

INFO EDUARD

BUNNY FIGHTER CLUB

FAQ
New club products

VOL. 12 • ISSUE 12 • DECEMBER 2012

Superzerstörer 1/72!



BUILT

Instrument panel Bf 109E 1/4
Brassin US bombs
Bf 110G-2 1/72

HISTORY

The Bf 110G-2 in Storms over Slovakia



BRASSIN

P-51 wheels 1/32 TAM
MiG-21 undercarriage legs BRONZE

INFO

EDUARD

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

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ON APPROACH

Novinky leden 2012



eduard

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EDITORIAL



At the moment of going on line with the BFC club on Tuesday, November 20th, the Eduard e-shop server collapsed under the stress of the intense traffic, and so the BFC embarked on its very successful voyage. Thanks to the work of our, and external, friends and experts, we were able to at least provisionally get it up and running within the course of the night, and thanks also must be paid to the patience of the first members. Thanks to all of this, the initiation of the club was able to pull through. We were able to join the ranks of famous firms who have embarked on a similar mission. By morning, there were over 700 happy new members and owners of the Carrot Fighter, and as of this writing, the beginning of December, there are only a few tens of the inaugural kit remaining. For a kit that wouldn't earn a second glance a month ago, it represents quite the success. There are those bewildered souls wondering how it is possible, that a thousand maniacs could be found to put money down for this and take modeling to the edge of the proverbial cliff. This is due to a lack of understanding of our goal, and even of the overall club concept. Behind the exterior aura of a prank, there lies a serious idea built on a well designed and thought out model with a high value point, bringing along with it just as impressive membership privileges. Another level of this phenomenon involves the opening up of a gate for the selling of what could be termed as minority items. that would otherwise be impossible to develop, or at least be considered high risk. And this is, in a day when there is excessive supply over demand, and a lack of capital, enormous. That's why we plan to divert some of our manufacturing capacity to the manufacturing of club items, even if in limited quantities. But the assumption that these items will move is not a misplaced one. This should by no means be taken as our attempt to squeeze some subpar products under your door. That would be completely the wrong direction for what we are doing. For example, there will be some new items in the Stripdown Line, the MiG-21 with the lighting feature, or the Bf110C-6.

These will be high quality kits, given the utmost in attention. These will be limited run, perhaps in the order of several hundred units, and so will be exclusively limited to club members.

The other consideration is the sheer enjoyment of it. For years now, there have been discussions about the impending death of our hobby, how it lacks a certain something, and how kids don't enter it. Well, its no wonder, what with the kits coming out lately, taking into consideration price point, and there is probably more disappointment at contests than there is motivation. The arguments that arise to ridiculous levels and how personally some, well...too many, really, take them take a lot of the fun out of it. Not exactly a welcoming hobby nowadays! The BFC club is our attempt to give the hobby some vitality, entertainment, surprises and something to just get excited about. Along these lines, the adrenaline rush associated with the club inauguration has been a success! We have some ambitious plans for the upcoming year. What will work out and what won't is still written in the stars at this point, but we will not be short in the effort. So as not to speak only in general terms, I will try to be a little more specific. How does a club offer Spitfire sound? That we are planning a 1/48th scale Spit you already are most likely aware of, and that it may be a beautiful kit you should at least suspect, I would hope. There could be an edition dedicated to Czechoslovak Spitfires; wartime, post war and those that had

a later life. With a huge decal sheet to cover an equally large number of aircraft, some Brassins and other potential bonuses, perhaps artwork, pins....its still up in the air. The timing for the kit release would be September 13th, to coincide with the return of Czechoslovak squadrons back to Prague. How would you feel about such an event. Take the question as market research.

Well, that's enough about the club. What can you expect from this month's newsletter? A chunk is dedicated to the 1:4 scale Bf 109E instrument panel, and the Bf 110G-2. We are dedicating space to not just the interesting history of this subtype, that closed the book on the type as a heavy day fighter, but also to our new 1/72nd scale release. In my opinion, this kit has taken the top spot in terms of the best kits we have ever produced, at least until March, when I expect it to be replaced by the G-4 version. What will come after, you should already be aware of, and that will be in its own league as well. That will be in 2013, and that will be the main point of next month's newsletter. So....back to December, 2012.

Along with the G-2, we are also offering a photoetched set. When it comes to the most interesting offering of the month award, there is competition from a collection of sets for the new 1/32nd scale He 219 from Revell and for the 48th scale Lynx HMA.8 from Airfix. Another set that has the potential of shuffling the deck, so to



speak, are the fabric seat belts for Luftwaffe subjects in 1/48th scale. You will know these from the firm HGW, which is our supplier. At a time, there was talk of these being the best representations of seatbelts possible that would eventually push our colored photoetched belts out of the market. That hasn't happened but nevertheless, we are applying these sets into our offerings as a cuckoo's egg in our own nest.....for those of you who know what that means. We'll see what happens. If it works out, we have other sets planned.

A similar concept is being prepared in the Brassin line. These are bronze landing gear legs for the MiG-21, complimented by etched details and resin. Its an interesting and quality product, albeit a bit pricey. The price point corresponds to the low initial production run. It's like with electronics. If something catches on, its price tends to start dropping. It will end up applying to these landing gear legs, too, if they prove popular.

If this Brassin set proved prohibitive, or if you've had enough of MiG-21s for now, we do have six other Brassins available. These include

1/32nd scale wheels for the Mustang and 1/72nd scale B-17G, 48th scale AMRAAMs, American WWII 250lb and 500lb bombs and German MG 15s. These have been confused with the much talked about MiG-15s, so be careful what you order.

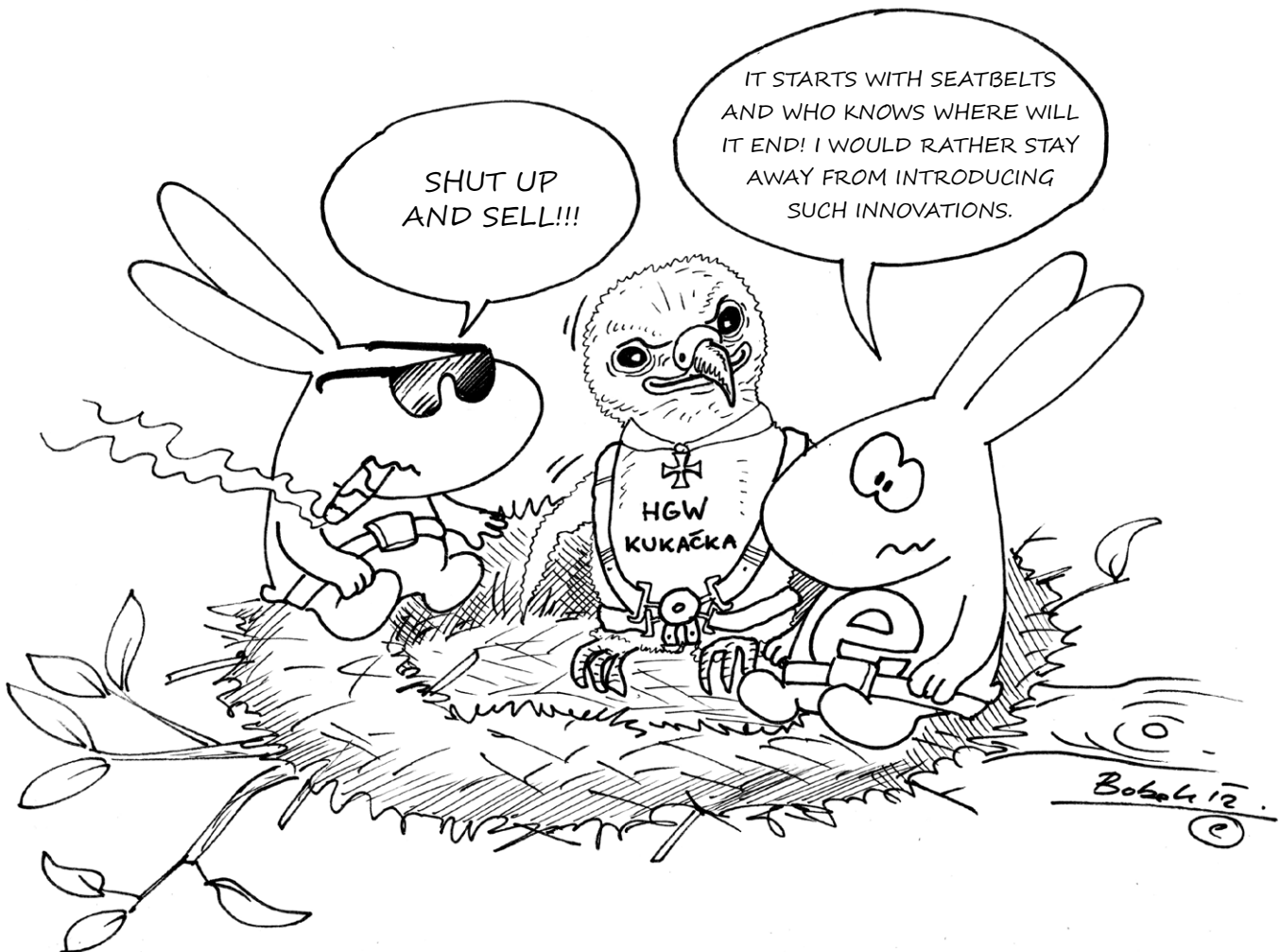
And since we are giving so much space this month to the Bf 110G-2, then be advised that we are preparing two Brassin sets for it covering the wheels and the cockpit. But now I am delving back into the next year. I guess I just can't wait. I'll take advantage of that later. January's newsletter will be long and involved, including all of our future plans, goals and dreams. Just to be safe, I'd better start on it tomorrow!!

Have a great Christmas, and a Happy New Year, and I certainly hope that the Carrot Fighter, and/or any of our other many offerings, will be there to pique your interest and bring you pleasure!

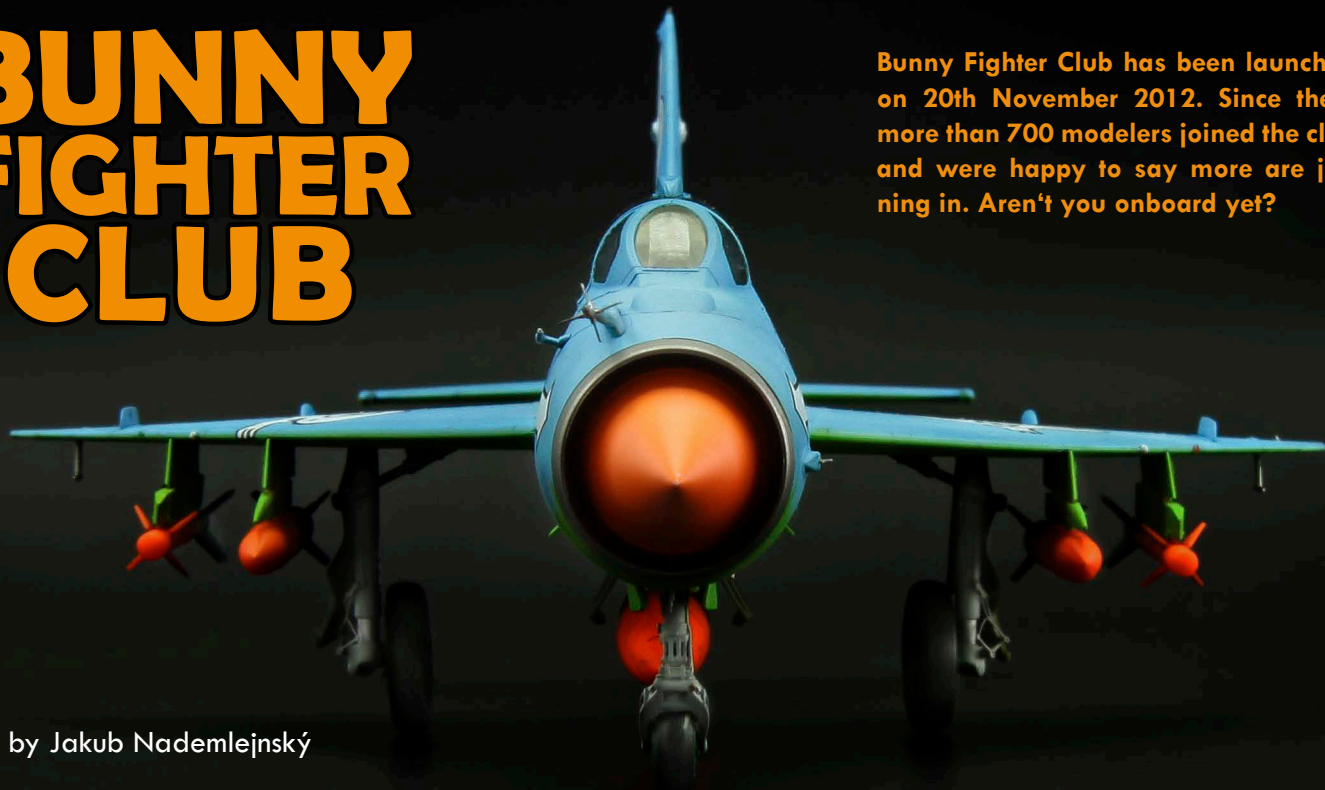
Keep on Modeling!

Vladimir Sulc

Our sales department will be closed from December 21st, 2012, to January 3rd, 2013. All orders received by December 19th, 2012 will be dispatched by the end of the year. However, it is expected that later parcels processed in 2012 will be leaving our ramps by December 20th, 2012. Please don't hesitate to place your orders! All later orders may be dispatched after the New Year. 2013 deliveries will start after completion of inventory, which is expected on Friday, January 4th, 2013. This means that all orders received between December 19th, 2012, and January 3rd, 2013, will be processed during the second week of 2013. Thanks a lot for understanding. Merry Christmas and Happy New Year!!!



BUNNY FIGHTER CLUB



Bunny Fighter Club has been launched on 20th November 2012. Since then, more than 700 modelers joined the club and were happy to say more are joining in. Aren't you onboard yet?

Built by Jakub Nademlejnský

With BFC launch, we're also starting with this new 'category' in Info Eduard, specially devoted to BFC. We'll

be regularly updating you here on special club products and other important BFC-related events.

In this Info Eduard issue, we're presenting you the first club products, that will be introduced in 2013. Enjoy!

FREQUENTLY ASKED QUESTIONS

How to become a member of BFC? – Simply by purchasing the Activation product – MiG-21MF Founder Edition (BFC001).

When is the kit available? – MiG-21MF Founder Edition is available for purchase from 20th November 2012.

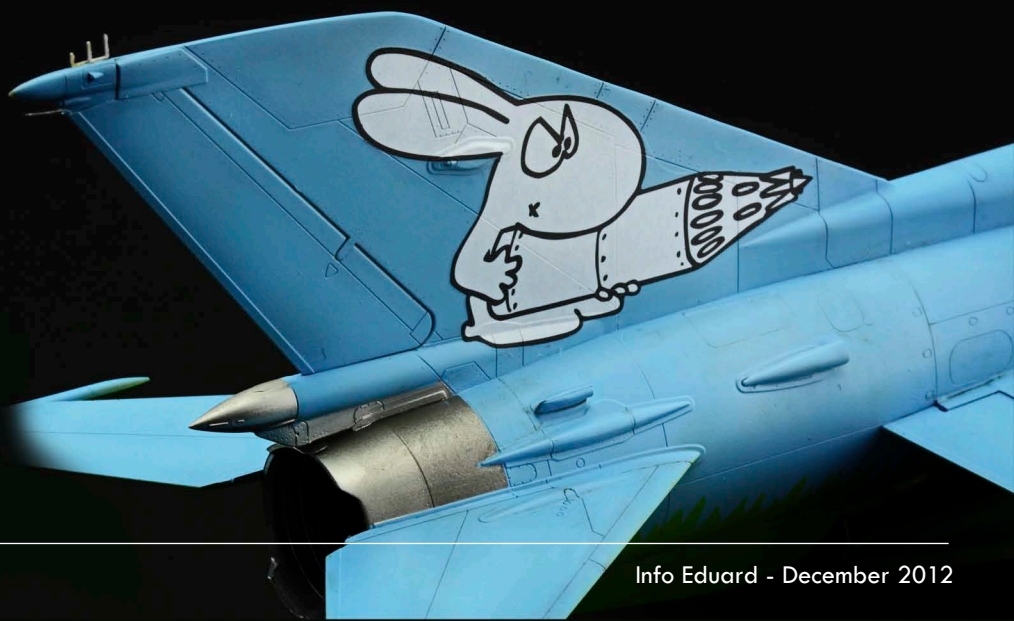
What's my discount when I'm purchasing MiG-21MF Bunny Fighter for the first time? – You will be given 15% discount on (almost) every Eduard product in your shopping cart. To apply this discount, the activation product has to be in your shopping cart. Activation product is excluded from this calculation. (Note when adding #BFC001 product into your shopping cart, you are not a BFC member yet.)

When will I become a BFC member? – You will effectively become a BFC member as soon as we send you the confirmation email about your BFC membership.

Can I buy two kits with one account in order to activate two memberships? – Each customer has to order the Activation product using his own registered account. By purchasing more than one Activation product

only that one account is eligible for membership.

Will there be other Activation product in the future? (other scales, AFV, ships) – Currently, there is only one Activation product for first 1000 members – the MiG-21MF Founder Edition (BFC001). We might consider to make AFV or ships related Activation products in the future.



More pictures at
<http://www.facebook.com/EduardCompany>

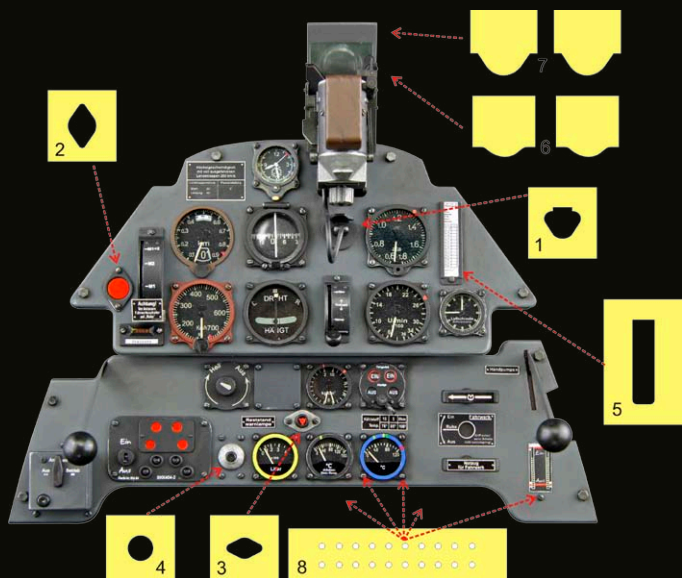
BFC005

MiG-21 Bunny Fighter 1/48 Grass Mask

Painting mask that allows an accurate and non problematic painting of the grass camo scheme on the MiG-21MF 1/48 The Bunny Fighter (cat. No. BFC001)

14.95 USD

11.25 EUR



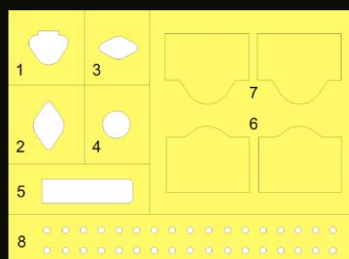
BFC004

Bf 109E Instrument Panel 1/4 Mask

Painting mask for the Bf 109E Instrument Panel 1/4 scale kit (cat.No. 14002) will help with painting the bases of switches and control lights B18, B21, B26, frame for decal D13, electrical connector for the gun sight, all crews and clear parts C1 and C3 of the REVI C/12D gun-sight.

14.95 USD

11.25 EUR

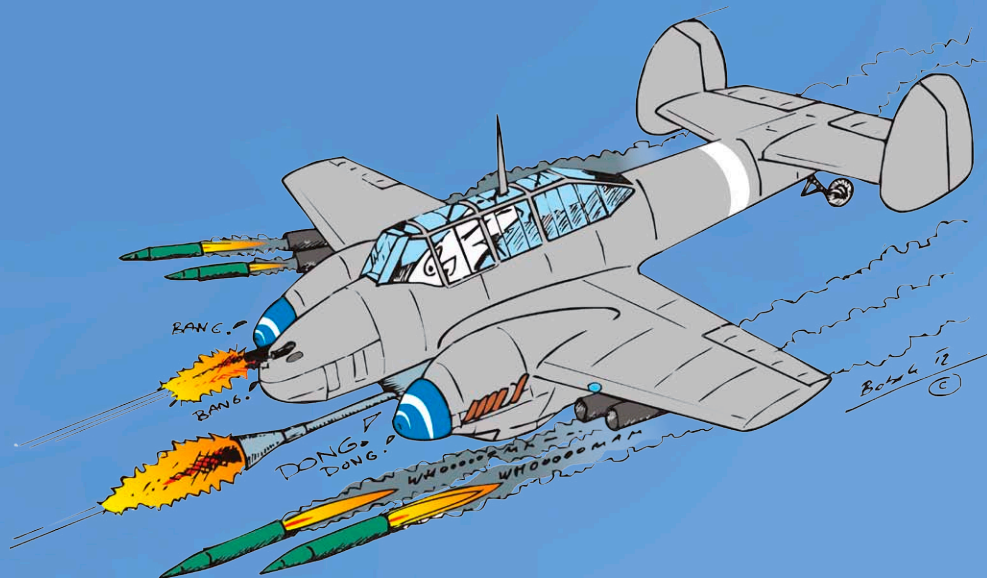


Bf 110G-2

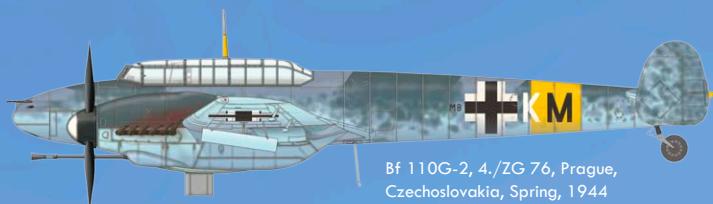
ProfiPACK 1/72

Cat.No. 7085

The Bf 110G-2 in 1/72 by Eduard is a brand new kit with two new mold sprues. A version with underwing rocket armament and under belly cannon (37mm Flak 18) included. Decal sheet covers four attractive markings and stencils. Kit consists from 7 plastic frames, which components will satisfy by fine details and perfect fitting of every plastic parts. The ProfiPACK edition also means that the painting mask and photo-etched accessories are included.



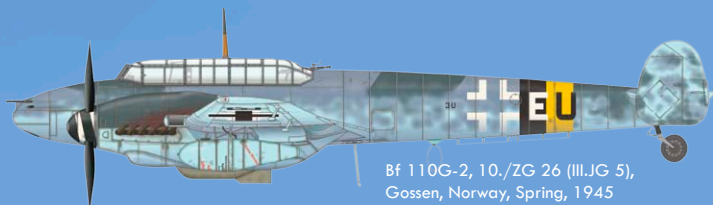
BUY Bf 110G-2 1/72 



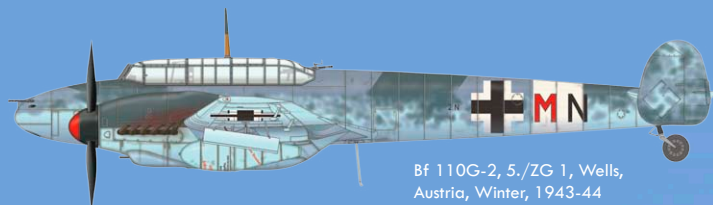
Bf 110G-2, 4./ZG 76, Prague, Czechoslovakia, Spring, 1944



Bf 110G-2, 5./ZG 1, Monte Covino, Italy, Summer, 1943



Bf 110G-2, 10./ZG 26 (III.JG 5), Gossen, Norway, Spring, 1945



Bf 110G-2, 5./ZG 1, Wells, Austria, Winter, 1943-44

WE RECOMMEND:

Photo-etched set 72556 Bf 110G-2 1/72



Nieuport 17

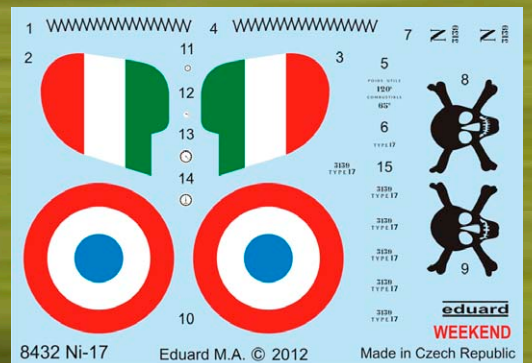
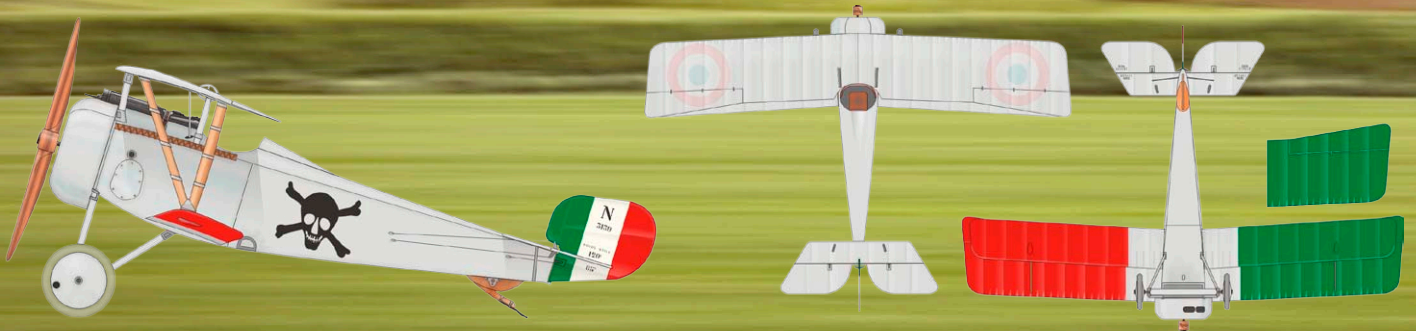
Weekend 1/48

Cat.No. 8432

The Weekend edition brings you the cheap variant of Eduard kit Nieuport 17 in 1/48 scale. High quality decals are designed and printed by Eduard. This kit, in very fair price, does not contains photo-etched accessories, nor the painting mask.



Ni-17, N3139, ten. Fulco Ruffo di Calabria, 91a Squadriglia, Italian Front, Spring 1917

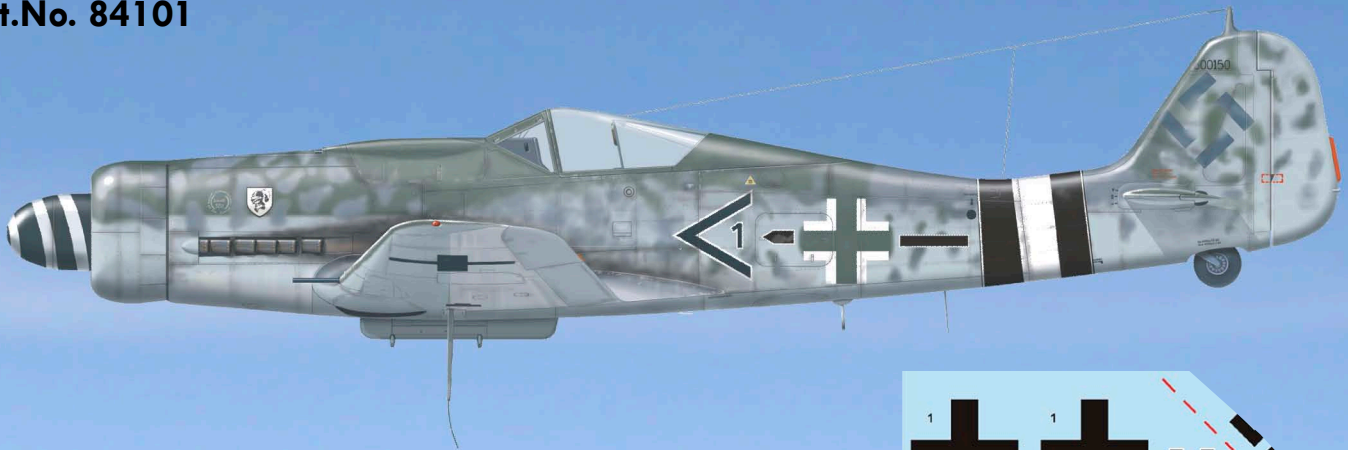


BUY Nieuport 17 1/48 

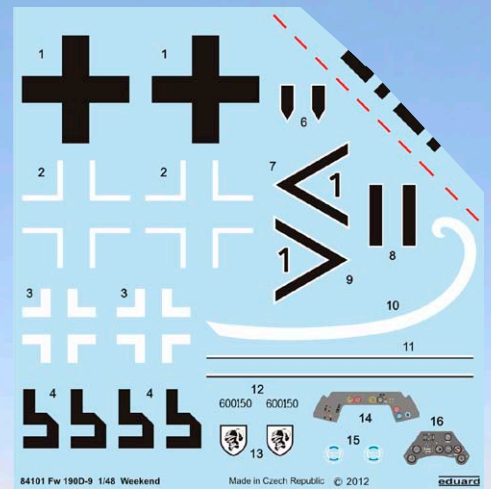
Fw 190D-9

Weekend 1/48

Cat.No. 84101



The Weekend edition brings you the cheap variant of Eduard bestseller category kit Fw 190D-9 in 1/48 scale. High quality decals are designed and printed by Eduard. This kit, in very fair price, does not contains photo-etched accessories, nor the painting mask.



BUY Fw 190D-9 1/48

WE RECOMMEND:

- 648076 MG 131 mount for Fw 190D-9 1/48 (Brassin)
- 648065 MG 131 for Fw 190 1/48 (Brassin)
- 48650 Fw 190D landing flaps 1/48 (PE-SETS)
- 48651 Fw 190D-9 1/48 (PE-SETS)
- 48664 Fw 190D wooden landing flaps 1/48 (PE-SETS)
- EX328 Fw 190D Weekend 1/48 (mask)

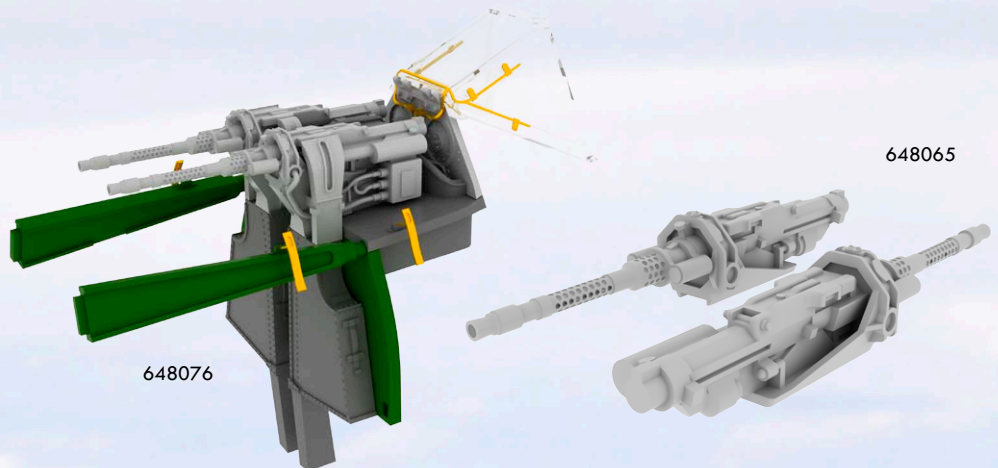


PHOTO-ETCHED SETS 48650, 48651



Bf 109E instrument panel

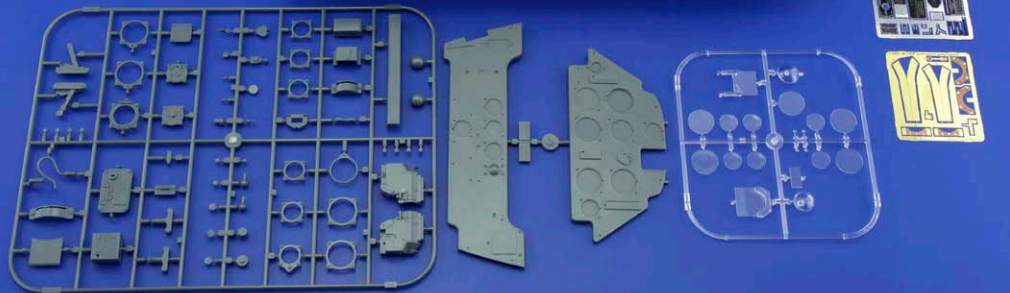
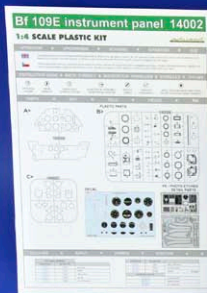
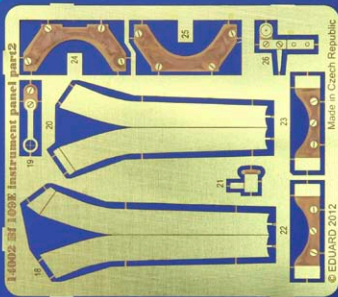
LIMITED EDITION 1/4

Cat.No. 14002

Accurate 1/4 scale reproduction of the Bf 109E instrument panel. Brisk printed decals for instrument dials, photoetched needles, life-like color placards and instruction labels. Decals of handwritten notes on the dashboard and switch panels. Accurate reproduction of the REVI C/12D gun-sight. Over 60 Instruments, Switches, Buttons, Screws and Placards.



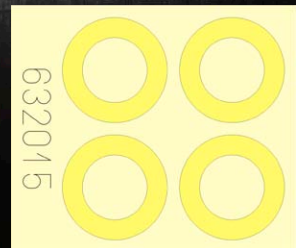
BUY Bf 109E instrument panel 1/4



632015
P-51 wheels
1/32 Tamiya

Main landing gear wheels of the P-51 (2pcs). Recommended to the Tamiya 1/32 P-51 kit. Consists of the separate discs and tires

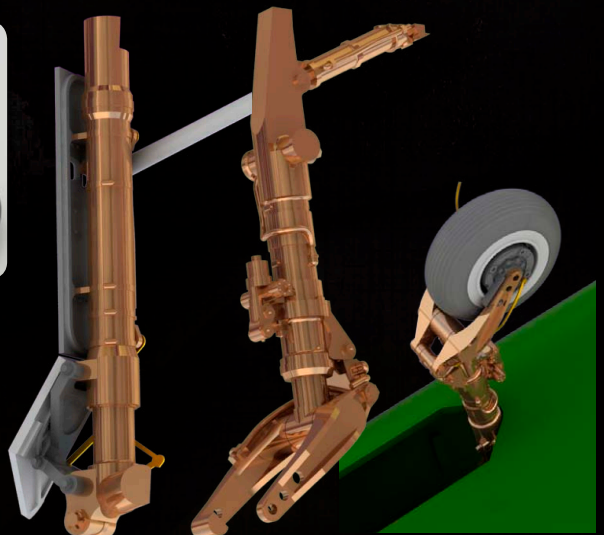
BUY P-51 wheels 1/32



648080
MiG-21 undercarriage legs BRONZE
1/48 Eduard

Very strong and stable landing gear legs with extremely detailed surface will ensure the stability of a model, especially when Brassin accessories are applied. Legs for the main and nose landing gear are made from pure bronze. The surface quality, also as the stoutness surpasses solution made from other material, inclusive the white metal. Set consists of 3 bronze legs, resin hydraulic cylinder supports, landing gear doors (in two variants) and other photo-etched details. Designed for the Eduard MiG-21 third generation family (MF, SMT, BIS).

NEW TECHNOLOGY



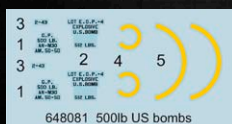
BUY MiG-21 undercarriage legs 1/48

648081
US 500lb bombs (2 pcs)
1/48

One of the primarily used WWII US general purpose bombs (500 pounds) used by the US and Allied air forces. Set of two bombs consists of resin body, resin tail unit and photo-etched nose & tail fuzes safety props. Decal sheet with stencils.



Built bombs on page 32.

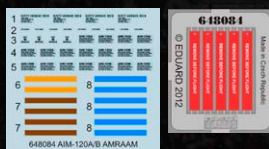
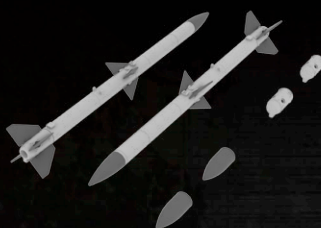
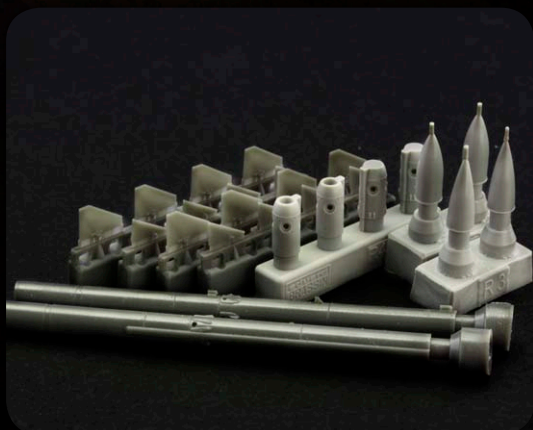


BUY US 500lb bombs 1/48

648084

AIM-120A/B AMRAAM (2pcs)

1/48



2 pcs of US air-to-air missile (beyond-visual-range air-to-air missile). Each rocket consists of the main body, separate front and rear part, separate winglets, photo-etched details and decals. The warhead is designed in two variants – the training and the tactical one. The rear part of the rocket is also designed in two variants – for the training version and the tactical version with the exhaust.

BUY AIM-120A/B AMRAAM 1/48

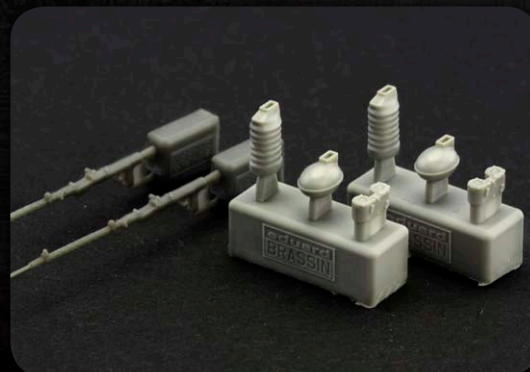
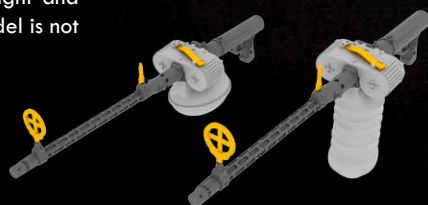
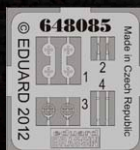
648085

MG 15 gun (2 pcs)

1/48

2 pcs of the mostly used German Luftwaffe movable gun for aerial gunners in the first half of the WWII. Each unit consist of the gun, ammo boxes and the spent cartridges chute. 2 variants of the spent cartridges chutes. Photo-etched details – gunsight and ammo box handle. The gun fitting to the model is not included.

BUY MG 15 gun 1/48



648086

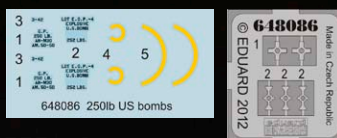
US 250lb bombs (2 pcs)

1/48

One of the primarily used WWII US general purpose bombs (250 pounds) used by the US and allied air forces. Set of two bombs consists of resin body, resin tail unit and photo-etched nose & tail fuzes safety props. Decal sheet with stencils.

BUY US 250lb bombs 1/48

Built bombs on page 32.



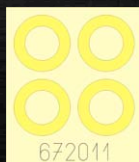
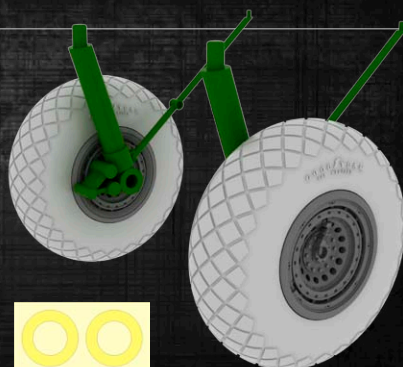
672011

B-17G wheels

1/72

Main landing gear wheels of the B-17 (2pcs). Consists of the separate discs and tires.

BUY B-17G wheels 1/72



MiG-21 MF EARLY



SIN64806

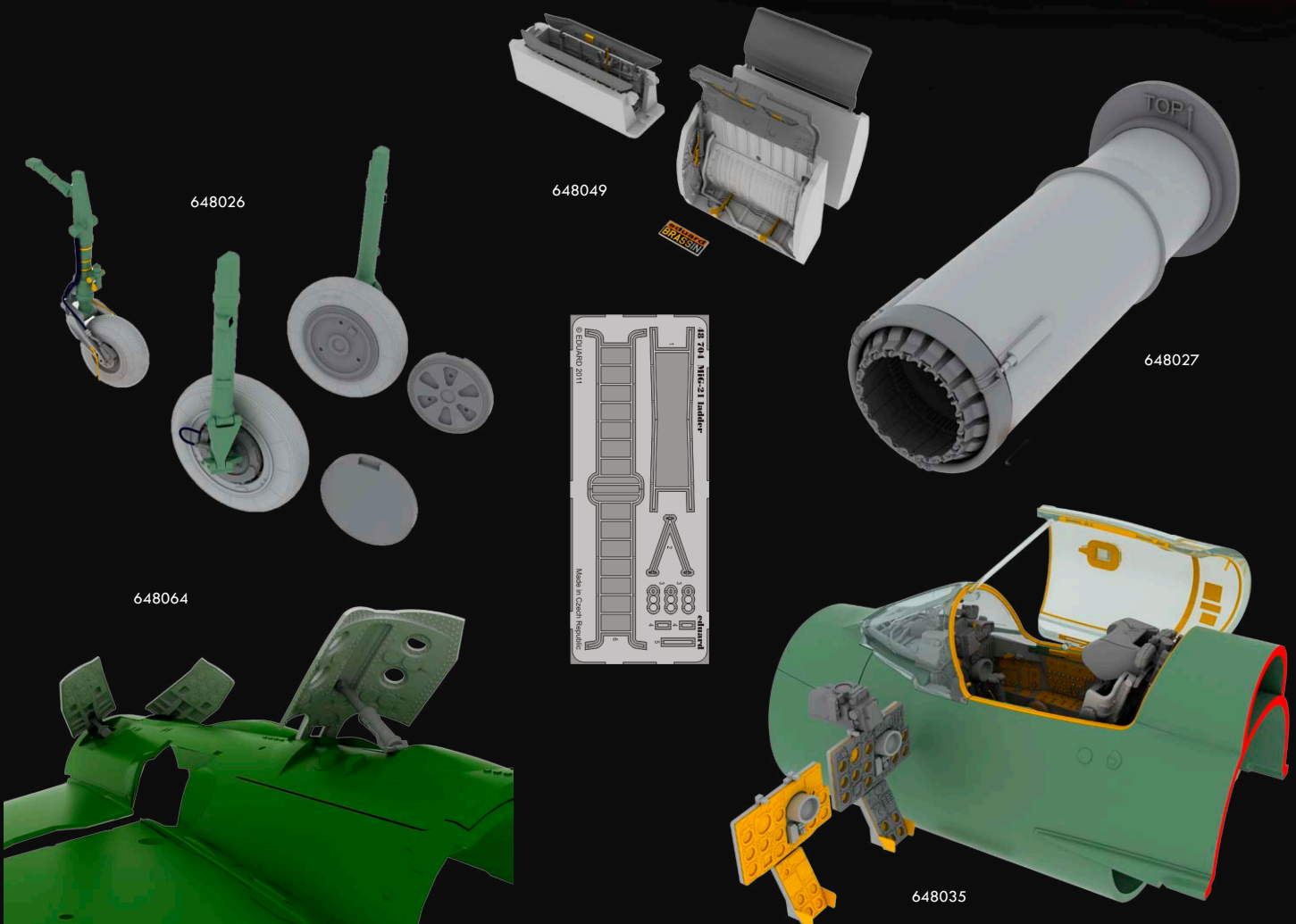
MiG-21MF EARLY 1/48 Eduard

- 48704 MiG-21 ladder
- 648026 MiG-21 wheels
- 648027 MiG-21MF/SMT exhaust nozzle
- 648035 MiG-21MF interior early
- 648049 MiG-21 wheel wells
- 648064 MiG-21 late airbrakes

- A collection of six sets for the Eduard MiG-21MF 1/48 scale in the early variant.

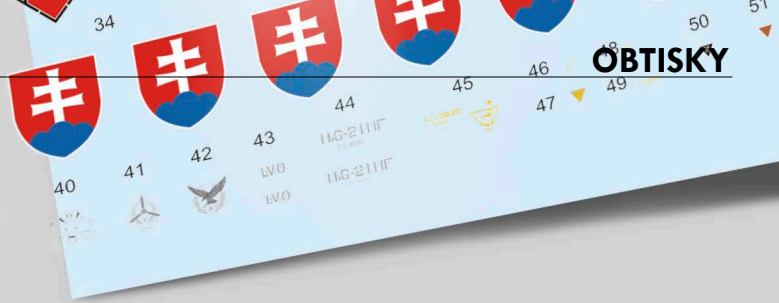
- Consists of the interior including seat, exhaust nozzle, wheel wells, wheels, late MiG-21 airbrakes and photo-etched ladder.

All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 15%.



EDUARD DECALS

33
7713
7713



Fw-190A Stencil data
Made in Czech Republic © 2012 eduard

D48012 Fw 190A stencils 1/48

- A complete set of instruction and maintenance stencils for the Fw 190A in black and white variants, walkways on wings in black and grey variant, external fuel tank stencils (in red and black variant). The yellow triangles for the fuel tank gap covers all regularly used fuel variants.
- The set consist of more than 100 individual stencils fits perfectly to the Eduard Fw 190A family, but can be used also for models of other manufacturers.

BUY Fw 190A stencils 1/48



Bf 109E stencils data
Made in Czech Republic © 2012 eduard

D48013 Bf 109E stencils 1/48

- A complete set of instruction and maintenance stencils for the Bf 109E in black, red and white variants, walkways on wings in black and red variant, external fuel tank stencils (in red and black). The yellow triangles for the fuel tank gap in two versions.
- The set consist of more than 100 individual stencils fits perfectly to the Eduard Bf 109E family, but can be used also for models of other manufacturers.

BUY Bf 109E stencils 1/48



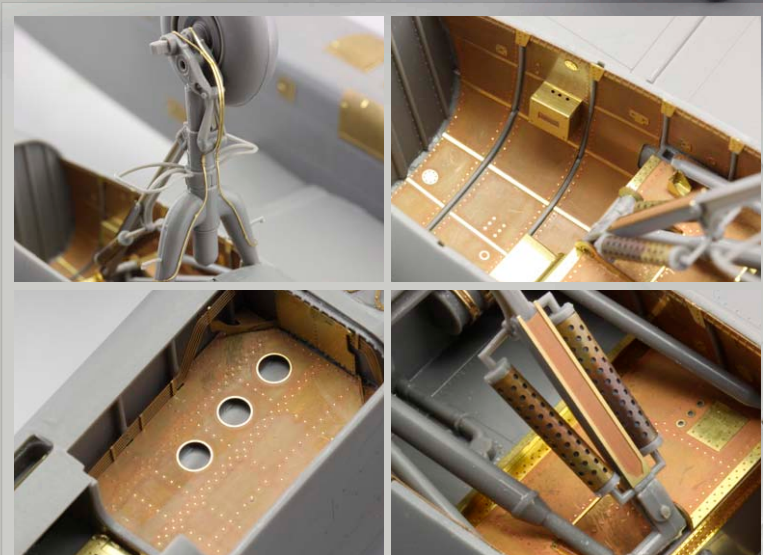
PHOTO-ETCHED SETS

SELECTED*

He 219 1/32 Revell

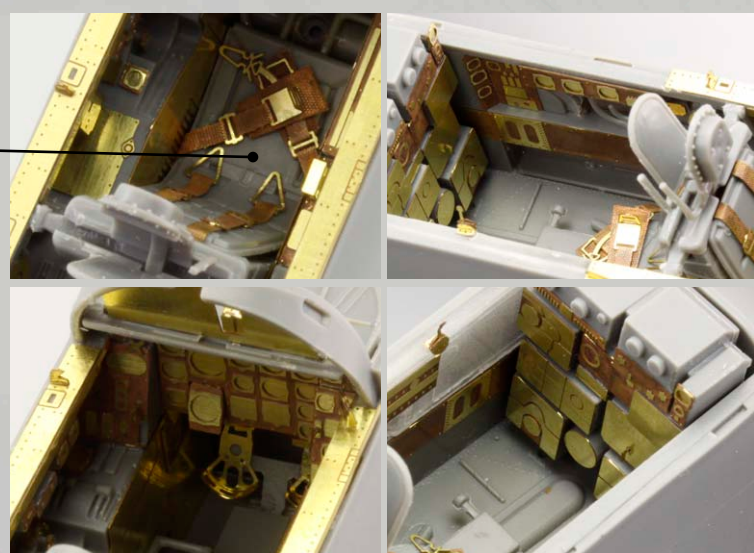
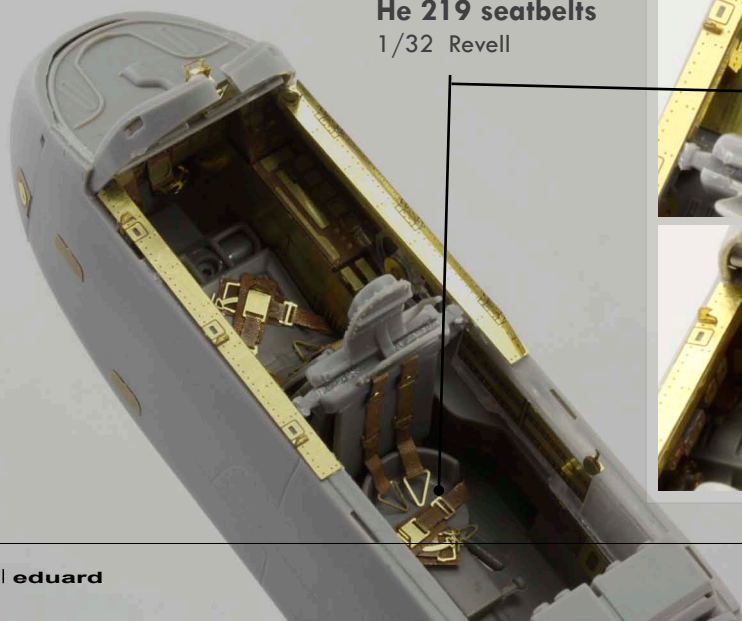


He 219 undercarriage 1/32 Revell (32325)

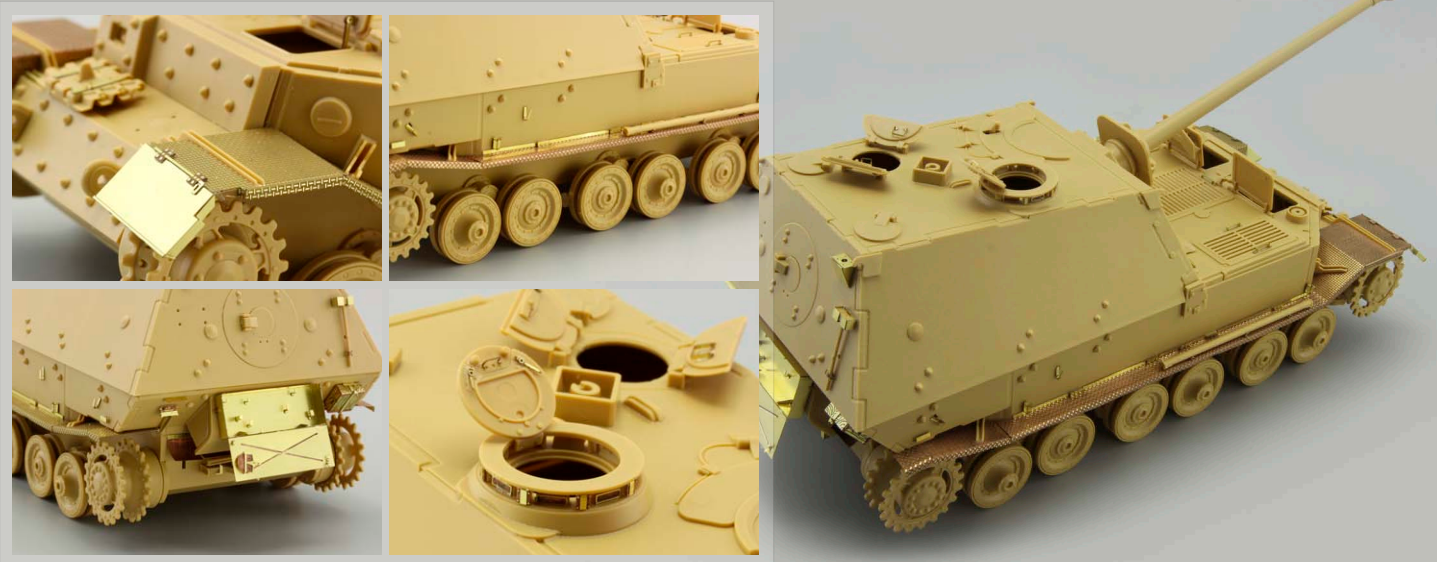


He 219 interior S.A. 1/32 Revell (32757)

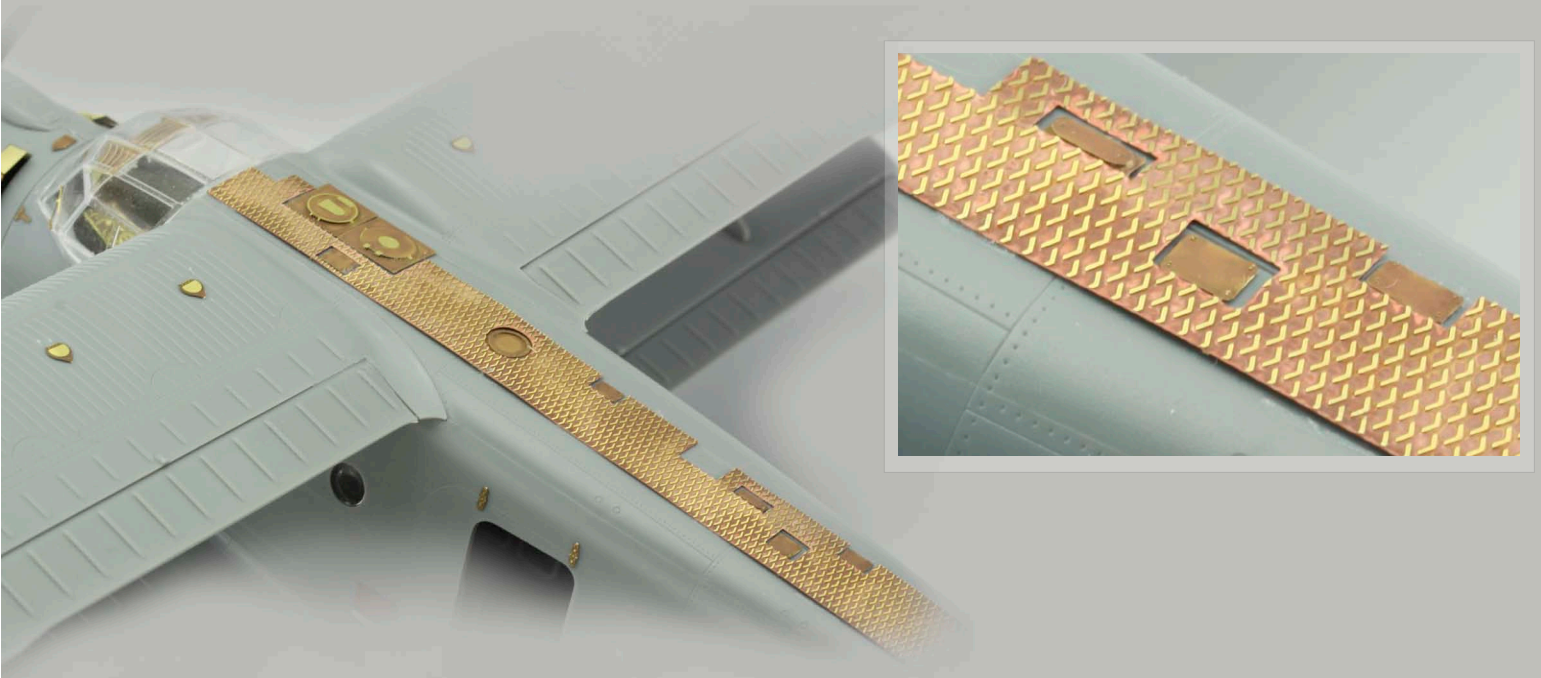
32755
He 219 seatbelts
1/32 Revell



Sd.Kfz. 184 Elefant 1/35 Tamiya (36241)



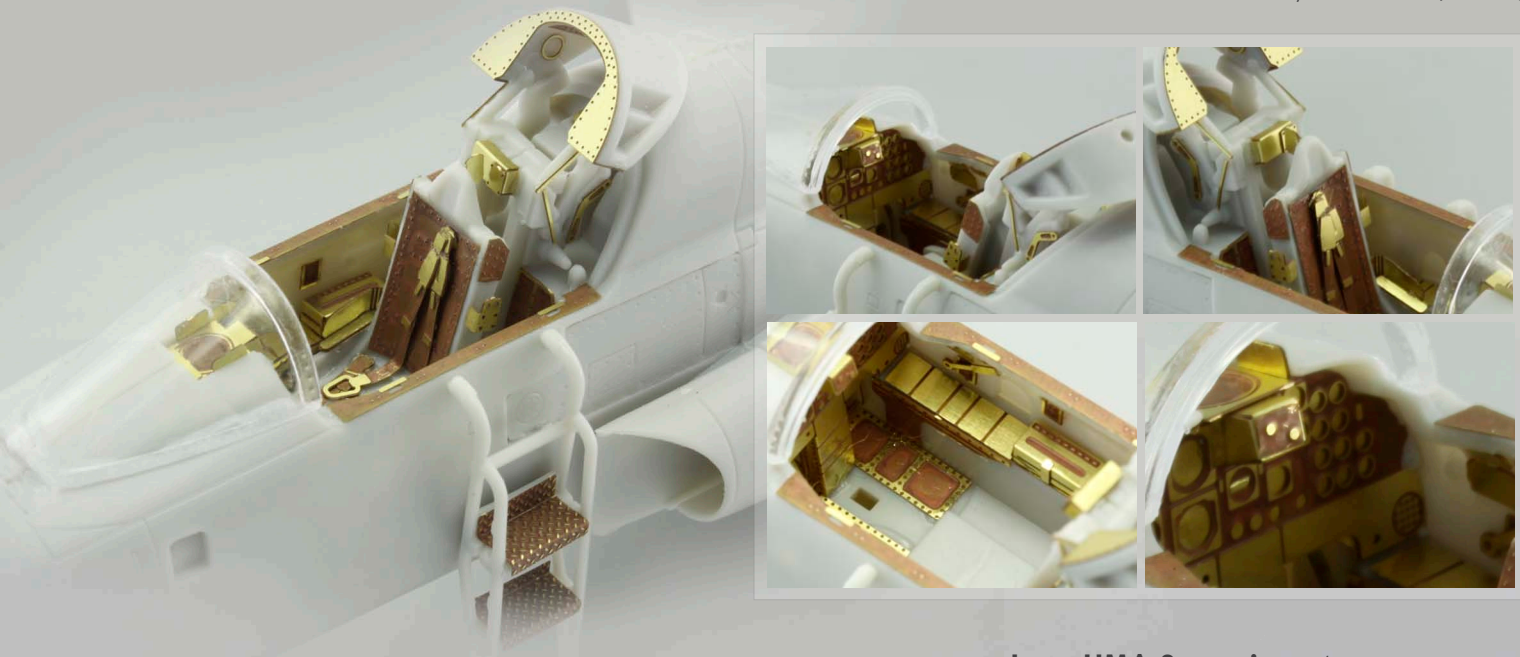
An-2 surface panels 1/48 Trumpeter (48747)



F-5A exterior 1/48 Kinetic (48750)



F-5A interior S.A. 1/48 Kinetic (49619)



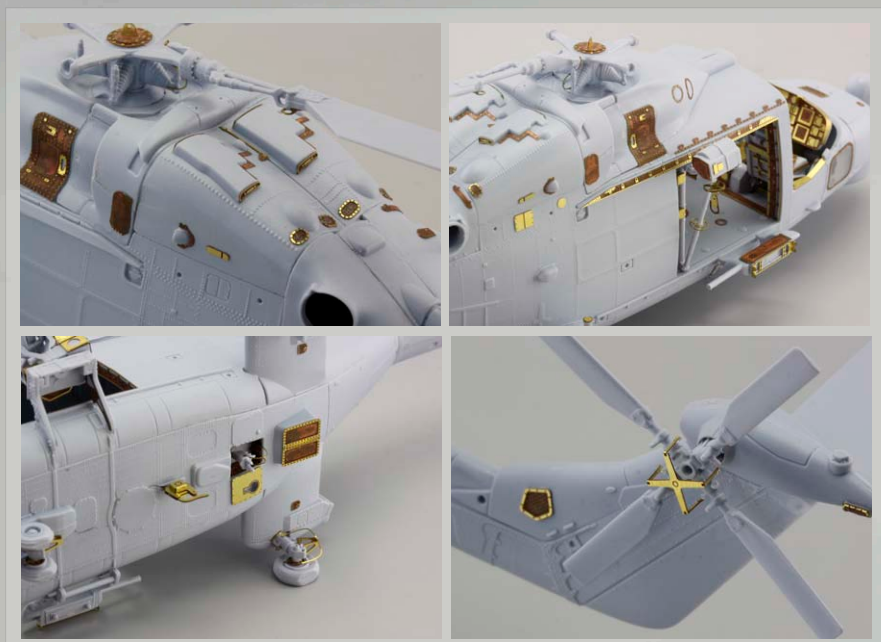
Lynx HMA.8 exterior 1/48 Airfix (48741)



49623

Lynx HMA.8 seatbelts

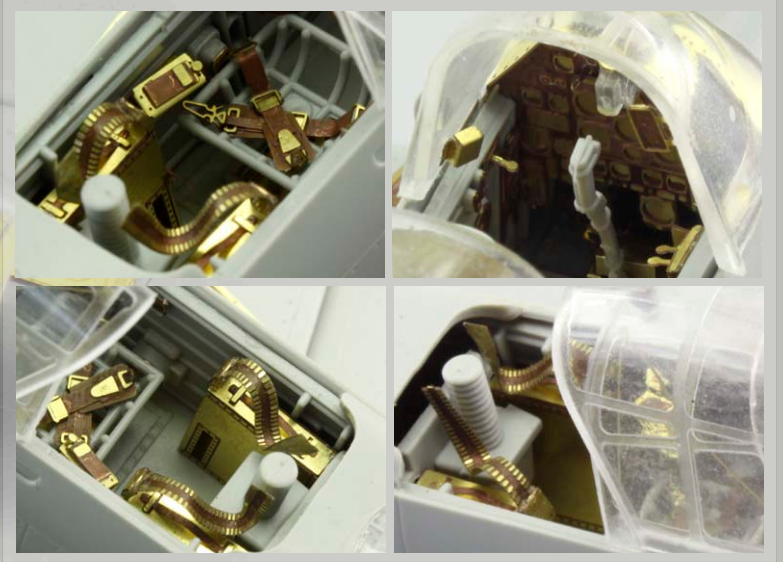
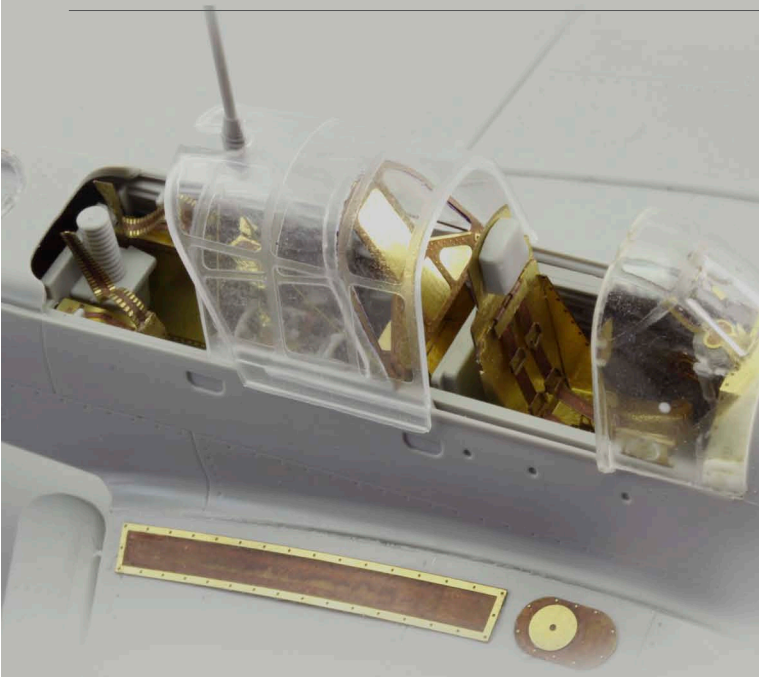
1/48 Airfix



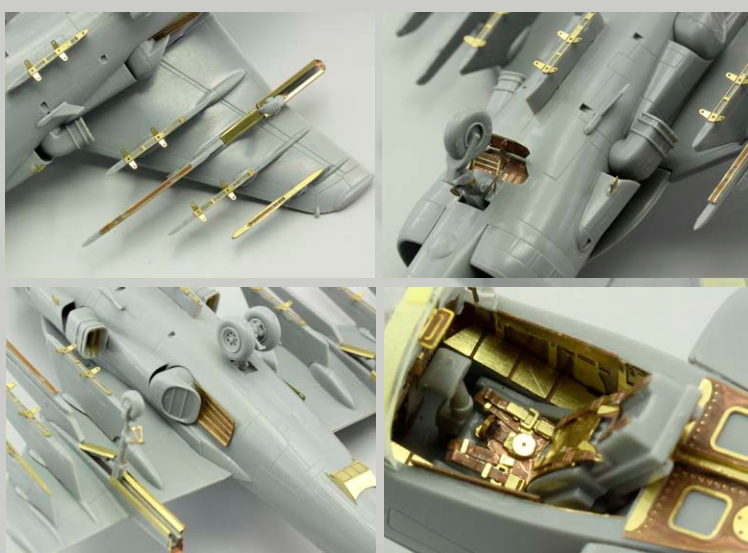
Ju 87D-5 exterior 1/48 Italeri (48749)



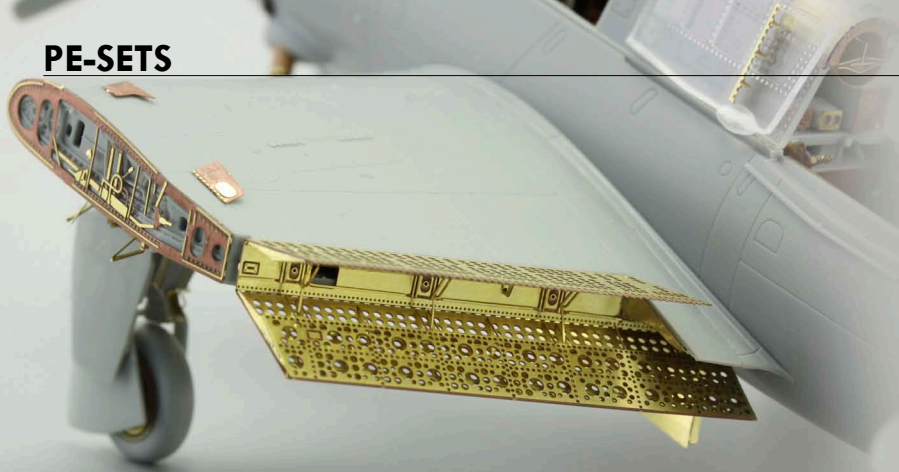
Ju 87D-5 interior S.A. 1/48 Italeri (49614)



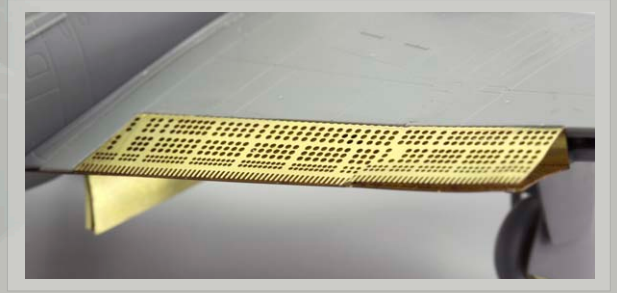
Harrier Gr.Mk.7/9 S.A. 1/72 Revell (73466)



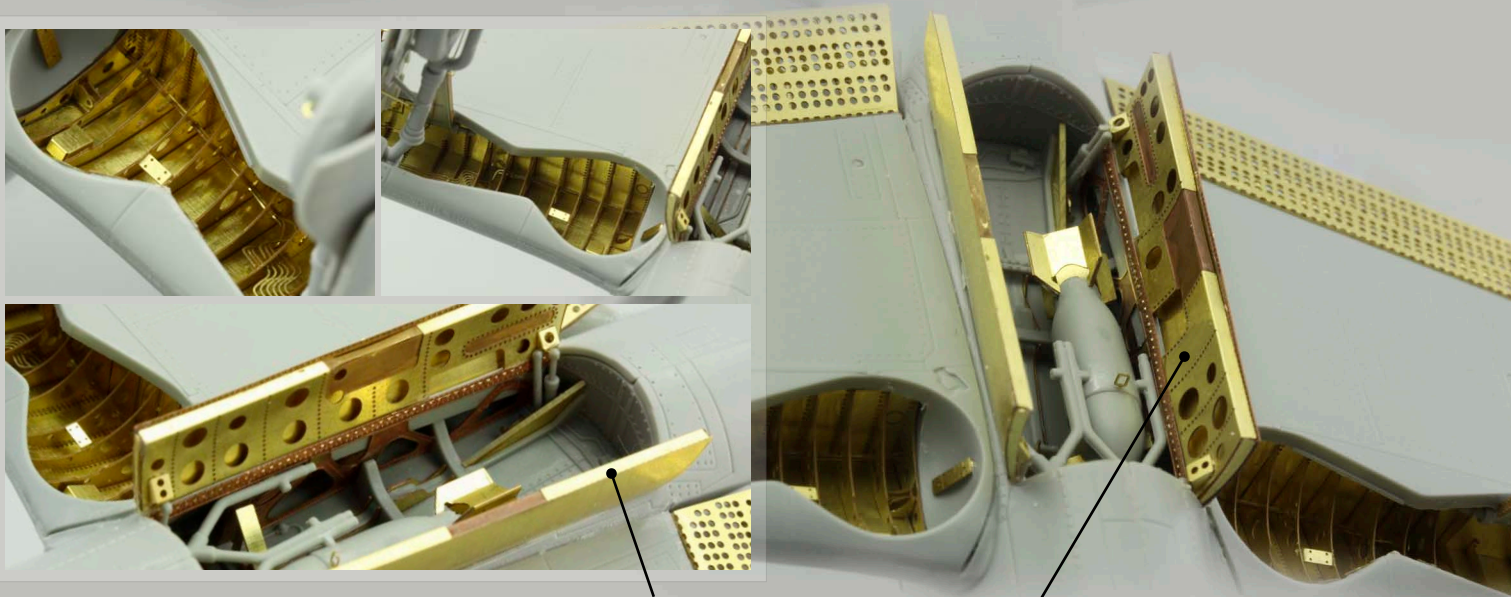
PE-SETS



SB2C landing flaps 1/72 Cyber Hobby (72547)



SB2C undercarriage 1/72 Cyber Hobby (72550)



SB2C bomb bay 1/72 Cyber Hobby (72550)

Luftwaffe fighter seatbelts FABRIC 1/48 (49061)

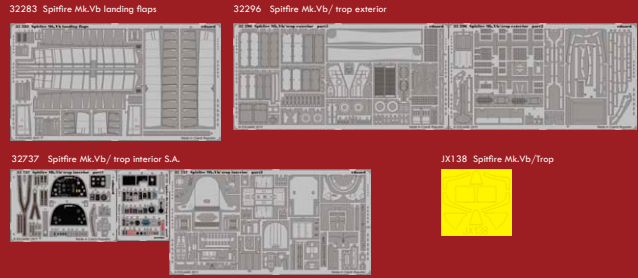
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BIG3321 SPITFIRE Mk.Vb/TROP 1/32 Hobby Boss



32283 Spitfire Mk.Vb landing flaps

32296 Spitfire Mk.Vb/ trop exterior

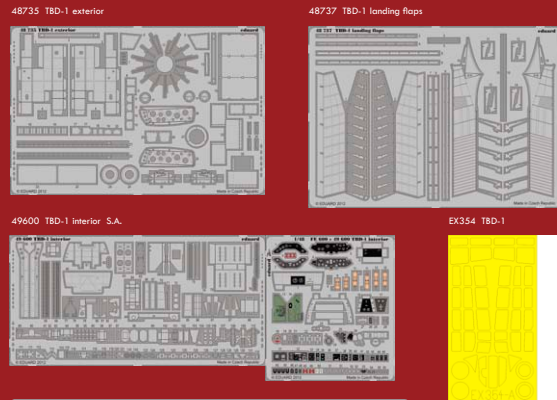
32737 Spitfire Mk.Vb/ trop interior S.A.

JX138 Spitfire Mk.Vb/Trop



32283 Spitfire Mk.Vb landing flaps (BIG3321)

BIG4977 TBD-1 1/48 GREAT WALL HOBBY

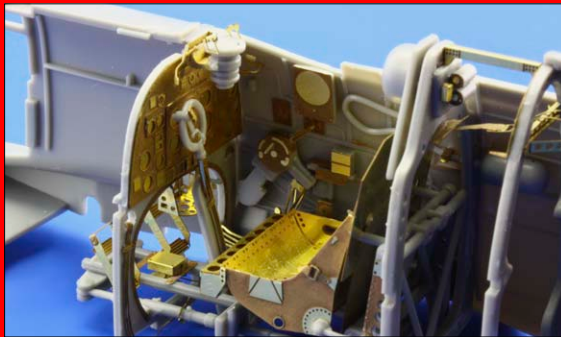


48735 TBD-1 exterior

48737 TBD-1 landing flaps

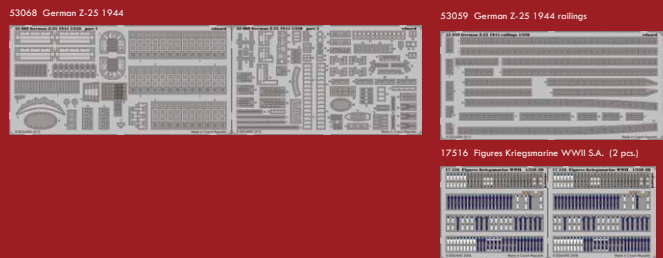
49600 TBD-1 interior S.A.

EX354 TBD-1



32737 Spitfire Mk.Vb/ trop interior S.A. (BIG3321)

BIG5312 GERMAN Z-25 1944 1/350 TRUMPETER



53068 German Z-25 1944

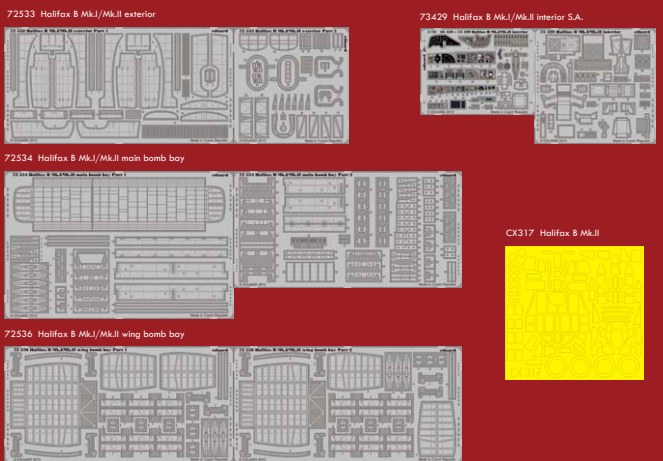
53059 German Z-25 1944 railings

17516 Figures Kriegsmarine WWII S.A. (2 pcs.)



53068 German Z-25 1944 (BIG5312)

BIG7276 HALIFAX B Mk.I/Mk.II 1/72 TRUMPETER



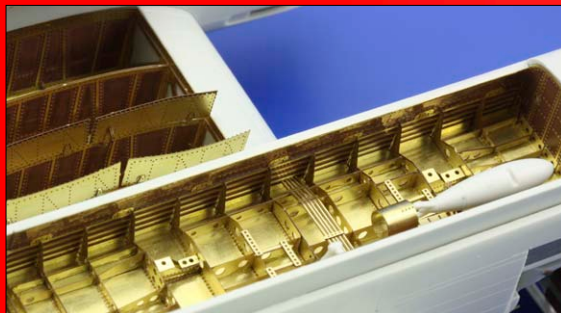
72533 Halifax B Mk.I/Mk.II exterior

73429 Halifax B Mk.I/Mk.II interior S.A.

72534 Halifax B Mk.I/Mk.II main bomb bay

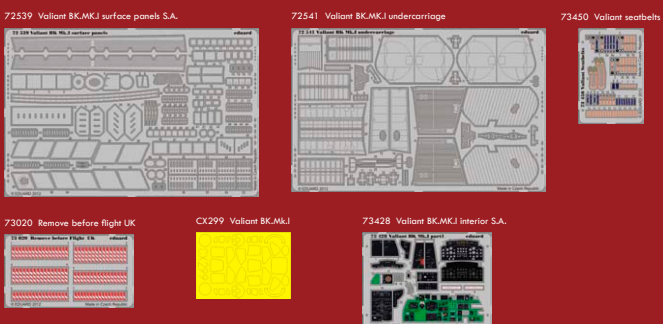
CX317 Halifax B Mk.II

72536 Halifax B Mk.I/Mk.II wing bomb bay



72534 Halifax B Mk.I/Mk.II main bomb bay (BIG7276)

BIG7277 VALIANT BK.Mk.I 1/72 AIRFIX



72539 Valiant BK.Mk.I surface panels S.A.

72541 Valiant BK.Mk.I undercarriage

73450 Valiant seatbelts

73020 Remove before flight UK

CX299 Valiant BK.Mk.I

73428 Valiant BK.Mk.I interior S.A.

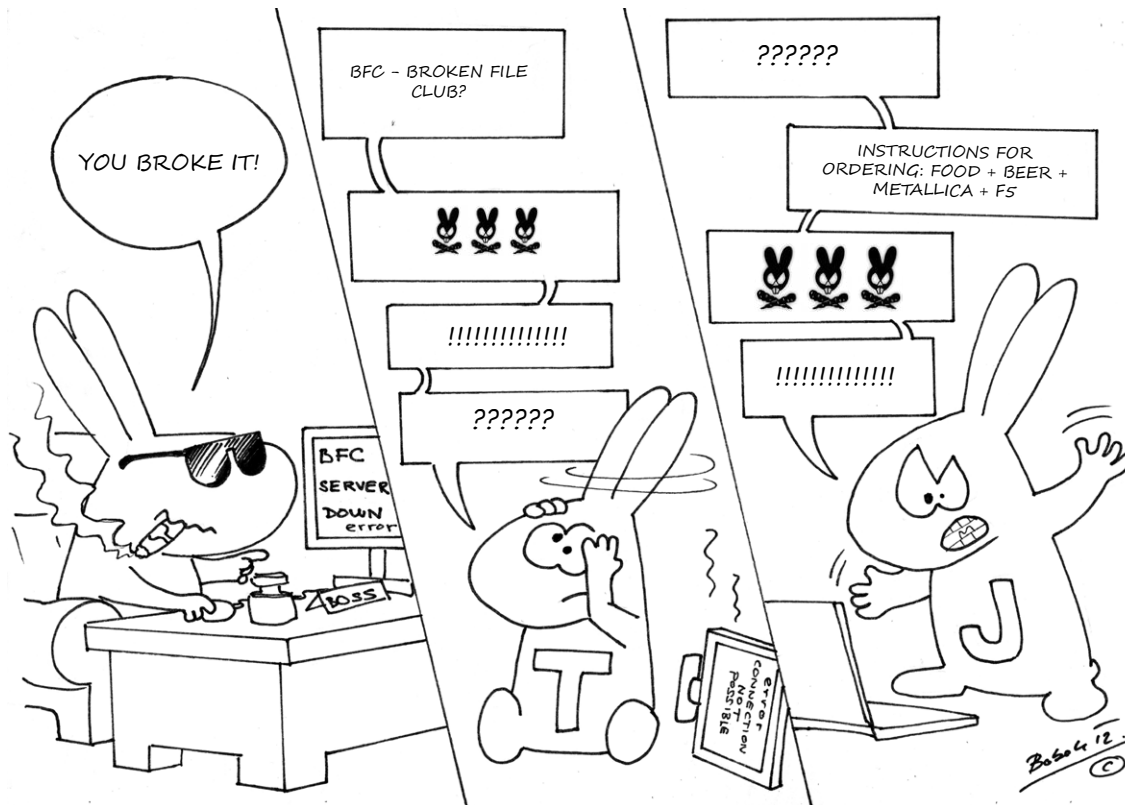
- BIG3321 SPITFIRE Mk.Vb/TROP 1/32 Hobby Boss**
- BIG4977 TBD-1 1/48 GREAT WALL HOBBY**
- BIG5312 GERMAN Z-25 1944 1/350 TRUMPETER**
- BIG7276 HALIFAX B Mk.I/Mk.II 1/72 TRUMPETER**
- BIG7277 VALIANT BK.Mk.I 1/72 AIRFIX**

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KITS							
7085	Bf 110G-2	1/72	ProfiPACK	CX335	A-4B 1/72	1/72	Airfix
8432	Nieuport 17	1/48	Weekend	CX336	Harrier Gr.Mk.7/9 1/72	1/72	Revell
84101	Fw 190D-9	1/48	Weekend	CX340	P-51D/F-51D 1/72	1/72	Airfix
14002	Bf 109E instrument panel	1/4	Limited Edition	CX341	Sea King AEW.2 1/72	1/72	Cyber Hobby
PE-SETS				EX367	B-29 1/48	1/48	Monogram/Revell
32325	He 219 undercarriage	1/32	Revell	EX372	F-5A 1/48	1/48	Kinetic
32755	He 219 seatbelts	1/32	Revell	EX374	Seahawk Mk 100/101 1/48	1/48	Trumpeter
32757	He 219 interior S.A.	1/32	Revell	JX145	He 219 1/32	1/32	Revell
36226	SU 152 late	1/32	Trumpeter	XT199	BRDM-2 1/35	1/35	Trumpeter
36230	M-109A-2 SPH	1/35	Kinetic	XT203	T-55 Enigma 1/35	1/35	Tamiya 35324
36241	Sd.Kfz. 184 Elefant	1/35	Tamiya	BIG ED			
48741	Lynx HMA.8 exterior	1/48	Airfix	BIG3321	SPITFIRE Mk.Vb/TROP 1/32	1/32	Hobby Boss
48747	An-2 surface panels	1/48	Trumpeter	BIG4977	TBD-1 1/48	1/48	Great Wall Hobby
48749	Ju 87D-5 exterior	1/48	Italeri	BIG7276	HALIFAX B Mk.II 1/72	1/72	REVELL
48750	F-5A exterior	1/48	Kinetic	BIG7277	VALIANT BK.Mk.I 1/72	1/72	Airfix
49061	Luftwaffe fighter seatbelts FABRIC	1/48		BIG5312	GERMAN Z-25 1944 1/350	1/350	Trumpeter
49614	Ju 87D-5 interior S.A.	1/48	Italeri	BRASSIN			
49619	F-5A interior S.A.	1/48	Kinetic	632015	P-51 wheels	1/32	Tamiya
49623	Lynx HMA.8 seatbelts	1/48	Airfix	648080	MiG-21 undercarriage legs BRONZE	1/48	Eduard
53067	Varyag Cruiser 1/350	1/350	Zvezda	648081	US 500lb bombs (2 pcs)	1/48	
72547	SB2C landing flaps	1/72	Cyber Hobby	648084	AIM-120A/B AMRAAM (2pcs)	1/48	
72548	SB2C bomb bay	1/72	Cyber Hobby	648085	MG 15 gun (2 pcs)	1/48	
72550	SB2C undercarriage	1/72	Cyber Hobby	648086	US 250lb bombs (2 pcs)	1/48	
72555	Bf 110C/D	1/72	Eduard	672011	B-17G wheels	1/72	
72556	Bf 110G-2	1/72	Eduard	BIGSIN			
73459	A-4B S.A.	1/72	Airfix	SIN64806	MiG-21MF EARLY	1/48	Eduard
73466	Harrier Gr.Mk.7/9 S.A.	1/72	Revell	DECALS			
ZOOMS				D48012	Fw 190A stencils	1/48	
FE614	Ju 87D-5 interior S.A.	1/48	Italeri	D48013	Bf 109E stencils	1/48	
FE619	F-5A interior S.A.	1/48	Kinetic				
SS459	A-4B S.A.	1/72	Airfix				
SS466	Harrier Gr.Mk.7/9 S.A.	1/72	Revell				

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Comments and input from J&T





Peter Kaššák

Superzerstörer!

THE Bf 110G-2 IN STORMS OVER SLOVAKIA

The idea of a Zerstörer aircraft hailed from before the start of the Second World War. During the initial phases of WWII in Poland, the western countries and in the Battle of Britain, units equipped with Zerstörer aircraft were proving efficient in combat, especially when engaging ground targets. The nose armament generally comprising of four forward firing guns provided enough concentrated firepower to destroy ground targets and aircraft alike. By the summer of 1943, American bombers were droning over Reich airspace, resurrecting the idea of the Zerstörer aircraft to counter them. Three old Zerstörer units were reactivated - among them, ZG 1 and ZG 76, specifically II./ZG 1 and II./ZG 76, and these were occasionally deployed over the Protectorates

of Bohemia and Moravia as well as the state of Slovakia. Both units utilized the Bf 110G-2, and in the case of ZG 76, the G-3 as well.

The first time action was seen over Slovakia by these units equipped with the Bf 110G-2 was on April 13, 1944. The 15th USAAF put up 163 B-17s and 338 B-24s on a raid against Budapest and Győr in Hungary. To counter, twenty Bf 110G-2s of II./ZG 76 took off from Öttingen at 1032h and headed towards southern Slovakia, claiming four B-24s downed. No loss of personnel was recorded, and only minimal damage to equipment. A second unit of Zerstörers took off, II./ZG 1 around noon from Wels airbase and bounced the bombers on their return flight. These claimed two more Liberators, for the loss of two of their own.

The first aerial combat over southern Slovakia was about to take place, and the first recorded

loss of aircraft and crew was actually a case of fratricide. A Slovak Bf 109E-2, W.Nr. 972 piloted by rtk. Rudolf Božik, saw a twin tail and went after it. Instead of a Liberator, he actually downed Bf 110G-2 W.Nr. 6397 coded 2N + HM, belonging to the 4. Staffel II. Gruppe Zerstörergeschwader 1. The pilot, William Meilinger was hit and died in the cockpit, while Bordfunker Fw. Werner Kamke took to his chute and landed near the crash site unhurt. The stricken Messerschmitt hit the ground in a forest called Kopáč, near Podunajské Biskupice. Interestingly, the incident was pretty much overlooked with no consequences, due to the fact that the Bordfunker identified the aircraft that shot them down as a P-51, owing to the early Bf 109's squared off wingtips, resembling the Mustang. This incident was described in detail in REVI 63 in an article by Boris Súdny and Stanislav Bursa.

Photo above: Messerschmitt Bf 110Gs of II./ZG 1 during a training flight, winter, 1944.

HISTORY

Due to a lack of fuel following the combat mission, three crews of 4./ZG 76 had to land at Vajnory airfield near Bratislava. The crew of Fw. von Darl and Uffz. Wilhelm Hemeter flying M8 + 10 bellied in at 1335h and was sent to Germany for repairs.

The second crew piloted by Lt. Christian Mätzke and Fw. Rudolf Tillian landed safely in their aircraft coded M8 + 8, and after refuelling,



Pilot Lt. William Meilinger, 4./ZG 1, died on April 13, 1944 near Podunajské Biskupice.

the took off at 1943 hours for Vienna - Aspern.

The third crew composed of Uffz. Heinrich Reise and Uffz. Braun, also attempted to land at Vajnory airfield and they nosed in, but the crew was unscathed. Their aircraft was coded M8 + 6, and after a short repair, it was flown to Wels by Fw. Upitz and Fw. Chener on April 21st, 1944 at 1320h.



Excavation of the remains of Bf 110 in Kopáč woods in September, 1988 by members of Aviation History Club, Bratislava (Klubu leteckej histórie Bratislava). Club leader, Ivan Ebringer is shown holding landing gear remains.



Fuselage part was found at the crash site in Kopáč woods. Code letters are visible, as can the white letter 'H' with black outline and the black letter 'M', which proves that this plane belonged to 4. Staffel.

Zerstörergeschwader 76 took part in a few more combat operations before standing down in the middle of May, 1944, to re-equip with the more modern Me 410A. The first and second Gruppe of ZG 76, under the leadership of Hptm. Offtenderinger and Hptm. Kaminsky were stationed in Prague, where their re-equi-

to make the Gruppe inoperative for some time. The unit regained its strength by the middle of June, and was back in action on the 13th. JaFü Ostmark took 46 heavy fighters into combat and claimed six Liberators between 0830h and 1100h. The baptism of fire for I./ZG 76 flying the new Me 410 cost one crew.



Airfield Vajnory on April 13th, 1944. The only undamaged plane from 4./ZG 76 that landed that day was „M8 white 8+-“, flown by Lt. Christian Mätzke and Fw. Rudolf Tillian. The crew, upon return to the base, claimed one victory and one HSS over B-24s over Hungary.

Three days later, on the 16th of June, 1944, combat shifted to southern Slovakia. It was on this day that units subordinate to the newly established 8th Jagddivision, under the command of Oberst. Handrick, sent its units into combat for the first time.

Formations of US bombers were closely monitored from their take off and formation into combat boxes over the Mediterranean Sea. Fighter units at Austrian, Protectorate, Slovak and Hungarian bases were on standby. Alarms started going off between 0900h and 1000h, depending on the base's proximity to the combat area. At 0951h, heavy fighters from Stab, I., II./ZG 76 and II./ZG 1 formed up and headed for an area approximately thirty kilometers north of Balaton Lake directed by Vienna control centre. Interception of the heavies was ordered near Komarno at 1030h, and II./

pment proceeded over May and June and familiarization of the new aircraft took place. The era of the ZG 76 Bf 110 had passed, and the only unit remaining that still operated this type over the Protectorate and Slovakia was II./ZG 1.

As of November, 1943, this unit was stationed at the Austrian air base of Wels. For a short spell, from mid-April to mid-May, they were moved to the Romanian Mamaia region, where they assisted in covering the retreat of the Wermacht through the Black Sea area.

On May 29th, 1944, II./ZG 1 suffered heavy losses at the hands of the 15th USAAF. Eighteen crewman were killed or missing, and another seven wounded. Thirteen aircraft were destroyed or heavily damaged, and that was enough



Welcoming of ZG 76 under 8.JD, Prague, June 1944. In the middle of the photo stands Oberst G. Handrick, and to the right of him is Hptm. H. Offtenderinger, Kommandeur I. Gruppe ZG 76. A parked Bf 110G appears in the background.

ZG 1 claimed no kills for the damage of three of their own with no crew losses.

On the same day, June 16th, 1944, a loss of a 7./ZG 26 Bf 110 was recorded over Slovakia, the only one at the time. This was Bf 110G-2 W.Nr. 150134 coded 3U + DR which came down near Kollárovo. The pilot, Uffz. Josef Braunmüller (born 1921 in Stockheim) and Bordfunker Uffz. George Grüner escaped with injuries. They were transported to hospital at Komarom (Komarom KriegsLazaret 4/605), and the pilot later succumbed to his wounds. The Seventh Staffel ZG 26 was at the time based at Seyring (between June 12 to July 20, 1944), and according to info from Kriegstagesbuch, flew combat support missions for 8.JD.

On June 16th, 1944, the only US fighter pilot, of the 27th FS, 1st FG, to claim a Bf 110, was 1st Lt. George F. Eldred, Jr. This occurred at 1005h near the Hungarian town of Papa, and this was probably the aforementioned 7./ZG 26 aircraft.

This was followed by ten days of quiet over the central European region. The 15th USAAF was focused on targets over northern Italy, and its bombers did not cross the Alps. This was the calm before the storm, and the storm, in terms of losses on both sides, came on June 26th.

Early in the morning on June 26th, 1944, at 0630h, US bombers took off and started to assemble combat formations. An hour later, at 0733h, they were located 60km north of Zara on a heading for Vienna. About fifteen minutes later, the 7. Jagddivision was alerted. Its pilots were to support 8.JD in combat. Pilots of I./JG 300 based at Herzogenaurach climbed into 33 Bf 109G-6 aircraft. At the same time, 28 pilots of II./JG 300 were ordered ready at Unterschlaubersbach in Fw 190As along with the III./JG 300 from Jutterbog also in Bf 109Gs.

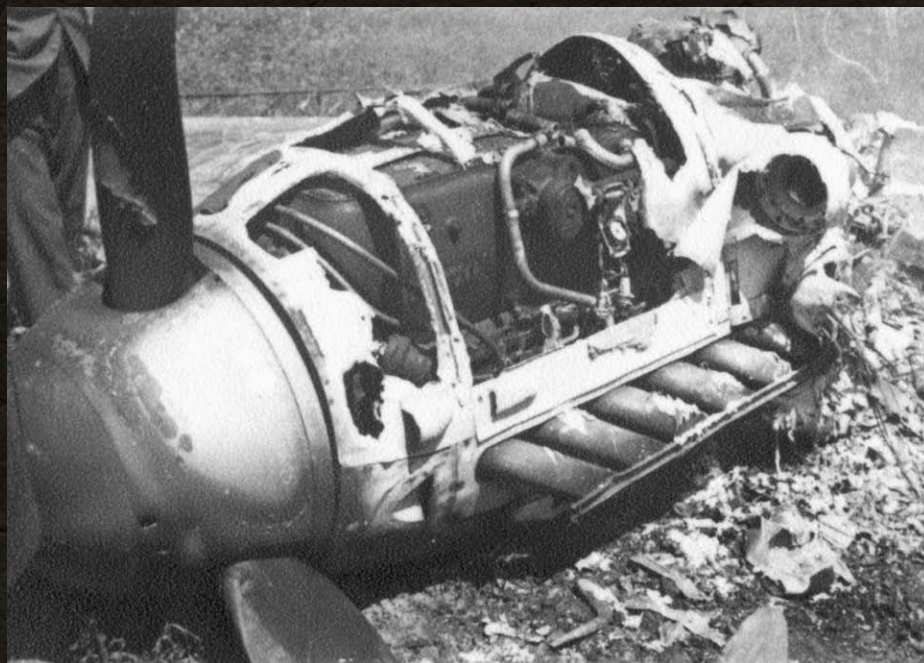
Zerstörer units were also scrambled. II./ZG 1 had on strength 27 (37 according to some sources) Bf 110G-2s at Wels. Additionally, I./ZG 76 was ready at Vienna - Seyring and II./ZG 76 at Kbely and Ruzyně near Prague with 46 Me 410A-1s available. I. and II./JG 300 took off at 0820h followed ten minutes later by fighters of Hungarian Group 101 'Puma'.

GCI station Rosenkavalier in Vienna vectored the two formations of twin engine fighters southwest of Bratislava at 0840h. At the time, they were at 8,000m, and seven minutes later the formations were located east of Szombathely headed north north-west. Elements of II./ZG 27 from Fels am Wagram created a formation of 51 Bf 109s with I./JG 302 out of Götzendorf to cover Me 410s of ZG 76 during their initial assault on the American bombers. At 0856h, both formations of heavy fighters were located northeast of Bratislava at a height of 6,500m and were waiting for the enemy aircraft to appear. The first wave of bombers

Series of photos from crash of Bf 110G-2 „2N+AP“ near the village of Viničné. Cabin is completely destroyed.



Tail section of the plane remained intact. Two letters of the code AP are visible.



Right engine badly burned.



were intercepted at about 0900h by II./ZG 1 aircraft, and at that time, fighters from I. and II./JG 300 also appeared. III./JG 300 was late and made no contact with the enemy. II./ZG 1 crews were in combat alone for about six minutes before the other formations joined in. At 0910h, fighters I./JG 302, II./ZG 1 and ZG 76 made concentrated attacks on the bombers and their fighter escorts. Four minutes later, ZG 76 attacked again, this time carrying out head-on attacks. Ten minutes after that, II./ZG 1 attacked again. The combat lasted until 0957h, when the heavy fighters announced another attack north of Vienna, but they were under continuous attacks by American fighters and defensive fire from the bombers. At 1014h, the heavy fighter crews were ordered to circle south of Neusiedler See to concentrate their efforts for a final attack on the bombers as they left their target area. In six minutes, Rosenkavalier was notified that only one and four aircraft from both Geschwader were able to commit and the order was given to immediately return to their respective bases.

Fierce combat cost the Americans 38 bombers (only three of which were B-17s) and six fighters, two of each type flown by the 15th USAAF. American fighters claimed 32-0-17 victories. The axis alliance, including the Slovak emergency flight and Hungarian 'Puma' Group, lost 43 airmen, who were KIA or MIA. Forty-one aircraft were destroyed or severely damaged. On the other hand, axis fighters claimed 63 kills out of which 13 were Herauschosse, or were to be confirmed later.

Pilots of II./ZG 1 claimed five kills. The first kill of the day was claimed by Ofw. Pfüller of 6./ZG 1, who downed a B-24 over Bratislava at 0925h. Two kills were claimed by Gruppenkommandeur Hptm. Egon Albrecht, both B-24s at 0932h and 0952h. Fw. Braun of 4. Staffel clai-

med another B-24 over Deutsch Wagram at 0947h, and the fifth kill was a B-24 shot down northwest of Bratislava by 6.Staffel pilot Oblt. Meier at 0949h.

The price for these victories was the loss of four aircraft and two damaged. All of the lost aircraft were from 6. Staffel.

The aerial combat claimed the lives of pilot Fw. Erich Stiemke (born April 14, 1921 in Stettin) and Bordfunker Uffz. Kurt Immisch (born March 15, 1922 in Ürdingen bei Krefeld). Their aircraft crashed about 200m southeast of the outskirts of the village of Viničné in a clover field. The Messerschmitt Bf 110G-2, W.Nr. 130097 2N + JP exploded on impact and broke apart. The resulting crater measured 10 x 5 meters and was 2m deep. The next day, German officials arrived to dig out the remains of the aircraft and crew, and transported them back to Malacky air base. All that was found of the pilot was a hand with four fingers.

About fifty meters northwest of Natalin Court, between Pezinok and Viničné, was the crash site of Bf 110G-2 W.Nr. 130083, 2N + AP. It was piloted by Fhr. Hugo Feindt (born January 29, 1922 in Grünendeich/Stade), who was severely wounded by a shot he took to his right arm. On bailing from his stricken airplane, he also broke his left hand. He was transported to Bratislava for medical treatment. Bordfunker Ogefr. Helmut Döpke (born on March 29, 1923 in Hamburg) died, and his remains were transported to the air base at Malacky.

One crew made a forced landing attempting to put down at Vanjory airfield. Messerschmitt Bf 110G-2, W.Nr.130061 coded 2N + PP of 6./ZG 1, had its starboard engine hit in combat, and the pilot could not reach the air field, bellying in 400m northeast of it. During the lan-

ding attempt, the main gear collapsed and the starboard engine was torn off. Damage was assessed at 30%. Pilot Flgr. Gerhard Schmidt was unhurt, but Bordfunker Ogefr. Hermann Paul Boek (born June 8th, 1923 in Gronau) did not survive. He was shot in the back of the head while still in the air. He was still sitting silently at his post when the first people arrived at the crash site. Schmidt returned to his unit, but was killed over Austria just two days later.

The fourth 6. Staffel ZG 1 loss was shot down by enemy fighters and crashed west of the town of Modra at about 0930h. The pilot Lt. Kurt Strolin (born 21.1.1922 in Ludwigschafene bei Rhein) died due to a collapsed chest cavity. Bordfunker Uffz. Kurt Matz (born on January 21, 1922 in Ludwigschafene) took to his chute and bailed, and landed on a nearby road connecting Kaplná and Báhon. He had wounds to his right shoulder and was transported to the village of Nemecký Grob, today Velký Grob, where he received initial treatment from a Dr. Feldmann, and was later transferred to the state hospital in Trnava for further treatment.

The last moments of the pilot and his aircraft were described in the memoirs of Mrs. E. Kišsova of the town of Modra: 'On June 26th, 1944, there was an aerial melee over our heads between American and German planes. I was on my way home from obtaining essential supplies, but I ended up face down on the road. A German plane was headed my way at rooftop level. I could clearly see the pilot and the helmet he was wearing. Something dropped from below the plane, went over my head and



Pilot Lt. Kurt Strölin (born January 21, 1922 in Ludwigschafene bei Rhein). (via F. Štellar)



Bordfunker Matz. (via F. Štellár)



Two photos of the crash site and remains of a Bf 110 in Slovakia. It is highly probable that this was the plane flown by Lt. Strölin. (via S. Bursa)

Series of up to now unpublished photos showing the emergency landing of Bf 110 „2N+PP“ close to Vajnory airfield.



Note the white number 130061 on the nose which corresponds to the Werk Number of the plane.



White W.Nr is shown also on the other side of the nose.

HISTORY

hit the ground close to me. My heart raced, as I thought that it was a bomb. The item was marked 'Keine Bombe', and I realized it must have been a fuel tank.

The plane did not fly much further. It crashed southwest of Modra in an area called Modra Šúr. The first person to approach the crash site was J. Forbas. However, when the police arrived, all civilians were ordered home. The German plane did not penetrate deep into the ground. The engine and fuel burned, and an explosion ensued. The plane partially burned, and the dead pilot was still in his seat. His hands and legs were broken and his head had been scalped. His entire body was burned. He was wearing what was left of a light summer shirt and in the pocket, there was some document that identified him as some Lieutenant.'

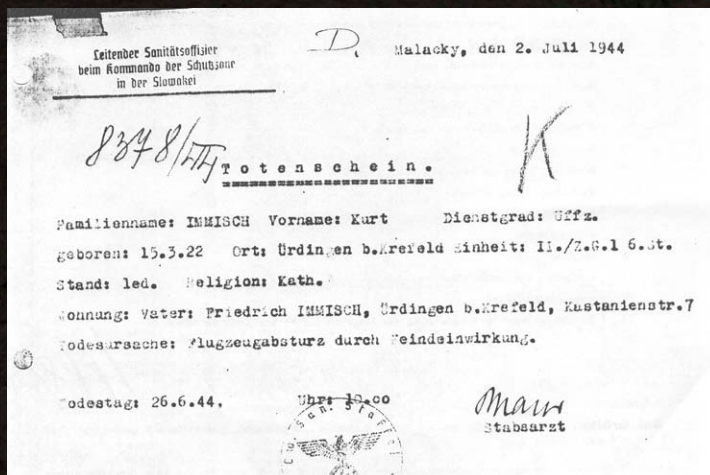
Bf 110 claims were made by three 95thFS, 82ndFG pilots. Two kills and one damaged Bf 110 were claimed by Major Warner F. Gardner. All three occurred in an area 15km south of Bratislava. A fourth victory was claimed by 2nd Lt. James D. Holloway in the same area. A fifth claim was made by 1st Lt. Charles E. Adams, Jr., a but further away, 45km southeast of Bratislava at 0925h. Adams flew P-38J-15LO, 43-28796. It is clear that II./ZG 1 clashed with the 95thFS over southern Slovakia.

No rest came on the next day, June 27th. A state of readiness was ordered on the crews of II./ZG 1 as 15th USAAF bombers headed towards the Hungarian capital of Budapest. Headquarters of 8.JD directed 45 single engined and 53 twin engined fighters towards the enemy, of which 27 and 34 made contact. Fighters of I./JG 302 were ordered to cover the heavy fighters. ZG 76 managed to successfully avoid American fighters, but also the bombers. However, II./ZG 1 was bounced by Mustangs during their effort to engage the heavies. Between 0900h and 1115h, crews claimed two B-17s for the loss of eight aircraft with a ninth damaged. Ten lives were lost and seven crewmembers were wounded. Only a portion of this combat took place over southern Slovakia and so few losses are related to this area, with two being recorded.

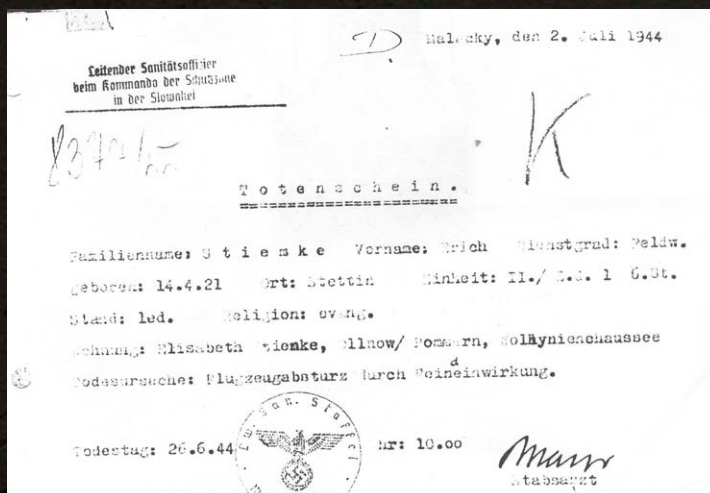
The 6./ZG 1 crew consisting of pilot Ofw. Heinrich Börger, who was wounded, and Bordfunker Fw. Heinrich Bomer (born June 1st, 1917 in Vienna), who was killed, met their bad luck over the village of Šarovce, in the District of Levice, where their Bf 110G-2, W.Nr. 130071, 2N + CP, crashed after being hit by enemy fighters. The pilot, on reaching the ground by parachute, was transported to Schölers church, where the local German Stab was located. Heinrich Bomer was buried in a cemetery in Levice. The ceremony was attended not just by the civilian population, but also by children from the local elementary school.

The second Bf 110G-2, W.Nr.6128, 2N + RN, of 5./ZG 1, was flown by Fw. Kurt Fischer (died in Komarom, Krgslaz.4/605, born January 20th, 1919 in Markhausen/Eger) with Bordfunker Obgefr. Gerhard Wilke (wounded). The crash site was reportedly at the village of Domos near Estztergom in Hungary, but some sources also mention the possibility of the vicinity of Iza, on the Slovak side of the Danube.

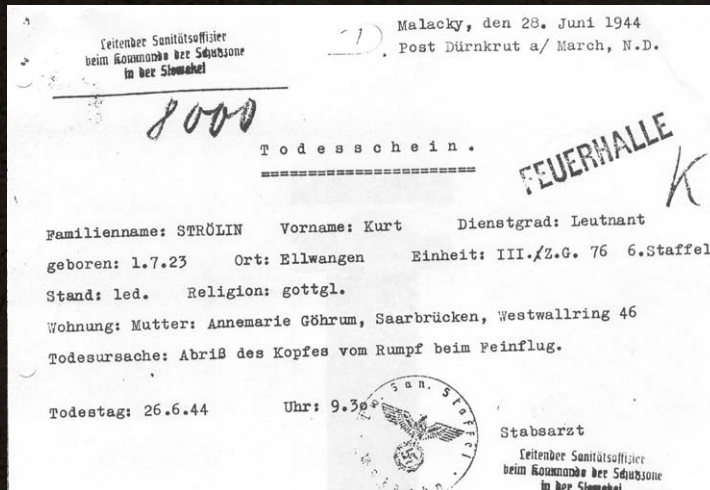
Quiet was not to be found by the airmen of II./ZG 1 on other days, either, and they found themselves sporadically over Slovakia. On July 2nd, 1944, the 5th Staffel crew of pilot Uffz. Horst Schumann (born November 28, 1922 in Driyssid) and Bordfunker Uffz. Heinz Mayer (born November 21, 1921 in Neunkirchen/Saar) was lost southeast of Nitra. They were in Bf 110G-2, W.Nr.6300, coded 2N + UN. Both crew were killed and are buried in the village of Barbaracska (today Bardoňovo). On that day, 22 Bf 110G-2 from II./ZG 1 took off at 0852h from the airbase at Wels to join 8.JD units in the defense of Budapest and surrounding airfields. At 0919h, 28 Bf 109s from II./JG 27 took off from Fels am Wagram followed immediately by I./ZG 76 Me 410s taking off from Seyring. At 0933h, these were joined by single engined Messerschmitts of I./JG 302. Thirty-nine pilots took off



Death certificate of Uffz. Kurt Immisch.



Death Certificate of Fw. Erich Stiemke.



Death Certificate of Lt. Kurt Strölin, with erroneously identified unit as 6. Staffel III./ZG 76.

from Götzendorf and headed towards the area north of Komarno. The Germans did not expect the Americans to target Budapest again, and they were waiting to intercept further to the north, over southern Slovakia. Their attack was uncoordinated. Hungarian fighters from JGr. 101 'Puma' defended their capital alone, and claimed twelve victories. Pilots of JG 27 rushed to join the battle, and also ended up fighting alone. They entered combat with escorting 31st and 52nd FG Mustangs. JG 302 and ZG 76 attacked abandoned bombers and claimed thirty three shot down along with two fighters. ZG 1 failed to make enemy contact on any significant level. The aforementioned loss was the only aircraft and crew lost, along with one aircraft slightly damaged.

The sole Bf 110 kill claimed was by Maj. Claud E. Ford, flying a Li-

Series of photos taken from the gun camera of a US fighter showing the end of a Bf 110.



ghtning of the 97th FS, 82nd FG. It occurred somewhere between 0830h and 1355h some 16 miles north of Lake Balaton. The time and area corresponds to the II./ZG 1 loss, so in all probability, the victim was the 5th Staffel. The great air battles that arose from July 7th, 1944 over Slovakia and Moravia began a series of clashes over this area through that summer. II./ZG 1 participation in these was not major. Twenty crews took off at 0825h from Wels. They claimed two B-17s, one by Oblt.

Hirschfabber over Komarom at 1008h. A B-24 was claimed by Obfhr. Gräb at 1014h west of Nové Zámky. Two aircraft were lost during this encounter, resulting from a collision over the village of Sarlusky-Kajsa (today Lužianky). Some sources claim that these aircraft were shot down. The first of these was Bf 110G-2, 2N + FP, belonging to 6./ZG 1, and was piloted by Obgefr. Franz Friess with Bordfunker Gefr. Heinz Lippe. Both crew took to their parachutes and suffered some injuries. The air-

craft crashed near Čáb. The crew was hounded by fate until July 14th, 1944, when pilot Friess was killed in combat with P-38s over Hungarian Kisber and the Bordfunker was wounded again, and, again, took to his chute.

The second plane lost was from the 5th Staffel. It was piloted by Obfhr. Friedrich Linnenbecker who was wounded and transported to the sta-



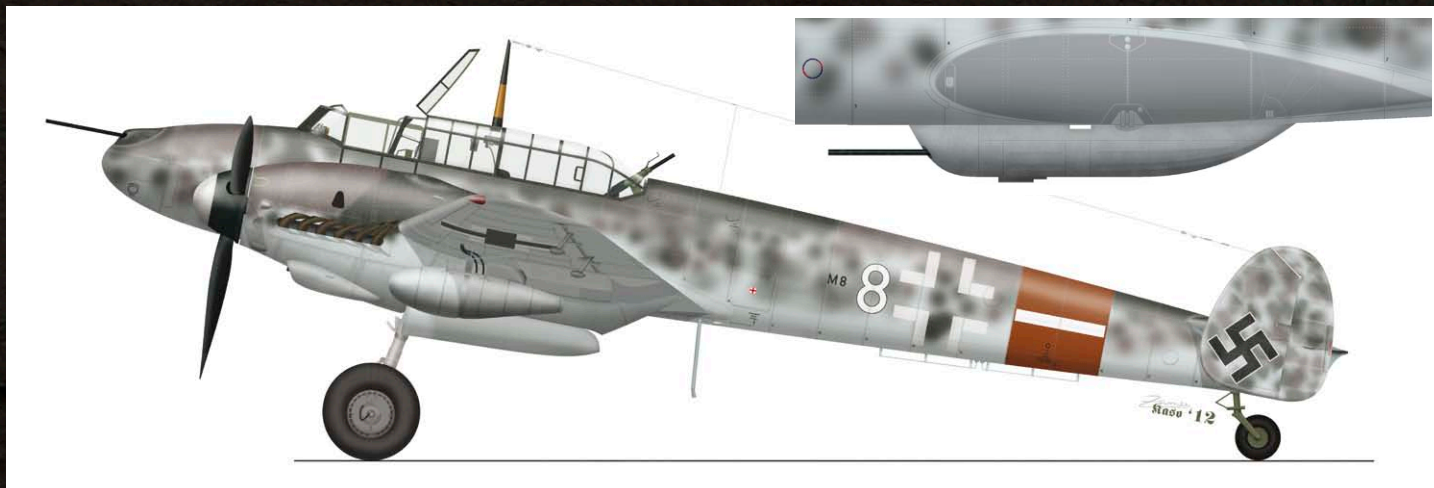
Photo from the funeral ceremony of Fw. Heinrich Bomer in the town Levice (via S. Bursa)

te hospital at Nitra. Bordfunker Obgefr. Kurt Bucker (born on April 24, 1922 in Billerbreck) was less fortunate, who bailed out but died on impact with the ground. The Bf 110G-2, W.Nr. 120188, 2N + LN, crashed near the village of Malé Lahne near Nitra.

The combat mission of July 7th, 1944 was one of the last for II./ZG 1. A few days of relative inactivity followed during which the unit took to the air, but made no enemy contact. Outside of July 16th, 1944, when the unit claimed three Mustangs for the loss of five of their own, they ended their participation in aerial combat over Europe. Soon, they were transferred to Stade,

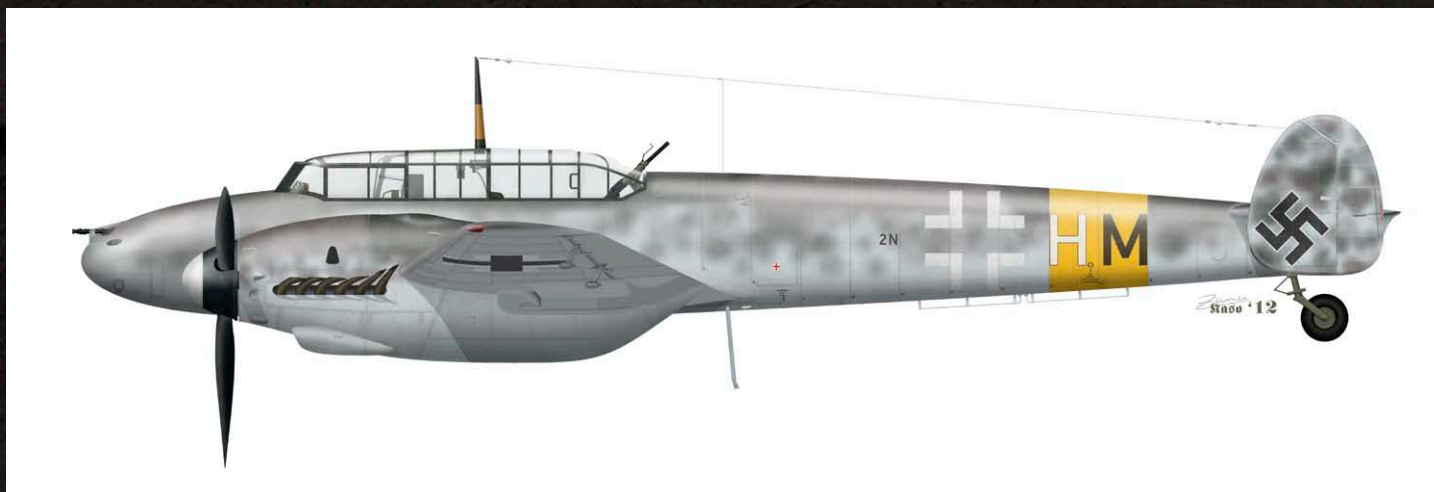


Two photos from the burial ceremony and the grave site of the German airman. (via S. Bursa)



Bf 110G-2, M8 white 8+-, 4./ZG 76, Lt. Christian Mätzke + Fw. Rudolf Tillian, April 13th,

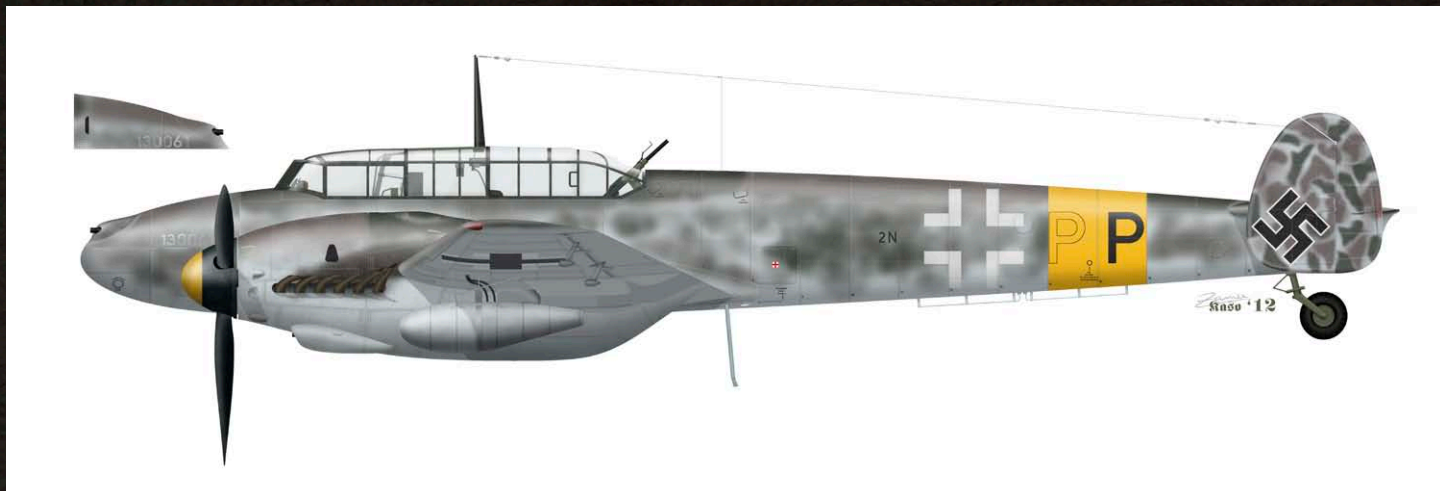
and on July 24th, 1944, the unit was redesignated III./JG 76 and converted to the single engined Messerschmitt Bf 109G-6.



Bf 110G-2, 2N+HM, 4./ZG 1



Bf 110G-2 W.Nr. 130083, 2N + AP, 6./ZG 1, Fhr. Hugo Feindt + Ogefr. Helmut Döpke, June 26th, 1944.



Bf 110G-2 W.Nr. 130061, 2N+PP, 6./ZG 1, Flgr. Gerhard Schmidt + Ogefr. Hermann Paul Boek, June 26th, 1944.



KNOWN KOMMANDEURS DURING THE SUMMER OF 1944:

Gruppenkommandeur II./ZG 1
Hptm. Egon Albrecht from 09.10.1943 to 24.07.1944

Acting Kommandeur II./ZG 1
Oblt. Hans-Georg Schwidtal from 15.2.1944 to 14.06.1944


Staffelkapitän 4. Staffel
Oblt. Rolf Westhoff from 04.08.1943 to 13.06.1944

Staffelkapitän 5. Staffel
Hptm. Rudolf Wengner from 10.1943 to 27.06.1944

Staffelkapitän 5. Staffel
Oblt. Hans-Georg Schwidtal from 14.06.1944 to 24.07.1944

SOURCES:

- Bundesarchiv – Militararchiv Freiburg, Namentliche Verlustmeldungen II./ZG 1 and ZG 76
- Bundesarchiv – Militararchiv Freiburg, Kart 44
- Slovenský Národný Archív, Bratislava
- Caldwell D.: Day Fighters in Defence of the Reich: A War Diary 1942-45, 2012
- Olynyck F.: USAAF (MTO) Credits for Destruction of Enemy Aircraft Air-to-Air Combat in World War Two, Aurora, 1989
- Súdny B., Bursa S.: Náhodný zostrel, REVI 63
- <http://www.ww2.dk>
- Info and acknowledge: Bursa S., Stewart A., Štellár F., Zdražil L., Tupý L., Súdny B., Klabník V.

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US BOMBS 1/48



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US 250lb bombs

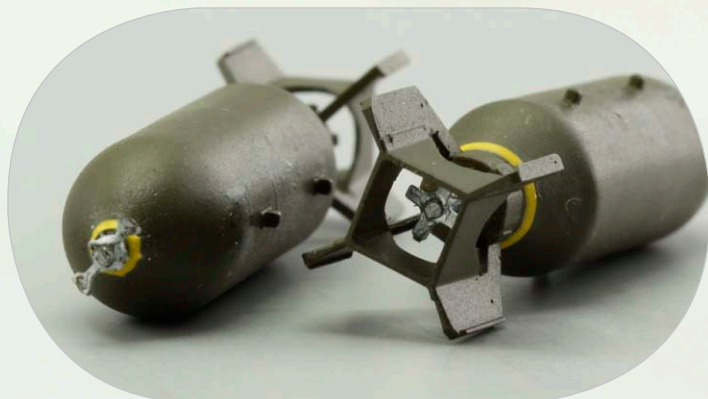


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US 500lb bombs



31 mm



28 mm

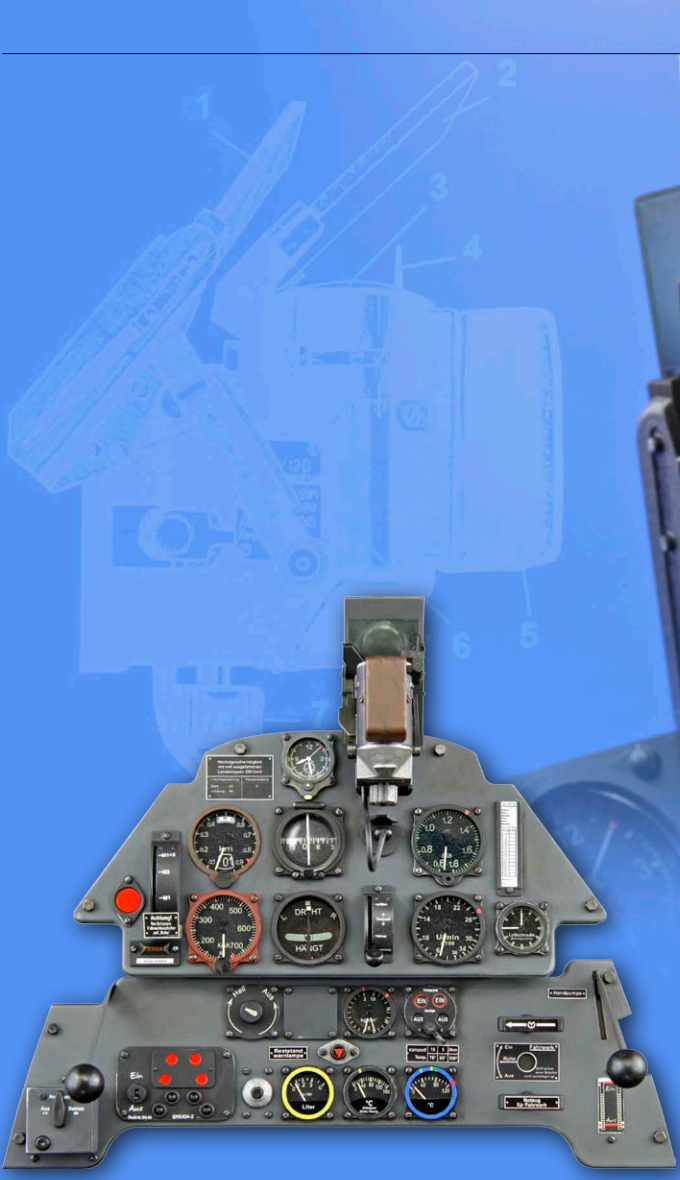


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BROWNING M-2 GUNS 1/48

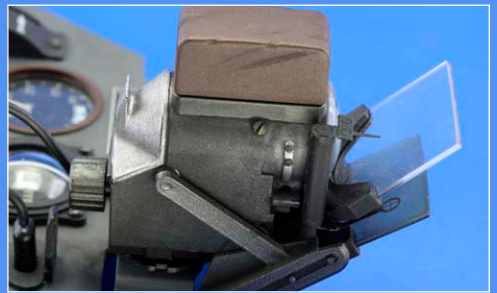
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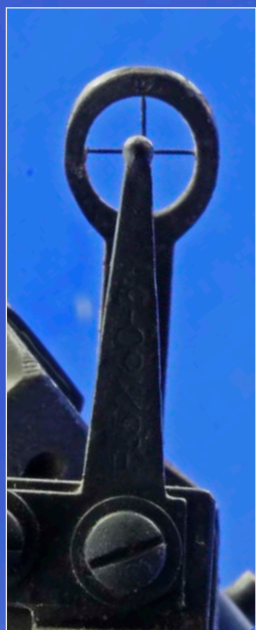
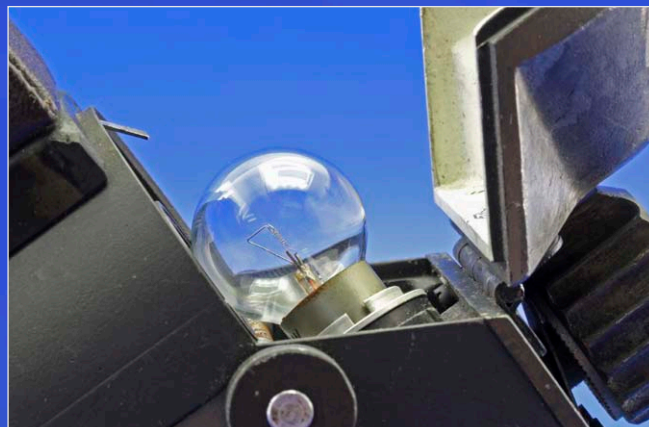
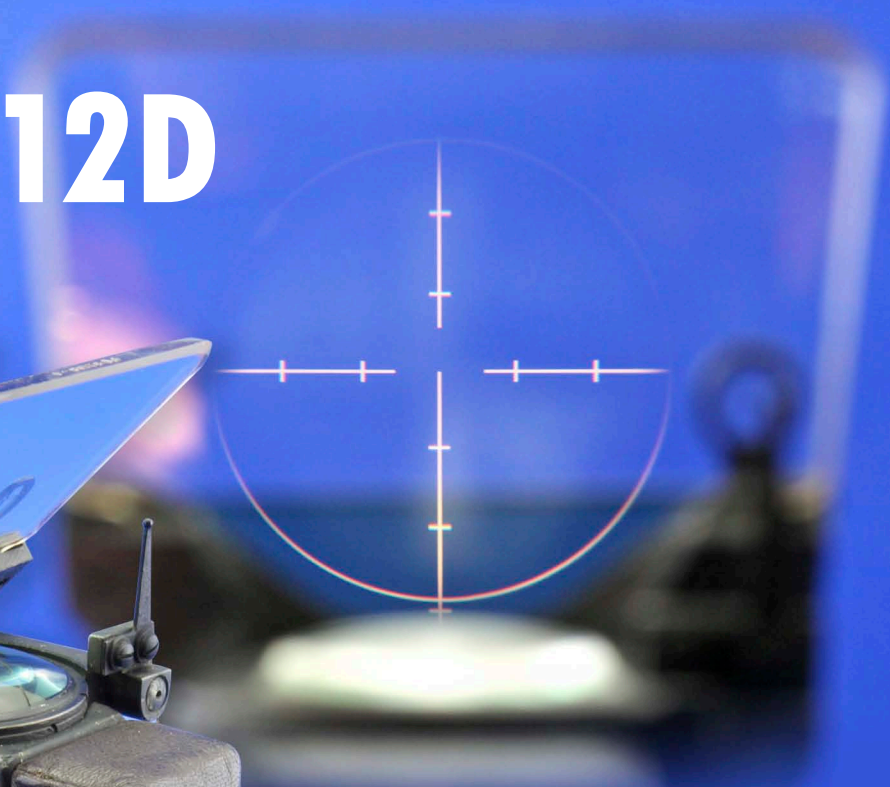


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INSTRUMENT PANEL
Bf 109E 1/4

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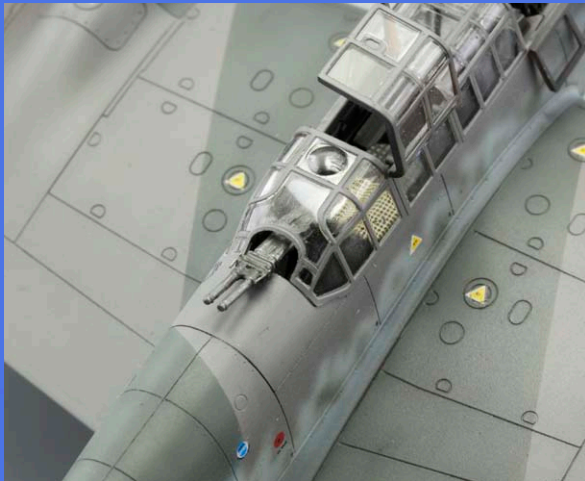


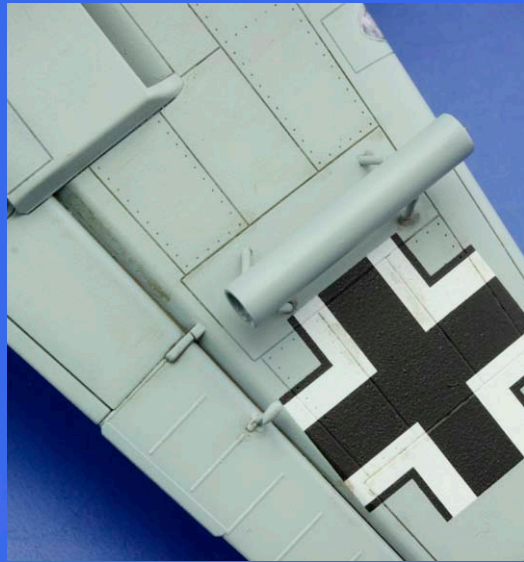
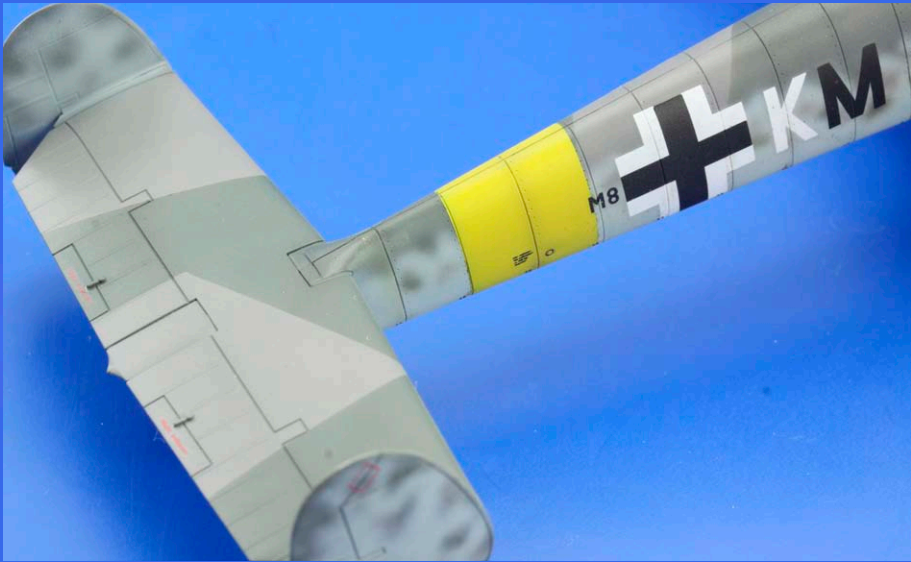




Bf 110G-2 1/72

built by Martin Nademlejský





BUY Bf 110G-2 1/72 



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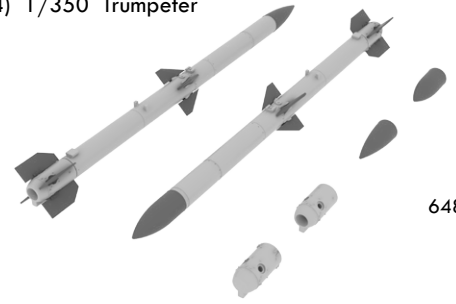
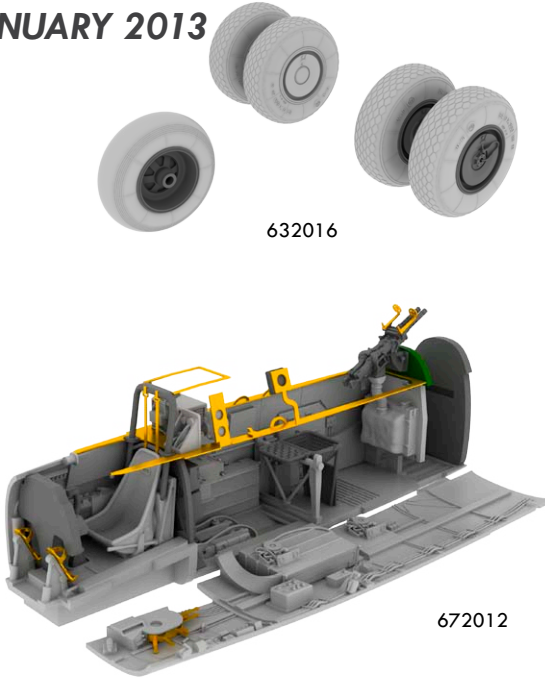
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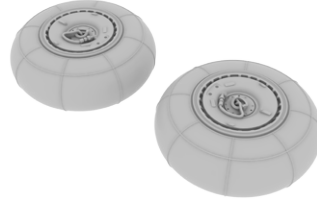
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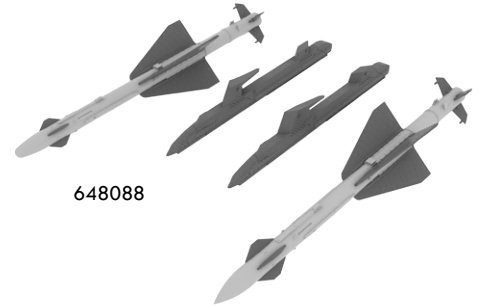
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48741	Lynx HMA.8 exterior	1/48	Airfix	73459	A-4B S.A.	1/72	Airfix
48747	An-2 surface panels	1/48	Trumpeter	73466	Harrier Gr.Mk.7/9 S.A.	1/72	Revell
48749	Ju 87D-5 exterior	1/48	Italeri				
48750	F-5A exterior	1/48	Kinetic				
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49614	Ju 87D-5 interior S.A.	1/48	Italeri	FE614	Ju 87D-5 interior S.A.	1/48	Italeri
49619	F-5A interior S.A.	1/48	Kinetic	FE619	F-5A interior S.A.	1/48	Kinetic
49623	Lynx HMA.8 seatbelts	1/48	Airfix	SS459	A-4B S.A.	1/72	Airfix
				SS466	Harrier Gr.Mk.7/9 S.A.	1/72	Revell

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1/350 Tamiya



32324 He 219 exterior
1/32 Revell



36244 T-55 Enigma
1/35 Tamiya 35324



49608 Seahawk Mk.100/101 S.A.
1/48 Trumpeter



49626 MiG-23M S.A.
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73456 Su-27UB S.A.
1/72 Trumpeter



48755 MiG-23M/ML/MF exterior
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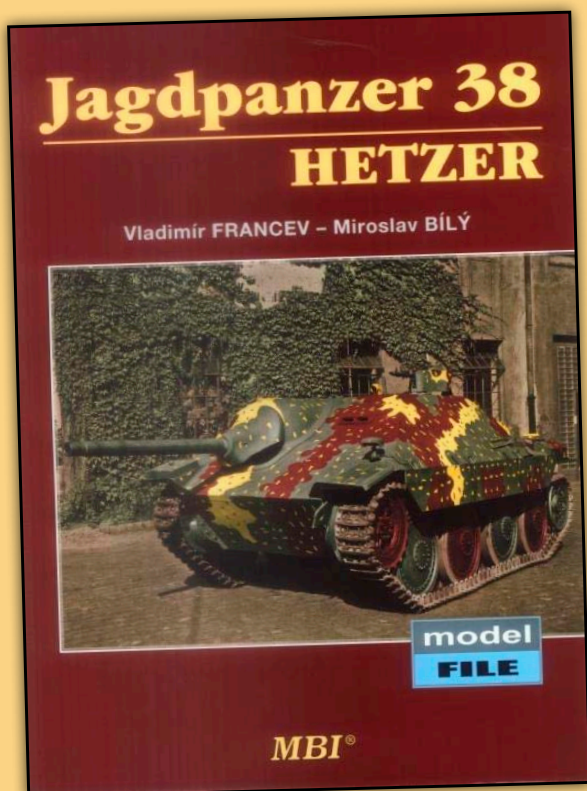
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