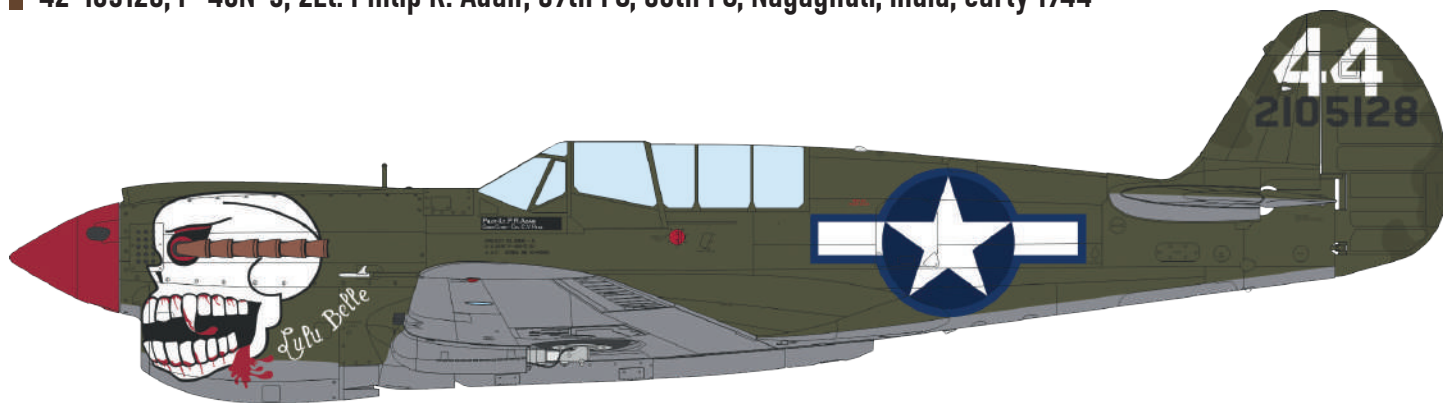


■ 42-105128, P-40N-5, 2Lt. Philip R. Adair, 89th FS, 80th FG, Nagaghuli, India, early 1944

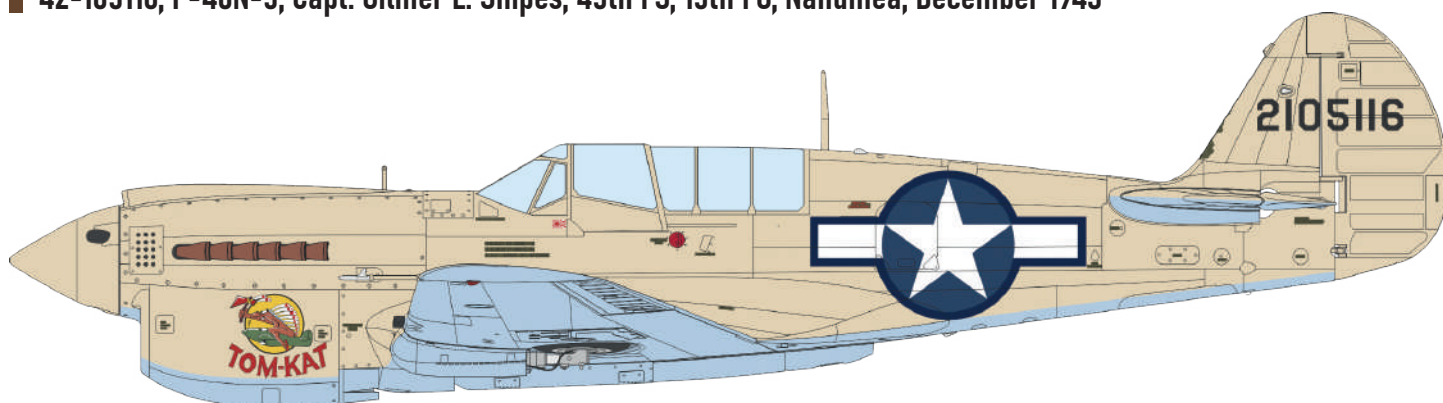


Philip Reed Adair enlisted in military flight training after the attack on Pearl Harbor. He served with the 80th FG for eighteen months in 1943 and 1944 and flew 139 combat missions. The most remarkable of these took place on December 13, 1943, when he fought alone against a formation of 24 Japanese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

his own base. He himself was hit several times in this combat and received the Silver Star for his bravery. During this mission, he flew his first Lulu Belle, which was a P-40N-1 Warhawk. The second aircraft of the same name, shown here, was already a P-40N-5 version. Adair received it in early 1944 and on May 17, again fighting against superior forces, he shot down two Oscars. In June 1944, he and the entire group began retraining on Thunderbolts, but he did not achieve any further kills. The 80th FG

was called the Burma Banshees, and most of its aircraft were decorated with a skull on the nose. None of them were the same, although they sometimes differed only in details. The primary role of the group was to provide air cover for bases involved in air supply operations to units in China via the Himalayas (Hump operations). Later, from October 1943, the group was tasked with providing air support to units in northern Burma. Philip Adair died at the age of 97 on May 13, 2017.

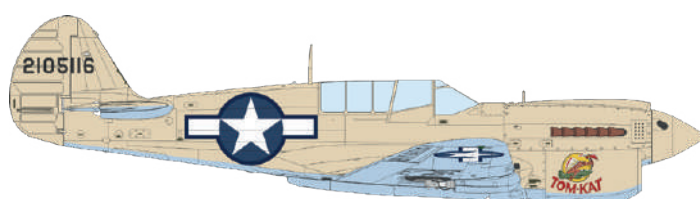
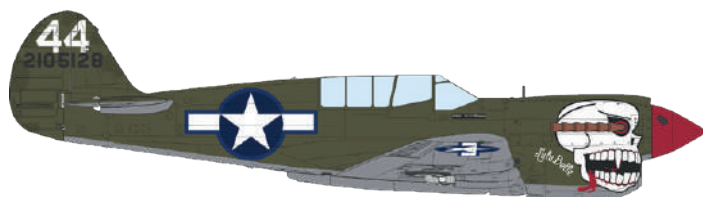
■ 42-105116, P-40N-5, Capt. Gilmer L. Snipes, 45th FS, 15th FG, Nanumea, December 1943



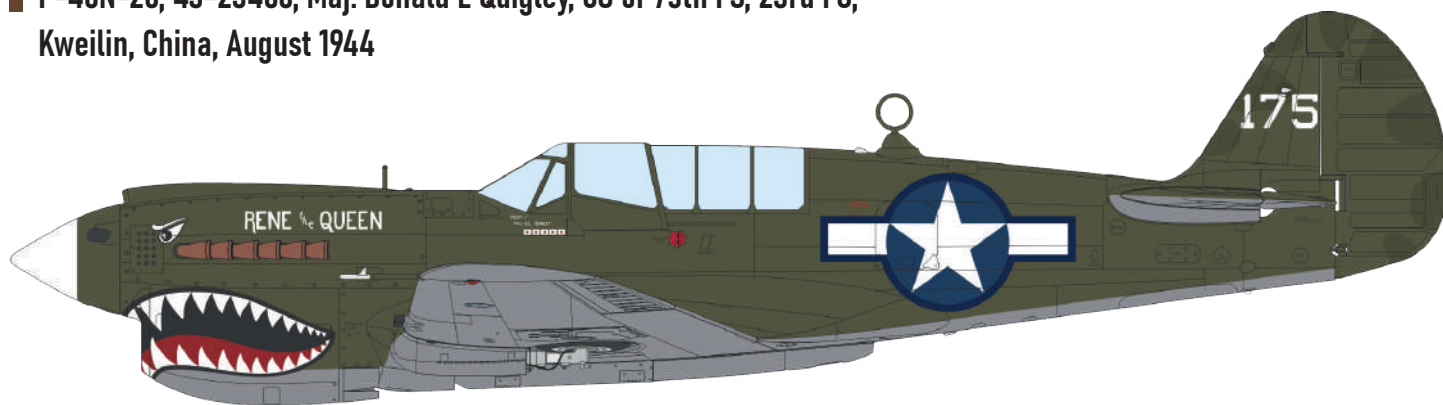
Although the 15th FG was based in the Hawaiian Islands, it kept sending its squadrons to various locations in the central and southern Pacific. One of these was Baker Atoll, where the 45th FS was sent in September 1943, before moving on to Abemama Island and then Makin in the fall of 1943, from where it carried out raids against bases on the Julait and Mili atolls until March 1944. The transfer of the 45th FS Warhawks to Baker in mid-September 1943 took the Japanese by surprise, and they paid for it with the loss of

an H8K Emily flying boat. On October 23, 1943, a pair of P-40s was guided to an aircraft of this type and sent it into the waves of the Pacific. The kill was credited to Capt. Gilmer L. Snipes, who had 2nd Lt. R. Hendrickson as his wingman. It was the first kill of 45th FS in the war. In April 1944, "Buck" Snipes took command of the squadron and, after rearming with Mustangs, participated in the deployment of the 15th FG from Iwo Jima, including three VLR missions over Japan. During the first of these, on April

7, 1945, he was credited with shooting down a Ki-44 Tojo. Because the standard P-40 color scheme did not serve its purpose on the coral atolls, the technical staff mixed a sand color that matched the local conditions before the squadron moved to Baker Atoll. The undersides were repainted with a light blue color mixed from insignia blue and white. The stencils were mostly masked during repainting and therefore have the original background.



■ P-40N-20, 43-23400, Maj. Donald L Quigley, CO of 75th FS, 23rd FG, Kweilin, China, August 1944



Donald Quigley was born on December 28, 1919, in Shippensburg, Pennsylvania, and after his studies he worked for the Marion Power Shovel Company. He joined the Army Air Corps in March 1941 and, while still in training at Randolph Field in Texas, became engaged to his future wife, Irene Klingel. In her honor, Quigley had the words "Rene The Queen" (Rene is a diminutive

form of Irene) painted on the cowlings of his personal P-40N. Before serving with the 75th FS, 23rd FG, Quigley served with the 80th FG, where he flew 23 combat missions with the 90th FS. In June 1944, Quigley took command of the 75th FS and shot down five enemy aircraft in July and August 1944 before being shot down himself over enemy territory on August 10, 1944.

He spent 13 long months in captivity and was promoted to Lieutenant Colonel after his release. After the war, he left the army and worked for 60 years as

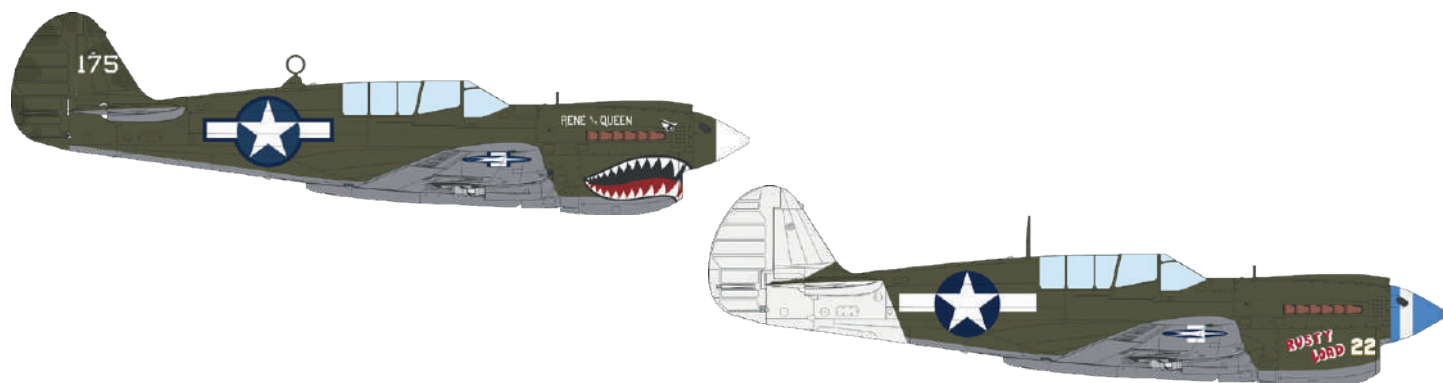
■ P-40N-5, 7th FS, 49th FG, Finschhafen, New Guinea, September 1944



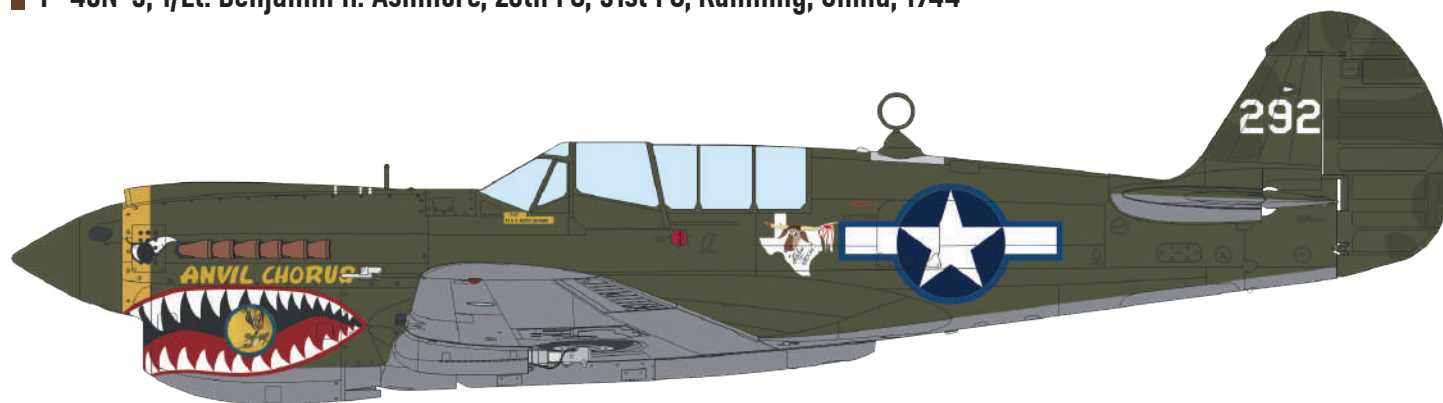
Aircraft number 22 was part of a series of 7th FS Warhawks decorated with a painting of a girl on the engine cowling. The author of the paintings was Johnnie Dunne, who also decorated the noses of Daddy Please / Milky Wagon Express, Dawn Patrol, Island Dream, Empty Saddle, Scarlet Night, and others with his characteristic style. Not much is known about the history of the aircraft named Grade A. It is reported that it was occasionally flown by Capt.

Elliott E. Dent Jr. Further information is linked to Lt. Warren Greczyn, a pilot of Polish origin, who shot down two Ki-43 Oscars over Biak on May 15, 1944, while flying Grade A. This profile shows the final appearance of Grade A in the 7th FS, as documented at Finschhafen Airfield in September 1944. Here, along with other Warhawks from the 7th FS, it was stripped of its weapons and decommissioned. The aircraft was unusual in that it did not have white-

painted leading edges on its wings. It also did not have the blue paint on the top of the rudder indicating its affiliation with the 7th FS, and the serial number was also painted over. Many of the decommissioned Warhawks of the 49th FG were subsequently used by the 71st TRG, which used them during the fighting in the Philippines in early 1945.



■ P-40N-5, 1/Lt. Benjamin H. Ashmore, 26th FS, 51st FG, Kunming, China, 1944

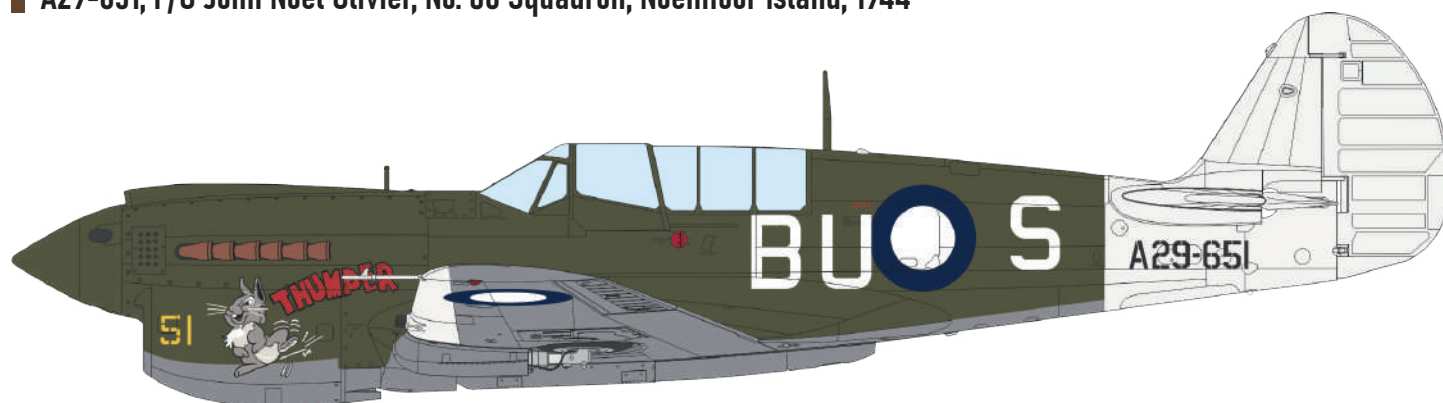


Benjamin Howard Ashmore's father was a pilot, and his son intended to follow in his footsteps. In 1942, he began Army flight training, which he completed a year later when he retrained on Thunderbolts. He was originally supposed to go to Europe, but at the last minute he was redirected to India, where he joined the 26th FS 51st FG. He flew 78 missions with this unit, shot down two aircraft in aerial combat, and earned, among other decorations, the Chinese pilot wings, which was personally awarded to

him by General Chiang Kai-shek. He flew two Warhawks P-40N and later a P-51B Mustang in combat. All three aircraft bore the name Anvil Chorus and the emblem of a bull's head on a map of Texas with a torn Japanese flag in one corner. In accordance with squadron custom, the emblem was most likely applied to both sides of his aircraft. After the war, he graduated from the University of Nebraska and served in the USAF for another 21 years. He flew as part of the Berlin Airlift, reactivated five RAF air bases in

post-war England, and in the early 1960s served as commanding officer at the then newly opened US Air Force Academy. He flew the F-84, F-100, and F-102. After leaving the military, he spent 15 years as a cattle rancher on his property in Garfield, Arkansas, and farmed in Monte Ne. He owned a private plane and hangar at the airport near Ingleside and flew until he was 90. He died on March 30, 2014, at the age of 92.

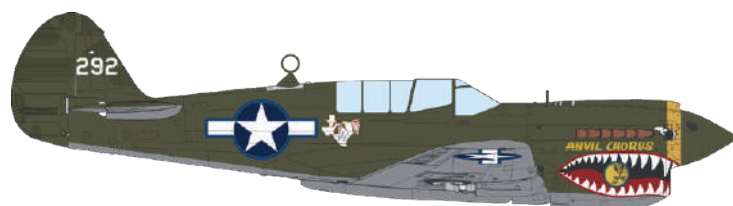
■ A29-651, F/O John Noel Olivier, No. 80 Squadron, Noemfoor Island, 1944



No. 80 Squadron was formed in Townsville on September 10, 1943, and was equipped with P-40 Kittyhawks. On October 9, it moved to Aitkenvale and on November 13 became part of No. 10 Operational Group, whose main task was to support the advance of Allied troops along the northern coast of New Guinea.

No. 10 Operational Group was redesignated as the First Tactical Air Force on October 25, 1944. No. 80 Squadron moved to Morotai on January 21, where it continued operations over the Maluku Islands. The lack of significant targets in the vicinity caused a decline in morale among the unit and other RAAF units in the area from

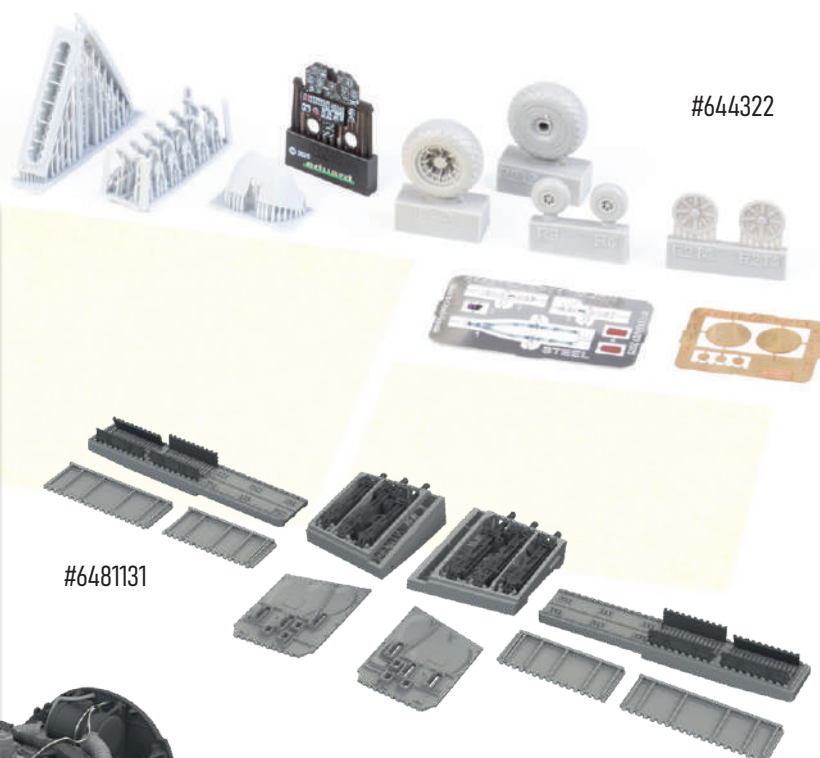
the end of 1944. The aircraft with a drawing of the Disney character Thumper the Rabbit was transferred to No. 78 Squadron at the end of 1944 and redesignated HU S. The drawing of the rabbit remained on it.



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6481130	P-40N engine PRINT (Brassin)
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EX1130	P-40N TFace (Mask)
EX1134	P-40N US national insignia (Mask)

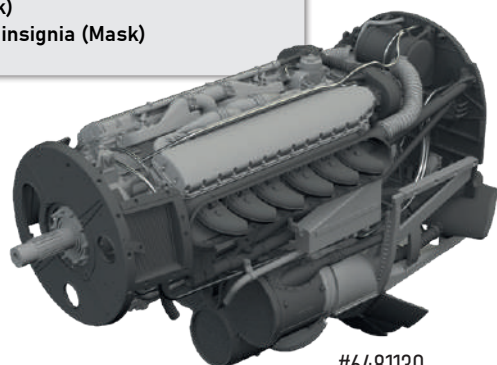


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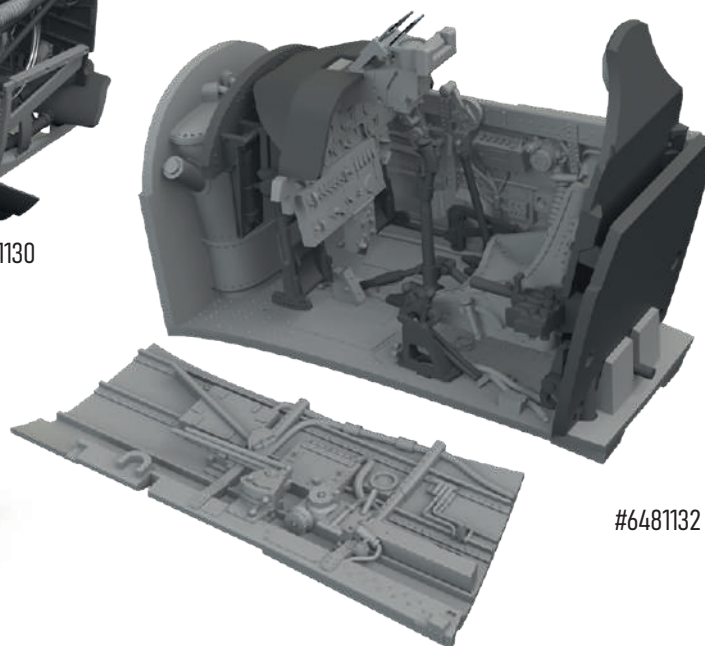
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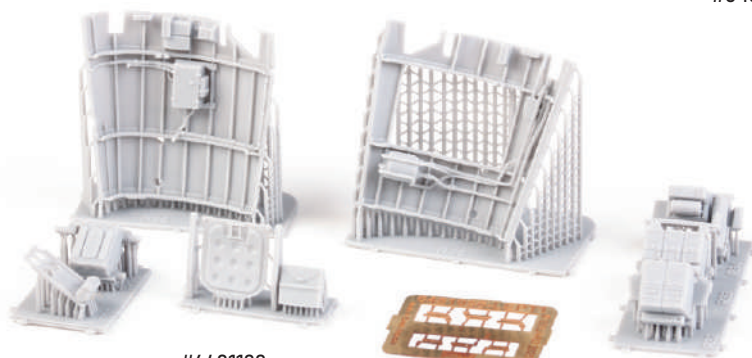
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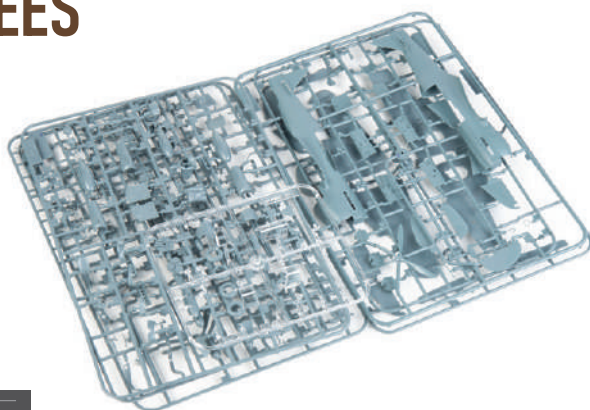
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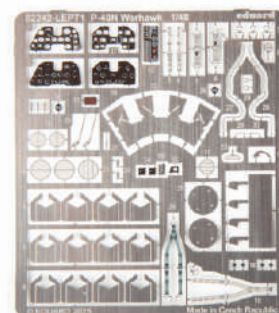
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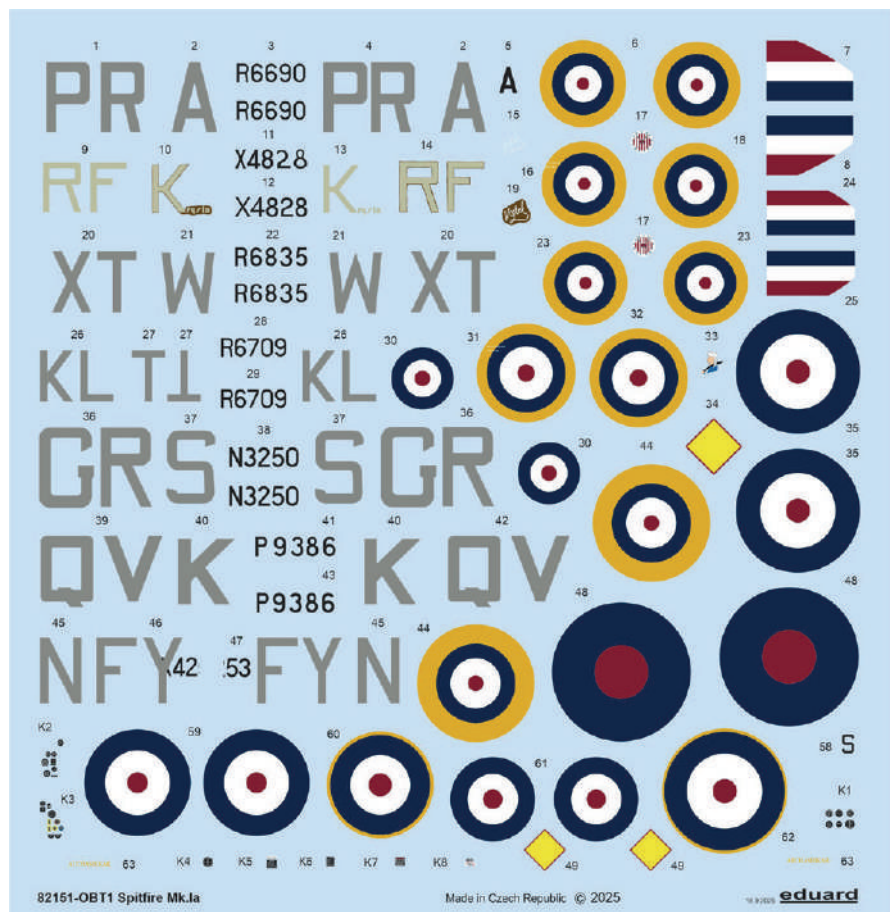
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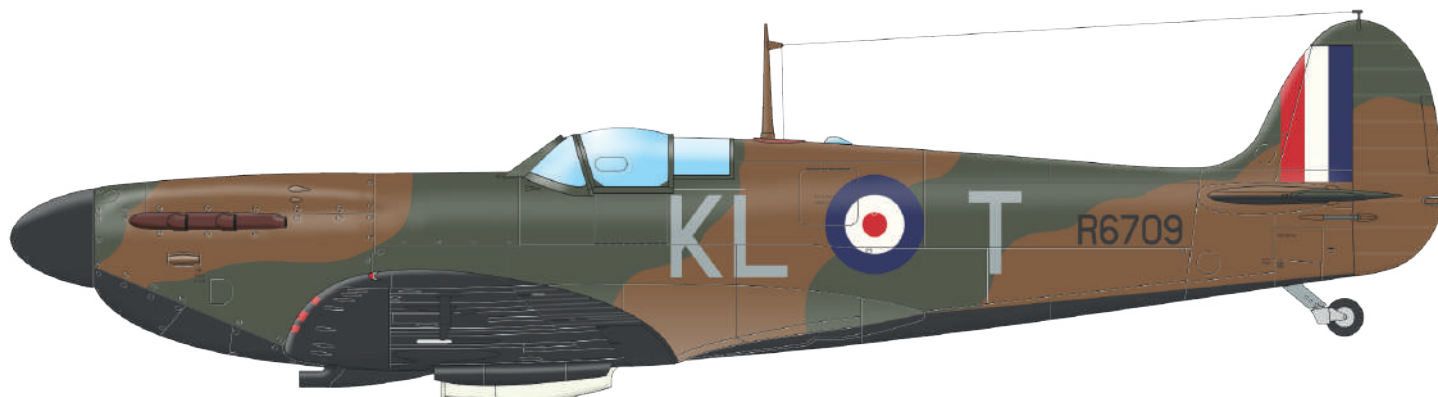
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■ R6709, P/O Colin F. Gray, RNZAF, No. 54 Squadron, RAF Hornchurch, United Kingdom, March 1940



Flown by P/O Colin Falkland Gray, R6709, coded KL-T, wore the standard RAF Temperate Land Scheme of Dark Green and Dark Earth on the upper surfaces, and White/Night lower surfaces. Type A fuselage roundels, Type B upper wing roundels and Mixed Grey code letters were carried. No roundels on the bottom surfaces. Note the Rotol constant speed propeller. This aircraft was equipped with an older TR.9B radio, with the wire antenna stretching between

the antenna mast and fin tip. The antenna mast isolator was a little bit longer than the one used with the newer TR.9D radio. There was no rear mirror or head armor yet installed. Colin Gray got his first kill, a Bf 109E, on May 25, 1940, while escorting a Swordfish formation to bomb Gravelines. By early September he had claimed 14½ kills. He finished the war as Wing Commander with 27 kills, two shared, six probable and four shared probable kills.

This score makes him the top scoring New Zealand fighter ace of the Second World War.

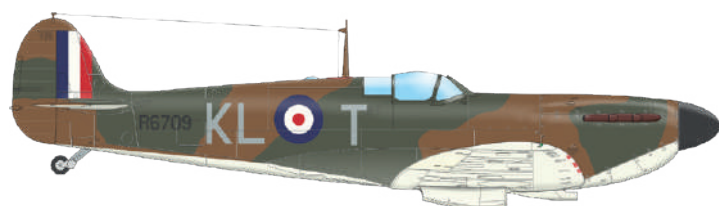
■ N3250, P/O Allan R. Wright, No. 92 Squadron, RAF Croydon, United Kingdom, late May/early June 1940



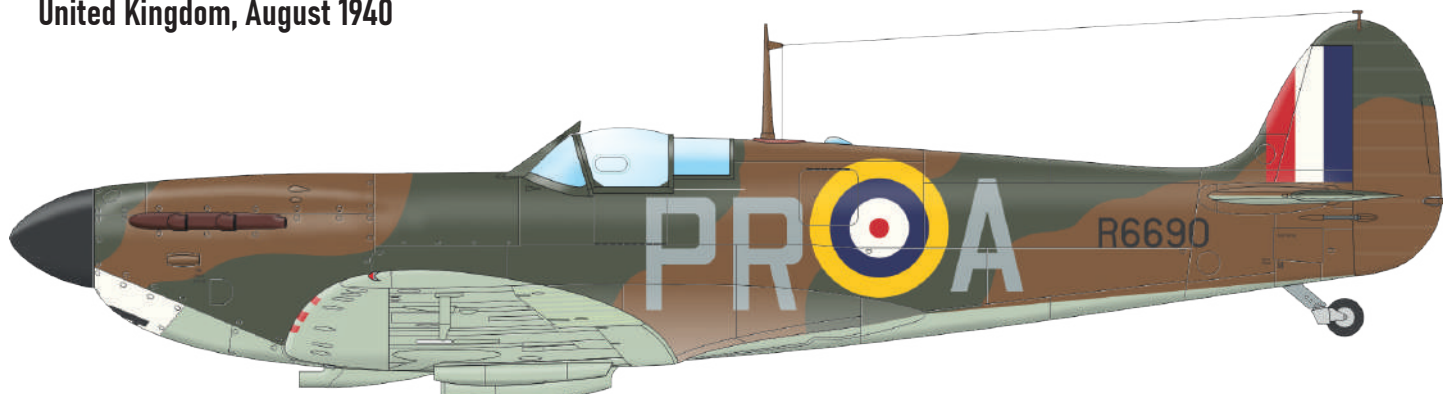
No. 92 Squadron received their first Spitfires in March 1940, replacing their Bristol Blenheim Mk.IFs. The squadron became operational on May 9, 1940. Interestingly, the unit's Spitfires retained the pre-war GR codes until the end of July, when the switch was made to QJ. The code letters, as well as the fuselage Type A.1 roundels, look to be non-standard. The bottom wing

surfaces were standard black/white, with the remainder of the bottom surfaces in aluminum. Type A roundels were added to the bottom surfaces during the Battle of France, being bordered in yellow on the left black painted wing. Note black aircraft code letter S painted on the bottom of the nose. Wire antenna was a component of the TR.9D radio that equipped

this aircraft. It is believed that N3250 was flown by P/O Alan R. Wright, who flew his first combat mission on May 23, 1940. He claimed two Bf 110s damaged and another probably destroyed during this sortie over Dunkirk. The next day, Wright added a Bf 110 destroyed and one more probable. During WWII, he was credited with 11 confirmed kills.



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

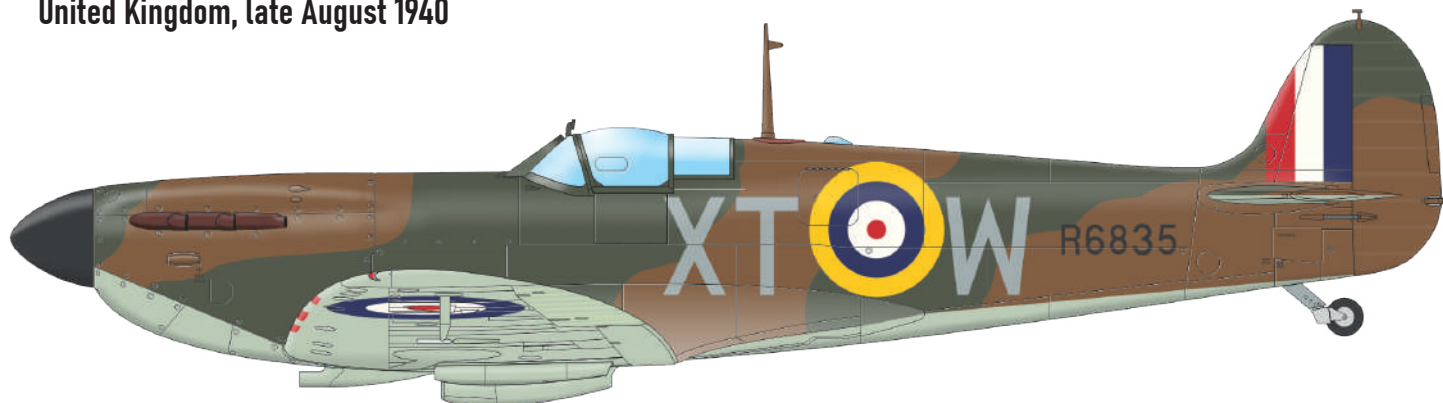


It is believed that this aircraft, serialised R6690 and coded PR-A, was flown by F/O John Dundas when he shot down a Ju 87B of 5./StG 2 west of Portland on August 13, 1940. While attacking another Stuka, Dundas was hit by defensive fire from the rear gunner, crippling the oil system of his engine, forcing him down at Warmwell Aerodrome. The aircraft was

written off. Although the AM directive to paint blue/white/red roundels on the bottom surface of wings was already issued on August 11, No. 609 Squadron hadn't put the order into practice as of the middle of August. The squadron's aircraft wore the individual code letter, in this case A, painted in black on the bottom nose panel, which was painted in a light

color, probably white. It is not certain if the rear-view mirror was installed at this time, but it is unlikely. The aircraft was equipped with a TR.9D radio with the wire antenna stretched between the antenna mast and the fin. The IFF device is not yet installed, and so no aerial wires are stretched between the fuselage sides and the horizontal tail.

■ R6835, F/O Brian J. Carbury, No. 603 Squadron, RAF Hornchurch, United Kingdom, late August 1940



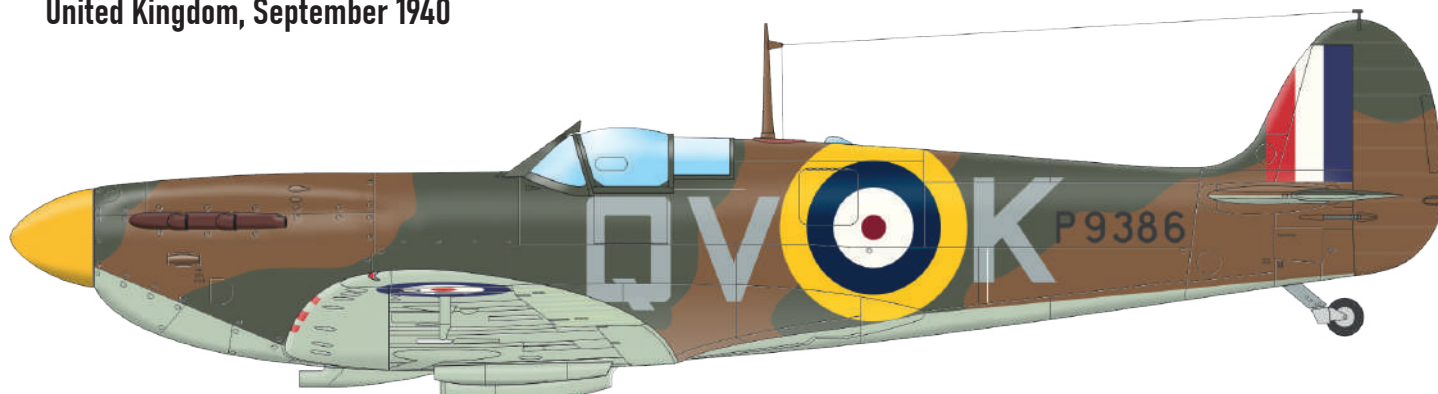
Spitfire R6835 XT-W was flown by a New Zealander named Brian J. Carbury, who shot down two Bf 109Es on August 27, 1940, when No. 603 Squadron arrived at Hornchurch to replace the battle-weary No. 65 Squadron. He scored 15½ kills during the Battle of Britain. On August 31, 1940, he shot down five enemy aircraft over the span of three sorties, becoming

one of two RAF 'Ace in a Day' pilots able to claim that status during the BoB. His aircraft carried the standard RAF Temperate Land Scheme consisting of Sky bottom surfaces. The blue/white/red roundels painted on the bottom surfaces were mandated by the Air Ministry on August 11, 1940. The aircraft was equipped with a TR.9D radio with the wire antenna

stretching between the antenna mast and fin. The IFF device is not yet installed, explaining the absence of the associated aerial wires between the fuselage sides and the horizontal tail. No rear-view mirror was carried yet, nor was the head armor plating in the cockpit



■ **P9386, S/Ldr Brian J. Lane, CO of No. 19 Squadron, RAF Fowlmere, United Kingdom, September 1940**



Spitfire P9386 arrived from No.7 OTU at Fowlmere as a replacement aircraft for the problem plagued, cannon armed Spitfire Mk.Ib on September 3, 1940. The yellow spinner appears to be the remnant of the OTU's markings. This aircraft is an example of the final Battle of Britain camouflage and marking practice, with the small diameter version of the bottom

surface roundels located near the wing tips. No stenciling is seen on the bottom surfaces. Note the aerial wire between the antenna mast and the fin. The IFF device is not yet carried. No hot air gun heating system under the wing tips could be seen, so it is possible that an electrical gun heating system was installed. Although the aircraft is referred to as being 'somewhat poorly

maintained', it is also mentioned as a favorite of two famous members of No. 19 Squadron, F/Lt Walter Lawson and S/Ldr Brian Lane, who claimed a Stab II./ZG 2 Bf 110 on September 7, and another two Bf 110s on September 11, while Lawson claimed a Bf 110 on September 9, 1940.

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



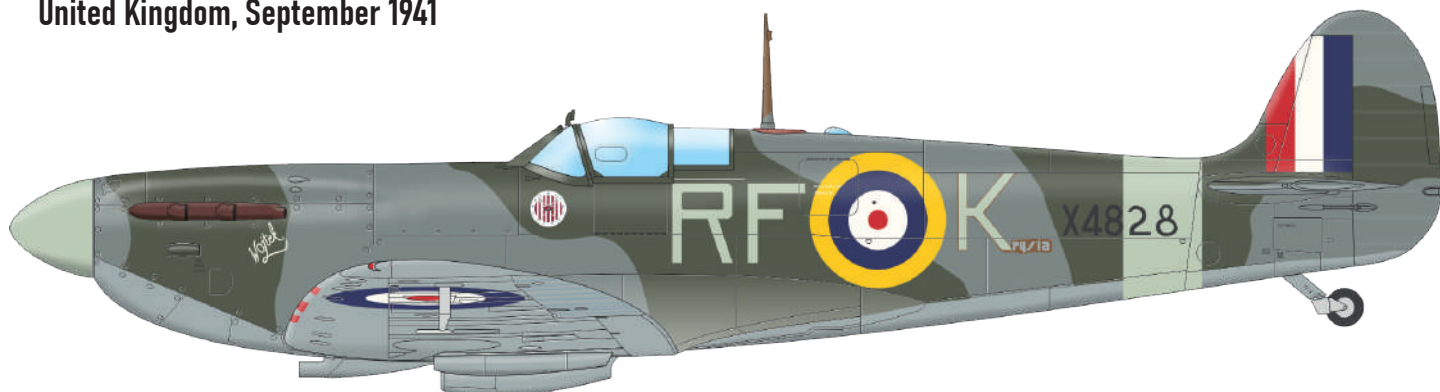
This Spitfire Mk.Ia, serialised X4253, illustrates the camouflage scheme and markings of Fighter Command aircraft in late 1940 and early 1941. The black painted (Night) left wing was ordered by the Air Ministry on November 27, 1940. The left wing roundel was then appropriately outlined in yellow. To improve recognition of friendly aircraft, an 18-inch wide Sky Blue fuselage band was added ahead of the tail, and the spinner

was painted in the same colour. This paint was usually a little bit bluer than the standard under surface Sky. Some sources name this colour "Air Ministry Blue". This aircraft was equipped with the new VHF TR.1133 radio and, as such, there is no aerial wire between the antenna mast and the fin tip. The R.3002 IFF device was carried, indicated by the two associated aerial wires stretching between the fuselage sides and

the leading edges of the horizontal tail. Note the external rearview mirror, and the armor plating behind the pilot's head was installed. This aircraft was flown by future ace P/O Wilfrid G. Duncan Smith, who joined No. 611 Squadron at RAF Hornchurch in October 1940 with the rank of Pilot Officer.



■ X4828, F/Lt Wojciech Kolaczowski, No. 303 Squadron, RAF Speke,
United Kingdom, September 1941



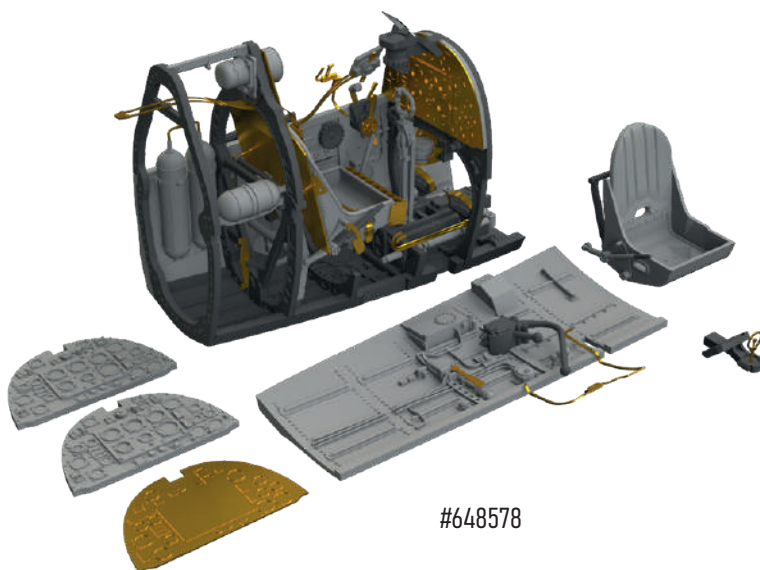
Spitfire Mk.Ia, carrying the serial X4828 and RF-K code, belonged to No. 303 (Polish) Squadron and is representative of the new Day Fighter Scheme, introduced on August 19, 1941. From that date, RAF day fighters were painted in Dark Green and Ocean Grey on the upper surfaces and Medium Sea Grey on the lower surfaces. The aircraft letters were by then changed to Sky, and the fuselage band and spinner remained in the same colour. Note the thin dark border around

the letters and the stencil data inscriptions painted on the Ocean Grey surfaces, which are believed to be remnants of the original Dark Earth layer. No. 303 Squadron was moved to RAF Speke from RAF Norholt on July 17, 1941, leaving their Spitfire Mk.IIb aircraft behind to receive old war weary Mk.Is for training purposes. RF-K was flown by A Flight leader F/Lt Kolaczowski, who was later No. 303 Squadron Leader from November 21, 1941 to May 7, 1942. The name

'Vojtek' is Kolaczowski's nickname and the name 'Krysia' was the nickname of his girlfriend Kristina. It is not known with certainty if these inscriptions were painted on the right side as well. No. 303 Squadron returned to Norholt on October 7, 1941 to be re-armed with the new Spitfire Mk.Vb and engaged the new German Fw 190As in intense combat on the other side of the Channel.

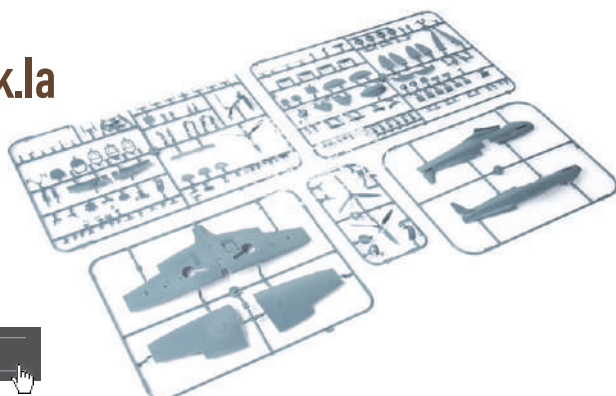
For Spitfire Mk.Ia 1/48 RECOMMENDED:

644064	Spitfire Mk.I late LööK (Brassin)
648578	Spitfire Mk.I cockpit (Brassin)
648579	Spitfire Mk.I wheels (Brassin)
648580	Spitfire Mk.I exhaust stacks (Brassin)
648582	Spitfire Mk.I engine (Brassin)
648589	Spitfire Mk.I undercarriage legs BRONZE (Brassin)
3DL48005	Spitfire Mk.I early SPACE (3D Decal Set)
3DL48006	Spitfire Mk.I late SPACE (3D Decal Set)
D48064	Spitfire Mk.I stencils (Decal Set)
EX709	Spitfire Mk.I TFace (Mask)
EX713	Spitfire Mk.I (Mask)



OVERTREES

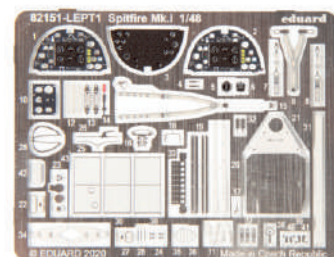
#82151X
Spitfire Mk.Ia
1/48



Product page

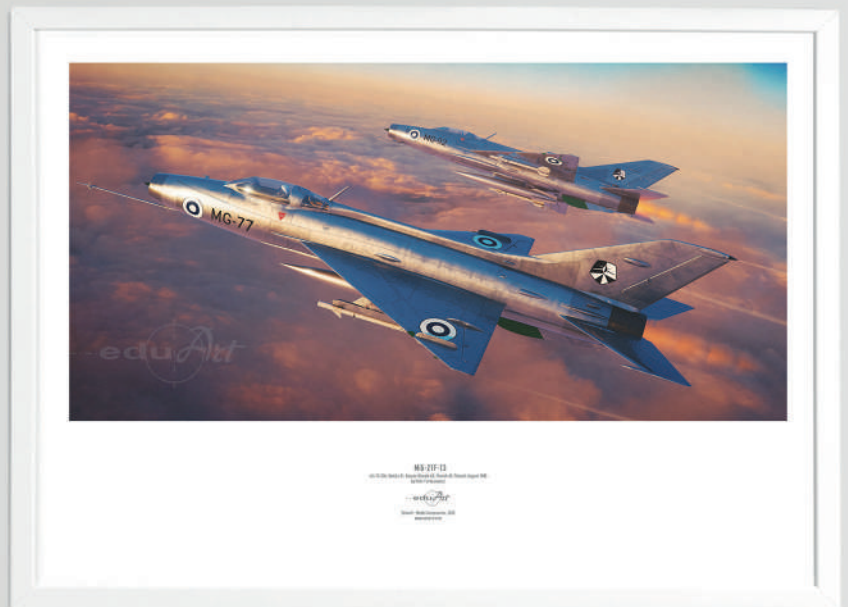
OVERLEPT

#82151-LEPT1
Spitfire Mk.Ia
1/48



Product page

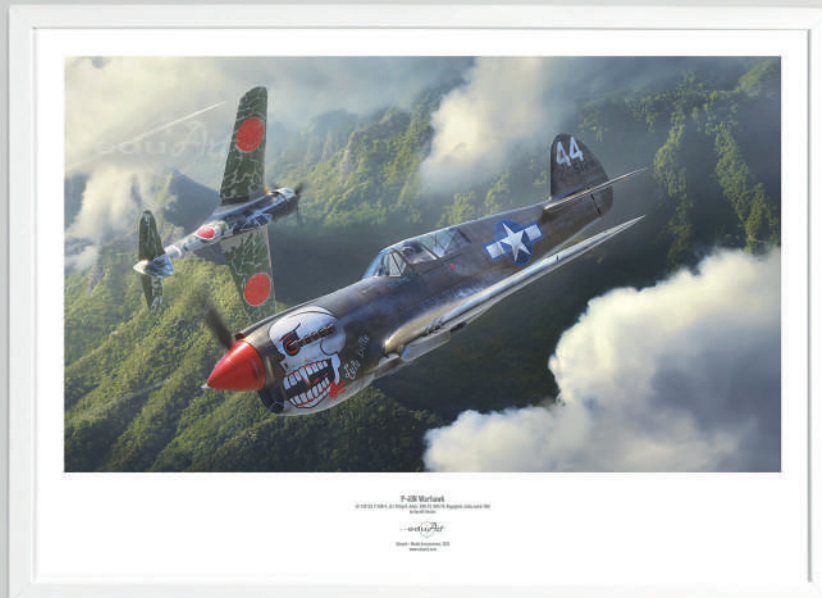
ARTWORK PRINTS



MiG-21F-13

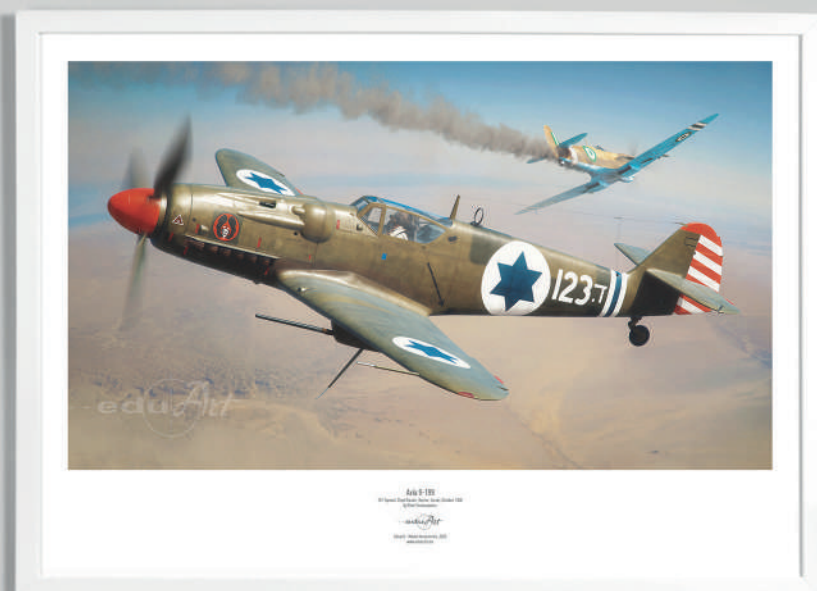
82191-ART

A2 (594 x 420 mm)
Roll Up Vinyl, 160g/m²



82242-ART

P-40N



948011-ART

Avia S-199

www.eduard.com only

Advert - book Battle of Britain

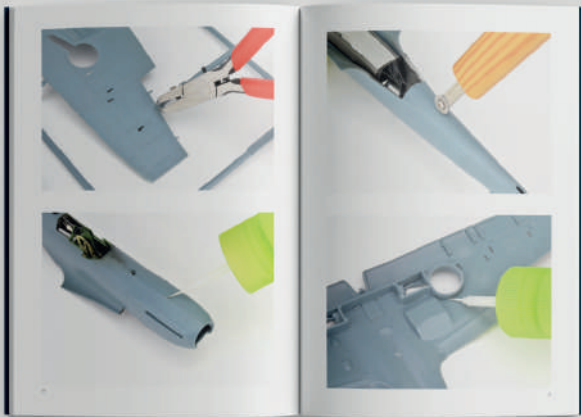


To mark the 85th anniversary of the Battle of Britain, an independent publisher Plastic Invasion has launched a new book project on Indiegogo – Wings Over Britain – A Tribute to the Few. The publication connects historical research, aviation heritage, and scale modeling, focusing on the iconic Spitfire Mk.I and the men who flew it. Built around the Eduard 1/48 Spitfire kit, the book offers an in-depth photographic guide covering assembly, painting, and weathering, com-

plemented by studies of RAF pilot equipment and period references. It combines clear, workshop-level instruction with visual storytelling that puts the reader right into the atmosphere of 1940. The book will be available in Standard and Limited Indiegogo Editions, with optional signed copies and a Battle of Britain A2 art poster. Early supporters can still access Early Bird pricing while it lasts.

Wings Over Britain – A Tribute to the Few is a focused, visually rich publication created for those who value both craftsmanship and historical accuracy.





644327

Ki-115 Tsurugi Löök

1/48 Eduard

Löök set - Brassin pre-painted dashboard and STEEL seat belts for Ki-115 in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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

[Product page](#)


644329

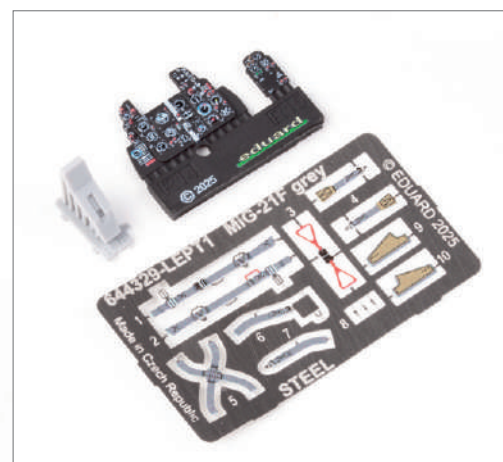
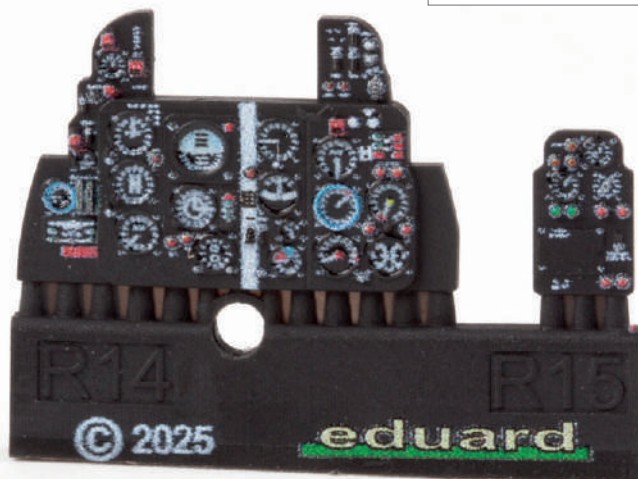
MiG-21F Löök

1/48 Eduard

Löök set - Brassin pre-painted dashboard and STEEL seat belts for MiG-21F in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

- resin: 2 parts
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)


674045

P-36A LööK

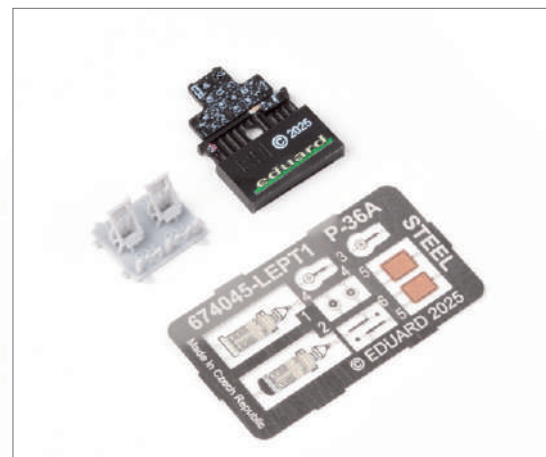
1/72 Arma Hobby

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-36A in 1/72 scale.
 Easy to assemble, replaces plastic parts.
 Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)



674049

Fw 190D LööK

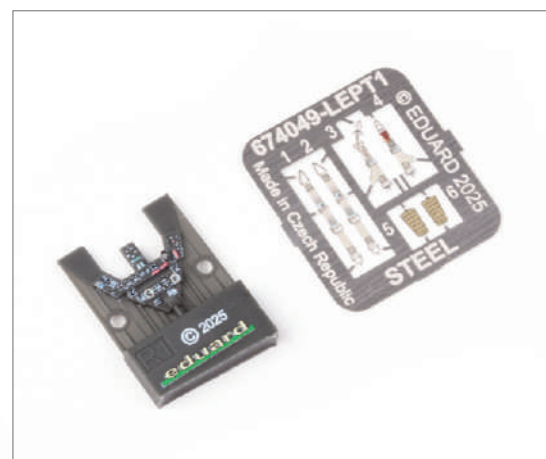
1/72 IBG

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Fw 190D in 1/72 scale.
 Easy to assemble, replaces plastic parts.
 Recommended kit: IBG models

Set contains:

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

[Product page](#)



674052

Spitfire Mk.I LööK

1/72 IBG

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Spitfire Mk.I in 1/72 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: IBG models

Set contains:

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

[Product page](#)


674053

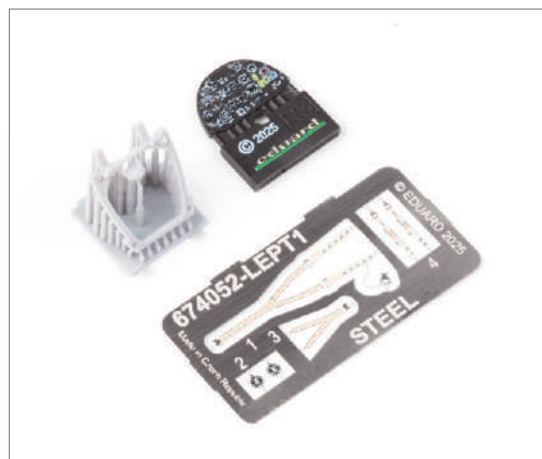
Spitfire Mk.II LööK

1/72 IBG

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Spitfire Mk.II in 1/72 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: IBG models

Set contains:

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

[Product page](#)


644328

Ju 88A-4 LööKplus

1/48 Eduard/ICM

Collection of 5 sets for Ju 88A-4 in 1/48 scale.

Recommended kit: Eduard / ICM

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- pre-painted radio equipment
- undercarriage wheels
- exhaust stacks
- painting mask



[Product page](#)



674050

P-51B/C LööKplus

1/72 Arma Hobby

Collection of 3 sets for P-51B/C in 1/72 scale.

Recommended kit: Arma Hobby

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



[Product page](#)



674051

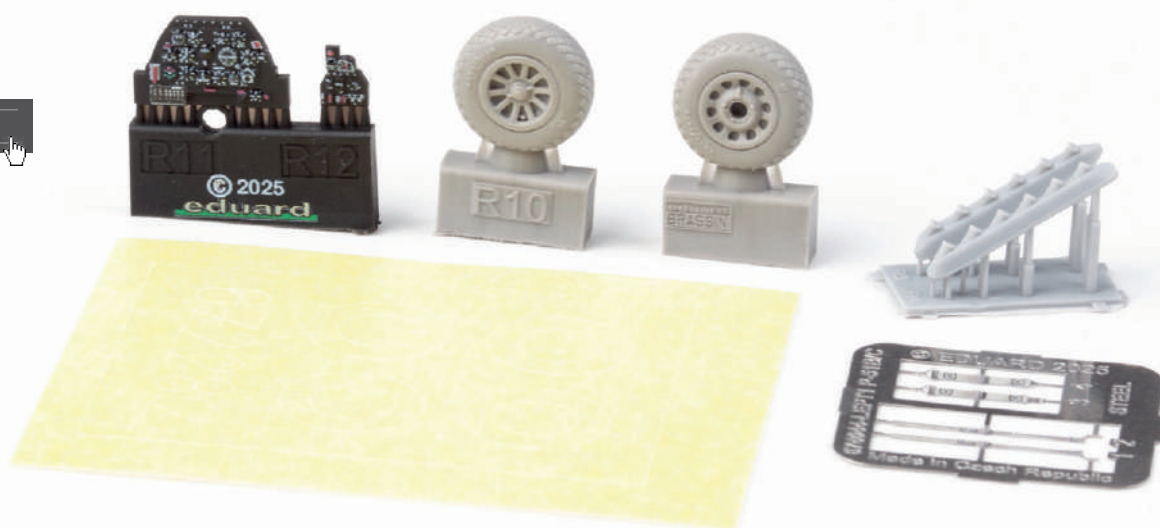
P-51B/C exhausts w/ fairings LööKplus

1/72 Arma Hobby

Collection of 3 sets for P-51B/C in 1/72 scale.

Recommended kit: Arma Hobby

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

[Product page](#)


632206

Bf 109K-4 wheels

1/32 Kotare

Brassin set - undercarriage wheels for Bf 109K-4 in 1/32 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Kotare

Set contains:

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

[Product page](#)


632207

Bf 109K-4 exhaust stacks PRINT

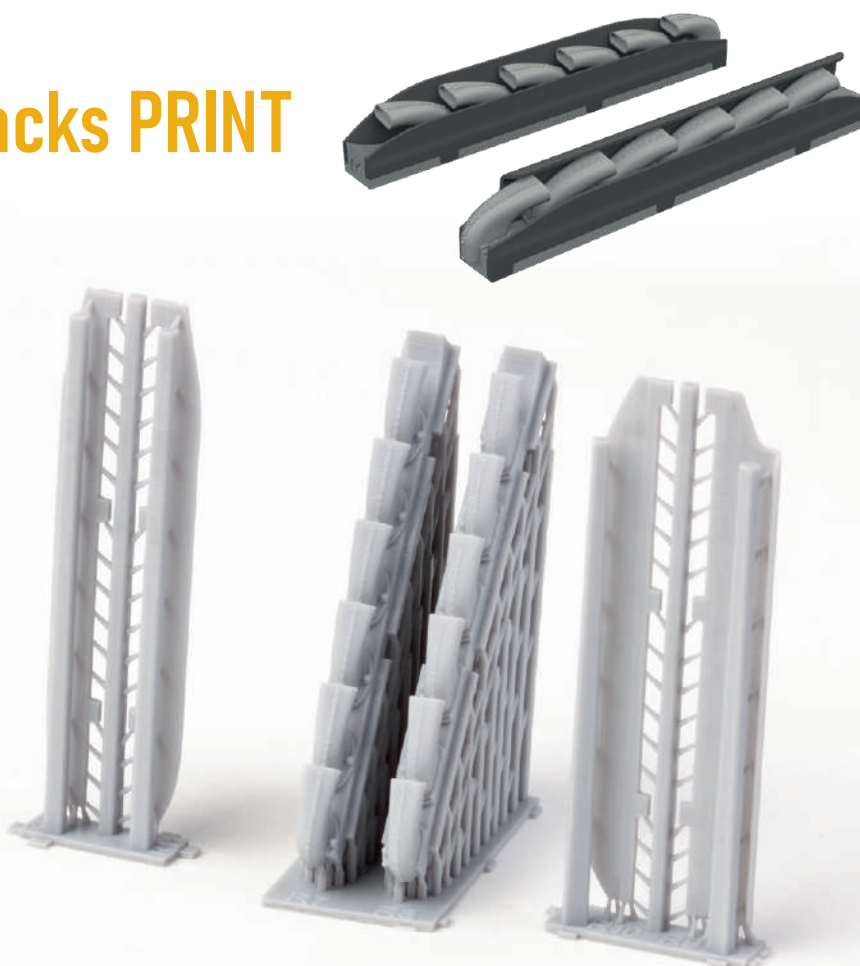
1/32 Kotare

Brassin set - exhaust stacks for Bf 109K-4 in 1/32 scale. Made by direct 3D printing. Made by direct 3D printing Easy to assemble, replaces plastic parts. Recommended kit: Kotare

Set contains:

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

[Product page](#)



6481116

Ki-115 wheels

1/48 Eduard

Brassin set - the undercarriage wheels for Ki-115 in 1/48 scale. The set consists of the main wheels. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



6481149

MiG-21F exhaust nozzle PRINT

1/48 Eduard

Brassin set - the exhaust nozzle for MiG-21F in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


6481151

MiG-21F wheels

1/48 Eduard

Brassin set - the undercarriage wheels for MiG-21F in 1/48 scale. The set consists of the main wheels and a nose 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](#)


6481152

S-199 4xETC 50 rack w/ bombs PRINT

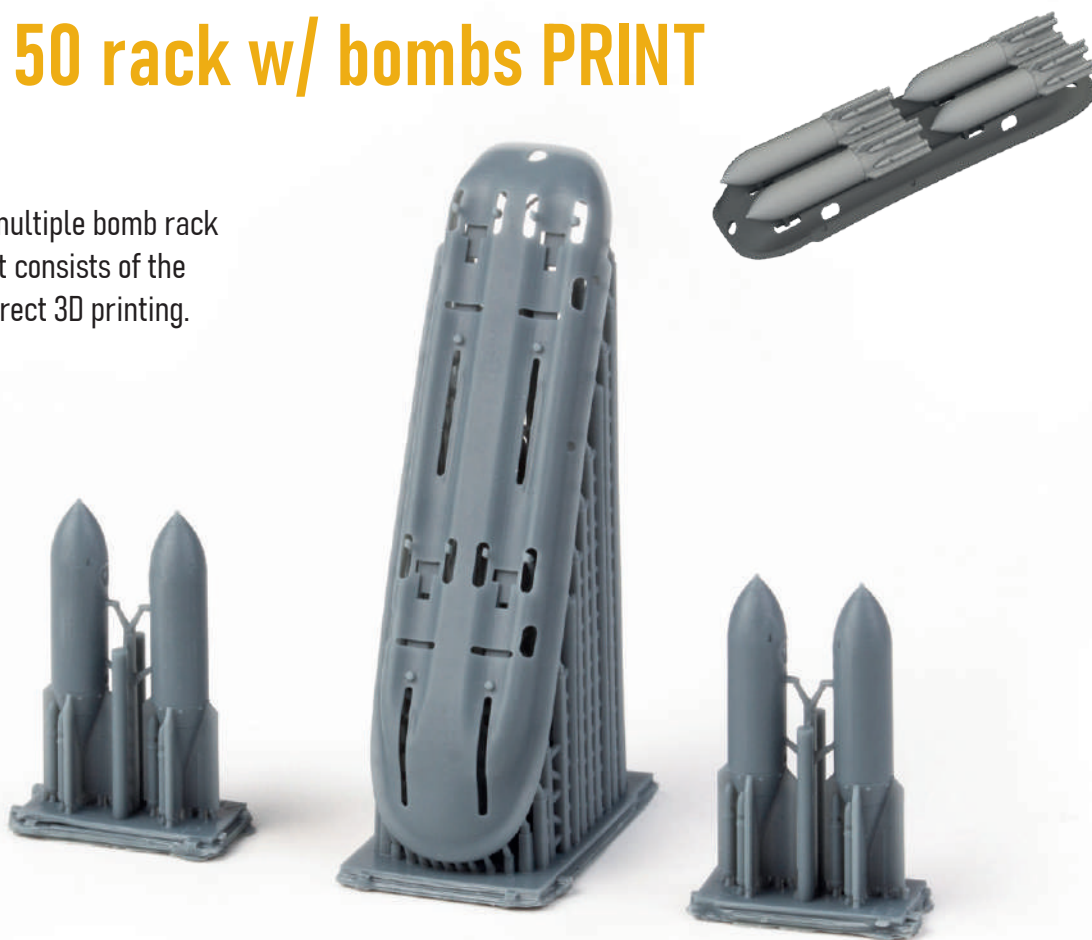
1/48 Eduard

Brassin set - the underbelly multiple bomb rack for S-199 in 1/48 scale. The set consists of the rack and 4 bombs. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)



6481154

MiG-21F PTB-490 fuel tank PRINT

1/48 Eduard

Brassin set - the fuel drop tank for MiG-21F in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



672423

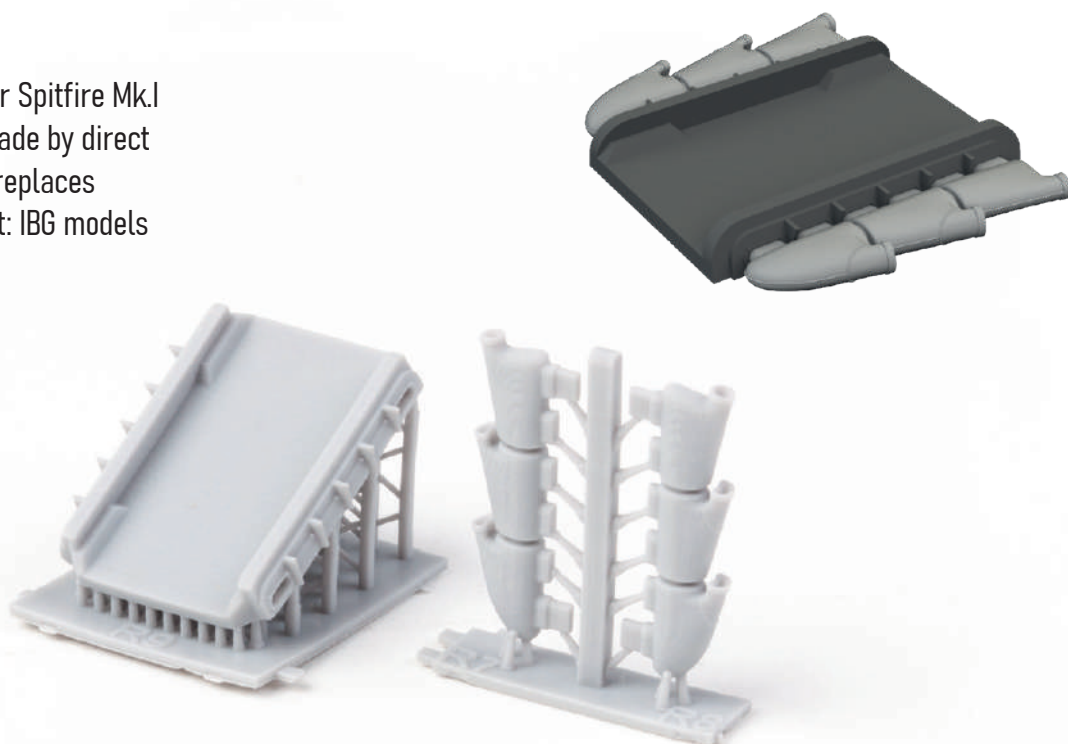
Spitfire Mk.I/II/V three-stacks exhaust rounded PRINT

1/72 IBG

Brassin set - exhaust stacks for Spitfire Mk.I or Mk.II or Mk.V in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: IBG models

Set contains:

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

[Product page](#)


672424

Spitfire Mk.I/II/V wheels

1/72 IBG

Brassin set - undercarriage wheels for Spitfire Mk.I or Mk.II or Mk.V in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: IBG models

Set contains:

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

[Product page](#)


672425

AGM-130

1/72

Brassin set - US air-to-ground guided missile AGM-130 in 1/72 scale. Set consists of 2 missiles.

Set contains:

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

[Product page](#)



672426

Spitfire Mk.I/II/V bakelite seat w/ integral belts PRINT

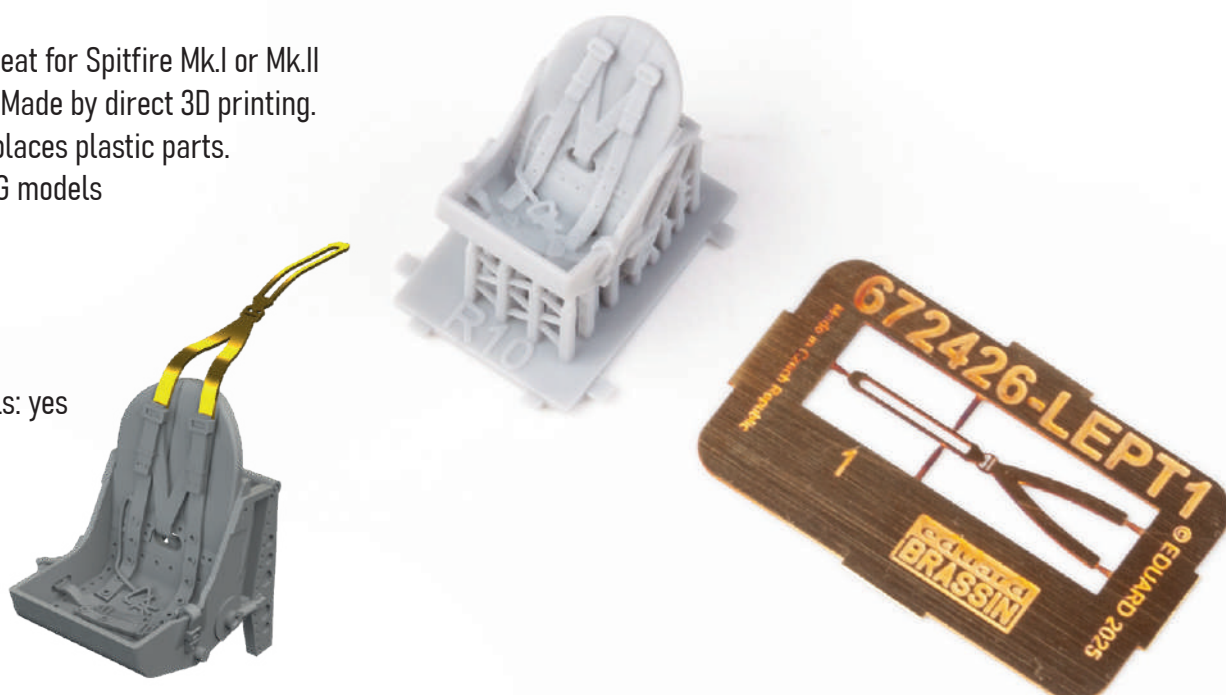
1/72 IBG

Brassin set - pilot's seat for Spitfire Mk.I or Mk.II or Mk.V in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: IBG models

Set contains:

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

[Product page](#)



672427

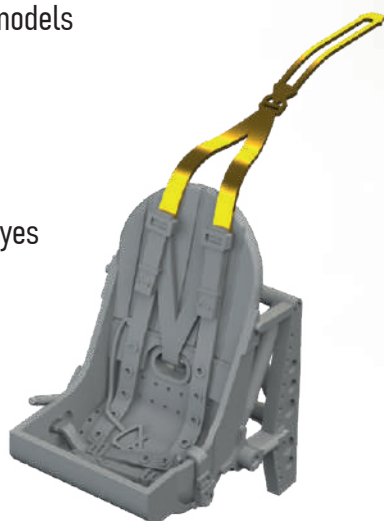
Spitfire Mk.I/II/V metal seat w/ integral belts PRINT

1/72 IBG

Brassin set - pilot's seat for Spitfire Mk.I or Mk.II or Mk.V in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: IBG models

Set contains:

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

[Product page](#)

SIN648143

A6M3 Zero Type 32 ADVANCED

1/48 Eduard

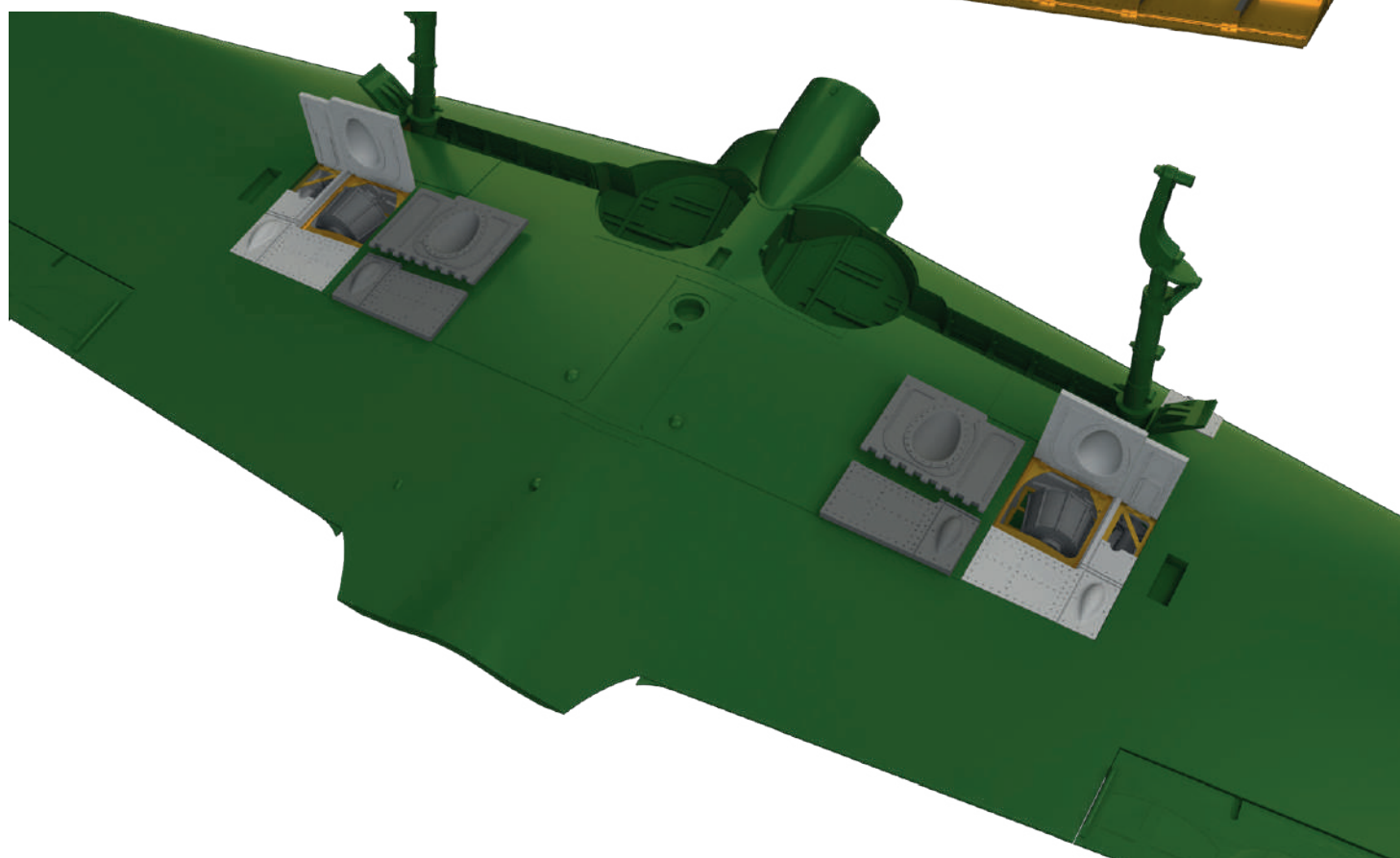
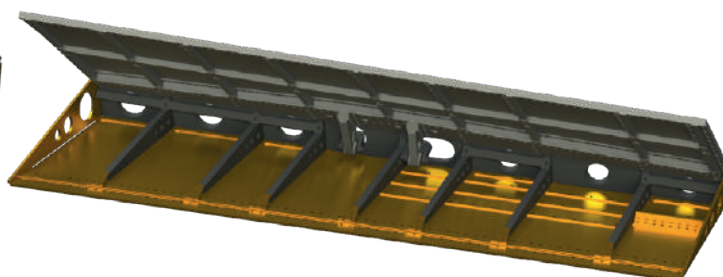
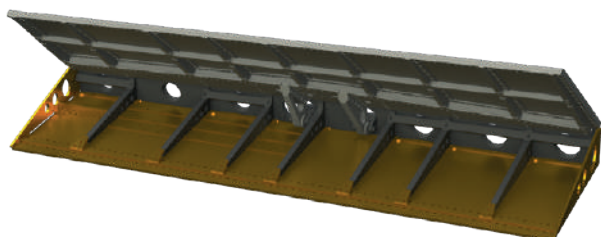
Collection of 3 sets for A6M3 Zero Type 32 in 1/48 scale.

Recommended kit: Eduard

- tail wheel
- landing flaps
- wings gun bays

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

Product page



SIN648144

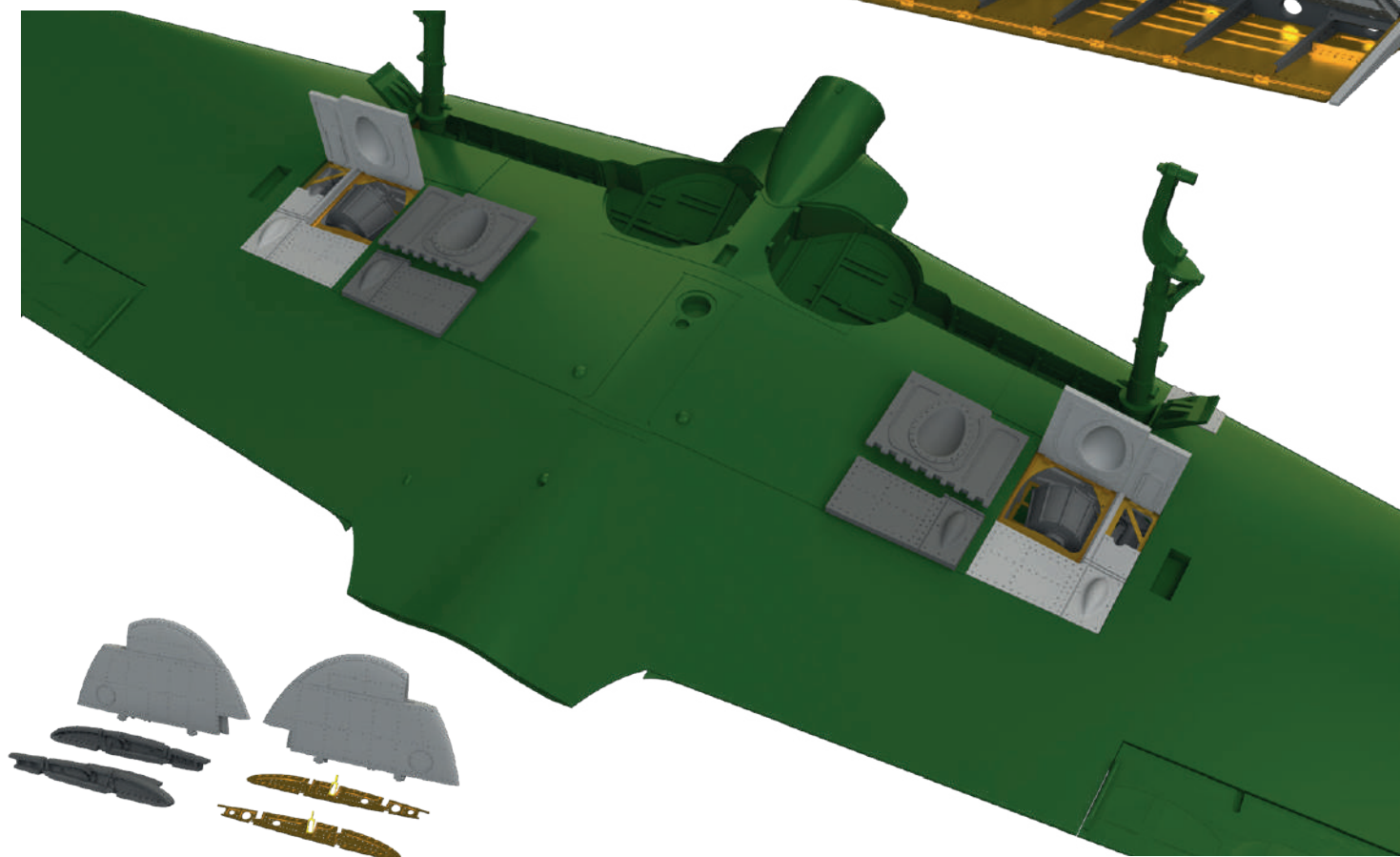
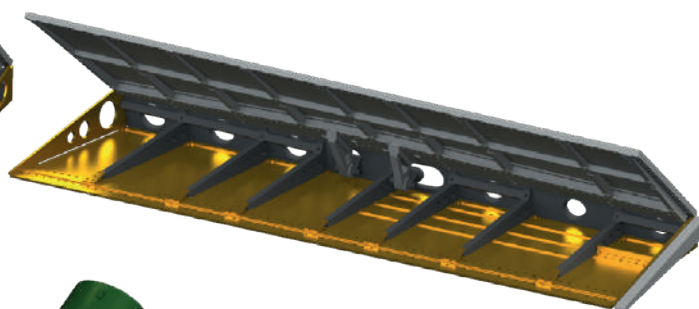
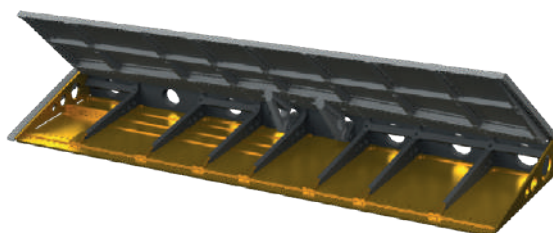
A6M3 Zero ESSENTIAL

1/48 Eduard

Collection of 4 sets for A6M3 Zero Type 22 in 1/48 scale.
Recommended kit: Eduard

- tail wheel
- folding wingtips
- landing flaps
- wings gun bays

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

[Product page](#)



eduard



Katka
Borecká

YOUTUBE PODCAST CHANNEL

eduard
ON AIR

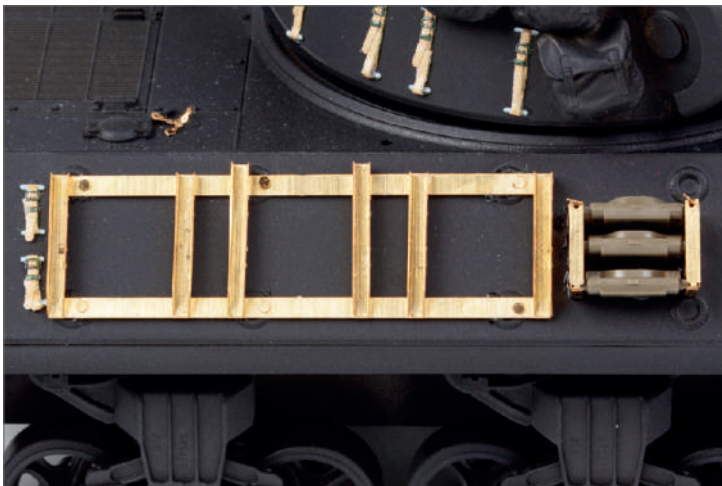
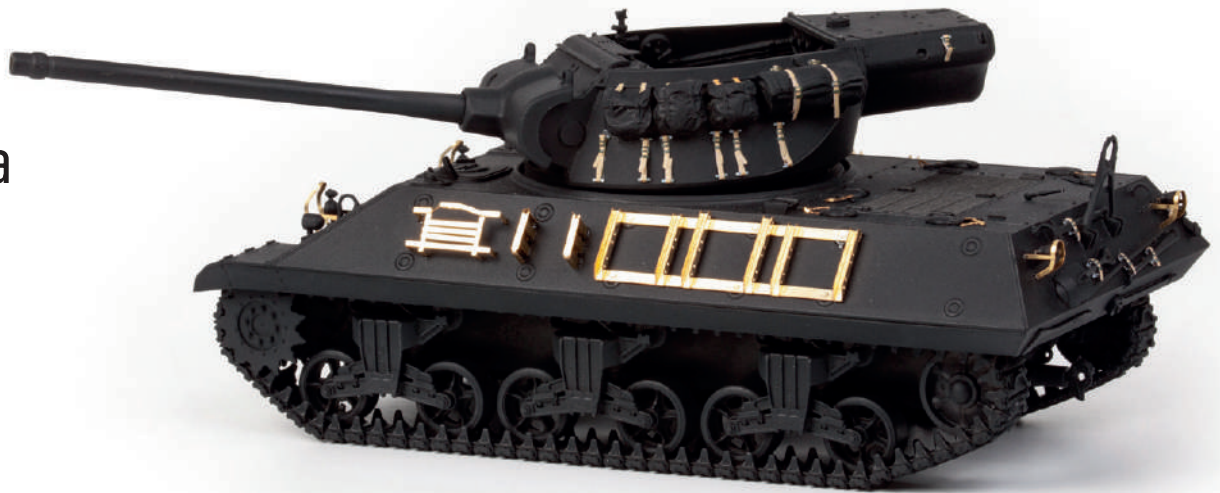


www.youtube.com/@EduardOnAirPodcast

M 36

1/35 Tamiya

#36537



Sea Hurricane Mk.IIc landing flaps

1/32 Revell

#32496



Sea Hurricane Mk.IIc

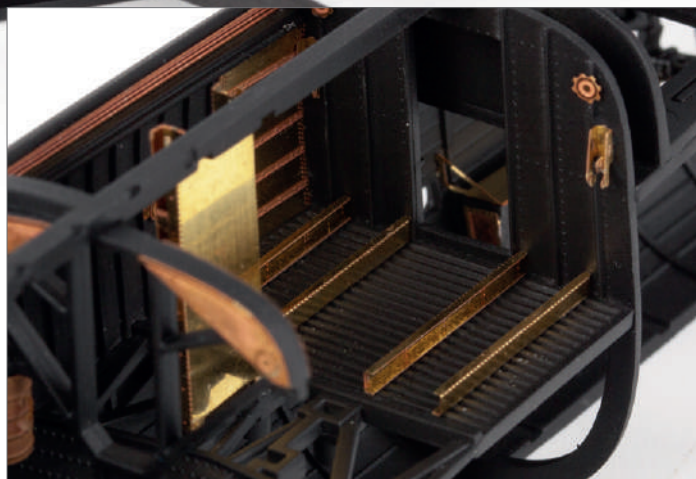
1/32 Revell

#321028
#33385
#33386

B-24D bomb bay

1/72 Airfix

#72752

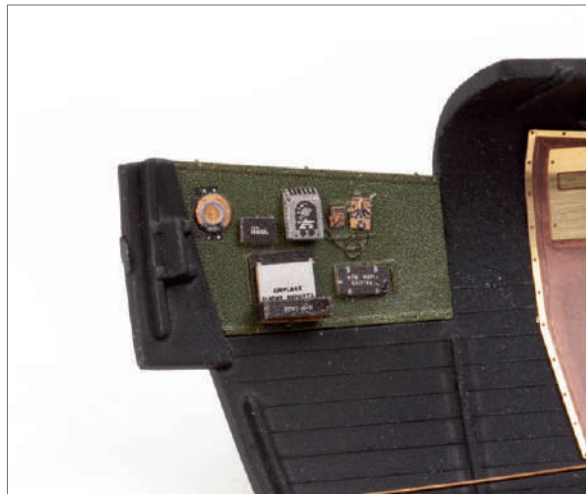


B-24D cockpit and engines

1/72 Airfix

#73860

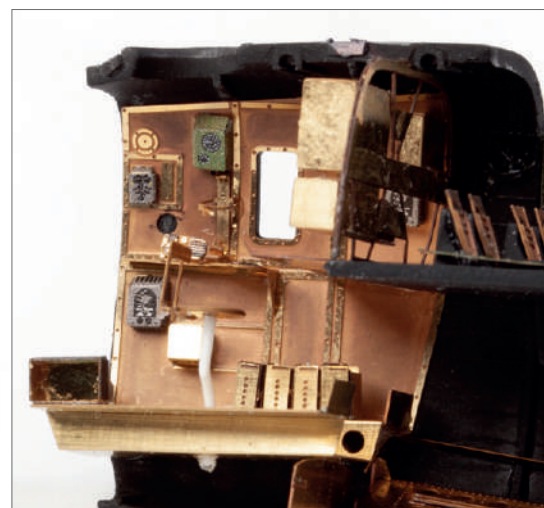
#SS860



B-24D nose and radio compartment

1/72 Airfix

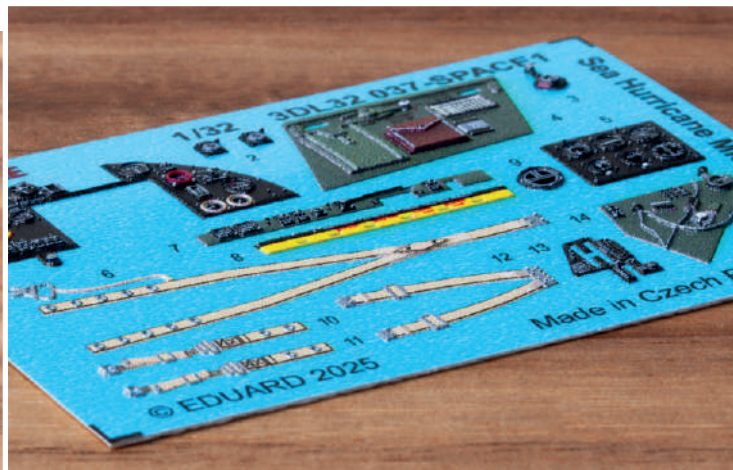
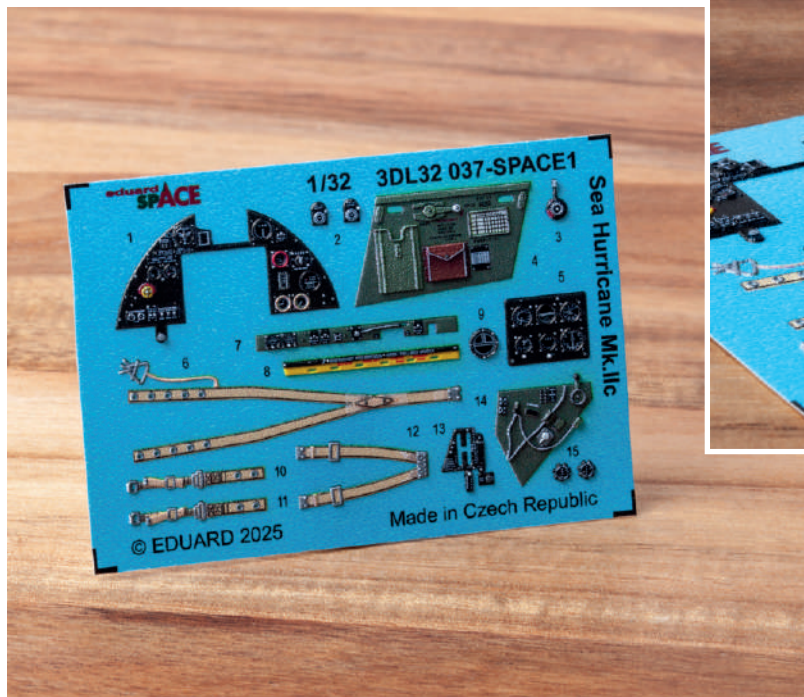
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3DL32037 **Sea Hurricane Mk.IIc SPACE** 1/32 Revell

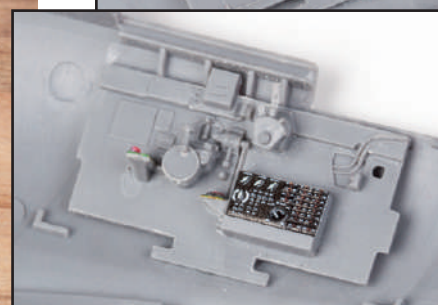
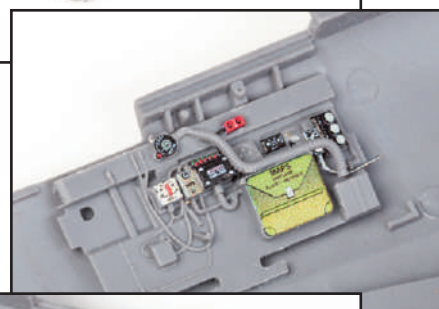
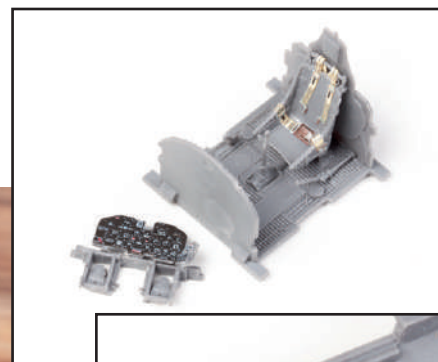
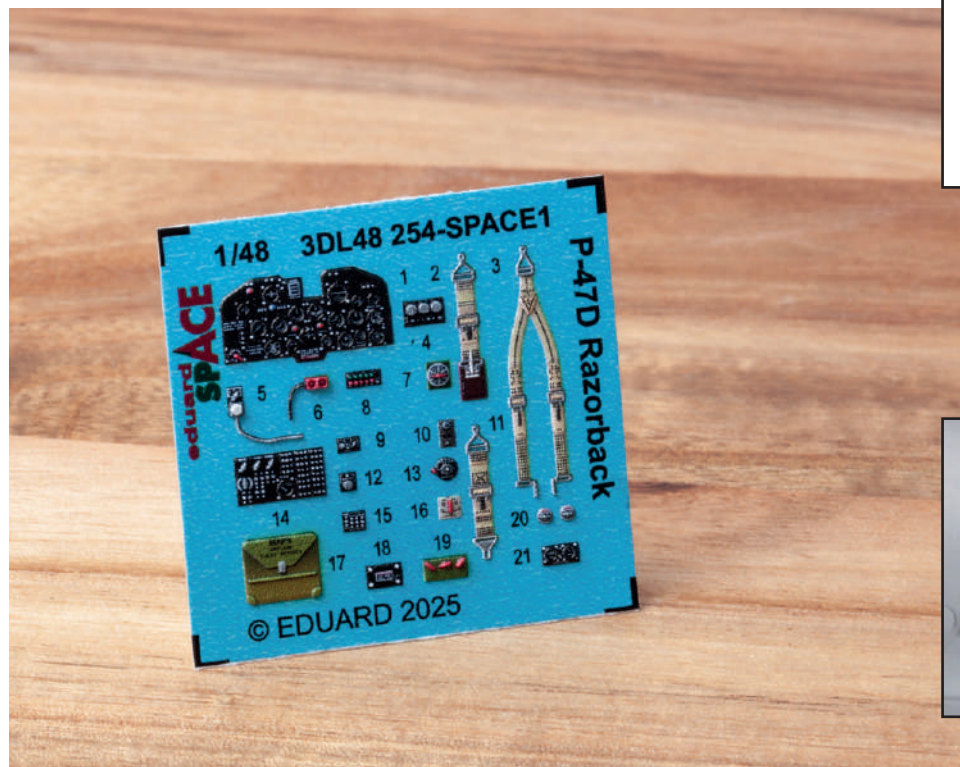
*EASY
APPLICATION*

Product page

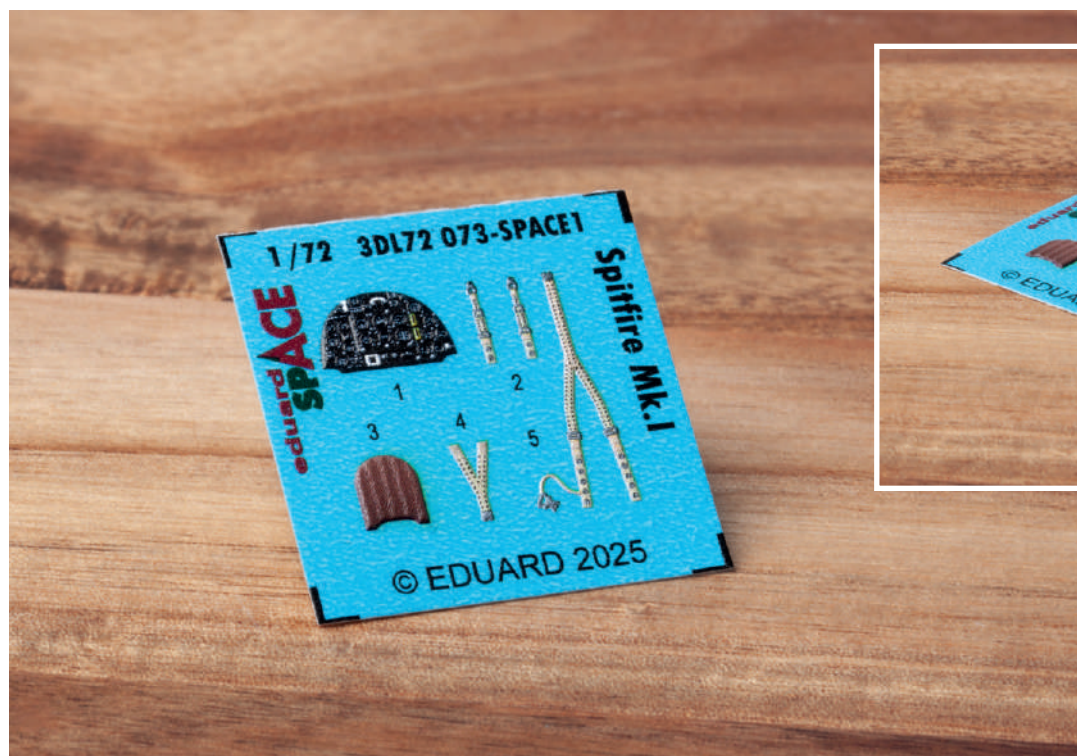


3DL48254 **P-47D Razorback SPACE** 1/48 MiniArt

Product page

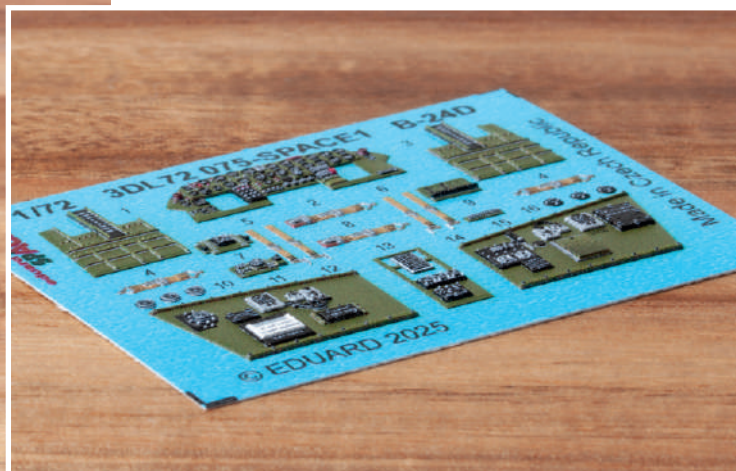
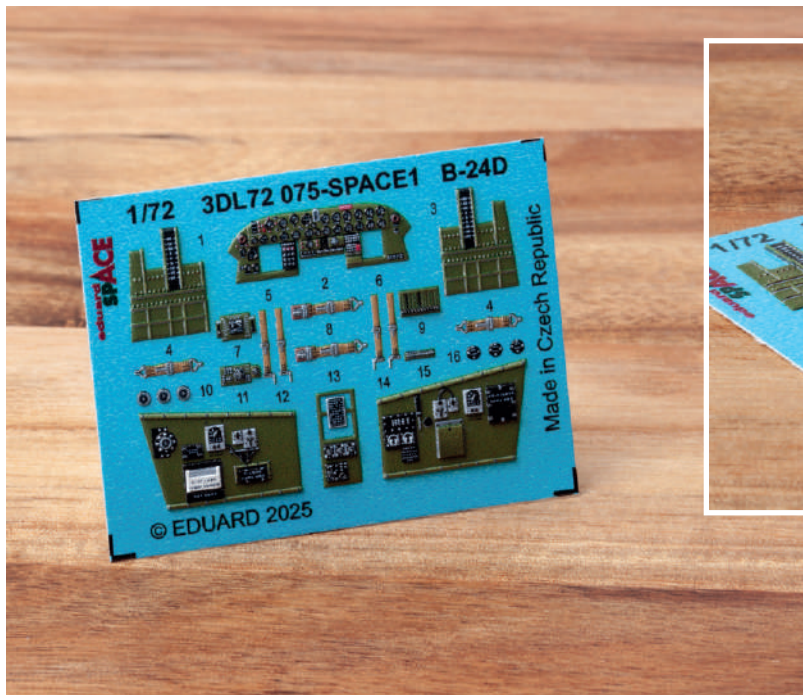
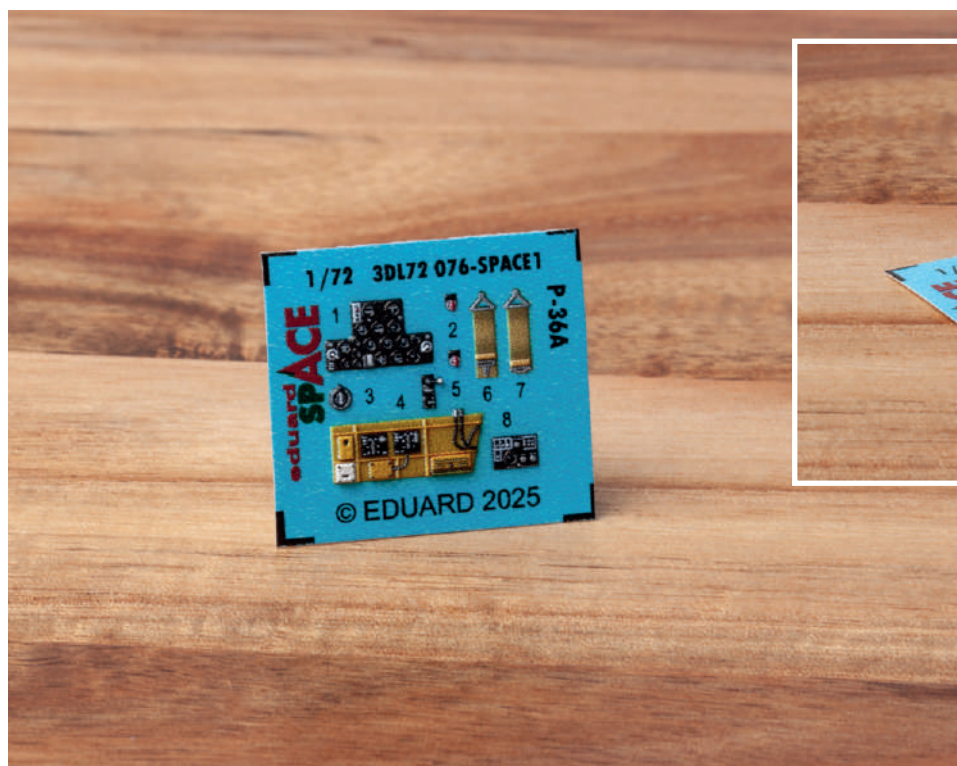


3DL72073 Spitfire Mk.I SPACE 1/72 IBG

[Product page](#)

3DL72074 Spitfire Mk.II SPACE 1/72 IBG

[Product page](#)

3DL72075 **B-24D SPACE** 1/72 Airfix[Product page](#)3DL72076 **P-36A SPACE** 1/72 Arma Hobby[Product page](#)

eduard

**LIMITED
EDITION**

**SEPTEMBER
2025**

11194

SCHNELLBOMBER Ju 88A-4 1/48

The kit of German medium bomber Ju 88A-4 in markings of six Luftwaffe units conducting their tasks on the Eastern Front and within Mediterranean area of operations, namely Greece and Sicily.



1./KG 1, Kharkov-Voichenko, Soviet Union, January 1943



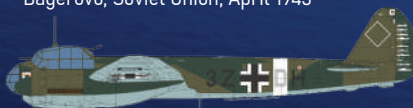
Hptm. Klaus Häberlen, CO of Stab I./KG 51, Bagerovo, Soviet Union, April 1943



4./KG 54, Catania, Sicily, spring 1943



W.Nr. 140206, Hptm. Heinrich Paepcke, CO of Stab II./KG 77, Gerbini, Italy, October 1942



W.Nr. 1016, Lt. Johannes Geismann, CO of 1./KG 77, Catania, Sicily, September 1942



Lt. Gerhard Brenner, CO of 1./LG 1, Eleusis, Greece, March 1942



Bf 108 1/32

3405

The kit of German WWII liaison aircraft Bf 108.



Ki-115 Tsurugi 1/48

11192

The kit of Japanese WWII suicide plane Ki-115 Tsurugi.

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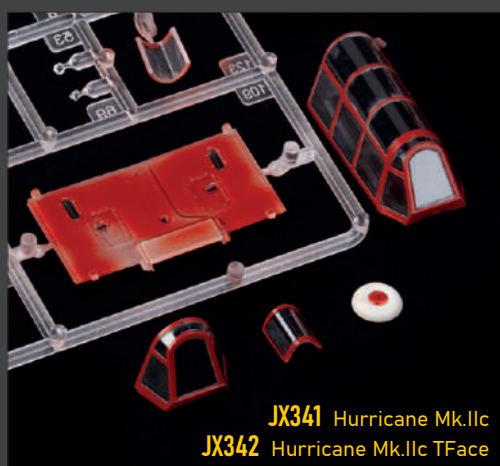
JX341 Sea Hurricane Mk.IIc
 1/32 Revell
JX342 Sea Hurricane Mk.IIc TFace
 1/32 Revell
JX343 Sea Hurricane Mk.IIc
 national insignia
 1/32 Revell
EX1145 S-199 TFace
 1/48 Eduard
CX700 B-24D
 1/72 Airfix
CX701 B-24D US national insignia
 1/72 Airfix



JX341 Hurricane Mk.IIc
JX342 Hurricane Mk.IIc TFace



JX342 Hurricane Mk.IIc TFace



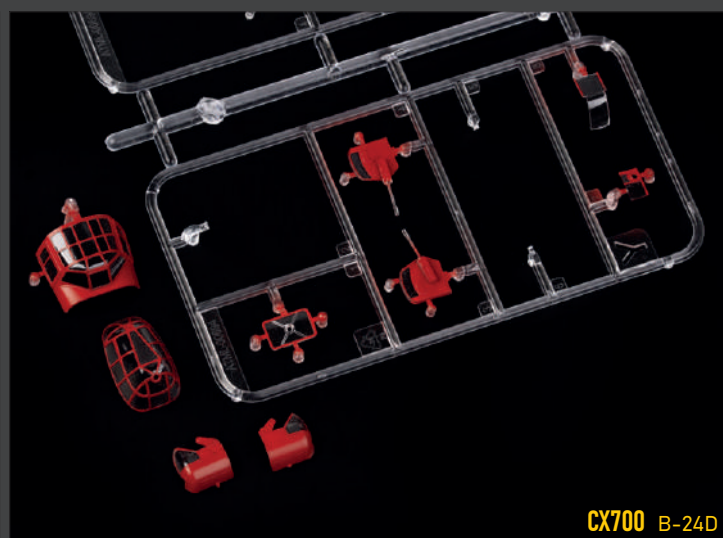
JX341 Hurricane Mk.IIc
JX342 Hurricane Mk.IIc TFace



JX342 Hurricane Mk.IIc TFace



CX700 B-24D

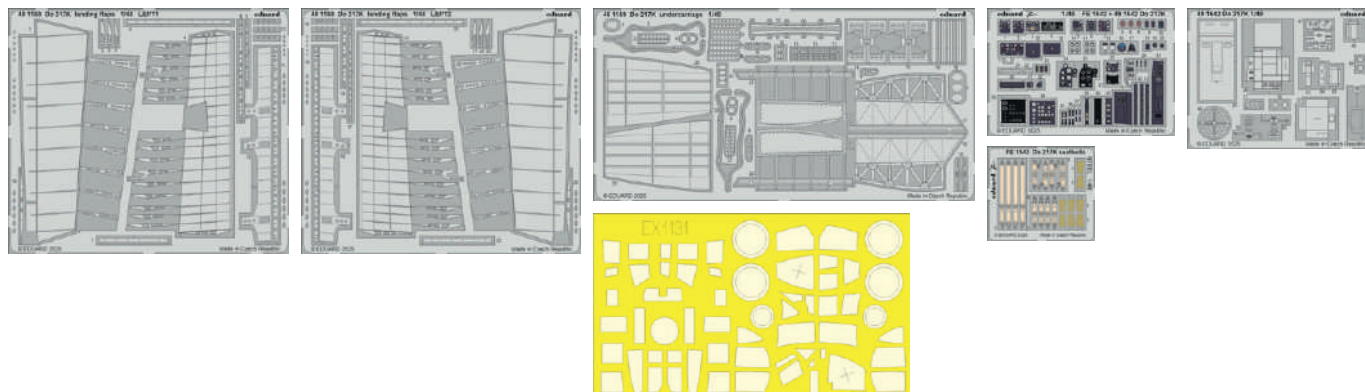


CX700 B-24D

BIG49461 Do 217K 1/48 ICM

[Product page](#)

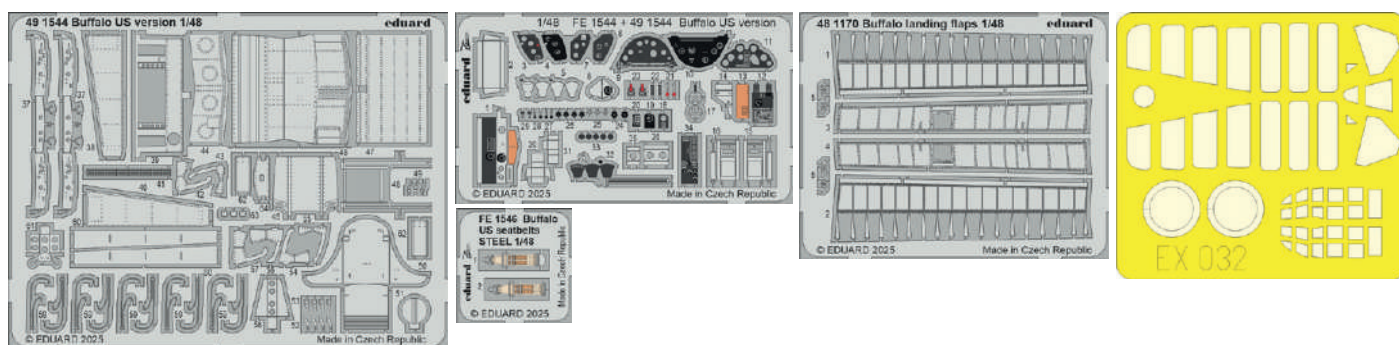
- 481168 Do 217K landing flaps 1/48
- 481169 Do 217K undercarriage 1/48
- 491542 Do 217K 1/48
- FE1543 Do 217K seatbelts STEEL 1/48
- EX1131 Do 217K 1/48



BIG49462 Buffalo US version 1/48 Tamiya

[Product page](#)

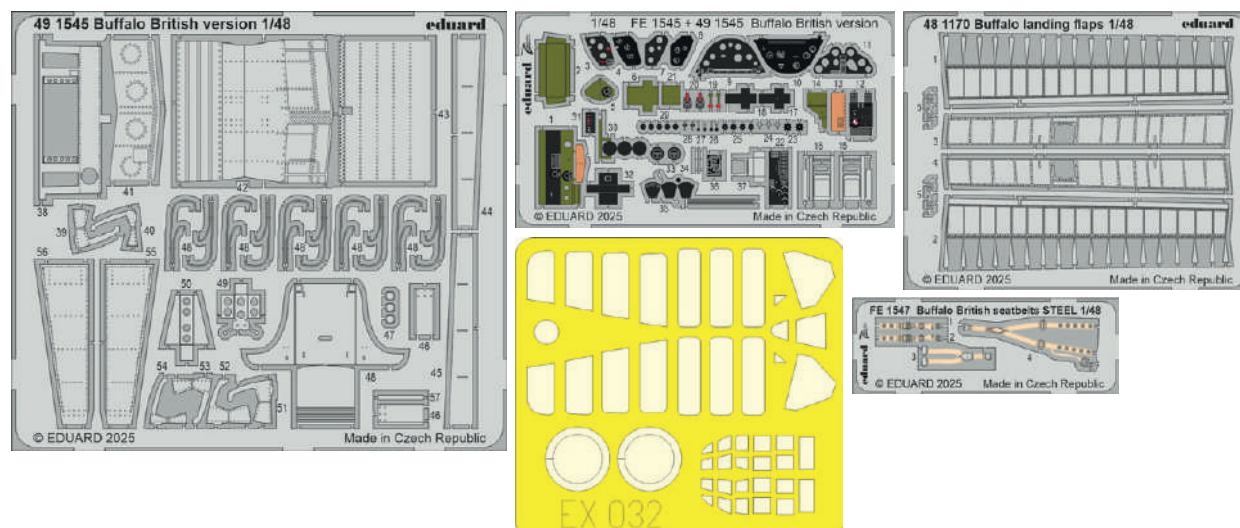
- 481170 Buffalo landing flaps 1/48
- 491544 Buffalo US version 1/48
- FE1546 Buffalo US seatbelts STEEL 1/48
- EX032 F2A 1/48



BIG49463 Buffalo British version 1/48 Tamiya

[Product page](#)

- 481170 Buffalo landing flaps 1/48
- 491545 Buffalo British version 1/48
- FE1547 Buffalo British seatbelts STEEL 1/48
- EX032 F2A 1/48



KITS

948011	Avia S-199 ERLA canopy	1/48	HYBRiD
82191	MiG-21F-13	1/48	ProfiPACK
82242	P-40N Warhawk	1/48	ProfiPACK
82151	Spitfire Mk.Ia Reedice	1/48	ProfiPACK

PE-SETS

32496	Sea Hurricane Mk.IIc landing flaps	1/32	Revell
321028	Sea Hurricane Mk.IIc	1/32	Revell
36537	M 36	1/35	Tamiya
491558	P-47D Razorback	1/48	MiniArt
72751	B-24D undercarriage	1/72	Airfix
72752	B-24D bomb bay	1/72	Airfix
73858	Spitfire Mk.I	1/72	IBG
73859	Spitfire Mk.II	1/72	IBG
73860	B-24D cockpit & engines	1/72	Airfix
73861	B-24D nose & radio compartment	1/72	Airfix
73862	P-36A	1/72	Arma Hobby

ZOOMS

33385	Sea Hurricane Mk.IIc	1/32	Revell
33386	Sea Hurricane Mk.IIc seatbelts STEEL	1/32	Revell
FE1558	P-47D Razorback	1/48	MiniArt
FE1559	P-47D Razorback seatbelts STEEL	1/48	MiniArt
SS858	Spitfire Mk.I	1/72	IBG
SS859	Spitfire Mk.II	1/72	IBG
SS860	B-24D	1/72	Airfix

MASKS

JX341	Sea Hurricane Mk.IIc	1/32	Revell
JX342	Sea Hurricane Mk.IIc TFace	1/32	Revell
JX343	Sea Hurricane Mk.IIc national insignia	1/32	Revell
EX1145	S-199 TFace	1/48	Eduard
CX700	B-24D	1/72	Airfix
CX701	B-24D US national insignia	1/72	Airfix

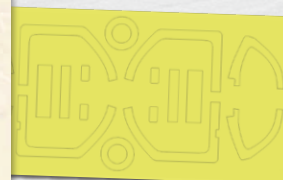
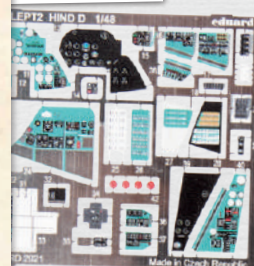
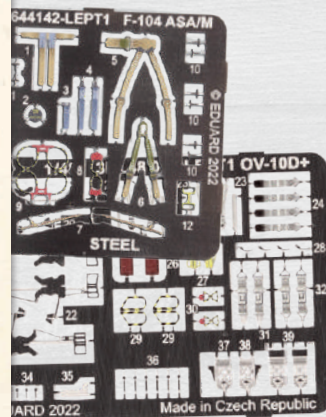
BIG ED

BIG49461	Do 217K	1/48	ICM
BIG49462	Buffalo US version	1/48	Tamiya
BIG49463	Buffalo British version	1/48	Tamiya



ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

644327	Ki-115 Tsurugi LööK	1/48	Eduard
644329	MiG-21F grey LööK	1/48	Eduard
674045	P-36A LööK	1/72	Arma Hobby
674049	Fw 190D LööK	1/72	IBG
674052	Spitfire Mk.I LööK	1/72	IBG
674053	Spitfire Mk.II LööK	1/72	IBG
632206	Bf 109K-4 wheels	1/32	Kotare
632207	Bf 109K-4 exhaust stacks PRINT	1/32	Kotare
6481116	Ki-115 wheels	1/48	Eduard
6481149	MiG-21F exhaust nozzle PRINT	1/48	Eduard
6481151	MiG-21F wheels	1/48	Eduard
6481152	S-199 4xETC 50 rack w/ bombs PRINT	1/48	Eduard
6481154	MiG-21F PTB-490 fuel tank PRINT	1/48	Eduard
672423	Spitfire Mk.I/II/V three-stacks exhaust rounded PRINT	1/72	IBG
672424	Spitfire Mk.I/II/V wheels	1/72	IBG
672425	AGM-130	1/72	
672426	Spitfire Mk.I/II/V bakelite seat w/ integral belts PRINT	1/72	IBG
672427	Spitfire Mk.I/II/V metal seat w/ integral belts PRINT	1/72	IBG

LööKPLUS

644328	Ju 88A-4 LööKplus	1/48	Eduard / ICM
674050	P-51B/C LööKplus	1/72	Arma Hobby
674051	P-51B/C exhausts w/ fairings LööKplus	1/72	Arma Hobby

BIGSIN

SIN648143	A6M3 Zero Type 32 ADVANCED	1/48	Eduard
SIN648144	A6M3 Zero Type 22 ADVANCED	1/48	Eduard

SPACE

3DL32037	Sea Hurricane Mk.IIc SPACE	1/32	Revell
3DL48254	P-47D Razorback SPACE	1/48	MiniArt
3DL72073	Spitfire Mk.I SPACE	1/72	IBG
3DL72074	Spitfire Mk.II SPACE	1/72	IBG
3DL72075	B-24D SPACE	1/72	Airfix
3DL72076	P-36A SPACE	1/72	Arma Hobby

eduard
BRASSINeduard
BRASSIN
*Print**LööK**LööKt*eduard
SPACE

History of the German Luftwaffe unit 1939-1945



Peter Kaššák, Marek Žatkovič



Left: Hubert Walter Bonchers and right: Harry, Dr. G. G. G.

It always a cool moment when it often happens that the aircraft drifting off the rear end up in trouble. The dogs always take the last one! But fear not – in this case the French commander, who was a very experienced pilot, was able to control without having sustained any losses. We held our kommandeur in the middle of our formation to avoid any confusion. The English continued to fly in circles and flew out over the Channel.

We still were at a fairly high altitude. We were cold but not too uncomfortable. The English did not take any action on this mission, which certainly hasn't been unfruitful. The second engine on our kommandeur's aircraft was also damaged. The kommandeur was very experienced and I must admit that I felt scared. What could our kommandeur do next? Heavily concerned! Grate, then in the right direction. The kommandeur was a very experienced pilot. Chief really knew how to fly! Luckily, we found ourselves at such a high altitude. I was unsure of the ratio between the height and glide ability of the 110, that is, how far it could glide. I was not sure if it was 100 or 150 meters, but everything went well. Slowly, pompously, slowly, the French cut grew increasingly clear in the distance, and the English were still flying in circles.



BF 110 C-4 from JG 26 (25 Feb 1945), (31-3265), photographed on the beach at Exiles. The emergency landing was caused by Gruppenkommandeur's right wing crash. On 11 November 1944, however, the aircraft was piloted by Joachim Juchacz from the period of the tests of Exiles. At the time when Juchacz flew with it for a 250 km, it had the view with the aircraft for most of the August and September. The plane was temporarily withdrawn from service a new one in September 1944. The aircraft, however, returned to the service sometime later (at a part of Bf 110 C-4 from JG 26, 1945). The aircraft is also a very rare aircraft. It is interesting that the BF 110 also retains the symbol of its previous owner: 1 Ach 1ab 1/26. It, an interesting detail is: the dismantled part of the cab covering. The aircraft took the air tailwheel during the landing, and the aircraft was damaged by the landing. The major contributing factor in this is the poor surface of the beach. (see Exiles, pp. 18)

Now things really looked on: the aircraft would crash at the beach. I saw the pilot's parachute clear what a skilled pilot he was. Suddenly, he made a sharp turn and landed parallel to the coast. What I pointed in the direction of the ditch I seem to be heading there glide along the beach.

The not-very well-known actor Johan Heinrich:

"I arrived at 8.120-76 in 1st flown my first mission over England but this was canceled as my pilot continually employed flying shot the major workshop facility at L."



Profile No. 29: Messerschmitt Bf 110 G-2 W.Nr.3169, "M8+AL"



3./ZG 76
Stoffkassantin Herbert Schob

On 28 November 1943, Herbert Scholz crashlanded BF 110 'Wassac' on the icy runway of Graz Airport and collided with another BF 110 of 1/LZG 76. Note the 'WENN' letters under the cockpit. The 'JBWNN' would mean 'Für Nicht-Wald Werden', which in English means something like 'Just don't get shot' and has been declared by Scholz as his motto since operations in Spain. The Messerschmitt had rather unusual heavy camouflage on the fuselage. Also the propeller hub seems to be painted camouflage on the fuselage. The propeller hub seems to be painted camouflage on the fuselage, with mottling applied there as well.



Profile No. 30: Messerschmitt Bf 110 G-2 W.Nr. unknown, "M8-UH"



1./ZG 76
- nicht vorhanden

Formation of Messerschmitts Bf 109 G of 1. Staffel, Planes carried somewhat thinner yellow RVT band and typically the Staffel letter "M" is overlapping the RVT band. WGr-42 rocket tubes are mounted under the wings of both aircraft. The MG 17s were not mounted in the nose and the holes for the barrels were closed.

Pilot of this plane was possibly Herbert Schob, however this is not confirmed 100%.

252



+

was still burning de
I hear gasoline bein
like hoo, hoo... With
there was a ding
crater would ex
excavation work.
buried where it la

Sichel parachuted as allegedly fired at told that the line of his legs from kilometer away the pilot suffered the machine when the repeller of his pl are women who to him. The pilo in they took him after and succum

that S-127 76
tern engine p
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merican fighter
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from his machine, but soon by an American pilot cut out [with the knee down. They from the crash site. But if the amputation of his legs got between one. The pilot landed were working in the it was alive and asked down from the tree, dead to the initials

test was the Me 410. The plane crashed almost 100 miles from the crash site. This one was also hit by a rocket; it crashed into the Dolomites. According to the pilot, it was in a gliding flight.

Off. Ernst Jevry (left) photographed
award of Elzanne Arouz I. Khatib
Ghus. At that time, they were both in

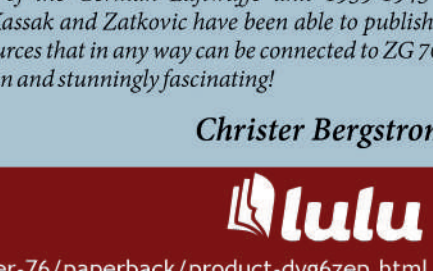
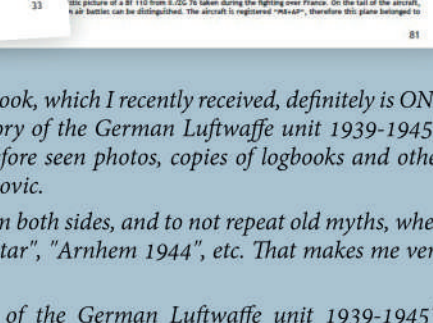
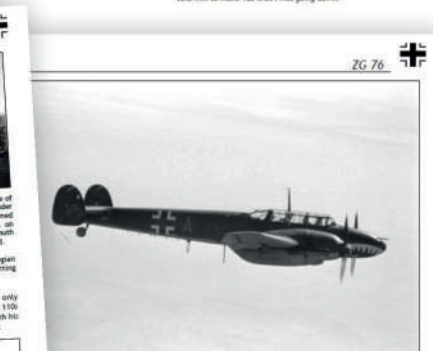
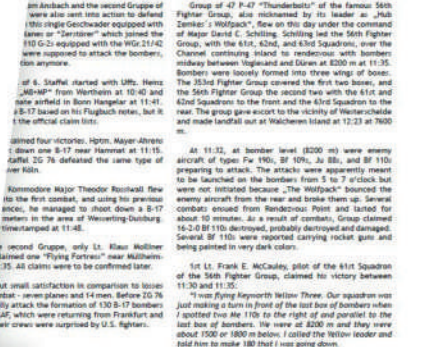
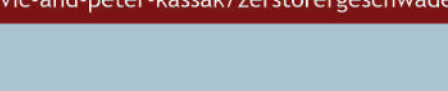
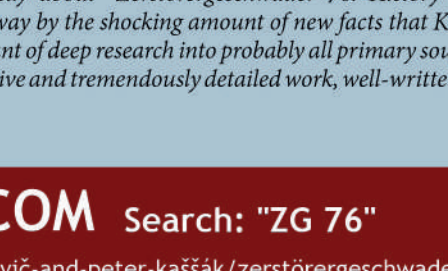
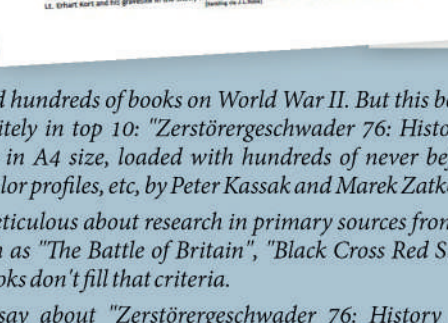
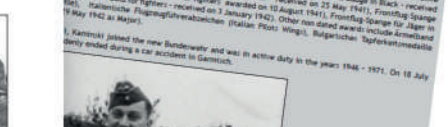
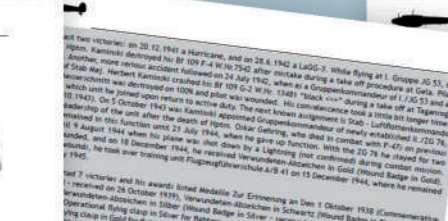
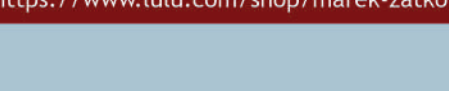
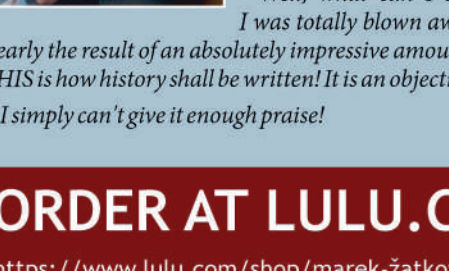
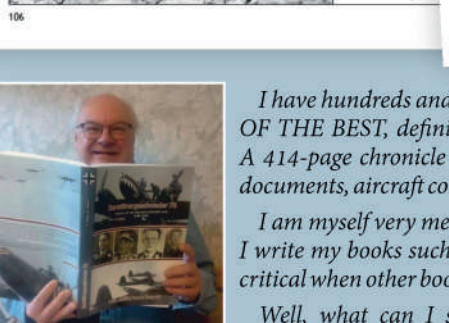
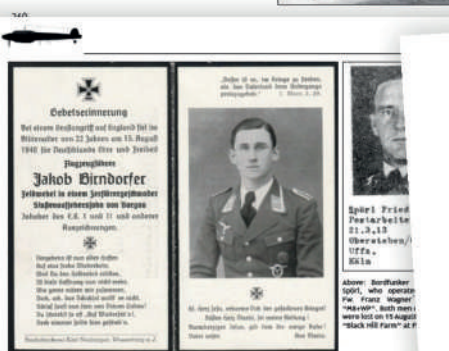


Chen et al.

Ernst Joseph Perry was at the time of his death 29 years and 11 months old.



on 3. July 1942 after the
together with Fw. Bernhard
number: of 3/MAG 11.
(via A. Koenig)



ENSTROM 480**1/72**

#972011
MARKING B
built by **Zdeněk Svíták**



Enstrom TH-480B, Japan Ground Self-Defense Force, Akeno Base, Japan, November 2024

In 2010, the Japanese Ground Self-Defense Force selected Enstrom 480 helicopters, manufactured by Enstrom Helicopter Corporation, based in Menominee, Michigan,

to replace their aging fleet of helicopters used for training military pilots. The first helicopters were delivered in 2011, with a total of 30 aircraft delivered by March 2015. The Enstrom

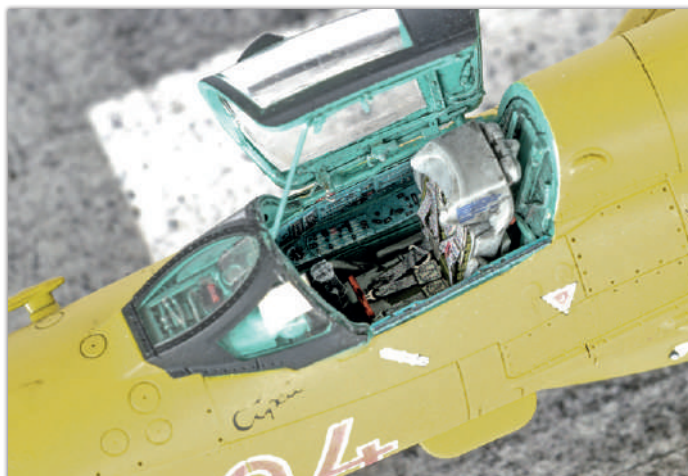
TH-480Bs used to train Japanese pilots are painted entirely blue with gold stripes.



MIG-21bis

1/72

#2151
MARKING A
built by **Matthias Becker**



MiG-21bis, c/n 75061904, 2 Fighter Squadron, Taszár Air Force Base, Hungary, 1993

Ground personnel from Taszár Air Base sprayed a special paint scheme on the MiG-21bis in 1992. The purpose of the coloring was to represent the enemy aircraft in combat training. The color

scheme shown here is a representation of the aircraft's appearance at the 1993 International Air Tattoo in Fairford. The aircraft named Capeti (shark) 1904 is currently on display at the

Szolnok Air Museum in a similar color scheme to the one it flew in 1992.



[Product page](#)

BIG ED (December)

BIG49464	B-26F Marauder PART I 1/48 ICM
BIG49465	B-26F Marauder PART II 1/48 ICM
BIG49466	Spitfire Tr.9 1/48 Airfix
BIG72187	B-24J 1/72 Hasegawa

BRASSIN (December)

634051	Sea Hurricane Mk.II LööK 1/32 Revell
644330	P-47D Razorback LööK 1/48 MiniArt
644335	MiG-21F turquoise LööK 1/48 Eduard
644336	AV-8B Harrier Plus LööK 1/48 UMA Models
674046	Mosquito PR Mk. XVI LööK 1/72 Special Hobby
674047	Mosquito NF Mk. XXX LööK 1/72 Special Hobby
632209	Hurricane Mk.II cockpit door PRINT 1/32 Revell
632210	Hurricane Mk.IIc gun barrels 1/32 Revell
635041	H39 French Light Tank equipment PRINT 1/35 Tamiya
6481156	P-47D Razorback cockpit upgrade set PRINT 1/48 MiniArt
6481157	P-47D undercarriage legs PRINT 1/48 MiniArt
6481161	P-51D undercarriage legs PRINT 1/48 Eduard
672428	Mosquito seats w/ integral belts PRINT 1/72 Special Hobby
672430	F-35C exhaust nozzle PRINT 1/72 Tamiya
672431	F-35C ejection seat PRINT 1/72 Tamiya

LööKPlus (December)

644331	Jaguar GR.1 LööKplus 1/48 Airfix
644332	Jaguar GR.1A LööKplus 1/48 Airfix
644333	MiG-21F grey LööKplus 1/48 Eduard

BIGSIN (December)

SIN648145	P-40N ESSENTIAL 1/48 Eduard
SIN648146	Jaguar GR.1 1/48 Airfix

634051**Sea Hurricane Mk.II LööK****1/32 Revell**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Sea Hurricane Mk.II in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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

**644330****P-47D Razorback LööK****1/48 MiniArt**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-47D Razorback in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

Set contains:

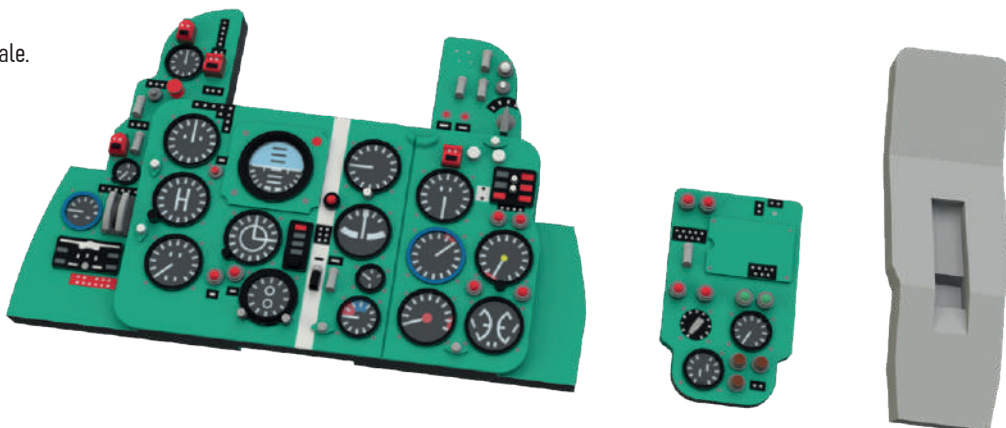
- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644335****MiG-21F turquoise LööK****1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for MiG-21F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 2 parts
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



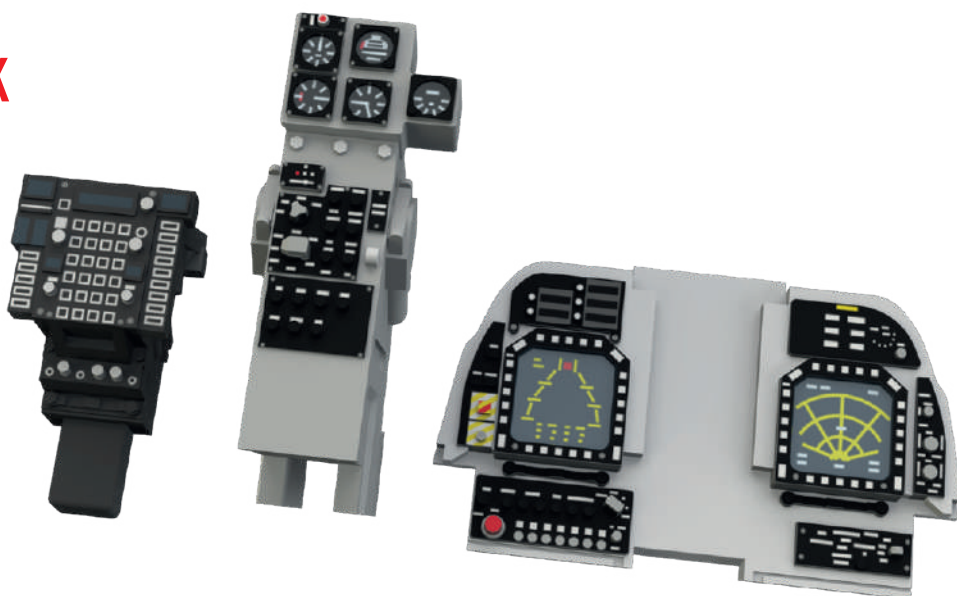
644336

AV-8B Harrier Plus LööK**1/48 Uma Hobby**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for AV-8B Harrier in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Uma Hobby

Set contains:

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



674046

Mosquito PR Mk. XVI LööK**1/72 Special Hobby**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Mosquito PR Mk.XVI in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Special Hobby

Set contains:

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



674047

Mosquito NF Mk. XXX LööK**1/72 Special Hobby**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Mosquito NF Mk.XXX in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Special Hobby

Set contains:

- resin: 5 parts
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



632209

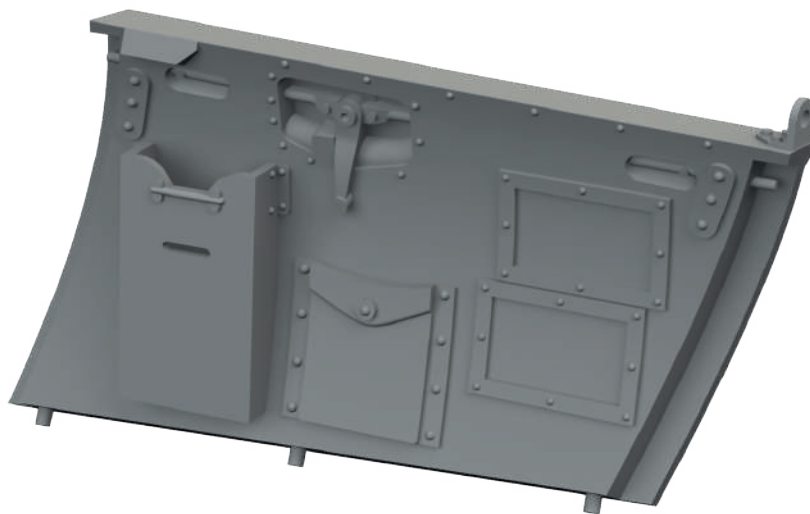
Hurricane Mk.II cockpit door PRINT

1/32 Revell

Brassin set - cockpit door for Hurricane Mk.II in 1/32 scale. Made by direct 3D printing. Made by direct 3D printing Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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



632210

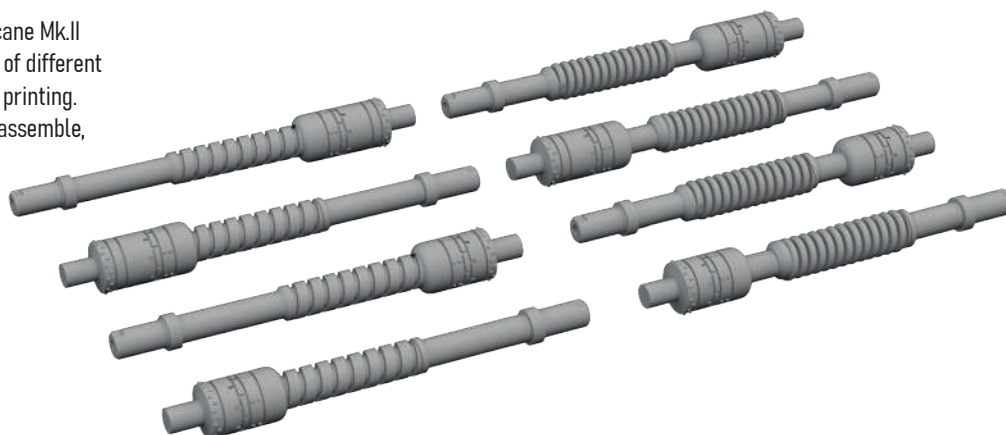
Hurricane Mk.IIc gun barrels

1/32 Revell

Brassin set - gun barrels for Hurricane Mk.II in 1/32 scale. Set consists of 2 sets of different types of barrels. Made by direct 3D printing. Made by direct 3D printing Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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



635041

H39 French Light Tank equipment PRINT

1/35 Tamiya

Brassin set - equipment for H39 French Light Tank in 1/35 scale. Set consists of equipment and separate clamps. Made by direct 3D printing. Made by direct 3D printing Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

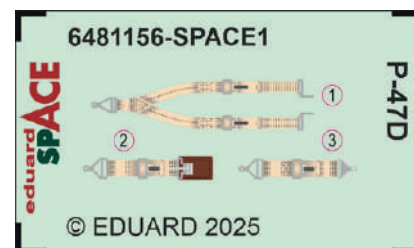


6481156

P-47D Razorback cockpit upgrade set PRINT

1/48 MiniArt

Brassin set - cockpit upgrade set for P-47D in 1/48 scale.
Set consists of rudder pedals, gun sight and SPACE seat belts.
Made by direct 3D printing. Easy to assemble, replaces plastic parts.
Recommended kit: Miniart



Set contains:

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



6481157

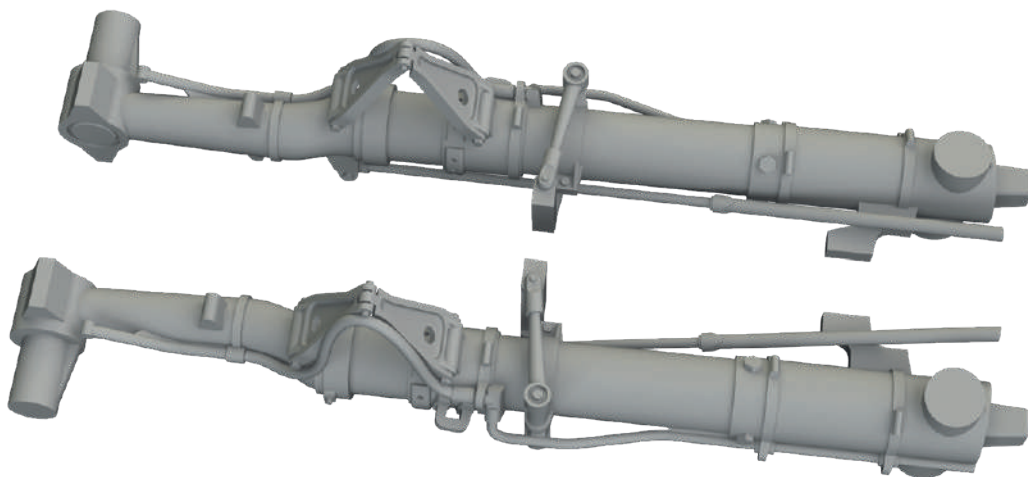
P-47D undercarriage legs PRINT

1/48 MiniArt

Brassin set - the undercarriage legs for P-47D in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Miniart

Set contains:

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



6481161

P-51D undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs for P-51D in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



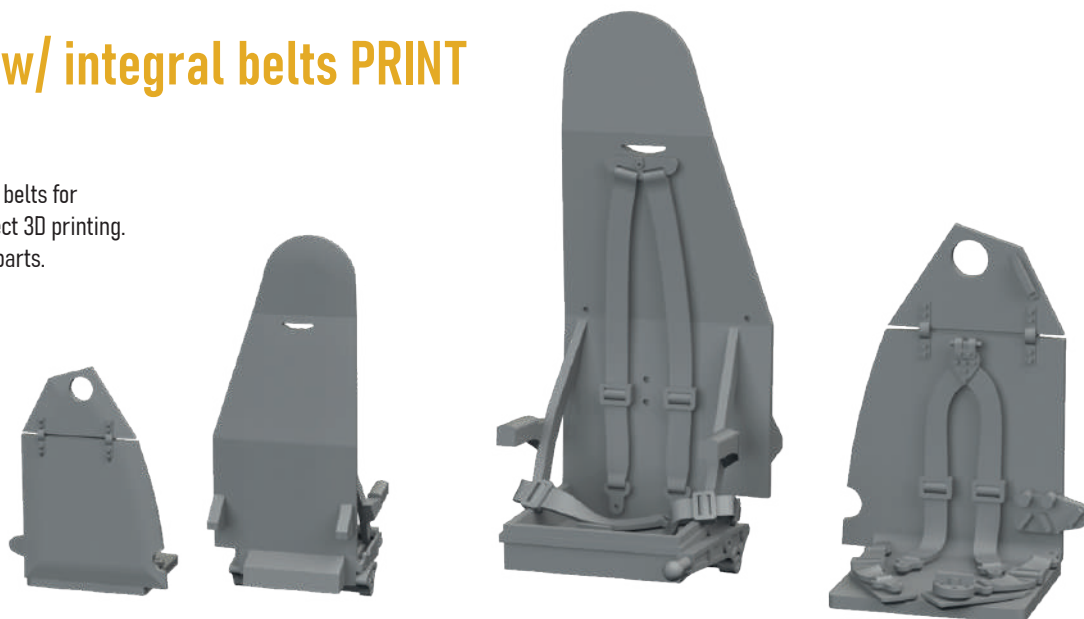
672428

Mosquito seats w/ integral belts PRINT**1/72 Special Hobby**

Brassin set - seats w/ integral seat belts for Mosquito in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Special Hobby

Set contains:

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



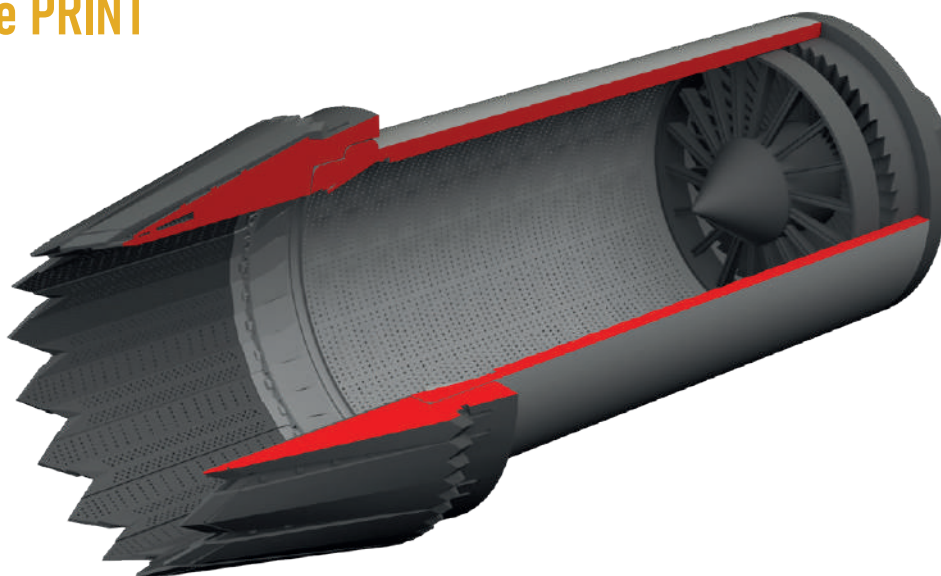
672430

F-35C exhaust nozzle PRINT**1/72 Tamiya**

Brassin set - exhaust nozzle for F-35C in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



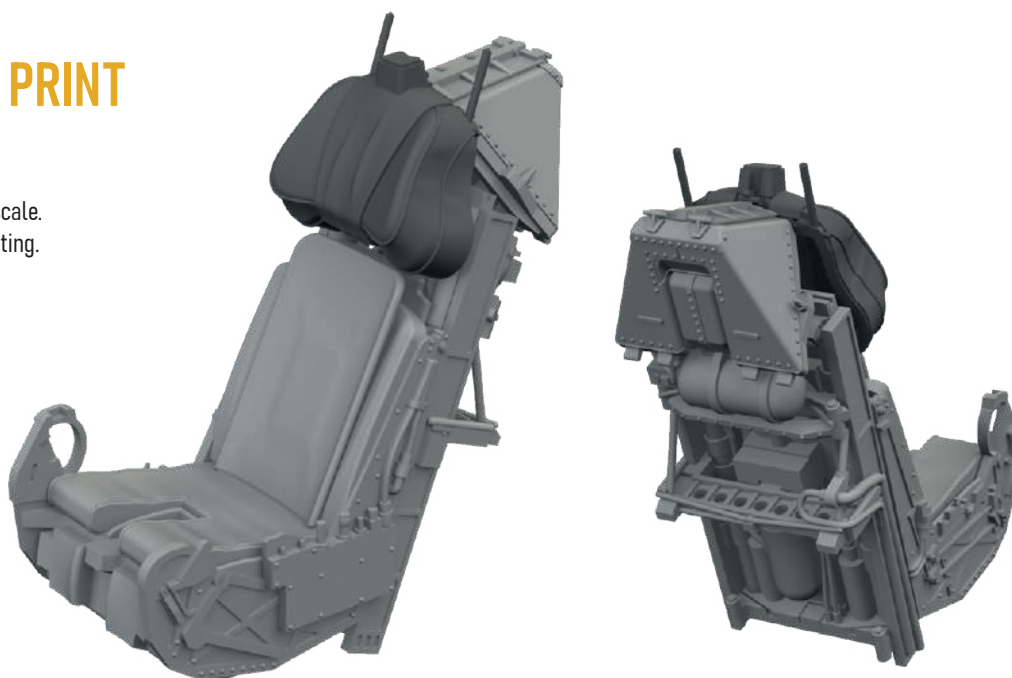
672431

F-35C ejection seat PRINT**1/72 Tamiya**

Brassin set - ejection seat for F-35C in 1/72 scale. Set consists of 1 seat. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

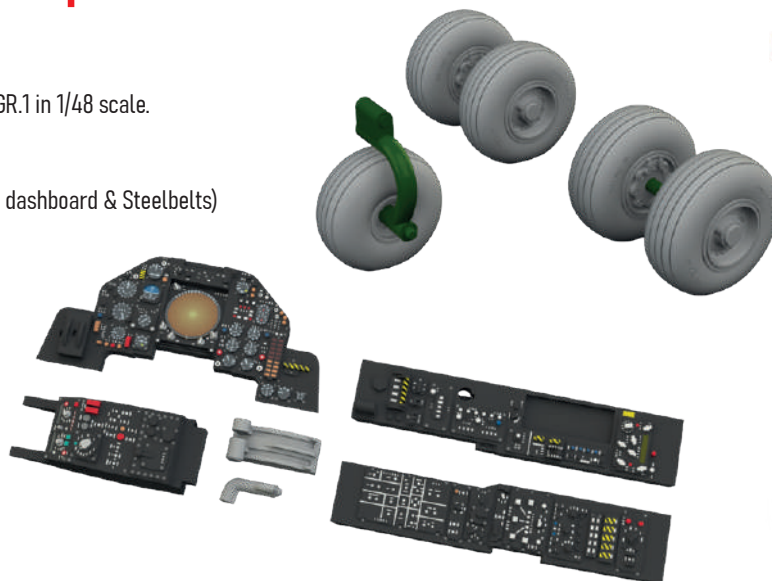


644331

Jaguar GR.1 LööKplus**1/48 Airfix**

Collection of 4 sets for Jaguar GR.1 in 1/48 scale.
Recommended kit: Airfix

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



Löökt

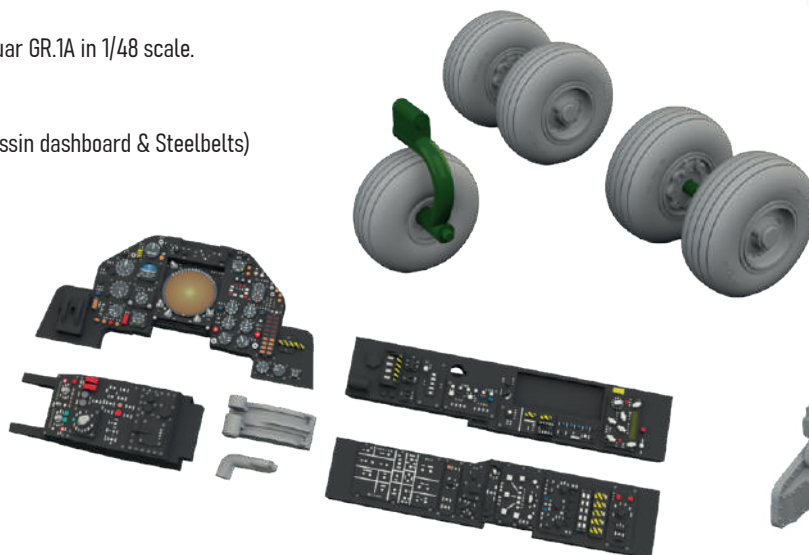
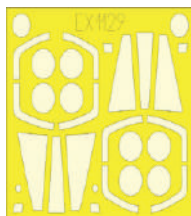


644332

Jaguar GR.1A LööKplus**1/48 Airfix**

Collection of 4 sets for Jaguar GR.1A in 1/48 scale.
Recommended kit: Airfix

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



Löökt

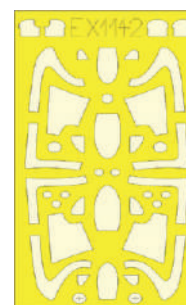


644333

MiG-21F grey LööKplus**1/48 Eduard**

Collection of 3 sets for MiG-21F in 1/48 scale.
Recommended kit: Eduard

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



Löökt

SIN648145

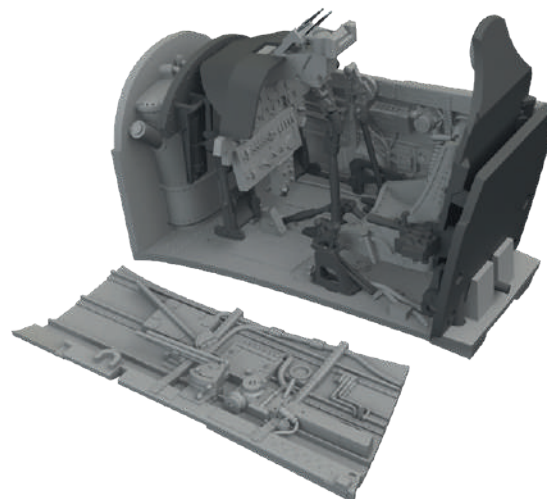
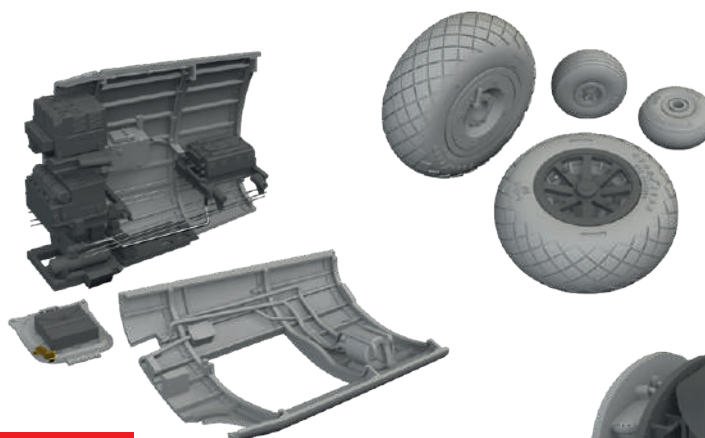
P-40N ESSENTIAL

1/48 Eduard

Collection of 5 sets for P-40N in 1/48 scale.
Recommended kit: Eduard

- cockpit
- radio compartment
- undercarriage wheels
- undercarriage legs
- fuel drop tank

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



SIN648146

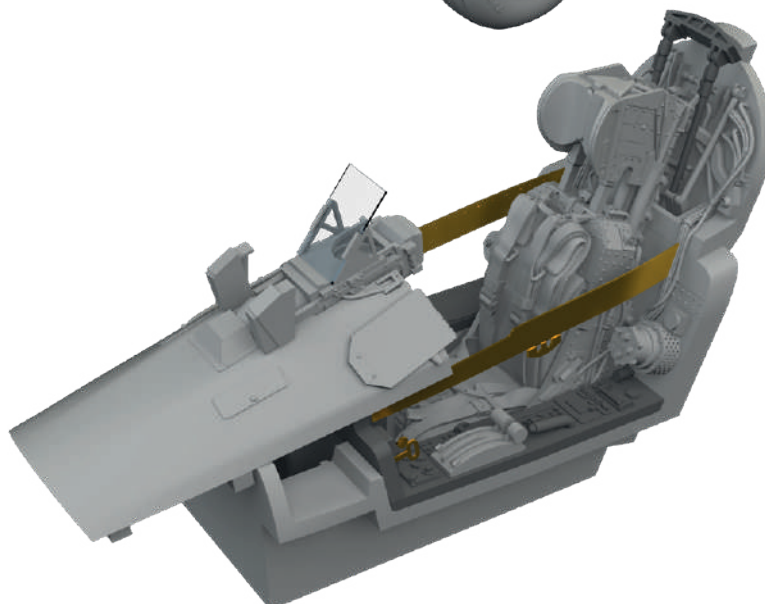
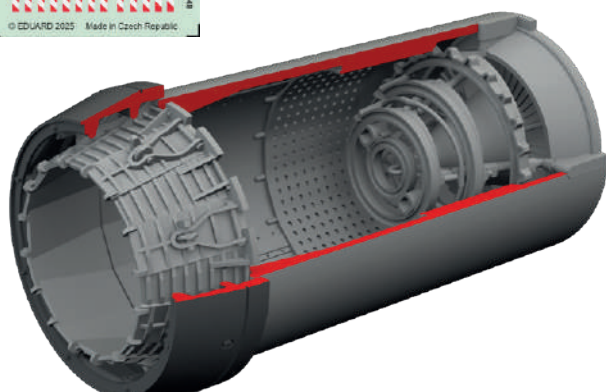
Jaguar GR.1

1/48 Airfix

Collection of 4 sets for Jaguar GR.1 in 1/48 scale.
Recommended kit: Airfix

- cockpit
- undercarriage wheels
- exhaust nozzles
- Remove Before Flight tags.

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



eduard

**LIMITED
EDITION**

DUAL COMBO

1/72

JULY 2025

Tales of Iwojima

The famous US fighter P-51D Mustang of the Very Long Range units of USAAFs 7th Fighter Command operating in the Pacific Theater of Operations against Japanese forces from Iwo Jima airstrips.

#2152

The kit includes plastic parts for two models, decals for 12 marking options, pre-painted photo-etched parts and a painting mask.

A6M2-K

Two-seat version of the legend

#82218

The kit includes plastic parts for one model, decals for 6 marking options, pre-painted photo-etched parts and a painting mask.

ProfiPACK
edition

1/48

JULY 2025

www.eduard.com

PE-SETS

32497	Tornado GR.1 exterior	1/32	Italeri
321029	Tornado GR.1 interior	1/32	Italeri
321030	Tornado GR.1 undercarriage	1/32	Italeri
36538	FV 622 Stalwart	1/35	Airfix
481176	Beaufighter Mk.VI landing flaps	1/48	Revell
481177	S-199 upgrade set	1/48	Eduard
491560	Hs 129B	1/48	Takom
491561	Beaufighter Mk.VI	1/48	Revell

ZOOMS

33387	Tornado GR.1	1/32	Italeri
33388	Tornado GR.1 seatbelts STEEL	1/32	Italeri
FE1560	Hs 129B seatbelts STEEL	1/48	Takom
FE1561	Beaufighter Mk.VI	1/48	Revell
FE1562	Beaufighter Mk.VI seatbelts STEEL	1/48	Revell
FE1563	A6M2-N Rufe Weekend	1/48	Eduard

MASKS

EX1146	Hs 129B	1/48	Takom
EX1147	Hs 129B TFace	1/48	Takom
EX1148	Beaufighter Mk.VI	1/48	Revell
EX1149	Beaufighter Mk.VI TFace	1/48	Revell
EX1150	Kittyhawk Mk.Ia TFace	1/48	Eduard
EX1151	Kittyhawk Mk.IV TFace	1/48	Eduard

SPACE

3DL32038	Tornado GR.1 SPACE	1/32	Italeri
3DL32039	Tornado GR.1 seatbelts SPACE	1/32	Italeri
3DL48255	Hs 129B SPACE	1/48	Takom
3DL48256	Beaufighter Mk.VI SPACE	1/48	Revell
3DL48257	F6F seatbelts SPACE	1/48	Eduard
3DL48258	P-51B/C seatbelts SPACE	1/48	Eduard
3DL48259	Kittyhawk Mk.Ia SPACE	1/48	Eduard
3DL48260	Kittyhawk Mk.IV SPACE	1/48	Eduard
3DL72077	Bf 109G seatbelts SPACE	1/72	
3DL72078	Spitfire Mk.Vb SPACE	1/72	Eduard
3DL72079	B-24D nose & radio compartment SPACE	1/72	Airfix

KITTYHAWK

1/48



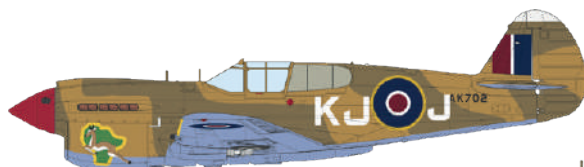
11187



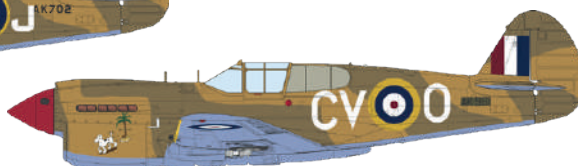
ET789, Sgt. Wallace D. Hogg,
No. 112 Squadron (RAF), LG 91 Amriyha,
Egypt, October 1942



AK759, F/Sgt. Phillips, No. 94 Squadron (RAF),
Gaser El Arid, Libya, March 1942



AK702, F/O W. P. Pictorius,
No. 4 Squadron SAAF, Gambut II,
Libya, 1942



AK961,
F/Sgt Lloyd Boardman,
No. 3 Squadron (RAAF),
June 1942



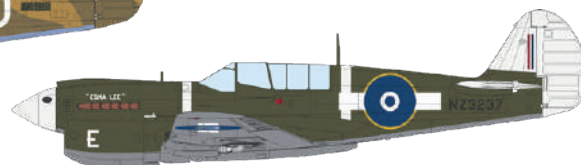
NZ3007, F/O Peter Gifford,
No. 14 Squadron (RNZAF), Masterton,
New Zealand, February 1943



A29-521, F/O T. R. Jacklin,
No. 75 Squadron (RAAF),
Noemfoor Island, August 1944



FX609, S/L Murray P. Nash,
No. 3 Squadron RAAF,
Italy, 1944



NZ3237, Allan Watson,
No. 19 Squadron (RNZAF),
Torokina, 1944



FX781, Kittyhawk Mk.IV,
No. 250 Sqn RAF, Iesi, Italy, 1944



A29-512, S/L Adam H. Brydon,
No. 78 Squadron (RAAF),
Noemfoor Island, 1944

LIMITED EDITION

Spitfire Mk.Vb mid

1/48



#82157

ProfiPACK
 edition


BL336, W/Cdr Robert S. Tuck, CO of Biggin Hill Wing,
RAF Biggin Hill, United Kingdom,
December 1941 - January 1942



BL299, S/Ldr Michael G. F. Pedley, CO of No. 131 Squadron,
RAF Lianbedr, United Kingdom, January - April 1942



BL829, F/Lt John Plagis, No. 64 Squadron, RAF Coltishall,
United Kingdom, March-September 1943



BL255, Lt. Don S. Gentile, 336th FS, 4th FG, 8th AF, Debden,
United Kingdom, November 1942



BM124, S/Ldr Brendan E. F. Finucane, CO of No. 602 Squadron,
RAF Kenley, United Kingdom, April 1942



BL594, F/O Eugeniusz Horbaczewski, No. 303. Squadron,
RAF Kirton-in-Lindsey, United Kingdom, June 1942



BL547, F/O Rick R. Richards, No. 402 Squadron, RAF Horne,
Great Britain, June 1944

Spitfire Mk.Vb early

1/72



#70205

ProfiPACK
 edition


P8699, F/Lt John Bisdee, No. 609 Squadron, RAF Biggin Hill, United Kingdom, July 1941



W3257, F/Lt Eric S. Lock, No. 611 Squadron, RAF Hornchurch, United Kingdom, July-August 1941



W3320, P/O Donald E. Kingaby, No. 92 Squadron, RAF Biggin Hill, United Kingdom, July-August 1941



P8783, Sgt Donald R. Morrison, No. 401 Squadron RCAF, Biggin Hill, United Kingdom, November 1941 - February 1942



W3774, P/O William V. Crawford-Compton, No. 485 Squadron, RAF Kenley, United Kingdom, November 1941 - March 1942



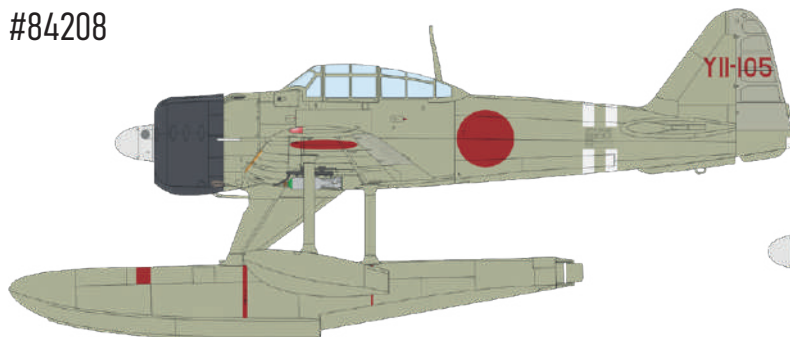
P8537, Sgt Jaroslav Hlouček, No. 313 Squadron, RAF Hornchurch, United Kingdom, November 1941 - March 1942

A6M2-N Rufe

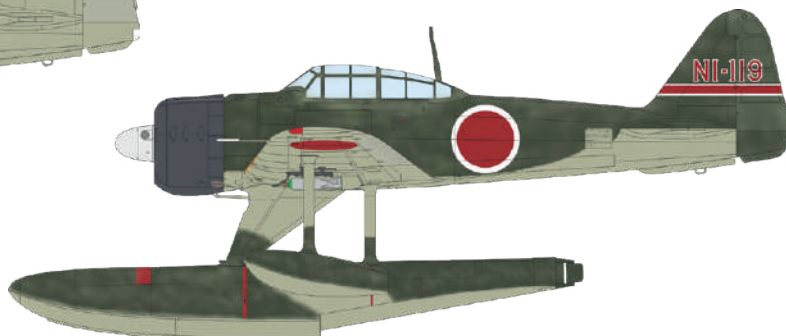
1/48



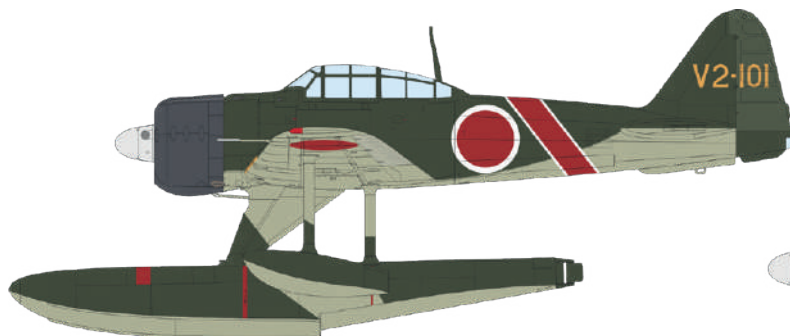
#84208

WEEKEND
 edition


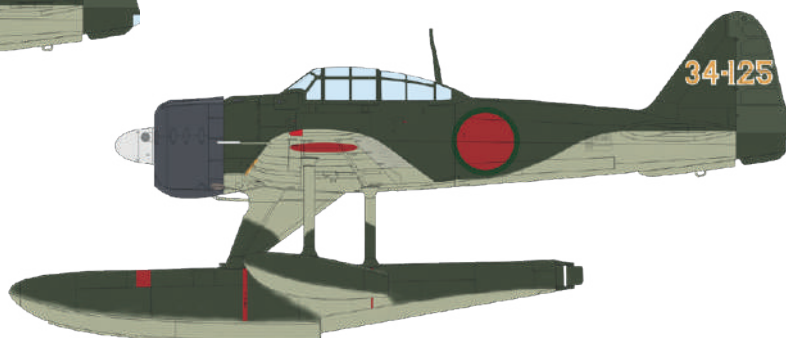
Aviation unit of seaplane tender Kamikawa Maru, Shortland, September 1942



Kōkūtai 802, Faisi-Poporang base, Shortland Islands, February 1943



Lt (JG) Toshio Araki, Kōkūtai 452, Bettobi Lake, Shumshu Islands, Kuriles, summer 1943



Kōkūtai 934, Ambon island, Moluku Islands, March 1944



ON TWO-DAY EVENTS

Text: Jan Zdiarský

Several events recently gave me the opportunity to participate in a debate on the topic of a two-day model exhibition schedule in the Czech Republic and Slovakia. The topic was most intensely discussed just after this year's E-Day, and most recently last weekend at the Stará Kotelňa restaurant, where my friends from the Nitra model club and I discussed plans for the upcoming years of their competition.

It seems that the two-day scheme, which is somewhat standard at larger foreign exhibitions, is met with contradictory reactions from Czech and Slovak modelers. And it's not that we don't know two-day events at home. For example, E-Day was a two-day affair for many years and only in the last few years has it been reduced to the one day. In contrast, events such as Scale Model World in Telford, Moson Model Show in Hungary, Scale Model Challenge in Eindhoven, the Polish Bytom Model Festival and others are all weekend long and this does not surprise any foreign (including Czech and Slovak) modelers. The American National Convention is a comparatively staggering four-day event.

Such events are not just a competition show, where modelers measure their skills, discuss prices and where sellers stand for several hours at their tables to improve their sales incomes. Such events are primarily modeler holidays, meeting places, interaction of reciprocity. Of course, a two-day scheme is not suitable for all competitions. An event, so to speak, on a municipal scale, where two hundred or a little more models gather, does not make sense to spread over two days. The demands on the organizers and the modelers themselves would be too great in such a case. However, events of a supra-regional nature certainly deserve such consideration.

Of course, organizing a model competition over two days has its advantages, but also its significant pitfalls. The main ones include increased financial requirements and demands on the organizers. When it comes to the financial side, I naturally mean the costs of renting space and energy. Not every club has the understanding of the operator of the necessary equipment, or the support of an understanding sponsor. In such a case, considerations of a two-day event are eliminated with the first question. The same is true with human resources. Only strong and stable clubs can afford more demanding events. Anyone who decides to include a larger event in the model calendar should be sure that they will be able to repeat it in subsequent years.

Two-day events, of course, also have an impact on the exhibiting and competing modelers themselves. If you bring a model and enter it into the competition one day, you would typically pick it up again the next day. This means having somewhere to sleep, dedicating essentially the entire weekend to such an event. These are not insignificant arguments.

The type of modelers who arrive at an event, quickly sell their few trinkets to the vendors, and then, well, collect any prizes, take their model off the table, and be gone again will probably never disappear. Above all, they remain the main opponents of the idea of whether a given event should last longer than one day. Anyone who wants to transform their one-day competition into a two-day one must certainly count on grumblings, and perhaps even a temporary decrease in the number of exhibiting modelers. It is simply a challenge, a consideration that no one who wants their event to go somewhere further, to grow in its

importance and prestige, can avoid. Of course, a two-day event is not the only way to turn your competition into a modeling star attraction.

On the other hand, a two-day event brings many advantages and associated effects. At exhibitions where the organizers try to provide an interesting accompanying program such as workshops, lectures, trips, etc., you will avoid excessive stress and hassles. If the competition part of the event is more demanding, you also give the judges more space to devote themselves to their work - perhaps only on Saturday evening after the exhibition closes to the public. Last but not least, sellers, who are usually represented, especially at larger events, can increase their sales in a two-day scheme (and by extension make modelers more happy) and not have expenses climb too much. And finally, I deliberately left out the reason that I consider the most important - a free evening (or two, if we count Friday) gives participants a great opportunity to socialize, to sit down somewhere in a pub, to get closer to solving endless model debates, mysteries and questions.

When I mentioned the demands on the human potential of the organizers, I naturally also had in mind the need for an accompanying program for both days, which is certainly not a given. However, if we can afford it, and the event can be self sufficient or with the contribution of sponsors, if we have enough hands, space and ideas, and also sufficient tradition and desire of modelers not to miss our event, the consideration of a two-day format is certainly worth considering.

However, let's not be under any illusions that most model-making events in the Czech Republic and Slovakia should be two-day events. That would not be to the benefit of the cause. The diversity of the nature of the events gives greater variety, and moreover, most model-makers don't necessarily have plenty of free time that they can use as they wish. Nevertheless, it would certainly be beneficial if, especially the larger events in the Czech Republic and Slovakia, were to shift into a real model-making festival, which its participants would enjoy more intensely and with longer time spent together.

The first Czech event will be the next E-Day, which will bring with it two major changes. Not only is it moving to a new date at the end of June 2026, it is also returning to a two-day program.

