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Ladies and Gentlemen,

Welcome to November! In today’s newsletter, you’ll find something out about this year’s Iron Bunny contest, which, as usual, was an awesome event with a great atmosphere. This year, the teams built a Mustang. That was no real shock to anyone, but given that what was anticipated in past years was not always realised, there was still an element of doubt. But, it happened. Building the Eduard Mustang in 24 hours, albeit without an engine, which is not yet available, is a major sporting feat, one that was put forth by all eight teams. Just as E-day, this year’s Iron Bunny is a big challenge for next year’s event, and this year’s contest will be tough to beat. Having already mentioned E-day, I would like to say that I am toying more and more with the idea that maybe, after all, there should be some tweaking of the point system in use. It occurred to me while witnessing the points awarding process in the Iron Bunny event. The system is largely based on a process of elimination, searching for mistakes. Maybe, it wouldn’t be a bad idea to try and reverse it a bit, and base it on a search and assessment of positives aspects of a build. I think that perhaps, such an approach might do much for the interest and attraction of model contests. I realise that a criticism can drive the criticised forward, but I don’t see this happening so much in reality. I don’t know of too many cases, where criticism has led the criticised into subsequent projects, that will in turn generate only further criticisms. On the other hand, I have seen many times where the criticised has offered sarcastic thanks, and then proceeded to tell the judge to kindly take his criticism and shove it up his (censored). I am beginning to think that the future of our hobby is not so much about new kits being offered to beginners, but offering enough praise, and general positive feedback, to beginners and advanced modellers alike. And, by the way, this goes for reviewers as well. Thank you, boys, for pushing us forward, but please, it’s getting tiring. Learn to say something nice. Take it as a chance to learn something new!

In this newsletter, you’ll find two articles of note. The first one is a historical piece titled ‘Friedrich-Karl Muller’, a Wilde Sau and Mosquito ace by Neil Page. It is related to night fighting Wilde Sau missions and to our new BF 109G-6/AS. The second article, or more accurately, report, comes from Martin Ferkl, and describes the completion of the restoration of the world’s only surviving and preserved He 219 at the Udvar-Hazy Centre NASM in Maryland. When we left Chattanooga this year, we had a chance to spend an evening at the centre, witnessing the installation of the engines into the Uhu, and I gotta say, what an evening it was!

November’s new items are now available, including sets for two significant new items, the P-38F/G from Tamiya in 1:48th, and for Kinetic’s F-104G in the same scale. For the Starfighter, we have photoetched and mask sets, including STEELBELTS items, and interior and exterior TFace masks, as for the P-38, add to that two Look sets, resin wheels and gun muzzles. More items can be expected in the coming months, December 2019 and January, 2020. Other noteworthy November sets include items for the Me 262A in 1:32nd scale for the Revell kit. For Czech modellers, given the recent decision on the purchase of the AH-1Z for the Czech Air Force, sets for the Academy kit of this aircraft in 1:35th scale will be attractive. In 1:48th scale, we have a revitalised set for Tamiya’s G4M. In 1:35th scale, you’ll find two sets, ammunition boxes for the Hummel from Tamiya and a set for the 2S35 cannon from Zvezda. In 1:72nd, we are releasing new sets for the Lancaster B.Mk.I/III from Airfix, and in the ship department in 1:350th, we have completed the second of two sets for the British heavy cruiser HMS Cornwall. Noteworthy are also the new Brassin wheels (P-51D Pointed Cross Tread) and gun bays for our 48th scale P-51, along with two sets for the MiG-23BN in 1:48th covering the intakes and exhausts. There are four new BigEds, including a collection of sets for the Si-204 from Special Hobby (1:48th). Again, there is only one new BigSin, the BF 109G-10/U4 ESSENTIAL in 1:48th.

We have the usual four new kits for the month. Being released now is the BF 109G-6/AS (Profipack 1:48th) that was originally to be out in August. This is a kit of an interesting subject with a selection of some striking marking options. The BF 109G-6/AS and BF 109G-14/AS were a passionate request of us expressed on various modelling forums. In 1:72nd scale, we have a re-boxing of the MiG-15bis, replenishing stock of the same sold out item in the same line. It’s not really a straight re-pop, though. It has a new boxart, a new marking selection and a new catalog number. There is a Weekend Edition kit of the Fokker Dr.I in 1:48th and an F6F-5 Hellcat in the newly conceptualised Super44 line, relating, of course, to the scale of 1:44th. These moulds have been used by Platz.

There are some interesting new BFC items as well. There are two publications available, ‘Riders in the Sky, 1944’ (BFC095) and ‘BEDNA MiG-23MF/ML’ (BFC096). A third publication ‘MF/MiG-21 (Second Edition)’...
will be available under the catalog number BFC098. On the occasion of the decorating of Mr. Kurt Taussig, we are releasing a kit of his Spitfire Mk.IX, which he flew in Italy with No.225 Squadron. In 1:72nd scale, it is being released under the catalog number BFC 091, and in 1:48th scale, BFC092. There are also two new variations of kits being released for the BFC, one each for the MiG-15bis and Bf-109G-6/AS. All of these new additions and offers to the BFC represent the highest volume of items dedicated to that now very popular institution.

November is a busy month in terms of modelling events, too. The most significant of these is Scale Model World in Telford and we will again be there, but with a new team representing our firm. Both Petras, Pavlickova and Solcova, will be there. Our trip to Telford is somewhat complicated by the events surrounding Brexit, and we hope that this won’t have any major adverse effects on it. SMW will also have the usual After-party event associated with it.

At the same time as our team from Telford returns home, there will be a small celebration on November 11th, Veteran’s Day, at Peace Square in Prague (Namesti Miru). This will be our first time taking part in this commemoration and we hope that we can, in same small way, add to its success.

On November 30th, we will, of course, be in Bratislava, with our new items for December, including the Royal Class P-51D Mustang kit, and a lot of new items for not just the Mustang, but also the P-38 from Tamiya and the B-17G from HKM. This is the ‘Plastic Winter’ event, and will also have its own After-party, associated with Black Friday. In December, we will also repeat last year’s sell off of older in-stock items, as long as there is something to sell after the retailers go through everything on our e-shop.

So, here’s to a happy November, my friends!

Happy Modelling,
Vladimir Sulc
1/48, Cat. No. 82163

- Eduard plastic parts
- Photo-etched set
- Painting mask
- Eduard decals
- 5 marking options

FIRST RELEASE OF G-6/AS VERSION
W. Nr. 110087, Hptm. Horst Carganico, CO of I./JG 5, Herzogenaurach, Germany, May 1944

Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944

W. Nr. 412807, Uffz. Heinz Zimmermann, 6./JG 27, Fels am Wagram, Austria, July 1944

Oblt. Manfred Dieterle, 2./EJG 2, Hagenow, Germany, December 1944

Stab I./JG 3, Gütersloh, Germany, July 1944
Leading wilde Sau night fighter ace Friedrich-Karl Müller was an experienced Lufthansa pilot before the war and one of the founder members of Jagdgruppe Herrmann, forerunner of the original wilde Sau Geschwader JG 300. He went on to command two of the Luftwaffe’s specialist Mosquito-hunting (Moskito-Jagd) units, 1. /NJGr 10 and 1. / NUG 11. Müller achieved around 30 victories in only 52 combat flights in what must have been one of the most difficult forms of combat flying - ‘unguided’ night-time freelance hunting in a single-engine fighter.

The idea to deploy single-engine fighters at night is largely credited to decorated bomber pilot ‘Hajo’ Herrmann. He proposed flying the standard single-engine day fighters of the Luftwaffe at night as a means of making up for a general shortfall in night-fighter production. The German High Command authorised him to begin testing his theories in the so-called Nachtjagdversuchskommando Herrmann, (Night fighter Test Detachment Herrmann) Herrmann’s unit based at Bonn Hangelar comprised ex-bomber and Lufthansa pilots who were experienced in blind flying techniques and would be deployed to attack RAF bombers visually- at night. On 24 July 1943, the RAF had escalated their night bomber offensive with the launch of a series of raids against the port city of Hamburg. The raids were significant for the first successful deployment of ‘Window’- tiny strips of metal foil - which, cut to the right wavelength, successfully jammed German radar equipment. The attack and the resulting firestorm, which caused huge loss of life and damage to industrial installations, accelerated testing then being undertaken by Herrmann’s pilots. These trials had met with some success- on the night of 3/4 July during an attack on Cologne Herrmann’s pilots destroyed six bombers, including one brought down by Herrmann himself, for the loss of just one machine.

Operating with the aid of searchlights or the light from flares and thus independently of radar- this method of attack - free hunting - was dubbed ‘wilde Sau’ or ‘wild boar’ night fighting. The relative success of these early trials with what became known as ‘JG Herrmann’ led to the establishment of Herrmann’s Jagdgeschwader 300 - the first Luftwaffe night fighter Geschwader equipped solely with single-engine fighters.

Although they had few aircraft of their own at the start, JG 300 flew both types of Luftwaffe primary frontline fighter, the Stab and II. Gruppe finally being equipped with Fw 190s, whereas I. and III. Gruppen flew Bf 109 Gs. Oblt. Friedrich-Karl Müller was appointed the unit’s technical officer. Müller flew both the Bf 109 and Fw 190 whilst serving with the Geschwaderstab JG 300. Call sign ‘wilde Sau 3’ his Fw 190 A-6 ‘grüne 3’ WNr 550 717 was lost on the night of 22 October 1943 whereas ‘Green 3’ WNr 550 453, displayed details of his 19 nocturnal victories on its rudder. One of the unit’s most notable initial combat actions came on the night of 17/18 August 1943 during the raid on Peenemünde. JG 300 reported four victories, including two downed by Müller flying a Fw 190. On the night of 23/24 August JG 300 pilots shot down 13 RAF “heavies”, including a triple returned by Müller (Stab JG 300) and Lt. Robert Plewa of 2./ JG 300. During another major action (5/6 September) JG 300 again reported 13 kills. That night Müller claimed a Halifax and Stirling, followed by two Lancasters 24 hours later. Such were the successes of Müller and JG 300 that orders were issued to form another Wilde Sau unit - JG 301, followed in November by a third, JG 302.

However with the onset of poorer autumn and winter weather, attrition began to take its toll. Takeoffs and landings at night on dimly lit airfields in a single-engine fighter for a sixty-minute sortie on instruments in often atrocious weather conditions required considerable feats of airmanship and accidents were a frequent occurrence. The Bf 109 especially gave its pilots potentially lethal handling difficulties to contend with - its small wing, narrow-track undercarriage, an overloaded airframe and large engine driving a broad-three-bladed propeller gave it a nasty tendency to swing badly on take-off and landing. Short on range, a single-engine fighter could ice up dangerously quickly when climbing through the cloud layer. The more heavily armed Fw 190 was sturdier and, equipped with a 300 litre Zusatztank (drop tank) to extend endurance, enjoyed a reasonable loiter time over any supposed target area. The only navigation aid for the wilde Sau - aside from corridors of searchlights - were radio beacons and the onboard radio, short on range and liable to heavy jamming by the British. But even

Friedrich-Karl Müller

Author: Neil Page
if getting airborne, navigating and attacking a huge bomber stream were accomplished successfully, trying to then locate an airfield to put down on in the dark would become something of an exploit for all but the most proficient of pilots.

While the backbone of the Wilde Sau units were seasoned blind flyers, losses led increasingly to numbers of younger pilots being ‘blooded’, such as Feldwebel Walter Schermutzki who flew his first combat sortie with JG 302;

“.. my first posting as a wilde Sau pilot was to JG 301 in November 1943 before I moved to 4./ JG 302 based in Ludwigslust. By that stage of my career as a fledgling night fighter I had flown some twenty night training missions in the Bf 109- it was barely enough to be able to control the aircraft. At 02:00 on the morning of 24 December I was put on readiness. At 03:10 I went out to my aircraft, “White 3”, and climbed up into the cockpit by torch light - I could see the frost glittering on the wings. My comrades were dispatched one by one into the night at five-minute intervals and then it was my turn. As soon as I was airborne I received instructions to head for Leipzig where the ‘firework display’ of RAF markers had started. However this proved to be a diversion. Thirty minutes later instructions came over the frequency to head for Berlin. By that stage I could hear from the communications that Ju 88 and Bf 109 night fighter Gruppen were also en route for the capital. Fifteen minutes later I was over the city - it appeared to be a vast mosaic of fires. Against the orange glow, the searchlights sweeping the sky, the explosions of the flak and streams of tracers lent the scene a fantastical appearance. I orbited for some time, encountered a twin-engine machine that I identified as a Bf 110, but gradually the anti-aircraft fire died down and the searchlights went out one by one. The English raid had finished. We’d arrived on the scene too late. I landed at Brandis at 05:20. My next wilde Sau sortie was flown on 6 January 1944. The sky was clear of clouds and the full moon provided exceptional visibility when I took off at 03:15. That night I was flying “White 11”, fitted with two 20 mm cannon mounted in underwing gondolas. I was instructed to orbit beacon “Siegfried” north of Berlin. Now and again I waggled my wings to try and prevent ice forming and at around 04:00 I was ordered to head at full speed to Stettin. I arrived there some twelve minutes later - the sky was full of contrails. Then I saw them - Lancasters! They were flying in groups of twenty aircraft. I misjudged my first pass as I was going too fast and went right through a group - these were huge machines so close up. Streams of tracers snaked out around me, my 109 was rocked by several jolts. Weaving violently I pulled back around and came back under the bombers opening up with my MGs and cannon. I saw four or five small explosions in the fuselage of my victim, who pulled up into a climbing turn but then I lost him in cloud. I was sure that he was crippled but I noted my oil temperature rising and had to break off. Coming in to land at Werneuchen, my port gear leg refused to come down and I had to go around. Over the frequency I asked for the airfield lighting to be illuminated. Suddenly, searchlights and runway markers were lit up and signal flares fired off. I came in on one wheel, stuck hard over, keeping the port wing off the ground for as long as possible, before violently ground looping. I managed to extricate myself from the cockpit. My first thought was to have a pee. It was then as I stood there that I heard the approaching roar of engines, the airfield lights snapped out and suddenly an aircraft flashed low and fast across the field, machine guns blazing away - a Mosquito!”

Schermutzki’s first encounter with the ‘scarce of the Luftwaffe’ - the Mosquito- was a portent of things to come. Capable of out-running the latest Luftwaffe fighters and hauling a bomb load of 1,800 kg, even a lone Mosquito could send entire city populations to the air raid shelters and proved a real thorn in the night defences of the Reich as they carried out night-time bombing raids and reconnaissance sorties on an almost daily basis during the last two years of the war. From the summer of 1943 special day fighter units had been formed to combat the Mosquito menace - Hermann Graf’s JgR. 50 enjoyed a spectacular lack of success against the fast British twins. The wilde Sau units, JG 300, 301, and JG 302 had likewise claimed barely a handful of Mosquitos shot down since their formation - Schermutzki recalled only one success during this period, Ofw. Karl Deissinger claiming a Mosquito shot down near Wittstock during March 1944. Uffz. Hans Brandlein shot down on 6 January 1944 over Stettin had almost certainly fallen to a Mosquito, his machine exploding in the air, debris being found over a 500-metre radius, while Gruppenkommandeur II. / JG 302 Hptm. Colling was lucky to escape unscathed from a dogfight with a Mosquito on 24 February 1944 in the region of Sylt. Even the more successful pilots of I. / JG 302 would have their hands full when up against the Moskito; Ofw. Kurt Welter had claimed two Lancasters during the night of 2-3 December 1943 which took his score to eleven, all returned during wilde Sau sorties, but up against one of the fast British twins on the night of 21-22 January 1944 over Magdeburg, the RAF bomber had managed to give him the slip. Schermutzki recalled;

“.. I flew two Mosquito-hunting sorties on 20 and 23 April over Berlin and Magdeburg, returning empty-handed on both occasions. On 9 May 1944 I was in pursuit of a Mosquito west of Berlin. At an altitude approaching 10,000 metres my poor old Gustav was struggling to keep up - I could barely reach 520 km/h. The radio interference that night was particularly effective; all I heard was ‘wilde Sau 15, he’s directly ahead of you!’ It was then that I caught sight of a contrail up ahead and at higher altitude. I turned for home in disgust and landed back at Ludwigslust at 01:10...”

However during early 1944 the weight of the Allied air offensive was such that the wilde Sau Gruppen increasingly found themselves turned over to day sorties. III. / JG 300 at Jüterbog-Waldlager was one such wilde Sau unit converted to the day fighter role. However most of the pilots had little or no notion of day fighter combat.

Schermutzki recalled;

“..We flew a few formation exercises during June which served little purpose. I flew my first day sortie at the controls of “Yellow 6” on 20 June 1944 as number ‘3’ in Oblt Gottuck’s Schwarm. We were escort for heavily armed Me 410s. We were closing on a Pulk of Liberators over Lake Muritz when a shouted warning came over the radio, “Mustangs!” At that moment it was clear that we would have to give him the slip. My first experience of day fighter combat was such that I would try everything to get me back into a wilde Sau unit. I didn’t know whether to take that as a compliment or not. As it happened the next sortie I flew with III. / JG 302 were all at night, chasing Mosquitos. I was airborne on 8, 18, 22 and 24 July over Berlin without sighting a single Mosquito. Each sortie played out in similar fashion; airborne under clear skies to loiter at 9,500 metres over Berlin. The Mosquitos would drop their bombs at 8,000 metres. Unfortunately I was always given a reciprocal heading which meant that I only ever saw the Mosquitos’ contrails. Later that summer our Kommandeur Hptm. Iro Ilk summoned me to his office and told me I was heading to a new unit being established for single-engine night fighters...”

Given the option of converting to the day fighter role or remaining night fighters, the more proficient of the wilde Sau pilots were detached to form a new specialist single-engine night fighter unit, 1./NJGr.10- under Hptm. Friedrich-Karl
Müller. This unit’s initial complement of pilots and machines was established by the simple expedient of siphoning off elements of I./JG 300. One of the primary roles of this unit was to develop tactics with on-board radar systems - the principal weakness of the wilde Sau fighters through the winter of 1943 had been their ‘blindness’ in inclement weather - but NJGr. 10 was soon largely turned over to combating the RAF’s Mosquito bombers, the scourge of the Luftwaffe fighter force during the last two years of the war.

The new 1./NJGr. 10 was equipped with the latest high-altitude and high speed models of the Bf 109. The Bf 109 G-6/AS ('S' for Sonder or ‘special’) first entered service during May 1944 These first Erla-refurbished/built aircraft were manufactured at the Erla VII plant in Antwerp. Peter Schmoll in “Me 109 Produktion und Einsatz” indicates that Mtt Regensburg constructed 325 examples of the G-6/AS during 1944. The variant was powered by the DB 605 AS engine, a stop-gap development which featured a larger blower taken from the DB 603. The bigger intake required a larger port-side engine bearer arm which in turn resulted in the new refined cowl shape, the so-called asymmetrical ‘Ballungen’ ahead of the cockpit. The G-6 MG cowl ‘bulges’ were dispensed with so that this variant was essentially ‘Beulenfrei’. It was chiefly developed - aside from ongoing issues with the DB 605 D engine - to fulfill a high-altitude interceptor role, the so-called “Höhenjäger”. Other features of the G-6/AS included wider propeller blades, a clear-vision canopy and in most cases a deeper oil cooler. The bigger engine also required the larger ‘aufgestockt’ tailfin to compensate for handling. With a new high-performance engine and MW 50 power boost the Bf 109 could once again compete on equal terms with the latest Allied fighters. On paper at least, these G-6/AS and later G-10 variants now possessed a turn of speed which enabled them to catch a Mosquito - provided they were loitering at high altitude along one of the many ‘corridors’ through which the Mosquitos penetrated German air space on their night raids.

Fw. Fritz Gniffke was one wilde Sau night fighter to join Müller’s 1./NJGr.10;

“...following two months rest and convalescence I resumed combat flying during July 1944 and was posted to Nachtjagdgruppe 10 in Bonn where I met up again with my old comrade Kurt Welter. By this time he had accumulated 22 victories and in two day sorties on 18 and 19 July had even managed to add three Mustangs to his tally. NJGr. 10 flew the latest model of the Bf 109 - the folding hood no longer featured the heavy metal framework of previous versions. However even better for us was the improved supercharger which enabled higher top speeds and a ceiling of some 14,000 metres - during a check flight on 3 August 1944 I reached a speed of 680 km/h at more than 6,000 metres altitude. I had never flown at these sorts of speeds in a 109! On 13 August 1944 our Staffel moved to Rheine and on 15 August at 23:30 I was scrambled to intercept a Mosquito. The controller gave me a vector that took me over the Ruhr where I orbited at 9,000 metres. I was given constant changes of heading - our radar posts evidently had their work cut out trying to pinpoint the English pilot. The night sky was exceptionally bright - visibility was at least 5 km. After 60 minutes of fruitless orbiting I returned empty-handed to Rheine. Here I learned that Kurt Welter had just brought down his first Mosquito following a chase that had taken him north of Hanover. This feat was of course celebrated in due fashion as the occasion warranted - certain pilots including even our Kommandeur Hptm. Friedrich-Karl Müller were soon very much the worse for wear and took the best part of a day to get over their hangovers...."
Bf 109 G-6/AS "Red 2" (WNr. unknown) was flown by Friedrich-Karl Müller, CO of 1./NJGr 10 during July and August 1944. The rare photos reproduced here (via Jean-Yves Lorant) were taken on the occasion of the visit of Müller’s wife and son to Werneuchen during the summer of 1944. The very large bunch of flowers was most likely presented to mark the ace’s award of the Ritterkreuz during July 1944 for 23 victories which was followed shortly thereafter by his promotion to command I./NJG 11. Müller’s 24th victory on 23 August 1944 was his first (and only?) Mosquito. He made at least six flights with this Bf 109 G-6/AS “Red 2” from 26 July 1944, including two combat sorties from Werneuchen during the night of 27-28 July 1944. These Moskito hunting missions were timed at 00h03-00h44 and then from 01h10-01h53 followed by landings back at Werneuchen in both cases. Both sorties were evidently unsuccessful. According to his ‘erster Wart’, Gefreiter Hans Knott, it was this same ‘Red 2’ which was then repainted ‘Green 3’ early in September 1944 when Müller took over I./NJG 11 and elected to re-use his preferred number.

I./NJG 11 was established in early September 1944 by expanding Müller’s 1./NJGr. 10 to Gruppe strength. The unit shifted back to Bonn-Hangelar before moving to Biblis near Mannheim. During this month the pilots were scrambled on no fewer than eight anti-Mosquito missions without even catching sight of the elusive RAF foe. Also in September 1944 Feldwebel Walter Schermutzki was assigned to I./NJG 11 and recalled; “...in September 1944 NJGr.10 was re-designated I./NJG 11 and ‘officially’ became a Moskito-Jagd Gruppe. I was posted in and arrived at Biblis on 27 September. Here we flew the latest Bf 109 G-14/AS and G-10 models powered by up-rated engines for high altitude combat. Lone Mosquitoes soon appeared over the airfield to harry us with bombing or strafing runs and our Kommandeur, Hauptmann Müller had to insist on take-offs in total darkness - a procedure that still makes my hair stand on end when I think about it! A searchlight some three kms from the airfield in line with the runway axis was switched on for one minute, pointing vertically up into the night sky. When the beam was lined up in our windscreen, we could open up the throttle, trying all the while to keep the beam in the windscreen. Most take offs were completed on one wheel - on the first bounce we held the stick back two centimetres and climbed out at 10 metres/second. The searchlight was extinguished the moment we overflew it. One night in October 1944 I got my own back on the Mosquitoes. At an altitude of 9,000 metres I managed to cut across the turn of a lone intruder, activated the power boost and came in behind a twin-engine machine weaving to avoid the searchlights. I opened fire with my cannon and twin cowl MGs and saw two explosions on his port wing. He instantly pulled into a hard turn to starboard but I followed him, still firing. He was suddenly caught in a searchlight - his contrails were unbelievably white in my windscreen. My cannon fire slammed into his fuselage and large pieces of his aeroplane were torn off and swept back in the slipstream. Suddenly we were in darkness again. The Mosquito plunged into a dive; I dropped like a stone after him. As he pulled out at 5,000 metres my controls had virtually locked up - only turning the stabiliser trim wheel gradually brought the aircraft out of the dive. I had lost him......”

An extremely rare photo shows the pilots of I./NJG 11 in September 1944 at Bonn-Hangelar. Gruppenkommandeur ‘Nasen’ Müller can be seen delivering a pep talk to his assembled pilots with his back to the camera. Third from the left is Feldwebel Fritz Gniffke, two unidentified and F-K. Müller. To the right of Müller facing the camera, (small stature and hair combed back) is Fw. Willi Rullkötter, Lt. Lothar Sachs with his back to the camera, two unidentified and finally Fw. Walter Schermutzki and Lt. Hermann Stitz (lower part of his face obscured). All these pilots flew anti-Mosquito sorties with varying degrees of success on high performance Bf 109s almost up until the end of the war, although very little information has been published on the activities of the unit. By mid-March 1945 for example both Gniffke and Schermutzki had flown some twenty wilde Sau sorties against Mosquitoes with little or no success. Anti-Mosquito sorties were in any event turned over the handful of Me 262 jets of II./NJG 11. On 23 March I./NJG 11 moved to Stuttgart Echterdingen. It was the beginning of the end as Schermutzki remembered; “...only the most experienced pilots were authorised to
fly sorties now. We were airborne most nights in the sector Bamberg-Bayreuth, flying strafing sorties against American road convoys pressing into southern Germany. From 16 April 1945 we flew from Penzing. I flew a final sortie on the evening of 26 April 1945, airborne in Müller’s Bf 109 K-4 marked with a double chevron. As I recall he had just returned his thirtieth night victory in this machine. Only four of us were up on this last night, attacking enemy road traffic around the Danube. We landed at Holzkirchen on 27 April where we were taken captive by the Americans - the four of us - Lt. Hermann Stitz, Fw. Fritz Gniffke, Uffz. Eugen Künstler and myself - were the last wilde Sau pilots of the Luftwaffe.

Caption for ‘Red 2’
Bf 109 G-6/AS “Red 2” (WNr. unknown) flown by Friedrich-Karl Müller with 1./NJGr 10 during July and August 1944. As a Mosquito hunter the lower surfaces are in black while the Kennziffer ‘2’ is confirmed as red from Müller’s log book. The aircraft features a red fuselage band (just visible in one image), pointing to this as being an ex-JG 300 aircraft, probably built by Mtt. Regensburg judging by the camouflage and stencil below the canopy. Note the absence of head armour to save some additional weight, a feature of Bf 109s selected for the specialised role of hunting RAF Mosquitoes. While not visible in any of the photos of ‘Red 2’, all of Müller’s aircraft can be assumed to have sported a rudder scoreboard, from his Fw 190 ‘Green 3’ to his final K-4..
Author is owner of the historical blog FalkeEins. http://falkeeins.blogspot.com/

**Bf 109G-6/AS**

1/48 scale
Recommended for Bf 109G6/AS:

- 48961 Bf 109G-10 (PE-Set)
- 49093 Bf 109G seatbelts FABRIC (PE-Set)
- 49094 Bf 109G seatbelts SUPERFABRIC (PE-Set)
- 49095 Seatbelts Luftwaffe WWII fighters (PE-Set)
- FE812 Seatbelts Luftwaffe WWII fighters (PE-Set)
- FE910 Bf 109G steel seatbelts (PE-Set)
- 644004 Bf 109G-10 LööK (Brassin)
- 648149 Bf 109G-6 wheels (Brassin)
- 648239 Bf 109G-6 radio compartment (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648310 Bf 109G control surfaces (Brassin)
- EX512 Bf 109G spinner spirals (Mask)
- EX609 Bf 109G-10 TFace (Mask)
BFC089
Bf 109G-5/AS Günther Specht

FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC089

- Complete Bf 109G-6/AS kit (ProfiPACK Cat. No. 82163)
- Unique decal sheet and for an aircraft Günther Specht.
- Brassin: external fuel tank
- PE-Set

INFO Eduard - November 2019
OVERTREES
BF 109G-6/AS
CAT. NO. 82163X

Product Page

CAT. NO. 82163-LEPT1 OVERLEPT
Product Page

INFO Eduard - November 2019
**Fokker Dr.I**

1/48, Cat. No. 8487

**Weekend Edition**

- 2 marking options
- Eduard decals

479/17 Ltn. A. Raben, Jasta 18, Montingen (Montoy – Flanville now), France, October 1918

503/17, Ltn. Hans Körner, Jasta 19, Balatre, Belgium, April 1918
MiG-15bis

1/72

Eduard plastic parts
Photo-etched set
Painting mask
Eduard decals
5 marking options

1/72, Cat. No. 7059

INFO Eduard - November 2019
c/n 613234, kpt. Oldřich Paldus, 15. slp, Cottbus Airfield, German Democratic Republic, August 30th, 1957

No. 20 Squadron, Egypt., Late 50s / Early 1960s

c/n 0320138, 1st Squadron, 101st Reconnaissance Regiment, Szolnok, Hungary, 1972

Maj. Mikhail Ivanovich Mikhin, 518th IAP, North Korea, May 1953

c/n 1315376, ex 64th IAK, Soviet Union, mid 50’s
Recommended for MiG-15bis:

- 72574 MiG-15 landing flaps (PE-Set)
- 72575 MiG-15/MiG-15bis exterior (PE-Set)
- 672007 MiG-15 wheels (Brassin)
- 672008 MiG-15 ejection seat (Brassin)
- 672020 MiG-15bis airbrakes (Brassin)
- 672024 MiG-15bis cockpit (Brassin)
FOR BFC MEMBERS ONLY

1/72, Cat. No. BFC093

- Complete MiG-15bis kit (ProfiPACK Cat. No. 7059)
- Unique decal sheet and for an aircraft used by USAF.

Product Page

OVERTREES

MIG-15bis
CAT. NO. 7059X

Product Page

Product Page

Product Page

Product Page
F6F-5 1/144

1/144, Cat. No. 4463

- Plastic parts Platz
- Painting mask
- Eduard decals
- 4 marking options

Recommended for F6F-5:
144012  F6F-5 (PE-Set)
KITS 11/2019

F6F-5, VF-83, USS Essex, March 1945

F6F-5, Lt. Daniel Archibald Carmichael Jr., VBF-12, USS Randolph, April 1945

F6F-5, VF-46, USS Independence, April 1945

F6F-5K, Chincoteague Naval Air Station, Virginia, 1949
BFC091
Spitfire F Mk.IX Taussig

FOR BFC MEMBERS ONLY

1/72, Cat. No. BFC091

- Complete kit Spitfire F Mk.IX kit (ProfiPACK Cat. No. 70122)
- Unique decal sheet and for an aircraft Kurt Taussig.

EN199, F/O Kurt Taussig, No. 225 (AC) Squadron, Peretola, Italy, early 1945

Made in Czech Republic © 2019 eduard

BFC091-OBT1 Spitfire F Mk.IX Taussig
FOR BFC MEMBERS ONLY

1/48, kat. č. BFC092

- Complete Spitfire F Mk.IX kit (ProfiPACK Cat. No. 8282)
- Unique decal sheet and for an aircraft Kurt Taussig.

Made in Czech Republic: © 2019

EN199, F/O Kurt Taussig, No. 225 (AC) Squadron, Peretola, Italy, early 1945
NEW ACTIVATION PRODUCT

By purchasing this kit you become a Bunny Fighter Club member.

1/32, Cat. No. BFC034
- Hasegawa plastic parts
- Photo-etched set
- Painting mask
- Eduard decals
- 3 marking options
- Brassin: wheels, exhaust stacks
- Metal table with 3D effect

P-40E-1, s/n 41-36402, Lt. Dallas Adellon Clinger, 16th FS, 23rd FG, Čína, leden 1943

P-40E, mjr. Alexandr Andrejevič Matvejev, 154. IAP, Leningradská oblast, léto 1942

Lt. Eduard Kleinkönig, JG 9, ostrov Kolgujev, 1946
NEW ACTIVATION PRODUCT

1/72, Cat. No. BFC094

- Eduard plastic parts
- Photo-etched set
- Painting mask
- Eduard decals
- 4 marking options
- Brassin: wheels, cockpit, exhaust nozzle and F.O.D.

By purchasing this kit you become a Bunny Fighter Club member.
BFC095

Riders in the Sky 1944 book

Cat. No. BFC095
FOR BFC MEMBERS ONLY
Cat. No. BFC096
FOR BFC MEMBERS ONLY

BFC096
BEDNA MiG-23MF/ML book

INFO Eduard - November 2019
LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-38F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:
- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-38G in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:
- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.
632139
P-40 exhaust stacks fishtail
1/32 Hasegawa

Brassin set - fishtail-style exhaust stacks P-40 in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Hasegawa

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

648492
AN/ALQ-71(V)-3 ECM pod
1/48


Set contains:
- resin: 18 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.
648506
AIM-132 ASRAAM
1/48

Brassin set - an air-to-air infrared homing missile AIM-132 ASRAAM in 1/48 scale. Set consists of 2 missiles.

Set contains:
- resin: 12 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

648507
SUU-14 dispenser
1/48

Brassin set - the US cluster bombs dispenser SUU-14 in 1/48 scale. The set consists of 4 dispensers.

Set contains:
- resin: 8 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

648508
P-400 exhaust stacks
1/48 Eduard

Brassin set - exhaust stacks P-400 in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Eduard

Set contains:
- resin: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.
**648509**

**MiG-23BN exhaust nozzle**
1/48 Eduard/Trumpeter

Brassin set - exhaust nozzle for MiG-23BN in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard / Trumpeter

Set contains:
- resin: 7 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.

**Product Page**

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**648510**

**MiG-23BN engine air intakes**
1/48 Eduard/Hasegawa

Brassin set - engine air intakes for MiG-23BN in 1/48 scale.

Recommended kit: Eduard / Trumpeter

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

**Product Page**

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**648513**

**P-51D wheels pointed cross tread**
1/48 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/48 scale. The set consists of main wheels and a tailwheel. Easy to build, replaces plastic parts.

Recommended kit: Eduard

Set contains:
- resin: 5 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.

**Product Page**
648515
P-38F/G wheels
1/48 Tamiya

Brassin set - the undercarriage wheels for P-38F/G in 1/48 scale. The set consists of main wheels and a nosewheel. Easy to build, replaces plastic parts. Recommended kit: Tamiya

Set contains:
- resin: 7 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: yes.

Product Page

648516
P-38F/G gun barrels
1/48 Tamiya

Brassin set - the gun barrels for P-38F/G in 1/48 scale. Easy to build, replaces plastic parts. Recommended kit: Tamiya

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

Product Page

648517
P-51D gun bays
1/48 Eduard

Brassin set - the gun bays for P-51D in 1/48 scale. Set consists of two gun bays. Recommended kit: Eduard

Set contains:
- resin: ca 38 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page
SIN64862
Bf 109G-10/U4 ESSENTIAL
1/48 Eduard

Collection of 4 sets for Bf 109G-10/U4 in 1/48 scale by Eduard.

- cockpit,
- exhaust stacks,
- undercarriage wheels,
- Pitot tubes.

All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.
HMS Cornwall
1/350 Trumpeter

HMS Cornwall railings 1/350 Trumpeter (53243)
HMS Cornwall 1/350 Trumpeter (53244)
AH-1Z 1/35 Academy (32961)
AH-1Z 1/35 Academy (33242) (Zoom)
AH-1Z seatbelts STEEL 1/35 Academy (33243) (Zoom)
AH-1Z 1/35 Academy (JX242) (Mask)
AH-1Z TFace 1/35 Academy (JX243) (Mask)

1/35 Academy
Hummel
1/35 Tamiya

Hummel interior 1/35 Tamiya (36427)
Hummel exterior 1/35 Tamiya (36428)
Hummel ammo boxes 1/35 Tamiya (36429)
2S35 Koalitsiya howitzer

1/35 Zvezda (36430)
Me 262A 1/32 Revell

- Me 262A exterior 1/32 Revell (32448)
- Me 262A interior 1/32 Revell (32960)
- Me 262A 1/32 Revell (33240) (Zoom)
- Me 262A seatbelts STEEL 1/32 Revell (33241) (Zoom)
- Me 262A 1/32 Revell (JX244) (Mask)
- Me 262A TFace 1/32 Revell (JX245) (Mask)

F-104G late 1/48 Kinetic

- F-104G late 1/48 Kinetic (491038)
- F-104G late 1/48 Kinetic (FE1038) (Zoom)
- F-104G late seatbelts STEEL 1/48 Kinetic (491038) (Zoom)
- F-104G 1/48 Kinetic (EX664) (Mask)
- F-104G TFace 1/48 Kinetic (EX665) (Mask)
P-51D
1/144 Eduard/Platz
P-51D 1/144 Eduard/Platz (144011)

F6F-5
1/144 Eduard/Platz
F6F-5 1/144 Eduard/Platz (144012)
BIG ED

BIG2404 F6F-5 1/24 Airfix
23032 F6F-5 interior 1/24
23033 F6F-5 engine 1/24
23034 F6F-5 seatbelts STEEL 1/24
23035 F6F-5 wheel bays 1/24
LX005 F6F-5 1/24

BIG33108 MH-60L 1/35 Kitty Hawk
32447 MH-60L ammo feed chutes 1/35
32953 MH-60L 1/35
32954 MH-60L crew seatbelts STEEL 1/35
33229 MH-60L pilots/gunners seatbelts STEEL 1/35
JX235 MH-60L 1/35

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

**BIG49234 Do 217N-1 1/48 ICM**

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<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
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<tr>
<td>48997</td>
<td>Do 217N-1 landing flaps</td>
<td>1/48</td>
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<tr>
<td>48998</td>
<td>Do 217N-1 exterior</td>
<td>1/48</td>
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<tr>
<td>401018</td>
<td>Si 204D</td>
<td>1/48</td>
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<tr>
<td>FE1019</td>
<td>Do 217N-1 seatbelts STEEL</td>
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**BIG49235 Si 204D 1/48 Special Hobby**

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<td>Si 204D</td>
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<tr>
<td>FE1023</td>
<td>Si 204D seatbelts STEEL</td>
<td>1/48</td>
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<tr>
<td>EX661</td>
<td>Si 204D TFace</td>
<td>1/48</td>
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</table>
EDUARD MASK

JX242 AH-1Z 1/35 Academy
JX243 AH-1Z TFace 1/35 Academy
JX244 Me 262A 1/32 Revell
JX245 Me 262A TFace 1/32 Revell
EX664 F-104G 1/48 Kinetic
EX665 F-104G TFace 1/48 Kinetic
EX666 P-38F/G 1/48 Tamiya
EX667 P-38F/G TFace 1/48 Tamiya

IT FITS!
### KITS
- **82163** Bf 109G-6/AS 1/48 ProfiPACK
- **7059** MiG-15bis 1/72 ProfiPACK
- **8487** Fokker Dr.I 1/48 Weekend edition
- **4463** F6F-5 1/144 Super44

### PE-SETS
- **53244** HMS Cornwall 1/350 Trumpeter
- **32448** Me 262A exterior 1/32 Revell
- **32961** AH-1Z 1/35 Academy
- **36429** Hummel ammo boxes 1/35 Tamiya
- **36430** 2535 Koalitsiya howitzer 1/35 Zvezda
- **481001** MiG-23BN upgrade set 1/48 Eduard/Trumpeter
- **491037** F-104G early 1/48 Kinetic
- **491038** F-104G late 1/48 Kinetic
- **491041** P-38F 1/48 Tamiya
- **491042** P-38G 1/48 Tamiya
- **491044** G4M Betty interior 1/48 Tamiya
- **73687** Lancaster B Mk.I/B Mk.III interior 1/72 Eduard/Platz

### PE-SETS (Continued)
- **144011** P-39D 1/44 Eduard/Platz
- **144012** F6F-5 1/48 Tamiya
- **73687** Lancaster B Mk.I/B Mk.III interior 1/72 Airfix

### PE-SETS (Continued)
- **53244** HMS Cornwall 1/350 Trumpeter
- **32448** Me 262A exterior 1/32 Revell
- **32961** AH-1Z 1/35 Academy
- **36429** Hummel ammo boxes 1/35 Tamiya
- **36430** 2535 Koalitsiya howitzer 1/35 Zvezda
- **481001** MiG-23BN upgrade set 1/48 Eduard/Trumpeter
- **491037** F-104G early 1/48 Kinetic
- **491038** F-104G late 1/48 Kinetic
- **491041** P-38F 1/48 Tamiya
- **491042** P-38G 1/48 Tamiya
- **491044** G4M Betty interior 1/48 Tamiya
- **54044** G4M Betty seatbelts STEEL 1/48 Tamiya

### PE-SETS (Continued)
- **632139** P-40 exhaust stacks fishtail 1/32 Eduard
- **644028** P-38F Look 1/48 Eduard
- **644029** P-38G Look 1/48 Eduard
- **648492** AN/ALQ-71(V)-3 ECM pod 1/48 Tamiya
- **648500** AIM-120 ASRAAM 1/48 Tamiya
- **648507** SUU-14 dispenser 1/48 Eduard
- **648508** P-400 exhaust stacks 1/48 Eduard
- **648509** MiG-23BN exhaust nozzle 1/48 Eduard/Trumpeter
- **648510** MiG-23BN engine air intakes 1/48 Eduard/Trumpeter
- **648513** P-51D wheels pointed cross tread 1/48 Tamiya
- **648515** P-38F/G wheels 1/48 Tamiya
- **648516** P-38F/G gun barrels 1/48 Tamiya
- **648517** P-51D gun bays 1/48 Eduard

### BIGED
- **BIG2404** F6F-5 1/24 Airfix
- **BIG33108** MH-60L 1/35 Kitty Hawk
- **BIG49234** Do 217N-1 1/48 ICM
- **BIG49235** Si 204D 1/48 Special Hobby

### BIGSIN
- **BIG49235** Si 204D 1/48

### BRASSIN
- **648213** P-40 exhaust stacks fishtail 1/32 Eduard
- **644028** P-38F Look 1/48 Eduard
- **644029** P-38G Look 1/48 Eduard
- **648492** AN/ALQ-71(V)-3 ECM pod 1/48 Tamiya
- **648500** AIM-120 ASRAAM 1/48 Tamiya
- **648507** SUU-14 dispenser 1/48 Eduard
- **648508** P-400 exhaust stacks 1/48 Eduard
- **648509** MiG-23BN exhaust nozzle 1/48 Eduard/Trumpeter
- **648510** MiG-23BN engine air intakes 1/48 Eduard/Trumpeter
- **648513** P-51D wheels pointed cross tread 1/48 Tamiya
- **648515** P-38F/G wheels 1/48 Tamiya
- **648516** P-38F/G gun barrels 1/48 Tamiya
- **648517** P-51D gun bays 1/48 Eduard

### BIGSIN
- **SINFO4862** Bf 109G-10/U4 ESSENTIAL 1/48 Eduard

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**November 2019**

**October releases**
The National Air and Space Museum owns the only surviving example of the German He 219 night fighter. The aircraft is an He 219A-2/R4, W.Nr. 290202.

The war trophy went through an extended restoration, lasting several years. The aircraft’s restored components, fuselage, engines and tail surfaces, were seen at the Udvar-Hazy Centre in Maryland, near the Washington - Dulles International Airport. The week of the 12th to 16th of August, 2019, saw the final assembly of the airplane.

This was done in the main display area of the museum, and required a list of accommodations that needed to be implemented. Their Fw 190F-8 had to be temporarily relocated, and a section of the museum’s WWII collection was less accessible to visitors. Work was done, mainly for safety reasons, outside normal business hours and typically began around 5:30 in the afternoon.

Monday saw the completion of the fuselage and the wing, Tuesday was used to install the landing gear, the engines and their gondolas were attached on Wednesday, and the tail surfaces were planned for Thursday.

Thanks to the kindness of the museum staff, we had the opportunity to witness the installation of both engines into their gondolas and then the wings. For Second World War groundcrew, this relatively routine operation required over five hours, with a short break. Heavy equipment was used (a crane, lifting equipment), as was the usual list of smaller items (hammers, Allen keys, screwdrivers).

Five hours or being around the Uhu and discussing the matter with the personnel involved in its restoration resulted in some interesting modelling information:

The aircraft, although it carries the W.Nr. 290202, is apparently a combination of three aircraft. After storing three recently tested He 219s after the war, some of the assemblies were scrapped with no regard as to which specific aircraft they actually came from.

The aircraft carries two versions of RLM 02 visible to the eye.

The entire cockpit was not sprayed RLM 66 Black, but was restricted to the instrument panel and side consoles. The rest of the cockpit remained in natural metal, or, more accurately, in the material from which they were made. RLM 66 was also used on some components in the radar compartment in the nose.

The fuselage preserved some areas of the original camouflage scheme. It is interesting to note how much the shade of RLM 76 changed, after its application in the snake pattern over the RLM 75 on the upper surfaces.

It was evident that the camouflage scheme, especially on the fuselage, was applied prior to attaching the wings and tail surfaces.

We would like to extend out sincere gratitude to especially Brian Nicklas and Ed Mautner, as well as Pat Robinson, for the opportunity to witness this event.

The Eduard Team
1/48 Barbarossa
Camo A
Cat. No. 11127
built by Jan Baranec

#648472 Bf 109E cockpit & radio compartment (Brassin)

INFO Eduard - November 2019
Bf 109E-4/B, W. Nr. 3605, Ofw. Reinhold Schmetzer, 8./JG 77, Balti, Soviet Union (nowadays Republic of Moldova), July 1941

After the battle for Crete in the beginning of June 1941 III./JG 77 was transferred to Vienna for a short rest and here its equipment was supplemented by Messerschmitts Bf 109F. Regardless the majority of the equipment was represented by series E aircraft. In the middle of the month the unit was relocated to the Romanian territory from where, on June 22nd, 1941, it commenced its participation in the operation Barbarossa. Reinhold Schmetzer flying “black 5” achieved his first kill [5th in his fighter pilot career] during the USSR campaign the very first day when he shot down a Soviet I-16. Having been hit in the engine of his “black 5” on July 20th, 1941, he force-landed at Balti airport. On May 7th, 1944, already in the JG 4 ranks, Lt. Schmetzer was killed in the air combat over the central Italy. His final score in World War II was 31 victories. The upper and side surfaces of this aircraft were over-sprayed in almost solid coat of RLM 71, aircraft marking in the form of black number 5 outlined in white is complementing the III. Gruppe JG 77 marking on the airplane’s nose, the lower surfaces and the tail sport the yellow marking of the aircraft deployed to the Eastern front. The rudder carries the white bars indicating the aerial kills.

#648058 Bf 109E wheels (Brassin)
#648161 SC 250 German bombs (Brassin)
#48780 Bf 109E-4/E-7 (PE-Set)
Albatros D.V 1/48

Camo B
Cat. No. 8408

built by Zdeněk Holka
Ltn. d. R. Josef Veltjens, Jasta 18, Bruille, France, early 1918

Having served with infantry units, at the end of 1915 Josef Veltjens volunteered for the air corps. After completing the training in May 1916, he was assigned to FA 23, since March 1917 he already flew as a fighter pilot with Jasta 14 where he claimed his first victory. He continued serving with Jasta 18 and Jasta 15 which he commanded later. His total score during the World War One was 35 kills. After the war he dedicated himself to selling the weapons, he supplied both sides of the Civil War in Spain, Italian units in Ethiopia as well as Finland during the Winter War. At the beginning of World War Two, he was invited to serve in the Luftwaffe, he acted as Göring’s personal ambassador for Finland and Italy. On October 6th, 1943 he perished in the Ju 52 crash into Monte Cervellino in the Apennines.
1/48 Fw 190A-4/Trop

Camo M
Cat. No. R0016
built by Jan Baranec

#648371 Fw 190A control surfaces early (Brassin)

#648381 Fw 190A exhaust stacks (Brassin)

#648366 Fw 190A propeller (Brassin)

#648373 Fw 190A Pitot tubes early (Brassin)
Fw 190A-4/Trop, W. Nr. 145614, EKdo 19, Benghazi, Libya, November 1942

On July 1st, 1942 Erprobungskommando 19 was formed, whose task was to evaluate the suitability of the Bf 109 and Fw 190 as a fighter-bomber under tropical conditions. The unit was manned by two instructor/pilots and six pilots that came from Erganzungsgruppe JG 27 and JG 53. This unit was disbanded after a few months and their assets were distributed among other units. Aircraft of EKdo 19 carried the so-called desert scheme, composed of RLM78/79, and also carried a white fuselage band with a white ‘E’ on the rudder.
1/48 LÉGIE SPAD XIII

Camo A
Cat. No. 11123

built by Zdeněk Holka
The beginning of the war found the tailor Augustin Charvat in France, expanding his horizons. Along with many other Czechs who found themselves in that country at that time, he joined the French military through the Foreign Legion. After recovering from injuries sustained in the fighting on September 28th, 1915, he underwent pilot training and served as a fighter pilot over the Front from January 1917. First, he was assigned to the reconnaissance unit F.58, and from September 1917 with N./Spa.315, a fighter squadron. Charvat is credited with a single confirmed kill, gained on September 14th, 1918, shared in the destruction of a German two seat aircraft.

Charvat's SPAD 13C1 was built at Bleriot and carried the standard five-colour scheme with a layout that was consistent with this manufacturer. It also carried the white numeral 3 and the Spa.315 unit emblem. The inscription Vieux Pére (‘Gramps’) below the cockpit was in reference to Charvat's nickname among the other pilots of the unit.
BRASSIN (December)
634014 Fw 190A-8 LööK 1/32 Revell
634015 Me 262A LööK 1/32 Revell
644030 P-51D-10 LööK 1/48 Eduard
644031 P-51D-15+ LööK 1/48 Eduard
648511 P-51D wheels diamond tread 2 1/48 Eduard
648512 P-51D wheels rhomboid treat 1/48 Eduard
648514 P-51D wheels grooved 1/48 Eduard
648518 Paveway II Mk 13/18 1/48
648519 P-38F/G superchargers 1/48 Tamiya
648520 P-38F/G landing flaps 1/48 Tamiya
648522 P-51D cockpit 1/48 Eduard
648529 B-17 wheels 1/48 HKM
672222 AGM-65 Maverick 1/72
672225 FAB-500 M54 1/72

BIGSIN (December)
SIN64863 MiG-23BN 1/48 Eduard
SIN64864 P-51D-5 ESSENTIAL 1/48 Eduard

634014 Fw 190A-8 LööK 1/32 Revell
ON APPROACH

BRASSIN

DECEMBER 2019

648511  P-51D wheels diamond tread 2 1/48  Eduard

648512  P-51D wheels rhomboid tread 1/48  Eduard
648514  P-51D wheels grooved 1/48 Eduard

648518  Paveway II Mk 13/18 1/48
648519  P-38F/G superchargers 1/48 Tamiya

648520  P-38F/G landing flaps 1/48 Tamiya
SIN64863 MiG-23BN 1/48 Eduard

Collection of 4 sets for MiG-23BN in 1/48 scale by Eduard / Trumpeter.

- exhaust nozzle,
- engine air intakes,
- undercarriage wheels,
- upgrade PE set.

All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.
SIN64864  P-51D-5 ESSENTIAL 1/48  Eduard

Collection of 4 sets for P-51D-5 in 1/48 scale by Eduard.
- cockpit,
- exhaust stacks,
- undercarriage wheels,
- undercarriage legs BRONZE.

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

<table>
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<th>Code</th>
<th>Description</th>
<th>Scale</th>
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<td>DKM Schleswig - Holstein</td>
<td>1/350</td>
<td>Trumpeter</td>
</tr>
<tr>
<td>53246</td>
<td>Royal Navy ensign flag WWII (cruisers/destroyers) STEEL</td>
<td>1/32</td>
<td>Trumpeter</td>
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<tr>
<td>32449</td>
<td>P-40N landing flaps</td>
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<td>Trumpeter</td>
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<tr>
<td>32450</td>
<td>P-40N gun bays</td>
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## ZOOMS

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ON APPROACH

DECEMBER 2019

KITS

MiG-21MF Interceptor

Re-release
Cat. No. 70141

1/72

C/n 96007600, No. 7600,
11. Pułk Lotnictwa Myśliwskiego,
Mierzęcice, Poland, early 90’s

C/n 96002170, No. 784,
Jagdfliegergeschwader 3, Preschen,
German Democratic Republic, late 80’s

C/n 96006721, No. 6721,
Regimentul 71 Aviație Vânătoare,
Câmpia Turzii Airbase, Romania, 90

C/n 96045512, No. TZ-356, Senou Airbase,
The Republic of Mali, 2006

C/n 96004017, No. 4017, 9.slp/ 9. sbolp,
Bechyně, Czechoslovakia, early 90
Nieuport Ni-17

Cat. No. 8071

1/48

N3139, by Ten. Fulco Ruffo di Calabria, 91a squadriglia, Italian front, spring 1917


N1844, Cne. Raoul Lufbery, Lafayette Escadrille, Cachy, France, late 1917

N1571, S/Lt. Charles Nungesser, Escadrille N 65, Cachy, France, summer 1916

N1530, Lt. Georges Guynemer, Escadrille N 3, Cachy, France, August 1916
Spitfire Mk.IXc late

Cat. No. 4433
1/144

MJ250, No. 601 Squadron, Italy, Summer 1944

MJ558, W/O A. Mrtvý, No. 313 Squadron, 1944

MK984, S/Ldr Witold Retinger, No. 308 Squadron, B-61 Sint Denijs Westrem airfield, Belgium, November 1944

Maj. Garth Jared, CO of 309th FS, 31st FG, USAAF, Pomigliano / Castel Volturno AB, Italy, late 1943/early 1944
There will be two pairs of wheels chosen, at random, from these four samples.
Mustang

*Marking options previews are subject of change.

P-51D-5, 44-13317, Capt. Donald R. Emerson, 336th FS, 4th FG, 8th AF, Debden, Great Britain, September 1944

P-51D-5, 44-13837, Lt. Richard Ozinga, 343rd FS, 55th FG, 8th AF, Wormingford, Great Britain, September 1944

P-51D-15, 44-15080, Capt. Amos H. Bomberger, 361st FS, 356th FG, 8th AF, Martlesham Heath, Great Britain, December 1944

P-51D-10, 44-14798, Maj. Joseph Broadhead, CO of 362nd FS, 357th FG, 8th AF, Leiston, Great Britain, January 1945

P-51D-5, 44-13693, 2nd Lt. Bruce W. Carr, 353rd FS, 354th FG, 9th AF, Orconte, France, October 1944


P-51D-5, 44-13500, Capt. Robert J. Goebel, 308th FS, 31st FG, 15th AF, San Severo, Italy, 1944
Mustang

*Marking options previews are subject of change.


P-51D, flown by Lt. Charles White, 301st FS, 332nd FG, 15th AF, Ramitelli, Italy, January 1945

P-51D-20, 44-64124, Capt. Leroy V. Grosshuesch, 39th FS, 35th FG, 5th AF, Okinawa, August 1945

P-51D-20, 44-72812, Lt. Ralph R. Colman, 458th FS, 506th FG, 12th AF, Okinawa, June 1945

P-51D-25, 44-72671, 2nd Lt. William Saks, 457th FS, 506th FG, 12th AF, Okinawa, May 1945

Mustang Mk.IV, KH774, Fl/Lt. Ellis F. Blanchford, No. 112 Squadron RAF, No. 239 Wing RAF, Italy, April 1945

Mustang Mk.IV, KH729, S/Ldr Mitchell Johnston, No. 442 „Caribou“ Squadron RCAF, RAF station Digby, United Kingdom, June 1945