

# INFO

# EDUARD

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Editorial	3
DH-2 1/48	5
Bf 110 Instrumental panel 1/4	6
Bf 110G-2 1/48	7
Bf 109E-3 1/32	8
February Brassin	9
February Photo-etched	10
February Big ED sets	14
On approach: MiG again...	19
On approach: March 2011 releases	32



**BUILT:**  
**P-39 AIRACOBRA 1/48**  
page 31

**SUBSCRIBER  
LIMITED EDITION:**  
**MiG-21MF 1/48**  
page 16



**PHOTO-ETCHED:**  
**HOT NEW - Camo netting**  
page 12



**HISTORY:**  
**Messerschmitt Bf 110G-2 & Flak 18**  
page 20



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

# EDITORIAL



.....and, here it is. The 'Year of the Rabbit'. That can mean just about anything!

A basically harmless survey on Hyperscale, which, at a moment when I was commenting on it, was virtually settled. But, by the beginning of January, gained a dynamic whereby it developed into an interesting and unexpected finish. I am not sure, due to uncertain final results, who won. But, in the end, that's not all that important, and the results at the top seemed basically a tie. What I did find interesting was the number of our votes; 7,500 is substantial, and a relatively large gap in the top three with the rest of the field. It would appear that the view of modelers with respect to favorite firms and their roles in the industry may differ from what appears evident in articles and postings by individuals.

Regardless of the final results, I think that the top finishers have a lot in common. First off, I'd say that there is a shared base rooted in well executed work and a well planned investment in technical innovation, coupled with a good line of communication with their client base, leaving others with little or no rest. In its way, this can seem somewhat manipulative, but this form of manipulation, I would say, is not only legal (moral?), but beneficial across the board. In this sense, I give you my sincere word that we will continue not only to manipulate, but to find new and innovative ways of doing so. Our next bit of manipulation is on the doorstep, in the form of the MiG-21.

This kit will not hit the shelves in February yet; that will come in March, but February sees a rapid pre-payment procedure in place. The special subscriber edition can be ordered at [www.eduard.com](http://www.eduard.com) up to the end of February. The kits will then be mailed out from mid-March in the sequence that the orders were received. (I would like to discretely point out that here, in Europe, and specifically in the east, when time to time tomorrow means yesterday, mid-March means March 15th, at noon). With the number of decal options available, we decided that the subscribers to this kit will be allowed to also purchase separately molded plastic tree frames, designated 8235 MiG-21MF OVERTREES, and is directly tied to the purchase of the subscriber edition. OVERTREES will not be available separately at any time, so weigh your decision carefully, and relatively quickly. The window of opportunity will close fast.

The subscriber edition is being unleashed in February, to try and ease the anxiety of those who have waited for this kit for a long time. But that doesn't mean that we have nothing else up our sleeve. On the contrary, February sees the light of day for four new kits, albeit none of these are brand new. At least two of these are back by popular demand. Besides the DH-2, which is back after an extended leave as a ProfiPACK edition kit, there is also the 1/4 scale Bf 110 instrument panel. You'll likely remember this item from the Royal Class boxing of the Bf 110 kit. I'd say this ended up being a bit of a gem for us. So now, as I once promised at an e-Day meet,



we are releasing this kit as a stand-alone item. And while we are on the subject of the -110, we have something new to offer, the Bf110G-2/R1 as a Weekend release. For those who are not all that aware of this mod, it carried a 37mm cannon under the fuselage. In the February newsletter, you can find out substantially more on this modification, as our historical notebook is dedicated to this version. I've read it myself. It was originally in Slovak, which to an old Czechoslovak such as myself, is heavenly music, and it is very detailed. So, tear down your modeling inhibitions and tackle it! The fourth February release is also a Weekend Edition boxing, this time the 32nd scale Bf 109E-3. This was somewhat intentional with respect to timing. Whenever we get inundated with competitors' subjects from China, we try to time our Weekend Editions around that time. I won't go into too much detail explanation as to why.....

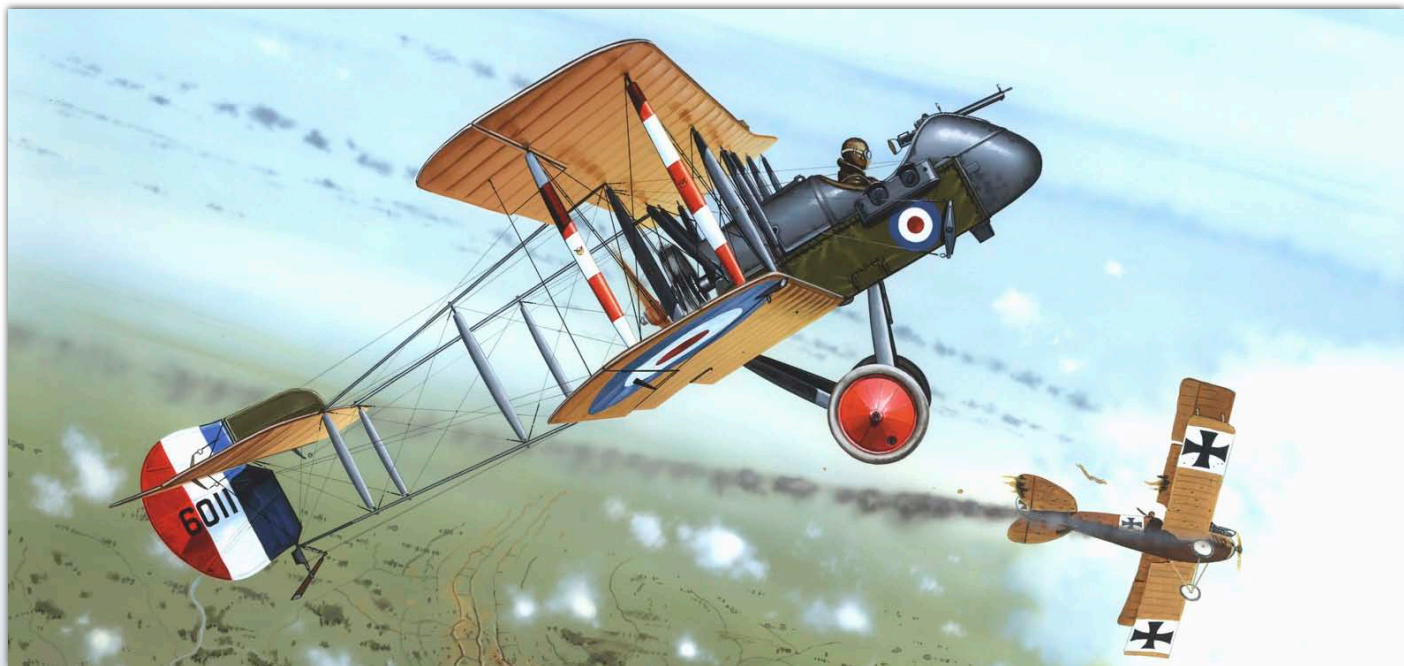
There is also another bonus for the release of this kit at this time, and it has to do with one of two new Brassin sets in the form of the SD 2 cluster bomb for the Bf 109E. Very nice.... for something that was designed for people to be extremely crappy to each other, anyway. Together with that, we are also releasing a seemingly minor, although a well executed set of Phantom exhaust, this time in 1/48th scale.

There is also the usual quantity of brass to talk about, most of which covers aircraft, as usual, but which I am beginning to develop a minor nervousness. There are some very attractive sets, such as those covering the B-17G from Revell, and the Ju 188 from Hasegawa. February offers include an interesting set in the same scale covering static discharger wicks, which I thought was a great idea. In 1/48th scale, we are covering the Hobby Boss Tornado, as well as the F-100 from Trumpeter and the Revell Eurofighter. 1/32nd scale is covered as well, with coverage of the AV-8B, and, most of all, the MiG-23. Last, but not least, we are also covering AFVs. Besides the hellish standoff armor on the Stryker, that will certainly make the life of even the biggest masochist who attempts this subject much easier, with two color netting covers. I would highly recommend these, and they are truly, truly nice!



# DH-2 1/48 ProfiPACK

## Cat.No. 8094



No. 6011,  
No. 24 squadron RFC, 1916



No. 7851, No. 32 squadron  
RFC, Flight C, France, 1916



No. 5998, Capt. John Oliver  
Andrews, No. 24 Squadron RFC,  
France, 1916

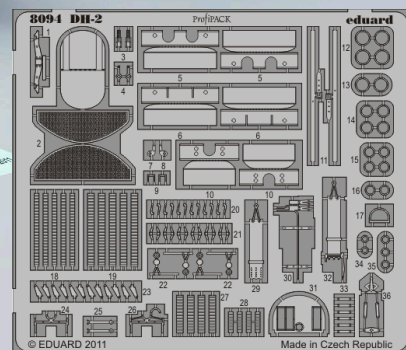
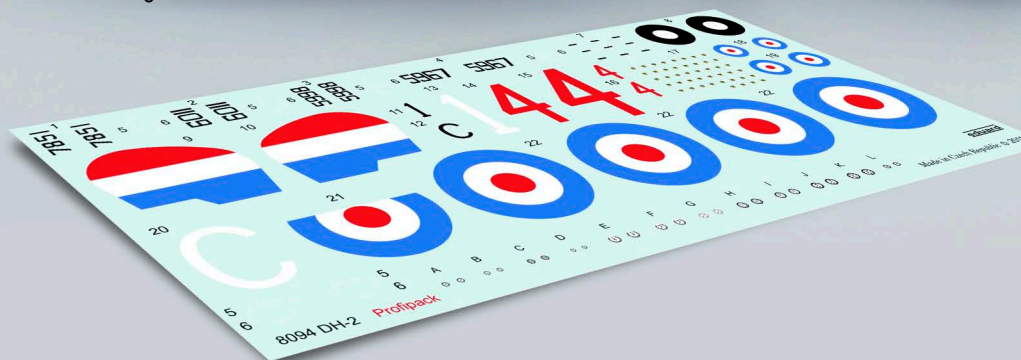


No. 5967, Robert H. M. S.  
Saundby, No. 24 Squadron RFC,  
'A' flight, France, July, 1916



### Curious british fighter from the middle of the Great War.

- 48 plastic parts
- Photo-etched details
- Express Maska
- 4 markings



**BUY 8094 DH-2 1/48**

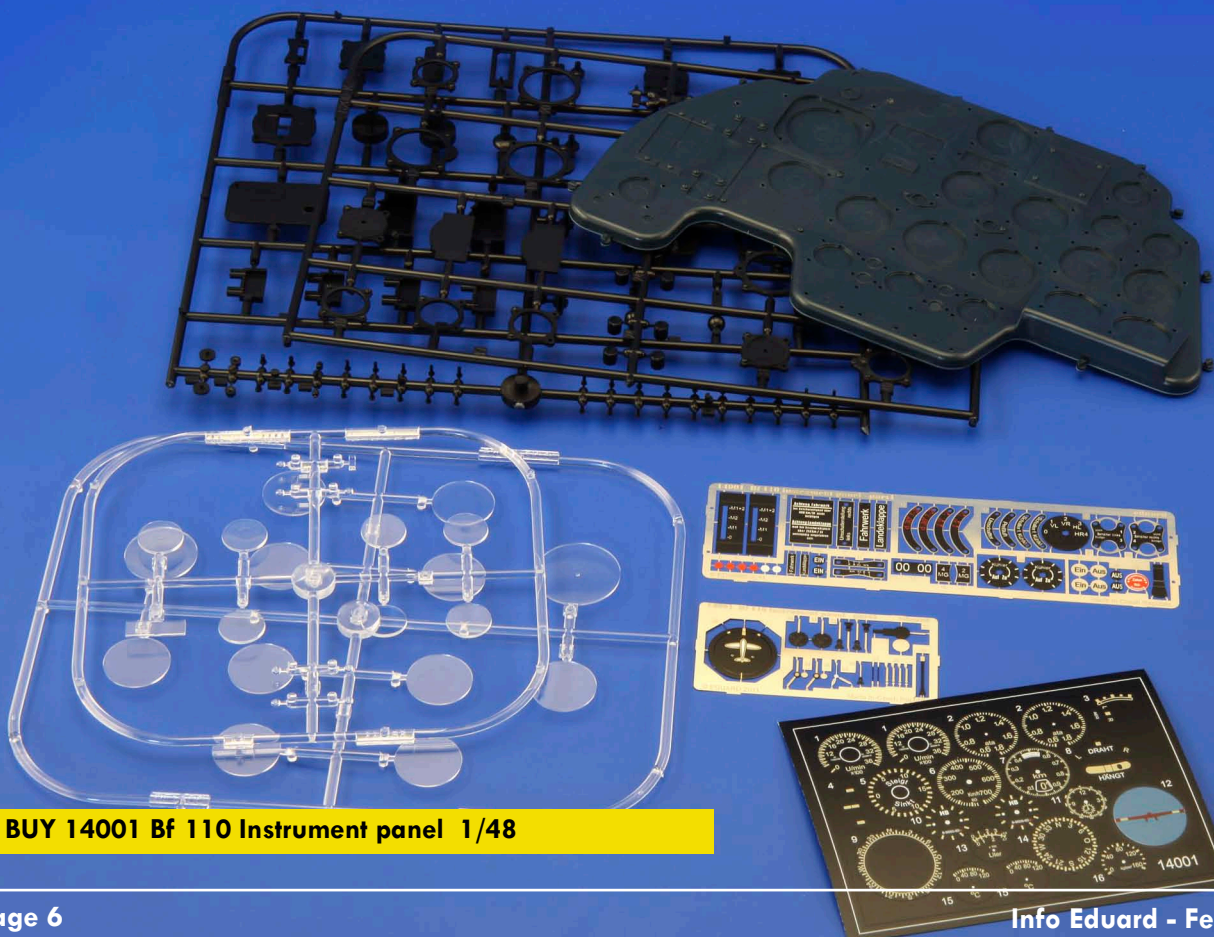


# Bf 110 Instrument panel 1/4 LIMITED EDITION

Cat.No. 14001



- Over 60 Instruments, Switches and Placards
- Accurate interpretation in large 1/4 scale (203 x 124 mm)
- Life-like Color Photo-etched Label Placards
- Designed for Bf 110C



**BUY 14001 Bf 110 Instrument panel 1/48**

# Bf 110G-2 1/48 Weekend edition

## Cat.No. 84140



4./ZG 76, Prague,  
Czechoslovakia - Spring, 1944

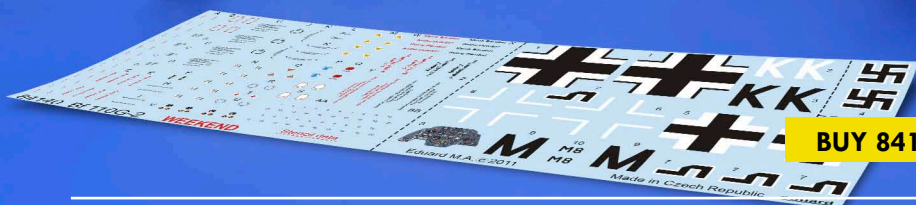
Bf 110G-2/R1 with underslung 37 mm cannons were operated by ZG 76 within the 'Defense of the Reich' system from Kbely and Ruzyn airfields (Gbell and Rusin). This armament variation could have been devastating to the USAAF, but for the fact that its combat use rather complicated. The M5 modification using the Wfr.Gr. 21 was set up so that, due to weight savings, one rocket would be carried under each wing instead of two. The aircraft was a combination of R1 and R2 field modifications, and had the GM 1 (R2) system installed for high altitude performance. This was located in the rear cockpit and required the removal of the rear firing MG 82Z. Besides the national markings,

fuselage codes, yellow fuselage band, and white-tipped spinners, the aircraft carries other identifying features. The fuselage cross has a wider white segment at the expense of the black centre. The individual aircraft letter 'K' is repeated under the wing. Atypically, yellow can be found on the rear fuselage in the vicinity of the tail surfaces.

Aircraft of ZG 76 with this armament configuration engaged allied formations on May 12, 1944, when the USAAF attacked Germany's largest refineries at STW Brux in Czechoslovakia, and thus initiated what became known as the 'Battle for Fuel'.

*In the same camouflage scheme as the Weekend Edition. The ProfiPACK version offers an additional four schemes, Photo-etched and Express mask*

**BUY 8205 Bf 110G-2 1/48 ProfiPACK**



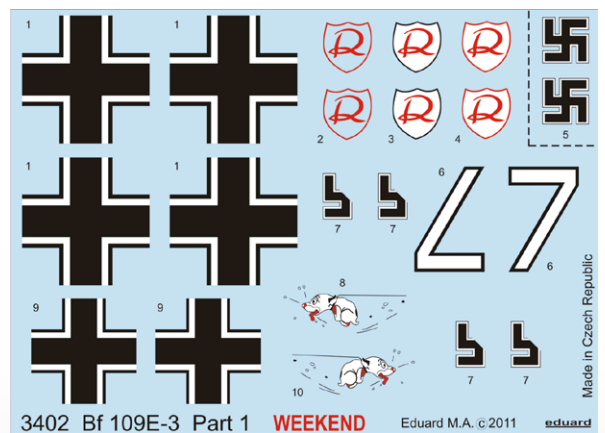
**BUY 84140 Bf 110G-2 1/48 Weekend**

# Bf 109E-3 1/32 Weekend edition Cat.No. 3402

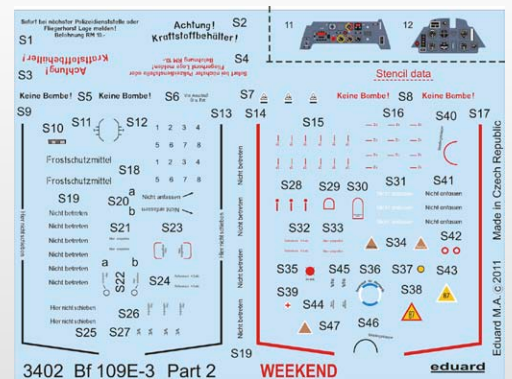
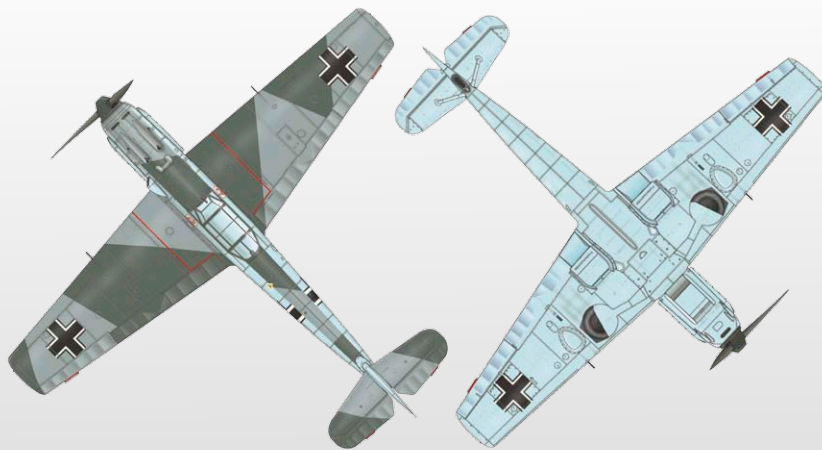


1./JG 2, Bassenheim, Germany, May 1940

The illustrated White '7' flew in the spring of 1940 with Staffel JG 2 under the command of Spanish Civil War veteran Oblt. Otto Bertram. The aircraft carries the standard period camouflage scheme consisting of RLM 02/71 on the upper surfaces. The lower surface light blue RLM 65 extended quite high up the fuselage sides. An oddity on this aircraft is the application of older national markings on this newer scheme, including the smaller fuselage crosses with very thin border segments and the application of the Swastika such that it covered both the rudder and the fin. The emblem of JG 2 Richthofen appeared on both sides of the fuselage under the cockpit. Similarly, the Staffel marking of a leashed dog 'Bonzo' appeared on both sides, and was developed by Otto Bertram. The template for the marking was the comic character 'Bonzo the Dog', by the Brit George Studdy who's drawings paradoxically appeared on aircraft of both sides.

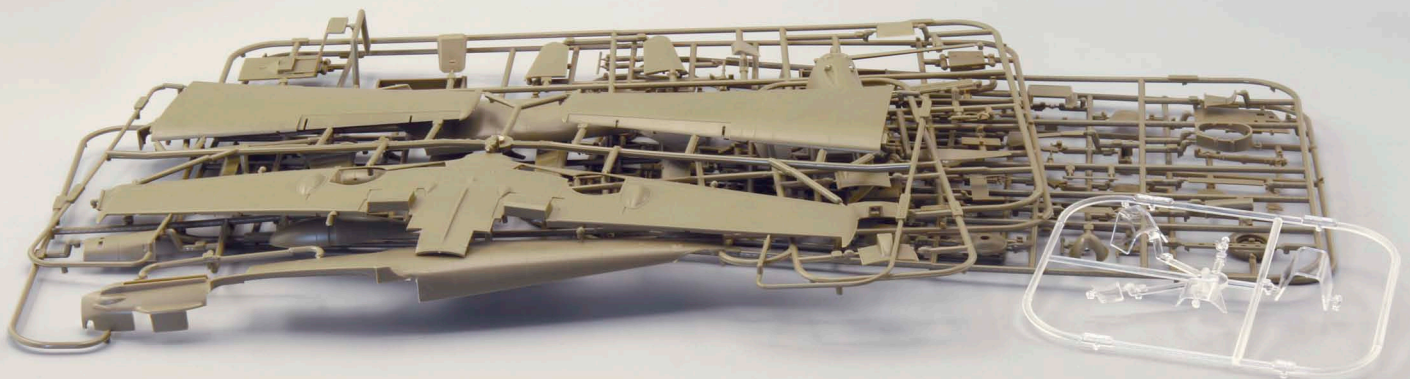


3402 Bf 109E-3 Part 1 WEEKEND Eduard M.A. c 2011 eduard



3402 Bf 109E-3 Part 2 WEEKEND eduard

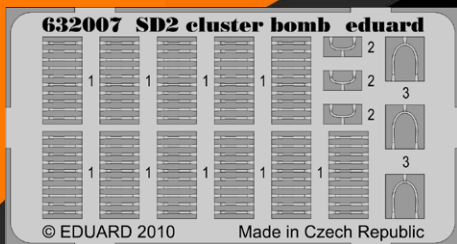
**BUY 3402 Bf 109E-3 1/48 Weekend**



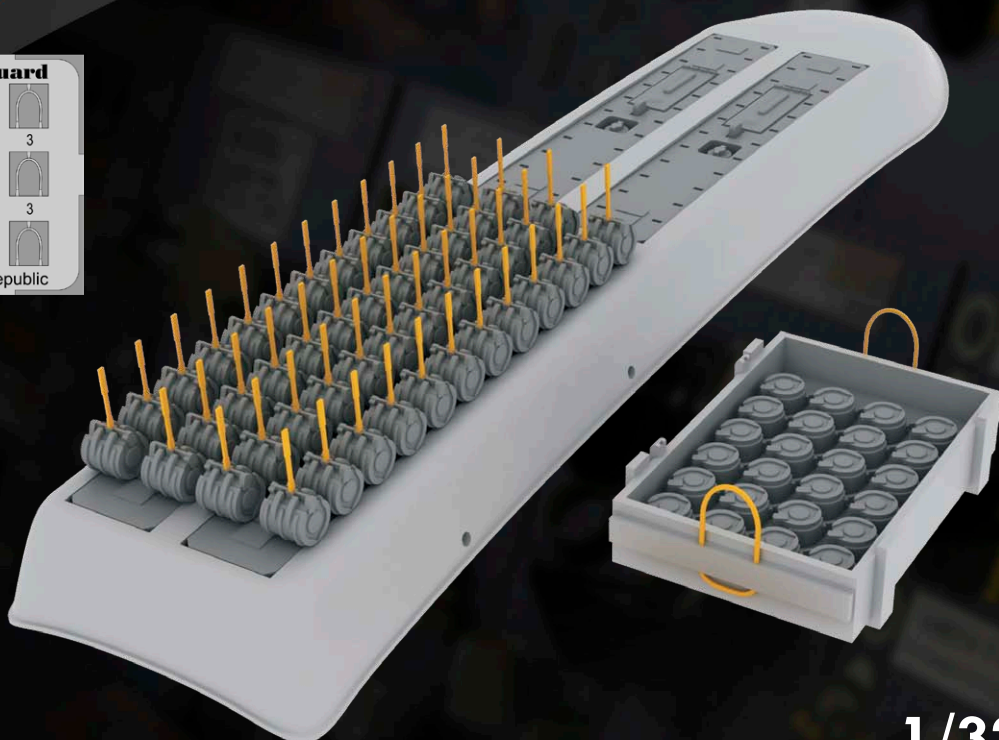




**632007**  
**SD2 cluster bomb**  
 (Eduard)

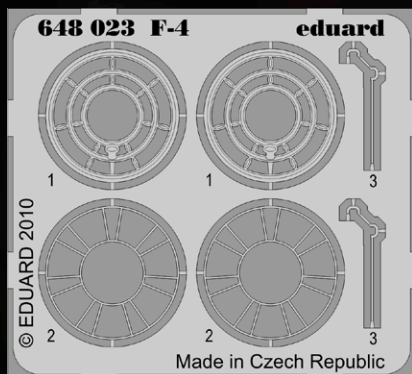


For Bf 109E 1/32 from Eduard.



**1/32**

**BUY SD2 cluster bomb 1/32**



**648023**  
**F-4 exhaust nozzles late**  
 (Hasegawa)

Contains arresting gear  
 with accessories.  
 For F-4E/F/G/J/S  
 1/48 from Hasegawa.



**1/48**

**BUY F-4 exhaust nozzles late 1/48**



# SELECTED PHOTO-ETCHED



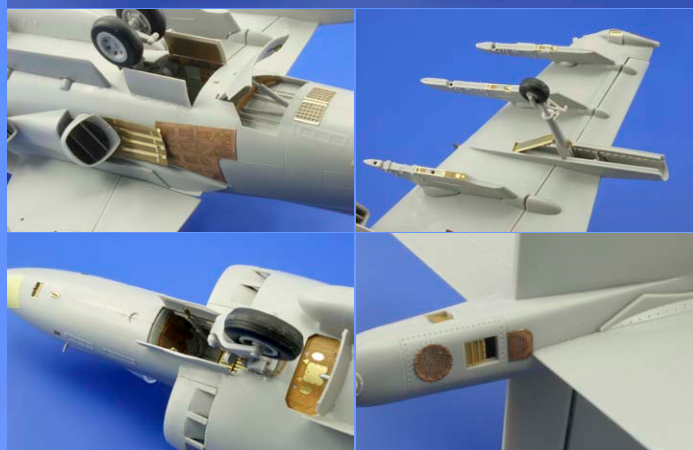
32254 AV-8B exterior  
1/32 (Trumpeter)



32254 AV-8B exterior 1/32 (Trumpeter)



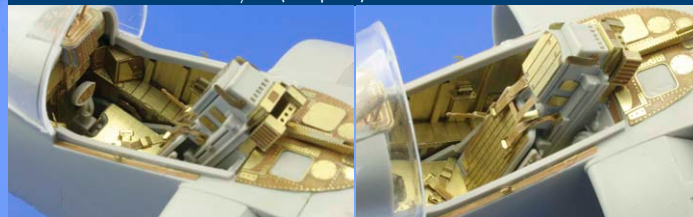
48676 Tornado IDS exterior 1/48 (Hobby Boss)



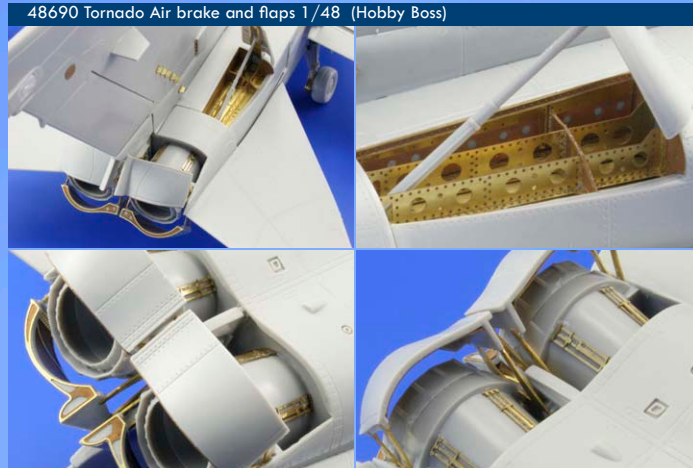
32672 AV-8B interior S.A. 1/32 (Trumpeter)



32678 MiG-23MF Flogger B interior S.A. 1/32 (Trumpeter)



48690 Tornado Air brake and flaps 1/48 (Hobby Boss)

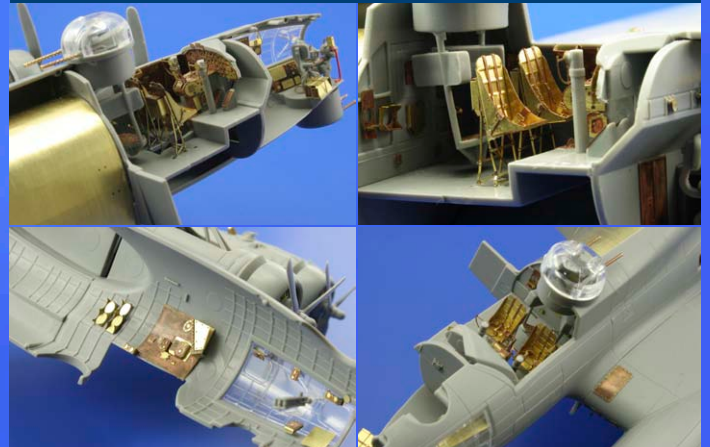


For whole actual  
Photo-Etched production  
see page 15.

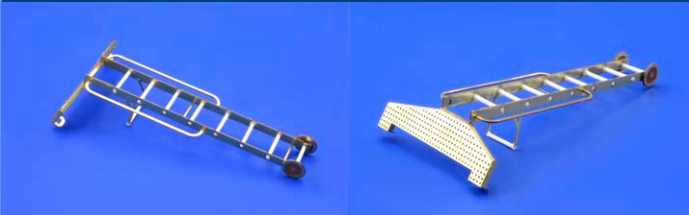
73374 DH-100 F.Mk.6 1/72 Amodel



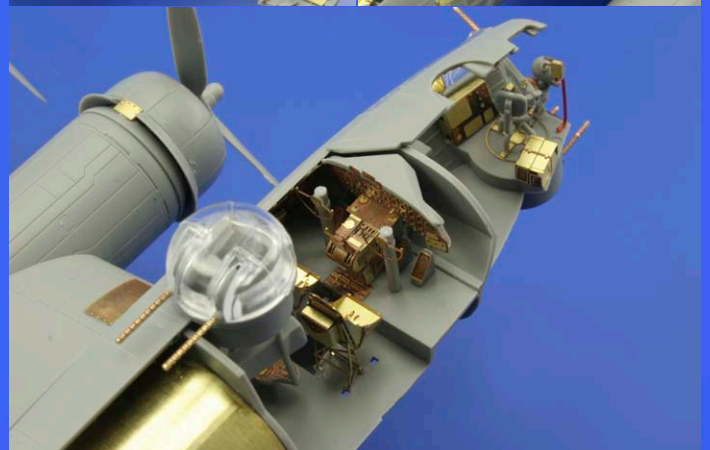
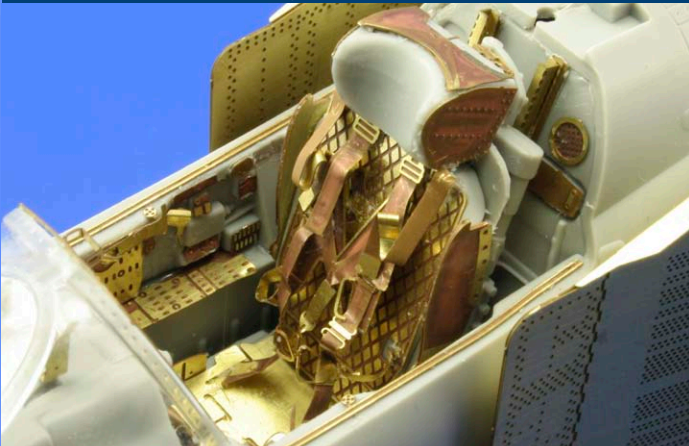
73376 B-17G interior S.A. 1/72 Revell



48691 Tornado ladder 1/48 (Hobby Boss)



32689 MiG-23 Flogger seatbelts 1/32 (Trumpeter)



48691 Tornado ladder  
1/48 (Hobby Boss)

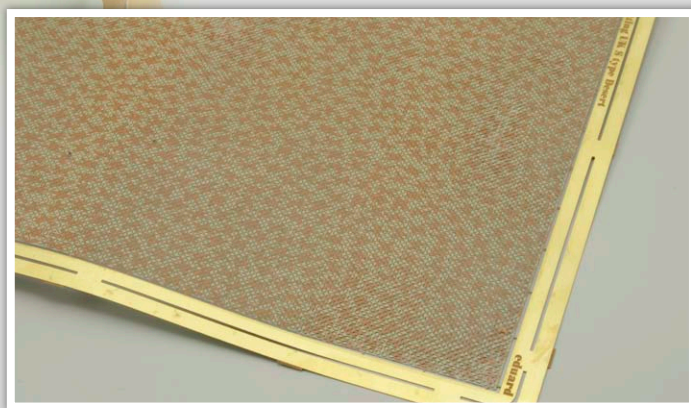
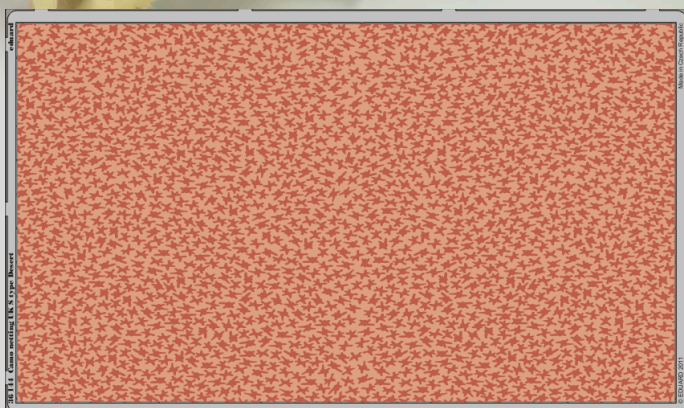
48676 Tornado IDS exterior  
1/48 (Hobby Boss)

**HOT NEW**

# CAMO NETTING

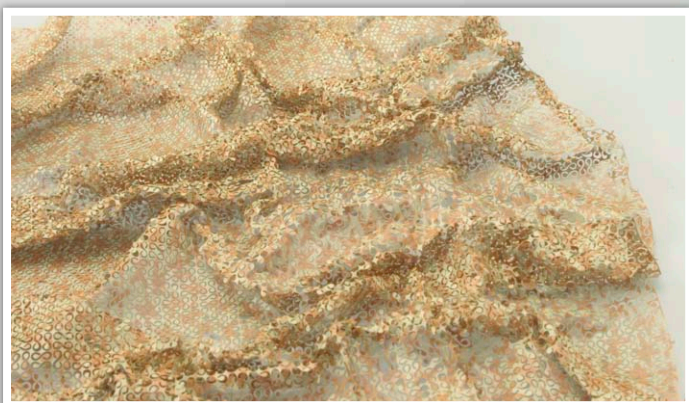
**Color photo-etched camo netting in 1/35th scale - Diorama as it should be.**

36144 Camo Netting UK S Type desert 1/35

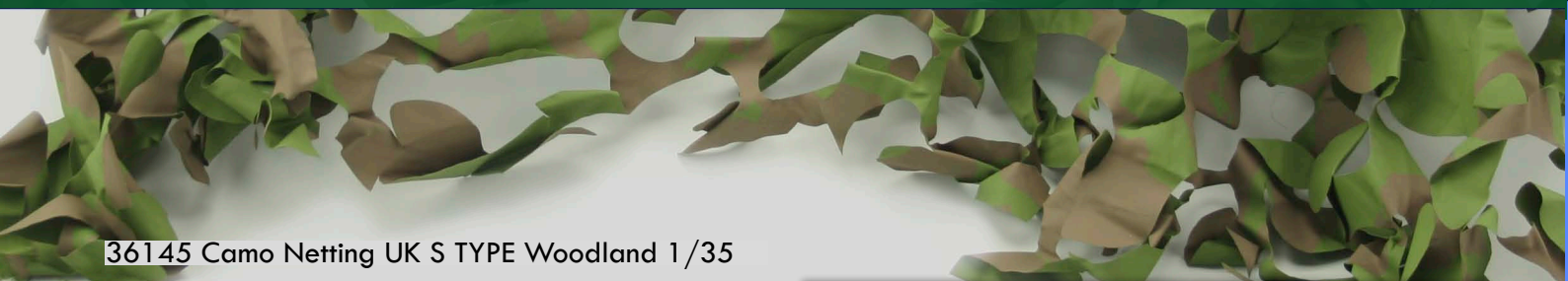


Forget about homemade imitations, cloths and spices!

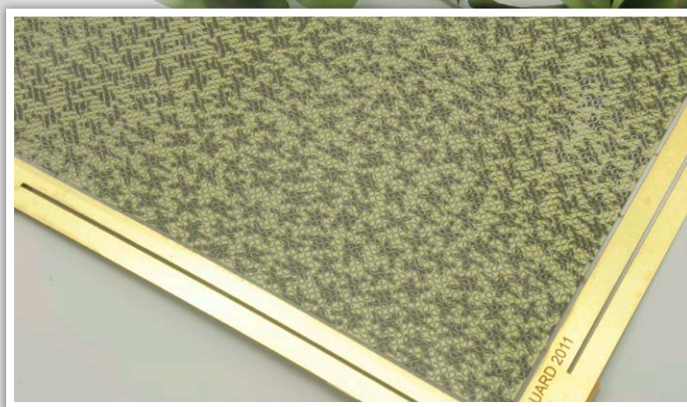
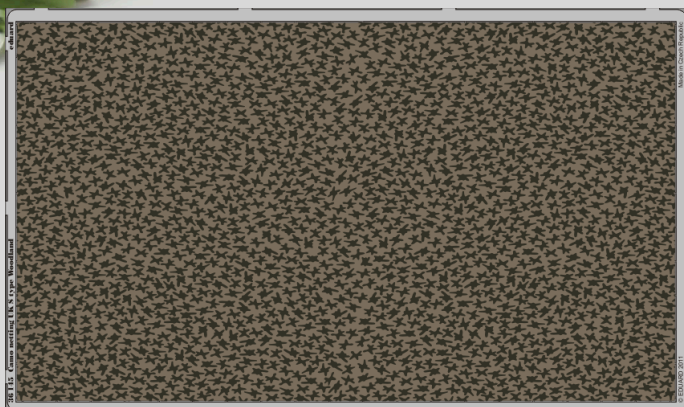
Color photo-etched camo netting from Eduard is perfect imitation of netting for AFV and diorama in 1/35th scale.



# CAMO NETTING



36145 Camo Netting UK S TYPE Woodland 1/35



## Advantages:

- product is suitable for amateurs as well as for pros
- huge usable size of photo-etched sheet to cover whole vehicle (130x230mm)
- easy to work with, easy to shape it
- realistic look and color variety, usage of Federal Standard colors palette

## Releases:

March

36151 Camo netting „Barracuda“ Woodland

36154 Camo netting „Barracuda“Desert

36160 Leaves Fern

April

36148 Camo netting US 1940-1960 Spring

36161 Ivy-berry

36149 Camo netting US 1940-1960 Autumn



# BIG ED



32251 Bf 109E-3 exterior (BIG3295)



48639 F-100C exterior (BIG4942)



48656 F-100C undercarriage (BIG4942)

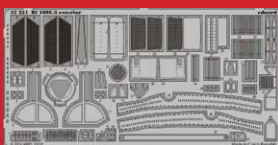


49470 F-100C interior S.A. (BIG4942)

- BUY BIG3295 Bf 109E-3 1/32 (Trumpeter)
- BUY BIG3296 SPITFIRE Mk.VIII 1/32 (Tamiya)
- BUY BIG4942 F-100C 1/48 (Trumpeter)
- BUY BIG7262 He 111Z 1/72 (Hasegawa)

## BIG3295 Bf 109E-3 1/32 (Trumpeter)

32251 Bf 109E-3 exterior



JX108 Bf 109E-3



32658 Bf 109E-3 interior S.A.



## BIG3296 SPITFIRE Mk.VIII 1/32 (Tamiya)

32264 Spitfire Mk.VIII exterior



32265 Spitfire Mk.VIII landing flaps



32679 Spitfire Mk.VIII interior S.A.



32680 Spitfire Mk.VIII seatbelts



33085 Spitfire Mk.VIII interior S.A.



JX113 Spitfire Mk.VIII

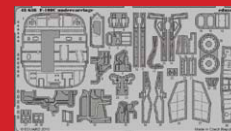


## BIG4942 F-100C 1/48 (Trumpeter)

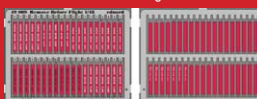
48639 F-100C exterior



48656 F-100C undercarriage



49009 Remove Before Flight



49470 F-100C interior S.A.

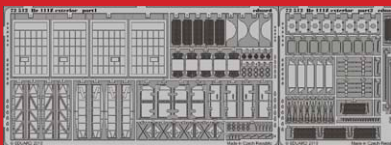


EX281 F-100C



## BIG7262 He 111Z 1/72 (Hasegawa)

72512 He 111Z exterior



73341 He 111Z interior S.A.



CX271 He 111Z



# eduard

**MODELY/KITS**

8094	DH-2	1/48	ProfiPACK
14001	Bf 110 INSTRUMENT PANEL 1/4	1/4	Limited Edition
84140	Bf 110G-2	1/48	Weekend
3402	Bf 109E-3	1/32	Weekend

**BRASSIN**

648023	F-4 exhaust nozzles late	1/48	Hasegawa
632007	SD2 cluster bomb	1/32	Eduard

**LEPTY / PE-SETS**

32254	AV-8B exterior	1/32	Trumpeter
32672	AV-8B interior S.A.	1/32	Trumpeter
36145	Camo netting UK S type Woodland	1/35	
48673	A-7E exterior	1/48	Hobby Boss
48676	Tornado IDS exterior	1/48	Hobby Boss
48679	F-100F exterior	1/48	Trumpeter
48685	F-100F undercarriage	1/48	Trumpeter
48689	Tornado Gr.1 exterior	1/48	Hobby Boss
48690	Tornado Air brake and flaps	1/48	Hobby Boss
48691	Tornado ladder	1/48	Hobby Boss
49526	Tornado Gr.1 interior S.A.	1/48	Hobby Boss
49529	Tornado Gr.1 seatbelts	1/48	Hobby Boss
49542	EF-2000 Two-seater interior S.A.	1/48	Revell
49543	EF-2000 Two-seater seatbelts	1/48	Revell
72511	Ju 188 exterior	1/72	Hasegawa
73019	B-17G seatbelts	1/72	Revell
73360	Static Discharge Wicks	1/72	

73370	Ju 188 interior S.A.	1/72	Hasegawa
73374	DH-100 F.Mk.6	1/72	Amodel
73375	F-100F S.A.	1/72	Trumpeter
73376	B-17G interior S.A.	1/72	Revell

**ZOOMY / ZOOMS**

33073	MiG-23MF Flogger B interior S.A.	1/32	Trumpeter
FE526	Tornado Gr.1 interior S.A.	1/48	Hobby Boss
FE542	EF-2000 Two-seater interior S.A.	1/48	Revell
SS370	Ju 188 interior S.A.	1/72	Hasegawa
SS374	DH-100 F.Mk.6	1/72	Amodel
SS375	F-100F interior S.A.	1/72	Trumpeter
SS376	B-17G interior S.A.	1/72	Revell

**MASKY/MASKS**

CX281	C-27J Spartan	1/72	Italeri
EX326	S-2F	1/48	Kinetic
EX327	Ju 87B	1/48	Italeri
EX328	Fw 190D Weekend	1/48	Eduard
EX329	Bf 110G-2 Weekend	1/48	Eduard
JX120	Hawk T1 Mk.53	1/32	Revell
JX121	Bf 109E-3 Weekend	1/32	Eduard
JX122	Su-25 Frogfoot A	1/32	Trumpeter

**BIGY / BIG-ED sets**

BIG3295	Bf 109E-3	1/32	Trumpeter
BIG3296	SPITFIRE Mk.VIII	1/32	Tamiya
BIG4942	F-100C	1/48	Trumpeter
BIG7262	He 111Z	1/72	Hasegawa

**BUY On e-shop Eduard**





# MiG-21MF

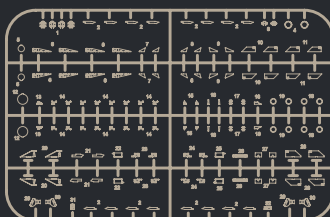
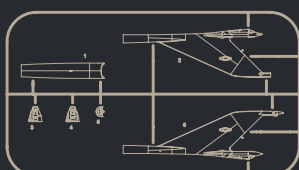
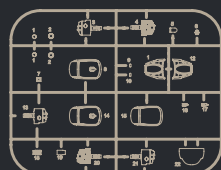
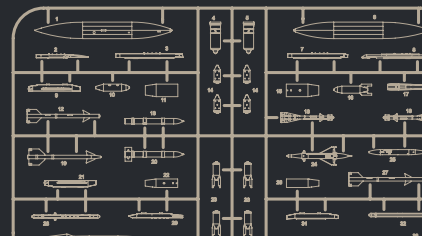
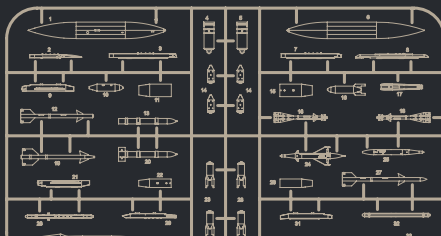
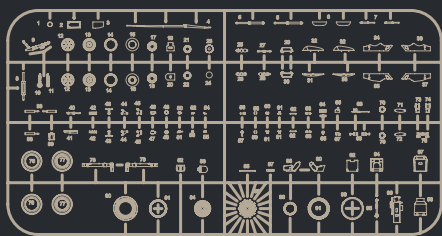
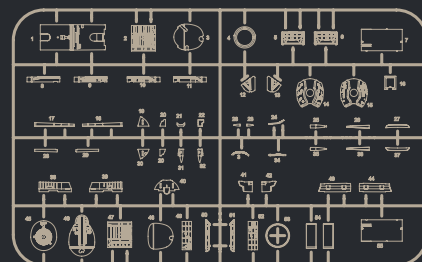
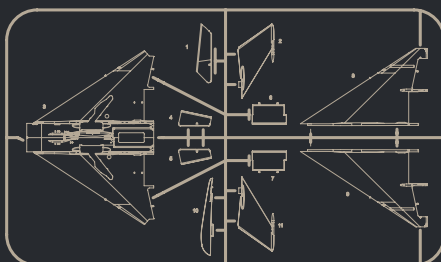
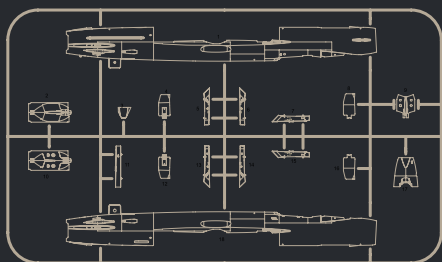
## 1/48

### SUBSCRIBER LIMITED EDITION

Offer valid February 2, 2011 to February 28, 2011.

With the purchase of the pre-paid limited edition of the 1/48 MiG-21MF, you will gain not only the standard ProfiPACK edition (cat.no.8231), but also a list of bonuses: [More here](#).

Injection molded parts on plastic trees

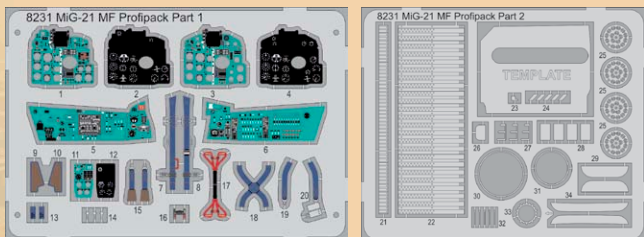


more here:

# MiG-21MF



Color Photo-etched details and Express Mask

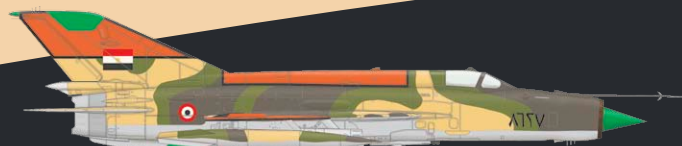


EDUARD BRASSIN  
**UB-16 rocket pods**

Decals for ten camouflage versions (ProfiPACK Cat. No. 8231 includes decals for six camouflage versions)



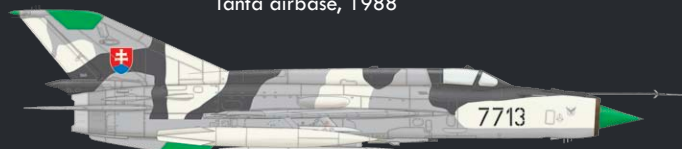
MiG-21MF No. 687, German Democratic Republic, Jagdfliegergeschwader 3, Preschen airbase, 1990



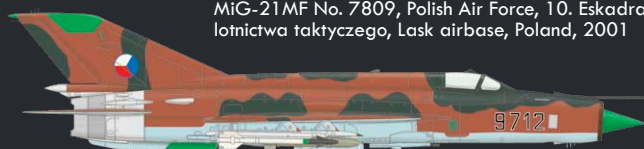
MiG-21MF, Egyptian Air Force, unit unknown. Tanta airbase, 1988



MiG-21MF No. 7809, Polish Air Force, 10. Eskadra lotnictwa taktycznego, Lask airbase, Poland, 2001



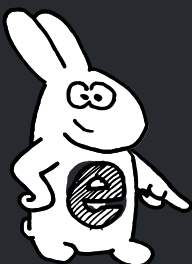
MiG-21MF No. 7713, Slovak Air Force, 4th Flight, Sliac airbase, 1999



MiG-21MF No. 9712, Czechoslovak People's Army, Bechyně airbase, Czechoslovakia, 1989-1993



MiG-21MF No. 127, 812th UAP, Kupjansk airbase, August 1991



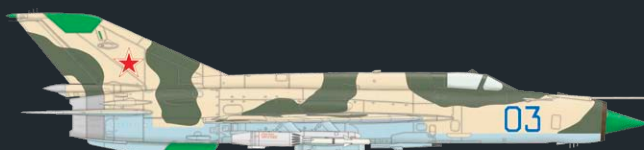
.....and from here down only for the limited subscriber release.

From here up is for the ProfiPACK, as well as the limited subscriber release...



**Seven Other Bonuses included in '1153 MiG-21MF Subscriber Limited Edition'**

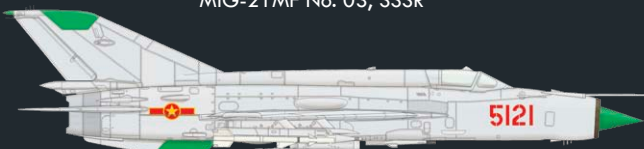
Additional Items to those included with the ProfiPACK edition:



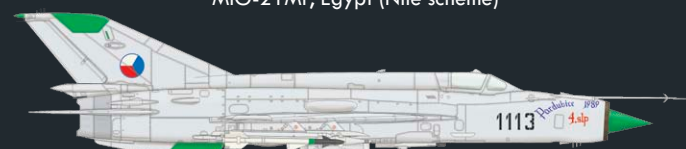
MiG-21MF No. 03, SSSR



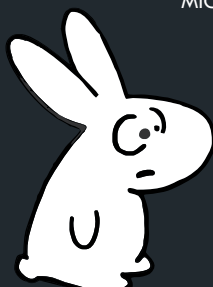
MiG-21MF, Egypt (Nile scheme)



MiG-21MF No. 5121, Vietnam

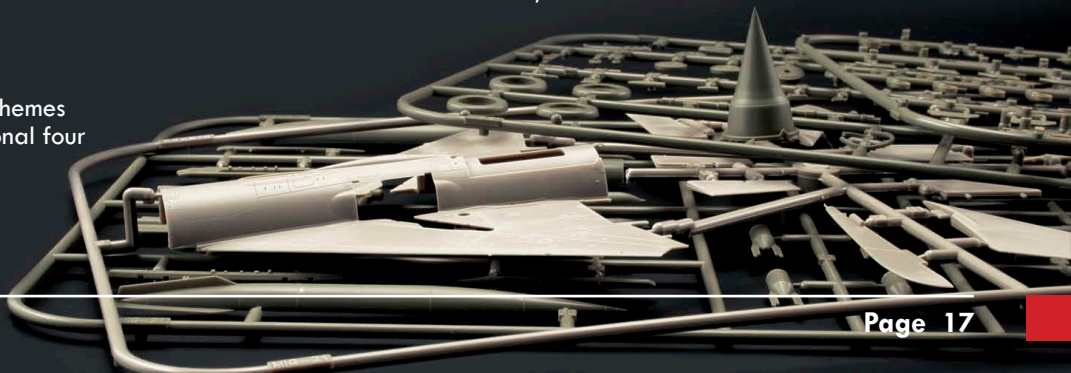


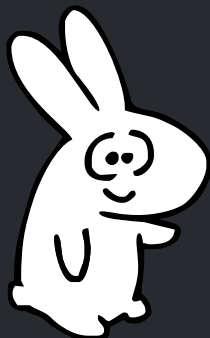
MiG-21MF No. 1113, Pardubice AFB, ČSSR, 1989



**#1**

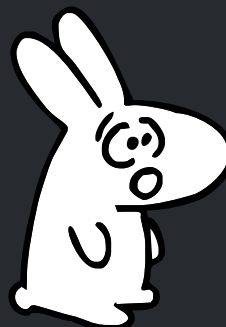
Decals and schemes for an additional four versions





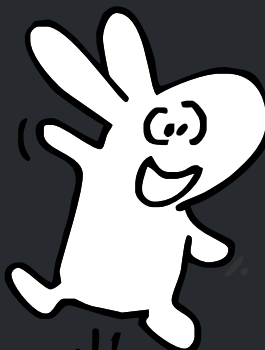
#2

Eduard Brassin seat, late (KM-1M)



#3

The option of purchasing another set of individual trees of plastic parts with photoetched brass and masks (without decals and instructions) for a very advantageous price – MiG-21MF OVERTREES, Cat.No. 8235 (the purchase of which is only possible together with the pre-paid edition, and only during the time span in which the offer of the pre-paid edition applies)



#4

'Front of the Line' distribution of the kit (from March 15, 2011)



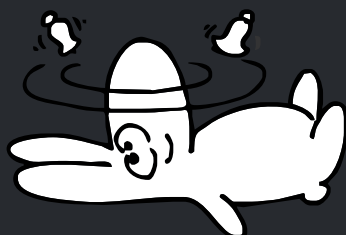
#5

Certificate of Authenticity



#6

Free shipping



#7

Free shipping offer extended to Eduard product purchases made in the same order as that of 1153X.

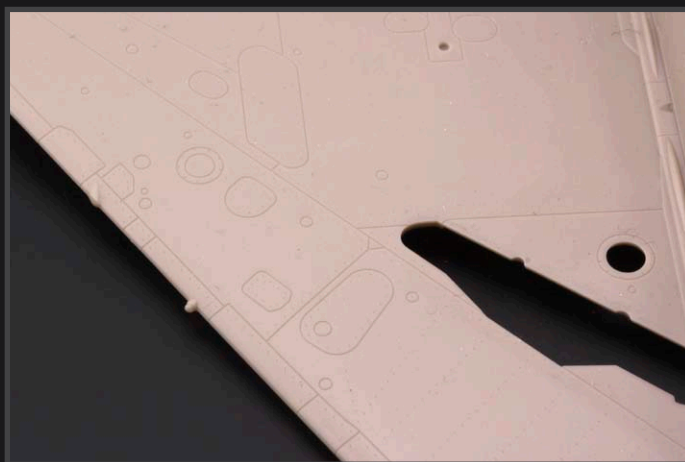
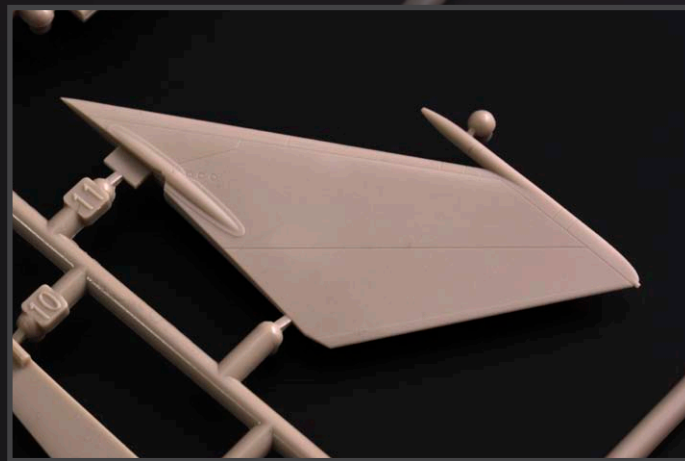


Offer valid February 2, 2011 to February 28, 2011.

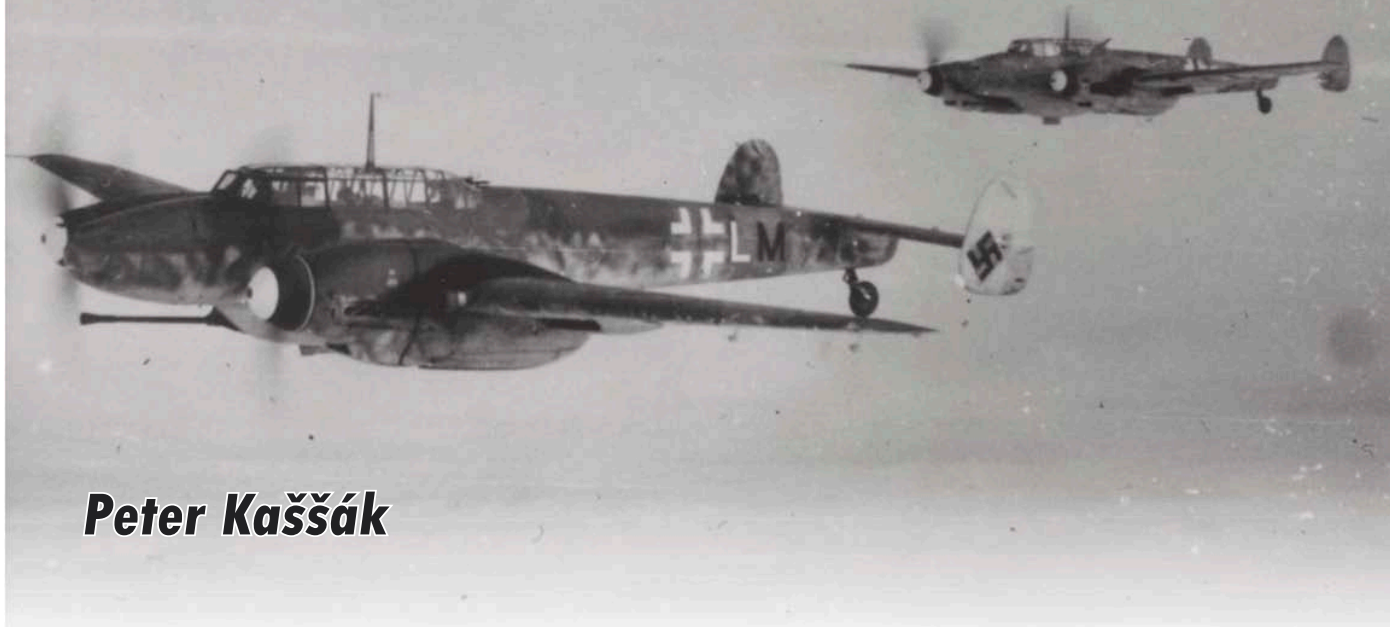


## MiG again and again...

Frame B with wings and vertical tail showing off crisp scribing and detail. This form was one of the last completed.



# Messerschmitt Bf 110 G-2 & Flak 18



## Peter Kaššák

The development of the war situation on the fronts during 1942-43 led Luftwaffe Headquarter representatives and engineers of aviation projects to think about alternative modifications to existing aircraft, in an effort to increase fire power while keeping the speed advantage over enemy aircraft. The successful installation of the Flak 18 37 mm cannon on the Junkers Ju 87 was made legendary by results gained by its most successful pilot, Hans-Ulrich Rudel. However, the concept of the Ju 87 itself was by now painfully obsolete. As a result, other combinations of similar or larger caliber guns on more modern aircraft of the German Luftwaffe was looked into. There are known installations of the BK 5 (Bordkanone) 50 mm cannon on the Me 410 under the designation Umbausatz U4, which was successfully tested in action by Erprobungskommando 25 and ZG 26. Also, Ju 88s were undergoing tests with two types of large caliber cannon. The aforementioned BK 5 was carried by the Ju 88P-1. Versions P-2 and P-3 are noted for carrying two cannons of the same type under the fuselage. The second tested gun was the Pak 40 75 mm cannon. One of the purest concepts of an aircraft carrying a large caliber gun was the Henschel Hs 129, which, as the B-2, carried the Rheinmetall Pak 40 (Panzerabwehrkanone) 75 mm gun.

One of the longest serving Zerstörer aircraft types was not ignored. The Messerschmitt Bf 110G was outfitted with a Flak 18 37 mm cannon. According to some sources, 43 G-3 subtypes and 107 aircraft G-2s underwent the transformation also known as Rüstsatz R1. Only part of this re-equipment took place, and these were sent to frontline units.

The Flak 18 gun was derived from the old Rheinmetall-Borsig Flak 18 cannon, and was a very easy installation under the fuselage of the aircraft. With its barrel length of 2,106 mm, the whole cannon measured 3,750 mm

in length, and had a weight of 343 kilograms. Fire rate was 140 rounds per minute. Each magazine carried six 37mm shells, Hartkernpanzergranatpatrone Leuchtspur ohne Zerleger. The cannon had eleven magazines at its disposal. Its changing was a manual operation, and was done by the Bordfunker. The effective range of the gun was at maximum 800 meters.

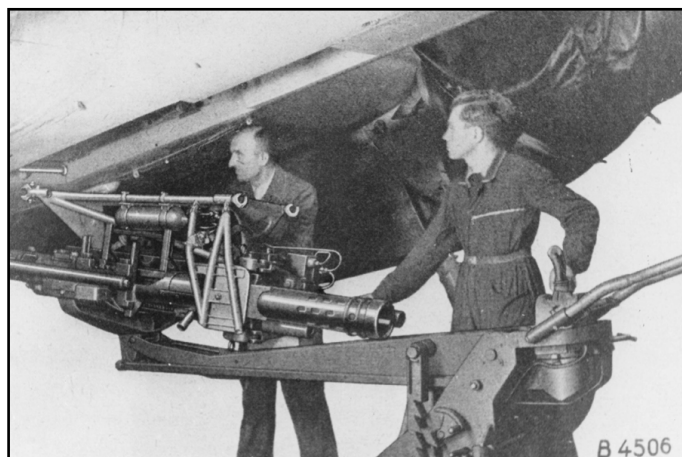
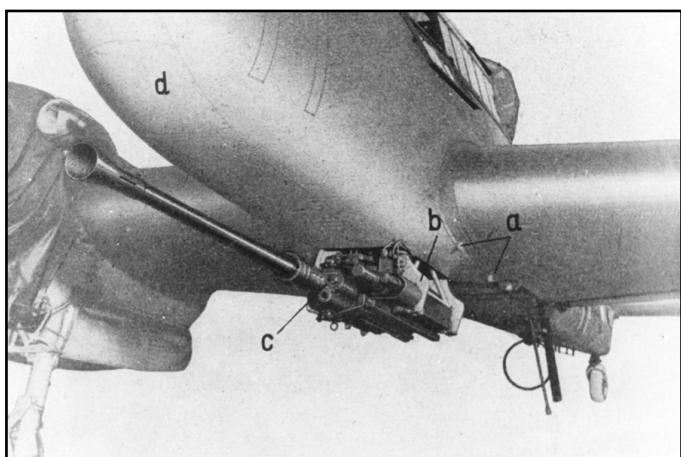
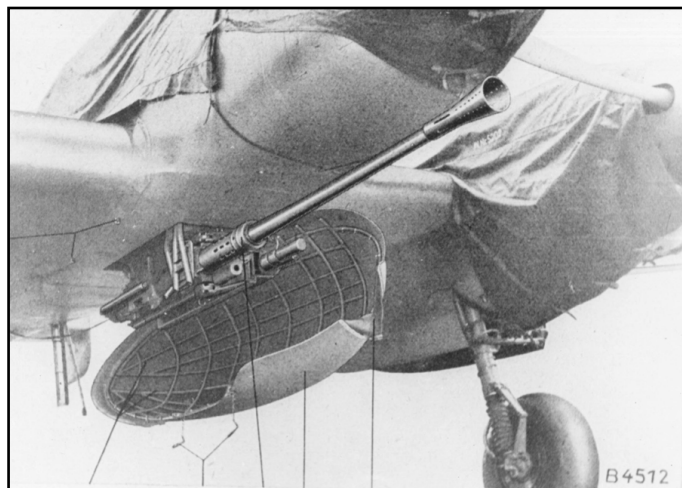
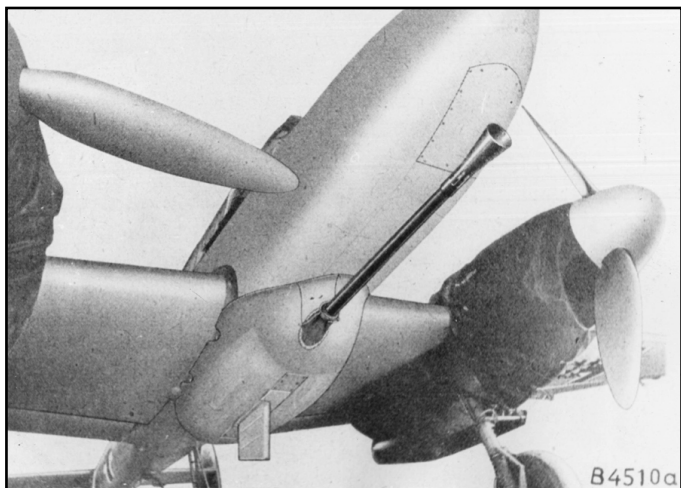
Bf 110s equipped with the Flak 18 first saw action over the Eastern Front as ground attack aircraft. In the second quarter of 1943, Panzerjägerstaffel ZG 1 was put together, based at Seschtschinskaja as a part of ZG 1. Not much is known about this special unit. It only existed for about two months, from June until the beginning of August, 1943. Its bases were, at various times, the airfields at Ledna-Ost and Brjansk. Its crews flew the Bf 110 G-2/R1, and were embattled during Operation Citadelle, known as the Battle of Kursk, which lasted from the 5th of July to the 23rd of August, 1943.

From the available fragments of information, we were able to piece together the following information:

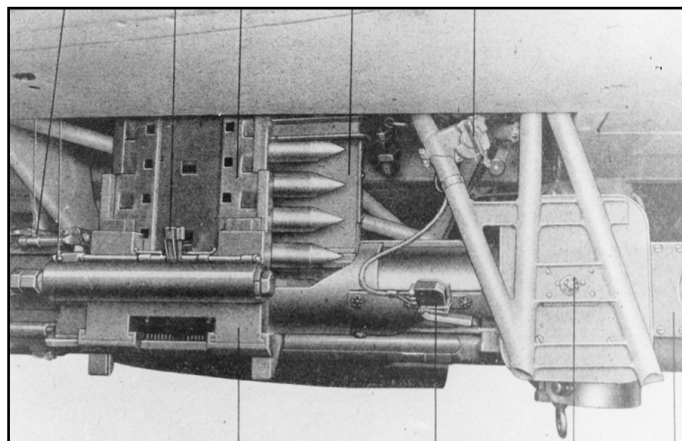
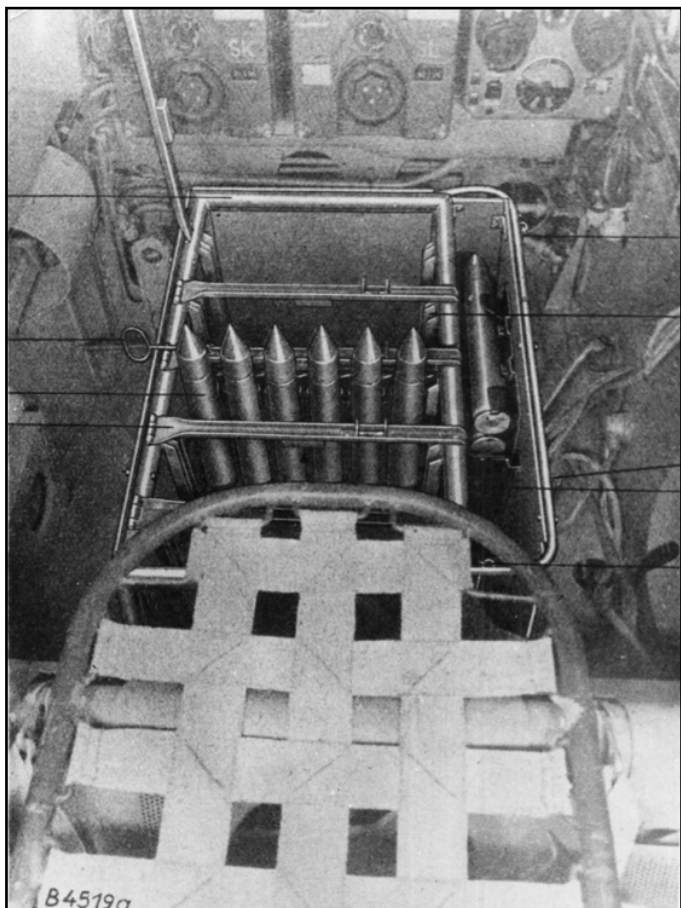
First documented loss of Panzerjägerstaffel ZG 1 was Bf 110G-2 W.Nr.6290, which was lost on July 9th, 1943, due to technical failure and was 40% damage rated at Ledna-Ost airfield.

Four days later, on July 13th, anti-aircraft guns brought down Bf 110G-2 crewed by pilot Lt. Werner Mihatch and Uffz. Harry Weiss. The pilot bailed out and suffered wounds, the treatment of which lasted through to the autumn of 1943. The body of the Bordfunker was lost with the aircraft west of Gorodok. (In June, 1944, Lt. Mihatch

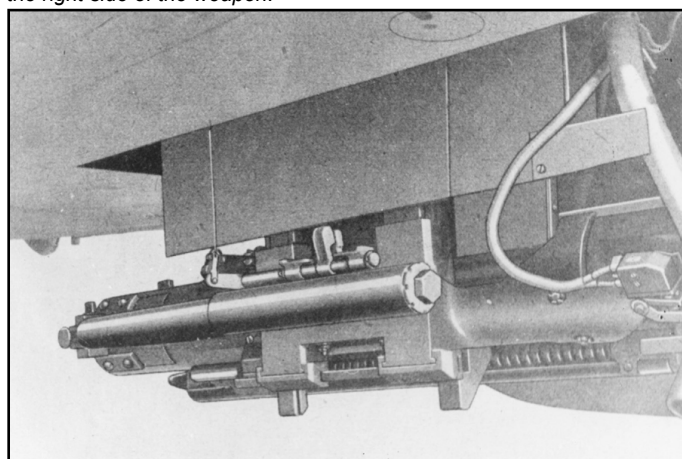
*Main photo: A pair of Messerschmitt Bf 110 Gs of 4. Staffel ZG 76 with the R1 mod. The lead bird, M8+LM has light colored, likely white, vertical stabilizers. This could be either attributed to being the flight leader's aircraft, or a repaint after repairs. The photo is dated autumn, 1943.*



A series of photographs from the *Rustsätze R1* manual, showing the installation of the Flak 18 below the fuselage of the Bf 110 G. As shown, this was the work of two experienced mechanics.



Detail of the feed mechanism of the cannon. Evident is the downward loading direction of the rounds, and the ejection of the spent casings out the right side of the weapon.



View into the office of the Bordfunker. In the floor was the well containing shells for the Flak 18, and on the right, the loaded shells are visible.

- a 3,7 cm BK
- b 3,7 cm BK-Lafette
- c Waffenträger
- d Linke Lagerung
- e Prellluftflaschen
- f Prellluftzug mit EPD FF C
- g Abzugshebel
- h Bremszylinder
- i Patronenrahmenträger (ohne Panzerung)
- k Patronenrahmen
- l Seilzüge
- m Vordere Lagerwelle
- n Verriegelungshebe
- o Hintere Lagerwelle
- p Verkleidung
- q Einsatzdeckel
- r Laufabschottung
- s Kumpfschutzrohrabdeckung
- t Elt-Zwischenkabel
- u Steckverbindung
- v SZKK 2
- w SKK 402
- x Selbstschalter P 2
- y B.Knopf am KG 13 KG 12

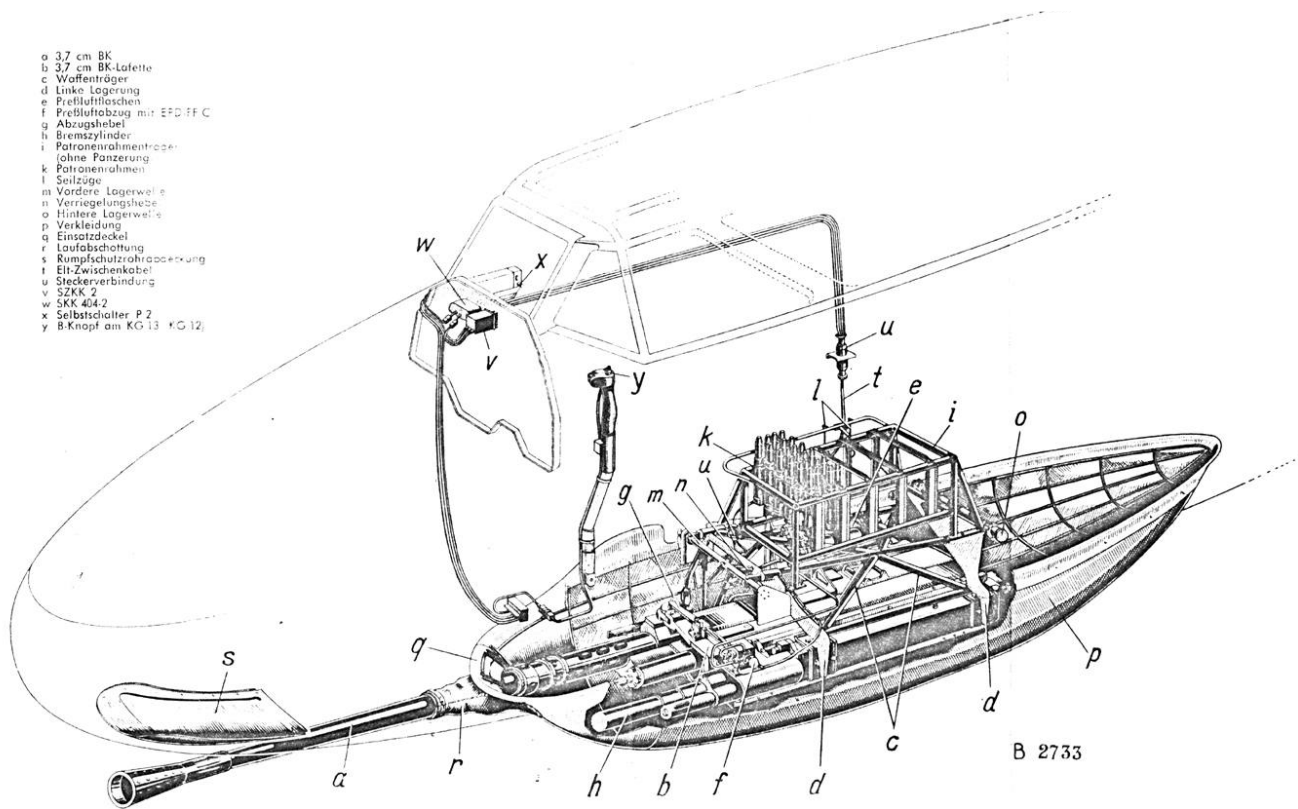
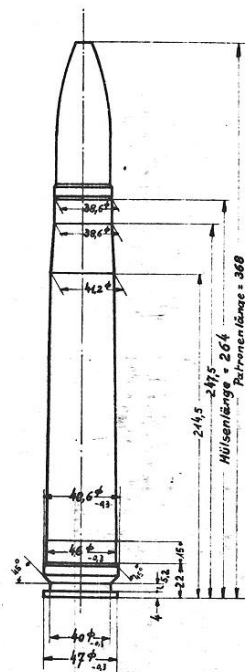


Abb. 19: Bf 110 G-2 R 1 mit Rüstsatz R 1: 3,7 cm BK, Einbau-Gesamtübersicht

A schematic of the entire R1 modification, including the electrical connections.

Diagram of the 37mm shell.

Patrone für 3,7 cm BK -43



3,7 cm Br. Sprgr. Patrone 18  
3,7 cm Mgr. Patrone 18

still flew with ZG 76, and on June 16th, 1944, after taking shots from 15th USAAF defensive gunners, crashed in his Me 410 into a B-24 belonging to the 376th BG piloted by Lieutenant Marcus. It all happened over southern Slovakia.)

The next day brought a higher level of air activity, and consequently, more losses and accidents. Panzerjägerstaffel ZG 1 recorded the loss of one and the damage of two aircraft. Uffz. Herbert Stengel was wounded, while Uffz. Adolf Heusinger died in the cockpit of a Bf 110F-2 after an attack by enemy fighters west of Kosjukina. In this case, it is not clear whether or not the Bf 110 was modified to the R1 standard. It would be the only known example of a Bf 110F equipped with this type of gun. Another two machines belonging to Panzerjägerstaffel were confirmed as being R1 modified. Messerschmitt Bf 110G-2 W.Nr. 6289 suffered an emergency belly landing west of Kosjukin after taking AAA hits.

A ZG 1 Bf 110 G operating over the Eastern Front. The usual wasp motif identifies the bird as serving with Wespergeschwader. Members of this unit were chosen for the Panzerjägerstaffel.





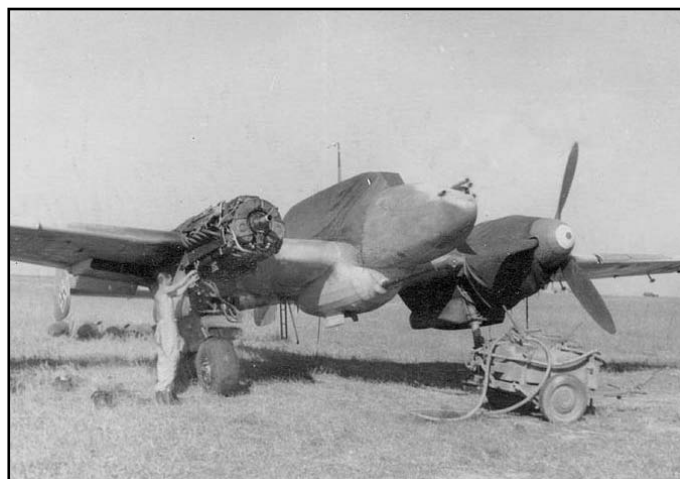
An interesting Bf 110 G; it mounts a filter commonly seen in the dustier regions of the Eastern Front. This aircraft could be dubbed 'Superzerstörer', given that it also can bite with W.Gr.21 underwing rockets along with the Flak 18.

The plane suffered 70% damage. The only identified crew member is the pilot, Uffz. Kurt Dames, who suffered minor injuries. The third plane damaged that day was Bf 110G-2 W.Nr. 6295. The damage was caused by technical problems at airfield Ledna-Ost.

Further information about combat of Panzerjägerstaffel ZG 1 originates from the Flugbuch of Fw. Karl Brandl and reports on the activities of Luftflotte 6.

On July 19th, 1943, Luftflotte 6 entered into combat in the vicinity of Uljanowo, Bolchow and west of Nowosilo employing a total of 1,452 aircraft. Out of this total, 113 were accounted for by Zerstörer crews. Thirty-six sorties were flown by crews of Bf 110s designated as Panzerjäger. Results were positive. Crews of Luftflotte 6 destroyed 66 tanks and armored vehicles. Fw. Karl Brandl with his Bordfunker Fw. Fritz Casper participated in the destruction of four tanks during five missions, taking off from Ledna-Ost.

The very next day, this crew was back with even more impressive results. Over the course of two operational flights, they claimed the destruction of five tanks and armored vehicles. In total, Luftflotte 6 fielded 1,120 aircraft in the area east of Orel. Of these, 53 were carried out by Zerstörers. Tallies at the end of the day included 27 destroyed enemy tanks, of which 18 were credited to Flak units. On both mentioned days, Fw. Brandl and Fw. Casper flew Messerschmitt Bf 110G-2 with tactical code 'S9+ES'.



A rare shot of Panzerjägerstaffel ZG 1 from the summer of 1943. The identifier of this unit was the spinner color. It is assumed that these were black and red.



Photograph of another variation on the Bf 110 with the R1 mod, this time with drop tanks.

Operations continued, but aside from one emergency landing of Bf 110G-2 W.Nr. 5236 at Brjansk airfield on July 22nd, 1943, no further details are currently known.

Sometime at the end of July or the beginning of August, Panzerjägerstaffel was relocated to Brjanks. It was the advanced signal of changes to come.

Meanwhile, in May 1943, the special Zerstörerstaffel subordinated to Erprobungskommando 25 was established, with Oblt. Erwina Hardtke as its CO. This was at Wittmundhafen airfield. Zerstörerstaffel was to test large caliber guns in combat against allied bombers. As early as on the first combat mission, on June 25th, 1943, it had at least one Messerschmitt Bf 110 equipped with a 37 mm Flak 18 in the air. The first mission was a success for Erprobungskommando Gruppenkommandeur Hptm. Horst Geyer, who claimed one B-17. He flew one of the twin engined types, either a Bf 110 or a Me 410. On this day, Zerstörerstaffel recorded also its first losses. Bf 110G-2 W.Nr. 5245, piloted by Lt. Klaus Bierauer with Bordfunker Uffz. Thomas Lothar, was shot down in combat. The aircraft crashed near Meppen with the loss of both crewmen.

Further Bf 110 losses of the Kommando were due to technical problems. Bf 110G-2 W.Nr. 6167 bellied in after engine problems at Gotha on September 20th, 1943. The second lost airplane was Bf 110 W.Nr. 6338. Due to technical problems, it suffered 50% damage on October 4th, 1943, at Achmer Airbase.

On the 26th of November, Uffz. Paul Tilmanns had to bail out by parachute, and suffered wounds. His Bordfunker, Fw. Gerharg Krah, died during the combat

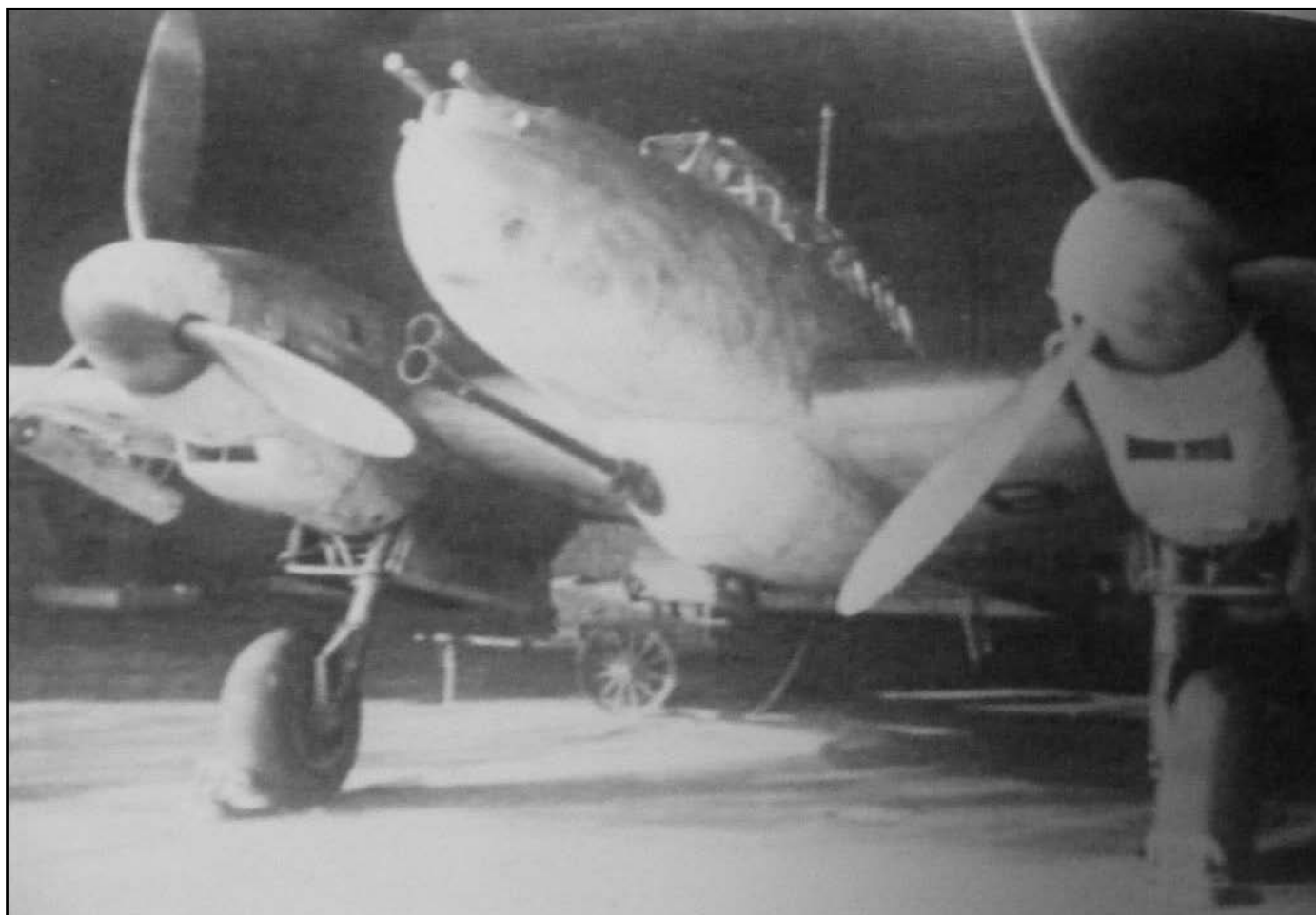
mission. Their G-2 version Messerschmitt W.Nr. 120020 crashed near Brekum. The aircraft carried a tactical sign consisting of a red letter 'F'. On this day, leader of the Kommando, Hptm. Horst Geyer, claimed a B-17 and another kill was scored by Uffz. Topp over the same type of enemy plane. It may be interesting for the reader to know, that on this day, Kommando also fielded Do-217s and lost two planes.

Four days later, the unit lost two men. Pilot Ofw. Alfred Menninger and Bordfunker Uffz. Alfonz Kraimer died due to technical failure of their Bf 110G-3, W.Nr.5694. They met their fate east of Achmer, near Penta.

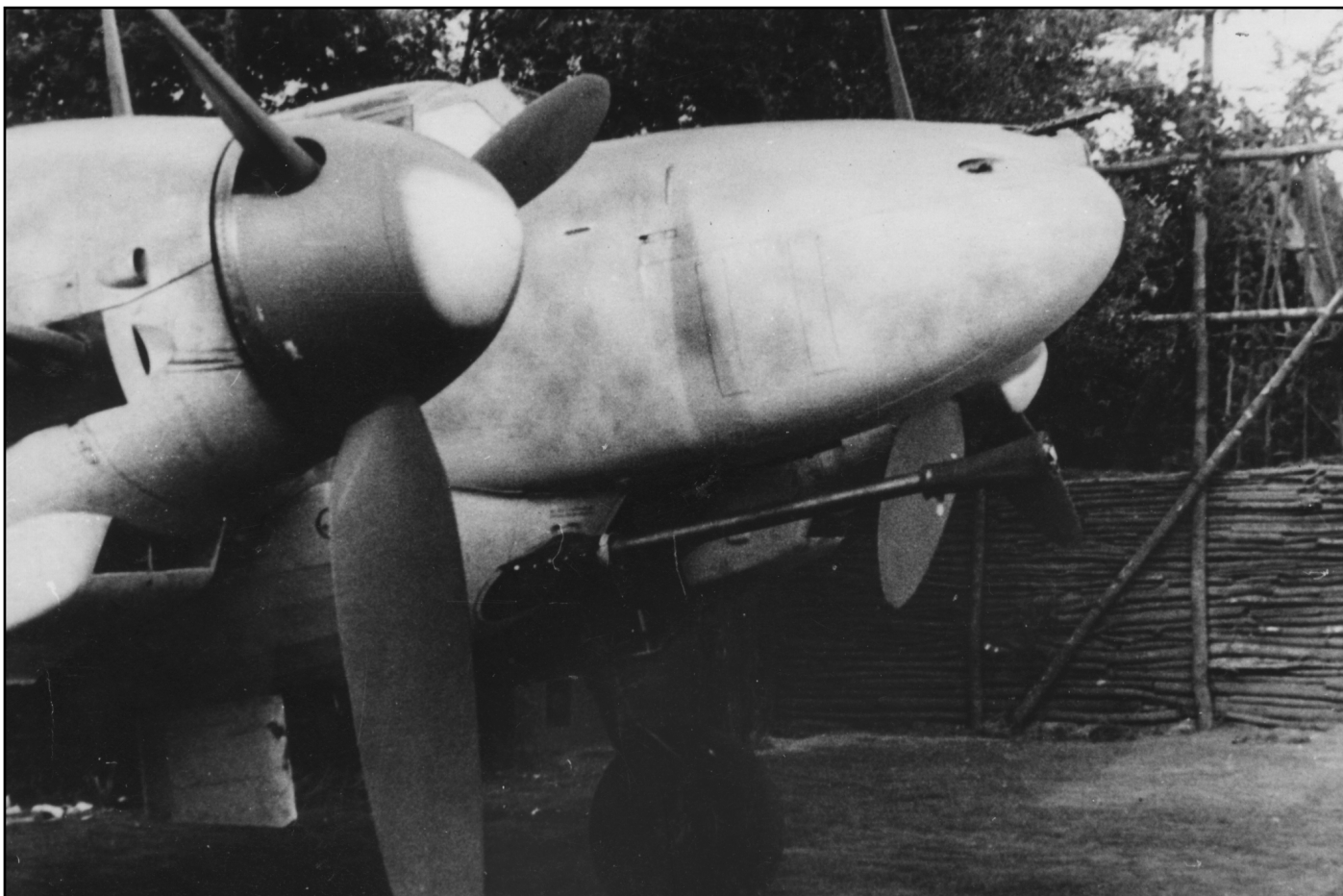
A positively identified loss of a Bf 110G-2 with the Rüstsätze R1 mod with Er.Kdo 25 was W.Nr. 410098 crewed by pilot Uffz Kurt Neudel and Bordfunker Uffz Gerhard Keibisch. On the 30th of January, 1944, around 1204h, they attacked an allied bomber over the town of Wesser near Petershagene and damaged it. The US crew initiated an emergency bomb drop, but this did not prevent the bomber from crashing near Hävern. Defensive fire from the bomber managed to hit the attacking German plane. Their uncontrollable Messerschmitt Bf 110 crashed near an area called Bückberg. It was the only loss of a Zerstörer aircraft aside from the loss of four Fw 190s that day for the unit.

Most likely, the last combat mission of Er.Kdo 25 was flown on April 23rd, 1944. Pilots did not claim any successes, and lost two planes. Bf 110G-2 W.Nr.170068 was lost near Neusiedler See. The pilot bailed out, followed by the wounded Bordfunker, Fw. Karl Merk. The second crew was not so lucky. Pilot Oblt. Erwin Hardtke

*An aircraft of Erprobungs Kommando 25. Note the black and white spinner, typical of Zerstörers of this unit, and again, the combination of the Flak 18 and the W.Gr.21 launchers.*

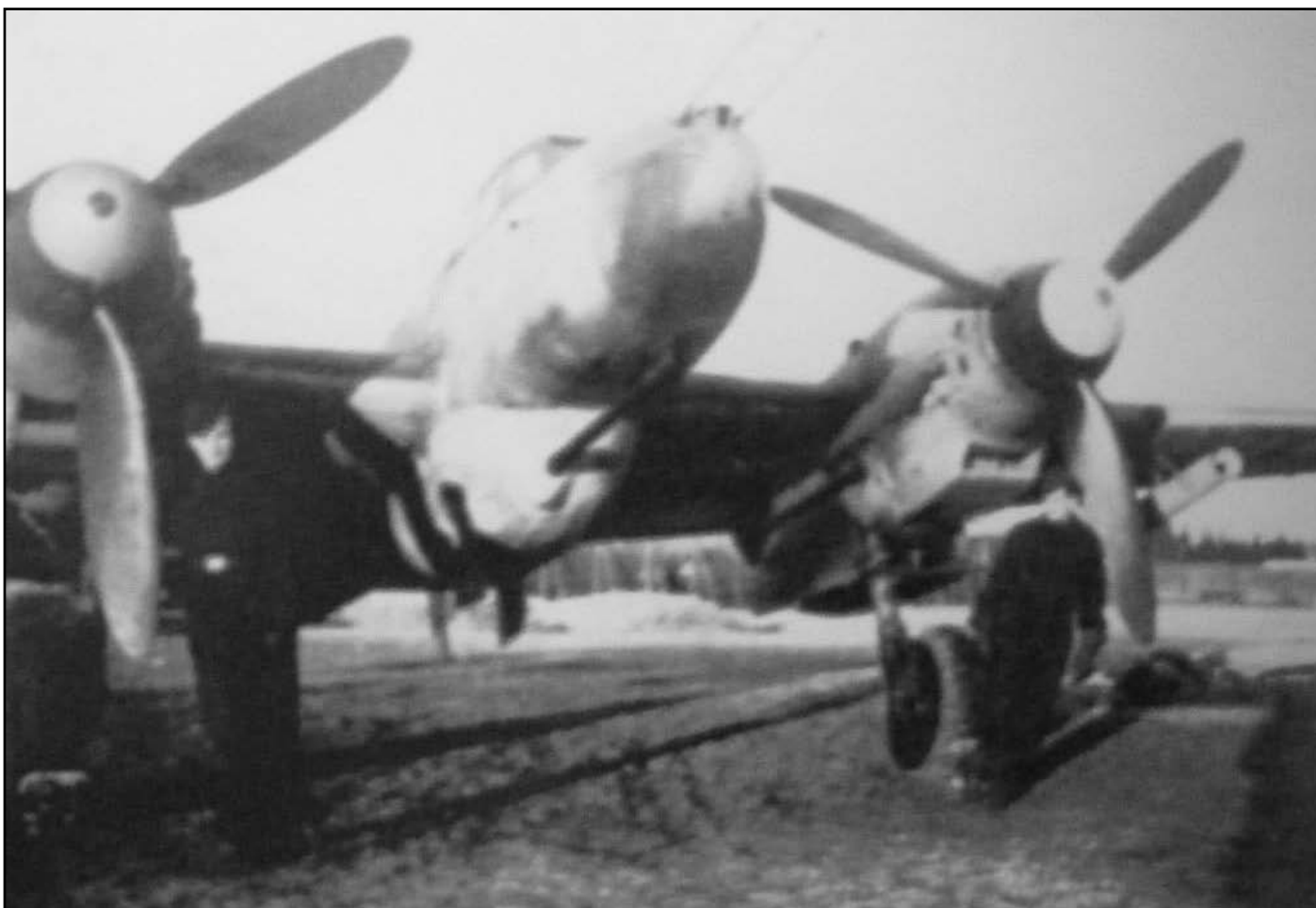


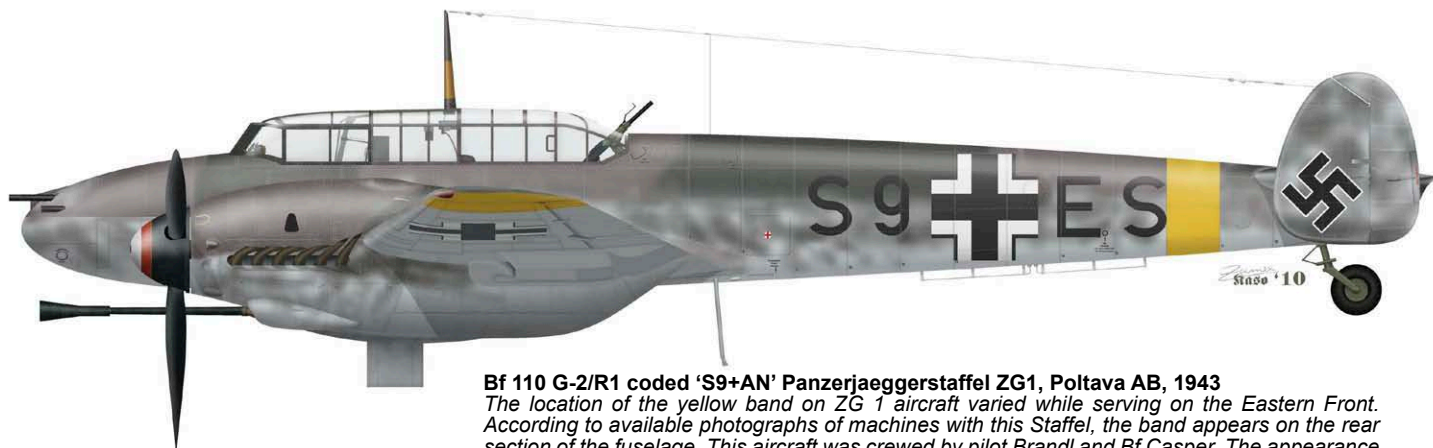




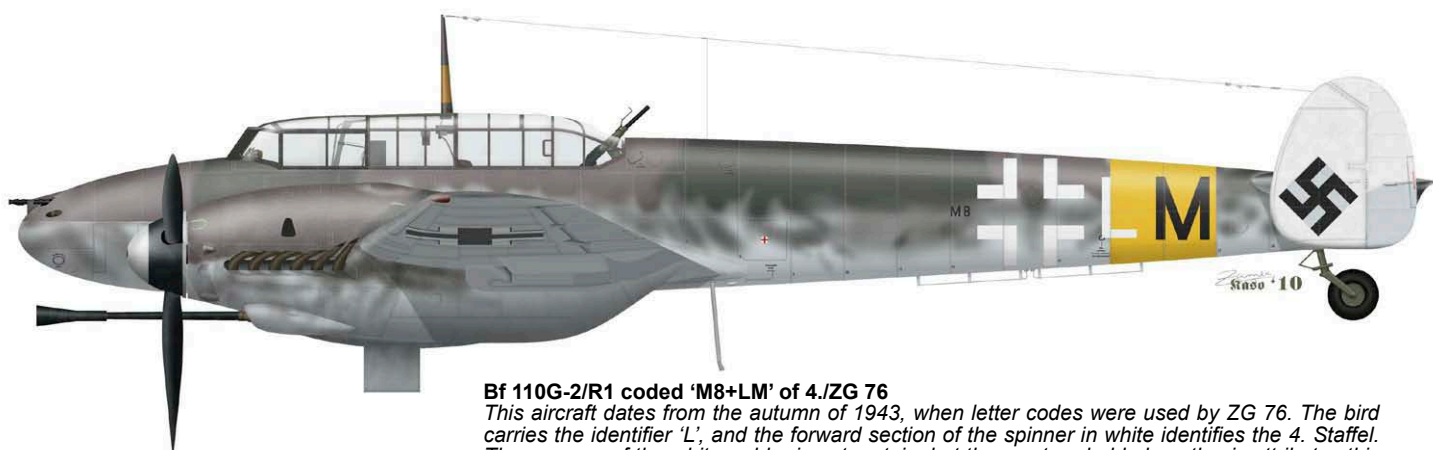
*Messerschmitt Bf 110 with the R1 Flak 18 modification under the fuselage. The unit to which this aircraft is attached is not certain. It may be Er.Kdo 25, or II./ZG 76. The problem in identifying the unit are the two color spinners not typical for either unit.*

*Although not of particularly high quality, a nevertheless interesting shot of a Bf 110 G/R1 with the Flak 18, underwing W.Gr.21s, and two MG 151/21s in the nose of the aircraft. This aircraft carries an older nose rectangular style of weapons cooling intake.*

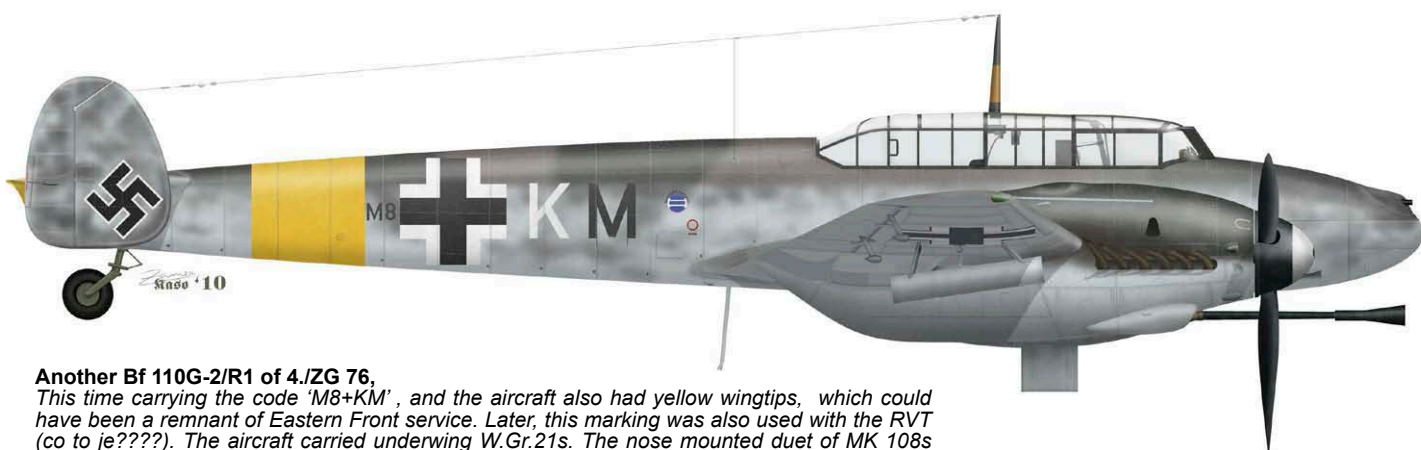




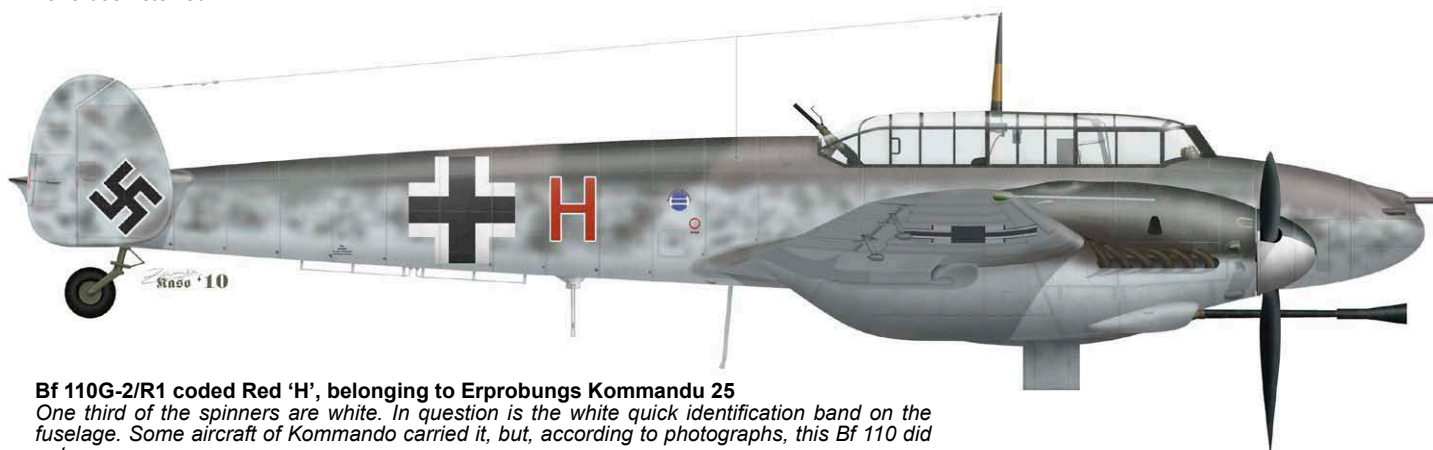
**Bf 110 G-2/R1 coded 'S9+AN' Panzerjaegerstaffel ZG1, Poltava AB, 1943**  
 The location of the yellow band on ZG 1 aircraft varied while serving on the Eastern Front. According to available photographs of machines with this Staffel, the band appears on the rear section of the fuselage. This aircraft was crewed by pilot Brandl and Bf Casper. The appearance depicted is the most likely one, and the code comes from the daily log. The quartet of MG 17s in the nose and their openings are tube covered, a common modification on the Eastern Front that protected the weapons from adverse conditions.



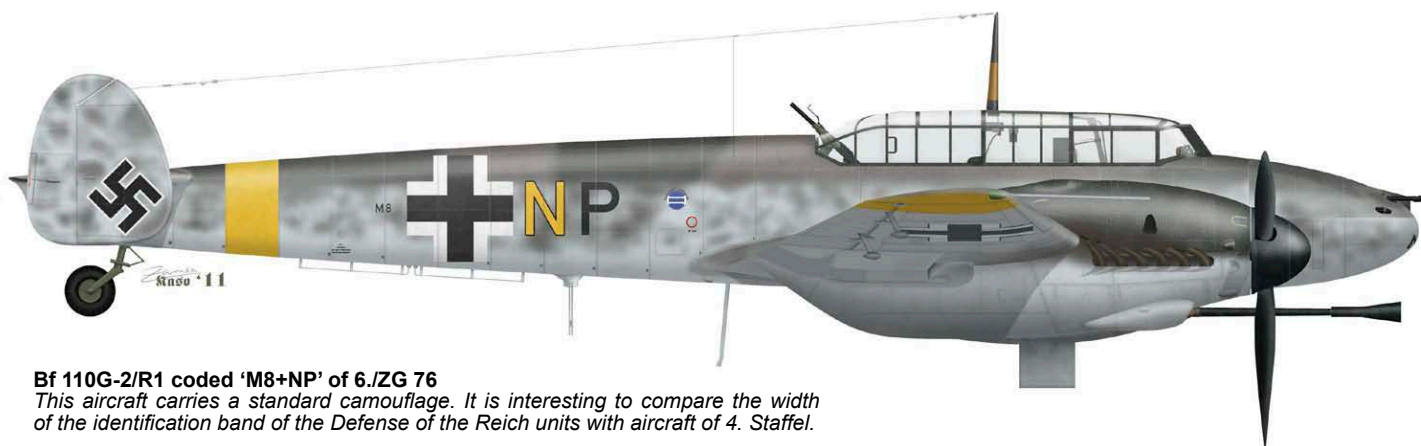
**Bf 110G-2/R1 coded 'M8+LM' of 4./ZG 76**  
 This aircraft dates from the autumn of 1943, when letter codes were used by ZG 76. The bird carries the identifier 'L', and the forward section of the spinner in white identifies the 4. Staffel. The purpose of the white rudder is not certain, but the most probable hypothesis attributes this to being the flight leader's aircraft. The nose armament remained a quartet of MG 17 machine guns.



**Another Bf 110G-2/R1 of 4./ZG 76,**  
 This time carrying the code 'M8+KM', and the aircraft also had yellow wingtips, which could have been a remnant of Eastern Front service. Later, this marking was also used with the RVT (co to je????). The aircraft carried underwing W.Gr.21s. The nose mounted duet of MK 108s is debatable, as is if it even was a common G-2 mounting. Note the yellow rear fuselage. On the known photograph of this plane, there is no MG 81Z visible in the rear cockpit, but it could have been stowed.



**Bf 110G-2/R1 coded Red 'H', belonging to Erprobungs Kommandu 25**  
 One third of the spinners are white. In question is the white quick identification band on the fuselage. Some aircraft of Kommando carried it, but, according to photographs, this Bf 110 did not.



**Bf 110G-2/R1 coded 'M8+NP' of 6./ZG 76**

*This aircraft carries a standard camouflage. It is interesting to compare the width of the identification band of the Defense of the Reich units with aircraft of 4. Staffel.*

and Bordfunker Uffz. Heinz Mehlhorn went missing in the area of Neusiedler See. They flew Bf 110G-2 W.Nr. 6338.

Not much more about the use of Erprobungskommando 25 is known. Kommando was established on the 1st of May, 1943, at Wittmund Airbase. The first Kommandoführer was Maj. Heinz Nacke, who was substituted by Hptm. Horst Geyer on May 26th, 1943. It had three Staffeln: Jagdstaffel/Er.Kdo. 25 (Staffelkapitän Lt. Wilhelm Sbresny; Bf 109 F-2, G-1, G-5 and G-6, Fw190A-5 and G-3), Zerstörerstaffel/Er.Kdo. 25 (Staffelkapitän Hptm. Eduard Tratt until October 10th, 1943, then Oblt. Erwin Hardtke; Bf 110G-2 and G-3, Me 210 A-1 and Me 410 A-1) and Kampffliegerstaffel/Er.Kdo. 25 (in summer 1943 under the leadership of Oblt. Franz Frodl; Ju 88 S-1, Do 217K-2 and M-0, He 177 A-3).

Besides the Bf 110Gs with the R1 mod, Zerstörerstaffel Kommando also tested underwing W.Gr. 21 rockets. An interesting fact is that some R1 modified Bf 110s with the Flak 18, also carried rockets under the wings, which reduced the speed of an already slow aircraft. Fire power was amplified, but at the cost of maneuverability and speed. Kommando tested also Messerschmitts Bf 110s and Me 410s with Flak 43 37 mm guns, rearward-firing rocket launchers, and time fused 500kg bombs carried under the fuselage. Known are also planes with the aforementioned double W.Gr. 21 rockets under each wing and fuselage, different types of sights such as the ZFR 3, ZFR 3A and ZFR 4. By the end of its existence, 30 mm W.Gr. rockets and upward firing 120 mm rocket launchers were tested on Bf 110s. However, of most of these tested 'gunships', the most frequently used in combat were those that mounted Flak 18 and 37 cannon, and ultimately, the BK 5.

In the middle of August, 1943, the high command of the Luftwaffe decided to reestablish Zerstörergeschwader 76 (ZG 76) and send it into action against US heavy bomber formations. The new Stab of II. Gruppe was formed at Wertheim. The new Gruppenkommandeur was Hptm. Max Oskar Gehring, a former pilot of ZG 1. To gain combat strength in terms of numbers of personnel, crews of 3. Staffel Nahaufklärungsgruppe 4, 3. Staffel Aufklärungsgruppe 11 (attached to ZG 76 already on 9.8.1943) and 3./NAGr.6 were used. These formed the foundation for the new 4th, 5th and 6th Staffel of II. Gruppe ZG 76. Based on current research, evidently some other units freed up some personnel for ZG 76. These were I./ZG 1, ZG 101, and the already mentioned Panzerjägerstaffel 110. Pilots of the last named unit most probably arrived together with their aircraft, some of which were equipped with the Flak 18. In August, II./ZG

76 owned a few Bf 110 with the R1 modification.

The first weeks were dedicated to formation flying, and by the beginning of October, 1943, the unit was combat ready. At least, that was the idea in the heads of high command. The baptism of fire came for the crews on October 4th, 1943. At a minimum, the aircraft of the Gruppenkommandeur was R1 modified with a Flak 18. During their approach to enemy heavy bombers, escort fighters of the 56th Fighter Group attacked formations of ZG 76. The crew comprising Hptm. Gehring and his Bordfunker Fw. Fritz Casper (the same Bordfunker mentioned with Fw. Brandl) was shot down and crashed near Lessenich. Here the remains were excavated after many years by local researchers, and it included also the remains of a Flak 18. The first combat mission of ZG 76 was a fiasco. Thunderbolt pilots of 'Hub' Zemke's 56th



*5. Staffel ZG 76 readied at Wertheim in the autumn of 1943. The silhouette of the near aircraft is accentuated by the Flak 18 barrel, and the far aircraft carries the code letter 'N'.*



A group of 4. Staffel ZG 76 with Flak 18s. Clearly visible on both birds are the ammo chutes of the Flak 18. The near aircraft M8+KM carries underwing W.Gr.21s, while M8+SM does not.

Fighter Group attacked the formation of Zerstörers, which were getting set to attack B-17 combat boxes. The result of their action was the loss of twelve Bf 110s, eleven dead and eight wounded airmen. The first and second Gruppe each lost their leaders, Staffelkapitän of 1st, 2nd and 5th were killed, and the Staffelkapitan of the 6th Staffel was severely wounded.

We know of a few photos of Bf 110s with the R1 mod that belonged to all three Staffeln of II. Gruppe ZG 76, but with no further identification of crew. For the author, it is not know how the pilots judged the R1 modification, its flight characteristics or combat performance. Only a few of those who flew these aircraft survived. ZG 76 suffered heavy losses in the Reichsverteidigung battles during the winter of 1943 - 1944. The Bf 110 itself was not comparable to the modern fighter planes of the allied air forces. Furthermore, the modifications with the Flak 18, or WGr. 21 rockets did not improve maneuverability or speed. The hunters became the hunted.

After the dark day of October 4th, 1943 another action came ten days later. ZG 76 claimed ten enemy B-17 aircraft for the loss of two planes, and no crew losses. Another successful mission followed on the 19th of December, when crews claimed six B-24s and one B-17. I. Gruppe ZG 76 lost only two Bf 110s. Two pilots and one Bordfunker were lost.

The new year, however, turned the wheels of fortune in the other. Missions flown on the 11th and 29th of January, and the 25th of February 1944, were all accompanied by higher losses than claims. The biggest problem was not the material loss, but rather the significant losses of experienced aircrews within these few months of the unit's existence, and there was also a lack of qualified leaders.

The last documented Bf 110 G-2/R1 lost with 4./ZG 76 is aircraft W.Nr. 170075, which was shot down near Ziningen on March 16th, 1944 along with the crew of pilot Lt. Walter Scott and Bordfunker Uffz. Kurt Haloschnigg. After this combat, in which three Groups of ZG 76 lost a total of 24 Bf 110s, III. Group was abandoned. Its personnel were integrated into I. Group and, together with II. Group of ZG 76, both were by the end of April relocated to airbases in the Prague area, to Kbely and Ruziň airfields. They were slated to undergo re-equipment to Me 410s. But, that's another story.

Series of pics showing R1 modified machines, likely belonging to 4. Staffel (white spinner tip). The top photo again shows aircraft combining the Flak 18 with W.Gr.21s under the wing.



**Max Oskar Gehring** was born on March 5th, 1912 in Rodewisch, in Saxony, Germany. He joined the Wehrmacht in 1930, entered the conflict in Spain, and received the Spanienkreuz, silber mit Schwertern (April 14th, 1940) for his participation. He completed pilot training and, in 1941, was assigned to 7. (H) 13 Aufklärungsgruppe, where he remained until the 12th of February 1942, when he was transferred to Zerstörergeschwader 2. In this unit, he took over the 5th Staffel, and remained there until July, 1942. On July 7th, he was transferred to II. Gruppe ZG 1. Serving with its 6th Staffel, he achieved one victory on May 19th, 1942, flaming a Soviet R-5. On August 22nd, 1942, he was transferred to I. Gruppe, where he commanded its 2nd Staffel, remaining in that position for a year, and downed another two aircraft, a Rata and a LaGG 3. For his successes, he was awarded the Deutsches Kreuz in Gold on July 17th, 1943. On August 8th of the same year, he was nominated for the function of Gruppenkommandeur of II./ZG 76. As CO, he led his Gruppe on its first combat mission. While forming up to attack B-17s of the 1st BD, his formation of Bf 110s was attacked by the 56th Fighter Group. Gehring's Bf 110 G-2/R1 W.Nr. 410092, coded M8+AC, crashed near the village of Lessenich with the loss of the pilot and Bordfunker. The remains were recovered in March, 1989.



I. Angaben zur Person	
1. Familienname	Gehring
2. Vorname (offizieller Name)	Max
3. Geburtsort, -ort, -jahr	3. 5. 1912 Rodewisch s. Sachsen
4. Geburtsort (Dienstortangabe) (z. B. Reich, Ang. Dienst)	Deutschland
5. Staatsangehörigkeit	Deutsch
6. Religion	evangelisch
7. Familienstand	ledig
8. Beruf (auch Berufszugehörigkeit)	ausgebildet offizieller Pilot
9. Eltern	Vater: M. Anna Gehring Mutter: G. Gehring



Series of photographs from Hptm. Max Oskar Gehring's album serving with ZG 1. Above right is his Bordfunker Fw. Casper after completing a milestone mission. In the centre is the Wehrpas and its associated photo of Max during Scherenfernohr. Below left is another milestone mission celebration.

(archiv P.K. via Gehring family)



photograph of the excavation of Hptm. Gehring's aircraft, from the archive of Horst Schuh. In March, 1989, the family of Gehring at last was able to learn the fate, and the fateful spot, of their father and husband.

**Horst Geyer** was born on March 12th, 1913. He completed pilot training in the prewar years, his schools being FFS Devau and BFS Staaken. His first combat unit became Kampfgeschwader 3, but soon, he was assigned to the 5th Staffel JG 51. On September 27th, 1941, he was nominated for the function of Staffelkapitän of this Staffel, and fulfilled the function until February, 1942. Meanwhile, he achieved his first victories. Over the western front, he claimed six victories, five of which were Spitfires and one Vultee. When II./JG 51 moved to the Eastern Front, he moved along with it. During August, he claimed another four enemy aircraft shot down. For his performance, he was promoted on November 3rd, 1941 to Oblt. by Ehrenpokal. Later, he was promoted again to Hauptmann. On the 26th of May, 1944, he took over the function of Kommandoführer Erprobungskommando 25, after Maj. Heinz Nacke. He actively joined in on combat missions, and achieved several victories. By November, 1943, he claimed seven B-17s and one Mosquito. For his accomplishments, he was awarded the Deutsches Kreuz in Gold on November 17th, 1943. In July 1944, when Kommando was disbanded, Geyer became Kommandeur of Erprobungskommando 262 and in November, 1944, he is mentioned in the roster of III./Erg. JG 2. At the end of the WWII, as Major, he was present in the ranks of Erprobungskommando He 162.

He lived long after the end of WWII, and died on November 8th, 1996. During his service, he achieved 18 victories.



Horst Geyer in the company of Hannes Trautloft and Adolf Galand, inspecting a Flak 18 under a Erprobungskommando 25 machine. (via P. Stipdonk)

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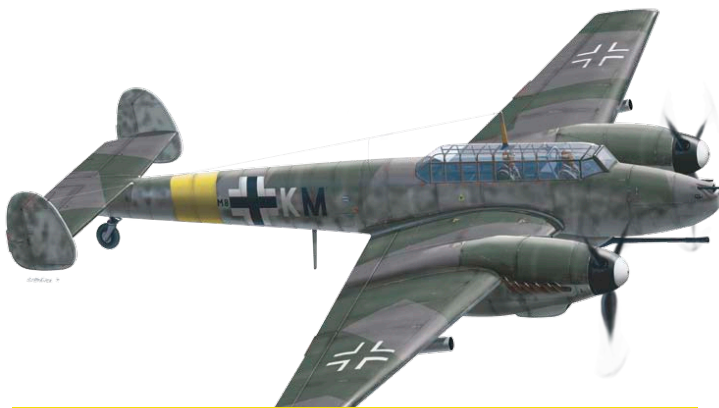


The author of this article, RNDr. Peter Kassak is also the author of the book 'Konecna zastavka: Slovensko' ('Final Destination: Slovakia'), as well as other publications and articles related to the 1939-45 air war. (<http://www.airwarsk.sk>)



Built up model from the Eduard Bf 110G-2 1/48 scale (Cat.No.8205) kit in the ProfiPACK version.

**BUY 8205 Bf 110G-2 1/48 ProfiPACK**



**BUY 84140 Bf 110G-2 1/48 Weekend**

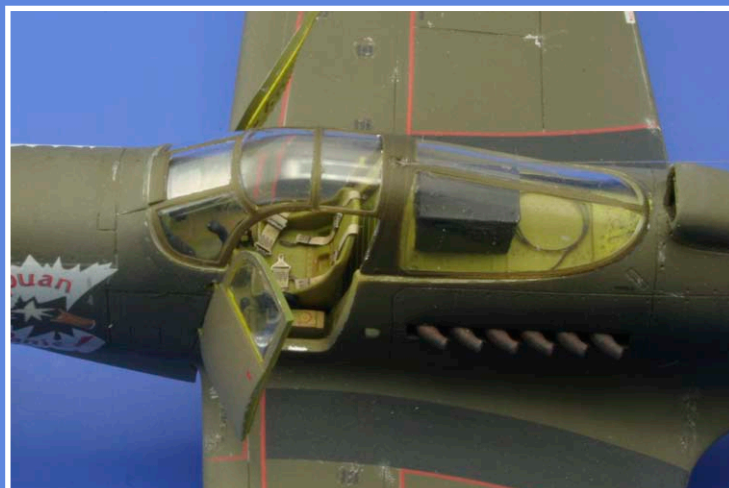


# P-39 Airacobra

1/48



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**BUY 1152 P-39 Airacobra 1/48 LIMITED EDITION**



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- 648025 Rocket launcher UB-16 and UB-32 1/48
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32686	Il-2 single seater interior S.A.	1/32	Hobby Boss
32691	Ar 196A-3 seatbelts	1/32	Revell
32694	AV-8 late formation lights	1/32	Trumpeter
36147	SPz Marder 1A5	1/35	Revell
36150	Wiesel 2 LeFlaSys (Ozelot)	1/35	Revell
36151	Camo netting "Barracuda" Woodland	1/35	
36154	Camo netting "Barracuda" Desert	1/35	
36160	Leaves Fern / colour	1/35	
48677	Tornado ADV exterior	1/48	Hobby Boss
48686	EF-2000 two-seater exterior	1/48	Revell
48688	Spitfire Mk.I/II landing flaps	1/48	Airfix
49524	Tornado ADV interior S.A.	1/48	Hobby Boss
49533	F-4B S.A.	1/48	Hasegawa
49539	Spitfire Mk.I S.A.	1/48	Airfix

49544	F-5E S.A.	1/48	AFV Club
49547	Tornado ADV seatbelts	1/48	Hobby Boss
72514	B-17G landing flaps	1/72	Revell
72516	B-17G bomb bay	1/72	Revell
73371	A-7D S.A.	1/72	Hobby Boss
73382	B-17G front interior	1/72	Revell
99015	Railings 3 chain bars	1/350	
99016	Railings 3 chain bars	1/700	

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33074	AV-8B Night Attack interior S.A.	1/32	Trumpeter
33075	Bf 109F-4 interior S.A.	1/32	Hasegawa
FE524	Tornado ADV interior S.A.	1/48	Hobby Boss
FE533	F-4B interior S.A.	1/48	Hasegawa
FE539	Spitfire Mk.I interior S.A.	1/48	Airfix
FE544	F-5E interior S.A.	1/48	AFV Club
SS371	A-7D interior S.A.	1/72	Hobby Boss
TP532	Soviet insignia 1940 -1943	1/35	
TP533	Soviet insignia 1944 and medals	1/35	

73371 A-7D S.A.  
1/72 Hobby Boss



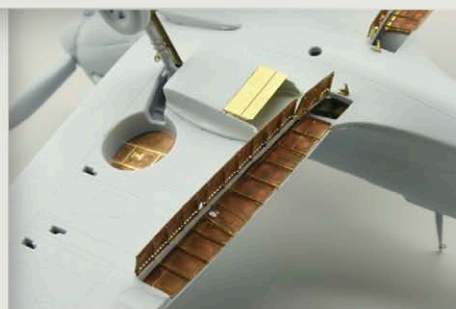
32263 MiG-23MF Flogger B exterior  
1/32 Trumpeter



32270 Il-2 single seater Ski exterior  
1/32 Hobby Boss



32691 Ar 196A-3 seatbelts  
1/32 Revell



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1/48 Airfix



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1/35 Revell



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