

INFO EDUARD

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DAANGER ZONE

HISTORY

EXCERPT FROM THE BOOK ENTITLED
'CESLOSLOVENSKE LAVOCKY'



BUILT

F-14A "Danger Zone" 1/48
Spitfire Mk.IXe 1/48
La-5FN 1/48

BRASSIN

F4U-1 cockpit 1/48
F-16J exhaust nozzle 1/72
and many rockets...

eduard

INFO EDUARD

ISSUE 51

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

September 2014

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October 2014



EDITORIAL

The holiday season is behind us and so with it goes the relative calm. I say 'relative', because, in fact, there was no shortage here of action. As an example, the 'Lost Postman' event saw the sending out of over a thousand orders over a five day period. In June, the Bf 109G Royal Class release kept us hopping a good pace, despite intensive debate on the internet. Feedback we have received at the shows that we've attended since its release have not proven nearly as critical. In fact, the feedback at these shows has been downright positive, but that tends to be the way things go. The RC kit is not available at our e-shop at the moment because stocks of the beer glasses have run out, and it should be noted that with production-wide vacation period at the producer, we won't be able to get more before the latter half of September. The Bf 109G glasses are the phenomenon of the year, and their sales figures are beyond the curve. No accessory has ever sold as well. So, things being what they are, we are maintaining our physical condition in the current tempo, which is threatening to cross over into downright hyperactivity in the coming days.

September will see another web event starting tomorrow, September 2. It is dedicated to the anniversary of the end of the Second World War with a new set, 53127 Pacific V-day Figures 1/200. We released a similar set in 1/350 scale and at the time, the set generated a lot of interest. I am hopeful that this time will be no different. The figures for the Pacific V-day theme are the eleventh set dedicated to the USS Missouri in 1/200 scale. The conditions of the sales event for September 2 can be found here.

In September, we are releasing two kits for release on the 1st, but only one, 'Danger Zone' will be available. This is the F-14A in 1/48th. The plastic hails from Hobby Boss, and are complemented with photoetching, masks, Brassin items to include the seats, wheels and exhausts, and rounded out by an impressive decal sheet printed by Cartograf and designed by Furball Aero Design. As can be seen, the model kit is a result of wide co-operation. The price of it may well come across as being quite high, but it is consistent with the level of expended energy required to put it all together and with the high standard and number of components included. In this respect, there are several new items and new lines that need to be considered. In the Brassin line, there is set no. BIGSIN 4814 containing resin armament, and three photoetched sets. 48817 F-14A Upgrade Set complements the brass included in the kit. Set 49069 seatbelts FABRIC contains, as the name suggests, fabric seatbelts, and Set 49693 F-14 Remove

Before Flight SUPER FABRIC contains the RBF tags relevant to the F-14. In case you are not aware, the difference between the FABRIC and SUPER FABRIC labels is that products labeled FABRIC contain laser cut fabric type (paper) belts which, with the separately etched buckles, are very convincing, if somewhat labor intensive to build up. The SUPER FABRIC items are printed with a special gum type paint and are very easy to assemble, and lose nothing in terms of realism. In this sub-line, there are four new items on offer for September in 1/72 scale.

The second kit for September goes on sale on our e-shop on September 17th. It is called PRVNI DOMA (translates as FIRST ONES HOME), and contains plastic covering the Lavochkin La-5FN (ex-Zvezda) and the La-7 (ex-Gavia), both in 1/48th scale. It is dedicated to these aircraft used in the Czechoslovakian Air Force during the Second World War and immediately after. Besides the plastic, there is the obligatory photoetched brass and masks, and an extensive decal sheet. It also includes a publication on this theme penned by Jiri Vraný. It may seem that pretty much everything that can be known on the subject is known, but we are quite convinced that our publication, and the kit, will present new information, new photographs and new historical perspectives. This product follows the idea first presented by last year's 'THE BOYS ARE BACK', with the difference being that the current offering will be available from retailers in general, who will be able to carry them from the same September 17 date. The significance of September 17th will be clear to Czechs and Slovaks, but the rest may need to be made aware of that significance. It was on that day in 1944 when the 1st Czechoslovak Fighter Squadron within the Soviet Air Force landed at Zolna in Slovakia in Rebel held territory surrounded by German forces. It was the only higher air force element to operate several weeks behind enemy lines in an organized manner.

This format, that includes a detailed publication, will carry on in the future. In October, we will release another such package, SILVER ARROWS, dedicated to the MiG-21PF, PFM and R in Czechoslovak, Czech and Slovak service. This item will be interesting not only by virtue of its contents, that will see the first release of items specific to the MiG-21PF. It will also prove interesting through the inclusion of a detailed publication written by Mr. Martin



Janousek. It has 88 pages backed up by previously unseen photography with substantial descriptions and pilot accounts covering the use of the second generation MiG-21 from the sixties through to the nineties. The decal sheet is printed by Cartograf and contains markings for 32 aircraft. There will be 1500 boxings produced. Important, and unique, will be the makeup of moldings contained in the kit, and also of those offered as accessories. Kits that will be offered at the retail level will allow the building of either the MiG-21PF, PFM or R. Due to size constraints, the kits will not include trees that contain the weapons. These will, however, be available as OVERTREES from our webstore. There will, naturally, be other OVERTREE sprues available. For one thing, they will be available for each version offered, and there will also be one that contains the minute detail parts, because trees containing the version specific fuselages and wings will form the basis of the kit, and these OVERTREES are designed to make use of those specific items in the kit not used and by this way, to make complete kits out of what is already included at a minimal price. Besides the OVERTREES, there will also be Item No.1159, STRIBRNE SIPY EMPTY (or 'Silver Arrows Empty'). As the name suggests, this package will not contain any specific moldings, and in that sense will be 'empty', but will contain instructions, publications, decals and masks. The plastic will be a customer-specified mix of OVERTREES for one specific version. Does that come across as a bit complicated. And that's not all. There will also be the offer of OVERTREES, or individual version-specific frames, among which will also be seven parts for grey-cockpit MiG-21PFMs. How 'bout now? Still complicated? Well, maybe it is, I don't know, but it seems like a good idea, and the best one we could come up with for this theme. At least modeling

will be associated with being an adventure again. If you'd like this explained in person, we will be at your disposal during E-day with a counter dedicated to this item. With the kit available there, we will be in a position to take shifts and help all those that will require it in packing their kits. And with that, you have also just been informed that STRIBRNE SIPY/MiG-21PF, PFM and R in the CSLA will be first available at E-day on September 27 and 28. So, that brings me to E-day. You'll note that I have cleverly and quietly avoided the discussion of most of the new photoetched, Brassin, and other items normally discussed here. I am sure that you will all be able to find those things that turn your crank without my help. E-day will again be held at the garage venue, in which the lighting issues have now been centre of attention here for the past several months. We have received a lot of suggestions as to where we could move E-day to. We decided to stay where we are and to upgrade the lighting. After discussions with the owners of the venue, we have decided to install another one hundred light fixtures. It won't be dark. Although, I won't discount the possibility that I will read at Nuremberg that it was, indeed, dark. I am sure that many of you are now wondering what the admissions kit purchase is

to be, as has become tradition, but I will not say. You might already have a pretty good idea on your own as to what that might be. But to throw you a bit of a curve, I will tell you that there will be two admissions kits, maybe even three. For kids, for modelers, and for competitors, something for everyone. There will also be the roundtable discussion, and there will be lots to talk about this year, and there will be more microphones. And if anyone would like to add another firm to the discussion, drop me a line, and I will try to arrange it. In the last two years, we have managed to eliminate the queue at our booth on Eday. Unfortunately, the long queue at the entrance remained. So this year, we will focus on eliminating also this problem and take some action, which will hopefully lead to significant improvement, in terms of the entrance capacity. Now, it is also a good time to point out this year's Novemberfest. It will be held again on the last weekend in November, with the arrival on Friday, when the attendants will have a chance to visit our new sales department and stock facilities in the near town of Most. The actual event will take place on Saturday. Sunday should be the departure day. The capacity of this event will be same as last

year, which is 144 attendants. Also the schedule of the event will be similar, with only slight changes. For example, the mask cutting, which seemed to be not as interesting as we expected, will be replaced by a lecture on the company's history and a discussion. Due to the move of our stock to the new facilities in Most, we will also have to exclude the stock visit from the Saturday schedule. The store will be open and available for a visit, purchase and preorder's pick up during Friday. There will be a shuttle bus available from Obrnice to Most, or you can of course use your own transport.

Besides E-day, we will also take part in Pilsen Kit, as every year, and this year we will have our debut at Opol in Poland. How to be at so many shows and to simultaneously undertake two sales events in one month has been a topic of discussion around these parts. Keep your fingers crossed, and hopefully we'll see you at one of the shows, if not more!

Happy Modeling!
Vladimir Sulc



První doma



1/48, Cat. No. 1189

- ★ Our limited edition La-5FN and La-7 release is dedicated to the 70th Anniversary of Czechoslovak pilots' return to the occupied country on September 17th, 1944.
- ★ plastic parts Zvezda (La-5) and Gavia (La-7)
- ★ DUAL COMBO - two complete kits
- ★ Cartograf decals
- ★ color photo-etched set and painting mask
- ★ Brassin accessories: wheels
- ★ **BOOK** - ČESKOSLOVENSKÉ LAVOČKY:
Jiří Vraný about La-5FN and La-7 flown by Czechoslovak pilots.





SEPTEMBER 17 2014
 the 70th Anniversary of
 Czechoslovak pilots' return

**THIS LINK WILL BE ACTIVE FROM
 THE 17TH OF SEPTEMBER 2014.**

BUY První doma 1/48

the book
ČESKOSLOVENSKÉ LAVOČKY
 by Jiri Vransy
 about La-5FN and La-7
 flown by Czechoslovak pilots.

(Czech language)

first edition

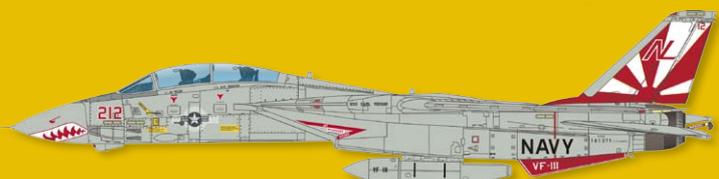
INFO Eduard - September 2014



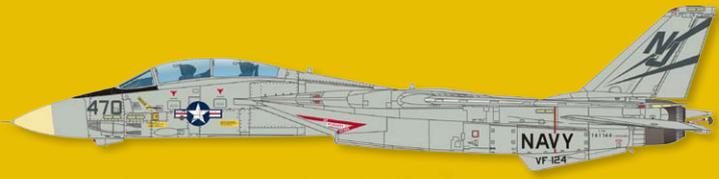


DANGER ZONE

[BUY Danger Zone 1/48](#)

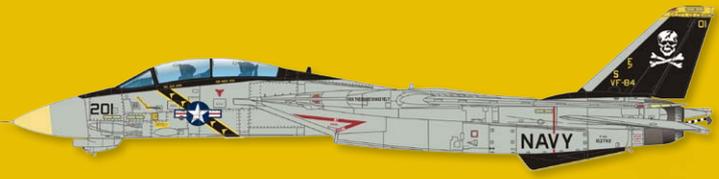


NL 212, VF-111, USS CARL VINSON

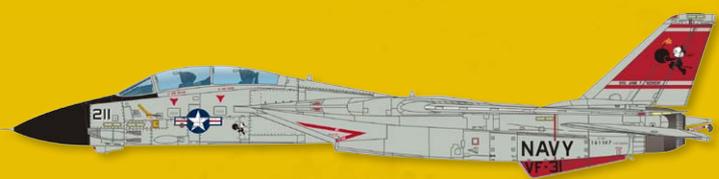


NJ 470, VF-124, NAS MIRAMAR 1983

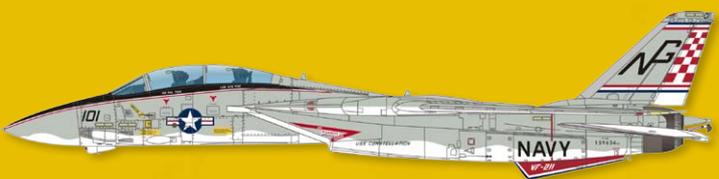
- ★ Hobby Boss plastic parts
- ★ Large decal sheets for 5 colorful markings of F-14A
- ★ Eduard Brassin seats, wheels and exhaust nozzles
- ★ Color photo-etched detailing parts and painting mask (Cat. No. 1192)



AJ 201, VF-84, USS THEODORE ROOSEVELT



AC 211, VF-31, USS JOHN F. KENNEDY



NG 101, VF-211, USS CONSTELLATION

DANGER ZONE

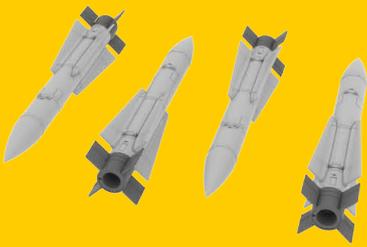
RELATED PRODUCTS FOR KIT 1192:

F-14A weapon set 1/48

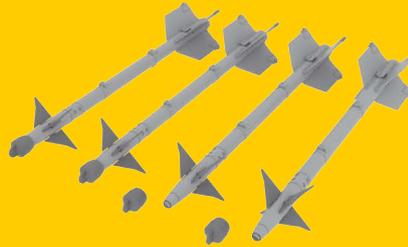
Cat.No. SIN64814



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



AIM-54A Phoenix
(648097)



AIM-9M/L Sidewinder
(648029)



AIM-7M Sparrow
(648069)

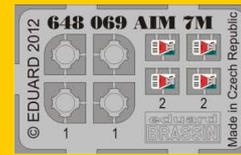
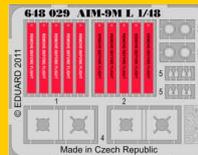
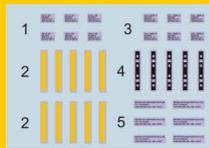
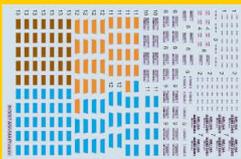


Photo-etched set

F-14A Seatbelts FABRIC 1/48

Cat.No. 49069

F-14 Remove Before Flight SUPER FABRIC 1/48

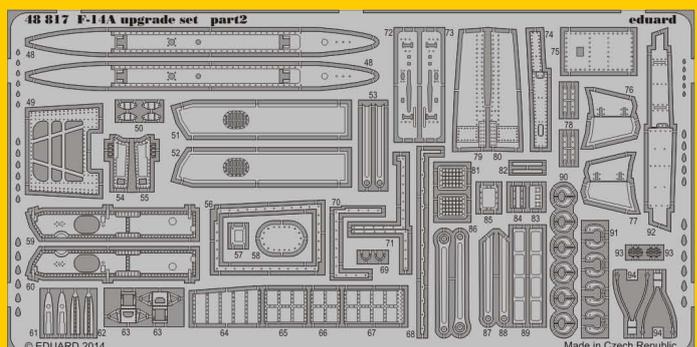
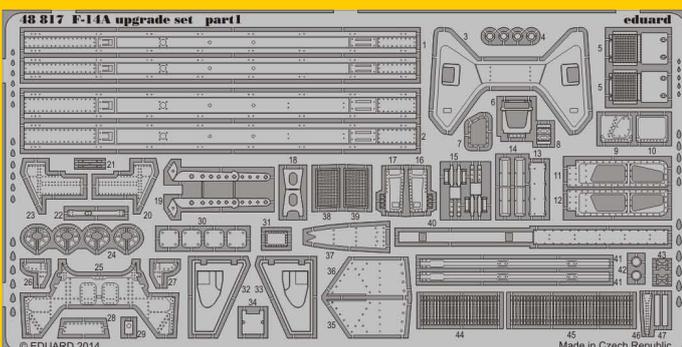
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Photo-etched set

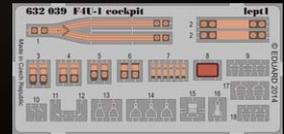
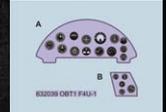
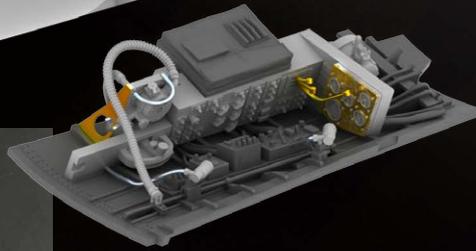
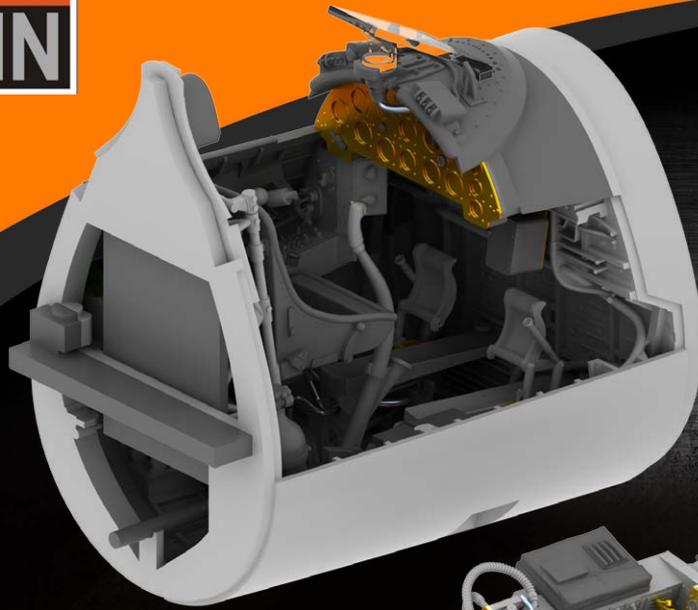
F-14A upgrade set 1/48

Cat.No. 48817



632039
F4U-1 cockpit
1/32 Tamiya

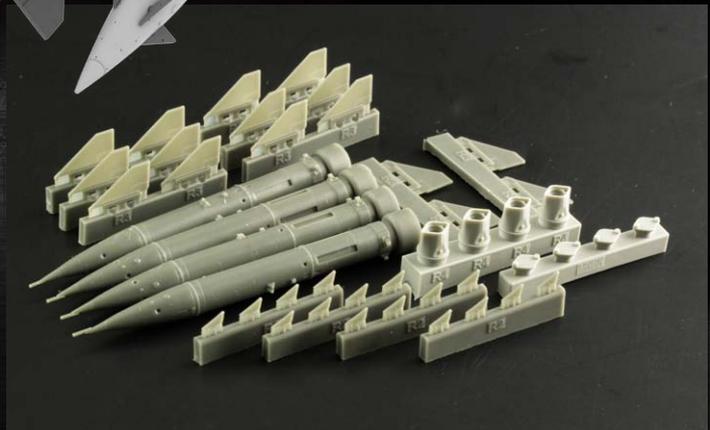
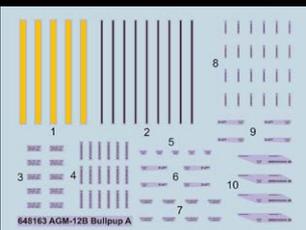
Detailed cockpit for 1/32 F4U-1. Gunsight made from clear resin. Fabric seat-belts. Photo-etched details and decals included.



BUY F4U-1 cockpit 1/32

648163
AGM-12 Bullpup A
1/48

Brassin set of AGM-12 Bullpup A missiles in 48th scale.
- 4 pieces of US air-to-ground missiles.
Decals included.

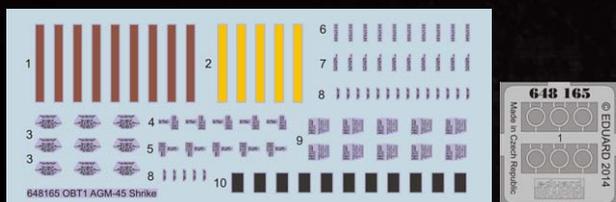


BUY AGM-12 Bullpup A 1/48

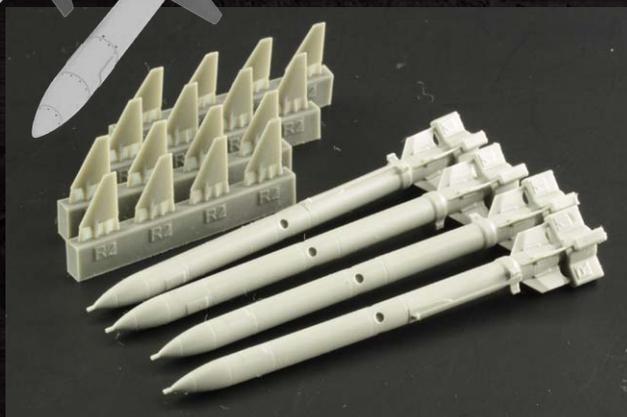
648165 AGM-45 Shrike

1/48

Brassin set of AGM-45 Shrike missiles in 48th scale.
- 4 pieces of US anti-radar missile.
Photo-etched details and decals included.



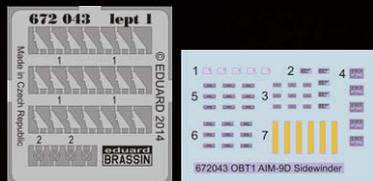
BUY AGM-45 Shrike 1/48



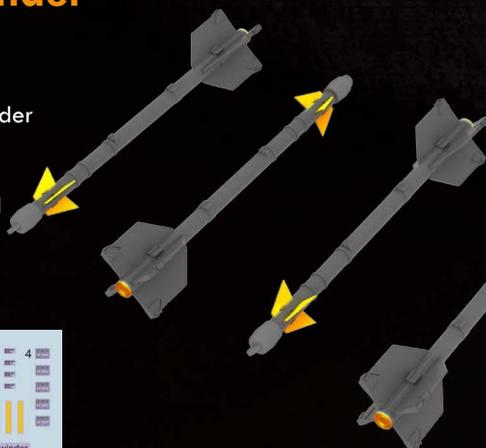
672043 AIM-9D Sidewinder

1/72

Brassin set of AIM-9D Sidewinder missiles in 72nd scale.
- 4 pieces of short-range air-to-air missile. Photo-etched details and decals included.



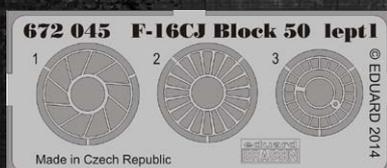
BUY AIM-9D Sidewinder 1/48



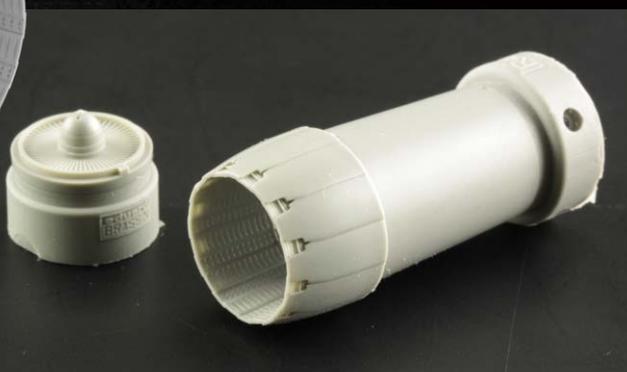
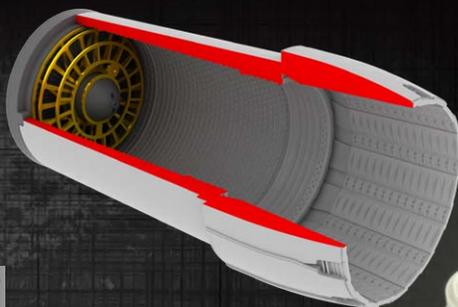
672045 F-16CJ Block 50 exhaust nozzle

1/72

Exhaust nozzle for Tamiya 1/72 F-16CJ Block 50.
Photo-etched details included.



BUY F-16CJ Block 50 exhaust nozzle 1/72





SIN64814

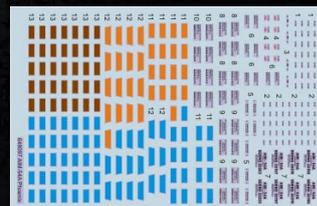
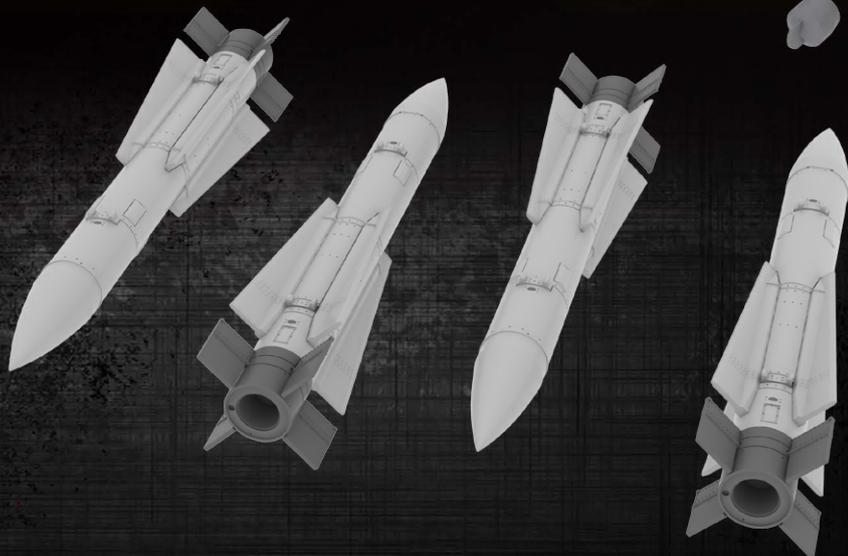
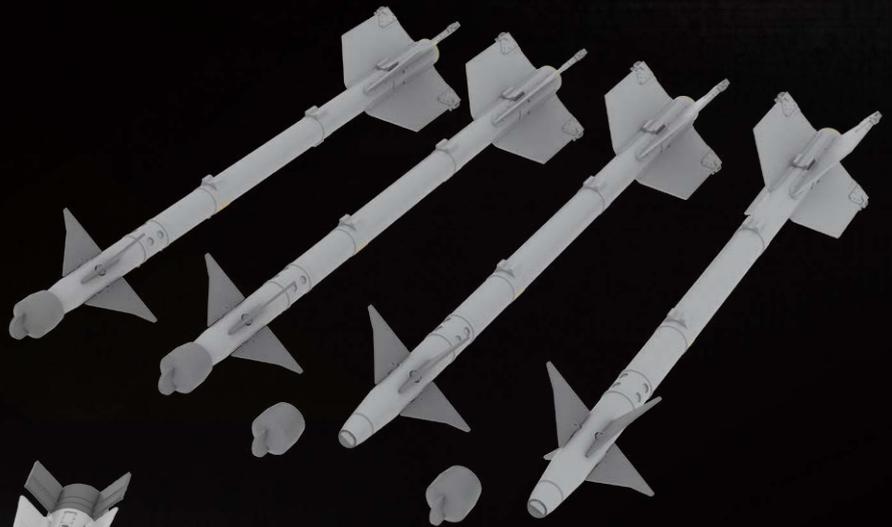
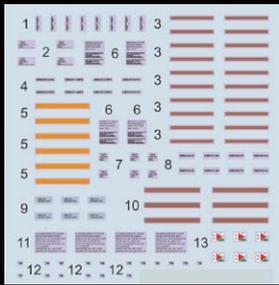
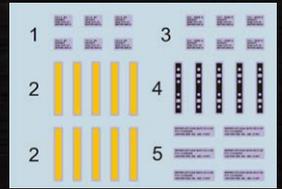
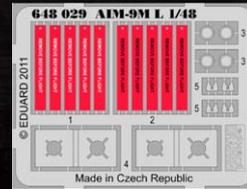
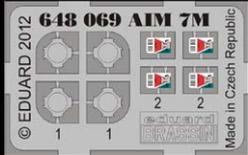
F-14A WEAPONS SET

1/48

Collection of 3 individual weapon sets for F-14A in 1/48.

- AIM-9M/L Sidewinder (4 pieces),
- AIM-7M Sparrow (4 pieces),
- AIM-54A Phoenix (4 pieces).

DANGER ZONE

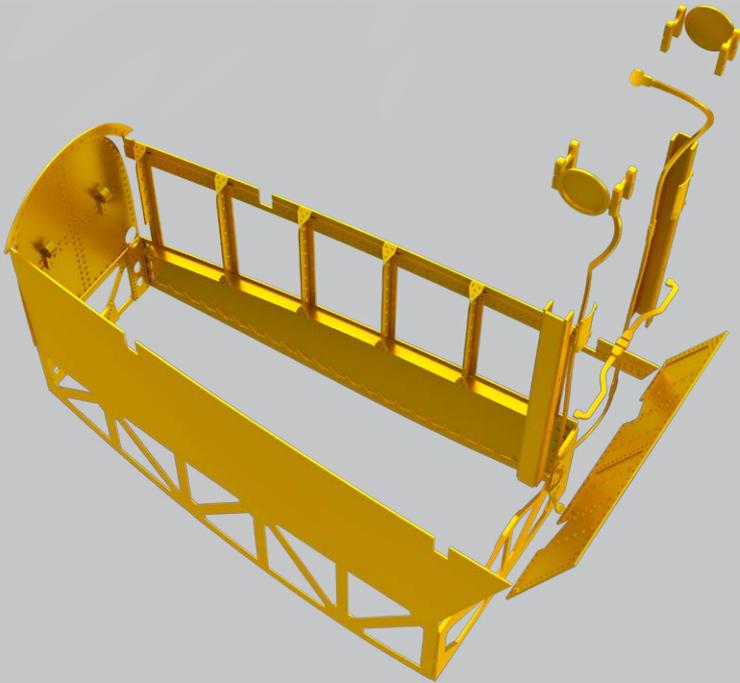


BUY F-14A WEAPONS SET 1/48

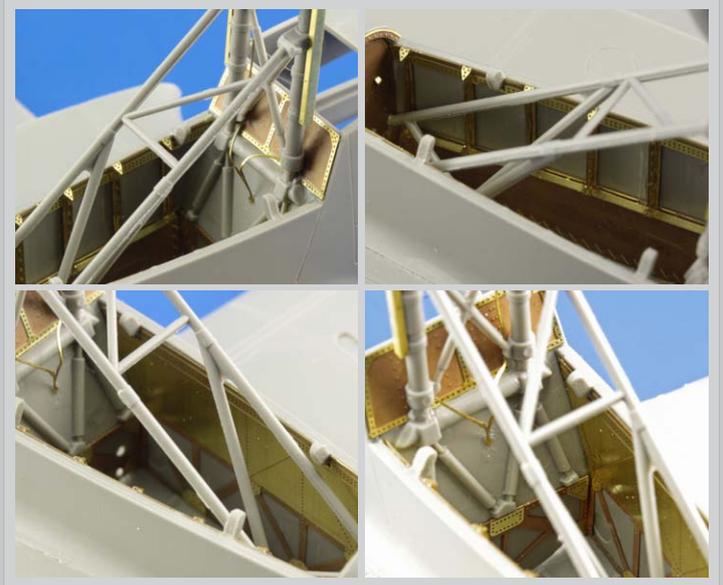
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.

PHOTO-ETCHED SETS AND MASKS

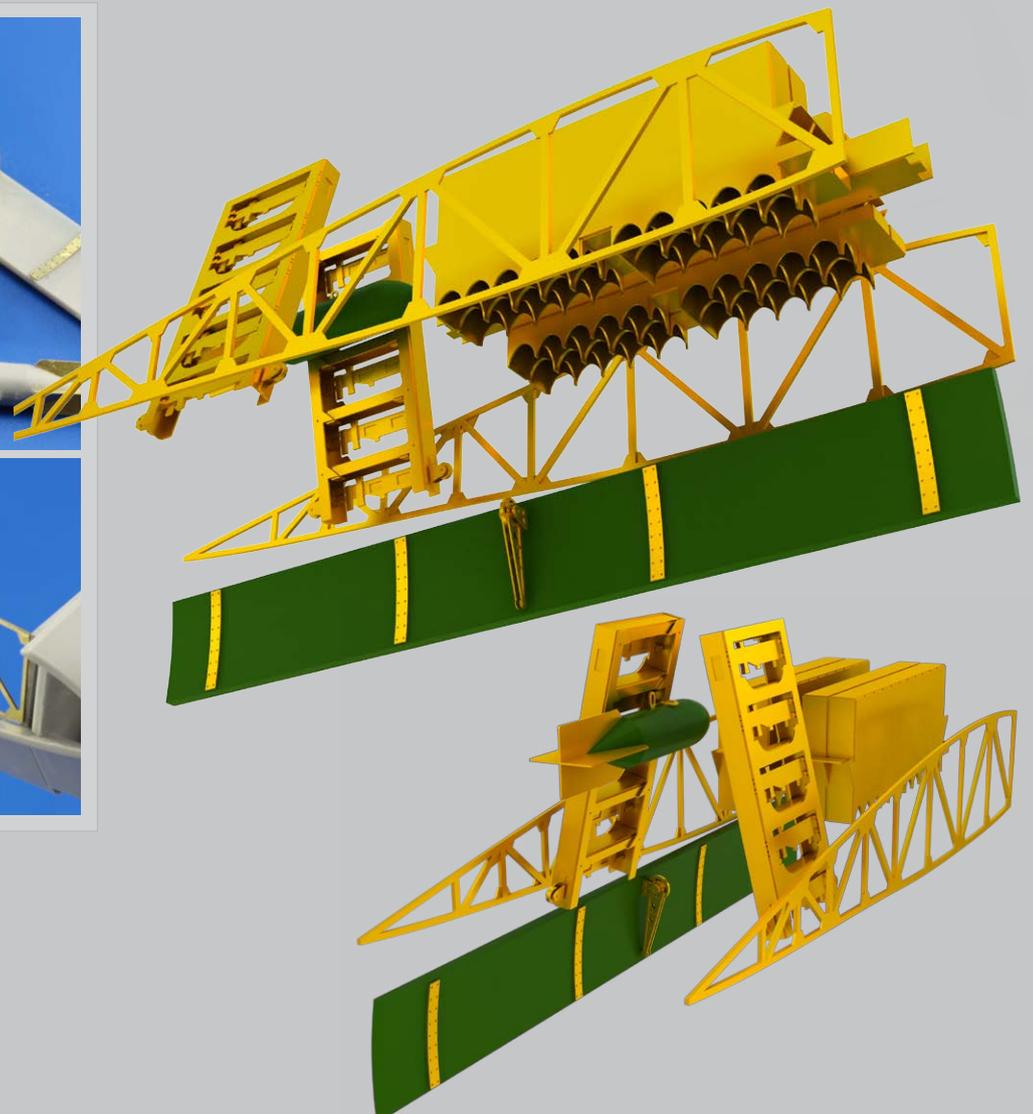
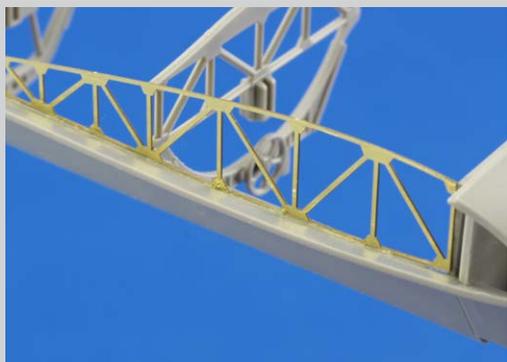
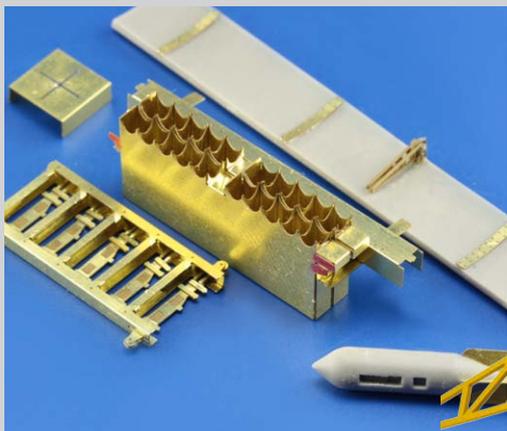
SELECTED



Do 215B undercarriage 1/48 ICM (48816)

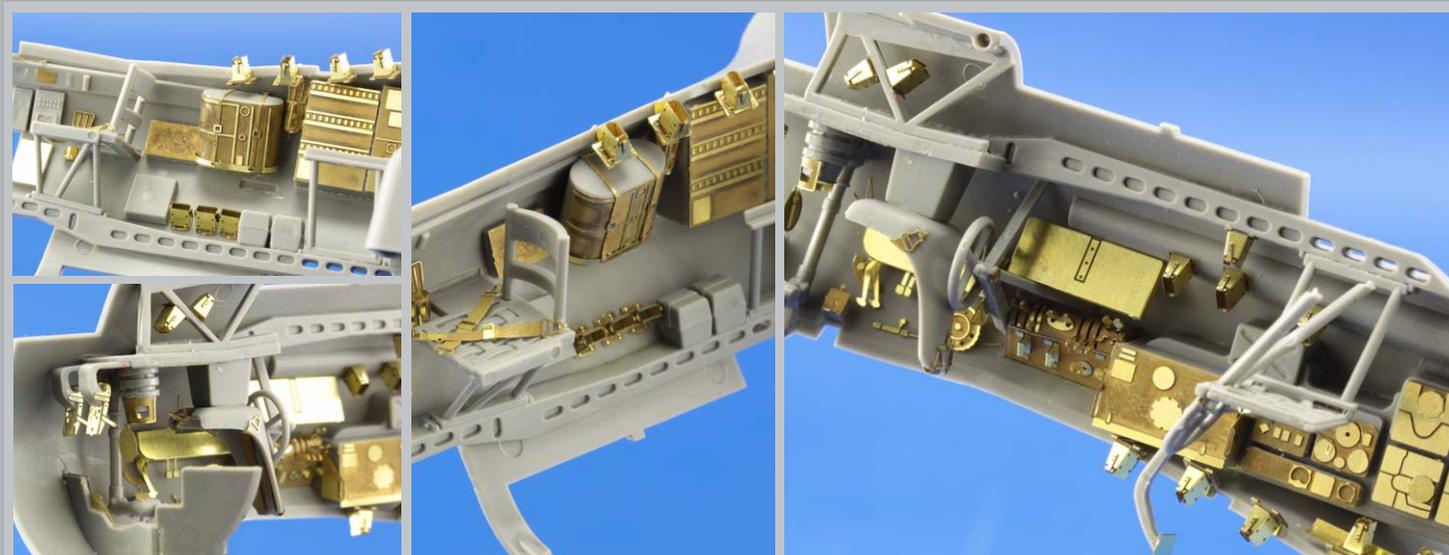


Do 215B bomb bay 1/48 ICM (48818)



PE SETS AND MASKS

Do 215B S.A. 1/48 ICM (49691)



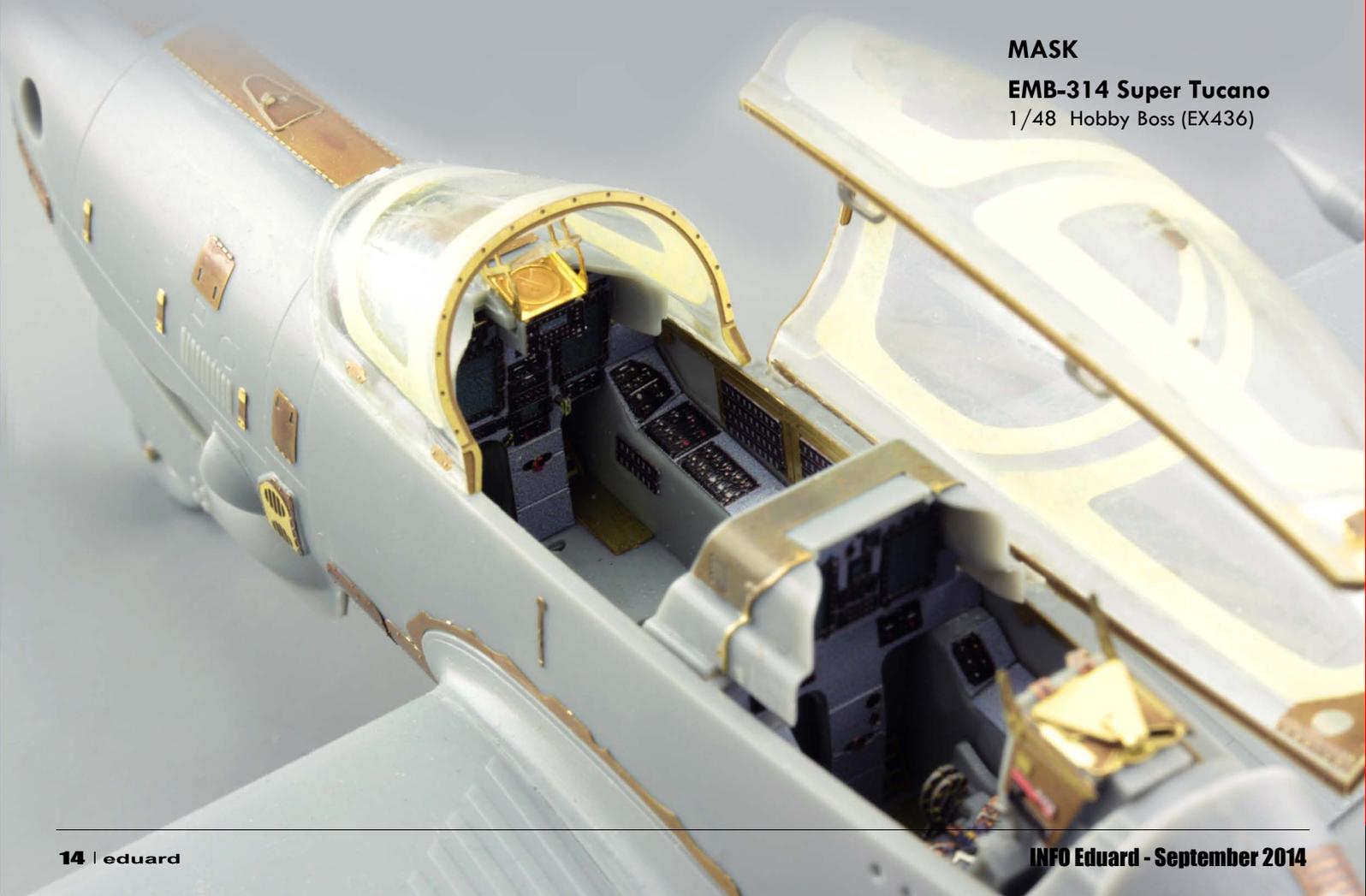
EMB-314 Super Tucano S.A. 1/48 Hobby Boss (49690)



MASK

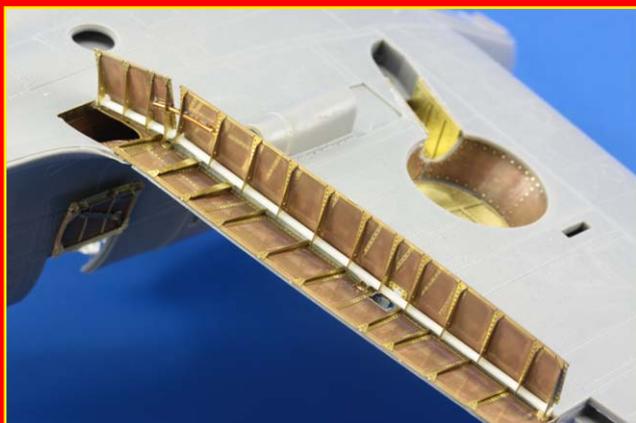
EMB-314 Super Tucano

1/48 Hobby Boss (EX436)



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

BIG ED



32350 Spitfire Mk.II landing flaps (BIG3340)



48811 F-80 exterior (BIG49110)



72579 Fw 200C exterior (BIG7287)

BIG3340 SPITFIRE Mk.II 1/32 REVELL

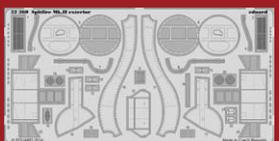
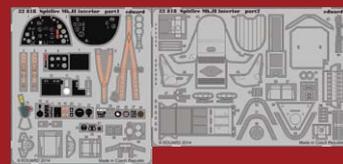
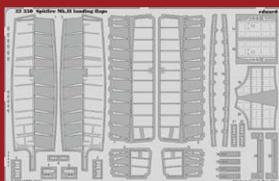
BIG49110 F-80 1/48 HOBBY BOSS

BIG7287 Fw 200C 1/72 TRUMPETER



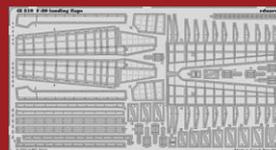
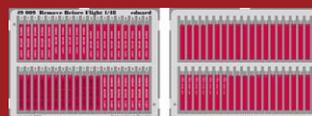
BIG3340 SPITFIRE Mk.II 1/32 REVELL

- 32350 Spitfire Mk.II landing flaps
- 32360 Spitfire Mk.II exterior
- 32818 Spitfire Mk.II interior S.A.
- JX168 Spitfire Mk.II



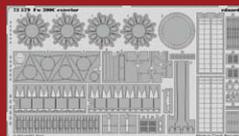
BIG49110 F-80 1/48 HOBBY BOSS

- 48810 F-80 landing flaps
- 48811 F-80 exterior
- 49685 F-80 interior S.A.
- EX418 F-80
- 49009 Remove Before Flight



BIG7287 Fw 200C 1/72 TRUMPETER

- 72579 Fw 200C exterior
- 72580 Fw 200 landing flaps
- 73498 Fw 200C interior S.A.
- CX384 Fw 200C



KITS

1189	První doma	1/48	Limited Edition
1192	Danger Zone	1/48	Limited Edition

PE-SETS

36278	Sd.Kfz 3b Maultier with Flak 38	1/35	Italeri
48814	A-6E exterior	1/48	Hobby Boss
48815	Tornado ladder	1/48	Revell
48816	Do 215B undercarriage	1/48	ICM
48817	F-14A upgrade set	1/48	Eduard
48818	Do 215B bomb bay	1/48	ICM
49689	A-6E interior S.A.	1/48	Hobby Boss
49690	EMB-314 Super Tucano S.A.	1/48	Hobby Boss
49691	Do 215B S.A.	1/48	ICM
49069	F-14A seatbelts FABRIC	1/48	
49693	F-14 Remove Before Flight SUPER FABRIC	1/48	Eduard
53119	USS Missouri part 4 - floater net baskets	1/200	Trumpeter
53121	USS Missouri part 5 - Bofors ammo holders	1/200	Trumpeter
53122	USS Missouri part 6 - railing	1/200	Trumpeter
53124	USS Missouri part 8 - radars	1/200	Trumpeter
53126	USS Missouri part 10 - hull plates	1/200	Trumpeter
53127	Pacific V-Day figures	1/200 S.A.	Trumpeter
73024	Seatbelts IJN SUPER FABRIC	1/72	
73026	Seatbelts RAF late SUPER FABRIC	1/72	
73027	Seatbelts RFC WWI SUPER FABRIC	1/72	
73028	Seatbelts France WWI SUPER FABRIC	1/72	
73511	CR.32 S.A.	1/72	Italeri

ZOOMYS

FE689	A-6E interior S.A.	1/48	Hobby Boss
FE690	EMB-314 Super Tucano S.A.	1/48	Hobby Boss
FE691	Do 215B interior S.A.	1/48	ICM
SS511	CR.32 S.A.	1/72	Italeri

MASKS

CX397	AH-1	1/72	1/72	Special Hobby
EX434	Do 215B	1/48	1/48	ICM
EX435	A-6E	1/48	1/48	Hobby Boss
EX436	EMB-314 Super Tucano	1/48	1/48	Hobby Boss
JX171	X-15A	1/32	1/32	Special Hobby
JX172	T-33	1/32	1/32	Special Hobby

BIG ED

BIG3340	SPITFIRE Mk.II	1/32	1/32	Revell
BIG49110	F-80	1/48	1/48	Hobby Boss
BIG7287	Fw 200C	1/72	1/72	Trumpeter

BRASSIN

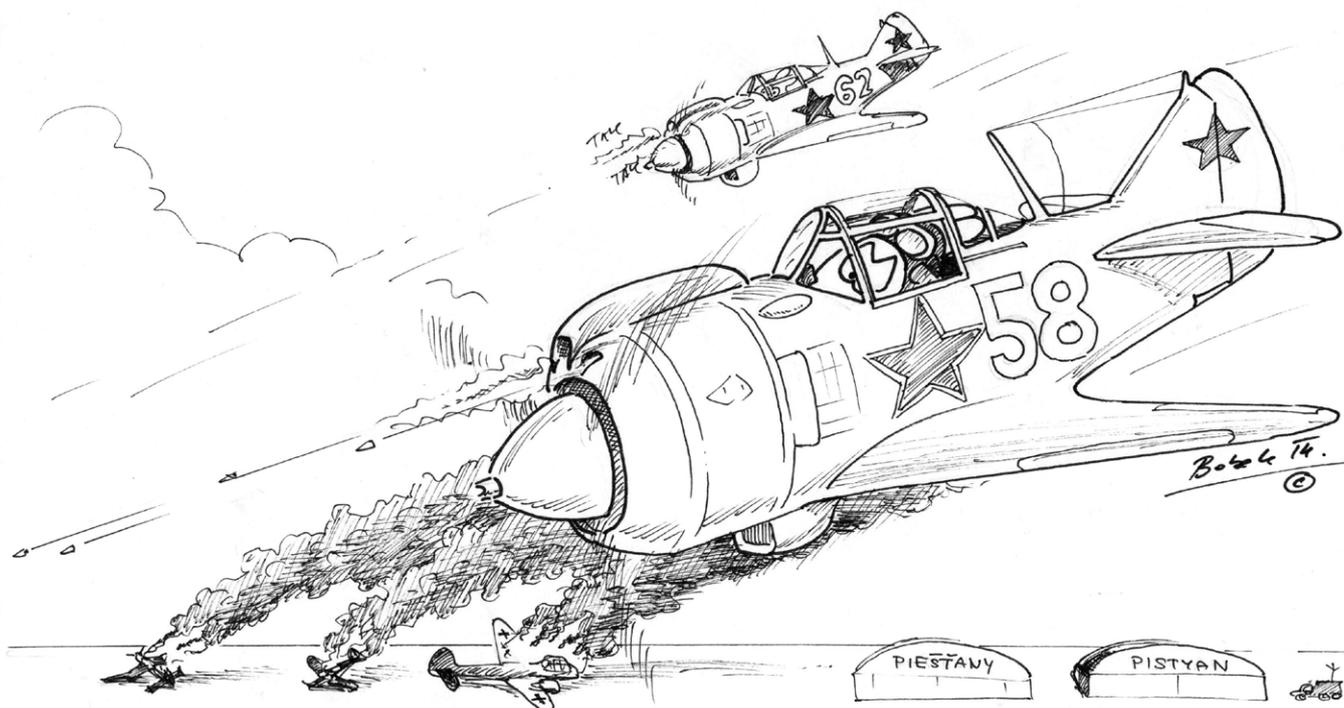
632039	F4U-1 cockpit	1/32	1/32	Tamiya
648163	AGM-12 Bullpup A	1/48	1/48	
648165	AGM-45 Shrike	1/48	1/48	
672043	AIM-9D Sidewinder	1/72	1/72	
672045	F-16CJ Block 50 exhaust nozzle	1/72	1/72	Tamiya

BIGSIN

SIN64814	F-14A WEAPONS SET	1/48	1/48	
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E-BUNNY'S SQUAT



Excerpt from the book entitled ,*Cesloslovenske Lavocky*‘, by *Jiri Vransy*, which will be a part of the Limited Edition La-5FN and La-7 Kit ,*Prvni Doma*‘ (First Ones Home).



CHAPTER IV. Slovak National Uprising

Jiri Vransy

The Slovak National Uprising began on August 29, 1944, and German forces immediately reacted. Two days later, on the 31st, the Uprising lost a significant part of its aerial assets when three flights of the so-called Eastern Slovak Army flew over the front lines onto the Soviet side with their relatively modern weapons. The transfer of the 1st Czechoslovak Fighter Regiment to Slovakia was of significant help.

Twenty-one La-5FNs flew from Stubno with a layover at Krosno heading for the airfield at Zolna, not far from Zvolen.

There was a small delay due to technical difficulties of La-5FN ,58‘ flown by skpt. Fajtl, who had to return for repairs to Krosno and together with ppor S. Hlucka flying La-5FN ,24‘, they didn’t arrive until late afternoon. Npor. Stehlik remained at Tri Duby with La-5FN ,88‘ and a total of twenty fighters landed at Zolna. And so, with a ceremonial display in front of the national flag, the fly-over had been completed, and resulted in the naming of September 17th as Czechoslovak Air Force Day.

The Lavochkin pilots immediately went to work flying combat missions. The first take-off to engage the enemy took place on that day at 1850h by ppor. Kruta. The opponents of the 1st Czechoslovak Fighter Regiment were elements

of the Luftwaffe. Air combat broke out on October 18th, when there was a large German raid on Banska Bystrica at 1130h by eleven Fw 190 and Bf 109 over Tri Duby. They were met by a pair of La-5FNs on a patrol flight flown by ppor. Hlucka, who shot down one Fw 190 and damaged another, while ppor. Sticka damaged two others. The Germans were able to shoot up Hlucka’s right elevator, but the pilot was able to land his Lavochkin safely at Zolna. In the afternoon, successes were enjoyed by rtm. Dobrovodsky, when first he damaged a Ju 88 and shot down another, and likely also an Fw 189. He flew within a pair of aircraft with npor. Chabera, who lit up the starboard engine of a Ju 88, while ppor. Srom likely downed a Ju 87 followed by the flaming of a Bf 109G. The squadron’s fighters, to a large extent, compensated for the lack of bomber aircraft. Although there were many raids flown against the advancing German units by the Uprising’s Combined Flight, the bulk of such duties fell on the backs of the pilots of the Lavochkins from Zolna. They flew not only attacks against transport assets of the enemy, but also against tanks and artillery, stockpiles and other targets. They dropped a total of 624 bombs during their stay in Slovakia.

Historical flight to Zolná over the Hron river area. This photo was taken by L. Valoušek from the cockpit of La-5FN No. „69“. The La-5FN „20“ is piloted by ppor. Motyčka, behind him in La-5FN „65“ is flying ppor. Loucký. The La-5FN „23“ below is occupied by ppor. Mráz. The fuselage of La-5FN „65“ carried a monogram of F. Loucký’s fiancée for some time. But because it was written using a chalk, it did not last for long. This particular plane served in the postwar Czechoslovakia as well, there is a maintenance inspection documented in November 1946 (cca one year after its official operating life).



◀ Members of the 1st Czechoslovak Fighter Regiment observe the return of another regiment's La-5FN to the Zolna airfield, 17th of September 1944.

(L. Valoušek via Stanislav Hlučka / Archiv Jan Zdiarský)



Attrition during these raids and general wear and tear took their toll on the number of serviceable aircraft. By the 20th of October, the unit operated with only ten La-5FNs from Tri Duby, to where they transferred as early as October 12th due to the threatening conditions around Zolna.

The Slovak National Uprising, under pressure from the German units, was nearing its end. The withdraw of the Uprising was hastened when Tri Duby was directly threatened by German artillery, and for that reason, the return of the 1st Czechoslovak Fighter Regiment to the Soviet side of the front was ordered on October 24th, 1944, for which thanks to the dedication of the mechanics and groundcrew could be made by twelve aircraft. Three days later, the Uprising ceased to exist as an organized force and switched to being a partisan one.

Only the threesome of skpt. Fajtl, npor. Chabera and ppor. Srom crossed the Carpathian Mountains to reach the airfield of Stryj. Npor Stehlik, Lieutenants Hlučka, Kocfelda, Stička, Vendl, Valousek and rtm. Dobrovodsky headed southeast and only Valousek managed to land at Oradea Mare in Romania. The other five members of the group landed in fields in the vicinity of the town and were taken care of by Cossack elements of the Red Army, as were their aircraft. Only P. Kocfelda's aircraft was interned by a local cop after landing in a bean field near the distant village of Varfurile.

Pilots of the 1st Czechoslovak Fighter Regiment, over the course of the Slovak National Uprising, claimed a total of eleven confirmed and three probable kills. The most successful of the pilots was ppor. Srom with 3.5 confirmed and two probables. He was followed by

npor. Stehlik, ppor. Kocfeld and ppor. Hlučka, each with 1.5 confirmed kills. Rtm. Dobrovodsky got one confirmed and one probable kill, ppor. Skopal one confirmed. The downing of a Storch at Prievidza was not awarded to any of the pilots. Combat claimed the lives of ppor. F. Vaculik, ppor. B. Mraz and ppor. T. Motycka, and later, as a partisan, por. R. Borovec. Ppor. Kruta was captured and ppor. Loucky, Skopal and Reznicek were seriously wounded.

Material losses of the unit during combat ope-



rations accounted for five aircraft (possibly a sixth that was hit by ground fire on the return from Slovakia), crashes and accidents taking another six and three had to be left in Romania. After reforming at Przeworsk, the unit had only seven of its original Lavochkins remaining.

La-5FN, Skpt. Frantisek Fajtl, CO of the 1st Czechoslovak Fighter Regiment, September 17, 1944, Zolna Air Field

Skpt Fajtl flew La-5FN ,58' only in the Soviet Union and immediately prior to the transfer of the unit to Slovakia. On September 15, 1944, he used it to attend negotiations defining the goals of the unit while in rebel territory, on the 16th of September for the return to Stubna and on September 17th for the flight to Zolne. After that, other pilots flew this aircraft in combat. Rtm. Dobrovodsky took off in it from Tri Duby airfield and bellied in Romania, where the aircraft was abandoned.



An example of one of the pilots' profiles contained within the book:

Two Pilots and a Lady

Shots of lieutenant Pavel Kocfelda and Staff Sargent Antonin Vendl in front of the same aircraft destined to carry a girl's name with slightly different spelling. In contrast to another of our pilots, after whose death six English women came forward claiming widow benefits, in this case one girl had a close friendship with two Czech pilots. It was a strong friendship, since she came to see them in Prague even as an older lady several years later. Both of her pilots started out in gliders and sports aircraft flying among thousands in the Republic, that in the thirties was suffering from the slow process of the training of pilots for the Czechoslovak Air Force. After the annexation of



Antonin Vendl
(Author's archives)



Pavel Kocfelda
(Author's archives)

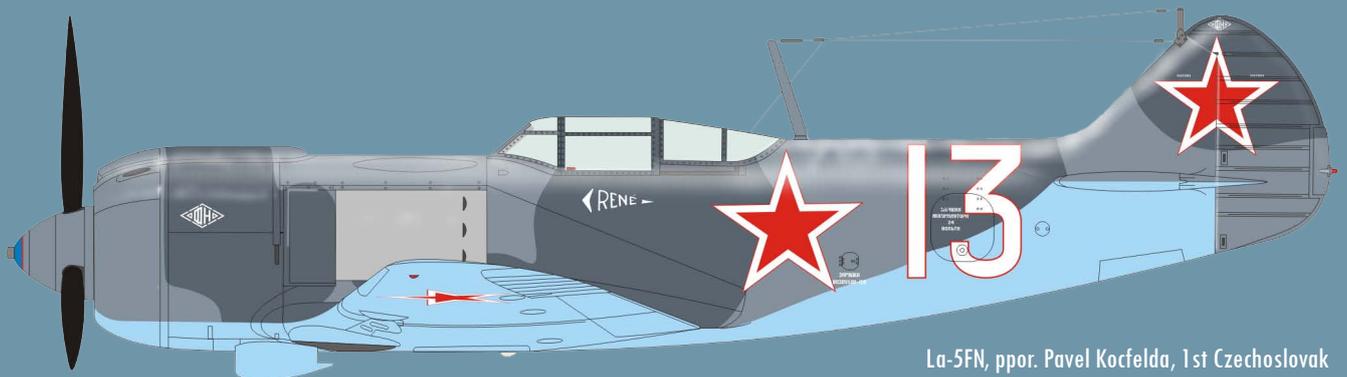
the remainder of the Czech lands, both made it to Great Britain, became fighter pilots and fought over the islands and the mainland. In 1944, they volunteered for duty on the Eastern Front and took part in combat over Slovakia.

Pavek Kocfelda added one Messerschmitt Bf 109G over Slovakia to three unconfirmed kills over Western Europe and along with ppor. Stehlik claimed a Ju 87 dive bomber. During raids on ground targets, he ran into some luck. During one mission, he landed with a bomb that refused to separate from the wing of his Lavochkin, and on another occasion he returned with a hole in his fuselage from a bomb that was released at too low an altitude and

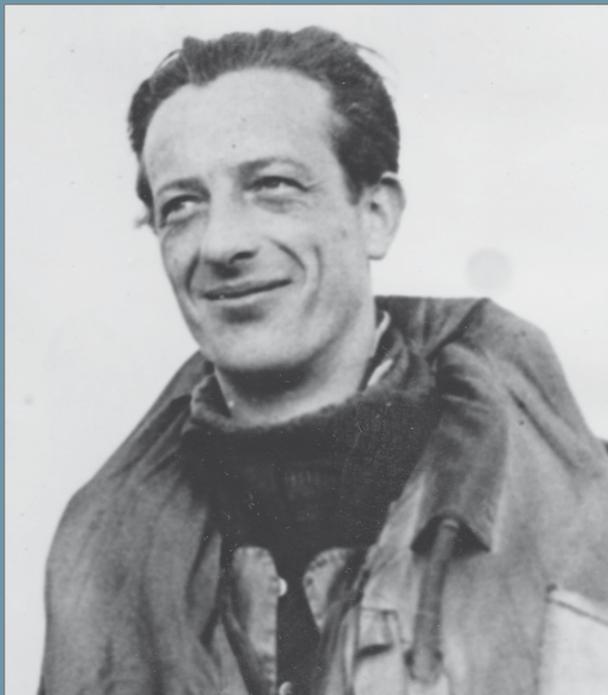
left a piece of shrapnel in his seat. Skpt Fajtl took along with him Antonin Vendl, nicknamed 'The Swede', to the Eastern Front for his reliability which he demonstrated while serving with the No. 501 Squadron RAF. That's also why he escorted skpt. Klan through cloud cover to a landing while on a flight from Zolne with Gen. Krasovsky to request fuel and ammunition which the unit was running low on. They also carried a declaration of the parabrige commander, pplk. Prikryl for Gen. Viest, sent to Slovakia to take over command of the Uprising forces and was to provide escort for his flight to Banska Bystrica. The general eventually opted for a normal night flight instead. Although A.



Antonin Vendl in front of La-5FN, '13'
(the archives of Jan Zdiarsky)



La-5FN, ppor. Pavel Kocfelda, 1st Czechoslovak Air Regiment, September-October, 1944, Zolna



Pavel Kocfelda while serving with the RAF
(the archive of Jan Zdiarsky)

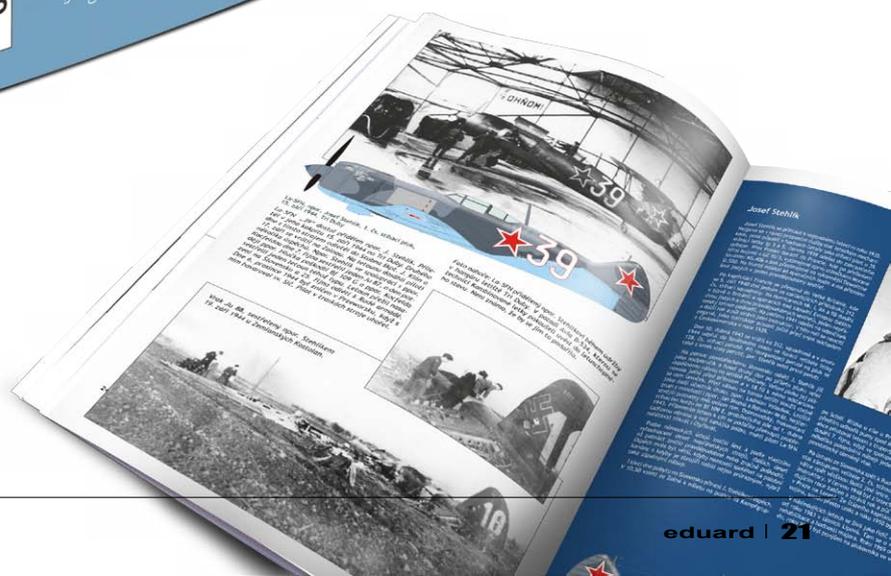
Vendl was not an ace, he was not a bad pilot. This was learned the hard way by three Bf 109 pilots who saw him as an easy target during skirmishes around Banská Bystrica on October 18th, 1944, as well as two others, who lost their appetite on April 16th, 1945 for an IL-2 at Ostrava immediately after Vendl's hits. As opposed to P. Kocfelda, after returning from Slovakia and attached to the 2nd Czechoslovak Fighter Squadron, A. Vendl flew combat again as a deputy CO of the 2nd Squadron, 1st Czechoslovak Air Regiment. While escorting attack aircraft, he refreshed his attacks against ground targets which he was proficient at in France, Belgium and Slovakia from the attack on Piestany to an attack on an armored train two days prior to the evacuation from the collapsing

Slovak National Uprising. La-5FN ,13', adorned with a girl's name for photo taking purposes only, was the personal aircraft of P. Kocfelda in which during a flight to Zolna he brought the national flag. During the flight, he had wrapped around his body under his shirt. His practical thinking is demonstrated by the fact that from Stubno he also carried half a pig. This came in handy when the inhabitants of the village of Lieskovec hosted a gathering for pilots being transported by bus to Zvolen. Flying this aircraft, Npor F. Chabera shared in the downing of a Ju 87 on October 7, 1944, followed the next day by another shared kill of an Fw 189 by ppor. Šrom. Three days later it was written off in a landing accident by ppor. S. Tócover.



THIS LINK WILL BE ACTIVE FROM THE 17TH OF SEPTEMBER 2014.

BUY První doma 1/48



Available from 17/9/2014
on EDUARD store.

MAX COLLETT & WAIPAWA SPECIAL

photos - Max Collett



Our last year's quarter scale Royal Class release dedicated to Spitfire Mk.IX offered a diverse mix of aircraft, flown by members of different nations. New Zealand was represented by Spitfire Mk. IXe with marking OU D and inscription Waipawa Special. Lately, we have been delighted to have the opportunity to exchange a few letters with the pilot of this particular plane, Max Collett. We asked him to kindly share some of his memories of flying the Spitfire and his military career with the readers of our INFO e-magazine. So let's pass the word to Max Collett:

"I enlisted in the Air Force on my 18th birthday, 25th October 1941 and actually joined up on 1st April 1942. I joined the Air Force as I had two brothers already in the Air Force and you could enlist at 18 instead of having to wait until 21 for the Army.

I flew Tiger Moths in New Zealand, Harvards and Yales in Canada, Miles Masters in England and Spitfires at O.T.U. (Operational Training Unit), and was finally posted to 485 (N.Z.) Squadron when it was at rest in Drem, Scotland, after a very hectic time in 11 group in the South of England. We landed in France, Carpiquet Airfield in Normandy, on 26th August 1944 as part of 145 Wing attached to and giving close support to the Canadian army. By this stage the Luftwaffe had been defeated and we spent the rest of the war dive bombing and staffing at the Army's request. On 20th September I received my own personal aircraft, NH432 OU-D and I immediately christened her "Waipawa Special" after my home town, Waipawa in Hawke's Bay New Zealand. During my time with the Squadron I was involved with 36 dive bombing missions and

Waipawa special takes off for a dive bombing mission to Calais. Note the 500lb bomb.



Max Collett in front of Spitfire Mk.IX

many, many staffing occasions F/O Terry Kearins and I have record of sinking 3 midget submarines outside of Flushing Harbour, Holland. I am certain this is the only time in the history of the R.A.F. or R.N.Z.A.F. that a submarine has been sunk by a Spitfire. We were also involved in dive bombing bridges over the river Rhine and during one of these I was hit by anti-aircraft fire and had to bale out. Fortunately I was over our line so was not captured.

As a matter of interest, while in Europe we had a Czech intelligence officer serving with the Squadron. He was Anthony Vandyk whose last address was Oxford, England."

We would like to thank Max for the letters and wish him all the best and good health!!!



Maldegem airport in Belgium right after the attack of German aircraft during the Bodenplatte operation on the 1st of January 1945.

The remains of OU D Waipawa Special. During the attack on Maldegem airport within the Bodenplatte, 485 Squadron lost a total of thirteen aircraft.



WAIPAWA SPECIAL

Spitfire Mk. IXe 1/48



LF Mk.IXe, NH432,
F/O Max A. Collet,
No. 485 Squadron,
Maldegem airfield,
Belgium, fall 1944

built by Petr Zatreparek

BUY Spitfire Mk. IX Royal Class 1/48



ROYAL CLASS
eduard



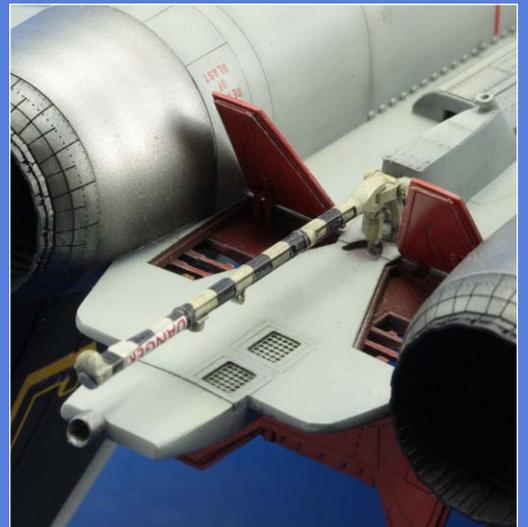




DANGER ZONE

built by Petr Zatrepaek

162702, VF-84 Jolly Rogers, USS Theodore Roosevelt, 1989





[BUY Danger Zone 1/48](#) 



DANGER ZONE

La-5FN



1/48

built by Petr Zatrepaek

LA-5FN, Flown by Maj. Ivan A. Vishniakov, 171st IAP, Summer, 1944

Ivan A. Vishniakov served with the 171st IAP from May 1942 to May 1945. He finished the war as the regiment deputy CO. He destroyed 20 enemy aircraft and three more shared. He took part in the brief war against Japan in August 1945. He was awarded the Hero of the Soviet Union on February 23, 1948. The inscription on the fuselage 'For Oleg Koshevoy' commemorates the member of the communist underground movement, the 'Young Guard' that was active during the German occupation in the town of Krasnodon (in present day Ukraine). Oleg Koshevoj is said to have organized many sabotage operations. In January, 1943, he was captured by the Germans and executed on February 9. The news of the young bolshevik's death reached Vishniakov's unit, and the inscription was painted on all of the aircraft flown by his flight and this unit took revenge for Koshevoy's death.

BUY La-5FN 1/48

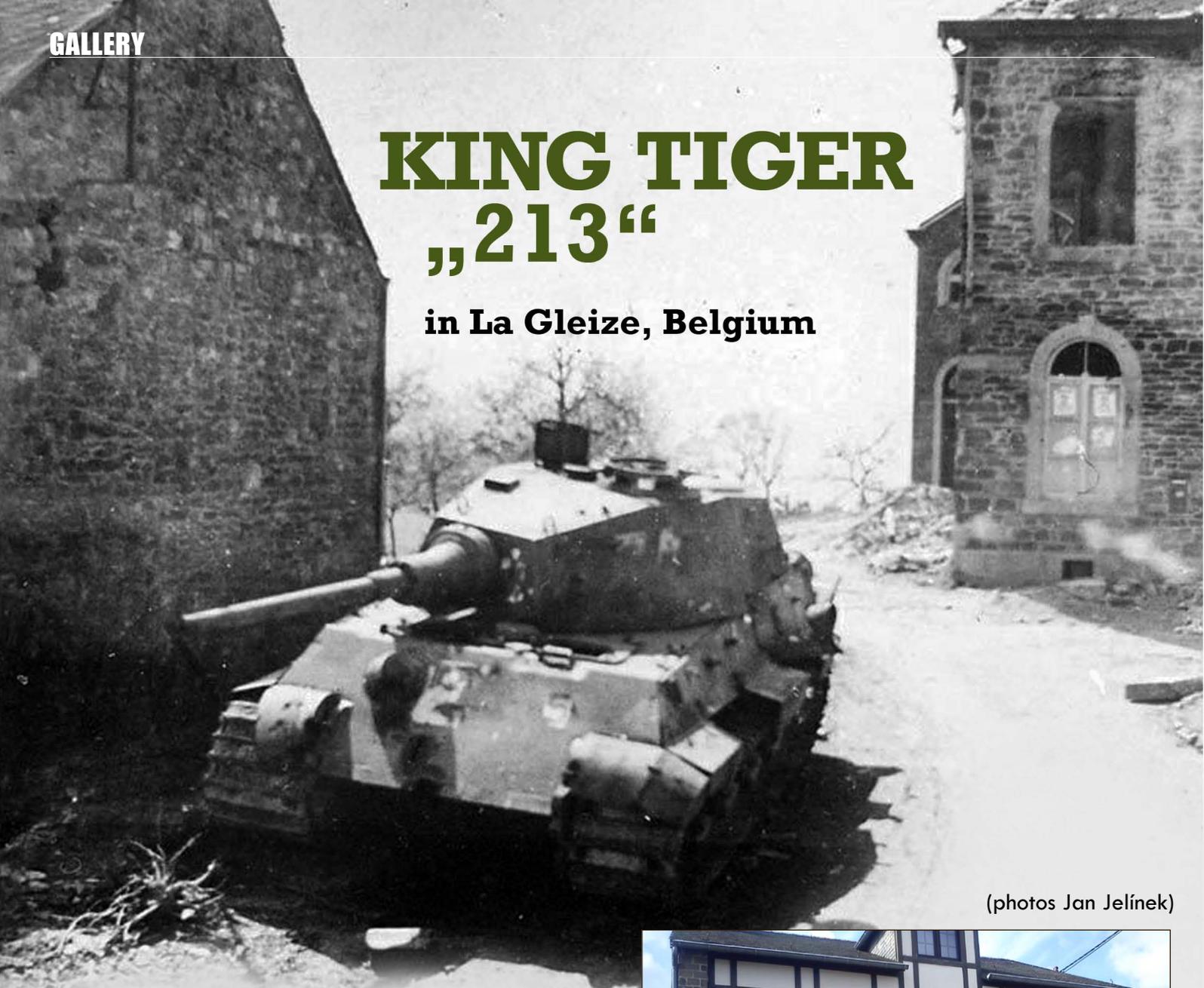


Limited edition
Cat. No. 1183



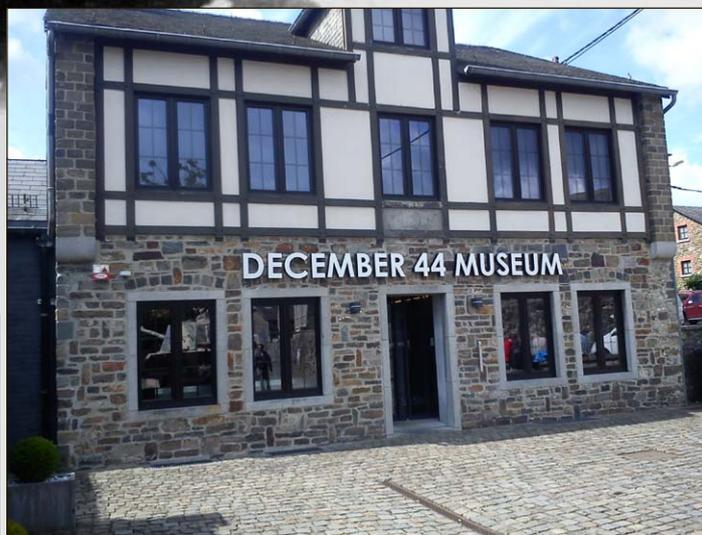
KING TIGER „213“

in La Gleize, Belgium

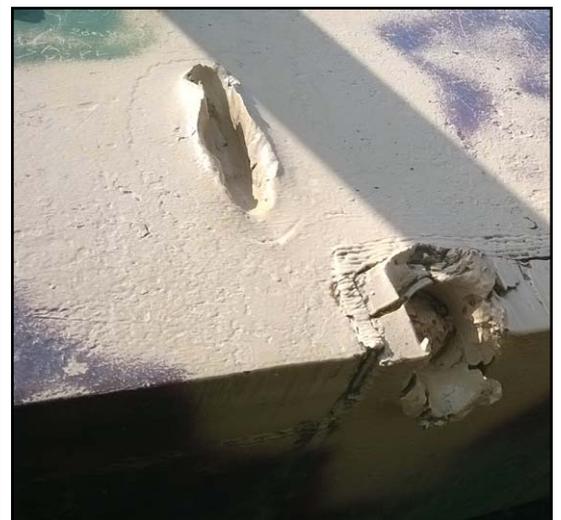


(photos Jan Jelínek)

This Tiger II W.Nr. 280273 in great shape is one of most unusual features of the museum dedicated to battles around Belgian village La Gleize in December 1944. The vehicle is displayed not far away from place where it was hit by US tanks on December 16th, 1944. It was abandoned by the crew and as a „spoils of war“ was sold by US troops to Jenny Geenen-Dewez for a bottle of Cognac. Museum DECEMBER 44 in v La Gleize, Belgium: www.december44.com
History of this particular tank: <http://www.december44.com/en/tiger-213.htm>









ON APPROACH

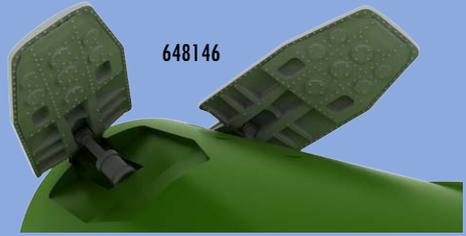
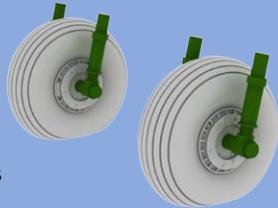
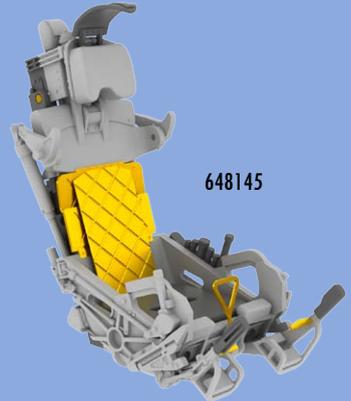
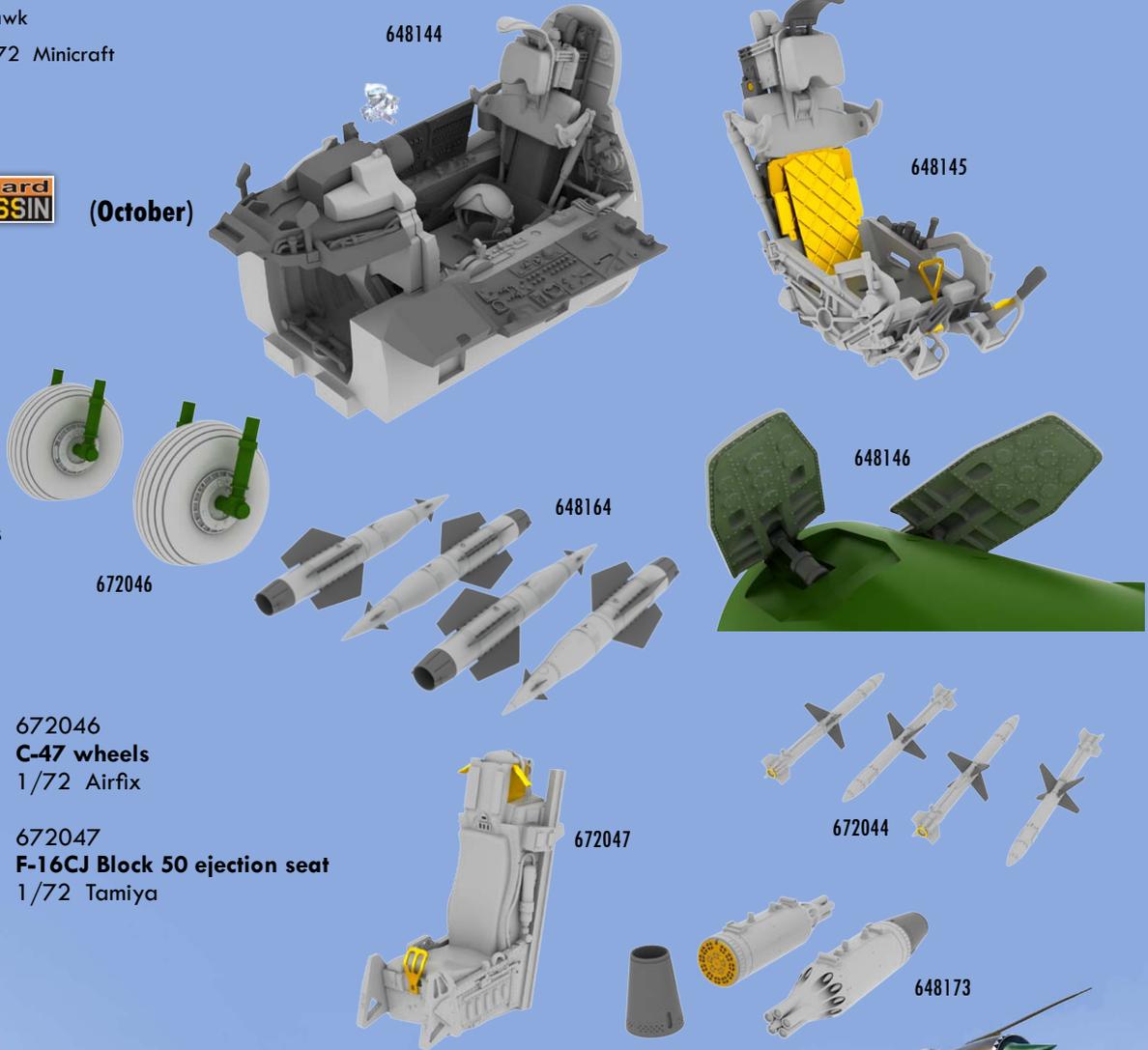
BIG ED (October)

- BIG3341 GLOSTER METEOR F.4 1/32 Hong Kong Models
- BIG3342 T-6G 1/32 Kittyhawk
- BIG7288 PBM-5/PBM-5A 1/72 Minicraft

BRASSIN (October)



- 648144 **MiG-21PF interior**
1/48 Eduard
- 648145 **MiG-21PF ejection seat**
1/48 Eduard
- 648146 **MiG-21PF/PFM/R airbrakes**
1/48 Eduard
- 648164 **AGM-12C Bullpup B**
1/48
- 648173 **UB-16 rocket launcher**
1/48
- 672044 **AGM-45 Shrike**
1/72



KITS (October)

- 3716 **M4A1 Sherman**
1/35 ProfiPACK edition



- 7423 **MiG-15**
1/72 Weekend



- 1187 **Stříbrné šípy**
1/48 Limited edition



- 84120 **Fw 190A-8**
1/48 Weekend



PHOTO-ETCHED SETS (October)

PE-SETS

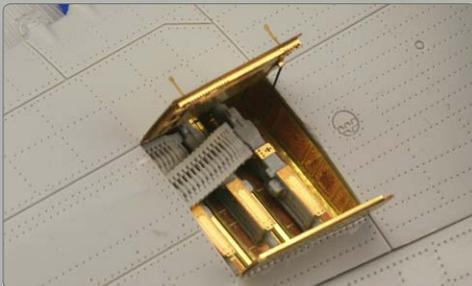
32361	P-51K wings armament	1/32	Dragon
32362	P-51K exterior	1/32	Dragon
32363	F-104C exterior	1/32	Italeri
32819	F-104C interior S.A.	1/32	Italeri
32821	P-51K interior S.A.	1/32	Dragon
32824	F-104 C1 seatbelts	1/32	Italeri
36279	Merkava IID	1/35	Academy
36280	Merkava IID armour shields	1/35	Academy
48819	Do 215 landing flaps	1/48	ICM
48820	EMB-314 Super Tucano exterior	1/48	Hobby Boss
48821	S-30M-2 Flanker exterior	1/48	Academy
48823	La-5FN upgrade set	1/48	Eduard
49694	S-30M-2 Flanker interior S.A.	1/48	Academy

53123	USS Missouri part 7 - superstructure	1/200	Trumpeter
53125	USS Missouri part 9 - ladders	1/200	Trumpeter
72588	C-47 landing flaps	1/72	Airfix
73513	C-47 interior S.A.	1/72	Airfix
73514	C-47 cargo seatbelts	1/72	Airfix

ZOOMS

33140	F-104C interior S.A.	1/32	1/32	Italeri
33141	P-51K interior S.A.	1/32	1/32	Dragon
FE694	S-30M-2 Flanker Interior S.A.	1/48	1/48	Academy
FE692	MiG-21R Weekend	1/48	1/48	Eduard
SS513	C-47 interior S.A.	1/72	1/72	Airfix

36279
Merkava IID
1/35 Academy



32361 P-51K wings armament
1/32 Dragon



32362 P-51K exterior
1/32 Dragon



36280 Merkava IID armour shields
1/35 Academy



48820 EMB-314 Super Tucano exterior
1/48 Hobby Boss



72588 C-47 landing flaps
1/72 Airfix



73513 C-47 interior S.A.
1/72 Airfix

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CLASSICAL MUSIC CHOIR CONCERT
IN THE ST. MICHAEL CHURCH**



**SATURDAY 13 SEPTEMBER 2014 (10:00 - 18:00):
21ST WWII AVIATION MEETING, AEROBATICS, HISTORICAL WWII MILITARY
VEHICLES AND GROUPS OF MILITARY HISTORY, LECTURES, CAMP LUCKY STRIKE
1944, CEREMONY AT THE MEMORIAL OF FALLEN AIRMEN, PATH TO HISTORY
– VISIT THE CRASH SITE OF A PLANE DOWNED ON SEPT 11 1944, CZECH ARMY
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ON SEPTEMBER 11TH, KOVÁŘSKÁ TOWNHALL,
ELEMENTARY SCHOOL OF SGT. J. C. KLUTTZ**



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