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Bf 109G Royal Class 1/48



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July 2014

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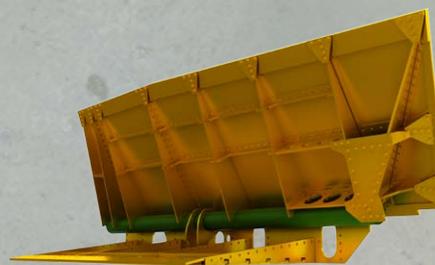
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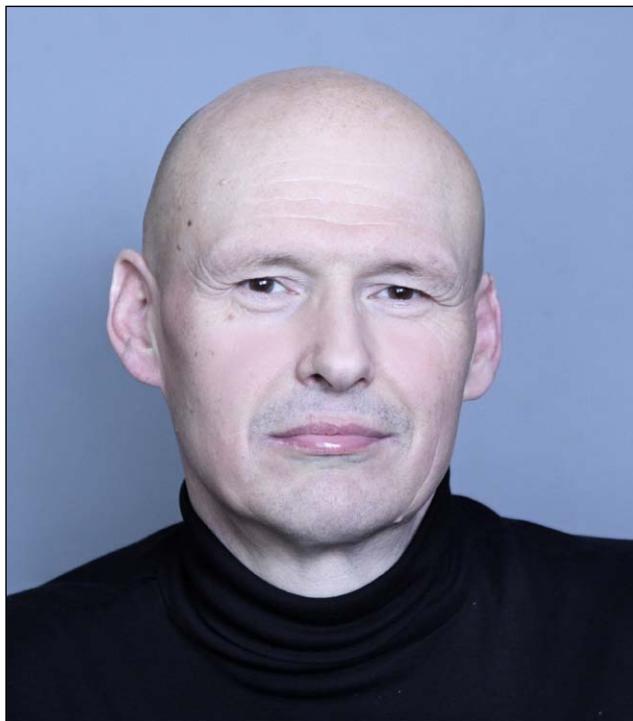
EDITORIAL

June has come and gone with a sustained debate over the perceived anomalies of our Gustav. I don't particularly want to dive into the debate and go on the defensive because I am assuming that the final verdict, whether the model really is that 'off' as suggested by some critics, or the melodramatically expressed concerns of the same are in fact marginally observable on the finished product, is up to each and every individual modeler. A similar missed opportunity has been associated with practically all of our kits, but the test of time typically shows the true quality of the model. As it turns out, the Spitfire has passed with flying colors, but this time last year, things looked quite different. It has now been forgotten, but about a year ago, the internet was abuzz with talk about the armor plating, the absence of which supposedly dragged the entire project down. Now, I do not want to downplay the affair in any way, and I stress that any mistake and/or shortcoming is regrettable at our end. But from my perspective, the problem comes in with the actual significance and sense of the criticisms in question. I feel that in most cases, the fact is that the perceived anomalies are not as terminal as they are made out to be and are magnified many fold through the use of very accessible forums. The Spitfire kit is a good example, and it today is widely considered as one of the best kits on the market. A year ago, the same could not be said, based on what I read in the internet discussions. Today, the discussions surrounding the 'crooked' wheel wells, which eventually turned out to be accurate, are widely forgotten. The same goes for the missing armor plate from the plastic parts, which, for me, was barely understandable and difficult to grasp, to say nothing of basic flaws discovered in the meantime. The significance of any problems that come up can be gaged by their eventual correction. There has ever only been a certain percentage of modelers who have taken advantage of any offer to replace old parts with new and improved ones. The most recent example is that of the MiG-15. We were prepared for a massive influx of requests for the improved moldings, and prepared long and hard to be able to handle it, but, basically, nothing happened. Where we expected thousands, or at least hundreds, of requests, we received only a few dozen, and it's been quiet.

On Saturday, June 28th, we were with our sales circus on Kitsalon in Nymburk. I have to say, it was a very nice show, me and Karel Padar were asked to select the best model of the exhibition, which was not easy in the amount of sophisticated and perfectly done models. Finally, we agreed on the FE-2b in 1/32 scale from a polish modeler - Marcin Chrusciewski. So you can see we have nothing against Wings Wing Nuts, as some people sometimes think. By the way, in Japan, I met their boss himself, and I have to say he is a very good companion to have a drink with. But lets get back to Nymburk. Among approximately 600 presented models, there were several different versions of the Bf 109G, both from Eduard and Hasegawa. It has to be said, that despite of many differences, that are noticeable when looking into the box with an un-assembled model, and broadly described on modeling forums, it is not easy to tell which is which. Even the size difference is not noticea-

ble without the direct comparison, the best distinguishing elements remain the rivets on our model. Nevertheless, the most common question these days is, what will happen with respect to Gustav; whether or not will we be addressing the larger dimensions of the model. As I wrote in the last newsletter, yes, we are looking into roads to take to achieve that end, and incorporate a more dimensionally sound item. As most of you will certainly realize, this is not a simple feat, and at this point, how to proceed has not been set. Now, we are releasing the Royal Class kit, and progress on subsequent kits has been delayed until they can be reworked. Exactly how I am not yet sure, but I can promise that the solution to this issue will be effective in the spirit of Eduard tradition and the vast majority are certain to be very satisfied. In order to properly and effectively assess our next steps, we re-measured the Bf 109G-6, this time including overall dimensions. Surprisingly, the length measurement comes to 9034mm, which is longer than what is typically accepted as correct. This can, of course, be due to faulty measurements or, possibly, because the quoted length of 9020mm is only a theoretical value that does not jive with practical results of measurements made.

Currently, we are releasing the Royal Class kit, in which several new and improved items can be found that will serve to settle some of the critics down. For the G-6 and G-14 versions, the plastic is complemented by the left fairing covering the fuselage guns, with the small bulb in the lower front originally intended for the G-5 and used for all production aircraft built at Erla. Also improved are the muzzle troughs of the fuselage weapons as built by the same factory. I have no doubt that other buried problems will be pointed out at some point, but as things stand now, I am not prepared or ready to do more. For example, the fuselage bumps. In criticisms I have read that these are odd and should be considered among the faults of the kit. This may or may not be the case, but our study of these items took up several hours of attention, and we have them carefully measured and documented, including their cross-sections and their changes through open and closed cowls. If they do in fact look off to someone's eye, let the onus be on them to change them, because I have no idea what more to do to satisfy all the critics on this point. If you don't incline towards the criticisms and appreciate the final look of the end product, look at the newly designed left Erla type bump. I take personal pride in this feature, and I only hope that no one confuses its finesse with an imperfection. Besides the components needed for an Erla G-6, the Royal Class boxing also includes the G-2/G-4 fuselages and a wing for the bump-less G-2. The G-2/G-4 fuselages are designed differently from that of the G-6; they have separate gun troughs which are inserted into openings in the fuselage. This was a somewhat complicated way to go for us, but should be consi-



dered completely successful. The moldings of the plastic components and the precision of fit are wonderful, if seldom commented on. But I think that there is a decrease in the number of practicing modelers and so are not as often heard anymore. We will see what the opinions surrounding this kit will be a year from now. A year is, in my view, the time span during which the opinions on a model mature and cross the line from passion to rationality. With respect to the moldings makeup, each plastic frame is duplicated, which we consider to be an important fact taking into regard the selection of markings options offered. There is a total of sixteen, and if you ask me, each is nicer than the last. The selection offers up markings for some of the most successful and well known Luftwaffe pilots, as well as foreign ones. It includes the Bf 109Gs used by Slovakia, Finland, Romania, Italy, Hungary and even Switzerland. I am very optimistic that the impression that the Spitfire kit suffered from a lack of attractive markings options will not be duplicated here. I would even go so far as to say that the Bf 109G kit is an explosion of flavor. The decals are printed by Cartograf, save for the stencils, which dared to print ourselves. As far as accessories go, the package includes the usual assortment of photoetched brass and masks, and also includes a number of Brassin bits, wheels, W.Gr.21 rockets, and cannon gondolas.

My hope is also that the bonuses offered in this kit will also be hard to resist. There is one of six types of beer glass included, each with a different unit emblem. These will really come in handy at E-day, when we will again be pouring beer on tap into the Eduard glasses free of charge. There will also be available a bottled beer, called the 'Gustav Bier'. The box also includes a coaster, to go under the glass, and more on that a bit later. Each of the six glasses will also be available separately. The other bonus will be an actual piece of a Bf 109G-14 shot down on September 11th, 1944 with a certificate of authenticity. The certificate is also a small, but extremely interesting historical work, describing the fate of the machine and its pilot, and the circumstances and context of their involvement in the fatal fight against B-17s and Mustangs of the 8th USAAF on September 11th, 1944 over the north-bohemian village

Kovarska. There are previously unpublished photographs used, and last but not least, surprising research findings of our colleague Jan Zdiarský and his colleagues, regarding the Bf 109G-14 JG 4 markings in the dramatic late summer of 1944, which is unusual by the fact that it lacked national markings. Thanks to the museum team members, led by Jan Zdiarsky, who managed to acquire enough fragments of this machine from the place of impact of the "Black 4", we were able to manufacture the needed 3000pcs of the airplane piece on a wooden block bonus. Needless to emphasize, my colleague Jan Zdiarský consistently insisted on the authenticity of the fragments and will personally make sure that no leftover pieces from 6 years ago similarly used Fw 190A-8/R2 will be mixed in the Bf 109G-14 fragments. I would like to thank all the members of the museum team for their efforts and assistance on realization of our Royal Class edition. Reconstructed, and should be emphasized that surprising, marking of the black 4 from September 11th, 1944 is one of the sixteen offered marking schemes in the new Royal class. It is one of the four color schemes dedicated to the Bf 109G-14 version. The coaster also has its own significance, other than its important role under a beer glass. It will also form the basis of a new Beer Game that will come into play with the release of the new Royal Class kit. To refresh the memory of how this game works, for every 400Kc spent at our e-shop (roughly \$20US) you will receive a coaster with your order, and this will include a self adhesive sticker to be glued into playing card that can be downloaded from our website. Once the card is filled in with the stickers according to any number of acceptable variants and mailed to us, further discounts from our e-shop will then apply. And, here is another discussion theme for all... and, the gloves are off! The second July model on offer is the MiG-15bis Weekend edition in 1/72nd scale. It comes in a new box style, and will set the precedent for those yet

to come, and even of our approach to 1/72nd scale kits in general. Although there is still just the one marking option offered, the next one, starting with the MiG-21R in 1/48th, being prepared for August, will include two marking options. One addition that will now be incorporated into the Weekend Edition kits is the inclusion of seatbelts in the SUPER FABRIC range. The hope here is that these kits will become more attractive in general. The main goal of this step is to increase the value of first and foremost, 1/72nd scale kits. This kits have not proven as attractive as 1/48th scale offerings. I think that this is due to, among other things, our approach to the release of these kits, where the main edition is the ProfiPACK line, which are very well equipped kits, but not so much for the smaller scale. The 48th scale ProfiPACK kits are essentially at the same price point as classic kits offered by our competition, and so represent a better value. In the case of the 72nd scale kits, those prices are generally higher than those of the competition. We will attempt to remedy this situation, and the Weekend kits with the inclusion of the belts and a wider markings offering, will maintain the same price structure, and the Weekend kits will follow the Royal Class boxing or Limited Edition offer. Next year will also see an increased activity in the release of new 1/72nd scale kits. In fact, the jump in this activity will be rather significant, but I won't say how much just yet. Don't want to scare anybody off!

To change the theme up a bit here, I'll turn my attention to the activity surrounding the Brassin line. July sees the addition of nine new sets and one BigSin. The Brassin line is growing with each passing month, and along with it come some growing pains, mostly concerning space. For this reason, those taking part in this year's Novemberfest who also came to

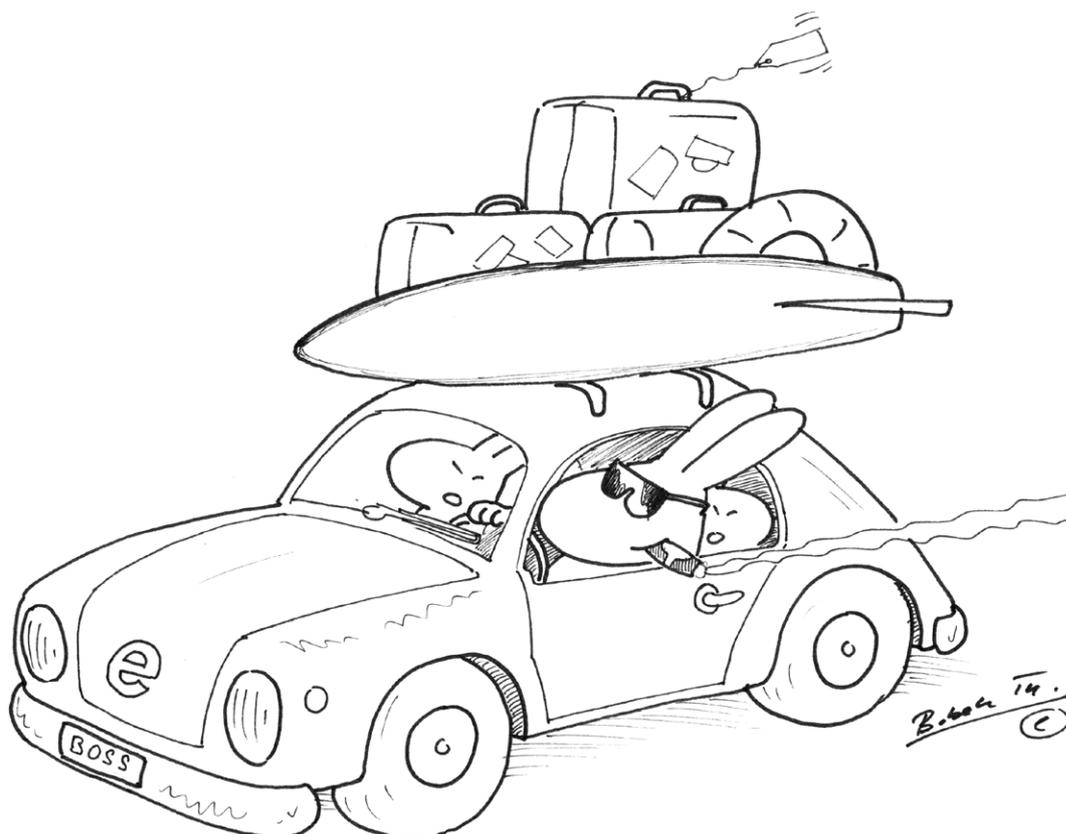
last year's event, will not recognize it. The Novemberfest will again be held over the last weekend of November, and by that time, the Brassin studio will expand significantly, and will occupy the majority of the upper floors of our Obrnice building.

With respect to photoetched brass, please note the set designed for the Meteor Mk.IV in 1/32nd scale from HK models. In 1/32nd scale we also serviced the Texan from Kittyhawk and Trumpeter's A-6A. The smaller, 48th scale brother of this type from Hobbyboss will receive further attention in August. 1/48th scale only covers the GWH MiG-29 9-12, while 1/72nd scale sees four sets for the PBM-5 Mariner from Minicraft, one for the Airfix Lancaster Mk.III, and a set for the new Tamiya F-16CJ Block 50. We are also being particularly fruitful in 1/35th scale with two sets for the Tiger I Mid Production version from Dragon, and one set each for the Jagdpanther G2 (also Dragon) and the T-90 from Zvezda. The T-90 was a worldwide sales hit, so we will see the kind of interest the etched set will generate. There are also six new Big Ed sets to be had, two for the 1/200 scale Arizona.

Tomorrow, I am packing up the family and dog and am heading off for two weeks to Croatia, leaving worries about the long Gustav, shelf space (or lack thereof), and E-day uniforms to my colleagues. E-day will occur over the last weekend in September, and for those interested, you can also visit us at Hampton at the IPMS USA Nationals and at Pilsen Kit, at Plzen. I wish you all a pleasant summer and happy vacations.

Happy Modeling

Vladimir Sulc



ROYAL CLASS
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Bf 109G

ROYAL CLASS

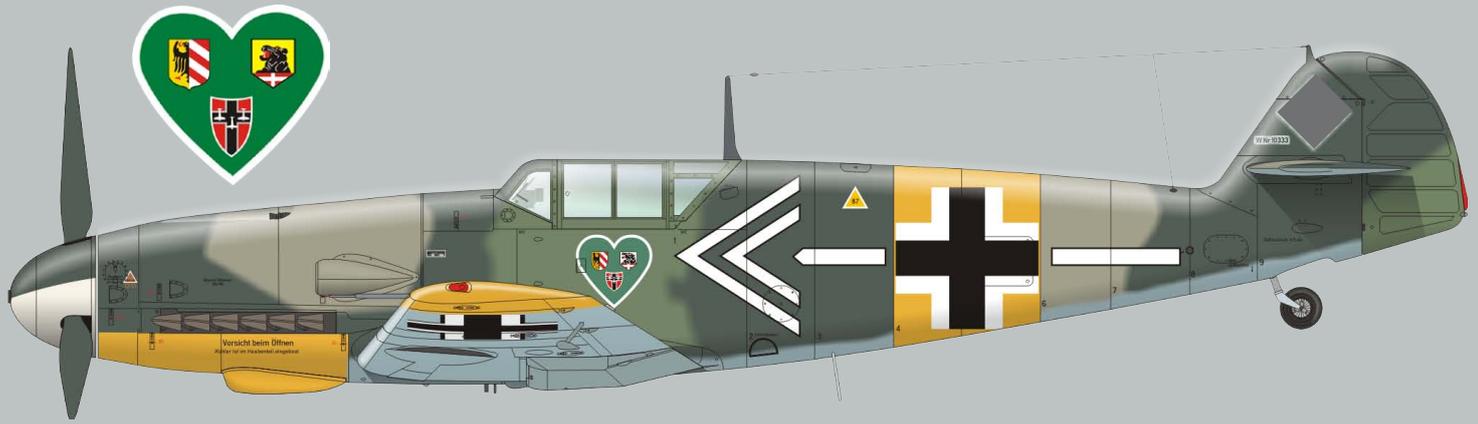
1/48

BUY Bf 109G 1/48



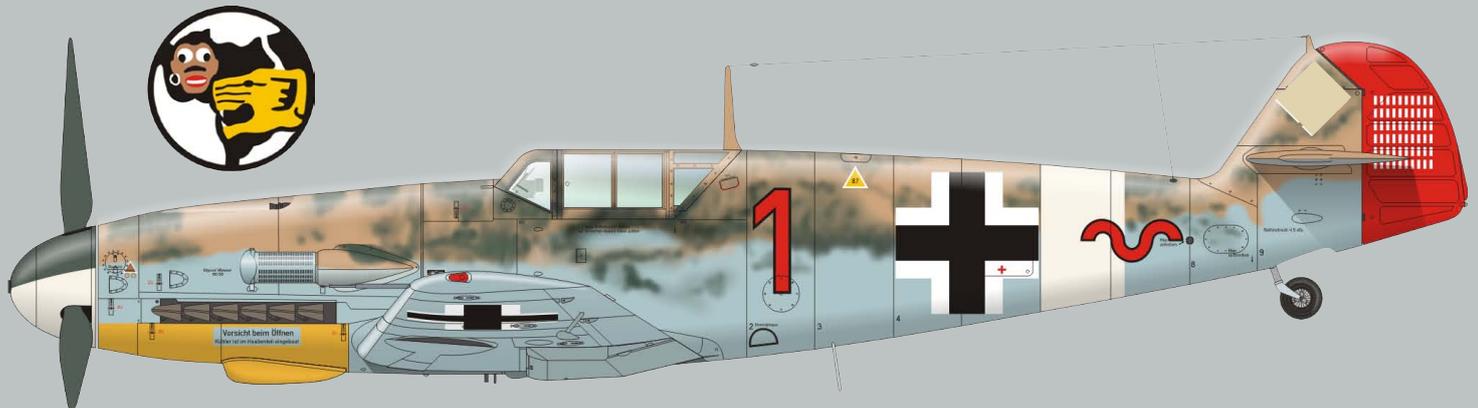
- Plastic sprues, photo-etched accessories and painting mask for two complete models of Bf 109G in variants G-2, G-4, G-6 and G-14
- Decals for sixteen colorful markings
- Eduard GUSTAV beer glass
- Eduard Brassin accessories: W.Gr. 21 rockets, R6 variant cannon pods, main wheels (2 pairs)
- A piece of the real Bf 109G-14 mounted on wooden block with certificate of authenticity
- FABRIC seatbelts

1. Bf 109G-2, flown by Maj. Hannes Trautloft, CO of JG 54, Eastern Front, summer, 1942



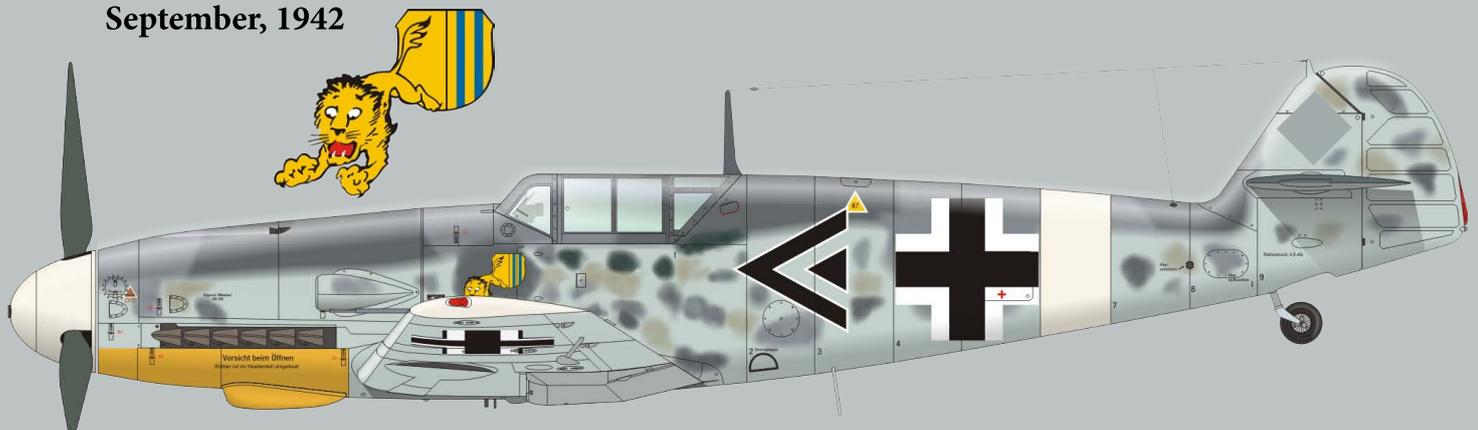
Hannes Trautloft entered combat in the Spanish Civil War. He flew the Bf 109 and participated in the development of tactics for this fighter. He fought in the Polish campaign as well as in France and managed to achieve at least one victory in every campaign. On August 25, 1940 he assumed command of JG 54. He led this fighter unit through Operation Barbarossa, the attack on the Soviet Union, and in subsequent combat til July 5, 1943. Trautloft is credited with 58 victories, and he was awarded the Knight's Cross on July 27, 1941. His personal aircraft wore a non-standard camouflage scheme. It is not clear which colors were used by JG 54 during its deployment to the Soviet Union. One theory supports the notion that the scheme consists of RLM 70, 02 and 76. The 'middle green' color was mixed from 70 and 02 colors. Note the remnants of RLM 76 color around the swastika and Werk Nummer. This aircraft was equipped with pressurized canopy, typical for G-1 or G-3 versions.

2. Bf 109G-2 trop, Flown by Oblt. Werner Schroer, CO of 8./JG 27, Rhodes, early November, 1942



Werner Schroer achieved 61 kills in the skies over Africa., the first of which was a Hurricane downed on April 19, 1941 over Tobruk, Libya. Later, Schroer served as a Gruppenadjutant of I./JG 27. He assumed command of 8th Staffel JG 27 and in April, 1943, assumed command of the entire II./JG 27. He ended the war as Geschwaderkommodore of JG 3 with 114 kill to his credit (including 26 four-engined bombers). He was awarded the Knight's Cross on October 21, 1942 and on April 19, 1945 he became the recipient of the Swords as well. The typical desert camouflage scheme of RLM 79 and RLM 78 is topped off with irregular splotches of green, probably in RLM 70. The aircraft is depicted from early November, 1942, going by the sixty kill marks on the rudder.

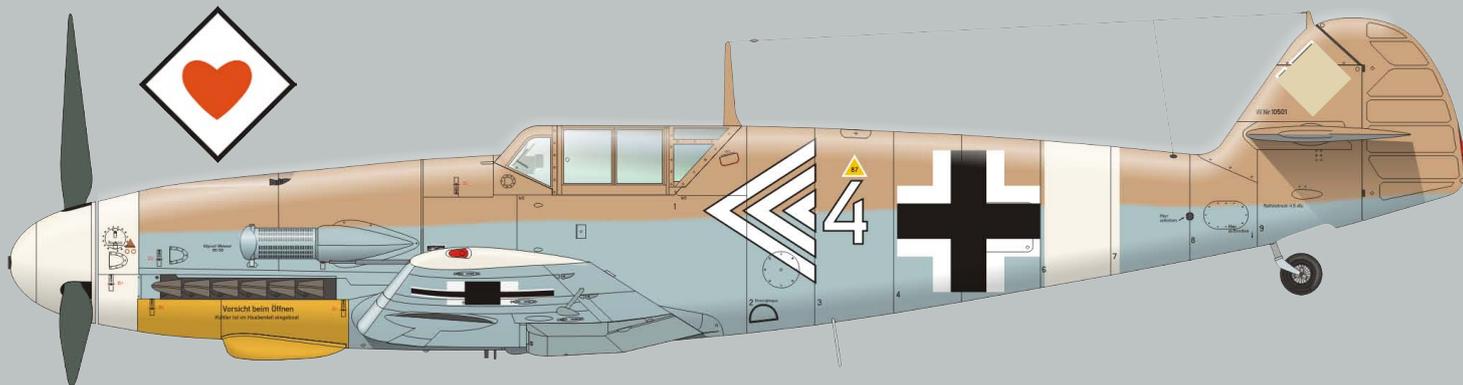
3. Bf 109G-2 trop, Flown by Maj. Heinz Bär, CO of I./JG 77, Comiso airfield, Italy, September, 1942



Heinz Bär is credited with 221 aerial victories, including 16 achieved flying the Me 262 jet fighter, ranking him in eighth place among German WW2 fighter aces. As a fighter pilot, he entered combat in September 1939 and downed his first victim over the French – German border. Progressively Bär fought in the Battle of Britain, over the Eastern Front, in the Mediterranean and took part in the defense of the Third Reich. He commanded I./JG 77 from May 1942 to the end of July, 1943 when he left JG 77 after disagreements with Hermann Göring. Note the city of Leipzig badge under the canopy. The city of Leipzig was in touch with Bär's I./JG 77 and the Leipzig zoo presented the lion cub to the members of the unit. The unusual pet was depicted on Bär's personal aircraft as well.

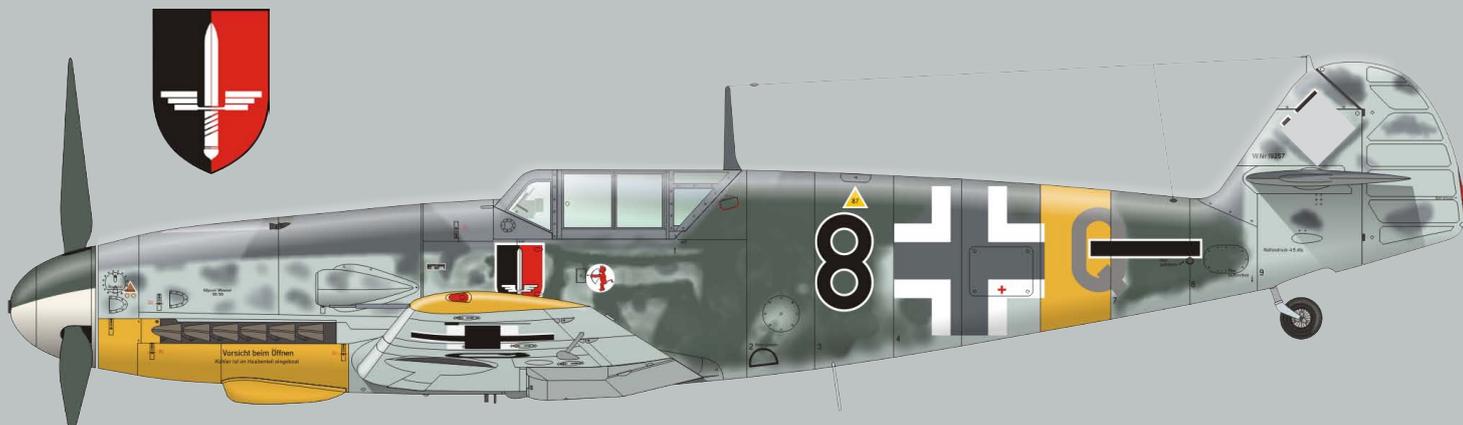
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4. Bf 109G-2 trop, W.Nr. 10 501, Stab/JG 77, Bir el Abd airfield, North Africa, early November, 1942



This aircraft was abandoned at Bir el Abd Air Field by retreating German forces. According to German wartime documents, this aircraft had suffered undercarriage damage and was blown up on November 4, 1942...which obviously never happened and the aircraft was captured by allied forces. The typical desert camouflage scheme consisted of RLM 79 Sandgelb on the upper surfaces and RLM 78 Hellblau on the lower surfaces. The white nose and wingtips were the theatre

5. Bf 109G-4, W.Nr. 19 257, Flown by Fw. Viktor Petermann, 5./JG 52, South Part of the Eastern Front, June, 1943



Viktor Petermann, flying this aircraft, was shot down by a Soviet fighter on June 6, 1943. The combat took place over Petrowskaya village in the Kuban, Soviet Union. The Stammkennzeichen code VN+QT was overpainted on the fuselage – but is still partially visible. This code was probably left on the wings. The JG 52 badge was painted below the canopy, the small devil is the badge of the 5th Staffel. Petermann, a native of Weipert (Vejprty), Czechoslovakia, achieved 64 aerial victories and was awarded the Knight's Cross on February 29, 1944. On October 1, 1943 his Bf 109G was hit by friendly AA fire. Petermann was wounded, belly landed and his left forearm had to be amputated. Despite his handicap, he managed to fly further combat missions, downing four enemy aircraft, and he underwent Me 262 training.

6. Bf 109G-4, W.Nr. 19 347, Flown by Fw. Jan Reznak, 13. (Slowaken)/JG 52, Anapa airfield, Soviet Union, April / May, 1943



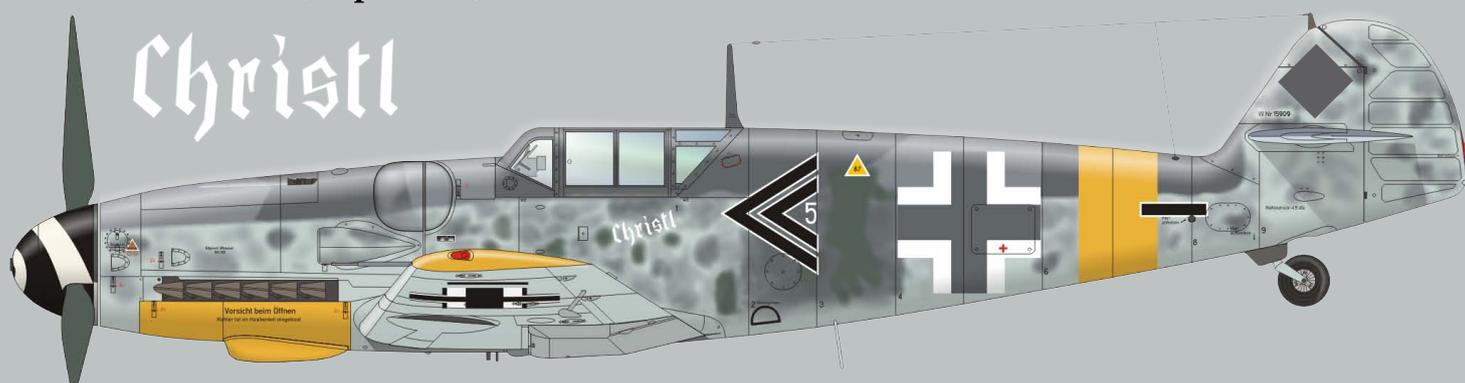
Jan Reznak launched his military career as a member of Czechoslovak Air Force. He became a member of Slovak Armed Forces in 1939 when the independent Slovak State was formed. As a Third Reich ally, Slovakia participated in the war against the Soviet Union. Slovak Letka (flight) 13 fought under the command of JG 52. Reznak achieved a total of 32 aerial victories over the Eastern Front, making him the most successful Slovak, and respectively Czechoslovak, fighter ace. Seven opponents out of his total score were flamed flying W.Nr. 19 347 in late April / early May, 1943. The trikolour on the spinner is typical for Messerschmitts flown by Slovak pilots. Note the unusual color of the cowling that doesn't match the rest of the camouflage. Originally painted in yellow, it was probably oversprayed with a camouflage color by ground personnel.

7. Bf 109G-6, W.Nr. 20 499, Flown by Lt. Erich Hartmann, CO of 9./JG 52, Nove Zaporozhye, October, 1943



Erich Hartmann downed his 121st victim on October 2, 1943 while flying this aircraft. His score is painted on the rudder. The red heart and Karaya inscription is a 9th Staffel JG 52 badge. The words 'Dicker Max' can be translated as 'The Big Show'. The aircraft was produced by Wiener Neustadt Werke as a trop version as can be seen from the sun umbrella mounting below the canopy. Erich Hartmann is the most successful fighter ace not only of the Luftwaffe but in the history of the aviation. His first victim was downed on November 5, 1942 and his 352nd and last was a Yak-9 shot down on May 8, 1945 near Brno, Czechoslovakia. All his kills were scored in the eastern Front. He was captured by US soldiers after the German surrender but was handed over to the Soviets shortly after. A Russian court sentenced him to 25 years of hard labor. Hartmann returned to Germany after 10 years spent in Russian captivity. After his return to Germany he joined the Bundesluftwaffe and helped in the resurrection of the air force and led JG 71. Hartmann received the Diamonds to his Knight's Cross, Oak Leaves and Swords on August 25, 1944.

8. Bf 109G-6, W.Nr. 15 909, Flown by Hptm. Gerhard Barkhorn, CO of II./JG 52, Eastern Front, September, 1943



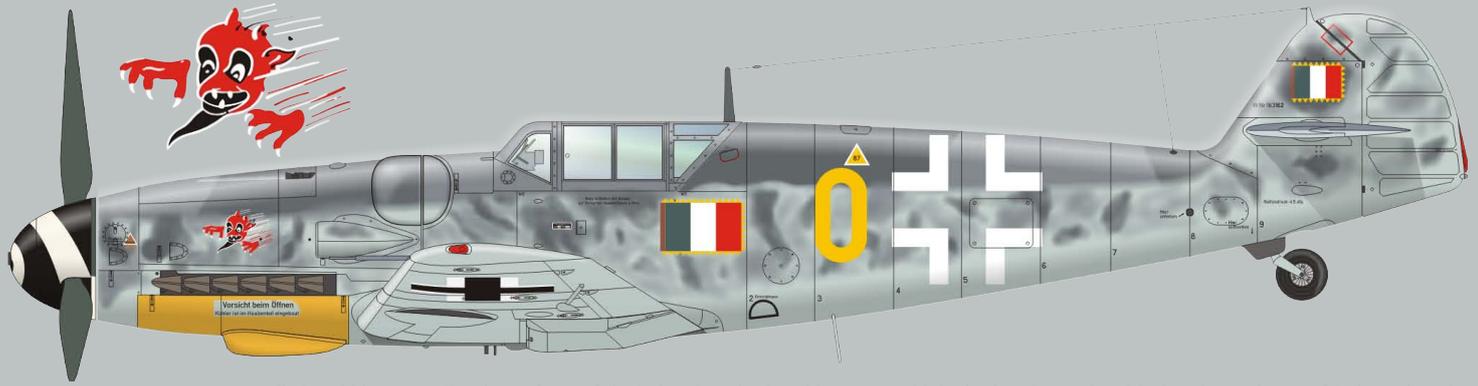
The personal aircraft of Gerhard Barkhorn, the CO of II./JG 52, was manufactured by the Erla factory. At least a part of Erla G-6 production utilized the cowling designed for the G-5 version with an additional small bump on the right side. The name 'Christl' is a reference to Barkhorn's wife Christa. The black double chevron identifies the Gruppe's CO aircraft. Barkhorn achieved 301 aerial victories during WWII, all of them as a member of JG 52, putting him in second place among German fighter aces. The first victim was downed on July 2, 1940 and the last on January 5, 1945. In 1945, Barkhorn became the CO of JG 6 and flew Me 262 jet fighters as a member of JV 44 shortly before the German surrender. In the post war era he joined Bundesluftwaffe. Barkhorn was awarded the Knight's Cross on August 23, 1942 with Oak Leaves (on January 11, 1944) and Swords (on March 2, 1944).

9. Bf 109G-6, Flown by Oblt. Kurt Gabler, 8./JG 300, Jüterbog – Waldlager Air Base, Germany, July, 1944



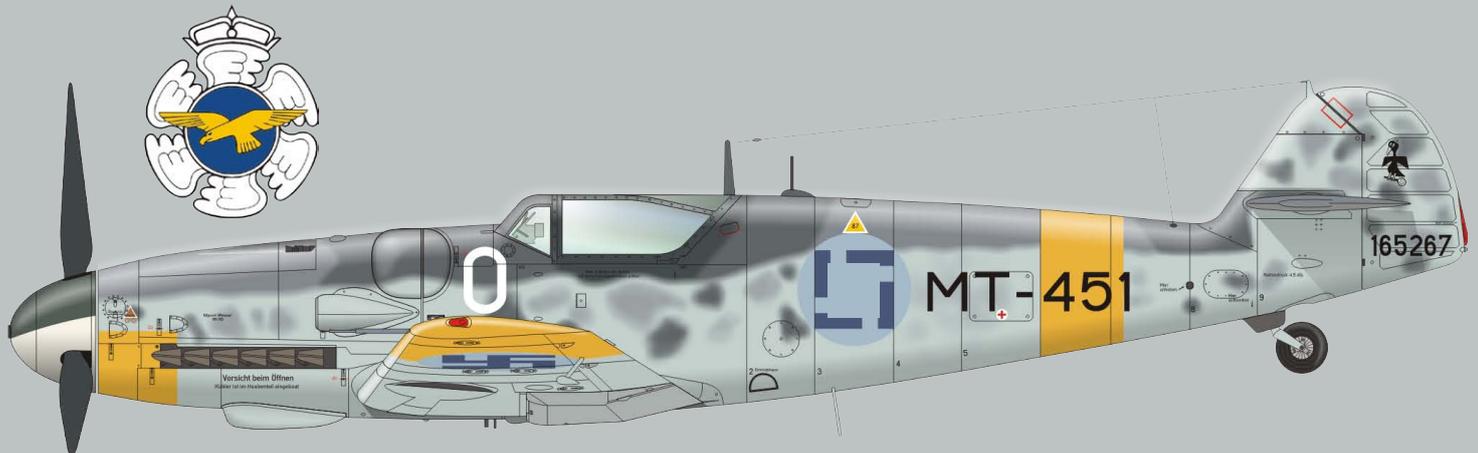
The personal mount of Oblt. Kurt Gabler flew without camouflage. It saved on weight, reduced drag, and made the aircraft more effective in the pursuit of fast Mosquitos. The white tail and wingtips identified the leader's aircraft since Gabler provisionally led III./JG 300 from June 20, 1944. The wide red tailband was common to JG 300 aircraft at the time. Gabler's tally of 17 kills is depicted on the rudder. Gabler was wounded in action in late September, 1944 and flew no further combat sorties through to the end of the war.

10. Bf 109G-6, W.Nr. 163162, 2a Squadriglia, 2o Gruppo Caccia, Verona-Villafranca airfield, Italy, October, 1944



Aeronautica Nazionale Repubblicana (ANR), the air force of the Italian Socialist Republic, was established in late September, 1943 in the north part of Italy on the side of the axis and fought against the allies. ANR flew Italian fighters at the beginning, but these were replaced by the Bf 109G delivered from Germany. From October, ANR fighters wore a combination of German and Italian marking. The artwork on the nose depicts a Red Devil and corresponds to the name of the 2nd Squadriglia – Diavoli Rossi.

11. Bf 109G-6, W.Nr. 165267, 1/HleLv 34, Taipalsaari airfield, July, 1944



Eino Luukkanen was in the cockpit of this airplane while achieving his 56th confirmed victory. He downed a Soviet Yak-9 fighter flown by Lt. G. F. Nizhnik on August 5, 1944 over Narva Bay. This Yak was the only aircraft downed by the guns of MT-451. The aircraft was delivered to Finland on June 23, 1943. The former German Werk Nummer is visible on the rudder. Two underwing cannon pods were mounted and there was no artwork on the rudder at that time. The fledgling eagle was painted later on. MT-451 was written off after an accident on August 25, 1947.

12. Bf 109G-6, W.Nr. 95 417, Flown by Lt. Pál Bélavári, 101/3. vadászszázad, Veszprém Air Base, Hungary, August, 1944



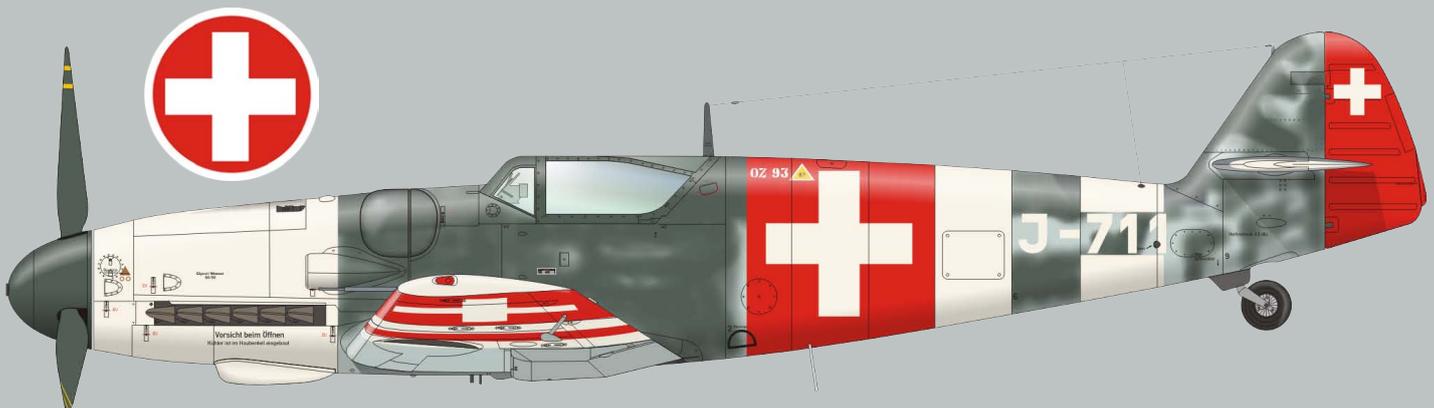
This aircraft was produced at Győr, Hungary under licence. It was flown by Pal Belavari in August, 1944 in a mandatory test flight prior to delivery to the Royal Hungarian Air Force. The white crosses of the national insignia on the fuselage and upper wing surface were oversprayed with RLM 76 or RLM 75. The bright colors on the tail were toned down as well to afford the aircraft better camouflage. Pal Belavari was credited with one aerial victory. He was killed on October 12, 1944 when bounced by Mustangs during landing at Veszprem Air Field.

13. Bf 109G-6, Flown by Lt. Baciú Dumitru, Grupul 1 Vânătoare, early May, 1945



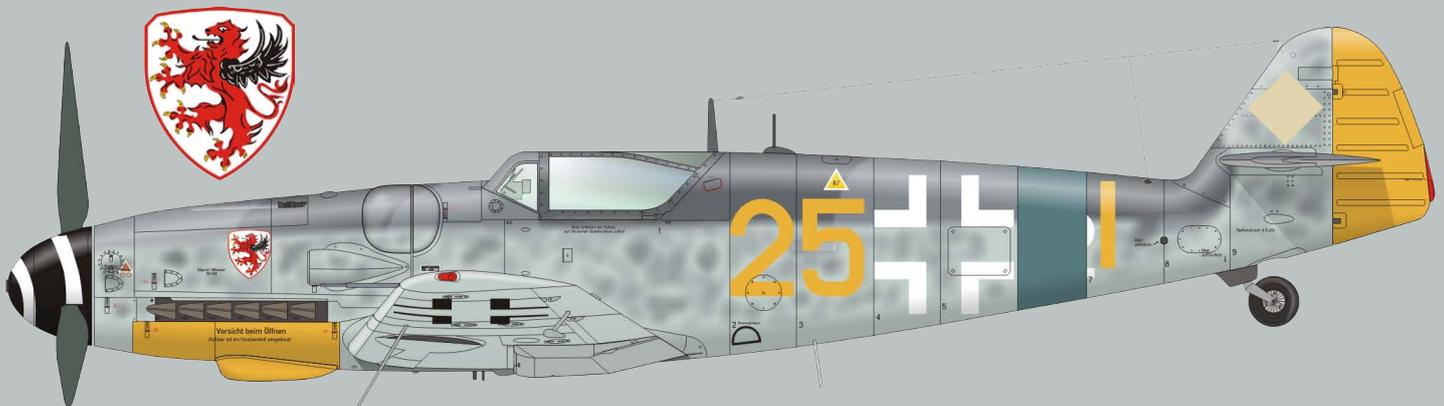
The Rumanian air force used a cross as their national insignia through almost the entire WWII period. In the last months of the war Rumania joined the Allies and the new style of national insignia was adopted along with other changes. Despite the switch, Rumanian aircraft were sometimes mistaken for the enemy by allied forces. This G-6 was on a combat mission over Czechoslovakia with Lt. Baciú Dumitru in the cockpit on May 4, 1945. He was attacked by Soviet Yak fighters by mistake and Dumitru managed to shoot one of them down but was forced to make an emergency landing. The aircraft wore a light blue color, probably RLM 76, with darker splotches on the upper sides. The inscription 'Tumpi Bumbi Flostomok' painted on the cowling is a rhyme with no apparent or hidden meaning.

14. Bf 109G-6, W.Nr. 163815, Fliegerkompagnie 7, Flugwaffe, Interlaken Air Base, June, 1945



Bf 109G-6s were delivered to the Flugwaffe, the Swiss Air Force, in 1944. On April 28, 1944, Wilhelm Johnen, a German nightfighter ace with 34 victories to his credit, made an emergency landing with his Bf 110G-4 at Zürich – Dübendorf Air Base. Johnen's aircraft was equipped with Sector equipment, including the FuG 220 Liechtenstein radar. The Germans asked the Swiss representatives to destroy the Bf 110, including the radar. The Swiss agreed but took the opportunity to request the purchase of twelve brand new Bf 109Gs from the Germans. The aircraft bearing the W.Nr. 163815 was one of them and was flown to Switzerland in late May, 1944. The red & white stripes on the fuselage and wings were quick identification markings.

15. Bf 109G-14, W.Nr. 464534, 19./EJG 2, Pilsen airfield, May, 1945



This Bf 109G-14 was one of the aircraft captured after the war at Pilsen (Plzen), Czechoslovakia. The Luftwaffe unit that flew this aircraft is unclear. The previous markings are still visible under the more recent ones and the KG 55 badge is painted on the cowling. This former bomber regiment used the twin-engined He 111. The Luftwaffe found itself in a bad position in the second half of 1944 and bomber units became less and less of a priority. Thus the three Gruppen of KG 55 were redesignated KG(J) 55 in September/October 1944 and were supposed to be equipped with Me 262 fighters. This never happened and Bf 109Gs and Fw 190As were delivered instead. Only the IV. Gruppe was based in Pilsen and it was subordinate to Erg.KGr(J). This unit was redesignated I./EKG(J) in January 1945 and then V./EJG 2 in March. The only part of this unit that stayed in Pilsen through to the end of the war was 19./EJG 2 (formerly 4./EKG(J)).

KITS - ROYAL CLASS

16. Bf 109G-14, W.Nr. 781308, Flown by Lt. Hans-Helmut Linck, 10./JG 4, Altano airfield, Germany, September 11, 1944



Hans-Helmut Linck failed to return to his home base after the air battle over the Ore Mountains on September 11, 1944 as well as more than forty other JG 4 pilots. Linck's aircraft hit the ground near the city of Cheb, in the present day Czech Republic, and the pilot saved his life by taking to his parachute. The place of the aircraft crash was identified in late nineties and the aircraft remnants are displayed in the exhibition of the Museum of the Air Battle Over the Ore Mountains on September 11th, 1944 in Kovarska, the Czech Republic. This kit contains a fragment of Linck's G-14. No photos of this aircraft are known, the appearance is based on archival information owned by the aforementioned museum. Photographs show III. Gruppe aircraft having their national insignias overpainted in September, 1944. The upper wing and fuselage crosses as well as the swastikas are missing on the aircraft.

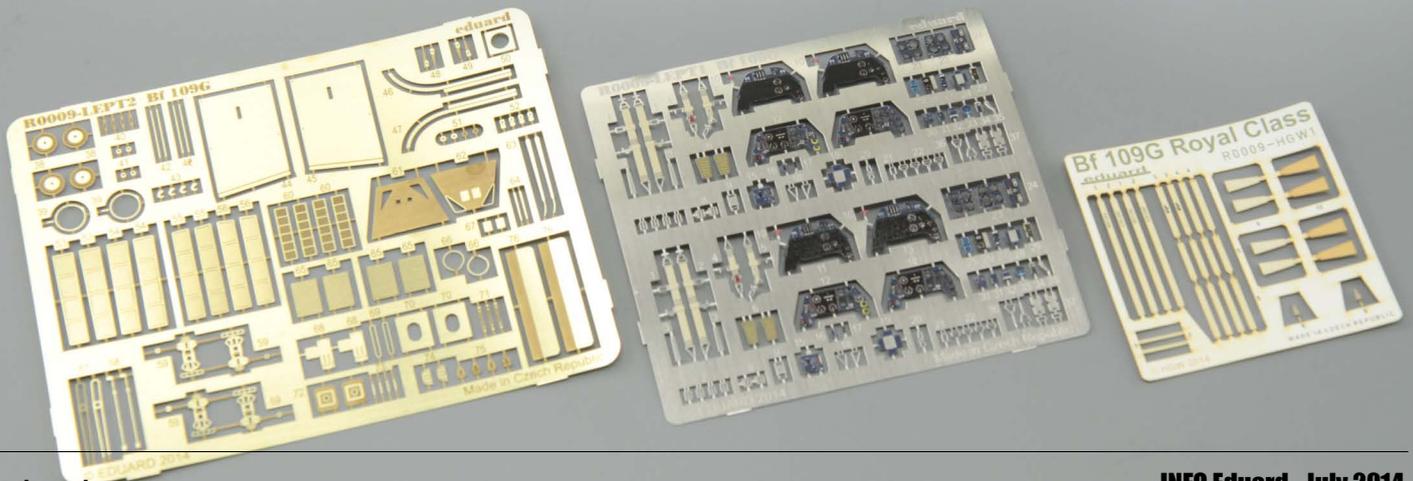
BEER GLASS

The kit contains **one** randomly selected beer glass out of 6.

The separate sale of the glasses will start during July 2014.



PHOTO-ETCHED SETS & FABRIC SEATBELTS



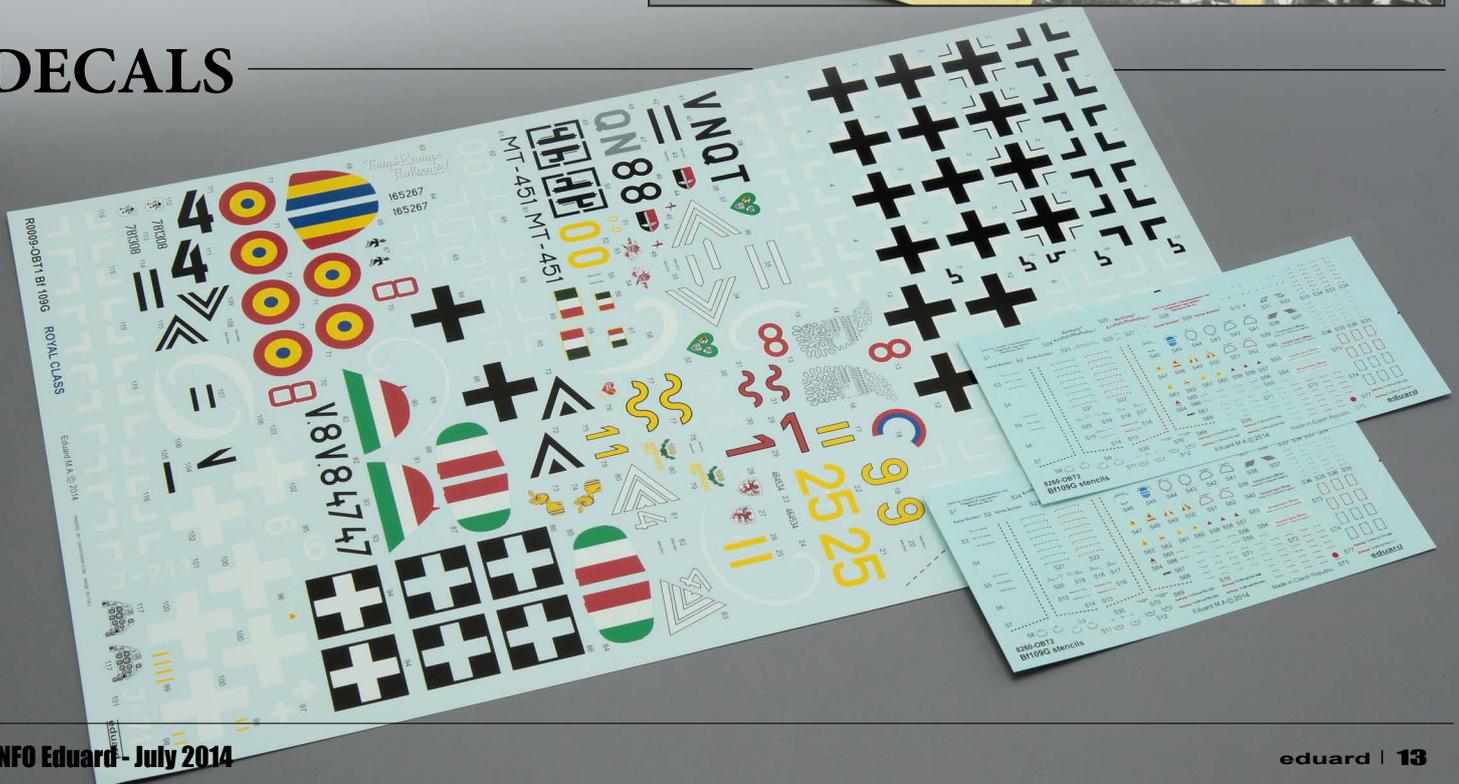
A PIECE OF Bf 109G-14

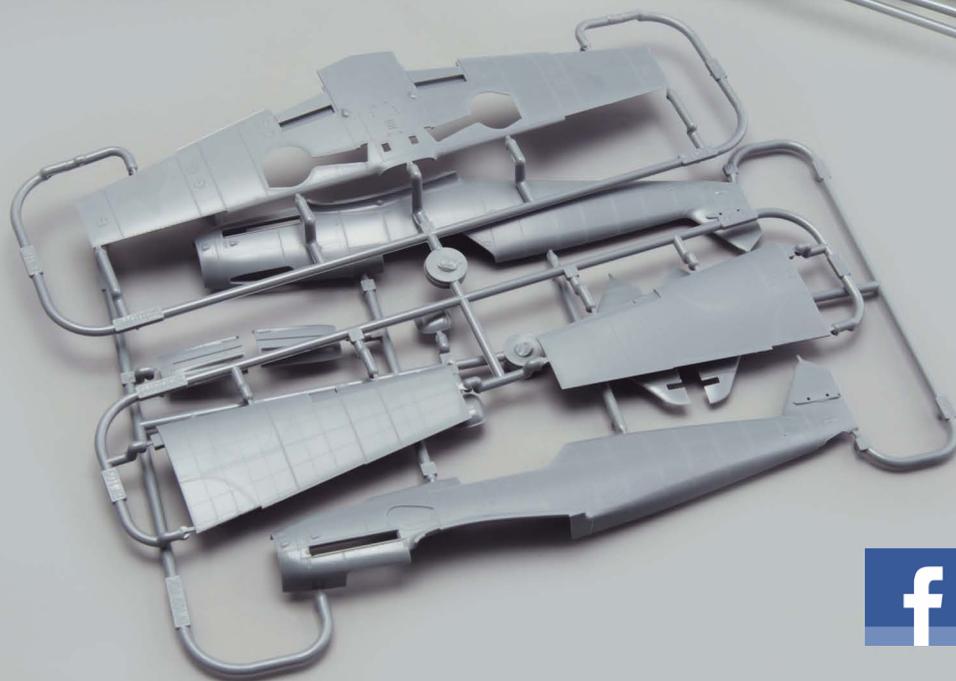
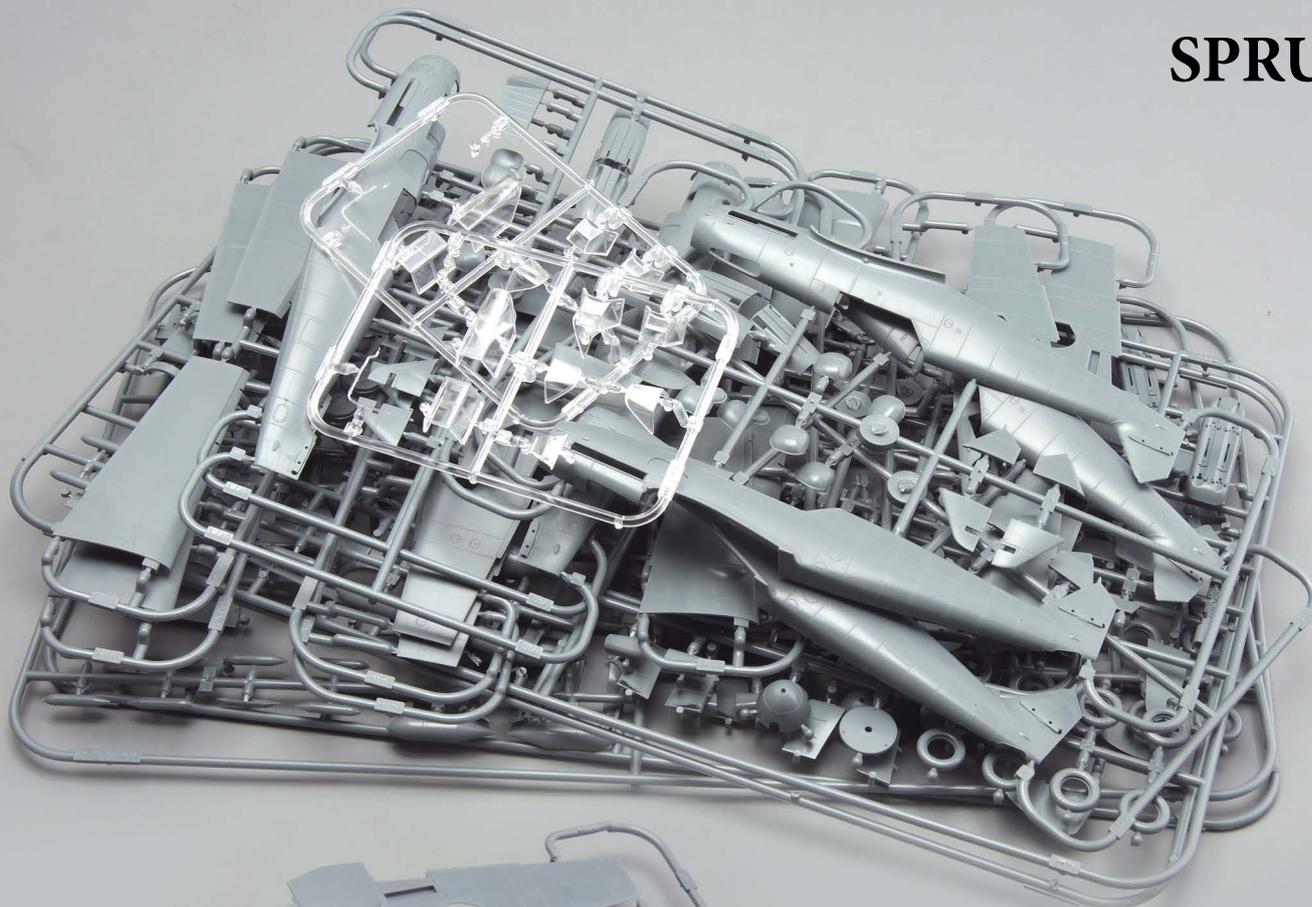


A piece of the real Bf 109G-14 mounted on wooden block with certificate of authenticity.



DECALS





Two very new plastic sprues for the G-2 and G-4 variant (and some alternate details for G-6/G-14).



The detail pictures of the new frames can be found on our FB page [HERE](#).

BRASSIN ACCESSORIES

wheels (2 pairs)



cannon pods R6



W.Gr. 21 rockets





The kit contains **one** randomly selected beer coaster out of 14 types released for this occasion.



HOW TO GET MORE BEER COASTERS:

BEER GAME (page 17)

MiG-15bis

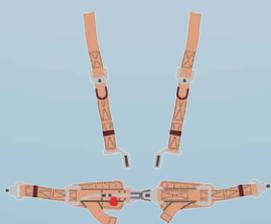
1/72, Cat. No. 7424

(no photo-etched set, no mask)



MiG-15bis, c/n 1315376, ex- 64th IAK, Soviet Union, mid Fifties

This MiG formerly took part in the Korean War – the communist attempt to occupy the entire Korean peninsula. It wore the red number '1976' on its fuselage. Back in the USSR, it was simply overpainted with the yellow 30, as well as replacing the North Korean national insignia. The North Korean national insignia was simply an extension of the Soviet red star, removing the white outline and adding the red and blue circles. Based on photographic evidence, the insignia was applied on the fuselage only. It is possible these were painted on the lower surfaces of the wings as well.



SUPERFABRIC SEATBELTS INCLUDED

[BUY MiG-15bis 1/72](#) 

RECOMMENDED:



- 67201 MiG-15 airbrakes (Brassin)
- 67202 MiG-15 cockpit (Brassin)
- 67208 MiG-15 seat (Brassin)
- 67207 MiG-15 wheels (Brassin)
- 72575 MiG-15/ MiG-15bis exterior (PE-SET)
- 72574 MiG-15 landing flaps (PE-SET)



Collect Gustav beer coasters and stickers! Your unique collection will bring you great rewards.

Collection contains 14 types of beer coasters corresponding to marking options of the Royal Class edition of Bf 109G 1/48. 12 coasters are marked with numbers 1-12, two of them work as jolly jokers (wildcards).

HOW TO GET MORE BEER COASTERS?

1st Option - As a bonus with selected Eduard scale kits editions (currently R0009 – Bf 109G 1/48 Royal Class)

2nd Option - As a reward for your order made at Eduard Store – for every 25USD spent on Eduard Store, you're receiving one beer coaster. This rule is applied to BFC members after their membership discount. Individual periods of validity of this campaign will be announced on this page.

3rd Option - From 1st July 31st August, Gustav beer coasters are also available for purchase at Eduard Store (catalog number PRR0009). Beer

coasters are packed in opaque wraps so it is not possible to order any specific beer coaster you're missing – we do not know which one we're sending you! Occasionally, we'll be also offering these beer coasters at modeling events. Price of one beer coaster: 2.95USD

WHAT'S THE GAME ABOUT?

Each coaster comes with a sticker of one specific marking, or with a sign „Jolly Joker“. The sticker is used as coupon for the collectible game. Coupons should be attached to the game card (available for download [here](#)). Sending game card with fully affixed coupons to Eduard M.A. postal address will win you main or secondary prize.

WHAT TO DO WITH THE CARD WITH AFFIXED COUPONS?

After affixing the coupons and filling in your contact details, send the game card by postal service (digital scans or photos are not allowed) to our postal address – Eduard – Model Accessories, Mírová 170, 43521 Obrnice, Czech Republic. We will contact you by email after we receive and inspect your game card.

TWO OPTIONS HOW TO FILL IN THE GAME CARD

Coupons can be affixed into corresponding fields using two systems:

- **STAFFEL** – affixing of all 12 consecutive numbers into the corresponding fields, with the option to use any number of jolly jokers (wildcards) instead of the missing numbers. This option allows you to win one of the main prizes of the game.
- **ROTTE** – affixing any coupons in no specific order onto the game card. You can use any coupons in any amount, repeating is possible. This option allows you to win one of the secondary prizes of the game.

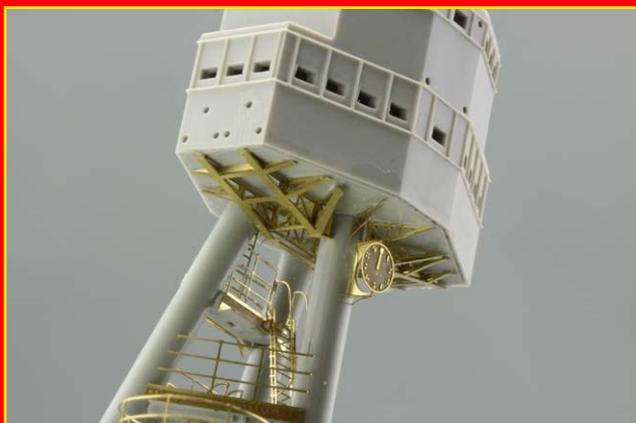
Rewards

- Prize for STAFFEL variant: discount coupon for 25USD
- Prize for ROTTE variant: discount coupon for 10USD

Note: prize offers can be extended.

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

BIG ED



53110 USS Arizona part 4-main top (BIG5323)



48803 Merlin HC.3 exterior (BIG49104)



49665 A3D-2 interior S.A. (BIG49105)

BIG5323 USS ARIZONA 1/200 - Část I. TRUMPETER

BIG5324 USS ARIZONA 1/200 - Část II. TRUMPETER

BIG49104 MERLIN HC.3 1/48 AIRFIX

BIG49105 A3D-2 1/48 TRUMPETER

BIG49106 F-35B 1/48 KTH

BIG7286 LANCASTER B Mk.III 1/72 AIRFIX

BIG5323 USS ARIZONA 1/200 - Část I. TRUMPETER

- 53099 USS Arizona part 1-cranes
- 53100 USS Arizona part 2-catapults
- 53104 USS Arizona part 3-life boats
- 53110 USS Arizona part 4-main top
- 53111 USS Arizona part 5-railings
- 53112 USS Arizona part 6-superstructure



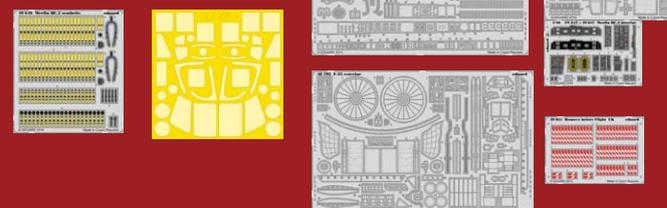
BIG5324 USS ARIZONA 1/200 - Část II. TRUMPETER

- 53109 USN sailors WWII
- 53109 USN sailors WWII
- 53115 USN deck crew WWII
- 53115 USN deck crew WWII
- 53116 USN officers WWII



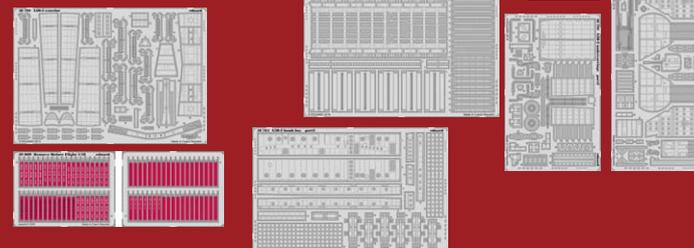
BIG49104 MERLIN HC.3 1/48 AIRFIX

- 48803 Merlin HC.3 exterior
- 49647 Merlin HC.3 interior S.A.
- 49649 Merlin HC.3 seatbelts
- EX391 Merlin HC.3
- 49051 Remove before flight UK



BIG49105 A3D-2 1/48 TRUMPETER

- 48764 A3D-2 bomb bay
- 48791 A3D-2 undercarriage
- 48793 A3D-2 exterior
- 49665 A3D-2 interior S.A.
- 49677 A3D-2 seatbelts
- EX410 A3D-2
- 49009 Remove Before Flight



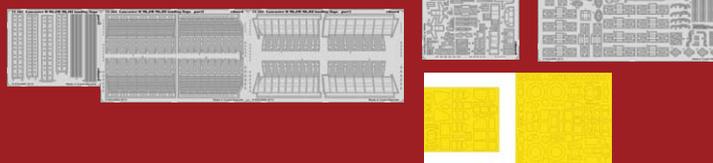
BIG49106 F-35B 1/48 KTH

- 48792 F-35B exterior
- 49653 F-35B interior S.A.
- EX377 F-35B
- 49009 Remove Before Flight



BIG7286 LANCASTER B Mk.III 1/72 AIRFIX

- 72577 Lancaster B Mk.I/B Mk.III bomb bay
- 73485 Lancaster B Mk.I/B Mk.III interior S.A.
- CX366 Lancaster B Mk.I/B Mk.III
- 72565 Lancaster B Mk.I/B Mk.III landing flaps
- 72582 Lancaster B Mk.III exterior



648157

Bf 109G radio compartment
1/48 Eduard

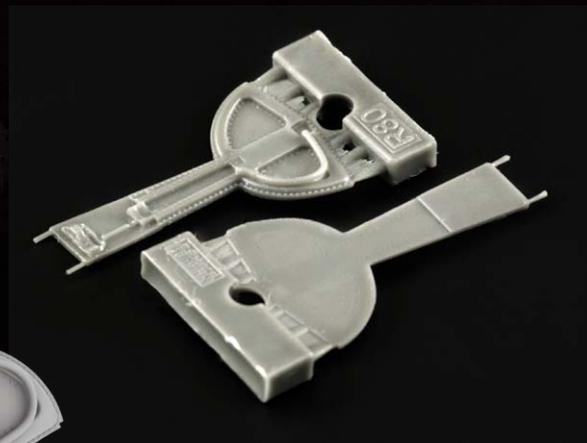
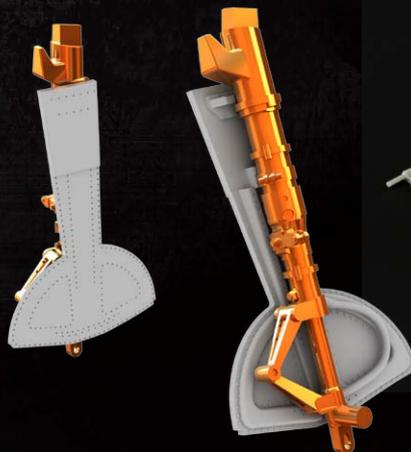
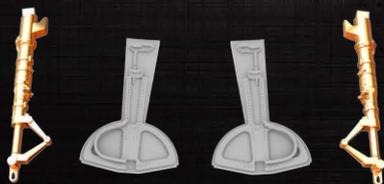
Bf 109G radio compartment - fuselage section including radio equipment, battery and interior fuselage structure details. Color photo-etched details included.



BUY Bf 109G radio compartment 1/35

648154
Bf 109G legs BRONZE
1/48

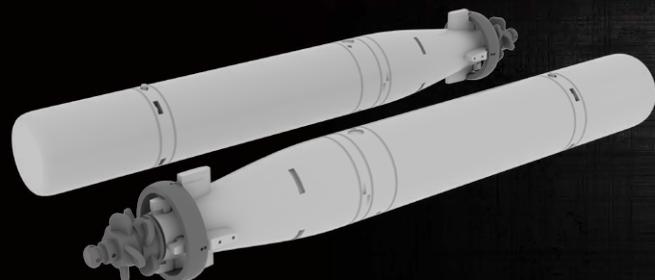
- Main undercarriage legs made of bronze
- Main wheel fairing



BUY Bf 109G legs BRONZE 1/48

672035
Mk.44 torpedo
1/72

- 2 pieces of air or ship launched US torpedo Mk. 44

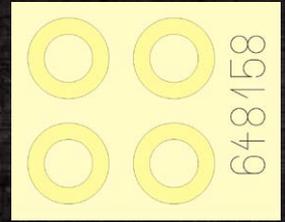


BUY Mk.44 torpedo 1/72



648158
Bf 109G-10 wheels
 1/48 Eduard

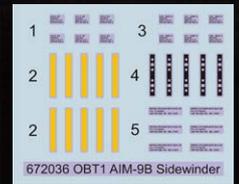
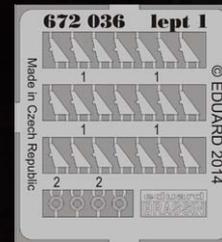
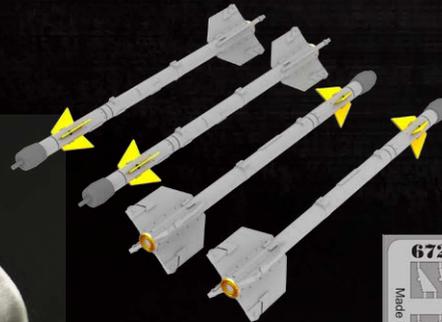
Main landing gear wheels for Eduard 1/48 Bf 109G-10.



BUY Bf 109G-10 wheels 1/48

672036
AIM-9B Sidewinder
 1/72

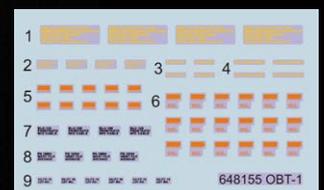
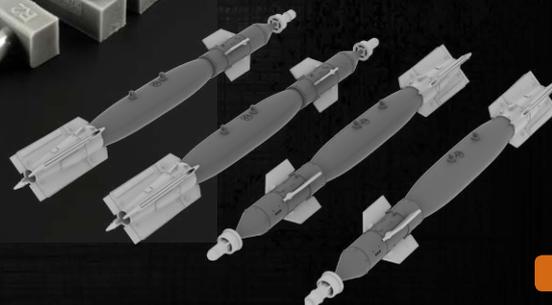
AIM-9B Sidewinder - 4 pieces of short-range air-to-air missile. Photo-etched details and decals included.



BUY AIM-9B Sidewinder 1/72

648155
GBU-12 bomb
 1/48

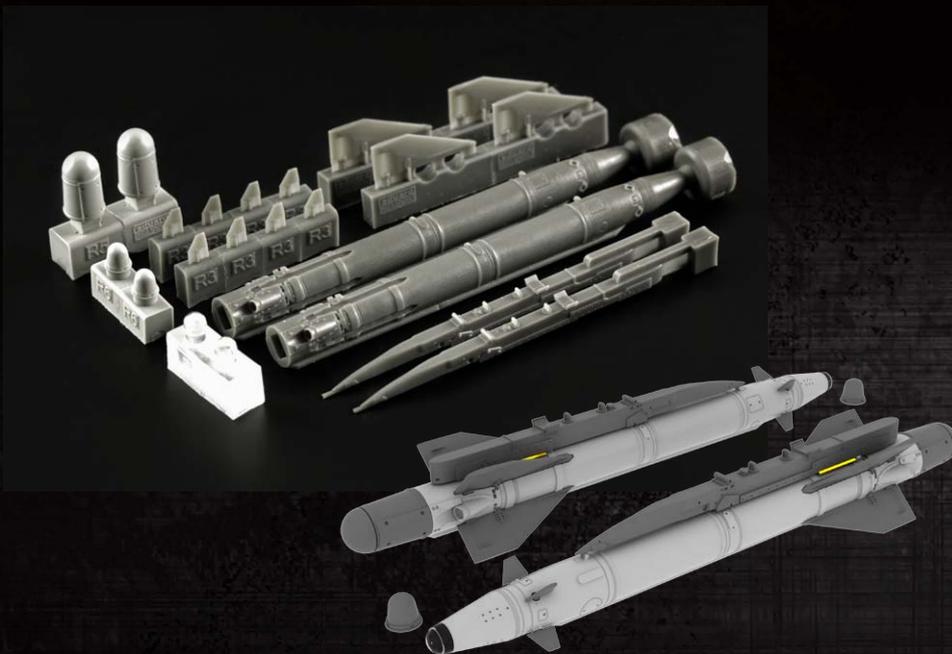
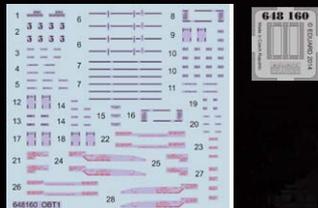
GBU-12 bomb - 4 pieces of US laser-guided aerial bomb GBU-12 Paveway II. Photo-etched details and decals included.



BUY GBU-12 bomb 1/48

648160
Kh-25ML missile
 1/48

2 pieces of Soviet tactical air-to-surface missile Kh-25ML with launcher adapters
 Photo-etched details and decals included.



BUY Kh-25ML missile 1/48

648161
SC 250 German bombs
 1/48

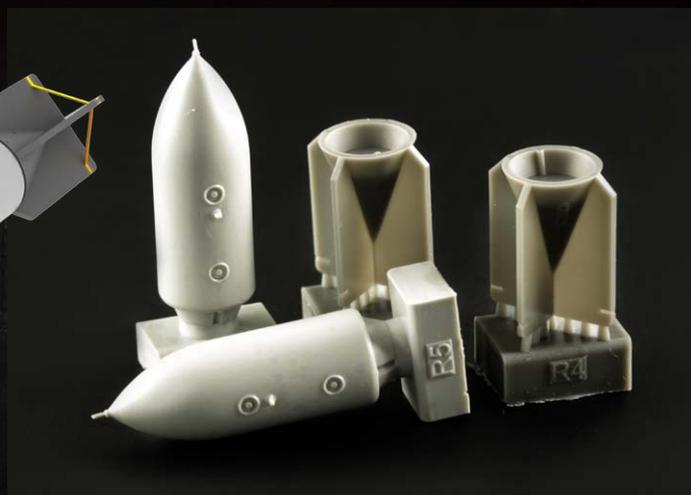
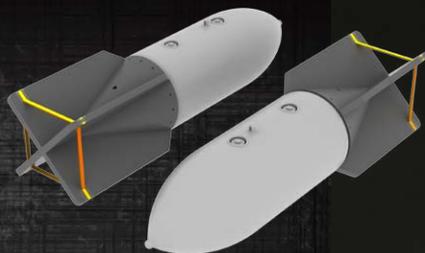
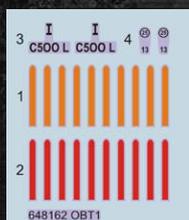
4 pieces of German WWII SC 250 bombs. Photo-etched details and decals included.



BUY SC 250 German bombs 1/48

648162
SC 500 German bombs
 1/48 Eduard

2 pieces of German WWII SC 500 bombs. Photo-etched details and decals included.



BUY SC 500 German bombs 1/48

SIN67204

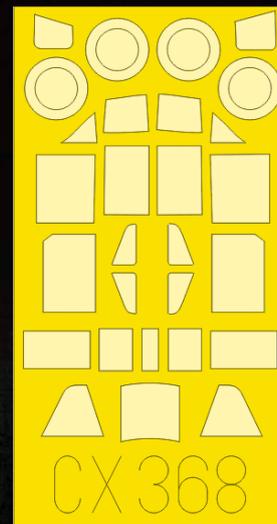
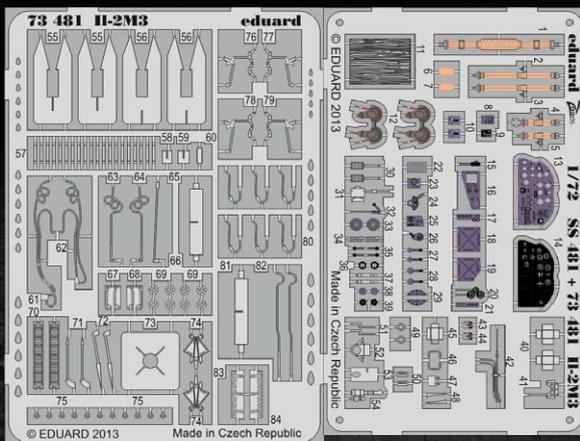
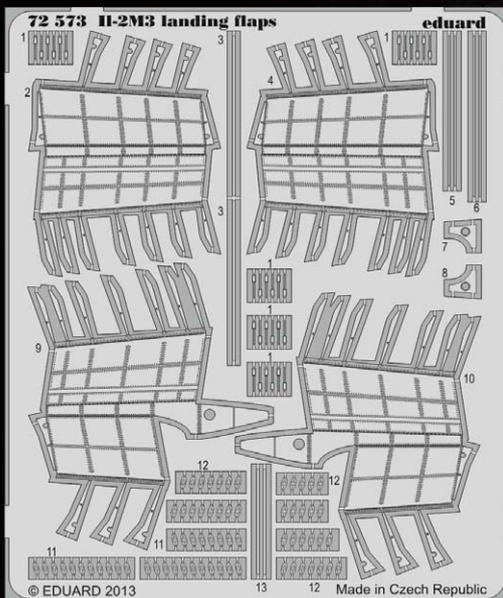
II-2m3

1/72 Tamiya

Collection of 5 individual sets for 1/72 Tamiya II-2m3.

- wheels,
- exhaust stacks,
- landing flaps,
- interior and exterior details,
- painting mask.

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



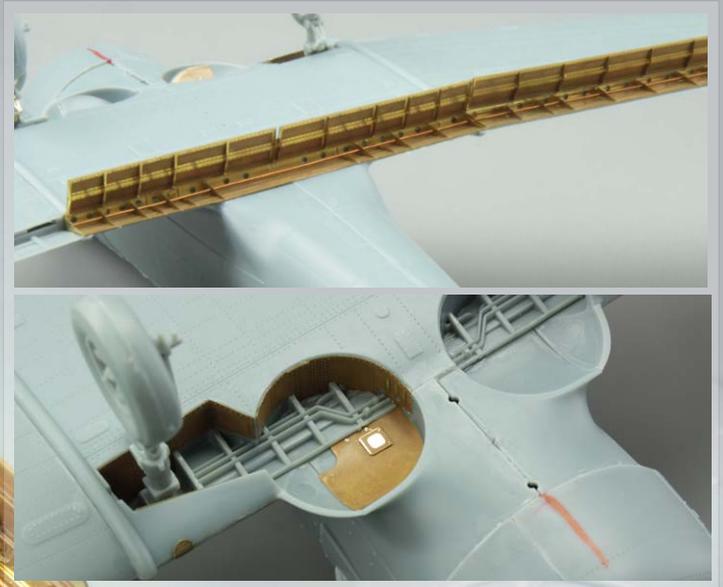
BUY II-2m3 1/72



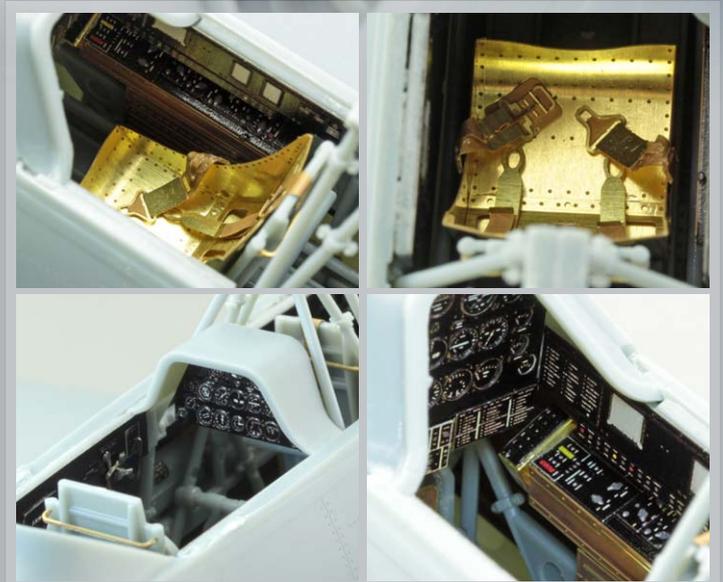
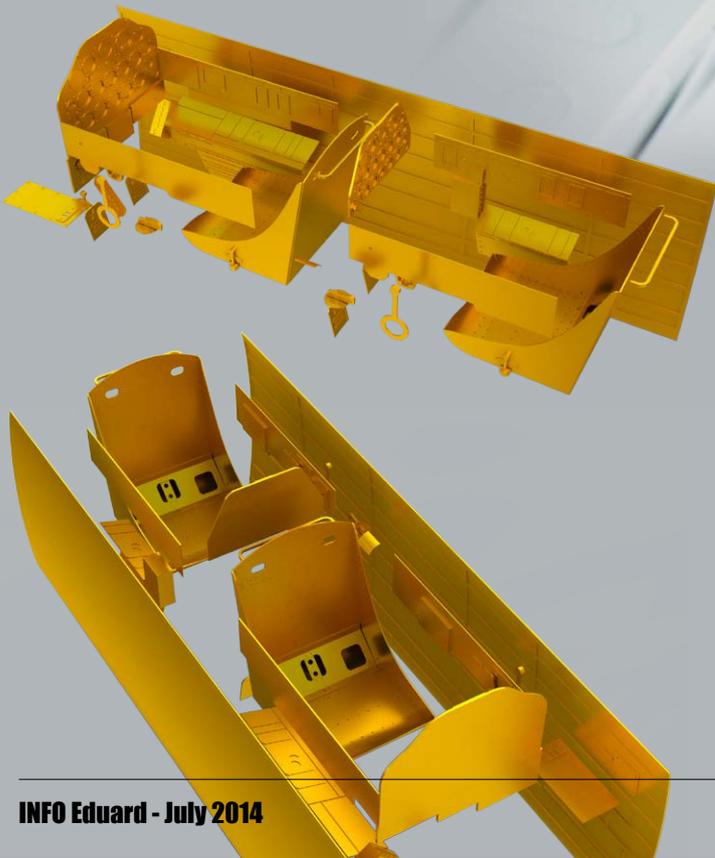
PHOTO-ETCHED SETS

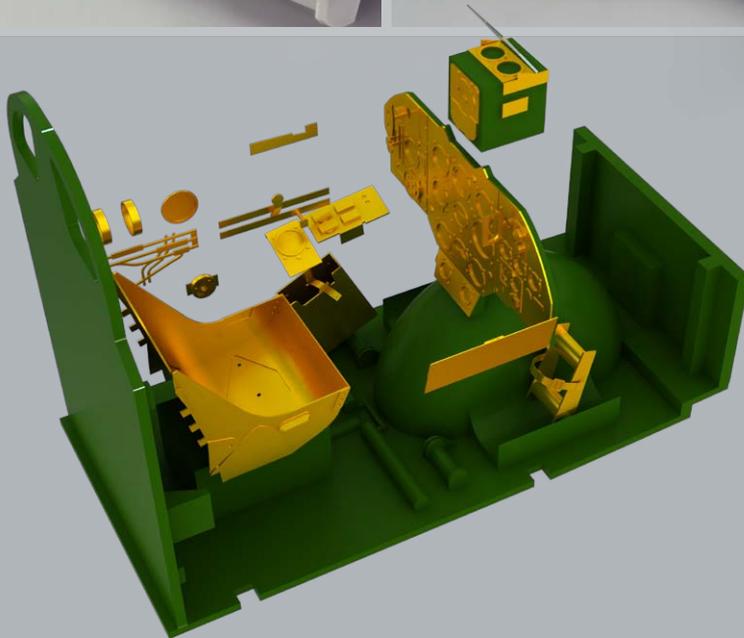
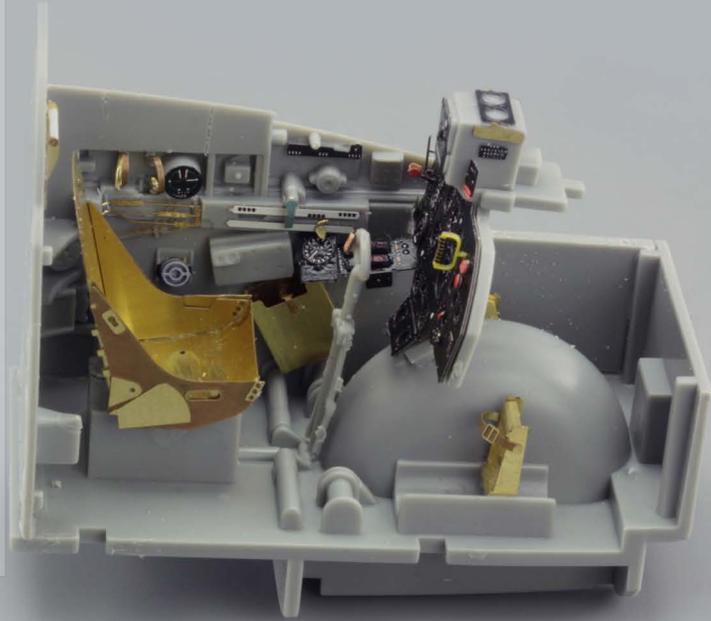
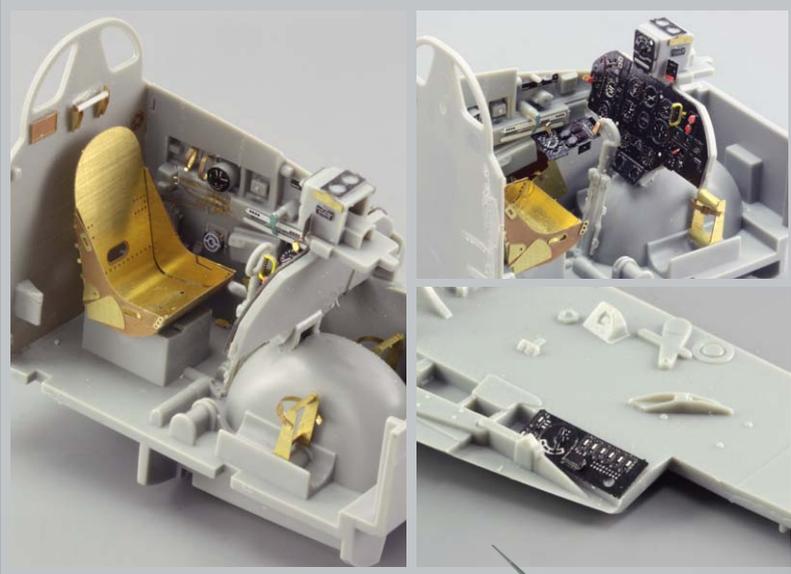
SELECTED

T-6 exterior/ landing flaps 1/32 Kitty Hawk (32354)

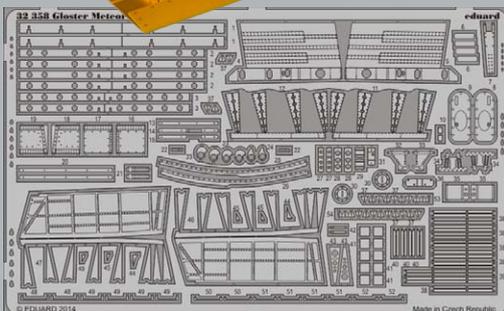
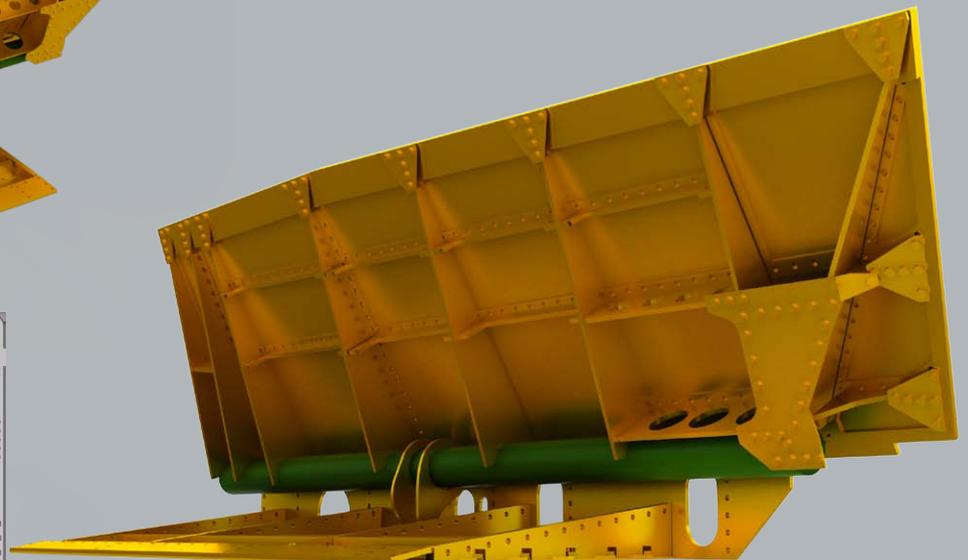
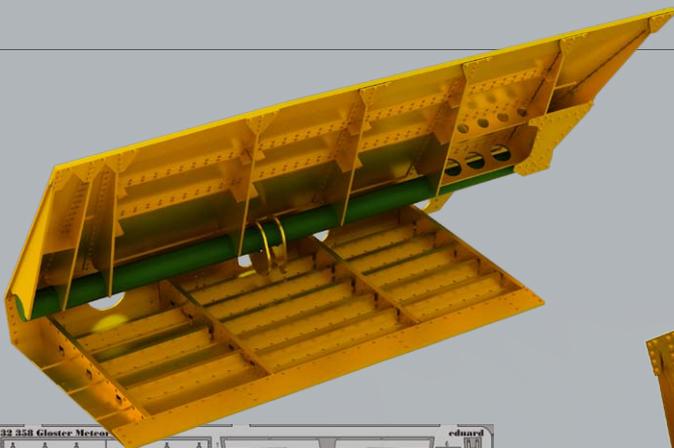


T-6G interior S.A. 1/32 Kitty Hawk (32810)

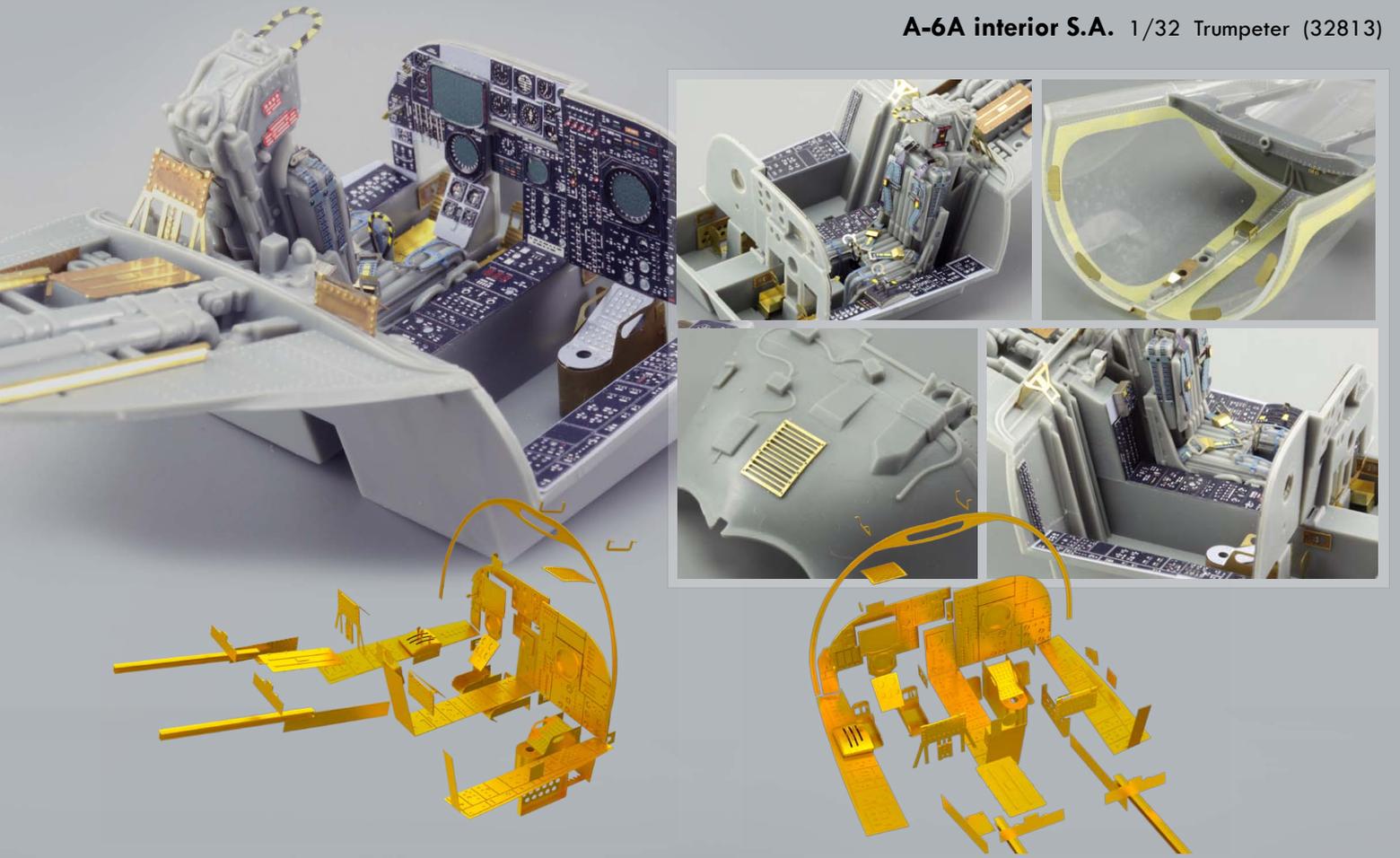




Gloster Meteor F.4 exterior 1/32 HK Model (32358)



A-6A interior S.A. 1/32 Trumpeter (32813)



T-90 1/35 Zvezda (36271)



Jagdpanther G2 1/35 Dragon (36272)



Tiger I Mid production 1/35 Dragon 6700 (36273)

Tiger I Mid production fenders

1/35 Dragon 6700 (36276)



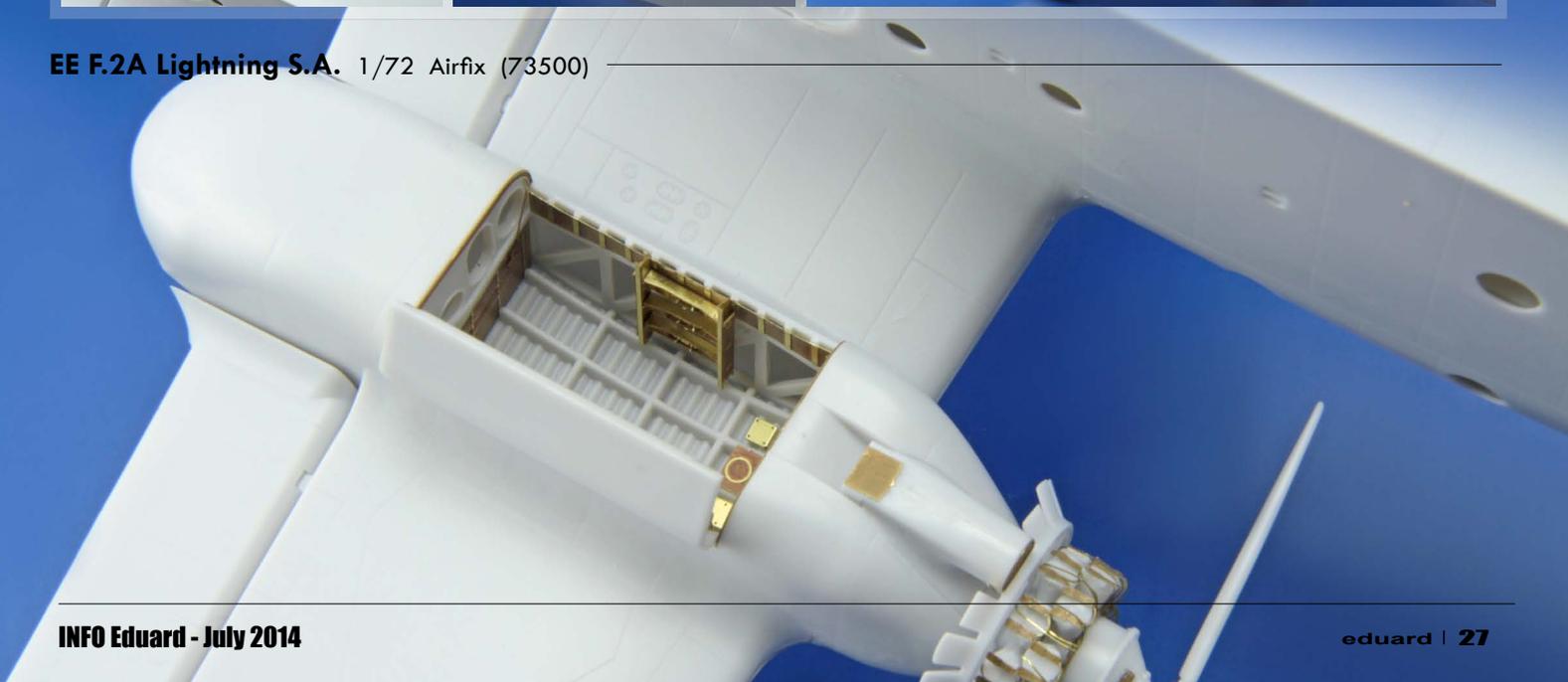
fenders
(36276)

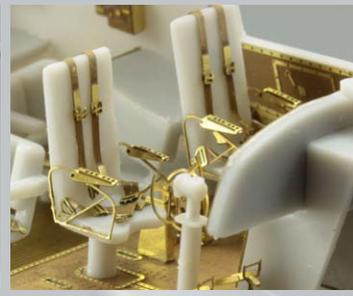
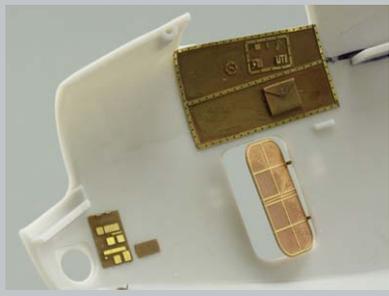
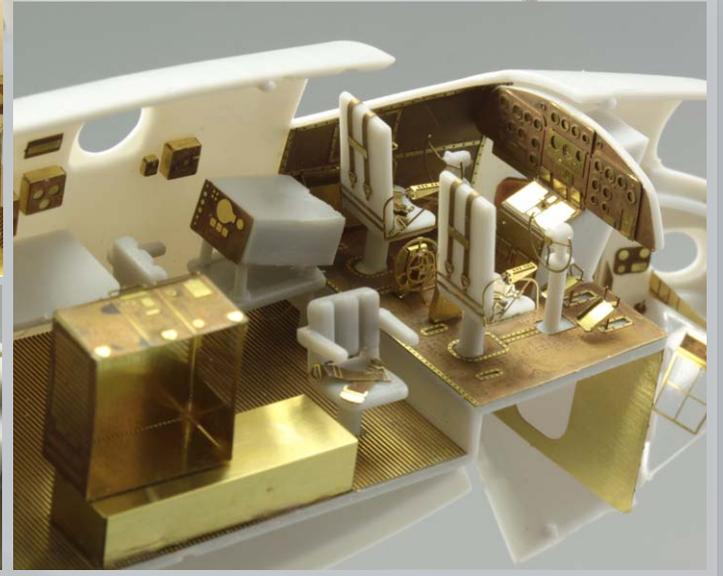


PBM-5/PBM-5A exterior 1/72 Minicraft (72576)

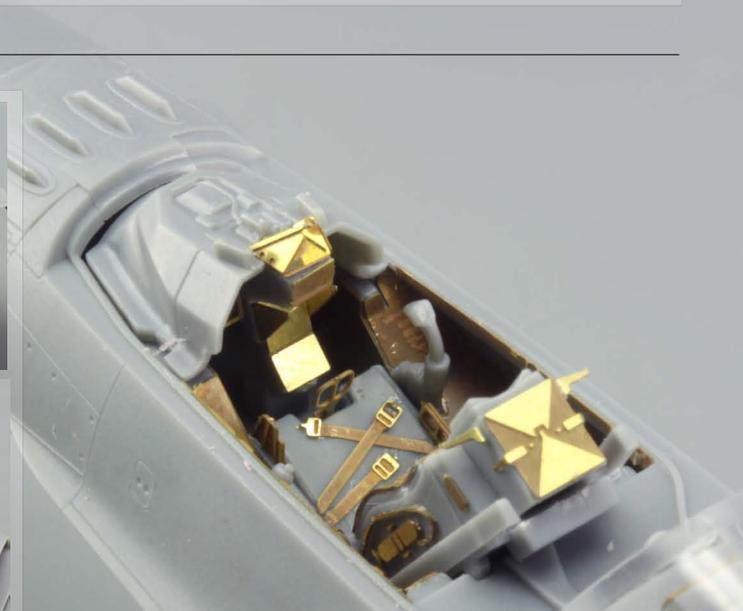
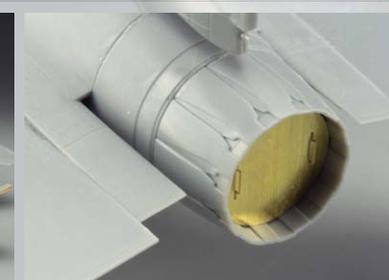


EE F.2A Lightning S.A. 1/72 Airfix (73500)





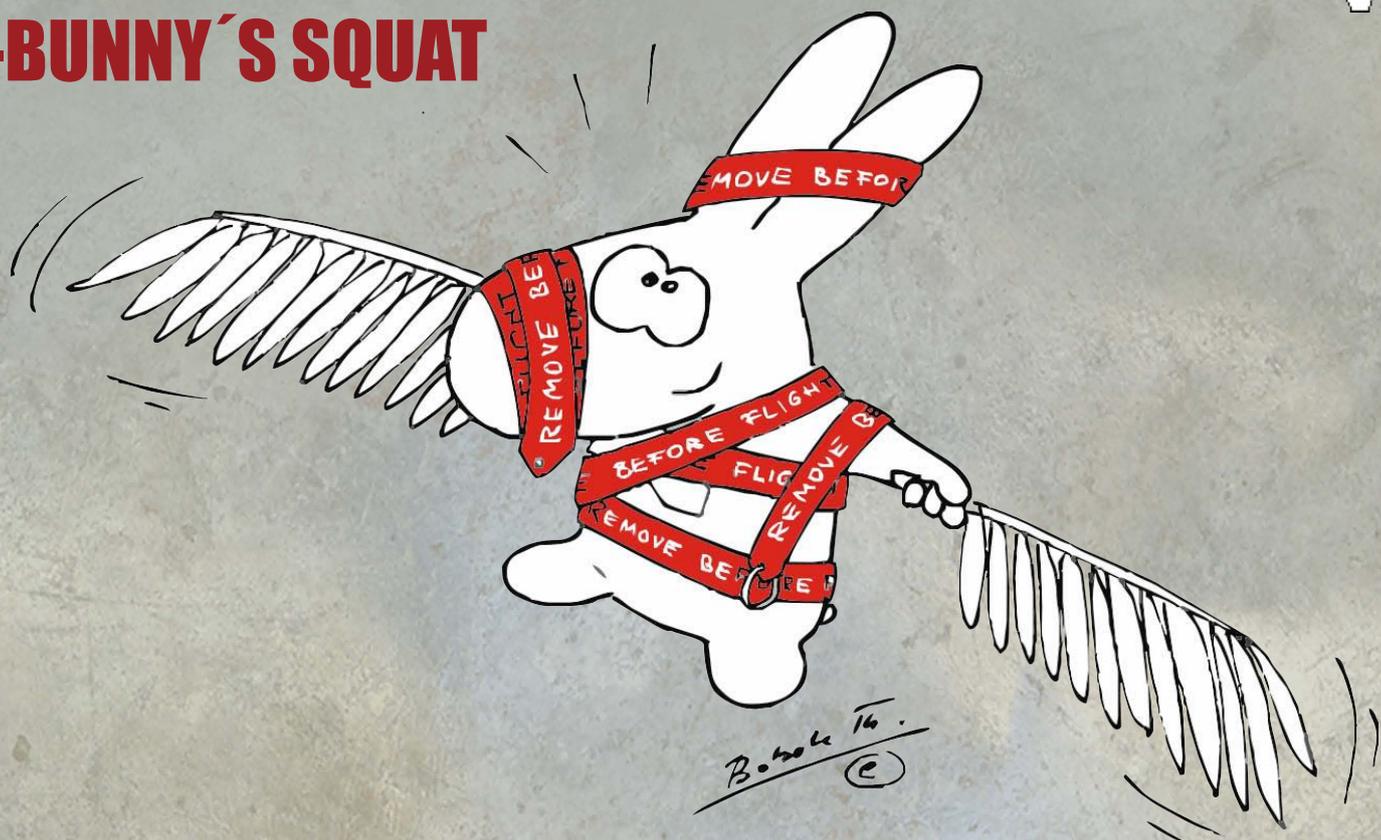
F-16CJ block 50 S.A. 1/72 Tamiya (73508)



KITS							
R0009	Bf 109G	1/48	Royal Class	CX391	II-2	1/72	Zvezda 7279
7424	MiG-15bis	1/72	Weekend	CX392	Su-27SM Flanker B	1/72	Zvezda 7295
PHOTO-ETCHED SETS				CX393	Su-27 Flanker B	1/72	Trumpeter
00036	Stripes 0.2 to 1 mm			CX394	F-16CJ block 50	1/72	Tamiya
32354	T-6 exterior/ landing flaps	1/32	Kitty Hawk	EX427	A-6A	1/48	Hobby Boss
32358	Gloster Meteor F.4 exterior	1/32	HK Model	EX429	Alpha Jet	1/48	Kinetic
32804	Gloster Meteor F.4 interior S.A.	1/32	HK Models	EX431	AS.365F/SA.565	1/48	Kitty Hawk
32809	A-6A seatbelts	1/32	Trumpeter	BIG ED			
32810	T-6G interior S.A.	1/32	Kitty Hawk	BIG5323	USS ARIZONA 1/200 - PART I.	1/200	Trumpeter
32813	A-6A interior S.A.	1/32	Trumpeter	BIG5324	USS ARIZONA 1/200 - PART II.	1/200	Trumpeter
32816	Gloster Meteor seatbelts	1/32	HK Models	BIG49104	MERLIN HC.3	1/48	Airfix
36271	T-90	1/35	Zvezda	BIG49105	A3D-2	1/48	Trumpeter
36272	Jagdpanther G2	1/35	Dragon	BIG49106	F-35B	1/48	Kitty Hawk
36273	Tiger I Mid production	1/35	Dragon 6700	BIG7286	LANCASTER B Mk.III	1/72	Airfix
36276	Tiger I Mid production fenders	1/35	Dragon 6700	BRASSIN			
49682	MiG-29 Fulcrum 9-12 early interior S.A.	1/48	GWH	648157	Bf 109G radio compartment	1/48	Eduard
72576	PBM-5/PBM-5A exterior	1/72	Minicraft	648154	Bf 109G legs BRONZE	1/48	Eduard
72581	PBM-5/PBM-5A bomb bay	1/72	Minicraft	672035	Mk.44 torpedo	1/72	
72582	Lancaster B Mk.III exterior	1/72	Airfix A08013	648158	Bf 109G-10 wheels	1/48	Eduard
73499	PBM-5/PBM-5A interior S.A.	1/72	Minicraft	672036	AIM-9B Sidewinder	1/72	
73504	PBM-5/PBM-5A seatbelts	1/72	Minicraft	648155	GBU-12 bomb	1/48	
73508	F-16CJ block 50 S.A.	1/72	Tamiya	648160	Kh-25ML missile	1/48	
ZOOMS				648161	SC 250 German bombs	1/48	
33134	A-6A interior S.A.	1/32	Trumpeter	648162	SC 500 German bombs	1/48	
33137	T-6G interior S.A.	1/32	Kitty Hawk	BIGSIN			
33139	Gloster Meteor F.4 interior S.A.	1/32	HK Models	SIN67204	II-2m3	1/72	Tamiya
FE682	MiG-29 Fulcrum 9-12 early interior S.A.	1/48	GWH	OVERTREES			
SS499	PBM-5/PBM-5A interior S.A.	1/72	Minicraft	8266-LEPT1	Bf 109G-2/G-4 PE-set	1/48	Eduard
SS508	F-16CJ block 50 S.A.	1/72	Tamiya	8268-LEPT1	Bf 109G-6 PE-set	1/48	Eduard
MASKS				8269-LEPT1	Bf 109G-14 PE-set	1/48	Eduard
CX389	Vampire F.20	1/72	Cyber Hobby	8275X	Bf 109G-6	1/48	Eduard
CX390	Hurricane Mk.I	1/72	Airfix 1010	8276X	Bf 109G-2/G-4	1/48	Eduard
				8277X	Bf 109G-14	1/48	Eduard

BUY / e-shop Eduard

E-BUNNY'S SQUAT



THE BLACK FOUR

Jan Zdiarský



USAAF Mission No.623 of September 11th, 1944 didn't even remotely resemble a standard day in the allied bomber offensive against German industry and transportation networks. Over a thousand heavy bombers were dispatched to attack ten targets in Germany and occupied Europe while heavy bombers of the RAF undertook shorter and somewhat 'safer' missions in the area of the Ruhr.

Virtually the entire strength of the 8th USAF, divided into three individual waves, left

the safety of the British coast around 1000hrs, crossed over Belgium and headed deeper into the airspace over continental Europe. Nothing in pre-mission intelligence or noted Luftwaffe activity suggested that this would be an extraordinary day. All three waves reached the middle of Germany without any serious issues. Aside from the minor quirks that always developed during a large mission, everything progressed as it should. However, by the late morning hours, an unusually high number of Luftlotte Reich fighters were dispatched and

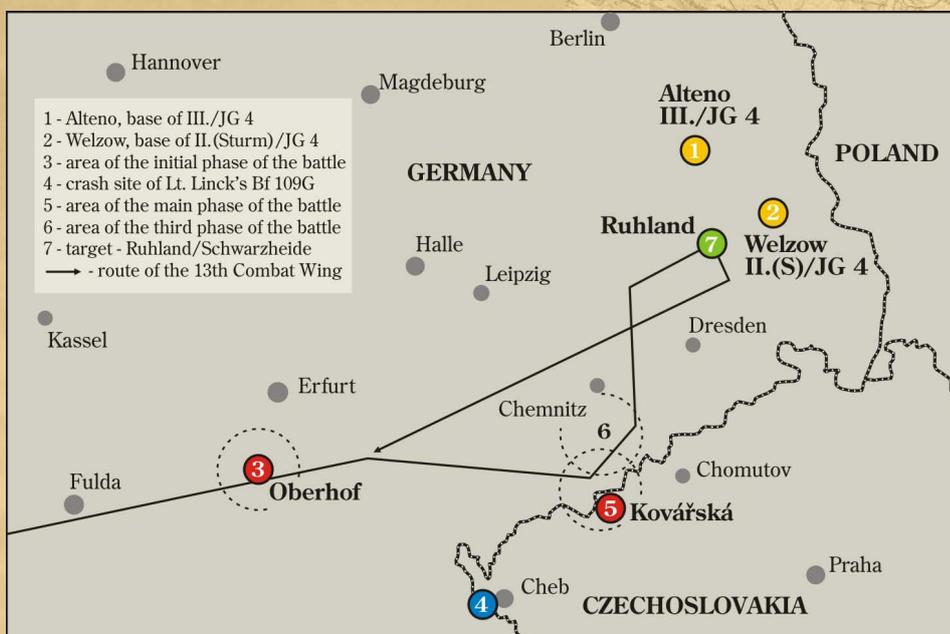
vectored by ground control into areas where interception of the enemy was anticipated. Although the number of dispatched fighters were the highest the Defense of the Reich had mustered since May 1944, it was not a monumental force in terms of the numbers put up by the allies. Around 350 fighters, including three Sturmgruppen, should've only been able to oppose over 1100 American four-engined heavy bombers and over 400 escorting fighters with great difficulty. Despite the dynamics of the event, the Luftwaffe was able to deliver great blows to the enemy, which despite high losses for the allies, was still a severe shock, for which they were totally unprepared. Between 1130hrs and 1200hrs, the bombers of all three waves were attacked. In the case of the 1st Bombardment Division, this occurred in the area of their targets which were Merseburg and Halle. Liberators of the 2nd Bombardment Division went through their own hell, north of Frankfurt, and the 3rd in the area of the German - Czech Ore Mountain regi-



A rare photograph of preflight preparations of the 9th and 10th Staffel JG 4 on the morning of September 11, 1944. Instruction is being provided by commanders of both Staffel, Hptm. Johannes Kauffmann (standing in the front left) and Hptm. Bernhard Hasenberg (right front). Some of the men in the photograph did not survive the day, while others were lucky enough to do so by taking to their parachute or crash landing. Lt Hans-Helmut Linck is standing in the front row, third from the right. (Archive Museum119, via Gunter Kinner - Ill./JG 4)



Hans-Helmut Linck as an instructor at FFSA/B10 at Warnemünde
(Archive Museum119, via the Linck family)



on. Some escorting Mustangs were engaged in combat even before the bombers were attacked, while others saw action later in other phases of the battle.

The most distant targets on this day belonged to the first three combat boxes at the head of the wave of the 3rd Bombardment Division. These were the Brabag refineries for gasoline production at Schwarzheide near Ruhland. The lead combat box was formed of bombers from the 486th Bomb Group, followed by the 100th BG and finally aircraft of the 95th and 390th Bomb Groups. Escort was performed by fighters of the 55th Fighter Group. They included the 38th and 338th FS, which shortly after 1130h, entered into combat with Messerschmitts of the III./Jagdgeschwader 4. The initial fight was followed by almost an hour of combat that today is known as the Battle over the Ore Mountains. Over the course of three connected phases of combat near Oberhof of the Thüringen area and culminating over the Ore Mountains and in the airspace south of Chemnitz, fourteen B-17Gs of the 100th and 95th Bomb Group were shot down along with four P-51Ds of the 55th FG (38th and 343rd FS) and over forty Bf 109G and Fw 190A-8/R2 from JG 4. Many more aircraft returned to base damaged.

One aircraft of JG 4 that failed to return to base was Bf 109G-14 W.Nr. 781308, Black ,4', piloted by the CO of one of the 10th Staffel Schwarms, Lt. Hans-Helmut Linck. Several years before his death in 1995, he relayed his story to Jagdgeschwader 4 historian Eric Mombeek:

„Around 9:30 we sat in our planes in anticipation of scrambling. Besides our Mae Wests, we also carried rubber rafts, but once the news had reached us that the Americans had already reached the continent, the rafts were removed from our machines. Once I got back into the cockpit of my Black ,4', I realized that the seatbelts were too loose without the raft, and so I got out again and my mechanic helped me tighten the belts. That was to my benefit, as the loose belts could break bones in the event deploying the parachute....“

In less than an hour the Gruppe took off to join

up with their armored Fw 190A-8/R2 brothers from II.(Sturm)/JG 4, which it was their task to cover, but a complication developed with an inadequately retracted landing gear. The left gear vibrated violently under the fuselage and it took several attempts to get it to retract properly.

The entire formation then flew to the area of Erfurt, but the anticipated waves of bombers had not yet arrived. Just before the point of return, the contrails of the incoming bombers appeared, towards which the German aircraft turned to intercept. Of course, along with the bombers, the escorting Mustangs also appeared. In the ensuing minutes, III./JG 4 was dispersed and while most of it tangled with two squadrons of Mustangs, Linck's 10th Staffel continued on in their cover duties of the Sturmgruppe Fw 190s, which were preparing to attack the incoming waves of bombers. During the confusion that developed from the encounter with the Mustangs, the Schwarm led by Lt. Linck left their position for a short period to attack two American fighters. The action proved fruitless, and so became one of the main reasons for what transpired immediately

thereafter. When the foursome attempted to rejoin the group, one its younger pilots, Ogrf. Wilhelm Jütz lost focus and collided with Linck's Bf 109G-14.

The collision was observed by Uffz. Rolf Langstroer: *„We were ordered to strictly observe radio silence. When I saw that Jütz was approaching the leader's tail, I throttled up to get close enough to signal to him that his carelessness was endangering the formation. Unfortunately, that did not have the intended effect and he crashed into the tail of the aircraft of the Schwarm's CO“.*

Linck's Black ,4' immediately began to corkscrew. The pilot recalled: *„Everything I tried to do to regain control was useless. I could do nothing else but bail out of the aircraft. I pulled on the canopy jettison lever, but it stayed in my hand. The connection had been severed. So I tried to open the canopy but the force of the corkscrewing aircraft pushed me down into the seat. Only by using all of my strength, I was able to crack open the canopy enough for the wind to take over and break the canopy away from the aircraft. I could still not exit the*



Dvě ze série fotografií pořízených po polední 11. září 1944, kdy se Lt. Linckovi dostalo prvního ošetření. Poté byl dovezen k místu, kde dohořovaly trosky jeho „černé 4“.
(Archiv Museum119, via Eric Mombeek, J. Kohout)



HISTORY

aircraft. The centrifugal forces were too great. I moved myself centimeter after centimeter to the right until I sat in a position where the wind could suck me out of the aircraft. The collision occurred at 9,700m and I was in freefall to about 4,000m where I could finally breath freely. After the parachute was opened I started my stopwatch and thanks to that I knew that it was some twelve minutes before I landed. Before I did finally hit the ground, I observed a Mustang heading towards me and I tried to hasten my descent by pulling on the chords on one side. At that point I realized that I had a broken arm, but the Mustang had fortunately turned away.

Beneath me, I noticed a large forest, and so I formed myself into a ball, and crashed back first into some trees. My landing was slowed by tree branches. It was shortly after noon. The parachute was hanging in a tree. I was walking out of the forest when I heard some excited voices. There were farmers with rifles and sticks I yelled at them that I was a German pilot but they continued to act in a hostile manner towards me and eventually they took me captive and escorted me away. One of them later admitted to me that he had taken shots at me as I descended under my silk canopy.

I was taken to a nearby encampment. I was pleased to finally see German soldiers. But, to my astonishment, I realized that they all had Asian features and did not speak German except their repeated „your papers, your papers!“. They searched my pockets, but of course, they had been emptied during my recent unplanned exit from my aircraft. I still had my gun, but that was confiscated. The police finally arrived from Eger and I was taken to a camp where the Asian soldiers had been trained. There, I was greeted by the commander with champagne and they also put my arm in a sling. Then they took me to the place of the crash, but aside from a crater, some burned out trees and ammunition along with some metal remnants, not much remained of my Black „4“. Naturally, I took some pieces for a souvenir. Then I was taken to a hospital in Eger and subsequently spent four weeks in a Luftwaffe field hospital in Halle-Dohlau. Ogfr. Jütz took my accident very hard. As my friends told me, he wanted to atone for his mistake in combat. He died the next day.

Lt. Linck went through several field hospitals and returned to his unit at the end of November, still with an unhealed broken arm. Many of the faces that he knew were no longer there. Many of his comrades in the 10th Staffel fell on the 11th or 12th of September or in subsequent combat through the fall of 1944. Perhaps the carelessness of Ogfr. Jütz saved Lt. Linck's life. Due to his injury, he could not take part in combat through the fall of 1944, which saw his unit decimated. Lt. Linck survived through to the end of the war. Still, fate found him on the basis of his September 11th, 1944 injury. He died on February 2, 1995 of cancer that spread from the broken arm that was never allowed to heal properly.

The location of the crash site of Linck's Bf 109G-14 was discovered and identified in 1996 by Radek Kucera from the group Slet

6	Eger 11.9.44 ja	dto. 10. St.	Lt. (Kr. Q.) FFU.	Hans- Helmut	Linck 10./J.G.4 68415/ 555
3.70	91. 109 96 #		781 308		

Excerpt from the loss report Namentlicheverlustrmeldung III./JG 4 for September 11, 1944 identifying Linck's Bf 109 W.Nr. 781308 as a G-6. Documentation of the production blocks for Messerschmitt AG, Regensburg, as well as the identification of versions of other JG 4 aircraft, point to the actual aircraft being a G-14. Apparently, the discrepancy can be attributed to a minor mistake made by the records keeper of the Gruppe. (WASt Berlin)



The crater in the forest on the Czech-German border that still to this day betrays the location of impact where, shortly before noon on September 11, 1944, Bf 109G-14 W.Nr. 781308 crashed only a few moments after Lt. Hans-Helmut Linck took to his parachute...



Showcase dedicated to Lt. Linck at the Museum of Air Battle Over the Ore Mountains on September 11th, 1944 in Kovářská, Czech Republic.

Pilsen. The group, together with LHS Kovarska, is one of the founding entities of the Museum of the Battle Over the Ore Mountains that concerns itself with the documentation of this fateful event. Over the following years an archeological dig took place in the vicinity of the crash of Black ,4', and the results are displayed at the museum. At around the same time, volunteers of the museum initiated contact with historian Eric Mombeek, who supplied a lot of information concerning his friend Hans-Helmut Linck.

A photograph of Bf 109G-14 W.Nr. 781308 from which Lt. Linck was forced to egress with his parachute is unknown, so the camo scheme reconstruction presented here is based on photographic evidence of aircraft coming from the same production block from the Mtt Regensburg factory. The marking reconstruction is based on the newest information at the disposal of the Museum of the Air Battle Over the Ore Mountains. To a large extent it contradicts what is common wisdom regarding the marking of aircraft of III. Gruppe JG 4 at the end

of summer 1944. The interesting thing about photographs of Bf 109Gs from the September 11th timeframe is that the aircraft did not carry the JG 4 identification bands on the rear fuselage or the unit badge on the cowl. It should also be noted that the national markings on the fuselage, the tops of the wings and the swastika were thoroughly oversprayed. The crosses remained untouched only on the underside of the wings. Why this was is not exactly clear, but the current thinking is that it was to simply to make it harder for allied fighters to spot them whilst conducting low-level strafing operations. Aircraft of III./JG 4 documented through October, 1944, reverted back to the full standard of national markings and insignias - the crosses, black-white-black bands identifying JG 4, often the Geschwader Emblem on the front. It can be assumed that the non standard appearance of III./JG 4 aircraft without the national markings and insignias was a very temporary characteristic that lasted just a few weeks, if not days.

RESOURCES:

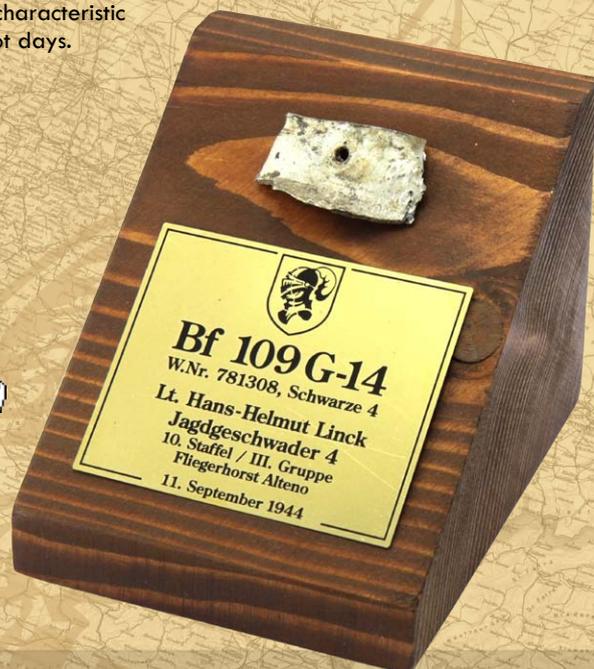
- Archive of the Museum of Air Battle Over the Ore Mountains on September 11th, 1944
- Eric Mombeek – Sturmjäger – vol. 1, 2, Storming the Bombers
- Map: Jan Zdiarsky
- Profile: Zdenek Nozicka for the Eduard Royal Class edition R0009

Special thanks to:

Eric Mombeek, Neil Page, Radek Kučera, Jaromír Kohout, Petr Frank, Zdeněk Nožička, John Bubak, Jim Hatch, members of the Museum of Air battle over the Ore Mountains on September 11th, 1944 in Kovarska, Czech Republic.

A piece of the real Bf 109G-14 mounted on wooden block with certificate of authenticity.

BUY Bf 109G 1/48



Details of the history of this air battle can be found in the **Museum of Air Battle Over the Ore Mountains on September 11th, 1944**

www.facebook.com/museum119
WWW.MUSEUM119.CZ

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CZECH REPUBLIC

For further information on Jagdgeschwader 4, we recommend Eric Mombeek book Sturmjäger, vol. I.,II. (German edition), or Storming the Bombers, vol. I.,II. (English edition).
www.luftwaffe.be



ROYAL CLASS
eduard



Bf 109G-14, W.Nr. 781308, Flown by Lt. Hans-Helmut Linck, 10./JG 4, Altano airfield, Germany, September 11, 1944

Bf 109G-14

1/48

built by Petr Zatrěpálek





BUY Bf 109G Royal Class 1/48 

Historical article on page 30.



Bf 109G-6

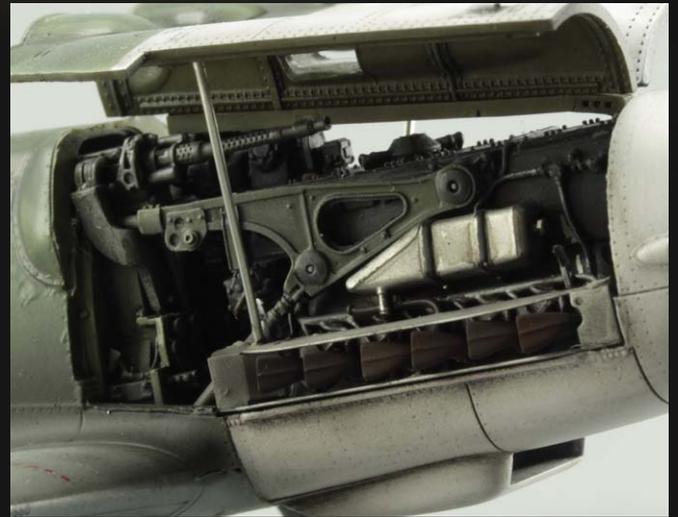
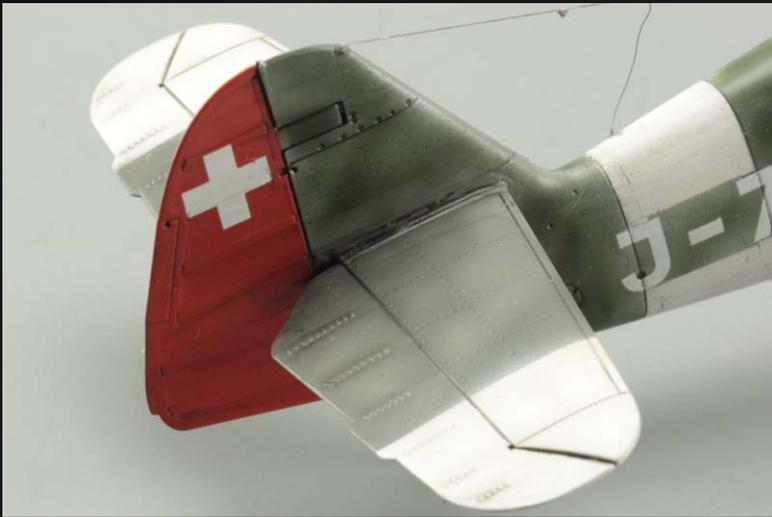
1/48

ROYAL CLASS
eduard.



Bf 109G-6, W.Nr. 163815, Fliegerkompagnie 7,
Flugwaffe, Interlaken Air Base, June, 1945

built by Jan Novotný





BUY Bf 109G Royal Class 1/48 

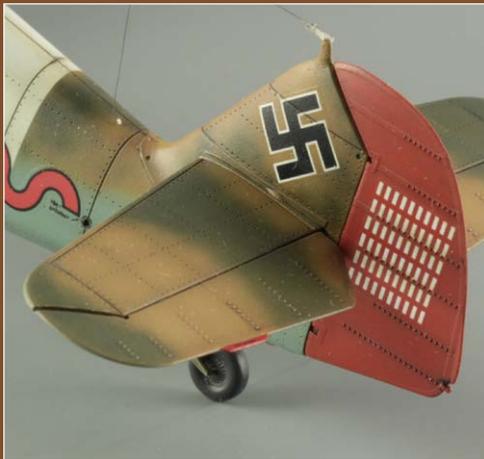


Bf 109G-2

trop 1/48

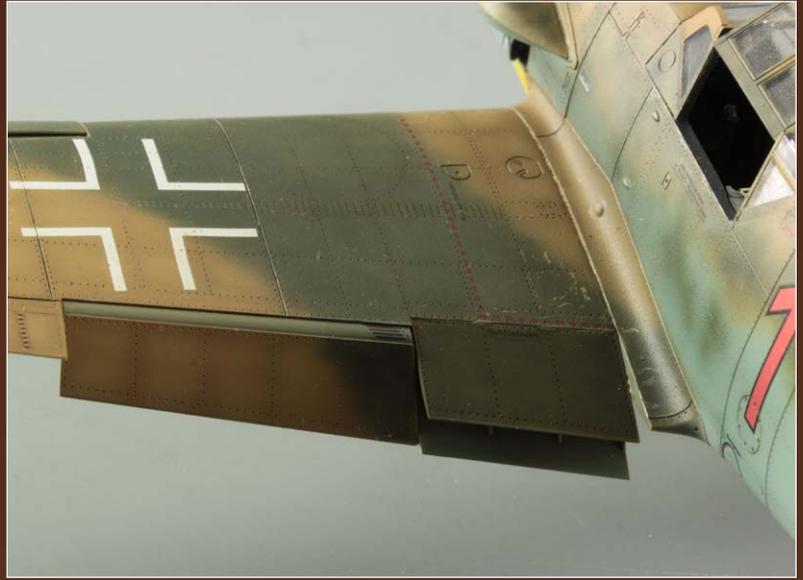


Bf 109G-2 trop, Flown by Oblt. Werner Schroer,
CO of 8./JG 27, Rhodes, early November, 1942



built by Petr Zatřepálek


ROYAL CLASS
eduard



BUY Bf 109G Royal Class 1/48



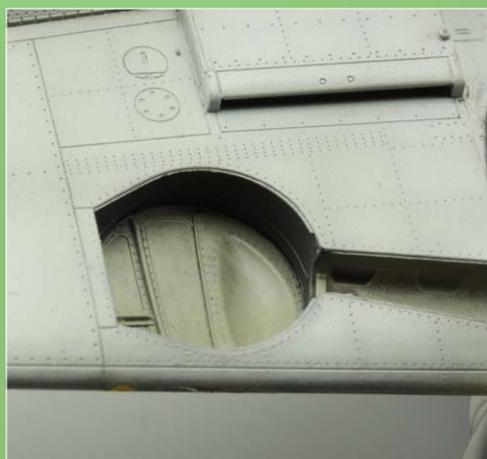


Bf 109G-6

1/48



Bf 109G-6, W.Nr. 163162, 2a Squadriglia, 2o Gruppo Caccia, Verona-Villafranca airfield, Italy, October, 1944



built by Martin Nademlejnský



ROYAL CLASS
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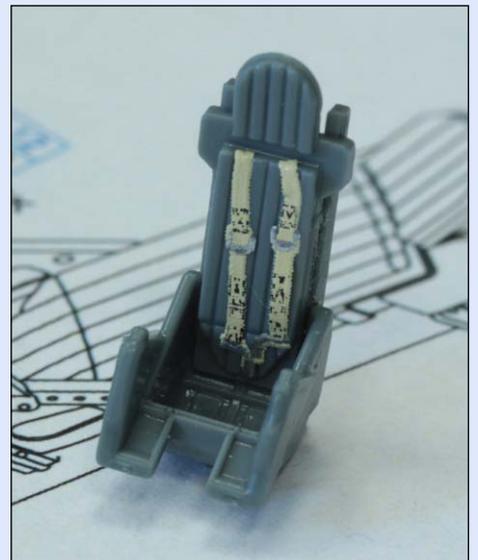
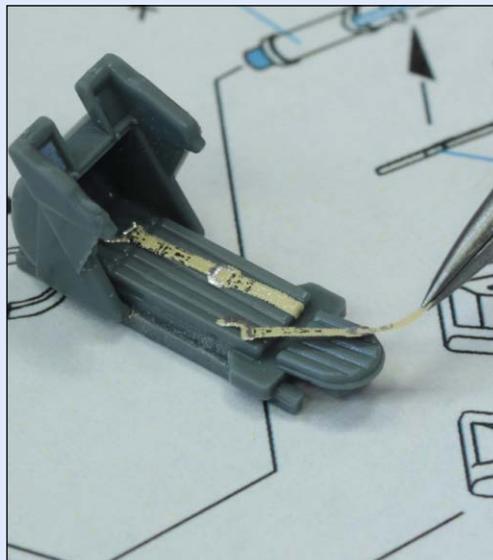
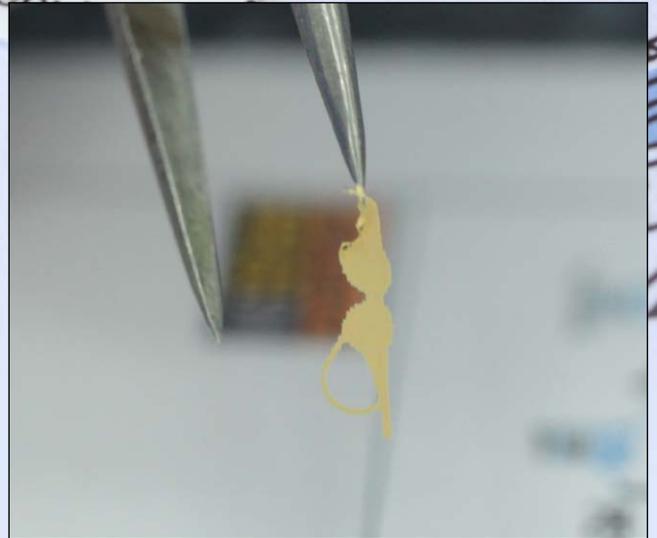
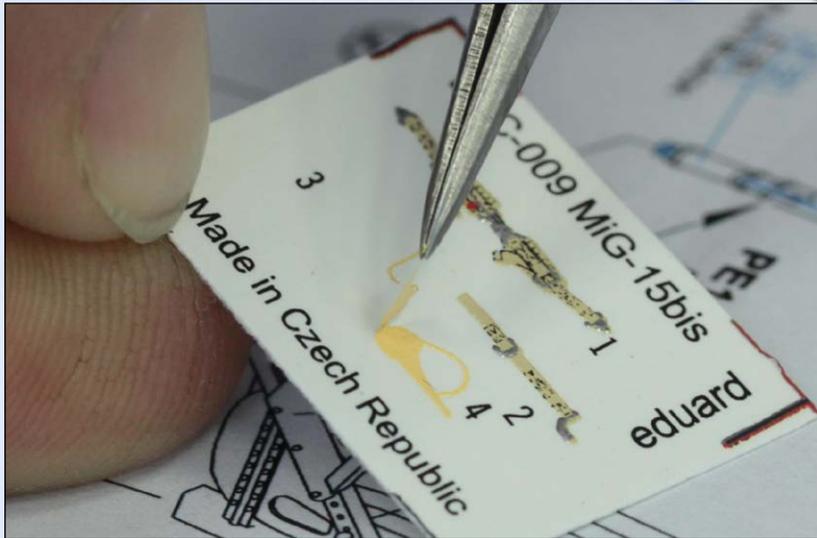
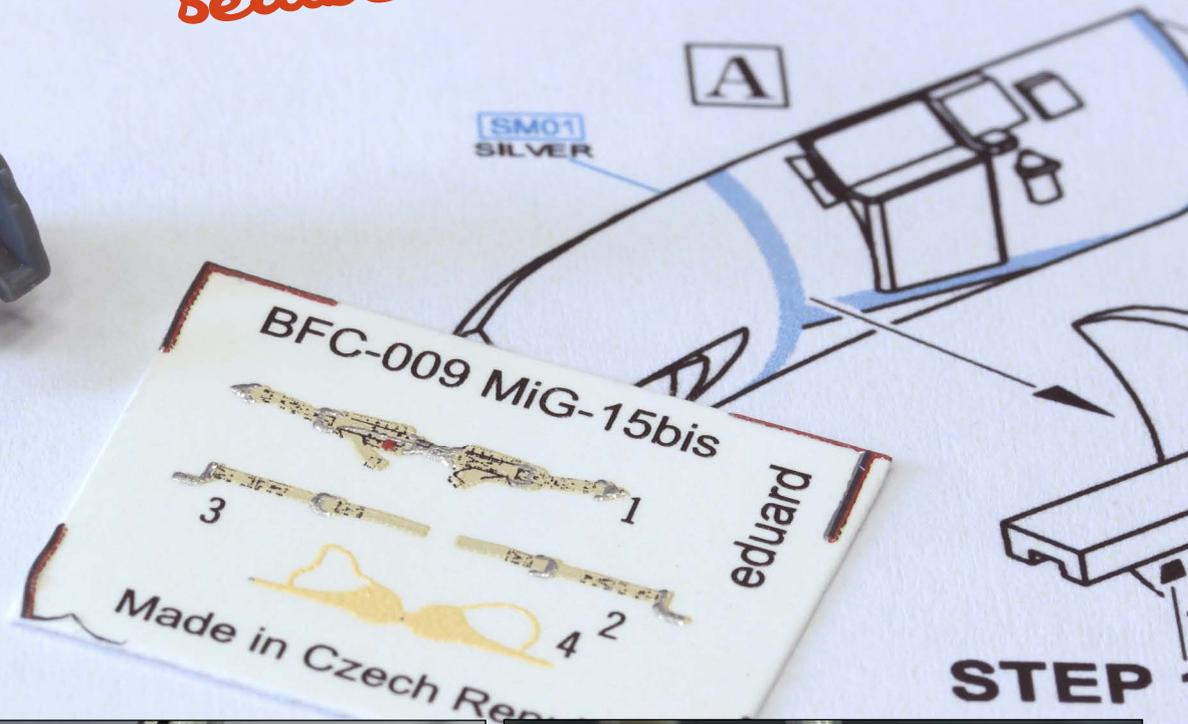
BUY Bf 109G Royal Class 1/48 

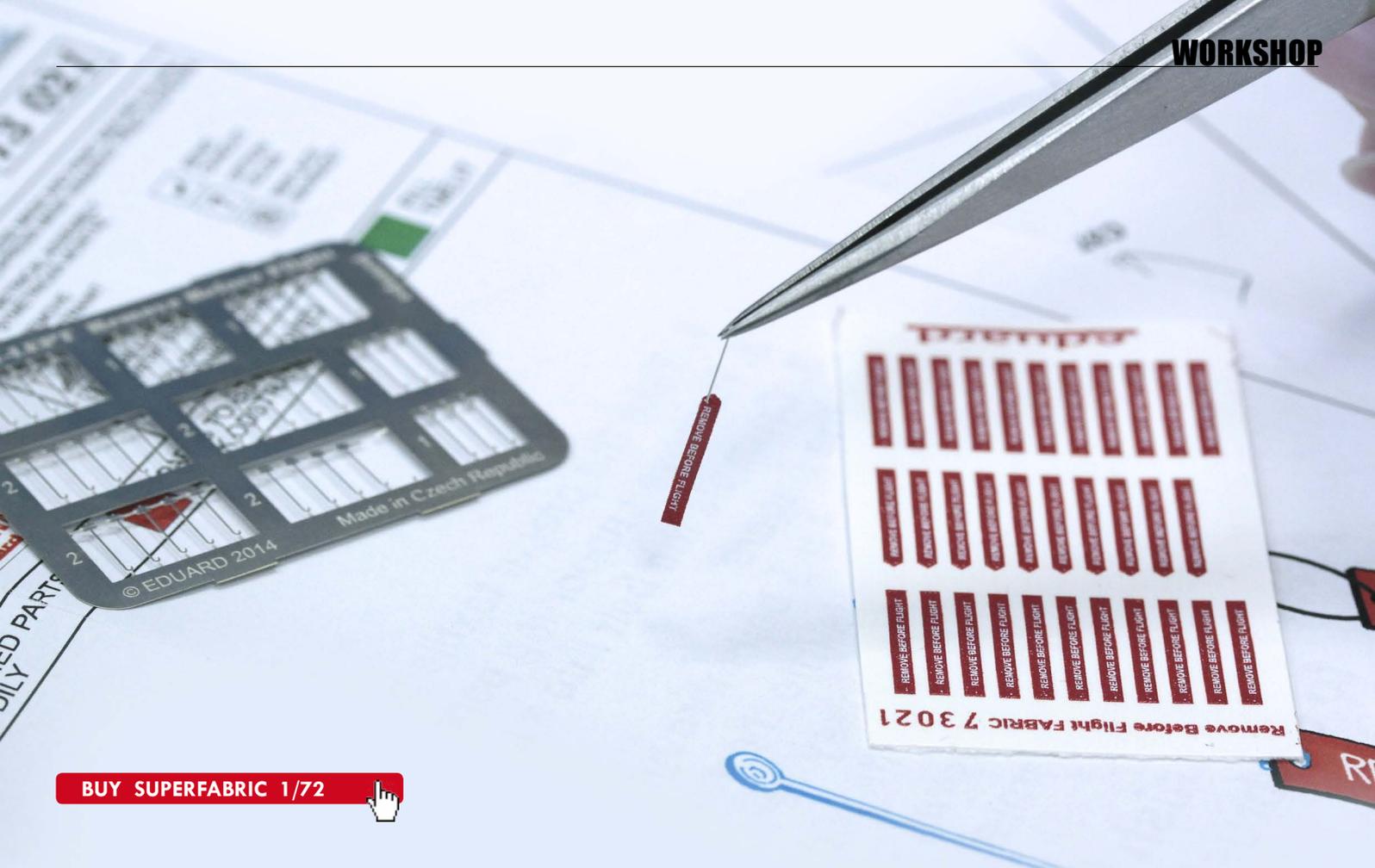


SUPERFABRIC

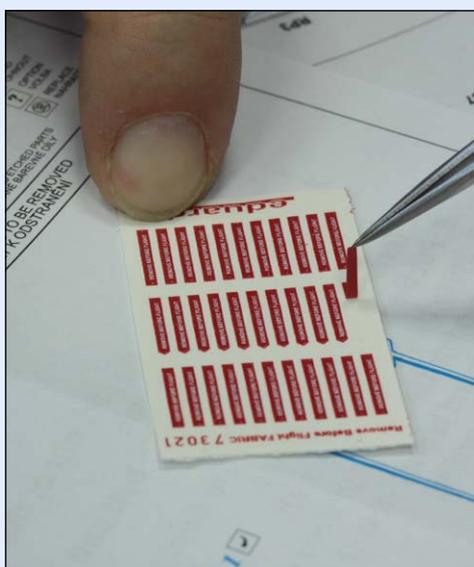
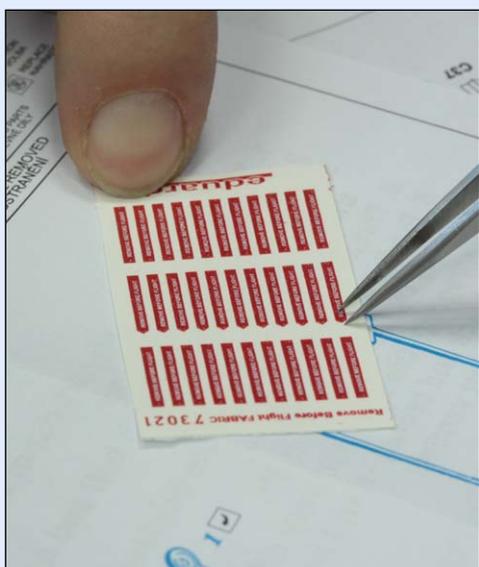
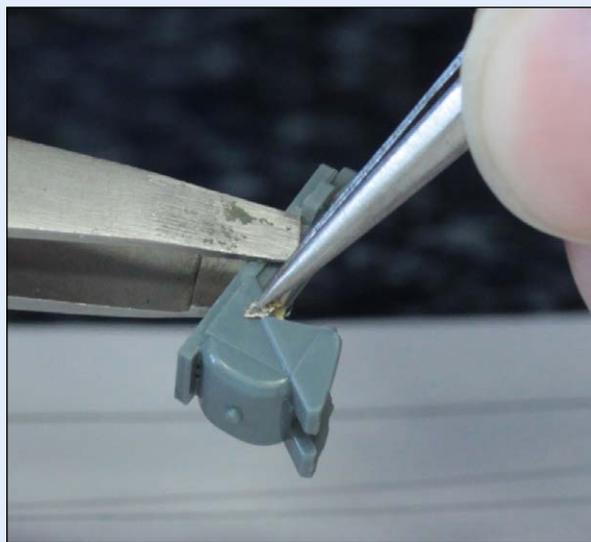
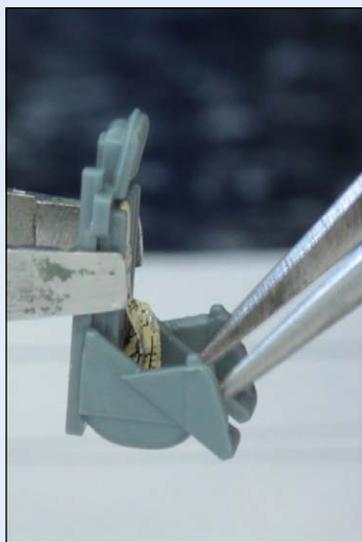
seatbelts, RBF and bra

1:72





BUY SUPERFABRIC 1/72 



ON APPROACH

BIG ED (August)

- BIG3581 D9R DOOBI 1/35 Meng
- BIG49107 MiG-25PD/PDS FOXBAT 1/48 Kitty Hawk
- BIG49108 Su-2 1/48 Zvezda
- BIG49109 MIRAGE F.1B 1/48 Kitty Hawk

BRASSIN



(August)

632040
Bf 109G-10 wheels
1/32 Revell

632041
Meteor F.4 wheels
1/32 HK Models

648150
Fw 190 wheels late
1/48 EDUARD

648156
AIM-9D Sidewinder
1/48

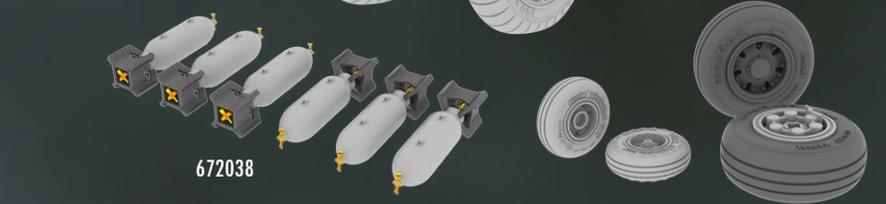
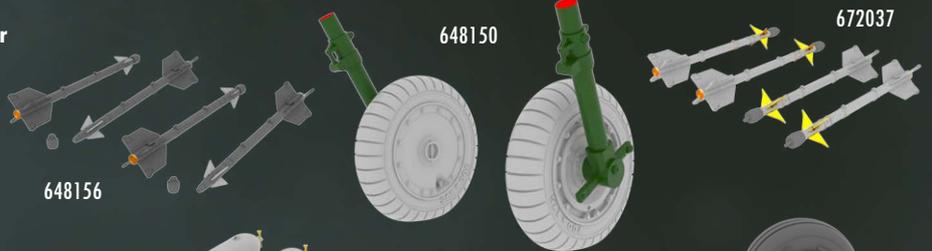
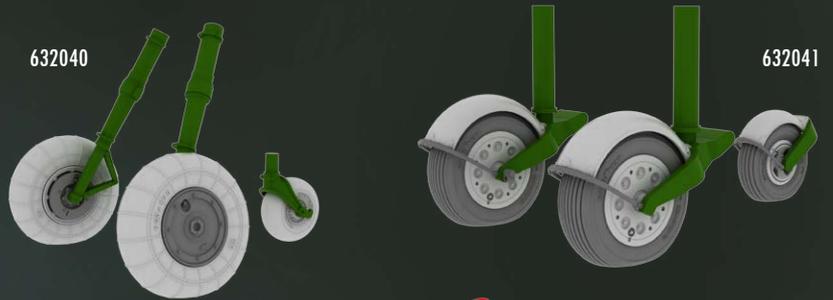
648159
Tornado IDS wheels
1/48 Revell

672037
AIM-9M/L Sidewinder
1/72

672038
US 250lb bombs
1/72

672039
US 500lb bombs
1/72

672040
F-16CJ Block 50 wheels
1/72 Tamiya



KITS

(August)

4431
Ju 87B
1/144 SUPER44



84123
MiG-21R
1/48 Weekend



8177
Fw 190 Nachtjäger
1/48 ProfiPACK



8221
F6F-3
1/48 ProfiPACK
REEDICE



PHOTO-ETCHED SETS (August)

PE-SETS

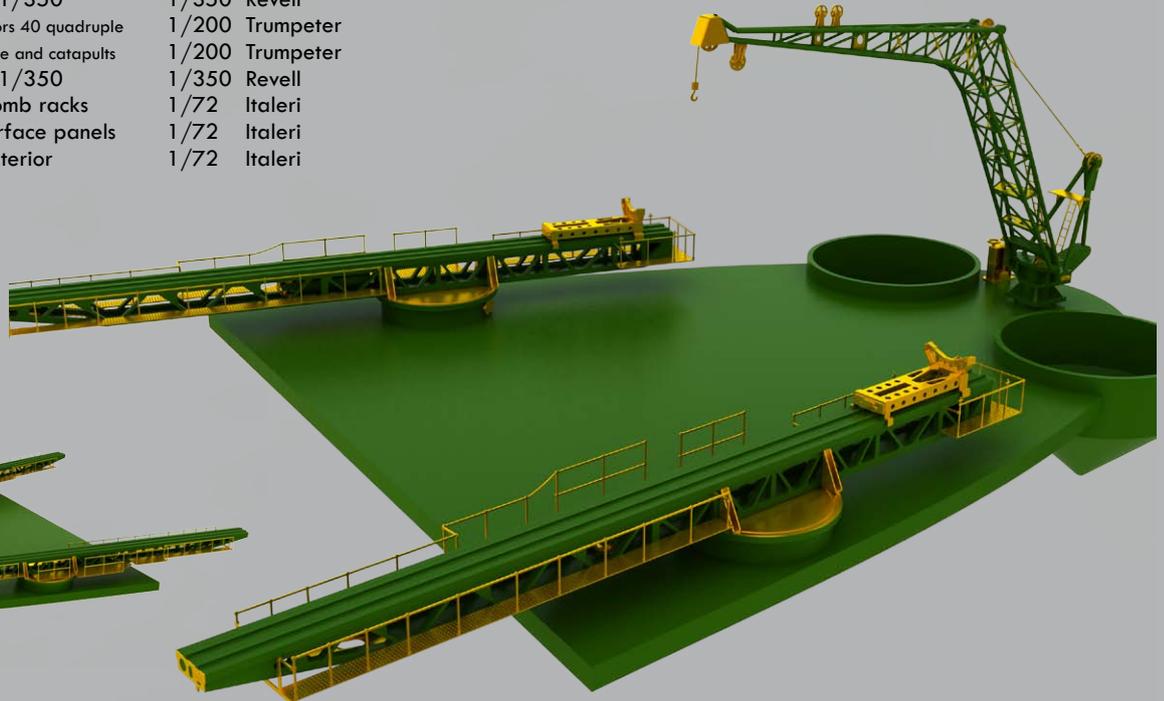
32353	A-6A exterior	1/32	Trumpeter
32356	A-1H exterior	1/32	Trumpeter
32357	A-1H engine	1/32	Trumpeter
32359	A-6A undercarriage	1/32	Trumpeter
32812	A-1H interior S.A.	1/32	Trumpeter
36266	Nashorn	1/35	Tamiya
36277	Nashorn floor plates and ammo boxes	1/35	Tamiya
48807	A-6A exterior	1/48	Hobby Boss
48809	F-101A/C exterior	1/48	Kitty Hawk
48812	Tornado IDS exterior	1/48	Revell
49681	F-101A/C interior S.A.	1/48	Kitty Hawk
49683	A-6A interior S.A.	1/48	Hobby Boss
49686	Tornado IDS interior S.A.	1/48	Revell
49687	Tornado IDS undercarriage	1/48	Revell
49688	Tornado IDS seatbelts	1/48	Revell
53113	USS Missouri part 1 - AA guns Oerlikon	1/200	Trumpeter
53114	SMS Emden part 1	1/350	Revell
53117	USS Missouri part 2 - Bofors 40 quadruple	1/200	Trumpeter
53118	USS Missouri part 3 - crane and catapults	1/200	Trumpeter
53120	SMS Emden part 2	1/350	Revell
72583	Sunderland Mk.III bomb racks	1/72	Italeri
72584	Sunderland Mk.III surface panels	1/72	Italeri
72585	Sunderland Mk.III exterior	1/72	Italeri

72586	Sunderland Mk.III maintenance platforms	1/72	Italeri
73022	Seatbelts Luftwaffe fighters SUPER FABRIC	1/72	
73023	Seatbelts USAAF & USN WWII SUPER FABRIC	1/72	
73025	Seatbelts RAF early SUPER FABRIC	1/72	
73503	F-35A S.A.	1/72	Academy
73509	Su-27SM Flanker B S.A.	1/72	Zvezda
73510	Sunderland Mk.III interior S.A.	1/72	Italeri

ZOOMS

33133	A-1H interior S.A.	1/32	1/32	Trumpeter
FE681	F-101A/C interior S.A.	1/48	1/48	Kitty Hawk
FE683	A-6A interior S.A.	1/48	1/48	Hobby Boss
FE686	Tornado IDS interior S.A.	1/48	1/48	Revell
SS509	Su-27SM Flanker B interior S.A.	1/72	1/72	Zvezda
SS510	Sunderland Mk.III interior S.A.	1/72	1/72	Italeri

53118
USS Missouri part 3 -
crane and catapults
1/200 Trumpeter



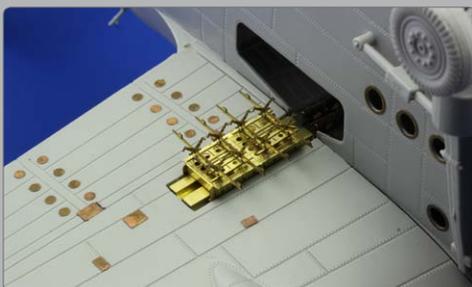
32353 A-6A exterior
1/32 Trumpeter



32359 A-6A undercarriage
1/32 Trumpeter



53114 SMS Emden part 1
1/350 Revell



72583 Sunderland Mk.III bomb racks
1/72 Italeri



72584 Sunderland Mk.III surface panels
1/72 Italeri



73510 Sunderland Mk.III interior S.A.
1/72 Italeri

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