

1983 KING & COUNTRY 2010

# COLLECTOR

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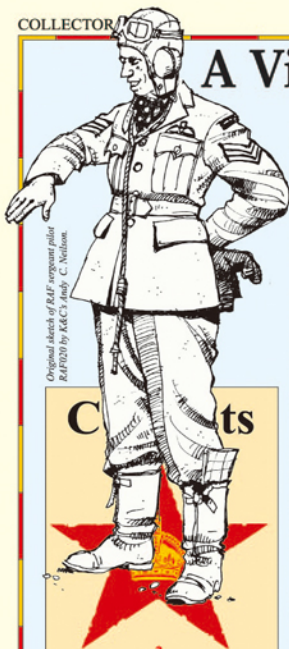
A Quarterly Look at Our World in Miniature

## SPITFIRE SUMMER



*"Never in the field of human conflict  
was so much owed by so many to so few..."*

WINSTON S. CHURCHILL



# A View From The Trenches...

THIS "COLLECTOR" definitely has an "aviation" feel about it! Inside you will see articles containing at least some, if not all, of K&C's most recent polystone and metal warbirds, air force figures and accessories.

Foremost among these is a story featuring one of the most iconic military aircraft of the 20th Century... the *Supermarine Spitfire*. This year, 2010, is the 70th. Anniversary of the *Battle of Britain*... the aerial battle that changed the course of history... saved Britain from Nazi conquest... and proved to be Hitler's first defeat.

Seventy years ago the fate of the free world hung in the balance. Most of mainland Europe was already under the jackboot... America was still, on the whole, isolationist... and only Britain and her far flung Empire stood against the mighty, all-conquering German war machine.

The odds, to say the least, did not look favourable. But Britain, although down, was not yet defeated... We had the Royal Navy... we had Winston... we had a handful of Spitfires and Hurricanes and... we had radar!

In the five months between May 1940 and September of that same year it would be the men and women of the Royal Air Force's *Fighter Command* who would bear the brunt of the mighty struggle to first halt and then defeat Hitler's aerial assault on the beleaguered British Isles. Led by the unflappable and indefatigable *Sir Hugh Dowding* *Fighter Command's Spitfires and Hurricanes* would take to the sky time and time again to battle Goering's seemingly unbeatable *Luftwaffe*.

Here at KING & COUNTRY we are in the business of "bringing history alive" and, in our own small way, reminding people of the epic struggles that have taken place throughout history... from the dim and distant past right up to the present.

Special Anniversaries are important landmarks in our lives that remind us of the courage, sacrifice and honour of those who have gone before. "Authentic Hand-Made History" in the miniature forms of toy soldiers, military miniatures, fighting vehicles, and of course, aircraft can help educate, inform and breathe new life into our own past and that of our ancestors. It can also, of course, occasionally entertain us and that definitely helps to make learning more fun.

On more than one occasion parents have told me how collecting a certain battle or campaign has nurtured their child's desire to find out more about why certain events happened... who was involved... what was the result... and how does it affect the world we live in today. That's one of my personal joys in being a part of a great hobby like this and an exciting, challenging business... I hope you feel the same...

*Andy C. Neilson*  
ANDY C. NEILSON  
CO-FOUNDER & CREATIVE DIRECTOR  
KING & COUNTRY

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## KING & COUNTRY

Headquarters Room 2301, No. 3 Lockhart  
Road, Hong Kong Tel: (852) 2861 3450  
Fax: (852) 2861 3806 Shop 362, Pacific  
Place, Queensway, Hong Kong Tel: (852)  
2525 8603

Email: sales@kingandcountry.com  
Website: www.kingandcountry.com

Below: K&C's latest Panther tank making  
its way towards the Normandy beachhead.





**A**UTUMN 1944, SOUTHERN BAVARIA.... On an almost deserted airfield next to a Messerschmitt factory a small group of VIP's are gathered. They are about to see a flying demonstration of a revolutionary new jet fighter.

This is no ordinary collection of "top brass" however. This little gathering includes the Fuhrer himself... Adolf Hitler LAH124.

Next to him stands the bulky figure of Hermann Goring, Chief of the Luftwaffe and Hitler's designated successor LAH125.

Behind them both is the grey-uniformed SS-Obergruppenfuhrer Josef "Sepp" Dietrich LAH122, one of the Fuhrer's oldest party comrades



of the Luftwaffe's dwindling supply of fighter aircraft.

In attendance with the Fuhrer is Frau Traudl Junge LAH123, one of Hitler's own personal secretaries.

#### THE LATTER DAYS

By this late stage of the war Hitler was seldom seen in public. His preference was to stay in either the Reich Chancellery in Berlin or his mountain retreat in the Bavarian Alps. Since the failed attempt on his life at the "Wolf's Lair" (his headquarters in East Prussia) in July 1944 he had not ventured back there.

This brief airfield visit to see one of his long-awaited *wonder weapons* would be one of the last times ordinary Germans would see their Fuhrer... in person!

# THE FUHRER'S LAST INSPECTION

and a leading Waffen SS General. Saluting Dietrich is Generalleutnant Adolf Galland LW001, a leading Germany air ace and Generalderflieger



**F**OR SOME TIME NOW King & Country has recognized that there is a requirement by WW2 enthusiasts for a few of the lesser-known fighting vehicles of the Second World War.

One of the problems (up until the present) is that as the producer of the most vehicles in the 1:30 scale market we have tended to manufacture the most popular! From a commercial point-of-view that would seem to make the most sense... If collectors want (and buy) *Shermans... Tigers... and Panthers* it would be crazy not to produce them.

However what K&C has always tried to do is "think-outside-the-box" and, from time to time, produce less famous fighting vehicles that can still fit in with displays, dioramas and collections featuring the "top-sellers". We've also, when appropriate, released both "summer" and "winter" versions of certain pieces.

In more recent times we began to think about how we could expand this

### MUSEUM INSPIRATION

If you ever get the opportunity to visit the K&C HQ in Hong Kong you will enter through our main showroom and "toy soldier museum". Here in handsome big display cabinets lining four walls are row-upon-row, shelf-upon-shelf of K&C's prototypes, masters and samples of the hundreds of military vehicles we have developed over the last 27 years.

In one small corner, almost hidden from view, is a unique collection of King & Country prototypes that never, ever went into full production. The reasons for this are many and varied... Usually we thought they

we were producing at that time... Although partially hidden they were not completely forgotten. From time to time one of these vehicles would be brought out, reconsidered and occasionally resculpted, re-engineered and finally put into full production.

Two of the best known were a pair of iconic British WW2 vehicles... the *Bedford OYD General Service Truck* and the *Austin K2 Ambulance*. It was the ambulance in fact that gave us the idea for "SERIES 250". After releasing olive drab and desert versions we decided to add a "third"... an RAF blue version to fit in with all of our recent *Battle of Britain* figures and aircraft. The enthusiastic response encouraged K&C to look at another potential "three version option"... In

this case the little *Austin Light Utility*.

This very British-looking vehicle was

# 'SERIES 250' PROVIDING OPTIONS

idea... to make it more viable for K&C and more appealing to the collector... especially using the less-well-known subject vehicles.

might only have very limited commercial appeal... Or perhaps they did not fit in with the existing ranges

widely used by all British and Empire forces during WW2 and by all services... *Army, Navy and Air Force*.

Fortunately for us we already



**EA056**  
Austin Light Utility  
(Elgh Army version)

**RA026**  
Austin Light Utility  
(RAF version)

**BD146**  
Austin Light Utility  
(Normandy '44 version)





Shown here are the three original resin prototypes designed by King & Country and hand-painted by the sculptor.

had three painted prototypes ready to be inspected in our collection... a Desert one... an RAF one and a British Army olive drab alternative. This last version was virtually identical to the one HRH Queen Elizabeth II (then Princess Elizabeth) learned to drive on while serving in the ATS (Auxiliary Transport Service) during WW2.

### **DIFFERENT STYLE... BETTER QUALITY**

When all three prototypes were originally produced they had "solid" cabins the same as all of our vehicles a few years back. Today, of course, most of our trucks and wheeled vehicles have detailed interiors which usually accommodates a driver.

These new Austin "Tillies" would have drivers, in this case, all female and dressed in their appropriate uniforms. We also incorporated a removable "Canvas" cover. The final decision to be made was "how many should we produce?" Our production team decided on 250 of each version... hence "SERIES 250".

Not a huge amount but enough we felt to satisfy most of the demand for these special little vehicles. As a "Planned Production Run" not a "Strictly Limited" we have left ourselves with at least a little leeway to produce a few more if necessary or a different version entirely... say a "Royal Navy Tilly".

### **FUTURE THREESOMES**

Among the vehicles being

worked on at present (for future release) in "SERIES 250" is the Bedford QL Fuel Bowser... plus another light transport and a military fire truck.

To be honest British and German vehicles offer the most opportunities to show off the "250" idea. Both the British and German armies utilized a broad range of differing paint schemes for their vehicles operating

in widely dispersed "Theatres of Operations". American Forces, by comparison, favoured the single unified "Army Olive Drab" for all of their vehicles be they in Northern Europe... North Africa or the South Pacific.

So, if you are looking for some of the more unusual military vehicles look out for "SERIES 250".



Above:  
A rare example of an RAF Bedford QL Fuel Bowser in the Imperial War Museum Collection at Duxford, UK.

Above Right:  
Another rare example of an original hand-carved, hand-painted model fuel bowser made by King & Country. Just 20 of this RAF models were built.



**BBA037-01**

US Ambulance Dodge WC-54 (Winter)

**BBA039**

Stretcher Party



# "MEDIC!"

**OF ALL THE COUNTRIES that fought in World War Two it was America that provided the best and most comprehensive medical care for its wounded soldiers on the battlefield.**

EVERY GI KNEW, whether he was fighting in Europe, North Africa or the Pacific, that first-class medical services were close by the front line. The first step in getting a wounded GI out of harm's way was for a platoon, company or battalion medic to get to him and "field-dress" his wound. This meant most medics accompanied troops right into battle as an integral part of each unit, large or small, and were right-on-the-spot to handle casualties.

In Europe medics were usually unarmed and highly visible with their red-cross marked helmets and armbands. For the most part these signs were respected by their enemies who allowed medics to do their job even while under fire and a whole battle going on around them!

## **HELPING HANDS**

Once a wounded soldier had his injury "dressed" it was important to get him back to an aid station as quickly as possible.

Here the medic could call on the casualty's buddies to help... K&C's latest "Battle of the Bulge" release portrays just that moment. A seriously wounded GI is lying on a stretcher being carried by two of his platoon mates and a medic. Covered by a greatcoat the three men man-handle the stretcher as gently as possible out of the immediate

front-line and back to a waiting ambulance...

## **MILITARY AMBULANCE**

During WW2 the Dodge Motor Company produced a quarter of a million 3/4 ton 4x4 vehicles... Most were the WC51 Weapons Carrier variants however over 26,000 WC54 Ambulance versions were built and many served on for long years after the war with foreign armies.

This new model, in both winter and summer styles, is only the second one designed and produced by K&C. (The first polystone WC54 Ambulance was manufactured back in 2000).

As you can see these new versions can be displayed either with a "summer" Normandy collection or a cold-weather "winter" Battle of the Bulge scene... The choice is yours.

**BBA043**



In addition to the stretcher party and the Dodge Ambulance K&C has released the equally famous 1 1/2 ton WC63 Truck, also built by Dodge. Almost 45,000 of these vehicles were built during the war and the K&C version comes complete with driver, detachable "canvas" roof and a .50 cal. machine gun and mount. It can also accommodate groups of seated GI's and extra supplies.

## **STILL FIGHTING**

Four more GI's are still fighting on... trying to hold back the advancing Germans... They are always useful reinforcements for the hard-pressed American forces.

Finally we have a little 2-man set of a young, frightened teenage conscript surrendering to a burly U.S. Military Policeman... For this young lad hopefully his war is over.

K&C's "Battle of the Bulge" series is one of the company's most popular ranges and much collected. Over the years these winter-clad GI's have fought off hordes of German attackers trying to drive a wedge between the Allied armies.

This coming November K&C will be releasing even more "Battle of the Bulge" figures and fighting vehicles... Germans this time!

Read about them in the next "COLLECTOR".



Enjoying a welcome break from the battle...  
These Hurricane pilots relax near their aircraft.



"The Battle of France is over.  
I expect the Battle of Britain is about to begin..."

*Winston Churchill*



# SPITFIRE SUMMER

Britain's Royal Air Force and its role in the Battle of Britain, has played an important part in the King & Country story... K&C's Andy C. Neilson explains why in a new interview...

K&C: Andy, why all the recent releases of Royal Air Forces figures, aircraft and vehicles?

ACN: This year, 2010, is the 70th Anniversary of the Battle of Britain and all of us at K&C wanted to mark this

special time with some special releases.

K&C: Let's go back a little longer... the company has produced quite a lot of RAF related subjects over the years... Tell us about them...

ACN: Yeah, all the way back to 1990-

when we originally released our "First of the Few" fighter pilots and those early plastic and hand-carved wooden Spitfires and Hurricanes.

K&C: What was the reaction at the time from collectors?



**ACN:** Very good considering we were a much smaller company and our profile was subsequently considerably lower. Most of what we produced back then was sold through our own retail outlet in Pacific Place here in Hong Kong. We built up quite a level of support for these hand-carved, hand-painted wooden warbirds among local collectors and overseas tourists and visitors. Our Spitfires and Hurricanes were always in the "Top Ten" of best-sellers.

**K&C:** What other aircraft models did people collect?

**ACN:** Messerschmitt 109's... Stukas... Focke Wulf 190's... and of course, P51 Mustangs. They were the top sellers.

**K&C:** So, here we are twenty years



always on the lookout for special events and anniversaries that we can commemorate and replicate in miniature. The Battle of Britain was perfect for us and it gave us even more opportunity to expand and develop our new polystone and metal aircraft models and accessories.

**K&C:** Your earlier 1999 era plane

So... Hurricane first... Spitfire second. **K&C:** You mentioned more affordable there... can you expand on that?

**ACN:** As you know, over the last few years K&C has produced a fairly extensive line of all-new, upgraded, hand-carved warbirds that have been very well received by collectors all over the world... One big problem however... they were very expensive and, therefore, only for the relatively few, well-heeled collectors. We knew that we wanted to find a practical way to provide a more affordable version for the great majority of K&C collectors. So, we looked again at polystone. As most people know almost 10 years ago we "dipped our toes" into polystone warbirds when we produced an



later and you're still producing Spitfires, Hurricanes and RAF figures and vehicles. Why do it again?

**ACN:** For a couple of very good reasons... As I said earlier this is the 70th. Anniversary of 1940... and that's important. There are still a small band (sadly rapidly diminishing) of pilots and ground crew who should be honoured for their service that saved Britain from Hitler and the world from Nazi domination. At the time Britain stood alone... Western Europe was under the jackboot... America was still on the sidelines... and only the Empire was alongside us plus a handful of brave foreign volunteers. Literally our backs were to the wall and all we had was our Navy and a few hundred Spitfires and Hurricanes and the men to fly them and keep them in the air. It was a very real "David and Goliath" moment...

**K&C:** That's not your only reason... is it?

**ACN:** Of course not, we're a company that's in the business of "selling" history... at least in 1:30 scale! We're

models and aircraft were all in 1:32 scale. Why change to 1:30 for these latest ones?

**ACN:** That's easy... we changed in order that our aviation-related items would match and correspond with all of our more recent 1:30 scale figures and fighting vehicles.

**K&C:** In 2009, you released the Hurricane... why not the Spitfire?

**ACN:** In the real Battle of Britain twice as many Hurricanes took part than Spitfires... I've always had a "soft-spot" for the Hawker Hurricane... It's not as pretty or as graceful as the Spitfire but it's got bags of character and it's much "chunkier" and stronger looking. I felt our principal airplane sculptor might also find it simpler and more straight forward to design and construct... the factory as well. So for our first "new", more affordable warbird all of us believed it would be the perfect one to "cut our teeth on".

Me109 and an F4U Corsair. This time around we had a new factory... new sculptors... an all-new scale (1:30) and better, more advanced technology (i.e. clear canopies, interior cockpit detail, finer painting and better markings.) Simply a superior model.

**K&C:** So, you chose the Hurricane?

**ACN:** Two actually... We did two different squadron markings and both sold extremely well... We even had a sliding "hen house" canopy. At the same time we also had a range of complimentary pilot and ground crew figures to go with the aircraft. As a concept I could see the idea had "legs" and could become a very interesting mini-series all on its own.

**K&C:** So, you were already thinking about Battle of Britain in 2009?

**ACN:** Actually, we began thinking about the 70th Anniversary back in 2008.

**K&C:** How did you decide on the



### mix of famous fighter pilots?

**ACN:** Ever since I was a boy I've always loved reading about "The Battle" and seeing movies and documentaries based on it. The famous names like Douglas Bader (the legless flying ace), Bob Stanford-Tuck and Sandy Johnstone were all well known to me. Believe it or not I met Sandy Johnstone once when I was a schoolboy. Back then my family used to live next door to a Royal Naval Air Station (Abbotsinch near Glasgow, now Glasgow International Airport). Every year there was a Navy Air Day that my Dad used to take Gordon and me to. One year, Air Commodore Sandy Johnstone (formerly of 602 City of Glasgow Auxiliary Air Force was one of the guests of honour). I simply walked up to him and politely asked him to autograph my Navy Air Day programme. I

even asked him what his favourite aircraft was... the answer, not surprisingly, was the Spitfire!

**K&C:** So, following the Hurricane, the Spitfire was a dead cert!

stood by Britain's side in those dark days I chose to portray Al Deere's 54 Squadron Spit... and the man himself.

**K&C:** How does the new 2010 Spitfire compare to the 2009 Hurricane?

**ACN:** From a model point-of-view it's a big improvement... More detail in the carving and a lot more weathered paint



finish i.e. smoke trails from the guns and engine exhausts are the most obvious improvements. Our Hurricane, now that I look at it looks as if it just came off the

chose to go with the Spit were the Austin K2 "Katy" Ambulance and the little Austin Utility (the Tilly). We already had two British Army versions of the "Katy" but we started the "Tilly" from scratch. We also decided that both should have female WAAF drivers (Women's Auxiliary Air Force). Again as a small tribute to the many female members of the Royal Air Force during WW2.

Both vehicles have proved "sell-outs" on their first release.

**K&C:** Any plans for more?

**ACN:** Definitely, there's two more in the works with more planned...

**K&C:** Can you tell us what they are?

**ACN:** If I do, will you promise not to tell anyone?

**K&C:** Yes, of course, remember "loose lips sink ships!"

**ACN:** Well one is an RAF fuel bowser ... we did a hand-carved wooden one many moons ago. I'm



**RAF016  
Spitfire I**

**ACN:** Without a doubt!

**K&C:** Strangely you chose a Spitfire flown by a New Zealander... Al Deere... why was that?

**ACN:** RAF Fighter Command was privileged to have many Commonwealth and Foreign pilots flying with it throughout the war. During the Battle (and afterwards) Al Deere was one of the best known and most popular. Fl. Lt. Deere flew with 54 Squadron and over the five months from May to September 1940 shot down no less than 17 enemy aircraft. As a tribute to all the men (and women) from all over the world who

production line! If I was doing it now I would give it more "character"... i.e. smoke trails, weathering ... maybe even a few holes made by a Messerschmitt's cannon shells!

**K&C:** We've talked about figures, aircraft... what about vehicles?

**ACN:** Thought you'd never ask... When we released the Hurricane in 2009 we also came out with a neat little MG sports car... very British... very RAF... and in racing green... very typical of the time and period. It was a huge success and most popular, however, we knew we wanted to do "proper" RAF vehicles and the two we

looking forward to seeing a new version in polystyrene and metal.

**K&C:** What about the other one...?

**ACN:** I've said enough already... If Helen (K&C's Managing Director) finds out I blabbed she'll have my guts for garters!

**K&C:** Finally, what other aircraft can we expect over the next year?

**ACN:** As you can

understand I can only go into a generalized answer for obvious reasons. Don't want to provide Sten Gun or other competitors with any more additional ideas (let 'em come up with their own). But... at least 3 more will be German... two more British... at least one American and... a possible Italian.

**K&C:** Plus, of course, pilots, ground crews and vehicles...?

**ACN:** Decidedly possible squire... decidedly possible!

**E**VERY YEAR his parents went to Jerusalem for the Feast of the Passover. When he was twelve years old, they went up to the Feast, according to the custom...

After the Feast was over, while his parents were returning home, the boy Jesus stayed behind in Jerusalem, but they were unaware of it.

Thinking he was in their company they traveled on for a day. Then they began to look for him among their relatives and friends. When they could not find him they returned to Jerusalem to search for him.

After three days they

eventually found him in the temple, sitting among the elders and the rabbis, listening to them and asking questions.

Everyone who heard him was amazed by his understanding and knowledge.

When his parents saw him they were astonished. His mother said to

him "Son, why have you treated us like this? Your father and I have been so worried searching for you."

Jesus looked at them, "Why were you searching for me?" he asked. "Did you not know that I am in my Father's house?" But they could not understand what he was telling them.

Then he returned to Nazareth with Mary and Joseph and was obedient to them. And his mother treasured all these things in her heart and the boy Jesus continued to grow in wisdom and stature and in favour with God and men.

LUKE 2

**SP044**

**Temple Mosque Minaret**

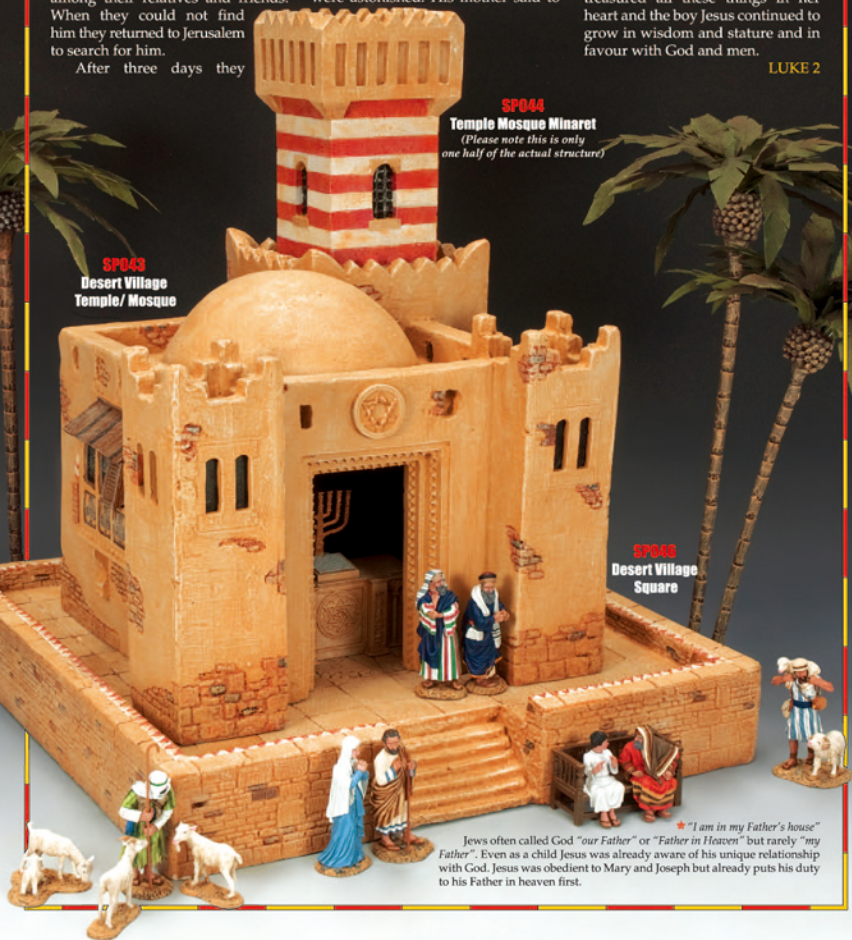
(Please note this is only one half of the actual structure)

**SP043**

**Desert Village Temple/ Mosque**

**SP048**

**Desert Village Square**



★ "I am in my Father's house"

Jews often called God "our Father" or "Father in Heaven" but rarely "my Father". Even as a child Jesus was already aware of his unique relationship with God. Jesus was obedient to Mary and Joseph but already puts his duty to his Father in heaven first.



# JESUS and the Elders

**I**N 2009 we began "THE LIFE OF JESUS" with the Nativity. Using just a few small sets of figures and animals we tried to tell a story that has been told many times before and in many different ways.

Our intention however was to tell it in 1:30 scale using K&C's miniatures and buildings in a realistically authentic way that reflected the true life and times Jesus lived in.

Following the initial success of those first pieces we have moved on to the time, twelve years later, when the young Jesus accompanied his family and friends up to Jerusalem for the "Feast of the Passover".

It was after this visit, on the journey home, that his parents, finding the young boy missing, return to Jerusalem to look for him.

After a frantic three-day search of the city they eventually find their missing son among the revered elders and teachers in the Temple.

## CENTRAL THEME

That moment was to be the central creative theme of this second release. Three of the five sets of figures would directly relate to the meeting between the young Jesus, his parents and some of the elders.

Two other sets of figures and

LoJ006



Jesus, the Rabbi and the Altar

animals would also be available to portray everyday life in the Holy Land at the time of Christ... A goatherder, along with some of his charges and a lone shepherd with a rescued lamb around his neck and another sheep following him.

As a setting for the scene KING & COUNTRY has created a unique display piece... our DESERT VILLAGE TEMPLE/MOSQUE. This large, multi-faceted structure has a Jewish Temple on one side and... an Islamic Mosque on the other. In addition a Tower/Minaret and a special Temple Square piece have been designed and produced to enlarge the scene.

Once a few of K&C's Desert Palm Trees are put into the scene the entire display comes alive!

## FUTURE RELEASES

KING & COUNTRY intends to release new items in this series just once a year... usually in the approach to Christmas. At that time we will feature different events in Christ's life (in chronological order) with the relevant figures and display accessories to

match. There will also be other figures and diorama "add-ons" that will reflect in miniature the people and places of the Holy Land at the time of Jesus.

SP044



K&C's two piece Temple Mosque Minaret

LoJ010



LoJ009



THE IDEA BEHIND forming a Waffen-SS division made up of Hitlerjugend (Hitler Youth) volunteers came from a conversation between Reichsjugendführer Artur Axmann and a senior SS-Gruppenführer Gottlob Berger, who in early 1943 was chief of the Waffen-SS Recruitment Office.

# HITLERJUGEND IN NORMANDY

The two men met in a Berlin office on 16 February 1943 and were discussing the very serious manpower shortage the German Armed Forces had fighting on two fronts.

Axmann suggested that older members of the Hitlerjugend would make ideal recruits for the SS... They were young, bold, politically loyal to the regime (*fanatically so*) and many had already undergone some form of basic military training and were in action as auxiliaries with Luftwaffe flak units.

SS-Gruppenführer Berger could easily see for himself that turning young eager teenagers into battle-hardened soldiers matched perfectly with Hitler's own concept of "total war" then being promoted around an embattled Germany.

## WITH OR WITHOUT PARENTS' CONSENT

Although technically underage to enlist in the military it was agreed by both men that parental agreement was not required for this new division.

Hitler himself approved of this removal of parental permission. Within weeks 10,000

recruits had volunteered and by June 1, 1943 the division was formally raised and numbered as the 12th. SS Panzer Grenadier Division "Hitlerjugend".

## ESPRIT DE CORPS

Right from the beginning it was decided that the majority of officers and NCO's should be seconded from the Waffen SS's premier division "Leibstandarte Adolf

All under the ever watchful eyes of their experienced and battle-hardened NCO's and officers.

On October 21, 1943 "Hitlerjugend's" designation was upgraded from a Panzer Grenadier unit into a fully-fledged Armoured Division.

As their training lengthened and intensified the division brought itself to full operational readiness. By the early months of 1944 the 12th. SS "Hitlerjugend" considered itself "combat ready" and had been brought up to its full complement of almost 16,500 men and boys. By June 6, 1944 the division had been moved into Northern France... ready to face the foe.

## JUNE 6, 1944...

At 3am on June 6, the first reports began to come in of Allied activity in the Normandy area. Within an hour the first Hitlerjugend units were geared up and ready to leave their assembly areas.

Due to hesitation on the part of the German General Staff the division (*and many other units*) were halted in their tracks. Much valuable time was lost... It was not until mid afternoon of June 6, 12 full hours, after the first reports of enemy activity





that the 12th SS "Hitlerjugend" was finally ordered to proceed to the Norman city of Caen to stop and repulse the British and Canadian forces moving towards the area.

This is the precise time that King & Country has chosen to portray with its

WS160

latest release of Waffen SS figures, artillery and fighting vehicles.

### "ACHTUNG TOMMIES!"

As British and Canadian tanks and infantry approach the outskirts of Caen the young SS troopers lie in wait... In the skies above the ripening Norman fields British Spitfires and Typhoons fly unmo- lested supremely confident in their overwhelming air superiority over the German Luftwaffe... On the ground everything appears peaceful... or does it?

August and September 2010 sees no less than eleven sets of small groups and individual figures of "Hitlerjugend" in action. A total of 20 soldiers are available to make up a whole variety of dramatic displays and dioramas that can portray the "Battle of the Bocage" which was the campaign in Normandy.

Among some of the latest sets are **WS165** "The Anti-tank Gun and Crew". Manning a converted, captured French

A young soldier of the  
Hitlerjugend

WS171



"75" gun this 3-man crew prepare to knock-out an approaching British tank.

Meanwhile **WS166** "Machine Gun Set" shows three kneeling troopers with their MG42 gun about to open fire on the unsuspecting infantry following the tank. Elsewhere other young SS men cautiously move into firing positions...

All, however, has not gone in their favour... The group has taken casualties ... two wounded "Hitlerjugend" are helped one young trooper **WS170** lies dead in the dust...

### ARMOUR SUPPORT

Taking shelter near some convenient trees this "HJ" Panther Ausf. A (**WS176**) needs to get off the road quickly to avoid being caught in the open by the scores of rocket firing Typhoons flying all over the battle area.

This latest edition of the Panther is, without a doubt, the most accurate and realistic version King & Country has produced yet...

Providing extra supplies and support for the German troops is our brand-new "Raupenschlepper", **WS175**... This small tracked vehicle comes with a detachable extra load of supplies... metal frame... removable "canvases" cover plus a very nervous driver scanning the skies for those deadly British fighter bombers!

### HJ AND THE BATTLE FOR NORMANDY

By the evening of August 19, 1944 the 12th SS Division "Hitlerjugend" had been in continuous action since the afternoon of June 6. The ensuing campaign had cost them

WS168

dearly... One divisional commander, Fritz Witt, had been killed by British naval gunfire. His replacement, the legendary Kurt "Panzer" Meyer had been captured and virtually all of its armour, artillery and vehicles lost, destroyed or captured in its fighting withdrawal.

What remained of its 16,500 men and boys were just over 600

WS175

Raupenschlepper



survivors who were sent back to Germany to refit, rearm and replace the grievous losses in men and material over the previous three months.

Although the division would be reformed it would always be a shadow of its former self and never achieve the same status or fighting performance of those who fought... and died in Normandy in the summer of 1944.

After many more battles the division (or what was left of it) finally surrendered to the U.S. Seventh Army in Austria on May 8, 1945.

Just 455 men and boys plus one lone tank entered into captivity on that day.



WS170





**AK071(SL)**  
Hans-Joachim Marseille  
& his Bf 109 F Trop.

**AK054**  
AK Newsreel Crew

**H**ANS-JOACHIM MARSEILLE, "Jochen" to his friends, was born in Berlin in 1919. From an early age he showed a rebellious spirit and often got himself into trouble. During his teenage years however he became fascinated by flying and modern aircraft... particularly fighter planes... and he wanted to fly one!

### MILITARY SERVICE

After leaving high school in 1938 the young eighteen year old had to complete a statutory six months service with the REICHSARBEITSDIENST (State Labour Corps). Successfully completing this he volunteered for the Luftwaffe in November 1938 and was made an officer candidate and sent to the Luftkriegsschule (air war school). Although a natural pilot he was constantly in trouble with his superiors and several times came close to being expelled! On one occasion, while on a cross country training flight, he felt the urgent need to relieve himself. Spotting a quiet stretch of *autobahn* (motorway) Marseille landed his aircraft and ran behind a tree to do his business. Some farmers who were nearby saw the plane land and walked over to ask if the pilot required any assistance... As they were arriving Marseille leaped back into his aircraft and flew off scattering the bewildered farmers in his slipstream. Rightly infuriated the incident was reported and Marseille was, for a time, suspended from flying duties.

Finally in July 1940 he graduated with an "outstanding" evaluation for his flying skills plus a record number of disciplinary demerits!

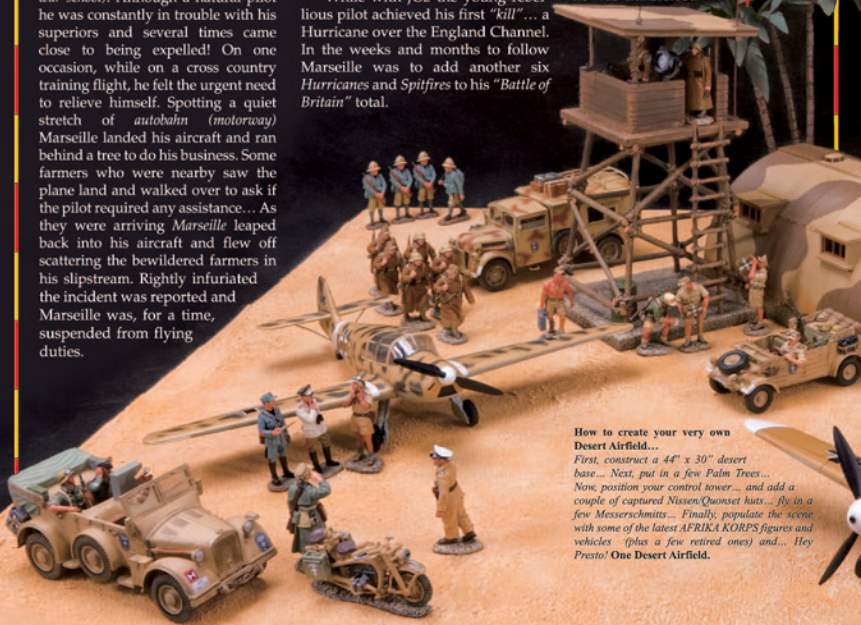
On 10 August 1940, while the Battle of Britain was raging Marseille was posted to Jagdgeschwader 2 based near Calais in northern France.

### EARLY VICTORIES

While with JG2 the young rebellious pilot achieved his first "kill" ... a Hurricane over the England Channel. In the weeks and months to follow Marseille was to add another six Hurricanes and Spitfires to his "Battle of Britain" total.

Although moderately successful in the air he continued to pose problems on the ground... One of his superior officers recalled, "Marseille was a very gifted pilot but he was also unreliable. He had an inability or unwillingness to fly as a wingman for anybody. He wanted the 'kill', and get the glory for himself ... Not stooge around guarding someone else's tail!"

It was also said that he was an inveterate "womanizer" and loved forbidden (by the Nazis) American Jazz. Finally, on 24 December 1940 he was transferred



### How to create your very own Desert Airfield...

First, construct a 44" x 30" desert base... Next, put in a few Palm Trees... Now, position your control tower... and add a couple of captured Nissen/Quonset huts... fly in a few Messerschmitts... Finally, populate the scene with some of the latest AFRIKA KORPS figures and vehicles (plus a few retired ones) and... Hey Presto! One Desert Airfield.



out of JG2 and sent on to another fighter wing *Jagdgeschwader 27* led by the formidable *GruppenKommandeur* *Eduard Neumann*. Neumann recalled later... "Marseille could only be one of two things... a disciplinary problem or... a great fighter pilot. As his commander I decided he would be the latter!"

newly formed *AFRIKA KORPS*. The scene was now set and the stage was ready for *Hans-Joachim Marseille* to achieve his incredible run of victories and undying fame.

His first "kills" came on 23 and 28 April respectively, another *Hurricane* and an American-built P40 "Tomahawk". The next three months were to be a

hours of extra flying and practice paid off... On that day, in just one sortie, Marseille shot down no less than 4 *Hurricanes* from No.1 Squadron, South Africa Air Force.

By mid December he had accumulated 25 confirmed victories and been awarded the "German Cross in Gold".

# 'The Star of Africa'

## HANS-JOACHIM MARSEILLE

### NORTH AFRICA

Marseille's new unit briefly saw action during the invasion of Greece and Yugoslavia in the early part of 1941. Soon, however, orders were received to ship out to North Africa to support Field Marshall Erwin

"dry-spell" with no victories to show for all his efforts. His commander, Neumann however, ordered Marseille to improve his marksmanship, (especially deflection shooting) and operational awareness (being more aware of the overall picture not just your particular corner of responsibility).

Finally on 24 September 1941, the "drought" was ended and the many



★ This particular display can be seen at the upcoming Old Toy Soldier Show at the Hyatt Regency, Schaumburg (near Chicago) between 23-26 September 2010.



## 'The Star of Africa'

### HANS-JOACHIM MARSEILLE

CONT'D.

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#### MARSEILLE'S METHODS

To counter German fighter attacks most British pilots flew in "Lufberry Circles", (in which each aircraft's tail was covered by a friendly aircraft behind).

This tactic could be effective as an enemy pilot attacking the formation could himself be attacked by the covering aircraft.

Marseille's style of attack was to dive in at high speed into the middle of an enemy formation from above or below making a tight right turn and firing a short two-second deflection shot at the nearest enemy plane. Although this very direct approach was extremely dangerous it was also highly unexpected and usually caught the opposition totally by surprise.

Marseille like to fly virtually alone as he preferred his own wingman to keep a safe distance so they would not collide or fire at each other in error. With growing success in the air came rapid promotion and further honours. By May 1942 Hans-Joachim Marseille was promoted to Oberleutnant. Just one month later he became *Staffelkapitan* of "3/JG 27".

#### A CENTURY OF "KILLS"

On 17 June 1942 Marseille scored his "100th" victory and was granted a two-month leave in Germany. There in July 1942, he would receive the "Swords" to his *Knights Cross with Oak Leaves* from Adolf Hitler himself.

By the beginning of August 1942, he began to journey back to North Africa via Italy while in Rome he met Italian dictator Benito Mussolini who personally awarded him Italy's highest military honour the "Medaglia d'Oro al Valor Militare".

23 August 1942 saw Marseille return to combat flying and on 1 September the



ace had his most successful day ever... destroying 17 British and Commonwealth aircraft... 8 of them in just 10 minutes!

This was the most Western Allied aircraft ever destroyed by one German pilot on just one day.

Throughout September 1942 Marseille continued scoring multiple "kills" but he also had more than his fair share of "mishaps". On 15 September he suffered a fractured arm, sustained in a forced landing. As a result he was forbidden by his commander to fly. The headstrong Marseille ignored this order and, on the very same day, borrowed a Macchi 202 of Italian ace Emanuele Annoni for a test flight... Unfortunately Marseille, in an unfamiliar aircraft, made a wheels-up landing and badly damaged the fighter. He was fortunate to be able to walk away from the wreck but, due to his fame, avoid a court-martial!

One of his fellow pilots said afterwards "Jochen was superb in the air, a great ace with a marksman's eye but near the ground—his take-offs and landings fell well below the usual squadron standards!"

Throughout his flying career Marseille had "sailed close to the wind" on numerous occasions and had survived multiple crashes and forced landings. Tragically, on 30 September 1942 his great luck and good fortune finally ran out...

#### DEATH OF A STAR

On the morning of 30 September 1942 Marseille, by now a *HAUPTMANN* (Captain) was leading his *Staffel* of Messerschmitts as an escort for a flight of JU 87 "Stukas" on a routine bombing mission. The mission itself was uneventful, no contact was made with enemy fighters, and all were returning to base.

As the German aircraft flew over the desert sands Marseille's cockpit began to fill up with smoke.

Marseille, temporarily blinded and almost asphyxiated by the smoke, was guided back to the German lines by his two wingmen. Upon reaching the German controlled area the ace's aircraft began to

lose power and drift lower and lower. Fortunately his radio was still working and Marseille informed his colleagues that he thought the craft was becoming "unflyable". He was, he told them, going to bail out!

Back at base they could listen in on the pilots' conversation and prepared to send out a rescue party to pick up the downed hero.

#### FATAL FALL

The standard operating procedure to bail out of an Me.109 was to roll the aircraft onto its back... open the canopy... release the seat straps and fall out and away from the doomed plane.

Alas for Marseille he did not realize that his aircraft had entered into a steep dive and was now flying at well over 400 miles per hour!

As he fell from the cockpit the sudden rush of the powerful slipstream caught his body and smashed it against the vertical stabilizer of the Messerschmitt probably killing him instantly or at least rendering him unconscious. Either way he was unable to deploy his parachute and his lifeless body tumbled towards the ground eventually crashing into the hard desert floor.

So ended the short, but amazing flying career of "The Star of Africa".

In all Hans-Joachim "Jochen" Marseille shot down 158 British, French and Commonwealth aircraft, all but 7 in North Africa.

At first he was buried at the "Heroes Cemetery" in Derna in Libya with *Generalfeldmarschall Kesselring* in attendance. Later, after the war, his remains were reinterred at the German Memorial Gardens at Tobruk also in Libya.

In 1954, a German film, "Der Stern Von Afrika" (The Star of Africa) was released. Filmed in Spain and North Africa it used Hispano Buchons (License built Messerschmitt 109's of the Spanish Air Force) to portray some of the ace's most famous air battles.

Almost 20 years later the reformed modern German Luftwaffe named one of its new barracks "Marseille" in honour of the pilot.

Today, the tail rudder of one of Hans-Joachim's Bf. 109's, now bearing 158 victories, can be seen in the *Luftwaffe Museum* in Gatow near Berlin. It had initially been presented to his family by *Reichsmarschall Hermann Goring* in 1942 but was donated by the family to the museum in the mid 1970's.

