

# INFO EDUARD

VOL. 13, November 2013

ISSUE 41



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# NOVEMBERFEST

on page 4-5

# 2013



## BUILT

Fw 190D-11 1/48

Spitfire Mk.IX engine 1/48

## BRASSIN

Bf 109G-6 exhaust stacks

Bf 109G-6 cockpit

Bf 109G-6 undercarriage  
legs BRONZE



## HISTORY

Hornisse!

**eduard**

# **INFO** **EDUARD**

## **ISSUE 41**

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

November 2013

# EDITORIAL

EDITORIAL ▪ 4

EVENTS ▪ 6

Novemberfest 2013

KITS ▪ 8

(La-5FN 1/48, Spitfire Mk.IXc early version 1/48, Mirage IIICJ 1/48)

BRASSIN ▪ 11

PHOTO-ETCHED SETS ▪ 14

BIG ED ▪ 17

RELEASES ▪ 18

November 2013

HISTORY ▪ 19

Hornisse!

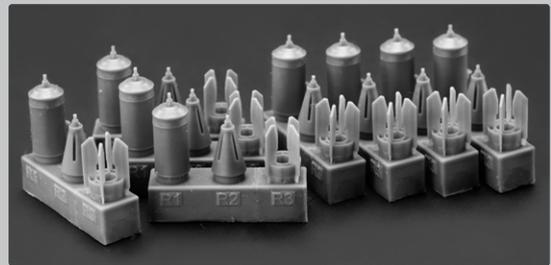
BUILT ▪ 24

Fw 190D-11 1/48

Spitfire Mk.IX engine 1/48 (Brassin)

ON APPROACH ▪ 28

December 2013



# EDITORIAL

Some things in life don't work, or work out, the way that a person expects. This applies, for example, to the leader of the Czech Social Democrats, Sobotka, promptly cut loose by his colleagues following the successful elections, or President Obama with respect to Republican actions regarding Obamacare. There are times when this statement applies to us as well, who are just trying to produce some nice, good quality plastic model kits. This year, I was very hesitant to include myself at I-Hobby in Chicago, to which we have been visitors for more or less two decades. I-Hobby started just four days after E-day which relegated any hint of enthusiasm in me to the back burner. I finally decided to go for two reasons: one, I like the city, and two, it was an opportunity to gather up some information for future projects. I was interested in references for photo-etched items, and eventually for Brassin sets for the U-boot Type IX which is displayed in Chicago and is to be released by Revell in December in 1/72nd scale, and the prototype of which is in our design office. I was also interested in several aircraft types, such as the Bf 109G-6 and Fw 190F-9 displayed at the NASM and the Udvar-Hazy Center. We were reasonably successful in photographing the sub, but Washington ended up being the proverbial 'brick wall', thanks due to the government shut-down which closed both aforementioned venues of the Smithsonian Institute. And with that, the American influence on the design of several projects will need to be limited for some time.

So on the UTI MiG-15. As I have no doubt mentioned at some point in time previously, I really did not want to go into this one, but for all the hesitation, I have to say this is developing into a future beauty. No real surprise, given that we have invested a lot more time into it than planned. Of course, that's pretty much the norm for any given project, and it's always amazing just how many uncertainties each aircraft conceals. This has plagued the MiG-15 project from the get-go, where several ambiguities cropped up during the design of the fuselage, and it became evident just how little is really known about the aircraft among people. Examples include, among others, the dual wing profile and such small items as the termination point of the fairing above the exhaust. This area is very difficult to interpret with its subtleties let alone how to duplicate it in scale. With the UTI version, the windscreen developed into a perplexing anomaly. You get to the point where you begin to wonder just how deeply to go into solving these detail uncertainties, but you also begin to realize that there is relevance in all of it. The look of the finished model supports this point of view, as I was able to convince myself after building a test shot of the kit. It was all well worth it.

Coming to a climax are the preparations for our first Novemberfest, our new annual open doors event. There are less than half of the available 144 spots currently available. I would like to take this opportunity to describe this event in a little more detail to clarify. The participants arrival will be on Friday, November 29th over the late afternoon and evening hours. We are request-



ing that all participants arrive at this time to be able to register, go through a safety orientation, to be divided into groups and to receive any necessary items for this event. The main item to be received is a shoulder bag containing specific things needed by the participants. People will be divided into twelve groups of twelve. Each group will have a guide assigned that will take care of the members of the group. There will then be six departments that will take part in the event: 1. Photo-etched brass production, 2. Kit production, 3. Brassin production, 4. Mask production, 5. Decal printing, and 6. Sales department. Each of the departments will then be broken up into two parts...design and production. The design phase will focus on just that, and the production one will cover aspects of the manufacturing processes involved, and each participant will be given the opportunity to become an active entity within it. If this should give you the impression that you will be employed here for the duration of your stay, and pay us for it, you can bet that that is, indeed, the case. But you can also be certain that you will be working for yourselves, as in each department, you will be able to take something with you, that you had a hand in making. The components then will be placed into your shoulder bag that will be received at the time of registration. At the end, you'll fold the box into which your creation will be placed. To answer the obvious question, the kit will be a MiG-15bis in 1/72nd scale in the markings of Tria Prckos from Zatec. Those are well known aircraft with the blue lightning flash from the late fifties. With a little luck, we will even get an evening visit from one of the MiG-15 pilots, Mr. Palecny. Jan Bobek will also draw one of his rabbits for you on your box on request. There will also be the distribution department involvement that will deal with the theoretical part in acquainting our guests in the system of expediting products into the world. It is assumed, however, that the main draw will be the opportunity to purchase items directly for our warehouse and to pick the items right off of

our shelves. In order to simplify this process as much as possible, we are offering the choice of preordering items from this day on. This is obviously only available to the participants of Novemberfest. I would also like to point out at this point that it is mandatory to register through the purchase of an admission ticket to Novemberfest on Eduard store. With respect to December's new items, it will not be possible to preorder those, but during the Novemberfest event, they will be on our shelves, including the highly anticipated MiG-21R in 1/48th scale.

Time spent at each department will need to be strictly limited to one hour, and each department will accommodate two groups, one in the design part and the other in manufacturing. They will switch with each other after a half hour, and after the full hour, they will both move onto the next department. It is expected that the visits to the respective departments will generate a lot of questions for which there will not be enough time to cover. There will be time to ask and answer questions in the evening at the Obrnice Social Center, that will be the base for everything Novemberfest and where Friday's registration will take place. It's also the spot where we will meet on Saturday night to not only pack our kits that were made during the day, but also to bring up and discuss any questions that the day generates. There will be a panel of Eduard employees to do the answering. Somewhere towards morning, I expect that things about Eduard will be very clear in the minds of our guests, or a complete mess! There will be refreshments, and you can be sure that this will, at the very least, be an experience to remember.

In terms of living accommodations for the duration of the event, we have made arrangements with two nearby hotels. One is Motorest Joker right in Obrnice, about a five minute slow walk to our plant and to the social center and Hotel Ring in Svincice, about a half hour's walk. We also have arranged for a shuttle service, and whoever has the opportunity to drive themselves will

have parking in our lot directly across from the police station. You can register for your rooms at novemberfest@eduard.cz.

So, that just about covers that for the end of the month.

The beginning of the month will bring expectations of new items, and so here they are. But first, I would like to say a few words about a new item that came out in October, the MiG-15/15bis 'Ceskoslovenske Patnacky (Czechoslovak Fifteens)', catalog number 2113. This is an item that in its quantity of 2200 kits, unusual for a Limited Edition kit, was well below demand, and was sold out during the first half of October. After some thought, we decided to produce another 1,000 kits, available as of October 30th to retailers and internet customers alike.

November is the time for another 48th scale Spitfire, this time the Mk.IXc Early Version under the neat catalog number of 8282. It's really closer to a mid production airplane, really, officially designated as the F.Mk.IX. It differs from the earlier release in the short carb intake and the older wing with the large fairing covering the cannon. It also differs in other items, too, such as the older style fin or the light behind the cockpit. We picked out some pretty nice marking options for this kit, including two desert ones, one of which is American. Along with the kit, we are also simultaneously offering the Overtrees option, too, and there are also plenty of brass and resin accessories available for the kit. There will be other Spitfire variants offered over the course of next year, including the Mk.IXe, Mk.VIII and Mk.XVI with the classic cockpit and also the bubble canopy. We are also contemplating releasing a Dual Combo kit offering both types. In the case of the Mk.VIII, we are planning a Limited Edition kit along the same lines as 'The Boys are Back', dedicated to the Spitfire Mk.VIII in Australian service.

In the Limited Edition line this month, we have the La-5FN in 1/48th scale, based on the Zvezda kit, and beefed up with our photo-etched brass, Brassin wheels and the traditional Cartograf decals. The Brassin in this kit is limited to the wheels because the cockpit in this kit is so well done in cockpit that all it really needs is a bit of brass finesse rather than a resin replacement. The markings are colorful Soviet ace and Heros of the Soviet Union subjects, and are a mix of well known and more obscure items. This subject will also continue in the future to include the La-5 slated for January, and in September of next year, we will release an anniversary kit commemorating the 1st Czechoslovak Squadron's move from the Soviet Union to Slovakia in another 'The Boys are Back' type kit dubbed 'Prvni Doma (The First Ones Home)'. The third November kit is the Weekend issue of the Mirage IIICJ in 1/48th, to which not much more needs to be said.

As usual, there are a lot of photo-etched sets being offered, and they are all listed here for you to look over. I would like to draw attention to the ones covering 1/72nd scale Airfix kits. There are four for the Lancaster Mk.II, and one each for the Gladiator and Fw 190A-8. In 1/48th we are covering the Kitty Hawk kit of the

JAS-39 Gripen, two sets for the GWH MiG-29 9-13, and three sets for our own kits, the MiG-21PFM, the aforementioned Mirage IIICJ and the Spitfire Mk.IXc Early Version. Of note are also the fabric seatbelts for the Bf 109E. Fabric belts are also being released for the 1/32nd scale kits of the B-17G and the B-25.

For the B-25J you can also find the nose gun installation set. Finally, and after some time, production labels are back, covering the B-17 and the P-40.

The most numerous offerings this month in Brassin sets cover the Revell Bf 109G-6 in 1/32nd scale, and these are dominated by the cockpit set. This is complemented by coverage of the exhausts and bronze landing gear struts. This will be popular to those modelers who choose to go nuts on their kit. For fans of the Soviet Air Force, we have two bomb sets in 1/48th scale, OFAB-100 and -250, and wheels for the Il-2 in 1/72nd scale. There is a similar combination of bombs and wheels covering American subjects, the early version Mk.82 and F4U-1 Corsair wheels in 1/32nd scale.

Because modelers typically prefer to know about the 'next thing' over what's available now, allow me a few words on December. I think you'll agree that there is reason to be excited. Kits will be well represented by a threesome of items, the MiG-21R Profipack, the Weekend Bf 110G-4 in 72nd and the P-47D in the form of 'Jugs over Italy' in the limited Edition range. The cockpit will also be offered in the Brassin line for the same MiG-21R, two incarnations of Ju 88 wheels in 1/32nd, exhausts for the 72nd scale Il-2 and as the years climax in Brassin sets, engine sets for the B-17G in 1/32, offered individually or as a set of all four in a BIGSIN offering. And that is not all, as there will be a second resin set released for the Spitfire Mk.IX under the name of Spitfire Mk.IX 'Advanced'. Photo-etched sets will not be boring with Ju 88A-4 coverage in 1/32, the B-29 in 1/48 (yes, the venerable Monogram kit), sets for our own 48th scale MiG-21R and Bf 110G-4 in 72nd, a bomb bay for the Airfix Lancaster, two sets of pre-painted marine figures in 1/350 (Royal Navy Gun Crew and Soviet Navy, WWII), another two fabric seatbelt sets in 32nd scale for the Ju 88 and P-51D, and rounded out by two sets of Big Eds



We have postponed gathering of further research materials until Spring 2014.



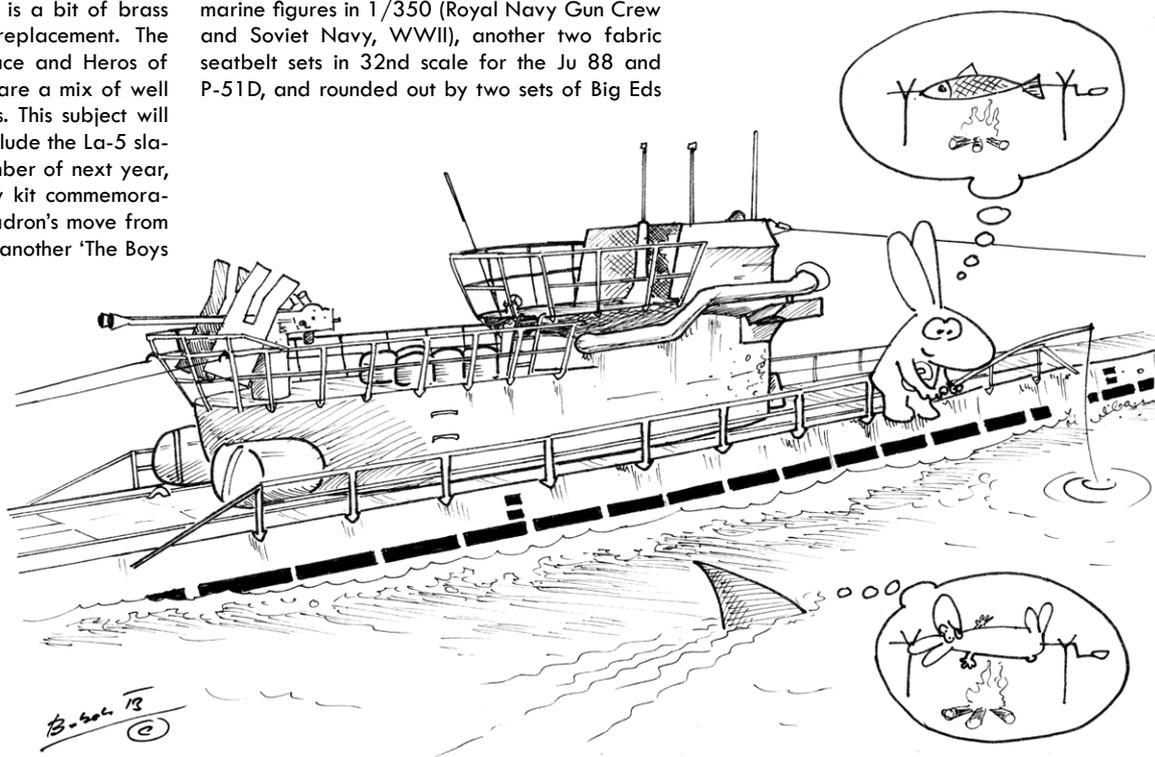
Aftermarket accessories for the new U-boat type IX 1/72 will be released in the beginning of 2014.

for the B-17G. You still with me? I could also add the Big Eds on the Lancaster Mk III Dambuster in 72nd and the Tu-2T in 48th or the 1/32nd scale A-1D Skyraider. That should just about do it, no?

So until Novemberfest!

Happy Modeling!

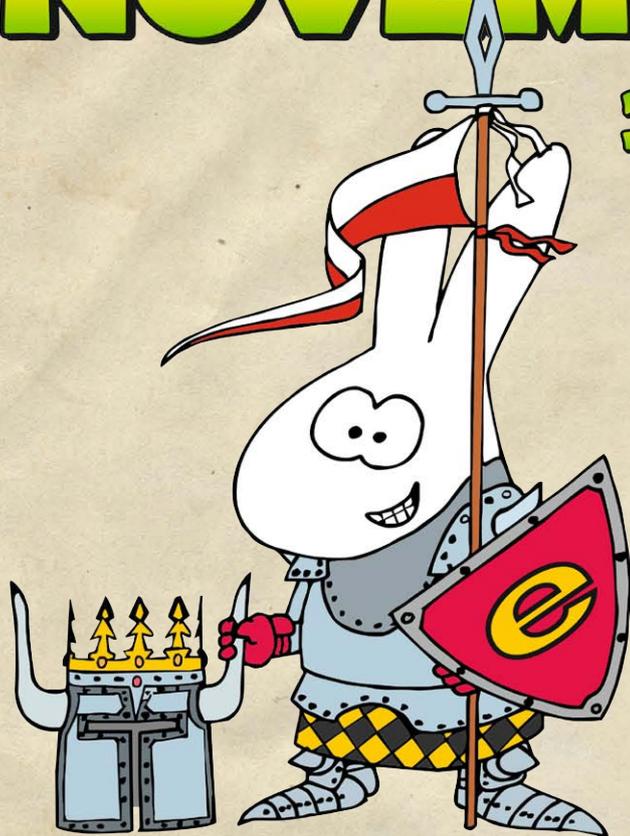
Vladimir Sulc



# NOVEMBERFEST

29. - 30. 11. 2013

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



## FIRST OPEN DOORS WITH EDUARD

- Unseen experience
- Creative tour
- Commemorative kit
- Loads of fun
- Limited capacity

### FIRST CREATIVE TOUR AT EDUARD

Several hours long tour will let you peek under the hood of the biggest Czech model manufacturing company. You'll be able to try out our technologies and will return home with **unique limited edition scale kit, that you'll manufacture yourself!**

### BASIC AGENDA

**29th November 2013 – 16:00 – 23:00**

- arrivals, accommodating attendees,
- evening meeting at Integrated leisure-time activities centre in Obrnice.



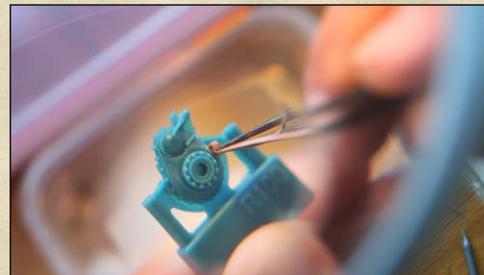
**30th November 2013 – 9:00 – 22:00**

- creative tour,
- lunch,
- evening meeting with reception.

### FACILITIES YOU'LL VISIT

- **HQ** – Integrated leisure-time activities centre in Obrnice
- **Eduard company building**
  - *department of plastic kits manufacturing* – construction, toolshop, milling machine,
  - *department of PE details manufacturing* – construction, production line, print,
  - *department of Brassin manufacturing* – construction, production line,
  - *department of decals manufacturing* – construction, print,
  - *department of painting masks manufacturing* – construction, cutting,
  - *stock department* – customer care system, possibility of purchasing directly from Eduard's stock hall.





## TOURS

Tours will happen in groups of 12 people and will be accompanied by permanent tour guide throughout individual production tech-areas. There will be special groups for English speaking visitors.

## PRICE

Fixed participant fee 40USD/30EUR – includes food, full day program and exclusive kit.

Details: Price includes refreshment and snacks for Friday evening, Saturday lunch, Saturday evening reception, gift, full day program with guide at Eduard company, shuttle bus to/from boarding houses for Saturday evening and Sunday morning, guarded parking in Obrnice.

## OTHER DETAILS

Applications – we're accepting applications until the capacity is filled or until 18th November 2013.

Capacity – 144 persons.

Pre-orders – we will be accepting pre-orders (which will be available for personal pickup after the Novemberfest) for attendees from 1st until 20th November 2013 with 20% discount (25% discount for BFC members).

## TOUR KIT

MiG-15 1/72 with photo-etched and Brassin accessories, in a package created exclusively for this occasion.



## ACCOMMODATION

For Novemberfest 2013 visitors, we've arranged accommodation with two nearby hotels for advantageous price. If you don't want to take care of your accommodation yourself, this option is for you.

After the purchase of the ticket to Novemberfest 2013, we'll provide you with more information about rooms and booking by email.

[Apply for the Tour!](#)



# Spitfire Mk.IXc early version

ProfiPACK 1/48

Cat. No. 8282



EN133, No. 611 Squadron, Biggin Hill, Early 1943



EN315, Flown by S/Ldr. Stanislaw Skalski, Polish Combat Team, Northern Africa, Spring 1943



EN354, flown by 1st Lt. Leonard V. Helton, 52nd FG, 4th FS, La Sebala Airfield, Tunisia, June, 1943



BS392, Flown by S/Ldr. Bernard Dupérier, CO of No. 340 Squadron, Biggin Hill Airbase, Autumn 1942



EN568, Flown by W/Cdr. Alan C. Deere, CO of Biggin Hill Wing, Biggin Hill Air Base, June, 1943

Spitfire Mk.IXc early version – second ProfiPACK issue of the Eduard's star for 2013, the Spitfire Mk.IXc in 1/48, this time as the early version.

The kit is featured by a high level of detail, extreme accuracy, wide parts variability, easy and smart assembly and interesting and colorful marking options. Kit contains basic photo-etched set and a painting mask.

This kit is supported by a wide range of Eduard Brassin, photo-etched and decal accessories.

Detailed decals for five marking options are printed by Cartograf. The stencils are printed by Eduard.

**BUY Spitfire Mk.IXc early version 1/48**



## La-5FN

LIMITED EDITION



Limited edition of the La-5FN of Soviet aces. The kit in the 1/48 scale is based on Zvezda plastic parts. The increasing value of that kit is made by the Eduard additional detailing sets.

- a pair of Brassin main landing gear wheels
- the color photo-etched details

The decal sheet designed by Eduard and printed by Cartograf features five colorful and attractive markings of Soviet aces.

Only 1500 boxes available.

BUY La-5FN 1/48



Flown by Lt. Anatolii V. Ruzin, 159th IAP, Summer, 1944



Flown by Capt. Konstantin S. Nazimov, 254th IAP, Poland, Summer - Autumn, 1944



Flown by P. Rakov, Summer, 1944



Flown by Capt. Kirill A. Yevstigneev, 178th GIAP, February, 1945



Flown by Maj. Ivan A. Vishniakov, 171st IAP, Summer, 1944

eduard  
BRASSIN





# Mirage III CJ

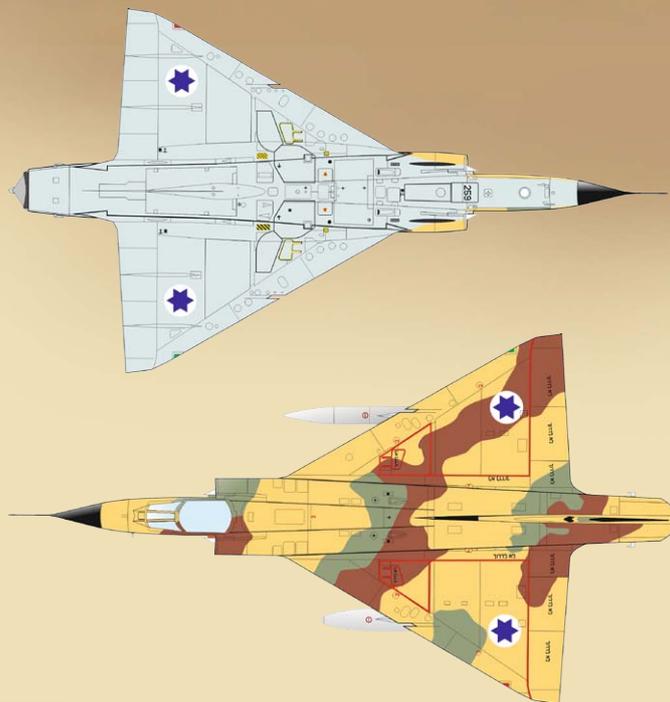
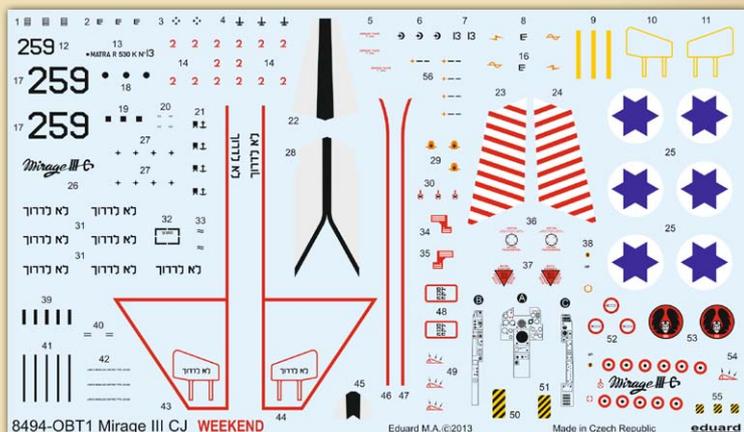
Weekend 1/48

Cat. No. 8494

This Weekend re-edition of Mirage III CJ 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 contain photo-etched accessories, nor the painting mask.

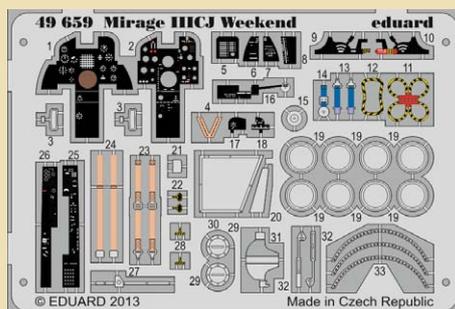
**BUY Mirage III CJ 1/48** 



## recommended:

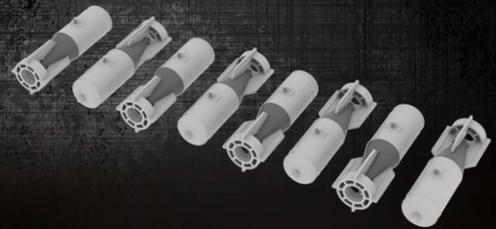
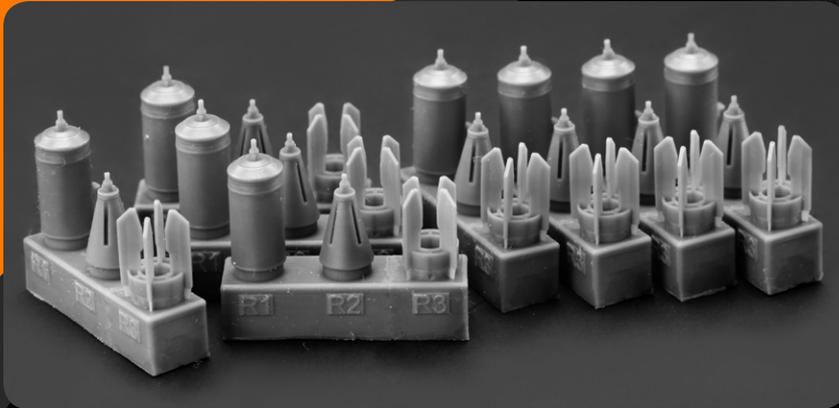
### PHOTO-ETCHED SET

49659 Mirage III CJ Weekend  
1/48 Eduard



648126  
**OFAB-100 Soviet bomb**  
1/48

Set of 8 Soviet bombs OFAB-100. Each bomb consists of 3 parts. Set consists decals sheet with stencils.



**BUY OFAB-100 Soviet bomb 1/48**

648127  
**OFAB-250 Soviet bombs**  
1/48

Set of 4 Soviet bombs OFAB-250. Each bomb consists of 3 parts. Set consists decals sheet with stencils.



**BUY OFAB-250 Soviet bombs 1/48**

648128  
**Mk.82 bombs w/airbrake early**  
1/48

The early variant of Mk.82 bomb consists of:

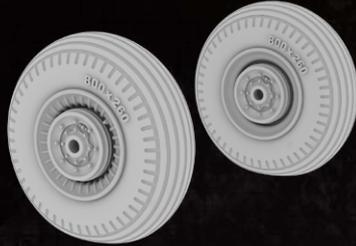
- the main bomb body
  - separate rear part with wings
  - fuse cover
  - two fuse variants
  - decals sheet with stencils
- Set contains 6 complete bombs.



**BUY Mk.82 bombs w/airbrake early 1/48**

**672026****Il-2 wheels****1/72 Tamiya**

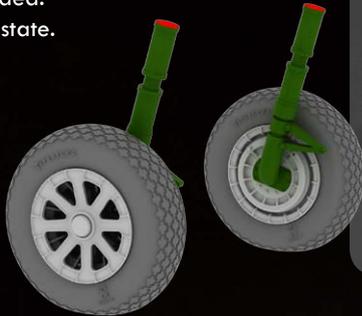
Main landing gear wheels for Il-2. Each wheel is made as one piece. Painting mask included.



**BUY Il-2 wheels 1/72**

**632019****F4U-1 wheels****1/32 Tamiya**

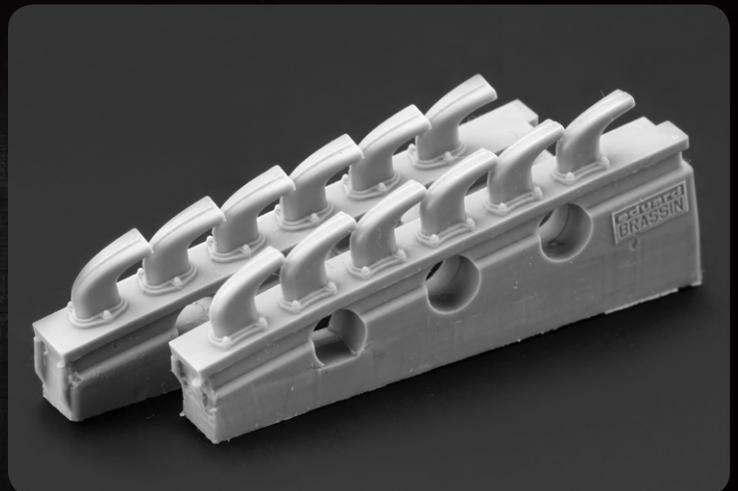
Main landing gear wheels for 1/32 F4U-1 Il-2. Each wheel is composed by the tire and outer/inner part of the disc. Painting mask is included. Tires are designed in loaded state.



**BUY F4U-1 wheels 1/32**

**632020****Bf 109G-6 exhaust stacks****1/32 Revell**

Exhaust stacks for the Revell 1/32 Bf 109G-6.



**BUY Bf 109G-6 exhaust stacks 1/32**



632021

**Bf 109G-6 undercarriage legs****BRONZE** 1/32 Revell

Bronze main landing gear legs (pair) in 1/32 scale offers much more stability and bearing than their plastic solution, with keeping the high detail level. Set includes pair of resin main landing gear doors. Designed for the Revell kit.

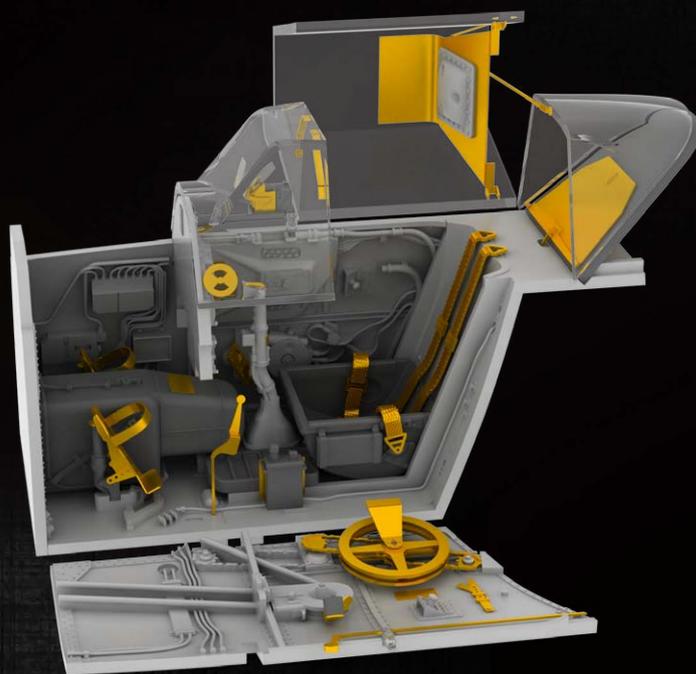

[BUY Bf 109G-6 undercarriage legs 1/32](#)

632022

**Bf 109G-6 cockpit**

1/32 Revell

Complete resin cockpit for the Revell Bf 109G-6 in 1/32. The set includes floor, sidewalls, seat, back armoring, instrument panel, cannon cowling, pedals, front bulkhead and all cockpit accessories. This set contains color photo-etched parts.

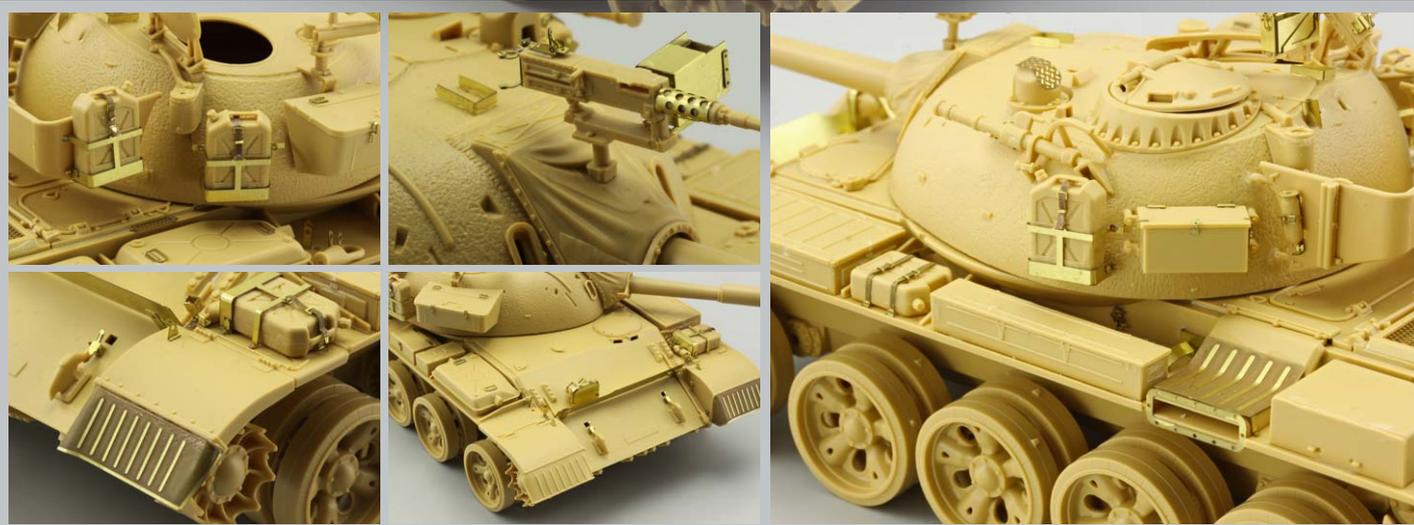

[BUY Bf 109G-6 cockpit 1/32](#)

# PHOTO-ETCHED SETS

SELECTED



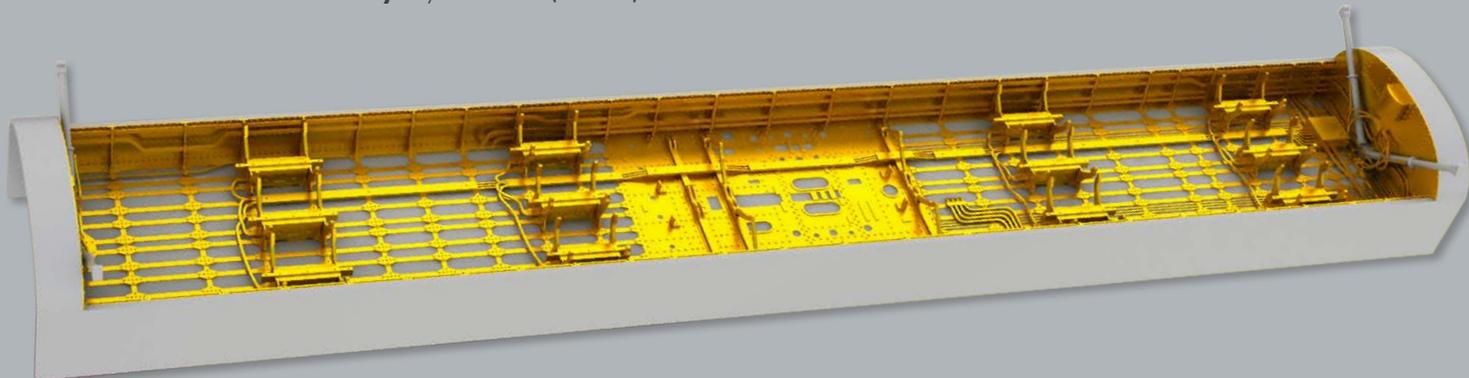
Israeli Tank TIRAN 5  
1/35 Tamiya (36262)



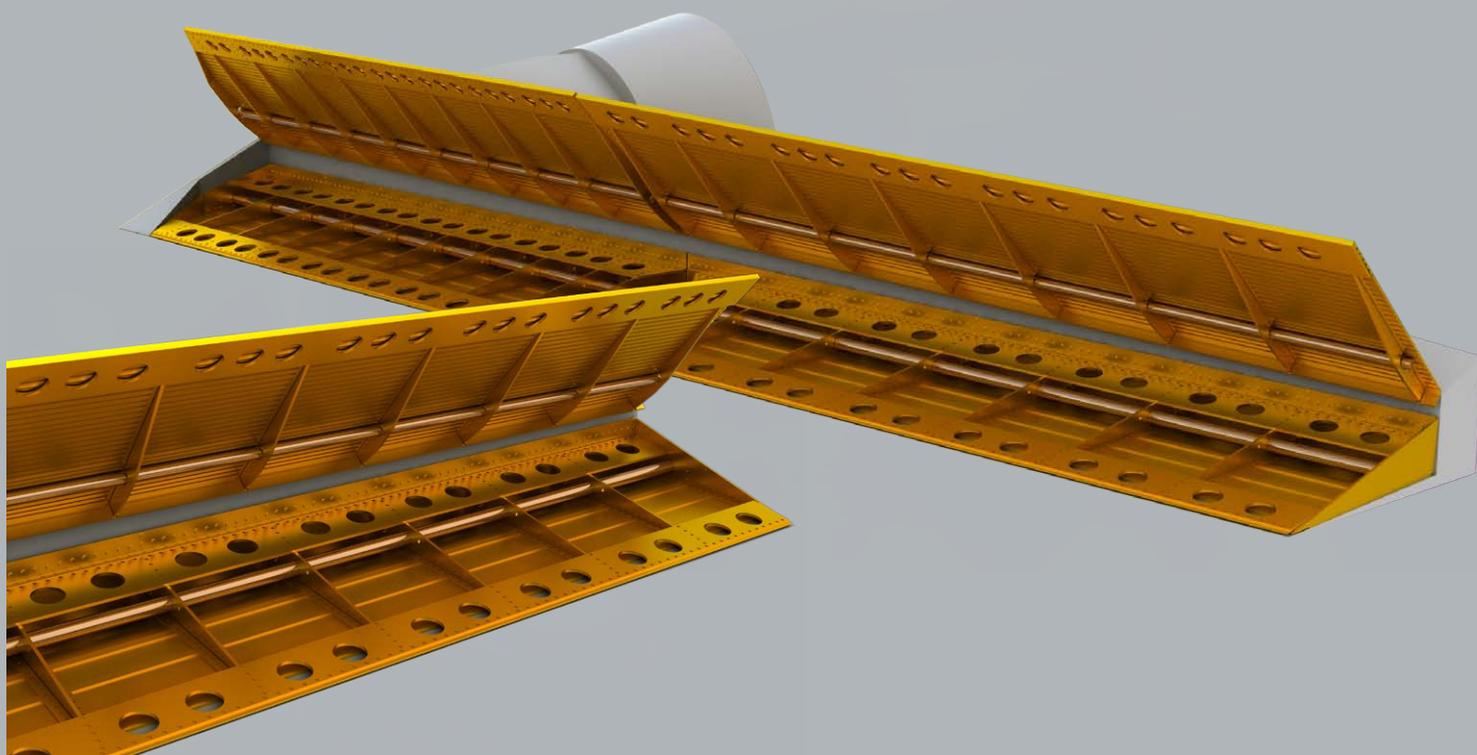
A-1D interior 1/32 Trumpeter (33127)



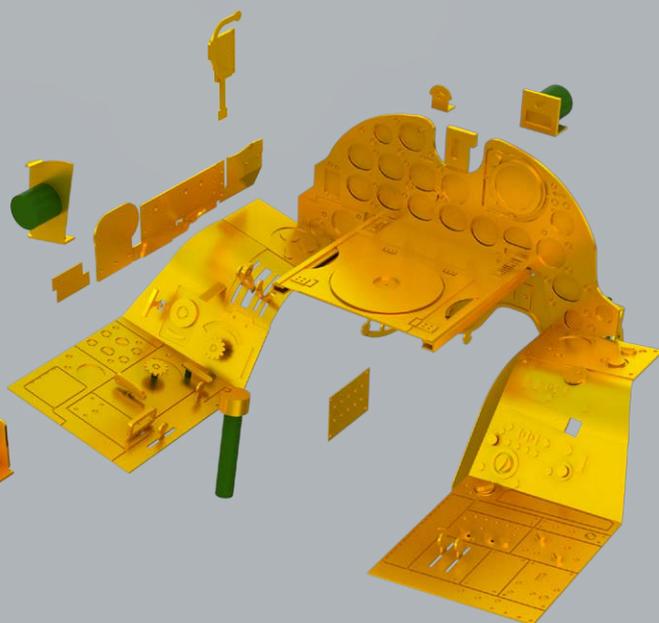
**Lancaster B Mk.II bomb bay** 1/72 Airfix (72563)



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



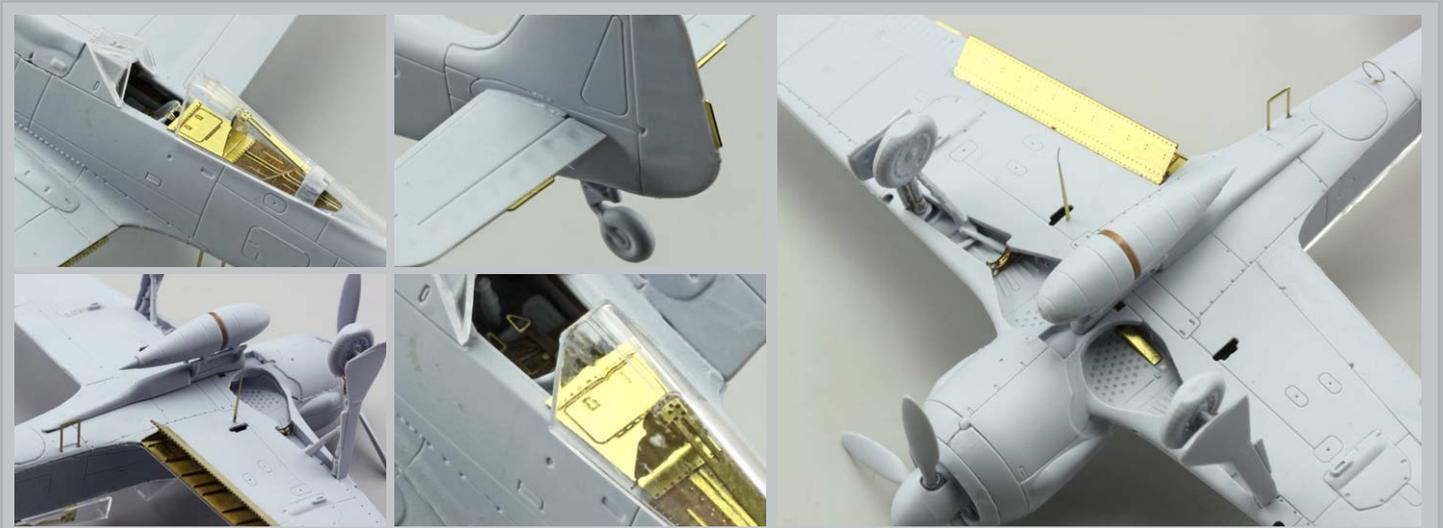
**A-1D interior** 1/32 Trumpeter (32789)



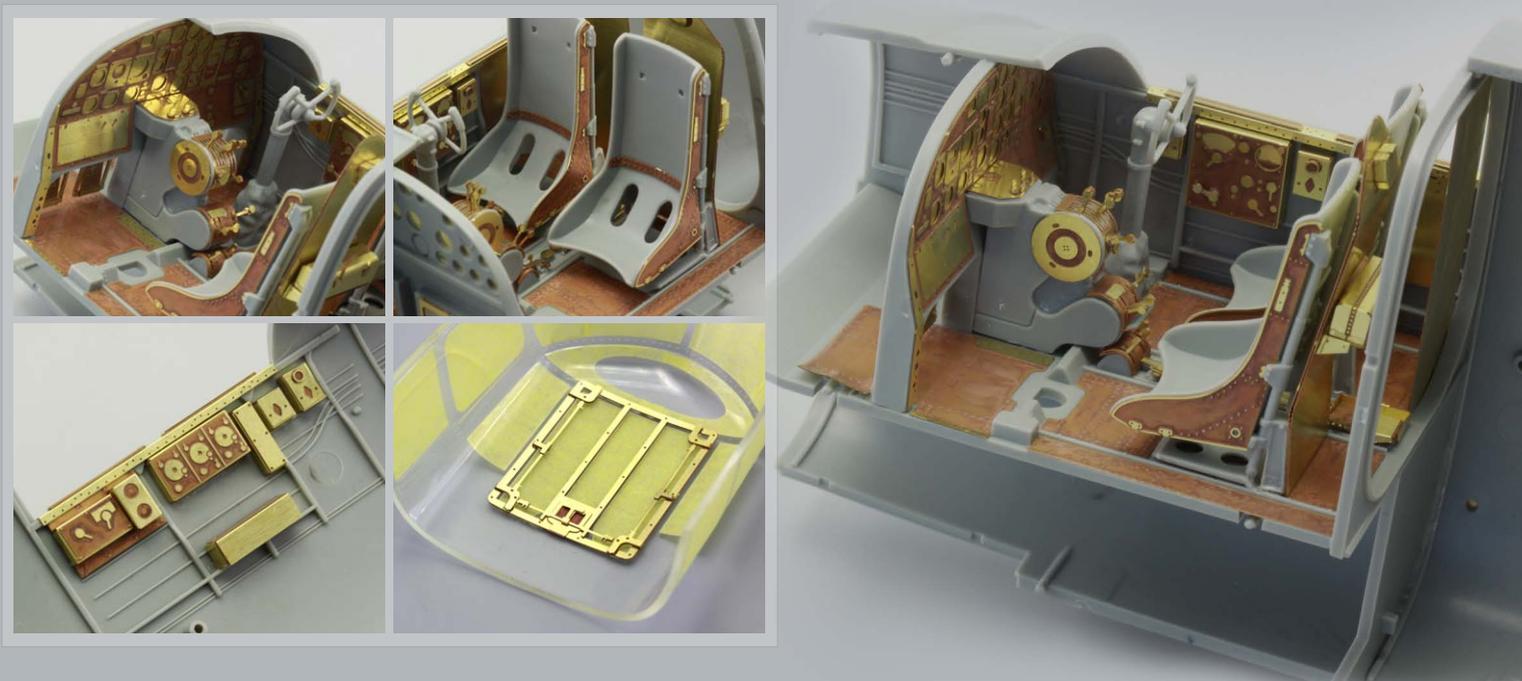
**Gladiator 1/72 Airfix (73491)**



**Fw 190A-8 S.A. 1/72 Airfix (73493)**



**B-25J gun nose interior 1/32 HK Models (32787)**

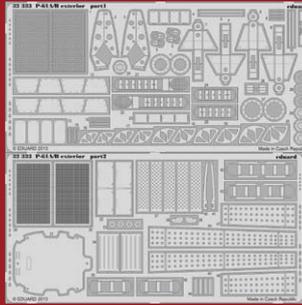


All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

# BIG ED

## BIG3331 P-61A/B 1/32 HOBBY BOSS

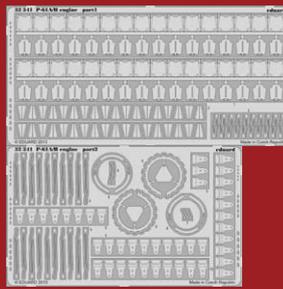
32333 P-61A/B exterior



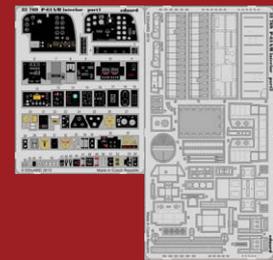
32334 P-61A/B undercarriage



32341 P-61A/B engine



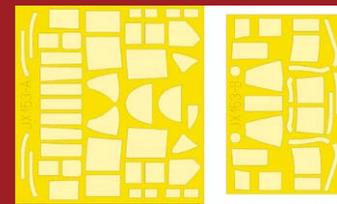
32769 P-61A/B interior S.A.



32770 P-61 seatbelts



JX153 P-61A/B

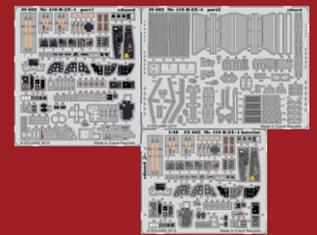


## BIG4992 Me 410 1/48 MENG

48782 Me 410B-2/U-4 engine



49602 Me 410B-2/U-4 S.A.

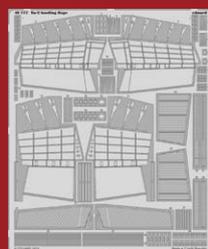


EX388 Me 410

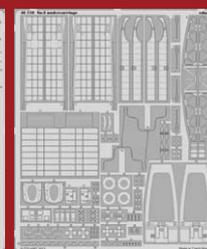


## BIG4993 Tu-25 1/48 XUNTONG MODEL

48777 Tu-2 landing flaps



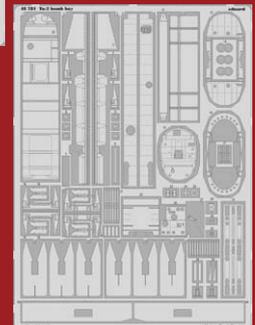
48778 Tu-2 undercarriage



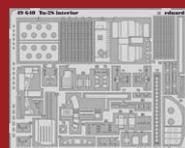
48762 Tu-2 exterior



48781 Tu-2 bomb bay



49640 Tu-25 interior S.A.



EX384 Tu-25



32333 P-61A/B exterior (BIG3331)



32769 P-61A/B interior S.A. (BIG3331)



49602 Me 410B-2/U-4 S.A. (BIG4992)



48781 Tu-2 bomb bay (BIG4993)

BIG3331 P-61A/B 1/32 HOBBY BOSS

BIG4992 Me 410 1/48 MENG

BIG4993 Tu-25 1/48 XUNTONG MODEL



## KITS

1183	La-5FN	1/48	Limited Edition
8282	Spitfire Mk.IXc early version	1/48	ProfiPACK
8494	Mirage IIICJ	1/48	Weekend

## PE-SETS

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

## MASKS

CX342	MiG-15/MiG-15bis	1/72	1/72	Eduard
CX365	EF 2000 Two seater	1/72	1/72	Hasegawa
CX372	Lancaster B Mk.II	1/72	1/72	Airfix
CX376	Fw 190A-8	1/72	1/72	Airfix
CX377	Gladiator	1/72	1/72	Airfix
JX159	B-25J gun nose	1/32	1/32	HK Models
EX407	Mirage IIICJ 1/48 Weekend	1/48	1/48	Eduard

## BIG ED

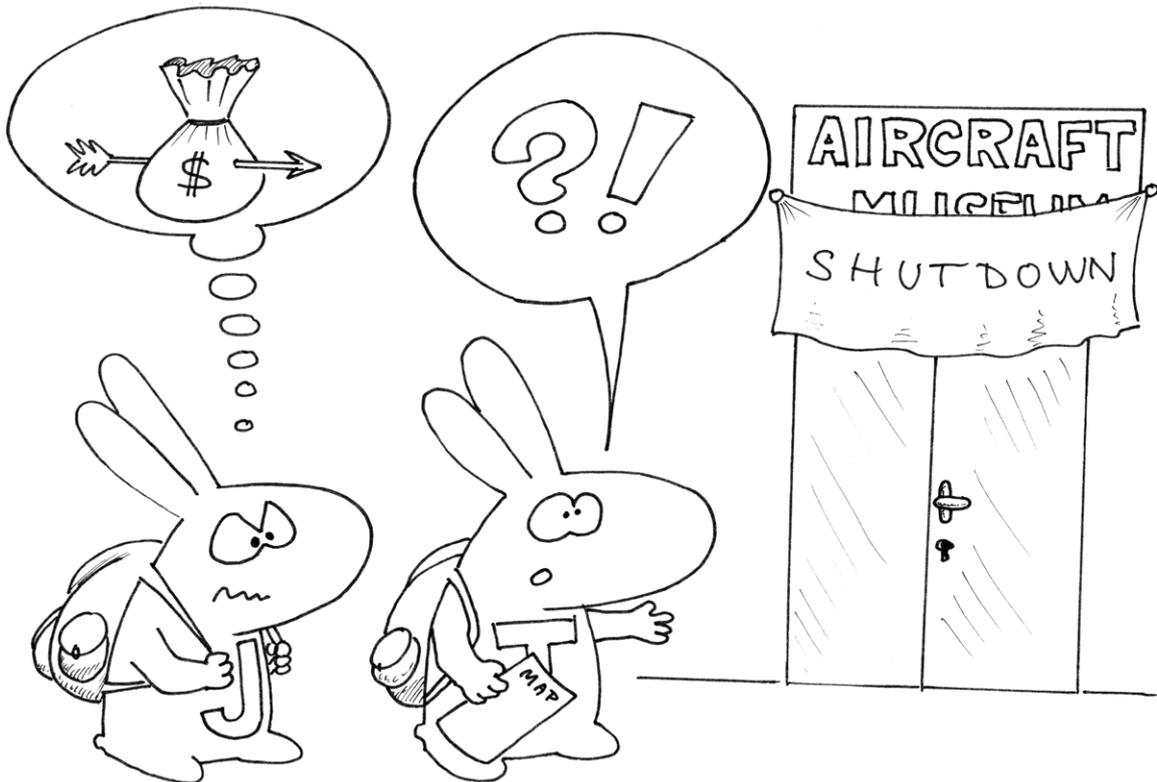
BIG3331	P-61A/B	1/32	1/32	Hobby Boss
BIG4992	Me 410	1/48	1/48	Meng
BIG4993	Tu-2S	1/48	1/48	Xuntong Model

## BRASSIN

648126	OFAB-100 Soviet bomb	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

BUY on Eduard store

Comments and input from **J&T**





*Me 410 of I. Gruppe ZG 76 in flight. Note the yellow wingtip on the bottom side of the wing. Either this is a newly assigned plane without marking, or I. Gruppe ZG 76 plane (without horizontal bar at the rear of the fuselage) and with no visible tactical signs.*

# HORNISSE!

Peter Kaššák

The resurrection of the Zerstörer in the Luftwaffe and their assignment to combat units as part of the Defence of the Reich was described in earlier issues of the Eduard Newsletter. It aimed to describe the role and history of the Bf 110 in defensive actions over Czech and Slovak territory. ZG 76, however, re-equipped and retrained to fly the newer Messerschmitt Me 410 twin engine fighter. Its combat career was short but intense. In this article, we will examine the first mission.

The first mission flown by pilots of I./ZG 76 in the new Messerschmitt Me 410 against the Americans came on June 13, 1944. More than 560 bombers of the 15th United States Army Air Force (15.USAAF) escorted by heavy fighters attacked targets situated in Germany and Italy. Boeing B-17 bombers of the 5th Bomb Wing attacked aircraft component plants at Munich-Allach while B-24 crews flew to drop their bombs on marshaling yards at Innsbruck

and Munich in Germany and the industrial area at Porto Marghera in Italy.

Luftwaffe HQ directed II./ZG 10 to intercept, flying twin engine Messerschmitt Bf 110s from Wels fitted with dual rocket launcher under each wing. Their cover was the responsibility of single engine Messerschmitt Bf 109s of I./JG 300 (Neubiberg Air Base) and I./JG 302 stationed at Götzendorf. Also II.(Sturm)/JG 300 prepared for the attack by transferring its 13

Fw 190s and pilots from Rheine to Rhein-Main. I./ZG 76 joined the battle formation as well with its 410s. All told, the Luftwaffe committed 113 single and twin engine aircraft in the defensive role. Just before 1000 hours, around 46 Zerstörer pilots of ZG 1 and ZG 76 made their first attack on the incoming heavies in the München area.

Fierce battles ensued in the skies of South Central Europe. In total, twenty one USAAF planes were lost during the missions. Two P-38 fighters did not return as well as one Boeing B-17. The remaining eighteen were Consolidated B-24s that were brought down by either German fighters or Flak. Out of this number, crews of I./ZG 76 claimed eight B-24s as destroyed (five others were claimed by I./JG 302 pilots together with one P-38 and one P-51 (none were lost), and two victories were claimed by I./JG 300 pilots).

At about 1015 hours, when 37 crews of the 484th Bomb Group found themselves over the Initial Point near Innsbruck, six enemy Me 410 fighters made an attack on the Fox element from the 10 o'clock position. A second pass was carried out with the assistance of Me 109 fighters. Aggressive attacks were made from 12 and 5 o'clock positions and lasted between 10 and 15 minutes.

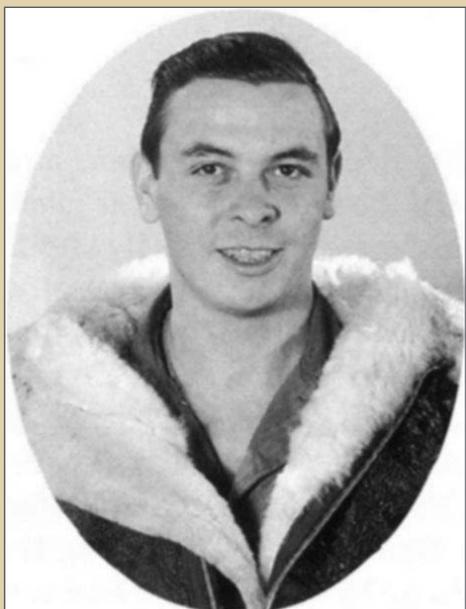


*Unknown pilot of I.Gruppe ZG 76 and his Bordfunker being assisted by ground personnel while preparing for take-off. (Collection H. Widmaier)*



Co-pilot 2nd Lt. Arthur C. Roth

Liberator B-24H-15-FO 42-52679, radio call number 48 of the 484th BG, 825th BS had been shot down by Me 410 fighters. After the first attack, the aircraft lost engine number 3. After another attack by enemy fighters the bomber began to fall out of formation to the right and was losing altitude, but still under control. At about 800 yards away from the formation and 2000 feet below it, the crew began to egress the crippled bomber. Only three parachutes were observed. Three men, navigator 1st Lt. Alfred H. Walker, bombardier 2nd Lt. William M. Capece and pilot 2nd Lt. Robert W. Willen successfully left the bomber and were captured. The rest were killed. Remains of co-pilot 2nd Lt. Arthur C. Roth, ball turret gunner S/Sgt. George M. Theobald, waist gunner S/Sgt. Roland B. Giroux, waist gunner S/Sgt. Otis E. Rule, tail gunner Sgt. Julius E. Jackson, top turret gunner Sgt. Earl J. Schapker and nose turret gunner Sgt. Philip S. Davison Jr. were buried at Geisenfeld cemetery in a mass grave.



Waist gunner S/Sgt. Roland B. Giroux

The aircraft crashed at Eichelberg, Upper Bavaria, 15 km South-East of Lich, Ingolstadt. Another victim was bomber B-24H-15-FO 42-52715 of the same 825th Bomb Squadron. Pilot 1st Lt. Sylfest L. Olson, co-pilot 2nd Lt. Romus S. Brandehoff, navigator 2nd Lt. Benjamin F. Huskins, bombardier 2nd Lt. Glenn T. Smith, engineer T/Sgt. Eugene M. Servis, radio operator T/Sgt. Harold A. Seitz (wounded), nose gunner S/Sgt. Robert W. Garvey, ball turret gunner S/Sgt. Dale W. Cato, tail gunner S/Sgt. Vincent J. Constanzo and waist gunner S/Sgt. Christopher A. Pollock all bailed out and were captured. The plane hit the ground near Munich, at Walchsee.



Tail gunner Sgt. Julius E. Jackson

Bombardier Glenn T. Smith recalls: „On June 13, 1944, during a combat mission to bomb an aircraft factory in Munich, Germany, our B-24H 'Liberator' bomber was viciously attacked by German fighter planes just before reaching the target area. The Pilot had warned us previously of engine trouble and we were having problems keeping up with the bomber formation. I had already released half of our bombs to lighten our load and now had to release the remainder. I will never know where they landed. We were forced to leave the formation and went into a high speed dive toward Switzerland. Of course, the German fighter planes easily followed us down from 22,000 feet to 5,000 feet and continued the attack. Tracer bullets were flying past my head as I looked out the astrodome. The tail gunner, ball turret gunner, and top turret gunner had all been hit. We lost two of our four engines. Fire was inevitable. The intercom went out and the Pilot sounded the „bail-out“ alarm. I could see both pilots from the astrodome and they were signaling to bail-out. For a few minutes I kept watching the pilots because I sure didn't want to leave that plane and yet I knew that I had to. When I saw the co-pilot leave and go to the bomb bay area I told the nose gunner we were leaving. I pulled the escape hatch and he bailed out immediately. I fo-

llowed with a promise to find him on the ground. The navigator had been on the flight deck with the pilots all this time so he left with the co-pilot.“ It is highly probable, but not confirmed, that two other B-24 bombers of the 484th BG were lost at the hands of I./ZG 76 fighters, too. B-24H-15-FO 42-52661 „Sinful Cynthia“ of the 827th BS, piloted by 2nd Lt. Edward H. Eibs and co-pilot 2nd Lt. Marshall C. Harvey was attacked and shot down by enemy fighters. The aircraft landed near Dübendorf in Switzerland, the crew was interned and returned home on September 19, 1945.

B-24H-15-FO 42-52655 radio call number 17, nicknamed „Fether Merchant“ of the 824th BS and flown by pilot 2nd Lt. Robert E. Bedwell Jr. and co-pilot 2nd Lt. Dennis W. Posten were attacked by enemy fighters, but managed to fly their crippled bomber back to the Mediterranean area. After the final engine stopped working, the pilot ditched the bomber in the sea 30 miles South West of Pola, Yugoslavia. Three men drowned with the bird, the rest were rescued. Seven crewmembers were picked up by German hospital ship.

Gunners of the 484 the BG planes claimed 5-8-5 aerial victories.

Gruppenkommandeur I. Gruppe ZG 76, Hptm. Heinrich Offterdinger led his pilots into the battle straight ahead. The Gruppenkommandeur claimed a victory over a B-24 at an altitude of 7,000 meters over Mainburg/Landshut area. But his plane, Me 410A-1 W.Nrs.120131, was hit and crashed near Neuburg an. Donau, Obergrasheim. Pilot Hptm. Heinrich Offterdinger was wounded, while his gunner Uffz. Günther Brodde died. Heinrich Offterdinger was transported to Krieg Reserve Flieger Horst Lazaret at Seyring. His wounds were extremely serious and his forehead was replaced by a plexyglass plate. His recuperation took a long time and Offterdinger did not return to ZG 76 until the autumn of 1944, when the unit became JG 76, and later on IV./ JG 300. On January 1, 1945



Gruppenkommandeur I./ZG 76, Hptm. Heinrich Offterdinger.



Victims of Me 410s. Kneeling (left to right): navigator 2nd Lt. Benjamin F. Huskins, pilot 1st Lt. Sylfest L. Olson, copilot 2nd Lt. Romus S. Brandehoff and bombardier 2nd Lt. Glenn T. Smith. Standing (left to right): engineer S/ Sgt. Dale W. Cato, Ass. Engineer Sgt. Charley V. Glass, gunner Sgt. Christopher A. Pollock, radio operator S/ Sgt. Harold A. Seitz, gunners Sgt. Vincent J. Constanzo and T/ Sgt. Eugene M. Servis. (via G.T. Smith)

Me 410 Stab I.ZG 76 Vinkel 2, lost on June 13, 1944.



he was promoted to Major and on February 23, 1945 he was appointed Gruppen Kommandeur IV./ ErgJG 2 (until April 20, 1945).

The second victim of the Stab was the crew Uffz. Damian Hemmerling and Uffz. Bernhard Kajdan flying aircraft W.Nr.120110. Both airmen died in their plane. A third plane of the Stabschwarm, W.Nr. 150110, was lost in the battle as well killing the pilot Uffz. Karl Müller. The unidentified Bordfunker survived, having taken to his parachute.

The First Staffel recorded one success. Uffz. Johann Warten claimed a B-24 at 7,000 meters over Geissfeld. The victory stood in balance of a loss, Me 410A-1 W.Nr.120158 (M8+ „white14“) which was lost near Hamburg. The crew of Lt. Willi Felder and Uffz. Alfred Haug, both perished.

The Second Staffel was a bit luckier. Its pilots claimed four victories over Liberator bombers between 1004 and 1015 hours. Hptm. Karl-Heinz Dziarnowski as a Staffelkapitän made an example for his pilots with one victory over Mainburg/Landshut. Another victory were added by Ofw. Josef Westerhoff, Uffz. Heinz Horst Hoheisel and Uffz. Walter Ibold. From Walter Ibold's memoirs we can conclude that he was also shot down on that day, but due to no harm having come to the crew, we do not have the evidence. He recalled: „Transfers followed to Vienna – Seyring, then to Nový Dvůr in Slovakia. Meanwhile we had taken over the Me 410 in Prague. During this time I flew some

25-30 sorties with two Viermots confirmed shot down, two Mustangs damaged in air combat and three other indecisive combats. I was shot down twice, once I had to bail out by parachute, the second time I had to crash land near Ingolstadt with a hard belly landing.“

The Staffel lost only one Me 410A-1 reported in the area South of München. The pilot was unharmed while the Bordfunker, Uffz. Werner



Pilot of 1. Staffel ZG 76, Hans Johann Franz Warten, scored one victory over a Liberator bomber. Warten died 13 days late over Slovakia on 26.6.1944.

Müller, was slightly wounded and transported to hospital at Seyring.

The Third Staffel was without losses, and Uffz. Rieber claimed two B-24s shot down north and east of München.

Hptm. Heinrich Offterdinger Stab I./ZG 76 B-24 [Mainburg/Landshut] 7,500 m. 1000-1015h

Uffz. Rieber 3./ZG 76 B-24 [N. München] 7,000 m. 1002h

Ofw. Josef Westerhoff 2./ZG 76 B-24 [Freising/München] 7,000 m. 1004h

Uffz. Johann Warten 1./ZG 76 B-24 [bei Geissenfeld] 7,000 m 1005h

Uffz. Heinz Horst Hoheisel 2./ZG 76 B-24 [Mainburg/Landshut] 7,300 m. 1005-1015h

Hptm. Karl-Heinz Dziarnowski 2./ZG 76 B-24 [Mainburg/Landshut] 7,400 m. 1005-1015h

Uffz. Walter Ibold 2./ZG 76 B-24 [Wolnzach/Ingolstadt] 7,000 m. 1008h

Uffz. Rieber 3./ZG 76 B-24 [E. München] 4,000-800 m 1015h

In the end, the success of the first mission of I. Gruppe ZG 76 flying the Me 410 was offset

by the loss of seven planes. Four planes were destroyed and three damaged due to enemy action in combat. Six men died and two were wounded.

Most of the lost and damaged Me 410s went on the scoreboard of Mustang fighter pilots of the 31st Fighter Group. Forty-eight Mustangs took off from San Severo at 0730 hours and headed to the rendezvous point with six groups of B-17, that had to be protected by them. Five pilots had to turn home early and 43 continued on. First on the scene were Me 109s. About 30 enemy fighters were seen at 30,000 feet over Landshut at 0940 hours. Then about 30 Me 410s were observed near I.P. Innsbruck flying south. Two were engaged and destroyed. At about 1245 hours another group of 12 Me 410s attempted to fire rockets at the first group of B-24s, 5 miles NE of Landshut, but were driven off before they could discharge them. The Me 410s had six FW 190s as escort.

Two destroyed Me 410s were claimed by 1st Lt. William J. Dillard (1) and 2nd Lt. Dawe W. Main Jr. shared one together with 1st Lt. Ernest Shipman, all 307.FS. Another two Me 410s were damaged by 1st Lt. George G. Loving and Lt. Robert D. Thompson, both of the 309th FS. Total score for the 31st FG was 6-0-4.

1st Lt. George G. Loving of 31.FG remembered this mission: „On our second trip to Munich on June 13, 1944, Luftwaffe fighters put up a spirited defense. Our mission was to escort B-17s of the 5th Heavy Bombardment Wing. Rendezvous with the bombers was at 0930 hours at 26,000 feet over Chiemsee, some forty miles southeast of Munich.

Seven minutes after rendezvous, as we neared Landshut, Green 4 called out, „Woodbine Green, bandits at five o'clock high.“ There were four Fw 190s headed downhill for an attack on us. I waited until just before they reached firing range and then called a right break. They went screaming by us. They hadn't laid a glove on us, but as we were turning back around to give chase I spotted a dozen Me 410s closing on the bombers.



Oblt. Karl-Heinz Dziarnowski, Flew with ZG1 and later with I./ZG 76. Led 2. Staffel as a last Staffelführer. Became Missing In Action on 27.9.1944 as a pilot of I./JG 76 over Holland.



Wehrpass of Walter Ibold. Entered Luftwaffe service at 15.10.1940. In combat he flew with 8./ZG 76, 2./ZG 76 and later 2./JG 76 which became 14./JG 300. He flew 60+ missions during which he achieved 6 heavy bomber victories and three unconfirmed victories.

We were 2,000 feet above the bombers and headed toward the rear of their formation. I called out the bogeys, „Woodbine Green, bandits below at three o'clock,“ and pushed the stick hard to the right and forward, heading down and turning sharply to get into firing position. I was now almost directly behind the three Me 410s bringing up the rear, 300 yards back. I wanted to get closer but didn't dare to wait too long; the 410s were moving relentlessly toward the B-17s and would soon be close enough to fire their rockets (since none were aboard, authors note). The Me 410s each had a rear gunner, and I could see the muzzle flashes of machine guns being fired at me; I hunkered down a bit but held a steady course. My gunsight pipper pointed just above the middle of 410's canopy when I squeezed the trigger at about 250 yards. Almost immediately I saw hits on the right wing root. Moments later the entire Me 410 formation broke apart and abandoned the attack. before I could close in further for the kill, my wingman excitedly announced the presence of Me 109s and we had to break left.“

Pilots of the 52nd FG were present as fighter escort for the bombers and successfully joined combat with the Luftwaffe fighters. Their score after the combat was 7.5 Fw 190s and two Me 410s shot down. Among those were two Me 410s of I./ZG 76. 2nd Lt. John Barry Lawler of 2.FS claimed one Me 410 at 1015 hours. This kill was his fifth victory in WWII. Another Me 410 fell victim to the Browning guns of Mustang P-51B-15-NA 43-24853 nicknamed „Little Ambassador“, piloted by 2nd Lt. James William Emrey of 5.FS, 52.FG. He described the victory: „I was flying number 4 in blue flight. East of Munich at 26,000 feet my flight leader called in a flight of Fw 190s. We started down on them. Close to the ground I saw

Me 410 going 90 degrees to the Fw 190s. I made three passes at the Me 410 from above, trying to lose my excess speed. On my fourth pass I got dead astern and shot up both engines and the cockpit of the enemy aircraft, which then crashed into the ground and burned.“

So, this was the first operation of I. Gruppe ZG 76. On the same day, II./ZG 76 noted two planes being damaged. However this happened on non-operational flight and without enemy action. Most probably this occurred during training in and around the air base. The Gruppe was still in the re-equipment process. But soon their baptism of fire would come.....in two days.

## SOURCES:

- \* Caldwell D.: Day Fighters in Defence of the Reich, A War Diary 1942-45, Frontline Books, 2011
- \* Ivie T., Ludwig P.: Spitfires and Yellow Tail Mustangs, The 52nd Fighter Group in World War Two, Hikoki Publications, 2005
- \* Kucera D.C.: In a Now Forgotten Sky, The 31st Fighter Group in WW2, Flying Machines Press, 1997
- \* Loving G.: Woodbine Red Leader, A P-51 Mustang Ace in the Mediterranean Theater, Ballantine books, New York, 2003
- \* Info via Doug Stankey, 2009
- \* NARA, Narrative Mission Report Number 561, 31st Fighter Group, Munich, Germany, June 13, 1944
- \* NARA, HQ Mediterranean Allied Strategic Air Force, Intops summary No. 327, 13 June 1944
- \* Glenn T. Smith memories, email to author 2008
- \* BA-MA, Freiburg, Namentliche verlustmeldungen I. Gruppe ZG 76



P-51 of 1st Lt. George G. Loving.



1st Lt. George G. Loving posing on the wing of his Mustang after becoming an Ace.



P-51B, 1st Lt. George G. Loving.

**BIG ED**

BUY Me 410 1/48 MEN 

2nd Lt. John Barry Lawler of 2.FS, who claimed one Me 410 as shot down on 13.6.1944. As his fifth victory it qualified him as an ace.

# Fw 190D-11 1/48

Fw 190D-11, W.Nr. 2200XX, VFS des G. d. J.,  
Bad Wörishofen, March - April 1945



**built by Jakub Nademlejnský**

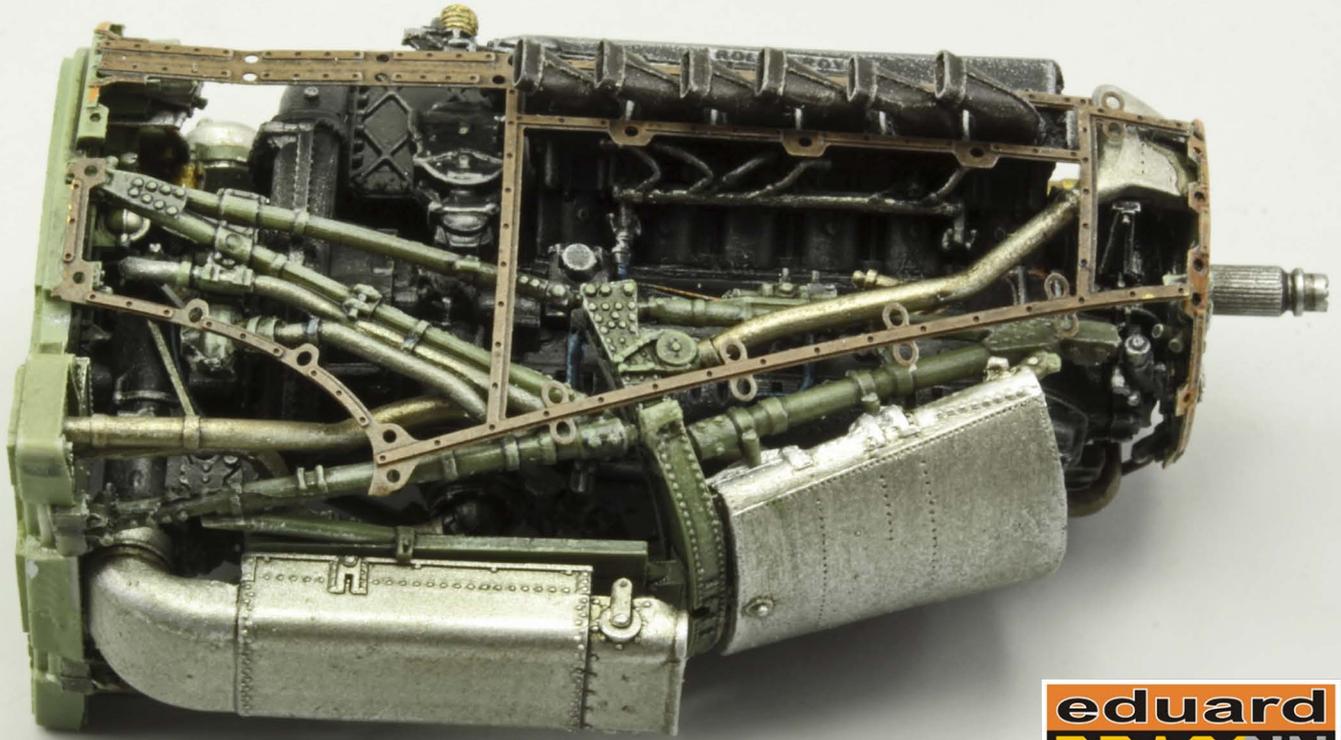




Based on the post-war pictures, it is clear that Fw 190D-11 'Red 4' from the famous 'Sachsenberg Schwarm' was previously used by Verbandführerschule des G. d. J. under the designation '< 58' at Bad Wörishofen. This school unit offered specialized training for fighter unit leaders. As this unit was a pilot school, the white spinner spiral, typical for frontline fighters, was not present.



BUY Fw 190D-11 1/48 

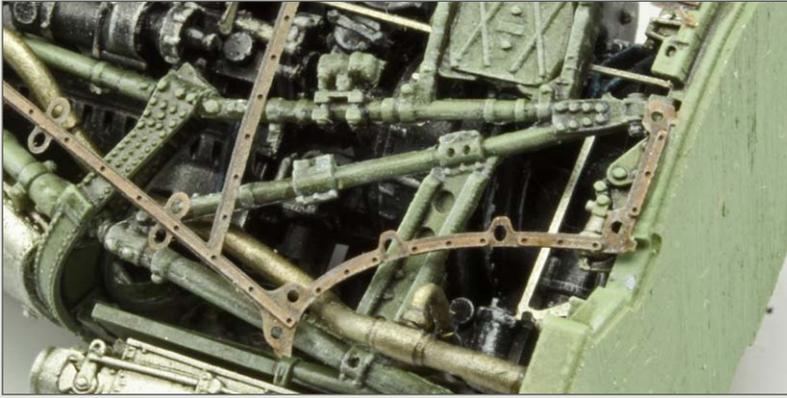


# Spitfire Mk.IX engine

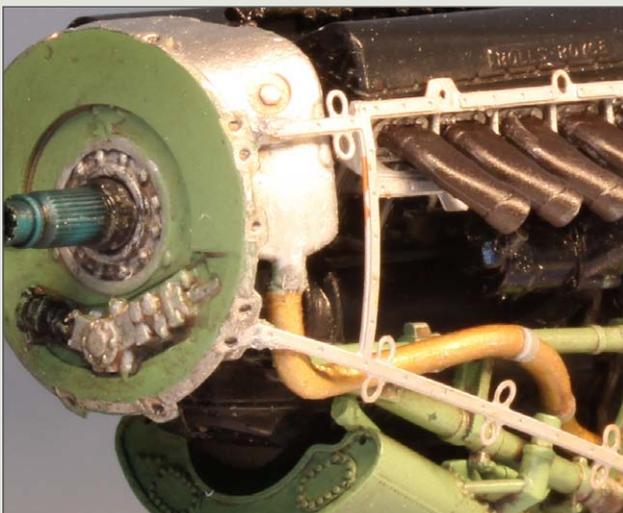
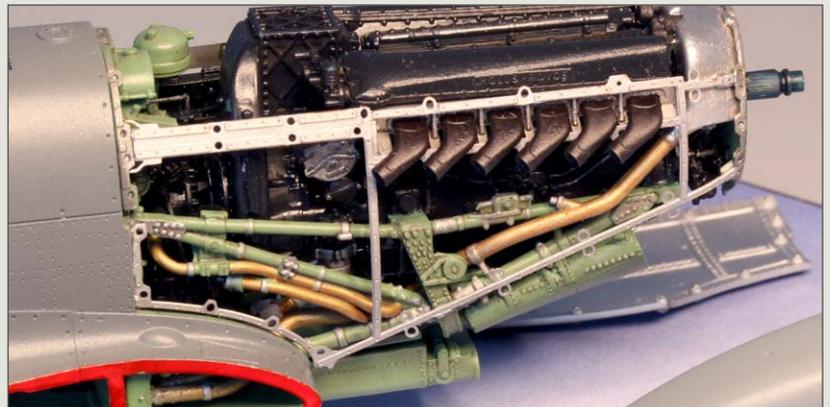
1/48

Cat.No. 648112





**built by Roman Hadaš, Eduard**



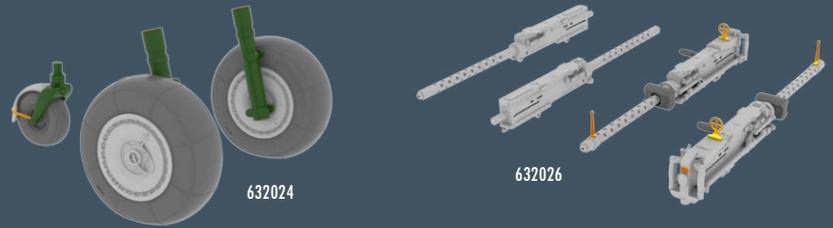
**BUY Spitfire Mk.IX engine 1/48**



# ON APPROACH

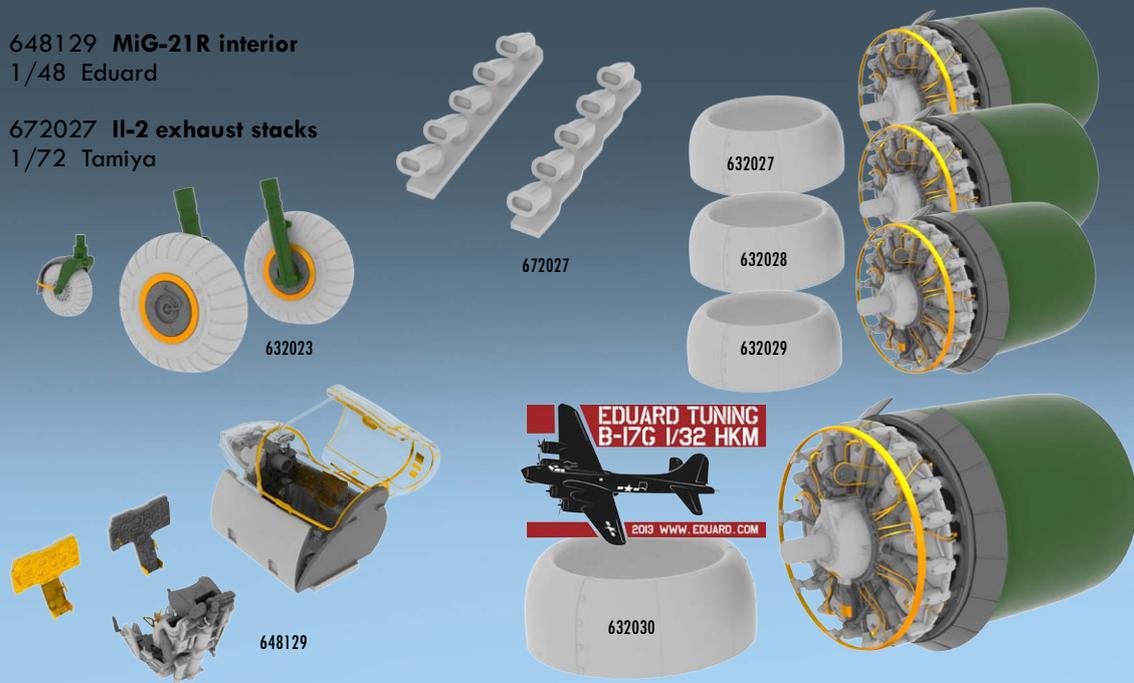
## BIG ED (December)

- BIG3332 B-17G - PART I. 1/32 HK Models
- BIG3333 B-17G - PART II. 1/32 HK Models
- BIG4994 Tu-2T 1/48 Xuntong Model
- BIG7282 LANCASTER B Mk.III DAMBUSTER 1/72 Airfix



## BRASSIN (December)

- 632023 Ju 88 wheels early 1/32 Revell
- 632024 Ju 88 wheels late 1/32 Revell
- 632026 B-17G guns 1/32 HK Models
- 632027 B-17G engine No.1 1/32 HK Models
- 632028 B-17G engine No.2 1/32 HK Models
- 632029 B-17G engine No.3 1/32 HK Models
- 632030 B-17G engine No.4 1/32 HK Models
- 648129 MiG-21R interior 1/48 Eduard
- 672027 Il-2 exhaust stacks 1/72 Tamiya



## KITS

(December)

1180  
**Jugs over Italy**  
1/48 Limited Edition



7422  
**Bf 110G-4**  
1/72 Weekend



8238  
**MiG-21R**  
1/48 ProfiPACK

**PHOTO-ETCHED SETS** (December)

**PE-SETS**

17522	Figures Royal Navy Gun Crew S.A.	1/350
17525	Figures Soviet Navy WWII S.A.	1/350
53095	Yamato	1/450 Hasegawa
53098	Yamato railings	1/450 Hasegawa
32330	A-1D exterior	1/32 Trumpeter
32347	Lynx HAS.3 exterior	1/32 Revell
32349	A-1D engine	1/32 Trumpeter
32352	Ju 88A-4 exterior	1/32 Revell
32765	Lynx HAS.3 interior S.A.	1/32 Revell
32767	Lynx HAS.3 seatbelts	1/32 Revell
32789	A-1D interior S.A.	1/32 Trumpeter
32793	P-51D seatbelts FABRIC	1/32 Tamiya
32799	Ju 88A seatbelts FABRIC	1/32 Revell
32800	Ju 88A-4 interior S.A.	1/32 Revell

32801	B-25J nose guns and ammo belts	1/32	HK Models
49616	B-29 interior S.A.	1/48	Monogram/Revell
49617	B-29 seatbelts	1/48	Monogram/Revell
48794	MiG-21R exterior	1/48	Eduard
72562	SH-3D Sea King exterior	1/72	Cyber Hobby
72577	Lancaster B Mk.I/B Mk.III bomb bay	1/72	Airfix
73476	Bf 110G-4 Weekend	1/72	Eduard
73477	SH-3D Sea King interior S.A.	1/72	Cyber Hobby

**ZOOMS**

33120	Lynx HAS.3 interior S.A.	1/32	Revell
33129	Ju 88A-4 interior S.A.	1/32	Revell
FE616	B-29 interior S.A.	1/48	Monogram/Revell
SS477	SH-3D Sea King interior S.A.	1/72	Cyber Hobby

53095  
**Yamato**  
1/450 Hasegawa



53095 Yamato  
1/450 Hasegawa



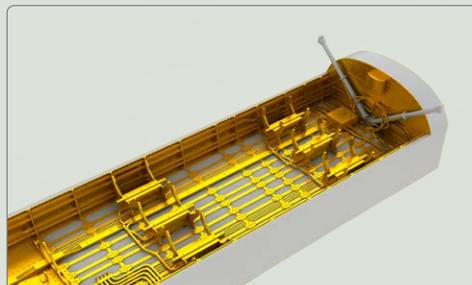
32765 Lynx HAS.3 interior S.A.  
1/32 Revell



32801 B-25J nose guns and ammo belts  
1/32 HK Models



72562 SH-3D Sea King exterior  
1/72 Cyber Hobby



72577 Lancaster B Mk.I/B Mk.III bomb bay  
1/72 Airfix



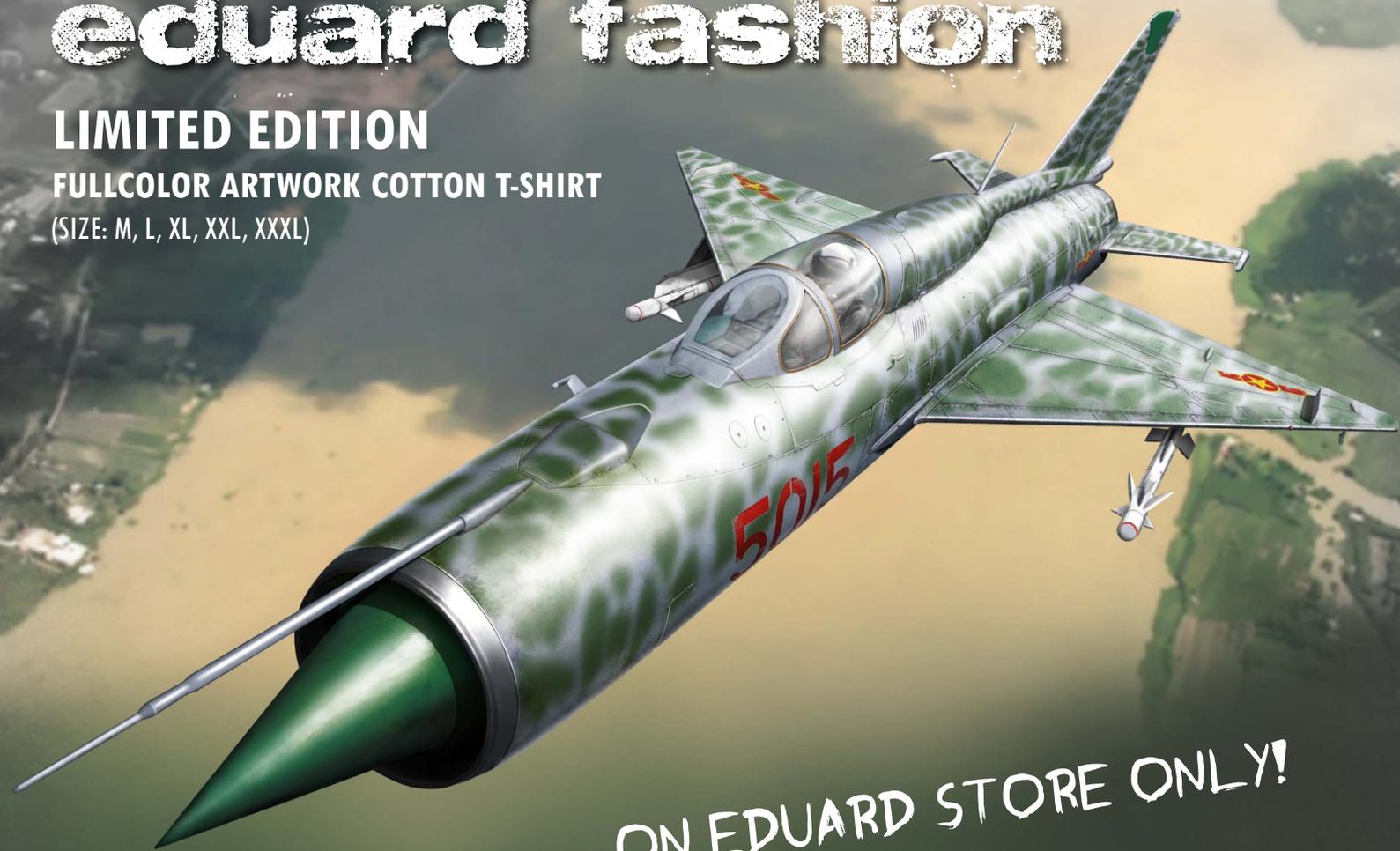
49616 B-29 interior S.A.  
1/48 Monogram/Revell

# eduard fashion

LIMITED EDITION

FULLCOLOR ARTWORK COTTON T-SHIRT

(SIZE: M, L, XL, XXL, XXXL)



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