

INFO EDUARD

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MIG-21

MF

1/48

eduard

INFO **EDUARD**

ISSUE 71

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May 2016

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June 2016

EDITORIAL

Dear Friends,

I hope that you enjoyed the May 1st morning multinational parade of rabbit Messerschmitts and their followups. It's an underscore to the premier of our large retooled project and a hint of what is to come in the future, for other Bf 109G and Fs will be with us for the next several years. This year you can look forward to at least another five theme related editions, including the planned Bf 109F Royal Class kit. Already next month we will be releasing the high altitude G-5 variant with a pressurized cockpit, the components for which you have probably noted in the April release. This will be followed by the classic G-6 in August, in the fall we'll detour to the Friedrichs and at E-day, we are planning the Royal Class kit dedicated to a collection of Fs. After the new year, we will return to the Gustavs with the G-2 and G-4 versions. As time goes on, there will also be room for the Weekend Edition kits and some theme consistent Limited Editions. The Eduard Gustavs and Friedrichs are here to stay, at least for the foreseeable future, much like the temporary room and board the Soviet Army enjoyed in Czechoslovakia. In time, there will also be excursions into 72nd scale and even 144th, and other versions such as the G-10 and the post-war Czechoslovak S-199 development are already being developed. The number of versions was a contributing factor to the decision to retool the original project. With the release of each successive version, I am sure you can appreciate how tiring it would get to read that unfortunately, it is in 1/47th scale. The new G-6 has been received very well by critics, although there are still those who claim that the nose appears too straight or too boxy compared to photographs, but the fact is that we have been so careful with this whole item that we are certain that the nose couldn't be better or more accurate and that for whatever reason, there will always be those that will absolutely find something wrong with everything in their eyes. That part of the hobby is here to stay.

May releases are already available at www.eduard.cz since Friday thanks to the internet offer associated with Kit Show Koprivnice, so you may already be well aware of what is new this month. And so you are also probably aware that May has another new large project associated with our firm, the MiG-21. We are returning to what for Czechs and Slovaks is the crucial version of the type, the MF, with a Limited Edition kit dedicated to the types service with the Czechoslovak and later Czech and Slovak air forces. The basis of the kit is the good ol' and very popular MiG-21MF kit in 1/48th scale, complemented with photoetched brass, masks and resin, along with a publication packed with 128 pages of information, photographs, colour schemes, many never before published or offered as marking options to modellers. An English translation has also been recently completed of this publication and is available for download from the product page on our site. The decal sheets, which total three, and

I dare say that these are monumental pieces of art, never seen in any of our offerings before, nor in the offerings of anybody else. Two sheets encompassing national insignia, emblems and fuselage codes are printed by Cartograf, while the third that has all the stencil data on it is the work, including printing, of Eduard. The design and the graphics were the responsibility of our colleague Mr. Nozicka, who's work can be described as heroic. He is also responsible for the colour schemes, the ones in the instructions as well as those in the publication, and are the result of a close co-operation between himself and the books author, Mr. Janousek. The masks are also more impressive than normal, and besides including the weatherstripping around the frames of the canopy frames, offer masks for the creation of some of the graphic features on some of the aircraft that we didn't simply throw into the decal sheet options. I won't pretend that space limitations would've made this complicated, but it also really did seem like the best option to offer to the end user. This kit is being produced to 1500 pieces. In my opinion, it is without a doubt one of the best, most beautiful and most interesting pieces of work put out in the quarter-century history of our firm, and I am convinced that this kit will become one of the most sought after legends of the industry. And as an aside, the complete box weighs 1.5kg, making it also likely the heaviest model kit in our history. The kit will also see the simultaneous release of Overtrees, Overmasks, and photoetched brass. These will be available through May, and may be extended until the basic accessories run out. And while on the topic of Overtrees, the Bf 109G ones have been made available indefinitely based on the release schedule that will see a new Gustav practically every month. This might be a good time to mention, as well, something about our treehugging Month of the Forest that after last year's good experience will again start in July, and during the event, the majority of already released Overtrees will be made available. We are releasing a BIG SIN consistent with the MiG-21MF comprising its loadouts, four R-3S missiles and four R-60s.

The re-release of the 1/48th scale Avia B.534 III by popular demand gives May a very Czech flavour. It can be said that this kit has been missing from our catalogue for too long. The same can be said for the La-7 in 1/72nd, and its marking options also include Czech themes. The La-7 is a straight re-edition of the older kit, with the difference that as opposed to the previous Profipack La-7 that came as a dual boxing, this one is a straight, single edition kit. Both of the aforementioned new kits are Profipacks. This month's Weekend Edition offering is the Ni-11 in 1/48, with two attractive marking options.

This month, greater than usual notice should be taken of the new Brassins. By coincidence, the R-3S missiles are being offered also in

1/72nd scale, together with the RS-2US in the same scale. The weapon sets offer is rounded out by the Kormoran 1 in 1/48th, Mk.84 bombs in 1/32nd, and the MG 14 Parabellum of the First World War in 1/48th. Also part of the weapons category is the 1/48th scale Sniper ATP pod, and last but not least, the batterie of guns for the nose of Tamiya's 1/32nd scale Mosquito. As a matter of principle, the Bf 109G-6 Engine and Fuselage Gun set can also be considered a part of this category, although this is certainly in a different weight class than the straight missiles. This set is significantly more complex, naturally, and probable the most intricate of all the Brassins sets released to date. The other end of that spectrum is occupied by the wooden prop for the 1/48th scale Bf 108, designed for our model, which unfortunately does not include this piece. It really is relevant for only one of the marking options offered, but the option is a very interesting one indeed. Those that wish to utilize what is probably the nicest of all the markings available in the recently re-released kit, and wants to be as true to accuracy as can be, can now purchase this piece at a minimal price. It should be noted that even this piece was done at the request of modellers, who were finding the missing piece a stumbling block in the February released Profipack Bf 108. The propeller is not free, but it is probably the least expensive in the line. I am curious to watch the sales of this item.

I like innovation, I like new ideas and I like progress. For that reason, I am very excited about May's inauguration of a new line for which I have very high hopes, and I expect it to heavily influence our production perhaps to the same level that the colour photoetched did at the beginning of the century. After a long development period, a list of innovations, and implementation of modernization plans, and with a fairly heavy burden on our technology, we have reached production status of etched steel. As a result, May brings you a new line of seatbelts called STEELBELTS. I don't, at this point in time, know exactly how much to say about them. Instead of a long description, it would be much better to examine them first hand, and to try them out. But, here are the basic facts: they are etched out of steel 0.1mm thick. Most of the belts, except for the buckles, are etched to half the thickness of the material, and the end thickness of these 'fabric' parts is 0.04mm. The buckles are the full thickness of the material, the 0.1mm. In my opinion this thickness eliminates the most basic of optical shortcomings of all the other belts, weather etched or fabric (paper) and others, with the possible exception of Superfabric belts. This shortcoming is the thickness of the belt itself and it causes a certain difficulty in the installation process. STEELBELTS are very thin, incredibly easy to shape, while still remaining stiff, and look extremely realistic in the model. These belts are designed to be as simple as possible to make them easy to apply and to give them as much appeal to

as many modellers as possible. For reasons of maintaining the advantageous thickness and workability, we refrained from attaining relief detail by etching away layers of material. Relief is achieved through a somewhat complicated application of colours, and to that was added a weathering-slash-staining effect. The stitching was added on through printing, and these details are so fine that they need to be observed to be believed. That's a good thing, I think. There are some details that shouldn't reach out and cuff you upside the head. They should be subtle. Six items are being put out in this line in May, two each in 1/72nd, 1/48th and 1/32nd. The subject matter are German and American belts for Second World War fighters. An interesting aspect of these is the value to price ratio. In 1/32nd, the set contains four complete sets of belts, in 48th eight sets, and in 72nd ten complete sets. Try them out, they are fantastic. I think you too will come to the conclusion that STEELBELTS have the potential to replace all current forms of belts and it is a new era for this type of detail.

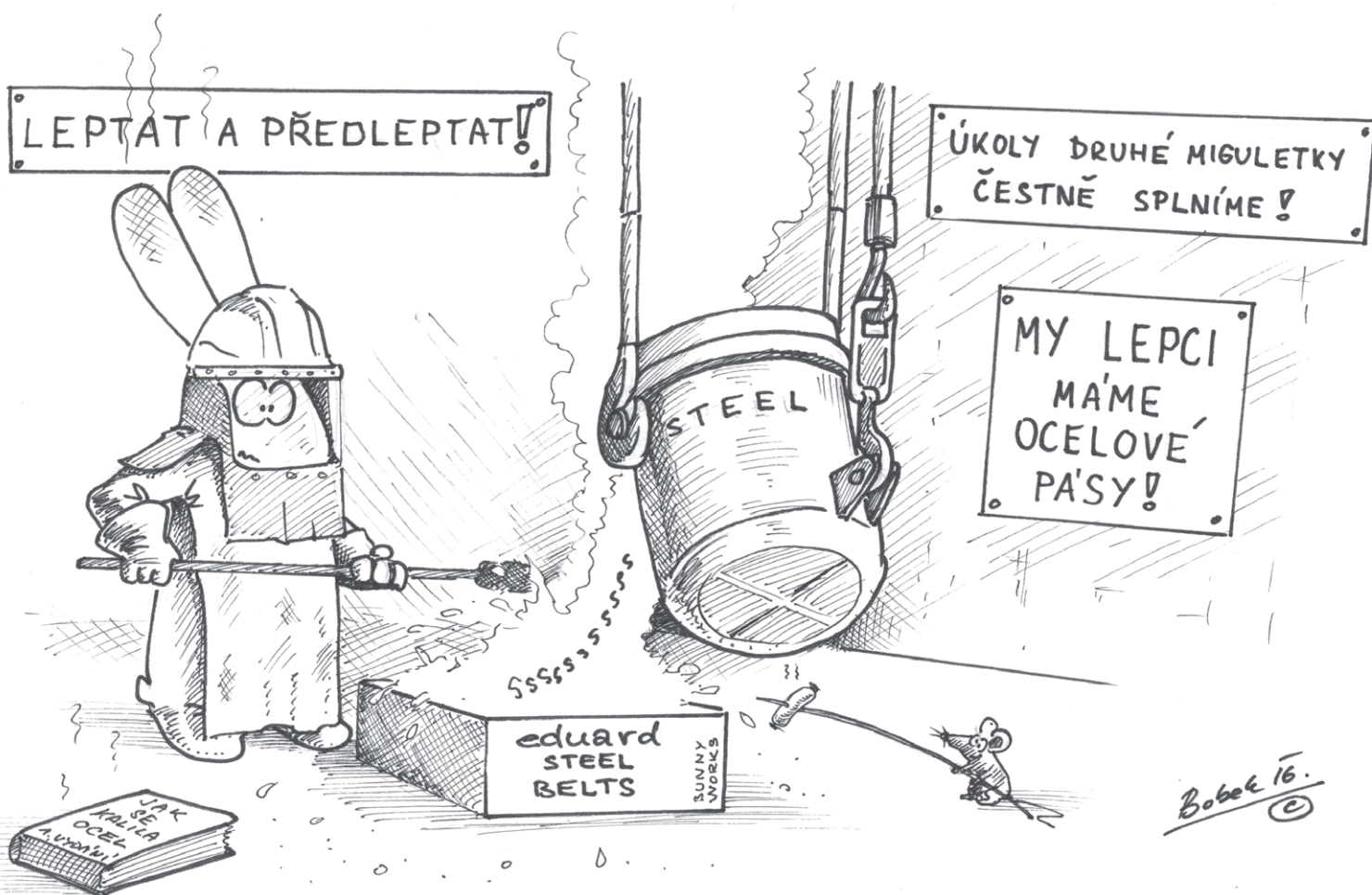
Besides this new inauguration, the photo-etched brass line offers a list of interesting and truly large sets, that will unfortunately pale in comparison to STEELBELTS and will begin to look rather plain. But there are the sets for the ship the Hermann Marwede, or for the bulldozer Doobi in 1/35th with protective slotted armour. We have sold sets for the Hermann Marwede in the past, but these are modified in comparison to their original counterparts to stay consistent with the modifications that Revell made on the kit. All in all, I am not looking for any life altering sales with this product, but the sets do make an impression. To the contrary, the original Doobi sets became best sellers for their time, and was a bit of an enigma, and became fairly quickly forgotten. It's a similar story to the F-86D in 1/32nd scale, they are also no pint size products, and all that should probably be expected is some short term success. A little against our will, we are releasing sets for the Yak-38 and Su-11 from Trumpeter in 1/48th, strictly on the basis of customer requests.

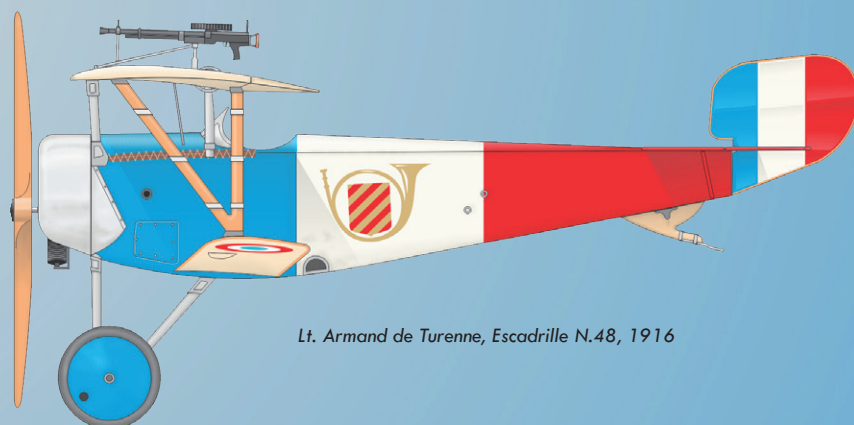
Hopefully, these products will have enough support to justify their existence. Again, to the contrary and quite happily, we are releasing sets for the battleship Mikuma from Tamiya in 1/350th, as well as for the MiG-29 from Zvezda in 1/72nd, and for Hasegawa's E8N1 Dave in 1/48th from Hasegawa.

Getting back to the requests of customers, there have been a growing list of them for the old decal sheets for the original Bf 109G-6 and from the Royal Class Bf 109G kit. So, we have decided to sell them as a BFC item. Both decal sets will be available to BFC members from May 10th. They will be sold without the color instructions, but those will be available for download at www.eduard.cz.

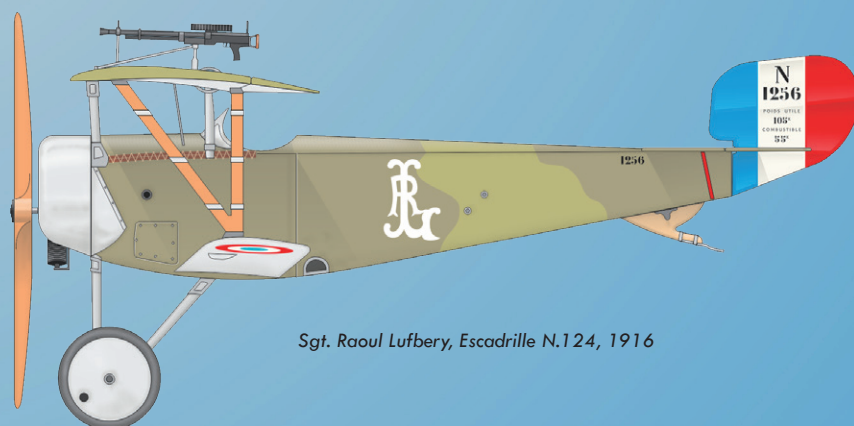
I wish a good read with this month's newsletter.

Vladimir Sulc



Lt. Armand de Turenne, Escadrille N.48, 1916



Sgt. Raoul Lufbery, Escadrille N.124, 1916

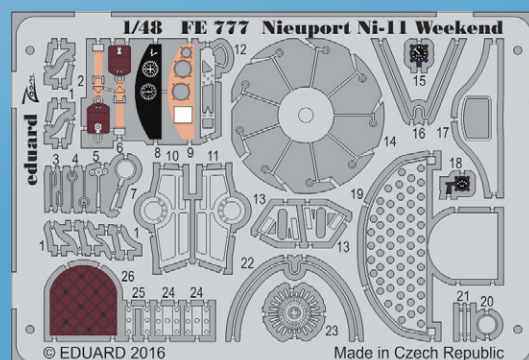
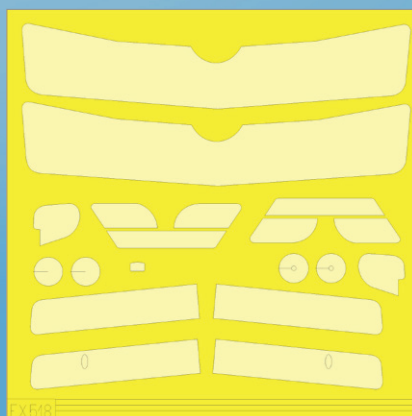
- 2 markings
- Eduard decals

Product Page



RECOMMENDED:

- 48318 Seatbelts France WWI (PE-Set)
- 49031 Seatbelts France WWI (PE-Set)
- FE777 Nieuport Ni-11 Weekend (PE-Set)
- EX518 Nieuport Ni-11 Weekend (Mask)



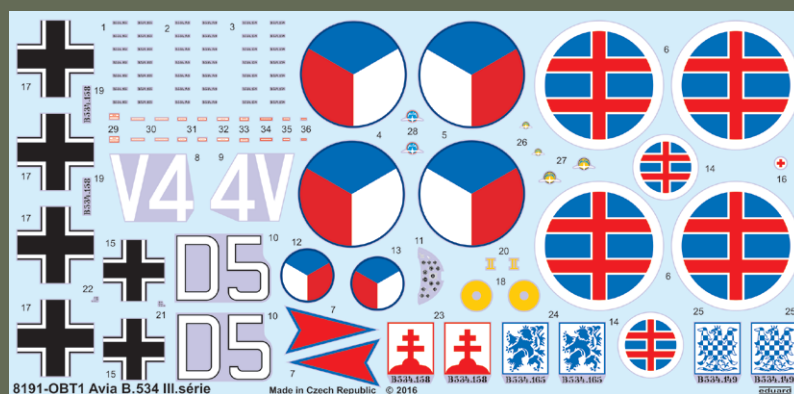


Avia B-534 III. série

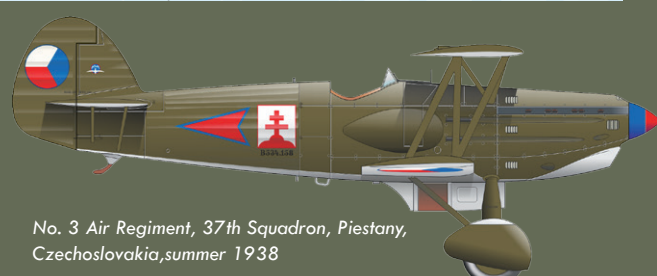
1/48, Cat. No. 8191

- color photo-etched set
- painting mask
- decals Eduard
- 4 markings

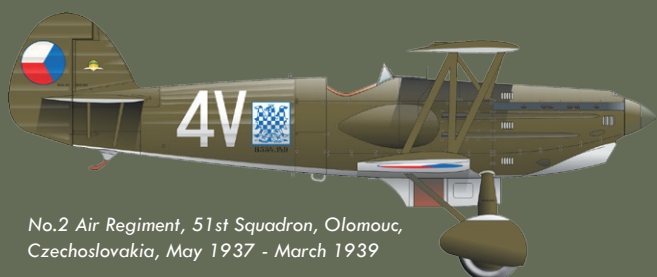
Product Page



No. 4 Air Regiment, 34th Squadron, Hradec Kralove,
Czechoslovakia, August, 1937



No. 3 Air Regiment, 37th Squadron, Piestany,
Czechoslovakia, summer 1938



No. 2 Air Regiment, 51st Squadron, Olomouc,
Czechoslovakia, May 1937 - March 1939



11th Squadron, Slovak Air Force, Piestany,
winter, 1939/1940

La-7

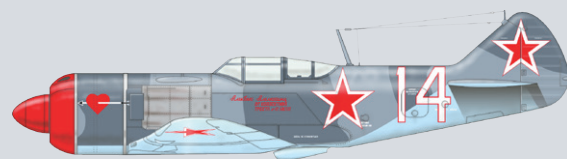
1/72 Cat. No. 7066

- color photo-etched set
- painting mask
- decals Eduard
- 8 markings

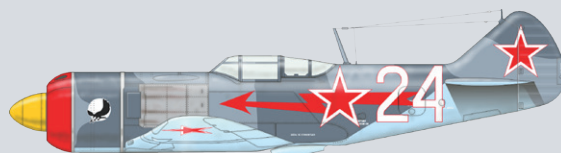
Product Page



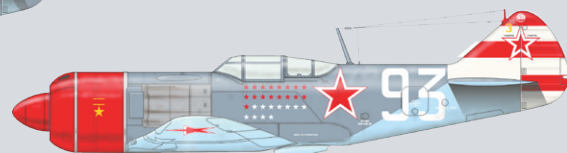
Maj. I. N. Kozhedub, 176th IAP, Germany, spring 1945



Maj. A. V. Alelyukhin, 9th GIAP, Berlin Operation, 1945



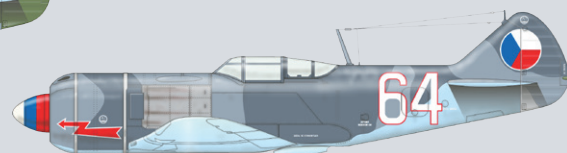
Maj. Amet Khan Sultan, 9th GIAP, Germany, 1945



Lt.Col. S. F. Dolgushin, the CO of 156th IAP, Kluzov airfield, April, 1945



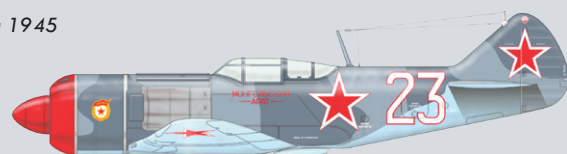
Unknown unit, Soviet Union, late 1945



La-7 of the 2nd Fighter Air Regiment, flown by Flt. Sgt. Štefan Ocvirik, 1945



the CO of 4th GIAP, Lt. Col Vasily F. Golubyev, spring 1945



2nd GIAP, 2nd Squadron „Mongolsky Arat“, spring, 1945



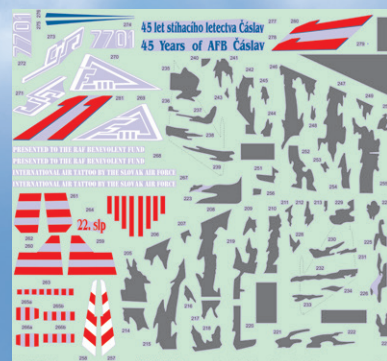
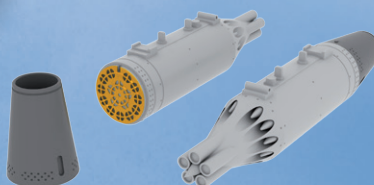
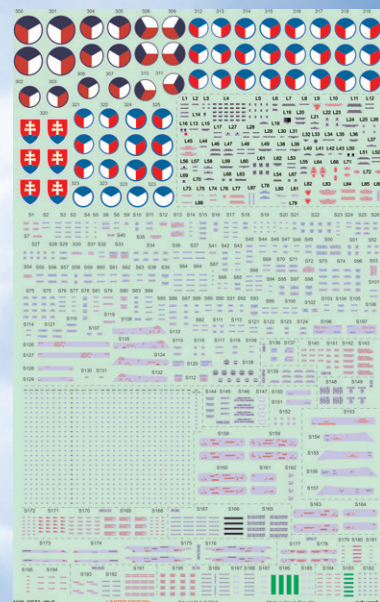
MiG-21 MF

1/48
Cat. No. 1199



- book MF by M. Janoušek (128 pages)
- color photo-etched set
- painting mask
- decals Cartograf/Eduard
- 39 markings
- brassin UB-16

Product Page

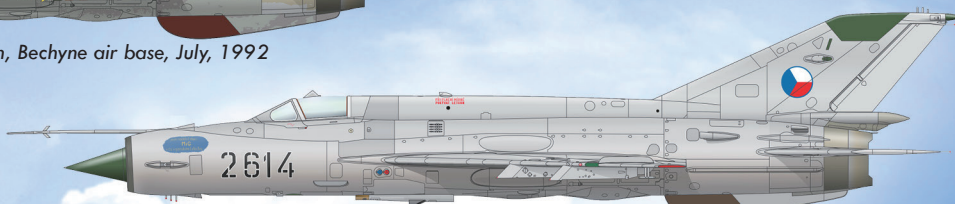


VRAKOUS

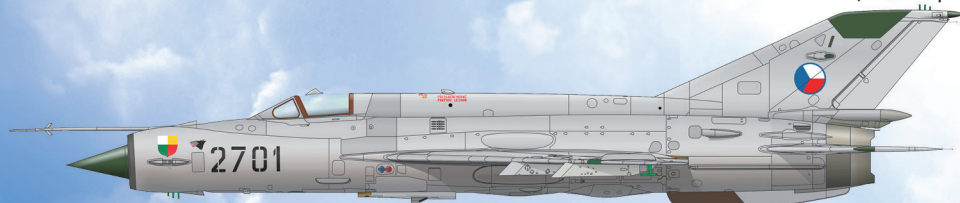


9th Fighter-Bomber Regiment, 1st Squadron, Bechyne air base, July, 1992

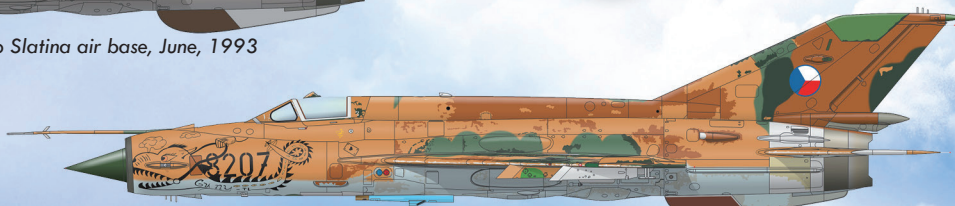
jsem nejdelší letající
MiG
v čs vojenském letectvu



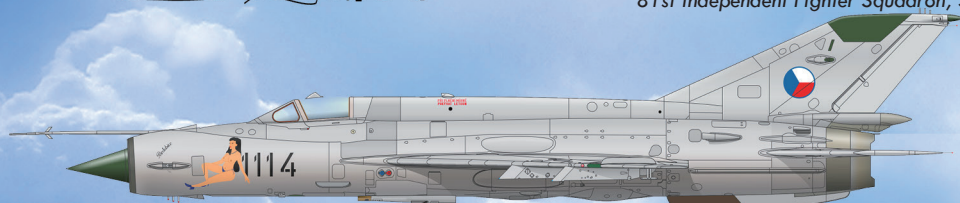
4th Tactical Air Force Base, 43rd Squadron, Ceske Budejovice air base, 96



11th Fighter Regiment, 2nd Squadron, Brno Slatina air base, June, 1993



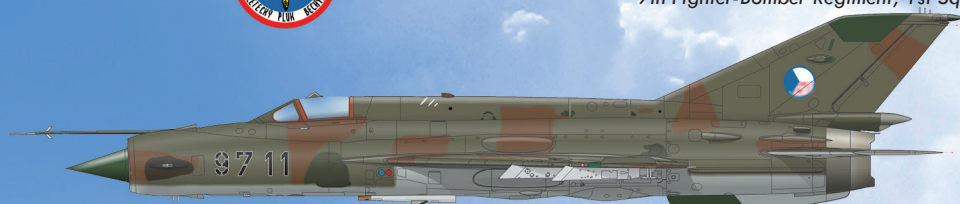
81st Independent Fighter Squadron, Sliac air base, summer, 1992



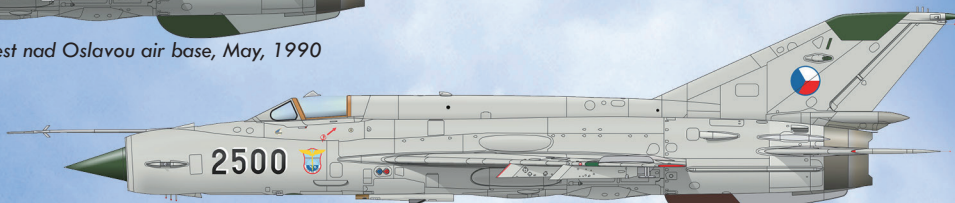
4th Fighter Regiment, 1st Squadron, Pardubice air base, June, 1989



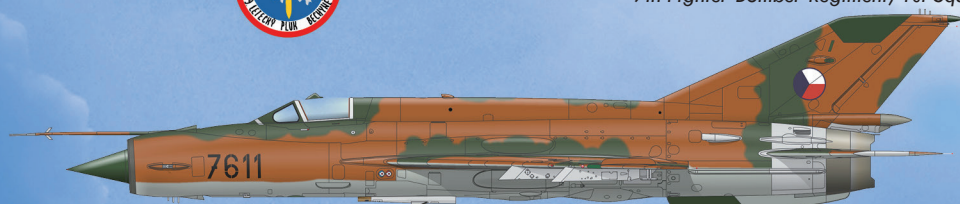
9th Fighter-Bomber Regiment, 1st Squadron, Bechyne air base, September, 1993



8th Fighter Regiment, 2nd Squadron, Namest nad Oslavou air base, May, 1990



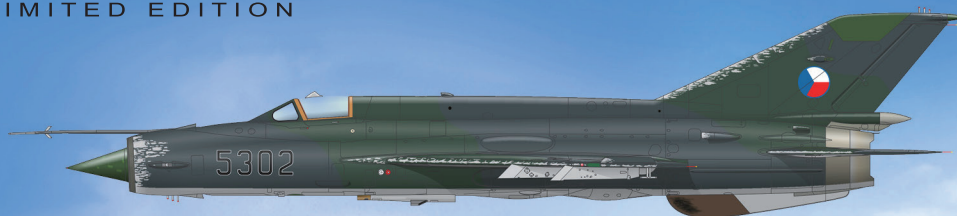
9th Fighter-Bomber Regiment, 1st Squadron, Bechyne air base, April, 1993



5th Fighter Regiment, 1st Squadron, Line air base, 1973 – ca 1982



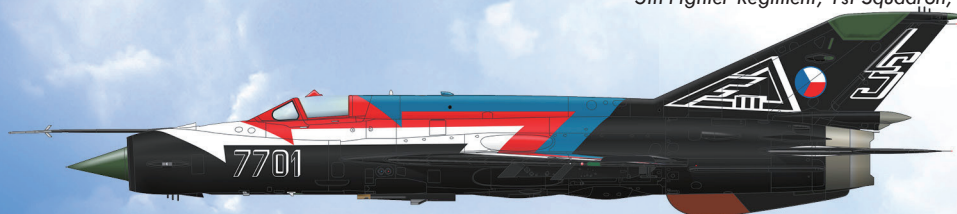
MiG-21MF, 4th Tactical Air Force Base, 43rd Squadron, Caslav air base, April, 1999



5th Fighter Regiment, 1st Squadron, Line air base, spring, 1990



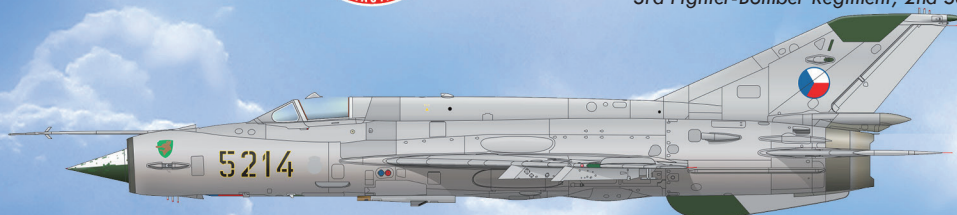
5th Fighter Regiment, 1st Squadron, Line air base, 1972 – ca 1981



LZO, Line air base, May 1995 – February 1996



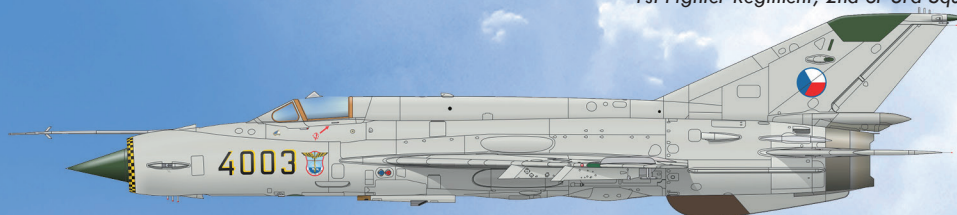
3rd Fighter-Bomber Regiment, 2nd Squadron, summer, 1995



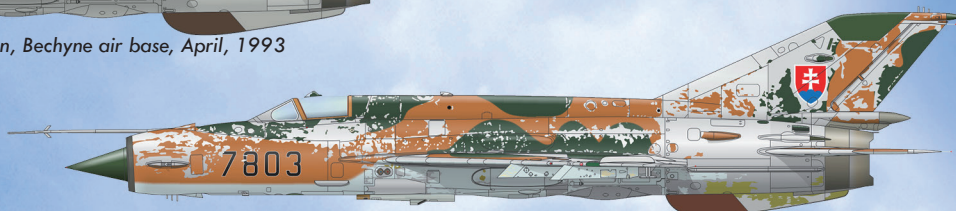
4th Fighter Air Force Base, 43rd Squadron, Caslav air base, September, 1999



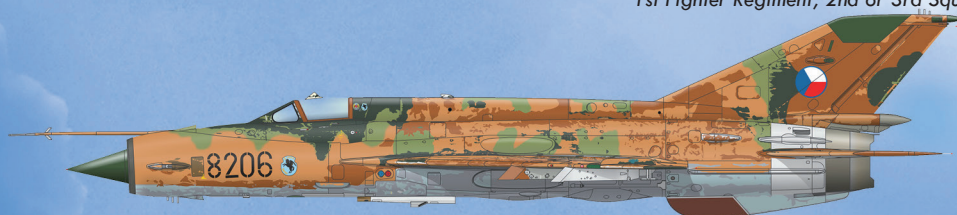
1st Fighter Regiment, 2nd or 3rd Squadron, Fairford, July, 1994



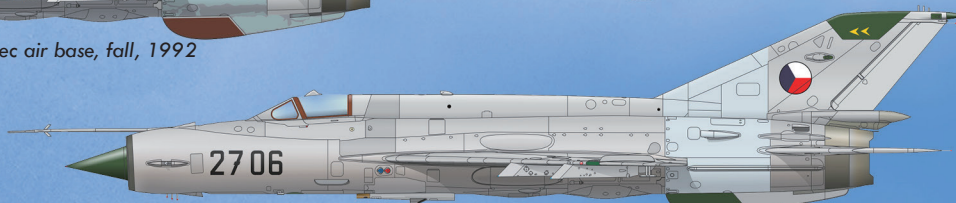
9th Fighter-Bomber Regiment, 1st Squadron, Bechyne air base, April, 1993



1st Fighter Regiment, 2nd or 3rd Squadron, Sliac air base, spring, 1995



11th Fighter Regiment, 2nd Squadron, Zatec air base, fall, 1992



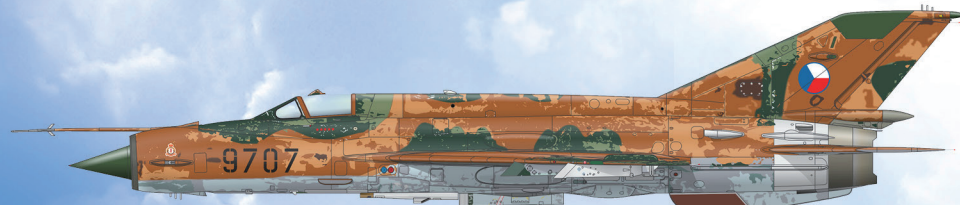
4th Fighter Regiment, 2nd Squadron, Pardubice air base, May 9, 1975



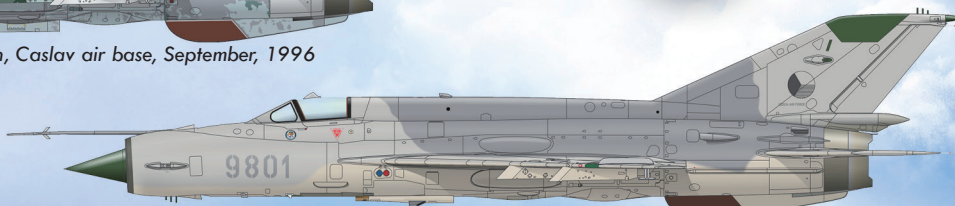
1st Training Air Regiment, Prerov Bochor air base, July, 1993



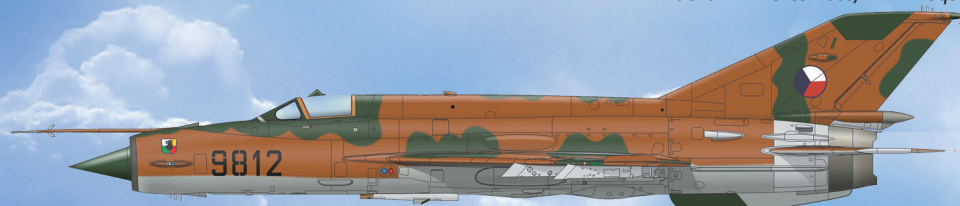
4th Tactical Air Force Base, 41st Squadron, Caslav air base, October, 2002



4th Fighter Air Force Base, 42nd Squadron, Caslav air base, September, 1996



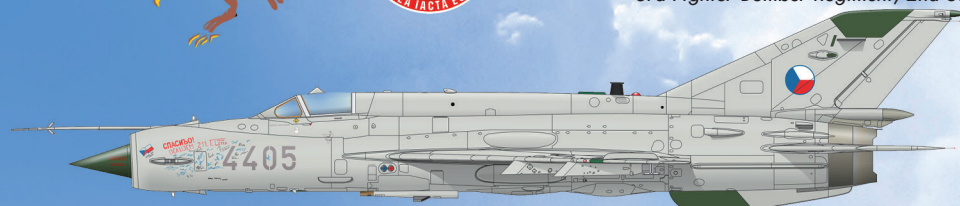
4th Tactical Air Force Base, 211th Squadron, Caslav air base, September, 2004



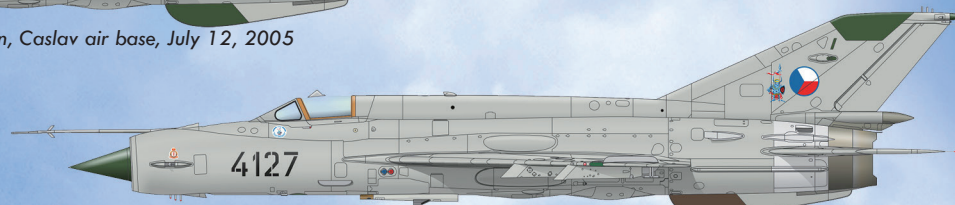
5th Fighter Regiment, 1st Squadron, Line air base, 1974 - ca 1983



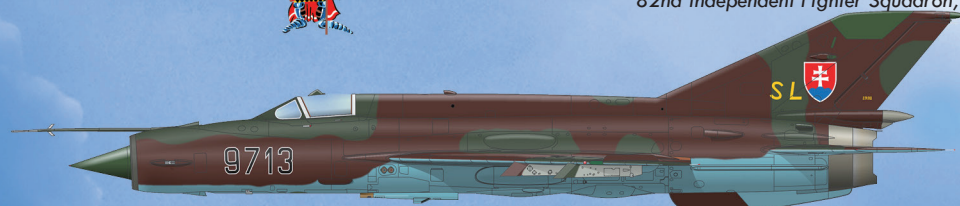
3rd Fighter-Bomber Regiment, 2nd Squadron, Malacky air base, 1993



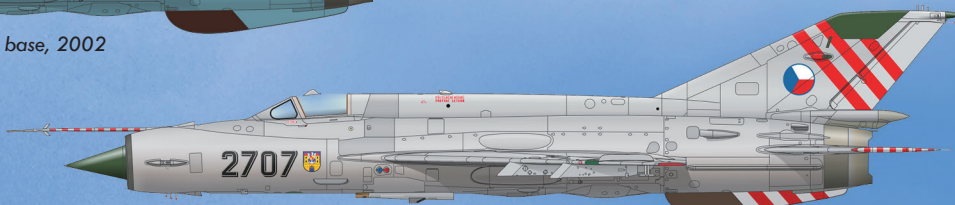
4th Tactical Air Force Base, 211th Squadron, Caslav air base, July 12, 2005



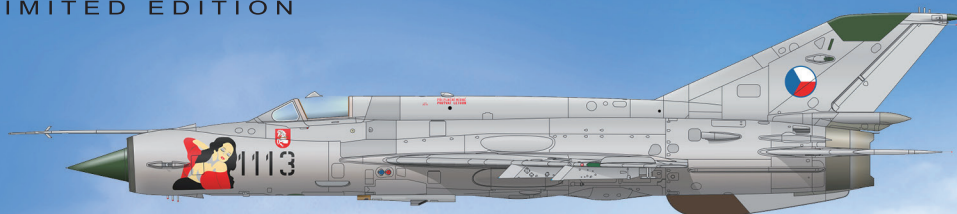
82nd Independent Fighter Squadron, Mosnov air base, June, 1991



1st Fighter Wing, 2nd Squadron, Sliac air base, 2002



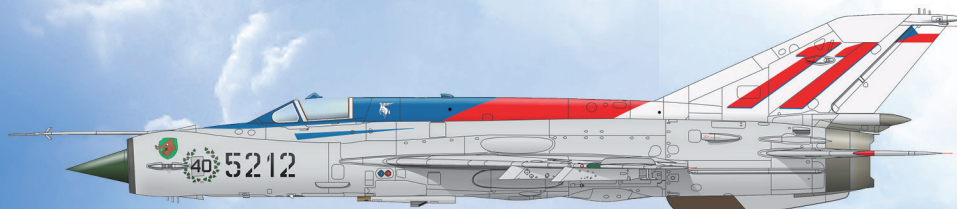
9th Fighter-Bomber Regiment, 2nd Squadron, Bechyne air base, October, 1992



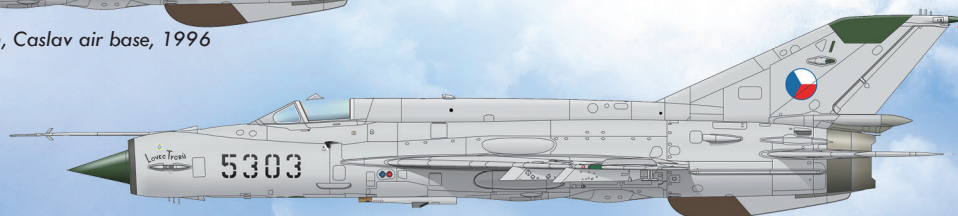
4th Fighter Regiment, 1st Squadron, Pardubice air base, June, 1989



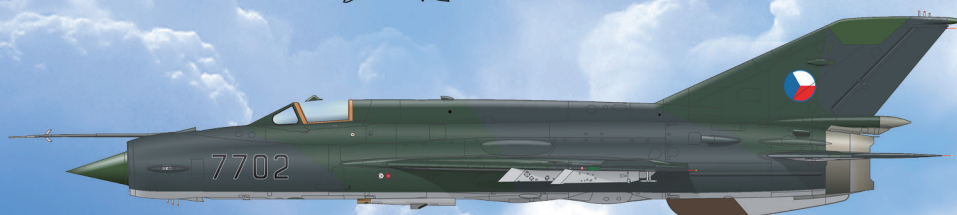
6th Fighter-Bomber Regiment, 2nd Squadron, Prerov Bochor air base, July, 1991



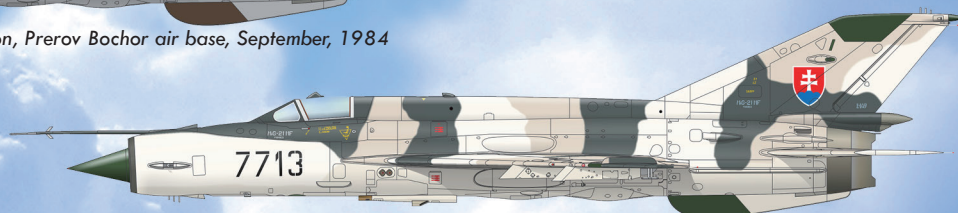
4th Fighter Air Force Base, 43rd Squadron, Caslav air base, 1996



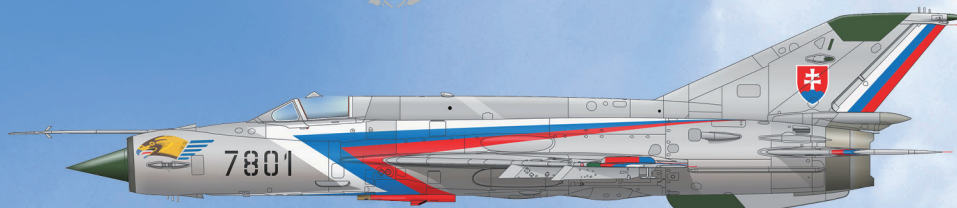
11th Fighter Regiment, 2nd Squadron, Zatec air base, 1991



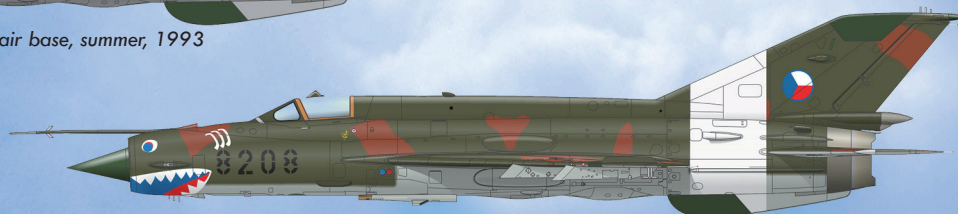
6th Fighter-Bomber Regiment, 1st Squadron, Prerov Bochor air base, September, 1984



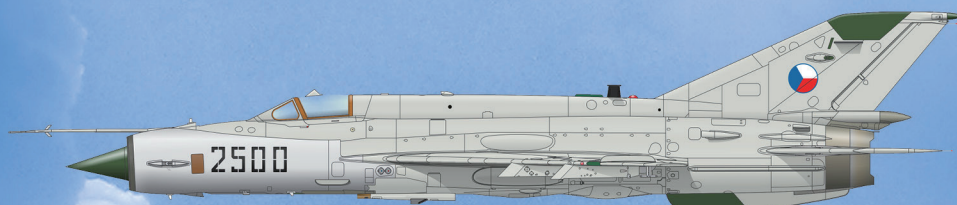
3rd Fighter Wing, 4th Squadron, Sliac air base, July, 1997



1st Fighter Regiment, 4th Squadron, Sliac air base, summer, 1993



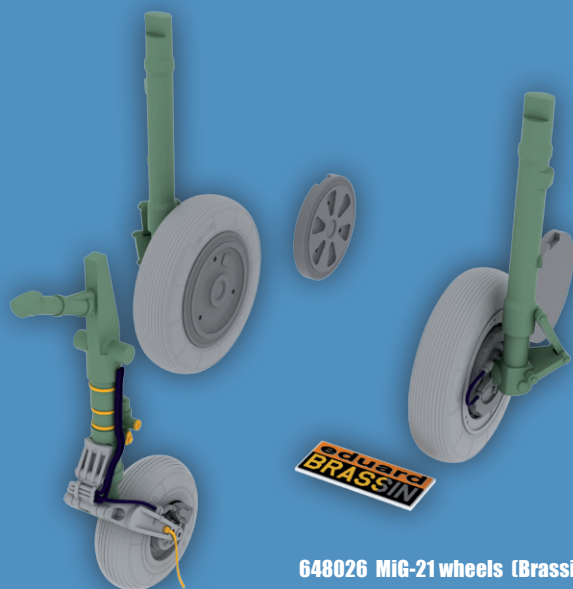
6th Fighter-Bomber Regiment, 2nd Squadron, Pribram Dlouha lhotka air base, September, 1986



4th Tactical Air Force Base, 41st Squadron, Caslav air base, 1999

Recommended for kit MiG-21MF:

48702	MiG-21MF exterior (PE-Set)
48703	MiG-21MF accessories (PE-Set)
48704	MiG-21 ladder (PE-Set)
49569	MiG-21MF interior (PE-Set)
FE569	MiG-21MF early interior S.A. (PE-Set)
49571	MiG-21MF late interior S.A. (PE-Set)
FE571	MiG-21MF late interior S.A. (PE-Set)
648026	MiG-21 wheels (Brassin)
648027	MiG-21MF/SMT exhaust nozzle (Brassin)
648030	MiG-21 seat late (Brassin)
648031	MiG-21 seat early (Brassin)
648035	MiG-21MF interior early (Brassin)
648036	MiG-21MF interior late (Brassin)
648049	MiG-21 wheel wells (Brassin)
648064	MiG-21 late airbrakes (Brassin)
648080	MiG-21 undercarriage legs BRONZE (Brassin)
SIN64822	MiG-21MF WEAPONS SET (BIGSIN)



648026 MiG-21 wheels (Brassin)

648080 MiG-21 undercarriage legs BRONZE (Brassin)



648030 MiG-21 seat late (Brassin)

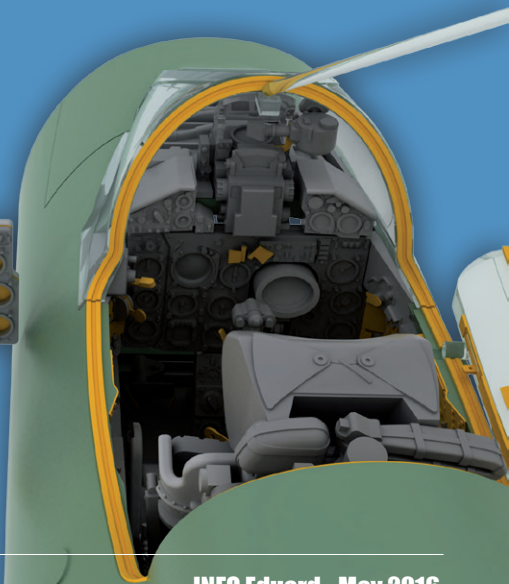
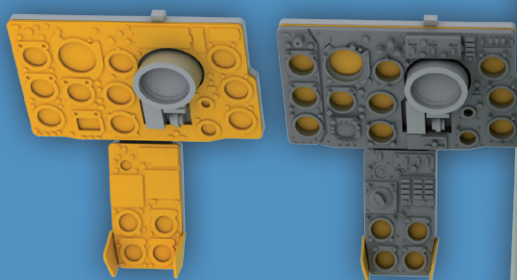


648064 MiG-21 late airbrakes (Brassin)

648027 MiG-21MF/SMT exhaust nozzle (Brassin)



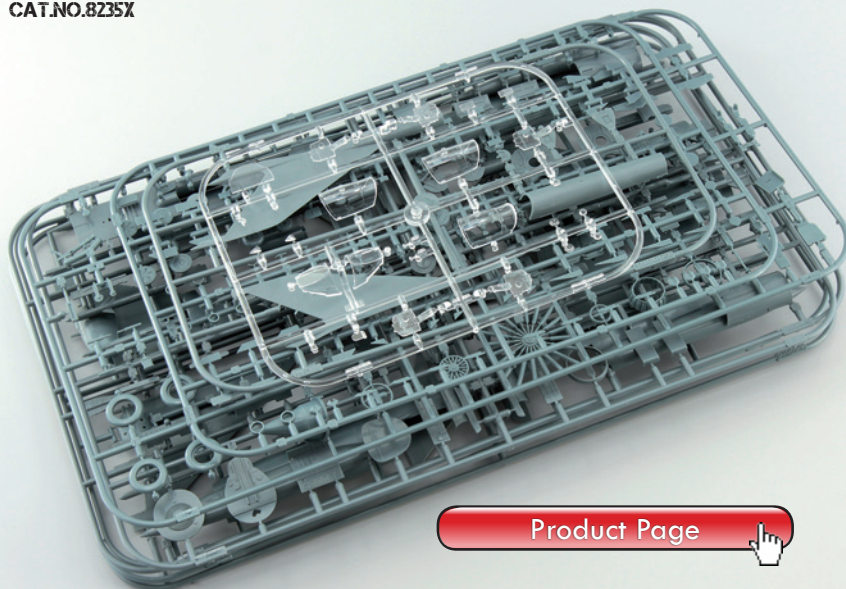
648036 MiG-21MF interior late (Brassin)





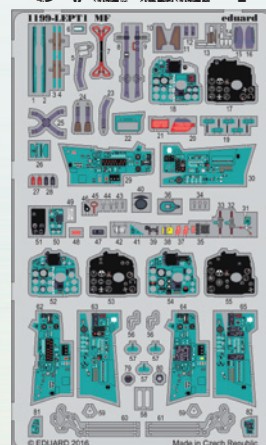
MIG-21MF 1/48 OVERTREES

CAT.NO.8235X



[Product Page](#)

OVERLEPT



CAT.NO. 1190-LEPT1
MIG-21MF 1/48 PE-SET

[Product Page](#)



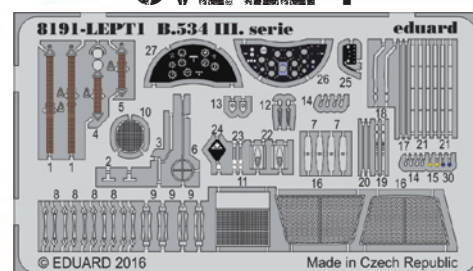
AVIA B-534 III. SÉRIE 1/48 OVERTREES

CAT.NO.8191X



[Product Page](#)

OVERLEPT



CAT.NO. 8191-LEPT1
AVIA B-534 III SÉRIE 1/48 PE-SET

[Product Page](#)



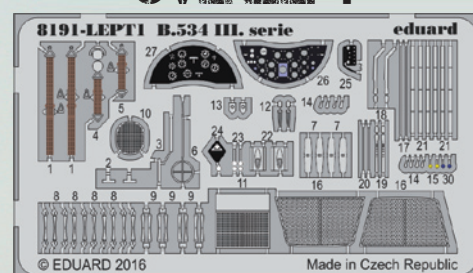
LA-7 1/72 OVERTREES

CAT.NO.7060X



[Product Page](#)

OVERLEPT



CAT.NO. 7066-LEPT1
LA-7 1/48 PE-SET

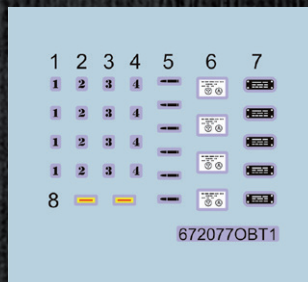
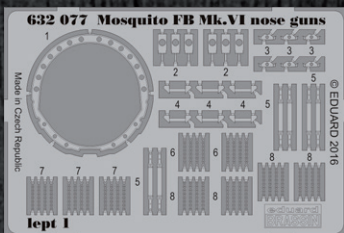
[Product Page](#)

ONLY 1.-31. 05. 2016

05/2016

632077

Mosquito FB Mk.VI nose guns 1/32 Tamiya



Brassin set of nose guns and accessories for Mosquito FB Mk.VI in 32nd scale by Tamiya.

Set contains:

- resin: 29 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product Page](#)



632075

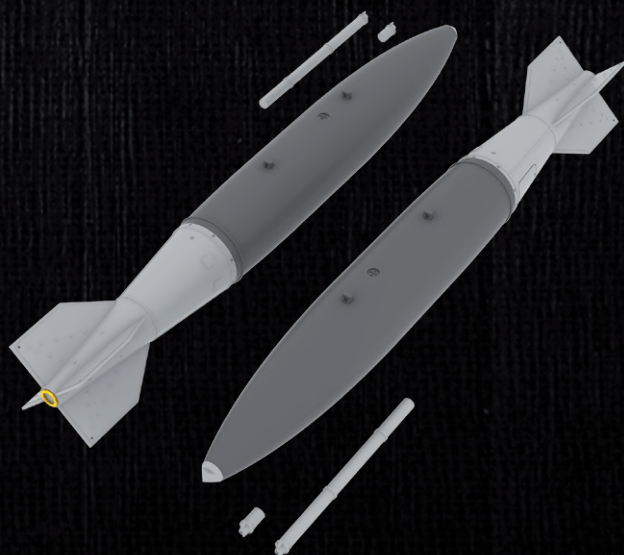
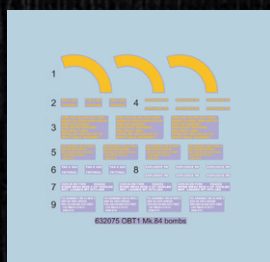
Mk.84 bombs

1/32

Brassin set of 2 pieces of Mk.84 bombs in 32nd scale.

Set contains:

- resin: 10 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



[Product Page](#)

648242

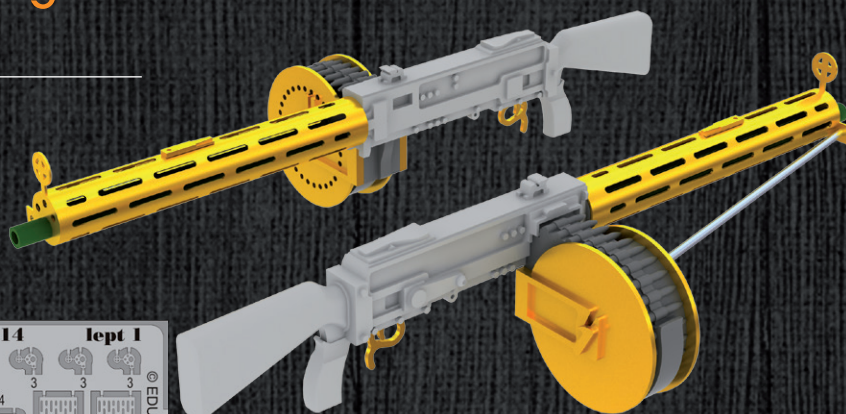
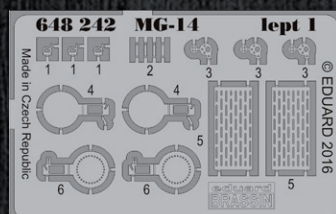
MG 14 Parabellum WWI gun

1/48

Brassin of 2 pieces of MG 14 Parabellum WWI guns in 48th. Set also includes magazines.

Set contains:

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

[Product Page](#)


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648249

AS.34 Kormoran 1

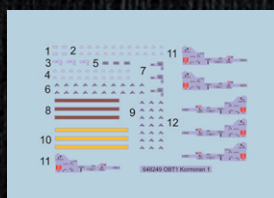
1/48

Built - page 44

Brassin set of 2 pieces of AS.34 Kormoran 1 missiles with racks in 48th scale.

Set contains:

- resin: 22 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product Page](#)


648252

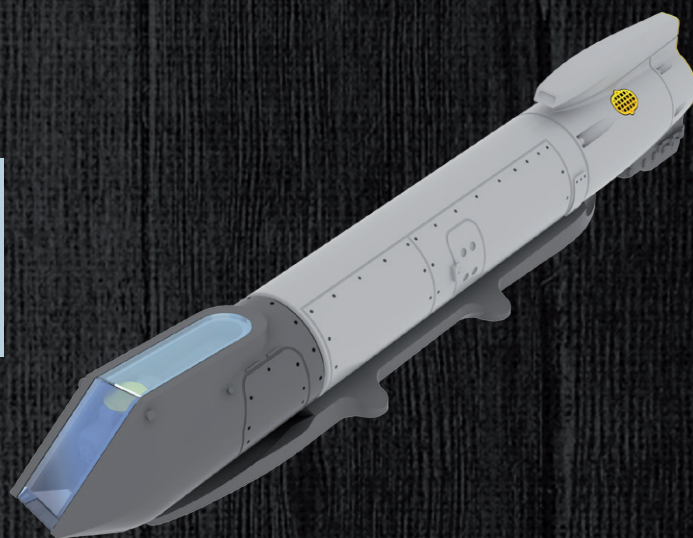
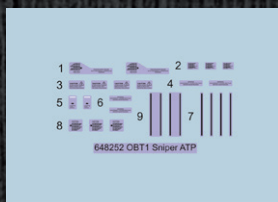
Sniper ATP

1/48

Brassin set of Sniper Advanced Targeting Pod in 48th scale.

Set contains:

- resin: 7 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product Page](#)


648256

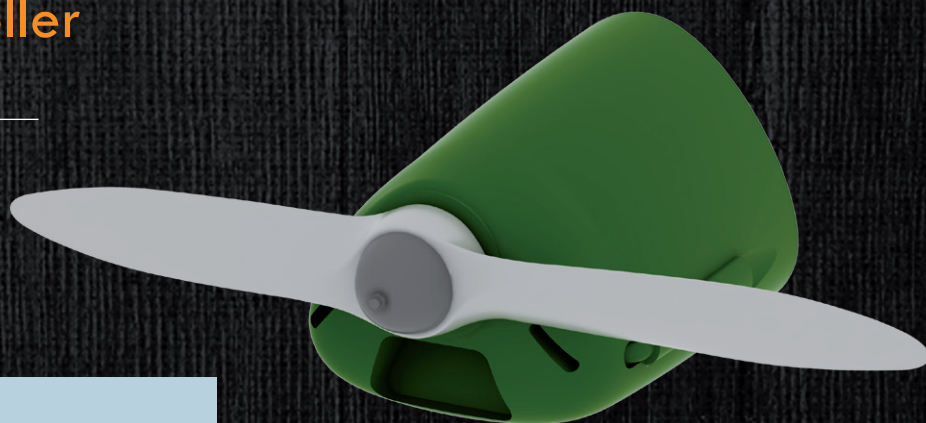
Bf 108 wooden propeller

1/48 Eduard

Brassin set of propeller for Bf 108 in 48th scale by Eduard.

Set contains:

- resin: 2 part
- decals: yes
- photo-etched details: no
- painting mask: no

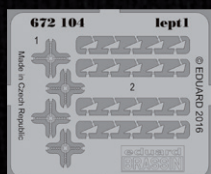
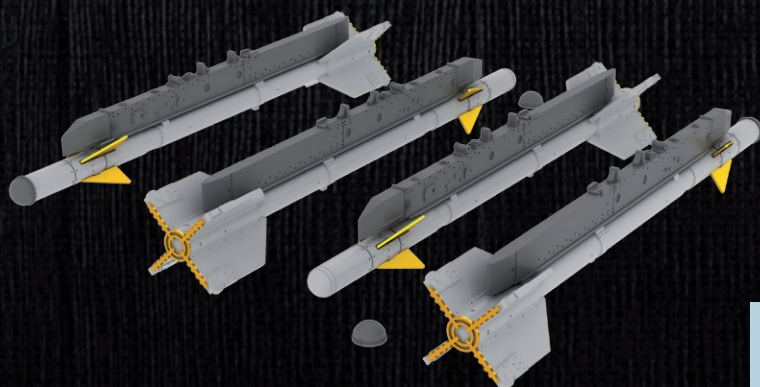
[Product Page](#)


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672104

R-3S / AA-2 Atoll-A

1/72



Brassin set of 4 pieces of R-3S / AA-2 Atoll-A missiles with racks in 72nd scale.

Set contains:

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

[Product Page](#)

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672105

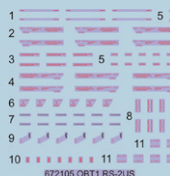
RS-2US / AA-1 Alkali

1/72

Brassin set 4 pieces of RS-2US / AA-1 Alkali missiles with two types of racks in 72nd scale.

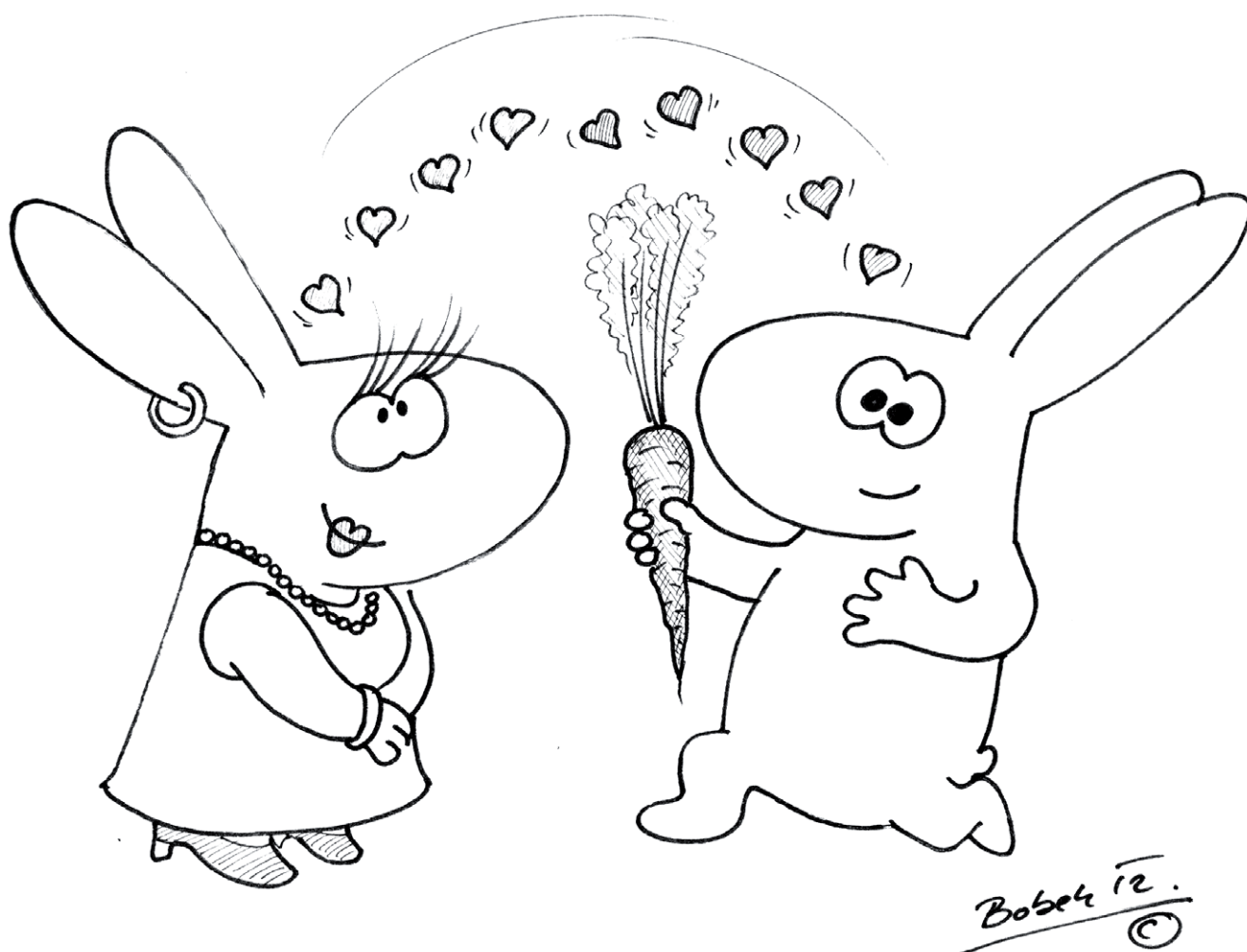
Set contains:

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

[Product Page](#)


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E-BUNNY'S SQUAT



SIN64822

MiG-21MF WEAPONS SET

1/48 Eduard



BIGSIN collection containing 2 individual Brassin sets for MiG-21MF in 48th scale.

- R-60 / AA-8 Aphid missiles,
- R-3S / AA-2 Atoll-A missiles.

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

[Product Page](#)



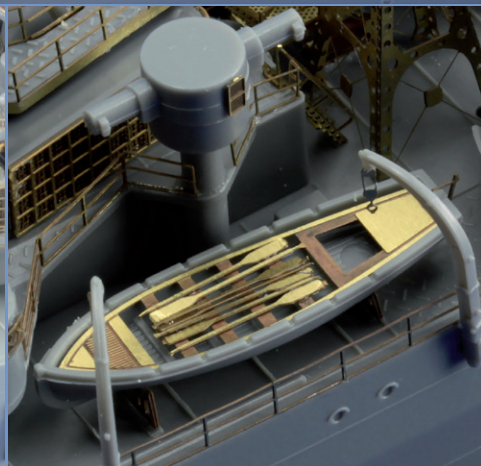
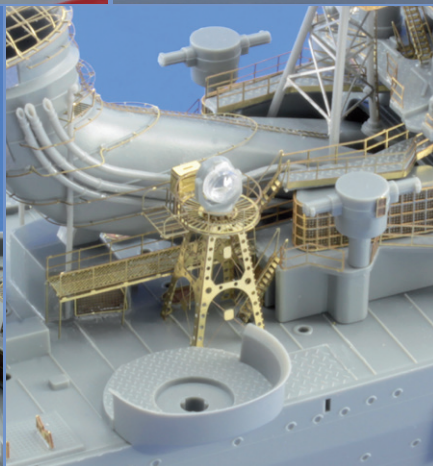
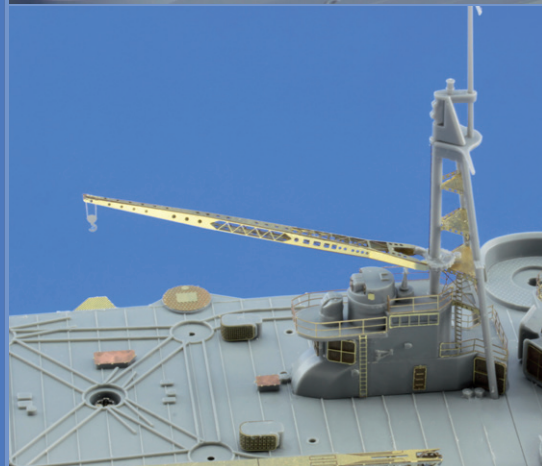
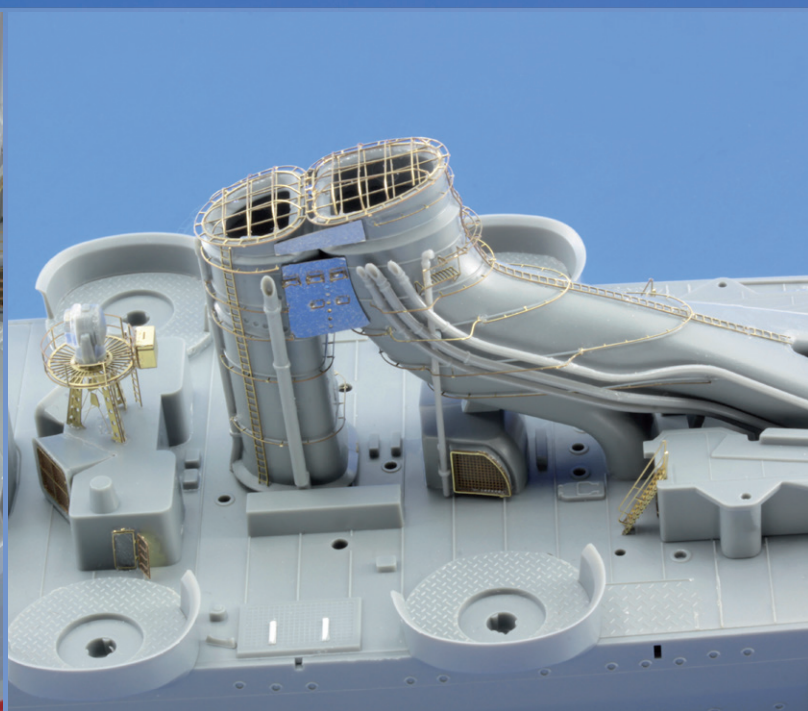
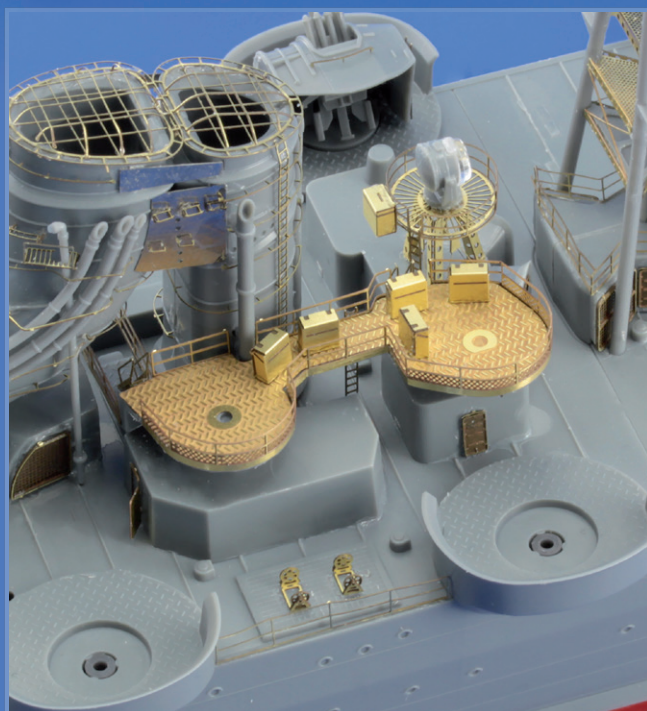
PHOTO-ETCHED SETS AND MASKS

05/2016 SELECTED



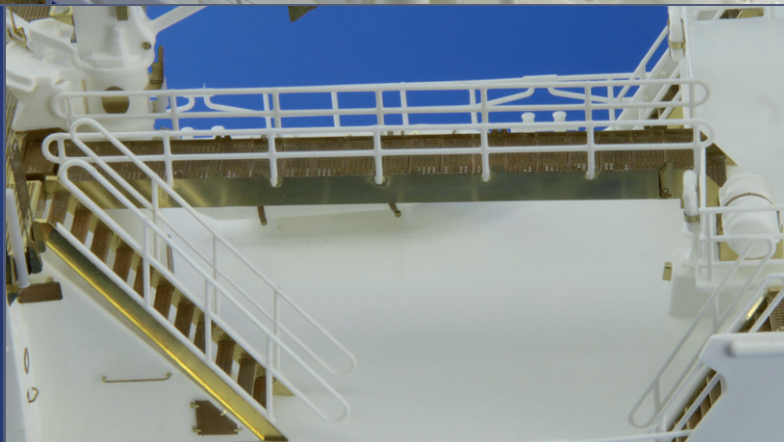
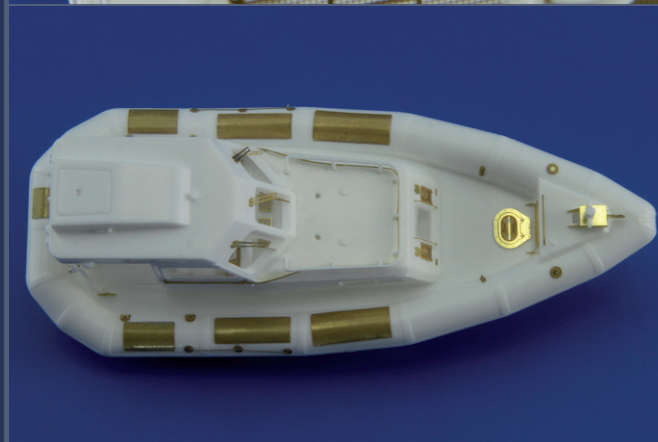
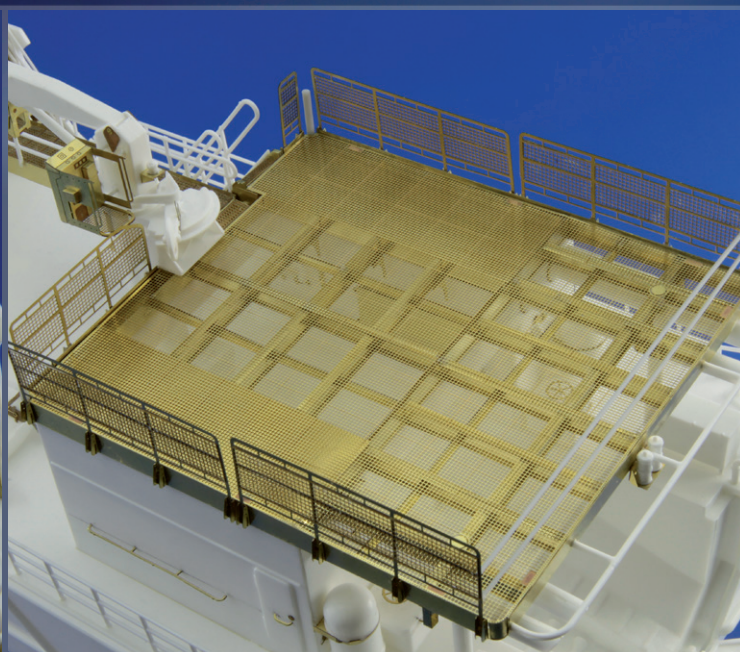
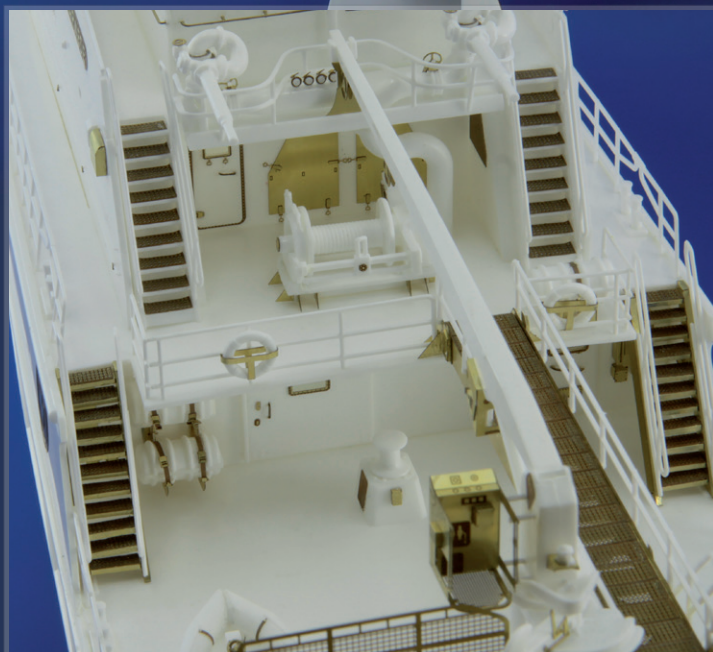
IJN Mikuma railings 1/350 Tamiya (53166)

IJN Mikuma superstructure 1/350 Tamiya (53167)

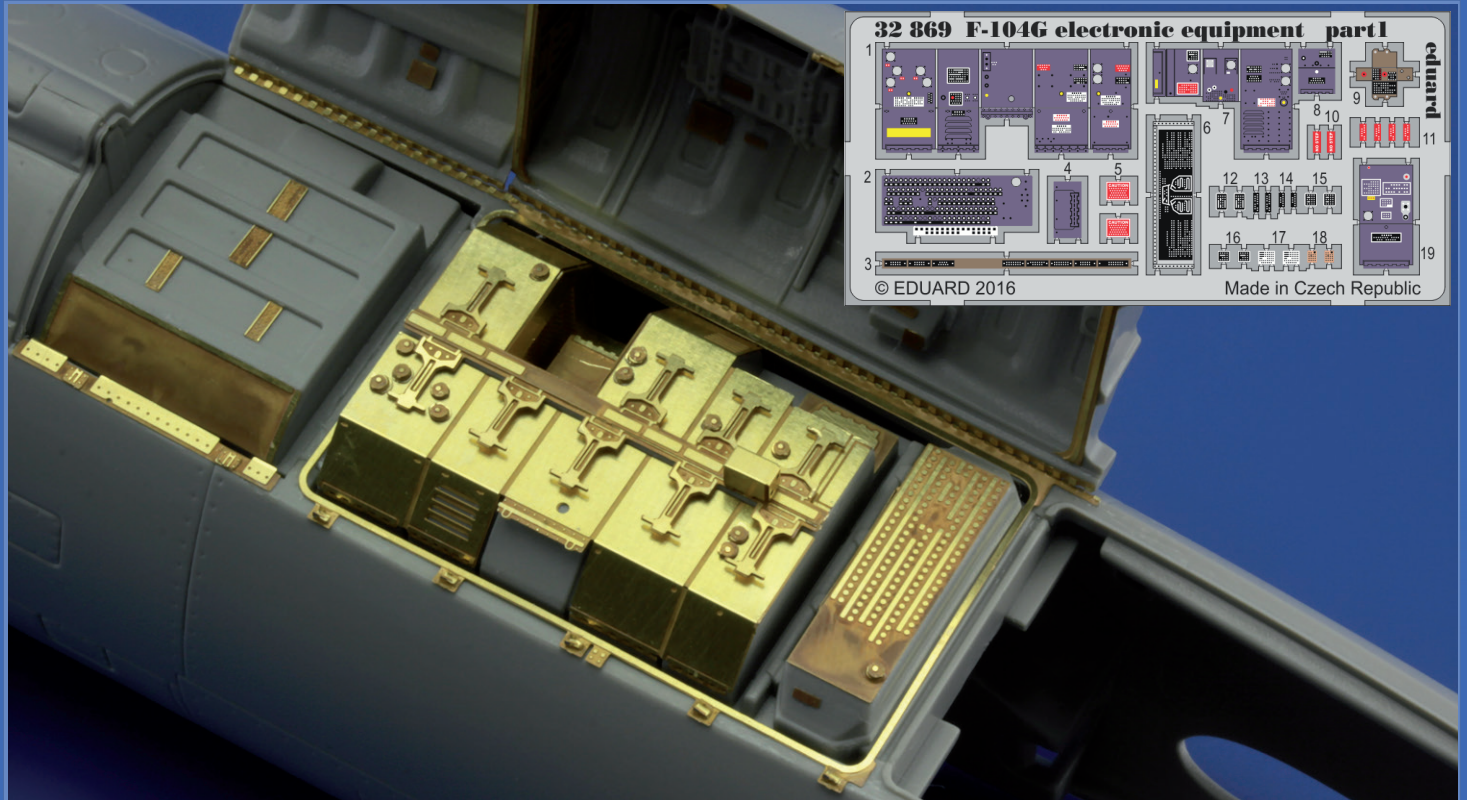




DGzRS H. Marwede (2015 edition) 1/72 Revell (53163)
DGzRS H. Marwede (2015 edition) heliport 1/72 Revell (53164)



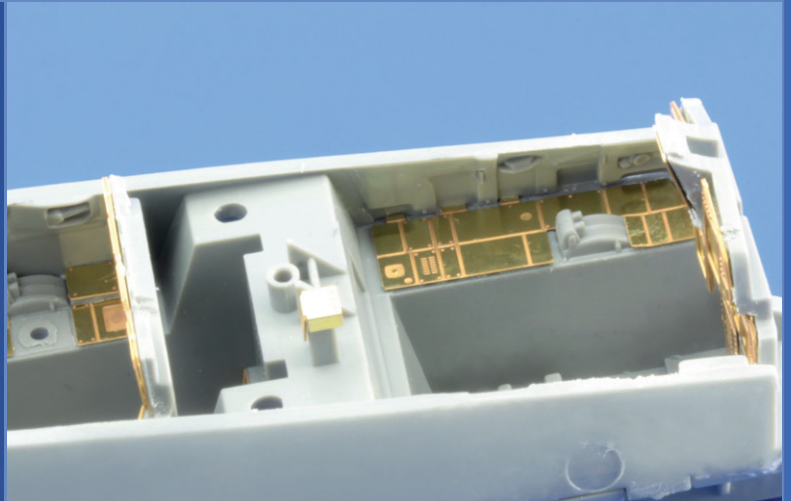
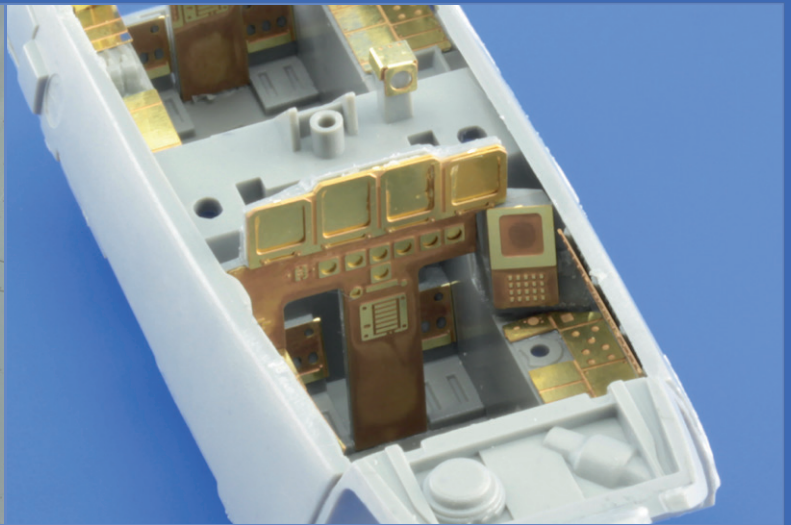
32869 F-104G electronic equipment 1/32 Italeri (32869)

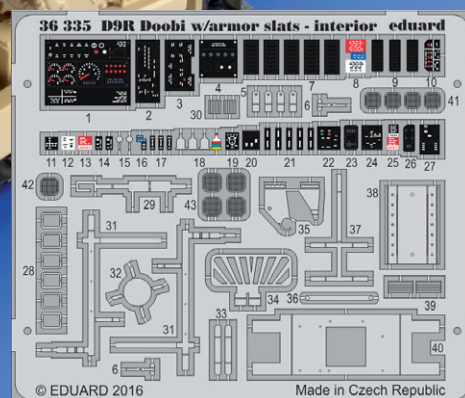
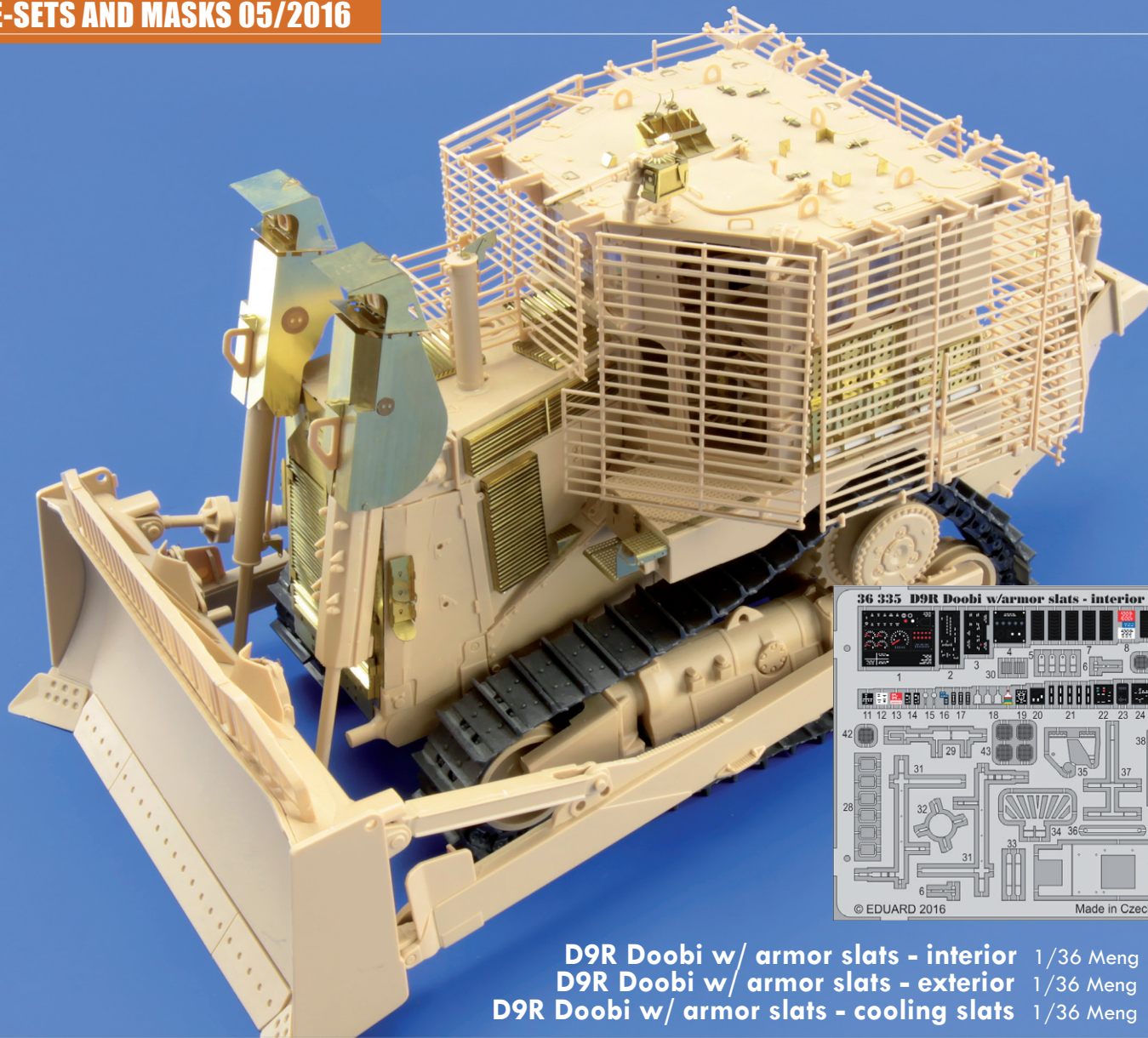


F-15I exterior 1/48 Great Wall Hobby (48888)



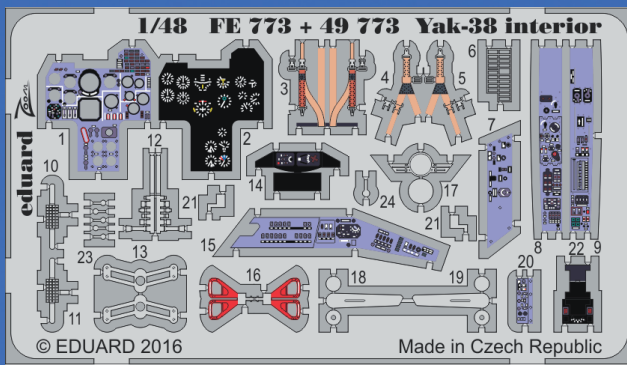
F-15I interior 1/48 Great Wall Hobby (49772)





D9R Doobi w/ armor slats - interior 1/36 Meng (36335)
D9R Doobi w/ armor slats - exterior 1/36 Meng (36336)
D9R Doobi w/ armor slats - cooling slats 1/36 Meng (36337)

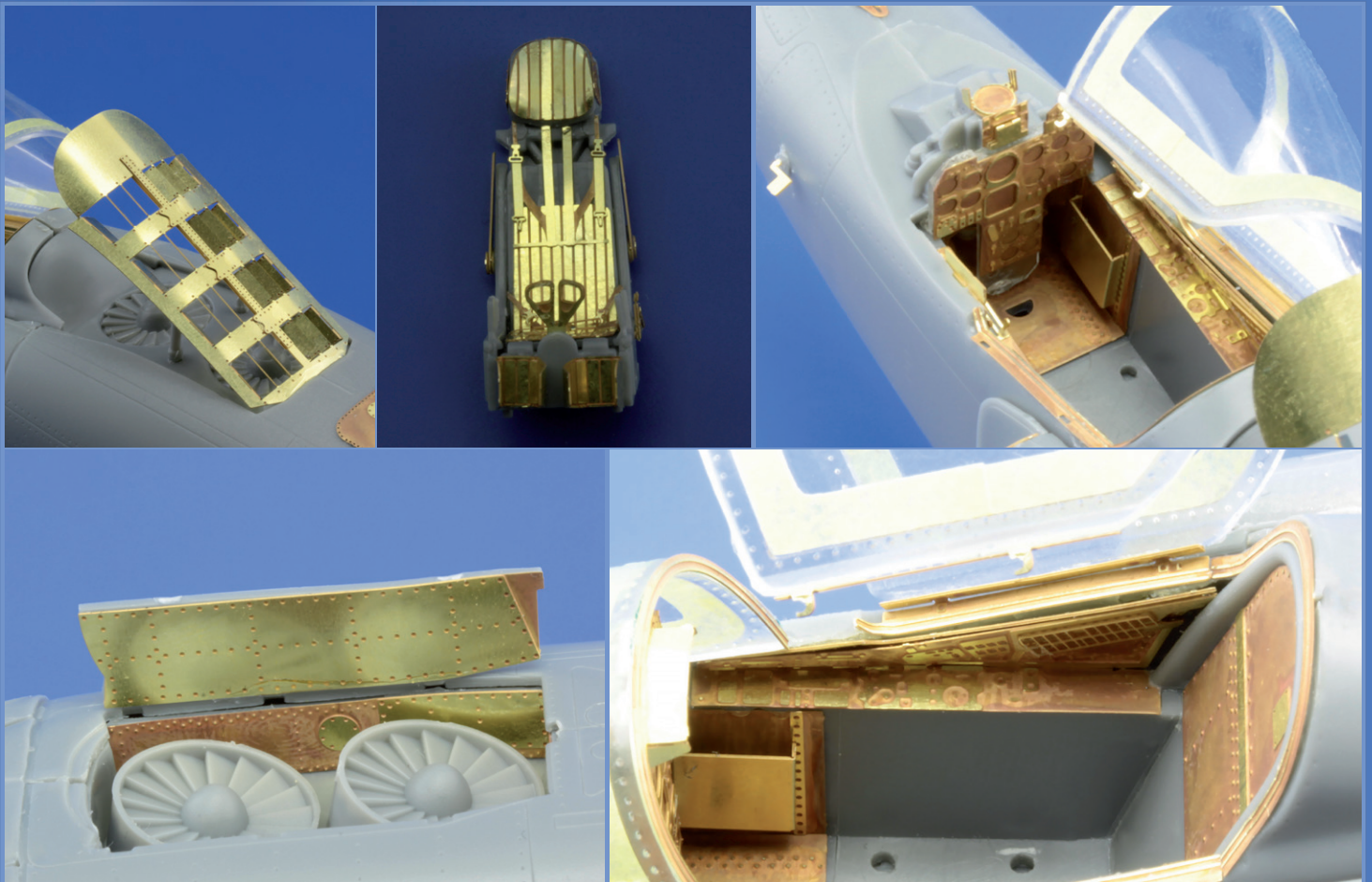


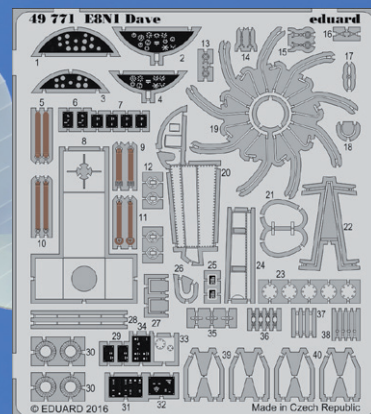


Yak-38 exterior 1/48 Hobby Boss (48889)

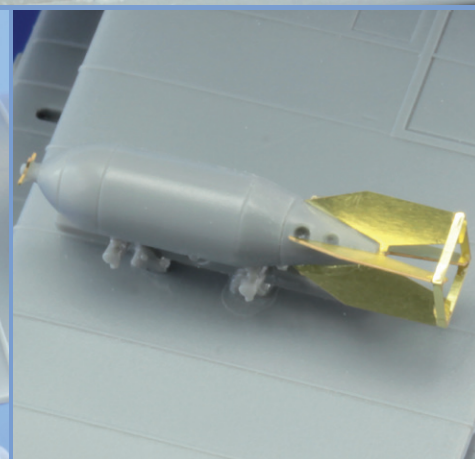
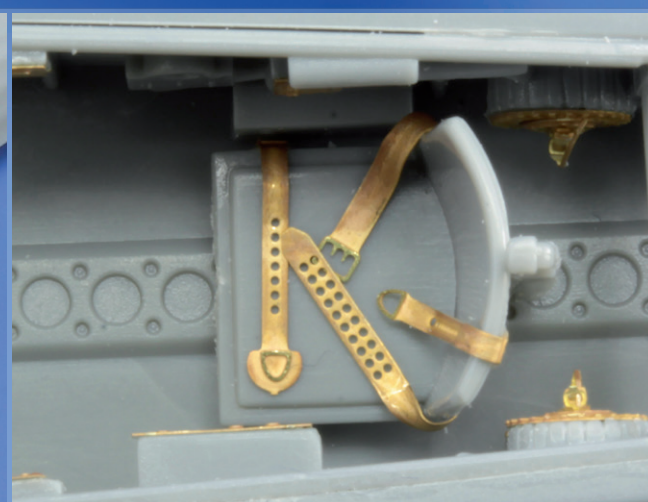
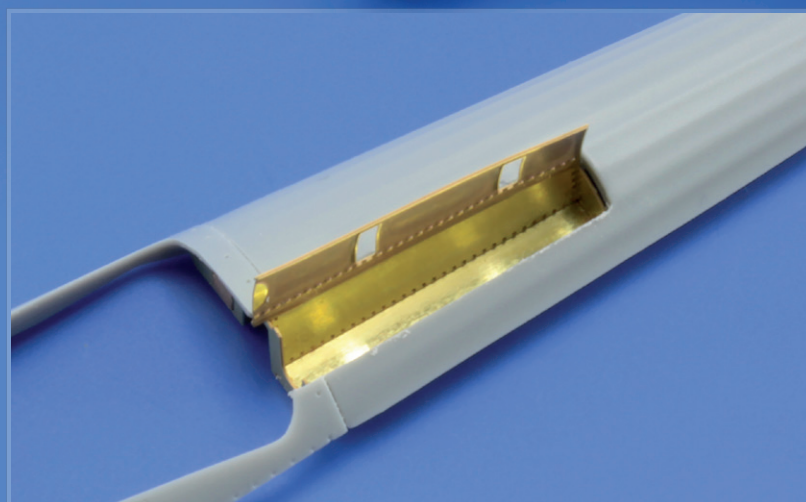
Yak-38 interior 1/48 Hobby Boss (49773)

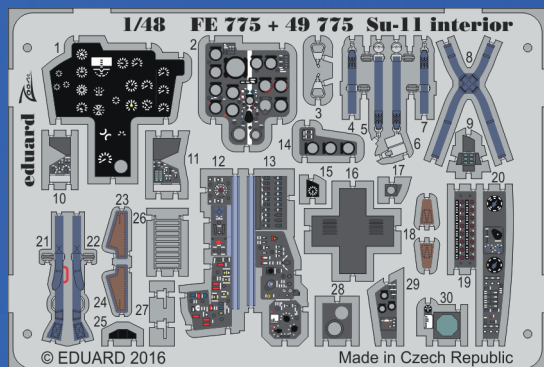
Yak-38 1/48 Hobby Boss (EX517)



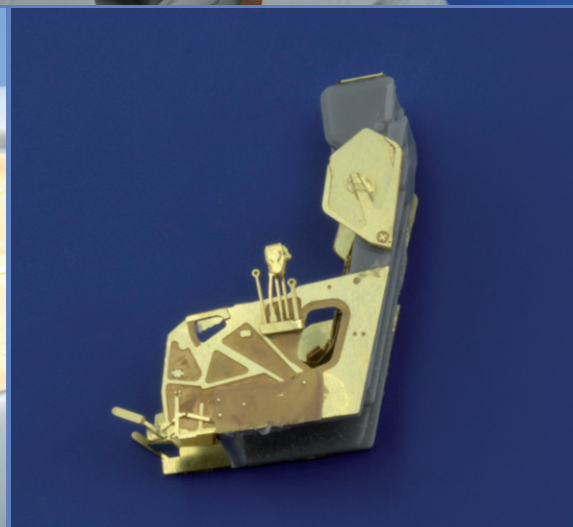


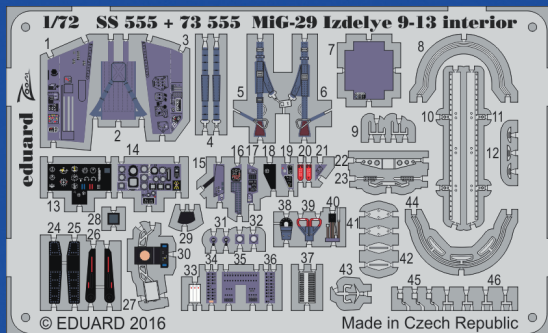
E8N1 Dave 1/48 Hasegawa (49771)



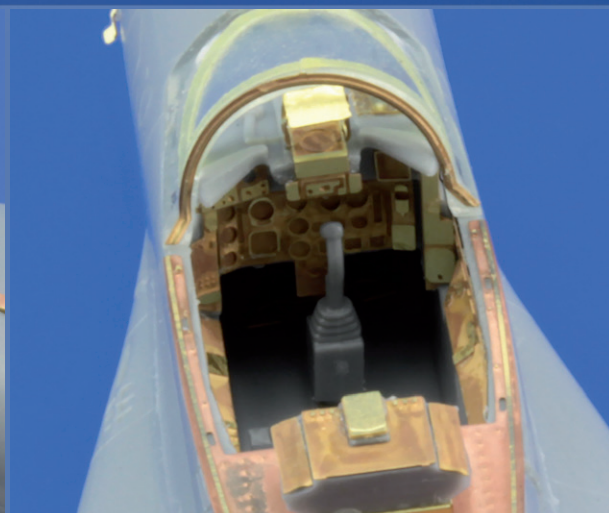


Su-11 1/48 Trumpeter (49775)





MiG-29 Izdelye 9-13 1/72 Zvezda (73555)
MiG-29 Izdelye 9-13 interior 1/72 Zvezda (SS555)



BIG ED

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



48879 Ju 88A-5 (BIG49149)



32381 P-39Q/N interior (BIG3361)



73542 SHACKLETON MR.2 (BIG72109)

BIG3362 P-39Q/N PART II. 1/32 KittyHawk

BIG49147 MiG-23BN 1/48 Trumpeter

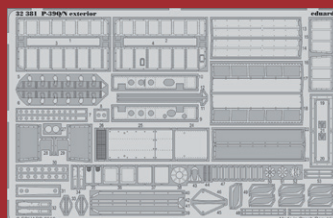
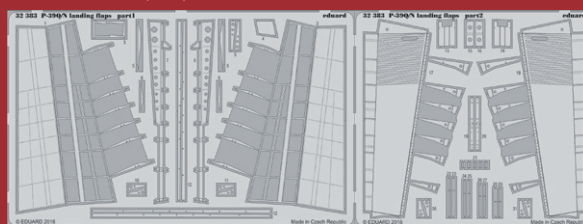
BIG49148 DEFiant Mk.I 1/48 Airfix

BIG49149 Ju 88A-5 1/48 ICM

BIG72109 SHACKLETON MR.2 1/72 Airfix

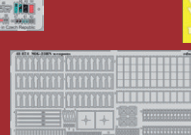
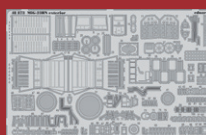
BIG3362 P-39Q/N PART II. 1/32 KittyHawk

32381 P-39Q/N exterior
32383 P-39Q/N landing flaps
JX186 P-39Q/N 1/32



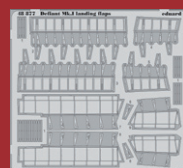
BIG49147 MiG-23BN 1/48 Trumpeter

48873 MiG-23BN exterior
48874 MiG-23BN weapons
48875 MiG-23BN F.O.D.
49754 MiG-23BN interior
EX492 MiG-23BN 1/48



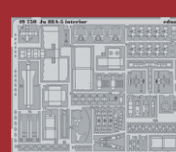
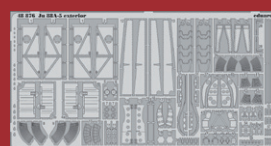
BIG49148 DEFiant Mk.I 1/48 Airfix

48877 Defiant Mk.I landing flaps
49753 Defiant Mk.I
EX490 Defiant Mk.I 1/48



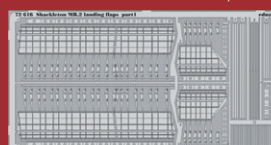
BIG49149 Ju 88A-5 1/48 ICM

48876 Ju 88A-5 exterior
49750 Ju 88A-5 interior
49751 Ju 88A-5 seatbelts
EX491 Ju 88A-5 1/48



BIG72109 SHACKLETON MR.2 1/72 Airfix

72616 Shackleton MR.2 landing flaps
73542 Shackleton MR.2
73544 Shackleton MR.2 fuselage interior
CX434 Shackleton MR.2 1/72



May 2016

KITS

8422	Nieuport Ni-11	1/48	Weekend edition
8191	Avia B-534 III. série	1/48	ProfiPACK
7066	La-7	1/72	ProfiPACK
1199	MF	1/48	Limited edition

PHOTO-ETCHED SET

53163	DGzRS H. Marwede (2015 edition)	1/72	Revell
53164	DGzRS H. Marwede (2015 edition) heliport	1/72	Revell
53167	IJN Mikuma railings	1/350	Tamiya
53168	IJN Mikuma superstructure	1/350	Tamiya
32865	Luftwaffe instruments	1/32	
32866	WWI instruments	1/32	
32867	Seatbelts Luftwaffe WWII fighters STEEL	1/32	
32868	Seatbelts USAAF WWII STEEL	1/32	
32389	F-86K exterior	1/32	KittyHawk
32869	F-104G electronic equipment	1/32	Italeri
32870	F-86K ejection seat	1/32	KittyHawk
32871	F-86K interior	1/32	KittyHawk
36335	D9R Doobi w/ armor slats - interior	1/36	Meng
36336	D9R Doobi w/ armor slats - exterior	1/36	Meng
36337	D9R Doobi w/ armor slats - cooling slats	1/36	Meng
48888	F-15I exterior	1/48	Great Wall Hobby
48889	Yak-38 exterior	1/48	Hobby Boss
49095	Seatbelts Luftwaffe WWII fighters STEEL	1/48	
49096	Seatbelts USAAF WWII STEEL	1/48	
49771	E8N1 Dave	1/48	Hasegawa
49772	F-15I	1/48	Great Wall Hobby
49773	Yak-38 interior	1/48	Hobby Boss
49774	F-4J interior 1975 modification	1/48	Academy
49775	Su-11	1/48	Trumpeter
73034	Seatbelts Luftwaffe WWII fighters STEEL	1/72	
73035	Seatbelts USAAF WWII STEEL	1/72	
73555	MiG-29 Izdelye 9-13	1/72	Zvezda

ZOOMS

33158	F-86K interior	1/32	KittyHawk
FE772	F-15I interior	1/48	Great Wall Hobby
FE773	Yak-38 interior	1/48	Hobby Boss
FE774	F-4J interior 1975 modification	1/48	Academy
FE775	Su-11 interior	1/48	Trumpeter
FE777	Nieuport Ni-11 Weekend	1/48	Eduard
SS555	MiG-29 Izdelye 9-13 interior	1/72	Zvezda

MASKS

JX191	F-86K	1/32	KittyHawk
EX514	E8N1 Dave	1/48	Hasegawa
EX515	Su-11	1/48	Trumpeter
EX516	F-15I	1/48	Great Wall Hobby
EX517	Yak-38	1/48	Hobby Boss
EX518	Nieuport Ni-11	1/48	Eduard
CX445	Fokker E.II Eindecker	1/72	Airfix
CX446	RAF BE.2c Nightfighter	1/72	Airfix
CX447	MiG-29 Izdelye 9-13	1/72	Zvezda
CX448	Blenheim Mk.IF	1/72	Airfix

BIGED

BIG3362	P-39Q/N PART II.	1/32	KittyHawk
BIG49147	MiG-23BN	1/48	Trumpeter
BIG49148	DEFIANT Mk.I	1/48	Airfix
BIG49149	Ju 88A-5	1/48	ICM
BIG72109	SHACKLETON MR.2	1/72	Airfix

BRASSIN

632075	Mk.84 bombs	1/32	
632077	Mosquito FB Mk.VI nose guns	1/32	Tamiya
648242	MG 14 Parabellum WWI gun	1/48	
648249	AS.34 Kormoran 1	1/48	
648250	Bf 109G-6 engine & fuselage guns	1/48	Eduard
648252	Sniper ATP	1/48	
648256	Bf 108 wooden propeller	1/48	Eduard
672104	R-3S / AA-2 Atoll-A	1/72	
672105	RS-2US / AA-1 Alkali	1/72	

BIGSIN

SIN64822	MiG-21MF Weapons set	1/48	Eduard
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OVERTREES

8235X	MiG-21MF	1/48	Eduard
7060X	La-7	1/48	Eduard
8191X	Avia B-534 III. série	1/48	Eduard

OVERLEPT

1199-LEPT1	MiG-21MF	1/48	Eduard
7066-LEPT1	La-7	1/48	Eduard
8191-LEPT1	Avia B-534 III. série	1/48	Eduard

May Releases

PREVIEW OF THE MF BOOK, WHICH IS A PART OF THE NEW LIMITED EDITION 1199 „MF“ KIT, (MiG-21M, MF AND MFN IN ČSLA, AČR AND ASR)

128 PAGES, 430 PHOTOS AND COLOR SCHEMES FOR 39 MARKING OPTIONS INCLUDED IN THE MF KIT, CAT. NO. 1199.

THE BOOK WILL ONLY BE AVAILABLE AS A PART OF THIS KIT



COMING OUT IN MAY 2016



TEXT: MARTIN JANOUŠEK

COLOR PROFILES: ZDENĚK NOŽIČKA

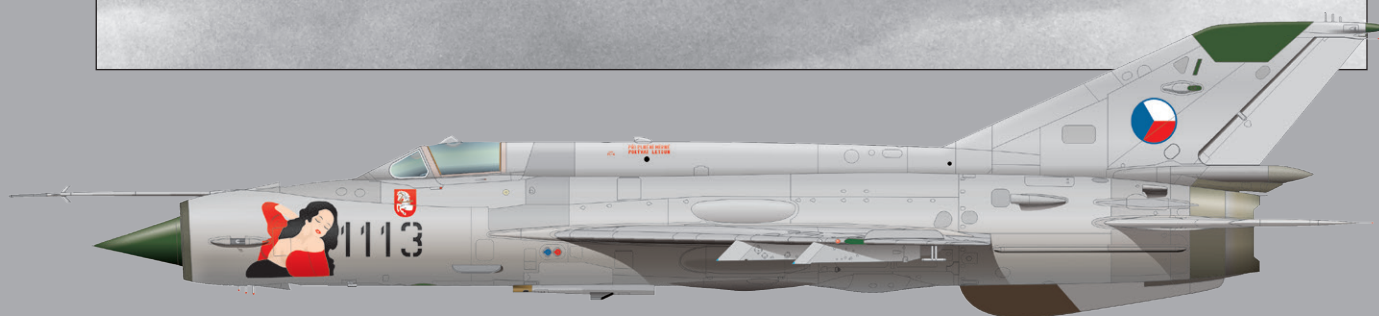
**GROUND CREW'S
POINT OF VIEW**

The relaxing of the political strictness through 1989, along with the disbandment of Pardubice's 4th slp, gave rise to something as yet unheard of. Two more or less clothed ladies graced the noses of a MiG-21M. Greater scorn was provoked by the markings denoting 'Pardubice' and '4.slp' (translator's note: typically, the period behind the number is the equivalent to the English 'st', 'th' or 'nd', so that the 4. is equivalent to 4th, the 1. to the 1st, and so on), since these bits of information were still strictly classified. The artist was aircraft technician Petr Burian, who later adorned MiG-21MF '9501' with a rendition of Donald Duck, the Coat of Arms of the city of Prerov and the Czech lion. The inspiration for the artwork on '1113' and '1114' were American aircraft from the Second World War.

In the case of '1114', the drawing was made on a large piece of paper. After being cut out, they were attached to the aircraft with thin layer of Vaseline. The aircraft was thus photographed for posterity, and documented on both sides of the nose. The drawings were then removed, the adhesive was washed off, and the aircraft was returned to its original state. With '1113', the image was projected and transferred onto the aircraft with the use of a Meotar apparatus, and unlike '1114', this aircraft made it into the air at least once with the pin-up in place.

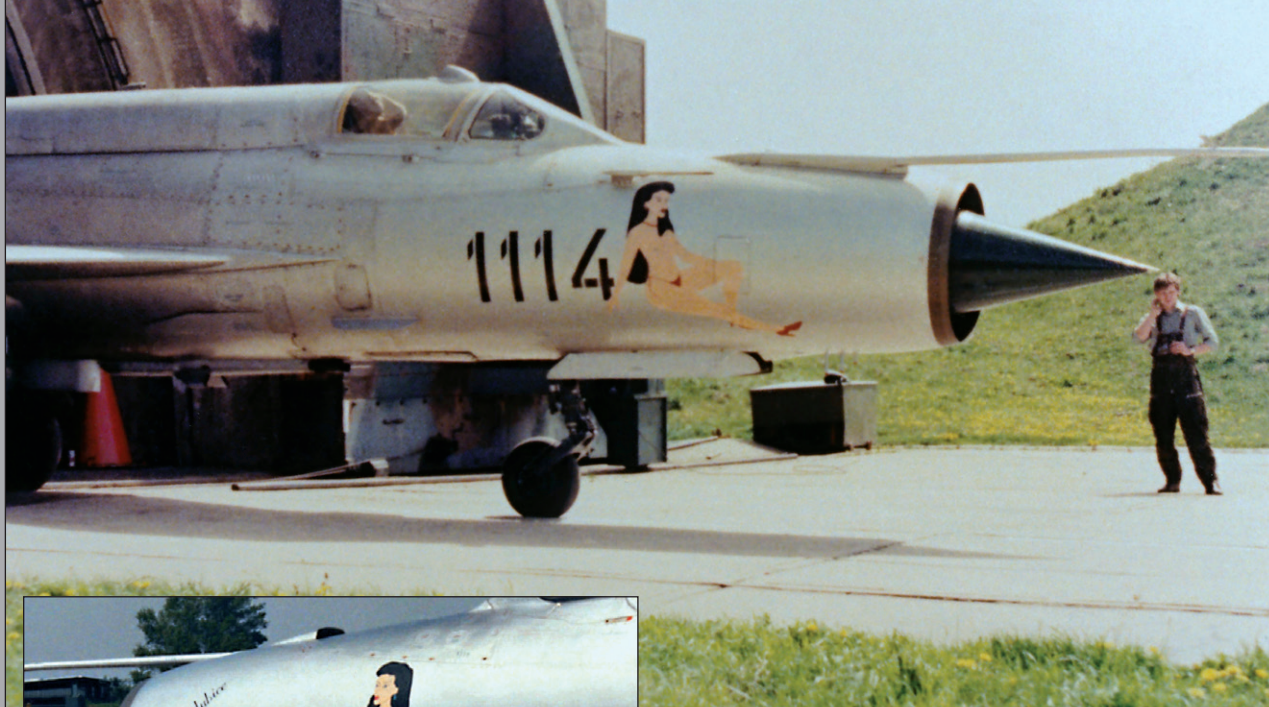
These aircraft were updated to MF standard likely during their general overhaul in 1987. They were given the rear view periscope mounted in the canopy and had the small wing fences added adjacent to the auxiliary air intake doors. The R-13 power egg was added already during the midlife upgrade. The only difference was the retainment of the older front speed brake designs that differed slightly, the same going for the cannon cover. Both aircraft, after general overhauls in April, 1986 ('1113') and April, 1987 ('1114'), retained their original look without paint, the wheel wells were a grey-green color, and the air brake interiors were painted their usual dense yellow color.





MiG-21M '1113', 4th slp, 1st Flight, Pardubice, 1989





Pardubice

MiG-21M '1114', 4th slp, 1st Flight,
Pardubice, June, 1989





Roman Hadas

Born: 1964

Joined Air Force: 1983

Units: VVLS Kosice, 9th slp

A Day in the Life of a Ground Crewman

Memoir literature abounds with the adventures of aircraft from the point of view of the pilots who fly them, so let's take a gander at the day in the life of an aircraft through the eyes of a ground crew member.

In the year 1986, I was assigned as a MiG-21PF technician with the 2nd Flight, 9th slp at Bechyne. To stay fresh, I sometimes serviced the soon-to-be-retired, but much loved by its pilots, MiG-21F. In the transition to the more modern MiG-21MF, I was assigned and became responsible for an aircraft with the fuselage code '9712'. It was on this aircraft that I ended the Bechyne chapter of my military career.

Flying at the time was the main duty of the regiment and the planned protocol called for two days of flying with two days of ground maintenance. That meant flying two to three times a week. However, daily practice was most often dictated by the weather, and so it was possible that over the winter months, weeks could go by with no flying, and the personnel would hone their skills playing a form of volleyball using only feet, or road hockey using a tennis ball.

Flying could be either daytime affairs, or night, and, if necessary, two-shift events. Both day and night flying took a total time of some five hours. Preparing the airplane generally began about four hours prior to the flight, with the actual flight lasting one to two hours, give or take. A typical flight would employ about fifteen people, sometimes more. Double shift flying took up around eight hours, but with the mid shift change, tended to be shorter, and favored.

So, what was the typical day like? A look out the accu-weather window indicating gentle, favorable weather suggested that there would be flying on that day. A bike ride, as with the majority of my colleagues, would get us to the apron. On arrival, I was notified that '9712' would participate in the day's

workload and who my mechanic would be, along with some other bits of pertinent information. The mechanic was typically a university educated member of the military or a technician colleague, and either way work progressed with a friendly air of co-operation. The mechanic was the technician's 'right hand man' and fulfilled such duties as assisting the technician and fuelling the aircraft, among many others. After obtaining the proper keys, we headed out to the hardened aircraft shelter. This was followed by unsealing and unlocking of the rear doors, through which exhaust gases would be exiting shortly. This was followed by the opening of the front concrete doors, which are opened by a winch and steel cable system. In cases of emergency, when the doors need to be opened in a hurry, they use the force of gravity.

After that, we turned our attention to the actual aircraft. The mechanic would remove the metal guards from around the wheels which prevented rodents from making a feast of the various cable lines on the gear and dissuading them from building nests in areas that would cause problems. In the event that the aircraft was assigned alert duties, we would wait for the armourer and assist him in hanging missiles under the aircraft. On this particular day, this was not a factor, and we could begin with the necessary preparations. The fuel level in the spine of the aircraft was checked. Unlike the 'F' version, the 'MF' has a gravity fed central refueling point. This was followed by an oil level check. Those who are familiar with Soviet technology will appreciate the 'ease' of access to certain systems, which in this case involved removing the cover, using your wildly twisting arm to unravel the steel wire, unscrewing the cap, check the levels, add whatever needs topping up, replace the cap, rewind the wire and replace the cover. No less entertaining was the extraction process of a fuel sample from the purge valve out of the lowest section of the fuel system into a glass, roughly three litre, bottle. There couldn't be a single spec of debris in the sample, and was taken until it was absolutely clear. It was also necessary to get the air pressure to what it was supposed to be, check the tire pressure, check the surface of the airplane, the wheel wells, the exhaust nozzle, the control surfaces and other critical places that could have developed a crack or have been otherwise damaged, and to make sure that the control systems were functioning correctly, among many other things. During this whole process, there was an exchange of specialists that brought in their own expertise, such as the electricians changing batteries, verifying electrical systems, lighting and refilled oxygen bottles. Radar specialists plied their trade to the covers under the front of the aircraft, and then there were the armourers.

Once all of these elements were completed, we checked out the cockpit, making sure all the switches were correctly selected, dials and instruments were OK, zeroed the altimeter, synchronized the fuel gages with the fuel, and checked the bang seat. It was also required that on completion of all this work, it was verified that not a single tool was unaccounted for. Something missing was taken very seriously, and the airplane did not fly until the missing item was located. The Flight Technician then would show up, confirm the work, and added his signature to the aircraft's logbook. This was all followed by a moment of calm before the pilot arrived.

On this particular day, the aircraft was to start out directly from the shelter. Usually, it was towed out to the apron. The pilot would arrive in an all-terrain UAZ. After a friendly welcome, I reported the aircraft as ready for flight. This was finished off by a joint final preflight inspection. This was basically a 'walkaround', where the pilot inspected the surface of the airplane, moved the rudder, checked the exhaust and kicked the tires. Then he signed for the aircraft, and climbed aboard. With the umbilical starting connections already in place, I helped the pilot strap into the seat and plugged him into the oxygen system. Once everything was connected and plugged in, the pilot started the engine. Once the prescribed RPMs were reached, the mechanic disconnected the umbilicals, and with me on one side, and the mechanic on the other, we confirmed proper control surface movement, operation of the landing flaps, and through hand signals we confirmed airflow through

the SPS system. This was airflow diverted from the compressor stage of the engine through a slot over the landing flap which increased its efficiency. After a short engine test, I removed the safeties from the bang seat, closed the canopy, locked it from the outside, removed the auxiliary intake covers, removed the access ladder and together with the mechanic, removed the wheel chocks. With a thumbs up, we gave the pilot the all clear to go.

This was followed by a loading up of all necessary items onto a waiting Tatra 815 and a short trip back to the apron. After unloading the tools, the protective maintenance covers, buckets and everything else that was used, we waited around for the return of our airplane. After about a forty minute wait, which was typical for a flight with no drop tanks (with drop tanks, flight times could double, and to the contrary, without them, when acrobatics with extended afterburner were called for, they could be as little as twenty minutes), '9712' put down on the runway, spit out its brake chute, and taxied back to the apron. Our break was over. We guided the aircraft back to its designated spot, placed the chocks, attached the boarding ladder, and placed the necessary protective covers. While the mechanic took care of refueling the aircraft, I helped the pilot. The first, and most important, of this job was to ensure the safeties were all plugged back into the bang seat. After that, a quick look into the cockpit ensured switches were all properly set, and then the pilot got out of the aircraft. After a quick discussion regarding how things went 'up there', another log book signature was added, along with any necessary remarks.

We were then faced with a turnaround for another flight, a simplified and shortened preflight, involving the refueling, reinstallation of the brake chute, cleaning of the windscreen, and so on. Depending on the type of mission that was now to be flown, there could also be drop tanks placed on the aircraft, along with inert or live weapons. While fueling the aircraft, it was always a good idea to rock the airplane, and this could allow several tens of litres of additional fuel to be loaded. The reinstallation of the brake chute was an interesting exercise in and of itself. In the wintertime, a person on a ladder, despite the awkward position, could warm himself up working over the exhaust, but in the sum-

mer time heat, this was a pretty tiring affair. Also in the summertime, the aircraft tended to accumulate a lot of flies on the glass. Amateur naturalists should note that pilots reported plattering these as high up as a kilometer.

With that, the turnaround was complete and the aircraft was ready for its next flight, everything being checked and signed for. The hectic nature of such turnarounds often meant that within a short period of time, a majority of aircraft would take off to fulfill their assigned tasks, be in the air at the same time, and come in to land virtually simultaneously. In a single shift event, such production could be repeated around five times, typically.

The time while our plane was in the air was usually spent assisting our colleagues as required, taking turns in the cafeteria, and drinking coffee, perhaps some card playing or grouped together by the apron grass areas.

After this carousel ride came the final landing and briefing. It resembled the preflights, and was grounded in the inspection of the engine compressor. This involved the removal of its cover in the right wheel well and, preferably by someone with a somewhat thinner build, inspecting the blades visually. The only thing left after that was to connect the tow bar, place all necessary items on the wing, get in the cockpit, and wait for the tow. There always had to be someone in the cockpit during towing, because the relatively heavy aircraft could only be braked from the cockpit. At times of poor visibility, the position lights would also be lit. The aircraft would be towed back to the shelter, and pushed into its place by the tow vehicle. All the items that remained were put away, the 'rodent cages' were put in place, closed up the shelter using the cables for that purpose, and, as was the custom in the military, sealed off all lockable components with plasticine, except in the summer months, when the stuff would liquefy. In those cases, we used Semtex, a plastic explosive.

The end of the shift was a wait for all of those involved, and a meeting at one of the many Bechyně bars.



MiG-21

MF 1/48

eduard
LIMITED EDITION



built by Jan Novotný





4th Fighter Air Force Base, 43rd Squadron,
Caslav air base, 1996



[Product Page](#)

Cat. No. 1199

MIG-21

MF
1/48



built by Jakub Nademlejnský





3rd Fighter Wing, 4th Squadron, Sliac air base, July, 1997



Product Page

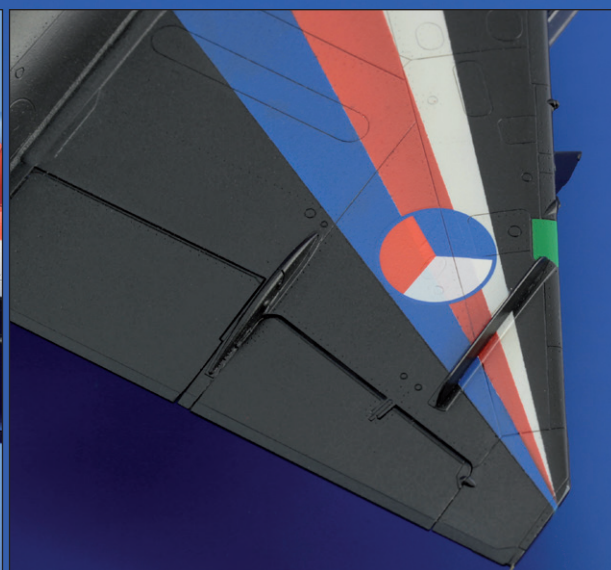
Cat. No. 1199

MF-21

MF 1/48



built by Martin Nademlejnský





LZO, Line air base, May 1995 – February 1996



Product Page

Cat. No. 1199

Bf 109G-6 late series 1/48



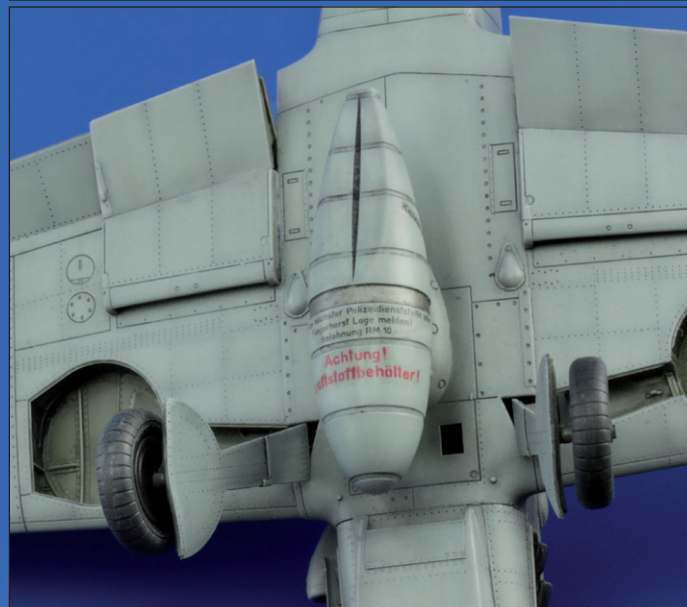
NEW TOOL 2016

built by Petr Zatřepálek



W.Nr. 411960, flown by Hptm. Franz Dörr,
the CO of III./JG 5, Gossen, Norway, May, 1945

Franz Dörr downed his first victim, a British Wellington bomber, on September 29, 1941 as a member of I.(Erg.)/JG 3. This unit was redesignated 7./JG 5 on January 1, 1942. In early May 1944, Dörr took command of III. Gruppe of JG 5 and led this unit till the end of war. Dörr was awarded the Ritterkreuz on August 19, 1944. He managed to down 122 enemy aircraft – his score is marked on the rudder of his personal Bf 109G-6, W. Nr. 411960. This aircraft was manufactured at the Erla factory and sports all its typical characteristics such as the small bulge on the right side of the cowl and different gun troughs. The exact colour of the spinner is inconclusive from photographic evidence but can be black with a white spiral. The small disc on the rear fuselage identified III. Gruppe aircraft.



Product Page



Cat. No. 82111

May releases

built by Jakub Nademlejnský

MG 14 Parabellum WWI gun

[Product Page](#)

Cat. No. 648242



AS.34 Kormoran 1

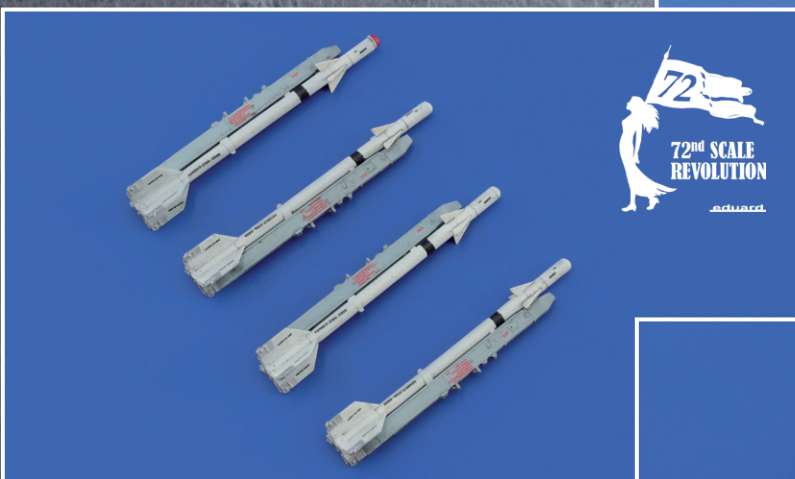
[Product Page](#)

Cat. No. 648249

Bf 108 wooden propeller

[Product Page](#)

Cat. No. 648256



R-3S / AA-2 Atoll-A

[Product Page](#)

Cat. No. 672104

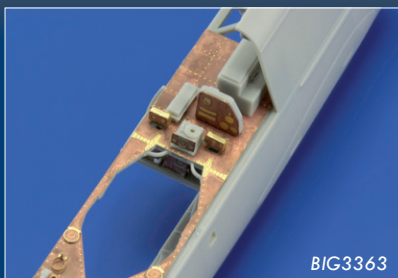
RS-2US / AA-1 Alkali

[Product Page](#)

Cat. No. 672105



NEXT MONTH...



BIGED (June)

- BIG5336 USS TEXAS 1/350 Trumpeter
- BIG3363 OS2U KINGFISHER 1/32 KittyHawk
- BIG49150 TORNADO GR.4 1/48 Revell
- BIG49151 EKA-3 SKYWARRIOR 1/48 Trumpeter
- BIG72110 SHACKLETON AEW.2 1/72 Revell
- BIG72111 SEA KING HC.4 1/72 Airfix

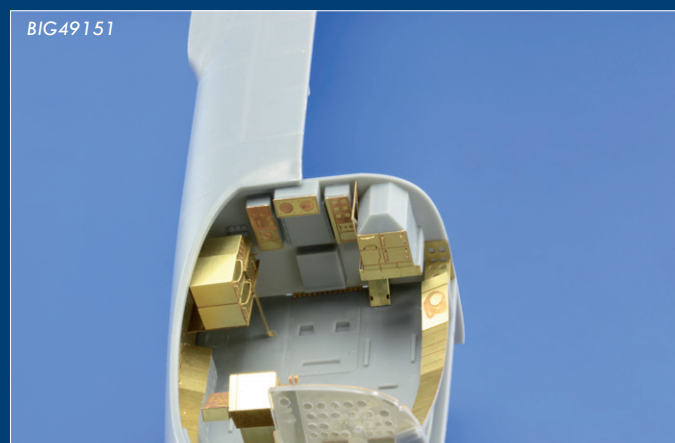
BRASSIN (June)



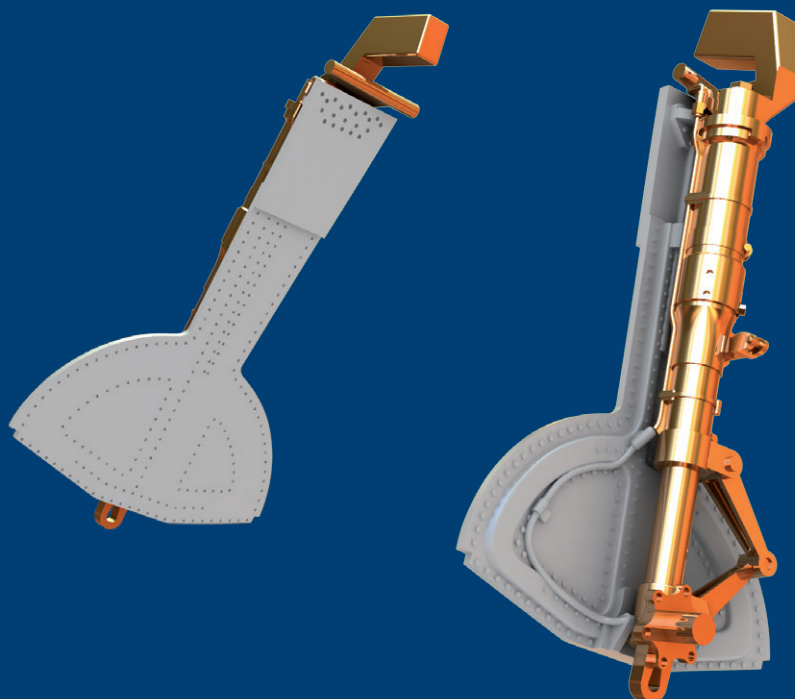
- 632079 Bf 109G-10 undercarriage legs BRONZE 1/32 Revell
- 632081 P-39Q/N exhaust stacks 1/32 KittyHawk
- 648243 MG 14/17 Parabellum WWI gun 1/48
- 648255 Bf 109G-6 propeller 1/48 Eduard
- 648258 P-38 wheels 1/48 Academy
- 648259 P-38J cockpit 1/48 Academy
- 648260 Su-27 cockpit 1/48 Academy
- 648261 Bf 109G-6 wheels 1/48
- 648262 Draken - Danish pylons 1/48 Eduard/Hasegawa
- 648263 Bf 109G-5 cockpit 1/48 Eduard
- 672113 SC 250 German WWII bombs 1/72
- 672114 AN/AAQ-28(V) Litening pod 1/72

BIGSIN (June)

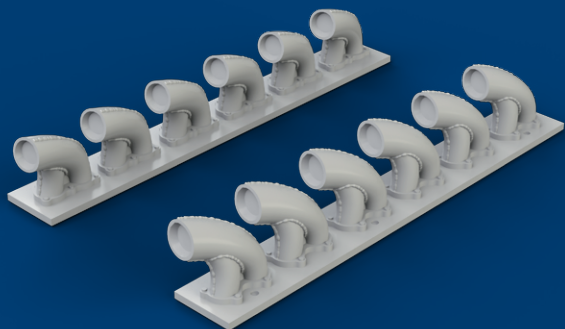
- SIN63208 Mosquito Mk.IV 1/32 HKM



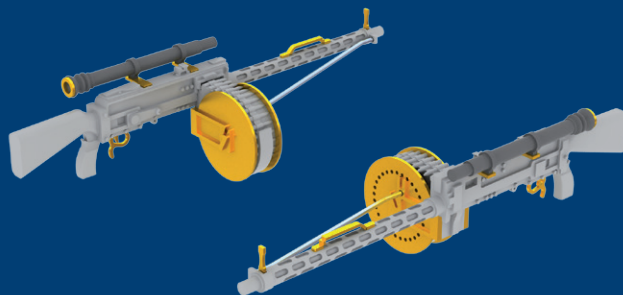
- 632079 Bf 109G-10 undercarriage legs BRONZE 1/32 Revell



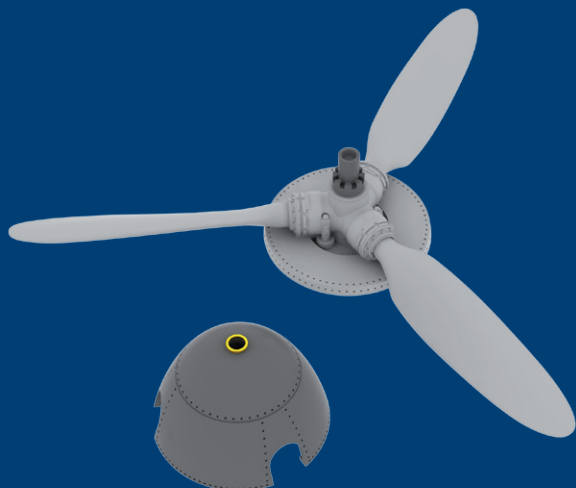
632081 P-39Q/N exhaust stacks
1/32 KittyHawk



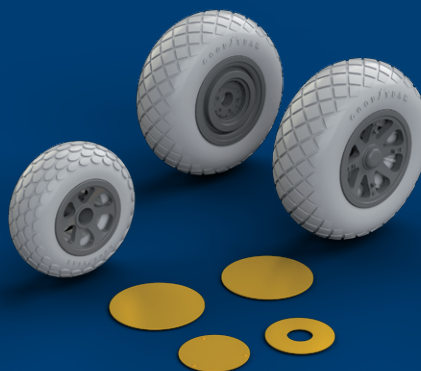
648243 MG 14/17 Parabellum WWI gun 1/48



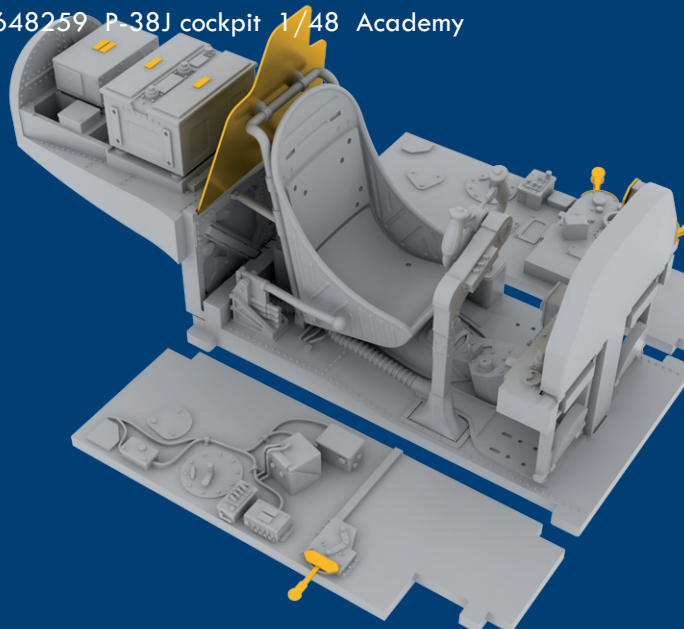
648255 Bf 109G-6 propeller 1/48 Eduard



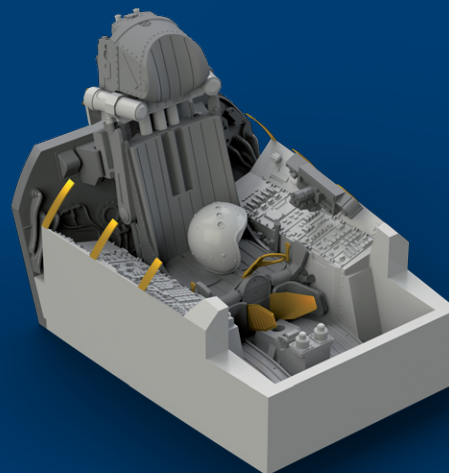
648258 P-38 wheels 1/48 Academy



648259 P-38J cockpit 1/48 Academy



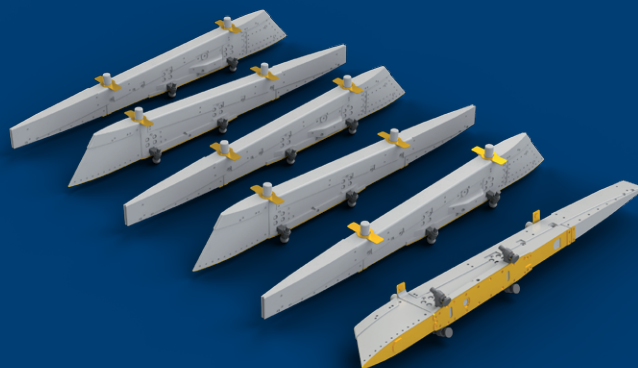
648260 Su-27 cockpit 1/48 Academy



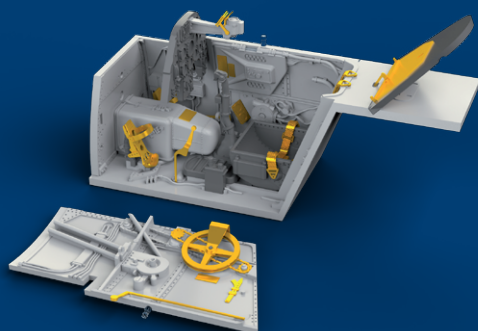
648261 Bf 109G-6 wheels 1/48



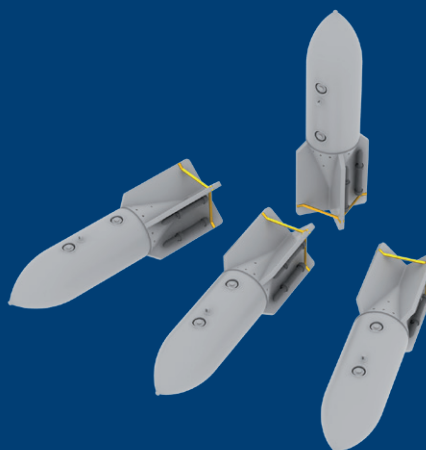
648262 Draken - Danish pylons 1/48 Eduard/Hasegawa



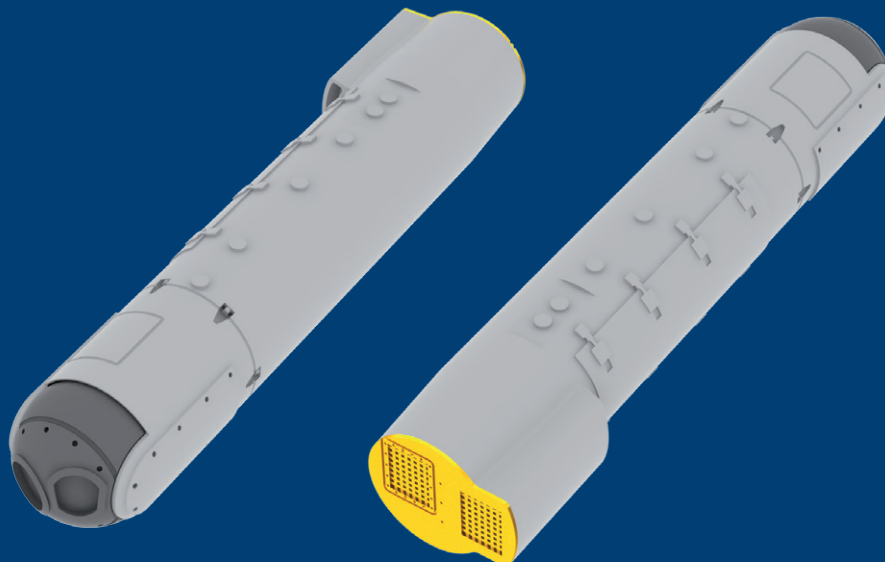
648263 Bf 109G-5 cockpit 1/48 Eduard



672113 SC 250 German WWII bombs 1/72



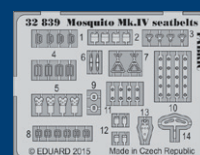
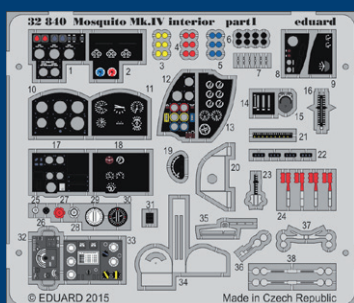
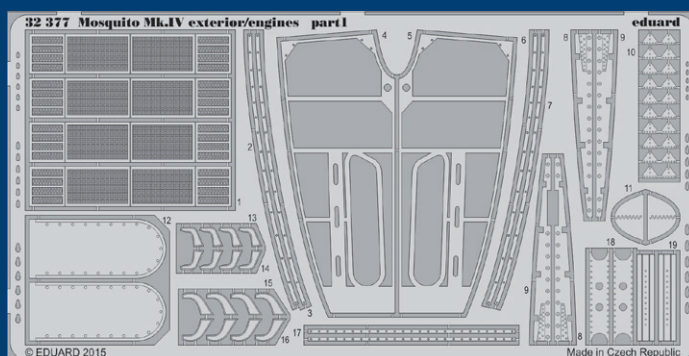
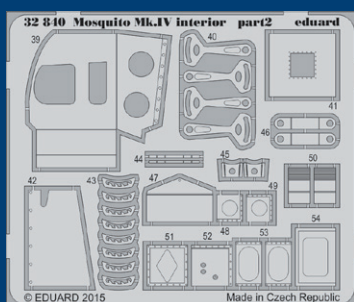
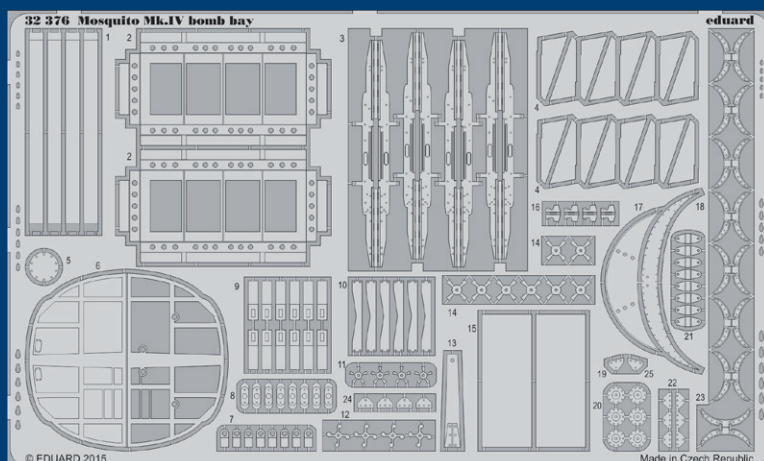
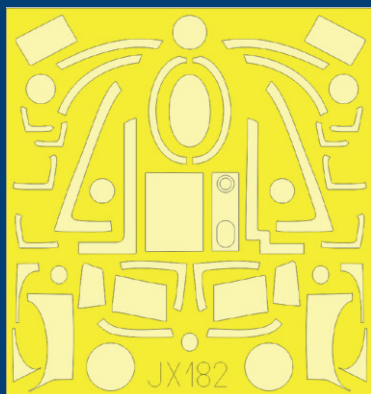
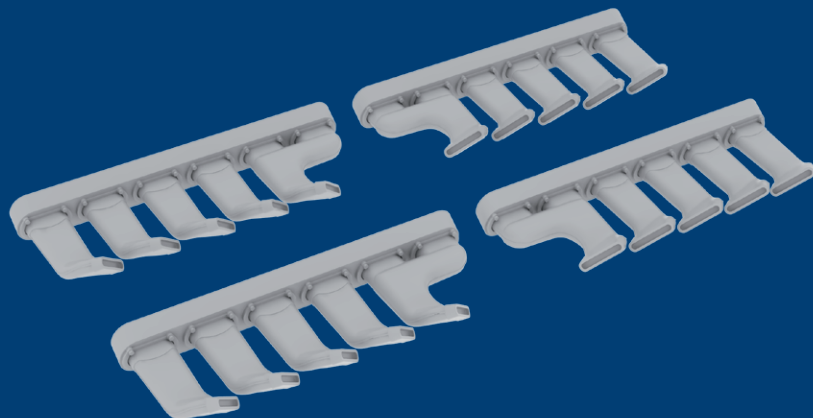
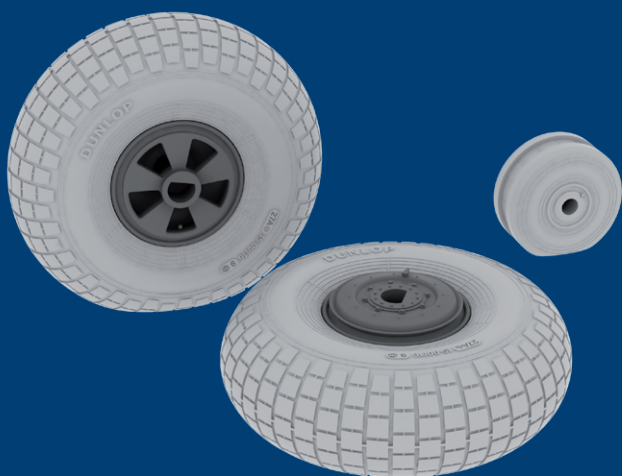
672114 AN/AAQ-28(V) Litening pod 1/72



ON APPROACH

June 2016

SIN63208 Mosquito Mk.IV 1/32 HKM



1135

Draken

1/48 Limited edition

eduard
LIMITED EDITION

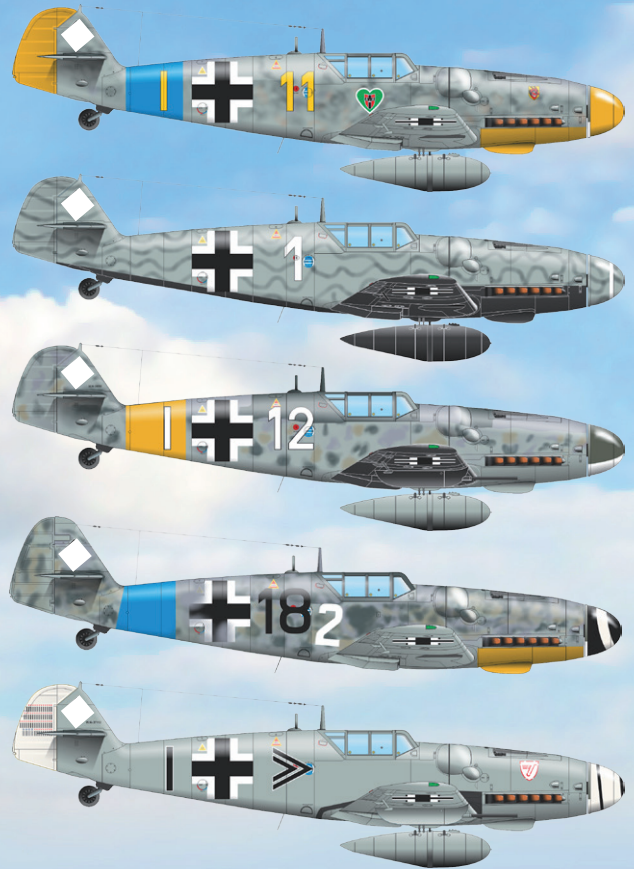


82112

Bf 109G-5

1/48 ProfiPack

ProfiPACK
edition



7430

Fw 190A-8/R2

1/48 Weekend edition

WEEKEND
edition

PHOTO-ECHTED SETS

53165	HMS King George V cranes & railings	1/350	Tamiya
53168	HMS King George V	1/350	Tamiya
53169	HMS King George V lifeboats	1/350	Tamiya
32872	Seatbelts RAF early STEEL	1/32	
32873	Seatbelts Luftwaffe WWII bombers STEEL	1/32	
36338	IDF Nagmachon late	1/35	Tiger Models
36339	T-44	1/35	Miniart
36340	T-14 Armata	1/35	Takom
48890	Super Étendard exterior	1/48	Kinetic
48891	Su-33 exterior	1/48	Kinetic
48892	Draken upgrade set	1/48	Eduard
48893	Bf 109G-5	1/48	Eduard
49097	Seatbelts RAF early STEEL	1/48	
49098	Seatbelts Luftwaffe WWII bombers STEEL	1/48	
49776	Super Étendard interior	1/48	Kinetic
49778	Su-33 interior	1/48	Kinetic
49779	US Chaff and Flare Dispensers	1/48	
49780	J2F-5 Duck	1/48	Merit
72621	Blenheim Mk.IF exterior	1/72	Airfix
72622	Blenheim Mk.IF landing flaps	1/72	Airfix
73036	Seatbelts RAF early STEEL	1/72	
73037	Seatbelts Luftwaffe WWII bombers STEEL	1/72	
73556	Blenheim Mk.IF interior	1/72	Airfix
73558	L-29 Delfin	1/72	AMK
73559	Mirage F.1	1/72	Special Hobby

PHOTO-ECHTED SETS (June)

ZOOMS

FE776	Super Étendard interior	1/48	Kinetic
FE778	Su-33 interior	1/48	Kinetic
FE780	J2F-5 Duck interior	1/48	Merit
SS557	Fw 190A-8/R2	1/72	Eduard
SS558	L-29 Delfin interior	1/72	AMK
SS559	Mirage F.1 interior	1/72	Special Hobby

OVERTREES

82112X Bf 109G-5

1/48 Eduard

OVERLEPT

82112-LEPT Bf 109G-5

1/48 Eduard

Su-33 1/48 Kinetic



Mirage F.1 1/72 Special Hobby



Super Étendard 1/48 Kinetic



T-44 1/35 Miniart

IDF Nagmachon late 1/35 Tiger Models



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