

# INFO **EDUARD**

Vol 13, October 2013

ISSUE 40



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## eday

28.-29.9.2013  
photogallery



### HISTORY

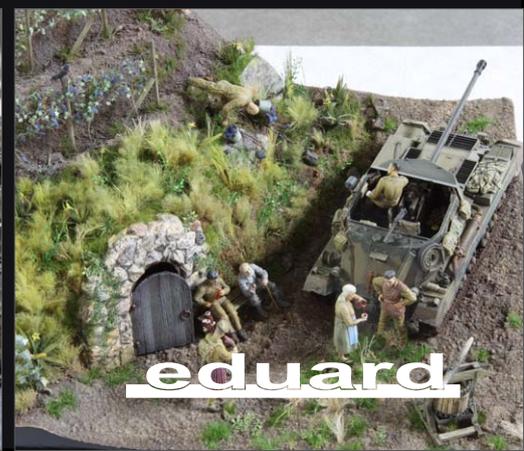
Hot shots  
of the cold war

### BUILT

MiG-21PFM 1/48  
MiG-21PFM interior 1/48

### BRASSIN

MiG-15 ... MiG-15  
MiG-15



eduard

# **INFO** **EDUARD**

## **ISSUE 40**

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

October 2013

# EDITORIAL

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November 2013



# EDITORIAL

E-day went down without a hitch. More information about this excellent event can be found in the following newsletter, and also on our Facebook page. As those that have visited us at E-day can attest to, there is another type of show in the works, the first Open House at Eduard. This will be a rather complex affair from an organizational standpoint, with tricky timing for specific department visits, with which we would like to familiarize our visitors with the intricacies of our work. We will even pull some of them into our labor force, and the entire day of investigating, watching, trying and learning at Eduard will result in the first hand production of a kit which our visitors will be able to take home. This event will take place on the last Saturday of the month, November 30th, 2013 at our plant in Obrnice. Since we will only be able to accommodate a maximum of 144 participants, it will be necessary to register which will include the purchase of the entry ticket, and this will be available on our e-shop as of November 1st, until the 144th and final reservation is sold.

The era of the MiG is back. On the heels of the MiG-21PFM, we are back with the 1/72nd scale MiG-15, now being released to the modelling world under the designation „ČESKO-SLOVENSKÉ PATNÁCTKY“ (‘CZECHOSLOVAK FIFTEENS’). An old box with new contents will live up to expectations, and became, as it did last year, the main event at E-day. The release of the kit was preceded by a certain amount of anxiety, actually being just finished prior to the show, and the first batch was packaged on Friday midday for Saturday sales. You could think that yeah, that’s a typical ‘Eduard week’, but it’s more complicated than that. The kit was done after ten months of work, and



Bole 419.

for our standards that ain't half bad, and we've never done a kit as fast as that. The main delay with the kit came about from the need to verify a list of dimensions and proportions. I would go so far as to say that after all of the work that went into this kit, we know the MiG-15 like the back of our hand, and for any debates about such aspects, I can tell you that we are well prepared. I am even experiencing a welcoming anticipation. But, please, don't take that as a challenge.

October releases are a graphic illustration of the changed standards when it comes to timing of new items. Along with the Czechoslovak Fifteens kit release, there is a list of new items for not just the MiG-15, but the MiG-15bis as well. Brassin sets are being offered covering the cockpit of both versions, and of the speed brakes as well. There are also photoetched sets being sold for both specific versions. The set of OFAB-100 bombs are relevant to the MiG-15, too. Brass also sees the landing flaps being covered, and an exterior set. The release of the detail sets coinciding with the release of the kit for which they are intended, an unlikely pipe dream not that long ago, is slowly being accepted as the new norm. I won't hide the fact that this pleases me.

Still on the theme of rapidly released items shortly after the release of the kit for which they are intended, photoetched brass sets are complete for the F4U-1 Corsair in 1/32nd, as well as the first sets for the Bf 109G-6 in the same scale. In 1/72nd scale, besides the aforementioned sets covering the MiG-15/MiG-15bis, we have four sets for the Ju 88C-6 from Revell, two for the Il-2M from Academy, including one for the landing flaps, a subject matter being given attention to for the Tamiya kit as well. And while on the subject of the famous model company on the planet, we have taken the liberty, under the premise of 'no one's perfect', to issue an improvement set for the 1/35th scale BT-7. And that isn't even close to all of it. The aforementioned, and the not-as-yet-mentioned, can be found throughout the following pages of this newsletter. We have no intention of being a bore even in the slower months of the summer and the fall.

Happy Modeling!  
Vladimir Sulc




## CHICAGO



## NOVEMBERFEST

eduard

### 1. DEN OTEVŘENÝCH DVEŘÍ S EDUARDEM

- nevídané zážitky
- tvůrčí exkurze
- pamětní model
- zábava
- omezená kapacita



29. - 30. 11. 2013

[www.eduard.cz/novemberfest](http://www.eduard.cz/novemberfest)



LIMITED EDITION 1/72  
DUAL COMBO

Cat.No. 2113



*Mikojane, Mikojane,  
do roka a do dne...!*



# ČESKOSLOVENSKÉ PATNÁČTKY

Renewed premiere of the anticipated scale kit of MiG-15 in scale 1/72, which was postponed last year due to technical difficulties. This year, we're bringing you the same scale kit, however manufactured using latest technologies (like MiG-21 or Spitfire Mk.IX), which allows exceptional rendition of details of this aircraft.

Limited edition of the brand new Eduard kit – MiG-15 in the 1/72 scale contains two complete kits of planes in MiG-15, MiG-15bis, MiG-15SB and MiG-15bisSB variants (plastic parts, photo-etched accessories and painting masks).

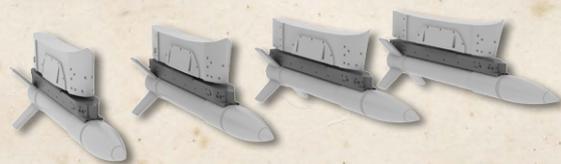
Release of this kit is definitely focused to the Czechoslovak service of MiG-15.

Extensive decal sheet designed and printed by Eduard contains eleven attractive markings. Another bonus of this kit are Brassin under wing armament (4 pcs of pylons, 4 pcs of adaptor racks and 4 pcs of Czechoslovak developed rockets LR-130).

**recommended:**

- 672020 MiG-15bis airbrakes
- 672021 MiG-15 airbrakes
- 672022 MiG-15 cockpit
- 672024 MiG-15bis cockpit
- 672007 MiG-15 wheels
- 672008 MiG-15 seat
- 672023 OFAB-100 bomb
- 72574 MiG-15 landing flaps
- 72575 MiG-15/MiG-15bis exterior

**eduard  
BRASSIN**



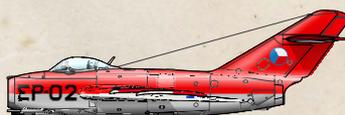
**BUY Československé patnáčky 1/72**



MiG-15bis, s/n 613234, flown by Capt. Oldrich Paldus, 15th Fighter Regiment, Cottbus AB, German Democratic Republic, August 30 to September 1, 1957



MiG-15, flown by Lt. Jaroslav Sramek, 2nd Squadron, 5th Fighter Regiment, Plzen-Line AB, Late March, 1953



MiG-15, 1st Fighter Division, Ruzyně airport, September, 1955



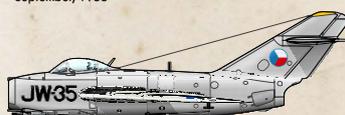
MiG-15bisSB, 6. sbolp, Prerov Air Base, Late Sixties, Early Seventies



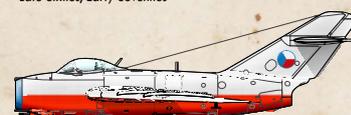
MiG-15, s/n 141303, 3rd Fighter Regiment, Brno - Turany Air Base, ca 1958 - 1964



MiG-15bis, HQ flight, 1st Fighter Regiment, Ceske Budejovice AB, 1954 - 1955



MiG-15bis, 2nd Squadron, 1st Fighter Regiment, Ceske Budejovice AB, Fifties



MiG-15bis, flown by Capt. Frantisek Garaža, 6th Fighter-Bomber Regiment, Slac airbase, August, 29, 1964



MiG-15bis, 11th Fighter Regiment, ca 1957 - 1958

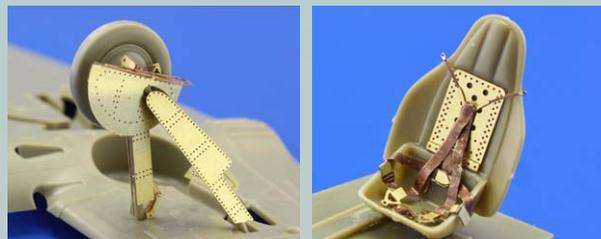
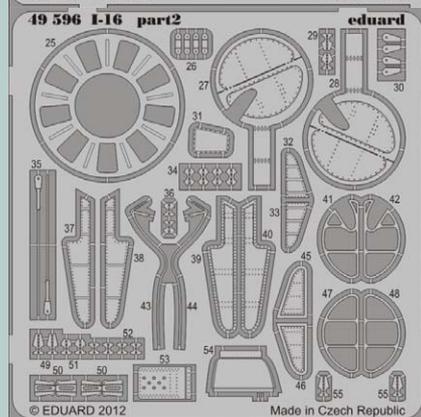
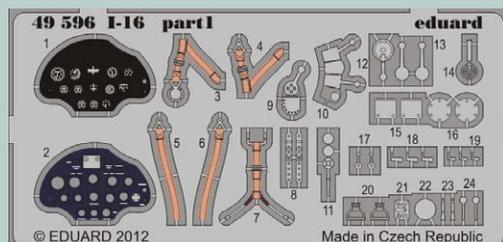


MiG-15bis, 9th Fighter Regiment, Bechyne Air Base, 1958 - 1959



MiG-15bisSB, 30th Fighter-Bomber Regiment, Hradec Kralove / Ceske Budejovice Air Bases, the 1970's

recommended:



# I-16 Type 18

Weekend 1/48

Cat.No. 8465

This Weekend edition of I-16 Type 18 brings you a cheap variant of Eduard kit in 1/48 scale. User friendly decals in high quality are designed and printed by Eduard. This kit, in very fair price, does not contains photo-etched accessories, nor the painting mask.


[BUY I-16 Type 18 1/48](#)




**632018**  
**Bf 109G-6 wheels**  
1/32 Revell

Brassin set for Bf 109G-6 contains main wheels. The wheel discs come as separate parts. Tyres are designed in loaded state.

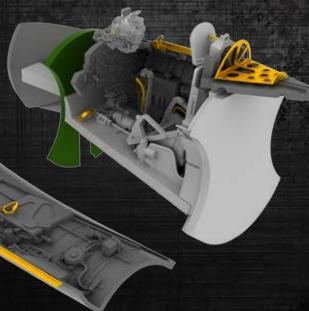
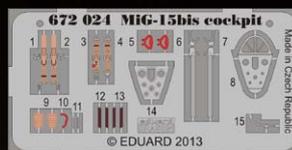
**BUY Bf 109G-6 wheels 1/32**

**672022**  
**MiG-15 cockpit**  
1/72 Eduard

Brassin set for MiG-15 contains 11 resin parts and photo-etched details. This set contains floor, sidewalls, back barrier, seat, railings behind the seat, scope, dashboard, stick, box and cover behind the seat.



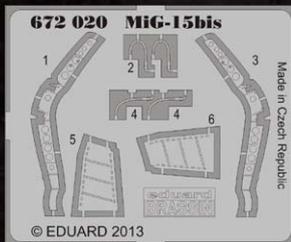
**BUY MiG-15 cockpit 1/72**



**672024**  
**MiG-15bis cockpit**  
1/72 Eduard

Brassin set for MiG-15bis contains 11 resin parts and photo-etched details. This set contains floor, sidewalls, back barrier, seat, railings behind the seat, scope, dashboard, stick, box and cover behind the seat.

**BUY MiG-15bis cockpit 1/72**



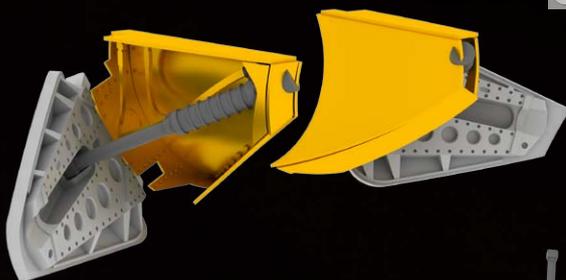
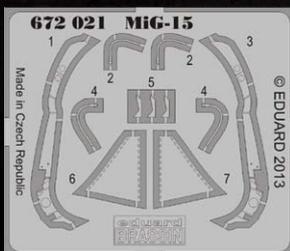
**672020**  
**MiG-15bis airbrakes**  
1/72 Eduard

Brassin set for MiG-15bis contains 2 airbrakes and 2 rods. Set also contains photo-etched details for airbrakes bays.

**BUY MiG-15bis airbrakes 1/72**

**672021**  
**MiG-15 airbrakes**  
1/72 Eduard

Brassin set for MiG-15 contains 2 airbrakes and 2 rods. Set also contains photo-etched details for airbrakes bays.



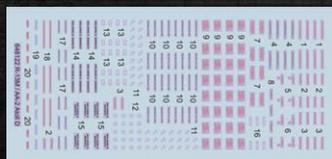
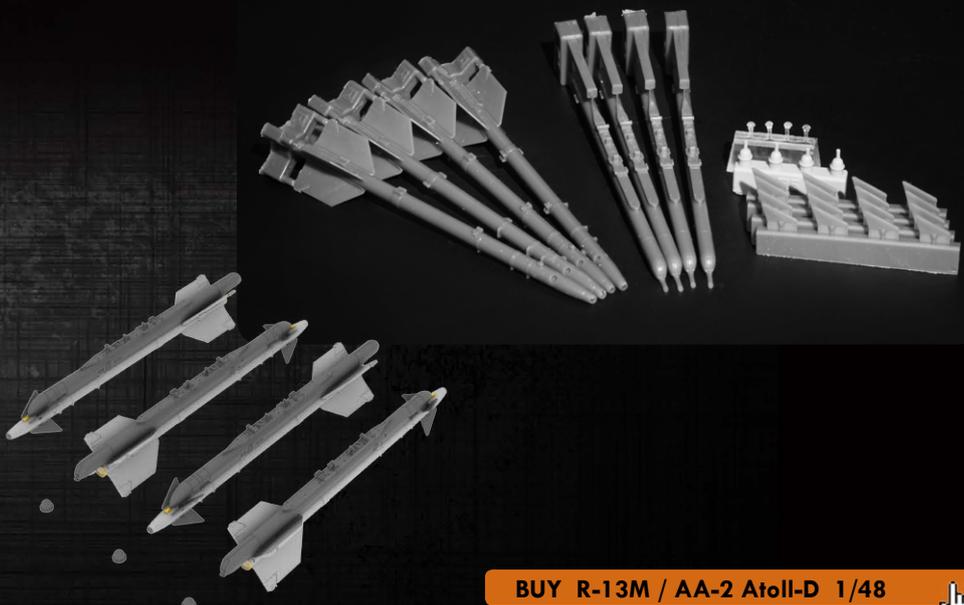
**BUY MiG-15 airbrakes 1/72**

**648122**  
**R-13M / AA-2 Atoll-D**  
1/48

Brassin set of Russian copy of American guided missile air-air (Sidewinder). Set consists 4 rockets R-13M and 4 APU13M devices.

**Recommended for:**

- 8231 MiG-21MF
- 8232 MiG-21BIS
- 8233 MiG-21SMT
- 1171 MiG-21MF/BIS in the Indian service



**BUY R-13M / AA-2 Atoll-D 1/48**

**648110**  
**MiG-21PFM wheels**  
 1/48 Eduard

This Brassin set for MiG-21PFM consists of:

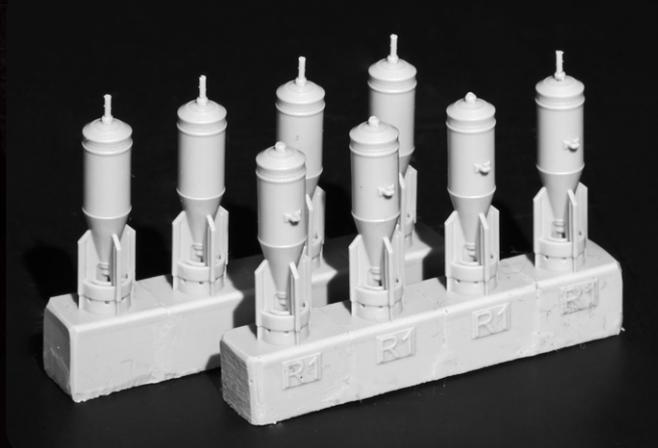
- 2 main wheels with accurate pattern
- separate brake drums (for better painting possibilities)
- separate wheel disks
- nose wheel with separate brake drum
- nose wheel fork made from stronger material
- additional photo etched set
- painting mask



**BUY MiG-21PFM wheels 1/48** 

**672023**  
**OFAB-100 bomb**  
 1/72

Brassin set contains 8 OFAB 100 bombs.  
 Each bomb will be cast in one piece.

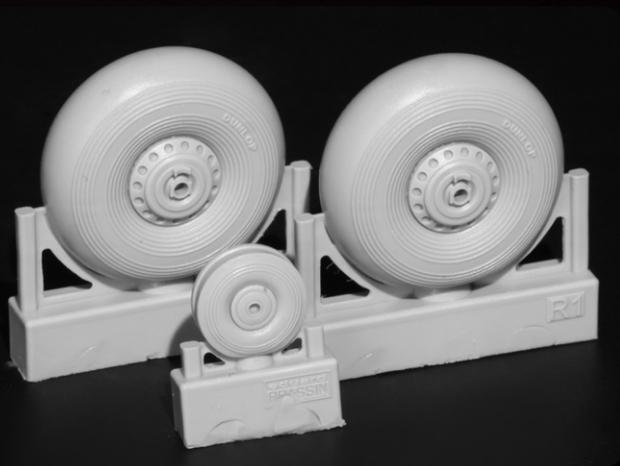
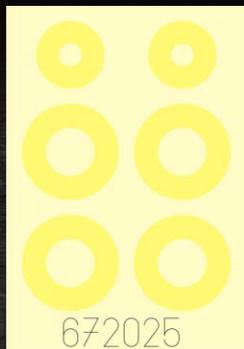


**BUY OFAB-100 bomb 1/72** 

**Recommended for:**  
 2113 MiG-15 Československé patnáctky 1/72

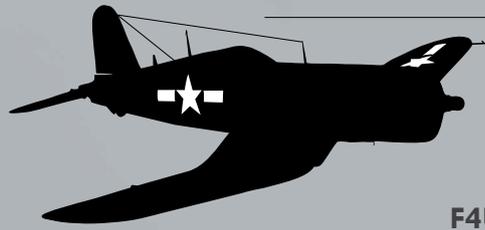
**672025**  
**Lancaster wheels**  
 1/72 Airfix

Brassin set for Lancaster in 72nd scale. Set contains 2 main wheels and spur wheel. Set comes with painting mask and photo-etched details.



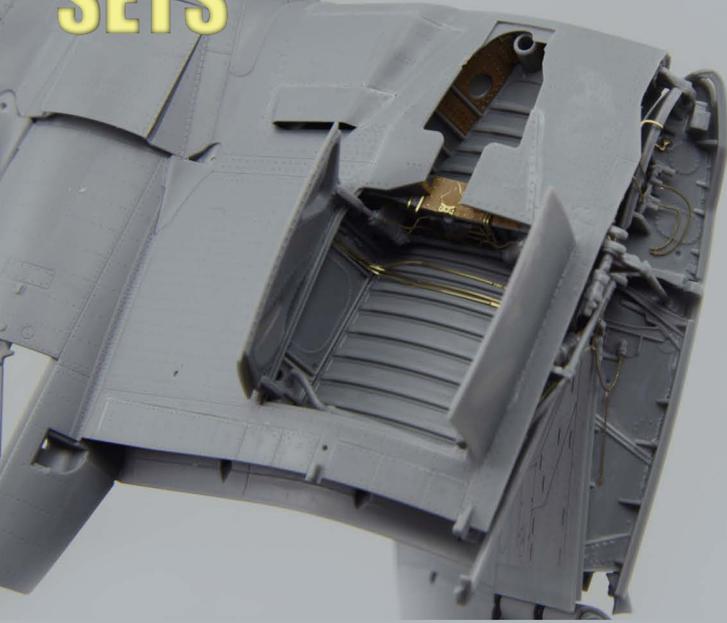
**BUY Lancaster wheels 1/72** 

# PHOTO-ETCHED SETS

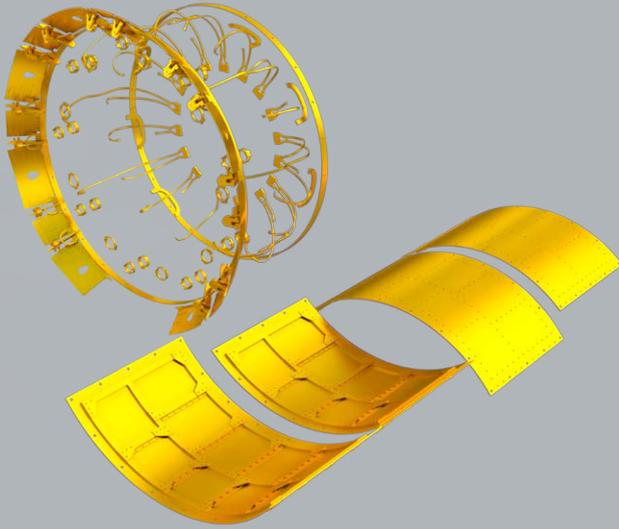


**SELECTED**

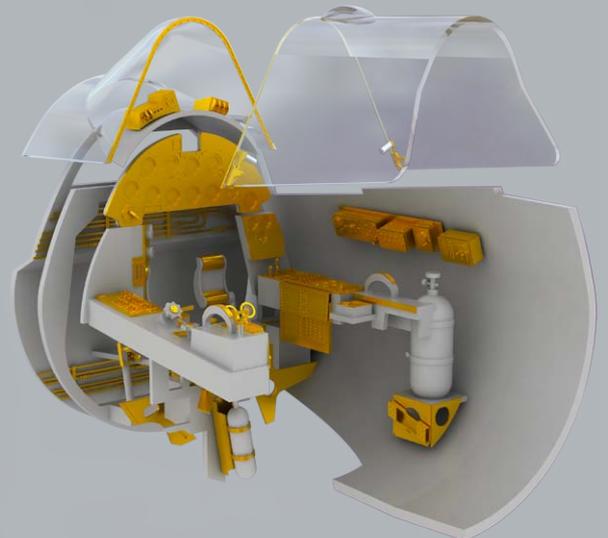
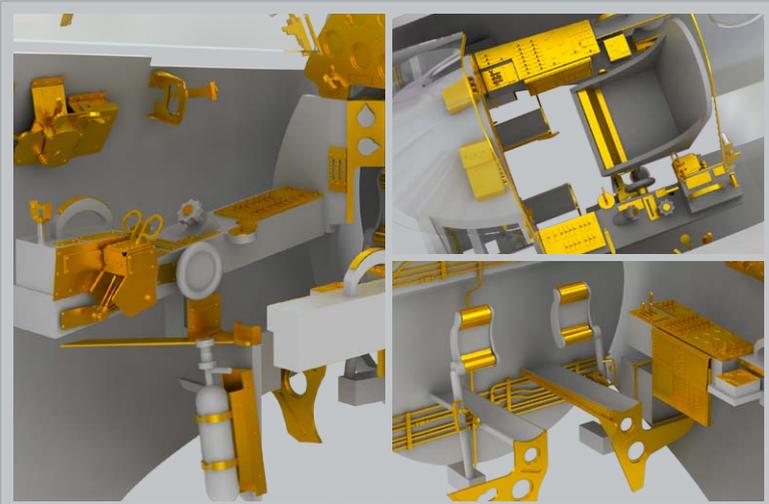
**F4U-1 Birdcage exterior**  
1/32 Tamiya (32344)



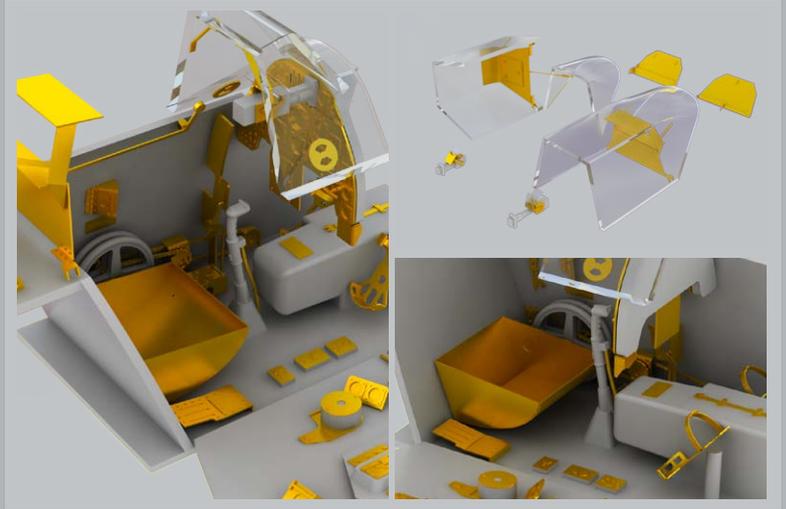
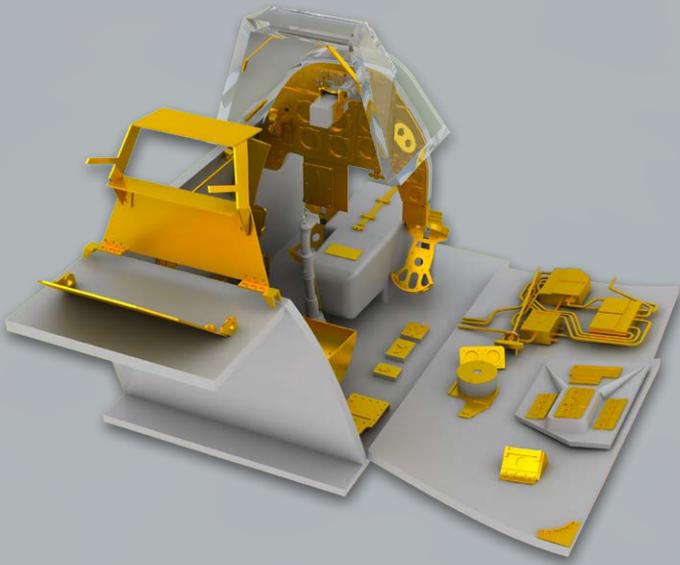
**F4U-1 Birdcage engine** 1/32 Tamiya (32343)



**F4U-1 Birdcage interior S.A.** 1/32 Tamiya (32781)

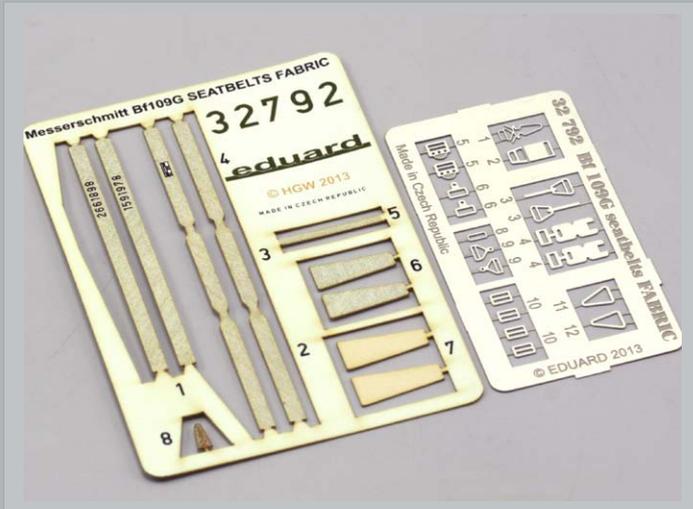


**Bf 109G-6** 1/32 Revell (32780)

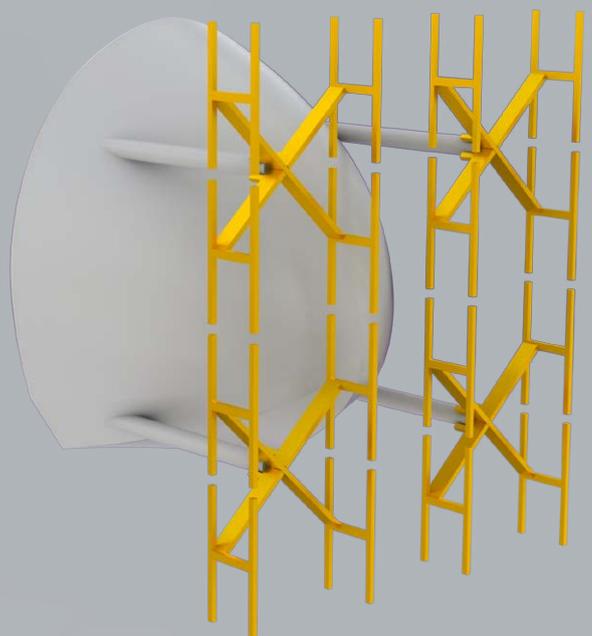
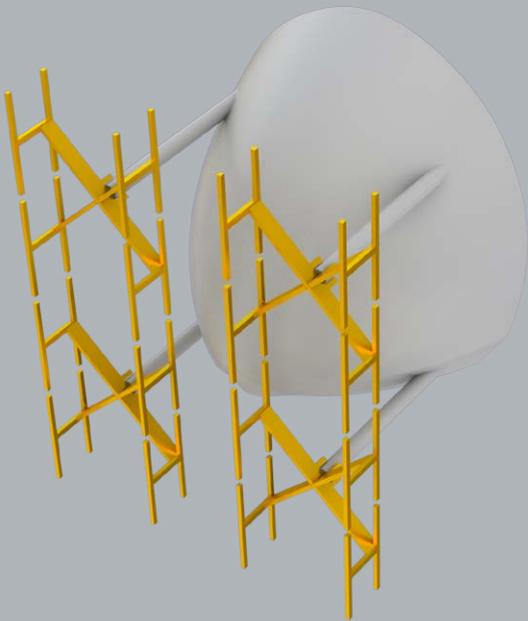


**Bf 109G seatbelts FABRIC** 1/32 Revell (32792)

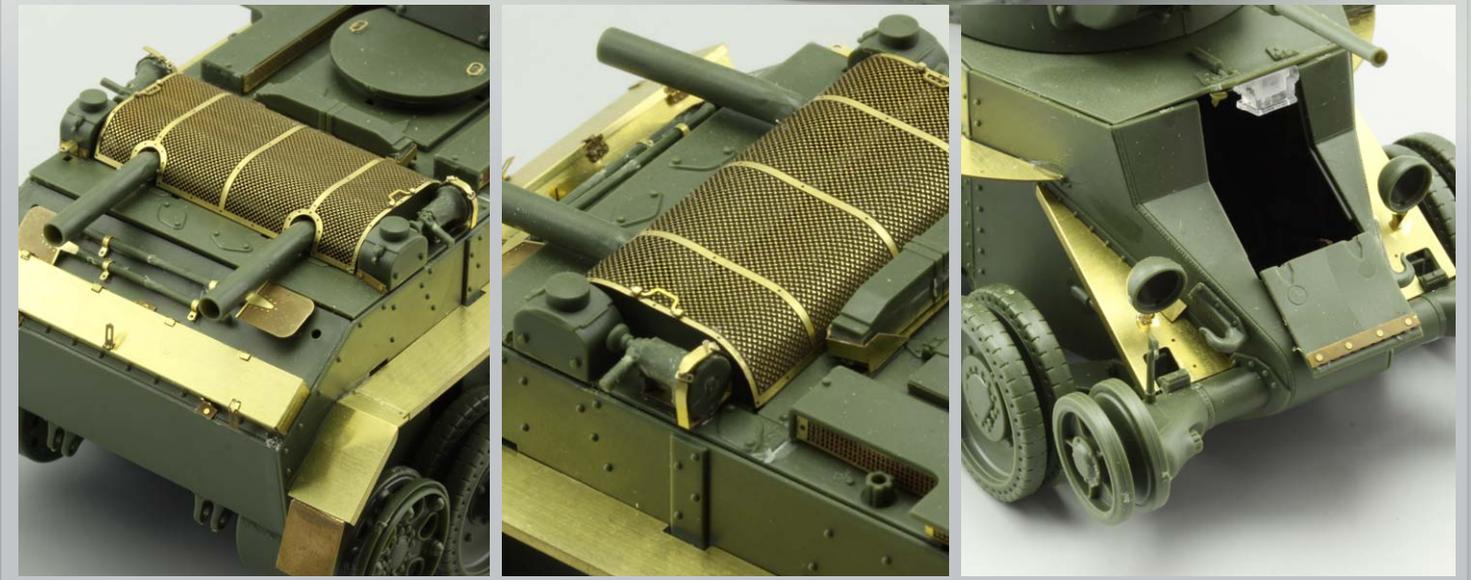
**F4U seatbelts FABRIC** 1/32 Tamiya (32791)



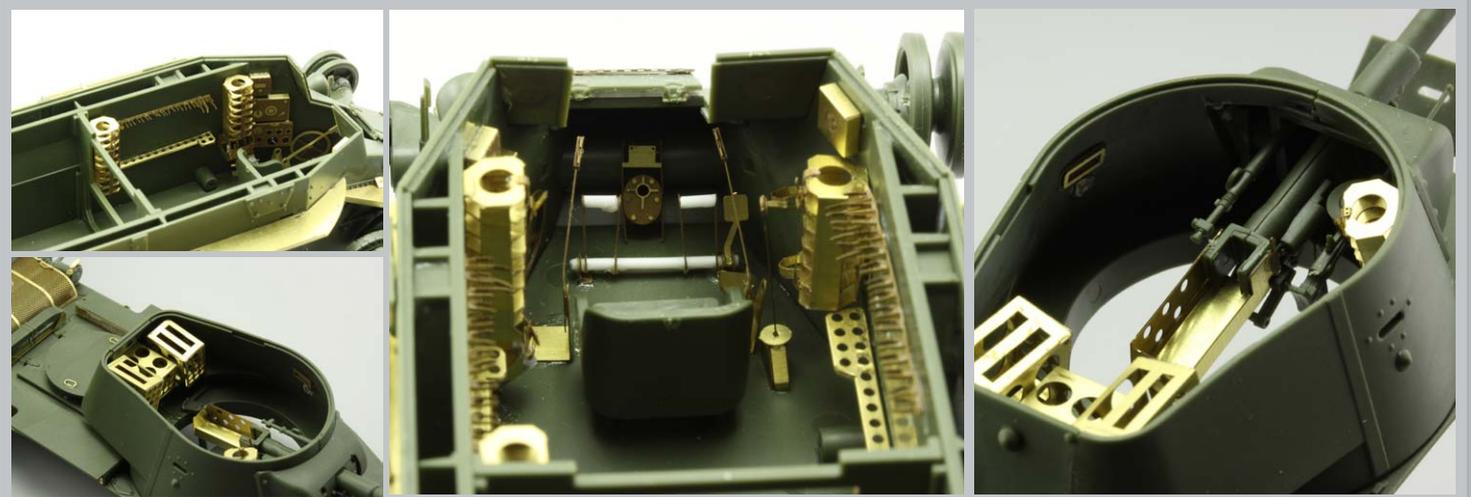
**Ju 88C-6 antennae** 1/72 Reval (72569)



**BT-7 exterior** 1/35 Tamiya (36257)

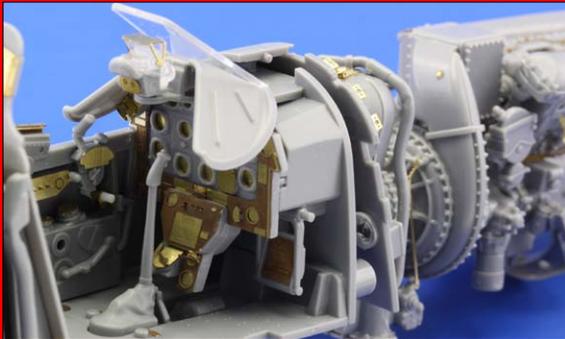


**BT-7 interior** 1/32 Tamiya (36253)



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

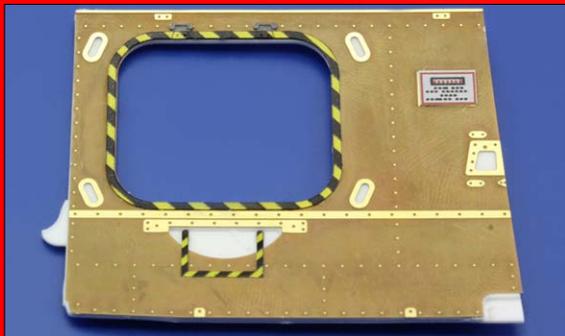
# BIG ED



32776 P-51K interior S.A. (BIG3329)



32759 Lynx Mk.88 sonar interior S.A. (BIG3330)



32759 Lynx Mk.88 sonar interior S.A. (BIG3330)



32326 Lynx Mk.88 sonar exterior (BIG3330)

BIG3329 P-51K 1/32 TAMIYA

BIG3330 LYNX Mk.88 SONAR 1/32 REVELL

BIG4991 P-40E/K 1/48 ITALERI



## BIG3329 P-51K 1/32 TAMIYA

32776 P-51K interior S.A.



32327 P-51K exterior



JX156 P-51

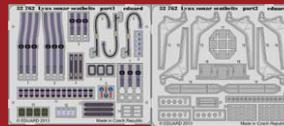


32778 P-51K gun bay

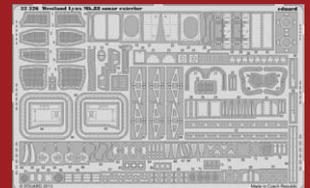


## BIG3330 LYNX Mk.88 SONAR 1/32 REVELL

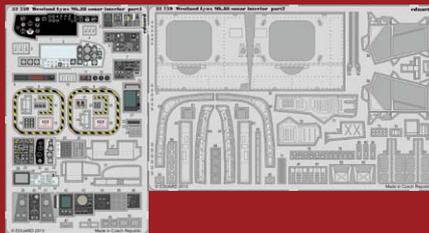
32762 Lynx Mk.88 sonar seatbelts



32326 Lynx Mk.88 sonar exterior



32759 Lynx Mk.88 sonar interior S.A.



32501 Remove Before Flight

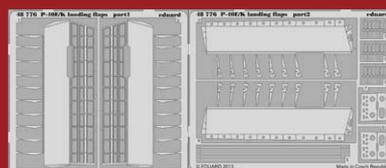


JX147 Lynx Mk.88

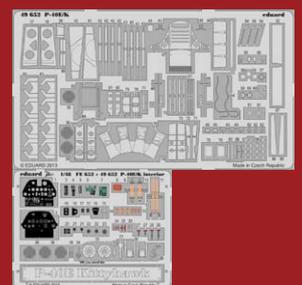


## BIG4991 P-40E/K 1/48 ITALERI

48776 P-40E/K landing flaps



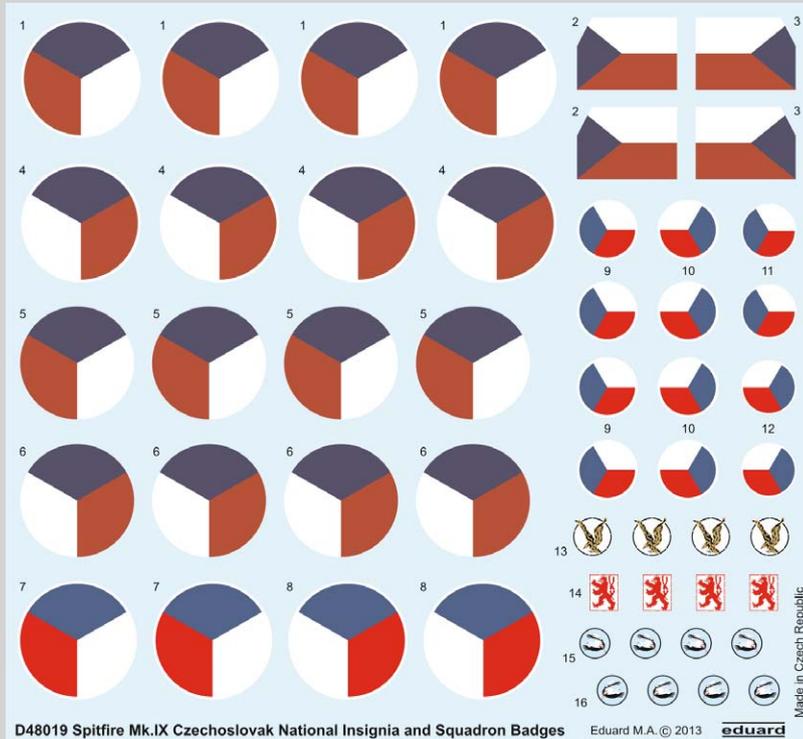
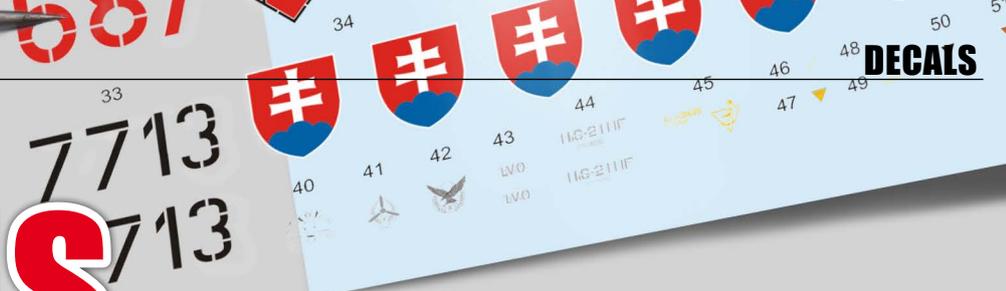
49652 P-40E/K S.A.



EX398 P-40E/K



# EDUARD DECALS



**D48019**  
**Spitfire Mk.IX Czechoslovak**  
**National Insignia and Squad-**  
**ron Badges**  
**1/48**

**BUY D48019 1/48** 

Decal sheet covering national insignia of Czechoslovak postwar air force with squadron emblems.



## KITS

8465	I-16 Type 18	1/48	Weekend
2113	Československé patnáctky DUAL COMBO	1/72	Limited Edition

## PE-SETS

17523	Figures Royal Navy Pacific and Far East	1/350	
32343	F4U-1 Birdcage engine	1/32	Tamiya
32344	F4U-1 Birdcage exterior	1/32	Tamiya
32351	Bf 109 tools and boxes	1/32	
32760	P-61 placards	1/32	Hobby Boss
32781	F4U-1 Birdcage interior S.A.	1/32	Tamiya
32784	F4U seatbelts	1/32	Tamiya
32785	Spitfire placards	1/32	
32788	Bf 109G-6	1/32	Revell
32791	F4U seatbelts FABRIC	1/32	Tamiya
32792	Bf 109G seatbelts FABRIC	1/32	Revell
32794	Bf 109G seatbelts	1/32	Revell
32795	F4U-1 placards	1/32	Tamiya
36253	BT-7 interior	1/32	Tamiya
36254	US Armoured Gun Truck	1/35	Italeri
36257	BT-7 exterior	1/35	Tamiya
48788	Jaguar A exterior	1/48	Kitty Hawk
48790	MiG-21 PFM accessories	1/48	Eduard
49642	Jaguar A S.A.	1/48	Kitty Hawk
49658	MiG-21 PFM interior	1/48	Eduard
72568	Ju 88C-6 exterior	1/72	Revell
72569	Ju 88C-6 antennae	1/72	Revell
72570	Ju 88C-6 surface panels S.A.	1/72	Revell
72572	Il-2M landing flaps	1/72	Academy
72573	Il-2M3 landing flaps	1/72	Tamiya
72574	MiG-15 landing flaps	1/72	Eduard
72575	MiG-15/MiG-15bis exterior	1/72	Eduard
73486	Il-2M S.A.	1/72	Academy
73487	Ju 88C-6 interior S.A.	1/72	Revell
73488	F/A-18F S.A.	1/72	Revell

## ZOOMS

33126	F4U-1 Birdcage interior S.A.	1/32	1/32	Tamiya
33128	Bf 109G-6 interior S.A.	1/32	1/32	Revell
FE642	Jaguar A S.A.		1/48	Kitty Hawk
SS487	Ju 88C-6 interior S.A.		1/72	Revell
SS488	F/A-18F S.A.		1/72	Revell

## MASKS

CX371	Tu-2	1/72	1/72	Hobby Boss
EX406	He 115	1/48	1/48	Special Hobby

## BIG ED

BIG3329	P-51K	1/32	1/32	Tamiya
BIG3330	LYNX Mk.88 SONAR	1/32	1/32	Revell
BIG4991	P-40E/K	1/48	1/48	Italeri

## BRASSIN

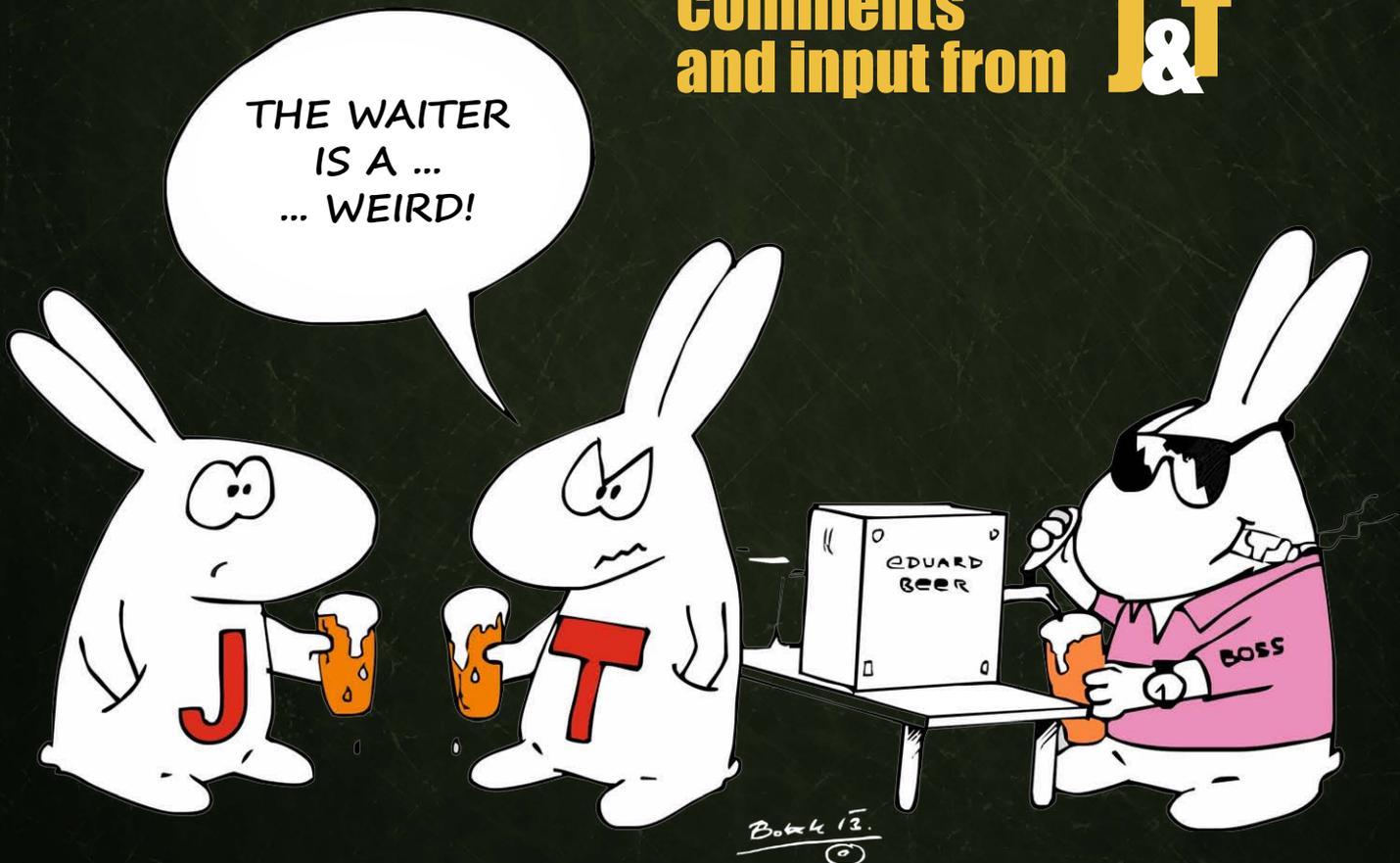
632018	Bf 109G-6 wheels	1/32	1/32	Revell
648110	MiG-21 PFM wheels		1/48	Eduard
648122	R-13M / AA-2 Atoll-D		1/48	
672020	MiG-15bis airbrakes		1/72	Eduard
672021	MiG-15 airbrakes		1/72	Eduard
672022	MiG-15 cockpit		1/72	Eduard
672024	MiG-15bis cockpit		1/72	Eduard
672023	OFAB-100 bomb		1/72	
672025	Lancaster wheels		1/72	Airfix

## DECALS

D48019	Spitfire Mk.IX Czechoslovak National Insignia and Squadron Badges	1/48	
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Comments and input from **J&T**



RENEWED PREMIERE



# HOT SHOTS OF THE COLD WAR

Czechoslovak Army Air Force 1, USAF 0!

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

At the beginning of March, 1953, the Czechoslovak Air Force was conducting standard training procedures and March 10th brought with it unexpected and extraordinary events. Shots were fired in anger above the heads of the workers below! At 1045h, a pair of lieutenants of the 5th Isp took off from Pilsen in their S-102s. They were Jaroslav Sramek and Milan Forst. They headed south and entered the airspace defined by a line connecting Prestice and Holysov and began a training exercise honing their aerial combat skills. All was going according to plan until 1059h, when the lead pilot noticed something not in the books.

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

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

**Libor Režňák**



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

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

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

The Americans also never admitted to breaching the border by the F-84Es. In fact, to this day, they claim that the Czechoslovak aircraft flew into the American Occupational Zone and attacked the patrolling Thunderjets. One diplomatic note starting off with 'Your Excellency.....' followed another, and the Czechoslovak government vehemently denied the Western account of the event. The American side demanded an apology and monetary compensation. For the destroyed F-84E, 49-2192A, they demanded payment of \$235,349 US, and a total for damage and pain and suffering of the US government of \$25,034 US. The pilot who was flamed, W. G. Brown, demanded \$10,000 for pain and suffering, while the flight lead, Capt. Donald C. Smith (AO 1903259) demanded only \$1,000. All in all, the bottom line demand was for a payment of \$271,384 US. The United States government, through its ambassador, George Wadsworth, filed a complaint against Czechoslovakia to

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

It is necessary to take the information on the Americans with a grain of salt. References to pilots W. G. Brown and D. C. Smith are missing in the database of the USAF between 1950 and 1957. The F-84E 49-2192 did belong to the 53rd FBS, but is reported as destroyed a year earlier, on April 9th, 1952 in a mid-air collision over Rhein-Main. The Czechoslovak side also rejected the reported impact location of the downed aircraft. There are several spots in Germany that bear the name Falkenstein. Two of them - Grosser Falkenstein (altitude 1315m) and Kleiner Fal-

kenstein (1190m) are mountains around 7km south-southeast of Zelezná Ruda. It was in this vicinity that two border guard regiments conducting acoustic monitoring reported a lot of activity on the night of the 10th of March, 1953 and through the next day. Certainly, after the downing of the F-84, the airspace along the southwest border of the Czechoslovak Republic witnessed a lot of both CSSR and American aircraft. Even on the same day, GCI reported a further 44 aerial targets! In the afternoon, a threesome of F-84s flew over Sucice, and pairs of fighters on standby were launched from Cheb, Zatec, Dobran and Ceske Budejovice. Aerial assets were propped up by the western powers as well, and on March 17th, twenty-five F-86s of the 81st FIW were moved in from the British field at Bentwaters. The hot atmosphere of the Cold War soon cooled, and things on both sides of the Iron Curtain returned to normal.

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

- A book by the author of this article, Ing. Libora Reznak, entitled 'Stribrny tryskac MiG-15' (in Czech language), ISBN 978-80-87567-14-2, Svet kridel 2012 (Silver Fighter - The MiG-15)

- A book by Jaroslav Sramek 'Vzpominky pilota' (in Czech language), ISBN 978-80-86808-80-2, Svit kridel 2010 (Memoirs of a Pilot)

- an internet article by Tomas Soucek at: pilotinfo.cz (<http://www.pilotinfo.cz/z-historie/fakta-o-souboji-porucika-sramka-s-porucikem-brownem>)



Lt. Jaroslav Šrámek (archiv Eduard)

## Editor's Notes:

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



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

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

At 1059:30h, Major Grznar gave the order to intercept.

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

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

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

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

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

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

know where he was.

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

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

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

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

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

At 1114, confirms his position a third time.

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

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

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

At 1120, the pair sets down.

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

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

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

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



MiG-15, CSLA (archiv Eduard)

# German Sd.Kfz 7/2 Early version

1/35 Trumpeter

with 3.7cm Flak Auf Selbstfahrlafette / Sd. Anhänger 52



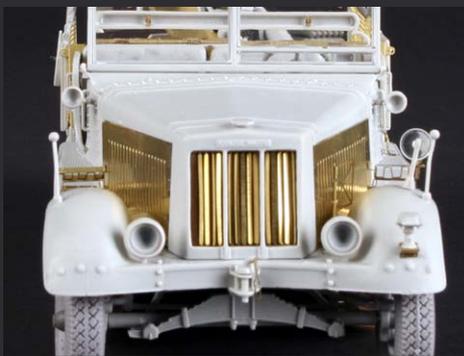
**Author: Hans Henrik Sidenius, Denmark**

Used Eduard photo-etched sets:

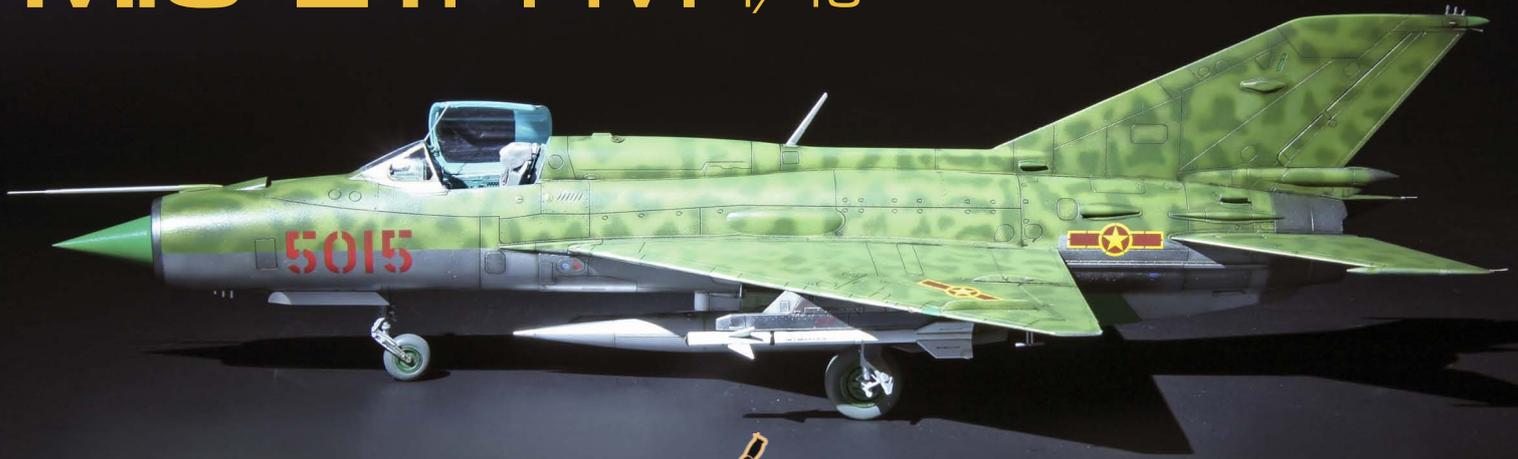
36104 Sd. Kfz.7/2 (early) Flak 37 37mm 1/35 

36078 Sd. Kfz.7 Zugkraftwagen 8t engine 1/35 



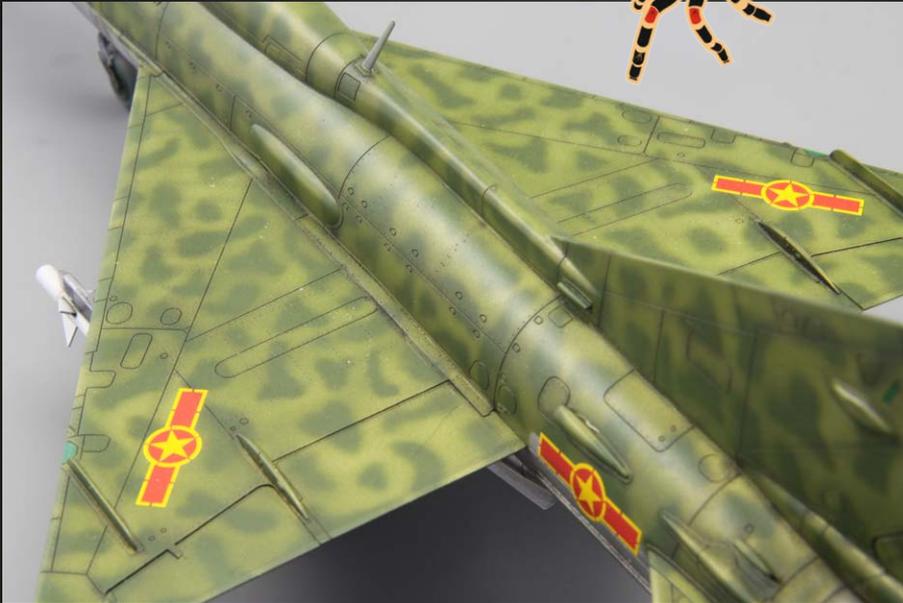


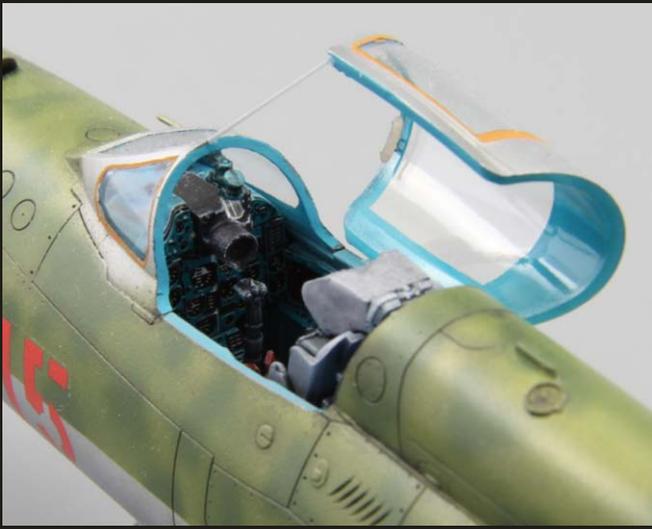
# MiG-21 PFM 1/48



Built by: Petr Zatléřpálek

BUY 8237 MiG-21PFM 1/48





# MiG-21PFM cockpit

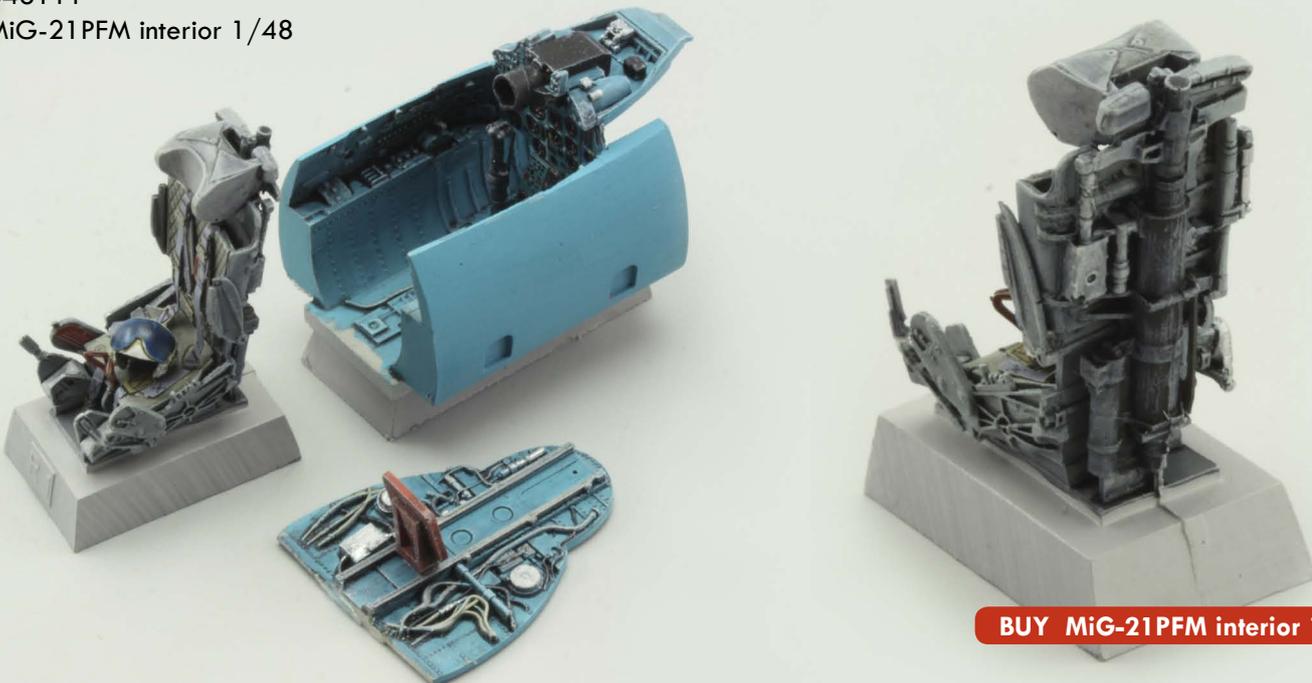
1/48



**Built by: Petr Zatřepálek**

648111

MiG-21PFM interior 1/48



**BUY MiG-21PFM interior 1/48**

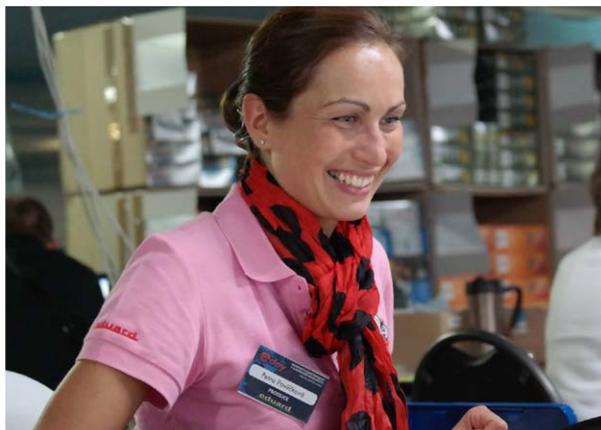


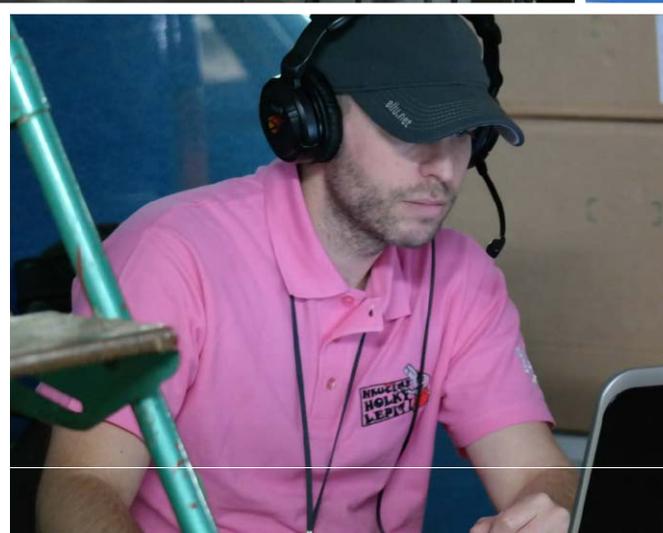
# eday

28.-29.9.2013



photo: Vladimír Šulc  
Kateřina Borecká







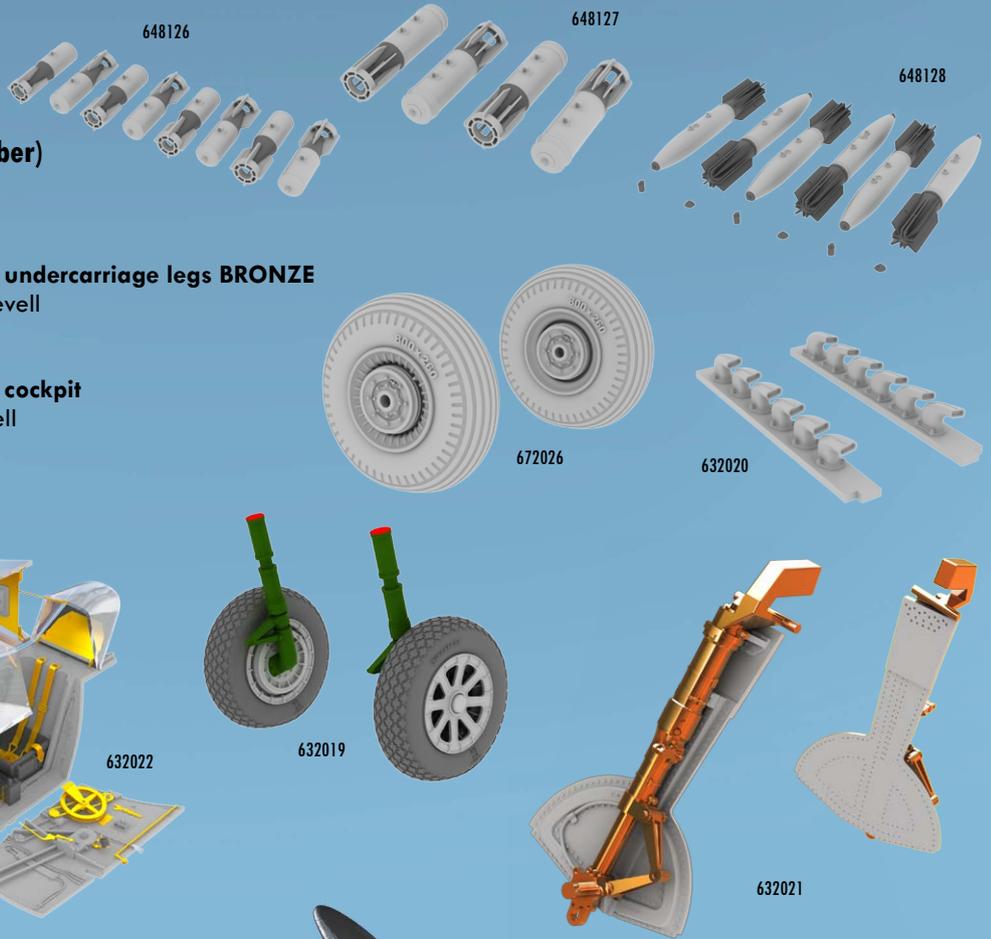
# ON APPROACH

## BIG ED (November)

- BIG3329 P-51K 1/32 Tamiya
- BIG3330 LYNX Mk.88 SONAR 1/32 Revell
- BIG4991 P-40E/K 1/48 Italeri

## BRASSIN (November)

- 648126 **OFAB-100 Soviet bombs**  
1/48
- 648127 **OFAB-250 Soviet bombs**  
1/48
- 648128 **Mk.82 bombs w/airbrake early**  
1/48
- 672026 **Il-2 wheels**  
1/72 Tamiya
- 632019 **F4U-1 wheels**  
1/32 Tamiya
- 632020 **Bf 109G-6 exhaust stacks**  
1/32 Revell
- 632021 **Bf 109G-6 undercarriage legs BRONZE**  
1/32 Revell
- 632022 **Bf 109G-6 cockpit**  
1/32 Revell



## KITS

- (November)
- 8494 **Mirage IIICJ**  
1/48 Weekend



1183 **La-5FN**  
1/48 Limited edition

- 8282 **Spitfire Mk.IXc early version**  
1/48 ProfiPACK



**PHOTO-ETCHED SETS** (November)

**PE-SETS**

17524	Figures Russian WWI S.A.	1/350	3D	1/350
32786	P-40 placards	1/32		
32787	B-25J gun nose interior S.A.	1/32		
32790	B-17 placards	1/32		
32796	B-17 seatbelts FABRIC	1/32		
32797	Remove Before Flight UK	1/32		
32798	B-25 seatbelts FABRIC	1/32		
36255	M1A2 SEP TUSK II	1/35		
36262	Israeli Tank TIRAN 5	1/35		
48783	MiG-21 PFM exterior	1/48		
48786	MiG-29 9-13 F.O.D. and ladder	1/48		
48787	MiG-29 9-13 exterior	1/48		
49067	Bf 109E seatbelts FABRIC	1/48		
49656	JAS-39 Gripen S.A.	1/48		

HK Models  
HK Models  
HK Models  
HK Models  
HK Models  
Tamiya  
Tamiya

Great Wall Hobby  
Great Wall Hobby  
Kitty Hawk

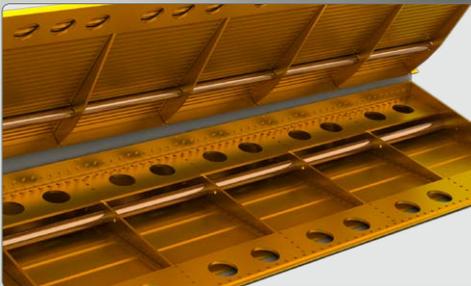
49659	Mirage IIIcJ 1/48 Weekend	1/48	Eduard
49660	Spitfire Mk.IXc early version	1/48	Eduard
72563	Lancaster B Mk.II bomb bay	1/72	Airfix
72566	Lancaster B Mk.II exterior	1/72	Airfix
72578	Lancaster B Mk.II landing flaps	1/72	Airfix
73491	Gladiator	1/72	Airfix
73492	Lancaster B Mk.II interior S.A.	1/72	Aifix
73493	Fw 190A-8 S.A.	1/72	Airfix

**ZOOMS**

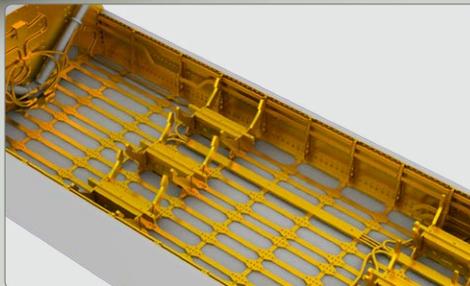
33119	B-25J gun nose interior S.A.	1/32	1/32	HK Models
33127	A-1D interior S.A.	1/32	1/32	Trumpeter
SS492	Lancaster B Mk.II interior S.A.	1/72	1/72	Airfix
FE656	JAS-39 Gripen S.A.	1/48	1/48	Kitty Hawk



36262  
**Israeli Tank TIRAN 5**  
1/35 Tamiya



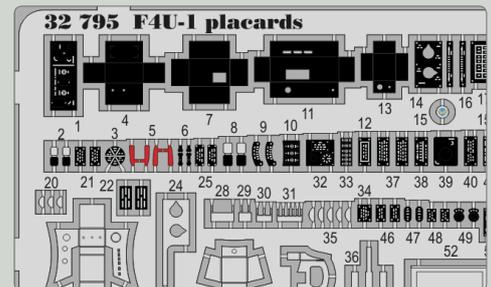
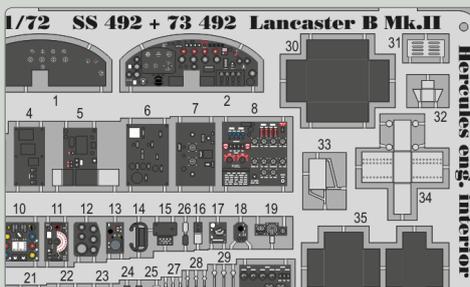
72578 Lancaster B Mk.II landing flaps  
1/72 Airfix



72563 Lancaster B Mk.II bomb bay  
1/72 Airfix



36262 Israeli Tank TIRAN 5  
1/35 Tamiya



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