

INFO | Eduard

199

e-magazine FREE ■ Vol 25 ■ September 2026



eduard

INFO | Eduard

e-magazine FREE ▪ Vol 25 ▪ September 2026

199



© Eduard - Model Accessories, 2026

FREE FOR DOWNLOAD, FREE FOR DISTRIBUTION!

This material may only be used for personal use. No part of the text or graphic presentations can be used in another publication in any other media form or otherwise distributed without the prior written permission of Eduard - Model Accessories and authors involved.

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

A P-51 Mustang is shown in flight, viewed from the side and slightly from behind. The aircraft is white with dark blue stripes and a large white star on the fuselage. It is flying over a range of rugged, snow-capped mountains under a clear blue sky.

SEPTEMBER 2026

CONTENT

4 ■ EDITORIAL

8 ■ ARTICLES

Mr. Hobby Paints (GSI Creos)
CONSOLIDATED OA-10A CATALINA
Republic of Singapore Air Force
The Air War in Ukraine -
The First Confirmed Kill credited to a F-16
Canada 2002

40 ■ BOXART STORY

Avia C-10/S-99 - The First Czechoslovak 109s
The Fighting Eight
The Kaczmarek

44 ■ KITS

Sharks and Stallions Limited 1/48
Bf 109K-4 ProfiPACK 1/72
F6F-3 Hellcat ProfiPACK 1/72 Re-Release
A6M2 Zero Type 21 ProfiPACK 1/48 Re-Release

64 ■ BRASSIN

74 ■ SPACE

82 ■ BUILT

P-51B Mustang 1/32
Tiger 3366 1/48
P-40N Warhawk 1/48

94 ■ ON APPROACH - October 2026

107 ■ TAIL END CHARLIE

EDITORIAL

Good Day, Dear Friends

I wrote the editorial for the last issue on a flight to Chicago, and today, you might expect that I am writing the next editorial on the flight back from Chicago. Such is not the case. I have been home for two weeks now and I am writing in my armchair in front of the TV, a tennis match as my background, the first rounds of the US Open. That is also one of the traditions, for me it is a kind of echo of the American trip. Once upon a time, when the RICHTA show was still held in Chicago every autumn, a kind of small American equivalent of the Nuremberg Toy Fair, the US Open at the beginning of September was for me a relaxing distraction before the next trip to the States. But RICHTA has been unfortunately a thing of the past for many years. There is not much left of the model industry in America, it fell victim to deindustrialization in the late nineties and early 2000s, and it does not look like it is in danger of returning. So we will at least try to prevent the model business in Europe from suffering the same fate. Fortunately, model making in America is still holding up and the annual summer IPMS USA National Convention remains probably the world's largest model making exhibition, with a great organization and positive atmosphere. This year was no different and for me this exhibition is the best thing about America that a modeler can experience. Especially if they don't limit themselves to the exhibition and competition itself, and also look around a bit. And then, my friends, you will be amazed at what



you can see in America! A short distance from Fort Wayne is the museum in Dayton, one of the largest aviation museums in the world, if not the largest of all. Well, it's such an American piece of the journey, it took about three hours there and three hours back, but believe me, it's worth it! By the way, we offer you a small sample from the Dayton USAF Museum in today's newsletter. We didn't actually go to Dayton this year, having been there quite recently, but our colleagues from Special Hobby did go and Fredy was kind enough to take pictures of two exhibits there for us. Today, we have a collection of Catalina pictures for you, and the second collection is the basis for a discussion about the feasibility of a potential project. After all, even without a trip to Dayton, we drove a little over 3,000 kilometers this year, we drove through five American states and two Canadian provinces. In Canada, we then visited the aviation museum in Ottawa, which is not as large as Dayton, but the quality and

points of interest of the exhibits are comparable. Our Canadian program was very action-packed and inspiring. I think it will also have a positive influence on the composition of our future production. Thank you to everyone who was with us in Fort Wayne and who visited us there, thank you to everyone who took care of us in Ottawa and at the base in Petawawa! For myself, I would especially like to thank the care that our American team members Jakub, Standa and Katka gave me, thank you to Mark Copeland for his help and his selfless intervention at the right time, and thank you to Robin Purgin for the great Canadian program and Canadian inspiration!

One of today's articles is somewhat related to our Canadian trip, describing a now historic trip by the well-known Czech pilot and modeler Milan Simr to Canadian air bases. Milan completed it in Canada a quarter of a century ago, we were at a Canadian base this year, and when I read Milan's article, I was very keenly aware that although much has changed in those twenty-five years, the important things remain the same.

So, enough small talk; let's get to the news. There is not as much as usual, but it is after the summer holidays, a period of relaxation, trips and limited production capacities which is now over, so we will do some catching up in the following months. We only have two actual new kits in September, the 72nd scale Messerschmitt Bf 109 K-4 in the Profipack line, and the 48th scale P-40N and P-51B in the Limited



Edition Dual Combo Sharks and Stallions, dedicated to operations in China and the CBI, China Burma India Area of Operations, in general. So yes, it's a Messerschmitt again and a P-40N again and a Mustang again, but I still believe you'll like these kits. And that the second one will be appreciated especially by those who have lamented that we prioritize aircraft from the European operational area, while neglecting the CBI and the entire Far East in general. So take note, we don't neglect anymore, and we don't discriminate at all against anyone. Additionally, in September we will be re-releasing the A6M2 Zero Model 21 in 1:48 and the F6F-3 Hellcat in 1:72. Both of these kits are Profipacks.

It is not so lean with accessories, new items being released is traditionally extensive. I would especially point out the 1:32 scale Meteor Mk.8 and Meteor FR.Mk.9 masks and photoetched sets for the Revell kits and the extensive collection of 1:48 MiG-17 sets for the Kinetic item. Today's new releases also include the long-awaited MiG-21F 1:48 landing gear kit (Eduard), the MiG-21R 1:72 cockpit kit (Eduard), which is interesting in that it's part cast and part 3D printed, as well as the Space set and the steel etched seatbelt set for the new P-51B in 1:32 from our Eduard Hybrid range. Also of interest are the printed F/A-18A/C 1:48 exhaust nozzles for the Kinetic kit, and thus also for our Hornet Legacy kit, released in May's Limited Edition release based on Kinetic's moldings. Also on

offer are some new smaller 1:48 scale combat vehicle kits and two 1:32 scale printed tank track kits for the KV-2 and T-34 tanks. The full range of add-on kits for September 2026 is definitely worth exploring!

Various interesting things will happen in September, as has become a custom. This week, the pre-order of the 48th scale A-20G in the HKM - EDUARD line ended. We will be releasing this kit in truly limited quantities, as befits a Limited Series kit. The total number of kits released will depend on the number of units ordered in advance and the amount of orders from our distributors and retailers. If you haven't ordered this kit from us and are interested in it, don't hesitate to buy it as soon as it is available in model shops.

Next week we will start shipping the pre-ordered F-35A 1/48 weapon bays. We are a little late, we originally expected to ship pre-orders by the end of August. The reason for the delay is a change and adjustment to the packaging system, where the parts of this set are packed in a foam board with cut outs custom fit for the part. We are doing this practically for the first time with this set, it is a pilot project, the results of which will probably significantly affect the way Brassin sets and kits of the Hybrid series are packaged in the future.

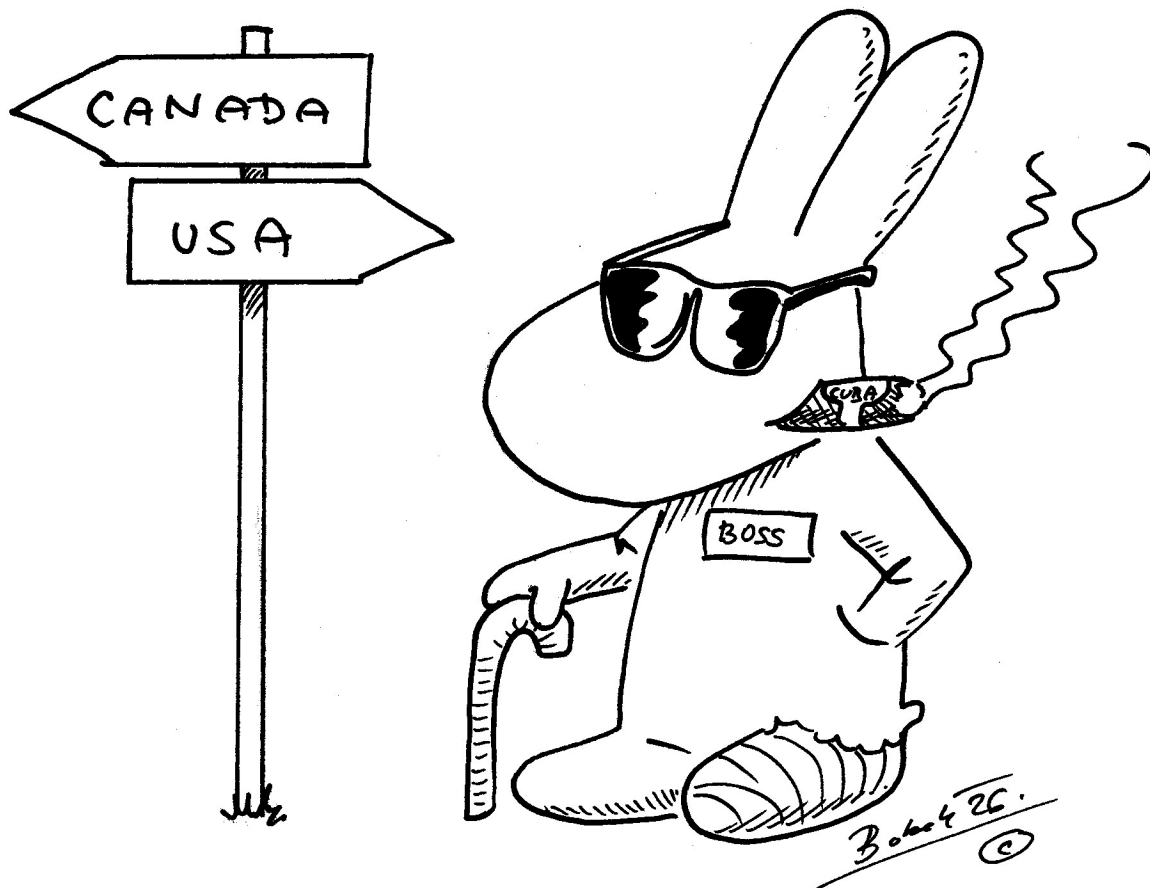
In the second half of September, on September 17th to be exact, another pre-order will begin, this time for the Royal Class Dual Combo MiG-15/MiG-15bis in 1:48. We will keep you

updated on the further content of this kit, especially on Facebook. As part of this pre-order, it will also be possible to order additional sets for the MiG-15 and 15bis kits. The pre-order will end on the last day of September.

We will also be at several shows in September. I will be in Šumperk this week and someone from our company will be at the National Championship in Vyškov in the middle of the month.

In mid-September, the shipment of new items for October will also begin. The main October kit release will be the premiere Profipack Spitfire Mk.Ia 1:72. It will again have a positively riveted fuselage and I am curious to see what modelers will say about it. We have redesigned the fuselage and put in a lot of effort to ensure that the rivets are identical across the entire rear of the fuselage. For fans of 32nd scale models, the main new release will be another kit from the Hybrid series, this time it will be a standard kit of this series, without a publication, without a pilot figure, with five decal options and one version of the Birdcage cockpit canopy. The second version of the P-51B with the Malcolm Hood will be released a month later, in November. Both versions will differ in a few more details in the 3D print assembly, and they will also be cheaper. They will also bring one surprise, but I will save that for next time.

Happy Modelling!!
Vladimir Sulc



ALWAYS NEW MODELS, MASKS ACCESSORIES, DECALS

MN-MODELAR

follow us



-60%

-60%

100% OF GOODS IN STOCK, WE SHIP IMMEDIATELY

info@mn-modelar.cz

www.mn-modelar.com

Nachtjagd Over the Eastern Front

Now Available!

The Air War Publications team is very pleased to announce the release of our latest book, *Nachtjagd Over The Eastern Front* by Sven Carlsen, Morten Jessen and Adam Thompson.

This hardcover book is 316 pages, complemented by 242 photographs, including many never-before-published images. There are also 19 wartime illustrations, 12 aircraft profiles by Claes Sundin, and 22 of Morten's excellent maps. The text is bolstered by the inclusion of numerous first-hand accounts from men involved in the events described. There is plenty of interesting material for scale modelers and Luftwaffe researchers alike.

The renowned Nachtjagd historian and researcher, Theo Boiten, had the following to say about the book: *"I received a copy of the book and I can say that the team of authors have succeeded in writing THE benchmark book on the history of the Ostfront Nachtjagd, I am hugely impressed and have sent Morten my warm congratulations on this achievement. It is much more comprehensive than I was able to do in the Nachtjagd Combat Archive series. I wish it every success and hope it will find a wide readers audience!"*

The story of Luftwaffe night fighter airmen and their operations on the Eastern Front is one that defies the traditional stereotype of the Germans as well-organised and meticulous planners. Instead, it emphasises their successful improvisation in the face of unanticipated problems and a very tough Soviet opponent.

Luftwaffe night fighter units on the Eastern Front were forced to cover thousands of kilometres of frontline and rear areas with a limited number of aircraft and crews. Despite the many challenges they faced, the Luftwaffe personnel engaged in these operations persevered, and several pilots rose to prominence, claiming the same degree of success as their Western comrades-in-arms.

The book can be ordered from our website:

<https://airwarpublications.com/product/nachtjagd-over-the-eastern-front/>

Air War
Publications



Mr. Hobby Paints (GSI Creos)

Josef Blažek



Mr. Color paints (C series)

In the last issue of Info Eduard, we took a detailed look at a new product on the market - Mr. Color GGX paints from GSI Creos/Mr. Hobby, which offer exceptional coverage with a significantly lower odor than we're used to with lacquer paints. However, to fully harness the potential of this new generation of lacquers, it's important to understand where they fit within the Japanese manufacturer's extensive product lineup. In today's article, we'll therefore focus on the key differences between individual Mr. Hobby products and their compatibility. We'll take a closer look at the traditional and well-known Mr. Color lacquers (classic synthetic lacquer paints) from the C series and their premium GX variants. At the same time, we'll compare them with the user-friendly Aqueous Hobby Color acrylics (H series).

The Legendary "C Series"

The basic Mr. Color line (known among modelers as the C Series) embodies an absolute classic and has formed the backbone of many modelers' kits for decades. The history of these paints is quite long. The roots of this series date back to the 1960s, when interest in plastic model building was growing rapidly in Japan, but there were no paints designed specifically for plastic modelers, so they had to mix everything themselves. The company Gunze Sangyo released a solvent-based acrylic resin paint called Level Color, designed specifically for them. In 1977, these paints were rebranded under the name Mr. Color, which is still used today. From a chemical standpoint, these are so-called lacquers. The pigment is dissolved in a mixture of organic solvents and strong synthetic resins. While this results in a characteristic pungent odor, it also delivers uncompromising properties, characterized primarily by high surface durability and fast drying. A major benefit of the C series is its vast color palette, comprising hundreds of shades, which covers the colors needed by modelers

specializing in aircraft and military vehicles. These are primarily shades based on the RLM, Federal Standard, RAF, and IJN standards.

Drying, Durability, and Layering

As already mentioned, a major advantage is the speed of drying. When applying with an airbrush, we can literally say that the paints dry before your eyes. The liquid layer evaporates from the surface within a few seconds after spraying and is touch-dry. Once fully cured, the paint forms an extremely hard surface that is exceptionally resistant to mechanical abrasion. This is a major benefit when handling the model and when using a wide variety of chemical weathering agents. It also handles rough handling with masking tape, the application of decal setting solutions (e.g., Mr. Mark Setter and Mr. Mark Softer), and subsequent weathering using synthetic (enamel) or oil-based washes exceptionally well. Furthermore, the layer is so thin that it does not flood even the finest details, rivets, and engravings on the model. Another point worth mentioning is the ability to sand the

paint, which is particularly valuable when correcting mistakes made by the modeler or when debris has become embedded in the surface. In such cases, the paint does not peel off but is gradually and evenly removed by sanding.

At the Alchemy of Thinning and Official Additives

Mr. Color base colors (C series) come in bottles in a thick consistency and must be thinned for airbrushing at a ratio of 1:1.5 to 1:3 (or even 1:4) in favor of the thinner. It's important to note here that there is no single "ultimate" dilution ratio for these paints, because the ideal dilution varies depending on the specific conditions of your work—such as the type of airbrush, nozzle size, and compressor pressure settings—and also depends on the ambient temperature in the room. In general, I recommend aiming for a higher dilution ratio of approximately 1:3 to 1:4. It is best to use genuine Mr. Hobby thinners for dilution. The standard base thinner is Mr. Color Thinner (blue label). Paint dried with this thinner dries very quickly while retaining the core benefits and advantages of Mr. Color paints. However, when spraying from a greater distance, at higher pressure, or at higher temperatures, the paint may dry too quickly—specifically, even while traveling from the spray gun nozzle to the model's surface—which creates unwanted "speckles" on the model and, in extreme cases, causes the paint to dry on the spray gun needle. In such cases, it is advisable to increase the dilution ratio or use thinners containing additives. A good

example is Mr. Color Leveling Thinner (yellow label). Personally, I consider it the most versatile—and therefore the best—choice for working with Mr. Color paints. It is essentially a standard thinner with a drying retarder added. This additive prevents the paint from drying on the spray gun needle and helps the paint, once it hits the model's surface, to have more time to "spread" perfectly across the surface. Another option for thinning Mr. Color paints is Mr. Rapid Thinner (pink label). This fast-drying thinner is quite specific and is intended primarily for matte paints and metallic paints. It accelerates evaporation, thereby preventing, for example, the heavy pigments in metallic paints from clumping into spots. Another way to further influence the properties of Mr. Color paints is by adding the Mr. Retarder Mild additive (drying retarder) that is added to paint that has already been mixed. In combination with Mr. Color Thinner, we can simulate the properties found in Mr. Color Levelling Thinner or, conversely, slow down drying by using Mr. Color Levelling Thinner—which is very advantageous when spraying extreme details or thin, "snake-like" camouflage patterns.

Mr. Color GX

The GX paint series represents the next stage in the evolution of Mr. Color paints (C series). The chemical composition of GX remains based on a synthetic lacquer, making it fully compatible with C series paints. The difference lies in the fact that the manufacturer has used a finer and more densely concentrated

pigment with a new binding resin. The GX series color palette is intentionally narrower and focuses on basic shades and clear coats. The improved properties are evident in a significant advancement in terms of extreme surface hardness—highly scratch-resistant—and lightning-fast drying, making them ideal, for example, for polishing model cars to a mirror finish. Thinning the paints is similar to that of Mr. Color paints; ideally, use the aforementioned Mr. Color Levelling Thinner, which, thanks to its slower drying time, allows the thick resin to "settle" perfectly on the model's surface and create a perfectly uniform and smooth coat of paint.





Aqueous Hobby Color (H Series)

While the classic “C” series relied—and continues to rely—on uncompromising chemistry, in the 1980s (with the launch of the H series in 1982), the then-company Gunze Sangyo responded to global demand for safer and less odorous household paints. The result was the introduction of a new line of paints under the brand name Aqueous Hobby Color (referred to as the H Series). From a chemical standpoint, it is a sophisticated hybrid in which pigment and acrylic resin are dissolved in a solution consisting of roughly one-third water and two-thirds isopropyl alcohol. It is the alcohol that plays a key role here, as it reduces surface tension, preventing the paint from forming droplets on a plastic model and allowing it to dry very quickly, all while emitting only a minimal odor.

Aqueous (H) versus Mr. Color (C): How Do They Differ?

Personally, I see two main differences between the two main paint lines. These are primarily differences in their durability and color palette. Let’s first explain the first difference. Mr. Color paints (C series) create an extremely hard and durable surface once dry. Aqueous (H series) is noticeably softer

once the paint has dried. It is therefore more susceptible to mechanical abrasion, and if masking tape is used carelessly—especially when removing it—there is a risk of damaging the surface. As for the color palette, while the C series is positioned as the ultimate military and historical palette, the H series focuses on versatility. The palette is thus intentionally about half the size of that of lacquer paints. A potential advantage of the “H” series is that, thanks to their slower drying time, they are easier to work with when painting very fine details.

Thinning H Series Paints

Due to its hybrid nature, diluting the Aqueous series is highly variable, which gives us considerable flexibility in dilution. In my view, the dilution process is very similar to that of the C series, but in my experience, a lower dilution ratio of 1:2 in favor of the thinner is usually sufficient. If we stick exclusively to the original thinners, the H Series paints have their own Aqueous Thinner (blue-green label). This thinner contains a precise ratio of alcohol to water, which gives the paint ideal properties for airbrushing. The result is a beautiful, semi-matte to glossy finish and consistent drying of the paint after application. The paints can

also be thinned with the thinner listed among the thinners for Mr. Color C paints, specifically the Mr. Color Leveling Thinner (yellow label). Although this is a thinner designed for the C series, the alcohol component in the Aqueous paint blends perfectly with it. The lacquer thinner “removes” the paint’s water-based character. The paint dries noticeably less on the spray gun needle and blends into a perfectly smooth surface on the model. After curing, it takes on properties closer to those of the C series paints.

Conclusion

Both Mr. Hobby’s C and H paint series offer top-tier quality in their respective segments. The final choice therefore depends primarily on individual preference for mechanical durability and drying speed (advantages of the C series) or ease of use and lower odor (H series). Both series can be combined in multiple layers on a model when applied according to the instructions, providing modelers with a high degree of flexibility. To provide a better overview of their use and combination, I have prepared a table of key characteristics comparing the GGX, GX, C, and H series.

Paints from Mr. Hobby				
	GGX	GX	Mr. Color (C Series)	Aqueous (H Series)
Paint Base	Synthetic (Lacquer)	Synthetic (Lacquer)	Synthetic (Lacquer)	Water-based acrylic (Alcohol)
Odor	Low	Strong	Strong	Low
Coverage	Highest	Very high	High	Medium
Surface hardness	Very high	Very high	High	Medium
Package size	60 ml	18 ml	10 ml	10 ml
Compatibility	GX+C	GGX+C	GX+GGX	Cannot be mixed with C/GX/GGX
Main Advantage	Coverage + less odor	Increased durability compared to C	Highly durable with a wide range of shades	Wide range of colors and low odor

spruebrothers.com

**Is North America's
Largest & Only
* Full Line Dealer For
eduard**

With more than **9000 SKUs** **IN STOCK!**

*ALL ORDERS SHIP IN
ONE BUSINESS DAY
OR LESS!*

ESTABLISHED 2004

Sprue
Brothers
Models LLC

** with the exception of Eduard apparel and posters which we do not stock.*



Our warehouse in Liberty, Missouri, USA

CONSOLIDATED OA-10A CATALINA



Text: Vladimír Šulc
Photo: Alfred Riedel

One of the exhibits at the National Museum of the United States Air Force in Dayton, Ohio, is a Consolidated OA-10A Catalina flying boat. The OA-10A designation refers to the PBY-5A Catalina aircraft used by the USAAF for maritime rescue operations, recovering crews lost at sea. In August 1943, the USAAF established seven Emergency Rescue Squadrons (ERS), all of which operated in the Pacific Ocean region. One of these was the 2nd ERS, which operated in the area around the island of New Guinea from the summer of 1944 and later in the Philippines. The Dayton museum's exhibit is painted in the livery of one of this unit's aircraft: a Catalina with the serial number 44-33879, named the 'Snafu Snatchers', which was based at Dipolog Air Base in the Philippines in 1945. However, the museum's aircraft is not the original 44-33879. Instead, it is a Catalina originally from Brazil, which served in the Brazilian Air Force until 1981 before being flown to Dayton in 1984. The photograph was taken in August 2026 by Alfred Riedel.

WAIST WINDOWS / TURRETS



MAIN LANDING GEAR





PILOTS' COMPARTMENT



WING AND TAIL SURFACES



ENGINES



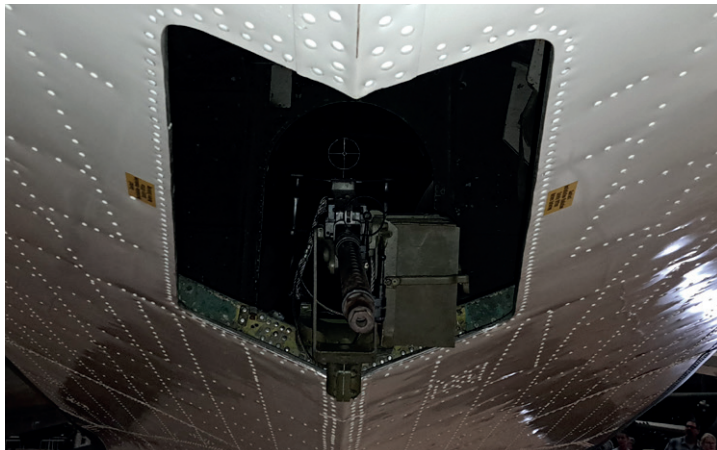
NOSE WHEEL



FRONT TURRET



BELLY TURRET



OVERVIEW



CONSOLIDATED OA-10 CATALINA

The OA-10 was the US Army Air Forces version of the PB1 series Raven extensively by the US Navy during World War II. It was a twin-engine, parallel-mounted monoplane equipped with a flying boat hull, retractable bicycle landing gear and retractable wing tip floats. The OA-10 operated primarily for air-sea rescue work ("DUMBO" missions) with the USAAF Emergency Rescue Squadrons throughout the war and for several years thereafter. During the war, OA-10 crews rescued hundreds of downed fliers.

The prototype Catalina flew on March 28, 1935, and the production version was built in both seaplane and amphibious versions. The Consolidated Aircraft Corp., along with Canadian Vickers Ltd and the Naval Aircraft Factory, produced nearly 2,000 Catalinas; of these, the USAAF received approximately 380.

TECHNICAL NOTES

Amphibious, two 30-cal machine guns in the nose, two 30-cal machine guns in the tail and another in rear fuselage, and two 100-lb bombs.

Engine: Pratt & Whitney R-1820-38 of 1,200 hp each.

Maximum speed: 164 mph.

Range: 2,125 miles.

Crafting: 22,400 lb.



Warpaint series No.149

Orders from the world's book
and hobby trade are invited

£20.00

Aero L-39, L-59, L-139 & L-139 Albatros

This latest Warpaint title covers the Aero L-39 *Albatros*, a Czech-designed jet trainer and light attack aircraft developed by Aero Vodochody during the 1960s as a successor to the L-29 *Delfin*. It first flew in 1968 and entered service in 1972, becoming the standard jet trainer for Warsaw Pact nations. With over 2,900 units built, the L-39 became one of the most widely used jet trainers globally, praised for its reliability, ease of maintenance, and versatility. Building on this legacy, the L-159 ALCA (Advanced Light Combat Aircraft) was introduced in the late 1990s, developed to replace aging Soviet-era fighters in the Czech Air Force, first flying in 1997 and entering service in 2000. This authoritative and highly relevant title includes all the regular Warpaint features with historical text and images, a full breakdown of the aircraft's widespread global service, and artwork and scale drawings by Petr Kolmann.



Warpaint Special No.7

£25.00

Curtiss SB2C Helldiver

The Curtiss SB2C Helldiver was one of those aircraft that was either loved or hated- there was no middle ground. Forged in a hurry for the forthcoming war the Helldiver was designed in a hurry, built by mostly by under skilled personnel while being bombarded by the customer with their extra changes and demands. Even under this pressure Curtiss managed to produce a prototype that flew, even though it would soon reveal strength and build problems. This is what prototypes are for, however, the first production model, the Dash-1, was beset by many problems that saw one carrier captain demanding that the Helldivers be removed and the off loaded Douglas Dauntless dive bombers be reinstated. From the SB2C-3 onwards, after undergoing a full modification programme, a competent combat aircraft would emerge. Used throughout 1944/45 the Helldiver squadrons, now operating from the fast carriers, took the war to the Japanese all the way to Tokyo. Post 1945 the Helldiver would stay on active service until replaced by the Douglas AD-1 Skyraider. Overseas usage would see later build models being operated by France, Greece, Italy, Portugal and Thailand. The Royal Navy also formed a single squadron that would never deploy on active service. Undergoing flight testing in Britain, Eric 'Winkle' Brown would declare that the Helldiver was the worst aircraft he had ever flown. Written by Kev Darling with artwork and scale drawings by Sam Pearson.



Previous Warpaint titles

All these titles are available in printed format via our on demand printing service. Please contact our office for further information.

1 Bristol Beaufighter	£13.00	41 Fairey Fulmar	£15.00	81 Junkers Ju 52	£14.00	121 Douglas A-4 Skyhawk	£26.00
2 Blackburn Buccaneer	£13.00	42 Boulton Paul Defiant	£13.00	82 BAC Jet Provost	£17.00	122 Albatros D.I - D.III	£16.00
3 Junkers Ju 87 Stuka	£13.00	43 Lockheed F-104 Starfighter	£18.00	83 Fairey Battle	£17.00	123 de Havilland (Canada) Chipmunk	£15.00
4 North American F-100 Super Sabre	£13.00	44 de Havilland Venom	£15.00	84 Grumman F6F Hellcat	£18.00	124 Mikoyan-Gurevich MiG-17	£17.00
5 Hawker Typhoon	£13.00	45 Martin B-57 Canberra	£15.00	85 Supermarine Scimitar	£15.00	125 Bristol Britannia, Argus and Yukon	£17.00
6 Avro Shackleton	£14.00	46 Handley Page Halifax	£17.00	86 Vickers Wellesley	£15.00	126 Grumman F-14 Tomcat	£26.00
7 Junkers Ju 88	£13.00	47 McDonnell F-101 Voodoo	£15.00	87 Grumman Avenger	£18.00	127 Cessna T-37 A/B/C and A-37 A/B	£21.00
8 Hawker Hunter	£17.00	48 Westland Lysander	£15.00	88 Lockheed T-33A	£15.00	128 Bristol Scout	£15.00
9 Grumman F4F Wildcat/Martlet	£13.00	49 Fiat G.91	£15.00	89 Avro Lancaster	£18.00	129 Mikoyan-Gurevich MiG-3	£18.00
10 Vickers Wellington	£13.00	50 Bristol Beaufort	£15.00	90 Boeing B-17	£18.00	130 Ilyushin Il-28	£18.00
11 de Havilland Sea Vixen	£13.00	51 Lockheed Neptune	£16.00	91 Mikoyan-Gurevich MiG-21 'Fishbed'	£27.00	131 Auster in British Military & foreign air arm service	£18.00
12 Fairey Swordfish	£15.00	52 Fairey Albacore	£15.00	92 Grumman HU-16 Albatross	£17.00	132 Boeing B-52 Stratofortress	£25.00
13 Focke Wölfe Fw 200 Condor	£14.00	53 Avro Anson	£16.00	93 Messerschmitt Me 262	£15.00	133 Douglas C-47 Skytrain/Dakota	£25.00
14 BAC Lightning	£18.00	54 Westland Whirlwind F.Mk I	£13.00	94 Supermarine Attacker	£15.00	134 Aero L-29 Delfin	£21.00
15 Short Stirling	£14.00	55 Hawker Tempest	£14.00	95 Westland Sea King	£18.00	135 DH.89 Dragon Rapide & Dominie	£17.00
16 Hawker Sea Fury	£13.00	56 Blackburn Firebrand	£14.00	96 Consolidated B-24 Liberator	£27.00	136 Airspeed Oxford & Consul	£18.00
17 Gloster Javelin	£14.00	57 Handley Page Hampden	£14.00	97 North American RA-5C Vigilante	£18.00	137 Douglas SBD Dauntless	£28.00
18 Douglas Skyraider	£14.00	58 Supermarine Swift	£14.00	98 Avro York	£17.00	138 Lockheed F-117 Nighthawk	£18.00
19 de Havilland Hornet and Sea Hornet	£14.00	59 Lockheed Hudson	£14.00	99 McDonnell Demon	£17.00	139 de Havilland (Canada) DHC-2 Beaver	£18.00
20 Supermarine Seafire (Griffon engine)	£15.00	60 English Electric Canberra	£20.00	100 Republic F-84F and RF-84F	£20.00	140 North American OV-10 Bronco	£28.00
21 Armstrong Whitworth Whitley	£14.00	61 Savoia Marchetti S.79 Sparviero	£14.00	101 de Havilland D.H.82 Tiger Moth	£16.00	141 Vickers Viking, Valetta & Varsity	£19.00
22 Gloster Meteor	£20.00	62 Handley Page Hastings	£14.00	102 Convaiv B-36	£16.00	142 Dassault Mirage F1	£19.00
23 Fairey Gannet	£15.00	63 Vickers Valiant	£14.00	103 Avro Manchester	£14.00	143 Boeing B-29 and B-50 Superfortress	£25.00
24 Dornier Do 217	£14.00	64 Convaiv F-102	£15.00	104 General Dynamics F-111 & EF-111A	£20.00	144 Mil Mi-4 Hound	£20.00
25 Short Sunderland	£14.00	65 Westland Wessex	£17.00	105 Sopwith Pup	£14.00	145 H-P Pembroke, Prince and Sea Prince	£17.00
26 Bristol Blenheim	£15.00	66 Bristol Bulldog	£13.00	106 Sikorsky S-55H-19 and Westland Whirlwind	£18.00	146 Grumman A-6 Intruder & EA-6B Prowler	£19.00
27 de Havilland Vampire	£20.00	67 Folland Gnat and Ajeet	£13.00	107 Ilyushin Il-2 'Sturmovik'	£15.00	147 Nakajima Ki-43 Hayabusa/Oscar	£17.00
28 Fairey Firefly	£17.00	68 Bristol Brigand	£13.00	108 Martin Mariner and Marlin	£17.00	148 Dassault Mystère & Super Mystère	£15.00
29 Hawker Sea Hawk	£15.00	69 Martin B-26 Marauder	£14.00	109 Douglas C-54/R5D Skymaster & DC-4	£21.00		
30 Avro Vulcan	£16.00	70 Vought Corsair	£18.00	110 Westland Scout & Wasp	£16.00		
31 RAF/RN Phantoms	£17.00	71 Armstrong Whitworth 650/660 Argosy	£14.00	111 Vought OS2U Kingfisher	£16.00		
32 Douglas A-20 Boston/Havoc	£17.00	72 Vickers Supermarine Merlin Seafire	£14.00	112 Douglas A3D Skywarrior	£20.00		
33 Heinkel He 177	£14.00	73 North American B-25 Mitchell	£15.00	113 Panavia Tornado ADV	£17.00		
34 Avro Lincoln	£16.00	74 Hawker Siddeley Harrier	£17.00	114 McDonnell F-4 Phantom II	£25.00		
35 Fairey Barracuda	£15.00	75 BAe Sea Harrier	£15.00	115 Armstrong Whitworth Albemarle	£14.00		
36 Handley Page Victor	£18.00	76 Grumman Tracker/Tracer/Tracer	£17.00	116 Hawker Fury and Nimrod	£17.00		
37 Gloster Gladiator	£17.00	77 Curtiss P-40	£15.00	117 Douglas F4D/F-6 Skyray & F5D Skylancer	£15.00		
38 Republic F-105 Thunderchief	£15.00	78 Aer Macchi C.202-205 Folgore-Veltro	£15.00	118 NAA B-45 Tornado	£16.00		
39 Supermarine Walrus	£13.00	79 Consolidated PBV Catalina	£17.00	119 Grumman F9F Panther	£15.00		
40 Canadair/Commonwealth Sabre	£16.00	80 Saab Draken	£17.00	120 Mikoyan-Gurevich MiG-15	£17.00		

Warpaint on the web

For more information and secure ordering please visit:
www.guidelinepublications.co.uk

All major credit cards accepted.

Orders can be placed by mail, telephone, email or through the website.
(www.guidelinepublications.co.uk) Plus postage and packing on all orders. Overseas readers pay postage at air mail printed paper rate.

GUIDELINE PUBLICATIONS LIMITED

Dunstable Business Centre, Office Suite No.2, Blackburn Road, Houghton Regis, Bedfordshire LU5 5BQ
Tel: +44 (0)1582 668411, Email: kim@guidelinepublications.co.uk

Republic of Singapore Air Force

Petr Uzsák



*A Republic of Singapore Air Force F-15SG Strike Eagle (serial 05-8371) assigned to the 428th Fighter Squadron, the "Buccaneers."
Photo: Tomás Del Coro*

The Republic of Singapore is an equatorial island nation in Southeast Asia that is in many ways a regional technological pioneer. Since gaining independence in 1965, it has been purposefully building its armed forces, with the air force being established in 1968 under the name Singapore Air Defense Command. The force received its current name in 1975 and is now a strong regional player with advanced capabilities and modern weapons.

However, its beginnings were very modest. In the early years, the air force focused on training flight personnel, for which it used two Cessna training aircraft, borrowed from a local aero club. The instructors were former pilots of the British Royal Air Force. After basic training, the first six military pilots were sent to Great Britain for continued training. During this time, Singaporean pilots became familiar with the Hawker Hunter aircraft, which for a long time formed the backbone of the Singaporean Air Force. At the same time, helicopter crew training was taking place in France, focusing on the Aérospatiale Alouette aircraft.

The first aircraft purchased were the popular Cessna 172K trainers, later British jet BAC Strikemasters were purchased for training under domestic conditions. This evolution continued over the following years, as with, for example, the purchase of American Douglas A-4 Skyhawk fighters.

The strategic tasks of the air force are primarily the protection and control of domestic airspace and air support of other branches of the armed forces. Secondary duties also include logistical or humanitarian assistance. Significant positives include the high technological level of the Singapore Air Force, due to close ties to the Australian, European and American defense industries.

The organizational structure of the Air Force consists of individual operational commands, such as the Air Combat Command, the Air Defense Command and the Cooperation Command. The Air Force currently operates from four combat bases: Tengah, Paya Lebar, Changi and Sembawang. The training unit is located at the civilian airport in Seletar. The

Air Force includes over 6,000 active duty personnel, with at least another 7,000 in reserve.

When it comes to the air force's equipment, the primary types are the McDonnell-Douglas F-15SG and the Lockheed-Martin F-16C/D. There are a total of 40 twin-engine F-15s available, and the air force has 48 smaller F-16s. Both types are proven and powerful multi-role fighters that have been proven in numerous battles around the world. Incidentally, the F-15SG is very similar to the South Korean F-15K version.

The range of helicopter equipment used is also wide. First and foremost, there is a force of twenty AH-64D combat helicopters. Transport tasks are performed by heavy lift



*A Republic of Singapore Air Force Airbus A330-243 MRTT at Singapore Airshow 2026.
Photo: S5A-0043*

Boeing CH-47 D/F (twenty-five in service) and thirteen Airbus H225s. Sikorski S-70B Seahawks are intended for maritime patrol and anti-submarine defense and Singapore operates eight of these. Helicopter pilots are trained on EC120 aircraft.

The transport arm operates the proven Lockheed C-130 H to the tune of ten aircraft (some of them also used for in air refueling) and also the lesser-known Fokker 50, of which there are also ten. Long-range maritime patrolling is provided by the Fokker 50ME2, which is based on the transport version.

The Air Force has six Airbus A330 MRTT tanker aircraft for support missions. Aerial reconnaissance and operations control are the responsibility of the crews of Gulfstream G550 aircraft, of which the Air Force has a total of four.

Unmanned aerial vehicles are a separate entity of the Air Force with its own command. They are used mainly for reconnaissance and include the IAI Hermes, IAI Orbiter and IAI Heron types.

The Air Force also includes air defense. Its armament consists of SAMP/T, Spyder, Igla IFU, Mistral, and RBS-70 air defense systems.

An interesting feature of the Singapore Air Force are the foreign training detachments, operating in several countries. Basic pilot training takes place in Australia at Pearce Base, where they fly Pilatus PC-21 aircraft. CH-47 heavy helicopter pilots undergo training in the same country, but specifically at Oakey Base. France participates in the training of supersonic combat pilots, using Alenia M-346 aircraft, which are stationed in Cazaux. A large part of the training is also provided by the USA. It takes place at Mountain Home (F-15 pilots) and Luke, which is set aside for F-16 pilots. Apache helicopter pilots then undergo training at the US Army Silverbell facility. The



A Republic of Singapore Air Force F-16 prepares for flight operations during Exercise Cope Tiger 13 at Korat Royal Thai Air Force Base, Thailand, in March 2013. The exercise involved military units from Singapore, Thailand, and the United States. Photo: U.S. Air Force photo by 2nd Lt. Jake Bailey

capabilities of Singaporean F-16 pilots are also enhanced by cooperation with neighboring Thailand, where they undergo training at Udorn. Such massive foreign cooperation in training is related not only to domestic training capability, but mainly to Singapore's cramped airspace.

A significant part of Singapore's military doctrine is built around broad regional and international cooperation. Training in various countries has already been mentioned, but of course this is a much broader topic. For example, it cooperates with Indonesia on officer training, and they also carry out joint air force exercises. Similar cooperation is also underway with Malaysian partners.

A little known fact concerns the involvement of the Singapore Air Force in air operations during the Iraq War from 2004 to 2008, where it participated in logistics, air transport and aerial refueling of coalition aircraft. The Singapore Air Force also supported operations in Afghanistan and Syria in suppressing the activities of terrorist groups. Singapore's humanitarian assistance after the massive

Indian Ocean tsunami in December 2004 was also significant. Other branches of the Singapore Armed Forces also participated, led by three naval vessels that were active in the affected regions. Less than a year later, the Singapore Air Force sent CH-47 helicopters to the southern United States to help victims of Hurricane Katrina.

Joint exercises with other partners are also very prevalent. Australia, annually organizes the Wallaby exercise, which focuses on cooperation between various air force components in the region.

Cooperation with the US Air Force is also strong, as evidenced by repeated participation in Red Flag exercises in Alaska. Furthermore, in March 2026, the Cope Tiger 2026 exercise took place with the participation of soldiers from Thailand and the US, and these exercises are also prepared regularly. Similarly, Singaporean units participate in international training in India. Air defense elements regularly participate in the South Africa's Brightfire exercise.

Ten Republic of Singapore Air Force F-16s parked on the tactical ramp outside the Air Force Tactical Training Centre at 4 Wing Cold Lake, Alberta, Canada. The photograph was taken in May 2008 during Exercise Maple Flag, an international air-combat training exercise hosted at the base. Photo: RAF-YYC



A Republic of Singapore Air Force Fokker 50 lands at Singapore Changi Airport on December 8, 2012.
Photo: Steven Byles



A little-known chapter is the standard of the domestic aviation industry, where extensive international cooperation is established here as well. Here, it is necessary to highlight above all the steady growth in the volume of orders, which makes it one of the most important markets in the Southeast Asian region. Singapore has also launched dozens of smaller satellites into orbit, something little is known about. Probably the most significant subject of the aeronautical industry concerns the company ST Engineering Aerospace, which provides routine maintenance and repairs of aircraft technology. Another example is SIA Engineering Company with a similar scope of activity.

If we focus on the future development of the Singapore Air Force, the primary intention is to acquire the fifth-generation Lockheed-Martin F-35 fighter, in its variant A (eight land-based versions), but surprisingly also in its F-35B form. This is intended for operations from short runways and was designed for deployment off aircraft carriers. Twelve of these aircraft are to be delivered. The first deliveries are planned for the end of this year. This will place Singapore among the few elite countries with fifth-generation aircraft in the Asia-Pacific region.

For maritime patrolling, both the Boeing P-8A and the Gulfstream G550 are expected to replace the old Fokker 50ME2. The transport aircraft are then to be supplemented with the European Airbus C-295. In the same way, other unmanned means are to be delivered based on an assessment of current armed conflicts.

In conclusion, we can only evaluate the Singapore Air Force positively and cannot help but admire it. Over the course of several decades, it has become a relevant fighting force in the region, with significant future potential. Likewise, the capabilities of the domestic industry and widely established international cooperation cannot be underestimated.

A Republic of Singapore Air Force Eurocopter AS332 Super Puma conducts deck-landing qualifications aboard the dock landing ship USS Harpers Ferry (LSD-49) during the Singapore phase of Cooperation Afloat Readiness and Training (CARAT) 2007.
Photo: U.S. Navy photo by Mass Communication Specialist 3rd Class Mark R. Alvarez



A Republic of Singapore Air Force Gulfstream G550 ELINT/CAEW aircraft at Singapore Airshow 2020.
Photo: Alec Wilson



Members of the Singapore Armed Forces prepare to board a C-130 Hercules at Multinational Base Tarin Kowt, Afghanistan, on June 22, 2013. The aircraft was scheduled to transport the troops out of the country following the conclusion of Singapore's military mission in Afghanistan.
Photo: U.S. Air Force photo by SGT Jessi McCormick

AIRCRAFT | ARMOR | SHIPS | FIGURES | SCI-FI | BOOKS | PAINT

Squadron®

The Premier Source for **Eduard** in the USA



Since 1968 Squadron has been offering model kits and accessories from top manufacturers from around the world. Today, now located in Ringgold, GA Squadron continues the tradition of quality selection and service for today's model Kit building community.

Head over to Squadron.com to see why modelers choose Squadron time and time again!

Introducing the Latest
In Quality Airbrush Paint

SQUADRON

SCALE COLORS

 **SQUADRON**



Now Located Near Chattanooga, TN

WWW.SQUADRON.COM

The Air War in Ukraine

The First Confirmed Kill credited to a F-16

Miro Barič

In today's episode of this sad series, we will look at the period from July 1 to July 31. During this period, Ukraine launched several new campaigns targeting Russian ships in the Sea of Azov and the logistics warehouses of Russia's largest online retailer, Wildberries. At the same time, however, Ukraine also made several incomprehensible mistakes that led to unnecessary losses. In the fifth year of the war, such carelessness should not be happening.



F-16 fighter jets have been carrying the main burden of the Ukrainian Air Force's combat missions for some time now.

On Wednesday, July 1, Ukraine stated in a letter addressed to the International Maritime Organization (IMO) that Russia's shadow fleet should not be considered ordinary civilian shipping, but rather a legitimate military target, because it serves to finance Moscow's war operations.

On the night of Monday, July 6, Ukraine then launched a large-scale operation against Russian ships in the Sea of Azov. They began attacking them with "Magyar's birds," meaning units equipped with aerial drones. The main targets were the aforementioned shadow fleet, whose ships were anchored in the Sea of Azov because they considered it a safe haven from Ukrainian naval drones operating in the Black Sea. However, ships forming part of convoys supplying Crimea were also hit, after the Ukrainians had previously managed to significantly restrict Russian land transportation.

The attacks on ships continued practically every night until the end of the month. Over

the course of roughly three weeks, Ukrainian drones managed to score more than 200 hits on Russian vessels. This does not mean that 200 ships were hit—some were hit multiple times. The targets were mainly tankers, but also ordinary cargo ships, ferries, and tugboats. Most of the ships did not sink, but that was not necessary. Ukrainian operators focused on key sections such as the bridges or engine rooms. Damage to these areas means that a ship is put out of service for a long time. In the event of a more extensive fire, such a ship may be permanently disabled, even if it remains afloat.

Ukrainian drone forces launched another campaign against the online retailer Wildberries, nicknamed the Russian Amazon. Over the course of the month, Ukrainians hit 20 of the company's warehouses. Seven of Wildberries' ten largest warehouses burned down completely. At first glance, this appears to be a purely civilian target, but that is not entirely the case. The retailer also operated a section called "Everything for the Special

Military Operation," where goods needed by Russian soldiers at the front were sold—from night-vision equipment and bulletproof vests to the drones.

Ukrainian officials stated that, in addition to disrupting Russian logistics, the operation was also intended to damage the Russian economy. Wildberries is not only the largest player in the Russian online market, but also the country's largest debtor. It had taken out loans to rapidly construct large logistics centers, and its potential collapse would also lead to the collapse of several Russian banks. The commander of Ukraine's drone forces, Robert Brovdi (nicknamed Magyar), also said that the attacks were intended to make ordinary Russians feel the consequences of the war. According to Russian media, approximately 80 percent of the goods in the warehouses were uninsured, meaning that small sellers who used Wildberries often lost everything.

"Military" Targets

Naturally, Russian propaganda portrayed the Ukrainian attacks as the destruction of purely civilian targets. Let us just recall that the same propaganda had previously defended attacks on, for example, branches of the Ukrainian company Nova Poshta, which have been occurring since the beginning of the war. During this period, Ukrainian "military" targets were also hit, such as the Ukrainian Red Cross warehouse in Kyiv. On Thursday, July 2, it destroyed humanitarian aid and emergency equipment worth \$1.8 million. These included



Strikes against Russian vessels in the Sea of Azov.

generators, medical and hygiene supplies, and blankets for people affected by the war. During the same attack, a bookstore warehouse was also hit, with 800,000 books burned.

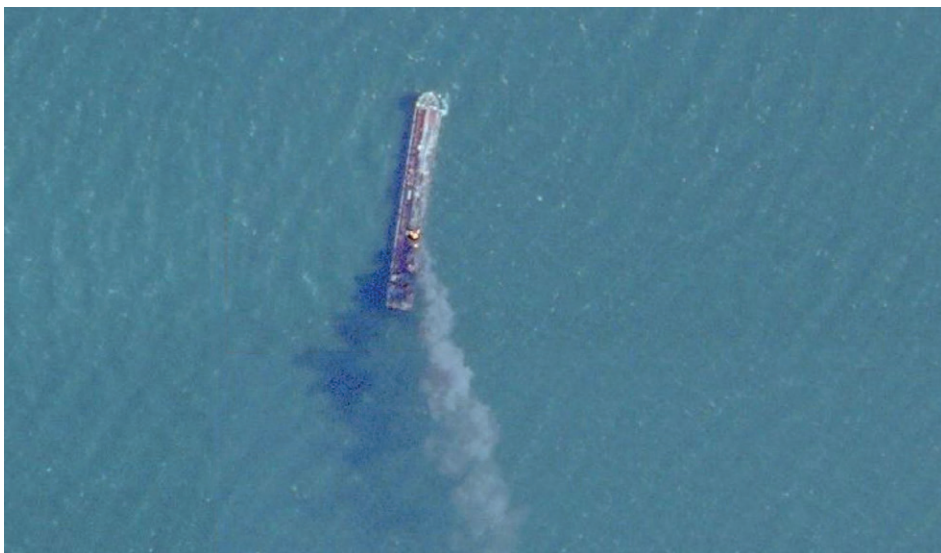
On the night of Sunday, July 19, Russian missiles again struck a UNICEF warehouse in Kyiv containing humanitarian aid for Ukrainian children and families. Generators, hygiene kits, and water tanks worth \$3.9 million were destroyed. One of Kyiv's largest textbook printing facilities was also hit. Estimates of the consequences vary; according to some reports, as many as 600,000 textbooks were destroyed in total.

All of this, however, is merely property damage. Far worse is the loss of innocent human lives. The United Nations confirmed that at least 437 civilians, including 17 children, were killed in Ukraine in July 2026. Another 2,610 civilians were injured. These are the highest figures since May 2022. Since the beginning of Russia's full-scale invasion in February 2022, the UN has recorded at least 16,874 civilian deaths in Ukraine, including 820 children. Another 51,273 people have been injured, including 3,126 children. UN Under-Secretary-General Rosemary DiCarlo herself emphasized when releasing these figures that the actual number of casualties would be much higher. The UN is unable to verify figures from areas where fighting is taking place or from occupied Ukrainian territories.

One of the worst Russian attacks during the period under review came as early as the night of Wednesday, July 1, into Thursday, July 2, when 30 people were killed in Kyiv. It is becoming clear that Ukraine is short of Patriot missiles, which are the only ones capable of intercepting Russian ballistic missiles. Deliveries of Patriots had been steadily declining, and after the American adventure in Iran they fell even further. While Ukrainian defenses are capable of neutralizing the overwhelming majority of drones and cruise missiles, ballistic missiles continue to strike Ukrainian cities. During this night, a record 52,500 people, including nearly 4,500 children, took shelter in the Kyiv Metro. The new Russian S8000 Banderol cruise missile was used for the first time in this attack; it carries a 114-kilogram warhead.

Three Major Mistakes

Another major attack on Kyiv followed on the night of Sunday, July 5, into Monday, July 6. One apartment building partially collapsed after being hit, killing nine people, including an entire family. Another 60 people were injured in the building. The attack claimed at least 17 lives in total. However, the first major Ukrainian mistake of the period under review also contributed to this to some extent. The Russians, of course, do not attack only civilian



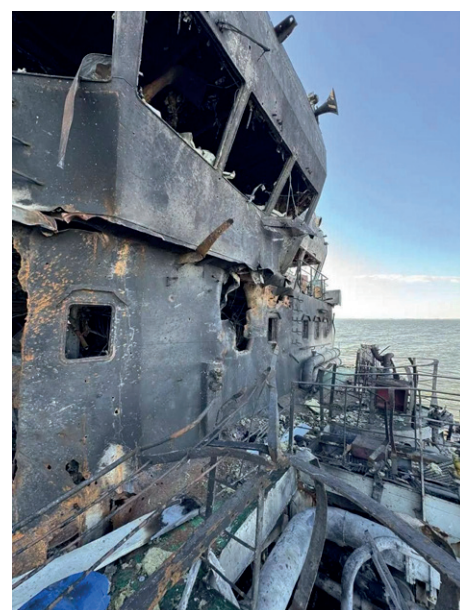
Strikes against Russian vessels in the Sea of Azov.



targets. When they identify a valuable military target, they attack that as well. And on this night they hit an ammunition warehouse in the Vyshneve district. However, it had been located, in violation of all regulations and common sense, in the middle of a residential area, only about 20 meters from the nearest houses. The subsequent secondary explosions destroyed a number of surrounding buildings and killed seven residents. Another 29 people were injured.

Certainly, the Iskander missile that struck the warehouse was Russian, and without Russian aggression none of this would have happened. But war is a reality, and basic caution should reflect that reality. A preliminary investigation into the incident showed that the ammunition was not being stored there by the military, but by an arms-manufacturing company. It was using facilities that were neither protected in any way nor intended for storing explosive substances, let alone for long-term storage. Ukrainian regulations also prohibit any storage of ammunition in built-up areas. The company's director and his deputy were therefore taken into custody without the possibility of bail.

As if that were not enough, similar reprehensible and senseless negligence occurred again less than two weeks later. On Friday, July 24, a private company organized a weapons exhibition in Kyiv, focusing primarily on drone technologies. The invitation to the event was circulated on social media and, naturally, the Russians noticed it as



well. In the afternoon, they struck the venue with two ballistic missiles. At least 12 people were killed, including an employee of a Polish arms company. Another 100 were injured. According to unofficial sources, the death toll from the attack was even higher. The exhibition organizer was arrested, and a court ruled that he would remain in pre-trial detention for at least 60 days without the possibility of bail.

The third serious mistake occurred on the political scene. Defense Minister Mykhailo Fedorov had been in office for only half a year, since January 2026. He launched audits that uncovered unnecessary spending, and by introducing open tenders instead of direct contracts, he managed to reduce the prices of purchased ammunition. He was also a supporter of new technologies (having previously served as Minister of Digital Transformation) and sought reforms in the area of military mobilization. Fedorov gained popularity among the population through his results, but some of his efforts encountered

resistance from more conservative generals, and he became involved in an open dispute with Oleksandr Syrskyi, the commander-in-chief of the Ukrainian Armed Forces. Such a dispute is certainly unhealthy even in peacetime, let alone during a war.

President Volodymyr Zelenskyy decided to resolve the situation by dismissing Fedorov as defense minister. Despite the war, demonstrators took to the streets of Ukrainian cities in support of him. Zelenskyy was ultimately forced to dismiss Syrskyi as well. He offered Fedorov another position in the government, but Fedorov rejected it, and the political dispute continued.

The only positive aspect of this situation is that Mykhailo Drapatyi became the new Commander-in-Chief of the Armed Forces. He is a relatively young officer (43 years old) who has been fighting on the front since 2014. He therefore has enormous first-hand experience and is not burdened by the Soviet military school of thought. Russian channels



Wildberries logistics centers are easy targets for Ukrainian drones — they are not protected in any way, they are not designed to withstand strikes, and fires there cause enormous economic damage.



immediately began recalling his role in the fighting for Mariupol in 2014, when, as an infantry fighting vehicle commander, he was the first to break through the barricades at full speed, with other Ukrainian vehicles following behind him. There is a general consensus on Russian military channels that Drapatyi's appointment is very bad news for Russia.

Ukrainian Attacks

During the period under review, the Ukrainians also continued their attacks on oil refineries and had already knocked out more than 40 percent of Russia's fuel-processing capacity. Refineries in Omsk and Syzran, for example, were hit. Moscow was forced to begin importing gasoline from abroad, including Kazakhstan and India.



An ammunition depot explosion in the Vyshneve district of Kyiv.



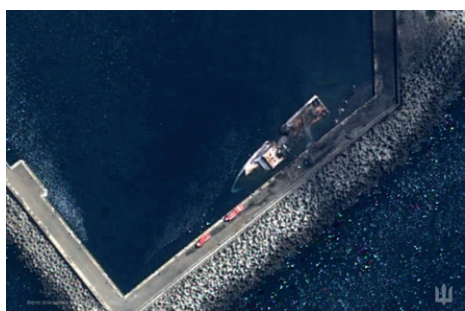
The aftermath of the attack on a weapons exhibition in Kyiv.



An oil refinery in Syzran, Russia, on fire.



Attacks on Russian military logistics continued as well.



The FSB patrol boat Izumrud sunk.

There was also one relatively small-scale operation that nevertheless has major historical significance. On the Kinburn Spit at the mouth of the Dnipro, which is controlled by Russian forces, a Ukrainian naval drone, for the first time ever, deployed a ground drone equipped with a machine gun onto the shore. The ground drone then attacked Russian positions from the rear. We are witnessing a robotic revolution in real time!

On Tuesday, July 14, the Ukrainian Navy sank the Izumrud, a patrol vessel belonging to Russia's FSB Border Guard Service, near Novorossiysk using a Sargan-3000 naval drone. Several crew members were killed. For Ukraine, this was a major act of retribution. In 2018, during a period of official peace, the Izumrud had participated in the attack on three Ukrainian vessels in the Kerch Strait.

Toward the end of the period under review, the Russian army attempted a major mechanized assault in the area of the village of Dobropillia. In an era when drones dominate the skies, such operations are highly unusual. The attack lasted almost four hours, and the Russians suffered heavy losses without achieving anything. At least seven tanks, two rocket launchers that were providing cover for the attack, and 47 other vehicles were destroyed. More than 120 Russian soldiers were killed.

Missile in Poland

At the end of the period under review, Russia also escalated its provocations against NATO countries. In Romania, three Russian drones were shot down over the course of three days, from July 24 to July 26. Italian Eurofighter Typhoon fighters, which are participating in the NATO mission to protect Romanian airspace, were involved, as were F-16 fighters belonging to Romania and NATO. Moscow denied that the downed drones were Russian, so the Romanians "presented" the Russian

ambassador with the wreckage of a Shahed/ Geran drone.

A serious incident occurred in Poland on Thursday, July 30. A Russian Kh-101 cruise missile came down there. It was part of a large-scale Russian attack on western Ukraine. According to Polish officials, at around 3 a.m., as many as 20 Russian missiles were heading toward Poland over Ukrainian territory. Ukrainian defenders managed to shoot down most of them. The Ukrainian pilot also attempted to pursue and shoot down the last remaining missile. However, he had to turn around approximately 20 seconds before the Polish border. He did not have permission to enter Polish airspace, and there was a risk that he could be shot down by Polish air defenses. Those defenses continued tracking the missile and scrambled an F-16 against it.

The missile crashed without being hit by the fighter into a field near the village of Tarnawa-Kolonia in the Lublin Voivodeship, 95 kilometers from the border, leaving a large crater upon impact.

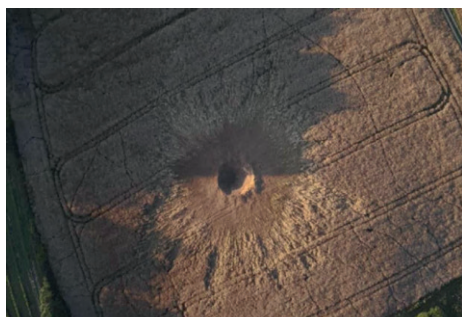
Experts believe that the missile was programmed to do this. Before impact, it performed a typical maneuver used when attacking a designated target: it stopped following the terrain at low altitude, climbed higher, and then descended almost vertically onto the target. If this had been a malfunction and the missile had crashed, for example, because it ran out of fuel, it would not have performed this final attack maneuver. Russia was therefore apparently testing NATO's response once again.

F-16 vs. Su-35

During the period under review, Russia suffered relatively heavy losses of aviation equipment. We will not examine them chronologically, because one incident stands out from the others and therefore deserves to be discussed first.



A Su-35S burning on the ground after being shot down by a Ukrainian F-16.



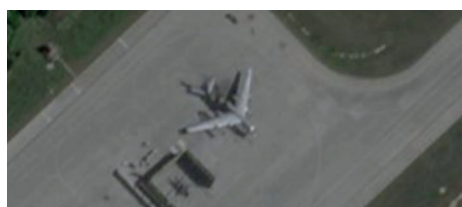
A crater left by the impact of a Russian missile in Poland.



A Ukrainian drone attack on a Russian Su-24M at Saky airbase. It was a decommissioned aircraft that was being used as a decoy.



A Ukrainian FPV drone attacking a Russian Mi-28N helicopter.



A Tu-95MS destroyed at Engels-2 airbase.

On Wednesday, July 8, a Su-35S fighter was shot down. It crashed near the village of Mistky in the occupied Luhansk region. The pilot ejected and was recovered by a rescue team. According to available information, the pilot had fallen into a trap set by the Ukrainian Air Force.

The Russian side wrote that this particular pilot had been annoying the Ukrainians for some time, and they therefore specifically targeted him. One Ukrainian aircraft simulated an attack using glide bombs, while two other F-16 fighters waited for a Russian target to appear. A radar from a Patriot system helped them locate it.

Initially, different sources gave conflicting accounts. According to some reports, the Russian Sukhoi had not been shot down by Ukrainian fighters at all, but by the Patriot system. However, U.S. Chairman of the Joint Chiefs of Staff Dan Caine later confirmed that the shootdown was achieved by a Ukrainian F-16 fighter. This is the first confirmed aerial victory for an F-16 in Ukrainian service.

The first Russian aircraft loss of the period under review had occurred as early as Thursday, July 2, when a Kamov Ka-52M helicopter was shot down. The helicopter was countering a Ukrainian drone attack when it was accidentally hit by a Russian soldier using a Verba man-portable missile. The crew ejected, but one of the ejection seats malfunctioned, killing Lieutenant Danil Trunov. The second crew member survived and was rescued.

At roughly the same time, on July 1 and July 3, Ukraine's security service, the SBU, carried out repeated drone attacks on Saky airfield in occupied Crimea. Six aircraft shelters were hit, although it is not known what was inside them. The SBU claimed that it destroyed or damaged seven Su-30, Su-30SM, and Su-24 aircraft.

A video was later published showing an attack on a Russian Navy Su-24M at Saky airfield. In this case, however, the aircraft was a decommissioned airframe that had been serving as a decoy in an open area.

On Wednesday, July 8, the Ukrainian Armed Forces used drones to attack Borisoglebsk airfield in Russia's Voronezh region. A fuel storage facility was destroyed in the attack.

On Wednesday, July 15, the Russian Air Force sent a Mi-28N helicopter to hunt Ukrainian drones in the Belgorod region. The hunter became the hunted, however, when a Ukrainian FPV drone attacked it from behind near the village of Vyazove. The Ukrainians claimed that the helicopter had been shot down, while the Russians claimed that it had suffered no damage whatsoever. The truth was somewhere in between: the helicopter was damaged but did not crash.

The following day, Thursday, July 16, a Russian air base, Engels-2 in Saratov region, became the target of Ukrainian long-range drones. Russian strategic bombers take off from this base to launch cruise missiles against Ukrainian cities. And one of these bombers will never launch its missiles again. A Tu-95MS was destroyed in the attack, and satellite imagery showed that it had lost the entire rear section of its fuselage behind the wings.

On Tuesday, July 21, Ukrainian drones attacked the Russian Kursk air base. A MiG-29 was hit, although it was a decommissioned aircraft—one of a pair that had been parked at that location since the beginning of 2024 (and had apparently spent a long time parked elsewhere before that).

The next losses occurred in accidents. On Thursday, July 23, Russia's newest fighter, the Sukhoi Su-57, crashed near Odintsovo, a suburb of Moscow. It happened during a training flight, and the aircraft was not carrying any weapons. The pilot successfully ejected before the aircraft crashed.

A bizarre theory later emerged claiming that Ukrainian hackers had convinced a Russian air-defense unit that the aircraft was an enemy aircraft, causing the unit to shoot it down.

During training on Monday, July 27, an Aero L-39C Albatros from the 797th Training Regiment also crashed. The aircraft was



A fire at the Russian Borisoglebsk airfield.

performing aerobatic maneuvers in the area of Kushchyovskaya air base in Russia's Krasnodar Krai. Neither of the two airmen aboard survived the crash.

Ukrainian Losses

The Ukrainian Air Force also suffered losses during the period under review. Around the turn of June and July, the Ukrainian air base at Myrhorod in Poltava region was hit. Satellite imagery later emerged showing a burned area at the location where a decommissioned Su-27 fighter had been parked since September 2025.

A much more serious loss was an F-16 that was destroyed on Wednesday, July 29, while repelling a Russian attack. The pilot, from the 107th Separate Wing, reported that the aircraft had been damaged and ejected. The aircraft crashed near the village of Sushky in Poltava region, and the pilot was rescued.

Several holes were found in the aircraft's wing and tail, suggesting that it was damaged either by a nearby explosion from a drone the pilot was attacking or by a missile explosion.

On the final day of the period under review, Friday, July 31, the Ukrainian Air Force also suffered fatalities. While repelling a Russian drone attack, a Mi-8 helicopter belonging to the Ukrainian Army Aviation crashed in Kirovohrad region. Captain Stanislav Krylov, Lieutenant Zachar Klimov, and Lieutenant Yaroslav Demchevskyi were killed.



One of a pair of Russian MiG-29s was hit at Kursk airbase.



The crash site of a Ukrainian F-16 fighter jet that crashed on July 29.



Illustrative photographs of Ukrainian Mi-8 helicopters. One such aircraft was lost on July 31, along with its crew.



The crash site of a Russian Su-57 fighter jet that crashed during a training flight near Odintsovo.

CANADA 2002

Milan Simr



The author in front of a CF-188B Hornet at minus 40 Celsius.

In 2002, I had the opportunity to travel abroad for the first time on business – to Canada. At that time, I was a Flight Safety Inspector and was responsible for investigating the causes of air accidents at the 32nd Tactical Air Force Base in Náměšť in an effort to minimize their chances of happening in the first place. This was an opportunity to see how they do it elsewhere. The month-long stay was paid for by the Canadian Ministry of Defense and was called the Military Training Assistance Program. Familiarly called the Shadow Program after the shadowing of the same position that I held at home. Learning and having the opportunity to see how they do it elsewhere was something that didn't need a lot of thought to jump at. And if you can also fly with your colleagues from the FOC and have the opportunity to compare our respective training protocols, it was guaranteed to be an eye opener.

The date for my stay was pegged at February 2nd to March 21st, 2002, when the average temperatures ranged somewhere between -20 and -40 Celsius. Equipped with two large suitcases, in one a uniform with winter accessories and a flight suit, in the other enough warm clothes for a month, I set off for the Great White North.

During my stay, I had the opportunity to ride in the CF-188 Hornet, CT-155 Hawk, CC-130 Hercules and CF-5B Freedom Fighter. Unfortunately, my CF-5B flight was canceled due to bad weather. I also had my eye on the CT-114 Tutor, which served for forty years, until 2000, as a training aircraft and which is still flown by the aerobatic group Snowbirds, based at CFB Moose Jaw. Unfortunately, the Tutor was assigned to the AETE test unit at the base and was currently undergoing some work. As another legendary CT-133 Silver Star flew by, I was told that I was seeing a rarity – the last flight from the 417 Combat Support Squadron, where these machines had served since 1950. They just gave me the wrong date!

The plan of the trip was as follows: The first week of my stay was in Ottawa, where the Air Force Headquarters is located. Here I was given interesting lectures on Strategic Planning, Flight Safety, and the Hornet Modernization Program, among other things. The Air Force itself has three levels of command – the headquarters in Ottawa, then the 1st Canadian Air Division in Winnipeg, and then the individual air bases. I myself visited the Bagotville and Cold Lake bases, the 1CAD headquarters in Winnipeg, and I was also at NORAD headquarters, which is the air defense network of the USA and Canada, hidden deep underground in North Bay.

After the first week, I finally moved on to Bagotville Air Base, which is in the French-speaking eastern part of Canada. The reception



The CT-133 Silver Star served with the Aerospace Engineering Test Establishment for a full 46 years and was being decommissioned during my visit to CFB Cold Lake. A total of 656 CT-133s were manufactured in Canada. The last of them were retired in 2005.

at the 425th Squadron was a bit lukewarm, looking at me as something a bit exotic and worthy of some skepticism, but by the time we hit the local bar in the evening, we were all good friends. The next day I could choose the type of mission, and I opted for BFM (Basic Fighter Maneuvers). I wanted to see and feel how the birds can maneuver at their mode limits. I was assigned a young man named 'Kraut', but he was already an instructor at the squadron and the squadron commander 'Boss' – a very cool older bald-headed guy who would fly against us. I was also immediately reassured that Kraut possessed the necessary know-how for the task. My 'assistant', who put me in charge for the duration of my stay, Captain Eric 'Gigi' Girard, led me to the hangar to check the seat. He told me that he had to do his internship at the headquarters in Ottawa and would not be flying for a long time, so he was happy to be able to ride along now. He returned from France, where he flew Mirages for 3 years as an exchange pilot. This system of exchanges in

Western air forces is intended to familiarize members of other air forces with the training process and mission planning where certain standards may differ slightly.

An older lady, a specialist in seats, arrived. I strapped myself into a seat intended for testing and training and I was given a flash course on the restraint systems and possible malfunctions, as well as the process of ejection and handling the safety devices. There were about five mannequins hanging next to me, crash test dummies as it were. I was told that even though the supplied seat is a good one, Canada was in the process of modifying the release system and making slight improvements. The tests were being conducted on a specially modified old CX-133, whose rear cockpit was modified specifically for testing ejection seats. In other words, similar to what we once did in the MiG-15UTI research aircraft or later the MiG-21U.

Canada, due to its location and therefore minimal threat, does not use individual shelters



CF-188B 188 927 of 425 SQN Alouette/Skylark taxis for takeoff with the author in the rear seat, CFB Bagotville in the province of Québec.

at airports, as we know them from Europe, but the entire squadron is housed in one large hangar. It reminded me a lot of the bowels of an aircraft carrier. The squadron had fifteen Hornets, stacked in three rows of five next to each other with folded wings. The classrooms and pilot offices were under the roof around the perimeter of the hangar, so the pilots had a nice view of the planes all day long. The walls of the classrooms were decorated with large paintings of aircraft - scenes from air combat, including quotes from flying aces, including German ones. Downstairs, the corridors were equipped with glass display cases, where there were photos, aircraft models and artifacts from the country's aviation history. A real museum. Pride in homeland permeated from every decorated wall.

First Flight in a Hornet with Kraut

The day of my first flight didn't start off very well, with a light snowfall but heavy wind and a temperature around minus forty, the runway under poor visibility. I was all the more surprised when Kraut arrived and announced an unexpected verdict: 'Let's go!' When he saw my Czech winter flight jacket, he lent me one of theirs from a colleague. Finally I strapped into the seat, half frozen but happy to fly. During the debate about the prevailing 'scythe', the Hornet technicians proudly informed me that their machines can go down to minus fifty. On an apron full of planes, there was only our crewchief and the one from Boss's plane, who would be our sparring partner today.

As we taxied to the runway, I still couldn't believe the flight was a go. Kraut told me that in these parts, they call this condition 'white snakes', the way the wind plays with the snow on the taxiway. In one moment, you can see the runway, in the next, just white. We stopped next to the leader on the runway, where there had to already have been at least five centimeters of snow. 'Let's go for it!!' Kraut exclaims from the front. 'Get ready, it's going to be a ride!' Boss took off and left behind some decent tracks, shortly after taking off, retracted his gear and quickly disappeared into the low clouds as he transitioned into a climb. We took off in afterburner, but compared to what I'm used to in similar circumstances with our Sukhoi, I wasn't really all that impressed. After takeoff, there was mist all around us as we climbed in wisps of clouds and I prayed that the cloud tops weren't too high and the weather was suitable for mock aerial combat. This meant cloud cover up to 4/8 coverage, to guarantee visual contact throughout the fight. For my peace of mind, however, we flew into an area where, miraculously, it was almost totally clear, with beautiful visibility and the ground in sight, which was snow covered. Both Hornets could then go into their simulated combat



CF-188A in front of the 433 Sqn Porcupines hangar, CFB Bagotville. Of note is the colorful flag on the SOP, which is usually only gray.



A Hornet taking off from CFB Bagotville, shrouded in "white snakes" - ground fog caused by strong winds.

exercise. I heard the familiar command 'Fight's On, Fight's On!!' Kraut threw our hornet on its ear and Boss energetically disappeared from my field of view. After a while, I fix my gaze forward, where Boss appeared, and Kraut pushed full throttle. Moving like a bullet, we passed our opponent and spun towards each other horizontally. Sunk back into my seat, I awkwardly tried to capture a few shots. In vain, the shutter was silent, being overloaded with 5-6g turns, so I had to wait. I at least watched the control surfaces of the wing and the powerful vortices flowing around the canopy. It's an amazing feeling, the g-force on your body and the vibrations of the entire aircraft. Kraut encouraged his commander with the words: 'Good job Boss!!', indicative of the above-standard relations within the

squadron. Then Boss disappeared by crossing over behind and deep below us. We switched to vertical, even from the back seat I could see Boss below, picking up above the snowy lake and I managed a few photos during a short dive without excessive overload.

Boss was about a kilometer away from us and went into a climb, Kraut went into afterburner and tried to get behind him. We flipped over and Boss went into a tight, horizontal turn. The distance between us was quickly closing, I felt a large excess of speed, but Kraut refused to let himself get caught and increased his Hornet's energy level and set himself up for an optimal distance for firing the cannon and remarked that 'anyone can do it with a rocket!'. At that point, I lost the target, from which I deduced that my pilot had it in front of him and was on



The commander of 425 SQN, Boss, poses for me before the start of the dogfight.



A happy author after his first flight in a CF-188B with Kraut at CFB Bagotville.

the defensive. 'Terminated, Terminated' was the signal to end the fight and move on to the next setup. Then we spun around each other a few times in a vertical scissors, nobody wanting to lose. For a while, it looked like we had Boss on the bucket list, when he executed such an energetic maneuver that even my hands with the camera outstretched fell into my lap. I then tried like a proper GIB (Guy in Back) to report the location of the bandit behind us. The view from the cockpit in the Hornet is excellent, just a little physically demanding. I was a little worried that my head would freeze up in the 9 o'clock position like so many people before me. I felt beads of sweat running down my back.

Finally, it was over, we were flying home in an open formation and Kraut let me 'borrow' the plane for a little while. I confirmed with the familiar 'I have control' and I accepted

control of the bird. I'm only used to type-based approaches without maneuvering the target, which we practiced in our Su-22s. You simply tilt the aircraft towards the target from the starting point, and at the right moment, you switch to the opposite tilt on the approach curve. Then you just monitor the approach speed, reduce the tilt and try to get behind the target, put it in your sights and fire at a shooting distance of 300-600 meters, so that you select at least 200 meters from the target. Boss apparently wanted to make it a little harder for me, so he started maneuvering. I wanted to keep him a little more to the side, mainly not to cover him, so I climbed and gained some distance. Boss mumbled something into the radio, which I didn't understand, but Kraut calmed me down: 'Go ahead... he'll be behave himself and fly straight.' That calmed me

down. But the target was almost level, so now I approached at full throttle from a wide angle. Although I correctly assessed that I'm close and that after I've attacked the target I'd switch to a run from the other side, I put the aircraft on its ear and pulled up. Unfortunately, due to the total difference in the flight characteristics of the Su-22 and CF-188, I wasn't 300 meters behind the target on the left side, as would happen if we were sitting in a Sukhoi, but the Hornet, shaking and vibrating, found itself in formation on the right side about 50 meters from the target!! It completely took my breath away, Kraut being the first to recover and told me that he would like to fly again for a while! I was not surprised and obliged not surprised, Boss sticking to us in a tight group with me all sweaty looking for my camera. After a while I hear Boss announce 'RTB' (Return to Base), an unmistakable sign that today's circus was over. He performed a rollout, Kraut told me that we are the second to land using the ILS system and that the lower ceiling was around 200 feet and visibility at some 800 meters. I said to myself, no big deal. At that time, my minimum was 500 feet and visibility was 1.5 km. Kraut hands me the controls again, this time just a straight flight above the clouds. I looked at the slightly different, simplified ILS symbols from what I was used to and after flying into the clouds, Kraut took control and landed nicely in sailor's style - no trimming, and we sat down without bouncing. Apparently the landing gear is built for that. We left the runway, just white ahead of us, only wheel tracks that led to Boss's Hornet. We stopped near the groundcrew, folded the wings, inserted the locks into the landing gear and rockets. The weather was really bad, steel-gray clouds, snowing lightly and I thought to myself that in such weather we would definitely pack it up at home and call it a day without flying. I didn't even want to get out again, I was full of impressions, but the sharp wind brought me back to reality and GiGi helped me out of my gear. We put away our helmets, pressure pants and vests. We went to the briefing, where the entire flight was replayed, including comments from the commander, pointing out mistakes and praise during turns. It even occurred to me that I had apologized for my almost ramming. Finally, after a successful day of flying, it was time to relax a bit with a bottle of beer and a bucket of popcorn. The young people confess what they managed to do today, and I saw that the pilot community is probably the same all over the world. We ended with a game of table football and a chat about my next job. We talked about their work in Europe and about tough missions around the world.

On our way west, we stopped in Winnipeg, home of the headquarters of 1 CAD - the First Canadian Air Division. While GiGi went to HQ to

take care of some business, he left me at the nearby 'Heritage Park', which houses aircraft that once served in the Canadian Air Force. I gradually took pictures of aircraft placed on pedestals like the Texan, Saber and Voodoo. I was alone in the park, bundled up in a toque and a jacket, because it was at least twenty below zero outside. I noticed a police car driving slowly behind me, watching my photographic 'catches'. I told myself that I'm probably in a public area, so it's likely just a case of due diligence. I was standing, about to take a picture of the last beauty, a CF-104 Starfighter in gray-green camouflage, mounted on a pedestal directly opposite the headquarters building. I was looking for an angle so that the building didn't interfere and the blue sky in the background like with the other exhibits, so I searched for a position, but in the end I give up and just took the shot. I put my camera in my backpack in time to see a guy about the size of a mountain, all in black, get out of the car about twenty meters behind me and heading my way. It flashed through my head that I must have provoked him long enough and the photo of the headquarters building must have seemed suspicious to him. He came over to me and asks me what I was doing there and demanded documents. I noticed to my amazement he was wearing a short sleeved t-shirt.

I handed him my passport and told him that I am waiting for Captain Girard. I tried to crack a joke about whether or not he was cold, but he just glared at me and asked if I had any other documents. Fortunately, another cop walked towards him and together they entered a small building where the reception and security were located. After a long twenty minutes, they both come out and I got off without being arrested with GiGi in our car. There I learned about the measures taken after September 11, 2001, when police were required to be much more vigilant and that he had to explain to the policemen at length that I really was not a threat. We went



Canadair CF-116 Freedom Fighter

to try and get our appetites back by visiting the hangar, where we are welcomed by 'Frog' - a display pilot of the CF-5B and a former Demo pilot on the Hornet in the 2000 season. He showed me the last two airworthy aircraft of this type and shocked me with the sentence: 'Tomorrow we will fly in it together!' He showed me the cockpit and HUD, explaining the symbology and what is where in the cockpit. And since we were in a civilian hangar, I could take photos to hallelujah and back including a bunch of detailed shots. The machines were in Aggressor schemes, camouflaged from below in three shades of gray and blue-gray. A false canopy was also painted on the bottom of the aircraft, where the cockpit was. A simple but effective measure to confuse the position in the heat and confusion of combat, when the bandit can be confused whether you are turning away from him or towards him. We can still see this trick on Canadian Hornets, but also in Europe, for example on Hungarian Gripens or Slovak Albatroses. That night I couldn't sleep

much and the new day brought a beautiful frosty morning with a blue sky. We arrived at the airport and the weather suddenly began to rapidly change to the point where it started to snow. Frog showed me the old Bell phone on his desk. He picked it up and to my amazement, the thing was fully functional. He called the weather forecast tower. The final verdict was cruel: 'You can't fly like that, there's a queue for the whole day.' I cursed and Frog explained the rules to me. Passengers can only fly under VFR, meaning in more or less sunny weather. In the evening, Frog invited me to other target rich environments, first taking us to a nearby HOOTERS to get something to eat, and then on to BOOMERS - a strip bar for a drink and to massage the tired eyes. He told me what a great place he was in now. Two pilots, two machines - no operational flying, just the pure joy of flying. I quite envied him. The next day I at least get a ride in a Hercules. It was a training flight far north. The destination was a windy provincial airport with the only plane in sight at the threshold of the runway - the wreck of a Curtiss C-46 Commando transport plane. After a touch and go we flew a level flight along Hudson Bay to a nearby large lake, where they wanted to show me polar bears, but unfortunately they all must have gone south for a break from the cold. After landing I said goodbye to GiGi and got a new guide, Fuji, who would take me on to Cold Lake.

There was a promise that the next stop on my journey would truly be its highlight.

And they were absolutely right. Cold Lake is the largest air base in Canada, both in terms of the number of aircraft and units active there and the scope of training. We found a squadron of CT-155 Hawks there, ready to provide advanced training for future supersonic pilots. The largest group of pilots in the NFTC program



The author in the cockpit of a CF-116 Freedom Fighter; Bear is standing in front of the aircraft.

(NATO Flying Training in Canada) was from Great Britain, but we also met pilots from Italy and Singapore. Likewise, the instructor team includes Britons, Italians, Germans and Danes, each with more than 4,000 hours of flight time. This program began in 2000 and had already trained hundreds of pilots in its courses. Intensive training is carried out at the Moose Jaw and Cold Lake bases, basic, advanced and combat, on CT-115 Hawk and CT-156 Harvard II aircraft. Individual phases last between three and five months, depending on the weather.

Cold Lake was home to the 419th Tactical Training Squadron, which at the time operated eight CT-155 Hawk aircraft under the civilian company Bombardier. It ran about seven courses per year, each with eight cadets who were destined to eventually fly fourth generation aircraft, at the time leading edge stuff.

Canada has enormous experience in training, hundreds of pilots having passed through its facilities already during the Second World War. Its biggest advantage is its area and thus the almost unlimited possibilities of training space. These are located only twenty-five kilometers north of the base. CLAWR (Cold Lake Air Weapons Range) is unparalleled with its area of 7,200 square kilometers and a vast number of firing ranges. You can fly here without any restrictions and there are dozens of stationary targets on the ground. Want to practice hitting an airfield? There are a few faithful simulations of entire such facilities, including runways and taxiways, planes on the ground, hardened shelters and various buildings. There is good reason why Cold Lake hosts one of the largest exercises, Maple Flag, similar to the American Red Flag counterpart. In the final phase of training, it is also possible to use functional mobile radars, mounted on Hummer off-road vehicles, imitating enemy air defense systems.

I arrived at Cold Lake on a weekend, so I finally had some time just for myself and the promise of some rest. The three weeks were so packed with programs that there was no time to rest, let alone absorb the individual experiences. Every day I was invited to someone's family or to the pub for a chat. And some beer...and then something a little harder. Tasting for the first time dishes like mussels, lobsters, smoked salmon, buffalo steaks, etc. The entrance to the base was amazing, it really is a city with everything that belongs in one. The huge area of the base was completely fenced in. We passed a gas station, a golf course, soldiers' family homes, nicely allocated in size and location according to rank and function. Countless shops, restaurants, two ice rinks, one swimming pool and lots of buildings - dormitories, capable of accommodating hundreds of people for the needs of military exercises, courses, etc. Some rest would only



The good old Dakota with a radar mount on the nose from an F-104 Starfighter, nicknamed "Pinocchio"

benefit me. This wish came about two hours after I checked into one of the many hostels on this base. I set off alone to explore my 'territory' and on the way to the restaurant I encountered the history of the Canadian Air Force in the form of monuments and aircraft. F-101 Voodoo, F-104 Starfighter, Dakota Pinocchio, so called because this specimen had the radar from an F-104 grafted onto its nose, supposedly for crew training. Behind the fence of the second, inner sector, home to hangars and runways, I spotted a yellow civilian Sabre with the inscription AIR SPRAY.

I met a group of British cadets in a restaurant, sat down and we started talking. They were raw cadets, so when I introduced myself and listed the types I've flown, the L-29, 39, MiG-21 and Su-22, I was suddenly somewhat exotic and they ordered me a drink. I myself

ordered a beer for everyone and to my surprise, the waitress brings over a pitcher with a liter of beer (or at least something that was yellow). I ask for a pint and she brought ten shot glasses. Well, when in Rome.... I understood that the pitcher was for all of us. The group set off but told me to wait in front of the hostel at 1800h, that we would go to an aviation themed costume party. Right on time, a long limousine pulls up and glaring at me from the windows were people in wigs and painted shirts. I understood that it was them and we were going in to the city. At the ball, I met instructors from all over Europe, had some great conversation and all in a ll, just a blast of a time.

Shooting at Practice Targets



An Air Spray civilian Sabre C-BGUL at CFB Cold Lake. Air Spray operated here as a contractor for live-fire exercises using a towed target.

On Monday, I finally got behind the inner fence where the Sabre was parked. I discovered that it had a suspended laminate target for live fire training. It was not unlike the type that our L-39ZA Albatroses carried in Thailand. The weather was beautiful and sunny outside, but the temperature was again below minus 25. After a while of looking around, I went to warm up in the hangar, where two more targets are lying on the ground and I began talking with an older gentleman standing by the them.

He told me that he was the pilot of the yellow Sabre and that he had been flying this type for perhaps forty years. He flies for the civilian company Air Spray, which provides these special services for the Canadian army. He said that he had a few missions scheduled for the afternoon with pilots from the 410th Cougar Squadron. Imagine my surprise when they told me on the flight deck that I would be flying an aerial shooting exercise. I was assigned 'Dewy', who introduced me to what what I could expect in the air. We flew in pairs with another Hornet. Unfortunately, the Sabre took off before us, so the chance for some rare photos never even presented itself. He flew himself to a designated area, released the target and unwound the tow rope to a length of about 1500 feet, started circling and waited for the fighters. We watched the video, and I was pretty surprised at how far below the aircraft the target sank.

Dewy introduced me to the Canadian pilot's qualification expansion in the form of courses and pointed to the patches on his overalls - Fighter Electronic Warfare, Advance Radar, Fighter Weapons Instructor. The conclusion was that some target shooting was a pretty routine thing for him. It was freezing outside for me, but the locals praised the same day I was experiencing as 'warm and sunny'. I always get a chill down my spine when it's at least minus twenty-five outside and someone invariably goes to a vending machine to grab a Coke and doesn't forget to first put a load of ice in their cup. Different country for sure!

Our Hornet is waiting on the apron, ready to go. By this time, I am able to strap in faster. I noted that there were no weapons experts buzzing about like I see at home during firing exercises.

Unfortunately, we took off individually again, apparently for safety reasons, so no photos in a tight group. We flew into the designated airspace and Dewy reported from the front in an annoyed voice that there would probably be nothing to come out of the exercise today. The defogger on the windscreen is not working and I leaned to look past him as he tries to clear of the condensation manually with his hand.

Meanwhile, the first Hornet made contact with the target, took up the agreed height above it and the position outside the circle described

by the Sabre. Dewy fought the ice forming on the windscreen and made an improvised scraper with something like a credit card. Resigned to the fate that we would not be shooting again, we flew in and joined the circle with our number one, which flew opposite and at our level. He went into a dive, but I could not make out the actual firing. After a while, Dewy informed me that things have improved a little and that he would try. I spotted the Sabre in the distance at a fairly high angle, the target sure to be somewhere below it. We leaned over the wing, a loud burst of about two seconds was heard that reverberated through the plane as the six-barrel 20mm Vulcan cannon in the front did the talking. We gradually took turns with the bursts, us making four and we were empty. We flew home in as a loose group. The target was in signal red-orange colors, so that it was clearly visible in the winter sky and against the ground. But I have also seen targets that are all white.

After landing, I was more Hornets on the apron getting ready to head out. The squadron uses mostly two-seat machines, as it is intended for training purposes, including incoming exchange pilots from other countries. I saw that I am not the only 'exotic' here, hungry for a ride, but I also met general aviation specific journalists, people from television channels who have come to do articles and reports. Of course, the personal flight experience were the proverbial icing on the cake.

As for permission to take photos, that varied from base to base. While at the 'provincial' base in Bagotville, there was no problem with taking photos. The best place at the airport was the control tower, under which the planes stopped for post-flight checks, folded their wings and slowly taxied to the stand. When I asked about

the possibility of taking photos, the friendly air traffic controller allowed me to do so and added that she would intercede for me at home. I didn't understand for a while until the second assistant revealed to me that the lady was the wife of the base commander. In short, you have to be a little lucky. At Cold Lake, after asking if I could take photos, three gentlemen visited me and assigned me one number on the stand. They didn't understand why one machine wasn't enough for me and politely explained to me that we were at the largest base and I couldn't take photos of entire rows of aircraft, but only my own. They also skillfully positioned themselves and narrowed my field of view, so that only 'my' machine made it into the viewfinder.

A Flight in a Hawk with Stoner

Another day and another flight. This time with some slower competition. I met the Hawk instructor from the 419th Squadron, a giant of a man named Stoner. I would be with him for training with a cadet whose task the following day would be an introduction to the BFM fighter syllabus - the basics of fighter maneuvering. The goal was to teach the cadet to maneuver behind the target and find a way out of the approach. The target has a predetermined flight path, speed and other parameters. This makes the decision-making process easier for the fighter in the beginning, after that he just needs to follow the theory-backed experience and verify in practice that it works. We were designated as the target, the cadet to be sitting in the other plane with his instructor. I wondered if it would be a good time to 'tidy up a bit', but Stoner calmed me down, saying that we would have twenty minutes just for me. I examined the canopy thinking that these boys go a little overboard with the Canadian



After landing in a Hawk with the giant Stoner at CFB Cold Lake in Alberta.

maple symbols when it's pointed out to me that the leaf in the front of the canopy is actually splattered blood as an imitation of a bird strike. This guy thinks of everything!

The next day, the weather was nice, so we went for it. Takeoff was in pairs and I didn't have a camera. I asked my instructor and he didn't look very enthusiastic, pointing out that we would be far from each other anyway and that a foreign object in the cockpit could do a lot of damage, so I left it at home. It's a shame, but if you don't ask, you don't find out, right?. We flew wing to wing into the zone to initiate the exercise and I regret the absence of a photo, because everything was so beautifully lit, with lakes and rocks below us. Stoner ordered the cadet in each setup what will follow and monitored his actions during the flight. Sometimes he wrote something down on the notepad on his knee.

When he is satisfied, we disengage and head back to base. Stoner turned over the controls to me and for twenty long minutes the bird is all mine. Compared to our training aircraft, the L-29 Delfin and the L-39 Albatros, I appreciate the higher engine thrust and shorter acceleration time. The plane has a swept wing and accelerates readily and noticeably after pushing the throttle forward. The view from the cockpit is good, from the rear cockpit as well, and Stoner lets me fly even at an altitude of around 300 feet. It seems to me that the Hornet hangs well in the air. I tried a few light maneuvers before we found ourselves just above the airport and I also tried a few low passes over the imitation runway. The weather was beautiful, completely clear and all around you could see beautiful lakes covered in snow, a few straight long roads stretching off before disappearing in the distance. The terrain here is relatively flat, so it is ideal for flights at low level. When I goofed up, the instructor corrected my course to the base and let me fly until landing. He gave me the recommended approach speed, he dropped the landing gear and flaps himself. The plane was stable even in a landing configuration and I had no trouble flying this phase of the flight. The runway was approaching, and in our last meter, I trimmed and let the throttle there, afraid that the plane might 'fall'. The plane flies stretched out just above the ground, Stoner reported that we were about a centimeter above the ground, but the plane just doesn't want to land. About a third of the way down the runway, he finally cracked and took over the controls - we were now about half way down the runway, but the runway is over 3 km long and he told me that we would better to repeat the circuit. He made a tight circuit and sat down, by himself. I remember a comment from a colleague who, while soaking in the landing, about the 'fucking Czech landing'. As mentioned earlier...



An example of the patina typical of all Canadian Hornets, mainly traces of graphite oil from the weapon pylons.



A Tutor in the AETE experimental flight hangar at CFB Cold Lake. In the back right is a CT-133 Silver Star Mk.3 modified for ejection seat testing.

another country. After unstrapping and getting out of the plane, the necessary photo in front of the Canadian maple tree sign and off to someplace warm. Stoner was satisfied with my performance, laughed at the landing and added that he would let me solo if I learned to ease up on the throttle!

The eight Hawks were operated by a civilian company, Bombardier, with about forty employees. The 419th Squadron had its apron and buildings at the other end of the airport, away from the hangars of the 409th and 410th Hornet Squadrons. There was, and is, an extensive runway system at Cold Lake and it is used to ensure smooth operations for all squadrons based there, including the test and experimental squadrons, which used both the older Silver Star and Tutor aircraft and the newer Hornets.

The CF-188 aircraft were chosen in 1980, and 138 were delivered between 1982 and 1988. Only 80 aircraft were upgraded in two phases. The first phase was to include new software,

radios, transponders, GPS, new displays, and night vision devices in 2001-2006. The second phase was to include data links, defense electronics, flight data recorders, and helmet-mounted displays in 2006-2009.

Weapon systems should include advanced multi-purpose infrared sensors, advanced AMRAAM and ASRAAM guided missiles, and precision munitions.

Cold Lake - this is the right place for the entire history of post-war aviation. You can admire all the types that saw service with the RCAF. Extremely friendly people everywhere. I just randomly remember a young local barber when I was admiring a framed pic of a Hornet in his window. He came out and surprised by my interest and my background, I finally left with the picture back to my room. The month flew by much too quickly, only memories and hundreds of photos remain. You can also enjoy a few of them here, and I hope you do.

Avia C-10/S-99

The First Czechoslovak 109s

Text: Michal Ovčáčík

Illustration: Antonis Karydis



Within the borders of the former Protectorate of Bohemia and Moravia after the end of the war, there were, among other things, a number of Bf 109G-10/U4 aircraft in various states of completion, or parts thereof. The vast majority of these were products of the protectorate branch of Wiener Neustädter Flugzeugwerke (WNF) in Tišnov, and included three Bf 109s from Kralupy nad Vltavou that had been flown before the end of the war, one aircraft being found at Prague-Letňany Airport, as well as tail subassemblies from smaller factories in Bučovice and Koryčany. By the end of 1945, the entire aircraft and components, together with other captured material, were concentrated at the Avia factory in Prague-Čakovice. There, they were overhauled and subsequently assembled.

The refurbished aircraft were designated 'C-10 - Me 109', the letter C indicating a trainer aircraft. On September 13, 1945, under this designation, the type was accepted by the decree of the Defense Ministry's MNO-HŠ VL ref. no. 13091/Let., 1945, into the list of designations and names of aircraft of captured and foreign origin. The assembly of the first aircraft began by Avia before the end of 1945, while the official order ref. no. 56749 II/4. sec. 1946 was for twenty aircraft, which were intended for the newly established units - police air patrols - of the Air Force of the National Security Corps (SNB) established by the Ministry of the Interior on March 25th, 1946.

The first prototype C-10.1 prototype was flown on February 22nd, 1946 by the company's test pilot Petr Široký and was then tested at the Scientific Aviation Institute (VLÚ) in Letňany, including with rocket boosters, among other items. Its original W.Nr. 613 156 places it in the 5th series of aircraft of the G-10/U4 version (as part of the WNF/Diana production) in the block of production numbers 613 000 - 613 200 completed between January and March, 1945. Another twenty C-10 conversions also came from the same production block,

but the assignment of their known production numbers to the military registration numbers of Czechoslovak aircraft has not been documented (with the exception of the first aircraft). The difference of one unit between the ordered and delivered aircraft was due to the replacement of the destroyed C-10.3 aircraft with the new-built C-10.21. The first aircraft were available in mid-1946 and their flights were carried out alternately by Avia factory test pilots Petr Široký and Antonín Kraus. By the end of that year, sixteen aircraft had been completed, and in mid-September, according to a report at a meeting of the Air Force Command, only five C-10 aircraft were in service. The remaining five aircraft from the entire twenty-one series were delivered almost six months later than the previous machines, in April and May 1947. The aircraft were taken over from production by the Military Acceptance Commission and then handed over to representatives of the SNB Air Force (which was established on March 25, 1946).

The function of this air unit was identical to the tasks of the pre-war Border Police (ČLH): it was mainly about ensuring the air defense of the state against the activities of foreign aircraft, supervising compliance with aviation regulations, and protecting airports. In addition, its task was also to assist ground security forces in carrying out their tasks and to provide rescue and assistance services.

Ten air patrols were gradually established from June 1946 to November 1948, distributed throughout the entire territory of the Republic. The following LHs were subordinate to the three Regional Commands of the SNB (State Security Service): Prague-Ruzyně, České Budějovice, Plzeň-Bory, Karlovy Vary, Jičín, Olomouc-Neředín, Brno, Bratislava-Vajnory, Košice and Rimavská Sobota. Detachments were temporarily established in Přešov and Zvolen, and later also in Klatovy and Mariánské Lázně, which performed specific tasks

in the fight against the so-called 'Banderovets' (members of the nationalist Ukrainian Insurgent Army), or to prevent aircraft from leaving the Republic after February 1948.

At least seven C-10 aircraft were assigned for the retraining of the first SNB pilots, on which they trained together with military pilots from the summer to fall of 1946 as part of the pilot retraining course of the Air Force Command at the Prague-Kbely airport. After completing the course, these aircraft were assigned to the others in the SNB LH network. In the spring of 1947, the SNB Air Force lent nine of its C-10 aircraft for the retraining of military pilots to the Fighter Training Center at the 2nd Air Division at Planá airport (České Budějovice), where they were assigned to the Command Squadron.

The aircraft retained their original C-10 designation only until May 1947, when they were redesignated S-99, where the S stood for 'fighter'. The name of the SNB Air Force existed until mid-December 1947, when it was changed to the Security Air Force. However, its activity did not last long, because after three years, on December 23rd, 1950, this air component was abolished. On its basis, a new, now military unit was created - aviation regiment LP 51, with deployment at the airport Plzeň-Skvrňany, using the same personnel and equipment including the S-99s. In the end, the Ministry of National Defense took over only thirteen aircraft, the rest were not handed over due to damage or accidents. Only four aircraft were lost or stricken off charge during service. At the end of 1950, ten aircraft were selected and converted to the S-199 with the Jumo 211F engine. The remaining serviceable S-99s reached their end of service in the spring of 1951

The Fighting Eight

Text: Jan Bobek

Illustration: Adam Tooby



Most readers will probably associate the US Navy squadron designated VF-8 with the aircraft carrier USS Hornet and combat operations in the Pacific during the first half of 1942. During the Doolittle Raid on Japan by B-25 Mitchell bombers, VF-8's pilots could only watch from the deck of Hornet, since their Wildcats - for understandable "twin-engined" reasons - were unable to operate from their own carrier. During the Battle of Midway, VF-8 fighters claimed five victories while defending the aircraft carrier USS Yorktown. The squadron was disbanded in August 1942 and its personnel reassigned to other units.

VF-8, the "Fighting Eight," was formed for a second time at NAS Norfolk in the summer of 1943. Its commanding officer was 31-year-old Lt. Cdr. W. M. Collins, who had qualified as a naval aviator in 1937 and would eventually become VF-8's leading ace, with nine victories.

In early July 1943, VF-8 was preparing for deployment aboard the aircraft carrier USS Intrepid. This Essex-class carrier, fresh from the Newport News Shipbuilding, was still undergoing acceptance trials prior to commissioning in mid-August 1943. The VF-8 was equipped with 24 F6F-3 Hellcats. Carrier Air Group 8 (CAG 8), of which VF-8 formed part, also included VB-28 with 37 SBD-3 and SBD-5 Dauntless dive-bombers, and VT-8 with 15 TBF-1 Avenger torpedo bombers. During training aboard USS Intrepid in the Caribbean, VF-8 lost two Hellcats in the Bermuda area between October and December 1943. The scene depicted on the kit's box art dates from this period. At the beginning of 1944, VF-8 was based at NAS Puunene, Hawaii, and on 10 March

1944 the aircraft carrier USS Bunker Hill became its new floating home. Immediately before CAG 8 embarked, VF-8 had 35 F6F-3s, while the torpedo-bomber squadron operated 22 TBF-1C Avengers. The dive-bombers, now assigned to VB-8, were no longer the Dauntlesses, but 30 Helldivers, most of them SB2C-1Cs, to which the squadron had been converting since December 1943. CAG skipper Cdr. R. L. Shifley was assigned a personal Hellcat. Four night-fighter Hellcats were also carried aboard.

Combat operations involving VF-8 included attacks on the Palau region (30 March - 1 April); Hollandia, New Guinea (21 - 28 April); strikes on the Caroline Islands (29 April - 1 May); and operations in the Marianas in support of the landings on Saipan and Guam (12 June - 10 August).

During September, USS Bunker Hill conducted strikes against targets in the western Caroline Islands. The carrier and its Task Force then headed north, from where they launched air strikes against targets on Luzon, Formosa and Okinawa until early November.

VF-8's fighter pilots enjoyed their most successful day on 12 October 1944, when, during attacks on Formosa and southern Japan, they were credited with 53 aerial victories in various categories.

F6F-5 Hellcats first entered service with VF-8 in September 1944, although the unit continued to operate the older F6F-3 until the end of its combat deployment aboard USS Bunker Hill.

A total of thirteen pilots attained ace status while serving within the second tour of the Fighting Eight, while two others added several victories with VF-8 toward their eventual ace

totals. In addition to the previously mentioned Lt. Cdr. Collins, particular note must be made of the legendary pilot who served as VF-8's executive officer, Lt. Cdr. Elbert Scott McCuskey. During the first half of 1942, while serving with VF-42 aboard USS Yorktown, he was credited with 6.5 confirmed victories and three Japanese aircraft damaged, most of these successes being achieved during the Battle of Midway. Flying VF-8 Hellcats between March and October 1944, he added another seven confirmed victories and three aircraft damaged.

Between March and November 1944, VF-8 flew a total of 192 operations comprising 2,107 combat sorties, together with a further 986 patrol, antisubmarine, reconnaissance-interception and rescue sorties. VF-8's pilots claimed 151 confirmed and 19 probable victories, with another 36 enemy aircraft reported damaged. In attacks on Japanese shipping, the Hellcat pilots claimed vessels totalling 43,450 tons sunk, a further 31,700 tons probably sunk, and ships amounting to 60,200 tons damaged.

Seven VF-8 pilots and 34 Hellcats were lost in combat - effectively representing almost 100 percent attrition of the squadron's aircraft strength. During the same period, CAG 8's combat operations from USS Bunker Hill also cost it 23 Avengers and no fewer than 72 Helldivers.

VF-8 was re-formed at NAS Alameda on 1 January 1945. After serving at several bases, it returned to the Pacific aboard USS Bennington in September 1945, but was disbanded in November of that year.

The Kaczmarek

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The box art for September's new release depicts pilots of Stab II./JG 52 attacking a Soviet Il-2 ground-attack aircraft in the closing weeks of the war along the Hungarian–Austrian border. The aircraft in the foreground is flown by Leutnant Willy van de Kamp. He is serving as wingman, a role known in Luftwaffe slang as Kaczmarek. His leader is the commanding officer of II./JG 52, Major Wilhelm Batz, who would end the war with 237 aerial victories and was awarded the Knight's Cross with Oak Leaves and Swords.

The wingman was indispensable to his leader. In many cases, fighter pilots tasked with protecting their leaders rarely had the opportunity to score victories of their own. At the beginning of his combat career, however, Wilhelm Batz faced the opposite problem and came close to leaving the fighter arm altogether.

When he joined II./JG 52 as a Leutnant in early February 1943, the unit was flying Messerschmitt Bf 109s on the southern sector of the Eastern Front. Batz had spent years as a flying instructor and had logged more than 5,000 flying hours, yet at twenty-seven he was considered too old to embark on a successful career as a fighter pilot.

He was appointed Adjutant to the commanding officer of II./JG 52, then Hauptmann Johannes Steinhoff, who had 151 victories to his credit. The two shared a room and got on very well. Batz rose early each morning, not only to study the weather forecast and prepare combat operations, but also because Steinhoff snored appallingly. Once, as a joke, Batz even fastened the Knight's Cross around the sleeping Steinhoff's neck – a decoration associated with the slang

expression "throat disease". Several other pilots served with the Stab of II. Gruppe, among them Leutnant Helmut Haberda, with 18 victories, and Oberfeldwebel Heinrich Sturm, with ten. Batz recalled this period in interviews with authors T. J. Constable and R. F. Toliver in the mid-1960s. He had no personal papers or notes to hand, however, and some of the events he described appear to have been misplaced by a year.

His introduction to combat was frustrating: despite the numerous opportunities his leader gave him, he was unable to score a victory. His commanding officer summed up the situation bluntly: "You are an excellent adjutant, but a bad fighter." Batz agreed without making excuses. He even considered requesting a transfer to a bomber unit, but his commander dismissed the idea: "This is a fighter wing. You stay here. If the victories don't come today, possibly they will come tomorrow." Batz then fell ill and was forced to watch the air fighting from the ground for a fortnight. The experience helped him develop the combat instincts he still lacked as a novice fighter pilot, despite being an experienced airman who had joined the Luftwaffe back in 1935. His first victory came on 11 March 1943, when he claimed a LaGG-3; two days later, he added a Boston bomber. At the end of March, command of the Gruppe changed hands. Steinhoff left to take command of JG 77, then fighting in Africa, and Hauptmann Helmut Kühle, who flew very few combat sorties, took over in an acting capacity.

During April and early May 1943, Wilhelm Batz added another five victories to his tally, while a further claim went unconfirmed. By his own

account, it was his seniority rather than his combat experience that secured his appointment on 9 May as commander of 5./JG 52, part of II./JG 52.

Among its pilots the 5. Staffel included experienced fighters such as the previously mentioned Haberda, whose tally had by then reached 58 victories, Fw. Viktor Petermann, with 37, and Fw. Otto Fönnekold, with 18.

However, Batz gradually caught up with other JG 52 aces, and by the end of 1943 his score stood at 75 victories. He claimed his 100th on 22 March 1944 and was awarded the Knight's Cross four days later. In mid-April 1944, he was appointed commander of III./JG 52, and on 17 August he recorded his 200th victory. He returned to II./JG 52 on 1 February 1945, while the unit was operating in Hungary, this time as its commanding officer.

The most successful day of his combat career was 31 May 1944, during the fighting in Romania. In seven combat sorties, he claimed fifteen Soviet aircraft shot down. The question remains, however, how many aircraft his opponents actually lost.

Some indication is provided by Ivan Lavrinenko's analysis of II./JG 52's victory claims during its operations over Crimea in 1943 and 1944, published jointly with Paul Stipdonk. Wilhelm Batz claimed a total of 63 victories in this theatre, but only nine Soviet aircraft losses can be attributed to him with certainty. A further nine Soviet aircraft may have fallen to Batz, although other Luftwaffe pilots could also have been responsible.

From Aviation History to Scale Precision




**AVAILABLE
NOW!**



— TWO NEW TITLES FROM PHOENIX SCALE PUBLICATIONS —



In-depth
Research



Stunning
Photography



Modeller
Focused



Made for
Enthusiasts

‘Rozdmýchávání vášně pro modelaření!’

WHERE TO BUY ONLINE WORLDWIDE

www.phoenixscalepublications.co.uk

EU Retailer: Aviation Megastore www.aviationmegastore.com

USA Retailer: Sprue Bothers www.spruebrothers.com



Sharks and Stallions

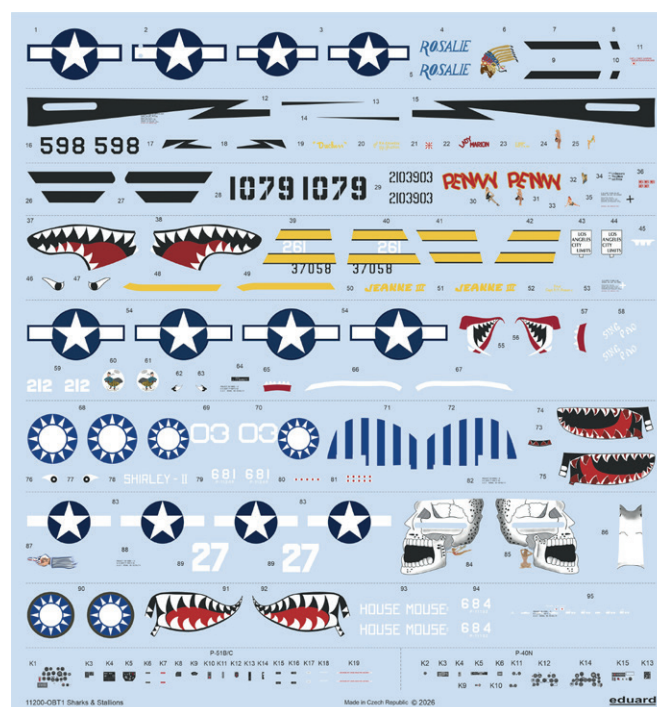
1/48

#11200

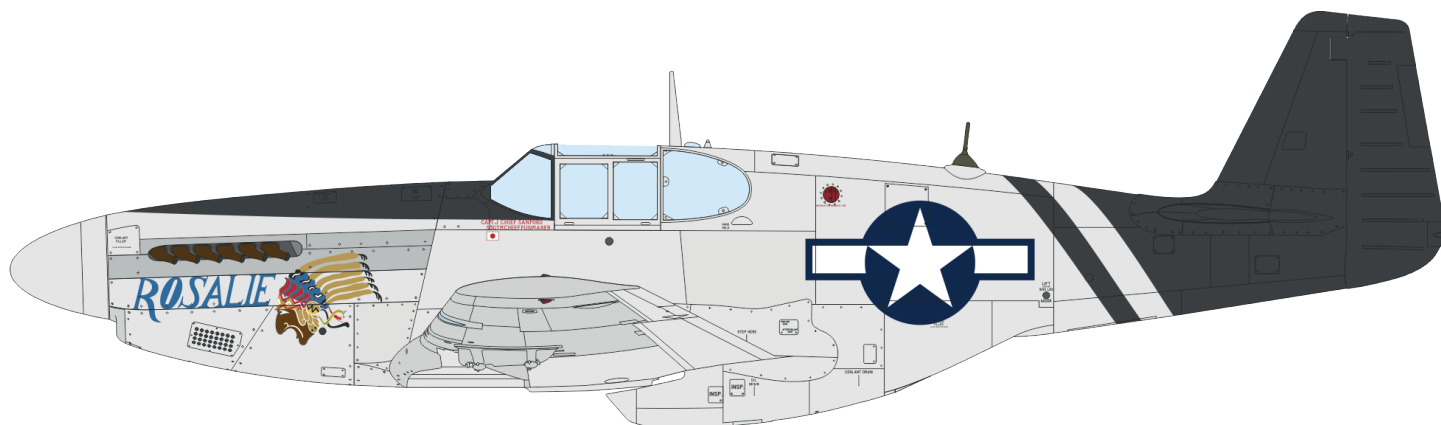
Limited edition kit of the WWII fighter aircraft
P-40N Warhawk and P-51B/C Mustang in 1/48 scale.
The kit is focused on aircraft from the China, Barma
and India Theater.

DUAL COMBO

- plastic parts: Eduard
- marking options: 9
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product Page](#)


■ P-51B/C, Lt. Joshua D. Sanford, 75th FS, 23rd FG, China, 1944

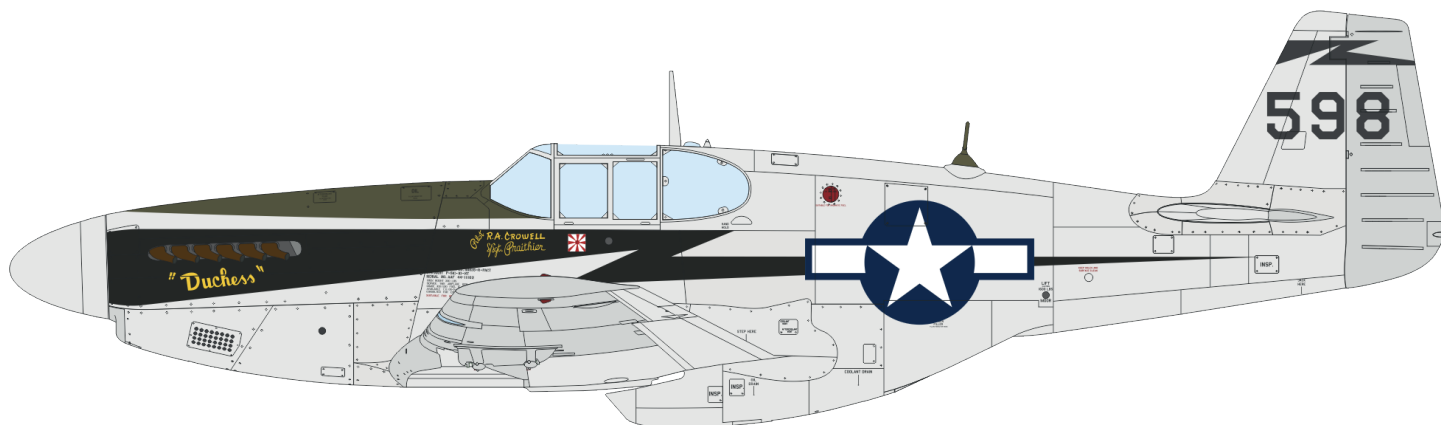


The only native American serving in the ranks of the Flying Tigers was Joshua "Chief" Decorah Sanford, who was born on January 19, 1919, near Friendship, Wisconsin. His mother was of the Winnebago nation and his father of the Seneca nation. Joshua grew up in the Wisconsin communities of Hillsboro and Reedsburg. Enlisting in the U.S. Army Air Corps in 1941, he joined the 75th Fighter Squadron, 23rd Fighter Group (the Flying Tigers) operating in the China-

Burma-India Theatre. There he flew 102 combat missions between 1942 and 1945 in the cockpit of P-40s and P-51s. He was shot down or ditched 12 times (!) and was wounded twice. On the other hand, he accumulated 7 aerial victories and damaged several more enemy aircraft. The serial number of this Mustang is unknown, it was one of several Sanford was flying. The colors of the Indian head are unknown, so the appearance is our interpretation of B&W photos. Following the

war, Sanford studied electronics and returned to Hillsboro, Wisconsin, to establish his own successful business. He passed away on October 21, 1962 at the age of 43 due to complications of his wartime wounds.

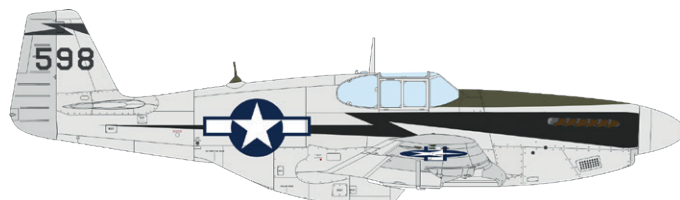
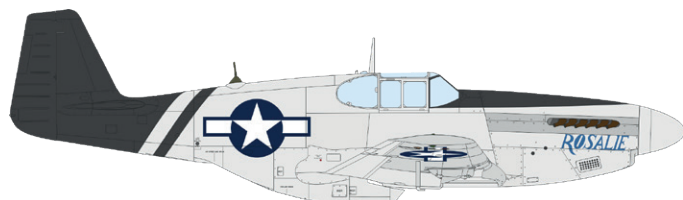
■ P-51C-10-NT, 44-11102, Capt. Raymond A. Crowell, 118th TRS, 23rd FG, China, 1944

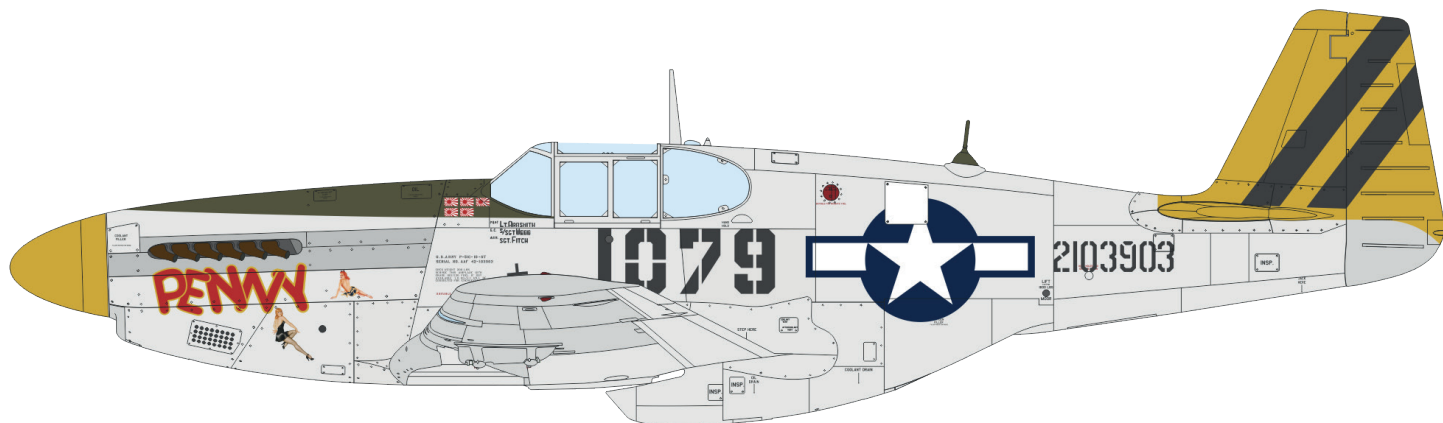


Born in Massachusetts on May 24, 1921, Raymond Ashley Crowell was assigned to the 118th TRS in China in late June or early July 1944 following his flight training in the U.S. He joined combat operations at the end of July 1944 and moved with his unit as the front lines shifted. The unit initially operated from the Suichan base and, after being forced to abandon it due to a Japanese offensive in early 1945, it withdrew to the Chengkung base. The aircraft shown here lacked the yellow border on the black lightning bolt (the 118th TRS was nicknamed

the "Black Lightnings") and had a symbol indicating one aerial kill taped beneath the cockpit, even though Crowell has no officially confirmed kills. The lowercase letter "G" in the center of the pennant could stand for "Ground," meaning an aircraft destroyed on the ground. Crowell had a number of ground targets to his credit, particularly trucks and military vehicles. In aerial combat, he usually provided cover for the squadron commander, Maj. (and later Lt. Col.) Edward O. McComas (14 victories). After Crowell returned home, 2nd Lt. Fred Poats took

over this aircraft and renamed it, the "Duchess" inscription was painted over and replaced with "Lady Marion" in red. A Vargas illustration of a girl from the Esquire calendar was affixed to the sides of the fuselage and to the left landing gear cover. The illustration on the port side of the nose peeled off later, leaving only a silhouette from the adhesive. After the war, Raymond Crowell worked as a manager at the paper company Eastern Fine Papers. He died on December 26, 2014, at the age of 93.

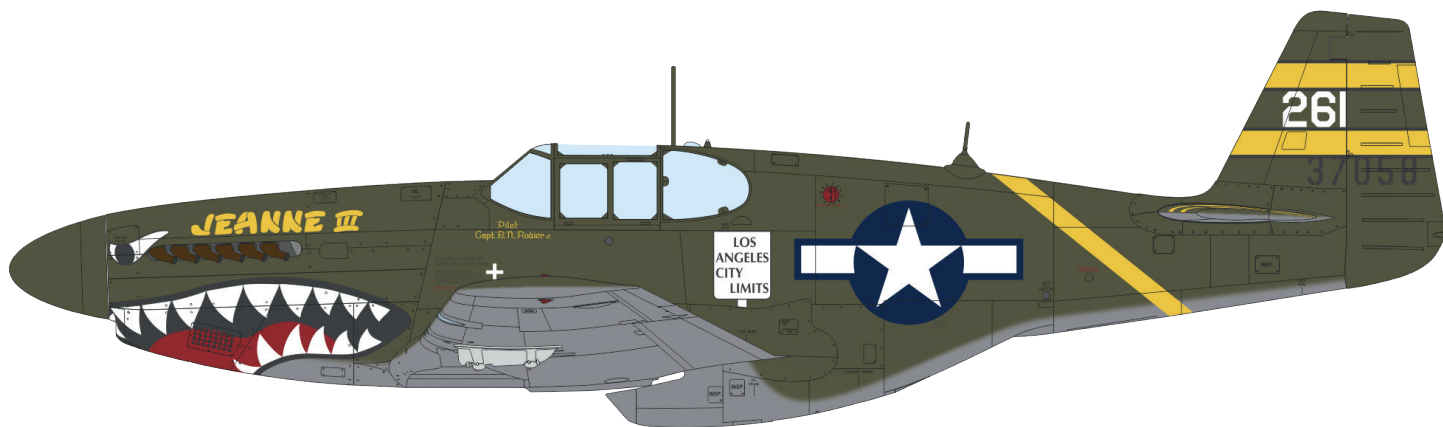


■ P-51C, 42-103903, Lt. Lester L. Arasmith, 530th FS, 311th FG, China, 1944


Lester Leroy Arasmith was born on June 9, 1924 in St. Joseph, Missouri. Just two months after his 18th birthday, he enlisted in the U.S. Army Reserve on August 5, 1942 and entered the Aviation Cadet Program of the U.S. Army Air Forces on February 4, 1943. He graduated and was commissioned as a Second Lieutenant on December 5, 1943. He then underwent advanced fighter training in the Curtiss P-40 before transitioning to the North American P-51. In August 1944, he arrived in the CBI Theater

and joined the 530th Fighter Squadron, part of the 311th Fighter Group. He began operations out of bases in Burma before the unit moved forward into China. Arasmith flew grueling dive-bombing, escort, and air defense missions and was credited with six aerial victories, the first one achieved on November 17, 1944 and the last one on March 24, 1945. He was one of only two pilots of 311th FG to achieve the Ace status while assigned to 14th AF. After WWII, Arasmith returned to active duty to serve as a fighter

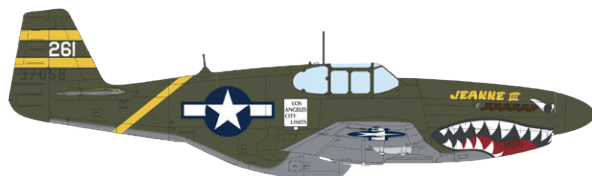
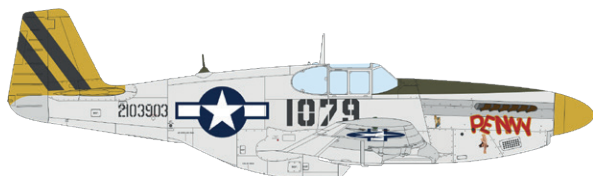
pilot in the Korean War (flying F-51 Mustangs and F-80 Shooting Stars) and later deployed as a Group Commander during the Vietnam War. Colonel Arasmith retired from the military in 1969 and passed away in 2019 at the age of 95. This Mustang was named „Penny“ and was adorned with cutouts of Vargas girls from the famous Esquire calendar. Arasmith later named another Mustang as „Princess“.

■ P-51B, 43-7058, Capt. Burton N. Rodier Jr., 26th FS, 51st FG, China 1944


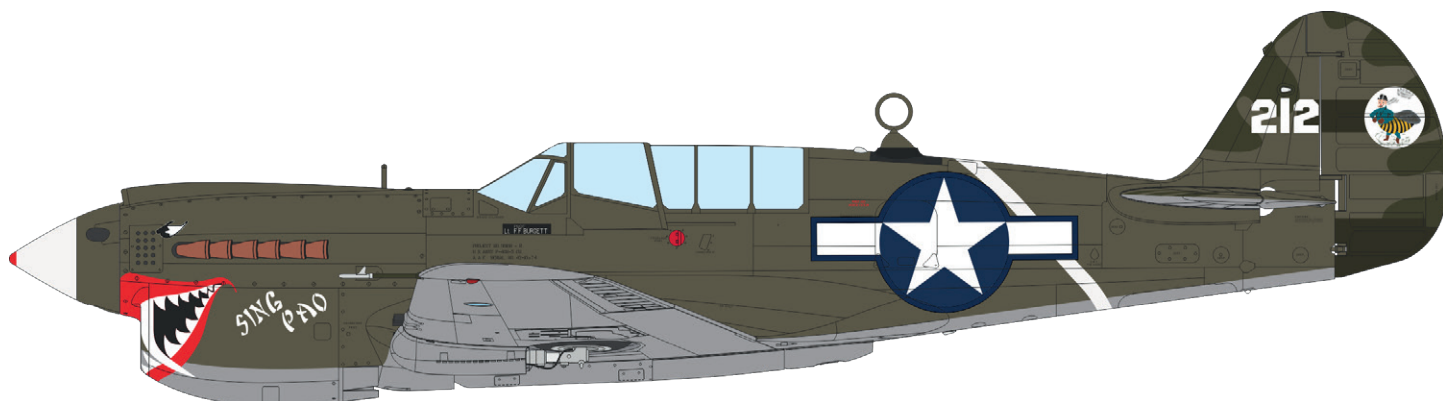
Burton N. Rodier Jr. was born on September 8, 1920, in Los Angeles, California. A gifted student, he was accepted to the prestigious University of California, Los Angeles (UCLA). After the attack on Pearl Harbor, he decided to volunteer for military service. He enlisted in the USAAF, passed the rigorous military selection process, and successfully completed full pilot training. Thanks to his abilities and leadership potential, he was quickly promoted to the rank of Captain. He was deployed to the China-Burma-India (CBI) theater of operations, where

he became a member of the 26th FS, which was part of the 51st FG of the 14th AF of the USAAF. This group was responsible for protecting key supply routes, conducting attacks on ground targets, and defending Chinese cities and Allied bases against Japanese air raids. Rodier named his Mustang, Army serial number 43-7058, „JEANNE III.“ On September 5, 1944, Capt. Rodier was returning to his home airfield, Kunming Airdrome, in southern China. The area was experiencing adverse weather conditions with low cloud cover. The pilot likely lost his sense

of direction in the thick clouds and crashed his Mustang at full speed into the Wai Chen Shan mountain range. He died three days before his 24th birthday. After the war, his remains were exhumed and returned to his homeland. Today, he is buried at the Golden Gate National Cemetery in San Bruno, California. In China, his sacrifice is permanently commemorated at the official Memorial in Nanjing, which honors foreign pilots who fell defending the country.



P-40N, Lt. Fred F. Burgett, 25th FS, 51st FG, Yunnanyi, China, 1944

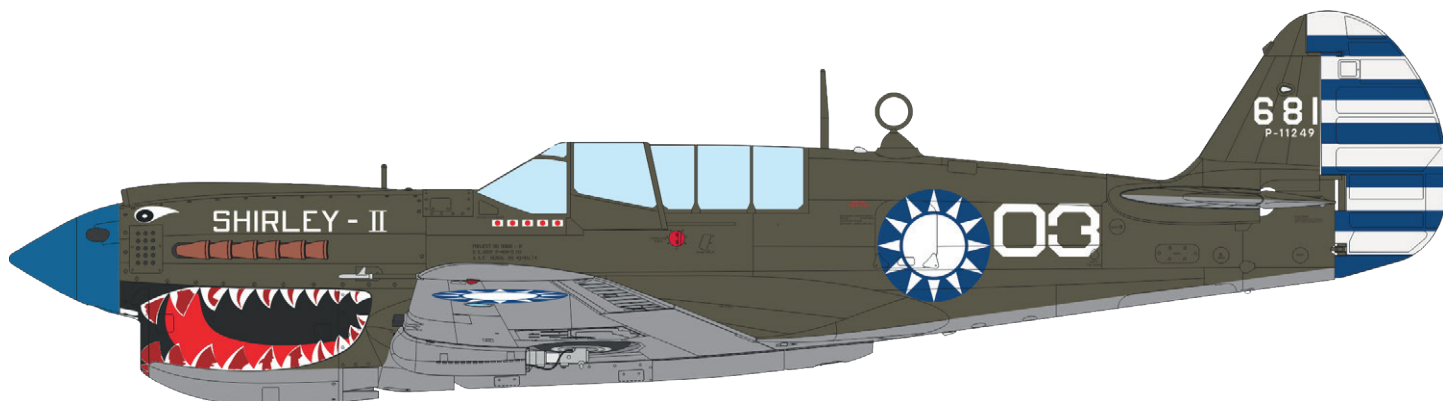


Fred F. Burgett was born on May 1, 1919, in Pennsylvania. At the start of the war, he joined the USAAF and successfully completed pilot training on fighter aircraft. He was subsequently assigned to the 25th FS, which was activated in California and moved to India in 1942. In 1944, Burgett and his unit operated directly from forward Chinese bases, primarily from the strategic Yunnanyi airfield (Yunnan Province). As a Warhawk pilot, he flew extremely dangerous

missions over the Himalayas (The Hump). During these missions, he escorted transport planes, attacked ground targets and supply routes, and protected Allied bases from Japanese air attacks. His Warhawk bore the unit's distinctive emblem: the snout of a saber-toothed tiger. The inscription "Sing Pao" translates roughly as "Star News." The context is that Chinese communities, professional associations, and the editorial offices of major newspapers in China

and overseas organized fundraisers to purchase fighter planes for the Chinese Air Force (CAF). The "Sing Pao" inscription on Burgett's aircraft paid tribute to them. After the war, Burgett settled in the Decatur, Illinois, area and devoted himself to farming, among other things. He died on June 9, 2001.

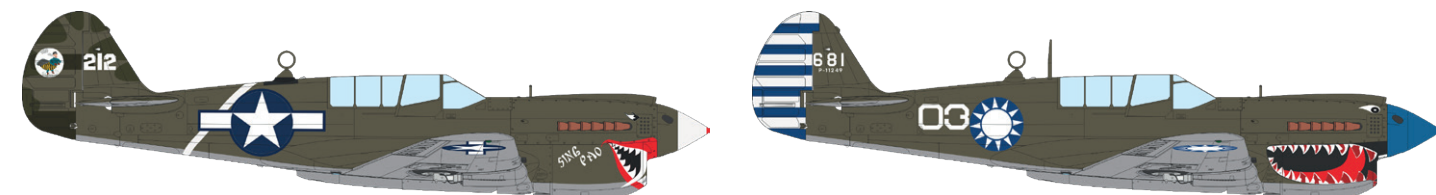
P-40N-15, Capt. Raymond L. Callaway, 8th FS, 3rd FG, Liangshan, China, August 1944

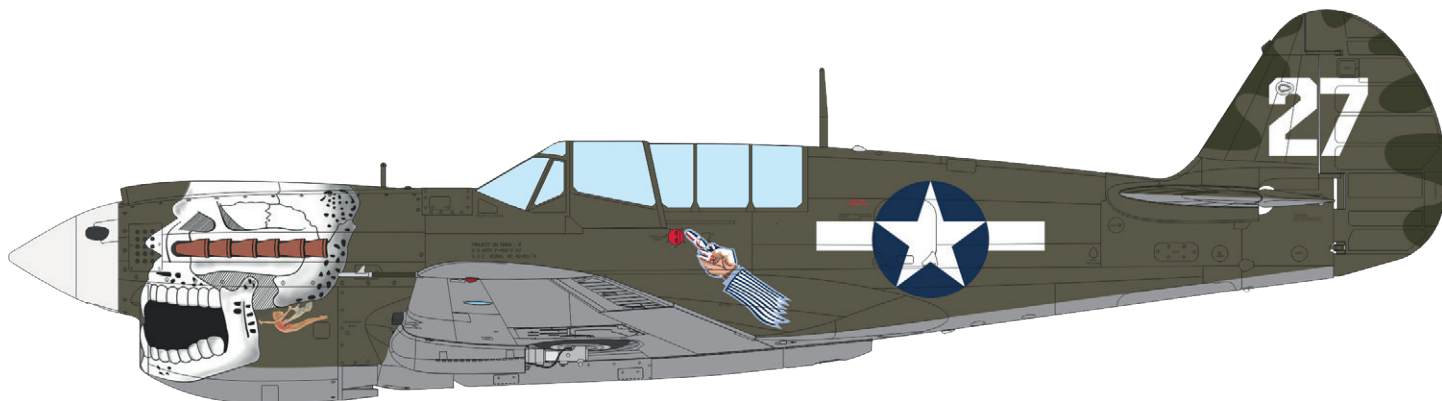


Raymond Leonard Callaway was born on April 12, 1916, in the town of Granite Falls, Minnesota, and had already decided to pursue a career as a military pilot before the United States entered the war. He enrolled in the Air Cadet training program on April 25, 1941, and five days after the attack on Pearl Harbor, he successfully completed his training at Foster Field in Texas. He was subsequently assigned to duty, initially within the United States. From December 1941 to August 1942, he served with the 56th FG at Mitchell Field in New York State. Flying P-36 Hawks and P-38 Lightnings, he patrolled the U.S.

East Coast. He then served until June 1943 as an instructor with the 326th FG at Westover Field, Massachusetts, where he trained new pilots on the new P-47Ds. In the second half of 1943, he was deployed to the CBI Theater. In India, he initially trained Chinese pilots under the 8th FS as part of the 3rd FG of the Sino-American Composite Wing (CACW). From January 1944, he began flying combat missions directly over Chinese territory. By December 1944, he had scored six confirmed kills, with another credited as probable, and had also two damaged aircraft to his credit. His aircraft bore his wife's name

and was the second he had named in this way. Nothing is known about the fate of the original "Shirley" aircraft. After returning to the United States, he served until September 1945 as commander of the 399th FS at Stuttgart AAF in Arkansas. Shortly after Japan's surrender, he left active duty but served in the U.S. Air Force Reserve throughout the Cold War. He retired from military service on February 1, 1967, with the rank of lieutenant colonel. He died on February 19, 2005, at the age of 88.

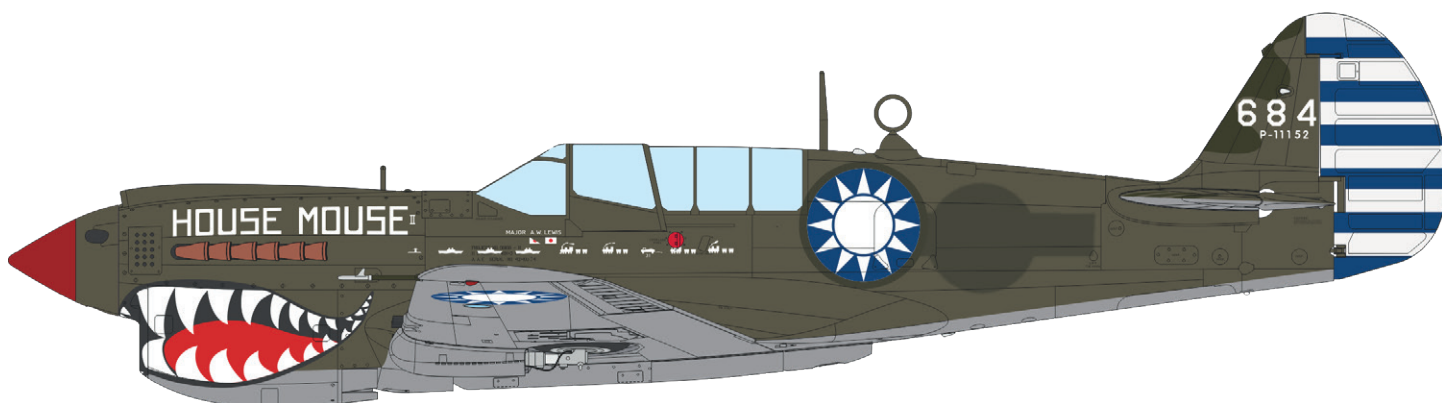


■ P-40N-5, 88th FS, 80th FG, India, 1944

The 88th Fighter Squadron was part of the 80th Fighter Group, known by the famous nickname "Burma Banshees." The name was derived from Celtic mythology, in which a banshee is a female spirit or fairy who appears near houses where someone is about to die, emitting a terrifying, heart-rending wail or shriek. Some pilots even mounted air sirens on their aircraft, which emitted a wailing sound during attacks to terrify enemy infantry. The group was part of the 10th Air Force. Its aircraft were adorned with large skull

designs on the noses of their P-40s. There was no standardized design, the drawings differed from one to another, and their style varied by squadron. The entire 80th FG ensured air superiority in the region and protected strategic supply flights by transport aircraft traveling over the Himalayas (known as "The Hump") from India to China. In September 1943, the 88th FG moved to Kilibari Airfield in India, from where it began combat operations. Later, as Allied forces advanced, it operated directly from

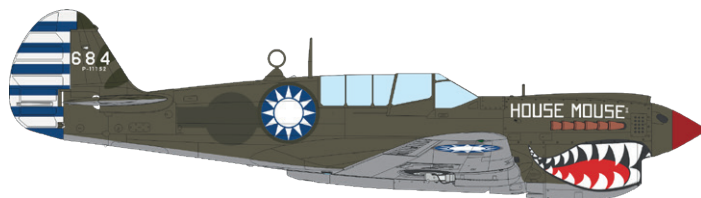
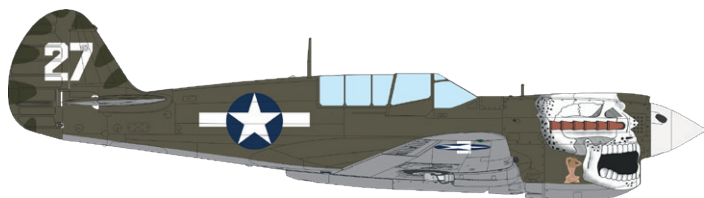
forward operating bases in the Burmese jungle (e.g., Myitkyina). We were unable to identify the specific pilot of the aircraft shown here, but it is interesting not only for its elaborate skull design but also for the symbol beneath the cockpit—a hand with a raised middle finger. At the turn of 1944 and 1945, the pilots of the 80th FG switched to Thunderbolts, on which skull paintings were no longer used.

■ P-40N, Maj. Armit W. Lewis, 7th FS, 3rd FG, China 1944

Armit William "Bill" Lewis was born on February 4, 1921, in Shelbyville, Indiana. Immediately after tensions escalated in Europe, he decided to pursue a military career and voluntarily enlisted in the Army Air Corps in 1940. After completing fighter pilot training, he was deployed to the Far East theater, where he became a key member of the 7th FS. He fought in the ranks of the Chinese-American Composite Wing. There, he carried out dangerous deep-penetration raids against Japanese forces, attacking supply lines,

shipping, and enemy airfields in occupied China. On October 27, 1944, his aircraft's engine failed during an aerial battle over the Kingmen airfield. Lewis parachuted deep behind enemy lines and spent the next 43 days evading Japanese patrols. With the help of Chinese guerrillas, he covered hundreds of kilometers of rugged terrain on foot before making his way back to Allied territory. He remained in the Air Force even after Japan's surrender and held a series of command and staff positions. He concluded

his active military career after 31 long years of service, retiring with the rank of colonel. He died on August 9, 2010, in Colorado Springs. His P-40N was named "House Mouse" and bore symbols of destroyed ground targets on its port side, along with symbols indicating one and a half aerial victories.



For P-51B/C Mustang 1/48

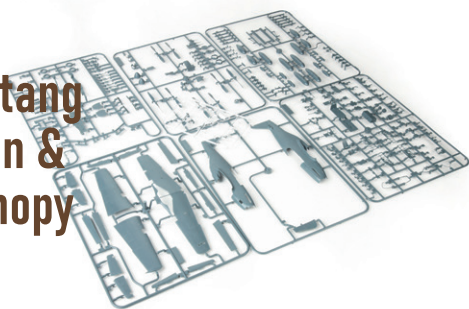
RECOMMENDED:

644268	P-51B/C LööK (Brassin)
648986	P-51B/C wheels diamond tread (Brassin)
648987	P-51B/C wheels oval tread (Brassin)
648988	P-51B/C wheels cross tread (Brassin)
648989	P-51B/C wheels block tread (Brassin)
648990	P-51B/C wheels diamond tread 2 (Brassin)
648991	P-51B/C wheels block tread 2 (Brassin)
648992	P-51B/C exhaust stacks (Brassin)
648993	P-51B/C exhaust stacks w/fairing (Brassin)
648994	P-51B/C undercarriage legs BRONZE (Brassin)
648997	P-51B/C gun bays PRINT (Brassin)
6481001	P-51B/C 108gal drop tanks PRINT (Brassin)
6481002	P-51B/C seat Type 1 (Brassin)
6481003	P-51B/C seat Type 2 (Brassin)
6481004	P-51B/C engine (Brassin)
6481007	P-51B/C Hamilton Standard propeller uncuffed (Brassin)
6481008	P-51B/C bazooka rocket launcher (Brassin)
6481009	P-51B/C/D seat Type 3 PRINT (Brassin)
6481010	P-51B/C wheel bay PRINT (Brassin)
6481031	P-51B/C gun sights PRINT (Brassin)
6481032	P-51B Malcolm Hood canopy cockpit PRINT (Brassin)
6481033	P-51B Birdcage canopy cockpit PRINT (Brassin)
6481039	P-51B/C seat w/ integral belts Type 1 PRINT (Brassin)
6481040	P-51B/C seat w/ integral belts Type 2 PRINT (Brassin)
6481041	P-51B/C seat w/ integral belts Type 3 PRINT (Brassin)
3DL48177	P-51B/C SPACE (3D Decal Set)
EX1036	P-51B/C framed canopy TFace (Mask)
EX1037	P-51B/C Malcolm Hood canopy TFace (Mask)
EX1038	P-51B/C US national insignia (Mask)

OVERTREES

Product Page

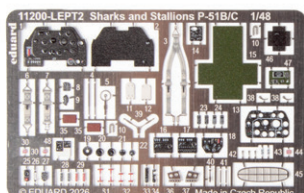
#82106X
P-51B/C Mustang
w/o dorsal fin &
Birdcage canopy
1/48



OVERLEPT

#11200-LEPT2
P-51B/C Mustang
1/48

Product Page

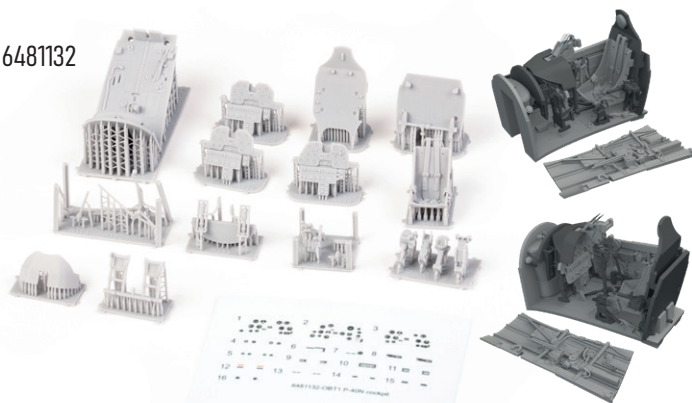


For P-40N Warhawk 1/48

RECOMMENDED:

481167	P-40N landing flaps (PE-Set)
FE1541	P-40N seatbelts STEEL (PE-Set)
644316	P-40N LööK (Brassin)
644317	P-40N-25+ LööK (Brassin)
6481130	P-40N engine PRINT (Brassin)
6481131	P-40N gun bays (6 guns) PRINT (Brassin)
6481132	P-40N cockpit PRINT (Brassin)
6481133	P-40N radio compartment PRINT (Brassin)
6481134	P-40N wheels diamond tread (Brassin)
6481135	P-40N wheels cross tread (Brassin)
6481136	P-40N wheels block tread (Brassin)
6481142	P-40N undercarriage legs PRINT (Brassin)
6481143	P-40N tail wheel bay PRINT (Brassin)
6481144	P-40N radiators upgrade set PRINT (Brassin)
3DL48238	P-40N SPACE (3D Decal Set)
3DL48239	P-40N seatbelts SPACE (3D Decal Set)
EX1130	P-40N TFace (Mask)
EX1134	P-40N US national insignia (Mask)

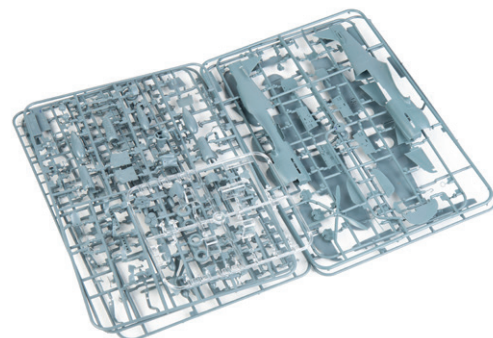
6481132



OVERTREES

Product Page

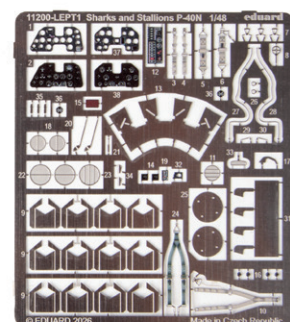
#82242X
P-40N
Warhawk
1/48



OVERLEPT

#11200-LEPT1
P-40N Warhawk
1/48

Product Page



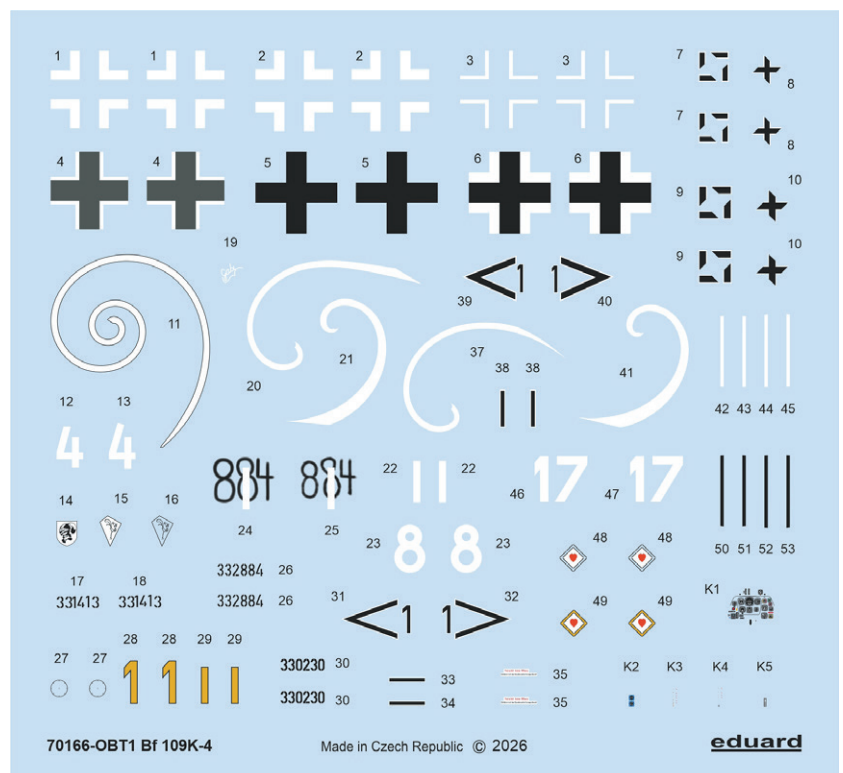
Bf 109K-4

1/72

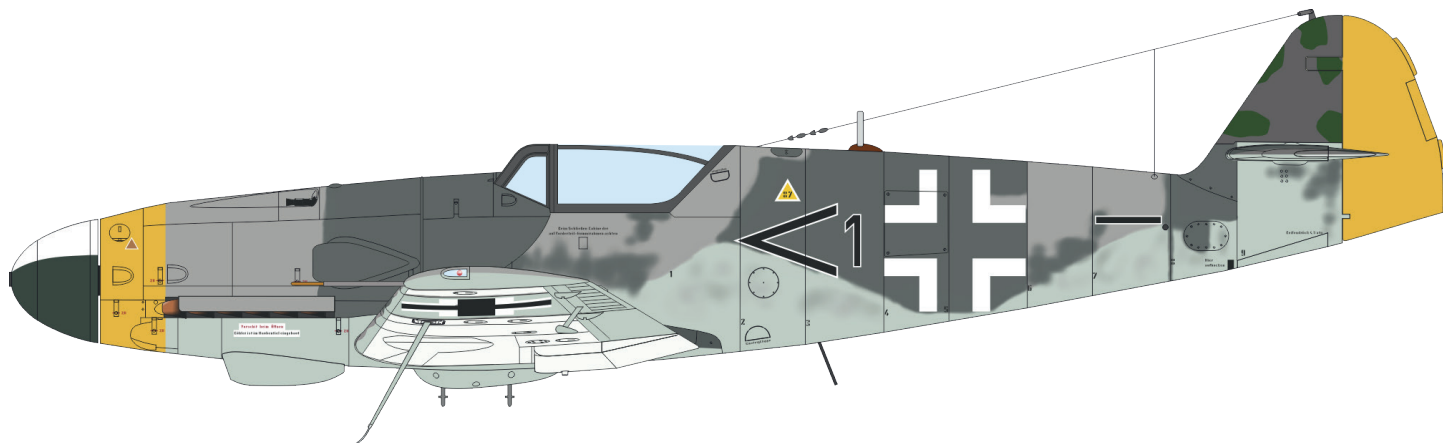
#70166

The ProfiPACK edition kit of German fighter aircraft
Bf 109K-4 in 1/72 scale.

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

[Product Page](#)


■ W.Nr. 335xxx, Lt. Willy van de Kamp, Stab II./JG 52, Neubiberg, Germany, May 1945

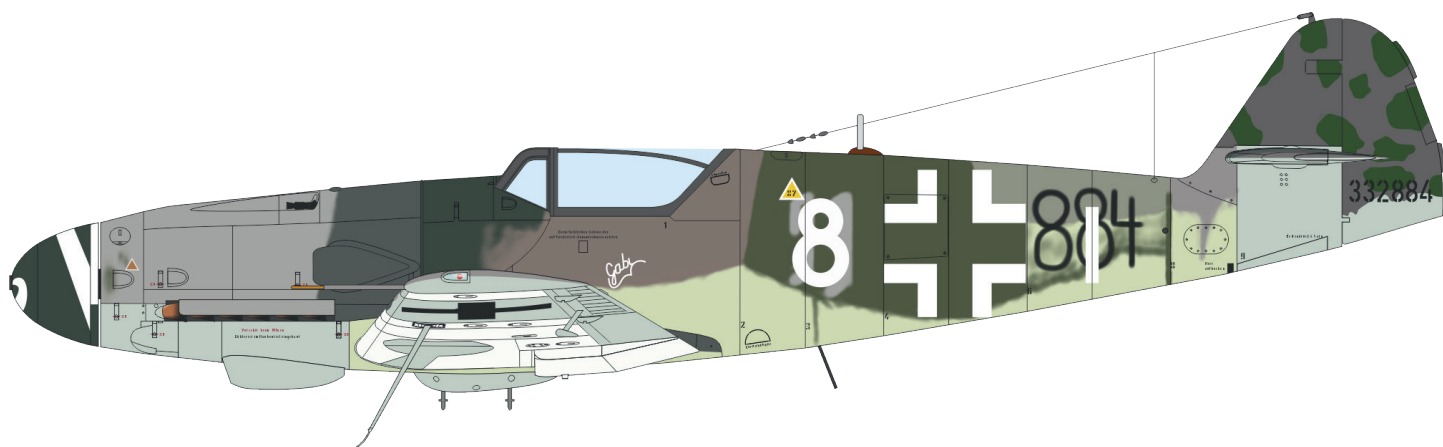


The markings on this aircraft identify it as the wingman of the commander of II./JG 52, Maj. Wilhelm Batz. In February 1943, Batz was assigned to the staff of II./JG 52 on the Eastern Front. He achieved his first victory on March 11 and was appointed commander of 5./JG 52 in May. By March 1944, he had achieved his 100th victory and was made commander of III./JG 52 in April. In early February 1945, he assumed command of II./JG 52, which at the time was fighting in

Hungary. His final 237th victory was recorded on April 16, 1945. Five days later, he was awarded the Swords to the Knight's Cross with Oak Leaves. On May 8, 1945, Batz and his unit flew into captivity, transferring from Zeltweg in Austria to Bad Aibling in Bavaria, accompanied by a formation of Thunderbolts during the final leg of the journey. The aircraft „Black 1“ was painted in RLM 74/75/76 camouflage, consistent with production series 335xxx. The yellow band on

the nose and yellow rudder were identification features of German aircraft within Luftflotte 4. This particular aircraft was photographed at Neubiberg airfield near Munich. Its pilot was Batz's Adjutant, Lt. Willy van de Kamp, who had served with II./JG 52 since May 1943 and was credited with one victory.

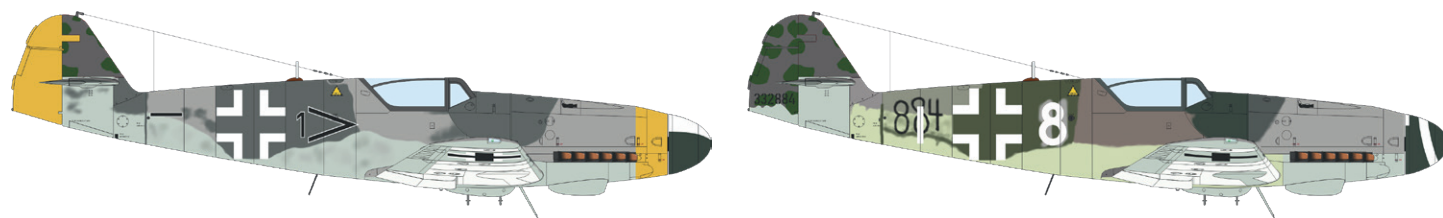
■ W.Nr. 332884, 9./JG 3, Leck, Germany, May 1945



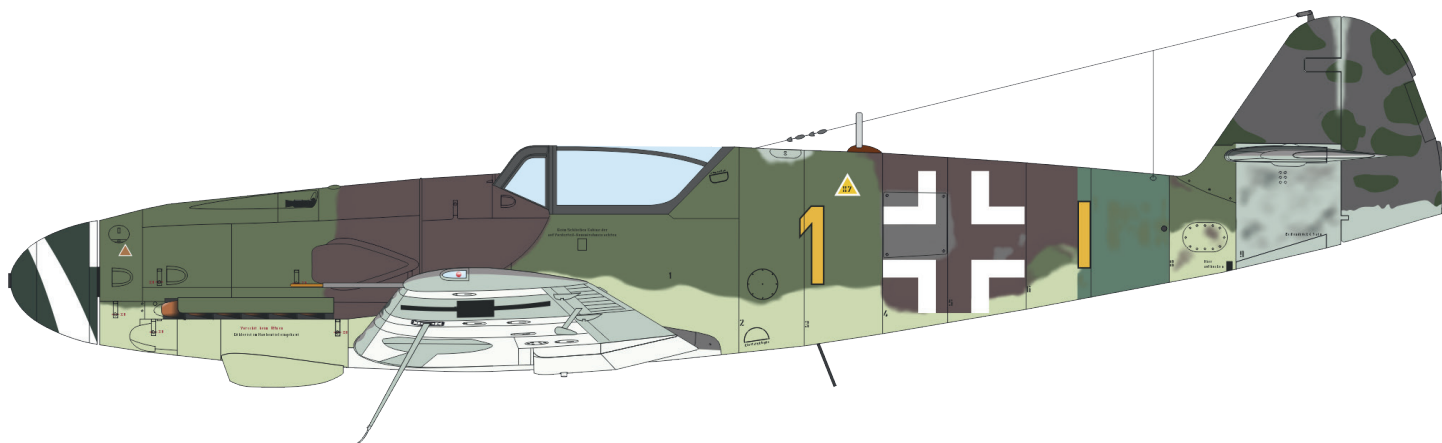
Since the Allied landings in Normandy in June 1944, 9./JG 3, like other units on the Western Front, was under constant pressure from Allied fighters and bombers. During Operation Bodenplatte, JG 3 was one of the few successful units, yet the loss of sixteen pilots was significant. From January 1945, 9./JG 3 frequently relocated to various German airfields, and at the end of the war, „White 8“ was stationed at the Leck airbase. From mid-1944,

9./JG 3 was led by Lt. Oskar Zimmermann, who was awarded the Knight's Cross and credited with 34 victories, including 14 four-engine bombers. In mid-March, he fell ill and, at the end of the war, fell into Czech captivity, from which he was released after one year. By the end of the war, the commander of the unit was Hptm. Willy Althof. The camouflage on the fuselage of this aircraft consisted of RLM 81/82 with camouflage patterns typical of production series 332xxx.

Many areas are repaired with RLM 82 and RLM 02 paints. The engine covers are painted in lighter shades of RLM 74/75/76. On the left side of the fuselage under the cockpit, the white name *Gabi* was painted. Beneath „White 8“, the previous marking had been painted over in RLM 75. In front of the tail surfaces, the black number 884 was hand-painted.



■ W.Nr. 334xxx, 11./JG 27, Goslar, Germany, April 1945

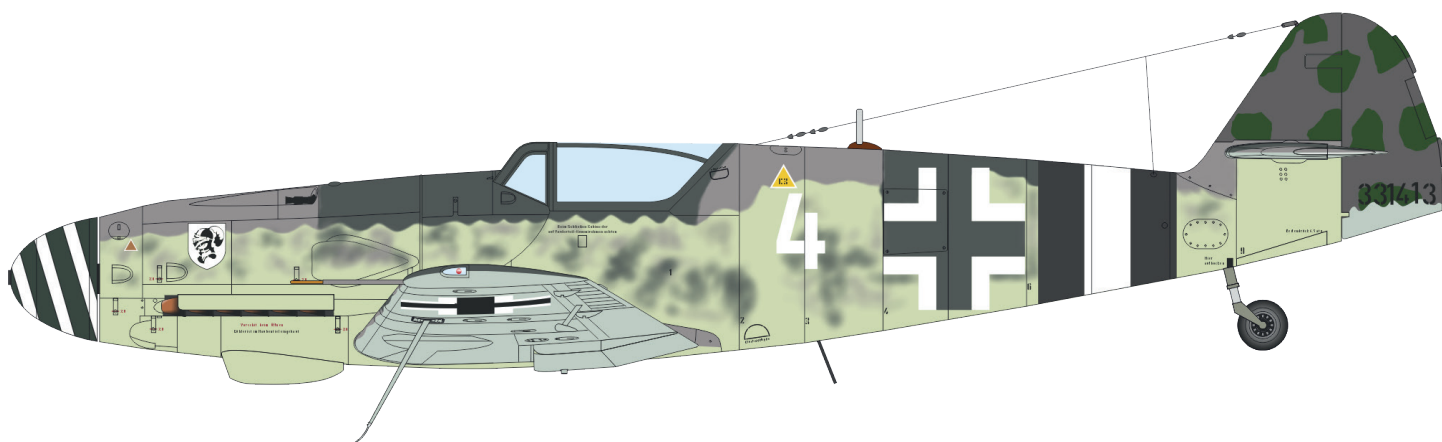


From October 1944 until the end of the war, the CO of III./JG 27 was Austrian Hptm. Dr. Peter Werfft (26 victories). In the same month, the unit was reequipped with the Bf 109K-4. However, from February onward, Werfft was temporarily replaced in his commanding role by the CO of 12./JG 27, Oblt. Emil Clade, who in the final month of the war officially became CO of I./JG 27. After the war, Clade worked as an airline pilot, pursued sport flying, and

published his memoirs in 1996. While serving with II./JG 27 in Africa, in August 1942, he shot down an aircraft carrying the commander of the British Eighth Army, Lt. Gen. W. H. E. Gott, who was killed. Lt. Gen. Montgomery was appointed to replace him. At the end of the war, III./JG 27 was deployed in northern Germany. „Yellow 1“ from 11./JG 27 was discovered by advancing Allied forces in April 1945 at the Goslar airbase in Germany, where the unit had

been stationed from March 29 to April 8, 1945. It later operated from locations in Bohemia, Bavaria, and Austria. From December 1944 until the end of the war, 11. Staffel was led by Oblt. Heinz-Günther Hennig, who had previously commanded 2./JG 53 and 2./JG 102 and was credited with two victories. The fuselage camouflage in RLM 81/82 colors corresponds to production series 334xxx.

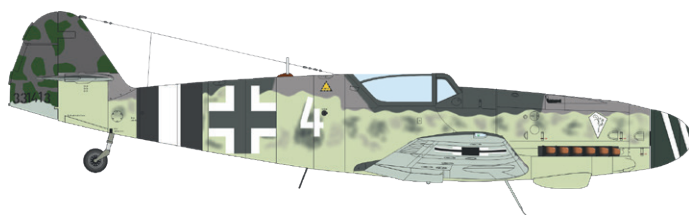
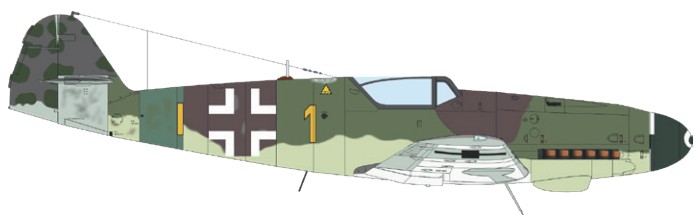
■ W.Nr. 331413, 1./JG 4, Berlin-Schönefeld, Germany, February-March 1945



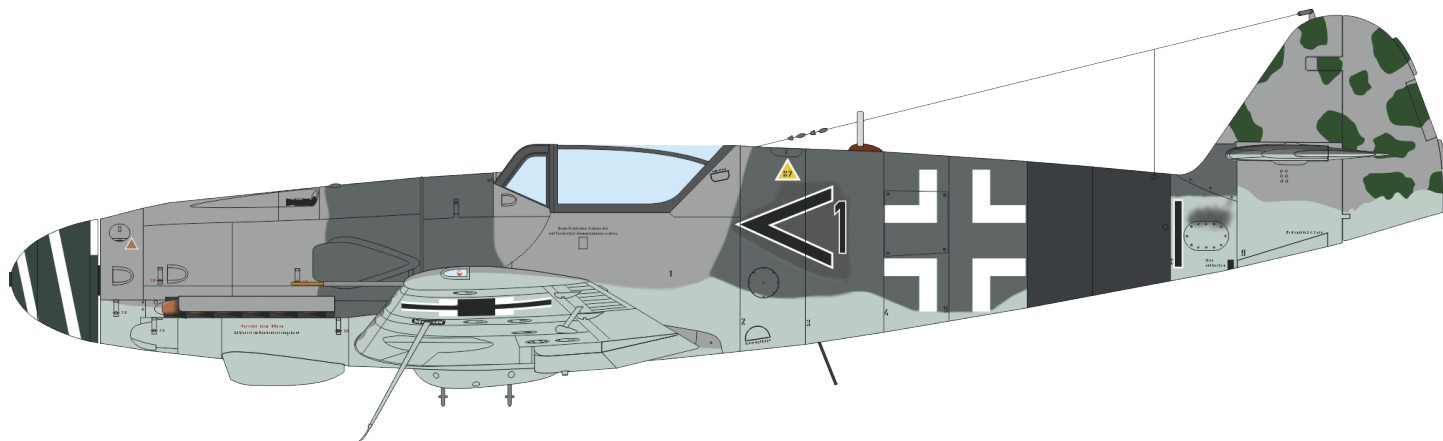
The fighter unit 1./JG 4 was formed in August 1943 in Mizil (Romania) from 1./JG 77 to defend the oil fields and platforms near Ploiești. After heavy fighting with the 15th AF USAAF and a retreat from Italy, 1./JG 4 was reorganized in Kassel during the summer of 1944. It then engaged in combat with escorting P-51s and P-47s from the 8th AF and 9th AF USAAF. From November 1944 to January 1945, 1./JG 4 was stationed at

the Darmstadt-Griesheim airfield, from where it participated in Operation Bodenplatte, suffering heavy pilot losses. From February 1945, it was based at Berlin-Schönefeld airfield, where it was dissolved on March 19, 1945. The last known commander of 1./JG 4 was Oblt. Alfred Neumayer, who, after being injured on January 1, 1945, underwent recovery but, despite his combat experience, was assigned to the infantry

after recuperation. Following infantry training in Bohemia, he has been missing since April 1945. „White 4“ sports a camouflage scheme in RLM 74/75/76 colors and displays usual features of production series 331xxx. The white spiral has black borders applied by mechanics of JG 4. On the left side of the nose was the JG 4 insignia, and on the right side, a depiction of a rooster.



W.Nr. 335xxx, Lt. Ernst-Dieter Bernhard, Stab III./JG 53, Kaufbeuren, Germany, April 1945

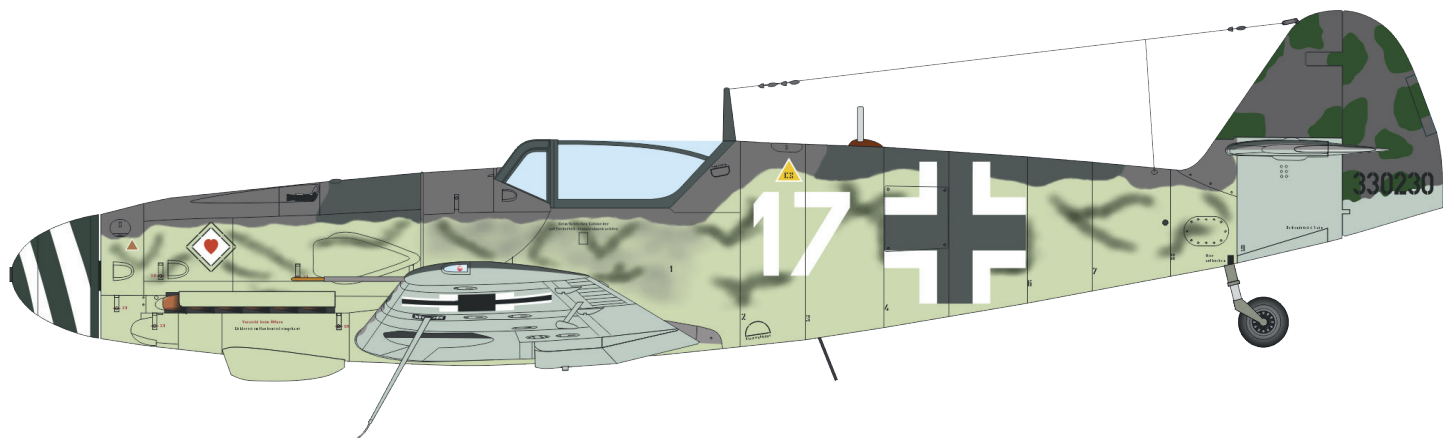


JG 53 was established in 1937 and was one of the oldest German fighter units of the Second World War. Its III. Gruppe participated in the early months of fighting in the USSR after the campaign in the West and was deployed in the Mediterranean from late 1941. After relocating from Italy in June 1944, it was stationed at Bad Lippspringe, operating against Allied air raids on the Reich. In September 1944, it contributed to

the repelling of Operation Market Garden. From late 1944, the unit gradually retreated under pressure from Allied forces to the southern part of Germany. The pilot of this aircraft was Lt. Ernst-Dieter Bernhard, who joined 12./JG 53 in December 1944. In mid-March, he was appointed Adjutant to the CO of III./JG 53, who at the time was Hptm. Siegfried Luckenbach. After Luckenbach's collision during landing

in April 1945, Hptm. Wolfgang Ernst, who had 36 victories to his credit, replaced him. Lt. Bernhard crashed with the depicted aircraft on April 19, 1945, due to a landing gear failure while landing in Kaufbeuren after combat with a formation of Marauders escorted by Thunderbolts. Bernhard was earlier credited with heavily damaging one Mustang.

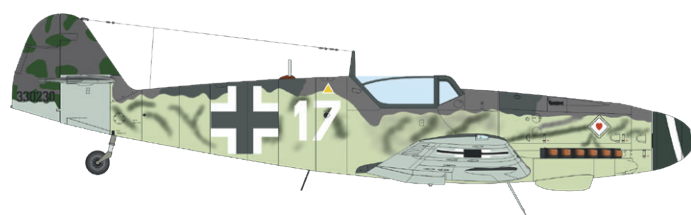
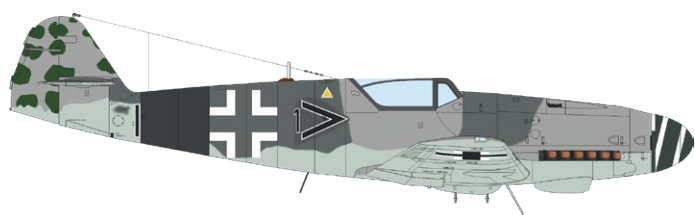
W.Nr. 330230, Uffz. Heinrich Munninger, 10./JG 77, Neuruppin, Germany, November 1944



In October 1944, III./JG 77 became the first Luftwaffe fighter unit to be fully reequipped with Bf 109K-4s, possessing 68 aircraft. Its commander was the experienced veteran of JG 77, Major Armin Köhler (40 kills, KC). After test flights and familiarization with the new type, it was combat-deployed on December 2, 1944. Aerial combat peaked during the Battle of the Bulge. Uffz. Heinrich Munninger, born on June 30,

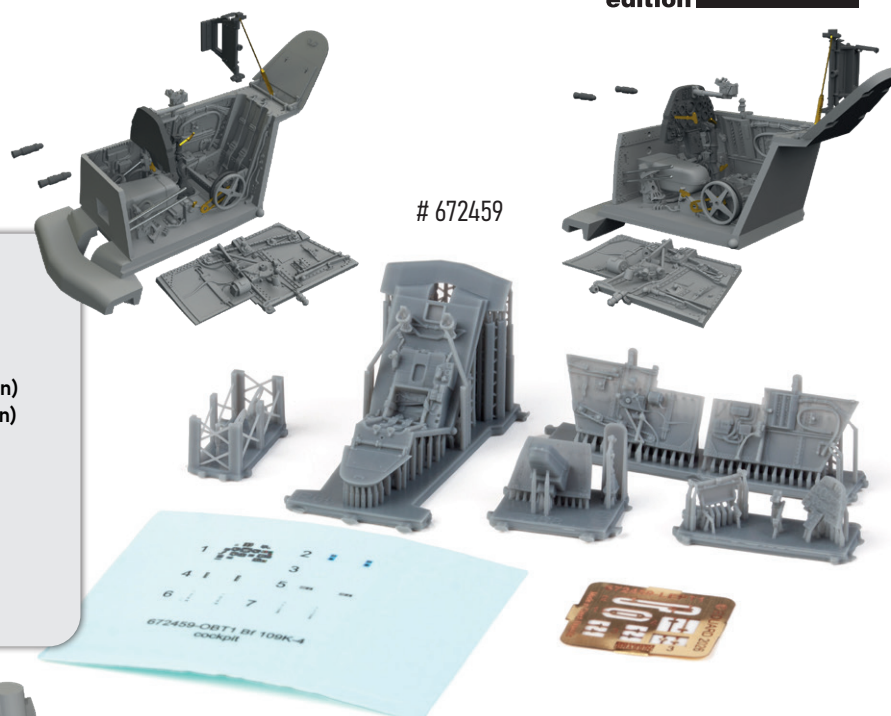
1923, flew on January 1, 1945, during Operation Bodenplatte with „White 17“ as the wingman of Uffz. Johann Twietmeyer. During an attack on the RAF airfield in Antwerp-Deurne (B.70), he was hit by flak and attempted an emergency landing near Tilburg in the Netherlands. He crashed and was killed. His body was buried in Lommel. In this operation, III./JG 77 lost 11 aircraft and pilots. From mid-January 1945,

it was deployed on the Eastern Front. At the end of the war, it fought in Upper Silesia, based in Dolní Benešov (Beneschau) in the Hlučín region (Hultschiner Ländchen) in Silesia. „White 17“ was from production batch 330xxx, with a high demarcation of camouflage colors RLM 74/75 on the sides of the fuselage. On both sides of the nose, there was the emblem of III./JG 77, a red heart.



For Bf 109K-4 1/72 RECOMMENDED:

672329	Bf 109 balance weights PRINT (Brassin)
672383	Bf 109G-10/K-4 propeller (Brassin)
672454	Bf 109K-4 wheels (Brassin)
672455	Bf 109K-4 engine PRINT (Brassin)
672457	Bf 109K-4 radio compartment PRINT (Brassin)
672458	Bf 109K-4 undercarriage legs PRINT (Brassin)
672459	Bf 109K-4 cockpit PRINT (Brassin)
672460	Bf 109K-4 wheel bays PRINT (Brassin)
674064	Bf 109K-4 LööK (Brassin)
674071	Bf 109K-4 LööKplus (Brassin)
SIN67236	Bf 109K-4 (Brassin)
3DL72089	Bf 109K-4 SPACE (3D Decal Set)
CX705	Bf 109K (Mask)



672458

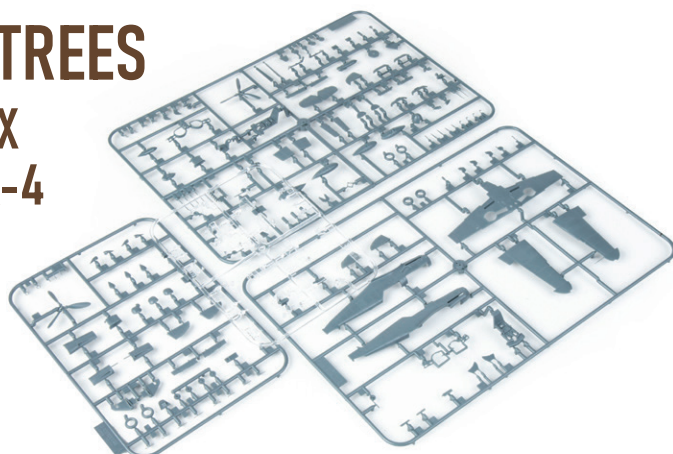
672457

672455



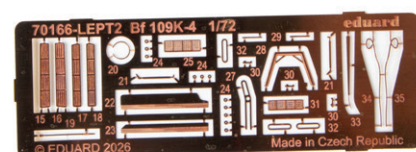
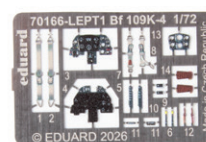
OVERTREES

#70166X
Bf 109K-4
1/72


[Product Page](#)

OVERLEPT

#70166-LEPT
Bf 109K-4
1/72


[Product Page](#)

F6F-3 Hellcat

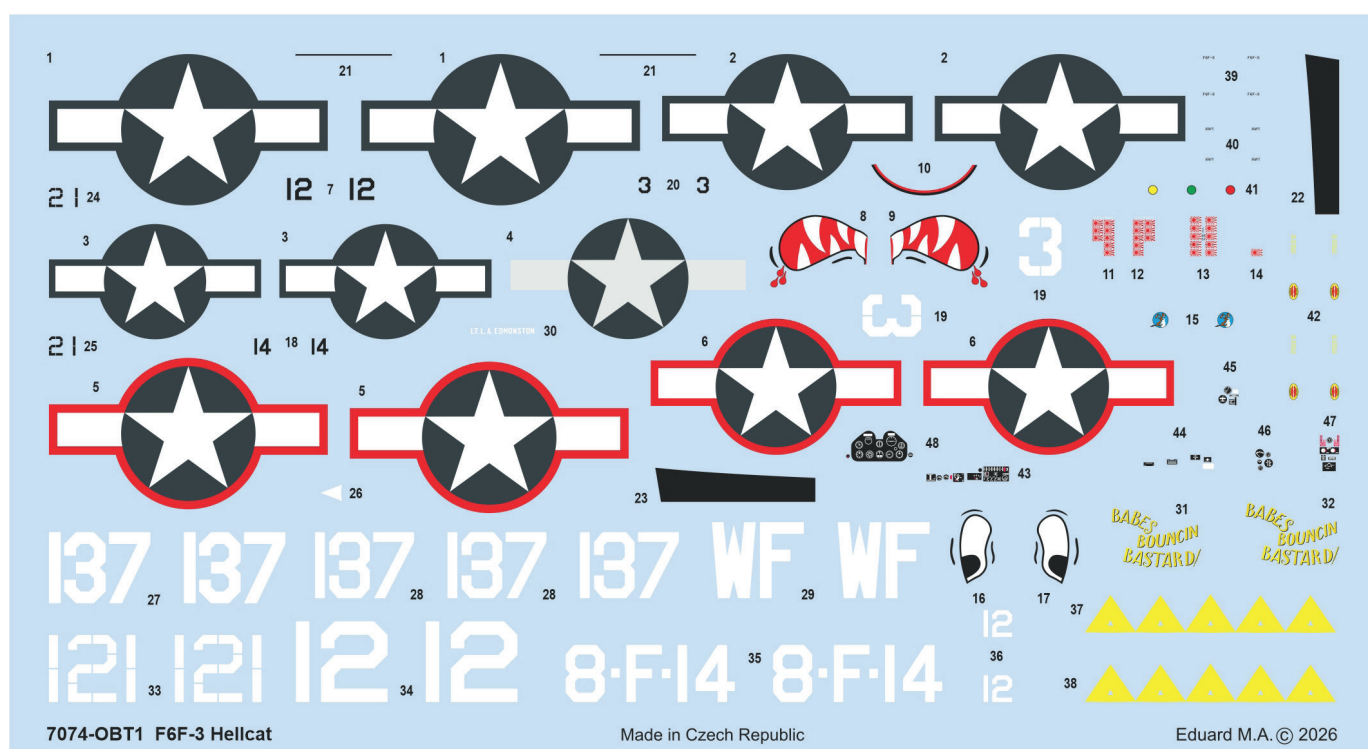
1/72

#7074

The ProfiPACK edition kit of US WWII fighter plane
F6F-3 in 1/72 scale.

- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

Product Page

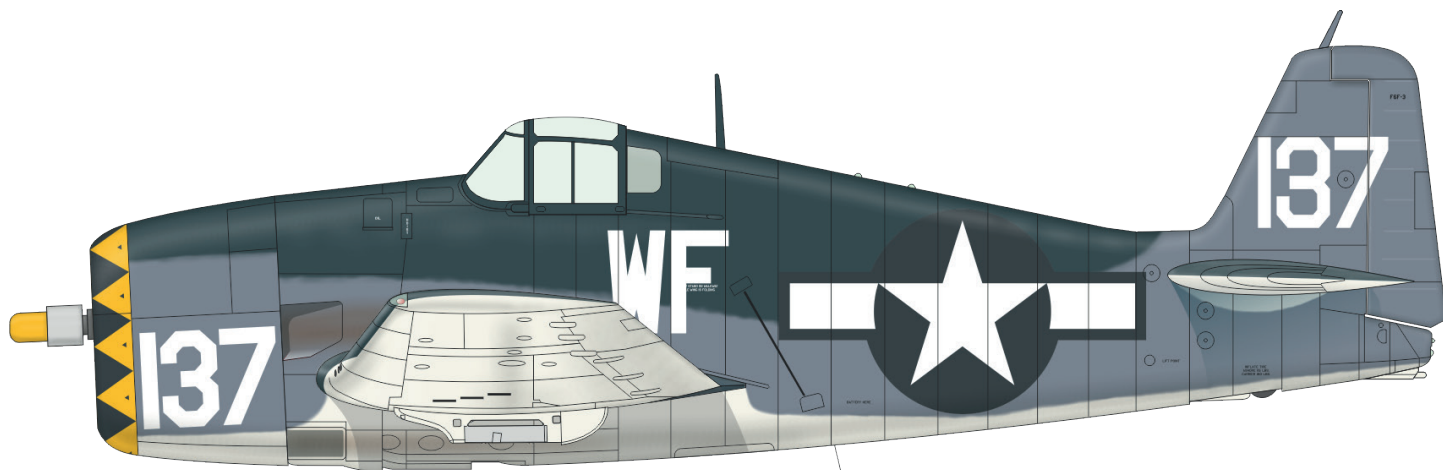


7074-OBT1 F6F-3 Hellcat

Made in Czech Republic

Eduard M.A. © 2026

■ OTU VF-2, NAS Melbourne, United States, October 1944

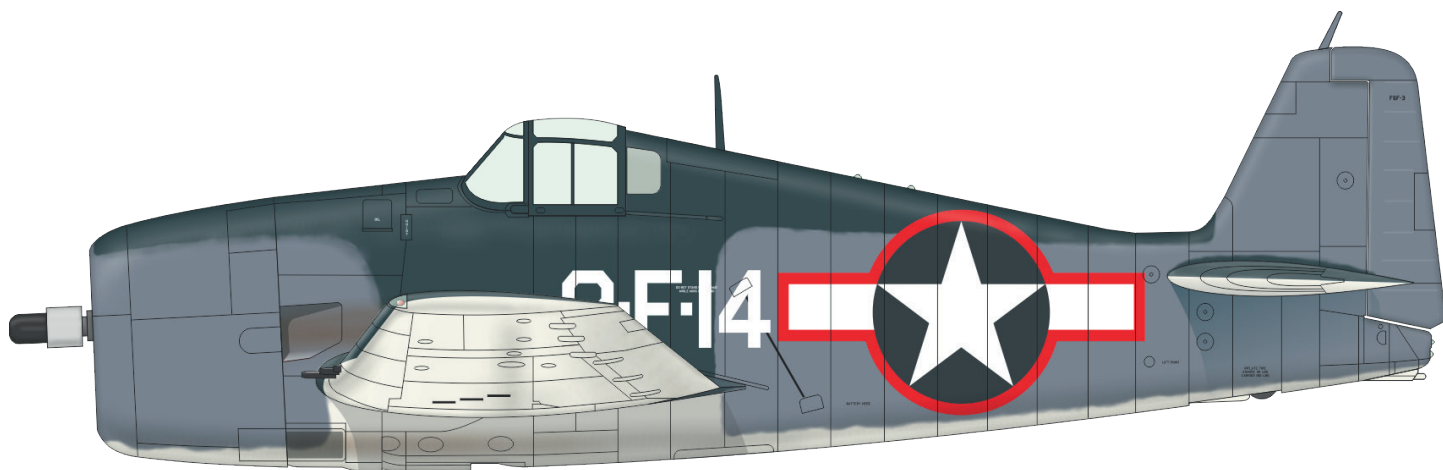


Naval Air Station Melbourne was established on October 20, 1942, and the first training course began on January 18, 1943, on F4F Wildcat aircraft. Hellcats started to arrive at the unit on June 1, 1943, fully replacing the originally operated

Wildcats on October 1, 1944, and their inventory varied between 75 and 150 aircraft. During 1944, 546 pilots completed their pilot training at this base, another 916 pilots did it from January to October 1944. Hellcats belonging to this unit

sported a prominent marking carried on the front part of the engine cowlings consisting of stripes or other geometrical shapes.

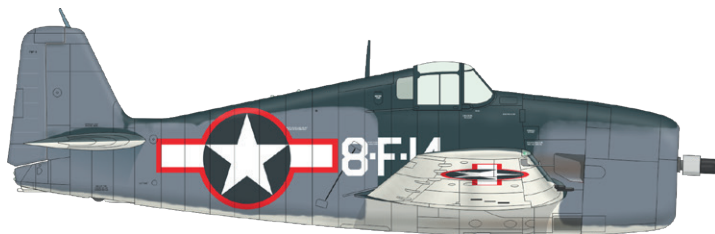
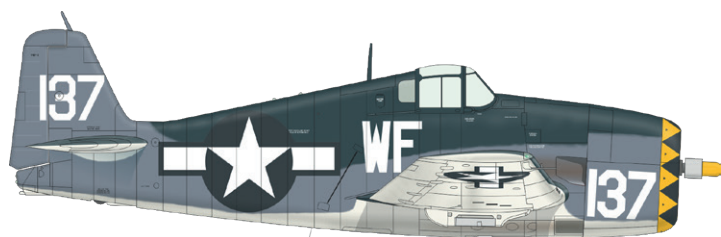
■ VF-8, USS Intrepid (CV-11), Summer 1943



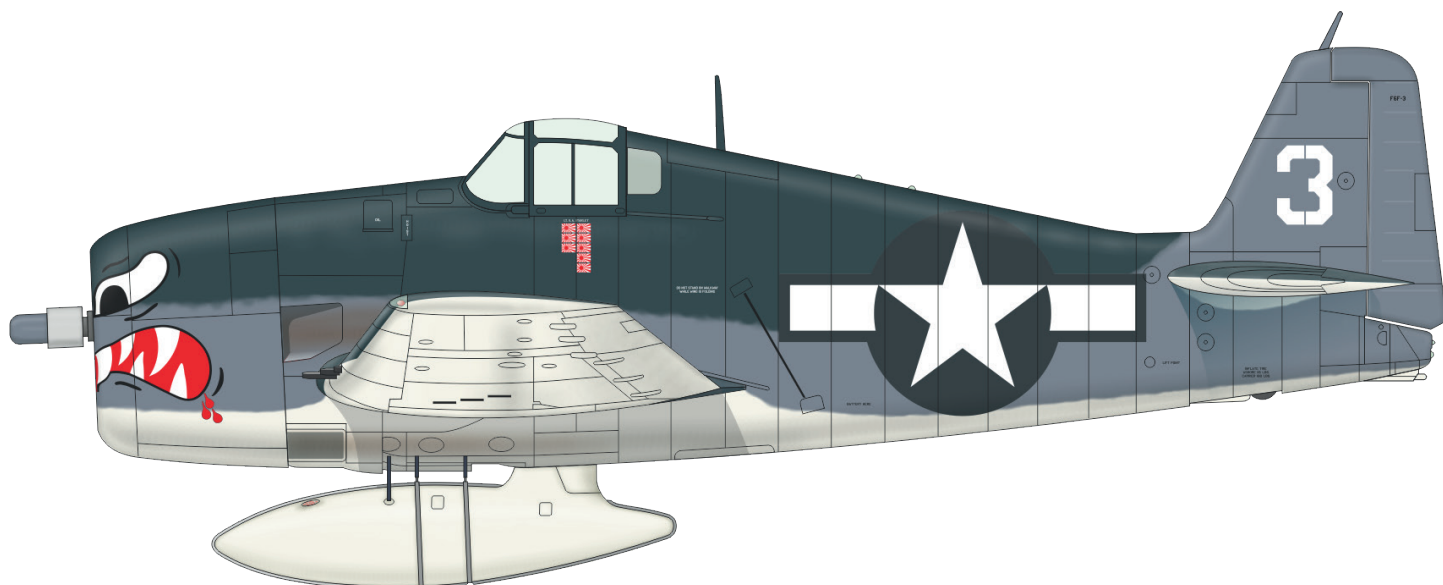
The second unit identified as VF-8 was established on June 1, 1943, under the command of LCdr. William M. Collins Jr. It was dispatched for the operational training aboard USS Intrepid which was sailing in the Caribbean Sea at that

time. The Tri-Tone camouflage, introduced on January 5, 1943, was designed for the aircraft deployed to the Pacific, it was composed of Non-specular Sea Blue, Semi-gloss Sea Blue, Intermediate Blue and Non-specular White, and

was applied slightly differently than on aircraft of other units. National markings featuring the red outline were introduced on June 28, 1943.



■ Ens. Gordon Arthur Stanley, VF-27, USS Princeton (CVL-23), October 1944

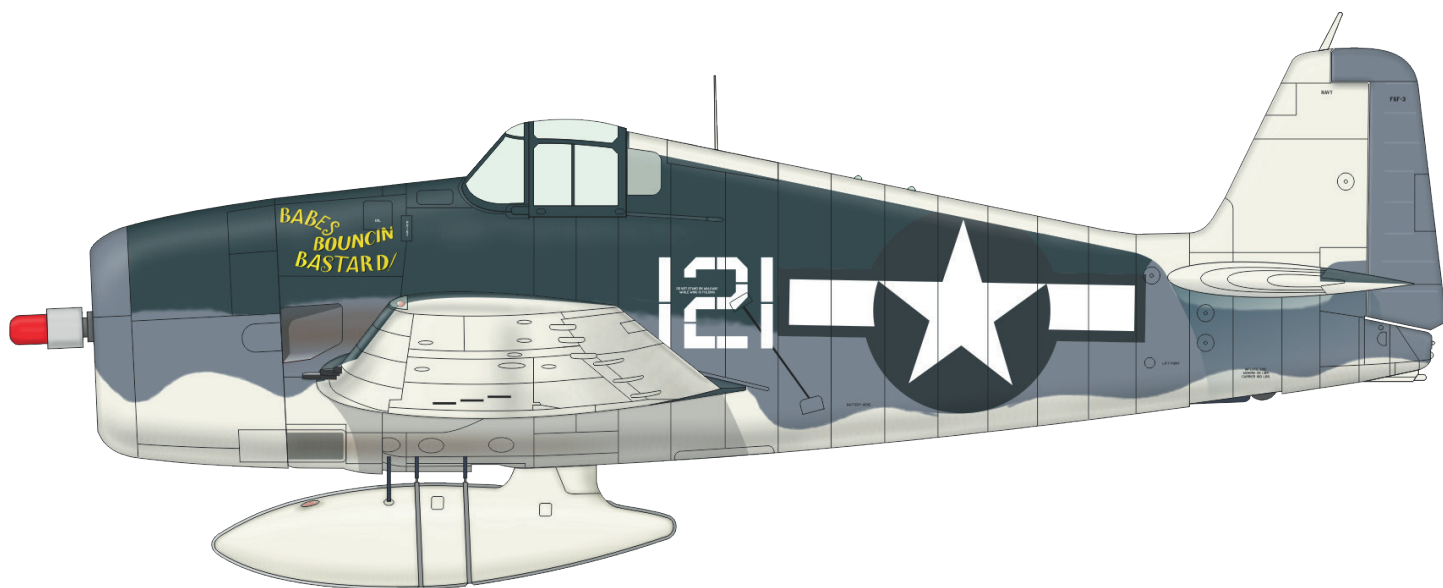


Gordon Arthur Stanley, born on July 13, 1921, in Seattle, Washington, shot down eight enemy airplanes in the course of World War Two, all achieved while flying with VF-27. This unit became famous thanks to its unique marking – cat mouth and eyes, painted by Robert Burnell

on all noses of the Hellcats belonging to this unit. Most of the Hellcats sporting the cat mouth with eyes were destroyed on October 24, 1944, during the Battle of Leyte Gulf. The aircraft ended up on the ocean bottom together with Light Aircraft Carrier Princeton sunk by a single

bomb launched from a D4Y Suisei (Judy) dive-bomber. Afterwards VF-27 operated aboard CVL-22 Independence, however without the cat-mouth and eyes markings.

■ Lt. L. A. Edmonston, VF-34, Nissan Island, May 1944

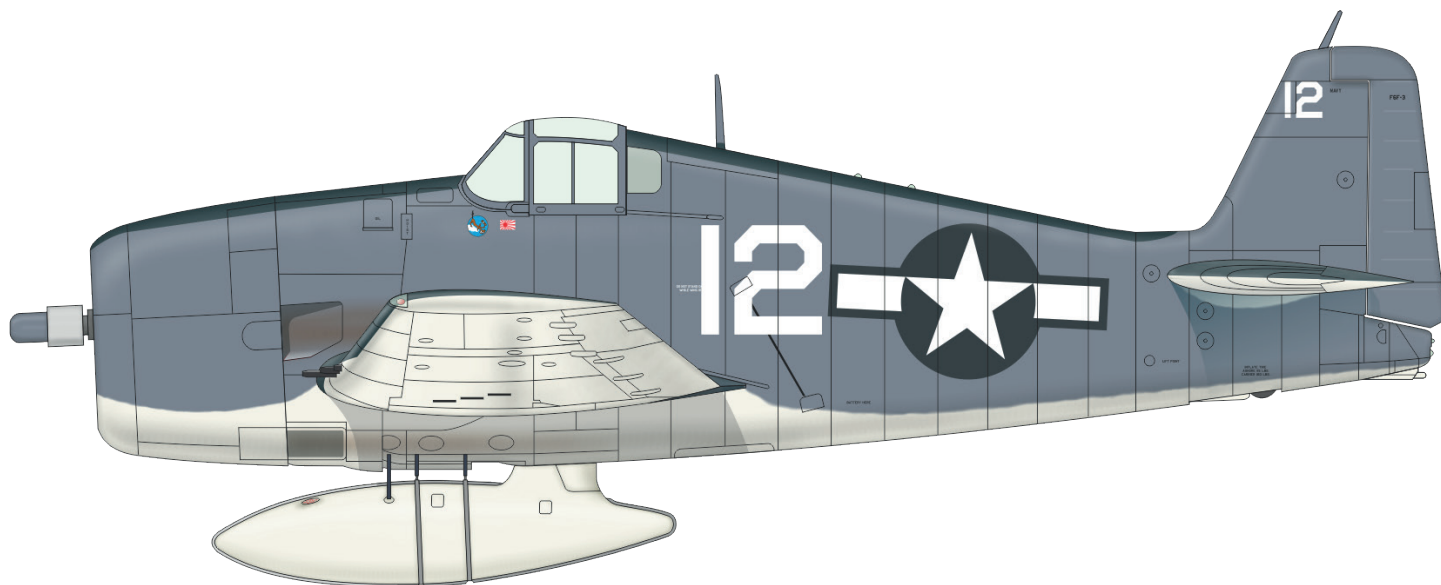


VF-34 Hellcats went into combat in the Solomon chain of islands at the beginning of 1944 and so took part in the closing battles of this part of the Pacific. They first flew off of Bougainville and then, in the spring, of the coral island of Nissan. There, these aircraft were given

a white spine and tail surfaces. Some pilots took advantage of a relatively relaxed view on the subject and decorated their aircraft with various inscriptions and artwork. As was the case with Lt. Edmonston, several pilots were photographed on Nissan with their Hellcats, and

names such as PIGGY II, BEAUFORD BLUENOSE, LOLLY and JEANE were documented.

■ Lt. Hamilton McWhorter, USS Essex (CV-9), March 1944



As a member of the F4F Wildcat equipped VF-9, Hamilton "Mac" McWhorter took part in the first battles off the USS Ranger (CV-4) over Casablanca, during Operation Torch without encountering any enemy aircraft. He was luckier after VF-9 transferred to the deck of the USS Essex (CV-9), and this unit became the first to be equipped with the F6F Hellcat. McWhorter would get his first kill in combat over Wake Island and on November 19, 1943, he became the first Hellcat pilot to get five air to air victories, achieving ace status. On January 16, 1944,

VF-9 left the decks of the USS Essex and, after a short bit of R&R at Pearl Harbor, it supported the invasion of Kwajalein Atoll. This was followed by action against the Japanese base at Truk, and on the bases on Guam and Saipan. Over the course of these battles, McWhorter raised his kill tally to ten confirmed victories. During the return trip of the Essex to Pearl Harbor at the beginning of March, members of VF-9 were photographed for posterity, and several of the pilots were photographed in the cockpit of the Hellcat coded 12. The number of

kills were progressively raised to correspond with each pilot. The Hellcat was thus, for a brief moment, arranged in a way as to represent the personal mount of McWhorter with ten Japanese kill marks on the right side of the fuselage, but in combat it only carried one kill mark on each side of the fuselage.

For F6F-3 Hellcat 1/72 RECOMMENDED:

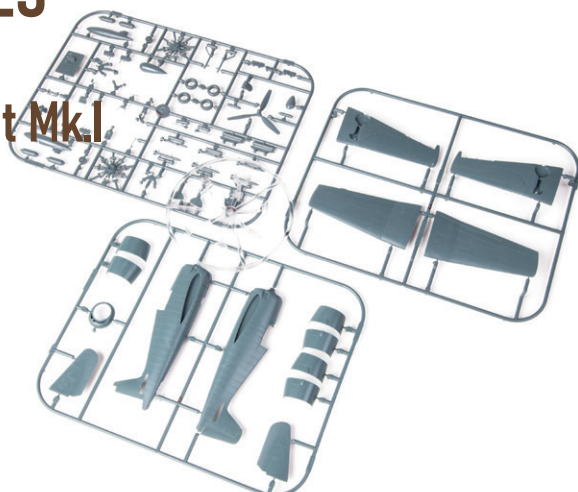
73792	F6F-3 (PE-Set)
672038	US 250lb bombs (Brassin)
672203	F6F wheels (Brassin)
672345	F6F wheel bays PRINT (Brassin)

672345



OVERTREES

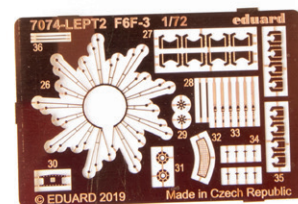
#7076X
F6F-3/Hellcat Mk.I
1/72



Product Page

OVERLEPT

#7074-LEPT
F6F-3 Hellcat
1/72



Product Page

A6M2 Zero Type 21

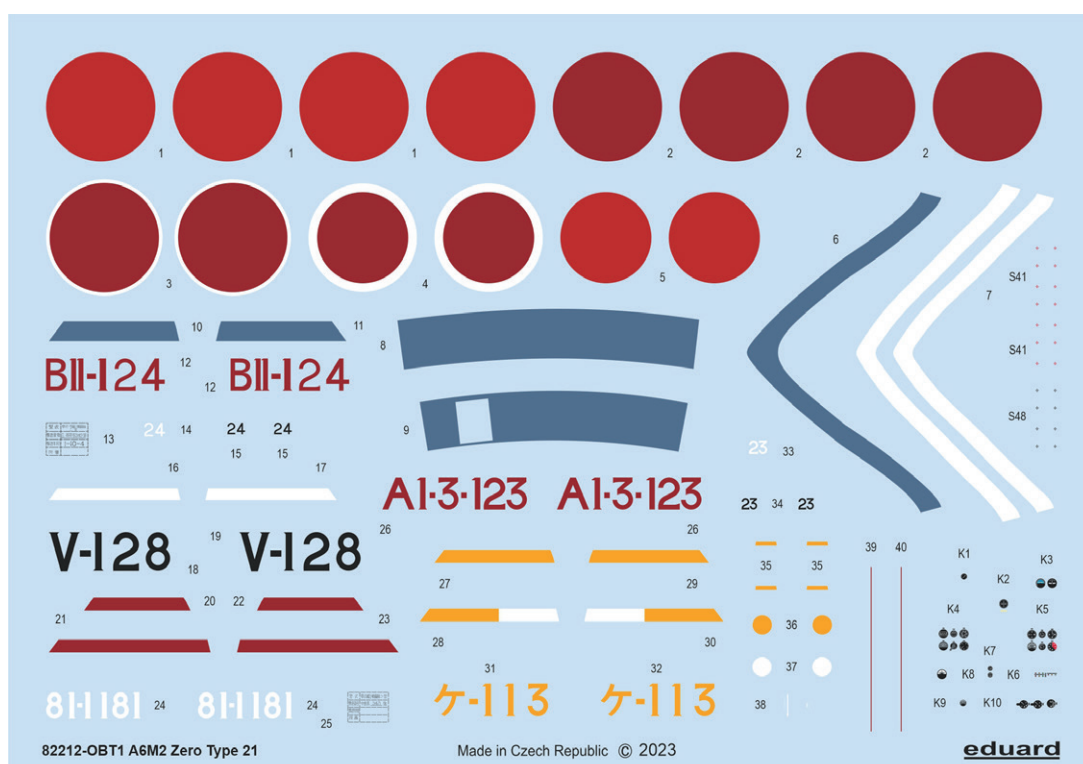
1/48

#82212

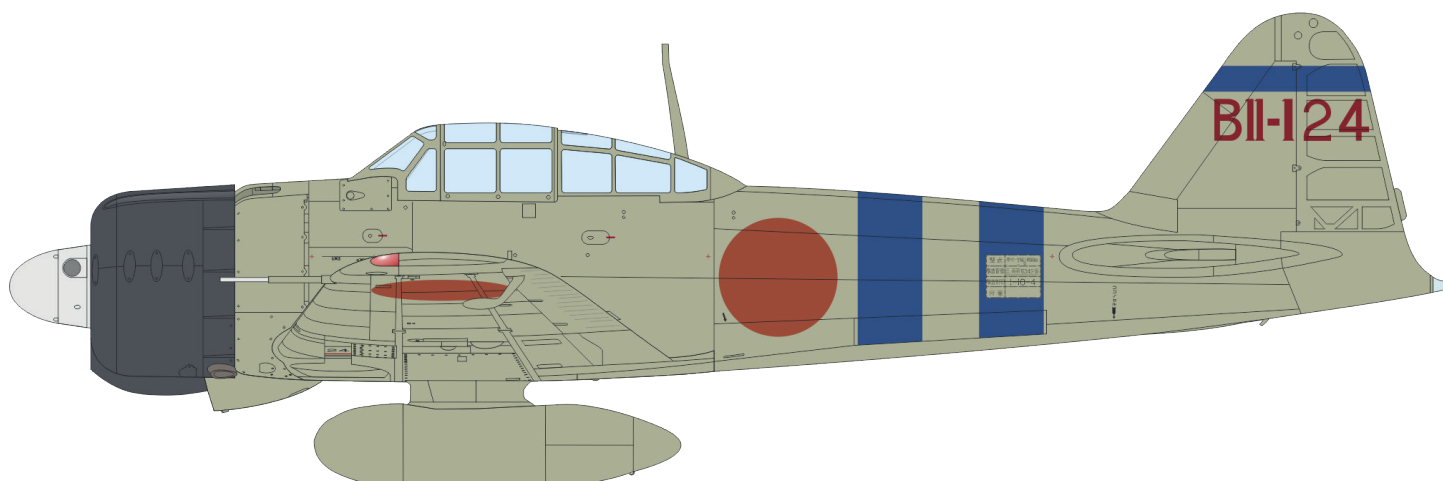
The ProfiPACK edition kit of Japanese WWII naval fighter plane A6M2 Zero Type 21 in 1/48 scale.

- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product Page](#)



■ c/n 5379, P01c Tsuguo Matsuyama, Hiryū Fighter Squadron, aircraft carrier Hiryū,
December 7, 1941

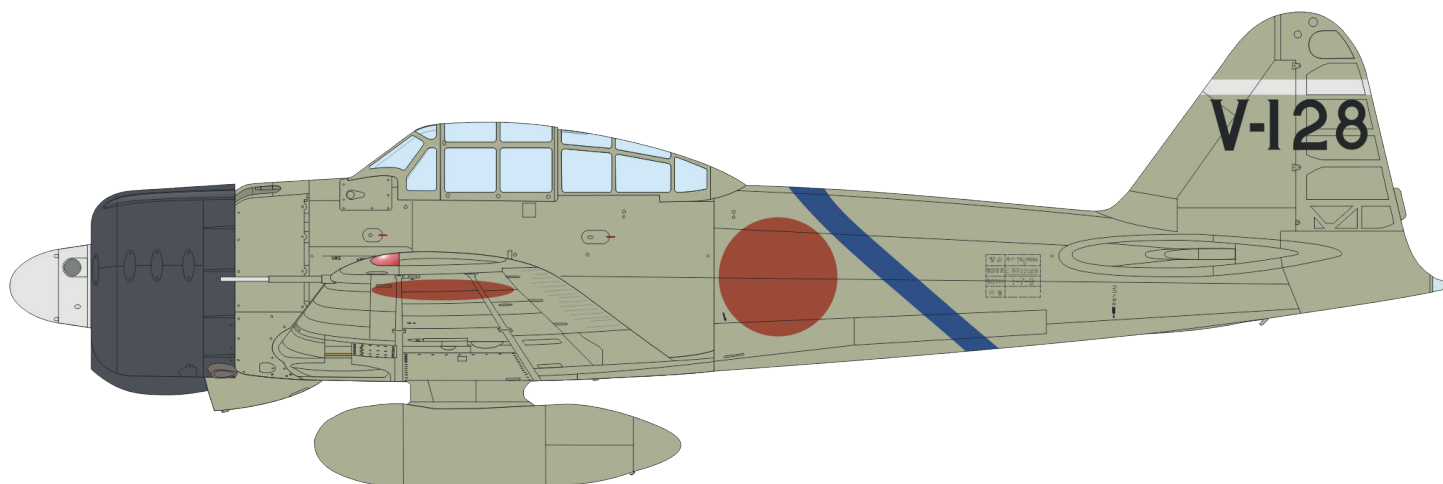


During the second attack against Hawaii, the Hiryū aircraft carrier sent nine Zeros under Lt. Sumio Nōno's command. His pilots attacked Kaneohe and Bellows bases, claiming two destroyed aircraft and one car. Third Shōtai was led by P01c Matsuyama, who, in cooperation with his wingman, shot down the P-40s piloted by 2nd Lieutenants George Whiteman and Samuel Bishop of the 44th Pursuit Squadron. Matsuyama had already on his account successful combat missions with the 13th Kōkūtai in China. On February 25, 1938, as wingman of the

legendary Sadaaki Akamatsu, he participated in shooting down four aircraft. During the raids on Ceylon on April 9, 1942, Matsuyama's shōtai shot down a Blenheim Mk.IV, probably of S/Ldr Kenneth Ault's crew, who was leading formation of No. 11 Squadron RAF in an attack on Japanese ships. Matsuyama later served on the aircraft carrier Hiryū and was killed on April 7, 1943, in combat with Wildcats off Guadalcanal. The airplane „BI-124“ was shot down on February 19, 1942, during the raid on Darwin. After being hit by anti-aircraft fire, Seaman 1st class Hajime

Toyoshima landed on Melville Island and was captured by Aboriginal Matthias Ulungura. Toyoshima was the first captured Zero pilot and used alias „Tadao Minami“. He became one of the organizers of the largest prisoner escape in World War II. On August 5, 1944, at Cowra POW Camp he gave signal to escape. Total of 1,104 POWs attempted to escape, 231 were killed and four Australians lost their lives as well. Toyoshima was mortally wounded, so he lighted a cigarette and committed suicide.

■ P01c Saburō Sakai, Tainan Kōkūtai, Lakunai airfield, Rabaul, New Britain island, August 1942

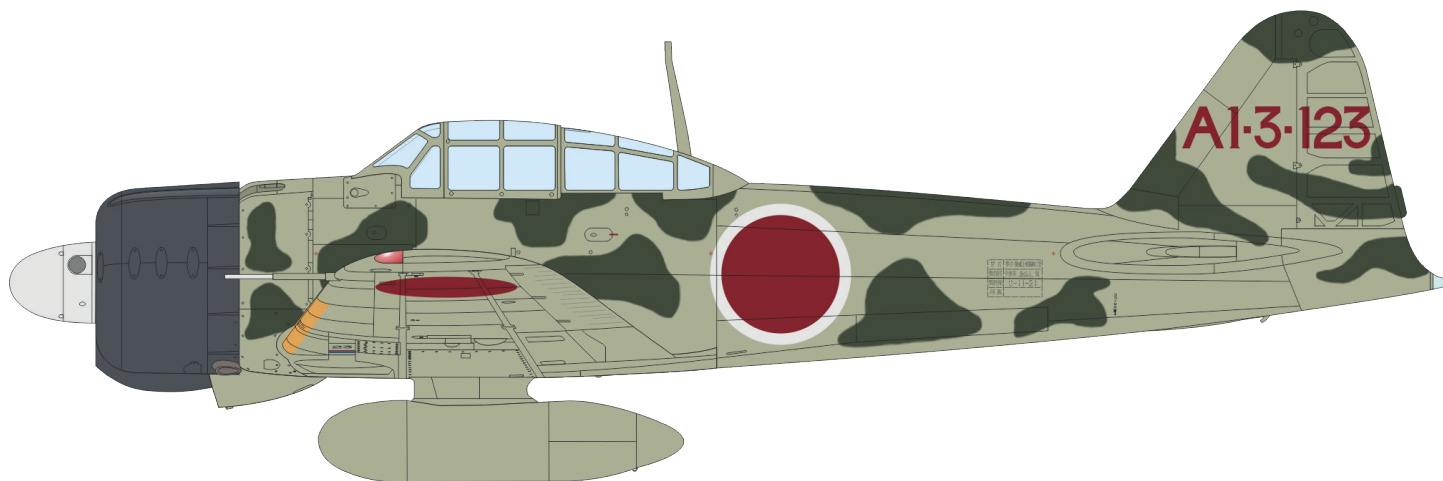


Saburō Sakai is the most famous Japanese fighter pilot, thanks to his memoirs and meetings with Allied airmen after World War II. He was born in 1916 and served from September 1938 with the 12th Kōkūtai in China. In October 1941, he was assigned to the newly organized Tainan Kōkūtai in Taiwan and took part in campaign heading South until he was wounded on August 7, 1942, off Guadalcanal. After recovering, he served as an instructor with Ōmura Kōkūtai, and later, despite bad eyesight, was combat

deployed with Yokosuka Kōkūtai on Iwo Jima. By the end of war he served with Kōkūtai 343 (II) and Yokosuka Kōkūtai. He is listed as an ace with 64 victories, but Sakai himself claimed the number of his victories was lower. With his first two units he actually achieved 12 individual victories, 8 shared and 4 probables. The „V-128“ was also flown by P02c Arita and P01c Hiroyoshi Nishizawa, who is credited with 87 victories. The color of the stripes is chosen from Sakai's recollection, but there are other interpretations,

such as a black or yellow stripe on the fuselage. During a fighter escort to Guadalcanal on August 7, Sakai shot down Wildcat „F12“ from VF-5 piloted by „Pug“ Southerland in an epic dogfight. Sakai was later severely wounded in the face by fire from VB-6 Dauntless near Tulagi Island. After nearly five hours and more than 1,000 km, he managed to land back at Rabaul. Sakai died in 2000 after a formal dinner with members of the US Navy.

P02c Kōtarō Koyae, Zuihō Fighter Squadron, Rabaul, New Britain island, April 1943

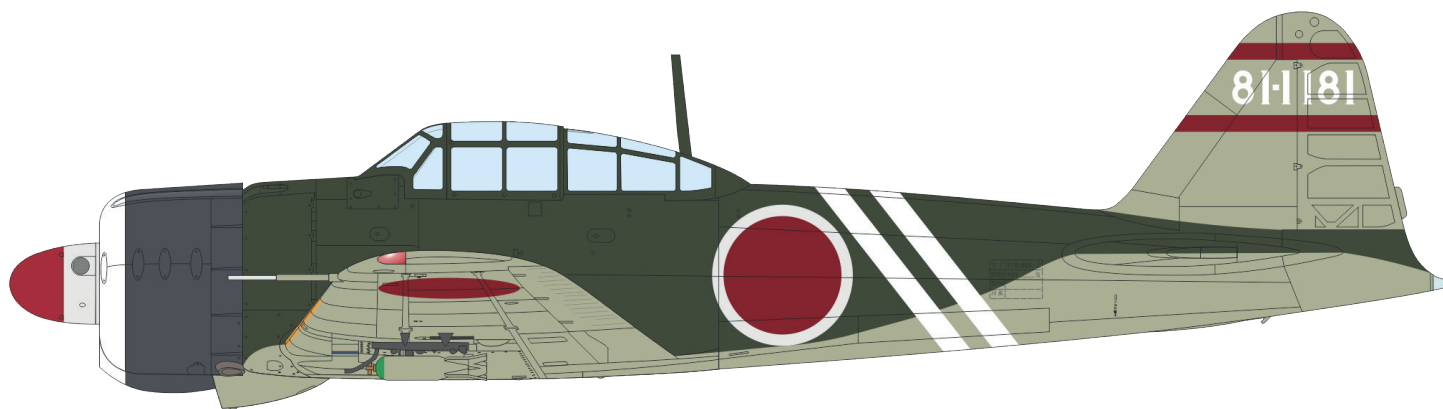


Petty Officer 2nd Class Koyae was born in 1923 in Miyazaki Prefecture and completed his flight training in November 1942. He was then assigned to the fighter unit of the aircraft carrier Zuihō in March 1943. In April, the unit moved to Rabaul and Koyae flew this aircraft during Operation I-gō. In this period, green paint was applied to Zeros in field conditions. It was usually painted by hand, the edges of the green fields being softened with thinner sometimes. However, according to the unit log, Koyae did not fly combat sorties in April 1943. In fact he did

not encounter the enemy until November 1943 over Rabaul. During the same month he was transferred to Kōkūtai 253 at Rabaul and by early 1944 he was undergoing intense fighting. Upon his return to Japan, he was assigned to the Ōmura Kōkūtai. While on leave, on February 17, 1944, he spotted a Japanese bomber circling in the rain at night over the village of Goda, Miyazaki Prefecture. Koyae, with the help of the villagers, established a navigation signal and after some time he managed to guide the crew to right heading. For this achievement

he received a written commendation from commander of Ōmura Kōkūtai. In July 1944, Koyae was assigned to Hikōtai 701 and fought in the defense of the Philippines. After returning to Japan, he was assigned to Hikōtai 701 (II) and served with Ōmura Kōkūtai at the end of the war. After the war he worked as a fireman and published his memories. According to the local press, he achieved 20 victories, but these may be victories achieved by fighter formations in which he took part.

Lt. Kunio Kanzaki, CO of Hikōtai 311 of Kōkūtai 381, Kendari airfield, Celebes island, May 1944

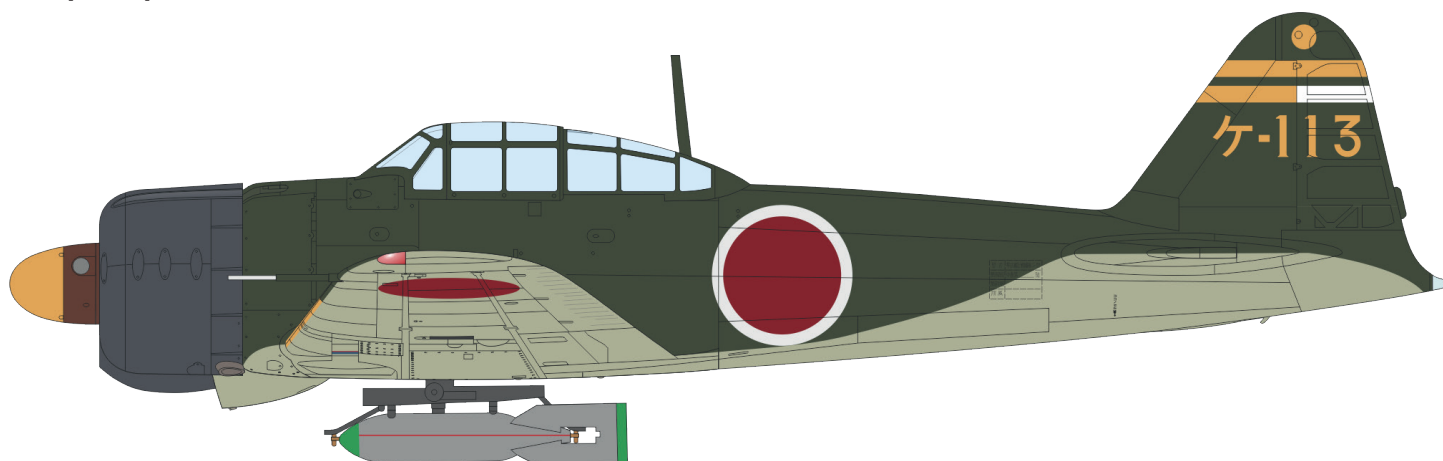


Kōkūtai 381 was established in October 1943 at Kendari Base on the island of Celebes. It was a mixed Kōkūtai with 48 fighter-bombers (Hikōtai 602), 24 night fighters (Hikōtai 902) and 48 fighter aircraft in Hikōtai 311, the latter commanded by Lt. Kanzaki. During the beginning of 1944 he operated from bases on islands in Indonesia and the Philippines. Their most frequent opponents were U.S. Army aircraft. Kanzaki's unit used special phosphorous anti-aircraft bombs to attack enemy bombers. Kanzaki's aircraft, manufactured by the Nakajima company, has

been depicted in the past with various color markings. It is assumed that the vertical tail surfaces and part of the upper wing surfaces were painted the same color as lower surfaces. The front part of the engine may also have been painted grey or yellow. It is not entirely clear from the photograph of the aircraft whether the white stripes on the lower fuselage are joined. It may have been designed to improve the mutual identification of Army and Navy aircraft when fighting Allied fighters. Another reason for this camouflage may have been for

easier identification during night fighter flights. For example, Lt. Kanzaki and his wingman shot down a B-24 of the 380th BG over Balikpapan on the night of January 12-13, 1944. Some aircraft of Kōkūtai 331 were also painted in the same upper and tailplane camouflage. Both units operated in one tactical group during part of 1944.

■ Lt. Nobuo Miyatake, Kamikaze Tokubetsu Kōgekitai, 1. Shichisei-tai, Kanoya airbase, Japan, April 1944



From April 3, 1945, a total of eight special attack units with the battle name "Shichisei" were organized from the airmen serving in Genzan Kōkūtai (II) and Hikōtai 306 (part of Kōkūtai 721). Lt. Miyatake, who was 24 years old at the time, led the 1st Shichisei-tai in an attack on a convoy off Okinawa on April 6, 1945. During that day, eleven other airmen from Genzan Kōkūtai (II) sacrificed their lives along with him. They took off successively in four formations. Their unit was part of the 524 aircraft of special attack

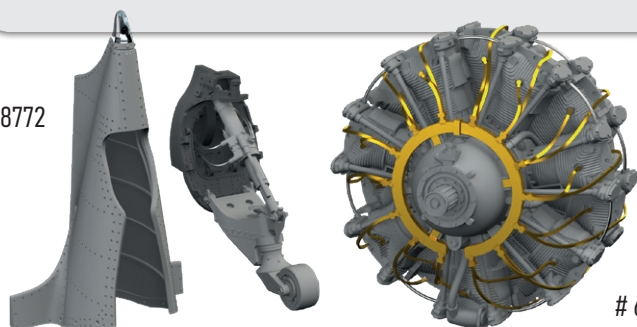
units and escort fighters from IJN and IJA sent against Allied vessels off Okinawa as part of Operation Kikusui I. The U.S. Navy lost destroyers USS Bush and Colhoun and other ships were severely damaged. "Shichisei" units were sent against ships off Okinawa, Yoronjima, Kikai, and Tanegashima islands in several missions till May 14. Only one of them returned to base due to bad weather. Lt. Miyatake was born in Kagawa Prefecture and graduated from the Etajima Naval Academy in 1942. Before the mission, he

wrote farewell letters to his mother and three sisters. His father was interned in Siberia at the time. Nobuo Miyatake was posthumously promoted to the rank of Commander. His aircraft from Nakajima production is designated „Ke-113“.

For A6M2 Zero Type 21 1/48 RECOMMENDED:

481076	A6M2 landing flaps (PE-Set)
FE1238	A6M2 seatbelts STEEL (PE-Set)
644128	A6M2 LööK (Brassin)
648692	A6M2 Zero Model 21 cockpit PRINT (Brassin)
648693	A6M2 wheels (Brassin)
648694	A6M2 engine PRINT (Brassin)
648698	A6M2 seat PRINT (Brassin)
648722	A6M2 exhausts PRINT (Brassin)
648723	A6M2 cannon barrels & cockpit guns PRINT (Brassin)
648724	A6M2 landing flaps PRINT (Brassin)
648731	A6M2 Zero Model 21 folding wingtips PRINT (Brassin)
648763	A6M2 engine complete PRINT (Brassin)
648771	A6M2 gun bays PRINT (Brassin)
648772	A6M2 tailwheel PRINT (Brassin)
3DL48050	A6M2 SPACE (3D Decal Set)
EX821	A6M2 TFace (Mask)
EX955	A6M2 Model 21 national insignia (Mask)

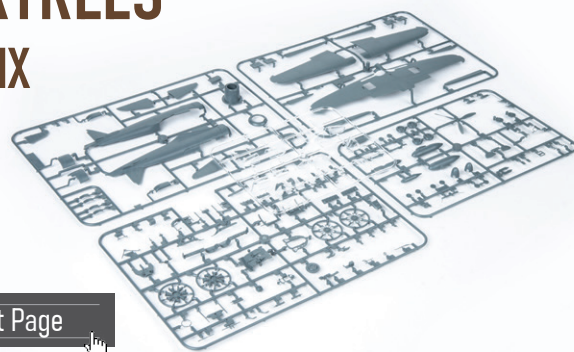
648772



648694

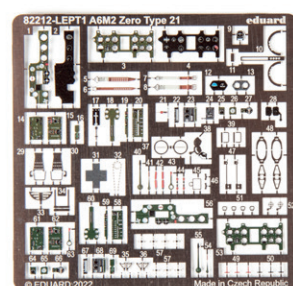
OVERTREES

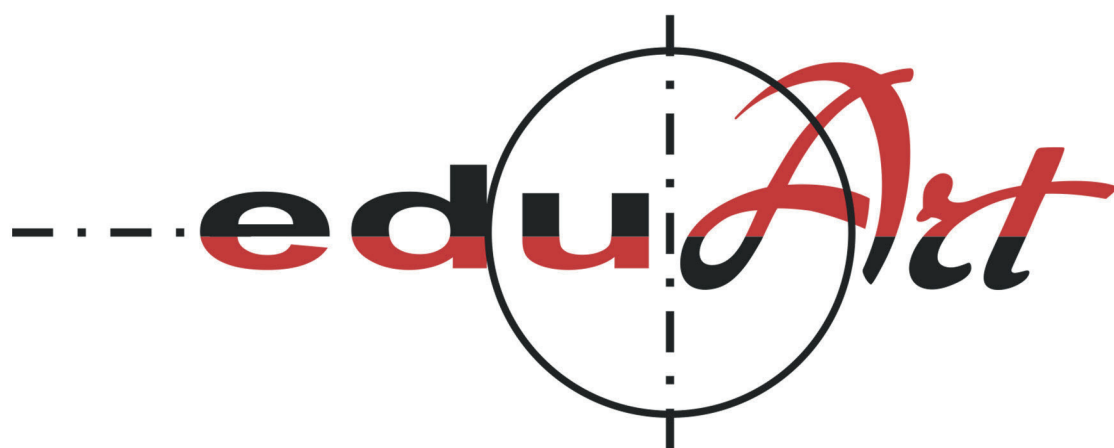
#82211X
A6M2
1/48


[Product Page](#)

OVERLEPT

#82212-LEPT
Pro A6M2 Zero Type 21
1/48


[Product Page](#)



Size: A2 (594 x 420 mm)
Material: Roll Up Vinyl, 160g/m²
Packing: hard envelope

Bf 109K-4

70166-ART



Bf 109K-4
Lt. Willy von der Burg, 10. Staffel, JG 1, Wehrmacht, Germany, May 1945
by Peter F. Schaefer
EduArt - Model Accessories, 2020
www.eduard.com

644255

F-14B early LööK**1/48 Great Wall Hobby**

LööK set - Brassin pre-painted dashboards & side panels and STEEL seat belts for F-14B in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

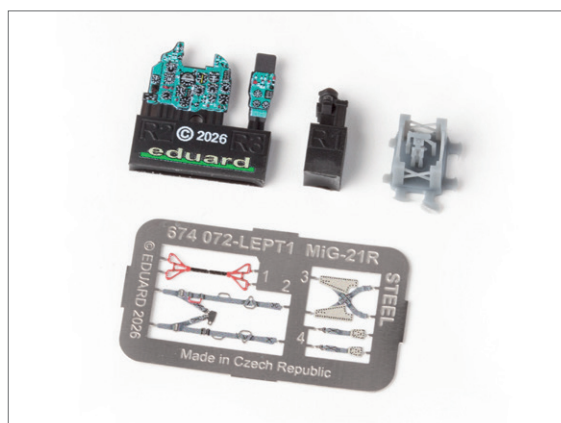
- resin: 16 parts
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no


[Product Page](#)

674072

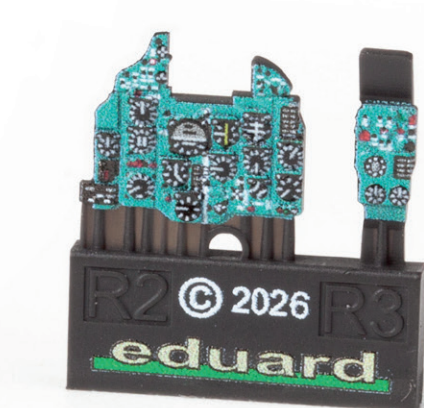
MiG-21R LööK**1/72 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for MiG-21R in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard



Set contains:

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


[Product Page](#)

644357

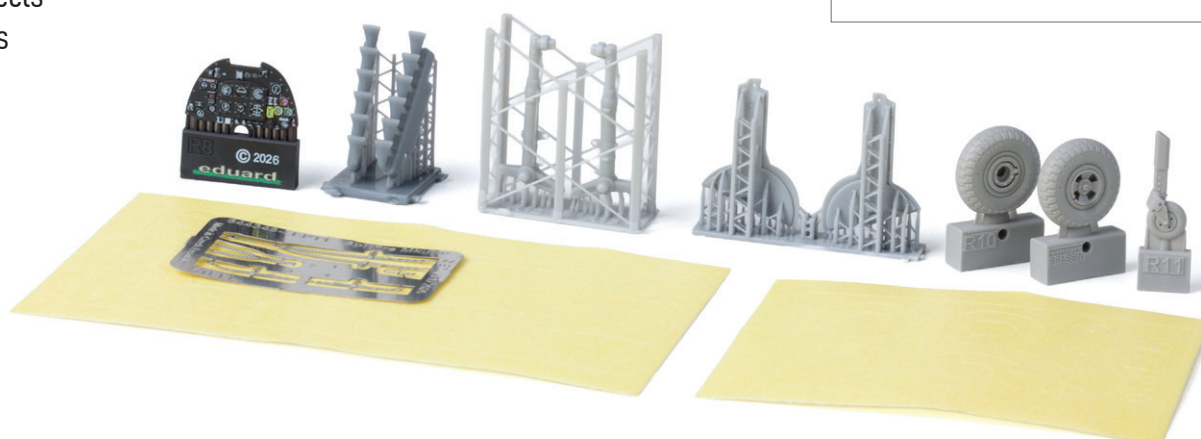
Spitfire Mk.IXe LööKplus w/ fishtail exhausts

1/48 Airfix

Collection of 5 sets for Spitfire Mk.IXe in 1/48 scale.

Recommended kit: Airfix

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- undercarriage legs
- exhaust stacks
- TFace mask

[Product Page](#)

644358

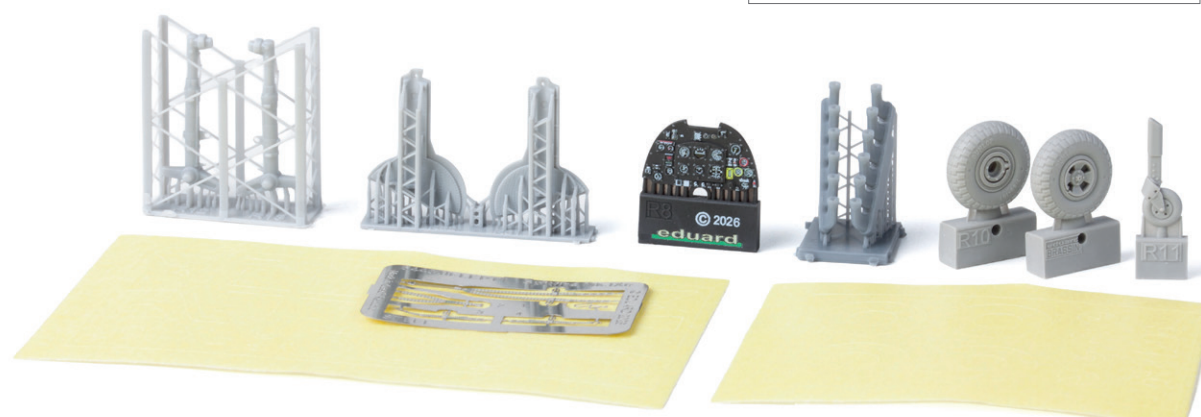
Spitfire Mk.IXe LööKplus w/ rounded exhausts

1/48 Airfix

Collection of 5 sets for Spitfire Mk.IXe in 1/48 scale.

Recommended kit: Airfix

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- undercarriage legs
- exhaust stacks
- TFace mask

[Product Page](#)


674073

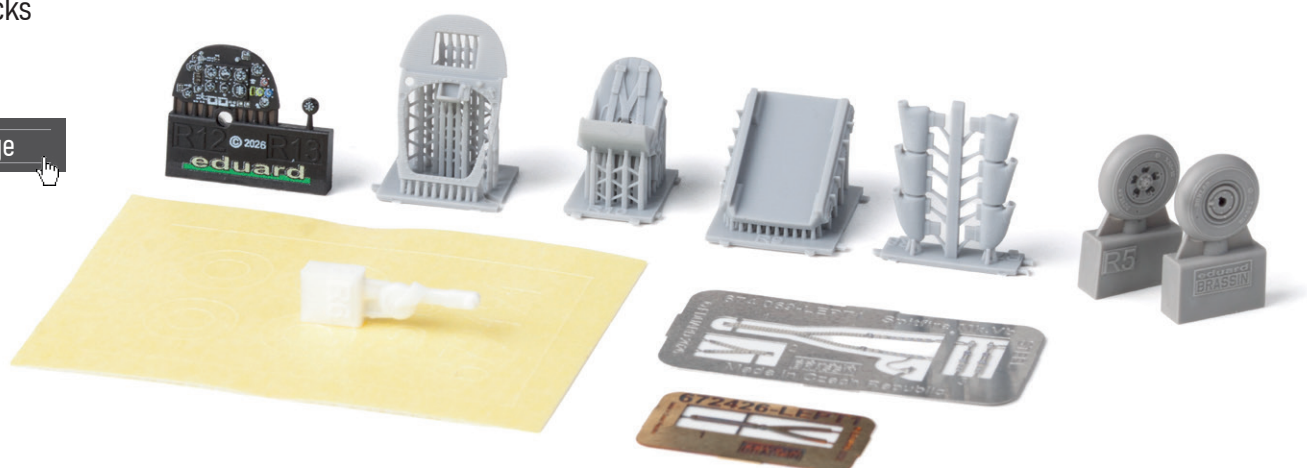
Spitfire Mk.Vb LööKplus

1/72 IBG Models

Collection of 4 sets for Spitfire Mk.Vb in 1/72 scale.

Recommended kit: IBG models

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage legs
- exhaust stacks
- pilot seat


[Product Page](#)


635045

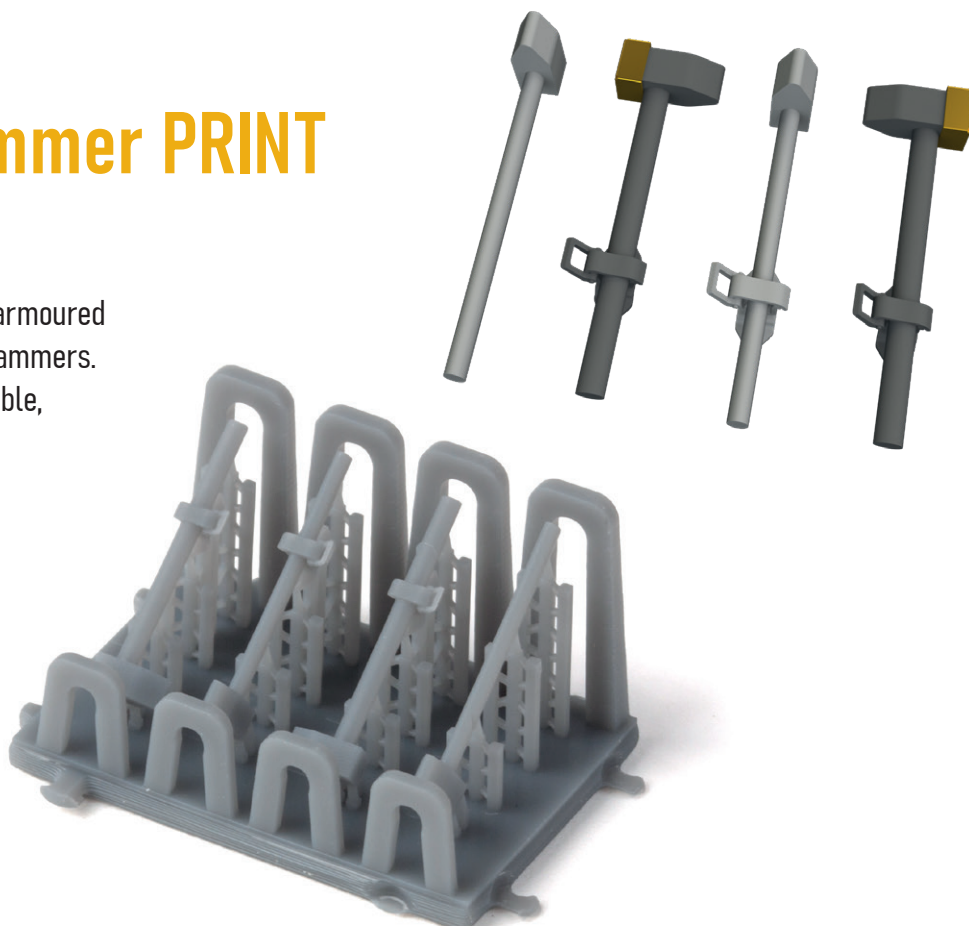
WWII German hammer PRINT

1/48

Brassin set - hammers for German WWII armoured vehicles in 1/48 scale. Set consists of 4 hammers. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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

[Product Page](#)


635046

WWII German axe PRINT

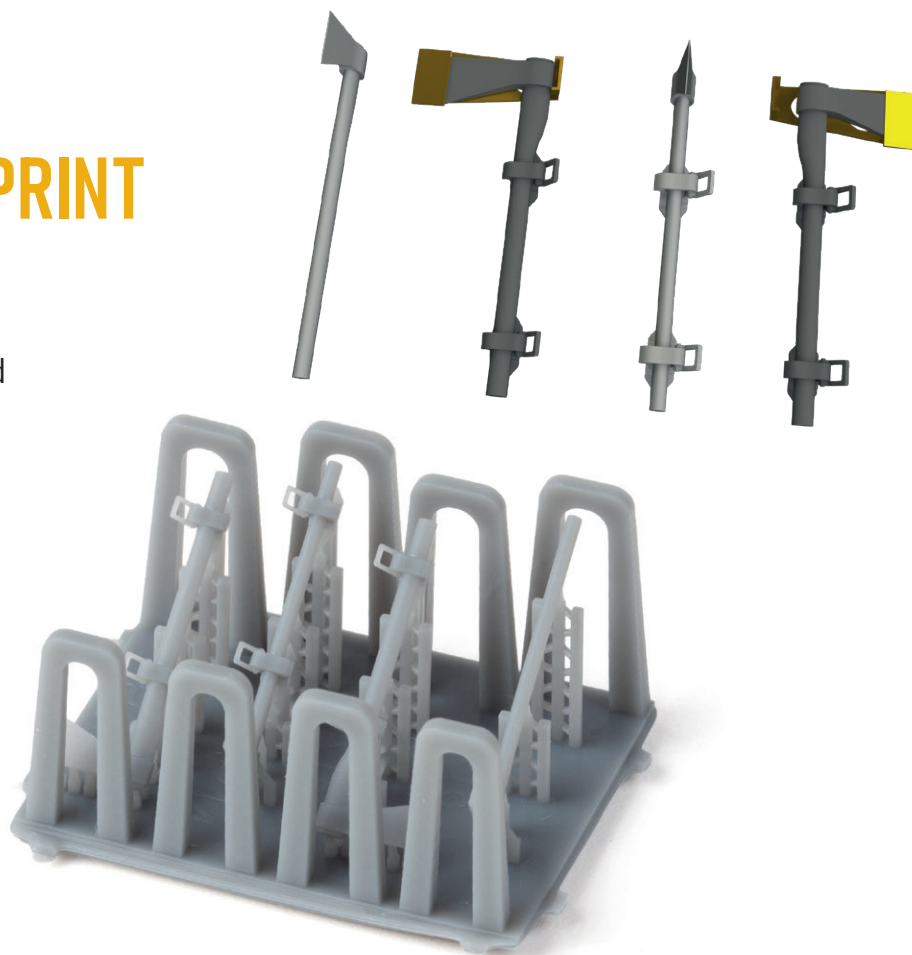
1/48

Brassin set - axes for German WWII armoured vehicles in 1/48 scale. Set consists of 4 axes. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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

[Product Page](#)



635047

WWII German NOTEK rear lights PRINT

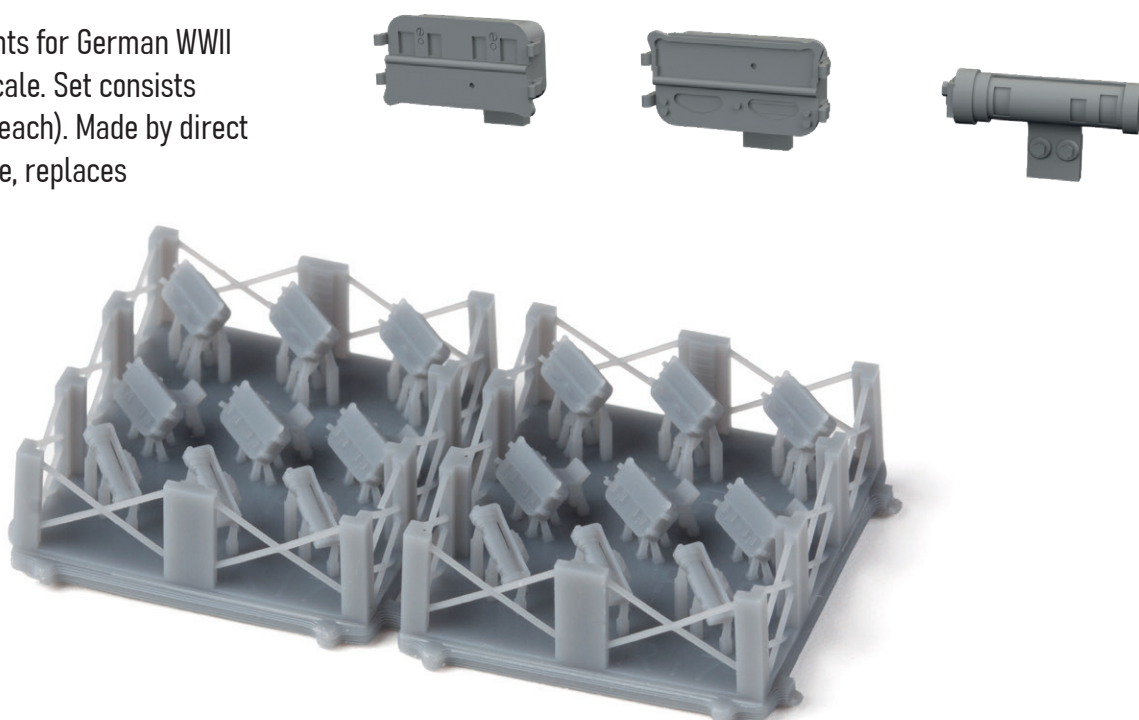
1/48

Brassin set - NOTEK rear lights for German WWII armoured vehicles in 1/48 scale. Set consists of 3 types of lights (6 pcs of each). Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

- 3D print: 18 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product Page](#)



635048

WWII German NOTEK head lights PRINT

1/48

Brassin set - NOTEK headlights for German WWII armoured vehicles in 1/48 scale. Set consists of 12 lights. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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

[Product Page](#)


635062

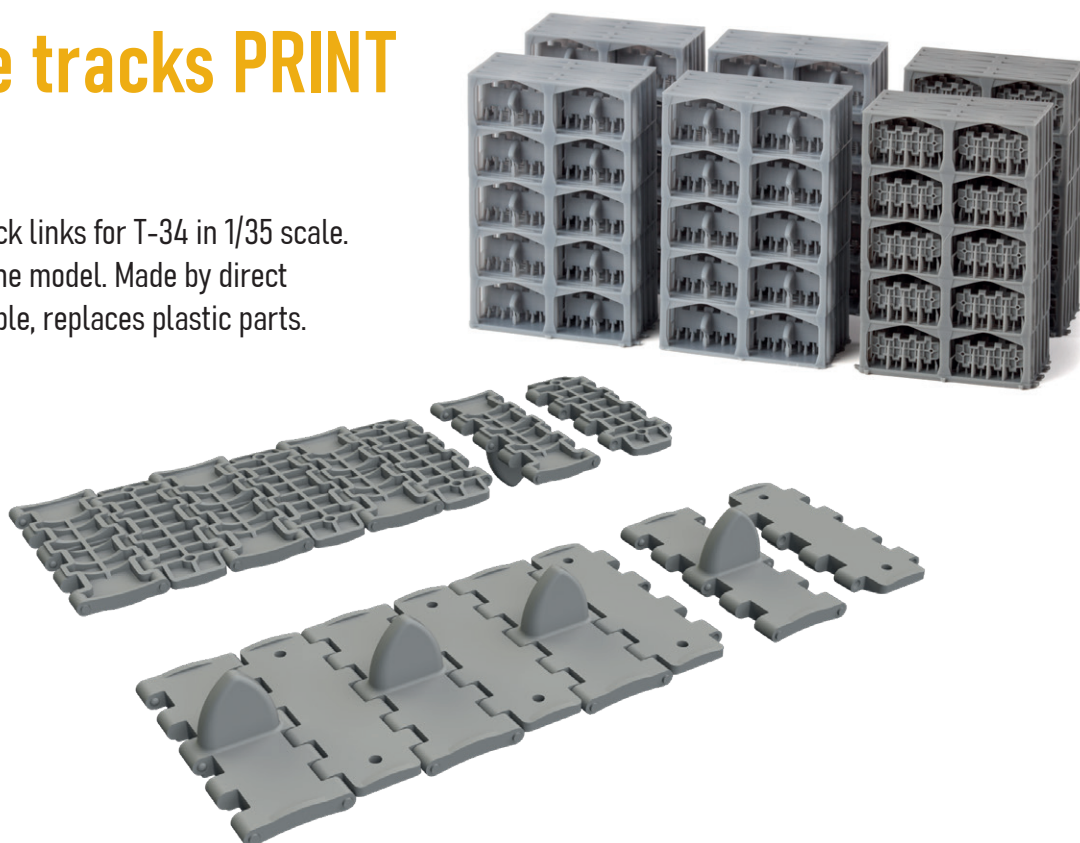
T-34 waffle tracks PRINT

1/35

Brassin set - workable track links for T-34 in 1/35 scale. Set consists of tracks for one model. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 160 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product Page](#)


635065

KV-2 tracks PRINT

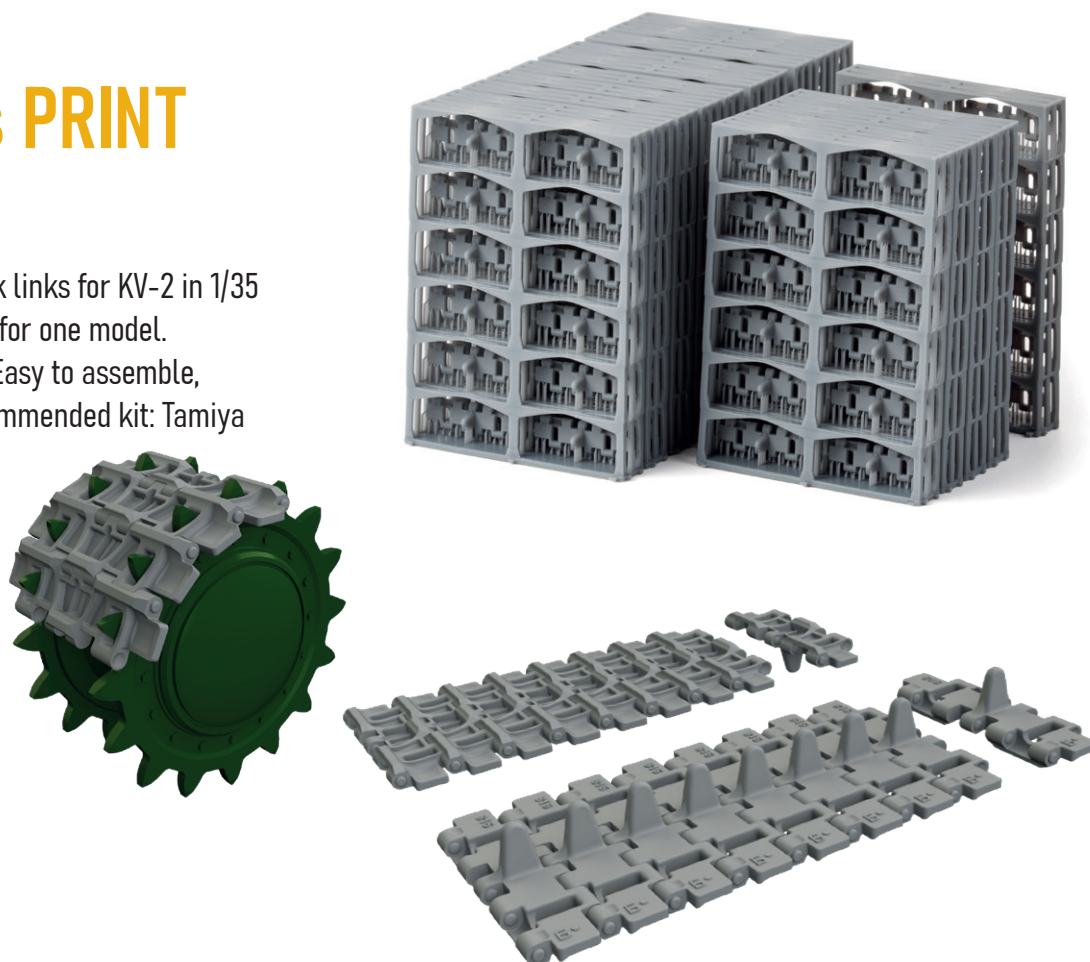
1/35

Brassin set - workable track links for KV-2 in 1/35 scale. Set consists of tracks for one model. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 180 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product Page](#)



6481172

MiG-21F wheel bays PRINT

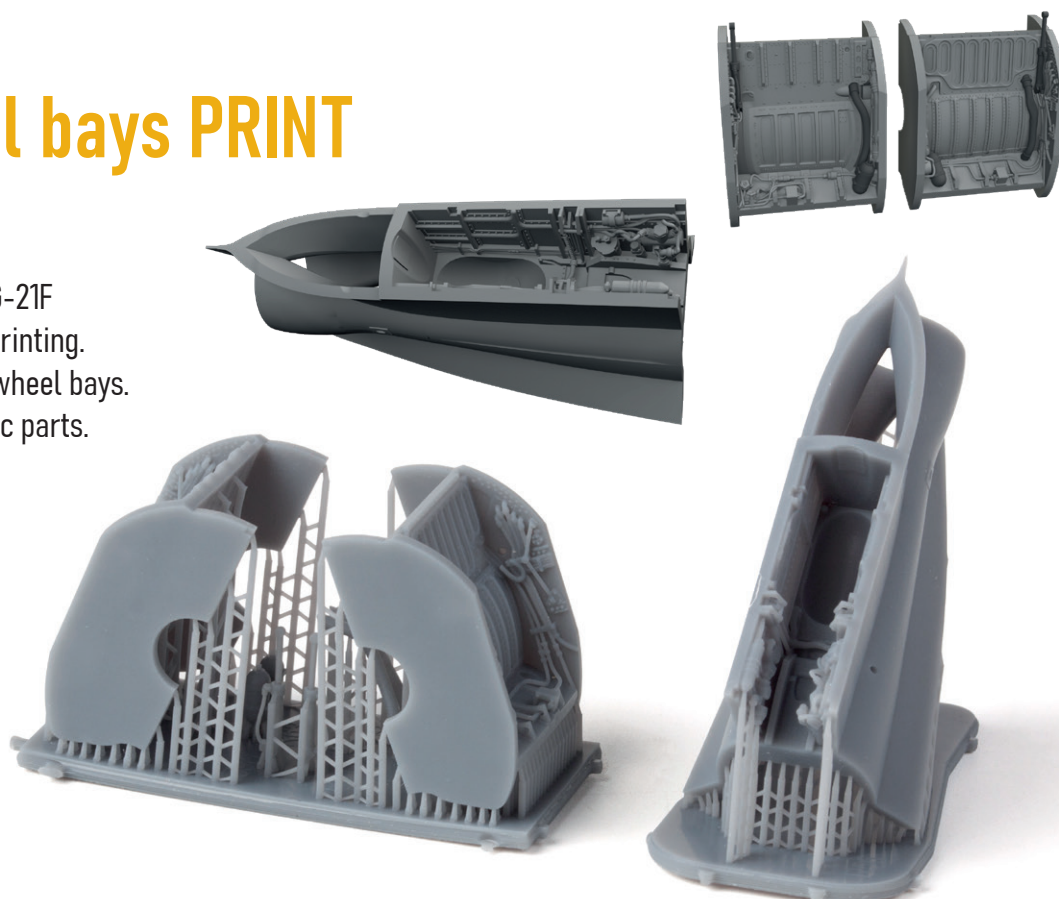
1/48 Eduard

Brassin set - wheels bays for MiG-21F in 1/48 scale. Made by direct 3D printing. Set consists of a front and main wheel bays. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 9 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product Page](#)



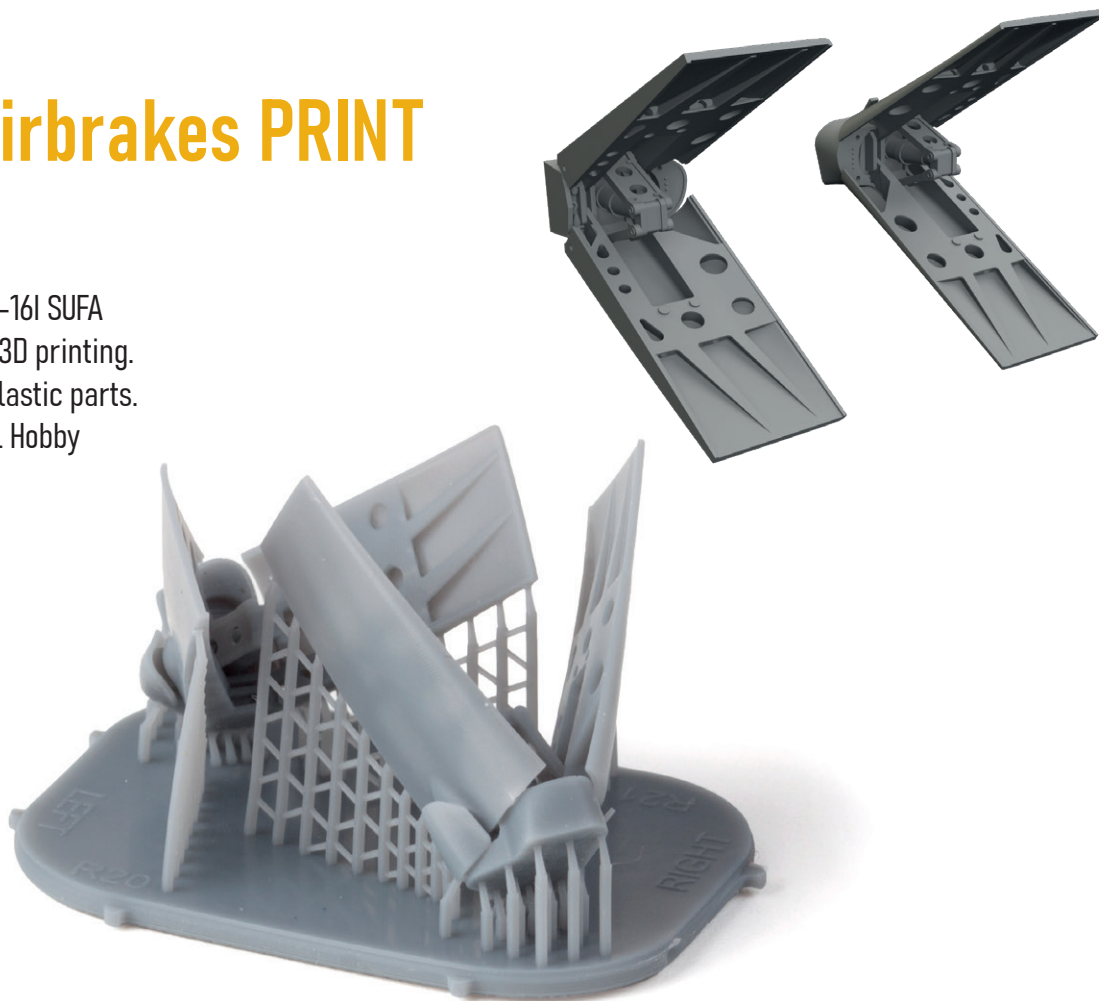
6481198

F-16I SUFA airbrakes PRINT**1/48 Kinetic**

Brassin set - air brakes for F-16I SUFA
in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Great Wall Hobby

Set contains:

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

[Product Page](#)


6481218

F/A-18A/C exhaust nozzles PRINT**1/48 Eduard**

Brassinová sada - výtokové trysky motorů
pro F/A-18A/C v měřítku 1/48. Vyrobeno přímým
3D tiskem. Připraveno pro snadnou zástavbu
do modelu. Doporučená stavebnice: Kinetic

Sada obsahuje:

- 3D tisk: 8 součástek
- obtisk: ne
- lept: ne
- maska: ne

[Product Page](#)


672466

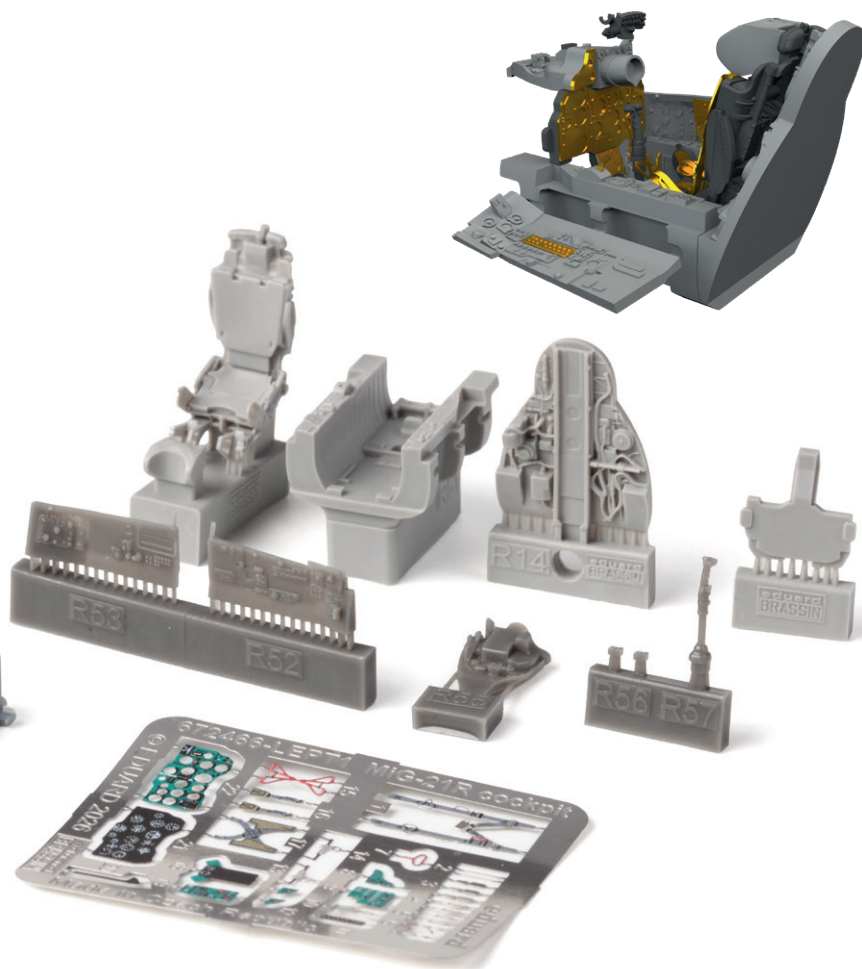
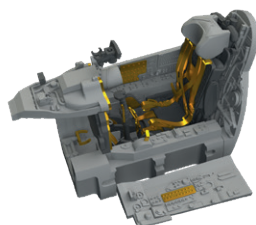
MiG-21R cockpit

1/72 Eduard

Brassin set - exhaust nozzles for F/A-18A/C in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

- 3D print: 8 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product Page](#)

SIN67236

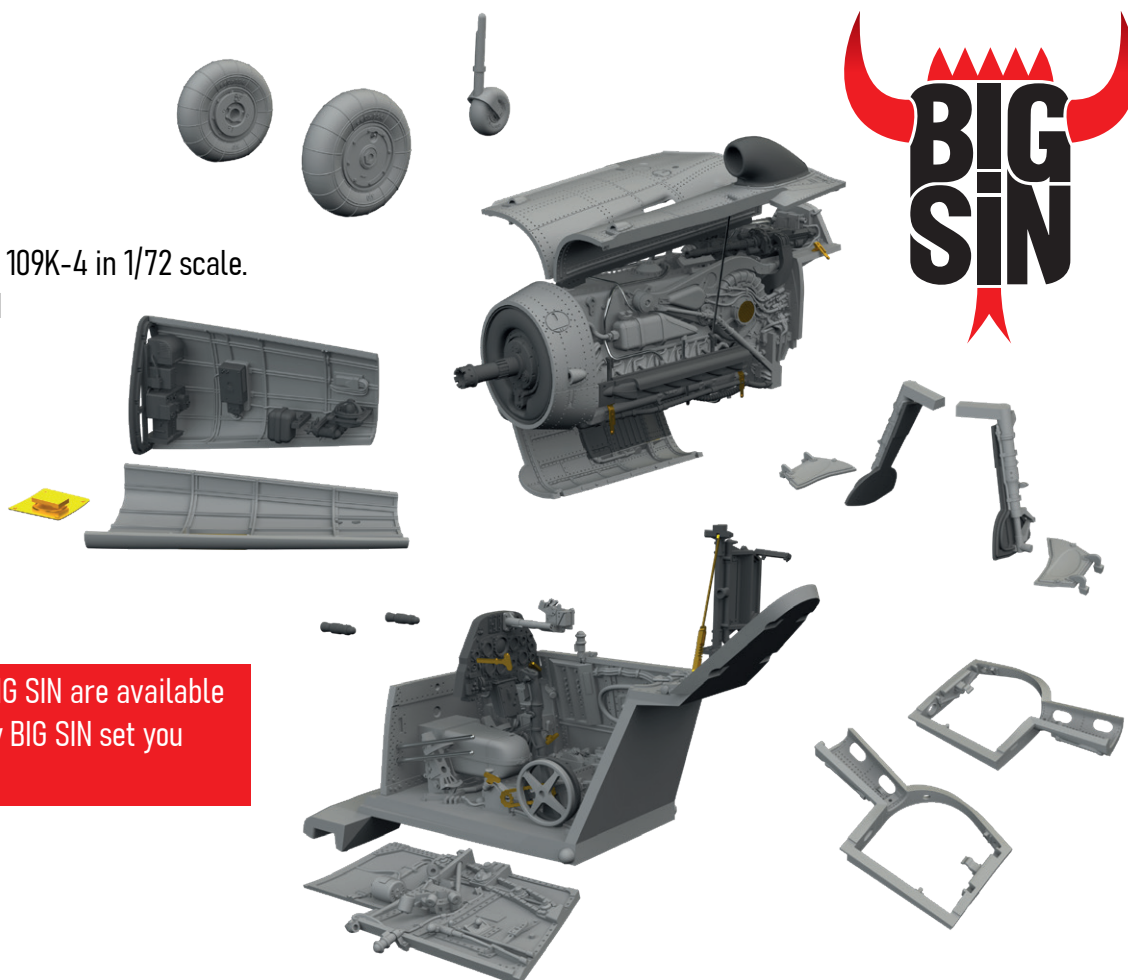
Bf 109K-4

1/72 Eduard

Collection of 6 sets for Bf 109K-4 in 1/72 scale. Recommended kit: Eduard

- cockpit
- undercarriage wheels
- undercarriage legs
- radio compartment
- engine
- wheel bays

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

[Product Page](#)


SIN67237

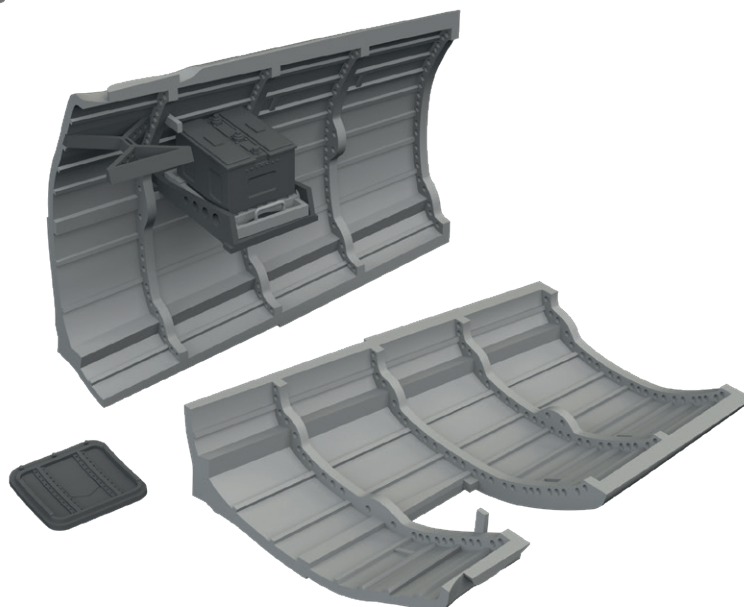
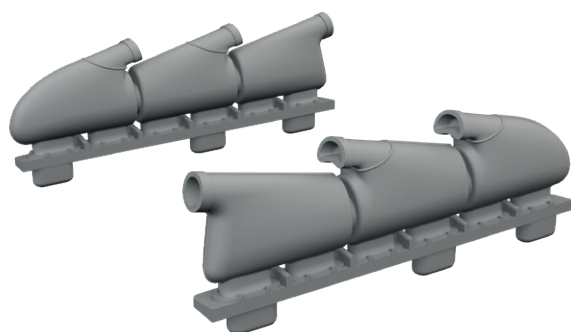
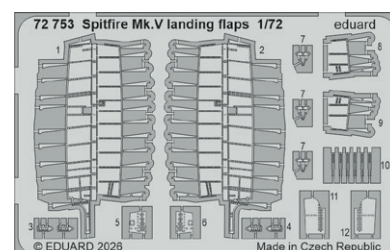
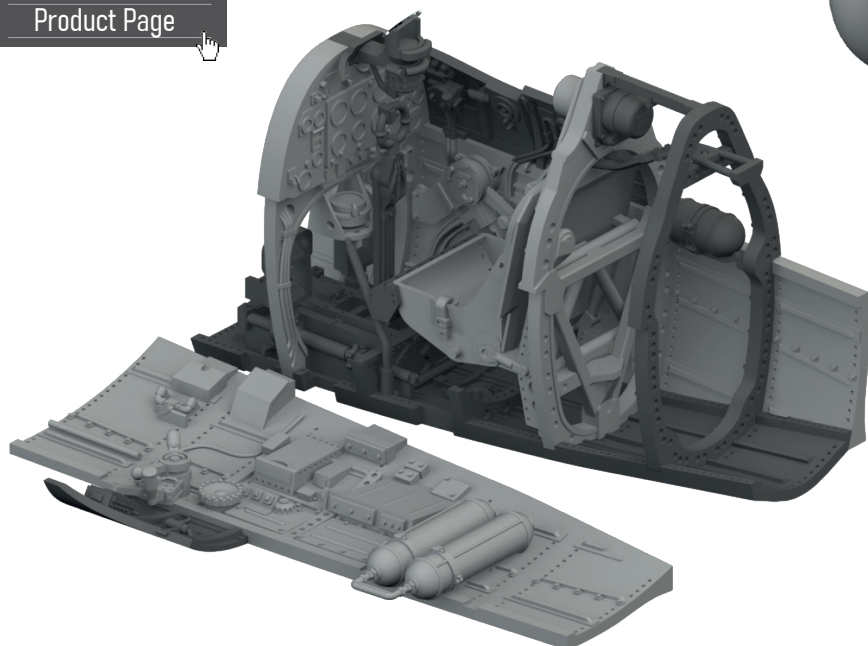
Spitfire Mk.Vb w/ rounded exhausts

1/72 Eduard

Collection of 5 sets for Spitfire Mk.Vb in 1/72 scale.
Recommended kit: Eduard

- cockpit
- undercarriage wheels
- landing flaps
- radio compartment
- exhaust stacks

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

[Product Page](#)


SIN67238

Spitfire Mk.Vb w/ fishtail exhausts

1/72 Eduard

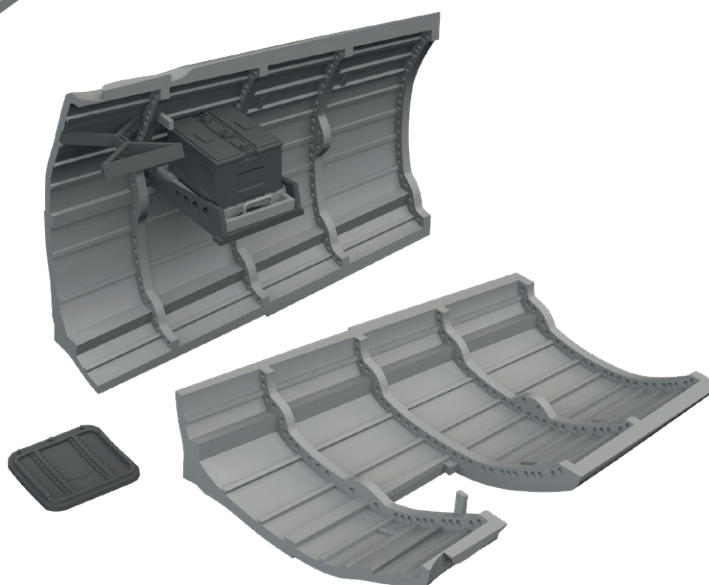
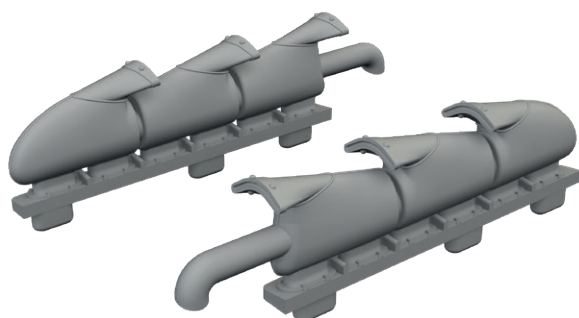
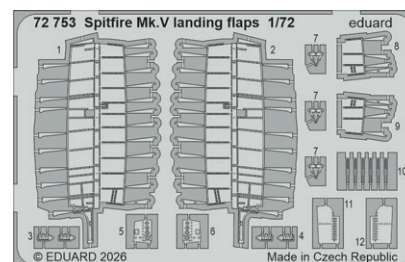
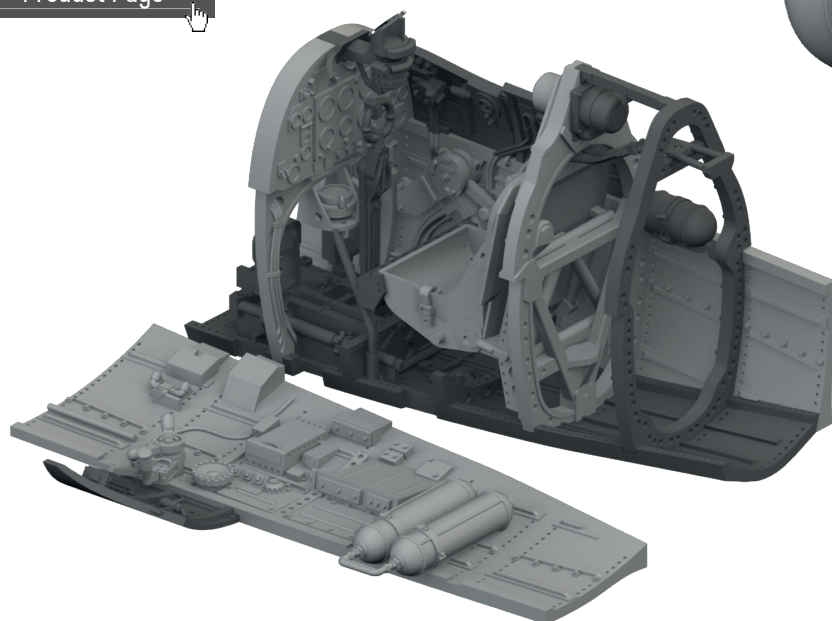
Collection of 5 sets for Spitfire Mk.Vb in 1/72 scale.

Recommended kit: Eduard

- cockpit
- undercarriage wheels
- landing flaps
- radio compartment
- exhaust stacks

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

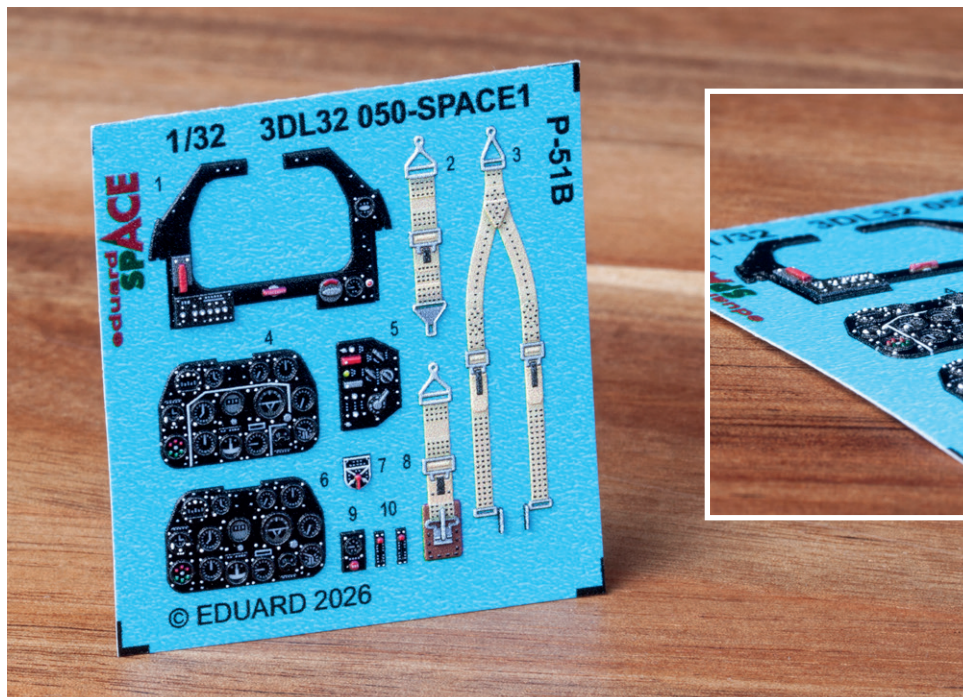
[Product Page](#)



3DL32050 **P-51B SPACE** 1/32 Eduard

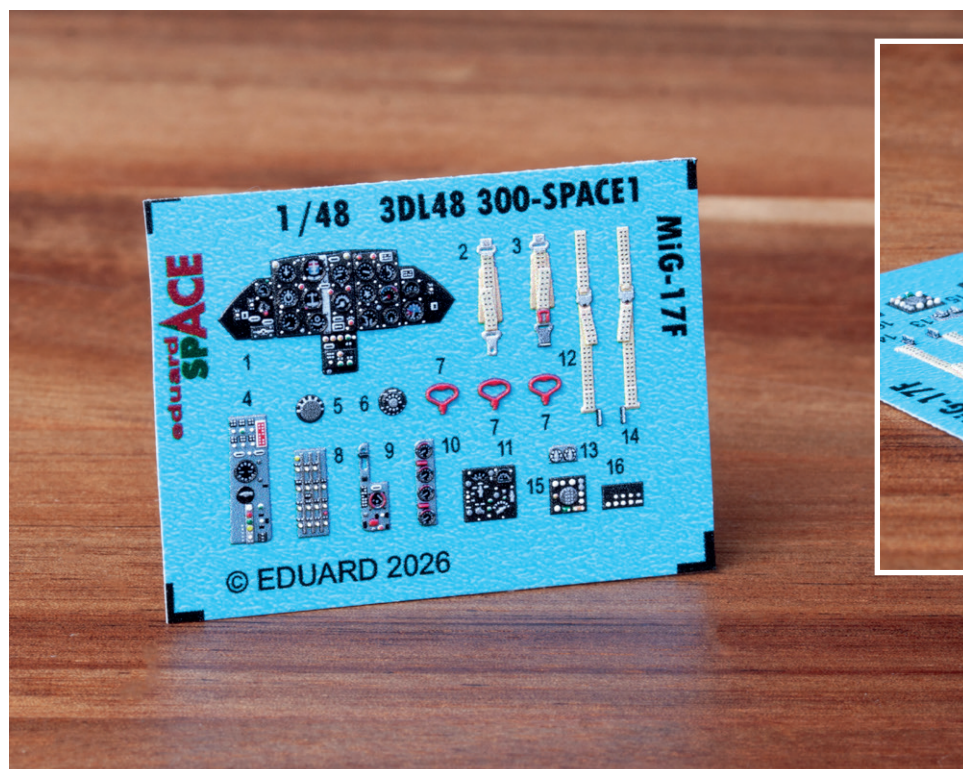
Product Page

*EASY
APPLICATION*

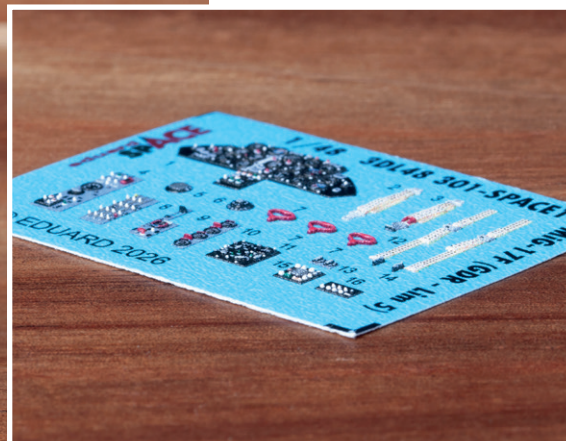
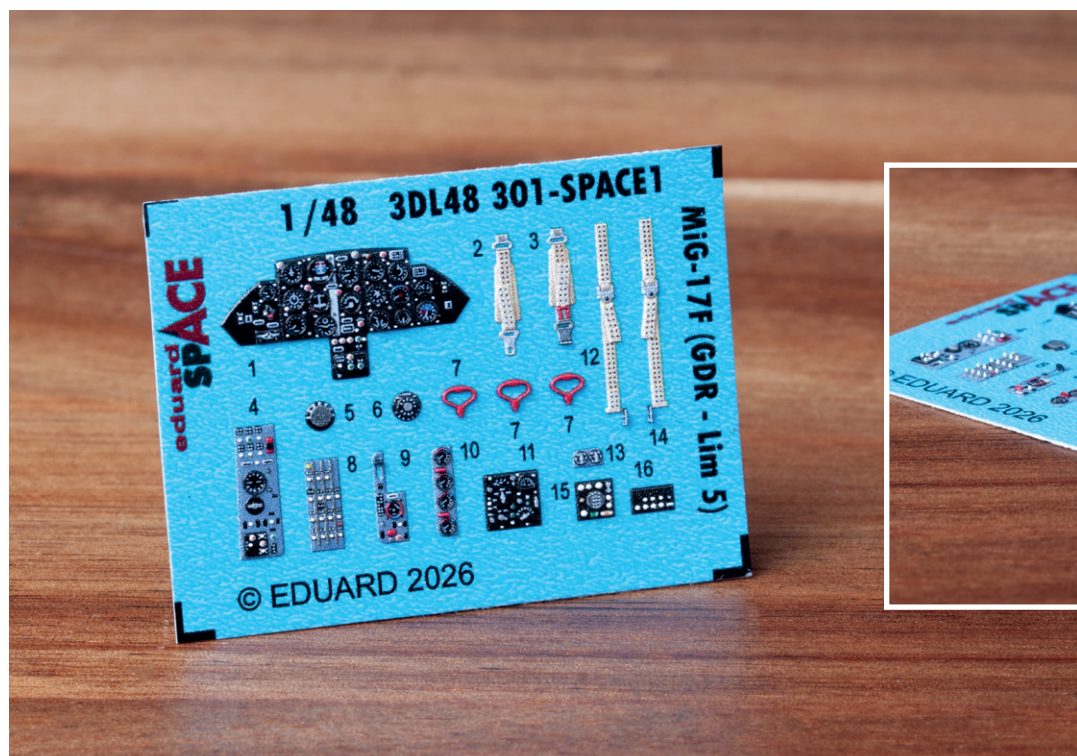


3DL48300 **MiG-17F SPACE** 1/48 Kinetic

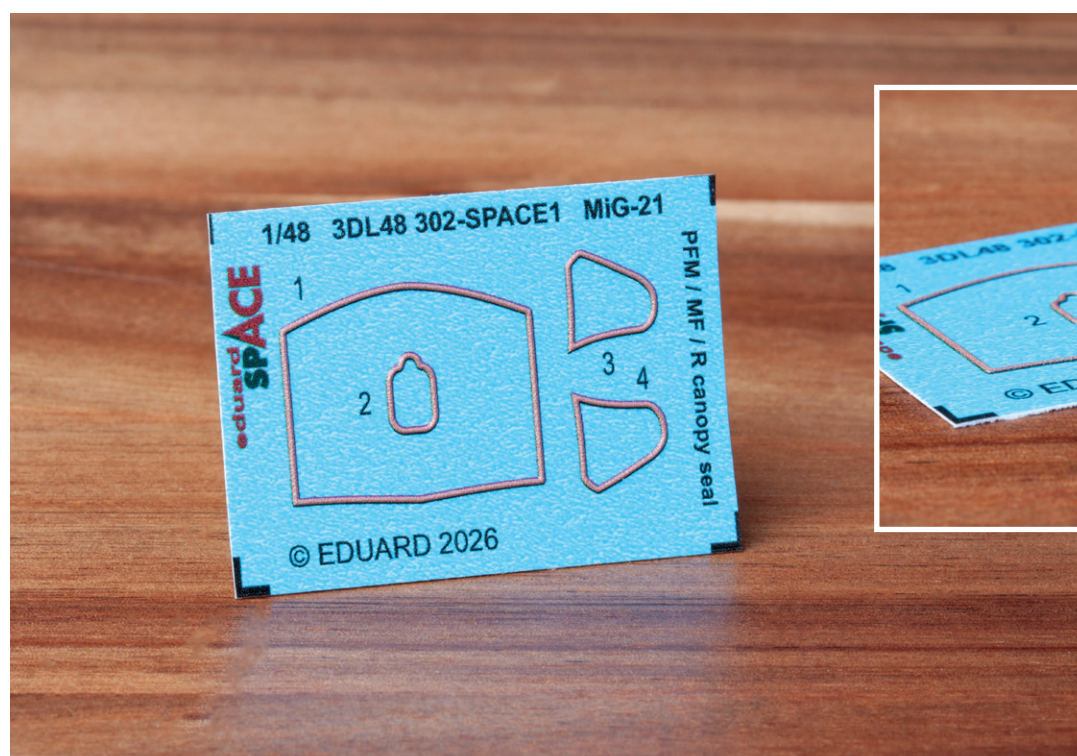
Product Page

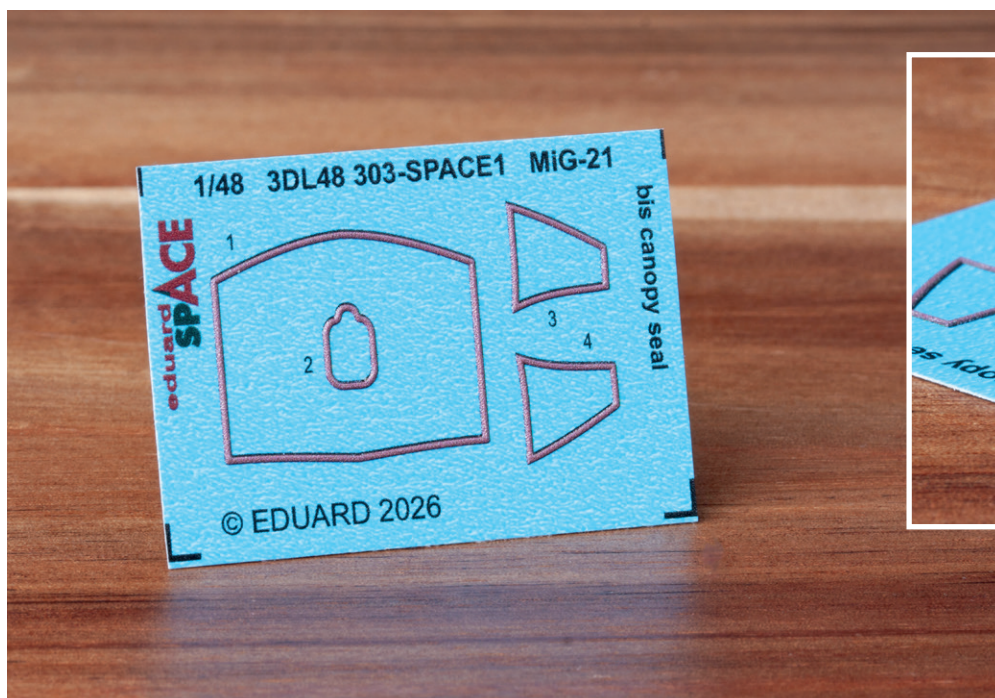
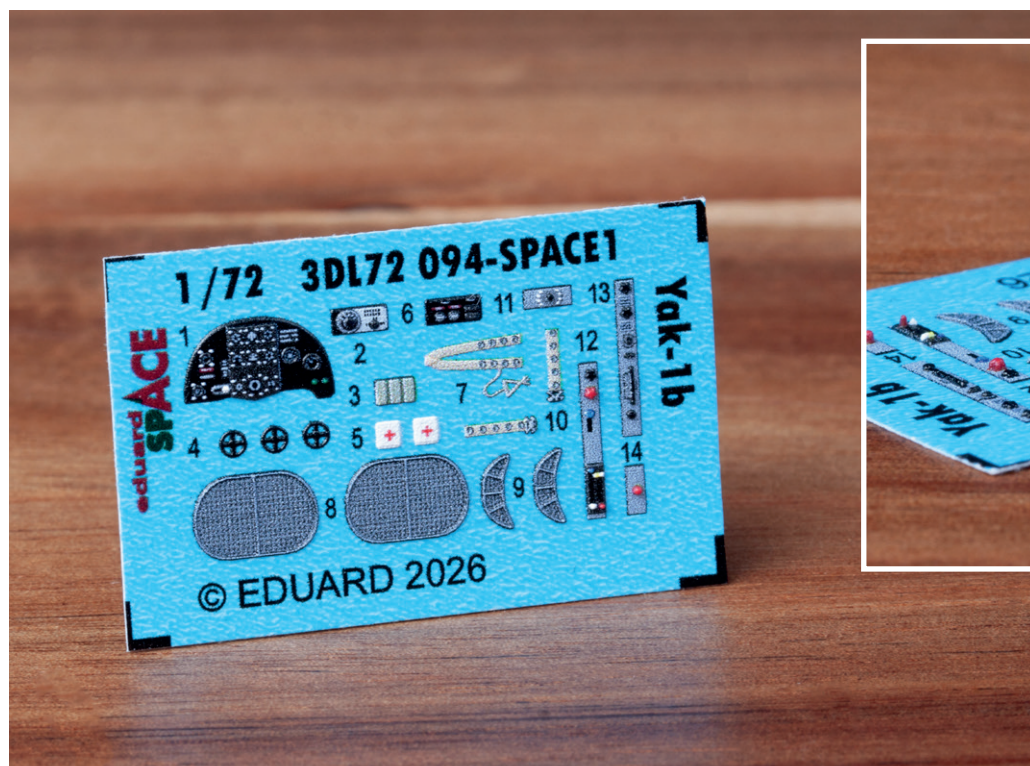


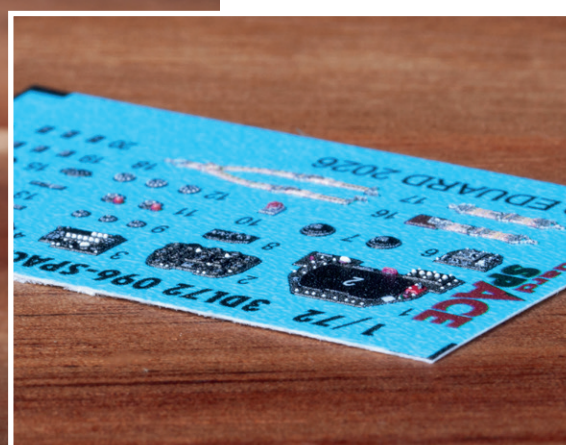
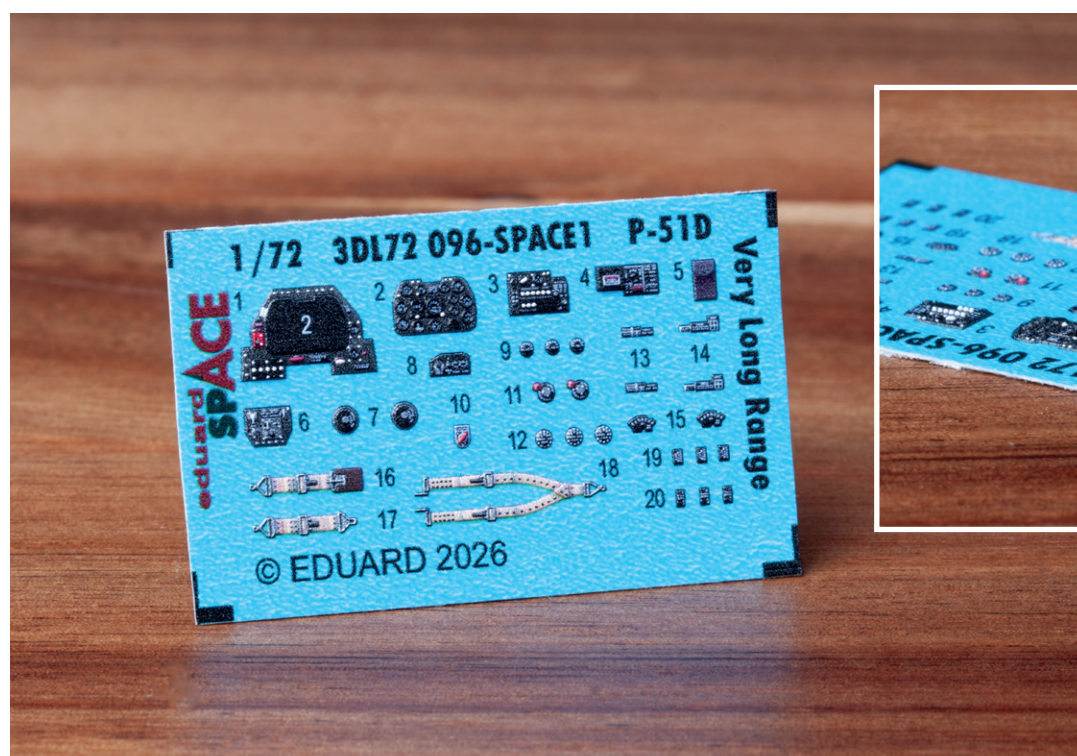
3DL48301 MiG-17F (GDR - Lim 5) SPACE 1/48 Kinetic

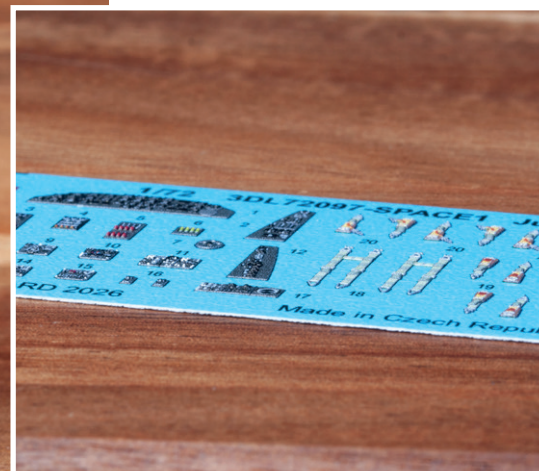
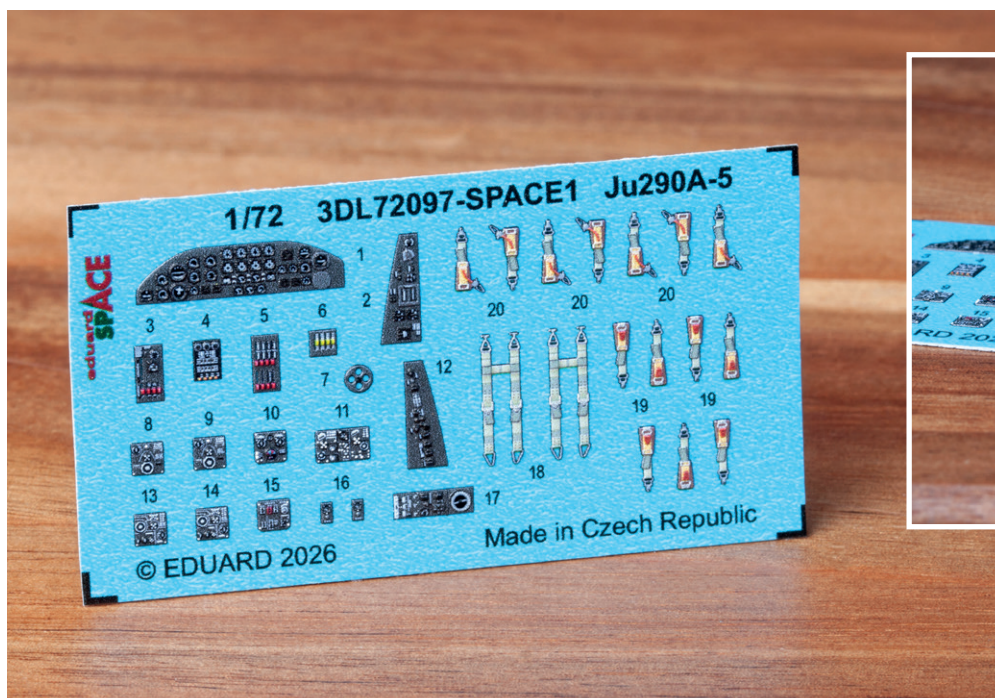
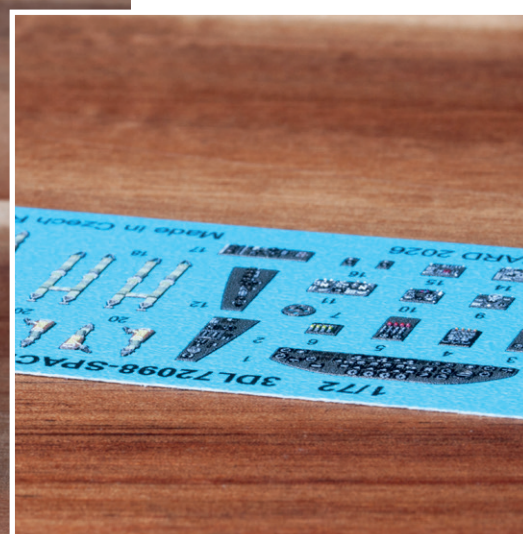
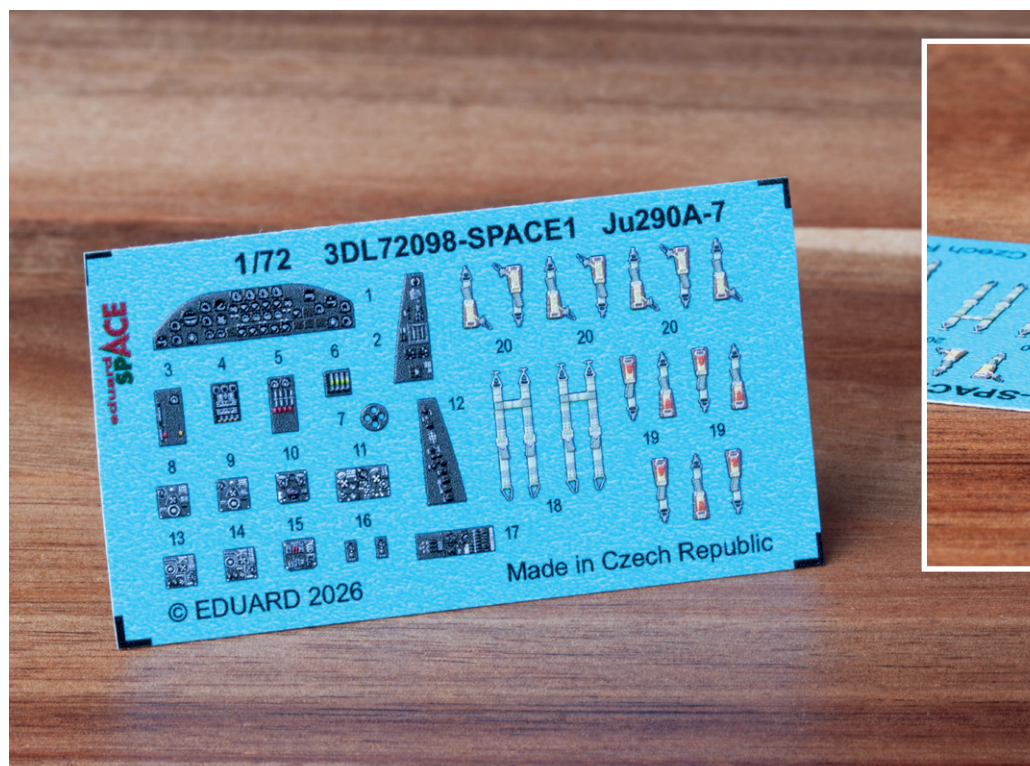
[Product Page](#)


3DL48302 MiG-21 PFM / MF/ R canopy seal SPACE 1/48 Eduard

[Product Page](#)


3DL48303 **MiG-21bis canopy seal SPACE** 1/48 Eduard[Product Page](#)3DL72094 **Yak-1b SPACE** 1/72 Arma Hobby[Product Page](#)

3DL72095 **F4F-3 SPACE** 1/72 Arma Hobby[Product Page](#)3DL72096 **P-51D Very Long Range SPACE** 1/72 Arma Hobby[Product Page](#)

3DL72097 **Ju 290A-5 SPACE** 1/72 Revell[Product Page](#)3DL72098 **Ju 290A-7 SPACE** 1/72 Revell[Product Page](#)

JX355 Meteor F.8

1/32 Revell

JX356 Meteor F.8 TFace

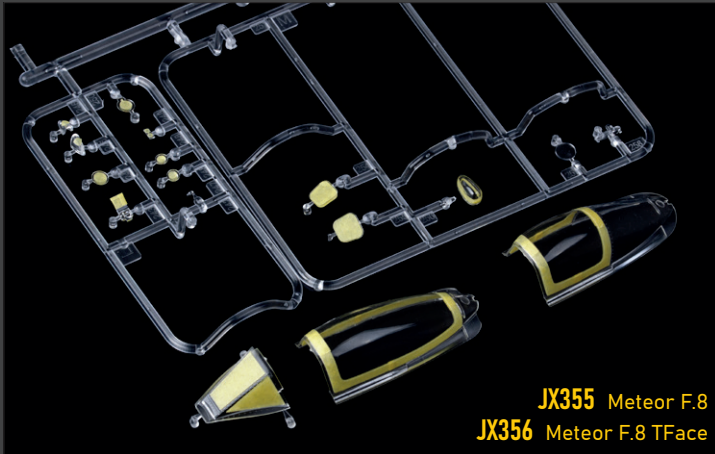
1/32 Revell

EX1192 MiG-17F surface panels

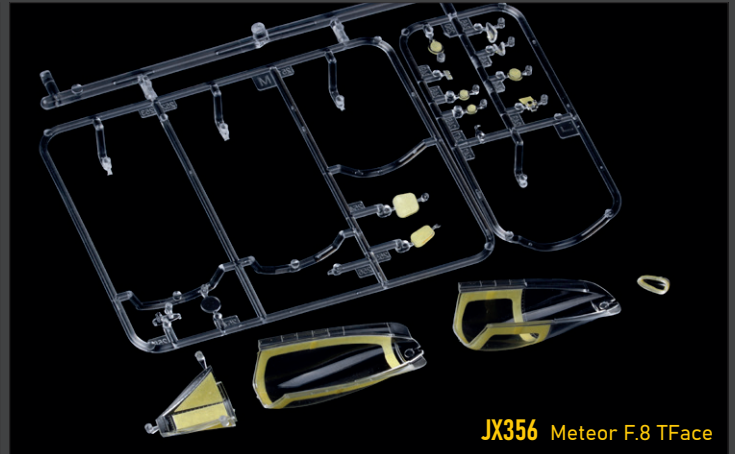
1/48 Kinetic

EX1193 MiG-21F surface panels

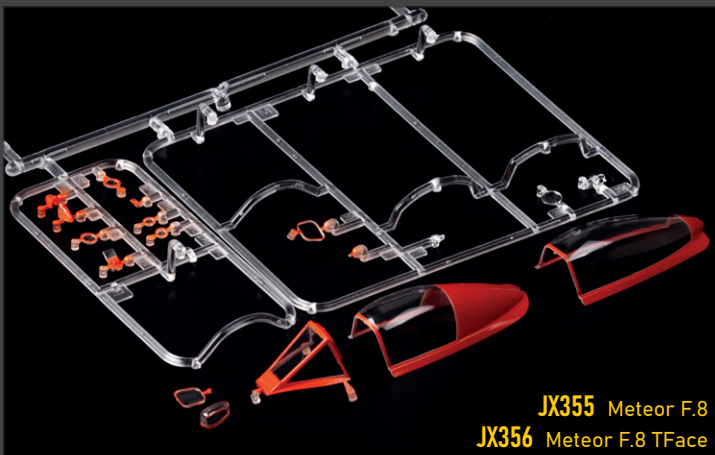
1/48 Eduard



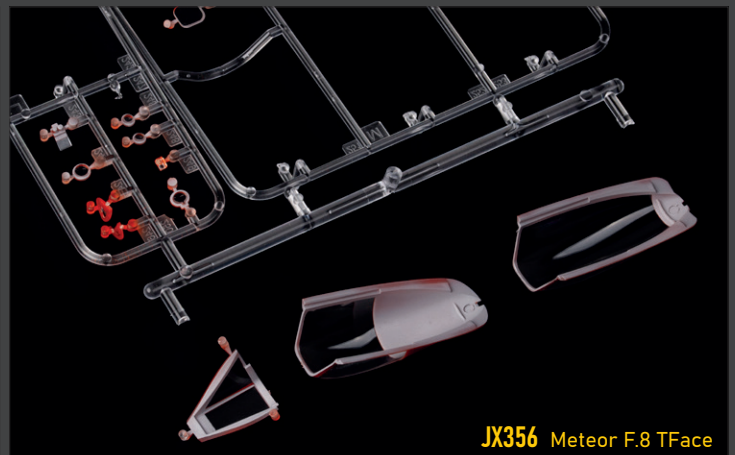
JX355 Meteor F.8
JX356 Meteor F.8 TFace



JX356 Meteor F.8 TFace



JX355 Meteor F.8
JX356 Meteor F.8 TFace



JX356 Meteor F.8 TFace

KITS

11200	Sharks and Stallions	1/48	Limited
70166	Bf 109K-4	1/72	ProfiPACK
7074	F6F-3 Hellcat Re-Release	1/72	ProfiPACK
82212	A6M2 Zero Type 21 Re-Release	1/48	ProfiPACK

PE-SETS

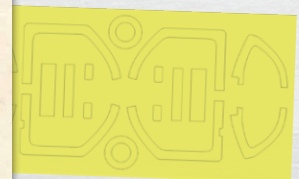
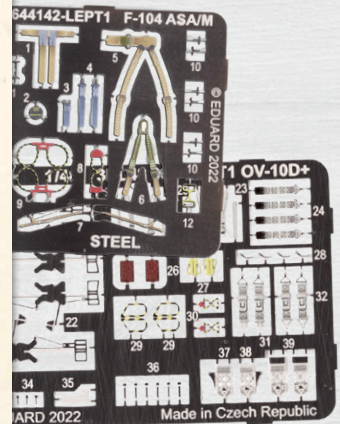
325004	Meteor F.8	1/32	Revell
325005	Meteor FR.9	1/32	Revell
481184	AH-6J guns	1/48	ICM
491598	MiG-17F	1/48	Kinetic
491599	MiG-17F (GDR - Lim 5)	1/48	Kinetic
73872	F4F-3	1/72	Arma Hobby
73873	P-51D Very Long Range	1/72	Arma Hobby

ZOOMS

33392	P-51B seatbelts STEEL	1/32	Eduard
FE1598	MiG-17F	1/48	Kinetic
FE1599	MiG-17F (GDR - Lim 5)	1/48	Kinetic
SS872	F4F-3	1/72	Arma Hobby

MASKS

JX355	Meteor F.8	1/32	Revell
JX356	Meteor F.8 TFace	1/32	Revell
EX1192	MiG-17F surface panels	1/48	Kinetic
EX1193	MiG-21F surface panels	1/48	Eduard



BRASSIN

644255	F-14B early LööK	1/48	Great Wall Hobby
674072	MiG-21R LööK	1/72	Eduard
635045	WWII German hammer PRINT	1/48	
635046	WWII German axe PRINT	1/48	
635047	WWII German NOTEK rear lights PRINT	1/48	
635048	WWII German NOTEK head lights PRINT	1/48	
635062	T-34 waffle tracks PRINT	1/35	Tamiya
635065	KV-2 tracks PRINT	1/35	Tamiya
6481172	MiG-21F wheel bays PRINT	1/48	Eduard
6481198	F-16I SUFA airbrakes PRINT	1/48	Great Wall Hobby
6481218	F/A-18A/C exhaust nozzles PRINT	1/48	Kinetic
672466	MiG-21R cockpit	1/72	Eduard

LööKPLUS

644357	Spitfire Mk.IXe LööKplus w/ fishtail exhausts	1/48	Airfix
644358	Spitfire Mk.IXe LööKplus w/ rounded exhausts	1/48	Airfix
674073	Spitfire Mk.Vb LööKplus	1/72	IBG Models

BIGSIN

SIN67236	Bf 109K-4	1/72	Eduard
SIN67237	Spitfire Mk.Vb w/ rounded exhausts	1/72	Eduard
SIN67238	Spitfire Mk.Vb w/ fishtail exhausts	1/72	Eduard

SPACE

3DL32050	P-51B SPACE	1/32	Eduard
3DL48300	MiG-17F SPACE	1/48	Kinetic
3DL48301	MiG-17F (GDR - Lim 5) SPACE	1/48	Kinetic
3DL48302	MiG-21 PFM / MF/ R canopy seal SPACE	1/48	Eduard
3DL48303	MiG-21bis canopy seal SPACE	1/48	Eduard
3DL72094	Yak-1b SPACE	1/72	Arma Hobby
3DL72095	F4F-3 SPACE	1/72	Arma Hobby
3DL72096	P-51D Very Long Range SPACE	1/72	Arma Hobby
3DL72097	Ju 290A-5 SPACE	1/72	Revell
3DL72098	Ju 290A-7 SPACE	1/72	Revell

eduard
BRASSIN

eduard
BRASSIN
Print

LööK

LööK+

eduard
SPACE

P-51B MUSTANG

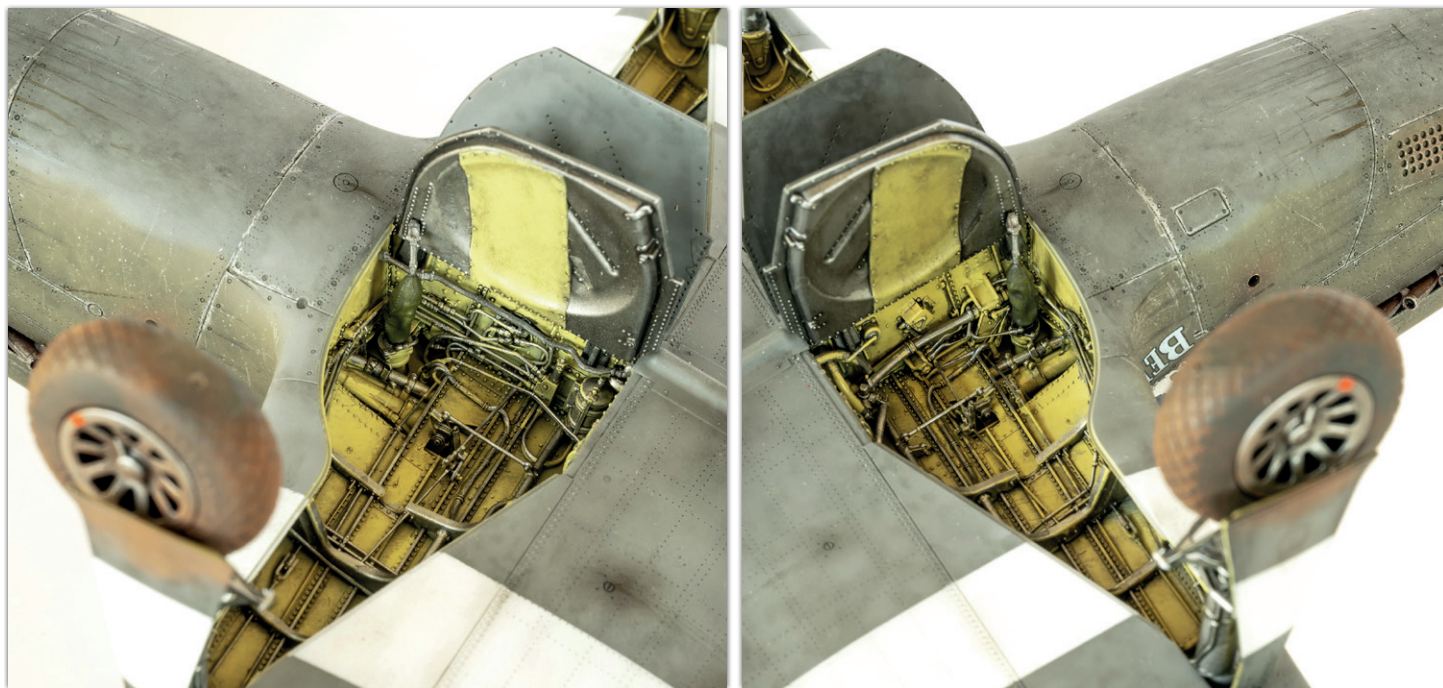
1/32

#932011

MARKING A

built by **Matthias Becker**[Product Page](#)





P-51B-5-NA, s/n 43-6819, Capt. Duane W. Beeson, 334th FS, 4th FG, 8th AF, Debden, United Kingdom, March–April 1944

Duane Willard Beeson was one of only ten pilots to achieve fighter ace status within the USAAF with two different types of aircraft. In his case, these were the P-47 and the P-51. He scored a total of 17.3 kills, 12 of which were achieved with the P-47C/D and 5.3 with the P-51B. The Idaho native, like many others, did not meet the Air Force requirement of at least two years of college, so he enlisted in the Canadian Air

Force, which accepted him into its ranks on January 23, 1941. After moving to England, he retrained as a Hurricane and was assigned to No. 71 Squadron at Debden on September 5, 1942. After the formation of the 4th FG with the Eagle Squadrons as a base, Beeson flew with the 334th FS and achieved his first kill on May 18, 1943. After flying 80 missions, he became B Flight Commander and was assigned his first

P-51B, which he named Bee, on February 28, 1944. On April 5, he first achieved one third of the Ju 88 shoot-down near Brandenburg but then was hit by flak and captured. Shortly after the war he was diagnosed with a brain tumor and died prior to a surgery aged 25.

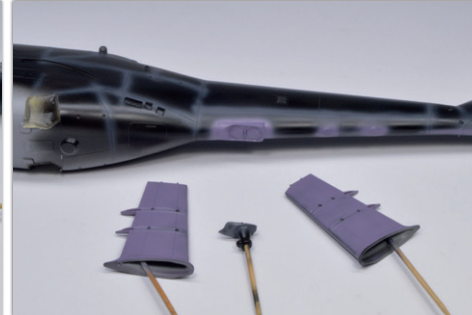
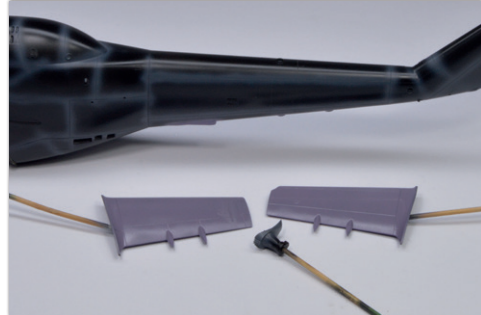


TIGER 3366

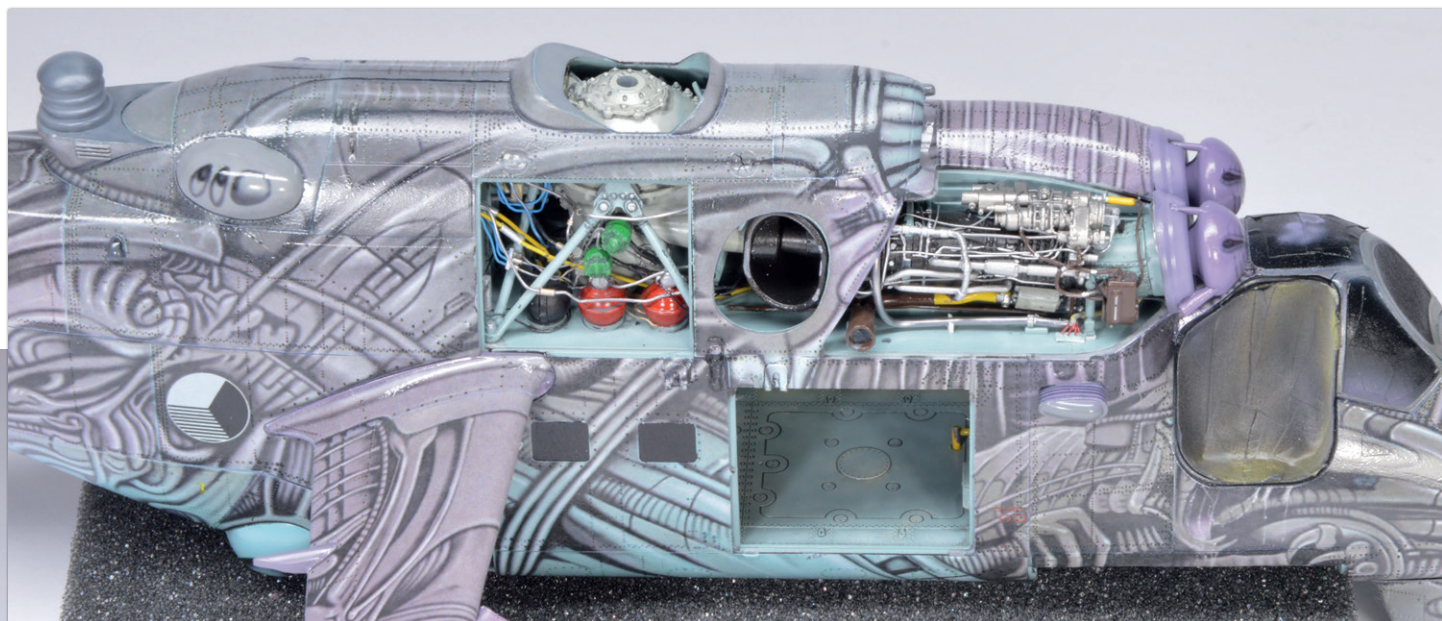
1/48

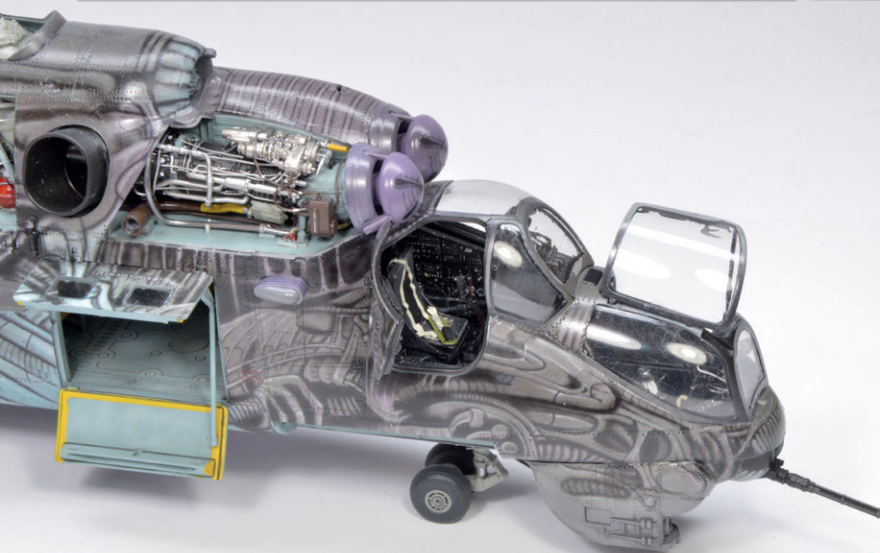
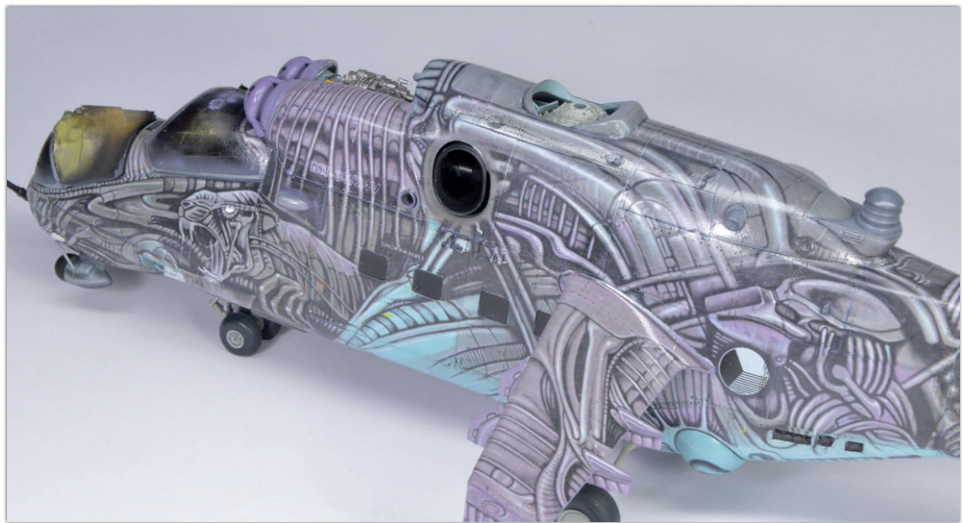
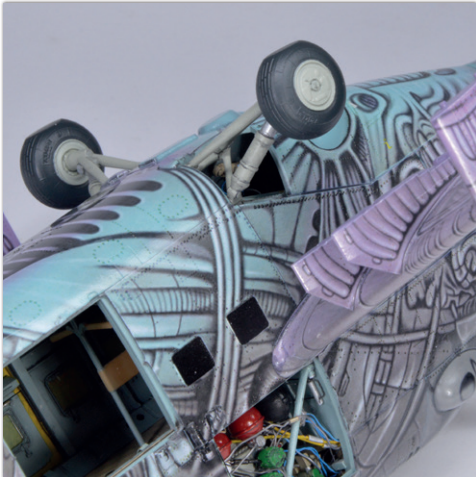
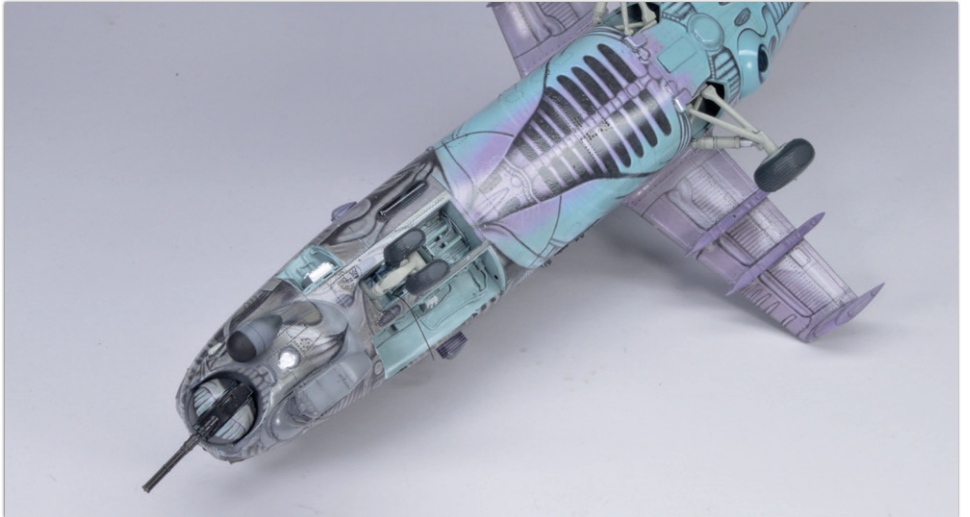


#11173
MARKING A
built by **Robert Szwarc**

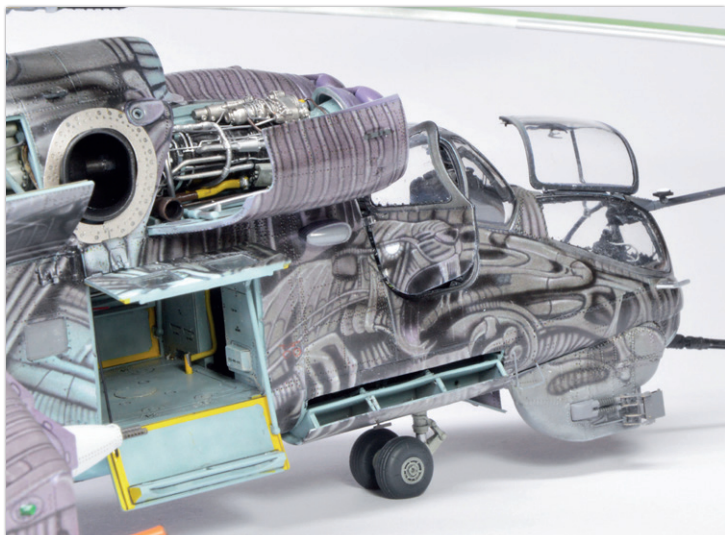












P-40N WARHAWK

1/48



42-105128, P-40N-5, 2Lt. Philip R. Adair, 89th FS, 80th FG, Nagaghuli, India, early 1944

Philip Reed Adair enlisted in military flight training after the attack on Pearl Harbor. He served with the 80th FG for eighteen months in 1943 and 1944 and flew 139 combat missions. The most remarkable of these took place on December 13, 1943, when he fought alone against a formation of 24 Japanese bombers and 40 fighters. He was credited with one confirmed kill and three other aircraft as damaged, but most importantly, he managed to break up the enemy formation and disrupt the bombing of his own base. He himself was hit several times in this combat and received the Silver Star for his

bravery. During this mission, he flew his first Lulu Belle, which was a P-40N-1 Warhawk. The second aircraft of the same name, shown here, was already a P-40N-5 version. Adair received it in early 1944 and on May 17, again fighting against superior forces, he shot down two Oscars. In June 1944, he and the entire group began retraining on Thunderbolts, but he did not achieve any further kills. The 80th FG was called the Burma Banshees, and most of its aircraft were decorated with a skull on the nose. None of them were the same, although they sometimes differed only in details. The primary

role of the group was to provide air cover for bases involved in air supply operations to units in China via the Himalayas (Hump operations). Later, from October 1943, the group was tasked with providing air support to units in northern Burma. Philip Adair died at the age of 97 on May 13, 2017.



Product Page



BRASSIN (October)

634058	P-51B LööK 1/32 Eduard
644352	F-14B late LööK 1/48 Great Wall Hobby
635049	WWII German 10 ton jacks PRINT 1/48
635050	WWII German shovels PRINT 1/48
635051	WWII German wire cutters PRINT 1/48
635055	WWII German crowbars PRINT 1/48
635063	T-34 „V“ pattern tracks PRINT 1/35 Tamiya
635066	Tiger I early tracks PRINT 1/35 Tamiya
6481106	F-35A weapon & undercarriage bays PRINT 1/48 Tamiya
6481219	F-35A undercarriage legs PRINT 1/48 Tamiya
6481220	F-35A bottom equipment detail set PRINT 1/48 Tamiya

LööKPlus (October)

674074	MiG-21R LööKplus 1/72 Eduard
674075	Me 262A-1 LööKplus 1/72 Arma Hobby

BIGSIN (October)

SIN648158	F-16i SUFA 1/48 Great Wall Hobby
SIN67239	MiG-21R 1/72 Eduard

634058**P-51B LööK****1/32 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-51B in 1/32 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644352****F-14B late LööK****1/48 Great Wall Hobby**

LööK set - Brassin pre-painted dashboards & side panels and STEEL seat belts for F-14B in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Great Wall Hobby

Set contains:

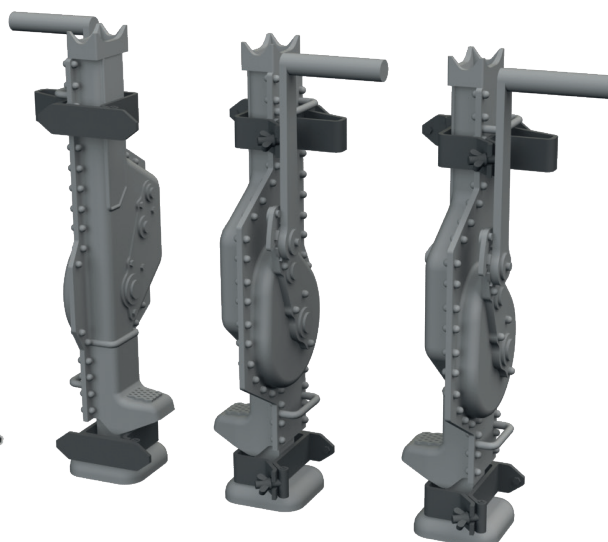
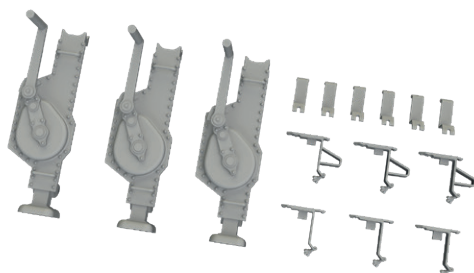
- resin: 16 parts
- 3D print: 1 part
- decals: no,
- photo-etched details: yes, pre-painted
- painting mask: no

**635049****WWII German 10 ton jacks PRINT****1/48**

Brassin set - 10ton jacks for German WWII armoured vehicles in 1/48 scale. Set consists of 3 jacks.
Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

- 3D print: 15 parts
- decals: no
- photo-etched details: no
- painting mask: no

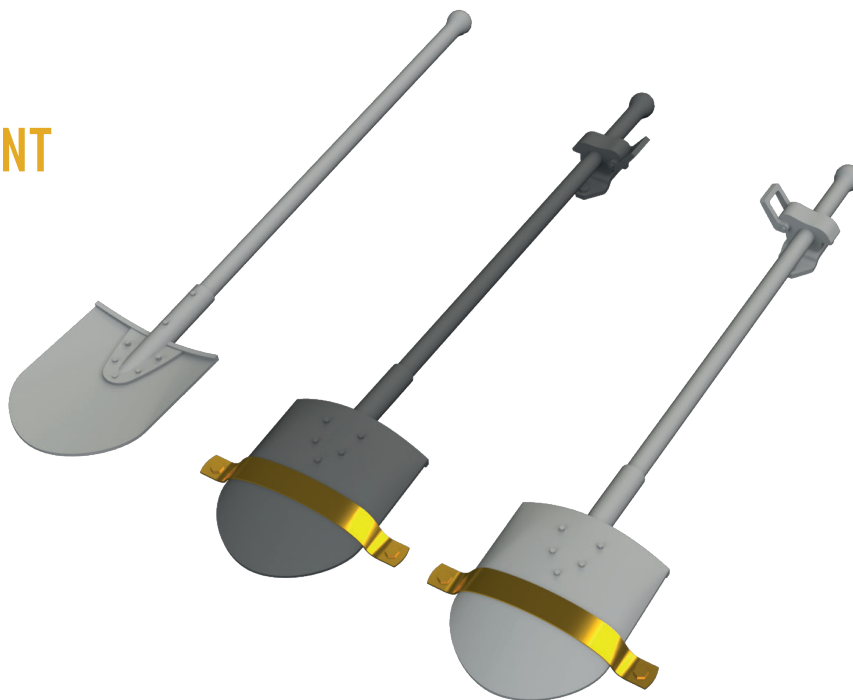


635050**WWII German shovels PRINT****1/48**

Brassin set - shovels for German WWII armoured vehicles in 1/48 scale. Set consists of 3 shovels. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

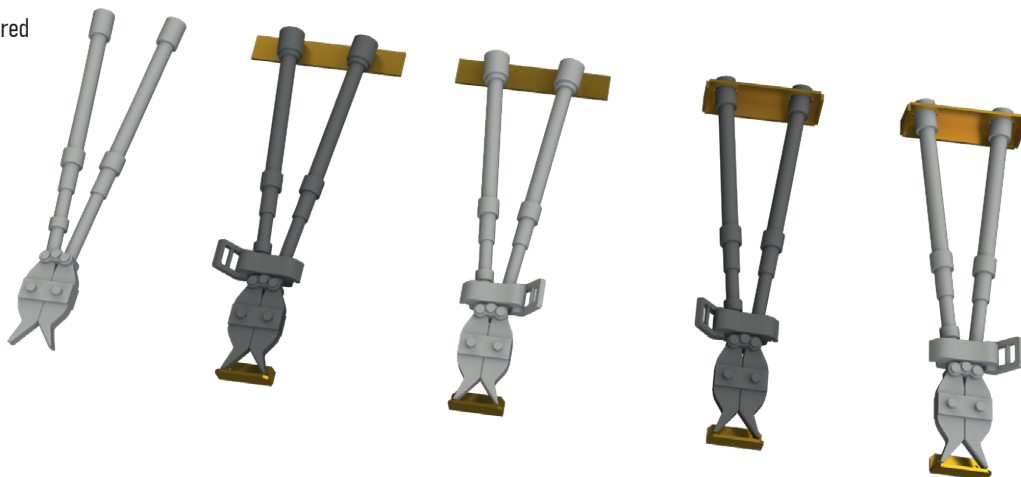
- 3D print: 3 parts
- decals: no
- photo-etched details: yes
- painting mask: no

**635051****WWII German wire cutters PRINT****1/48**

Brassin set - wire cutters for German WWII armoured vehicles in 1/48 scale. Set consists of 5 cutters. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

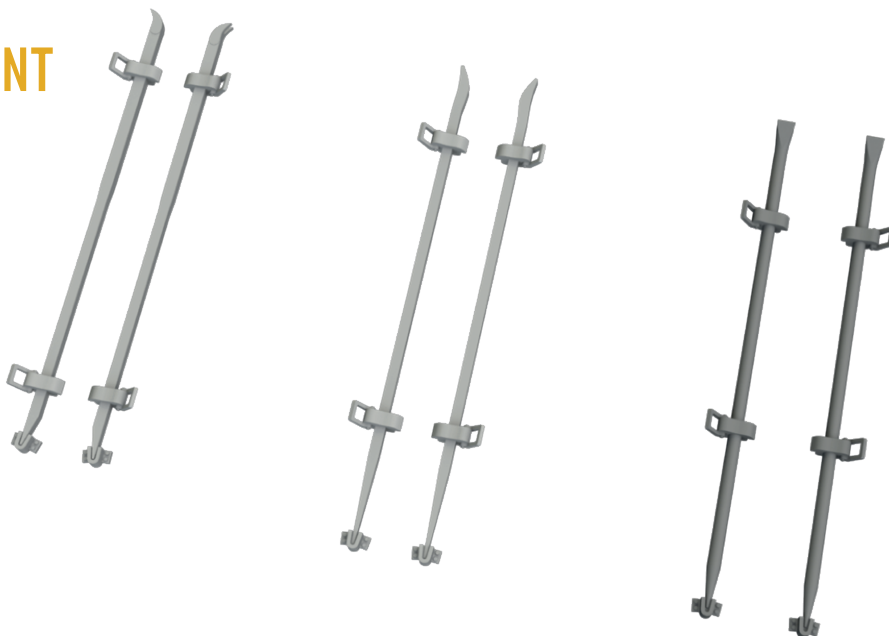
- 3D print: 5 parts
- decals: no
- photo-etched details: yes
- painting mask: no

**635055****WWII German crowbars PRINT****1/48**

Brassin set - crowbars for German WWII armoured vehicles in 1/48 scale. Set consists of 6 crowbars. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



635063

T-34 "V" pattern tracks PRINT

1/35 Tamiya

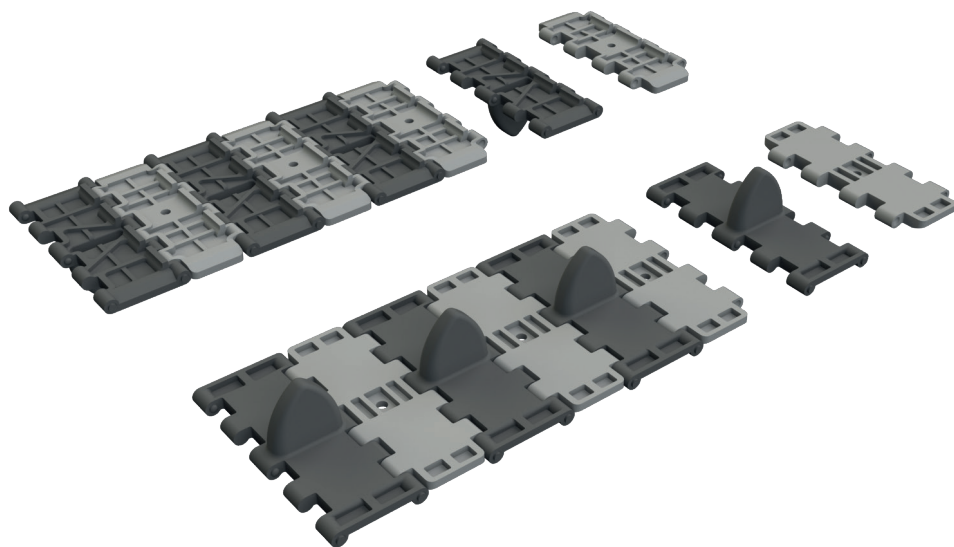
Brassin set - workable track links for T-34 in 1/35 scale.

Set consists if tracks for one model. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Recommended kit: Tamiya

Set contains:

- 3D print: 160 parts
- decals: no
- photo-etched details: no
- painting mask: no



635066

Tiger I early tracks PRINT

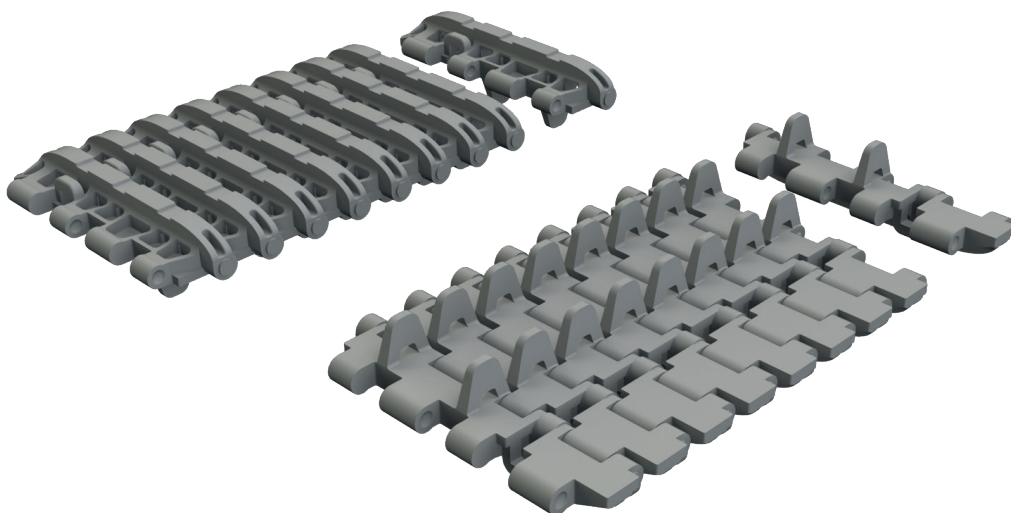
1/35 Tamiya

Brassin set - workable track links for German WW2

Tiger I in 1/35 scale. Set consists if tracks for one model. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 216 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481106

F-35A weapon & undercarriage bays PRINT

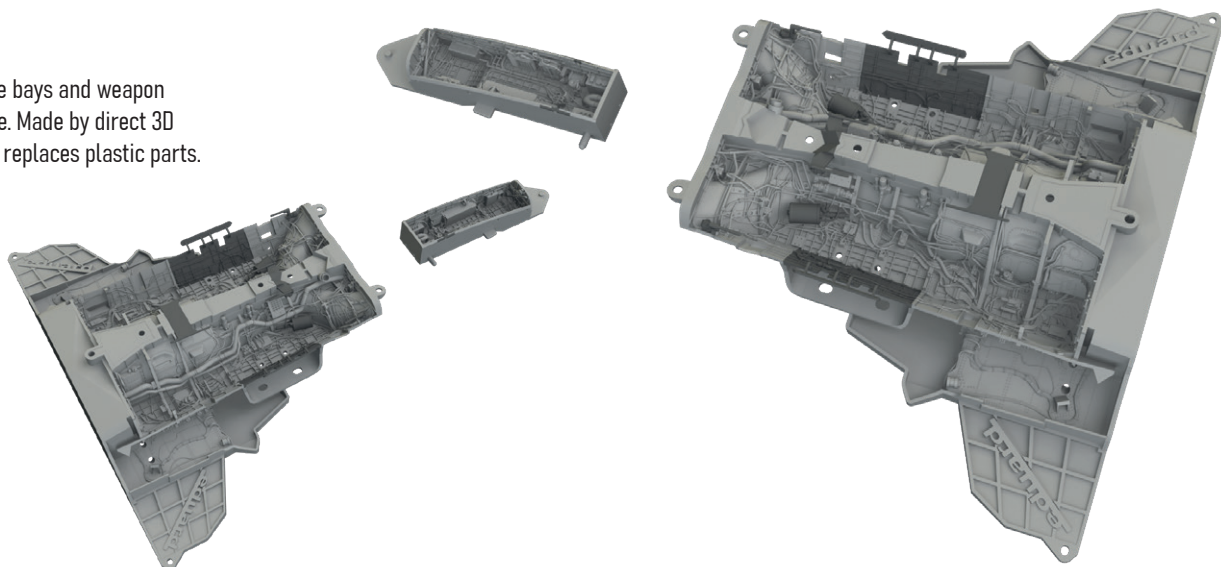
1/48 Tamiya

Brassin set - undercarriage bays and weapon bays for F-35A in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Recommended kit: Tamiya

Set contains:

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



6481219

F-35A undercarriage legs PRINT

1/48 Tamiya

Brassin set - undercarriage legs for F-35A in 1/48 scale. Made by direct 3D printing. Set consists of a front and main wheel legs. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 8 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481220

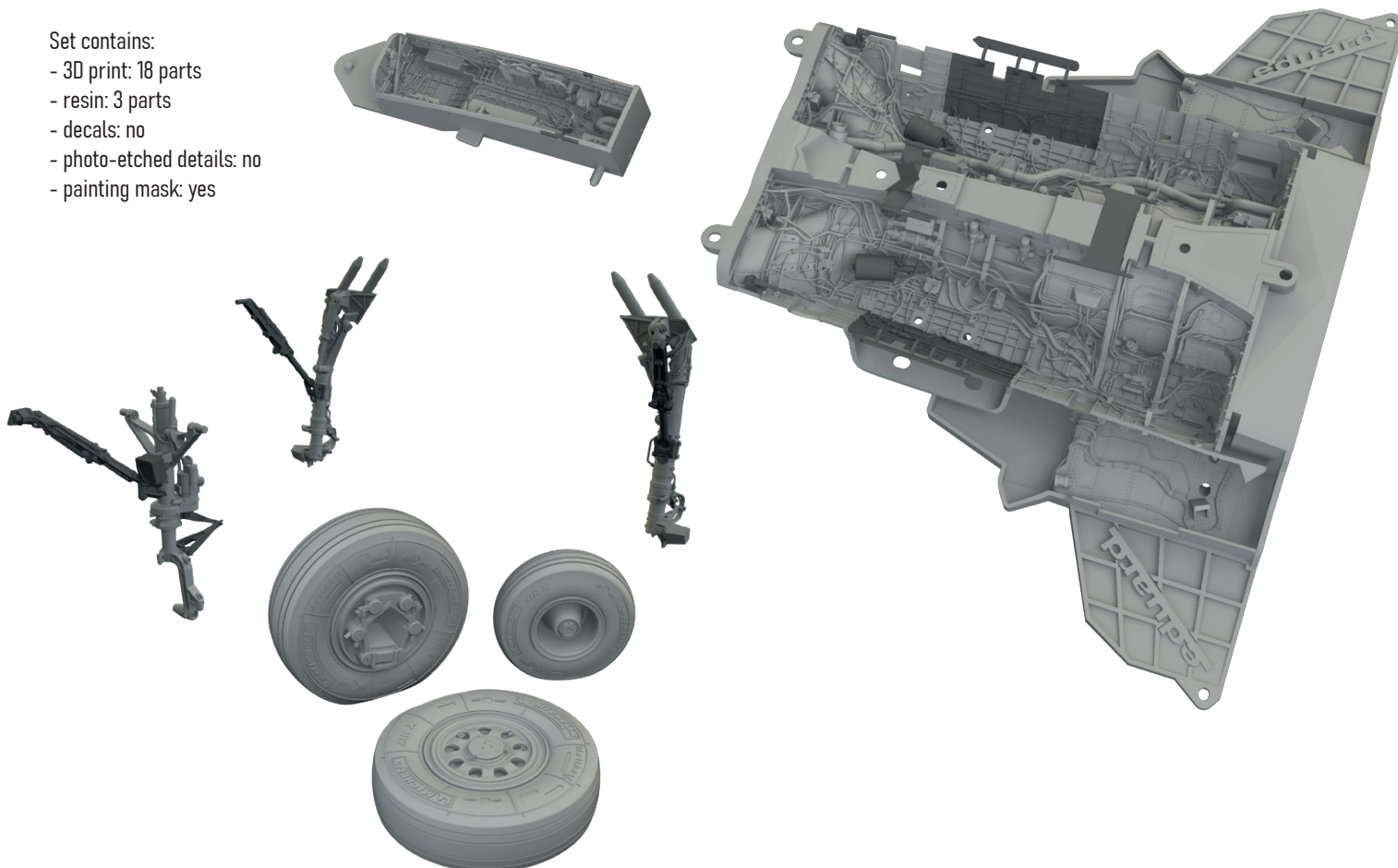
F-35A bottom equipment detail set PRINT

1/48 Tamiya

Brassin set - undercarriage bays, weapon bays, undercarriage legs and wheels for F-35A in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 18 parts
- resin: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes





eduard



Katka
Borecká

YOUTUBE PODCAST CHANNEL

eduard
ON AIR



www.youtube.com/@EduardOnAirPodcast

674074

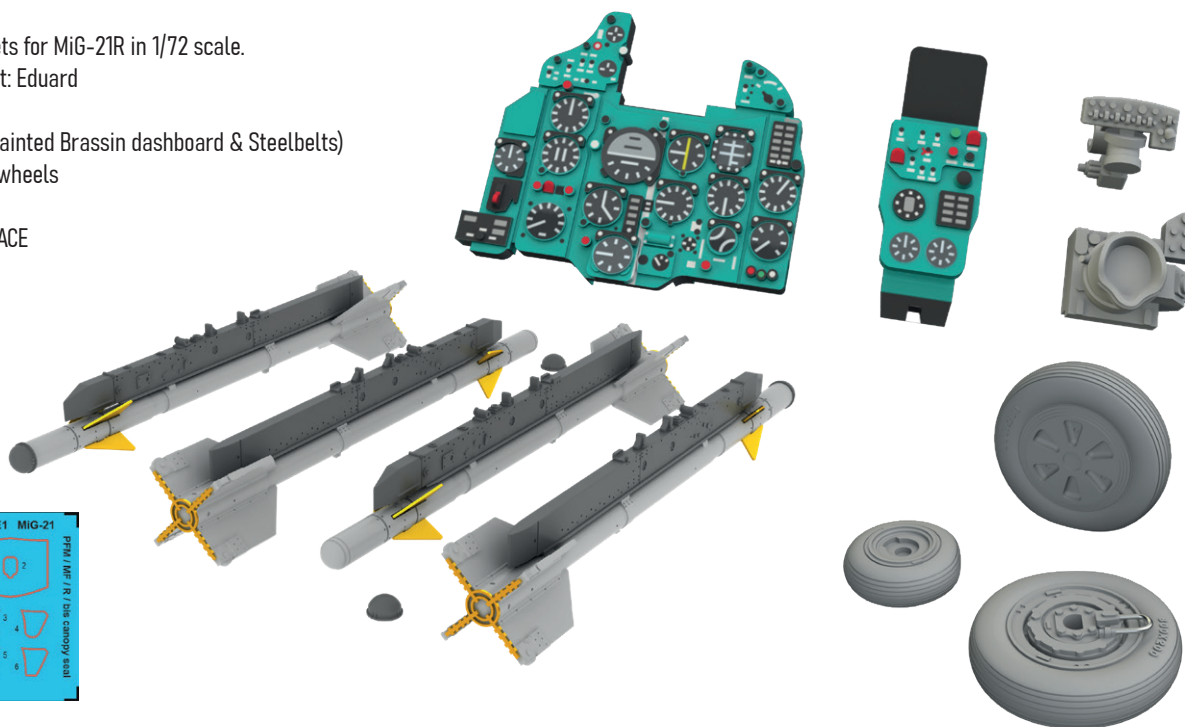
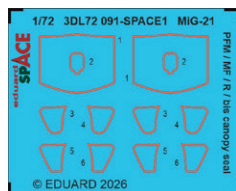
MiG-21R LööKplus

1/72 Eduard

Collection of 4 sets for MiG-21R in 1/72 scale.

Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- R-3S missiles
- canopy seal SPACE

**LööK+**

674075

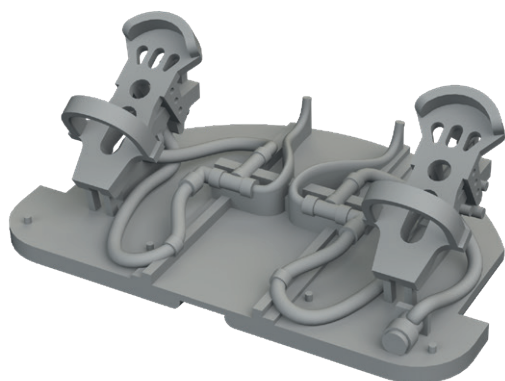
Me 262A-1 LööKplus

1/72 Arma Hobby

Collection of 3 sets for Me 262A-1 in 1/72 scale.

Recommended kit: Arma Hobby

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- rudder pedals

**LööK+**

SIN648158

F-16I SUFA**1/48 Great Wall Hobby**

Collection of 5 sets for F-16I SUFA in 1/48 scale.

Recommended kit: Great Wall Hobby

- LööK set (pre-painted bashboards)
- undercarriage wheels
- exhaust nozzle
- ejection seats
- air brakes

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



SIN67239

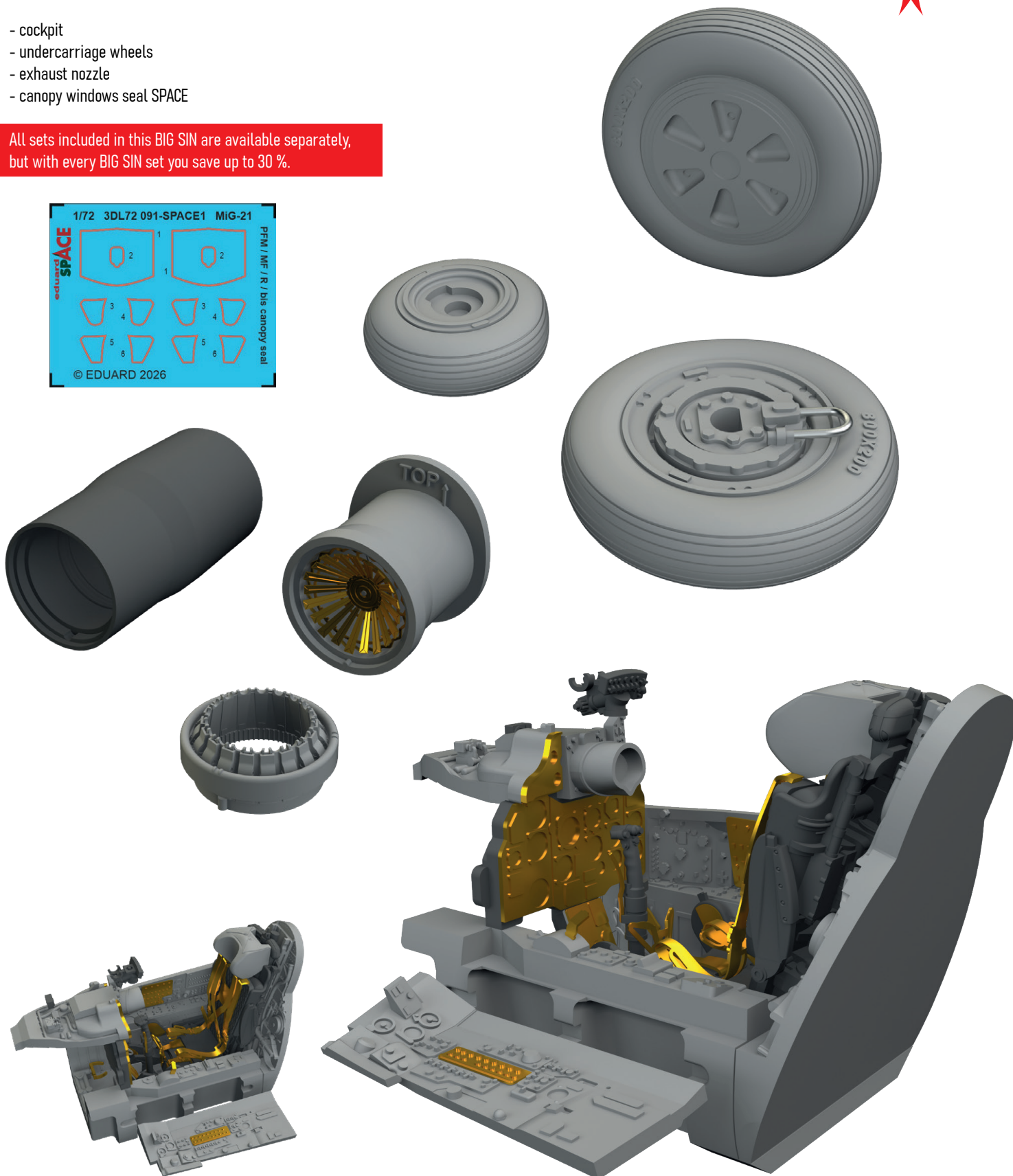
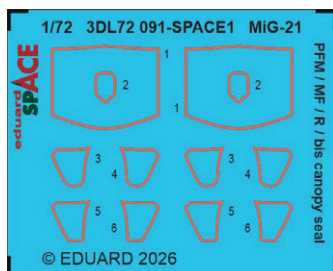
MiG-21R

1/72 Eduard

Collection of 4 sets for MiG-21R in 1/72 scale.
Recommended kit: Eduard

- cockpit
- undercarriage wheels
- exhaust nozzle
- canopy windows seal SPACE

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



PE-SETS

491600	Bf 109G-6 late (rocket launcher equipped)	1/48	Tamiya
72758	Ju 290A-5 cargo ramp	1/72	Revell
72759	Spitfire Mk.I landing flaps	1/72	Eduard
73875	Ju 52/3mg4e	1/72	Airfix

ZOOMS

33393	Sea Fury FB.11 seatbelts STEEL	1/32	DBMK
33394	He 111P-1 seatbelts STEEL	1/32	Revell
FE1600	Bf 109G-6 late (rocket launcher equipped)	1/48	Tamiya
SS874	Ju 52/3mg4e seatbelts STEEL	1/72	Airfix
SS875	Ju 52/3mg4e	1/72	Airfix

MASKS

JX357	He 111P-1	1/32	Revell
JX358	He 111P-1 TFace	1/32	Revell
JX359	He 111P-1 national insignia	1/32	Revell
JX360	Sea Fury FB.11	1/32	DBMK
JX361	Sea Fury FB.11 TFace	1/32	DBMK
JX362	He 111P-1 code letters	1/32	Revell
EX1194	Bf 109G-6 late	1/48	Tamiya
EX1195	Bf 109G-6 late TFace	1/48	Tamiya
CX710	Ju 52/3mg4e	1/72	Airfix

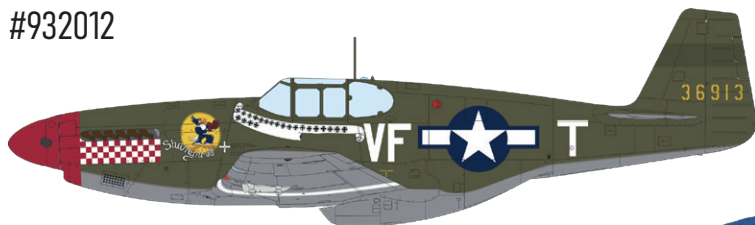
SPACE

3DL32051	Sea Fury FB.11 SPACE	1/32	DBMK
3DL32052	He 111P-1 SPACE	1/32	Revell
3DL32053	He 111P-1 exterior SPACE	1/32	Revell
3DL32054	He 111P-1 seatbelts SPACE	1/32	Revell
3DL48304	Bf 109G-6 late (rocket launcher equipped) SPACE	1/48	Tamiya
3DL72100	Ju 52/3mg4e SPACE	1/72	Airfix
3DL72101	Ju 52/3mg4e cargo seatbelts SPACE	1/72	Airfix

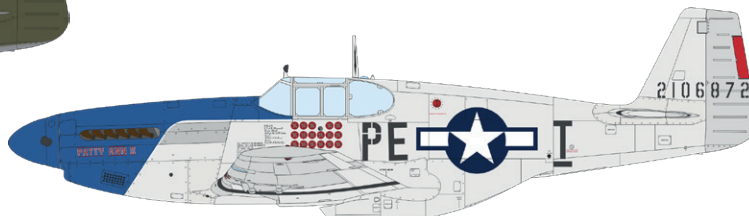
P-51B/C Mustang Birdcage canopy 1/32



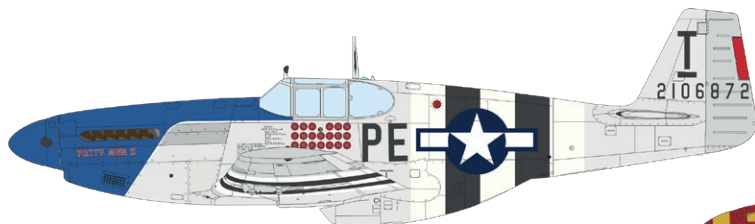
#932012

EDUARD BRASSIN
HYBRID

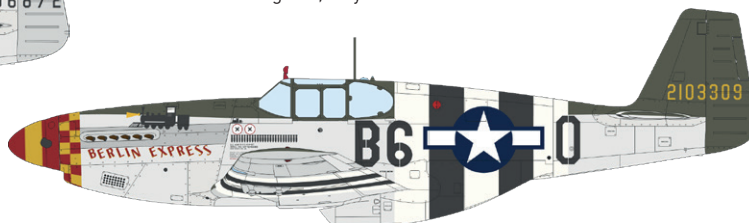
P-51B-7-NA, s/n 43-6913, Capt. Dominic S. Gentile,
336th FS, 4th FG, 8th AF, Debden, United Kingdom,
March-April 1944



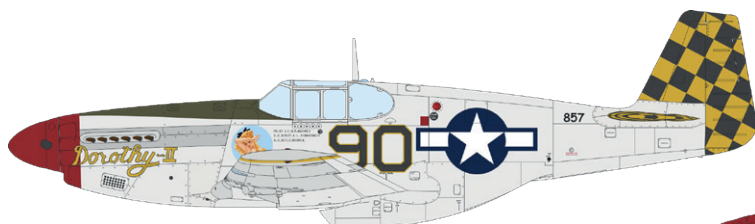
P-51B-15-NA, 42-106872, Lt. John F. Thornell,
328th FS, 352nd FG, 8th AF, Bodney,
United Kingdom, July 1944



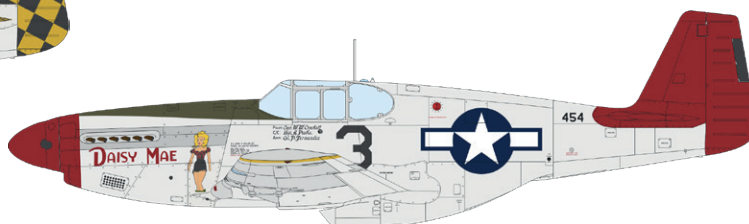
P-51B-15-NA, 42-106872, Lt. John F. Thornell,
328th FS, 352nd FG, 8th AF, Bodney,
United Kingdom, July 1944



P-51C-1-NT, s/n 42-103309, Lt. William B. Overstreet,
363rd FS, 357th FG, 8th AF, Leiston, United Kingdom,
June 1944



P-51B-15-NA, 43-24857, Capt. Robert M. Barkey,
318th FS, 325th FG, 15th AF, Lesina, Italy, June 1944



P-51C-10-NT, s/n 42-103454, Capt. Woodrow Crockett,
100th FS, 322nd FG, 15th AF, Ramitelli, Italy, November 1944

Spitfire Mk.Ia

1/72



#70202

ProfiPACK
 edition


N3250, P/O Allan R. Wright, No. 92 Squadron, RAF Croydon, The United Kingdom, late May/early June 1940



P9390, P/O Alan C. Deere, No. 54 squadron, RAF Hornchurch, The United Kingdom, June-July 1940



R6690, P/O John C. Dundas, No. 609 Squadron, RAF Middle Wallop/RAF Warmwell, United Kingdom, August 1940



R6891, Sgt Ronald F. Hamlyn, No. 610 squadron, RAF Biggin Hill, United Kingdom, August 1940



P9386, S/Ldr Brian J. Lane, No. 19 Squadron, RAF Fowlmere, the United Kingdom, August-September 1940



X4009, F/Lt Paterson C. Hughes, No. 234 squadron, RAF Middle Wallop, The United Kingdom, September 1940



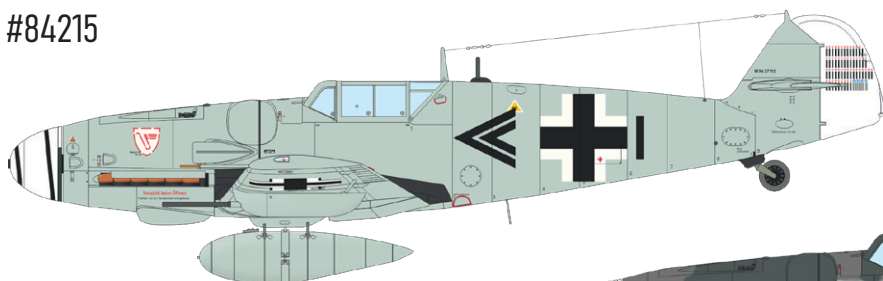
X4253, P/O Wilfrid G. Duncan Smith, No. 611 Squadron, RAF Hornchurch, The United Kingdom, February 1941

Bf 109G-5

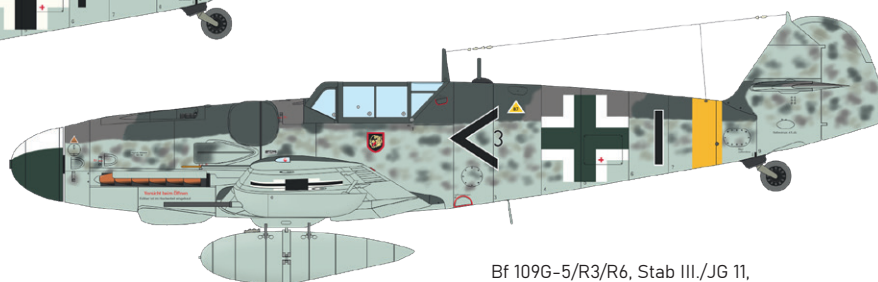
1/48



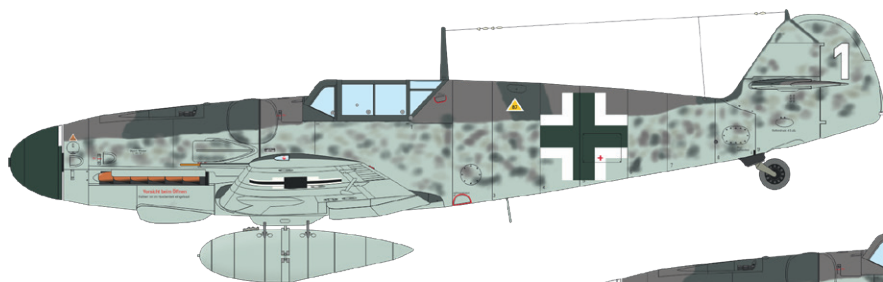
#84215

WEEKEND
edition

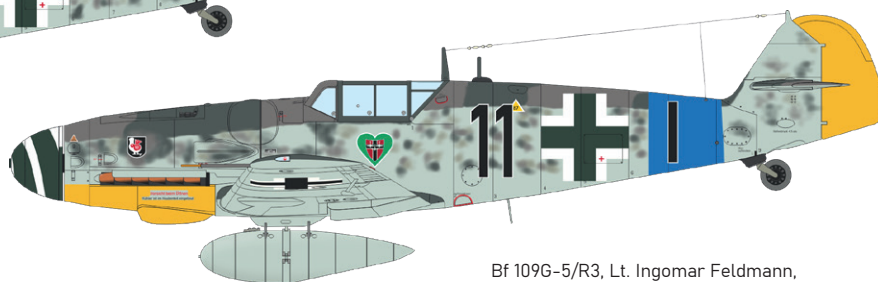
Bf 109G-5/U2/R3/R6, W.Nr. 27112,
Maj. Walther Dahl, CO of III./JG 3, Bad Wörlshofen,
Germany, December 1943



Bf 109G-5/R3/R6, Stab III./JG 11,
Oldenburg, Germany, September 1943



Bf 109G-5/R3, 1./JG 50, Wiesbaden-Erbenheim,
Germany, July–October 1943



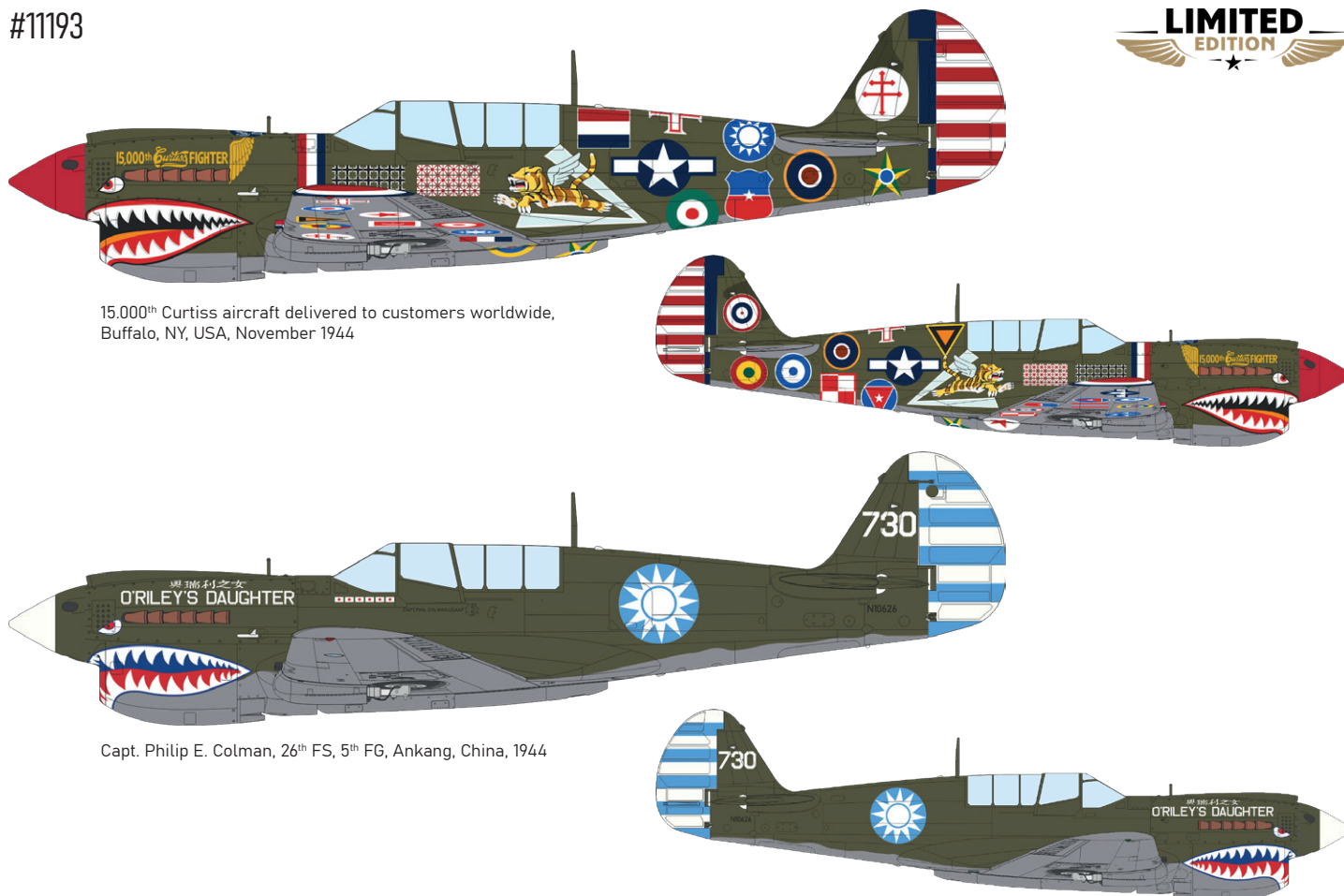
Bf 109G-5/R3, Lt. Ingomar Feldmann,
8./JG 54, Ludwigslust, Germany, February 1944

15,000th Re-Release

1/48

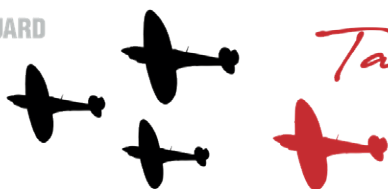


#11193



15,000th Curtiss aircraft delivered to customers worldwide,
Buffalo, NY, USA, November 1944

Capt. Philip E. Colman, 26th FS, 5th FG, Ankang, China, 1944



THROUGH THE THICKETS IN SEARCH OF THE GENIUS LOCI

Text: Jan Zdiarský

Places with a certain genius loci always appeal to a specific type of person — those attuned to a specific theme, event or memory. Such a genius loci stirs the mind of anyone who is even slightly prepared for it.

For example, I would hardly be moved by a visit to an old house that looks quite ordinary today, even though a significant step in the development of the tradition of Ore Mountain lace was taken there several centuries ago. I do not diminish the value of such heritage, and I have great respect for this art, but I would hardly be moved by a visit. But I don't understand it at all. While others might hold their breath in awe, unfortunately I remain unmoved.

It's different for me when it comes to those lonely fields and hedgerows among the villages in the East Anglian counties of Norfolk and Suffolk, though. That's where a history close to my heart unfolded some eighty to ninety years ago, and the genius loci of tiny hamlets or entire regions of scattered farms manages to catch my eye like a hare peeking out from the hedgerows there.

This summer, I had the opportunity to visit the area again, as my museum colleagues and I installed a permanent exhibition at the 100th Bomb Group Memorial Museum in Thorpe Abbots about the unit's mission to Ruhland — an event that we, here in the heart of Europe, refer to as the air battle over the Ore Mountains on September 11, 1944. We spent several days exploring the museum itself — housed in a restored control tower and its surroundings — as well as the base grounds during our trips to Hoxne, where we stayed in a charming 17th-century cottage.

We have visited Thorpe Abbots many times and some of us even consider it our second home. The charm of the place is also due to the people connected to it. With each visit — the first of which took place 30 years ago — we get to know the area better. On several occasions, accompanied by Ron Batley, the museum's curator and trustee, we have visited the base area where the various 'sites' were located — the overseas homes of the flight and ground crews, support units and all the technical, administrative and operational facilities. Eighty years ago, the home of a US Army Air Force bomber group in England was essentially a small town with several thousand



Nissen hut at Communal Site 6 in the southernmost part of the base.



*April 1945 — Maj. Gale W. "Buck" Cleven (later one of the main characters in the TV series *Masters of the Air*) speaks with members of his former squadron after escaping from German captivity. The building in the background is the 350th BS Operations Room.*



The same building in August 2026. Entering such buildings today is not only prohibited but also dangerous.



This used to be Hardstand No. 50 – the spot where the B-17G 43-37517 “Heaven Can Wait” once rested.



The evening sky above the site where “Heaven Can Wait” crashed in January 1945.



Upper Street, part of the village of Billingford, which was partially “blended” with the southern area of the base on photo taken between 1943 – 1945, and today.

residents and several hundred buildings. By that, I don't mean the airport itself with its runways, taxiways and hardstands. Today, with a few exceptions, none of that remains. But even those exceptions are well worth seeing. The museum itself, of course, breathes the history of the ‘Bloody Hundredth’; the control tower amazes visitors with the stories and artefacts it contains. If you know where to look, you can stand on a hardstand where B-17s with famous names and stories were once parked, walk along the remains of the main runway and touch a tree that you will recognise from old photographs showing B-17s parked there.

Part of the base's infrastructure has been repurposed. Farmers use sections of the taxiways and hardstands for their own purposes. The concrete, which was used by four-engine bombers to taxi before taking off into the freezing blue skies above the continent, is still in use and in perfect condition. I am continually fascinated by how, if you know what to look for, you can still see traces of that past in the landscape. Traces of how this area was shaped during the brief period from 1942 to 1945 by the air bases that were built here at an incredible pace and then used for just two or three years.

It took me several visits over many years to understand this landscape and truly connect the old maps and base blueprints with the landscape as it is today. I have always found it fascinating, but despite Ron's knowledgeable descriptions, on many of my visits I would admire the remnants of building structures or bomb shelters hidden among the trees without ever knowing exactly where we were. This year, for various reasons, I have been studying the Thorpe Abbots base drawings quite extensively, not just the combat operations of the unit stationed there, but also specific locations and buildings, from a distance. When I finally found myself at the site three weeks ago, everything started to fall into place and I began to connect specific locations with the terrain, maps and old photographs.

That feeling was amazing, and it always will be. As you make your way through the thickets and blackberry bushes, you know what lay beyond them. Like the dried-up pond behind the old hardstands, where the ground crews used to throw whatever came to mind on a whim. Suddenly, you can see where the hardstands were embedded in the undulating edge of the grove (and when you enter that grove, you can tell exactly where the old forest ends and the wild growth begins - where nature has reclaimed what belongs to her). If you're driving from Common Road (where the exit from the Museum joins) to Billingford - turn left toward the south onto a small paved road (Wood Lane), and after a short while you'll cross the former taxiway (the well-preserved section will be on your left); after a few dozen meters, the paved road will become somewhat bumpy - you're crossing the area where the main runway used to be, and then you'll come upon the taxiway again. There, however, today's paved road connects to the taxiway, and you continue for nearly 350 meters directly on the path once travelled by the B-17s of the Bloody Hundredth. The taxiway concrete is still under the asphalt of your current road.

The woods themselves hold many surprises in the form of building ruins, drainage systems, and other infrastructure. However, these are private properties, and entry is permitted only with the owners' consent. That, however, does not diminish the sense of history you can feel



B-17Gs from the 100th BG taxiing to take off on a combat mission.

in the area. You can even see some of these silent witnesses to those times directly from roads and public paths. And there are many such places throughout England associated with the activities of the 8th and 9th Air Force and the RAF (and, of course, not only there - I recall my encounter with abandoned airport buildings at the Brandis base near Leipzig, Germany, where, among others, JG 400 was

stationed, or my visit to the fields and woods in Welzov and Alteno, where two groups of JG 4 were based for a time). All it takes is a little preparation, some knowledge of the subject, a deep connection to it, and an open mind. The genius loci of that place - whatever it may be - will find you.



A today's look from Hardstand No. 5 to a section of the perimeter track.

21. KUP ZAGREB

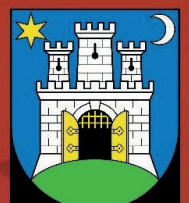
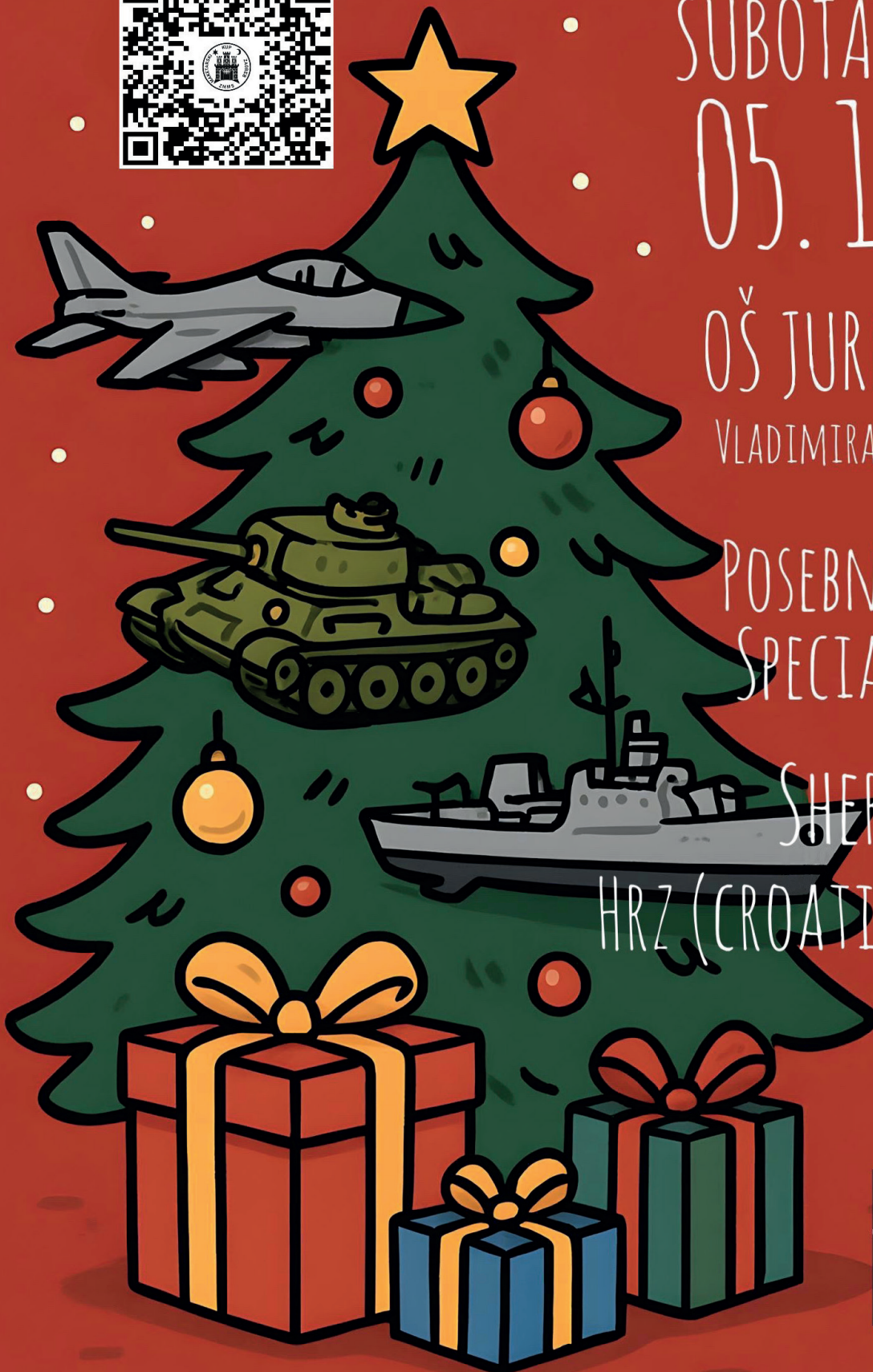


SUBOTA / SATURDAY
05.12.2026.

OŠ JURE KAŠTELANA
VLADIMIRA RUŽDJAKA 2A, ZAGREB

POSEBNE KATEGORIJE:
SPECIAL CATEGORIES:

SHERMAN TANK
HRZ (CROATIAN AIRFORCE)





IPMS ITALIA

IN COLLABORAZIONE CON



presenta

N²⁷



NATIONAL

Mostra Concorso di modellismo statico

Veronafiere - Model Expo Italy

6 - 7 marzo 2027