

INFO **EDUARD**

VOL. 14, April 2015

ISSUE 58



price US \$ 0.00



HISTORY

Pauke! Pauke!



BUILT

F-104 seats 1/32
Spitfire Mk. V cockpit
and radiocompartment 1/48
Spitfire Mk.VIII 1/48

KITS

NATO *fighter*



eduard

INFO **EDUARD**

ISSUE 58

© **Eduard - Model Accessories, 2015**

FREE FOR DOWNLOAD, FREE FOR DISTRIBUTION!

This material may only be used for personal use. No part of the text or graphic presentations can be used in another publication in any other media form or otherwise distributed without the prior written permission of Eduard - Model Accessorie and authors involved.

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

April 2015

CONTENTS

EDITORIAL - 4

KITS - 8

NATOfighter 1/48, Avia B.534 1/72,
SSW D.III 1/48, Fw 190A-8/R2 1/48

BRASSIN - 15

PHOTO-ECHTED SETS - 20

BIG ED - 27

RELEASES - 29

April 2015

HISTORY - 30

Pauke! Pauke!

WORKSHOP - 36

SUPERFABRIC seatbelts

BUILT - 38

SSW D.III 1/48

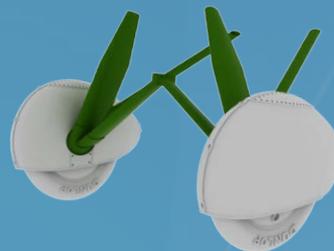
Spitfire Mk.VIII 1/48

Brassin F-104 seats 1/32

Spitfire Mk.V cockpit a radio compartment 1/48

ON APPROACH - 46

May 2015



**GOOD
EVENING
DA NANG!**



EDITORIAL



On Tuesday, March 24, 2015 at sundown, Petr Stepanek passed away. He was one of us, and one of those that gave Eduard its 'face'. Fate decided to not grant him the time required to do what he needed. Petr worked on himself, was a soldier, knew the rules, and lived by the rules. His life was cut short by a tragic accident three years ago, and those last three years he spent bedridden under the care of his wife and children. He died only a few days from the third anniversary of the accident that instantly killed Frantisek Toman, another significant figure in our firm. The loss of both of these men left a huge mark on us, not just personally, but also professionally. A sad time, but fond memories, and they are sorely missed. They will not be forgotten.

Undeterred and moving forward. April is the time for the next step in our 72nd scale revolution with the release of the Avia B.534 IV Weekend Edition. There are no seatbelts in this kit. The reason for this is that we were not able to come to an agreement on the delivery of these Superfabric type items in time for the release. You could argue that the belts could at least have been included on the decal sheet, and you would be right. It was simply not discussed as an option, but next time, it will be. You could also think that we should've known that most would prefer to have belts included in the kit, and again, you would be correct. Unfortunately, that demand was not clear to us. No one came to us and said 'Dudes! Those belts are amazing....a great idea....we like it!' As a result, we did not consider the absence of the belts to be a big deal. That the belts are more popular than they are not first became evident last month with the release of the L-39ZA, but still too late to be included in the B.534, either as a Superfabric or decal item. By the way, Superfabric is also a decal. This information was never made clear, and we are still asked how they are glued into place. They aren't. They are basically a self adhesive item. They are printed on decal paper. It can just be placed into a bit of water, released, and applied like a decal. Just as a decal, the Superfabric belt uses the adhesive from the backing paper that is used to fasten it to the seat. April sees the release of three new Superfabric sets.

There are two Weekend kits being released this April, the second being a Siemens-

-Schuckert D.III. In this kit, you will find a very large decal sheet on several sections of backing paper. The reason for this is the lozenge pattern. In this kit, the lozenge decal is newly defined, and I don't believe it will require much of a comment in regards to its choice.

The Bundesfighter in the Limited Edition range sold out very quickly, which is what often happens to kits in this line. NATOFighter is again an F-104G and will probably behave in much the same way if distributor and retailer pre-orders are any sign. If you want one of these, don't delay. Once they're gone, they're gone and the fat lady's done singing.

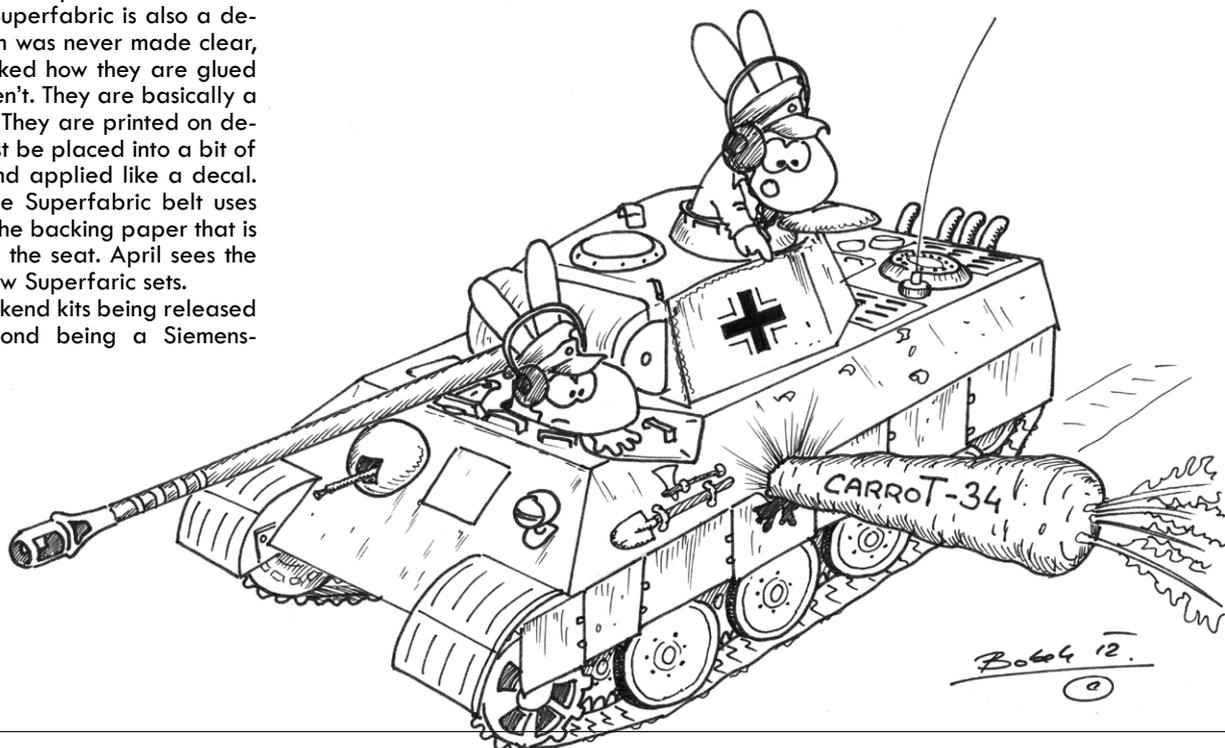
A few words with respect to our last April kit release, the 1/48th scale Fw 190A-8/R2 in the ProfiPACK line. This is the third and final re-release of this kit in this form. It is also the final release of the Fw 190A from these molds. The molds owe us nothing anymore, and some have doubled their theoretical lifespan. The next planned release of the Fw 190A will include a revision of the whole project and will include a complete retooling. The kit will be redesigned and, of course, simplified. The planned release of the a new Fw 190A is about fall of next year. Turning to photoetched brass, there are some strong attractive forces in this month's lineup. Some of these are connected to the aforementioned Superfabric seatbelts, as in the case of the sets for the F-4J Phantom II in

1/48 scale from Academy, and the 72 scale Defiant from Airfix. There are also complete sets for the Trumpeter MiG-21UM. Also offered are items for the Avia B.534 for which there is also a wheel set available that includes the spats in the Brassin line. The Brassin line is a line that has really taken off in the past few months, and April adds ten to the list, including two BigSin sets for the F-104.

And with that, my friends, I hope you enjoy this month's newsletter. The new convention season has just begun, and we will certainly make every effort to impress with you with our participation, and with our products.

Happy Modeling!

Vladimir Sulc



MiG-15bis MEMBER EDITION

THE BUNNY RACER

IN DIGITAL COMBAT SIMULATOR

<http://www.digitalcombatsimulator.com/en/files/1303748/>



Author of the skin: Jirí Foltyn





Petr Štěpánek

*1964 † 2015

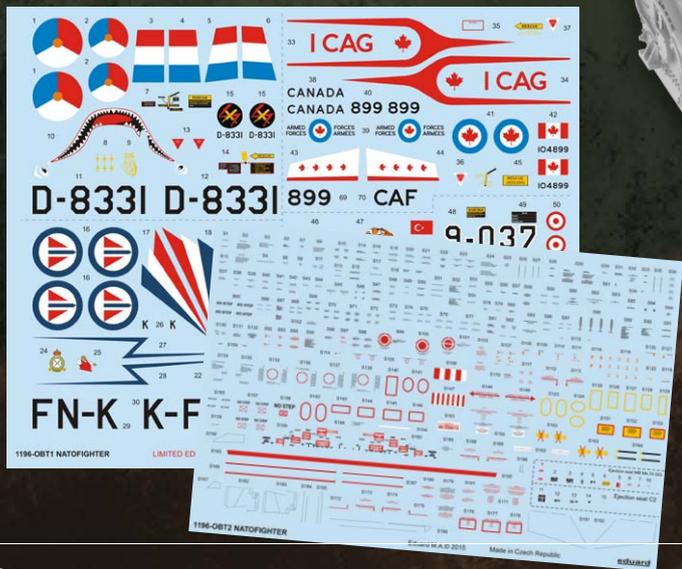




NATO fighter

1/48

- ✦ Hasegawa plastic parts
- ✦ Eduard Brassin seats (2 types) and exterior details
- ✦ Cartograf decals
- ✦ 5 NATO markings



BUY NATOFighter 1/48



c/n 683-8331, Flown by Capt. Hans van der Werf, 312th Squadron
RNLAf, Twente Enschede Airport, September 15, 1979



c/n 683C-4025, 331st Squadron, Royal Norwegian
Air Force, Bodø Air Base, late 60s / early 70s



c/n 683-9079, 350th Squadron, 1st Wing, Belgian Air Force



c/n 683A-1199, Royal Canadian Air Force,
Twente Air Base, the Netherlands, May, 1976

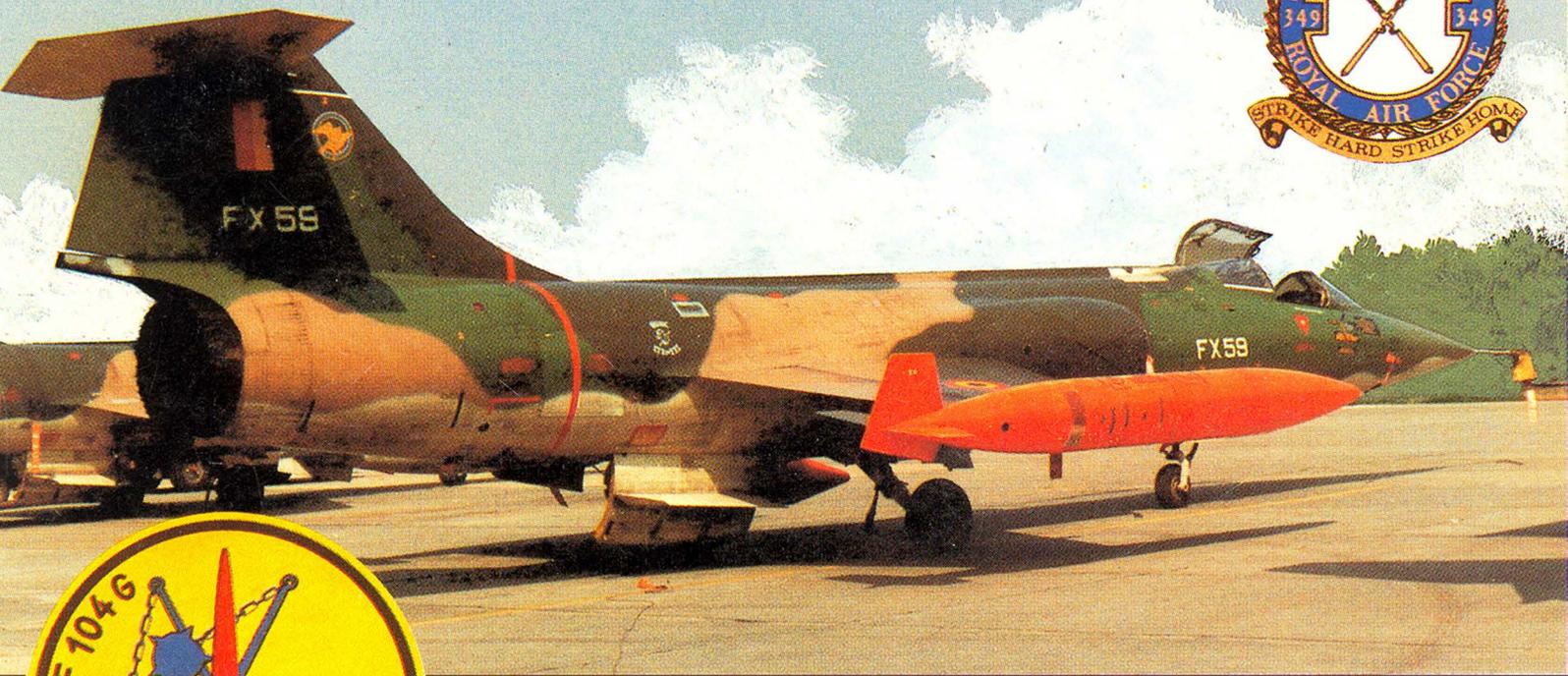


c/n 683D-7037, 192nd Filo, Turkish Air Force,
Balıkesir Air Base / Fairford, 1991





(credit Didier Waelkens collection)



Belgian AF F-104G

in the fighter version, camouflage colours & tip tanks notes

by Didier Waelkens, ipms.be



The mission of the 1st Wing in Beauvechain Air Base was AIR DEFENSE only. There were two squadrons, 349 & 350 (both established in the RAF during WW2). In the air defense role, the basic configuration of the F-104 was:

1. internal 20mm cannon (M-61 A1 Vulcan),
2. underwing external fuel tanks,
3. Sidewinder launching rails on the wing tips (initially the AIM-9B, later the AIM-9J/N).

Tip tanks were never used for air defense missions.

Exceptions when tip tanks were used:

1. During long-range ferry flights, for example when flying to far-away destinations for participation in an air show, Sqn exchanges, live air-to-air firing campaigns, etc. these tip tanks were camouflaged in the same style as the rest of the plane, dark green on top, light-grey on the bottom, without any day-glo orange.

2. During air-to-air live firing (usually in Corsica), one F-104 of the Sqn was assigned the task of target towing. The Secapem target system was installed on the pylons under the wings: the target itself under one pylon and the container with the towing rope on the other side. In such a configuration, the fuel on board was rather limited! To extend time on station, tip tanks were used.

For security & quick identification of the target towing F-104, the full outer half of these tip tanks was painted day-glo orange (the inner half was left in camouflage colour and from the cockpit no orange was to be seen). The painting of this day-glo was done on standard tip tanks over the existing camouflage. Before painting the day-glo orange, the stencils on this side of the tank were first taped over.

One last note about the camouflage: the Belgian AF 104's used the USAF SEA pattern

which was called „Vietnam camouflage“ in Belgium documents but with two differences:
 - paints were semi-gloss, not matt;
 - the dark green was a bit darker than on USAF planes.

Official paints references:

Dark green - FS 24064 (so darker than the USAF which was FS34079)

Green - FS 24102

Tan - FS 20219

Light Grey/White Grey - FS 26622

The air intake lips and cone were initially painted black but it was gradually replaced by the camouflage paint in the beginning of the 1970's (it was proved that the special "anti-icing" black paint was of no effect !!!).



photo: Didier Waelkens

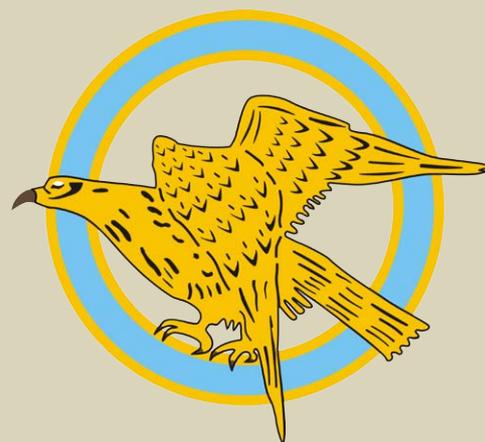


photo: Didier Waelkens



photo: Didier Waelkens



photo: Didier Waelkens



315



photo: Didier Waelkens

Avia B.534 IV. série

WEEKEND
edition

1/72, Cat. No. 7428



- 2 markings
- Eduard decals

BUY Avia B.534 1/72 

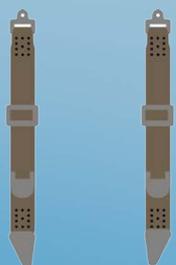


B.534.187, Air Regiment No. 4, 40th Flight, Prague - Kbely, April 1938



Dogan No. 31, 2/2 Orlyak, Vrazhdebna airfield, Bulgaria, 8 November 1944

RECOMMENDED:

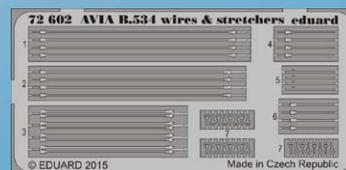


SUPERFABRIC seatbelts
Cat. No. 73029

B.534 wheels & spats
Cat. No. 672066



eduard
BRASSIN





Photos of the built kit on page 38.



- 2 markings
- Eduard decals

BUY SSW D.III 1/48



SSW D.III, Jasta 15, Chery-les-Pouilly, July, 1918



SSW D.III, 1611/18, Kest 4b

RECOMMENDED:

SSW D.III

eduard



© HGW 2014

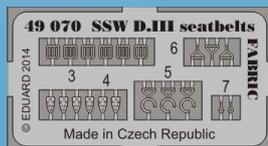
SSW D.III guns

Cat. No. 648177



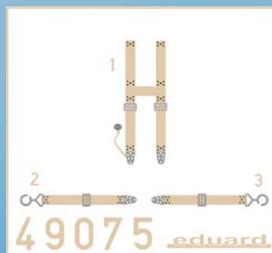
FABRIC pásy

Cat. No. 49070



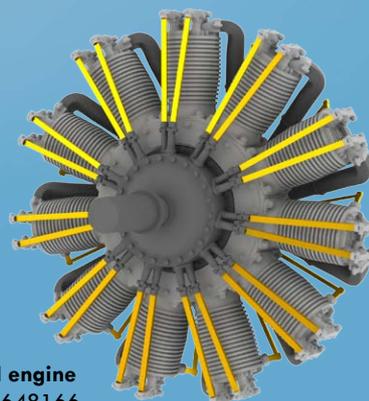
© EDUARD 2014

Made in Czech Republic



SSW D. III seatbelts SUPERFABRIC

Cat. No. 49075



SSW D.III engine

Cat. No. 648166

SSW D. III Weekend 1/48

Cat. No. FE715

Fw 190A-8/R2

1/48, Cat. No. 8175



Hans-Günther von Kornatzki, Stab/
II.(Sturm)/JG4, September 11th, 1944



Werner Gerth, II.(Sturm)/JG 3 "Udet",
July, 1944



Karl Spent, 8./JG 300, December, 1944



Ewald Preiß, 6./JG 300, October, 1944



Walter Wagner, 5./JG 4, January 1st, 1945



Ex-white 11 of 5/JG4, Leo C.Moon, 404th FG,
9th USAF, February/March, 1945

- 6 markings
- Eduard decals
- Color photo-etched set
- painting mask



BUY Fw 190A-8/R2 1/48

Historical article on page 30.



Brassin set of 2 pieces of Lewis WW1 machine gun in 32nd scale.

- Set contains:
- resin: 14 parts,
 - decals: no,
 - photo-etched details: yes.

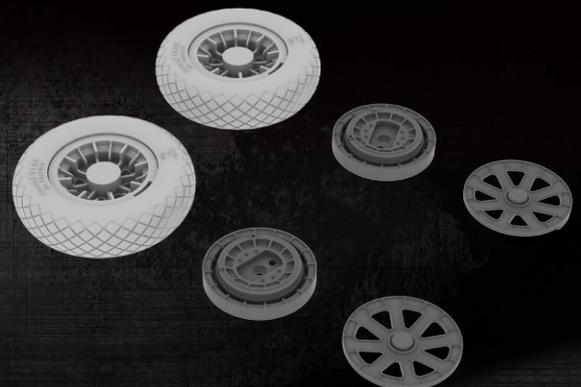
BUY Lewis WW1 gun 1/32

632052
F4U-1 wheels diamond pattern
1/32 Tamiya



2 pieces of F4U-1 main undercarriage wheels in 32nd scale for Tamiya kit.

- Set contains:
- resin: 6 parts,
 - decals: no,
 - photo-etched details: no,
 - painting mask: yes.



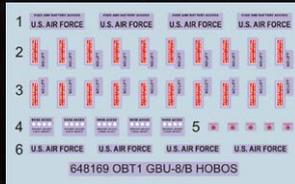
BUY F4U-1 wheels diamond pattern 1/32

648169
GBU-8/B HOBOS
 1/48

2 pieces of GBU-8/B HOBOS bombs in 48th scale.

Set contains:

- resin: 4 parts,
- painting mask: no,
- decals: yes,
- photo-etched details: no.



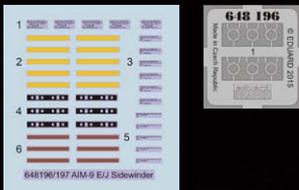
BUY GBU-8/B HOBOS 1/48

648196
AIM-9E Sidewinder
 1/48

4 pieces of AIM-9E Sidewinder rockets in 48th scale.

Set contains:

- resin: 28 parts,
- decals: yes,
- photo-etched details: yes.



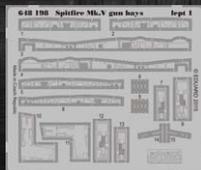
BUY AIM-9E Sidewinder 1/48

648198
Spitfire Mk.Vb gun bays
 1/48 Airfix

Brassin set of wings gun bays for Spitfire Mk.Vb in 48th scale by Airfix.

Set contains:

- resin: 14 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.



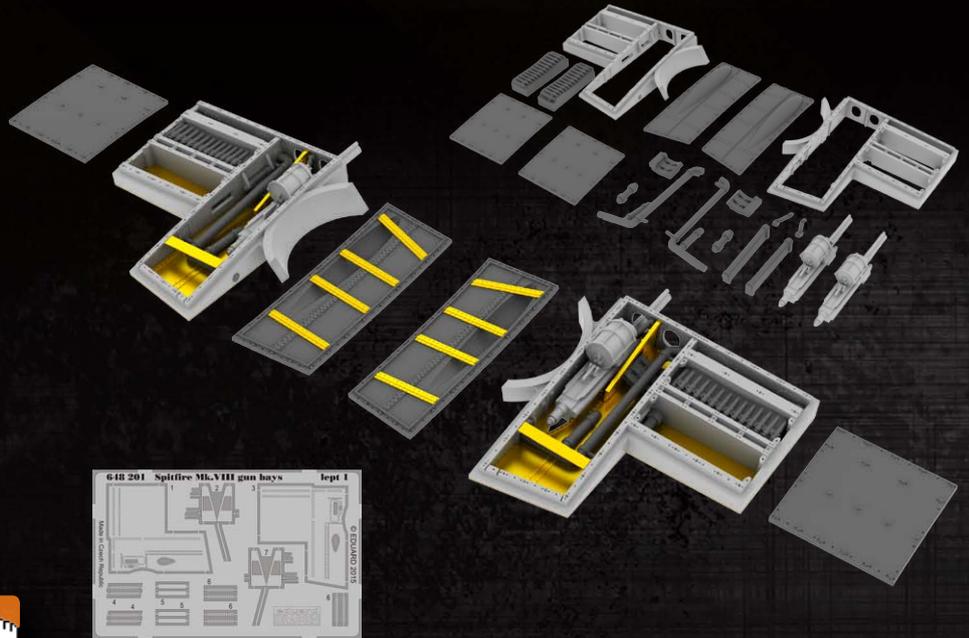
BUY Spitfire Mk.Vb gun bays 1/48

648201 Spitfire Mk.VIII gun bays 1/48 Eduard

Brassin set of two gun bays for Spitfire Mk.VIII in 48th scale by Eduard.

Set contains:

- resin: 20 parts,
- decals: no,
- photo-etched details: yes.



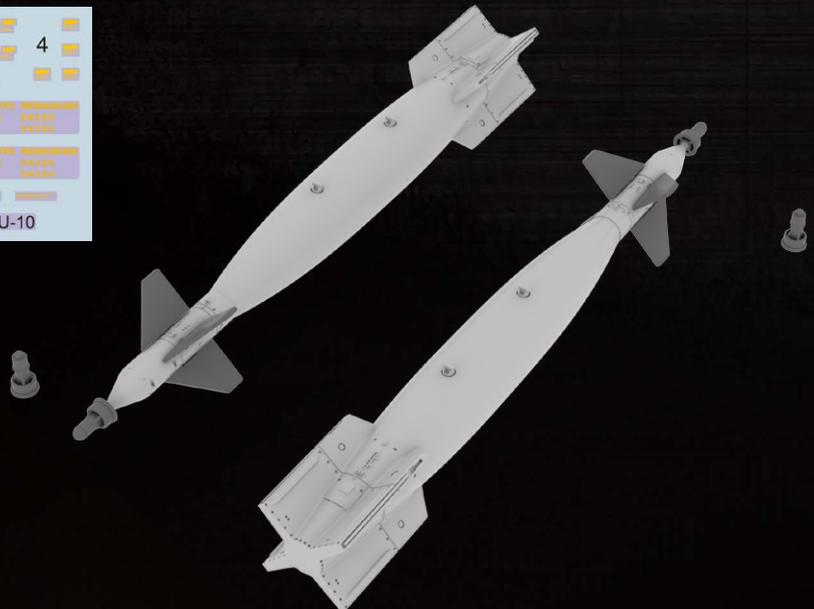
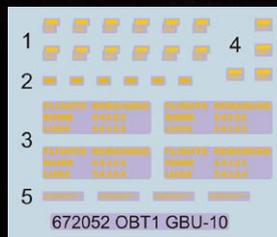
BUY Spitfire Mk.VIII gun bays 1/48

672052 GBU-10 Paveway II 1/72

2 pieces of GBU-10 Paveway II bombs in 72nd scale.

Set contains:

- resin: 14 parts,
- decals: yes,
- photo-etched details: no.



BUY GBU-10 Paveway II 1/72

672066 B.534 wheels & spats 1/72 Eduard

2 pieces of wheels with spats for B.534 in 72nd scale by Eduard.

Set contains:

- resin: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.



BUY B.534 wheels & spats 1/72

SIN63204

F-104 EARLY

1/32 Italeri

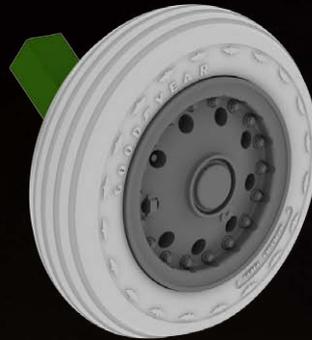
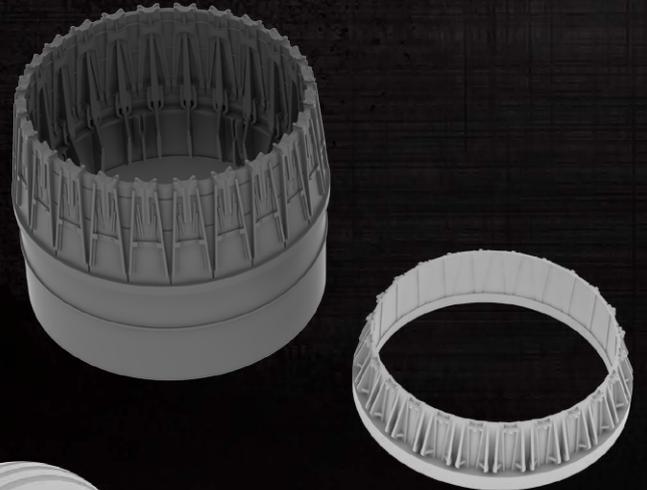


Collection of 4 individual Brassin sets for F-104 in 32nd scale.

- 32501 Remove Before Flight
- 632043 F-104 exhaust nozzle early
- 632045 F-104 undercarriage wheels early
- 632047 F-104 C2 ejection seat

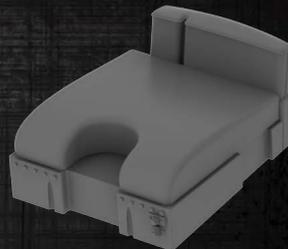
All sets included in this BIGSIN are available separately, but with every BIGSIN set you save up to 30%.

[BUY F-104 early 1/32](#)



32 501 Remove Before Flight 1/32											eduard	
1	1	1	2	2	3	3	4	4	5	5	5	◊ REMOVE BEFORE FLIGHT
◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT

eduard © 2003 Made in Czech Republic



SIN63205

F-104 LATE

1/32 Italeri

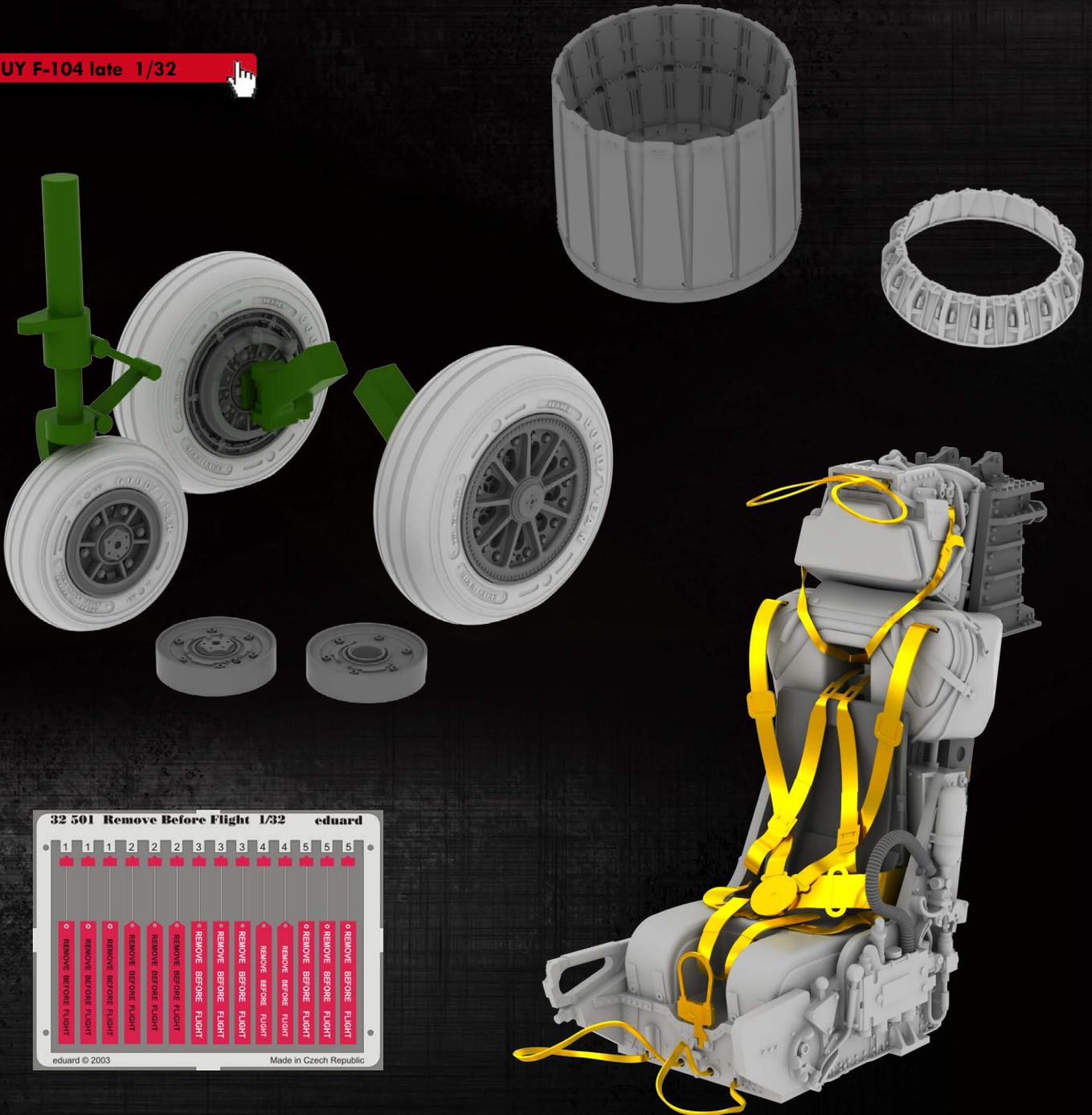


Collection of 4 individual Brassin sets for F-104 in 32nd scale.

- 32501 Remove Before Flight
- 632044 F-104 exhaust nozzle late
- 632046 F-104 undercarriage wheels late
- 632048 F-104 MB.7 ejection seat

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

BUY F-104 late 1/32 



32 501 Remove Before Flight 1/32															eduard	
1	1	1	2	2	2	3	3	3	4	4	5	5	5	5	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT
◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT	◊ REMOVE BEFORE FLIGHT

eduard © 2003 Made in Czech Republic

PHOTO-ETCHED SETS AND MASKS

SELECTED



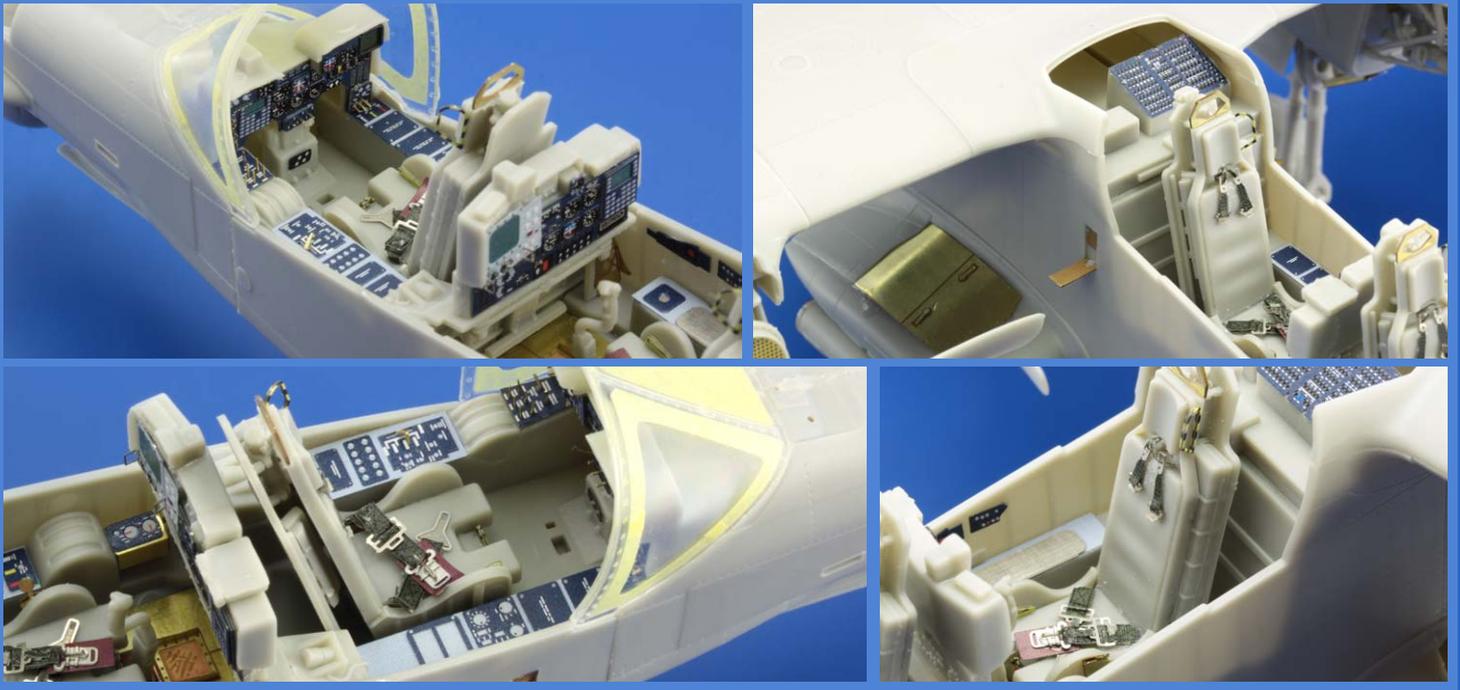
PAINTING MASK

OV-10D

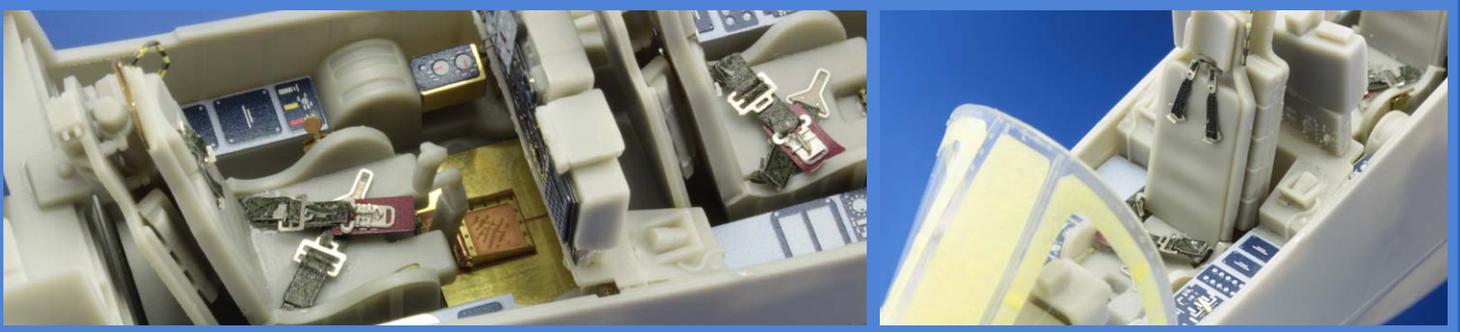
1/32 Kitty Hawk
(JX177)

OV-10D exterior 1/32 Kitty Hawk (32368)





OV-10D seatbelts 1/32 Kitty Hawk (32831)

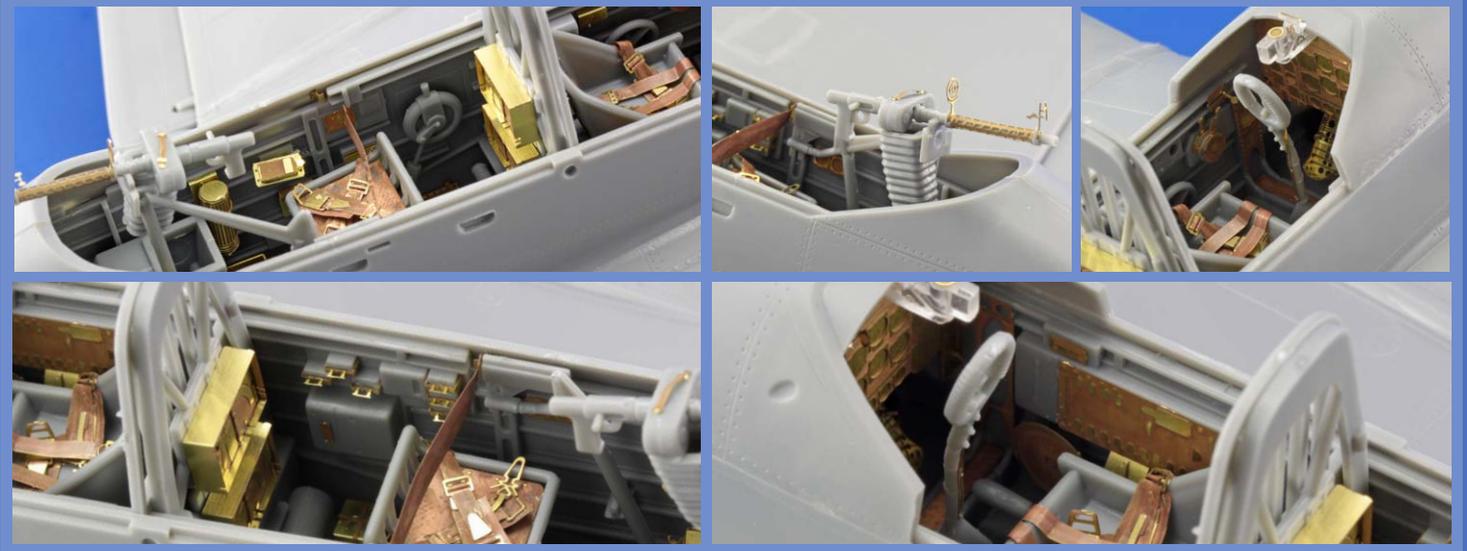


MiG-21UM exterior 1/48 Trumpeter (48836)

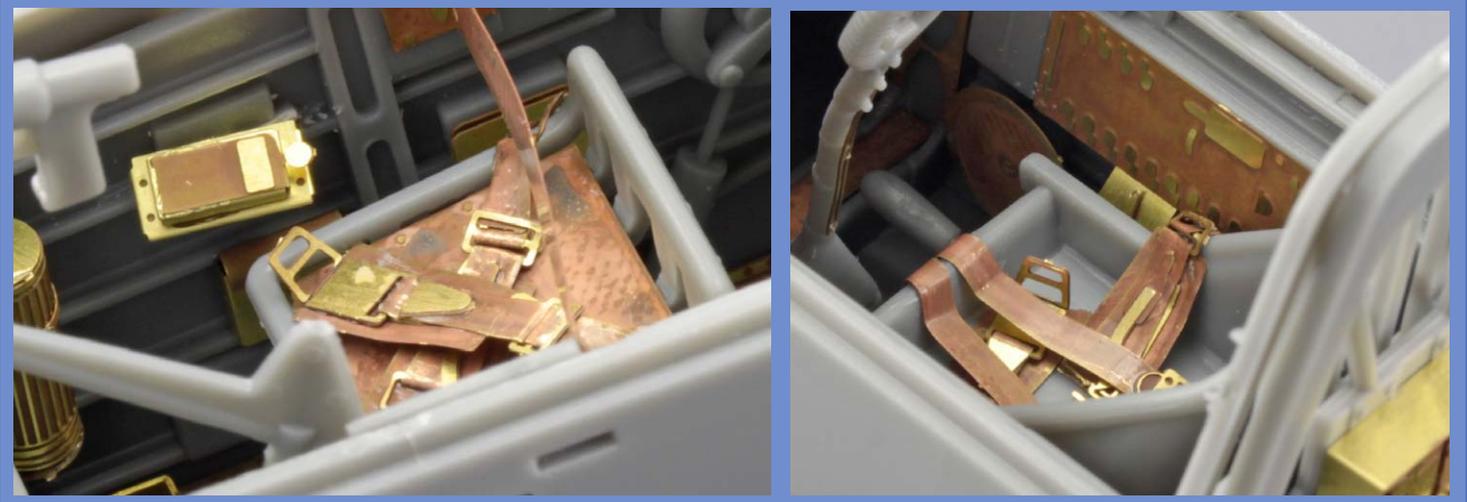


PE-SETS AND MASKS

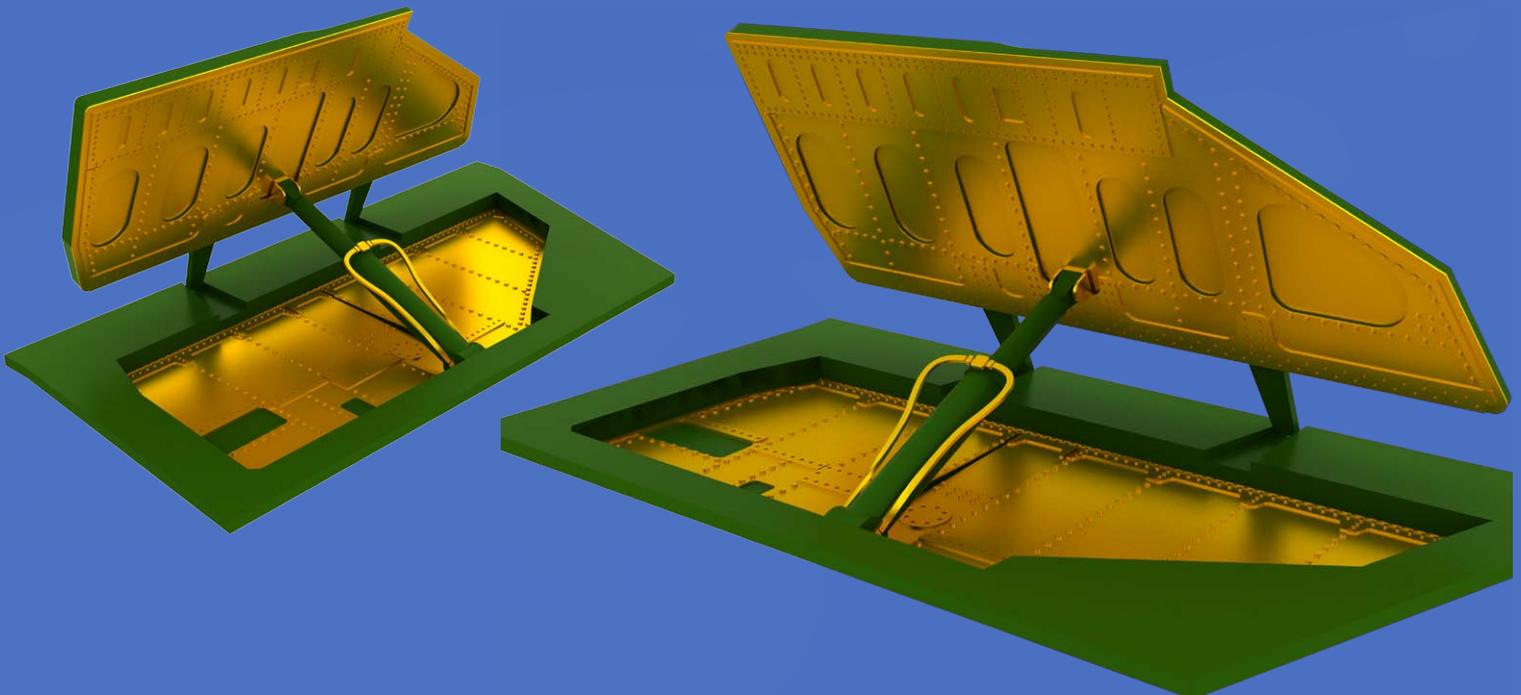
Ju 87A S.A. 1/32 Trumpeter (32832)



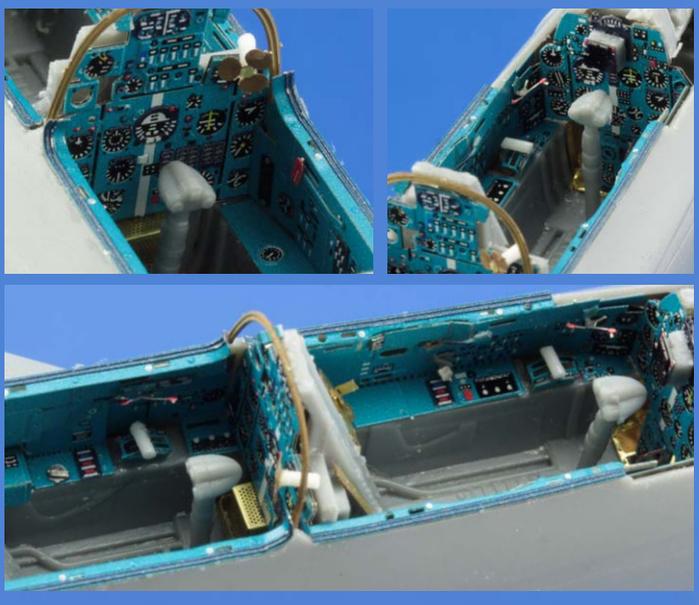
Ju 87A seatbelts 1/32 Trumpeter (32833)



F-4J air brakes 1/48 Academy (48839)



MiG-21UM S.A. 1/48 Trumpeter (49710)



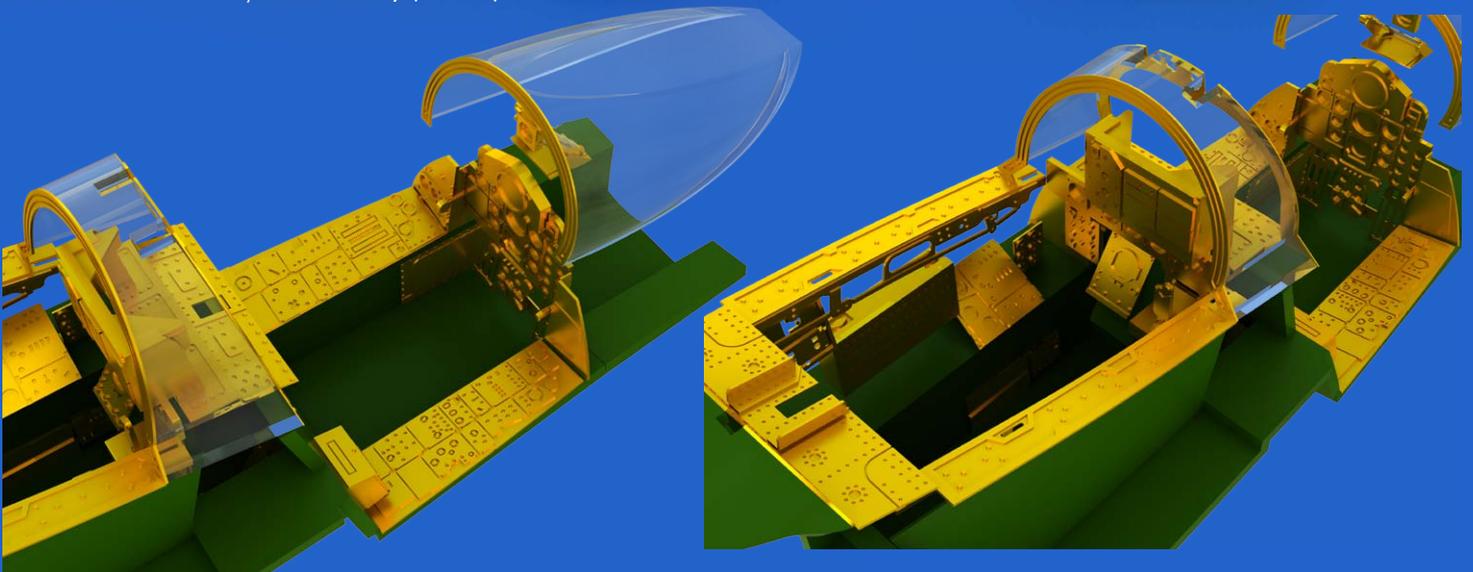
PAINTING MASK

MiG-21UM
1/48 Trumpeter
(EX455)

MiG-21UM ejection seats 1/48 Trumpeter (49711)



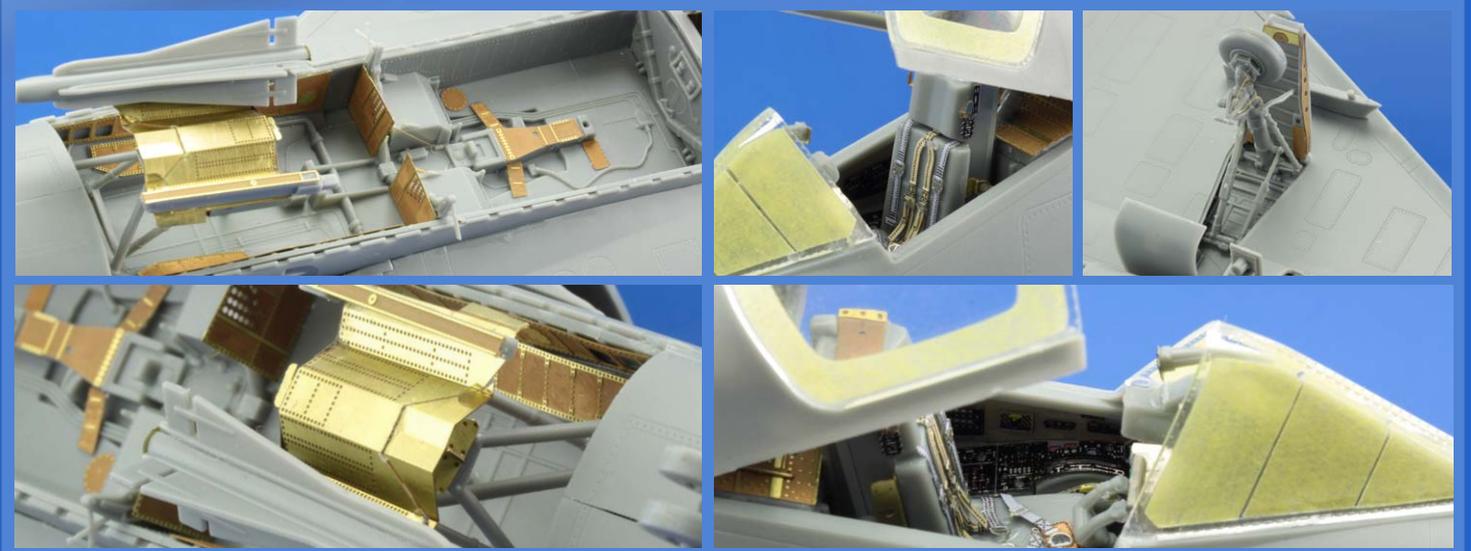
F-4J interior S.A. 1/48 Academy (49712)



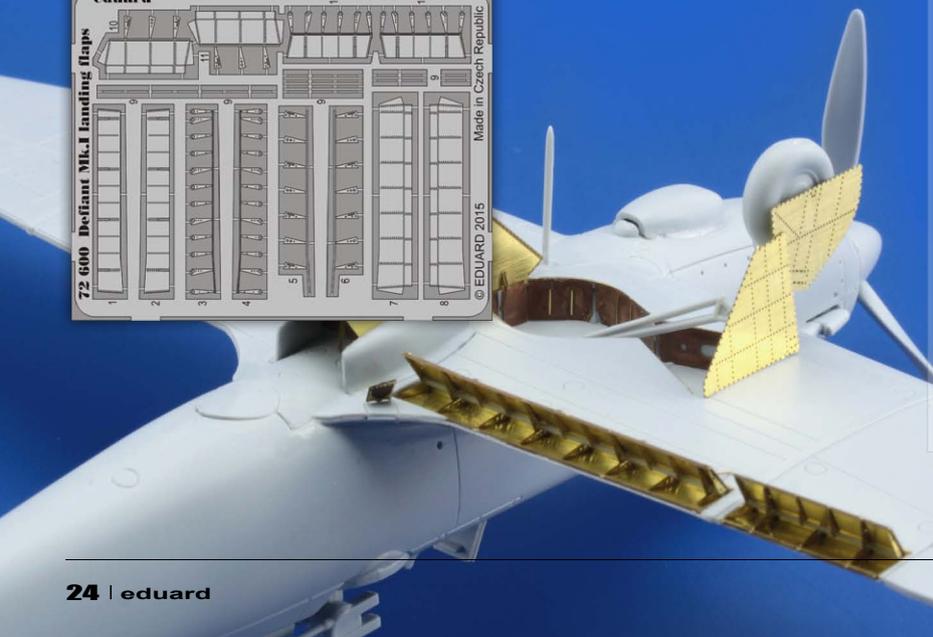
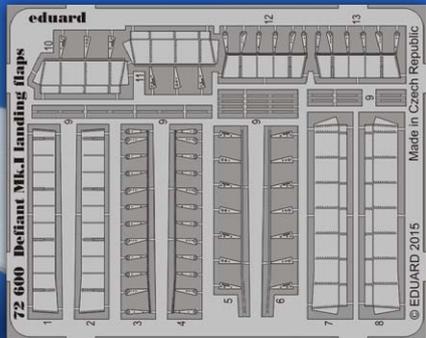


PAINTING MASK

F-106A
1/48 Trumpeter
(EX456)

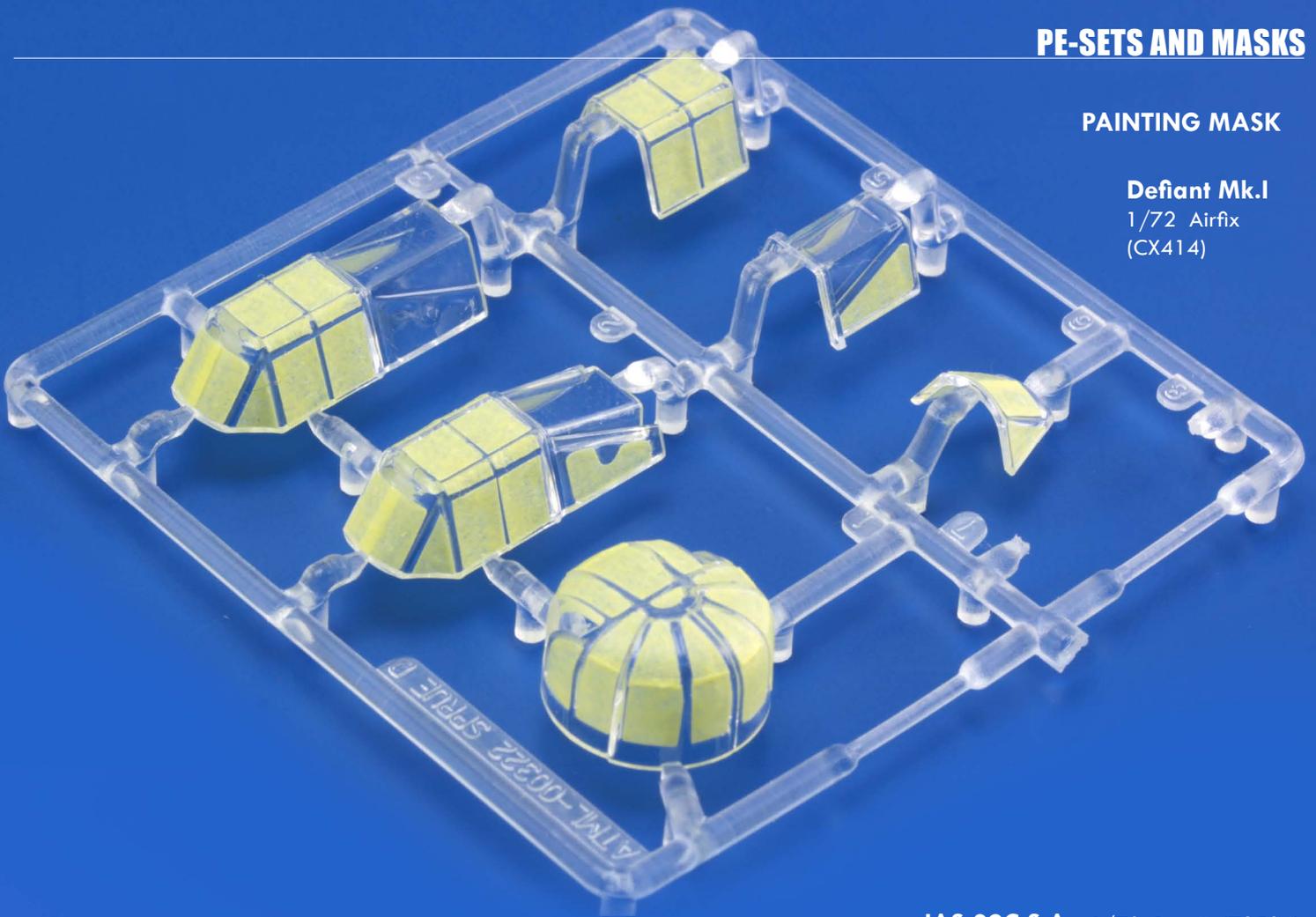


Defiant Mk.I landing flaps 1/72 Airfix (72600)

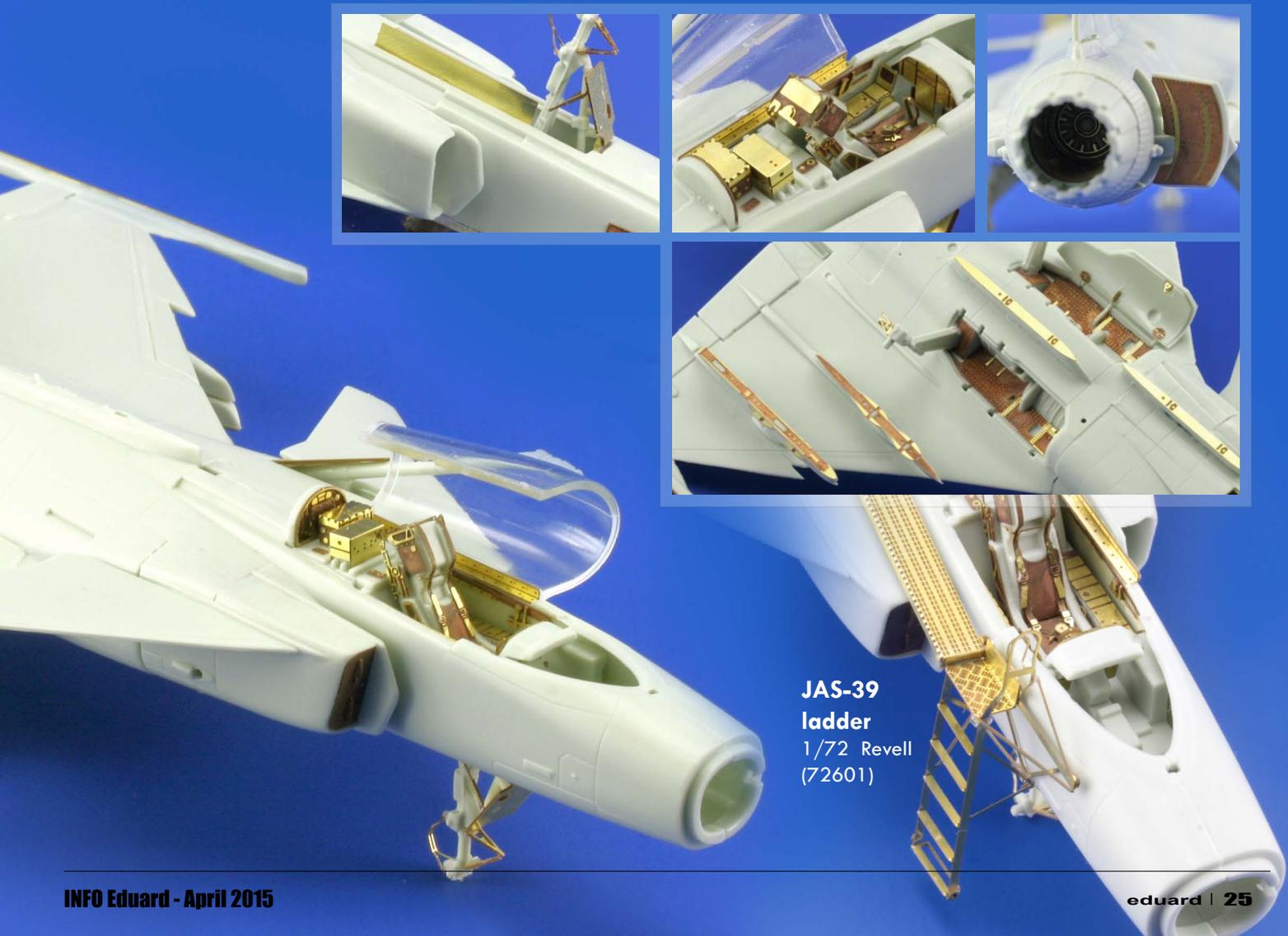


PAINTING MASK

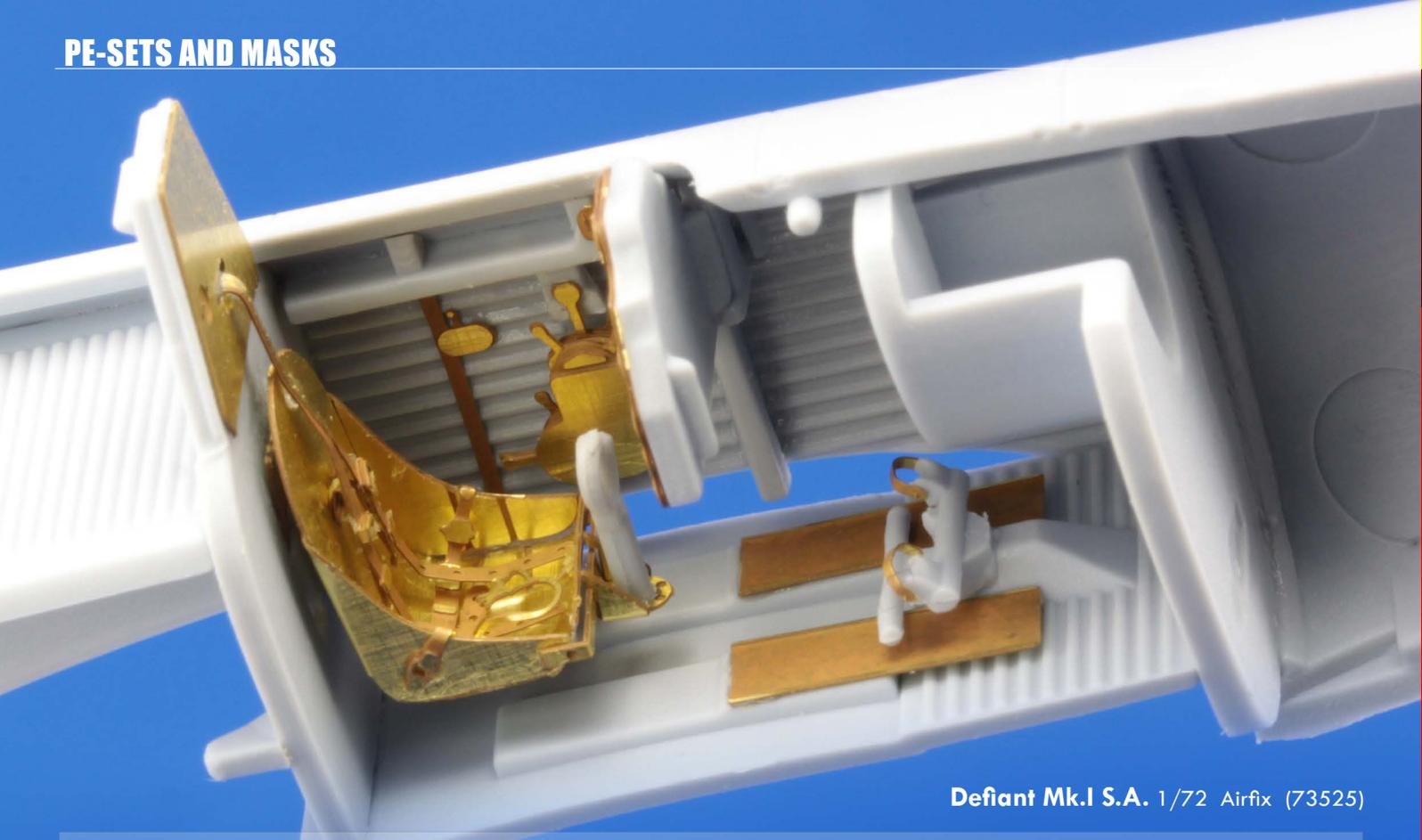
Defiant Mk.I
1/72 Airfix
(CX414)



JAS-39C S.A. 1/72 Revell (73524)



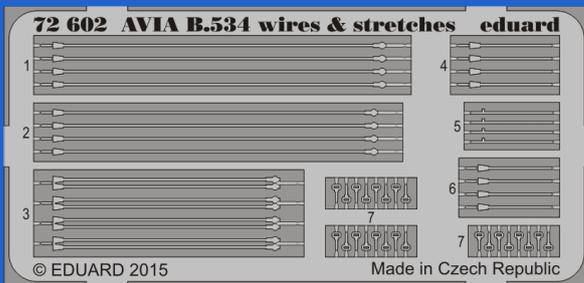
JAS-39
ladder
1/72 Revell
(72601)



Defiant Mk.I S.A. 1/72 Airfix (73525)



Avia B.534 wires & stretchers 1/72 Eduard (72602)

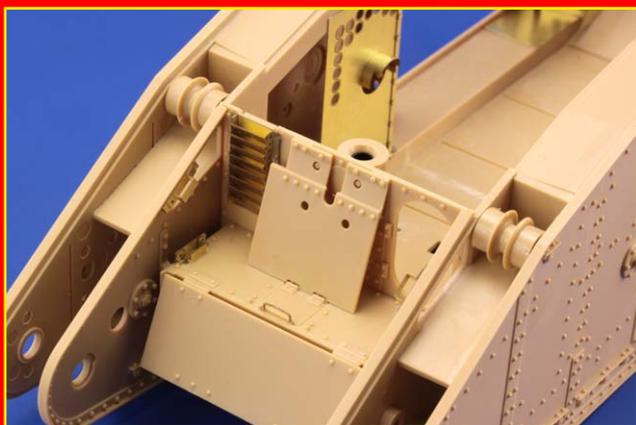


All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED



48726 P-61A exterior (BIG49119)



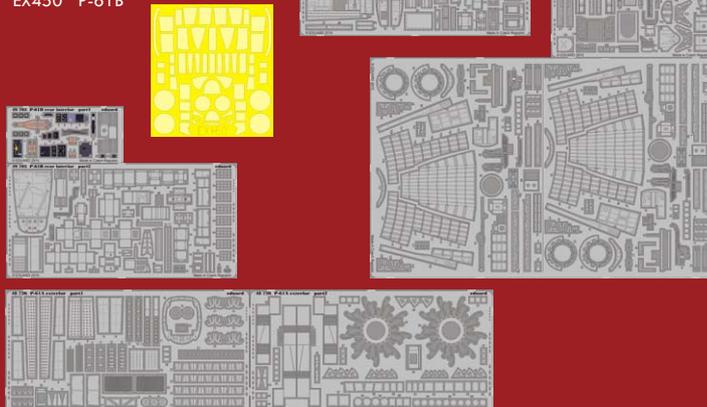
36302 Mark IV male exterior (BIG3583)



36306 Pz.Kpfw.V Panther (Ausf.D) (BIG3584)

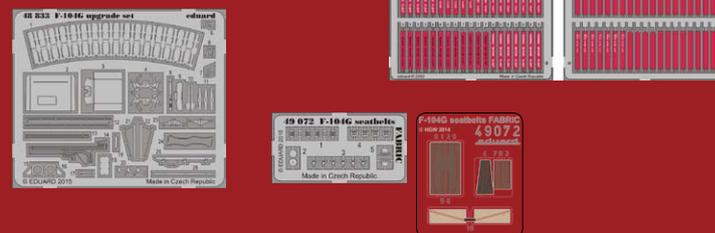
BIG49119 P-61B 1/48 GWH

- 48726 P-61A exterior
- 49703 P-61B rear interior S.A.
- 49704 P-61B front interior S.A.
- 48831 P-61B undercarriage
- EX450 P-61B



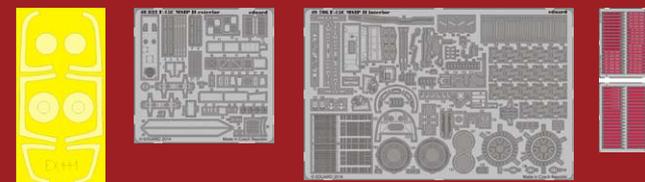
BIG49120 F-104G 1/48 EDU/HAS

- 48833 F-104G upgrade set
- 49072 F-104G seatbelts FABRIC
- 49009 Remove Before Flight



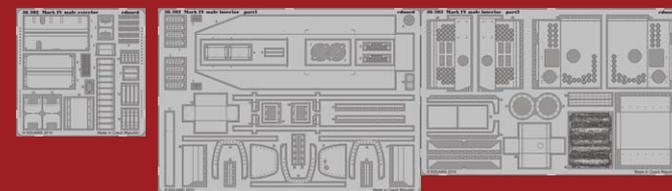
BIG49121 F-15C MSIP II 1/48 GWH

- 48832 F-15C MSIP II exterior
- 49706 F-15C MSIP II S.A.
- EX441 F-15C MSIP II 1/48
- 49009 Remove Before Flight



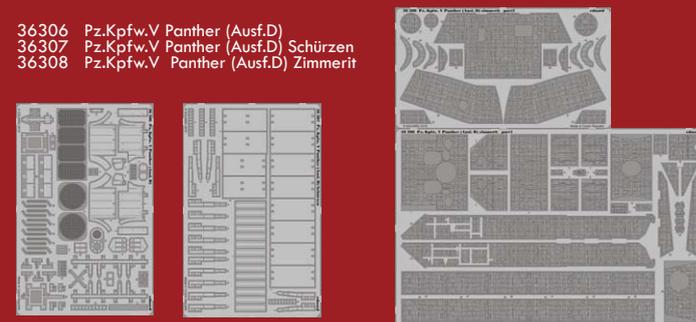
BIG3583 MARK IV MALE 1/35 TAM

- 36302 Mark IV male exterior
- 36303 Mark IV male interior



BIG3584 Pz.Kpfw.V PANTHER (Ausf.D) 1/35 ZVE

- 36306 Pz.Kpfw.V Panther (Ausf.D)
- 36307 Pz.Kpfw.V Panther (Ausf.D) Schürzen
- 36308 Pz.Kpfw.V Panther (Ausf.D) Zimmerit



- BIG49119 P-61B 1/48 GWH
- BIG49120 F-104G 1/48 EDU/HAS
- BIG49121 F-15C MSIP II 1/48 GWH
- BIG3583 MARK IV MALE 1/35 TAM
- BIG3584 Pz.Kpfw.V PANTHER (Ausf.D) 1/35 ZVE

new
shape



Eduard
beer
Mark IX
glass

RELEASES APRIL 2015

KITS

8175	Fw 190A-8/R2	1/48	ProfiPACK
1196	NATOfighter	1/48	Limited Edition
7428	Avia B.534 IV. série	1/72	Weekend
8484	SSW D.III	1/48	Weekend

PHOTO-ETCHED SETS

32368	OV-10D exterior	1/32	Kitty Hawk
32830	OV-10D S.A.	1/32	Kitty Hawk
32831	OV-10D seatbelts	1/32	Kitty Hawk
32832	Ju 87A S.A.	1/32	Trumpeter
32833	Ju 87A seatbelts	1/32	Trumpeter
48836	MiG-21UM exterior	1/48	Trumpeter
48837	MiG-21UM ladder	1/48	Trumpeter
48838	F-4J exterior	1/48	Academy
48839	F-4J air brakes	1/48	Academy
49076	F-4J seatbelts SUPERFABRIC	1/48	Academy
49075	SSW D.III seatbelts SUPERFABRIC	1/48	Eduard
49710	MiG-21UM S.A.	1/48	Trumpeter
49711	MiG-21UM ejection seats	1/48	Trumpeter
49712	F-4J interior S.A.	1/48	Academy
49713	F-4J seatbelts	1/48	Academy
49714	F-106A S.A.	1/48	Trumpeter
72600	Defiant Mk.I landing flaps	1/72	Airfix
72601	JAS-39 ladder	1/72	Revell
72602	Avia B.534 wires & stretchers	1/72	Eduard
73524	JAS-39C S.A.	1/72	Revell
73525	Defiant Mk.I S.A.	1/72	Airfix
73031	Defiant Mk.I seatbelts SUPERFABRIC	1/72	Airfix

ZOOMS

33145	Ju 87A interior S.A.	1/32	Trumpeter
33146	OV-10D interior S.A.	1/32	Kitty Hawk
FE710	MiG-21UM interior S.A.	1/48	Trumpeter
FE712	F-4J interior S.A.	1/48	Academy
FE714	F-106A S.A.	1/48	Trumpeter
FE715	SSW D.III Weekend	1/48	Eduard
SS518	Avia B.534 IV. série Weekend S.A.	1/72	Eduard
SS524	JAS-39C interior S.A.	1/72	Revell
SS525	Defiant Mk.I interior S.A.	1/72	Airfix

MASKS

CX412	Avia B.534 IV. série	1/72	Eduard
CX413	JAS-39C	1/72	Revell
CX414	Defiant Mk.I	1/72	Airfix
EX455	MiG-21UM	1/48	Trumpeter
EX456	F-106A	1/48	Trumpeter
EX457	F-4J	1/48	Academy
JX178	Ju 87A	1/32	Trumpeter

BIGED

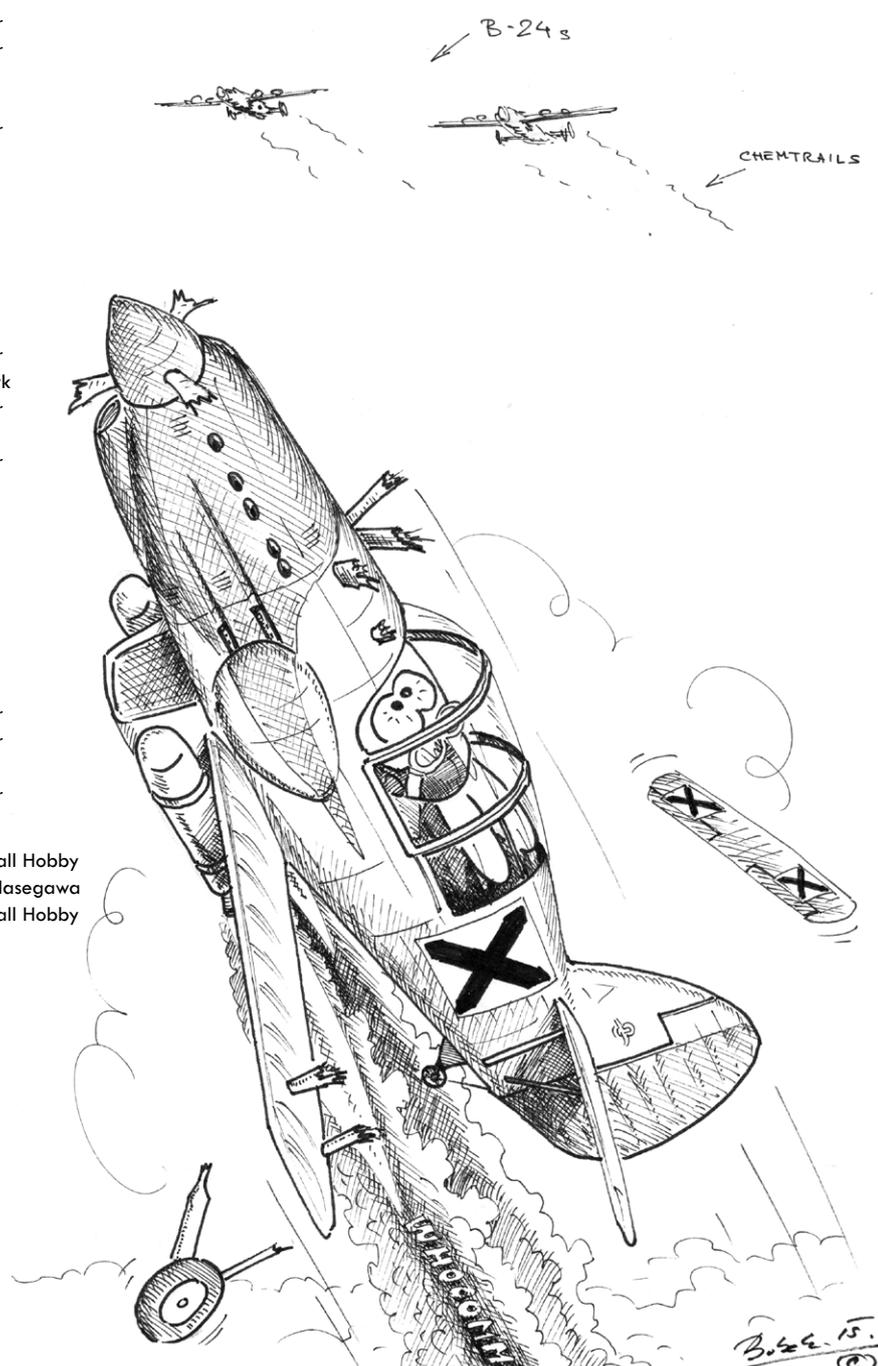
BIG49119	P-61B	1/48	Great Wall Hobby
BIG49120	F-104G	1/48	Eduard/Hasegawa
BIG49121	F-15C MSIP II	1/48	Great Wall Hobby
BIG3583	MARK IV MALE	1/35	Tamiya
BIG3584	Pz.Kpfw.V PANTHER (Ausf.D)	1/35	Zvezda

BRASSIN

632049	Lewis WW1 gun	1/32	
632052	F4U-1 wheels diamond pattern	1/32	Tamiya
648169	GBU-8/B HOBOS	1/48	
648196	AIM-9E Sidewinder	1/48	
648198	Spitffie Mk.Vb gun bays	1/48	Airfix
648201	Spitfire Mk.VIII gun bays	1/48	Eduard
672052	GBU-10 Paveway II	1/72	
672066	B.534 wheels & spats	1/72	Eduard

BIGSIN

SIN63204	F-104 EARLY	1/32	Italeri
SIN63205	F-104 LATE	1/32	Italeri



E-BUNNY'S SQUAT

BUY / e-shop Eduard 

photo: Code-word „Pauke! Pauke!“ (drum in German) was a radio order, used by Sturmbock pilots for attacking a bomber formation. Aside of this one code-word was used also term „Sturm!“ (storm/attack)



Pauke! Pauke!

Jan Zdiarsky

This year marks the sixth anniversary of the passing of the awesome boxart artist Martin Novotny. Without a doubt, one of his most inspiring paintings was the one depicting air combat between Sturmbocks - Fw 190A-8/R2s - and a formation of B-17Gs, that was commissioned for the ProfiPACK edition of that type of Fw 190 in 1/48th scale. The current April re-release of the kit is the last time this painting will appear.

The next release of the Sturmbock in 48th will be an all new kit and will be adorned by a corresponding new boxart, same as for its 72nd scale counterpart, which is now at an advanced stage of development.

I would like to take the opportunity to take a closer look at the origins of the charismatic Martin Novotny artwork that adorned the 2007 edition of the 48th scale Sturmbock.

I won't go into any great detail on the history of the air battle that took place over the Ore Mountains on September 11, 1944, but the details of the fate of the aircraft themselves depicted on the boxart is very interesting. For that detailed look on the battle itself I recommend any of a number of articles within this periodical (07/2014, 05/2012, 07/2010), or the theme specific publication that was written for and released with Royal Class R0004, and the text that came with the certificate authenticating the piece of an actual Bf 109G-14 with Royal Class R0009. Last, but certainly not least, the information is well presented on the website of the museum dedicated to this battle, www.museum119.cz and www.facebook.com/museum119.

Sturmbock

The main object of the 'Pauke! Pauke!' art by Martin Novotny is, naturally, an Fw 190A-8/R2 and is also the theme of the contents of the kit and one of its marking options. The aircraft in question carries the W.Nr. 681424 and is marked Green '3', which was the personal aircraft of Obst.Lt. Hans-Günter von Kornatzki, CO of II.(Sturm)/JG 4.

Von Kornatzki is rightfully considered the father of the tactics that were developed for the Fw 190 in the interception of four-engined heavy bomber formations. The road to commanding the Defense of the Reich unit was a long one, and includes, significantly, combat service with JG 52 during the French campaign and the Battle of Britain (when he commanded II./JG 52). This was followed by instructional and command posts with Jagdfliegerschule 1 and X. Fliegerkorps. After that came brief stints with Eprobungskommando



Reichsmarschall Hermann Göring visiting Erprobungskommando 25 and newly formed Sturmstaffel 1. He talks to new commander, Major Hanse-Günter von Kornatzki. On Kornatzki's left there are another future successful Sturmjägers, Maj. Erwin Bacsila, Oblt. Othmar Zehart and Lt. Hans-Georg Elser. Achmer, 17th November 1943.

(photo: Museum of air Battle over the Ore Mountains on September 11th, 1944 / JG 4 Archive).

25, which developed tactics for combating increasingly irritating Allied heavy bomber raids. This led to a direct route to the formation of Sturmstaffel 1, which he commanded from October, 1943 until its disbandment in April, 1944. The tactics were designed around the field modification R2 for the Fw 190A-8 and were beginning to take shape. Several aircraft armed with 30mm cannon and added armor protection served with JG 11, with IV. Gruppe JG 3, II. Gruppe JG 300 and II. Gruppe JG 4 gaining full Sturmgruppe status. The last mentioned unit was formed between May and July, 1944 at Salzwedel using pilots of varying sources (first and foremost of Sturmstaffel 1, I./ZG 1 and many young pilots fresh out of flight school). A veteran with six kills and command experience, husband to Goering's secretary late Ursula Grundtmann, thirty-eight-year-old von Kornatzki commanded the unit from July 12, 1944 for exactly two months. However, von Kornatzki was not at the stick of

in the area of the Bay of Biscay. His participation on September 11, 1944 was for Chlond his first combat mission since D-Day, when his Ju 88 was heavily damaged by anti-aircraft fire from sea vessels when his unit was involved in countering the invasion. From August 1, 1944, Chlond's unit began to move to Salzwedel, where their individual components were 'dissolved' into Stabs and components of Staffel II.(Sturm)/JG 4. Their pilots went through a quick familiarization course on the Fw 190. From this timeframe, Herbert Chlond recalled about Hans-Günter von Kornatzki: 'We encountered Obstlt von Kornatzki from time to time as he came out onto the field to check our progress during our period of settling in and training. He seemed to be an officer concerned for the well-being of his men - almost like a father figure, paternalistic and well-liked by all ranks.' After some weeks of training, fine-tuning and many practice scrambles, the pilots of Sturmgruppe JG 4 finally got the chance to test

The armored Sturmbocks had a definite numerical and weapon advantage over the Fortresses. All the more that Mustangs had not yet appeared on the horizon that were capable of getting in the way of the Fw 190s and their points of interest. This is the atmosphere that permeates from Martin Novotny's depiction on closer inspection of the boxart. All of the B-17Gs in view are either on fire or are evidently suffering some other form of damage as the formation is penetrated and further German fighters are precariously closing in. Unless you've gone through something like this, it is incredibly difficult to imagine the feeling of overwhelming helplessness that the B-17G crews must've felt at this moment. In only a few minutes, the entire squadron that was attacked disappeared from the sky. Uffz. Chlond's kill was later not confirmed, because in the speed and adrenaline rush of the moment, there was no witness to the downing. And this was not only because a significant number of Chlond's pilots fell during this event. There was gun camera footage of the kill, but this went missing. Herbert Chlond recalled: 'My regular aircraft was grounded that day, and so I flew von Kornatzki's machine - he himself did not fly this mission. Without me knowing it, this aircraft was equipped with a gun camera synchronized with the gun armament. With that, my entire kill was recorded on film, from the first squeezing of the trigger to the end of the attack, immediately behind the rudder of the B-17. I had no clue

Fw 190A-8/R2 W.Nr. 681424, Stab II.(Sturm)/JG 4 (profile: Petr Štěpánek, Eduard)



Green '3' on the day depicted on the boxart of Martin Novotny. Administrative duties kept him on the ground, and II.(Sturm)/JG 4 received its baptism of fire without its commanding officer present. This freed up Green '3' and it could be used as a spare aircraft for Uffz. Herbert Chlond, a pilot of 5. Staffel, who's usual airplane was grounded for technical reasons. Chlond was one of the more experienced pilots of the Sturmgruppe. His previous assignment was 2./ZG 1, where he flew Ju 88s against Coastal Command RAF aircraft

their skills against the incoming heavies. It was on September 11, 1944. Herbert Chlond flew with his 5.Staffel as the head formation of the entire Sturmgruppe and, shortly after noon, attacked one of the 100th Bomb Group combat boxes from behind. The attack brought the fighters in very close to the bombers, and this precipitated a rapid penetration of the formation and an egress into safer zones at lower altitudes. During this first attack, Chlond was able to get a B-17G into his sites and down it.



Herbert Chlond sitting on his personal Sturmbock „White 14“, 5. (Sturm)/JG 4. Autumn 1944.

(photo: Museum of air Battle over the Ore Mountains on September 11th, 1944).



Uffz. Herbert Chlond in Salzwedel, during conversion of Ie I./ZG 1 into II.(Sturm)/JG 4. August 1944. (photo: Museum of air Battle over the Ore Mountains on September 11th, 1944).

of this, but about two days later, we were able to watch the recording of my kill in the projection room. As we all sat there, someone proclaimed 'so it's now possible for us to even see our kills now.'

'I also recall that von Kornatzki told us after those initial successes that we could paint the noses of our aircraft red, that this would have a psychological effect on the bomber crews...'. The Sturmgruppe was scheduled to meet the four-engined bombers of the 8th USAAF again. This time, they were led by their commanding officer, Obstlt. von Kornatzki in Green '3'. Herbert Chlond also flew this mission, and the strength deployed by the 8th USAAF on September 12, 1944 was significantly less than the day before. Despite that, some 900 bombers and over 600 escort fighters were committed. After the massacre of the previous

day, the Luftwaffe was not able to react with the same force. Even so, their units took to the air, including the shaken II.(Sturm) and III./JG 4. The Allied targets that day were again oil refineries, this time at Magdenburg/Rothensee, Friedrichstadt, Brux (Most), Ruhland and Böhlen.

The Fortresses in the vicinity of Magdeburg were thus time met first by Bf 109s of III. Gruppe. Sturmgruppe followed two minutes later. Their pilots gained kills, and one of the B-17s was downed by Obstlt. von Kornatzki, as did Herbert Chlond who got his second victory in as many days. More accurately, on September 12, 1944, he attained two HSS (Heraussschuss - an attack that causes the separation of a bomber from its formation). Later, he recalled: 'That day I was flying in close proximity to von Kornatzki. He was just two or three aircraft off to my left. I can still recall his voice as he barked the order to fly the attack - „Sturm!“'. It was most probably the last word he ever spoke because his FW 190 was hit moments later and he dropped out of the attack formation. Obstlt. von Kornatzki was an officer we had grown very close to -we often saw him

I CAN STILL RECALL HIS VOICE AS HE BARKED THE ORDER TO FLY THE ATTACK - „STURM!“. IT WAS MOST PROBABLY THE LAST WORD HE EVER SPOKE...

in the operations building and he was liked and respected - more of an old friend than our commanding officer.'

The damage to the Sturmbock flown by von Kornatzki after penetrating the combat box was serious. He was separated from his group and fought the controls of his Green '3'. He attempted a forced landing in a field in the vicinity of Zille near Halberstadt, where he went into some high power lines and did not survive the ensuing crash.

Sturmbock Green '3' had a very short combat record. It lasted only two days, September 11 and 12, 1944, and even so, two B-17Gs fell victim to her 20 and 30mm cannon.

Uffz. Herbert Chlond survived his stint with



Photo taken on 3rd May 1941, during wedding of H.-G. von Kornatzki and Hermann Göring's secretary, Ursula Grundtmann. Their marriage was not to last for long. Ursula died just two years later during an Allied attack on Berlin. (photo: Museum of air Battle over the Ore Mountains on September 11th, 1944 / JG 4 Archive).



Hans-Günter von Kornatzki (photo: Museum of air Battle over the Ore Mountains on September 11th, 1944 / JG 4 Archive).



Dr.med. Herbert Chlond in 1998, visiting the Museum of air Battle over the Ore Mountains on September 11th, 1944, standing beside the engine from Fw 190A-8/R2 in which was killed his 5th Staffel mate, Fj.Uffz. Siegfried Zuber. (photo: Museum of air Battle over the Ore Mountains on September 11th, 1944).

II.(Sturm)/JG 4 in the Defense of the Reich, was attached to JG 7 at the end of the war to retrain on the Me 262, something that the overall situation ultimately did not allow. At the end of the war, he returned home and picked up his medical studies and became a respected pediatrician in Heidelberg. From 1998, he was a visitor to the Museum of the Air Battle Over the Ore Mountains, where he gathered with not only his colleagues from Jagdgeschwader 4, but also with his former opponents of the USAAF and RAF. He died in 2003.



B-17G 42-97834 XR-J „Mud In Yer Eye“,
100th Bomb Group, 349th Bomb Squadron
(photo: Museum of air Battle over the Ore Mountains
on September 11th, 1944, profile: Petr Štěpánek, Eduard).

Mud In Yer Eye

The other aircraft that is prevalent in the Martin Novotny artwork is B-17G 42-97834 coded XR-J and dubbed 'Mud In Yer Eye'. The choice of depiction of this B-17G is not to say that it was the specific one shot down that day by Herbert Chlond (and very likely was not). That choice was made because this was one of the B-17s that crashed in the vicinity of Kovarska. What can be safely deduced from the available data is that these two aircraft were in the same vicinity at the same time and likely met.

B-17G 42-97834 was built as part of Series 30 at Vega in Burbank. It reached the 100th Bomb Group at Thorpe Abbots in Eastern England on May 4th, 1944 and her first documented mission came on June 2, 1944 commanded by Lt. William Terminello, taking part in the attack on the Atlantic Wall. Although Terminello's crew was the first long-term user of XR-J, different 349th Bomber Squadron crews rotated on this aircraft from the second half of June prior to receiving another more regular crew led by Lt. Orville C. Everitt. This crew flew most of their missions with 'Mud In Yer Eye' and most likely were responsible for the airplane's name. Their seventeenth and last mission was to Ruhland, an oil refinery in the area of Dresden. According to 100th BG records, it was their B-17G's 38th mission. Navigator Lt. Warren Soden recalled: 'At briefing prior to the Ruhland mission on September 11, 1944, the 100th Bomb Group was informed that we would encounter strong enemy fighter opposition, however, we would have heavy fighter cover. The 349th Squadron was flying top position and our plane, a spare, was flying right wing. Therefore, we were the top plane in the group (author's note: should read 'squadron'). At the I.P. (initial point) southwest of Ruhland we were jumped by F. W. 190's. I did not see any of our promised fighter cover and I heard no confirmation from our gunners that they saw any P51's or P47's. I could not see what was going on above and to the rear due to my position in the nose. From my window



I did see one B-17 start down and one crippled FW190 go through our lead squadron (author's note: should read 'element') on the way down.' During the course of the battle, 'Mud In Yer Eye' was seriously hit and fell out of formation. Tail gunner William E. Kenney recalled the moment: 'Just after the fighters hit us I was knocked to the floor by the machine gun fire. I saw Hirsch and Radka in the waist. At glance I would say they were hit pretty bad...' Warren Soden: 'After several passes by the 190's 20mm fire knocked out our tail controls, both rudder and elevator. We started down and I could see the pilot's feet (Everitt) on the rudders trying to get control. The co-pilot was gone. (I could see the cockpit from the nose due to the fabric panel being absent in this plane.) I bailed out and on the way down I saw our plane almost directly below me on a flight path that was consistently left-right, left-right, with descent significantly slowed. This flight pattern indicated to me that Everitt was still flying the plane. I can only conclude that he had not bailed out and was trying to get below cloud cover before bailing out.' The chilling scene played itself out for ob-



Warren Soden, Navigator, during the training
(photo: Museum of air Battle over the Ore Mountains
on September 11th, 1944).

servers on the ground as well. Rolf Fellinghauer from Weipert (Vejrty) remembered: 'The second wave of bombers flew from the west leaving lines of contrails. On the same course. High above them, like mosquitos, there appeared small dots, German fighters. These dove down on the silver masses, picking specific targets. While this was going on I was running in my home from window to window. The orientation of my house gave me a view of the valley to the north and all the way to Poehberg. After that, to the south all the way to Klinovec and Fichtelberg. My mother stood frozen in the kitchen yelling at me repeatedly to get away from the windows. What made the terror more intense was that the bombers were not alone. They had a strong escort presence, and the aerial battle was turned up a few notches. After a second heavily damaged and burning bomber came in at a thousand meters from about north and heading towards Kovarska where it disappeared, the noise became more intense. Along with the sound of cannon fire was added the droning and whistling of fighters that suicidally dove almost vertically from high altitudes to escape the defensive fire from their targets. The rather terrifying thought entered my mind, that the rounds from all the weapons fire were responsible for the springing up of large quantities of dirt in the meadows around our home....'

The flight of the bomber that was witnessed by Rolf Fellinghauer were likely the final moments of B-17G 'Mud In yer Eye', after part of its crew left the aircraft. Those that were able to escape the stricken airplane were navigator Soden, copilot Manniello, nose gunner Minton and tail gunner Kenney. The last mentioned was not able to recall leaving the aircraft, as he had lost consciousness while still on board and didn't come to until on the ground. He added: 'Due to the oxygen system being out and my serious lung wounds, I was unconscious and don't remember how I got out. I have no knowledge of what happened...'

Shortly before its fall into forested terrain north of Kovarska, 'Mud In Yer Eye' broke into several pieces that were strewn about within a more than a kilometer radius. The main part of the fuselage that included the cockpit and bomb bay, still full of bombs meant for Ruhland, exploded on impact and left a sizable crater that is still visible today.

Richard Rucknagel: '...then we saw an American four-engined heavy bomber, headed in the direction of Kovarska, but then turn towards the nearby Spicak peak. When we lost sight of it, we tried to figure out where abouts it may finally come down, when we heard an enormous explosion.... Later on, we headed in the direction of Spicak. We first encountered the wreckage of an engine torn from its mountings. The spot where the main fuselage finally ended up was about a kilometer away. What we saw next was shocking. There was a massive hole among the trees and on the smaller segments of some of them were the bodies of two of the crew, literally speared by the trees that had to be cut down to free the crew members.

'What surprised me was that there was no wreckage in the area. The aircraft must've been obliterated by the explosion of the bombs.'



Crew of Lt. Orville C. Everitt in May 1944. Most men of this crew were killed during crash of the „Mud In yer Eye“ close to Kovarska (photo: Museum of air Battle over the Ore Mountains on September 11th, 1944).

The part of the crew that was able to exit the aircraft and take to their parachutes landed not too far away. Navigator Lt. Soden recollected: 'I landed in a forest and was picked up by Germans soldiers and put in a panel truck with Manniello (co-pilot). We were taken to a building where cuts on my head (and Manniello's) were closed. My major injury was in my lower back, the chest straps on chute opening had taken most of my weight with the result that I almost had a spinal separation. Ed Minton, the nose gunner, was paralyzed from the waist down due to his chute opening while falling at high velocity. I saw Ed, September 13th on a stretcher in Chomutov and he knew his con-



S/Sgt. William Kenney, tail gunner (photo: Museum of air Battle over the Ore Mountains on September 11th, 1944/Kenney family)

dition was very serious. He did have a spinal separation.'

There is one further unpleasant event that should be noted connected to Chomutov and its train station that involved the civilian attack on the captured airmen, that wanted to take out their war induced miseries on the 'Terrorflieger'. After initial interrogations, Lt. Soden, whose injuries were relatively light, was transported to the Luftwaffe interrogation centre at Oberursel and on to Stalag Luft I. Copilot Lt. Manniello and Sargeant Minton were admitted to a prison hospital where they shared the same room at 'Kriegsgefangen Lazaret' Bilin that was converted from the hotel Bellevue in Bilin (a few kilometers from the current main Eduard building in Obrnice). It was there that Sgt. Minton succumbed to his injuries on March 20, 1945.

The members of the crew that died in the crash were buried at local cemeteries in Kovarska and Cerny Potok, where they rested until being exhumed in 1945-47.

Happy homecomings met only three members of the nine member crew. Here, it is worth mentioning the story of tail gunner Sgt. William Kenney. As mentioned above, he was seriously wounded during the II.(Sturm)/JG 4 Fw 190 attack, receiving shrapnel wounds to his chest and causing his flightsuit to ignite and significant burns to his upper left arm. Shrapnel came dangerously close to his heart, and in the conditions of war-torn Germany, it was not possible to remove this. His life as a prisoner was one of survival, and he credited his doing so to the care of his French doctor at the prison hospital. On returning home and to the care of American doctors, it was concluded that, due to the nature of the wound so close to his heart, the condition was inoperable. He was given several months, maybe a year or two at most, to live. He was strongly advised to not marry or have children, but William Kenney refused to give up. He married in 1946 and had six children. In February, 1963, his injuries caught up with him. Nineteen years after the battle, he finally succumbed



Showcase in the Museum of air Battle over the Ore Mountains on September 11th, 1944 dedicated to the crew of Lt. Everitt and their B-17G 42-97834 „Mud In Yer Eye“. Note the airplane piece with part of the nose-art. (photo: Museum of air Battle over the Ore Mountains on September 11th, 1944).

Lt. Orville C. Everitt crew, 349th BS, 100th Bomb Group (H): B-17G-30-VE 42-97834 XR-J „Mud In Yer Eye“

Lt. Orville C. Everitt	KIA	P
Lt. John B. Manniello	POW	CP
Lt. Warren L. Soden	POW	NAV
S/Sgt. Edward G. Minton	POW/KIA	BOM
T/Sgt. Robert L. Williams	KIA	TTE
S/Sgt. Lawrence A. Radka	KIA	ROG
S/Sgt. Robert A. Howard	KIA	BTG
S/Sgt. Homer K. Hirsch	KIA	WG
S/Sgt. William E. Kenney	POW	TG

Robert Mc Bride (on right), 13 September 2014 on site where the „Mud In Yer Eye“ had crashed. His great uncle was flying as the nose gunner this day. (photo: Tomáš Walker Libenek)

to the wounds that he received. And so, after such a long time, he finally expanded the list of victims of the battle of September 11, 1944, but lived a lot longer than his doctors had predicted.

His eldest son John Kenney recalled in 2013: 'My Dad never really talked much about war. He was a great example for us to live by-he was easy-going and didn't let things bother him much. I was about 14 when he told me about his military experiences. We were studying about the war in school and I asked him about it. We sat down and he told me as much as he could and quite frankly, I was amazed.'

The crash site of 'Mud In Yer Eye' became largely forgotten after the war, with the occasional larger piece being found by forestry workers (the largest ones were removed in September, 1944) and turned in to the raw material collection centres in exchange for funds for the support of local inns. It wasn't until the end of the 1980s when some substantial parts of the wreckage of 'Mud In Yer Eye' were uncovered and carefully made part of the proud display of the museum dedicated to the battle. Among the artifacts is a piece of the noseart with the window frame of Navigator Warren Soden, which was found by Svatopluk Vyvazil of the SLA, and who later donated it to the museum.

The first contact with one of the surviving members of the crew, navigator Warren Soden, was finally made in 1997, and that same year we, along with our colleague Jaromir Kohout, met up with him at the 100th BG reunion in Salt lake City. In the following years, I was able to find family members of the fallen crew members, and some were able to contact us on their own through our museum. That's how it was with Robert McBride, grand nephew of Sgt. Minton, with whom we visited the site of the crash in September, 2014 on the 70th anniversary of the battle, and the now gone hotel Bellevue in Bilina where his grand-uncle died of his injuries.

The stories of German fighter pilots Herbert Chlond and the CO of Sturmgruppe JG 4



Hans-Günter von Kornatzki and the nine member crew of Lt. Everitt are pieces of the mosaic that makes up the air battle that transpired on September 11, 1944 over the Ore Mountains. The painting by Martin Novotny, that adorns the boxtop of the kit of the Fw 190A-8/R2, is one of the small reflections of this mosaic and it is not lost on Eduard with respect to who and what the mosaic describes. Hopefully, if you own the kit, and you admire the boxart, you too will think of the men depicted and their fates.



SOURCES:

- Archive of the Museum of air Battle over the Ore Mountains on September 11th, 1944
- S.R.&D. 4051
- MACR 8819
- IDPF Edward G. Minton, Orville C. Everitt (US Total Army Personnel Command)
- Warren Soden – letter to J. Kohouti, 1997
- authors correspondence with: Betzi and John Kenney (Kenney family), Robert Mc Bride (Minton family), James Miervaldis (Radka family), Williams family
- Ray Bowden: Plane Names and Bloody Noses
- Eric Mombeek: Sturmjäger I., II.

Special thanks:

- Neil Page, Eric Mombeek, Petr Frank, Jaromir Kohout and John Bubak



SUPERFABRIC

seatbelts

- Polymer seatbelts are suitable for beginner modelers,
- they are easy to use and allow realistic shaping,
- There are two basic ways to apply them:

1. dry application: taking them off the sheet with tweezers and attaching them to the seat (optionally on other parts of the kit); only use dispersion glue for attaching them (suitable for matt and gloss surfaces),

2. wet application: wet the background sheet with water (from below); remove with tweezers as soon as the part is loose enough, attach to the seat and apply pressure (suitable for gloss surfaces).

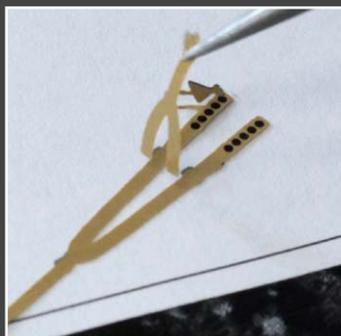
SUPERFABRIC PRODUCTS:

- 73031 Defiant Mk. I seatbelts 1/72
- 49075 SSW D. III seatbelts 1/48
- 49076 F-4J seatbelts 1/48
- 73030 L-39 seatbelts 1/72
- 49074 Spitfire Mk. VIII seatbelts 1/48
- 73029 Avia B.534 seatbelts 1/72
- 49073 F-104G seatbelts 1/48
- 49693 F-14 Remove Before Flight 1/48

working process



Carefully remove seatbelts with tweezers...



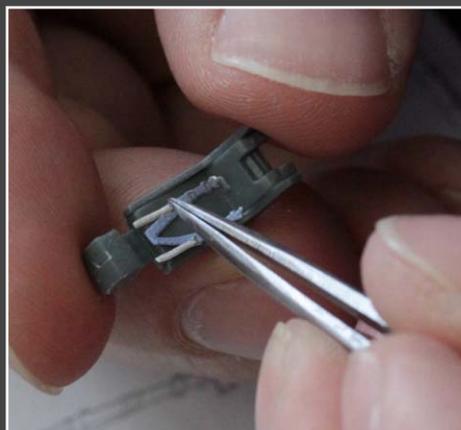
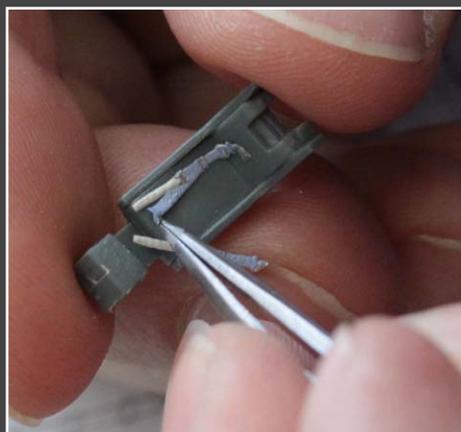
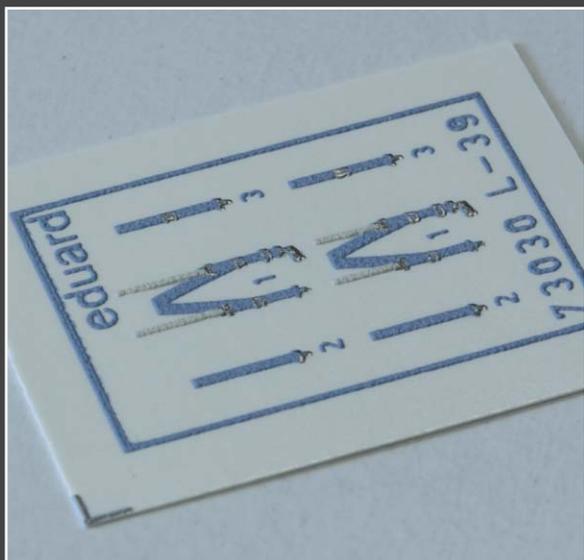
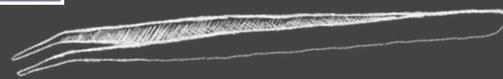
... glue the pieces together with dispersion glue.



After putting them together, let them dry.



Seatbelts are very flexible. Attach them by using a glue and shape according to your needs.



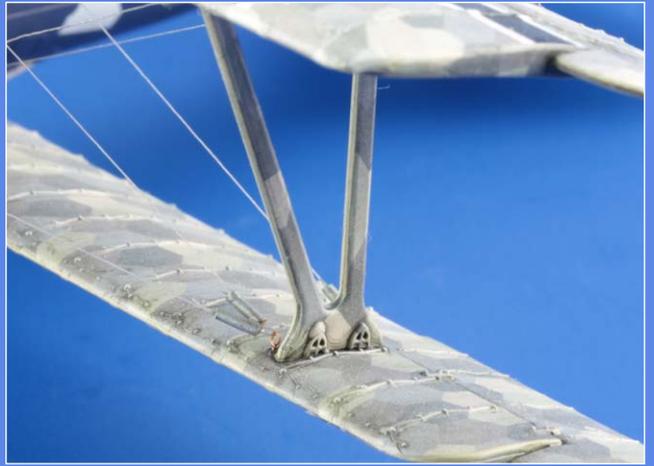
SSW D.III

1/48



Built by Jan Novotny





BUY SSW D.III 1/48 



Spitfire Mk.VIII 1/48



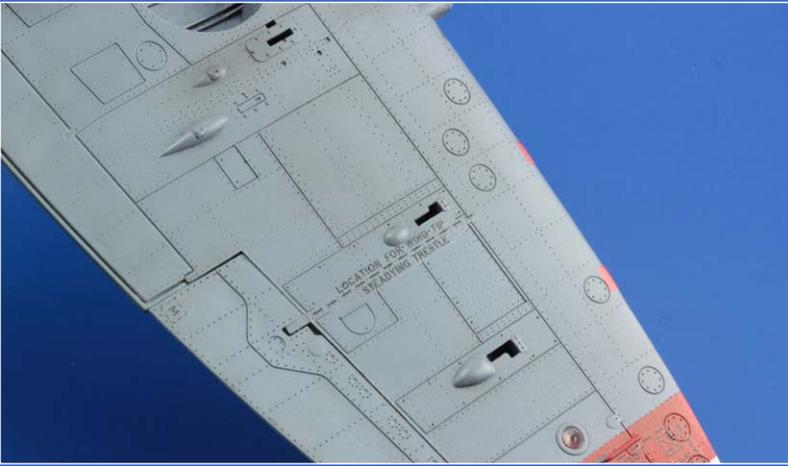
Built by Jakub Nademlejnsky



F Mk.VIII, JF470, 31st Fighter Group, 308th Fighter Squadron, Fano Air Base, Italy, 1944 – 1945

The 31st Fighter Group flew Spitfire Mk.Vs, Mk.VIII and Mk.IXs from June, 1943 till March, 1944. The Group was subsequently re-equipped with P-51 Mustangs but a few Spitfires were retained as hacks. Mustangs flown by this FG had red-yellow stripes on the wing tips. The red color was closer to the wingtips, but it is not clear if the red color position was the same on this Spitfire. The wingtip appears to be yellow in available photos. The camouflage is probably that for high altitude fighters and consists of Medium Sea Grey on upper and PRU blue on lower surfaces. Note the clipped wings.





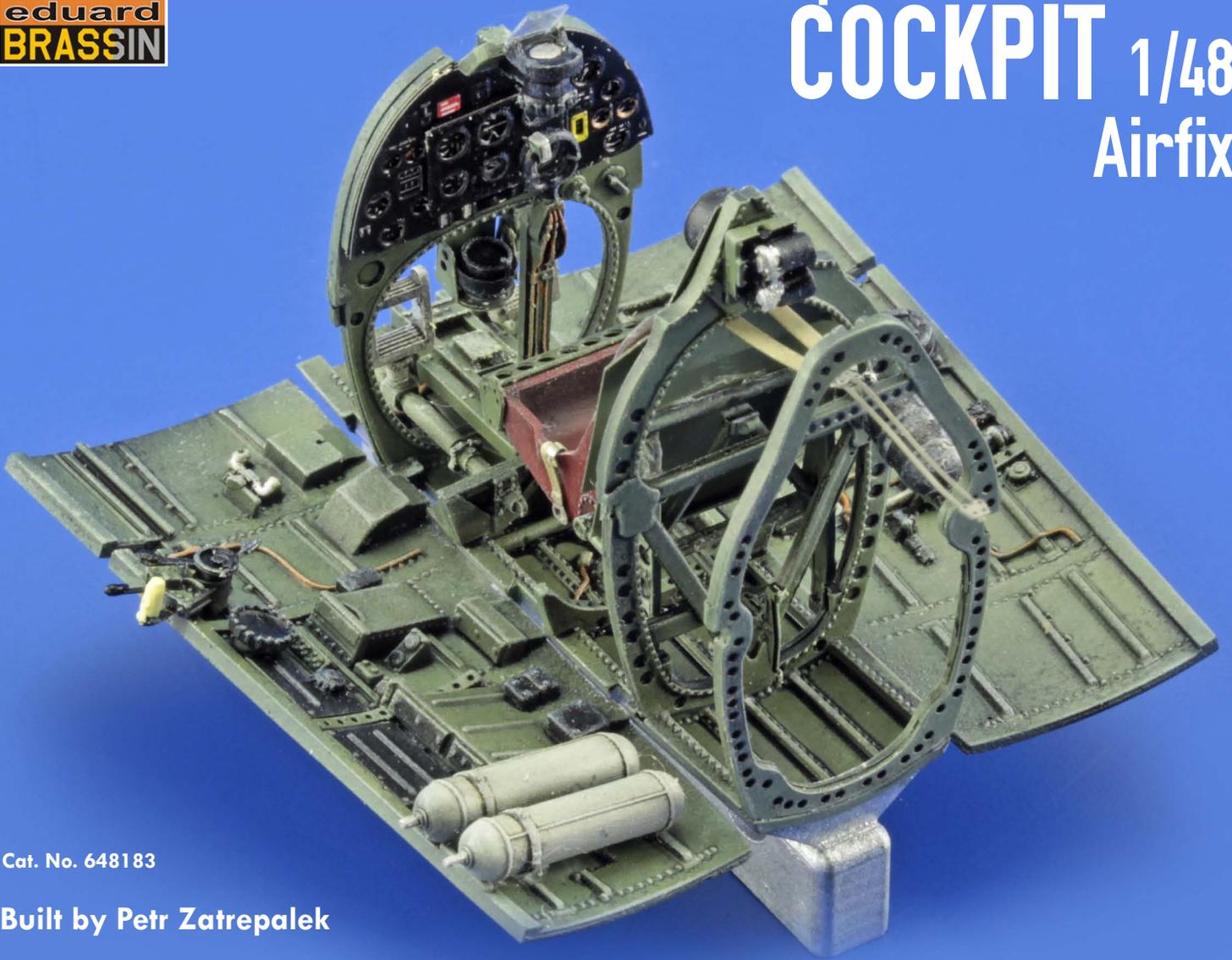
BUY Spitfire Mk. VIII 1/48 



BUILT

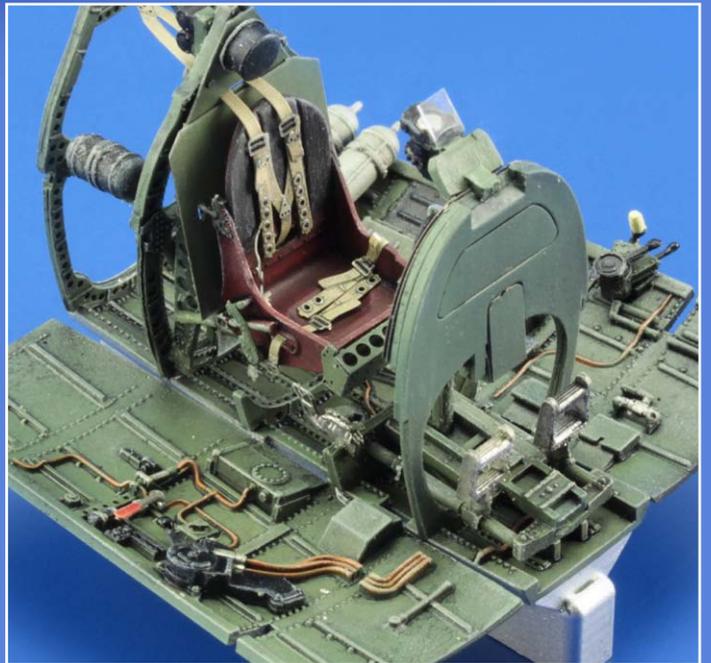
eduard
BRASSIN

Spitfire Mk.V COCKPIT 1/48 Airfix



Cat. No. 648183

Built by Petr Zatrepaek



BUY Spitfire Mk. V cockpit 1/48

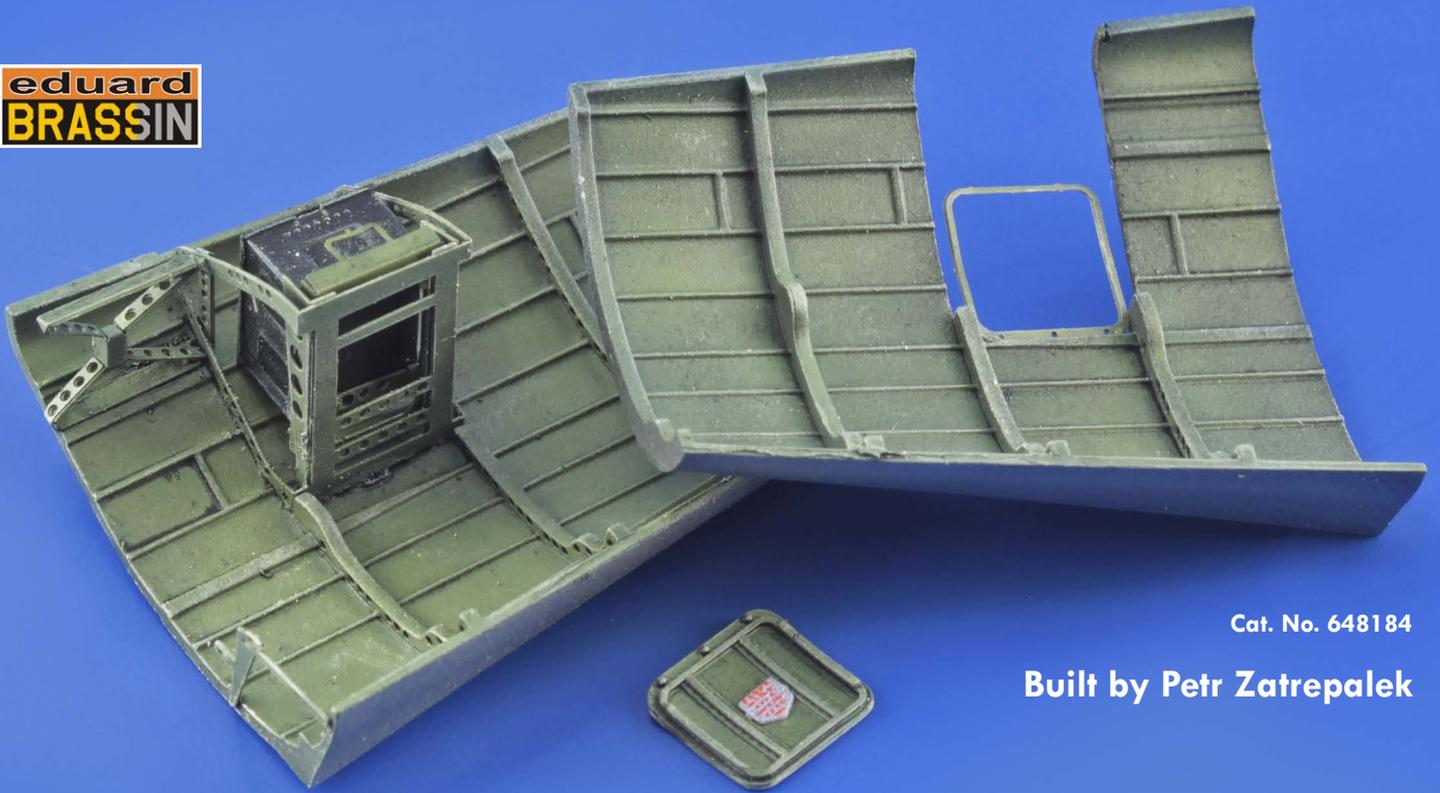


Spitfire Mk.V

BUILT

1/48 Airfix RADIO COMPARTMENT

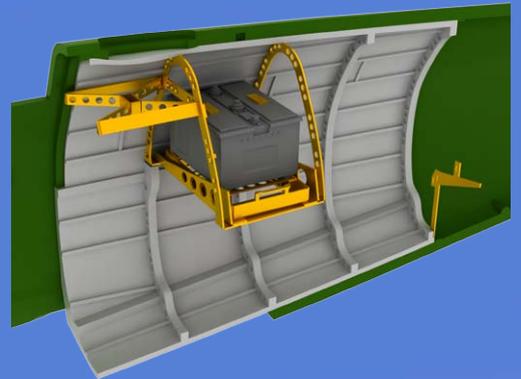
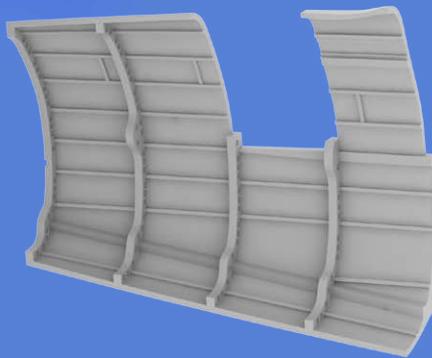
eduard
BRASSIN



Cat. No. 648184

Built by Petr Zatrepaek

BUY Spitfire Mk. V radio compartment 1/48



BUILT

eduard
BRASSIN

F-104 SEATS

1/32

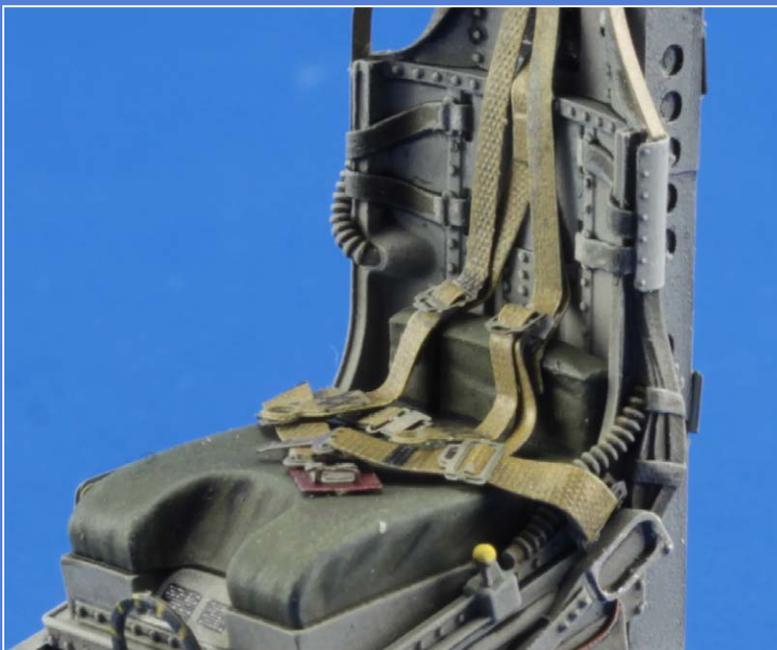


C.2
(Cat. No. 632047)



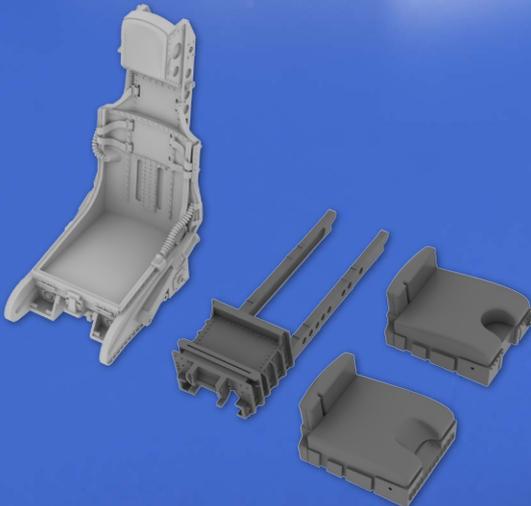
MB.7
(Cat. No. 632048)

Built by Petr Zatrepaek





BUY seat MB.7 1/32



BUY seat C.2 1/32



ON APPROACH

BIG ED (May)

- BIG5327 USS HORNET CV-8 1/200 Merit
- BIG3349 F4U-1A 1/32 Tamiya
- BIG49122 WHIRLWIND 1/48 Trumpeter
- BIG49123 TORNADO IDS 1/48 Revell
- BIG49124 Fw 190A-8 1/48 Eduard
- BIG7295 MiG-15/MiG-15bis 1/72 Eduard

BRASSIN



(May)

- 632053 **F4U-1A cockpit**
1/32 Tamiya
- 632054 **Lewis Mk.III WW1 gun**
1/32 Hasegawa
- 632055 **Fw 190F-8 wheels**
1/32 Revell
- 632057 **Fw 190 undercarriage legs**
BRONZE 1/32 Revell
- 648190 **M 117 bomb w/airbrake**
1/48
- 648195 **AS.34 Kormoran**
1/48
- 672063 **AIM-9E Sidewinder**
1/72
- 672067 **JAS-39 wheels**
1/72 Revell
- 672069 **B.534 bombs & racks**
1/72 Eduard



632053

632054

672063

632055

632057

648195

672067

672069

648190

KITS (May)

1193
Good Evening Da Nang
1/48 Limited edition



84127
MiG-21 PF
1/48 Weekend



REEDITION
8149
I-16 Type 24
1/48 ProfiPACK

REEDITION

7046
Junkers J.I
1/72 Weekend



PHOTO-ETCHED SETS (May)**PE-SETS**

36315	Bedford QL series	1/35	IBG	48843	F-4C F.O.D	1/48	Eduard
36316	Fennek LGS	1/35	Trumpeter	48844	F-4C upgrade set	1/48	Eduard
36317	Jagdpanzer IV L/48 Schurzen	1/35	Dragon	48845	AH-1Z exterior	1/48	Kittyhawk
32369	F-86D exterior	1/32	KittyHawk	49077	MiG-23 seatbelts FABRIC	1/48	Trumpeter
32370	MH-60S exterior	1/35	Academy	49716	MiG-23MLD S.A.	1/48	Trumpeter
32371	MH-60S interior	1/35	Academy	49718	AH-1Z interior S.A.	1/48	Kittyhawk
32834	F-86D ejection seat	1/32	KittyHawk	49719	Hornet F.1 S.A.	1/48	Hobby Boss
32835	F-86D interior S.A.	1/32	KittyHawk	73490	MiG-15 Weekend	1/72	Eduard
32836	F-86 seatbelts FABRIC	1/32	KittyHawk				
32837	MH-60S cockpit S.A.	1/35	Academy				
32838	MH-60S seatbelts	1/35	Academy				
48840	Fw 190A-8 landing flaps	1/48	Eduard	ZOOMS			
48841	MiG-23MLD weapons	1/48	Trumpeter	33147	F-86D interior S.A. 1/32	1/32	KittyHawk
48842	MiG-23MLD exterior	1/48	Trumpeter	FE716	MiG-23MLD interior S.A.	1/48	Trumpeter
				FE717	MiG-21PF Weekend	1/48	Eduard

Pre-orders for Moson Show 2015

15% DISCOUNT

When?

Pre-orders for Moson show 2015 are available **from 30th March until 8th April 2015** at Eduard Store.

Discount?

For Moson show pre-orders there is **15% discount of the retail price** for regular customers. BFC members have **20% discount**.

How to get the discount?

In the 3rd step of the shopping cart, choose to pick up your order at Moson Show by selecting the „**MOSON personally (HU)**“.

For foreign customers we're accepting credit card payments, or you can pay cash at our stand.