinkönig often expressed feeling quite at home in Africa.

It was long assumed that Kleinkönig's blue MiG, dubbed the 'Carrot Fighter', was lost during a combat sortie over the Sahel region of the Sahara about three months after his return home. According to the most recent information, the MiG survived the war and was sold to Hungary, where it has been reportedly stored at an undisclosed military academy. This accounts for





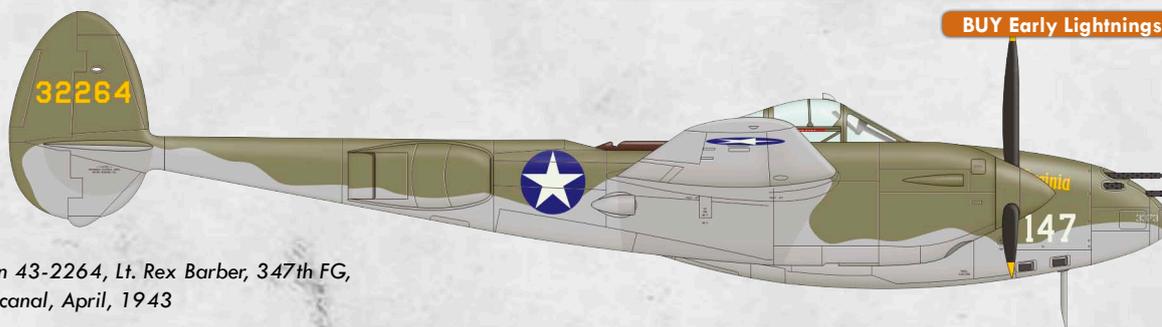
REX T. BARBER

Jan Bobek

American fighter pilot Rex T. Barber will forever be associated with the unforgettable encounter that took place on April 18th, 1943 over the island of Bougainville that took the life of the architect of the Pearl Harbor attacks, Isoroku Yamamoto. The markings of this aircraft are offered as an option in this month's Special Edition kit by Eduard in 1/48th scale. But should you think that my article here will centre exclusively on this mission, you'd be mistaken. I wrote in some depth on the subject in REVI No.18, and I sent an issue to Rex Barber. The envelope from the distant Czech Republic evidently was a pleasant surprise for Mr. Barber, because the number of documents and books I was to receive from Mr. and Mrs. Barber was almost overwhelming! The wife of Rex Barber never forgot to send me clippings from the local press in reference to the Czech Republic after that.

Rex Theodore Barber was born in Culver, Oregon on May 6th, 1917. After attending Lindfield College in McMinnville, he went to Oregon State University. He joined the military in September, 1940, prior to the United States' entry into the war. His military life took him on a virtually straight line into the cockpit, and he gained his wings in October, 1941.

Photo on top: Not very nice landing of legendary P-38G-13LO „Miss Virginia“ marked as „147“ with serial number 43-2264. Her „owner“ was Bob Petit who used it on February 27, 1943 for shooting down of two „Rufes“ and on March 29 flew it during attack against submarine chaser. All three successes were marked on the nose of the aircraft as two little flags and ship silhouette. Rex. T. Barber had used the very same ship during famous mission on April 18, 1943. The date of crash landing seen on the photo is not known. A rumor says that pilot was not able to lower undercarriage and his landing ended right next to new latrine.



P-38G-13-LO, s/n 43-2264, Lt. Rex Barber, 347th FG, 339th FS, Guadalcanal, April, 1943



Airacobras, probably from 347th FG, standing in a field at Guadalcanal receive quick repairs to battle damage.

His first operational assignment was the 70 th Fighter Squadron (35 th FG) in California, equipped with the Bell P-39 Airacobra. The unit still had to wait about a year to enter combat after the attack on Pearl. The unit was moved to Guadalcanal after a stay on Fiji, and by this time, Lt. Rex Barber had accumulated over 400 hours of flying time. At this time, his 70 th FS fell under the command of the 347 th Fighter Group, and besides the P-39, also took delivery of the twin engined P-38 Lightning. The main role of the 70



There was no shortage of useful vehicles at Guadalcanal making life of ground crew bit easier. T. Sgt. Leo A. Hopp operates the Fighter Group's pride, a Cletrac airplane mover.

th FS P-39s was to attack ground and surface targets, but the opportunity did present itself from time to time to test their aerial combat skills against the Japanese.

Rex Barber was presented with such an opportunity on December 28 th, 1942, during a reconnaissance flight over an enemy airfield at

Munda, on the island of New Georgia together with his wingman 1stLt. William Daggit. They cruised in over the target at 9,000 feet. Above them, at 13,000 feet, they spotted patrolling Zekes, while below at 1,000 feet, bombers initiating landing procedures.

There were three twin-engined G3M 'Nells' of the Kokutai 701 that were coming in from Vunakanau airfield in Rabaul to pick up fighter pilots of the Kokutai 252, and deliver them to the air base at Kahili. (known as Buin to the Japanese) on the south shore of Bougainville. Their escort included nine Zeros and the formation arrived at Munda at 1045h. While Daggit initiated a manoeuvre to attract the escort aircraft, Barber began his assault on the lead bomber in his Airacobra, carrying the name 'Diablo'. During his attack, he realized that in the heat of the moment, he had neglected to jettison his drop tank, a situation that was immediately remedied. His first burst lit up one of the engines of the bomber, which ended up in the drink some 30 meters from shore. Of the crew commanded by Lt. (JG) Keizo Kondo, all survived, although three suffered injuries. He then attempted to join a formation of aircraft that he deemed to be Marine Corps Corsairs, but on realizing that they were in fact Zekes, set a quick course for home. The news of the kill reached home before Barber did. Good news traveled fast thanks to an Australian spotter on Rendova, who reported that an American fighter dropped a bomb on a Japanese bomber at Munda. What he actually saw was the jettisoned drop tank. If any of you happen to have the needed scuba gear and the required experience, the wreck lies on the bottom of the ocean, but is relatively intact.

At the beginning of 1943, Barber was transferred to the 339 th Fighter Squadron, and began flying the P-38G Lightning. He literally made the transition by himself. Later, he confessed that it was over the first ten or fifteen flights that he began to recognize the flight controls and how to feather the props when needed. It wasn't until after he left Guadalcanal in May, 1943, when he received formal training on the P-38! Becoming one of the most successful pilots in the 339 th FS is a testament to his piloting skills.

At the same time as familiarizing themselves with their large fighters, the pilots were also honing their combat skills to best fight their Japanese opponents. These difficult times also presented



Somewhat surprising photo depicting crew of Chinese American Composite Wing's B-25 Mitchell. On the left is smiling Rex T. Barber, while on the right seat is co-pilot Lt. Y. C. Yi.

some very difficult lessons. Their foes were made up of combat hardened veterans of the Kokutai 204, 252 and 253 flying Zekes, and from the Kokutai 802 flying the float equipped version, the Rufe. Over the 13 th and 14 th of February, the 339 th FS wrote off eight aircraft and lost three pilots. Especially the 14 th of February would prove to be tragic for the Americans over Kahili. The actual figures were the loss of ten American (including Marine Corps units) and two Japanese Zeros lost. The event has been remembered as the 'Saint Valentine's Day Massacre'. Barber almost ended up on the wrong side of the statistics sheet himself, when on March 29 th, 1943, he attacked float equipped aircraft at Shortland base. On the return flight, the Americans spotted Type 28 sub chaser. Under the leadership of Capt. Thomas Lanphier, the five Lightnings conducted four sweeps just fifty feet over the water. It almost cost Rex Barber his life, causing him to fall into what is known as 'target fixation', a pretty self-explanatory term. He snapped out of it, but did damage a wingtip, losing about three feet of it. The Japanese ship was listing and on fire, but Barber was somewhat more interested in not having to ditch in shark infested waters.

One of the greatest combats to occur in the area of Guadalcanal took place during the Japanese Operation 'I' on April 7 th, 1943. Targets on Guadalcanal were to be attacked by 67 bombers accompanied by 157 fighters. The Americans countered with 76 aircraft, including a dozen Lightnings. Rex Barber was in one of them, and over the course of the battle, was able to shoot down a pair of Zekes, likely belonging to the Kokutai 253. The Japanese wrote off twelve fighters and nine bombers, while the Americans lost seven aircraft and a number of ones that suffered damage of one form or another. Barber's 339 th FS came out the other side unscathed.

The greatest milestone of Barber's career came on the aforementioned April 18 th, 1943. The



Airplane flown by Rex. T Barber during dramatic mission on March 29, 1943. Standing from the left: Lt. Col. Henry Vicellio, Lt. Col. Tyler, Lt. E.H. Anglin, capt. Thomas G. Lanphier, Lt. E. E. Stratton, Maj. Gen. N. F. Twining, Maj. John W. Mitchell (commander of 339th FS) and Lt. Rex T. Barber. The photo was taken after April 18, 1943.



Crew of CACW's B-25 Mitchell head for their ship. From the left: radio/gunner Lt. K. W. Fang, pilot Capt. W. P. „Kit“ Carson, pilot Capt. C. Y. Lin a navigator/bomber Lt. M. H. Chow.

Americans, with the help of their allies, were able to intercept and decipher a Japanese communique, detailing the schedule of an inspection tour of Admiral Isoroku Yamamoto. Lightning pilots stationed on Guadalcanal were entrusted with the mission to shoot down his bomber. Eighteen P-38s were allocated to the mission, and the attacking foursome was to include Lt. Barber and Capt. Lanphier, a confirmation of their skills and recognition of their success in the P-38. The

1943 mission were to be kept secret. Barber had flown 110 combat sorties, but had no idea that the toughest one was still ahead of him. Practically immediately on his return to the States, he volunteered for service with the Chinese American Composite Wing (CACW), engaged in fighting the Japanese in southern China. His request was granted, and at the end of 1943 he became a Lightning pilot yet again, this time assigned to the 449th Fighter Squadron of the 51st Fighter



T. Sgt. V. DeVito is painting another mission marking on the side of the P-38G-10. Next to him is posing Capt. Billy M. Beardsley. He had scored one kill during mission on April 29, 1944. In the same engagement was shot down Rex T. Barber. It was also Beardsley who escorted Barber's wingman departing the combat zone and saw him bailing out. By co-incidence Beardsley once influenced fighting in whole China. During a sortie on September 9, 1943 near Canton he had engaged and shot down a Ki-21 „Sally“ (MC-21 transport). Among the killed passengers was also commander of 3rd Air Division Lt. Gen. Nakazono Moritaka.

details of the mission were discussed in great detail, and Barber was eventually credited with one bomber shot down, one damaged, and one Zeke destroyed. Both G4M Bettys of the Kokutai 705 were written off, and Yamamoto was killed even before the Betty he was in hit the ground. Of the six escorting Zeros, of the Kokutai 204, none were shot down but one was damaged and crash landed. The Americans lost one pilot and one P-38 was heavily damaged and also crash landed. Two days later, the Americans intercepted another communique confirming the death of Yamamoto.

Shortly after this event, Barber was sent back to the States, and circumstances of the April 18 th,

Group (earlier the 449thFS was subordinate to the 23rd FG) in Szechuan.

His main adversaries were made up of Ki-43 Oscars flown by the 11th and 25th Hiko Sentai and Ki-44 Tojos flown by the 85th Hiko Sentai. On February 10th, Barber damaged a twin engined Ki-45 Nick, and two days later, he got two Ki-43s as probables in combat with 11th and 85th Hiko Sentais. The Ki-43, in comparison to the Zeke, was more lightly armed, and lighter in general, but in the hands of a skilled and experienced pilot, represented a deadly threat, even to the fast, well armed and robust P-38. The Americans were able to remind themselves of this fact on March 4th, 1944 at Kuikang, when a

sextet of 449th FS Lightnings were tasked with attacking river vessels. After being bounced by the 25th Hiko Sentai, only three returned home. Almost a year after the downing of Yamamoto's bomber, Capt. Rex Barber was declared the lead for his last sortie. It was his 28th mission in China and was planned for April 29th, 1944. Eight P-38s (nine according to Japanese sources) were to escort B-25s of the CACW against river boats on the River Yangtze. The American group was gathering in the vicinity of the target at 1,500m, when, at about 1230h, they were bounced by ten 25th Hiko Sentai Ki-43s and four obsolete Ki-27s with a 300m height advantage. The Americans claimed three kills (the Japanese no losses), and lost two of their own. Barber and his wingman, 2nd Lt. Robert W. Campbell, were missing.

When the Americans were attacked, Barber noticed that his wingman was apparently in shock, calling to him to break, and entered the battle. Campbell later announced a victory, but his aircraft took some hits and on the return flight, his starboard engine seized up. He took to his chute not far from Tienchu.

Capt. Barber tangled with an opponent in a climb, stalled but his enemy did not. As a result, his intended target ended up in Barber's six, and his starboard engine suffered hits. He stayed in the air as long as he could, but when the engine burst into flames at 500 feet, he bailed. In the egress, he was clipped by the tail surfaces of the P-38 and on hitting the ground, he realized that he had broken his right ankle and right forearm. The seriously wounded Barber noticed two Chinese boys and waved to them, despite his fear of the chance of them alerting the Japanese to his presence or hostile Chinese. However, he was in luck; twelve-year-old Rong Zhi-Zhou and fifteen-year-old Shao Hong-Shen tried to get him on his feet and get him to the home of their nearby friends. Japanese soldiers appeared, and the boys hid Barber in a thicket. After the threat had



JAAF's 25th Hikō Sentai was responsible for shooting down of Rex T. Barber on April 29, 1944 near Yueyang. Photo of 25th's Ki-43-II shows battle damage of leading edge and missing aileron. Her pilot Capt. Nakakazu Ozaki scored 19 victories.



This Ki-44-II Kō (s/n 1134) belonged to 2nd Chūtai of 85th Hikō Sentai. Her pilot was probably 18 victory ace Yukiyoishi Wakamatsu. This unit under Wakamatsu's command was badly defeated on February 12, 1944 near Suichuan together with „Oscars“ from 11th Hikō Sentai. Rex T. Barber claimed two probables after the battle. At least one „Oscar“ and five „Tojos“ were shot down with one more damaged and another three belly landed after running out of fuel.

HISTORY

passed, they placed him on a door and dragged him to a house, where they waited til nightfall. People however generally had misgivings about hiding Americans, and so the boys soldiered on. After about 500m, they ran into five Chinese Nationalists, who took over Barber, but later made possible several meetings with both boys.

The Chinese took care of the pilot to the best of their ability with what little resources they had at their disposal. Their care for his injuries included acupuncture, hot compresses, and herbal remedies, and they managed to save his injured foot and hand, and avoided the danger of gangrene. As soon as it was physically possible, they set out for the unoccupied section of China. Missing Aircrew Report about Barber's P-38H-5LO (42-62007) was unfortunately not archived, but from its remains it is evident that he returned to his base on June 7 th, 1944. It was also evident that his arm was not properly set in its correct position.

After his return to the United States, Barber spent eight months in Santa Anna, California. His arm ended up somewhat shorter, but his Chinese caregiver did the impossible, and no amputation was required, and under a worse case scenario, Barber's injuries did not result in death. The indestructible Barber quickly volunteered to join the 412 th FG, commanded by legendary Flying Tiger Tex Hill. Later on, Barber became CO of the 29 th FS equipped with jet powered P-59s and P-80s. From July, 1946, he commanded the 27 th FS within the framework of the 1 st FG, again, in California. A year later, he married Margaret, with whom he would have a son, Rex Jr. Between 1946 and 1950 he served with the Tactical Air Command at Langley. From 1952, he served with the Air Defense Command in Colorado Springs and then served as an air force advisor in Columbia and Equador. His last posting was with the 354 th Fighter Wing, which he left in 1961 to retire as a Colonel. For his service, he received the Navy Cross, the Silver Star twice, the Purple Heart, Air Medal, Veterans of Foreign Wars Gold Medal of Merit, among others.

Rex T. Barber passed away on July 26, 2001. The events of his rescue belongs among the most significant historical events of the Hunan Province in China. At the end of the nineties, articles about Barber's rescue were published several times in Chinese periodicals in several countries, and local authorities were able to contact one of the two boys who was already pushing seventy at the time!

I would like to express my extreme gratitude to Mr. And Mrs. Barber for their amazing assistance in the research of this article.

Photo: via Rex T. Barber, Fold3.com, San Diego Air & Space Museum, Wikimedia Commons

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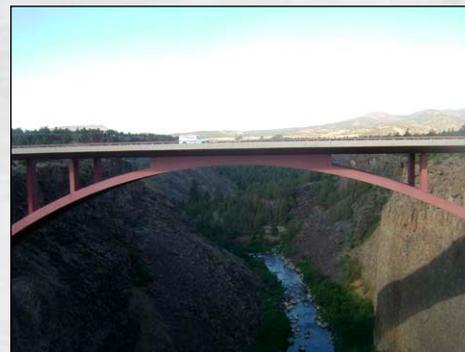


Rex T. Barber was shot down on April 29, 1944 under similar circumstances. This photo taken in early 1944 over Yangtze river shows attack of P-40s (bottom left) and three P-38s (upper right).



Rex T. Barber and Kenji Yanagiya, former member of Kókútai 204 and only WWII survivor of Yamamoto escort on April 18, 1943. Photographed during April 1988 at Nimitz Museum in Fredericksburg, Texas.

2, Osprey, 2009
Millman, N.: Ki-44 'Tojo' Aces of World War 2, Osprey, 2011
Stanaway, J. P-38 Lightning Aces of the Pacific and VBI, Osprey, 1997
Umemoto, H.: IJN Zero Battle Diary, Dainippon Kaiga Co., 2011
Umemoto, H.: Air Combat over China of Ki43 Hayabusa in 1943-45m 25th & 48th Sentai, Dainippon Kaiga Co., 2007
www.fold3.com
www.pacificwrecks.com



The Crooked River High Bridge in Oregon was renamed in 2003 as Rex T. Barber Veterans Memorial Bridge. The bridge has an arch span of 410 feet (124.97 m) and is situated 300 feet (91.44 m) above the canyon floor.



WELLINGTON KX-B MEMORIAL

Jan Zdiarsky

It is several years ago when I have read book by Alois Siska „KX-B neodpovida“ („No answer from KX-B“). On that time I had no idea that one day the author, Czechoslovak veteran of British RAF, Colonel (and later general) Alois Siska will be my friend. Now, more than nine years after Gen. Siska deceased, the words from the old book came again in my mind. On 17th October 2012 I had a privilege, invited by the Czech Army to attend, together with my museum colleague Michal Holy and movie director Petr Jan-carek, a special ceremony in Petten, Netherlands. This was an unveiling ceremony for the Wellington KX-B crew. The memorial was created by a team mostly composed by members of the 222nd training Squadron“ of the Czech Air Force from Namest AB. This unit is honored by the honorary title „Siska's Squadron“.

The memorial is situated on the Netherlands west coast, close to place where during beginning of January 1942 the ice sea washed ashore a British type dinghy with three airmen, more dead than alive. It was observed by some lo-

cal children, who run for a help... Drama of the crew begun six days earlier on 28th December 1941. During that night, RAF Wellington bomber from the No. 311 (Czechoslovak) Squadron RAF, piloted by Sgt. Alois Siska, was seriously hit by German flak during air raid to Wilhelmshaven. An effort to return failed and the crew was forced to crashland their crippled plane in the middle of the North Sea. Only five of six crewmembers managed to get the dinghy. Body of the rear gunner Sgt. Skalicky sunk with the airplane wreckage. The surviving five men had no idea that they will pass six days on the extremely cold and stormy sea before they should see the land again. During the third day on the sea the co-pilot, Sgt. Josef Tomanek passed away. His body was buried by comrades into the sea, due to dinghy poor conditions. Then the navigator, Sgt. Josef Mohr died. His body was still in the dinghy when it was forced on the Dutch coastline. Pilot Sgt. Alois Siska, radiooperator F/O Josef Scerba and the front gunner Sgt. Pavel Svoboda were captured and transported to POW hospi-

tals. Although their dramatic story did not end, all three survived the war. None of them is alive today.

On that crew memorial unveiling ceremony were attending several guests from Czech Republic, Slovakia, Netherlands and Great Britain. A high honor was i.e. presence of the Czech Republic Ambassador in the Netherlands, Slovak Defence and Air Attaché in the Netherlands, the chief of the Czech Air Force and not as least also several local people, including man and a woman, who as little children in 1942 saw the dinghy on the sea and called for the adult help... From my angle of view there were also another and most important attendants. These were representatives of families of all six crewmembers of the Wellington KX-B (!). Relatives of the crew members were discovered by pilot's daughter, Dagmar Johnson-Siskova. Their transport to the Netherlands was realized by the Air Force of the Czech Army.

During past 20 years I have seen many similar events and having this actual experience I



Morning of October 17th, 2012 – The Pargu Kbely AB and the Czech Air Force C-295M Casa that was our transport plane to the Netherlands. Almost five-hour flight (back and forth) by the army special was an unique experience.



Petten/Zipje, Netherlands. One hour before the ceremony. The memorial is covered by a parachute canopy silk..



Current view on the coastline where the dinghy was washed ashore.

EVENTS

must give my deep compliment to organizers! The whole event was marked by perfect organization, logistic support and by great ceremony – with a proper tribute, but without fruitless inflatedness. The top of that effort is the very nice memorial. Are you wondering about the connection of that event to the Eduard? It is not only because my volunteer involvement in the Museum of Air battle over the Ore Mountains on Sept. 11th, 1944, side of the main employment as the Eduard PR executive. If you read photo captions carefully, you will find also one more, very, very interesting connection!

(photos: Michal Holý and Jan Zdiarský)



The very first speech on the ceremony was taken by Mrs Marian Dekker, the Mayor of Zijpe.



Three officers of the 222nd „Siska's“ Training Squadron who lead the realization team. L-R: Maj. Jaroslav Morochovic, Lt. Pavel Stanek and Lt. Zdenek Nozicka. The World is sometimes very small and iots roads unbelievable sinuous – I think you might have no idea, that Zdenek Nozicka on which mind was born the idea to build this memorial is the same man who draws several camo schemes in instructions sheets of Eduard boxes like Su-27, Su-27UB, MiG-15 – Ceskoslovenske patnáctky, etc.



The Commander of the Czech Air Force, Brigadier General Jiri Verner during his speech..



Some of the ceremony attendants.



The act of the memorial unveiling was made by General Verner, Mayor of Zijpe Mrs. Dekker and two young children of the local school, that will take care of the memorial. Heads that can be seen at the bottom of the picture do not just screen the view - in the first row were sitting family members of men who froze together on dinghy from the downed Wellington...



Members of the 222nd „Siska's“ Training Squadron, commander of the Czech Air Force, Brigadier General Jiri Verner and daughter of Alois Siska, Dagmar.

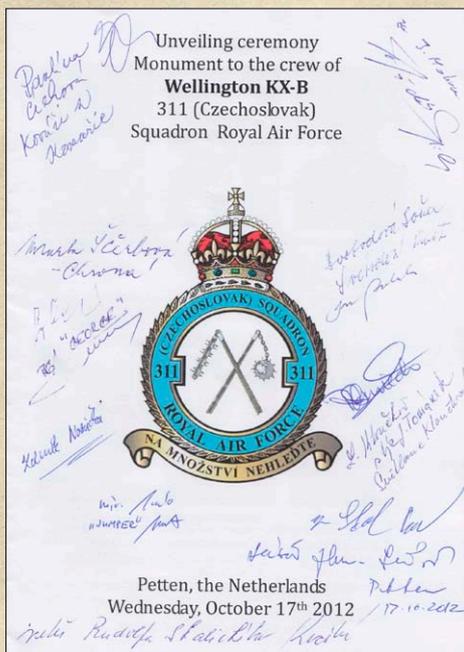




Michal Holy and author of this small article with a wreath in design of Czech aircraft insignia which we layed on memorial on behalf of our Museum.



„Our“ Casa waited to the late evening on the De Kooy AB , before we flew back to Prague. Note the unusual passenger entrance. And this was not all... on the board we sat like paratroops – on simple chairs, in lines back to windows. All of us aboard - Czech AF members invited to attend, families of the KX-B crew, we, as well as the Czech AF high commander... and not least also two Czech WWII veterans, Col. Jaroslav Hofrichter (flight engineer and air gunner of Wellingtons and Liberators of the No. 311 (Czechoslovak) Squadron RAF) and Col. Emil Bocek (Spitfire pilot on the No. 310 (Czechoslovak) Squadron RAF). Such a wonderful experience!



A sheet from the ceremony program signed by the memorial creators and the KX-B families. In the center is the emblem of the No. 311 CZ Squadron RAF.



A top part of the memorial is composed by bronze sculpture of sinking Wellington tail and the sea surface made from a dark gray stone.



RAF pilot Sgt. Alois Siska



Major General Alois Siska (1917 – 2003) during his visit of the Namest AB (photo by Czech Army)



Alois Šiška



The bronze sculpture was inspired by this picture of Siska's crew in the dinghy dragged by the sea.



Vickers Wellington T-2553 KX-B „Bozena“ (by Zdenek Nozicka)



The KX-B memorial initiator Lt. Zdenek Nozicka while his regular duties.



Project of the Wellington KX-B Memorial,
222nd training Squadron, CzAF, Namest
nad Oslavou AB:

<http://www.kx-b.com/>

Newspress and event official reports:

<http://fcafa.wordpress.com/>

<http://hague.czechcentres.cz/gallery/foto-gallerie/memorial-crew-kx-b/>

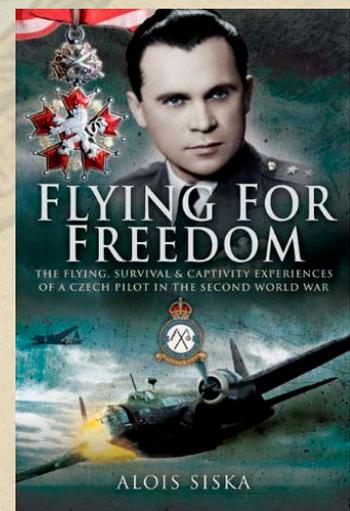
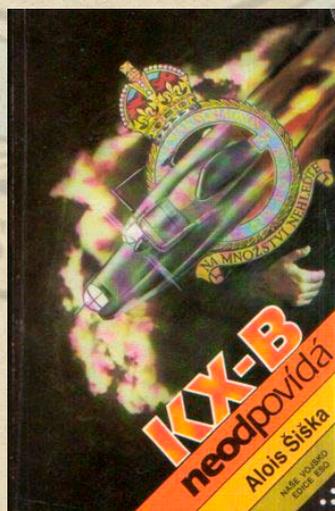
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THE FULL KX-B CREW STORY CAN BE FOUND IN BOOKS
WRITTEN BY THE PILOT ALOIS SISKÁ

KX-B neodpovídá (czech)

Flying for Freedom (english)



INTERNATIONAL SCALE KIT EXHIBITION

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28.-29.9.2013

SAT 9-18; SUN 9-15

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GALLERY BUTOVICE**

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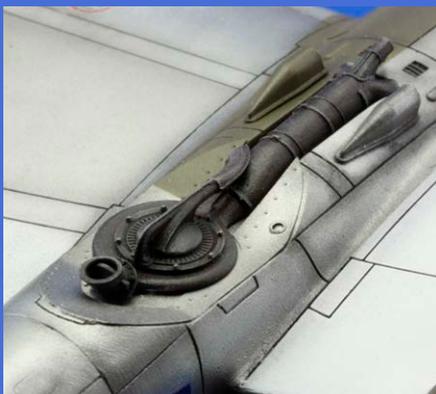
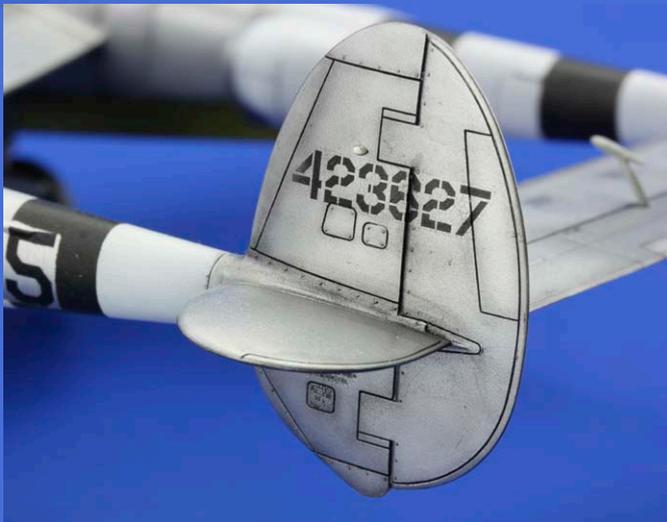
P-38J

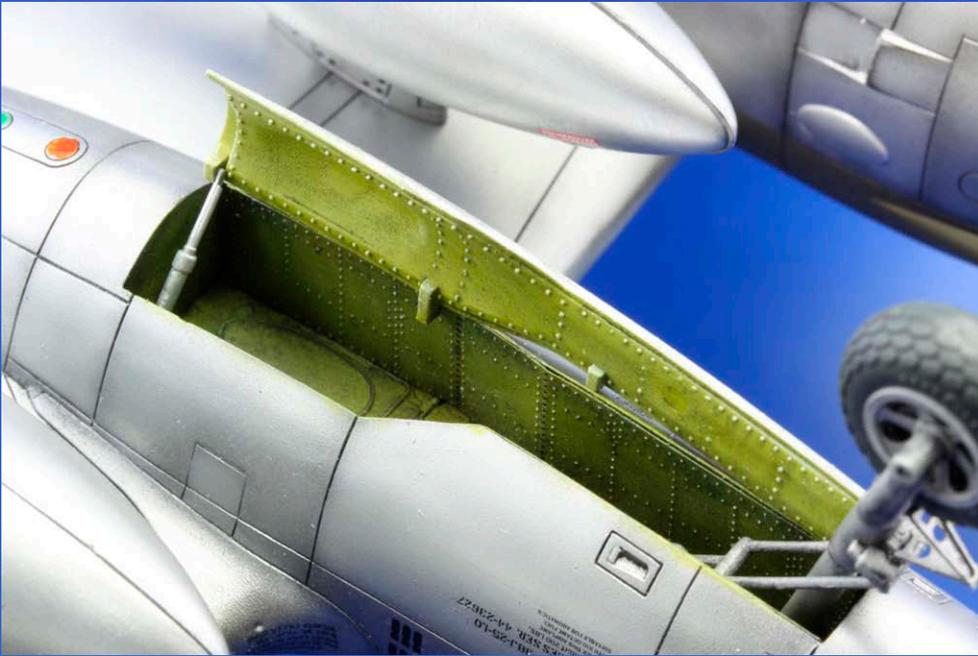
over Europe

1:48

Built by Petr Zatléřpálek

P-38J-25-LO, s/n 44-23627, flown by 1stLt. Sam Plotecia,
392nd FS, 367th FG, Juvincourt AB, France, 1944





MiG-29A

1/48



Built by Mathias Becker, Jet & Prop magazine

Marking: MiG-29A No. 29+05,
Bundesluftwaffe. Decals by AirDoc.





BIG ED

DECEMBER 2012

- BIG3321 SPITFIRE Mk.Vb/TROP 1/32 Hobby Boss
- BIG4977 TBD-1 1/48 Great Wall Hobby
- BIG7276 HALIFAX B Mk.II 1/72 Trumpeter

- BIG7277 VALIANT BK.Mk.I 1/72 Airfix
- BIG5312 GERMAN Z-25 1944 1/350

648084



eduard
BRASSIN

DECEMBER 2012

632015
P-51 wheels
1/32 Tamiya

648086
US 250lb bombs (2 pcs)
1/48

632015



648080

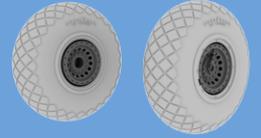


NEW TECHNOLOGY

648080
MiG-21 undercarriage legs BRONZE
1/48 Eduard

672011
B-17G wheels
1/72

648081
US 500lb bombs (2 pcs)
1/48



672011

648084
AIM-120A/B AMRAAM (2pcs)
1/48



648085

648081



648085
MG 15 gun (2 pcs)
1/48



648086



14002
Bf 109E instrument panel
1/4 LIMITED EDITION

KITS

DECEMBER 2012

8432
Nieuport 17
1/48 Weekend



84101
Fw 190D-9
1/48 Weekend



7085
Bf 110G-2
1/72 ProfiPACK



PHOTO-ETCHED SETS

DECEMBER 2012

PE-SETS

32325	He 219 undercarriage
32755	He 219 seatbelts
32757	He 219 interior S.A.
36226	SU 152 late
36230	M-109A-2 SPH
36241	Sd.Kfz. 184 Elefant
48741	Lynx HMA.8 exterior
48747	An-2 surface panels
48749	Ju 87D-5 exterior
48750	F-5A exterior
49614	Ju 87D-5 interior S.A.
49619	F-5A interior S.A.
49061	Luftwaffe fighter seatbelts FABRIC
49623	Lynx HMA.8 seatbelts

1/32	Revell
1/32	Revell
1/32	Revell
1/32	Trumpeter
1/35	Kinetic
1/35	Tamiya
1/48	Airfix
1/48	Trumpeter
1/48	Italeri
1/48	Kinetic
1/48	Italeri
1/48	Kinetic
1/48	
1/48	Airfix

53067	Varyag Cruiser	1/350
72547	SB2C landing flaps	
72548	SB2C bomb bay	
72550	SB2C undercarriage	
72555	Bf 110C/D	
72556	Bf 110G-2	
73459	A-4B S.A.	
73466	Harrier Gr.Mk.7/9 S.A.	

1/350	Zvezda
1/72	Cyber Hobby
1/72	Cyber Hobby
1/72	Cyber Hobby
1/72	Eduard
1/72	Eduard
1/72	Airfix
1/72	Revell

ZOOMS

FE614	Ju 87D-5 interior S.A.	1/48	Italeri
FE619	F-5A interior S.A.	1/48	Kinetic
SS459	A-4B S.A.	1/72	Airfix
SS466	Harrier Gr.Mk.7/9 S.A.	1/72	Revell

F-5A exterior
1/48 Kinetic



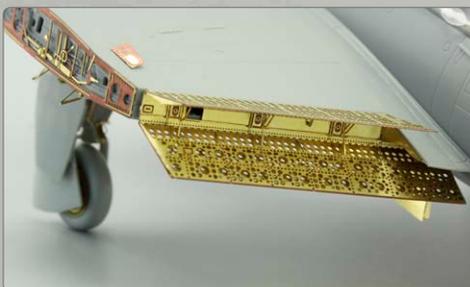
36241 Sd.Kfz. 184 Elefant
1/35 Tamiya



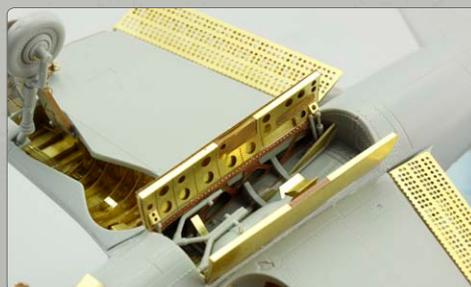
48747 An-2 surface panels
1/48 Trumpeter



49614 Ju 87D-5 interior S.A.
1/48 Italeri



72547 SB2C landing flaps
1/72 Cyber Hobby



72548 SB2C bomb bay
1/72 Cyber Hobby



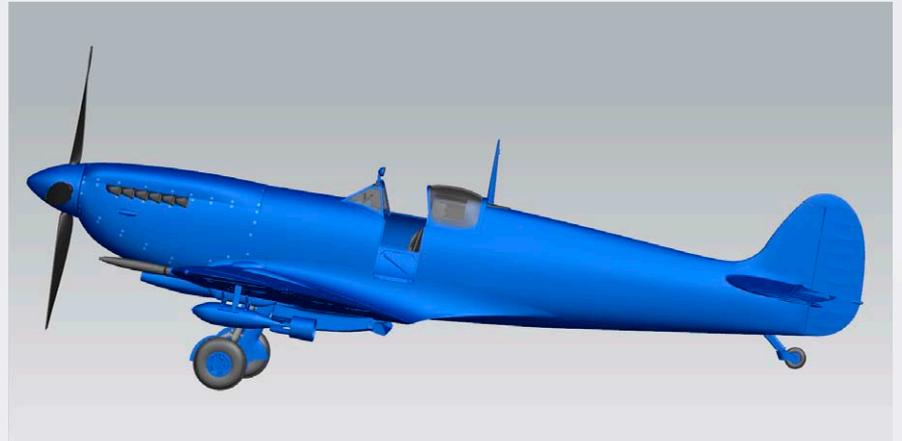
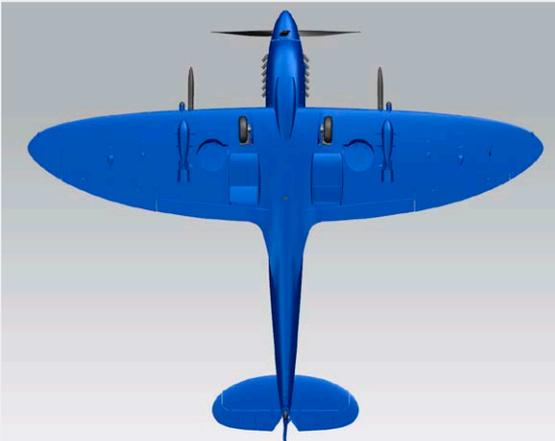
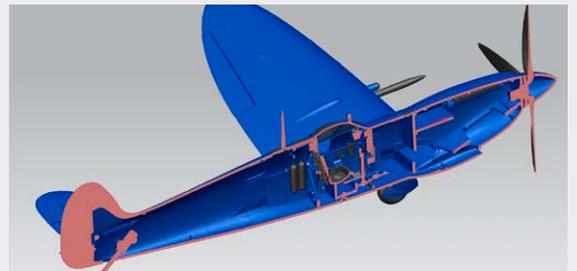
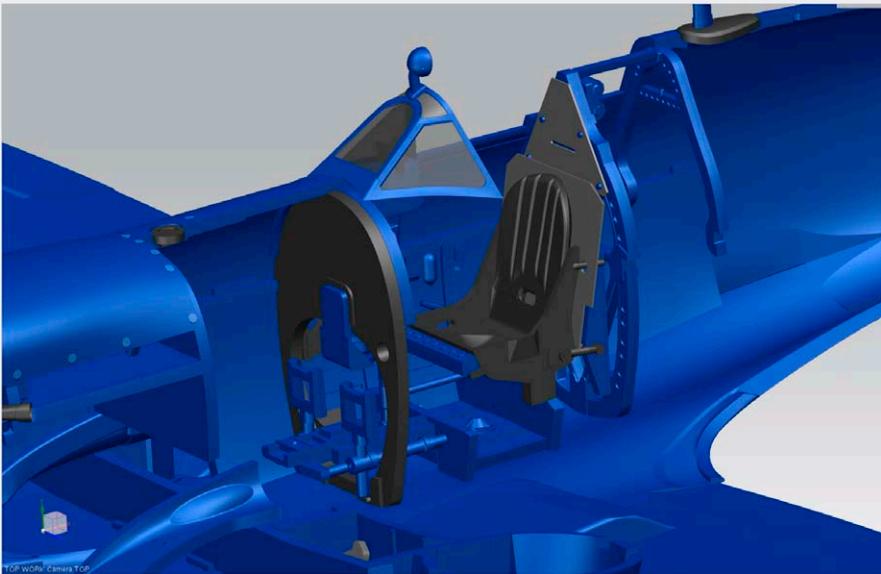
49061 Luftwaffe fighter seatbelts FABRIC
1/48

DECLASSIFIED



Spitfire Mk.IXc

late version 1/48



eduard