

INFO EDUARD

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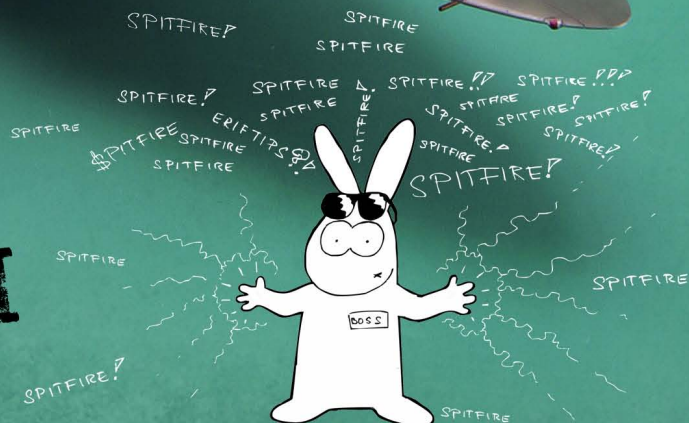


price US \$ 0.00



Spitfire

Mk. VIII



eduard

INFO **EDUARD**

ISSUE 57

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

March 2015

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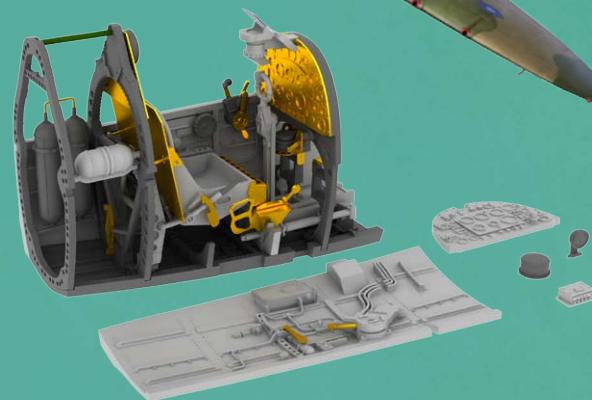
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April 2015







EDITORIAL

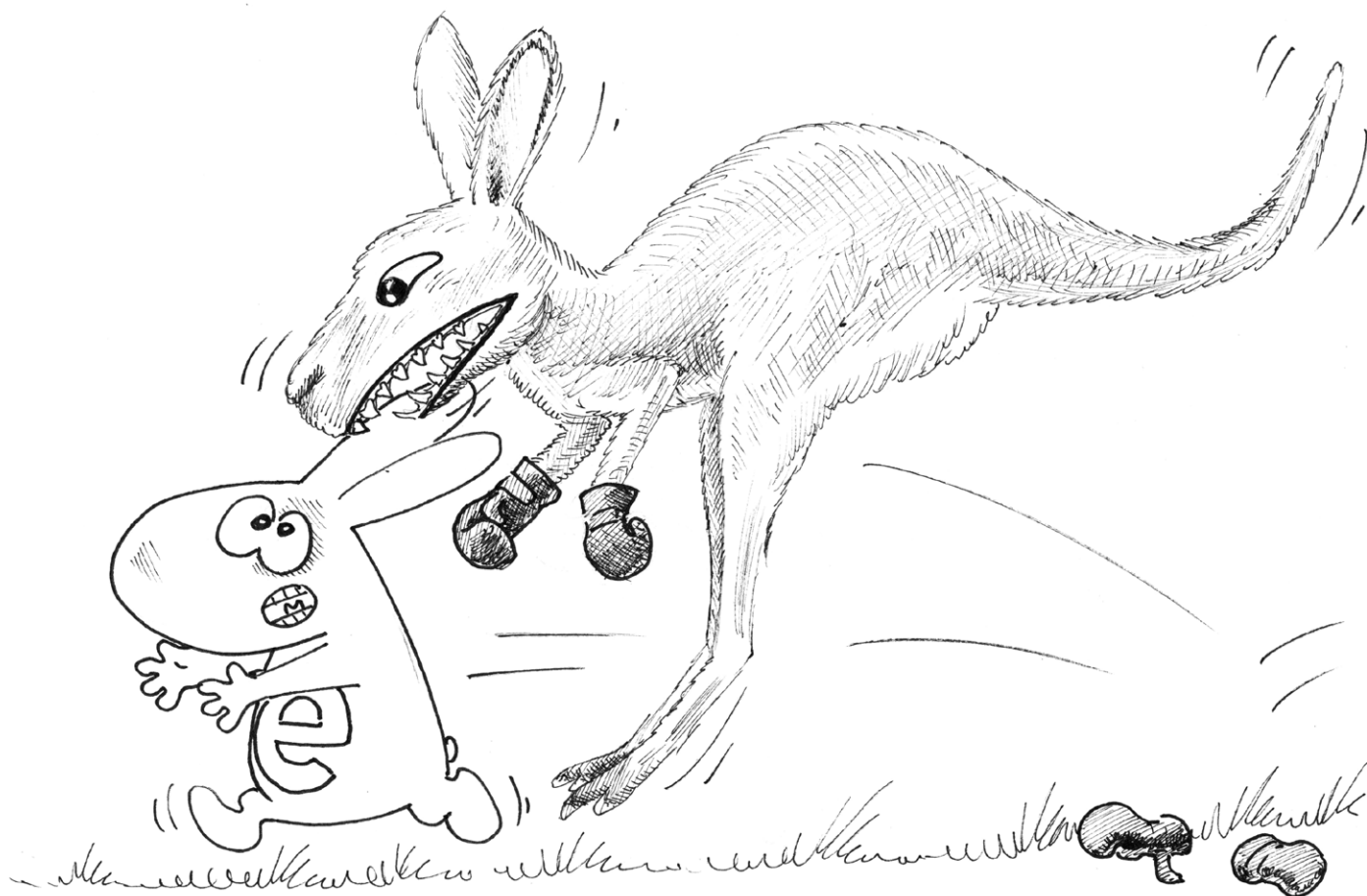
My Friends,

Welcome to the March issue of our popular e-magazine. The main hero of our story this month is once again the Spitfire, this time the Mk.VIII in 1/48th scale. At first glance, the Mk.VIII may look like a rebox of the Mk.IX, but those in the know will be well aware that this is not, and should not be, the case. Most of you will be familiar with the differences between the two marques, and so will understand the changes and additions that we needed to make. Besides a new fuselage and wings, we added several useful details such as a new version of the landing gear and another addition in the canopy to make it easier to construct a model with the canopy open, but the side entry door closed. The markings were chosen so that there was good representation of the characteristic schemes used on this type. There is quite a bit to choose from and the markings options are a highlight of the kit. It is anticipated that the decal options will again make the corresponding Overtrees a popular item, but please note that these will only be available through March, so if you want them, don't put it off too long. The next opportunity to buy them won't come around until the fall, with the release of the kit dedicated to the service of the Spitfire Mk.VIII in the RAAF. We can't say with certainty if this kit will be released to-

gether with a dedicated publication, but we are certain that it will end up being one of the year's highlights. We were, and are, well aware of the relevance of the Mk.VIII as a stand alone project in the family of Eduard Spitfires, and this year will still see the release of the Mk.XVI. Later, there will be other versions to follow, notably the Mk.I, II and all the versions of the Mk.V. After that, who knows? We may yet do the Mk.VII and Mk.XI. Just please, don't ask me for any release information on the Mk.XI. I understand that this is high on a lot of wish lists, but don't expect it in the very near future. The same can really be said of the Mk.I and V. The soonest we would get into these is about two years, but there will be no shortage of Spitfire activity until then. At the moment, we are finishing up the molds for the 1/48th scale Mk.XVI and we are preparing for the production of forms for three versions of the Spitfire Mk.IX in 1/72nd. This will also include the Mk.VIII and the



Mk.XVI. In terms of design work, the Mk.IX is complete and the next phase of that project is being implemented. In all, the three versions have a parts count of 136 which is no small amount for a 72nd scale kit, and the first release, following the same pattern as 'The Boys Are Back' will be available in the fall of this year. Other versions and subsequent boxings will come through the winter, with the main flow of 72nd scale Spitfires appearing through next year. Thrown in the



mix will be items combining the 48th scale Mk.IX, VIII and XVs to make up Weekend Edition kits and we are contemplating a Limited Edition dedicated to Polish units in the RAF. It should be pretty clear that the attention paid to the Spitfire in the next two years will be substantial. It will be important to add other interesting projects to go along with them.

Along with the Spitfire, we are re-releasing the MiG-21MF. There is a small modification to the side panels of this kit to better represent the MF version. I would also like to point out that the decals, as with other re-releases, are produced here at Eduard. As with the Spitfire, the MiG Overtrees will be available through the month of March. This will bring back memories of the original Overtrees made available for this kit, including photo-etched components. This is something we ended up having to back away from, which caused some discontent. There were two main reasons for this, one of economics and one conceptual. The original price was set too low, and the original concept was to allow access to the plastic at a very reasonable price. Changes, even small ones, will always evoke some nervousness, but that is the price you pay for evolution. Overtrees, even in their current state, are proving to be above average in terms of their popularity, and we will continue to offer them with

new kit releases at least for a limited time, typically for a month after the release of a ProfiPACK or Royal Class kit. In some instances, this may be extended to a few months, but the availability will still be limited. In order to give a chance to those who may miss the window of opportunity to purchase the Overtrees, which includes just the plastic, we will offer up for sale all previously released Overtrees items in July of this year under the name 'Be Kind To Trees Month'. It may go beyond all previously offered Overtrees into currently available ProfiPACK kits, too. I would highly recommend keeping an eye on this event, as it will be a unique opportunity.

The third kit released this month is the L-39ZA in 1/72nd scale. This Weekend kit does not include the Superfabric seatbelts, which has already produced some discourse on discussion forums. I take that as a sign that many have gotten used to and accept the new format of the Weekend kits. The reason, though, why we did not include the belts in this kit, has a lot to do with economics. The goal of the Weekend Edition kits, especially in 1/72nd scale, is to maintain a more than reasonable price point through certain high-end omissions. From our side, that requires keeping production costs down, and our supplier of the belts can only accommodate that requirement through

a purchase order covering far more than would be reasonable for us for this subject. The only course of action is to admit that some Weekend kits will not contain the fabric belts. They will be replaced by decal belts, which I think is a reasonable way to go, although this solution came too late for the L-39ZA. Perhaps next time!

Since the Spitfire Mk.VIII is a unique, stand-alone project, it will be accompanied by an assortment of aftermarket items, in both the Brass line as well as photoetched parts. These will understandably be very similar to those offered for the Spitfire Mk.IX, but will be relevant specifically to the Mk.VIII. Besides offerings for the Spitfire, this newsletter will also inform you of interesting, new items available in all of our lines, in photo-etched, masks, Brassins, Big Eds and BigSins.

So, I wish you a pleasant read as always, and I will end by saying you can come and visit us on 21st March at Prosek if you're in the neighborhood.

Happy Modeling!

Vladimir Sulc



Cat. No. 8284

Spitfire Mk.VIII

1/48 ProfiPACK edition



- 6 markings
- photo-etched set
- Cartograf decals
- panting mask

BUY Spitfire Mk. VIII 1/48



NEW TOOLS

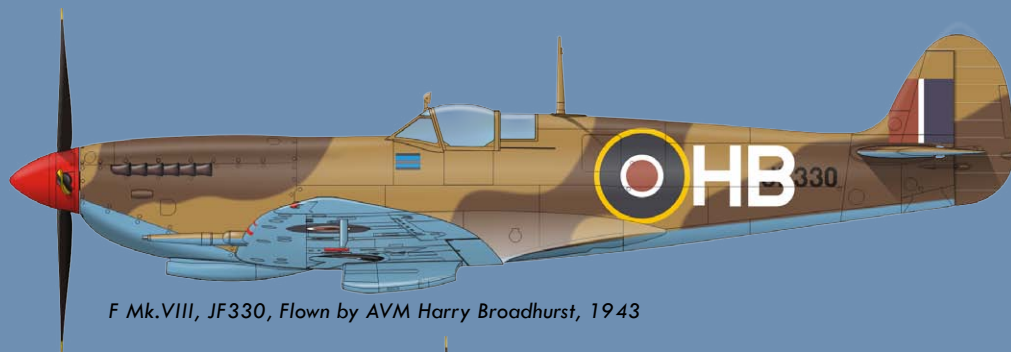
RECOMMENDED:

BRASSIN ACCESSORIES

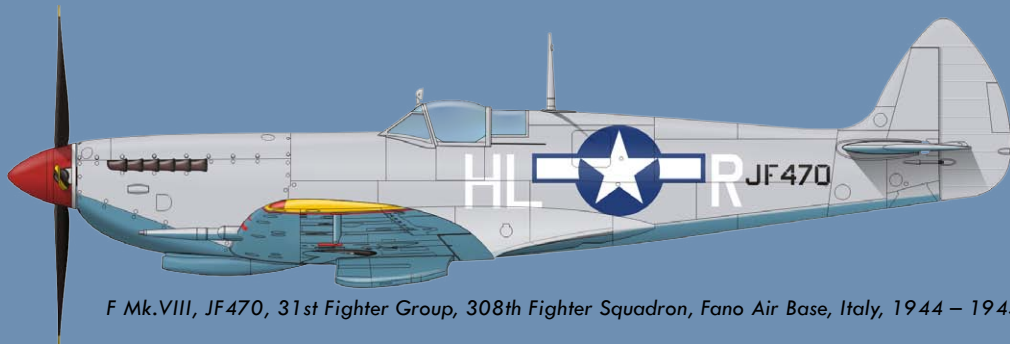
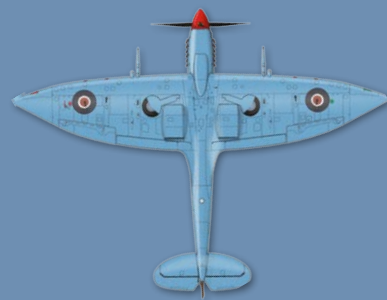
- 648199 Spitfire Mk.VIII cockpit
- 648200 Spitfire Mk.VIII engine
- 648115 Spitfire wheels - 4 spoke
- 648118 Spitfire wheels - 4 spoke w/pattern

PHOTO-ETCHED ACCESSORIES

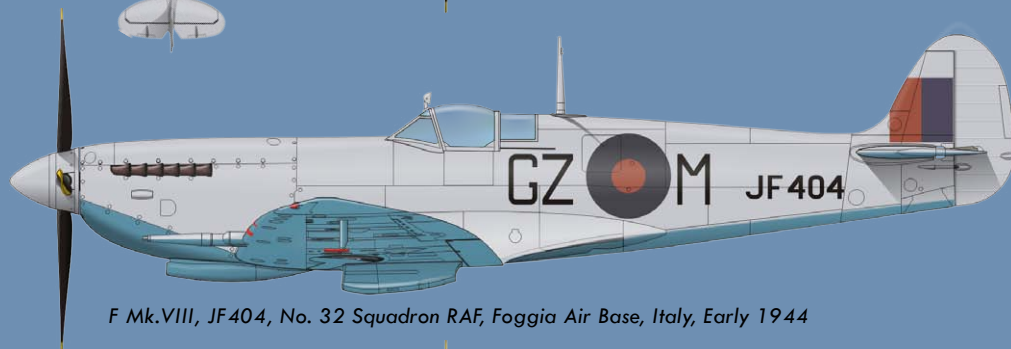
- 49074 Spitfire Mk.VIII seatbelts SUPERFABRIC
- 48834 Spitfire Mk.VIII landing flaps
- 48835 Spitfire Mk.VIII surface panels
- 49708 Spitfire Mk.VIII



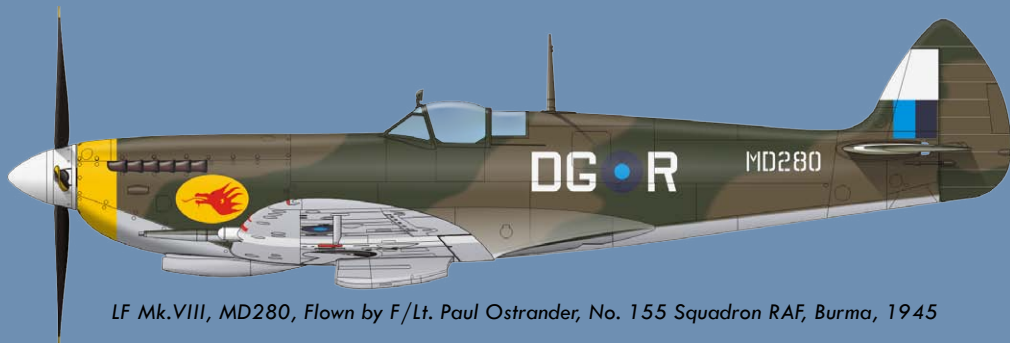
F Mk.VIII, JF330, Flown by AvM Harry Broadhurst, 1943



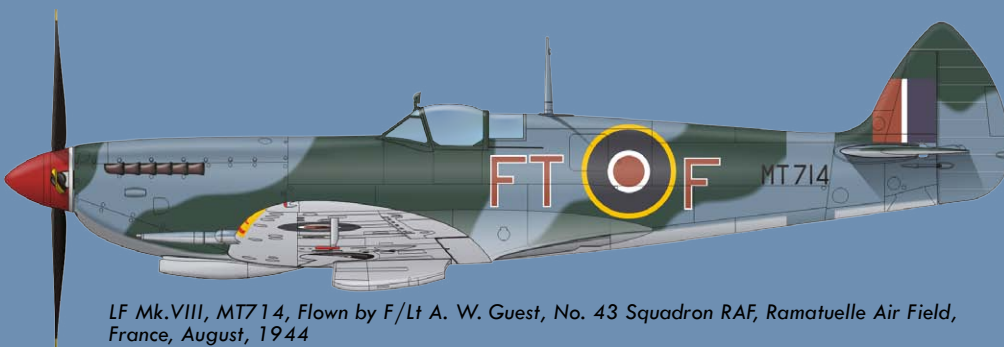
F Mk.VIII, JF470, 31st Fighter Group, 308th Fighter Squadron, Fano Air Base, Italy, 1944 – 1945



F Mk.VIII, JF404, No. 32 Squadron RAF, Foggia Air Base, Italy, Early 1944



LF Mk.VIII, MD280, Flown by F/Lt. Paul Ostrander, No. 155 Squadron RAF, Burma, 1945



LF Mk.VIII, MT714, Flown by F/Lt A. W. Guest, No. 43 Squadron RAF, Ramatuelle Air Field, France, August, 1944



Grey Nurse



HF Mk.VIII, Flown by W/C Robert Gibbs, CO of No. 80 Fighter Wing, Dutch East Indies, 1945

L-39ZA

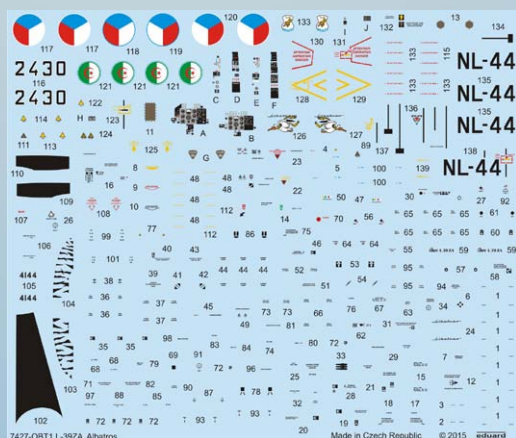
1/72, Cat. No. 7427

WEEKEND
edition

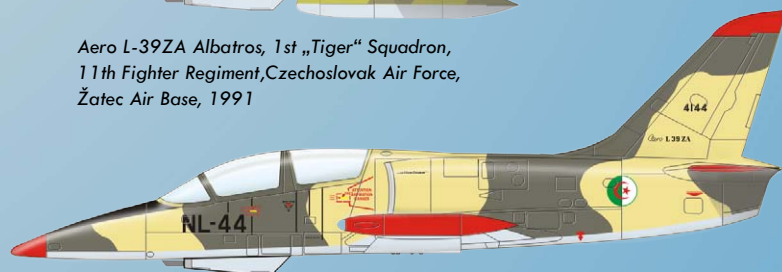


- 2 markings
- Eduard decals

BUY L-39ZA 1/72



Aero L-39ZA Albatros, 1st „Tiger“ Squadron,
11th Fighter Regiment, Czechoslovak Air Force,
Žatec Air Base, 1991



Aero L-39ZA Albatros, Algerian Air Force,
618th Advanced Training Sqn., Tafraoui AB

RECOMMENDED:

WEEKEND
edition



Cat. No. 7426



Cat. No. 7425



Cat. No. 7424

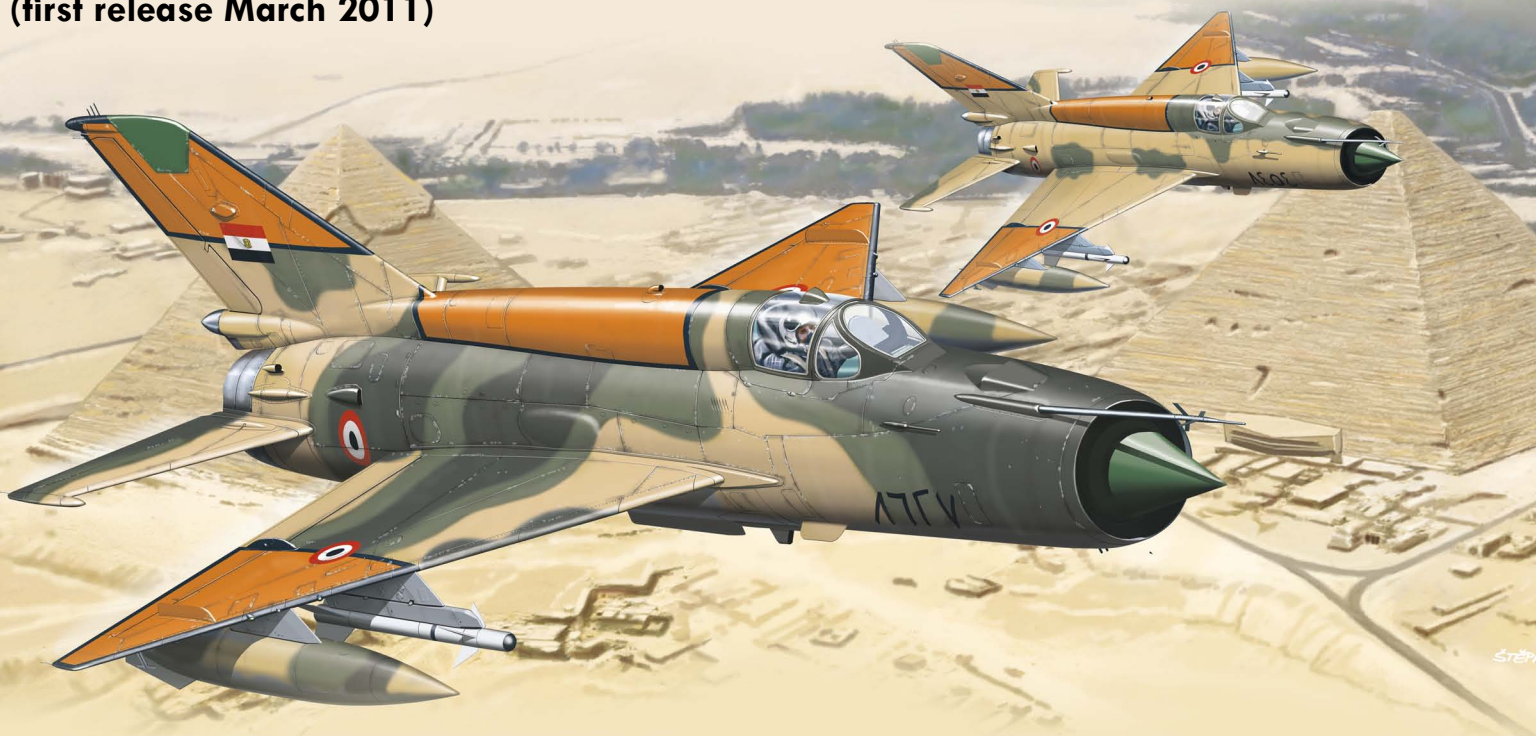


Cat. No. 7423

Reedition of Eduard's successful scale kit

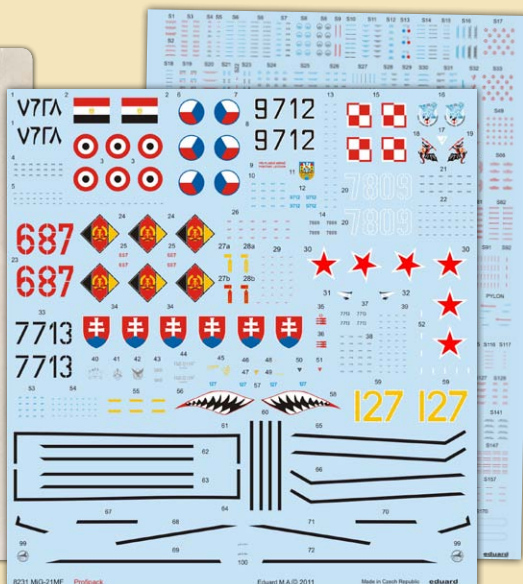
(first release March 2011)

KITS



RECOMMENDED:

- 648040 RS-2US / AA-1 Alkali (Brassin)
- 648126 OFAB-100 Soviet bombs (Brassin)
- 648064 MiG-21 late airbrakes (Brassin)
- 648080 MiG-21 undercarriage legs BRONZE (Brassin)
- 648025 Rocket launcher UB-16 and UB-32 (Brassin)
- D48009 MiG-21 stencils Russian (obtrisk)
- 648036 MiG-21MF interior late (Brassin)
- 648035 MiG-21MF interior early (Brassin)
- 48702 MiG-21MF exterior (PE-set)
- 48703 MiG-21MF accessories (PE-set)
- 648103 MiG-21 wheel wells (Brassin)
- 648026 MiG-21 wheels (Brassin)
- 648031 MiG-21 seat early (Brassin)



MiG-21MF

1/48, Cat. No. 8231

- 6 markings
- photo-etched set
- Eduard decals
- painting mask

KOUPIT MiG-21MF 1/48



MiG-21MF No.7628, Egyptian Air Force, unit unknown, Tanta Airbase, 1988



MiG-21MF, Czechoslovak People's Army, 9th Fighter Squadron, Bechyne AB, Czechoslovakia, 1989-1993



MiG-21MF, Slovak Air Force, 4th Flight, Sliač Airbase, Slovakia, ca.1999



MiG-21MF, Polish Air Force, 10th Eskadra Lotnictwa Taktycznego, Lask AB, Poland, 2001-2003



MiG-21SM, 812th UAP, Kharkov Higher Military Academy, based at Kupyansk Airfield, Soviet Union, August, 1991



MiG-21 MF, German Democratic Republic, Jagdfliegergeschwader 3, Preschen Airbase, 1990

648199
Spitfire Mk.VIII cockpit
1/48 Eduard

Set contains:

- resin: 30 parts
- decals: no
- photo-etched details: yes (film included)

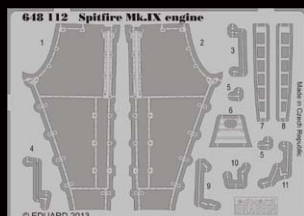
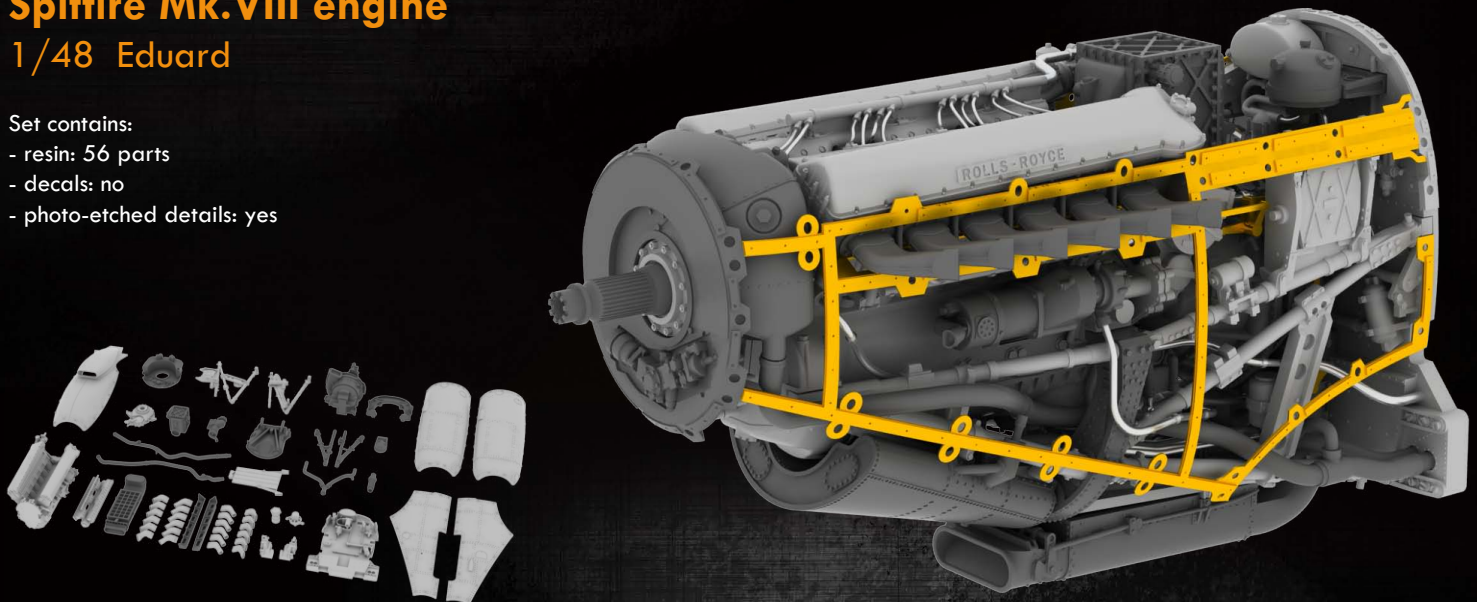


BUY Spitfire Mk.VIII cockpit 1/48

648200
Spitfire Mk.VIII engine
1/48 Eduard

Set contains:

- resin: 56 parts
- decals: no
- photo-etched details: yes



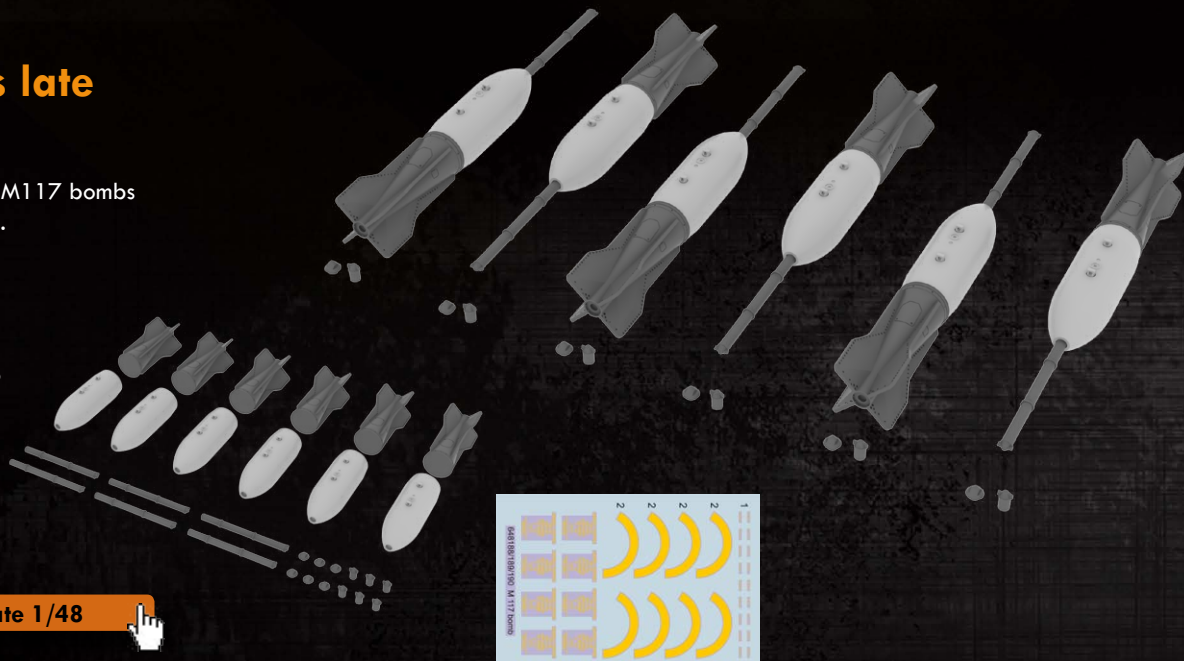
BUY Mk.20 Rockeye II 1/48

648189 M117 bombs late 1/48

Brassin set of 6 pieces of M117 bombs in 48th scale. Late version.

Set contains:

- resin: 30 parts
- decals: no
- photo-etched details: no



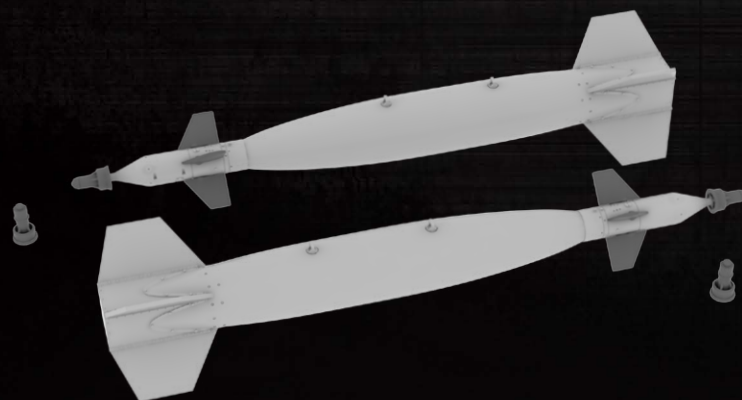
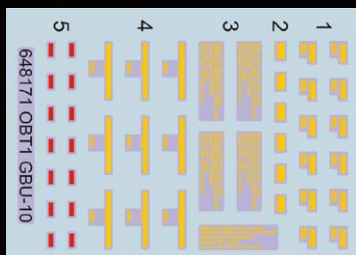
BUY M117 bombs late 1/48

648171 GBU-10 Paveway I 1/48

Brassin set of 2 pieces of GBU-10 Paveway I bombs in 48th scale.

Set contains:

- resin: 14 parts
- decals: yes
- photo-etched details: no



BUY GBU-10 Paveway I 1/48

648192 PBX-5A wheels 1/48 Revell

Brassin set of PBX-5A wheels for Revell kit in 48th scale.

Set contains:

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



BUY PBX-5A wheels 1/48

632050

Do 335 exhaust stack

1/32 HK Models

Brassin set of Do 335 exhaust stacks for Hong Kong Models kit in 32nd scale. Set contains exhausts for front and rear engine.

Set contains:

- resin: 28 parts
- decals: no
- photo-etched details: no



BUY Do 335 exhaust stack 1/32

672065

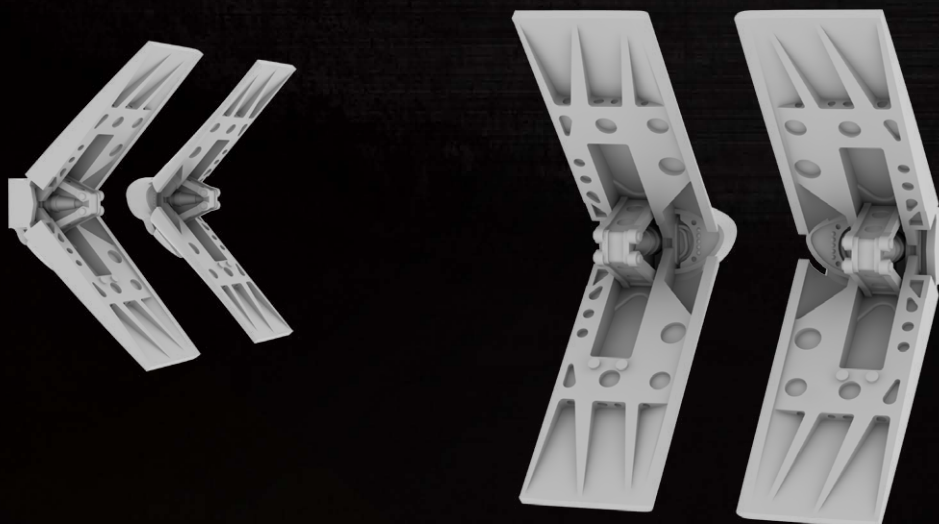
F-16 airbrakes

1/72 Tamiya

Brassin set of F-16 airbrakes for Tamiya kit in 72nd scale.

Set contains:

- resin: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



BUY F-16 airbrakes 1/72

624002

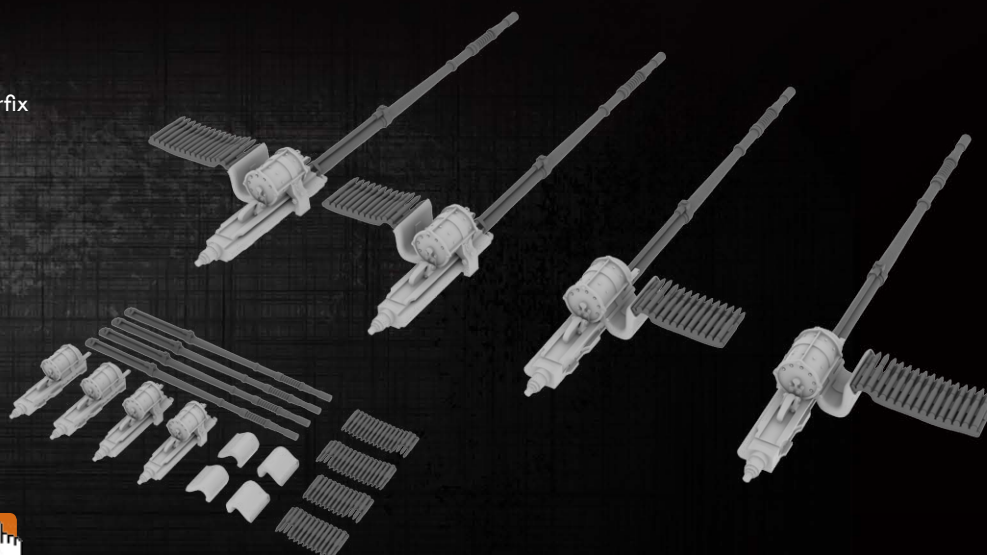
Typhoon guns

1/24 Airfix

Brassin set of 4 pieces of guns for Airfix Typhoon kit in 24th scale.

Set contains:

- resin: 16 parts
- decals: no
- photo-etched details: no



BUY Typhoon guns 1/72

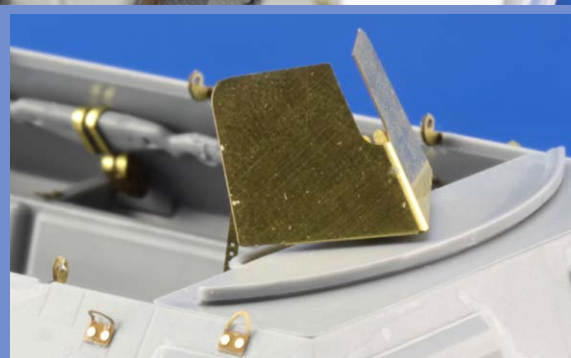
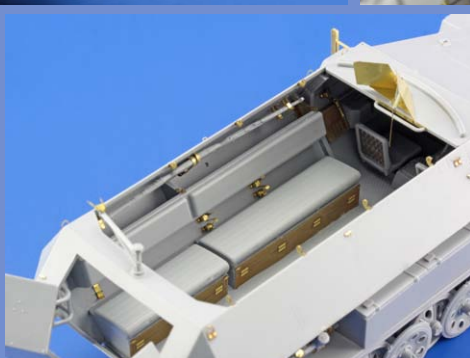
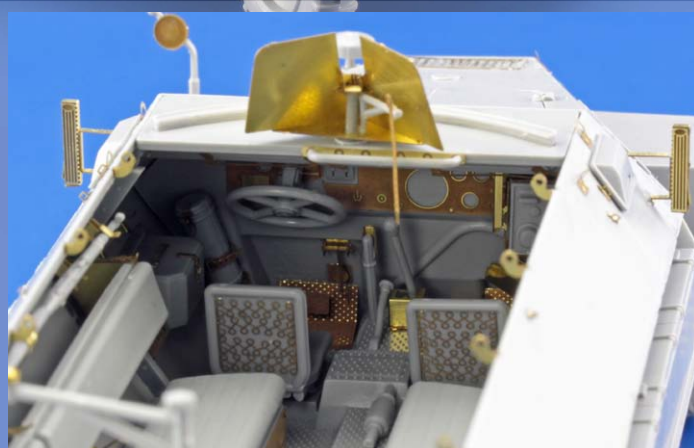
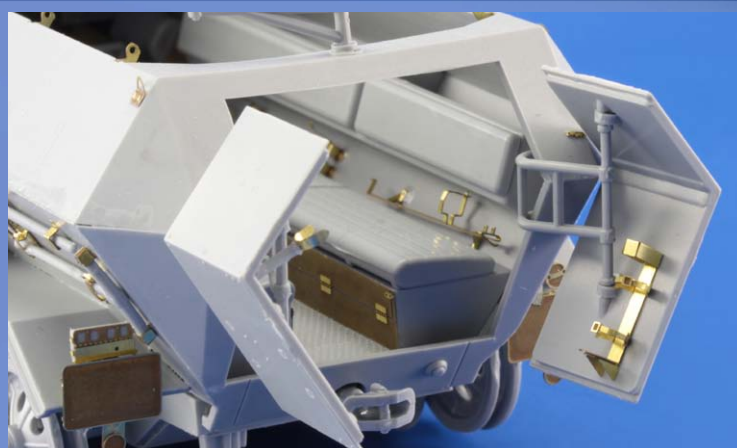
PHOTO-ETCHED SETS AND MASKS

SELECTED

USS Hornet CV-8 part 4 - Oerlikon AA
guns 1/200 Merit (53131)



Sd.Kfz.251/1 Ausf. B 1/35 Zvezda (36312)



M-ATV MRAP exterior
1/35 Panda (36313)



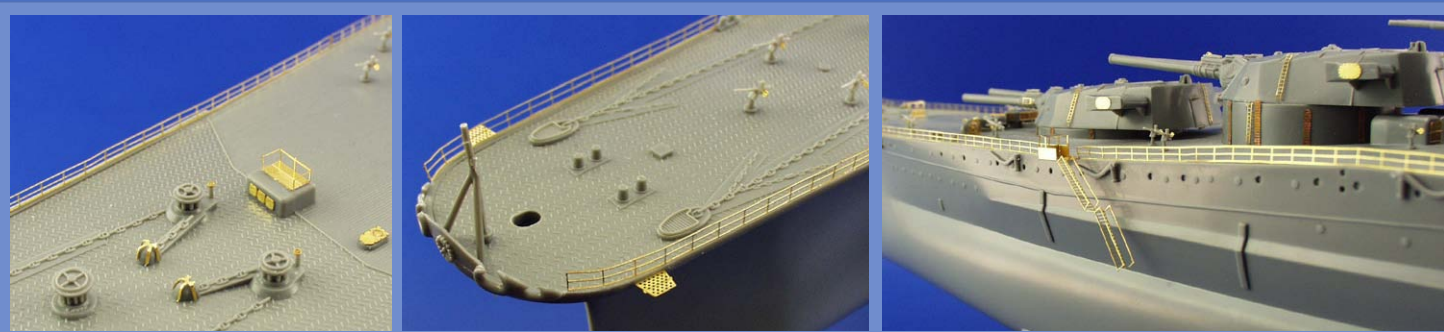
M-ATV MRAP interior S.A. 1/35 Panda (36314)



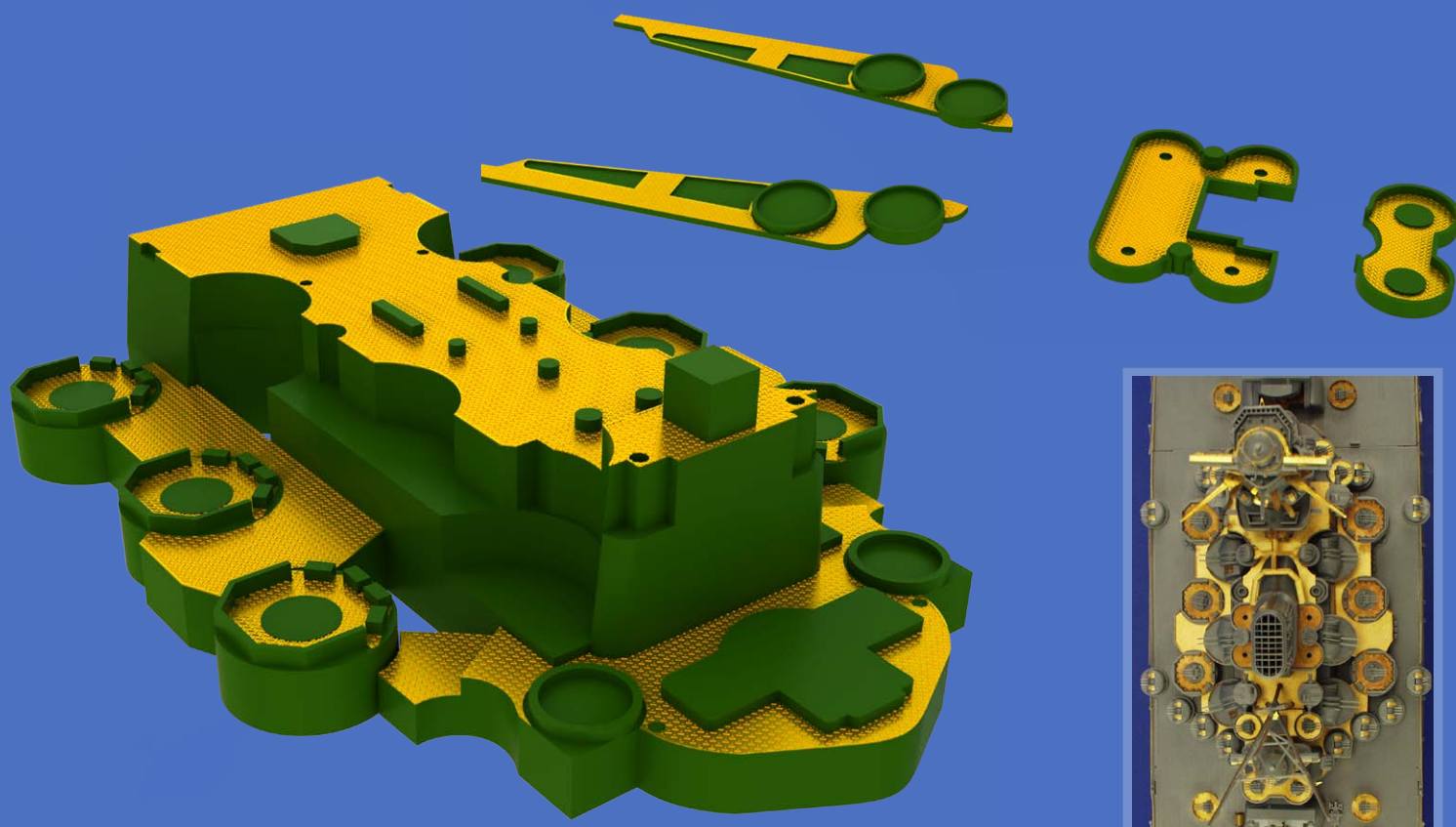
Musashi 1/350 Tamiya (53133)



Musashi railings 1/350 Tamiya (53134)

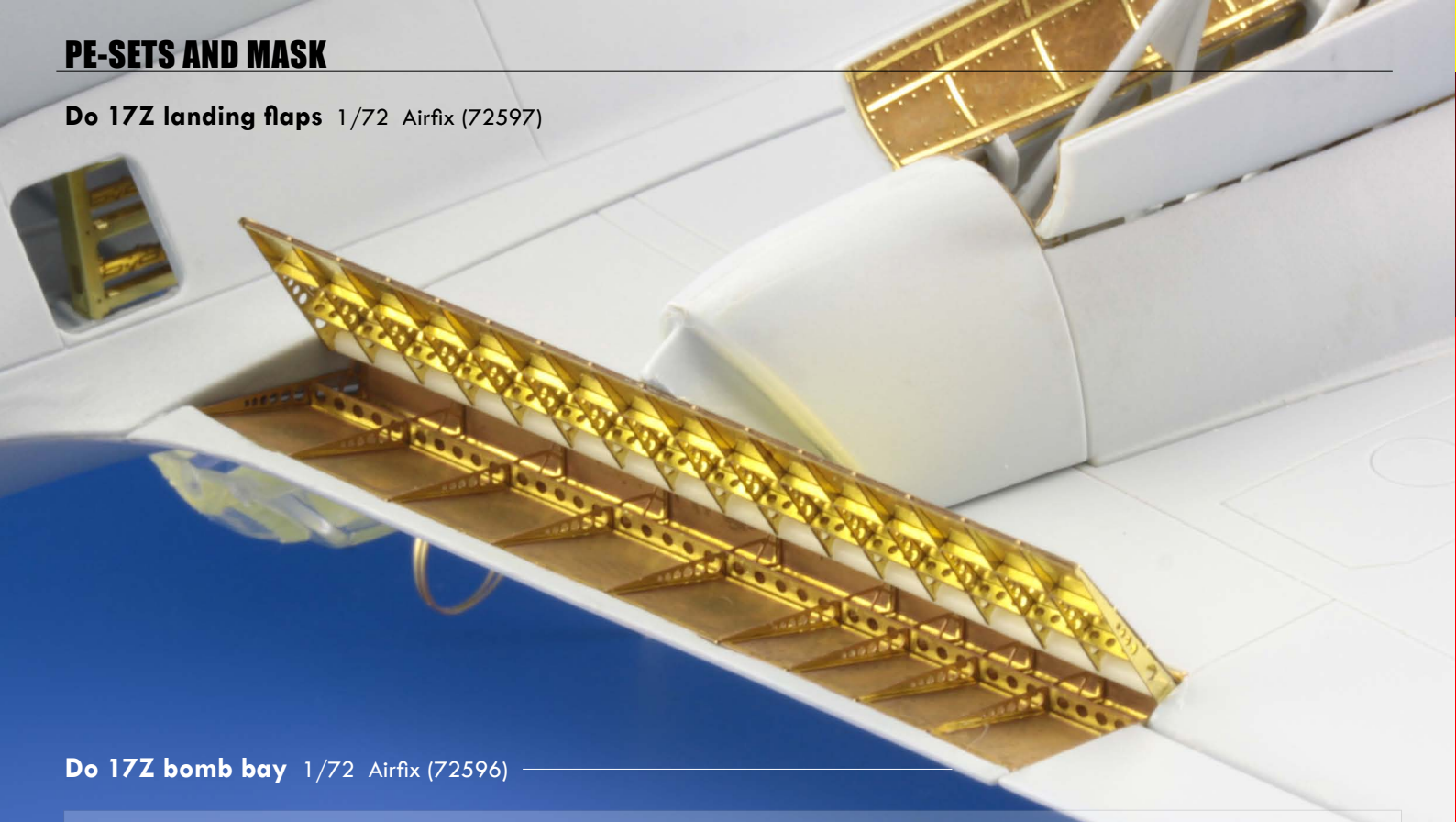


Musashi floor plates 1/350 Tamiya (53135)

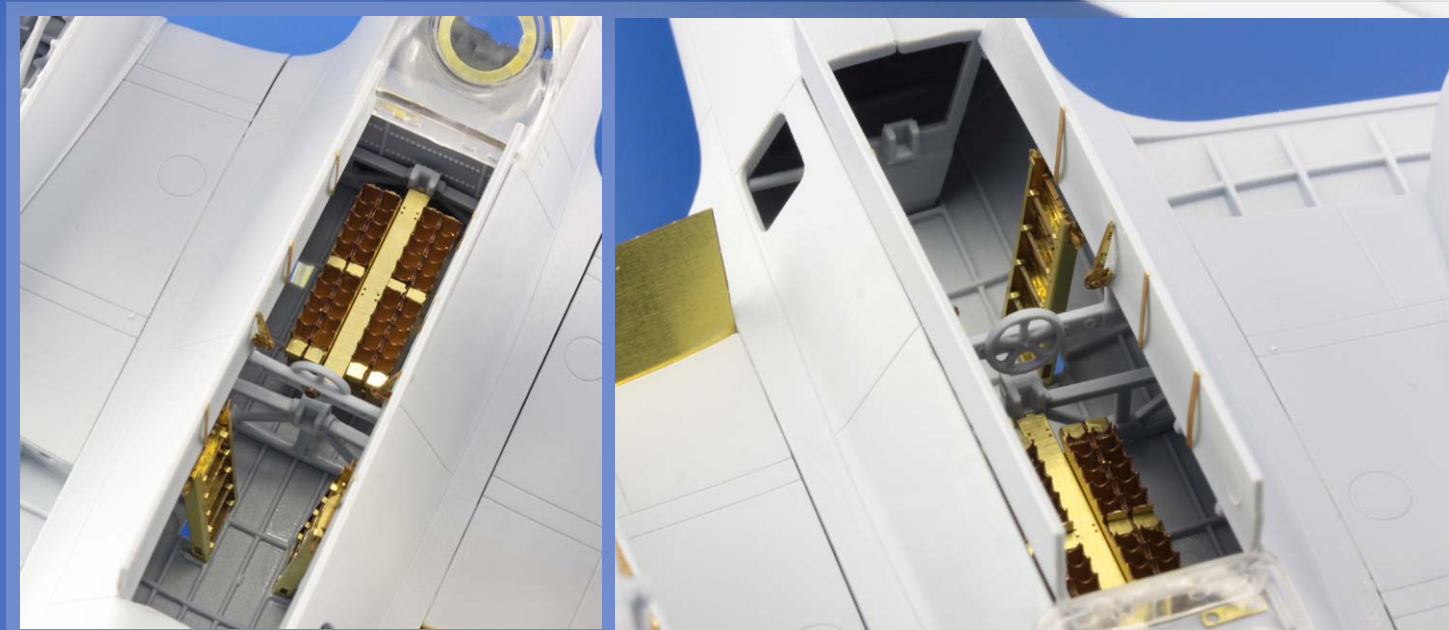


PE-SETS AND MASK

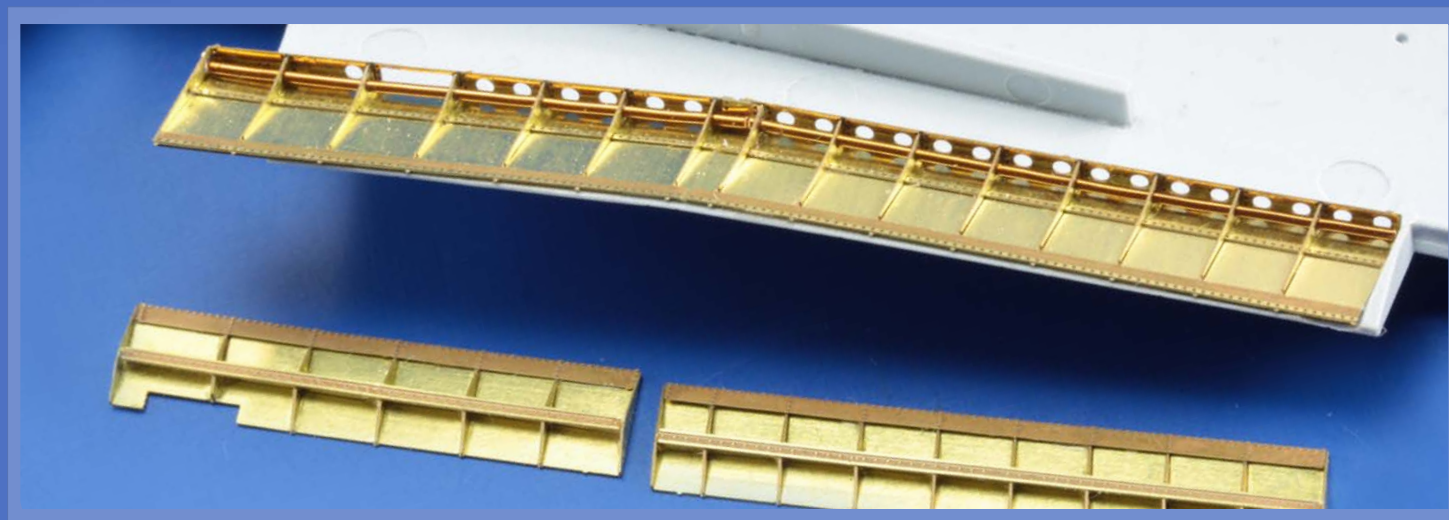
Do 17Z landing flaps 1/72 Airfix (72597)



Do 17Z bomb bay 1/72 Airfix (72596)



Blenheim Mk.IVF landing flaps 1/72 Airfix (72598)

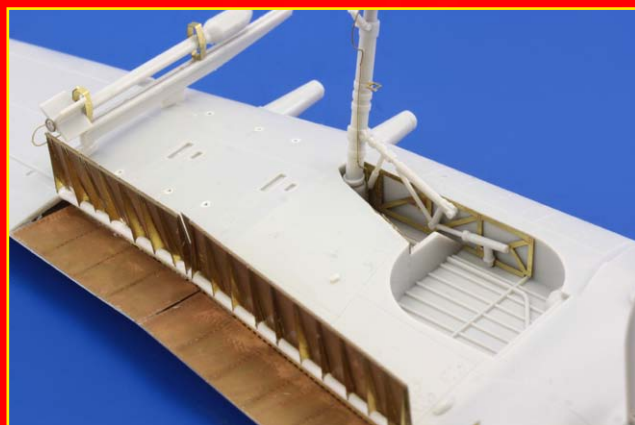


BIG ED

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



32364 Do 335 exterior (BIG3348)



48824 Typhoon Mk.Ib Bubbletop landing flaps (BIG49117)



72595 Stirling Mk.IV exterior (BIG7294)

BIG3348 Do 335B 1/32 HKM

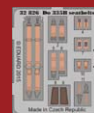
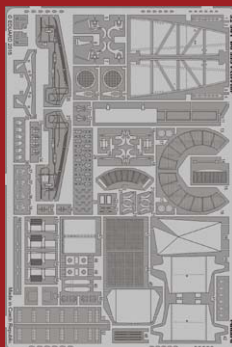
BIG49117 TYPHOON Mk.Ib Bubbletop 1/48 ITALERI/HASEGAWA

BIG49118 SEA HARRIER FA2 1/48 KINETIC

BIG7294 STIRLING Mk.IV 1/72 ITALERI

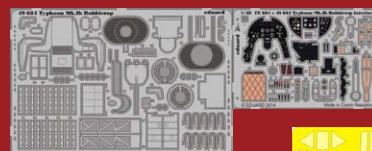
BIG3348 Do 335B 1/32 HKM

32825 Do 335B interior S.A.
32826 Do 335B seatbelts
32364 Do 335 exterior
JX175 Do 335B



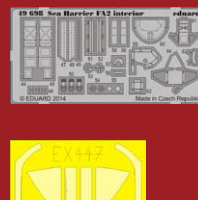
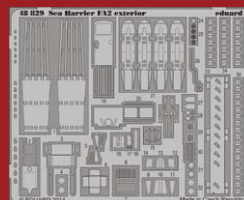
BIG49117 TYPHOON Mk.Ib Bubbletop 1/48 ITALERI/HASEGAWA

48824 Typhoon Mk.Ib Bubbletop landing flaps
49684 Typhoon Mk.Ib Bubbletop
EX090 Typhoon Mk.Ib Bubbletop



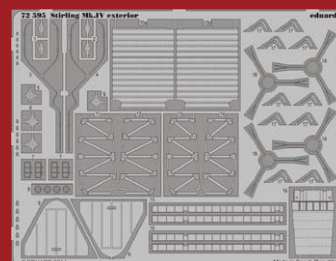
BIG49118 SEA HARRIER FA2 1/48 KINETIC

48829 Sea Harrier FA2 exterior
49698 Sea Harrier FA2 interior S.A.
EX447 Sea Harrier FA2 1/48
49051 Remove before flight UK



BIG7294 STIRLING Mk.IV 1/72 ITALERI

72595 Stirling Mk.IV exterior
73516 Stirling Mk.IV interior S.A.
CX403 Stirling Mk.IV



RELEASES **MARCH 2015**

KITS

8284	Spitfire Mk.VIII	1/48	ProfiPACK
8231	MiG-21MF	1/48	ProfiPACK
7427	L-39ZA	1/72	Weekend

PE-SETS

53131	USS Hornet CV-8 part 4 - Oerlikon AA guns	1/200	Merit
53132	USS Hornet CV-8 part 5 - AA quad and 5 in guns	1/200	Merit
53133	Musashi 1/350	1/350	Tamiya
53134	Musashi railings 1/350	1/350	Tamiya
53135	Musashi floor plates 1/350	1/350	Tamiya
36312	Sd.Kfz.251/1 Ausf. B	1/35	Zvezda
36313	M-ATV MRAP exterior	1/35	Panda
36314	M-ATV MRAP interior S.A.	1/35	Panda
32829	F4U-1A placards	1/32	Tamiya
48834	Spitfire Mk.VIII landing flaps	1/48	Eduard
48835	Spitfire Mk.VIII surface panels	1/48	Eduard
49074	Spitfire Mk.VIII seatbelts SUPERFABRIC	1/48	
49708	Spitfire Mk.VIII	1/48	Eduard
49709	JAS-39B/D S.A.	1/48	KittyHawk
72596	Do 17Z bomb bay	1/72	Airfix
72597	Do 17Z landing flaps	1/72	Airfix
72598	Blenheim Mk.IVF landing flaps	1/72	Airfix
72599	Blenheim Mk.IVF exterior	1/72	Airfix
73030	L-39 seatbelts SUPERFABRIC	1/72	Eduard
73522	Do 17Z S.A.	1/72	Airfix
73523	Blenheim Mk.IVF interior S.A.	1/72	Airfix

ZOOMS

FE709	JAS-39B/D interior S.A.	1/48	KittyHawk
SS522	Do 17Z interior S.A.	1/72	Airfix
SS517	L-39ZA Weekend S.A.	1/72	Eduard

MASKS

CX410	Blenheim Mk.IVF 1/72	1/72	Airfix
CX411	Do 17Z 1/72	1/72	Airfix
CX409	L-39 1/72	1/72	Eduard
EX453	MiG-21R Weekend 1/48	1/48	Eduard
JX177	OV-10D 1/32	1/32	KittyHawk

BIG ED

BIG3348	Do 335B	1/32	Hong Kong Models
BIG49117	TYPHOON Mk.Ib Bubbletop	1/48	Italeri/Hasegawa
BIG49118	SEA HARRIER FA2	1/48	Kinetic
BIG7294	STIRLING Mk.IV	1/72	Italeri/Hasegawa

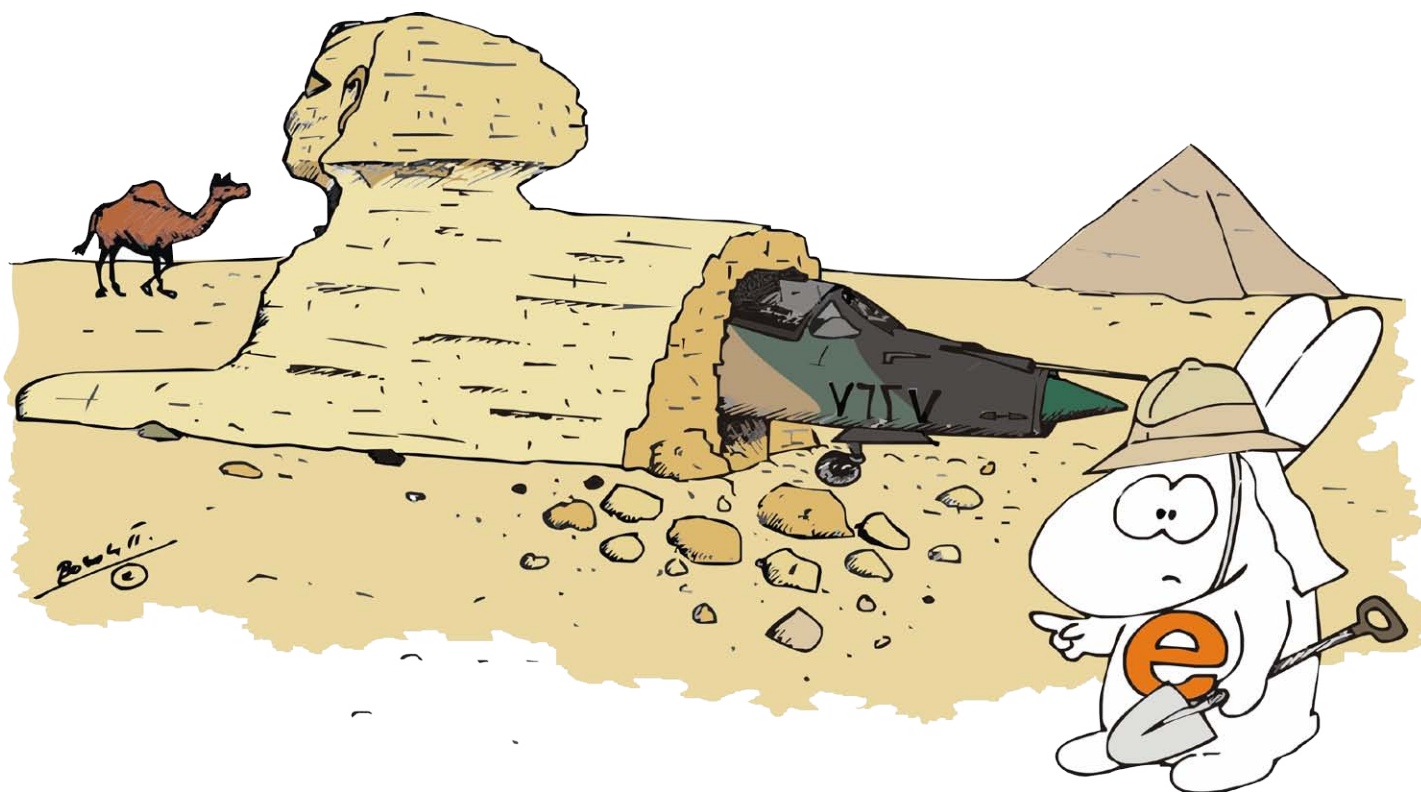
BRASSIN

648189	M117 bombs late	1/48	
648171	GBU-10 Paweway I	1/48	
648192	PBY-5A wheels	1/48	Revell
632050	Do 335 exhaust stacks	1/32	Hong-Kong Models
672065	F-16 airbrakes	1/72	Tamiya
624002	Typhoon guns	1/24	Airfix
648199	Spitfire Mk.VIII cockpit	1/48	Eduard
648200	Spitfire Mk.VIII engine	1/48	Eduard
672062	MG 81 kulomet	1/72	

BUY / e-shop Eduard



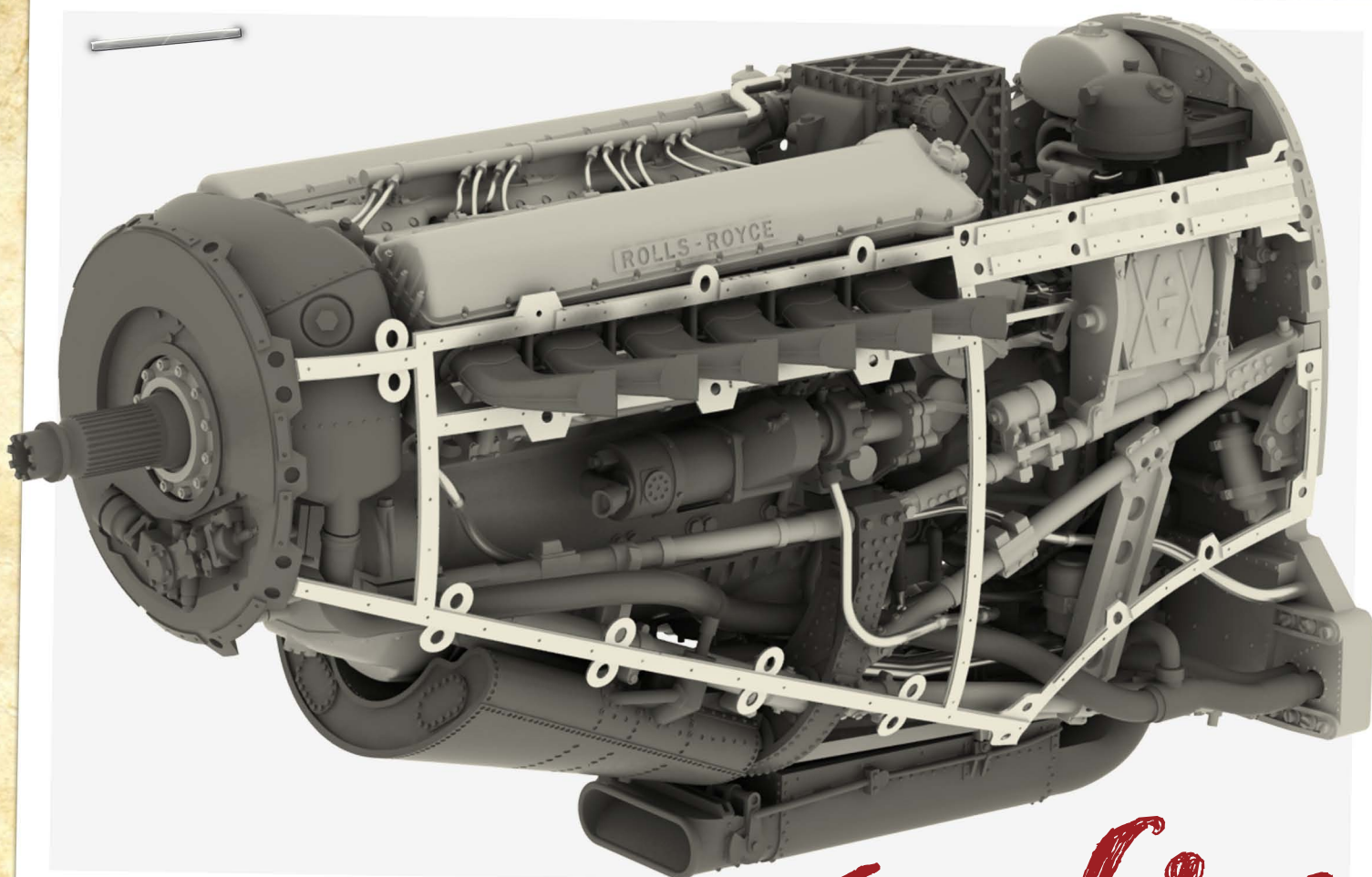
E-BUNNY'S SQUAT



new
shape



Eduard
beer
Mark IX
glass



Merlin

Jan Zdiarsky

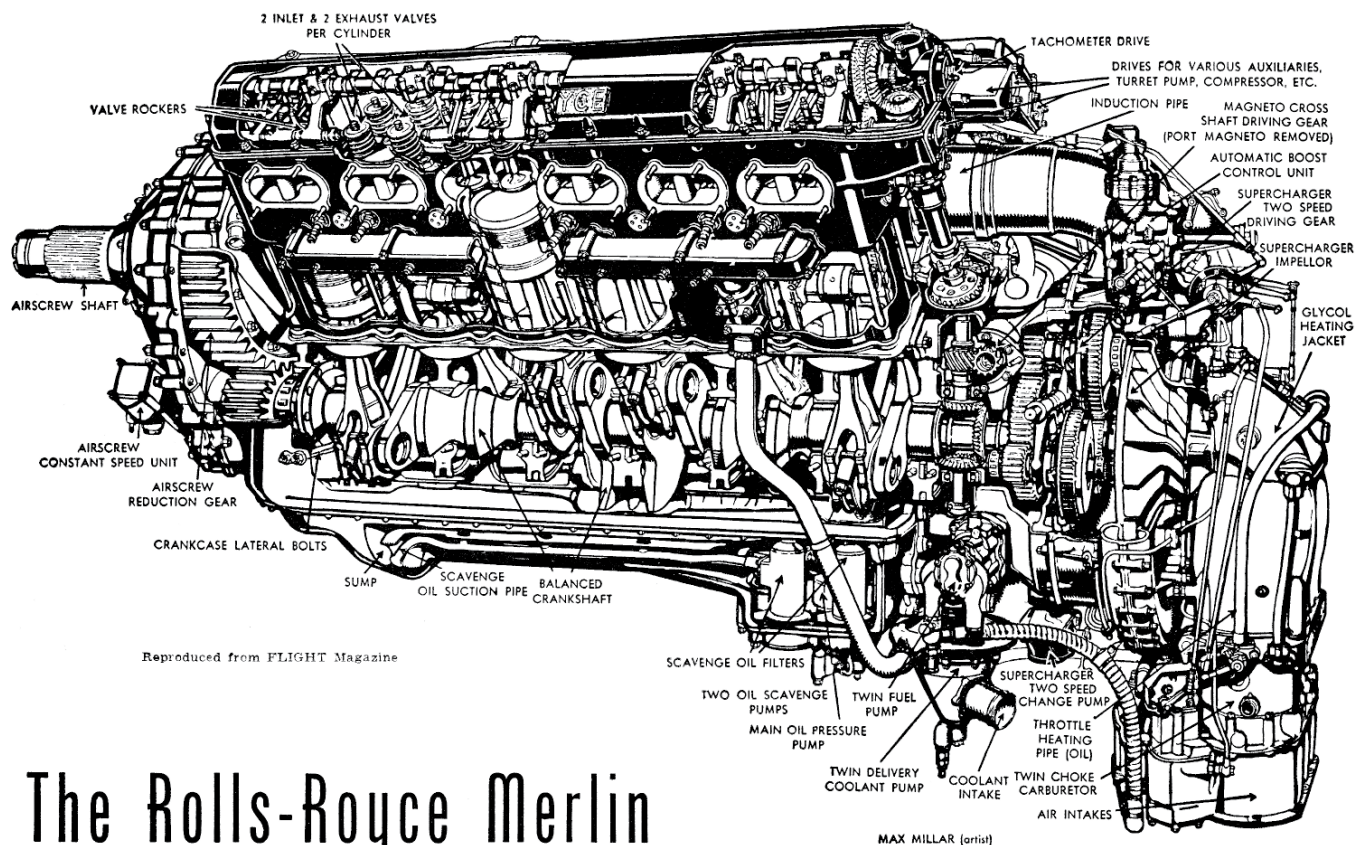
There are often discussions and suggestions in dedicated circles that Tolkien's wizard Gandalf is in fact the one and only legendary Merlin. There has even been put forth some evidence to support the connection between the two. Although I am very interested in the entire concept, I do not feel that I possess the competence to delve too deeply into it. But I will venture into the concept of a connection between the legend of Merlin and the British Second World War aircraft engine of the same name. As strange as it may seem, my friends, there actually is no connection....

The company Rolls-Royce Ltd. had the tradition of naming their aircraft engines after birds of prey, such as the Kestrel, Goshawk, Griffon, Eagle, hawk and Condor. The engine that was submitted for trials in October, 1933 as the V.P.12 received the name of a small hawk scientifically designated as *Falco columbarius* and generally known as a merlin, with the name of the engine starting with a capital 'M'. Of course, who's to say that there is no connection between the merlin and the legendary figure of the wizard? Regardless of the connection, or lack of, to the wizard, the engine does share its legendary

status. All you need to do is hear the roar of a Merlin and glance over its statistics to know what I mean. No other engine during the Second World War developed such a strong reputation. Two of the most, if not THE most, celebrated fighters of the war were powered by the Merlin, the Spitfire and the P-51 Mustang. The initially overlooked twelve cylinder Rolls-Royce P.V.12 was developed with no state or outside interest support. The trials in October, 1933 went well, and the performance of the engine was promising. The four-stroke, spark ignited unit with the pistons arranged in a V (at a 60 degree angle) had a volume of 27



litres (1,648.9 cu.in.) and was liquid cooled. A pressure pump ensured adequate lubrication and the ignition system had twin magnetos. The intakes and exhausts were a four valve affair and the exhaust valves were internally sodium cooled. All of this coupled with the firm's previous experience promised a modern, high performance engine. Its big advantage over the competition came in the use of a centrifugal (radial) compressor that ensured sufficient quantities of supercharging air. Despite the promise, the engine received a lukewarm reception. The first production series Merlin I destined for the Fairey Battle Mk.I



The Rolls-Royce Merlin

Now that this famed British aero motor is rolling from the Packard plant in Detroit for use in own air corps as well as the RAF, American readers will be interested in the engine that won the Battle of Britain. It develops 1,130 horsepower. Powers our P-40F Warhawk.

saw no more than 180 units built.

However, in 1937-38, there came the use of the Merlin in the series produced fighters Supermarine Spitfire Mk.I and Hawker Hurricane Mk.I (using the Merlin I or Merlin C). Other versions of the engine progressively appeared in the Wellington and Halifax bombers. The Merlin XX was used to power the Beaufighter and, for the first time, the heavy Lancaster Mk.I bomber. The Lancaster was no doubt one of the main symbols connected with the Merlin, specifically the Type 24.

The 45, 46, 50 and 55 were used in the Spitfire Mk.V. Subsequent versions of the Spitfire (Mk.VII to the IX and PR Mk.XI) were powered by the Merlin 61, 66 and 70, with a perfected two-stage radial compressor (the Spitfire Mk.XVI was powered by the equivalent to the RR Merlin 66, the Packard Merlin 266). The Merlin 21, 23, 25, 76 and 77 powered various versions of the twin-engined Mosquito. Later development of the Merlin differed mainly in the installation of the compressor, carburetor, cooling system and other components along with a change in rotation direction (Merlin 85-131).

According to official sources, there was an incredible quantity of the Merlin built in Great Britain, some 150,000 units of various versions of the powerplant. Among them are the often, and undeservedly, neglected Merlins 28, 63 and 65. These engines formed the

basis of a stand-alone chapter in the life of the Merlin, licensed production in the United States. This added virtually 56,000 engines to the production totals.

Although the first use of the Merlin on an American machine was in the P-40F/L, the engine is umbilically connected to its use in the P-51. The order of the P-51 to fill a need for the RAF and the integration of the new engine, that was to replace the unsatisfactory Allison V-1710, is a separate and well known event. What is not as well known, though, is that the initial producer of the engine in the United States was to be Ford, who after discussions and negotiations with the British, walked away from the contract. Initial production in the States did not take into account that their priority would be to supply the RAF of needed engines, not for use by the American air forces. After this rejection by Ford, the British turned to the Packard Motor Car Company and ironed out a contract to the tune of \$130,000,000. Eleven months later, in August, 1941, the first Packard V-1650-1 ran up, who's pattern was the Merlin 28. Other versions of the Merlin went into production in the United States after the Merlin 65 was successfully mated to the Mustang Mk.I airframe in October, 1942. This allowed for the transformation of the Mustang into the thoroughbred fighter that it became. The first P-51B and C versions used the V-1650-3 (licensed built Merlin 63). The

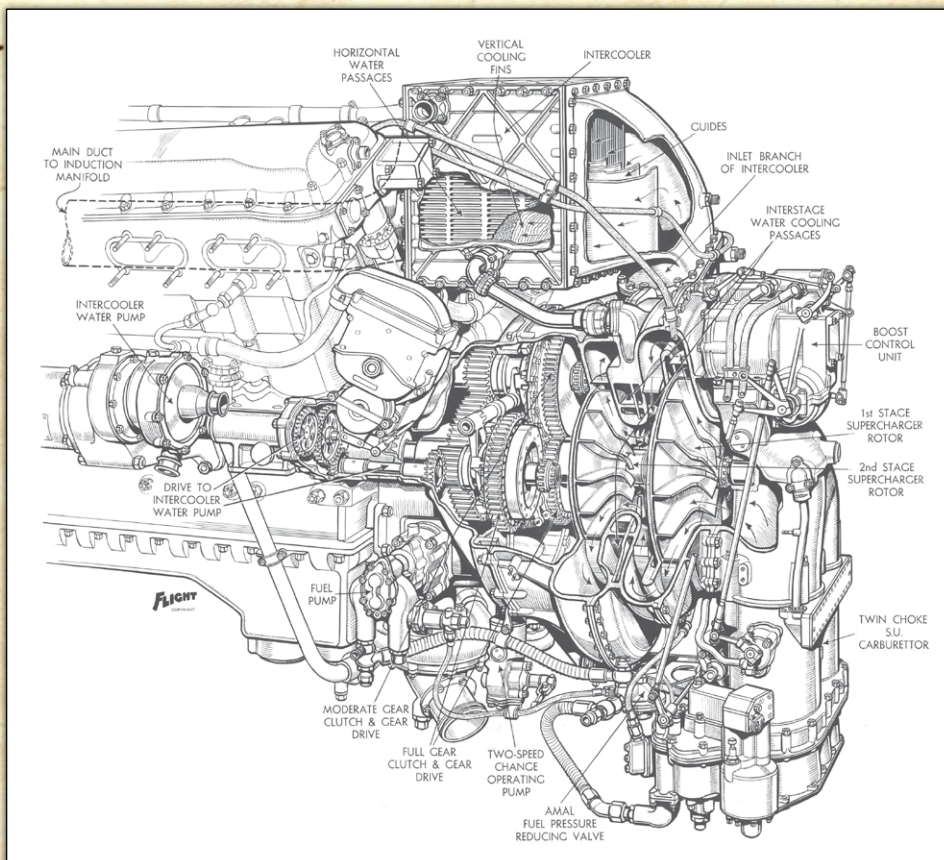
longest produced version of the Merlin at Packard became the V-1650-7 (equivalent to the Merlin 66 as used in, for example, the Spitfire Mk.IX) powering part of the P-51B/C line and virtually all of the P-51D and K versions. The last wartime version of the Mustang, the 'H', used the V-1650-9.

The post-war P-82 Twin Mustang was powered by a pair of Merlin V-1650-21/23/25s, that introduced opposite rotation and a modified fuel system.

Merlins are flying to this day. Their distinctive rumblings can be heard in Warbird Spitfires, Mustangs and Lancasters and after over eighty years from the first tests of the P.V.12 they can still demonstrate what their more than 1300 horses are capable of. Furthermore, it was the Merlin that pulled RAF fighters into the skies of the Battle of Britain and the tons of bombs over the Continent during the RAF bomber offensive between 1942-1945, and again the Merlin that was hidden from view under the cowlings of Mustangs as they escorted their four-engined big brothers over Europe and Japan. Such service deserves a memorial. I know that Merlin the Magician has a few, and the Rolls-Royce one certainly should have its own, if only in resin form in your Eduard Spitfire.....

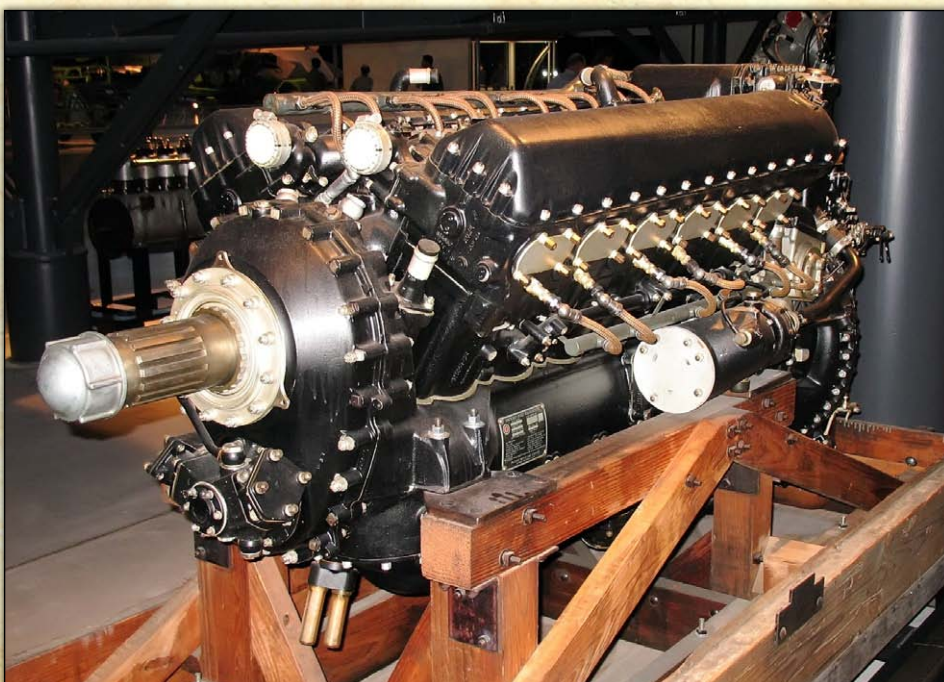


One of the components that greatly favored the RR Merlin over the competing engines, is the two-stage supercharger located at the rear of the unit.

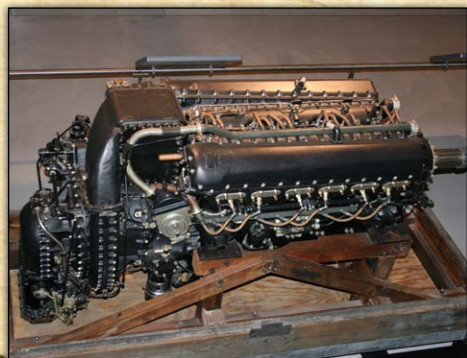


Source:

- MERLIN, AERO ENGINE MAINTENANCE MANUAL, 61, 66, 67, 70, 71, 72, 73, 76, 77, 85, 100, 104, 113, 114, 130 and 131 PUBLICATION No. T.S.D. 94, DECEMBER, 1946, ROLLS-ROYCE LIMITED, DERBY, ENGLAND
- P-51 Pilot Training Manual – HQ AAF 51-127-5
- Technical Manual - Rolls-Royce Merlin 45, 46, 47, 50 & 56 Aero Engines, 1942
- RCAF – Description and maintenance Instructions Packard Merlin V1650-3, -7
- Archiv Eduard Model-Accessories
- www.airpages.ru
- wikipedia.com



V-1650 in Udvar-Hazy Center/Smithsonian Institute, Virginia, USA.



EO 10A-20A-2

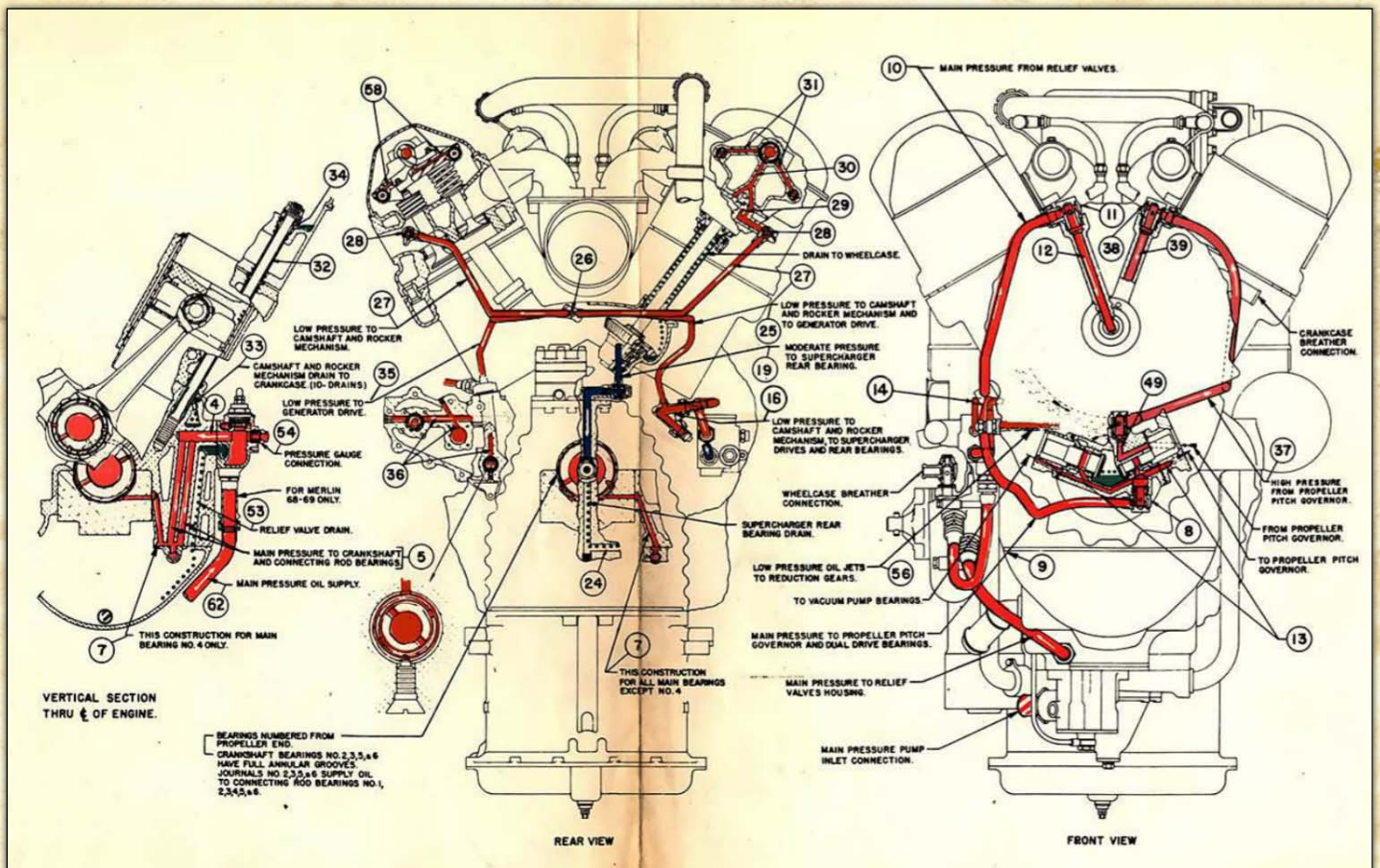
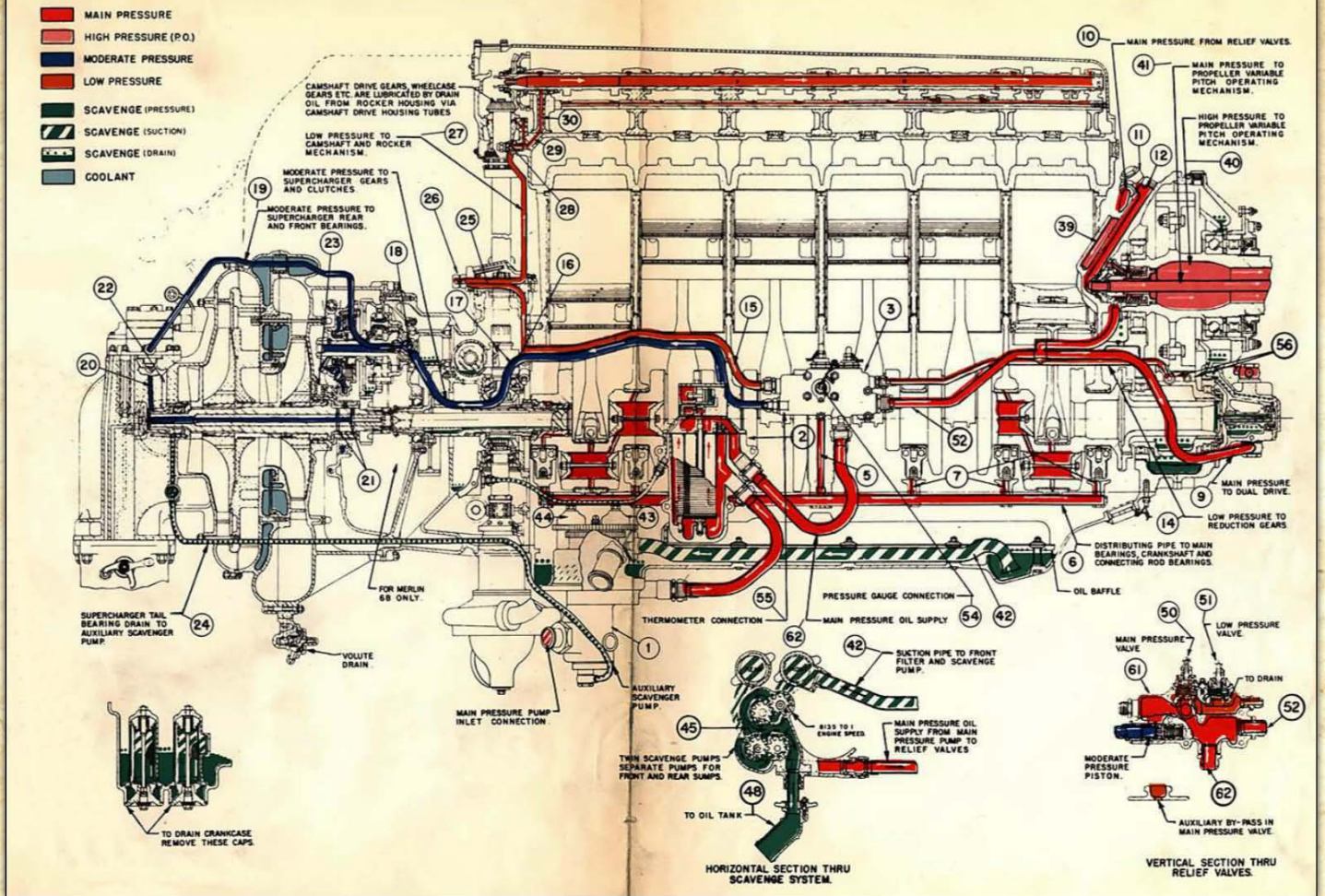
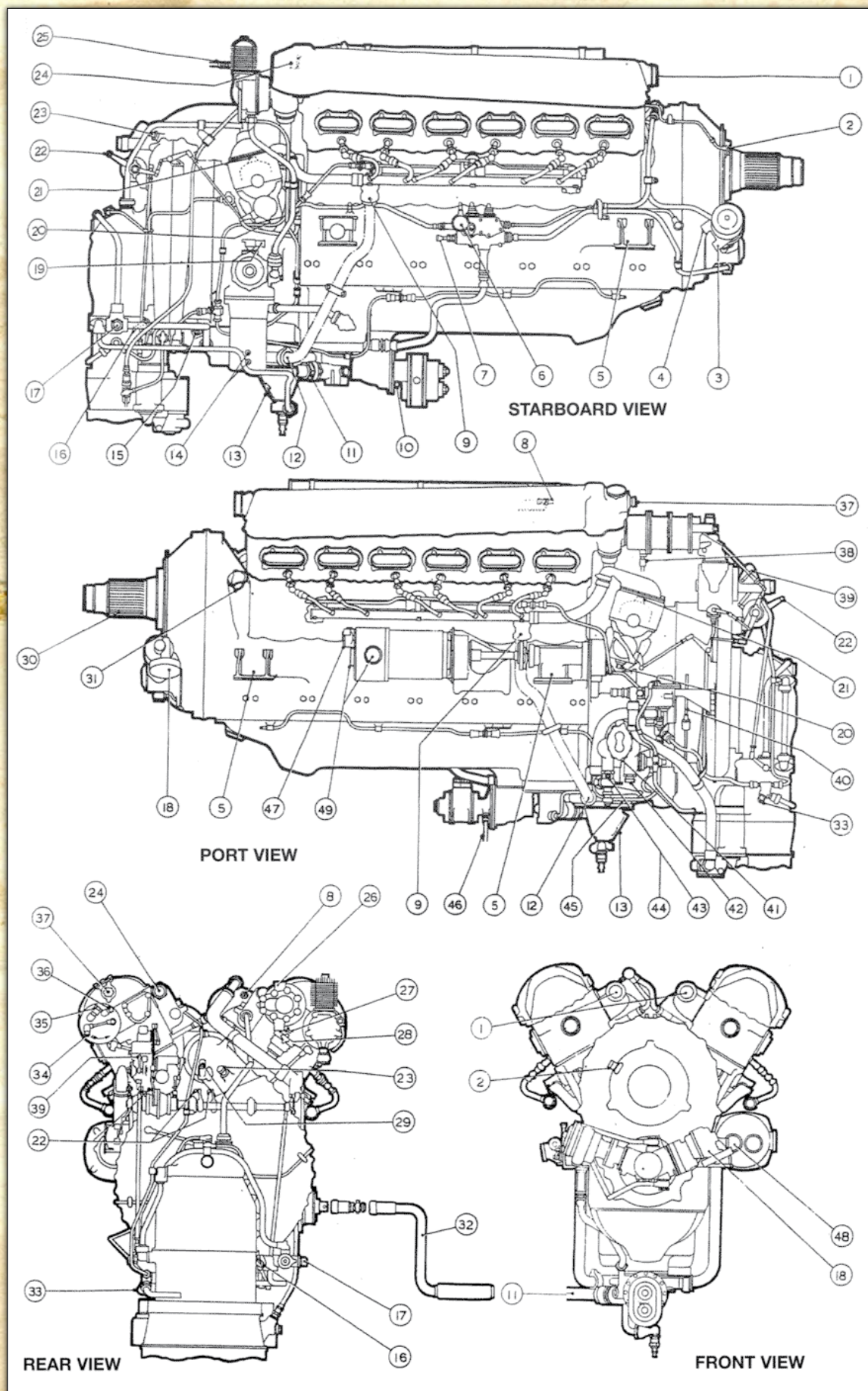


Diagram of pressure oil distribution.

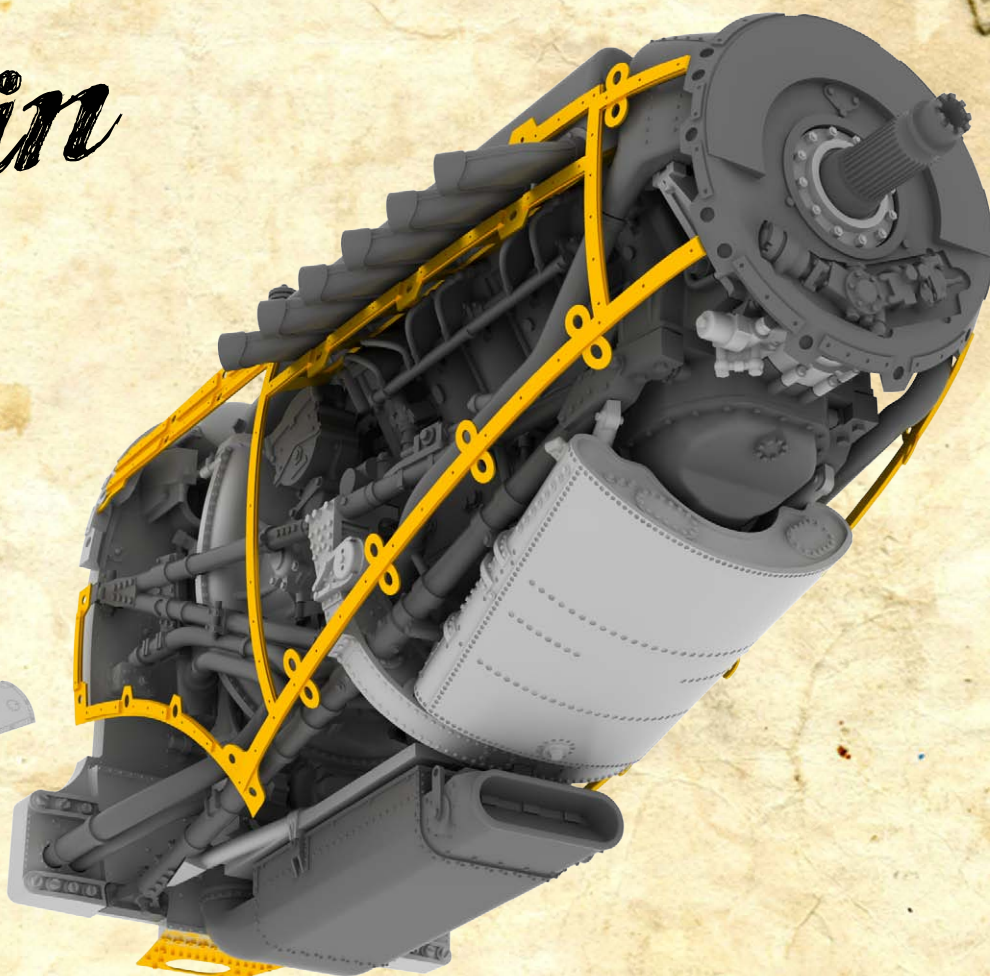
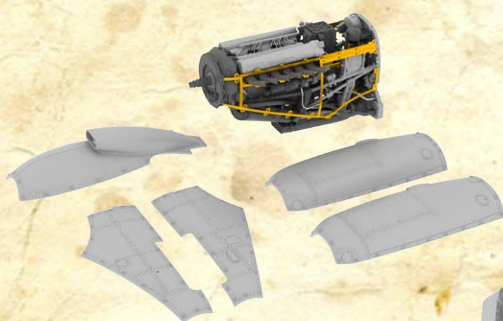


- 1 Coolant outlets;
- 2 De-icing connection to propeller;
- 3 Vacuum pump inlet;
- 4 Vacuum pump return;
- 5 Engine mounting feet;
- 6 Oil pressure gauge connection;
- 7 Oil thermometer gauge connection;
- 8 De-icing inlet connection;
- 9 Coolant inlet to cylinder;
- 10 Dowty pump drain;
- 11 Oil inlet;
- 12 Coolant pump outlet;
- 13 Coolant pump inlet;
- 14 Starter motor terminals;
- 15 Supercharger bearing vent;
- 16 Slow-running cut-off lever;
- 17 Oil outlet;
- 18 Constant-speed propeller governor unit;
- 19 Wheelcase breather vent;
- 20 Magneto earthing connection;
- 21 Magneto booster coil connection;
- 22 Throttle control levers (alternative);
- 23 Boost gauge connection;
- 24 Cabin heater connection;
- 25 Haywood air compressor outlet;
- 26 I.A.E. pump delivery;
- 27 I.A.E. pump drain;
- 28 I.A.E. pump inlet;
- 29 Fuel priming connection;
- 30 Propeller shaft;
- 31 Crankcase breather;
- 32 Engine starting handle;
- 33 Fire extinguishing system inlet;
- 34 R.A.E. air compressor oil inlet;
- 35 R.A.E. air compressor air inlet;
- 36 R.A.E. air compressor air & oil outlet;
- 37 Engine-speed indicator drive;
- 38 R.A.E. air compressor drain;
- 39 Boost control cut-out lever;
- 40 Two-speed supercharger control;
- 41 Fuel pump drain;
- 42 Fuel pump inlet;
- 43 Fuel priming connection to fuel pump;
- 44 Oil dilution connection;
- 45 Fuel pressure gauge connection;
- 46 Lockheed pump drain;
- 47 Electric generator terminals;
- 48 Electric generator air cooling inlet;
- 49 Electric generator air cooling outlet;

Brassin

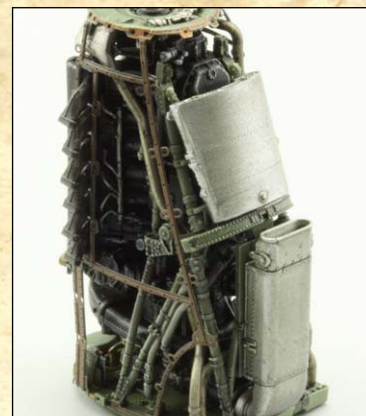
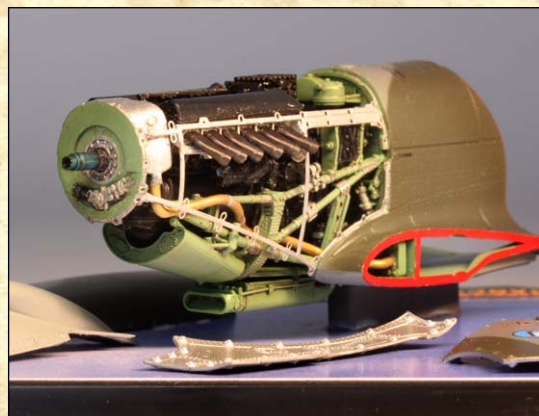
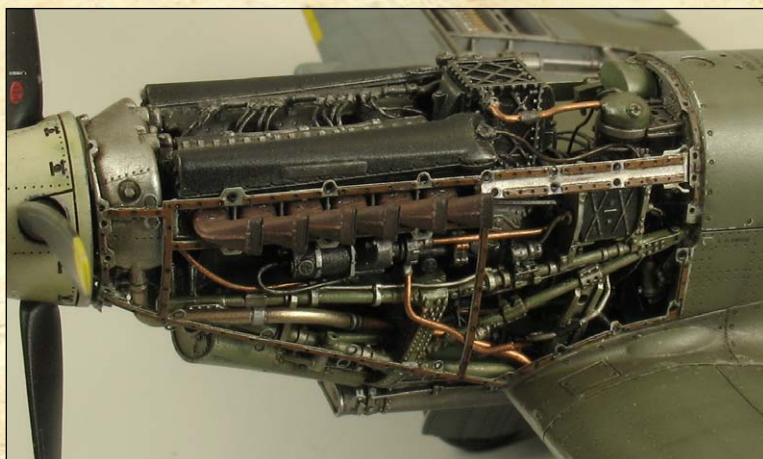
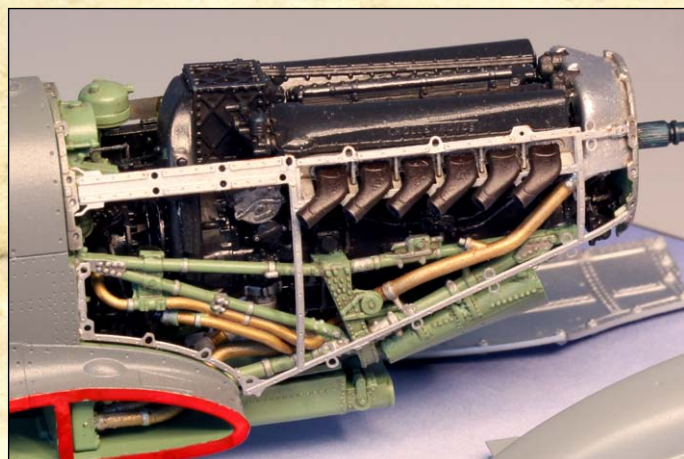
Spitfire Mk.VIII engine 1/48
(Cat.No. 648200)

BUY



Spitfire Mk.IX engine 1/48
(Cat.No. 648112)

BUY



BUILT

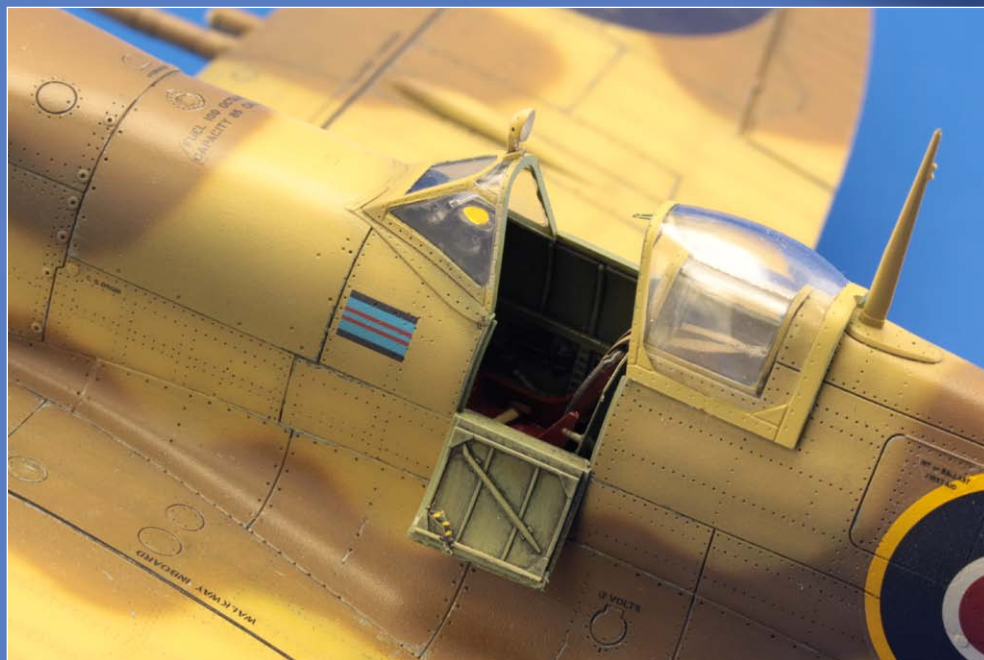
RELEASE MARCH 2015

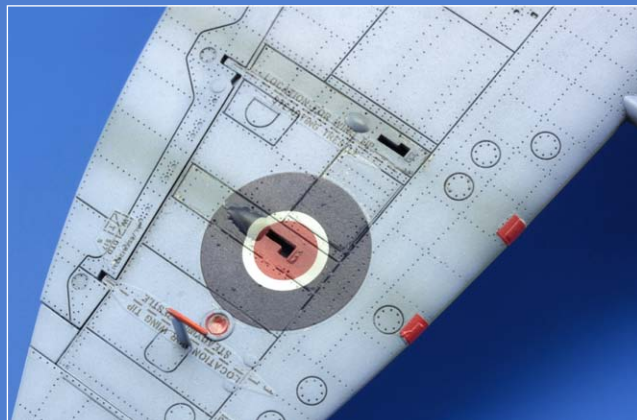
Spitfire Mk.VIII

1/48



Built by Petr Zatřepálek





BUY Spitfire Mk. VIII 1/48



BUILT

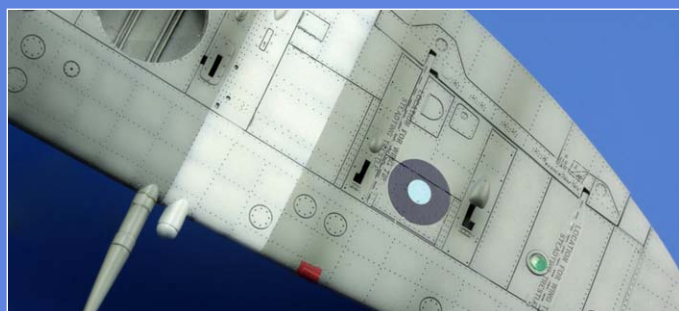
RELEASE MARCH 2015

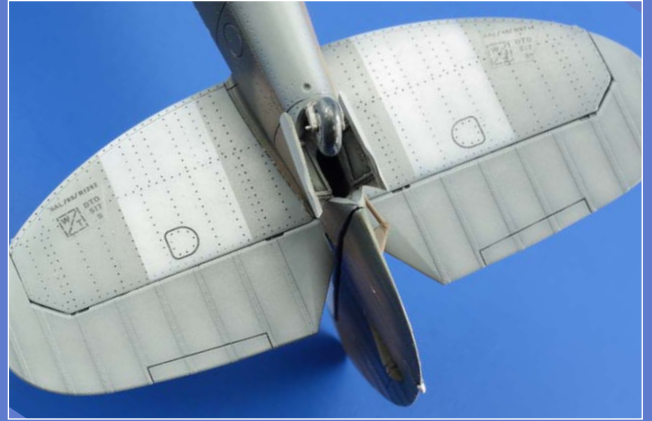
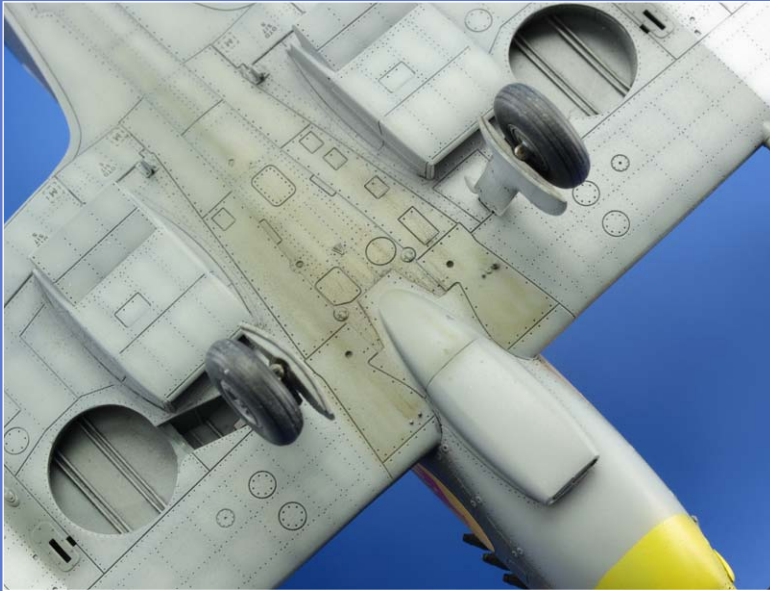
Spitfire Mk.VIII

1/48



Built by Petr Zatrěpálek





BUY Spitfire Mk. VIII 1/48 



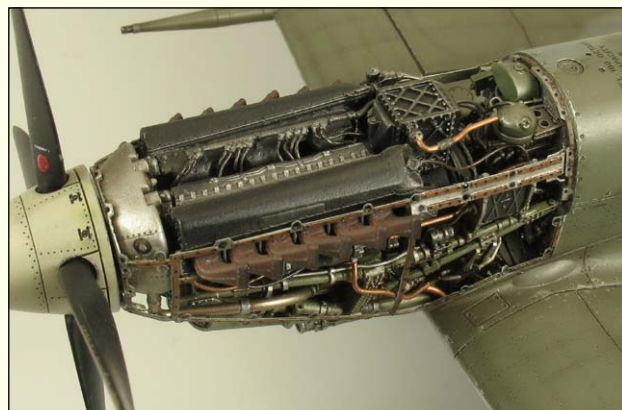
Spitfire Mk.IXc

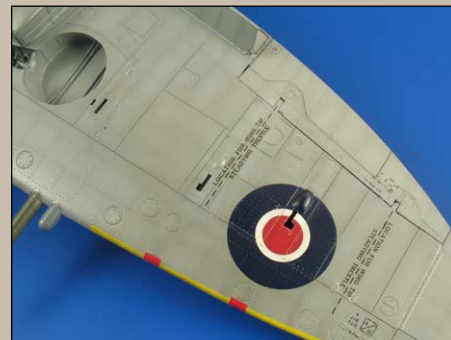
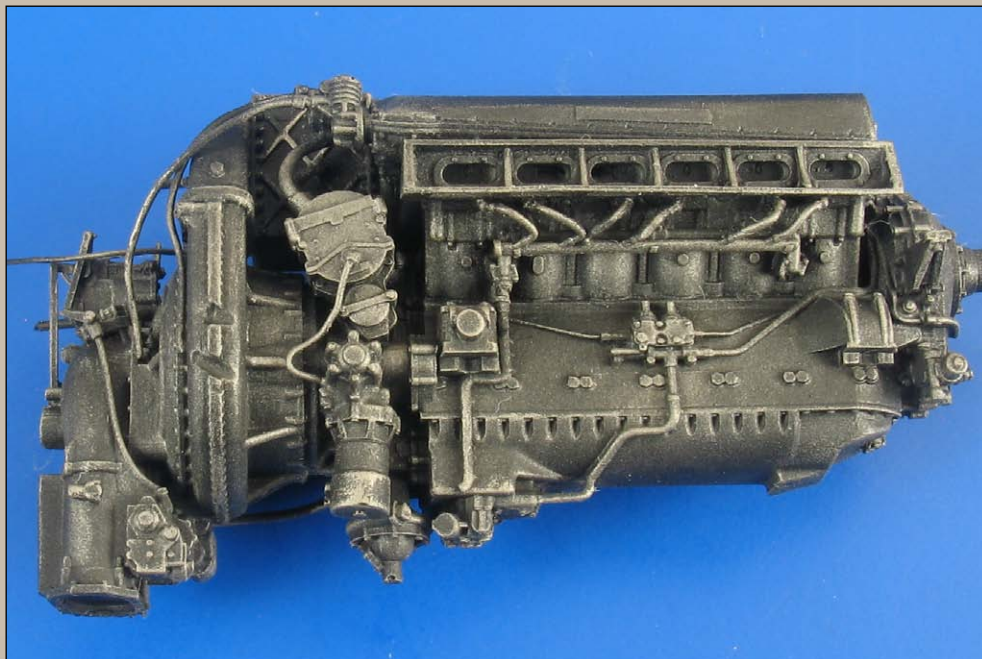
1/48



LF Mk.IXc, MJ931, F/O Ladislav Světlík,
312. Sqdn., první polovina 1944
(„Naši se vracují“, Cat.No. 1181)

built by Zdeněk Šebesta





BIG ED (April)

BIG49119 P-61B 1/48 Great Wall Hobby
 BIG49120 F-104G 1/48 Eduard/Hasegawa
 BIG49121 F-15C MSIP II 1/48 Great Wall Hobby
 BIG3583 MARK IV MALE 1/35 Tamiya
 BIG3584 Pz.Kpfw.V PANTHER (Ausf.D) 1/35 Zvezda

BRASSIN (April)

632049
 Lewis WW1 gun
 1/32

632052
 F4U-1 wheels diamond pattern
 1/32 Tamiya

648169
 GBU-8/B HOBOS
 1/48

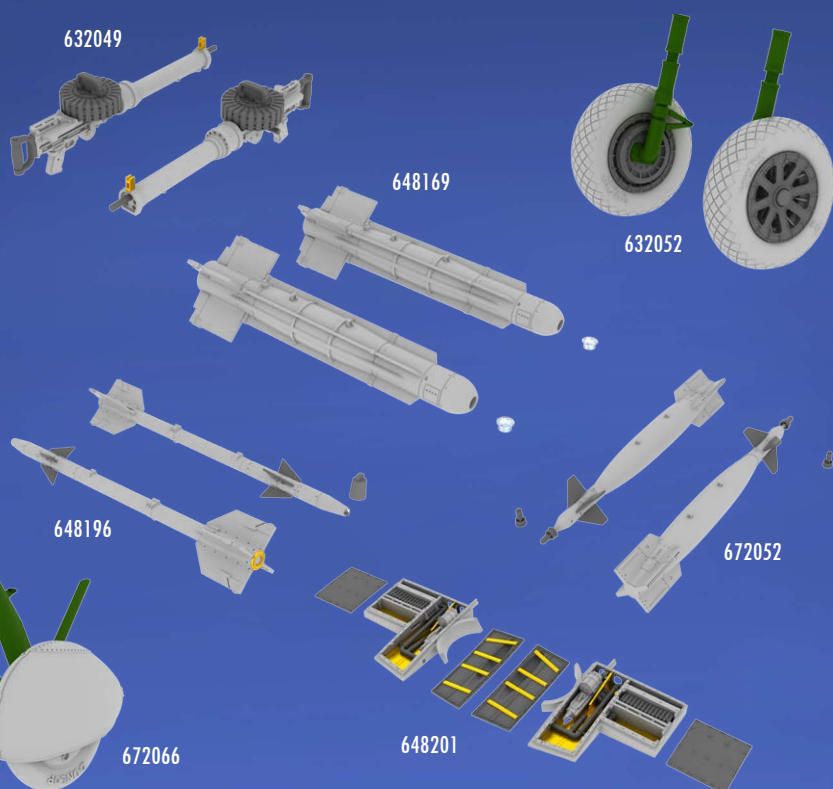
648196
 AIM-9E Sidewinder
 1/48

648198
 Spitfire Mk.Vb gun bays
 1/48 Airfix

648201
 Spitfire Mk.VIII gun bays
 1/48 Eduard

672052
 GBU-10 Paveway II
 1/72

672066
 B.534 wheels & spats
 1/72 Eduard



KITS (April)



1196
NATOfighter
 1/48 Limited edition

7428
Avia B.534
 1/72 Weekend



8175
Fw 190A-8/R2
 1/48 ProfiPACK

REEDITION

8484
SSW D.III
 1/48 Weekend

PHOTO-ETCHED SETS (April)

PE-SETS

32368	OV-10D exterior
32830	OV-10D S.A.
32831	OV-10D seatbelts
32832	Ju 87A S.A.
32833	Ju 87A seatbelts
48836	MiG-21UM exterior
48837	MiG-21UM ladder
48838	F-4J exterior
48839	F-4J air brakes
49076	F-4J seatbelts SUPERFABRIC
49075	SSW D.III seatbelts SUPERFABRIC
49710	MiG-21UM S.A.
49711	MiG-21UM ejection seats
49712	F-4J interior S.A.
49713	F-4J seatbelts

1/32	Kitty Hawk
1/32	Kitty Hawk
1/32	Kitty Hawk
1/32	Trumpeter
1/32	Trumpeter
1/48	Trumpeter
1/48	Trumpeter
1/48	Academy
1/48	Academy
1/48	Academy
1/48	Eduard
1/48	Trumpeter
1/48	Trumpeter
1/48	Academy
1/48	Academy

49714	F-106A S.A.
72600	Defiant Mk.I landing flaps
72601	JAS-39 ladder
72602	Avia B.534 wires & stretchers
73524	JAS-39C S.A.
73525	Defiant Mk.I S.A.
73031	Defiant Mk.I seatbelts SUPERFABRIC

1/48	Trumpeter
1/72	Airfix
1/72	Revell
1/72	Eduard
1/72	Revell
1/72	Airfix
1/72	Airfix

ZOOMS

33145	Ju 87A interior S.A.	1/32
33146	OV-10D interior S.A.	1/32
FE710	MiG-21UM interior S.A.	1/48
FE712	F-4J interior S.A.	1/48
FE714	F-106A S.A.	1/48
FE715	SSW D.III Weekend	1/48
SS518	Avia B.534 IV. série Weekend S.A.	1/72
SS524	JAS-39C interior S.A.	1/72
SS525	Defiant Mk.I interior S.A.	1/72

1/32	Trumpeter
1/32	Kitty Hawk
1/48	Trumpeter
1/48	Academy
1/48	Trumpeter
1/48	Eduard
1/72	Eduard
1/72	Revell
1/72	Airfix



73524 JAS-39C S.A.
1/72 Revell



73524 JAS-39C S.A.
1/72 Revell



72601 JAS-39 ladder
1/72 Revell