

INFO **EDUARD**

Vol. 13, March 2013

ISSUE 33



price US \$ 0.00

BUILT

Fighting Eagle 1/48
P-400 a P-39D-1 1/48



Fighting Eagle

BRASSIN

Bf 110G-4 cockpit 1/72

HISTORY

Bf 110G-4

„Just Fly Straight and Level, or I'll Miss!“

PE-SETS

Lynx AH.7 1/48
DB G-4 (1939) 1/35
Z-39 1/350



eduard

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ISSUE 33

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

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or I'll Miss!

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April 2013
ACHTUNG SPITFIRE!



EDITORIAL

There always seems to be something new to report. The Pope has resigned. Russia got nailed by a meteorite. The Czech president-elect Zeman allowed his official photograph to be altered to make him look younger. I also had my photo taken, but to no avail. Nuremberg came to an end. As has become typical over the last while, attendees engaged in discussions and debate over the demise of the industry and the decreasing numbers of visitors and weak presentations of new items. In my estimation, I honestly have to say that there were at least as many visitors as last year, if not more. As far as the presentation of new items goes, I'd say the market is being flooded, and that this has been more of the norm in recent years. Some of the better known firms are keeping their cards close to their chests. We don't engage in that practice, and our plans have always been extremely accessible to you. One interesting phenomenon is the influx of recommendations concerning what further can be produced on any given topic. One such topic has been the Spitfire Mk.XI, which, between you and I, is a type that I would see as a Limited Edition kit especially when some much more basic versions haven't properly seen the light of day yet. It likely has a lot to do with the transition from something being a fantasy to becoming a reality. I sincerely hope, and frankly expect, that our new Spitfire Mk.IX will show how the reality can be just as fun as the fantasy.

The general result of our information campaign surrounding this kit so far is the recurring doubt over the correct shape of the wheel wells. Not that the actual shape itself wouldn't be suspect. It is. But a quick, close comparison with photographs should show that the model shape of the wheel wells is correct. I am aware that our representations show a part of the wells, and that may be part of the problem. It's the part shown along the surface of the wing. This is actually taken out of the context of the inner wing structure, which evidently has an optical effect on the entire assembly. I am optimistic that the modeling community will verify, on closer analytical inspection, the accuracy of the assembly, and that it is one of the details that pushes this kit over the top in terms of modern model production. It is a similar situation with the cockpit assembly. It too suffers from a bit of an optical distortion in the shots released of the fuselage in that area. Because the Spitfire cockpit is a multi-datum affair, the assembly directly between the inside surfaces of the fuselage is a type of a backdrop that after the completion of the model becomes less visible but busy. Of course, even this can serve to be one of the focal points of a model.

The end of March will see certainty not only with the Spitfire. There will be a new Pope elected, the Czech Republic will have its new president, and there will certainly be many new adversities to face. The transparent nature of these newsletters should extend into the description of other items, too. Although the 48th scale Spitfire is not yet here, the

1/144th scale item is, that helps to make this an interesting month. Added to this is the 1/72nd Bf 110G-4, the Weekend I-16 Type 24, and as the icing on the cake, the F-15C under the name 'Fighting Eagle'. The icing on the cake tends to go pretty quick, so if you are interested, don't waiver. There are only a few of the Lightnings left, and that's only because we have been holding them back for spring shows. It will be similar with the F-15C. There will be a few at some shows we will attend, but after that, that'll be it. You can rant, scream and go into hissy fits, but that won't change a thing.

And it's not only about kits. The Bf 110G-4 also has a Brassin cockpit available for it, and this thing is a work of art! Among photo-etched sets, there are not only detail sets, but also a set covering the radar antennae. The policy of releasing detail sets at the same time as the kits for which they are intended has been extremely well received, and is something that we will gladly continue on with. We are also trying to release sets for kits produced by other manufacturers at a similar rate, as in the case of Trumpeter's MiG-21F. Attention should be paid to the fabric seatbelts in 1/48th, this time covering American belts of the Second World War under the name 'SEATBELTS USAAF FABRIC'.

As of March 1st, it will again be possible to sign up in our BFC Club. The conditions of joining are the same as they were in the original wave, and the entry level kit is the same, the MiG-21MF Carrot Fighter. This time, we don't expect the previous server collapse will repeat itself, although its capacity was increased on the recommendation of our provider. Certainty is certainty. In April the club kit will be a very attractive 48th scale Bf 110C-6. It will be a development of the straight Bf 110C, with resin conversion parts, including, of course, photo-etched brass. In July, this will switch over to the often requested 1/72nd scale Fokker Dr.I STRIPDOWN. Don't



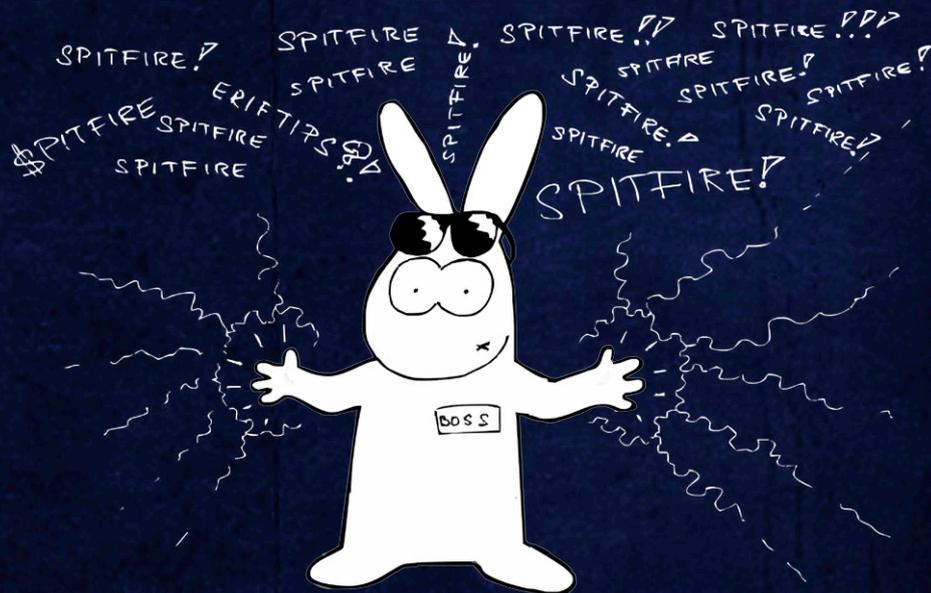
look for a re-release of the original, as this is a completely new item with features that will greatly simplify assembly. The kit will also include a resin engine, its installation features, and struts. It will not only simplify assembly, but will improve the look of the model.

March also sees the show season swing into action. I have promised that we will be in Oslo for the IPMS Norway show, at Prosek a week later, and at the end of March, at Easter, in Louny for the Kamikaze Cup which will include a tour of Eduard. The Kamikaze Cup not only involves a traditional contest, but also one that involves the assembly of a model with only five hours allocated to the process. You would be amazed at how many people are able to not only assemble the model, but also paint and weather it in the allocated time. This year, the contest will be simplified as the subject matter will be the 1/144th scale Spitfire Mk.IXc.

It would be good to see any and all of you at the mentioned shows!

Keep on Modelin'

Vladimir Sulc



BUNNY FIGHTER CLUB

WE ARE OPEN FOR NEW MEMBERS!

www.eduard.com/bfc/

Eduard's Bunny Fighter Club will bring many advantages and special limited products to all modelers worldwide. Join the most exclusive modeling club ever known and enjoy the benefits and bonuses of Eduard's Bunny Fighter Club.

MEMBERSHIP BENEFITS

- 15% Permanent Club discount at Eduard Store
- Unique valuable Club kits and accessories
- Even better prices at Eduard events stand
- Loyalty price bonuses
- Club T-shirt
- Free entry fee on E-day

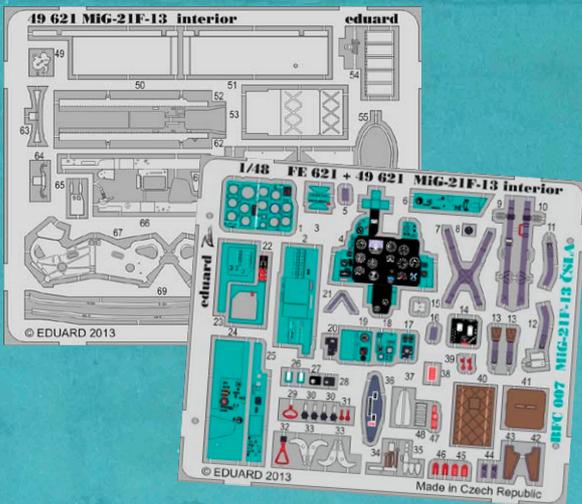


BFC007 and BFC008 will be on sale from March 10th, 2013

BFC007

Photo-etched set: MiG-21F-13 ČSLA
1/48 (Trumpeter)

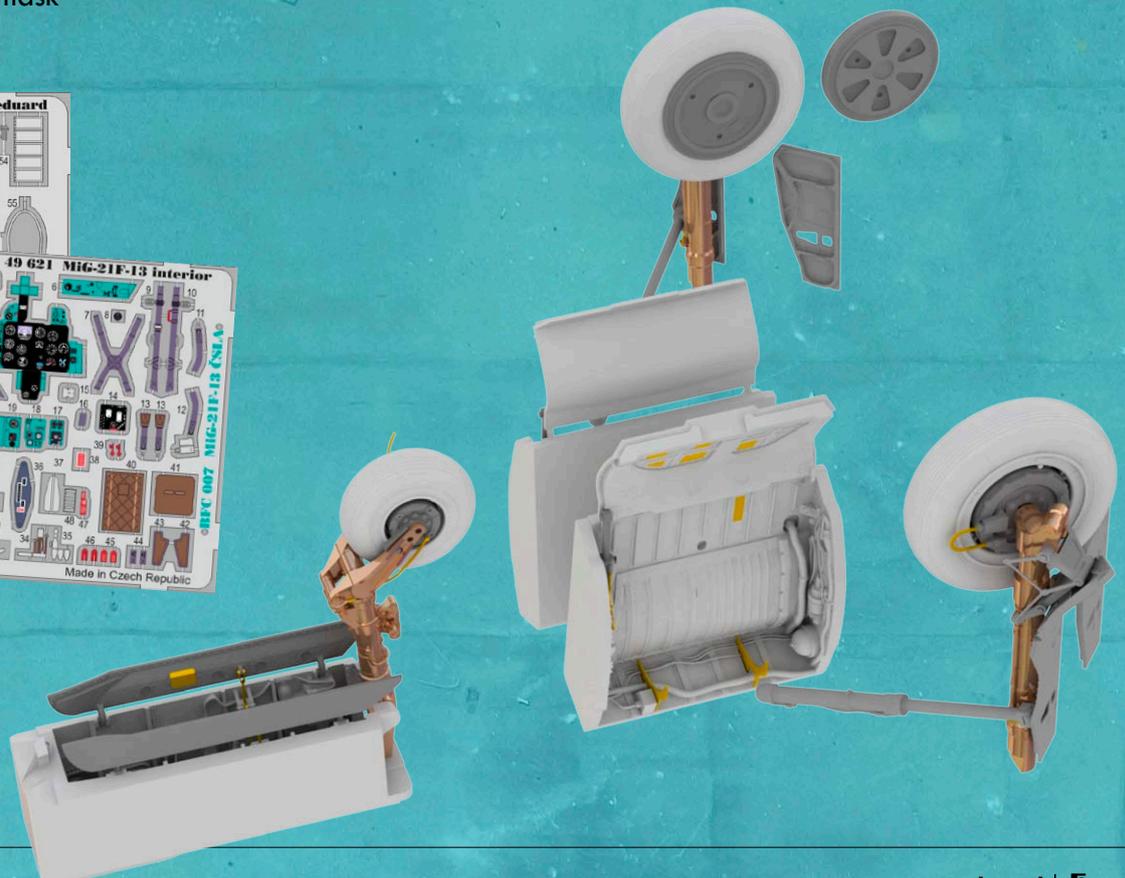
There are several detail sets concurrently released for this kit: exterior, undercarriage, Brassin wheels, accessories for maintenance and painting mask (March and April 2013).



BFC008

Brassin set: MiG-21 undercarriage
w/ BRONZE legs 1/48 Eduard

Set contains undercarriage legs made of bronze, landing gear bay and wheels.



Bf 110G-4

ProfiPACK 1/72
Cat.No. 7086

The Bf 110G-4 (night fighter version) in 1/72 by Eduard is a brand new kit with new mold sprues. Wide range of used radar antennae and nose guns variants. Decal sheet covers 4 attractive markings and stencils. Kit consists of 8 plastic frames, which components will satisfy by fine details and perfect fitting of every plastic parts. The ProfiPACK edition also means that the painting mask and photo-etched accessories are included. A photo-etched template tool for accurate application of radar antennae included.

BUY Bf 110G-4 1/72 

recommended...

- 672015 **Bf 110G-4 cockpit** 1/72 (Brassin)
- 672013 **Bf 110G wheels** 1/72 (Brassin)
- 73454 **Bf 110 ladder color** 1/72 (lepty)
- 72559 **Bf 110G-4** 1/72 (lepty)



Hptm. Wilhelm Johnen, 7./NJG6, Neubiberg, Germany, 1945



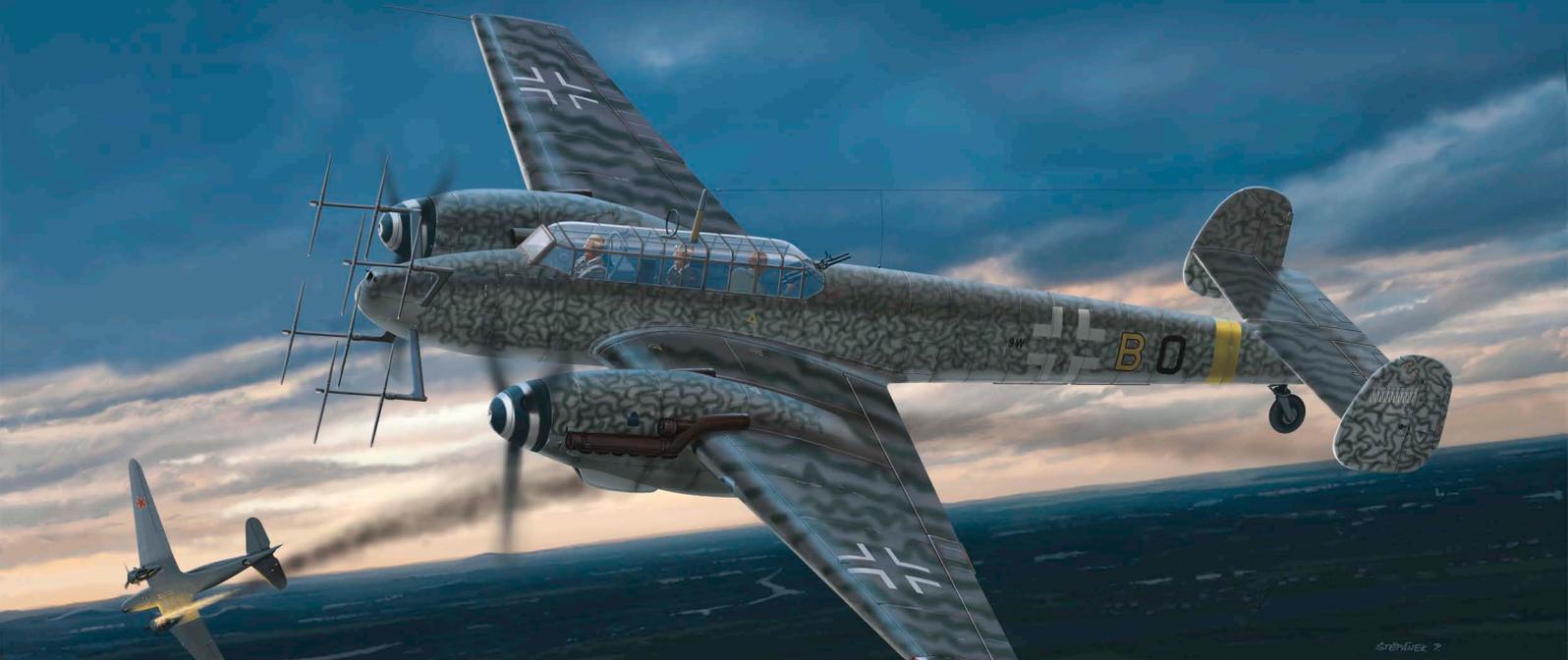
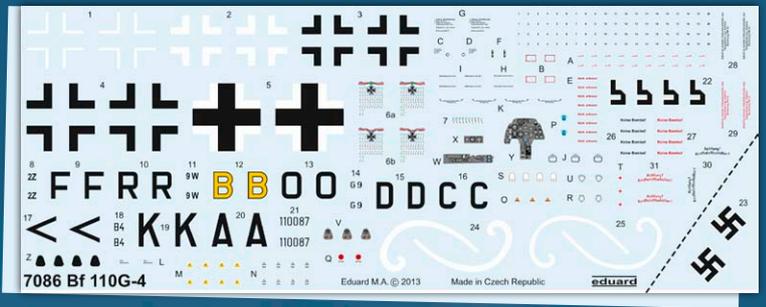
6./NJG101, Fritzlar, Germany, 1945



Stab II./NJG1, Bad Langensalza, Germany, 1945



Wr.Nr. 110087, 4./NJG3, Kjevik, Norway, 1945





Fighting Eagle

Borecká k. 2012

Limited edition of the F-15A/C 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.

The Eduard Brassin accessories covers the pilot's seat, engines exhausts and wheels. Other details are included in the photo-etched color set.

The decal sheet, designed by Eduard and printed by Cartograf features four colorful and attractive markings for USAF F-15s

Only 1500 boxes available.

BRASSIN ACCESSORIES



BUY Fighting Eagle 1/48



C series, s/n 78-0547, Flown by Col. Jeff Silver, CO of 137th Fighter Wing, Oregon Air National Guard, Kingsley Field, 2012



C-25-MC series, s/n 76-0053, Flown by Lt.Col. Jack Fry, CO of 53rd TFS, Bitburg AFB, Germany, Early Eighties



A Series, s/n 76-0111, Flown by Lt.Col. John Kugler, CO of 318th FIS, Castle AFB, October, 1988



C-24-MC Series, s/n 79-0032, Flown by Col. Lee Alton, CO of 32nd TFS, Soesterberg AB, the Netherlands, Late Eighties

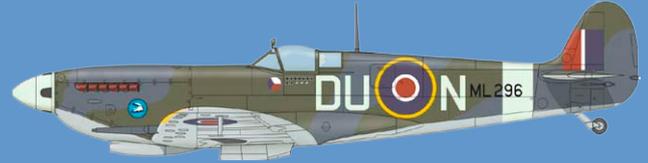
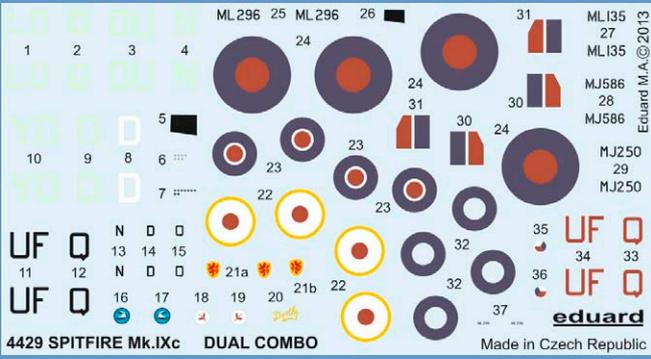
Spitfire Mk.IXc

SUPER44 1/144

Cat.No. 4429

The current addition to the SUPER 44 line brings a brand new kit of the famous Spitfire Mk.IXc in the 1/144 scale and Dual Combo boxing (two complete kits). User friendly decals in high quality are designed and printed by Eduard.

BUY Spitfire Mk.IXc 1/144



Spitfire HF Mk.IXc, MJ296, Flown by Otto Smik, No. 312 Squadron, North Weald AB, Late August, 1944



Spitfire LF Mk.IXc, MJ586, Flown by Pierre Clostermann, No. 602 Squadron, Longues sur Mer airfield, July 7, 1944



Spitfire LF Mk.IXc, MJ250, No. 601 Squadron, Italy, Summer, 1944



Spitfire LF Mk.IXc, ML135, Flown by Jerry Billing, No. 401 Squadron, Tangmere AB, June 7, 1944



Spitfire LF Mk.IXc, ML135, Flown by Jerry Billing, No. 401 Squadron, France, July 1, 1944



REEDITION

KITS

I-16 Type 24

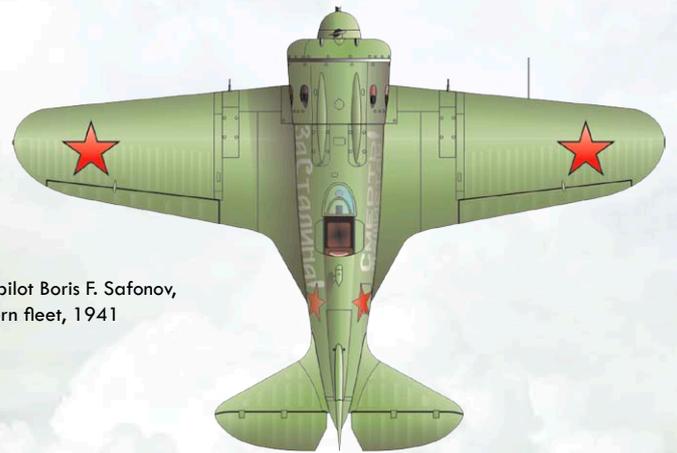
Weekend 1/48
Cat.No. 8468



The Weekend edition brings you the cheap variant of Eduard kit I-16 Type 24 in 1/48 scale. High quality decals are designed and printed by Eduard. This kit, in very fair price, does not contains photo-etched accessories, nor the painting mask.



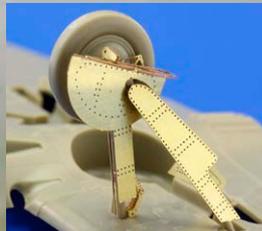
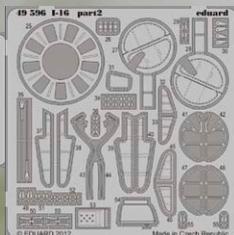
BUY I-16 Type 24 1/48



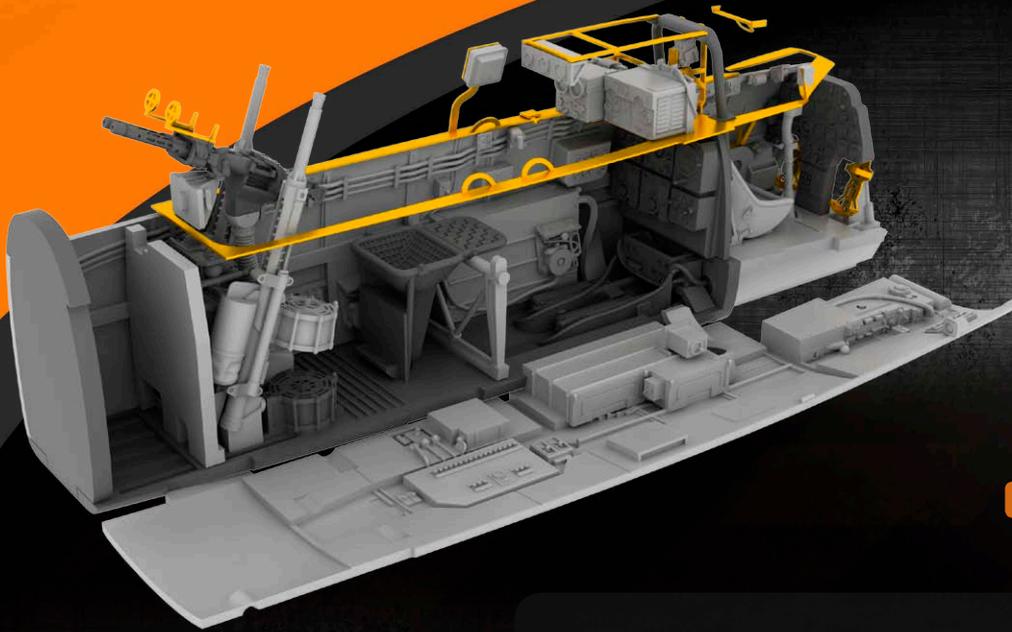
I-16 Type 24, pilot Boris F. Safonov, 72.SAP, Northern fleet, 1941

recommended...

fotolepty: I-16 1/48 (49596)

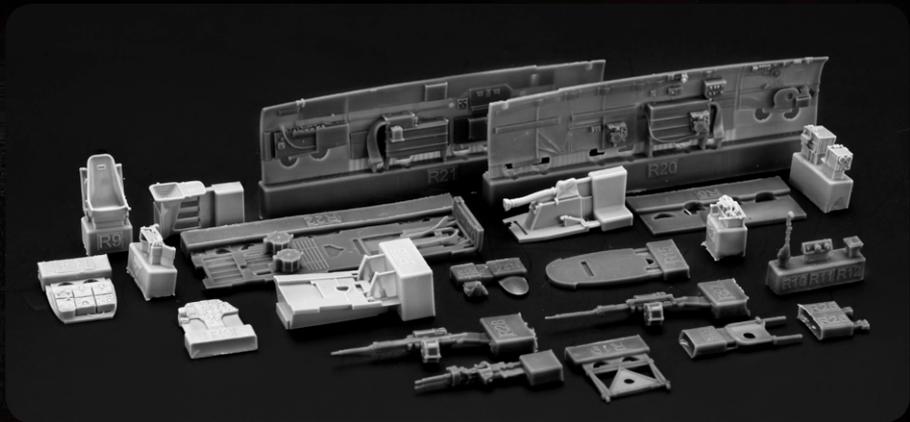
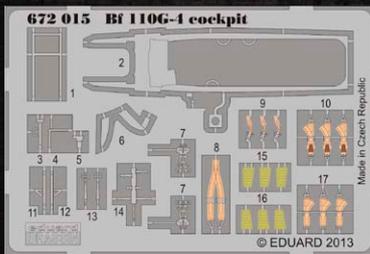


672015
Bf 110G-4 cockpit
1/72 Eduard



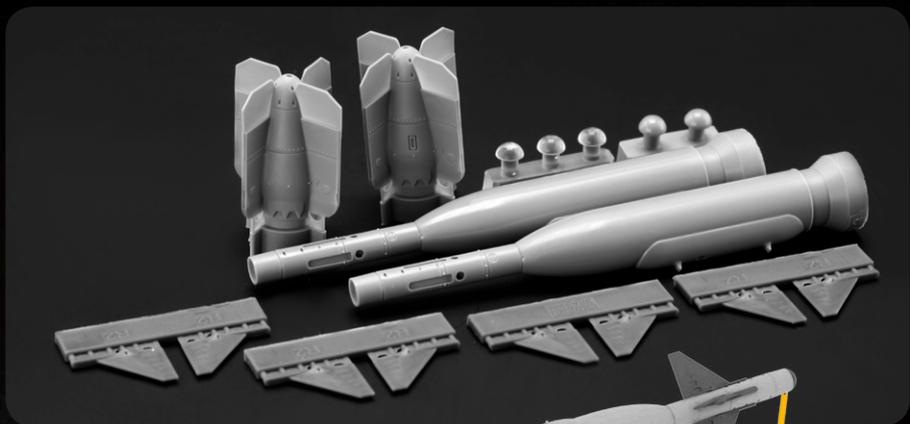
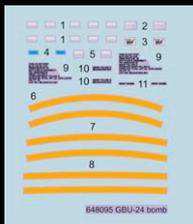
BUY Bf 110G-4 cockpit 1/72 

Large set contains highly detailed cockpit interior for Eduard Bf 110G-4 in 1/72 scale. It is composed of the entire cockpit parts such as floor (with visible MG 151 guns), seats, side-walls, pilot's compartment, radio equipment, rear gunner's equipment including the correct MG 81Z machine guns, etc. As special advantage of this set you will find a pair of the MG FF Schrage Musik guns and interior radar equipment. PE details included.



648095
GBU-24 bomb
1/48

Set contains 2 pcs of the laser guided bombs GBU-24 Paveway in the 1/48 scale. Set contains as well detailed bomb control wings and clear cover of the optical unit (made of 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.



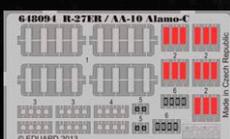
BUY GBU-24 bomb 1/48 

648094
R-27ER / AA-10 Alamo-C
 1/48



- Each of four included missiles consists of
- the rocket main body
 - front wings
 - central wings
 - nose cover
 - L + R rack
 - color photo-etched details
 - decals with stencils

| Part No. | Part Name | QTY |
|----------|------------------|-----|
| 1 | ROCKET MAIN BODY | 4 |
| 2 | FRONT WINGS | 4 |
| 3 | CENTRAL WINGS | 4 |
| 4 | NOSE COVER | 4 |
| 5 | L R RACK | 4 |
| 6 | ROCKET MAIN BODY | 4 |
| 7 | FRONT WINGS | 4 |
| 8 | CENTRAL WINGS | 4 |
| 9 | NOSE COVER | 4 |
| 10 | L R RACK | 4 |
| 11 | ROCKET MAIN BODY | 4 |
| 12 | FRONT WINGS | 4 |
| 13 | CENTRAL WINGS | 4 |
| 14 | NOSE COVER | 4 |
| 15 | L R RACK | 4 |
| 16 | ROCKET MAIN BODY | 4 |
| 17 | FRONT WINGS | 4 |
| 18 | CENTRAL WINGS | 4 |
| 19 | NOSE COVER | 4 |
| 20 | L R RACK | 4 |
| 21 | ROCKET MAIN BODY | 4 |
| 22 | FRONT WINGS | 4 |
| 23 | CENTRAL WINGS | 4 |
| 24 | NOSE COVER | 4 |
| 25 | L R RACK | 4 |
| 26 | ROCKET MAIN BODY | 4 |
| 27 | FRONT WINGS | 4 |
| 28 | CENTRAL WINGS | 4 |
| 29 | NOSE COVER | 4 |
| 30 | L R RACK | 4 |
| 31 | ROCKET MAIN BODY | 4 |
| 32 | FRONT WINGS | 4 |
| 33 | CENTRAL WINGS | 4 |
| 34 | NOSE COVER | 4 |
| 35 | L R RACK | 4 |
| 36 | ROCKET MAIN BODY | 4 |
| 37 | FRONT WINGS | 4 |
| 38 | CENTRAL WINGS | 4 |
| 39 | NOSE COVER | 4 |
| 40 | L R RACK | 4 |
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| 42 | FRONT WINGS | 4 |
| 43 | CENTRAL WINGS | 4 |
| 44 | NOSE COVER | 4 |
| 45 | L R RACK | 4 |
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| 47 | FRONT WINGS | 4 |
| 48 | CENTRAL WINGS | 4 |
| 49 | NOSE COVER | 4 |
| 50 | L R RACK | 4 |
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| 54 | NOSE COVER | 4 |
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| 63 | CENTRAL WINGS | 4 |
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| 66 | ROCKET MAIN BODY | 4 |
| 67 | FRONT WINGS | 4 |
| 68 | CENTRAL WINGS | 4 |
| 69 | NOSE COVER | 4 |
| 70 | L R RACK | 4 |
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| 73 | CENTRAL WINGS | 4 |
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| 91 | ROCKET MAIN BODY | 4 |
| 92 | FRONT WINGS | 4 |
| 93 | CENTRAL WINGS | 4 |
| 94 | NOSE COVER | 4 |
| 95 | L R RACK | 4 |
| 96 | ROCKET MAIN BODY | 4 |
| 97 | FRONT WINGS | 4 |
| 98 | CENTRAL WINGS | 4 |
| 99 | NOSE COVER | 4 |
| 100 | L R RACK | 4 |

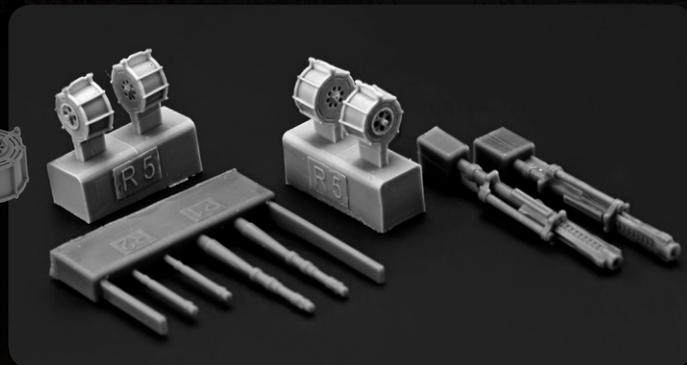


BUY R-27ER / AA-10 Alamo-C 1/48

648096
MG FF gun
 1/48

A detailed set of wide used German 20 mm calibre cannon consist of 2 pcs of the gun and 2 pcs of ammo magazine.

BUY MG FF gun 1/48

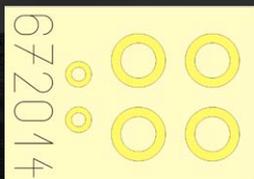


672014
Ju 88 wheels late
 1/72 Revell

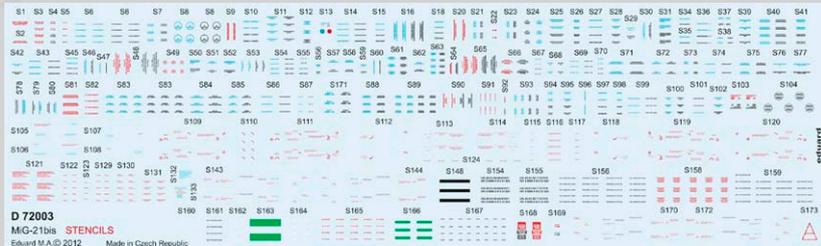
The widely used late type of the Ju 88 wheels. The set consists of L & R main landing gear tires with discs, the tail wheel with its fender. Painting mask and PE details included.



BUY Ju 88 wheels late 1/72



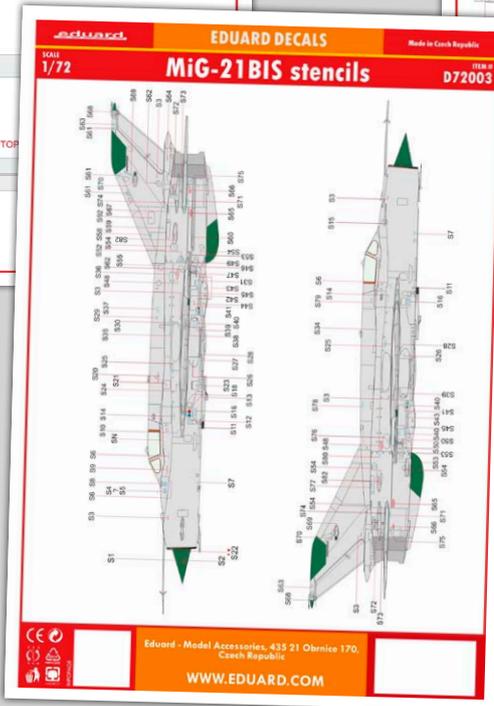
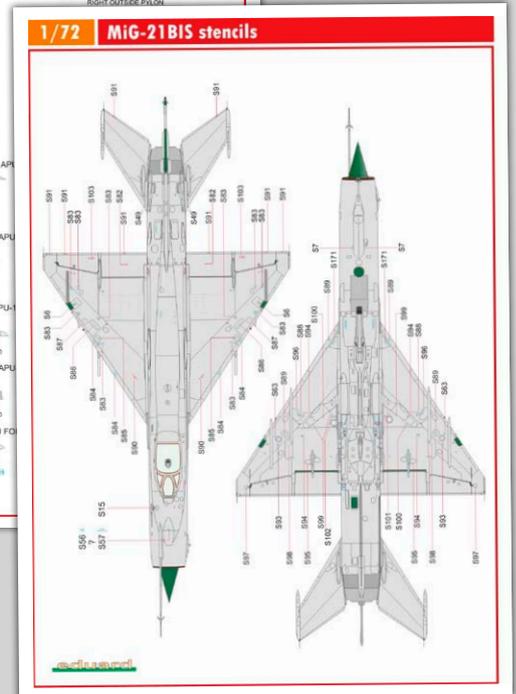
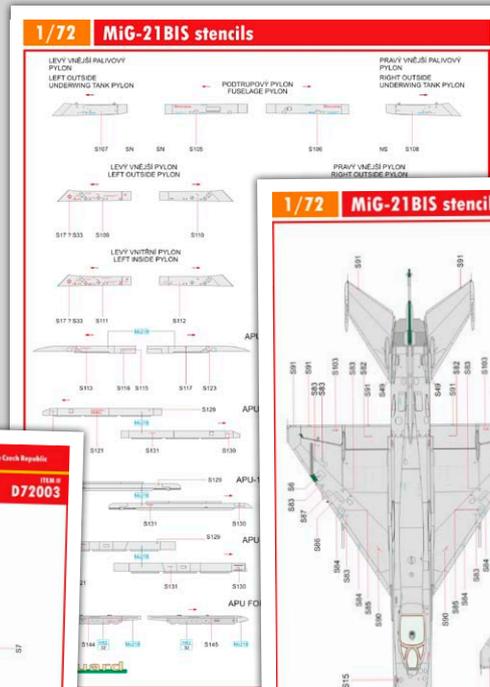
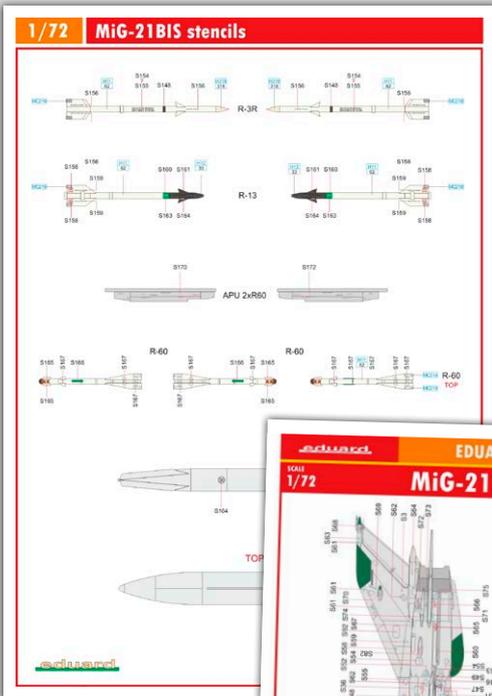
EDUARD DECALS



D72003 MiG-21BIS stencils 1/72

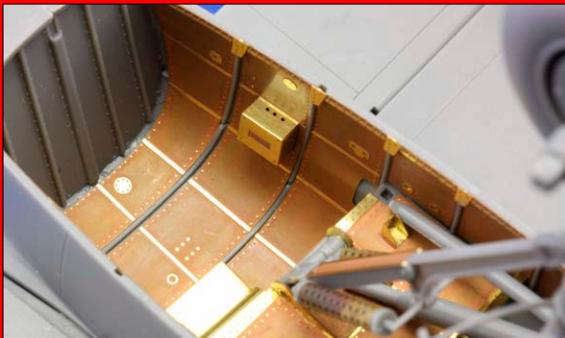
A complete set of instruction and maintenance stencils for the 1/72 scale MiG-21BIS in black and blue variants, plus other stencils in red, white and green. Russian language. The set consist of 170 individual stencils in above described variants.

BUY MiG-21BIS stencils 1/72



BIG ED

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



32325 He 219 undercarriage (BIG3324)



36197 fauna - water animals/fish - colour (BIG3578)



49601 T-28 S.A. (BIG4981)



49601 T-28 S.A. (BIG4981)

32324 He 219 exterior 1/32 REVELL



BIG3578 FAUNA I. 1/35



BIG4980 A-6E TRAM 1/48 KINETIC



BIG4981 T-28B 1/48 RODEN

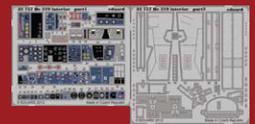


32324 He 219 exterior 1/32 REVELL

32324 He 219 exterior



32757 He 219 interior S.A.



32325 He 219 undercarriage



JX145 He 219



32755 He 219 seatbelts



BIG3578 FAUNA I. 1/35

36196 fauna - birds colour



36197 fauna - water animals/fish - colour



36198 fauna - small animals - colour

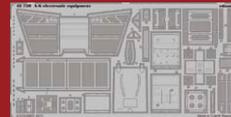


BIG4980 A-6E TRAM 1/48 KINETIC

48732 A-6 wing fold



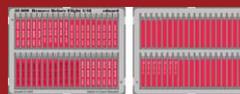
48730 A-6 electronic equipment



48731 A-6 undercarriage



49009 Remove Before Flight



49597 A-6E TRAM Interior S.A.



48733 A-6E TRAM exterior

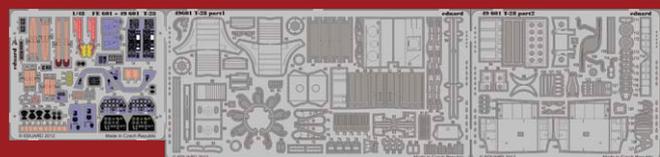


EX351 A-6E



BIG4981 T-28B 1/48 RODEN

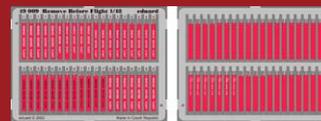
49601 T-28 S.A.



EX355 T-28B



49009 Remove Before Flight



48740 T-28 surface panels S.A.



PHOTO-ETCHED SETS

SELECTED

DB G-4 (1939) 1/35 ICM (36236)

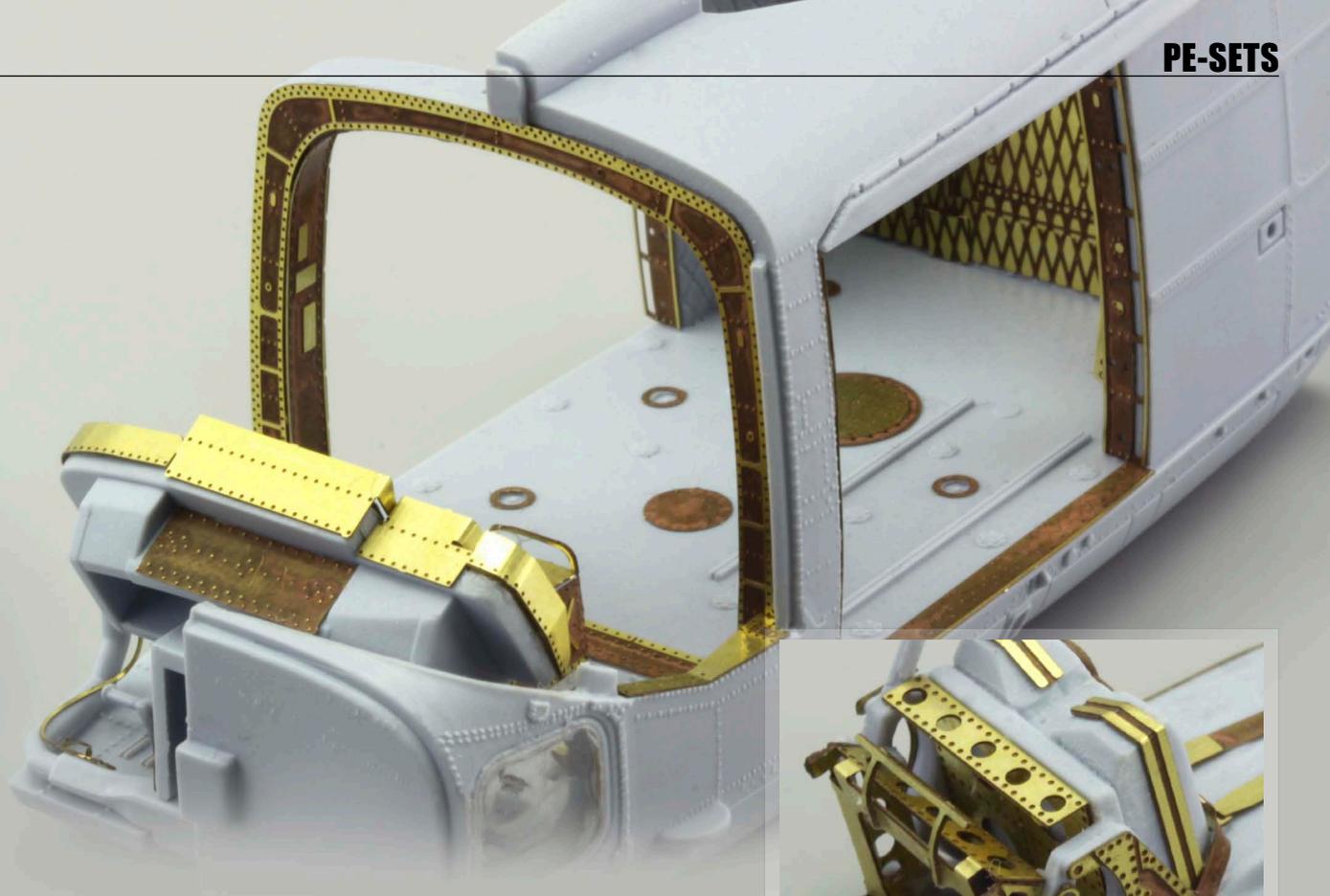


DB G-4 staff car tire chains
1/35 ICM (36250)



Jagdpanser 38(t) Hetzer 1/35 Academy (36251)



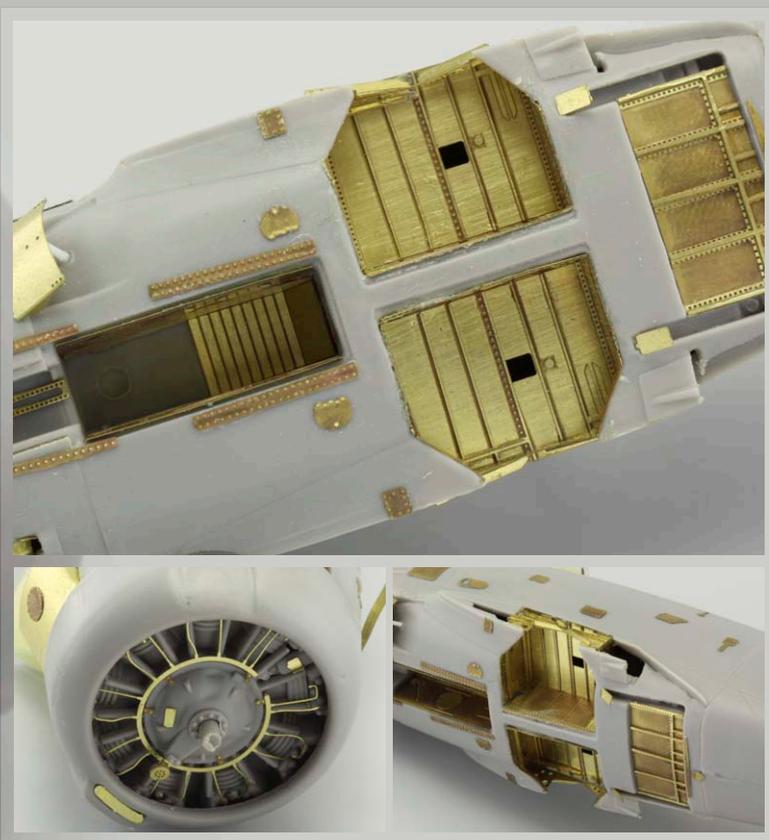


Lynx AH.7 interior S.A. 1/48 Airfix (49628)

Lynx AH.7 seatbelts 1/48 Airfix (49629)



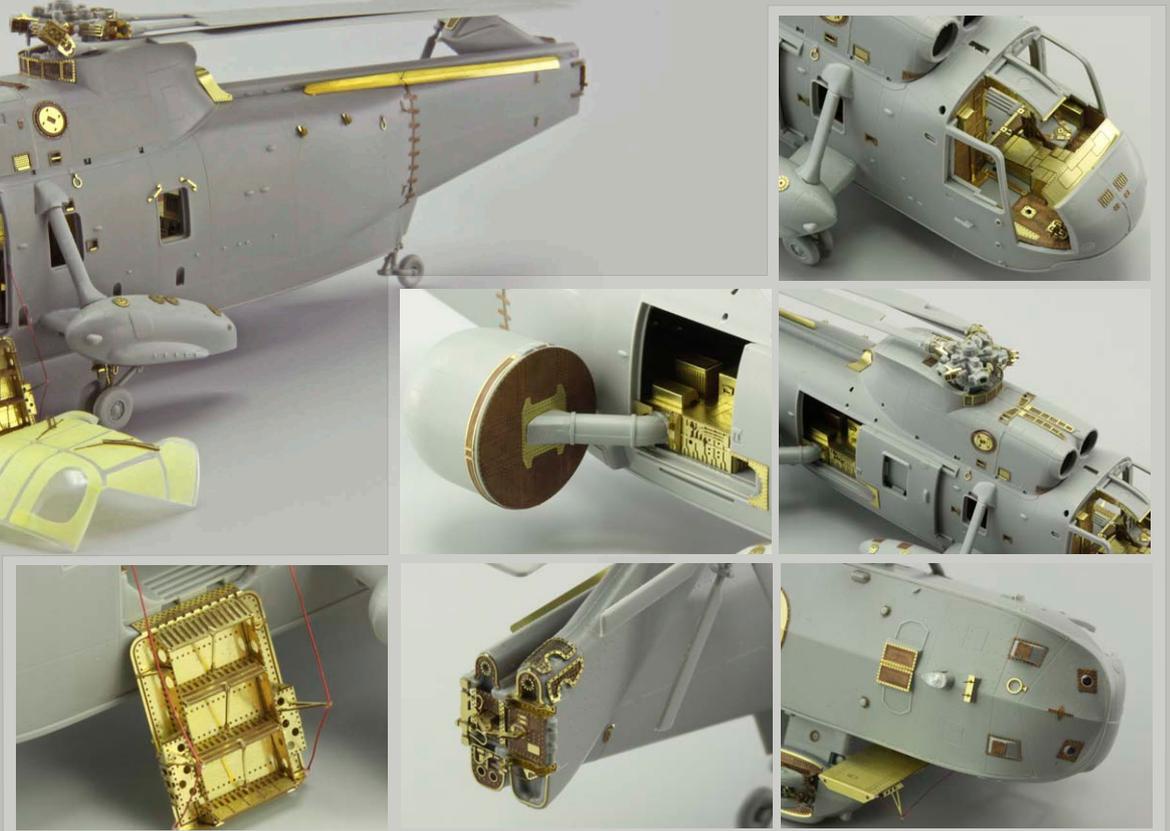
T-28D S.A. 1/48 Roden (49633)



Z-39 destroyer 1/350 Dragon (53076)



Sea King AEW.2 exterior 1/72 Cyber Hobby (72557)

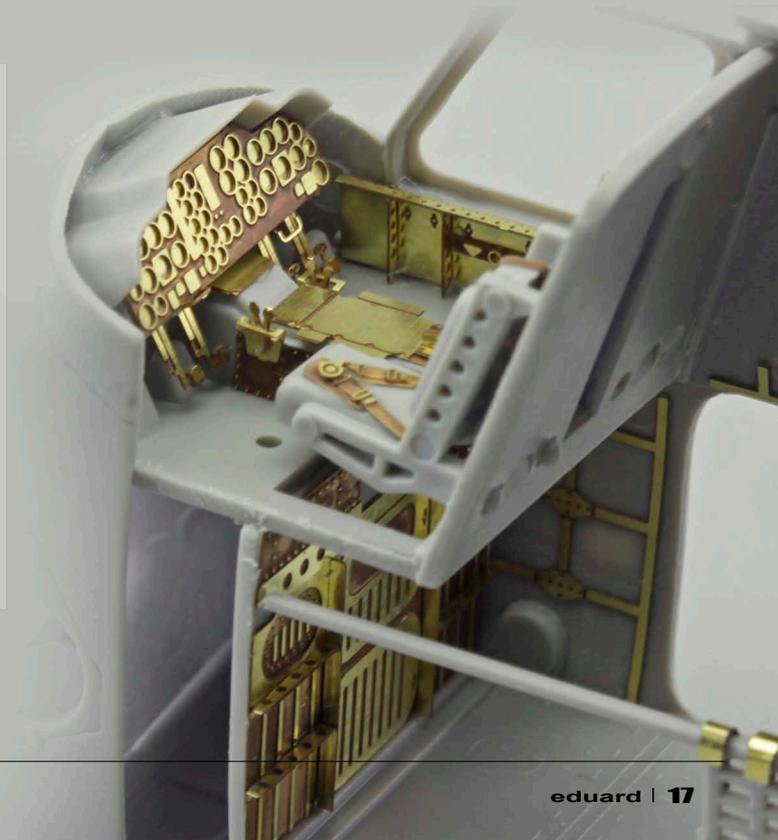
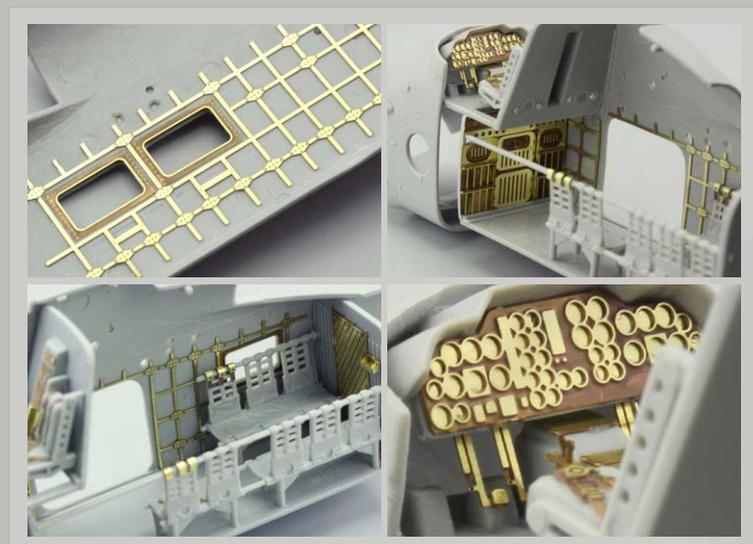




Wessex HU.5 exterior 1/72 Italeri (72560)



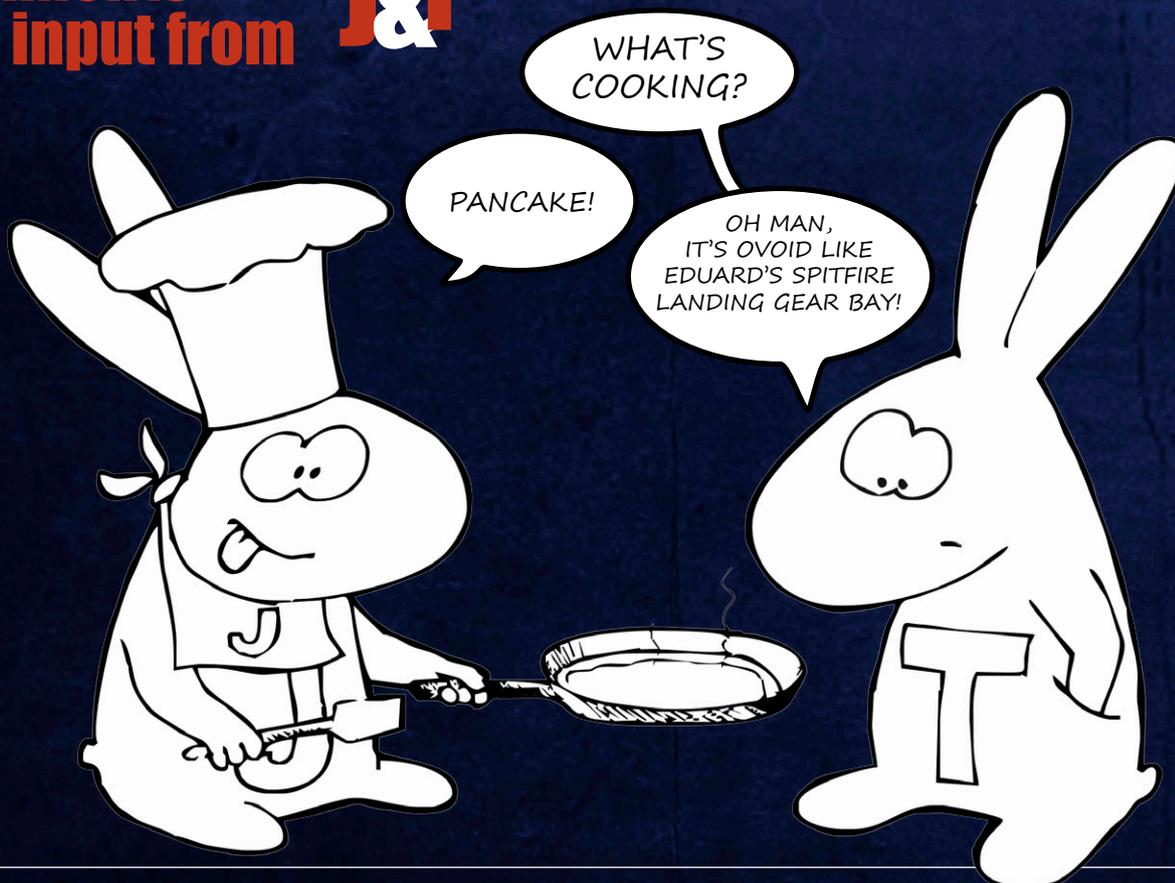
Wessex HU.5 interior S.A 1/72 Italeri (73458)



| | | | |
|----------------|-------------------------------------|-------|-----------------|
| KITS | | | |
| 7086 | Bf 110G-4 | 1/72 | ProfiPACK |
| 1176 | Fighting Eagle | 1/48 | Limited Edition |
| 8468 | I-16 Type 24 | 1/48 | Weekend |
| 4429 | Spitfire Mk.IXc DUAL COMBO | 1/144 | SUPER44 |
| PE-SETS | | | |
| 36236 | DB G-4 (1939) | 1/35 | ICM |
| 36250 | DB G-4 staff car fire chains | 1/35 | ICM |
| 36251 | Jagdpanzer 38(t) Hetzer | 1/35 | Academy |
| 48759 | Lynx AH.7 exterior | 1/48 | Airfix |
| 48760 | Bf 109E tools and boxes | 1/48 | |
| 48768 | MiG-21F-13 accessories | 1/48 | Trumpeter |
| 49060 | Seatbelts USAAF FABRIC | 1/48 | Eduard |
| 49621 | MiG-21F-13 S.A. | 1/48 | Trumpeter |
| 49628 | Lynx AH.7 interior S.A. | 1/48 | Airfix |
| 49629 | Lynx AH.7 seatbelts | 1/48 | Airfix |
| 49630 | Bf 109F-4 S.A. | 1/48 | Zvezda |
| 49633 | T-28D S.A. | 1/48 | Roden |
| 53076 | Z-39 destroyer 1/350 | 1/350 | Dragon |
| 53077 | Chain bar railings 1/350 | 1/350 | Trumpeter |
| 72552 | Sunderland Mk.I surface panels | 1/72 | Italeri |
| 72557 | Sea King AEW.2 exterior | 1/72 | Cyber Hobby |
| 72558 | Sea King HC-4 exterior | 1/72 | Cyber Hobby |
| 72559 | Bf 110G-4 | 1/72 | Eduard |
| 72560 | Wessex HU.5 exterior | 1/72 | Italeri |
| 72561 | Bf 110G FuG 220/212 | 1/72 | Eduard |
| 73458 | Wessex HU.5 interior S.A. | 1/72 | Italeri |
| 73465 | Sea King HC-4 S.A. | 1/72 | Cyber Hobby |
| 73469 | Bf 110C/D Weekend | 1/72 | Eduard |
| ZOOMS | | | |
| FE621 | MiG-21F-13 S.A. | 1/48 | Trumpeter |
| FE628 | Lynx AH.7 interior S.A. | 1/48 | Airfix |
| FE630 | Bf 109F-4 S.A. | 1/48 | Zvezda |
| FE633 | T-28D S.A. | 1/48 | Roden |
| SS458 | Wessex HU.5 interior S.A. | 1/72 | Italeri |
| SS465 | Sea King HC-4 interior S.A. | 1/72 | Cyber Hobby |
| MASKS | | | |
| CX348 | B-18 1/72 | 1/72 | Special Hobby |
| CX349 | Digby Mk.I 1/72 | 1/72 | Special Hobby |
| CX353 | T-28 1/72 | 1/72 | Sword |
| CX354 | D4Y 1/72 | 1/72 | AZ Models |
| EX380 | Tu-2T 1/48 | 1/48 | Xuntong Model |
| EX383 | T-45 1/48 | 1/48 | Kinetic |
| EX387 | MiG-21F-13 1/48 | 1/48 | Trumpeter |
| JX148 | BAe Hawk 100/128 1/32 | 1/32 | Kinetic |
| XT206 | L 4500 Büssing NAG windows 1/35 | 1/35 | ICM |
| XT208 | Jagdpanzer 38(t) Hetzer wheels 1/35 | 1/35 | Academy |
| XT209 | Simca 5 staff car 1/35 | 1/35 | Tamiya |
| BIG ED | | | |
| BIG3324 | He 219 1/32 | 1/32 | Revell |
| BIG3578 | FAUNA I. 1/35 | 1/35 | |
| BIG4980 | A-6E TRAM 1/48 | 1/48 | Kinetic |
| BIG4981 | T-28B 1/48 | 1/48 | Roden |
| BRASSIN | | | |
| 648094 | R-27ER / AA-10 Alamo-C | 1/48 | |
| 648095 | GBU-24 bomb | 1/48 | |
| 648096 | MG FF gun | 1/48 | |
| 672014 | Ju 88 wheels late | 1/72 | Revell |
| 672015 | Bf 110G-4 cockpit | 1/72 | Eduard |
| DECALS | | | |
| D72003 | MiG-21BIS stencils 1/72 | 1/72 | |

BUY on Eduard store

Comments and input from J&T



Bobk 13.



Lt. Fries nad Uffz Staffa
with Bf 110G-4
(photo - Aleš Kaplan Archive)



JUST FLY STRAIGHT AND LEVEL, OR I'LL MISS!

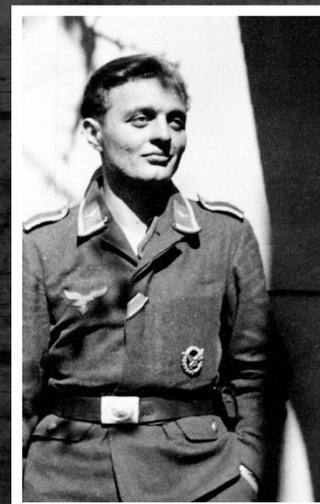
Dipl. Ing. Alfred Staffa (NJG 1) and Jan Bobek

Back in 2005, I recounted some memoirs published in Revi (No.59) of Alfred Staffa who served with the night fighter unit II./NJG 1 between 1942 and 1945, first as a radio operator and later radar operator, for Otto H. Fries. Together, they downed 18 British bombers. They themselves were shot down several times. Flying the He 219, Staffa ejected three times during combat, and Fries twice. One engagement in a daylight interception of American aircraft very nearly became a fateful one, and it was this event that was the focus of the Revi article. Eduard and the editors of Revi have come to an agreement to reprint the article, and so here it is with minor changes and with the added bonus of a commentary

by Alfred Staffa, who forwarded them to me after the original article had come out.

The majority of our readers will already be well aware of the eventual outcome of the German pitting of twin engined fighters against the American four engined heavy bombers. After initial successes in 1943, the chances of German twins in daylight combat ops gradually decreased in proportion to the number and range of American escort fighters. The climax of this situation was attained in March, 1944. At that point, crews of twin engined day and night fighters were pulled off of daytime operations.

Rightfully so, twin engined Bf 110 night fighter crews gave themselves little chance again-



Uffz. Alfred
Staffa (photo
- Aleš Kaplan
Archive)

st enemy fighters. The gunners in particular felt that there was little they could do against three or four pairs of 50 calibre machine guns. Somewhat depressingly, they dubbed themselves 'SAMO', or 'Sandsack mit Ohren', roughly translated as 'Sandbag with Ears'. With this, they compared themselves to the well known winched sock that formed the towed target for gunnery practice. Nevertheless, it wasn't on every occasion that combat between the twins and the escorting fighters meant certain death for the former. With a little luck, the outcome could also have been as it was described to me in a letter dated February 28th, 2004 by Alfred Staffa. 1) With respect to the fact that he hails from Hradec Kralove, his Czech is very good and the following lines were well understood:

„One of our final daylight operations was our 35th combat mission. October 14th, 1943, take-off at 1318h. 2) American aircraft were at around 5,000m. Our orders were to observe them, but not to attack. Our aircraft was not ready for take-off, and we left the ground fifteen minutes after the rest of our unit. We flew alone on a southeast heading at 3,000m and observed the American squadron. I sat at my rearward firing twin machine gun and operated the radio, with which I maintained contact with our airfield. It was beautifully clear, and the sun shone so that the enemy bombers glistened to our right. We were several kilometers southeast of the city of Luik (also Liege or Lutich, Belgium) where anti-aircraft fire were putting holes in the sky (since at the moment, there were no Americans in the vicinity), when at a distance of about 500m, two single-engined fighters turned towards us. At first, I thought that they could be our Fw 190s. When I saw the gun impacts sparking off our aircraft, I figured these were Thunderbolts. They had their flying surfaces equipped with 12.7mm machine guns, and with no thought to myself getting hit, I began firing at the first of them.

My surprised pilot yelled 'Wast ist los, Langer 3), was ist los?!'

And I, still firing, exclaimed 'fly straight and level, or I'll miss!'

The fighter missed us, and I think that he was firing below us, thinking that we would go into a dive. The American pilot was evidently surprised that we flew along as though nothing was happening. When he closed to within about 100m, I ducked down and continued to fire blind. Shortly thereafter, about a meter off to my right, there appeared the bottom surface of the left wing with the glossy American star. The fighter was undamaged, and we were, too. I looked around for the second fighter, but it was nowhere to be seen. Later, I learned that Luik was the greatest distance from which escorting fighters could still return to England at that time. Shortly thereafter, Fries spotted someone who had taken to their parachute. So, he proclaimed '....looks as though you got him!'. Despite my



Fw Otto H. Fries
(photo - Aleš Kaplan Archive)



persistent claims that the fighter went unscathed, I could not change his certainty of the kill. He radioed the kill to the airfield, and did a wing wobble on an overflight of the base. Of course, no American fighter wreckage was located. Only a Bf 109. So, one of the flight leaders joked that this was my kill. As it turned out, the parachuting figure was one of our own, who managed to escape his stricken aircraft while his rear gunner was fatally wounded.

Later, I recalled something said by a philosopher.....'who lacks fear, lacks sense'. I realized that I had nothing but senseless luck. The unit log noted that I had acted bravely. It can be seen, then, that one man's bravery is another man's stupidity.'

October 14th, 1943, became known on the American side as 'Black Thursday'. The Germans successfully took advantage of miser-

able weather over England and the Channel and amassed 833 combat flights. In part, they concentrated on the fighter escorts, and prior to attacking the bombers, they attempted to wait until these had to break off for home. The Americans had one major problem with their P-47s. They ran out of 108 gallon drop tanks, and had to revert to 75 gallon tanks. The crews of the B-17s, as was the case earlier on, had to fly the last part of their missions unescorted. The fighters, that were to escort the bombers back from the target areas, couldn't take off because of the aforementioned weather conditions. Thanks to this tragic situation, the German twin-engined fighters were able to run up the score. The Germans chased the disorganized bombers until 5:00 in the afternoon. By the end of the day, there were 44 claims from both day and night twin



Small relax while playing cards... Third from left is Alfred Staffa (photo - Aleš Kaplan Archive)



Bf 110G-4 from NJG 3 during a daily operation against USAAF (photo Bundesarchiv).



The „open“ Bf 110 canopy (although on this photo older version) can give an image how the nightfighter crews feel while daily operations (photo Bundesarchiv).

engined fighter crews, including the Thunderbolt that was radioed in by Fries. Another list of claims were made by single-engined pilots. The Americans lost 67 Boeing B-17s and five P-47s. After this, the bombers did not fly unescorted.

The Thunderbolts that attacked Fries and Staffa in all likelihood belonged to the famous Zemke's 56th Fighter Group, specifically to its 61st Fighter Squadron. The Americans claimed, at 1345h west of Aachen, three Bf 110s. This was the only similar claim made that day. Furthermore, it corresponds quite well with the place and time, where Fries and Staffa were operating. 1Lt. Norman E. Brooks shot down one Bf 110 flying P-47D-1 (42-7941, HV-R), named 'Slugger'. The flight of another Bf 110 was ended by 1/Lt. Frank E. McCauley flying 'Rat Race', a P-47C-2RE (41-6271, HV-Z). Major James C. Stewart, on a P-47D (42-74650, HV-Q), damaged another -110. McCauley reached 5.5 kills and Stewart 11.5.

The NJG 1 aircraft that was shot down, of which Staffa makes mention, was Messerschmitt Bf 110G-4 (W.Nr 6347), 'G9+GR' and was reportedly attached to 7./NJG 1. The crew, on the other hand, was attached to 6. Staffel of II./NJG 1, as were Fries and Staffa. The pilot, Uffz. Robert Koch was wounded, but saved himself when he was able to take to his chute. The gunner, Uffz. Otto Schneider, remained in the machine. The loss report states that they were shot down by enemy fighters during day combat 15km southeast of St. Trond.

A second aircraft that had to be written off, was Bf 110G-4 (W.Nr. 720 248) of 4./NJG 6. The crew felt compelled to abandon their plane at a height of 200m about 1km east of Maxweiler. The pilot managed to escape unharmed, but his gunner's, Uffz. Bruno Luke-sch's, parachute failed to fully deploy. Other night fighters returned with varying amounts of damage sustained at the hands of American defensive gunners. Some crash landed. Several losses were also recorded by day fighter units with twin-engined aircraft.

The following is what Mr. Staffa added to this event later:

August 1st, 2005: 'Additional to the article about our encounter with an American day fighter: No one at the time told us that American bombers would be escorted by fighters. And, if the fighter's initial burst was below my line of fire, I'd forget to tell my pilot to pull the nose of our aircraft up. Perhaps, if I could fire from above the Thunderbolt, I could at least damage it. And if the fighter banked down and to the right, I neglected to tell the pilot to do the same, and I was concerned with first and foremost locating the second fighter, which was by now on its way home. By then, it was too late. Besides that, Fries was convinced that I had shot the fighter down, despite the fact that the parachute was spotted too far to the right of us.'

August 8th, 2005: 'Today, I would like to



Otto H. Fries during advanced training (1940) (photo - Aleš Kaplan Archive)



Good luck once again! Alfred Staffa with his parachute canopy silk... (photo - Aleš Kaplan Archive)

thank you very much for your letter and the issue of REVI No.59 with your article, which is my estimation, very well written. My brief description of our encounter with American fighters demands additional information. And they are more interesting than my descriptions. Minor errors: SAMO was the nickname given to our radio operators doubling as gunners, being the first line of defense from an attack from the rear and protection for the pilot - sandbag, which would ideally stop bullets destined for the pilot.

Alfred Staffa and 'Ottokar' Fries (as Staffa called him after the Czech king Premyslid Otakar II) met during training in Bohemia. It would be very difficult to find a less likely night fighter crew. Otto Fries studied at a British school, was a yachtsman, and had a long list of British friends. If there was one thing he did not want to do in the war, it was to fight the British. He was sincerely worried about bringing about the demise of any of his British friends. The father of Alfred Staffa was a Czechoslovakian active Social Democrat from 1919. As a Sudeten German, he would not be able to be a member of this party, but he was 'under the protection of the Czechoslovak Social Democratic Party'. Ultimately, he gained a high position within the Czechoslovak railway system, and so naturally, he found himself in the sights of the Nazis after the occupation. In order to raise the standard of his family profile, Alfred Staffa joined the army. His father continued on in functions that the Nazis really did not appreciate, and after the assassination of Reichsprotektor Heydrich, he was forced to leave Bohemia. Going abroad was made

HEADQUARTERS SIXTY FIRST FIGHTER SQUADRON
AAF STATION #365, APO #637
U. S. ARMY

Personal Combat Report
VIII Fighter Command F.O. No.156

1st Lt. Norman E. Brooks Keyworth White Flight

a. Combat
b. 14 October, 1943
c. 61st Fighter Squadron, 56th Group
d. 1345 hours
e. West of Aachen
f. Bray
g. Me-110
h. One Me-110 destroyed

1. I was flying No. 4 in Keyworth White flight. As we were coming home, we sighted several Me-110's below us at 14,000 feet going in the opposite direction, toward the rear of the bombers. I followed my leader, Lt. McCauley down and I prepared to attack one of the planes in the 2nd flight. I attacked the right hand man in the flight, opening fire at approximately 350 to 375 yards and closing to about 200 yards. While firing, I saw a great ball of fire burst from his right engine, which started smoking very badly. I then pulled up and joined my flight. Major Stewart followed us down and reports that one plane blew up, and that a parachute came from another plane.
I claim one Me-110 destroyed.

Norman E. Brooks
1st Lt., Air Corps.

| NAME | AIRCRAFT | AMMUNITION USED |
|--------------------------|----------|-------------------------|
| 1st Lt. Norman E. Brooks | 7941 | 244 rds .50 cal. AP & I |



Combat reports of Thunderbolt pilots from the 56th Fighter Group from mission on 14. October 1943 when they encountered a formation of Bf 110G-4. Lts. Frank E. McCauley and Norman E. Brooks claimed a kill of a Bf 110 (each) / document - M. Williams archive.



HEADQUARTERS SIXTY FIRST FIGHTER SQUADRON
AAF STATION #365, APO #637
U. S. ARMY

Personal Combat Report
VIII Fighter Command F.O. No.156

1st Lt. Frank E. McCauley Keyworth White Three

a. Combat
b. 14 October, 1943
c. 61st Fighter Squadron, 56th Group
d. 1345 hours
e. West of Aachen
f. Slight haze
g. Me-110
h. One Me-110 destroyed

1. I was leading the second section of Keyworth White flight. We were heading home after escorting the bombers, when Keyworth leader spotted twelve Me-110's down at 14,000 ft. climbing along the course the bombers were on. We made a 180° turn and started down. Keyworth leader had to stop as he could lose speed since we were at 23,000, but even then was going to be too far ahead to attack. I was behind him and slightly below so only had to chop my throttle and go down. I called on the radio and started my attack on the right hand ship of a two ship element. I ended up 50' from 6000' and started firing from 350 yards closing to 200 yards. The 110 exploded and I pulled up to rejoin the formation.
I claim one Me-110 destroyed.

Frank E. McCauley
1st Lt., Air Corps.

| NAME | AIRCRAFT | AMMUNITION USED |
|---------------------------|----------|-------------------------|
| 1st Lt. Frank E. McCauley | 6271 | 335 rds .50 cal. AP & I |

easier by his colleagues. Railway tracks even then crossed the boundaries of nations and ideology. Staffa's family after the war was uprooted. One of Staffa's sons returned to the land of his father and studied old Czech language at Charles University. Mistfers Staffa and Fries became lifelong friends. When you get together and play Bridge as they did, for over half a century, it qualifies as lifelong.

For this addition, I would like to thank the life long crew of Fries and Staffa. The Editor would also like to thank Jarda Hradec, Ales Kaplan and Pavel Turek for their co-operation.

Notes:

1. Further articles on the exploits of Alfred Staffa and Otto Fries can be found in REVI No.23, 34 and 43.
2. Bf 110G, G9+GP, based at St. Trond, landing at 1400h.
3. Langer, roughly translated as 'Stretch' is a nickname given to A. Staffa thanks to his height.

Alfred Staffa

5./Nachschubgeschwader 1 G.U., den 11.3.1944
 (Name, Dienstgrad, Truppenteil) (Ort) (Datum)

Rev. S. 2.06. 2. S. G. 2.9 Nov. 4. 1944 no. 19. 8. 44 mit 25. Lieferung am 5. 11. 1944.

2.96 Abschußmeldung

1. Zeit (Tag, Stunde, Minute) und Gegenb. 14.1.44 - 19.30 Uhr - Inzollerbek, 5 km Höhe: 5500 m
 80 Schmalenberg bei Höxter.

1a.) durch wen ist der Abschuss erfolgt: Lt. Fries - Fw. Staffa - Uffa. Deubzer.

2. Flugzeug des abgeschossenen Flugzeuges: Halifax

3. Staatsangehörigkeit des Gegners: England
 Ver Nummern: */* Sym. Kennzeichen: I/*

4. Art der Vernichtung:
 a) weiße Benzinfarbe, bunte Rauchfahne, helle Flammen
 b) abmontiert (Eingelerte, auseinandergeplatzt)
 c) zur Landung gezwungen (Dieselste oder jenseits der Front glatt bzw. mit Bruch)
 d) nach Notlandung jenseits der Front am Boden in Brand geschossen

5. Art des Ausfluges:
 a) diesseits oder jenseits der Front
 b) fenstecht, flachen Winkel, Rauchschlagbrand, Staubwolke
 c) nicht beobachtet, warum nicht?
 d.) Der Bruch wurde gefunden. */*

6. Schicksal der Insassen (tot, mit Fallschirm abgeprungen, nicht beobachtet) nicht beobachtet

7. Gefechtsbericht (siehe Anlage)

8. Besatz:
 a) Luft Fw. Staffa - Uffa. Deubzer, beide Stab
 b) Größe
 c.)

9. Anzahl der Angriffe, die auf das feindliche Flugzeug gemacht wurden:

Legen-Nr. 1895. Verlag und Druck: H.B. Braunshweig-Minden

Combat report of the crew Fries - Staffa - Deubzer reporting one of their victories.
 The victim this time was RAF Halifax near of Höxter.
 14th January 1944
 (document - Aleš Kaplan archive)

10. Richtung, aus der die einzelnen Angriffe erfolgten: von hinten

11. Entfernung, aus der der Abschuss erfolgte: 70 m

12. Taktische Position, aus der der Abschuss angefertigt wurde: von hinten

13. Ist einer der feindlichen Vorbefehle kampfunfähig gemacht worden nicht beobachtet

14. Verwendete Munitionsart: 20 mm und 7,9 mm

15. Munitionsverbrauch: 437 Schuss MG 17, 26 Schuss MG 151/20

16. Art und Anzahl der Waffen, die bei dem Abschuss gebraucht wurden: 4 MG 17, 2 MG 151/20

17. Typ der eigenen Maschine: Bf 110 - G4

18. Weiteres taktisch oder technisch Bemerkenswertes: */*

19. Treffer in der eigenen Maschine: keine

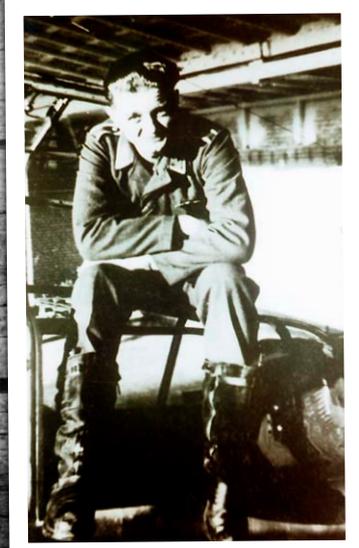
20.) Beteiligung weiterer Einheiten: Einsatz "Alde Sen".

21.) Laut Abschlusskommission des Lu.Befh. Mitte von 7./8.2.1944 mit Bruch Nr. 7 nach lg. d. VI zugestellt.

I.V. *Fries*
 Leutnant.

BUY Bf 110G-4 1/72

BUY Bf 110G-4 cockpit 1/72 (Brassin)



COL. LEE ALTON
HAMKEYE-
WOLFHOUNDS



Fighting Eagle

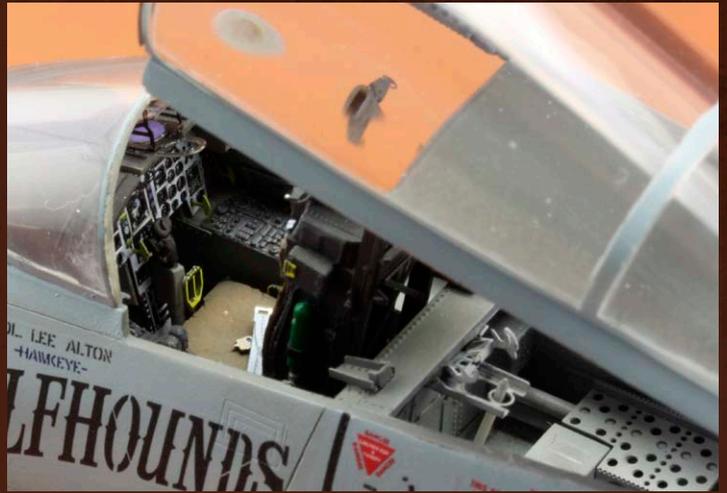
Built by Martin Nademlejnský

C-24-MC Series, s/n 79-0032, Flown by Col. Lee Alton, CO of 32nd TFS, Soesterberg AB, the Netherlands, Late Eighties

The 32nd Tactical Fighter Squadron transitioned to the F-15 in 1979 and flew the early model till 1983, when C models were adopted. The squadron was based in Soesterberg AB near Utrecht till September, 1990. This aircraft was sold to the Royal Saudi Air Force on September 13, 1990 and moved to the Arabian peninsula the same month. This change was prompted by the Iraqi invasion of Kuwait on August 1, 1990.

When the first Gulf War was over, the 32nd returned to the Netherlands and obtained F-15A MSIPs. In 1993 the US military presence in the Netherlands came to an end. The 32nd TFS was disbanded and their F-15s were transferred to the 101st FS based in Otis AFB, MT.





BUY Fighting Eagle 1/48 

P-400

BUILT



Built by Luboš Pavel

P-400, 41th FS, 35th FG, 5th AF,
Milne Bay, New Guinea, fall 1942

More pictures [here](#).





P-39D-1

Buil by Jan Kotas

P-39D-1 s/n 41-38401, Maj. Norman „Coach“ G. Morris, CO of 35th FS / 8th FG, Milne Bay, fall, 1942

More pictures [here](#).



BUY P-39 Airacobra over New Guinea 1/48 

ON APPROACH

BIG ED

- BIG3324 He 219 1/32 REVELL
- BIG3578 FAUNA I. 1/35
- BIG4980 A-6E TRAM 1/48 KINETIC
- BIG4981 T-28B 1/48 RODEN



648097

BRASSIN



648097
AIM-54A Phoenix
1/48

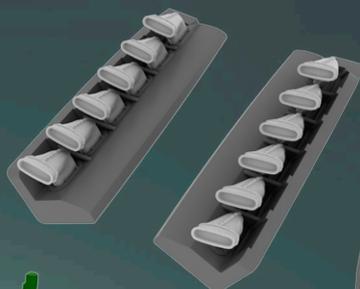
648098
Spitfire wheels - 5 spoke
1/48 Eduard

648099
Spitfire exhaust stacks fishtail
1/48 Eduard

648100
Spitfire Mk.IX cockpit
1/48 Eduard

648103
MiG-21F wheels
1/48 Trumpeter

648099



648098



648103



648100

MODELY

84135
F6F-3
1/48 Weekend



8281
Spitfire Mk.IXc late version
1/48 ProfiPACK

PHOTO-ETCHED SETS

| PE-SETS | | | | | |
|---------|---|-------|-----------|--|--|
| 17036 | Chain bar railings 1/700 | 1/700 | | | |
| 32326 | Westland Lynx Mk.88 sonar exterior | 1/32 | Revell | | |
| 32759 | Westland Lynx Mk.88 sonar interior S.A. | 1/32 | Revell | | |
| 32762 | Westland Lynx Mk.88 sonar seatbelts | 1/32 | Revell | | |
| 36233 | Churchill Mk.VI | 1/35 | AFV Club | | |
| 36245 | Pz.IV Ausf.H | 1/35 | Italeri | | |
| 36249 | BTR-50PK APC | 1/35 | Trumpeter | | |
| 48745 | EA-18G exterior | 1/48 | Italeri | | |
| 48754 | Wessex HU.5 exterior | 1/48 | Italeri | | |
| 48765 | Spitfire Mk.IXc landing flaps | 1/48 | Eduard | | |
| 48766 | Spitfire Mk.IX surface panels | 1/48 | Eduard | | |
| 48767 | MiG-21F-13 exterior | 1/48 | Trumpeter | | |
| 48769 | MiG-21F-13 undercarriage | 1/48 | Trumpeter | | |
| 49615 | EA-18G interior S.A. | 1/48 | Italeri | | |
| 49622 | Wessex HU.5 interior S.A. | 1/48 | Italeri | | |
| 49636 | EA-18G NACES ejection seat | 1/48 | Italeri | | |
| 49639 | Spitfire Mk.IXc | 1/48 | Eduard | | |
| 53081 | Bismarck part 2 - front area 1/200 | 1/200 | Trumpeter | | |
| 53083 | Bismarck part 4 - central area 1/200 | 1/200 | Trumpeter | | |
| 53084 | Bismarck part 5 - rear area 1/200 | 1/200 | Trumpeter | | |
| 53085 | Bismarck part 6 - catapult 1/200 | 1/200 | Trumpeter | | |
| 53088 | Kriegsmarine deck crew WWII 1/200 | 1/200 | Trumpeter | | |
| 73473 | EF-2000 single seater | 1/72 | Hasegawa | | |
| 73475 | Bf 109F S.A. | 1/72 | Zvezda | | |
| ZOOMS | | | | | |
| 33116 | Westland Lynx Mk.88 sonar interior S.A. | 1/32 | Revell | | |
| FE615 | EA-18G interior S.A. | 1/48 | Italeri | | |
| FE622 | Wessex HU.5 interior S.A. | 1/48 | Italeri | | |
| SS473 | EF-2000 single seater | 1/72 | Hasegawa | | |
| SS475 | Bf 109F S.A. | 1/72 | Zvezda | | |

Wessex HU.5 1/48 Italeri



32326 Westland Lynx Mk.88 sonar exterior
1/32 Revell



32759 Westland Lynx Mk.88 sonar interior S.A.
1/32 Revell



48765 Spitfire Mk.IXc landing flaps
1/48 Eduard



53081 Bismarck part 2 - front area
1/200 Trumpeter



53083 Bismarck part 4 - central area
1/200 Trumpeter



73473 EF-2000 single seater
1/72 Hasegawa

Achtung Spitfire!

Our new Spitfire Mk.IXc in 1/48, released on April 1st, brings astonishing details on high-quality Eduard sprues, accompanied by 5 attractive marking options, color photo-etched, Brassin accessories and painting mask.

WHAT CAN YOU EXPECT FROM THE KIT

- Never seen before shape accuracy and surface details
- Easy to build kit with wide parts variability, prepared to be spiced up with PE and Brassin accessories
- Attractive marking selection on high-quality decal sheet

WHAT CAN YOU EXPECT FROM US

You have to understand this is a very special project for us and we wanted to make it special for you as well. That's why we prepared fully-loaded 40 days of information and images, that will be published on our Facebook, Eduard Blog and on official Spitfire page (visit www.eduard.com/spitfire for more information and FREE bonuses).



**STAY WITH US ON THIS
40 DAYS SPITFIRE RHUBARB
MISSION AND YOU WILL
DISCOVER THE KIT
COMPLETELY!**

We'll release one bit of interesting/important information every day, so you can make your own picture and understand all of the kit benefits.

EACH POST WILL HAVE ITS NUMBER – WE'RE COUNTING DOWN FROM 40 TO ZERO (= RELEASE DAY).

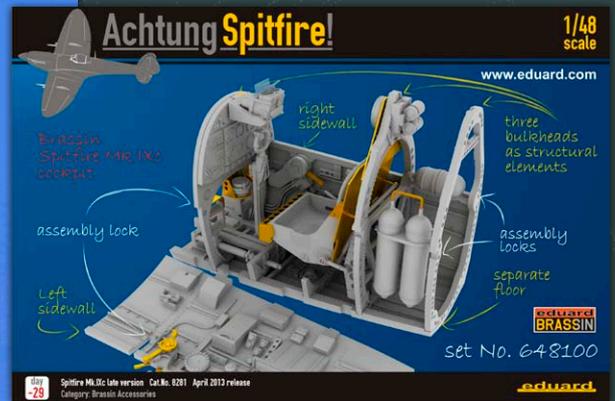
There are already more than 10 Spitfire image galleries on the official Spitfire page, explaining the ins and outs of our upcoming Spitfire Mk.I-Xc late version 1/48 scale kit – check them out [HERE](#).

BONUSES, CONTESTS AND LIVE CHAT

We have already arranged 3 contests for winning our new Spitfire Mk.IXc late version 1/48 scale kit and have given away 6 free kits so far! Have you attended yet? (guess what winners will get) Watch our Facebook and blog closely for next the contest!

We will be also having several live-chat sessions with Vladimir SULC (CEO and Project Supervisor), Martin FERKL (Production Manager) and Ladislav JONAS (Spitfire Lead Designer), which you can join and ask them live. By the time of release of Info Eduard March 2013, there was already one live-chat session with Vladimir Sulc and it was splendid. Watch our websites, Facebook and blog so you know when the next live-chat happens and join us!

We are also giving away several bonuses for FREE to all Eduard and Spitfire fans. Simply visit the official Spitfire page and grab your first bonus - Blueprint of Spitfire Mk.IXc late version in PDF & TIF.



Bf 110C-6 1/48

eduard



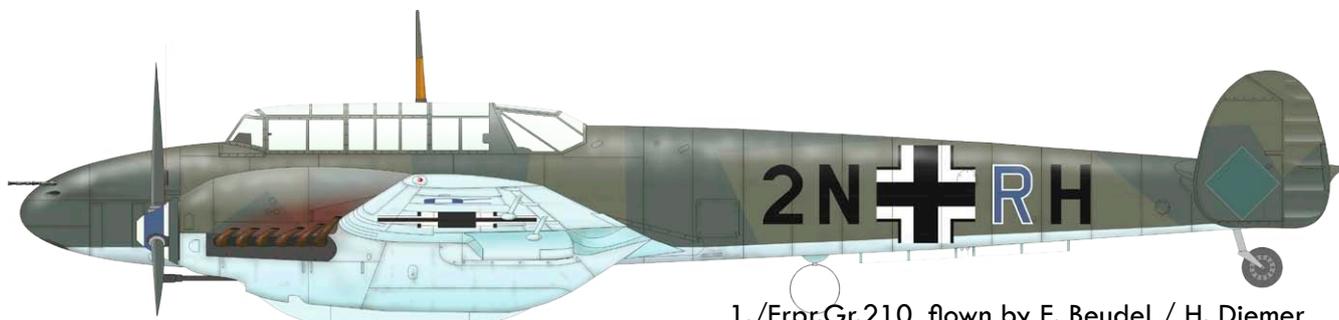
Bunny Fighter Club EXCLUSIVE

Highly detailed
MK 101 cannon
and underbelly
gondola

BFC006



Duben 2013



1./Erpr.Gr.210, flown by E. Beudel / H. Diemer,
Calais-Marck airbase, France, summer, 1940



8./ZG26, Derna airfield, Lybia, 1942



1./NJG1, Venlo airbase, the Netherlands,
February, 1942