

INFO **EDUARD**

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ISSUE 84



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

JUNE 2017

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EDITORIAL

Welcome to today's newsletter! May 27th was the 75th anniversary of the assassination of SS Obergruppenführer Reinhard Heydrich, the Reich's head of the Protectorate of Bohemia and Moravia, the head of the RSHA and the highest ranking Nazi killed during the Second World War by resistance forces in an occupied European country. The assassination was carried out by Czechoslovak soldiers with the help of the home underground inserted into the Protectorate by Great Britain several months prior to the actual event. We would like to thank all who followed our Facebook page regarding this theme and we thank you for your comments as well. We were extremely pleased by the level of your knowledge of this event. It is true that, however, the opinion surfaced that although the act was one of extreme bravery, the brutality of the German reaction relegated it into the 'not too smart' category. But that is sometimes what the survival of a nation hinges on. In the battle against evil, sooner or later it becomes necessary to stand up and fight with all one's might with everything at one's disposal and not hold anything back. This is a realisation that all countries eventually experienced in the Second World War that were the target of Nazi aggression and might. To not fight, to negotiate with the aggressor, to step back, these things did not bring co-operation or peace. This was, is and always will be true. Coincidentally, passionate emotions and uncommonly intense debate has been evoked by the recent events in Manchester by the Islamic State. We were criticised for some of our strong text about this recent event, and chastised on the basis that politics doesn't belong in modelling. I will not ever suggest that someone should lose their right to their opinion, and I understand the misgivings of those that have them, but I think there is a place for politics in modelling as there is in many facets of life. We're not just modellers, locking ourselves with our kits in the safety of the man-cave. We are also people, citizens who should care about our well-being as a species, and of the world in which we live. To express misgivings about the evolution of this care and concern is in my opinion, relevant. Going back to the pre-war era, I would point out that Winston Churchill, expressing the opinion that Hitler was a dangerous thug and the Nazis a life threatening danger to the free world, was also considered a radical. What was going on a year later?

I would like to thank Mr. Jindrich Sterbacek for his apology for the mistake in the review of the SE.5a in Modelar magazine, Issue 4/2017. At the risk of sounding like a disgruntled old man, the mistake wasn't the main point of

my rant regarding the text's mistake. That was more of a reminder that the line between a know everything and a wannabe is sometimes dangerously thin. What really got me, though, were two things that I noted from my perspective. The first was the conclusion in which the author cites a list of mistakes and makes rather sadistic suggestions for punishment for said mistakes without being able to find one positive aspect to the kit. This is probably connected to a long standing Czech, and Czechoslovak, tradition of deeply criticising, either fairly or unfairly, the value of an item or a product. The fixation of the reviewer on the need to find fault in the review is as old as the concept of the review itself and still represents itself well in our field. As in other fields, in modelling, the Czech review is first and foremost about mistakes. Our reviewers consider it their duty to find mistakes, and shove them down the throats of the manufacturers. In my opinion, this carries with it one interesting side effect. As time passes, reviewed items have gotten progressively better in quality as a whole, and the perceived faults follow suit. However, the reviewers are that much louder and play down their overall insignificance. In our own case, we went through a several week-long debacle on the theme of the fairings at the wingroots of the Bf 109G and today it's about the positively engraved doors on the fuselage of the SE.5a. Oh the infamy! How can something like that occur? Well, these things can happen, and unfortunately, the toolmaker went positive instead of negative. There were times when such things were not even commented upon, but in the days of dwindling topics to bitch about, every little nitpick is a good nitpick and needs every last ounce of one's overcompensation for one's own perceived personal shortcomings squeezed out of it. I wouldn't even have that much against it personally, but in this case it was more about not understanding what he was talking about rather than the perceived mistakes. But when someone goes about pointing out perceived mistakes, and extrapolating others in a snowball effect, while painstakingly making an obvious effort to leave out any good points, I exercise my right and duty to speak up. Is there really no redeeming quality in the kit? Really, none?

Everyone makes mistakes. But, there are mistakes and then there are mistakes. It's like driving a car. For something, they'll charge you with a sixty dollar fine, and with something else, they'll take your license away. Zdeno Bugan, it would seem, would take away our license for having an under-inflated left rear tire. I don't know if this is a result of there being less and less of those fatal flaws



in models on the market, or of Zdeno echoing the theory that Eduard is pretty good at producing model kits and should be slammed a little harder than someone who does not ply their trade as well. On the other hand, that would be a fairly advanced thought, the principle of which is even applied to our schooling system. In reality, I don't hold these creative thoughts against their supporters, as I would against responsible editors. I don't want to take apart the idea of the review to its bare bones, but as you will no doubt understand, I do read them. I must say that the level of quality in the reviews is too often depressing. Finding a good quality review is increasingly difficult and is best to find among high quality modellers, but an editor needs to keep tabs on the texts that are released, curb the author's enthusiasm (in the negative sense of the word), aversions and inclinations and to promote as much accurate reviewing as possible. And that's the other problem I had with Zdeno Bugan. Right in his introduction, the author explains that as he sees it with models of First World War subjects, and eventually goes on to conclude that 1/48th scale is for these types inadequate, because today, the ruling scale is 1/32nd, especially from one specific manufacturer with which no one or nothing can hope to compete. It was not necessary to be a fortune teller to know how this was gonna end. And end it did, very predictably. I see two faults there. One comes from the fact that the author already had his mind made up from the very beginning, and that the review was only going to be a vehicle in which to propagate a specific agenda. The other comes from pushing forth the notion regarding the domination of 1/32nd scale with respect to First World War aircraft and a definite failure of this in 48th. That is not truth, it is merely the perception of Zdeno Bugan fuelled by his love of WNW kits. He loves them, and builds them for WNW. I understand his passion, but so should his editor, and should've placed Bugan on a leash with a muzzle. Bugan's enthusiasm regarding the marvellous sales of WNW kits should also be put in their proper place. Outside of Bugan's head, the reality could actually be quite different. And this is meant

as no criticism of WNW. Their work is wonderful, and they give the world beautiful models of interesting subjects, but their sales are far behind the results found with 48th scale kits. And to use this as a tool with which to beat up on those who use 48th scale either as manufacturers or as modellers comes across as just a tad over-confident, let's say.

And so, after several years, I decided to write a review of a review. I really didn't want to get into it, because I expect that it will be made out to sound like a manufacturer who's darling little baby was criticised. Although I am not expecting any praise, I decided to write down this text. I wrote it because I consider accurate and constructive criticism to be one of the engines driving progress. A review should give some idea of what the consumer wants, and the consumer of what to expect. I fear that for the most part today, neither side gets what it needs. The Czech reviews (among others, like for example, Russian) are inclined to find fault at any cost and trample the kit into the ground, while western reviews tend to as forgiving as a school for the variously handicapped and often resemble an advertisement. It would be a good idea to strike a balance so the review would benefit both the consumer and the manufacturer. In its current state, the reviews are virtually useless. There are, of course exceptions, such as the review of the 1/32nd Yak-3 in the last issue of Modelar.

The next ModellBrno is on our doorstep. This year, the show takes place with our significant presence, as we have taken over financial support of the event. I have read that we are blood sucking vampires, the wreckers of modelling events, and that we used local circumstances to our advantage to hijack the event. Those are some pretty harsh words and, of course, I am not sure they are warranted. We have no desire to take over all of the event's functions, and we certainly aren't doing it to make a buck. I seriously doubt that a modelling event such as this one in the Czech Republic is a business that would turn into a lucrative venture. In fact, I fear that most event organisers are pleased when they break even. ModellBrno will likely be the same this year and our part in the financial handling of the event is not going to change anything. Our goal is a little more complicated than making a profit on tables and admission, while the other side of the coin requires no big know-how. Our interest is first and foremost to maintain events like ModellBrno or E-day at the top of the show calendar, a place for the modelling community to gather, because it is this community that keeps us alive. For this reason, we support small and medium sized events, even if it is not evident at first glance or doesn't attract the same amount of attention as our partnership with ModellBrno or the goings on around E-day. We are very well aware that the existence of the modelling community is the foundation

of our business. As long as clubs thrive, as long as modellers go out for a few beers and discuss who did what, who screwed up the nose on the MiG, or who loused up the crosses on the Fokker, then our industry sustains us, and as a result, we manufacturers survive. If the clubs die out and the events stop occurring, we stop occurring as well. Even now, there is regular talk of the shrinking of the modelling market and a decrease in the number of modellers. I don't know - maybe it is that way, but here, at the Czech events, things certainly don't suggest an impending tragedy. That makes me feel some sadness all the more, when I see the pessimism in modelling circles around the country. Since when, a while back, we connected E-day with the Czech Nationals, and the resources necessary were covered by ourselves, I have felt very compelled to speak out on this subject. I think that the time might be right to suggest another state of affairs that may be more accurate. More and more clubs are disbanding and leaving the union of Czech modellers, including the Brno club, and even the junior part of that was in danger of disbanding due to some poor steps taken by the union itself in the past. I think, then, that it is time to ask the question whether or not it might be prudent to form an organization to replace, and be totally independent of, the union SMCR. This raises a whole list of other questions, but it's something to discuss. I am sure it's time to begin this process.

But I don't just want to sit here and philosophise. So, what will we find at ModellBrno? Of course, models. One of our contributions to ModellBrno is the concept of the admissions kit and this year they will be consistent with the show's poster. In the same spirit, there will be certificates done up as memorial sheets. There will be the traditional pre-party on Friday night and there is a chance that General Bocek may pay it a visit. We took the liberty of including the markings for the Spitfire that the General flew over as a Sergeant in August, 1945 to Prague. The markings are in the admissions 1/144 kit. Within the hall itself, there will be theme appropriate displays there will be club tables, and naturally, some high quality catering. At our table you can expect new releases for the month of July including the 1/32nd scale Warhawk and, for now, the final of the Eduard Avia line, the Bk.534 in 1/72nd scale. It will include the arresting gear, and will feature positive scribing on the centre section of the top wing. That's just in case you have a new file lying around and need to put it to good use, you know? That's a joke. The surface detail is very fine. You'll see. This Bk also has the last of the more complex fit issues fine tuned, like, for example, the elevators. As a sidenote, this year's Kamikaze Cup in Slany featured the building of the Avia B.534 I and II Series, and the kits were completed by all participants including one lady, and the winner even managed

to do the rigging. If you'd like to know more about all of July's new releases, check out the July Distributor's Leaflet. It's all there. The Distributor's Leaflet was intended to be just that, and not be accessible to the general modeller. But the modellers found their way to the leaflet and nowadays, anyone who wants it, accesses it. This, of course, doesn't bother us, and we are pleased that you all find it worth the effort.

I need to say something about ModellBrno pre-orders. They are in effect now and are so until Monday June 12, 2017 at 8:00am. Be aware of that date and time, though. It often happens that someone forgets to place their order and tries to place it after the end of the pre-order period. We always accommodate but it's a lot more complicated after the end of the offer period and we are always very grateful when the orders come in on time. It should also be noted that the admission to ModellBrno is modelled after E-day, and there is the admissions kit, which in this case is the 1/144th scale Spitfire with two marking options, both of which have a connection to the city of Brno. BFC members will have the admission and the kit at no cost and our table will feature a 15% discount, 20% for the members of the club.

In July, you'll finally be able to find out how it was with Manak's Typhoon, thanks to Karel Tuma and Jan Mace in the magazine Modelar. Their article will have a definite impact on the final look of our Manak Typhoon Mk.Ib, which will be one of the main draws at this year's E-day. Their conclusions are generally categorical, but I must admit that our other consultant of British origins sees a problem with the outcome and his conclusions differ substantially. All these gentlemen have brought us to the brink of dilemma, to the point where whether or not Manak's Typhoon had or did not have an antenna mast will simply be left up to you. The new canopy for the mastless version is ready, so no matter what the truth of the matter is, we are ready for any variation. The other main hero for this year's E-day, the Fw 190A-4 is progressing very nicely, and I am hopeful that we will even be able to show off some test shots at ModellBrno. We also have the admissions kit fine tuned, and our ambition was to make as attractive as possible, to the point where you'd be disappointed that E-day will not include Sunday this year.

During the second half of May, we were finally able to start the run of prints of our boxart in the EduArt line. The prints, in an A2 format, are printed on a special material, and they aren't entirely cheap. We aren't anticipating huge sales with these items, which will be valued by those who acquire these items, because they will certainly not be hanging on every wall. Examples of the first prints, as the ones that were prepared for June, can be viewed within this newsletter.

Turning our attention to June releases, there is a certain domination carried

by the Bf 110F in 1/48th, for which one reason would be the action filled boxart by Mr. Forkasiewicz, which will also be available as a June offering in the EduArt line. The Bf 110F is among models that are periodically discussed by modellers in many discussion forums weather live face to face or on the internet. We decided we should meet these discussions and requests head-on and release the 'F' version. This variant is interesting in the variety of roles that it found itself fulfilling. It served as a straight fighter to fighter-bomber all the way to a radar equipped night fighter. Markings options were selected to cover something from all of these roles. The end result are options covering five very interesting aircraft. Out of a certain sense of nostalgia, we have included the resin Dachshund, a reference to JG 5 based in Norway. These were included in the first boxing of the Bf 110E in 2007. There are three variations of the Dachshund, one of which is included in each kit. Details about them and how they got to the air force were covered, I believe, in REVI magazine and Honza Bobek has promised me a short article explaining them.

In the ProfiPACK line, we also have a re-edition of the Roland C.II in 1/48th. It's not a straight re-release, as the decal options have been altered to reflect recent revelations. The third ProfiPACK is the 1/72 scale Spitfire Mk.XVI in its bubbletop guise. The fourth of four new offerings is completed by the still very popular Bf 109G-6 in 1/48 in the Weekend line with two marking

options depicting the classic G-6 sub-variant produced by Messerschmitt at Regensburg.

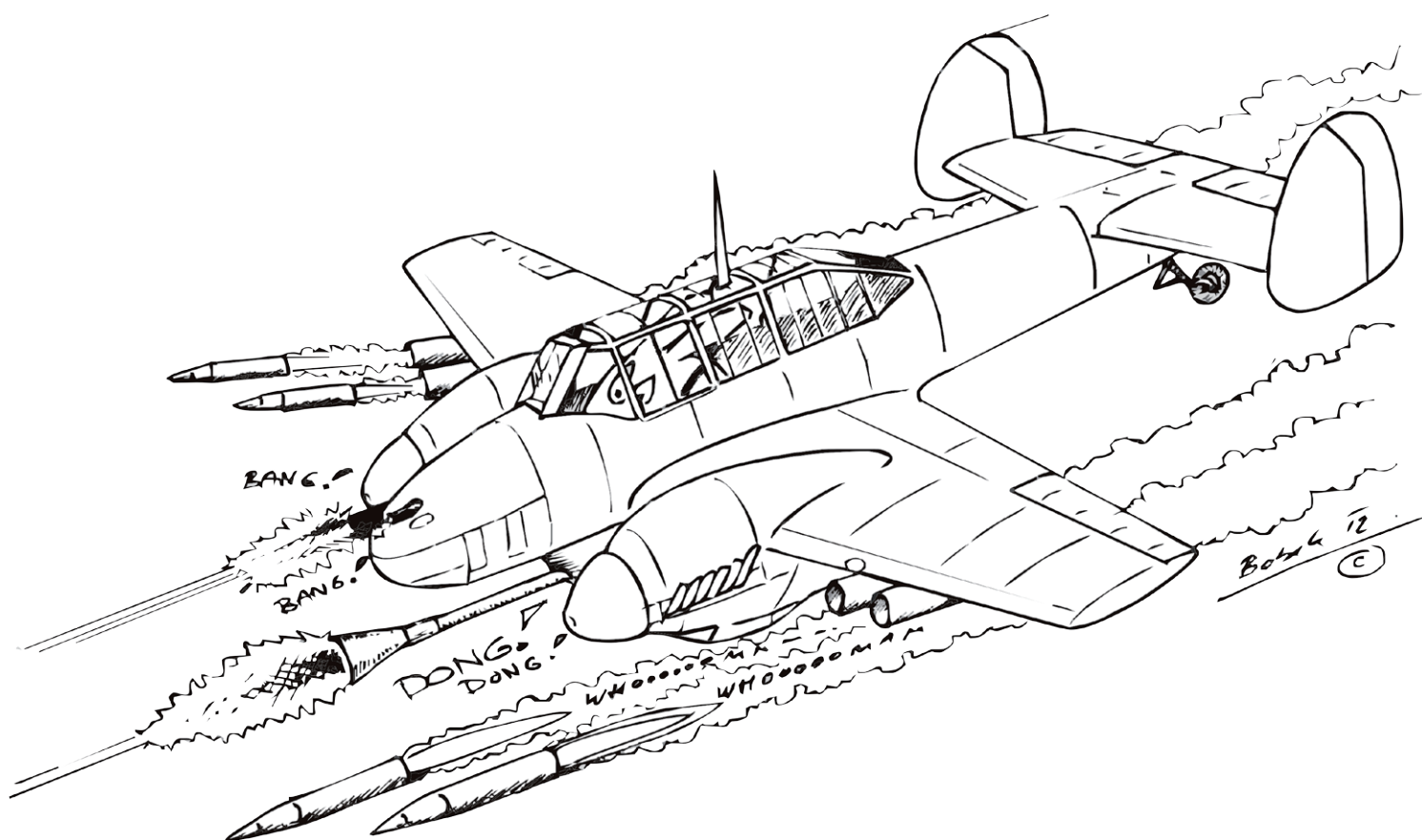
Now the accessories. The biggie among the Brassins is the F-14A cockpit for the 1/48 Tamiya kit. Out of the other sets, I'd like to draw attention to two sets designed for Hasegawa's H8K2 Emily in 1/72. One set covers guns and the other covers engines. Also note the BigSin sets for the Bf 109G-6 in 1/32 for the Revell kit. In the photoetched brass and mask department, we have the first two sets designed for the one of the latest naval efforts emanating from Trumpeter, the German Type VIIc sub in 1/48. This kit is a beast, and its price is correspondingly high, for which we are then offering corresponding quality. Sticking for a moment with the naval theme, we are continuing with the releases of sets for the HMS Hood in 1/200. Other sets are designed for aircraft. In 1/72, we've got a set for the Ki-49 Donryu/Helen from Hasegawa, for which there was a surprising amount of demand, and two sets for the MiG-31B/BM from Trumpeter. The MiG-31 also receives our mask treatment, but not so the Helen, since a mask is already available. In 1/48, we have two sets for the Super Seasprite from Kitty Hawk, two for the Su-25UB from Smer, which is, as is well known, an OEZ Letohrad original later boxed by KOPRO/KP. The new releases of 48th scale sets is capped off by one for our just-being-released Bf 110F. There are also masks being produced for the Super Seasprite and the Bf 110F.

Having touched upon masks, it would be prudent to point out another set of masks for the anti-glare panels of the B-17G. The last of the representatives of masks for today cover the F-35A in 1/32 from Italeri, a kit for which we also have three photoetched sets. You could say that there are a total of five sets for this kit, because there two that are in the ZOOM line. This applies to the other photoetched releases as well. The ZOOM releases for this month, incidentally, are more varied than usual and is worth a longer look. Not only will you find the typically reduced sets for the given subject, but also includes seatbelts. We have also incorporated a prt of the STEELBELTS line in to the ZOOM sets and this time these cover French Second World War belts in both 1/72 and 1/48 scales, as well belts for the Spitfire Mk.IX in the same two sizes. These are designed for the Eduard Spits, but can no doubt find a good home in other kits as well. As if that weren't enough, there is a set in each of 1/72 and 1/48 of German rudder pedals. .

That's it for now, my Friends. Happy modelling!

Vladimir Sulc

1. 6. 2017

Memoriál KIT Show Broumov 20. 5. 2017

May 20th saw the nineteenth plastic model show and contest at Broumov. It wasn't actually in Broumov, but rather in a nearby town called Otovice at the local town hall building that also serves as home to the restaurant La Sahula. This was the fourth time that this event took place there and I think it was much to the satisfaction of all participants. There were 294 models that gathered there in all categories. There was representation from Bohemia, Moravia and even from Poland. For the first time, we received visitors from every corner of the country. Considering the fact that there were four other similar events at various locations around the country and an air show at Caslav, we did extremely well, and I would like to thank all that chose our event to visit.

Despite the weather forecast, it was a nice day and it was even possible to sit and talk outside on the restaurant's patio which was a really good thing given the number of participants and visitors. We offered, as part of the event, a tour of the local Olivetin Brewery, producers of a beer here called Opat. In the years to come, though, I won't forget to suggest people bring along the option of warmer clothing. I noted how some of the returnees from the field trip looked like they just got back from Siberia.

A very interesting aspect of the show ended up being a visit by Mr. Sulc to Eduard. I am a bit bothered by my notion that I allowed Mr. Sulc to be uncomfortably cold at the local brewery, but I also think that this will not adversely affect the quality of forthcoming models...

The end of the show and the reading of the results, although delayed by an hour, took place in a very pleasant and friendly atmosphere. There were no early departures, which I attribute in part to the quality of the local cooking. Many of the participants had trouble moving after dinner, to say nothing about leaving! I assume that the portion sizes and quality of the food is well known from previous years.

There were 72 awards handed out, including Special Theme awards. The Eduard Awards in both aircraft and AFV categories were handed out by Mr. Sulc himself, which the recipients received very appreciatively. As a matter of interest, I had to assure some of our Polish friends that yes, indeed, this was 'Mr. Eduard'. Thanks to a close level of co-operation with the Polish club IPMS Swidnica, the kits produced at Obrnice by Eduard are becoming increasingly popular with our northern neighbours, and, most importantly, they are being built. The level of quality of the built kits by them is easily on par with the local standards, I would think that the first place finish sparked the same level of satisfaction in Wroclaw as the other well placed finishers did.

In closing, I would like to thank not only all of our visitors and participants, but also the sponsors, without whom the event would be nowhere near to what it was.

The next event will take place again in two years, and making this an annual event is being considered.

For KPM Broumov
Jan Velich



POHÁR TŘÍ KRÁLOVSKÝCH MĚST A KAMIKAZE CUP

On Saturday, May 13th, the 7th Annual Three Royal Cities model contest took place in Slany, put on by the local club, along with the clubs in Loun and Zatec. The contest this year was conducted under the patronage of Mgr. Hrabanek, the mayor of the Royal City of Slany.

In the halls of the Grand in downtown, there were 177 competition models and several dozen or so non-competition models. The contest was divided into fifteen categories. The first three finishers in each of the categories received model kits produced by Eduard and a certificate. The Frantisek Toman memorial award for Best in Show was won by Karel Sutt of Loun for his model of a Merkava.

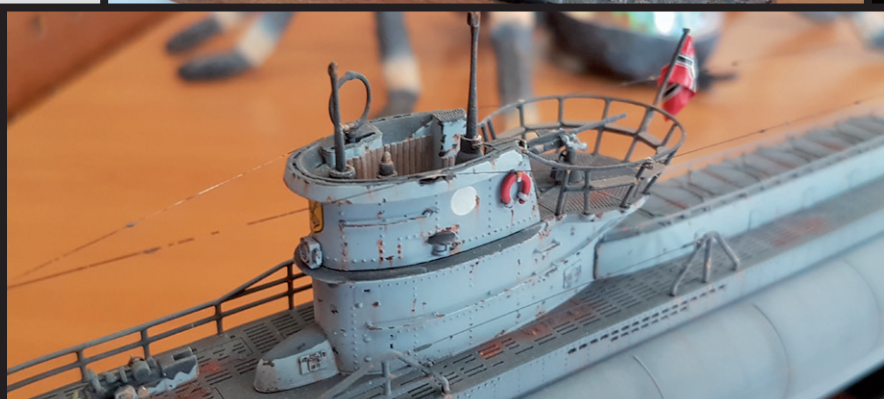
The Sunday portion of the event included the Kamikaze Cup, a contest that is time sensitive. This, the sixteenth year of the contest, required the contestants to build an Avia B.534 I or II Serie model in 1/72nd scale, naturally produced by Eduard. Eduard is the main sponsor of the event and supplies the kits for this portion of the contest. This year, there were eleven entrants and all but one managed to finish the kit in the allotted time, including the addition of details, painting, and even with some of the rigging. All of that in the span of seven hours. The winner was Milan Bobok from Zdice.

Next year's event, including the Kamikaze Cup will be held in Zatec at the end of March. The actual schedule is yet to be determined.

Vladimir Stepanek

Chairman, KPM Royal City of Slany

Contest Organizer



POHÁR TŘÍ KRÁLOVSKÝCH MĚST A KAMIKAZE CUP



Bf 110F

ProfiPACK

edition

1/48



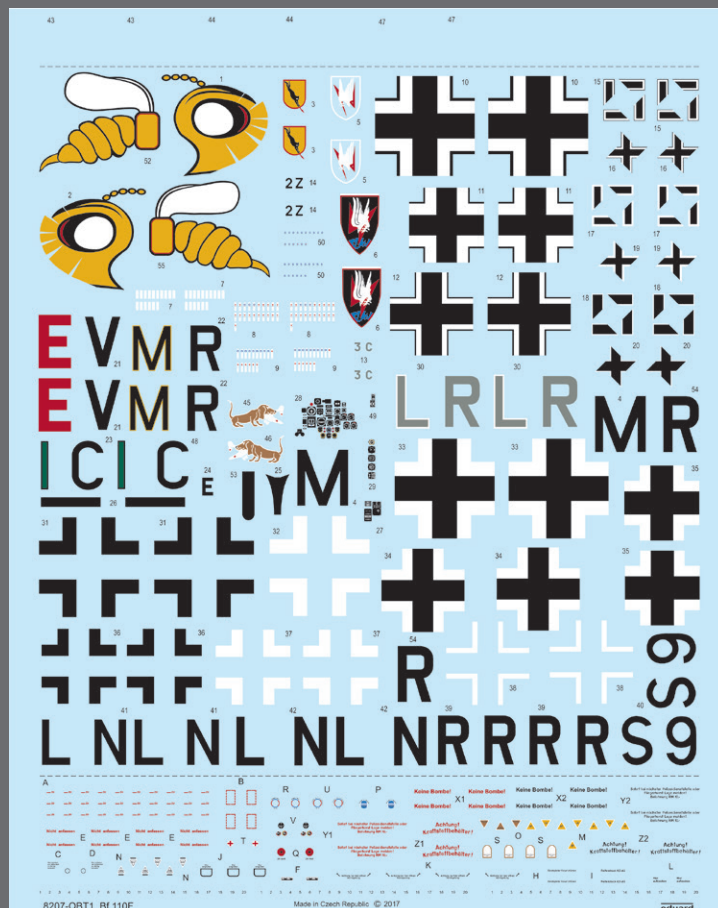
1/48, Cat. No. 8207

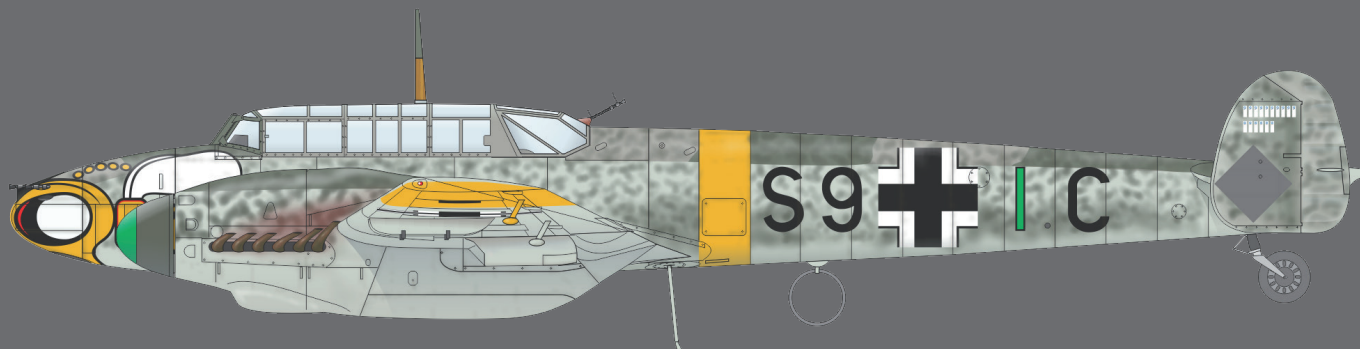
- plastic parts Eduard
- photo-etch set
- painting mask
- decals Cartograf
- 5 markings
- Bonus: resin Dachshund figure in 1/48 scale. Random selection on 1 of 3 variants.

[Product Page](#)

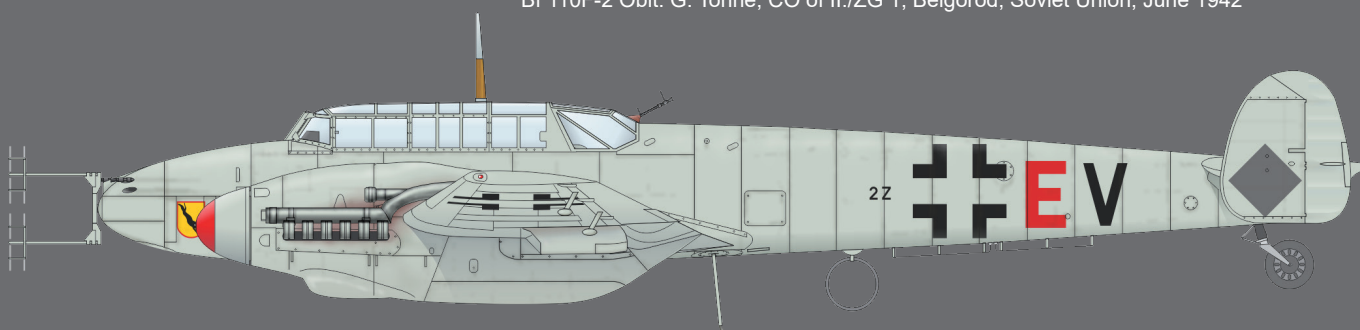

RECOMMENDED:

- 49833 Bf 110F (PE-Set)
- 49095 Seatbelts Luftwaffe WWII fighters STEEL (PE-Set)
- 48567 Bf 110 workshop ladder (PE-Set)
- 648055 Bf 110 E/F/G main undercarriage wheels (Brassin)
- 648085 MG 15 gun (Brassin)
- 648131 MG 81 gun (Brassin)
- 648135 MG 81Z gun (Brassin)

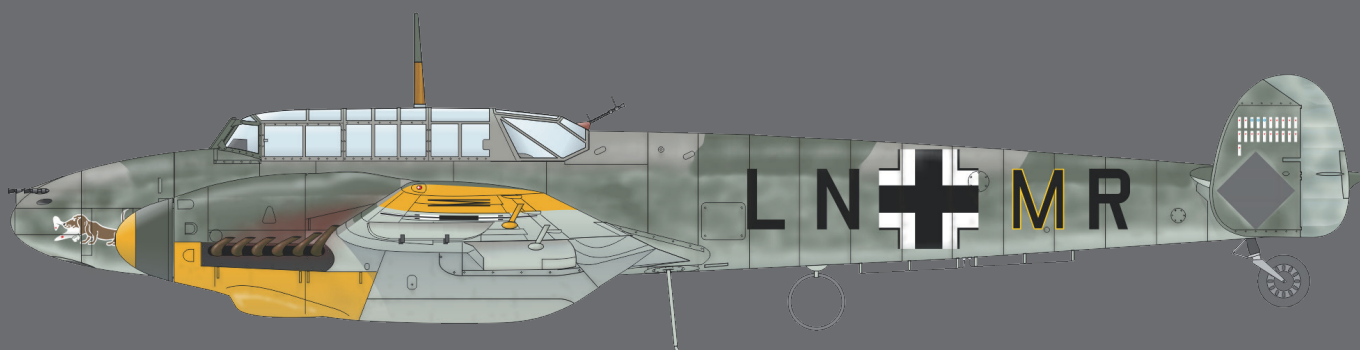




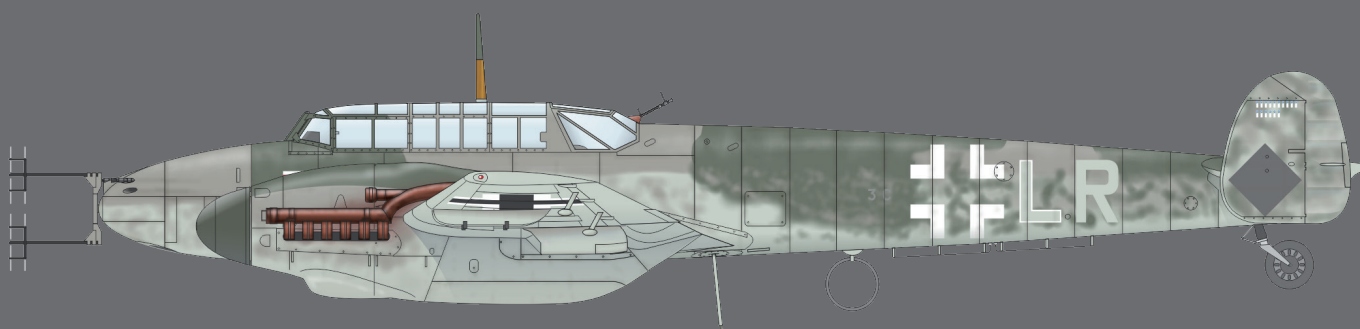
Bf 110F-2 Oblt. G. Tonne, CO of II./ZG 1, Belgorod, Soviet Union, June 1942



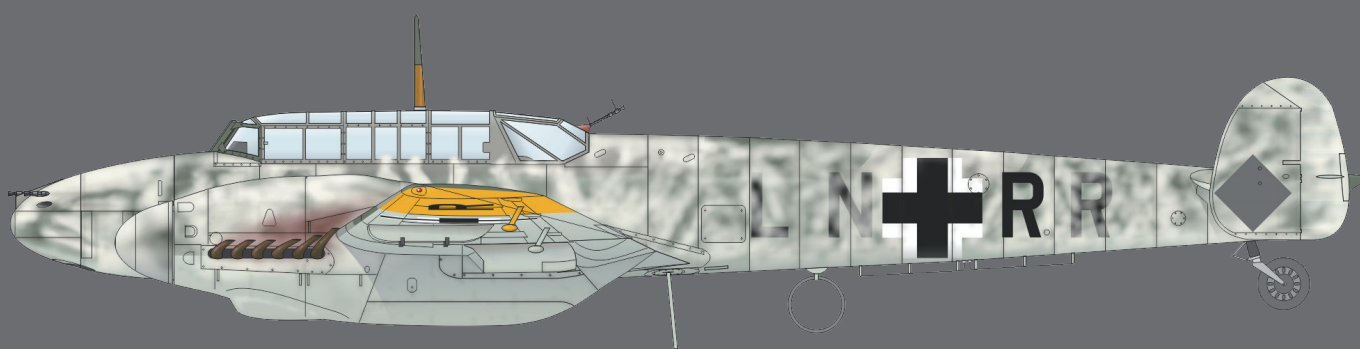
Bf 110F-4 Oblt. M. Bauer, CO of 11./NJG 6, Zilistea, Romania, June 1944



Bf 110F-2 Ofw. T. Weissenberger, 6.(Z)/JG 5, Kirkenes, Norway, June 1942



Bf 110F-4 Ofw. R. Kollak, 7./NJG 4, Juvincourt, France, June 1943



Bf 110F-2 W. Nr. 5080, W. Frost, 13.(Z)/JG 5, Kemijärvi, Finland, Winter 1942/ 1943

Spitfire Mk.XVI Bubbletop

1/72

ProfiPACK

edition



1/72, Cat. No. 70126

- plastic parts Eduard
- photo-etch set
- painting mask
- decals Eduard
- 5 markings

Product Page

RECOMMENDED:

72640 Spitfire Mk.XVI landing flaps (PE-Set)

672108 Spitfire Mk.IX wheels 4 spoke, smooth tire (Brassin)

672109 Spitfire Mk.IX wheels 4 spoke, w/pattern (Brassin)

672110 Spitfire exhaust stacks - fishtail (Brassin)

672111 Spitfire exhaust stacks - rounded (Brassin)

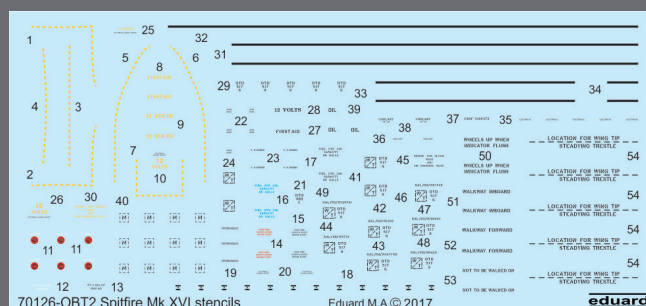
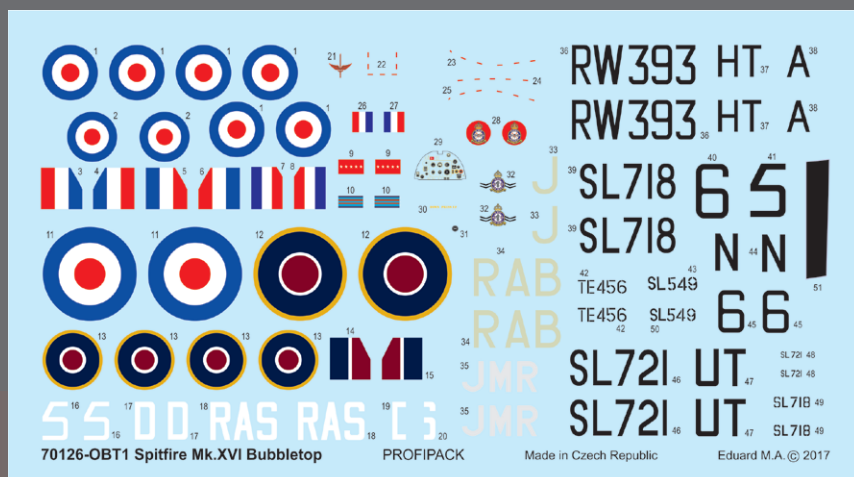
672121 Spitfire 500lb bomb set (Brassin)

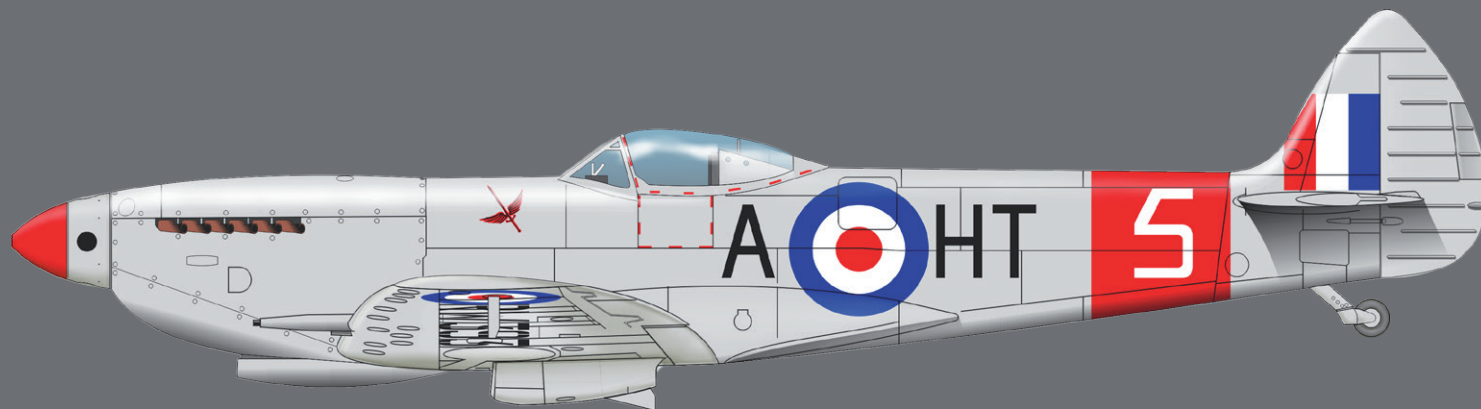
672122 Spitfire drop tank (Brassin)

672125 Spitfire Mk.XVI top cowl (Brassin)

672142 Spitfire Mk.XVI wheels - 3 spoke (Brassin)

CX425 Spitfire camo scheme B 1/72 (maska)

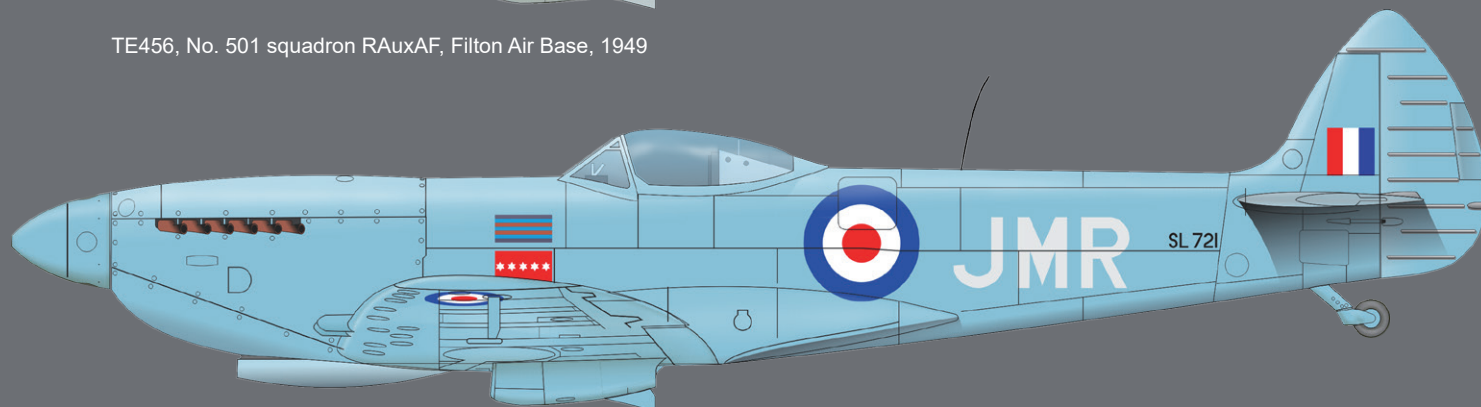




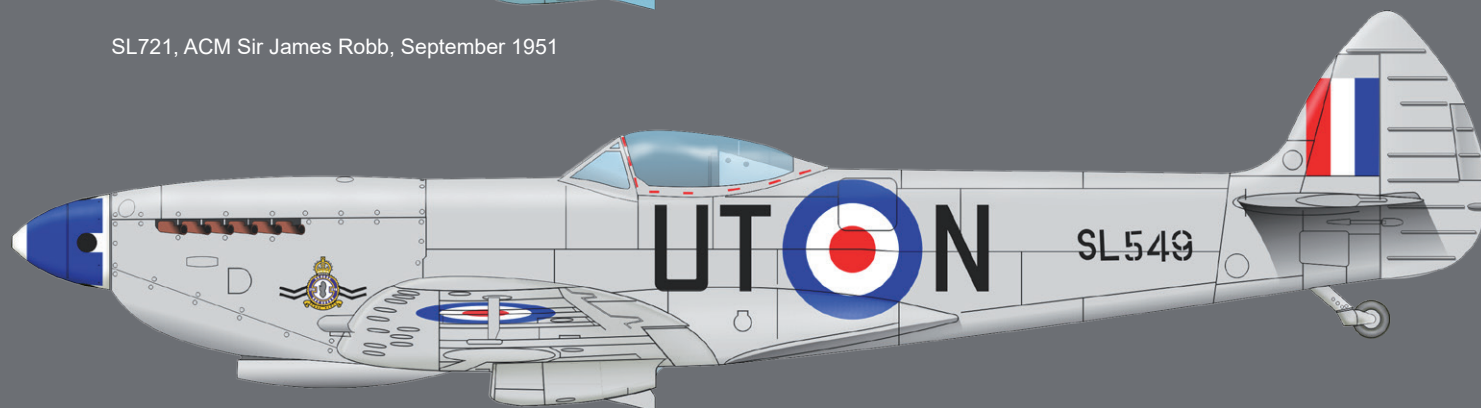
RW393, No. 601 Squadron RAuxAF, 1949



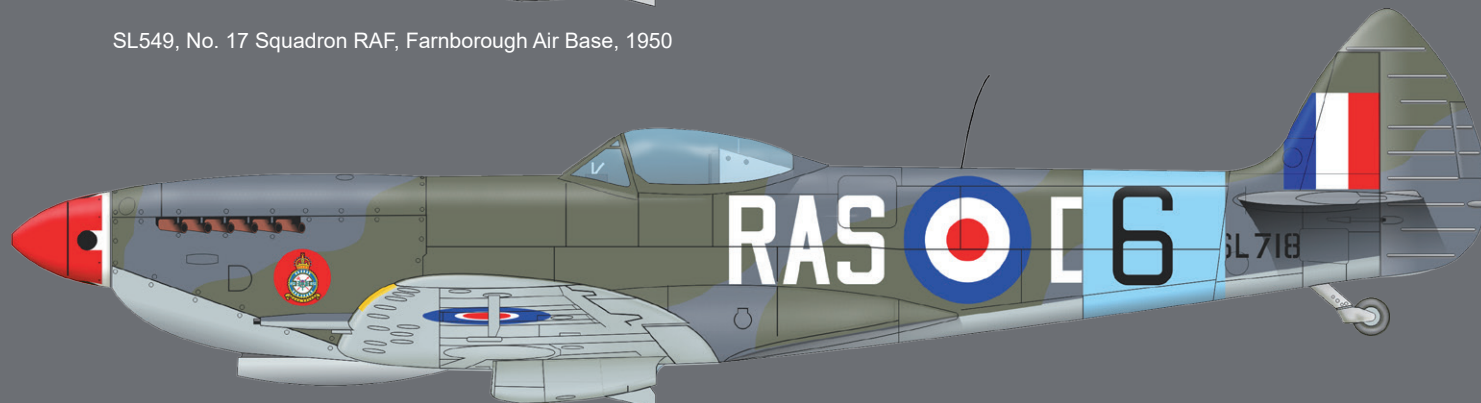
TE456, No. 501 Squadron RAuxAF, Filton Air Base, 1949



SL721, ACM Sir James Robb, September 1951



SL549, No. 17 Squadron RAF, Farnborough Air Base, 1950

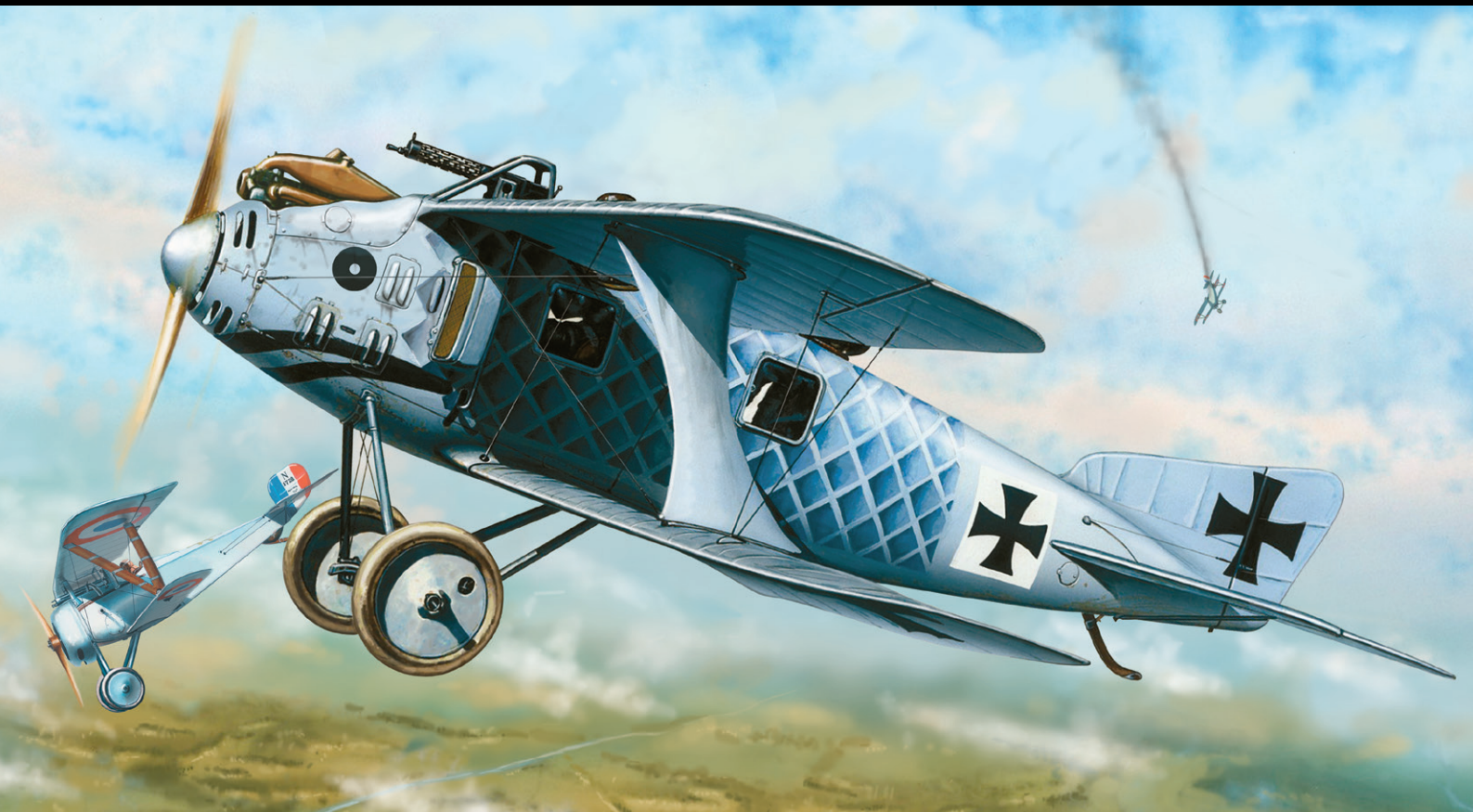


SL718, No. 612 Squadron RAuxAF, Cooper Air Race, Elmdon Air Base, July 1949

Roland C.II

ProfiPACK
edition

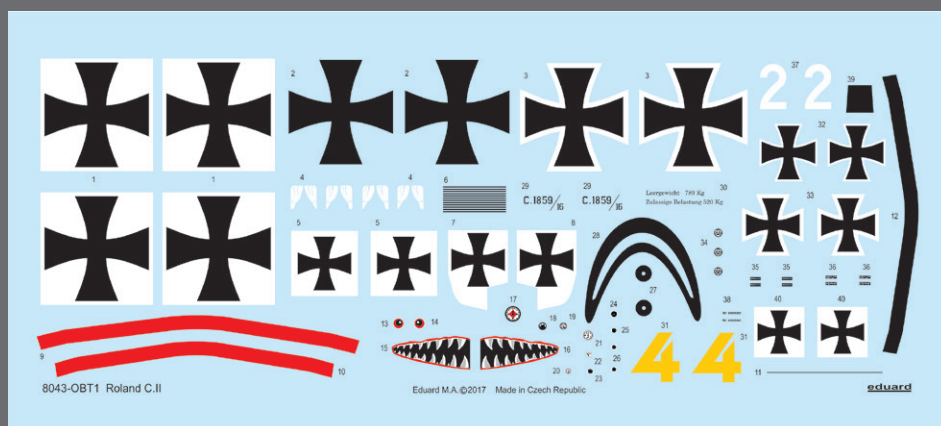
1/48



1/48, Cat. No. 8043

- plastic parts Eduard
- photo-etch set
- painting mask
- decals Eduard
- 4 markings

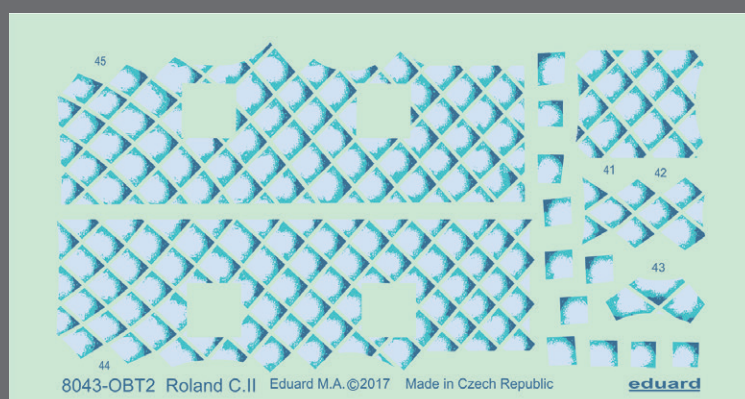
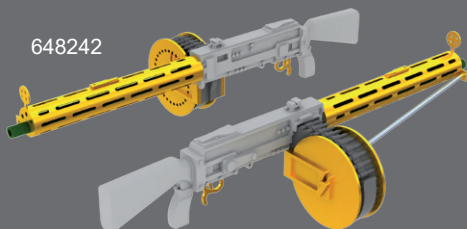
Product Page

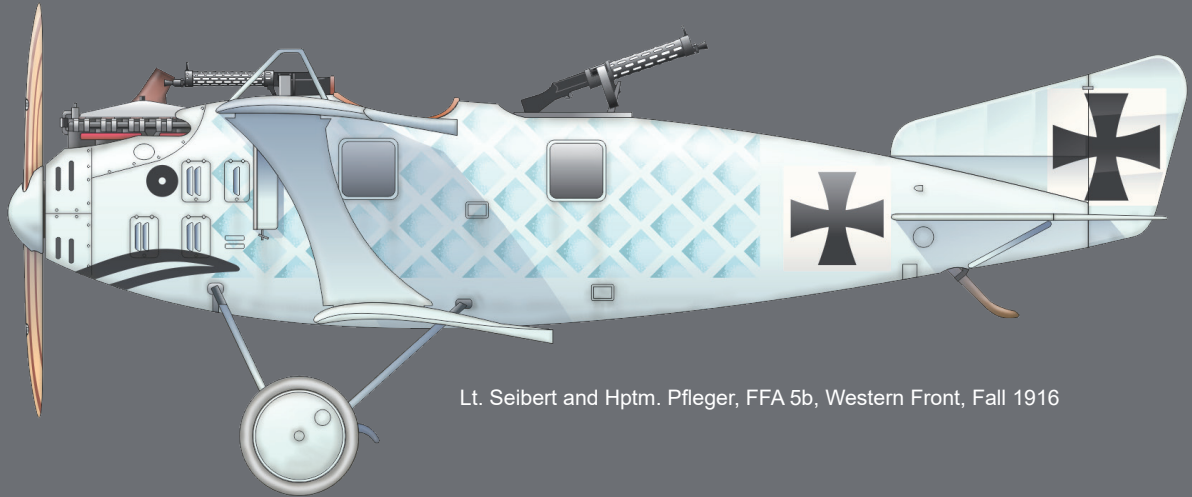


RECOMMENDED:

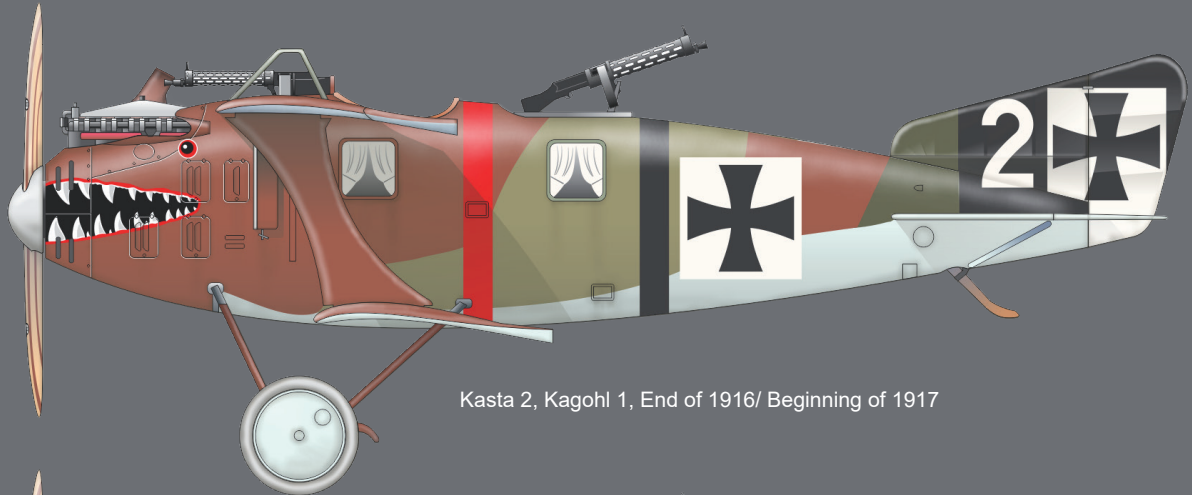
648242 MG 14 Parabellum WWI gun (Brassin)

648242

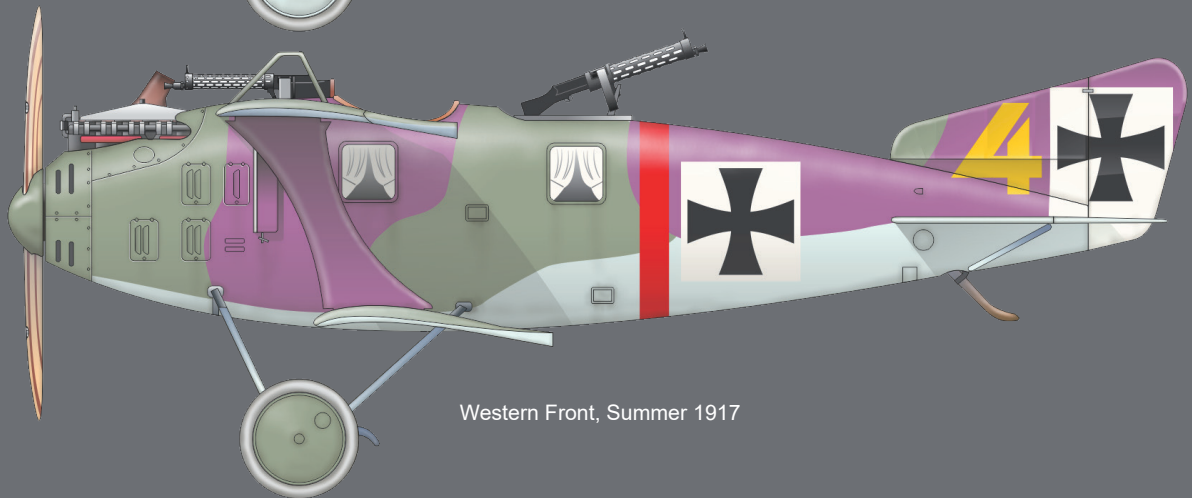




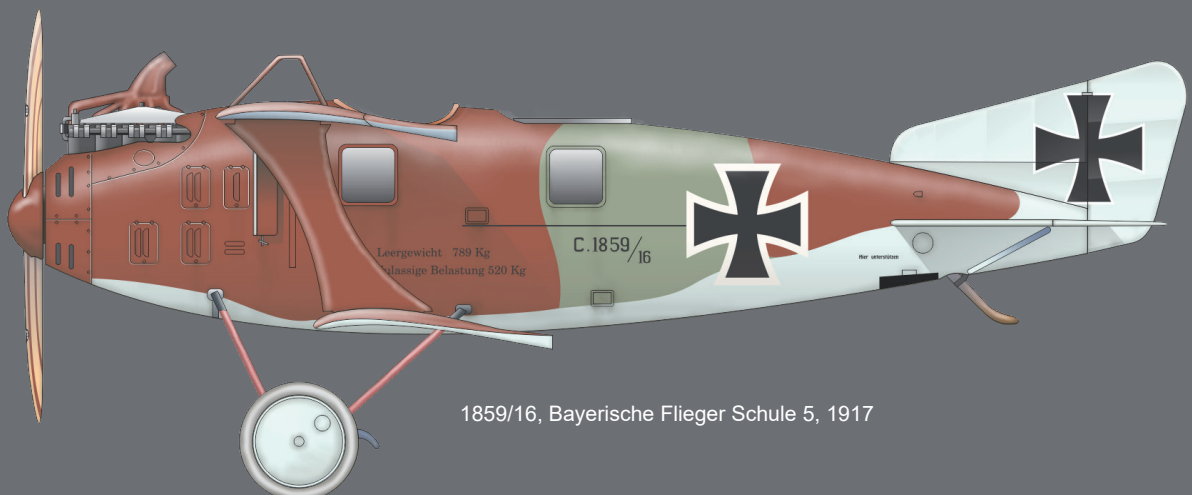
Lt. Seibert and Hptm. Pfleger, FFA 5b, Western Front, Fall 1916



Kasta 2, Kagohl 1, End of 1916/ Beginning of 1917



Western Front, Summer 1917



1859/16, Bayerische Flieger Schule 5, 1917

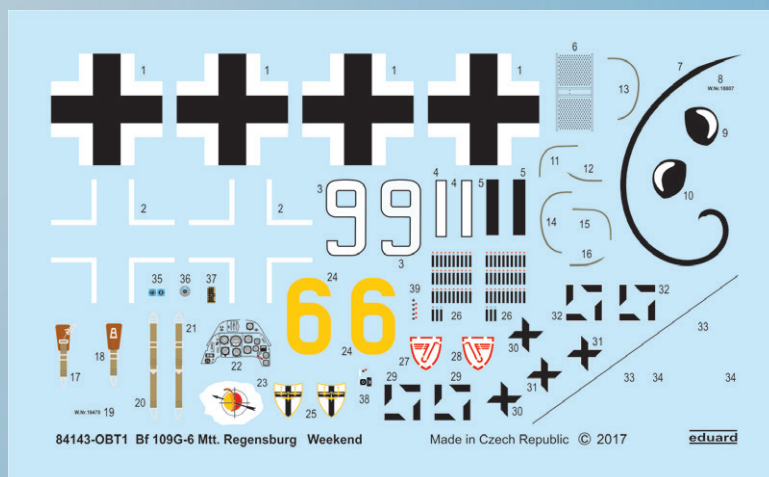
WEEKEND
edition**Bf 109G-6 MTT Regensburg**

1/48, Cat. No.84143



- 2 markings
- decals Eduard

Product Page

**RECOMMENDED:**

48885 Bf 109G-6 (PE-Set)

49093 Bf 109G seatbelts FABRIC (PE-Set)

49094 Bf 109G seatbelts SUPERFABRIC (PE-Set)

49095 Seatbelts Luftwaffe WWII fighters STEEL (PE-Set)

648239 Bf 109G-6 radio compartment (Brassin)

648240 Bf 109G-6 cockpit (Brassin)

648246 Bf 109 cannon pods (Brassin)

648247 Bf 109G exhaust stacks (Brassin)

648255 Bf 109G-6 propeller (Brassin)

648261 Bf 109G-6 wheels (Brassin)

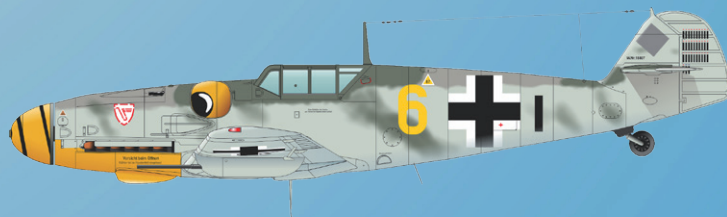
648265 Bf 109G external fuel tanks (Brassin)

EX512 Bf 109G spinner spirals (Mask)

D48027 Bf 109G Balkenkreuze (Decal)

BFC014 Bf 109G-6 1/48 (Decal)

BFC015 Bf 109G Royal 1/48 (Decal)



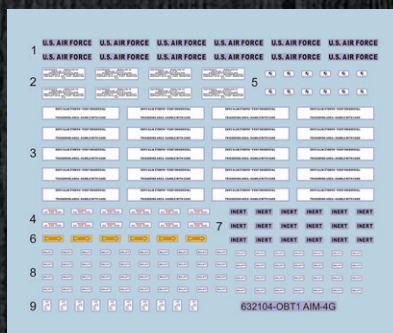
Bf 109G-6/R6, W.Nr. 18807, Ofw. Alfred Surau,
9./JG 3, Bad Wörishofen, Germany, September 1943



Bf 109G-6/R6/trop, Oblt. Emil Josef Clade,
CO of 7./JG 27, Kalamaki, Greece, January 1944

06/2017

632104
AIM-4G
1/32



Brassin set - AIM-4G
missiles in 1/32 scale.

Set contains:

- resin: 12 parts,
- decals: yes,
- photo-etched details: yes,
- color
- painting mask: no

[Product Page](#)



Built on page 55.

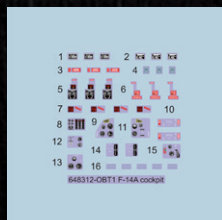
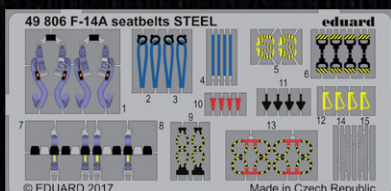
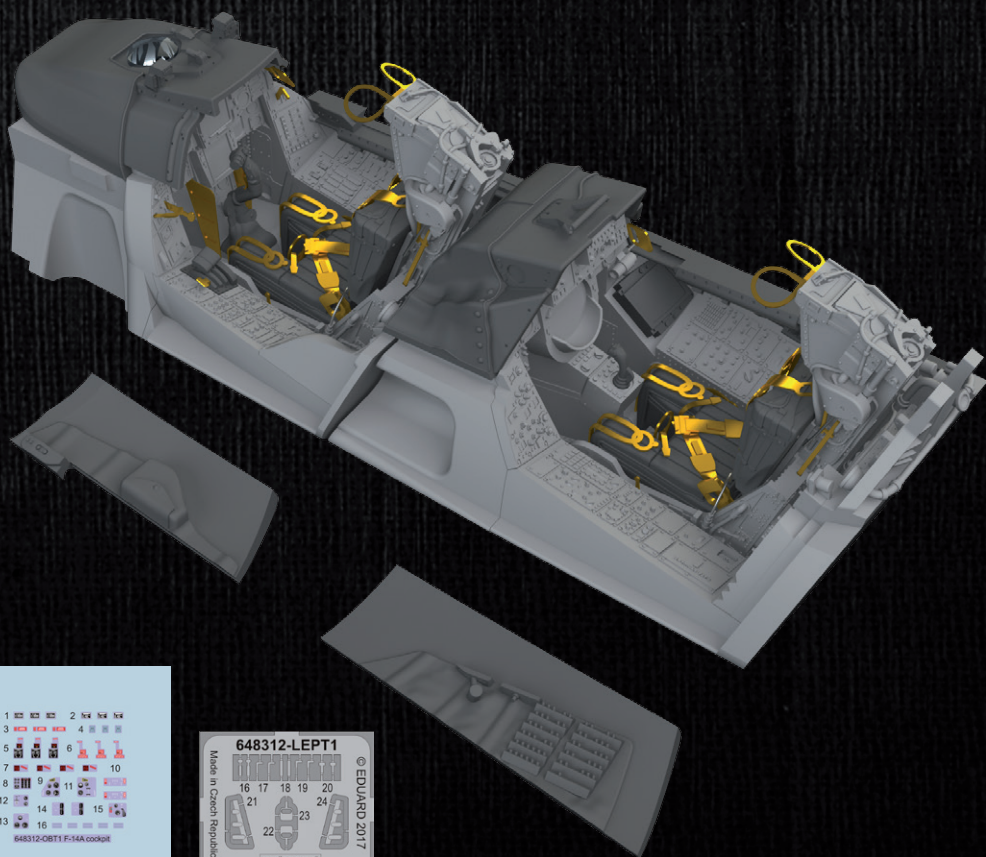
648312 **F-14A cockpit** 1/48 Tamiya

Brassin set - cockpit for F-14A
in 1/48 scale. Easy to assem-
ble. Replaces plastic parts.
Recommended kit: Tamiya

Set contains:

- resin: 32 parts,
- decals: yes,
- photo-etched details: yes,
- color STEELBELTS
- painting mask: no.

[Product Page](#)



648322

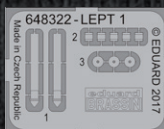
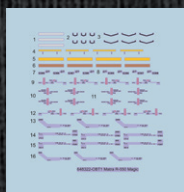
Matra R-550 Magic

1/48

Brassin set - French Matra R-550 Magic missiles in 1/48 scale. Set contains 2 missiles and adapters.

Set contains:

- resin: 28 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: yes.

[Product Page](#)


648322

648325

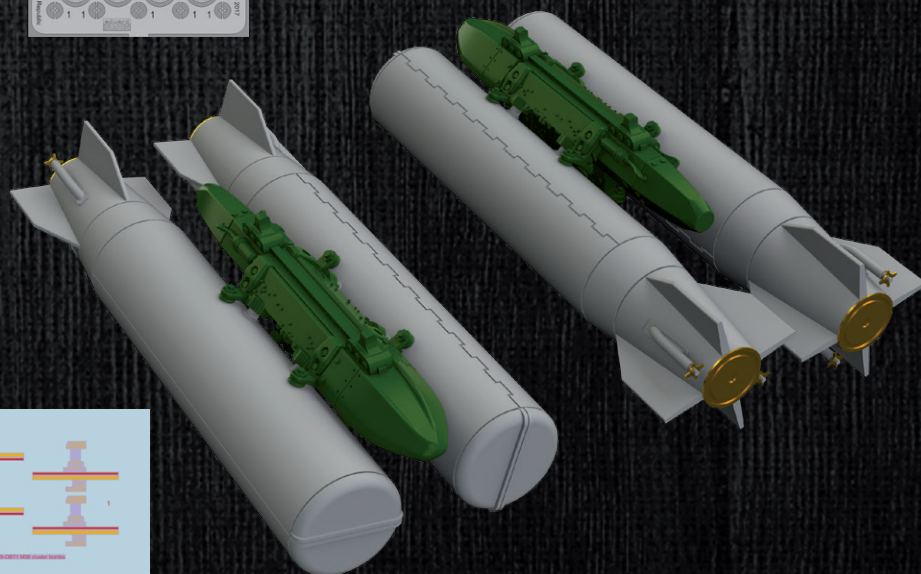
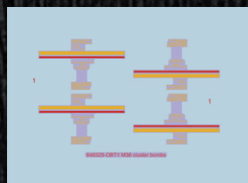
M36 cluster bombs

1/48

Brassin set - U.S. M36 cluster bombs in 1/48 scale. Package of 4 so-called „Funny Bombs“.

Set contains:

- resin: 4 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)


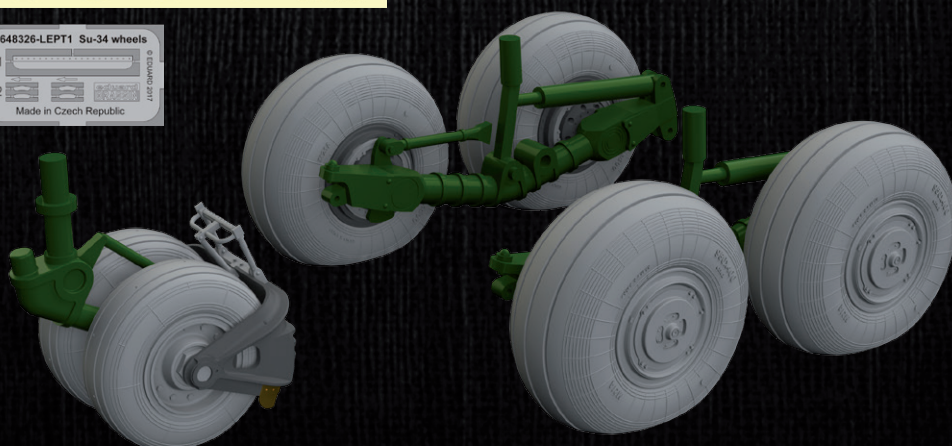
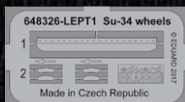
Built on page 55.



Built on page 55.

648326
Su-34 wheels

1/48 Hobby Boss



Brassin set - undercarriage wheels for Su-34 in 1/48 scale. Set contains wheels and a front mudguard. Recommended kit: Hobby Boss.

Set contains:

- resin: 16 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: yes.

[Product Page](#)

672128 CBU-97 1/72

Brassin set - U.S. cluster bombs CBU-97 in 1/72 scale.

Set contains:

- resin: 12 parts,
- decals: yes,
- photo-etched details: no,
- painting mask: no.

[Product Page](#)



672152 Spitfire Mk.XVI gun bays 1/72 Eduard

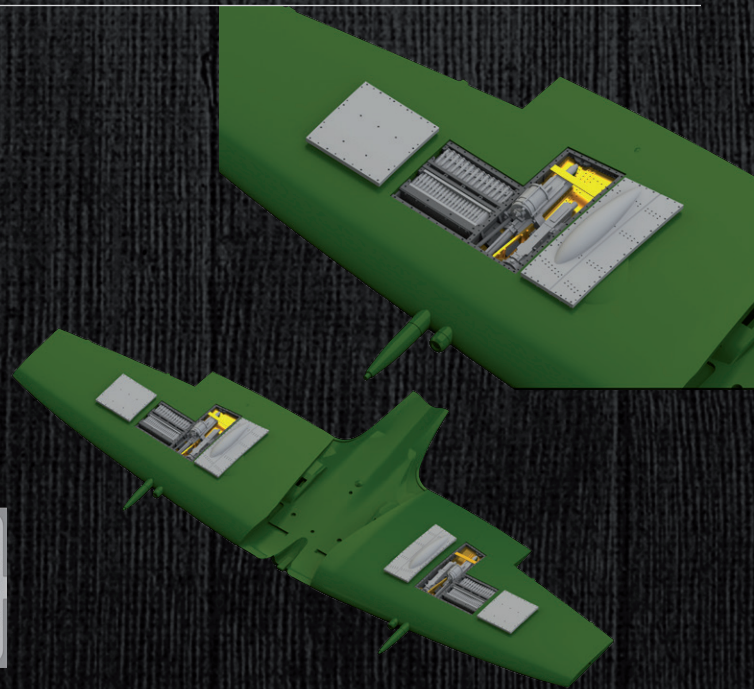
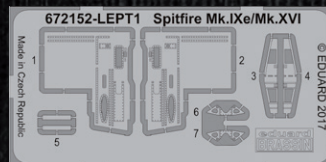
Brassin set - gun bays for Spitfire Mk.XVI in 1/72 scale. Set contains gun bays for both wings with covers. Recommended kit: Eduard

Set contains:

- resin: 18 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)

Recommended for kit
Cat. No. 70126 and 2117.



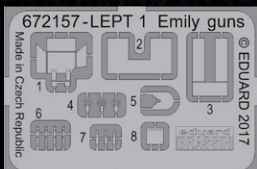
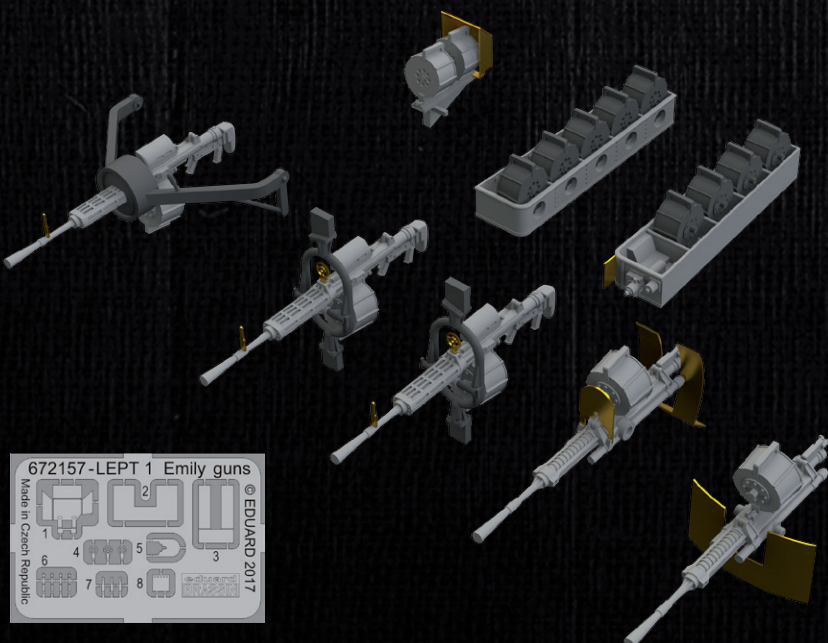
672157 H8K2 Emily guns 1/72 Hasegawa

Brassin set - guns for H8K2 Emily flying boat in 1/72 scale. Set contains all 5 Type 99 guns with magazines. Easy to built, replaces plastic parts. Recommended kit: Hasegawa

Set contains:

- resin: 27 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)



672158

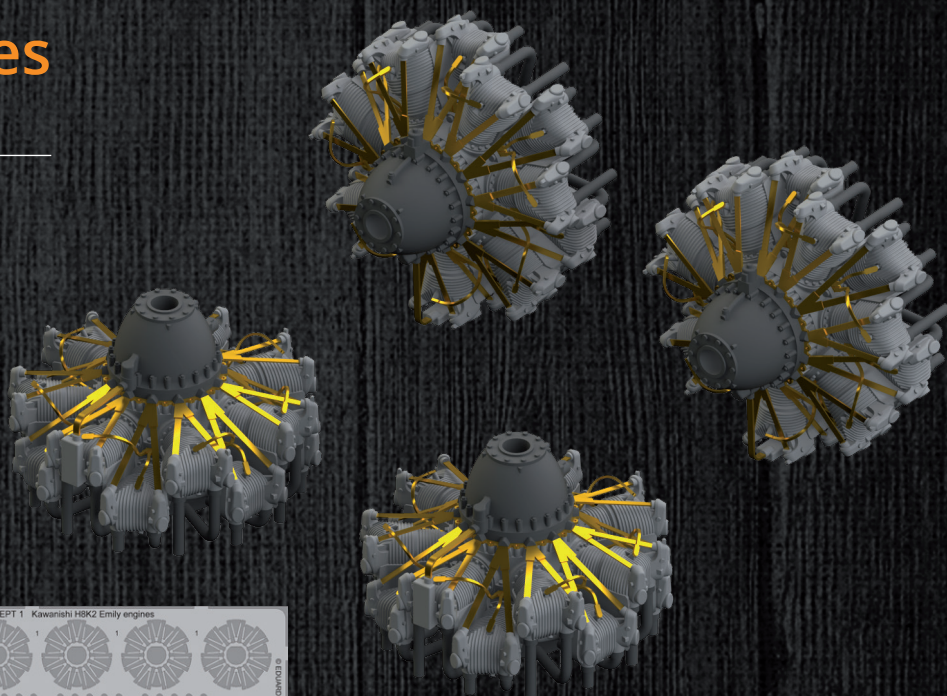
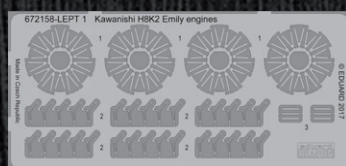
H8K2 Emily engines

1/72 Hasegawa

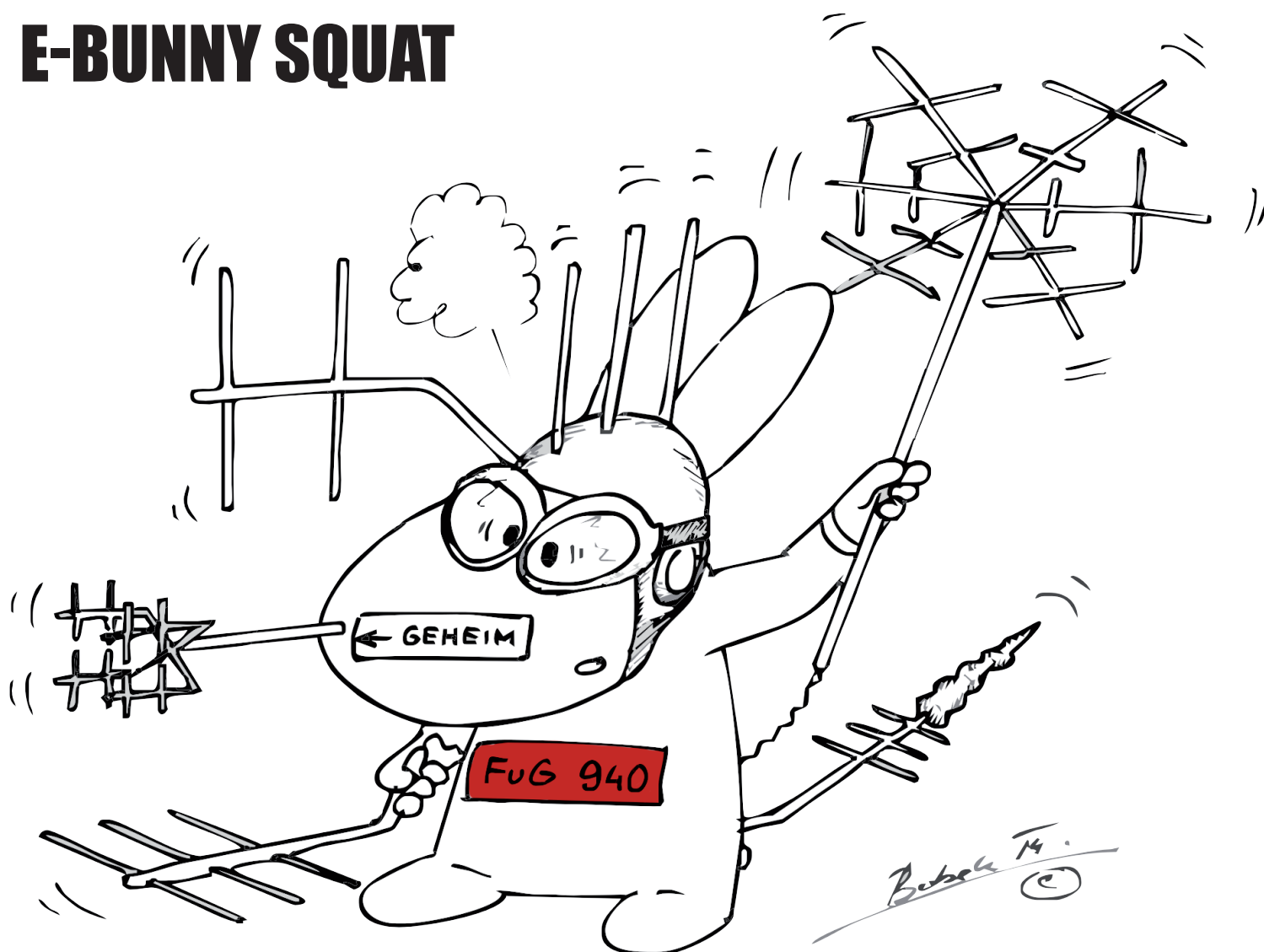
Brassin set - engines for H8K2 Emily flying boat in 1/72 scale. Set contains all 4 engines. Easy to built, replaces plastic parts. Recommended kit: Hasegawa

Set contains:

- resin: 68 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no

[Product Page](#)


Built on page 54.

E-BUNNY SQUAT

SIN63209
Bf 109G-6
 1/32 Revell

Collection of 3 Brassin sets for Bf 109G-6
 in 1/32 scale by Revell.

- engine,
- cockpit,
- undercarriage wheels.

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

Product Page

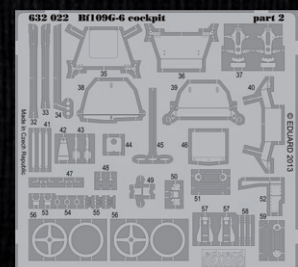
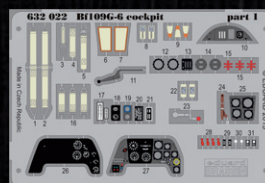
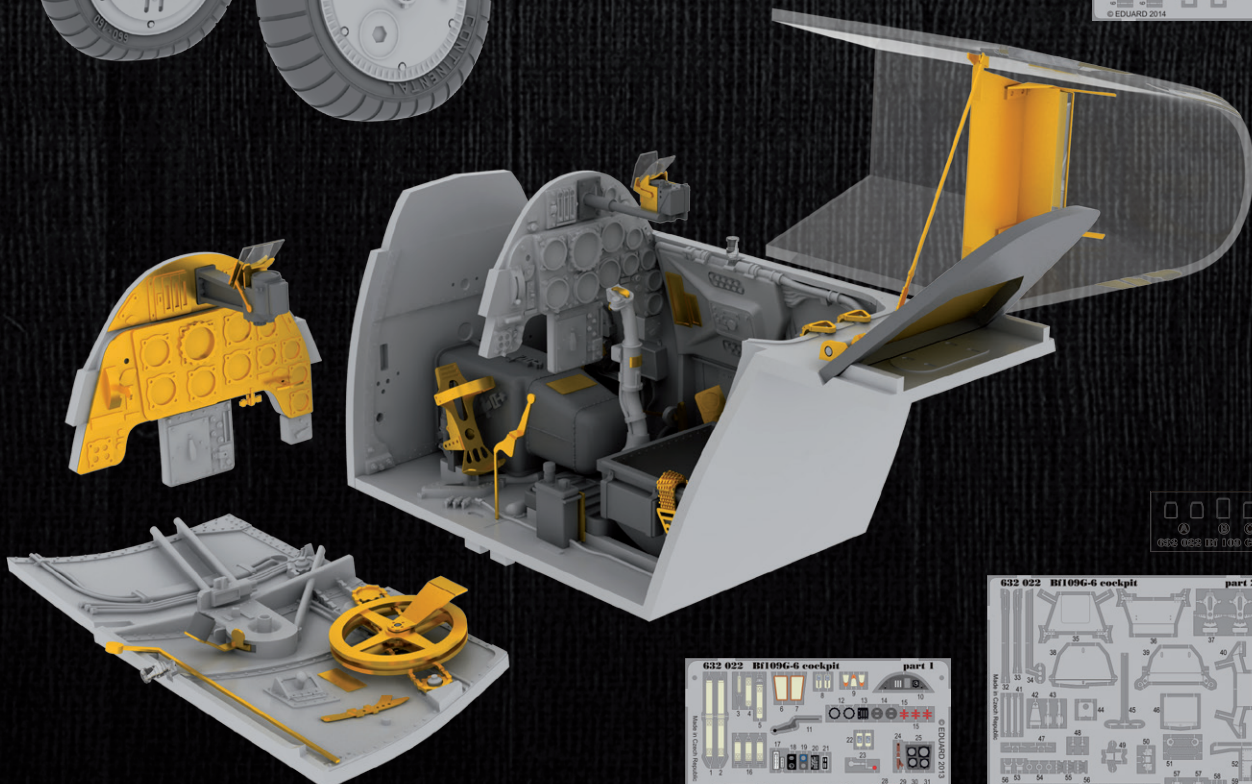
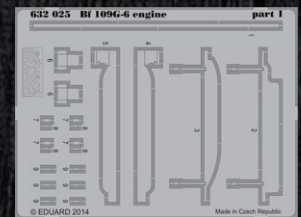
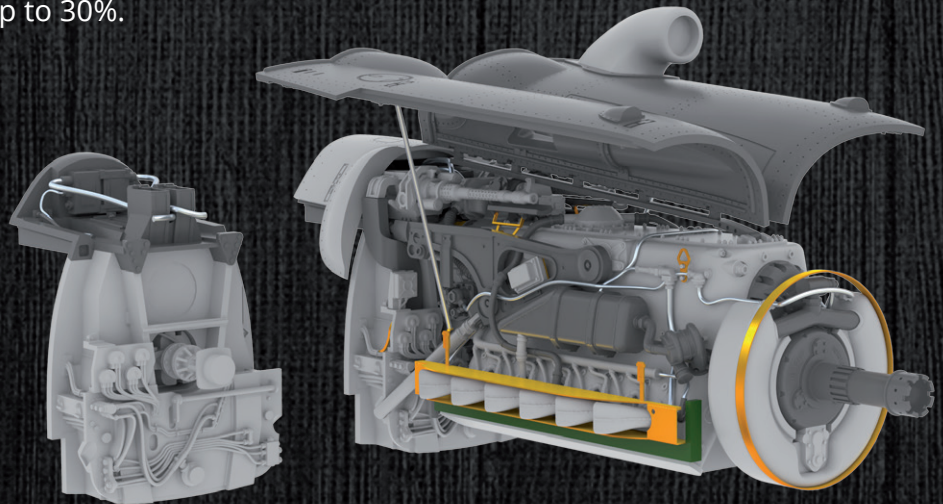
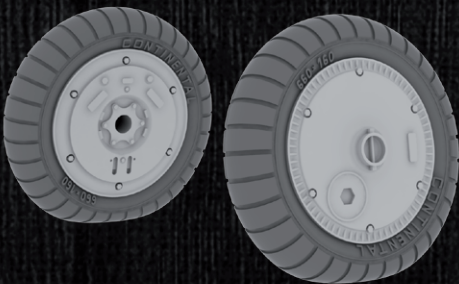
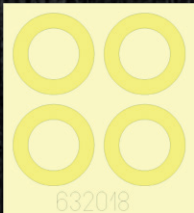
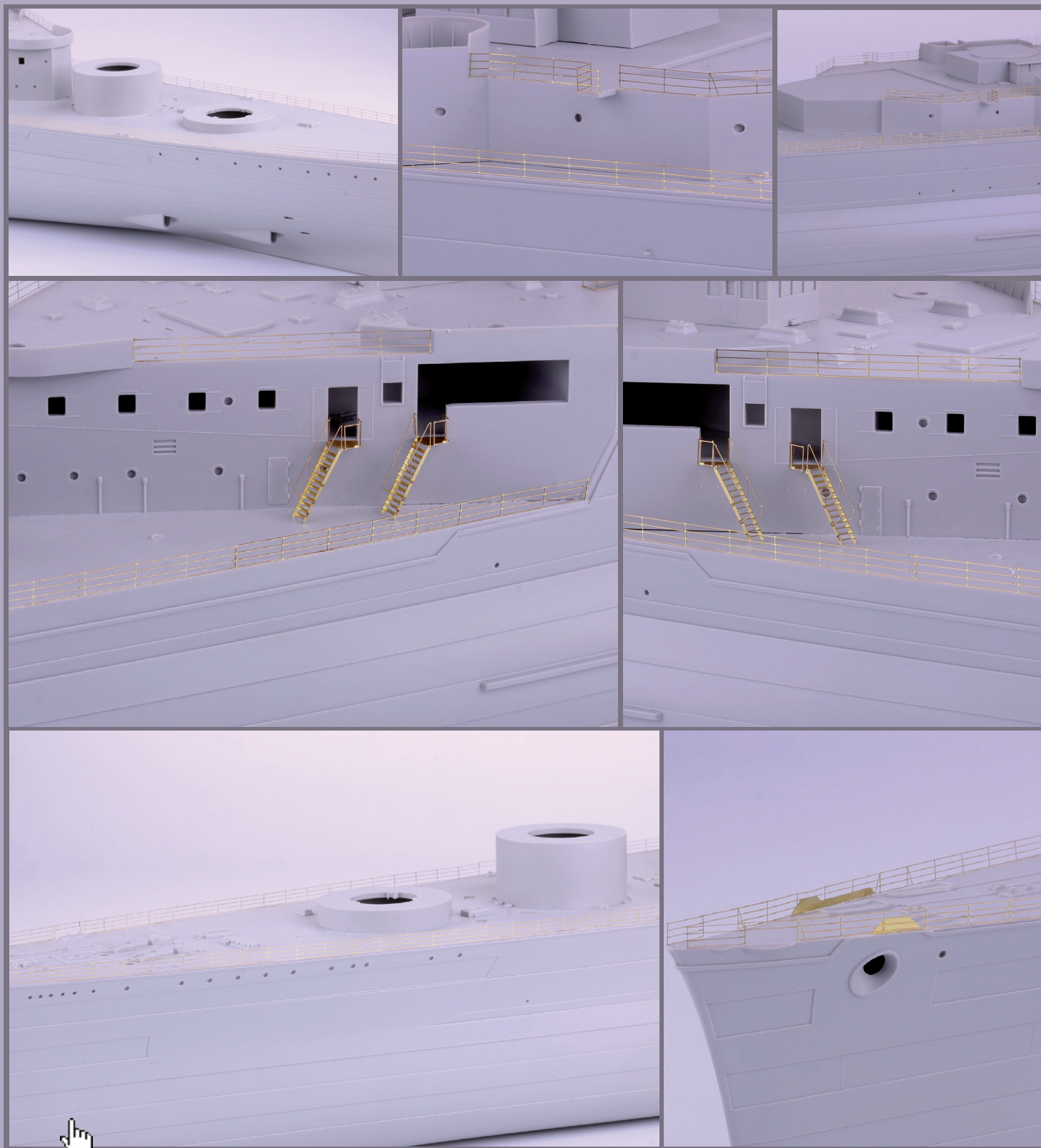


PHOTO-ETCHED SETS AND MASKS

SELECTED 06/2017

HMS Hood 1/200 Trumpeter

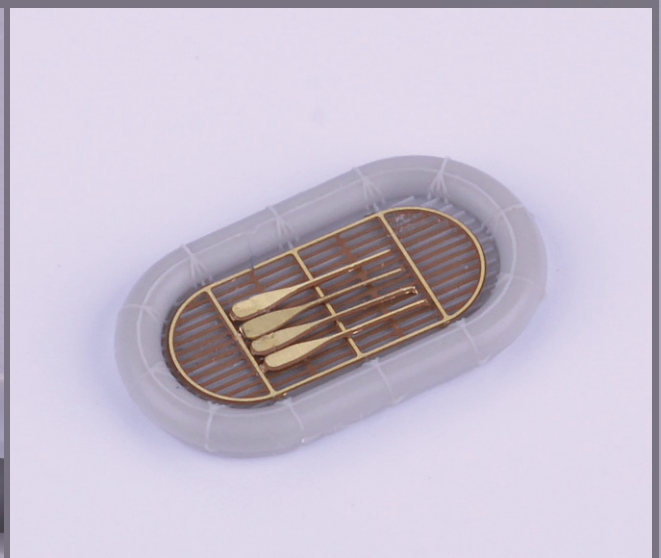
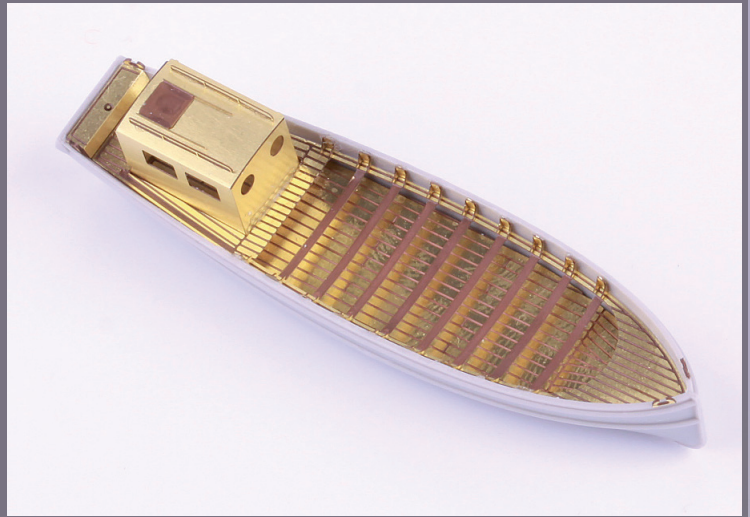
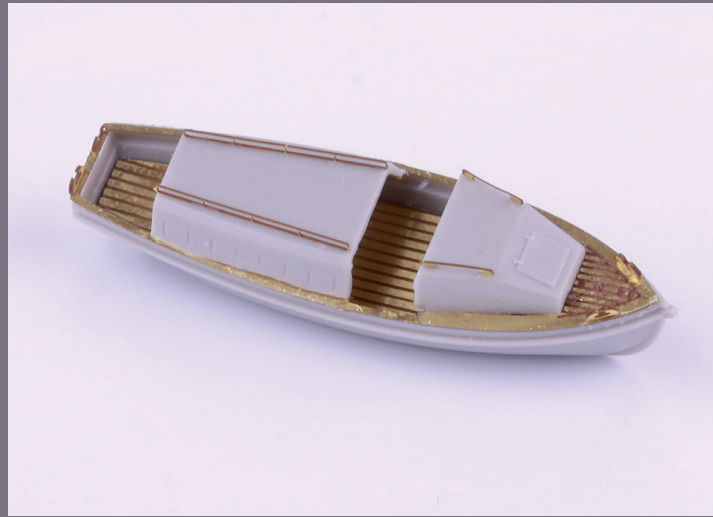
HMS Hood pt. 3 railings 1/200 Trumpeter (53189)



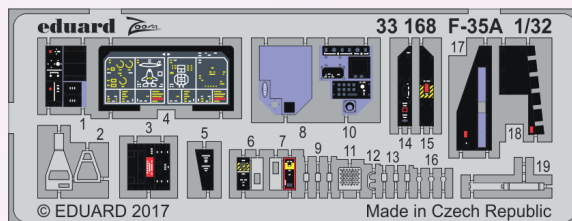
HMS Hood

1/200 Trumpeter

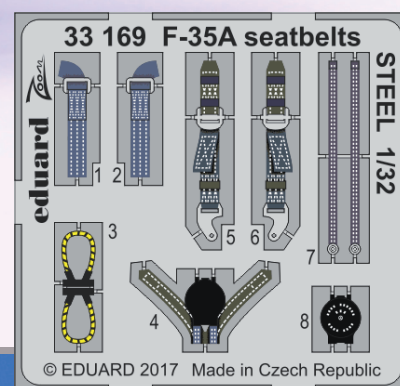
HMS Hood pt. 4 life rafts 1/200 Trumpeter (53190)



F-35A 1/32 Italeri

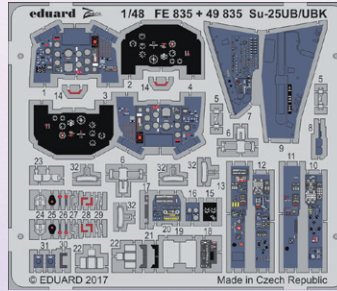


- F-35A exterior 1/32 Italeri (32404)
- F-35A wheel bays and bomb bays 1/32 Italeri (32405)
- F-35A interior 1/32 Italeri (32910)
- F-35A 1/32 Italeri (33168) (Zoom)
- F-35A seatbelts STEEL 1/32 Italeri (33169) (Zoom)
- F-35A 1/32 Italeri (JX201) (Mask)

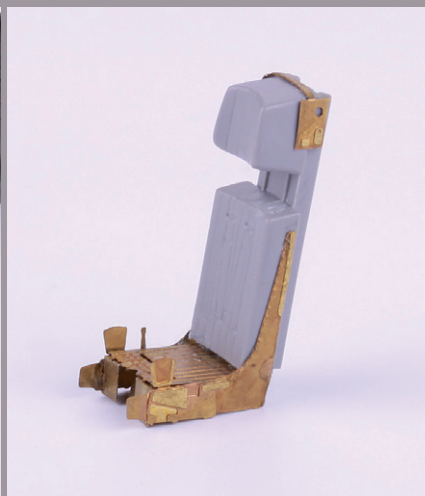
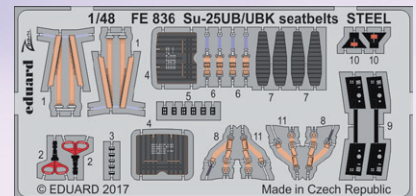


Su-25UB/UK

1/48 Směr



- Su-25UB/UBK exterior** 1/48 SMĚR (48927)
Su-25UB/UBK interior 1/48 SMĚR (49835)
Su-25UB/UBK 1/48 SMĚR (FE835) (Zoom)
Su-25UB/UBK seatbelts STEEL 1/48 SMĚR (FE836)
Su-25UB/UBK 1/48 SMĚR (EX553) (Mask)



DKM U-boat VIIc U-552 1/48 Trumpeter

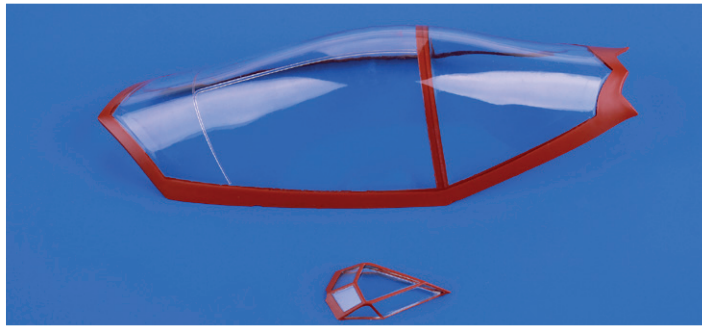
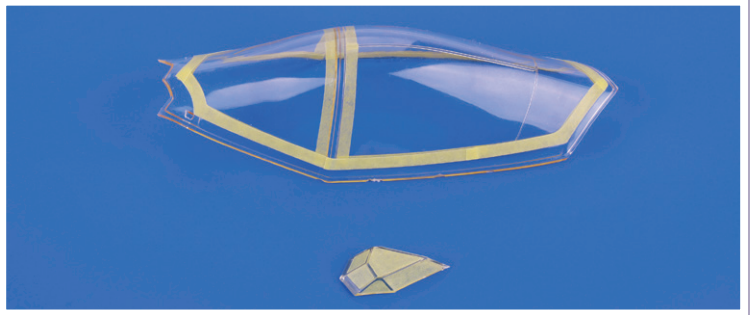
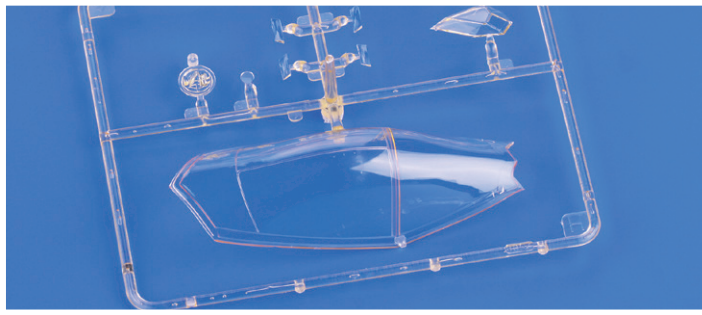
DKM U-boat VIIc U-552 pt.1 1/48 Trumpeter (53191)

DKM U-boat VIIc U-552 pt.2 1/48 Trumpeter (53192)

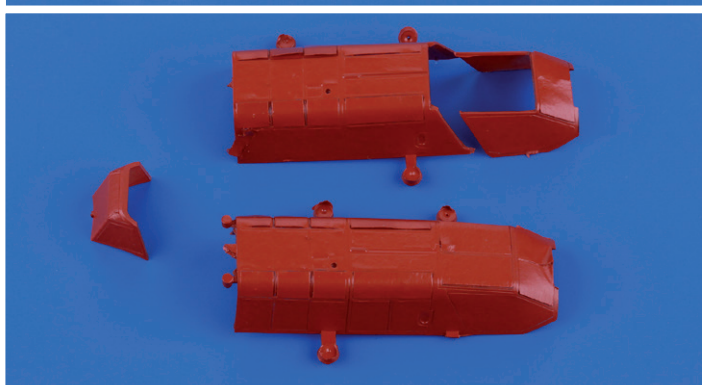
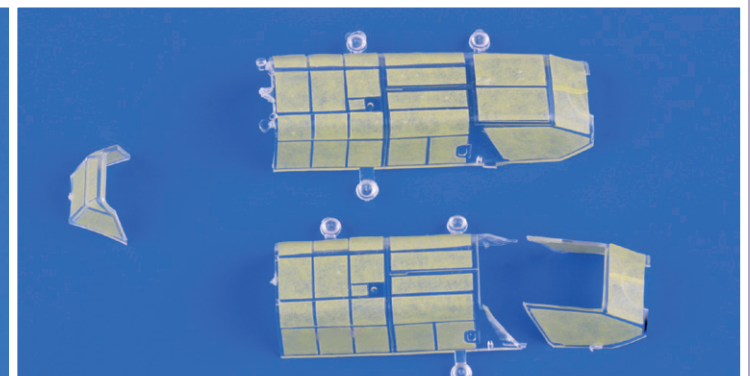
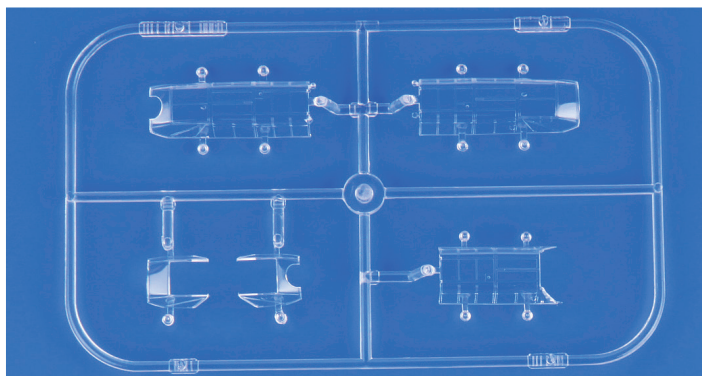


MASKS JUNE

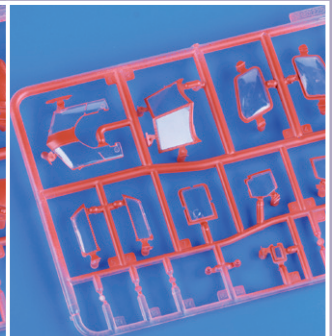
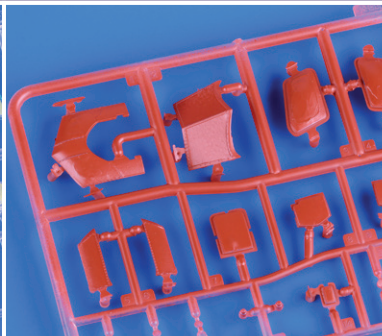
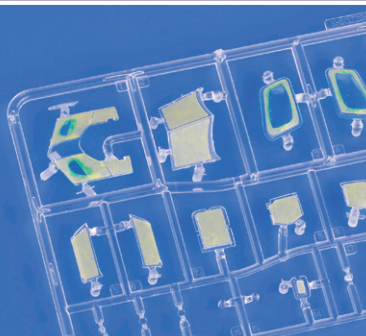
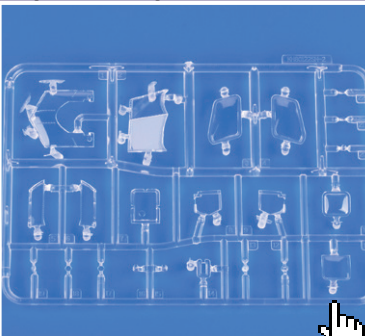
F-35A 1/32 Italeri (JX201)



Bf 110F 1/48 Eduard (EX555)



Super Seasprite 1/48 Kitty Hawk (EX554)



B-17G

ANTI GLARE PANELS

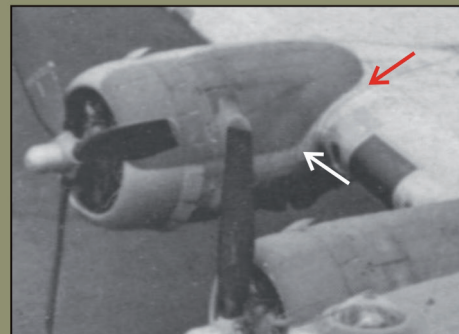
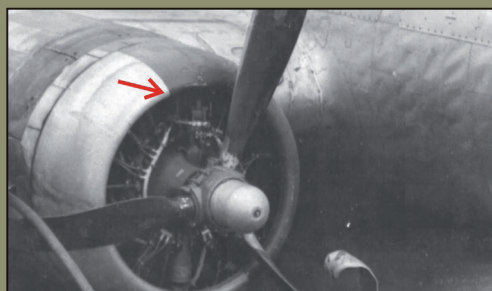
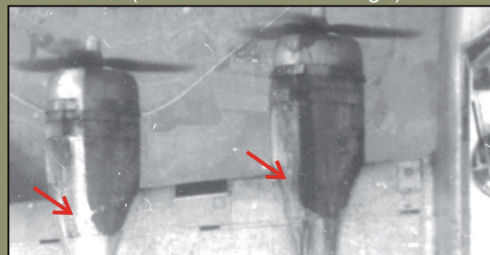
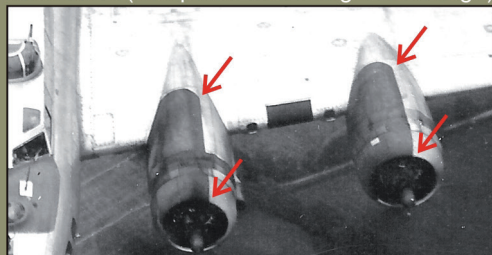
eduard

Boeing, Douglas and Vega production

ENGINES

Variant A (sharp rear and straight front edge)

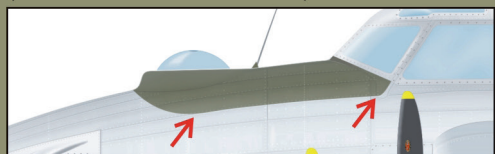
Variant B (curved front & rear edge)



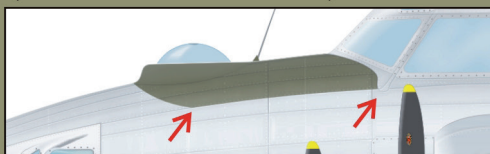
Alternate lower border
for engines 1 & 4
(applicable for variants A & B)

NOSE

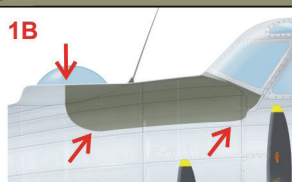
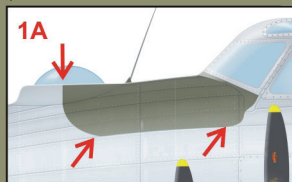
DL production
(blocks G-35-DL - G-95-DL)



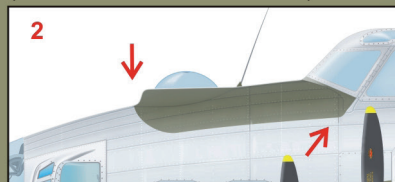
BO production
(blocks G-35-BO - G-110-BO)



VE early production
(blocks G-20-VE - G-40-VE)



VE late production
(blocks G-45-VE - G-80-VE)



MASKS for Airfix 1/72

CX483

BO & DL production

CX485

**VE production
(early & late)**

www.eduard.com

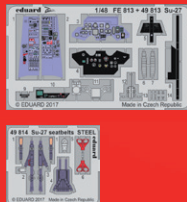
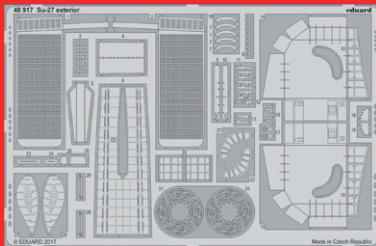
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG49172 Su-27 1/48 Hobby Boss

- 49813 Su-27
- 49814 Su-27 seatbelts STEEL
- 48917 Su-27 exterior
- EX546 Su-27

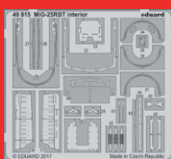
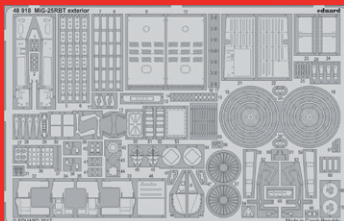
Product Page



BIG49173 MiG-25RBT 1/48 ICM

- 49815 MiG-25RBT interior
- 49816 MiG-25RBT seatbelts STEEL
- 48918 MiG-25RBT exterior
- EX545 MiG-25RBT

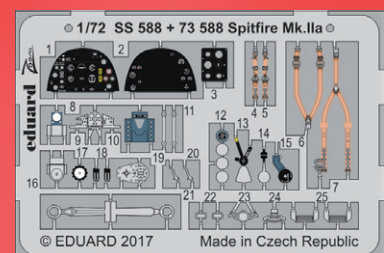
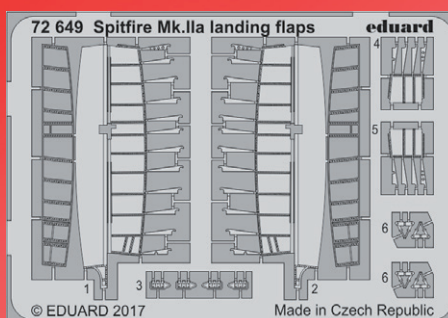
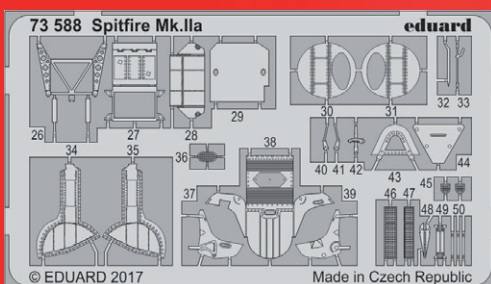
Product Page



BIG72126 Spitfire Mk.IIa 1/72 Revell

- 73588 Spitfire Mk.IIa
- 72649 Spitfire Mk.IIa landing flaps
- CX480 Spitfire Mk.IIa

Product Page



May / June 2017
www.eduard.com only



Fw 190A-8/R2

Fw 190A-8/R2 by Piotr Forkasiewicz



Spitfire Mk.VIII
 F/Lt. Paul Strander, No. 108 Squadron RNF, Burma, 1942
 by Kateřina Štepcáková



Osud • Model Hobby, 2017

Spitfire Mk.VIII by Katerina Borecka



Bi 110F-2
 (Balt. Gunther Torne, CO of 1125 T, Belgorod, Soviet Union, June 1962
 by Piotr Forkasiewicz)

Bf 110F by Piotr Forkasiewicz



BT 109F-4

Bf 109F-4 by Martin Novotny



SE.5a

Bf SE.5a by Adam Tooby

INFO Eduard - June 2017

June 2017

KITS

84143	Bf 109G-6 MTT Regensburg	1/48	Weekend edition
70126	Spitfire Mk.XVI Bubbletop	1/72	ProfiPACK
8207	Bf 110F	1/48	ProfiPACK
8043	Roland C.II Reedition	1/48	ProfiPACK

PHOTO-ETCHED SET

53189	HMS Hood pt. 3 railings	1/200	Trumpeter
53190	HMS Hood pt. 4 life rafts	1/200	Trumpeter
53191	DKM U-boat VIIc U-552 pt.1	1/48	Trumpeter
53192	DKM U-boat VIIc U-552 pt.2	1/48	Trumpeter
32404	F-35A exterior	1/32	Italeri
32405	F-35A wheel bays and bomb bays	1/32	Italeri
32910	F-35A interior	1/32	Italeri
48926	Super Seasprite exterior	1/48	Kitty Hawk
48927	Su-25UB/UBK exterior	1/48	SMER
49833	Bf 110F	1/48	Eduard
49834	Super Seasprite interior	1/48	Kitty Hawk
49835	Su-25UB/UBK interior	1/48	SMER
72654	MiG-31B/BM	1/72	Trumpeter
73595	MiG-31B/BM	1/72	Trumpeter
73596	Ki-49 Donryu / Helen	1/72	Hasegawa

ZOOMS

33168	F-35A	1/32	Italeri
33169	F-35A seatbelts STEEL	1/32	Italeri
FE834	Super Seasprite	1/48	Kitty Hawk
FE835	Su-25UB/UBK	1/48	SMER
FE836	Su-25UB/UBK seatbelts STEEL	1/48	SMER
FE837	Super Seasprite seatbelts STEEL	1/48	Kitty Hawk
FE838	Luftwaffe rudder pedals	1/48	
FE839	Seatbelts France WWII STEEL	1/48	
FE840	Spitfire Mk.IX seatbelts STEEL	1/48	Eduard
SS595	MiG-31B/BM	1/72	Trumpeter
SS596	Ki-49 Donryu / Helen	1/72	Hasegawa
SS597	Spitfire Mk.IX seatbelts STEEL	1/72	Eduard
SS598	Luftwaffe rudder pedals	1/72	
SS599	Seatbelts France WWII STEEL	1/72	

MASKS

JX201	F-35A	1/32	Italeri
EX554	Super Seasprite	1/48	Kitty Hawk
EX555	Bf 110F	1/48	Eduard
CX484	MiG-31	1/72	Trumpeter
CX485	B-17G antiglare panels (VE production)	1/72	Airfix

BIGED

BIG49172	Su-27	1/48	Hobby Boss
BIG49173	MiG-25RBT	1/48	ICM
BIG72126	Spitfire Mk.IIa	1/72	Revell

BRASSIN

632104	AIM-4G	1/32	
648312	F-14A cockpit	1/48	Tamiya
648322	Matra R-550 Magic	1/48	
648325	M36 cluster bombs	1/48	
648326	Su-34 wheels	1/48	Hobby Boss
672128	CBU-97	1/72	
672152	Spitfire Mk.XVI gun bays	1/72	Eduard
672157	H8K2 Emily guns	1/72	Hasegawa
672158	H8K2 Emily engines	1/72	Hasegawa

BIGSIN

SIN63209	Bf 109G-6	1/32	Revell
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The Story of a Real Rabbit



Libor Špůrek

In the Eduard newsletter for November 2016, well-known aviation historian Jan Bobek published the results of his research as to the fate of Czech pilot Lt. Eduard Kleinkönig of JG 9 "Fuchs" on the Kolgujev polar island. I was very interested in this story, and I wanted to learn more about this bizarre history. The fact that colleague Bobek drew his information mainly from German archives, and that it would be difficult to uncover much more, I turned my quest to the east. Correspondence and debates with well-known Russian aviation historians, as well as a query to the Central Archive of the Russian Ministry of Defense in Podolsk, led to the unfortunate conclusion that nobody knows anything more ... and I understand why Bobek's article devoted only one brief paragraph to JG 9 after the end of the war. However, unlike Bobek, I look at history not only through the optics of boring historical facts, but I also try to see the particular human destinies. I decided to expand my search through a somewhat broader perspective.

So I began to find out everything I could about Kolgujev Island, where JG 9 fought its heroic struggle with the Norwegian killer penguins. My next steps led to the Kunstkamera in St. Petersburg, where the largest Russian Museum of Anthropology and Ethnography is located. I found out that the island was discovered in 1553 by English sailor Sir Hughes Willoughby, but the first inhabitants came to the island only at the end of the 18th century. These were some of the Nenets families that were involved in fishing and reindeer breeding. A more detailed cartographic survey of the island was only begun in 1941 - but was interrupted by the outbreak of the Great Patriotic War. Unfortunately, the subsequent period up to the end of the 1950s, the track disappeared. It seemed that another quest would be fruitless when a fatal accident happened at that moment. One of the curators to whom I told the story of JG 9 said, "What about asking Zaja Eduardovna? She is already retired, but she was born in Kolgujeva - sometime after the war!" She picked up the phone, and after a half-hour conversation, she gladly announced that she would meet me and was willing to tell me everything I was interested in ...

The next day I rang the bell of a small apartment on Vasiliev Island. A tiny but energetic old woman opened my eyes. At first glance, I was struck by her sharply cut features, large earlobes and a distinct overbite. After the pleasantries, I divulged the reasons that brought me. She listened to my story about Bobek's tale and the history of JG

9 with increasing interest, and almost seemed nervous. When I ended the story, she looked deeply into my eyes and said firmly, "My name is Zaja Eduardovna Kaninchina - and I am the daughter of Eduard Kleinkönig!" A glass of the excellent carrot juice fell from my hand. "Are you surprised, young man? I'll tell you how it was ...", she smiled and began to talk...

"JG 9 aircraft landed on Kolgujev Island in the summer of 1944. Their field was located in the northeast of the island - where today the oil miners have their base. My father was inquisitive by nature, and therefore he often went out for excursions to the vicinity of the base in moments of leisure. During one of these trips, he was attacked by a pair of killer penguins and rescued by a native hunter, Paniko, my grandfather, from a certain death. This experience bonded the two men with an unbridled friendship. Paniko introduced Eduard to the beauties of Nordic nature, and taught him tactics of surviving the killer penguins. The commander JG 9, Hptm. Von Schlauer-Fuchs, had no understanding of his subordinate's association with the natives. Kleinkönig's argument "Germans or Nenets, what's the difference! We're all people ..." did not convince him. His misfortune - if he had listened to my grandfather's advice, his fate might not have been sealed. After the tragic death of the commander, nothing further interfered with the two friends. Eduard and Paniko became blood brothers, like Vinnetou and Old Shatterhand.

During visits to the family house, Eduard met Paniko's daughter, the beautiful Mustafja. Between the two young people, a flame of love soon broke out ... Paniko was aware of the cultural and other differences between Eduard and Mustafja, and did not approve. The young lovers had to conceal their love and meet secretly, and during one of these secret meetings, a tragedy occurred. Paniko caught the young couple engaged in some love games behind the ammo dump, and he dropped the burning torch he used to light his way ...

"So the cause of the loss of all of JG 9's ammunition was not a malfunction of wiring, as my colleague Bobek wrote," I remarked. "Thanks to the love of two young people, the unit was completely defenseless against the killer penguins!"

"They were out of ammo," Zaja Eduardovna smiled shyly, "but the defenseless ones certainly did not stay. They had 'jolki-palki'!"

"Eduard devised a primitive but effective way to fly against the penguins - hanging wooden sticks under the wings of his Messerschmitt, which was then ejected in a dive at a flight of penguins. The first results were not too dazzling (remember, JG 9 was a reconnaissance and fighter unit, and its pilots did not have training in diving bombing),



Panikova rodina.

but with gradual training, the fighters succeeded in one raid to hit 6-8 penguins! The positive side effect was that the penguins had ceased to be a clutter hazard, and when they heard the sound of the aircraft engine, they froze. Another one of Eduard's invention was to modify some of the Messerschmitt tanks into simple flame throwers. The fiery wheel, formed by low altitude circling, reliably kept the penguins at a respectable distance.

After the war, JG 9 did not give up to the Soviets, not because Eduard and his men were afraid of ending up in Siberia, but for a far more prosaic reason - which was to just not to give up! As Mr Bobek wrote, the first expedition of the explorers and the Wallachian collie arrived on the island in April, 1946. Other members of JG 9 were repatriated to Germany, but Eduard decided to stay with his beloved Mustafia. He russified his surname to Kaninchin and became the chairman of the Kolgujevskij Kolkhoz. Grandfather Paniko finally came to terms with his daughter's relationship with his blood brother, and in the summer of 1947, Edward and Mustafia gave birth to a daughter - me ...

"Impressive history," I said, "But how can the chairman of kolkhoz become a fighter ace in Africa?"

"You know," Zoja Eduardovna smiled bitterly, "Who is born to fly, can not crawl ..."

"Father was still dreaming of flying... but his requests to return to active duty were persistently rejected. In addition, production of the walrus ice-cream bars broke all records, the kolkhoz flourished, and for the results even received the title of 'the Socialist Brigade' in 1949! It was only this distinction that convinced the Soviet authorities of my father's loyalty to Soviet power. In the autumn of 1950, he was reactivated to serve in the VVS with the rank of Captain and passed training on MiG-15 fighters. For us, unfortunately, it meant we were seeing him less and less. In May 1951 he even disappeared for a whole year! He never told us, due to commitments to military secrecy, where he was - he always only said he was a volunteer, and he would promptly change the topic of conversation. Occasionally, he would become overwhelmed by a tense mood, and then he would repeatedly belt out a melody. It was only after some long years that I recognize this melody on TV - it was the song "Suicide is painless".

In 1957, he was severely affected by the news of the first flight

of a living creature, Lajka, into the space. "Zaiechka, at some point you will see that rabbits and people will go into space," he told me then ... From the spring of 1960, he pretty much ceased coming home to Kolgujev. In my mother's writings, he wrote that he was involved in a super-secret project, that he cannot discuss on his own - but that we would certainly be proud of him! The last letter came from him on March 8, 1960. He congratulated his beloved Mustafia on International Women's Day, and begged her to watch the night sky the next day. And we never heard from him again ... aside from just a few weeks later, when an austere telegram from the Department of Defense came that Major Eduard Kaninchin was missing in action. All our attempts at further information proved fruitless. "Zoja Eduardovna sighed and wiped the tears in her eyes ...

I was upset. Zoja Eduardovna's narration brought a lot of new pieces to the mosaic of the colorful fate of Lt.Col. Eduard Kleinkönig. But my head was full of other new questions. Kleinkönig's pause is covered by the 196th IAP deployment to Korea - does this mean that he participated in the air war there? That would explain his masterful control of the MiG-15, which he demonstrated in 1977 in Africa ... And on March 9, 1961 Sputnik-9 was released, the first version of the future spacecraft Vostok. Was he sitting in the spaceship capsule, instead of "Ivan Ivanovich".... Eduard Kleinkönig himself, and so, was he the first in space, a year before Gagarin???

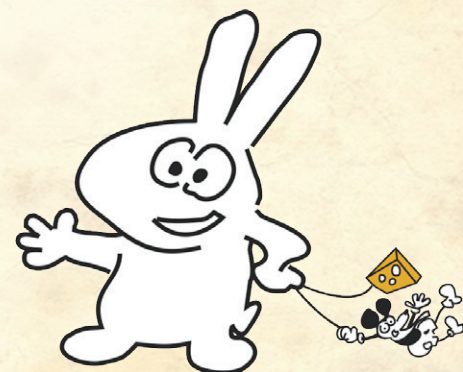
I told Zoja Eduardovna everything I knew in return from the articles of my colleague Bobek about the operations of Major Kleinkönig in Africa. As we said our goodbyes, Zoja Eduardovna revealed to me one dark family secret:

"You know, I am not the only child of Eduard and Mustafia. Shortly before her death, my mother told me that they had one more child, a son. He was born in the spring of 1945. As I have already said, my grandfather, Paniko, was against his daughter's relationship with Eduard (let's not forget that although they were friends, Eduard was, from Paniko's view, an occupier). When the boy was born, Paniko took him to the mainland and to a children's home. We do not even know his name - his grandfather did not refer to him other than "that Mustafin boy".

And since then, he has been constantly in my head - why my friend Mansur became the best Russian Bf-109 expert...

Kleinkönig's Messerschmitt Bf-109G-6 was released last spring by Eduard M.A. as an entry model for its Bunny Fighter Club. In contrast to the kit presented, I made the following adjustments to get it closer to the look of the machine in April, 1946:

- the machine guns were removed (what good would they have been with no available ammo?)
- the addition of the "jolki-palki" under the wings
- an improvised flame thrower is mounted under the fuselage, adapted from a fuel tank
- fabric covered surfaces are covered with red cloth. Colleague Bobek is right in the fact that cloth surfaces have suffered from severe climate conditions - but his theory of lozenge cloth originally intended for Finnish Fokker D.VIII is probably nonsense. Red cloth was always enough in the USSR...
- the extreme climate conditions affected not only the fabric, but especially the rubber parts. According to Zoja Eduardovna's memories, the undercarriage were replaced by improvised skis. The gear, of course, remained unretractable. The main gear metal covers were also removed.
- the original German crosses were replaced with red stars. I find it inconceivable that after the war there would be aircraft flying carrying German crosses
- according to Zoja Eduardovna, Eduard painted a red heart with the initials of his beloved Mustafia behind the cockpit...



Product Page

Cat. No. BFC019

1/48

June release

Bf 110F



Camo A

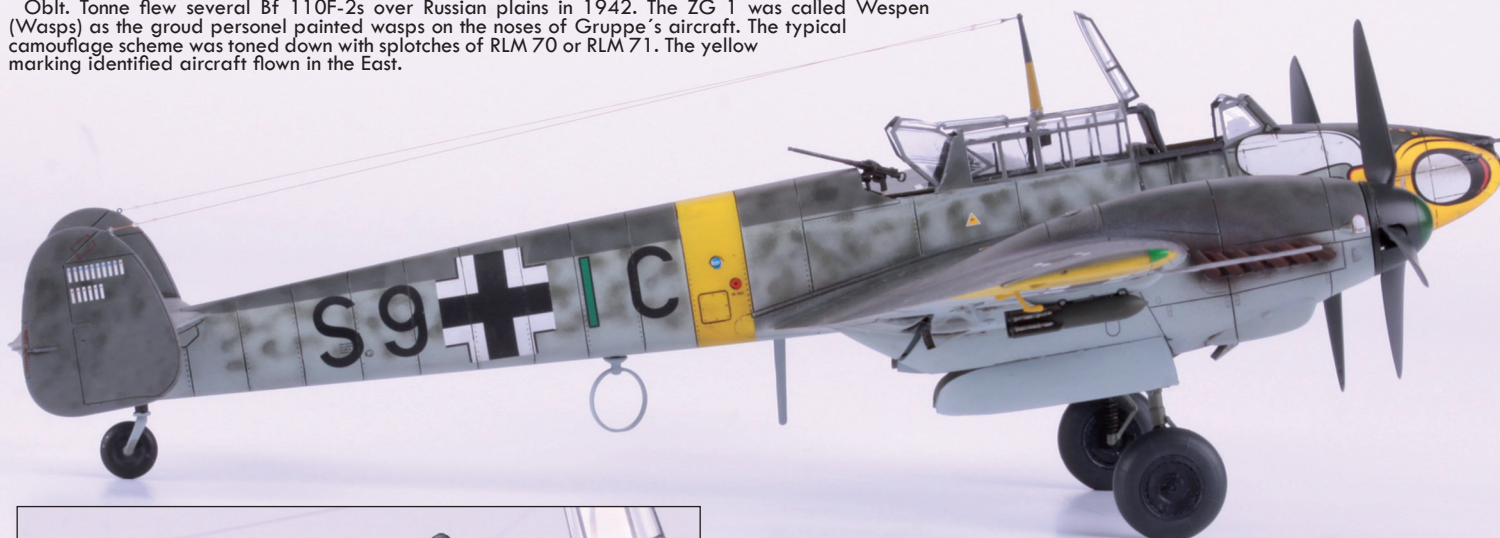
Built by Jan Novotný



Bf 110F-2 Oblt. G. Tonne, CO of II./ZG 1, Belgorod, Soviet Union, June 1942

Günther Tonne was born in Frankfurt am der Oder on May 21, 1916 as was recruited for Kriegsmarine in 1935. He entered Luftwaffe in 1937, learnt how to fly Bf 110 and was assigned to ZG 1. In 1940 Tonne downed seven British airplanes and in April 1941 added one more aircraft to his tally (Blenheim) as a 6./SKG 210 leader (on January 4, 1942 the Staffel was re-designated 6./ZG 1). Tonne was appointed the CO of II./ZG 1 on February 1942. He led this Gruppe till December 1942 when overhanded the command of SKG 210 equipped with Fw 190 bomber-fighters. He crashed after takeoff from the Reggio di Calabria airfield. The engines of his aircraft stops and Tonne had no chance to survive. Tonne was credited with ca 20 kills and was awarded the Knight's Cross (on October 5, 1941) and Oak Leaves (on October 24, 1944; posthumously).

Oblt. Tonne flew several Bf 110F-2s over Russian plains in 1942. The ZG 1 was called Wespen (Wasps) as the ground personnel painted wasps on the noses of Gruppe's aircraft. The typical camouflage scheme was toned down with splotches of RLM 70 or RLM 71. The yellow marking identified aircraft flown in the East.



Product Page

Cat. No. 8207

Accessories used:

49833 Bf 110F Upgrade set (fotolept) [Product Page](#)

648264 SC 50 German WWII bombs (Brassin) [Product Page](#)

648162 SC 500 German bombs (Brassin) [Stránka produktu](#)

648135 MG 81Z gun (Brassin) [Product Page](#)

648055 Bf 110 E/F/G main undercarriage wheels (Brassin) [Product Page](#)



1/72

June release

Spitfire Mk.XVI
Bubbletop

Camo A

Built by Petr Zatřepálek



**SL718, No. 612 Squadron RAuxAF, Cooper Air Race,
Elmdon Air Base, July 1949**

One of the aircraft that participated in the 1949 Cooper Air Race was Spitfire Mk. XVI SL718. The small bulge on the wings upper surface was created to accommodate the three-spoke undercarriage wheels. Black and white photos show reversed colors in the fin flash. The color of the fuselage band is not clear but was light blue in all probability.



Product Page



Cat. No. 70126



1/48

June release

Roland C.II



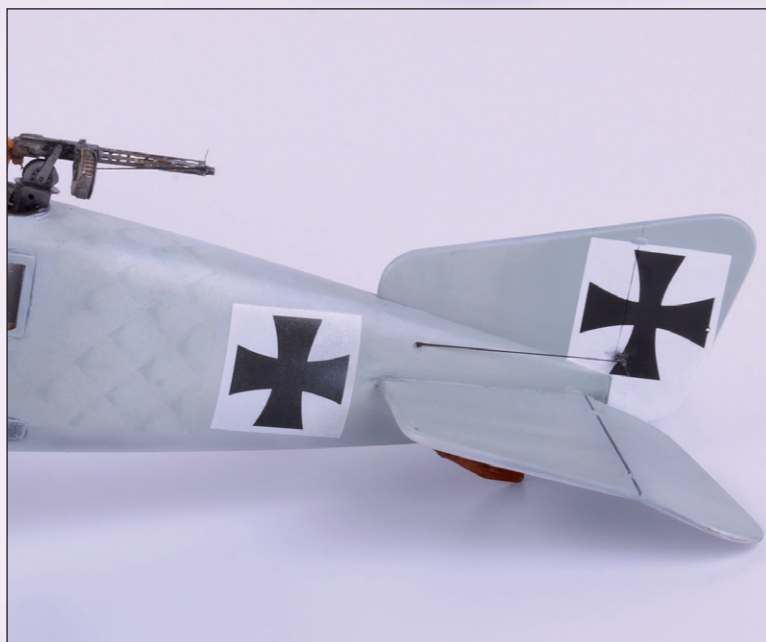
Camo A

Built by Martin Jirkal



Lt. Seibert and Hptm. Pfleger, FFA 5b, Western Front, Fall 1916

The crew consisting of pilot Lt. Seibert and observer Hptm. Pfleger flew this aircraft over the Western Front in the fall of 1916. These aviators were members of Feldfliegerabteilung Nr.5b. The fuselage carried a fish scale motif complete with mouth and eyes on the nose of the aircraft.



[Product Page](#)

Cat. No. 8043



Roland C.II

1/48

June release



Camo B

Built by Martin Benák



Western Front, Summer 1917

This Roland C.II was flown by a German unit serving on the Western Front. The Roland C.II fulfilled the reconnaissance role in the German Air Force as well as escort fighters when the need arose.



[Product Page](#)

Cat. No. 8043



1/48

June release

Bf 109G-6 Mtt Regensburg



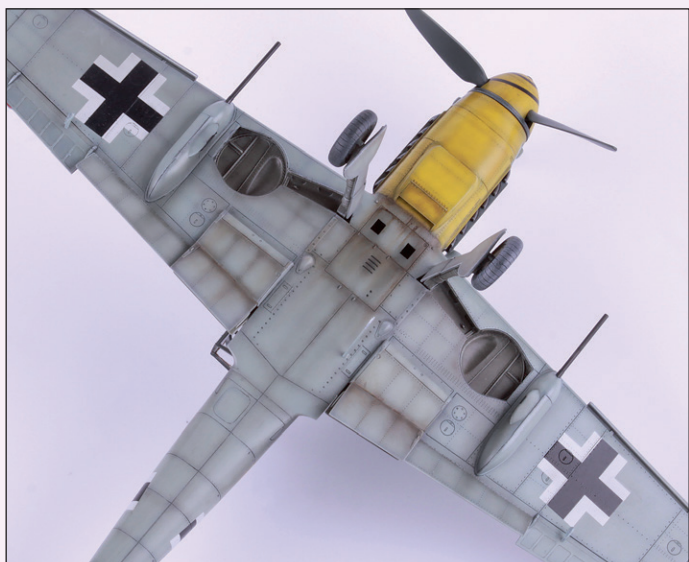
Camo B

Built by Petr Zatřepálek



Bf 109G-6/R6, W.Nr. 18807, Ofw. Alfred Surau, 9./JG 3, Bad Wörishofen, Germany, September 1943

This aircraft was flown by Alfred Surau, and ace with 45 kills (some sources state 46) to his credit. His first was on February 28th, 1943 in Russia, where he served with 9./JG 3. His first kill on the Western Front was one of two B-17s he is credited with on September 6th, 1943. Another two followed on October 1st. Surau last saw combat on October 14th, 1943, when he took part in attempt to repel a second American raid on Schweinfurt. His aircraft was hit from the bombers' defensive fire and Surau was seriously wounded. He succumbed to his injuries in a Wertheim hospital the same day. The eye markings on the engine cowl were carried by aircraft serving with 9.Staffel of JG 3, and the marking on the nose belonged to Jagdgeschwader 3 'Udet'. It is possible that the rudder was yellow. It is further possible that the lower engine cowl was in RLM 76, while the yellow remained only under the stencil on its side.


[Product Page](#)
Cat. No. 84143


1/72

Fw 190A-8/R2



Camo E

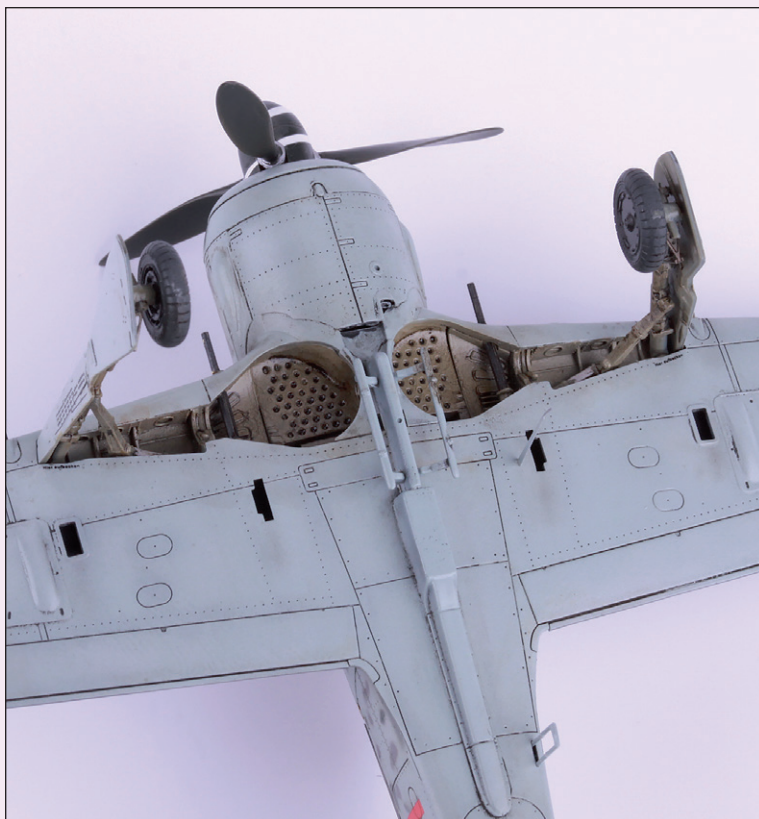
Built by Jakub Nademlejnský



W. Nr. 682204, Lt. K. Bretschneider, 5./JG 300,
Löbnitz, Germany, December 1944

A fighter ace and holder of the Knight's Cross, Klaus Bretschneider was one of the founding pilots of II. Gruppe JG 300. He wound up with a total of fourteen kills before retraining on Sturmjäger tactics, after which he would add another 20 victories, the majority of which were four engined heavy bombers. He died as CO of 5./JG 300 on December 24th, 1944 after an attack on a group of American B-17s. He was the victim of escort fighters, likely from the 357th Group of the USAAF. His aircraft went down not far from the town of Oberaula, in Hesse.

Bretschneider's Sturmböck, dubbed 'Rauhbatz VII', had the side armour glass panels removed from the sliding portion of the canopy. The red fuselage band identifying JG 300 Defence of the Reich aircraft was supplemented by a red horizontal stripe placing this aircraft with the 5.Staffel.



Product Page



Cat. No. 70112



1/72

Fw 190A-8/R2



Camo B

Built by Jakub Nademlejnský



W. Nr. 682958, Uffz. P. Lixfeld, 6.(Sturm)/JG 300, Löbnitz, Germany, December 1944

As with its sister unit JG 301, JG 300 was originally intended to be a night fighter unit tasked with combating Allied bombers attacking targets in occupied Europe. At the beginning of 1944, the role was changed to that of day fighting. II. Gruppe, formed in July 1943, was in the summer of 1944 equipped with heavily armed and armoured Fw 190A-8/R2 or R8 aircraft designed specifically for use against Allied heavy bombers and was designated as a Sturmgruppe. One of the unit's pilots would be the then eighteen-year-old Uffz. Paul Lixfeld, who's machine, Yellow '12', carried the inscription 'Muschi'. The Defence of the Reich role of JG 300 was identified by the red fuselage band. Lixfeld's Sturmbock was not equipped with the side armour glass panels on the moving portion of the canopy, nicknamed 'Scheuklappe' (blinds used on horses).



Product Page

Cat. No. 70112

SE.5a 1/48



Camo M
Built by Martin Benák



**F8005, Capt. R. G. Landis, CO of 25th Aero Squadron,
Collombey-les-Belles, France, November 1918**

The history of the 25th Aero Squadron began to be written on May 7th, 1917 at Kelly Field in Texas. In January 1918, it crossed the Atlantic and underwent training in Great Britain. On its completion, the unit was moved to France and was equipped with SE.5as. On November 10th, 1918, it took part in flights over the front lines for the first time. In June of the following year, the unit was disbanded at Mitchel Field, New York.

Capt. Reed G. Landis, a former No.40 Squadron, RFC pilot, was named CO of the 25th Aero Squadron in August 1918. The emblem of the 25th Aero Squadron was an executioner dressed in black, wearing a mask and wielding a large axe. Landis's aircraft additionally carried the unit CO's marking, a red diamond on the fin and two white ones on the upper fuselage.



Product Page



Cat. No. R0015



SE.5a 1/48



Camo J
Built by Ivan Ryšánek



F9029, No. 1 Squadron Canadian Air Force, Shoreham, Great Britain, 1919

No.1 Squadron, Canadian Air Force, was formed on November 20th, 1918 at Upper Heyford in Oxfordshire County. On April 1st, 1919, it was located at Shoreham field equipped with the SE.5a and Sopwith Dolphins.

Aircraft F9029, No.1 Squadron CAF, was part of a 200 aircraft order that was filled by Vickers. A portion of the order was delivered prior to the end of the war, but most were delivered after. As an identifier of belonging to the CAF, there was a maple leaf on the fin, and the marking on the front of the plane was likely a personal emblem.



[Product Page](#)

Cat. No. R0015

SE.5a 1/48



Camo A

Built by Pavel Zimandl



**C1803, Capt. C. J. Truran, No. 143 Squadron,
Detling, Great Britain, May 1918**

No.143 Squadron was formed on February 1st, 1918 at Throwley and was equipped with the Armstrong Whitworth F.K.8. In March of the same year, it was re-equipped with the SE.5a and moved to Detling. On the night of May 19-20, the unit took part in the interception of the first German raid by Gotha bombers on London.

'Night fighting' SE.5a aircraft were camouflaged in a special coating called NIVO (Night Invisible Varnish Orfordness), and was also applied over the white rings in the national roundels. The white bands on the rudder were likely painted over with PC-10. There are six Holt flare holders below the fuselage.



Product Page

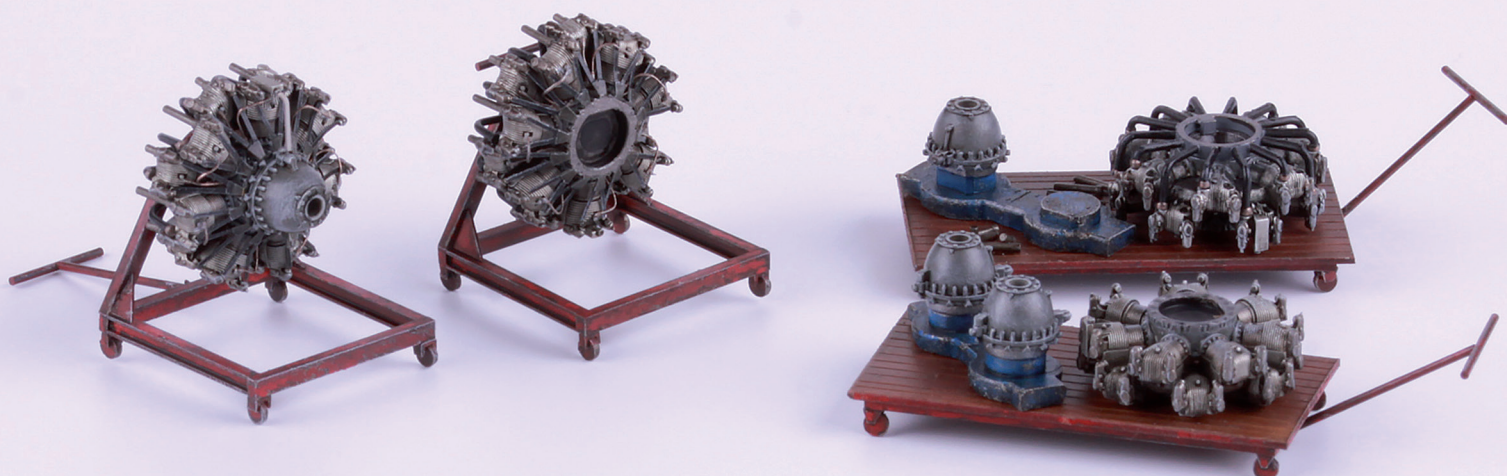


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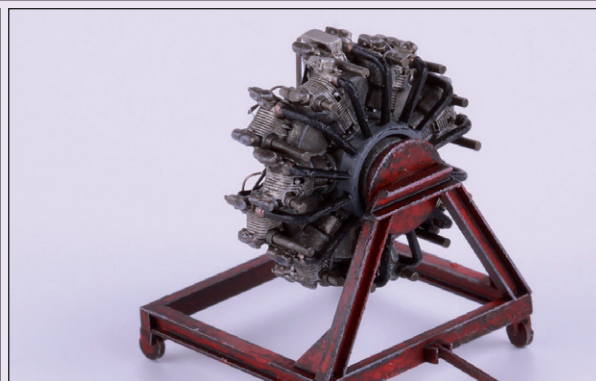
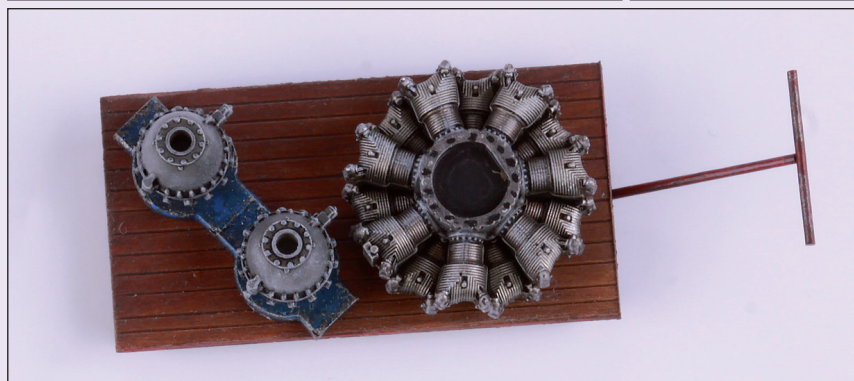
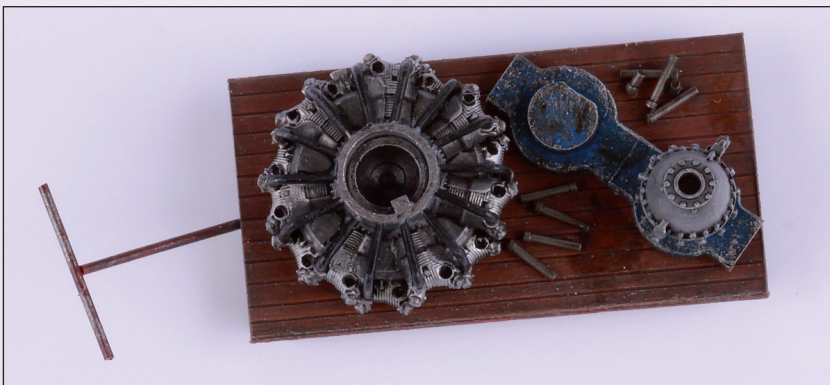
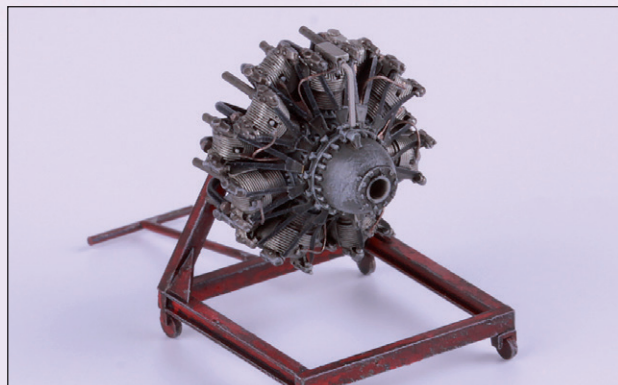


H8K2 Emily engines

1/72

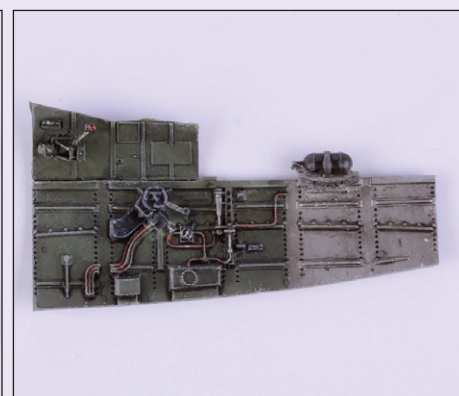
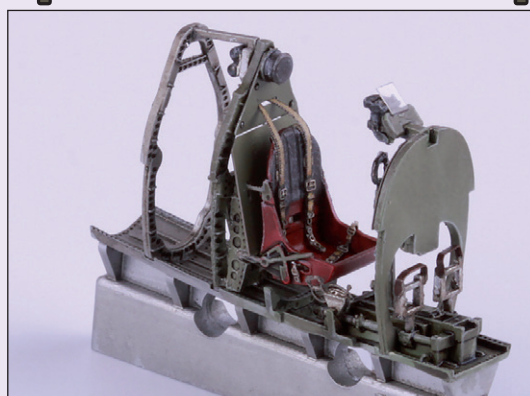


Built by Petr Zatřepálek



Spitfire Mk.VIII cockpit 1/72

Built by Petr Zatřepálek



Su-34 wheels 1/48

[Product Page](#)

Cat. No. 648326



Built by Petr Zatřepálek



M36 Cluster bombs 1/48

Built by Petr Zatřepálek



[Product Page](#)

Cat. No. 648325



AIM-46 1/32

Built by Petr Zatřepálek

[Product Page](#)

Cat. No. 632104



NEXT MONTH...



BIG49174



BIG49176

BIGED (July)

BIG3376 Tempest Mk.II 1/32 Special Hobby
BIG49174 Ki-61-IId 1/48 Tamiya
BIG49175 Su-34 1/48 Hobby Boss
BIG49176 H-21C 1/48 Italeri
BIG72127 Do 17Z-2 1/72 ICM

BRASSIN (July)



632098 Mk.82 bomb w/ Mk.15 Snakeye Fins 1/32
648323 Matra R-550 Magic 2 1/48
648327 German Submarine 8,8cm gun 1/48 Trumpeter
648328 He 219 wheels 1/48 Tamiya
648329 Bf 109F seat early 1/48 Eduard
648330 Bf 109F cockpit w/ early seat 1/48 Eduard
648331 Luftwaffe FuG 16 antennas 1/48
648332 Bf 109F&G Pitot tubes 1/48
672154 Spitfire Mk.VIII gun bays 1/72 Eduard
672159 Me 262 wheels 1/72 Airfix

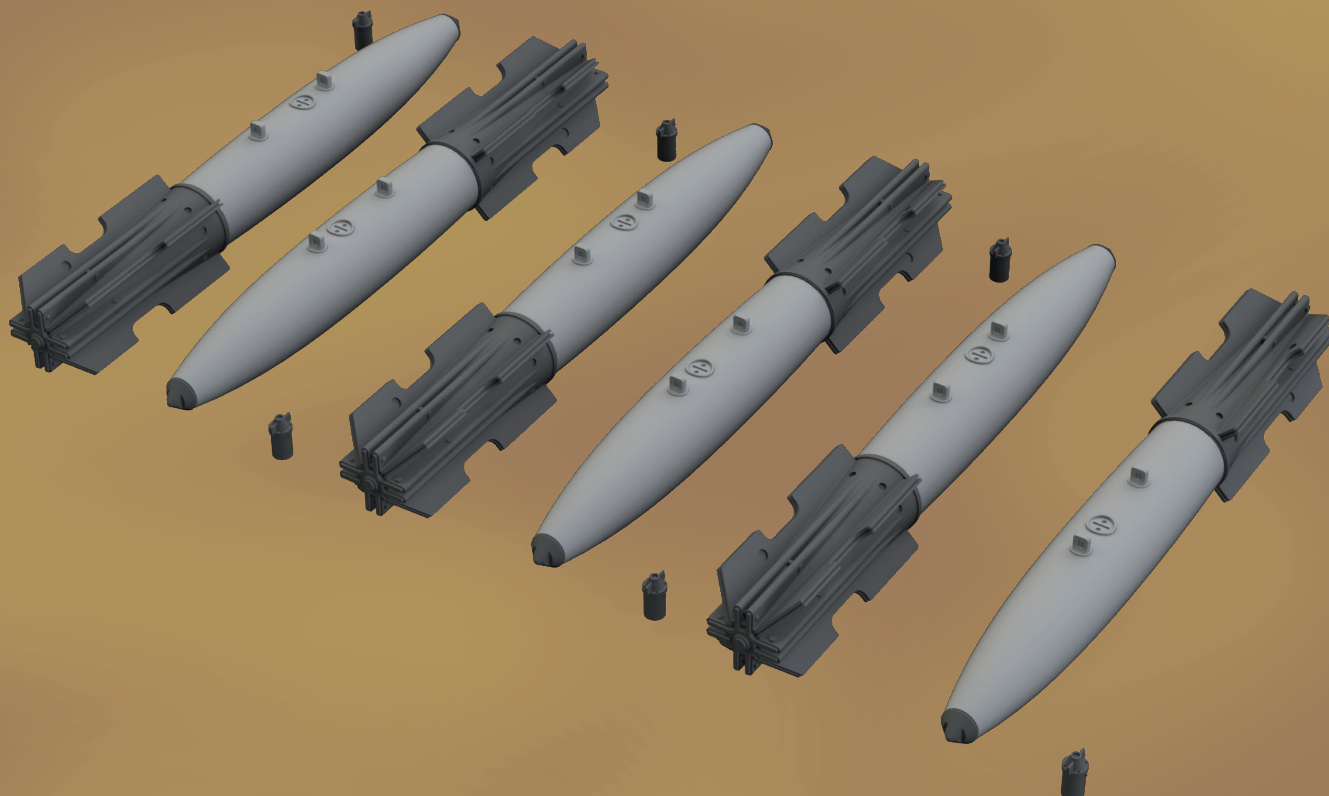


BIG72127

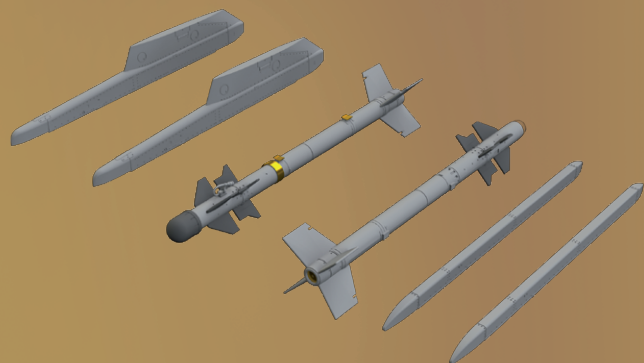
BRASSIN (July)

SIN63210 Mosquito FB Mk.VI 1/32 Tamiya

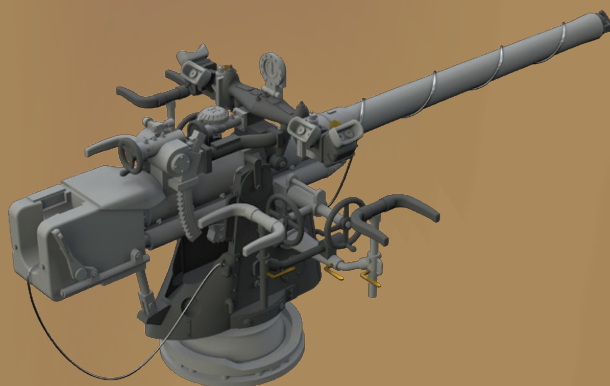
632098 Mk.82 bomb w/ Mk.15 Snakeye Fins 1/32



648323 Matra R-550 Magic 2 1/48



648327 German Submarine 8,8cm gun 1/48 Trumpeter



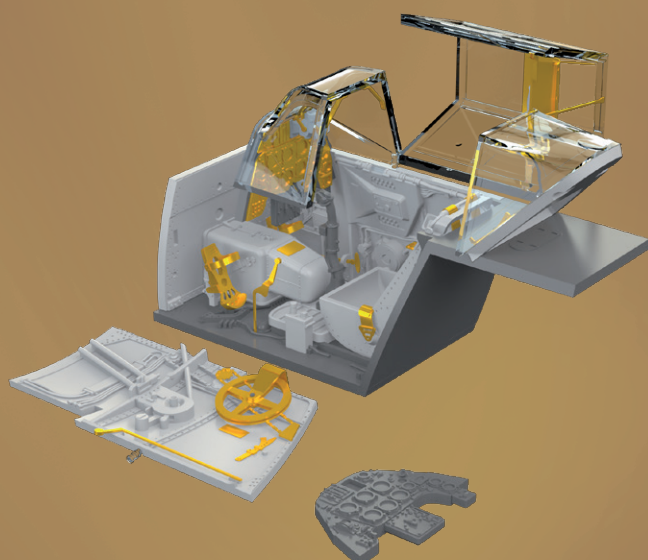
648328 He 219 wheels 1/48 Tamiya



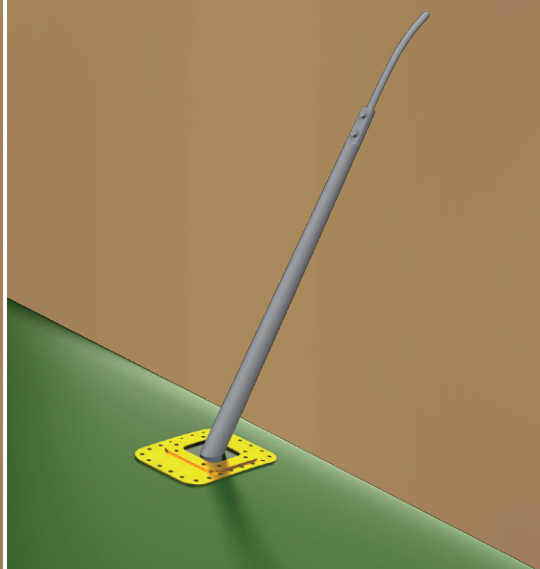
648329 Bf 109F seat early 1/48 Eduard



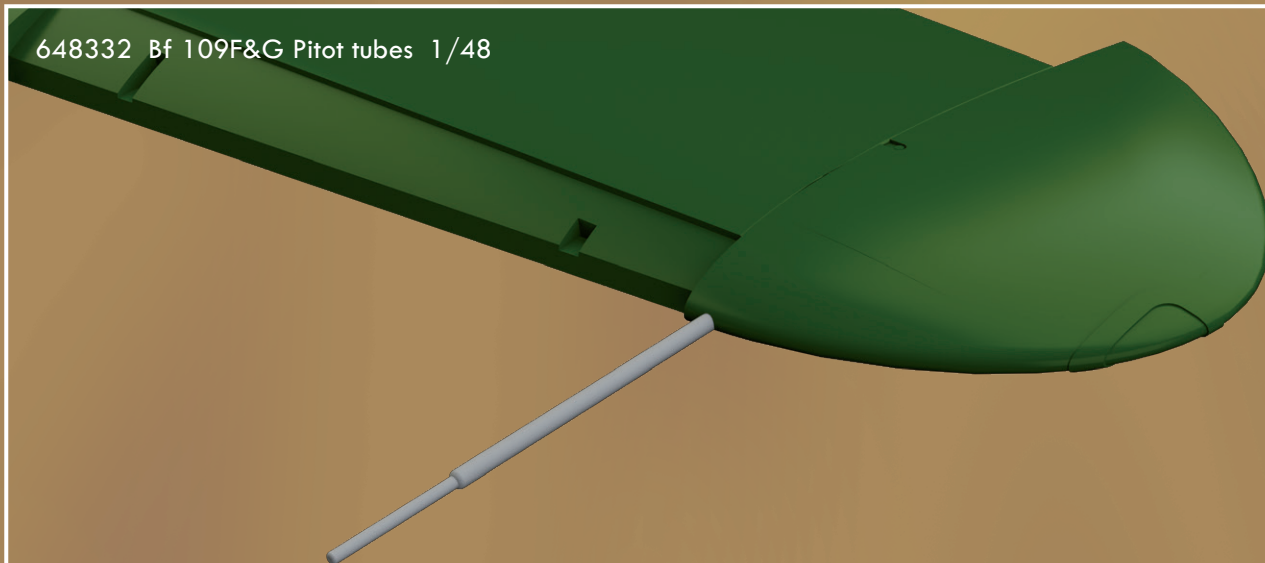
648330 Bf 109F cockpit w/ early seat 1/48 Eduard



648331 Luftwaffe FuG 16 antennas 1/48



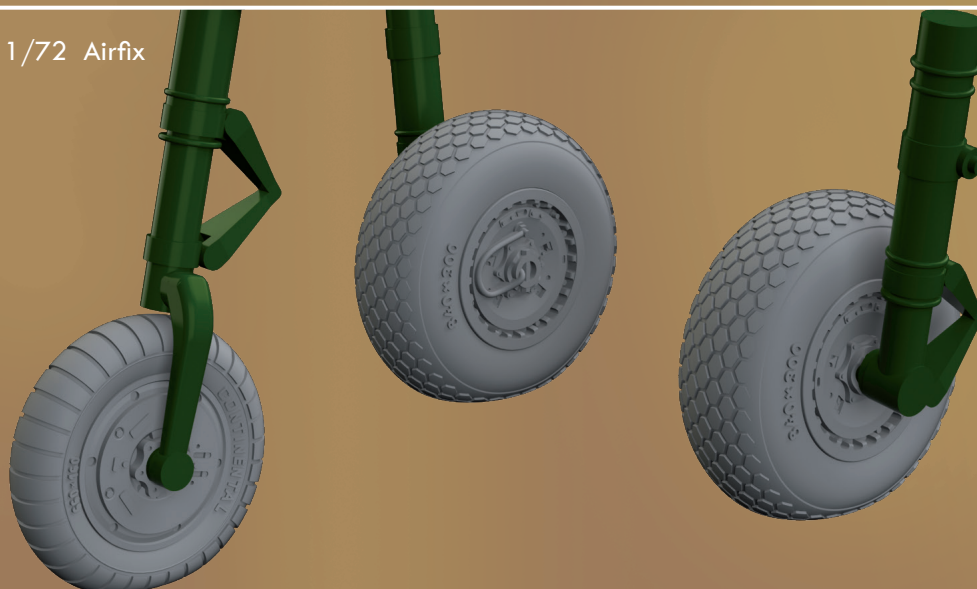
648332 Bf 109F&G Pitot tubes 1/48



672154 Spitfire Mk.VIII gun bays 1/72 Eduard



672159 Me 262 wheels 1/72 Airfix



ON APPROACH

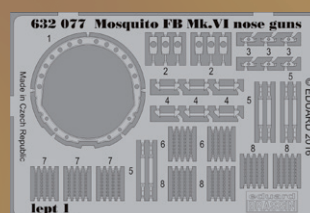
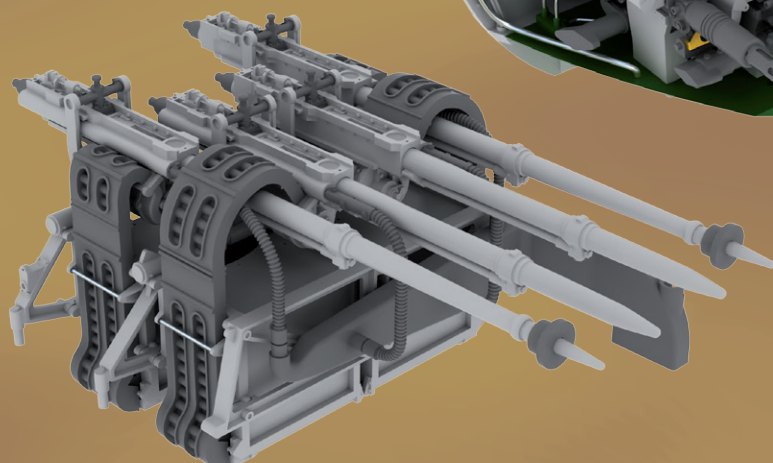
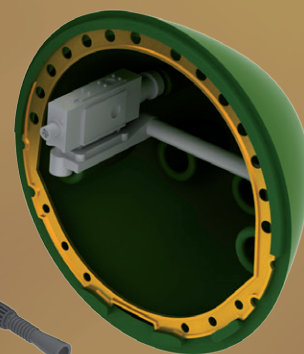
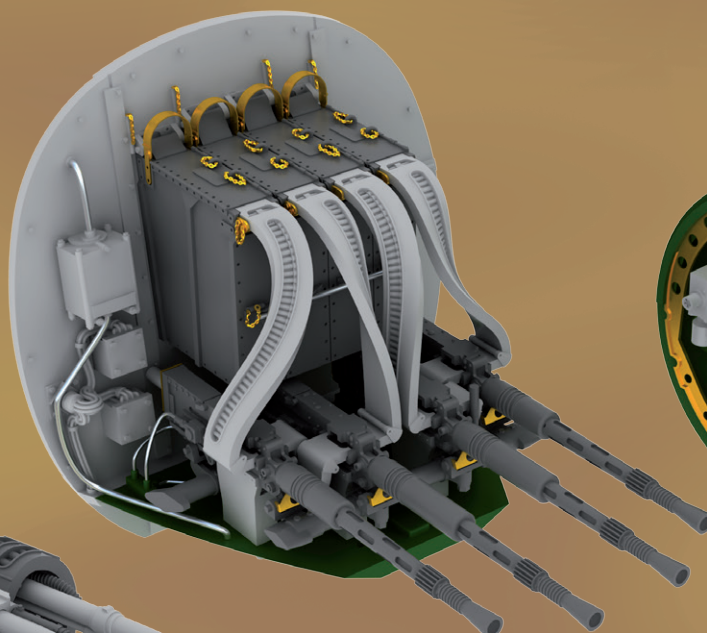
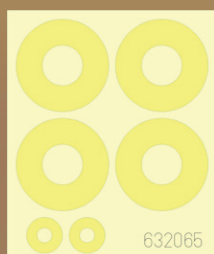
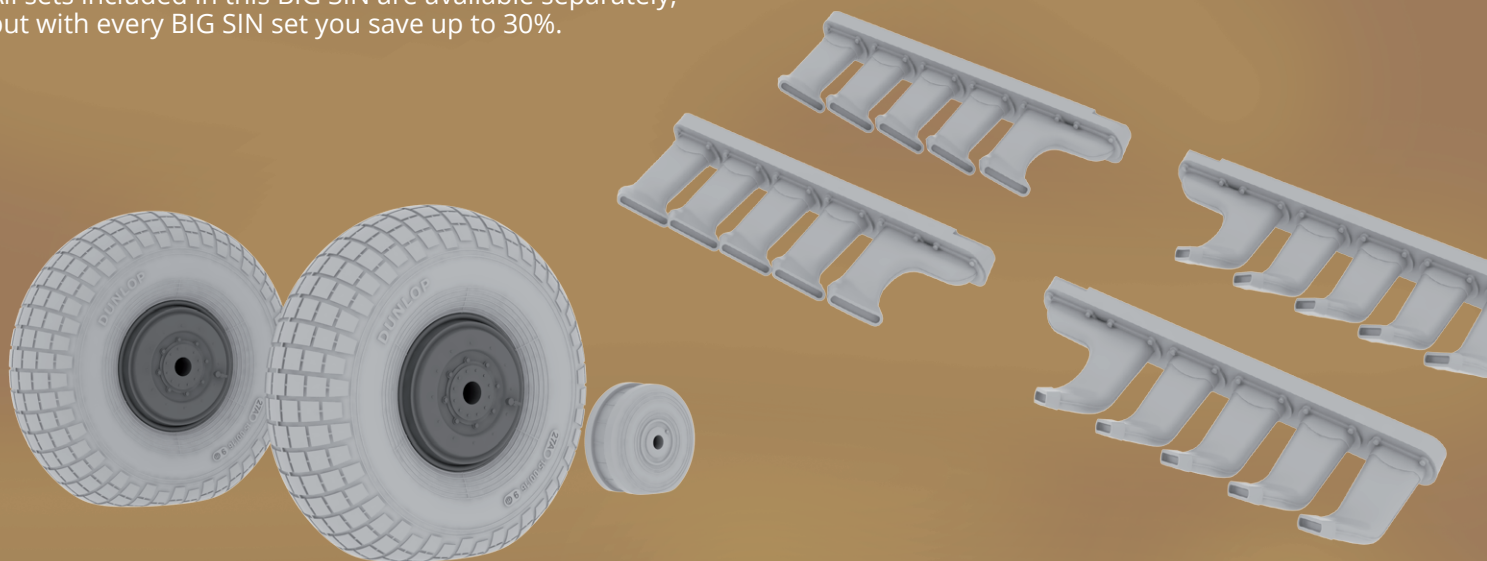
July 2017

SIN63210 Mosquito FB Mk.VI 1/32 Tamiya

Collection of 4 Brassin sets for Mosquito FB Mk.VI in 1/32 scale by Tamiya.

- nose guns,
- gun bay,
- undercarriage wheels,
- exhaust stacks.

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



1	2	3	4	5	6	7
1	2	3	4	5	6	7
1	2	3	4	5	6	7
1	2	3	4	5	6	7
1	2	3	4	5	6	7
8						
6720770BT1						



11104 Warhawk

1/32 **eduard**
LIMITED EDITION



ProfiPACK 70105 1/72 edition Avia Bk.53A



8162 1/48 Fokker Dr.I

ProfiPACK
edition



8414 1/48 Bf 109F-4 WEEKEND edition



7442 1/72 Spitfire Mk.VIII WEEKEND edition

- 53193 HMS Hood pt. 5 deck
- 53195 DKM U-boat VIIc U-552 pt.3 hull body
- 53196 German U-boat flags
- 32406 P-40N upgrade set
- 32911 Sopwith F.1 Camel
- 36356 Panzer IV Ausf. H
- 36357 Panzer IV Ausf. H schürzen
- 36358 Scammell Pioneer SV2S
- 48927 Yak-28P exterior
- 49841 Yak-28P interior
- 49847 Super Seasprite cargo interior
- 73600 Me 262A-1a

- 1/200 Trumpeter
- 1/48 Trumpeter
- 1/48
- 1/32 Eduard/Hasegawa
- 1/32 Wingnut Wings
- 1/35 Zvezda
- 1/35 Zvezda
- 1/35 ICG
- 1/48 Bobcat Models
- 1/48 Bobcat Models
- 1/48 Kitty Hawk
- 1/72 Airfix

ZOOMY

- 33170 Sopwith F.1 Camel seatbelts STEEL
- 33171 Luftwaffe rudder pedals
- FE841 Yak-28P seatbelts STEEL
- FE842 Yak-28P
- FE843 SE.5a seatbelts early STEEL
- 1/32 Wingnut Wings
- 1/32
- 1/48 Bobcat Models
- 1/48
- 1/48 Eduard

PHOTO-ETCHED SETS (July)

- | | | |
|-------|---|-------------|
| FE844 | Bf 109F-4 Weekend | 1/48 Eduard |
| FE845 | Luftwaffe cowling fasteners | 1/48 |
| FE846 | Seatbelts Soviet Union WW2 fighters STEEL | 1/48 |
| SS600 | Me 262A-1a | 1/72 Airfix |
| SS601 | Spitfire Mk.VIII Weekend | 1/72 Eduard |
| SS602 | Seatbelts Soviet Union WW2 fighters STEEL | 1/72 |
| SS603 | Luftwaffe cowling fasteners | 1/72 |

MODELLBRNO

16.- 17. JUNE 2017



BRNO EXHIBITION CENTRE

**International plastic modelers' meeting
and competition**

16 June 2017 - XXL events for modelers on Friday afternoon (14:00 - 18:00)

17 June 2017 - Saturday public program (9:00 - 16:00)

SIGs & Themed Exhibitions

60 Competition Classes, more than 3000 kits

Historical hardware

Dozens of traders selling kits and accessories

eduard

KPM BRNO

**TECHNICKÉ
MUZEUM
V BRNĚ**

B Pavilion

Entrance by E pavilion
49°11'4.89"N, 16°34'55.61"E

WWW.MODELLBRNO.CZ

eday

**INTERNATIONAL SCALE KIT EXHIBITION
IPMS CZECH REPUBLIC CHAMPIONSHIP**

**23 SEPT. 2017
TOP HOTEL PRAGUE, CZ**



**09:00 - 18:00 HRS.
THOUSANDS OF AIRPLANE, SHIPS AND AFV SCALE
MODELS, FIGURES, DIRAMAS, TENS OF MANUFACTU-
RERS, SHOPS AND SPECIAL EXHIBITORS, MASTER
AND HOBBY CHAMPIONSHIP CATEGORIES**

ORGANIZER
eduard

PARTNERS

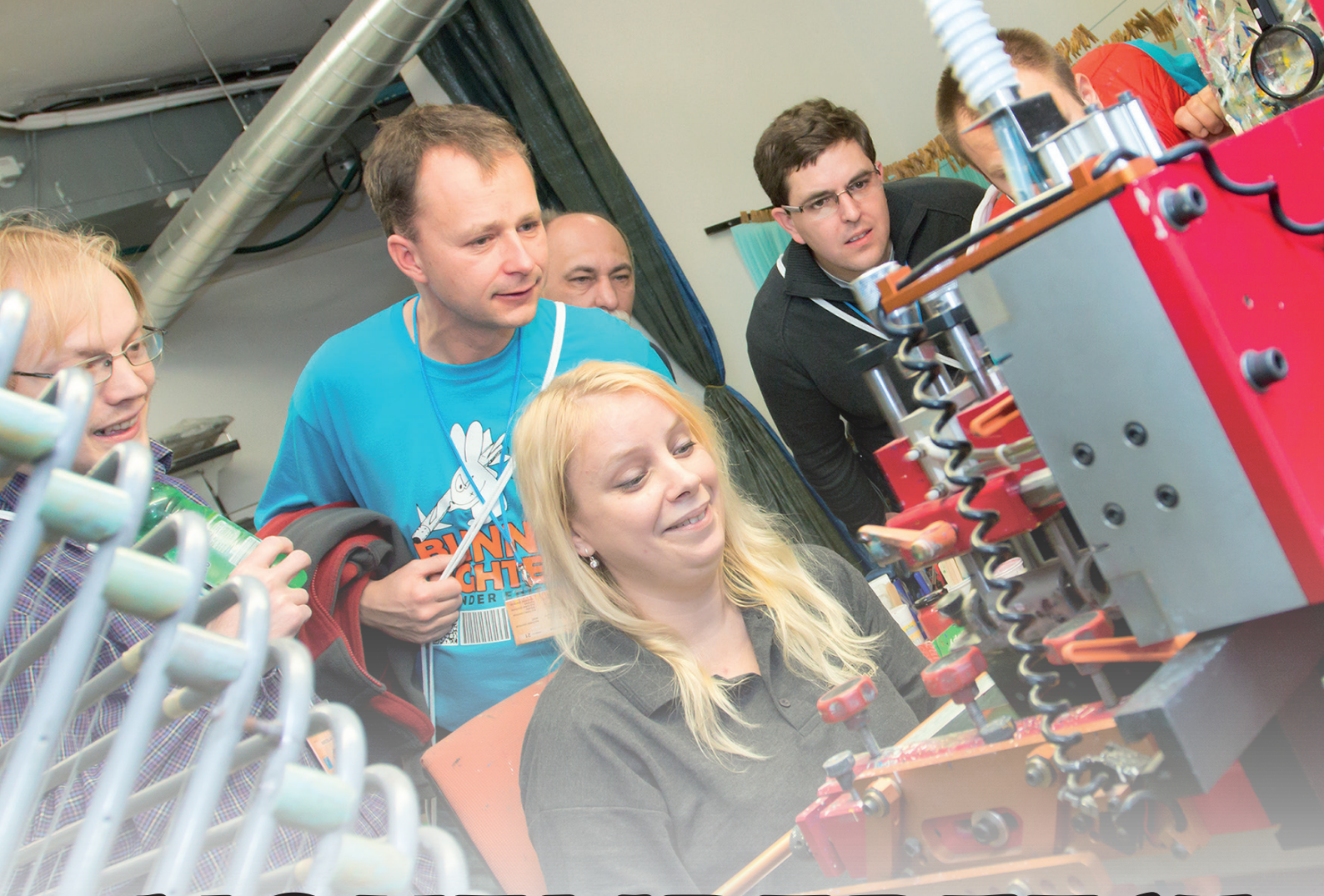


TOP Art Hotel & Congress Centre
Blažimská 1781/4
149 00 PRAGUE 4 - CHODOV
Chodov - Metro C + BUS 115
GPS 50.0423428N, 14.4961200E

WWW.EDAY.CZ

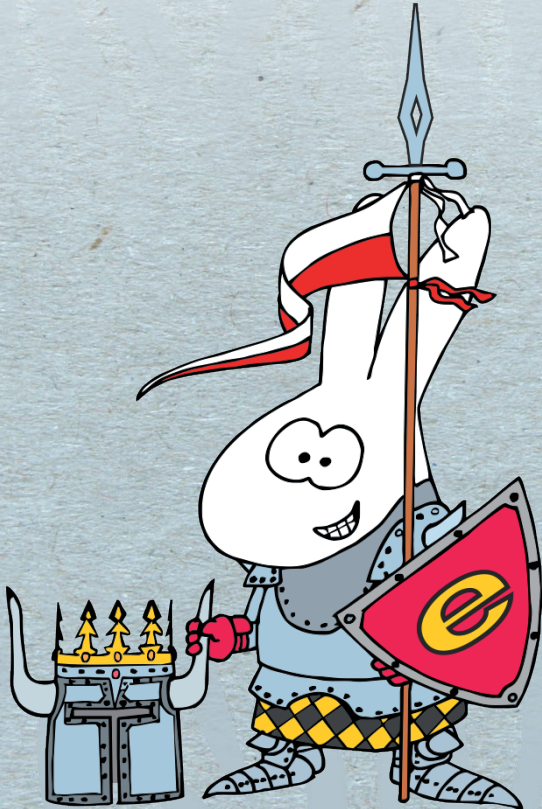


eduard
20
1992 - 2017



NOVEMBERFEST

1 - 2 Dec. 2017



Capacity
144 persons