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Pauke! Pauke!

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May 2015

GOOD EVENING DA NANG!
On Thursday, 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 retouching. 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 months 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
Author of the skin: Jirí Foltyn

Petr Štěpánek
*1964 † 2015
KITS

LIMITED EDITION

NATO fighter

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

Buy NATO Fighter 1/48

INFO Eduard - April 2015
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, Balikesir Air Base / Fairford, 1991

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

- B.534 wheels & spats
  Cat. No. 672066

- SUPERFABRIC seatbelts
  Cat. No. 73029

- 2 markings
- Eduard decals
Photos of the built kit on page 38.

- 2 markings
- Eduard decals

**RECOMMENDED:**

- **SSW D.III**
  Cat. No. 8484

- **SSW D. III Weekend 1/48**
  Cat. No. FE715

- **SSW D.III engine**
  Cat. No. 648166

- **SSW D.III guns**
  Cat. No. 648177

- **FABRIC**
  Cat. No. 49070

- **SSW D.III seatbelts SUPERFABRIC**
  Cat. No. 49075

INFO Eduard - April 2015
Fw 190A-8/R2
1/48, Cat. No. 8175

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

Historical article on page 30.

INFO Eduard - April 2015
Brassin set of 2 pieces of Lewis WW1 machine gun in 32nd scale.

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

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

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

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**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**
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.

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

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

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.
BRASSIN

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%.
SIN63205

F-104 LATE
1/32 Italeri

Collection of 4 individual Brassin sets for F-104 in 32\textsuperscript{nd} 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%.
SELECTED PHOTO-ETCHED SETS AND MASKS

PAINTING MASK
OV-10D
1/32 Kitty Hawk (JX177)

OV-10D exterior 1/32 Kitty Hawk (32368)
PE-SETS AND MASK

OV-10D S.A. 1/32 Kitty Hawk (32830)

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)

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)
PE-SETS AND MASKS

PAINTING MASK

Defiant Mk.I
1/72 Airfix
(CX414)

JAS-39
ladder
1/72 Revell (72601)

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

INFO Eduard - April 2015
Defiant Mk.I S.A. 1/72 Airfix (73525)

Avia B.534 wires & stretches 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%.
Eduard beer
Mark IX glass
limited amount  | www.eduard.com
# Releases April 2015

## Kits

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## Zooms

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## Brassin

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**BUY / e-shop Eduard**
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 Bf-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 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.

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.

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.
Ju 88s against Coastal Command RAF aircraft

Eduard - April 2015

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.Sturm/JG 3, II./Sturm/JG 300 and II. Gruppe JG 4 gaining full Sturmgruppe status. The last mentioned unit was formed between May and July, 1944 at Saltzwedel using pilots of varying sources (first and foremost 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 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.

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
HISTORY

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 (Herausschuss - 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 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’. 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

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...

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
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 Abbotts 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-
servers on the ground as well. Rolf Felllinghauser from Weipert (Valpíry) remembered: ‘The second wave of bombers flew from the west leaving lines of contrails. On the same course. High above them, like mosquitoes, 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 Poehlberg. 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 Felllinghauser 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 Mannielo, 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 get 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.’

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 Mannielo (co-pilot). We were taken to a building where cuts on my head (and Mannielo’s) were closed. My major injury was in my lover 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 condition 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. Mannielo and Sargeant Minton were admitted to a prison hospital where they shared the same room at ‘Kriegsgefangen Lazarett’ 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...’
Hans-Günter von Kornatzki and the nine members 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.

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

- 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)
- 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 Nose
- Eric Mombeek: Sturmjäger I., II.

**Special thanks:**
- Neil Page, Eric Mombeek, Petr Frank, Jaromir Kohout and John Bubak

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Robert McBride (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 Líbenek)
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
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.VIIs 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.
Spitfire Mk.V COCKPIT 1/48 Airfix

Cat. No. 648183

Built by Petr Zatrepalek

BUY Spitfire Mk. V cockpit 1/48
Spitfire Mk.V
1/48 Airfix RADIO COMPARTMENT

Cat. No. 648184
Built by Petr Zatrepalek

BUY Spitfire Mk. V radio compartment 1/48
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

KITS (May)
1193
Good Evening Da Nang
1/48 Limited edition

84127
MiG-21PF
1/48 Weekend

7046
Junkers J.1
1/72 Weekend

ON APPROACH

8149
I-16 Type 24
1/48 ProfiPACK

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