

INFO | Eduard

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e-magazine FREE ▪ Vol 21 ▪ August 2022



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e-magazine FREE • Vol 21 • August 2022

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

AUGUST 2022

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EDITORIAL

Good day, Dear Friends

Today's intro to the newsletter will be a short affair, because I am putting it together last minute, and I need to get a move on to submit it on time. The reason for the last minute rush is not my procrastination, but rather the delays in returning home from America. The time there itself was interesting as well as pleasant. We are very pleased that we were able to return to the US Nationals after a two year pause, and it was clear that our American friends felt the same. Interest in us and our new releases was enormous, and I have to say that I do not remember being as busy at any event as this one. Keep in mind, I have been going to events for thirty years! But I do realize that the heroes were not us. The star of the show had to be our new Wildcat, which we were able to complete in time thanks to our tool makers who sacrificed much to allow it to be that way, and also the star of August's new releases and of this newsletter.

Model Kits

The Wildcat will be familiar to many of you, thanks in large part to its premiere in Omaha, it was released for sale for the After-party event that went on simultaneously with the Nats up to last Wednesday. I will just say that the first release of the Wildcat is the F4F-3, and that the kit offers up



six marking options, two of which are pre-war, and one of those is a typically striking aircraft of the American interwar scheme, while the other is already in an actual camouflage scheme. The rest are actual wartime aircraft that took part in the opening battles of the Pacific War, from Wake Island through Coral Sea to the Battle of Midway. It is a ProfiPACK kit, with all of the items that belong to the line, and finally, I will add that it is in 1:48 scale, just in case there is anyone amongst you that still does not know this. The combat career of the Wildcat is well laid out in the article by Tome Cleaver, that analyzes the defense of Wake Island, along with other important participation of the Wildcat in the opening months of the war in the Pacific. Of course, there is mention of the famous battle of Butch O'Hare and of other events that turned the

Wildcat into one of the most famous aircraft of all time.

For August, we have two ProfiPACK kits, the second being a Spitfire Mk.Vc. It is also in 48th scale and another in our popular Spitfire line. That kit has five marking options, two aircraft flown by Czechoslovak and Polish pilots fighting over Europe in the ranks of the RAF, one is from Malta, one is American and the last is French. For a British aircraft, it is an almost incredibly striking selection of birds. It is very noteworthy and should be looked at, same as the only Weekend Edition release for the month, that of the Sopwith Camel with a Bentley B.R. 1 engine. Although this last item drops down to four marking options, each is nicer than the last.

The last of August's new releases is the same, Gunn's Bunny in 1:72nd. I confess



that commenting on the striking nature of the marking options in a given kit seems somewhat pointless, but on the other hand, wise marking choices play a big role in a kit. It's one of the first go-to things the modeler examines on opening the box. And in this case, there is certainly something to look at. There are an even ten options, and choosing one will be a tough task for each owner of one of these kits. The kit's name points to the father of the strafers, i.e., light bombers, and ground attackers equipped with major gunfire in the nose serving as deep penetration attack aircraft to generally shoot up enemy airfields, ships, ports and entrenchments. One of the Mitchells offered in the kit, named Bug's Bunny, is the focus of article by Rolf Stibbe.

Besides the above mentioned kits, we are also re-releasing two older items, a 48th scale Fw 190A-8 and a 72nd MiG-21MF. Both of these are ProfipACKs.

Accessories

We are releasing a bunch of items for the Wildcat. For August, you will find a TFace mask, covering both outer and inner surfaces of the canopy, photoetched landing flaps, and pre-painted steel seatbelts. We also have LööK and Space sets among the new items, and several smaller printed accessories in the Brassin line. These include exhausts, two types of wheels, bronze landing gears, and one larger printed set, the cockpit with a reflector gunsight for later production blocks of the F4F-3. A cockpit from earlier production blocks with telescopic gunsights and a list of other Brassin releases will follow in September and the months after. Besides

these Wildcat sets, we have things for other kits as well, naturally. We have a Brassin engine for the S-199 in 1:72, obviously applicable to the CS-199 as well, several wheel sets for the Su-25 (Zvezda), A-1J (Tamiya) and the EA-18G (Meng). We've also got a seat for the latter. All are in 1:48th, as is a set of Luftwaffe rudder pedals. We released a similar set in 1/72nd scale in July, and despite getting some comments on Facebook about us releasing useless kits, there is above average interest in it. The wheel well set for the Mustang is a very nice set. This item well illustrates the usefulness of 3D printing and what it allows the modeler to do. Among all this aircraft stuff, we have two 1:350th scale sets for ship modelers. We plan on releasing items for this theme as we go forward, and it is part of the reason why we visited several ship museums while in the United States.

You'll note a rarity among the LööK items as we are releasing the first such set in 1:72nd scale and it is for the Airfix Beaufort Mk.I. The rest are straight classics, covering the P-51D and F4F-3 from Eduard, and Tamiya's A-1J. It's also straight classics in the Space line, and besides sets for our P-51D and Tamiya's A-1J, we are releasing more ship sets in 1:350th. These include US Navy 12-inch searchlights and 5-inch/25 caliber Mk.10 guns. There are ship sets among the Space sets that cover watertight doors for US and Royal Navy vessels of World War Two. The remainder of the Space sets are quite common items, again for the F4F-3 and the Fw 190A-8 from Eduard, and two sets for the both old but very good Tamiya P-47Ds, all in 48th.

I would like to direct your attention to the new decal sheet for the 1:48th Tamiya F-14A, as well as the BigEds and Big Sins for August. Besides traditional sets in the Big Ed line for Kinetic's F-104C, we have two mixed sets of Remove Before Flight tags and two mixed sets of steel seatbelts, one of which covers Second World War Allied aircraft while the other covers Axis planes. There are two Big Sin sets, for the Tamiya F-4B and one for the Sopwith Camel powered by the Clerget engine from Eduard. All of these are in 1:48th scale, as are the two sets of LööKPlus for Mk.VI and Mk. X Beaufighters from Tamiya.

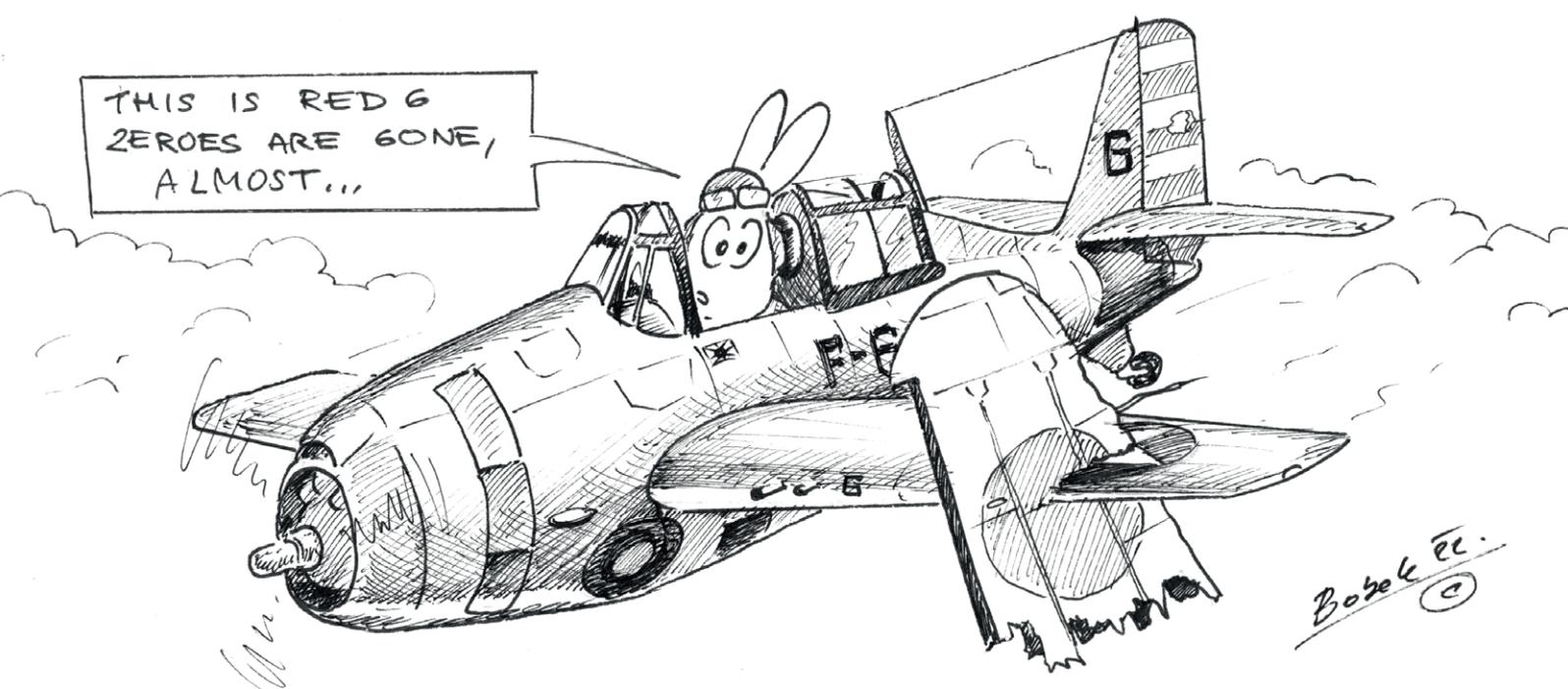
And that just about wraps it for me for today. The only thing I'd add is the article from Miro Barič, dedicated to the fifth month of the war in Ukraine. There is also an article covering the six stories depicted in the boxarts of August's releases.

Finally, I have also one bit of bad news. With respect to the climbing prices worldwide, first and foremost energy costs, it is virtually certain that we will not be able to avoid raising the prices of our products. As of now, it is not certain when this will exactly occur, but it looks like November 1st, but could even be as early as September. I thought I would mention that now and soften the blow a little.

And despite that last bit, I wish you a pleasant read of today's newsletter.

Happy Modelling!

Vladimir Sulc





GRUMMAN'S F4F-3 WILDCAT PART ONE

By: Thomas McKelvey Cleaver

The F4F-3 was the outcome of a development process by Grumman in response to a 1938 U.S. Navy requirement for a replacement for the F3F biplane fighters. The Navy was conservative in its planning; while the Brewster Aircraft Co. would create a monoplane, the XF2A-1, Grumman was asked to create another biplane fighter, the XF4F-1. Grumman convinced the Navy that, with a few modifications, the F3F-2 could meet the requirements of the XF4F-1; this became the F3F-3, and Grumman was able to proceed with its own monoplane design, the XF4F-2.

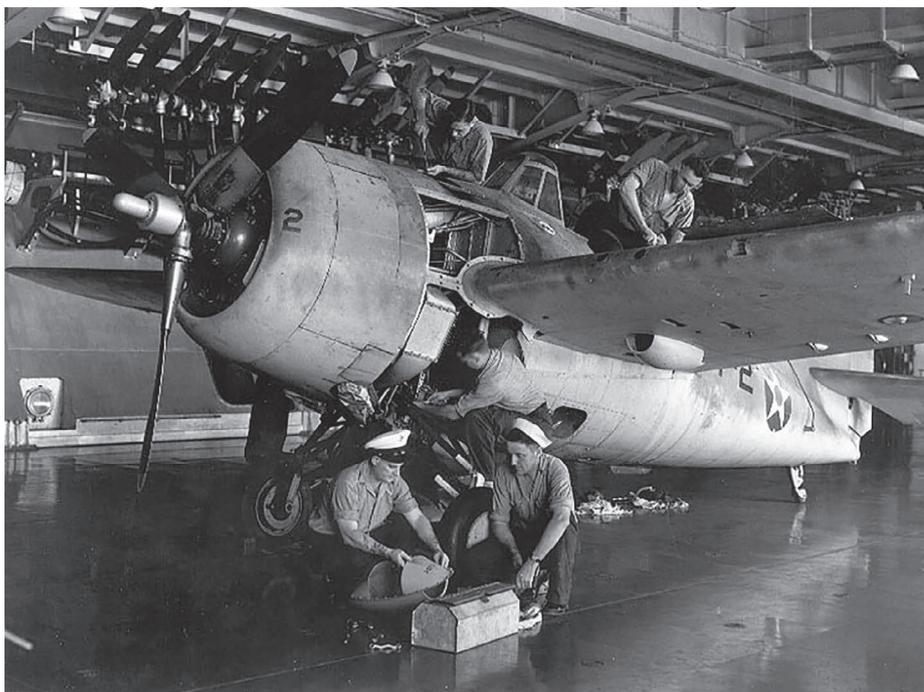
How it was that the XF4-2, designed and built by the Navy's premier fighter design company, lost out to the XF2A-1, the first aircraft design by a company primarily known for building horse drawn buggies during the 19th century, with no experience of aircraft production, is a bureaucratic mystery that has never been fully explained. Luckily for the Navy and history, Grumman convinced the Bureau of Aeronautics to allow them to rework the design a third time, resulting in the XF4F-3. It had marginally better performance than the F2A 1, which had just entered production;

Brewster was already demonstrating its inability to meet production schedules, and the Navy was glad to be able to order the new fighter from the more reliable company.

The first production F4F-3 flew in February 1940, powered by a Pratt and Whitney R-1830-76 Twin Wasp with a two stage supercharger, with the second following that July. In April 1940, due to fears of production delays with the two stage supercharger, the Navy asked Grumman to change the airplane to use the R-1830-90 Twin Wasp with single stage supercharger. This became the F4F-3A, 55 of which were given to the Marines in 1941, when they did not have the necessary high altitude performance with the single stage supercharger. The last 100 F4F-3s were powered by the R-1830-86 Twin Wasp with a two stage supercharger; these were visually indistinguishable from the early F4F-3s and F4F-3As by the absence of an intake on the upper cowl, that having been moved inside the cowl, and the presence of additional cowl flaps. (A further 100 F4F-3s, which were produced in 1942 for the "Wildcatfish" floatplane fighter, were used as trainers following cancellation of that program.)

VF-41 was the first to equip with the F4F-3, arriving aboard USS Ranger (CV-4) on 4 December 1940. VF-42 aboard USS Yorktown (CV-5) quickly followed along with VF-71 and VF-72 aboard USS Wasp (CV-7) in February 1941. VF-6 on USS Enterprise (CV-6) re-equipped with F4F-3s

F4F-3 of VF-6 on hangar deck of USS Enterprise (CV-6), fall 1941.



USS California and other US battleships hit by Japanese attackers at Pearl Harbor, 7 December 1941.

in June, while VF-3 aboard USS Saratoga (CV-3) exchanged their F2A-1s for F4F-3s in October 1941, as did VF-5. Marine squadrons VMF-121 and VMF-211 equipped with F4F-3s while VMF-111 flew F4F-3As that fall. In November 1941, the fighter received the emotive name „Wildcat,“ becoming the first of the Grumman “cats” that would dominate Navy fighter squadrons for the next 50 years.

Opening Blow at Pearl Harbor

The flight deck of Enterprise echoed with the command over the loudspeaker from the bridge: “Pilots! Man your planes!” Thirty-one year old Lt Richard H. “Dick” Best Jr., operations officer of Bombing-Six, watched the crews of the twelve Douglas SBD-3 Dauntlesses of Scouting-Six and five SBD-2s of Bombing-Six board their airplanes and wished he was one of the Bombing-Six crews, since he was eager to go on leave with his wife and four-year old daughter who were waiting for him in Honolulu.

Soon the throbbing rumble of 18 R-1830 radial engines filled the air. For the first time since November 28 when Task Force 16 had departed Pearl Harbor, the sky was clear and the rising sun could be clearly seen. Enterprise had been scheduled to drop anchor in Pearl Harbor the previous afternoon, December 6, but was a day late after transporting 12 F4F-3 Wildcats of VMF-211 to Wake Island, due to heavy seas on the return. Here she was on Sunday, December 7, 1941, launching a full-scale search to ensure the safety of the ships as they returned to the major American naval base in the Pacific. She turned into the wind and commenced launching aircraft at 0615 hours. At the same time, 500 miles to the north, six Japanese aircraft carriers that had departed Hokkaido on November 26, began launching 183 fighters, dive bombers and torpedo bombers.

Best returned to his office near the Bombing-Six ready-room. The compartment had a speaker that relayed the radio messages from airborne aircraft. Shortly after 0800 hours, his paperwork was forgotten when he heard Ensign Manuel Gonzalez’s high-pitched shout over the radio, “Don’t shoot! This is an American plane! Do not shoot!”

Gonzalez and wingman Ensign Fred Weber had been assigned the northernmost search area. Just as they finished, six strange aircraft with fixed landing gear appeared. Before rear seater Aviation Radioman 3/c Leonard Kozalek could deploy his gun, the Dauntless was hit by fire from the strange planes and caught fire. As it headed toward the ocean below, carrying



the first two Enterprise fliers to die in the Pacific War, Weber dived away and escaped his pursuers by flying 25 feet over the waves.

Back aboard Enterprise, Admiral Halsey had just poured a second cup of coffee when his aide dashed into the cabin. “Admiral, there’s an air raid on Pearl!” Halsey told him to radio Pacific Fleet Commander Admiral Kimmel that the Army was “shooting down my own boys!” A second aide entered with a message direct from Admiral Kimmel: “AIR RAID PEARL HARBOR X THIS IS NO DRILL.”

Officer of the Deck Lt John Dorsett ordered General Quarters. Seaman Jim Barnill, one of Enterprise’s four buglers, sounded the staccato notes of “Boots and Saddles.” Boatswains Mate 1/c Max Lee played his pipe over the 1MC then called “General Quarters! General Quarters! All hands man your battle stations!” After the war, he remembered that he then turned to Dorsett and said “We’re at war and I’ll never get out of the Navy alive.”

Dick Best came onto the flight deck moments later and looked up. “The first thing I saw was the biggest American flag I had ever seen, flying from the masthead and whipping in the wind. It was the most emotional sight of the war for me.”

Enterprise’s fighter commander, Lt Cdr Wade McCluskey, urged that his 18 F4F-3s be launched to help protect Pearl Harbor. Halsey refused; the Wildcats were needed to defend the ship. At 1645 hours, a search-and-strike mission by VT-6’s TBD Devastators, with an escort of six Wildcats was launched; they found nothing and the six Wildcats were ordered to fly on in to Ford Island. It was a fatal order. They arrived at night, with lights out and maintaining radio silence. As Ford Island

came into sight, they switched on their running lights. On the ground, trigger-happy gunners saw the lights and immediately opened fire. Two Wildcats went down with one pilot dead while the other four flew away from the storm of fire. Two pilots bailed out rather than try to land in the confused situation below and spent the night in the canefields where they tried to convince scared soldiers they were on the same side. The last pair managed to land on Ford Island. The gunners still fired at Ensign Gale Herman as he taxied in from the runway, 18 bullet holes were later found in the Wildcat.

Defending Wake Island

On Wake Island, 2,298 miles west of Honolulu and only 1,991 miles southeast of Tokyo, it was Monday, December 8, 1941. The American force on Wake was pitifully small to face the oncoming enemy: Island commander USN Cdr Cunningham with nine officers and 58 naval personnel; six officers and 173 men of the 1st Marine Defense Battalion, fleshed out by nine officers and 200 men who had arrived on November 5, commanded by Major James P.S. Devereux; and 12 F4F-3 Wildcat fighters detached from VMF-211, commanded by Major Paul A. Putnam which had arrived four days earlier, supported by 47 Marine ground support personnel from Marine Air Group 21 (MAG-21) who had been dropped off by the seaplane tender USS Wright (AV-1) on November 28.

There was a single paved runway, 5,000 feet long, so narrow that aircraft could not take off while recently-landed aircraft turned around and taxied back on the runway. The protected revetments the civilian workers had started the week be-

fore were not finished. After participating in filming the popular aviation movie "Dive Bomber" the previous spring, VMF-211 traded their F3F-2 biplanes for the Wildcats at the end of September; the pilots had less than 20 hours' flight experience in their new mount. None of the 47 ground support personnel were experienced airframe or engine mechanics; the two senior Gunnery Sergeants were both ordnancemen. The island's air-ground radio set consistently malfunctioned.

Major Putnam was a veteran of the "banana wars" in Nicaragua. Promoted Major in August, he had joined VMF-211 as Executive Officer in October. His acting executive officer was 36-year old Captain Henry T. Elrod, a Marine since 1927 and an aviator since 1935. Known to fellow Marines as "Hammerin' Henry," he had been a squadron member since September 1940.

Since the Wildcats arrived, they had flown four-plane patrols at dawn and just before sunset in hopes of spotting incoming Japanese attackers and providing warning in time to launch the other fighters. Word of the attack at Pearl arrived at 0830 hours local time, Monday December 8. Soon after, Major Putnam's morning patrol landed. Captain Elrod led 2nd Lieutenants Carl R. Davidson and John E. Kinney, and Tech Sergeant William Hamilton on a second patrol. Climbing to 12,000 feet through an overcast, they split in two, with Elrod and Davidson heading southeast while Kinney and Hamilton headed southwest. Any Japanese attack would most likely come from the Marshall Islands 600 miles to the south, the nearest Japanese-controlled territory.

At about the time the Wildcats took off, 34 G3M2 Type 96 bombers of the 24th Air Flotilla's Chitose Kōkūtai, soon to be known to Allied fliers as "Nell," descended from 10,000 feet to 1,500 feet to approach Wake beneath the overcast behind a rain squall. By the time Elrod and Davidson reached their search limit and turned back toward

Wake, the enemy had flown beneath them, out of sight under the cloud deck in the squall-filled sky.

At 1158 hours, Major Putnam spotted dots in the sky to the south which quickly resolved themselves as the bombers. There was no time to get the other Wildcats airborne; they were close together in the paved parking. Putnam wished the attack had been delayed two hours, when the sandbagged revetments would be ready. Now, the eight Wildcats were sitting ducks.

Marines and civilian workers ran for recently-dug slit trenches while the bombers wheeled around to approach their bombing point. Anti-aircraft Battery D opened up fire. The bombers couldn't miss from 1,500 feet. In minutes, seven Wildcats were blown apart and set afire while bomb splinters savaged the eighth. The two 12,500-gallon aviation fuel tanks were set afire. The bombers came around again, lower; their gunners strafed repeatedly. When they left 10 minutes later, flames from the gas tanks flood the parking area, setting other gasoline drums on fire. The oxygen tanks exploded when the flames reached them; tools and spares were smashed to pieces. The malfunctioning radio was wrecked beyond repair. Camp One, where the Marines lived, was wiped out along with the fresh food supplies.

Wake's aerial defenders had lost two-thirds of their strength and most of the fuel needed to fly and fight. The four airborne Wildcats were unaware of the battle beneath the clouds until Lieutenant Kinney spotted the smoke from the burning fuel supply rising through the clouds. Suddenly, the bombers emerged into clear air. Kinney, with Hamilton on his wing, dived after them, but lost them in the clouds. Short on fuel, they turned back to Wake. When Elrod landed, he bounced to the side of the runway and damaged his prop.

Squadron maintenance officer Kinney and Sergeant Hamilton were put in charge

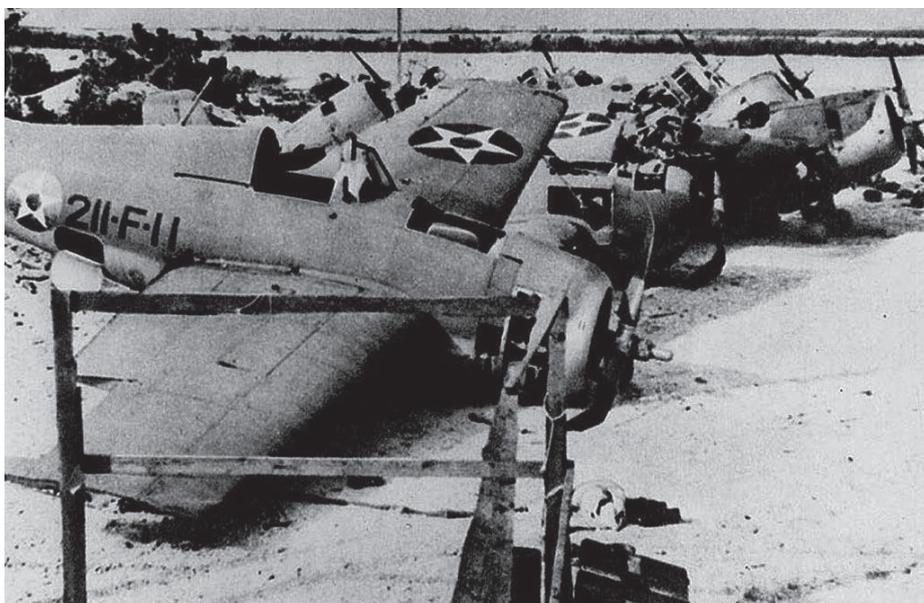
of keeping the three remaining Wildcats flying. They set about salvaging everything they could strip from the wreckage. Defensive works were created at a fever pitch. The three Wildcats were now protected by sandbagged revetments. Construction equipment was driven onto the airstrip when it was not in use, to prevent a possible Japanese air landing.

Kinney and Hamilton, joined by Aviation Machinist's Mate 1/c James F. Hesson, managed to replace the most heavily-damaged blade on Elrod's Wildcat; by dawn on December 9 they reported four Wildcats were available. The three would eventually work wonders of improvisation in keeping airplanes in shape to fight throughout the battle. Major Putnam wrote of them: "These three, with the assistance of volunteers among the civilian workmen, did a truly remarkable and almost magical job. With almost no tools and a complete lack of normal equipment, they performed all types of repair and replacement work. They changed engines and propellers from one airplane to another, and even completely built new engines and propellers salvaged from wrecks. They replaced minor parts and assemblies, and repaired damage to fuselages and wings and landing gear; all this in spite of the fact they were working with new types with which they had no previous experience and were without instruction manuals of any kind. In the opinion of the squadron commander, their performance was the outstanding event of the whole campaign."

General Quarters sounded at 0500 hours on December 9. Forty-five minutes later the four Wildcats took off for the dawn patrol, flying 80 miles to the south and returning at 0730 hours to report they had seen nothing. Major Putnam led two Wildcats off at 1100 hours, followed by 2nd Lieutenant David Kliever and Sergeant Hamilton. The four fighters were at 14,000 feet when 26 G3Ms were spotted approaching at 13,000 feet. Kliever and Hamilton managed to dive on the formation's stragglers and set one afire. As the bombers closed, Batteries D and E opened fire and the Wildcats pulled away. Twelve of 25 bombers were holed by defending AA, but all returned to their base successfully.

On December 10, the bombers arrived at 1045 hours and focused their attack on outlying Wilkes Island. Captain Elrod led the defending Wildcats in a dive through the formation from rear to front. By the time he pulled out, two bombers were headed for the ocean below, wings wrapped in fire.

On December 11, the Japanese invasion force, composed of the light cruisers Yubari, Tenryū, and Tatsuta; destroyers Yayoi, Mutsuki, Kisaragi, Hayate, Oite, and Asanagi, and two older destroyers converted



Wrecked F4F-3 Wildcats of VMF-211 photographed after the fall of Wake Island, December 23, 1941.

to patrol boats - No. 32 and No. 33 - each carrying 225 Special Naval Landing Force (SNLF) troops, arrived off Wake before dawn. At 0500 hours, the cruisers opened fire. With shells exploding around them, the four Wildcats sped down the runway and lifted into the air. Kinney, Hamilton and Hesson had devised bomb racks and each carried two 100-pound high explosive bombs.

Yubari had fired one broadside when Battery A on Wake replied with four salvos. The third and fourth salvos finally found their target when two 5-inch shells hit the cruiser at a range of 6,000 yards. Yubari belched smoke and steam and slowed as she disappeared over the horizon.

Tenryu, Tatsuta, three destroyers, while the two destroyer-transport closed on Wilkes, where Battery L's three guns took them on. At 0650 hours, the Marines' third salvo caught the destroyer Hayate amidships. She exploded and broke in two - the first Imperial Navy ship sunk by U.S. forces in the Pacific War. Destroyer Oite turned away and made smoke to hide from the sharpshooting artillerymen, but was hit before the smoke hid her. Battery L then hit one of the destroyer-transport, which turned away and made smoke. At a range of 9,000 yards, Tatsuta took a hit from Battery L that forced her to withdraw. On Peale, Battery B engaged three destroyers. The Marines scored hits on Yayoi, which turned away followed by the other two.

After 45 minutes, the Japanese were retreating. Major Putnam and Captains Elrod, Freuler and Tharin strafed and bombed the ships relentlessly. One of Freuler's bombs hit the transport Kongo Maru, while destroyer-transport Patrol Boat 33 was also hit. With their ammunition expended and the enemy in retreat, the Wildcats landed. Two were quickly refueled and rearmed. Kinney took off in one and caught Kisaragi 20 miles offshore. His aim was perfect and the destroyer blew up at 0815 hours. Marine casualties were Freuler's Wildcat, which took hits in the engine with damage to the oil cooler and one cylinder, and Elrod's Wildcat that took a hit from shipboard AA that severed his fuel line. He crashed short of the runway, wrecking his plane. The defenders were down to two Wildcats.

Word of the successful defense of Wake electrified American newspapers. The Washington Post compared the Marines to the defenders of the Alamo. Sending a wave of pride through the country was the news the defenders had radioed "Send more Japs!" In fact, those words were padding to the real message that reported half their equipment had been destroyed and morale among the civilians was low.

Japanese bombers arrived four hours after the invasion force withdrew. Davidson and Kinney were airborne in the two surviving Wildcats when the 30 G3Ms

were sighted. Davidson shot down two while Kinney downed a third; the AA batteries on Wake shot down a fourth and sent three heading south trailing smoke. Nevertheless, the bombers dropped more bombs on the defenses.

On December 11, two H6K Type 97 "Mavis" four-engine flying boats arrived over Wake at dawn. Flying solo morning patrol, Captain Tharin downed one while the other bombed the runway without effect. That morning, Kinney's trio managed to patch together another Wildcat from parts taken from the other wrecks. There were now three defenders.

Everyone was amazed on December 13 when the enemy failed to put in an appearance. However, one of the three Wildcats suffered a flat tire on takeoff and went off the runway, reducing the defense to two. The next morning, 30 G3Ms attacked. Their bombs killed two VMF-211 Marines and wounded a third, while also getting a direct hit on one of the Wildcats. Kinney, Hamilton and Hesson rebuilt the engine from that Wildcat over the next two days, to return the force to two fighters.

At Pearl Harbor, USS Saratoga's task force arrived from San Diego the evening of December 13, carrying VMF-221's F2A-3s. By December 15, the seaplane tender Tangier took aboard the 4th Marine Defense Battalion, with 9,000 5-inch rounds, 12,000 3-inch rounds, and 3,000,000 .50-caliber rounds, as well as ammunition for mortars and other small arms. Two radar sets and their operators also came aboard.

Admiral Fletcher's Lexington Task Force 11 departed Pearl on December 14 to make a diversionary raid on the Japanese base at Jaluit in the Marshalls and provide cover to the Wake Island relief mission. Saratoga's Task Force 14 headed for Wake on December 15. Within a day, they were battling heavy seas in a midwinter Pacific storm, speed reduced so the old oiler Neches could keep up and provide fuel for the destroyers.

On December 17, Kinney and his crew finished work on two more Wildcats. On December 19, 27 bombers arrived at 1050 hours. When they departed 20 minu-



Captain Henry T. "Hammerin' Henry" Elrod was the most successful pilot of VMF-211 in opposing Japanese attacks on Wake Island.

tes later, they left only four of the 3-inch AA guns operational. Two Wildcats got airborne in time to remain safe and the bombers missed the two newly returned from the graveyard. On December 20, a PBY Catalina from Pearl landed in the lagoon at 1530 hours, bringing word of the relief convoy that was expected to arrive in 72 hours. It took off at 0700 hours the next morning headed back to Hawaii. Ninety minutes later, 29 D3A dive bombers, escorted by 18 A6M2 Zero fighters, bombed and strafed all three islands, destroying the two newly-repaired Wildcats. Three hours later, 33 G3Ms destroyed all defending AA but one 3-inch gun of Battery D.

The reported attack by carrier-based bombers confirmed Navy communications intelligence that the carriers Sōryū and Hiryū had been detached from the Mobile Fleet to support a second landing attempt. Vice Admiral William S. Pye, acting commander of the Pacific Fleet, canceled the Jaluit attack and ordered Task Force 11 to cover Task Force 14 as it neared Wake. There was concern a carrier battle could break out at any time. The next day, both task forces experienced difficulty refueling their destroyers in the heavy seas, slowing progress even more; Saratoga was forced to refuel her escorts that were unable to hook up with Neches. Task Force 14 still planned to arrive at Wake on December 23.

Captain Freuler and Lieutenant Davidson were on patrol the morning of December

22 when they spotted a large formation of 33 B5N Type 97 level bombers escorted by six Zeros, from Sōryū and Hiryū. Freuler shot down one B5N, then a second in a fight so close that fragments from the exploded bomber damaged his controls. As he headed toward Wake a Zero closed on his tail and he saw Davidson for the last time, chasing a Zero with a second on his tail. A second Zero closed on Freuler and opened fire. Shot through the shoulder, he managed to crash land on the runway. Davidson was never seen again. Petty Officer 3/c Isao Tahara was credited with shooting down both Wildcats. The bomb aimer of the second B5N Freuler shot down was Petty Officer 1/c Noburo Kanai, who had dropped the bomb that blew up USS Arizona (BB-39) at Pearl Harbor.

Wake was now without air defense. The 20 survivors of VMF-211 were issued rifles and ammunition. They were now "mud Marines."

At Pearl Harbor, the report of the raid by carrier-based aircraft confirmed the presence of Japanese carriers; a carrier battle was now considered imminent. Admiral Pye could not risk two-thirds of his carriers and a majority of the Pacific Fleet's remaining capital ships.

Saratoga was 427 miles from Wake at 0800 hours on December 22, when orders were received to return. Fletcher's staff officers called for him to ignore the orders; he went below so he would not officially hear such "mutinous talk." Pilots in ready rooms aboard Saratoga broke down in tears and the Marine pilots begged to be launched to fly in to Wake. Aboard Tangier, senior officers intervened to prevent the Marines from taking over the ship and sailing it to Wake in spite of orders. Admiral Halsey, who was aboard Enterprise, providing cover from the northeast with Task Force 8, later wrote he could not understand why the plan to send Tangier into Wake with the reinforcements was not carried out. No one knew that at the time the order was received, four Japanese heavy cruisers were patrolling east

of Wake without air cover, or that the Japanese fleet that arrived at dusk was disposed around the atoll with no security measures against surface attack. The outcome could have been different.

On Wake, the night of December 22-23 was stormy, with rain squalls and high seas. The Marines were alerted to the presence of the enemy at 0200 hours on December 23 when Tenryū, and Tatsuta, which had missed the atoll in the stormy darkness, opened fire. At 0245 hours, Patrol Boats 32 and 33 ran through the reef and grounded on Wake. Marine machine guns opened up when flares fired from Peale illuminated the enemy. Lt Robert Hanna fired the last gun of Battery D, hitting Patrol Boat 33 14 times and breaking its back while killing seven and wounding 25. He then took Patrol Boat 32 under fire, lit by the explosion of Patrol Boat 33, but the 1,000 men of the Maizuru 2nd SN LF were already ashore. The VMF-211 survivors, led by Major Putnam and Captain Elrod, defended Battery D, which fell after 20 minutes of hard fighting, during which 62 Japanese were killed as well as 14 of the 20 defending fliers. "Hammerin' Henry" Elrod was killed by a SNLF trooper hiding beneath a pile of casualties as he rose to throw a grenade at the advancing enemy.

Dive bombers from the carriers and gunfire from the cruisers provided support to the invaders, who took 125 casualties before Commander Cunningham, seeing the American situation was hopeless, ordered Major Devereaux to surrender at 0700 hours. Fighting continued throughout the morning on Wilkes and Peale, where the gunners of Battery L made a final stand. Major Devereaux reached Wilkes at 1330 hours to find 25 Marines alive. They had killed all four Japanese officers and their 90 troops who had landed that morning.

The Marines lost 49 killed, two missing, and 49 wounded during the 16-day siege of Wake. Three Navy personnel and at least 70 US civilians were killed, including the 10 Chamorro employees left behind by Pan American, with 12 civilians wounded; 433 Americans became Prisoners of War.

Japanese losses were 140 SNLF troops and four sailors aboard ships. Three Japanese destroyers were sunk by artillery and aerial bombing along with both invasion vessels; 28 Japanese aircraft were shot down or damaged.

The next day, Christmas Eve of 1941, Saratoga was 180 miles south of Midway Island. Captain Marion Carl and the other pilots of VMF-221 were launched to fly to the atoll, where they provided air defense for the next American Pacific possession in the line of fire after Wake.

Enterprise Takes the Offensive

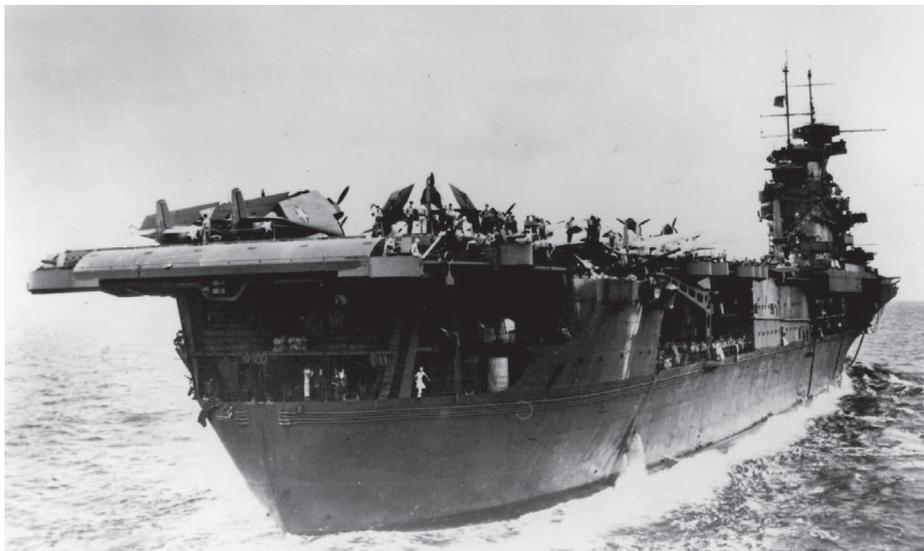
On New Year's Day 1942, Admiral Chester Nimitz became Commander in Chief, Pacific Fleet. CNO Admiral King's first order to Nimitz was to protect US shipping between the United States and Australia, as far south as Samoa. At their first meeting on January 2, Nimitz's staff recommended strikes against the Japanese air bases in the Gilberts and Marshall Islands to delay attacks against Samoa. A convoy carrying 5,000 Marines to garrison Samoa was forming, which would be covered by Admiral Fletcher's Task Force 17 with the newly-arrived USS Yorktown. Admiral Halsey returned to Pearl Harbor aboard Enterprise on January 7 and immediately volunteered to lead the operation. On January 9, Nimitz ordered Halsey to support Task Force 17; the two carriers would strike the Gilberts and Marshalls while Admiral Wilson Brown aboard Lexington with Task Force 11 would strike Wake as a diversion. Saratoga's Task Force 14 would guard Hawaii.

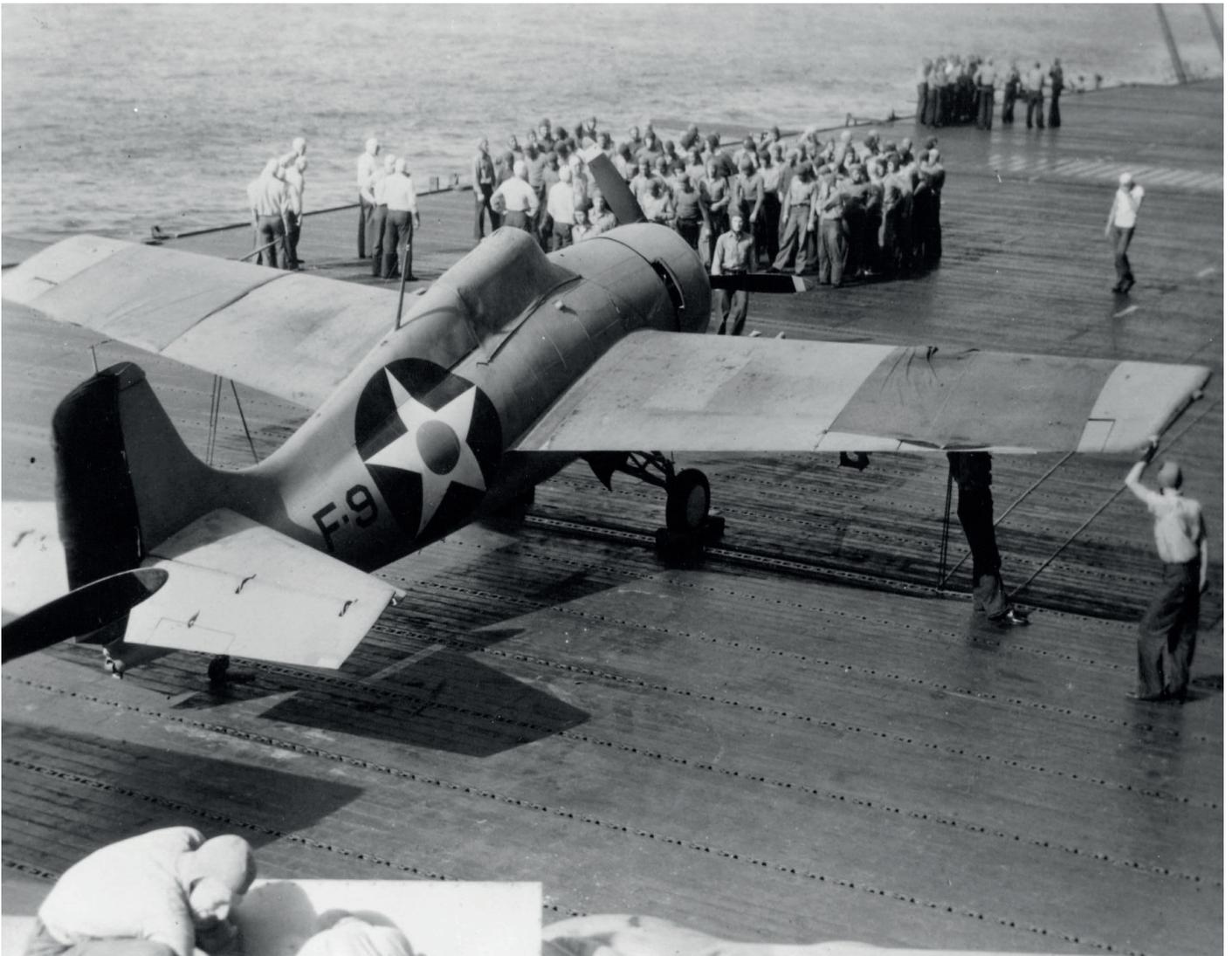
The plan changed drastically at noon on January 10 when Saratoga, 480 miles southwest of Oahu, was torpedoed by the submarine I-6. Three boiler rooms were flooded, six crewmen were killed, and her speed was reduced to 16 knots. Listing to port, Saratoga limped toward Pearl Harbor. The overall plan of attack now changed, with Lexington remaining off Hawaii.

Task Force 8 arrived at Samoa on January 18 and took up a defensive station to the north. The convoy arrived on January 23. On January 25, the Enterprise and Yorktown task forces set course to the northwest. Yorktown would strike Makin in the Gilberts, and Jaluit and Mili atolls in the southern Marshalls. Enterprise would hit Wotje and Taroa in Maloelap Atoll in the northern Marshalls.

At dusk on January 29, the task forces parted company to conduct their strikes; at dawn they crossed the International Date Line into January 31. While Enterprise steamed on to her combat debut, the men of Air Group Six worked feverishly to install boiler plate armor in their aircraft.

USS Enterprise (CV-6) underway in summer of 1942. Note TBF-1 Avengers of VT-10 on the flight deck.





Air Group 6 used oversize insignia on their F4F-3s and covered the upper wings while the aircraft were on deck to make them less conspicuous to enemy snoopers.

At 1830 hours, Enterprise began her run-in to the launching point at 30 knots. At 0220 hours, the OOD reported sand blowing in his face. Halsey ordered the position be checked, since they were using old maps of questionable accuracy and there was fear they could run into one of the numerous small islands at top speed. Moments later, the OOD realized the "sand" tasted sweet; the source was traced to a watchstander stirring sugar in his coffee. At 0300 hours, the ship went to General Quarters. Taroa and Wotje were less than 40 miles distant. Shortly before 0400 hours, the command "Pilots! Man your planes!" echoed through the ship. At 0430 hours, Enterprise turned into the wind. At 0445 hours, six VF-6 F4F-3 Wildcats were launched, followed by 18 VS-6 SBD-3s and 17 VB-6 SBD-2s followed by nine VT-6 TBD Devastators. The 46 aircraft headed for Kwajalein Atoll, 155 miles distant.

Sunrise was still an hour off when 12 Wildcats were launched to hit Wotje and Taroa. Ensign David W. Criswell became disoriented in the darkness shortly after takeoff; his Wildcat stalled and plunged

into the sea, taking him with it. The five surviving Wildcats, each with a 100-pound bomb under each wing, headed for their target.

Those aboard Enterprise could see the attack on Wotje carried out by Fighting Six CO Wade McCluskey as his six F4F-3s made two high-speed bombing runs over the sleeping island, hitting the under-construction airfield, then strafing the island.

VF-6 Executive Officer Lt James S. Gray's five Wildcats found the most action at Taroa. Gray and wingman Lt(jg) Wilmer Rawie mistakenly bombed the unoccupied island of Tjan, which Gray misidentified as Taroa, at 0700 hours. They found Taroa 15 miles away, already alert. They had been briefed to attack what was thought to be a lightly-defended seaplane base. Instead, they found a fully-operational air base with at least 30-40 G3M bombers on the ground. After dropping their bombs on the airfield, they turned back to strafe. With no incendiary ammunition, they were only able to set one airplane on fire.

Gray's wingman Rawie recovered from his pass and identified two A5M4 "Clau-

de" fighters a mile ahead. Staying low, he crept up on them unawares and crippled one with a long burst of fire. The wingman turned on him. The enemy pilot didn't turn away and Rawie clipped the "Claude" with the belly of his Wildcat, knocking the less-rugged fighter out of the sky. Six more "Claudes" managed to get airborne. Rawie's four guns jammed on his second pass, as did Ensign Ralph Rich's guns. Moments later, the guns on two more Wildcats jammed and the four pilots turned back for the carrier.

Gray was suddenly alone. Three of his guns jammed as he maneuvered to get away. He turned and fired at each "Claude" with his one gun as they streaked past. Finally he broke away from the enemy at 0720 hours. When he landed back aboard Enterprise, there were 30 bullet holes in his fighter, making him the first of many pilots to owe his life to the Grumman Iron Works.

With the strike aircraft back aboard, Halsey judged he had taken as many chances as was prudent and ordered the fleet to head north. At 1330, a "bogey" appeared on Enterprise's radar, closing at high speed.



Curtiss SOC-1 Seagull from USS Northampton (CA-26) over Wotje Island spotting for the escorting cruisers when they shelled the island during the Kwajalein strike by USS Enterprise in February 1942.

The CAP identified five G3Ms 15 miles out. The four Wildcats tried to attack, but jammed guns and cloud cover allowed the Nells to escape. Minutes later, they burst out of the clouds 3,500 yards off the carrier's bow, approaching in a shallow dive at 250 mph. The gunners opened fire but inexperience and battle stress allowed the enemy to evade the defenses. Captain George Murray ordered hard left rudder, followed quickly by hard right. Enterprise responded nimbly and "stepped aside" the on-coming bombers. The five bombers dropped three bombs each. All but one fell harmlessly in the sea to port, but the last exploded close aboard, severing a gas line, starting a small fire and mortally wounding Boatswain's Mate 2/c George Smith, the first member of Enterprise's ship's company to die in the war.

The Nells recovered from their dives 1,500 feet above the ships and four sped away.

The Nell flown by flight leader Lieutenant Kazuo Nakai turned sharply left and then circled back towards the carrier. Every gun that could bear opened fire but Nakai came on, clearly intending to crash the ship. At the last moment, Captain Murray ordered a hard right and the Nell failed to match the turn. Flashing mere feet above the flight deck aft, its right wing clipped the tail of a parked VS-6 Dauntless whose rear gunner, Aviation Machinist's Mate 2/c Bruno Gaido, was firing at the enemy. The Nell's wing snapped off and drenched the island and flight deck with gasoline before it fell into a catwalk. Nakai and his crew went into the sea and disappeared. Gaido jumped out of the Dauntless with a fire extinguisher and fought the fire. With the flames extinguished, he realized he was in trouble for having left his battle station to man the Dauntless's guns, and promptly disappeared. Halsey ordered the runaway be found and brought to him. When

Gaido was presented, Halsey gave him a spot promotion to First Class Petty Officer, telling him, "By god, sailor, we need men like you!"

Enterprise and her escorts took up a course to the north and increased speed to 30 knots. A wag recorded in the log-book that they were "Haulin' ass with Halsey."

An hour after Nakai's attack, two Wildcats on CAP intercepted a snooping H6K "Mavis" playing cat-and-mouse in the clouds before finally shooting it down. At 1600 hours, two more G3Ms popped out of the clouds and made a bombing run. McCluskey and the other three pilots sent one Nell crashing into the sea in flames while the ship's gunners got the other.

Sunset at 1835 hours found 14 Wildcats still on patrol, with several pilots weary as they flew their fifth mission of the day. The last Wildcat landed at 1902 hours, aided by a full moon that illuminated the fleet's wakes. Halsey was grateful to find shelter under a damp cold front. Under cover of what would become known as "Enterprise weather," the carrier turned northeast shortly before midnight and the task force headed for Pearl Harbor.

Task Force 8 returned to Pearl Harbor on February 5 to celebration. The daring raid was the Navy's first significant victory of the Pacific War and the publicity saw the beginning of Halsey's public reputation as "America's fightin'est Admiral." Despite newspaper accounts that called the raid "Japan's Pearl Harbor," it was soon known that damage actually inflicted fell far short of initial estimates. One transport and two smaller vessels were sunk, with eight other ships damaged at Kwajalein, half the number originally reported sunk. Nine aircraft were destroyed on the ground at Taroa and Roi, with three A5Ms shot down at the cost of one Wildcat and five SBDs. Though hardly enough to stall the Japanese South Seas offensive, Halsey's raid served notice that the Navy's striking arm did not lie broken in the mud at Pearl Harbor.

(to be continued...)

Adapted from Thomas McKelvey Cleaver's best-selling "I Will Run Wild: The Pacific War from Pearl Harbor to Midway," from Osprey Publishing.

Credit all photos: USN Official



Douglas TBD-1 Devastator over Kwajalein during Enterprise strikes, February 1942.

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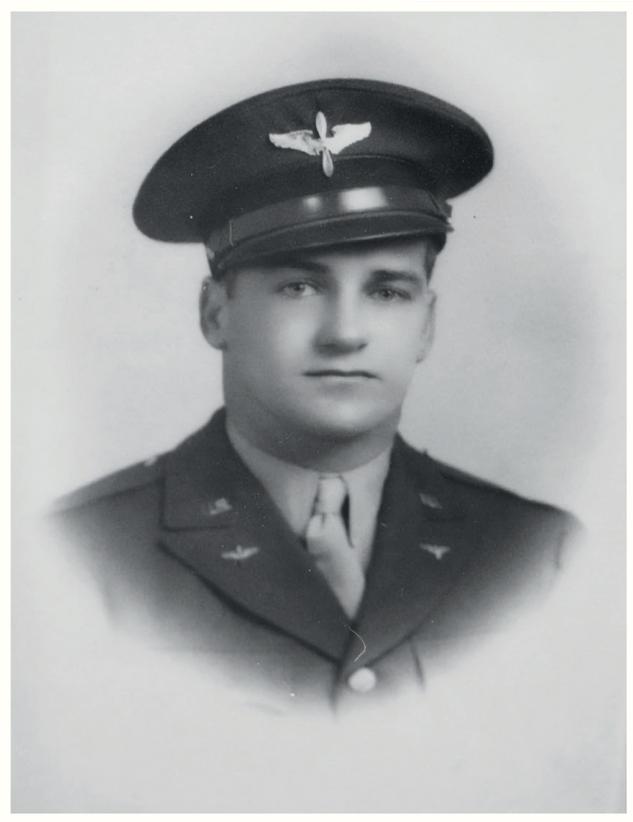
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BUGS BUNNY

in the South Pacific



The wartime journey of Erwin Werhand

During the autumn of 1944, Allied forces in the South Pacific had gained the upper hand against the once formidable Japanese Empire over the skies and waves, but their troops were bogged down in the bitter “Island Hopping” campaign. General Douglas MacArthur now aimed his forces towards the Philippines. The losses in men and equipment were considerable, necessitating the addition of more tactical air power in the continued conflict.

text Rolf Stibbe

Flying in support of the military campaign in the Pacific Theatre were also the men of the 823rd Bomb Squadron of 38th Bomb Group. When they entered combat in October as part of Lt. General G. C. Kenney's Fifth Air Force, the group called themselves “The Sun Setters,” determined to put out the light of Imperial Japan's rising sun. Amongst the rank and file of the 823rd BS stood 2nd Lt. Erwin Werhand. The farm boy from Medford, Wisconsin, never dreamed of the scenes which he was to face during the Pacific War. Drafted into the US Army in July of 1941 and assigned to a medical unit supporting an infantry division, Erwin's passion for flying was stirred by a training incident at Camp Lee, Virginia. He recalled it: “When we were hiking along on maneuvers one day, they came at us with a Lockheed Hudson bomber, and dropped sacks of flour on our heads to show us that we were not camouflaged properly. I'd rather be dropping the flour than catching it!” In the wake of the Japanese attack on Pearl Harbor, the pilot requirements were rela-

xed to allow non-college educated men to attain their wings. Werhand took immediate advantage of the change in policy by passing his physical and written exam to begin ground training in Orangeburg, South Carolina. He successfully completed his primary training in the PT-17 Stearman and progressed through the AT-6 Texan at Marianna, Florida to earn his coveted pilot's wings. After completing another training stint in the cockpit of Bell P-39 Airacobra and bailing out over San Francisco Bay when his plane suffered engine trouble, he transitioned to the North American B-25 Mitchell at Greenville, South Carolina and remarked: “I Liked the B-25 and was glad to get out of the fighter type aircraft. It had enough power to do what you wanted and was quite maneuverable. I could really fly the thing. Sometimes I would come in on the approach, cut the throttles and swoop over our airfield like a fighter.”

After his assignment to the 823rd Bomb Squadron in Savannah, Georgia he flew with other crews westward to California to test their fuel consumption. Upon landing, the bombers

were modified to accept the installation of an additional fuel tank in the radio compartment. The aircrews were then briefed about their forthcoming “epic” flight deep into the heart of the South Pacific with end destination at New Guinea.

Long trip

The first leg of the journey took them from California to Hawaii. While the aircraft were serviced at Hickam Field, several of the airmen ventured to Pear Harbor and viewed the charred hulk of the battleship Arizona and overturned Oklahoma. “When you thought of all the men still down in there, in those ships, it was just horrible. It filled you with revenge. Let's get this war over with!”



Mitchells then set out for the seemingly endless journey passing through Christmas, Canton and Fiji Islands to Townsville, Australia, where the aircraft received further combat modifications. While in Australia, Lt. Werhand and his comrades managed to get some rest and explore their new surroundings. "When I went on R&R to Sydney, it was so much like America. We had flown a stripped-down carrier B-25 named 'Fat Cat' used for crew rotations. The Australians were so thankful that we were in their country. I was in Sydney for about three weeks. The beer was good, and you could get liquor quite easily. We'd bring it back with us. The food was great with the steak and eggs they offered us. We even had Christmas dinner with several women. It was so much like life back in the States." The last segment of the trip consisted of

missions, even playing the role of bombardier. Each squadron had about 14 aircraft and a group would consist of about 45 to 50 bombers. One squadron would stand down for maintenance unless it was a maximum effort.

Eye for an Eye

Our briefings would normally start around dusk however times could change based on new information received from Fifth Air Force intelligence. All of the aircrews that were going to fly out were assembled. The Lieutenant Colonel would give us the target briefing, and then came the weather and intelligence men. Intel would tell us where to find the enemy guns and what types they were.

We'd usually get up the next morning at five o'clock after someone yelled out 'The

craft every night. The Jap's wanted us to keep awake. So, then we went over their airfields and dropped a couple of bombs on them every 15 to 20 minutes. It was my turn one night to return the favor, and sure enough I got lost! Our airstrip did not have a radio beam to home in on. Later the radio at the base came up and I found my way home. Just as I touched down on the field, a Jap plane appeared and dropped a string of bombs across the center of the runway. I burned the tires and rims right of my B-25 and stopped right in the nick of time. We heard that some of our aircraft suffered light damage. Luckily this was the only time I had to face enemy aircraft. Our low-level flying protected us from interception."

The movie name

The rugged bombers pressed home their attacks on Japanese shipping and enemy occupied territory. Werhand and his new faithful mount, affectionately named, "Bugs Bunny" soldiered onward into the winter of 1944. The development of effective tactics ensured the 823rd BS continued success and above all, survival during the Philippine Campaign. Werhand described his daring raids on enemy troop concentrations

There were many times when we hit the enemy troops, that were out in the open and running for their lives. We strafed and killed a lot of them. You could see their bodies literally 'evaporate' after being hit with the .50 caliber slugs.

being sent, minus their aircraft, to Port Moresby, New Guinea and onward to the island of Biak. In October 1944 the war in the Pacific reached its crescendo as Admiral Bill Halsey sent one of his carrier groups to bomb the Japanese airbases on Formosa and Okinawa as preparations were made to land US troops in Leyte Gulf in the Philippines. Werhand's group reached Biak to begin their air operations and the "Sun Setters" were reunited with their Mitchells. As General Douglas MacArthur set foot on the island of Luzon during his triumphant return to the Philippines, Erwin and his fellow pilots continued to adjust to their new surroundings.

"Our airfield was made up of tents and the living conditions were not good at all. The food we were served was all dehydrated and tasted bad. Many times, we'd leave the mess hall and just crack open a coconut. Things got so bad that we grabbed our Colts 45 and went hunting for Wallabies. We took Atabrin, these yellow-colored pills to fight off malaria since we didn't have any Quinine. You could tell who were taking it since they got yellow eyeballs. There really wasn't much recreation apart from a few people playing baseball. Music was played over the loudspeakers from Armed Forces Radio. We got mail pretty often, however it was always late.

The new pilots that arrived on Biak were assigned to combat pilots for initial combat orientation. I flew as copilot on a few

Red Coats are coming!' After breakfast we would go out and meet the aircraft crew chief and go over the maintenance paperwork. Our fuel tanks were then topped off and all other fluids checked. The rest of my crew was then told what the target of the day was, and we all sat and sweated it out before takeoff.

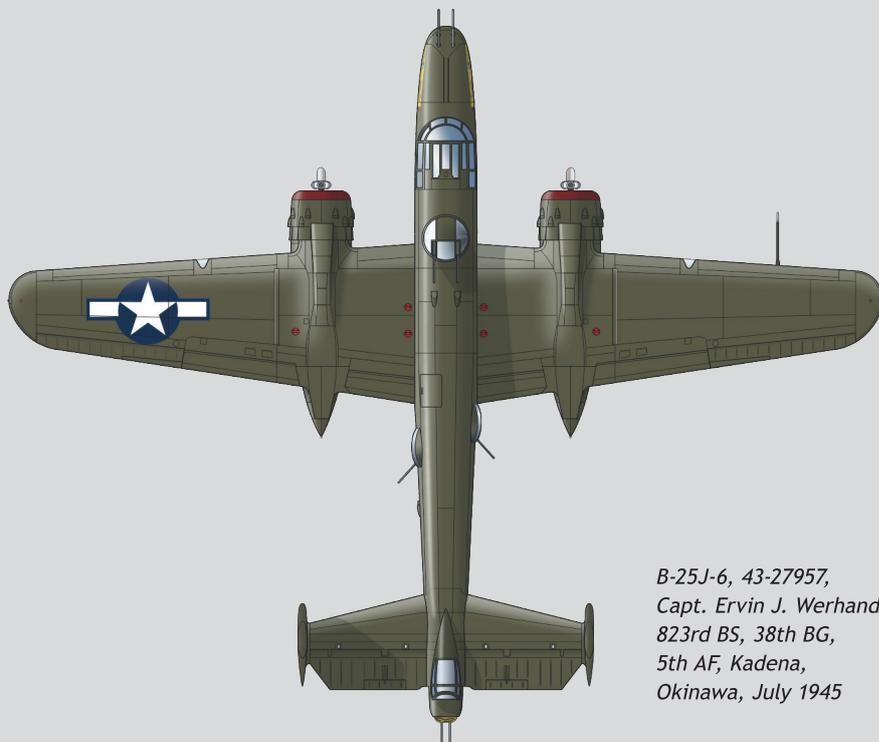
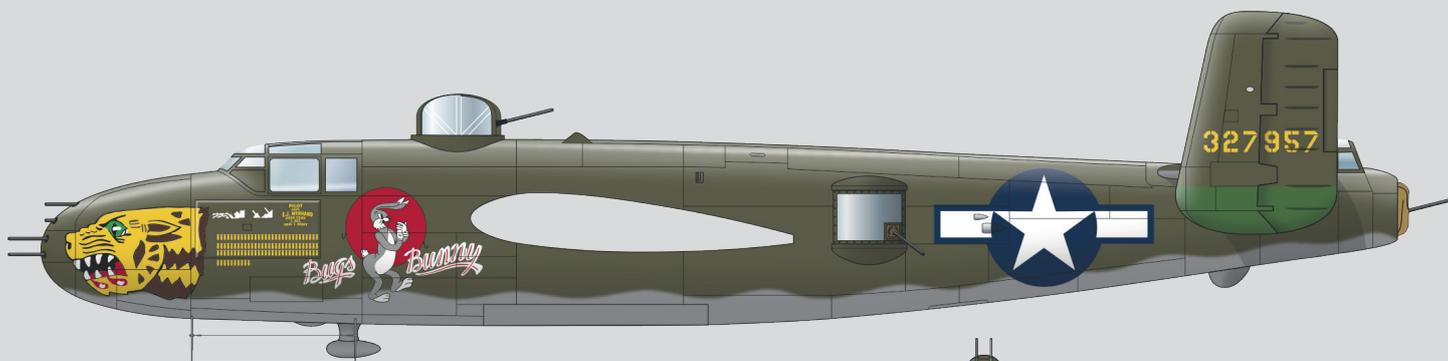
I always packed my .45 pistol and toothbrush for each mission. We were flying over enemy territory so often, that we feared of being shot down. That scared the men the most, but I handled it pretty well. The last thing I wanted to do was to go down and be captured. We knew what the Japanese were doing to Allied prisoners and heard about the decapitations. 'Tokyo Rose' also gave us the latest propaganda over the radio, and the bounties on all of our heads for 10,000 dollars each. Luckily, most of my flying time with B-25 was over water and I never had any apprehension about capture, I felt quite safe in my aircraft."

The Fifth Air Force's Mitchells continued to provide tactical air support in the Allied drive to clear the Philippine islands of Japanese resistance. The 823rd BS was then deployed to the island of Morotai in the Dutch East Indies, closer to the action and within the range of enemy fighters. "Eye for an Eye" became the golden rule between skirmishes Werhand's group and the Japanese had during the night.

"During our assignment on Morotai, we got bombed by one or two Japanese air-



Not very good quality photograph of Erwin Werhand in front of Bugs Bunny, the Mitchell with which he spent a significant part of his combat career in the Pacific.



*B-25J-6, 43-27957,
Capt. Ervin J. Werhand,
823rd BS, 38th BG,
5th AF, Kadena,
Okinawa, July 1945*

and “Tokyo Express” merchant convoys. “We’d try and hit the enemy from land to sea direction during our attacks on ground targets. If I got hit, I could fly out to sea and be rescued by our submarines or Catalina flying boats off the coast. Our group would fly behind the target at about 3,000 feet, make our turn and gain speed on the decent. Most of the time we’d ‘firewall’ it and cross the target at speed of over 300 mph. Our problem was the ground fire since we flew at low altitudes. We had a camera mounted in the tail of our bomber and it automatically took photos when actuated by the opening of the bomb bay doors. We’d carry regular bombs, napalm, para-fragmentation and even 5-inch rockets under our wings. The rockets were not very accurate, but when going against ships, you’d probably score a good hit.

The B-25’s we flew were the J models. Later they had to pull the side nose mounted guns outside my window, because the recoil was pulling out the rivets on the nacelles! My B-25 was ‘Bugs Bunny’ since he was in the cinema at the time. It was a very forgiving plane, that didn’t have a tendency to stall. I flew the ‘Bugs Bunny’ for several months, and then I was rotated to other aircraft. It would be very unusual for a crew to stay with one bomber the whole time. We didn’t get replacement airplanes quickly, and the ones we got had repair patches all over them. It seemed like the war in Europe had top priority over us.”

Lingayen

With MacArthur’s ground forces making successful penetrations on the island of Luzon in their drive to capture Manila, U.S. carrier and Fifth Air Force aircraft battered the Japanese held Clark Air Force Base. In desperation, the Japanese air force stepped up the pace of their kamikaze

attacks on the US Fleet with encouraging results. However, their losses in men and aircraft made them less of a threat over the islands. The 823rd BS continued its daily raids, unmolested by enemy fighter aircraft in February and March. Erwin’s group was then based at Lingayen, after the island of Luzon fell to American forces. The “Bugs Bunny” and rest of the Mitchell’s pressed home their attacks against Japanese ground forces, getting riddled with anti-aircraft fire.

“On the Philippines we’d hit enemy convoys of trucks loaded with troops. I would say that we flew lower than 25 feet to strafe them. Luckily the Jap’s didn’t have many guns emplacements there. However, I did get pretty shot up over Manila one afternoon after dropping a load on a target. We were flying over what I thought was friendly territory, and I saw the infantrymen moving about on the ground below. All of a sudden, I got hit with a big 40mm shell, right between my left engine and the fuselage. Boy did I get out of that area in a hurry. Enough with the sightseeing!

“One time I took ‘Bugs Bunny’ on a weather reconnaissance mission over Formosa. We left Lingayen early in the morning and flew out into the South China Sea. I then spotted a coral reef with a bunch of small boats lined up around it. There must have been at least 150 civilians standing on that reef. Off course it was open hunting season on everything (human targets). So, I flew overhead and fired a short burst with my guns to show them what I had. Then I circled and waved to them from my cockpit window. I wasn’t really sure who they were, for all I know they could be ferrying supplies to the Japanese. ‘Bugs’ had enough firepower to kill every person standing down there. However, I could not have lived with myself, and have been very thankful that I didn’t pull the trigger... Because then I wouldn’t have been much of a person.” There were many times when we hit the enemy troops, that were out in the open and running for their lives. We strafed and killed a lot of them. You could see their bodies literally ‘evaporate’ after being hit with the .50 caliber slugs.”

Losses avoidable and unavoidable

During the remainder of the Philippine Campaign, Erwin's B-25s began their air attacks against Japanese shipping, attempting to resupply their contingent of forces now trapped on Borneo. This island also provided Japanese with 40 percent of her fuel and oil supplies, and if it falls, would severely damage the Empire of Japan's war effort. General MacArthur had believed that the island could provide a good Pacific base for the Royal Navy and new Allied airfields, contrary to the opinions of his Allied commanders who advised caution.

With the absence in enemy air traffic, the American's accidentally provided air action of their own over the island of Luzon. The consequences were to prove fatal in two instances.

"One night a B-24 Liberator came flying over our base and every gun on Luzon and even the warships offshore were shooting at this poor guy. This was just terrifying to watch as they just kept shooting at the Liberator. I would have hated to have been part of that crew! On another day I saw two Lockheed P-38 Lightnings come down as well. The two planes came screaming downward, like during dive bombing practice and both pilots flew right into the ground about a mile away from us. Maybe the speed of their dive froze their controls, or they were playing a game of 'chicken' who knows ..."

The shipping lanes north of Borneo provided a fertile hunting ground for the intrepid "Sun Setters" over the next month. The B-25s flew daily in their quest to send the Japanese resupply effort to the bottom of

the Pacific. Newly promoted First Lieutenant Werhand vividly recollected one of the most memorable missions he'd flown during World War Two, while flying off the coast of mainland China to knock off transport ships at their source. Everything started off perfectly until reaching the target area.

"We left on a routine mission looking for shipping off the coast of China. The Japanese were shipping out from Borneo, and we had to find the ships without intelligence reports. We found three ships that day,

My B-25 was 'Bugs Bunny' since he was in the cinema at the time. Later they had to pull the side nose mounted guns outside my window, because the recoil was pulling out the rivets on the nacelles!

with two destroyer escorts and one transport among them. I led this flight with six B-25s and assigned two aircraft to each target. We were at about 3,000 feet and circled the ships out of the range of their AA guns.

Shipping was the worst target of all since there wasn't anything to hide behind! The enemy gunners can refine their lead on you when you make your approach. On ground attacks we'd be so low enough to hide behind trees or something else.

We went in! My target was the destroyer escort, which had been hit with the .50 caliber guns in my nose. The flight leader who was supposed to go in and hit the transport goofed up and went for my ship instead. The transport was well armed, and we were in a sudden crossfire. This B-25 got hit in the engine since he was flying too high. I got hit on the left side, and I could

feel it. Fortunately, I didn't lose flight control but quickly corrected with my rudder and re-trimmed the plane. We were alright. But the other guy, who flew in error, headed inland. We had alternate airfields in China that were believed to be in 'friendly territory' but we were never quite sure. The Jap's probably had overrun some of them. We could not talk with the crippled bomber or stick around to see where he was going to land, because of the fuel situation. We never spoke amongst ourselves while in formation, because we did not want the Jap's

to hear us. Our uniform did have the 'Blood Chits' on them, to reward our captors with money for our safe return. But we never heard from that other flight crew again. The next day we found the remaining transport ship, I guess we sent the other two to the bottom.

A way to victory

While stationed on Lingayen, our pilot was treated to the friendliness and above all resourcefulness of their Philippine hosts. "During our stay on the Philippines, we paid some guys about 75 USD for a 20 x 20 foot beach house on stilts right on the beach. We laid the floor down after we got some wood from the Navy. The Filipinos were thankful for us being there. We had a houseboy who would even steal chickens for us. We'd trade them out t-shirts for eggs once in awhile to get something really good



"The Sun Setters" on their way to the target



Attacks on ships were among the most dangerous missions. There was nothing to hide behind ...

to eat. When we shipped out, the boy took our stove and cooking utensils, after all we owed it him for all that he did for us.”

With the onset of April 1945, American forces undertook Operation Iceberg, the amphibious assault on the island of Okinawa in the Ryukyu Archipelago. The Japanese continued to sacrifice their remaining pilots against the vast Allied forces in suicidal fashion. The Americans were feeling the bite of the Kamikaze’s “Divine Wind” first-hand, reminiscent of the typhoon which destroyed Kublai Khan’s attack fleet off the coast of Japan in 1281.

The forward airfields on Formosa that provided this aerial menace over Okinawa topped General Kenny’s Fifth Air Force target list accompanied by the vital alcohol production facilities and railway terminals.

We were flying so low on these missions that we’d discover rice in our bomb bay doors! One guy even came home with a chicken stuffed in one of his engine nacelles! We were scared, and of course we flew very low just to survive.

Erwin’s group were called into action to support the campaign, in an operation that Lt. Werhand earned the Purple Heart after his cockpit was riddled by Japanese AA fire.

“Over Formosa our group was to attack the alcohol plants and airfields. The plants were top priority since the Jap’s had so many of them. To get these targets, we’d come in low below the smokestacks, pop up over the stack, release the loads and then get quickly back down on the deck again. You could see the tracer bullets coming up at you from the ground below. On this island we saw some enemy aircraft parked on their airfields, however they

were already burned out and lying on the ground. We did hit some of the remaining planes in their revetments from time to time. We were flying so low on these missions that we’d discover rice in our bomb bay doors! One guy even came home with a chicken stuffed in one of his engine nacelles! We were scared, and of course we flew very low just to survive.

I believe that we were after an airfield when I got hit right in the face and in the arms with broken glass from the wind screen. I don’t know if the copilot had grabbed the controls from me, to help steer the B-25 for that spilt second. We were so close to the ground that it could have been fatal. Our plane skidded and hit a bamboo tree that came between the engine and our cockpit fuselage.”

In the wake of the atomic bomb raids on Hiroshima and Nagasaki and the Japanese surrender to end the Second World War, Captain Werhand ventured over the mainland Japan in his aircraft to survey the destruction of these two cities, that made headlines around the world. It provided an indelible sight, similar in intensity to his previous visit to Pearl Harbor.

“I flew over Nagasaki and Hiroshima after both bombs had been dropped. It was unbelievable to see it. Our B-25s were dropping bombs of the size of firecrackers! I flew over each city and could not believe that one bomb had done all of that!”

In the nuclear alert

After the war, Werhand was assigned as an air operations officer on Okinawa. He was the right man for the job, after all he’d flown 47 successful missions without being shot down. During the escalation and onset of the Korean War in the Fifties, Erwin flew the C-54 transport aircraft to evacuate the casualties. The most interesting job he had while being a member of the United States Air Force were flights northward to the Ice Cap in Greenland in the durable C-47 Skytrain. He provided humanitarian aid to mountain climbers, dig teams and Eskimo villagers.

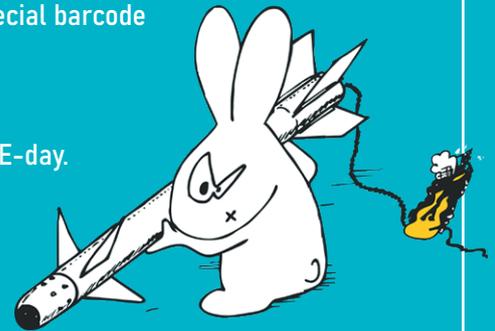
With the dawn of the jet age, Major Erwin Werhand cross trained into Strategic Air Command’s Boeing B-47 Stratojet, tasked to deliver an 18-Megaton bomb in the event of Soviet aggression. He remained on alert status at Whiteman AFB, Missouri, until his retirement in 1961 in the rank of Colonel. He had relocated to Charlotte, North Carolina with his adoring wife and served as an active member of the local ‘Carolinas Aviation Historical Commission’ an organization which still fosters the history and traditions of military aviation, focused on those who laid down their lives to preserve the liberties and freedoms of the United States. He passed away in 2002 after losing his final battle against cancer. Werhand was buried in Arlington National Cemetery with full military honors.

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Activation products:

MiG-21MF + T-shirt 1/72



BOX CONTENT:

Plastic parts, Marking options 4, Decal Set, PE parts, Mask, Brassin parts (undercarriage wheels, cockpit, exhaust nozzle, FOD).

Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

Plastic parts, Marking options 6, Decal Set, PE parts, Mask, Brassin parts (two different types of wheels, landing flaps, dust filter with eyelid, intake ring and RP-3 60lb rockets), 3D decals for main and sidewalk instrument and control panels with photo-etched details and seat belts.



Air war over Ukraine Fifth month

Text: Miro Barič

Debris of buildings and wreckage of vehicles left after the Russian retreat from Snake Island.

The Ukrainian conflict has lasted five months already and the number of casualties is rising. The period covered by this article (from June 16 to July 16) only confirms the trend that the air war has transformed to the missile one. The aircraft on both sides are used primarily as the missiles' launching platforms from the safe distance and also the AA equipment is primarily used against the rockets.

The Ukrainian armed forces continued to destroy the ammunition and fuel dumps and the command centers on the Russian side of the front. Listing all of the hit target would make for the whole new article so let's mention the most important ones. Ukraine deploys all available means of attack – from 155mm caliber artillery to the drones. The most important one however are the M142 HIMARS missile systems. It's a highly mobile rocket launcher mounted on wheels. In June Ukraine received 12 of them and their impact was immediate. HIMARS is capable of launching the rockets with the range as long as 300 km but Ukraine received only 227 mm caliber M30/M31 rockets with the 70 km range. One M142 rocket launcher can fire six of them at the same time. Their great advantage is the accuracy – at the final flight stage they are guided by GPS. According to

the Ukrainian claims 50 of them were fired in a week and all of them hit the target. Not single one missed! That's a big difference compared to the Russian carpet shelling when the target area is deluged with the large number of projectiles hoping at least one hits something of the military importance.

HIMARS rocket launchers are able to overcome the AA defense which the Russians largely relocated to the vicinity of the front lines and in that manner limited the Ukrainian drones deployment (about that later). Their tactics depend on the intelligence – if the location of these AA systems is known or not. In the first case the M142 rocket salvo aims at the AA battery first. AA is able to shot down couple of rockets but not all of them and in the end it is eliminated. After its destruction HIMARS fires more missiles

at the primary target (an ammunition depot for example) and retreats at high speed from the point of release. If the Russian AA battery location is not known the Ukrainians fire several rockets Tochka-U (maximum three) first. The Russian defense reacts to these, reveals its location and the previous case scenario repeats itself – HIMARS overpowers and destroys AA system and consequently the main target as well.

Out of many targets hit by these rockets let's just mention some of them. On Friday June 24 the Russian armed forces 20th army command post in Donbas was destroyed. It was located in a school building and several officers were killed. On Monday July 11 another command post in Kherson was destroyed. Mostly officers from 20th motorized division lost their lives. They used to have daily meetings there at 18:00 sharp so there was no problem for the Ukrainians to target them with rockets. The Russians keep making the same mistakes which cost them the Black Sea Fleet flagship. The cruiser Moscow used to patrol on the same route on the regular basis and the Ukrainians just waited for the right moment to attack it in April with missiles and sink it. Out of many successful attacks on the ammunition dumps let's mention New Kakhovka near Kherson where on July 11 the great explosion took place. According to the Russian propaganda the Ukrai-



A HIMARS rocket launcher in action.



A Russian Tu-22M3 bomber carries three Kh-22 missiles.

nians were attacking the civilian targets and hit the nitres storage used to make the artificial fertilizer – despite the fact the videos clearly show the projectiles flying out of the hit and burning storage and the secondary explosions still occurred on the next day. The nitres shortages from this, and another

storages resulted in the ten-fold drop in the Russian artillery activities. The Russians fail to trace and hit the highly mobile Ukrainian rocket launchers. In revenge they shell the Ukrainian cities from the long distances. These Russian attacks however are very inaccurate and typically

result in the civilian casualties. On Saturday June 25 the Russian aircraft conducted a large attack from the north out of the Belorussian airspace. Altogether they fired 60 rockets at Kiev, Sum and Chernihov areas. The significant component of the attack were six Tu-22M3 bombers which took off from the Shaikowka base in the Russian region of Kaluga. They crossed the Kaluzh and Smolensk areas into Belarus where they launched Kh-22 rockets. We mentioned these out of date missiles in the previous article. They were designed in 1960s and are extremely inaccurate. Their deployment confirms the more modern weapons shortage in the Russian inventory.

It was the first Tu-22M3 bombers' deployment from Belarus against Ukraine. This Russian attack intended to deluge and at the same time bypass the Ukrainian AA defense which is primarily pointed towards east and south. Having launched Kh-22 rockets the bombers returned back to their base at Shaikowka. Only about a month ago these bombers were dropping heavy aviation bombs on Azovstal steelworks where the last Mariupol defenders made their last stand. On Monday June 26, two days after this attack, the Kh-22 rockets hit the city of Kremenchuk in the central Ukraine. The target were probably two railway stations though which, according to the Russians assumptions, weapons' deliveries were being transferred to the frontlines. Kh-22 rockets missed however. One of them hit the empty factory hall and the other one hit the shopping center where at least 20 civilians died and more than 50 were wounded. The Russian propaganda consequently started to release the series of contradictory information about what happened. First they claimed that the shopping center had been closed and empty for a long time. Then they claimed it had not been hit but the fire from the weapons storage in the neighboring factory expanded to it. Security videos however clearly captured the rocket hit the shopping center and also that no ammunition fire in the neighboring hall occurred.

The greatest emotions were raised however by the Russian attack on the city of Vinnytsya in the western Ukraine. On Thursday July 14 the Russian submarine in the Black Sea fired the Kalibr cruise missiles on it. At least one



An office building and a parking lot in the center of Vinnytsya are destroyed. MiG-21 is a monument of the Ukrainian Air Force.

was shot down by the Ukrainian AA defense but three of them hit the city center. The Officers' House was targeted. It is a building where the cultural events used to take place but in the past couple of months mourning ceremonies for the fallen Ukrainina pilots were held there as well. Besides this cultural establishment the neighboring administrative building and the parking lot in front of it were hit. The Russian missiles killed 24 civilians including three little children.

There is nothing new about this. The rocket attacks on the Ukrainian cities were the Russian revenge for sinking the cruiser Moscow – even though according to the official Russian statement the Ukrainians had nothing to do with it and the ship sank as a result of a fire caused by negligence. For fear of the Ukrainian rockets the Russians started to withdraw majority of their ships from Sevastopol in Crimea to Novorossiisk in the eastern part of the Black Sea. They also started to rehearse the Crimean bridge defense. This bridge connects the peninsula with the Russian mainland over the Kerch strait. The smoke screen they practiced raised the eyebrows though. The efficiency of such a screen against the modern weapons that do not need the optical guidance is rather questionable and then they somehow forgot to close the bridge for the civilian traffic resulting in several accidents due to the dense smoke.

Small losses in the air

The airplane losses on both sides correspond to the long range rocket shelling tactics. They dropped significantly in comparison to the intense deployment during the first months of war. Not that they were deployed less but practically neither side crosses the frontlines. During the heaviest fighting for Severodonetsk and Lysychansk in Luhansk area the Ukrainian air force flew more than 20 missions daily in this sector – quite a decent number for an air force which according to the Russian claims was completely destroyed during the first days of war (and several times afterwards). However the Ukrainian helicopters and Su-25 fighter–bombers completely adopted the Russian tactics to fire their unguided missiles on the ballistic trajectory from the safe distance. They perform as an airborne rocket launcher. Needless to say such an application of the air unguided missiles is extremely inaccurate and its effect is rather psychosological – it boosts morale of the own troops who can see their air force in action and forces the enemy to take cover at least. During the month of our focus two confirmed aerial kills were scored, both on the Russian side. On June 18, in the vicinity of Svitlodar, the soldiers of the 72nd motorized division hit the Russian Su-25 with the portable rocket Igla. Pilot ejected and became POW. His name was Andrei Fedorchuk, a former Russian AF Major currently working as



A Kalibr missile shot down by Ukrainian air defense forces during an attack on the town of Vinnytsia.



Ukrainian Su-25 armed by missiles with inscriptions expressing revenge for the attack on Vinnytsia.

a mercenary for so called Wagners. His monthly pay was 205 000 rubles, an equivalent of approximately 3500 USD. Out of curiosity – for a better orientation he had a Garmin GPS device taped in the cockpit and there was another navigational app on his smartphone. It is already third or fourth „Wagner’s” Su-25 shot down by Ukrainians but for the first time they captured the mercenary pilot alive.

Another Russian airplane hit, as recorded on video, was scored by the Ukrainian soldiers on June 27 firing the British portable Martlet missile. They hit Ka-52 helicopter which deployment in Ukraine turned into its graveyard. At least 16 have been destroyed. During the last month more losses were reported besides the aircraft shot down by the enemy. The effort to avoid the Ukrainian AA fire by flying as low as possible backfired on two Russian Su-25 and one Mi-8 helicopter which crashed after hitting the electrical lines. There are combat losses on the Ukrainian side as well, in all cases documented and therefore confirmed there were UAVs. On June 29, in the Russian Kursk area, T-141 drone was destroyed and on July 3, in the same sector two Tu-143. There were the old,

Soviet-era reconnaissance equipment. It is possible that Ukrainians intended to deploy them as kamikaze drones to attack important ground targets. They have executed several missions like that.

Kamikaze drones

The Ukrainians use not only HIMARS rocket launchers but all available means to attack the ammunition and fuel dumps in Donbas or occupied territories in the south. Targets within the 155 mm caliber artillery range are shelled by howitzers. The drones are deployed on more remote targets. While during the first months of war the Turkish Bayraktar TB2 was very successful there are different conditions on the Donbas front. The Russians concentrated a lot of electronic warfare equipment there to jam the signals and also concentrated their AA defenses there. Previously Bayraktars easily achieved success against poorly defended Russian columns which is not possible in Donbas. The electronic jamming eliminates the smaller drones and even though Bayraktars make it through they are met by AA fire. Therefore the Ukrainians had to adapt. To attack they launch the kamikaze drones



Interesting coloring of the Bayraktar of the Ukrainian Navy.

which are programmed for certain route and signal jamming does not affect them. There are old or cheap commercial drones and their loss doesn't hurt that much as in the case of the expensive Bayraktar. On Wednesday June 22 such a drone hit the oil refinery in the Russian Novoshakhtinsk in Rostov region. A small, propeller-driven UAV of the unknown type arrived over the oil facility, crashed on it and caused the explosion followed by a fire. According to some sources two or three drones had been launched for this mission but only one reached the target – which was quite sufficient. Drones

were also deployed in the attack on the building used by the Russian occupying troops in the city of Enerhodar in Zaporozhye area. By the way the largest nuclear power station in Europe is located there. The attacked building had belonged to the Ukrainian secret service SBU but after the occupation the Russian troops took it over. According to the Russian sources six kamikaze drones attacked it and three were shot down. The others hit the target.

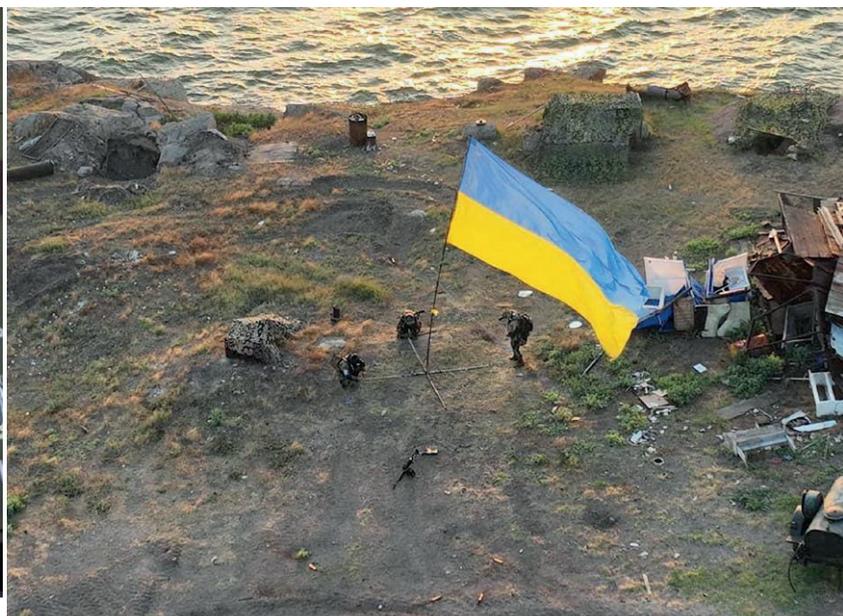
Battle of Snake Island

The fact that Bayraktars were withdra-

wn from the Donbas fighting doesn't mean though that Ukraine cannot use them elsewhere. They fly reconnaissance missions and direct the artillery fire and heavily contributed to the great Ukrainian victory in the fighting for Snake Island. The Russians occupied it on the very first day of war and practically it was the only success of the aforementioned cruiser Moscow. The flagship defeated the garrison of 13 Ukrainian border guards who before that managed to send her „to bloody hell“ over the radio. Sinking of Moscow in April however meant the significant weakening of the Black Fleet AA de-



Command vehicle of Ukrainian S-300 battery with symbols of shoot-downs: 6 drones and 21 cruise missiles. These were recorded in the period from March 12 to July 5.



The Ukrainian flag is flying over Snake Island again.

fense and enabled the Ukrainians to launch the attacks against the occupied island. The final campaign commenced during the night of June 16-17 by sinking the tugboat „Vasily Bech“. She was hit by two Harpoon missiles. The Russians understood that supplying the island by the surface vessels will no longer be possible.

In the following days Snake Island became the target of Ukrainian rockets as well as the 155 mm caliber howitzers. Besides the weapons delivered from West the Ukrainian self-propelled howitzers Bohdana were to join the fight. Gradually the AA systems Pantsir-S1, radars a various military vehicles were destroyed. The Russian side announced that on June 21 they destroyed all projectiles fired at the island, shot down 13 drones and repelled the landing attempt. Consequently, on June 27 they were to shot down 12 rockets and a Ukrainian Su-25. The Ukrainian side countered these claims by publishing the videos showing the island being heavily bombarded. By the way the explosion images were delivered by a Bayraktar drone which recorded the events unmolested despite the supposed successes of the Russian AA defense. On Wednesday June 29 the island was shelled again and according the Ukrainian statements one of four Russian helicopters that approached this small piece of rock was hit. The damaged helicopter crashed into the sea. Some sources state it was Ka-52, according to the others Mi-8. At any rate the kill remains unconfirmed.

What is confirmed though is the escape of

the Russian garrison from Snake Island. On June 30 in the morning the soldiers boarded two speedboats and disappeared leaving behind the abandoned equipment and island engulfed in smoke. Kremlin tried to present this as a „goodwill act“. The soldiers withdrew „having completed all tasks“. Obviously not because on July 1 evening two Russian Su-30 arrived a dropped four incendiary bombs on the island in order to burn all what was left behind the fleeing soldiers. Their effort was hampered a bit by the fact that three of the bombs missed the island completely and harmlessly plunged into water. The embarrassment was recorded on video by a patrolling Bayraktar drone which the Russian Sukhoi pilots obviously missed.

The real „goodwill act“ was delivered by the Ukrainians who on the following day helped Russians finish their job. By a precision fire they destroyed the vehicles left behind on the pier. Who else took care of it but Bayraktar drone. On July 4 a special Ukrainian unit landed on the island and hoisted the blue and yellow flag to symbolically end the occupation which lasted 126 days.

Foreign supplies

The Ukrainians continue not only deploying Bayraktars but also procuring, them even though their „star“ is currently overshadowed by HIMARS rocket launcher media hype. In the beginning of July one drone was delivered to Ukraine from Lithuania. Its citizens raised 5.9 million EUR. Turkish manufacturer Baykar refused to accept the payment and

delivered the drone free of charge. The raised funds were allocated to the humanitarian assistance. The Lithuanians named the drone Vanagas which means hawk. In the end of June the Ukrainians themselves raised the funds to purchase three drones. Ultimately in three days they raised money to pay for four UAVs. In this case Baykar company decided to supply them free of charge as well. Another Bayraktar fund raising was launched in Poland.

Details about the aircraft equipment delivered to Ukraine in the previous period surfaced as well. One of the Czech Mi-24V combat helicopters could be identified based on the published photographs. It is the airframe coded 3370 which previously carried the name Kosta and RAF 311 Czechoslovak Squadron anniversary markings. Details about helicopters from Slovakia are also known. Mi-2 coded 3301 was donated as a source of the spare parts. Mi-17 code 0807 and 0821 were delivered by ground transportation with the rotors removed. Mi-17 coded 0844 and 0847 left for Ukraine with the fully armed blocks of the B-8-V20 unguided missiles. As far as Slovakia is concerned the delivery of 11 Mig-29 fighters is being mentioned. The Slovak representatives did not exclude it however it is based on the new arrangement to protect the Slovak airspace. As of September 1 the Czech JAS 30 Gripen should assume this role so Mig deliveries to Ukraine would be possible after this date.



One of the Mi-17 helicopters from the USA. Originally intended for Afghanistan, it now flies in Ukrainian colours.



Originally Czech Mi-24V No. 3370 already in Ukraine.



A donated Bayraktar drone was transported by a Lithuanian C-27J Spartan transport aircraft.



The Lithuanians named the drone Vanagas, which means hawk.



Green-Grey, Dark Green ...



Part 1

Text: Michal Ovčáčík

Photos: collections of the author, Jaroslav Bartáček
Miroslav Irra and Bohumír Kudlička; Aviation Research
archives via Pavel Krejčí

An interesting view of an S-199 with an unknown production number. The aircraft has evidently gone through repairs or an overhaul with a bubble canopy upgrade. The photograph reveals points of interest for the modeler with respect to the paint scheme: the front of the aircraft to the firewall has a light color (or is new), while the remainder of the fuselage, wings and tail surfaces yield shades consistent with the use of different materials. The fuselage has panel joints puttied over and is waiting on its base coat of paint. The control surfaces are fabric covered and are clearcoated.

Paint Schemes of the S-199 in the Czechoslovak Air Force

Just as the history of the creation of this aircraft is unique, so is the development of the camouflage schemes applied to it. The schemes bypassed the standards of the day and developed along similar unique lines, making them look somewhat simple or dull. It may furthermore appear that when it comes to the looks of these aircraft, all has been said or written already, but a close study of not just period photographs, but also relevant archival materials, suggests otherwise. In the light of newly uncovered information, the notion of any monotony is dismantled and the S-199 offers some new secrets to be revealed...

The situation of paint materials used by the Czechoslovak aircraft industry in the immediate aftermath of the Second World War was far from ideal. Virtually all the industries in the Protectorate of Bohemia and Moravia were umbilically connected to the German war machinery and as such, was heavily dependent on material supplies from not only Germany, but also from other Nazi occupied territories. The erratic and increasingly dwindling supply chains seen as the war neared its end resulted in paint supplies falling to a trickle in the

former Czechoslovakia to the point where they were completely exhausted over the following two or three years.

Most of the domestic aircraft facilities (such as Aero, Mráz and Zlín) turned to available German RLM colors to satisfy renewed production efforts, or at least colors that had similar tones. Avia and Letov were two exceptions. These had significant wartime stocks of paint available, made possible by their production of training aircraft at the end of the war, notably the Arado Ar 96B, which had all its surfaces sprayed in an aluminum color, or more accurately, a clear coat with aluminum powder mixed in. It was necessary, then, to find an interim paint solution for the new S-199s coming off the assembly lines at Avia headed for the Czechoslovak Air Force from 1948. These paints would need to be produced quickly using local manufacturing facilities.

Over the first months following the liberation of Czechoslovakia, Avia saw a logical decline in aircraft production. In order to preserve the firm's usefulness and future, focus was transferred to the repair of buses and postal vehicles – vehicles that

were in high demand at the time due to the end of the war. The final paint coats on these vehicles were of several types, among which were light green-grey shades, similar to RLM 02 (also similar to the then-current RAL 7033). Although this paint was not intended for use on aircraft, it was the only decent quality and easily produced paint available.

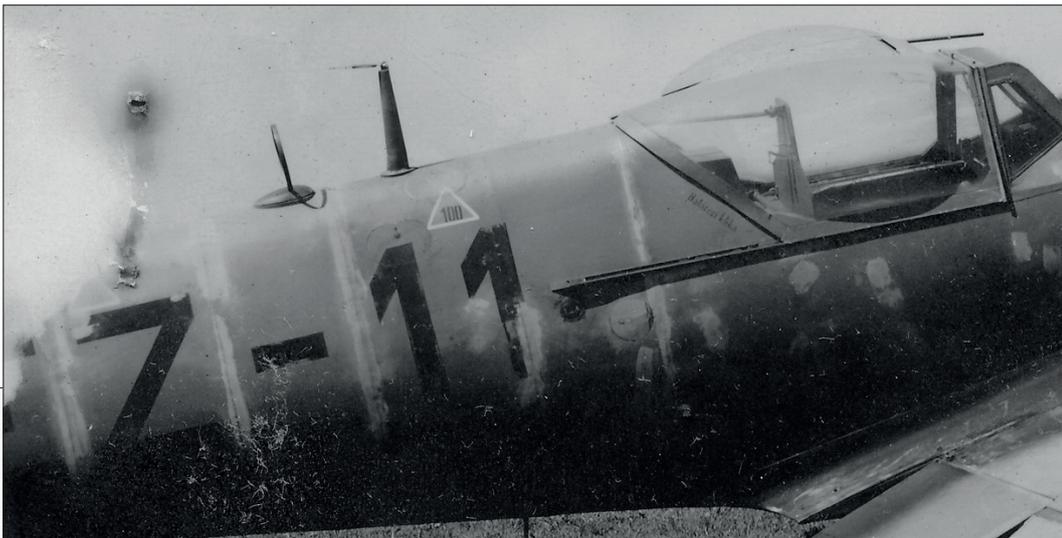
On the basis of recent research, it can be said with a high degree of certainty that this type of paint was, in fact, used on aircraft such as the fighter/trainer C-10/C-110 (Bf 109G-10/G-12), combat fighters S-92/CS-92, S-99, and on the first Avia-built S-199, C-4 (Bü 131D) biplanes and the first C-104 produced by Aero. This can also be extended to the C-6/C-106 (Bü 181) and the first C-5 (Zlín Z-26), and even some twin-engined B-36s (DH.98 Mosquito FB Mk.VI) modified to carry German machine guns.

Nevertheless, the general goal of developing a new paint system for the Czechoslovak Air Force was still a high priority matter and needed to be resolved through 1948. The resulting product is known as Smalt Avion 2036, under which Paint 2036 Khaki MNO

(a shade similar to an early Czechoslovak color called Khaki). This paint was considered for an overall covering of later S-199s, or after these types had gone through repairs or overhauls. We can also add that lower surfaces were to be painted Avion 2036.65 Light Blue (not unlike the German RLM 65, as indicated in the paint's designation), but for reasons that are not yet clear, this shade was not applied to the S-199.

Paints for Czechoslovak military aircraft are traditionally associated locally with the name of Libeň-Vysočany company TEBAS (Joint Stock Company for the Production of Industrial Paints TEBAS), traceable to Thurm und Beschke, from which the company evolved into TEBAS in 1938. During the period of the Protectorate, the company filled orders under its original name for the Nazi war effort and after liberation, it fell under national administration. From 1947, it became a component of the Spojené továrny na barvy a laky (United Paint and Varnish Company), and later the successor national firm Pragolak, and later still, Barvy a Laky (Paints and Varnishes).

To be continued



Detailed view of the puttied and sanded joints, along with minor repairs on the central section of the fuselage of Avia S-199.260, EZ-11, belonging to the 3rd Flight of the Air Regiment 5 based at Plzeň. Other interesting details are worth noting: the canopy and its associated rail, head armor, the cover for the battery in the cockpit, the antenna mast and PR 16 direction finding antenna on the fuselage spine, the whip antenna associated with the LR-25a identification equipment, and the stencil data with yellow triangle over the fuel tank filler cap (the fuel was 100 Octane Aviation Fuel).



A brand-new Avia S-199, Serial Number 167, made its acceptance flight by Avia's test pilot Antonin Kraus on October 25, 1948. The aircraft is armed with two 17/7 9N wing guns of 7.92mm calibre. Despite the photograph being somewhat underexposed, it is possible to conclude that the scheme is the light green-grey type applied to early aircraft. This aircraft was coded KS-22 and was later attached to the 2nd Flight of the Air Regiment 4 bearing the name of Alois Vašátko, at Plzeň-Skvrňany, where it was damaged in a landing accident on February 11, 1949.



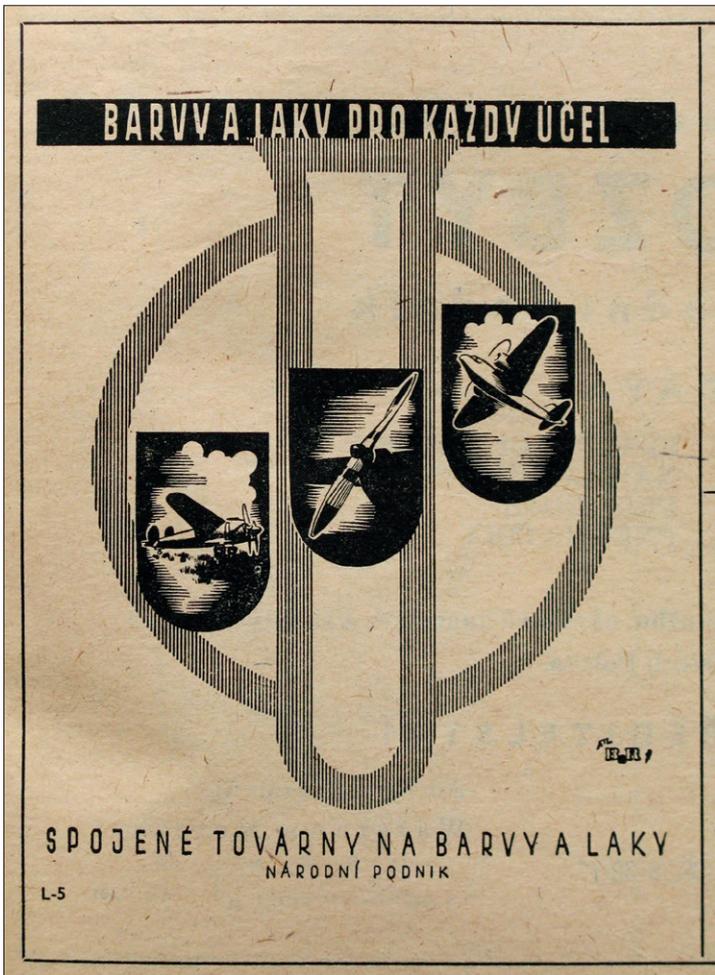
Aero produced S-199.310. On May 30, 1949, this airplane, coded KT-3, made a forced landing not far from Boskovice while flown by Lt. (Sgt) Karel Kessler. The code places the aircraft in the service of the 3rd Flight of the Air Regiment 7. This S-199 was only armed with the synchronized 131/13N fuselage machine guns, lacking the wing gun pods. After necessary repairs, the aircraft was updated with the rearward sliding bubble canopy and was equipped with reconnaissance equipment and reassigned to LP 1. In 1951, it served with the 5 Air Training Regiment in Zvolen, where it was coded UL-51 and obtained yellow training bands. It was likely that the reconnaissance equipment had been removed by that time.



White GY-37 was Avia S-199.40 (2nd Flight, 3 Fighter Air Regiment, 4 Air Division), and was already worn when it collided with the two-seat CS-199.510 (coded HX-70) at Černovice airfield in Brno on March 23, 1953. It sported multiple repairs with a darker green, with which it became one of the most interestingly painted S-199s in the Czechoslovak Air Force. In accordance with regulations from October 1947 (Avia Scheme Illustration for Type 210 "Stencil Data and National Markings" No. 109-Le62217), the aircraft carried a white border line to the national markings. The spinner was also white.



The apron at Kbely with 2nd Flight, 1 Air Regiment, 3 Air Division in April 1951. The nearest aircraft is Avia S-199.444 with a freshly applied fuselage code JW-38 in accordance with regulation VL number 0010941/51 dated March 15, 1951. The aircraft is Light Green-Grey with a white spinner, and the dark green wheel hubs and spinner base are also noteworthy.



The label applied by the National Factory for Paints reads "Paints and Varnishes for All Uses in the Aviation Industry". This was the company Tebas before it was nationalized, and it supplied paints used on the S-199.



A reproduction of a page from the color chips of shades produced by the National Factory for Paints and Varnishes from 1950, with the original notes preserved. The top row contains samples of light green-grey (RAL equivalents) and Avion 2036.02 (RLM 02), while in the bottom right corner is a shade of blue for that component of the national marking (labeled as Flag) Shade 66 corresponds to RLM 66 Black-Grey (for interiors and wheel wells) and RLM 65 corresponding to shades used on the lower surfaces (Avion 2036.65).

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The worst moment of the war

Elbert Scott McCuskey was one of the most prominent Wildcat pilots in the opening phase of the fighting in the Pacific. He distinguished himself during the Battles of the Coral Sea and of Midway. Details of his biography are included in the F4F-3 kit in the ProfiPACK edition, which is being released in August.

Lt. (jg) McCuskey was assigned as a gunnery officer in the 2nd Division under VF-42 aboard the USS Yorktown. This carrier sent several attack waves to Tulagi Island north of Guadalcanal during May 4, 1942. The Japanese were landing there, and the Americans assumed they had no fighter cover. Therefore, they sent torpedo and dive bombers without fighter escort. The Wildcats were put on hold to defend the carrier. The bombers managed to sink the destroyer Kikuzuki, the minesweeper Tama Maru, and the special minesweepers Wa1 and Wa2. The air strike was initially faced only by the crews of Mitsubishi F1M biplanes from floatplane tender Kyokawa Maru. The SBD crews managed to shoot down two of them.

After 1300, four fighter pilots aboard Yorktown were ordered to man the aircraft. They expected to taxi them to the hangar only. Surprisingly, they were ordered to launch, and from the chart they were shown before takeoff, they learned only the course and distance to their destination, which was Tulagi. The reason for sending them was the report of enemy aircraft threatening the bombers. The Wildcat pilots did not know the identities of the others before takeoff, some aircraft

suffered radio malfunction, and one of them, McCuskey, was in the cockpit essentially by accident, having taken the place of another pilot who had left to get a lunch.

The flight was led by Lt. (jg) Leonard, his wingman was Ens. Basset. The other pair was commanded by McCuskey and his wingman was Ens. Adams. The pairs split over the target. Leonard and Basset shot down three F1Ms from Kamikawa Maru. They had unexpected trouble in the dogfight, as the aggressively flown biplanes got behind F4Fs several times. McCuskey and Adams attacked the damaged Tama Maru, which sank two days later. Then all four pilots together attacked the destroyer Yūzuki. They concentrated machine gun fire on the bridge, torpedo tubes and engine room. They wounded twenty crew members and killed nine others, including the skipper Lt. Cdr. Hirota Tachibana. The destroyer had to return to Shortland for repairs.

On the return flight, the Wildcat pilots encountered the lone Devastator from VT-5. Due to low cloud cover and radio communication difficulties the flight was separated. Leonard and Basset landed safely on Yorktown. But McCuskey had no radio communication with his wingman or the carrier. In addition, the Devastator ran out of fuel and its crew ditched. McCuskey feared he would have to do the same. He hadn't kept track of the takeoff time and the fuel gauge couldn't be relied upon. He decided to make an emergency landing on Guadalcanal. After

his wingman landed nearby, McCuskey had "the worst moment of the war" as Adams told him that he had been in contact with the carrier the whole time, but McCuskey didn't understand his signals. With the help of the natives they tried to damage the valuable aircraft from falling into enemy hands and the destroyer USS Hammann rescued them. Their efforts lasted during high tide until dusk and became so complicated that it may be considered fortunate that no one was drowned.

Four days later, on May 8, 1942, McCuskey was back in action, accompanying Devastators of VT-5 in the attack on Shōkaku. He flew as wingman for Lt. (jg) Leonard. In the other pair, Lt. (jg) Woollen flew with Ens. Adams. The formation was attacked by five Zeros from Shōkaku. The Americans, however, managed to evade the fire by turning in the direction of the attacks. During the fight, one of the Japanese pilots made a chandelle and McCuskey peppered the slowed, almost stationary Zero with fire that hit the entire wing and cockpit. The plane did not burn, and its guns fired continuously as it was falling into the sea. PO2c Hisashi Ichinose, was apparently killed instantly. It was the second Zero to be shot down by US Navy and US Marine Corps pilots in World War II. Woollen managed to shoot down one more Zero, piloted by PO1c Takeo Miyazawa and damaged another one. The torpedo planes survived. And so, McCuskey made up for his worst moment of the war.



Protecting the Bostons

Text: Michal Krechowski
Illustration: Piotr Forkasiewicz

The Spitfire of British fighter ace Ian Richard "Widge" Gleed is widely known thanks to period photographs. This is especially true when it comes to the aircraft with the Aboukir filter. Gleed, however, used a total of four Spitfires as Wing Commander, all with the personal code IR-G. Two of them as commander of the Ibsley Wing (Mk.Vb; AA742 and Mk.Vc; AB380) and two as commander of No. 244 Wing in Tunisia (Mk.Vb; ER170 and Mk.Vb; AB502). All the aircraft Gleed flew had a drawing of a black cat, "Figaro", a character from the story of Pinocchio, painted on the starboard side below the windshield. The attractive livery of the aircraft as the interesting life of Ian Gleed himself made an easy choice for the subject of the painting by Piotr Forkasiewicz. After the initial discovery that Gleed had not achieved any kills in Spitfire Mk.Vc; AB380; IR-G, we needed to find an action for the subject of the boxart that would add authenticity and dynamics to the drawing. We were intrigued by the date of June 3, 1942, for which Ian Gleed has written in his flight notebook: "Circus No. 6, escort of six Bostons over Cherbourg in conjunction with a Czechoslovakian Wing which clashed with Fw 190s." The boxart of the Spitfire Mk.Vc thus depicts Operation Circus No. 6, when the Ibsley Wing under Gleed's command escorted six Bostons Mk.III of No. 107 Sqn. Altitude cover was provided by the Exeter Wing, i.e., aircraft from No. 310 Sqn, No. 312 Sqn and No. 154 Sqn. This was the first encounter with the enemy for the Czechoslovaks since the

formation of the the Exeter Wing. On that day, W/Cdr Alois Vašátko achieved a probable kill of an Fw 190A from III/JG 2. More to it, F/O František Peřina shot down one Fw 190 and damaged one, P/O Karel Pošta damaged two Fw 190s and F/O Ivo Tonder and Antonín Liška damaged one each. However, three Spitfires did not return from the fight... After tracking down all the information to make the scene, there was still one little thing to sort out. In mid-May, the British national markings on the fuselage, lower side of the wing and the tail were revised from A/A1 to C/C1 type. There are photographs dating back to late May and early June 1942 showing Spitfires with various combinations of these two types of insignia. It usually took a few days to apply the new markings to all the squadron Spitfires. For the boxart with Gleed's Spitfire, we ended up using the new C1 marking type, however the kit also offers an earlier version with A/A1 markings. Ian Richard Gleed was born on July 3, 1916, in Finchley, London. He learned to fly at Hatfield in 1935 and joined the RAF in March 1936. After completing his training in December that year he was posted to No. 46 Sqn. In September 1939 he was transferred to No. 266 Sqn as a squadron leader of this Spitfire-equipped unit. While testing one of the aircraft on February 18, 1940, a mysterious aircraft destruction occurred at 18,000 feet (5,500 m). Gleed was hurled unconscious from the cockpit and when he regained consciousness, he found himself hanging

from the parachute. He spent time in hospital and rejoined his unit in late April. In May, he was transferred to No. 87 Sqn as leader of the "A" Squadron. He scored seven kills in May during the fighting in France and remained with the unit throughout the Battle of Britain, during which he increased his score by a further four kills. In late December 1940 he took command of No. 87 Sqn and in November 1941 became commander of Ibsley Wing. He commanded it until July 1942, when he was posted to Fighter Command as Wing Commander Tactics.

In January 1943, Ian Gleed was sent to the Middle East where he was briefly assigned to No. 145 Sqn and after gaining some experience there, he was appointed Commander of No. 244 Wing in late January. He led the unit until April 16 when he was shot down during an afternoon patrol over the Cap Bon area. His probable defeater was Lt. Ernst-Wilhelm Reinert, ace of JG 77. After being hit, Gleed headed for the Tunisian coast with the damaged aircraft. His Spitfire AB502 was found on the sand dunes near the sea on the west coast of Cap Bon, but his body was not found until later. In total, Ian Gleed's combat records contain 16 kills, seven probable and four damaged. During the war years he wrote a book, "Arise to Conquer" (Gollancz, 1942), in which he summarized his experiences of fighting in France and in the Battle of Britain. In 1978 Norman Franks published Gleed's biography "Fighter Leader".



Sudden attack

Text: Richard Plos

Illustration: Adam Tooby

Another day in the trenches, another day among barbed wire, where death lurks around every corner. Suddenly, the guns fall silent, the rain stops, and the timid trills of birds can be heard from no-man's land. It is as if, for a brief moment, the horrors of war subsided. The sun, nearing sunset, breaks through the smoke screen left by the artillery shells explosions to the soaked and exhausted men in the trenches. They turn their faces to it, absorb its energy and thank God that they have survived another day in hell. But then two shadows flash past over the trenches. The calmness is broken by the roar of engines, the staccato of machine guns and several explosions around and inside the trenches. After a while the screams of angry German soldiers firing their small arms at the retreating invaders are replaced by the cries of the wounded...

All of this could be found in the scene captured by Adam Tooby in his boxart for the latest edition of the Sopwith Camel B.R.1 engine version kit. The brightly colored aircraft in the foreground is the Camel of Walter George Raymond Hinchliffe, whom his fellow pilots called simply "Hinch". He shot down six enemy machines during the war and this Camel serial number B7190 served him to achieve his second and third victories. He also flown at least two bombing missions with it according to the records.

Hinchliffe was a native of Munich, where he was born to British parents in 1893. The family returned home later, allowing young Walter to be educated at the University of Liverpool. There he joined the Officer Train-

ing Corps program, but first of all he studied medicine. More to it he also spoke four languages, was an avid reader, a talented artist, a good sportsman and proved himself to be also a skilled mechanic. A renaissance man, one might say, but nevertheless he joined the army on March 20, 1912, with the rank of second lieutenant. He became a member of the logistical British Army Service Corps and shortly after his promotion to lieutenant the move to the artillery followed. There he served until 1916 when the path of his career took a different direction. He underwent pilot training, obtained his pilot's license No. 3595 and served as an instructor at Cranwell with the rank of Second Lieutenant of the Royal Navy until the end of 1917. Then, he finally joined a combat unit, No. 10 Squadron RNAS. It was in January 1918 and as early as February 3 he scored his first victory when he shot down a German Albatros D.V near Rumbeke, Belgium. After this first success he flew the Camel B7190 for a time and shot down two observation aircraft. The first on March 10 near Roulers and the second on April 3 in the same area. By this time the unit had already been redesignated No. 210 Squadron RAF following the merger of the RNAS and RFC which took place on April 1, 1918. Hinch's Camel was quite a colorful aircraft with blue and white stripes on the nose, which was the marking of the "C" Flight, and a blue fuselage top. The wheel discs were also blue, with a drawing of the devil on them. Behind the cockpit on the sides was the inscription DONNERWETTER (Hinch was fluent in German) and on the fuselage ridge there

was a symbol that appeared to represent a stylized combination of the letters W and H. Hinch scored three more kills in May, becoming an ace, however, on the night of June 23, he was seriously injured in a crash that was not fully cleared up. According to some sources, it occurred while he was trying to return a Camel from an emergency landing site at night, but he himself spoke of a night fight with Gothas in which he was hit in the forehead and subsequently crashed. He suffered multiple head injuries and lost his left eye. This ended his fighting career, but not his flying one. After the war, he took up a career as a commercial pilot. He flew mainly for KLM and Imperial Airways and pioneered many new flight routes. Then, in 1927, he received an offer from Elsie Mackay, daughter of the Earl of Inchcape, who wanted to become the first woman to fly across the Atlantic. She bought a Stinson Detrioter, which she named Endeavour, and offered Hinchliffe a staggering £10,000 fee for taking part in the flight as a pilot. On March 13, 1928, at 08.35, Endeavour took off from RAF Cranwell. Five hours later, the Hizen Head lighthouse at the southernmost tip of Ireland reported the overfly of a monoplane heading over the ocean. A little later, a French steamer announced its position at sea. The daring pair planned to land at Mitchel Field on Long Island, USA, where five thousand people were waiting for them. But they never landed. Eight months later, a piece of landing gear, identified as part of the Endeavour, was washed up in northwest Ireland...

Pappy's guns

Text and collage: Richard Plos

Illustration: Antonis Karydis



The Japanese machine gun nests are throwing fire and the Marines would like to dig into the ground they are lying on. Any advance is out of the question, he who raises his head will lose it. The Japanese, in turn, cannot cease fire or the mass of resolute men will rise from the mud and make a run for it. The deadlock is broken by a stream of bullets which the men spot even before a pair of Mitchells emerge from behind the perimeter. Each of them is firing from eight machine guns in the nose, and also the gunner in the dorsal turret is doing his part. Thousands of bullets tear through the Japanese positions with the Mitchells leaving a phosphorus bomb salute as they pass. The machine guns calm down, the rumble of the engines fades into the distance and the Marines rise. Now it's their run!

The planes that destroyed everything on the enemy side of ground in this way did not come about as a result of any thoughtful high-level planning by the General Staff, nor in the design offices of the then still young and dynamic North American Aviation company, but in the mind of an aging "Mr. Pilot" George Irvin Gunn a man who had gotten into flying through his job as a mechanic in the naval air force during World War I. Because at 43 he was almost a generation older than many of his colleagues, and because he returned from the jungle one day after being shot down with grey hair instead of his original dark hair, he earned the nickname "Pappy".

In the 1930s, Gunn was considered one of the best pilots in the ranks of the US Navy. Before the outbreak of the war, he retired and settled in Philippines, helping to establish an airline there, for which he also flew. After the war broke out, he helped evacuate American citizens and was eventually called back into service. Even then, he had the idea of an attack plane with lots of machine guns to eliminate enemy ground forces. Gunn pushed his idea only a little later with the 3rd Attack Group, which received the new Douglas A-20s. Gunn advocated for their conversion to "strafers" as part of an exploration of the possibilities of a "Skip Bombing". This was promoted by the commander of the 5th AF, General Kenney. Gunn received General's full support, which enabled him to begin converting B-25s to "strafers" as well. The Mitchells were more suitable to this task because of their performance and ruggedness, and soon instructions for modifying the aircraft were going out to all units with Mitchells in the Pacific. "Pappy" Gunn's idea was then worked on directly by the factory, and the B-25J version had already received a standardized solid machine gun nose instead of the various modifications to the glass nose. A total of eight nose .50 guns could be supplemented by four housed in the blisters on both sides of the fuselage, but these were often removed due to the stress on the aircraft's skin by the recoil of the firing guns. If they were left in place, an attacking B-25J could fire a total

of 14 machine guns at a target (if the dorsal gunner was also engaged).

The box of the Gunn's Bunny kit sports a drawing of Bugs Bunny B-25 by Antonis Karydis, while the background is a collage containing two important motifs. Firstly "Pappy" Gunn himself, who smiles at a passing B-25, secondly a Pacific infantryman, the one who has often seen nothing as welcome as a Mitchell joining the fight. The motif of the "shot through" iron plate then illustrates the firepower these mighty aircraft possessed.

For "Pappy" Gunn, the war ended when he was seriously injured by fragments of a phosphorus bomb during the bombing of the airfield at Tacloban. He was taken to a hospital in Australia where he remained until the end of the hostilities. There he also reunited with his family, which survived the war in Japanese captivity. General MacArthur personally sent his wife and children to Australia to see him after the liberation in an airplane. Such was Paul Irvin "Pappy" Gunn's reputation...

After the war, he returned to work as a commercial pilot for Philippine Air Lines and kept flying regular flights to USA. He often gave a ride to various officials from the military or government representatives. He flew for last time on October 11, 1957. On that occasion, he tried to avoid a tropical storm during the flight but crashed fatally. His remains were flown to the USA and buried in the US Navy Cemetery at Pensacola Air Force Base.



Brandenburg fighters above the beach

Text: Richard Plos

Illustration: Piotr Forkasiewicz

There's a sunny summer day and nothing disturbs the calm on the beaches of the Baltic Sea but the splashing of the waves and excited children's screams. But shortly after noon, it seems to thunder in the distance. The sky is almost cloudless, no one expects a thunderstorm, and the tourists look around in wonder. In the coming seconds the sound intensifies into a loud roar and two fighters from the "Brandenburg Air Regiment" fly over the beach at a height of only a few dozen meters. Their return from live-firing the missiles over the Baltic Sea cheers the children and wakes up all the sleepers. "We are here to defend you, if necessary!", that's the meaning of the Polish pilots' low pass...

Piotr Forkasiewicz's drawings always have "something extra" in them, and this very dynamic picture of a pair of MiG-21MFs from the 11 BPLM is not different. What kind of unit was it and what were the fates of the aircraft in the foreground of the drawing?

In the second half of the 1960s, the Polish Air Force underwent a reorganization. The 11 Pułk Lotnictwa Myśliwskiego (PLM; Fighter Air Regiment) stationed in Dębżno was transformed into the 9 PLM, while 3 PLM, based at Strachowice, became the 11 BPLM (Brandenburgski Pułk Lotnictwa Myśliwskiego, Brandenburg Fighter Air Regiment). In 1973, the unit was fully restored to its historical name and until September 1991 was officially called 11 Brandenburgski Pułk Lotnictwa Myśliwskiego im Osadników

Ziemi Dolnośląskiej (Brandenburg Fighter Air Regiment in the name of the Settlers of Lower Silesia). In 1966, while it still had the designation 3 PLM, the first MiG-21F-13 aircraft were taken over from other regiments converting to more modern versions of this type. In the late 1960s and early 1970s, the 11 BPLM was equipped with the first MiG-21PF and MiG-21PFM aircraft, and around 1980 the regiment was equipped with the first MiG-21M and MiG-21MF aircraft. In 1991, the 11 BPLM was equipped with 24 MiG-21MFs, five MiG-21UMs and four TS-11 Iskras training aircraft. In the late 1990s, the 11 BPLM was part of BPLM 3 Korpus Obrony Powietrznej Kraju (OPK; Air Defence Force) with its headquarters in Wrocław. It included only one other air unit, 62 PLM in Krzesiny. In the 1990s, after the 39 PLM in Mierzęcice was disbanded, the 2 eskadrę (Squadron) of the 11 BPLM was moved to this base, about 100 km away. This echelon included, among others, the aircraft serial number 96007600. Its first user was 34 PLM based at the Gdynia-Babie Doły. In June 1980 this aircraft was transferred to the 26 PLM, but the following year it was handed over to the 10 PLM in Łask. In the period from February 27, 1986, to April 6, 1987, it underwent an overhaul at the WZL-3 Dęblin maintenance center and was subsequently handed over to the 11 BPLM, where it was assigned to the second squadron and later sent with it to the detachment in Mierzęcice. There it flew until October 1998, after which it was handed over to the

Army Property Agency, from which it was purchased in 1999 by the American collector George Gould. The aircraft was transported to Galveston Airport in Texas and loaned to the Lone Star Flight Museum there.

When in the fall of 2008 Hurricane Ike started to devastate the Texas coast, all of the museum's aircraft in airworthy condition were flown to safer places. However, the MiG-21MF No. 7600 was not airworthy... The hangar in which it was kept was flooded by an 8.2 ft (2.5 m) wave and the aircraft was severely damaged. The owner subsequently donated it unrepaired to the Evergreen Aviation & Space Museum in Oregon. The restoration team in Marana, Arizona, had to find a new wing and tail for it. The Polish markings were deleted and the aircraft was given two-tone green camouflage, Soviet insignia and the red, white-lined number 84. This was the livery previously flown by Mig-21 in the US Air Force's "Red Eagle" squadron. This unit conducted simulated dogfights with American aircraft, and this livery was chosen because one of the pilots of this unit was a member of the museum's board. This, aircraft No. 7600 eventually survived its original unit, albeit in a modified form and as a museum exhibit. In 1999, the 11 BPLM was disbanded and all of its remaining MiG-21MFs were transferred to the 3 PLM (former 62 PLM) in Krzesiny and 10 PLM in Łask. Thus, all MiG-21MFs of the Polish Air Force in use at that time were concentrated in these two regiments.

The last Sturmjäger



Text: Jan Bobek

Illustration: Piotr Forkasiewicz

The Fw 190 depicted in combat with Ma-rauders on the boxart of the Fw 190 A-8 kit, was found at the end of the war in Neubiberg, Bavaria. It belonged to 6./JG 300, which was part of Jagdgeschwader 300. It was originally a night fighter unit fighting against British bombers with single-seat aircraft, whose pilots oriented themselves in combat by illumination from burning cities or ground searchlights. This tactic was dubbed "Wilde Sau" (wild boar) and became synonymous with JG 300 and its sister units JG 301 and JG 302. Neil Page and Vladimír Šulc describe this topic in more detail in Eduard INFO 07/2021.

In June 1944, JG 300 was transferred to the subordination of the Defense of the Reich for daytime combat against American four-engine bombers. Its II. Gruppe received Fw 190s with additional armor and 30mm outer guns. This was the so-called Sturmgruppe, or attack group, and was designated II./(Sturm) JG 300. It was to attack and destroy bombers at close range, while the other Gruppen of JG 300, armed with lighter Bf 109s, were tasked with protecting their heavier colleagues.

The transition to day operations and different operational conditions was handled very quickly by II. Gruppe. Its commander during this period was WWI twelve victory ace Major Alfred Lindenberg, at that time a nearly 50 years old veteran of the legendary Jasta Boelcke. He shot down three four-engine bombers and one Mustang

in the fall of 1944. The II. Gruppe made its last combat deployment against bombers as part of the Defense of the Reich during the protection of the refineries on March 2, 1945. The unit managed to shoot down four B-17s from the 385th BG but lost eight Fw 190s and four pilots after the Mustangs intervened.

The last time II./(Sturm) JG 300 was deployed as part of the Defense of the Reich was on March 24. The mission was to attack an American landing on the east bank of the Rhine as a part of the Allied Operation Vanity. Of the whole JG 300 it was II. Gruppe that suffered the heaviest losses. Its 32 pilots were to keep radio silence and fly in formation low over the ground to reach the Bocholt-Wesel sector and attack the gliders. However, near Göttingen they were attacked by Mustangs from the 353rd FG and only about ten Fw 190s returned to base. Most of the remaining veterans were killed in the fight and the Sturmgruppe was taken out of action against bombers. During the last five weeks of the war, II./JG 300 was based in Bavaria and tasked with attacking enemy columns, fighter-bombers and observation aircraft.

The most experienced airman left with the 6th Staffel was Ofw. Rudolf "Bulle" Zwesken, although some writers have speculated whether he even existed. He was born to Sudeten German family on August 13, 1919, in Maršíkov (Marschendorf), in the

district of Šumperk (Mährisch Schönberg) in the Moravian part of the Sudetenland of what was then Czechoslovakia. In 1943 he apparently served with the 1./JG 52 but did not achieve any victories there. In April 1944 he was transferred to 6./KG 51, which was then rearming to twin-engine Me 410s as part of a planned conversion to the Me 262 jets. However, he was soon transferred to 6./JG 300 and became one of unit's most successful pilots.

From June 21, 1944, to the end of December he shot down 15 aircraft. He told his wingmen that "it was better to be a live parachutist than a dead pilot" and did not hesitate to bail out of an undamaged aircraft in case he assessed that he had no chance of winning a dogfight. However, his feats included shooting down two bombers with a burning Fw 190 or colliding with a bomber and landing with aircraft which had more than a meter of its wing missing! Zwesken was nominated for the Knight's Cross in January 1945, which was awarded on March 21, 1945. In the last four months of fighting, he won at least five more victories and often led the airmen of the 6th Staffel into battle. By some accounts he was captured after the war, other sources suggest he evaded capture. He died in 1946 or 1947.

There is speculation of either suicide or a pub conflict with allied soldiers who shot him. His daughter collaborated on one of the publications that came out on JG 300.

F4F-3 Wildcat

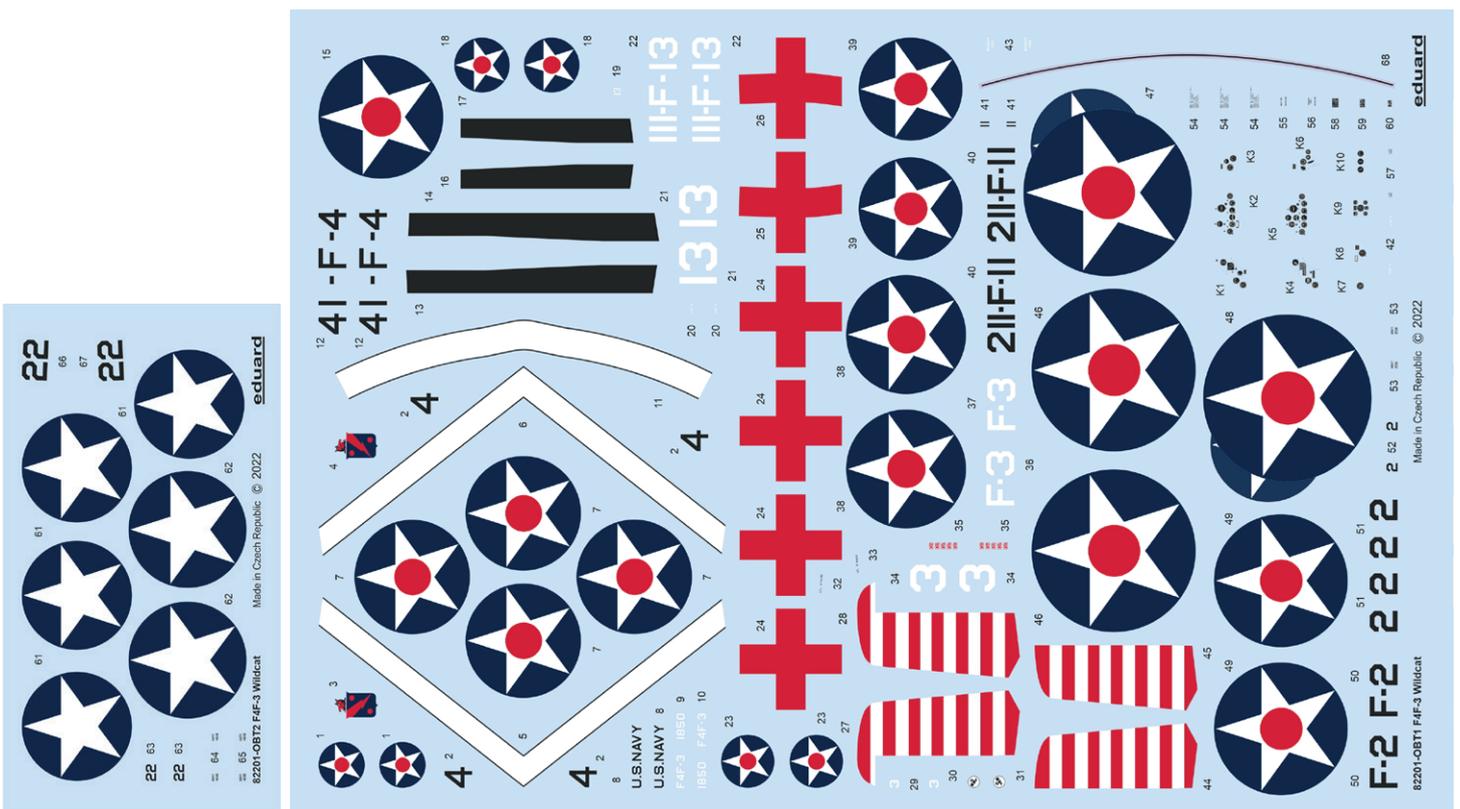
1/48

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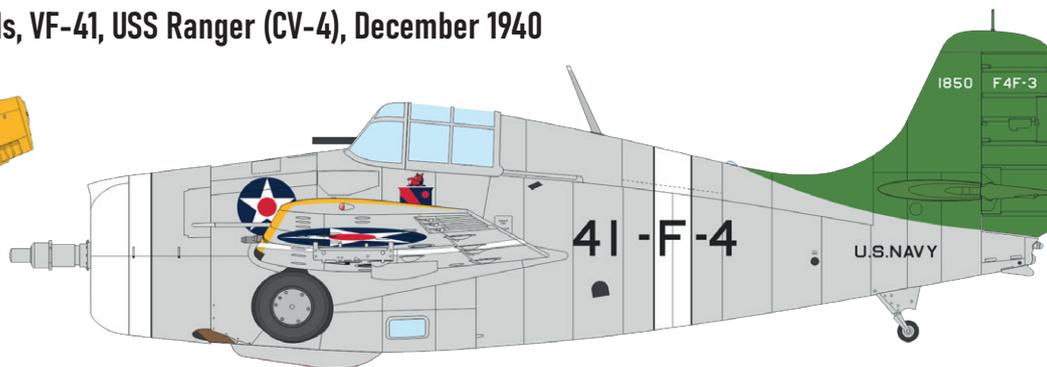
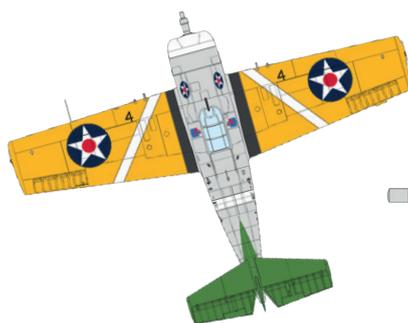
ProfiPACK edition kit of US carrier based fighter F4F-3 Wildcat in 1/48 scale. Kit presents aircraft from United States Navy and Marine Corps.

- plastic parts: Eduard
- marking options: 6
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

Product page 



■ BuNo. 1850, Lt. Charles Shields, VF-41, USS Ranger (CV-4), December 1940

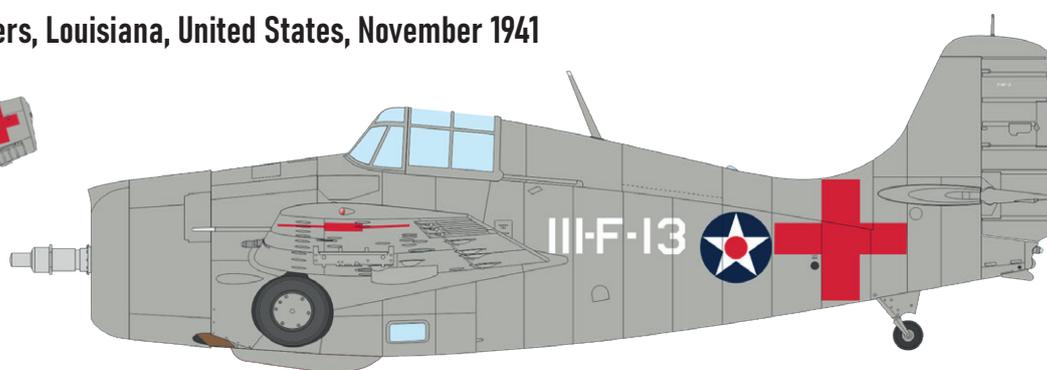
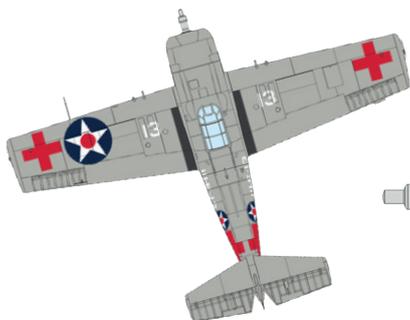


The first production block of the Wildcat resulted in 49 aircraft and was delivered in a prewar scheme, meaning that the fuselage and lower wing surfaces were sprayed in aluminum, and the upper wing surfaces were yellow. Wing markings were carried in all four positions, and on the fuselage they were either applied near the front or on the engine cowl.

The color of the tail surfaces designated the aircraft's home carrier. In this case, the carrier in question is the USS Ranger (CV-4), which was the first to receive Wildcats, followed by the USS Wasp (CV-7). The bands on the fuselage and wings, including the engine cowl ring, indicated which unit section the aircraft was flown by, and in the case of white, this would have

been Section No. 2. Photographs of this aircraft show it prior to being delivered to the unit, and without weapons or its telescopic gunsight. The first nineteen aircraft within this production block had the engine cowl split into upper and lower halves.

■ VMF-111, Army-Navy maneuvers, Louisiana, United States, November 1941

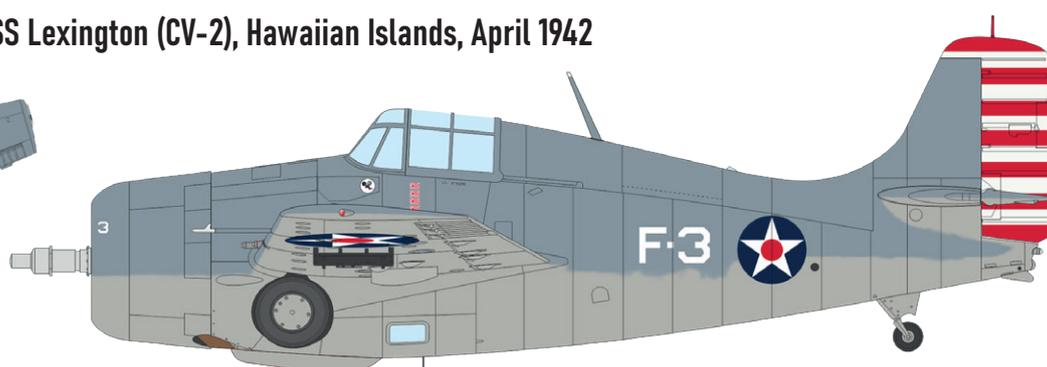


December 30, 1940, saw the implementation of a new camouflage scheme that was to replace the between-the-wars scheme. It required all aircraft flying off ships to be given an overall coat of FS

36440 Light Gray. It was in this scheme that Marine Corps Wildcats from VMF-111 took part in large scale military exercises, and also sported red crosses on both upper and lower surfaces of the wings, as well

as on both sides of the fuselage. These crosses were used to designate combat units during these maneuvers.

■ Lt. Edward H. O'Hare, VF-3, USS Lexington (CV-2), Hawaiian Islands, April 1942

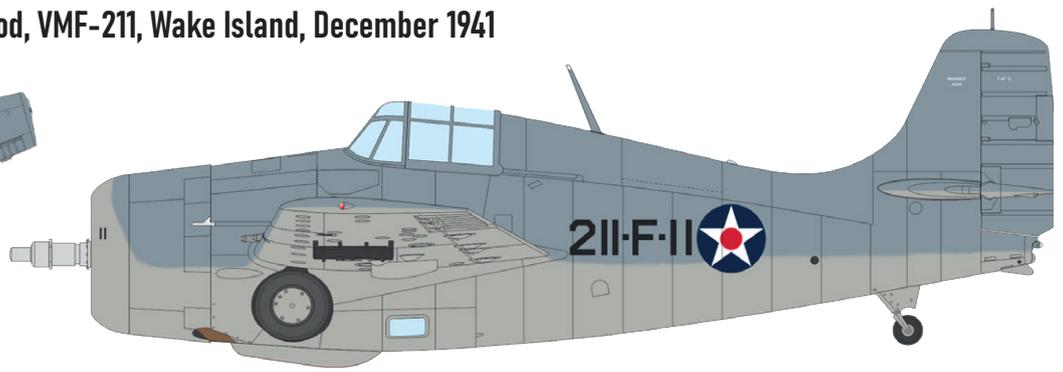
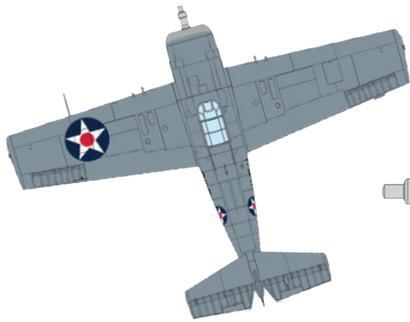


Edward Henry O'Hare was born on March 13, 1914 in St. Louis, Missouri, and after concluding his stint at the US Naval Academy in 1937, he was assigned to the battleship USS New Mexico (BB-40) as an Ensign. He initiated his pilot training in June 1939, which he successfully concluded in May 1940. This was followed by assignment to VF-3, operating off of the USS Saratoga (CV-3). In February 1942, the US Navy wanted to attack the base at Rabaul on the island of New Britain. The carrier Lexington led Task Force 11, and VF-3 flew off of her. The ship was discovered

red on her approach to the target, and the Japanese sent two Betty units to intercept. The second of these units was only countered by 'Butch' O'Hare and his wingman. O'Hare shot down three of the Bettys and seriously damaged another two, leading to the disruption of the attack force. The discovery of the attacking fleet caused the abandonment of the target being Rabaul, and other targets were attacked... The Wildcat flown by O'Hare became a major point of interest on his return to the Hawaiian islands, and many photographs were taken of it. The plane's lower

surfaces were painted FS 36440 Light Gray, and upper and side surfaces were in FS 35189 Blue Gray. The national markings on the fuselage and in four positions on the wings were complemented by thirteen red and white stripes on the rudder. Edward O'Hare did not see the end of the war, having likely been shot down flying a Hellcat during night combat on November 26, 1943. His body was never found in the water, despite some witnesses claiming to have spotted a parachute. O'Hare settled in Chicago before the war, and in 1949 the city named its airport after him.

■ BuNo. 4019, Capt. Henry T. Elrod, VMF-211, Wake Island, December 1941

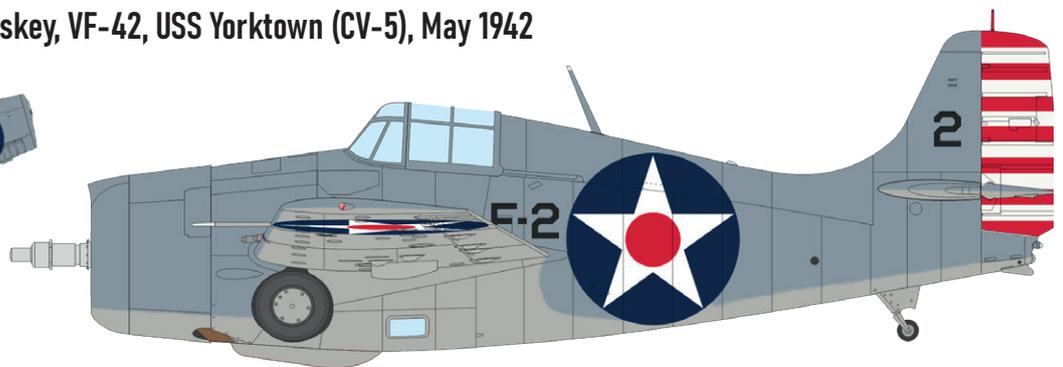


The first Japanese attempt to occupy Wake Island was made December 11, 1941. After the first initial bombardments, VMF-211 possessed only four airworthy Wildcats. One of the pilots that played a role in deflecting the attack was Captain Henry Talmadge Elrod that earlier had shot down a pair of G3M Nells, and during a raid on the invading Japanese flotilla he hit the destroyer Kisaragi with a 45kg bomb, causing the ship to explode

shortly thereafter. According to some sources, he hit a depth charge storage area, the detonation of which sent the destroyer to the bottom with all 157 men aboard. Incoming aircraft and fire from 5-inch coastal batteries persuaded the Japanese to withdraw. A second attempt was made by the Japanese on December 23, 1941, at a time when there wasn't a single airworthy Wildcat on the island. For that reason, Capt. Elrod took part in the

ground fighting, and led a Marine unit until he fell, for which he was posthumously awarded the Medal of Honor. Wildcat coded 211-F-11, on which he had gained his victories, was painted FS 36440 Light Gray underneath and FS 35189 on the upper and side surfaces. The national markings were in only the two positions on the wings, and the fuselage markings were complemented by a small marking at the rear.

■ BuNo. 2531, Lt. Elbert S. McCuskey, VF-42, USS Yorktown (CV-5), May 1942

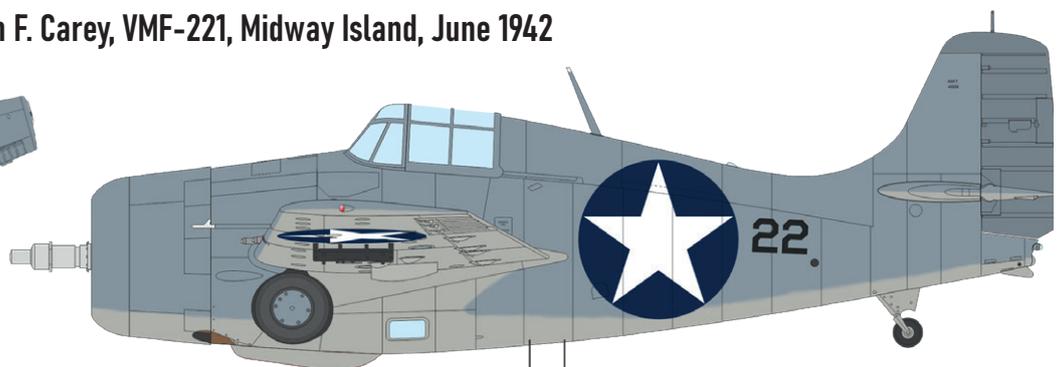


Elbert Scott McCuskey was born February 8, 1915 in Little Rock, Arkansas, and after attending universities in Alabama and Arkansas, he signed up for naval aviation training on May 28, 1938. After successfully undergoing pilot training, he was assigned to VS-41 on the USS Ranger as an Ensign in October 1939. In July 1941, he was reassigned to VF-42 on the USS Yorktown, on which he would serve until July 1942. Then,

until June 1943, he trained young Naval Aviators in the art of flying, flowing this up with a return to operational flying as a unit commander, first with VF-6, and then, from March 1944, with VF-8. Both of these units were flying the Hellcat by then. During his combat career in the Second World War, he gained 13.5 kills. He remained loyal to the Navy after the war, not retiring until July 1965. He died of a heart attack on

June 15, 1997. With this Wildcat, he shot down a Zero in the Battle of the Coral Sea. The aircraft was camouflaged in the same way as the Wildcat flown by Lt. Edward O'Hare, and even the markings were similar, with one difference being the application of large American markings on the fuselage and wings. An interesting facet to this aircraft was the original markings on the wings being visible under the new ones.

■ BuNo. 4006 (4008), Capt. John F. Carey, VMF-221, Midway Island, June 1942



During the pivotal Battle of Midway, which swung the fortunes of the war in the Pacific to the Americans from the Japanese, aircraft did not fly exclusively from aircraft carriers. Some flew off of Midway Island itself. One of the units to do so was VMF-221, which did so with their Wildcats and Buffalos. Wildcat coded 22 was flown by John Francis Carey, who managed to shoot down a B5N Kate while intercepting the

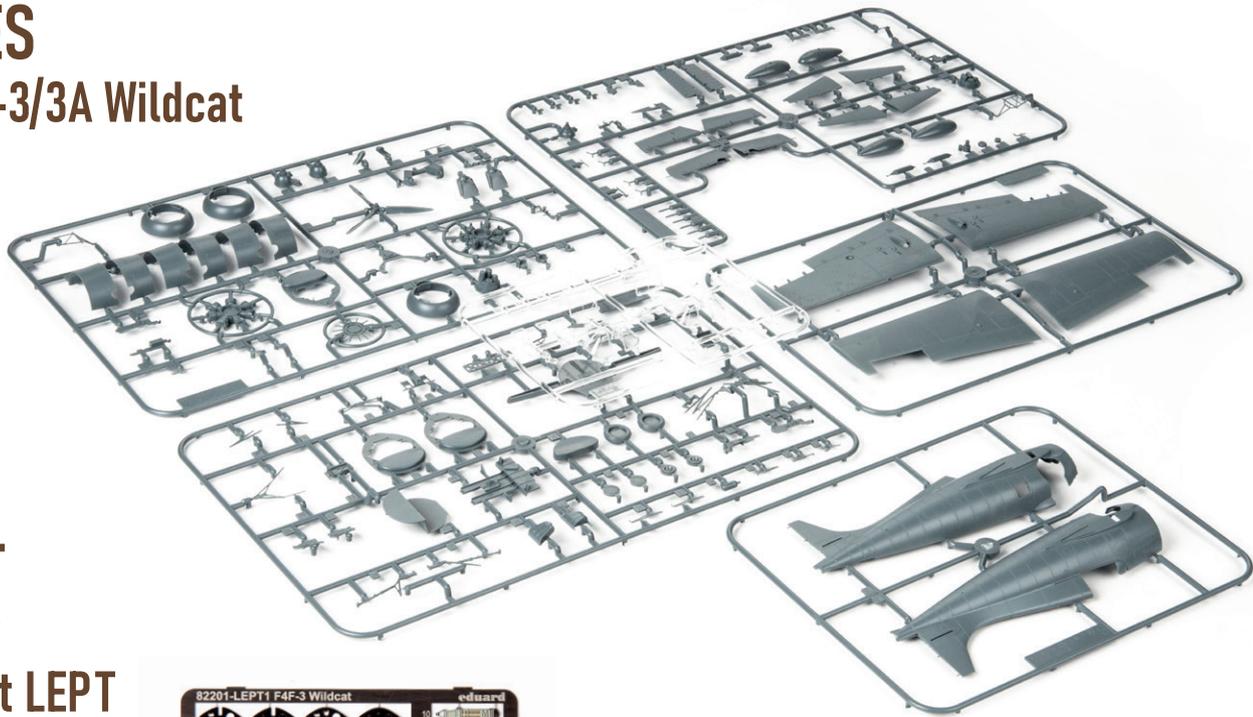
incoming Japanese force. His Wildcat was, however, damaged by an escorting Zero. Carey himself was wounded in the foot, but managed to put down at Midway safely. He returned to duty and survived the war, and remained faithful to the USMC after war's end. He took part in the wars in Korea and Vietnam, and finally went into a well deserved retirement on June 30th, 1965 with the rank of Colonel. He passed

away on December 12, 2004. The Wildcat with which Capt. Carey achieved the aforementioned kill, was camouflaged with Blue Gray and Light Gray, and the national markings, in accordance with an order dated May 15, 1942, had their red components removed. Similarly, the red and white stripes on the rudder were overpainted with the appropriate camouflage colour.

OVERTREES

#82201X F4F-3/3A Wildcat
1/48

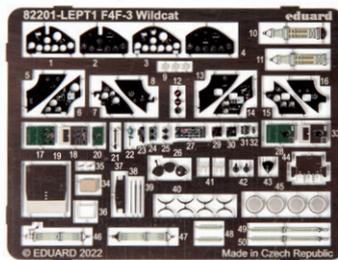
Product page



OVERLEPT

#82201-LEPT
F4F-3 Wildcat LEPT
1/48

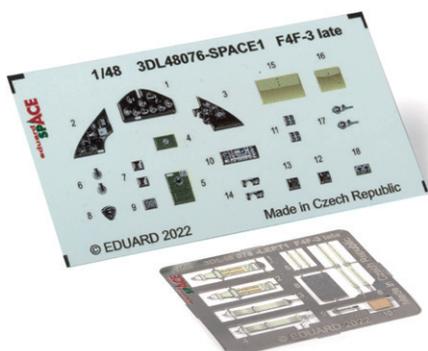
Product page



Recommended: for F4F-3 Wildcat 1/48

- 481086 F4F-3 landing flaps (PE-Set)
- FE1290 F4F seatbelts STEEL (PE-Set)
- 648766 F4F-3 exhausts PRINT (Brassin)
- 648767 F4F-3 wheels early (Brassin)
- 648768 F4F-3 wheels late (Brassin)

- 648769 F4F gun barrels PRINT (Brassin)
- 648777 F4F-3 cockpit w/ reflector gun sight PRINT (Brassin)
- 3DL48076 F4F-3 late SPACE (3D Decal Set)
- EX878 F4F-3 TFace (Mask)



Cat. No. 3DL48076



Cat. No. 648769



Cat. No. 648777

Spitfire Mk.Vc

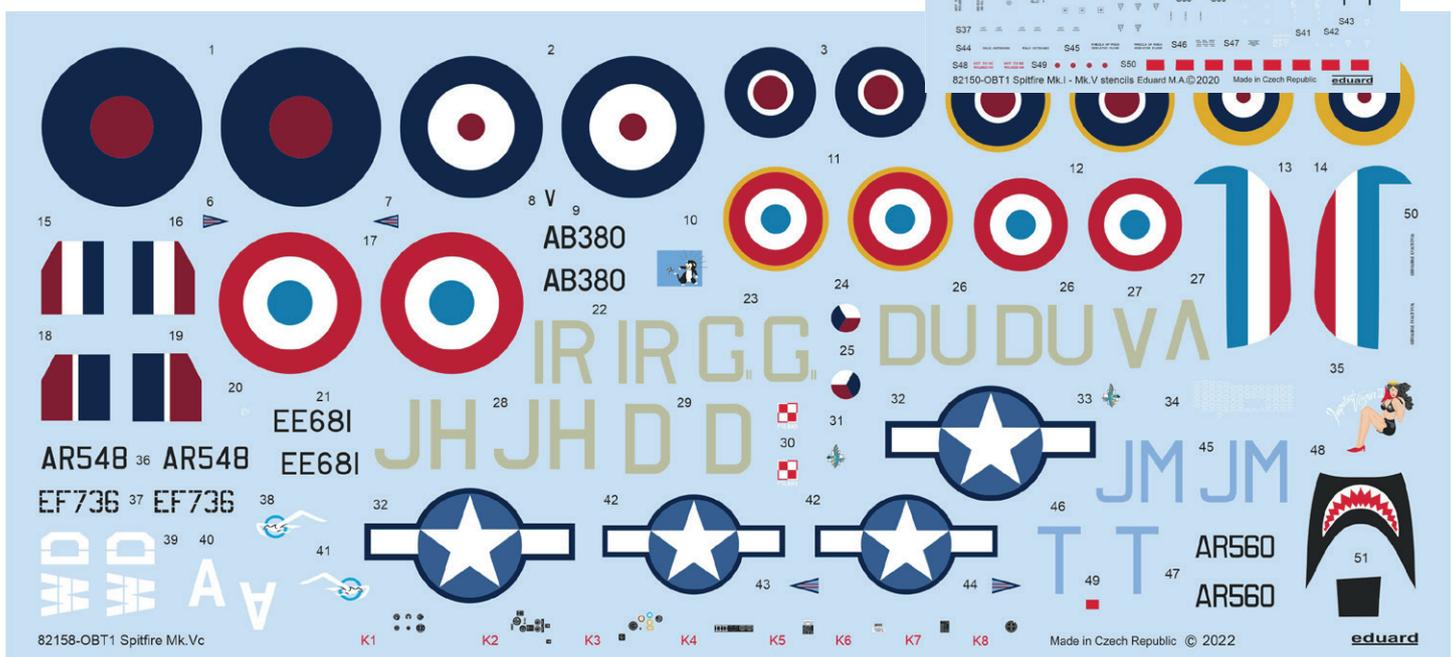
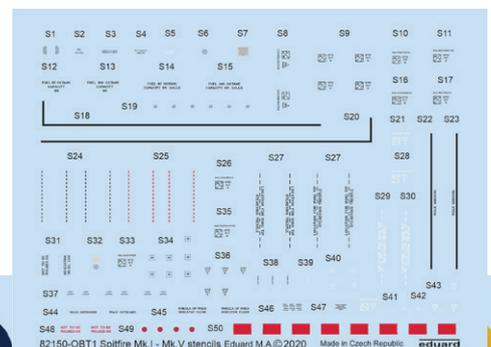
1/48

#82158

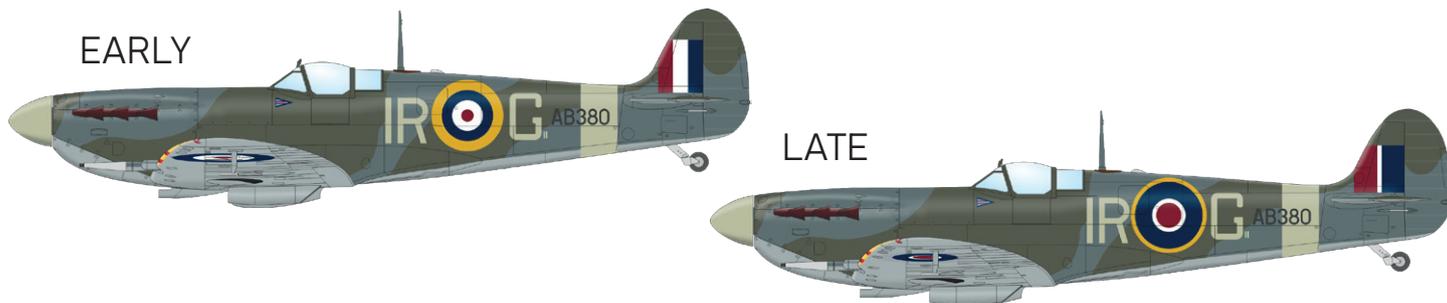
ProfiPACK edition kit of British fighter plane Spitfire Mk.Vc in 1/48 scale. Kit presents Spitfires from RAF, USAAF and Free French Air Force.

- plastic parts: Eduard
- marking options: 6
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)



■ **AB380, W/Cdr Ian R. Gleed, CO of Ibsley Wing, RAF Ibsley, Surrey, Great Britain, April – July 1942**

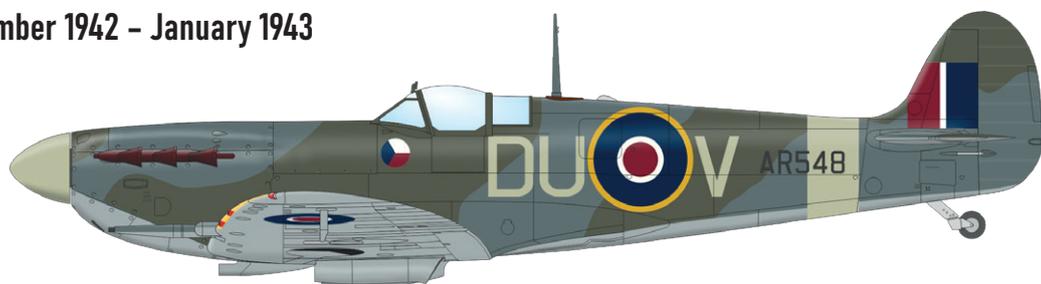


In November 1941, Ian "Widge" Gleed was named commander of Ibsley Wing, a unit made up of three Spitfire squadrons. Specifically, these were No. 66, 118 and 501 Squadrons, RAF. He held this position until July 1942, when he was placed in the function of Wing Commander Tactics. All the aircraft that Gleed flew

had a marking of the black cat "Figaro" under the cockpit on the right side of the plane. This character hails from the Pinocchio stories. It was no different with two other Spitfires that he flew as Ibsley Wing Commander (Mk.Vb AA742 and Mk.Vc AB380). Both carried Gleed's initials IR-G as their codes, rende-

red in Sky. He was shot down on April 16, 1943, as No. 244 Wing Commander, over North Africa during a patrol flight near Cap Bon. He was likely the victim of Lt. Ernst-Wilhelm Reinert, an ace with JG 77. Over the course of his career, Gleed shot down sixteen aircraft, seven probables and four were damaged.

■ **AR548, F/Sgt Miroslav A. Liškutín, No. 312 (Czechoslovak) Squadron, RAF Churchstanton, Somerset, Great Britain, December 1942 – January 1943**



Miroslav Antonín Liškutín was born August 23, 1919 near Brno. He learned to fly in the Aero Club Brno, and was accepted for pilot training in a recruitment drive for 1,000 pilots in 1937. In July 1938, he joined the Air Regiment 2 in Olomouc as a student pilot, but his road to full fighter squadron membership was interrupted by the arrival of Hitler's Wehrmacht. He escaped from his occupied homeland via Poland, Sweden and Great Britain to France, where he joined the Foreign Legion, and was sent to Africa for a six-month training period. After the fall of France, he made his way to Great

Britain, where he would complete his pilot training, and from August 1941, he flew with No. 145 Squadron RAF. He was later reassigned to No. 312 (Czechoslovak) Squadron RAF and in May 1945, to No. 313 (Czechoslovak) Squadron. He took part in the protection of naval convoys and bomber escort missions over France, Belgium, the Netherlands and Germany. He flew a total of 465 operational hours and 131 sorties over enemy territory, making him one of the busiest fighter pilots of World War Two. In aerial combat, according to either official records or his personal memoirs, he destroyed

two aircraft and two V-1 rockets. He also was credited with a probable kill, and three he damaged. After 1948, he returned to Great Britain to become a Flight Instructor and a Commissioner for Pilot Evaluation. He passed away on February 19, 2018. Flying Spitfire AR548, which he did regularly at the end of 1942 and beginning of 1943, he shot down an Fw 190 on November 7, 1942. On January 6, 1943, he crashed during landing in inclement weather at Harrowbeer. Incredibly, he emerged from the wreckage unscathed.

■ **EE681, F/O Jerzy Zbrożek, No. 317 (Polish) Squadron, RAF Perranporth, Cornwall, Great Britain, September 1943**

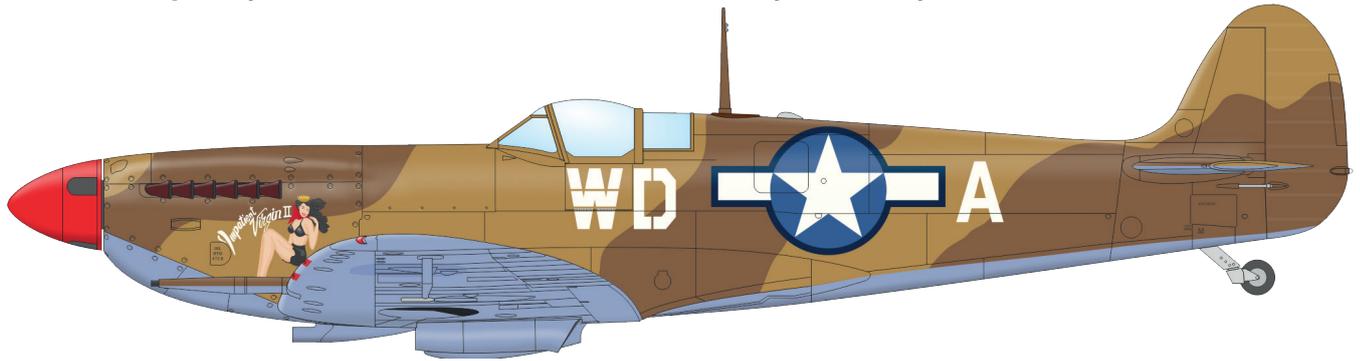


No. 317 'City of Wilno' (Polish) Squadron was formed on February 22, 1941, and achieved combat readiness two months later. As with most Fighter Command elements, the unit's duties switched between offensive missions from bases in the south and defensive duties from the north. In June 1943, the unit was incorporated into No. 2 TAF (Tactical Air Force) and moved to RAF Heston. During its preparations leading up to the invasion of Normandy, the unit conducted attacks in support

of the landings. One of these was the deception named Operation Starkey, which saw the first use of black and white invasion stripes at the ends of the wings. After the invasion in June 1944, No. 317 (Polish) Squadron flew missions in support of the invading ground forces and moved onto the continent in August. From October 1944, the unit operated from Belgium from the bases of B-70 Deurne, B-61 Sint-Denijs-Westrem, B-60 Grimbergen and B-82 Grave. From April 1945, it flew

from the German based B-101 Nordhorn, B-113 Varrelbusch and B-111 Ahlhorn, where it was a part of the Occupation Force until disbandment on December 18, 1946. During its three month service with No. 317 (Polish) Squadron, pilots flying Spitfire EE681 shot down two aircraft. The first was by P/O Zbygniew Makowski who downed an Fw 190 on July 14, 1943, and the second was by F/O J. Zbrożek who's victim was a Bf 109 on September 8, 1943.

■ F/O James H. Montgomery, 4th FS, 52nd FG, 12th AF, Corsica, January – February 1944

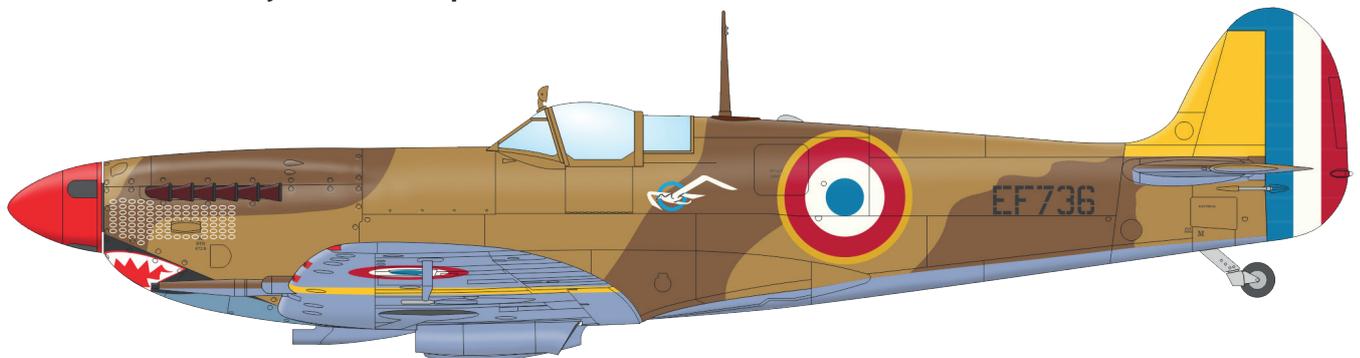


F/O James Henry Montgomery was one of many American pilots flying the Spitfire, fighting in the Mediterranean within the ranks of the 12th AF. On August 6, 1943, he was shot down over the Mediterranean Sea near Palermo by a German Messerschmitt and spent an entire day in a life raft. He staved off hunger by catching

fish and gutting them with his knife. The news of his experience reached the mainstream media back in the States, earning him the nickname "Robinson Crusoe of the Sky". He didn't have the same luck the second time around, when, on February 9, 1944, near the port city of Nice, his group of four Spitfires was ambushed by

a section of Fw 190s. Two of the 190s got Montgomery's Spitfire in their sights, which took direct hits and burst into flames. He did not survive. F/O Montgomery flew Spitfires named "The Impatient Virgin" and "Impatient Virgin II", each of which carried noseart of a scantily clad young lady.

■ EF736, GR II/33 "Savoie", Dijon, France, September 1944

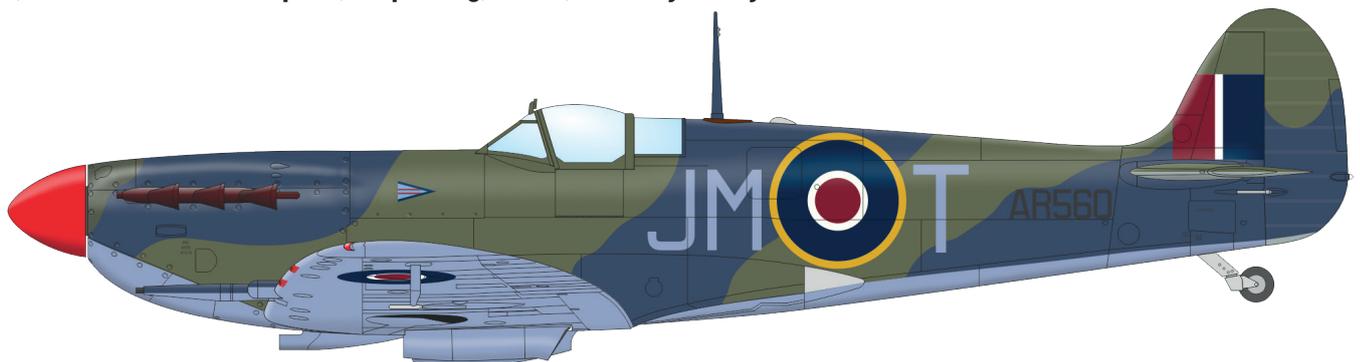


Spitfire Mk.Vc EF736 served with Groupe de Reconnaissance II/33 "Savoie", one of the first Free French units to take delivery of the Spitfire. The

aircraft carried a desert camouflage scheme with yellow identifiers in the form of wing bands and tail surfaces. The attractive look of the airplane was

compounded by the shark mouth, which was a personal marking, while the seagull behind the cockpit was a unit marking.

■ AR560, W/Cdr John M. Thompson, Luqa Wing, Malta, January – May 1943



John Marlow Thompson commanded No. 111 Squadron at the beginning of the war, and during the Battles of France and Britain, he claimed six confirmed kills and two shared. There were another three kills that went unconfirmed. In the spring of 1942, he was promoted to Wing Commander and on his own request, he was transferred to Malta, where between August 1942 and June 1943, he commanded all Malta based Wings (Takali Wing, Hal Far Wing and Luqa Wing). He added a further two confirmed kills to his credit. In June he was sent to Malta Headquarters as the

commander of the Training Wing. From March to February of 1944, he commanded the base Hal Far. Later, he led No. 338 Wing in Algeria, a part of which was made up of three squadrons of French Spitfires. Over the course of his career, Thompson shot down eight aircraft (plus three unconfirmed), two more were probables, and he damaged another seven. Spitfire AR560 was a rare example of a Malta Mk.V lacking the tropical filter. It was flown from Gibraltar to Malta on November 1, 1942. The aircraft carried the new Maltese camouflage scheme consisting of Deep

Sky and Dark Slate Grey, used from mid-June 1942, on the upper surfaces. The lower surfaces remained in Azure Blue. The aircraft was first flown by several pilots from various squadrons and from January 1943, it served as the personal aircraft of Luqa Wing Commander John M. Thompson. As allowed by order, Thompson used his position to use his initials, JM-T, as his fuselage code. This was applied in Azure Blue. In June, AR560 was handed down to the new commander of Luqa Wing, W/Cdr W. W. G. Duncan-Smith, who recoded the Spit DS.

OVERTREES

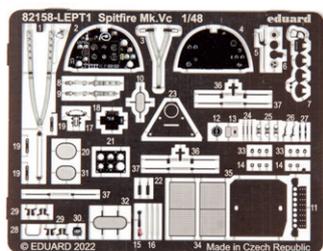
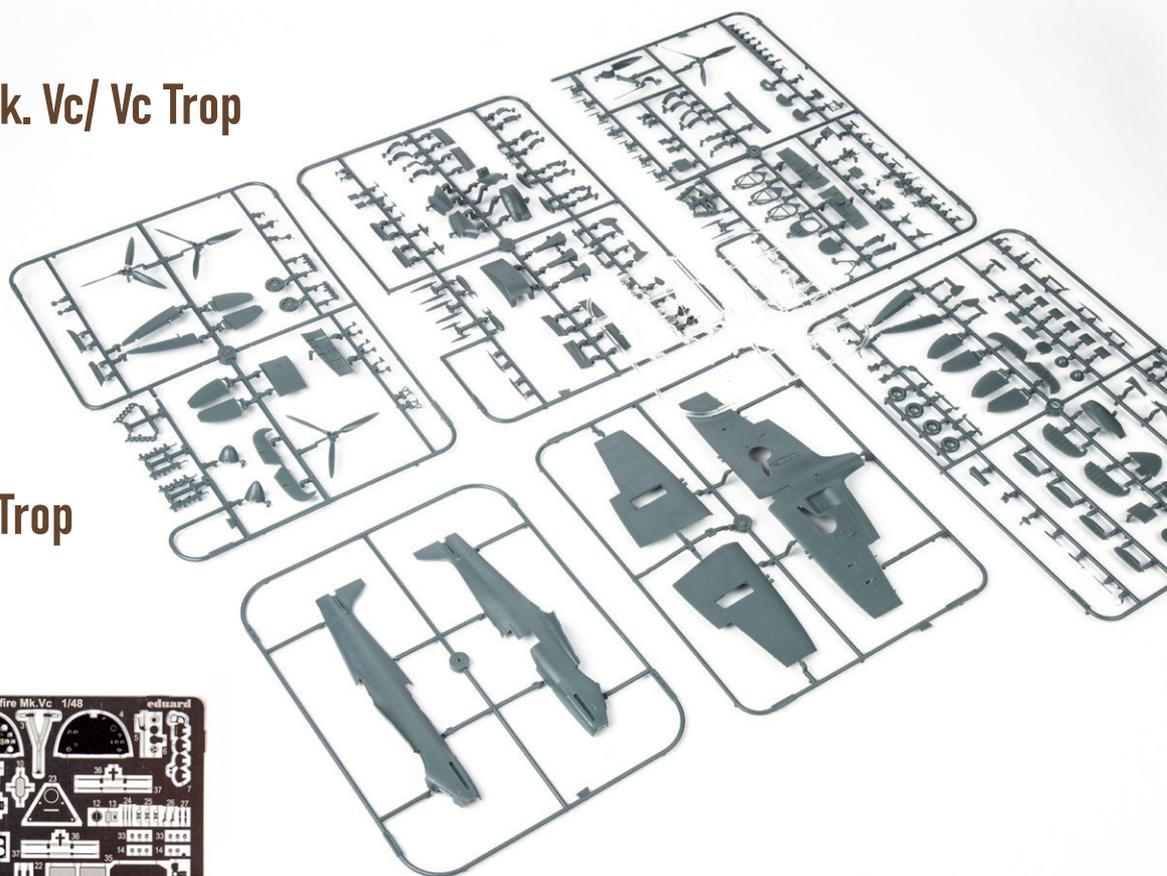
#82158X Spitfire Mk. Vc/ Vc Trop
1/48

[Product page](#)

OVERLEPT

#82158-LEPT
Spitfire Mk. Vc/ Vc Trop
LEPT 1/48

[Product page](#)

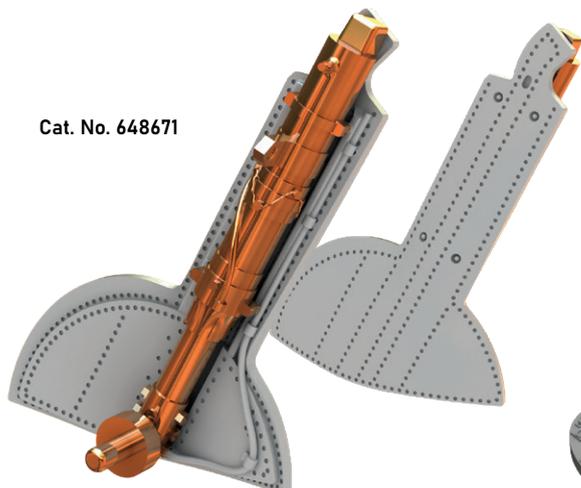


Recommended: for Spitfire Mk.Vc 1/48

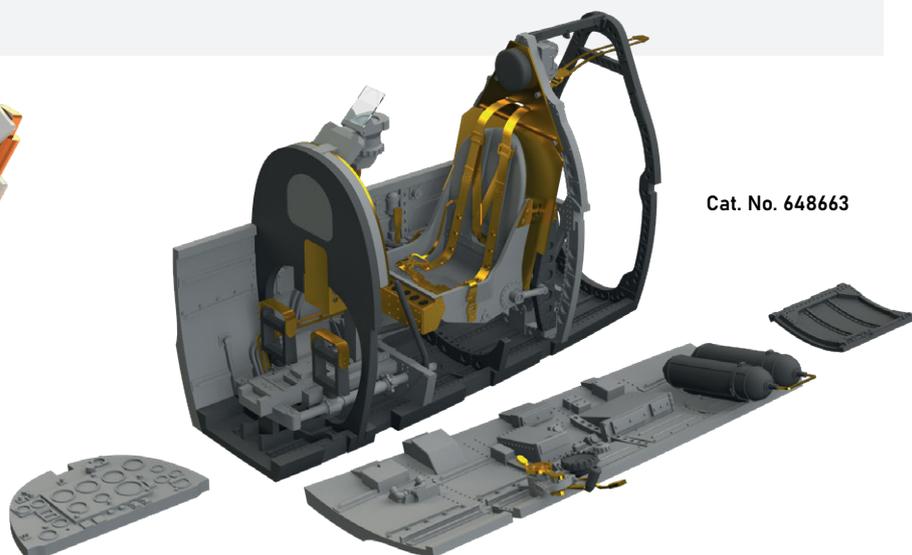
- 481065 Spitfire Mk.V landing flaps (PE-Set)
- FE1207 Spitfire Mk.V seatbelts STEEL (PE-Set)
- 644113 Spitfire Mk.V LööK (Brassin)
- 648098 Spitfire wheels - 5 spoke (Brassin)
- 648119 Spitfire wheels - 5 spoke, smooth tire (Brassin)
- 648640 Spitfire Mk.V engine (Brassin)
- 648663 Spitfire Mk.V cockpit (Brassin)
- 648664 Spitfire Mk.V wheels (Brassin)

- 648666 Spitfire Mk.Vc gun bays (Brassin)
- 648667 Spitfire Mk.V three-stacks exhausts rounded (Brassin)
- 648668 Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
- 648669 Spitfire Mk.V six-stacks exhausts fishtail (Brassin)
- 648671 Spitfire Mk.Vc undercarriage legs BRONZE (Brassin)
- 648738 Spitfire Mk.V landing flaps PRINT (Brassin)
- D48088 Spitfire Mk.V stencils (Decal)

Cat. No. 648671



Cat. No. 648663



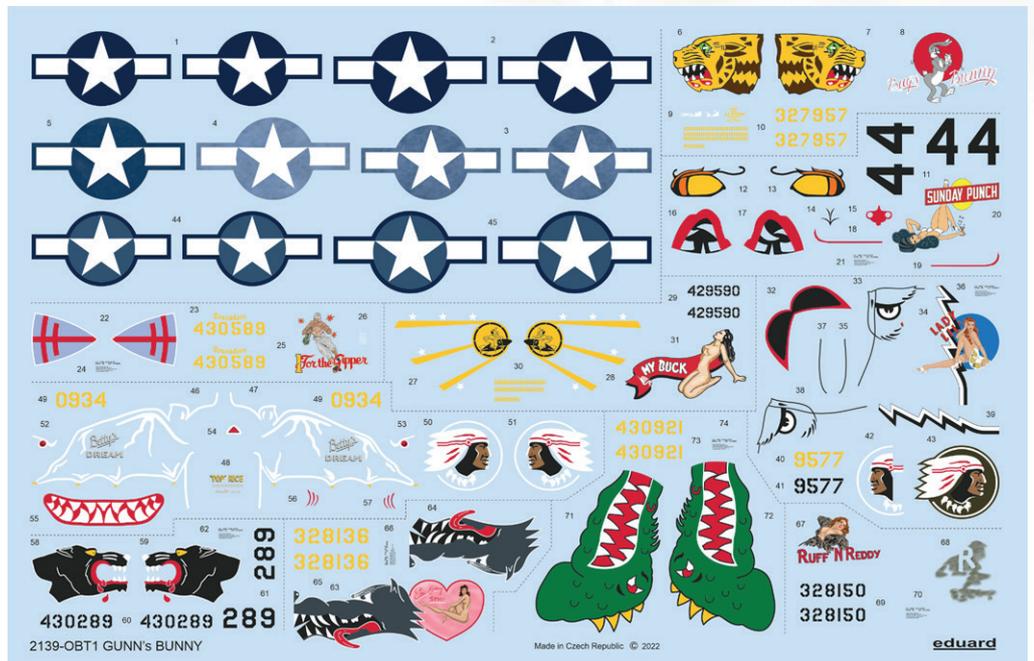
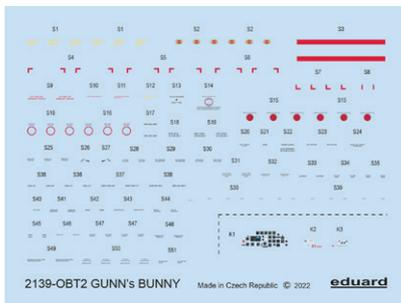
GUNN's BUNNY

#2139

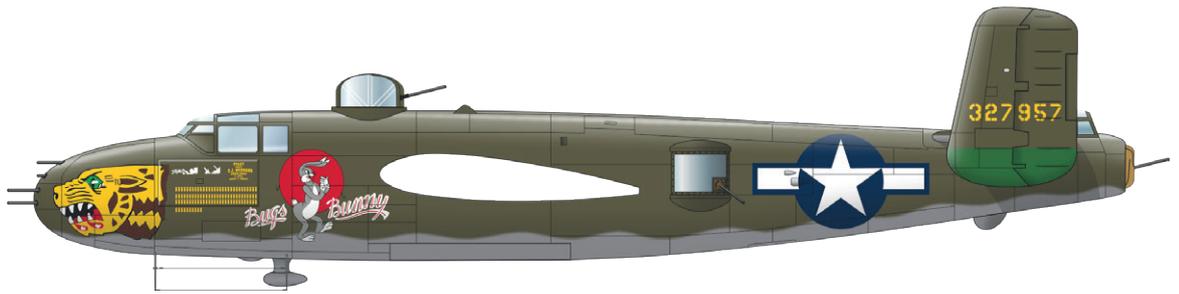
Limited edition kit of US WWII medium bomber B-25J Mitchell with solid nose in 1/72 scale. Kit presents machines from the Pacific and China Burma India Theater.

- plastic parts: Hasegawa
- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels

[Product page](#)



■ B-25J-6, 43-27957, Capt. Ervin J. Werhand, 823rd BS, 38th BG, 5th AF, Kadena, Okinawa, July 1945



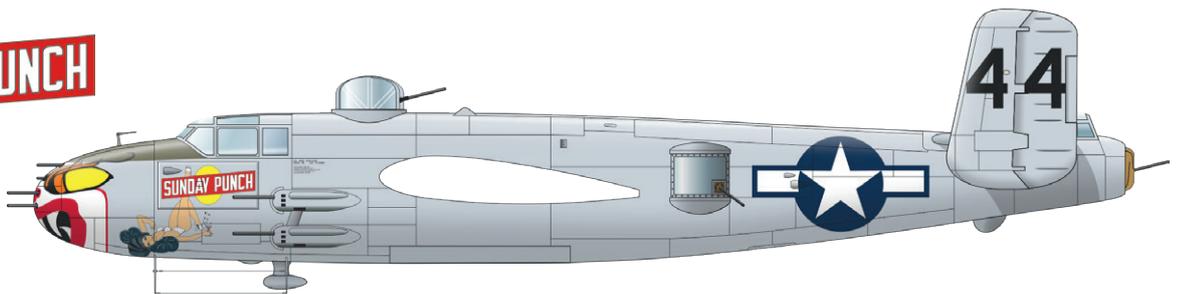
This ship was originally named Little Princess Deanna and was assigned to Capt. Zane E. Corbin. He was succeeded by Capt. Ervin J. "Joe" Werhand who renamed the ship Bugs Bunny, an animated cartoon character best known for his starring roles in the Looney Tunes and Merrie Melodies series. The name of the 823rd BS was "Terrible Tigers," and the noses of their aircraft were decorated with a tiger painting. This unit, along with the 822nd BS, was activated in Australia in April 1943 as replacements for two squadrons that had been

withdrawn from the 38th BG "Sun Setters" composition. However, the 823rd Squadron did not reach its full strength until the end of June that year when it moved to Port Moresby, New Guinea. By August, the unit was already engaged in offensive action against the Japanese at Cape Gloucester, New Britain and received a Distinguished Unit Citation (DUC) for this activity. The second time they received DUC, in June 1944, it was for attacks on Japanese airfields, ports and ships on New Guinea. From October 1944, the "Terrible Tigers" opera-

ted from the Maluku Archipelago in eastern Indonesia, from where they attacked targets in the Philippines in support of Operation Leyte. Then, on November 10, the pilots of the 823rd BS dispersed a large enemy convoy, for which they received their third DUC. In February 1945, the unit moved to Okinawa, from where it attacked targets in southern Japan until the end of the war. It was then part of the occupation forces until September 1946, when it was inactivated as the 38th BG was transitioned to peacetime status with two squadrons.

■ B-25J-27, 44-30866, 1/Lt. Thomas Evans, 82nd BS, 12th BG, 10th AF, Fenny, India, spring 1945

SUNDAY PUNCH

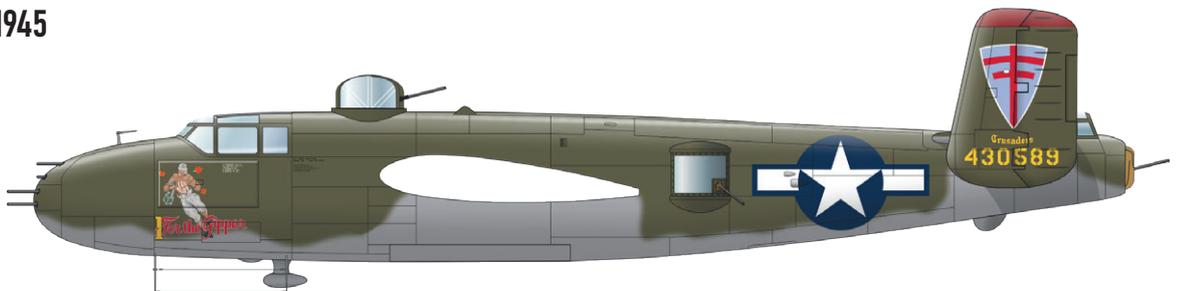


The ship with the name Sunday Punch was purchased thanks to the fundraising campaign conducted by employees of the Oak Ridge (K-25) plant in Tennessee. The plant was part of the Manhattan Project, and when each employee donated their two Sunday overtime pay checks, \$250,000 was raised - enough to buy one Mitchell. Factory representatives then christened the plane with a bottle

of champagne at McGhee Tyson Airport in Knoxville on March 18, 1945, with the name SUNDAY PUNCH. The name referred to the Sunday punch card paychecks. After shipment to India, the aircraft was assigned to the 82nd BS, where the staff added a drawing of a scantily clad girl to the lettering. And when one of the pilots, 1/Lt. Thomas Evans, learned that the ship had been purchased thanks to the campaign

conducted in his home state, he requested her assignment. By the end of the war, Evans had flown 14 of his 28 combat missions with her. One of these was the May 27 attack on Takli Airfield in Thailand. In poor weather conditions, they made a total of 2,580 km (1,600 miles) flight and subsequent attack.

■ B-25J-27, 44-30583, 1/Lt. Don McKenzie, 100th BS, 42nd BG, 13th AF, Puerto Princesa, Palawan, Philippines, March 1945

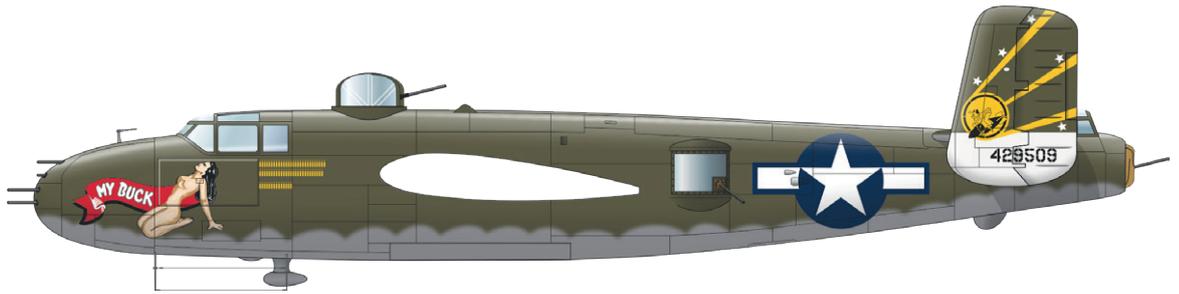


The name of this ship from the 100th BS, part of the 42nd BG "Crusaders" composition, refers to the poignant story of one of the best college football players of all time, George "Gipper" Gipp, who died at age 25 of streptococcal throat infection and pneumonia. On his deathbed, he told visiting coach Knut Rockne, "I've got to go, Rock. It's all right. I'm not afraid. Some

time, Rock, when the team is up against it, when things are wrong and the breaks are beating the boys, ask them to go in there with all they've got and win just one for the Gipper. I don't know where I'll be then, Rock. But I'll know about it, and I'll be happy." A movie was made about the legendary coach in 1940, which includes this scene. The role of George

Gipp was portrayed by Ronald Reagan, who years later used the slogan "Win one for the Gipper" during his presidential campaign, as the role earned him the nickname Gipper. Crew Chief Sgt. William A. Bean was in charge of the aircraft honored with the slogan.

■ B-25J-20, 44-29590, Capt. Link Piazza, 17th RS, 71st RG, 5th AF, Lingayen, Philippines, 1945

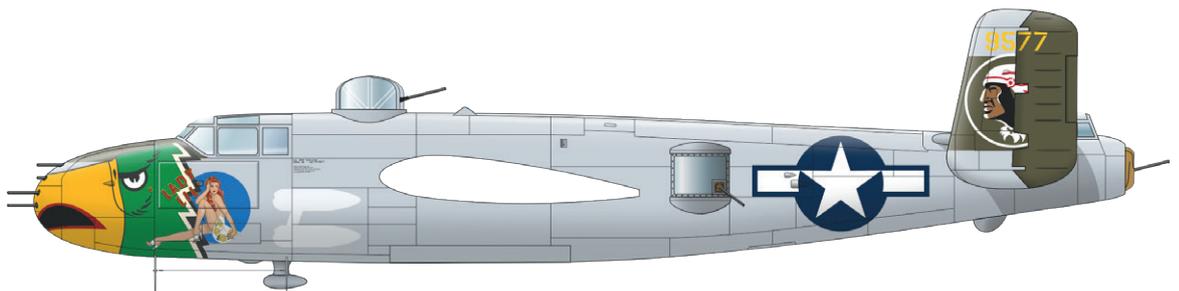


The ship named My Buck belonged to the 17th RS (Reconnaissance Squadron) which was nicknamed "Reckoners". It was a heavy reconnaissance squadron of the 71st Reconnaissance Group which was activated on March 2, 1942, and conducted anti-submarine patrols on the US West Coast until September of that year. From April 2, 1943, the group was in process of rearming to B-25s and moved to New

Guinea in January 1944. Although it was a reconnaissance squadron, the pilots also routinely conducted bombing and attack missions in support of ground troops. Even during long-range reconnaissance flights, their Mitchells were fully armed so they could attack ground targets they found enroute. The unit moved to the Philippines in November 1944 and flew reconnaissance missions over Luzon from there.

On April 27, 1946, the unit was deactivated. The My Buck ship looks quite new for numerous mission symbols painted on the fuselage. Also, the border of the Olive Drab and Neutral Grey colors is unusually shaped. It is possible, therefore, that she received a new paint job at the unit for some reason.

■ B-25J-22, 44-29577, 1/Lt. Albert J. Beiga, 498th BS, 345th BG, 5th AF, Luzon, Philippines, May 1945

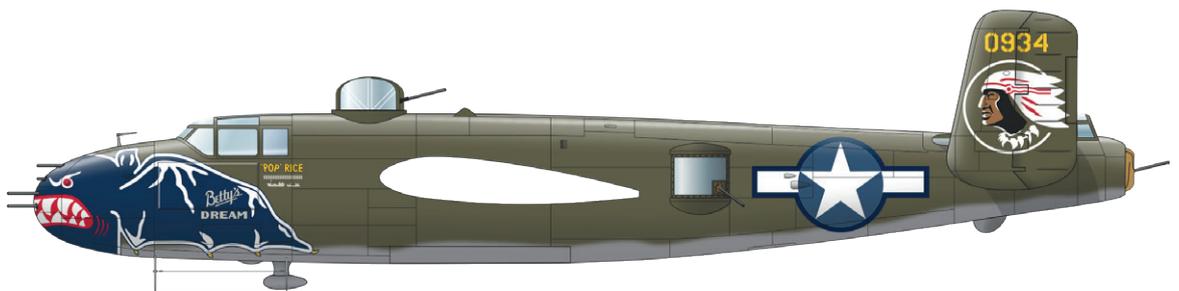


Paintings of scantily dressed girls by the famous painter Albert Vargas have decorated countless American aircraft, and not just during World War II. A particularly hilarious drawing of a January 1944 calendar girl made its way onto several aircraft, and the drawing on a B-25J, named Lady Lil, is certainly one of the best. The name Lady Lil referred to the

girlfriend of pilot Albert Beiga, who had this Mitchell assigned as the pilot-in-command. The ship was painted in Olive Drab originally but was decolorized to bare metal later, retaining only the stripe of olive color around the Indian's head on the left stabilizer and rudder. The rudder was later changed for one from another ship and the one was in olive color as

well, making the whole left vertical surfaces looking quirky. Remnants of the olive paint were visible on the nose and behind the cabin for some time. The green and yellow falcon head on the nose, the symbol of the 498th BS bearing the name Falcons, was of course retained. This squadron was part of the 345th Bombardment Group, the famous Air Apaches.

■ B-25J-30, 44-30934, 1/Lt. Charles E. Rice, Jr., 449th BS, 345th BG, 5th AF, Kadena, Okinawa, July

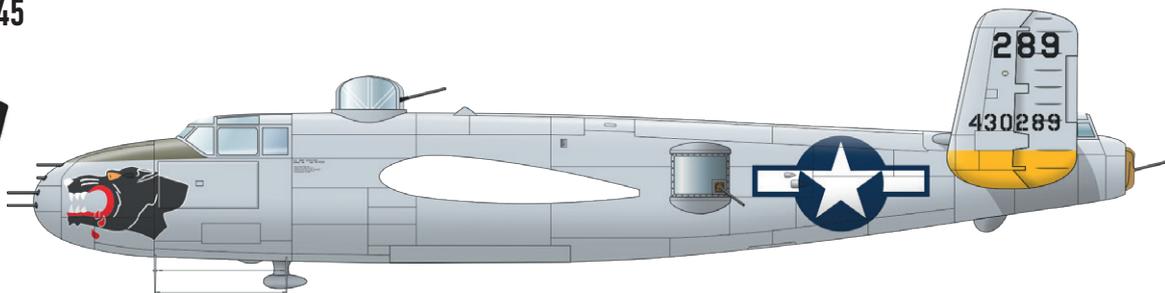


The most significant mission of the Mitchell named Betty's Dream was escorting two white Betty bombers aboard which Japanese peace envoys traveled to Ie Shima on August 21, 1945, after the previous

surrender in Manila. The aircraft was assigned to 1/Lt. Charles "Pop" Rice, Jr. who later became the unit's operations officer. The Betty's Dream ship was only briefly with the 449th BS, having been assigned

to the unit in June 1945, so it showed just little sign of war wear and tear. The typical drawing of a bat on the nose referred to the unit's name, Bats OutaHell.

■ **B-25J-27, 44-30289, Lt. Ramonis I. Markwart, 822nd BS, 38th BG, 5th AF, Kadena, Okinawa, August 1945**

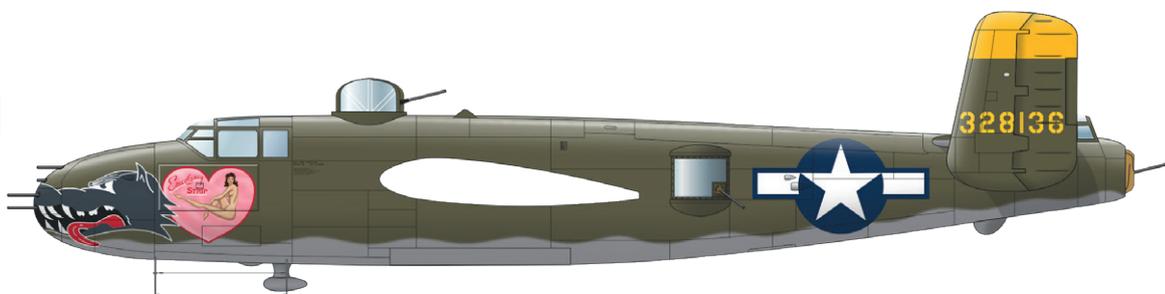


The 822nd BG was christened Black Panthers and this name was expressed in the form of the black panther's head displayed on both sides of this unit's ship. The ship No. 289 (the last three digits of the serial number) was no exception. On the same day

Paul Tibbets carried out the bombing of Hiroshima, this Mitchell was flown by Lt. Ramonis Markwart in the attack on Kagoshima on Kyūshū Island. After dropping napalm bombs, the Mitchell crews then strafed the remaining ground targets, whereupon

they were mistakenly attacked by a trio of A-26s. Fortunately, their pilots recognized their mistake in time.

■ **B-25J-10, 43-28136, 71st BS, 38th BG, 5th AF, Luzon, Philippines, 1945**

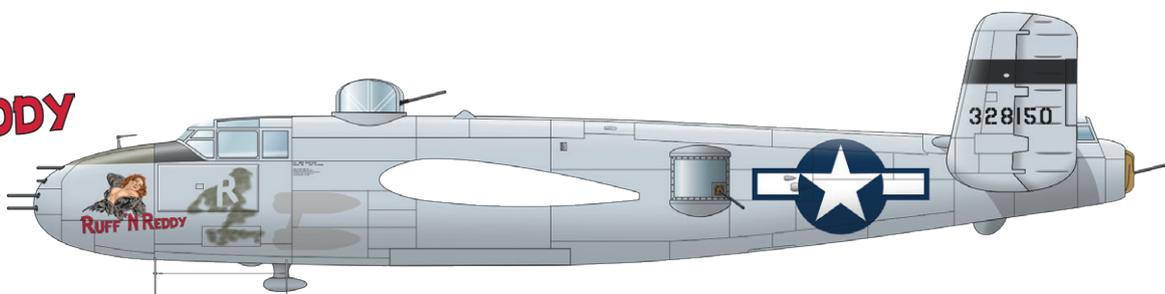


This Mitchell originally served with the 388th BS, 312th BG where it also received a drawing of a pink heart with a naked girl. At that time, it had a glass nose. In mid-June 1945 the ship was transferred to the 71st BS "Wolf Pack", part of the 38th BG, and subsequently underwent conversion to a solid gun nose.

The nose was then decorated on both sides with the unit's emblem, a drawing of a wolf's head. The aircraft was not assigned to any particular pilot, and, interestingly, there are no records of operational flights for either the 312th BG or the 38th BG. It is therefore possible that it served as a liaison aircraft

for the needs of the staff. There is, on the other hand, a record of an accident in 1946. By that time, however, the aircraft had been stripped of both the wolf's head and pink heart artwork.

■ **B-25J-10, 43-28150, 1/Lt. Chauncy Kershaw, 48th BS, 41st BG, 7th AF, Kadena, Okinawa, July 1945**

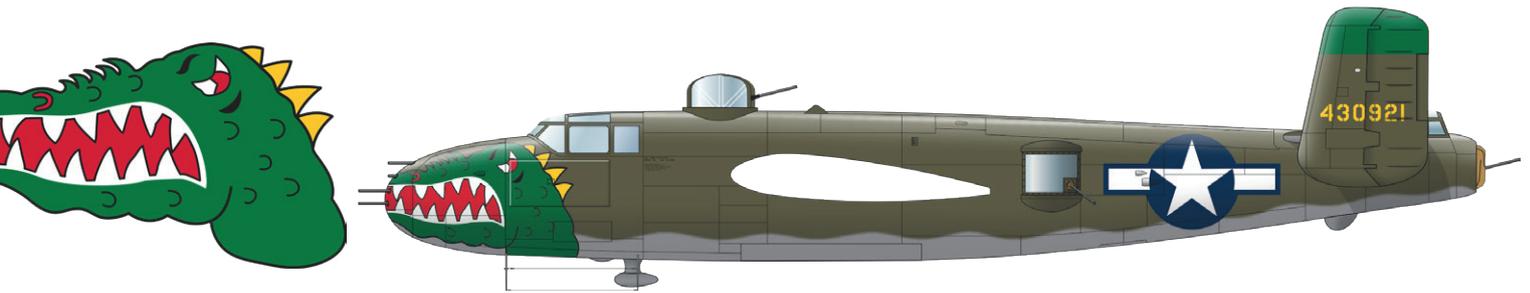


The 41st BG was activated on January 15, 1941, with pilots training on B-18 Bolo and A-29 Hudson aircraft. Later, the group was equipped with Mitchells and patrolled the US West Coast during 1942 and 1943. In October 1943, it moved to the Hawaiian Islands, where it was assigned to the 7th Air Force. After completing the final phase of training, the unit then moved to the Gilbert Islands and conducted attacks

on enemy positions and installations on the Marshall Islands. After February 1944, it moved several times, primarily conducting attacks on enemy vessels. After a break on Hawaii, where crews trained rocket firing, the 41st BG moved to Okinawa. This ship originally served as a glass-nose one and bore the name PER. She retained this name even after conversion to a solid-nose version, the renaming to RUFF'N REDDY

did not occur until August 1945 when the aircraft was assigned to 1/Lt. Chauncy Kershaw. The pilot himself was the author of both the drawing and the name. While still a PER, the aircraft had fuselage machine guns fitted, but no longer has them in the pictures where it carries the girl's drawing.

■ B-25J-32, 44-30921, 405th BS, 38th BG, 5th AF, Yonan, Okinawa, July 1945



The original cadre of the 38th BG consisted of men transferred from the 22nd BG. Three bomber squadrons (69th BG, 70th BG, and 71st BG) supplemented by one reconnaissance squadron (15th RS) were part of the group. In October 1941, the 38th BG received its first Marauders and ground echelon moved to Australia in early 1942. Two squadrons (69th and 70th) were sent to Hawaiian Islands and got involved in combat after arrival in May 1942. They were withdrawn from the 38th BG composition, while the remain-

der of the group arrived to Australia in August 1942. It became a part of the 5th AF and transferred to B-25s. Here the 405th BS, or Green Dragons as its members called themselves, was also incorporated into the 38th BG. Their aircraft carried a green dragon head with yellow spikes and a red tongue or muzzle on the nose. This unit, along with the 71st BG, remained with the group until its deactivation in 1949 (from 1943 to 1946, the 822nd BS and 823rd BS were also part of the 38th BG). From bases in Australia, New Guinea and

Biak, the 38th BG operated until October 1944. After moving to the Philippines in January 1945, it supported US Army units on Luzon, bombed industrial targets on Formosa, and attacked ships along the China coast. After a brief stay on Palawan, the group then moved to Okinawa in July 1945, from where it carried out several attacks on targets in Japan before the war ended.

OVERTREES

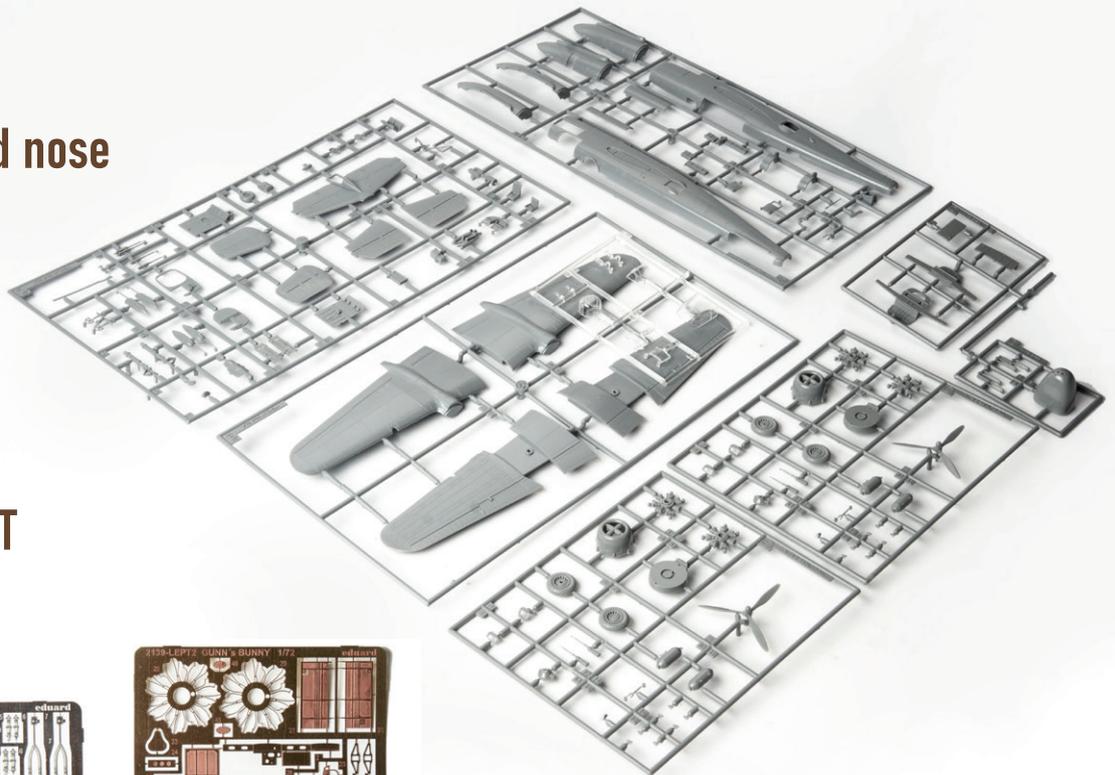
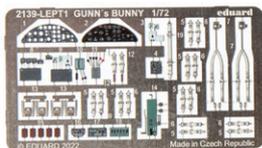
#2139X B-25J solid nose
1/72

[Product page](#)

OVERLEPT

#2139-LEPT
GUNN'S BUNNY LEPT
1/72

[Product page](#)



Recommended: for B-25J 1/72

72425 B-25J bomb bay (PE-Set)
672038 US 250lb bombs (Brassin)
672039 US 500lb bombs (Brassin)

672206 B-25 wheels (Brassin)
672275 B-25J engines (Brassin)
672244 US 1000lb bombs (Brassin)

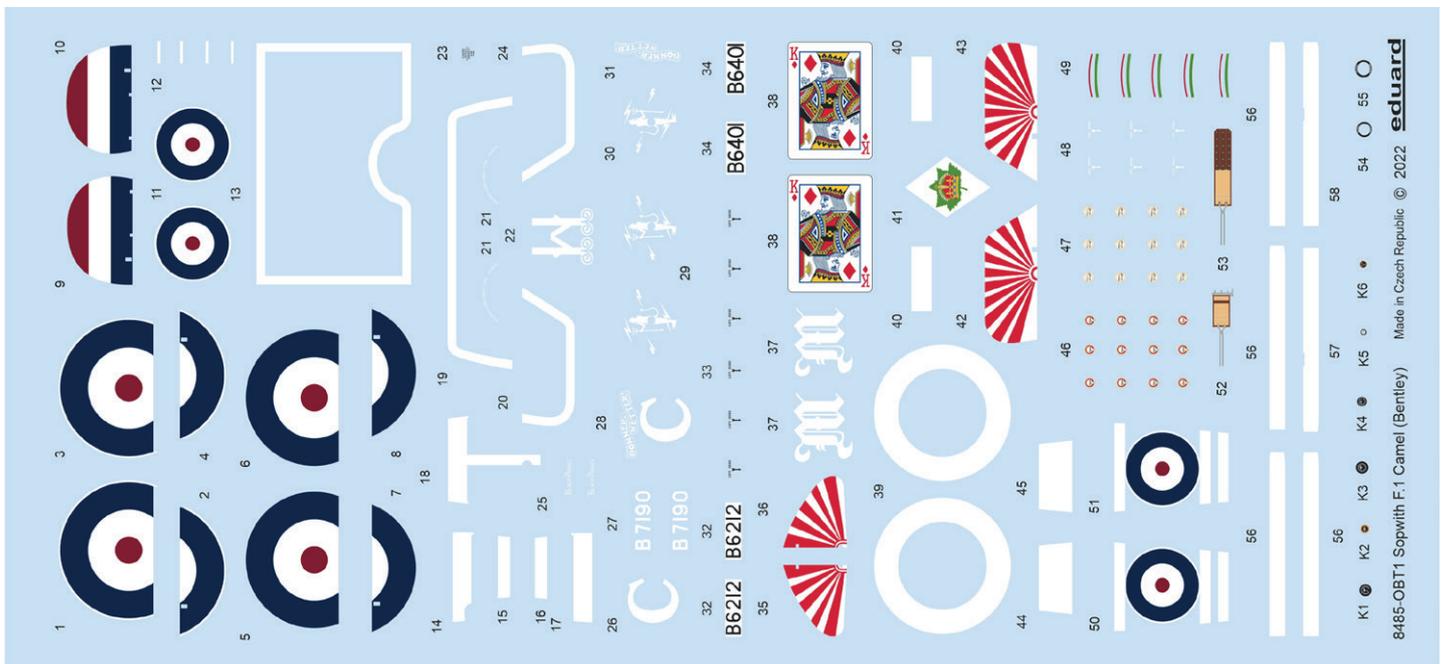
Sopwith F.1 Camel (Bentley) 1/48

#8485

Weekend edition kit of British WWI fighter aircraft Sopwith F.1 Camel with Bentley BR.1 rotary engine in 1/48 scale.

- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no

[Product page](#)



■ B7190, Capt. Walter G. R. Hinchliffe, C Flight, No. 10(N) Sqn RNAS, Tétèghem, France, March 1918



"Hinch", as Walter Hinchliffe was called, scored six kills during World War I, all when at controls of a Camel. He shot down his second and third victims on the one of serial number B7190. Hinchliffe served with the artillery at the start of the Great War, only joining the ranks of the RNAS (Royal Navy Air Service) in 1916. He completed his pilot training and served as an instructor at the RNAS base at Cranwell afterwards. There he clocked an incredible 1,250 flight hours in thirteen months. It was

not until January 1918 that he joined No. 10 Sqn RNAS. He scored his first kill on February 3 when he shot down an Albatros D.V., his last one occurred on May 19. On June 3 he suffered serious head and facial injuries after a crash and lost his left eye. After the War he flew as an airline pilot. In 1928 he attempted to fly across the Atlantic. He took off from Cranwell Airport on March 13 with co-pilot Elsie Mackay. They have not been seen since... "Hinch's" Camel bore a striking livery with blue and white stripes

on the nose and a blue fuselage spine. There was a drawing of a devil on the wheel discs, the German word DONNERWETTER behind the cockpit, possibly on both sides, and a symbol, which was, according to the only known photo of this part of the aircraft, probably stylized combination of the letters W and H on the ridge of the aft fuselage. Upper and sides were probably in PC10 color. Camel B7190 was built by the Clayton & Shuttlesworth company and was powered by a Bentley B.R.1 engine.

■ B6212, FSL William John MacKenzie, No. 13(N) Sqn RNAS, Dunkerque, France, February 1918



Camel B6212 was manufactured at the Sopwith parent factory and delivered to No. 11(N) Sqn RNAS on August 22, 1917. However, as early as September 2, it was sent to the Dunkerque Air Park, from where it went to the Seaplane Defence Squadron (SDS) on October 22, where it was given the code designation M in very ornate lettering. The aircraft was assigned to Flight Sub-Lieutenant W. J. MacKenzie, who named it "Black

Prince" and crashed it at Bergues on February 19, 1918. At that time the unit was already designated No. 13(N) Squadron. The damaged aircraft went for repairs and was eventually assigned to No. 203 Sqn RAF (formerly No. 3(N) Sqn RNAS). William J. Mackenzie, a native of Memphis, USA, joined the ranks of the Royal Naval Air Service in Canada in April 1917 and, after moving to Britain and training, he was transferred to the SDS on

November 30. From there he went to No. 9(N) Sqn on March 1 and was one of the pilots who took part in the fateful dogfight in which Manfred von Richthofen was shot down on April 21, 1918. MacKenzie was wounded in this combat and, after recovering, returned to his original unit, now being No. 213 Sqn RAF, on October 8. He flew a total of 250 operational hours during the war and achieved eight aerial victories.

■ B6401 F/Cdr. Leonard H. Rochford, No. 3(N) Sqn RNAS, Dunkerque, France, January 1918

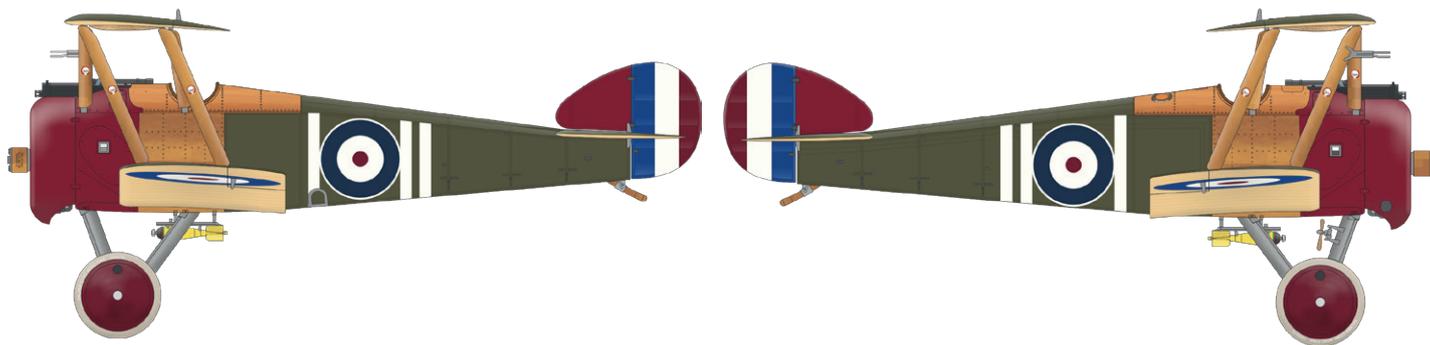


Camel B6401 was built at the Sopwith factory and was sent to No. 3(N) Sqn on November 20, 1917. Here it was decorated with the symbols of the rising sun on the elevator and vertical fin, also playing cards (King of Spades) were painted on the upper side of the bottom wing and a royal crown in a maple leaf on the back ridge of the fuselage. Leonard W. Rochford attempted

to join the RNAS ranks at the start of the war, but as he was not yet 18 years old, he was rejected. So, he learned to fly at the Royal Aero Club and began his university studies. However, by May 14, 1916, he was already confirmed at the rank of Flight Sub-Lieutenant as an RNAS pilot and assigned to No. 3(N) Sqn. Here he scored his first three victories flying the Sopwith Pup, and by

the end of the war he had added 26 more in fifteen different Camels. He flew this aircraft during January and February 1918, scoring two kills, which were his sixth and seventh. Later this aircraft was also flown at the No. 213 Sqn by its most successful pilot, Canadian Lt. George C. Mackay, who shot down one of his eighteen victims with it on August 12.

■ D3328, 2Lt Wilfried Reid May, No. 209 Sqn RAF, Bertangles, France, April 21, 1918



Camel D3328 was built at the Clayton Shuttelworth factory and served with No. 9(N) Sqn RNAS from March 12, 1918. The unit was redesignated No. 209 Sqn RAF from April 1. On April 21, 1918, "Wop" May was flying this Camel during the epic dogfight, which ended with the death of Manfred von Richthofen. May was to be the pilot the Red Baron attacked before he himself was hit by fire from Capt. Brown, ground

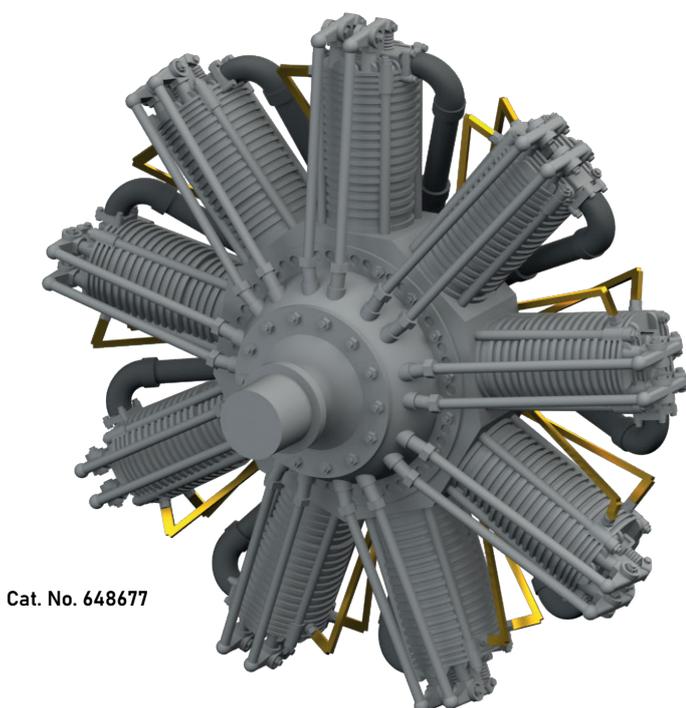
machine gunners, or both... The coloring of the aircraft is a reconstruction, there is no photo of the whole aircraft, but one close-up photo shows May in the cockpit of the aircraft with the LUCY inscription. The photo was taken in the second half of April, it is therefore possible that D3328 was so named. In another photograph, the first in the line of the No. 209 Sqn Camels is an aircraft with a combination of

white fuselage stripes and a fuselage cockade. Some Camels of the Squadron only had stripes on the fuselage, we opted for a more attractive version for the D3328... The serial numbers of the aircraft which had them painted on the fin disappeared under the red color paint, which along with the red nose was the squadron's distinctive coloring.

Recommended: for Sopwith F.1 Camel (Bentley) 1/48

- FE1215 Sopwith Camel seatbelts STEEL (PE-Set)
- FE1292 Sopwith Camel F.1 Camel (Bentley) Weekend (PE-Set)
- 644116 Sopwith Camel LööK (Brassin)
- 648657 Sopwith Camel wheels type 1 (Brassin)
- 648658 Sopwith Camel wheels type 2 (Brassin)
- 648659 Sopwith Camel seat (Brassin)
- 648660 Sopwith Camel Vickers Mk.I gun (Brassin)

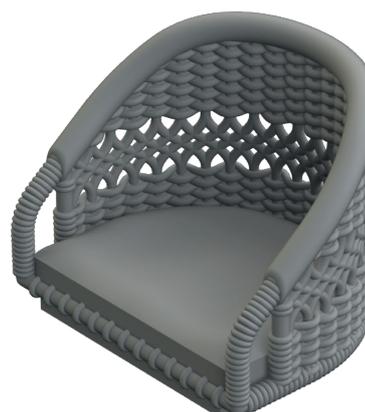
- 648661 Sopwith Camel US Colt Vickers gun (Brassin)
- 648662 Sopwith Camel 20lb bomb carrier (Brassin)
- 648674 Sopwith Camel Rotherham air pumps (Brassin)
- 648677 Sopwith Camel Bentley engine PRINT (Brassin)
- 3DL48038 Sopwith Camel SPACE (3D Decal Set)
- EX879 Sopwith Camel (Mask)



Cat. No. 648677

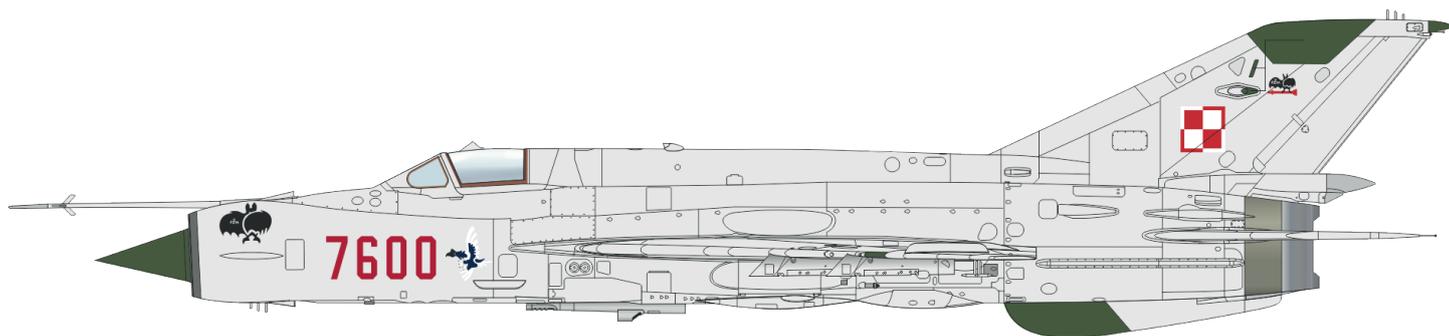


Cat. No. 644116



Cat. No. 648659

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

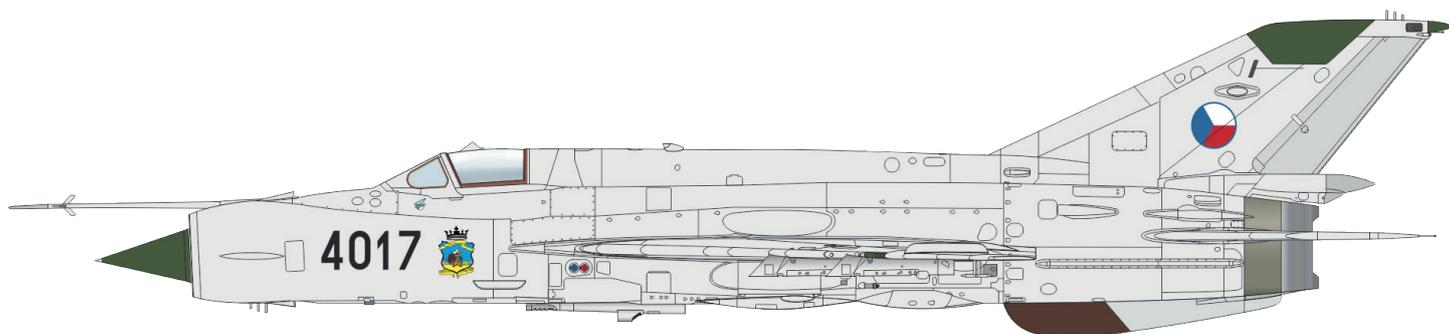


The aircraft with a production number 96007600 was handed over to the Polish Air Force in December 1975. Consecutively, it was sent to the 34 Pułk Lotnictwa Myśliwskiego (Air Fighter Regiment) at Gdynia-Babie Doły Base. The aircraft later served with several other units. From May 13, 1989 to October 1998 it was

used by 2 Eskadra Lotnictwa Myśliwskiego, located at Mierzęcice Air Base. After that, the aircraft was sold to the USA in 1999, where it could have been seen in Texas Lone Star Flight Museum in Galveston until its heavy damage caused by the hurricane in the autumn 2008. MiG-21MF No. 7600 was painted in

aluminum paint with Polish national insignia on the aft surfaces and on the undersides of the wing. There was a symbol of the 2 ELM painted on the nose of the aircraft and its smaller version was repeated on the vertical stabilizer. There was an 11 PLM symbol as well, painted behind the red number 7600.

■ C/n 96004017, No. 4017, 9 slp/ 9 sbolp, Bechyně, Czechoslovakia, early 90'

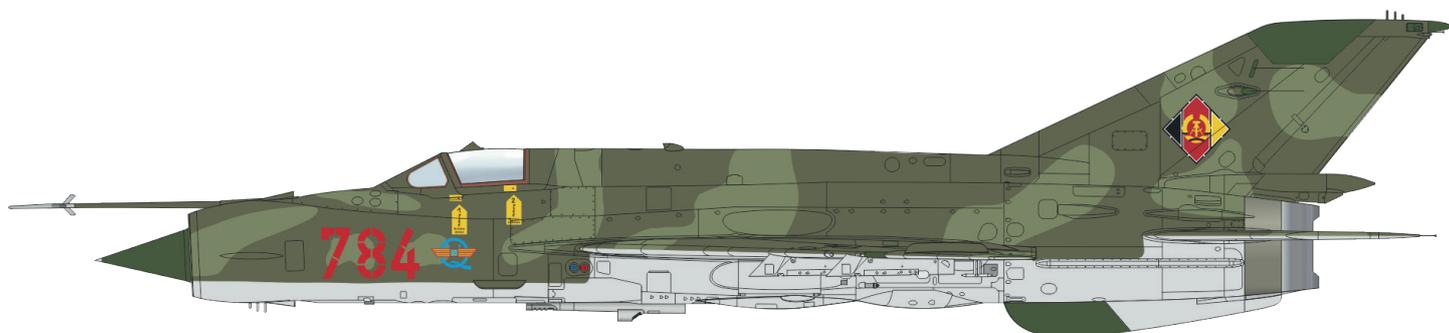


This MiG-21MF of 1 slp (1st Fighter Air Regiment) based at the České Budějovice airbase was handed over to 9 slp operating form nearby Bechyně airbase in 1988. The aircraft technician Vladimír Daňo painted an emblem of the squirrel onto the aircraft, as he did to the other aircraft, he was servicing (four

MiG-21MFs, one MiG-21UM and L-29), but it did not win too much favor with the HQ of the unit. After the order to remove the painting, it was oversprayed by gray color, but the nose of the aircraft got another emblem, this time a duck with a sword. With this decoration, the aircraft was handed over from No. 1 Squadron of

9 sbolp (9th Fighter-Bomber Air Regiment) to 82 sslt (82nd Independent Fighter Squadron) based at the Ostrava Mošnov airbase. After a short stay there, the plane was deposited to LOZ (Aviation Repair Facility) Líně. In 1999 it was upgraded to MiG-21MFN version and put back into operation service again.

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

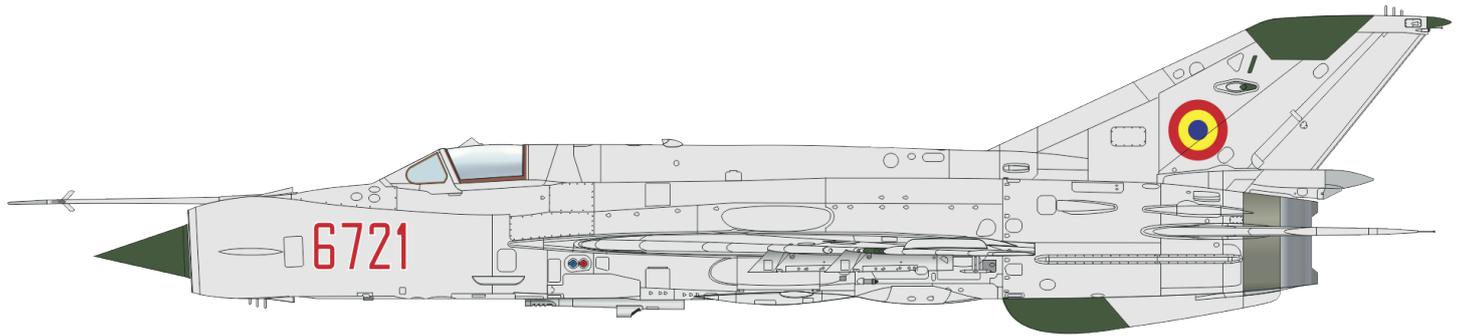


On December 14, 1954, the 3rd Kommando of the 1st Aeroklub was established in Cottbus; on August 24, 1956, it was renamed Fliegergeschwader No. 3. The same year the unit changed their training aircraft Yak-11 and Yak-18 for MiG-15 jets. The first MiG-21s were delivered to the unit in 1962 as the F-13

variant. On March 1, 1971, this unit was bestowed on the honorary name after Russian cosmonaut Vladimir Komarov, who died in the crash of the spacecraft Soyuz 1 in 1967 when returning from space. A scheduled change of MiG-21MFs for MiG-29s was scheduled for 1988, but only two of three Staffeln did so.

The camouflage of the Eastern German aircraft No. 784 consisted of two shades of green on the upper surfaces, the undersides were in light blue. Underneath the cockpit there was so-called Q-mark painted. It was a marking of the aircraft, which was in a diligent care of the ground crew.

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

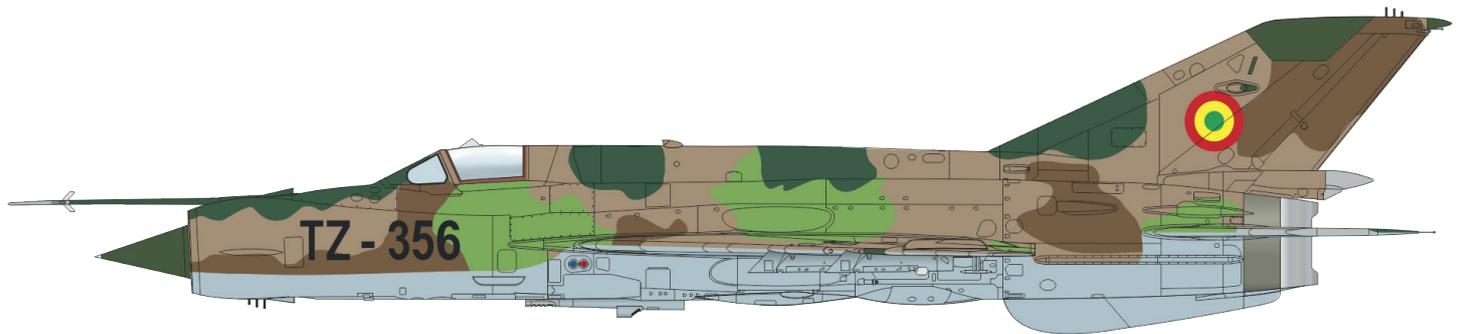


The first MiG-21s of the MF version were supplied to then Socialist Republic of Romania in 1972. These aircraft first served along with the older versions of MiG-21s and MiG-15s, which were gradually replaced by MiG-21s. From 1975, the aircraft produced in plant No. 21 in Gorky were supplied to Escadrila de Aviație

Vânătoare, which was renamed to Regimentul 71 Aviație Vânătoare on June 30, 1986. On June 9, 1987, this unit was transferred from Devesel Base to Câmpia Turzii Base from where the unit operates until today. On November 22, 2006, Cpt. Cdr. Dan Ghica, crashed this aircraft near the town of Beliu and died in the

crash. Like other aircraft produced in the Gorky Plant 21, this aircraft was finished on all surfaces in gray color. The Romanian national insignia were placed on traditional six positions on the aircraft and were accompanied by the last four digits of the production number painted in red on the nose of the aircraft.

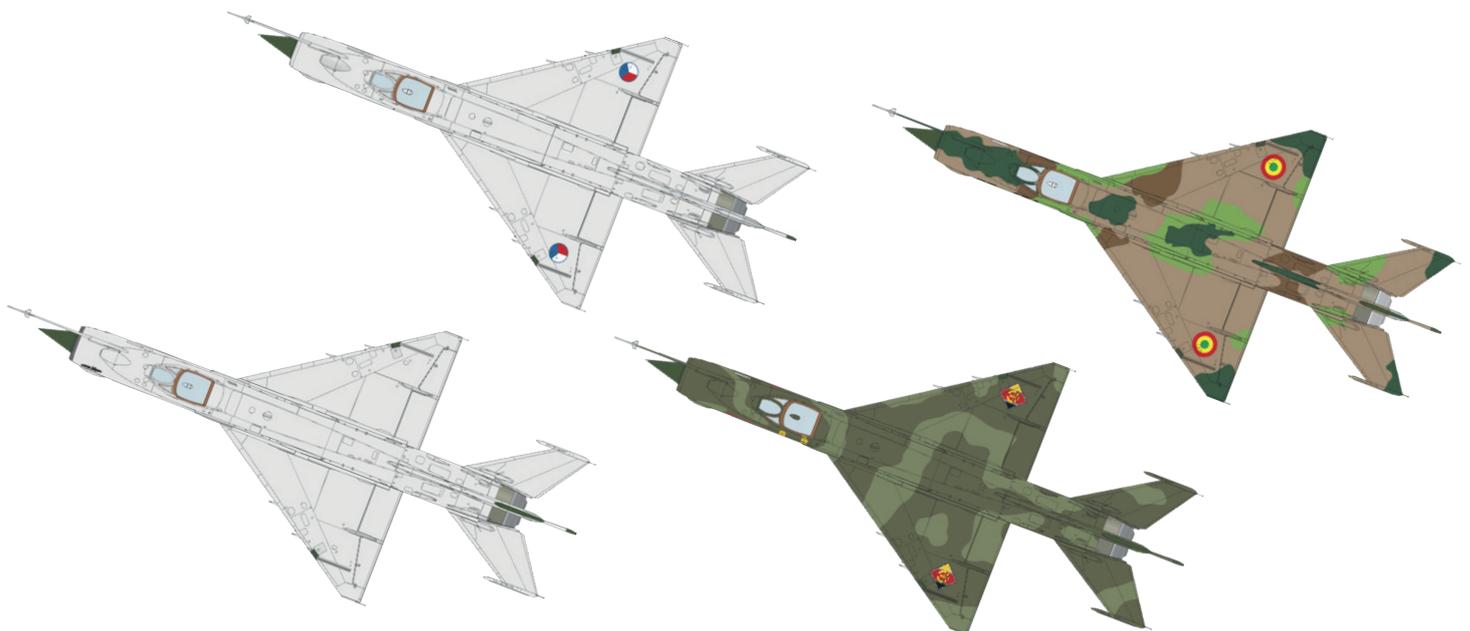
■ C/n 96005512, No. TZ-356, Senou Airbase, the Republic of Mali, 2006



Following the elimination of the MiG-21s from the Czech Air Force in the mid-2005, the MiG-21MFs Nos. 5508 and 5512 were purchased by The Republic of Mali along with the MiG-21UM No. 9341. After the transfer of the aircraft to the Senou Airbase, all three fighter planes were assembled and readied by

a group of Czech technicians and two pilots. After the check-flights were these aircraft handed over to Malian Air Force. The final phase of the handover mission included the fly-by of TZ-356 MiG-21MF flown by Malian pilot above the capital city of Bamako. The TZ-356 aircraft, as the MiG-21MF No. 5512 was remar-

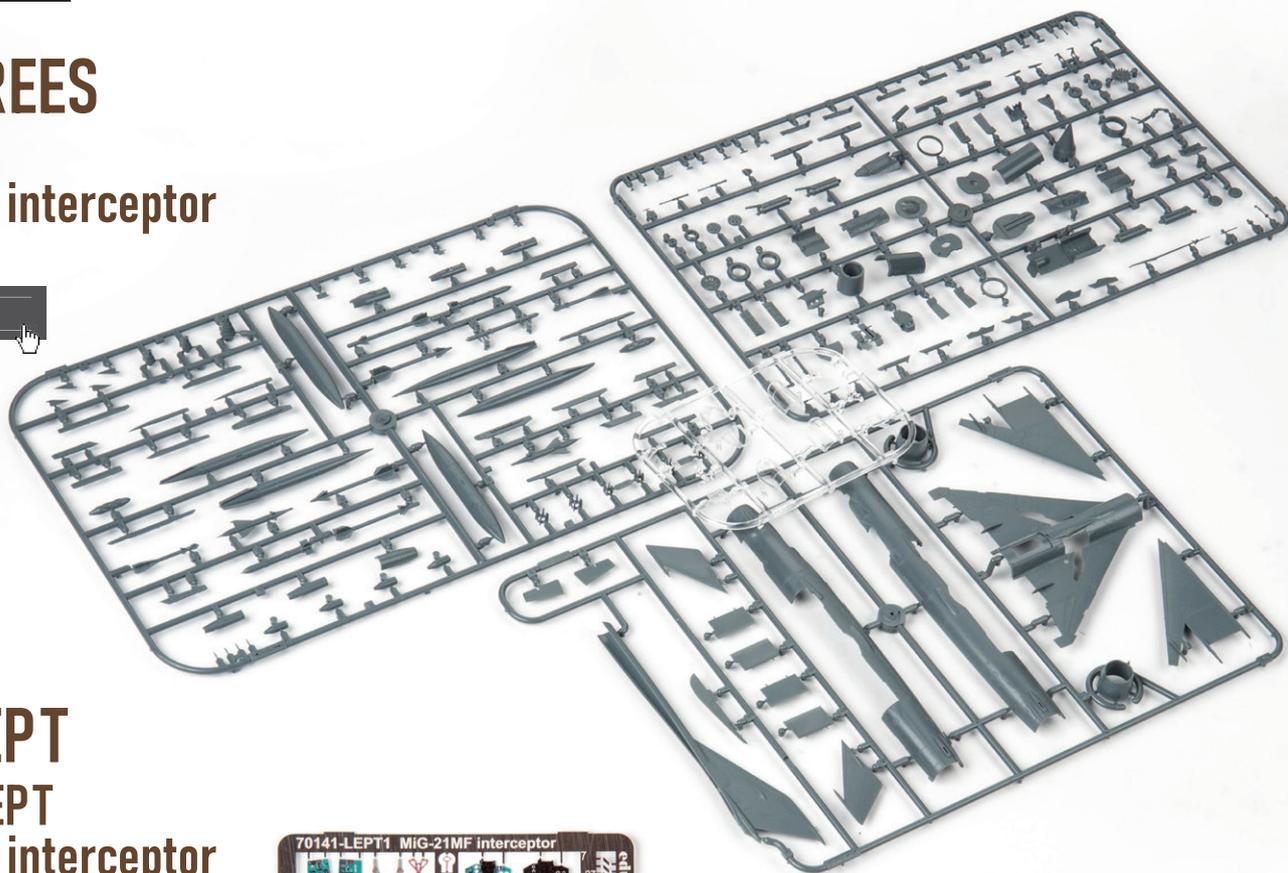
ked, was painted in a camouflage consisting of two shades of green and two shades of brown colors on the upper surfaces and on the sides of the fuselage. The undersides were painted blue. The Malian national insignia were painted in six positions.



OVERTREES

#70141X
MiG-21MF interceptor
1/72

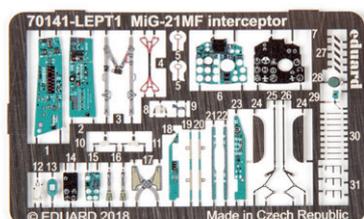
[Product page](#)



OVERLEPT

#70141-LEPT
MiG-21MF interceptor
1/72

[Product page](#)



Recommended: for MiG-21MF interceptor 1/72

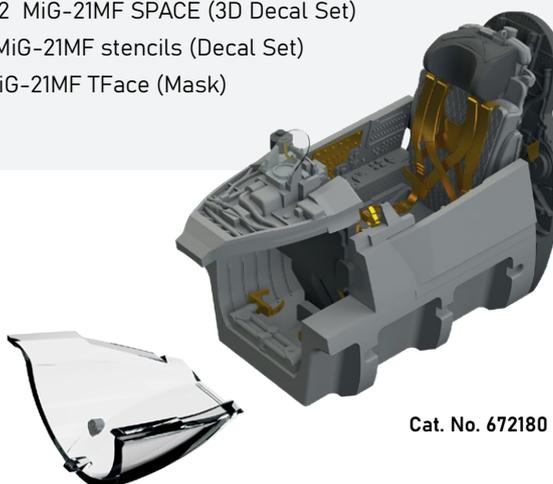
- 72689 MiG-21MF (PE-Set)
- SS700 MiG-21MF interceptor Weekend (PE-Set)
- 672180 MiG-21MF Interceptor cockpit (Brassin)
- 672181 MiG-21MF exhaust nozzle (Brassin)
- 672182 MiG-21MF wheels (Brassin)
- 672184 MiG-21MF pylons (Brassin)
- 672185 R-3S missiles for MiG-21 (Brassin)
- 672186 R-3S missiles w/ pylons for MiG-21 (Brassin)
- 672189 UB-16 rocket launchers for MiG-21 (Brassin)
- 672190 UB-16 rocket launchers w/ pylons for MiG-21 (Brassin)

- 672191 RS-2US missiles for MiG-21 (Brassin)
- 672192 RS-2US missiles w/ pylons for MiG-21 (Brassin)
- 672193 MiG-21MF airbrakes (Brassin)
- 672195 SPS-141 ECM pod for MiG-21 (Brassin)
- 672197 MiG-21MF ejection seat (Brassin)
- SIN67217 MiG-21MF armament (Brassin)
- 3DL72002 MiG-21MF SPACE (3D Decal Set)
- D72015 MiG-21MF stencils (Decal Set)
- CX512 MiG-21MF TFace (Mask)

Cat. No. 672181



Cat. No. 672180



Fw 190A-8 1/48

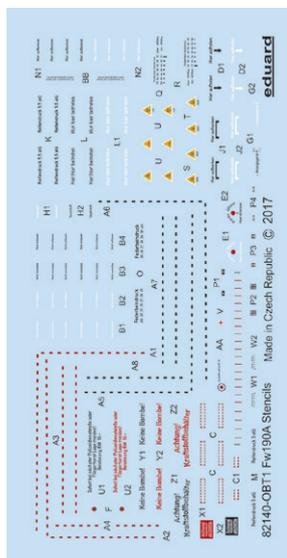
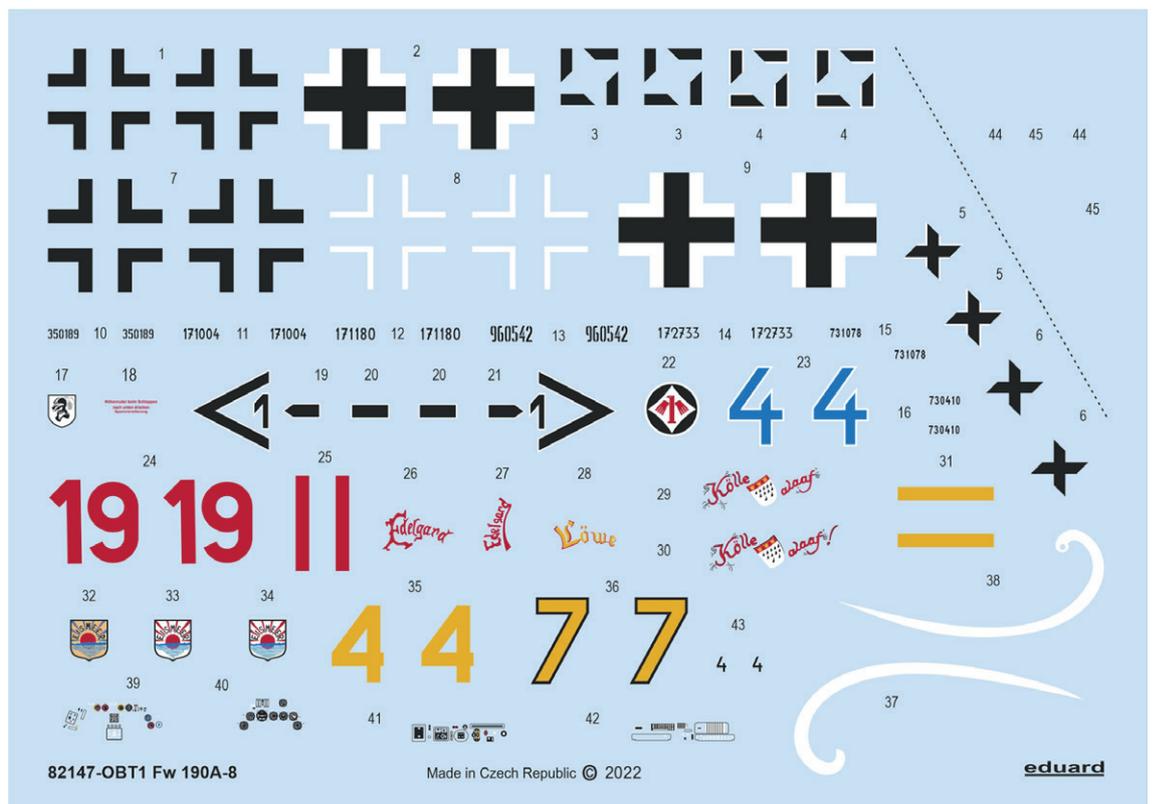
Re-release

#82147

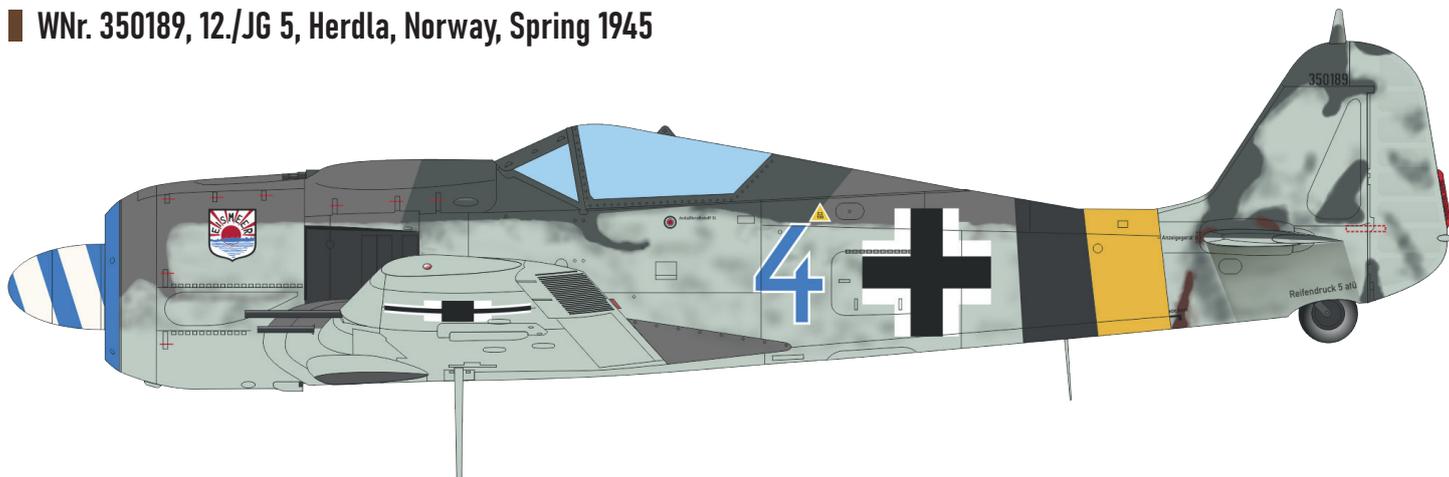
ProfiPACK edition kit of German WWII fighter aircraft Fw 190A-8 in 1/48 scale.

- plastic parts: Eduard
- No. of decal options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)



■ WNr. 350189, 12./JG 5, Herdla, Norway, Spring 1945

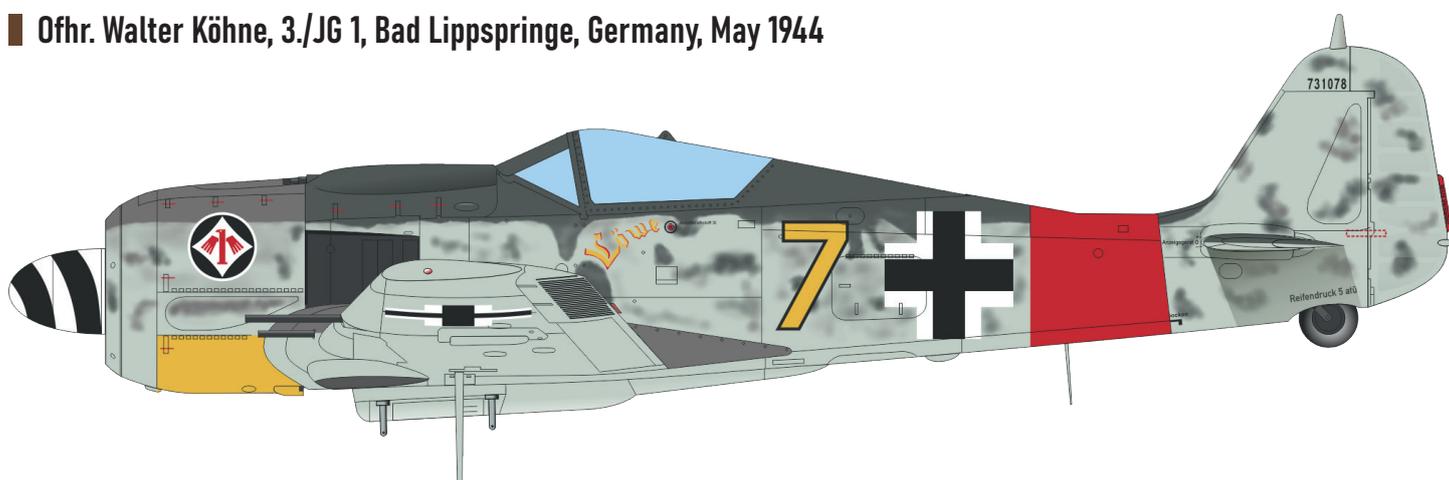


The end of the war found 9. and 12. Staffeln JG 5 stationed at Herdla. While 9. Staffel flew a mix of Fw 190A-2/3/8s and even the odd Fw 190F-8 used exclusively in the fighter role, 12. Staffel was equi-

pped with the Fw 190A-8. Fw 190s flown by 12./JG5 carried the standard camouflage scheme consisting of RLM 74/75/76 and have been photographed on several occasions carrying the Defence of the Reich

yellow and black band on the rear fuselage. The code was painted in blue, consistent with the Staffel, as were the cowl ring and spinner.

■ Ofhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944

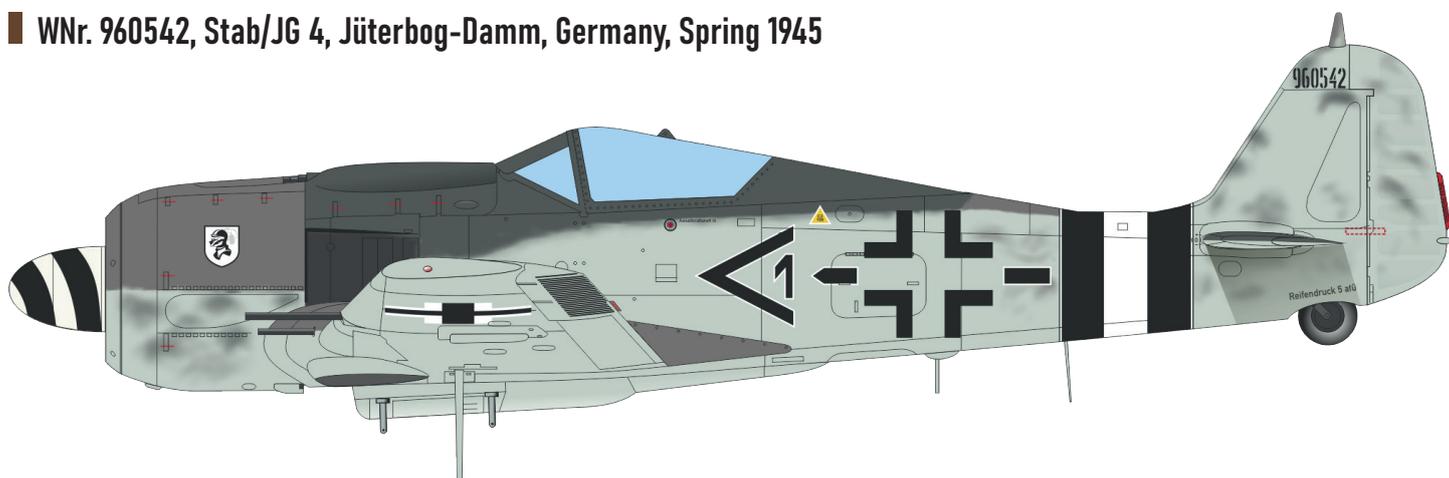


Shortly after the attack on the Soviet Union, Walter Köhne was seriously wounded. Following a long period of recuperation, he was assigned to 2./JG 1 on June 4, 1943, at the time based at Deelen, Netherlands. He flew combat over western Europe up to the end

of the war, achieving a total of thirty kills, the majority of which were B-17 and B-24 heavy bombers. The standard camouflage scheme of this Fw 190A-8 is supplemented by Defense of the Reich JG 1 markings; a 900-mm wide red fuselage band, the JG 1 unit mar-

king and a personal marking in the form of the name of the dog that was the 3. Staffel mascot.

■ WNr. 960542, Stab/JG 4, Jüterbog-Damm, Germany, Spring 1945

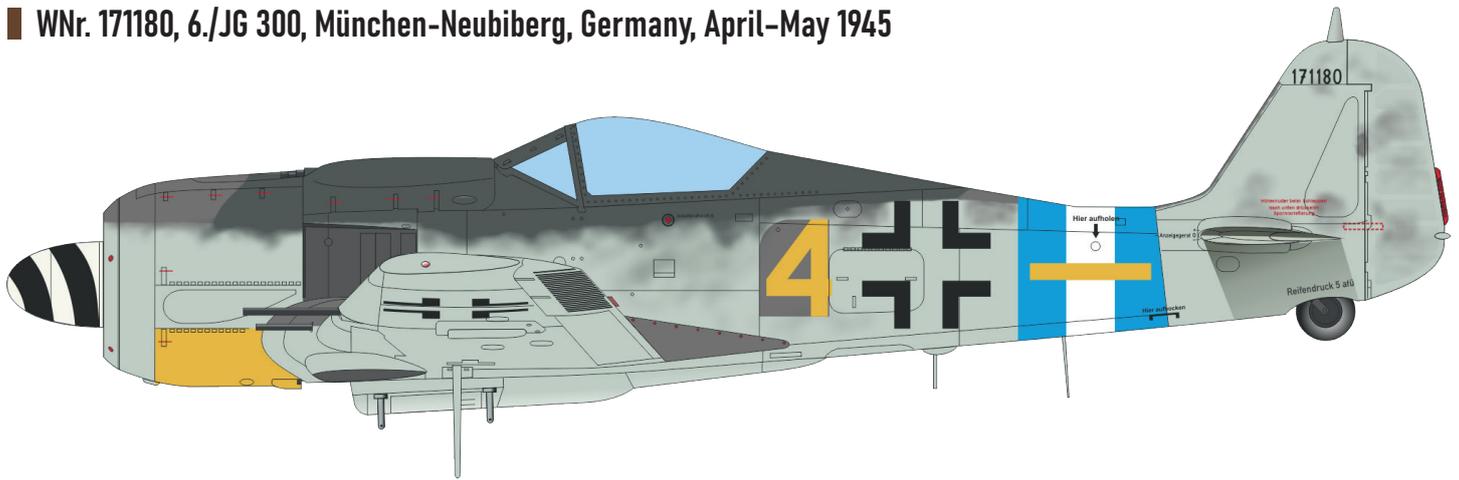


Stab of JG 4 used the Fw 190D-9 against the Allies and this Fw 190A-8 was likely a reserve aircraft. It was built under license by Norddeutsche Dornier in

Wismar and was painted in the standard camouflage scheme consisting of RLM 74/75/76. The JG 4 aircraft that were integrated into the Defense of the Reich

system carried a black-white-black fuselage band. The JG 4 unit marking appeared on the left side of the cowl.

■ WNr. 171180, 6./JG 300, München-Neubiberg, Germany, April–May 1945

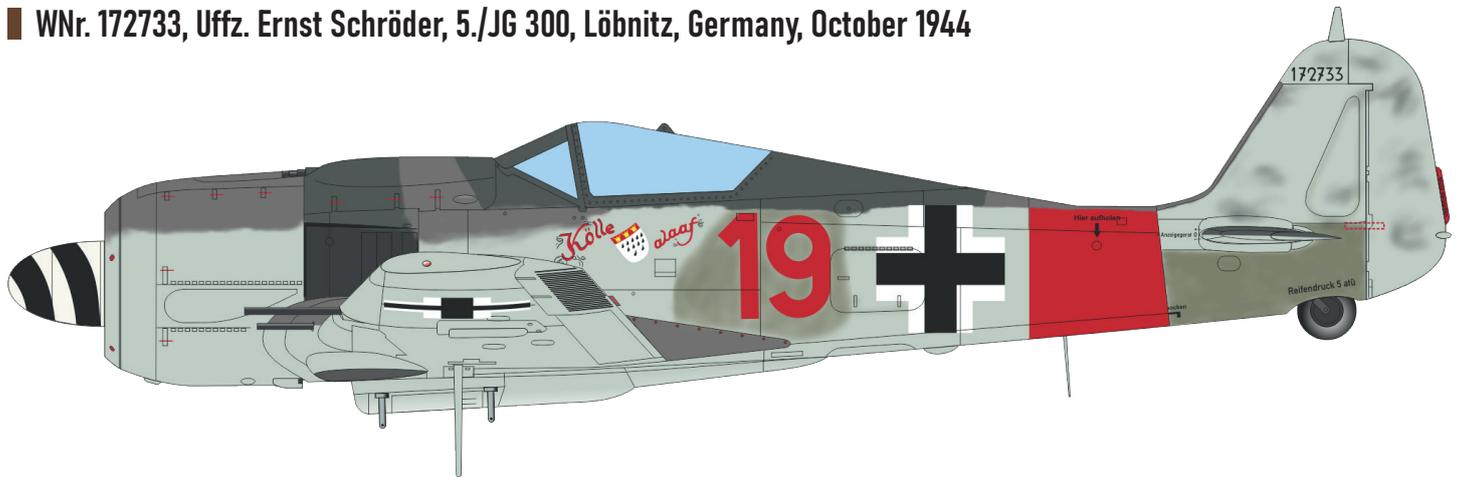


Fw 190A-8, WNr. 171180, built by the parent company, was discovered by the Allies at the end of the war at the airfield in Neubiberg, not too far from Munich. Damage sustained during taxiing on April 24, 1945, was never repaired. JG300, as a Defense of the Reich

unit flying over Germany, marked its aircraft with a blue-white-blue 900 mm wide fuselage band in 1945. The previous red fuselage band was discontinued in January 1945 and continued only on aircraft served with JG 1. The original fuselage crosses were

overpainted and replaced with simplified versions in black. Similarly, the fuselage code was replaced with the yellow 4.

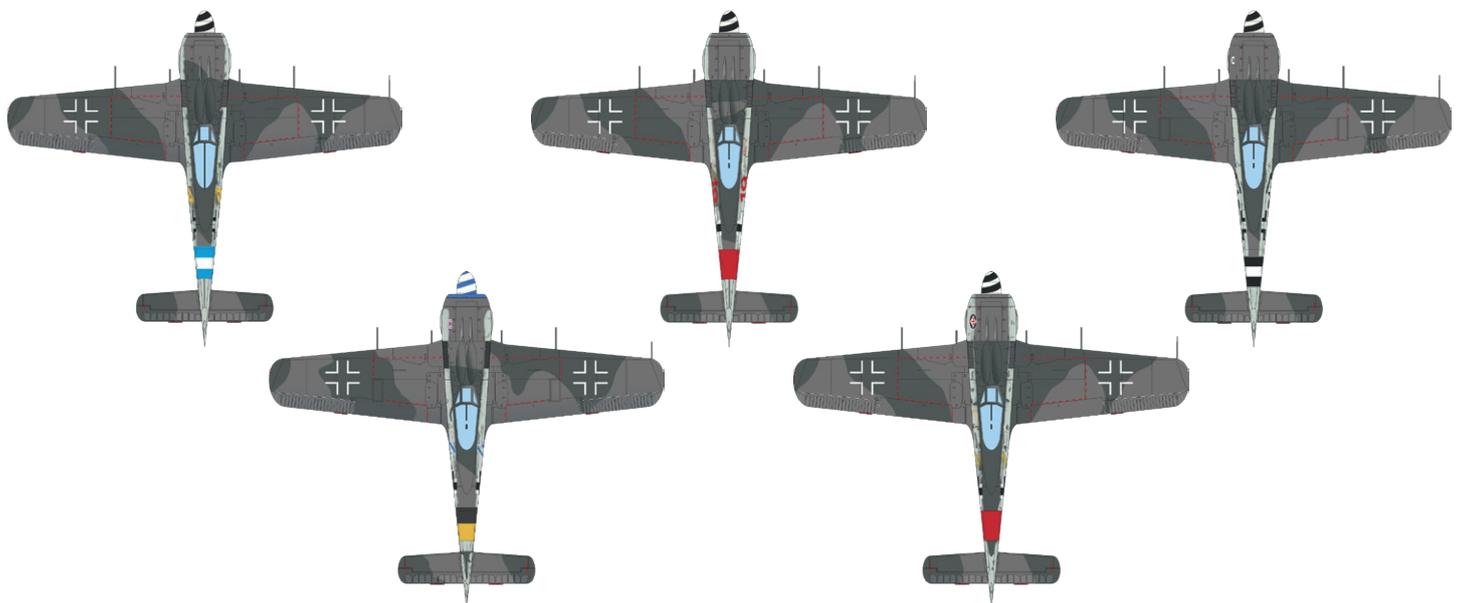
■ WNr. 172733, Uffz. Ernst Schröder, 5./JG 300, Löbnitz, Germany, October 1944



The aircraft flown by Ernst Schröder in October 1944 carried II. Gruppe markings in the form of a horizontal bar in the Staffel color behind the fuselage cross. The slogan *Kölle alaaf* with the Cologne Coat of Arms appeared on the left side of the fuselage, while the

name of Schroder's girlfriend, Edelgard appeared on the right. In November, the II. Gruppe marking disappeared under the 900 mm wide red band on the rear fuselage. At the same time, the coat of arms was complemented with shadowing as was the second

part of the inscription. Also an exclamation point was added. The name of the girlfriend took on a fancier appearance.



OVERTREES

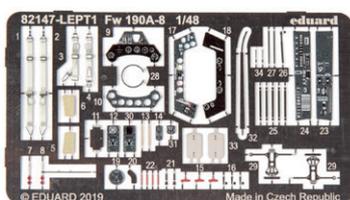
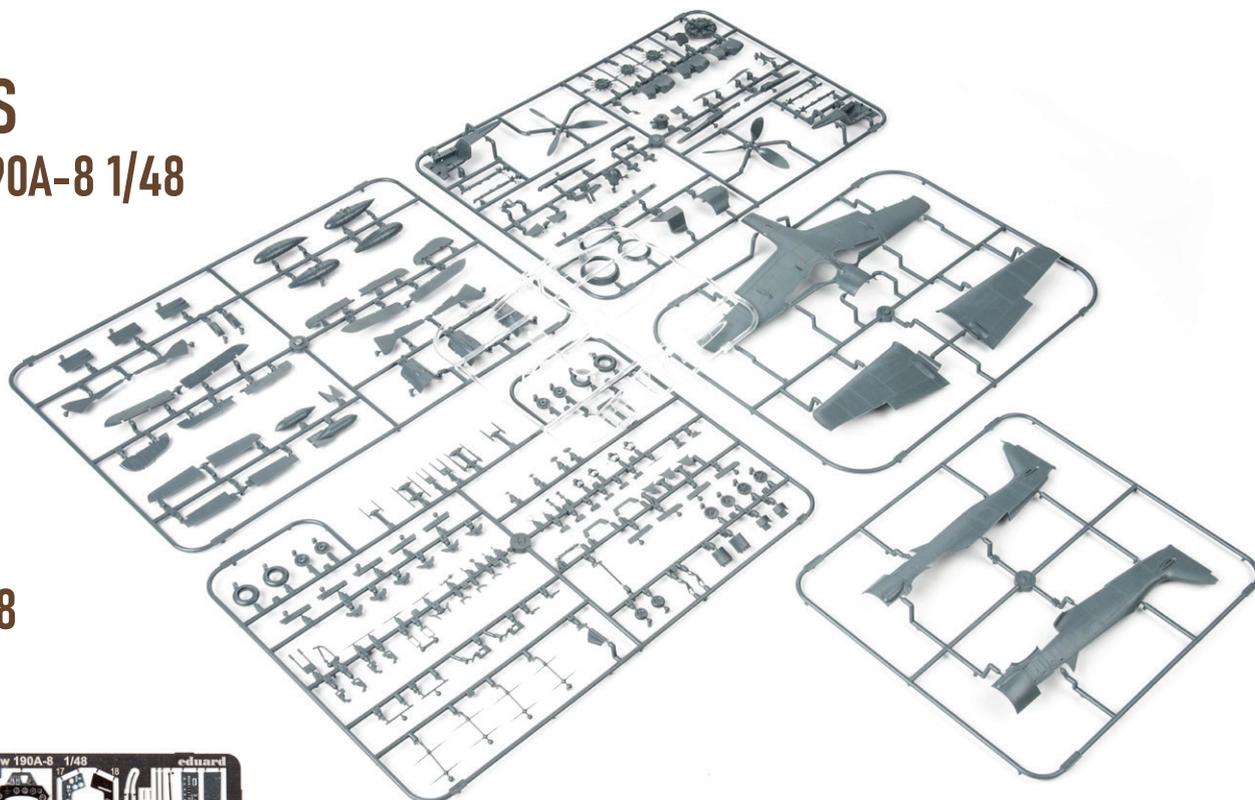
#82147X Fw 190A-8 1/48

Product page

OVERLEPT

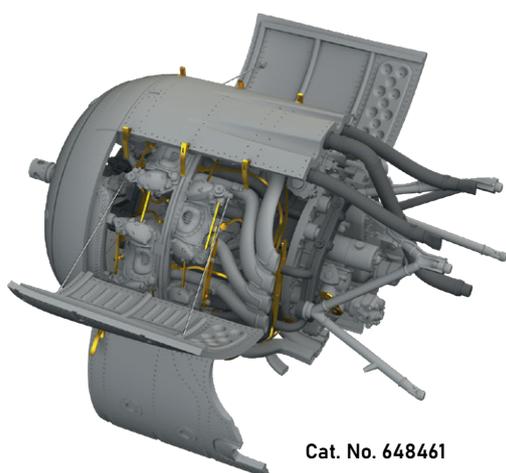
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Fw 190A-8 1/48

Product page



Recommended: for Fw 190A-8 1/48

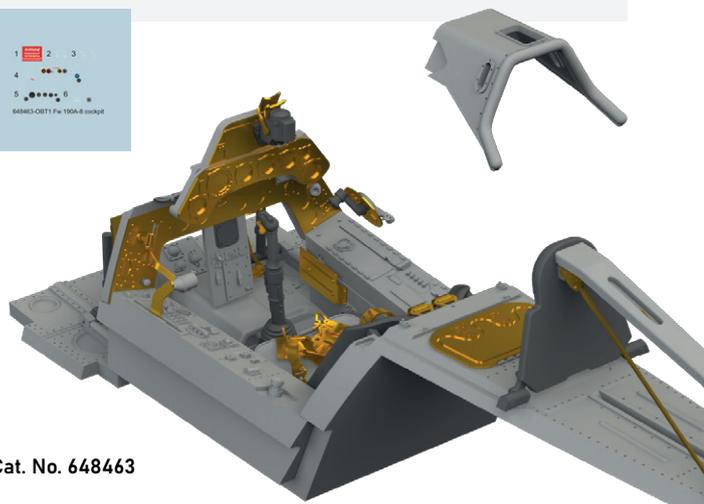
- 48992 Fw 190A-8 (PE-Set)
- 48993 Fw 190A-8 landing flaps (PE-Set)
- FE863 Fw 190A seatbelts STEEL (PE-Set)
- 644015 Fw 190A-8 LööK (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)
- 648461 Fw 190A-8 engine (Brassin)
- 648462 Fw 190A-8 fuselage guns (Brassin)
- 648463 Fw 190A-8 cockpit (Brassin)
- 648464 Fw 190A-8 engine & fuselage guns (Brassin)
- 648476 Fw 190A-8 undercarriage legs BRONZE (Brassin)
- SIN64861 Fw 190A-8 ESSENTIAL (Brassin)
- 3DL48079 Fw 190A-8 SPACE (3D Decal Set)
- D48037 Fw 190A-8 national insignia (Decal Set)
- EX587 Fw 190A TFace (Mask)



Cat. No. 648461



Cat. No. 648463



644165

A-1J Löök

1/48 Tamiya

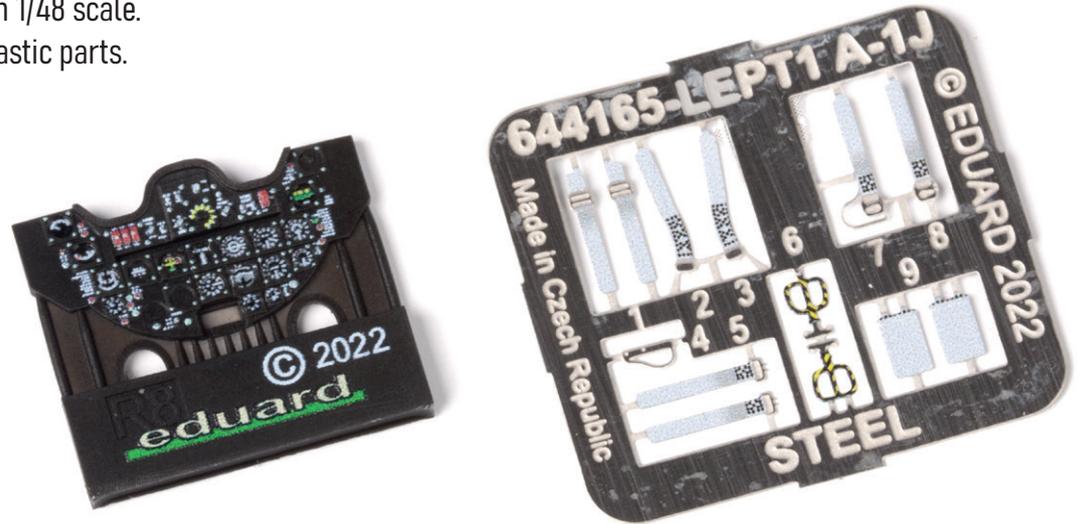
Löök

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A-1J 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

[Product page](#)



644172

F4F-3 late LööK

1/48 Eduard

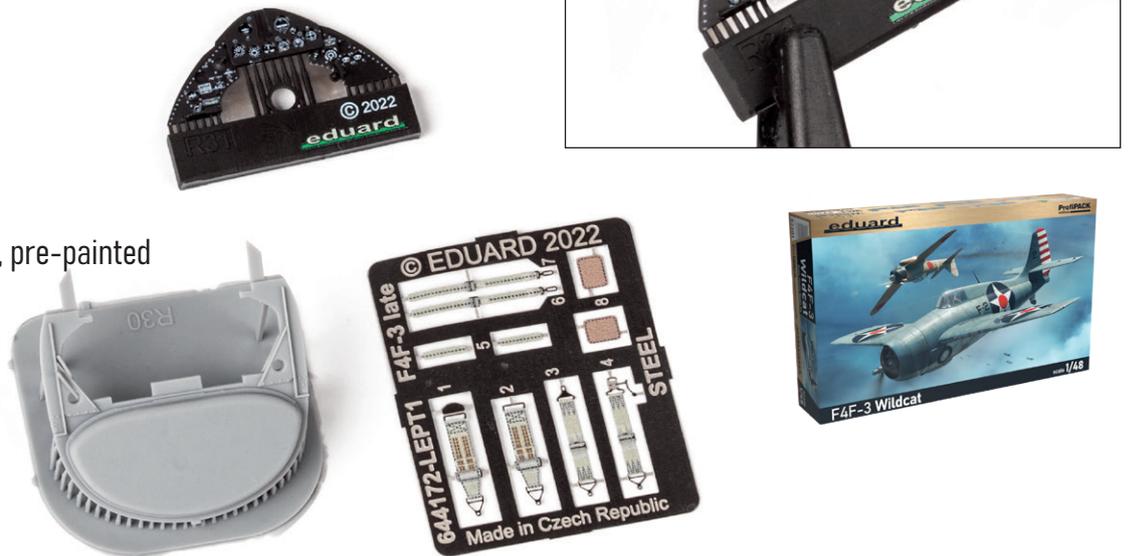
Löök

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F4F-3 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 1 part
- 3D parts: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)



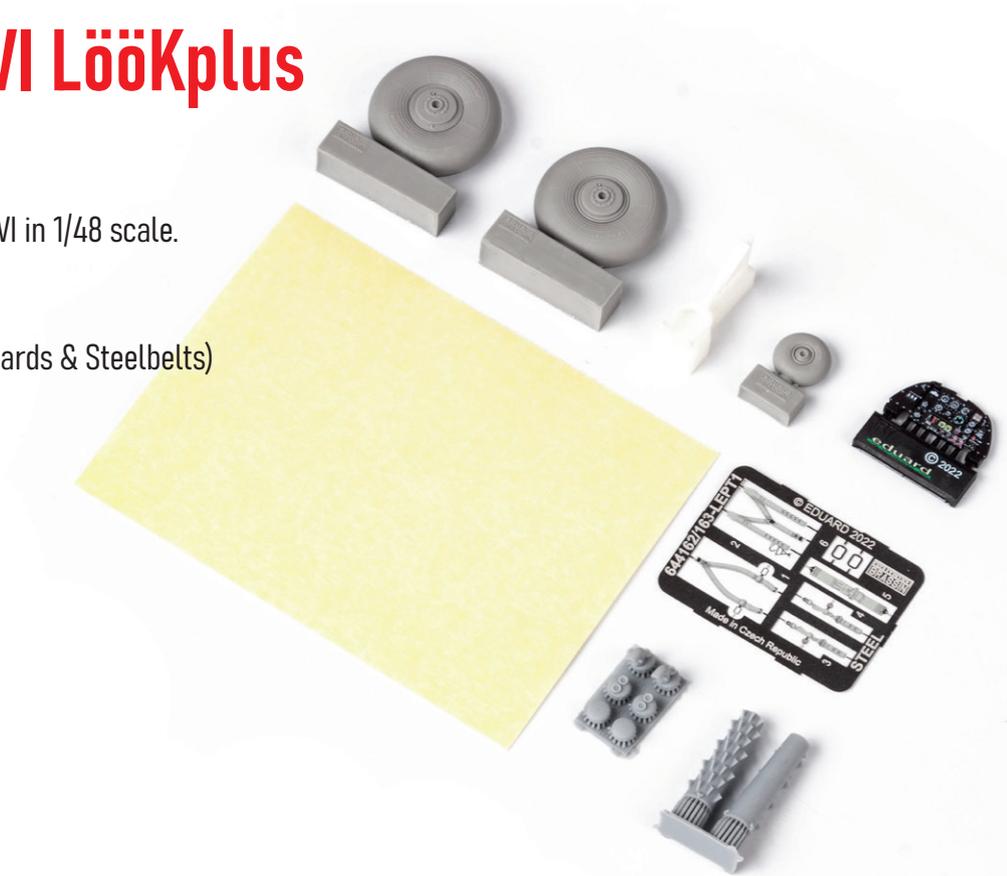
644169

Beaufighter Mk.VI LööKplus

1/48 Tamiya

Collection of 4 sets for Beaufighter Mk.VI in 1/48 scale.
Recommended kit: Tamiya

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- undercarriage wheels
- exhausts



[Product page](#)

644170

Beaufighter Mk.X LööKplus

1/48 Tamiya

Collection of 4 sets for Beaufighter Mk.X in 1/48 scale.
Recommended kit: Tamiya

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- undercarriage wheels
- exhausts



[Product page](#)

648742

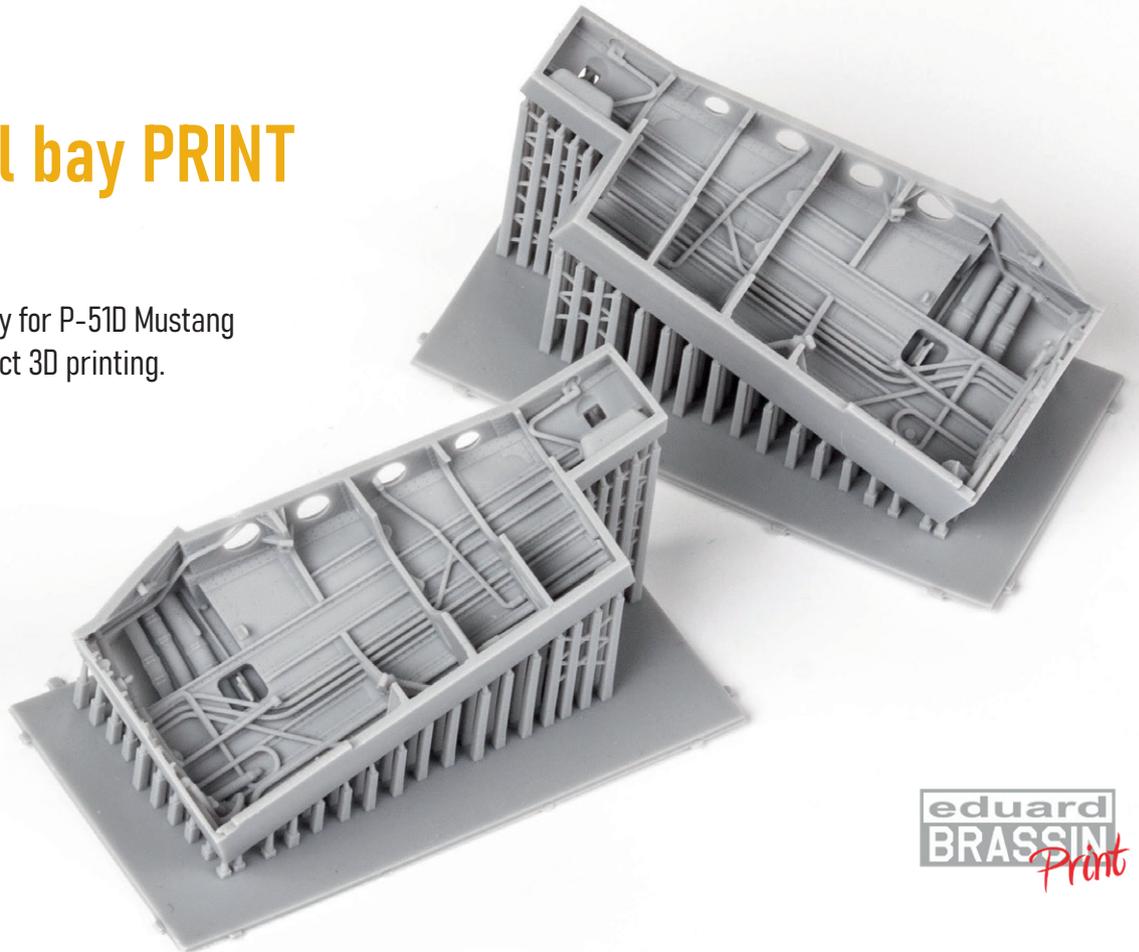
P-51D wheel bay PRINT

1/48 Eduard

Brassin set - the wheel bay for P-51D Mustang in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D parts: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product page](#)



648761

A-1J wheels

1/48 Tamiya

Brassin set - the undercarriage wheels for A-1J in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 3 parts
- 3D print: 1 part
- decals: no
- photo-etched details: no
- painting mask: yes


[Product page](#)

648766

F4F-3 exhausts PRINT

1/48 Eduard

Brassin set - the exhausts for F4F-3 in 1/48 scale.
Easy to assemble, replaces plastic parts.
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D parts: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



[Product page](#)

648767

F4F-3 wheels early

1/48 Eduard

Brassin set - the undercarriage wheels for F4F-3 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

- resin: 5 parts
- decals: no
- photo-etched details: no
- painting mask: yes



[Product page](#)

648768

F4F-3 wheels late

1/48 Eduard



Brassin set - the undercarriage wheels for F4F-3 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 5 parts
- 3D parts: 2 parts
- decals: no
- photo-etched details: yes
- painting mask: yes


[Product page](#)

648769

F4F gun barrels PRINT

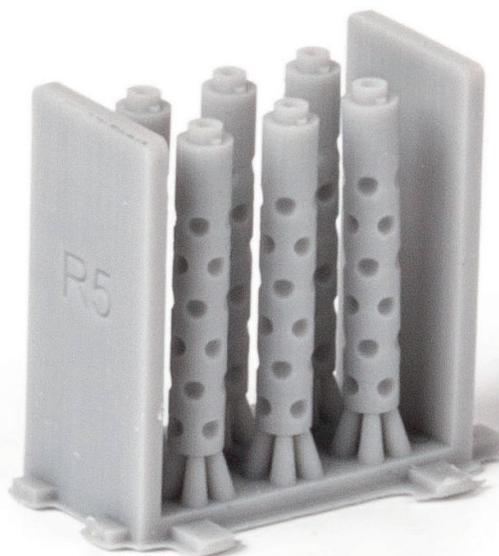
1/48 Eduard



Brassin set - the gun barrels for F4F in 1/48 scale. Easy to assemble, replaces plastic parts. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 6 parts
- decals: no
- photo-etched details: no
- painting mask: no


[Product page](#)

648773

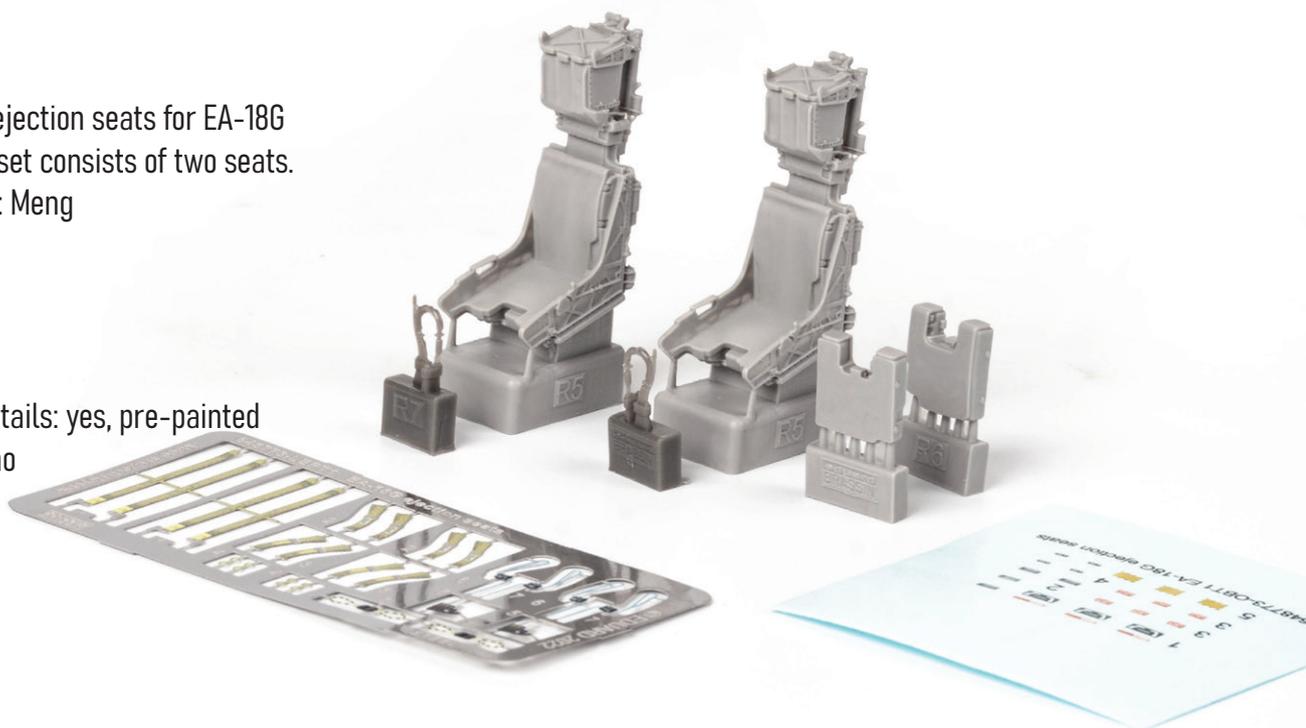
EA-18G ejection seats

1/48 Meng

Brassin set - the ejection seats for EA-18G in 1/48 scale. The set consists of two seats. Recommended kit: Meng

Set contains:

- resin: 6 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



[Product page](#)

648774

EA-18G wheels

[Product page](#)

1/48 Meng

Brassin set - the undercarriage wheels for EA-18G in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Meng

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: no
- painting mask: yes



648777

F4F-3 cockpit w/ reflector gun sight PRINT

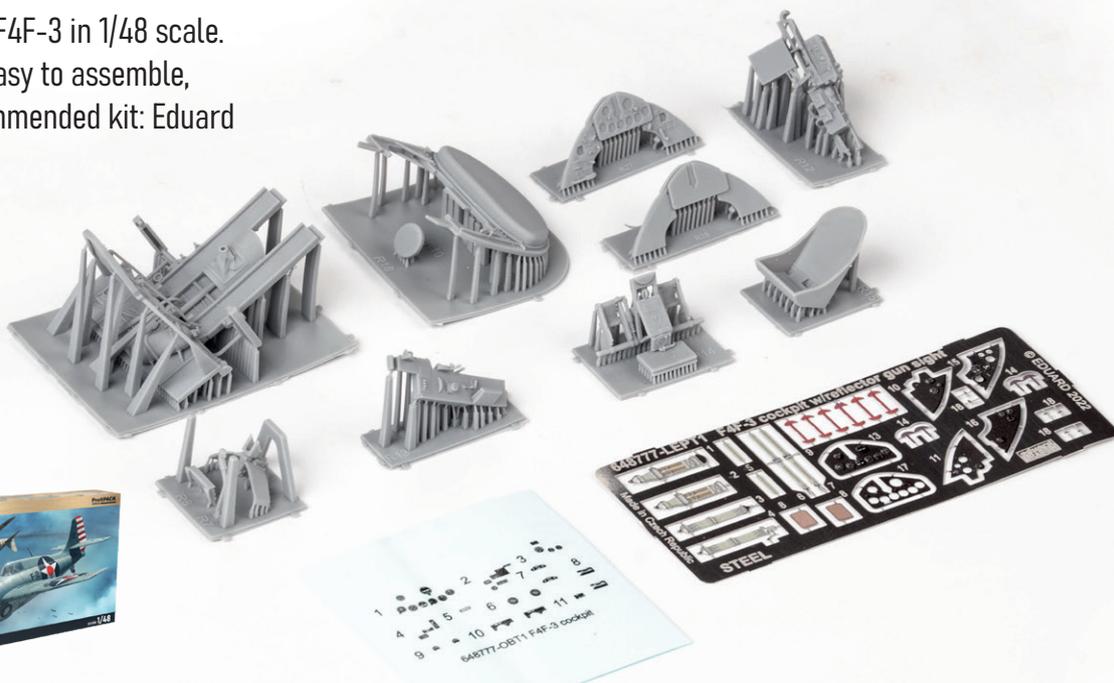
Print

1/48 Eduard

Brassin set - the cockpit for F4F-3 in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 12 parts
- decals: yes
- photo-etched details:
yes, pre-painted
- painting mask: no

[Product page](#)


648778

Luftwaffe rudder pedals PRINT

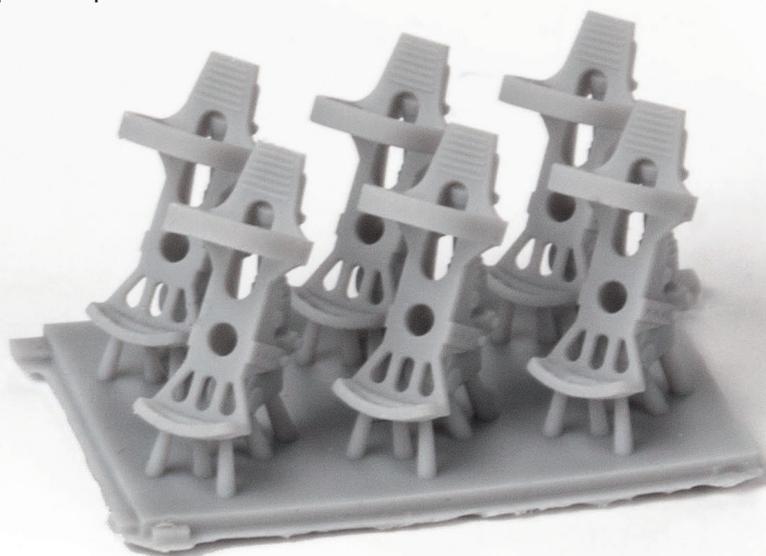
Print

1/48

Brassin set - the rudder pedals for Luftwaffe WW2
a/c in 1/48 scale. The set consists of 3 pairs of pedals.
Made by direct 3D printing.

Set contains:

- 3D print: 6 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product page](#)


648779

F4F undercarriage legs BRONZE

1/48 Eduard

Brassin set - undercarriage legs for F4F in 1/48 scale. The legs are made of bronze. Recommended kit: Eduard



Set contains:

- 3D print: 4 parts
- bronze: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



[Product page](#)

648780

Su-25 wheels

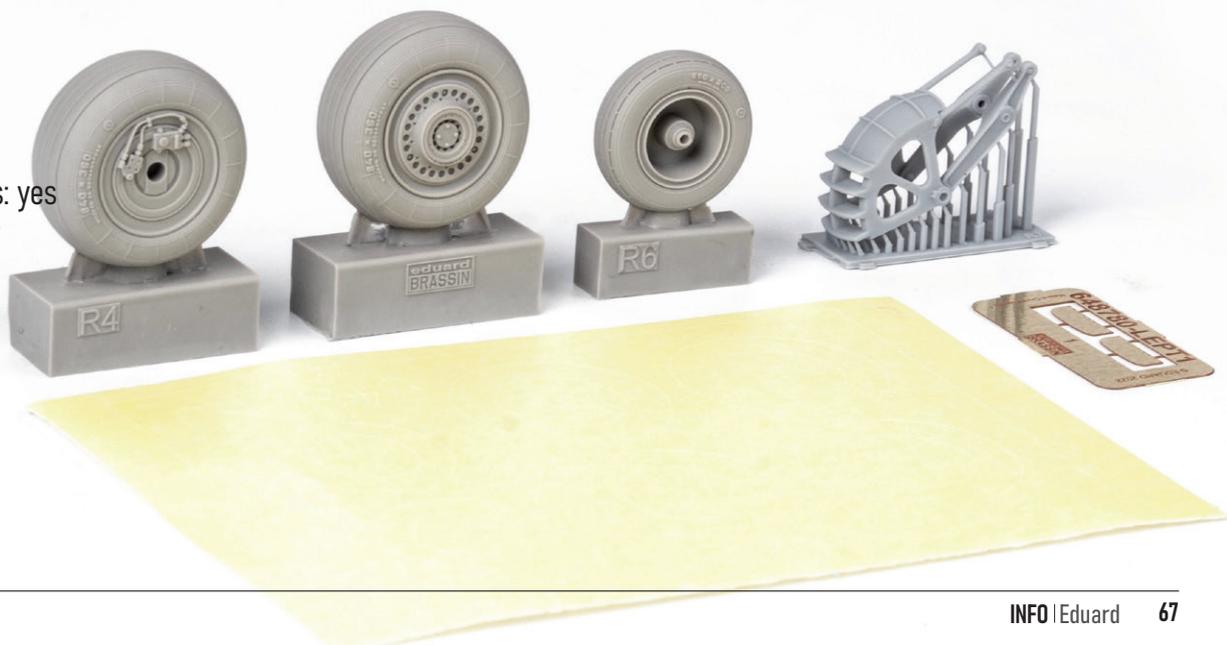
1/48 Zvezda

Brassin set - the undercarriage wheels for Su-25 in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda



Set contains:

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



[Product page](#)

653007

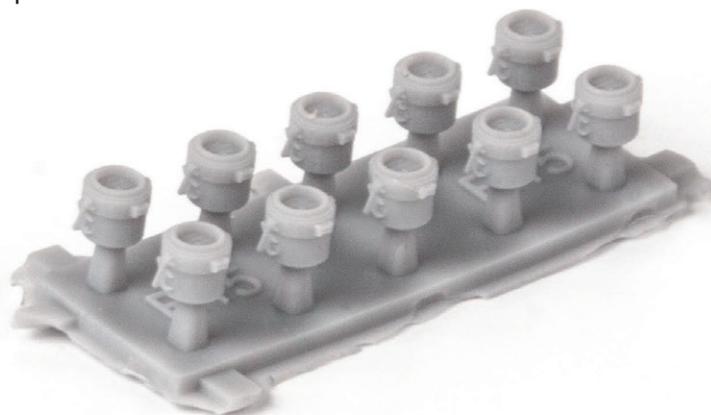
USN searchlights 12 inch PRINT

1/350

Brassin set - USN 12inch searchlights in 1/350 scale.
The set consists of 10 searchlights. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

- 3D print: 10 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



653008

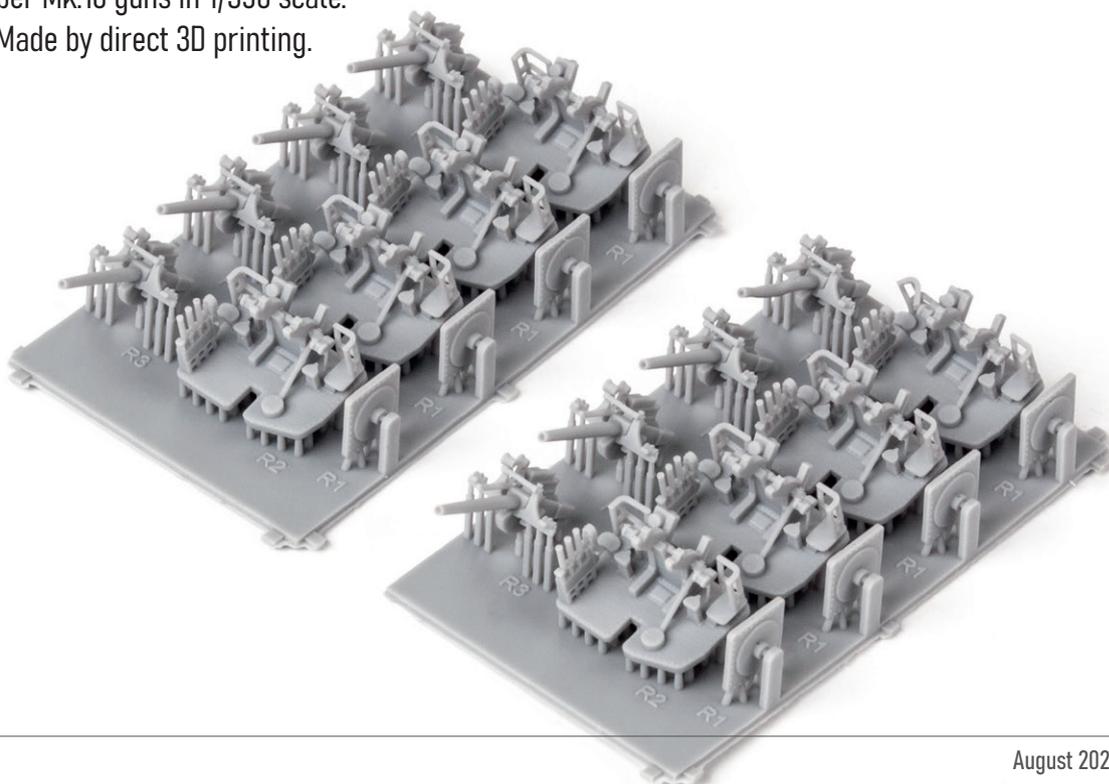
5"/25 caliber gun Mk.10 PRINT

1/350

Brassin set - 5 inch 25 caliber Mk.10 guns in 1/350 scale.
The set consists of 8 guns. Made by direct 3D printing.

Set contains:

- 3D print: 24 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



672294 S-199 engine PRINT



1/72 Eduard

Brassin set - the engine for S-199 in 1/72 scale.
The set consists of the complete engine
and separate cowllilngs. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 14 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



674001 Beaufort Mk.I LööK

1/72 Airfix

LööK set - Brassin pre-painted dashboard
and STEEL seatbelts for Beaufort Mk.I in 1/72 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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

[Product page](#)



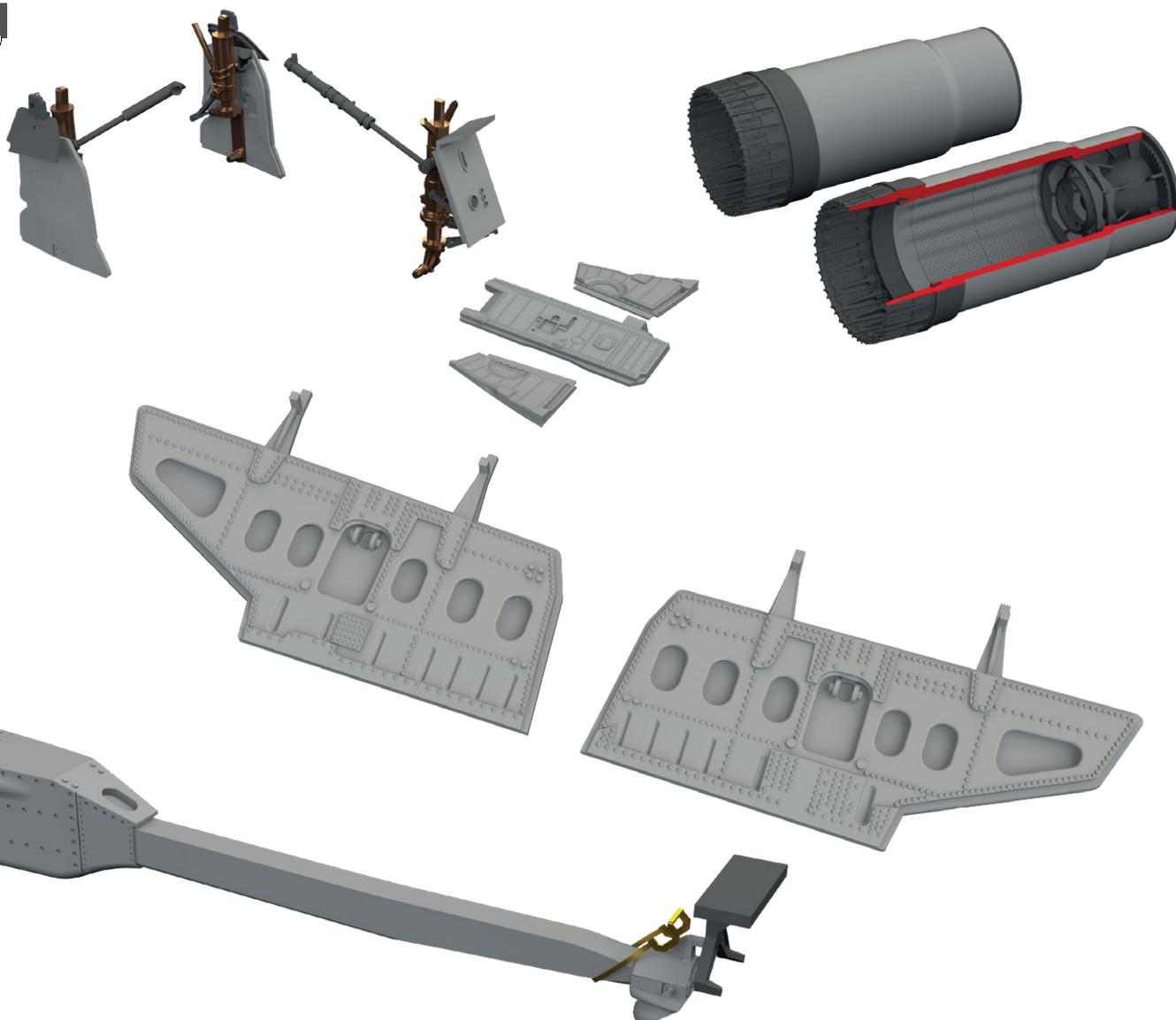
SIN64888

F-4B**1/48 Tamiya**

Collection of 6 sets for F-4B in 1/48 scale.
Recommended kit: Tamiya

- wheels
- exhaust nozzles PRINT
- undercarriage legs BRONZE
- refueling probe PRINT
- air brakes PRINT
- tail hook PRINT

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

[Product page](#)


SIN64889

Sopwith Camel Clerget engine

1/48 Eduard

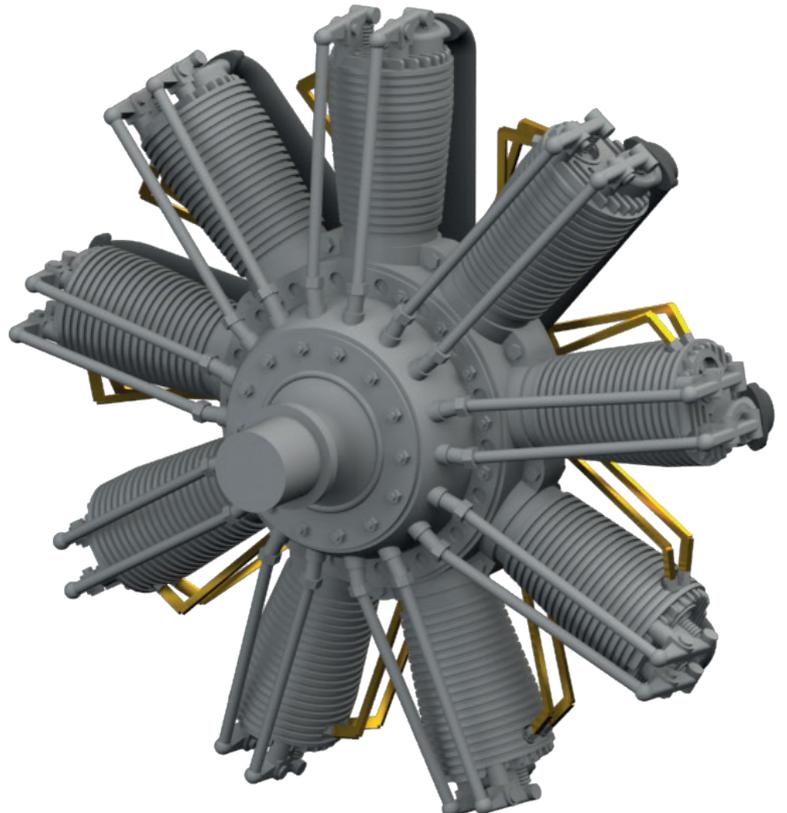
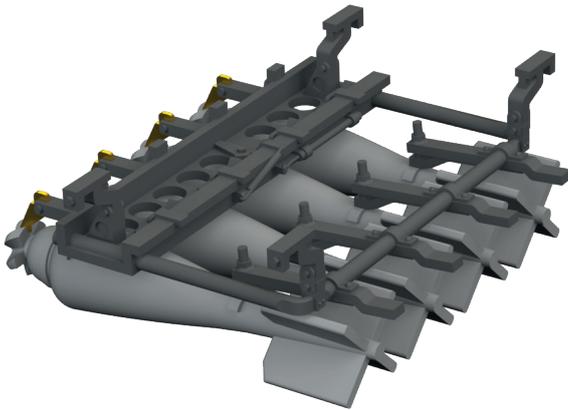
Collection of 6 sets for Sopwith Camel in 1/48 scale.
Recommended kit: Eduard

- Clerget engine PRINT
- wheels
- seat PRINT
- Vickers Mk.I gun
- Rotherham air pumps PRINT
- 20lb bomb carrier PRINT

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

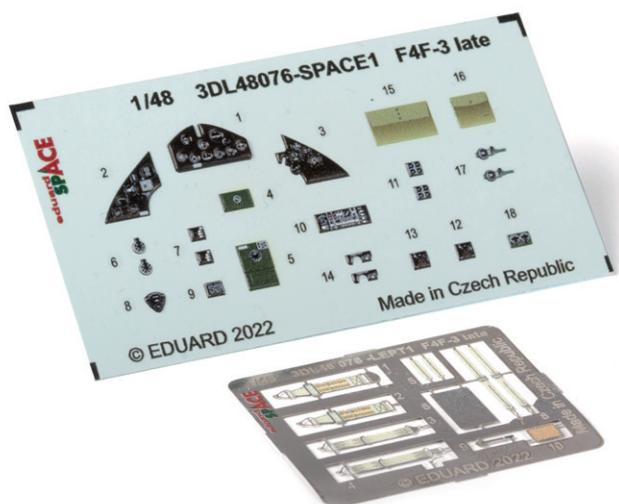


[Product page](#)



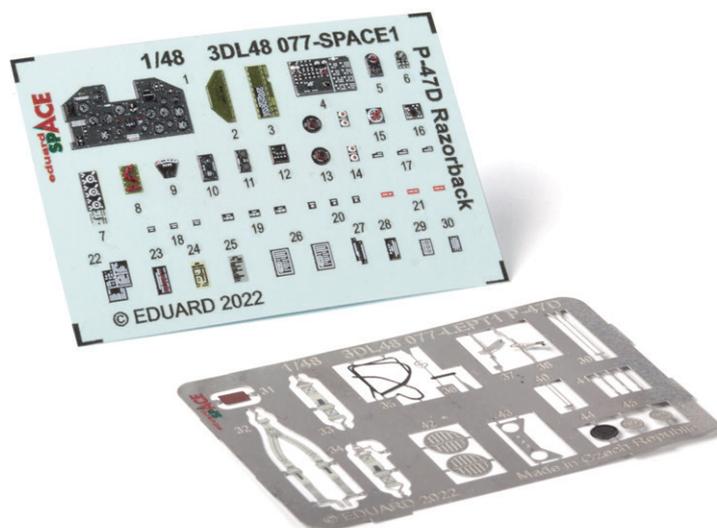
3DL48076 **F4F-3 late SPACE** 1/48 Eduard

Product page



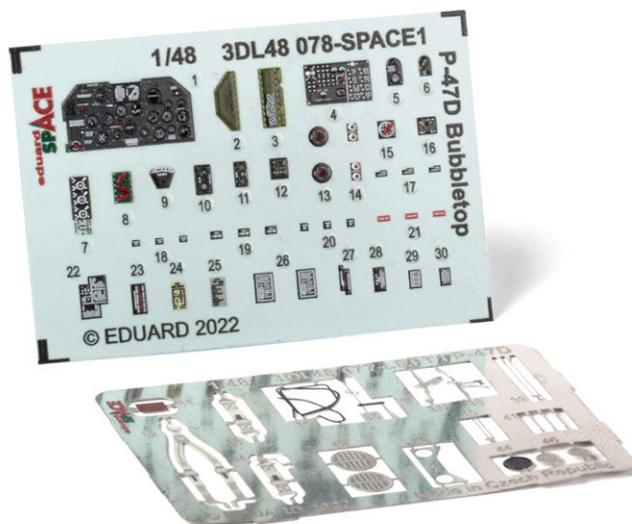
3DL48077 **P-47D Razorback SPACE** 1/48 Tamiya

Product page



3DL48078 **P-47D Bubbletop SPACE** 1/48 Tamiya

Product page



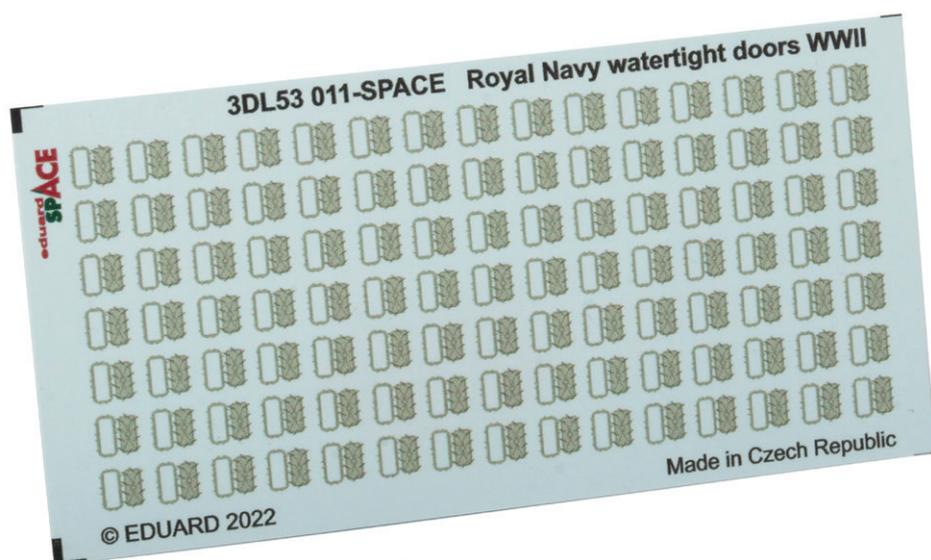
3DL48079 Fw 190A-8 SPACE 1/48 Eduard

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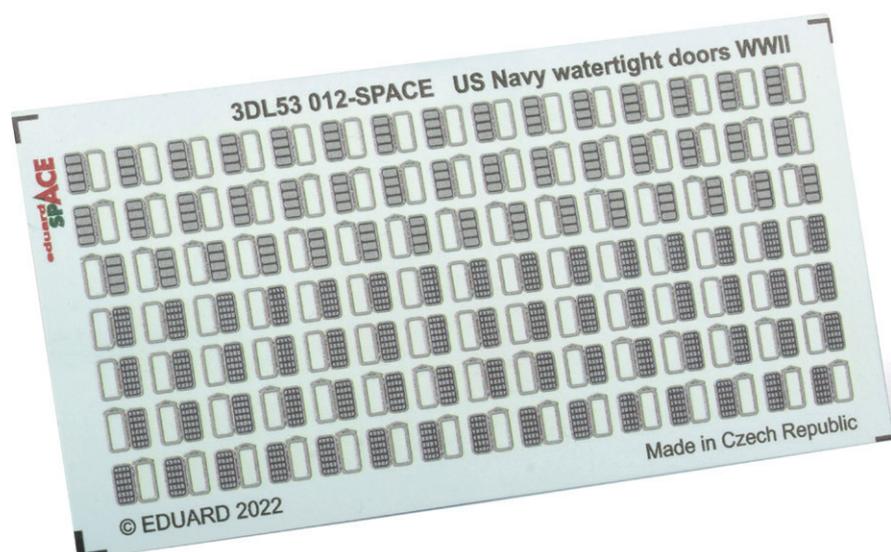
3DL53011 Royal Navy watertight doors WWII SPACE 1/350

[Product page](#)



3DL53012 US Navy watertight doors WWII SPACE 1/350

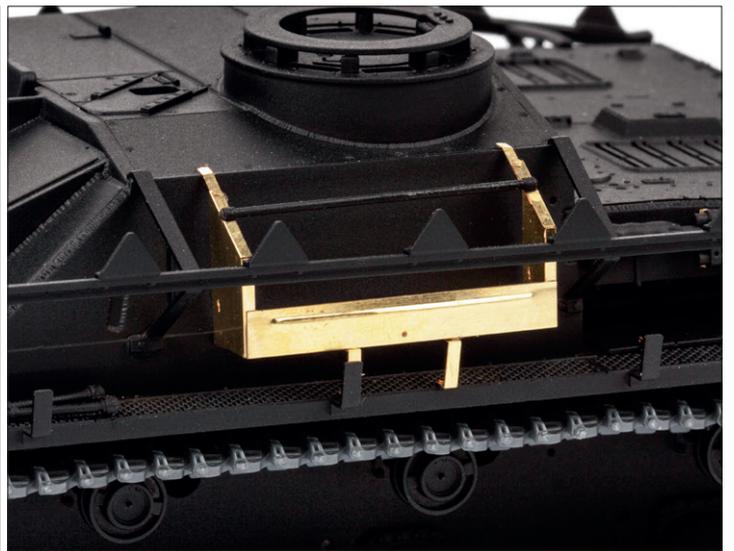
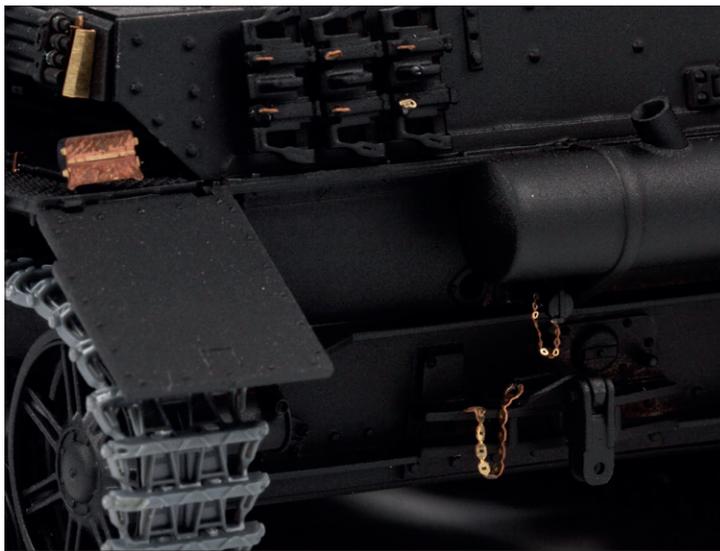
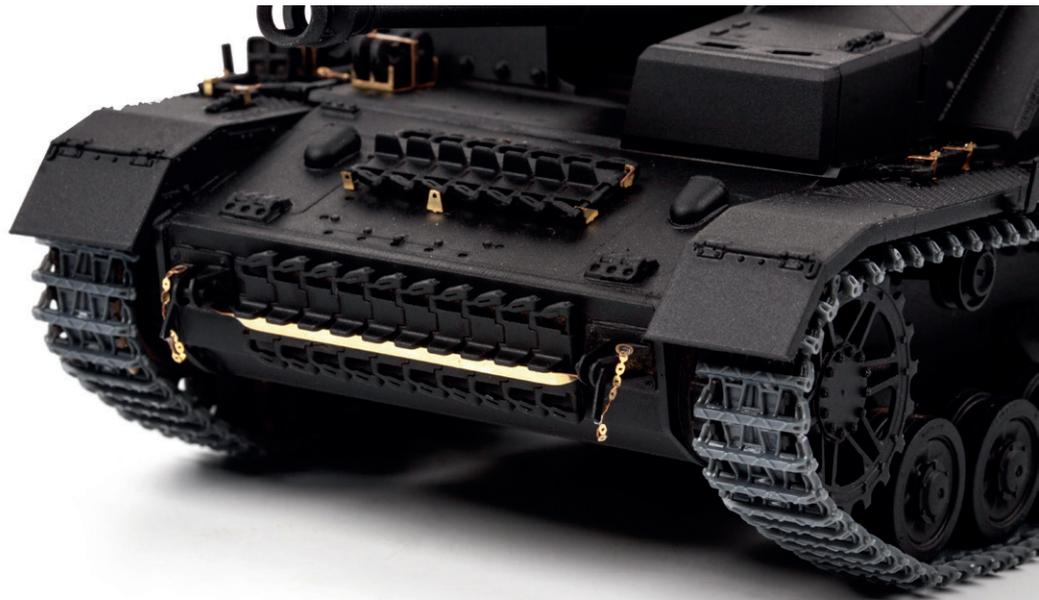
[Product page](#)



Sd.Kfz. 167 StuG IV

1/35 Ryefield Model

36485

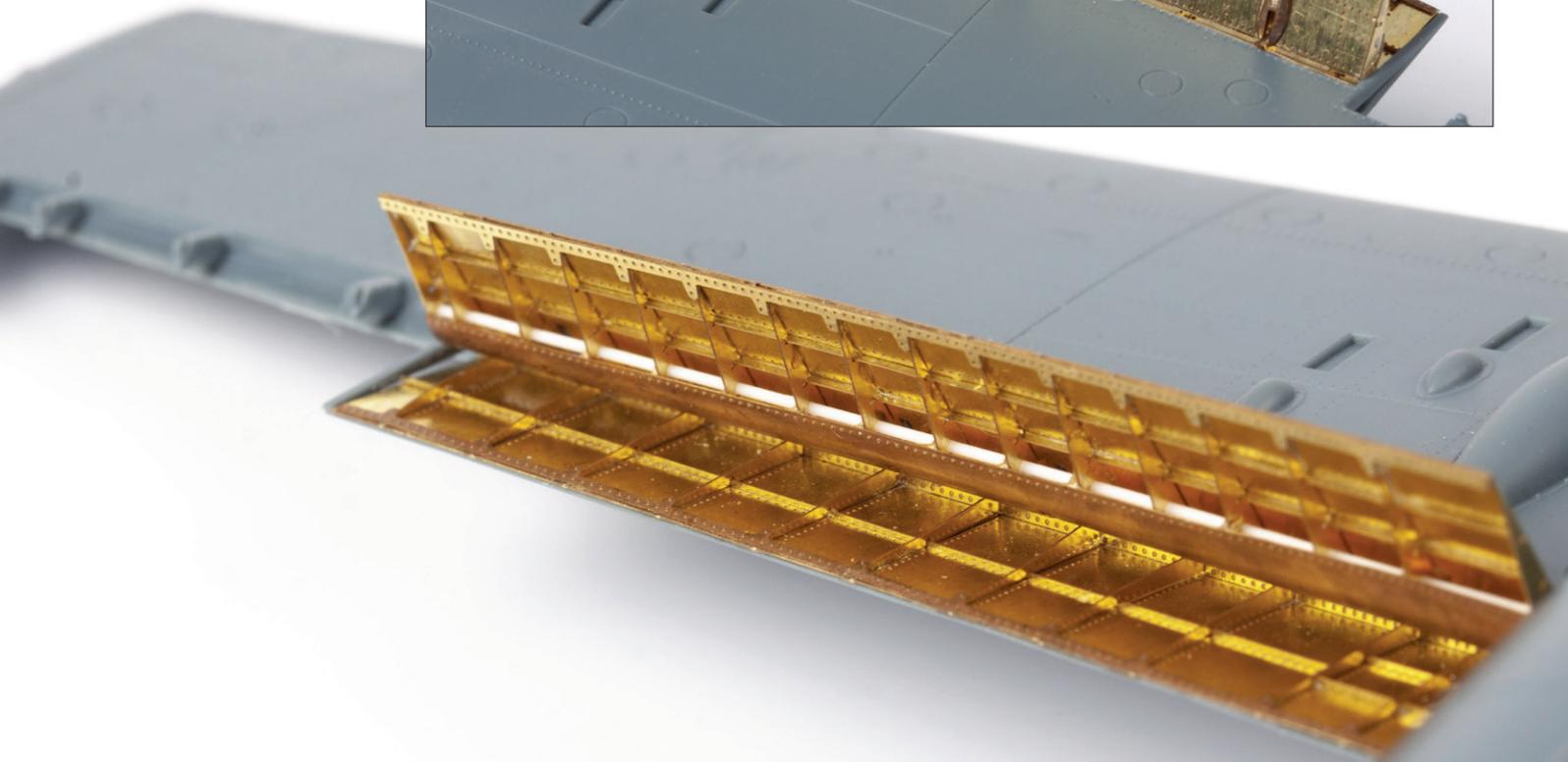
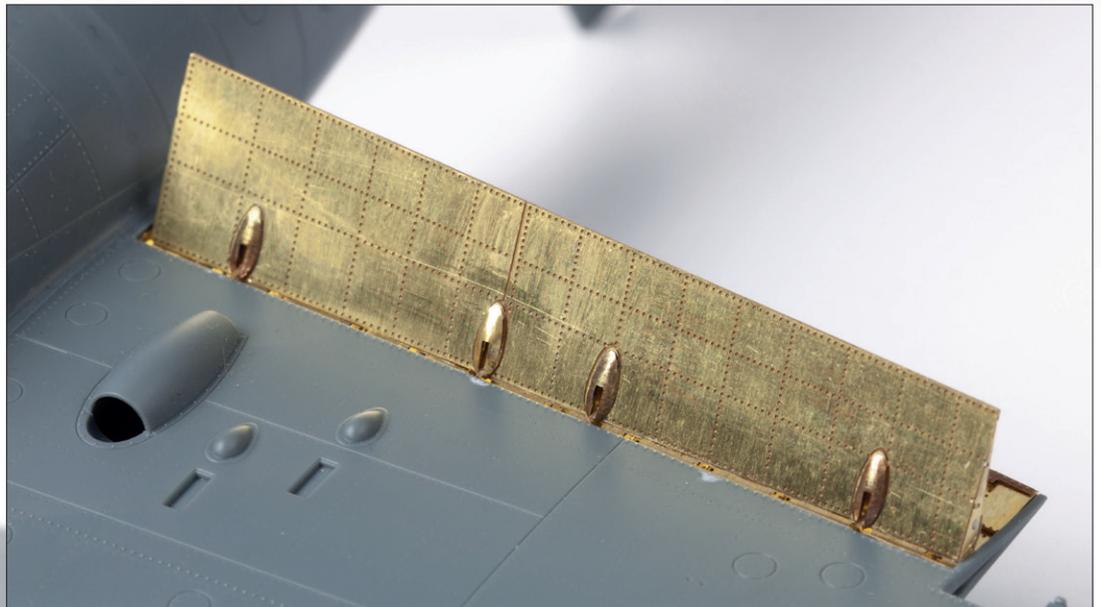




F4F-3 landing flaps

1/48 Eduard

481086



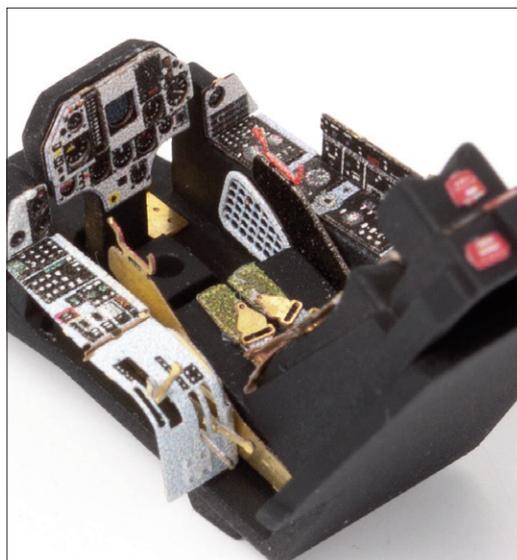
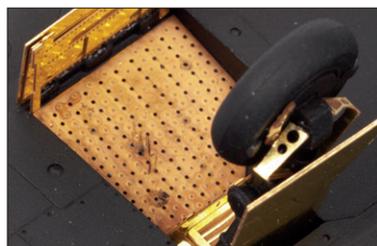
J-35ÖE Draken

1/72 HASEGAWA/HOBBY 2000

73777

J-35F/FS Draken

73778



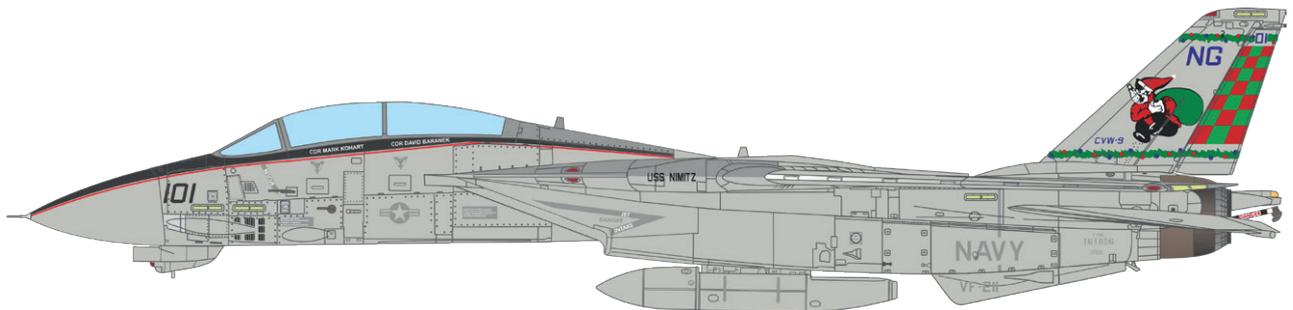
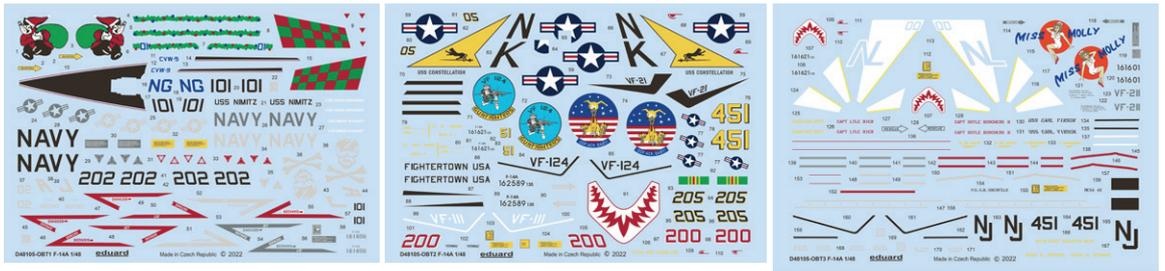
DECAL SETS

D48105

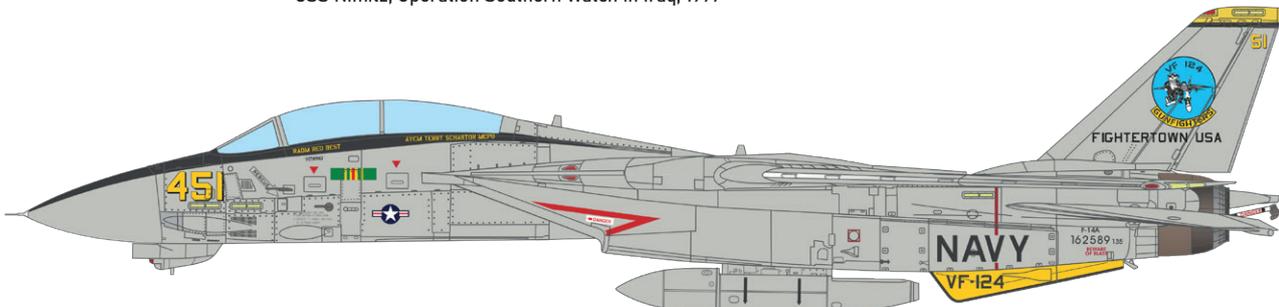
F-14

1/48 Tamiya

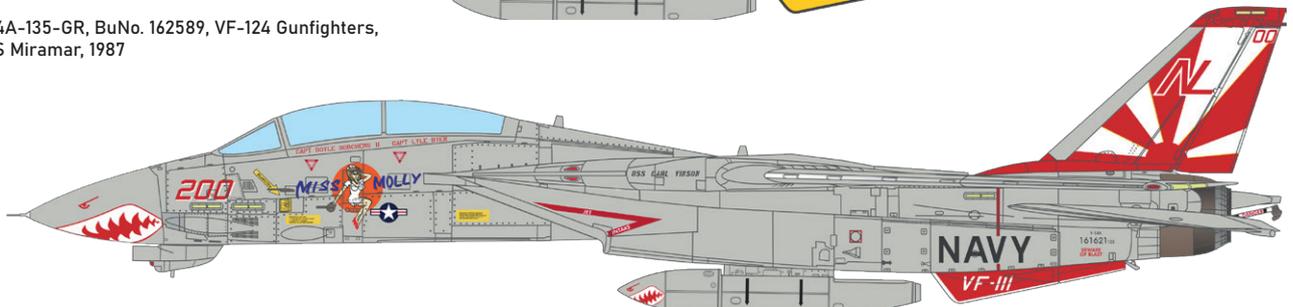
[Product page](#)



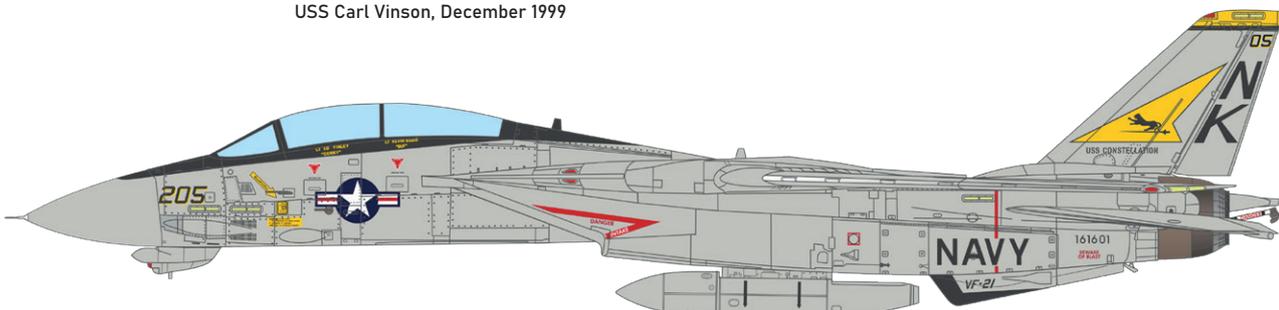
F-14A-130-GR, BuNo. 161856, VF-211 Fighting Checkmates, USS Nimitz, Operation Southern Watch in Iraq, 1997



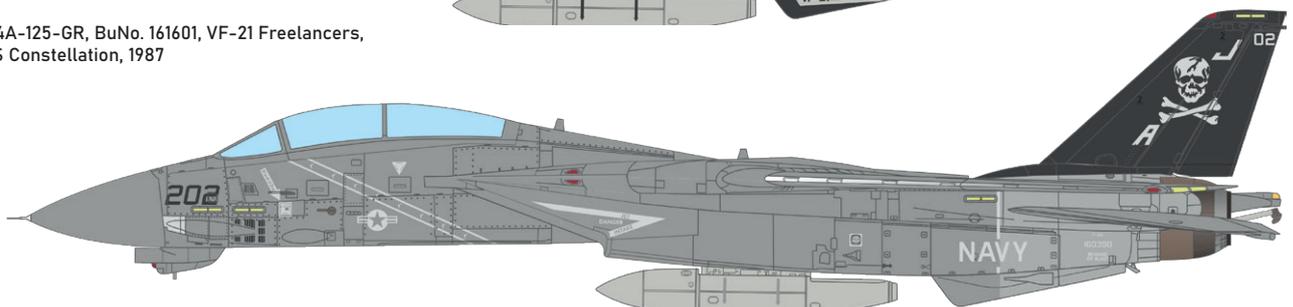
F-14A-135-GR, BuNo. 162589, VF-124 Gunfighters, NAS Miramar, 1987



F-14A-125-GR, BuNo. 161621, VF-111 Sundowners, USS Carl Vinson, December 1999



F-14A-125-GR, BuNo. 161601, VF-21 Freelancers, USS Constellation, 1987

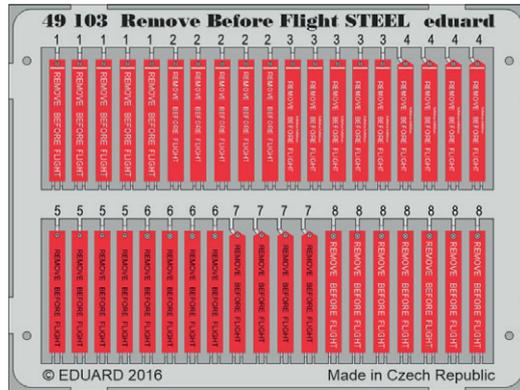
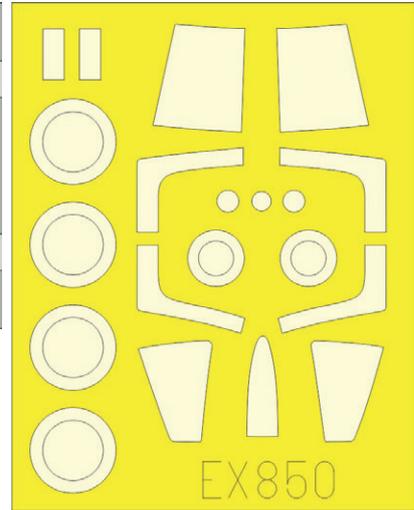
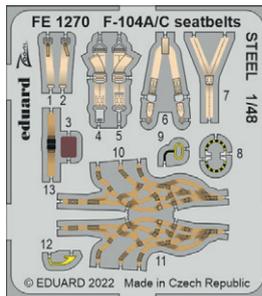
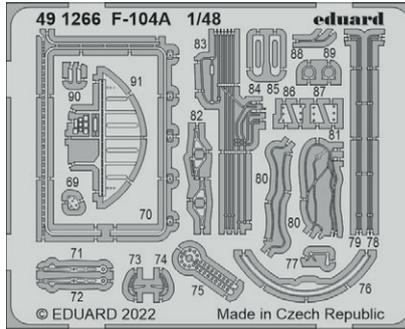
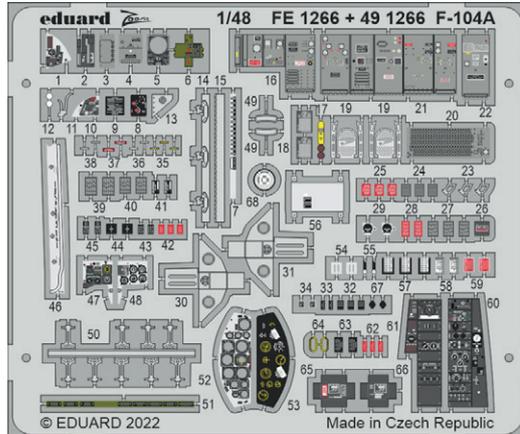


F-14A-95-GR, BuNo. 160390, VF-84 Jolly Rogers, USS Nimitz, 1993

BIG49335 **F-104C** 1/48 Kinetic

Product page

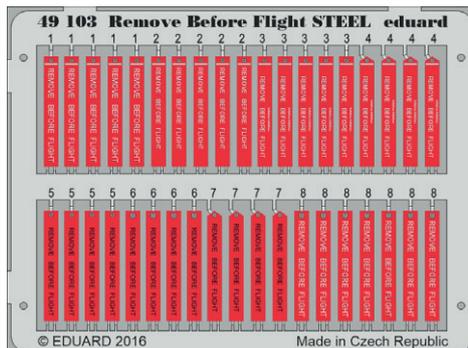
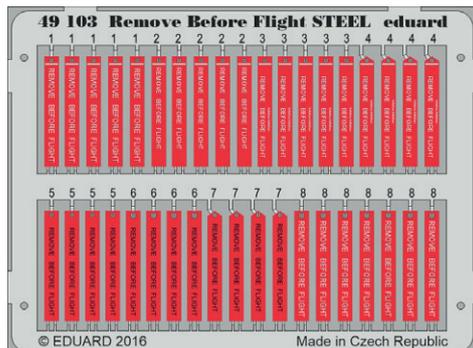
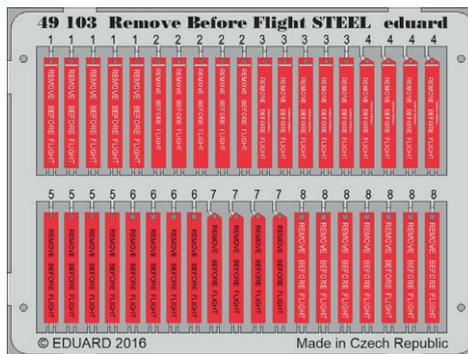
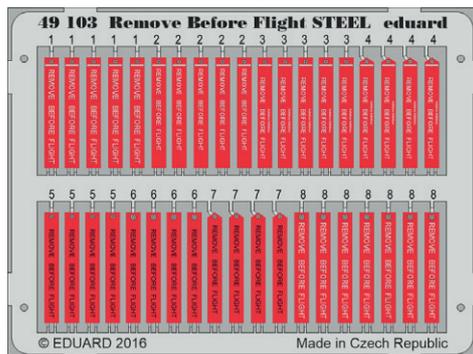
- 49103 Remove Before Flight STEEL
- 491266 F-104A 1/48
- FE1270 F-104A/C seatbelts STEEL 1/48
- EX850 F-104A/C 1/48



BIG49340 **Remove before flight tags RED** 1/48

Product page

- 49103 Remove Before Flight STEEL

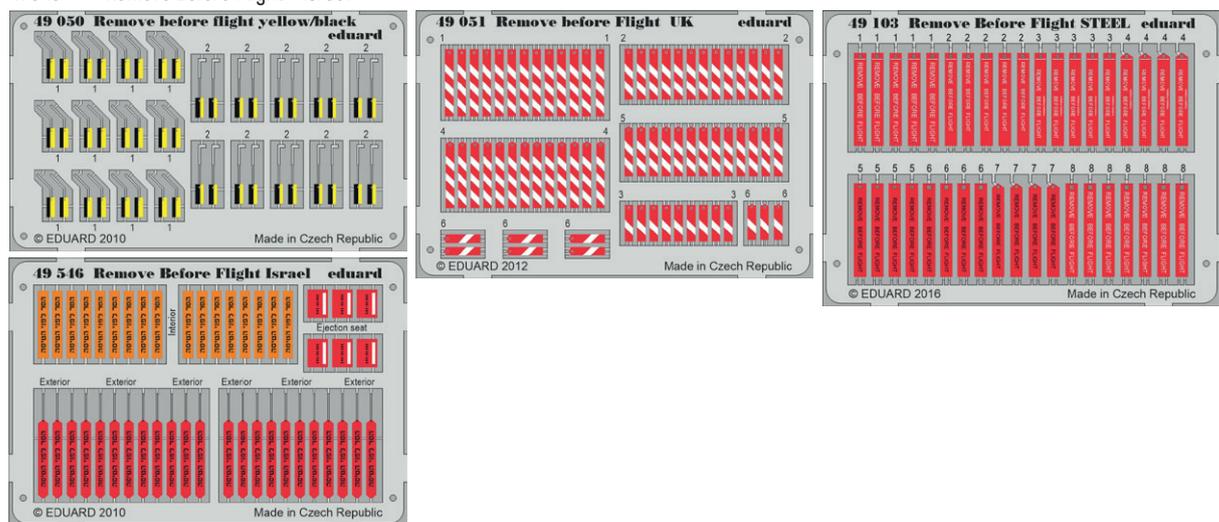


All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG49341 Remove before flight tags MIX 1/48

Product page

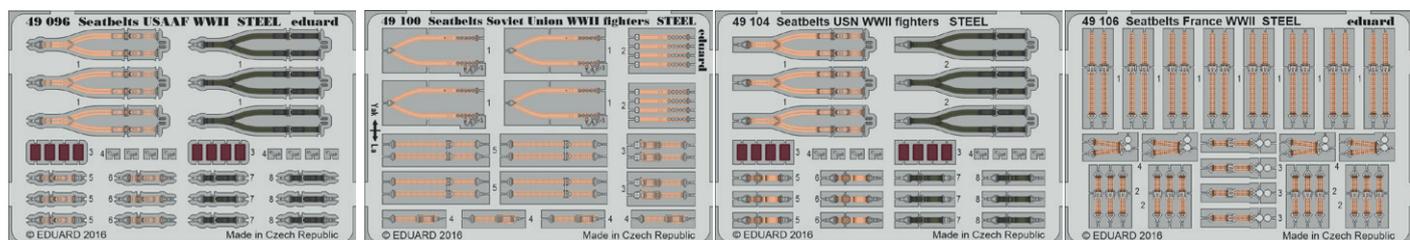
- 49050 Remove Before Flight - yellow/black
- 49051 Remove before flight UK
- 49103 Remove Before Flight STEEL
- 49546 Remove Before Flight - Israel



BIG49342 Seatbelts WWII Allied AF STEEL 1/48

Product page

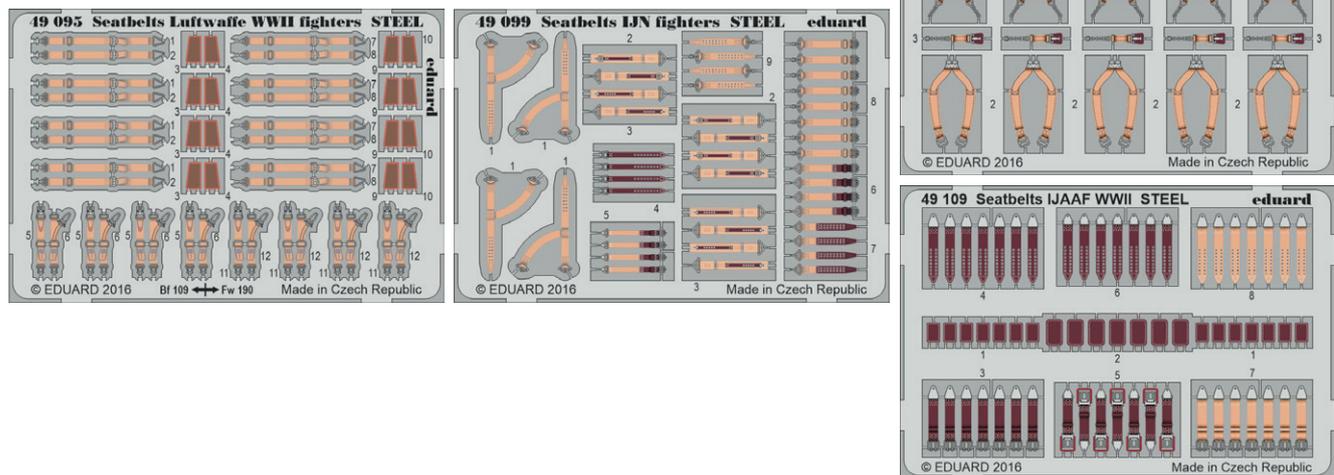
- 49096 Seatbelts USAAF WWII STEEL
- 49100 Seatbelts Soviet Union WWII fighters STEEL
- 49104 Seatbelts USN WWII fighters STEEL
- 49106 Seatbelts France WWII STEEL



BIG49343 Seatbelts WWII Axis AF STEEL 1/48

Product page

- 49095 Seatbelts Luftwaffe WWII fighters STEEL
- 49099 Seatbelts IJN fighters STEEL
- 49105 Seatbelts Italy WWII fighters STEEL
- 49109 Seatbelts IJAAF WWII STEEL



EX876 EA-18G
1/48 Meng

EX877 EA-18G TFace
1/48 Meng

EX878 F4F-3 TFace
1/48 Eduard

EX879 Sopwith Camel
1/48 Eduard

EX880 Z-526 AFS
1/48 Eduard

EX881 P-47D Razorback TFace
1/48 Tamiya

EX882 P-47D Bubbletop TFace
1/48 Tamiya

CX629 Stirling Mk.III
1/72 Italeri



EX868 EA-18G
EX869 EA-18G



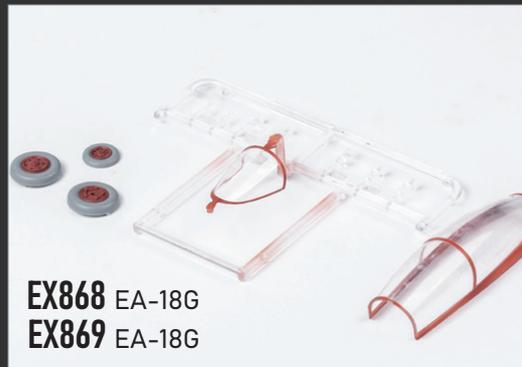
EX869 EA-18G



EX868 EA-18G
EX869 EA-18G



EX869 EA-18G



EX868 EA-18G
EX869 EA-18G



EX869 EA-18G

EX881 P-47D Razorback



EX881 P-47D Razorback



EX881 P-47D Razorback



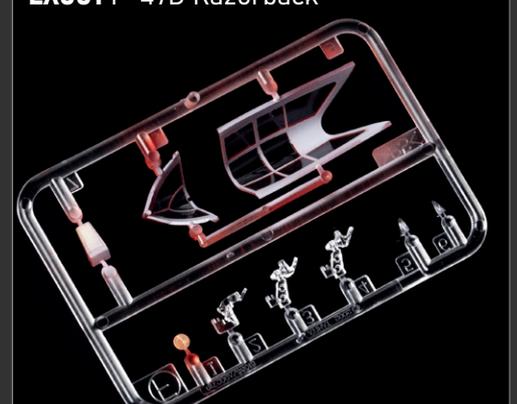
EX881 P-47D Razorback



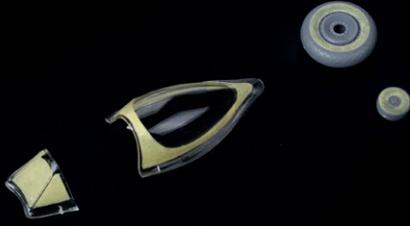
EX881 P-47D Razorback



EX881 P-47D Razorback



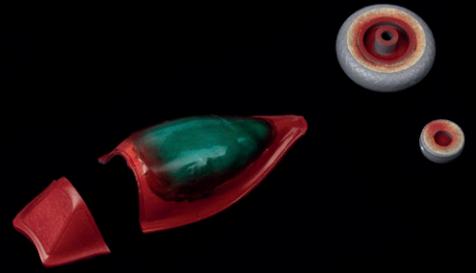
EX882 P-47D Bubbletop



EX882 P-47D Bubbletop



EX882 P-47D Bubbletop



EX882 P-47D Bubbletop



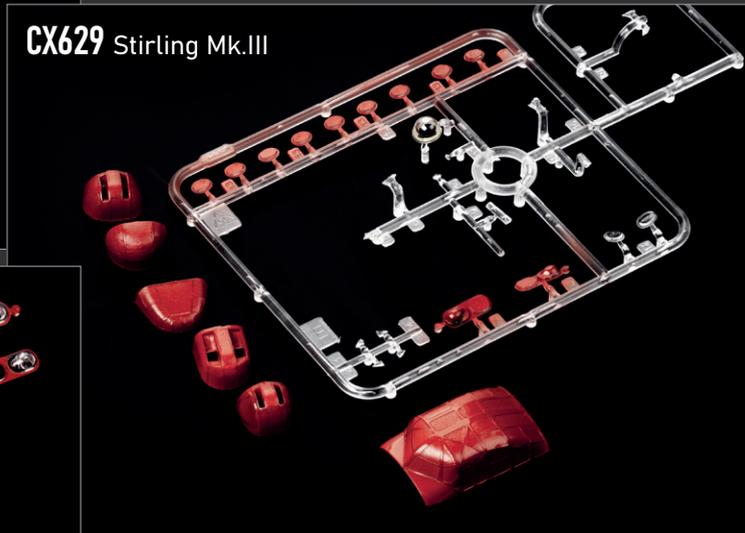
EX882 P-47D Bubbletop



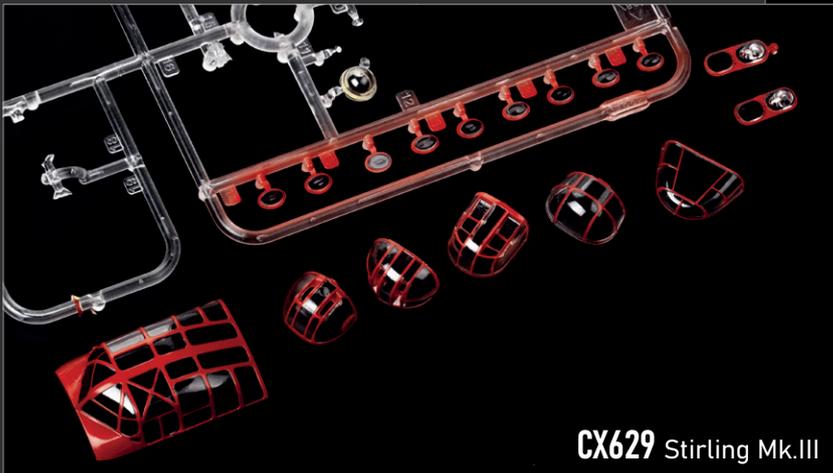
EX882 P-47D Bubbletop



CX629 Stirling Mk.III



CX629 Stirling Mk.III



CX629 Stirling Mk.III

KITS

82201	F4F-3 Wildcat	1/48 ProfiPack
82158	Spitfire Mk.Vc	1/48 ProfiPack
2139	GUNN's BUNNY	1/72 Limited
8485	Sopwith F.1 Camel (Bentley)	1/48 Weekend
70141	MiG-21MF interceptor Re-release	1/72 ProfiPack
82147	Fw 190A-8 Re-release	1/48 ProfiPack

PE-SETS

53285	USS Constellation CV-64 part 5 - island	1/350 Trumpeter
36485	Sd.Kfz. 167 StuG IV	1/35 Ryefield Model
481086	F4F-3 landing flaps	1/48 Eduard
491288	EA-18G	1/48 Meng
72722	Stirling Mk.III exterior	1/72 Italeri
72723	Stirling Mk.III fuselage bomb bay	1/72 Italeri
72724	Stirling Mk.III wings bomb bays	1/72 Italeri
73776	Stirling Mk.III	1/72 Italeri
73777	J-35ÖE Draken	1/72 Hasegawa/Hobby 2000
73778	J-35F/FS Draken	1/72 Hasegawa/Hobby 2000

ZOOMS

FE1288	EA-18G	1/48 Meng
FE1289	EA-18G seatbelts STEEL	1/48 Meng
FE1290	F4F seatbelts STEEL	1/48 Eduard
FE1291	A-1J seatbelts STEEL	1/48 Tamiya
FE1292	Sopwith F.1 Camel (Bentley) Weekend	1/48 Eduard
FE1293	Z-526 AFS Akrobat Weekend	1/48 Eduard
SS776	Stirling Mk.III	1/72 Italeri
SS777	J-35ÖE Draken	1/72 Hasegawa/Hobby 2000
SS778	J-35F/FS Draken	1/72 Hasegawa/Hobby 2000

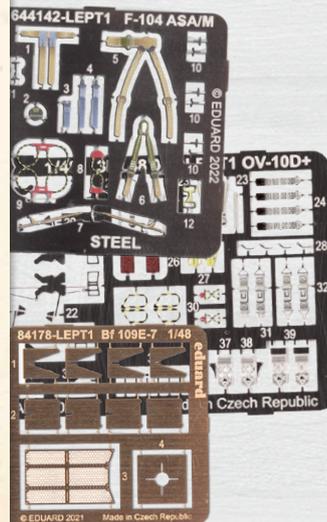
MASKS

EX876	EA-18G	1/48 Meng
EX877	EA-18G TFace	1/48 Meng
EX878	F4F-3 TFace	1/48 Eduard
EX879	Sopwith Camel	1/48 Eduard
EX880	Z-526 AFS	1/48 Eduard
EX881	P-47D Razorback TFace	1/48 Tamiya
EX882	P-47D Bubbletop TFace	1/48 Tamiya
CX629	Stirling Mk.III	1/72 Italeri

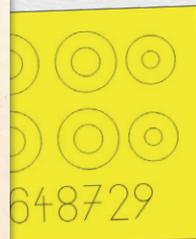
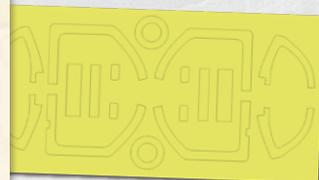
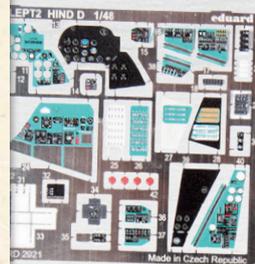
LIMITED

ProfiPACK
edition

WEEKEND
edition



Zoom



BIG ED

BIG49335	F-104C	1/48 Kinetic
BIG49340	Remove before flight tags RED	1/48
BIG49341	Remove before flight tags MIX	1/48
BIG49342	Seatbelts WWII Allied AF STEEL	1/48
BIG49343	Seatbelts WWII Axis AF STEEL	1/48

BRASSIN

644165	A-1J Löök	1/48 Tamiya
644172	F4F-3 late LööK	1/48 Eduard
648742	P-51D wheel bay PRINT	1/48 Eduard
648761	A-1J wheels	1/48 Tamiya
648766	F4F-3 exhausts PRINT	1/48 Eduard
648767	F4F-3 wheels early	1/48 Eduard
648768	F4F-3 wheels late	1/48 Eduard
648769	F4F gun barrels PRINT	1/48 Eduard
648773	EA-18G ejection seats	1/48 Meng
648774	EA-18G wheels	1/48 Meng
648777	F4F-3 cockpit w/ reflector gun sight PRINT	1/48 Eduard
648778	Luftwaffe rudder pedals PRINT	1/48
648779	F4F undercarriage legs BRONZE	1/48 Eduard
648780	Su-25 wheels	1/48 Zvezda
653007	USN searchlights 12 inch PRINT	1/350
653008	5"/25 caliber gun Mk.10 PRINT	1/350
672294	S-199 engine PRINT	1/72 Eduard
674001	Beaufort Mk.I LööK	1/72 Airfix

LööKPLUS

644169	Beaufighter Mk.VI LööKplus	1/48 Tamiya
644170	Beaufighter Mk.X LööKplus	1/48 Tamiya

BIG SIN

SIN64888	F-4B	1/48 Tamiya
SIN64889	Sopwith Camel Clerget engine	1/48 Eduard

SPACE

3DL48076	F4F-3 late SPACE	1/48 Eduard
3DL48077	P-47D Razorback SPACE	1/48 Tamiya
3DL48078	P-47D Bubbletop SPACE	1/48 Tamiya
3DL48079	Fw 190A-8 SPACE	1/48 Eduard
3DL53011	Royal Navy watertight doors WWII SPACE	1/350
3DL53012	US Navy watertight doors WWII SPACE	1/350

DECAL SETS

D48105	F-14A	1/48 Tamiya
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BIG-EDeduard
BRASSINeduard
BRASSIN
*Print**LööK**LööKt***BIG
SIN**eduard
SPACE

BUILT

ProfiPACK
edition

F4F-3 Wildcat

1/48



Product page 

built by **Robert Szwarc**
Cat. No. 82201
marking A



BuNo. 1850, Lt. Charles Shields, VF-41, USS Ranger (CV-4), December 1940

The first production block of the Wildcat resulted in 49 aircraft and was delivered in a prewar scheme, meaning that the fuselage and lower wing surfaces were sprayed in aluminum, and the upper wing surfaces were yellow. Wing markings were carried in all four positions, and on the fuselage they were either applied near the front or on the

engine cowl. The color of the tail surfaces designated the aircraft's home carrier. In this case, the carrier in question is the USS Ranger (CV-4), which was the first to receive Wildcats, followed by the USS Wasp (CV-7). The bands on the fuselage and wings, including the engine cowl ring, indicated which unit section the aircraft was flown

by, and in the case of white, this would have been Section No. 2. Photographs of this aircraft show it prior to being delivered to the unit, and without weapons or its telescopic gunsight. The first nineteen aircraft within this production block had the engine cowl split into upper and lower halves.



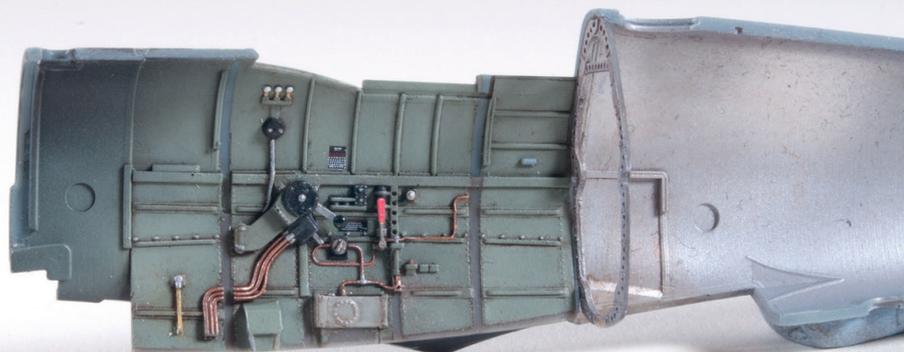
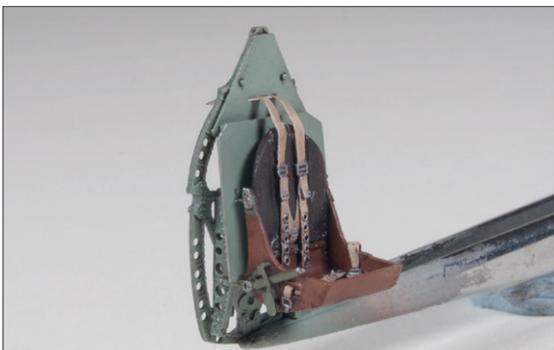
Spitfire HF Mk.VIII

1/48



ACCESSORIES USED:

- 648199 Spitfire Mk.VIII cockpit (Brassin)
- 648200 Spitfire Mk.VIII engine (Brassin)
- 648201 Spitfire Mk.VIII gun bays (Brassin)
- 648380 Spitfire Mk.VIII/IX cockpit door (Brassin)

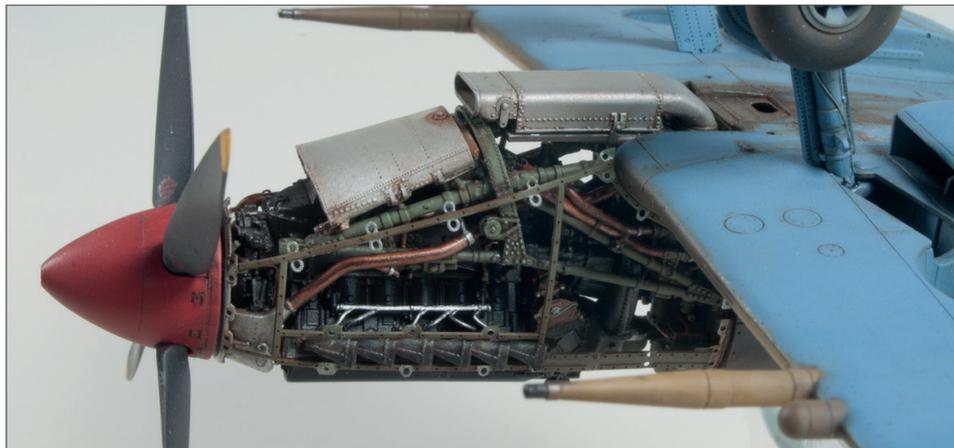


JF519, No. 1 Squadron SAAF, Trigno, Italy, June 1944

No. 1 Squadron SAAF was established in February 1940 by renaming of the No. 6 Squadron SAAF armed with Hawker Hurricane and Fury aircraft. In the mid of the year 1940 the pilots of this unit joined the fights above North Africa. At the turn of 1942 and 1943 the squadron received Spitfires and flew them in the fights under the African sun. These fights were followed by the use of these

aircraft above Malta and Sicily. At the time of the armistice the unit operated from Italian air bases. After WWII, the squadron stayed operational, flying Spitfires, later Vampires, Sabres and Aermacchi Impalas. In April 1975, the squadron was rearmed with French Mirages F.1. The squadron was disbanded on November 25, 1997, at the Hoedspruit Base. The Mk.VIII Spitfires used by No. 1 Squad-

ron SAAF in Italy were painted in the Day Fighter Camouflage Scheme. The upper surfaces were painted in Ocean Grey and Dark Green, the undersides were in Medium Sea Grey color. The wing tips of Spitfires of this squadron were painted red.



Z-126 Trenér

1/48



Product page



built by **Patrik Pěcha**
Cat. No. 82181
marking C

ACCESSORIES USED:

- | | |
|----------|--|
| 481084 | Z-126/226 Trenér landing flaps (PE-Set) |
| 648679 | Z-126/226 Trener wheels (Brassin) |
| 648681 | Z-126 Trener Walter Minor 4 engine PRINT (Brassin) |
| 3DL48044 | Z-126 SPACE (3D Decal set) |

OK-IFG, No. 746, Kunovice Aero Club, Czech Republic, 1994

This *Trenér* was test-flown on April 24, 1954 and in July the same year was assigned to the Regional Aero Club Olomouc. He served there from 1955 for training and group aerobatics. At that time, the Aero Club Olomouc was a hatchery of aerobatic pilots and several aerobatic groups were active there. One of them was an all-girls group, where Eva Krenčová flew OK-IFG since 1957. By that time the original green paint was replaced by cream

color with a red nose. In the following years the OK-IFG was serving with various Aero Clubs of North Moravia region until 1963. It was stored then for ten years. At the end of 1973, it underwent a third overhaul at the Aerotechnik company in Kunovice and was put back into service. From 1981, it served with the Aero Club Kunovice and after another overhaul in 1988 the *Trenér* No. 746 received a retro military green-blue paintjob. Later ye-

llow stripes were added to the wing and fuselage to mimic the military training aircraft even more. In 1995, OK-IFG was used for the filming of the TV series "The Land Gone Wild" and it received a temporary paint job of green color on the bottom surfaces as requested by the filmmakers. On October 11, Albert Orlita made the last flight of this *Trenér* and the aircraft was handed over to the Kunovice Aviation Museum, where it is on display today.

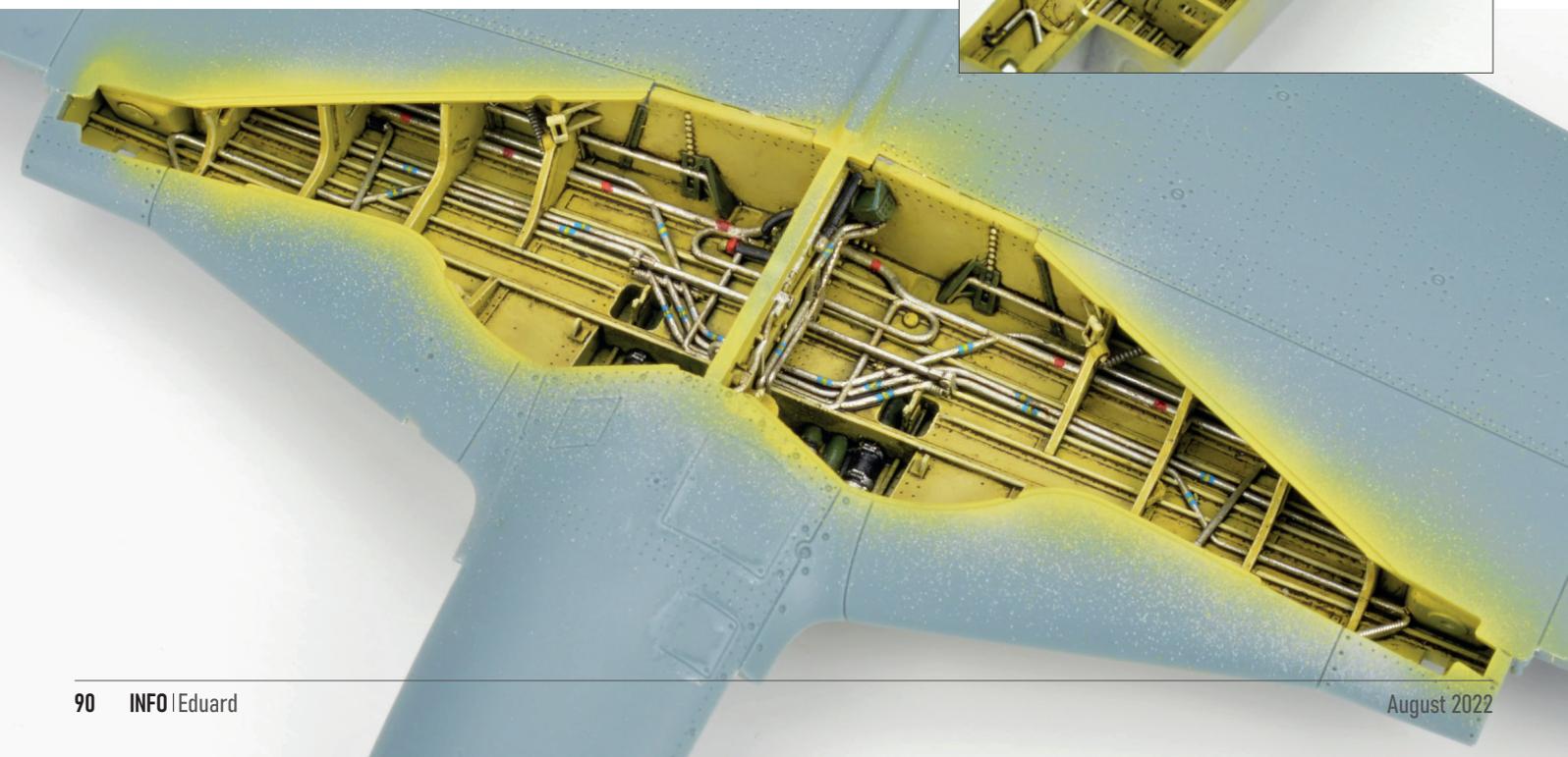
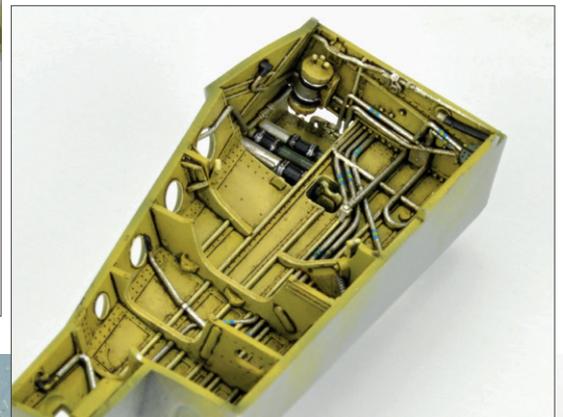
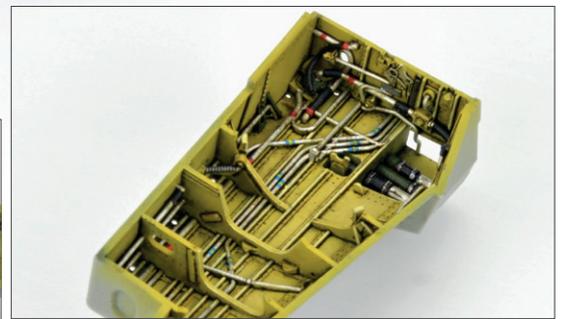
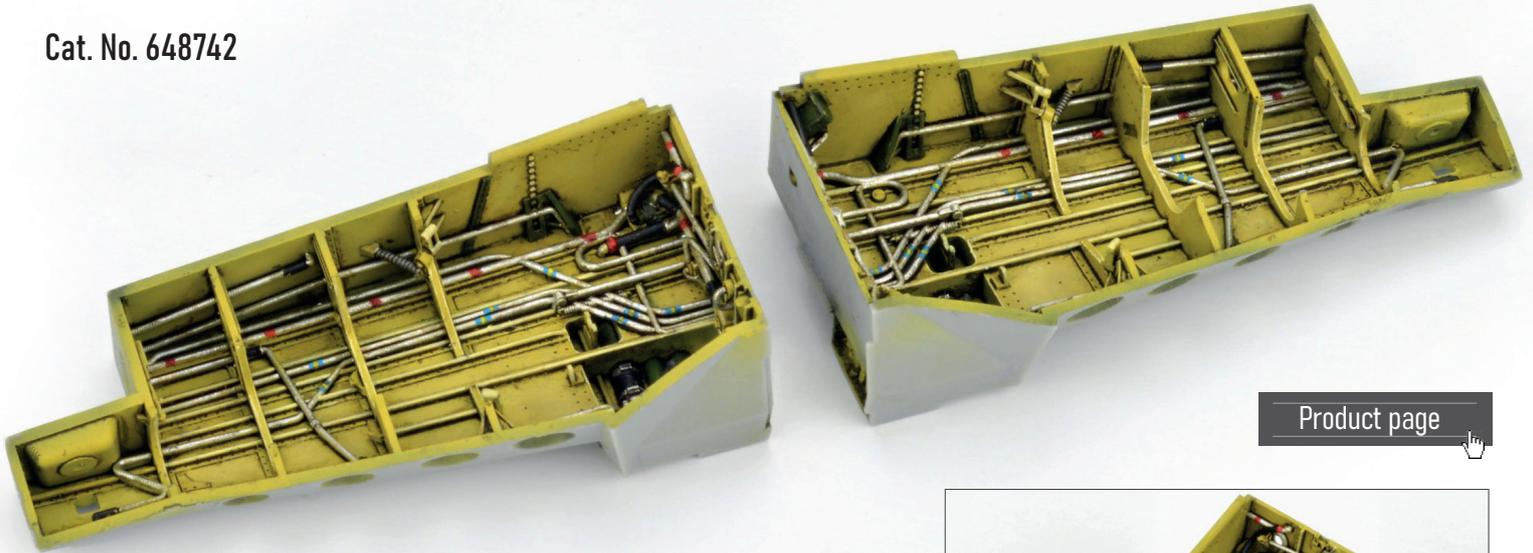


P-51D wheel bay PRINT 1/48 Eduard

built by **JAN BARANEC**

Cat. No. 648742

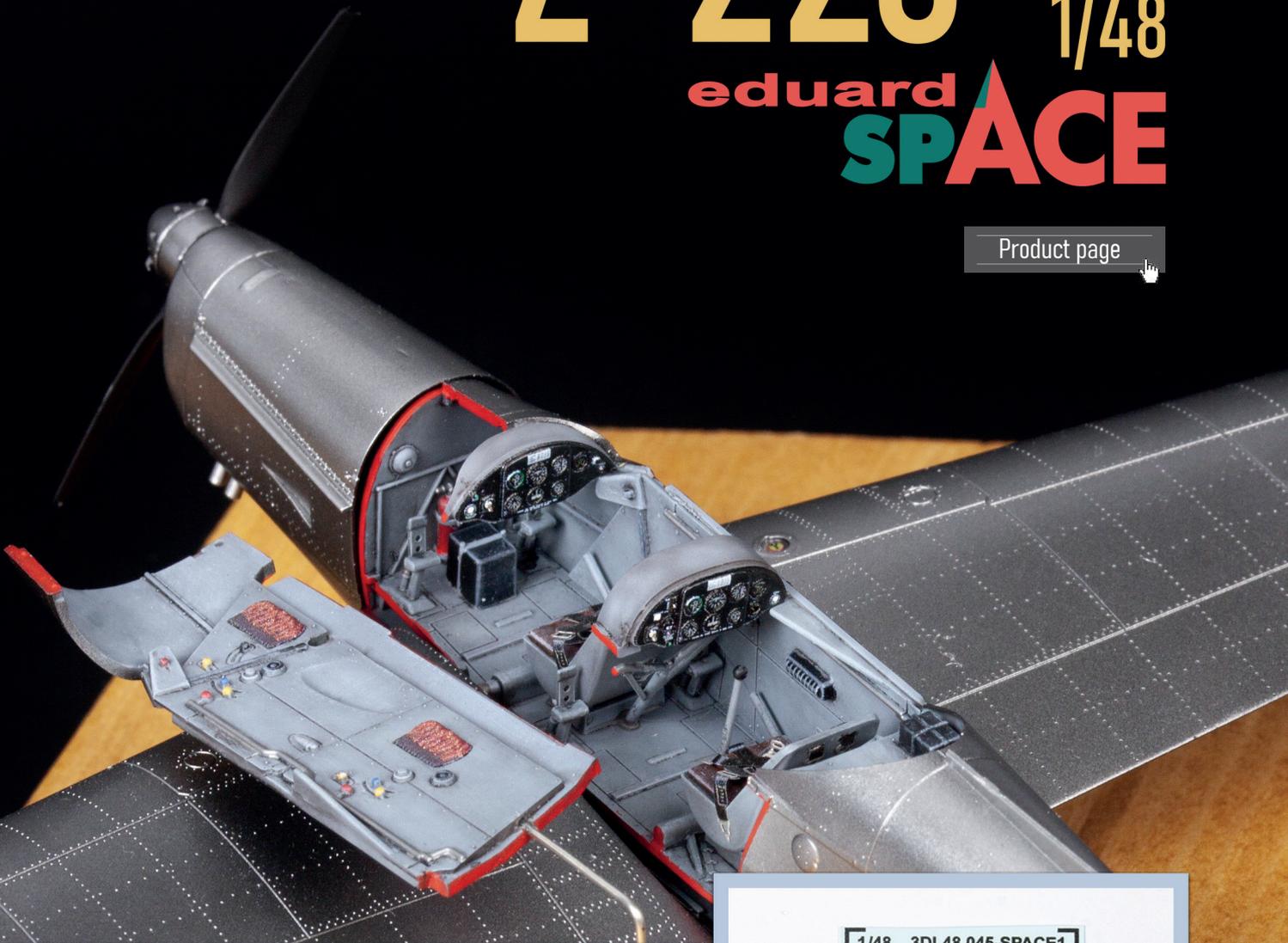
[Product page](#)



Z-226

1/48
eduard
SPACE

Product page



#3DL48045

MEZEK

1/72

Dual Combo



Cat. No. 2141

marking I

built by Robert Szwarc



S-199.178, Police Air Patrol, Praha-Ruzyně, Prague, Czechoslovakia, December, 1948

S-199 No. 178 was test flown by factory pilot Antonín Kraus on November 19, 1948, and on December 27 of the same year was ferried to Ruzyně, where it was assigned to the Police Air Patrol. It was first coded OK-BYW, and after a change to the marking system it became B-4300 in March 1950. Proba-

bly in March 1951 the aircraft was passed on to the Army for a stated cost of 802,000 CZK. The airframe had logged only 94 flight hours. Subsequently, it served from 1953 with No. 4 Aviation School Regiment in Prostějov, coded UF-25. On October 19, 1953, it was severely damaged during landing.

The airframe was written off, but not scrapped and remained unnoticed in the scrap yard at Olomouc. From there, it was moved to the Kbely Aviation Museum in 1969. Using the fuselage of this aircraft, a single museum example of the Avia S-199 was then restored and is a part of its display to this day.



[Product page](#)



BIG ED (September)

BIG49336 OH-13 1/48 Italeri
 BIG49337 Su-25 1/48 Zvezda
 BIG49338 AH-1G 1/48 Special Hobby
 BIG49339 D3A Val 1/48 Hasegawa

BRASSIN (September)

644171 F4F-3 early LööK 1/48 Eduard
 644173 EA-18G LööK 1/48 Meng
 648765 F4F-3 cockpit w/ telescopic gun sight PRINT 1/48 Eduard
 648770 F4F-3 life raft PRINT 1/48 Eduard
 648771 A6M2 gun bays PRINT 1/48 Eduard
 648772 A6M2 tailwheel PRINT 1/48 Eduard
 648775 F/A-18F ejection seats 1/48 Meng
 648776 F/A-18F wheels 1/48 Meng
 648781 F4F seat early PRINT 1/48 Eduard
 648782 P-38J wheels 1/48 Tamiya
 648783 P-38J landing flaps PRINT 1/48 Tamiya
 648784 P-38J undercarriage legs BRONZE 1/48 Tamiya
 653010 WWII USN battleship bollards PRINT 1/350
 672295 Ki-84 seat PRINT 1/72 Arma Hobby
 672296 Ki-84 wheels PRINT 1/72 Arma Hobby
 672297 Ki-84 exhaust PRINT 1/72 Arma Hobby

LööKPlus (September)

644175 Su-25 LööKplus 1/48 Zvezda
 644176 A-1H LööKplus 1/48 Tamiya
 644177 A-1J LööKplus 1/48 Tamiya

BIGSIN (September)

SIN64890 Sopwith Camel Bentley engine 1/48 Eduard

644171

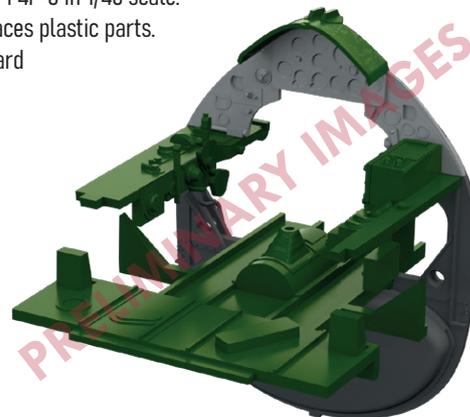
F4F-3 early LööK *LööK*

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F4F-3 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 1 part
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



644173

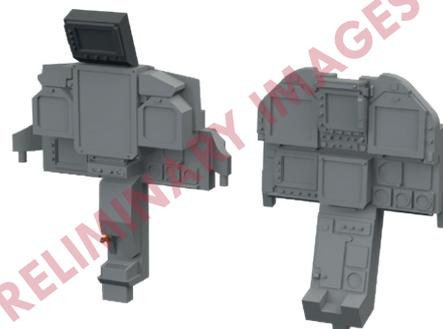
EA-18G LööK *LööK*

1/48 Meng

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for EA-18G in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Meng

Set contains:

- resin: 3 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



648770

F4F-3 life raft PRINT

1/48 Eduard

Brassin set - the life raft for F4F-3 in 1/48 scale. The set consists of the raft and an open space for storing the raft. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D parts: 10 parts
- decals: no
- photo-etched details: yes
- painting mask: no



648765

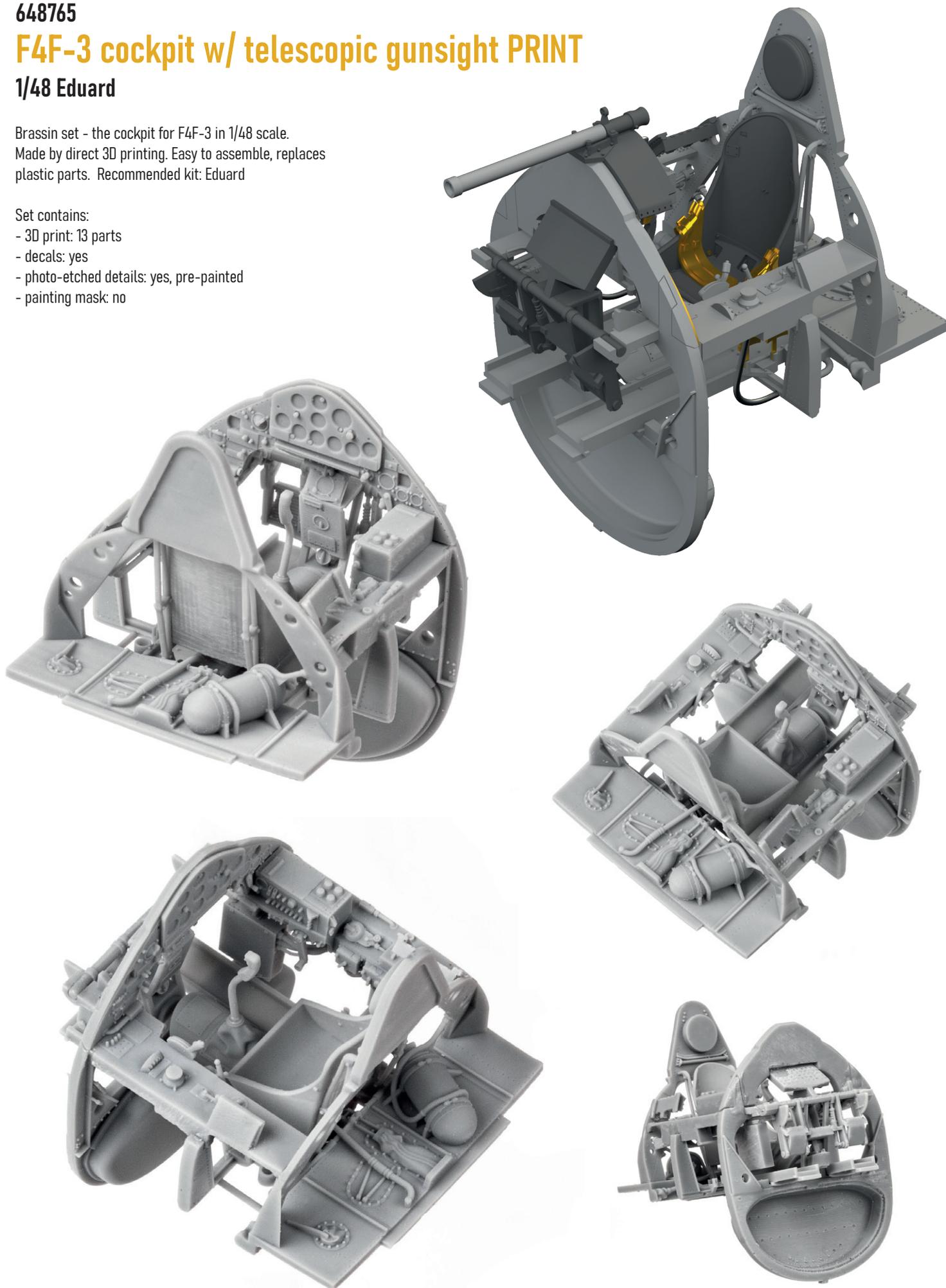
F4F-3 cockpit w/ telescopic gunsight PRINT

1/48 Eduard

Brassin set - the cockpit for F4F-3 in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 13 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



648771

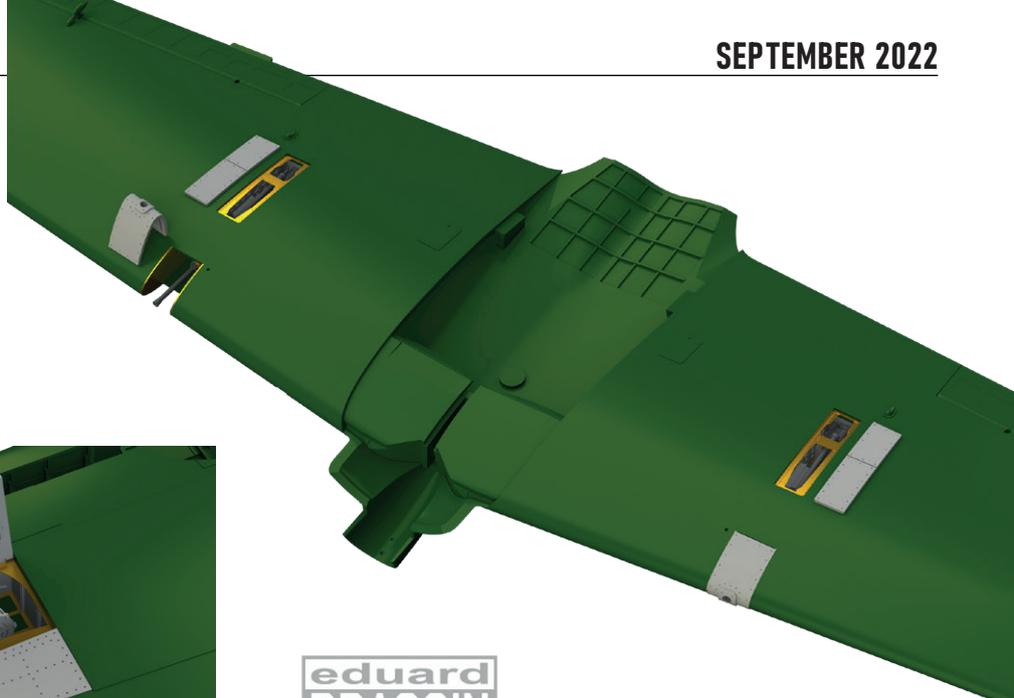
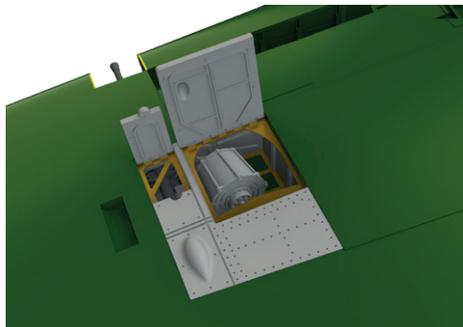
A6M2 gun bays PRINT

1/48 Eduard

Brassin set - the wing gun bays for A6M2 in 1/48 scale. The set consists of the bays for both wings. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D parts: 16 parts
- decals: no
- photo-etched details: yes
- painting mask: no



eduard
BRASSIN
Print

648772

A6M2 tailwheel PRINT

1/48 Eduard

Brassin set - the tailwheel for A6M2 in 1/48 scale. The set consists of the tailwheel and separate tailcone. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D parts: 4 parts
- decals: no
- photo-etched details: no
- painting mask: yes



eduard
BRASSIN
Print



648775

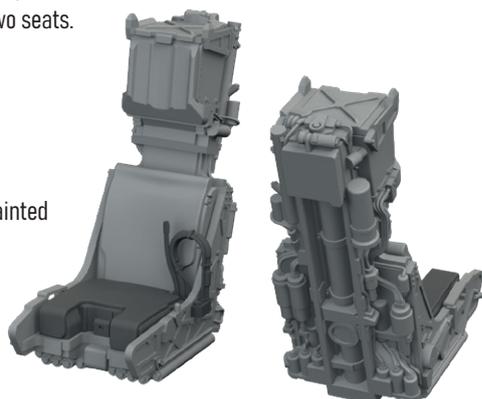
F/A-18F ejection seats

1/48 Meng

Brassin set - the ejection seats for F/A-18F in 1/48 scale. The set consists of two seats. Recommended kit: Meng

Set contains:

- resin: 6 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



648776

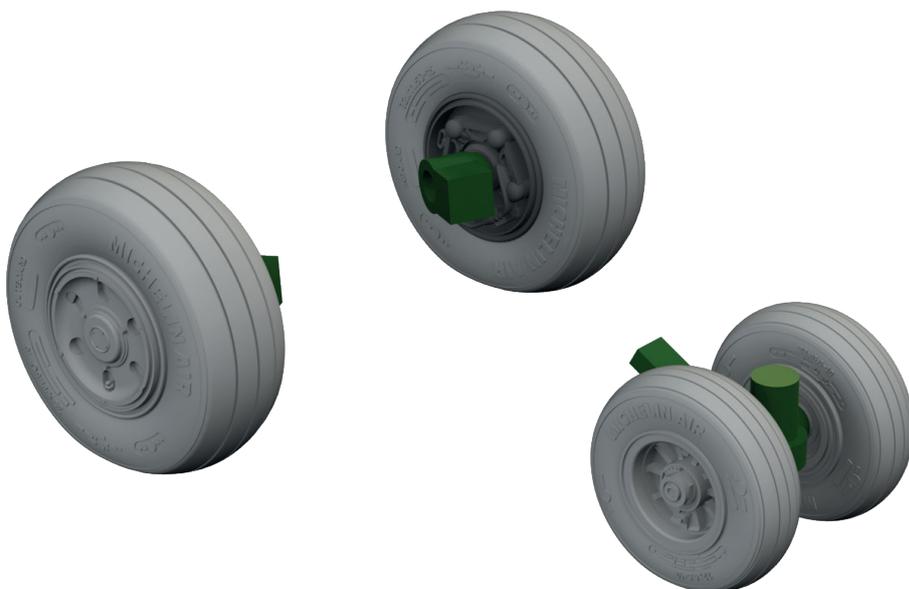
F/A-18F wheels

1/48 Meng

Brassin set - the undercarriage wheels for F/A-18F in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Meng

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: no
- painting mask: yes



648781

F4F seat early PRINT

1/48 Eduard

Brassin set - the seat for F4F in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 1 part
- decals: no
- photo-etched details: no
- painting mask: no



648782

P-38J wheels

1/48 Tamiya

Brassin set - the undercarriage wheels for P-38J in 1/48 scale. The set consists of the main wheels and nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 7 parts
- decals: no
- photo-etched details: yes
- painting mask: yes



648783

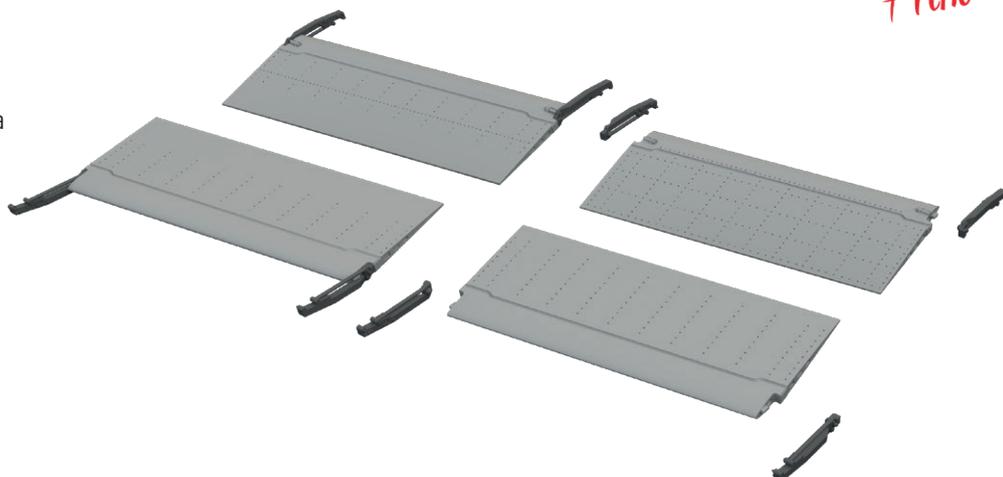
P-38J landing flaps PRINT

1/48 Tamiya

Brassin set - landing flaps for P-38J in 1/48 scale.
The set consists of the deployed flaps for both wings.
Made by direct 3D printing. Recommended kit: Tamiya

Set contains:

- 3D print: 12 parts
- decals: no
- photo-etched details: yes
- painting mask: no



648784

P-38J undercarriage legs BRONZE

1/48 Tamiya

Brassin set - undercarriage legs for P-38J
in 1/48 scale. The legs are made of bronze.
Recommended kit: Tamiya

Set contains:

- resin: 1 part
- decals: no
- photo-etched details: no
- painting mask: no
- bronze: 3 parts



653010

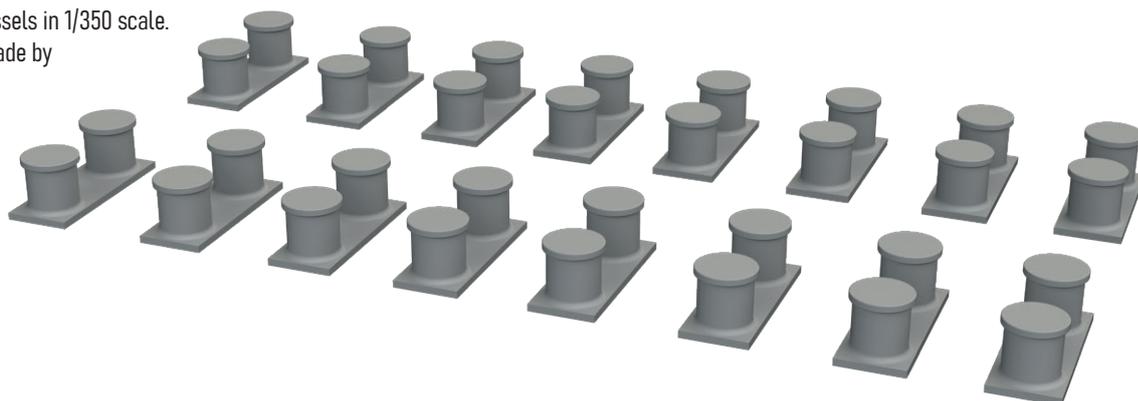
WWII USN battleship bollards PRINT

1/350

Brassin set - bollards for USN vessels in 1/350 scale.
The set consists of 16 bollards. Made by
direct 3D printing.

Set contains:

- 3D print: 16 parts
- decals: no
- photo-etched details: no
- painting mask: no



672295

Ki-84 seat PRINT

1/72 Arma Hobby

Brassin set - the seat for Ki-84 in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



672296

Ki-84 wheels PRINT

1/72 Arma Hobby

Brassin set - the undercarriage wheels for Ki-84 in 1/72 scale. The set consists of the main wheels. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- 3D print: 2 parts
- decals: no
- photo-etched details: no
- painting mask: yes



672297

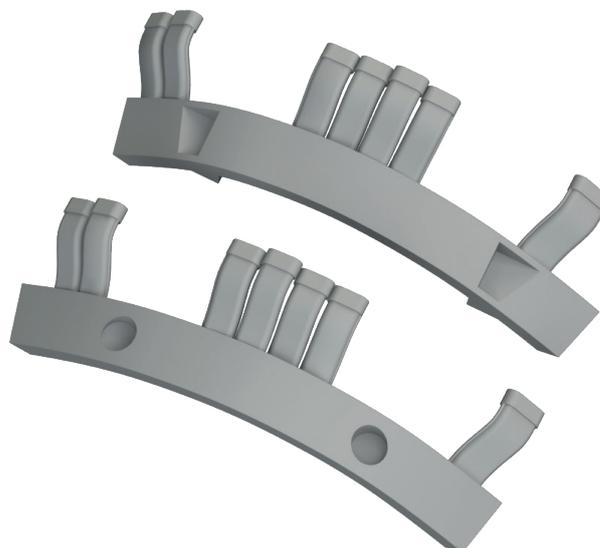
Ki-84 exhaust PRINT

1/72 Arma Hobby

Brassin set - the exhausts for Ki-84 in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

- 3D print: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



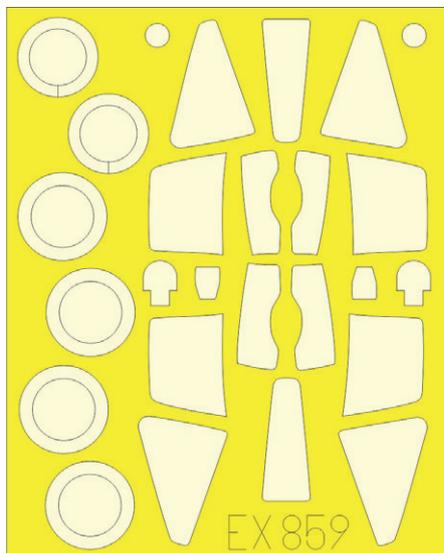
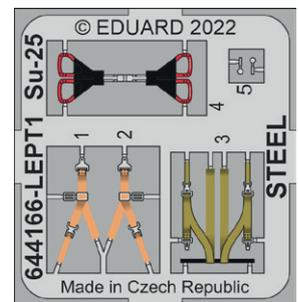
644175
Su-25 LööKplus

1/48 Zvezda



Collection of 4 sets for Su-25 in 1/48 scale.
 Recommended kit: Zvezda

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- undercarriage wheels
- ejection seat



644176

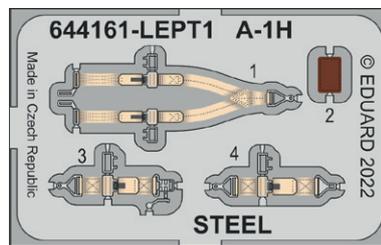
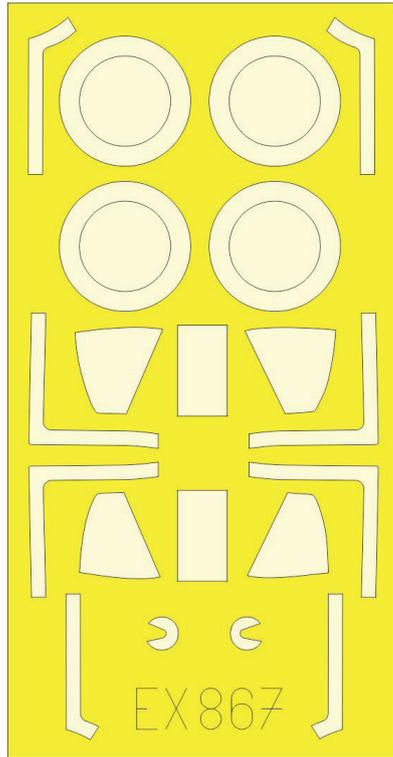
A-1H LööKplus

1/48 Tamiya



Collection of 3 sets for A-1H in 1/48 scale.
Recommended kit: Tamiya

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- undercarriage wheels



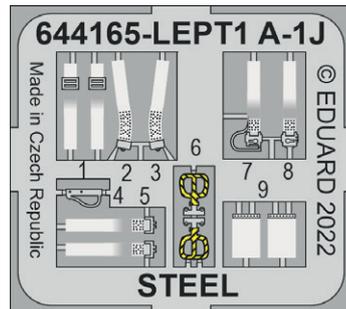
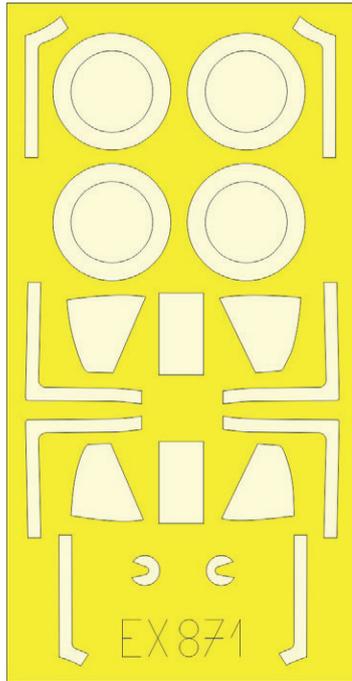
64477 A-1J LööKplus

1/48 Tamiya



Collection of 3 sets for A-1J in 1/48 scale.
Recommended kit: Tamiya

- LööK set (pre-painted Brassin dashboards & Steelbelts)
- TFace painting mask
- undercarriage wheels



SIN64890

Sopwith Camel Bentley engine

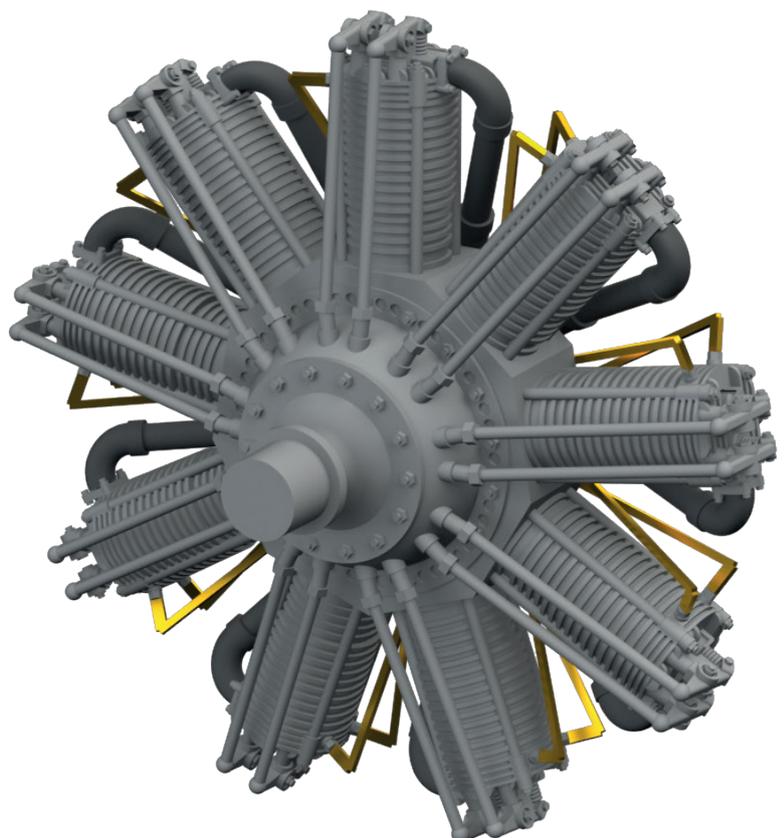
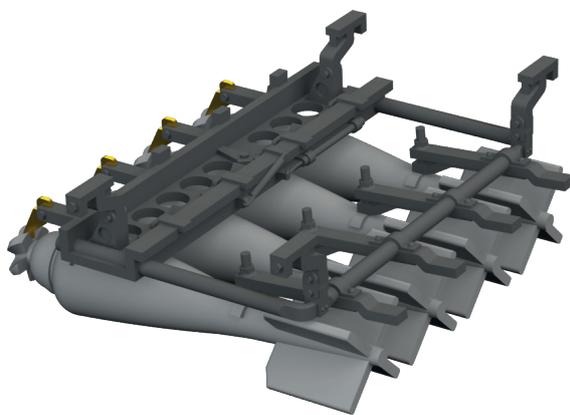
1/48 Eduard



Collection of 6 sets for Sopwith Camel in 1/48 scale.
Recommended kit: Eduard

- Bentley engine PRINT
- wheels
- seat PRINT
- Vickers Mk.I gun
- Rotherham air pumps PRINT
- 20lb bomb carrier PRINT

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



PE-SETS

32478	Yak-9T landing flaps	1/32 ICM
32998	Yak-9T	1/32 ICM
32999	Bf 109G-6	1/35 Border Model
36486	Jagdtiger	1/35 Hobby Boss
36487	Jagdtiger fenders	1/35 Hobby Boss
36488	T-70B	1/35 Zvezda
36489	Coyote TSV	1/35 Hobby Boss
481087	Spitfire F Mk.XVIII landing flaps	1/48 Airfix
491294	P-38J	1/48 Tamiya
491296	Spitfire F Mk.XVIII	1/48 Airfix
491298	F-86F-40	1/48 Airfix
491300	Yak-9D	1/48 Zvezda

ZOOMS

33299	Yak-9T	1/32 ICM
33300	Yak-9T seatbelts STEEL	1/32 ICM
33331	Bf 109G-6	1/35 Border Model
33332	Bf 109G-6 seatbelts STEEL	1/35 Border Model
FE1294	P-38J	1/48 Tamiya
FE1295	P-38J seatbelts STEEL	1/48 Tamiya
FE1296	Spitfire F Mk.XVIII	1/48 Airfix
FE1297	Spitfire F Mk.XVIII seatbelts STEEL	1/48 Airfix
FE1298	F-86F-40	1/48 Airfix
FE1299	F-86F-40 seatbelts	1/48 Airfix
FE1300	Yak-9D	1/48 Zvezda
FE1301	Yak-9D seatbelts STEEL	1/48 Zvezda

MASKS

JX291	Bf 109G-6	1/35 Border Model
JX292	Bf 109G-6 TFace	1/35 Border Model
JX293	Yak-9T	1/32 ICM
JX294	Yak-9T TFace	1/32 ICM
EX883	P-38J	1/48 Tamiya
EX884	P-38J TFace	1/48 Tamiya
EX885	Spitfire F Mk.XVIII	1/48 Airfix
EX886	Spitfire F Mk.XVIII TFace	1/48 Airfix
EX887	F-86F-40	1/48 Airfix
EX888	F-86F-40 TFace	1/48 Airfix
EX889	Yak-9D	1/48 Zvezda
EX890	Yak-9D TFace	1/48 Zvezda
EX891	F3F-2	1/48 Academy
EX892	F3F-2 TFace	1/48 Academy
CX626	Ki-84	1/72 Arma Hobby
CX630	Tu-2T	1/72 ICM

SPACE

3DL32008	Yak-9T SPACE	1/32 ICM
3DL48080	F4F-3 early SPACE	1/48 Eduard
3DL48081	P-38J SPACE	1/48 Tamiya
3DL48082	Spitfire F Mk.XVIII SPACE	1/48 Airfix
3DL48083	F-86F-40 SPACE	1/48 Airfix

DECAL SET

D48103	P-38J Pacific Lightning	1/48 Tamiya
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Avia S-199 ERLA canopy

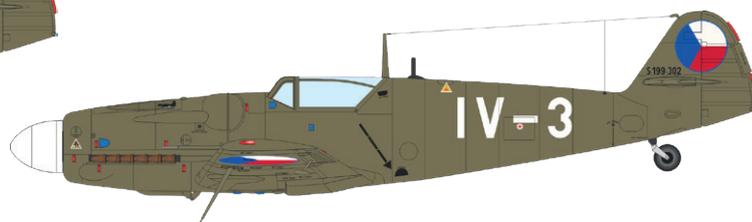
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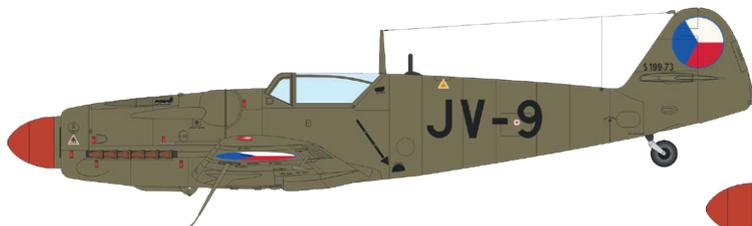
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edition



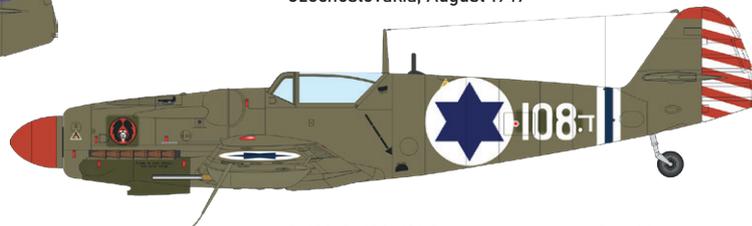
S-199, D-106, Modi Alon, 101 Squadron (tayeset), Cheyl ha-avir, Aqir, Israel, June 1948



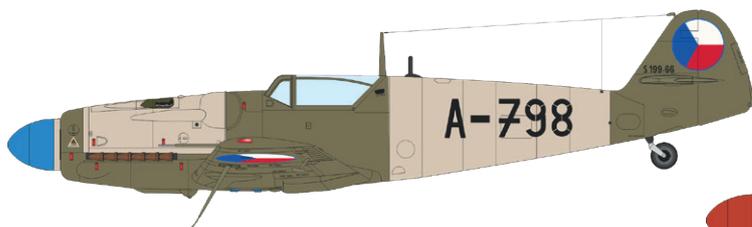
S-199.302, rtm. Josef Filus, Squadron 1, Fighter Air Regiment 7, Brno-Černovice, Czechoslovakia, August 1949



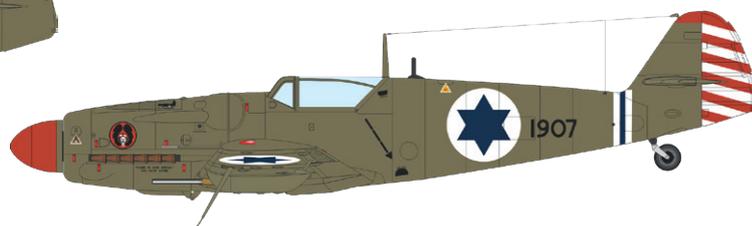
S-199.??, Fighter Training Center, Planá u Českých Budějovic, Czechoslovakia, May 1948



S-199, D-108, 101 Squadron (tayeset), Cheyl ha-avir, Qastina, Israel, September 1948



S-199.66, A-798, ak. Ladislav Strnad, Air Military Academy, Hradec Králové, Czechoslovakia, June 1950



S-199, 1907, 101 Squadron (tayeset), Cheyl ha-avir, Israel, December 1948

Fw 190A-3 light fighter

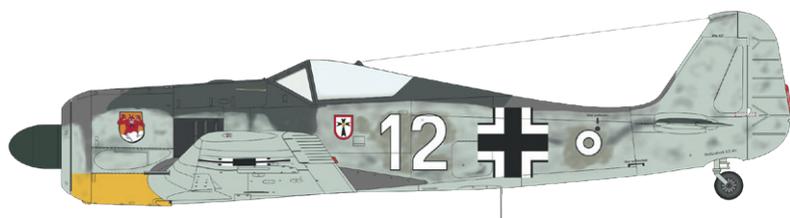
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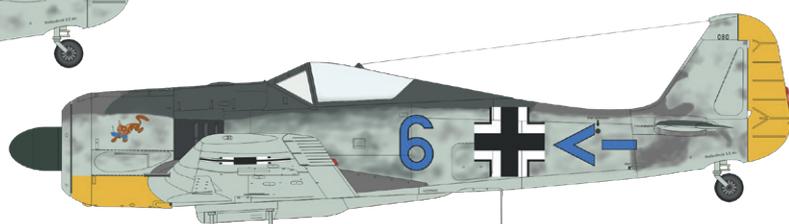


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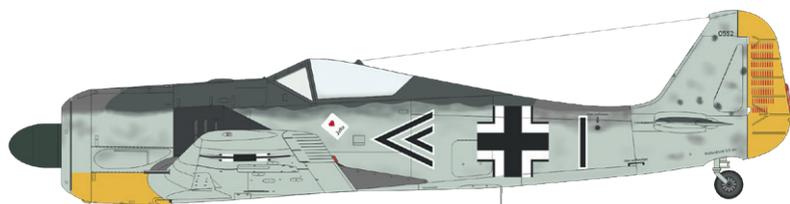
Robert Bucher 2022



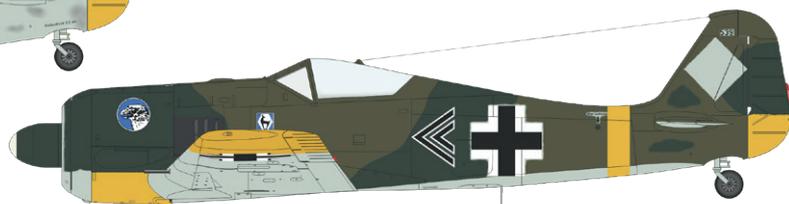
WNR. 437, Uffz. Johannes Rathenow,
10./JG 1, Woensdrecht, the Netherland,
July 1942



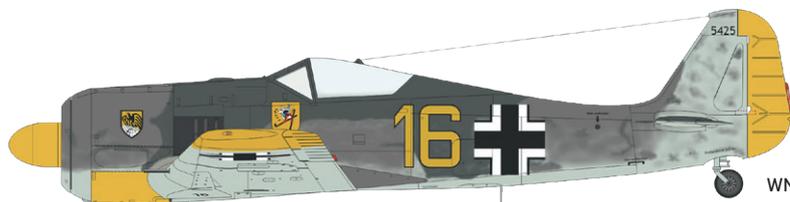
WNR. 2080, 10.(Jabo)/JG 2,
Beaumont-le-Roger, France,
spring 1942



WNR. 0552, Hptm. Josef Priller,
CO of III./JG 26, Wevelgem, Belgium,
late August 1942



WNR. 130539, Hptm. Heinz Krafft,
CO of I./JG 51, Vyazma, Soviet Union,
Autumn 1942



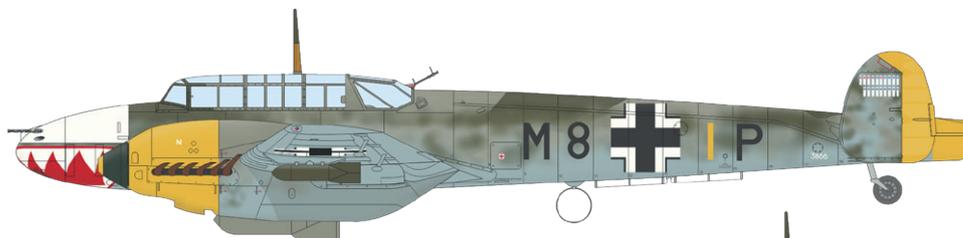
WNR. 125425, Fw. Kurt Kundrus, 12./JG 5, Herdla, Norway, December 1943

Bf 110E

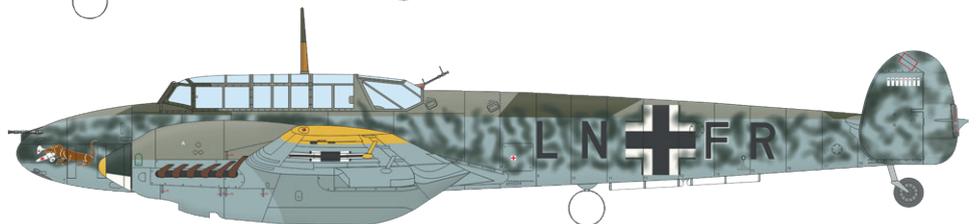
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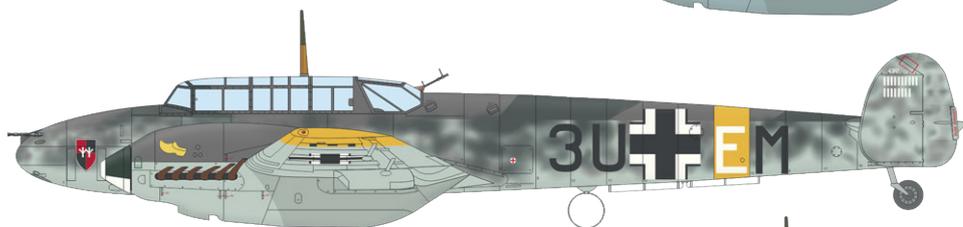
WEEKEND
edition



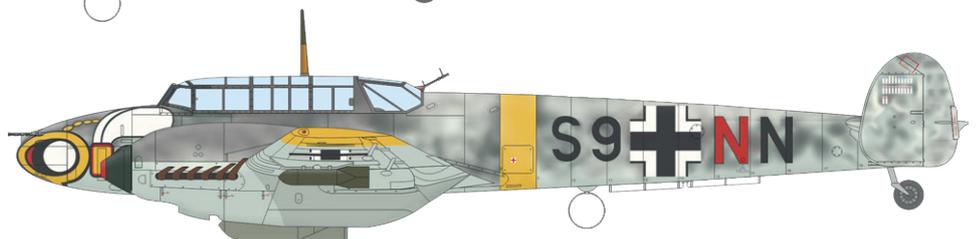
WNr. 3866, Oblt. Hans-Joachim Jabs/Oblt. Erich Weissflog, CO of 6./JG 76, Argos, Greece, April-June 1941



WNr. 4114, Lt. Felix-Maria Brandis/Fw. Albert Harnack, 1.(Z)/JG 77, Rovaniemi, Finland, September 1941



WNr. 4397, Oblt. Eduard Tratt/Uffz. Friedrich Gillert, CO of 4./ZG 26, Dugino, Soviet Union, February 1942



Lt. Herbert Kutscha/Fw. Martin Heinz, 5./ZG 1, Soviet Union, 1942

The Ultimate Tempest

#11164

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1/48

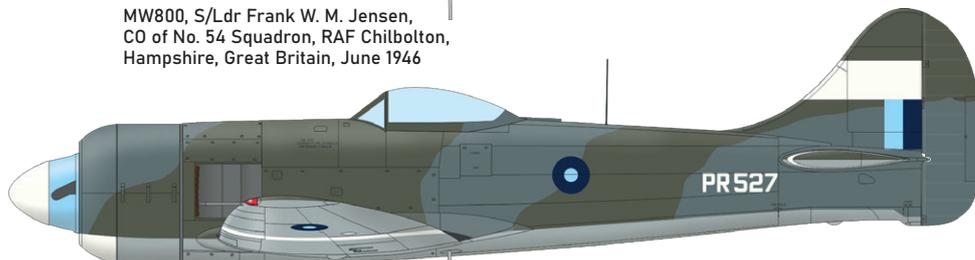
the Ultimate
Tempest



MW835, W/Cdr Charles H. Dyson,
CO of Southern Sector, RAF Middle Wallop,
Hampshire, Great Britain, 1946

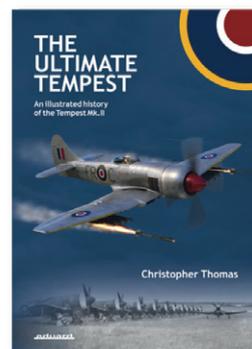


MW800, S/Ldr Frank W. M. Jensen,
CO of No. 54 Squadron, RAF Chilbolton,
Hampshire, Great Britain, June 1946



PR527, RDF, Chakeri, India, January 1947

Book by Christopher Thomas – The Ultimate Tempest – an illustrated history of the Tempest Mk.II. 80 pages, English language, 180+ photos and color profiles, First edition.

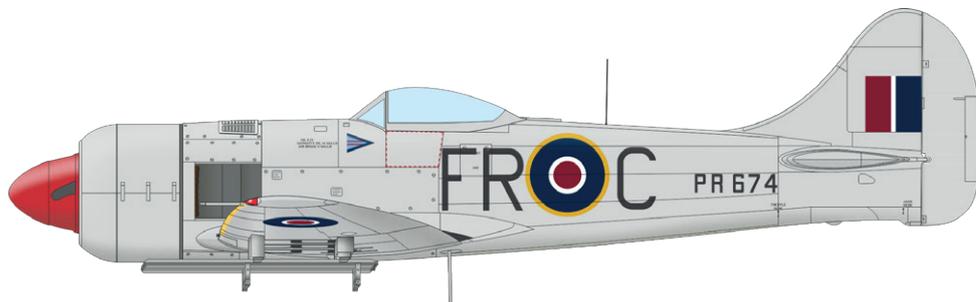




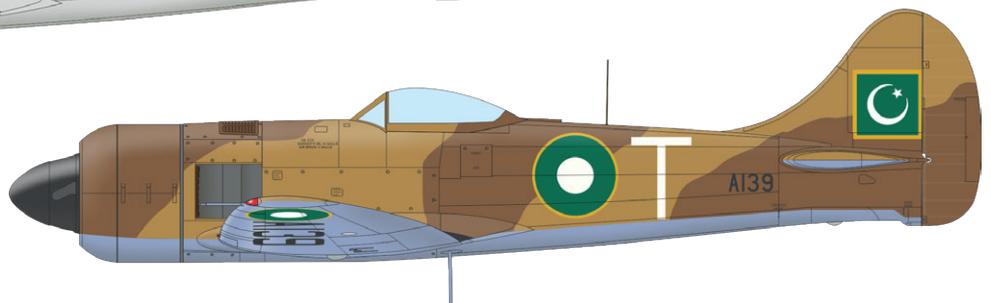
PR736, S/Ldr Dennis C. Usher,
CO of No. 16 Squadron, BAFO, Fassberg,
Germany, 1946-1948



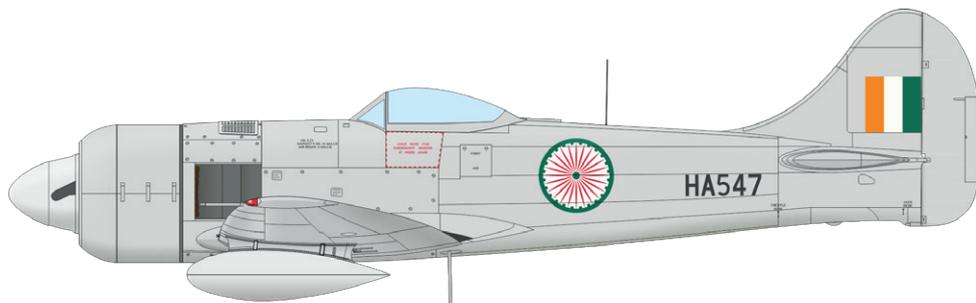
PR788, S/Ldr R. N. G. Allen, No. 33 Squadron,
Kuala Lumpur, Malaysia, February 1948



PR674, W/Cdr Frank R. Carrey,
CO of No. 135 Wing, BAFO, Fassberg, Germany,
August 1948 - February 1949



A139 (ex PR809), No. 14 Squadron,
Royal Pakistan Air Force, Pákiistán, 1949



HA547, No. 7 Squadron,
Royal Indian Air Force, India, 1949



HA426, No. 7 Squadron,
Royal Indian Air Force, Jammu,
India, December 1948



PR836, F/Lt Michael P. O. Blake, No. 3 Squadron, Royal Indian Air Force, Kolar, India, 1946-1947

Spitfire F Mk.IX

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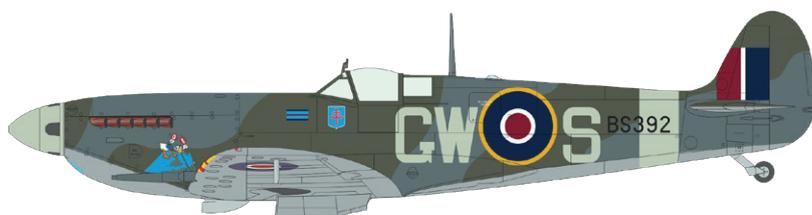
Re-release



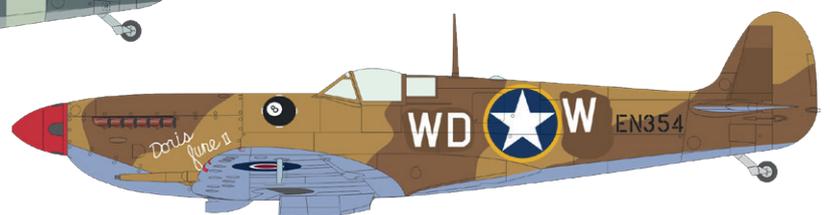
EN315, S/Ldr. Stanisław Skalski, Polish Combat Team, Northern Africa, spring 1943



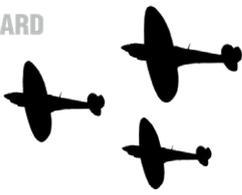
EN133, No. 611 Squadron, RAF Biggin Hill, United Kingdom, early 1943



BS392, S/Ldr. Bernard Dupérier, CO of No. 340 Squadron, RAF Biggin Hill, United Kingdom, autumn 1942



EN354, Lt. Leonard V. Helton, 52nd FG, 4th FS, La Sebala Airfield, Tunisia, June 1943



Tail End Charlie

WHAT AVIA MEANS TO US

For modelers not only from the former Czechoslovakia, but also from neighboring countries, one of the symbols of their modeling beginnings are the 1/72nd scale Avia S-199 and CS-199 kits with impressive cover art by Jaroslav Velc. These kits were among the best ones produced in Eastern Europe in the 1970s. The detailed history of every marking offered in the instructions of these fifty-year-old kits is rather uncommon practice for some manufacturers even today. It was possible to build these S-199 kits during one afternoon, which in itself was a great benefit for many modelers. They could also be converted to Messerschmitt Bf 109F or G, as the sale of kits of these types was prohibited in the East at the time for ideological reasons. This censorship by the Communist regimes, however, made kits of German WWII aircraft a scarce and valuable commodity, paid for in the case of S-199 conversions with the hardest of Eastern currencies – one's own labor.

There were many discussions over the proper procedure for scratchbuilding of the parts necessary to turn S-199 into Bf-109G! The biggest challenge was usually a new spinner. Those who were lucky enough to have a friend or relative who had the lathe in his work got the 109 spinner beautifully done, others clamped the appropriate piece of material in a drill to be able to create as circular cross section as possible. The bulges on the wings were either left or sanded off and replaced with new, small ones. And of course, a canopy had to be made to cover the cockpit. Who among the modelers today still knows how to pull clear parts out of acetate foil heated over a kitchen stove? In preparation of kits of both aircraft, we designed them to be a bit more detailed and complex compared to the Avia kits we grew up on. We also decided to follow concept of Mr. Velc's paintings. Adam Tobby rendered the cover of the Avia S-199 with the bubble canopy in a composition inspired by the painting of the original kit.

The difference is the view from the other side plus the planes carry different markings. Piotr Forkasiewicz chose a somewhat less dynamic composition for the two-seater CS-199, but his painting also pays tribute to the Avia and the original boxart by Jaroslav Velc. Avia fighters mean a lot to us, modelers from Czech Republic and Slovakia, just as they meant a lot to the post-war Czechoslovak Air Force. There were more than 500 of these aircraft in service, which were used to train the basic cadre of pilots who moved on to modern MiG-15s and other types. Many of them served in military and civil aviation well into the 1980s, and throughout their service they passed on their invaluable experience to the next generation of Czechoslovak pilots. Their legacy lives on in Czech and Slovak aviation to this day.

Jan Bobek



ARTWORK PRINTS



Sopwith F1 Camel (Bentley)
 87193, Capt. Walter S. B. Birchall, C Flight No. 1038, 1st TAF, Sg. Langham, France, March 1918
 by Eduard
 Eduard - Model Accessories, 2022
 www.eduard.com

8485-ART



Spitfire Mk.Vc
 48203, W/O Ian R. Bond, C/O of 1st Wing, 2nd TAF, Sg. Serris, Great Britain, April - July 1942
 by Eduard
 Eduard - Model Accessories, 2022
 www.eduard.com

82201-ART

82158-ART



F4F-3 Wildcat
 8466, 2321, Lt. Robert S. Robinson, VP-12, 1st TAF, Sg. May 1942
 by Eduard
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