

INFO **EDUARD**

Vol 14, February 2015

ISSUE 56



price US \$ 0.00


ROYAL CLASS
eduard.

Avia B.534



eduard

INFO EDUARD

ISSUE 56

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CONTENTS

EDITORIAL - 4

EVENTS - 5

Nuremberg 2015

KITS - 8

Avia B.534 1/72, MiG-15bis 1/144,
Bf 109E-7 trop 1/48

BRASSIN - 17

ROYAL CLASS
eduard.
PHOTO-ETCHED SETS - 20

BIG ED - 24

RELEASES - 25

February 2015

HISTORY - 26

Dimitri Spisarevski (An Excerpt from
the publication „PĚTISTOVKA“)

BUILT - 30

Avia B.534 1/72

ROYAL CLASS
eduard.
ON APPROACH - 36

March 2015



EDITORIAL

Dear all,

This text was written whilst in Nuremberg during the Toy Fair. Yesterday the Fair, its Conference Center, saw our first press conference. This focused on new releases in 2015. An hour earlier a workshop focused on the production and distribution system used, which also took place in the same conference room. By the way, we are very proud of this system as no other company use such a system. To tell the truth the number of participants was not high but every start is not easy, you know. To establish a tradition requires a lot of patience and durability. Generally speaking, it is not easy to enforce innovations and new solutions against the resistance, mistrust and disagreement. Remember the Eiffel tower, Wiener opera house or miniskirts. All of them are very nice despite the many attacks that were made against them. To increase the quality level takes a lot – not just money only. One has to uphold his ideas, his arrangement. Fortunately, critics and carpers are not numerous, just loud and tireless while talking about their truth. On the other side, stand those who like the new approach and who set the new level of quality. It takes time only...

The last example of the resistance against the new approach is brand the new Avia B.534 in 1/72 scale that we have just put on the market. Not even in the shops yet but we have found out in the various discussion forums that we missed one major change to produce the definitive kit. I personally love this kind of information, I have heard it many, many times. So...ladies and gentlemen...once again this month, which will be repeated in the future for sure. The surface of the wings was criticized but according to our research 99% of modelers like it. We like it as well and therefore it will be not a subject to change. Avia is not a definitive kit but is the best kit of this aircraft all over the world and therefore unlikely that the better kit will be released. Moreover, one can hardly find 1/72 scale kits of the same or similar quality. We consider our Avia B.534 an up to date and high quality kit. We want to produce such kits and improve them step by step. No doubt the improvement will be recognizable on forthcoming UTI MiG-15, Fw 190 and Spitfire Mk.IX kits.

Today Avia B.534 is released in the Royal Class edition. It is the very first release of our 1/72 scale revolution. Our aim is to put a growing number of 1/72 scale kits on the market, releasing them on a regular basis. The quality of the kits will be similar to our 1/48 kits quality and will improve continuously. Almost all the kits will be scaled down from our quaterscale kits - re-designed, simplified but still keeping all the advantages of their bigger brothers (or fathers?). The very first release of each kit will be the Royal Class or Limited Edition boxing followed by Weekend and Profipack boxings.

The main boxing will be the Weekend kit combining high quality with a low regular price of around 225 CZK for WW2 single engined fighters like Fw 190 or Spitfire Mk.IX. Do not forget the discount for BFC members. Even the price of the Royal Class editions will be very reasonable. The new Avia B.534 Royal Class is priced at 1500 CZK and for this you will find four complete kits, decals for 31 aircraft, PE sets and painting masks for four kits, full-color instruction guide and the 64 pages book in the box. If you divide 1500 by 4, you get one kit per 300, the book included. Not bad at all, I guess...

As noted above the very first boxing of each aircraft will be Royal Class or Limited Edition version. The contents of these first boxings will be not the same. The Avia kit contains the book, the Fw 190 boxing will contain a piece of the real Fw 190 shot down during the battle over Ore Mountains on September 11, 1944 (similar to the 1/48 Royal Class). The 1/72 Spitfire will be introduced by Boys are back Limited Edition with a book once again. Different kits, different approaches but the result should be the same – to offer high quality and reasonably priced kits. A clear but not easy aim as the attempts by various other producers to do this brought either cheap low-quality kits or high-quality expensive kits.

We wish our revolution the success as this

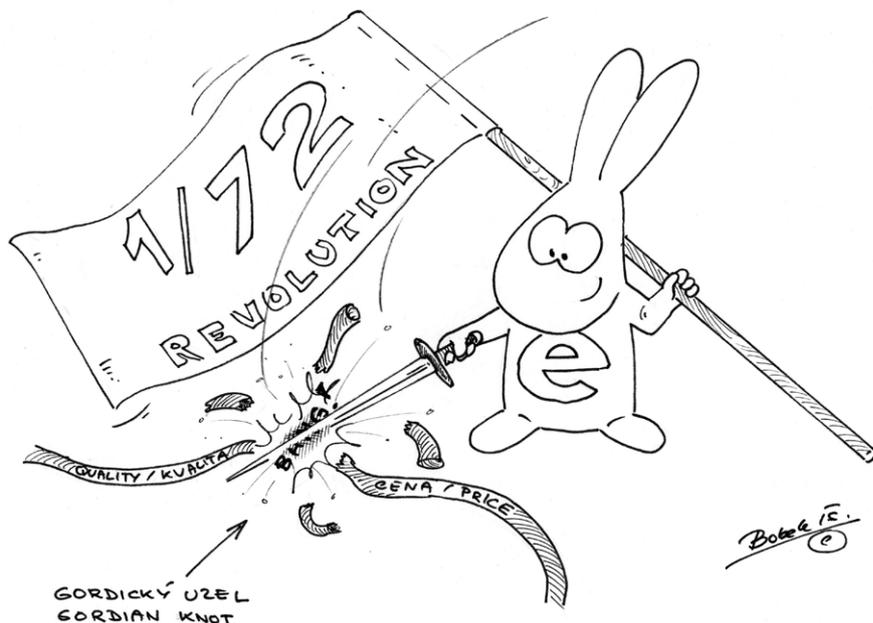


success will be good for everyone. Despite the fact that such a wish only sometimes turn into a utopia.

Enjoy Info and our new revolutionary kits. With 1/72 kits for ever and never in a different way.

Happy Modeling!

Vladimir Sulc



NUREMBERG

28 Jan - 2 Feb 2015

eduard

Spielwarenmesse

We're bringing you photo gallery from this year's Toy Fair in Nuremberg.



OUR TEAM



Vladimír Šulc



Martin Finger



Karel Pádár



Markéta Kulhánková



Martin Ferkl



Libor Havránek



Jan Zdiarský





Jan Zdiarsky receives the medal from Kai Feindt.



Prize from Modellfan for Eduard's MiG-15 in 72nd scale.



We are very proud and happy to receive this prize from Modellfan!



Eduard Press Conference



Vladimir Sulc (Eduard's CEO) presented the future production plans of Eduard, including topics like the 72nd scale revolution and news for 2015.



Eduard held historically the first press conference at Nuremberg Toy Fair.



rest :-)



ROYAL CLASS
eduard.



Avia B.534 1/72

Cat. No. R0010

- **Quattro combo** - 4 complete scale kits in different variants
- 31 markings
- photo-etched sets
- painting mask, decals by Cartograf
- Pictorial publication about B.534 service - Czechoslovak, Slovak, Hungarian, Bulgarian, German (in Czech language)



BUY Avia B.534 1/72





Avia B.534 4. série, 2. stíhací Orljak, podoficer Stefan Iliev, Karlovo airbase, June, 1940



Avia B.534 4. série, 1/6 stíhací Orljak, Sofia, August, 1943



Avia B.534 4. série, 222. Jato, Božurište airbase, May, 1941



Avia B.534 4. série, 112. stíhací Jato, Sofia - Božurište airbase, 1941



Avia B.534 4. série, 2/2 bitevní Orljak, Autumn, 1944



Avia B.534 3. série, JFS 4, Fürth-Herzogenaurach, Summer, 1942



Avia B.534 3. série, FFS A/B 8, Vilseck, 1939 - 1940



Avia B.534 3. série, FFS A/B 115, Wels, 1939 - 1941



Avia B.534 3. série, FFS A/B 24, Olomouc, Protectorate of Bohemia and Moravia, September 1941



Avia B.534 4. série, FFS A/B 112, Böblingen, November 1941



Avia B.534 4. série, Fluglehrerschule der Luftwaffe,
Brandenburg – Brest, Summer, 1940



Avia B.534 4. série, Oblt. Heinz Schumann,
velitel I./JG 71, Bad Aibling,
July - August, 1939



Avia B.534 4. série, 7./LLG 1, Eastern Front, Winter, 1942 / 1943



B.534.208



Avia B.534 3. série, Letecký pluk 2,
51. stíhací letka, Olomouc, Czechoslovakia,
May 1937 – March 1939



Avia B.534 3. série, Letecký pluk 4, 34. stíhací letka,
Hradec Králové, Czechoslovakia, August, 1937



B.534.186



Avia B.534 3. série, Letecký pluk 3, 37. stíhací letka, Piešťany, Czechoslovakia, Summer, 1938



Avia B.534 4. série, Letecký pluk 2, 36. stíhací letka, Olomouc, Czechoslovakia, Autumn, 1937



Avia B.534 4. série, Letecký pluk 4, 34. letka, Hradec Králové, Czechoslovakia, Summer, 1937



Avia B.534 4. série, Letecký pluk 3, 45. letka, Piešťany, Czechoslovakia, July, 1938



Avia B.534 4. série, IV. mezinárodní letecký meeting, Curych, Switzerland, 1937



Avia B.534 4. série, IV. mezinárodní letecký meeting, Curych, Switzerland, 1937



Avia B.534 4. série, Četnická letecká hlídka, Hradec Králové, Czechoslovakia, Summer 1937



Avia B.534 3. série, Slovenské Vzdušné zbraně, 1939 - 1941



Avia B.534 4. série, Slovenské Vzdušné zbraně, 1939-40



Avia B.534 4. série, Slovenské Vzdušné zbraně, letka 12, Eastern Front, 1941



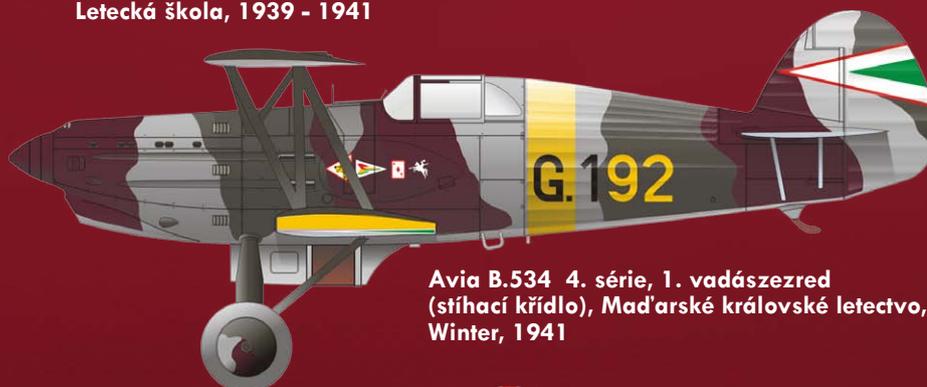
Avia B.534 4. série, Slovenské Vzdušné zbraně,
letka 13, Eastern Front, 1941



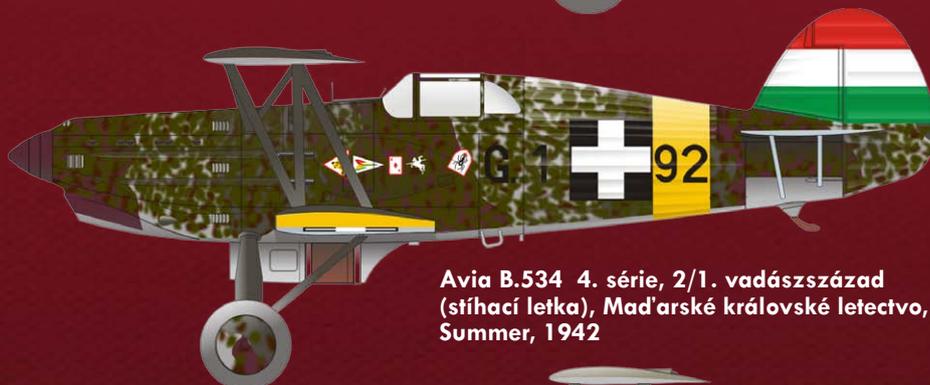
Avia B.534 4. série, Kombinovaná letka,
Tri Duby, September – October, 1944



Avia B.534 3. série, Slovenské Vzdušné zbraně,
Letecká škola, 1939 - 1941



Avia B.534 4. série, 1. vadászezred
(síhací křídlo), Maďarské královské letectvo,
Winter, 1941



Avia B.534 4. série, 2/1. vadászszázad
(síhací letka), Maďarské královské letectvo,
Summer, 1942



Avia B.534 3. série, Letecký pluk 3,
37. síhací letka, Piešťany, Československo,
Summer, 1938

MiG-15bis

1/144 Cat. No. 4442



- 5 markings
- photo-etched sets
- painting mask
- decals by Eduard

BUY MiG-15bis 1/144 

RECOMMENDED:
144007 MiG-15 (PE-set)

OTHER SUPER44



Cat. No. 4441



Cat. No. 4431



Cat. No. 4429

Bf 109E-7 trop

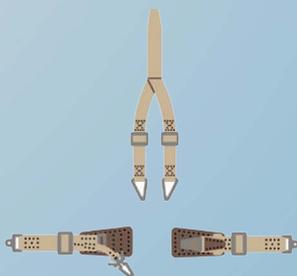
1/48, Cat. No. 84167

WEEKEND
edition

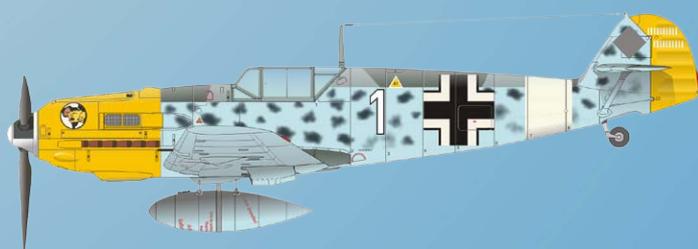


- 2 markings
- SUPERFABRIC seatbelts

BUY Bf 109E-7 1/48 



2./JG 27, Ain En Gazala airfield, Libya 1941



Flown by Oblt. Karl-Wolfgang Redlich, the CO of 1./JG27, Ain El Gazala, Libya, July, 1941

RECOMMENDED:

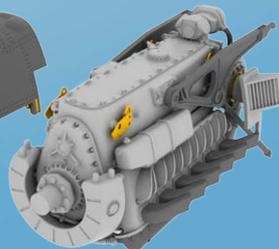
- 648058 Bf 109E wheels
- 648060 Bf 109E lafeta MG 17
- 648074 Bf 109E cockpit and radio compartment
- 648059 DB 601A/N engine
- D48013 Bf 109E stencils



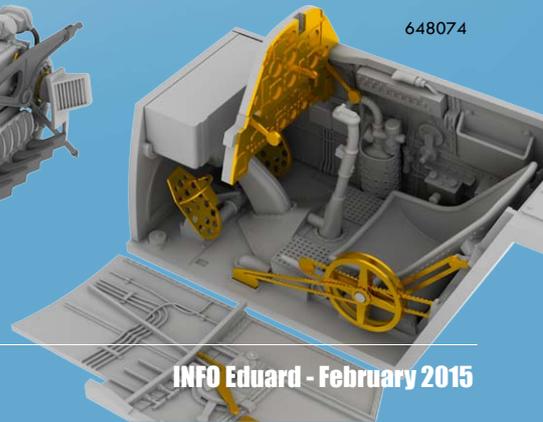
648058



648060



648059



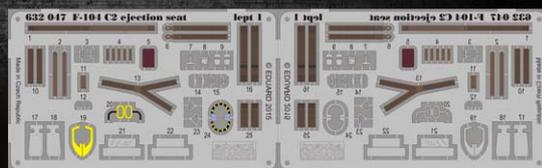
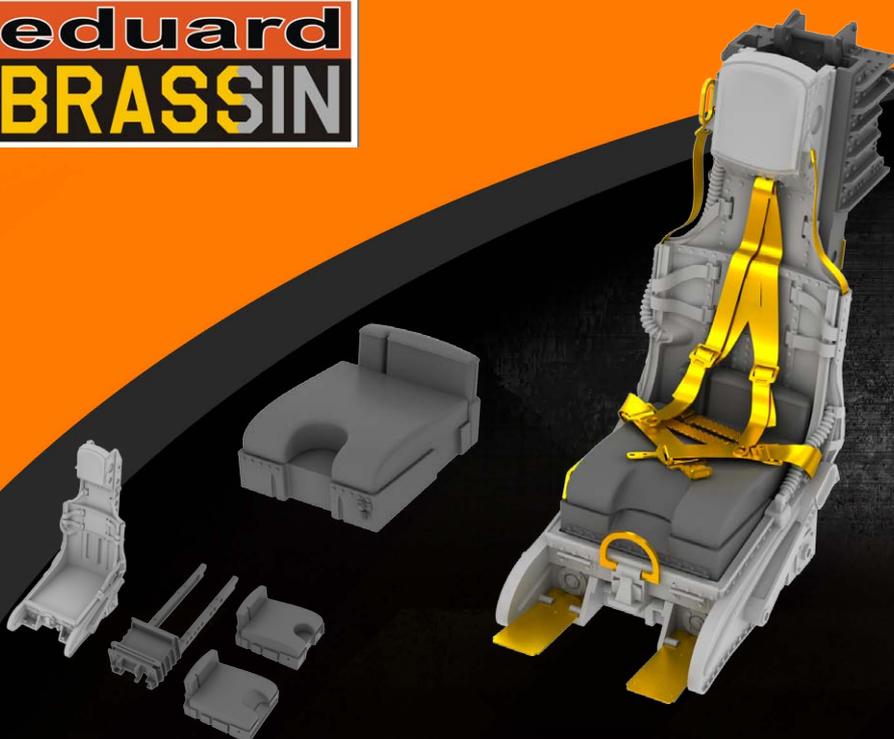
648074

632047
F-104 C2 ejection seat
1/32 Italeri

Resin seat for F-104 C-2 by Italeri in 32nd scale.

Set contains:

- resin: 4 parts
- decals: yes
- photo-etched details: yes



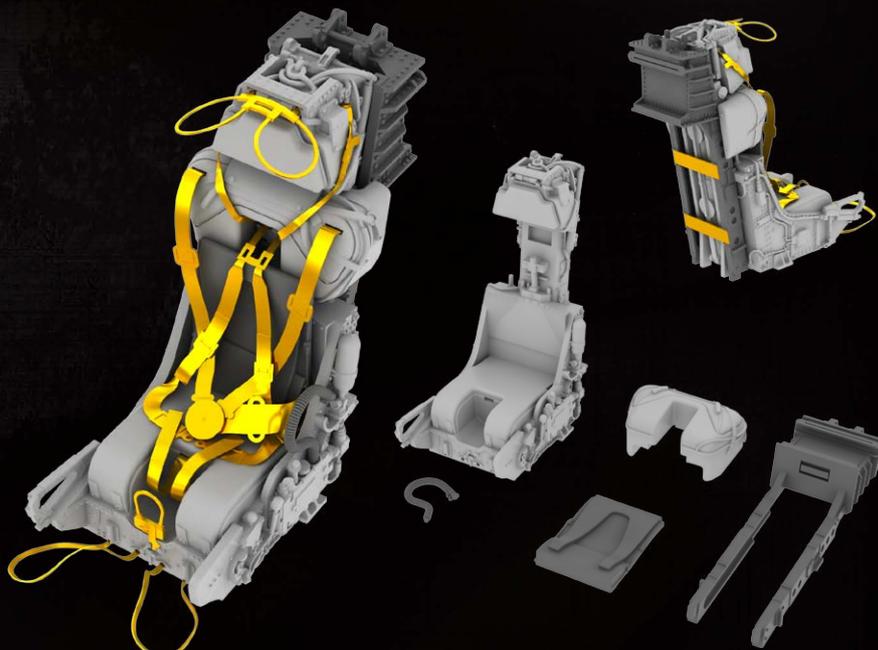
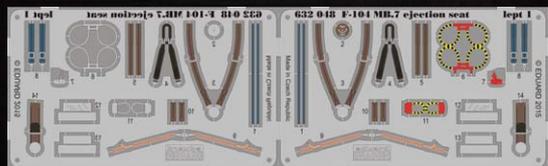
BUY F-104 C2 ejection seat 1/32

632048
F-104 MB.7 ejection seat
1/32 Italeri

Resin seat for F-104 MB.7 by Italeri in 32nd scale.

Set contains:

- resin: 5 parts
- decals: yes
- photo-etched details: yes



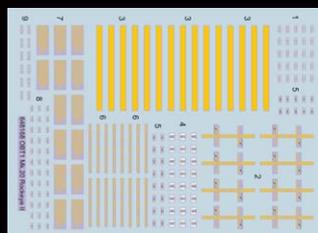
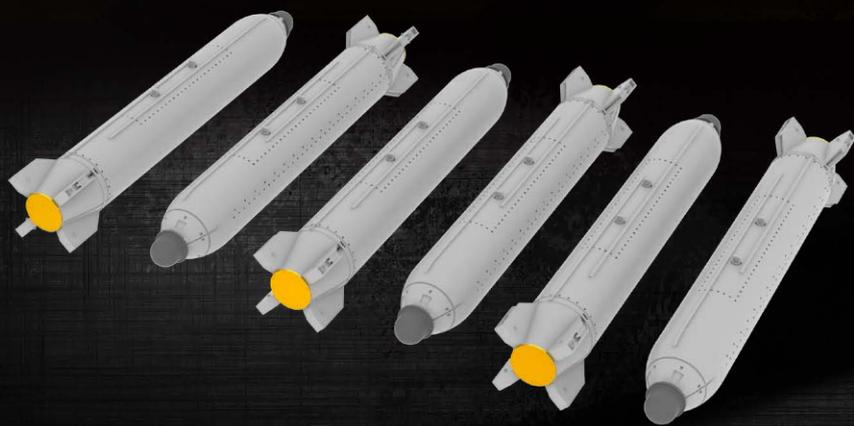
BUY F-104 MB.7 ejection seat 1/32

648168
Mk.20 Rockeye II
1/48

Brassin set of 6 pieces of Mk.20 Rockeye II bombs in 48th scale.

Set contains:

- resin: 12 parts
- decals: yes
- photo-etched details: yes



BUY Mk.20 Rockeye II 1/48

648191
B-17F/G engines
 1/48 Revell/Hasegawa

Brassin set of 4 engines for B-17F/G for Revell/
 Monogram scale kit in 48th scale.

Set contains:

- resin: 42 parts
- decals: yes
- photo-etched details: yes



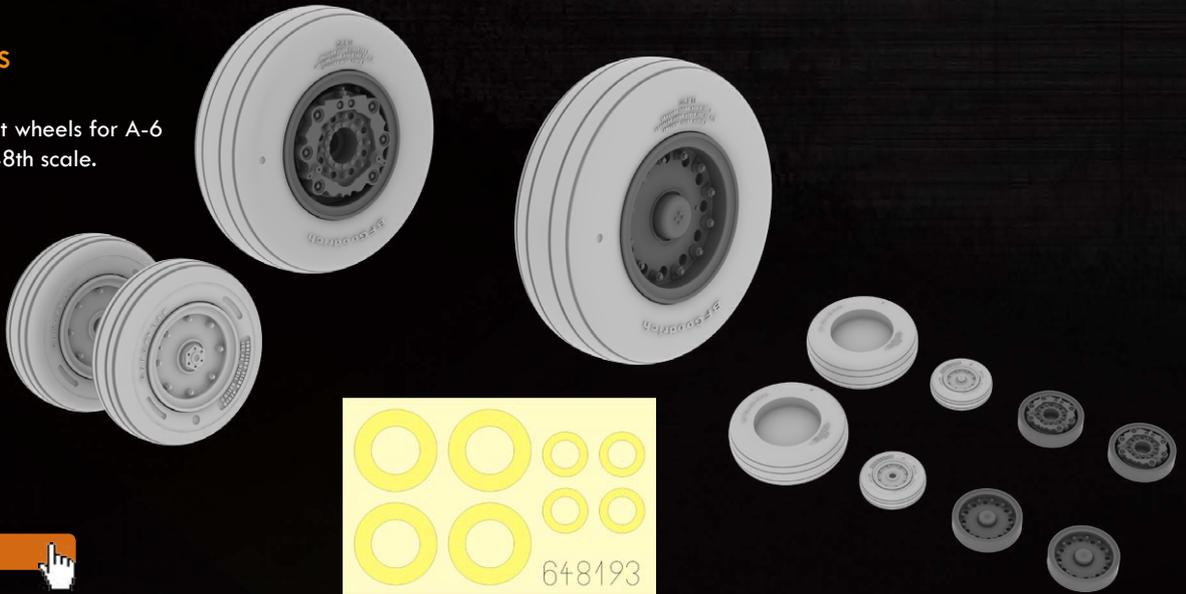
BUY B-17F/G engines 1/48 

648193
A-6 wheels
 1/48 Hobby Boss

Brassin set of main and front wheels for A-6
 scale kit by Hobby Boss in 48th scale.

Set contains:

- resin: 8 parts
- decals: no
- photo-etched details: no
- painting mask: yes



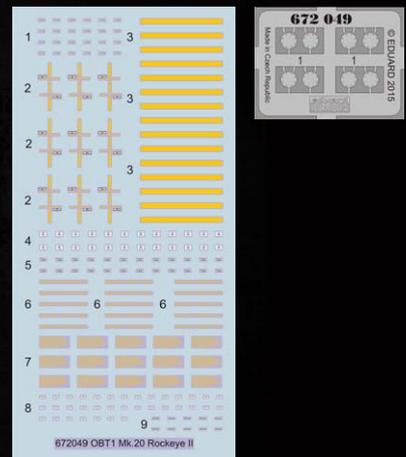
BUY A-6 wheels 1/48 

672049
Mk.20 Rockeye II
 1/72

Brassin set of 6 pieces of Mk.20 Rockeye II
 bombs in 72nd scale.

Set contains:

- resin: 12 parts
- decals: yes
- photo-etched details: yes



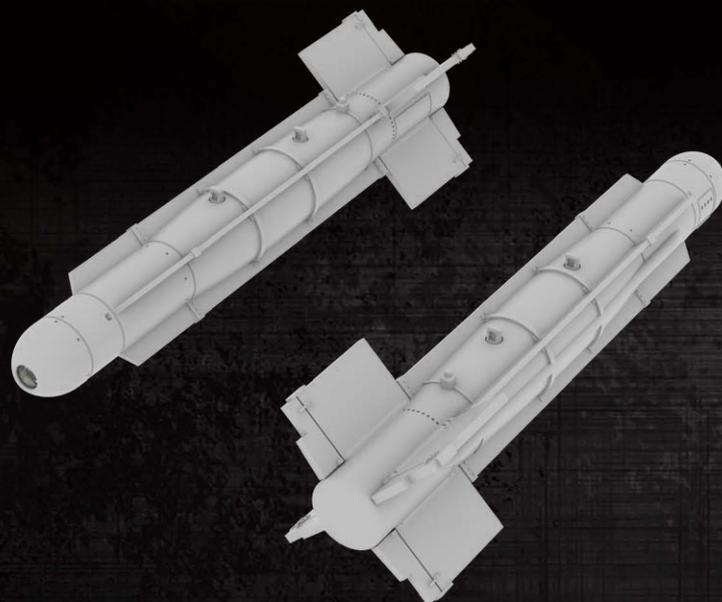
BUY Mk.20 Rockeye II 1/72 

672050 GBU-8/B HOBOS 1/72

Brassin set of 2 pieces of GBU-8/B HOBOS bombs in 72nd scale.

Set contains:

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



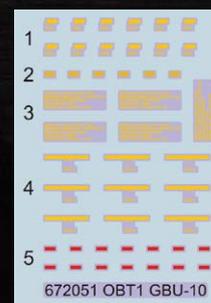
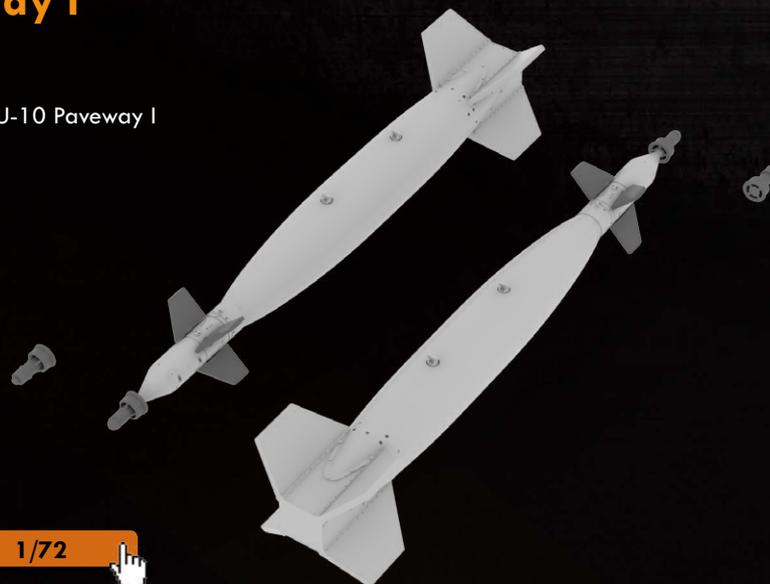
BUY GBU-8/B HOBOS 1/72

672051 GBU-10 Paveway I 1/72

Brassin set of 2 pieces of GBU-10 Paveway I bombs in 72nd scale.

Set contains:

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



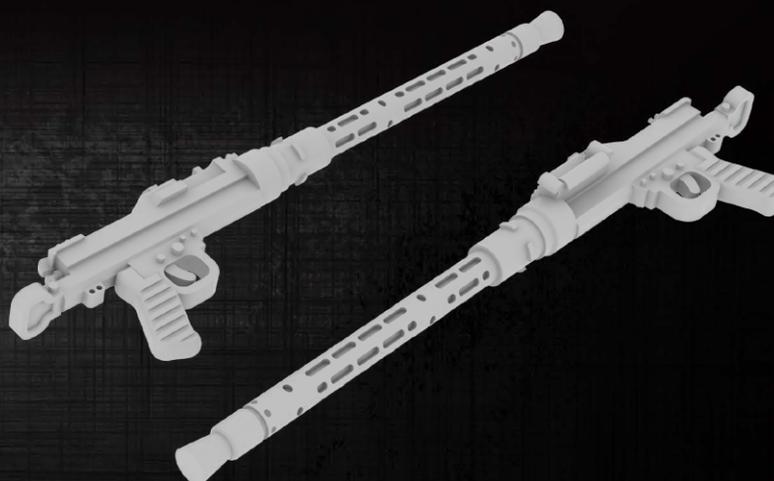
BUY GBU-10 Paveway I 1/72

672062 MG 81 gun 1/72

Brassin set of 2 pieces of german machine guns in 72nd scale.

Set contains:

- resin: 2 parts
- decals: ne
- photo-etched details: no

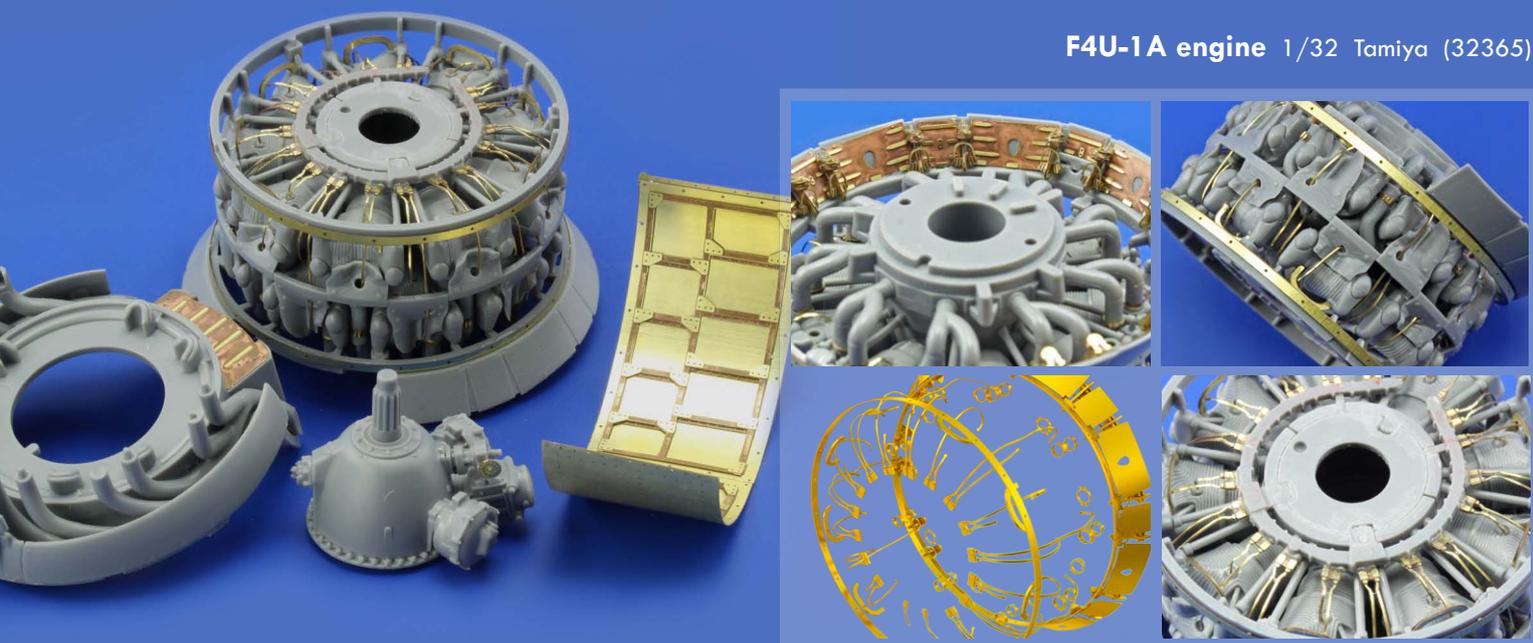


BUY MG 81 gun 1/72

PHOTO-ETCHED SETS AND MASKS

SELECTED

F4U-1A engine 1/32 Tamiya (32365)



F4U-1A exterior 1/32 Tamiya (32366)



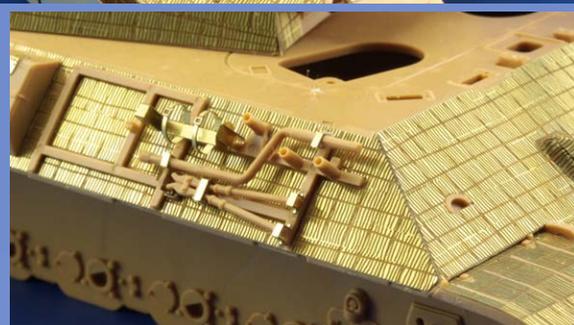
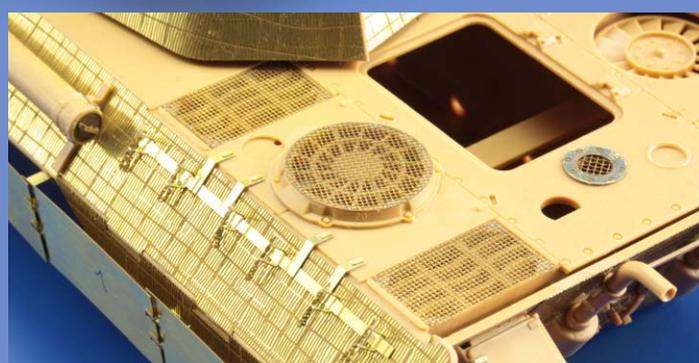
Do 335 exterior 1/32 HKM (32364)



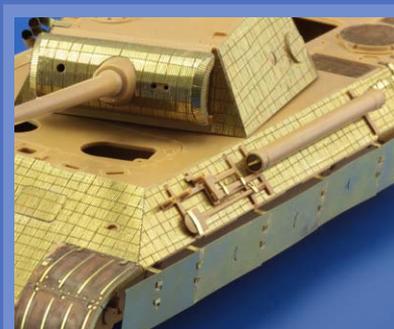
Pz.Kpfw.V Panther (Ausf.D) 1/35 Zvezda (36306)



Pz.Kpfw.V Panther (Ausf.D) Zimmerit 1/35 Zvezda (36308)



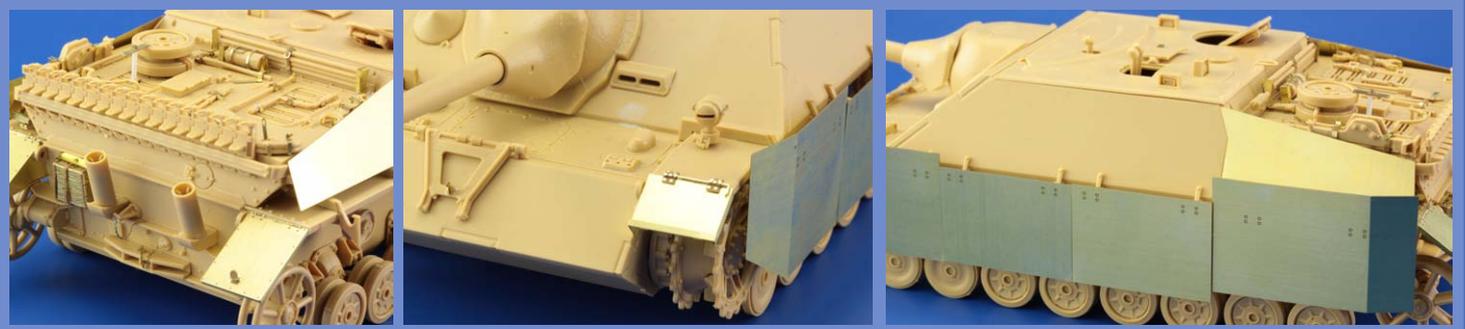
Pz.Kpfw.V Panther (Ausf.D) Schürzen 1/35 Zvezda (36307)



Jagdpanzer IV (70) Lang 1/35 Tamiya (36309)



Jagdpanzer IV (70) Lang Schürzen 1/35 Tamiya (36310)



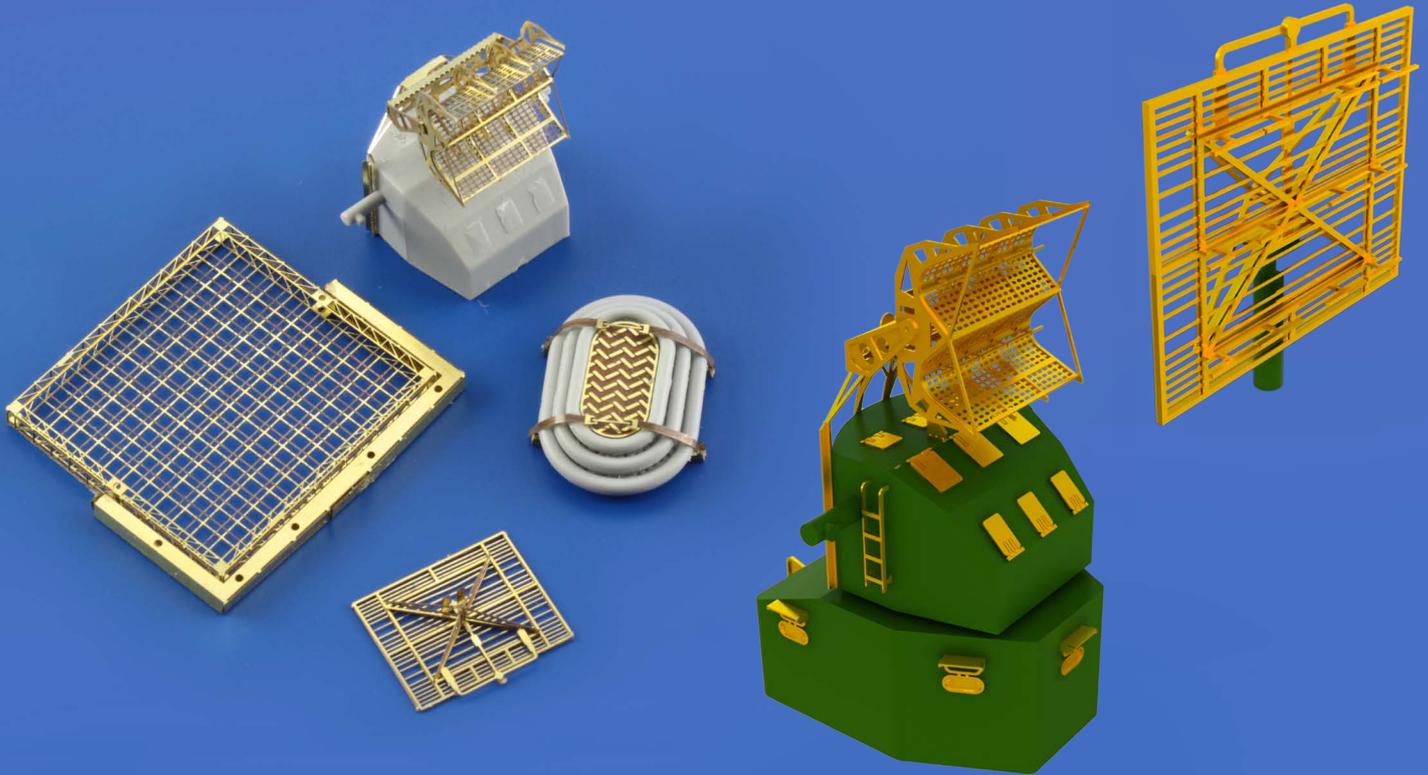
Gnat T.1 S.A. 1/48 Airfix (49707)



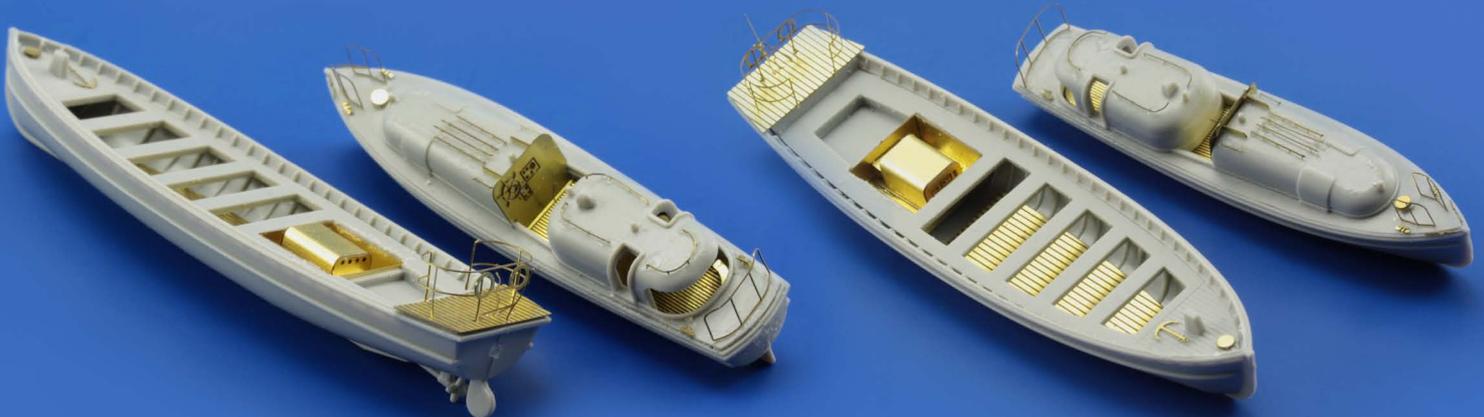
USS Hornet CV-8 part 1 - cranes 1/200 Merit (53128)



USS Hornet CV-8 part 2 - radar antennas 1/200 Merit (53129)

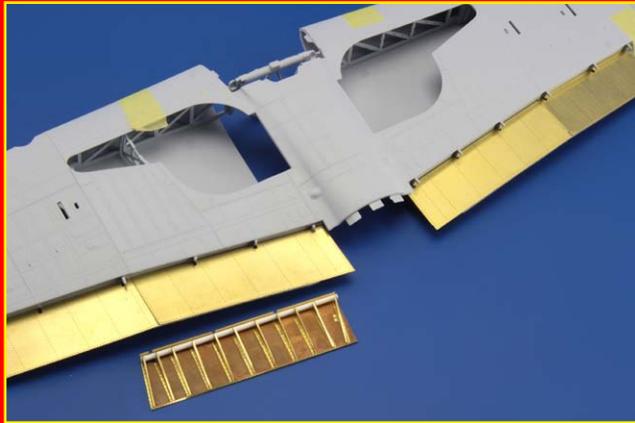


USS Hornet CV-8 part 3 - life boats 1/200 Merit (53130)



BIG ED

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



23018 Typhoon Mk.Ib landing flaps (BIG2401)



48826 PBY-5A floats (BIG49116)

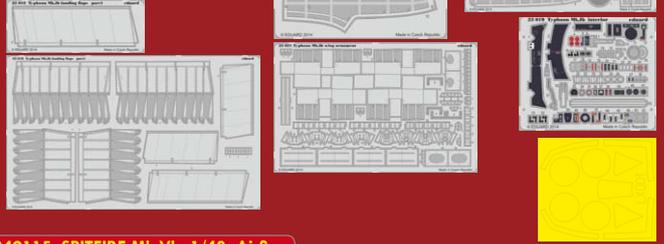


73507 F-35A S.A. (BIG7292)

- BIG2401 TYPHOON Mk.Ib 1/24 Airfix
- BIG49115 SPITFIRE Mk.Vb 1/48 Airfix
- BIG49116 PBY-5A 1/48 Revell
- BIG7292 F-35 1/72 Hasegawa
- BIG7293 F-15C MSIP II 1/72 Academy

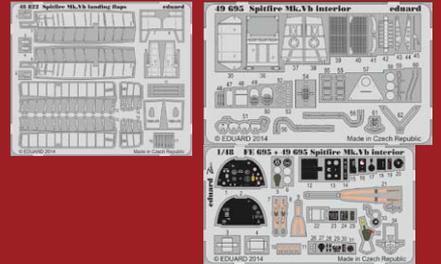
BIG2401 TYPHOON Mk.Ib 1/24 Airfix

- 23016 Typhoon Mk.Ib seatbelts
- 23017 Typhoon Mk.Ib engine
- 23018 Typhoon Mk.Ib landing flaps
- 23019 Typhoon Mk.Ib interior
- 23021 Typhoon Mk.Ib wing armament
- LX001 Typhoon Mk.Ib



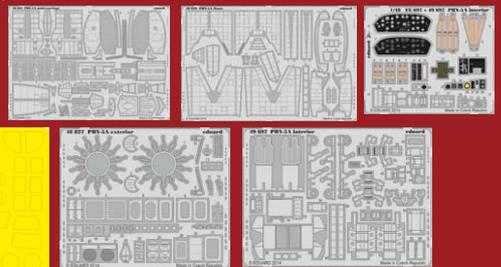
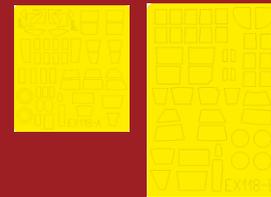
BIG49115 SPITFIRE Mk.Vb 1/48 Airfix

- 48822 Spitfire Mk.V landing flaps
- 49695 Spitfire Mk.Vb S.A.
- EX440 Spitfire Mk.V



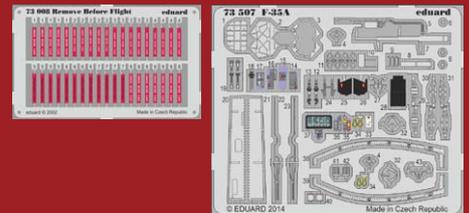
BIG49116 PBY-5A 1/48 Revell

- 48825 PBY-5A undercarriage
- 48826 PBY-5A floats
- 48827 PBY-5A exterior
- 49697 PBY-5A interior S.A.
- EX118 PBY Catalina



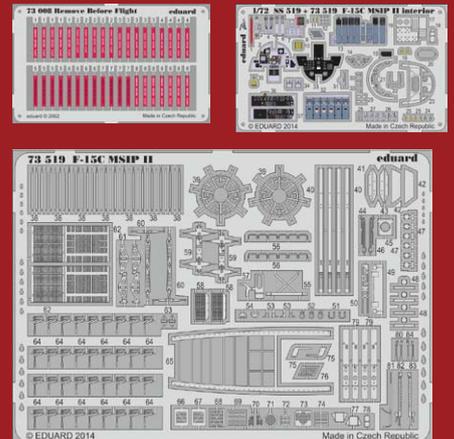
BIG7292 F-35 1/72 HASEGAWA

- 73008 Remove Before Flight
- 73507 F-35A S.A.
- CX399 F-35



BIG7293 F-15C MSIP II 1/72 Academy

- 73008 Remove Before Flight
- 73519 F-15C MSIP II S.A.
- CX400 F-15C MSIP II



RELEASES FEBRUARY 2015

KITS

4442	MiG-15bis Dual Combo	1/144	SUPER44
84167	Bf 109E-7 trop	1/48	Weekend
R0010	Avia B.534 Quattro Combo	1/72	Royal Class

PE-SETS

17037	Bismarck	1/700	Revell
17038	Tirpitz	1/700	Revell
32364	Do 335 exterior	1/32	HKM
32828	F4U-1A interior S.A.	1/32	Tamiya
32365	F4U-1A engine	1/32	Tamiya
32366	F4U-1A exterior	1/32	Tamiya
32367	Wires & Stretchers STEEL	1/32	
36306	Pz.Kpfw.V Panther (Ausf.D)	1/35	Zvezda
36307	Pz.Kpfw.V Panther (Ausf.D) Schürzen	1/35	Zvezda
36308	Pz.Kpfw.V Panther (Ausf.D) Zimmerit	1/35	Zvezda
36309	Jagdpanzer IV (70) Lang	1/35	Tamiya
36310	Jagdpanzer IV (70) Lang Schürzen	1/35	Tamiya
49707	Gnat T.1 S.A.	1/48	Airfix
53128	USS Hornet CV-8 part 1 - cranes	1/200	Merit
53129	USS Hornet CV-8 part 2 - radar antennas	1/200	Merit
53130	USS Hornet CV-8 part 3 - life boats	1/200	Merit
73029	Avia B.534 seatbelts SUPERFABRIC	1/72	Eduard
73521	Lightning F.6 S.A.	1/72	Airfix

ZOOMS

33144	F4U-1A interior S.A.	1/32	Tamiya
SS521	Lightning F.6 S.A.	1/72	Airfix

FE707	Gnat T.1 S.A.	1/48	Airfix
FE703	Bf 109E-7 Trop Weekend	1/48	Eduard

MASKS

CX408	Lightning F.6	1/72	Airfix
EX452	Gnat T.1	1/48	Airfix
EX454	JAS-39B/D Gripen	1/48	KittyHawk
JX176	F4U-1A	1/32	Tamiya

BIG ED

BIG2401	TYPHOON Mk.Ib	1/24	Airfix
BIG49115	SPITFIRE Mk.Vb	1/48	Airfix
BIG49116	PBY-5A	1/48	Revell
BIG7292	F-35	1/72	Hasegawa
BIG7293	F-15C MSIP II	1/72	Academy

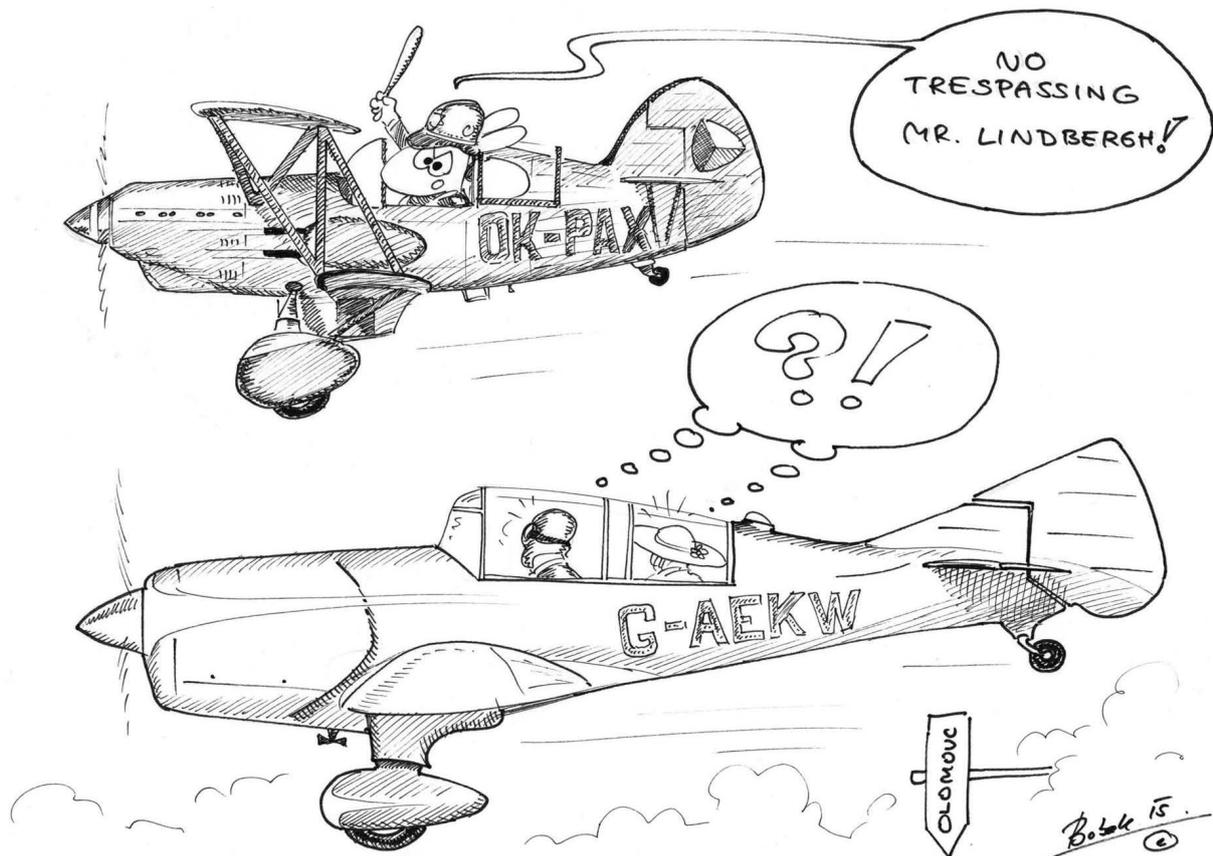
BRASSIN

632047	F-104 C2 ejection seat	1/32	Italeri
632048	F-104 MB.7 ejection seat	1/32	Italeri
648168	Mk.20 Rockeye II	1/48	
648191	B-17F/G engines	1/48	Revell/Monogram
648193	A-6 wheels	1/48	Hobby Boss
672049	Mk.20 Rockeye II	1/72	
672050	GBU-8/B HOBOS	1/72	
672051	GBU-10 Paveway I	1/72	
672062	MG 81 kulomet	1/72	

BUY / e-shop Eduard



E-BUNNY'S SQUAT



An Excerpt from
the publication
PĚTISTOVKA by
Jiří Vraný,
Igor Mrkvánek
and **Jaroslav Kreč**

pilot
Dimitra Spisarevského

Dimitr Spisarevski

Dimitri Svetozarov Spisarevski was born on June 20, 1916 in the town of Dobric and he can rightfully be considered the best known Bulgarian fighter pilot. In 1931 he became a cadet for pilot training. During officer, and later pilot training, there were periods of varying levels of acknowledgment of his remarkable skills as a pilot, being tempered by his pride, his sense of 'right' and his tendency for free thinking. The young Spisarevski often had issues with his superiors (conflicts arising from a confiscated radio) and was even relegated to an infantry unit, but did manage to finish his flight schooling. Unlike his superiors, his classmates held him in high regard. After completing basic aerial training, he and his class were sent to further their skills in Werneuchen in Germany, where in 1938, this was accomplished on Arado Ar 68s. He found conflict here as well, this time with his German instructors, after a fatal order given for flight during increasing foggy conditions led to the loss of two of the Bulgarian pilots in a collision. After his return from Germany at the end of 1939 he was promoted to Lieutenant and assigned to 232.Jato 2, a fighter unit stationed at Karlovo, and was flight leader of a Krilo (a three ship formation).

During a B.534 ferry flight from Bozuriste in Sofia on April 15, 1940, he led his three ship formation over the airfield at maximum speed and at only some thirty feet off the ground before landing. His commanding officer, Maj. Krsto Georgiev, was not as enthusiastic about the stunt and Lt. Spisarevski was grounded for fifteen days. In July, 1940, he was re-assigned to the newly formed 222. Fighter Jato 2 of the army air force, which flew from the base at Graf Ignatiev. His pride where his superiors were concerned was described by his friend and fellow unit member Ivan Atanasov: 'In June, 1940, I was performing an acceptance flight in a Dogan (the name given the B.534 in Bulgarian service), and although I no longer remember why, I switched the reserve fuel tank cock. Spisarevski then sat in the cockpit, taxied out



for takeoff, and rotated off the ground after a short run. He got to about thirty feet, and his engine quit. With absolute calm, I watched as the aircraft banked left and fell towards the ground. The impact ripped the landing gear off the aircraft, and bellied in with the tail high in the air. I saw Dimitri get out of the cockpit and light a cigarette. By the time I got over to him, I was out of breath and he barked at me 'you Macedonian maniac, you're gonna finish me! (Note 1).....' He returned the cock to the correct position, and told me to keep quiet about it. He then told the investigating team "yes....I damaged the landing gear, because I fly. It can't happen to you, because you don't!" The aircraft was repaired within three days.' On September 17, 1940, Bulgaria celebrated the reclaiming of South Dobrogea, until that time managed by Romania. Another 222. Jato pilot and officer Petr Kirov Petrov recounted: 'We were on alert, myself and Nikola Bonev, and all of a sudden, we saw 'Spaic' (Spisarevski's nickname) coming from the train station, out of breath. "Prepare another Dogan", he ordered the mechanics, "for a three plane flight!" We flew over Plovdiv, when it all turned into a circus! Acrobatics, attacks, maneuvering between hills.... The townspeople gathered below us and watched the spectacle, and I still had no idea why we were performing such actions over a town. Only after landing did Spaic, with a smile on his face and with evident delight, tell us the 'secret'. "Today, my brother, my homeland has gained its freedom! Dobric is again Bulgarian! Today, I'm buying!" And with that, he led us off to the village eatery, which was aptly named 'Letec' ('Flyboy'). The following day, he was punished by

the CO with a month's worth of grounding, and was given the mundane job of keeping inventory of the entire units' weaponry for good measure.

The following month, Spisarevski walked around like a storm cloud with files under his arm, and whenever he came across one of us, he would yell out '...all you had to do was put away pickles, and I can't fly all month! (Note 2)'" On December 1, 1940, during training of counter air defenses, he led 222.Jato fighters into simulated combat against Dornier Do 17s from the 5th Bomber Squadron. The Dogans conducted their attacks in pairs and in threes, and even as solo entities. Spisarevsky flew his biplane like a maniac, and over the course of continuous attacks from above and from the sides, he would come to within a few meters of the bombers. 'When we were returning from this 'combat', and approached Graf Ignatiev, Spisarevski ordered me by radio to position myself behind the final group, and then the entire colony of Dogans, led by his aircraft, began to climb. We copied every one of his maneuvers, and then, over the air field, we conducted a true 'circle of death'. Everyone below must've known that we were coming back as 'victors'. Immediately on landing, we were met by the livid Jato CO Todor Jordanov....."get over to Col. Sapunov's... he's gonna sing for you!" The Colonel was well known for his affinity for long, boring lectures made up of passages from military doctrine - this time concerning discipline. It was also clear that he had been informed of what went on around the bombers, because he finished off with the words "Boys, I do not want you to risk peacetime collisions with our own bombers. Save that for actual combat, with actual enemies." To that, Spisarevski responded "Colonel, rest assured that that is what we will do, should it become necessary."

After the quick victories of the Germans over Yugoslavia and Greece in April, 1941, the danger of air raids subsided. Bulgarian fighter units could conduct training in 'summer camps', where they could hone their skills with the help of German advisors. Knowledge of German proved handy for Spaic, but the same could not be said of new tactical and operational regulations. He would have preferred combat on a knight vs knight basis rather than as something that was organized with a long learning curve. At the end of the training,



Lt. Spisarevski (far left) during maintenance training for the B.534. (V. Čakov via J. Kreč)

his German advisor First Lieutenant Puhlinger thanked him for his translation help and praised his flying skills. As well-intentioned constructive criticism, he added: 'If you do not change your existing attitude, you will perish in your first combat.' Although that was not for another two and a half years, his prediction was on the button.

Spisarevski's career differed from that of the typical fighter pilot - from the summer of 1941, there was no function in which he lasted very long. He attended several courses, internships, went on developmental trips, passed from unit to unit, and apparently even, albeit temporarily, held staff positions. There is no denying that he was passed along much like the proverbial hot potato. In January, 1942, he was investigated for taking part in a brawl while on a visit to the Naval Casino in the port of Burgas. At the time, the Italian naval captain could not resist a derogatory remark at the expense of the Bulgarian pilots, which they could not allow to go unanswered. After, and as a result of, that incident, he was passed from the 6th Fighter Squadron as an instructor to the fighter training centre based at the air field of Dolna Mitropoliya in the spring of 1942. Here, he returned to flying the B.534 and Avia Bs.122 light training aircraft. The fateful page in Spisarevski's career was turned by the delivery of the Messerschmitt Bf 109G to Bulgaria, which began to arrive in February, 1943.

He returned to the 6th Fighter Squadron at Karlovo, where the new machines were based, and went through familiarization training. In November, 1943, he was assigned to 3/6 Fighter Unit at Bozuriste and on December 20th, he took off on his first and last combat mission. According to eye-witness accounts, Spisarevski's takeoff was delayed, and he did so alone sometime after the initial group of Messerschmitts took off. None of the Bulgarian pilots saw his final moments up close. Paradoxically, the most detailed account of what happened was written by Lt. John Mackenzie, a pilot of one of the escorting Lightnings that was shot down:

'About six minutes before I was myself shot down, I witnessed something horrible. I don't know if American pilots in Europe went through anything like it. With my own eyes, I saw a Bulgarian fighter peel away from a stricken and dropping bomber, and with an excess of speed got over another bomber and dove directly into him. The rudders came off immediately, and the fuselage of the bomber broke apart. It was one of our best bomber crews.' There is no doubt that the Bulgarian fighter was piloted by Dimitri Spisarevski. He did not survive the Taran attack. His victim was B-24J-45-CO Liberator s/n 42-73428 of the 376th BG, 515th BS named 'Big Nig'. Nine of the ten crew members were killed, one was taken prisoner. The remains of the bomber fell at Pancerev.

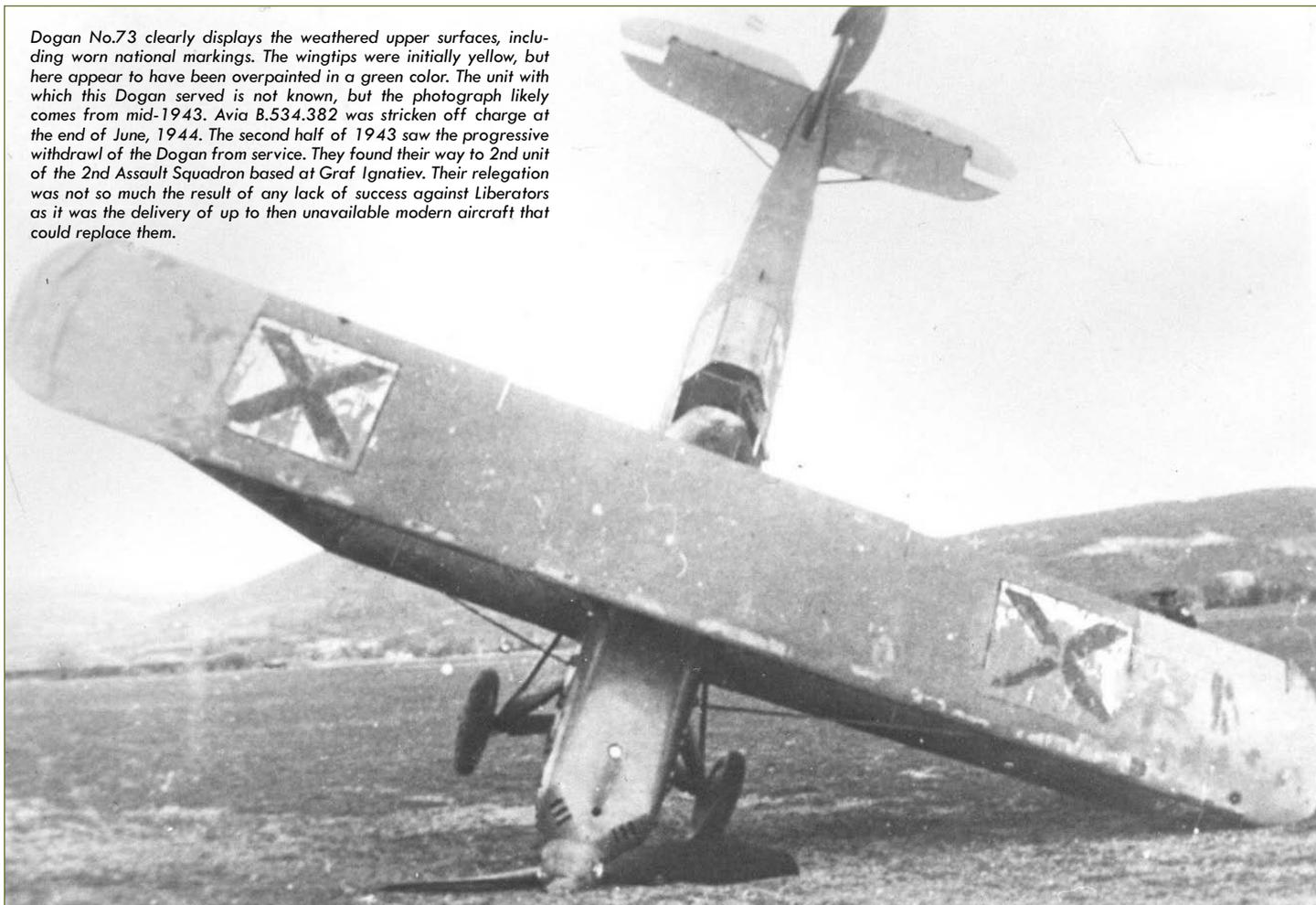
Note 1: Spisarevski dubbed his friend 'Macedonian Maniac', because one of the main things that brought them together was the fact that although they were both Bulgarian, they both hailed from a 'foreign' land; Spisarevski from Romanian Dobrogea, and Atanasov from Yugoslavian Macedonia.

Note 2: Spisarevski's commentary comes from other pilots who tended towards military laxness. They were often punished by a day in the field picking cucumbers. Hence, the pickle comment.



1st Lt. Puhringer (left) and Dimitri Spisarevski during flight training. (V. Čakov via J. Kreč)

Dogan No.73 clearly displays the weathered upper surfaces, including worn national markings. The wingtips were initially yellow, but here appear to have been overpainted in a green color. The unit with which this Dogan served is not known, but the photograph likely comes from mid-1943. Avia B.534.382 was stricken off charge at the end of June, 1944. The second half of 1943 saw the progressive withdrawal of the Dogan from service. They found their way to 2nd unit of the 2nd Assault Squadron based at Graf Ignatiev. Their relegation was not so much the result of any lack of success against Liberators as it was the delivery of up to then unavailable modern aircraft that could replace them.





Dogan No.31 belonging to 2/2 Squadron was photographed at Vrazdebna Air Field in November, 1944. By this time, the Bulgarians had turned on their former Nazi allies and the aircraft was available for action against retreating German forces. Combat missions were undertaken between the 10th of September

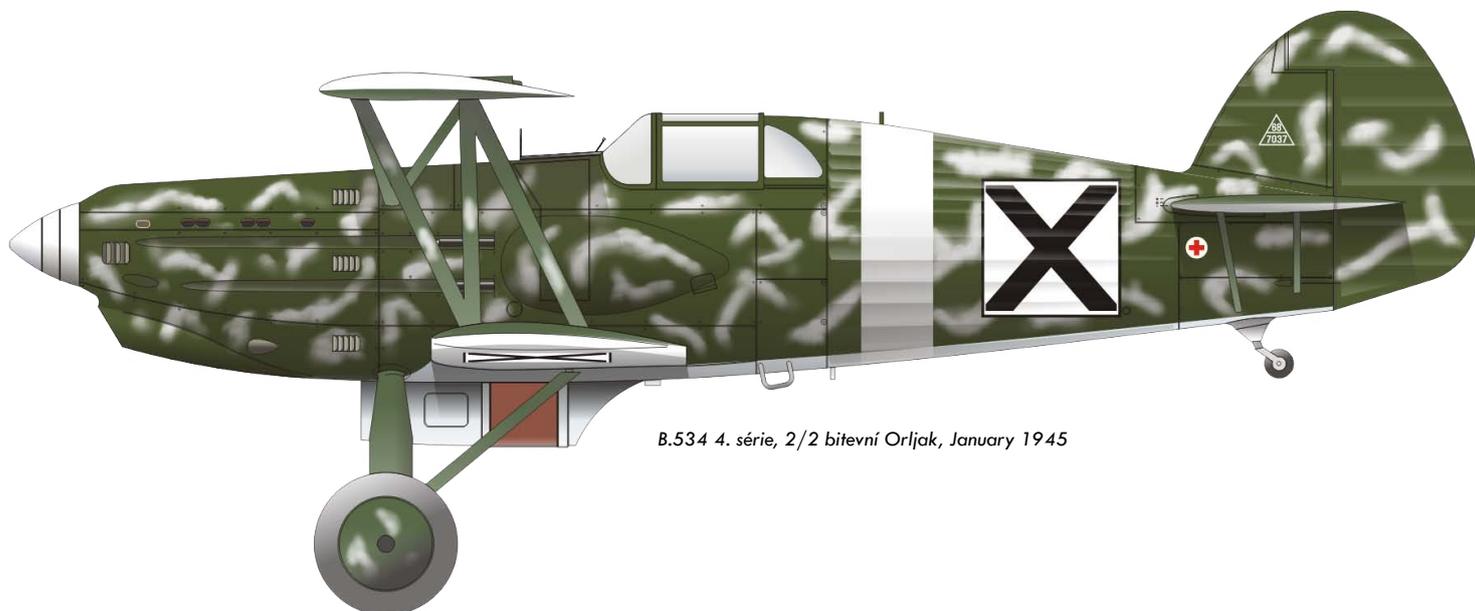
and November 12th, which is the final date of action noted in the logs. Typically, the missions consisted of attacks on retreating convoys, artillery batteries and trains. A minimum of three Dogans were shot down during this timeframe. The aircraft was camouflaged for winter ops, receiving a grey squiggle pattern applied to

all green surfaces of the aircraft including the struts and bottom surface of the top wing. This was topped up with identification markings in white. This was applied to the spinner and the wingtips on the bottom of the lower wing and top of the upper wing.

(J. Vraný via J. Kreč)



Another Dogan with winter marking.
(M. Ovčáček)



B.534 4. série, 2/2 bitevní Orlijak, January 1945

During the summer and second half of 1943, the Dogans went through two further phases of operational use. First, several 2/2 Assault Squadron aircraft were employed from the occupied Serb airfield at Nis for anti-partisan missions between July and August, 1944. This unit was effectively destroyed by American bombings at the end of August. On September 9, 1944, there was a change in

leadership and Bulgaria joined the side of the Allies. Combat was undertaken immediately. This Dogan took part in combat missions against German units beginning in September, 1944. At the end of October, it received a winter camouflage scheme consisting of the addition of sprayed on light grey squiggles over the green base. Identification markings were in white. The undersurface color is not

certain, but it could have been a faded silver color, or a light blue. One of the most active pilots of 2/2 Assault Squadron was its CO, Cpt. Cvjatkó Kólev, who took part in the majority of the first phase of operations, some days flying reconnaissance missions alone, with the last serviceable Dogan. He often returned sporting bullet holes in his aircraft.



Avia B.534

ROYAL CLASS
eduard.

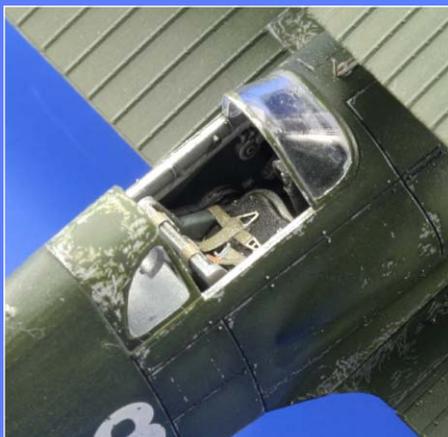


**Avia B.534 4. série, Kombinovaná letka,
Tri Duby, September – October, 1944**

The famous B.534.217 flown during Slovak National Uprising is not well documented, only few photos exist. We offer decals for various tactical marking (S-13 & S-18), serial numbers (214 & 217) and national markings (red & blue outline, two options for right side of the rudder, crosses/hills printed separately). The appearance depicted in this page is based on our research.

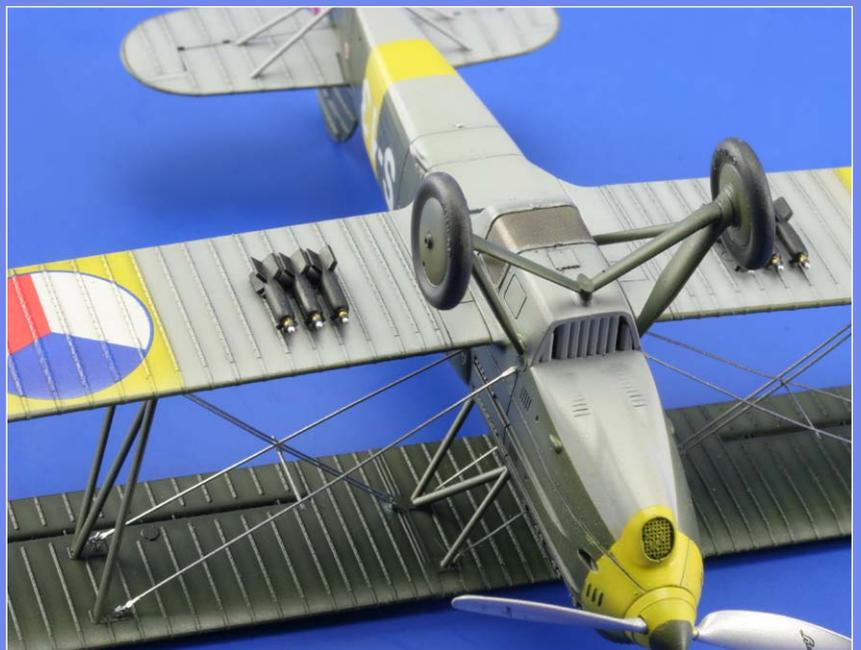
1/72

built by Petr Zatiřepálek



BUY Avia B.534 1/72





Avia B.534

ROYAL CLASS
eduard.



Avia B.534 4. série, IV. mezinárodní letecký meeting, Curych, Switzerland, 1937

1/72

built by Petr Zatléřpálek

BUY Avia B.534 1/72





BUILT

Avia B.534

ROYAL CLASS
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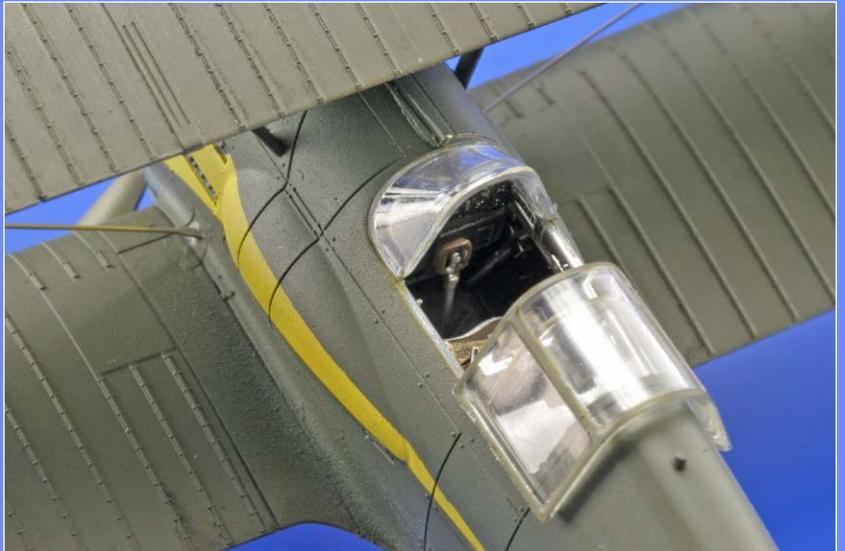
Avia B.534 4. série, 112. stíhací Jato,
Sofia - Božurište airbase, 1941

1/72

built by Jakub Nademlejnský

BUY Avia B.534 1/72





ON APPROACH

BIG ED (March)

- BIG3348 Do 335B 1/32 Hong Kong Models
- BIG49117 TYPHOON Mk.Ib Bubbletop 1/48 Italeri/Hasegawa
- BIG49118 SEA HARRIER FA2 1/48 Kinetic
- BIG7294 STIRLING Mk.IV 1/72 Italeri/Hasegawa

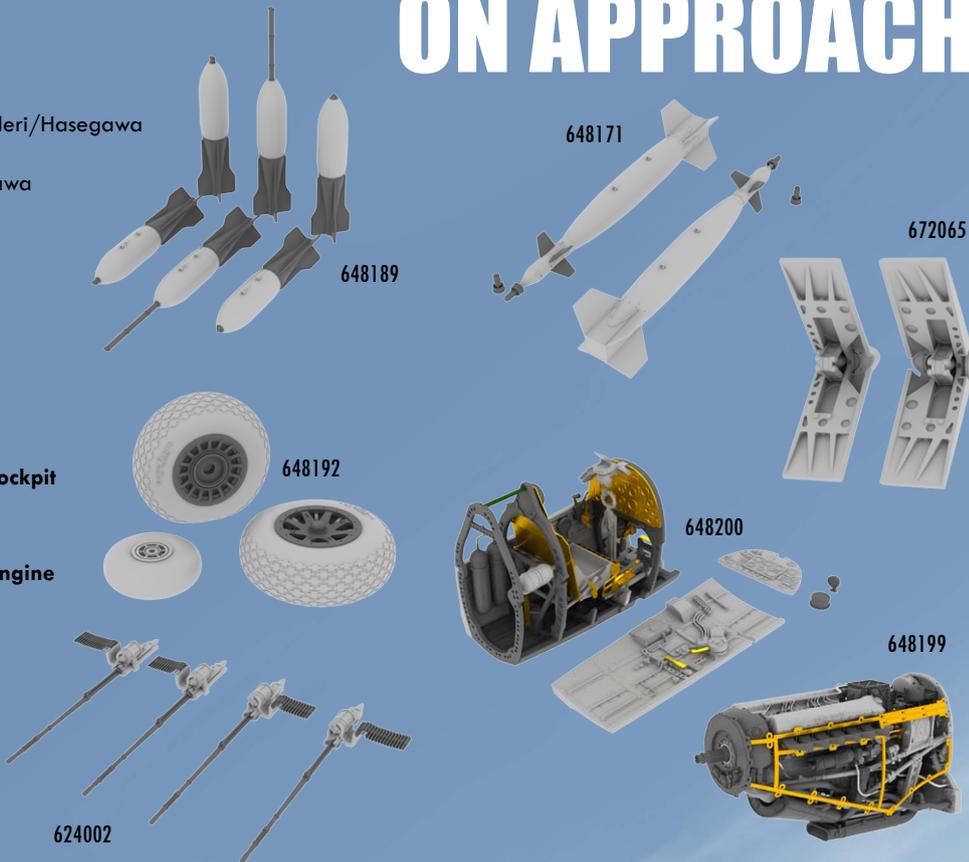
BRASSIN



(March)

- 648189 **M117 bombs late**
1/48
- 648171 **GBU-10 Paweway I**
1/48
- 648192 **PBY-5A wheels**
1/48 Revell
- 632050 **Do 335 exhaust stacks**
1/32 Hong-Kong Models
- 672065 **F-16 airbrakes**
1/72 Tamiya

- 624002 **Typhoon guns**
1/24 Airfix
- 648199 **Spitfire Mk.VIII cockpit**
1/48 Eduard
- 648200 **Spitfire Mk.VIII engine**
1/48 Eduard



KITS (March)



7427
L-39ZA
1/72 Weekend

8231
MiG-21MF
REEDITION
1/48 ProfiPACK



8284
Spitfire Mk.VIII
1/48 ProfiPACK

PHOTO-ETCHED SETS (March)

PE-SETS

53131	USS Hornet CV-8 part 4 - Oerlikon AA guns	1/200	Merit
53132	USS Hornet CV-8 part 5 - AA quad and 5 in guns	1/200	Merit
53133	Musashi 1/350	1/350	Tamiya
53134	Musashi railings	1/350	Tamiya
53135	Musashi floor plates	1/350	Tamiya
36312	Sd.Kfz.251/1 Ausf. B	1/35	Zvezda
36313	M-ATV MRAP exterior	1/35	Panda
36314	M-ATV MRAP interior S.A.	1/35	Panda
32829	F4U-1A placards	1/32	Tamiya
48834	Spitfire Mk.VIII landing flaps	1/48	Eduard
48835	Spitfire Mk.VIII surface panels	1/48	Eduard
49074	Spitfire Mk.VIII seatbelts SUPERFABRIC	1/48	
49708	Spitfire Mk.VIII	1/48	Eduard
49709	JAS-39B/D S.A.	1/48	KittyHawk
72596	Do 17Z bomb bay	1/72	Airfix
72597	Do 17Z landing flaps	1/72	Airfix
72598	Blenheim Mk.IVF landing flaps	1/72	Airfix
72599	Blenheim Mk.IVF exterior	1/72	Airfix
73030	L-39 seatbelts SUPERFABRIC	1/72	Eduard
73522	Do 17Z S.A.	1/72	Airfix
73523	Blenheim Mk.IVF interior S.A.	1/72	Airfix

ZOOMS

FE709	JAS-39B/D interior S.A.	1/48	KittyHawk
SS522	Do 17Z interior S.A.	1/72	Airfix
SS517	L-39ZA Weekend S.A.	1/72	Eduard

