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

MARCH 2022

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EDITORIAL

Good Evening, Dear Friends!

We are at war. We didn't believe something like this would actually come to pass, and yet, here we are. This last Russian war is not only insane and irrational, it is also incredibly stupid and senseless both in the way it is being waged and the goals and ideals that are being used to justify it. Its architects deserve nothing more than our utter contempt, while its victims and the brave defenders of the Ukraine have our support, admiration and respect. The statesmen and politicians of the free world, who did not give in to the aggressor and came together in a surprisingly short period of time to agree on effective aid and support for the insidiously invaded country, also deserve respect and recognition. And last, but certainly not least, citizens, the normal people, deserve admiration and respect, not only for supporting the severely tested Ukraine, but also for being able to stand by the laws and justice they subscribe to and not be afraid to show it. Brave resistance put up by the defenders and reliable international assistance are the basic conditions needed for defeating an aggressor such as this. It will not be easy, the price will be high and victory will not come quickly, but the truth and the law will prevail in the end! Modelers often respond to such words with the objection that politics do not belong in modeling, and model companies like us should not comment on such themes. There comes a point, though, where the bounds of decency are transgressed so severely that a stand needs to be taken. And so, again... Here we are. Silence and ignoring evil are often the quickest way to hell. The war in the Ukraine clearly shows how politics harshly and ruthlessly affect our lives, our work, and even our hobbies. At least twenty modeling companies are based in the Ukraine, and their very existence is now in doubt. Many of their employees have been evacuated, many have gone to the front to defend their country and their families, and fighting is taking place in the immediate vicinity of their homes and corporate headquarters. Support them, buy their products. Help them overcome these dark days, and support them even after this dumb war is over. You know what those companies can do, they do honest work and they are an important part of the modeling community. Without them, modeling would not be what it is. Don't let them fall! In today's newsletter, as always, we will introduce our new products for the upcoming month, but if you prefer the products of our Ukrainian colleagues, we will be grateful to you. They need your money more than we do. When this war is over, we will be friendly, respectful rivals again. But not now. Now, it's about a lot more.

New Items for March

The Arizona has finally reached us and becomes available to you today. I have already written about the problems with her delivery to us, and we planned to release the kit back in December, on the anniversary of the attack on Pearl Harbor. And as the situation in international shipping became tangled up as hell, so did the boxes of the plastic on their way to us. The delays piled up so high that the shipment did not arrive until January, which forced us to issue the kit only now, in March. So we missed the 80th anniversary of the Pearl Harbor raid, which we regret, but we still believe that you will like our first of its kind naval release. The Arizona is our first attempt at a ship kit. We went at it in our customary way, building around someone else's plastic and adding our own accessories to form an altogether new concept. The plastic comes from Hobby Boss, but not all the accessory items come from us. In addition to a package of our photoetched brass and Brassin 3D prints, we include a set of metal barrels produced by the Polish company Master. There are thirty of them in total. I also wanted to count the number of printed components, and the breakdown is that there are two Kingfisher aircraft, eight pieces of five-inch anti-aircraft guns, rangefinders, winches, headlights of several types, harnesses, Browning anti-aircraft machine guns... Then I gave up! After all, quality is important, not quantity. However, the aforementioned Kingfishers were not aboard the Arizona on December 7, 1941. As I say, this is our first attempt at a ship, and at the same time, our entry into a range of ship accessory items that we would like to release separately in a number of 3D printed Brassin sets in the future. We will open the Brassin range of ship accessories in the coming months with in-house made sets from this Arizona kit. So we start with the Arizona, and I hope we don't end it there. We are negotiating for another ship model, which we might



release at the end of this year. We will know the outcome of the negotiations when the Chinese New Year holidays end.

Other kits

The Arizona is being released in the Limited Edition line. The second kit in the Limited Edition series this month is a familiar one, the Mustang, but not the P-51D. This time around, it's the F-51D. In the "Korea" Limited Edition release, you will find two complete sets of plastic, one for the pursuit version, in this case F-51D, and the other for the reconnaissance RF-51D. There are three marking options for reconnaissance Mustangs in the kit, but truth be told, one of them is for an RF-51K. And to be completely accurate, one of the classic fighter Mustangs was in fact a Mustang Mk.IV. And as long as we're coming clean here, the Mustang in Korea wasn't a fighter anymore in the classic sense, but rather served in the fighter-bomber role with a wide range of under wing ordnance.

The Z-526AFS Acrobat, also called "Krafas" (Czech for "Shorty"), sees its premiere in the ProfiPACK line. For lovers of these aircraft, this kit will certainly be refreshing. Like the two-seat versions, the "Shorty" still flies today, and flies nicely indeed. All five marking options offered in this kit can be found in the pages of today's newsletter. As a reissue, we have the Bf 109G-14 back in our range. The kit was out of production for a long time, with the first edition of this model selling out quite quickly. Compared to the first edition, there is no fundamental change with this release, the selection of markings has not changed. We just applied what I suspect is one small change to the markings of Yellow "25" of EJG 2 at Pilsen in May 1945. Otherwise there was no reason to change anything. In the Weekend line, we have two kits for March. The renewal of the MiG-15 family continues with the 72nd scale MiG-15, similar to the 48th scale Spitfire LF Mk.IXc with Otto Smik's bird depicted in the boxart. There are additional sets, and of course, we have an attractive collection of accessories. What I promised back in January, has been realized: most of the Brassin sets are now 3D prints, only three sets of wheels remain cast resin, being for the Z-326/526, OV-10 and CH-47A, all in 1:48th scale, and a set of British retarded thousand-pound bombs in 1:72nd. Three smaller sets for the 1:48th scale F-4B Phantom II are being released, the arrestor hook, an air to air refueling probe and speed brakes are all printed parts. The cockpits for the Z-526AFS and A6M2 Zero model 21 are also 3D printed, as well as the folding wing tips for the Zero model 21, which are particularly charming in their own way. And there is also a printed conversion kit for the Mi-24D, designed for the conversion of the Mi-24V from Zvezda to the Mi-24D. All mentioned printed sets are in 1:48th scale. In the LOOK line, we have prepared sets for three F-104 sub-variants from Kinetic and a set for the Z-526AFS and for the Z-526AFS are also available in the Space line, together with a set for the new SR-71A from Revell and two Royal Navy flag sets in 1:350th scale. The list of mask sets and photoetched items is also interesting. There are sets for the new SR-71A from Revell, in 1:48th scale, and also sets for the Mi-24D from Trumpeter, F / A-18E from Meng and the Su-27 from GWH. In 1:72nd scale, sets are now available for the new P-51B from Arma Hobby, the Wellington Mk.II from Airfix and the F-4D from Fine Molds. In 1:35th, we have a set for the Pz.II

Ausf.F from Academy. So far, the mask sets include items for the Fw 190D-9 in 1:72nd from IBG and the Vampire F.3 in 1:48th from Airfix, and I emphasize that they are mask sets only, for now. We are preparing corresponding photoetched sets for both models for April, and we are also working on Look and Space sets for the Vampire.

Spring Events

As I had optimistically predicted, the pandemic is slowly coming to an end and the world is coming back to life. We do not know if the pandemic will return in the fall, but it looks like spring and summer will see some liberation and allow shows and contests to take place. If and when they do, we will be there. In April, we will take part in the Easter Prostějov show, where we will renew the tradition of releasing new kits beginning with the S-199 in 1:72nd. We will not do a special edition kit this time, instead opting to dive into a standard issue kit from the get-go. It is a May new release, and by April 15, we should have the kit packed and ready to go, along with other May releases, including the Profipack Z-126. And, of course, we will bring them to Moson in Hungary a week later.

Historical Articles

In today's issue of our newsletter, we have only two historical articles, but they are darn good reads. We offer you the first part of Zdeněk Novák's article on the history of the battleship USS Arizona. This is an exceptional article not just because it's about a ship, and I personally hope it's not the last article covering a maritime subject. I had the honor of personally participating in the preparation of the text, and I must say that I enjoyed the work immensely and did not have time to wonder about what great stories are associated with the Arizona there may yet be to uncover. The first part of the article deals with the origin and activities of the USS Arizona from the beginning of its construction through service during World War I and the interwar period until December 7th, 1941. The second part will be printed in our next issue and will focus on the Japanese attack on Pearl Harbor and, naturally, the destruction of the Arizona, her pending wreckage, and also various details important to modelers, such as the color of the ship or the aircraft operating from her deck. The second article and deals with another subject launched today in the form of a new model kit, the Z-526AFS Acrobat, called "Shorty".

As always, I wish you time spent well with our newsletter, and hope that it will make these all-too-dark days more pleasant and bright!

Happy Modeling!
Vladimir Sulc

ARTWORK PRINTS



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Spitfire Mk.IIC
 MCH1, 7th Air Force, No. 313 (Czechoslovak) Squadron, RAF Appledram, West Sussex, United Kingdom, June 1944
 by Piotr Fackiewicz

NEW



Z-52BAFS Akrobat
 Zakłady Aerobal's Group, Sulejów Airfield, Poland, mid 2007
 by Tomasz Kozłowski

NEW



Me 109
 Me 109D-1, 1st Staffel, Jagdgeschwader 1, Wehrmacht, 1941

NEW



Me 210
 Me 210A-1, 1st Staffel, Jagdgeschwader 1, Wehrmacht, 1941



Me 109
 Me 109D-1, 1st Staffel, Jagdgeschwader 1, Wehrmacht, 1941

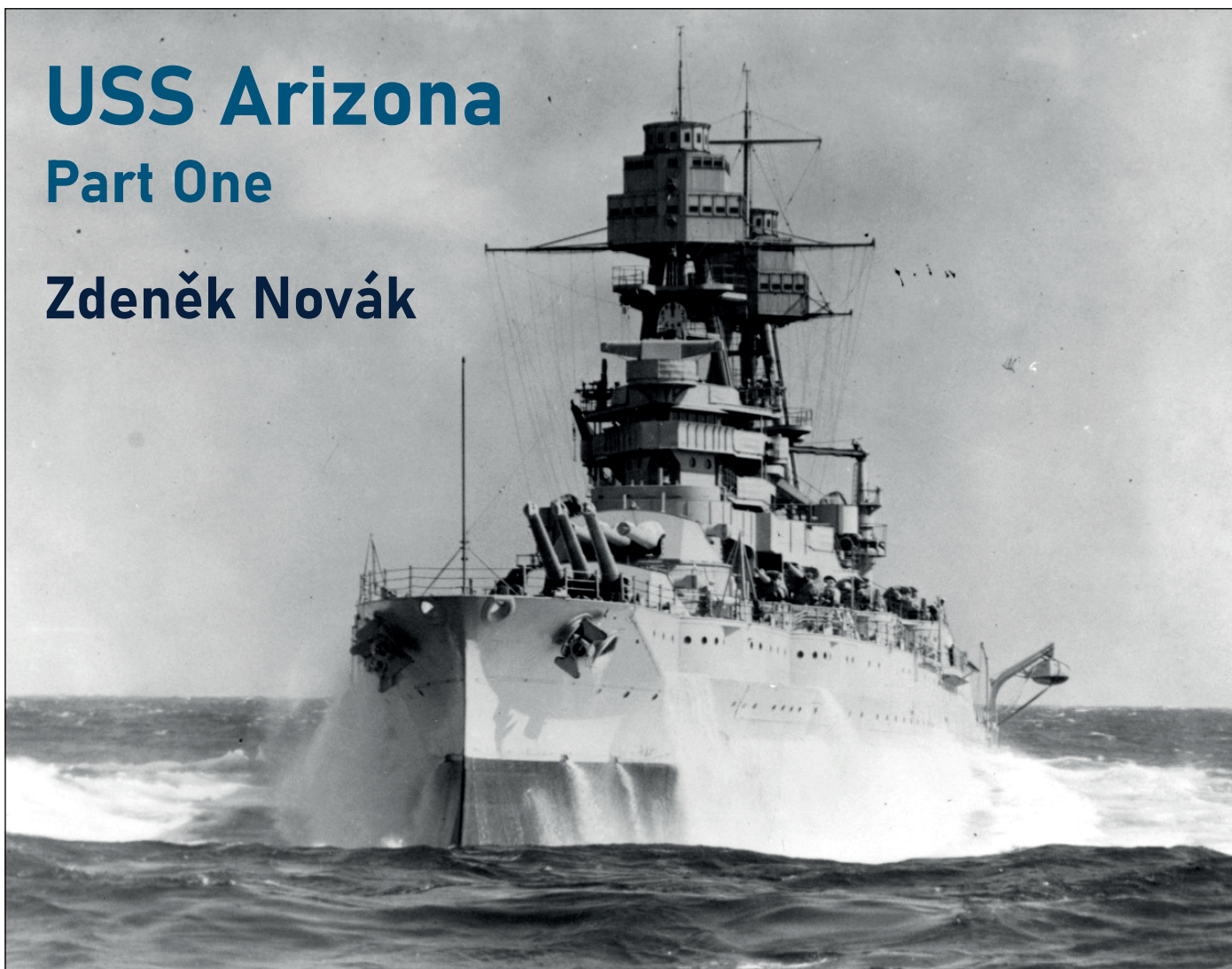


Zero
 Zero, 1st Staffel, Jagdgeschwader 1, Wehrmacht, 1941

USS Arizona

Part One

Zdeněk Novák



The USS Arizona (BB 39) was one of ten dreadnoughts to be built at the beginning of the twentieth century. For the US Navy, these ships meant American membership to a group of decisively powerful navies, and ensured American influence in not only the Atlantic, but also the Pacific Ocean. The latter witnessed a clearly increasing threat posed by the dynamic expansion of the Imperial Japanese Navy from the turn of the century. The vast majority of her companion ships ended their careers via naval asset limitation treaties or as a result of the end of the Second World War. These ships then only remained preserved

in the minds of their crews, or in the archives of naval historians and enthusiasts. The fate of the Arizona would be different. The USS Arizona would forever be written into history as a symbol of the Japanese attack on Pearl Harbor on December 7, 1941, bringing about America's entry into World War Two. The reason for this lies in her spectacular devastation and the loss of life amongst her crew, which accounted for practically half of all losses as a result of the Japanese attack, and also the fact that she currently lies at the bottom of the largest American naval base in the Pacific.

The Arizona from a Technical Perspective

The Pennsylvania Class, to which the USS Arizona belonged together with the lead ship for which it is named, was the seventh class of dreadnought to be built for the USS Navy, and the third to be armed with 356mm (14-inch) guns. These closely followed the pattern of the previous pair of Nevada and Oklahoma and represented a conceptually enlarged version of them, with an increase in displacement of some 4,200 tons, to 32,500 tons. The basic conceptual scheme remained the same, with the main armament consisting of four turrets paired front and rear, positioned over each other, as did the exhaust being vented through a single smokestack in the ship's centre section. The ship's silhouette was characterized by a pair of

truss masts, and the number of 14-inch guns went from ten to twelve placed in three-gun turrets. Secondary armament consisted of 22 127mm (5-inch) guns. Twenty of these were placed in single mounts, ten on each side of the ship, and two were positioned on the superstructure deck on the sides of the bridge. These weapons were rapid fire guns intended to be used against surface targets, particularly torpedo boats. Anti aircraft protection was provided by four 76mm (3-inch) guns. Two were positioned on Turret No.3, and the other two were located at the rear of the raised deck. The armament also in-

cluded the then-standard below water-line side mounted torpedo launch tubes of 533mm caliber, or 21 inches. There were eight searchlights grouped in fours on the front and main masts. Power was provided by twelve boilers made by Babcock and Wilcox burning fuel oil. These powered four sets of Parsons steam turbines, each set of two turbines powering one shaft, and each of these four shafts drove a four blade propeller of 3.7m diameter. The power output was 31,500 shp and provided the specified speed of 21 knots (24 mph). Fuel capacity amounted to 2,332 tons and allowed for a range of

Title photo: USS Arizona pitching in heavy seas after her modernization in early 1930's. Official U.S. Navy Photograph, now in the collections of the National Archives (photo: National Archives).

up to 4,570 nm (5260 miles) at 15 knots (17 mph) or 6,950 miles at 10 knots (11.5 mph).

Armor was identical to that of the Nevada Class and adhered to the newly adopted "All or Nothing" principle that was first applied to it. In practice, this meant maximum concentration of protection of vital sections of the ship only. According to proponents of the doctrine, armor against mid-caliber shells was only an initiator of the imminent explosion and a source of shrapnel and other fragments that caused damage to the ship and the loss of crew. The main armor plate of 343mm (13.5 inch) thickness spanned from Bulkhead No.20 to No.127 and from a height of the second deck, which possessed armor 76mm (3 inches) thick. Maximum strength of the plate is maintained to 0.7m below the waterline under normal displacement, and decreased to a final thickness of 203mm (8 inches). The overall height of the main armor plate was 5.3 m. The bow and stern of the vessel were armored similarly, with the maximum thickness of the plate being 330mm (13 inches) and its height was reduced. Besides the aforementioned armor of the deck, there was protection against shrapnel provided by a 25mm (0.98 inch) plate beneath it but above the drive train chamfered 38mm (1.5 inch) to the armor plate. The armor of the flue ducts to the smokestacks was between 229mm and 381mm (9 to 15 inches), and for the command tower was 406mm (16 inches), while the turrets had 457mm (18 inches) at the front, 229mm to



An image from the construction of the battleship USS Arizona; 1915 (photo: National Archives).

254mm (9 to 10 inches) at the sides and 229mm (9 inches) at the rear, while their roofs were 127mm (5 inches) thick. The barbettes of the towers above the deck armor were 330mm (13 inches) thick and 114mm (4.5 inches) below. The anti-torpedo bulkheads were 25 to 38mm thick (0.98 to 1.5 inches) and were consistent to period norms but provided inadequate protection against explosions below the waterline.

The crew was composed of 1,087 men, including a 72-man naval infantry unit. Crew quarters were cramped, and these were modified later due to not only an increase in the number of crew, but also with the aim of improving living conditions.

Keel Laying

The keel of the 39th US Navy battleship (according to US Navy nomenclature practices established in 1895), the second Pennsylvania class ship, was laid on the morning of Monday, March 16, 1914 in the presence of the Deputy Secretary of the Navy, Franklin Delano Roosevelt, a promising 32-year-old Democrat. He was accompanied by Captain Albert Gleaves (1858-1937, future Rear Admiral), the Brooklyn Shipyard supervisor, and many other dignitaries along with the star of the day, three-year-old Henry Williams Jr., son of a US Navy officer and ship designer Henry Williams (1877-1973). The young Henry Williams Jr., along with four other boys, had the honor of driving the first rivet into what would become the Arizona.

The entire affair was widely reported on by the press, including photographers, one of which took a shot showing Henry Williams Jr.'s index finger almost cramped up on the right hand of Franklin D. Roosevelt.

Henry Williams Jr. (1910 - 2000) was directly involved in the birth and demise of the ship almost personally, when he held the rank of Lieutenant in the US Navy serving that fateful December morning in 1941, a member of the staff of Rear Admiral Robert A. Theobald, Commander of the First Destroyer Fleet in Pearl Harbor. On that day, he was tasked with securing all documents, especially classified ones, from the vault of the just-torpedoed light cruiser USS Raleigh (CL 7, Omaha class). The night after the attack, he watched

a huge fire engulf the affected battleships from the deck of the USS Dobbin (AD-3) destroyer support ship moored northeast of Ford Island. He was later promoted twi-

ce more and from April, 1943 to May, 1944, he commanded the destroyer USS Ammen (DD 527, Fletcher class), which conducted military operations in the Pacific.

Assistant Secretary of the Navy Franklin D. Roosevelt watches the laying of keel of USS Arizona at the Brooklyn Navy Yard on March 16, 1914. The little boy holding his hand is Henry Williams, Jr. In December 1941, as a naval officer, he also witnessed its destruction (photo: FDR Presidential Library & Museum).



(Jiří Fiala)

Launch

(Jiří Fiala)

The ship was built in a relatively short period of time at Brooklyn Shipyards in New York. The period press passionately held on to the builder's statement that the ship would be launched within ten months of the keel being laid, and the New York Times in particular did not hide its enthusiasm in articles about the world's largest and most powerful battleship. The reality was more sobering in the end. After a year of construction, about half of the work on the ship was completed, which was not launched until the summer of 1915.

In the meantime, the name of the ship was chosen by the political leaders of the United States, led by Secretary of the Navy Joseph Daniels, in the spirit of the tradition of naming battleships after the names of individual states in the Union. The election favored the newly annexed 48th state of the Union, Arizona, which became part of the United States on February 14, 1912.

On Saturday, June 19, 1915, all of New York was on its feet. The shipyards were preparing for the Christening and launch of the new battleship USS Arizona, in front of many guests and high-ranking state, city and naval officials. According to a report by the New York Times, the whole affair was watched by 75,000 spectators in clear sunny weather, while others have written of about at least 50,000. Miss Esther Ross, the daughter of William W. Ross, a pharmacist from Prescott, Arizona, who received the high honor of naming the ship after his home state, received the privilege of performing the Christening. To meet recently passed alcohol ban legislation

in Arizona (effective January 1, 1915), two bottles were prepared for the baptism, one with traditional domestic sparkling wine from Ohio vineyards, and one with water from the Roosevelt Dam on the Salt River, Arizona, which was completed in 1911 but was not filled to its expected water level until April, 1915. Shortly after one o'clock in the afternoon, the prepared bottles shattered against the bow (the bottle of champagne was thrown by Secretary of the Navy Joseph Daniels, the one with Arizona water by Esther Ross). The USS Arizona was then towed to Brooklyn Shipyards for completion and final fitting.

Cordelia Esther Ross (November, 1897 – August, 1979) had three siblings. She married James Wray in Prescott in 1924, later remarried, and in August 1979 she died childless at a respectable age as Esther Ross Hoggan, with the second name coming from her husband, W. G. Hoggans.



An image from the construction of the battleship USS Arizona (photo: Library of Congress).



Launching of the battleship USS Arizona (photo: National Archives).

Esther Ross launching the ship and pictured in the studio (left) (foto: Library of Congress).

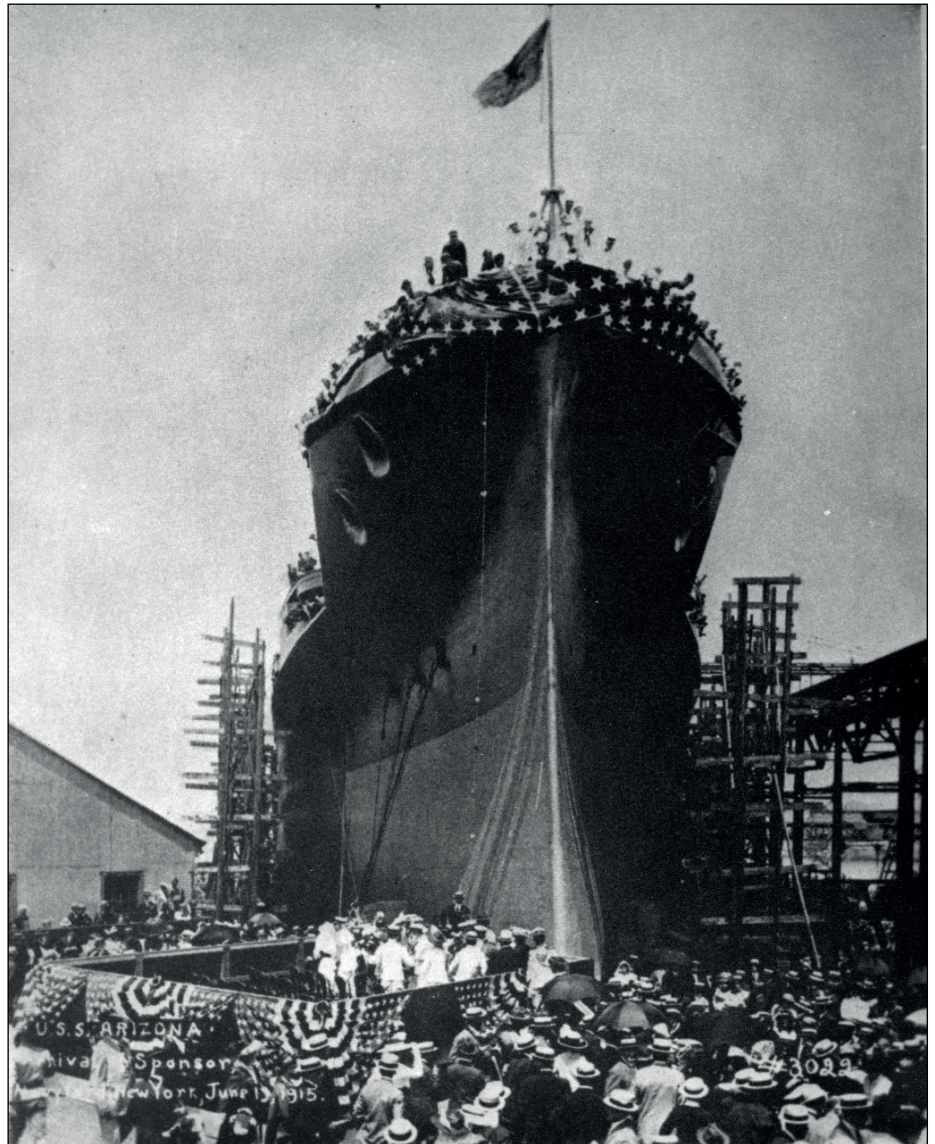


Into Service

The funds for the building of the new ship were provided for by the approval by Congress of the budget for fiscal year 1914. Construction was entrusted to Brooklyn Navy Yard in New York, and the contract was signed on September 15, 1913. One of the reasons why the building of the ship was given to a state shipyard was the fact that if privately owned builders were allowed to bid, there would have to be an official tender submitted, and this would delay the beginning of construction by a minimum of two or three months. The first of the building materials for the new ship were ordered on the 3 of the month. The keel was laid officially on March 16, 1914. Launching was conducted on June 19, 1915, and this was followed by her being armored, armed, and having her superstructures installed. After completing acceptance trials, the USS Arizona was placed on the duty roster of the US Navy on October 17, 1916. The final cost of the ship was \$12,993,579.23US.

The first commanding officer of the Arizona was Cpt. John D. McDonald, who held the post until February 1918, and commended her maiden voyage on November 10, 1916. After six days of testing, she headed to Guantanamo Bay on the island of Cuba, via Newport. There was an accident there on December 7, that led to damage to one of her turbines. The ship was recalled to New York to undergo repairs, where almost four months were spent on completion of necessary work, maintenance and above all, repairs to said turbine.

Launch of USS Arizona (BB-39) on 13 June 1915 (photo: Walter J. Brady via Naval Historical Collection, U.S. Naval History and Heritage Command).



Tangier Sound / USS San Marcos, Formally USS Texas

(Jiří Fiala)

In the southern part of Chesapeake Bay, on the border between Virginia and Maryland, west of Smith Island and north of Tangier Island, is the Tangier Sound sandbar, chosen by the US Navy to be its medium and heavy caliber ship artillery shooting range in the early 20th century. For this purpose, several old vessels were sunk here as training targets, including the decommissioned armored ship USS San Marcos. This ship was one of the first armored ships of the United States Navy. Launched in 1892 at the Norfolk Shipyards, it was commissioned as the USS Texas with the nomenclature AC-1. The ship's length was 308 feet and 10 inches (94.1 m), with a displacement of 6,316 tons (full combat displacement of 6,417 tons) and was propelled by two three-expansion steam engines with a total output of 8,610 horsepower (6,420 kW) giving a maximum speed of 17.8 knots (33 km/h). The main armament consisted of two twelve-inch (305 mm) guns in two single-gun towers. This main armament puts the USS



The USS Texas during the Spanish-American war. The ship was renamed USS San Marcos in 1911 (photo: Naval History and Heritage Command).



USS San Marcos prior to being fired upon by USS New Hampshire (BB-25) in ordnance tests in Chesapeake Bay, March 1911. Note that the old battleship has had canvas screens erected to increase her target area (photo: Naval History and Heritage Command).



USS New Hampshire firing her main gun batteries at the target represented by the ship USS San Marcos in Chesapeake Bay, March 1911 (photo: Naval History and Heritage Command).



Texas among the so-called pre-dreadnoughts. Other armaments were six six-inch (152mm) guns, twelve six-pound (57mm) guns and four single-pound (37mm) guns. The ship also carried two torpedo tubes. The longitudinal armor plate was 12 inches (305 mm) thick, with a deck thickness of 1 to 3 inches, as well as turret protection. The command tower was protected by nine-inch (229mm) armor. The USS Texas, one of the first two armored battleships designed directly by the US Navy, after modifications and partial modernization in 1896, was assigned to the Atlantic Fleet, in which it participated in the main battle of the Spanish-American War in July 1898, in which US ships outclassed Admiral Cervera's Spanish fleet. After that, the USS Texas was decommissioned several times and reassigned to service, so that on February 15, 1911, as hopelessly obsolete, it was renamed the USS San Marcos and on March 21/22, 1911, she was sunk near Tangier Island by fire from the slightly more modern battleship New Hampshire (BB-25). For a long time, this became a training target for the new dreadnoughts of the growing US Navy. The name Texas was transferred to the nascent modern dreadnought, which entered service under the designation BB-35 on March 12, 1914. Her sister ship was the USS New York (BB-34). During their long and successful service career, both ships survived the First and Second World Wars. After that, the USS New York was sunk as a training target in 1948, while the USS Texas is still moored in Galveston, Texas. In 1912, the typical truss mast of American battleships, also seen on the Arizona before its modernization in the early 1930s was experimentally erected on the wreck of the San Marcos to test its resistance to twelve-inch (305 mm) grenades fired from the monitor USS Tallahassee. San Marcos and other sunken old armored ships were used for training throughout the 1920s and 1930s. In 1940, the cargo ship Lexington collided with an unlit wreck. Lexington sank after the collision, fortunately without losing any of the crew. The owner and the United States government then tried unsuccessfully to sue for damages. At present, the hard-to-identify parts of the USS San Marcos wreck are still at the bottom of Tangier Sound and are occasional targets for scuba divers.

USS San Marcos after being used for target practice in Chesapeake Bay, by USS New Hampshire, March 1911. Note the numerous shell holes in the ship, which has settled on the bottom as a result of her damage. USS Mohawk (YT-17) is in the foreground (photo: Naval History and Heritage Command).



USS Arizona in the East River, New York City, returning from her maiden voyage to Guantanamo Bay, Cuba, December 26, 1916. She is accompanied by many tugs, and has small pine trees mounted in her mast tops. Tug Hudson is in the lower center (photo: Enrique Muller, Jr. Courtesy of Sid Taylor, 1983. U.S. Naval History and Heritage Command).

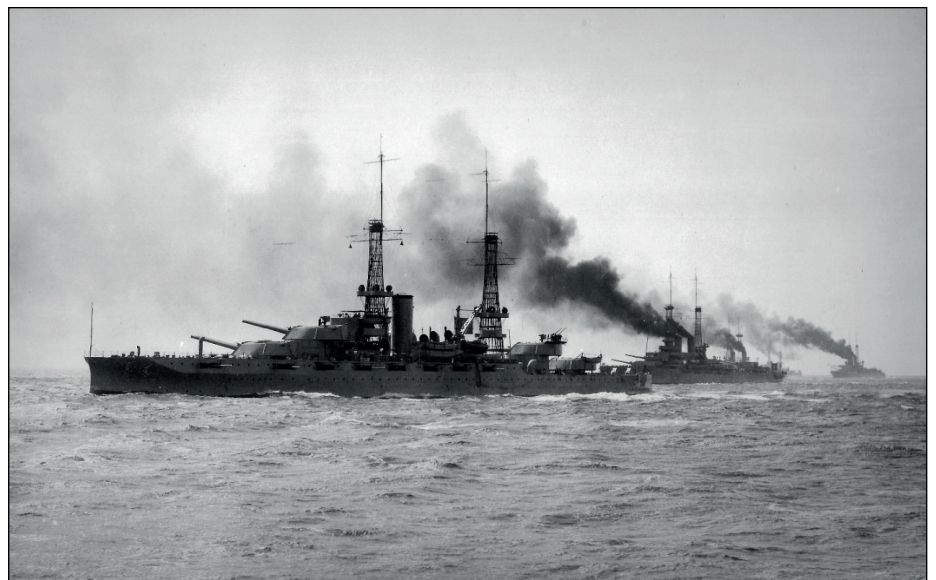
The shipyard was finally left on April 3, 1917, and three days later, the United States declared war on Germany. The USS Arizona, as a component of Battleship Division 8 of the Atlantic Fleet, never took part in any combat operations. She remained on the Atlantic coast of the United States and her crew was mostly employed with training exercises. One of the reasons the ship was never sent to the battlegrounds of Europe was a lack of fuel oil at British ports. Supporting the British Grand Fleet was therefore Battleship Division 9, which used older coal burning vessels.

The USS Arizona didn't leave for Europe until after the end of hostilities, and arrived at the British port of Portland on November 30, 1918. Later, together with another nine battleships and 28 destroyers, she escorted the steam ocean liner George Washington with President Woodrow Wilson on board to the French city of Brest, where the American President took part in the Paris Peace Conference. The USS Arizona left port with the entire group on December 14, and after a two-week voyage reached New York on December 26, 1918, where she was met by celebrations to signal the end of the war. The USS Arizona returned to Europe in April of the following year, as a part of the convoy that was to escort President

Wilson back to America. The crisis, brought about by the Greek occupation of the Turkish port of Smyrna (Today's Izmir), led to the diversion of the Arizona from Brest to Smyrna, where the deployment of her naval infantry unit ensured the safe evacuation of the American consulate and

present US citizens onto her decks. She then sailed to Constantinople, today's Istanbul, where the American Consul disembarked. The Arizona then continued on to the United States, arriving in New York on June 30.

Steaming in formation with other Atlantic Fleet battleships, during gunnery practice, circa 1917 (photo: H. E. Coffey, 1983. U.S. Naval History and Heritage Command).



Smyrna

(Vladimír Šulc)

On her second transatlantic voyage, the Arizona left Guantanamo Bay in Cuba on April 9, 1919 via Hampton Roads in Virginia, from where she sailed on April 12. She reached the French port of Brest on April 21 and continued on to Smyrna (today Izmir) in Turkey. She docked there on May 11. She was quite literally at the right place at the right time. Smyrna was occupied by Greek forces on May 15, and formed a beachhead from which to enter Asia Minor. A US Marine unit from the Arizona protected American personnel, including those of the US Consulate, against the Greek forces that were behaving violently to the local population. The American population in Smyrna at the time totaled some 400, many of which found refuge on the ship at the time of heightening tensions and violence. The Arizona was anchored in Smyrna until June 9, when she left for Constantinople (now Istanbul), with the American Consul Leland E. Morris on board. She stayed in Constantinople until June 15th, when she raised anchor and sailed through Gibraltar back to New York, reaching the city on June 30. She was subsequently put through a general overhaul, during which six 5-inch (127mm) guns were removed and her aiming system was modernized.

The landing of Greek forces in Smyrna began a long and bloody Greek-Turkish war, which lasted until the autumn of 1922 and was accompanied by mutual violence against the civilian popu-

lation and prisoners of war. The war ended in fatal defeat and the evacuation for the Greek Army, and in victory for the Turkish army under General Mustafa Kemal, a Turkish hero from Gallipoli. Under Kemal, Turkey became the only defeated central power to successfully reject the treaty terms of a victorious government. The Turkish parliament refused to ratify the humiliating Sevres Agreement, and thanks to a successful armed resistance and a victorious war for independence, Turkey was able to sue for more favorable peace conditions, guaranteeing Turkey's sovereignty over Asia Minor and East Thrace. This was confirmed by the Treaty of Lausanne on July 24, 1923. The Turkish Republic was officially proclaimed on October 29, 1923, the first president elected was Mustafa Kemal, known since 1934 as Mustafa Kemal Atatürk, Father of the Turks. The great fire of Smyrna, which followed the occupation of the city by the Turks, brought enormous casualties to the Greek and Armenian civilians. The US Navy again took part in the evacuation of refugees from Smyrna. American destroyers Lawrence, Edsall and Simpson operated in the port, and later another destroyer joined in. Several American civilian ships also took part in the evacuation. The Great Fire of Smyrna has been described in a number of literary works, and the events have been thoroughly covered. Ernest Hemingway, who worked as a reporter for the Canadian Toronto Star newspaper, was one of the American reporters in Smyrna in the fall of 1922. Among the



Protests against Istanbul occupation held in the Sultan Ahmed square on May 23, 1919.



city's refugees was one of the world's richest men, billionaire and Jacqueline Kennedy's future husband, Aristotle Onassis, whose extended family was severely affected by the events in Smyrna. The Louisiana Agreement resulted in an extensive population exchange agreed upon by the Greek and Turkish governments. The criteria for resettlement lay in the religion of the inhabitants. The result was the relocation of more than 1.5 million Orthodox Christians from Asia Minor and East Thrace to Greece, while some 500,000 Greek Muslims were relocated in the opposite direction. In addition to bringing further immense suffering and injustice to the affected population, the Lausanne Agreement marked a fundamental change in attitudes towards national minorities in Europe. In contrast to the previous emphasis on guaranteeing the rights of national minorities within individual states, the pressure on the national homogeneity of nation states prevailed. This led to Nazi Germany's demands for a revision of Europe's borders in the 1930s, which were the main cause of World War II. On the other hand, the same principles were used after the war to expel German, Hungarian and other ethnic minorities from Poland, Czechoslovakia, and other Eastern European countries. Today, Izmir is the third largest city in Turkey with a population of almost 4.5 million.

References:

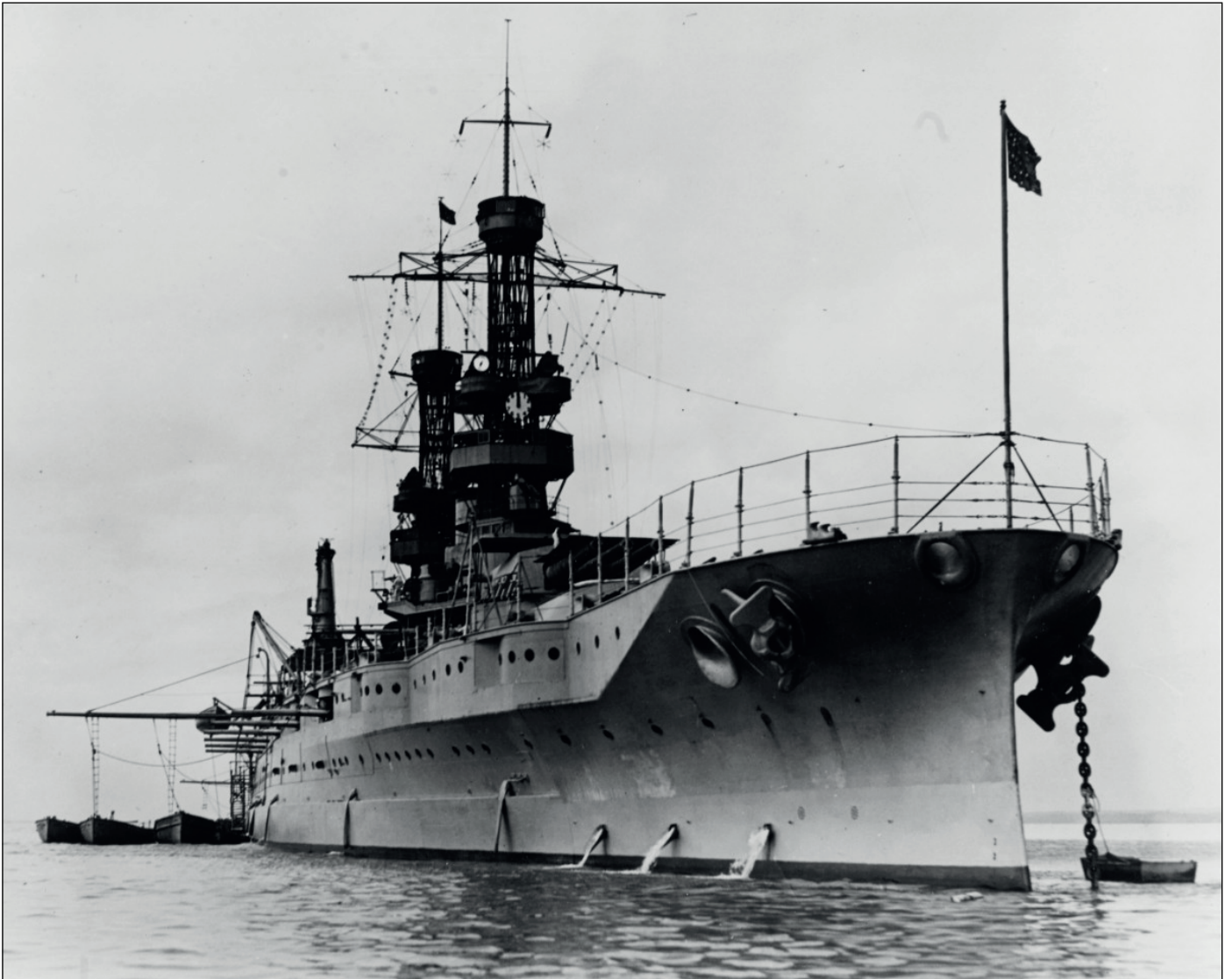
- Robert Gerwath: Poražení: Světová válka byla jen jedna, ISBN 978-80-7432-895-4, Nakladatelství Paseka, 2018. Z anglického originálu The Vanquished: Why the First World War Failed to End, 1917-1923, Penguin Random House UK, 2016.
- www.wikipedia.com
- www.history.navy.mil

Greek infantry assault at the river Ermos during the Greco-Turkish War 1919-1922.

Burning Smyrna on photography taken from the French warship anchored in the harbour in 1922.

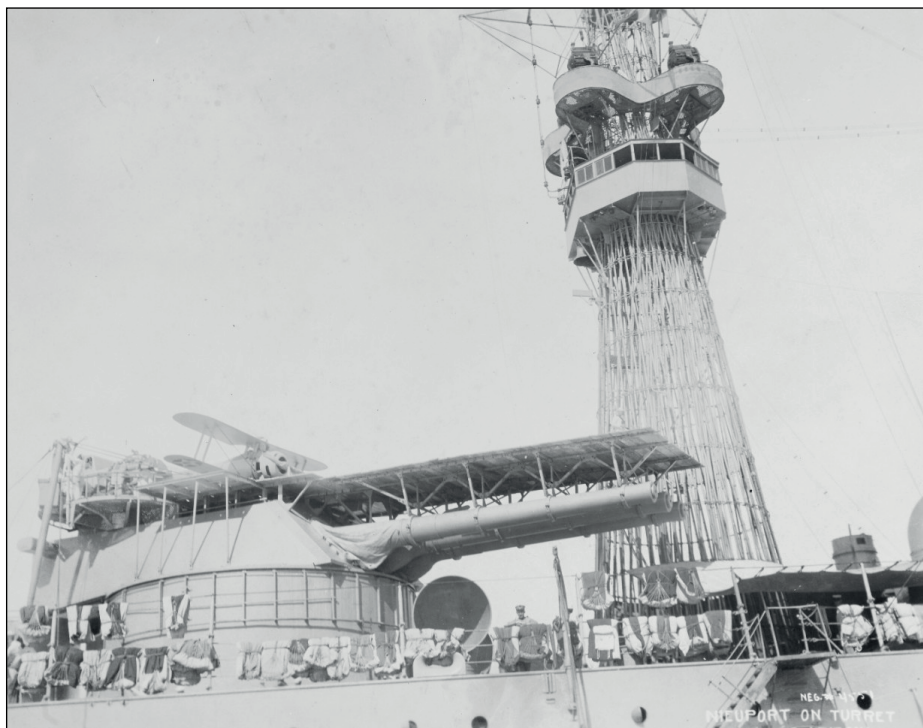


USS Arizona in early 1920's, with front casemate guns removed (photo: Gustave Maurer, U.S. Naval History and Heritage Command).





Anchored in Guantánamo Bay, Cuba, 1 January 1920 (photo: U.S. Naval History and Heritage Command).



View of number 3 turret, with a Nieuport 28 airplane on the flying-off platform, at Guantánamo Bay, Cuba, circa spring 1921. Note: airing hammocks and mainmast details (photo: U.S. Naval History and Heritage Command).

The twenties were spent by the USS Arizona fulfilling normal peacetime duties in both the Atlantic and Pacific Oceans, with foreign missions being a matter of opportunity. The most significant of these was a trip to Australia and New Zealand in 1925. An important footnote in the career of the Arizona came on August 21, 1921, when she was incorporated into the Pacific Fleet, where she would serve until her very end. Peacetime activities continued with the only interruptions being stays in shipyards for essential repairs, maintenance and upgrades.

Changes and Modifications to 1929

Although there were no major changes made to the ship through the first phase of her service career that ended with the first real modernization in 1929, there was a list of smaller modifications that were made. These generally reflected the experiences of the First World War gained not by only the US Navy, but of America's main ally, Britain's Royal Navy. Starting in 1918, eight 127mm (5 inch) guns were eliminated from the ship's armament, situated in casemates at the bow and the stern of the vessel. The reason was clear. Ocean spray, even under relatively calm

conditions, made their functioning problematic. The original quartet of 76.2mm (3 inch) anti-aircraft guns were doubled in 1923, the additions being installed in pairs on the superstructure deck next to the bridge. There were also changes made to her targeting system and she was equipped with a twenty foot rangefinder and the roof of Turret No.3 mounted a twelve foot unit. The original open, very cramped bridge was also removed and replaced by a new, enclosed construction with windows and adjoining open walkways to it, positioned between the command tower and the forward mast. Probably the most noticeable modifications were made to both masts, specifically to the platforms that supported them. Observations posts, torpedo fire control stations and 127mm (5 inch) guns were all moved higher up. At the same time, they were covered and had retractable windows installed. Also, the position of the four-group searchlights that were located on the forward and main masts were moved to a new raised platform. Both masts acquired framework for new radio and communication items.

As a result of Royal Navy experiences gained at the end of the First World War, an order was issued in 1919 to equip eight US Navy vessels with ramps to launch single seat aircraft. Initially, this was to be fighter aircraft. In January, 1920, the Arizona was equipped with two such features, mounted above Turrets No.2 and 3. Each was made up of two parts, with one being a fixed structure on the turret roof, and a collapsible section fixed to the barrels via sleeves. The system allowed for gun elevation with the structure in place and their use without having to be removed to fire the main weapons. Period photographs indicate that these structures were ready for main disassembly and generally assembled completely only when there were known intentions of launching aircraft. The aircraft that were carried at this time were the Sopwith Camel, Nieuport 28 and the Hanriot HD.2. As with other navies, it was found that this concept was ineffective, and only the smallest, lightest single-seat aircraft could be launched, and then only under ideal conditions. Outside of the range of a land base, the aircraft's flight would end in the drink, with the loss of same and perhaps its pilot. The combat value of a single aircraft for the protection of a surface vessel against a concentrated attack was, at best, debatable, as was the effectiveness of a reconnaissance or observation aircraft without an observer, radio equipment, or a way to be retrieved back on board the ship. Although there are films of launches from these ramps as late as 1922, float equipped aircraft began to appear by 1920, lowered from and raised onto the deck by a folding boom at the stern of the ship. These were then typically Vought VE-7H, UO-1, FU-1 and O2U Corsair. In June, 1925, a compressed air powered catapult was installed at the stern of the ship during repairs conducted at the naval dock at Puget Sound Naval Ship Yard in Bremerton, Washington. Usually, two aircraft were carried, one on the catapult and the other next to it on a cart.

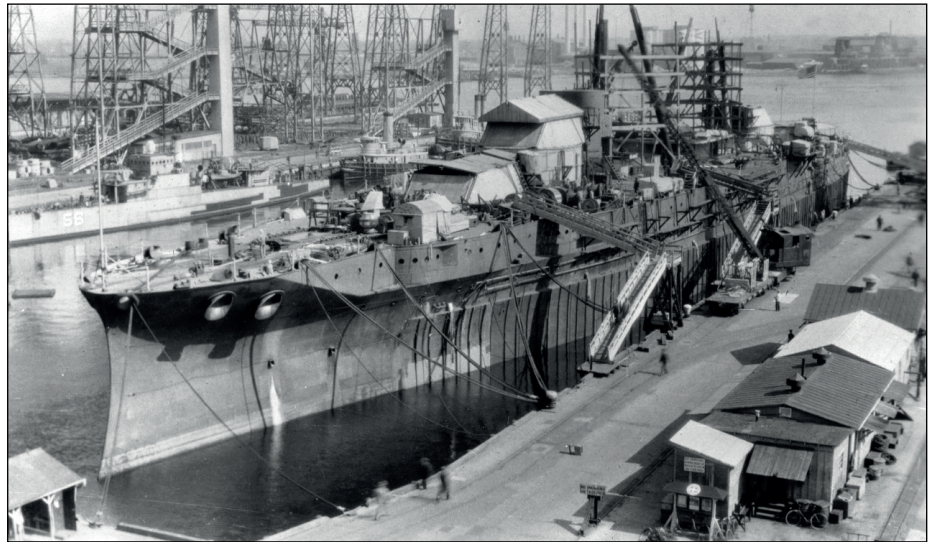
At the time the catapult was installed, the original fixed launch ramps were removed from the turrets.

Modernization

The Washington Conference concluded on February 6, 1922, with the signing of an agreement amongst the main naval powers of the world at the time, Great Britain, the USA, Japan, France and Italy. It ended the race to build battleships and set rules for the category, as it did for destroyers and aircraft carriers. With respect to battleships, and the pretty much obsolete category of battle cruisers, rules were applied to the construction of new ones and the modernization of older vessels and their replacements. One of the main points of the agreement was the limiting of the service life of battleships to twenty years. It stated that the possibility of their replacement was an option past this timeframe, from the time of its entry into service, and its construction could begin then. It went on to further not allow the possibility of increasing side armor, the number of main armament or the caliber. Improvement of protection against 'air and submarine' attacks was permitted, limited to an increase in displacement by 3,000 tons. All of this meant that the US Navy had 17 battleships at its disposal, beginning with the oldest, the USS Florida and the USS Utah, in service from 1911, and ending with the most modern Colorado Class threesome, completed between 1921 and 1923. All battleships were to have undergone modernization at the midpoint of their expected operational career span, the depth of which was dictated partly by the technical state of the ship and the current US Navy standards in force, with emphasis on power plants, main gun range, anti-aircraft defenses, increasing deck armor against air attacks and direct artillery hits, as well as against explosions below the waterline, specifically against mines and torpedoes.

Modernization of both Pennsylvania Class ships came in 1929, when Congress approved it with the stipulation that the upgrades take place at the Norfolk Naval Yard. Work on the USS Arizona went from May 4, 1929 to March 3, 1931. The entire propulsion system was removed, as were the superstructure, masts and armament, save for the main guns. The sides of the hull were upgraded against torpedo attacks, installed over the existing armor, equipped with watertight compartments in part used for fuel storage and partly used as space for absorbing the energy of explosions below the waterline. New, anti-torpedo bulkheads were also set up. Maximum width of the vessel grew

With President Herbert Hoover on board, returning from a cruise to the West Indies, 29 March 1931. The Vought O3U-1 planes are on deck, one ready for catapult launching. Note early type (light weight) aircraft crane. Photographed by a USAAC plane from Langley Field Virginia (photo: U.S. Naval History and Heritage Command).



USS Arizona during its reconstruction and modernization in 1930 (photo: U.S. Naval History and Heritage Command).

to 32.38 m. The increase in displacement provided a sufficient supply of buoyancy for the additional load due to anticipated further modifications, without increasing the draft and the associated partial deterioration of the effectiveness of the main armor plating. She received six new Bureau Express boilers instead of the original twelve, as well as four Westinghouse coupled turbines and new three blade 3.835m diameter propellers. Despite the modest increase in power to 35,081 shp, maximum speed dropped to 20.7 knots (24 mph, 38,3 km/h), reached during sea trials after modifications in June 1931. There was a significant increase in fuel capacity with tanks newly situated within the anti-torpedo plating installation. The standard capacity of 4,630 tons yielded a range of 13,600 nm (15,650 miles) at a speed of 15 knots (17.3 mph, 27,8 km/h),

virtually three times better than pre-modernization. The maximum fuel capacity could be further raised under crisis conditions to 6,180 tons by filling tanks that were a part of the anti-torpedo defenses normally filled with air. The armor system was preserved with the exception of strengthening the main armored deck adjacent to the top edge of the main plate. This area received an additional 44.8 mm (1.7 inches) of plating. This brought the armor deck to a thickness of 121 mm, but it should be noted that two plates on top of each other did not offer the same level of protection as a single plate of the same combined thickness. There was a massive superstructure beginning at the barbette of Turret No.2 through to the end of the upper deck installed at the level of the raised front upper deck. With that, the number of decks was increased by one level,



Arizona Stowaway

(Jan Bobek)

In April 1924, when the USS Arizona docked in Balboa Harbor after passing through the Panama Canal, the Chief Radio Operator ran to the bridge and informed the skipper that a woman was on board. Captain Percy Olmstead had been receiving rumors of a woman on board for several days, but did not believe them. The USS Arizona, Admiral William Pratt's flagship at the time, was en route from New York to the U.S. West Coast and had traveled 2,500 miles.

To his utter surprise, however, a woman was indeed found on board. It turned out to be 19-year-old Madeline Blair, also known as Adelaide Andrews or by her nicknames Jackie or Blackie. The young woman said she was from Bridgeport, Connecticut, and that she was a prostitute and was smuggled on board by sailors. She wanted to make it easier for herself to get to the West Coast. She made a deal with the cook to pay him \$10 a day for meals, and the sailors who visited her in her cabin paid her \$3. At night, she sometimes went on deck in men's clothes. Some sailors recognized the woman in disguise, but usually reported nothing, or their reports were simply dismissed as way too unlikely.

After being apprehended on April 12, Madeline did not identify any of the sailors involved in her case and furthermore claimed that there were more women on board. She wanted to stall the offi-

cers a bit so she could be on board as long as possible. The captain eventually let her disembark and the US Navy paid for her to sail first class to her destination. The ticket cost \$25.45. This young lady is not traceable through any genealogy records under the names she gave, and what happened to her afterwards is unknown. In 1928, she described the events on the USS Arizona in The San Francisco Examiner. Her narrative suggests that she acted alone and on her own accord, using her brother-in-law's naval uniform to get on board. She is sometimes mistakenly credited with a biographical book published under the name Madeline Blair.

The repercussion on the ship were severe. Captain Olmstead initiated court martials for 23 enlisted men and sentences of up to 10 years imprisonment were imposed. Admiral Henry A. Wiley issued a letter of reprimand to all officers of the ship, including future Admiral and Chief of Naval Operations Arleigh Burke, then an ensign. Fortunately for his career and the careers of the other officers, Admiral William V. Pratt thought the penalties excessive, and when he became Chief of Naval Operations in 1930, he ordered the reprimands stricken from the officer's records. He could not, however, reverse the verdicts of the court martials of the enlisted men.

GIRL STOWAWAY IS
FOUND ON BATTLESHIP.

By Telegraph to The Freeman.

Balboa Heights, Panama Canal Zone, April 16.—Wearing dungarees and a sailor cap and with all the sailor lingo at her tongue's end, 19 year old Madeline Blair, New York and Bridgeport, Conn., was taken as a stowaway on board the United States battleship Arizona.

She is in custody here and will be returned to New York by the Canal Zone quarantine authorities on the steamship Cristobal, sailing April 20.

After the Arizona had cleared for San Pedro Calif., Madeline told the authorities there were two other girls on board—a short brunette and a tall blonde—but a wireless to the battleship evoked no response.

Madeline is brown eyed, of medium height and pretty when she has regular girl's clothing on. When accidentally discovered by an officer she had her bobbed hair tucked under her cap. Also, she had \$65 secreted in her clothing.

Madeline told the authorities she went on board the Arizona March 12 while the battleship was anchored in the Hudson river, opposite 125th street, New York city. She had obtained a sailor's uniform.

During musters she slipped from one deck to another to avoid detection. She never went to mess and never went ashore. She said she obtained her food from "hand outs" by sailors.

Sources: BALESTRIERI S: "At 'Em Arizona!" The Battleship That Had a Stowaway Prostitute Aboard For Two Weeks! Kingston Daily Freeman, 16. 4. 1924; National Archives and Records Administration (NARA); Roll #: 27; NOFI A. A. To Train The Fleet For War: The U.S. Navy Fleet Problems, 1923-1940; San Francisco Examiner: By a Girl Stowaway Who Lived 5 Weeks on the Battleship Arizona; Wikipedia

Transportation	5-15-24HH
54,321-19	Mont req infm re Sec 9 of the immgr laws re deposits to be made by ss Co's & transportation Co's covering amt paid by aliens from initial point of departure to port of arrival or to final destination
55,391-301	Sec Navy fwds bill for \$25.45 for subsistence & transportation of Madeline Blair a female stowaway on ss Arizona
52,332-14	Sec. State frm USC Antwerp re transportation of emigrants in & thru Belgium 6/2/424ws
55,335-91	San Antonio exp to Humerto Garza for furnish transportation bet Del Rio & Inspection quarter at International Bridge 10/25/24ws
55,463-	GENERAL TRANSPORTATION FILE 4/28/25ws.

and this supported new superstructures for the bridge and a new smokestack. Instead of the original masts, new, three legged items were erected, holding searchlights, aiming devices for both main and secondary weapons, light anti-aircraft guns and an observation station.

There were significant upgrades made to the weapons as well. The elevation upper limit of the main guns went from 15 to 30 degrees. Visually, this needed a cutout from the main frontal plate, but the main effect of this mod was an increase in range to 34,000 yards thanks also to new ammunition. The original casemates were completely eliminated at the level of the bow decking. Ten original 127mm (5 inch) guns were moved to five new casemates on each side, placed on the deck

superstructure. Two others were installed on the superstructure deck located on the sides ahead of the bridge. Here, eight new semi-automatic anti-aircraft 127mm (5-inch) guns were newly mounted, in fours along each side. Light anti-aircraft protection was to be entrusted to a quartet of four-barrel 28mm (1.1-inch) cannon, but these were not available at the time of the upgrades, so this duty remained with eight water cooled 12.7 mm (.5 inch) Browning machine guns positioned on platforms on both masts. Even these were not yet available and weren't actually installed until 1933. The torpedo tubes were removed. A quartet of 90cm (36-inch) searchlights was concentrated on platforms around the smokestack. The original compressed air rotated ca-

tapult at the stern of the ship was replaced by a new type P Mk.VI (shortened to P-6) unit, whose power was provided by a powder filled cartridge. The new catapult also was moved from just left of centreline onto it. It was also expected that there would be a second catapult, a fixed unit (P-4 Mod 1) on the roof of Turret No.3. At the time of the completion of the modifications, it was however not installed. This occurred later, during 1932. For the handling of aircraft, the stern of the ship only retained the folding boom, and for the fixed catapult on the turret, this was accomplished by cranes that were primarily intended for use on small boats that were stored in groups on the superstructure deck behind the smokestack. The crew complement rose to 1,731 men.

With President Herbert Hoover, Secretary of the Navy Charles F. Adams, Admiral Charles F. Hughes, Chief of Naval Operations, and others, observing Hampton Roads maneuvers, 20 May 1930 (photo: U.S. Naval History and Heritage Command).

Instead of undergoing post-modernization sea trials, the USS Arizona left on March 19, 1931 with President Herbert Hoover on board, who spent a short vacation on her decks sailing the Caribbean. The official sea trials were undertaken after returning, as were some smaller repairs.

Over his ten day stay on board the Arizona, President Hoover visited Puerto Rico and the Virgin Islands before returning to Hampton Roads in Virginia, where he disembarked. The USS Arizona reached the shipyard at Norfolk, from where she left again on August 1, 1931, to spend the rest of her life in the Pacific. The following years were spent trading peacetime missions with training exercises or at the Puget Sound Naval Shipyard in Bremerton on the west coast of the United States. Besides her participation in the annual "Fleet Problem" naval maneuvers, it should be mentioned that she played a starring role in the movie "Here Comes the Navy" in May 1934. The first screening of the film took place on the Arizona on June 30, 1934. More sobering duties were performed by the Arizona, when she came to the aid of earthquake victims in Long Beach, California in March, 1933, and on the night of July 26th, 1934 she collided with the fishing trawler 'Umatilla' near Cape Flattery in Seattle. The result was two dead among the crew of the fishing vessel, and the Arizona failed to stop and offer assistance. Captain McGillivray Milne faced a military court martial and would never see another command in his life. Another unhappy event occurred when a crewmember was burned who was part of the crew responsible for Turret No.2 during live fire exercises as a result of exhaust fumes after firing. This was on July 24, 1936. The fire fighting system that was initiated caused an electrical short, and a small fire. Additionally, budget cuts through the latter half of the thirties had a bearing on the frequency and lengths of stay in home ports. For example, the USS Arizona spent fiscal year 1936-37 at anchor for 267 days, and 255 the year after...

Final Modifications

After the modernization of the ship was completed, there were other smaller modifications made to the Arizona besides the usual maintenance and repair work. The most significant of these was the replacement of the boom by a crane for hoisting seaplanes (1934), modifying the top of the smokestack to divert exhaust away from the front mast and bridge (1936), and moving the 90cm (36-inch) searchlights from platforms around the smokestack to the main mast where the 12.7mm (.5 inch) guns originally were (1939). Positioning these weapons was a part of almost every stay in a shipyard.



Long Beach Earthquake, March 10th, 1933

(Vladimír Šulc)

When the USS Arizona anchored in San Pedro in early 1933, a 6.4 magnitude earthquake struck the Long Beach area of Southern California. The date was March 10, 1933, shortly before 6 p.m. The earthquake killed 120 people and injured another 500. It is said that up to two-thirds of the victims were among those who initially ran out of buildings and were hit by falling debris. Material damage reached \$50 million (roughly \$1 billion at today's prices). School buildings were severely affected, 70 were destroyed and another 120 were damaged. The quake led the California legislature to adopt the Field Act, which gave the State Department of

Architecture authority and responsibility for approving projects and overseeing the construction of public schools. Since the adoption of Field's Law, no school in California has collapsed as a result of a seismic event. Immediately after the earthquake, Arizona sailors engaged in rescue operations, using the ship to provide refuge for the injured, the ship's galley providing meals for those affected, and provided physical protection from looting and violence, which often occurs during similar natural disasters.

Source:
www.earthquakeauthority.com





USS Arizona underway during the 1930s (photo: Official U.S. Navy Photograph, Naval History and Heritage Command).

The Movie HERE COMES THE NAVY (1934)

In 1934, the USS Arizona appeared in the romantic comedy by Warner Bros., "Here Comes the Navy", starring James Cagney, Gloria Stuart, Pat O'Brien and Frank McHugh. The film was shot in collaboration with the US Navy, with some of the scenes taking place directly aboard the USS Arizona and a number of Naval facilities. The film features footage from the Bremerton shipyards, the San Diego training station, and the San Pedro and Sunnyvale Bases in California. The film also includes interesting footage of warships, activities aboard the Arizona and details of the deck. Interestingly, the battleships have the original masts visible. The film concludes aboard the USS Macon and Moffett Field in California and features nice shots of both the airship and the Moffett Field airship hangar. Scenes from the film, and indeed the entire film, can be found on Youtube:

<https://www.youtube.com/watch?v=lhosZ8LAhhM>



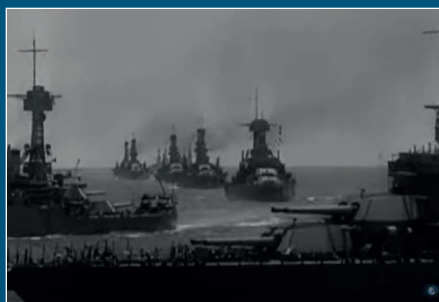
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<https://www.csfd.cz/film/23505-heres-comes-the-navy/prehled/>
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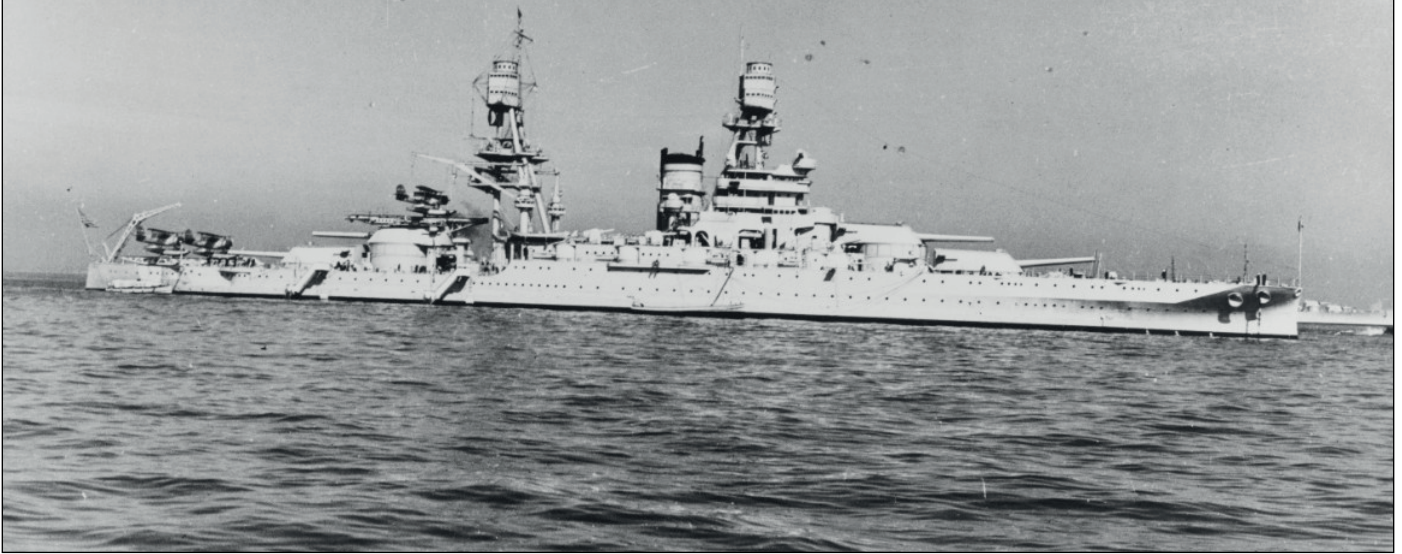


The final layout saw four machine guns located on a newly built platform at the very top of the main mast, two located on the sides of the smokestack on the platforms vacated after the searchlights were moved and the last two on a platform on the front mast above the bridge. Final modifications were made while docked in a shipyard from October, 1940 to January, 1941. Besides the aforementioned definitive relocating of the 12.7mm machine guns, these included two sighting system for the 127mm (5-inch) anti-aircraft cannon placed on newly erected platforms with a massive supporting structure on both sides of the front mast at the same level as the main 6m rangefinder on the roof of the bridge. The unprotected 127mm anti-aircraft gun positions on the deck superstructure received protective shielding against shrapnel, as did the 12.7mm machine gun positions. A pair of 127mm anti-aircraft guns outside of the casemates on the superstructure deck along the sides ahead of the bridge were also removed, and in their place, there were positions set up for two 28mm (1.1-inch) four barrel weapons, together with their anti-shrapnel protection, an elevator for munitions, and room for a supply of ammunition. Another two such accommodations were made on both sides of the ship, on the main deck at the level of the main mast. Mounting further weapons or installing anti-shrapnel measures for the 127mm anti-aircraft guns was not realized. Platforms for 60cm searchlights on the sides of the bridge behind the command tower remained empty. There were plans to install radar equipment. A new platform was set up at the top of the forward mast above the main gun fire control station in anticipation of the installation of an SC anti-aircraft early warning radar antenna and a Mk.3 gun radar in front of it. The installation of the remaining weapons and equipment was slated for the beginning of 1942. Final changes were made to the crew living quarters, and the new crew complement grew to 2,037 men. With the growing tensions in the Pacific, it was decided to relocate the bulk of the Pacific Fleet from the base at San Diego, California, on the west coast of the United States closer to the expected area of conflict with Japanese naval power, and this put the fleet in Pearl Harbor, Hawaii. This occurred after the "Fleet Problem XXI" maneuvers in May 1940, making Pearl Harbor the last operational base of the USS Arizona.

After returning from her last visit to the naval yard in June, The USS Arizona remained anchored at Ford Island, which she left only for training exercises. From August 7, 1938, she was the flagship of Battleship Division 1, which included, at the time of the Japanese attack, the USS Nevada and the USS Oklahoma. The Flagship Officer was Rear Admiral Isaac C. Kidd. The ship's last commanding officer was Captain Franklin Van Valkenburg, who took the position on February 5, 1941.



USS Arizona in fashion of late 30's (photo: National Archives).



During a training exercise, the Arizona collided with the USS Oklahoma on the night of October 22, 1941, as a result of a misinterpretation of signals regarding a change in course of the latter. The bow was struck from the port side at the 75th bulkhead, immediately behind the smokestack. It resulted in the penetration of the anti-torpedo armor, resulting in a list of 2.5° to port. The extent of the damage was not made clear until repairs were

made in drydock, into which the Arizona was placed on October 27. An almost 10-meter section of the anti-torpedo armor was destroyed between Bulkheads 70 and 78, beginning at about 1.25 m (4 feet) below the waterline. Four fuel tanks were compromised. Repairs took less than two weeks to complete, and during this time, Arizona's duties were performed by the less damaged USS Okla-

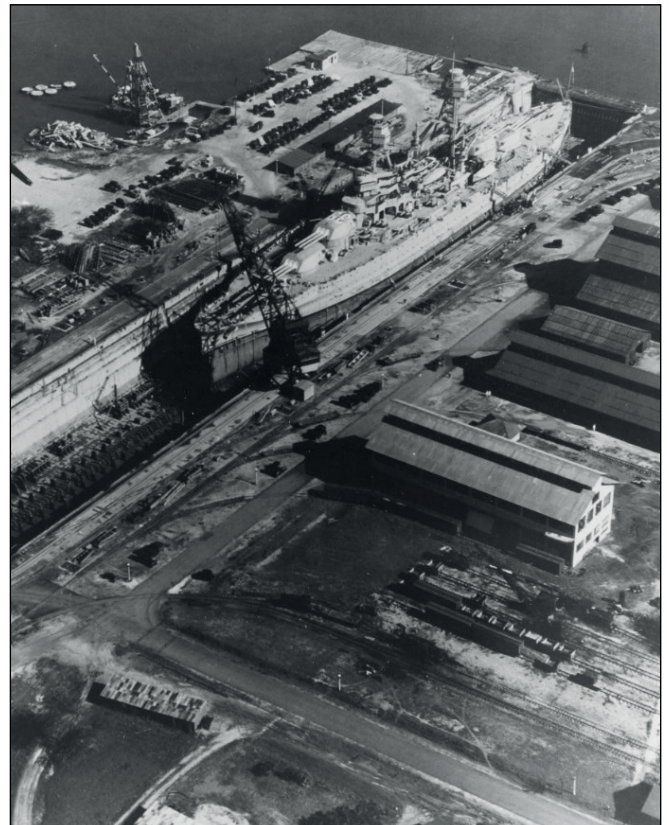
homa. The last time that the USS Arizona left Pearl was to conduct nighttime firing exercises on the night of December 4, 1941. On her return, she anchored in her usual position behind the USS Tennessee and the USS Oklahoma, and the USS Nevada was anchored behind her. On December 6, 1941, the repair ship USS Vestal anchored along her port side.

(To Be Continued)

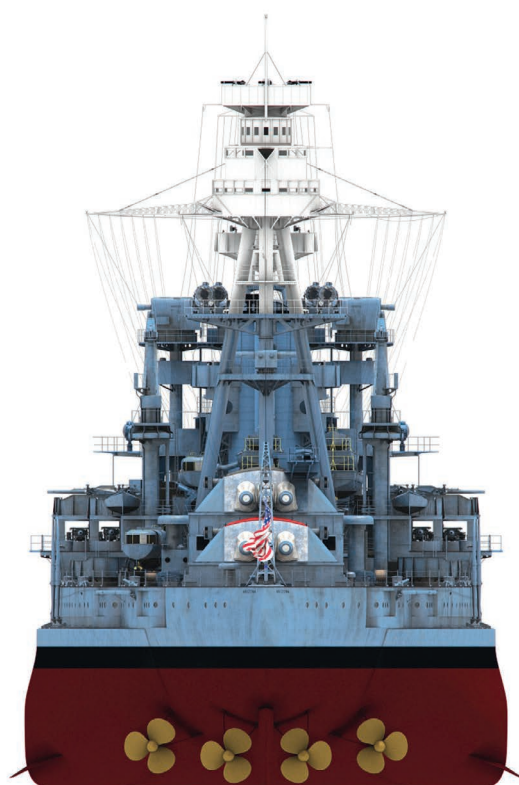
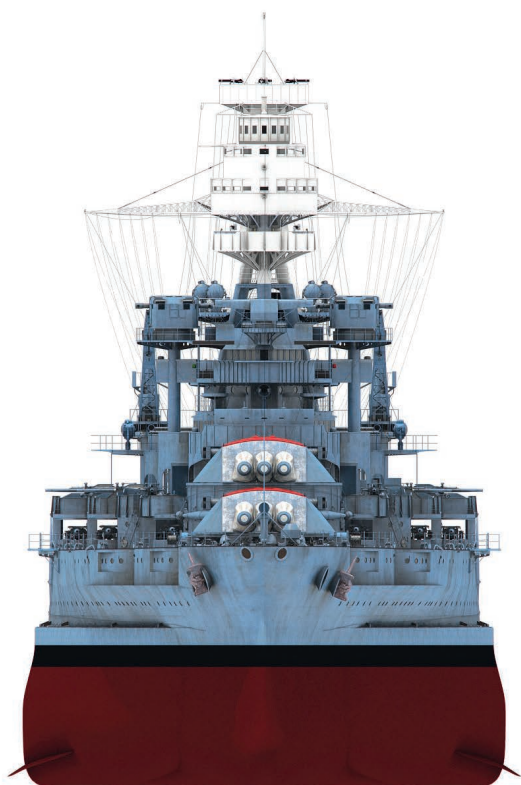
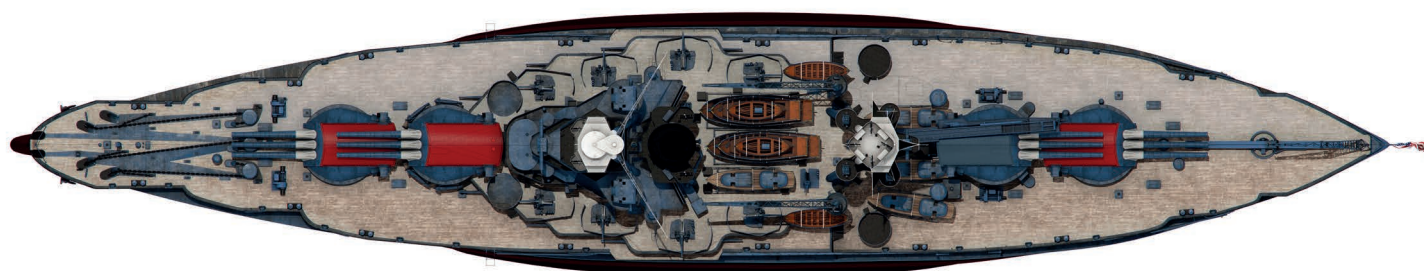
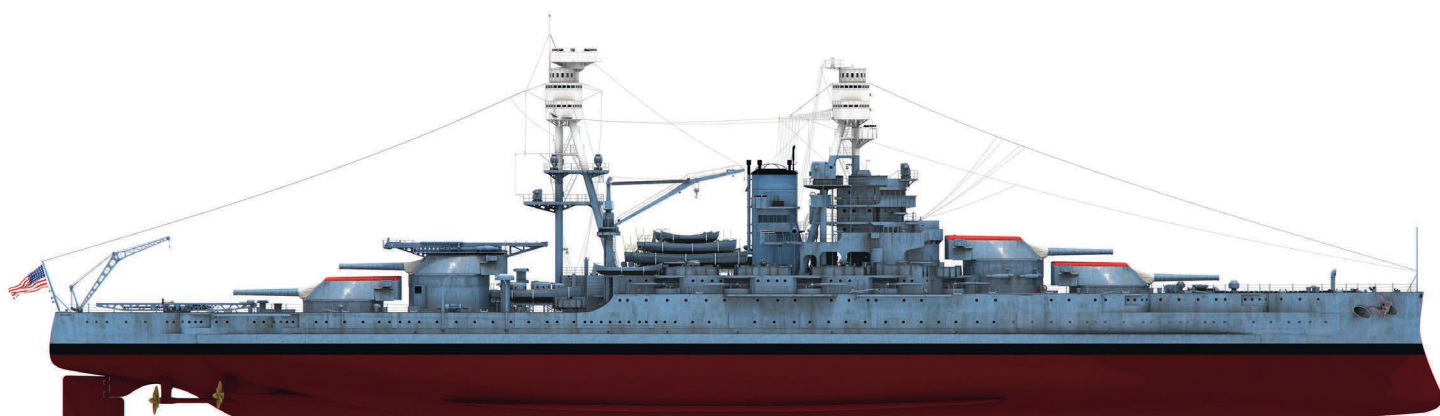
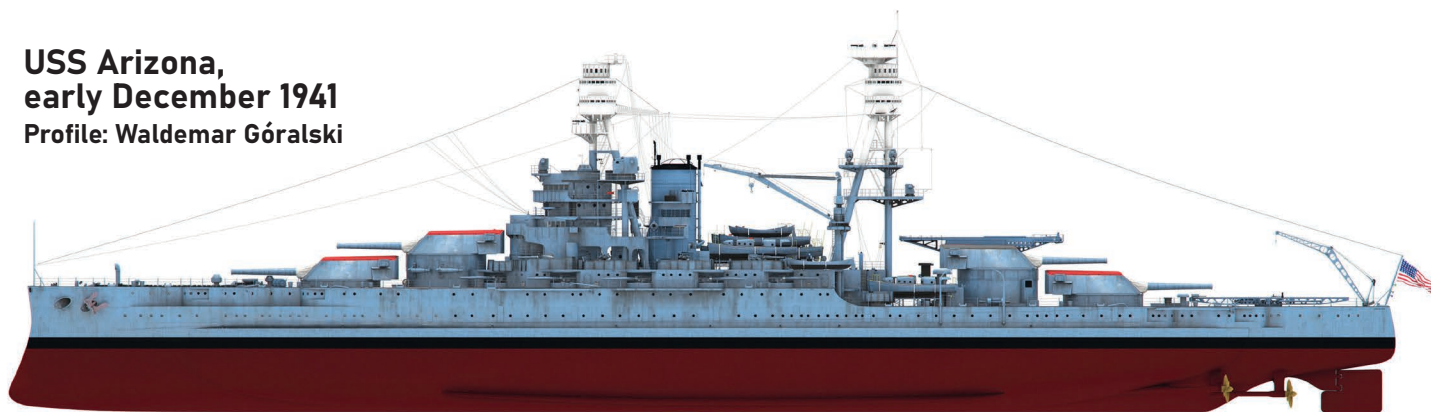
Rear Admiral Russell Wilson, USN Rear Admiral Chester W. Nimitz, USN., during change of command ceremony aboard the USS ARIZONA, San Pedro, CA., May 27, 1939. Admiral Chester W. Nimitz commanded the 1st Battle Division since September 17, 1938 (photo: Official U.S. Navy Photograph, Naval History and Heritage Command).



USS Arizona in drydock at Pearl Harbor on March 3, 1932. Arizona sailed from San Pedro to Oahu in February, 1932, for her first visit to Pearl Harbor, which later became her main and final base.



USS Arizona,
early December 1941
Profile: Waldemar Góralski



eduard

LIMITED



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Spitfire Story: Southern Star



Spitfire Mk.Vb trop, ER821, F/Lt Neville F. Duke,
No. 92 Squadron, Bou Grara, Tunisia, 1943



Spitfire Mk.Vb trop, ER318, P/O C. R. Furtney,
No. 274 Squadron, Termoli, Italy, March 1944



Spitfire Mk.Vb trop, AB502, W/Cdr Ian R. Gleed,
CO of No. 244 Wing, Bou Grara, Tunisia, 1943



Spitfire Mk.Vb trop, EP689, S/Ldr Stanislaw Skalski,
CO of No. 601 Squadron, Pachino, Italy, July 1943



Spitfire Mk.Vc trop, Capt John K. Blythe,
4th FS, 52nd FG, 12th AF, North Africa, 1943



Spitfire Mk.Vc trop, EP813, Lt. Haskins/
Lt. Curtis, 2nd FS, 52nd FG, Sicily, 1943



Spitfire Mk.Vc trop, JK815, No. 2 Squadron SAAF,
Gioia del Colle, Italy, October 1943



Spitfire Mk.Vc trop, JK879, F/O A. F. Osborne,
No. 249 Squadron, Grendi, Malta, 1943



Spitfire Mk.Vc trop, A58-180 (JG912), No. 79 Squadron
RAAF, Kiriwina, Trobriand Islands, October 1943



A58-250 (MH586), No. 85 Squadron RAAF, Pearce,
Australia, May 1945

Spitfire Mk.Vb and Vc over North Africa, the Mediterranean, Asia and the Pacific

- Eduard design and tools 2021
- Dual Combo – plastic parts, photo-etched details and die cut masks for two complete models
- Decals for 10 marking options
- Eduard Brassin wingtips (one set)

DUAL COMBO #11157

FEBRUARY 2022

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The „Shorty“

Photo: Bára Nahodilová Bártová



TEXT: RICHARD NOXA, RICHARD PLOS

The Z 526 AFS represents the peak of the development of aerobatic versions of this type originally designed as a training two-seater. The successful concept had a lot of potential, which was fully exploited with the “Kratás” (translates as “Shorty”), as the Z 526 AFS is called. A total of 45 of them were produced, 16 of which originally remained in Czechoslovakia, while the rest were exported.

The history of the Z 526 AFS begins with the single-seat aerobatic variant Z 526 A, flown on April 16, 1966. However, the first aerobatic Trainers, apart of Polish specials Super Kasper Akrobat and Beskid I (both originating from early Z-26 version), appeared earlier and were based on the Z 226, the first production version with a six-cylinder Walter Minor 6-III engine. The Z 226 A was a simple adjustment, as only the front cockpit was removed and covered, while the rear one got shortened and received a not so elegant canopy.

At the very beginning of the Z-226 version production, four units of this aerobatic aircraft were built (OK-KMA, KMB, KMC, KMD) with three more Z 226 T later converted to the Z 226 A standard. From these seven Z 226 A, six Z 226 AS were made by fitting the variable-pitch propeller V-500 (later V-503) in the mid-1960s. This change was also associated with the modification of the front engine cowling. There was also a change of the cabin canopy, which was reworked from sliding to hinged, opening to the right. The Z 226 AS was used by the Czechoslovak aerobatic na-

tional team until the second half of the 1960s and after the aerobatic hours were over, they were either scrapped or converted back to Z 226 two seater standard. There is only one exception, OK-MHC owned and operated by the Wallachian Aeroclub Slavičín.

An aerobatic version of the Z 326 was also produced, but all fifteen Z 326 A were exported to the GDR and the USSR. These aircraft received also a single-seat cabin, now with a lengthened canopy compared to Z 226 A and AS versions. No turbulators were installed on the wings and the elevator received aerodynamic balancing to reduce steering forces. At the same time, the fuselage structure was strengthened. Some Z 326 A received a V-503 autonomously variable-pitch propeller.

First time special

After the introduction of the Z 526 in 1965, another aerobatic version was created, again in the same proven and relatively simple way, i.e., by removing the front cockpit and installing a right-hand opening hinged canopy. The canopy was the same as on Z 326 A.

In total, twenty Z 526 As were produced, most of them for export to a total of eight countries. One of these was Great Britain, where, amongst others, aircraft factory number 1036 registered G-AWAR was flown. During training at Hullavington prior to the forthcoming World Aerobatic Championships, this aircraft, with British national team member Neil Williams at controls, suffered failure in the centre-section lower spar boom on June 3, 1970. As a result, the dihedral of the left wing increased considerably and the aircraft started rotation to the left. The experienced pilot kept his wits, turned the aircraft onto its back and subsequently managed to land, after he conducted a flip over the ground at the very last moment. He had no choice, as he had no parachute... As it turned out, the aircraft exceeded the limit of flight hours with high-g maneuvers, which was the cause of the fatigue failure. Subsequently, a measure was taken to equip all Trenér series aircraft with a pressure gauge to check the pressure of the nitrogen-filled main spar. This is located on the floor in front of the pilot.

Aerobatic versions of Trenér were still very popular in top aerobatic competitions during the first half of the sixties. This was true for both domestic and foreign pilots, but by the mid-1960s their star began to fade. The pilots of Czechoslovak national team had also higher demands than what the five Z 526 As produced for them were capable of. The pilots' calling for a more agile aircraft was heard and resulted in the Z 526 AS "Acrobat Special" version. On March 29, 1968 the new type made its maiden flight in order to

be ready for the national team at the time of the fifth World Aerobatic Championship in Magdeburg. The Zlin Z 526 AS did not get the word "Special" in its name for nothing, it was indeed special, because it met the requirements of the FAR Part 23 regulations for the Special category with the allowable loads of $+7/-4.5g$, while the existing aerobatic Trainers had to fit into the "envelope" of the $+6/-3g$ limitation.

The engine mount of Z 526 AS was strengthened for higher loads. In addition, it received a completely new, lighter and sleeper rearward-sliding canopy. The Z 526 AS was also the first of the Z 26 series aircraft without flaps, which were removed to save weight. However, the Walter 6-III carburetor engine with a maximum output of 160 hp continued to serve as the powerplant.

All of Z 526 ASs prepared for the Czechoslovak representation received a very spectacular livery, which was uniform for all machines except for the lower surfaces, which were of a different color for each aircraft.

With an aerobatics engine

The M 337 engine was modified in 1969 to create the 180 hp M 137A. The oil system of this engine was modified to fully aerobatic operation with non-restricted reversed flying and snap roll aerobatic figures. The engine also got a modified crankshaft and was equipped with an injection system to ensure trouble-free operation even under negative loads. This was the main problem of the Minor series carburetor engines, where it was kind of art to tune them for such flight modes. Apart of the Z 526 two-seater, this engine was, of course, also used for the aerobatics specials. These aircraft received their new engine prior to the 1970 World Championships held at RAF Hullavington, England. All five Z 526 ASs of Czechoslovak national team were converted to Z 526 AFs, while the aircraft received new redesigned fuselage that incorporated the M 137A engine with new engine covers. Unlike the exhaust system of the Minor 6-III engine, which had exhaust pipes on the right side leading directly from each cylinder, the new exhausts were routed to two exhausts protruding from the engine cover relatively far apart.

For the needs of the Czechoslovak national team, a Z 526 AFM registered OK-KZA was later created. The airframe of this version basically corresponded to the Z 526 AF design, but the wing received landing flaps. A M 337 engine and a modified V-410 propeller (with propeller blades from the V-503) were installed. The cowling was taken from the Z 726 version and its cooling air inlet received louvers. The aircraft had permanently mounted auxiliary wingtip tanks. Due to the purpose (special towing aircraft), special equipment such as an oxygen breathing apparatus, two Becker communication radios, etc. were also installed. This aircraft was subsequently converted to the Z 526 ASM (OK-WXA) and sold to Germany, where it is still flying today as D-EWXA. Later OK-WXB aircraft gave rise to another Z 526 ASM re-



Photo: Stanislav Trnka

Aircraft standing and ready to fly at the aerobatics nationals, which were held in Kunovice, Czechoslovakia in 1969. In the front, two examples of the „Shorty“ predecessor, the Z 526 AS.



Photo: www.orlita.net

OK-ZRB was the first „Shorty“ converted to the towing version AFS-V. It was later sold to Germany, where it kept flying with Czech matriculation. It was destroyed in a crash near the Eberswalde Finow airfield during the Roadrunner's Paradise Race 61 event on June 26, 2013.



Photo: www.gonzoaviation.com

OK-ERS parked at the Nitra airfield. This one was manufactured in 1974 and is still airworthy. More to it, the aircraft keeps the original red-white coloring of all the Z 526 AFS. It is based at the Boleráz airfield, where Aero Club Bratislava is operating it, now as OM-ERS.



Photo: Jochen Hammele

Towing special Z 526 ASM registered D-EWXA was serving the needs of Czechoslovak national team. Today it rides the skies of Germany.

gistered HB-TRQ. In addition, OK-WXC also returned to the Aircraft Register in 2014 and as it seems, ZLIN-AVION Service company would one day present it in its restored glory.

Half way through

Now back to the Z 526 AF version: The new fuselage was shortened by 18 cm (7.08 inch) in the front part and thanks to that the firewall was moved backward to line-up with the wing leading edge. The coloring of the aircraft followed the previous habits of the AS version. In addition, the aircraft received a balance tab on the left aileron. In an effort to save weight, an hydraulically operated landing gear was installed, it was pressurized by the pilot using a hand pump. This made flying without a battery and generator possible, thus saving valuable pounds. Starting the engine, however, had to be done either by electricity from an external source, or by the very classic method, i.e., by spinning the propeller manually. After the original five Z 526 AF aircraft were converted to the AFS version, the hydraulic landing gear was retained, which was the reason for the considerable unpopularity of these aircraft with pilots. The series-produced "Shorties" were again given a complete electrical system with battery, generator, and electric motor-driven retractable landing gear. It is true, however, that also in this case the flight manual mentions the possibility of flying without battery. When

doing so, the energy for landing gear control is supplied by the generator only. By the way, many years later the designers tried to return the Zlin Z 50 LE to the limelight of aerobatic competitions by similar modifications, with the same lackluster effect...

Unfortunately, the results at the World

Championships in Hullavington, where the Czechoslovak representatives showed off the Z 526 AF, gave truth to the voices that claimed that it was necessary to come up with a completely new aircraft concept, as the potential of the Trenér series was already visibly depleted. However, there were still a few years to go before a new type could be introduced and therefore the efforts to improve the Z 526 were not over. The 1972 World Championships in Salon de Provence, France, were fast approaching and something had to be done...

The last of acrobats

On September 25, 1970, just a few months after the return from Hullavington and four years after the maiden flight of the Z 526 A prototype, a significantly redesigned Z 526 AF registered OK-YRA was launched. It was the first aircraft of the new version, which was designated Z 526 AFS. And it was the fourteenth variant of the Z 26 series. The fuselage was shortened again as well as the wingspan. The reduced dimensions led to the rapid spread of the nickname "Shorty". But there were even more changes. Double differentiated ailerons were installed over almost the entire wingspan. The inboard aileron has a smaller deflection than the outboard aileron as standard, but it can be reconnected to the second hole of the lever, which increases the deflection of the inboard aileron at the cost of increased steering force (which no longer meets the requirements of the regulations). New aerodynamic wing-to-fuselage transition have also been installed, further improving flight characteristics. All modifications led to a much needed increase in maneuverability around all axes. In the case of longitudinal axis maneuverability, a significant 35 per cent improvement is reported. The volume of each of the wing tanks has been reduced to 35 liters, while the typical wing tip auxiliary tanks of the Z 326 and Z 526 versions could be in-



One of two Z 526 AFSs sold to Italy. It was bought by Italian aerobatics pilot "Pino" Valenti. Two years later he sold it to Silvio Bellei. The photography was taken in 1993 prior to the return flight to Sassuolo after a general overhaul had been conducted by ZLIN-AVION Service company.

Photo: www.orlita.net



Photo: www.orlita.net

stalled, each having the same volume as the internal tank, i.e., 35 liters.

Although even such an extensively modified aircraft did not take the Czechoslovak pilots to the top places on international aerobatic scene, it gained popularity with pilots and series production yielded 45 of this variant. In addition to many famous Czechoslovak solo aerobatic pilots who flew the Z 526 AFS, the era of the Box Trenér group, consisting of Jiří Tlustý, Božej Struž, Antonín Klimenda and Laco Trebatický, culminated in 1982.

In a new role

The total lifetime of the "Shorty" is 4500 flight hours, however, it can stay in the aerobatic category for a maximum of the first 1000 hours. Logically, the question arose how to deal with the remaining 3500 hours. It was solved by Aerotechnik, where the calculations, approval and the first conversion of OK-ZRB to the AFS-V towing version were carried out. Subsequent conversions were carried out at the Trenčín Aircraft Repair Works, where overhauls of these aircraft were also carried out, as fourteen were produced in total. The rebuilding included the modification of the instrument panel, from which the no longer needed accelerometer and inverted bank indicator disappeared. Instead, a signal control button was added to check the function of the newly installed bell. This indicates the approach of stall speed or idling with the landing gear retracted. The idle warning with retracted landing gear was later changed to a horn, which, however, has no control button in the cockpit and its function can only be checked in flight. The aircraft must also be equipped with a fire extinguisher and a rear-view mirror. A visible feature of the converted aircraft is also the installation of an oil cooler with NACA air inlet in the left engine cowl. Of course, the entire conversion could not be possible without installation of an approved towing device, for the emergency drop of which a tow handle was added. It is located on the

OK-CXC served several noticeable aerobatic pilots. On the photograph it has already been converted to a towing aircraft, but without the wing tip tanks the aircraft seems to be ready to do some aerobatics again... Today OK-CXC flies in an elegant new blue-white livery and the vertical stabilizer and rudder are sporting autographs of some of noticeable aerobatic pilots.



Photo: Richard Plos

left between the seat and the side of the cabin, dangerously close to the emergency undercarriage opening handle... With few exceptions, towing aircraft have permanently mounted auxiliary tanks. Apart from the possibility to carry double the amount of fuel, their installation reminds the pilot clearly enough that the aerobatic career of the aircraft in question is over. At the same time, the "tanks" improve the aerodynamical characteristics of the wing by reducing its induced drag. The disadvantage is the free movement of fuel through the system, so the

"Shorty" with wing tip tanks usually stands tilted to one side.

Most of the Z 526 AFSs were sold to Poland – a total of 17 units. This was followed by the GDR, where 11 of them went, two each to Romania, Hungary and Italy, and one was sold to the FRG. In Czechoslovakia, 16 examples of "Shorty" were originally operated. The history of these will be presented in the next part.

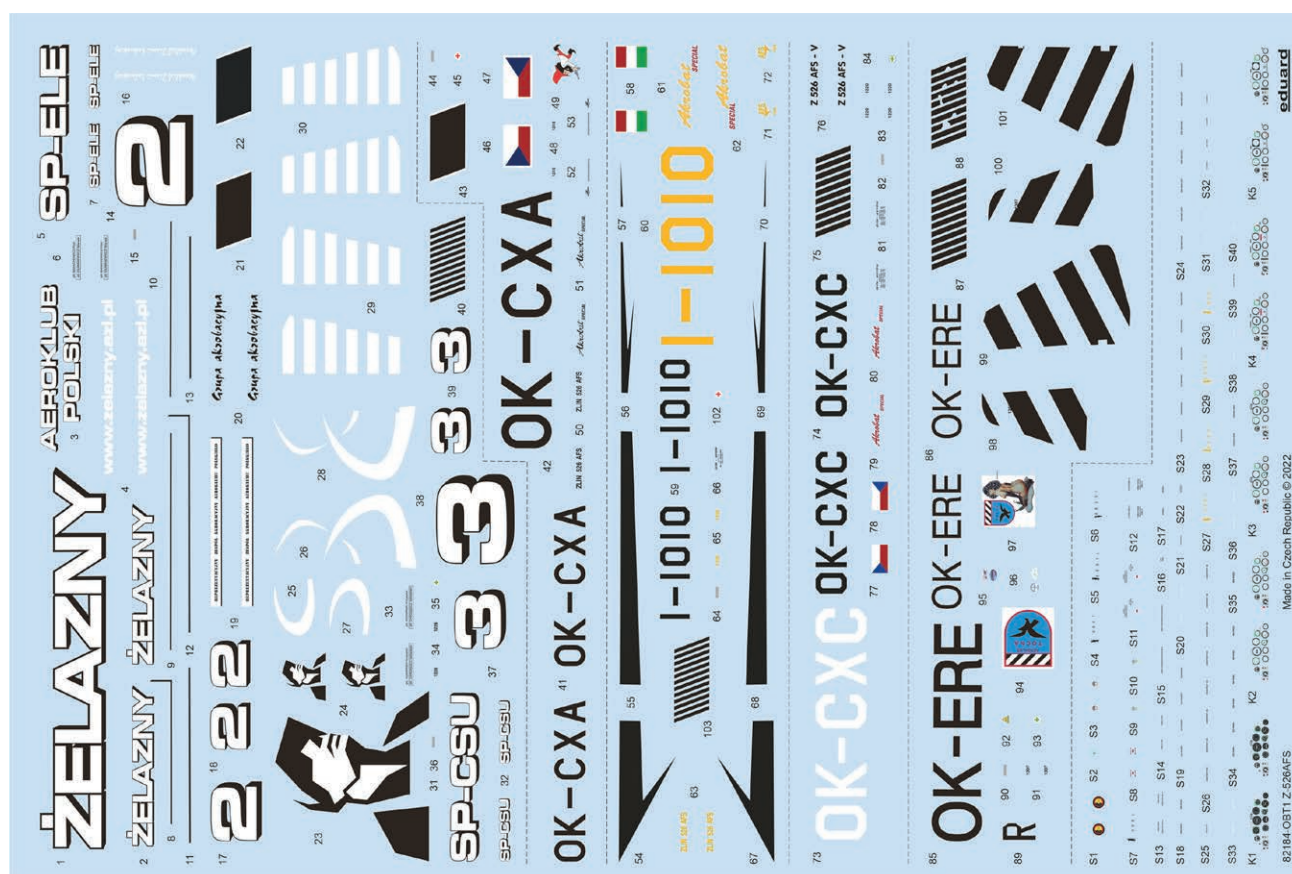
The www.orlita.net and www.gonzoaviation.com webpages were helpful sources of information. We thank both for kind cooperation.

Z-526AFS Akrobat 1/48

#82184

ProfiPACK edition kit of Czechoslovak single seat aerobatic plane Z-526AFS Akrobat 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](#)


■ Z-526AFS, SP-CSU, s/n 1226, Piotr Haberland, Żelazny Aerobatic Group, Zielona Góra airfield, Poland, mid 2007

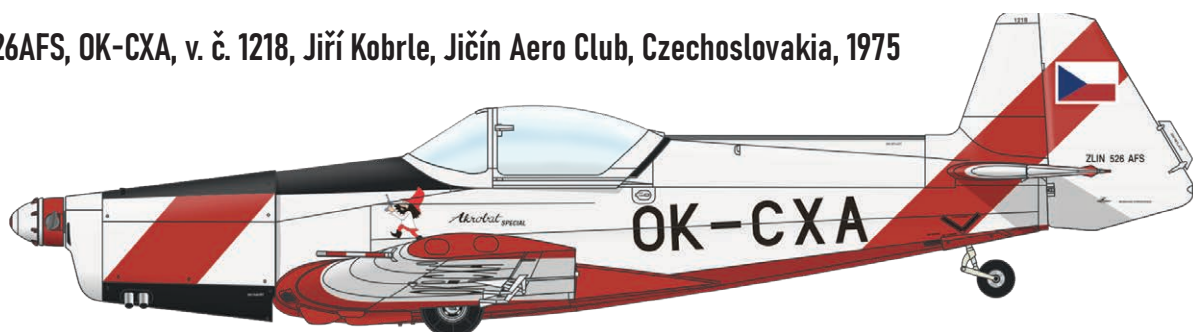


In December 1999, an aerobatic group was formed by members of Aero Club Zielona Góra, supported by then-emerging network of hardware stores Żelazny (Iron). In the beginning, the group had a pair of Z-526AFSs and one Z-50LA. In 2001, another plane, Z-526F was added. The pilots of the group amazed the public with their skillful flying at airshows not only in Poland but also in Germany and other countries. In

2004, Lech Marchelewski became leader of the group and three years later the Żelazny began rehearsing a six-planes formation with the debut planned for airshow in Radom. However, on September 1, tragedy struck during the premiere show. Conducting a maneuver called "the rose" aircraft No. 1 (Z-526F, SP-CDF) and No. 2 (Z-526AFS, SP-ELE) collided. Both pilots, retired Colonel Lech Marchelewski and Piotr

Bachanowicz, were killed. The second Z-526AFS (SP-CSU) just narrowly missed the crash point... Today the group flies Z-50s, Z-526Fs and EA300 LC/LX and usually flies as formation of four. The decals supplied allow the SP-ELE to be built as an alternative to the SP-CSU. Where the question mark appears, it indicates option and the second number always belongs to the decal corresponding to the SP-ELE marking.

■ Z-526AFS, OK-CXA, v. č. 1218, Jiří Koblí, Jičín Aero Club, Czechoslovakia, 1975



This simple red and white livery was standard on the Z-526AFS, however aircraft manufactured in 1972 received a modified design, as the color fields on the wing undersurfaces were no longer distributed inversely to the upper side ones, but symmetrically. The aircraft was operated for many years by the Jičín Aero Club, where it was flown by "Sir" Jiří Koblí, a successful aerobatic and test pilot, international aerobatics judge, publicist and long-time representative of Czechoslovakia and Czech Republic in the FAI

aerobatics commission. He won the national championship in 1969 and was a member of the European Championships winning team in Esbjerg, Denmark, in 1975. The OK-CXA was given a "Rumcajs" fairy tale cartoon character drawing on the fuselage. In this form, she participated in the 1975 National Championships, for example. In 1977, the first overhaul was carried out in Trenčín, while the second, completed in May 1984, converted the OK-CXA to the Normal category as modified AFS-V version. She was also given a

new blue and white livery and moved to the Aero Club of South Bohemian district. She was mostly flown by Hosín Aero Club and transferred to the ownership of the Aero Club České Budějovice in 1993. In March 1997, the CXA received a new white paint, which was complemented by "rainbow" stripes. On May 8, 2012, when on landing approach, the aircraft crashed into trees and ended in a pond near the town of Hosín. The pilot survived with severe injuries while the aircraft was completely destroyed.

■ Z-526AFS, I-1010, s/n 1330, Silvio Bellei, Sassuolo airfield, Italy, 1994



This aircraft was produced in 1974 and it was the last of the Z-526AFS line. She was stored after the test flight on April 30, 1974, waiting for her buyer for two years. On May 26, 1977, she was flown to the new home in Parma by the famous Italian aerobatic pilot Valenti. Two years later, however, the I-1010 changed hands. She was bought by Dr. Silvio Bellei, founder of the ceramics manufacturer NovaBell, long-time president of the Sassuolo Aero Club and a respected

and renowned businessman and pilot. "Signor Bellei", as the people regularly called him, was awarded the Paul Tissandier Diploma by the International Aeronautical Federation for his aviation merit by the way. His aircraft was based at Sassuolo airfield near Modena until Dr. Bellei passed away (May 22, 2021, at the age of 84). The I-1010 had one happy-ending accident when the pilot decided to make a landing without conducting the regular pattern after aerobatics flight.

Unfortunately, he landed literally on the ridge of Partenavia Oscar, which was on her final in the moment. Nobody was hurt, but the I-1010 had to be craned from the back of the Oscar and repaired. The last overhaul of I-1010 was carried out by ZLÍN-AVION service company in 1993. She was check-flown by renowned pilot Vladimír Peroutka prior to her return to Sassuolo. Since then, she had been serving to the satisfaction of her owner and is still fully aerobatic.

■ Z-526AFS-V, OK-CXC, s/n 1220, Olomouc Aero Club, Czech Republic, 2011

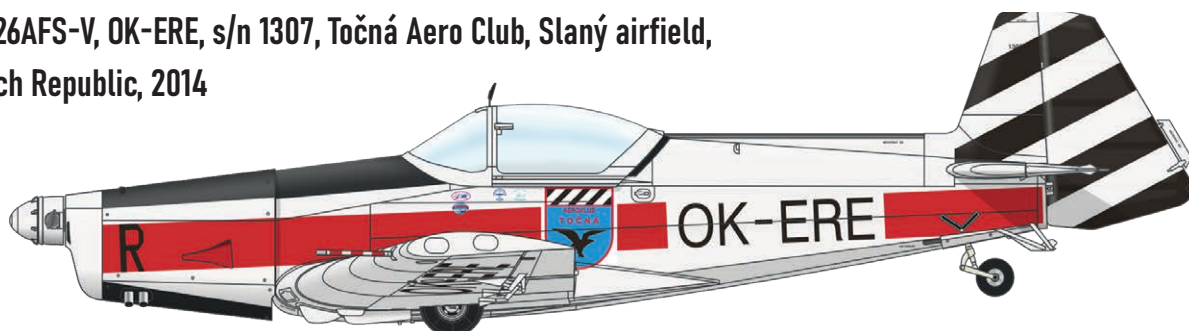


This aircraft was manufactured at the beginning of 1972 and on March 7 was taken over by Svazarm organization together with OK-CXA, CXB and CXD aircraft of the same type. She was given a special paint job in her glory days, which was perhaps intended to be a gold metallic, however due to the shade used the aircraft was nicknamed "Brownie". OK-CXC was closely tied with aerobatic pilot Václav Šmíd, who saved her after engine failure by conducting emergen-

cy landing from a very "unpromising" position at the World Championships in Salon-de-Provence. When the time limit for aerobatics was depleted, she was converted by Aerotechnik Kunovice into a tow version with typical blue and white livery for these aircraft applied. For some time, she served with the Silesian Aero Club Zábřeh. Around 1994 she was acquired by the Aero Club Olomouc, which still operates her today. In 2012, OK-CXC belly landed in Bohuňovice, after

pilot's omission to extend landing gear. She underwent overhaul in Otrokovice at ZLIN-AVION service. Since then, she carries new livery (although blue and white again), which was last modified in spring 2021. The vertical tail surfaces are now decorated with signatures of significant Olomouc aerobatic pilots. OK-CXC won the prize for the most beautiful aero club aircraft during the Meeting of Czechoslovak Aircraft in September 2021.

■ Z-526AFS-V, OK-ERE, s/n 1307, Točná Aero Club, Slaný airfield, Czech Republic, 2014



No. 1307 was manufactured in 1974 and was taken over by Svazarm on December 29 of the same year as its last Z-526AFS. The aircraft served mainly at the Točná airfield, and the local aero club also acquired it later. When the club was forced to move to Slaný airfield (after the purchase of Točná by a private owner), they took OK-ERE with them. This happened at the time she was already converted to the AFS-V tow version after

reaching the aerobatic flying hours limit. The conversion was carried out at Aerotechnik Kunovice. In 2013, the OK-ERE was damaged in a failed landing, which ended up in the ditch behind the end of the runway. Another accident occurred during the return from an air meeting in Poland, when the pilot hit the power lines with the rudder and tore it off. During necessary repair, the black stripes disappeared from the rudder.

In June 2019 the OK-ERE was sold to private owner, who used the engine for another airplane, and sold her engine-less. New owner plans full overhaul and engine installation. It is certainly worth mentioning that in the days of her aerobatic career OK-ERE served, among others, the later double European aerobatics champion Petr Jirmus. The drawing of the lady on the starboard side is by the airbrush painter Olivia de Derardinis.

OVERTREES

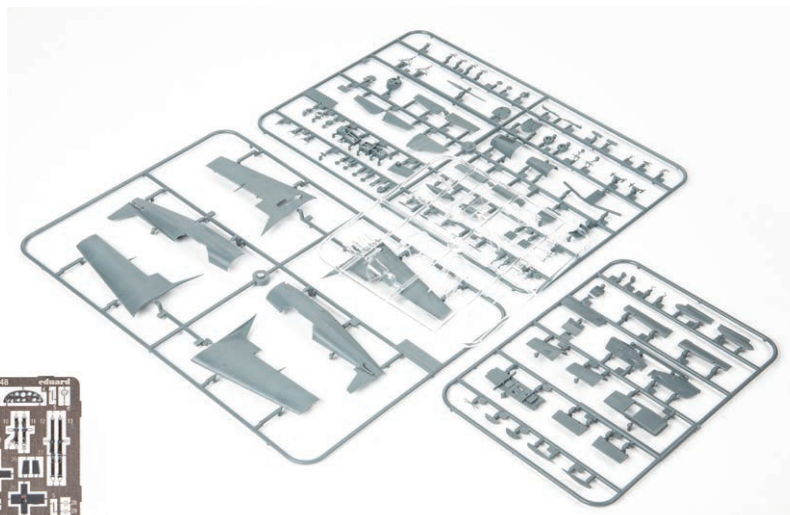
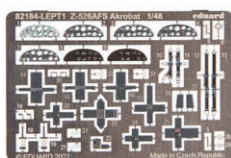
#82184X Z-526AFS Akrobat 1/48

Product Page

OVERLEPT

#82184-LEPT Z-526AFS Akrobat 1/48

Product Page

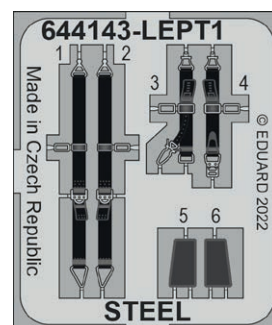


Recommended: for Z-526AFS Akrobat 1/48

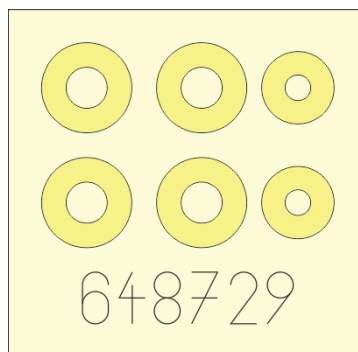
644143 Z-526AFS LööK (Brassin)
648729 Z-326/526 wheels (Brassin)
648733 Z-526AFS cockpit PRINT (Brassin)

3DL48060 Z-526AFS Akrobat SPACE (3D Decal Set)
D48097 Z-126/226/326/526 cockpit placards (Decal Set)
EX833 Z-526AFS Akrobat TFace (Mask)

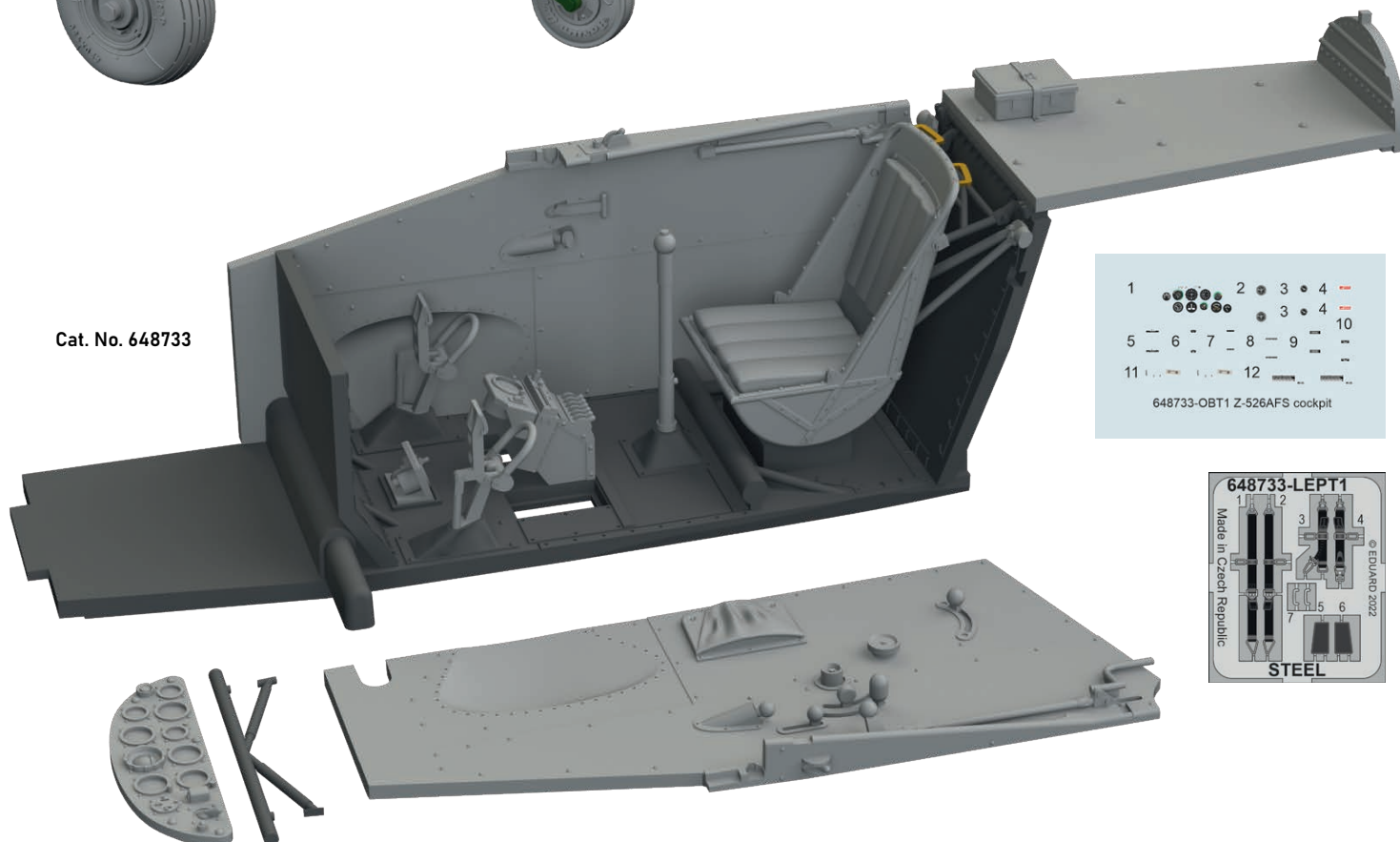
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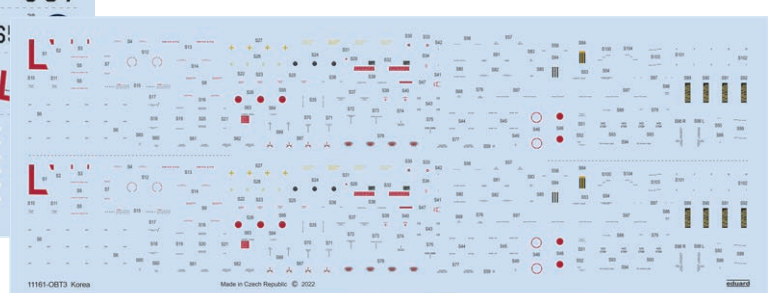
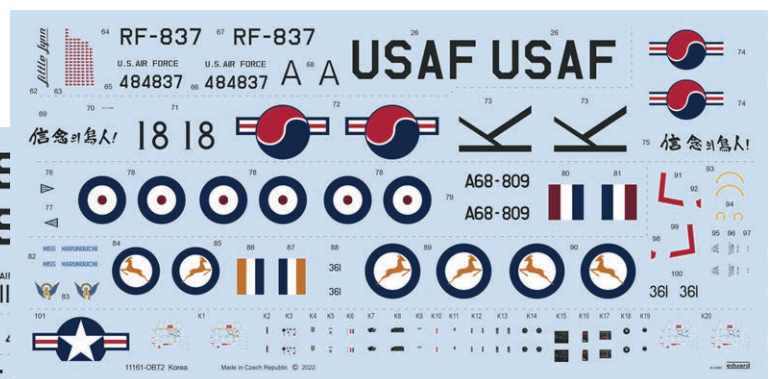
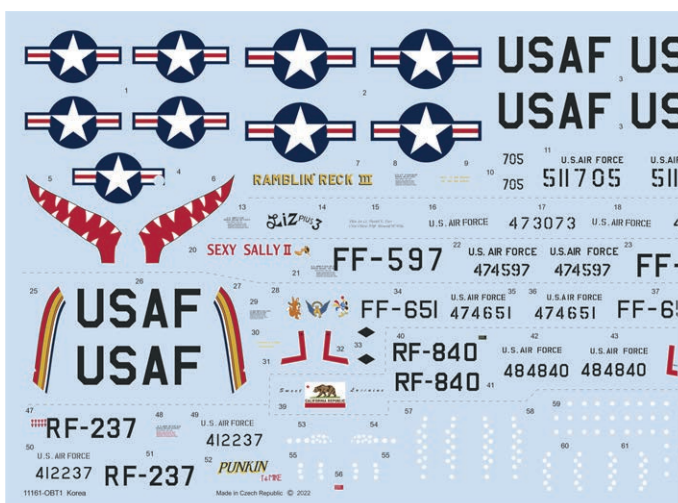
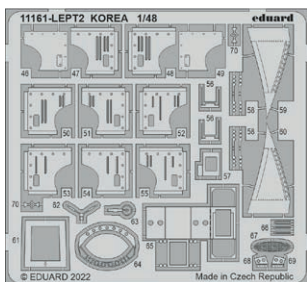
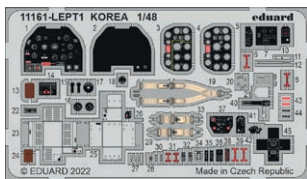
KOREA 1/48

DUAL COMBO

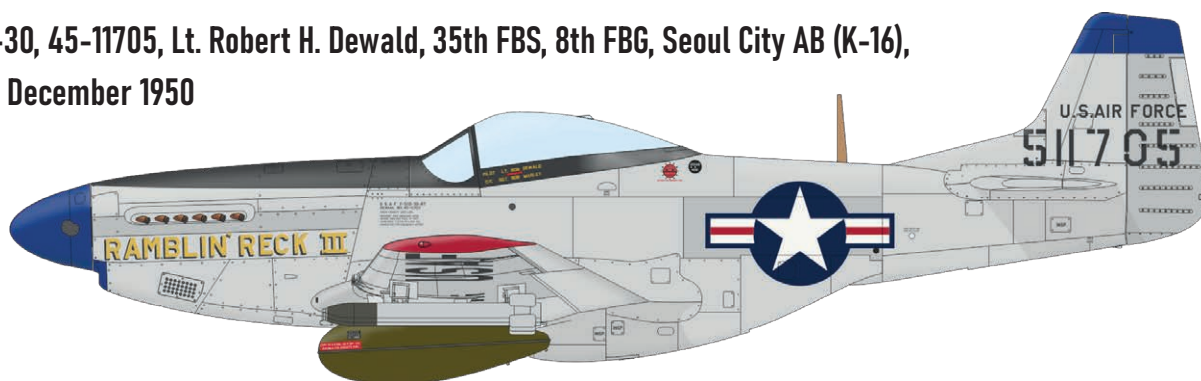
#11161

Limited edition kit of US fighter aircraft F-51D and RF-51D Mustang in fighter bomber and photo reconnaissance role used in War in Korea, scale 1/48.

- plastic parts: Eduard
- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product Page](#)


■ F-51D-30, 45-11705, Lt. Robert H. Dewald, 35th FBS, 8th FBG, Seoul City AB (K-16), Korea, December 1950

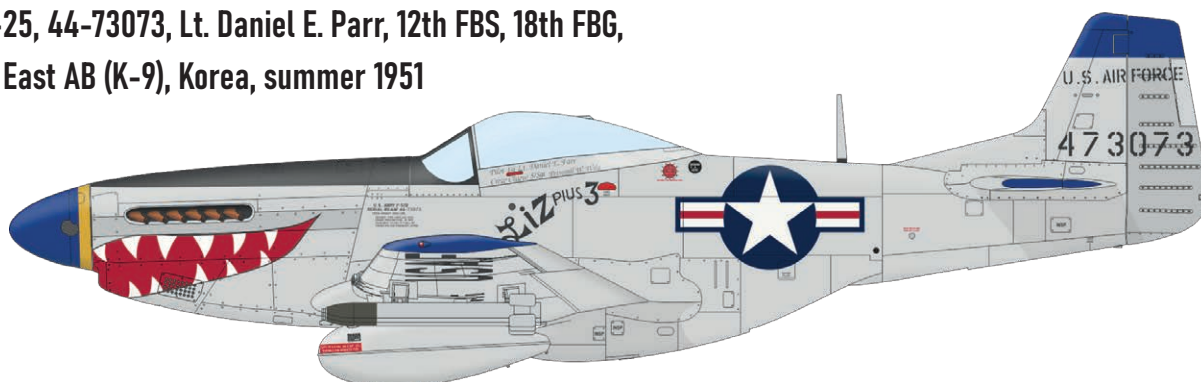


8th Fighter Bomber Group (FBG) composed of 35th FBS, 36th FBS and 80th FBS was part of the Japan Occupational Forces operating their F-80 Shooting Stars in the Western Japan. Its Headquarters was located at Itazuke air base. After the outbreak of war in Korea its aircraft were among the first to take part in the combat. Due to the Shooting Star short range

it was decided to equip two squadrons (35th and 36th FBS) with propeller-driven F-51 Mustang which started to provide the air support for the ground units fighting in Korea. One of the 35th FBG Mustangs was the aircraft christened Ramblin' Reck III piloted by Lt. Dewald, who at the beginning of the conflict, flying F-80 shot down a North Korean Il-10 attacking Kimpo

air base. On June 5, 1951 this Mustang met its fate when flying a combat mission was shot down by anti-aircraft fire and crashed into the rice fields near Chinnampo. Its pilot, Capt. Ronald R. Cree from the 67th FBG did not survive the crash.

■ F-51D-25, 44-73073, Lt. Daniel E. Parr, 12th FBS, 18th FBG, Pusan East AB (K-9), Korea, summer 1951

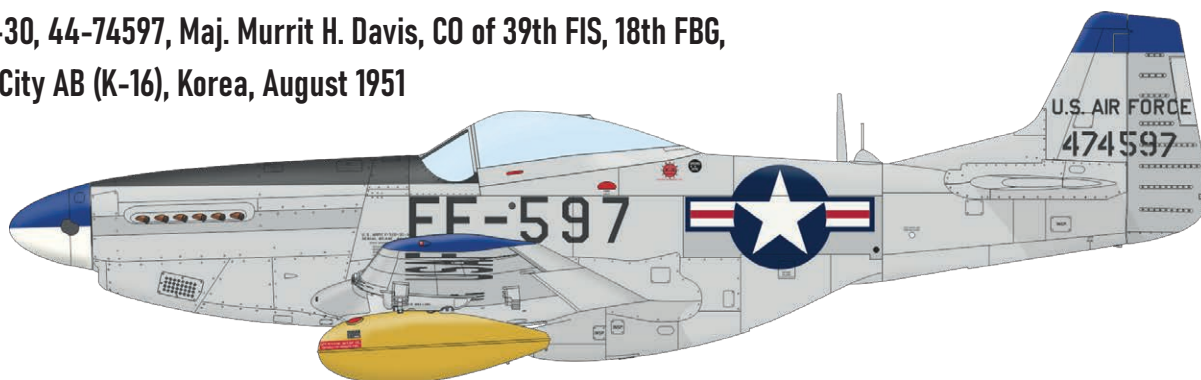


18th Fighter Bomber Group (FBG), equipped with F-80C and located at Clark air base in Philippines, after the outbreak of fighting transferred to Taegu air base in the south of Korea. In the same manner as at the 8th FBG its F-80 jets were replaced by propeller-driven F-51 Mustangs which were better suited for their as-

signed combat tasks i.e. close air support of the ground units. The noses of the 18th FBG Mustangs were frequently decorated with the shark mouths and this aircraft, named LIZ PIUS 3 and flown by Lt. Parr followed the custom. 18th FBG Mustangs recognition markings were the propeller spinner, wingtips and tips of the ho-

izontal and vertical tail surfaces painted in blue color. In 1951 this Mustang was handed over to No.2 Squadron SAAF which flew within 18th FBG as well. On February 20, 1952 this airframe life came to an end when due to the battle damage a South African pilot crashed it upon landing at Chinhae air base.

■ F-51D-30, 44-74597, Maj. Murrit H. Davis, CO of 39th FIS, 18th FBG, Seoul City AB (K-16), Korea, August 1951



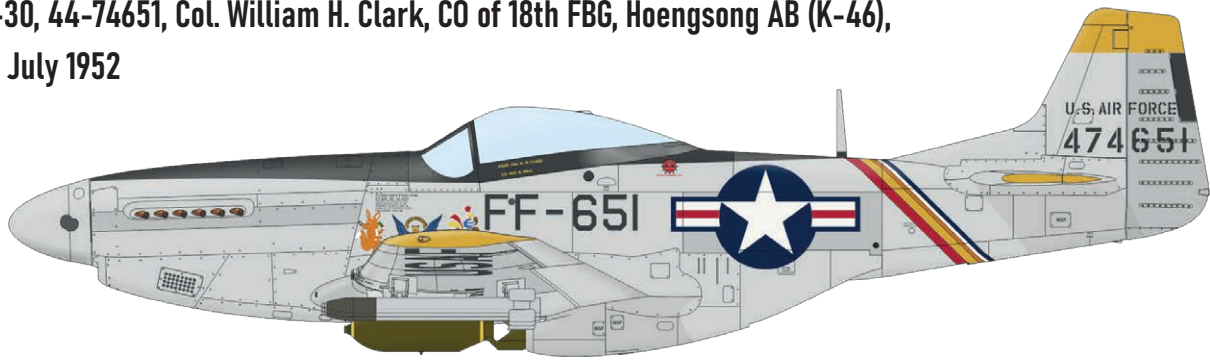
SEXY SALLY II



In the summer of 1951, Major Davis, WWII combat veteran having flown P-39 and P-40 with 347th FG in 145 missions, commanded the 39th FIS which was incorporated into 18th FBG. On August 14, 1951 he flew his 35th mission in Korea. It was a raid on the North Korea capital, Pyongyang, where he together with another eleven Mustangs executed a devastating

napalm attack on the city warehouses. During the attack his Mustang was hit and on the return flight the engine failed resulting in the aircraft crash killing the pilot. Major Davis flew the Mustang christened SEXY SALLY II sporting a pin-up girl artwork.

■ **F-51D-30, 44-74651, Col. William H. Clark, CO of 18th FBG, Hoengsong AB (K-46), Korea, July 1952**

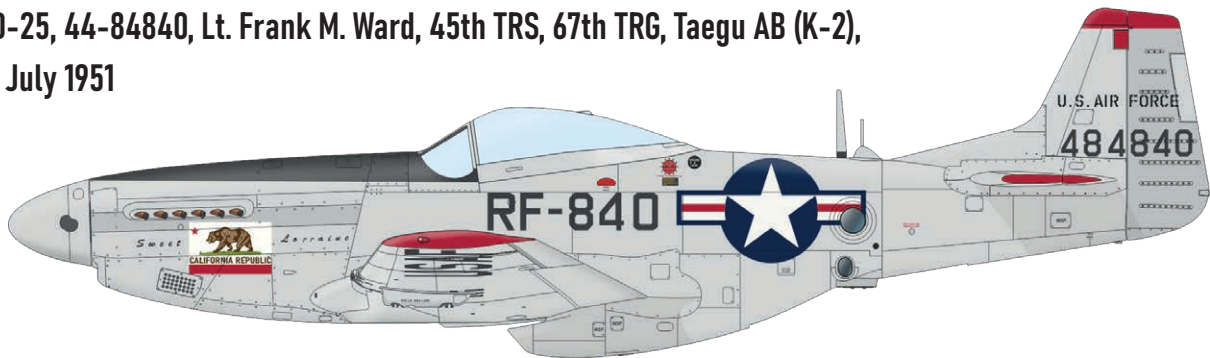


In March 1952 the command of the 18th FBG was assumed by Col. Ernest G. Ford replacing Col. William H. Clark. Ford led the unit until January 1, 1953. His Mustang is attractive due to its "decoration", it carries the 18th FBG insignia on the fuselage starboard while the port side sports the insignia of all group's units which at that time were 12th FBS, 67th FBS and

No. 2 Squadron SAAF. At the same time, behind the US star this aircraft carried three oblique stripes representing the individual squadrons: red, yellow and orange-white-blue. On July 28, 1953, a day after the armistice, which lasts until today, this aircraft was handed over to the Korean Republic Air Force.



■ **RF-51D-25, 44-84840, Lt. Frank M. Ward, 45th TRS, 67th TRG, Taegu AB (K-2), Korea, July 1951**

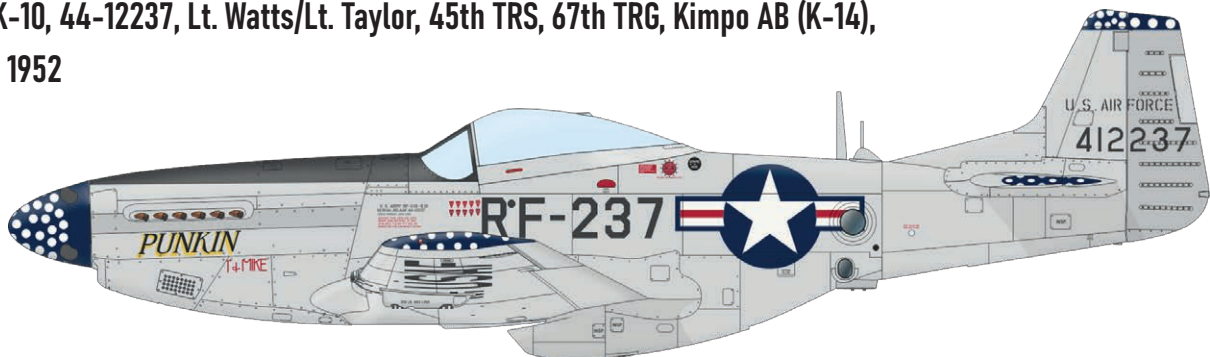


The only unit flying Mustangs equipped with a camera, currently designated as RF-51, over the Korean peninsula was 45th Tactical Reconnaissance Squadron. One of its aircraft was the Sweet Lorraine proudly carrying the emblem of the State of California on its nose. The further tactical reconnaissance

for the benefit of UN units was cut short in the case of this Mustang by anti-aircraft fire which forced the pilot, Lt. Ward to bale out. Sweet Lorraine plunged into the ground near Yongson-Li and exploded.



■ **RF-51K-10, 44-12237, Lt. Watts/Lt. Taylor, 45th TRS, 67th TRG, Kimpo AB (K-14), Korea, 1952**

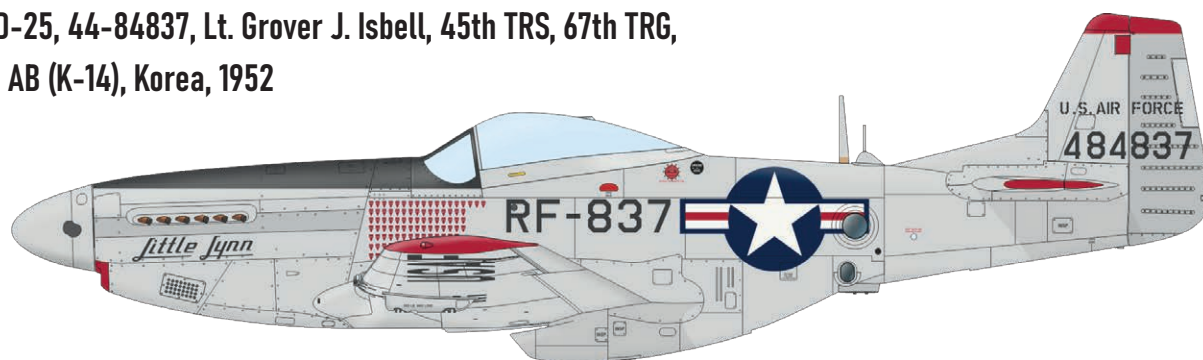


The 45th TRS was activated on September 3, 1950 at Itazuke air base in Japan. Its equipment consisted of F-51 and RF-51 versions of Mustang. Together with 15th TRS (RF-80) and 12th TRS (RB-26) it was under command of 57th TRG led by no one else than Col. Karl I. Polifka, the leading USAF expert on aerial reconnaissance. The reconnaissance Mustangs escorted

by the standard Mustang fighters initially flew out of Komaki air base in Japan. Once the situation and airport equipment permitted in March 1951 they transferred to the Korean peninsula. First to Taegu air base and in August of the same year to Kimpo air base from where it operated until the end of hostilities. One of the 45th TRS aircraft nicknamed Polka

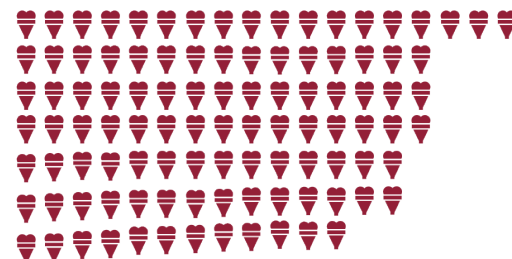
Dot thanks to its colorful markings on the propeller spinner, wingtips and tail surfaces was this Mustang named Punkin. Under its windshield it carried the symbols of ten reconnaissance missions. Its career was ended on the last day of 1952 by the anti-aircraft fire near Singo-san. It also cut short the life of its pilot...

■ RF-51D-25, 44-84837, Lt. Grover J. Isbell, 45th TRS, 67th TRG,
Kimpo AB (K-14), Korea, 1952

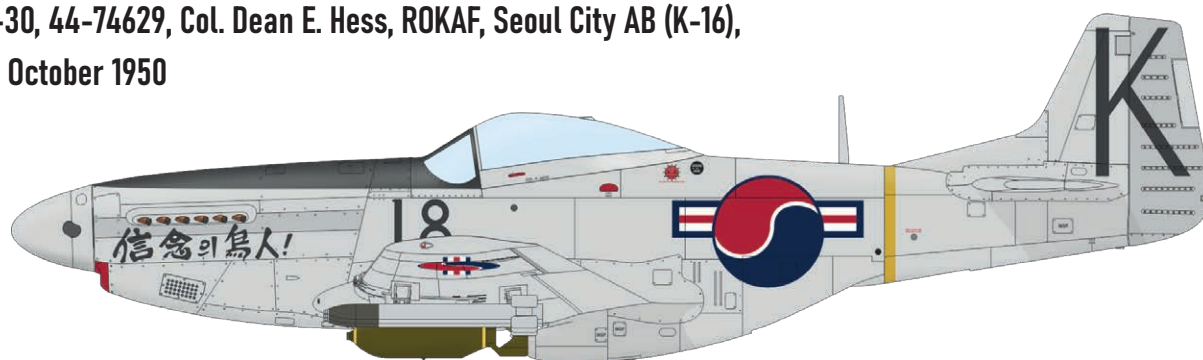


This Mustang, christened Little Lynn, proudly carries more than hundred little camera symbols representing the completed missions during the Korean War. It was flown by Dallas, Texas native, and a WWII veteran Lt. Grover Jim Isbell. The Korean War was not the last conflict he participated in. He also fought in Vietnam and retired as Major General. His Mustang survived

the Korean War and after the end of hostilities continued to fly with the Arkansas Air National Guard in 154th TRS.



■ F-51D-30, 44-74629, Col. Dean E. Hess, ROKAF, Seoul City AB (K-16),
Korea, October 1950

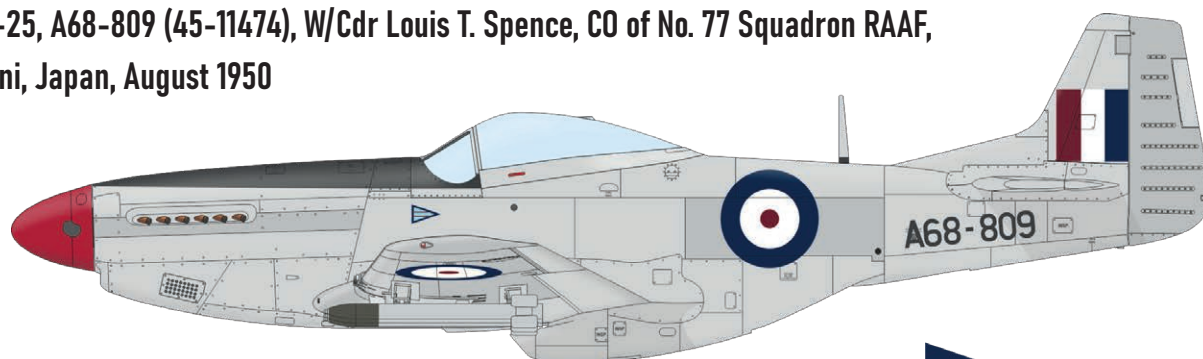


In the beginning of the Korean conflict the South Korean air forces were equipped with communication and training aircraft only. Therefore ten Mustangs were released for the US stocks and training of selected Korean pilots took place in Japan under the command of Maj. Hess. Under his leadership the unit

designated Bout One transferred back to the Korean peninsula from where the sorties were flown first by the American instructors and then, after their piloting skills improved, by the Korean pilots. Col. Hess together with LTC Russell L. Blaisdell and S/Sgt Merle Y. Strang organized an airlift to Jeju island for thou-

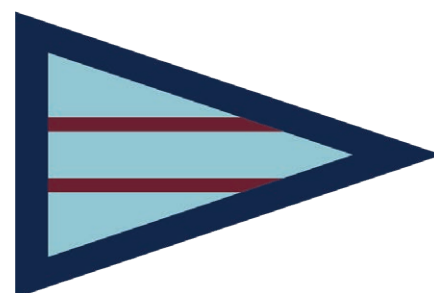
sands of Korean orphans fleeing the advancing North Korean and Chinese soldiers aiming to capture Seoul. The Mustang flown in combat by Col. Hess carried the numeral 18 on the fuselage and the nose was decorated with the Korean inscription "I fly with faith".

■ F-51D-25, A68-809 (45-11474), W/Cdr Louis T. Spence, CO of No. 77 Squadron RAAF,
Iwakuni, Japan, August 1950

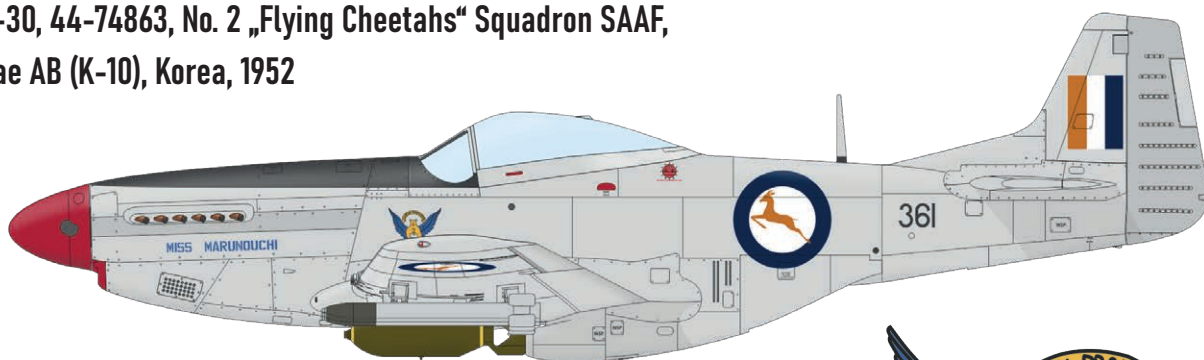


After November 1948 No. 77 Squadron equipped with F-51D Mustang was the only Australian unit incorporated into the British Commonwealth occupation forces and in summer 1950 was preparing to return to Australia. After the outbreak of the war in Korea the unit's transfer was canceled and as per General MacArthur's request attached to 5th AF. No.77 Squadron, led by W/Cdr Lou Spence,

flew its first sortie on July 2, 1950 from Iwakuni air base in Japan. Lou Spence, a WWII veteran with No. 3 Squadron RAAF in North Africa and No. 452 Squadron RAAF commander in Australia, led the unit until September 9, 1950, when he was killed during the napalm raid on Angang-ni. It remains unclear if the aircraft crashed into the city due to the enemy fire or pilot's error.



■ P-51D-30, 44-74863, No. 2 „Flying Cheetahs“ Squadron SAAF,
Chinhae AB (K-10), Korea, 1952



Another unit operating under the USAF command was No. 2 Squadron SAAF manned by volunteer pilots from South Africa. They arrived in Japan aboard a ship on November 1, 1950 and after a necessary conversion training on P-51 the unit led by Commandant Servas van Bred Theron was incorporated into the 18th FBG. Until the end of the Korean conflict they flew

combat missions in support of the ground troops and to destroy the North Korean and Chinese logistics. In February 1953 the unit converted to F-86 Sabre jets. During the Korean war No. 2 Squadron SAAF pilots flew 12,067 combat missions which were mostly the attacks on the ground targets.



OVERTREES

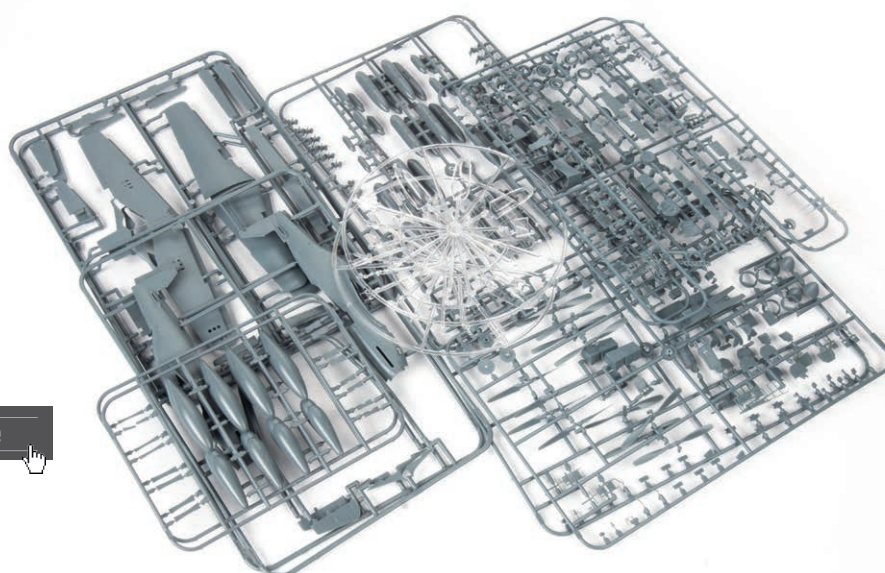
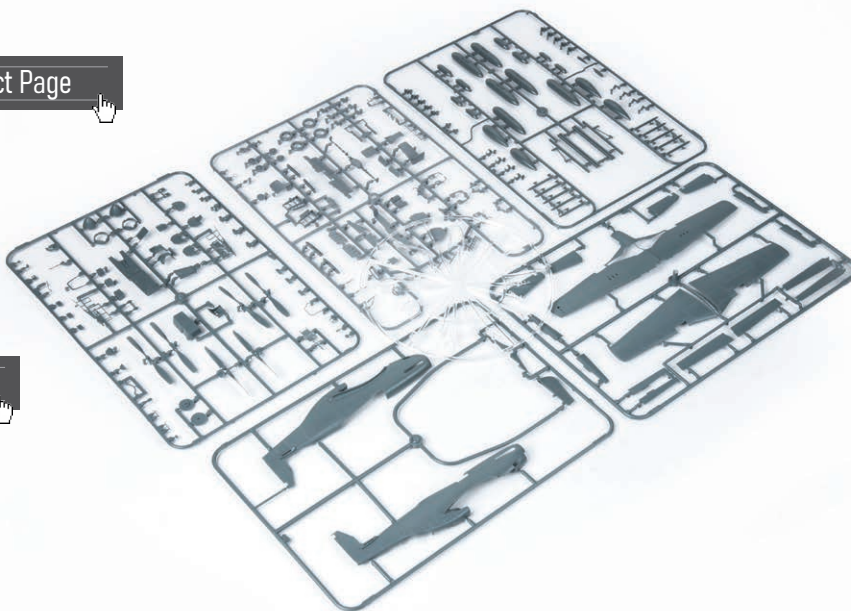
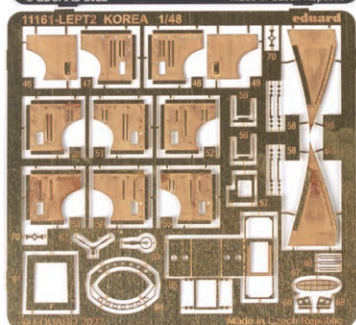
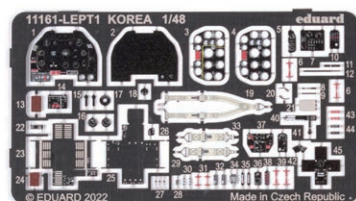
#82102X P-51D 1/48

Product Page

OVERLEPT

#11161-LEPT KOREA 1/48

Product Page



OVERTREES

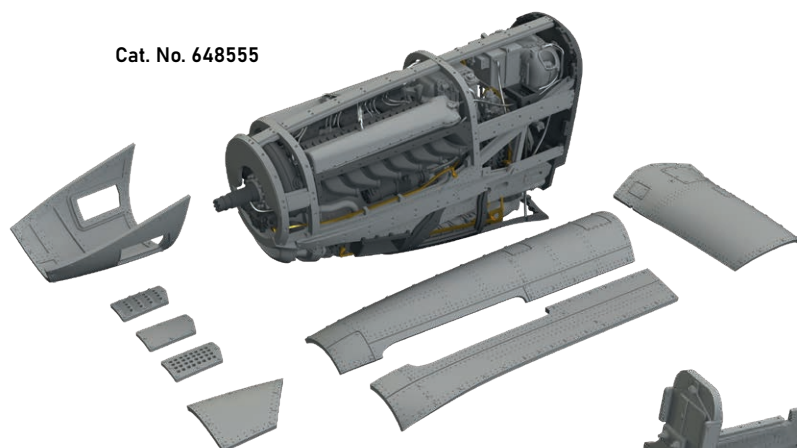
#82103X F-6D/K 1/48

Product Page

Recommended: for F-51D and RF-51 1/48

FE1021	P-51D seatbelts STEEL (PE-Set)	648522	P-51D cockpit (Brassin)
FE1214	P-51K seatbelts STEEL (PE-Set)	648555	P-51D engine (Brassin)
648485	P-51D exhaust stacks (Brassin)	648570	P-51D gun sights (Brassin)
648486	P-51D exhaust stacks w/ fairing (Brassin)	648571	P-51D 75gal drop tanks (Brassin)
648487	P-51D Hamilton Standard propeller (Brassin)	648572	P-51D 108gal drop tanks (Brassin)
648494	P-51D wheels diamond tread (Brassin)	648599	F-6D cameras (Brassin)
648495	P-51D undercarriage legs BRONZE (Brassin)	648600	F-6D cockpit (Brassin)
648503	P-51D wheels oval tread (Brassin)	SIN64865	P-51D ESSENTIAL (Brassin)
648504	P-51D wheels cross tread (Brassin)	SIN64869	P-51D ADVANCED (Brassin)
648505	P-51D wheels block tread (Brassin)	3DL48036	P-51K-5 SPACE (3D Decal Set)
648511	P-51D wheels diamond tread 2 (Brassin)	3DL48037	P-51K-10 SPACE (3D Decal Set)
648512	P-51D wheels rhomboid treat (Brassin)	D48033	P-51D national insignia (Decal Set)
648513	P-51D wheels pointed cross tread (Brassin)	D48034	P-51D stencils (Decal Set)
648514	P-51D wheels grooved (Brassin)	EX663	P-51D TFace (Mask)
648517	P-51D gun bays (Brassin)		

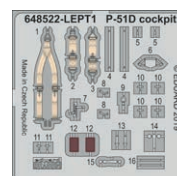
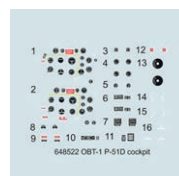
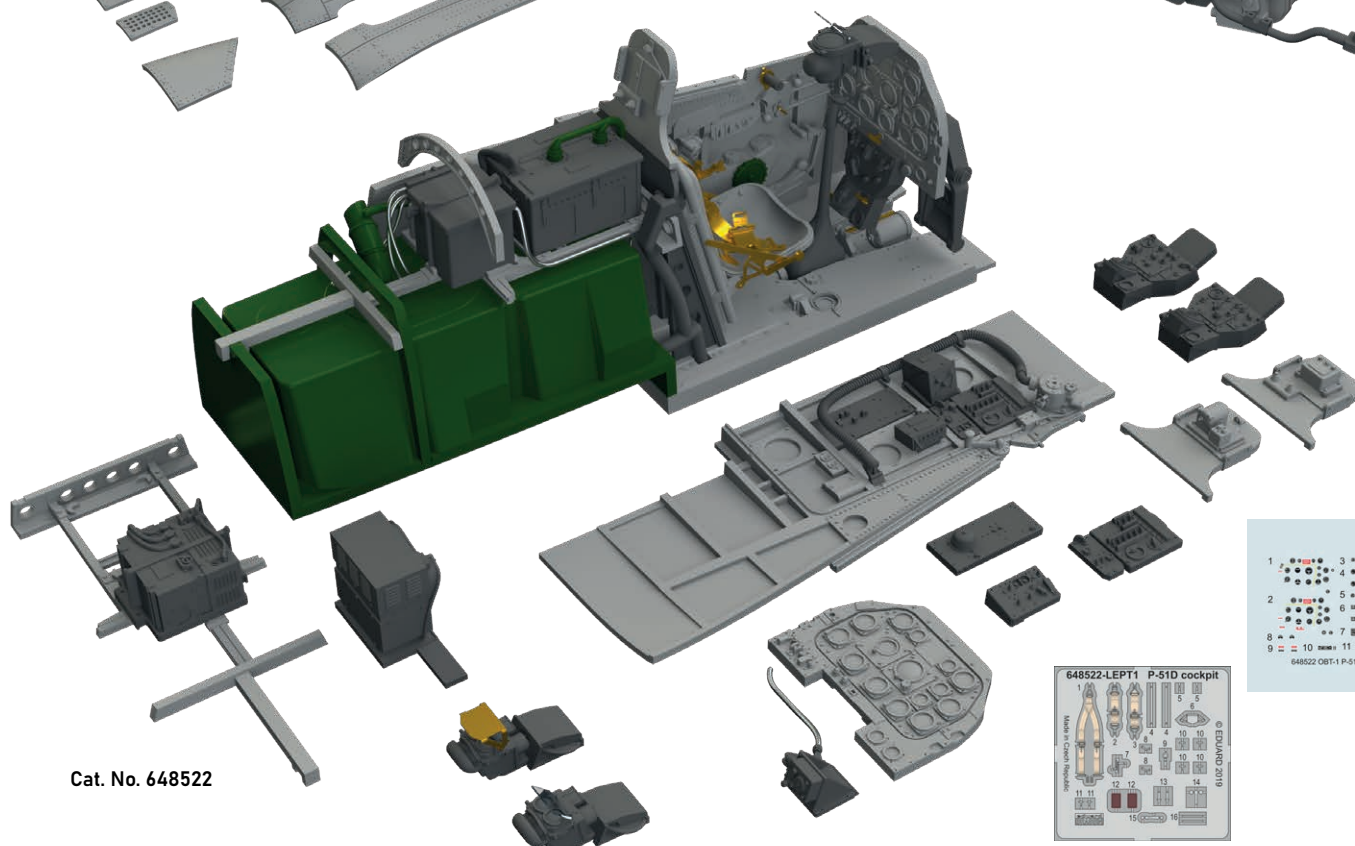
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Cat. No. 648599



Cat. No. 648522



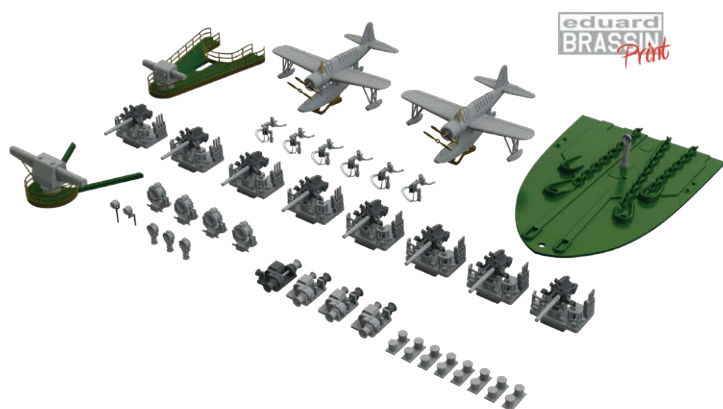
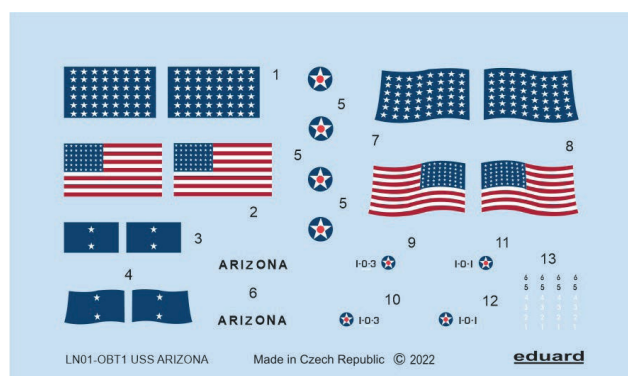
USS Arizona

1/350

#LN01

Limited edition kit of US battleship USS Arizona (BB-39) with a tragic fate at Pearl Harbor on December 7, 1941, in 1/350 scale.

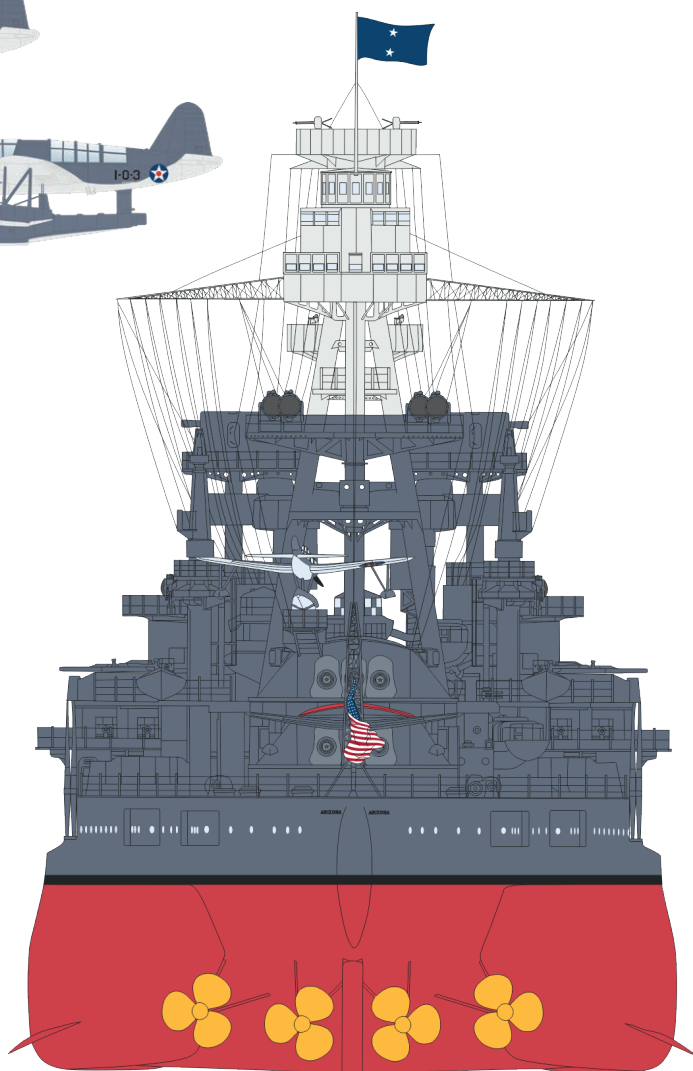
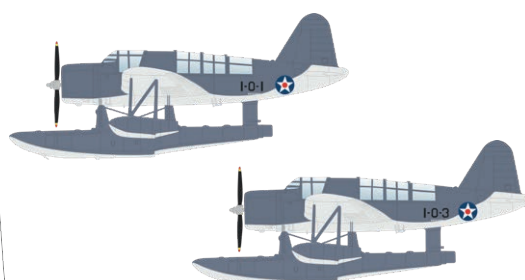
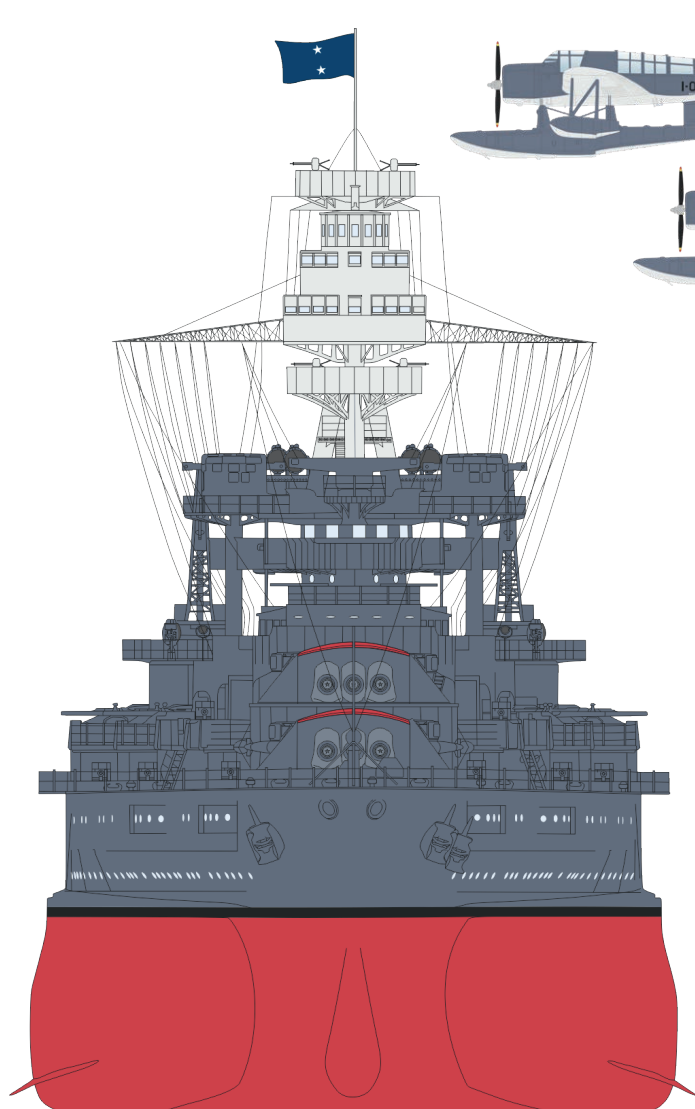
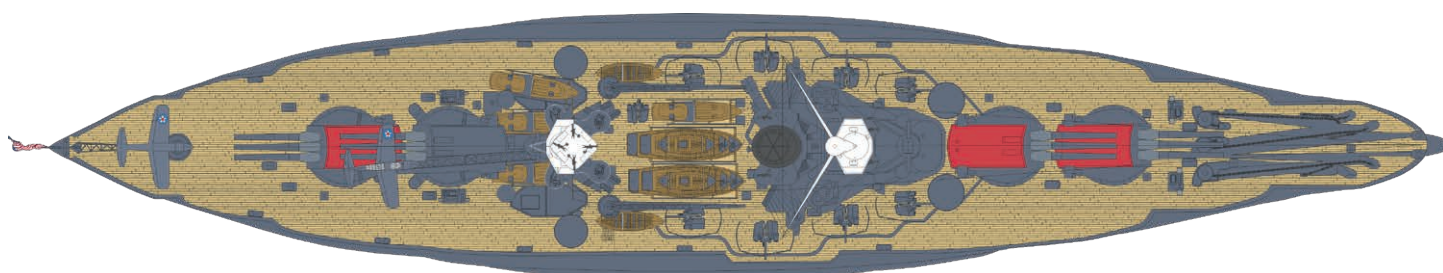
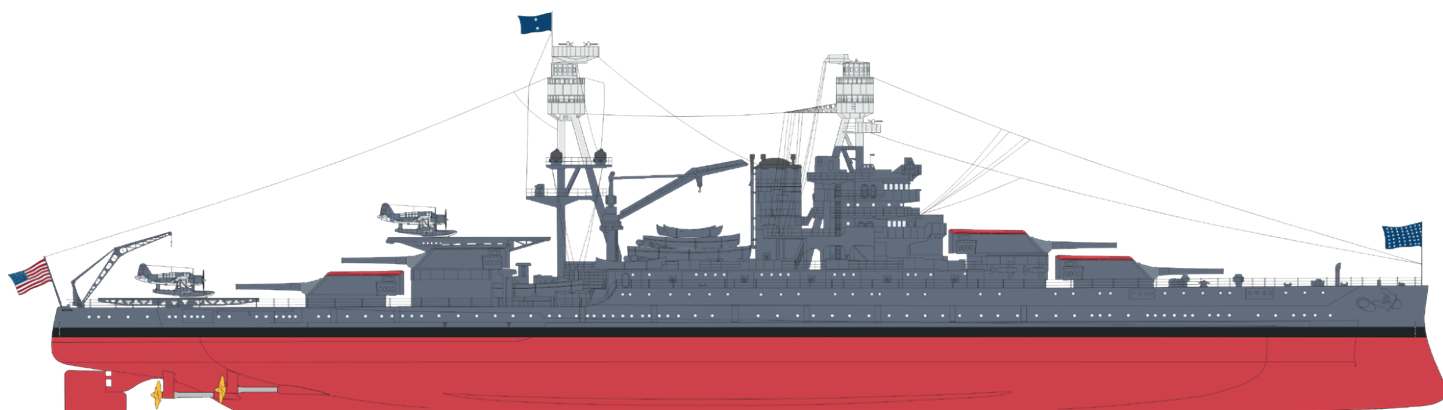
- plastic parts: Hobby Boss
- marking options: 1
- decals: Eduard
- PE parts: yes
- painting mask: no
- resin parts: yes, mooring bollards, rangefinders, reels, machine guns Browning M1917, 25-inch (127 mm) guns Mk.10, ventilation pipe, searchlights, observer planes OS2U Kingfisher
- extra: set of barrels from Master

[Product Page](#)


USS Arizona
1/350 Limited Edition



■ USS Arizona (BB-39), Pearl Harbor, Hawaii Islands, United States, December 1941

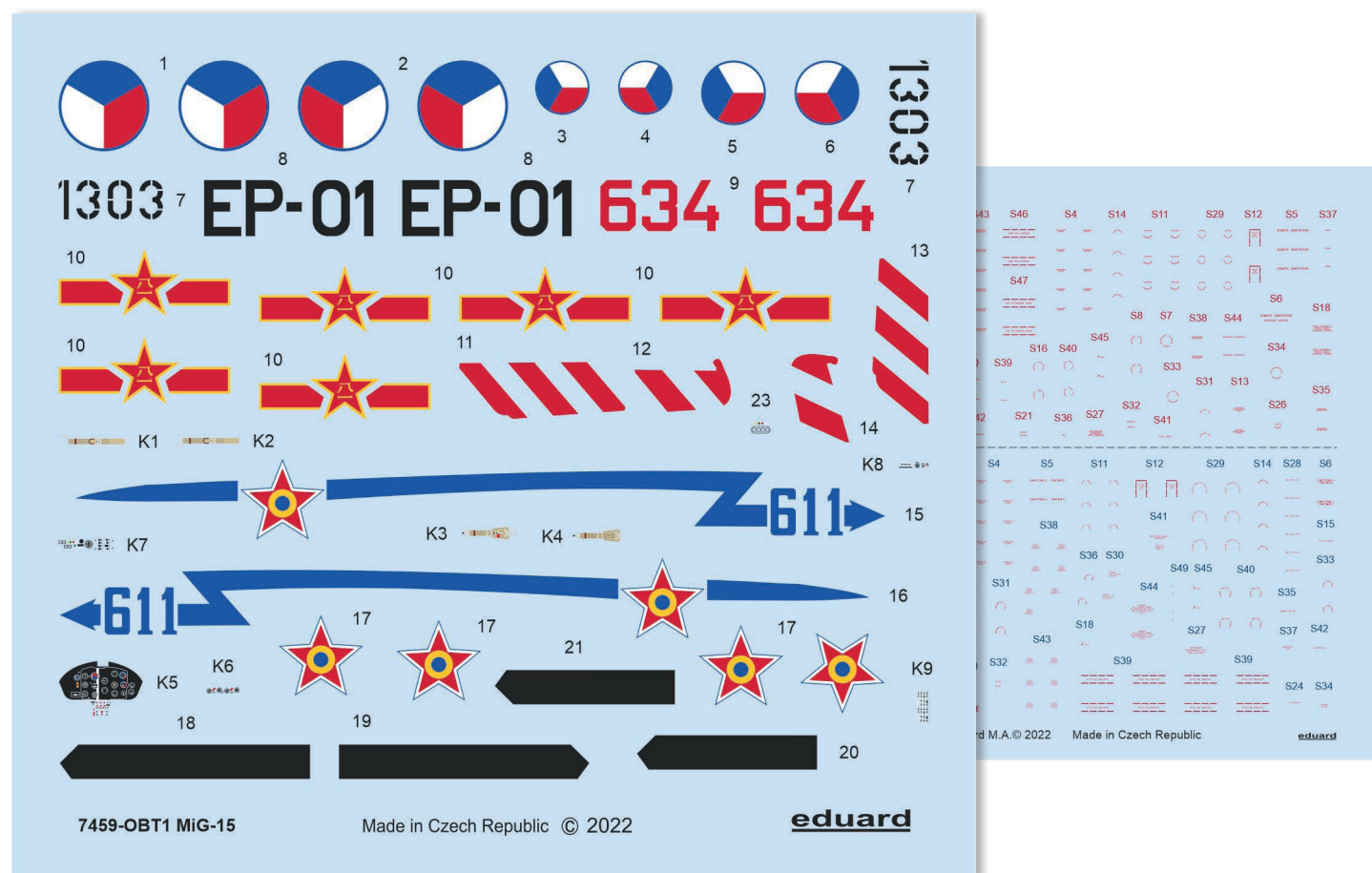


MiG-15 1/72

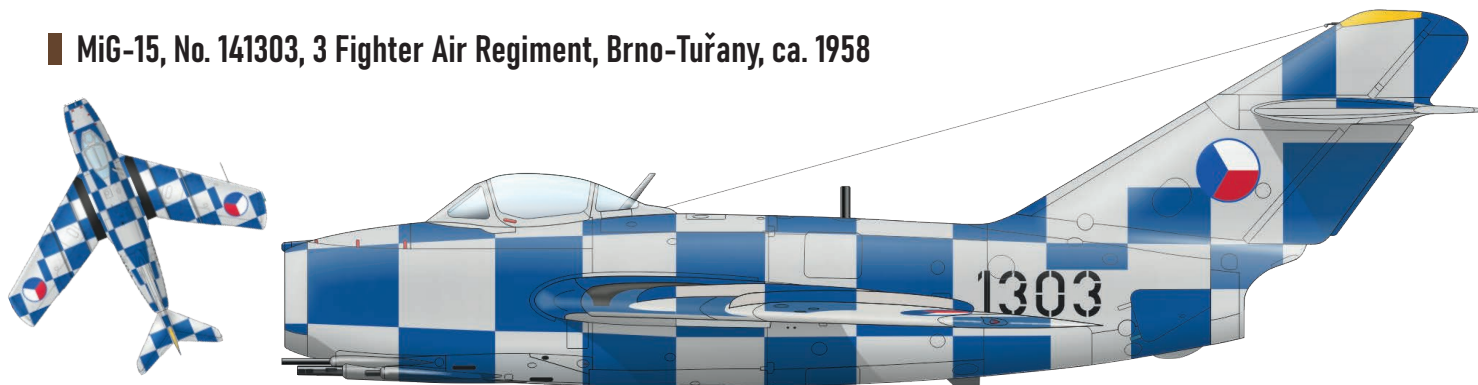
#7459

Weekend edition kit of Soviet Cold War jet fighter plane MiG-15 in 1/72 scale.

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

[Product Page](#)


■ MiG-15, No. 141303, 3 Fighter Air Regiment, Brno-Tuřany, ca. 1958

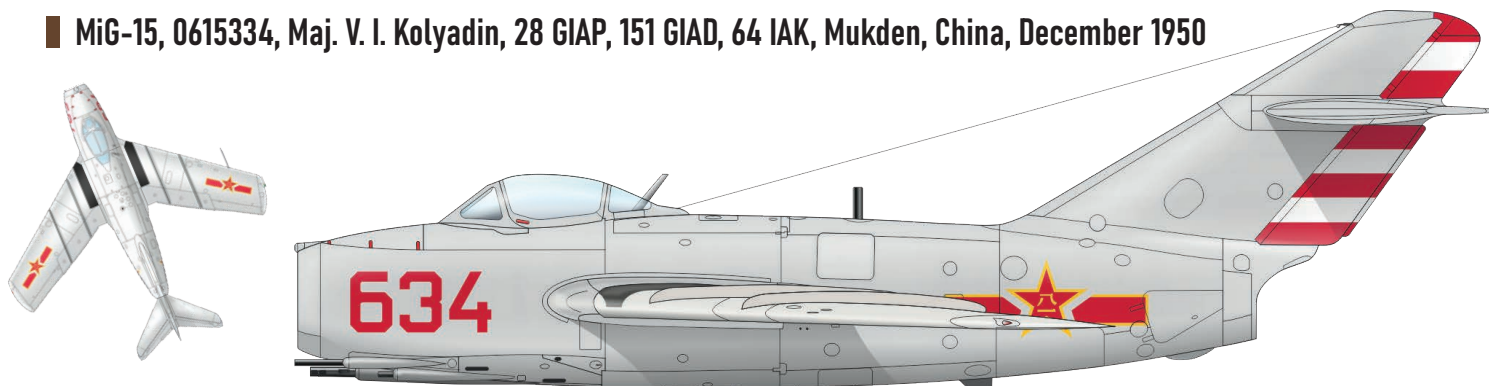


One of the most spectacularly painted Czechoslovak MiG-15s flew in this form for some time as a target plane for anti-aircraft artillery training. Czechoslovak army received this aircraft on November 4, 1954. From November 1955 at the latest it was assigned to the 1 Squadron of the 3 Fighter Air Regiment in Brno. The aircraft bore the code FZ-11 initially, but it was changed to

FZ-17 in February 1957. Later that year, probably in June or July, the designation was changed again, now to 1303 in accordance with the new system using the last four digits of the serial number. The aircraft got its optically distinctive livery probably during 1958. The blue color of the squares is probable but not confirmed. It is also not known when the painting was removed. The aircraft was

later converted to the MiG-15bisSB version and flew with the 18th Fighter-Bomber Air Regiment. It was destroyed in a catastrophic crash of three aircraft on February 17, 1964, which occurred over Sezemice town. In the aircraft coded 1554 and 0526 Maj. Jan Jeřábek and 2nd Lt. Jaroslav Pikal died, while Capt. Jurečka ejected from 1303 and escaped the crash with injuries.

■ MiG-15, 0615334, Maj. V. I. Kolyadin, 28 GIAP, 151 GIAD, 64 IAK, Mukden, China, December 1950

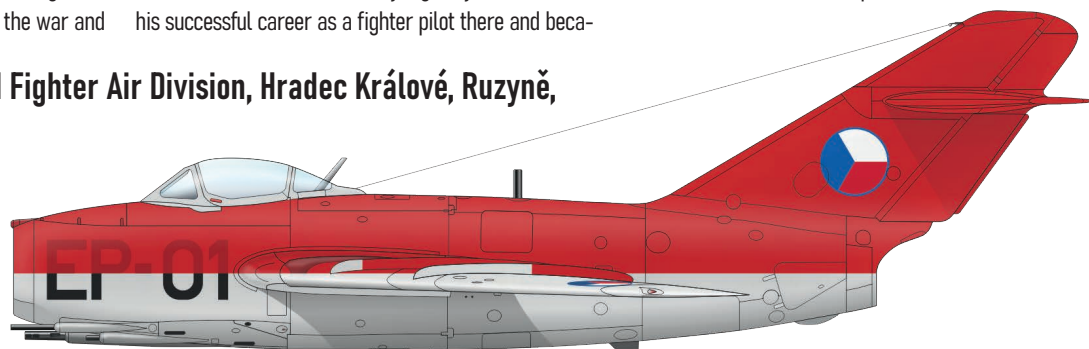


Viktor Ivanovich Kolyadin fought in World War II from June 1941. He started as a pilot of the 289 Assault Aviation Regiment from June 1941, later he moved to the 597 Night Light Bomber Regiment, where he flew the Po-2 biplanes. He fought there until 1943, when he was promoted to lieutenant and started his training as a fighter pilot. In June 1944, he joined the 68 Guards Fighter Air Regiment (GIAP), where he remained until the end of the war and

scored 15 kills. On June 29, 1945 he was awarded the title Hero of the Soviet Union. After the war, he continued to serve with the 28 GIAP, first as deputy commander and then as commander. He moved with this unit to China after the outbreak of the Korean War. In Mukden, the 151 Guards Fighter Division (GIAD) established itself at two local airfields, Anshan and Liaoyang. Kolyadin continued his successful career as a fighter pilot there and beca-

me the second ace of the entire 64 Fighter Air Wing. Between November 1950 and the end of March 1951, he flew some 40 sorties, participated in some twenty combats, and shot down six enemy aircraft. Kolyadin was later appointed deputy commander of the 4 Army Air Defense Force and retired as a major general in 1973. He died on November 6, 2008 in Sevastopol.

■ EP-01, LtCol. Jozef Kúkel, 1 Fighter Air Division, Hradec Králové, Ruzyně, September 4, 1955

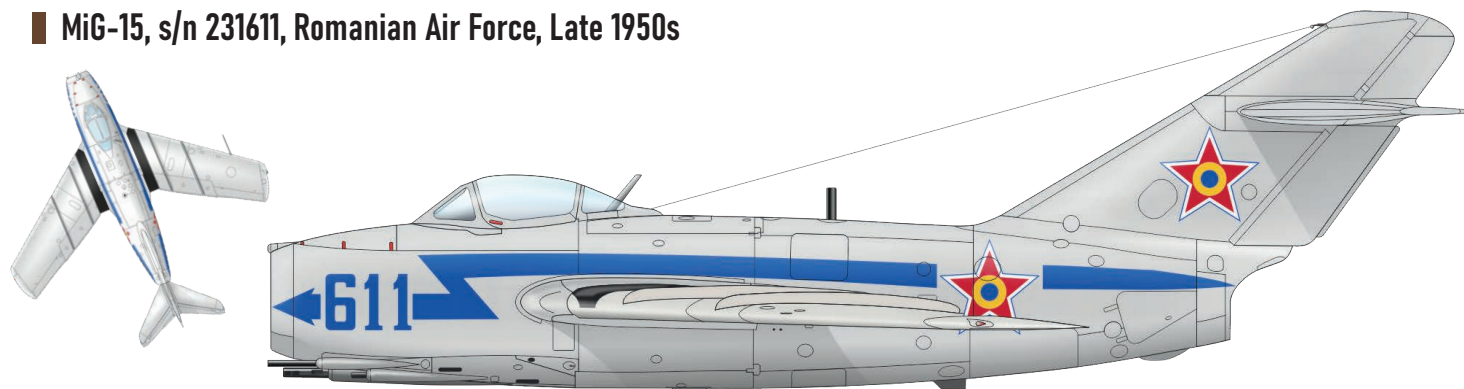


The EP-01 was flown by Lieutenant Colonel Jozef Kúkel, leader of the five-man aerobatic group of the 1 Fighter Air Division, who later became commander of the 10 Air Force Army. He became the last general of Czechoslovak air force with combat experience from World War II. During the war, he served in the ranks of the Slovak State air force, but after the outbreak of the Slovak National Uprising, he joined the Combined Squadron at Tri Duby airbase as a Š-328 biplane pilot. After moving to

the liberated Polish territory, he joined the 1 Czechoslovak Army Corps and fought in the ranks of 1 Combined Air Division. He took part in combat operations in the Ostrava region with 3 Assault Air Regiment. After the invasion of the Warsaw Pact forces into Czechoslovakia in 1968, he was deprived of his command of 10 Air Force Army because of his negative attitude to the occupation. At the end of the year, he suffered a serious injury in a car accident and was left in a wheelchair. At the end

of 1980's he was fully politically rehabilitated, but died shortly after on June 16, 1994, in Hradec Králové. The aircraft of his aerobatic group were painted with red on the upper surfaces to enhance the performance of the group during the airshow in September 1955 at Ruzyně Airport. Under the thin red paint, the code of the aircraft and the "walkways" on the wing were clearly visible. Another interesting feature of the EP-01 is the older type of insignia on the rudder with a larger diameter.

■ MiG-15, s/n 231611, Romanian Air Force, Late 1950s



This aircraft was manufactured in Czechoslovakia and delivered to the Romanian Air Force on September 23, 1953. Romania first took delivery of 58 MiG-15

aircraft in 1952 directly from the Soviet Union, then deliveries from Czechoslovakia began and continued from 1952 to 1954. In total, Romania took delivery of

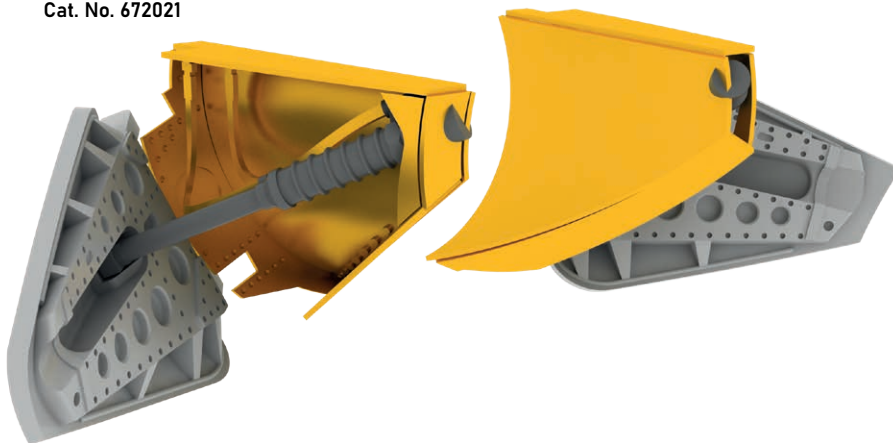
204 licensed MiG-15s. The aircraft shown here was one of those that received a blue lightning bolt on the fuselage during the filming of a movie.

Recommended: for MiG-15 1/72

72574 MiG-15 landing flaps (PE-Set)
72575 MiG-15/MiG-15bis exterior (PE-Set)
672007 MiG-15 wheels (Brassin)

672008 MiG-15 ejection seat (Brassin)
672021 MiG-15 airbrakes (Brassin)
D72007 MiG-15 / MiG-15bis stencils (Decal Set)

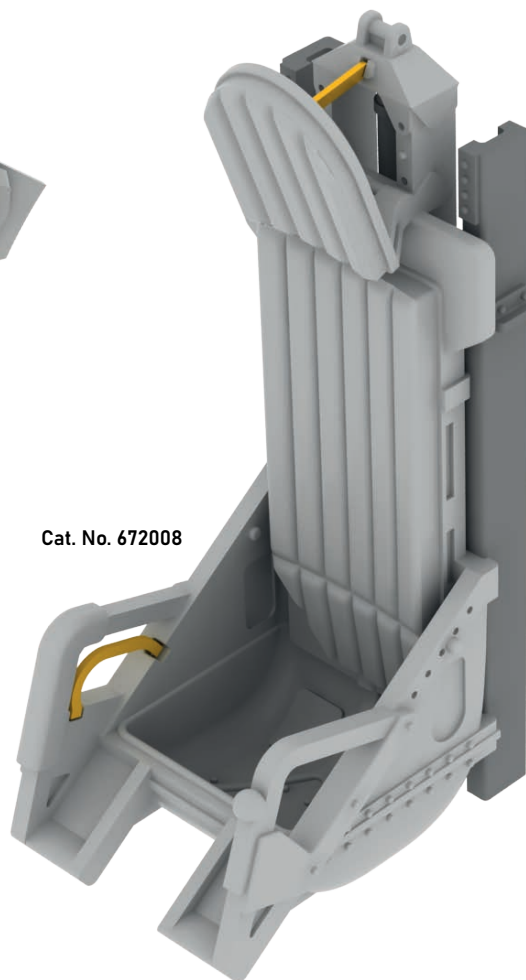
Cat. No. 672021



Cat. No. 672007



Cat. No. 672008



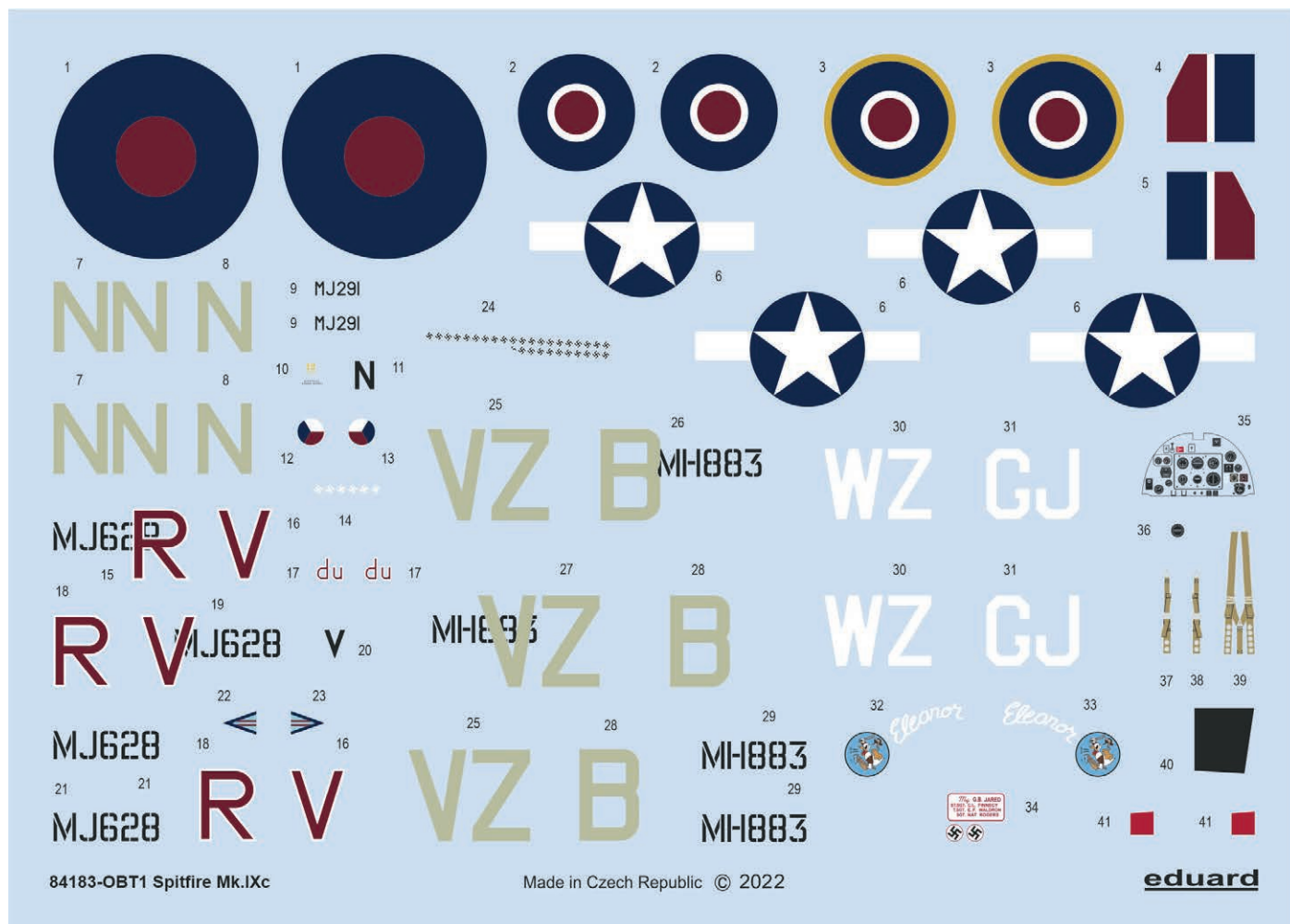
Spitfire Mk.IXc 1/48

#84183

Weekend edition kit of British WWII single engine fighter plane Spitfire Mk.IXc in 1/48 scale.

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

[Product Page](#)



■ MJ291, F/O Otto Smik, No. 310 (Czechoslovak) Squadron, RAF Appledram, West Sussex, United Kingdom, June 1944

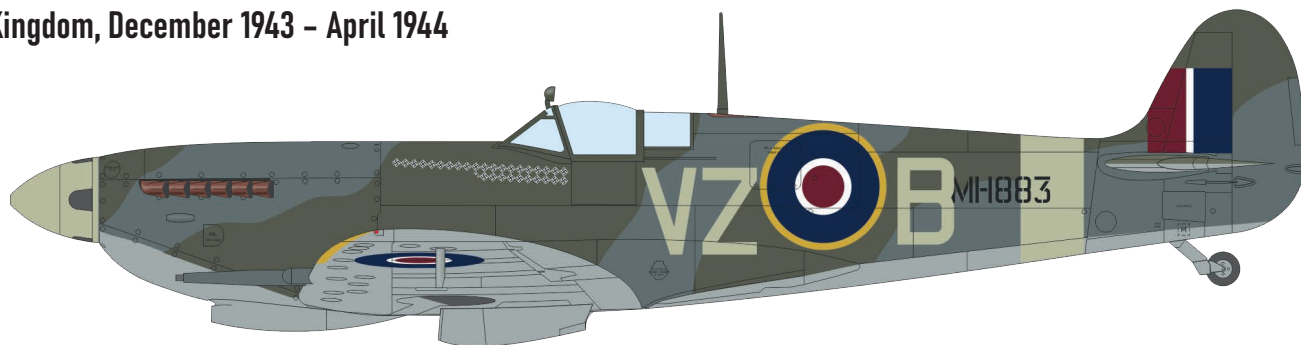


After returning from operational rest to No. 310 (Czechoslovak) Squadron, F/O Otto Smik chose the MJ291 (coded NN-N) as his personal Spitfire aircraft. Starting from early April he flew many combat sorties with her and, shortly before the invasion, he also participated in attack missions to V-1 missile bases (Operation Noball). He also flew her in the depicted form during

the first days of the Normandy landings. The aircraft sported quick identification black and white stripes on the fuselage and both wing halves. Smik had also six white swastikas painted on the fuel tank cover to indicate the number of kills achieved as of June 7, 1944. During the invasion days, three more swastikas were added by June 17 as Smik shot down an Fw 190 on June

8 and added another one on June 17. More to it, he also scored in cooperation with P/O Vindiš and so he added another shared victory. These successes made Smik not only the most successful pilot of No. 134 (Czechoslovak) Wing during the Normandy landings, but also the most successful Czechoslovak pilot flying Spitfires with a total of nine kills and two shared.

■ MH883, F/Lt George F. Beurling, No. 412 Squadron RCAF, RAF Biggin Hill, United Kingdom, December 1943 – April 1944

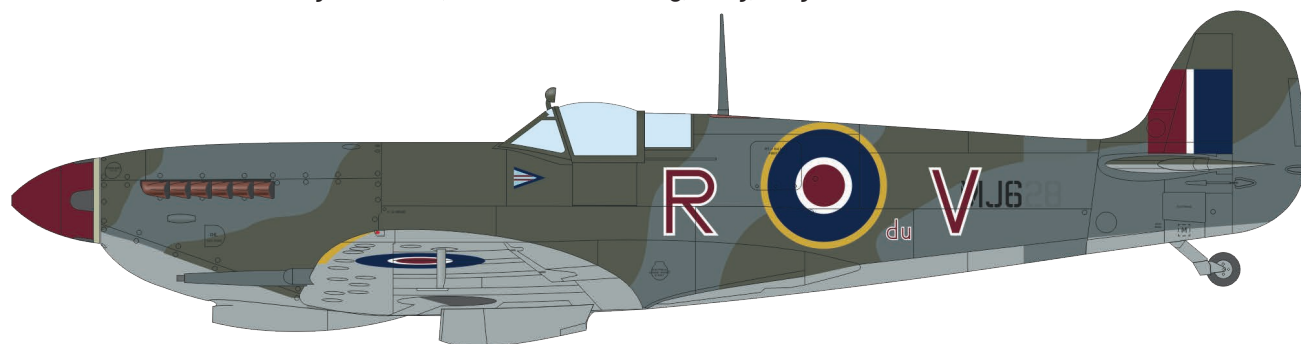


George Frederick Beurling, a brilliant pilot and shooter but also a naturally enigmatic Canadian, achieved incredible success during the fierce fighting over Malta in 1942, scoring 28 confirmed kills in only six months. In early November 1943, he returned to combat action with No. 127 (RCAF) Wing. He flew with No. 403 Squadron RCAF initially, then with No.

412 Squadron RCAF. There he used the MH883 aircraft as his personal Spitfire. Flying it he shot down an Fw 190A-5 of Heinz Wyrich of 5. Staffel JG 26 during a flight on December 30, 1943. It was Beurling's 32nd and final victory. Like his previous Spitfires he had flown regularly, this one also sported an impressive list of victories on the left side of the fuselage under

the cockpit. And Beurling had painstakingly painted them himself. In early April he returned to Canada after a disagreement with his superior commander. Interestingly, although nine of his Maltese casualties were Italian aircraft, all of his painted kills are marked with the German swastika.

■ MJ628, W/Cdr Daniel A. R. G. le Roy du Vivier, CO of No. 324 Wing, Italy, May 1944

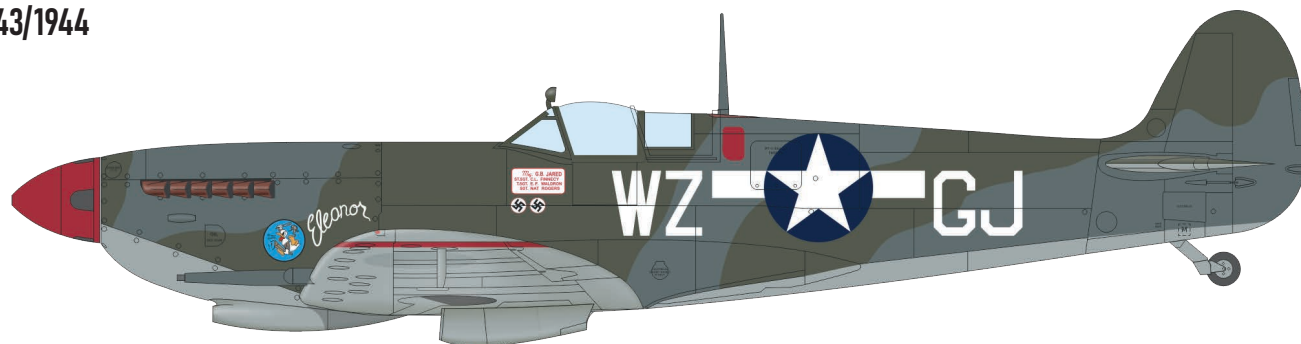


One of the privileges of Wing Commanders in the RAF was the possibility to use their initials as the code on their personal aircraft. The commander of No. 324 Wing, W/Cdr Daniel Albert Raymond Georges le Roy du Vivier, took advantage of this opportunity, as evidenced not only by the aircraft's code made of letters

R du V, but also by the Wing Commander pennant under the cockpit. Belgian le Roy du Vivier had already joined the fighting when Germany invaded the Netherlands in May 1940. After leaving for the UK, he spent most of his time in the ranks of No. 43 Squadron, which he eventually commanded. He took part

in the attempted landing at Dieppe and later moved to North Africa, commanding first No. 239 Wing and then No. 324 Wing. He returned to the UK in July 1944. This aircraft was inherited from him by the new Wing Commander, Barrie Heath, and changed its code to the B H letters.

■ Maj. Garth B. Jared, CO of 309th FS, 31st FG, 12th AF, Pomigliano/Castel Volturno base, Italy, 1943/1944



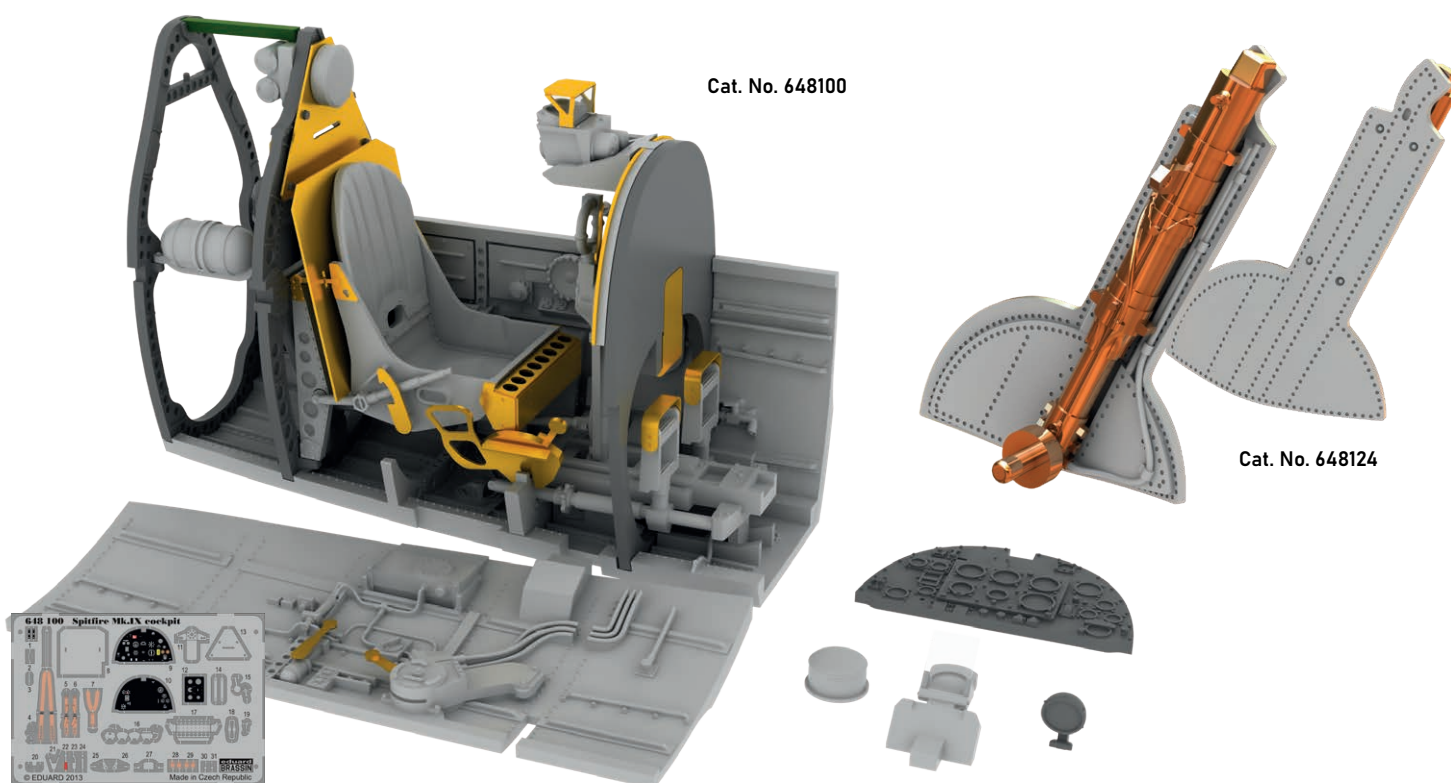
Major Garth B. Jared assumed command of the 309th Fighter Squadron on November 9, 1943 and remained at that post until his death on April 18, 1944. He was killed in the cockpit of a P-51B Mustang near Trieste. Jared's Spitfire is shown here in the form as it was during late 1943 and early 1944 period. The camouf-

lage paint was made up of the standard colors of the Day Fighter Scheme, i.e., Dark Green, Ocean Grey and Medium Sea Grey. The original British insignia on the wing were painted over with a fresh shade of camouflage paint. Jared used his right to place his initials on the fuselage as a code. A pair of swasti-

kas under the cockpit suggest that the aircraft as depicted here was flown between December 7, 1943, when Jared scored his first two confirmed kills (Bf 109), and February 16, 1944, when he scored his third confirmed kill (Fw 190). The nose of the aircraft sported the unit emblem.

Recommended: for Spitfire Mk.IXc 1/48

48765	Spitfire Mk.IXc landing flaps (PE-Set)	648109	Spitfire 500lb bomb set (Brassin)
48766	Spitfire Mk.IX surface panels (PE-Set)	648112	Spitfire Mk.IX engine (Brassin)
49639	Spitfire Mk.IXc (PE-Set)	648113	Spitfire Mk.IX gun bay (Brassin)
FE840	Spitfire Mk.IX seatbelts STEEL (PE-Set)	648119	Spitfire wheels - 5 spoke, smooth tire (Brassin)
644008	Spitfire Mk.IX late LööK (Brassin)	648120	Spitfire - radio compartment (Brassin)
644067	Spitfire Mk.I late LööKplus (Brassin)	648124	Spitfire undercarriage legs BRONZE (Brassin)
648099	Spitfire exhaust stacks fishtail (Brassin)	648306	Spitfire Mk.IX top cowl late (Brassin)
648100	Spitfire Mk.IX cockpit (Brassin)		



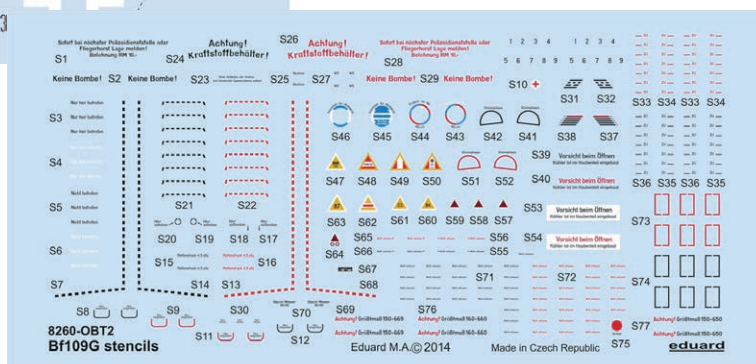
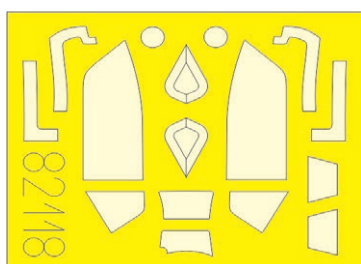
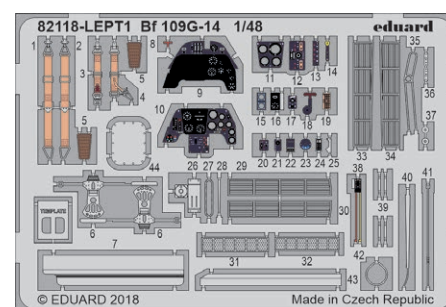
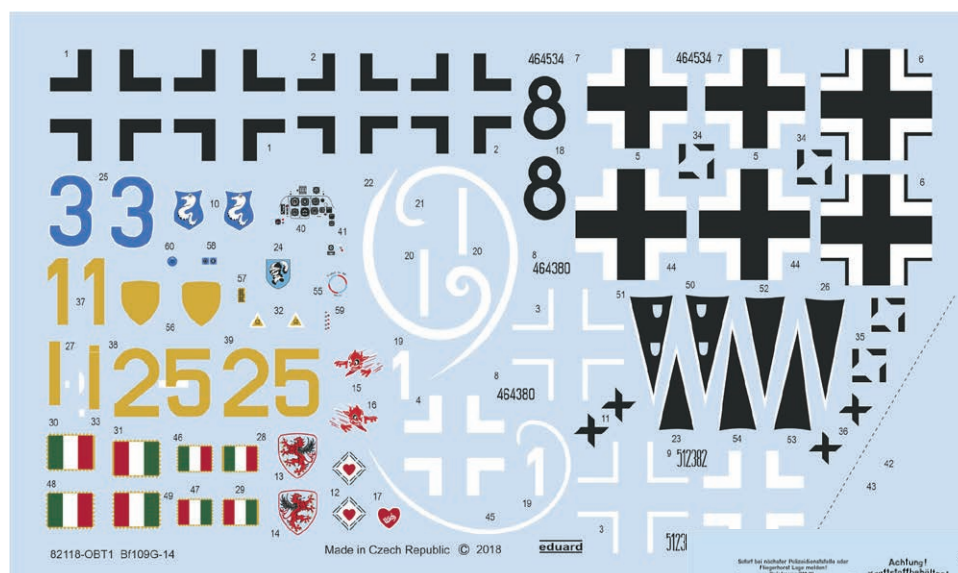
Bf 109G-14 1/48

Re-release

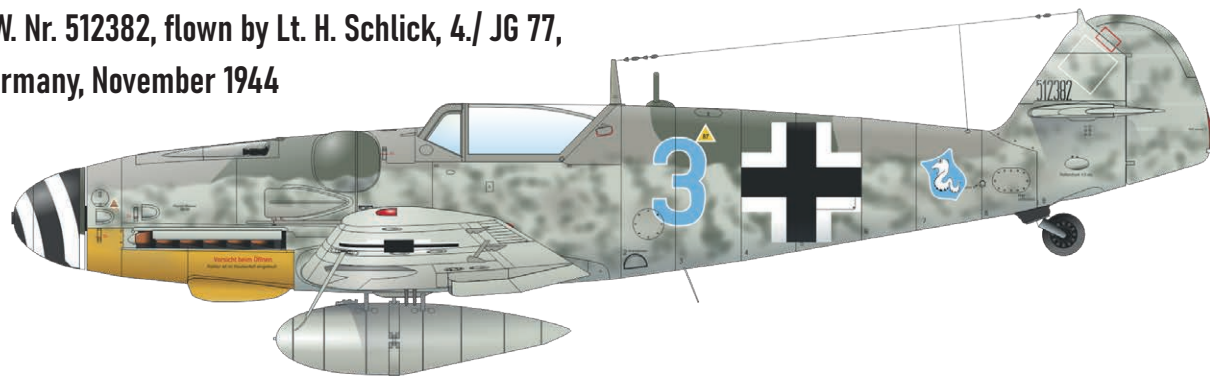
#82118

ProfiPACK edition kit of German WWII fighter aircraft
Bf 109G-14 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](#)


■ Bf 109G-14/U4, W. Nr. 512382, flown by Lt. H. Schlick, 4./ JG 77,
 Schönwalde, Germany, November 1944



In times when Horst Schlick flew this aircraft he had already been an experienced veteran of JG 77. In the ranks of JG 77, between 1942 and 1945, Schlick managed to shoot down two enemy planes in the Eastern Front and at minimum 30 other planes in the Western Front. Most of the time he served as a member of the 1. Staffel. In autumn of 1944 there was a change, Schlick was transferred to 4. Staffel where he man-

aged to shoot down his last enemy aircraft. In spring of 1945 he was first ordered to join the ranks of EJG 2 training squadron, later he was moved to JG 7. The JG 7 flew jet-powered fighter aircraft Me 262. He did not reach any further success there. During the war he took part in 480 fighter operations and managed to shoot down the total of 32 enemy aircraft (some resources state 34 shot down planes).

The colour scheme pictured shows Schlick's aircraft built by WNF shortly after he shot down his 31. enemy plane. This plane is thought to have had the engine cover used by planes produced by Erla Company in Leipzig. The sign at the back part of the fuselage stands for a new marking of 4. Staffel aircraft; the nose bears sign of Jagdgeschwader 77.

■ Bf 109G-14/U4, flown by Hptm. E. Hartmann, 4./ JG 52, Csór, Hungary, October 1944

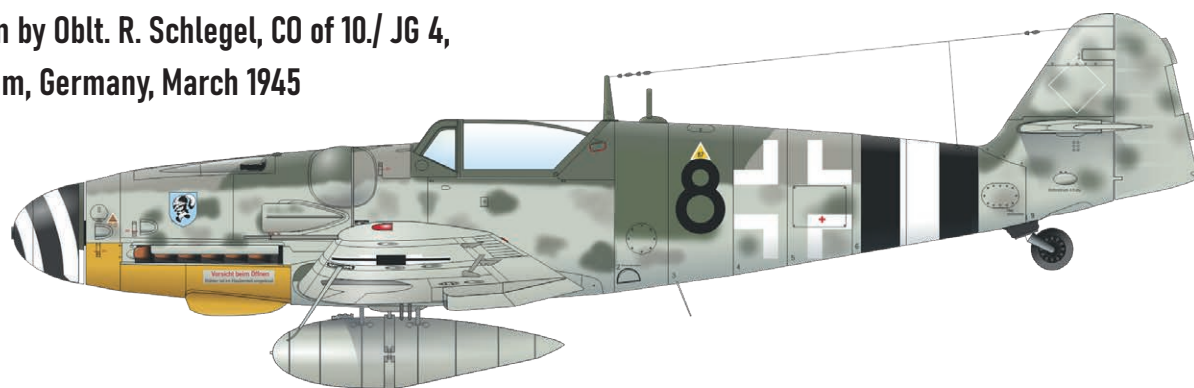


Erich Hartmann, the most successful fighter plane pilot of all times, first joined the 7. Staffel of JG 52 on October 10th, 1942. He remained with Jagdgeschwader 52 till the end of World War Two; in fact he became the commander of its I. Gruppe. The total count of his shot down aircraft was 352. For his exceptional success he was awarded the Knight's Cross of the Iron Cross with Oak Leaves, Swords and Diamonds. After WWII he was transferred to the POW camp in

the Ural Mountains in Soviet Union and was not released until 1955. The following year he joined the ranks of Western German Luftwaffe. He became the commander of JG 71, the first fighter plane Luftwaffe squadron equipped with jet-powered fighter aircraft. He retired in 1970 and died on September 20th, 1993. Standard camouflage of Hartmann's "white 1" Luftwaffe fighter plane was complemented by black tulip with white outline situated at the nose of the aircraft;

this was in the time of his command of 4. Staffel. On the left side, underneath the cockpit, there was a heart with Hartmann's wife's name written over it. The yellow bottom parts of the wing tip and the yellow stripe around the back part of the fuselage marked the aircraft serving on the Eastern Front. The photograph of the nose of this aircraft shows that the engine cover is identical to those produced in Erla factory in Leipzig.

■ Bf109G-14, flown by Oblt. R. Schlegel, CO of 10./ JG 4,
 Jüterbog – Damm, Germany, March 1945

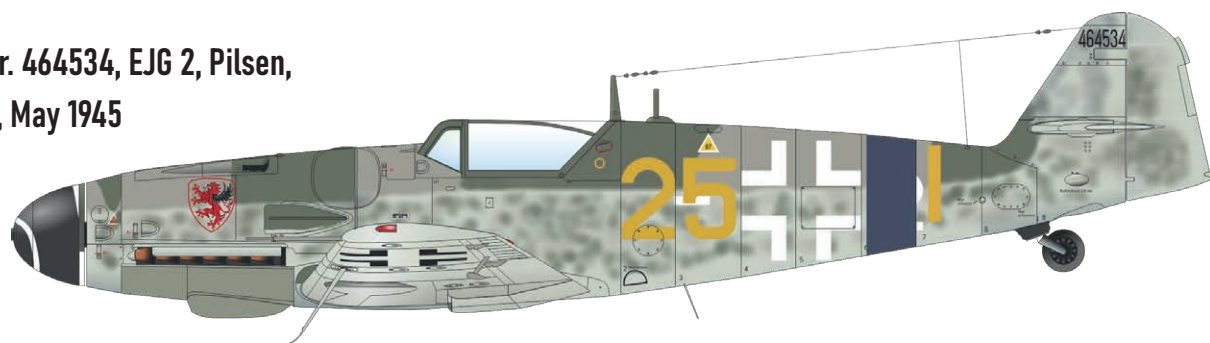


Rolf Schlegel was born on June 14th, 1922 in Saxony. After his successful passing of the training he was sent to serve at 11./JG 2 that fought British pilots above the English Channel. He and his unit were soon moved over to African battlegrounds. Over there, Schlegel suffered injuries. After his recovery he continued at EKdo 16, which was a tester squadron

testing the rocket-powered Me 163 aircraft. In summer 1944 he started to serve at JG 4, namely at its Sturmgruppe. This unit flew heavily armed Fw 190A-8/R2s. Later, he flew Bf 109s at III. Gruppe JG 4. Prior to the end of the war he was transferred to JG 7 flying jet-powered 262 Messerschmitt's. He shot down two enemy aircraft in combat.

The aircraft is bearing a typical camouflage of the later 109s produced in Erla factory in Leipzig. The plane's original marking is covered by fresh RLM 74 paint and the nose of the plane has JG 4 emblem. Wide stripes around the tail of the plane were typical for JG 4 fleet. These aircraft served as Defence of the Reich (Reichsverteidigung).

■ **Bf 109G-14, W. Nr. 464534, EJG 2, Pilsen,
Czechoslovakia, May 1945**



This Bf 109G-14 is one of the planes found at Pilsen Airfield after WWII. The pilot of the plane is not really known. Underneath the last marking the marking of the last user could clearly be seen. The symbol on the aircraft's nose belonged to KG 55. This squadron, originally a bombing squadron, flew until September 1944 with two-engine He 111 planes. In 1944, rather than the bombing squadrons, the situation at the battlefields required fighter plane squadrons. So, three KG 55 Gruppes were remarked to KG(J) 55 and

instead of Heinkels they were supposed to get jet-powered Me 262s. These aircraft never reached the squadron, though; the pilots had to be content with Bf 109Gs and Fw 190As. Pilsen was just a location of the IV. Gruppe; this squadron was later transferred under Erg. KGr (J). In January there was a change in marking to I./EKG(J) and in March 1945, remarking to 5./EJG 2. Its 19. Staffel (originally 4./EKG(J)) remained in Pilsen till the end of WWII.

The aircraft bears a camouflage scheme of Erla factory from Leipzig. This scheme was mostly used with previous variants of Bf 109G, the scheme is characterized by sinuous transition between RLM 74 and RLM 75 colours used on the wings. There is a chance that the rudder, originally painted yellow, was repainted with one of the camouflage colours. The KG 55 symbol (mythical griffin bird on the escutcheon) is placed onto this aircraft without a coloured base.

■ **Bf 109G-14, W. Nr. 464380, flown by Magg. M. Bellagambi, CO of 5a Squadriglia,
2o Gruppo Caccia, Aeronautica Nazionale Repubblicana,
Osoppo, Italy, March 1945**



After the declaration of Italian Social Republic on September 18th, 1943, a puppet state on the territory of Italy, occupied by German military under the command of Benito Mussolini, Germany allowed this Republic to establish its own military force of four divisions. Its air force component called Aeronautica Nazionale Repubblicana consisted of two fighter plane groups (Gruppo Caccia), torpedo groups (Gruppo Aerosiluranti Buscaglia) and several transportation squadrons. In 1945, both fighter plane squadrons

flew Messerschmitts Bf 109G-6/G-10/G-14. The commander of 5a Squadriglia, called Diavoli Rossi, was Maggiore Mario Bellagambi, a fighter ace with 14 shot downs. After WWII, in 1949, he was, once again, admitted to Italian air force where he, prior to his retirement, became a Generale di brigata aerea. He died in Florence on June 25th, 2001.

Bellagambi's 109 is camouflaged with RLM 74/75/76 colours, the sides of the fuselage are very likely darkened with Italian Verde Oliva Scuro 2 colour. The

same colour is applied to the stain underneath the red devil, the emblem of 5a squadriglia. The rudder, supplied by one of the subcontractors, bears a camouflage painted in RLM 81 and 82. It is probable that the bottom engine part was yellow or repainted by RLM 76. The yellow lining of fuselage marking of the ANR aircraft is, compared to other aircraft, reversed or bears yellow triangles around the flag.

OVERTREES

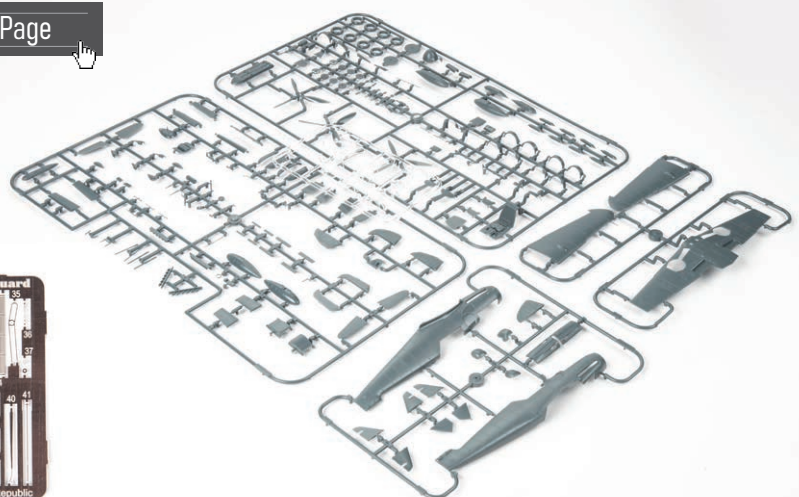
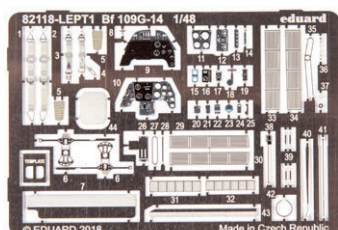
#82118X Bf 109G-14 1/48

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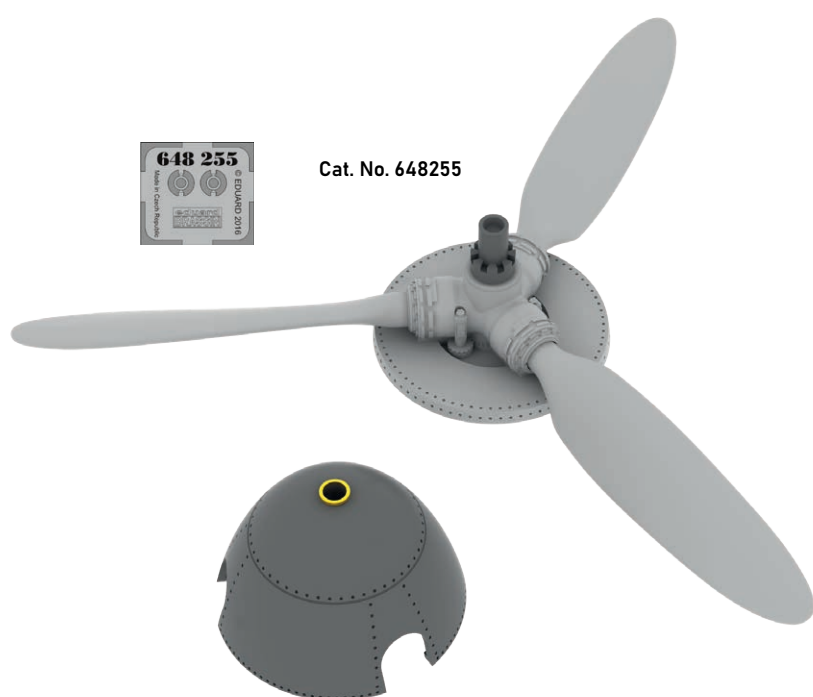
OVERLEPT

#82118-LEPT1
Bf 109G-14 1/48



Recommended: for Bf 109G-14 1/48

48942	Bf 109G-14 (PE-Set)	648310	Bf 109G control surfaces (Brassin)
FE910	Bf 109G seatbelts STEEL (PE-Set)	3DL48014	Bf 109G-6 SPACE (3D Decal Set)
644003	Bf 109G-6 LööK (Brassin)	D48025	Bf 109G stencils (Decal Set)
644060	Bf 109G-6 LööKplus (Brassin)	D48027	Bf 109G Balkenkreuze (Decal Set)
648247	Bf 109G exhaust stacks (Brassin)	D48028	Bf 109G svastikas (Decal Set)
648250	Bf 109G-6 engine & fuselage guns (Brassin)	EX512	Bf 109G spinner spirals (Mask)
648255	Bf 109G-6 propeller (Brassin)	EX524	Bf 109G-6 Erla canopy (Mask)
648261	Bf 109G-6 wheels (Brassin)	EX581	Bf 109G Erla canopy TFace (Mask)
648265	Bf 109G external fuel tanks (Brassin)	EX616	Bf 109G-14 TFace (Mask)
648309	Bf 109G undercarriage legs BRONZE (Brassin)		



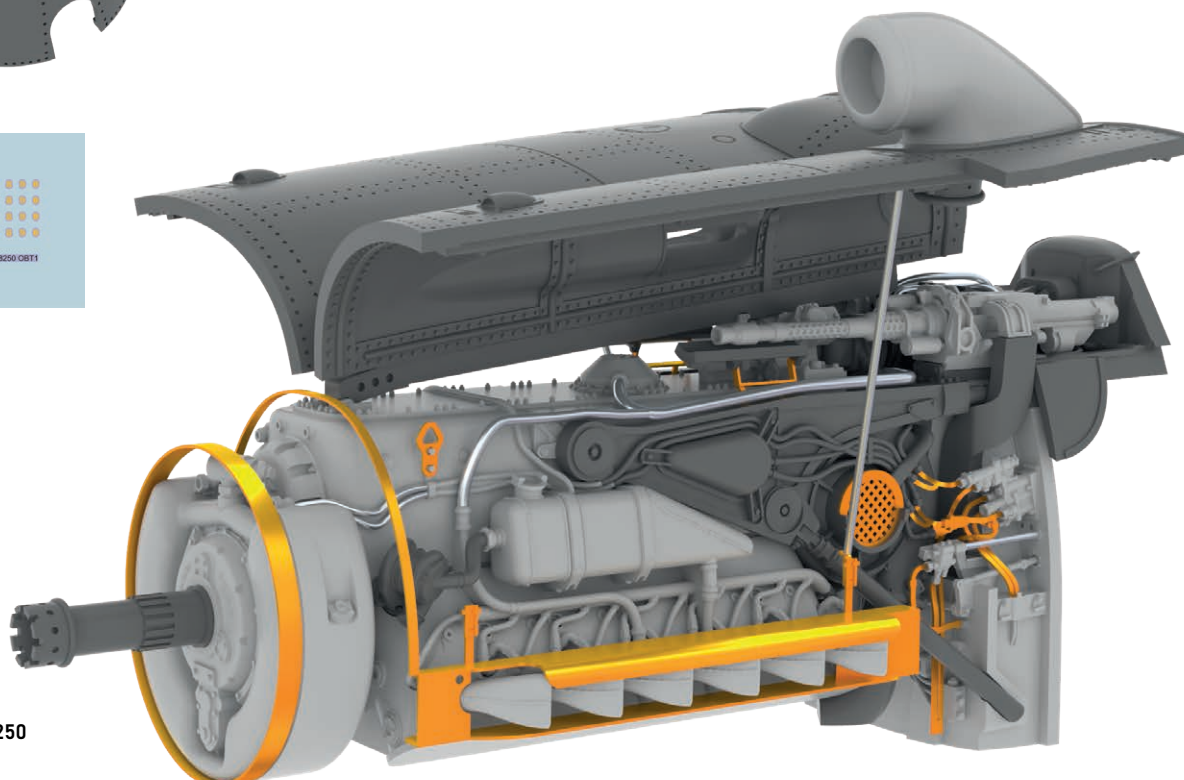
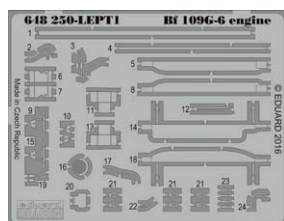
Cat. No. 648255



Cat. No. 648309



Cat. No. 644003



Cat. No. 648250

634026

P-51D-15 LöökPlus*Löökt***1/32 Revell**

Collection of 4 sets for P-51D-15 in 1/32 scale.

Recommended kit: Revell

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

Product Page



644140

F-104S LööK*Löök***1/48 Kinetic**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-104S in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

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

Product Page

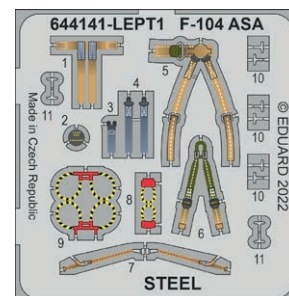


644141
F-104 ASA LööK
LööK
1/48 Kinetic

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-104 ASA in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

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

[Product Page](#)

644142
F-104 ASA/M LööK
LööK
1/48 Kinetic

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-104 ASA-M in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

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

[Product Page](#)


644143

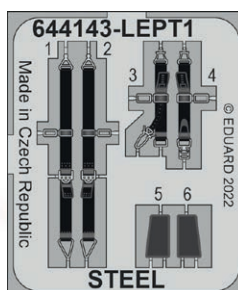
Z-526AFS LööK

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Z-526AFS in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)


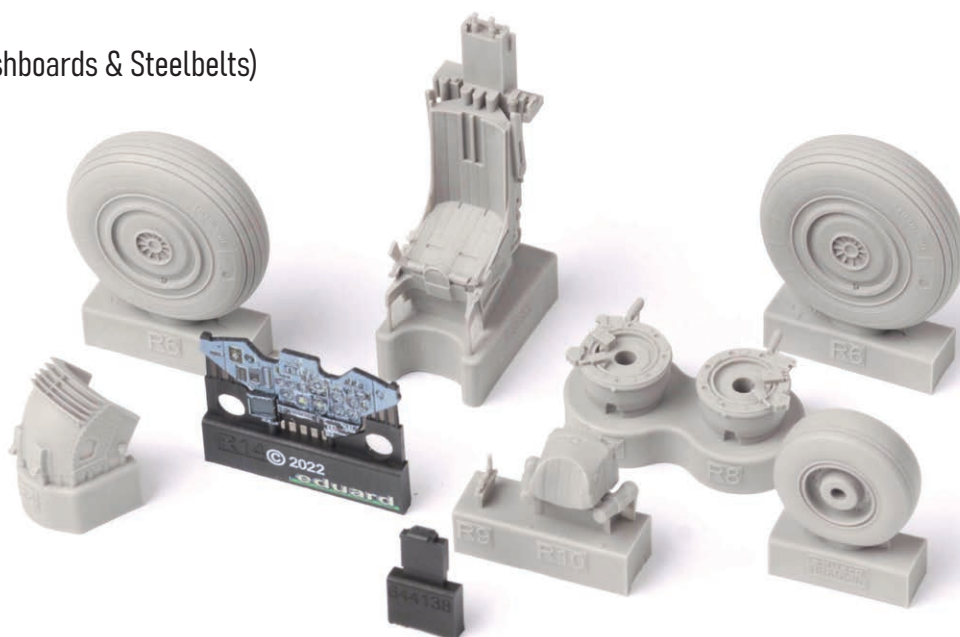
644144

Su-27 LööKPlus

1/48 Great Wall Hobby

Collection of 4 sets for Su-27 in 1/48 scale.
Recommended kit: Great Wall Hobby

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

[Product Page](#)


644145

F/A-18E LööKplus

LööK+

1/48 MENG

Collection of 4 sets for F/A-18E in 1/48 scale.

Recommended kit: Meng

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

Product Page



648692

A6M2 Zero Model 21 cockpit PRINT

1/48 Eduard

Brassin set - cockpit for A6M2 Zero Model 21 in 1/48 scale. Made by direct 3D printing.

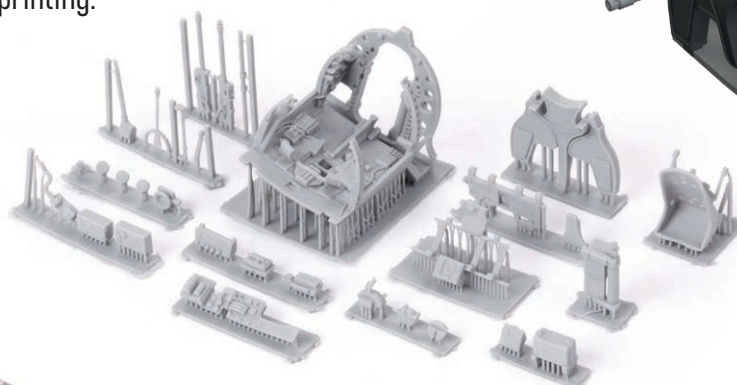
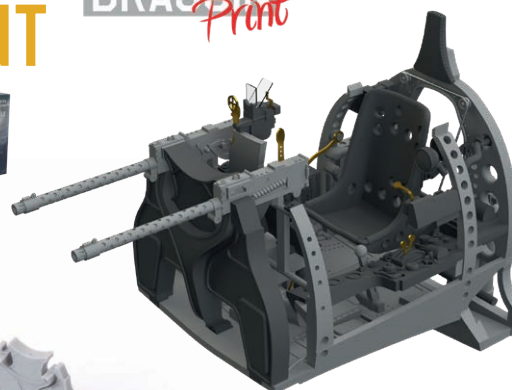
Recommended kit: Eduard

Set contains:

- 3D print: 29 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



eduard
BRASSIN
Print



Product Page

648716

F-4B refueling probe PRINT

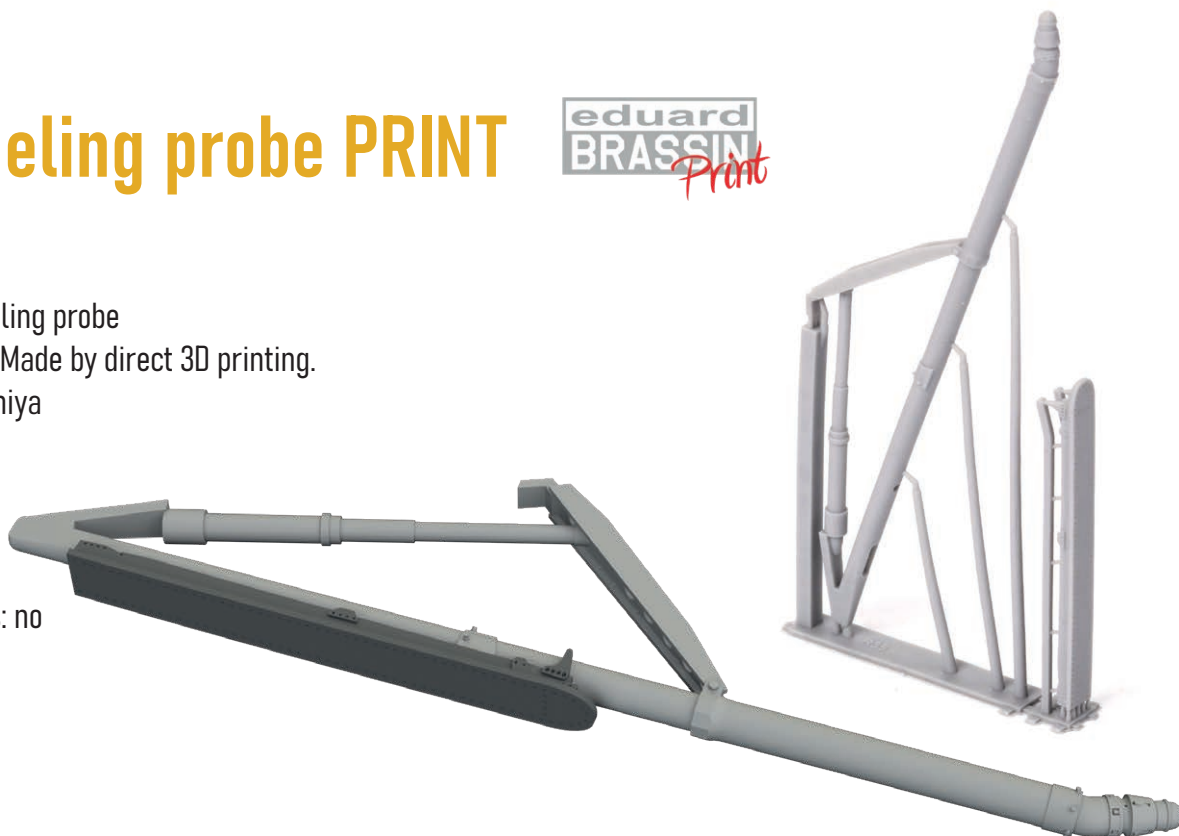
1/48 Tamiya

Brassin set - the refueling probe
for F-4B in 1/48 scale. Made by direct 3D printing.
Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



648728

F-4B airbrakes PRINT

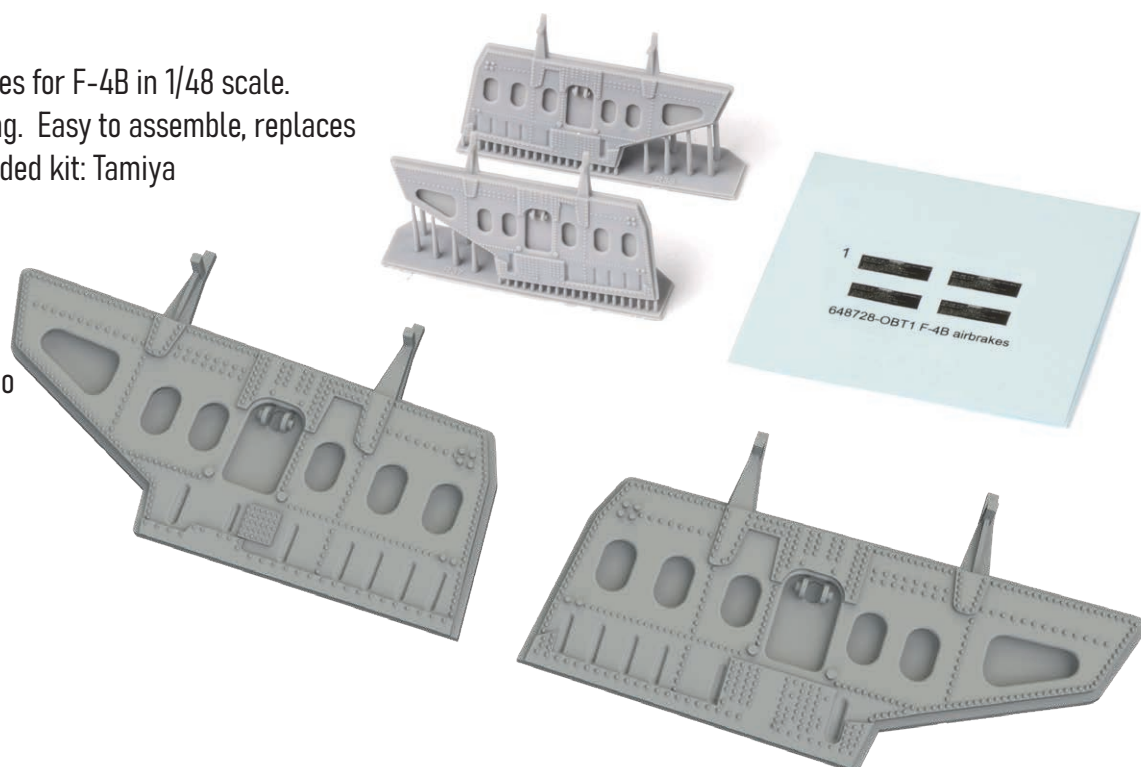
1/48 Tamiya

Brassin set - the airbrakes for F-4B in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces
plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



648729

Z-326/526 wheels

1/48 Eduard

Brassin set - the undercarriage wheels for Z-326/526 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)

648730

Mi-24D conversion set PRINT

eduard
BRASSIN *Print*
1/48 Zvezda

Brassin set - the conversion set for Mi-24D in 1/48 scale. Recommended kit: Zvezda

Set contains:

- 3D print: 5 parts
- resin: 7 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product Page](#)


648731

A6M2 Zero Model 21 folding wingtips PRINT



1/48 Eduard

Brassin set - folding wingtips for A6M2 Zero Model 21 in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product Page](#)



648732

F-4B tail hook PRINT



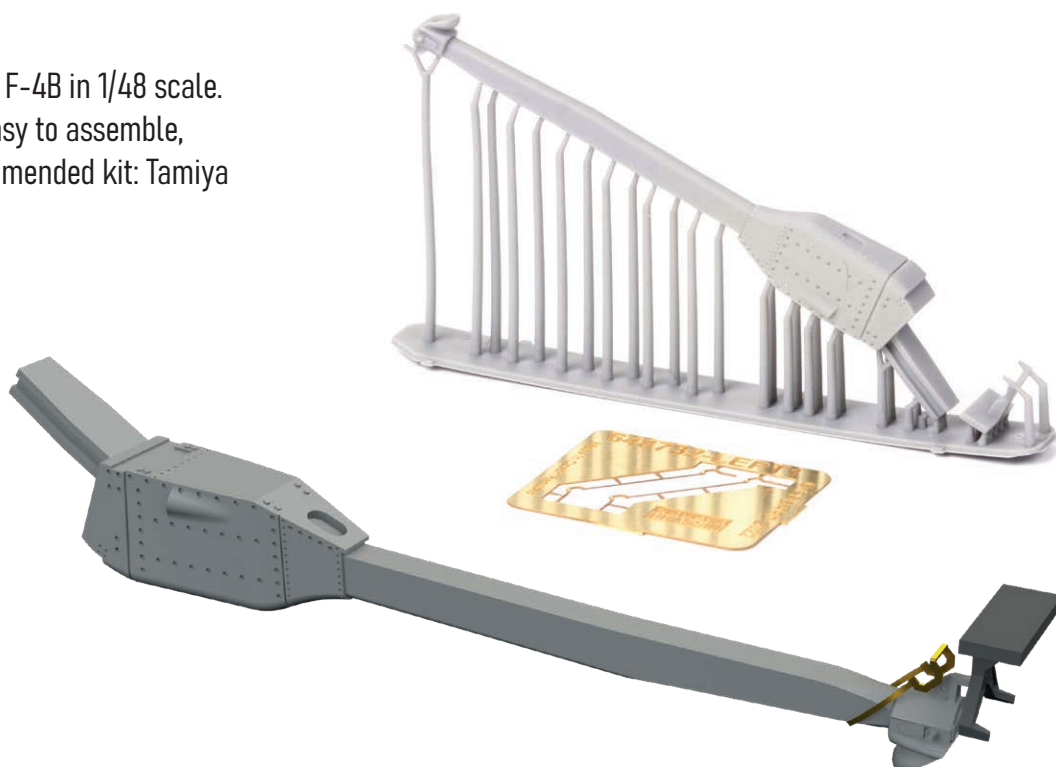
1/48 Tamiya

Brassin set - the tail hook for F-4B in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product Page](#)



648733

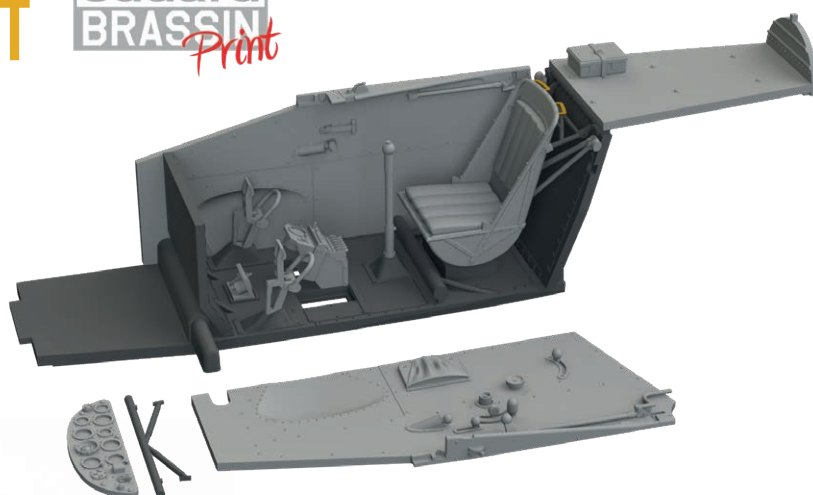
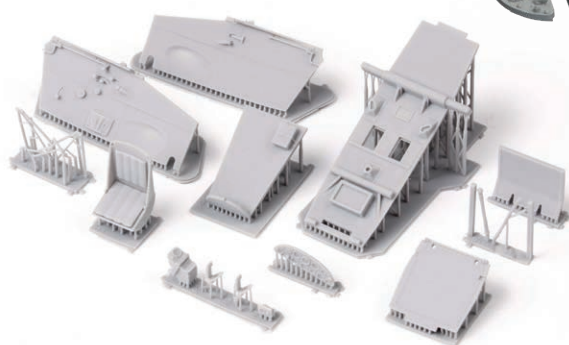
Z-526AFS cockpit PRINT

eduard
BRASSIN
Print
1/48 Eduard

Brassin set - cockpit for Z-526AFS in 1/48 scale.
 Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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


[Product Page](#)

648734

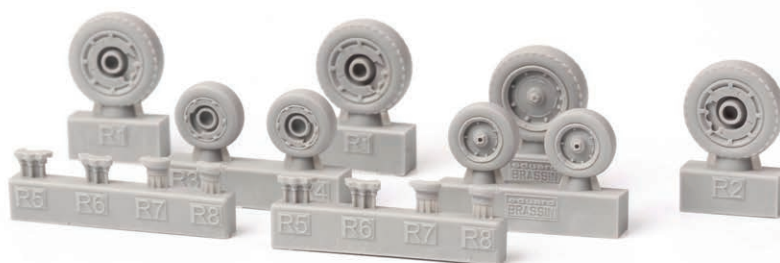
CH-47A wheels

1/48 Hobby Boss

Brassin set - the undercarriage wheels for CH-47A in 1/48 scale. The set consists of the main wheels.
 Easy to assemble, replaces plastic parts.
 Recommended kit: Hobby Boss

Set contains:

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

[Product Page](#)


648735

OV-10 wheels

1/48 ICM

Brassin set - the undercarriage wheels for OV-10 in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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

[Product Page](#)



672278

British 1000lb retarded bombs w_960 fuse

1/72

Brassin set - British 1000lb bombs in 1/72 scale. The set consists of 8 bombs.

Set contains:

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

[Product Page](#)



SIN64880

OV-10A Air to Ground

ICM

Collection of 4 sets for OV-1A in 1/48 scale. The armament for air-to-ground missions. Recommended kit: ICM

- LAU-10/A ZUNI rocket launchers
- Mk.77 bombs
- Mk.81 bombs
- Mk.82 bombs

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

[Product Page](#)



SIN64881

F-14A late AtA/AtG

1/48 Tamiya

Collection of 6 sets for F-14A in 1/48 scale. The armament for air-to-air and air-to-ground missions. Recommended kit: Tamiya

- AIM-9L/M missiles
- AIM-54C Phoenix missiles
- AN/AAQ-14 LANTIRN pod
- AIM-7M Sparrow missiles
- GBU-12 bomb
- Mk.82 bombs

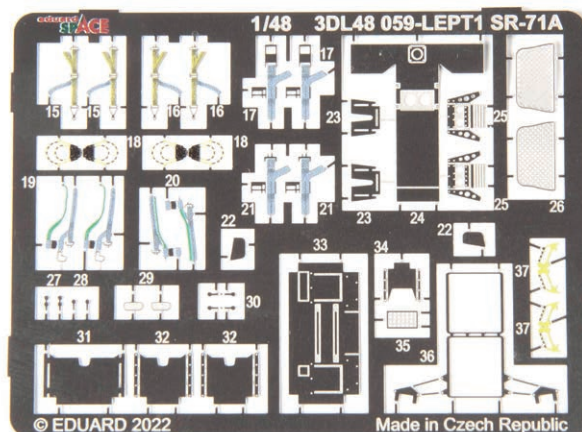
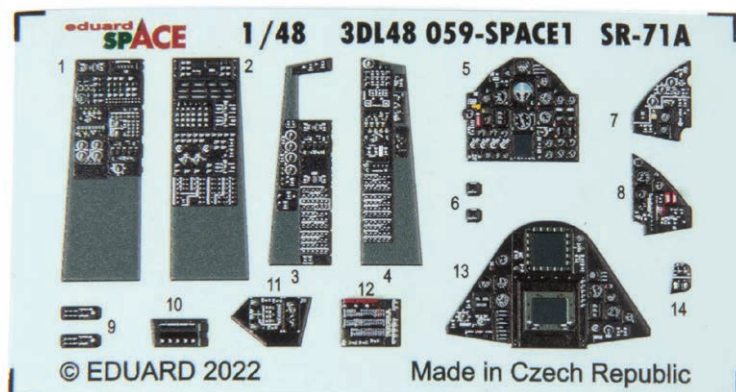
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.

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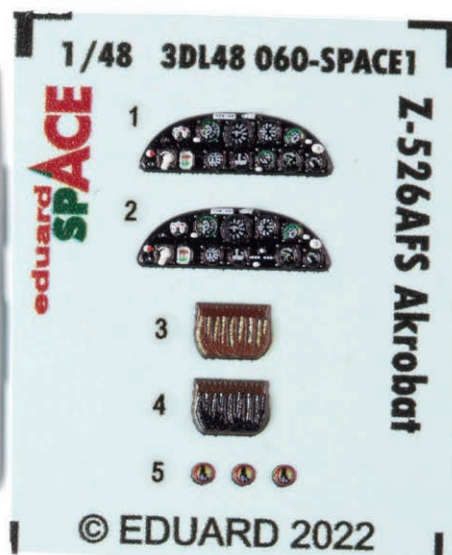
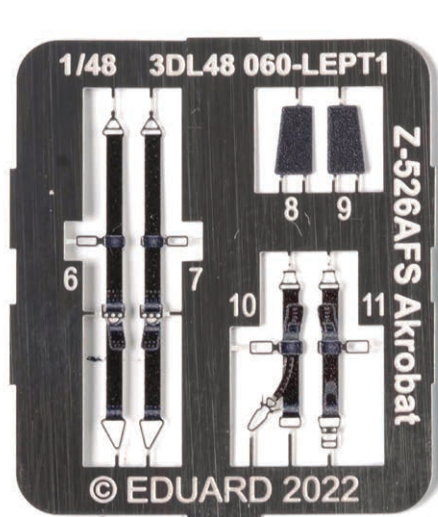
3DL48059 SR-71A SPACE 1/48 Revell

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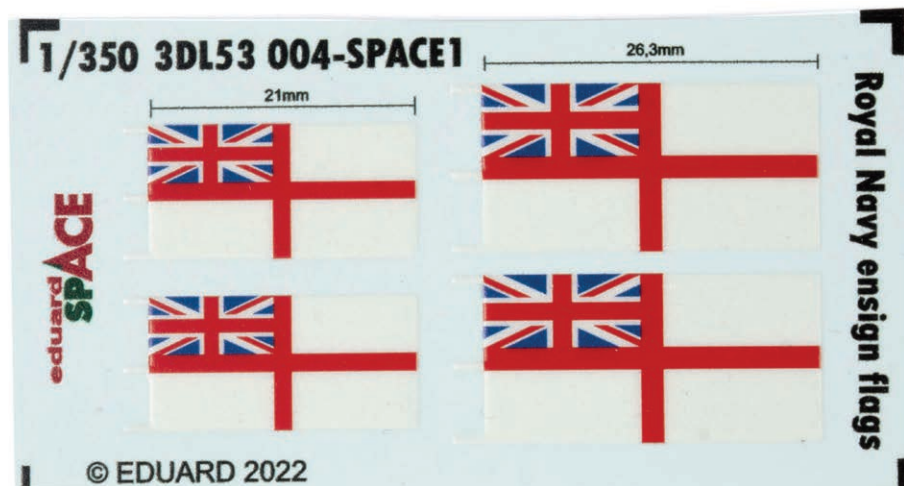


3DL48060 Z-526AFS Akrobat SPACE 1/48 Eduard

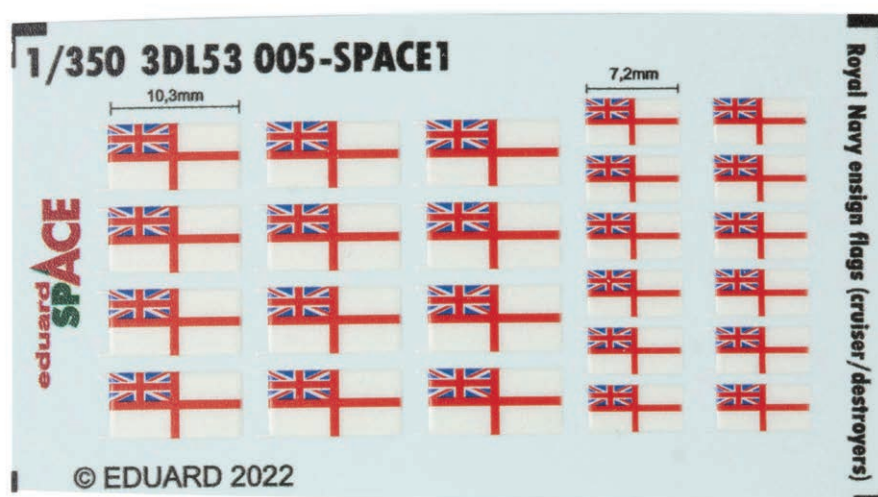
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3DL53004 Royal Navy ensign flags SPACE 1/350

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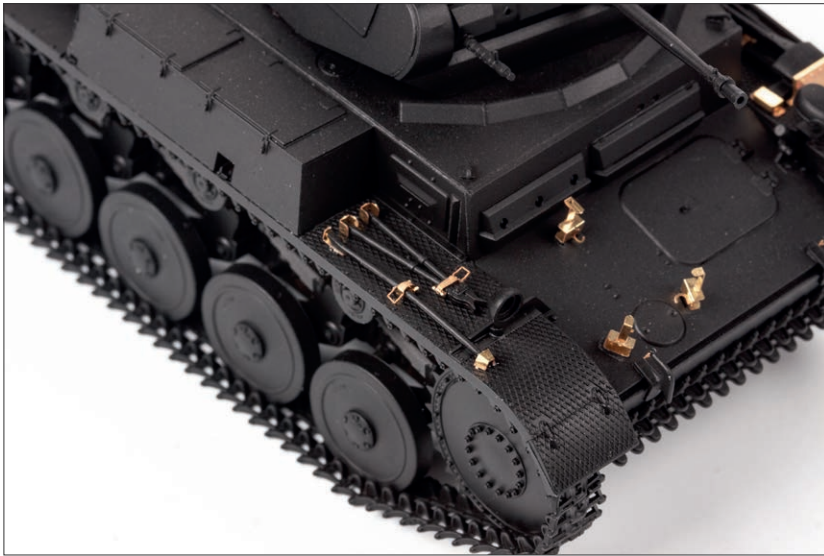
3DL53005 Royal Navy ensign flags SPACE (cruiser/destroyers) 1/350

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Panzer II Ausf.F

1/35 Academy

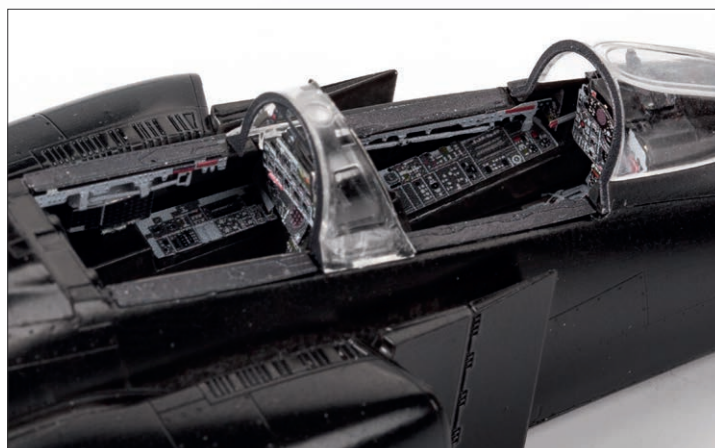
36477



F-4D

1/72 FINE MOLDS

SS764 F-4D



73764 F-4D

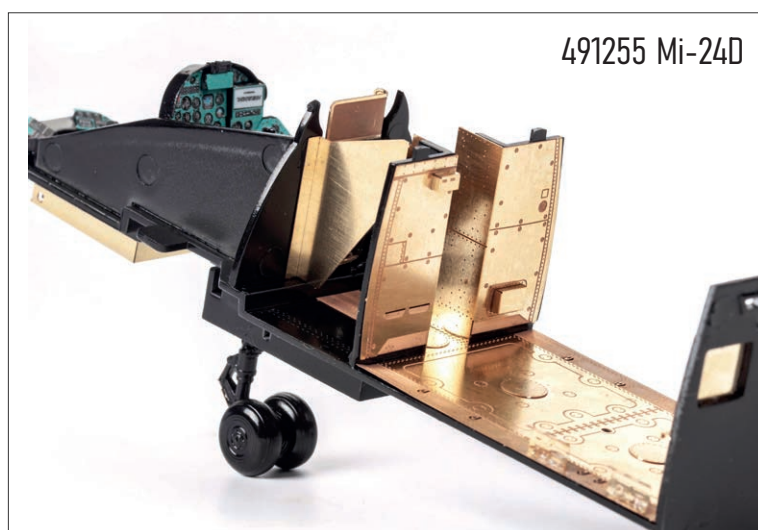


Mi-24D

1/48 Trumpeter



481078 Mi-24D cargo interior
491255 Mi-24D
FE1255 Mi-24D
FE1257 Mi-24D seatbelts STEEL



491255 Mi-24D

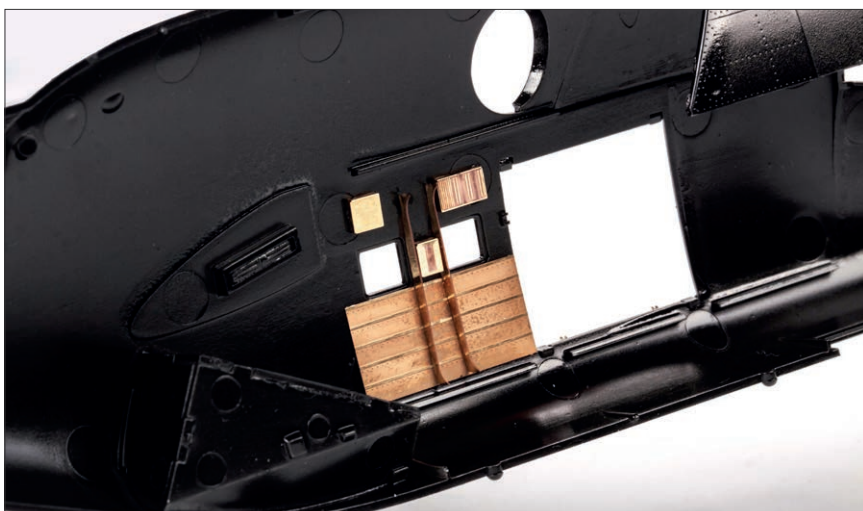


491255 Mi-24D

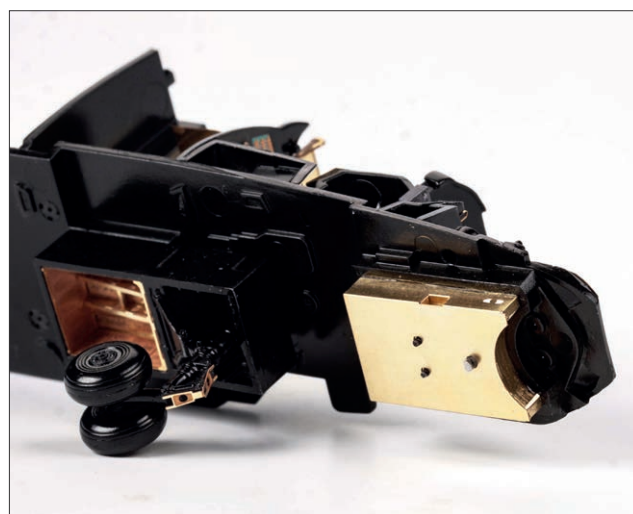




491255 Mi-24D



481078 Mi-24D cargo interior



481078 Mi-24D cargo interior

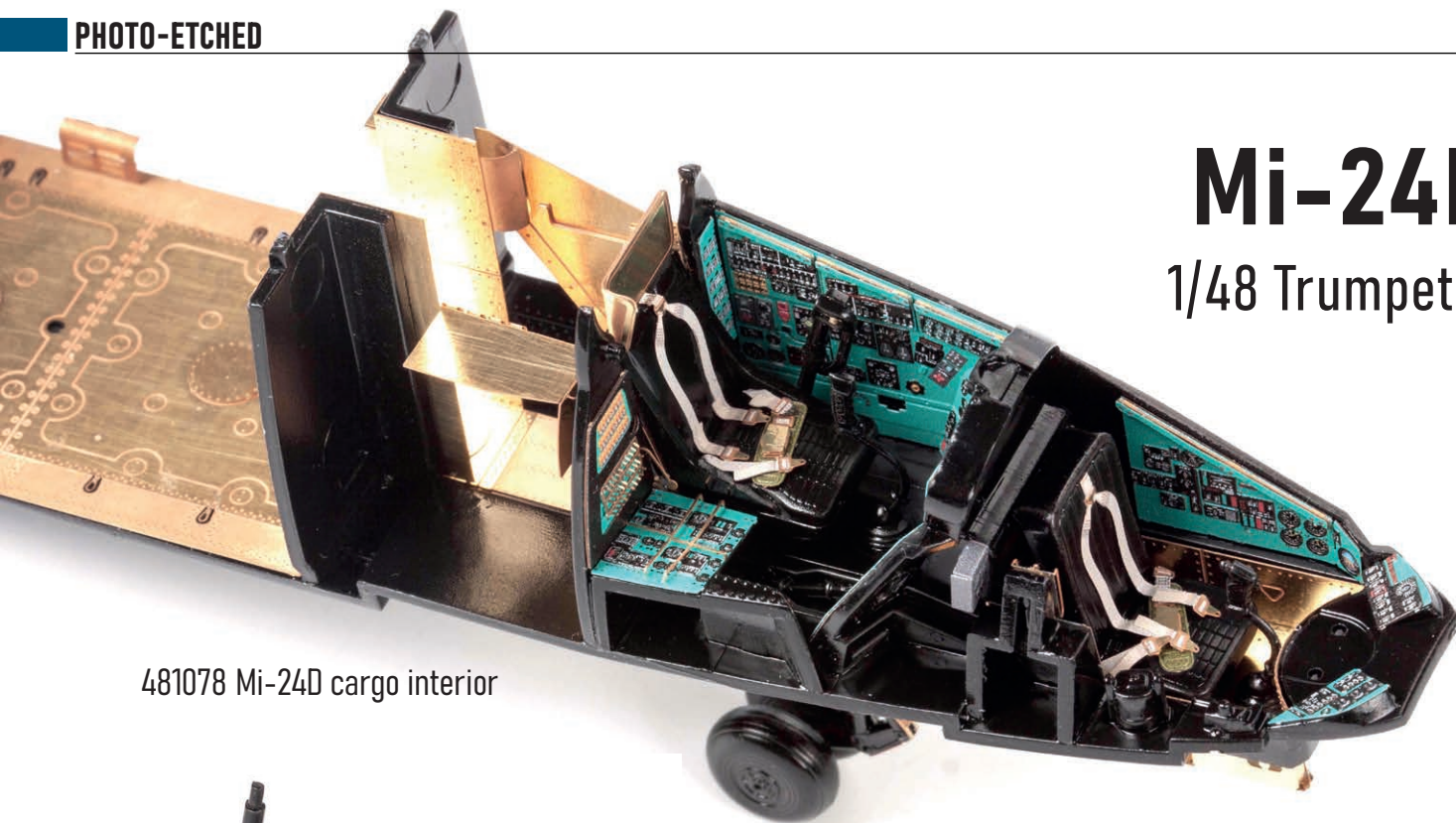


491255 Mi-24D

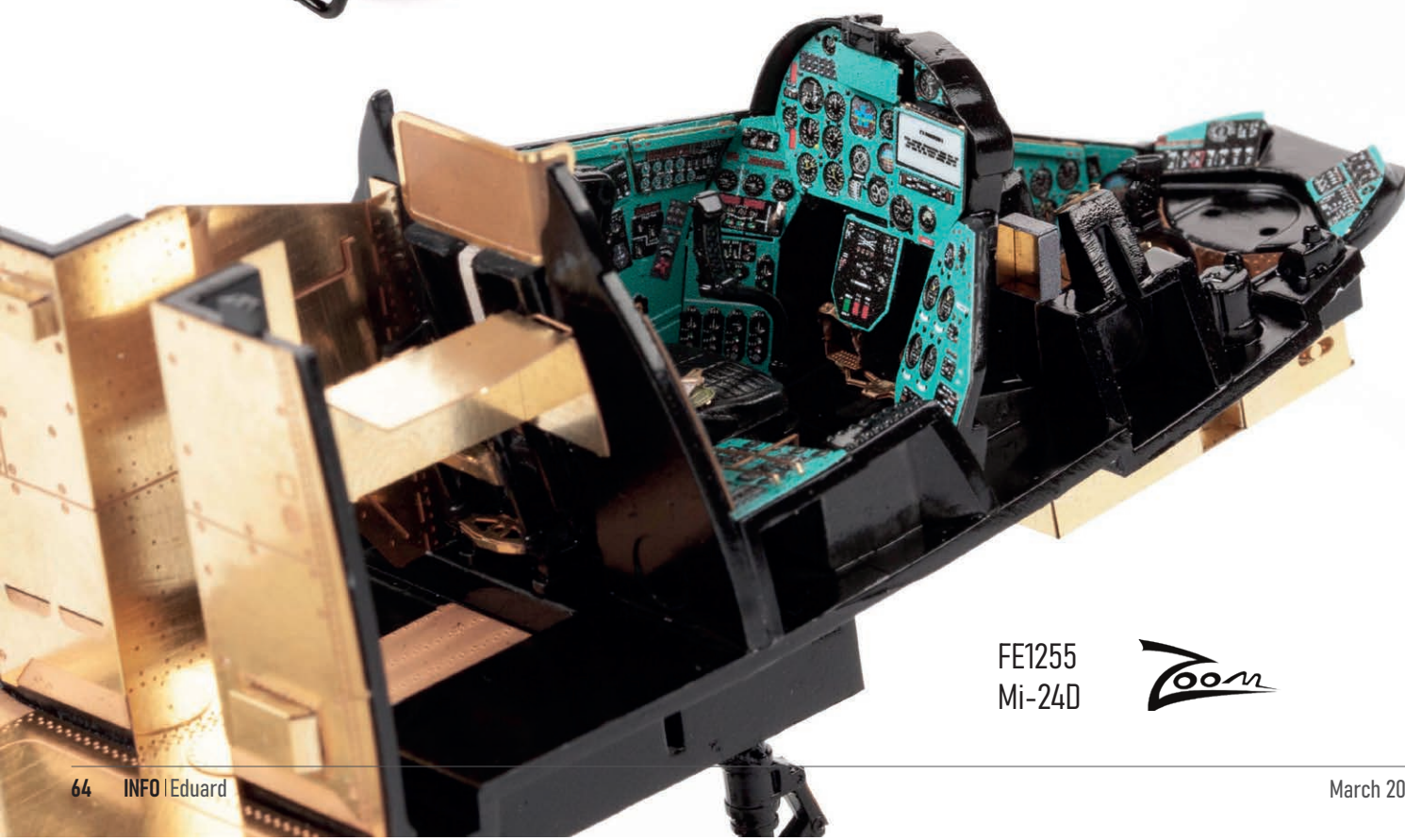
Mi-24D

1/48 Trumpeter

481078 Mi-24D cargo interior



FE1257
Mi-24D seatbelts
STEEL

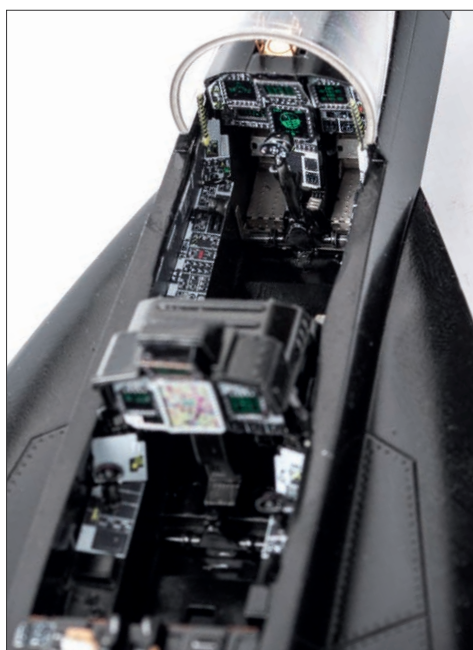


FE1255
Mi-24D



F/A-18F

1/48 MENG



Zoom

SS1253



491253



Wellington Mk.II

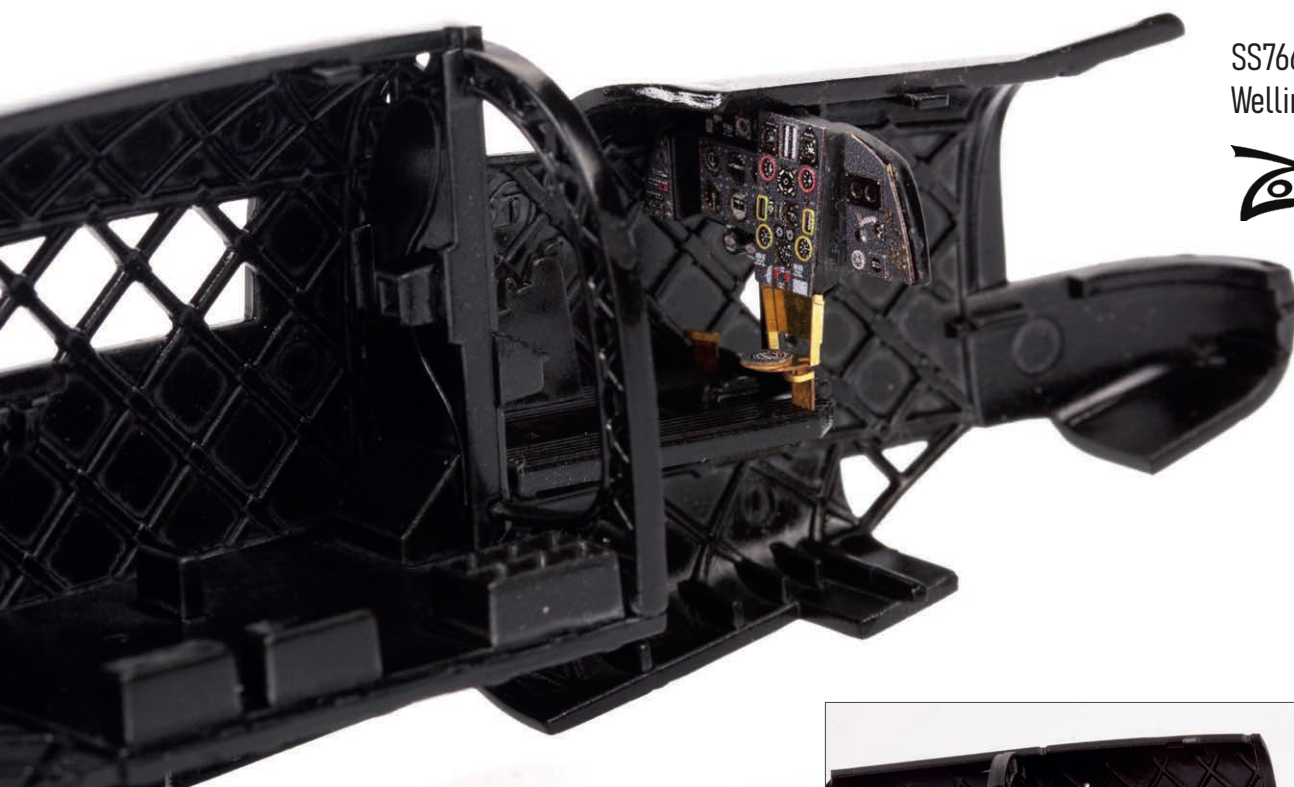
1/72 Airfix

72719
Wellington Mk.II
bomb bay

72720
Wellington Mk.II
landing flaps

73766
Wellington Mk.II

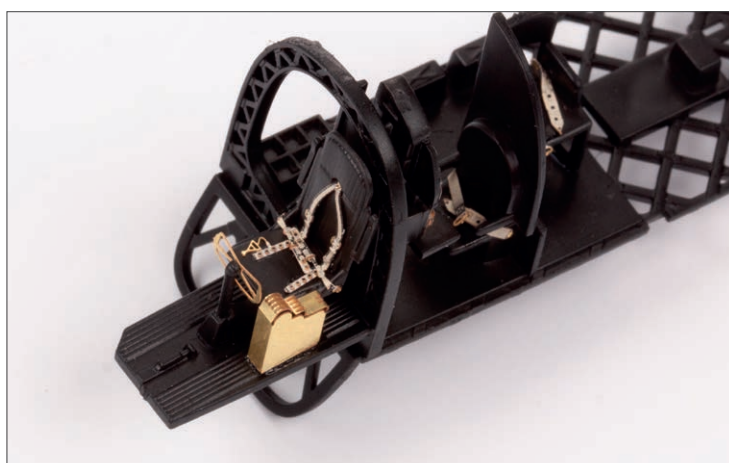




SS766
Wellington Mk.II



73766
Wellington Mk.II

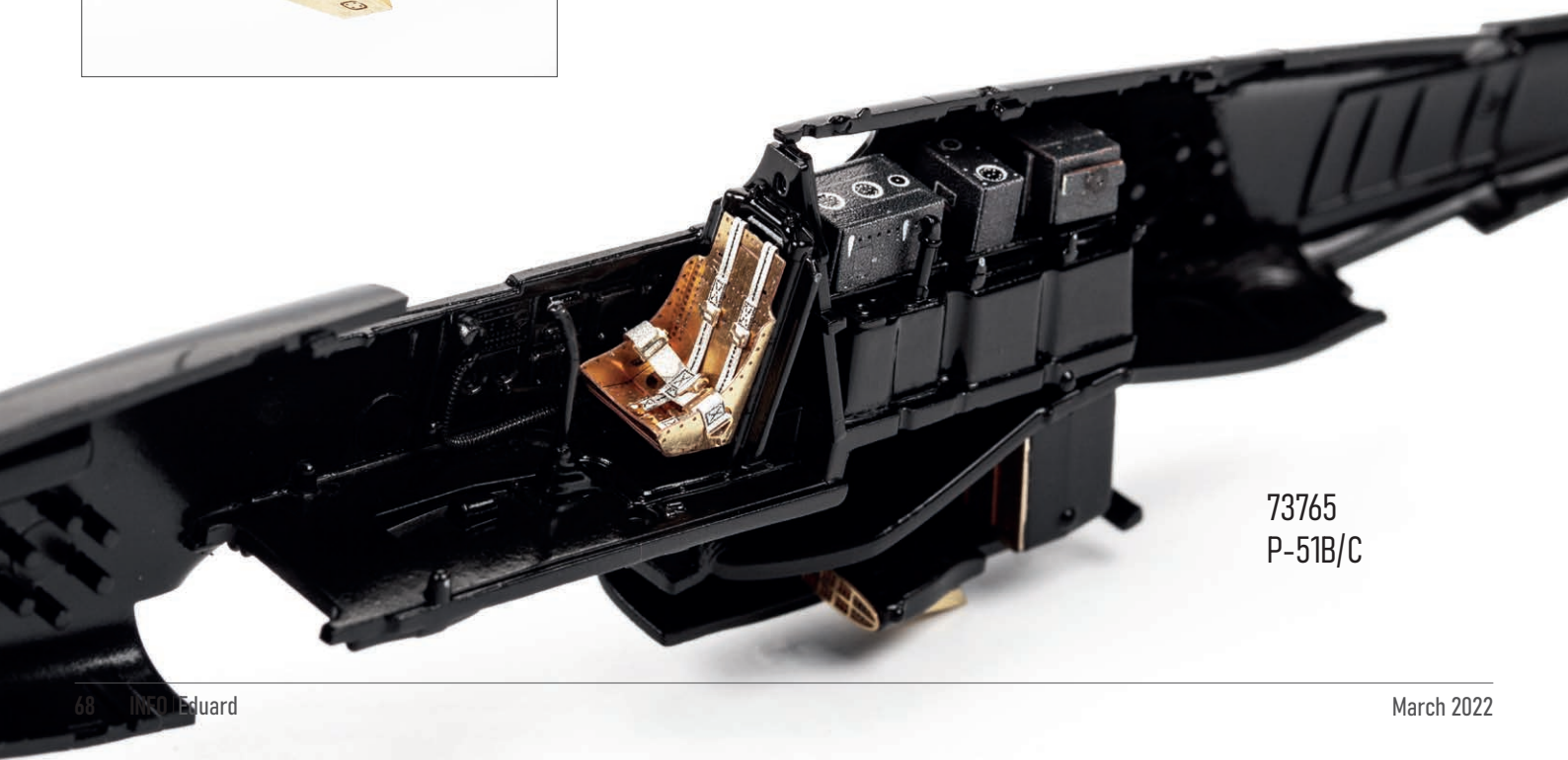
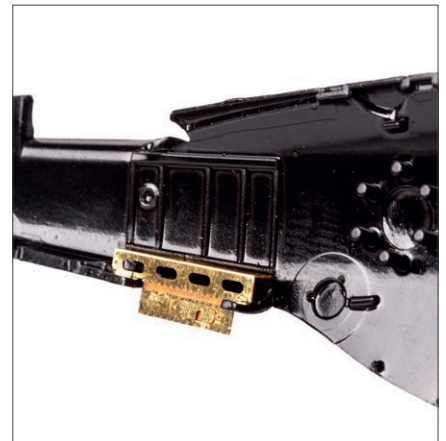
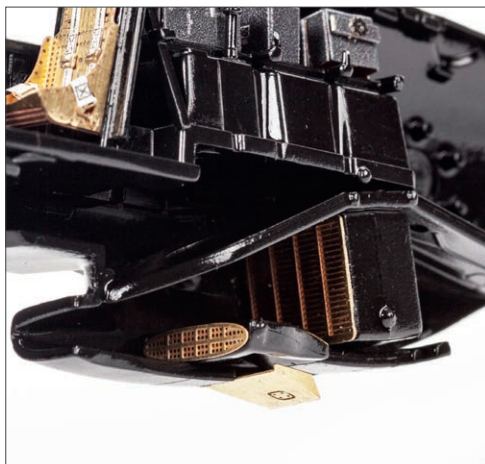
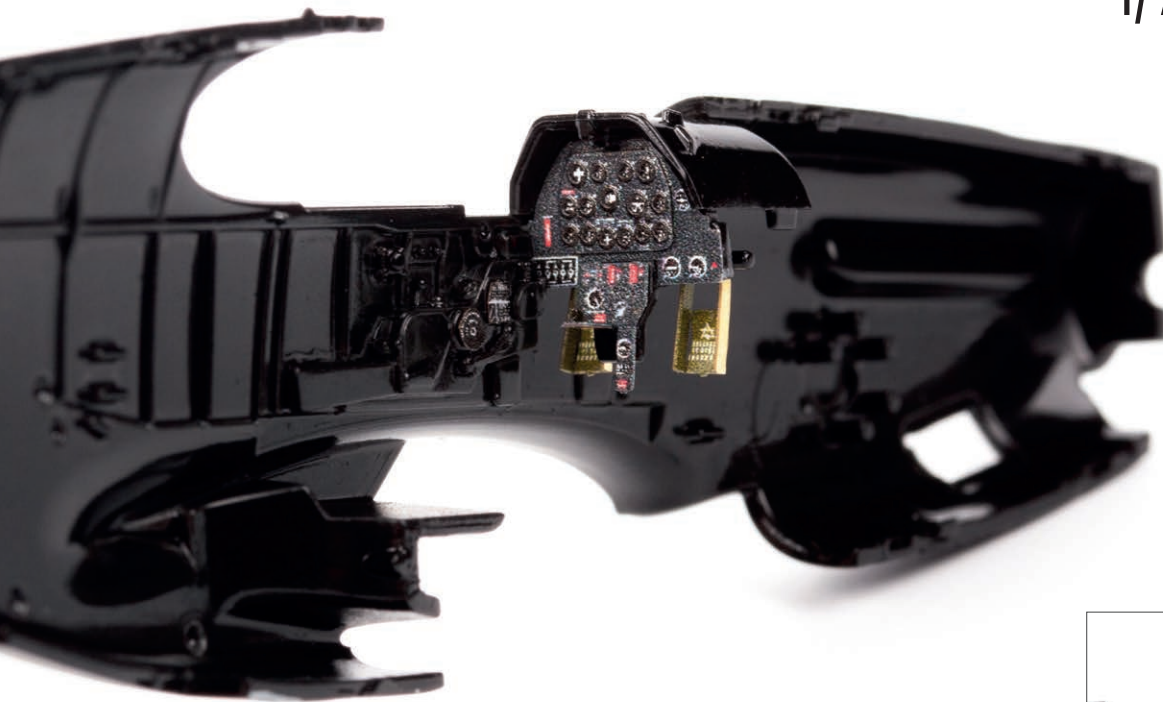


73766
Wellington Mk.II



P-51B/C

1/72 Arma Hobby



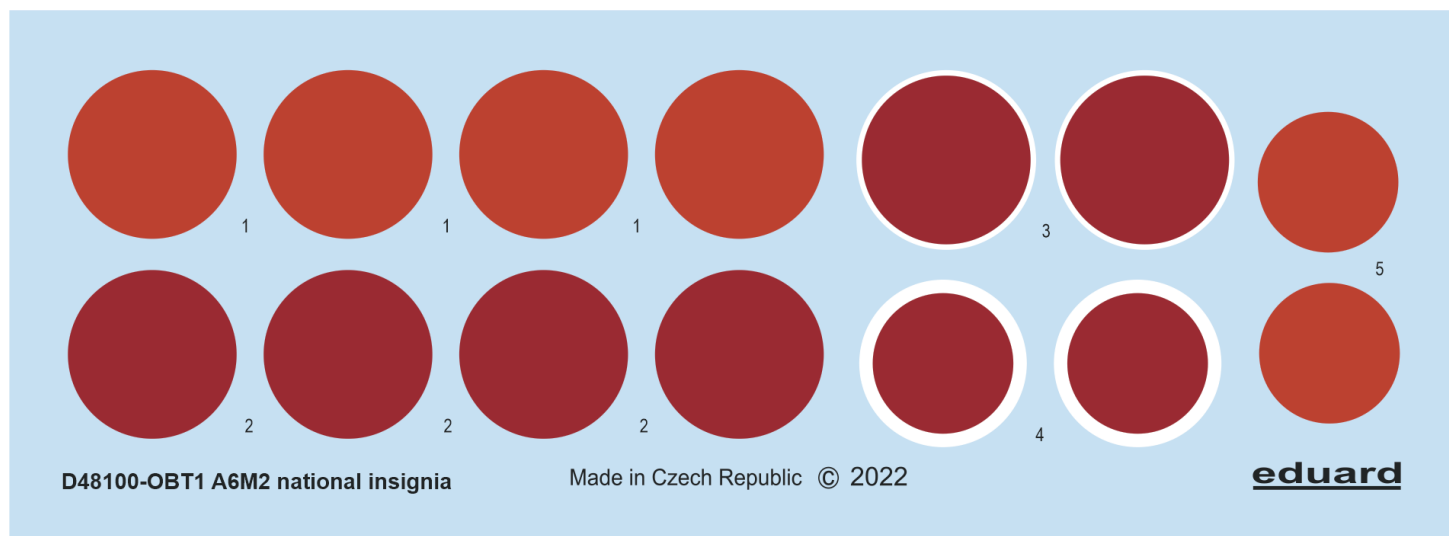
73765
P-51B/C

A6M2 national insignia

Cat. No. D48100

[Product page](#)

1/48 Eduard

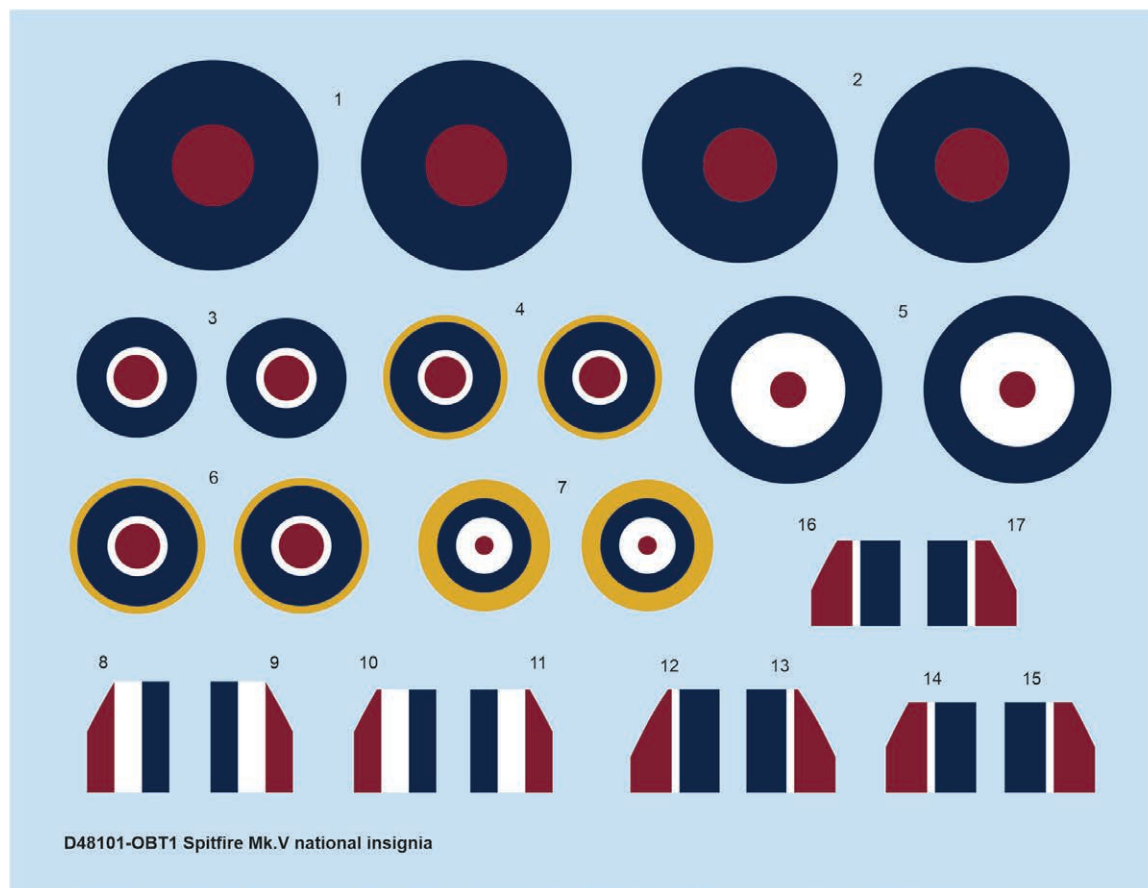


Spitfire Mk.V national insignia

Cat. No. D48100

[Product page](#)

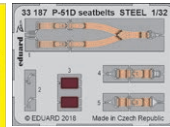
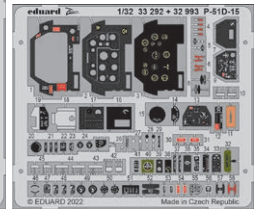
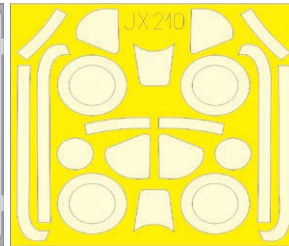
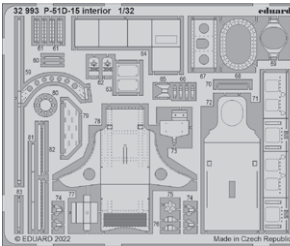
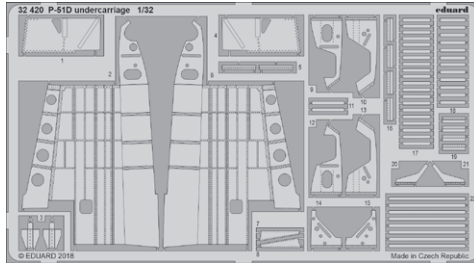
1/48 Eduard



BIG33141 P-51D-15 1/32 Revell

- 32475 P-51D-15 exterior 1/32
- 32420 P-51D undercarriage 1/32
- 32993 P-51D-15 interior 1/32
- 33187 P-51D seatbelts STEEL 1/32
- JX210 P-51D 1/32

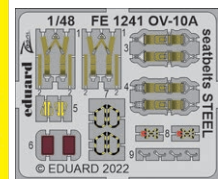
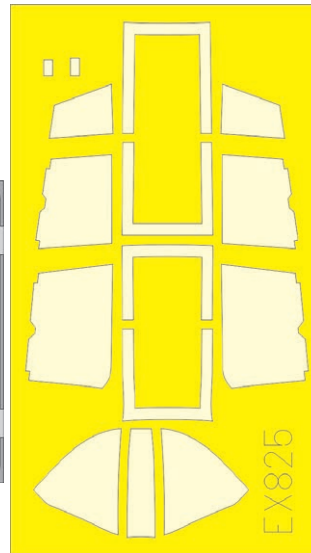
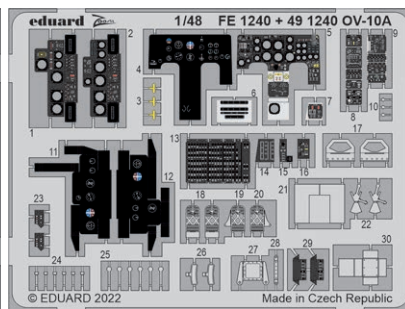
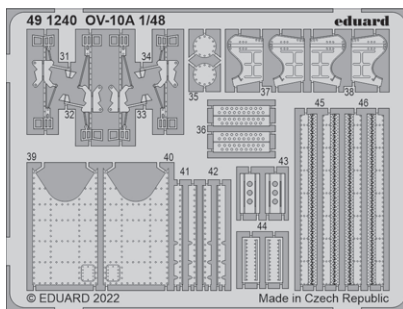
Product Page



BIG49317 OV-10A 1/48 ICM

- 491240 OV-10A 1/48
- FE1241 OV-10A seatbelts STEEL 1/48
- EX825 OV-10A 1/48

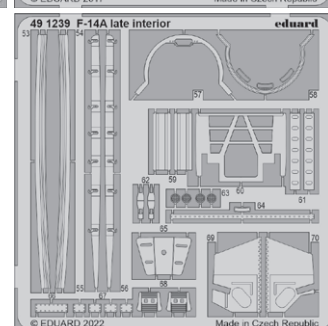
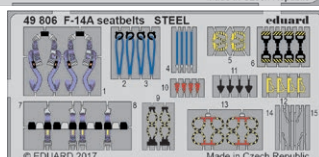
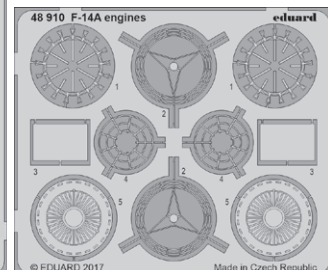
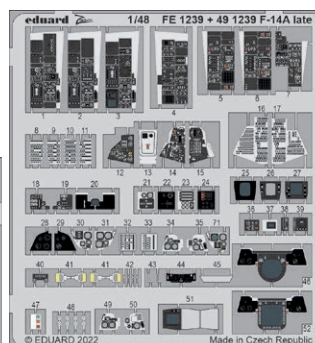
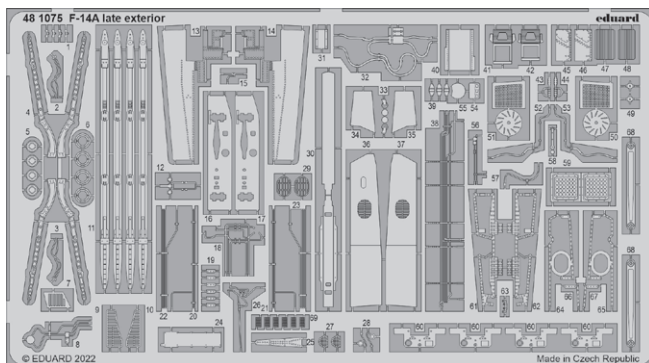
Product Page



BIG49318 F-14A late 1/48 Tamiya

- 48910 F-14A engines
- 481075 F-14A late exterior 1/48
- 49806 F-14A seatbelts STEEL
- 491239 F-14A late interior 1/48
- EX540 F-14A 1/48

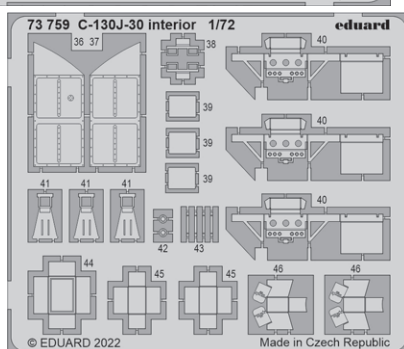
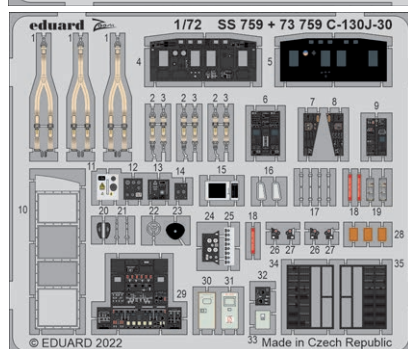
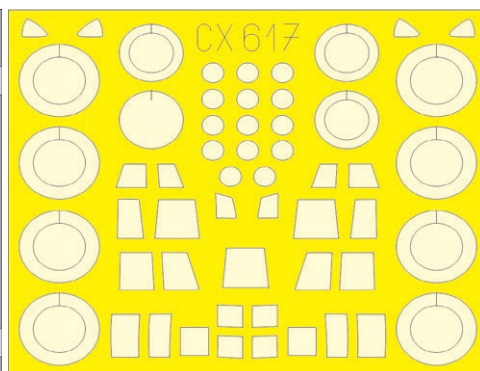
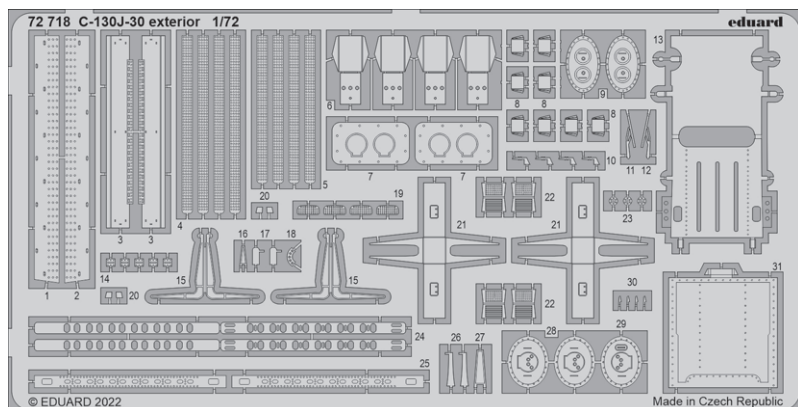
Product Page



BIG72168 C-130J-30 PART I 1/72 Zvezda

72718 C-130J-30 exterior 1/72
73759 C-130J-30 interior 1/72
CX617 C-130J-30 1/72

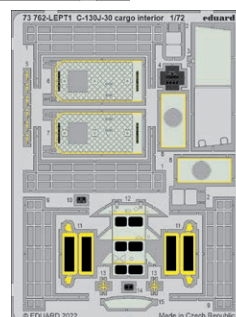
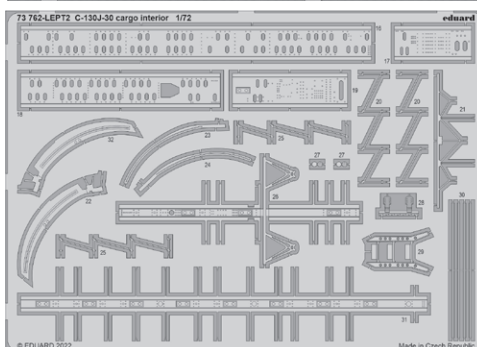
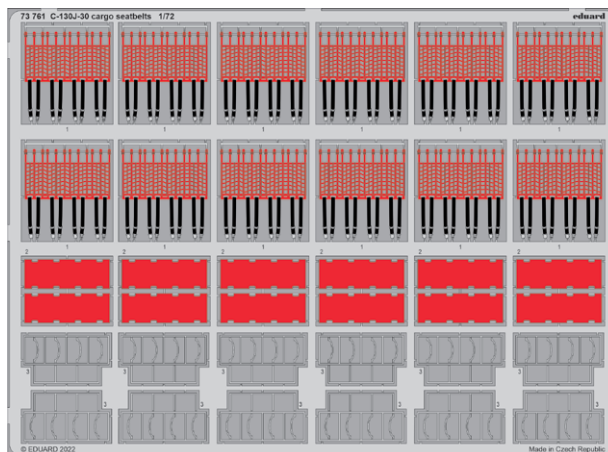
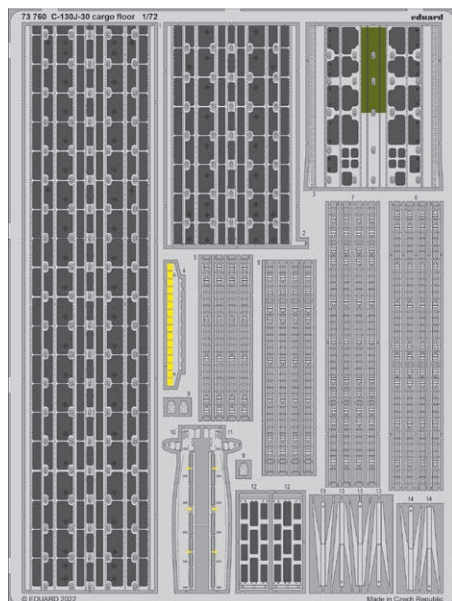
[Product Page](#)



BIG72169 C-130J-30 PART II 1/72 Zvezda

73760 C-130J-30 cargo floor 1/72
73761 C-130J-30 cargo seatbelts 1/72
73762 C-130J-30 cargo interior 1/72

[Product Page](#)



EX833 Z-526AFS Akrobat
TFace 1/48 Eduard



EX834 Vampire F.3
1/48 Airfix

EX835 Vampire F.3 TFace
1/48 Airfix

EX836 SR-71A
1/48 Revell

EX837 SR-71A TFace
1/48 Revell

EX838 Su-27
1/48 Great Wall Hobby

EX839 Su-27 TFace
1/48 Great Wall Hobby

EX840 F/A-18F
1/48 Meng

EX841 F/A-18F TFace
1/48 Meng

EX842 Mi-24D
1/48 Trumpeter

EX843 Mi-24D TFace
1/48 Trumpeter

CX620 P-51B/C
1/72 Arma Hobby

CX621 F-4D
1/72 Fine Molds

CX622 Fw 190D-9
1/72 IBG

EX833



EX833



EX834
EX835



EX835



EX838
EX839



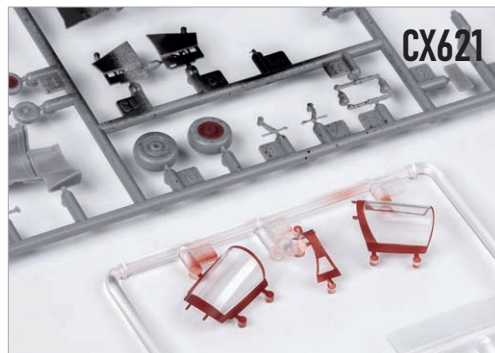
EX839



CX621



CX621



EX840
EX841



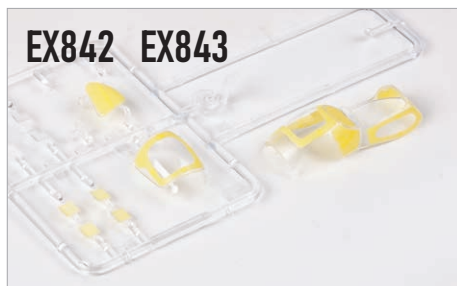
EX840
EX841



EX841



EX842 EX843



EX842 EX843



EX843



March 2022

KITS

82184	Z-526AFS Akrobat	1/48	ProfiPACK
11161	Korea	1/48	Limited edition
LN01	USS Arizona	1/350	Limited edition
7459	MiG-15	1/72	Weekend edition
84183	Spitfire Mk.IXc	1/48	Weekend edition
82118	Bf 109G-14 (Re-release)		1/48 ProfiPACK

PE-SETS

36477	Panzer II Ausf.F	1/35	Academy
481078	Mi-24D cargo interior	1/48	Trumpeter
491249	Su-27	1/48	Great Wall Hobby
491251	SR-71A	1/48	Revell
491253	F/A-18F	1/48	Meng
491255	Mi-24D	1/48	Trumpeter
72719	Wellington Mk.II bomb bay	1/72	Airfix
72720	Wellington Mk.II landing flaps	1/72	Airfix
73764	F-4D	1/72	Fine Models
73765	P-51B/C	1/72	Arma Hobby
73766	Wellington Mk.II	1/72	Airfix

ZOOMS

33293	Tornado ECR	1/32	Italeri
33294	Tornado ECR seatbelts STEEL	1/32	Italeri
33295	B-25H	1/32	HKM
33296	B-25H seatbelts STEEL	1/32	HKM
FE1242	MiG-21SMT Weekend	1/48	Eduard
FE1243	Spitfire Mk.Ia Weekend	1/48	Eduard
FE1244	F-104S	1/48	Kinetic
FE1245	F-104S ASA	1/48	Kinetic
FE1246	F-104S ASA-M	1/48	Kinetic
FE1247	F-104S seatbelts STEEL	1/48	Kinetic
FE1248	Hs 129B seatbelts STEEL	1/48	Dora Wings

MASKS

EX833	Z-526AFS Akrobat TFace	1/48	Eduard
EX834	Vampire F.3	1/48	Airfix
EX835	Vampire F.3 TFace	1/48	Airfix
EX836	SR-71A	1/48	Revell
EX837	SR-71A TFace	1/48	Revell
EX838	Su-27	1/48	Great Wall Hobby
EX839	Su-27 TFace	1/48	Great Wall Hobby
EX840	F/A-18F	1/48	Meng
EX841	F/A-18F TFace	1/48	Meng
EX842	Mi-24D	1/48	Trumpeter
EX843	Mi-24D TFace	1/48	Trumpeter
CX620	P-51B/C	1/72	Arma Hobby
CX621	F-4D	1/72	Fine Models
CX622	Fw 190D-9	1/72	IBG

BIGED SETS

BIG33141	P-51D-15	1/32	Revell
BIG49317	OV-10A	1/48	ICM
BIG49318	F-14A late	1/48	Tamiya
BIG72168	C-130J-30 PART I	1/72	Zvezda
BIG72169	C-130J-30 PART II	1/72	Zvezda

BRASSIN

644140	F-104S LööK	1/48	Kinetic
644141	F-104 ASA LööK	1/48	Kinetic
644142	F-104 ASA/M LööK	1/48	Kinetic
644143	Z-526AFS LööK	1/48	Eduard
648692	A6M2 Zero Model 21 cockpit PRINT	1/48	Eduard
648716	F-4B refueling probe PRINT	1/48	Tamiya
648728	F-4B airbrakes PRINT	1/48	Tamiya
648729	Z-326/526 wheels	1/48	Eduard
648730	Mi-24D conversion set PRINT	1/48	Zvezda
648731	A6M2 Zero Model 21 folding wingtips PRINT	1/48	Eduard
648732	F-4B tail hook PRINT	1/48	Tamiya
648733	Z-526AFS cockpit PRINT	1/48	Eduard
648734	CH-47A wheels	1/48	Hobby Boss
648735	OV-10 wheels	1/48	ICM
672278	British 1000lb retarded bombs w_960 fuse	1/72	

LookPLUS

634026	P-51D-15 LööKplus	1/32	Revell
644144	Su-27 LööKplus	1/48	Great Wall Hobby
644145	F/A-18E LööKplus	1/48	Meng

BIGSIN

SIN64880	OV-10A Air to Ground	1/48	ICM
SIN64881	F-14A late AtA/AtG	1/48	Tamiya

DECAL SET

D48100	A6M2 national insignia	1/48	Eduard
D48101	Spitfire Mk.V national insignia	1/48	Eduard

SPACE

3DL48059	SR-71A SPACE	1/48	Revell
3DL48060	Z-526AFS Akrobat	1/48	Eduard
3DL53004	Royal Navy ensign flags	1/350	
3DL53005	Royal Navy ensign flags (cruiser/destroyers)	1/350	

BUILT

LIMITED

TORA TORA TORA!

1/48

Cat. No. 11155
marking option B
built by **Jan Novotný**



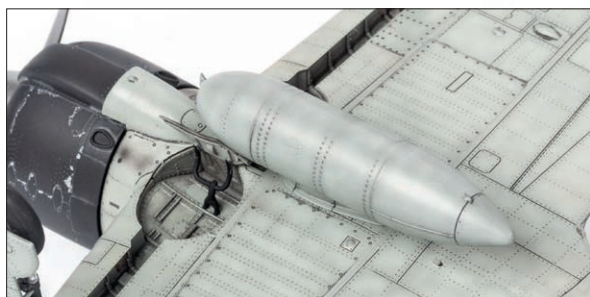
Lt. Saburō Shindō, Akagi Fighter Squadron, second attack wave

During the second wave, fighter escort of thirty-six Zeros was led by Lt. Shindō. Nine Akagi Zeros met no resistance in the air and destroyed two aircraft at Hickam. Shindō was born in 1911 and graduated from the Naval Academy in 1929. He was assigned to the Omura Kōkūtai in 1935 and a year later went to the aircraft carrier Kaga. In 1940, he served in China with the 12th Kōkūtai during combat trials of the A6M2 fighter. Under his command, the first

combat engagement occurred on September 13, resulting in 27 victories without loss. In November 1940, Shindō was transferred to the 14th Kōkūtai in Hanoi. From April to December 1941 he was the Buntaichō of the Akagi fighters, but had to be hospitalized after the attack on Pearl Harbor. After recovering, he was appointed commander of Tokushima Kōkūtai in April 1942. From November 1942, as Hikōtaichō at Kōkūtai 582, he was involved

in the fighting over Guadalcanal. From July 1943, he was Hikōtaichō with the Kōkūtai 204 in the same area. In late 1943 and early 1944, he led fighters of the aircraft carrier Ryūhō and later served with Kōkūtai 653 and 203 in the defense of Taiwan, the Philippines, and Japan. At the end of the war, he was Hikōtaichō at Tsukuba Kōkūtai. Shindō passed away in 2000.

Product Page



TORA TORA TORA!

1/48 Eduard



built by Luboš Zach



[Product Page](#)



ACCESSORIES USED:

- 648 698 A6M2 seat PRINT
- 648 694 A6M2 engine PRINT
- 648 724 A6M2 landing flaps PRINT
- 648 722 A6M2 exhausts PRINT
- 648 723 A6M2 cannon barrels & cockpit guns PRINT
- 644 128 A6M2 LööK

11155



MARKING OPTION L
P01c Yukuo Hanzawa, Shōkaku
Fighter Squadron, patrol during the
second attack wave

A6M2 Zero Type 21

1/48

Cat. No. 82212

marking option D

built by **Robert Szwarc**

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 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 phosphorus anti-aircraft bombs to attack enemy bombers. Kanzaki's

aircraft, manufactured by the Nakajima company, has been reconstructed 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 like 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.



Product Page



KOREA

1/48 Eduard

built by Jan Novotný

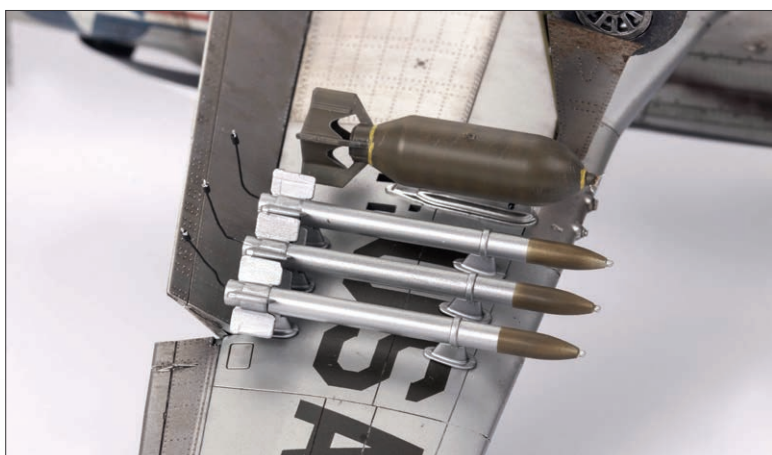
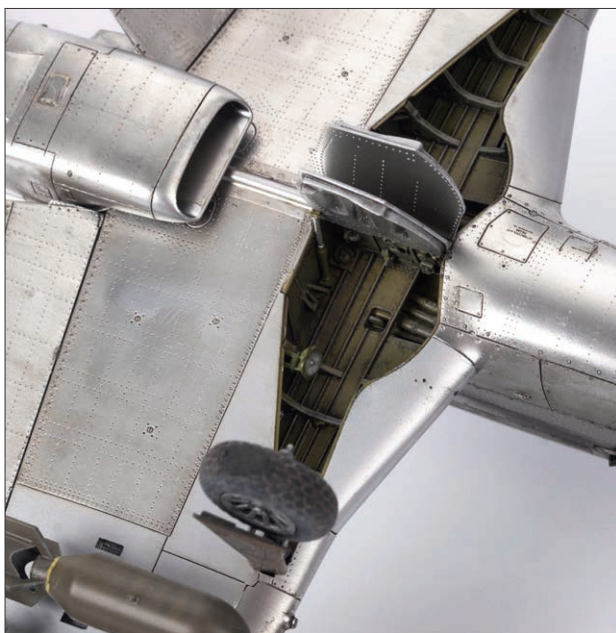


11155



F-51D-30, 44-74651, Col. William H. Clark,
CO of 18th FBG, Hoengsong AB (K-46),
Korea, July 1952

Product Page



ACCESSORIES USED:

- 648570 P-51D gun sights
- 648495 P-51D undercarriage legs BRONZE
- 648503 P-51D wheels oval tread
- 648486 P-51D exhaust stacks w/ fairing
- FE1021 P-51D seatbelts STEEL

Trenér

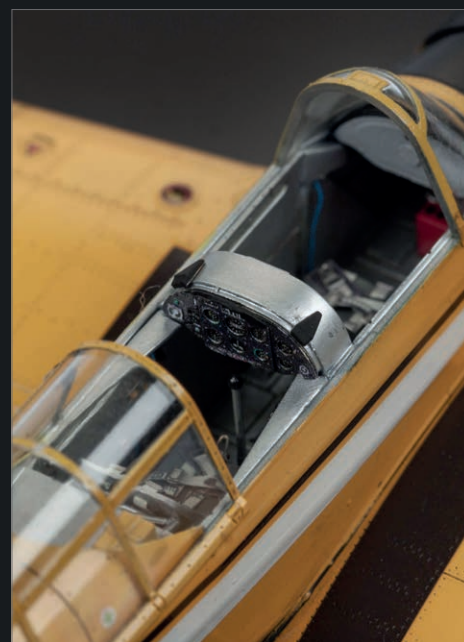
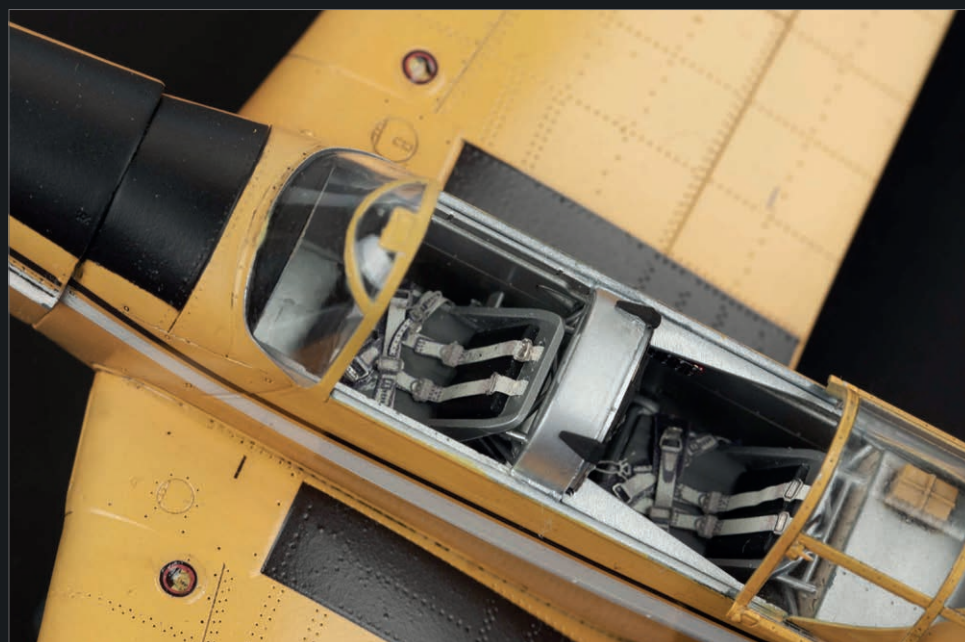


1/48 Eduard

built by Luboš Zach

Z-226M, OK-KND, No. 31-09,
Aero Club Chomutov,
Czech Republic, around 1995

11152





Product Page



Phantom II RF-4E

1/48

Zoukei-Mura

built by **Angelo Lodetti**



ACCESSORIES USED:

648012 F-4C/D/E/F/G wheels (Brassin)

648023 F-4 exhaust nozzles late (Brassin)





BIG ED (April)

BIG33142 Tornado ECR 1/32 ITALERI
 BIG33143 B-25H 1/32 HKM
 BIG49319 F-104S 1/48 KINETIC
 BIG49320 F-104S ASA 1/48 KINETIC
 BIG49321 F-104S ASA-M 1/48 KINETIC
 BIG49322 Hs 129B 1/48 HASEGAWA/HOBBY 2000

BRASSIN (April)

644151 F-14A late **Löök** 1/48 TAMIYA
 644152 Vampire F.3 **Löök** 1/48 AIRFIX
 644153 OV-10A **Löök** 1/48 ICM
 648681 Z-126 Trener Walter Minor 4 engine PRINT 1/48 EDUARD
 648736 Fw 190A landing flaps PRINT 1/48 EDUARD
 648738 Spitfire Mk.V landing flaps PRINT 1/48 EDUARD
 648739 F-14A late cockpit 1/48 TAMIYA
 672279 P-51B/C exhausts stacks PRINT 1/72 ARMA HOBBY
 672280 P-51B/C exhausts stacks w/fairing PRINT 1/72 ARMA HOBBY
 672281 P-51B/C bazooka rocket launcher 1/72 ARMA HOBBY
 672282 P-51B/C wheels diamond tread 1/72 ARMA HOBBY
 672283 Tornado wheels 1/72 REVELL

LöökPlus (April)

644146 CH-47A Löökplus 1/48 Hobby Boss
 644147 F-104S Löökplus 1/48 Kinetic
 644148 F-104 ASA Löökplus 1/48 Kinetic
 644149 F-104 ASA/M Löökplus 1/48 Kinetic

BIGSIN (April)

SIN67219 Tornado GR.1/GR.4 armament 1/72 REVELL

644153

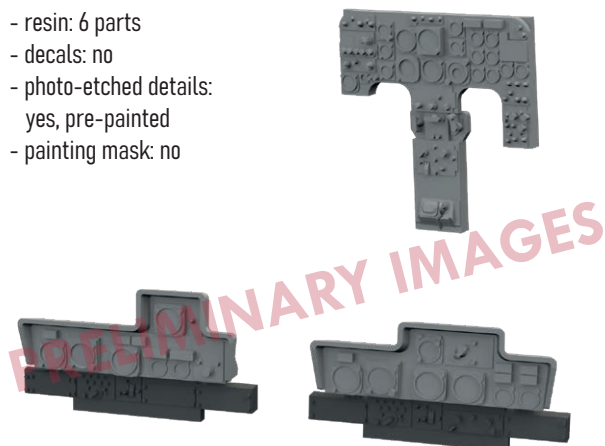
OV-10A Löök

1/48 ICM

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for OV-10A in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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



644151

F-14A late Löök

1/48 Eduard

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for F-14A late in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

644152

Vampire F.3 Löök

1/48 Airfix

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Vampire F.3 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

648681

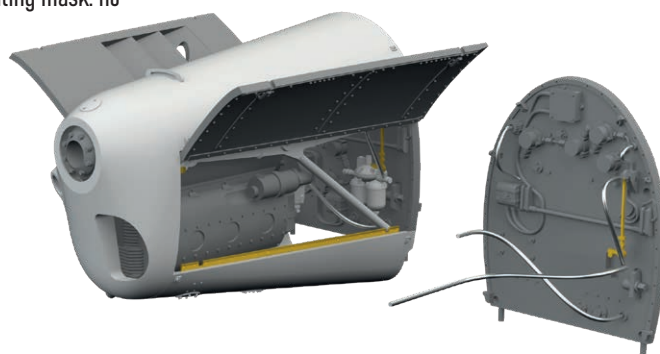
Z-126 Trener Walter Minor 4 engine PRINT

1/48 Eduard

Brassin set - the engine for Z-126 Trener in 1/48 scale. Made by direct 3D printing. Cowlings included. Recommended kit: Eduard

Set contains:

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



648736

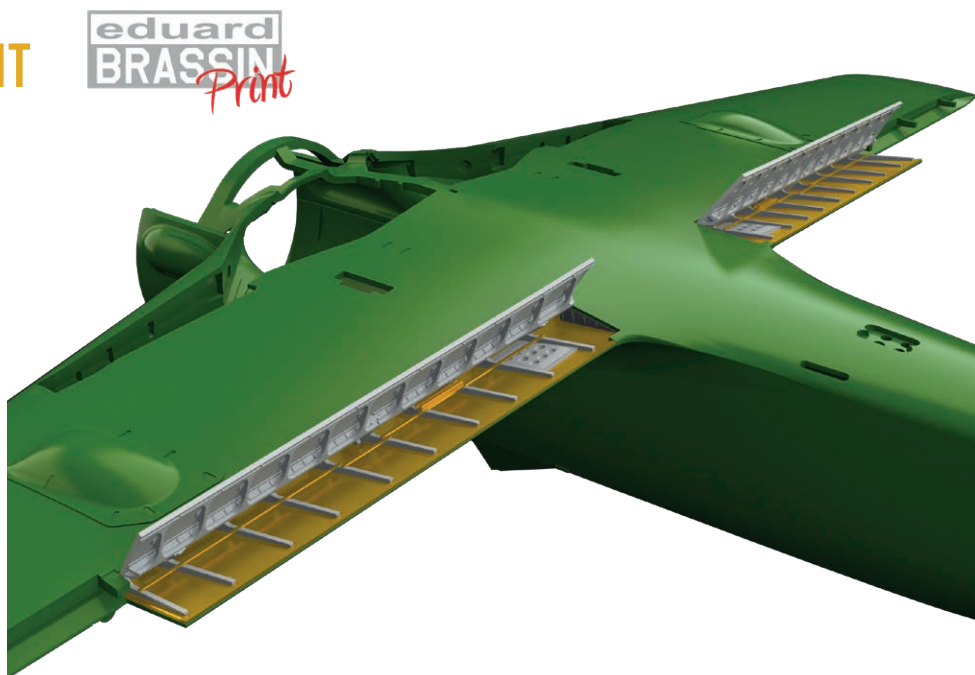
Fw 190A landing flaps PRINT

1/48 Eduard

Brassin set - the landing flaps for Fw 190A in 1/48 scale.
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



648738

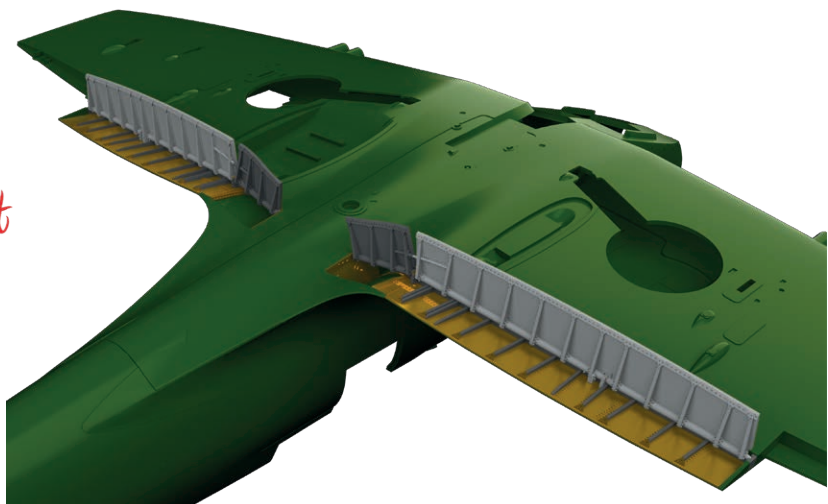
Spitfire Mk.V landing flaps PRINT

1/48 Eduard

Brassin set - the landing flaps for Spitfire Mk.V
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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



648739

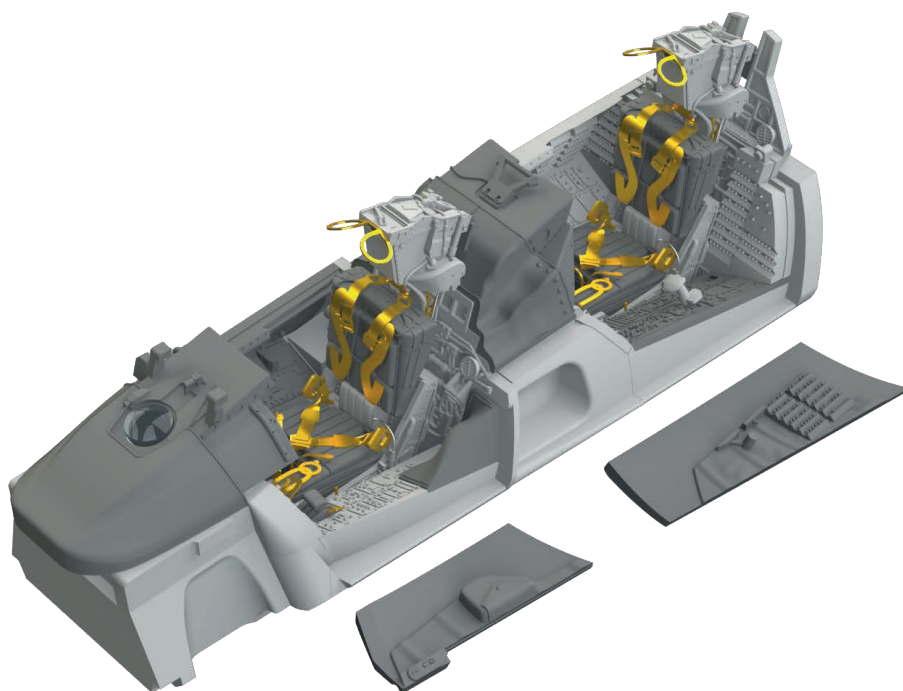
F-14A late cockpit

1/48 Tamiya

Brassin set - the cockpit for F-14A late
in 1/48 scale. Recommended kit: Tamiya

Set contains:

- resin: 39 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



672279

P-51B/C exhausts stacks PRINT

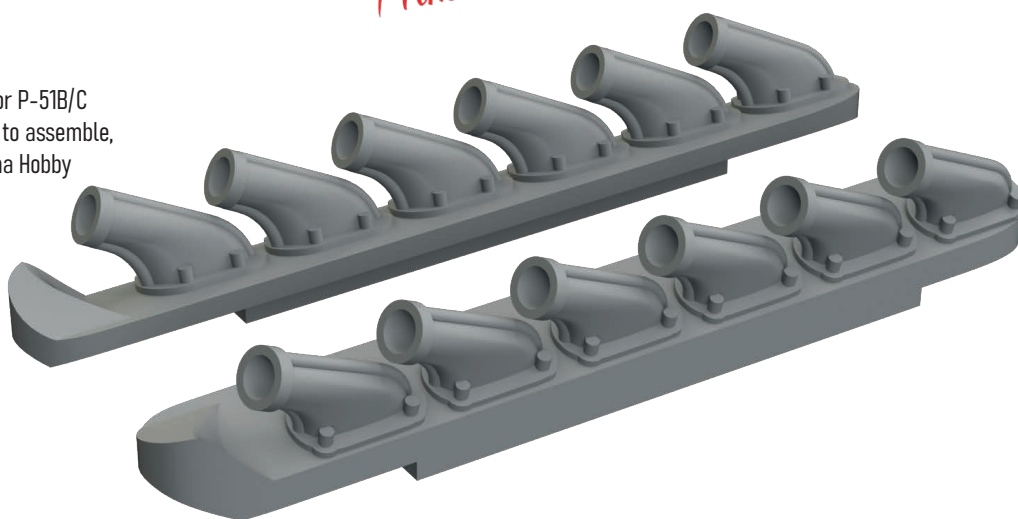
eduard
BRASSIN
Print

1/72 Arma Hobby

Brassin set - exhaust stacks without fairing for P-51B/C in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



672280

P-51B/C exhausts stacks w/fairing PRINT

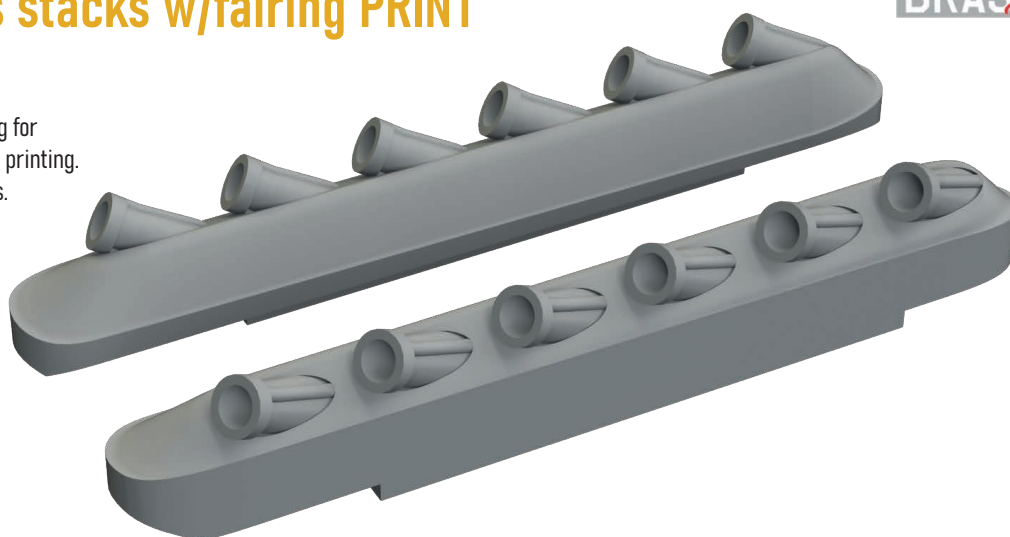
eduard
BRASSIN
Print

1/72 Arma Hobby

Brassin set - exhaust stacks with fairing for P-51B/C in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



672281

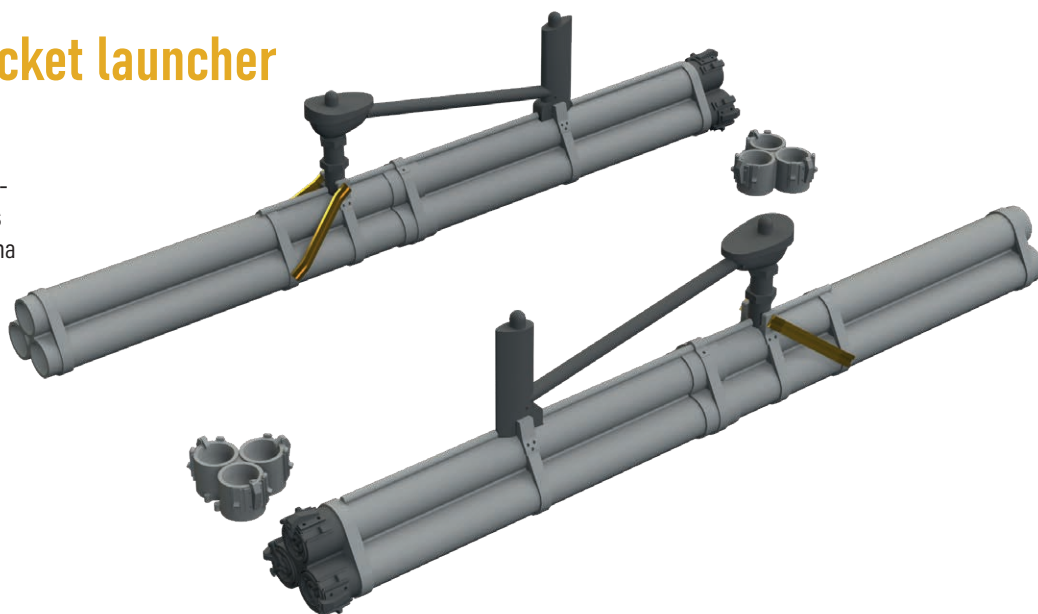
P-51B/C bazooka rocket launcher

1/72 Arma Hobby

Brassin set - the Bazooka type rocket launchers for P-51B/C in 1/72 scale. The set consists of 2 rocket launchers. Recommended kit: Arma Hobby

Set contains:

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



672282**P-51B/C wheels diamond tread****1/72 Arma Hobby**

Brassin set - the undercarriage wheels for P-51B/C in 1/72 scale. The set consists of the main wheels. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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

**672283****Tornado wheels****1/72 Revell**

Brassin set - the undercarriage wheels for Tornado in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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



644146

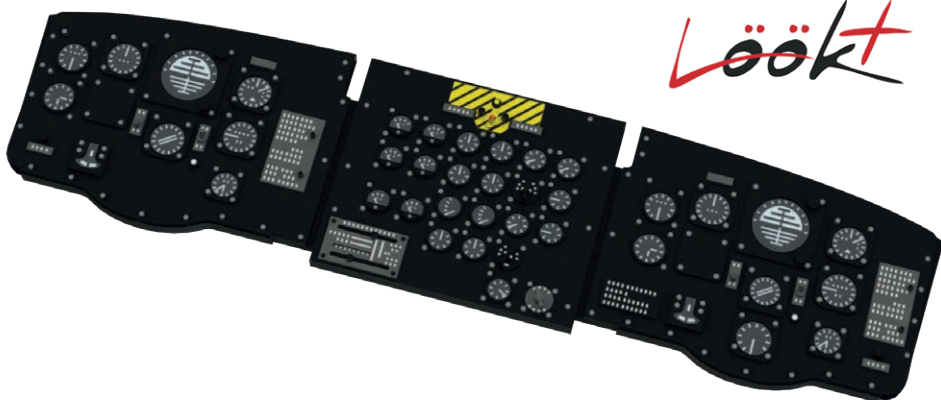
CH-47A LööKplus

1/48 Hobby Boss

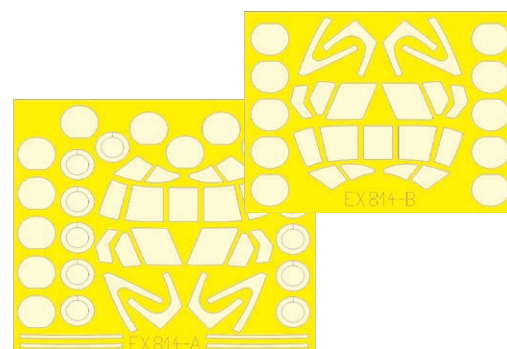
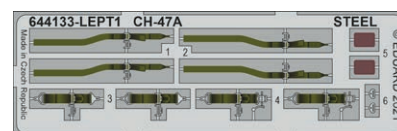
Collection of 3 sets for CH-47A in 1/48 scale.

Recommended kit: Hobby Boss

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



LööKt



644147

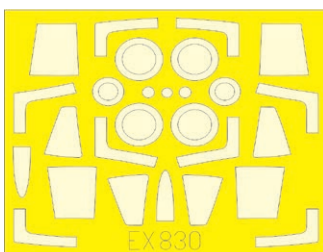
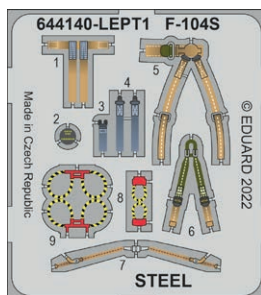
F-104S LööKplus

1/48 Kinetic

Collection of 4 sets for F-104S in 1/48 scale.

Recommended kit: Kinetic

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



LööKt



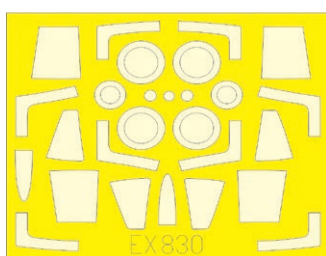
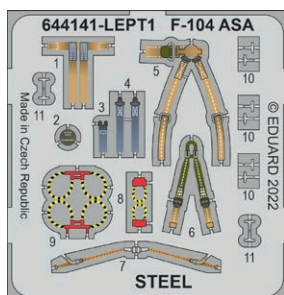
644148

F-104 ASA LööKplus

1/48 Kinetic

Collection of 4 sets for F-104 ASA in 1/48 scale.
Recommended kit: Kinetic

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



LööKt



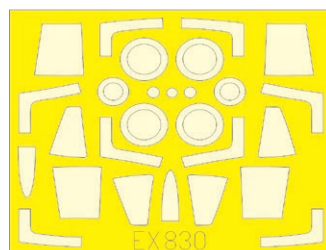
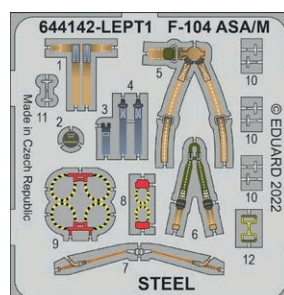
644149

F-104 ASA/M LööKplus

1/48 Kinetic

Collection of 4 sets for F-104 ASA-M in 1/48 scale.
Recommended kit: Kinetic

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



LööKt



SIN67219

Tornado GR.1/GR.4 armament**1/72 Revell**

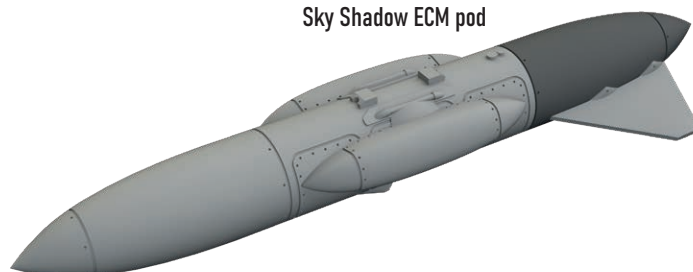
Collection of 8 sets for Tornado GR.1/GR.4 in 1/72 scale.
Recommended kit: Revell



- Sky Shadow ECM pod
- ALARM missiles
- TIALD pod
- CPU-123 Paveway II
- BOZ-107 pod
- JP233 dispenser
- British 1000lb retarded bombs w_960 fuse
- CBU-87 bombs

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

Sky Shadow ECM pod



CBU-87 bombs



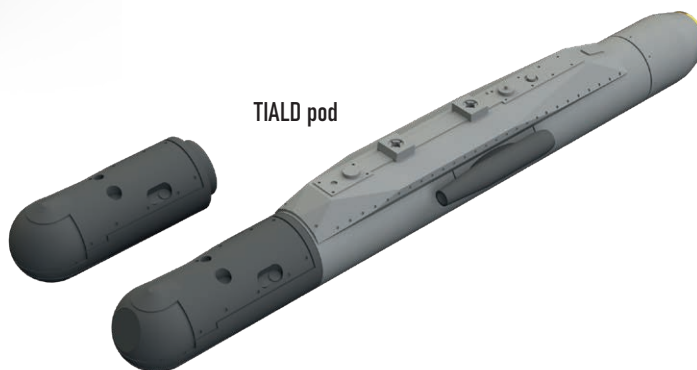
ALARM missiles



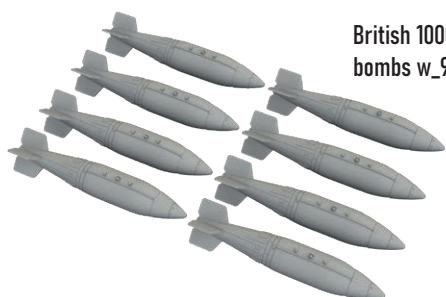
CPU-123 Paveway II



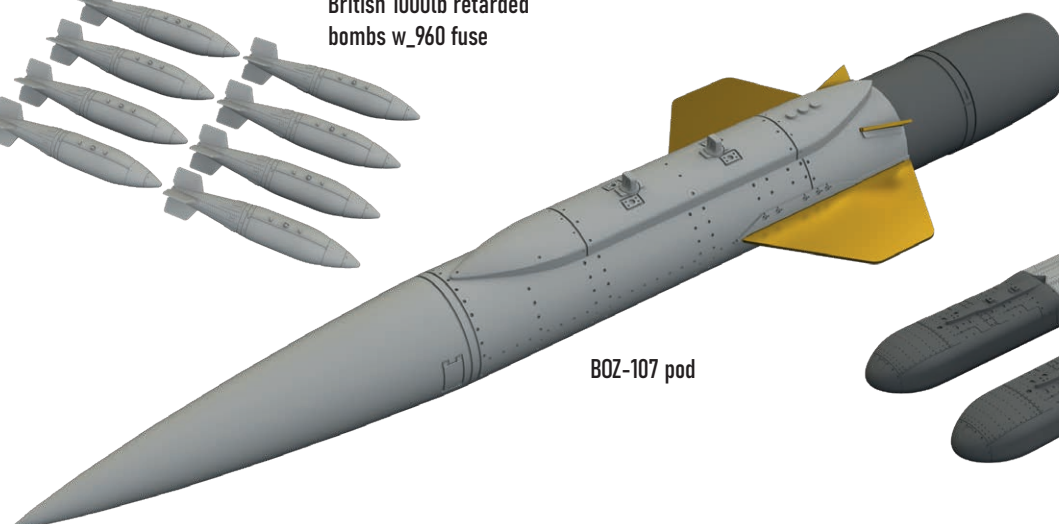
TIALD pod



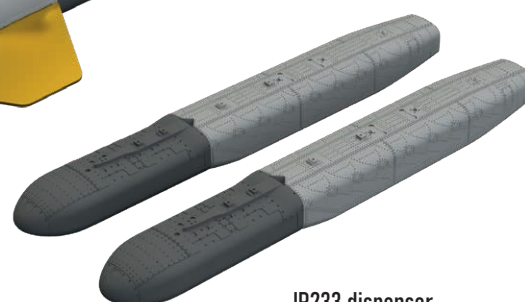
British 1000lb retarded bombs w_960 fuse



BOZ-107 pod



JP233 dispenser



PE-SETS

36478	M18 tank destroyer	1/35	Tamiya
481079	B-26K Invader bomb bay	1/48	ICM
481080	B-26K Invader exterior & undercarriage	1/48	ICM
481081	SR-71A undercarriage	1/48	Revell
481082	SR-71A engines	1/48	Revell
481083	SR-71A grilles	1/48	Revell
481084	Z-126/226 Trenér landing flaps	1/48	Eduard
491258	Vampire F.3	1/48	Airfix
491260	F/A-18F	1/48	Hobby Boss
491262	B-26K Invader	1/48	ICM
491264	OV-10D+	1/48	ICM
73767	Fw 190D-9	1/72	IBG
73768	U-2A	1/72	Hobby Boss

ZOOMS

FE1256	Z-526 seatbelts STEEL	1/48	Eduard
FE1258	Vampire F.3	1/48	Airfix
FE1259	Vampire F.3 seatbelts STEEL	1/48	Airfix
FE1260	F/A-18F	1/48	Hobby Boss
FE1261	F/A-18F seatbelts STEEL	1/48	Hobby Boss
FE1262	B-26K Invader	1/48	ICM
FE1263	B-26K Invader seatbelts STEEL	1/48	ICM
FE1264	OV-10D+	1/48	ICM
FE1265	OV-10D+ seatbelts STEEL	1/48	ICM

MASKS

JX289	Hawk 81-A2	1/32	ICM
JX290	Hawk 81-A2 TFace	1/32	ICM
EX844	B-26K Invader	1/48	ICM
EX845	B-26K Invader TFace	1/48	ICM
EX846	OV-10D+	1/48	Hobby Boss
EX847	OV-10D+ TFace	1/48	Hobby Boss
EX848	F/A-18F	1/48	Hobby Boss
EX849	F/A-18F TFace	1/48	Clear Prop
CX623	U-2A	1/72	Fujimi/Hobby 2000
CX624	OV-1A / JOV-1A	1/72	Great Wall Hobby
CX625	TA-4J	1/72	Great Wall Hobby

SPACE

3DL53006	International Marine Signal Flags SPACE	1/350	
3DL48061	Vampire F.3 SPACE	1/48	Airfix
3DL48062	OV-10D+ SPACE	1/48	ICM

DECAL SET

D48102	F-6 Mustang national insignia	1/48	Eduard
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Spitfire Mk.Vb late

#82156

1/48

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Spitfire Mk.Vb, EP120, S/Ldr Geoffrey W. Northcott,
CO of No. 402 Squadron RCAF, RAF Merston, West Sussex,
Great Britain, June–November, 1943



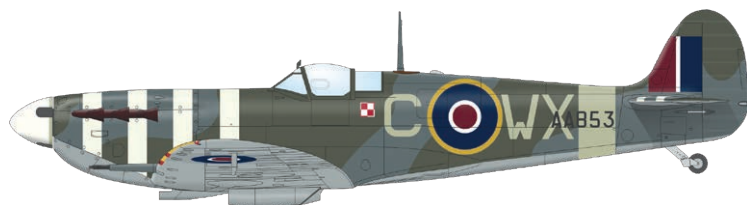
Spitfire Mk.Vb, AB276, F/Lt Václav Hájek,
No. 313 (Czechoslovak) Squadron, RAF Hornchurch,
Great Britain, January–June, 1942



Spitfire Mk.Vb, AB184, Sgt. Olav Dionne,
No. 332 (Norwegian) Squadron, RAF North Weald,
Essex, Great Britain, August, 1942



Spitfire Mk.Vb, EN794, S/Ldr Yvan du Monceau de Bergendal,
No.350 (Belgian) Squadron, RAF Redhill, Surrey, Great Britain,
July–December, 1942



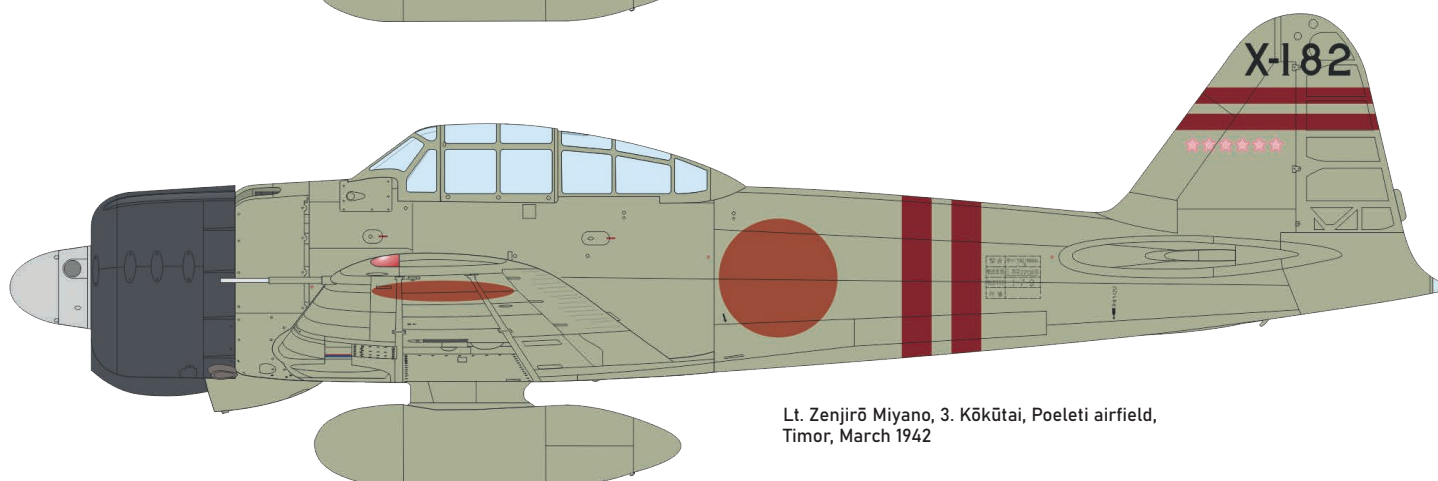
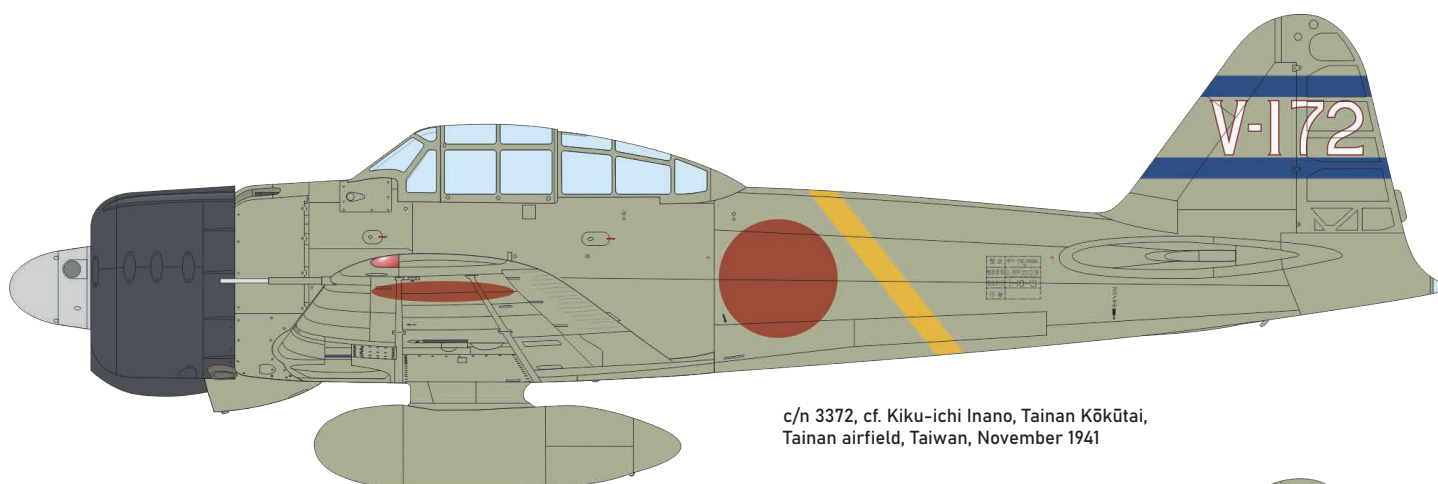
Spitfire Mk.Vb, AA853, W/Cdr Stefan Witorzenc,
No. 1 Polish Fighter Wing, RAF Heston, Great Britain,
Beginning of July, 1942

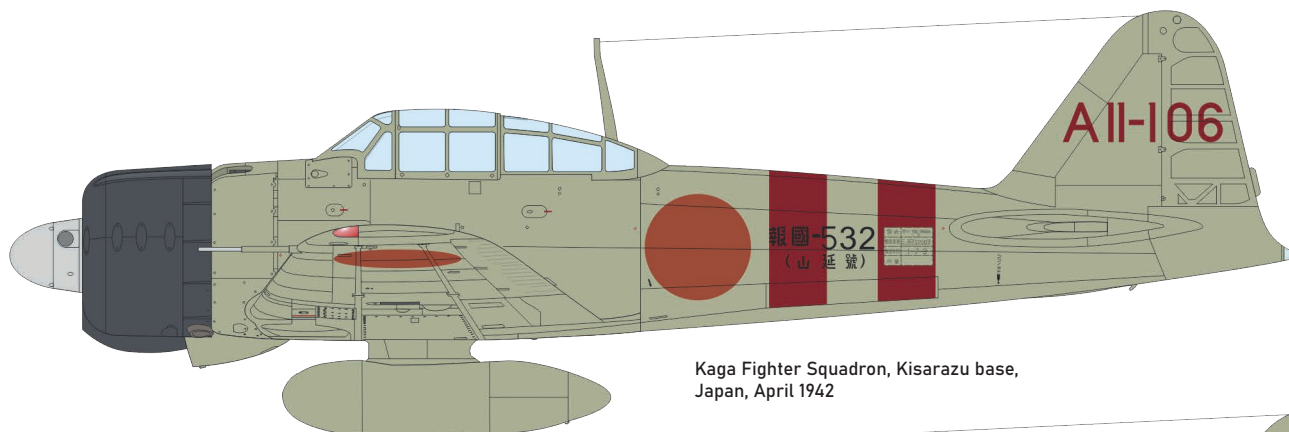


Spitfire Mk.Vb, EP829, S/Ldr John J. Lynch,
No.249 Squadron, RAF Krendi, Malta, April–May, 1943

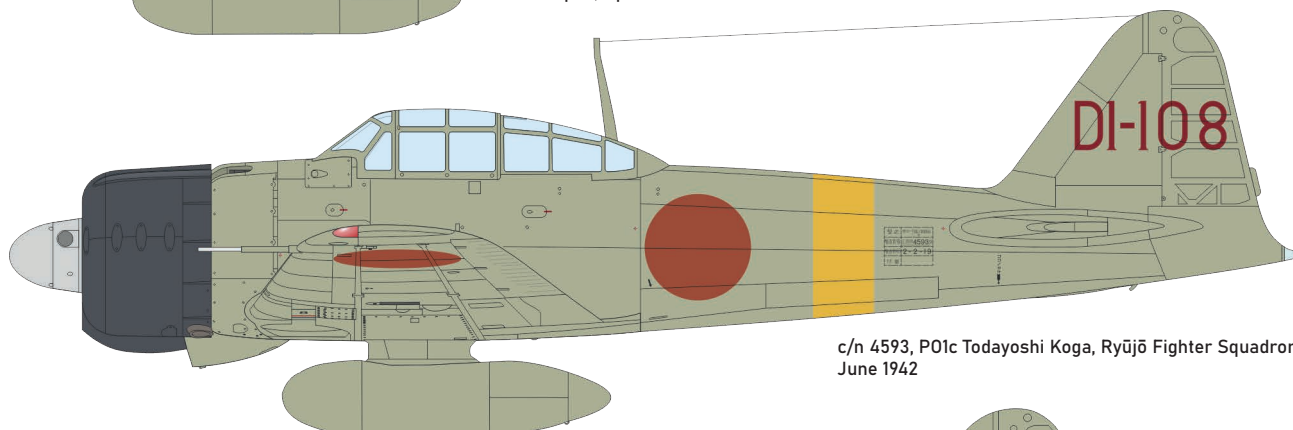
ZERO ZERO ZERO! #11158

DUAL COMBO

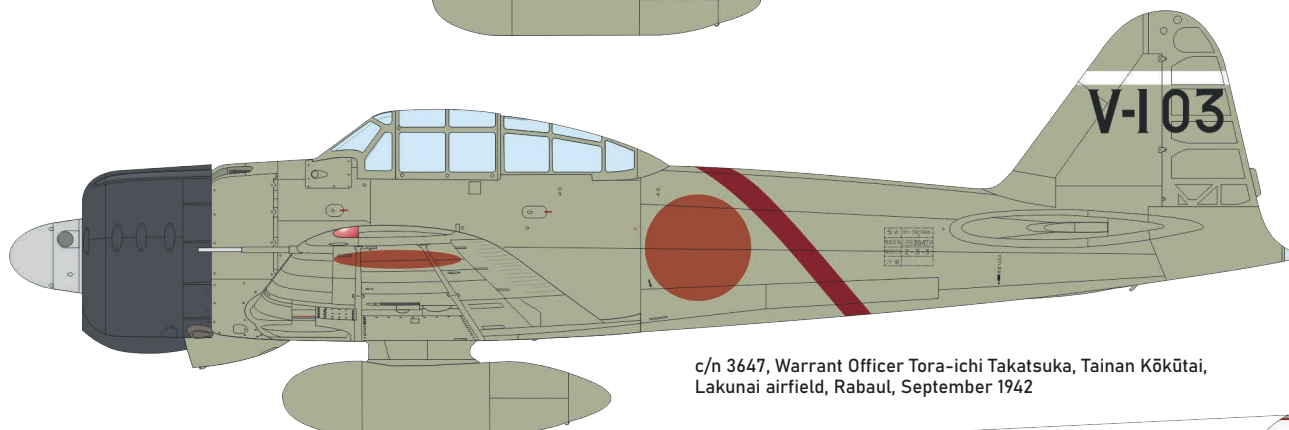




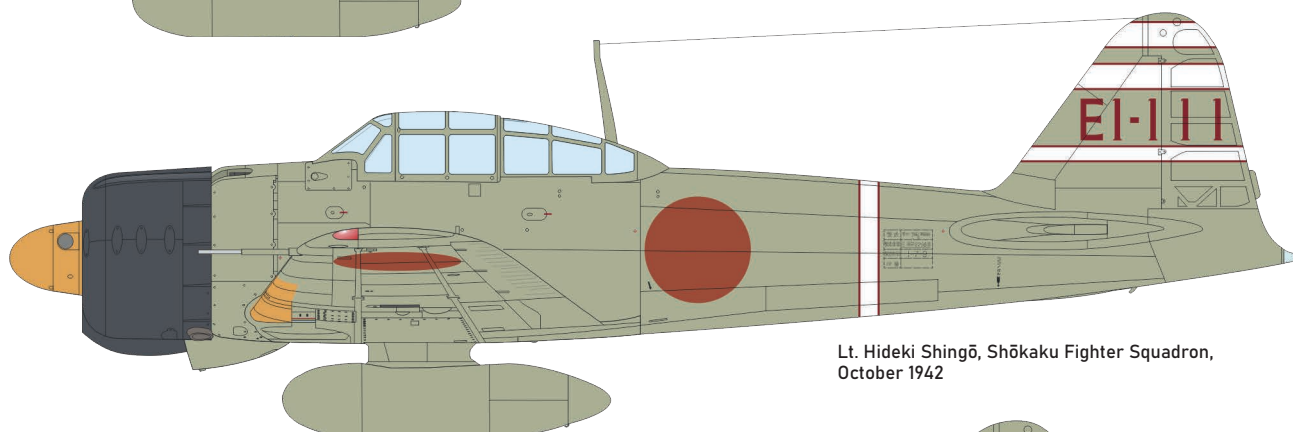
Kaga Fighter Squadron, Kisarazu base,
Japan, April 1942



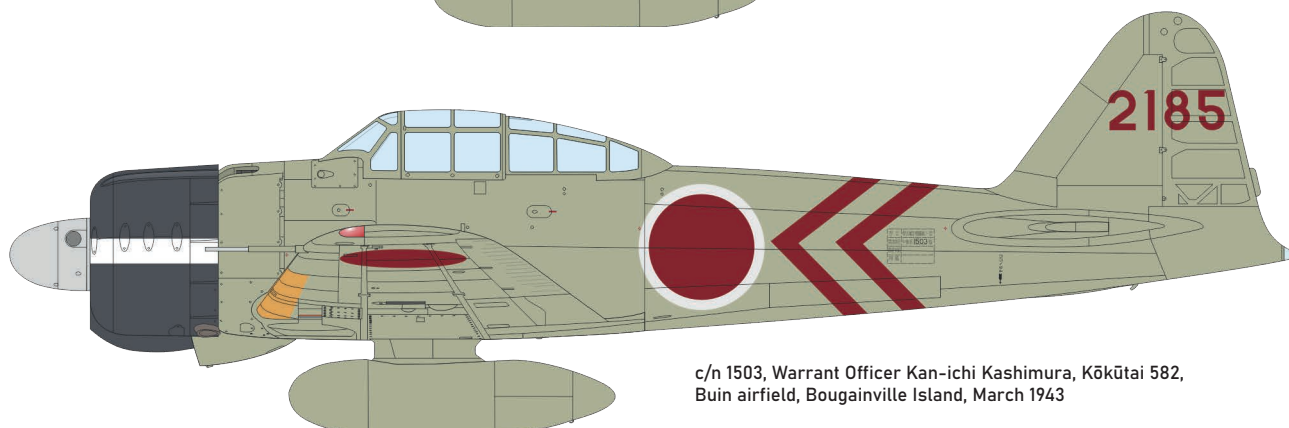
c/n 4593, P01c Todayoshi Koga, Ryūjō Fighter Squadron,
June 1942



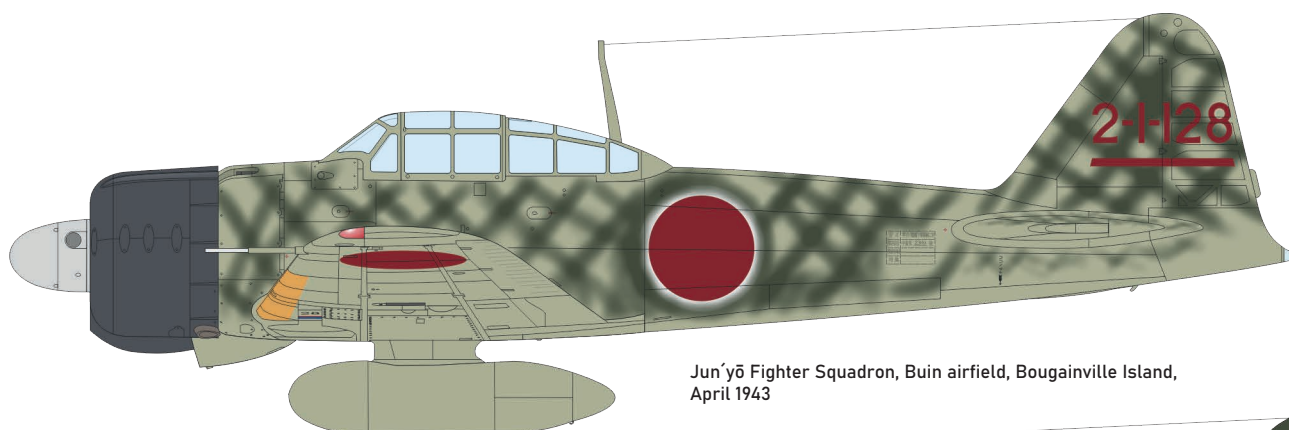
c/n 3647, Warrant Officer Tora-ichi Takatsuka, Tainan Kōkūtai,
Lakunai airfield, Rabaul, September 1942



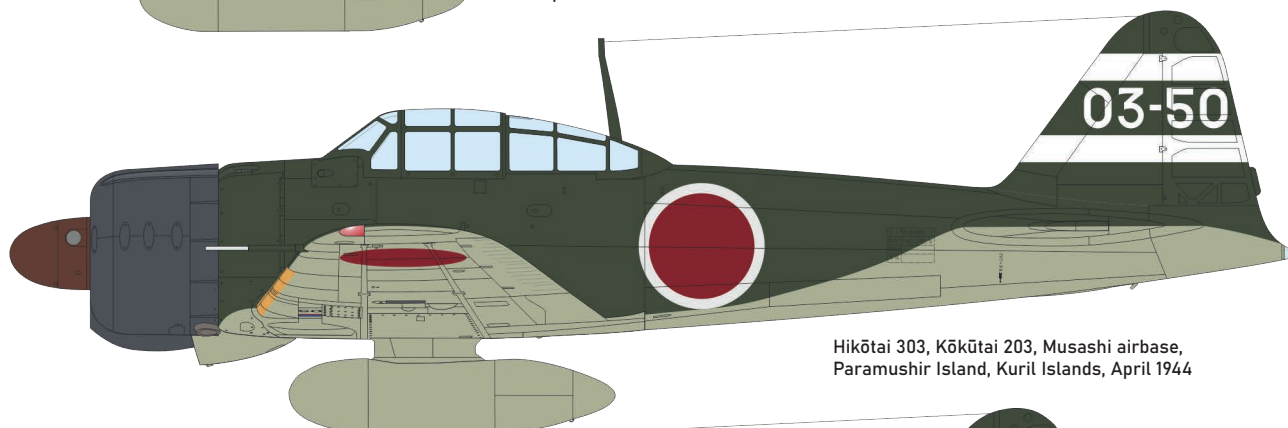
Lt. Hideki Shingō, Shōkaku Fighter Squadron,
October 1942



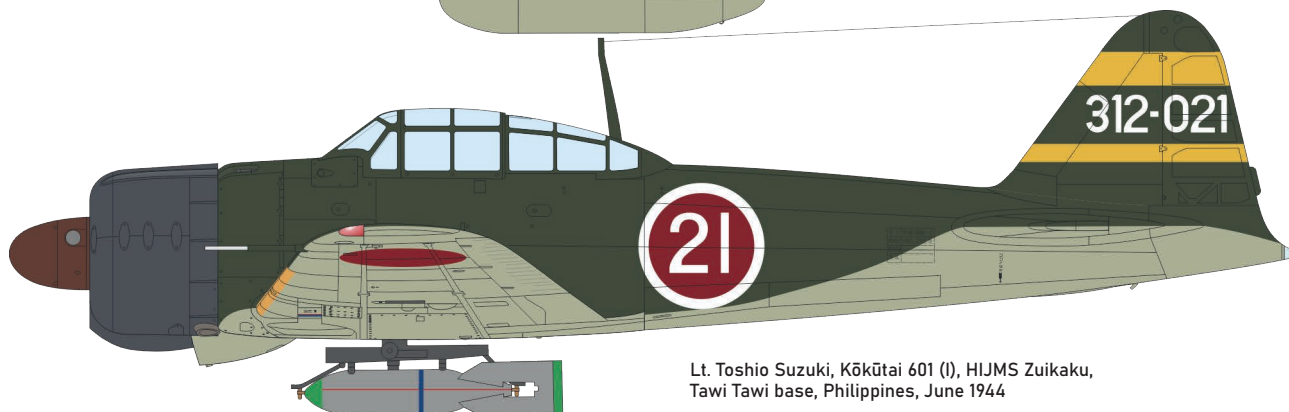
c/n 1503, Warrant Officer Kan-ichi Kashimura, Kōkūtai 582,
Buin airfield, Bougainville Island, March 1943



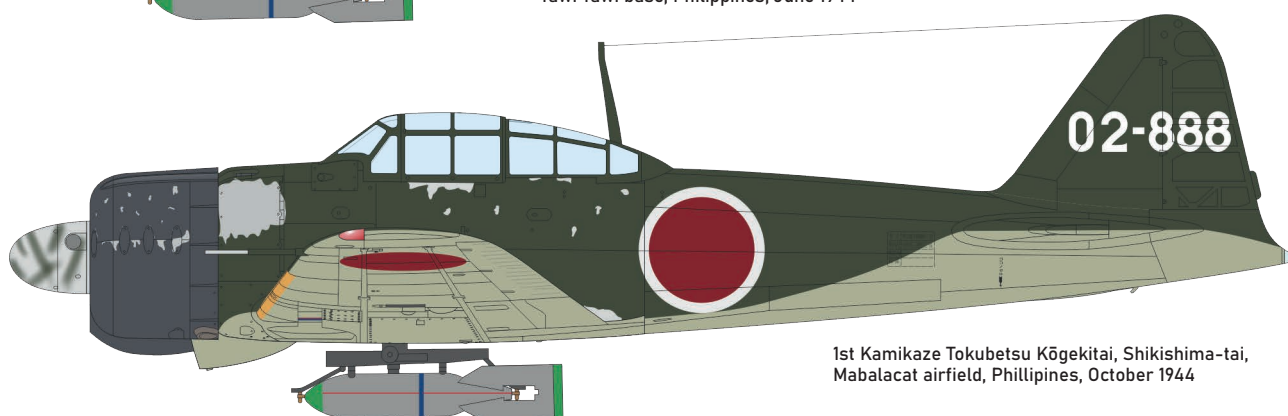
Jun'yō Fighter Squadron, Buin airfield, Bougainville Island, April 1943



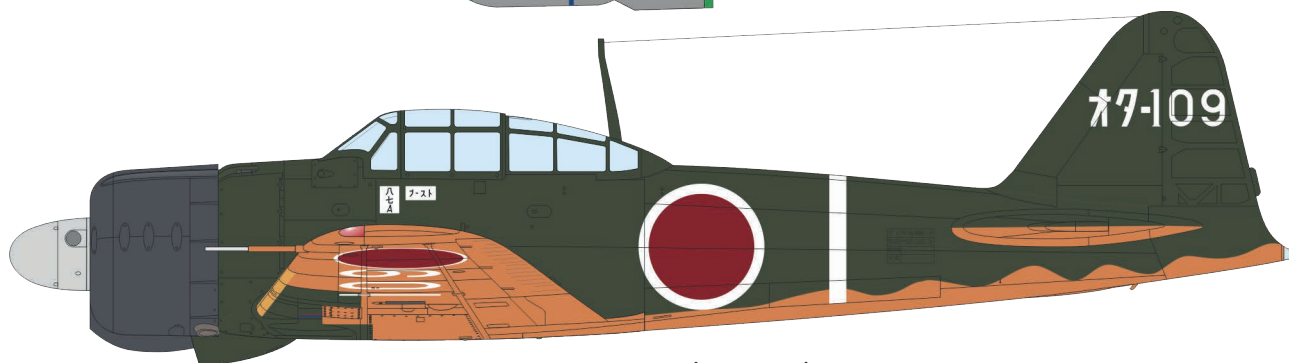
Hikōtai 303, Kōkūtai 203, Musashi airbase, Paramushir Island, Kuril Islands, April 1944



Lt. Toshio Suzuki, Kōkūtai 601 (I), HIJMS Zuikaku, Tawi Tawi base, Philippines, June 1944



1st Kamikaze Tokubetsu Kōgekitai, Shikishima-tai, Mabalacat airfield, Philippines, October 1944



Ōita Kōkūtai, Ōita Airport, Japan, early 1944

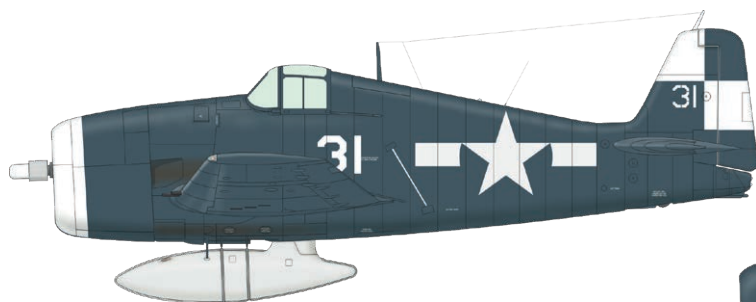
F6F-5

#84181

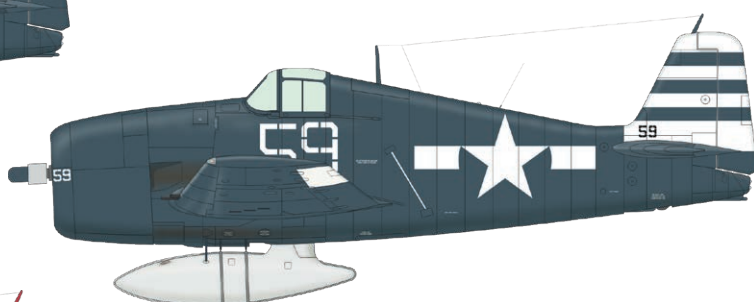
1/48



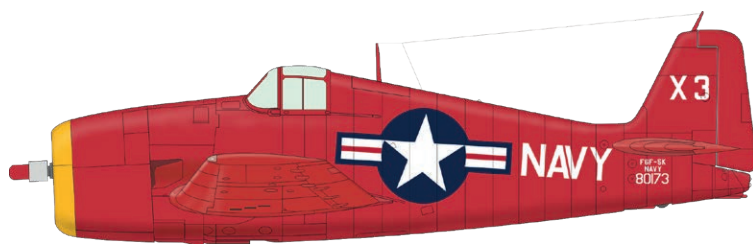
ProfiPACK
edition



F6F-5, Lt. Fred Prinz, VBF-17, USS Hornet (CV-12), March 1945



F6F-5, Lt. Daniel A. Carmichael, VBF-12, USS Randolph (CV-15), April 1945



F6F-5K, BuNo 80173, Detroit Air Races, 1951

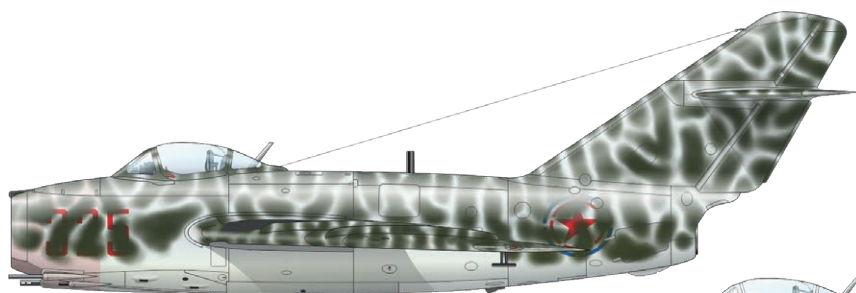


F6F-5, LV Gérard de Castelbajac, Flottile 11F, Haiphong Cat Bi, Indochina, March 1954

MiG-15bis

#7461

1/72

ProfiPACK
 edition


MiG-15bis, No. 129, Maj. A. M. Karelin, 351 IAP,
106 IAD, Anshan, China, July 1952



MiG-15bis, No. 3934, 20 slp (Fighter Air Regiment),
Čáslav, Czechoslovakia, 1957–1958



MiG-15bis, Maj. V. Fokin, 234 GIAP, 9 GIAD,
Kubinka, USSR, June–July 1951



MiG-15bis, No. 272, No. 18 Squadron UARAF, Abu Sueir, Egypt 1958

Eagles Call DUAL COMBO

Re-release

1/48

#11149

LIMITED

1/48

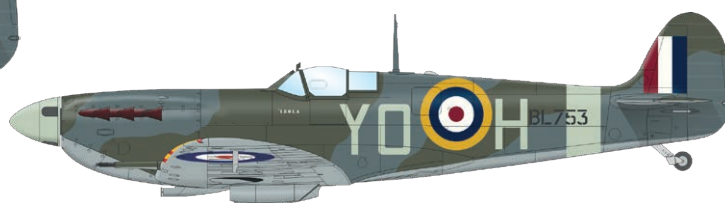
eduard

Eagle's Call

DUAL COMBO
LIMITED EDITION



Spitfire Mk.Vb, AB875, P/O Joseph M. Kelly,
No. 71 (Eagle) Squadron, RAF Martlesham Heath, Suffolk,
United Kingdom, February 1942



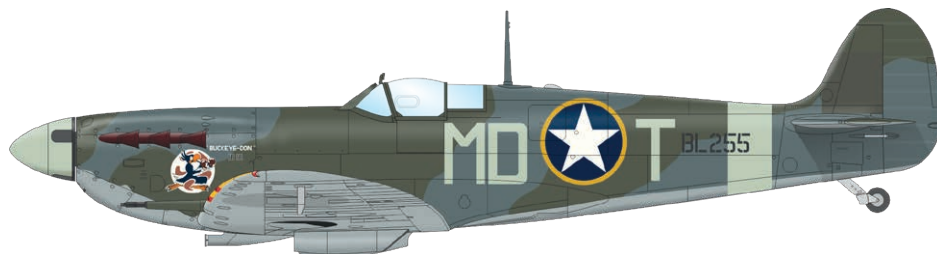
Spitfire Mk.Vb, BL753, P/O Donald J. M. Blakeslee,
No. 401 Squadron RCAF, RAF Gravesend, Kent,
United Kingdom, April - May 1942



Spitfire Mk.Vb, BM581, P/O William P. Kelly,
No. 121 (Eagle) Squadron, RAF Southend, Essex,
United Kingdom, July 1942



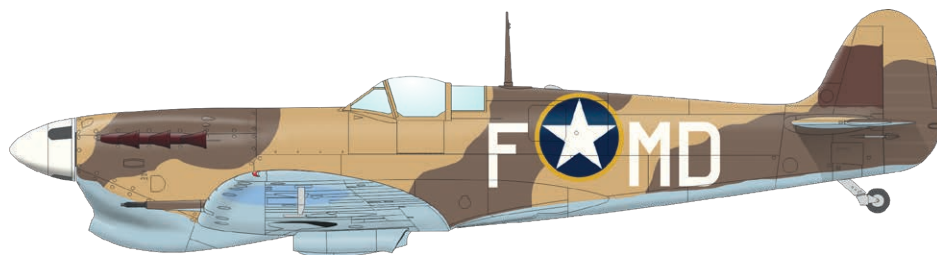
Spitfire Mk.Vb, EN851, Lt. Roland F. Wooten, 307th FS, 31st FG, 8th
AF, RAF Merston, West Sussex, United Kingdom, late August 1942



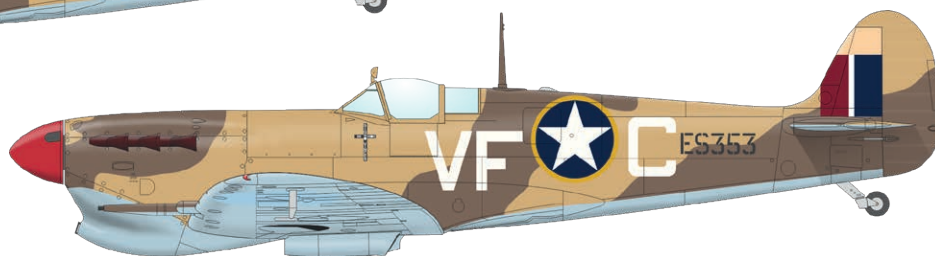
Spitfire Mk.Vb, BL255, Lt. Dominic S. Gentile,
336th FS, 4th FG, 8th AF, Debden, Essex,
United Kingdom, August 1942



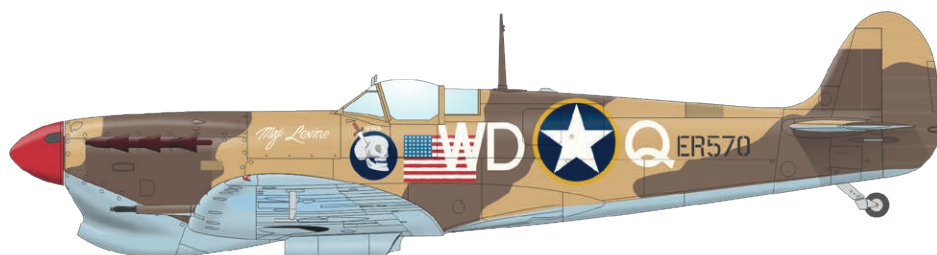
Spitfire Mk.Vc Trop, BR112, Sgt. Claude Weaver,
No. 185 Squadron RAF, Hal Far, Malta, September 1942



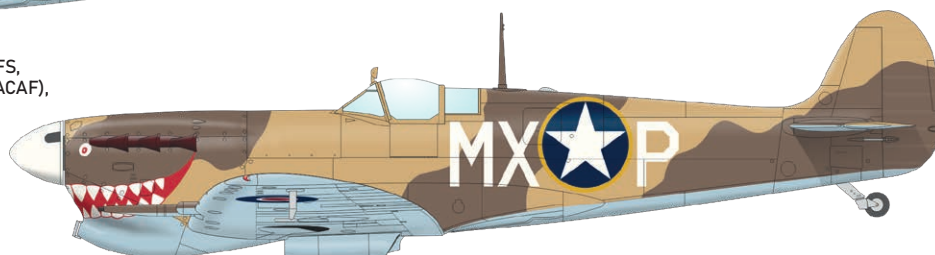
Spitfire Mk.Vb Trop, ER200 (probably),
Lt. Col. Fred M. Dean, CO of 31st FG, Korba,
Tunisia, May 1943



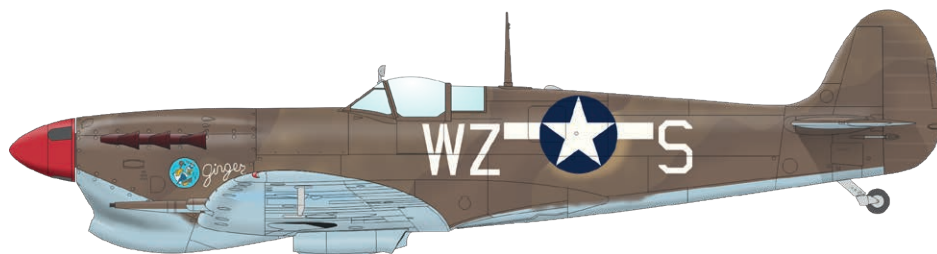
Spitfire Mk.Vc Trop, ES353, Capt. Jerome S. McCabe,
5th FS, 52nd FG, Mediterranean Allied Coastal
Air Force (MACAF), La Sebala, Tunisia, June 1943



Spitfire Mk.Vb Trop, ER570, Maj. Robert Levine, 4th FS,
52nd FG, Mediterranean Allied Coastal Air Force (MACAF),
La Sers, Tunisia, August 1943



Spitfire Mk.Vc Trop, 307th FS, 31st FG, 12th AF,
La Senia, Algier, end of 1942



Spitfire Mk.Vc Trop, Lt. George G. Loving,
309th FS, 31st FG, 12th AF, Pommigiano,
Italy, December 1943



Spitfire Mk.Vc Trop, Lt. Richard Alexander, 2nd FS,
52nd FG, 12th AF, Borgo, Corsica, early 1944

Fokker D.VII (OAW)

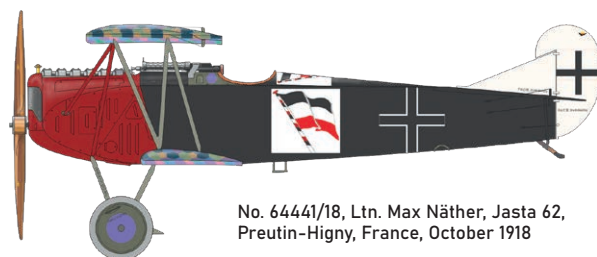
1/72 #70131

ProfiPACK
edition

Re-release



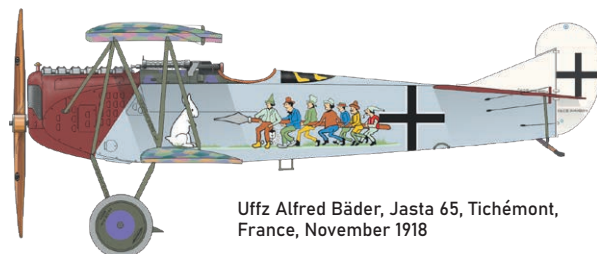
Ltn. Wilhelm Leusch, CO of Jasta 19, Florenville, Luxembourg, October 1918



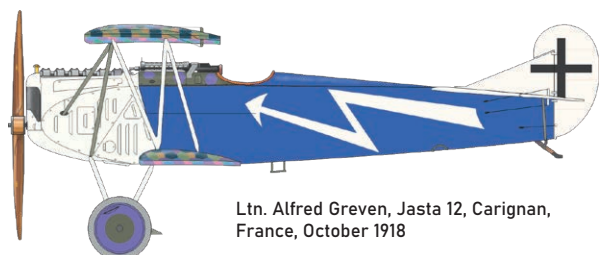
No. 64441/18, Ltn. Max Näther, Jasta 62, Preutin-Higny, France, October 1918



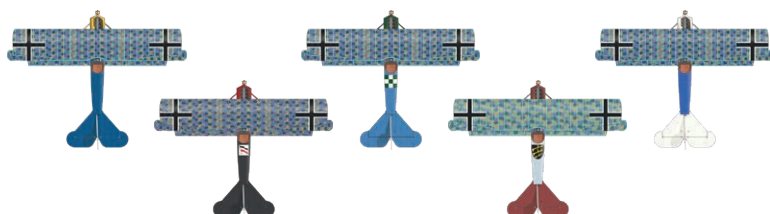
Ltn. Franz Büchner, CO of Jasta 13, Trier, Germany, October 1918



Uffz Alfred Bäcker, Jasta 65, Tichémont, France, November 1918



Ltn. Alfred Greven, Jasta 12, Carignan, France, October 1918

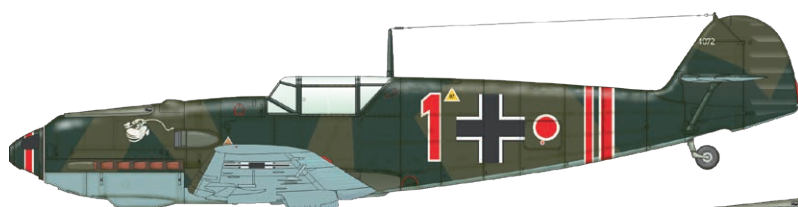


Bf 109E-1

1/48 #8261

ProfiPACK
edition

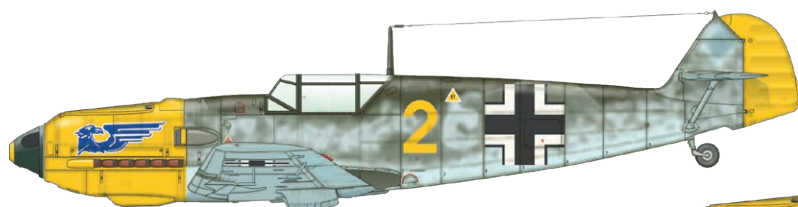
Re-release



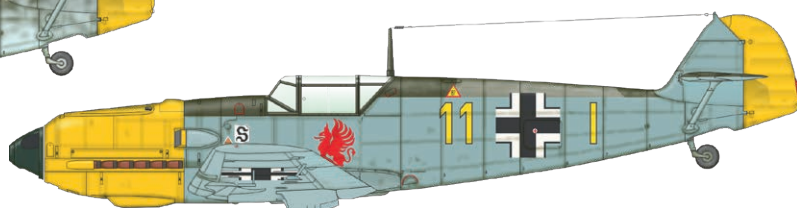
Hptm. Hannes Trautloft, 2./JG 77, Juliusburg, Germany, September 1939



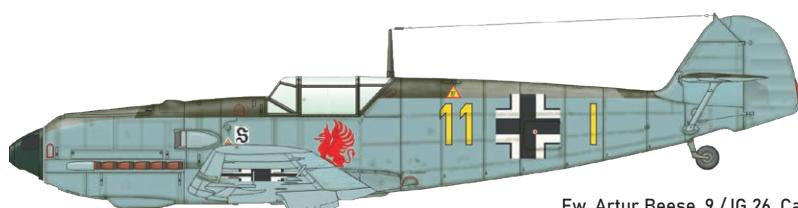
Ofw. Kurt Ubben, 6.(J)/Trägergruppe 186, Wangerooze, Germany, March 1940



6./JG 52, Oblt. Ulrich Steinhilper, Calais, France, September 1940



Fw. Artur Beese, 9./JG 26, Caffiers, France, August 1940



Fw. Artur Beese, 9./JG 26, Caffiers, France, August 1940

F-6D/K

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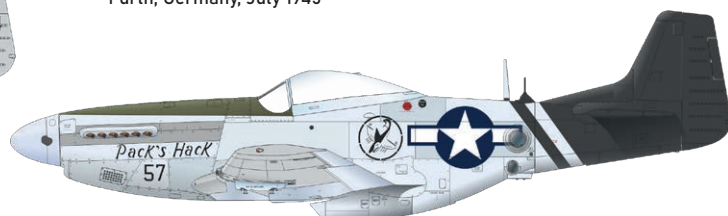
F-6D-10, 44-14699, Lt. Clifford S. Slonneger, 109th TRS, 67th TRG, 9th AF, Gosselies, Belgium, 1945



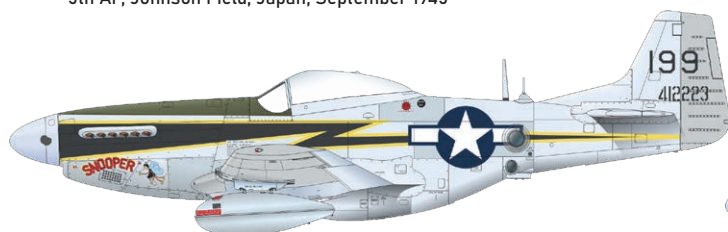
F-6D-10, 44-14659, 111th TRS, 68th TRG, 12th AF, Fürth, Germany, July 1945



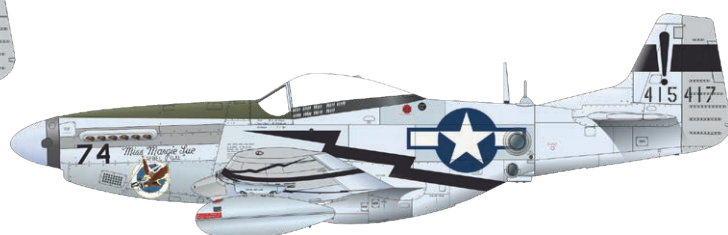
F-6D-15, 44-14874, Lt. John E. Jacoby, 82nd TRS, 71st TRG, 5th AF, Johnson Field, Japan, September 1945



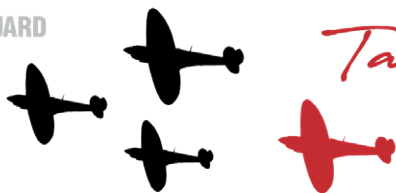
F-6K-15, 75th FS, 23rd FG, 14th AF, Luliang Airfield, China, 1945



F-6K-10, 44-12223, 118th TRS, 23rd FG, 14th AF, Chengkung, China, 1945



F-6D-15, 44-15417, Lt. Edwin H. Pearle, 2nd FS, 2nd ACG, Cox's Bazar, India, Spring 1945



UKRAINE

These days I'm worrying about my friends in Ukraine. And I'm probably not alone. Each of us can think about how to help people who are on the run or in a war zone. The response from neighboring countries has been absolutely wonderful. I have helped in similar situations before and I am helping now.

I think of my former colleagues from the international consulting and engineering firm where I worked for twenty years. I know there are at least ten modelers in that company, so I assume they will be reading these lines. Their international team of over two thousand people includes more than a hundred Ukrainians. They have offices in Kyiv and Lviv. I'm in touch with some of them. To give you a little idea of what they do, they design buildings, mostly industrial, in 3D software and then manage their construction. In some disciplines, they have become a hub that is used by the entire network of that global firm. Thanks to them, manufacturing plants of well-known companies are being set up in Europe and Asia. They are excellent international consultants, designers, and project managers. About a third of them work on projects in Russia. I hope they will all be all right.

I realised there are some parallels with our modelling industry. In fact, Ukraine is one of the world's model manufacturing centers. There are about twenty companies with international stature producing kits and accessories. And many of them also work with 3D software and other advanced technologies in the industry.

I'll try to list the Ukrainian companies and if I forget someone, I apologize: Ace, Aim Fan Model, Amodel, Armory, Arsenal Model Group, Art Model, Avis, Clear Prop., Condor, Dora Wings, Master Box, Military Wheels, MiniArt, Modelsvit, ICM, ResKit, Skif, Roden, Unimodel, USCP and Wingsy. Not to forget the model retailers and companies that produce kits for customers in the European Union.

Some of these companies we work with, others we compete with, but we keep our fingers crossed for all of them and offer help if their teams need it.

They need your support too.

Slava Ukraini!

Jan Bobek

