

INFO EDUARD

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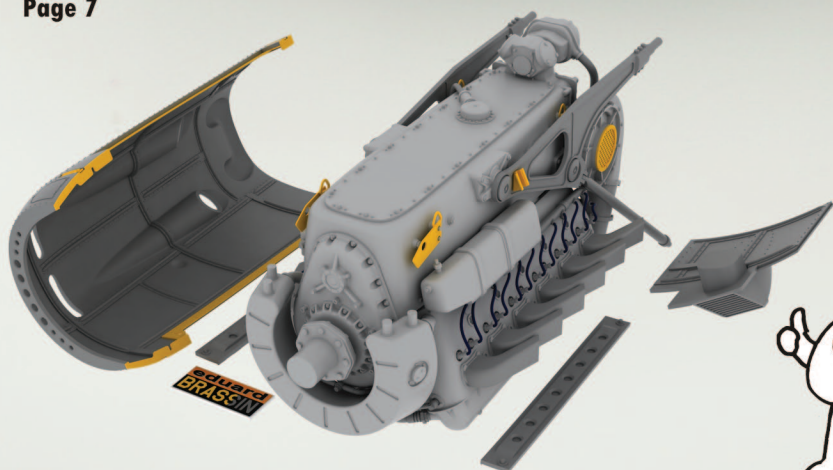
Editorial	3
Fw 190D JV 44 1/48	5
Spad XIII Early 1/72	6
November Brassin	7
November PE sets	8
Big ED sets	9
Comments and input from J&T	11
Events: MIG-21, CNC, Nymburk	22
Built: F3F-6, Wheels Bf 109E	28
On Approach	32



History:
Commander of JV 44 Doras
Page 11

Built:
Fw 190F-8 SG 10,
České Budějovice
1945
Page 28

Brassin:
DB 601A/N engine 1/32 (Eduard)
Page 7



Workshop:
The Application of Masks
Page 26



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

EDITORIAL



The striped Doras of JV 44 are certainly an interesting theme. Despite existing for a short period of time (several days, really) at the end of the war, these five aircraft belong among the most effective subjects at model

contests. Whether it's a small regional contest or a big show, not very often are Parrot Squadron Doras missing. Even for historians this unit and its equipment are a major theme, and, as shown by Jerry Crandall, an on-going one in terms of research. And, as I see it, will continue to be so for some time to come. The final, fifth Dora, still has not been fully clothed, and a final documented determination as to its guise will take time. We would like to be a part of this theme, and November sees us releasing a new kit, the Fw 190D JV 44. Perhaps a prosaic title, behind which is hidden a dual, actually triple, kit. The box contents include an Fw 190D-9, an Fw 190D-11, both in 1/48th scale, and as a bonus, our 1/144 Me 262A. In keeping with the theme of the Doras of JV 44 is the article by Jan Bobek about the charismatic CO of Papageistaffel, or, if you wish, Sachsenbergschwarm, Heinz Sachsenberg. Don't miss it - Jan's articles are always well worth the read.

This year, we have seen masks selling suspiciously well. I am not sure why. Maybe, we've lost some of our competition, or maybe it's a result of our own hard work in the development of the line. In any case, November and December will see a special event for our masks on our web page. We feel that the current popularity of them deserves the impulse.

Wherever we go, the most frequent theme given to us is our MiG-21. When will it come out, what versions, how much, and will the box offer this or that marking? You know the spiel. There have even been doubts whether or not we will be releasing it. That last one is, of course, nonsense. We've been working feverishly on the MiG-21 and we are trying to ready it for release as soon as possible. At the moment, that means shortly after the New Year, likely in February. The first version will be the MiG-21MF, followed by the SMT in April. The first MiG-21MF will be a ProfiPACK kit, with color photoetched, masks, and a small Brassin bonus in the form of air-ground rocket pods. There will be five markings options: Czechoslovak in the classic brown-green scheme, Egyptian in a similar scheme with orange trim, Russian (Soviet) with shark mouth, Slovak, and the last one will be.....and that I will keep to myself, for now. You can submit your guesses on our Facebook page. Whoever guesses the final marking option right by the end

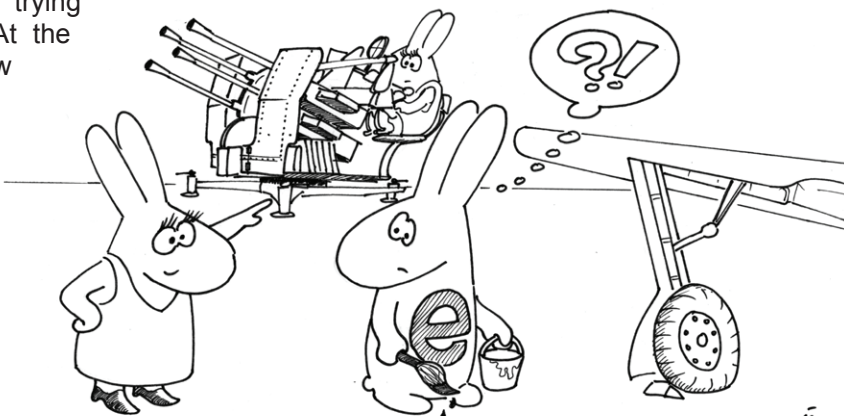


of November (and will be the very first) will get a MiG-21MF ProfiPACK.

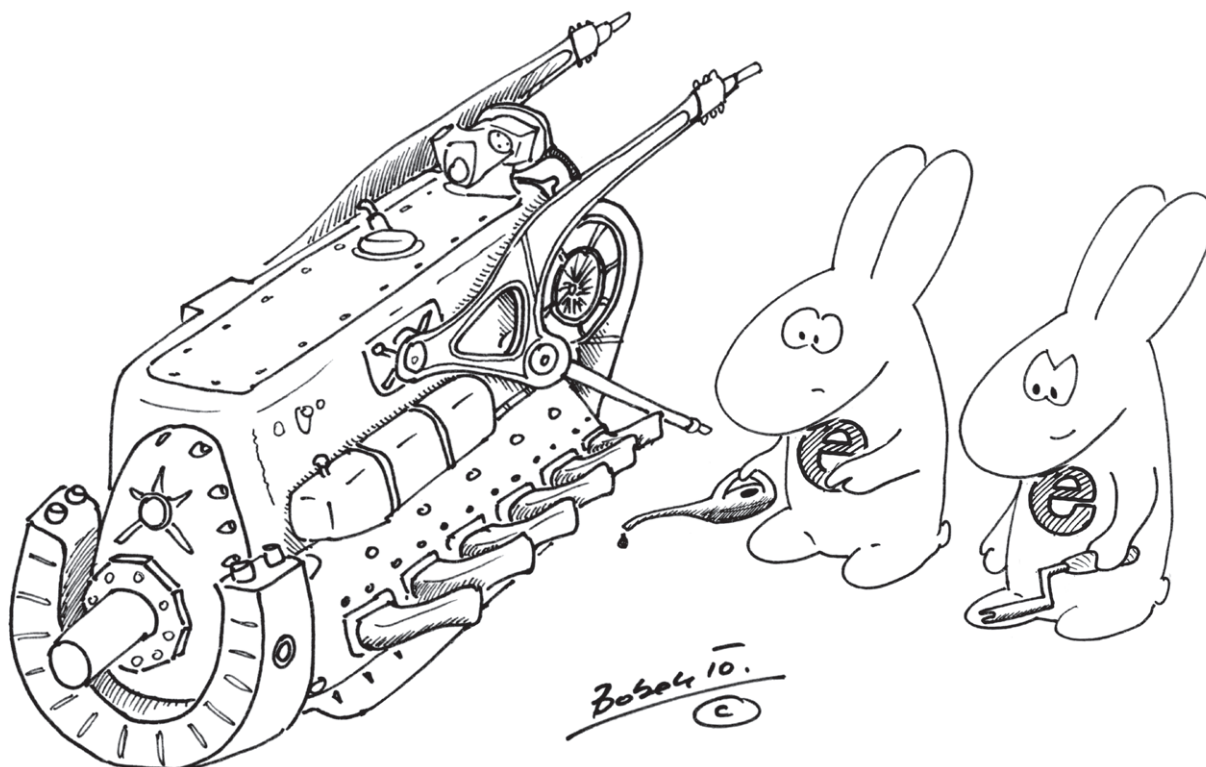
Sometimes, it looks as if our projects take a bit longer than they should. But, this is a function of our dedication. The MiG-21 has some 450 parts on thirteen frames, and is a good slice of work that can't be done too fast. This applies not only to models. In December, we'll be releasing another such project, the Brassin DB 601A/N engine in 1/32nd. This is another one that we had to play with for some time to end up with a result we are very proud of. Check it out...

Keep on Modeling!

Vladimir Sulc



And now, pick out a nice color for the airplane!



Yeah, but now, how do we start the thing?!

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Fw 190D JV 44 Dual Combo! 1/48 LIMITED EDITION

Cat.No. 1154



The limited edition boxing of the Fw 190D geared towards the legendary protective flight of Galland's Jagdverband 44 from the spring of 1945, offers the possibility of building two models from this unit, in the D-9 and D-11 version. The marking options offer all four known and illustrated aircraft of this schwarm (flight). The fifth Dora, Red '2', hasn't been yet satisfactorily documented, and so the marking sheet, as a bonus, offers

up at least the fuselage numbers for this machine.

The kit naturally includes photoetched brass and masks for both models of the Fw190D-9 and D-11 included.

A bonus is included in the form of a 1/144th scale kit of the Me 262A, in the markings of JV 44, White '5', which Sachsenberg's flight would have covered (the markings for which are included on the decal sheet together with the Fw 190D).



Fw 190D-9, W.Nr. 600424, Lt. Heinz Sachsenberg,
Munich - Riem airport, Germany, April - May 1945



Fw 190D-11, W.Nr. 2200??, Lt. Karl-Heinz Hofmann,
Munich - Riem airport, Germany, April - May 1945



Fw 190D-9, W.Nr. 600?69, Hptm. Waldemar
Wübke, Ainring airbase, Austria, May, 1945



Fw 190D-9, W.Nr. 210240, Oblt. Klaus Faber,
Ainring airbase, Austria, May 1945



Fw 190D-11, W.Nr. 2200??, Red 2, Mnichov - Riem,
Bad Aibling, Germany, April - May 1945

Limited Edition Bonus:

1/144 Me 262A, Jagdverband 44

W.Nr. 111745 „White 5“ Munich - Riem,
April 1945.



Don't overlook the article on page 11 connected to the theme of this kit.

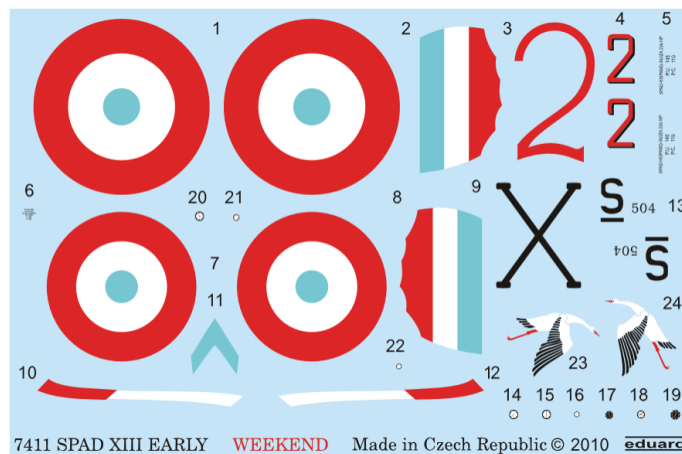
BUY 1154 Fw 190D JV 44 1/48



Spad XIII Early 1/72 WEEKEND EDITION**Cat.No. 7411**

Capt. Georges Guynemer, September 1917

SPAD 13 C1, S 504, Capitaine Georges Guynemer, Escadrille Spa.3 "Les Cigognes", September, 1917. Georges Marie Ludovic Jules Guynemer was a volunteer who joined army in November 1914. He became a pilot with Escadrille MS.3 in April, 1915. He got his first aerial victory, flying Morane-Saulnier monoplane. He flew Nieuports 11 and 17, latter SPADs 7, 12 and 13. His fighting account grew to final 53 confirmed and 35 expected victories. He was a French national favorite, and it was a national tragedy when he was killed in the cockpit of this aircraft in the fight with Leutnant Kurt Wissemann of Jagdstaffel 3.

BUY 7411 Spad XIII Early 1/72

7411 SPAD XIII EARLY WEEKEND Made in Czech Republic © 2010 eduard

The Great War from Us to You:**Fokker D.VII (O.A.W.)**

Cat.No. 8131
1/48
PROFIPACK REEDITION

BUY 8131 Fokker D.VII 1/48

**Spad XIII**

Cat.No. 7053
1/72
PROFIPACK EDITION

BUY 7053 Spad XIII 1/72

**Albatros D.V**

Cat.No. 8112
1/48
PROFIPACK EDITION

BUY 8112 Albatros D.V 1/48



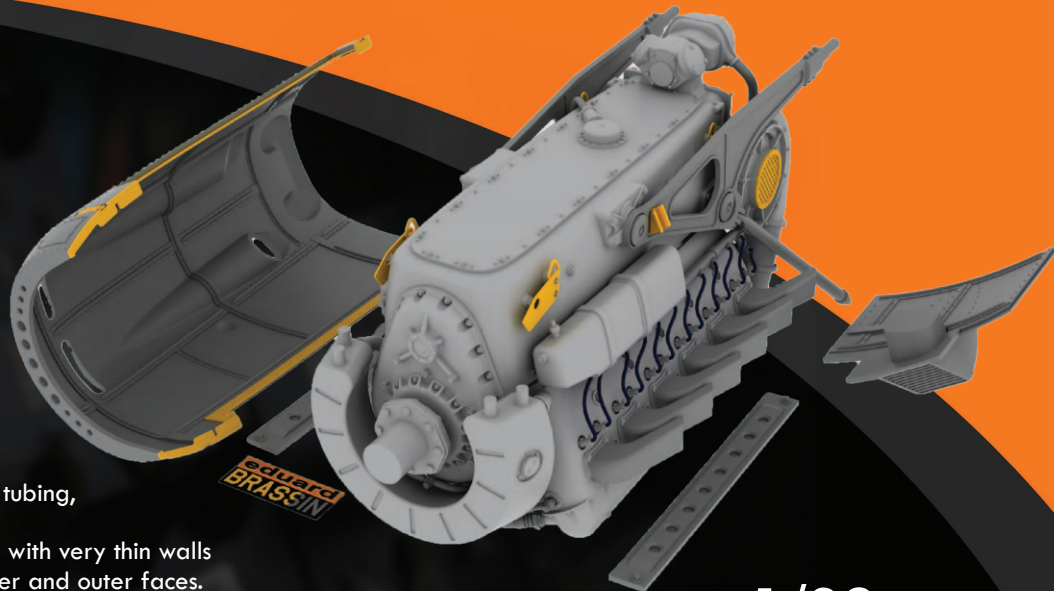
eduard BRASSIN

632003

DB 601A/N engine

It's here! The Brassin DB 601 as an aftermarket set for all of our Bf 109Es. No detail limits, faithfully reproduced, and with ease of assembly!

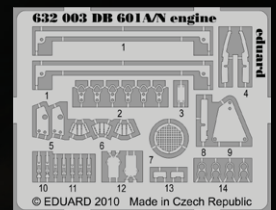
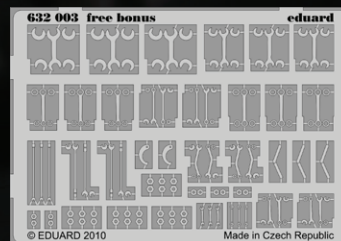
- 27 resin pieces representing the engine block, all engine accessories, hoses and tubing, engine bearers, and exhausts.
- Engine covers are faithfully reproduced with very thin walls and details represented both on the inner and outer faces.
- 34 photoetched components (for the engine and its covers as well).



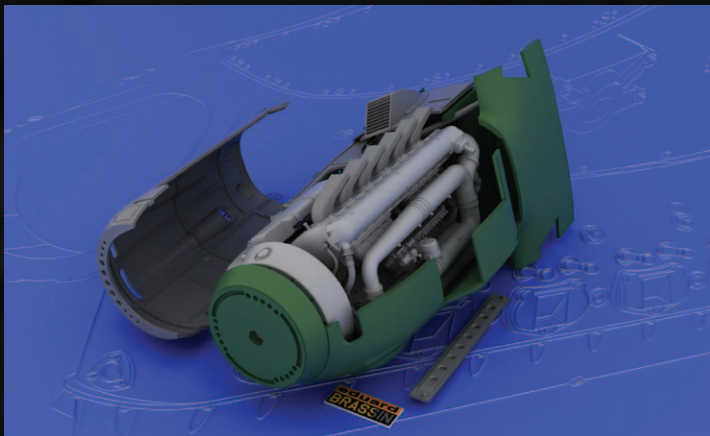
1/32



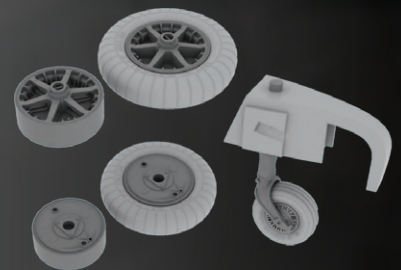
- An included bonus of 1/32nd scale mechanics' tools as resin castings and photoetched to the tune of 54 parts to allow you to accessorize your diorama depicting an undressed Bf 109E with a complete and realistic atmosphere.



BUY 632003 DB 601A/N powerplant 1/32



For the Bf 109E (Eduard), there have already been Brassin releases of the wheels (Cat.No. 632004) with two types of hubs.



BUY 632004 Bf 109E Wheels 1/32

The sets are intended for use on these already released Bf 109 version Es from Eduard:



Bf 109 E-1 1/32
PROFIPACK EDITION
Cat. No. 3001



Bf 109 E-3 1/32
PROFIPACK EDITION
Cat. No. 3002



Bf 109 E-4 1/32
PROFIPACK EDITION
Cat. No. 3003



Bf 109 E-7 TROP 1/32
PROFIPACK EDITION
Cat. No. 3004

Bf 109 E-1 1/32
WEEKEND EDITION
Cat. No. 3401



SELECTED PHOTO-ETCHED

For whole actual
Photo-Etched production
see page 10.



36138 M-50A1
1/35 (Academy)

36138 M-50A1 1/35 (Academy)



36136 Schurzen StuG.III Ausf.G New tool 1/35 (Dragon 6365)



36137 StuG.III Ausf.G New tool 1/35 (Dragon 6365)



49519 EA-6B interior S.A. 1/48 (Kinetic)



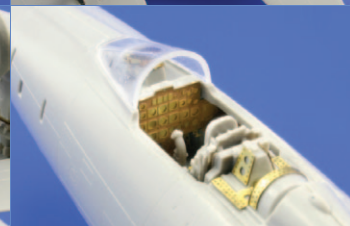
49520 EA-6B seatbelts 1/48 (Kinetic)



73363 F-100C S.A. 1/72 (Trumpeter)



48669 F-22A exterior 1/48 (Hasegawa)



49509 Hs 126 S.A. 1/48 (ICM)



49514 F-22A interior S.A. 1/48 (Hasegawa)



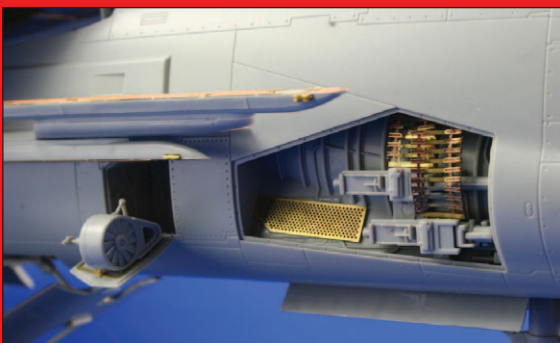
49534 F-22A bomb bay 1/48 (Hasegawa)



BIG ED



32 241 F-8E/J wing central section (TRU)



32233 F-8E/J weapon (TRU)



72505 BAe Nimrod exterior and surface panels (AIRFIX)



72508 BAe Nimrod F.O.D. (AIRFIX)

BUY BIG3292 F-86F-40 1/32 (KINETIC)

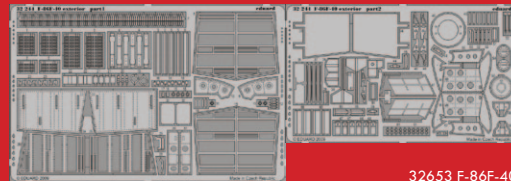
BUY BIG3293 F-8J US NAVY 1/32 (TRUMPETER)

BUY BIG4936 F6F-5 1/48 (HOBBY BOSS)

BUY BIG7259 BAe Nimrod 1/72 (AIRFIX)

BIG3292 F-86F-40 1/32 (KINETIC)

32244 F-86F-40 exterior

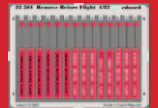


JX093 F-86F

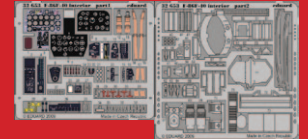


* Items of this set are displayed in the same scale

32501 Remove Before Flight



32653 F-86F-40 interior S.A.



BIG3293 F-8J US NAVY 1/32 (TRUMPETER)

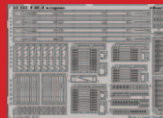
32225 F-8J exterior



32 241 F-8E/J wing central section



32233 F-8E/J weapon



32501 Remove Before Flight



32644 F-8J interior S.A.



32647 F-8E/J M.B.Mk.7A USN seatbelts



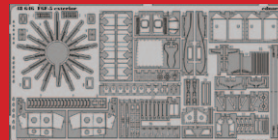
JX096 F-8J



* Items of this set are displayed in the same scale

BIG4936 F6F-5 1/48 (HOBBY BOSS)

48646 F6F-5 exterior S.A.



49486 F6F-5 interior S.A.

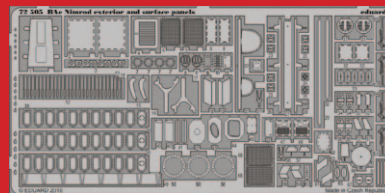


EX298 F6F-5



BIG7259 BAe Nimrod 1/72 (AIRFIX)

72505 BAe Nimrod exterior and surface panels



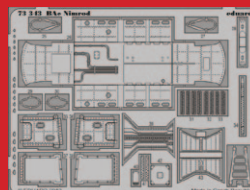
72508 BAe Nimrod F.O.D.



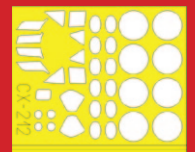
72509 BAe Nimrod ladder



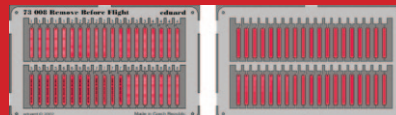
73343 BAe Nimrod



CX212 BAe Nimrod



73008 Remove Before Flight



* Items of this set are displayed in the same scale

eduard

KITS

1154	Fw 190D JV 44 Dual Combo	1/48	Limited
7411	Spad XIII Early	1/72	Weekend

BRASSINS

632003	DB 601A/N powerplant	1/32	Eduard
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PHOTO-ETCHED SETS

32260	P-40N landing flaps	1/32	Hasegawa
32261	P-40N gun bay	1/32	Hasegawa
32668	AV-8B seatbelts	1/32	Trumpeter
32675	P-40N late interior S.A.	1/32	Hasegawa
36136	Schurzen StuG.III Ausf.G New tool	1/35	Dragon 6365
36137	StuG.III Ausf.G New tool	1/35	Dragon 6365
36138	M-50A1	1/35	Academy
48638	A-7A/B exterior	1/48	Hobby Boss
48659	MH-60K exterior	1/48	Italeri
48669	F-22A exterior	1/48	Hasegawa
48670	F-111D/E exterior	1/48	Hobby Boss
49479	A-7A/B interior S.A.	1/48	Hobby Boss
49487	A-7A/B avionics	1/48	Hobby Boss
49497	MH-60K interior S.A.	1/48	Italeri
49502	MH-60 cargo seatbelts	1/48	Italeri
49505	F-111D interior S.A.	1/48	Hobby Boss
49509	Hs 126 S.A.	1/48	ICM
49514	F-22A interior S.A.	1/48	Hasegawa
49519	EA-6B interior S.A.	1/48	Kinetic
49520	EA-6B seatbelts	1/48	Kinetic
49534	F-22A bomb bay	1/48	Hasegawa
73363	F-100C S.A.	1/72	Trumpeter

ZOOMS

33071	P-40N late interior S.A.	1/32	Hasegawa
FE479	A-7A/B interior S.A.	1/48	Hobby Boss
FE497	MH-60K interior S.A.	1/48	Italeri
FE505	F-111D interior S.A.	1/48	Hobby Boss
FE509	Hs 126 interior S.A.	1/48	ICM
FE514	F-22A interior S.A.	1/48	Hasegawa
FE519	EA-6B interior S.A.	1/48	Kinetic
SS363	F-100C interior S.A.	1/72	Trumpeter

MASKS

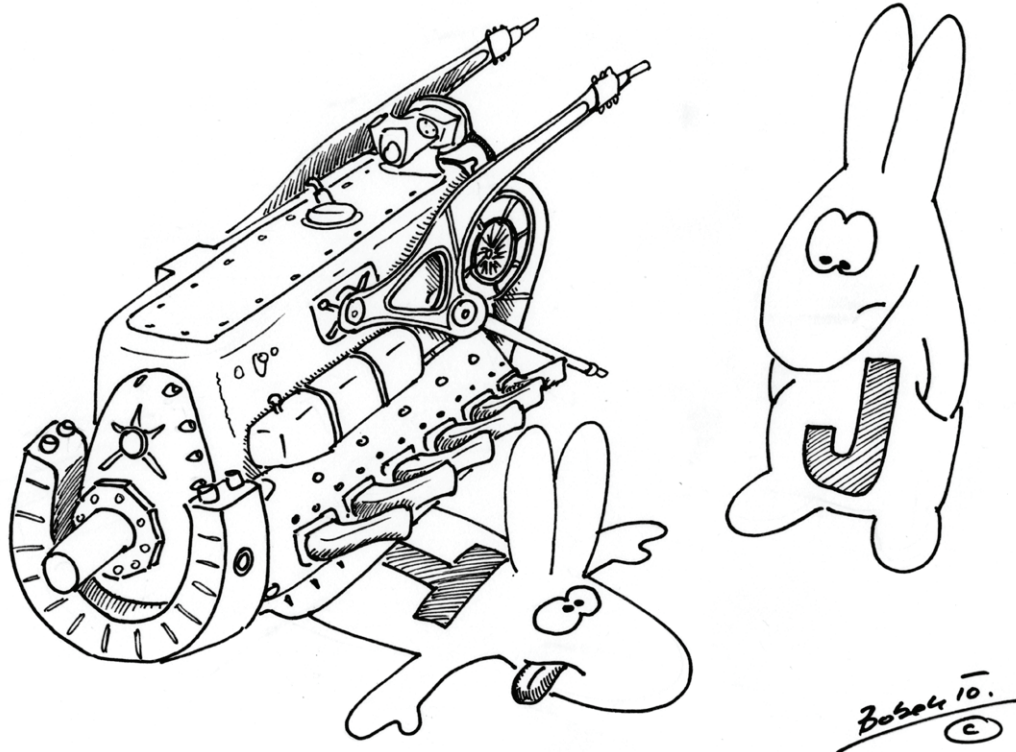
CX263	Ju 188	1/72	Hasegawa
CX269	T-33	1/72	Sword
EX311	EA-6B	1/48	Kinetic
EX315	F-5E	1/48	AFV Club
EX317	Bf 109E	1/48	Airfix
EX319	Tornado ECR	1/48	Hobby Boss
JX109	P-40N	1/32	Hasegawa
JX111	MiG-23MF Flogger B	1/32	Trumpeter

BIG-ED sets

BIG3292	F-86F-40	1/32	Kinetic
BIG3293	F-8J US NAVY	1/32	Trumpeter
BIG4936	F6F-5	1/48	Hobby Boss
BIG7259	BAe Nimrod	1/72	Airfix

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Comments and input from J&T



Oh Dude, take a pill! It's only resin!

“Sell my shroud, I am leaving for Heaven”

‘Heino’ Sachsenberg and the Doras of JV 44



The Focke-Wulf Fw 190 Ds with red undersides and white stripes, without a doubt, are among the most recognized aircraft of the Luftwaffe. I would say that most people who have a level of interest in the German air force are able to place these distinctly decorated aircraft with Galland's Jagdverband JV 44. The commanding officer of the unit employing these brightly painted birds in the closing weeks of the war was Heinz 'Heino' Sachsenberg. This was not your average, run of the mill fighter pilot, and after a detailed overview of his career, it will become clear why he had been so well suited to command such dangerous mission as his protection flight was tasked with, at a time when the sky over Bavaria was essentially and exclusively controlled by the American air force.

That Heinz Sachsenberg became a fighter pilot was no accident. His older brother Gotthard was also a fighter pilot, and could be considered both an inspiration and a rival. Their uncle, also named Gotthard, was one of the best known figures in the German naval air force during The Great War. During his career, he gained 31 aerial victories, was awarded the Pour le Mérite, and served as CO of the first naval fighter unit in the Emperor's air force. In 1919, he participated in the fighting against Bolshevism with a unit that bore his name. Later, his attention was not only focused on aviation, but also to the construction of hydrofoils. He became a member of the Reichstag, and his anti-war stance and disputes with the Nazis nearly cost him his life in the thirties. There were some other members of Sachsenberg family active in German aviation, even after WW II. One of them was Wilhelm Sachsenberg (born 1904), co-author of several books including the title "Unser Ozeanflug". After the WW II he became member of management of Deutscher Luftfahrt-Beratungsdienst (DLB, representing, among other firms, also Cessna company). Before WW II he introduced to

aviation a German girl named Beate Köstlin. This aviation legend is nowadays known as Beate Uhse-Rotermund. During WW II she joined Luftwaffe as a ferry pilot. After the war she established world known company active in erotic business.

BROTHER GOTTHARD THE NIGHTFIGHTER

So far, unfortunately, I don't have a lot on Gotthard. He was born in Dessau in 1919, and his name was likely influenced by his young uncle who was at the peak of his career and hailed from the same town. He became an officer in the air force, underwent nightfighter training, and began his service with 5. Staffel II. Gruppe Nachtjagdgeschwader 3 (II./NJG 3) at Schleswig. Up to August, 1943, this Gruppe was led by Hptm. Günther Radusch (65 victories). After him, this duty fell to the legendary Maj. Heinrich Prinz zu Sayn-Wittgenstein (83 victories) who not only became the second most successful night fighter pilot of the Luftwaffe, but also a well known hunter of ladies' hearts. Gotthard's immediate superior, in other words the 5. Staffel CO, was for most of 1943, Hptm. Paul Szameitat (29 victories).

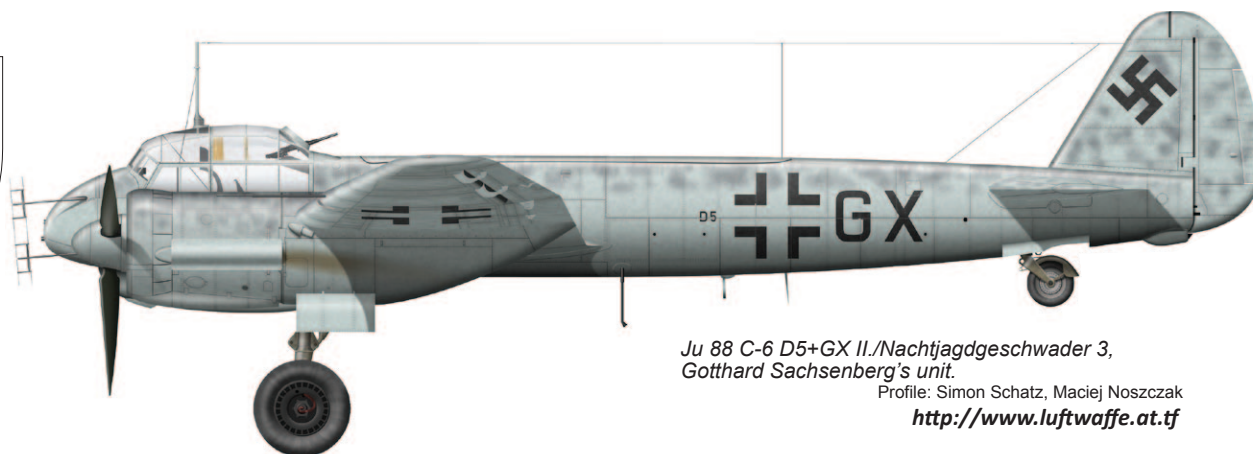
Originally, II./NJG 3 was equipped with several versions of the -110. In the winter of 1942/43, much of the inventory was made up of the Dornier Do 217. These were replaced in the summer of 1943 with a night fighter version of the Ju 88, the C-6.

During the period of Gotthard's service with 5./NJG 3, there are two known kills, that were gained in night combat in 1943. The first was on July 25, and was a Lancaster shot down over the ocean at 0115h near Sankt Peter Ording. Apparently, this was Lancaster III (ED 878) of 103 Sqd, RAF, with the call letters PM-V. The crew led, by W/O Felix F. O'Hanlon, did not survive. His second victim was a Halifax. Gotthard Sachsenberg shot that down on July 30, shortly before 0100h near Todesfelde. The Halifax was likely from 102 Sqd, RAF, and was piloted by twenty-two-year-old F/S Thomas Albert Macquarie and carried the code DY-R (W7883). None of the crew from this flight, who were on their first combat mission, survived. As a point of interest, younger brother Heinz had by this time 22 kills to his credit on the Eastern Front.

At the end of 1943 and the beginning of 1944, the twin-engined night fighters were used when possible to intercept daylight raids performed by American four engined bombers.



Nachtjagd
Crest



Ju 88 C-6 D5+GX II./Nachtjagdgeschwader 3,
Gotthard Sachsenberg's unit.

Profile: Simon Schatz, Maciej Noszczak

<http://www.luftwaffe.at.tf>

It was one such encounter that proved fateful for Gotthard Sachsenberg. It was on March 8 th, 1944, during a raid on the ball bearing factory at Erkner southeast of Berlin. The Americans lost around forty bombers of the 623 sent, and 34 of the formidable escort component of 891 fighters. Bomber crews claimed 63 kills, and the fighters 79. Actual German losses were lower. The Luftwaffe countered the raid with 378 fighters, and over 50 were destroyed or heavily damaged. Other aircraft from non-combat units found themselves in the sights of American fighters and several were lost. Another

(curious) example was a Ju 188 E-1 from 6./KG 2 that was accidentally shot down near Koln by a friendly fighter.

Twin engined fighters were committed by III./ZG 26, II./NJG 3 and II./NJG 5. A total of nine kills were claimed by -110 pilots of III./ZG 26 without loss. Another victory was gained, again without a loss, by -110 pilots of II./NJG 5. Finally, Sachsenberg's II./NJG 3 with Junkers Ju 88s gained no victories, and lost a single aircraft with a pilot - Lt. Sachsenberg.

German records tell us that Lt Gotthard Sachsenberg went down near Völknerode with Ju 88 C-6 (W.Nr. 750 695). They go on to say that the kill was made by an American fighter, and the two remaining crew members bailed out and survived - Fw. Hubert Prommer and Uffz. Hermann Fisch. I have also tried to identify Sachsenberg's conqueror. Should anyone have any missing or corrective information to add to the following hypothesis, I would be very grateful.

First and foremost, Zemke's 56 th Fighter Group comes to mind. Before unleashing himself from the bombers, Capt. Walker 'Bud' Mahurin of the 61 st FS noticed a low flying -110. So he attacked, but his speed was too high, and so the target was flamed by 1/Lt. Berard R Smith, who led the second pair in Mahurin's foursome. Evidently, the victim here was a Bf

110 G-4 from a unit that ferried aircraft to combat elements, 1./Flugzeugüberführungsgeschwader 1 Nord. The Messerschmitt went down southwest of Wesendorf. Inside basically the same minute near the base at Wesendorf, Capt. Walker Mahurin flamed an -88. In my opinion, it is virtually certain to have been a Ju 88 operated by Volkswagen and went down at Wilsche southwest of Wesendorf at 1330h (German and Allied times agree). The aircraft was completely destroyed. The final kill in the same airspace was achieved by 2/Lt. Claude E. Mussey at 1330h, but this was a probable kill of a Ju 88. Again, this was an aircraft likely flown by Fl. ÜG 1, one of who's Ju 88 A-4s suffered 15% damage after being engaged by an enemy aircraft. I can not rule out the possibility of Mahurin's and Mussey's victims being reversed. More could be gained from examination of the gun camera footage.

Significantly further to the west, near Bramstedt and not far from Bremen, a Thunderbolt flamed a courier Fw 58 Weihe of 3./NJG 3. One crew member was killed, and two wounded. The identity of the American pilot that downed the Weihe is not known. No known facts correspond to this event, and it is possible that the fighter in question did not return to base.

Another twin engined victim was claimed by Capt. Kenneth G. Smith from the 335 th FS/4th FG. In the vicinity of Magdeburg, he shot down an 'Me 110' at 1334h. The nearest to this area is Braunschweig, where a Bf 110 G-4 crashed due to an engine fire and also belonged to an industrial firm. This time, the firm was Gothaer Waggonfabrik, and its -110 was written off with a 90% damaged assessment (**Note 1**).

NOTE 1: Gothaer Waggonfabrik (GWF), during the Second World War built over 2000 Messerschmitt Bf 110s under license.



Footage from March 8 th, 1944, on which the factory at Erkner is seen during bombing, and showing a Boeing B-17 of the 384 th BG, 1 st Bomb Division, 8 th USAAF. Gotthard Sachsenberg was shot down while intercepting the bomber force. (NARA via Footnote.com)

At this point, I will jump the timeline a bit, and refer to Major Thomas L. Hayes, Jr., of 364 th FS/357th FG. At 1500h, he claimed an Me 410, but no such type was lost at that time. Furthermore, on inspecting the gun camera footage, I would say that the aircraft that wandered into Hayes' sights was a dark camouflaged Ju 88. Hayes likely was not completely certain of his location, because he reported it as '100miles west of Berlin' The only aircraft to even remotely satisfy the time and place was a Ju 88 of 9./Fliegerzielgeschwader 1, which for unknown reasons went down near Eischott, not far from Fallersleben, and was completely destroyed.

Contact with Junkers night fighters was made by the 4 th Fighter Group. From the gun camera footage of 2ndLt. Robert S. Tussey, it is evident that combat with the Junkers aircraft was initiated at relatively high altitudes to very low levels. One damaged Ju 88 was claimed by 1st Lt. Nicholas Megura of the 334 th FS at 1350h. The only confirmed kill of an -88 about ten minutes later was gained by 2nd Lt. Tussey. His gun camera captured the progress of the rivetting drama that unfolded. The light camouflaged night fighter was attacked low above the base and large town that Tussey identified as Magdeburg. The German pilot skillfully maneuvered attempting to shake the American, and stood the twin engined fighter on its starboard wing. He allowed the crew to bail out directly over the town and in either an attempt at a forced landing, or being mortally wounded, he disappeared into a forest near a small village.



Is the Tussey's footage that shows the final moments of Gotthard Sachsenberg? I suspect it is. The only night fighting Junkers Ju 88, that was lost on this day, was Sachsenberg's, and you can conclude for yourself whether or not it is the one in Tussey's footage. It is my opinion that the town shown in the gun camera footage is Braunschweig. The airfield around which the combat occurred, is the trial centre of Völkenrode, and the small town which is visible at the end of the footage is actually Völkenrode. The proximity and



Fighter pilots from 336 th Fighter Squadron, 4 th Fighter Group during rest in Great Britain. From the left: Capt. Richard G. Braley (bottom), Maj. Willard W. Millikan, Capt. Joseph A. Patteeuw, Lt. Thomas K. McDill, Capt. Ira E. Grounds and Lt. Robert S. Tussey.

(www.littlefriends.co.uk via Peter Randall)

features of the forest appear similar today as they do in the footage.

Over the course of his service, Gotthard Sachsenberg was awarded the Iron Cross 1 st and 2 nd Class, Wound Badge and Night Fighter Operational Clasp.

'HEINO' GOES EAST

Heinz Sachsenberg was also born in Dessau, on July 12, 1922. After undergoing pilot and fighter training at the end of 1942, he was assigned with the rank of Feldwebel to 6. Staffel, a component of II Gruppe Jagdgeschwader 52 (II./JG 52), operating on the southern sector of the eastern Front. The area of operations of this unit, equipped with Messerschmitt Bf 109 Gs, was moved to the infamous Kuban area in March, 1943. The CO of the Gruppe up to March, 1943, was the well known Hptm. Johannes Steinhoff (176 victories). He was succeeded by Hptm. Helmut Kühle (18 victories), and from August, 1943 to January, 1945, the Gruppe was headed by Hptm. Gerhard Barkhorn (301 victories). Sachsenberg's Staffelkapitän to February, 1943, was Oblt. Rudolf Resch (94 kills). Intensive fighting and a increasing qualitative state of the enemy precipitated the fall of four commanding officers of 6. Staffel, three of them in aerial combat. Among Sachsenberg's most notable colleagues were Helmut Lipfert (203 victories) and Hans Waldman (134 kills). Along with him, Lt. Nikolaus Jeschonnek also served with 6./JG 52 (Note 2). For the sake of completeness, I will add another point of interest, and that is that at the end of 1942, II./JG 52 had an unusual unit attached to it, the Slovak 13./JG 52, also operating the Messerschmitt Bf 109 G.

NOTE 2: This young officer died on August 5 th, 1943 during a bombing of the German air base at Rogan. His father was Generaloberst Hans Jeschonnek who was the Luftwaffe Chief of Staff. It is widely reported that Generaloberst Jeschonnek committed suicide on August 18 th, 1943 after a raid on Peenemunde, over criticism levied by Hitler and Göring, or over the inadvertent friendly fire against German aircraft in the same raid. All of these items may have been factors, but certainly the death of his son may have been more so.



JG 52
Crest



View of the seaside air field at Anapa from the spring of 1943 showing the conditions at this base to good advantage. Visible are Messerschmitt Bf 109 G of the Slovak 13./JG 52, which was subordinate to II./JG 52. Heino Sachsenberg served with 6th Staffel within the framework of this Gruppe. As the 6th, also the 13th Staffel used yellow fuselage markings and a horizontal stripe behind the cross. As a result, they were very similar. Aircraft of these two units were quickly recognized by the size of the numbers (6./JG 52 used smaller ones), and by the three national color stripes on the spinners of the Slovak Gustavs. (Bundesarchiv via Wikimedia Commons)

'Heino' got his first aerial victory on April 21, 1943, with the downing of a Sturmovik not far from Novorossiysk. Over the subsequent weeks, he gained experience fighting against Soviet pilots that flew Western types, such as the Airacobra, Curtiss P-40, Bostons and also Spitfire Mk.Vs. The latter came as a surprise for German pilots. Those that remembered the Battle of Britain even went through something of a shock. Spitfires over the Kuban were taken into combat by the 57th GIAP at the end of April, 1943, and in the following weeks, there were German claims of over forty Spitfires shot down. In actual fact, though, this unit lost about a dozen of the machines. Although Heino Sachsenberg did not down a Spitfire, a Spitfire pilot did claim him! This event occurred on May 5th, 1943, and Heino managed to put down some six clicks northeast of his own field at Anapa. His Bf 109 G-4 (W.Nr. 14 956) was 45% damaged. Assuming that Heino identified his victorious foe correctly, the likely pilot who downed him was Yevgeniy Ordinartsev of the 57th GIAP, who flamed one Bf 109 during combat with a formation of Stukas (and was himself shot down by a German fighter only several days earlier).

When at the end of July, 1943, II./JG 52 was relocated from the Kuban area, Heino Sachsenberg had 22 kills to his credit, and the unit slowly realized that this was not only a superb pilot in their ranks, but also a remarkable young man. He also was credited at the beginning of June with destroying one of two fast surface vessels, with the other being sunk by his wingman. This event was witnessed by the publicist, Dr. Hans Gstettner. Over the course of August, II./JG 52 operated in the area north of Kharkov and Poltava. As will be seen later, Heino left his unit for a time, but first a few details about him need to be disclosed.

Sachsenberg constantly rhymed words, used hyperboles, and even spoke in verse or used play on words during radio communications. He even expressed himself in a way that could be described as approaching hyperactive, or could be explained with serious nervousness - he was seen several times mounting and dismounting an aircraft with a running engine. The supposed reason for this was his mechanic, Obergefreiter Rommel, who hadn't signaled that the aircraft was ready (which is absurd since a pilot during the run up of an aircraft would not act that way). Right from the get-go, Sachsenberg would have his oxygen mask on and usually flew at full throttle. He often got into trouble, as he generally failed to watch his six. He probably relied on his own tactic of being the highest of all, and if that wasn't possible, to be the fastest of all!

On more than one occasion, Helmut Lipfert was witness to a Soviet fighter that was bearing down on Sachsenberg from behind. He would be unaware of this fact, and when hits were ringing through his aircraft, he would reportedly attribute them to an 'odd clanging emanating from his engine'. After landing, he had his work cut out for him to egress his aircraft in time to not be an unwilling participant in the ensuing explosion.

Heino Sachsenberg apparently never had duty far out of his mind, and as we shall see, he really feared nothing. One of his more innovative ideas came in the delivery of a barrel of beer to the unit under the fuselage of a -109. According to the memoirs of Lipfert, the barrel, to improve its aerodynamics qualities, was outfitted with a propeller airscrew, and a section of a drop tank. Naturally, this rather innovative ordnance came to be known as 'Bierbombe', shortened to 'Bibo 43'. The flight



Gerhard Barkhorn, CO of II./JG 52, in his assigned Bf 109G-6. Over the entire time that he commanded this elite fighter group, Heino Sachsenberg also served with it. At the end of the war, they both ended up with Galland's JV 44.

(Bundesarchiv via Wikimedia Commons)

was between Nikolayev - Anapa, and on landing, the measurement between the ground and the bottom of the barrel totaled some 5cm! Apparently, the procurement of alcohol was high on the list of priorities, and even so, there was a strong urging among his comrades to raise the stock of the stuff for toasting those that didn't come back from a combat mission.

His often used nickname was 'Heino', a logical extension of his given name. A good number of pilots with II./JG 52 had specific nicknames that were often used as radio identification codes. Sachsenberg, probably due to his technical abilities in the air, had the nickname 'Akrobat'. When in the air, and identifying himself to colleagues or ground control, he used the name 'Akrobat 1'

Personal aircraft of Fw Heinz Sachsenberg, Bf 109G-2, Yellow '8' of 6./JG 52, spring, 1943, at Anapa Air Base, Russia. The aircraft is in RLM 76, 74 and 75 with yellow details. The finish carries signs of overpainting different markings and apparently unit emblem. It appears that this machine came from another unit. A similar appearance is on other Messerschmitts of II./JG 52 from this period in time. The inscription below the cockpit is shown yellow, but it also could've been white, which was weathered. The rudder is shown as yellow, but in the photograph it appears quite dark, and not all that clear. Furthermore, rudders on other aircraft of II./JG 52 come across as dark. The little figure drawn under the cockpit is 'kohlenklau' ('coal thief') - a state energy saving campaign mascot. The red star indicates that Sachsenberg was determined to inflict harm on Soviet as opposed to German interests. This figure also appeared on other German vehicles. This Messerschmitt is shown with the underslung Bibo 43, which is described in the article. It is based on the memoirs of H. Lipfert, but the connection to this specific bird is not substantiated.

(Profile: Anders Hjortsberg, <http://www.cptfarrels.com/>)



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He was actually better known by another nickname of 'Wimmersal' in reference to the ballad 'Der Knappe Wimmersal' that had to do with a medieval knight that not only had a long sword, but something else that had garnered the attention of numerous local ladies. You get the picture, and Heino was self aware enough to use this nickname not only during radio communications, (it would've been great to see the face of the radio operator on the other end, hearing this for the first time), but also had the name painted on his Bf 109 next to his consistently personal emblem. His colleagues often spoke and wrote of him referring to him as 'Wimmersal'.

It is necessary to add that the radio code was at times suspended by Sachsenberg. This was recalled by 'Bonifazius' Düttmann (152 kills) of 5./JG 52. During a combat event together with 'Wimmersal', they were identified by the Soviets, and they reverted temporarily to the Staffel codes and sequence of crew schedules - 'Six One' and 'Five One'.

Stress, intensive constant combat and specific behavioral patterns of 'Wimmersal' himself led to a nervous breakdown in August, 1943. Surviving this critical time was evidently not a simple matter, and it has been reported that he was taken from the unit in a straightjacket. At this point in time, Sachsenberg had 38 aerial victories to his credit, and was the seventh most successful II./JG 52 pilot in combat. Over the course of October he was awarded an Honorary Cup for results above and beyond the call of duty in aerial combat, as well as the German Cross in gold.

Heino returned to the 6 th Staffel in the fall of 1943 at a time when it was based in the eastern section of the Crimean. The new CO of the Staffel was Helmut Lipfert, who was ready and willing to tolerate Sachsenberg's peculiarities. Among the pieces worth noting from this period was the capture of an 3rd IAK Yak fighter that was forced to land by Sachsenberg. Over the course of some intensive air combat up to the end of March, 1944, he shot down a list of other enemy aircraft and his tally stopped at 76. He was nominated for the Knight's Cross, and even received a vacation, but the award was ultimately not given. His several week-long absence from his unit was also possibly the result of the death of his brother Gotthard.

'Wimmersal' returned back to II./JG 52 at the start of May, when it covered the axis evacuation of Sevastopol in the west section of the Crimean. Over a three day period, he shot down ten aircraft, six of which were downed on one day.

AGAINST THE AMERICANS

Shortly after the defeat in the Crimean, II./JG 52 relocated to Romania. Their main adversary over this region and later, Hungary, was the Soviets, but Heino and his unit were meeting the Americans with increasing frequency. Often, there were co-ordinated actions with Rudel's Schlachtgeschwader 2. During combat over northeastern Romania, Heino Sachsenberg would achieve fifteen kills at the end of May and the beginning of June, 1944, five of them on June 8 th. With that, he would hit 100 kills (making him the 76 th fighter pilot to achieve this number) and the very next day, he was awarded the Knight's Cross. At the end of May, Gruppenkommandeur Barkhorn was seriously wounded by Soviet fighters,

and Sachsenberg didn't emerge unscathed. On June 3 rd, after combat with Airacobras, he was forced into an emergency landing at his home field.

Several days later, on June 11 th, Heino Sachsenberg very nearly cost his friend Lipfert his life. During combat against American bombers, he flew along with Lipfert, who was the pair leader, and managed to hit a Boeing B-17. All of a sudden, tracer rounds started dancing around his cockpit. The source of these wasn't an American fighter, but rather his comrade Sachsenberg, who, in firing at a Boeing, lost sight of where his superior was, and fired helter skelter. The kill was credited to Lipfert, who managed to survive his friend's help.

At that time, Sachsenberg tended to poke fun at the Knight's Cross. He claimed that its holders will, after the final victory, find themselves in the expanse of the east, and was virtually certain that all will have a chance to 'civilize the farthest reaches of Siberia'.

Sachsenberg returned after an absence of several weeks at the end of August to Romania, as a Leutnant. In the Jassy-Kishinev Offensive, he managed to shoot down a Boston on August 22. On the same day, the careless Wimmersal was found with an enemy fighter on his six, which was shot down by Lipfert. Sachsenberg was unaware of the situation, and couldn't even confirm the kill!

The next day, Heino was shot down in combat with four Soviet fighters. (Note 3) It was apparently in the same event where Lipfert and another pilot downed one Yak each. Even Lipfert suffered hits, but survived unscathed. Sachsenberg was worse off, as in his attempts to maneuver out of danger, he several times clipped some trees, and ended up bellying in. (Note 4) He suffered serious injuries, reportedly even due to a phosphorous munition, and didn't return to his unit until the spring of 1945 in Hungary. His former 6. Staffel at the time flew with the markings of 7./JG 52, and was led by Heinz 'Esau' Ewald (84 victories), who joined the unit about a year after Sachsenberg. They found themselves in a most peculiar situation. Lt Ewald was returning from successful combat with Mustangs of the 325 th FG on March 1 st. As luck would have it, he was misidentified by anti-aircraft crews as a Soviet marauder and promptly shot him down. Even though fear of local Mustangs kept him at a low altitude, he was able to miraculously bail out of his aircraft. And just so he wouldn't forget this day, German infantry mistakenly opened fire on him from the nearby railway station, and he was attacked by a Hungarian horde with pitchforks and shovels yelling 'Ruski kaputt!!' A shocked Ewald was loaded into a vehicle by a very angry Sachsenberg, who also visited the anti-aircraft unit that was responsible for shooting Lipfert down, and notified them of his feelings towards them. He ended with something to the effect that 'for shooting at my greatest friend Esau, you complete morons, the best desert for you is a hand grenade!' Immediately prior to the ensuing explosion, the shocked artillery unit managed to escape in the nick of time.

NOTE 3: It is often reported that he was shot down by four Mustangs. However, the Americans did not operate in this airspace on this day, and it is very likely that the aircraft were Soviet.

NOTE 4: Bf 109G-6 (W.Nr. 166 233) Yellow '1'. The photograph of this plane prior to delivery to II./JG 52, appeared a while back in an internet auction. On the rudder, there is a two digit number as an identifier during delivery. It is equipped with a drop tank, a low rudder, and a modernised 'Erla' canopy.

This incident ended with the reigning CO of II./JG 52, who at the time was Willi Batz (237 victories). He was paid a visit by the anti-aircraft artillery unit CO, who apologized for the shooting down of Ewald, but also requested that members of the air force refrain from such gags with grenades in the future. That evening, they not only toasted the rebirth of Heinz Ewald, but also hosted a downed American pilot from the 'Checkertail Clan'.

Only two days later, as member of new 6 th Staffel (CO Lt. Düttmann), Heino Sachsenberg entered into combat with Mustangs. (Note 5) On that day, there were some pretty unfavorable weather conditions, but despite that, the Americans conducted ops in the local airspace, and on March 3, lost two aircraft. Mustangs of the 15 th USAAF were assigned to attack railroad transport between Leibnitz and Spittal an der Drau. Some of these also attacked the airbase at Graz. The Afro-American 332 nd Fighter Group lost two of their own during the strafing runs at 1410h. Her Blue Flight of the 100 th FS came down from 4,000 feet, but after the strafing, 1 st Lt. Robert L. Martin and 1 st Lt. Alphonso Simmons with Mustang No. 17 'Gripper Dan II' went missing. Both had been downed by anti-aircraft defenses. Martin was able to return back to his unit via Yugoslavia, but Simmons had no such luck and went missing in action. If Sachsenberg was sent into this action and participated in its combat, the flight from Veszprém would have taken him about twenty minutes.



Lt. Alphonso Simmons from the 100 th FS/332nd FG in Mustang 'Gripper Dan II' in which he was shot down on March 3, 1945 at Graz in Austria in an attack on an air base. On the same day, Heinz Sachsenberg took off from the Hungarian field Veszprém, and downed a Mustang. Other details are not known. On the wing sits mechanic Sgt. William C. Bright. (Craig Huntly)

For the first time in his career, he is elevated into a command position, but unfortunately, with a unit equipped with an aircraft that didn't completely suit him. (Note 6)

Soon, he found himself a duty that was more suited to his character, and, furthermore, with a more 'suitable' aircraft, with a unit so unique that anything similar would be difficult to find. This was Galland's Jagdverband 44.

Behind this unit were differences of opinion between Galland and the Commander of the Luftwaffe, Hermann Göring. At the beginning of 1945, Galland was relieved of his function as General of fighters and was replaced by his rival Gordon M. Gollob. Göring wanted to sweep Galland under the rug, and so made it possible for the latter to form his own unit equipped with the modern, jet powered Me 262. This was unheard of for several reasons:

- It was not subordinate to any standard element of the Luftwaffe, but fell directly under the Luftwaffe High Command (OKL); in other words, to a point, Galland could do as he wanted.

- For JV 44, Galland could assemble almost twenty fighter pilots holding the Knight's Cross, which at this point in the war, was exceptional.

- At the end of hostilities, Galland initiated negotiations with the enemy to have his unit join the Allies after capitulation, along with all its equipment and ground personnel. This is in the history of aviation unprecedented.

JV 44 flew most of its operations in the south of Germany from the base at Munich-Riem. Through April, 1945, the unit's pilots racked up some sixty kills. The role of the unit in terms of results is negligible, but is significant in terms of illustrating the incredible conditions that existed in the Third Reich at the end of the war.

The jet powered Me 262 were most vulnerable during take-off and landing. Aircraft of JV 44 were no different, because during low speeds, the Me 262 was more difficult to control, and the throttle had to be treated with a gentle respect, or the result could be a stalled engine or a fire. During the final phases of the war, it was standard practice for jet aircraft to be covered by piston engined planes during these critical flight phases.



JG 7 Crest

JAGDVERBAND 44

It was likely in the second half of March, 1945, that Heinz Sachsenberg underwent conversion training to the Me 262. As of yet, it is not known where, but the most logical choice would be the operational training unit III./EJG 2 at Lechfeld. A little known fact is, however, that Sachsenberg appeared at Jagdgeschwader 7, equipped with the Me 262, and became Staffelfkapitän of 9./JG 7.



Crest of the Platzschuttschwarm JV 44 Doras

NOTE 5: In HPM 11/96 Martin Sila and myself dated Sachsenberg's kill of a Mustang on (probably) March 14, and, furthermore, that this was his 104 th and last kill. Bernd Barbas dates the kill of the Mustang as March 3, 1945 (103 rd kill), and the last, 104 th kill, as March 16 th, 1945, an Airacobra.

NOTE 6: The question, of course, is whether or not he made it to JG 7. An overview of JV 44 personnel on April 27, 1945 lists his former unit as II./JG 52.



Members of Sachsenberg's protection flight in front of one of the brightly painted Doras. From the left: Lt. Karl-Heinz Hofmann, Oblt. Klaus Faber, Lt. Heino Sachsenberg and Hptm Waldemar Wübke. (Jerry Crandall)

As a result, JV 44 organized a protective flight using Fw 190 Ds under the leadership of Heino Sachsenberg. Sachsenberg was a logical choice. He certainly didn't lack bold nerve, and he had several year-long experience fighting fast flying enemy fighters at low altitudes. His pilots also had to contend with another danger - friendly ground fire. According to the memoirs of Johannes Steinhoff, a good chunk of crews of the anti-aircraft artillery at Riem were women. There was no real effort to distinguish between friendly and enemy aircraft. The Me 262 did enjoy relative security in this respect due to its distinctive silhouette and engine noise. Perhaps this was why the bottom surfaces of the Doras of JV 44 were painted red on the bottom, with white stripes. Another reason could have been the incident with Heinz Ewald on March 1 st, which Sachsenberg remembered very well. Another result (or perhaps cause) of this coloring may have been the radio call code of this flight - the Papagei ('Parrot' Squadron). Among other codes that this brightly colored squadron reportedly used were 'Elefant' and 'Würger' (a nickname for the Fw 190, which could be translated as 'Killer'). The duties of Sachsenberg's protective flight were largely improvised. His pilots couldn't communicate directly with the pilots of the jet powered Me 262s. They simply took off and circled the field at low altitudes until the Me 262s were safely on their way. Usually, there were two Fw 190 Ds in the air, but, as an exception, Riem was circled by four.

Problems began when the jets returned. For them to set down as quickly as possible, there must not have been anything in their way. The Focke-Wulfs always had to land before the Messerschmitts. This left their colleagues in the Me 262s to land without the protective cover and dependant on their skill, luck and field AAA.

Galland himself was victim of this practice. On April 26, 1945, he crashed at Riem with injuries and a damaged aircraft. There was no one in the air to cover him.

Sachsenberg's -190s were covered in their shelters at the northern edge of the air field, and his pilots weren't too close to the remaining JV 44 pilots. Up to now, there are five Fw 190 Ds that served with JV 44, and most of them wore a black and white square symbol with a red ring and a specific slogan. The inscription was very personal and the authorship was probably tied to a specific pilot. Almost certainly, this is the case with Red '3', which was assigned to Hptm. Waldemar Wübke (15 victories and a veteran of JG 54). Apparently, this notorious prankster and Sachsenberg understood each other quite well, and on his aircraft he reiterated the inscription from his aircraft as far back as 1940. Another two pilots who flew with Sachsenberg (and were confirmed by JV 44 documentation) were Lt. Karl H. Hoffmann and Hptm. Klaus Faber (2 victories and a JG 27 veteran). According to his own testimony, Fw. Bodo Dirschauer also flew with this unit.

The protection flight over Riem engaged American pilots only a few times, but details are nevertheless lacking. During the evacuation of the base, two Focke-Wulfs were left behind, the remainder were to move to Ainring at Salzburg. It appears that only two made it, and the third was found at the end of the war at Bad Aibling. JV 44 always reported having five Fw 190 D-9s and Fw 190D-11s, and it cannot be discounted that other machines were accepted. Klaus Faber recounted after the war ferrying Red '13' from Ainring to Bad Aibling. On the way, he met a group of Mustangs and Thunderbolts, and reportedly shot down one, maybe two of them. He was also to deliver a supply of whiskey back to Ainring.

Capitulation found JV 44 at Ainring, at Salzburg and Innsbruck. Her members found their way home fairly quickly. Bodo Dirschauer reports that in the last days of the war, Sachsenberg was again wounded, this time in an exchange of fire with American soldiers.

Heinz Sachsenberg recovered relatively quickly and settled at Wiesbaden. In the fall of 1945, he, Willi Batz and Hans-Ulrich Rudel took part in the marriage ceremony of Walter Wolfrum (veteran of II./JG 52 with 137 kills). Sachsenberg dazzled the happy couple with his rhymes and Rudel surprised all with his dance steps (he wore wooded prosthesis on both feet).

Marking included in kit
Fw 190D JV 44
Sachsenberg's Messerschmitt
Eduard Limited edition
1:48 Cat.No. 1154



Me 262 A-1a W.Nr. 111745, Jagdverband 44, München-Riem, April 1945

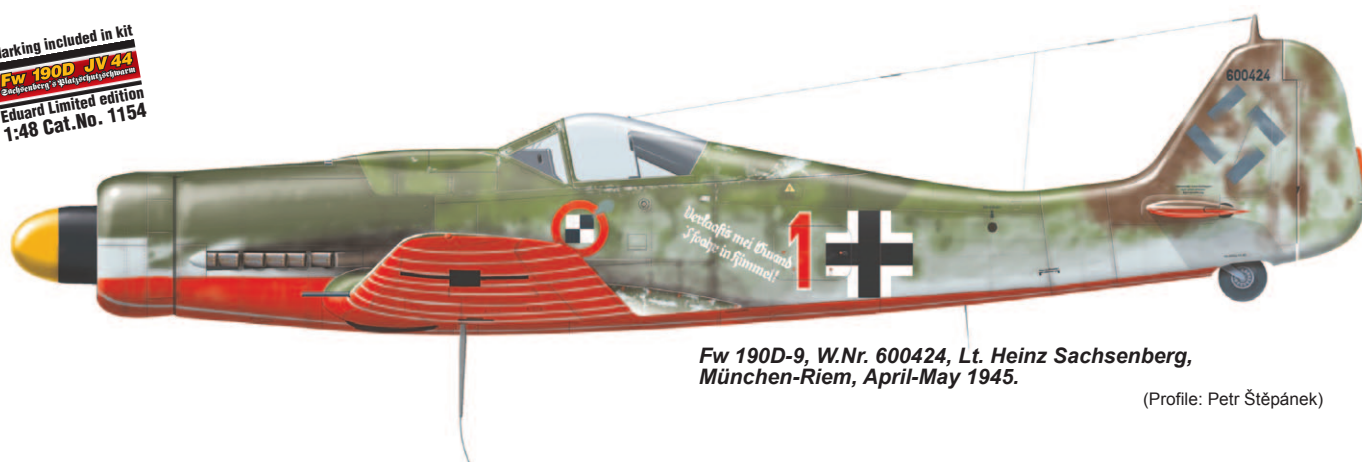
(Profile: Jan Zdiarský)



Airfield Munich-Riem after capitulation, and Fw 190 D-9 Red '1', which may have belonged to Heino Sachsenberg. In the rear at left Fw 190 D-11 Red '4' is visible.

(Jerry Crandall)

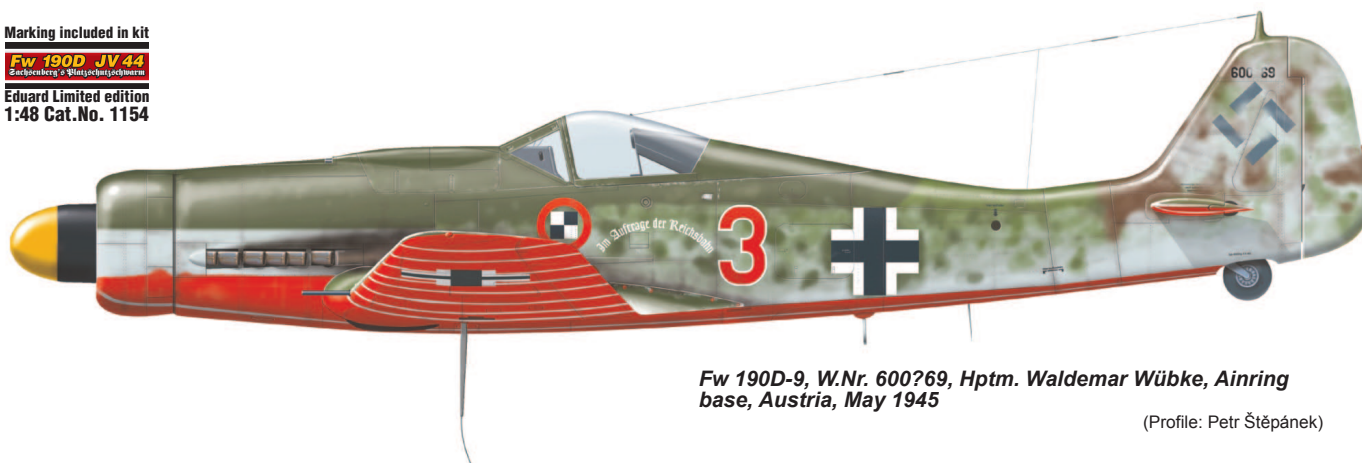
Marking included in kit
Fw 190D JV 44
 Sachsenberg & Platzschützschmann
 Eduard Limited edition
 1:48 Cat.No. 1154



Fw 190D-9, W.Nr. 600424, Lt. Heinz Sachsenberg, München-Riem, April-May 1945.

(Profile: Petr Štěpánek)

Marking included in kit
Fw 190D JV 44
 Sachsenberg & Platzschützschmann
 Eduard Limited edition
 1:48 Cat.No. 1154



Fw 190D-9, W.Nr. 600769, Hptm. Waldemar Wübke, Ainring base, Austria, May 1945

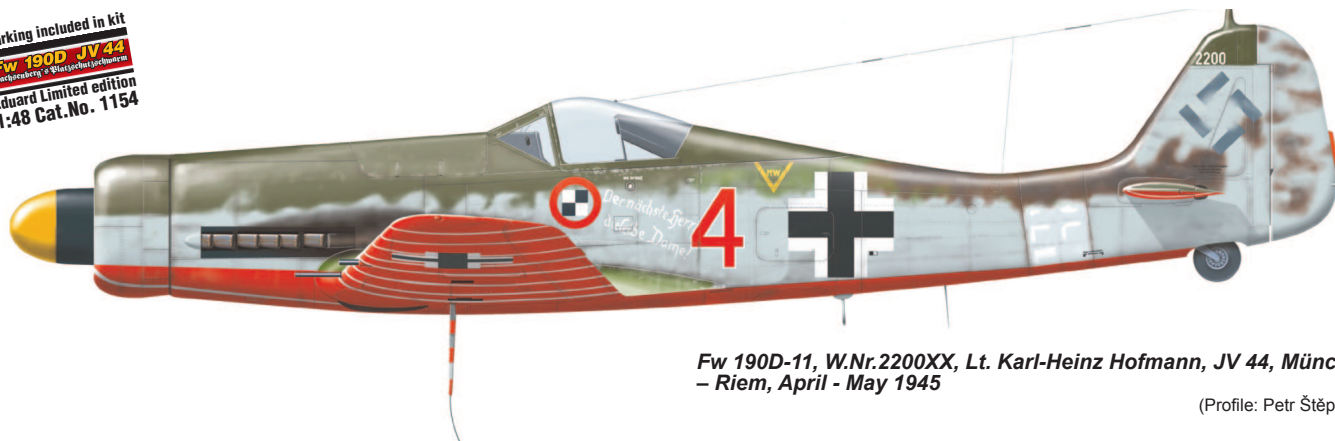
(Profile: Petr Štěpánek)



Wübke's red '3' photographed at the end of the war at Ainring, Austria. This pilot, who was a popular member of Jagdgeschwader 54 'Grünherz' was killed in a flying mishap in South America.

(Jerry Crandall)

Marking included in kit
Fw 190D JV 44
Sachsenberg's 11./JG 52
Eduard Limited edition
1:48 Cat.No. 1154



Fw 190D-11, W.Nr.2200XX, Lt. Karl-Heinz Hofmann, JV 44, München – Riem, April - May 1945

(Profile: Petr Štěpánek)



Victorious Americans posing at Ainring, Austria on the front of Fw 190 D-9 Red '13'. Reportedly, it was with this aircraft that Klaus Faber gained one, perhaps two, kills at the beginning of May. It was supposedly during a ferry flight, and the flight back was to deliver whiskey.

(Jerry Crandall)



Fw 190 D-11 red '4', which originally belonged to VFS des G.d.J. (See Info Eduard, June 2010) is evidently damaged by fire. The inscriptions of the JV 44 Doras still evoke discussion and questions. This 'Another Man, same Woman' could, for example, mean that this was a replacement or reserve aircraft. It could have also meant something totally different. After all, much of the flak crews at Riem were female.

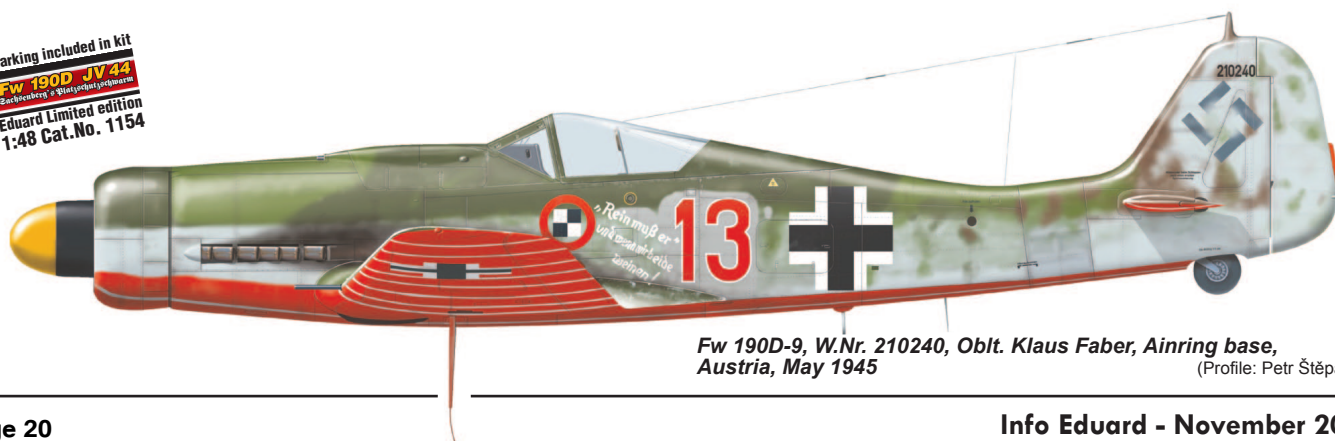
(Jerry Crandall)



A view of Red '13' among abandoned aircraft at Ainring. Among them in the background are three -109s from Sachsenberg's 11./JG 52. Several machines from this unit landed at Ainring on May 8th 1945. Two 11./JG 52's Bf 109 G-10/U4s shown on this photo are yellow '12' and '6'

(Jerry Crandall)

Marking included in kit
Fw 190D JV 44
Sachsenberg's 11./JG 52
Eduard Limited edition
1:48 Cat.No. 1154



Fw 190D-9, W.Nr. 210240, Oblt. Klaus Faber, Ainring base, Austria, May 1945

(Profile: Petr Štěpánek)

Marking included in kit

Fw 190D JV 44

Sachsenberg's Platzschuttschwarm

Eduard Limited edition

1:48 Cat.No. 1154



Fw 190D-11, W.Nr.2200XX, Bad Aibling, May 1945. The fifth Dora used by Platzschuttschwarm JV 44 was identified only recently. It was a D-11, Red '2', and at the end of the war was found at Bad Aibling airfield. There are currently no photographs showing the entire airframe, and as such, it is unknown if this aircraft carried any kind of inscription. The aircraft likely arrived at Bad Aibling at the end of April, 1945, when JV 44 moved from Munich to Salzburg, where for unknown reasons it remained until the occupation of the airfield. Who flew Red '2' is unknown.

(Caption from the instruction sheet for Eduard Cat.No. 1154 by Martin Ferkl; Profile: Petr Štěpánek)

War injuries, especially phosphorous poisoning, took their toll and degraded Sachsenberg's health, and he was finally diagnosed with cancer. He died short of thirty years of age on June 17, 1951. A day before his death, he was paid a visit by Walter Wolfrum. His family was at least better taken care of, since Heino's injuries were documented as a result of military action. A sad paradox is that his uncle and former fighter pilot Gotthard died ten years later at the age of seventy.

For a listing of Sachsenberg's aerial victories I recommend visiting <http://www.luftwaffe.cz/sachsenberg.html>

In the making of this article, I received assistance from members of the 12 O'clock High discussion forum, along with Misters Anders Hjortsberg, Craig Huntly, Ota Jirovec, Maciej Noszczak, Peter Randall, Matti Salonen, Simon Schatz, Martin Sila, Pavel Turk and Jan Zdiarsky. Photographs of JV 44 aircraft for this article were kindly supplied by Judy and Jerry Crandall, who with their publisher Eagle Editions released several publications on the theme of JV 44. To all, I give my sincere thanks.

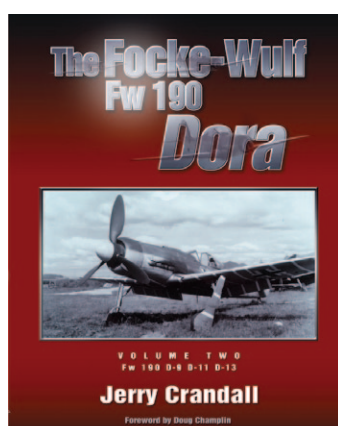
Special thanks of author and the editor come to John Bubak for excellent English translation.

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- <http://www.milhist.net/usaaf/mto45.html>
- <http://www.ww2.dk/>
- NARA – MACR files

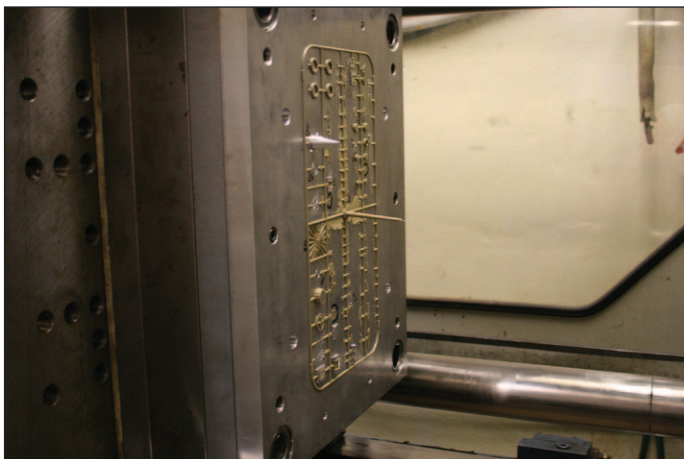


Dessau Coat of Arms from which hailed three fighter pilots from the Sachsenberg family.



BUY Fw 190 Dora vol. 1, vol. 2 by Jerry Crandall

BUY Fw 190D JV 44 1/48 DUAL COMBO Limited edition



And another form for the MiG-21 is done.

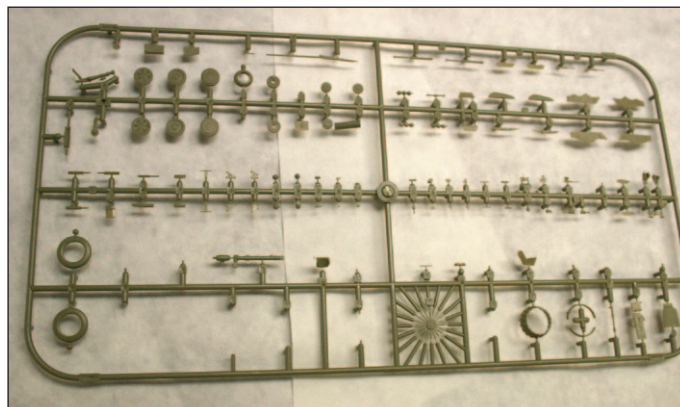


Tooling head Frantisek Toman.



MIG-21

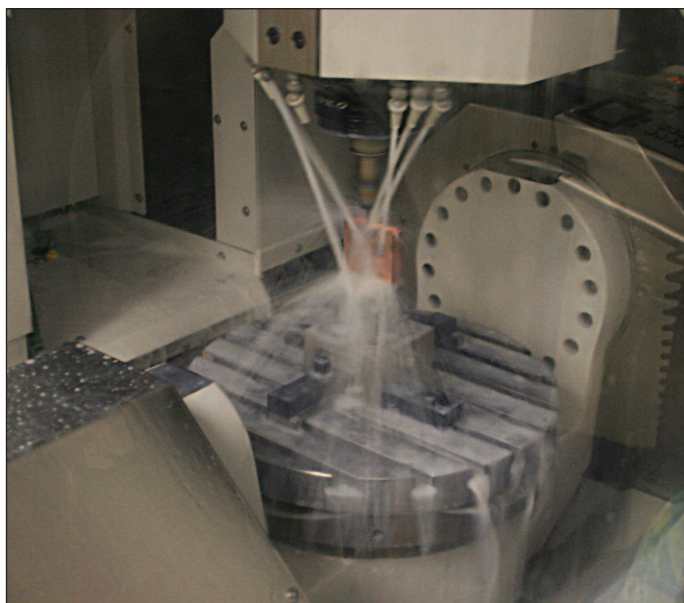
Another tested form for the MiG.
This one happens to be Form D.



In order, this is the fourth tree molded for the MiG-21, this time, covering details of the landing gear, seat, landing gear covers, etc.

CNC MILLING MACHINE

Throughout the summer, we kept you up to date about the moving and installation of our new five-axle milling machine. The sophisticated and demanding machine went through a testing and calibration phase and has been dedicated to relevant tasks. The first form to see the light of day from this piece of equipment was the mold for the weapons for the MiG-21 in 1/48th.



Using all five of the axis will allow the forms to be made to a very tight tolerance, be more detailed, and quicker.



Mold with components of the expanded armament for the MiG-21.



The new 'games console'.

KITSALOOON NYMBURK 2010

On Saturday, November 6th, 2010 as observers and presenters, we took part in another major annual show put on by IPMS Nymburk. It was major for several reasons. Not only does this show surpass the requirements of being a regional show, but was significant for its participation by hordes of modelers, journalists and retailers. The standard

of competition and display models was very high. The membership of IPMS Nymburk furthermore includes a disproportionate number within its membership of modelers that belong to the Czech elite. And this shouldn't be limited to the Czech standard, but can also certainly



be applied to the European and even world standards as well. If at all possible, you shouldn't miss the next one! (JZ)



The Eduard prize, in the form of an Fw 190D JV 44 'Sachsenberg's Platzschutzwarm' boxing was carried off by Jan Minovsky for a beautiful rendering of his Fw 190A-8 in 1/48th scale in the markings of Geschwaderkommodor

JG 300's Maj. Walter Dahl. The kit is built from Eduard Cat.No. 8173 with photoetched accessories and other modifications.





L-39 Albatros in 1/72nd scale (Cat.No. 7042) from the man-cave of Filip Kosata.



An L-13 Blaník in 1/72nd scale from 'Chomutov' matriculation of OK-9711 represented by a kit that had just recently competed at E-day only a few weeks prior. The model was extremely well detailed by Petr Pospisil. We plan on posting more pics of this model in future issues.

more on <http://www.ipmsnymburk.com>



A beautiful finish on this kit of the P-40 shows that earlier Eduard releases can still be very well rendered and relevant.

Based on the membership of IPMS Nymburk, I would have expected a greater number of World War One subjects to be in evidence at the show. These were less than expected, but still very interesting nonetheless. This is one of them, a Fokker E.V. in 1/48th scale in the category for juniors to fifteen years of age.


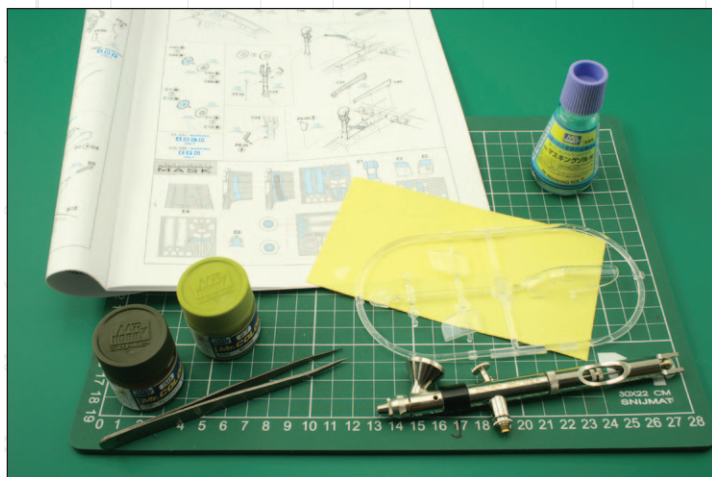


Another well executed and clean Bf 109E-4 in 1/32nd scale (Eduard Cat.No. 3003) by Pavel Zmeskal. The model represents W. Nr. 5819, flown by Obstlt. Adolf Galland of Geschwaderkommodor JG 26 in Audembert, France, in December of 1940.

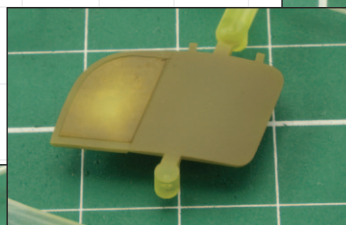

A depiction of a winter camouflaged I-16 Type 29 (Cat.No. 8152) by Lukas Svoboda.



P-39 Airacobra Canopy in 1/48th Scale.



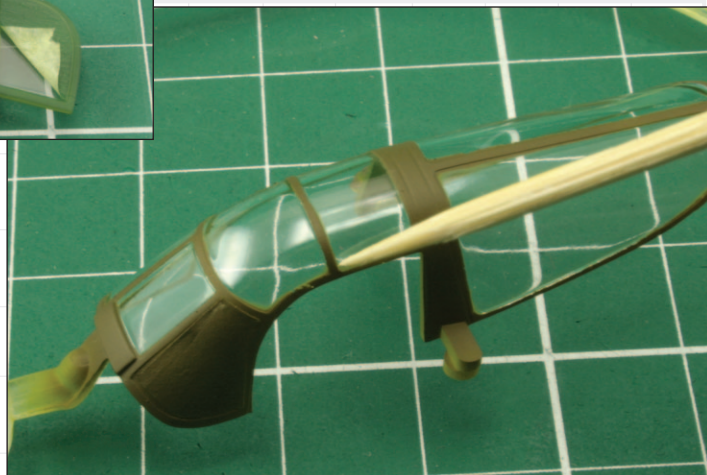
4. Spray the interior color, and allow to dry.



Page 25



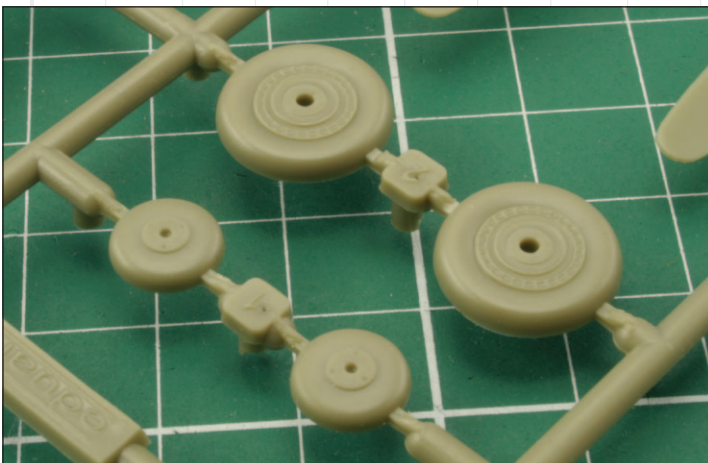
7. Finally, all masking is removed, and the canopy is done.



8. Any little imperfections can be fixed up using a sharp wooden toothpick.



P-39 Airacobra Wheels in 1/48th Scale.



1st Step
Spray the wheel with the relevant color.

2nd Step
Apply the mask to cover the wheel hub.

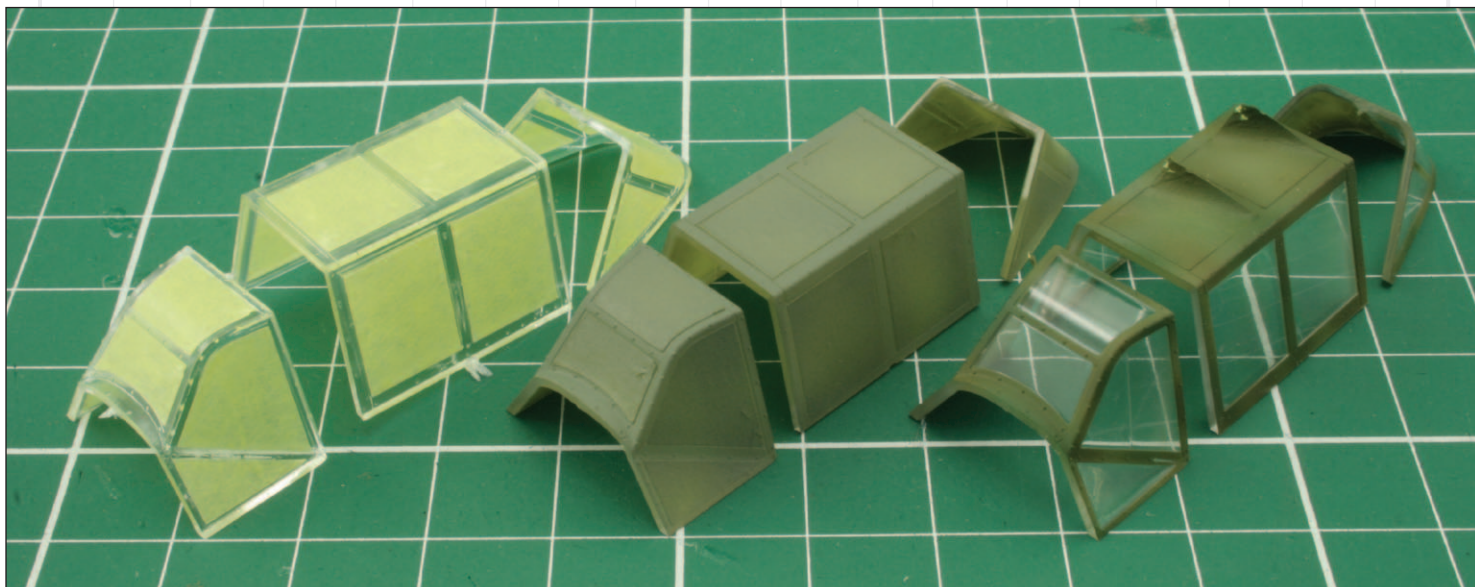
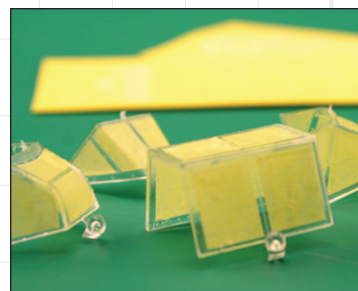
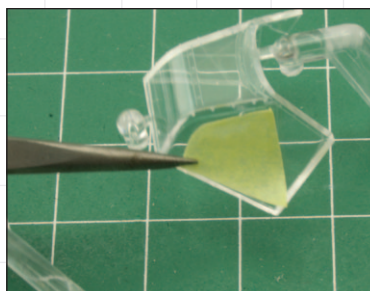
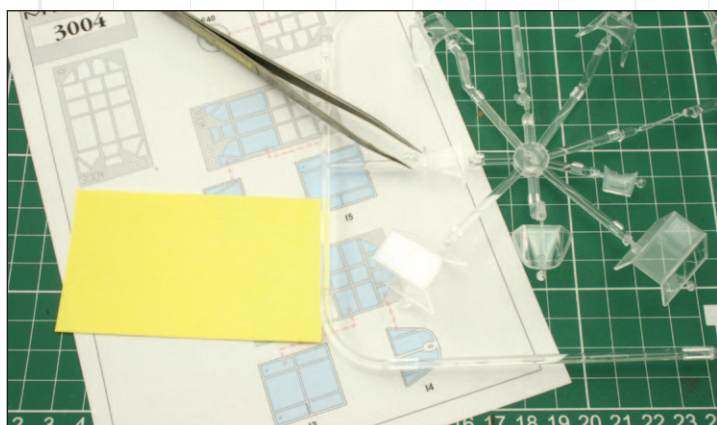


3rd Step
Spray the tire color.

4th Step
Remove the masks.



Bf 109E Canopy in 1/48th Scale.



The procedure is the same as that described for the Airacobra. With the instructions as your guide, the individual mask components are applied, and the interior color is sprayed. This is followed by the camouflage color after sufficient drying time. Finally, the masks are removed, and we are left with a finished canopy.

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BUILT!

F6F-3 HELLCAT
1/48 PROFIPACK EDITION
Cat.No. 8221



Marking:
F6F-3, Lt. Richard E. Stambook,
VF-27, USS Princeton, October 1944



Fw 190F-8
1/48 PROFIPACK EDITION
Cat.No. 8179

Marking:
SG 10, Ceske Budejovice,
Czechoslovakia, May 1945



BUY A KIT from Eduard Hellcat Family



Built by Jiri Pospisil. sr.

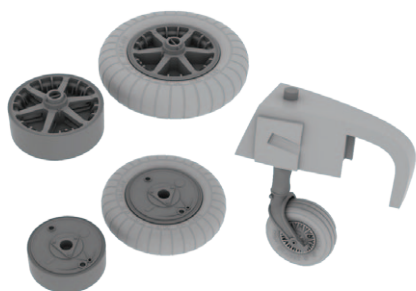


BUY A KIT from Eduard Fw 190 Family





Built by Jiri Pospisil. jr.



Brassin set 632004 Bf 109E Wheels
1/32 Eduard.



BUY 632004 Bf 109E Wheels 1/32

The set is intended for use on these already
released Bf 109 version Es from Eduard:

Bf 109 E-1 1/32
WEEKEND EDITION
Cat.No. 3401



Bf 109 E-1 1/32
PROFIPACK EDITION
Cat.No. 3001



Bf 109 E-3 1/32
PROFIPACK EDITION
Cat.No. 3002



Bf 109 E-4 1/32
PROFIPACK EDITION
Cat.No. 3003



Bf 109 E-7 TROP 1/32
PROFIPACK EDITION
Cat.No. 3004

Kits for December:

Mirage IIICJ

PROFIPACK EDITION

1/48, Cat. No. 8102

Bf 109E-4

WEEKEND EDITION

1/32, Cat. No. 3403

Bf 1098B

WEEKEND EDITION

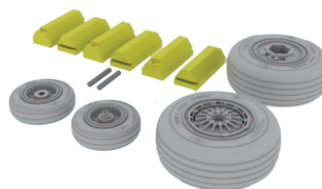
1/48, Cat. No. 8477



Brassin for December:

632005 F-4C/D/E/F/G wheels 1/32 (Tamiya)

648024 Su-7 seat 1/48 (KP-Models)



BIG ED for December:

BIG3292	F-86F-40	1/32	Kinetic
BIG3293	F-8J US NAVY	1/32	Trumpeter
BIG4936	F6F-5	1/48	Hobby Boss
BIG7259	BAe Nimrod	1/72	Airfix

Photo-etched for December (selected):



49531 MC.200 S.A.
1/48 (Italeri)

48678 MC.200
landing flaps
1/48 (Italeri)

PHOTO-ETCHED SETS DECEMBER 2010

48684 EA-6B electronic equipments 1/48 (Kinetic)

48681 EA-6B undercarriage 1/48 (Kinetic)

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Credit Card Payment – Process your order through our e-shop and add at least one mask! Your sale price will be applied on billing.

This offer applies to all orders that include a minimum of one Eduard of Express Mask (CX, EX, FX, GX, JX, XL, XS, XT). The offer is valid from October 1st to December 31st, 2010 and is valid for internet and e-mail orders.

www.eduard.com