Are you bored? Then why not pick up a ‘The Boys Are Back’ Edition of the Spitfire? Oh wait! That opportunity’s past. Well, except for a couple that were sent back by the post office, and if their owners don’t speak up, they will find a good home at E-day. The chance might be here, although I suspect that the rightful owners are merely on holidays. Owners of that specific edition of the kit certainly aren’t bored, and the modeling appetite is being satisfied and then some. Right from the get go, this, one of many Limited Edition kits, steadily became one of our most involved projects in the history of our firm. It should be added, that it was an extremely rewarding project to conceptualize and bring to fruition, and at its climax, delivery in an An-2 escorted by six Trener aircraft, brought a lot of joy to all participants and a sense of satisfaction for a job well done. The full report of Flight 1181 can be read in this newsletter. The overall success of the project and the media attention it received leads us to hope that a similar project can be repeated in the future. Several possible concepts were already outlined last month, but I am really beginning to like the idea of something similar being done as a dedication to Australian Spitfires. If someone could be found to help realize the notion, I would happily support the idea. By the way...does anyone happen to know when Australian units returned home from New Guinea? Unfortunately, I had to miss the climax of the ‘The Boys Are Back’ project, Flight 1181, but I kept a close watch on it from across the ocean. My nervousness was tempered by the necessary search for boxes containing our products for the Nationals, and were finally pretty much eliminated by the trickle of good news from back home regarding the aerial and ground aspects of the project commemorating the special anniversary date. The Nationals themselves were essentially a smooth affair and non hectic, if not almost boring in that regard. I was able to eat some bison meat, and was finally able to visit the Smithsonian after the show, including the Udvar-Hazy Center, which fortunately was able to fulfill my expectations. These two institutions were mesmerizing, as was Washington D.C. itself, and I know I have not been there for the last time. If you’d like a look into what we might be planning for future projects, look no further than a listing of the NASM’s inventory!

The otherwise quiet days of August were compensated for by our new marketing videos, particularly the first one with the Bunny Fighter. I have to express my surprise at the reaction of some of the critics. I understand that someone might not like them, or anything for that matter, but that can easily be dealt with an on/off switch, but I don’t think this was any reason to go into long diatribes elaborating their stupidity or amateurish execution. I am not bothered by the fact that some have expressed their opinion of the stupidity or silliness of it all. I was counting on it. Ultimately the idea was that it should not reflect accuracy or reality anyway. Looking for such things in the ad is an indicator of a level of not understanding the concept. Their goal is to entertain and attract attention. I also figure that for that, it is necessary to exercise one’s imagination and sense of humor, which are qualities that a good chunk of the modeling public unfortunately appear to lack. For those colleagues I would suggest using the on/off feature on the web browser and delve into some technical construction blueprints on the Mustang. For the rest of us, we will continue to produce videos and pour beer.
Turning to new items this month, we’ll begin with photoetched sets of which there are 26 base sets, seven Zoom sets and three Big Eds. A pretty monumental list,AThat doesn’t include ten new mask sets. The brass is dominated by eight new sets for the 1/32nd scale B-17G, which has already put this over the top in terms of concentration of sets for one kit of all time. This kit will also have offered for it fabric seat belts which will be released next month. There will also be a similar set offered for the 1/48th scale F-4 Phantom II. In the same scale, there will also be sets offered for the Tu-2, Tu-25 and MiG-29 9-13. It is also worth noting the set for the P-47D-25 gun bays meant for our Limited Edition ‘Jugs Over Germany’ and ‘Jugs Over Italy’ kits, as well as the set for our virtually all new MiG-21PFM to which I’ll return later. In 1/72nd scale, you’ll find three sets covering the Lancaster B Mk.III, Typhoon Mk.I and Il-2m3 from Tamiya. Sets not to overlook include the 1/35 scale Tiger (Zvezda) and Kingtiger (Dragon), and two ship sets for the 1/350 scale Japanese light cruiser Agano.

Brassin sets are just as eye-catching, with an amazing little Merlin 66 for our 1/48 scale Spitfire LF Mk.IXc and two sets for the same scale MiG-21PFM, itself a big news item in terms of new releases for the year. This kit, on the heels of the previous third generation kits of the Fishbed, contains three new sprue frames which contain new components covering the fuselage, airframe, wing, tail surfaces, spine, new weapons such as the gunpack and Monsun rails for the R-3S missiles. A bunch of other items have been modified, such as the cockpit, first and foremost. The other kit offer is the 1/48 scale Limited Edition Bf 110C-6, which is a slightly modified and simplified version of the club kit.

September 28 sees us at E-day. We are looking forward to seeing as many as you can come out, and we are finishing up our reborn MiG-15 in 1/72 scale, where it will be premiered. You have something to look forward to! There will be a lot of surprises. I won’t reveal the doorprize kit, but I will remind you that there will be two of them this year.

Happy Modeling!

Vladimir Sulc
The Weekend edition brings you the cheap variant of Eduard kit F6F-5 in 1/48 scale. High quality decals are designed and printed by Eduard. This kit, in very fair price, does not contain photo-etched accessories, nor the painting mask.

**F6F-5**

**Weekend 1/48**

Cat. No. 8434

**BUY F6F-5 1/48**

**recommended:**

648056

R-2800-10 motor 1/48
Limited edition of the Bf 110C-6 in the 1/48 scale. The increasing value of that kit is made by the Eduard additional detailing sets. The Eduard Brassin accessories cover the underbelly gondola with MK 101 cannon. Other details are included in the photo-etched color set. The decal sheet, designed and printed by Eduard features two markings. Only 1500 boxes available.
ProfiPACK 1/48
Cat. No. 8237

MiG-21PFM is the 1st release of another version from Eduard’s famous MiG family. Detailed decals for five decal options are printed by Cartograf. Kit contains color photo-etched details and painting mask.

NEW TOOLS!

MiG-21PFM COLD WAR TARANTULA

Vietnamese People’s Army Air Force, 921st Fighter Regiment, 1968

Egyptian Air Force, Inshas airbase, early 80’s

Bawural Higher Air Force School, Kamen na Obi / Slavgorod airbases, Soviet Union, ca 1988

Polish Air Force, 1st Squadron of 63rd Fighter Regiment, Poznan – Krzesiny AB, 1994

Czechoslovak Air Force, 11th Fighter Regiment, Zatec AFB, March, 1991

BUY MiG-21PFM 1/48

HAVE YOU SEEN THE TARANTULA VIDEO YET?

VIDEO PFM
TR8237-01

T-shirt MiG-21PFM

Limited edition of 150 pieces of MiG-21PFM "Cold War Tarantula" T-shirts in M, L, XL and XXL sizes.

- **Color** — Chilli (dark red), print in sand, red and black colors.
- **3D print of tarantula on shoulder.**
- **Textile** — mens T-shirt with O-shaped neckline and short sleeves Sol’s Imperial, 100% partially combed cotton, 190 g/m2, double neckline seam. Neckline reinforcing lace - elastan rib knit.

TR8237-01

T-shirt MiG-21PFM

Limited edition of 100 pieces of MiG-21PFM "Cold War Tarantula" T-shirts in L, XL and XXL sizes.

- **Color** — Burgundy (wine color, dark red)
- **Embroidery of aircraft and MiG-21PFM text on the left-side chest and embroidery of tarantula on the left-side collar.**
- **Color of embroidery** — sand, red and black color.
- **Textile** — mens T-shirt with short sleeves and Sol’s Spring II collar, 100% partially combed cotton - piqué knit, 190 g/m2, three buttons. Straight bottom with side cuts. Reinforced collar lace.

* available on Eduard webstore on September 10, 2013
Can we claim the Eduard 1/48 MiG-21PFM as a really new kit? Or did Eduard just changed the fin for the MiG-21MF fuselage and upgraded few small parts? Definitely not...because we are simply keeping the level. There is so many differences between MF and PFM that we decided to change all main parts that are not common to the MiG’s third generation. What has been changed?
Unmarked parts are common with MF version, but re-designed
Shared frame (no change)
1 – FUSELAGE (PORT SIDE) (new part)
a – absence of the pitch angle sensor
b – different position of two small caps (maintenance doors).
c – added „gills“
Note new panel lines.

2 – FUSELAGE (STARBOARD SIDE) (new part)
a – „gills“ removed
Note new panel lines.

3 – NOSE COVER IN FRONT OF THE COCKPIT – different maintenance doors & hatches,
asent fitting for large pitot tube (new part)

4 – Monsun racks (new part)

5 – new racks (new part)

6 – missiles for Monsun racks (new part, same design as in MF)

7 + 8 different shape of front airbrakes + thein gaps (new parts)

9 – different hatch for the pressure bottle situated in front of the windscreen (new part)

10 + 11 FUSELAGE FIN – different shape of the fuselage spine (new parts)

12 – parts for the underbelly gondola cannon GP-9 (new part)

13 – new interior parts (new part)

14 – different solution of the air intake + position on the fin port side (new part)

15 – antennae on the upper fuselage behind the canopy (new part)

16 – different pitot tube, placed on the upper side of the nose (new part)

17 – LOWER WING SECTION (new part)
a – different panel lines and riveting
b – different shape of front airbrakes
c + e – absence of elements related to the GSh-23 cannon. Different shape of the wing intersection area
d – different panel lines

18 – UPPER PART OF THE WING (new part)
a – different panel lines and riveting
b – oval shaped inspection doors

CLEAR PARTS
21 – gunsight addend (new part)
22 – radar screen added (new part)

P.S.: more new small parts are included on the ProfiPACK PE fret.
648106
Me 262 wheels
1/48  Tamiya
Set for Me 262 contains two main wheels and one front wheel. The wheel discs come as separate parts. There are totally 9 resin parts in this set.

648111
MiG-21PFM cockpit
1/48  Eduard
This set for MiG-21PFM consists of: cockpit with the side panels and back bulkhead, seat with cushion and headrest, instrument panel, gunsight, reflexive glass for the gunsight is made from clear resin, rudders, control stick, colored and non-colored photo-etched details.

648112
Spitfire Mk.IX engine
1/48  Eduard
Set for Spitfire Mk.IX in 1/48 contains complete Merlin 66/70 engine for Spitfire, including main engine mounting and engine housing. Upper cowling comes in two variants – early and late. Photo-etched details are included within this Brassin set.

Recommended for:
Spitfire Mk.IXc late, LF/HF Mk.IXc, Mk.IXe - kits No. 8281, 1181, R0008, 8283 (2014 release)
BRASSIN

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

Set for MiG-21PF/PFM contains exhaust nozzle with all accessories. Set contains photo-etched details.

648123
FFAR rockets
1/48

This set contains 8 unguided US rockets FFAR. Photo-etched details are included.

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

Set contains 4 R-3S rockets with transparent optical head and 4 APU-13 launchers. Within this set, there are also decals and photo-etched parts included.
SELECTED
PHOTO-ETCHED SETS

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

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

B-17G interior S.A. 1/32 HK Models (32774)
B-17G radio compartment S.A. 1/32 HK Models (32779)

Tiger I Ausf.E early 1/35 Zvezda (36256)

Tiger I Ausf.E early fenders 1/35 Zvezda (36229)
Tu-2 bomb bay 1/48 Xuntong Model (48781)

Tu-2S interior S.A. 1/48 Xuntong Model (49640)
KITS
1182  Bf 110C-6  1/48  Limited Edition
8237  MiG-21PFM  1/48  ProfiPACK
8434  F6F-5  1/48

PE-SETS
32336  B-17G bomb bay  1/32  HK Models
32340  B-17G exterior  1/32  HK Models
32764  B-17G seatbelts  1/32  HK Models
32774  B-17G interior S.A.  1/32  HK Models
32775  B-17G front interior S.A.  1/32  HK Models
32779  B-17G radio compartment S.A.  1/32  HK Models
32780  B-17G waist section  1/32  HK Models
32782  B-17G bomb rack  1/32  HK Models
36229  Tiger I Ausf.E early fenders  1/35  Zvezda
36256  Tiger I Ausf.E early  1/35  Zvezda
36260  King Tiger last production  1/35  Academy
36261  King Tiger last production fenders  1/35  Academy
48781  Tu-2 bomb bay  1/48  Eduard
48783  MiG-21PFM  1/48  Eduard
48785  P-47D-25 gun bay  1/48  Eduard
49653  F-4 seatbelts green FABRIC  1/48  Eduard
49640  Tu-25 interior S.A.  1/48  Eduard
49646  Spitfire Mk.Xc Weekend  1/48  Eduard
49657  MiG-29 Fulcum 9-13 interior S.A.  1/48  Great Wall Hobby
53096  IJN Agano light Cruiser 1/350  1/350  Hasegawa
53097  IJN Agano light Cruiser railings 1/350  1/350  Hasegawa
72564  Lancaster B Mk.III Dambuster exterior  1/72  Airfix
72565  Lancaster B Mk.I/II/Bmk.III landing flaps  1/72  Airfix
72567  Typhoon Mk.Ib landing flaps  1/72  Airfix
73483  Typhoon Mk.Ib S.A.  1/72  Airfix
73484  Lancaster B Mk.III Dambuster interior  1/72  Airfix

ZOOMS
33125  B-17G interior S.A.  1/32  HK Models
36240  Tu-25 interior S.A.  1/48  Xuntong Model
66567  MiG-29 Fulcum 9-13 interior S.A.  1/48  Great Wall Hobby
55481  II-2M3 S.A.  1/72  Airfix
55483  Typhoon Mk.Ib S.A.  1/72  Airfix
55484  Lancaster B Mk.III Dambuster interior  1/72  Airfix
55486  IL-2M S.A.  1/72  Academy

MASKS
CX 366  Lancaster B Mk.I/B Mk.III  1/72  Airfix
CX 368  II-2M3  1/72  Tamiya
CX 369  Ju BBC-6  1/72  Revell
CX 370  F/A-18F  1/72  Eduard
EX 403  MiG-21PFM Weekend  1/48  Eduard
EX 404  JAS J-39  1/48  Eduard
EX 405  MiG-29  1/48  Eduard
JX 151  BF 109G-6  1/32  Trumpeter
JX 157  A-1D  1/32  Trumpeter
JX 158  F-4U1 Birdcage  1/32  Trumpeter

BIG ED
BIGG328  He 111H-6  1/32  Revell
BIGG490  F-4B  1/48  Academy
BIGG5318  PRINCE OF WALES  1/350  Tamiya

BRASSIN
648106  Me 262 wheels  1/48  Tamiya
648111  MiG-21PFM cockpit  1/48  Eduard
648112  Spitfire Mk.IX engine  1/48  Eduard
648117  MiG-21FF/TFM exhaust nozzle  1/48  Eduard
648123  FPAR rockets  1/48  Eduard

Comments and input from J&T

HM THIS IS REALLY WIERD... WORSE IS PROBABLY ONLY THE ADVERTISING ON THOSE PADS WITH MOTHER NATURE!

DID YOU ALREADY GET YOUR DRIED FROG PILS, MR. J?

MOTHER NATURE!
Rittmeister Manfred von Richthofen - decorated with the Pour le Merite, was an eighty kill ace, the most successful First World War fighter pilot and was dubbed ‘Der Rote Flieger’, or the ‘Red Flyer’ and, after his death, the ‘Red Baron’. Despite the last title mentioned being applied after his death, it seems the most fitting, so please allow for the fact that I have chosen to use it here as his name.
Manfred von Richthofen was born on May 2, 1892 in the German town of Breslau (today Wroclaw) as the second of four children born to cavalier officer Major Alfred Freiherr Karl Julius Freiherr von Richthofen and his mother was Kunigunde von Schickfuss und Neudorff. His siblings were brothers Lothar (1894-1922), also an ace, Karl-Bolko (1903-1971), and sister Ise. At the age of nine, his family moved to Schwedt (today Swidnica, Poland) in Lower Silesia. As a young kid, he was very interested in hunting and driving.

Shortly after the outbreak of World War One, he became an officer on the Eastern Front attached to Uhlan Regiment No.1, "Kaiser Alexander III". He was reportedly very bored in this position, and his attention turned towards the clouds, same as it did for his brother Lothar. In 1915, he requested a transfer to the aviation service and began his training in 1915. At first, he served as an observer on both the Eastern and (later) the Western Fronts. After a chance encounter with Oswald Boelcke, Richthofen was inspired to put to in for pilot training. His flying talents turned out to not be the best. In his first solo flight, he seriously damaged the aircraft he was flying, and he failed his first pilot test. However, at Christmas 1915, he passed his third and final attempt. Von Richthofen landed in the middle of the Verdun Offensive at Christmas, 1915. He was assigned to Kasta 8, subordinate to Kagohl 2 and flew the Type C and also on the Fokker Eindekker. When Russia began the Brussels Offensive, KG 2 and von Richthofen were thrust into the fighting. It's also where Oswald Boelcke went as part of a search for pilots for his newly formed Jagdstaffel, and that resulted in the invitation of von Richthofen to become a founding member of Jasta 2 at Somme. Manfred von Richthofen finally began his combat career in September, 1916, on the Western Front. His first aerial victory came on September 17, 1916 over Cambrai, France.

After sixteen kills in January, 1917, von Richthofen was awarded the acclaimed Pour le Merite (the Blue Max), and was subsequently awarded command of his own unit, Jasta 11. Immediately, the acquisition of his mentor Oswald Boelcke's attributes was apparent, and he commanded Jasta 11 as its tactical instructor and promoter of aerial combat strategies. In June, 1917, von Richthofen was named CO of the newly formed Jagdgeschwader 1 (Jasta 4, 6, 10 and 11). This unit became well known for the colorful painting of its aircraft, and also for its frequent moving from field to field, as Richthofen's 'Flying Circus'. The Flying Circus served to stop and harass enemy aircraft, and according to Richthofen's own rules, was never employed strictly as a fighter escort utility. Richthofen's JG 1 claimed the most aerial victories and produced more aces that any other unit in the German air force. Between June, 1917 and November, 1918, Richthofen's Flying Circus (JG 1) claimed 644 aerial kills for the loss of only 52 machines, an incredible kill ratio of 12:1.

The fateful day of April 21, 1918, saw von Richthofen take off shortly after 1000h after the lifting of morning fog from the field Cappy on his final combat flight leading Jasta 11 on an observation flight over the front in the vicinity of Saillly-le-Sec. Jasta 11 entered combat with Sopwith Camels of No.209 Squadron, RAF. Von Richthofen began to harass Lt. Wilfrid R. (Wop) May, who was a rookie on his first combat mission. At the same time, von Richthofen was pursued by Capt. Arthur Roy Brown, who was to protect May. Brown attacked with a height advantage and at high speed, and in all likelihood managed to hit von Richthofen's red Dr.I with only a few rounds. The subsequent phases of the encounter developed over the river Somme to the west and at heights of only several tens of meters. Richthofen disobeyed one of his own rules, enemy aircraft, and according to Richthofen's own rules, was never employed strictly as a fighter escort utility. The question is weather or not von Richthofen actually knew that he was on the wrong side of the front, because on that day there was a stronger easterly wind which was not typical. At this time, several Australian infantry also fired on a red Dreidekker. Von Richthofen's behavior was atypical and went against all that he himself propagated. He surprised even his own pilots of Jasta 11, as noted in the memoirs of Lt. Joachim Wolff, who was likely the last German pilot to see von Richthofen alive: 'I searched for the Rittmeister and spotted him at a very low altitude past the Somme immediately behind an Englishman. Instinctively I asked myself why the Rittmeister was attacking an enemy aircraft so far into the other side.'

von Richthofen was hit by a single round of .303 caliber, that entered his body in the bottom right part of his chest, went through the heart and exited below the left armpit. Such a wound would be consistent with a round fired from the ground. Officially, however, the kill was credited to Brown as his tenth and final tally. Richthofen, at the moment of being wounded, turned off the ignition and fuel flow to the engine, and attempted to land his red Fokker with great difficulty and no doubt, in a lot of pain, near the Corbie-Bray road near the brick factory at Sainte Colette. The landing was apparently a very hard one, and according to witnesses, the aircraft bounced back into the air and came down hard a second time. This resulted in the destruction of the landing gear and damage to the left wing. Shortly after the 'landing', von Richthofen lost consciousness and died.

Credit for the demise of von Richthofen was long given to Roy Brown, but new research and medical documents clearly indicate that the fatal shot was fired from the ground. There was a lot of talk..
PART ONE
Following in the footsteps of Manfred von Richthofen brings us to begin, naturally enough, to the Polish town of Swidnica (German Schweidnitz). Swidnica is about 40km southwest of Wroclaw, and as was noted earlier, von Richthofen’s family moved to Swidnica when he was nine years old. The family villa from the mid nineteenth century was located at the edge of town, at the intersection of Generala Wladyslawa Sikorskiego and Julussza Słowackiego streets. (Photo 1) Richthofen’s birthplace in Wroclaw has been gone for a long time now, and so the current structure is connected to the bane Manfred von Richthofen and his childhood. In the smaller garden in front of the dwelling is a new memorial dedicated to von Richthofen. The driving force and author of the memorial is Jerzy Gaszynski (Photo 2). The main reason for the realization of the memorial is for a permanent tribute to the greatest World War One ace and the attraction of tourists to the town. The memorial was dedicated in 2007 and is marble, on which is a cast plate with the inscription ‘On this place lived the greatest First World War pilot, the Red Baron. Born on May 2, 1892. He died in aerial combat on April 21st, 1918.’ Along the left side of the memorial, there is a larger stone with a carving of the Iron Cross and the inscription: ‘Manfred Frh. V. Richthofen, 21 April 1918.’ This rock halls from the between the wars period, and was originally located in a nearby park. The realization of the newer memorial had a generally positive media response from Poland and Western Europe alike.

The interior of the home is for the most part original and walk along the wooden staircase makes it possible to get a sense for the history of the place. Its easy to wonder how many times Manfred walked the staircase. There are several homes in the building, and I had the opportunity, thanks to resident Tomasz Ulanowski, to explore the structure, and inspect its roof as well. The upstairs includes what is the ‘trophy room’ that contained trophies collected by Manfred von Richthofen’s victim aircraft and were either sent or brought home by him. The trophies found in this room formed the basis of a private museum of the Red Baron, which was opened to the public on the fifteenth anniversary of his death and was also housed in the upper floors of the house. Unfortunately, at the end of the Second World War, all of the trophies, were confiscated, and disappeared without a trace. The memorial in the garden is not the only one of its type in the town. Not far away, in an adjacent park, one can find remnants of the original memorial from 1928. The memorial was originally supposed to be unveiled in April for the tenth anniversary of his death, but this didn’t occur until the end of the summer of that year. Now, the ravages of time, decades of vandalism, and overgrowing grasses have made the sight a rather sad one. I would suspect that it is a safe bet, that over the time I spent and photographed the memorial, that scarcely anyone actually had any idea what it was that I was taking pictures of. There are no traces to identify this item as an original memorial to the Manfred von Richthofen. (Photos 3 and 4)
of our visit. The four graves of the Jasta 11 pilots are located on the left side of the cemetery and belong to Hans Weiss, Joachim Wolff, Edgar Schultz and Robert Eiserbeck. (Photo No.6) The fateful day of April 21, 1918, Jasta 11 took off in the standard of ten Fokker Dr Is divided into two five plane Kette. Hans Weiss flew as a temporary CO of Jasta 11 and led the first Kette. He entered into combat with a pair of British RE8 aircraft over the front, and Weiss's aircraft took damage, requiring his return to the airfield at Cappy. The second Kette was led by Manfred von Richthofen, and included Joachim Wolff, Edgar Schultz and Manfred's cousin, Wolfram von Richthofen. Wolff was the most likely German pilot to see von Richthofen alive before he was shot down. Weiss, Wolff and Schultz were killed in combat in May, 1916 and are today buried together.

And with that, we got into our car and headed for our second destination, the airfield at Cappy. Jasta 11 moved to Cappy on April 11, 1918 and from this base, Manfred von Richthofen got his final two victories. The spot that we are searching for lies southeast of Cappy, on Highway D164. The airfield itself lies south of the road. We parked at the edge of a muddy field and with the aid of some sketches that we had with us, we attempted to stake out the exact location of the airfield and the approximate locations of tents. (Photo 7). The scene is very somber, and leads me to try and imagine what life at the field must've been like, with the tents, the brightly colored Fokker Dr.Is...not to mention the realization that from this spot, the Red Baron took off on his last flight. We set off a little further on down the road to Cappy, where, at the Chateau Cappy, this is a signpost indicating that this was where the Cappy airfield was, and its connection to the red Baron. Unfortunately, the signpost is located where Jasta 5 was based and not Jasta 11. (Photo No.8) Across the street is the aforementioned Chateau Cappy, which served the officers of the unit, but today, but today you'd be hardpressed to even find out if von Richthofen ever even slept there.

From there we proceeded deeper into the French countryside along the river Somme, and the sides of the narrow roads were bordered with red weed. Our next stop was the British military cemetery Dive Copse, not far from Sailly-le-Sac. (Photo No.9 and 10) This will be the first such cemetery out of several that we will visit. All British cemeteries come under the jurisdiction of the Commonwealth War Graves Commission, and are very well taken care of. The cemetery is located in an isolated field. Once again, we are the only current visitors here, and our path leads us to the grave of Second Lieutenant George H. Harding (Photo 11), who was originally American. In his mount Dolphin, of No.79 Squadron, he tangled with the Red Baron on March 27, 1918 and became victim number 73. That was von Richthofen's third victory of the day, based on a report filed by him after the flight: 'Shortly after downing my 72nd victory, I again attacked with members of my Jasta, when I noticed that one of my men were being threatened by a Bristol Fighter. I positioned my fighter to pursue, and shot him down at a range of 50 meters. I noticed that the aircraft had only one occupant. The rear gunner/observer position was covered, and I assume that it was loaded with bombs. First, I killed the pilot, and then the propeller stopped turning. I fired several more bursts, and the aircraft began burning, and disintegrated. The fuselage landed in a small wooded area and continued to burn.' On that day, the Red Baron flew Fokker Dr.I, 477/17.
We left Dive Copse and continued along the narrow road to the river Somme, which we crossed and after a few minutes we arrive at a memorial dedicated to Australian soldiers who fought here. The memorial is located on a bit of an elevated piece of land not far from the village of Le Hamel, and are also treated to an undisturbed panoramic view of Morlancourt Ridge (Photo No.12), including the brick factory at Sainte Colette, the spot where the last moments of von Richthofen's final flight played out. From the memorial, we continued on over the Vaux-sur-Somme to Morlancourt Ridge to the brick factory Sainte-Colette. But, back to Vaux-sur-Somme for a moment. In the center of this small village there is an original church, that also played a role on that fateful day. (Photo No.13) Von Richthofen relentlessly pursued ‘Wop’ May, who tried just as hard to escape, trying everything he could think of, but unable to shake von Richthofen. Remnants of the night’s fog still persisted in the valley of the Somme. May made a hard right turn and headed for Morlancourt Ridge, and von Richthofen, who was at the moment preoccupied with a gun jam situation, noticed the church steeple at the last moment, barely missing it. It would appear that at that moment, von Richthofen realized just how deep into unfriendly territory he was, and how vulnerable he was at the level at which he was flying, and went into a right climb over Morlancourt Ridge, from which Australian infantry was able to train their guns on him. As was recounted earlier, he was wounded by a single .303 round, and tried to put down in a beet field. We approached the site of the ‘landing’ at the brick factory Sainte Colette, which is a mute witness to the entire event. There is another signpost by the road in three languages. The field looks to be impassable due to frequent recent rains, and it looks unlikely to get to the actual spot where von Richthofen set down, about 100m from the road (Photo No.14).

The red Fokker and von Richthofen’s body were transported the same day by a group of soldiers from the 3rd Squadron AFC to thier home field at Bertangles. What was almost an intact Fokker Dr.I was reduced to unrecognizable bits and pieces within a few hours by souvenir hunters. Richthofen himself collected serial numbers, engine pieces, and other items from his victims. Ironically, he became one of the biggest ‘souvenirs’. (Photo No.15)

Our journey continues on to the aforementioned village of Bertangles. We’ve got about a half hour drive ahead of us. I wondered if this was the actual road along which von Richthofen’s body and his Dreidekker were transported. In order to try and stay true to the chronological order of events as best as possible, we headed for the home field of the 3rd Squadron AFC, and to where the body and the Fokker were transported on the night of April 21, 1918. Von Richthofen’s bloodied face was clean up, powdered and photographed. This was followed shortly after by an examination of the body and wounds by a doctor. The original location of the airfield was located southwest of Bertangles, and among other points of interest, it was the same spot from which Wilfrid ‘Wop’ May and A. Roy Brown took off in their Sopwith Camels of No.209 Squadron RAF, which was already mentioned. The following day, April 22, 1918, von Richthofen’s body was loaded onto a Crossley Tender truck, and transported to the local cemetery for burial. (Photo No.16). We were able to find pretty much the exact spot from which the procession began. Today, it is an abandoned field road, of which there are several in the area.
G. Hawker, which was unveiled in a ceremony in the village of Ligny-Thilloy. Mj. L Hawker was von Richthofen's eleventh victim, and it could be claimed the one that carried with it the most prestige. L Hawker was the first British ace and the third to be awarded the Victoria Cross. After a combat engagement lasting several minutes at altitudes of 100 to 200m, he was shot down on November 23, 1916 south of the village. He was buried by German ground troops at the spot where he fell, but the grave was later lost and today, the memorial located in Arras bears his name, along with a thousand others who have no grave. (Photo No. 19 and 20)

The same day, we visited several other graves of British pilots in the vicinity of Vimy Ridge that were downed by the Red Baron. Everywhere we went, we were impressed by the care of the British cemeteries. Unfortunately, space limitations prohibit a deeper accounting.

PART THREE

In 1961, the building of the Berlin Wall was undertaken, and the Berlin cemetery ended up being right on the edge of the Demarcation Zone in East Berlin. Von Richthofen's grave was possible to visit only with special permission. For this reason, his younger brother Bolko, who had tried to transfer his von Richthofen's remains from France in 1925, once again went to work and began negotiating with the East German government for permission to exhume the remains and to rebury them at the family plot in Wiesbaden, Germany. He did not succeed and he died in 1971. It wasn't until 1975 when von Richthofen's remains were finally exhumed, and today they lie beside his brother Bolko, sister Ilse and mother in Wiesbaden.

Our final phase of the journey took us to Wiesbaden. On arriving at the cemetery in Wiesbaden, I purchased two red roses, and I set out to find the grave. It is located in the section called Westhain, not far from the cemetery wall and is very well maintained. I placed the roses, along with a small metal model of a Dreidekker on the name plate of the grave. (Photo No. 21, 22) On the left side of the grave there is another stone tablet with the inscription 'In Memorium', dedicated to Manfred's brother Lothard. Lothard tragically died in an air accident in 1922 and was buried with his father in Schweindritz. Unfortunately, the cemetery was eradicated after the Second World War and the remains were lost forever.

I must say that it was an honor for me to go through the journey in the footsteps of the Red Baron, and for the opportunity to share this article with you.
Bf 110G-2
1/72

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

BUY Bf 110G-2 1/72
On Tuesday 13th August 2013, a day significant as anniversary of return of Czechoslovak fighter squadrons RAF in 1945 graduated also our project Nasi se vraceji „Boys Are Back“. That day was marked by a premiere of „our“ postal stamp and especially by the commemorative flight No. 1181 transporting part of Nasi se vraceji packages for those who wanted to claim their piece personally on the AF base Prague-Kbely. Several months lasting project, materialized to a limited edition of a scale plastic kit with unique bonuses, postal stamp, t-shirts, polo and other items, was finished by an eventful day and unique experience for several participants. So we would like to share this day with you!

Jan Zdiarský

Our partners for the Flight No. 1181 were the Historical Institute of the Czech Army, Heritage of Flying Legends, owners and pilots of escorting Zlin Trener, Aeroclub Most, Czech Post, Aeromedia and Czechoslovak Ex-RAF Members Association 1939-45. Our sincere thanks to all of them!

The whole day begun at Most 1 post building where was the premiere of the Nasi se vraceji postal stamp. The office was visited by several philatelist collectors around the country... those who missed the opportunity can still obtain the stamps and envelopes at Eduard Store.

Photo: Kateřina Borecká, Petr Kolmann, Jan Zdiarský, Jan Šulc, Petr Louman
After 10AM all flying participants arrived to Most airfield – the An-2, six Treners and photographic C-172.

Flying crews then spent some two hours on a guided tour in the Eduard factory.

The whole formation leader Radim Vojta took the pre-flight briefing in the Eduard communal room.

Back to the Aeroclub Most airfield for refueling and some sight tour flights for Eduard employees.
Petra Pavloková already sits aboard, taking care for some thousands freshly marked postal stamps and commemorative envelopes that were too signed for a flight.

16:20 hrs. - taxying for take-off
Some of Eduard stock and marketing department people changed their role to be an An-2 flying crew, taking care for valuable loads – over 60 Nasi se vraceji boxes.

The right hand area was covered by the „Blue Flight“ – pilot of the OK-OTD is Radim Vojta (who led the whole formation... he is unusually sitting on the front seat), pilot of OK-OTD is Katerina Vojtova.

Left „wing“ of the escorting formation sustained of the „Red flight“. Pilot of the OK-OTF is Milan Vacík, pilot of OK-VRJ is Marek Vinar (I am sitting in front of him in the OK-VRJ).

Do you see the small village in the center of the picture? And do you see the square orange building there? So this is Eduard!
The formation was closed by the Green flight. Pilot of the OK-XRX is Milan Mikulecky, pilot of the OK-DR8 is Ales Ludera. On the front seat of this plane is sitting Brassin designer Jan Sulc.
We could not miss the flight close to the nationally significant Rip hill!

The An-2 pilots – Petr Louman (left) and Milan Horvat
All seven planes of the formation in a turn to the Prague-Ruzyně Airport.

After the flyover the Ruzyně Airport, we turn to left over area called „The Elder Ruzyně“, where exactly 68 years ago landed men of our fighter squadrons RAF with their Spitfires, men remembered by this project. Here is the place where our „Boys came back“!

Over Prague...

Fly over another Czech history significant area – the Bílá Hora, battlefield from 1620. This was our serious loss then. Today we feel much different.
How our formation was seen from Prague Kbely airport...

... and how we have seen you (in the vicinity of the red-roof building in left center area of the picture)

The An-2 after landing with cameras of news staffs.

They are here!

And there you are... the security barriers should be opened in few minutes.
We are unloading and distributing. It was very smooth process. Recipients of packages were disciplined and our stewardesses were handsome!

– L-R – Jitka Havrankova, Petra Pavlickova and Pavlina Kamisova. In door of the plane is Renata Benesova.
Pilot of Czech AF Major Peter Smik, grandnephew of Czechoslovak Spitfire ace Otto Smik in an interview for Czech TV...

A legend of Czechoslovak plastic modeling, Vaclav Sorel in a discussion with Petr Kolmann, photographer of the aviation L+K magazine.

In Kbely were also some autograph... all amateurs, non celebrities... Zdenek Hurt signed his books, Katerina Barecka posters with her spitfires over Prague, Jan Zdziarsky (me) his postal stamps and envelopes and Peter Smik everything...

... and Zdenek Hurt, author of NSV historical publication for the Czech Radio.
EVENTS

Our pilots in NSV polo and some of their flying crews.
**PREORDERS**

**DISCOUNT** = 20% , **BFC** = 25% (don’t forget the T-shirt)

We're accepting **preorders** for Eday event from 1st to 15th September 2013.
**AFTER 16TH NO FURTHER CHANGES IN YOUR ORDERS ARE POSSIBLE!**

October releases are not available for preorders, but will be available at Eduard stand on Eday 2013. You can preorder sellout products, which we generally do not take with us, but we offer them online at Eduard Store.

**Payment:** EUR (write “EUR payment” into the order comment field)

**Form of payment:**
- payment with cash at Eduard stand
- credit card,
- Paypal (payed least until 16th September 2013),
- wire transfer (payed least until 16th September 2013)

Picking up your order will be possible already on Friday afternoon (we assume after 16:00, time will be specified).
**BIG ED**
(October)
BIG3329  P-51K  1/32  Tamiya
BIG3330  LYNX Mk.88 SONAR  1/32  Revell
BIG4991  P-40E/K  1/48  Italeri

**BRASSIN**
(October)
632018  Bf 109G-6 wheels
1/32  Revell
648110  MiG-21PFM wheels
1/48  Eduard
648122  R-13M / AA-2 Atoll-D
1/48
672020  MiG-15bis airbrakes
1/72  Eduard
672021  MiG-15 airbrakes
1/72  Eduard
672022  MiG-15 cockpit
1/72  Eduard

**KITS**
(October)
8465  I-16 Type 18
1/48  Weekend

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**ČESKOSLOVENSKÉ PATNÁCTKY**

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**ON APPROACH**

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October 2013
# PE-SETS (October)

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**36257 BT-7**

1/35 Tamiya

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**36257 BT-7 exterior**

1/35 Tamiya

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**36253 BT-7 interior**

1/35 Tamiya

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**36253 BT-7 interior**

1/35 Tamiya

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**72570 Ju 88C-6 surface panels S.A.**

1/72 Revell

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**72568 Ju 88C-6 exterior**

1/72 Revell

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**32788 Bf 109G-6**

1/32 Revell

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INFO Eduard - September 2013
69TH ANNIVERSARY OF THE AIR BATTLE OVER THE ORE MOUNTAINS

KOVÁŘSKÁ
7. IX. 2013

20TH INTERNATIONAL WWII AVIATION MEETING

FRI SEPT 6 2013 / EVENING:
CLASSICAL MUSIC CHOIR CONCERT IN THE ST. MICHAEL CHURCH

SAT SEPT 7 2013 (10:00 – 18:00)
MEET AIRMEN OF WWII, HISTORICAL WWII MILITARY VEHICLES AND GROUPS OF MILITARY HISTORY, LECTURES, CAMP LUCKY STRIKE 1944, CEREMONY AT THE MEMORIAL OF FALLEN AIRMEN, PATH TO HISTORY – VISIT THE CRASH SITE OF A PLANE DOWNED ON SEPT 11 1944, CZECH ARMY PRESENTATION, RC MODELS, PLASTIC KIT MODELS OF AIRPLANES AND MILITARY EQUIPMENT, LIVE COUNTRY MUSIC

NEW ITEMS ON DISPLAY IN THE MUSEUM, FLIGHT SIMULATORS, SHOWING OF FILMS ABOUT AVIATION HISTORY, AIR CAFÉ, ETC.

UNIQUE EXPERIENCES - LEGENDS AT ARM REACH
RICH PROGRAM FOR ALL DAY - UNEXPECTED SURPRISE

WWW.MUSEUM119.CZ