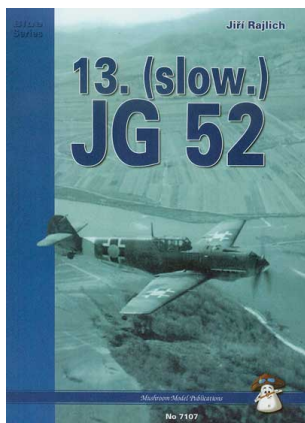


Mushroom Blue 7107 - 13. (slow.) JG 52 (książka)**Cena :****48,00 PLN**Producent : **Stratus**Dostępność : **Na zamówienie (Oczekiwanie: 7~14 dni)**Stan magazynowy : **bardzo wysoki**Średnia ocena : **brak recenzji****On individual order****Mushroom 7107 13. (slow.) JG 52 (książka)****Autor: Jiri Rajlich****Uwaga: Tekst wyłącznie angielski.****Książka zawiera 112 stron (z czego 16 stron w kolorze).**

Wydrukowano na błyszczącym papierze, format 16,5cm x 24cm, miękka oprawa.

Polecamy modelarzom oraz entuzjastom lotnictwa!Wydawca: **Stratus** (Polska 2007)

Blue
Series

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13. (slow.) JG 52



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No 7107

fabricated victories as old wives' tales told by people who probably could not have been with us at all. Everything was precisely organised and connected up by the information service, telephones and radio stations. The Germans knew about every step we took. For a victory a pilot needed a witness in the air and ground signal units had to confirm it. It often happened that signal unit had confirmed it even before we landed. The wreckage of the plane or captured or dead crew were also necessary proofs of a victory. A faked victory would hardly have been officially recognised. Maybe it was possible in combats over the sea, but you still needed a witness, or in fact two for that. Anyway there were signal units on the coast too and a large number of German and Rumanian ships were moving around at the time in the surrounding waters of the Azov and Black Sea, and also confirmed the victories. If there were no witnesses or other proofs then a claim just wasn't recognised. That happened to me too. I have 32 confirmed victories but another 3 they wouldn't recognise, although I'm sure they can be declared certain."

The case for the authenticity of the victories is therefore strengthened not only by the fact that 215 of 13th Squadron's victories were recognised, but also by the fact that nearly 30 more were not confirmed. Leading specialists who have compared German claims with real Allied and Soviet losses consider that the differences between claimed and real losses are relatively small.



*Ján Režbák, a future top Slovakian fighter ace.
(via Ján Režbák)*

18. (slow) / JG 52



Avia B-534 fighters of the 37th (soon to be 13th) Squadron. The second version of Slovak markings is seen, supplemented with German crosses, in use from 10th September, 1939 until 15th October 1940. The first version of Slovak markings, in use from 23rd June 1939, had no white outline.

(via J. Krumbach)



The formation of the 13th Squadron and its first deployment to the front

Up to the dismemberment of the Czechoslovak state in March 1939, only one of the six air regiments of the Czechoslovak Air Force, the 3rd Air Regiment (*Letecký pluk 3*), was permanently stationed in Slovakia. After the 14th of March 1939 it automatically became the organisational basis for the new Slovak air force. At the time there were 220 – 230 military aircraft on Slovak territory, 88 of them fighters, of which 66 were standard biplane Avia B-534 fighters, and 15 of the cannon-armed Bk-534 version. These belonged mostly to the five fighter squadrons (*letká*) of the regiment mentioned, with Squadrons 37, 38, 39 and 45 stationed in Piešťany and 49th Squadron in Spišská Nová Ves (to where 45th Squadron was shortly to be transferred from Piešťany). The remaining seven aircraft were outdated biplane fighters, two of them Avia Ba-33s and three B-34s. These were used by the Training and Reserve Squadron in Piešťany.

The newly formed Slovak army, including the Air Arms, had to struggle with a whole range of problems. One of the most serious was an acute shortage of personnel, caused by the departure of Czech pilots to the newly established *Protektorat Böhmen und Mähren* (Protectorate Bohemia and Moravia). Out of a total of 1,400 members of the air force, only 824 remained in Slovakia after two months, and the Slovak air force was not immediately able to replace a number of important specialists. This situation set limits to the activity of the

Another crashed 13th Squadron Avia B-534. The painted-over original markings can be seen on the fuselage (via J.Janečka)





A veteran of 13. (słow.) JG 52, zyk. František Cyprič, poses by one of the Scramble Section's 'Emils'. This formation was called to duty in the summer of 1943 at Vajnory airfield, near Bratislava. Clearly visible are the painted over original German markings (D-777K)

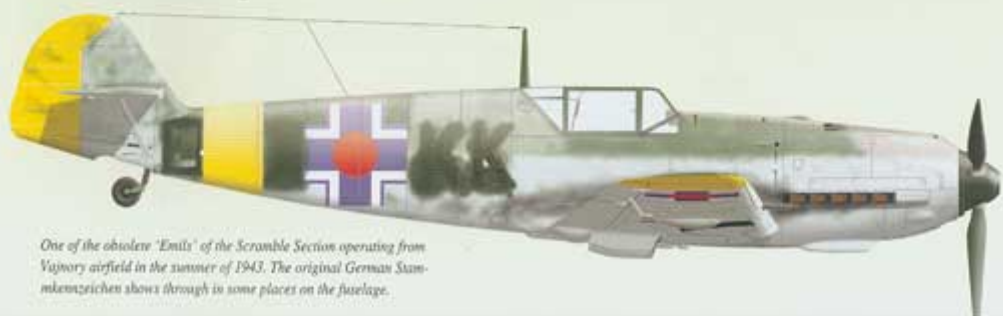


Two pilots of the Scramble Section (Pobudovací roj), zyk. František Cyprič and zyk. Izidor Kováčik, by a Bf 109E-7, Vajnory airfield, summer 1943.

(via P. Šamichant, J. Rešák)



This Messerschmitt Bf 109E-3 (probably W.Nr. 2945) still wore its original Luftwaffe markings when it landed at Pietiány airfield. Compared to standard E-3 version it was fitted with some later modifications, including the external armored glass. The aircraft has the E-7 model spinner. The code 'White 2' and the badge on the engine cowling were painted earlier in Gröve in Denmark.



One of the obsolete 'Emils' of the Scramble Section operating from Vajnory airfield in the summer of 1943. The original German Stammkennzeichen shows through in some places on the fuselage.