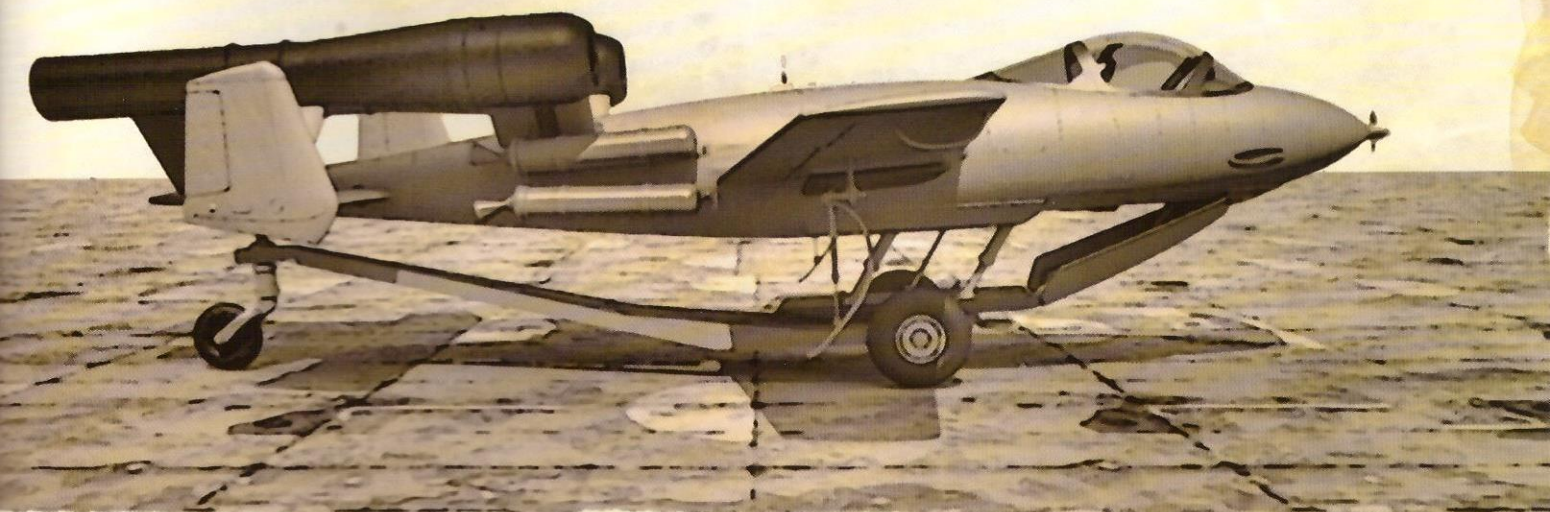


NUR FÜR DEN DIENSTGEBRAUCH

Ef-126 Elli

Ef-127 Walli

Jägernotprogramm



Ausgabe April 1946

Chapter 1

“Keep going, Elli...”

Walli pushed back against the stick with as much strength as he could muster, straining to read the blurred out dial gauges in front of him as the shaking intensified. The 4 Schmidding rocket boosters were furiously burning through their remaining fuel. As the craft accelerated, it began a slow roll. While the aerodynamicists had done everything they could to balance the powerful forces of the rocket boosters by distributing them around the aircraft's roll axis, minor misalignments due to the crude conditions under which they were built, resulted in some airframes experiencing aerodynamic imbalances during the booster-climb phase of flight. The series was put into production before all of the fabrication issues could be worked out, and this morning, Walli found himself at the controls of one of the more poorly-constructed examples.

Zooming skyward to intercept the incoming enemy bombers, his view of the horizon was now blocked by the nose of the aircraft. He tried to check the simple artificial horizon installed on the basic instrument panel in front of him, but the violent shaking, acceleration, and fumes had caused his eyes to water and his vision to blur. He instinctively shifted stick pressure ever so slightly to the right to arrest the roll and glanced out the right side of the canopy to check the effectiveness of his control input. “Steady on” he thought. He had spent a long and sleepless night listening to the muffled booms of the Soviet heavy howitzers in the not too distant towns around the airfield, and was even more tired than usual. But no one cared about his exhaustion. Not his squadron mates, certainly not senior leadership. Ironically, the only people who might care about his mental state were the fresh-faced young bomber crews that were now racing to meet him in battle in the deep blue sky over Rostok. They knew that his fatigue would diminish his combat effectiveness, effectiveness honed by years of training and fighting, fighting in the early invasions, fighting over the Eastern Front. The young crews speeding toward him now would need every advantage they could get, however slight. Walli thought of the irony of being bested in combat by someone 15 years younger, with fewer than 20 hours of combat under his belt. Fatalism was creeping into his thoughts increasingly these days. Maybe it was the fatigue. He was keenly aware that fatalistic thinking was not only forbidden, but could actually weaken his resolve to achieve a successful outcome in battle. Still, he had been fighting for so long now. It was so cold, and the fumes were stinging his eyes.

A brilliant yellow light bloomed off to his right just as his craft bucked under him. The shock jolted him out of his wondering thoughts as he turned his head to identify the source of the light. A dazzling, crackling ball of fire and aircraft parts was arcing away from him, trailing flame and puffs of smoke as it slowed and started rolling off to the left before exploding, shooting pieces off in all directions, each one leaving a smoking trail in its fall back to earth. He recoiled impulsively.

A familiar electrical feeling shot down his spine, from the base of his neck to his stomach. It was a mix of anger and sadness, shock and sorrow. Muted horror and white-hot rage washed over his mind in rapid blasts, each yielding to the next so quickly that he couldn't keep up. Just like that, his friend Rolf was gone. They had flown together on the Eastern Front. They got along famously, sharing captured bottles of Russian Vodka, and the top-scoring pilot slot in the squadron for a while, until Rolf was shot down one morning on a patrol. Rolf spent a

few months in a hospital back home, recuperating from his wounds before returning to the front. Walli always thought that Rolf was different after that. It wasn't just the burn scars. Walli could never put his finger on exactly what it was, or whether it was even true, or just his own imagination. The young Russian pilot who had shot Rolf down had been lucky. The shot that nearly ended Rolf's life was not well-timed, nor well-aimed, but just a round that had gone wild and hit the fuselage fuel tank of Rolf's Bf-109, setting it ablaze and forcing Rolf to bail out over enemy held territory. For a moment, Walli thought of his own 9mm pistol, and wished he had it with him now, in case... A couple of weeks after Rolf had returned to the squadron, and settled back into combat routine, Walli had a chance to talk with him about getting shot down that day. "There was nothing I could have done Walli. It was... it was just... damned luck!"

And now with a flash of light, Rolf was gone. Another one, gone. Another friend, another squadron mate who had dodged countless bullets and walked on charmed air through 6 long years of all-out war, had been lost to a faulty fuel line connection, or a sub-standard bolt letting loose, or poor quality metal fatiguing and catastrophically yielding to the explosive forces that were again hurtling him and his plane skyward. The fumes and cold and vibration made his eyes water even more now, and he raised his left hand to his face to raise his goggles enough to wipe away the accumulating moisture in his eyes. His face flushed red with emotions. He wiped his eyes quickly and dropped his goggles back into position, adjusted them slightly, fixed his gaze forward on the simple glass gunsight in front of him, and clenched his teeth. As quickly as Rolf was gone, a strange calm now arrived. Calm that comes from intense focus on a task. The bombers were coming into range.

Walli lurched forward against his belt straps. "Scheisse!" He had let himself get distracted, and the burnout of the Schmidding rocket boosters had caught him off guard. He reached for the T-shaped handle just ahead of the throttles and pulled hard. The 4 small retaining pins locking the front end of the rockets retracted, and a small spring in the forward mount pushed the front end of the now-empty booster rockets away from the fuselage a few centimeters. Aerodynamics did the rest, and slapped the rockets away from the fuselage. The ear-splitting buzz of the twin Argus As 014 pulse jet engines was only slightly less violent than the Schmidding boosters crackling roar but the deafening violence decreased some, and Walli felt a little relief. The booster phase was the most dangerous part of the mission. Even more than the attack phase. Rolf's death was more proof of that. Clusters of the empty rocket boosters were now free-falling back to earth around him as Walli and his remaining squadron mates rushed up at the massive, naked aluminum bombers.

In his mind, Walli knew that the war was lost, but he still resisted against the comforting fatalism that some of his squadron mates had embraced in these last days. He knew that he had to throw himself into this fight with everything he had. He always had. He had always been a fighter. Only his motivations had changed. In the early years, it was his love for flying and his desire to master the powerful machines of the day that drove him to seek a commission as a flying officer. When the war began, it was his national pride, and belief in the power of the righteous Volk. As the war mired in the eastern mud and eventually turned, moving speeches had beckoned him to avenge his fallen brothers and to "strike a blow". Now, with the wheels of the machine coming off and the dark vision of a bleak future crystallizing into the massive clouds of aluminum before him, and below him into the ant-like armies of Soviet tanks and troops, his only goal was to delay. His war had re-aligned along a very personal axis that ran East to West. His only thoughts now turned to his beloved Elfriede, "Elli", and her desperate escape to West. His only purpose now was to do whatever he could to slow the Soviet advance

and buy her more time. He knew that every additional hour that it took the Russian army to advance one more kilometer gave Elli just that much more time to reach the American forces in the South.

Walli took advantage of the lightened control input forces that came from the booster rocket burnout and leaned forward to grab the gun-charging handles under the instrument panel. He pulled the left handle back as far as it would go, then released it to slam back forward against the stop. He hoped the guns didn't jam this time, and that his ammunition was good. Command had forbidden all attacks on ground targets and insisted on focusing all resources against the bombers, but Walli knew that Elli's best hope was in slowing the forces advancing from the East. His private war-plan was to make a single gun run on the American bombers, then to peel off in the ensuing chaos and head South to strafe the approaching Russian column with his remaining gun rounds and rockets. A swift end in a ramming attack on the bombers fleetingly entered his mind, but an unshakable mental image Elli, cold and trudging West through the winter snow, his 9mm pistol tucked into her thin coat pocket with 3 rounds, all he could scrounge the morning they said goodbye, loaded in the magazine, shook him out of it.

By that time the bombers were mostly returning to attack bombed-out factories and evacuated cities. Such was the industrial might that the Western enemy had brought to bear at that point in the war. While every liter of petrol and round of ammunition was precious to Walli and his comrades, the Americans seemed to be piling up bombs while running out of meaningful targets. He both admired and hated them for it.

In a flash of light, the bomber in front of him to the right erupted in flames as the pilot of the Ef-126 off his right wing opened fire with a full salvo of all 24 RS4 rockets. The aluminum giant's right wing buckled and folded up over its fuselage as it rolled to the right and began to nose down. He decided that this was his moment. He aborted his own attack run and rolled hard to the left. He turned through 120 degrees, leveled out, pointed the nose at the ground to unload the wings and pick up speed, and headed South. He looked up and over his right shoulder to see two more bombers going down, trailing smoke, and was convinced that his guns and rockets would not be missed in this particular fight. He pointed his little fighter, with its full combat load of cannon rounds and rockets, toward the last known position of the advancing Russian column, and held the throttle against its forward stops.

"Keep going, my dear Elli." He whispered. "Keep moving."

Ef-126 / Ef-127

The Junkers Ef-126 / Ef-127 was an experimental fighter that was proposed as a response to the “Jägernotprogramm” or “Emergency Fighter Program” request for proposal issued by the Luftwaffe High Command. The type featured 2 MG 151 mm canons on each side of the cockpit (similar to the He162 Salamander). While the initial design was supposed to use a single Argus As 014 pulse-jet engine, it was quickly found to be underpowered in that configuration. Various alternative propulsion options were explored, including a dual Argus As 014 configuration, a Walther 509C rocket motor, like that carried by the Me263 experimental fighter, and a single Jumo 226 pulse-jet. The type was to be built utilizing wood for the flying surfaces with an aluminum fuselage and key structural elements. 4 Schmidding rocket boosters were arranged circumferentially around the rear fuselage in an arrangement similar to the Bachem Natter Ba 349, another design submitted to fulfill the requirements of the Emergency Fighter Program, to make it possible for the Ef-126 / Ef-127 to take off under its own power using a wheeled trolley. Landing was facilitated by the addition of a retractable skid and fixed wingtip protective skids. The Das Werk Ef-126 / Ef-127 kit is designed to be built in one of three main versions, with countless variations of final configuration possible. It can be built with or without booster rockets, in the takeoff configuration (sitting on the trolley), in the landing configuration (with the landing skid deployed), in a factory assembly configuration (with or without wings installed and resting on the wooden factory cradle) and in a number of various tail configurations. While the Ef-126 / Ef-127 never served in combat, we believe it is a beautiful aircraft design that would have looked quite attractive in a variety of late-war paint and markings schemes, and so we have included 7 different markings options and paint schemes. While the color schemes and decal placement guide shows each scheme applied to a particular configuration, the markings can be applied to any version. We hope you will have fun letting your imagination soar a bit and will explore the possibilities.

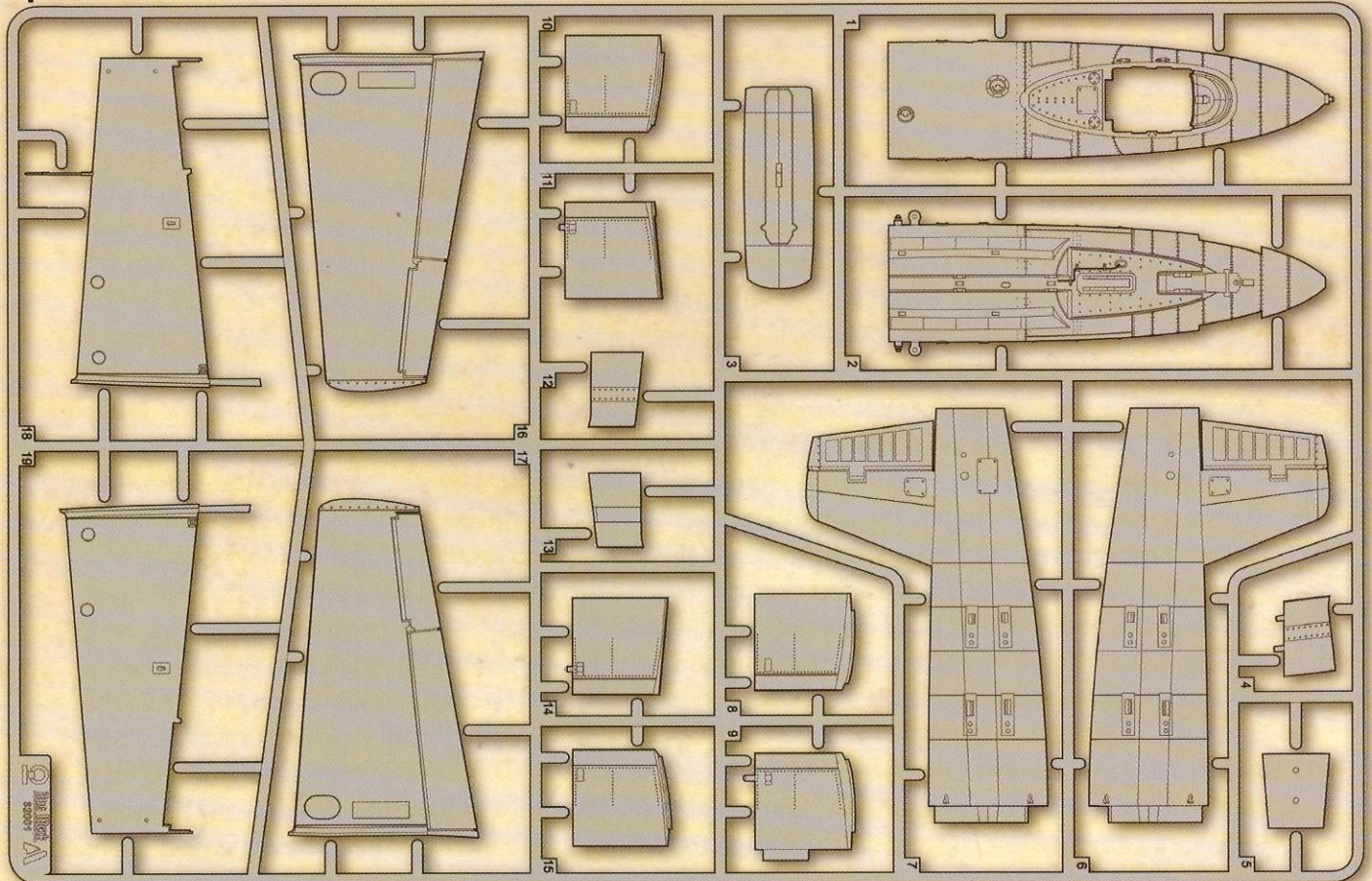
Warning: Choking hazard. Keep small bits and pieces away from toddlers. Use paint and glue in well-ventilated areas only, away from open flame. Wear protective gear while working with knives and while sanding. Protect your lungs from dust and fumes. Beware of sharp edges.

Assembly: read the instructions carefully before starting assembly. Dry-fit parts and sub-assemblies before installing them. Use a primer to spot small irregularities before final painting.

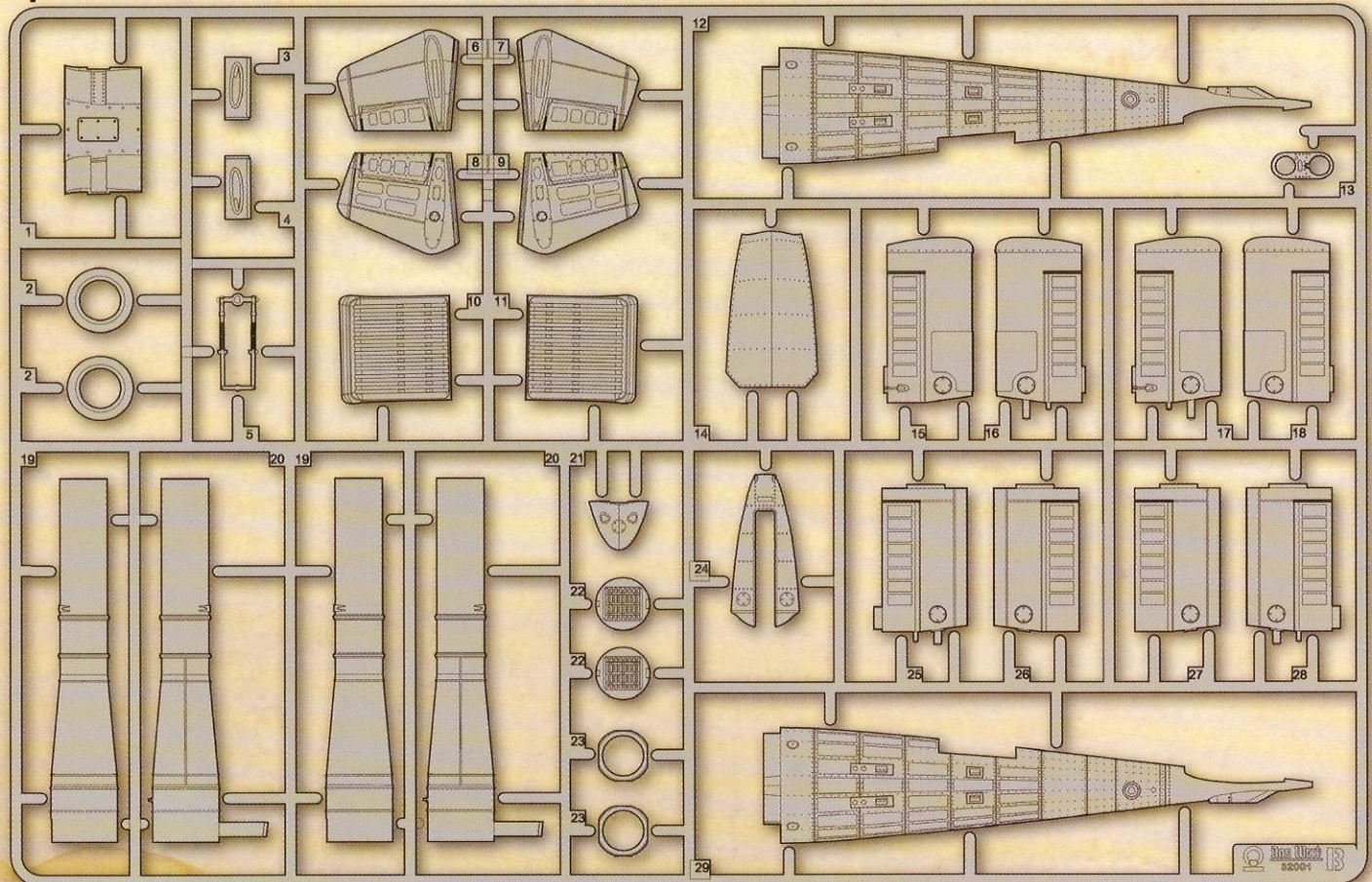
Painting: Always run a paint test bed parallel to the project. Test chemical reactions and products from different brands for compatibility before combining different products on your model. Use the test bed to experiment with weathering effects as well. A test bed can also help with adjusting airbrush settings before turning the airbrush on the model.

Decals: Soak decals in warm water until they become loosened from the carrier film. Consider using softeners and setting solutions. Avoid trapping air bubbles under the decal. Seal decals with a clear coat after they have thoroughly dried.

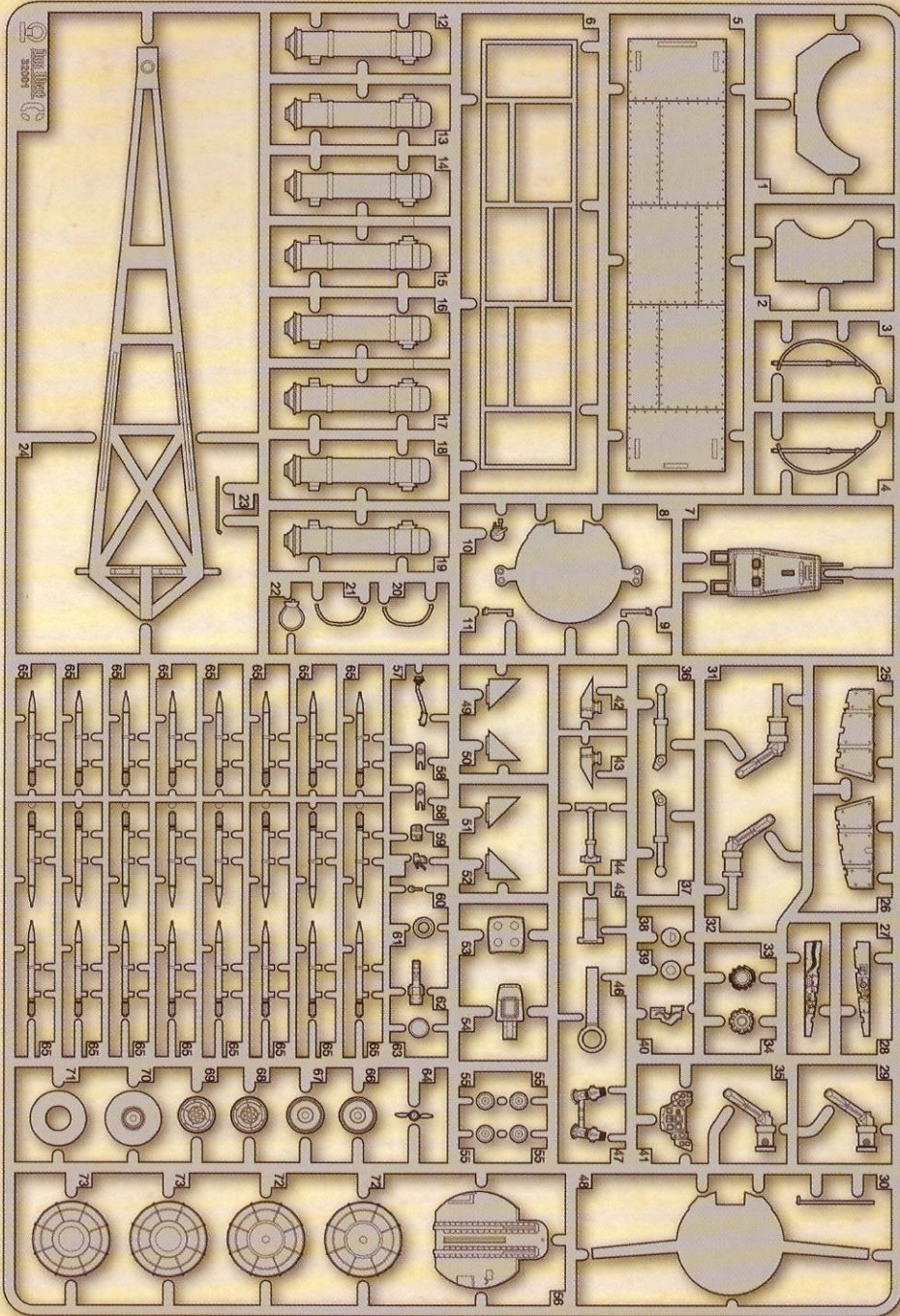
Sprue "A" x1



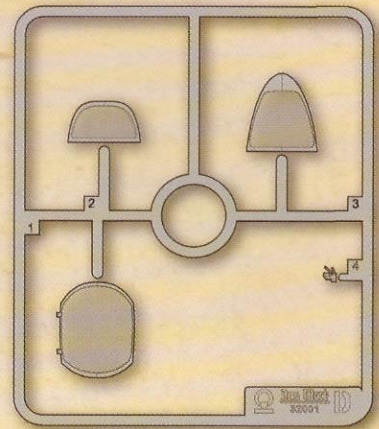
Sprue "B" x1



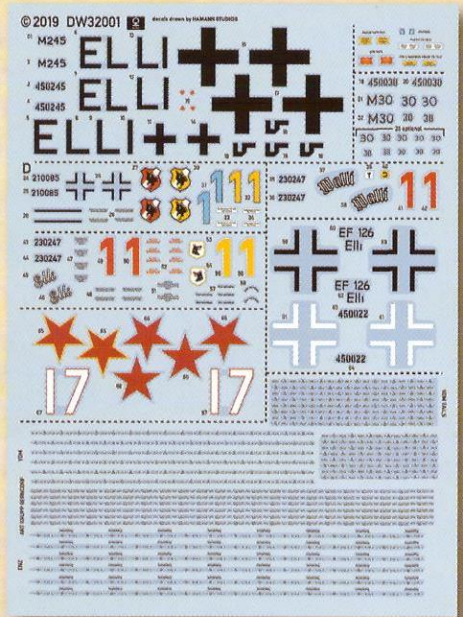
Sprue "C" x1



Sprue "D" x1



Decal x1



SAND / FILE



DRILL



CUT / TRIM



REPEAT



REPEAT



CHECK WHEN COMPLETED



USE CA GLUE



NO GLUE



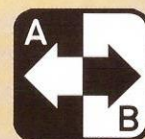
PAINT



DECALS

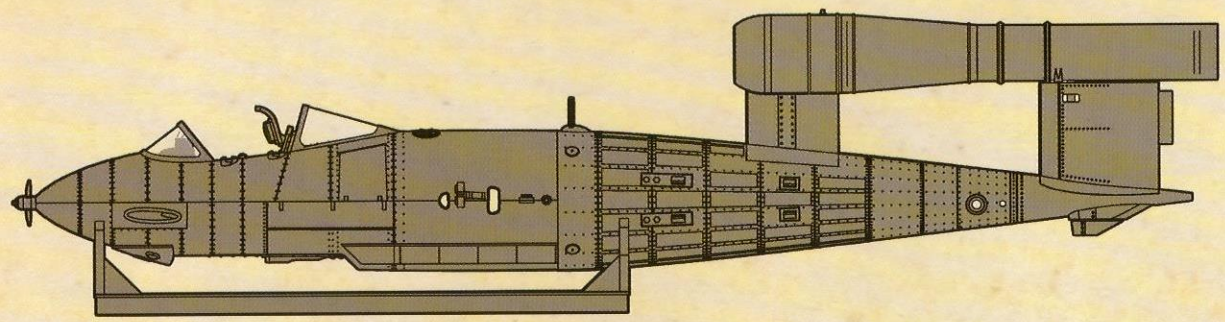


CAUTION

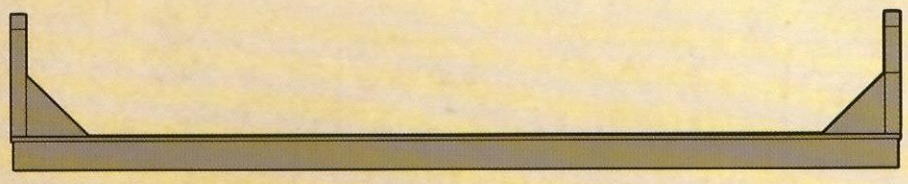
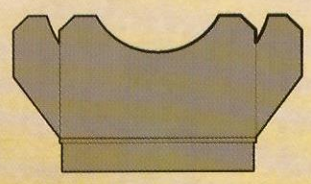
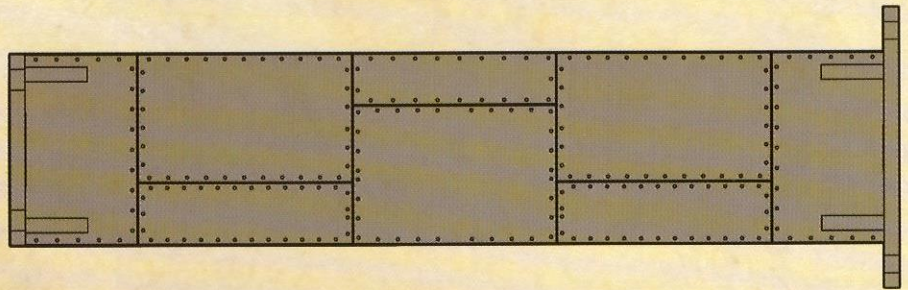
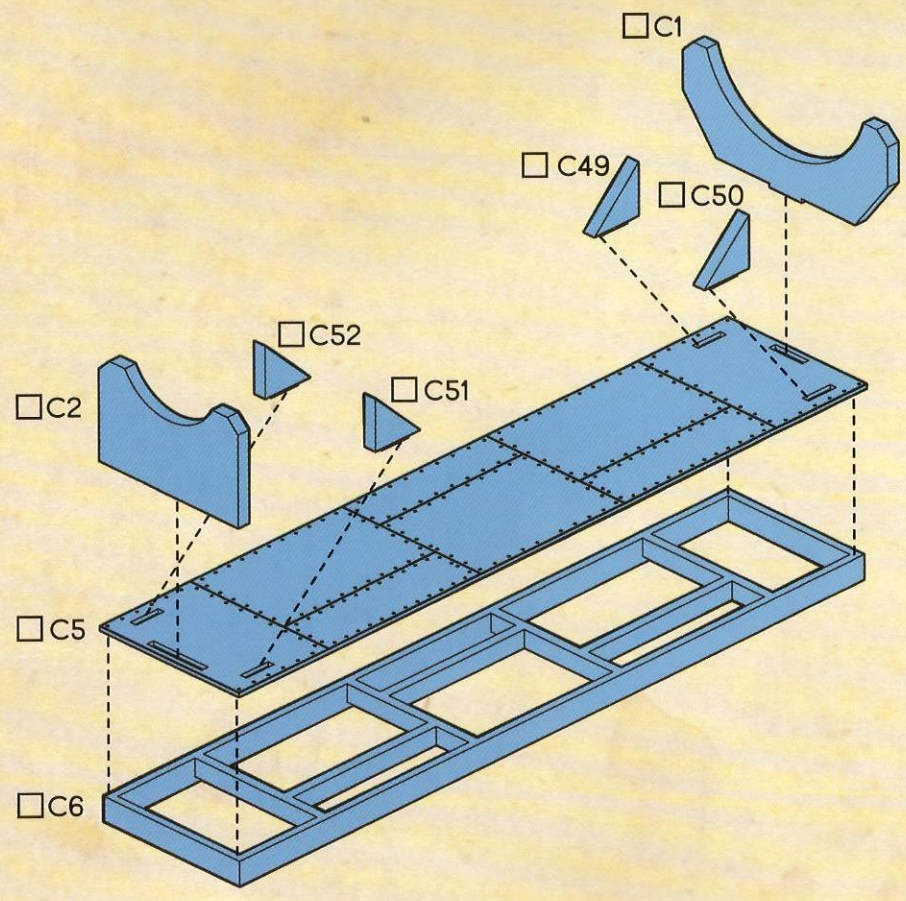


OPTION

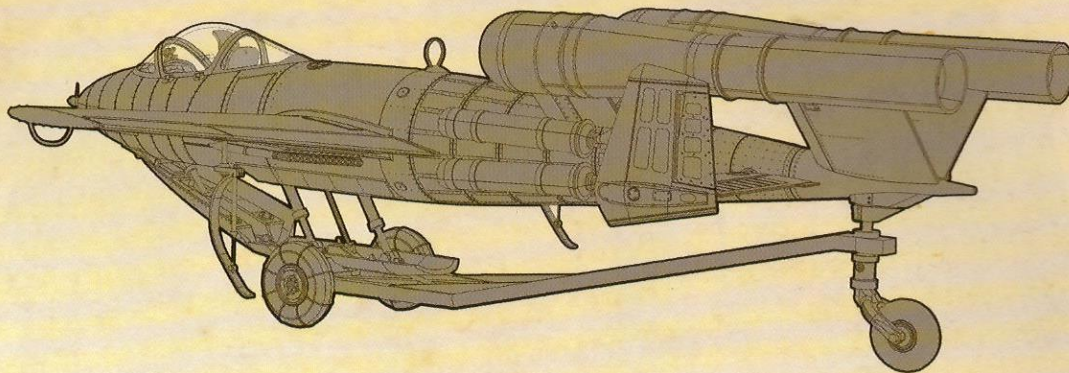
Factory scene



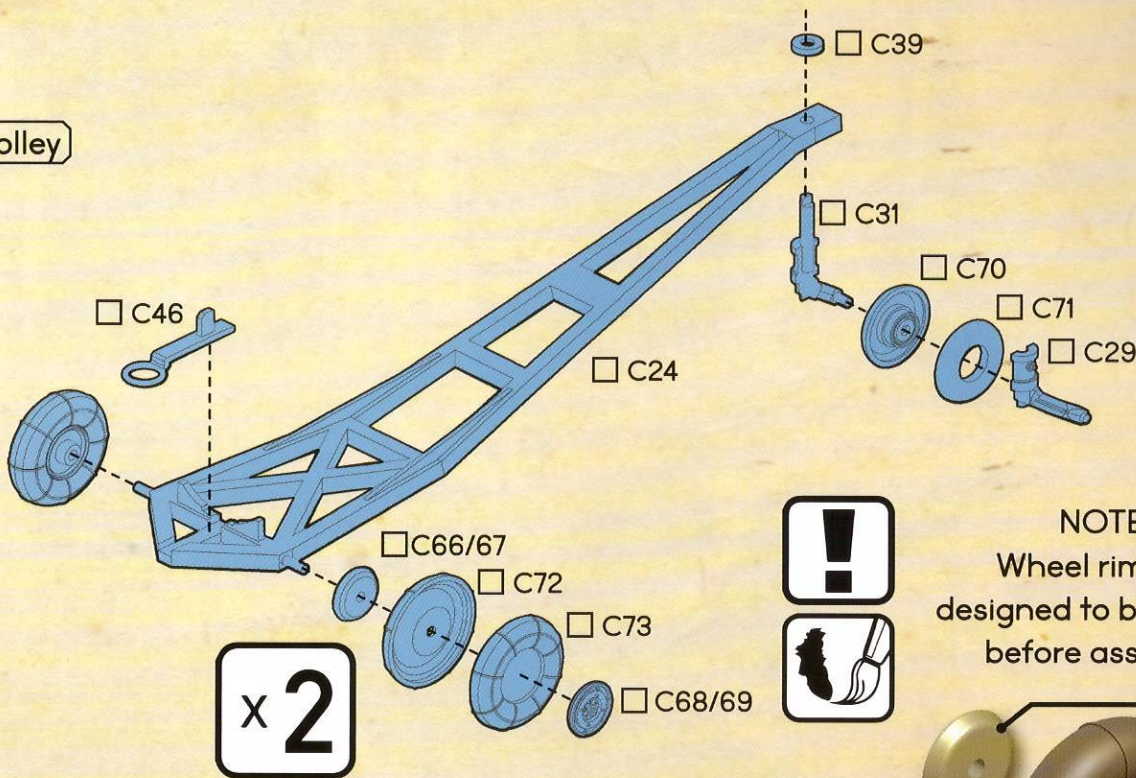
1: Cradle



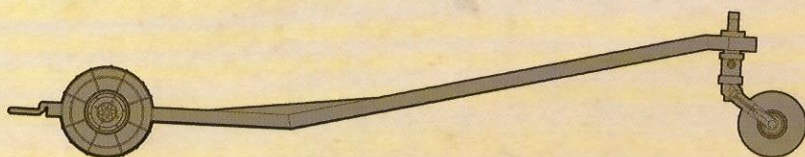
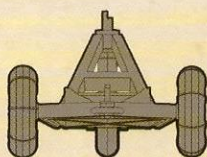
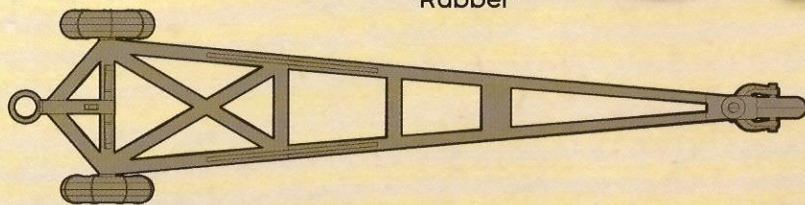
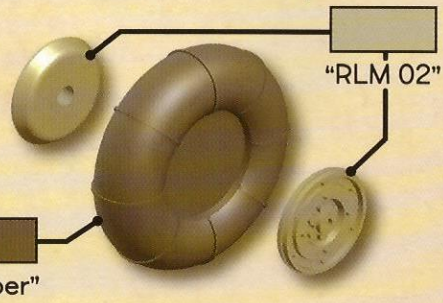
Takeoff / Taxi Trolley



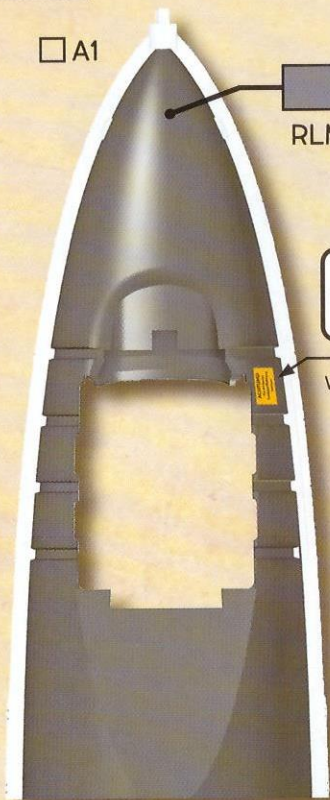
1: Trolley



NOTE:
Wheel rims are designed to be painted before assembly



Cockpit colors



A1

RLM66

C41



"BLACK" dials
White details

C28

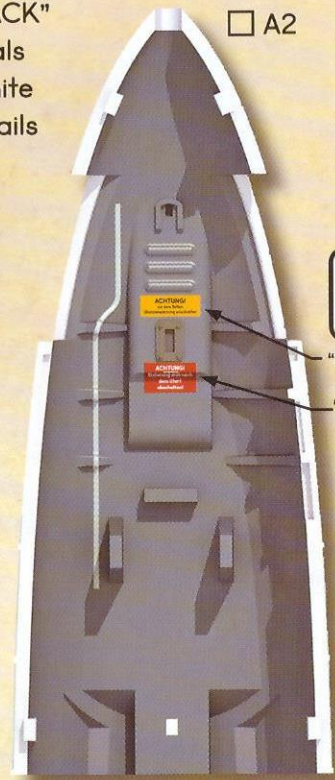


"STALL WARNING"

C27



A2



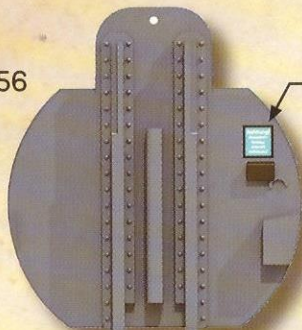
"STALL WARNING"

"GUN SAFE"

C56



"OXYGEN"



3.1: Cockpit

C48

C56

B3



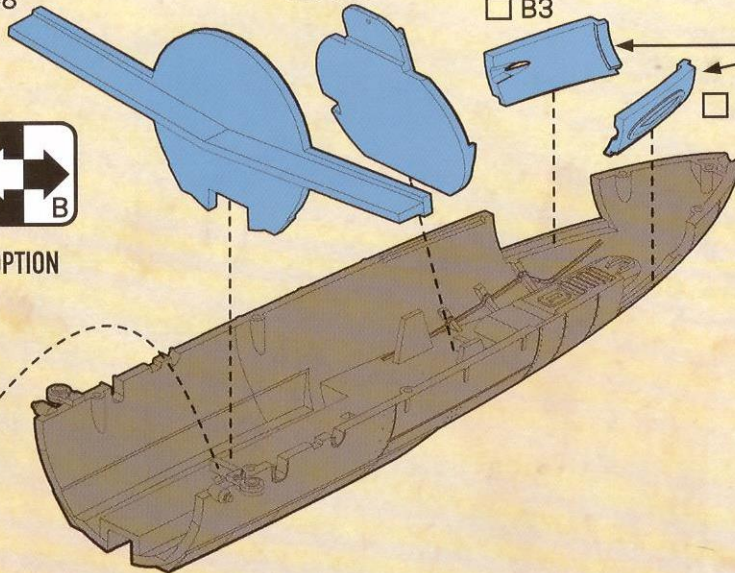
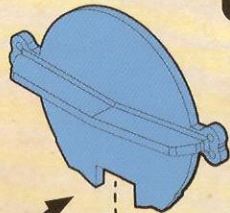
NOTE:

Allow parts B3 and B4 to dry thoroughly before adding upper fuselage in step 4.1



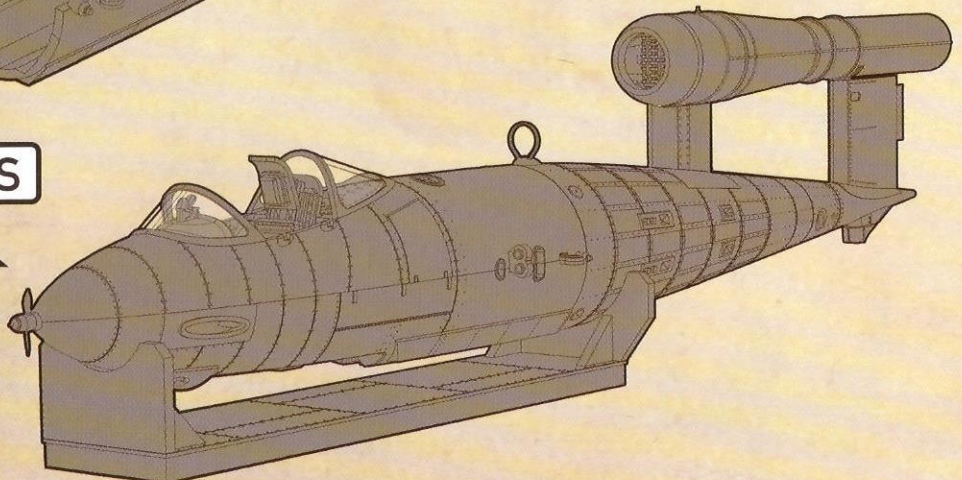
OPTION

C8



DISMOUNTED WINGS

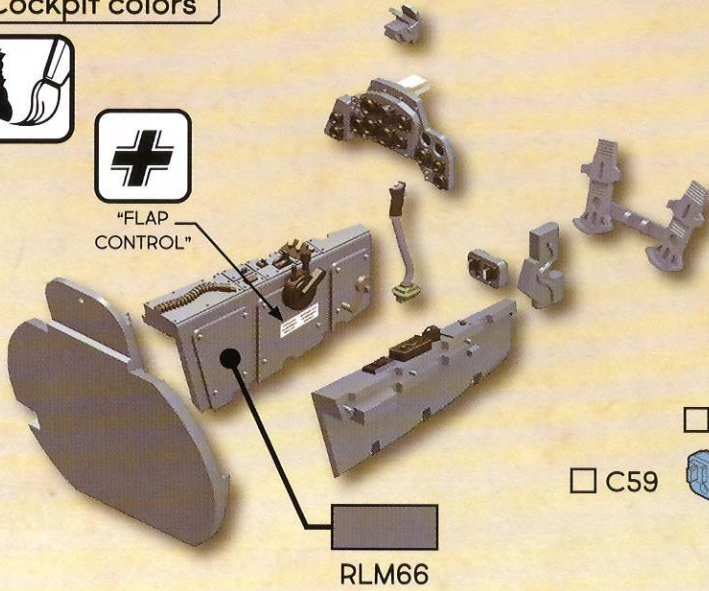
NOTE:
Use part C8 instead of C48 to build a factory scene.



Cockpit colors



"FLAP CONTROL"



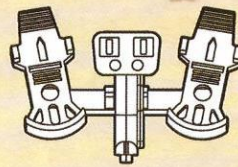
RLM66

C47

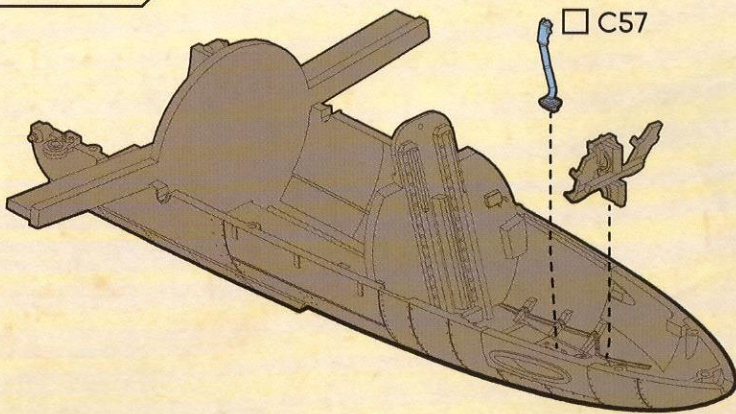
C40

C59

3.2: Cockpit



3.3: Cockpit



C57

3.4: Cockpit

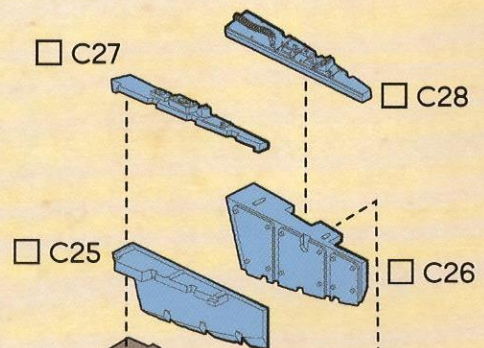
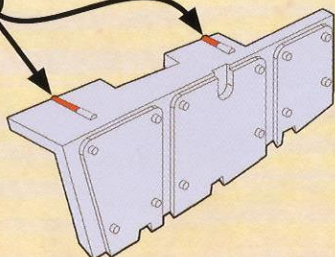


NOTE:

TRIM 2 MM FROM LOCATOR BUMPS OUTBOARD



CUT / TRIM

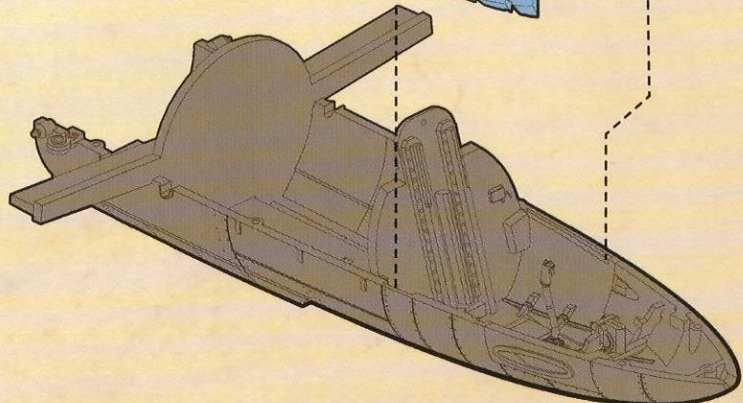


C27

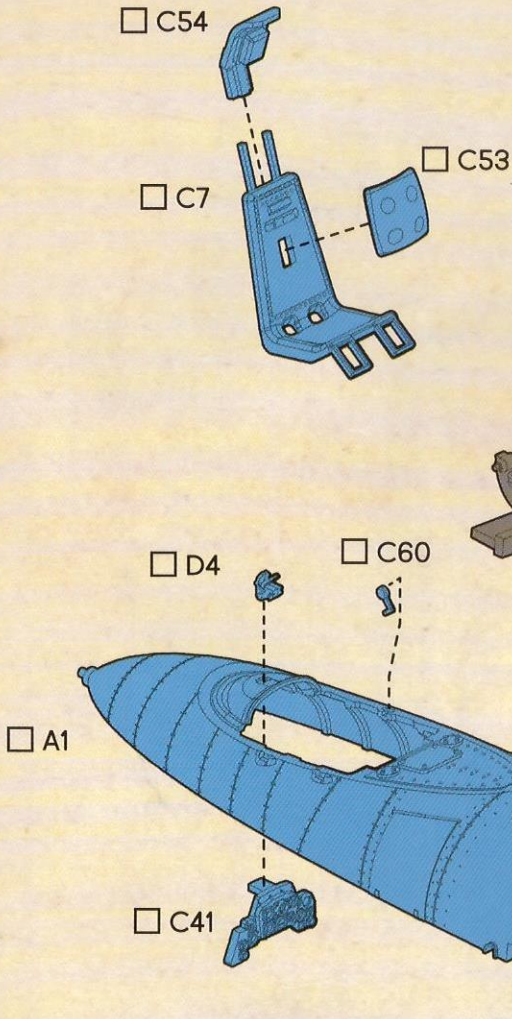
C28

C25

C26



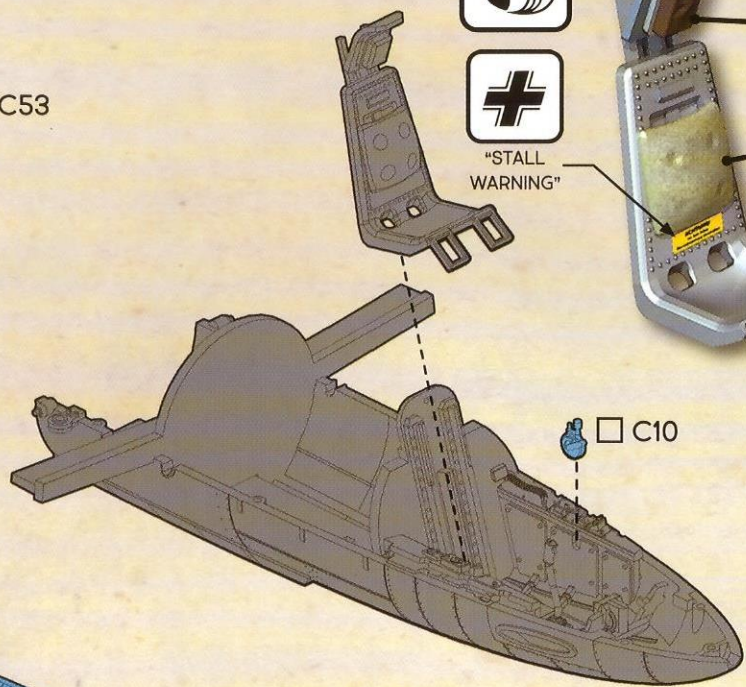
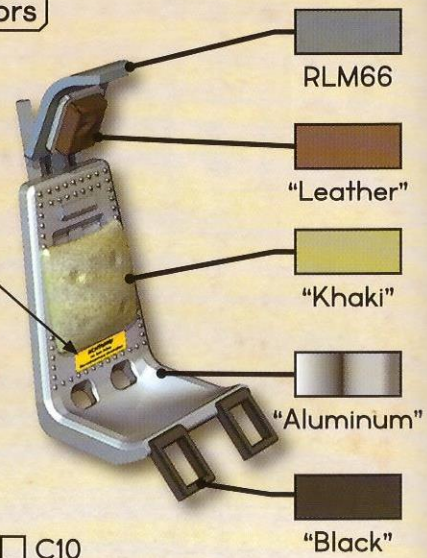
3.5: Cockpit



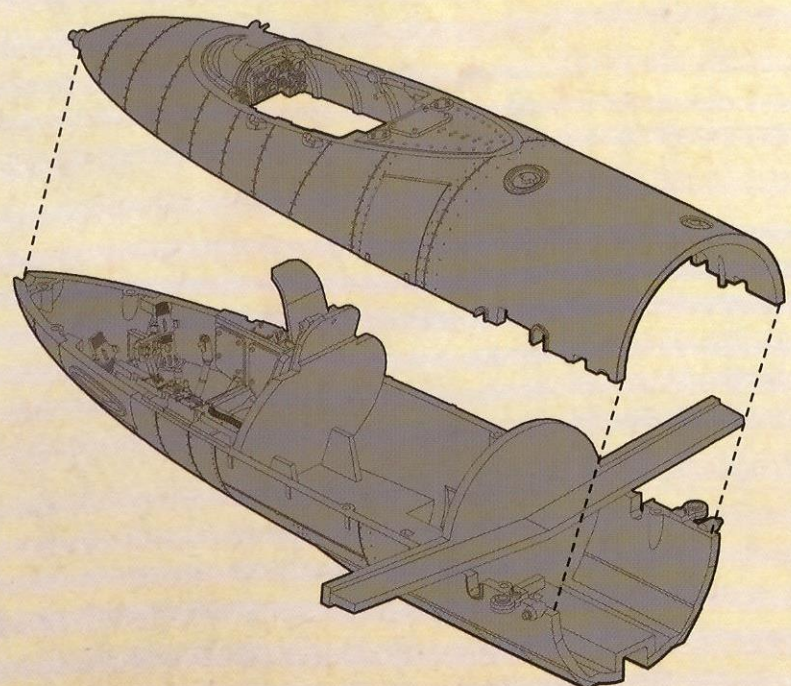
Seat colors



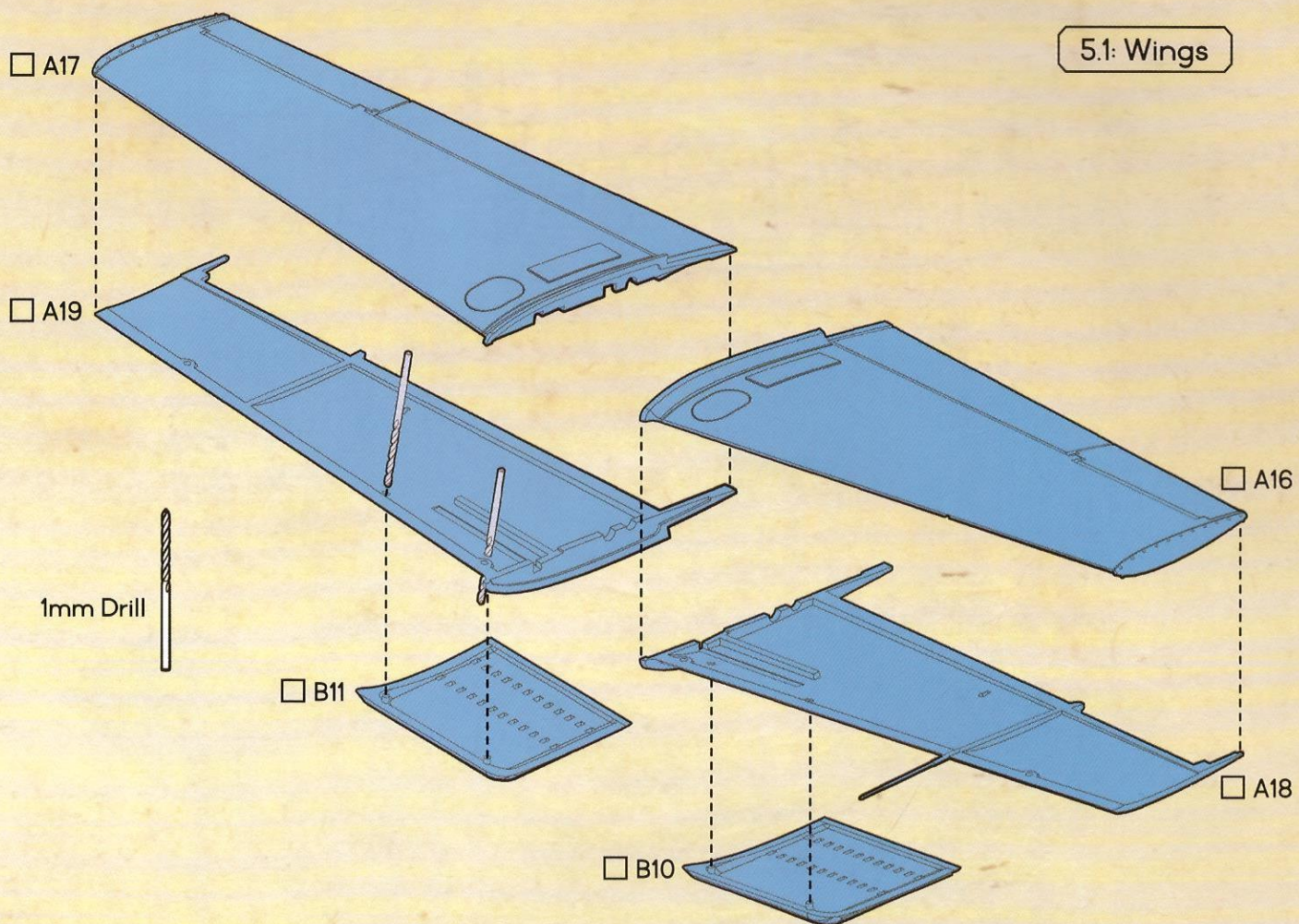
"STALL WARNING"



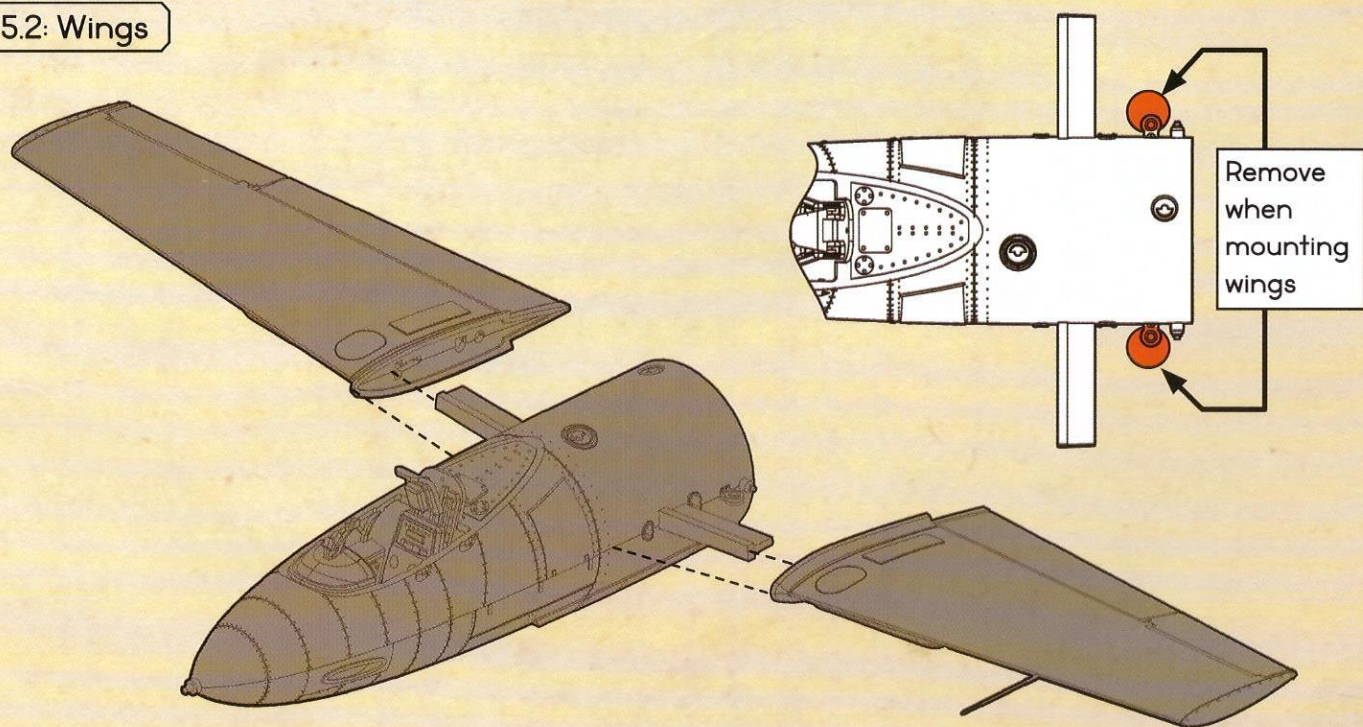
4.1: Close forward fuselage



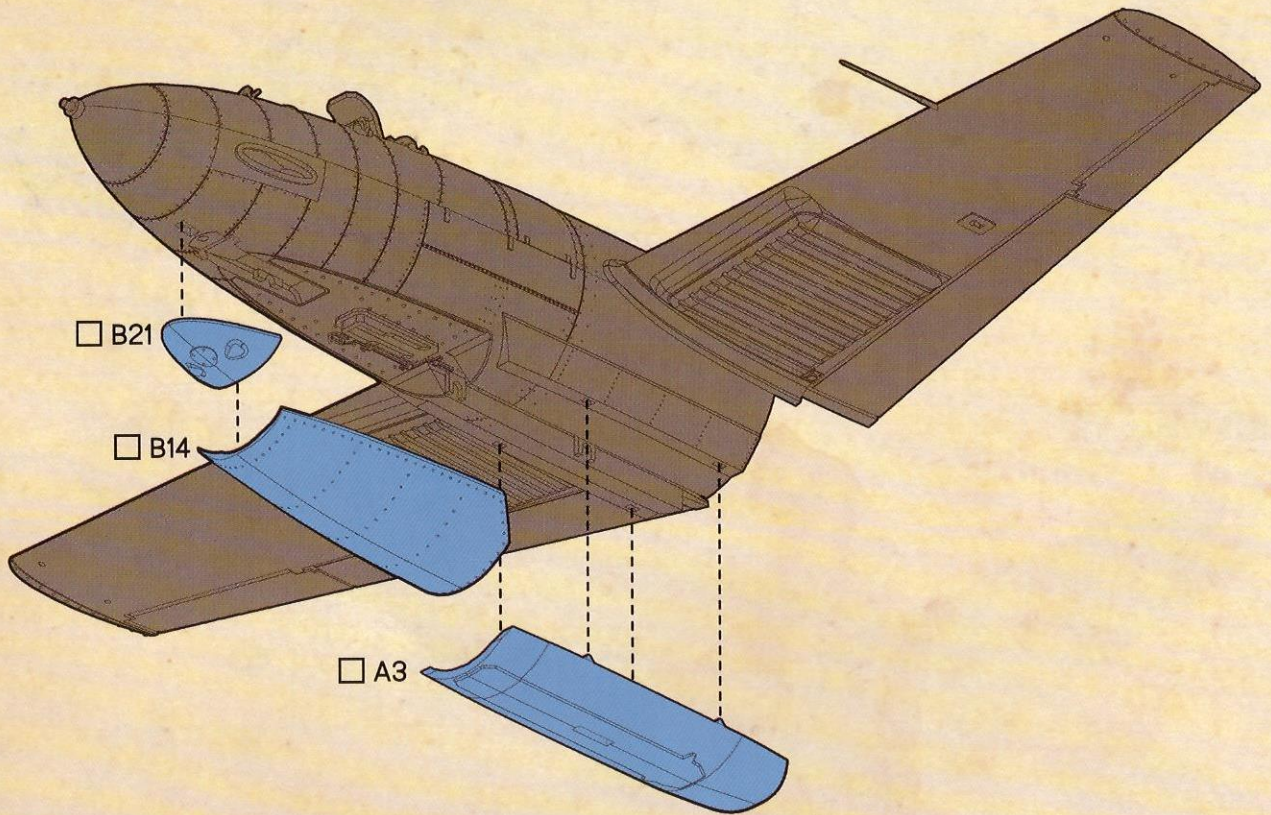
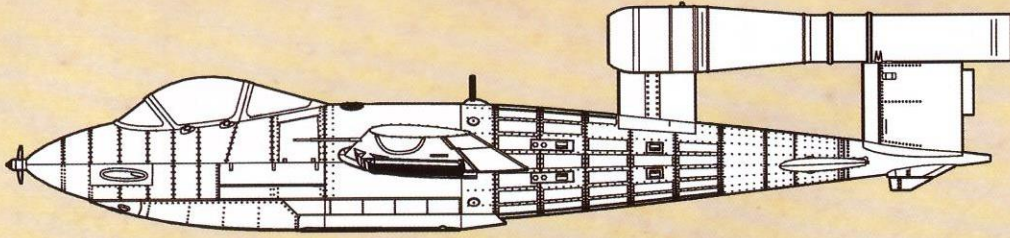
5.1: Wings



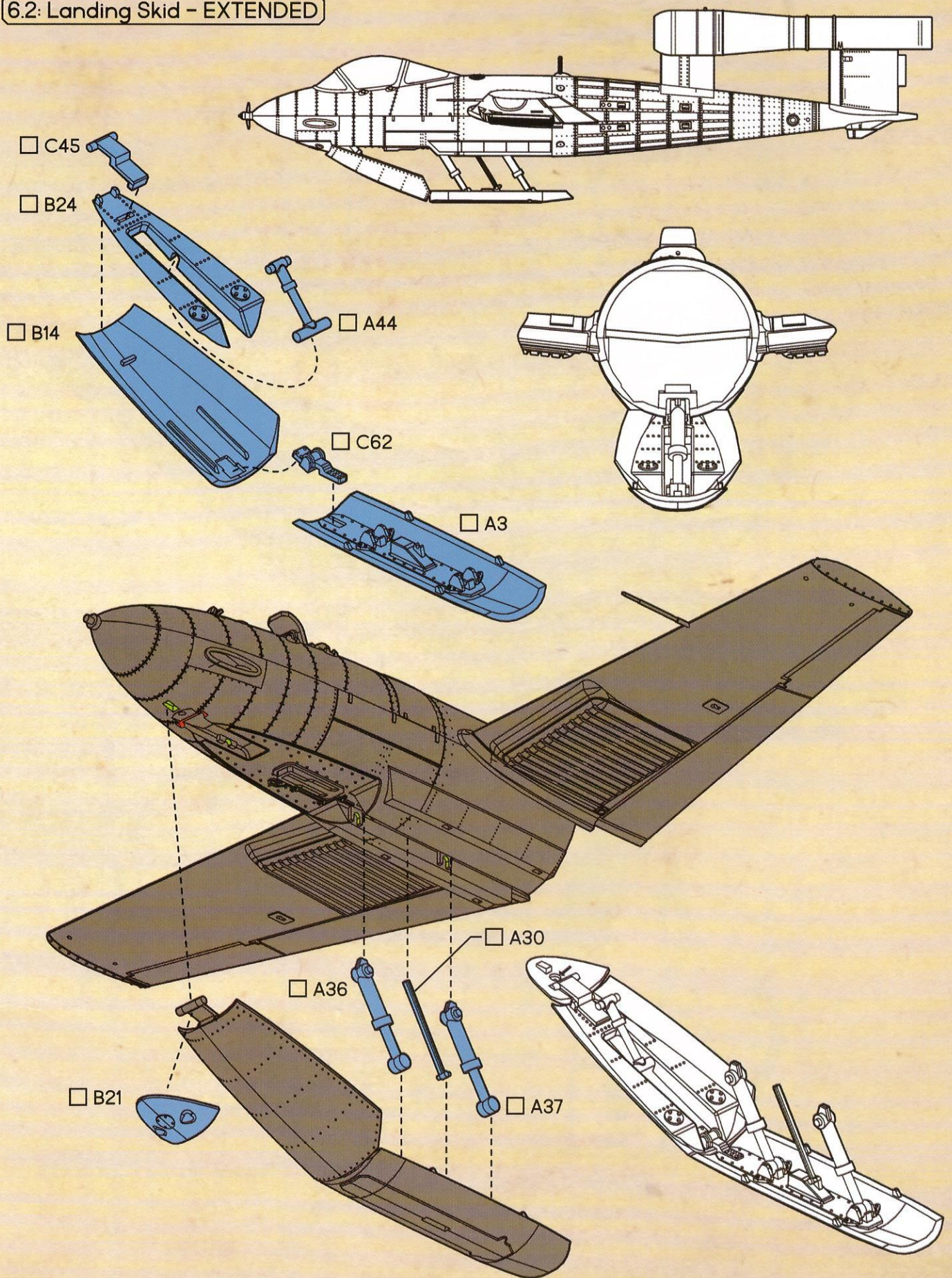
5.2: Wings



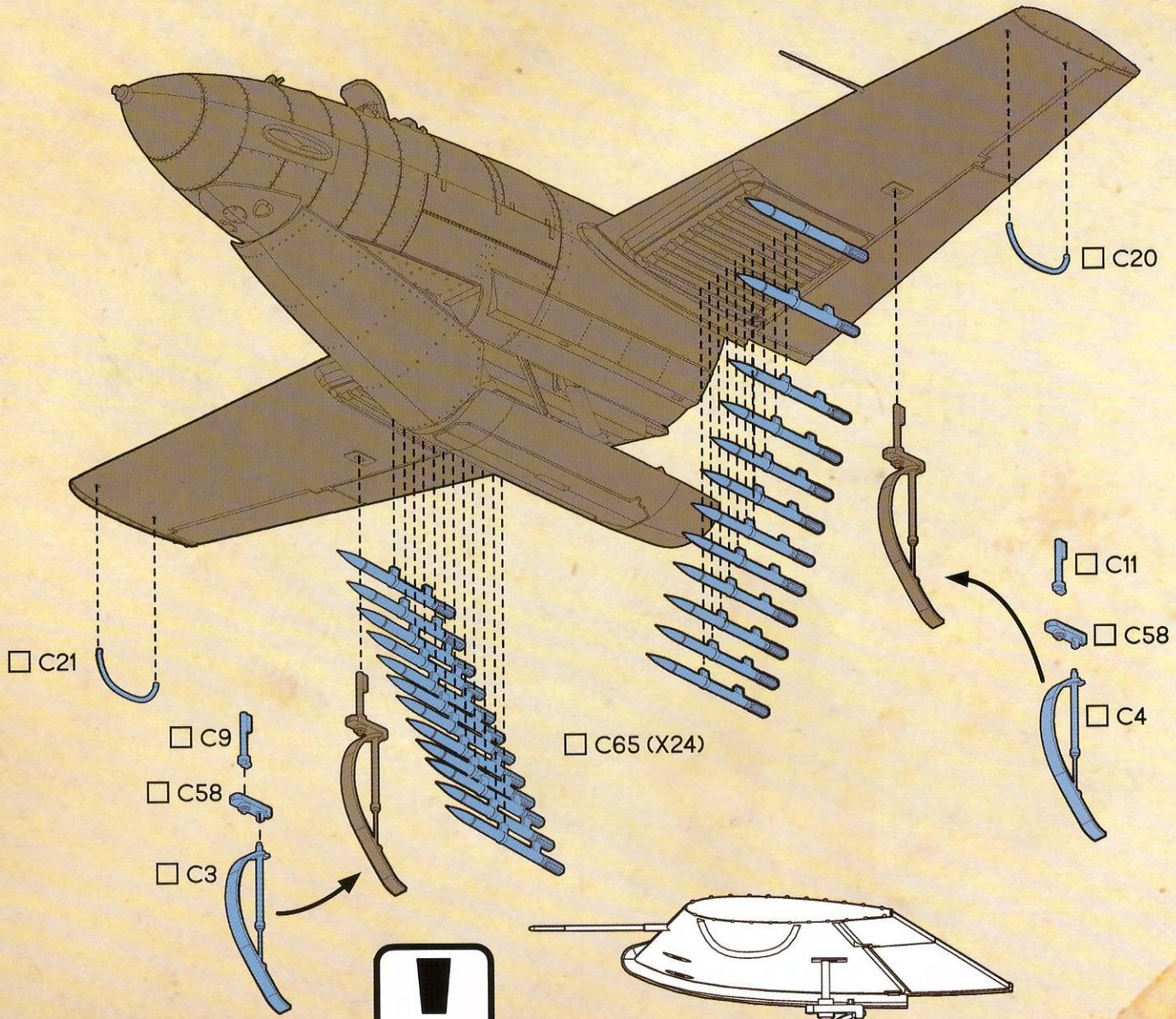
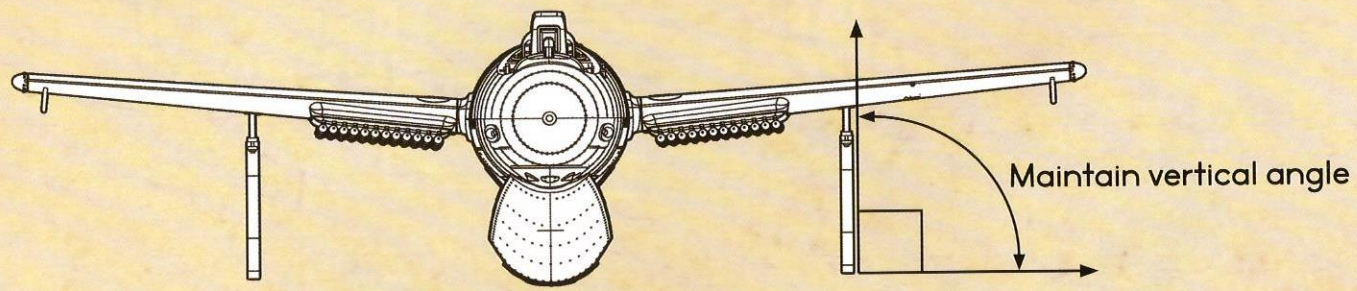
6.1: Landing Skid - RETRACTED



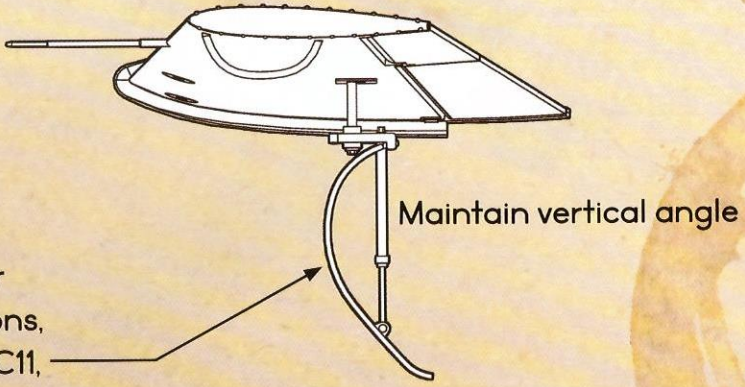
6.2: Landing Skid - EXTENDED



6.3: Wing details

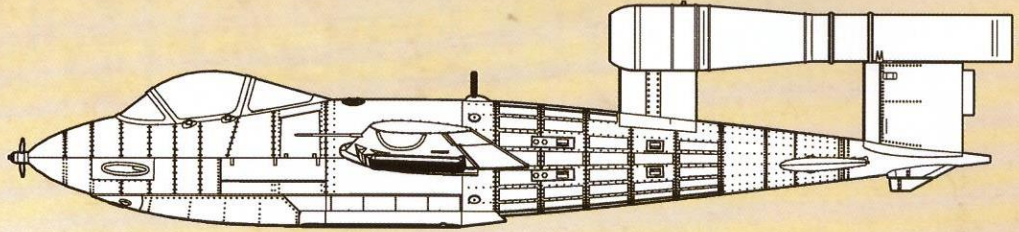


NOTE:
 For in-flight or post-flight versions, OMIT parts C9, C11, C58 (x2), C4, and C3

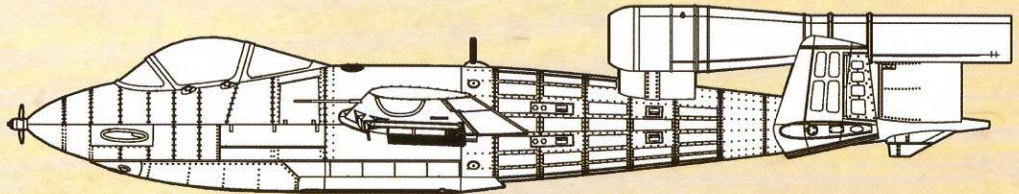


Choose engine configuration

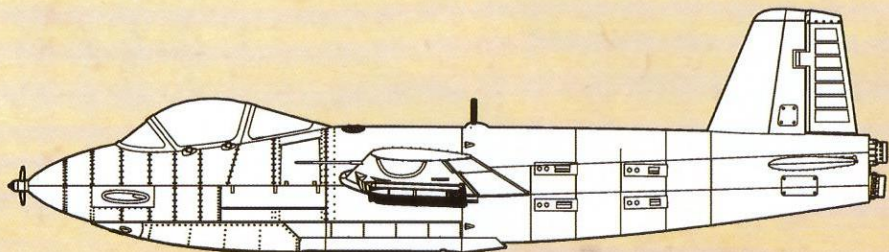
Ef-126 Single
Page 18



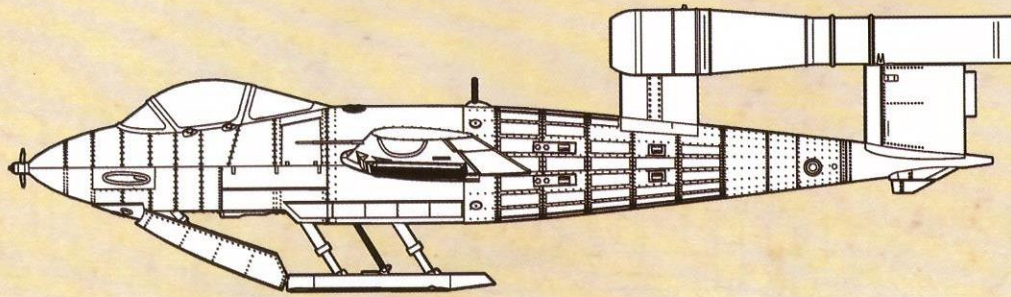
Ef-126 Dual
Page 22



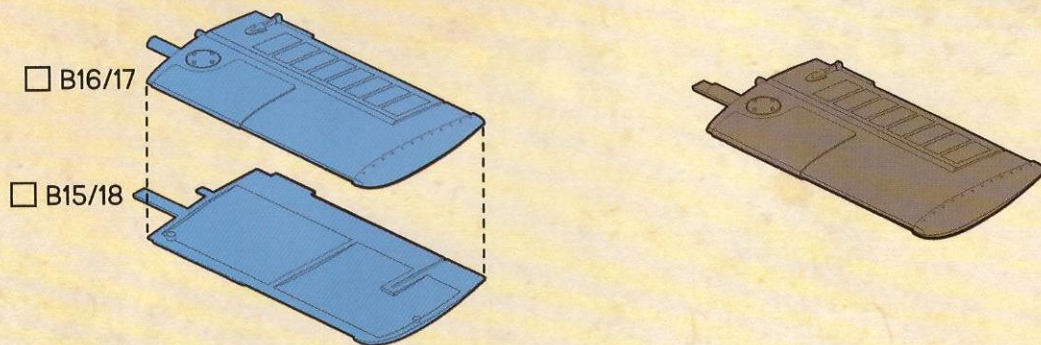
Ef-127
Page 27



Ef-126 Single ARGUS As 014



7: Horizontal stabilizer



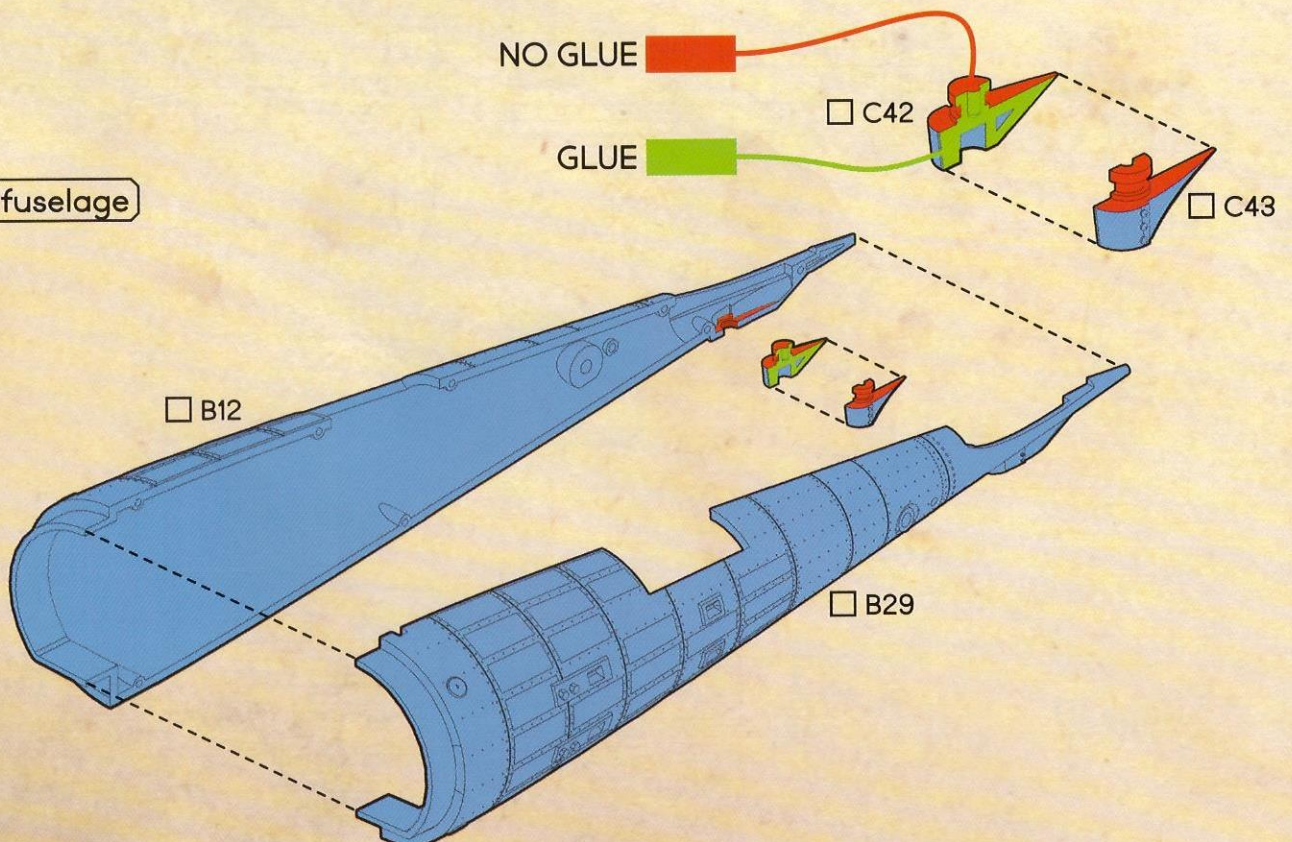
NO GLUE



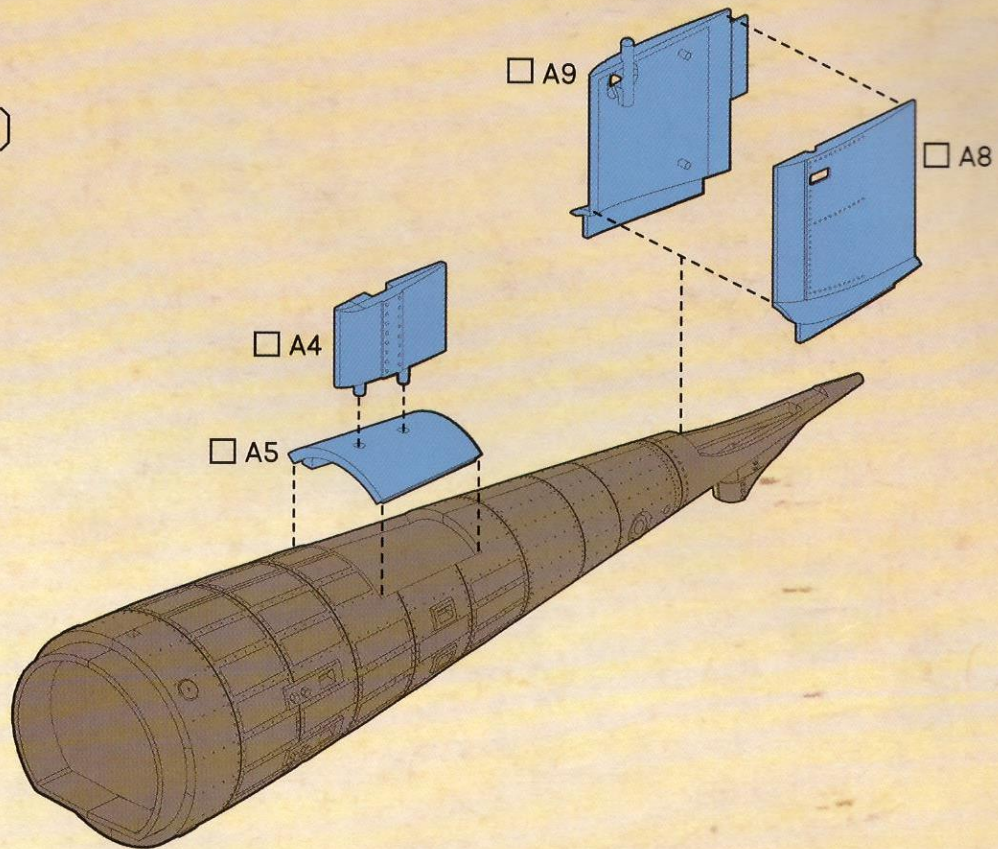
GLUE



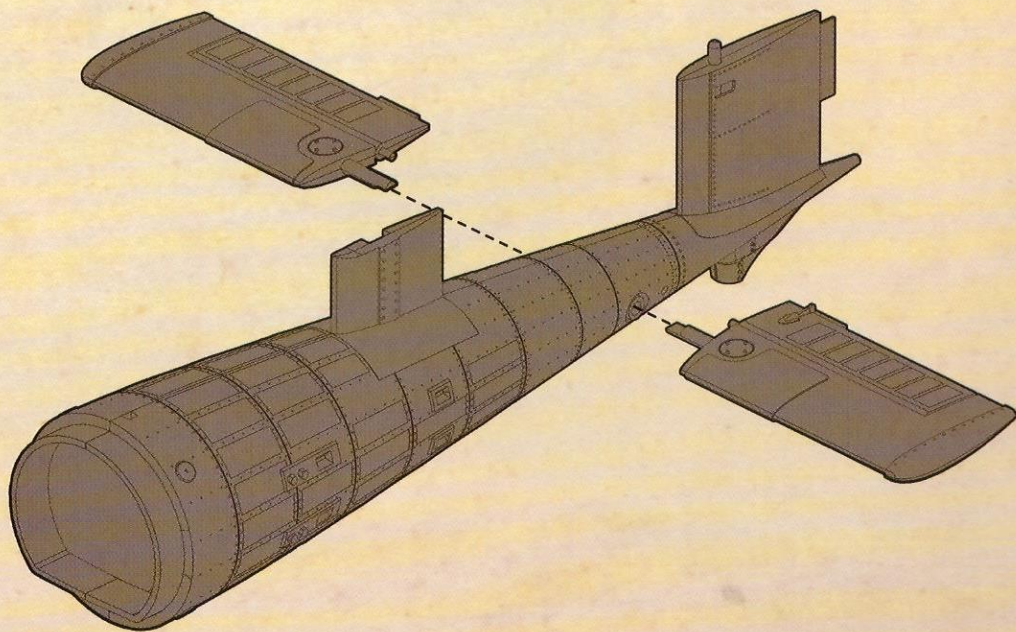
8: Rear fuselage



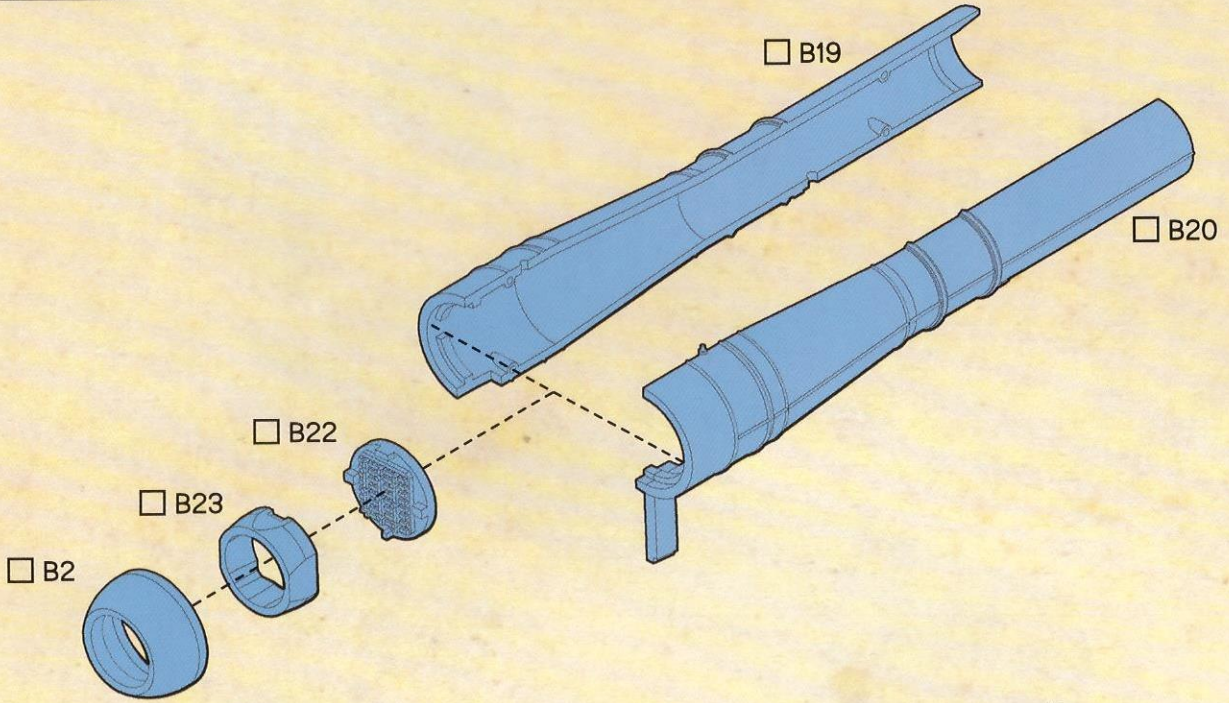
9: Engine pylon



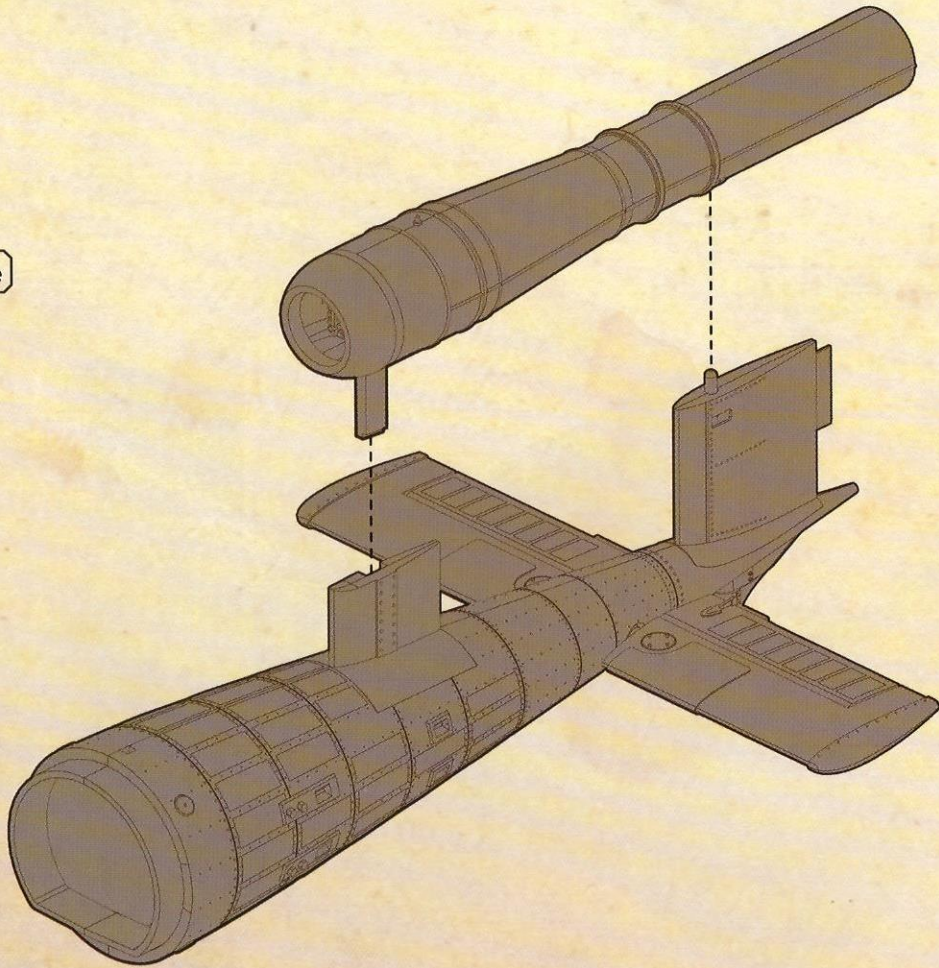
10: Add horizontal stabilizers



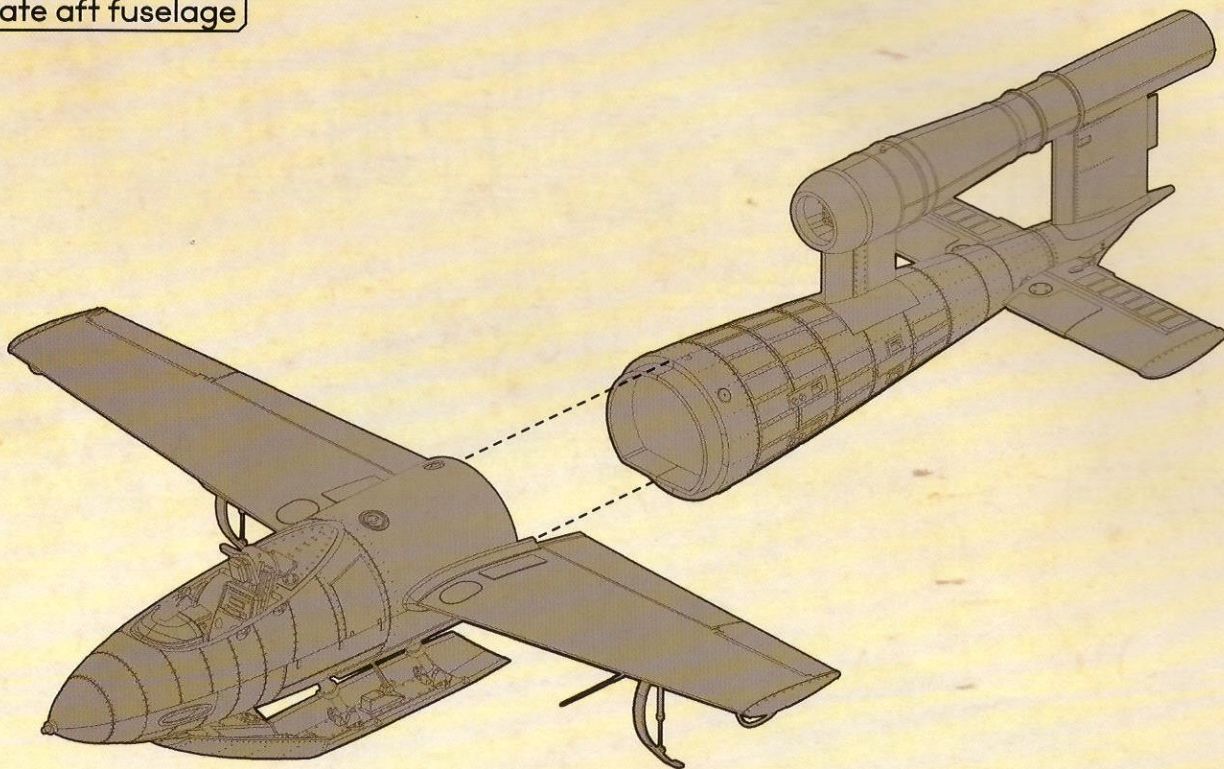
11: Argus engine



12: Mount engine

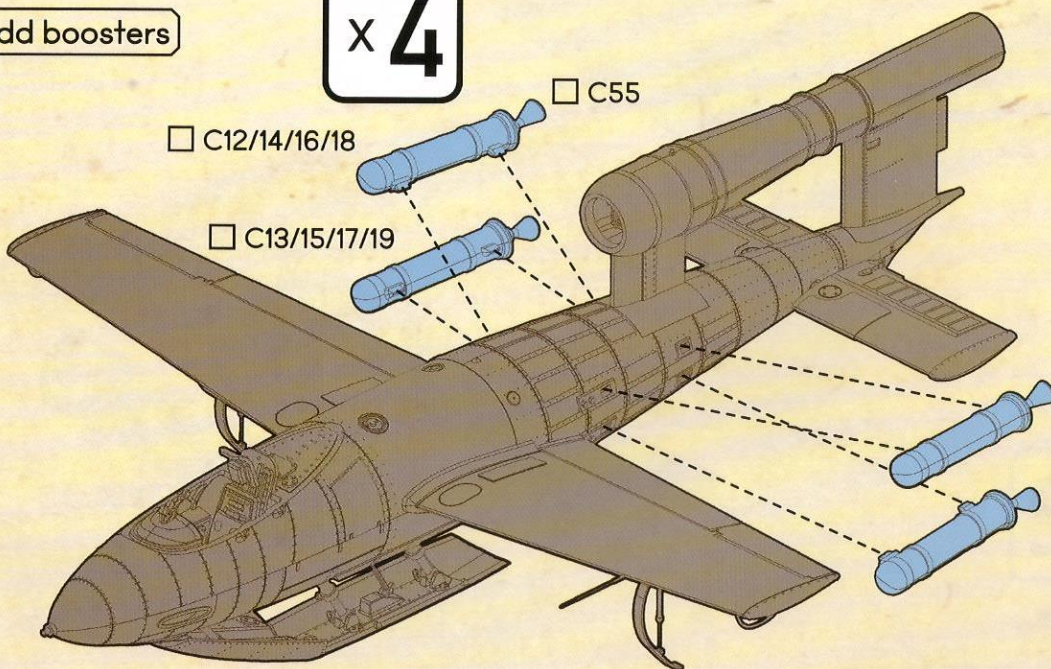


13: Mate aft fuselage

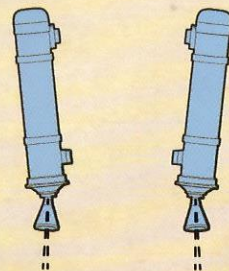


14: Add boosters

X 4



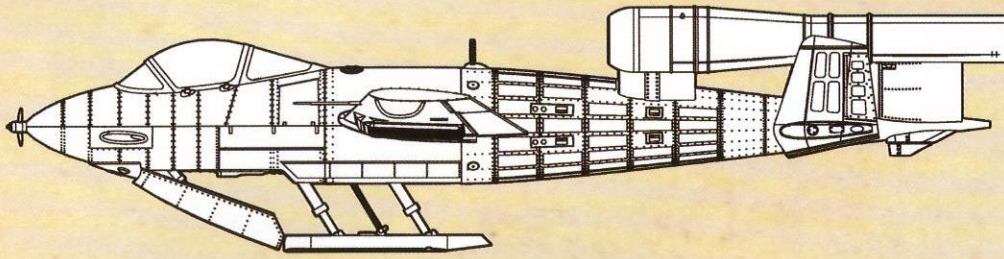
Add nozzles after Schmidding rockets have been mounted



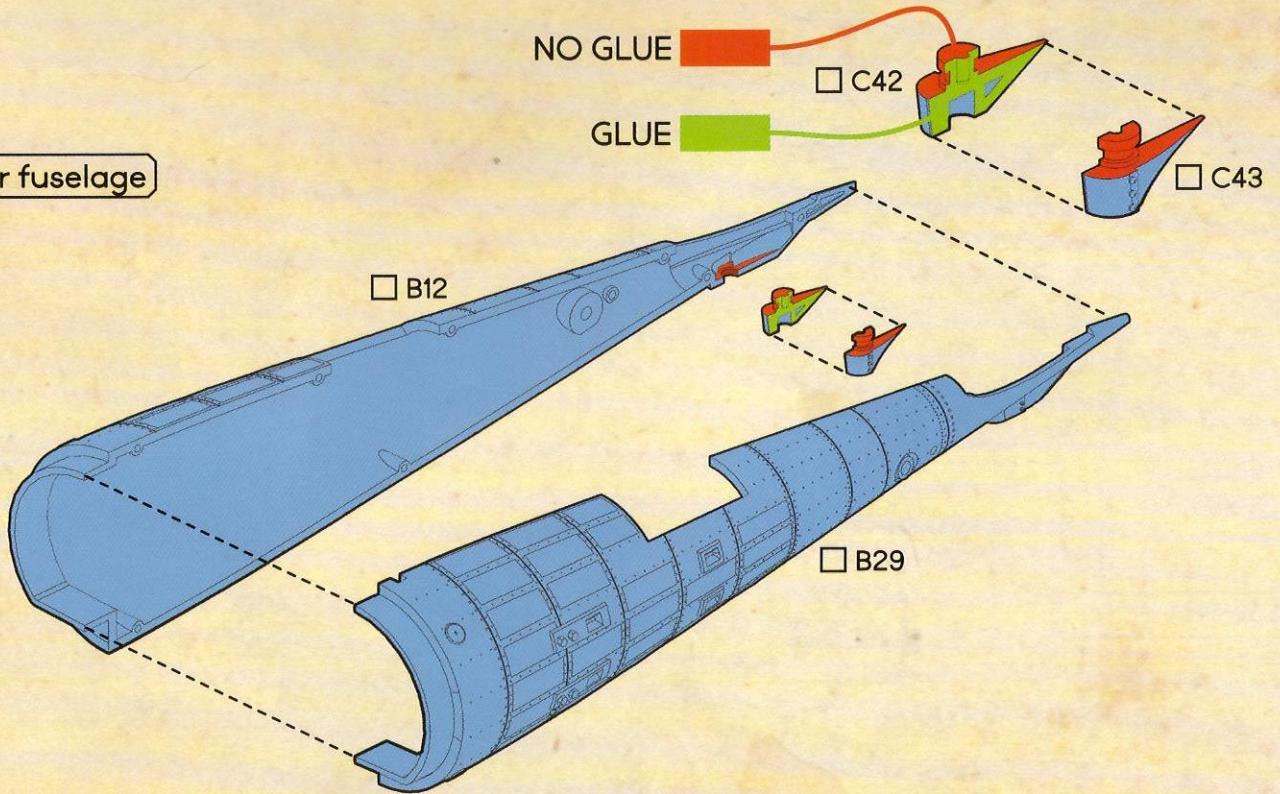
TURN TO PAGE 26 FOR FINAL DETAILS



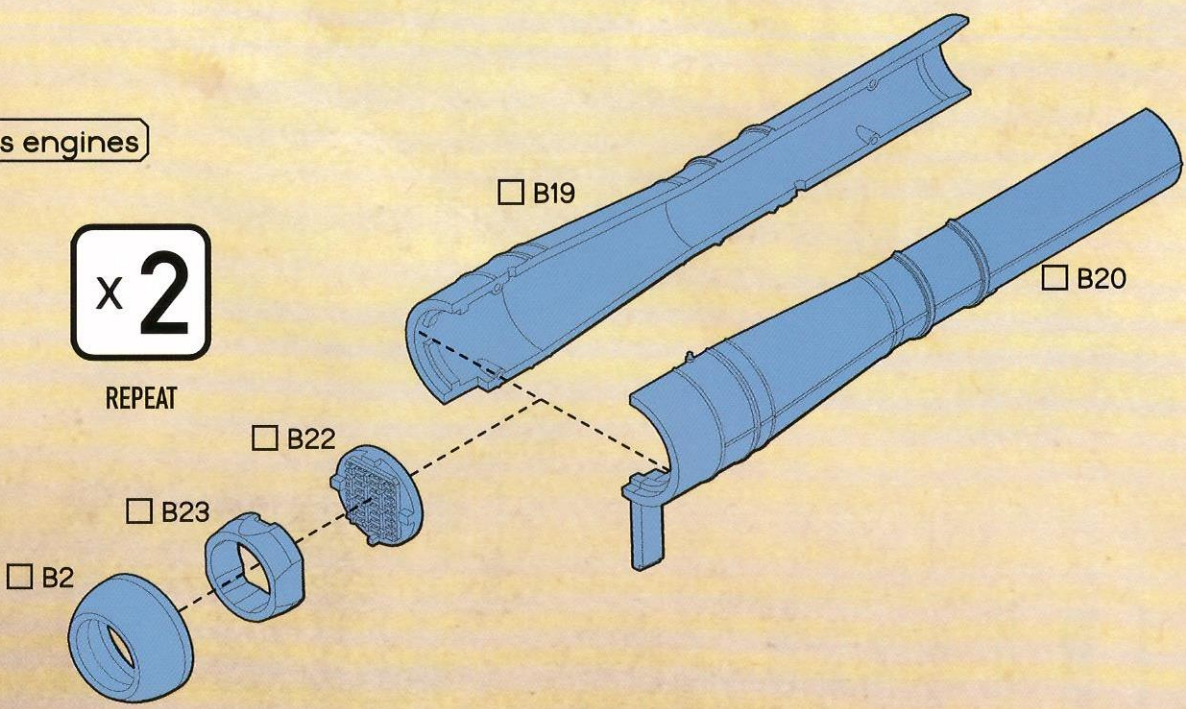
Ef-126 Dual ARGUS As 014



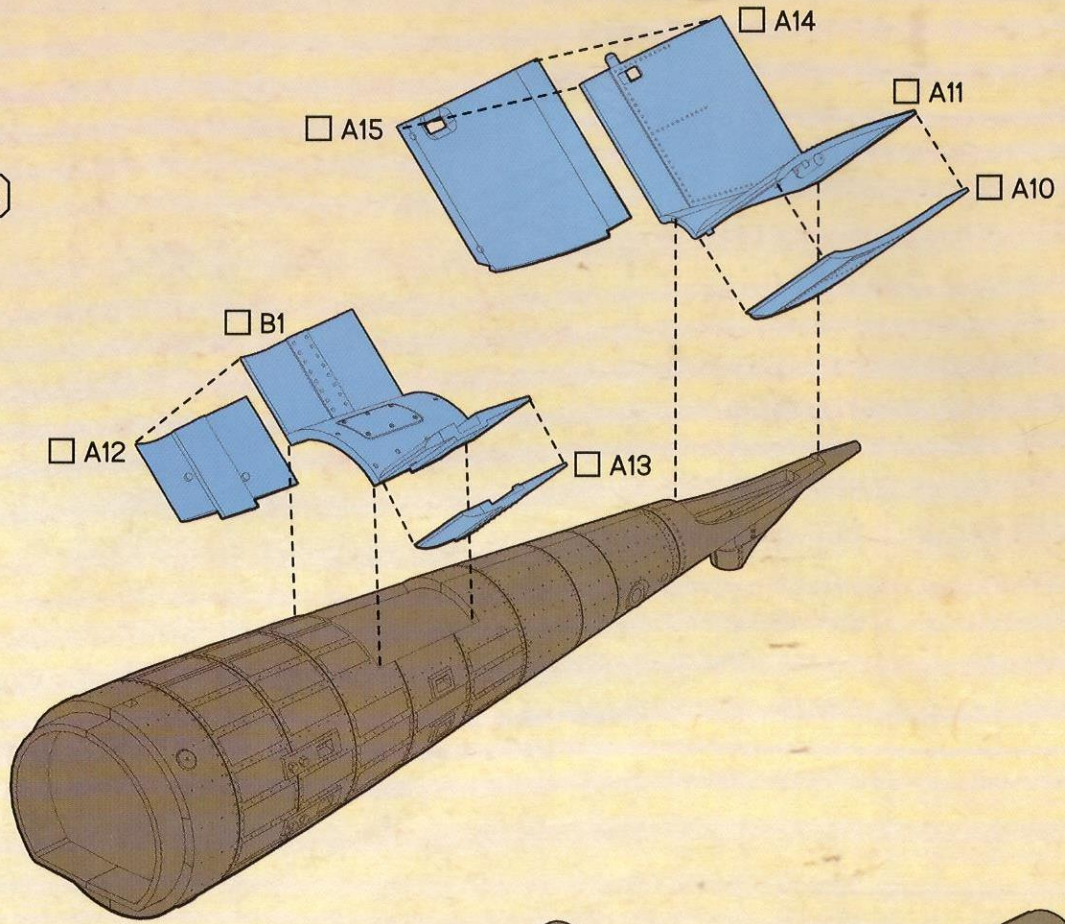
7: Rear fuselage



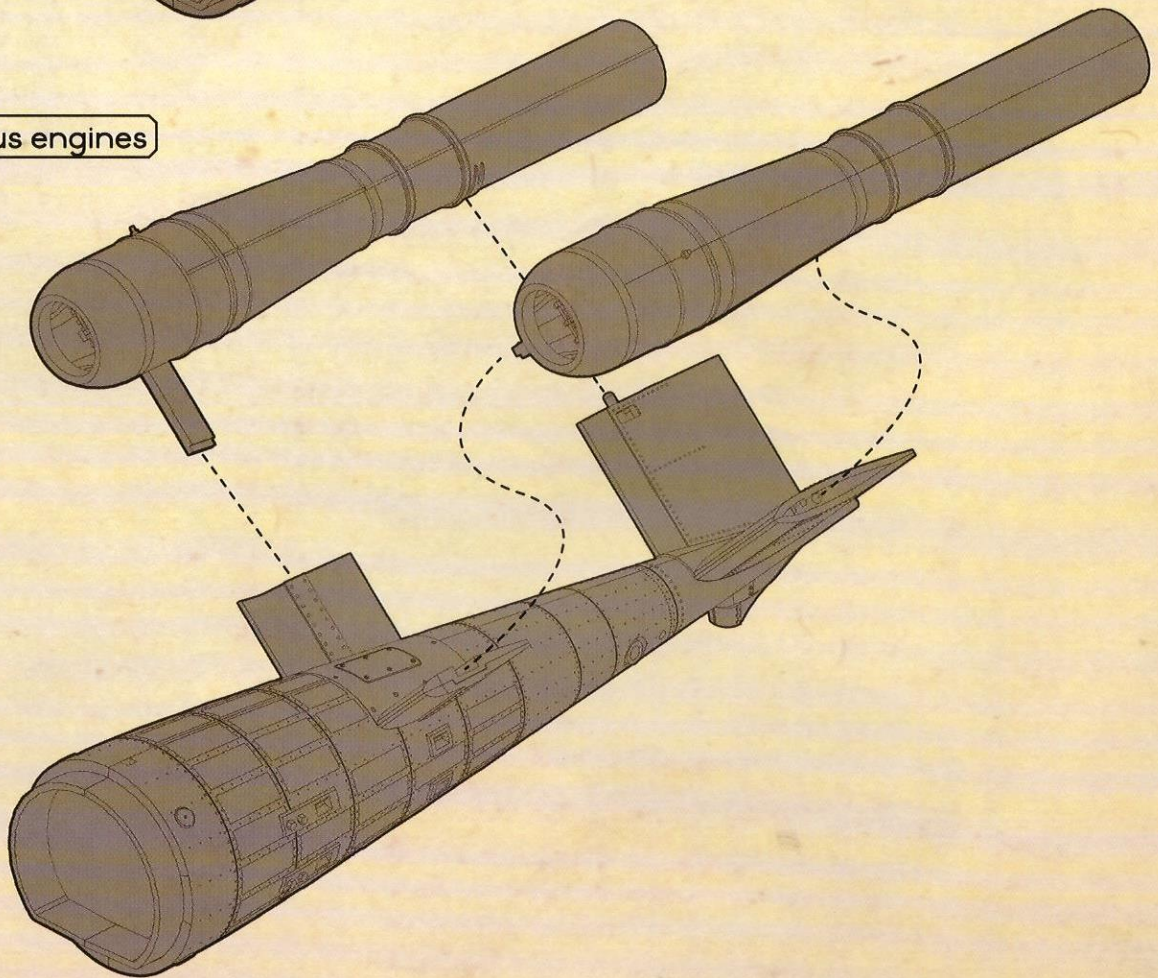
8: Argus engines



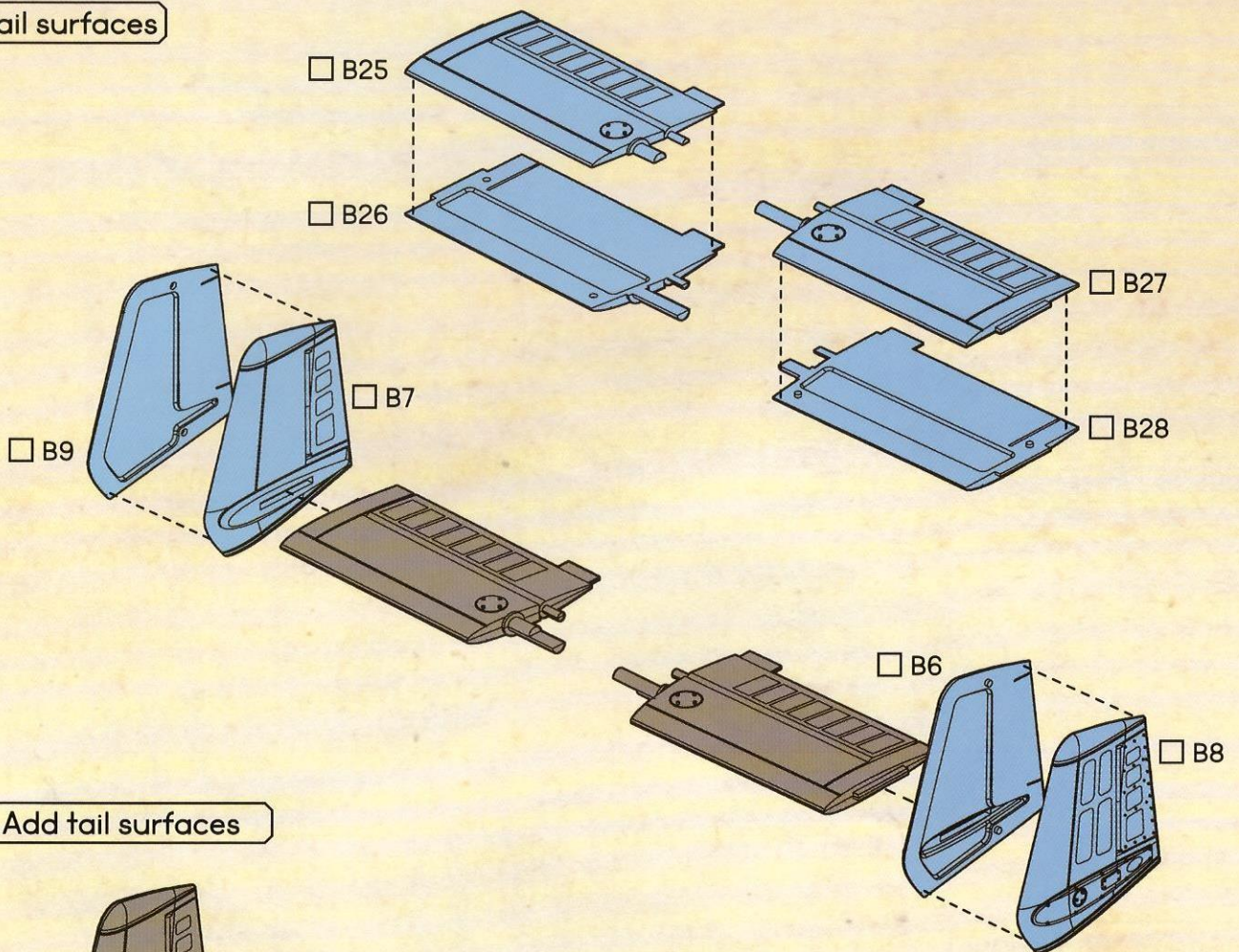
9: Engine pylons



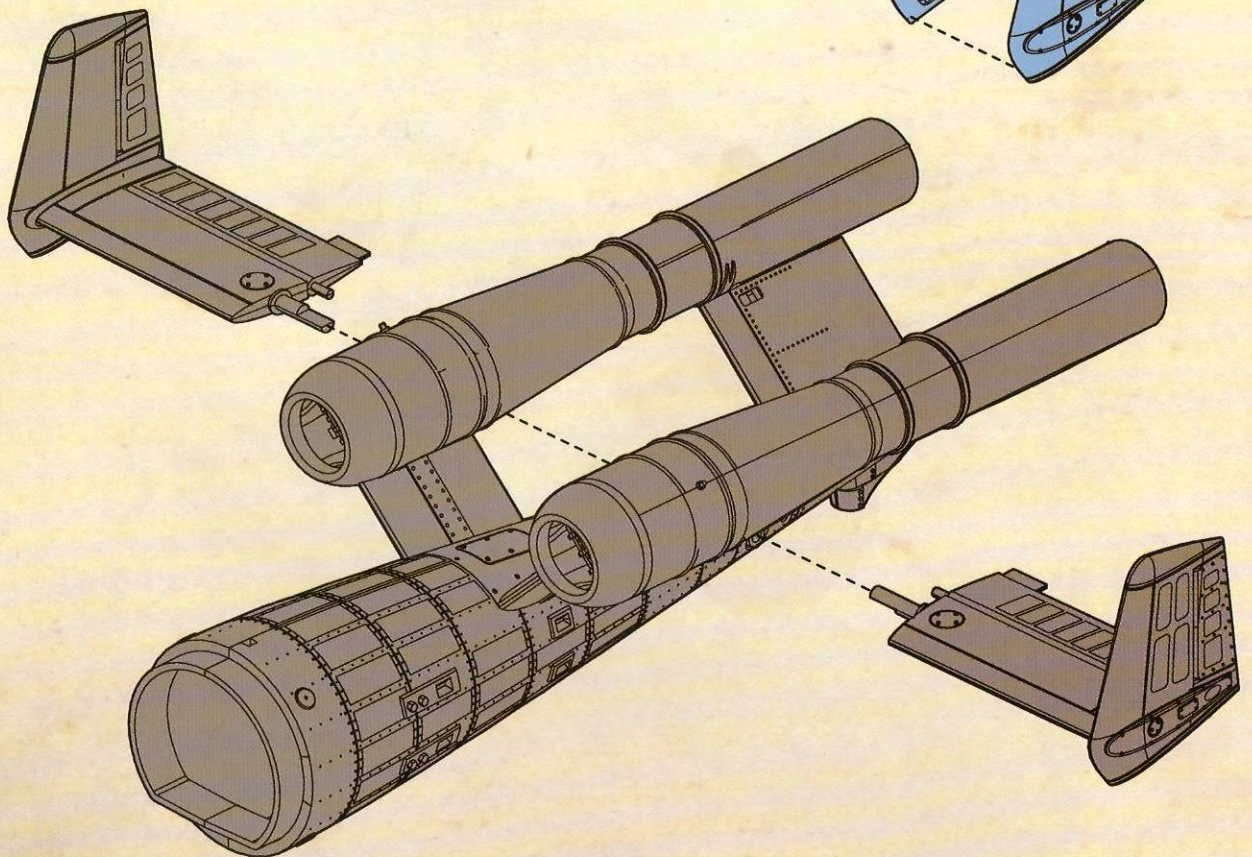
10: Add Argus engines



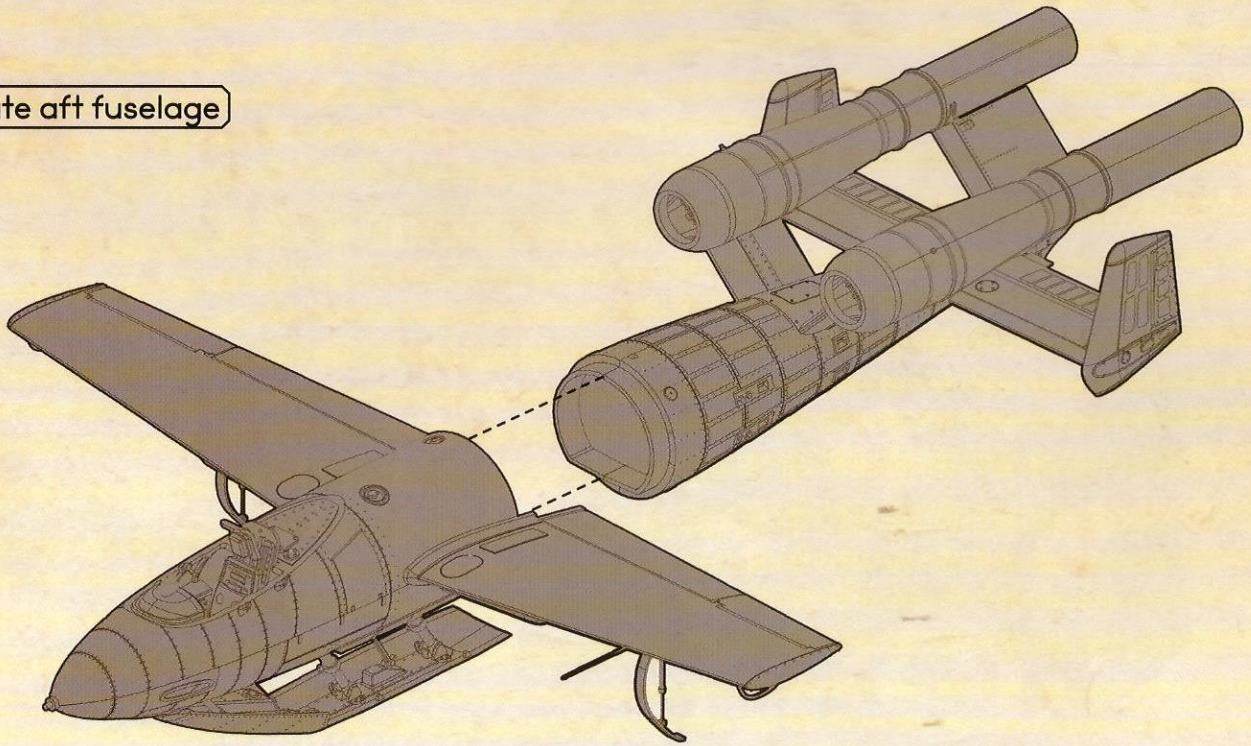
11: Tail surfaces



12: Add tail surfaces



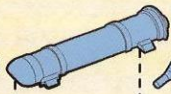
13: Mate aft fuselage



14: Mount boosters

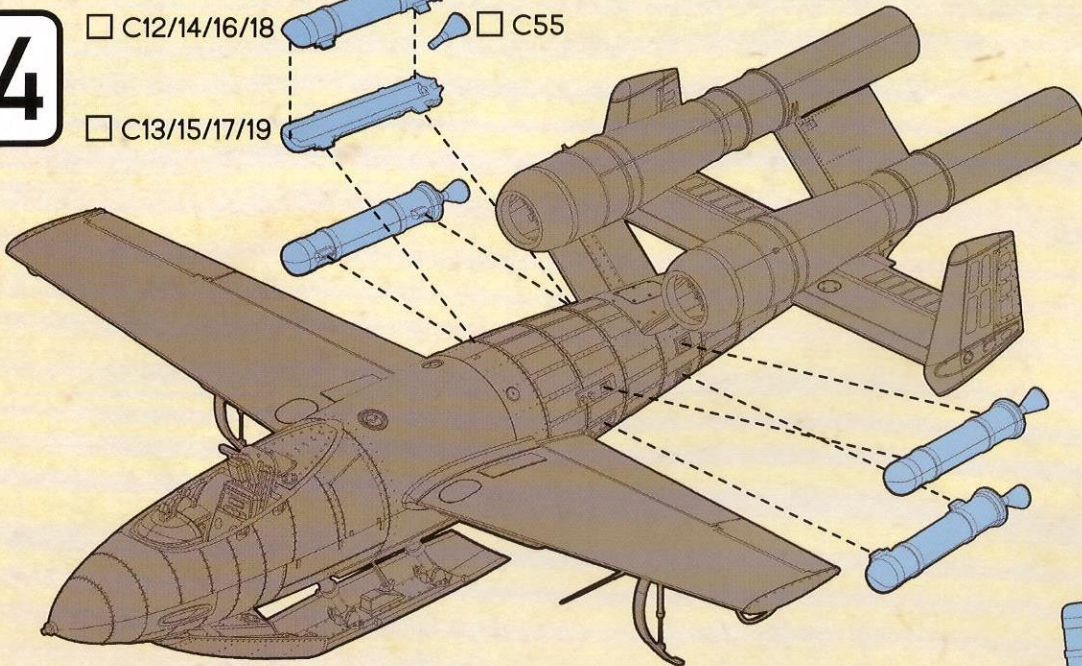
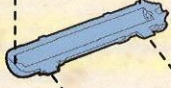
X 4

C12/14/16/18

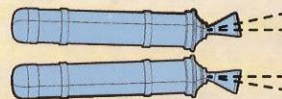
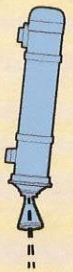
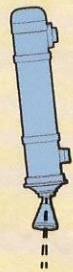


C55

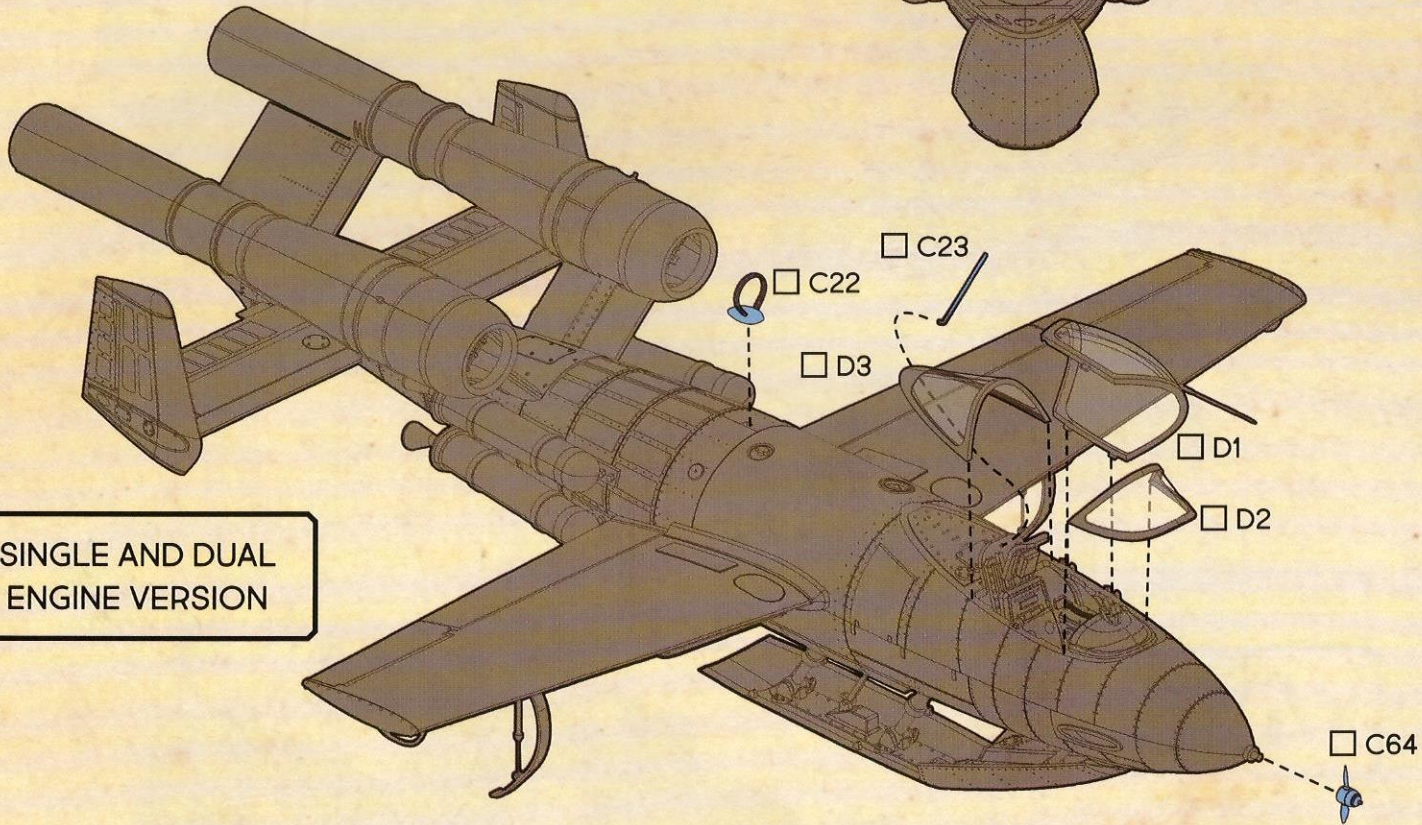
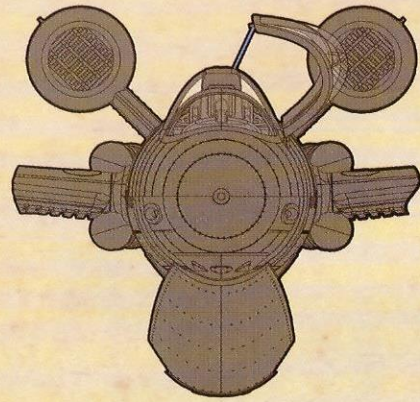
C13/15/17/19



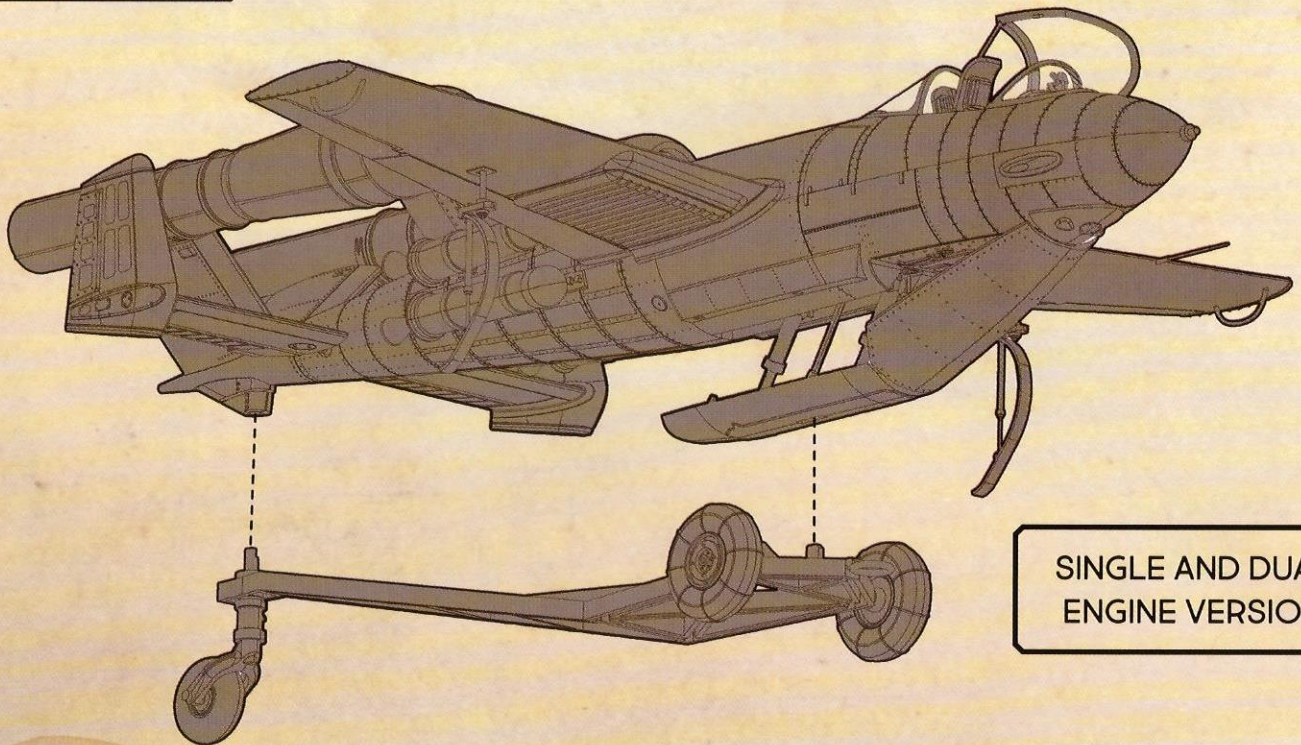
Add nozzles
after Schmidting
rockets have been
mounted



15: Mount canopy

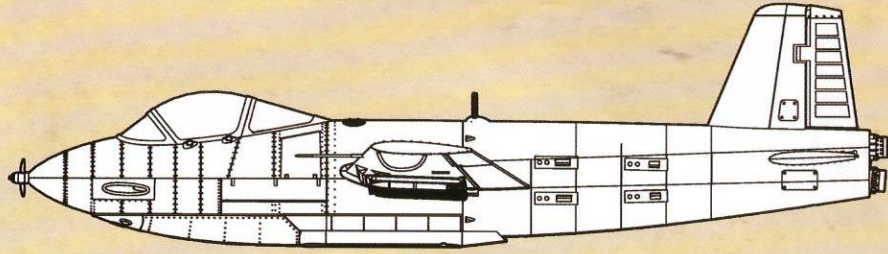


16: Mount to trolley

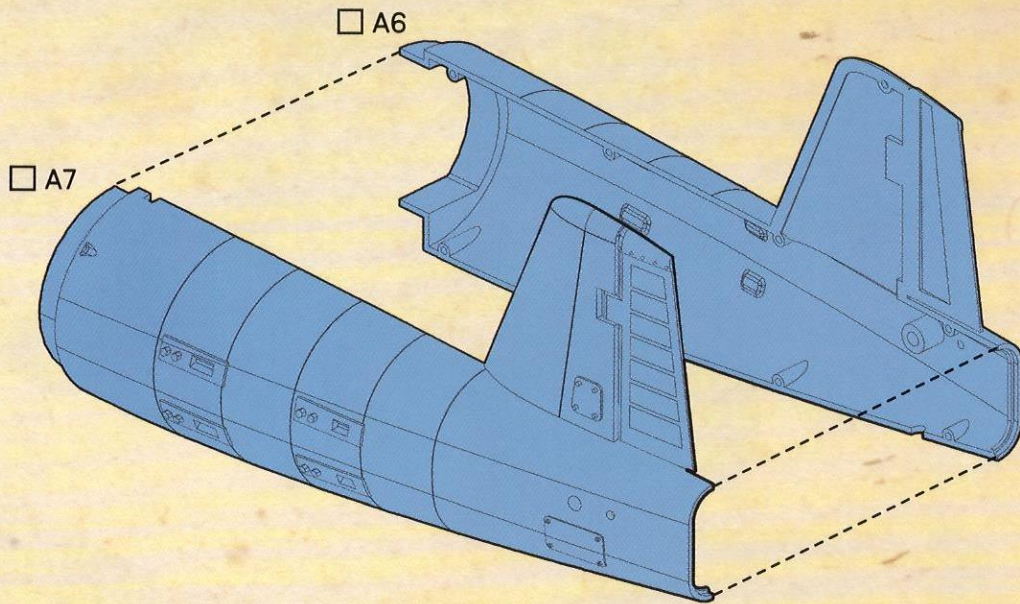


SINGLE AND DUAL ENGINE VERSION

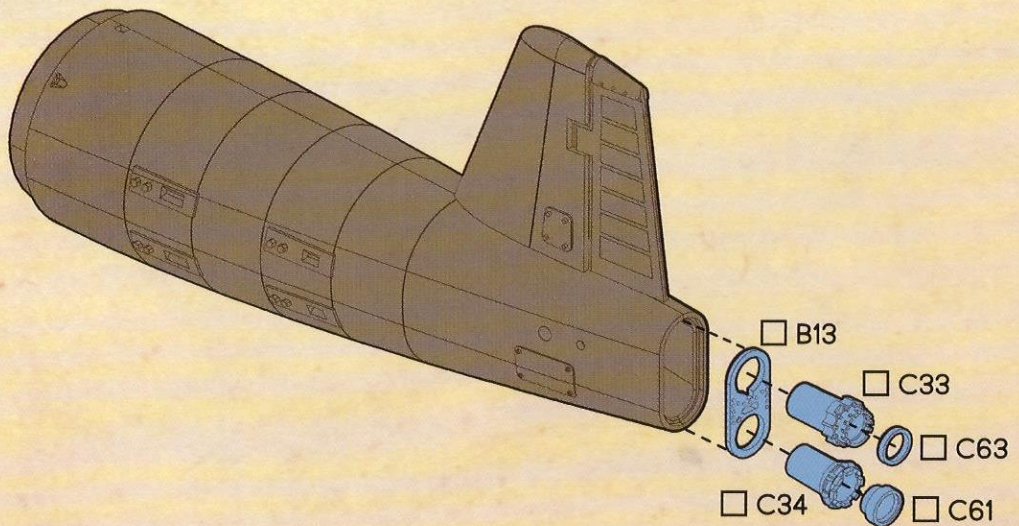
Ef-127 Walther 509C rocket motor



7.1: Rear fuselage



7.2: Rocket motor

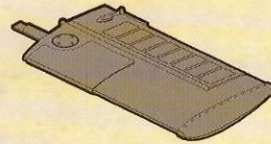
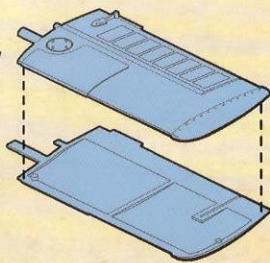


8: Horizontal stabilizers

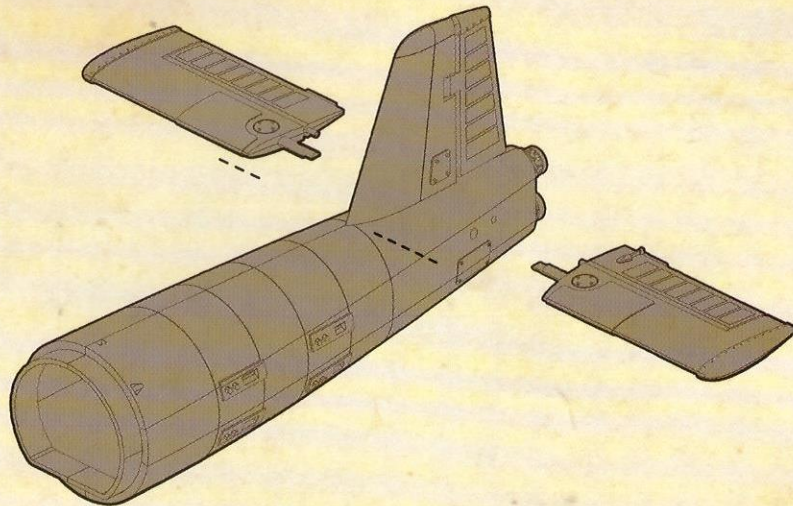
X 2

B16/17

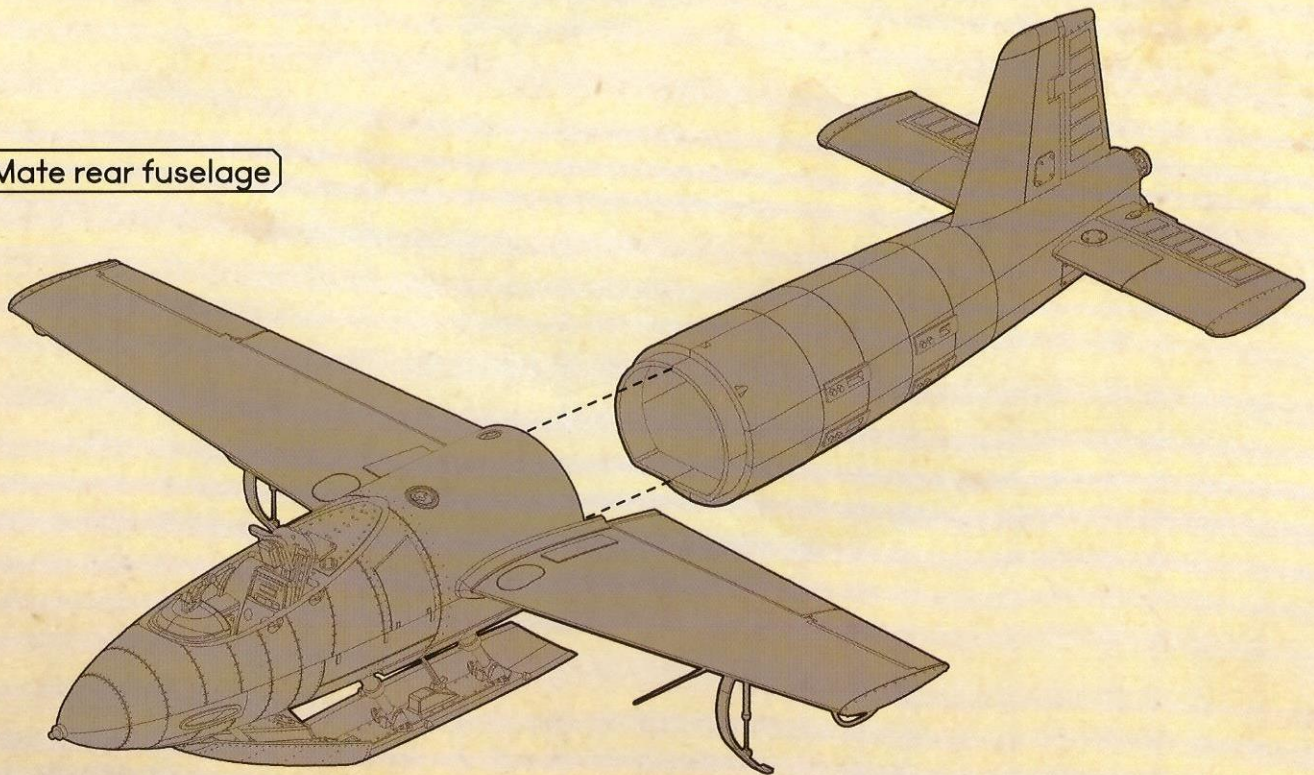
B15/18



9: Add horizontal stabilizers



10: Mate rear fuselage



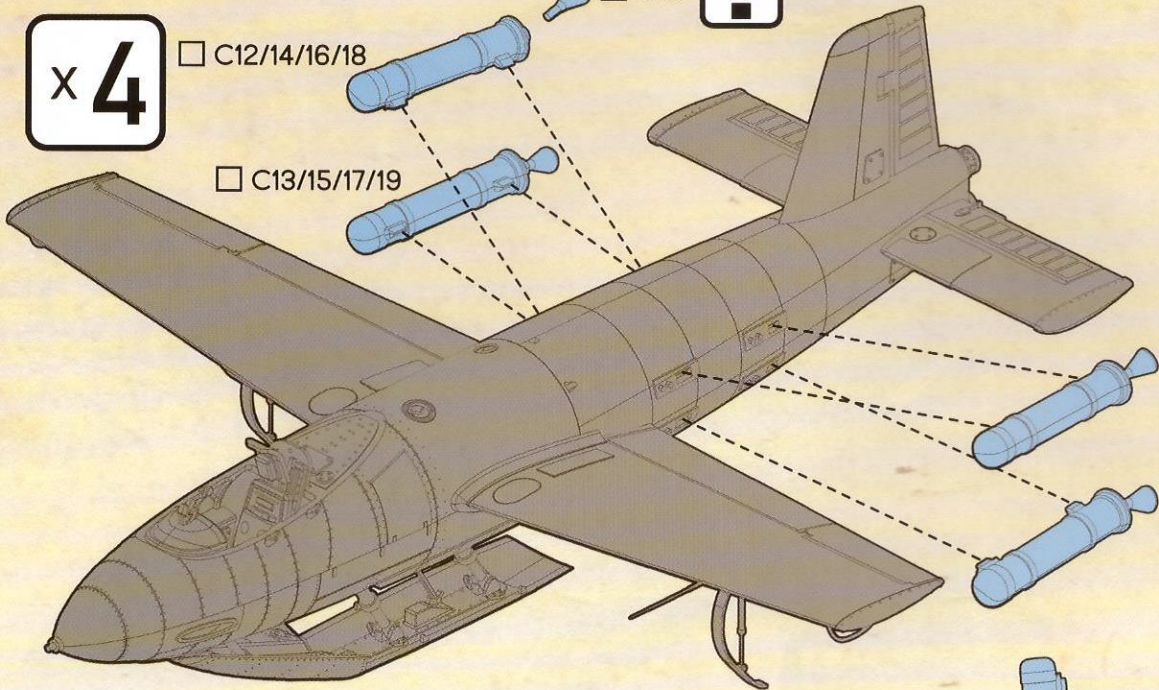
11: Mount rocket boosters

X 4

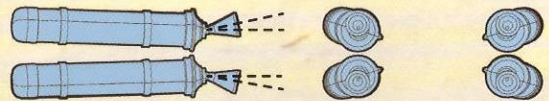
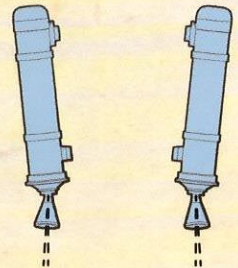
□ C12/14/16/18

□ C13/15/17/19

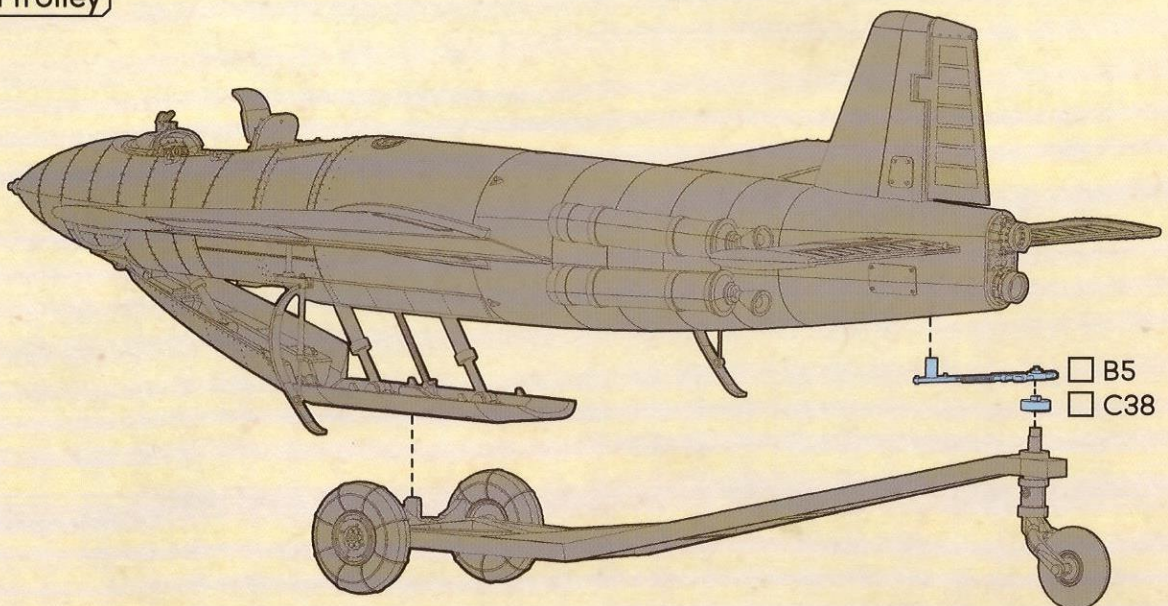
□ C55



Add nozzles
after Schidding
rockets have been
mounted



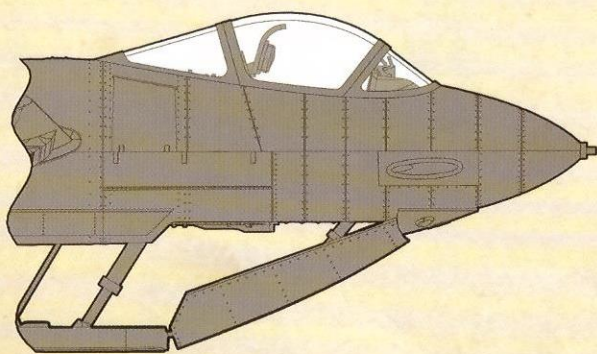
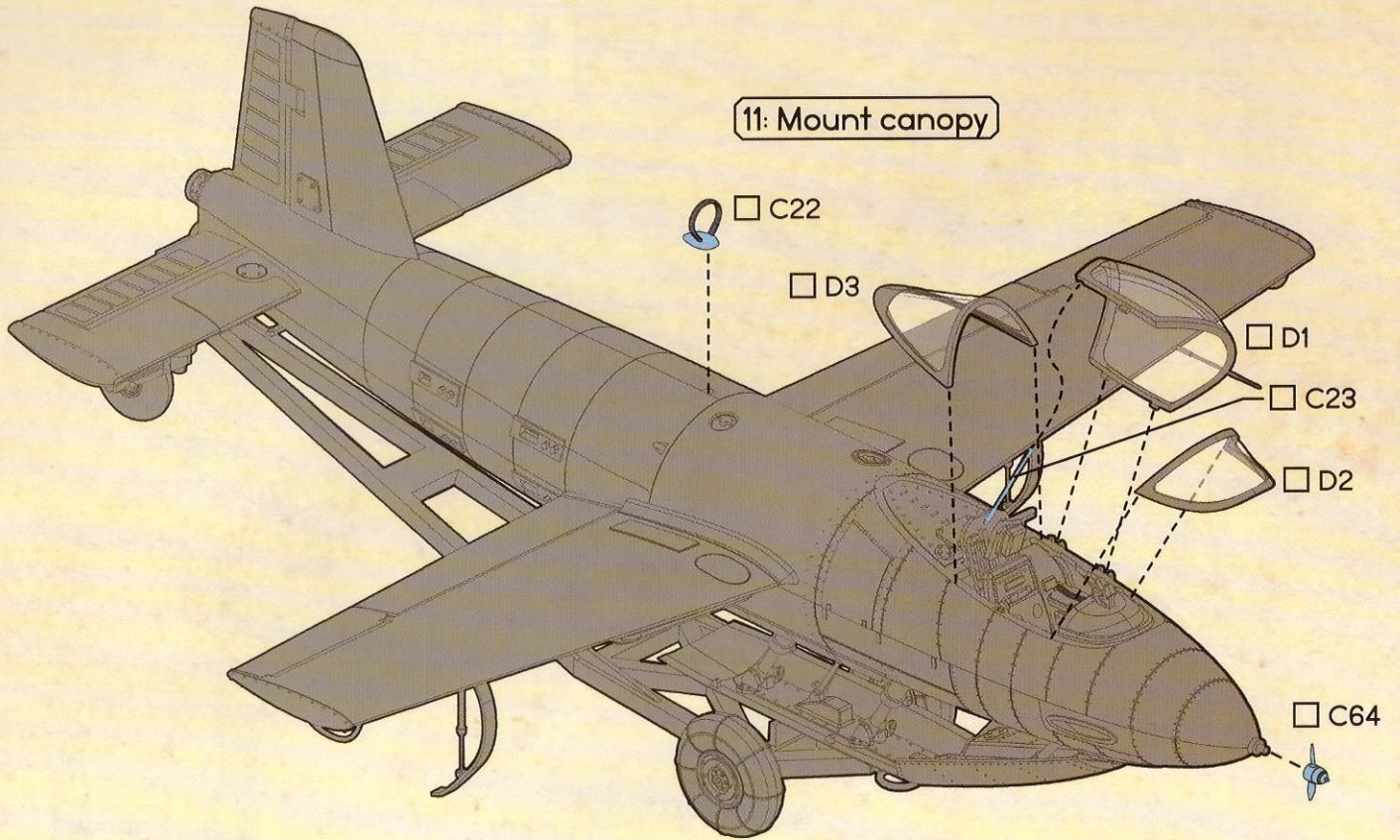
11: Mount on trolley



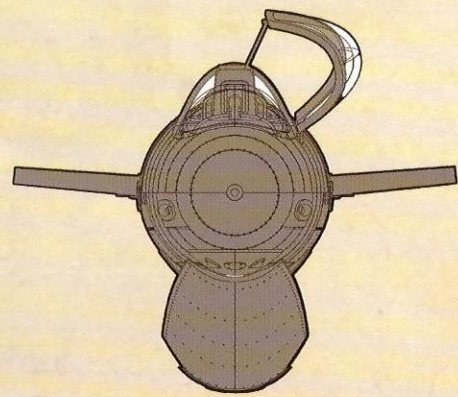
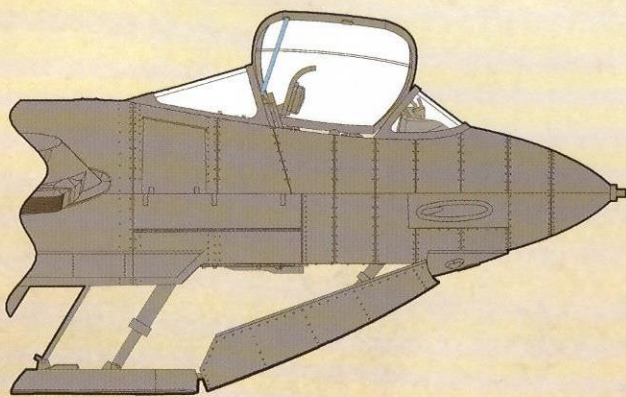
□ B5

□ C38

11: Mount canopy



Use canopy prop rod to set angle



Underground production facility
Dessau, Germany
Late 1945



Unknown test unit
Leck, Germany
Late 1946



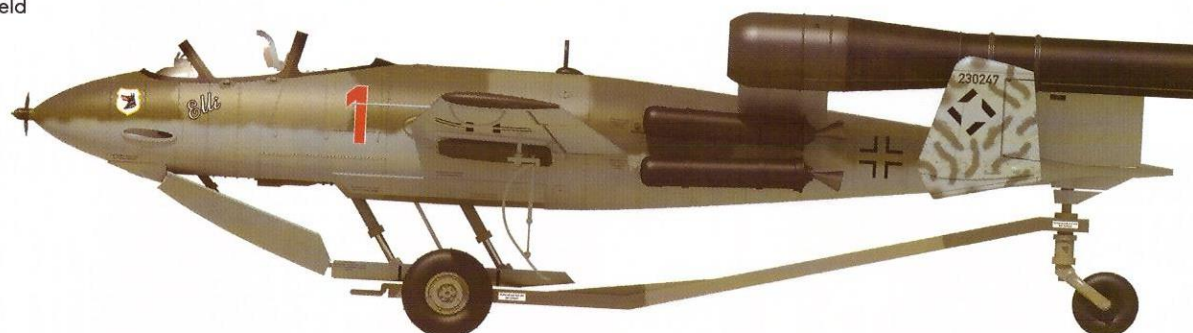
Factory test markings
Dessau, Germany
Late 1945



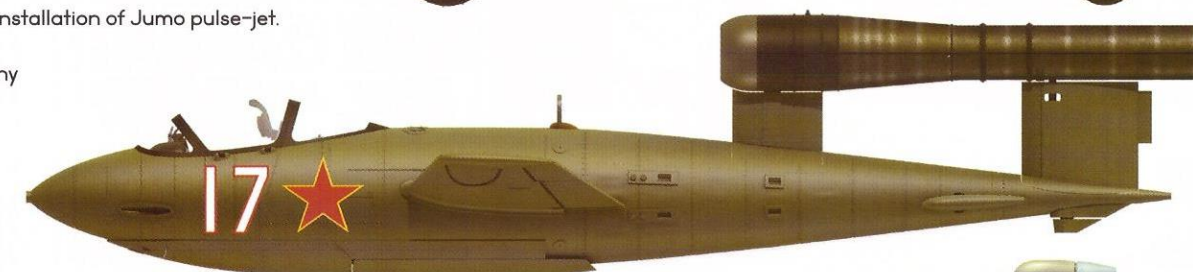
Unknown unit
Leck, Germany
Late 1946



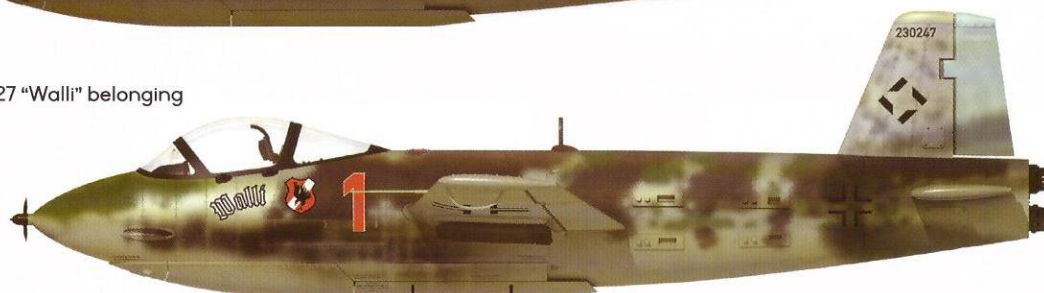
Jagdeschwader ("JG") 1
Marienehe Airfield
Germany
February 1946



Ef-126 prior to installation of Jumo pulse-jet.
Soviet test unit
Dessau, Germany
Early 1947



Walther 509C powered Ef-127 "Walli" belonging
to Jagdeschwader ("JG") 1
Marienehe Airfield
Germany
October 1945

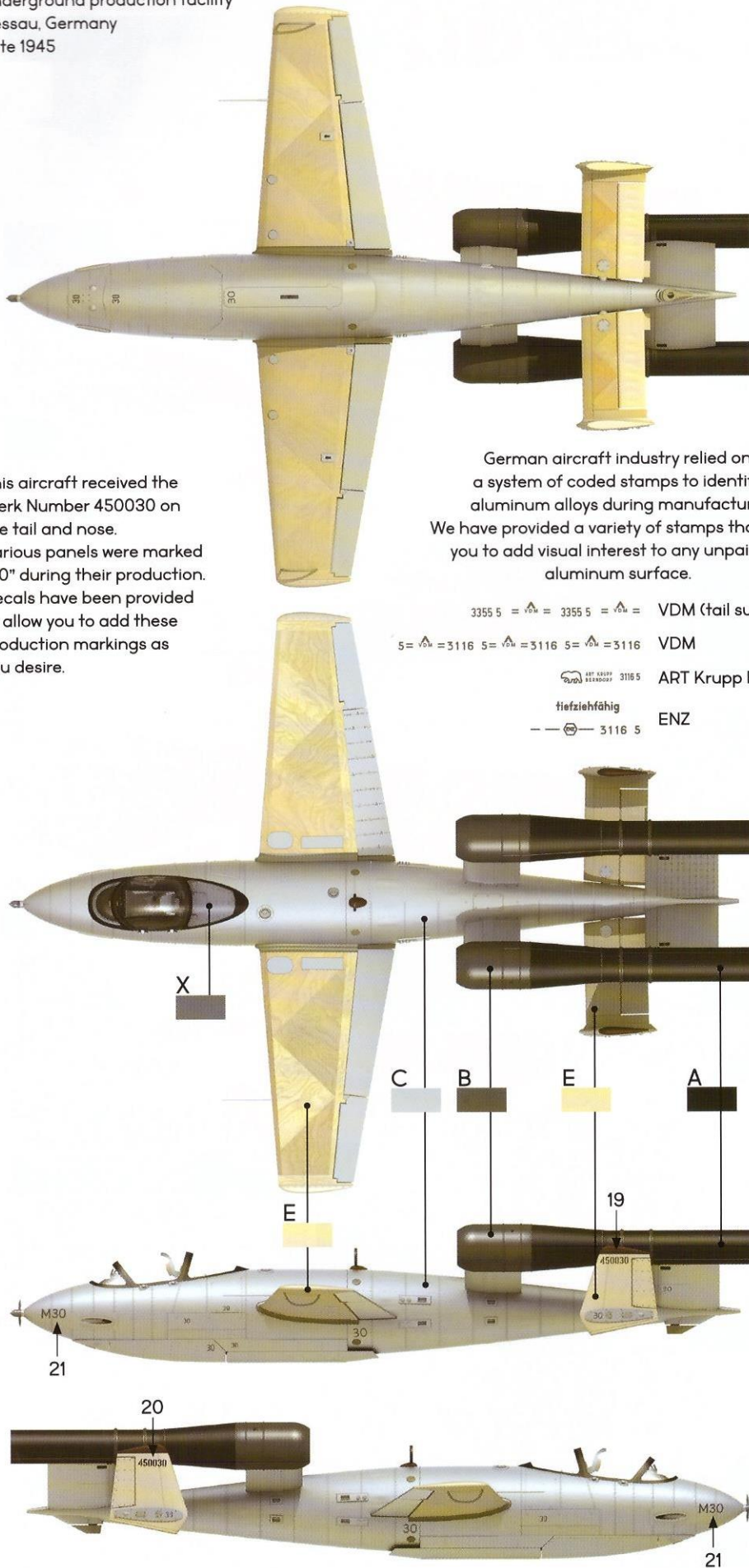


Underground production facility
Dessau, Germany
Late 1945

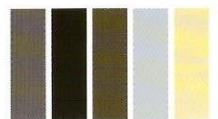
This aircraft received the Werk Number 450030 on the tail and nose. Various panels were marked "30" during their production. Decals have been provided to allow you to add these production markings as you desire.

German aircraft industry relied on a system of coded stamps to identify aluminum alloys during manufacture. We have provided a variety of stamps that allow you to add visual interest to any unpainted aluminum surface.

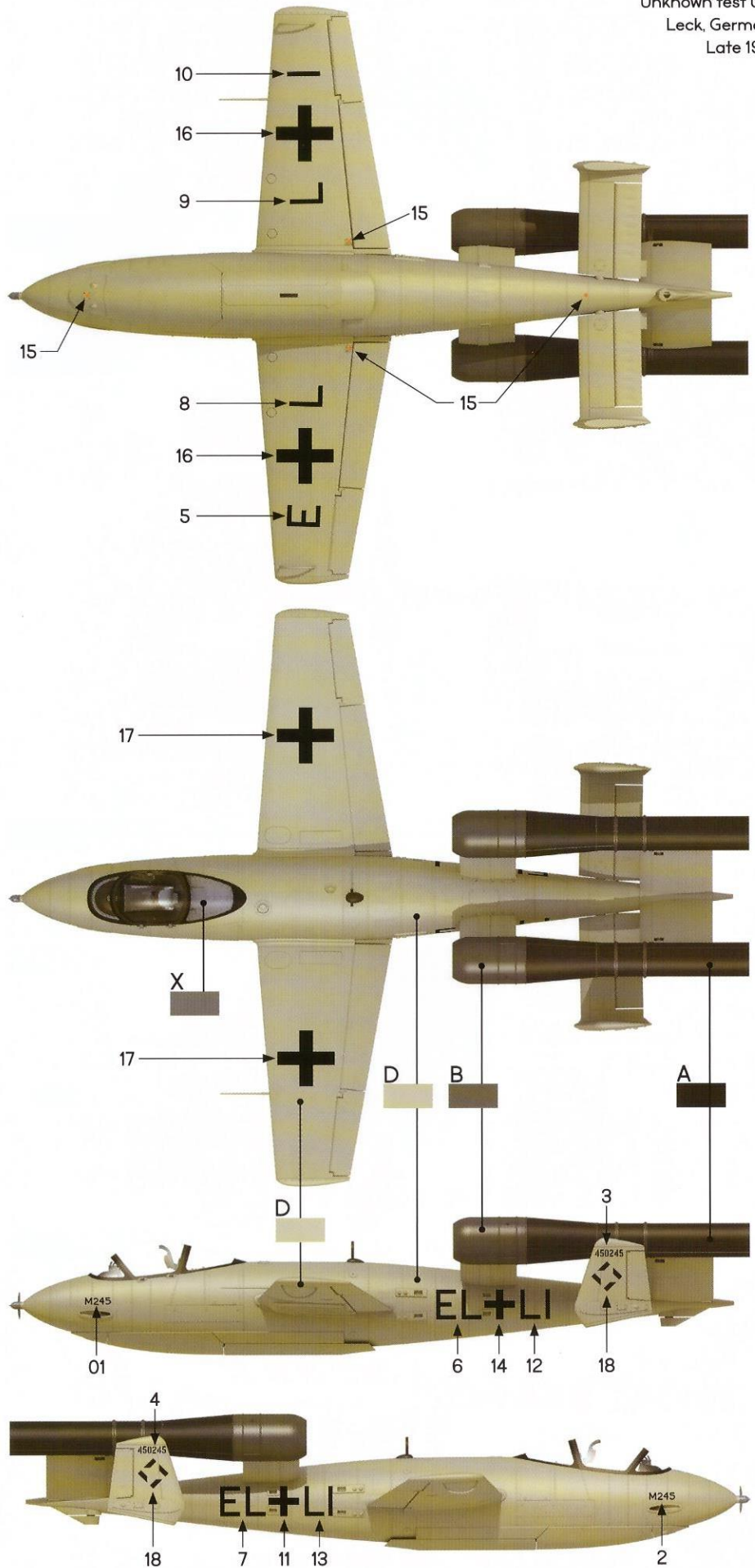
3355 5 = = 3355 5 = = VDM (tail surfaces alloy)
 5 = = 3116 5 = = 3116 5 = = VDM
 ART KRUPP BERNDORF 3116 5
 tiefziehfähig
 3116 5 ENZ



Mission Models	Humbrol	Vallejo	AMMO of MIG	Mr Hobby H-Series	Tamiya	RAL/FS	COLOR	
							7021	9005
MMP-089	79	71.055	218	H416	XF24	7021	RLM 66 Cockpit Gray	
MMP-035	33	71.057	32	H12	XF1	9005	Black	
MMM-001	53	-	187	H76	XF1	-	Burnt Metal	
MMM-005	56	71.062	194	H77	XF16	9006	Aluminum	
MMP-082	74	71.075	38	H313	XF59	-	Bare Aircraft Plywood	



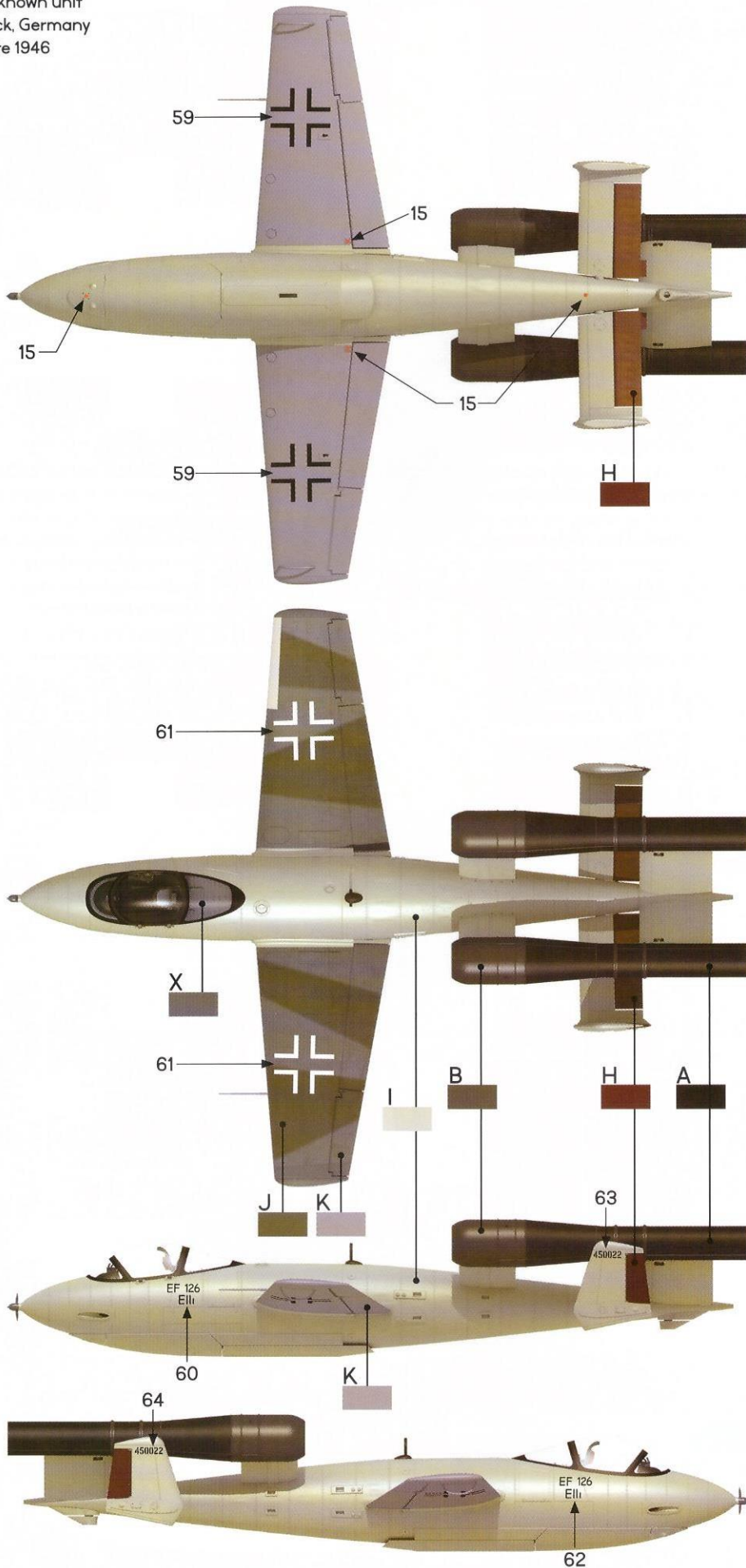
Unknown test unit
Leck, Germany
Late 1946



COLOR		RAL/FS	Tamiya	Mr Hobby H-Series	AMMO of MIG	Vallejo	Humbrol	Mission Models
X	RLM 66 Cockpit Gray	7021	XF24	H416	218	71.055	79	MMP-089
A	Black	9005	XF1	H12	32	71.057	33	MMP-035
B	Burnt Metal	-	XF1	H76	187	-	53	MMM-001
D	RLM 02	7003	XF55	H70	8	71.044	240	MMP-056



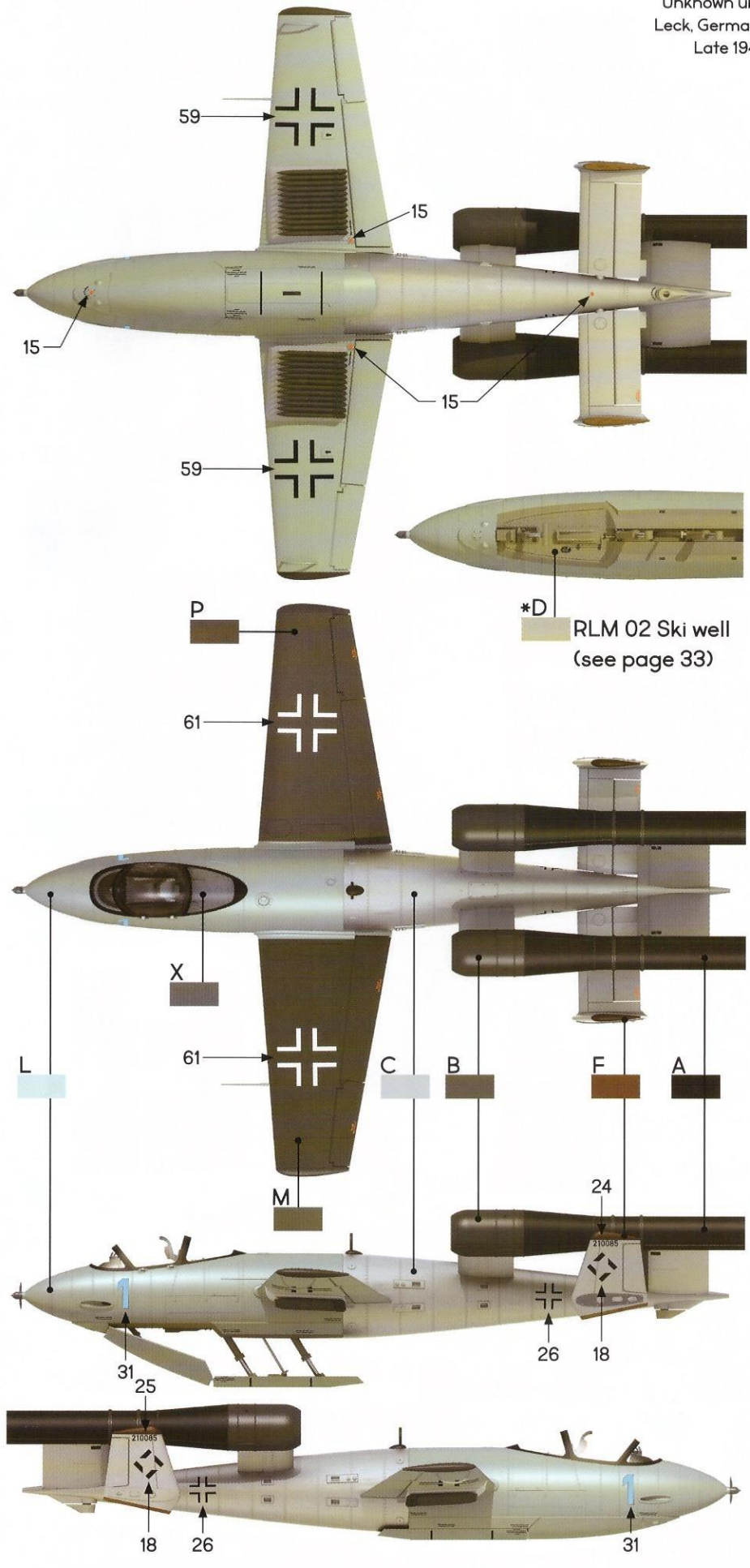
Unknown unit
Leck, Germany
Late 1946



	COLOR	RAL/FS	Tamiya	Mr Hobby H-Series	AMMO of MIG	Vallejo	Humbrol	Mission Models
X	RLM 66 Cockpit Gray	7021	XF24	H416	218	71.055	79	MMP-089
A	Black	9005	XF1	H12	32	71.057	33	MMP-035
B	Burnt Metal	-	XF1	H76	187	-	53	MMM-001
H	Red Primer	-	XF9	H47	922	71.105	100	MMP-015
I	White Primer	-	XF14	H311	226	71.296	28	MMP-095
J	RLM 74 Green Gray	-	XF63	H68	253	71.258	67	MMP-049
K	RLM 75 Violet Gray 1	-	XF25	H69	254	71.259	123	MMP-050

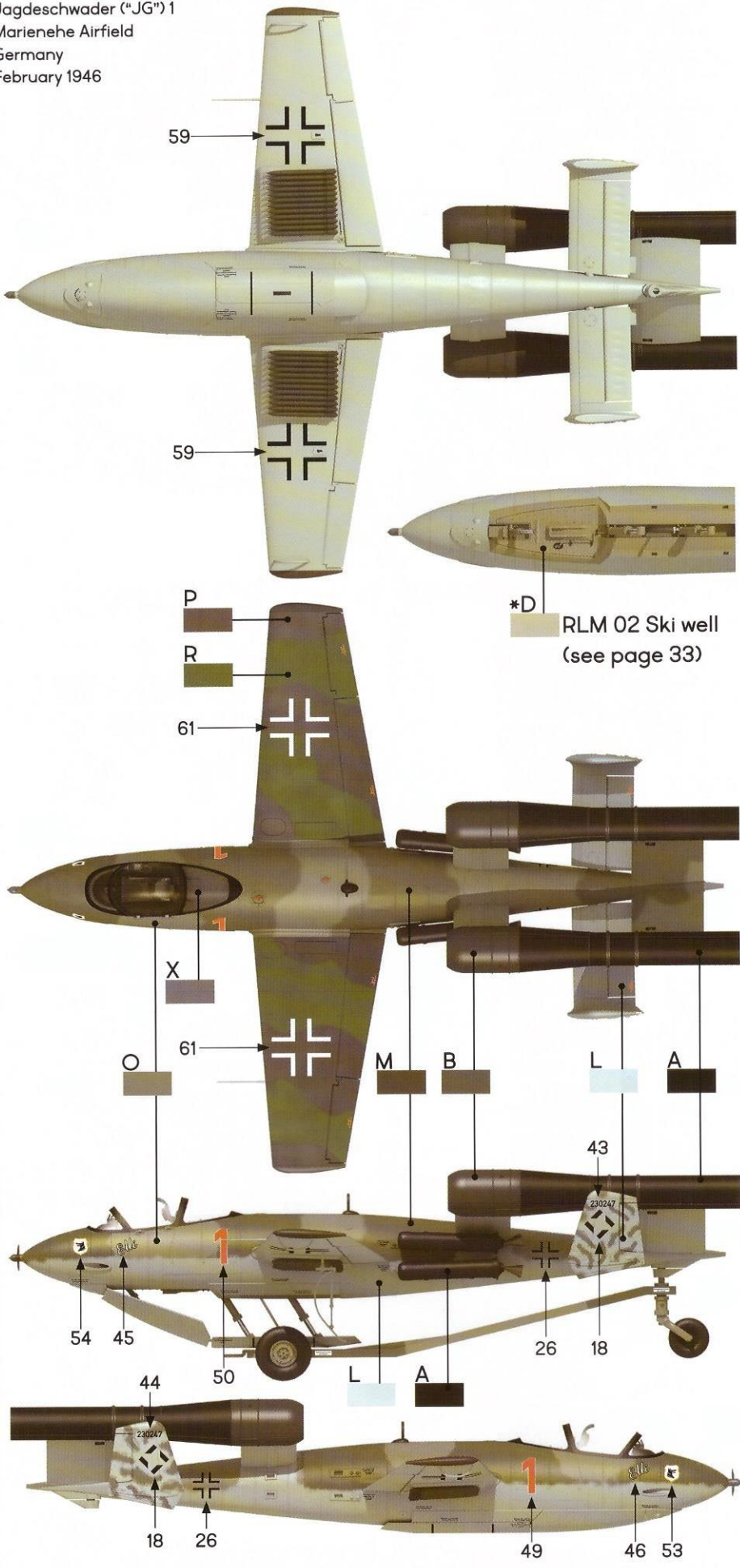
Unknown unit
Leck, Germany
Late 1946

COLOR		RAL/FS	Tamiya	Mr Hobby H-Series	AMMO of MIG	Vallejo	Humbrol	Mission Models
X	RLM 66 Cockpit Gray	7021	XF24	H416	218	71.055	79	MMP-089
A	Black	9005	XF1	H12	32	71.057	33	MMP-035
B	Burnt Metal	-	XF1	H76	187	-	53	MMM-001
C	Aluminum	9006	XF16	H77	194	71.062	56	MMM-005
F	Phenolic	-	XF10	H463	913	71.271	70	MMP-027
L	RLM 76 (Early) Light Blue	-	XF23	H417	249 / 063	71.257	247	MMP-051
M	RLM 83 Dark Green	6006	XF62	H423	925	71.011	253	MMP-054
P	RLM 81 Dark Green	-	XF74	H423	206	71.264	163	MMP-052



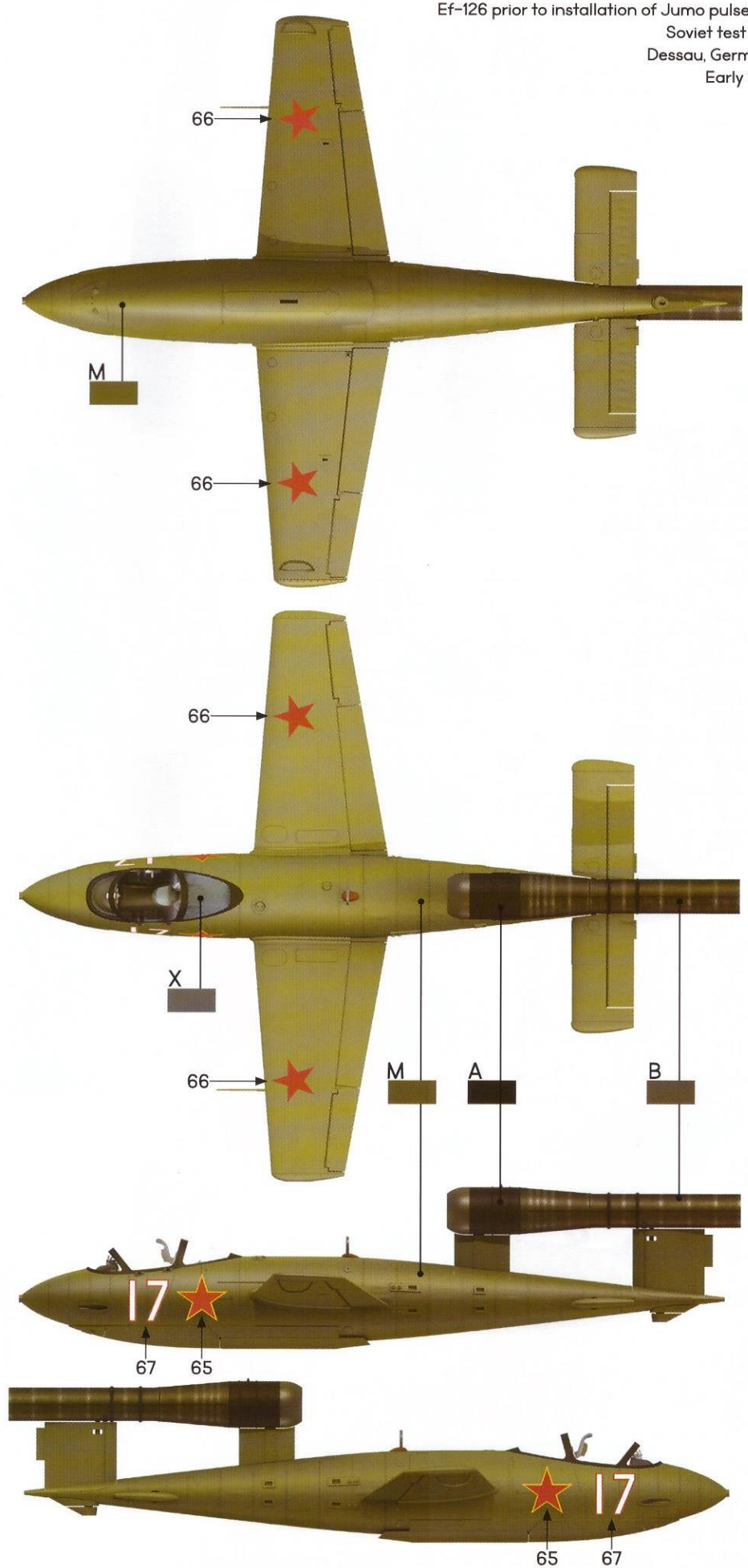
*D RLM 02 Ski well
(see page 33)

Jagdeschwader ("JG") 1
 Marienehe Airfield
 Germany
 February 1946



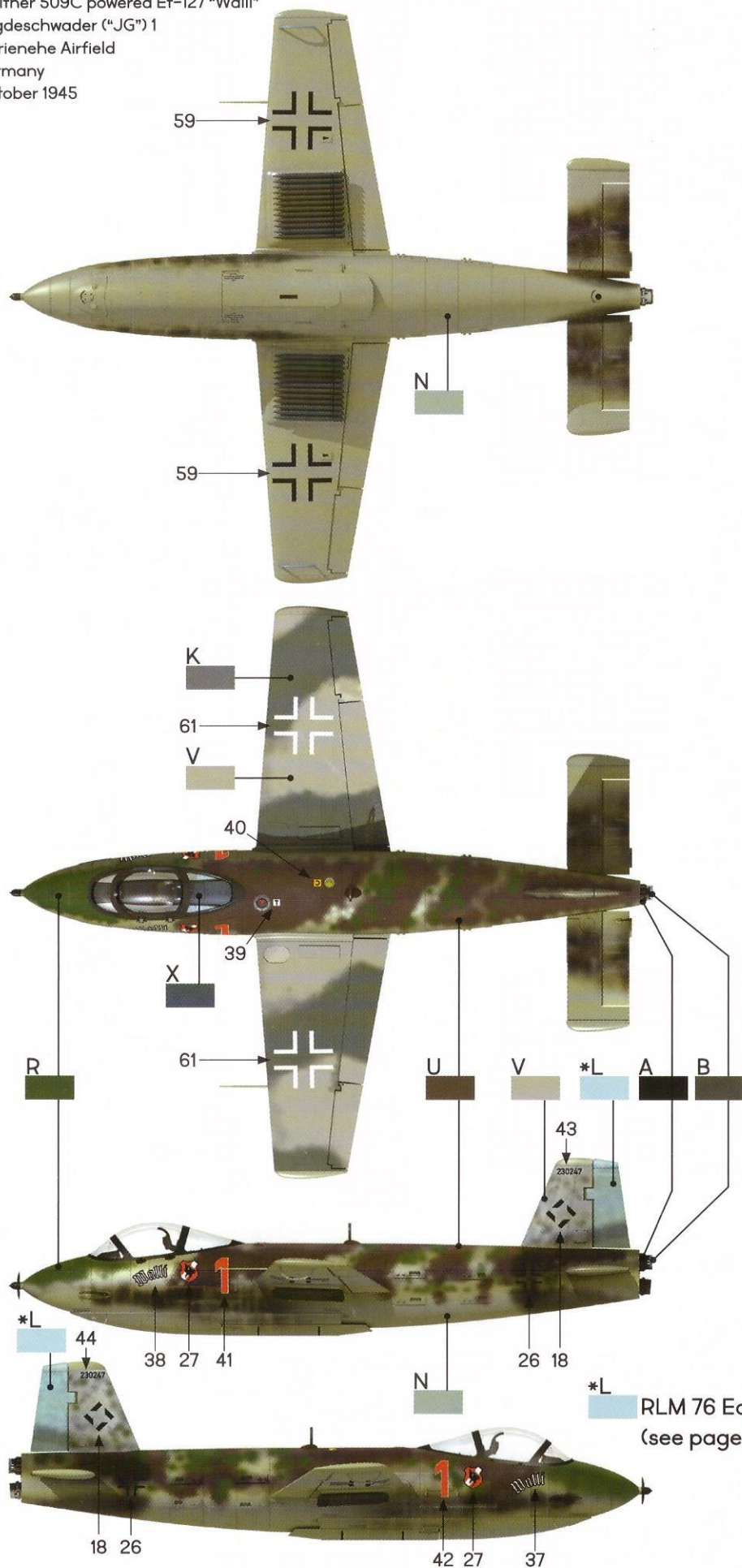
COLOR		RAL/FS	Tamiya	Mr Hobby H-Series	AMMO of MIG	Vallejo	Humbrol	Mission Models
X	RLM 66 Cockpit Gray	7021	XF24	H416	218	71.055	79	MMP-089
A	Black	9005	XF1	H12	32	71.057	33	MMP-035
B	Burnt Metal	-	XF1	H76	187	-	53	MMM-001
L	RLM 76 (Early) Light Blue	-	XF23	H417	249 / 063	71.257	247	MMP-051
M	RLM 83 Dark Green	6006	XF62	H423	925	71.011	253	MMP-054
O	RLM 80 Olive Green	-	XF58	H420	248	71.265	116	MMP-120
P	RLM 81 Dark Green	-	XF74	H423	206	71.264	163	MMP-052
R	RLM 82 Light Green	6003	XF5	H422	230	71.022	252	MMP-053

COLOR		RAL/FS	Tamiya	Mr Hobby H-Series	AMMO of MIG	Vallejo	Humbrol	Mission Models
X	RLM 66 Cockpit Gray	7021	XF24	H416	218	71.055	79	MMP-089
A	Black	9005	XF1	H12	32	71.057	33	MMP-035
B	Burnt Metal	-	XF1	H76	187	-	53	MMM-001
S	Soviet A-24m Green	9005	XF62	H401	032	71.301	117	MMP-030



Ef-126 prior to installation of Jumo pulse-jet.
Soviet test unit
Dessau, Germany
Early 1947

Walther 509C powered Ef-127 "Walli"
 Jagdeschwader ("JG") 1
 Marienehe Airfield
 Germany
 October 1945

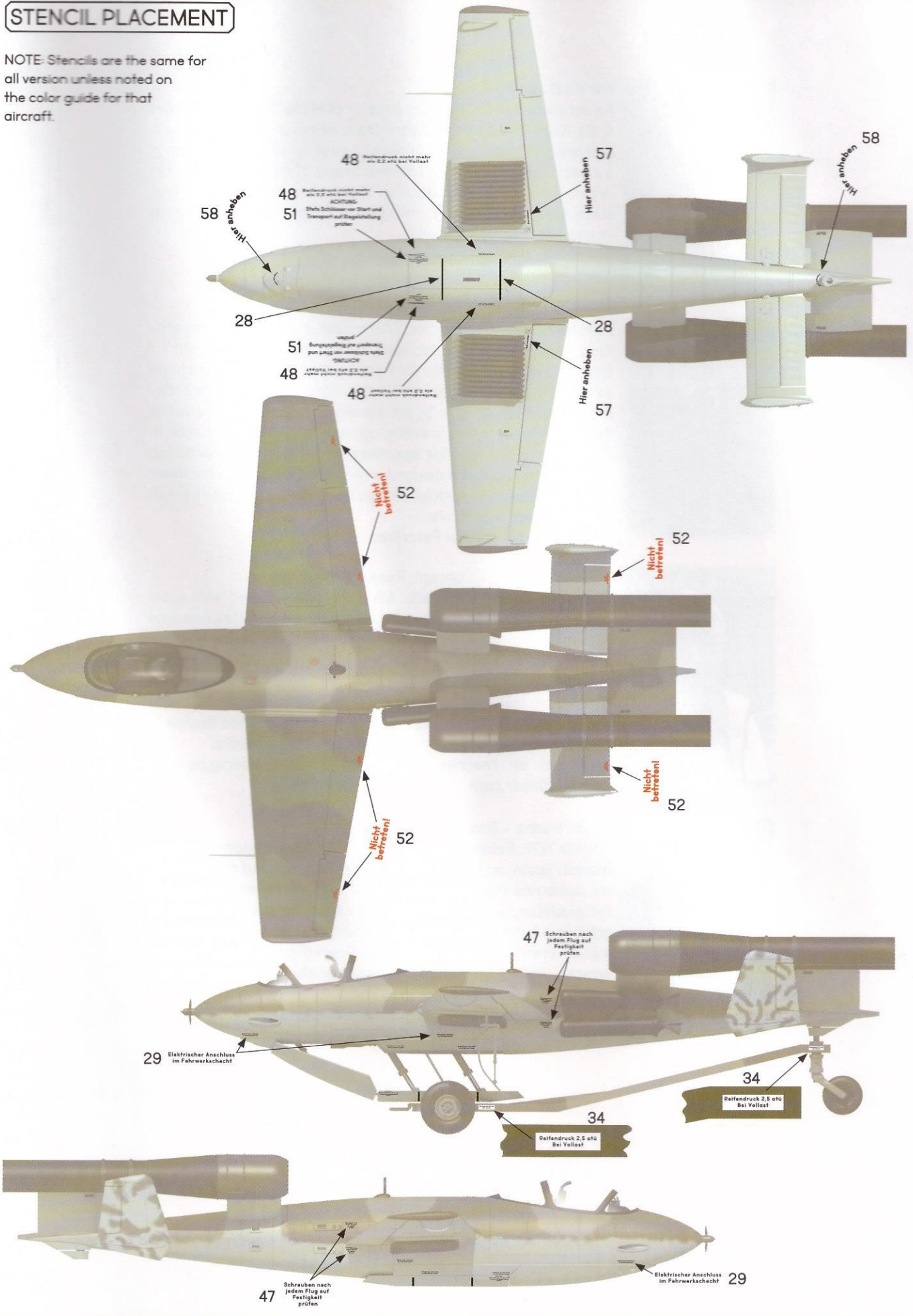


	COLOR	RAL/FS	Tamiya	Mr Hobby H-Series	AMMO of MIG	Vallejo	Humbrol	Mission Models
X	RLM 66 Cockpit Gray	7021	XF24	H416	218	71.055	79	MMP-089
A	Black	9005	XF1	H12	32	71.057	33	MMP-035
B	Burnt Metal	-	XF1	H76	187	-	53	MMM-001
N	RLM 76 (Late) Gray Green	-	XF76	H74	63	71.103	90	MMP-080
R	RLM 82 Light Green	6003	XF5	H422	230	71.022	252	MMP-053
U	RLM 81 Brown Violet	-	XF51	H421	255	71.264	251	MMP-052
V	RLM 77 Light Gray	7035	XF19	H338	209	71.025	166	MMP-017
K	RLM 75 Violet Gray 1	-	XF25	H69	254	71.259	123	MMP-050



STENCIL PLACEMENT

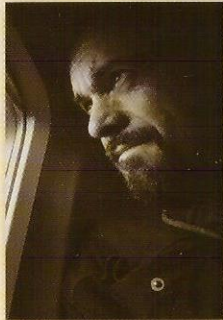
NOTE: Stencils are the same for all version unless noted on the color guide for that aircraft.





Harald Bauske ~ CEO

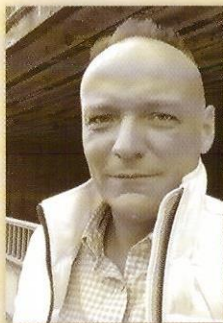
As the owner and managing director of Modellbau König GmbH & Co KG, Harald assembled a team of creative professionals and provided the budgets to pursue one of his dreams: releasing a plastic model kit under his own brand. Now, in late 2018, his dream has come true. Back in 1999, when he made the first steps with his company, he did not imagine that this dream would ever become a reality.



Pete Hamann ~ 3D designer, CAD modeler, research, color profiles, decals design, instructions design and layout.

Born and raised in California, Pete worked on his design chops as an aerospace designer in Seattle, Washington, before packing up and relocating to Spain. He developed a deep interest in flying machines while growing up next to military air bases in Southern California. After spending a few years as a machinist, making other people's designs a reality, he obtained a bachelor of arts degree in industrial design from The Academy of Art in San Francisco, California.

Pete can be reached at Peterjhamann@gmail.com



Alexander Glass ~ Concept, Research, Inspiration.

Like many fellow hobbyists, Alex first encountered with scale modeling happened to him at the early age of 10. Alex has now combined his passion for the hobby, and his experience in sales, to form "Uschi Van Der Rosten" a small but well-known company that specializes in scale model accessories and finishes. Alex has been instrumental in developing the look and feel of the Das Werk brand, lending his talents to the design of visual materials, marketing, box art, and social media.

Alex can be reached at glass@modellbau-koenig.de and www.uschivdr.com



Felipe Rodna ~ Box art

Born in 1976, Felipe lives with his wife and two children in Salamanca, Spain, where he works as an architect and digital artist. He combines his experience in 3D digital art with his passion for modelling in his illustrations, where he always strives to achieve a balance between technical detail and craft. His illustration credits include books for Osprey publishing, Panzerwrecks, Peko publishing, Canfora Publishing, Tankograd, and the Spanish magazine Desperta Ferro.

Felipe can be reached at feliperodna@hotmail.com

A DAS WERK production 2019
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Nordenhamer Str. 177
27751 Delmenhorst
Deutschland