

INFO EDUARD

Vol. 13, August 2013

ISSUE 38



price US \$ 0.00

JUGS OVER GERMANY



BUILT

Spitfire Mk.IXc 1/144

Bf 109E-1 1/48

HISTORY

NO

*Miss
Fire*

WITH THIS SUPERBOLT!

BRASSIN

**Spitfire... Spitfire...
Spitfire...**



eduard



INFO **EDUARD**

ISSUE 38

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

August 2013

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No MISS FIRE with this superbolt!

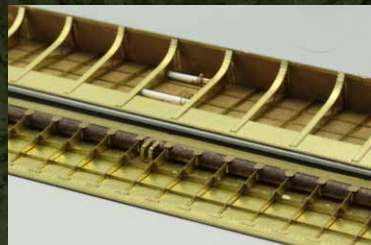
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September 2013



EDITORIAL

The African heatwave we have imported in July has been intense, with conditions hovering around 40 degrees Celsius, non traditional, and not pleasing to everyone. Even under these conditions, more inclined to promote desires of spending days near water, we have managed to put together the packages of August items for our distributors with which we are going to introduce to you here in more detail. The upcoming period will not focus on the Spitfire Mk.IX as did the second quarter of this year, but that in no way should suggest any form of boredom settling in. Naturally, August will still see the Spitfire influence in the form of new Brassin sets designed for it, and also thanks to the Limited Edition boxing of 'The Boys are Back', dedicated to the use of the Spitfire Mk.IX by Czechoslovak pilots during the war and post-war years. I won't go back into the kit contents again, that should be already well known, and all those who ordered the kit will soon have the opportunity to go over it with as fine a fine-toothed comb as they like. All of us at Eduard who were in one way or another involved in the development of this kit fully believe that it will not disappoint any of its future owners. Most of the approximately one thousand units ordered will be sent out through the Czech postal system on August 13th of this year. At the moment, all of the kits are completed and ready to be shipped, and it is the shipping preparations that are now being finalized. A small number, around fifty, as well as the majority issued with commemorative envelopes on the first day issued with the co-operation of the Czech Postal Service and issued with a special stamp and postmark, will be a part of a special event to take place on August 13th, when they will be loaded at 1600h onto an An-2 aircraft. This will be escorted by a sextet of Zlin Trainer aircraft and will fly to Kbely where they will be handed over to their owners at the Museum of the Army of the Czech Republic. The landing of the formation is scheduled for 1700h. Among our personnel, and others, the kits will be handed over by a special guest, Col. Emil Bocek, one of the pilots that landed a Spitfire Mk.IXe at Ruzyn Airport on August 13th, 1945, as well as well-known writer Zdenek Hurt, and Czech Air Force Major Peter Smik, great-grandson of Otto Smik. It is anticipated that the festivities, which will include the autographing of kits, books, posters, or anything else, will go til about 1830h.

The Boys are Back represents the apitome if our current production practice. We tested a new marketing concept with this kit, and it appears to be feasible and an overall success. The model itself, as well as its associated products, stamps, posters, publication and apparel has generated an overwhelmingly positive impression, and it has opened the door to similar such actions. Several of these will focus on the history of the Czechoslovak air force. For September, 2014, 'The Boys are Back' will be followed up with another similar kit, tentatively dubbed 'The First Ones Home', dedicated to the Lavochkin La-5FN and La-7 and their Czechoslovak pilots. The marking options will not be understandably as varied as in 'The Boys are Back' due to the more limited action seen by our pilots on the Eastern Front, but the theme is as enticing. It is expected that it will be as successful as the Spitfire themed item. The Spitfire idea will be replicated in 2015, but this time in 1/72nd scale. It also presents an interesting possibility for an edition covering Czechoslovak pilots on the



Spitfire Mk.I, Mk.II and Mk.V, not to mention on the Hawker Hurricane. Another significant theme is the Bf 109G and its Czechoslovak versions, the S-199 and CS-199 in Czechoslovakia and Israel. Because we are currently in the process of completing the Bf 109F/G/K project in 48th scale, one of its components, and high points, would logically be the S-199, and is under strong consideration right now.

But, that's enough dreaming, and we should get back to the August items. It too includes some interesting items worthy of plenty of attention. As I mentioned earlier, all six of the new Brassin sets for this month are dedicated to the Spitfire Mk.IX. The most anticipated of these is the gun bay The idea developed to centre around the right bay and will cover both the e and c wings, but without the 7.7mm machine gun bays. This will probably prove to be a debatable decision, but it is one that will end up keeping the price down to relatively inexpensive levels. Another set worthy of note will be Set No. 648124, containing brass landing gear legs. In September, the creme de la creme of our resin production will be released in the form of the Merlin 66/70, which closes the chapter on the Spitfire accessories. Not forever, mind you, as other sets will be developed with subsequent versions on which we are already hard at work. Certainly, you'll be interested in knowing what they are. Right now, the design of the Spitfire Mk.VIII is underway, and a part of this development process will extend to the photo reconnaissance Mk.XI, and also the bubble canopied Mk.XVI.

The next several months will see the release of the usual attractive photoetched brass sets. Now, in August, there are three sets for the B-17G in 1/32nd scale from HK Models, and you can expect eight more sets. Among them, the B-17G landing flaps, are the most intense item we have ever produced in this range, and it was a monumental undertaking. Naturally, it needs to be effective and user friendly, but the non standard packaging also brings a higher price for this item. The total cost of all eleven sets for the B-17G, and mask set, will no doubt generate a lot of interest in the Big Ed packing for this

item, that will offer a much more attractive price for the whole collection. We are also expecting that we will break it up into two sets, one for the aircraft crew interiors, and one for the rest.

Other hints of potential BiG Ed sets can be found in the August listing. These include other 32nd items such as the A-4F from Trumpeter, for the 48th scale Tu-2 (Xuntong), Yak-3 (Zvezda) or the Spitfire PR.Mk.XIX from Airfix. As you can see, we are well able to pay due attention to competitive firms, not just our own. Similarly, sets for the HMS Dreadnought (1907) in 1/350 scale from Trumpeter will likely be seen again in the likely Big Ed set. I would also like to direct your attention to the color, self-adhesive set for the 1/48th scale Vampire FB.MK.5/FB.MK.9 from Trumpeter, and two new sets of fabric seatbelts in the same scale for the Phantom II (this time in grey) and for the KM-1 seat used in the MiG-21. These fabric sets have proven to be a smash hit over the last little while, and without a lot of criticism, and actually, quite quietly. They've been selling like hotcakes. As a result, further concepts along the same line will be developed.

Now, having mentioned Big Eds, it is important to mention four current sets, among which is coverage of the Bismarck in 1/200. Those of you that have taken note of our production to cover this kit will not be particularly surprised by the release of this Big Ed set. The color set of Kriegsmarine figures in 1/200 is obviously intended to be consistent with the Bismarck, while the remaining two, the Lynx Mk.88 in 1/32 and MiG-29 in 1/48th, are not.

To finish up my discussion on photoetched brass, I have saved set number 48784. It is for the P-47D-25 Upgrade Set, and it is designed for the 1/48th Limited Edition kit dubbed 'Jugs Over Germany', which is the Academy kit upgraded with a Brassin cockpit, wheels and propellor, the obligatory color photoetched brass, masks and a decal sheet printed by Cartograf covering the 8th and 9th AF operating over Germany in 1944/45. This kit follows a familiar concept that has been used in other kits, such as the recent P-38 Lightning,

of which we progressively released three kits from last summer. Also, the separate sets in both the Brassin and the photoetched brass line for the kit were tried for the first time for the P-38. These sets respect the parts that already are offered in the kit, and are designed to detail the model even further, if so desired. Because the idea has worked well with the P-38, we are undergoing a similar procedure with the Thunderbolt. And to that end, I would also like to mention the interesting article by Honza Bobek dealing with the history of (Fred Christensen), who flew ('Miss Fire'), as shown on the boxart of the kit.

The second and final kit to be released this month is the 1/72nd scale Weekend kit of the Bf. 110G-2. If the two kits don't seem to be enough, then remember that 'The Boys are Back' Spitfire kit is going out to those of you that have ordered it.

In the intro to this....intro....I mentioned that there would be no boredom. So, to hopefully instill the same feeling in you, I will divulge that over the height of this hot summer, we have taken some steps to shorten what I have called the 'Eduard month' in the past, even more. In the second half of July, we completed the 1/48th scale MiG-21PFM, which is thus ready for its September release. You may naturally assume that this is just an extension of the previously released third generation MiG-21s, but this would be an understatement. This is, to a very large extent, a new kit, and of the seven plastic frames, three are new for this kit and two are highly modified. There is a new wing, fuselage, and not just dealing with the spine, which is very different from subsequent versions, but also the basic fuselage itself. That is why we have treated this,

and the upcoming PF, as a whole new project. Over the course of August, you will have ample opportunity to acquaint yourself with the MiG-21PFM by way of our marketing campaign. This will also be a good opportunity for the critics of our marketing strategies. I trust, though, that the blonde campaign will prove to be a source of pleasure for most of us. This new kit will be fully introduced in mid-August at the US Nationals in Loveland, Colorado, and the first availability of the kit will be at PilsenKit at the end of August, same as the Limited Edition 1/48th Bf 110C-6. This is developed from BFC006. Further, the same applies to other September items such as a Brassin cockpit and exhaust for the MiG-21PFM, the Merlin 66/70 engine for our Spitfire Mk.IX, the other eight photoetched sets for the B-17G in 1/32nd scale. The end of the holidays and the beginning of the new season promises to be even more interesting that the Spitfire Summer will be. There will be a greater variation in what will be released, offering up something for pretty much everyone, whether its new Brassin sets for our own products for the Spitfire or the MiG-21PFM, or the long-awaited MiG-15 in 1/72nd. We certainly cannot and will not ignore the products of other manufacturers, and we will concentrate on the new 1/32nd scale Bf-109G-6 from Revell and the Tamiya Corsair. These are both very attractive kits which we will offer brass and resin for. We are already working on those items, as we are on the 1/32nd scale B-17G engines. We are anticipating a rise in photoetched production here over the next few months, as the release activities of other manufacturers world-wide are providing ample subject matter on which to focus. That's not only to mention the 1/32nd scale B-17G, but also the new 1/72nd scale Lancaster from Airfix, or their

new Typhoon in the same scale, but also applies to the new Tamiya Il-2 in 1/72nd scale or the 1/35th Tiger I from Zvezda and the King Tiger from Academy.

When it comes to kit releases, our plans for the next few months are already known. To review, September will see the general release of our new MiG-21PFM, in October, specifically at E-day, the 1/72nd scale MiG-15, in November the 1/48th scale MiG-21R, and in December, another version of the Spitfire, this time the F.Mk.IXc. As far as the popular Limited Edition kits are concerned, the Bf 110C-6 will come in September, a continuation of the MiG-15, this time in Czechoslovak service, and in November, the 1/48th scale La-5FN (Zvezda), and we will round out the year with another Thunderbolt entitled 'Jugs Over Italy'.

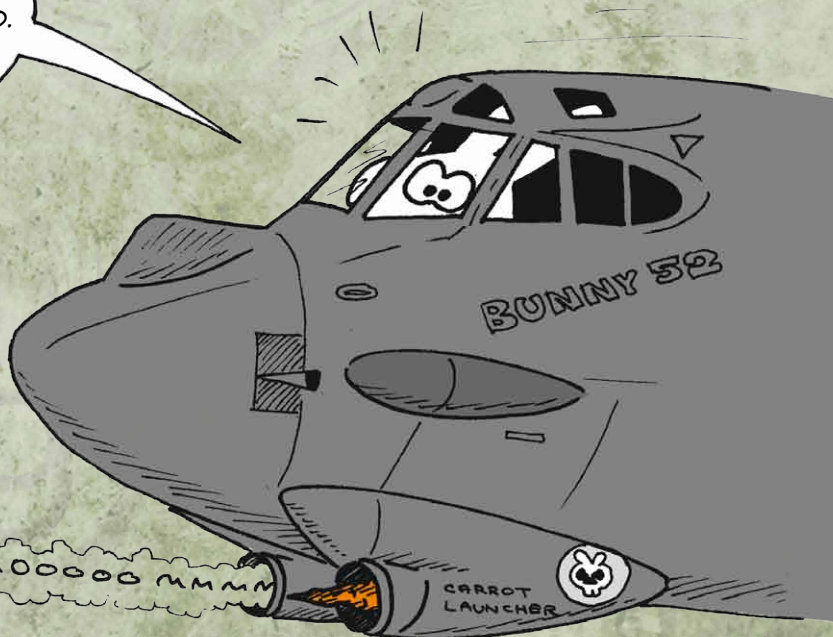
Hope to see you in Loveland or Pilsen, and if not there nor there, then maybe at E-day on September 28th!

Happy Modeling!

Vladimir Sulc



LADIES AND GENTLEMEN,
THIS IS YOUR E-BUNNY SPEAKING.
WE HAVE JUST HIT LEVEL 10.000.
THANK YOU FOR MODELLING
WITH EDUARD CREW!



Bobek 13
©

The Department of Defence of the Burkina Faso finally authorized us to publish results of our search from the early Summer 2013 for Klein-könig's MiG that he flown in the Carrot War. Enjoy... !

BUNNY FIGHTER



Discovering expedition at the end of foot-steps of the MiG-21BFC in Hungary!

DECLASSIFIED!



Three brothers... scale 1:1, 1:48 and 1:144.





▼ Mr. Kleinkönig was with us on the expedition. He was happy like a child the entire journey, especially on its destination. Just his popularity created by previous Eduard activities discouraged him to pose for a photo. So his place on this photo adopted Martin Ferkl.



Further reading of the article „Forgotten Czech airman Eduard Kleinkönig“ in Info Eduard 11/2012 is highly recommended.



JUGS

OVER GERMANY



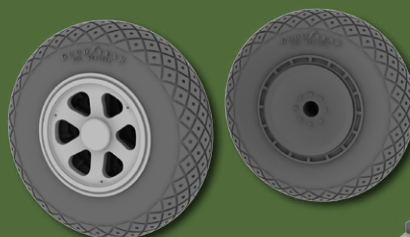
Limited edition 1/48

Cat.No 1179

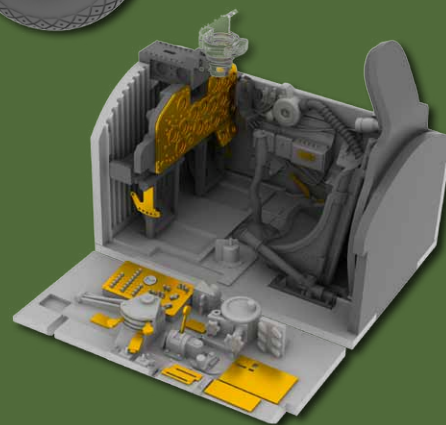
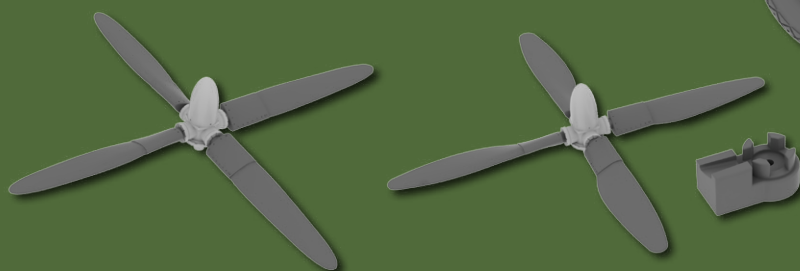
Limited edition of the P-47D Bubbletop in the 1/48 scale is based on Academy plastic parts. The increasing value of the kit is made by the Eduard additional detailing sets. The Eduard Brassin accessories cover the cockpit, wheels and propeller with two variants of prop blades. Other details are included in the photo-etched color set. The decal sheet, designed by Eduard and printed by Cartograf features five colorful and attractive markings for 8th a 9th USAAF Thunderbolts.

Only 1500 boxes available.

BUY Jugs over Germany 1/48



eduard
BRASSIN



P-47D-28-RA, flown by Capt. Robert Blackburn, 509th FS, 405th FG, 1944



P-47D-25-RE, flown by Capt. Fred J. Christensen, 62th FS, 56th FG, Boxted AB, Summer, 1944



P-47D-28-RA, flown by Lt. Harold Cox, 512rd FS, 406th FG, Y-29 – Asch Airfield, Belgium, February to April, 1945



P-47D-26-RA, flown by Maj. Donavon Smith, CO of 61st FS, 56th FG, Boxted AB, Early 1945



P-47D-28-RA, flown by Lt. Talmadge Ambrose, 410th FS, 373rd FG, March 1945

Bf 110G-2

Weekend 1/72

Cat. No 7421



5./ZG 1, Wells, Austria, Winter, 1943-44



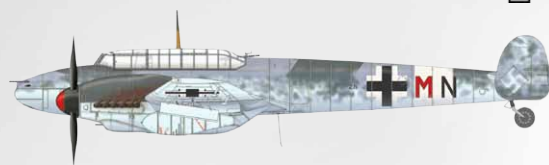
Gallery of this built kit in next issue.

The Weekend edition brings you the cheap variant of Eduard kit Bf 110G-2 in 1/72 scale.

High quality decals are designed and printed by Eduard.

This kit, in very fair price, does not contain photo-etched accessories, nor the painting mask.

BUY Bf 110G-2 1/72

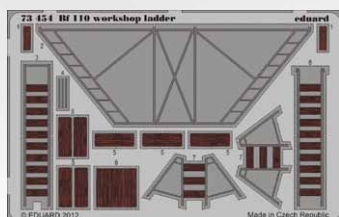


recommended:

73471 Bf 110G-2 Weekend

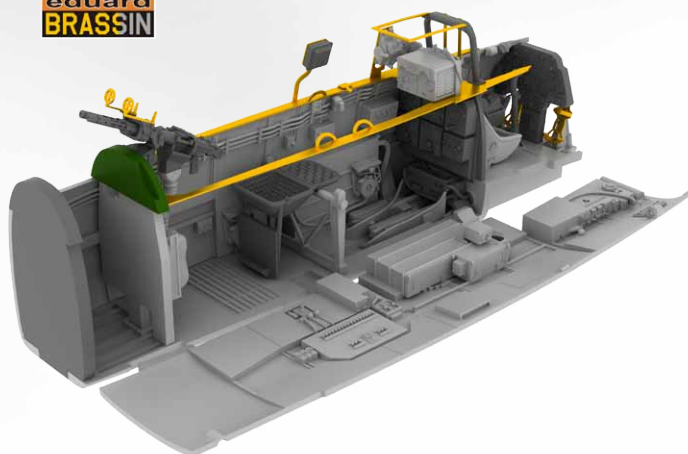


73454 Bf 110 ladder



672012 Bf 110G-2 cockpit

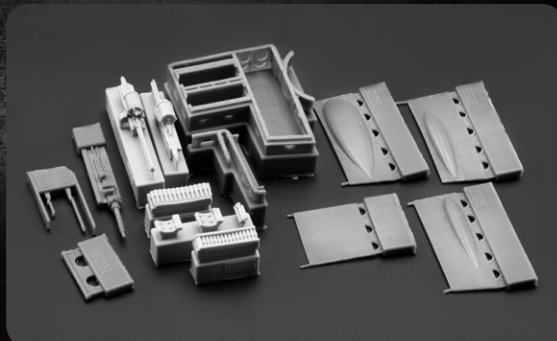
**eduard
BRASSIN**





648113
Spitfire Mk.IX gun bay
1/48 Eduard

Detailed universal Spitfire Mk.IX left wing gunbay. Contains interior and maintenance doors.

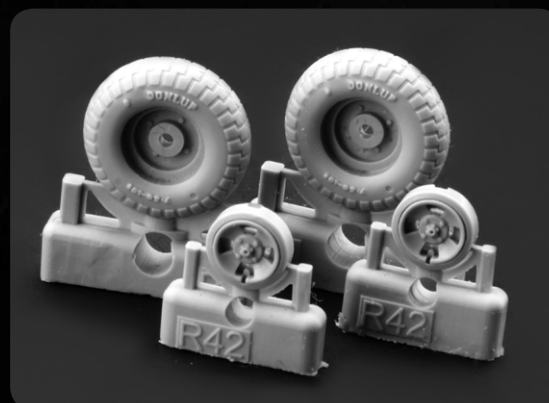
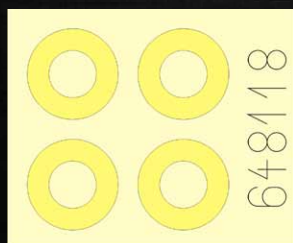


BUY Spitfire Mk.IX gun bay 1/48



648118
Spitfire wheels - 4 spoke w/pattern
1/48 Eduard

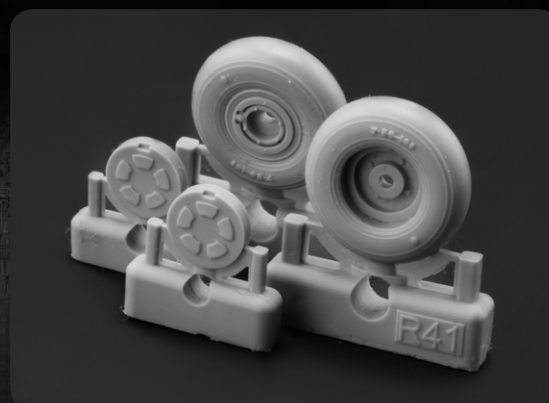
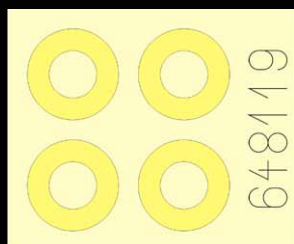
Detailed wheels for Eduard 1/48 Spitfire with the 4 spoke disc and tire with pattern. Each wheel consists of two parts wheel with the inner disc and the separate outer disc.



BUY Spitfire wheels - 4 spoke w/pattern 1/48

648119
Spitfire wheels - 5 spoke, smooth tire
1/48 Eduard

Detailed wheels for Eduard 1/48 Spitfire with the 5 spoke disc and smooth tire. Each wheel consists of two parts wheel with the inner disc and the separate outer disc.

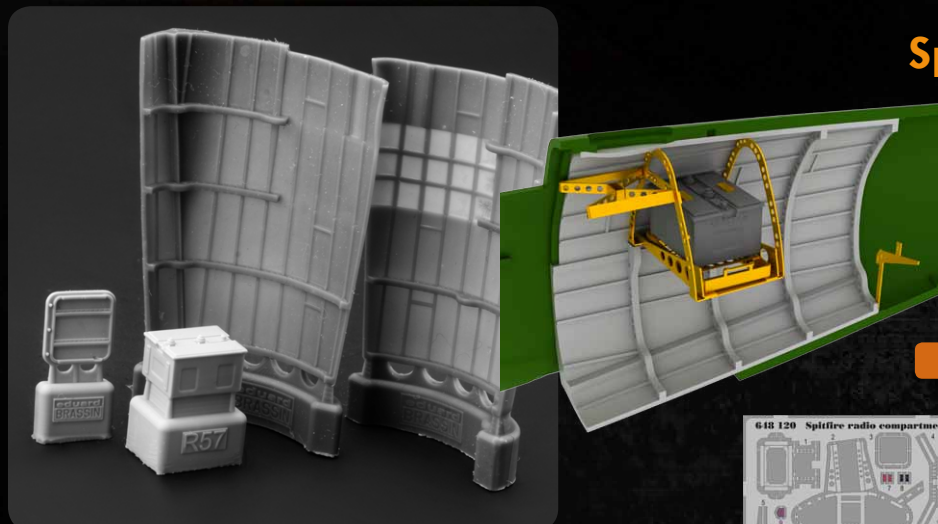


BUY Spitfire wheels - 5 spoke, smooth tire 1/48

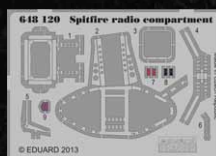
648120

Spitfire - radio compartment

1/48 Eduard



Spitfire fuselage radio section consists of the radio, its supports assembly, fuselage doors and fuselage insets with detailed interior structure.

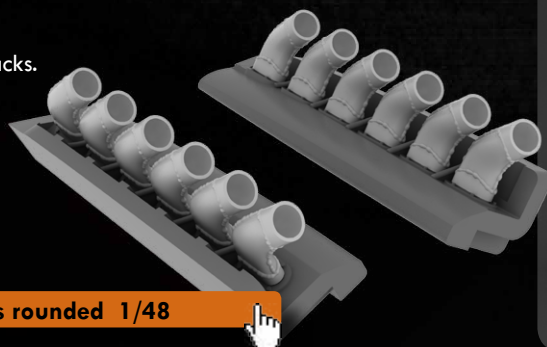
[BUY Spitfire - radio compartment 1/48](#)


648121

Spitfire - exhaust stacks rounded

1/48 Eduard

Rounded shape Spitfire exhaust stacks.


[BUY Spitfire - exhaust stacks rounded 1/48](#)


648124

Spitfire undercarriage legs BRONZE

1/48 Eduard

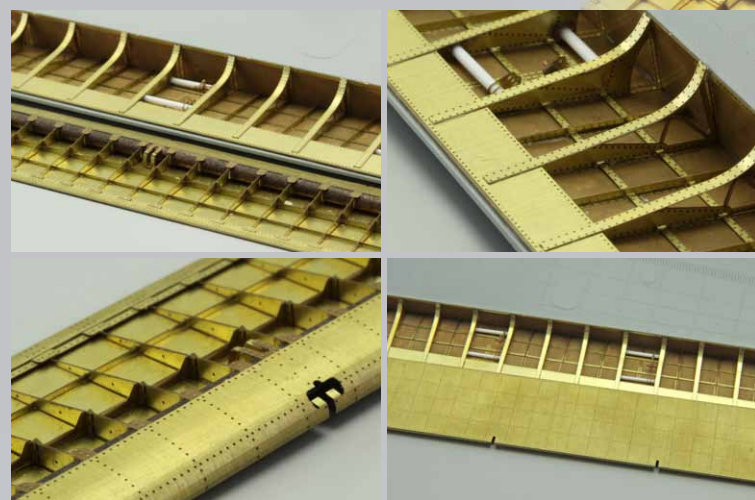
Extremely strong undercarriage legs for Spitfire made of bronze. Detailed resin undercarriage doors.


[BUY Spitfire undercarriage legs BRONZE 1/48](#)

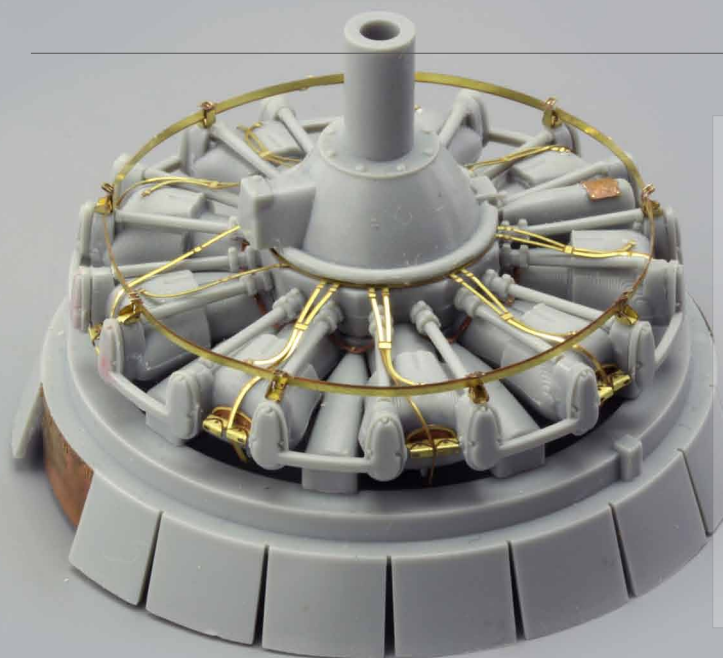
PHOTO-ETCHED SETS

SELECTED

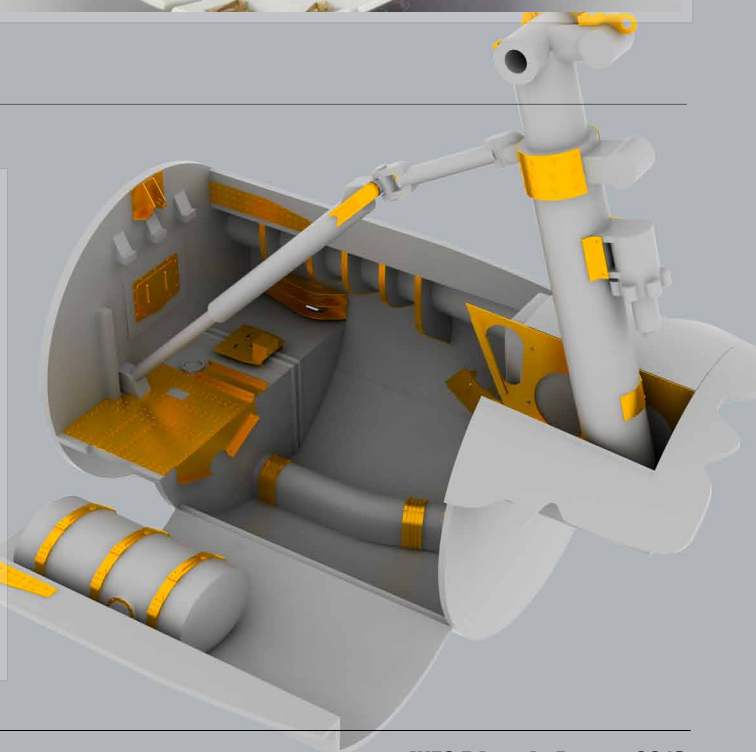
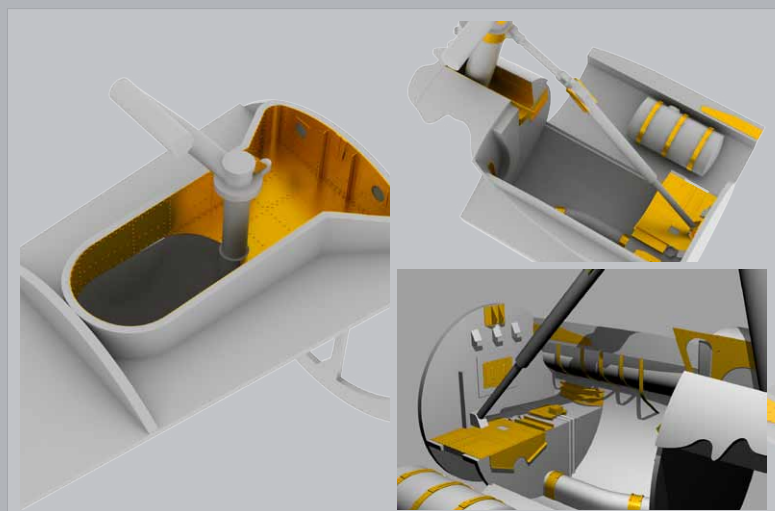
B-17G landing flaps 1/32 HK Models (32337)



B-17G engines 1/32 HK Models (32338)



B-17G undercarriage 1/32 HK Models (32342)



A-4F slats 1/32 Trumpeter (32345)

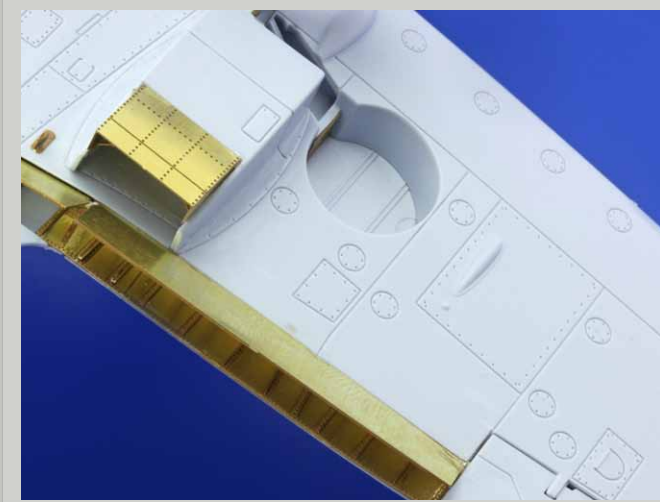


A-4F landing flaps 1/32 Trumpeter (32346)

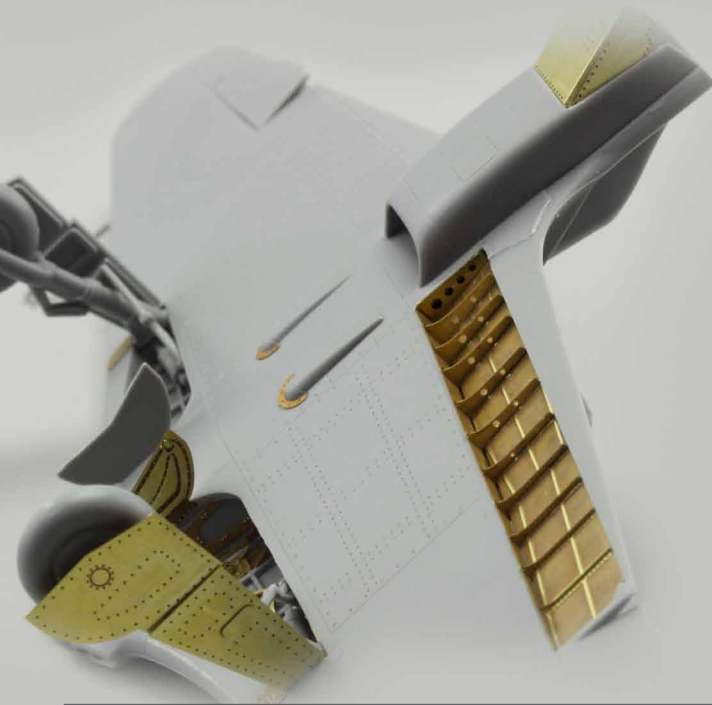


A-4F Escapac IA-1 seatbelts 1/32 Trumpeter (32783)

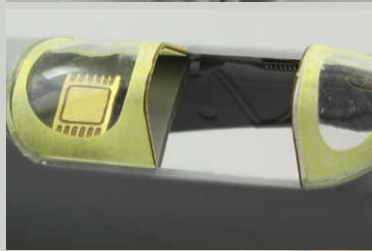
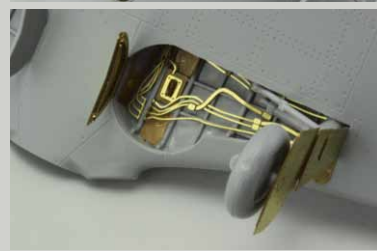
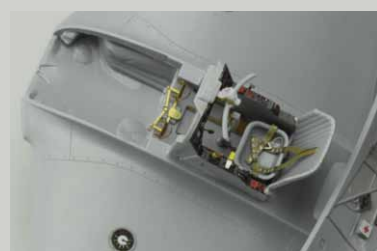




Yak-3 landing flaps 1/48 Zvezda (48775)



Yak-3 S.A. 1/48 Zvezda (49641)



BIG ED



32328 Lynx Mk.88 exterior (BIG3327)



32761 Lynx Mk.88 interior S.A. (BIG32761)



53080 Bismarck part 1 - lifeboats (BIG5316)

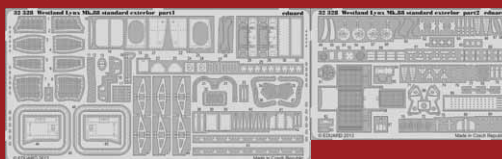


32730 A-4E exterior (BIG3326)

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

BIG3327 Westland Lynx Mk.88 1/32 REVELL

32328 Lynx Mk.88 exterior



32761 Lynx Mk.88 interior S.A.



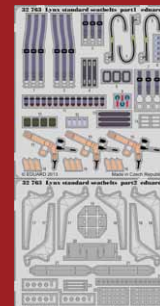
JX147 Westland Lynx Mk.88



32501 Remove Before Flight



32763 Lynx Mk.88 seatbelts



BIG5317 Kriegsmarine crew 1/200

53087 Kriegsmarine officers WWII S.A. (2pcs)



53088 Kriegsmarine deck crew WWII (3pcs)



BIG5316 Bismarck 1/200 TRUMPETER

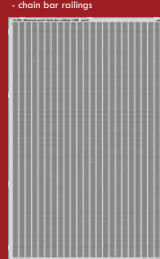
53080 Bismarck part 1 - lifeboats



53081 Bismarck part 2 - front area



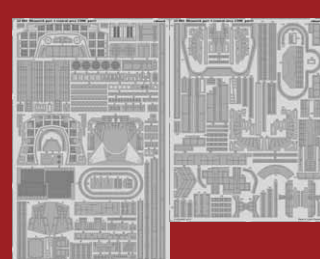
53082 Bismarck part 3 - chain bar railings



53084 Bismarck part 5 - rear area



53083 Bismarck part 4 - central area



53090 Bismarck part 8 - structural railings



53086 Bismarck part 7 - AA guns



53085 Bismarck part 6 - catapult 1/200

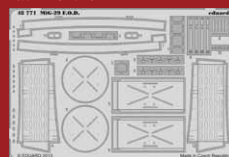


BIG4989 MiG-29 1/48 GWH

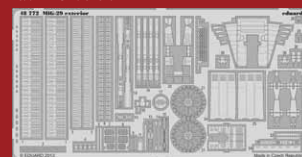
EX382 MiG-29



48771 MiG-29 F.O.D.



48772 MiG-29 exterior



49627 MiG-29 interior S.A.



BIG3327 Westland Lynx Mk.88 1/32 REVELL



BIG5317 Kriegsmarine crew 1/200



BIG5316 Bismarck 1/200 TRUMPETER



BIG4989 MiG-29 1/48 GWH





Ivy-Berry
(36161)

nettle
(36227)

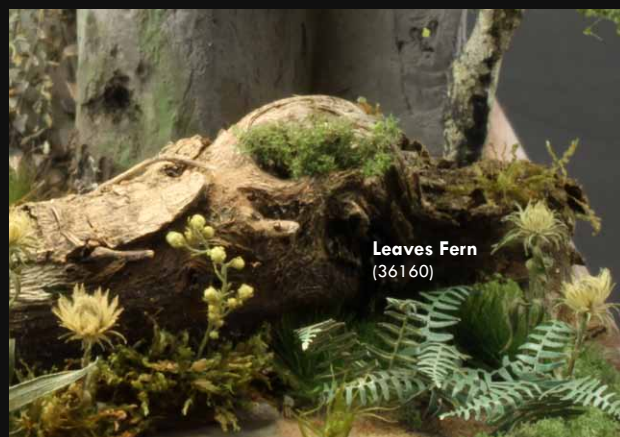
Wild Flower
(36152)

NETTLE

COLOR PHOTO-ETCHED NETTLE 1/35

Cat. No. 36227

Built by Katerina Borecka



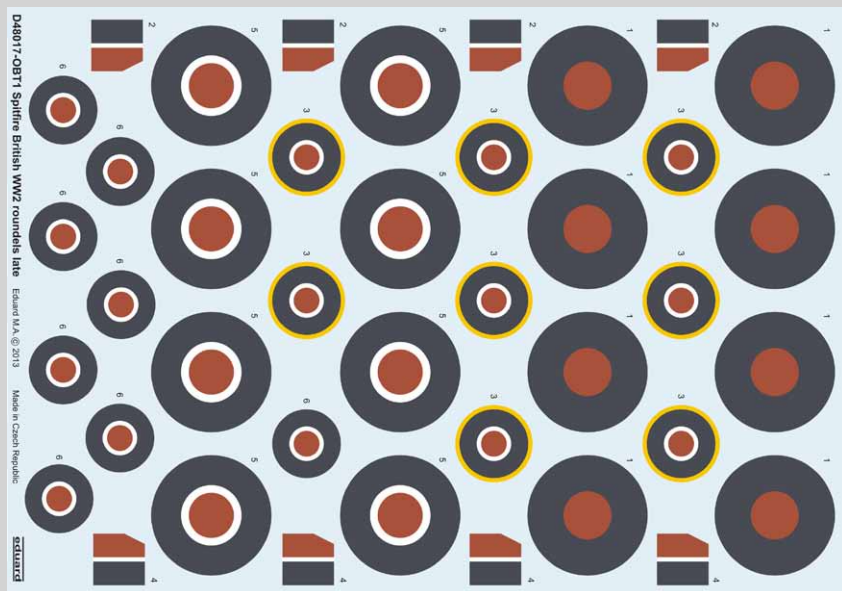
Leaves Fern
(36160)

EDUARD DECALS

NEW

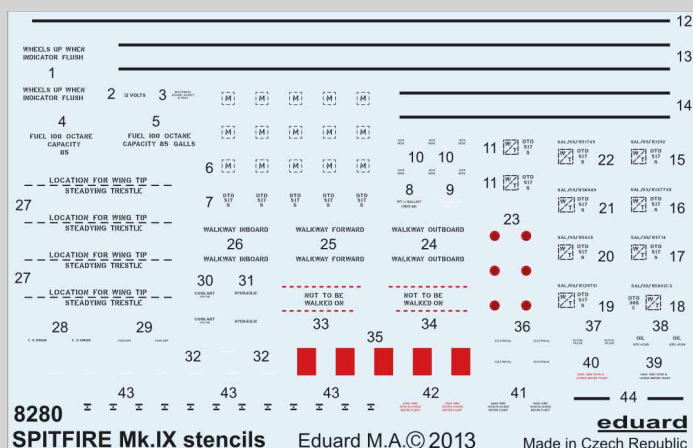
**D48017 Spitfire British WW2
roundels late 1/48**

BUY D48017 1/48



D48015 Spitfire stencils 1/48

BUY Spitfire stencils 1/48



KITS

7421	Bf 110G-2	1/72	Weekend
1179	Jugs over Germany	1/48	Limited Edition

PE-SETS

32337	B-17G landing flaps	1/32	HK Models
32338	B-17G engines	1/32	HK Models
32342	B-17G undercarriage	1/32	HK Models
32345	A-4F slats	1/32	Trumpeter
32346	A-4F landing flaps	1/32	Trumpeter
32783	A-4F Escapac IA-1 seatbelts	1/32	Trumpeter
48762	TU-2 exterior	1/48	Xuntong Model
48770	Spitfire PR.XIX landing flaps	1/48	Airfix
48775	Yak-3 landing flaps	1/48	Zvezda
48784	P-47D-25 upgrade set	1/48	Eduard
49064	F-4 seatbelts grey FABRIC	1/48	
49065	MiG-21 KM-1 seatbelts FABRIC	1/48	
49641	Yak-3 S.A.	1/48	Zvezda
49645	Vampire FB.MK.5/FB.MK.9 S.A.	1/48	Trumpeter
49648	Spitfire PR.XIX S.A.	1/48	Airfix
53091	HMS Dreadnought 1907	1/350	Trumpeter
53094	HMS Dreadnought 1907 railings	1/350	Trumpeter

ZOOMS

FE645	Vampire FB.MK.5/FB.MK.9 S.A.	1/48	Trumpeter
FE641	Yak-3 interior S.A.	1/48	Zvezda
FE648	Spitfire PR.XIX interior S.A.	1/48	Airfix

MASKS

CX361	IL-2M 1/72	1/72	Academy
CX363	Typhoon Mk.Ib 1/72	1/72	Airfix
CX367	Lancaster B Mk.III Dambuster 1/72	1/72	Airfix
EX399	Vampire FB.MK.9 1/48	1/48	Trumpeter
EX401	Jaguar GR.1/GR.3 1/48	1/48	Kitty Hawk
EX402	Mirage F.1 1/48	1/48	Kitty Hawk

BIG ED

BIG3327	Westland Lynx Mk.88 1/32	1/32	Revell
BIG5316	Bismarck 1/200	1/200	Trumpeter
BIG5317	Kriegsmarine crew 1/200	1/200	
BIG4989	MiG-29 1/48	1/48	Great Wall Hobby

BRASSIN

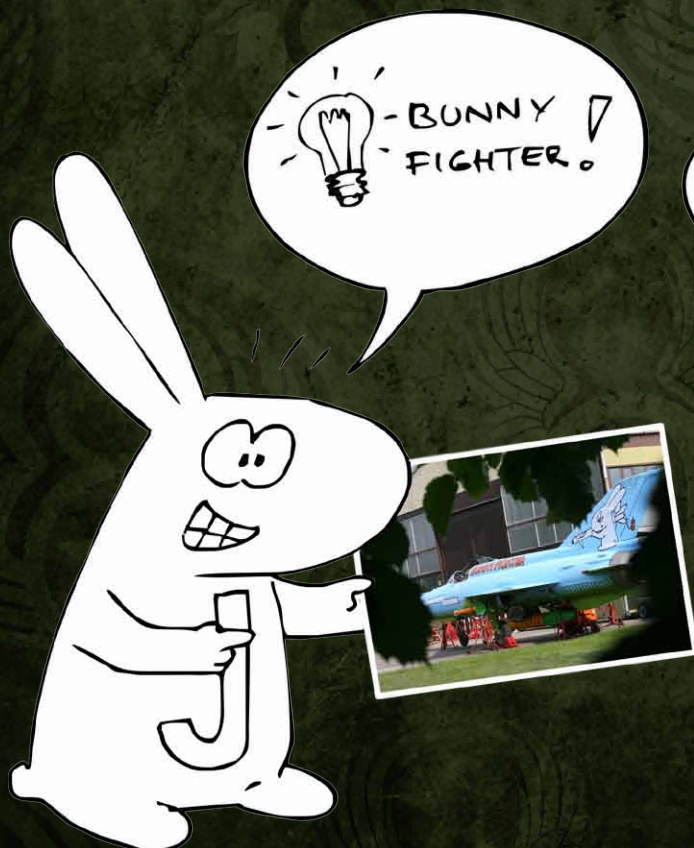
648113	Spitfire Mk.IX gun bay	1/48	Eduard
648118	Spitfire wheels - 4 spoke w/pattern	1/48	Eduard
648119	Spitfire wheels - 5 spoke, smooth tire	1/48	Eduard
648120	Spitfire - radio compartment	1/48	Eduard
648121	Spitfire - exhaust stacks rounded	1/48	Eduard
648124	Spitfire undercarriage legs BRONZE	1/48	Eduard

DECALS

D48017	Spitfire British WW2 roundels late	1/48	
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Comments
and input from **J&T**



Bobek 13.
©



NO

Miss Fire

WITH THIS SUPERBOLT!

Jan Bobek

One of the markings of the P-47 Limited Edition kit being released this month has a rather cool double meaning inscription. Not to take anything away from the at least equally eye-catching rendition of the artwork for 'Miss Fire'. The double meaning comes into relevant play as the lady's name, an apt description, and also in the weaponry sense, although I should think that misfire with this machine was not likely a problem. The pilot of this aircraft was Capt. Fred Joseph Christensen Jr., one of the most successful fighter pilots of the 56th Fighter Group, known as 'Zemke's Wolfpack'.

The CO of this colorful unit for two years was the American-German Hubert A. Zemke. Thanks to his leadership skills and innovative thinking, the 'Pack' was at the forefront of kill stats over Europe. The unit, as opposed to others in the 8th Air Force, held on to their Thunderbolts up to the end of the war.

In May, 1944, the 56th was faced with some changes at their base of Boxed. For one thing, they began to take delivery of the new P-47D-25 with bubble canopies, greater fuel capacity, and short burst higher engine emergency boost output. These improvements were deemed significant enough by unit personnel that they dubbed this new version of the P-47

the 'Superbolt'. The change in the fuselage did, however, bring about one negative development, in that the balance of the aircraft shifted, and this resulted in less stability compared to previous versions.

Another change for the unit was the expected transfer to the European mainland. The most common duty of the 56th FG was bomber

escort (Ramrod), and seventeen such missions were assigned in May. On two occasions, Rodeo missions were recorded, which was combat using several 'bait' bombers. The unit also began to play around with bombing techniques, and in May tried out 'glide' bombing (at an angle of descent of 45 degrees), twice dive-bombing (from various heights at an angle of about 75 degrees, comparable to the Ju 87 Stuka!), and twice level bombing with the guidance of Droop Snoot P-38s.

May also saw a bit of a dry spell in terms of racking up scores as compared to other Fighter Groups. On two occasions, free-for-all missions were flown with the help of ground intercept (Type 16 Control missions), with no results. As a result, Zemke came up with a method of this type of mission during escort duties, called Zemke's Fan. He tried the idea twice with his men, and with good success. It resulted in the downing of 29 Luftwaffe aircraft.

June, 1944, saw a significant change in the way the 56th FG was deployed. While May saw them fly two-thirds of their missions escorting bombers or searching out the enemy, and achieving fifty victories, June saw them switching to supporting ground operations in northern France. Pure fighter missions (of which there were 19), represented less than half of the total missions that were flown, and brought no aerial victories! All thirty-five kills recorded over northern France came on 22 dive bombing missions or eleven area patrol missions. Although the Thunderbolt could absorb a large amount of damage during ground support missions, its greatest asset against fighters could only be utilized to a limited extent at low levels, which was to gain speed rapidly in an attack or escape situation. Despite this, losses for the 56th FG over the course of June, 1944, did not exceed the monthly average (no more than ten). This is a good result, given that the typical combat conditions in the air tended to change. At first it was the Americans that attacked German formations from above that attempted to intercept heavy bombers, while now it was the Germans attacking with advantage American aircraft covering ground operations.

The second most successful day in June for the 56th FG became the 27th. Fred Christensen, flying 'Miss Fire', took part in a night bombing mission against the base at 'La Perthe' (sic), southeast of Paris. To get a sense of what this day was like, it should be noted that fighters of the 8th AF undertook some 451 combat missions against Paris area bases, and the 9th AF fielded over 700 fighters and this was all joined in by the British 2nd Tactical Air Force. The Luftwaffe, which over the previous weeks had primarily been tasked with intercepting allied penetrations, sent in 134 Fw 190 and 196 Bf 109s spread over 35 missions on that day. Despite the overwhelming allied superiority in terms of numbers, some of the German missions failed to contact enemy assets. For



22 year old Capt. Fred J. Christensen, Jr. from Watertown in Massachusetts poses in front of his „Miss Fire“ after a „ace in a day“ mission with 6 kills.

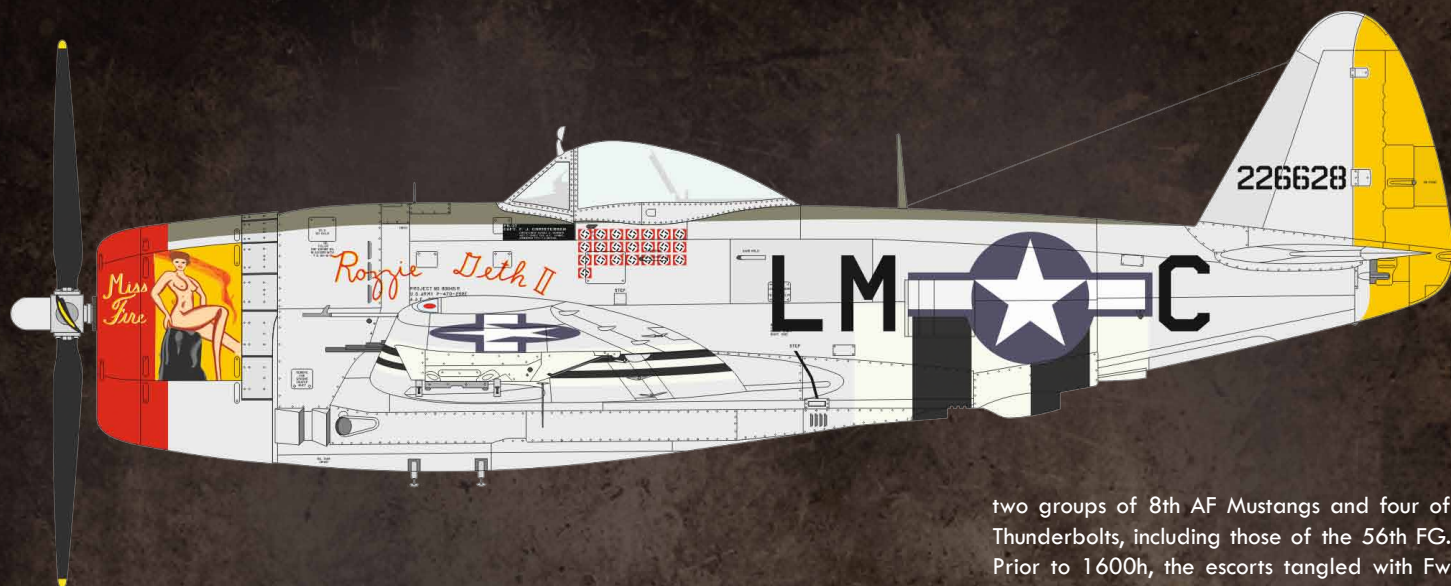
example, ULTRA received a signal that two missions of III./JG 3, with 15 and 16 aircraft during noon and afternoon hours, failed to come in contact with the enemy.

To the contrary, the evening mission in which Christensen took part, was something that did not escape German attention. Bases near Paris were attacked by two groups of Mustangs and four groups of Thunderbolts. These, weather by accident or by design, were intercepted by Messerschmitt Bf 109 from Stab I, III, and IV./JG 27 and II./JG 53.

The 56th FG reached their target at 2030h. The sky was about 7/10 overcast with a ceiling around 7,000 ft. which the Germans took full advantage of, diving out from them in groups of ten to fifteen. Christensen, who led the 62nd FS (Platform Sq.), flying cover for the lead (Fairbanks) group, had to drop his bombs and tangle with the Messerschmitts with no results when they flew back into the cloud cover. On setting a course for home,



Ground crew at Boxted airbase is preparing 56. FG's P-47D for another „dive bombing“ sortie over France in summer 1944.



the situation became much more dramatic:

'Between Cambrai and Lens we were bounced by 4 109's. My #4 man took the brunt of the attack with three on his tail. The fourth was engaged in trying to engage my number three man. I attacked and he reversed his turn. I pulled about 20° deflection from 300 yds. and hit him well with the first burst. There was tremendous concentration of strikes which ranged from the engine back to the tail and an explosion took place just aft of the cockpit. The 109 then headed down in a 60° dive for the deck with flames pouring from the whole a/c. I then saw two of the remaining 109's Split-S for the deck. As the #3 man and myself approached the one remaining 109 who was in a tight lufberry with the #4 man, he broke into a Split-S and we commenced an old fashioned dog fight which went from 7,000' down to the ground. He was very experienced and never presented a target for a second. We finally lost him in the ground haze after he split-S'ed from 1,500'. I rolled out and pulled out under the trees hollering like hell to stop from blacking out. I herded the flight up and headed out. Ehite three was lagging so I made a 360 and caught up with him. He then spotted a 109 going into land at and A/D outside of Lens. He lost him in the flak. We then headed home without further incident and very little gas.'

Pilots of the 56th FG reported six downed Bf 109s, including the 27th victory of Lt. Col. 'Gabby' Gabreski, who at the time had a chance for the top among fighter pilots in Europe. Another Bf 109 was flamed by Gabby's wingman, a Polish pilot with the 56th FG, F/Lt. W. Lanowski. Gabby, as an American of Polish decent, brought several Polish pilots to the unit. Among Americans whose parents came from Europe, Christensen was also a part, but from Norwegian roots. Americans of the 56th, 4th and 352nd Fighter Groups shot down a total of eleven fighters without loss on this mission.

Pilots from III./JG 27 claimed four Mustangs and a Thunderbolt, and the loss of at least

three Messerschmitts, one pilot and two wounded. I./JG 27 recorded no kills, and a loss of four Bf 109s at the hands of Thunderbolts, two pilots, and two wounded. One of the wounded was the CO of the unit, Hptm. Rudi Sinner, a JG 27 ace from Africa and future pilot of some attractively painted Me 262s with JG 7. One Thunderbolt was claimed by II./JG 53 with no loss.

A second kill was made by Christensen with Superbolt 'Miss Fire' on July 5th, 1944 not far from Paris. This time, their mission was to escort bombers, but not just any bombers. Seventy Boeing B-17s and 42 Mustangs were flying from Italy to Great Britain at the tail end of Operation Frantic II, the mission 'to the USSR and back'. A part of that return leg of the flight was the bombing of the rail yard at Beziers in France. They were greeted by

two groups of 8th AF Mustangs and four of Thunderbolts, including those of the 56th FG. Prior to 1600h, the escorts tangled with Fw 190s from Stab., I and III./JG 2 'Richthofen' and III./JG 54 'Grunherz', and with Bf 109s from II./JG 2 and II./JG 3 'Udet' and II./JG 53 'Pik As'.

Fred Christensen, piloting 'Miss Fire', describes some heavy moments:

'On June 5th (sic), I was leading Platform Squadron. The bombers were 30 minutes late and already under heavy escort. I took my squadron far out to the right and searched the ground for e/a that were forming up. Upon reaching Evreux A/D I saw a lone FW 190 on the top of the cloud layer. I called my squadron that I was to attack and to give me cover. Upon nearing the 190 he dove thru clouds and I pulled out on top and watched him. I then noticed 15 plus 190's circling the A/D on the deck and forming up the way we do. I then broke thru the overcast and picked out two 190's and chased



Capt. Christensen and crew chief Carl Connor. Team was lucky not only because of name of colleague girlfriend Rosamund Gethro (Rozzie Geth) but also thanks to Christensen's black cat Sinbad. Cat's ritual with parachutes before combat sortie was famous and whole unit did everything possible to keep the cat happy.

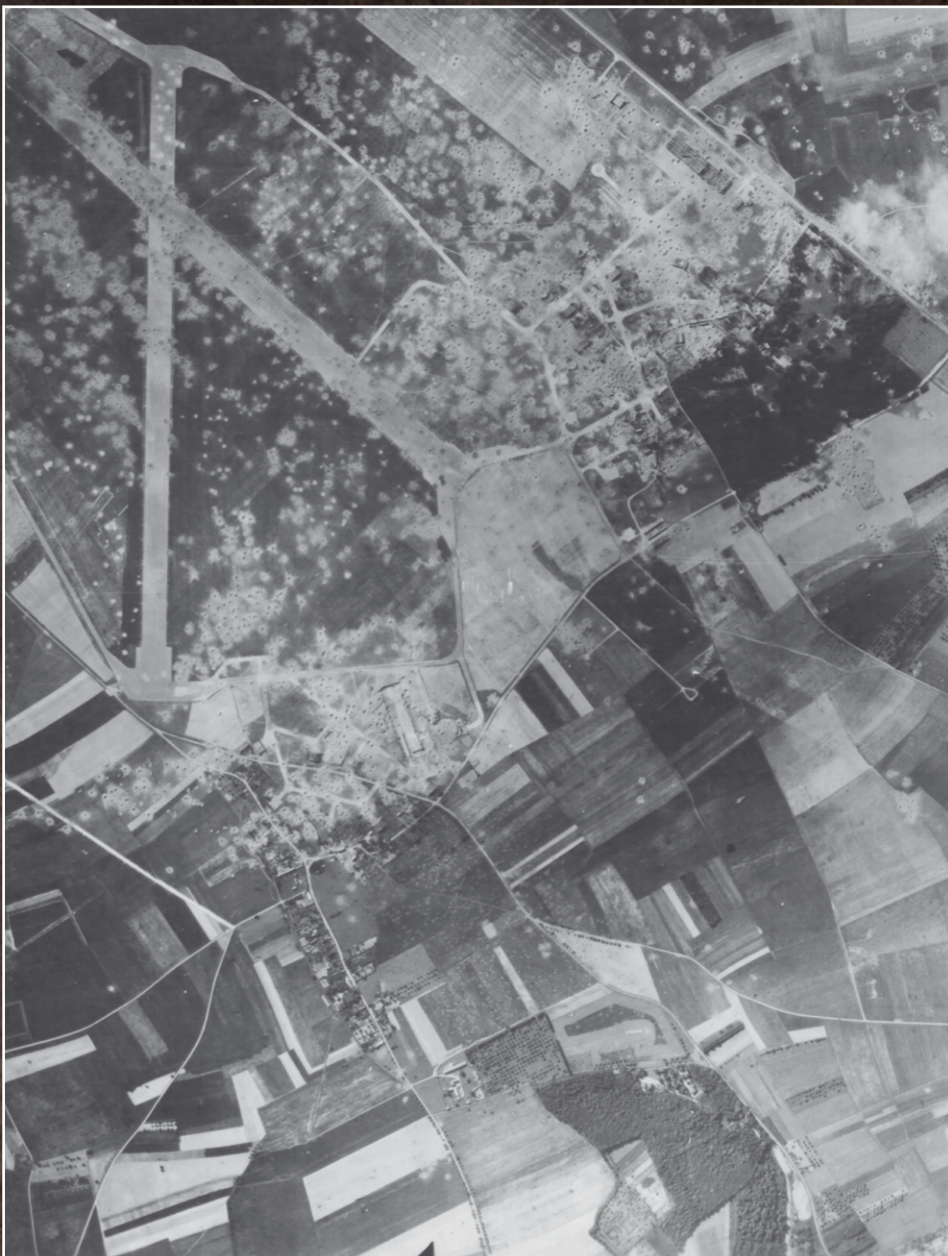
them. I looked to my rear and I called them in to my wingman (Lt. Pierce) who shot one off my tail. The remaining one was engaged by red leader (note: 1./Lt. Robert C. Cherry).

I chased my two for approximately 5 minutes and even though out of range I fired a long burst above him. I noticed strikes on the a/c and being already on the deck he dropped slightly and hit his left wing on a tall chimney that was sticking up from the town. He splattered himself the whole length of the main street. I made 360° to the left and took a picture of him burning in the town. I followed the Seine River out, climbing the while. As I neared Rouen I saw a pair of 109's. I then observed 8 or 9 more milling around over-head. At that time a 109 broke thru the overcast directly underneath me, hung on his prop and fired many bursts of 20mm. One of the shells hit my left wing and put my air-speed out. I then turned around and chased him back towards Paris and lost him in the clouds. I advised Fairbanks of these babies and headed on out alone.

The 109's were speckled with grey and tan - the Fw 190's were green and blue combination.'

This event was written into the history of the 56th FG as the day that 'Gabby' Gabreski bagged his 28th kill, giving him the throne for American fighter pilots in Europe. After the battle, the Americans claimed 18 kills for the loss of three of their own. One of them belonged to the 56th FG and was piloted by 2/Lt. Timothy J. Sullivan. First, he had to leave his escort formation with 1/Lt. Getz for unknown reasons. This formation was jumped at around 1545h at Evreux by ten to twelve Fw 190s. Getz managed to lose himself in the clouds, but in the process he lost contact with Sullivan. According to the German side, he was shot down around 1600h by Flak over Saint Martin aux Arbres, which is about 40km north of Evreux. Sullivan did not survive, and the Thunderbolt was destroyed. It is possible that this pair was attacked by the Kommodore of JG 2 'Richthofen' Maj. Kurt Buhligen and his group that at approximately that time west of Evreux claimed one Mustang and one Thunderbolt. One Mustang and One Thunderbolt were also claimed by pilots of II. and III./JG 2. In all, though, JG 2 announced the loss of six Fw 190s and one Bf 109. Three allied fighters were downed by III./JG 54 for no losses and perhaps one kill was attained by a pilot of II./JG 3. No kills were recorded by II./JG 53, but thanks to American fighters, lost two Messerschmitt aircraft.

After all of this, 'Miss Fire' needed to put in for repairs and so the next combat missions on July 7th, 1944, Christensen flew a different aircraft - P-47D-21 42-25522 (LM-H), 'Sylvia'. He flew this aircraft on an escort mission of bombers to Leipzig. At the base in Gardelegen, he was confronted with an offer he could not refuse. A dozen Junkers Ju 52 transports were preparing to land. At one point in the dangerous, low level attack, Christensen's



This picture of Evreux airbase in France, dated June 23, 1944 shows about 200 hits from heavies. The airbase was used mainly by Stab and II. Gruppe of Jagdgeschwader 3 „Udet“ under leadership of legendary Kommodore Heinz Bär.

engine stalled, but in the end, he claimed six Ju 52s, and his two colleagues claiming three and one. The aircraft were from the 5th Staffel Transportgeschwader 3, but they actually lost only five transports.

Christensen eventually was credited with 21.5 kills, making him the fourth most successful fighter pilot of the 56th FG, and the twelfth of the Army Air Force.

I would like to extend my thanks to Nick Beal and Matt Salonen for their help in the preparation of this article.





Team that managed to bring their boss 6 kills in one mission. From the left: S./Sgt. Carl Conner, Capt. Christensen, Pfc. Thomas G. Myers and Cpl. Urbain C. Hymel.

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Prien J., Rodeike P., Stemmer G.: Messerschmitt Bf 109 im Einsatz bei Stab und I. /Jagdgeschwader 27, Eutin

Prien J., Rodeike P., Stemmer G.: Messerschmitt Bf 109 im Einsatz bei der III. und IV. /Jagdgeschwader 27, Eutin

Shores C., Thomas C.: 2nd Tactical Air Force Volume 1 and 2, Hersham
ULTRA intercepts via Nick Beale

<http://www.fold3.com/>

<http://www.56thfightergroup.co.uk/>

<http://www.wwiiaircraftperformance.org/p-47/p-47-encounter-reports.html>



BUY Jugs over Germany 1/48

Bf 109E-1

1/48



Built by
Tomas Hrabacka

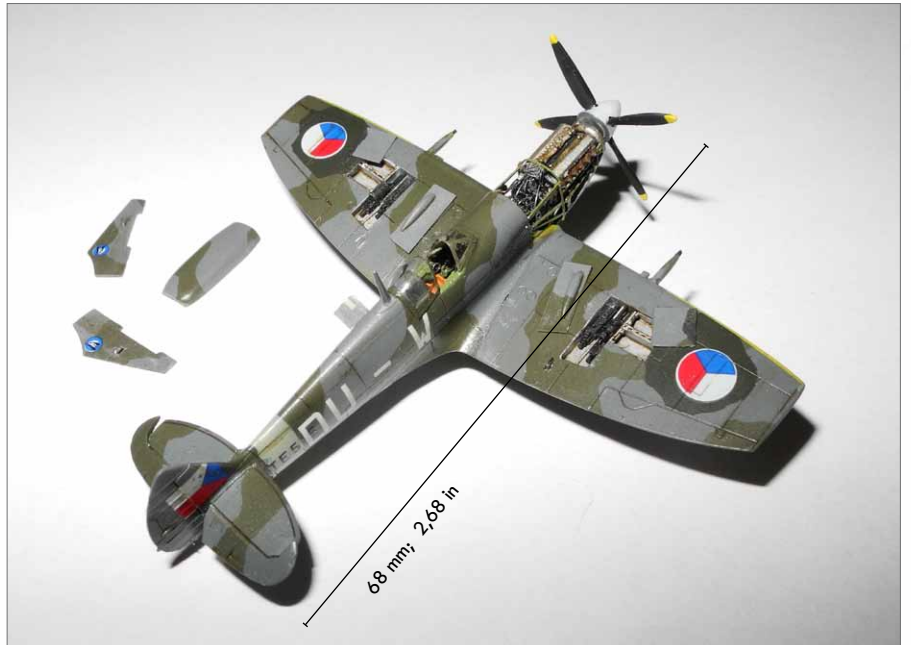
BUY Bf 109E-1 1/48





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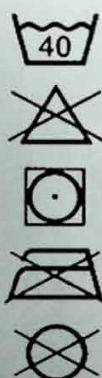
TR7086

Bf 110G-4



TRR008

Spitfire Mk.IXc S/Ldr. Otto Smik



TR1167

Su-27 Flanker



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BIG ED (September)

BIG3328 He 111H-6 1/32 Revell
 BIG4990 F-4B 1/48 Academy
 BIG5318 PRINCE OF WALES 1/350 Tamiya

BRASSIN (September)

648106
Me 262 wheels
 1/48 Tamiya

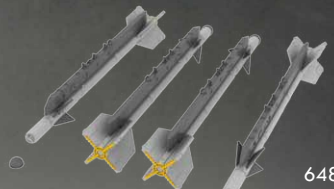
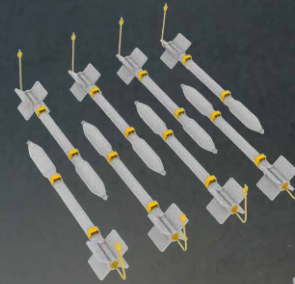
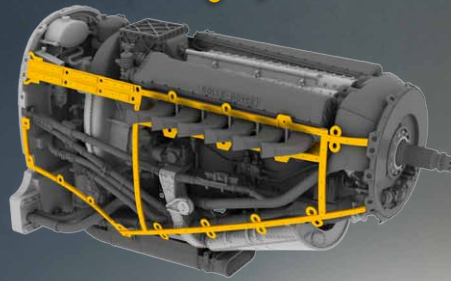
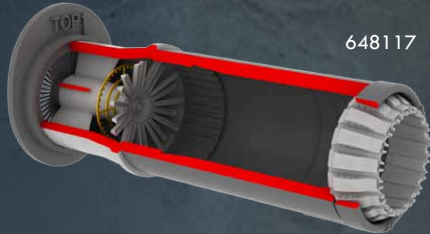
648111
MiG-21PFM cockpit
 1/48 Eduard

648112
Spitfire Mk.IX engine
 1/48 Eduard

648117
MiG-21PF/PFM exhaust nozzle
 1/48 Eduard

648123
FFAR rockets
 1/48

648125
R-3S / AA-2 Atoll-A
 1/48



Mighty Merlin

KITS (September)

8237
MiG-21PFM
 1/48 ProfiPack



1182
Bf 110C-6
 1/48 Limited edition



8434
F6F-5
 1/48 Weekend



PHOTO-ETCHED SETS (September)

PE-SETS

32336	B-17G bomb bay	1/32	HK Models
32340	B-17G exterior	1/32	HK Models
32764	B-17G seatbelts	1/32	HK Models
32774	B-17G interior S.A.	1/32	HK Models
32775	B-17G front interior S.A.	1/32	HK Models
32779	B-17G radio compartment S.A.	1/32	HK Models
32780	B-17G waist section	1/32	HK Models
32782	B-17G bomb rack	1/32	HK Models
36229	Tiger I Ausf.E early fenders	1/35	Zvezda
36256	Tiger I Ausf.E early	1/35	Zvezda
36260	King Tiger last production	1/35	Academy
36261	King Tiger last production fenders	1/35	Academy
48781	Tu-2 bomb bay	1/48	Xuntong Model
48783	MiG-21PFM	1/48	Eduard
48785	P-47D-25 gun bay	1/48	Eduard
49063	F-4 seatbelts green FABRIC	1/48	
49640	Tu-2S interior S.A.	1/48	Xuntong Model
49646	Spitfire Mk.IXc Weekend	1/48	
49657	MiG-29 Fulcrum 9-13 interior S.A.	1/48	Great Wall Hobby

53096	IJN Agano light Cruiser	1/350	Hasegawa
53097	IJN Agano light Cruiser railings	1/350	Hasegawa
72564	Lancaster B Mk.III Dambuster exterior	1/72	Airfix
72565	Lancaster B Mk.I/BMk.III landing flaps	1/72	Airfix
72567	Typhoon Mk.Ib landing flaps	1/72	Airfix
73481	IL-2M3 S.A.	1/72	Tamiya
73483	Typhoon Mk.Ib S.A.	1/72	Airfix
73484	Lancaster B Mk.III Dambuster interior	1/72	Airfix

ZOOMS

33125	B-17G interior S.A.	1/32	HK Models
FE640	Tu-2S interior S.A.	1/48	Xuntong Model
FE657	MiG-29 Fulcrum 9-13 interior S.A.	1/48	Great Wall Hobby
SS481	IL-2M3 S.A.	1/72	Tamiya
SS483	Typhoon Mk.Ib S.A.	1/72	Airfix
SS484	Lancaster B Mk.III Dambuster interior	1/72	Airfix
SS486	IL-2M S.A.	1/72	Academy



36256
Tiger I Ausf.E early
1/35 Zvezda



32336 B-17G bomb bay
1/32 HK Models



32774 B-17G interior S.A.
1/32 HK Models



32779 B-17G radio compartment S.A.
1/32 HK Models



32775 B-17G front interior S.A.
1/32 HK Models



48781 Tu-2 bomb bay
1/48 Xuntong Model



53096 IJN Agano light Cruiser
1/350 Hasegawa

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