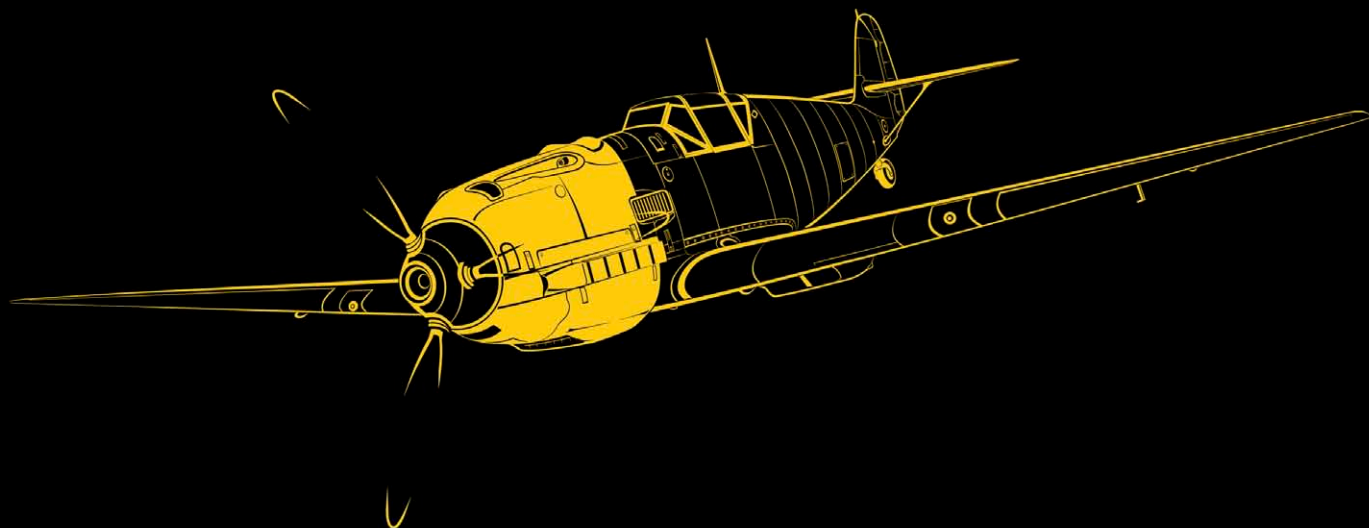


INFO EDUARD

VOL. 12 • ISSUE 4 • APRIL 2012

ROYAL CLASS
eduard.



HISTORY

The Great Escape

BUILT

MiG-21MF 1/48
Fokker Dr. I 1/48

EVENTS

The memorial dedicated
to the victims of the Great escape





FRANTIŠEK TOMAN
chief of the tools workshop

† 5. 4. 2012

Our workmate and friend, chief engineer of the plastic kit production, Frantisek Toman, died on April 5th, 2012 after serious traffic accident. The funeral will be hold in Slany on Friday, April 13th at 11 a.m. CET. This is tough moment for all of us here in our company.

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ON APPROACH

May 2012

eduard

Issued by Eduard-Model Accessories, spol. s.r.o.
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www.eduard.com

EDITORIAL



We dedicated a memorial in Most to four allied airmen, participants in the Great Escape from Sagan. You can get further information about the historical background of this event and the ceremony itself in two articles of this newsletter. Our firm considers our participation and donation in the building of the memorial a patriotic act, even if a small one, that could bring attention to the fate of these four brave men. Long may they be honored!

After four years, the Royal Class edition is back. The last one was issued in the fall of 2008. The current offering, covering the Bf 109E, combines proven attractions with some new ideas. We focused on providing this kit with some unique items and an exclusive feel. I am hopeful that we succeeded, and that none of the potential 1550 owners of the kit will be disappointed. Each of the kits has its own 'Wk. Nr.', displayed on the included thermos style mug. As could have been anticipated, there is

significant interest for specific numbers, and so, some of the popular ones have been reserved for auction. This will take place on our site in the second half of April, and details will soon be outlined on our site and on Facebook. And with respect to the web store, that's not all, as there will be another offer made. We are carrying a t-shirt with the Bf 109E theme. I think the design of the shirt is very good, and there are only 150 of them available. One of the bonuses offered with the kit is the 1/4 scale kit of the instrument panel. It also looks rather good, and I'd even say better than the preceding Bf 110 panel. This may be due to the gunsight, which gives the panel a very deep, aggressive, very fighter-like look. The panel has given rise to a lot of question regarding the future of the panel line, and weather or not it will be available as a stand-alone kit. That it will without a doubt, but not for some time.....next year, and it will be a Limited Edition release. There's been another question that has cropped up, and requires attention. That is the question of weather or not the hopelessly sold-out Bf 110 panel will be re-released. I can, for now, only give the standard fall-back answer - we're thinking about it! And what about other instrument panels? Same answer - we're thinking about it. At least one more would be good, just to make the intellectually satisfying group of three!

This year, there has been an increase in demand for photoetched sets. I don't know why, but the first quarter saw an increase in demand by a significant 28%. Maybe it's the combinations offered, maybe the sets on their own merit, who knows. In any case, this development is a good one, and it is something we will endeavor to maintain.

Our move regarding model inventory and packaging ops was a successful one. With that, we can start up model packaging to full capacity, and eliminate the deficit

which appeared prior to, and during, the move. This has an impact on the still-new Bf 109E-1, which was anticipated.

We took part in the first show of the year in Prague, and it was pretty cool, very pleasant and successful. Part of the pleasant aspect was a comparable event held at Zatec, organized by several local clubs. The idea of putting on a show in a brewery is a darn good one. There was also a visit to the 4th Rapid Deployment Brigade, which was amazing as was the flight of a Delfin, and also the Eduard Kamikaze Cup, for which our 1/72nd scale Hellcat was assembled, and was the cornerstone of this very successful event. Onwards and upwards!

And finally, one more new item. At the end of April and the beginning of May, we will introduce on our site, a product for lovers of Gsi, better known as Gunze. It will be limited to the Czech Republic, and in all likelihood, Slovakia. I hope that for Czech and Slovak modelers this is good news. OK... actually two new items. We have come into 230 48th scale Su-25K kits, but what to do with them? We decided on a Limited...a very limited, release. It will contain the same as the first edition, but with new Brassin pylons, rocket pods, and a t-shirt with the Czech tank-killer frog scheme. It will be available on our website. What do you think, my friends?

Keep on modeling!

Vladimir Sulc



Bf 109E 1/48 Königsemil AKA Royal Class No.7

Jan Zdiarský



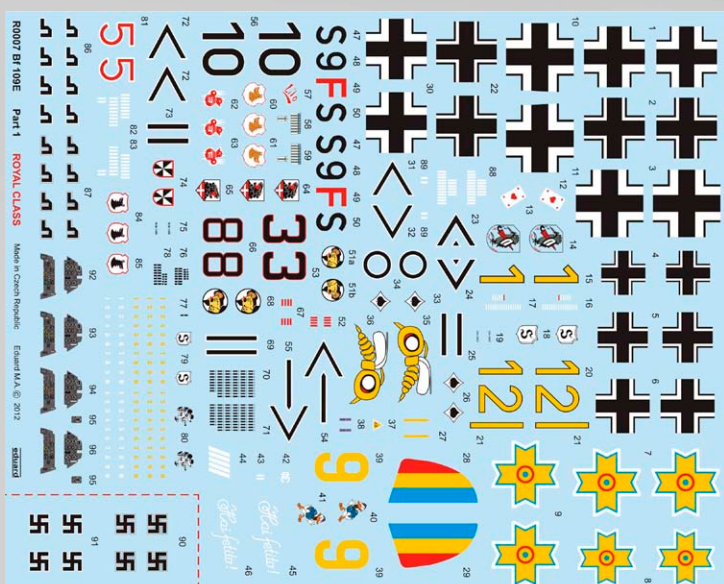
Under 'lucky' number R0007, we are releasing an exclusive collection of items of our most anticipated kit of the year, the German Bf 109E fighter in 1/48th scale. This Royal Class edition focusing on the Emil comes over three years after the last such release covering the F6F Hellcat back in October, 2008. The anticipation is not limited to that reason. Attention is due not only to the kit itself, but also to the uncommon collection of bonuses offered with this edition.

The contents of the black and gold box will be covered in greater detail on our blog and on Facebook. For now, we'll cover the contents of the kit in more of a general context.

The basics are – although in the very limited Royal Class not exclusively – covered by a good amount of plastic moldings. This is included on thirteen trees allowing the building of two Bf 109Es in 1/48th covering the E-1, E-3, E-4 and E-7 versions.

The plastic parts are complemented by canopy masks, a collection of pre-painted and unpainted photo-etched details for the interior, exterior, the engine area and fuselage guns.

Royal Class decal options are wider than typical, and this kit is no different. The options total twelve covering colorful camouflage schemes and markings, personal markings and historically significant pilots that flew them. The individual aircraft that we have chosen to include in this Royal Class kit will be introduced later. For now, please note that these decals are designed by Eduard and printed by Cartograf.



Decals are designed by Eduard and printed by Cartograf.

A description of other kit components includes other aspects of the Royal Class edition of kits. One such item among the bonuses typically offered in these kits that are an actual part of the model is a set of resin wheels from the Brassin line (BONUS NO 1). It should be said that these high quality wheels are included because they do surpass the already high quality injection molded counterparts included in the standard kit. The wheels (one set) are made up of 5 parts (two main wheels with separate hubs and a tailwheel with a strut).



BONUS NO. 1

Details about particular decal options can be found at:

<http://www.eduard.com/blog/royal-class-no-7-bf-109e-148-markings/>

The instructions are made up of 28 pages and is to the standard established by the ProfiPACK and Limited Edition Eduard kits. In other words, printed on quality paper in A4 format, with full color printing.



BONUS NO. 2 - INSTRUMENT PANEL

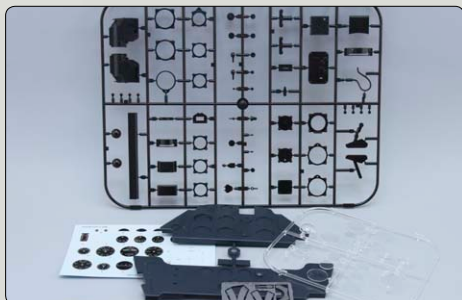
Another bonus included with this kit is something that has begun to find its place among unique components of Royal Class kits.

Most of you will recall the very first Eduard instrument panel that was produced to go with Royal Class No.R0005 (the Bf 110 in 1/48th). Some years after that Royal kit, the instrument panel was released on its own under the catalog number 14001 (and sold very, very quickly). This -109 panel is more advanced than its predecessor in terms of innovation based on the technological strides we have made since the older panel was released. The approach to the engineering and historical research has also been refined. One such improvement is the use of decals for the dials, rather than pre-cut foil. The decal method works a bit better on fine details on the instrument dials, but also on various switches and even hand-scrawled notes on the panel itself.

Looking at the details of this particular bonus.

Plastic Sprues

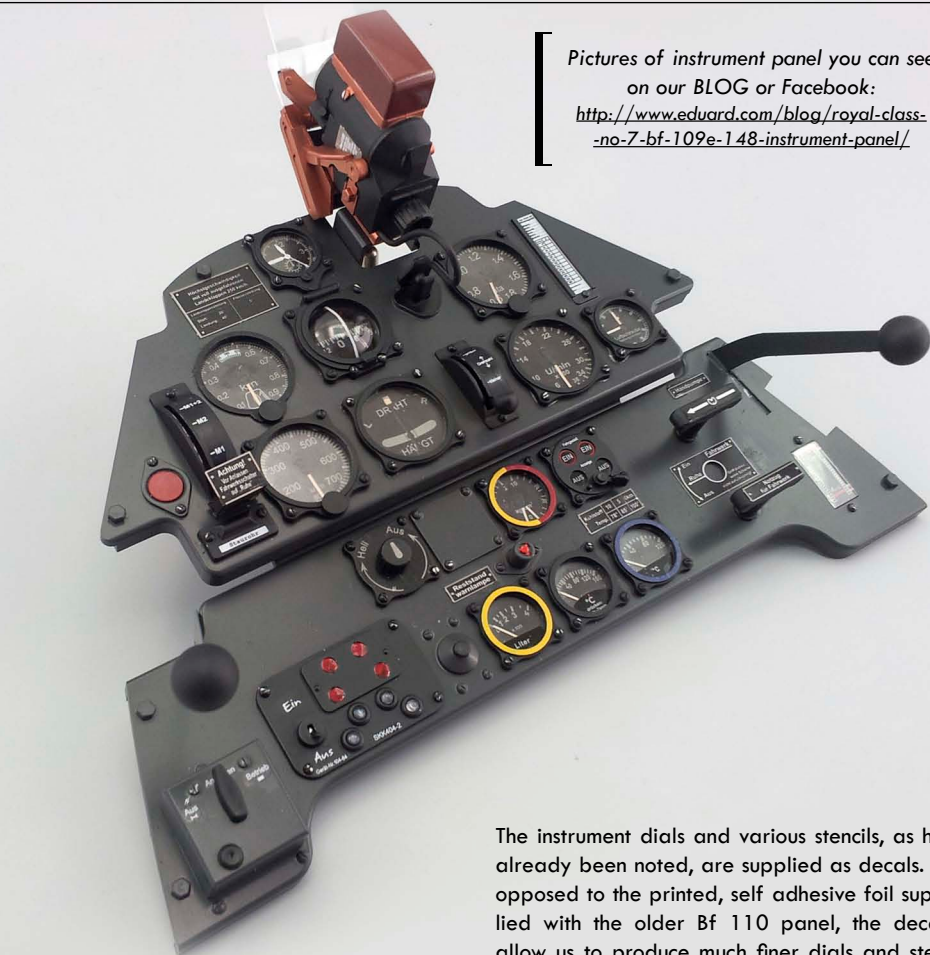
The basic plastic components total 85 and come on three sprues: black (containing mostly some of the switches, screws and instrument bezels), dark grey with two separate parts of the 'Instrumentenbrett', and the clear parts that address the instrument panel glass and the Revi gunsight glass.



As with the Bf 110 panel, the colors that the plastic is molded in allows assembly without painting, or with a bare minimum. Of course there is always the option to paint the panel, or to at least give the various components a sheen, and thereby achieving a very convincing effect. The black bezels will stay black, but you can decide which parts will be more matt, and which will be more of a gloss. The eternal question that will be asked is should the panel itself be RLM 02 or RLM 66, since according to references, these shades varied and alternated in the 'E' version, causing the eternal modeling dilemma...;-)

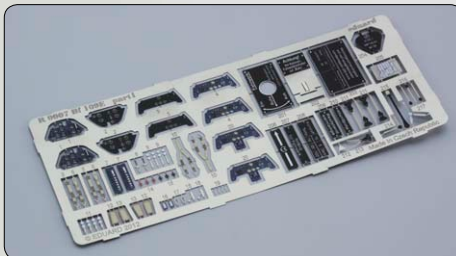
Color Photo-etched Details

A vital feature of this kit are the photo-etched parts, which deal with placards. Don't be fooled by the fact that on the photos of the brass, other, much smaller panels can be seen. These are not in 1/4 scale, but rather 1/48th scale, and are those that belong to the two Emils offered in the Royal Class kit...;-)



Pictures of instrument panel you can see on our BLOG or Facebook:
<http://www.eduard.com/blog/royal-class-no-7-bf-109e-148-instrument-panel/>

The photo-etched brass is also in a second, this time unpainted, format. These contain mainly the Revi 12D gunsight details, and the gun charging levers that were so prominent in the Bf 109E cockpit.



The text on the photo-etched parts and placards were given a lot of attention and consultation with experts, in order to avoid as much possible mistakes, to the extent of using the correct font type, according to historical examples

Decals

The same sort of care was taken with respect to the scribings on the individual instrument dials. Here, it is worth noting that we chose dial styles that correspond to the given timeframe (as you well know, an instrument with the same FI number and from the same manufacturer could differ according to the time of manufacturer or version). Simply put, there could be minor variations in the speed indicator or even the temperature gages between the Bf 109E and Bf 109G. Our reproduction of the Emil is true to the version even in this respect.

The instrument dials and various stencils, as has already been noted, are supplied as decals. As opposed to the printed, self adhesive foil supplied with the older Bf 110 panel, the decals allow us to produce much finer dials and stencils. The dial depressions in the panel, unlike with the -110, have no ejector pin marks, so that the decals drop in quite easily, and there are no imperfections below them to consider. And staying with the decals, there are a couple of things I'd like to mention before anyone has a close look or begins construction of the kit. The first concerns decals No. 30, 31 and 32. The instruments for which they are meant (fuel gage and two types of temperature gages) were manufactured so that the bottom part of the dial and the dial needles were covered with a metal layer which were labeled either 'L' or 'oC'. Above that was the instrument glass. Because during layering (dial face, metal needle, metal cover and glass), the decal serving as the aforementioned metal cover copies the relief under itself (the new Eduard decals do a marvelous job of copying the underlying material), the cover decal is therefore placed on the inside of the glass part. This is why there is no pattern visible on decals No. 30, 31 and 32. This detail is hidden under the black but will be visible after proper application under the glass. It's not nearly as complicated as it sounds....

The other decal detail that needs to be pointed out concerns the compass. Decal No.34 is positioned on the inside of the clear plastic part No.2. Be careful of its orientation, and first dry fit the plastic parts of the compass together to get a feel for the assembly. After placement of the decal, it can be easily trimmed.

The color instructions are in A5 format consisting of eight pages, and will result in problem-free assembly. The rest is up to you. We hope that this Bf 109E instrument panel will add a rather unique piece to your collection.

BONUS NO. 3 – COFFEE METAL THERMO MUG

The third, and also quite unique bonus, is the inclusion of an all metal stylized thermos mug, from which you can enjoy your morning coffee, or a beverage of your choice while intensively working on your Royal Class kit, or even that of a competitor! Good while reading the morning paper, too!

The basic element of the cup design is a line drawing of Bf 109E-1 in flying position. In aviators jargon should be told "from the 11th O'clock, slightly above".

This is the same artwork, like on the box cover, just the yellow nose was eliminated for the cup design purposes.

The laser engraving technology means also, that the artwork (like as any other parts of the cup) is simply "damage resistant", so it can't be erased even by the dishwasher machine. The Bf 109E-1 artwork is 70 mm long.

Of course I can't omit the Eduard logo, engraved under the Bf 109 artwork. Every drink from this cup may taste better now...

The back side contains the manufacture plate reproduction. This plate is a fiction of course, but looks like the WWII original. The style and described items are like as on a real Bf 109 from early 40's-

This manufacture plate is not like the aircraft manufacturer plate, but rather like an identification plate of a component part.

Every manufacture plate is full of details, such as this one. We wanted that it will look like the

WWII style, but with some fun. Let's to be not so serious...

So, what this manufacture plate contains:

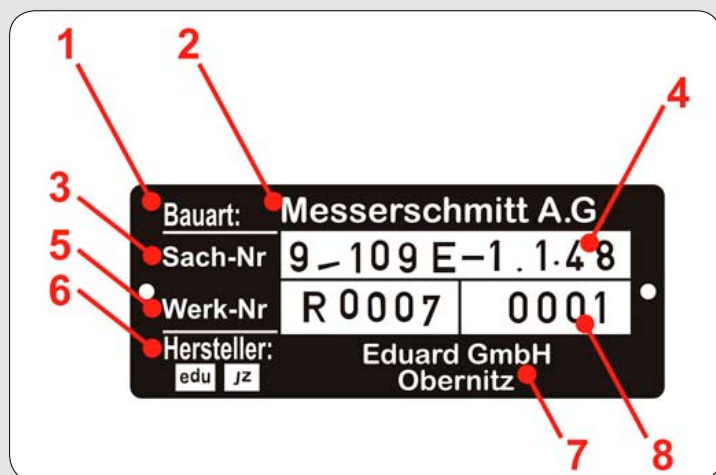
- 1 + 2 – Bauart = constructed by
- 3 + 4 – Sach-Nr = item or component number (catalogue). We have selected this one number to look like as a part of Bf 109E and also to show some details about the kit.
- 5 – Werk-Nr = manufacture number of the item. I believe that the R0007 actually used is not to be described. The second part of the Werk Nr will be described under point No. 8.
- 6 + 7 – Hersteller – a code abbreviation for the manufacture. We have slightly changed our company name, also as the place, to be more accurate in regard of 40's...
- 8 – in final the most interesting inscription on the manufacture plate: right on this area you can see the limited edition number of the cup. Numbers are in a range 0001 – 1500. Size of that plate is 40 mm x 16 mm.



The cup itself is made from the two-layer stainless steel, so any drink inside should keep its temperature and together it stands to be friendly (not to burn) to your lips. The capacity of the cup is 2.7 dl; it is 9 cm tall and some 7.5 cm on diameter.

What else to say? It is a pleasure to drink from that cup – I had personally lot of opportunities while testing the pre-production sample. And at least you will make a good impress to our friends.

This cup design is exclusively included in the Royal Class edition and never will be available separately.



AND A LITTLE BIT MORE...

For those that might feel that the bonuses in this kit fall a bit short, we can offer a special edition consistent with the theme of Galland's Bf 109E during the Battle of Britain. The t-shirt came about as a special limited item in co-operation with the studio Rezava vrtule (Rusty Propellor). The very well rendered art is thanks to the combined effort of our court artist Petr Stepanek and Marfy Art, and the very high quality image is printed on dark sand colored high quality cotton. The art, print and shirt are all products of the Czech Republic.

The Royal Class edition with the shirt will only be available from our e-shop under catalog number R0007X, suffixed with your chosen size (L, M, XL, XXL and the exclusively modeling size, XXXL). So, for example, R0007X-M.





Battle of Britain

Adolf Galland
Bf 109 E-4

Special edition consistent with the theme of Galland's Bf 109E during the Battle of Britain.

The T-shirt sizes:
M, L, XL, XXL, XXXL

The Royal Class edition with the T-shirt will only be available at Eduard Store.

WWW.EDUARD.COM

AND A LITTLE BIT MORE STILL....

AUCTION!

Because we do like to fool around at Eduard, to a point, we have prepared an auction, **offering five specialized Royal Class Bf 109E boxings**, with significant numbers allocated to them. These are the numbers displayed on the included mug. We realized early on, when we came up with the idea of the mug, that some numbers of the edition will carry a bit of a significant weight with it for modelers and collectors. So, we have come up with five numbers that fit the description, and are **putting them up for auction**.

Numbers in question are:
0001 - first of the series
0109 - d'uh....
0999
1000
1550 - last of the series

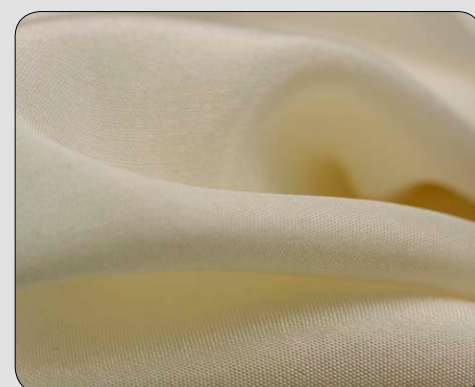
All five will also include a little piece of history. Each will contain an original, **Second World War silk strip of a Luftwaffe parachute**, measuring about 20 x 30cm! The item was donated by our

partner, the Museum of the Air Battle Over the Ore Mountains 11.9.44. A **certificate of authenticity** will also be included.

The auction will be held on April 17, 2012, and you can monitor our Facebook page for further details.

www.eduardauctions.com

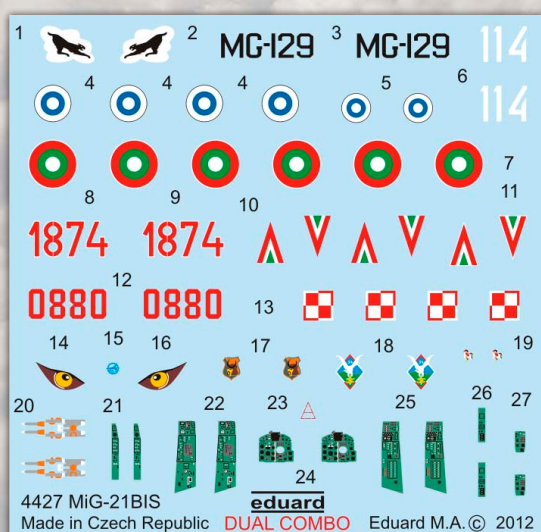
Winners of the auction will also have the opportunity to purchase further aforementioned Bf 109E Adolf Galland t-shirts for the discounted price of \$29.95US.



DUAL COMBO!

MiG-21BIS SUPER44

1/144 Cat.No. 4427



This kit of a late version of famous Soviet MiG-21 fighter plane contains plastic parts allowing build of two complete kits in the 1/144 scale. User friendly decals in high quality are designed and printed by Eduard contains not only 4 marking options (Bulgaria, Hungary, Finland and Poland), but also interior details such as front and side-walls instrument panels.

Painting mask helps with painting of clear canopy parts. We would like also recommend photo-etched accessories for this kit, offered separately.



MiG-21BIS, Izdelye 75B, 3rd Air Base, Graf Ignatevo, Bulgaria, from 2002



MiG-21BIS, Izdelye 75A, 31st Fighter Squadron, Kuopio airbase, Finland, 1980 - 1981



Izdelye 75AP, 31st „Kapos“ Tactical Fighter Wing, 2nd „Boszorkany“ Squadron, Taszár AB, September 1991



MiG-21BIS, 1st Air Division of Polish Navy, late 90's, Gdynia – Babie Doly airbase, Poland

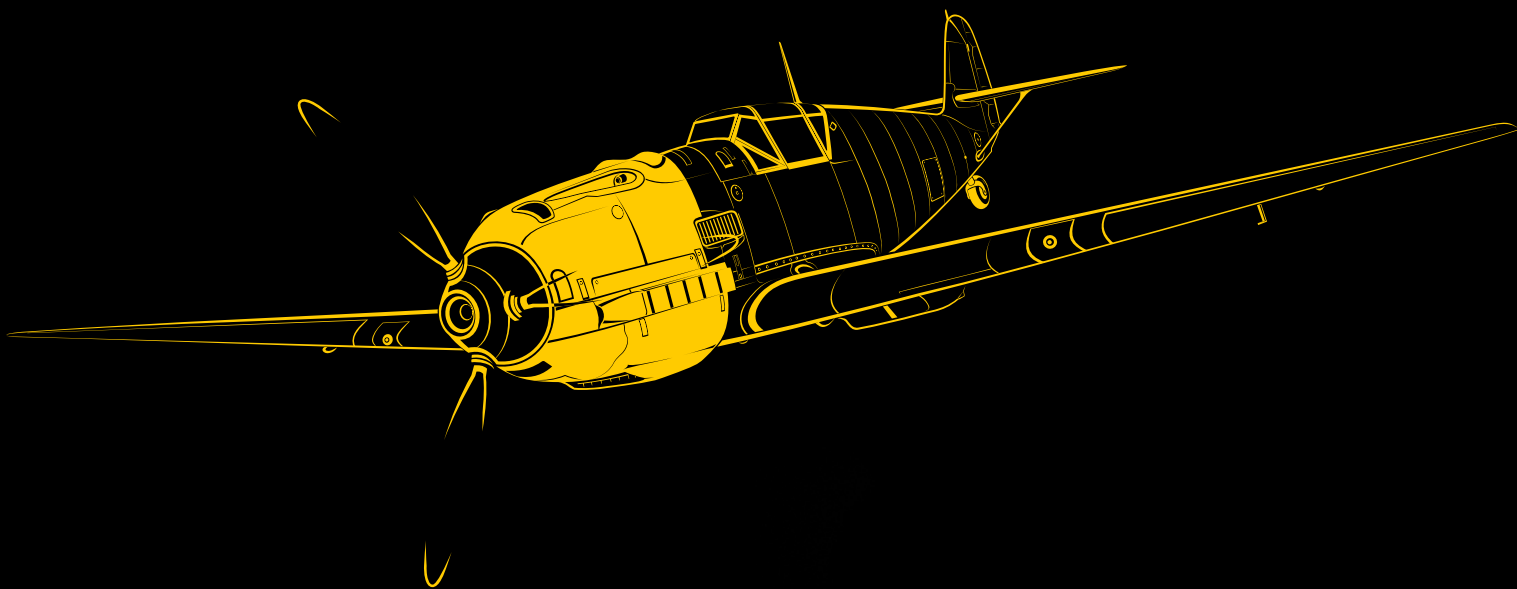
BUY MiG-21BIS 1/144



ROYAL CLASS

Bf 109E 1/48

Cat.No. R0007



Bf 109 E-4, W.Nr. 5819, Obstlt. Adolf Galland, CO of JG 26, Audembert, France, December, 1940



Bf 109 E-4, W.Nr. 1480, flown by Oblt. Franz von Werra, Wierre-au-Bois, France, September 2, 1940



Bf 109 E-7, III./JG 77, Belgrad – Semlin airfield, Yugoslavia, May, 1941



Bf 109 E-7 Trop, 2./JG 27, Ail-el-Gazala airfield, Libya 1941



Bf 109 E-3, flown by Hptm. Dr. Erich Mix, Stab I./JG 53, Wiesbaden-Erbenheim, November, 1939



Bf 109 E-3, W.Nr. 5057, flown by Oblt. Josef Priller, CO of 6./JG 51, France, late 1940



Bf 109 E-3, flown by Hptm. Werner Mölders, CO of III./JG 53, May, 1940



Bf 109 E-3, W.Nr. 2486, flown by Lt. Ioan Di Cesare, Escadrila 57, Grupul 7 Vanatoare, Karpovka – Stalin-grad airfield, Soviet Union, November, 1942



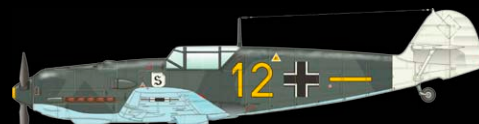
Bf 109 E-7 Trop, 2./JG 27, Ain-el-Gazala airfield, Libya 1941



Bf 109 E-4/B, W.Nr. 3605, flown by Ofw. Reinhold Schmetzer, 8. /JG 77, Soviet Union, July 20, 1941



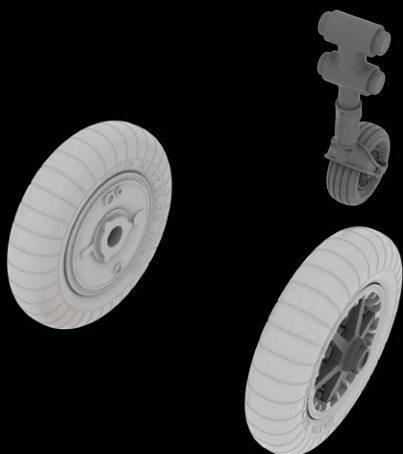
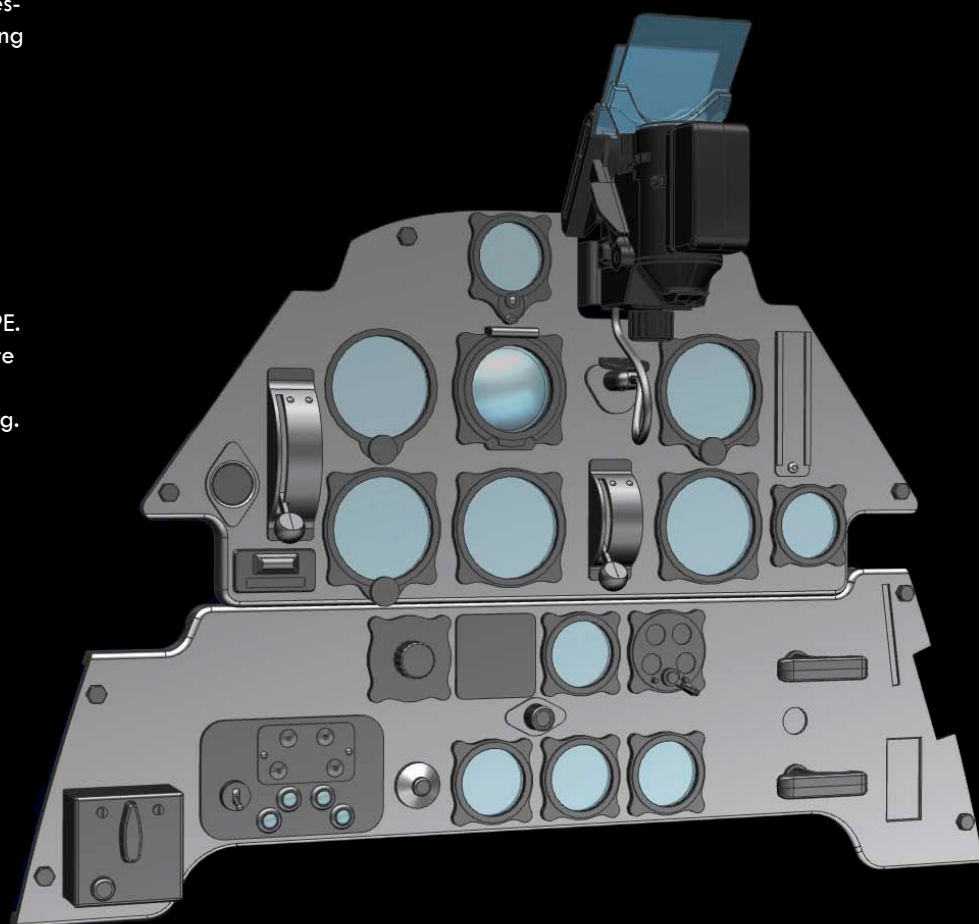
Bf 109 E-7, III./ZG 1, Belgorod and Kuteinikovo airfield, Soviet Union, May to August, 1942



Bf 109 E-1, 6./JG 26, summer 1939

- ▶ Plastic frames, photo-etched accessories, and painting masks enabling to build two complete models in versions E-1, E-3, E-4 or E-7.
- ▶ Decals covers twelve colorful and famous markings.
- ▶ Eduard Brassin wheels.
- ▶ 1/4 scale Bf 109E control panel with Revi 12C gunsight.
- ▶ A metal coffee thermocup with engraved artwork of Bf 109E. The WWII style manufacture plate on reverse side contains a limited edition unique numbering.

BUY Bf 109E 1/48



Bauart:	Messerschmitt A.G.		
Sach-Nr	9-109 E-1.1.48		
Werk-Nr	R 0007	0001	
Hersteller:	Eduard GmbH Oberritz		
edu			

F6F-5 LATE ProfiPACK

1/48 Cat.No. 8224



VF-29, USS Cabot,
January – March, 1945



LCDR T. Hugh Winters, Jr., VF-19,
USS Lexington, late October, 1944



VF-12 or VBF-12,
USS Randolph, May, 1945

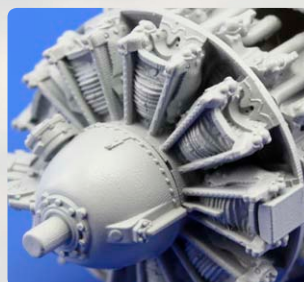


White 115, 'Death and Destruction', BuNo 72534, ENS
Donald McPherson, Bill Kingston, Jr., and Lyttleton
Ward, VF-83, USS Essex, May 5th, 1945

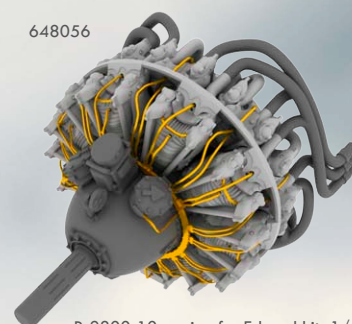


ProfiPACK edition kit of F6F-5 late is focused to late versions of the "Dash 5" Hellcats. Kit contains also resin wheels. User friendly decals in high quality are designed and printed by Eduard and contains 4 new marking options. Color photo-etched details and a painting mask are standard for every Eduard ProfiPACK edition.

WE RECOMMEND:



648056



R-2800-10 engine for Eduard kit 1/48

BUY F6F-5 LATE 1/48



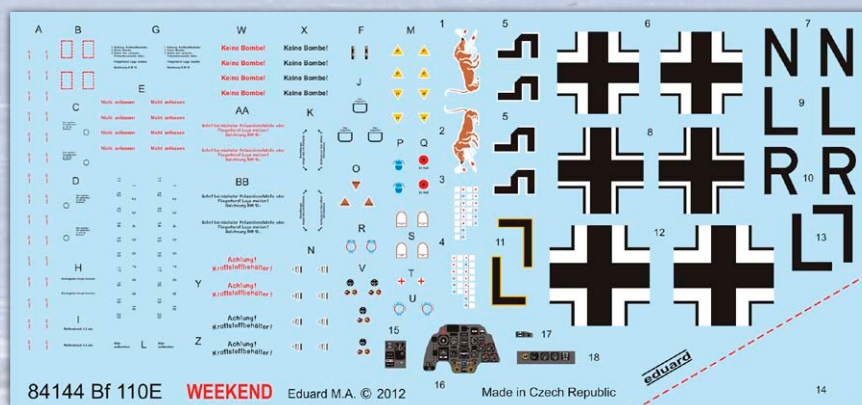
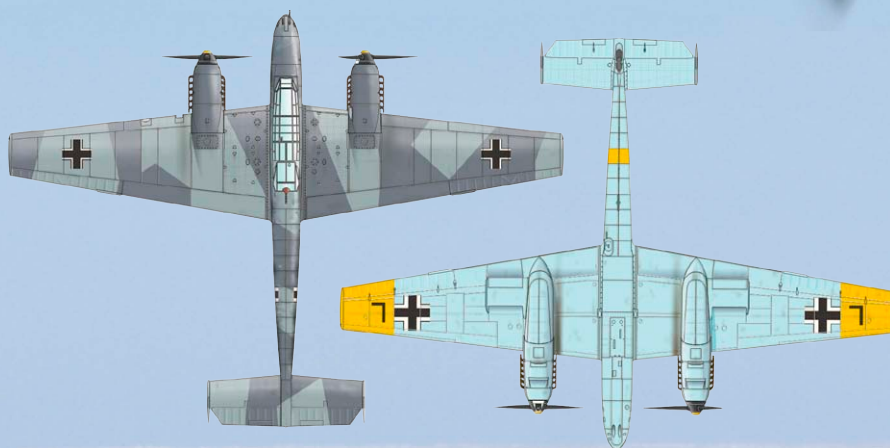
Bf 110E Weekend

1/48 Cat.No. 84144



LN+LR, 1.(Z)/JG 77, Lt. Felix-Maria Brandis, Malmi, Finland, 1942

One of the aircraft of 1.(Z)/JG 77 commander, Lt. Felix-Maria Brandis, while stationed on the Eastern Front. His credit count tallied 14 victories, of which five were British (including a pair of Fairey Albacores) and nine Soviet aircraft. Lt. Brandis died on February 2, 1942 flying Bf 110E-2 (W.Nr. 2546) LN+AR at Olang, when he crashed on the return leg of a combat sortie during bad weather. By that time, his unit had been re-designated 6.(Z)/JG 5 (January 25, 1942). The designation of the unit progressively changed from 1.(Z)/JG 77 to 6.(Z)/JG 5, 10.(Z)/JG 5 and 13.(Z)/JG 5. On the nose of the aircraft, there was the emblem of a dachshund with a Rata (Polikarpov I-16) in its mouth. For this unit, this was a characteristic marking, because a number of these dogs were mascots of the "Dackelstaffel" over the length of its existence, irrespective of the unit designation carried at any particular time. Some sources even say each crew had their own dog. The wiener dogs even occasionally flew on combat missions with the crew. The unit opposed British aircraft, as well as Soviet, in northern Europe. This aircraft, along with Lt. Harry Kripphal, fell on June 18, 1942, a victim of anti-aircraft fire 30 km west of Murmansk.



BUY Bf 110E 1/48



We recommend:

49385 **Bf 110E** 1/48 (exterior)
 FE446 **Bf 110E Weekend** 1/48 (interior)
 48567 **Bf 110 workshop ladder** 1/48
 648055 **Bf 110E/F/G main undercarriage wheels** 1/48
 (Brassin accessories)

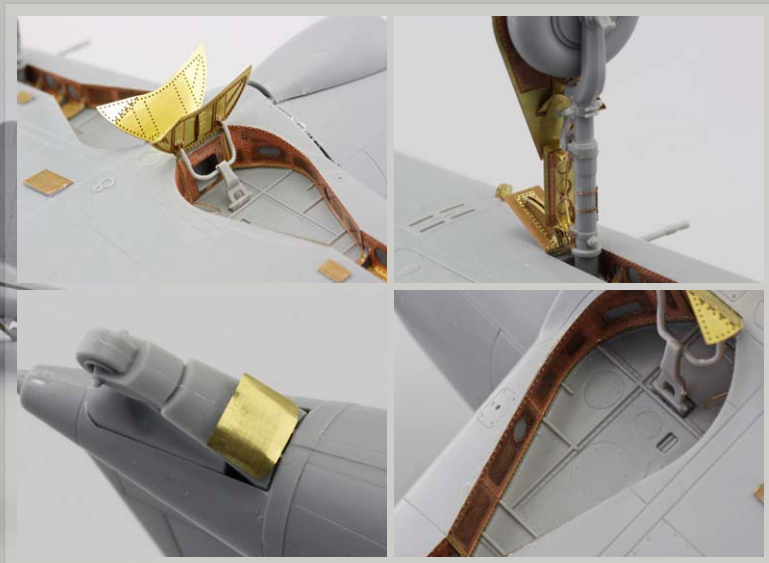


PHOTO-ETCHED SETS

26 new sets, with four BIG ED assemblies, plus six ZOOMs. Note two sets for Raiden (Hasegawa) in 1/32nd scale.

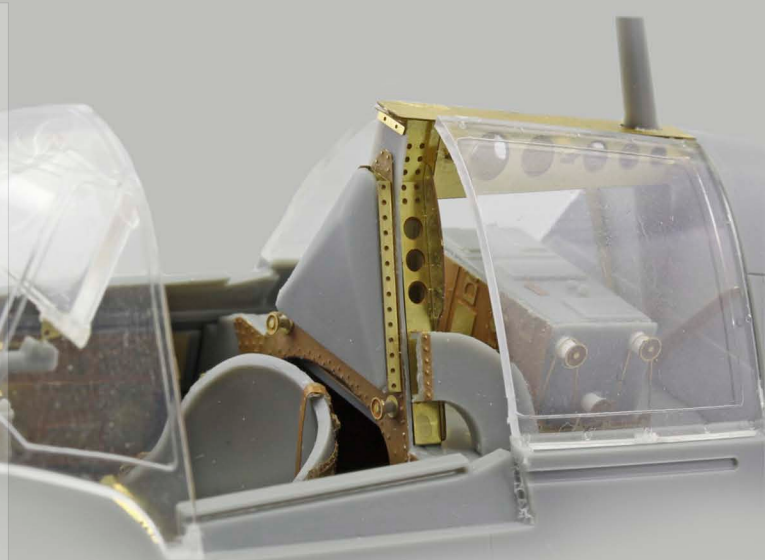
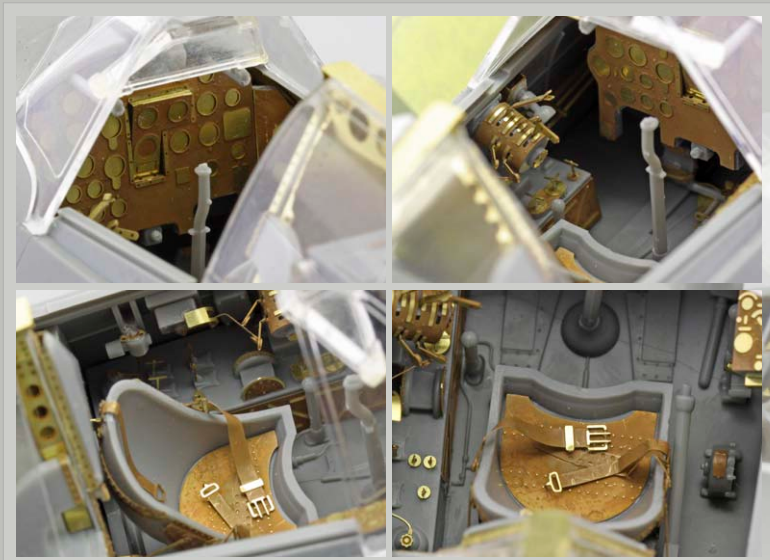
SELECTED*

J2M3 Raiden exterior 1/32 Hasegawa (32313)

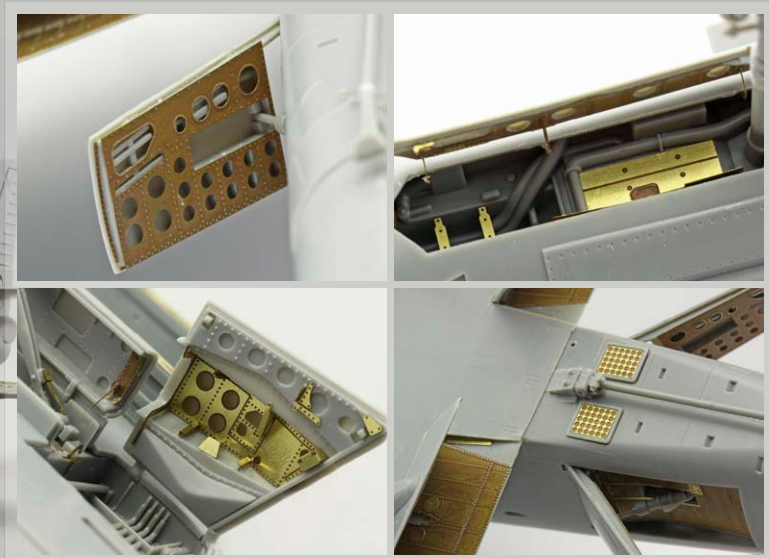


* For whole current photo-etched sets production see page 22.

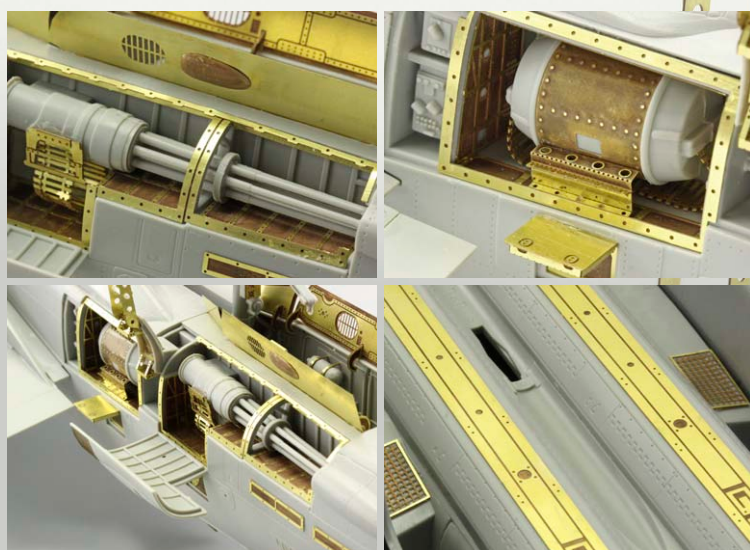
J2M3 Raiden interior 1/32 Hasegawa (32736)



A-4F exterior 1/32 Trumpeter (32739)

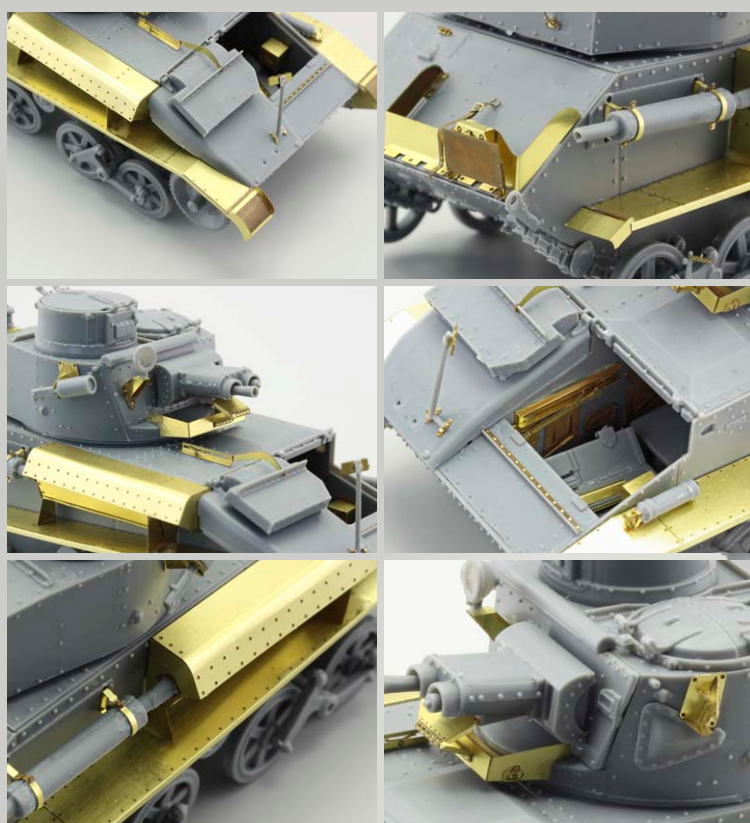


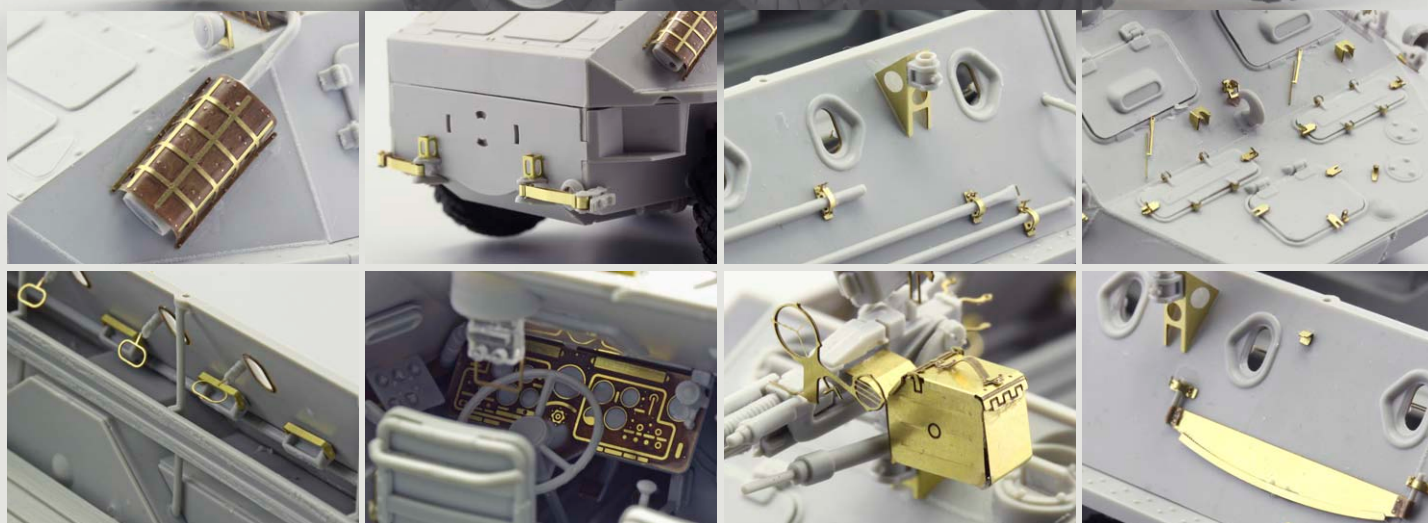
F-14D armament 1/32 Trumpeter (32309)



** For whole current photo-etched sets production see page 22.*

British Light Tank Mark VIB 1/35 Vulcan (36203)





PALM LEAVES



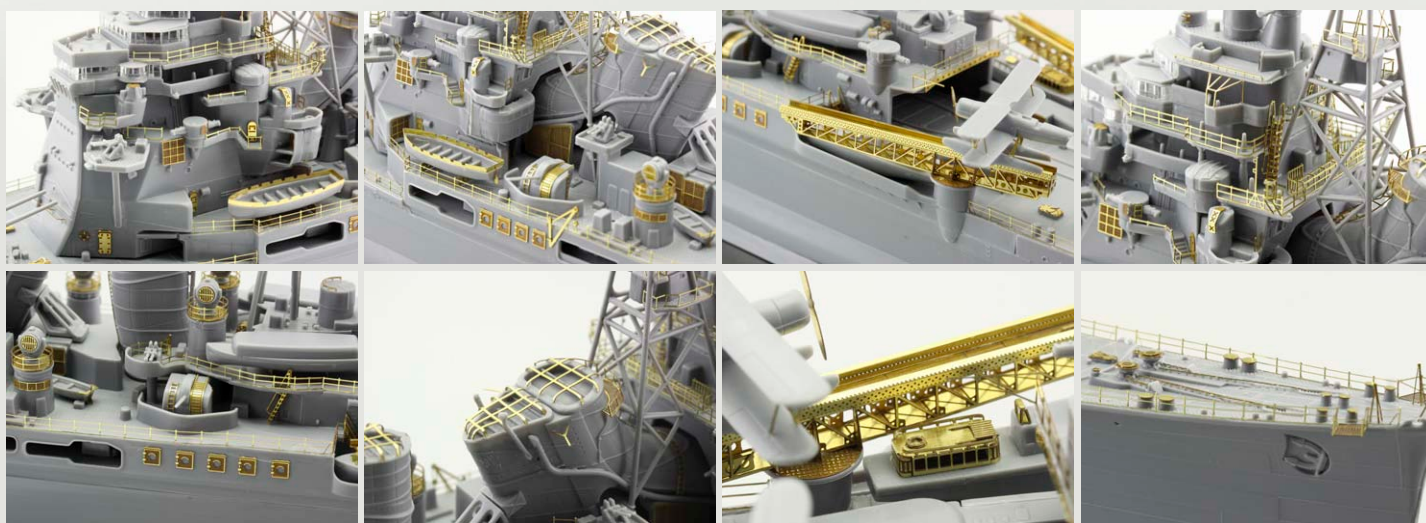
1.
Leaves Palm
Washington
Filifera colour
1/35 (36206)

Leaves Palm
Cocos Nucifera
colour
1/35 (36210)

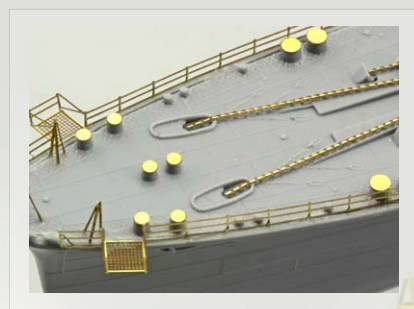
1.



There are two sets of the different palm leaves among the April releases. Remember what was the biggest attraction of the Eduard booth in Nuremberg? Yes, our etched color flowers, animals or kitchen accessories.

Chokai 1944 1/350 Aoshima (53055)**Chokai 1944 railings** 1/350 Aoshima (53054)

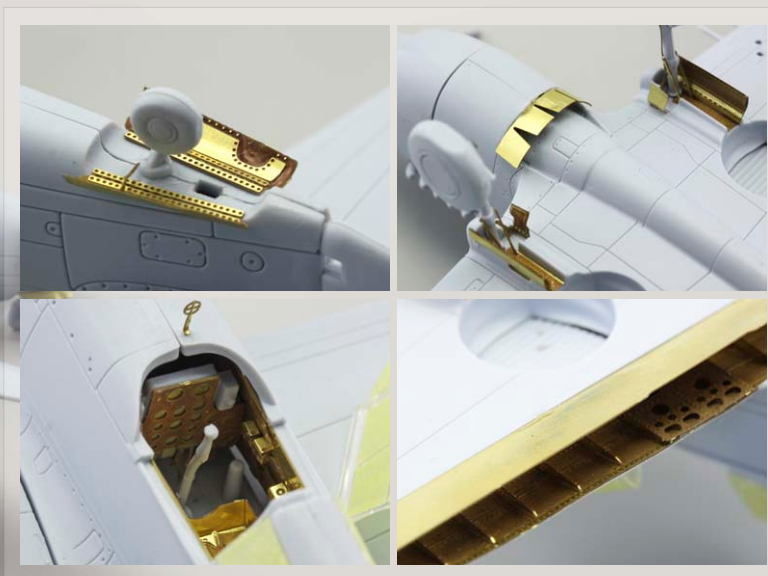
** For whole current photo-etched sets production see page 22.*



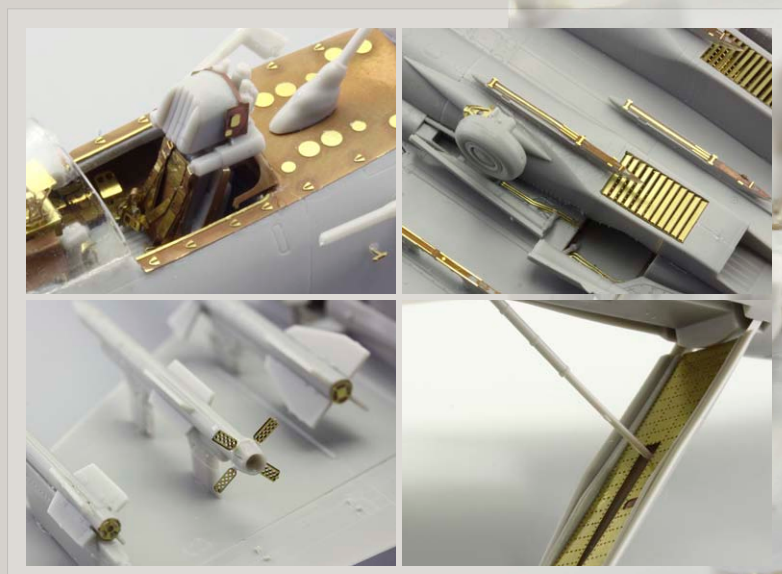
In 1/72nd scale, except the aircraft sets, we continue with releasing of the photoetched and colored model bases with various aircraft carriers deck structure. This is anything similar like vegetable sets in 1/35th scale, these bases are simply eyecatching items! Except these two NAVY sets, you can find also five ship sets, all in the 1/350 scale.



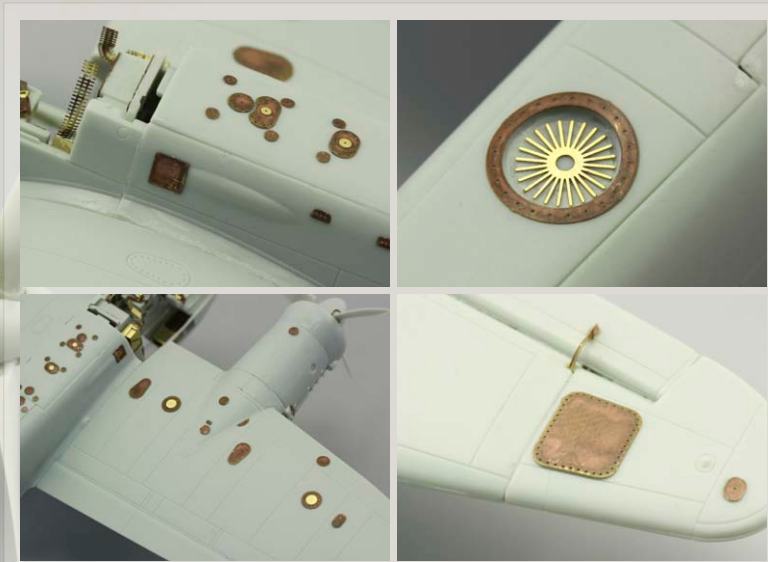
P-40B S.A. 1/72 Airfix (73427)



Su-33 Flanker D S.A. 1/72 Hasegawa (73403)



Ju 88A surface panels S.A. 1/72 Revell (72538)



BIG ED

All above described sets are available separately, but with every BIG ED set you save up to 30%.



32279 Su-25 Frogfoot weapon (BIG3313)



49564 S-2E interior S.A. (BIG4965)



48712 Fw 189 exterior (BIG4966)



73413 F6F-5 interior S.A. (BIG7274)

BIG3313 Su-25 1/32 TRUMPETER

BIG4965 S-2E 1/48 KINETIC

BIG4966 Fw 189A-2 1/48 GREAT WALL HOBBY

BIG7274 F6F-5 1/72 EDUARD

BIG3313 Su-25 1/32 TRUMPETER

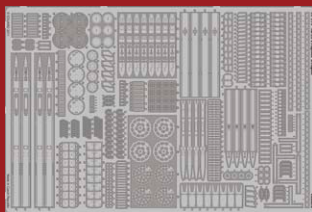
32698 Su-25 Frogfoot interior S.A.



32278 Su-25 Frogfoot exterior



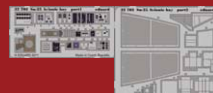
32279 Su-25 Frogfoot weapon



32725 Su-25 seatbelts



32703 Su-25 avionics



JX122 Su-25 Frogfoot A

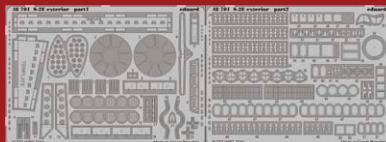


BIG4965 S-2E 1/48 KINETIC

48699 S-2E bomb bay



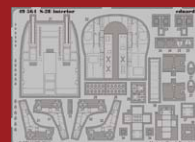
48701 S-2E exterior



48700 S-2E undercarriage



EX326 S-2E/F



49564 S-2E interior S.A.

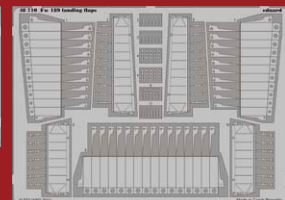


BIG4966 Fw 189A-2 1/48 GREAT WALL HOBBY

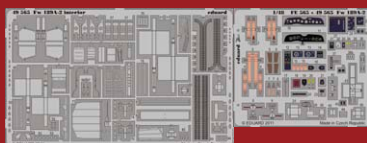
48712 Fw 189 exterior



48710 Fw 189 landing flaps



49565 Fw 189A-2 interior S.A.



48714 Fw 189 surface access S.A.

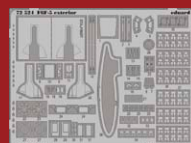


EX350 Fw 189



BIG7274 F6F-5 1/72 EDUARD

72524 F6F-5 exterior



73413 F6F-5 interior S.A.



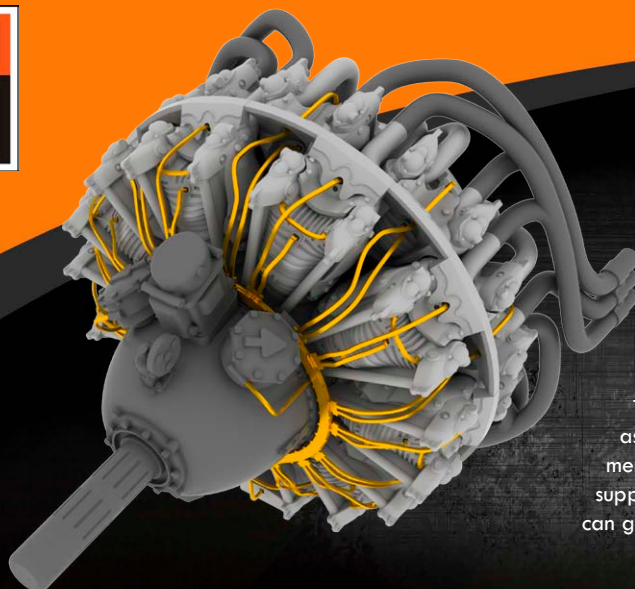
72523 F6F gun bay



CX308 F6F



1/48



648056

R-2800-10 engine

1/48 Eduard

This set is primarily focused to the Eduard F6F Hellcat kits in the 1/48 scale. It consists from 27 resin parts and one photo-etched fret. The engine block is molded separately, also as each cylinder and air intake. The propeller reducer is separate as well, also as two pieces of engine housing covers. The last mentioned parts are extremely thin and when supported by photo-etched fittings (internal side), can give to the whole set very realistic effect.

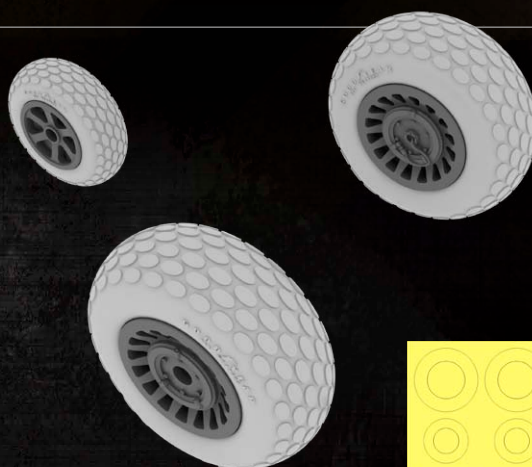
BUY R-2800-10 engine

648057

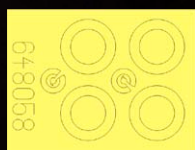
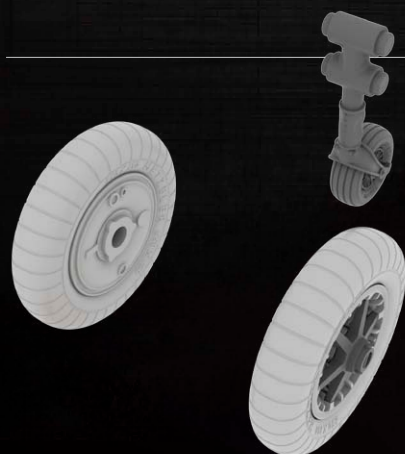
P-61 wheels

1/48 Great Wall Hobby

Eduard Brassin set for the Great Wall Hobby's P-61 in the 1/48 scale. It contains 9 resin parts and photo-etched fret. Realistic tire design on main wheels, also as on the front wheel is supported by the weight effect on tires. Wheel discs are molded separately. These, with the painting mask helps to non-problematic painting.



BUY P-61 wheels



648058

Bf 109E wheels

1/48 Eduard

Five piece set of the Bf 109E wheels in 1/48 is focused to Eduard kits. It contains two main wheels with separate wheel disc felly. The tail wheel is molded in one piece with the leg. Your painting will be easy while using included masks.

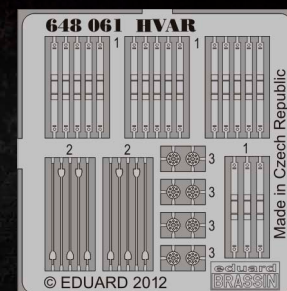
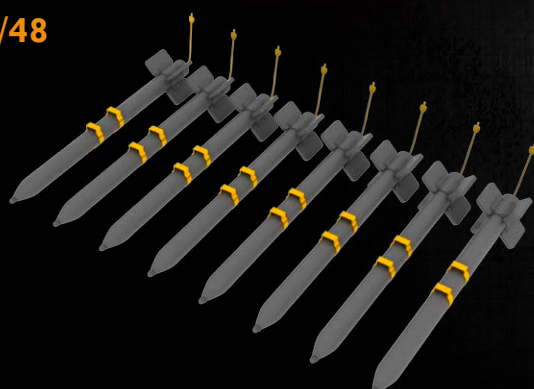
BUY Bf 109E wheels

648061

HVAR rockets

1/48

The HVAR rockets were used by USAAF, USAF and US Navy aircraft in period 1944-1955. Their usage was in the air-ground role. Rockets in the 1/48 scale and their lug bands are designed to be used on any airplane model that used them. The solution is the same like on real rocket. Movable bands can be adjusted on any position for the airplane underwing racks. This set can be used for models of aircraft like F6F, F4U, F8F, P-51, F-51, PV-2, P-47, TBF Avenger, F-84, F-86 and others.



BUY HVAR rockets

MiG-21 BIS



SIN64802

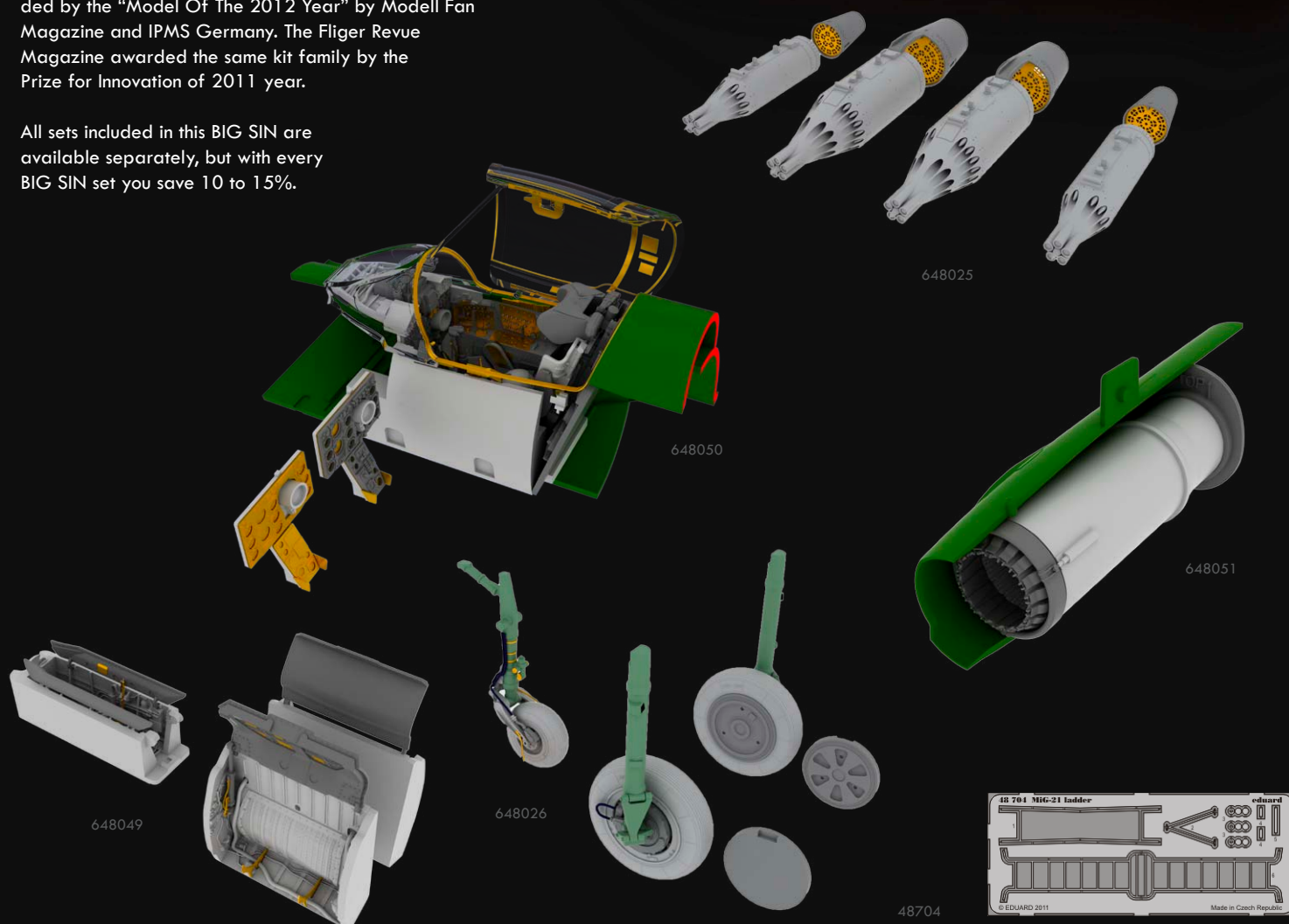
MiG-21 BIS 1/48 Eduard 

- 648050 MiG-21 BIS interior
- 648026 MiG-21 wheels
- 648049 MiG-21 wheel wells
- 648051 MiG-21 BIS exhaust nozzle
- 648025 Rocket launcher UB-16 and UB-32
- 48704 MiG-21 ladder

BIG SIN collection focused to the 1/48 scale MiG-21 BIS model by Eduard contains high quality resin and photo-etched accessories. Collection contains interior, engine exhaust, wheels, wheel wells, rocket launchers UB-16 and UB-32 and a ladder.

The model for which this set is appropriate was awarded by the "Model Of The 2012 Year" by Modell Fan Magazine and IPMS Germany. The Flieger Revue Magazine awarded the same kit family by the Prize for Innovation of 2011 year.

All sets included in this BIG SIN are available separately, but with every BIG SIN set you save 10 to 15%.



KITS

R0007 Bf 109E
8224 F6F-5 late
84144 Bf 110E
4427 MiG-21BIS DUAL COMBO

1/48 ROYAL CLASS
1/48 ProfiPACK
1/48 Weekend
1/144 SUPER44

PHOTO-ETCHED SETS

32288 EA-18G exterior
32300 EA-18G armament
32309 F-14D armament
32313 J2M3 Raiden exterior
32736 J2M3 Raiden interior S.A.
32739 A-4F exterior
36186 BTR-60P APC
36203 British Light Tank Mark VIB
36206 Leaves Palm Washington Filifera colour
36210 Leaves Palm Cocos Nucifera colour
48722 F-14B exterior
49591 F-14B interior S.A.
49596 I-16
53054 Chokai 1944 railings
53055 Chokai 1944
72538 Ju 88A surface panels S.A.
73399 Seahawk FGA.9
73403 Su-33 Flanker D S.A.
73409 T-33 S.A.
73410 T-33 ladder
73417 Akagi Carrier deck
73421 USN Carrier deck 1942-44
73427 P-40B S.A.
99053 IJN watertight doors WWII
99054 IJN ladders
99058 USN Aircraft accessories WWII

1/32 Trumpeter
1/32 Trumpeter
1/32 Trumpeter
1/32 Hasegawa
1/32 Hasegawa
1/32 Trumpeter
1/35 Trumpeter
1/35 Vulcan
1/35
1/48 Hobby Boss
1/48 Hobby Boss
1/48 Eduard
1/350 Aoshima
1/350 Aoshima
1/72 Revell
1/72 Hobby Boss
1/72 Hasegawa
1/72 Platz
1/72 Platz
1/72
1/72 Airfix
1/350
1/350
1/350

ZOOMS

33101 F-84E interior S.A.
33105 J2M3 Raiden interior S.A.
FE591 F-14B interior S.A.
SS403 Su-33 Flanker D S.A.
SS409 T-33 S.A.
SS427 P-40B interior S.A.

1/32 Hobby Boss
1/32 Hasegawa
1/48 Hobby Boss
1/72 Hasegawa
1/72 Platz
1/72 Airfix

MASKS

CX309 Ju 88A-4
CX310 Halifax B Mk.I
CX311 NH-90NFH
CX312 A-400M
CX313 Bf 109G
CX314 F-51D
CX315 Spitfire Mk.IX
EX351 A-6E

1/72 Revell
1/72 Revell
1/72 Revell
1/72 Revell
1/72 Italeri
1/72 Italeri
1/72 Italeri
1/48 Kinetic

BIG ED

BIG3313 Su-25
BIG4965 S-2E
BIG4966 Fw 189A-2
BIG7274 F6F-5

1/32 TRU
1/48 KIN
1/48 GRE
1/72 EDU

BRASSIN

648056 R-2800-10 engine
648057 P-61 wheels
648058 Bf 109E wheels
648061 HVAR rockets

1/48 Eduard
1/48 Great Wall Hobby
1/48 Eduard
1/48

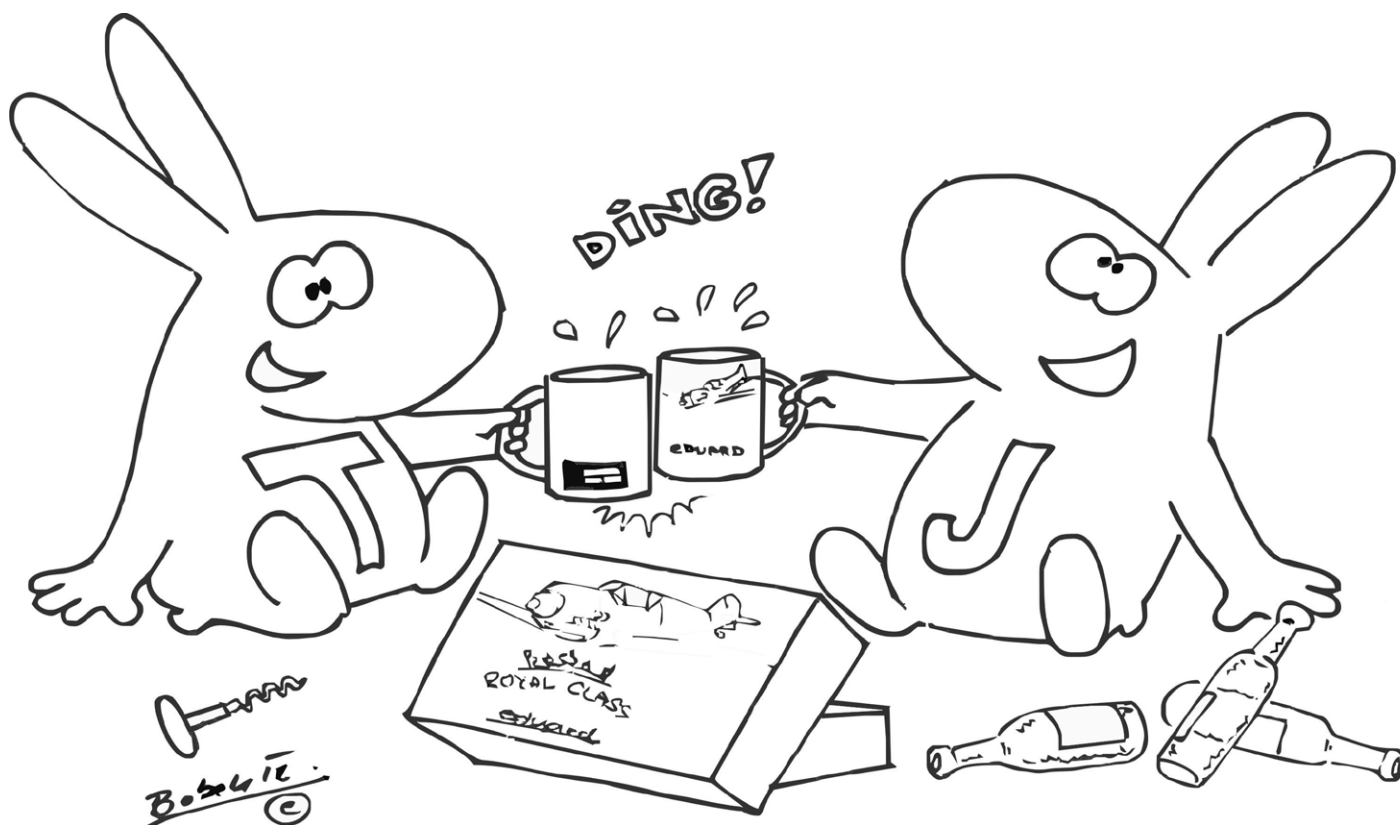
BIGSIN

SIN64802 MiG-21BIS 1/48

1/48 Eduard

BUY on Eduard Store

Comments and input from J&T



THE GREAT ESCAPE

THE CZECH CONNECTION

"EVERYONE HERE IN THIS ROOM IS LIVING ON BORROWED TIME. BY RIGHTS WE SHOULD ALL BE DEAD! THE ONLY REASON THAT GOD ALLOWED US THIS EXTRA RATION OF LIFE IS SO WE CAN MAKE LIFE HELL FOR THE ENEMY! THREE BLOODY DEEP, BLOODY LONG TUNNELS WILL BE DUG; TOM, DICK AND HARRY. ONE WILL SUCCEED!"

With those words the chief escape officer in Stalag Luft III, Squadron Leader Roger Bushell, announced his plan for perhaps the most daring escape of the war; the mass breakout of 200 men through the digging of three long tunnels; an audacious feat of tunnelling and engineering that would be daring and highly dangerous.

By Michal Holý and Louise Williams

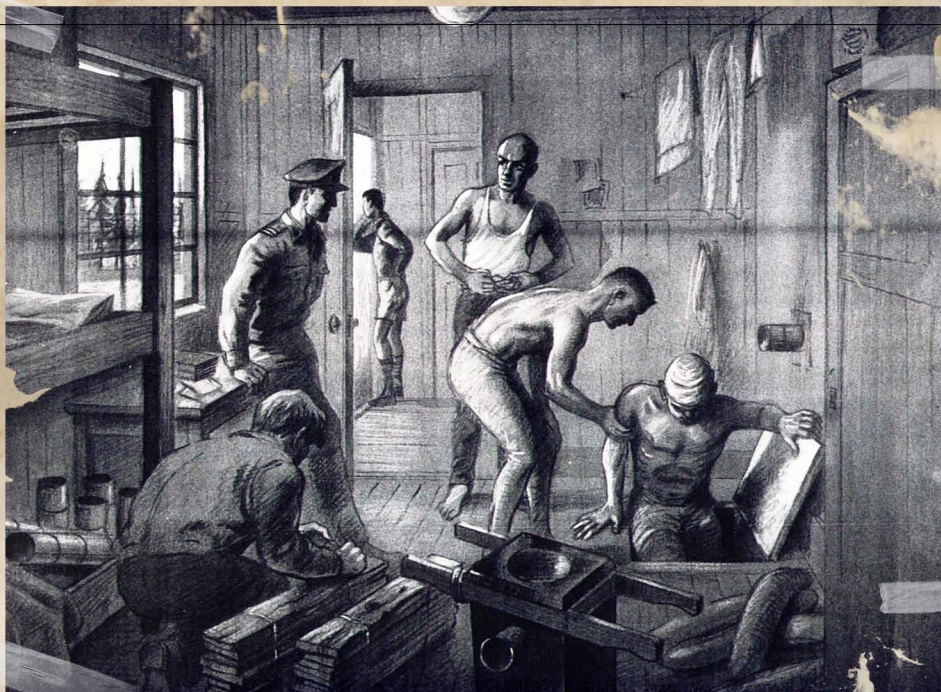
During the preparations for the Great Escape, the prisoners of war took steps to make everything easier, especially moving through Germany. They made special clothes, documents, maps and planned three escape routes. The first route would go through the Baltic Sea (mainly through Szczecin) and then to Sweden. The second route went via occupied Czech to Switzerland and the third via Germany to France and then on to Great Britain.



Luftwaffe prison camp for allied airmen Stalag Luft III, Sagan, Poland

The escape took place at night from 24th to 25th March 1944 through a 110 m long and 10 m deep tunnel „Harry“ leading from the Northern sector of the camp. Originally 200 prisoners of war were to escape being equipped with fake documents and their photographs, maps of the neighbourhood, compasses, uniforms altered to civilian clothes and were equipped with Ger-

man money. Unfortunately after the combination of unfortunate coincidences, only 76 airmen managed to leave the tunnel to freedom and then the whole venture was disclosed and the alarm was raised in the camp. Three Czech prisoners of war were among the escaped prisoners - Ivo Tonder, Bedřich Dvořák and Arnošt Valenta. Soon 73 were captured during a search.



Diggers go down

Original painting by the POW
Ley Kenyon with kind permission
by his family.



Half Way,
Transfer of sand from
Trolley to Trolley
House

Sand transfer

The escape



The prisoners of war were divided into small groups, because then they were not so noticeable.

Some of them tried to get out by train from Sagan, the rest on foot. The ones who were going by train, went out first and they had the best clothes, documents and the German money.

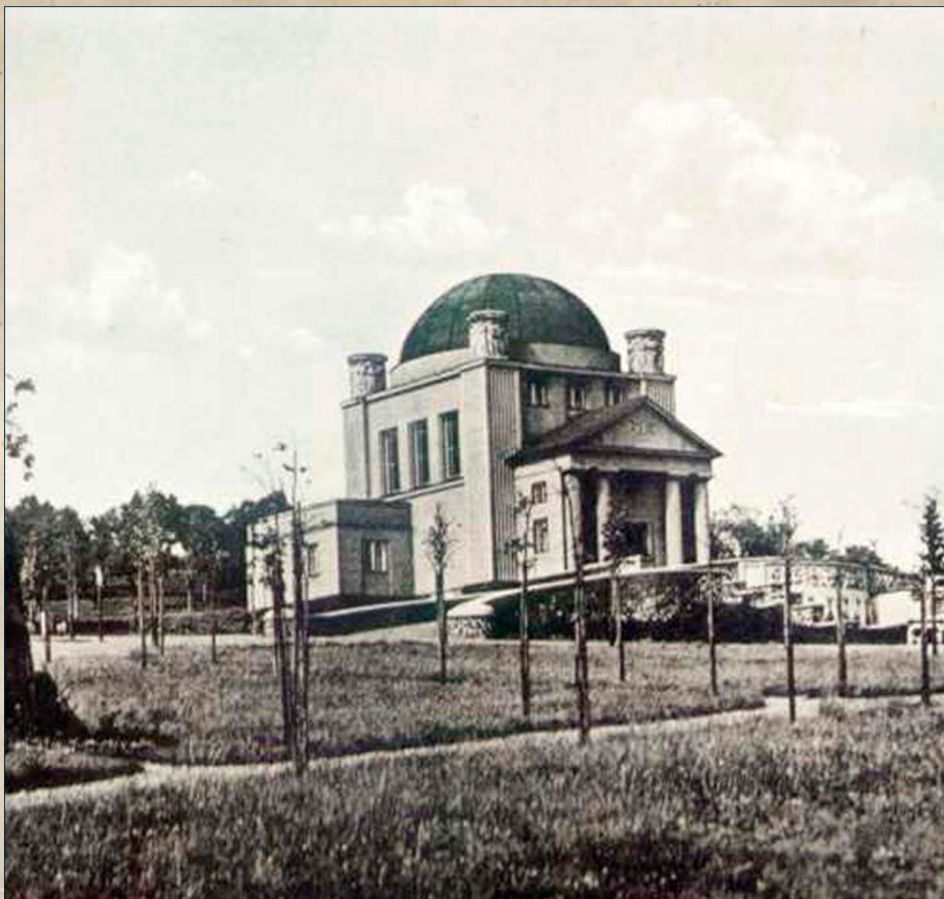
One of these groups included Sqn Ldr John E. A. Williams DFC, F/Lt Reginald V. Kierath (both served with No. 450 Squadron RAAF), F/Lt Leslie G Bull DFC (No. 109 Squadron RAF) and F/O Jerzy T. Mondschein (No. 304 Polish Squadron RAF). After they exited the tunnel, they joined up with a group of eight other airmen and started to walk in an easterly direction to a small train station in Tschiebsdorf. They were disguised as foreign workers on leave.

At about 4am, they finally reached the train station and Jerzy T. Mondschein went to buy twelve train tickets to Boberröhrsdorf (Siedlecin) near Jelenia Gora. The clerk behind the counter was somewhat suspicious of the group, but they boarded the train and headed south to Boberröhrsdorf (Siedlecin). After leaving the Siedlecin (Boberröhrsdorf) train station, the group divided. Williams, Kierath, Bull and Mondschein stayed together and continued on foot.

The four airmen, Bull, Mondschein, Williams and Kierath started to walk in the direction of Harrachov, and tried to cross the snow covered Giant Mountains to reach Czechoslovakia.

They were recaptured and arrested by a German mountain patrol near the border and taken to Reichenberg (Liberec) jail. There they were jailed and interrogated by the Gestapo.

On 28 March, 1944, they were driven by car to Brux (Most) and shot by the Gestapo at an unknown location.



The Most (Brux) old crematorium, where bodies of the four airmen were cremated.

Their bodies were cremated in the local crematorium the next day, 29 March 1944. These brave men were among 'the 50' escapees that were shot on a direct order of Adolf Hitler.

The urns with ashes were transported back to the POW camp and today they are buried at the British army cemetery in Poznan, Poland.



*The POW memorial build by POWs in Sagan, summer 1944
(original painting by the POW Ley Kenyon with kind permission by his family)*

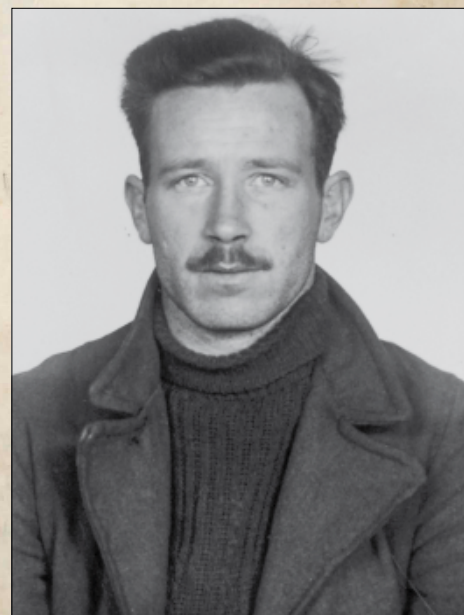
SQUADRON LEADER JOHN "WILLY" WILLIAMS, DFC 450 SQUADRON RAAF

"Willy" was a champion surfer and medical student in Manly, Sydney before he learned to fly, then to instruct, after joining the peacetime RAF from Australia at the age of 18. It was 1937 and he was so concerned about the rise of Hitler that he decided to leave his medical studies at the University of Sydney after sitting the RAF pilot offer exams and being offered one of only four places for Australians in that intake. Willy served in the RAF's Operational Training Unit, then 112 Squadron Middle East, 94 Squadron Middle East and 260 Squadron Middle East. He was then loaned by the RAF to the RAAF 450 Squadron, the formidable "Desert Harrassers". Although Willy had been born in New Zealand in 1919 and had moved to Australia as a child, he shared the same larrikin sense of humour as his Australian peers. In the desert "Willy's" trademark attire was baggy shorts and sandals, which he insisted on wearing to fly, but despite his casual appearance he was an aggressive and daring pilot. He had five victories to his name before being shot down in October 1942 and taken POW. In Stalag Luft III he was initially chief "supply officer" then head carpenter, responsible for the thousands of bed boards which shored up the tunnel and other essentials, working closely with his friend "Rusty", who had attended the same school in Sydney and also served with the 450s.



FLIGHT LIEUTENANT LESLIE GEORGE BULL, DFC 109 BOMBER SQUADRON RAF

Leslie was escapee no 1. However, when the moment to break through to freedom arrived the boards sealing the exit of the tunnel had swollen due to the wet snow causing a nerve wracking delay, a moment made famous worldwide by the Hollywood "Great Escape" film. And when Leslie did finally push the hatch open there was another shock, the tunnel was short of cover of the woods. Leslie was the one who came up with the solution – a signal rope from the trees to indicate no guards were looking that way. He stayed on the rope until Willy's group emerged, and became No. 12 in their party. Leslie had known the escape leader, Roger Bushell in Stalag Luft I, and was an experienced tunneller. When he was moved to Stalag Luft III with Bushell he became an escape committee member and tunnel "shift boss". He had served with the 109 Bomber Squadron RAF, flying his last mission in November 1941 when he and his crew were forced to bail out over occupied France due to mechanical problems, and were taken prisoner. Leslie, born in London in 1916, joined the RAF in 1936 and was attached to 9 Bomber Squadron with the outbreak of war, earning a DFC after completing a tour of operations. He then joined the 109s, flying special operations testing communication equipment. Leslie left a wife and son.



The left photo shows the four men during their RAF or RAAF service (except J. Mondschein whose photo is from POW camp). Photos on the right side were taken by the Gestapo in Liberec (Reichenberg) after they were recaptured, just one or two days before they were murdered by the Gestapo.

FLIGHT OFFICER JERZY MONDSCHIN, 304 POLISH BOMBER SQUADRON RAF

Jerzy played a critical role in the escape for the group of 12, led by Willy. Speaking flawless German, he was the man selected to buy the 12 train tickets needed to get the group clear of the region where the prison camp was located and where the most intensive search would likely begin. Although the ticket seller expressed surprise at his request for 12 tickets, Jerzy's nerve held and the group successfully boarded the train heading towards the Czechoslovakian border. Jerzy was born in 1909 in Warsaw. He was the oldest member of the group and married with a family. He served as an observer and one night in November, 1941, when his plane was returning from an air raid, it ran out of fuel and landed in a field near a Luftwaffe fighter base in Belgium. The entire crew were captured as POWs, but not before they had destroying their identity papers and setting their aircraft on fire. The 304 Polish Bomber Squadron was based in the United Kingdom and flew alongside RAF, under RAF operational command.



FLIGHT LIEUTENANT REGINALD "RUSTY" KIERATH 450 SQUADRON RAAF

Flying was in "Rusty's" blood. Although he started work at a bank in Sydney after leaving school in 1933, his home town of Narromine in rural NSW had played a significant part in Australia's aviation history. All the Kierath children were familiar with early aircraft, the Great Air Race of 1919 had stopped in Narromine, and later the local airfield and aero club attracted prominent flyers of the day. The first Kieraths had immigrated from Germany in the 1850s, establishing a thriving merchant business. Rusty was born in 1915, and although he spent his early years in Narromine, he later "boarded" at secondary school in Sydney, where he and Willy were both outstanding rugby players and sportsmen. When Rusty enlisted in 1940, the RAAF was the clear choice. Rusty was selected for flight training in Rhodesia, where Willy was also a flight instructor for a time. After several months in the Middle East in 1941, Rusty joined the 450 Squadron RAAF in early 1942, seeing active service until he was shot down over the sea while attacking naval targets in April 1943. By this time, the Kierath family had already lost one son in Tobruk, Greg. Rusty was the cheerful "cricket convenor" in Stalag Luft III, a game he genuinely loved. However, sports were also used to distract the German guards from the tunnelling. He was then recruited by Willy to join the carpentry department. The two men were escape partners and friend; numbers 31 and 32 out of the tunnel.



The left photo shows the four men during their RAF or RAAF service (except J. Mondschein whose photo is from POW camp). Photos on the right side were taken by the Gestapo in Liberec (Reichenberg) after they were recaptured, just one or two days before they were murdered by the Gestapo.

THE MEMORIAL DEDICATED TO THE VICTIMS OF THE GREAT ESCAPE

Jan Zdiarsky

MOST, CZECH REPUBLIC, 24. 3. 2012



Photo: Jan Zdiarský, Michal Holý,
Jitka Holá, Petr Frank,
Jaromír Kohout

The memorial, which is dedicated to allied airmen shot by the Gestapo on March 28 1944 in Most, Czech Republic, after the Great Escape from the POW camp Stalag Luft III in Sagan, was unveiled by the family members of all four murdered airmen on Saturday March 24 2012. In total, 50 recaptured allied airmen were murdered, four of them near Most, Czech Republic. More information can be found in a historical article in this issue of the Info Eduard magazine. One of the major sponsors of the memorial was also Eduard – Model Accessories. It is not only the fact that the tragic events of March

1944 and the memorial are in the Eduard's "home region", but also the respect, admiration and determination of these allied airmen in the quest for freedom and their fight against Nazism. Last but not least, a partnership that connects Eduard with one of the organizers of the project – The Museum of Air Battle over the Ore Mountains on September 11 1944 in Kovarska. The photo on the right side shows the memorial being covered with a white canopy of USAAF parachute from 1943, just before it was unveiled.



March 1 2012 – the mastermind and main initiator of the project, Holidays Czech Airlines Captain Michal Holý, digging the foundation for the future memorial on property provided by the city of Most in the military section of the town cemetery, not far from the crematorium where the bodies of the four men were cremated on March 29 1944. The digging of the foundation was however preceded by several months of bureaucratic communication, organization and fund raising for the commission of the memorial.



Saturday March 10 2012 – Michal Holý checks the just erected memorial. Shortly after this photo was taken, the memorial was covered by a protective material. The unveiling was exactly 14 days away.



The memorial just before unveiling! Far left by the microphone is Michal Holy. Left by the memorial is Peter Kierath from Australia – nephew of F/Lt Reginald Kierath, Richard Williams from the family of S/Ldr John E. A. Williams, DFC (Australia). On the right side is Malgorzata Mondschein-Komornicka – daughter of F/O Jerzy T. Mondschein (from Poland) and far right is standing Leslie Paus – niece of F/Lt Leslie G. Bull, DFC, with her son Warren Davis (Great Britain).



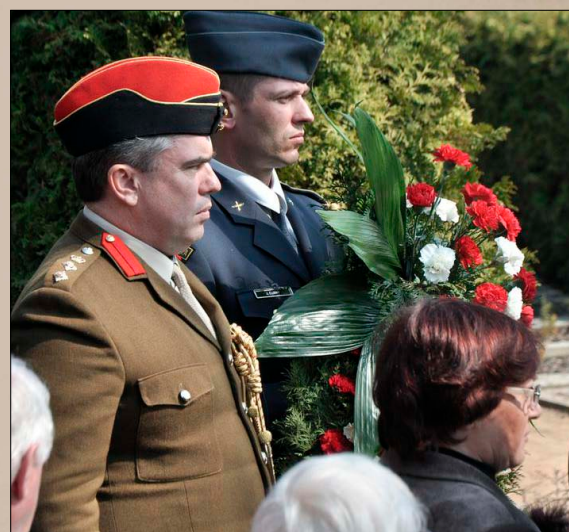
The memorial contains the names and ranks of the airmen, places and dates of birth, Squadron emblems and the following text:

„AFTER THE GREAT ESCAPE FROM STALG LUFT III, THESE FOUR AIRMEN WERE RECAPTURED AND SHOT BY THE GESTAPO AT AN UNKNOWN LOCATION NEAR MOST ON 28 MARCH 1944. THEIR BODIES WERE CREMATED IN THE LOCAL CREMATORIUM.“

(Memorial design by the Eduard marketing executive Jan Zdiarský)



The first ones who lay flowers and wreaths by the unveiled memorial were the families of the murdered airmen.



Col. Andrew Shepherd, Military Attaché of Great Britain in the Czech Republic.



Col. Peter Wood, Group Captain - Royal Australian Air Force adviser in Europe.



Ing. Jan Fischer, CSc., former Prime Minister and current Vice President of the European Bank for Reconstruction and Development



Shortly after the ceremony. From left to right: Peter Kierath – nephew of F/Lt Reginald Kierath, Louise Williams – niece of S/Ldr John E. A. Williams, DFC (Australia), Leslie Paus – niece of F/Lt Leslie G. Bull, DFC with her son Warren Davis (Great Britain), the initiator of the memorial Michal Holy, Malgorzata Mondschein-Komornicka – daughter of F/O Jerzy T. Mondschein (from Poland) with her daughter Anna and son Lukasz.





A private trip of the guests to Poland took place the following day, where we also visited the former grounds of the POW camp in Sagan. One of the planned stops was also the building of the former Gestapo building in Liberec, where the four men were detained, followed by a stop at a railway station where the group of airmen got off a morning train (Siedlecin – top) and especially the camp in Sagan and the associated museum. It was also the anniversary of the Great Escape and the museum prepared a ceremony by the monument which was built by Allied prisoners in the summer of 1944 and in which the urns of the all 50 murdered men were placed. (Right)

After the ceremony in Most, the guests went to Kovarska, which is about 60 km away. Here, in the Museum of Air Battle over the Ore Mountains on Sept 11 1944, a reception was prepared for them. In this photo Peter Kierath (top left) talks to Col. Peter Wood (RAAF) and Richard Williams. Top right photo: Malgorzata Mondschein-Komornicka – daughter of F/O Jerzy T. Mondschein receives a plaque from the Museum's director with authentic sand, which was excavated during building of the tunnel Harry between April 1943 and March 1944.



The remains of one of the barracks in the North compound at Stalag Luft III. From this compound the tunnels Tom, Dick and Harry were dug.



In the morning on Monday March 26 2012 at the Old Garrison Cemetery in Poznan, here 48 urns of the 50 murdered airmen are buried. Louise Williams lights a candle at the grave of her uncle.

MiG-21MF 1/48

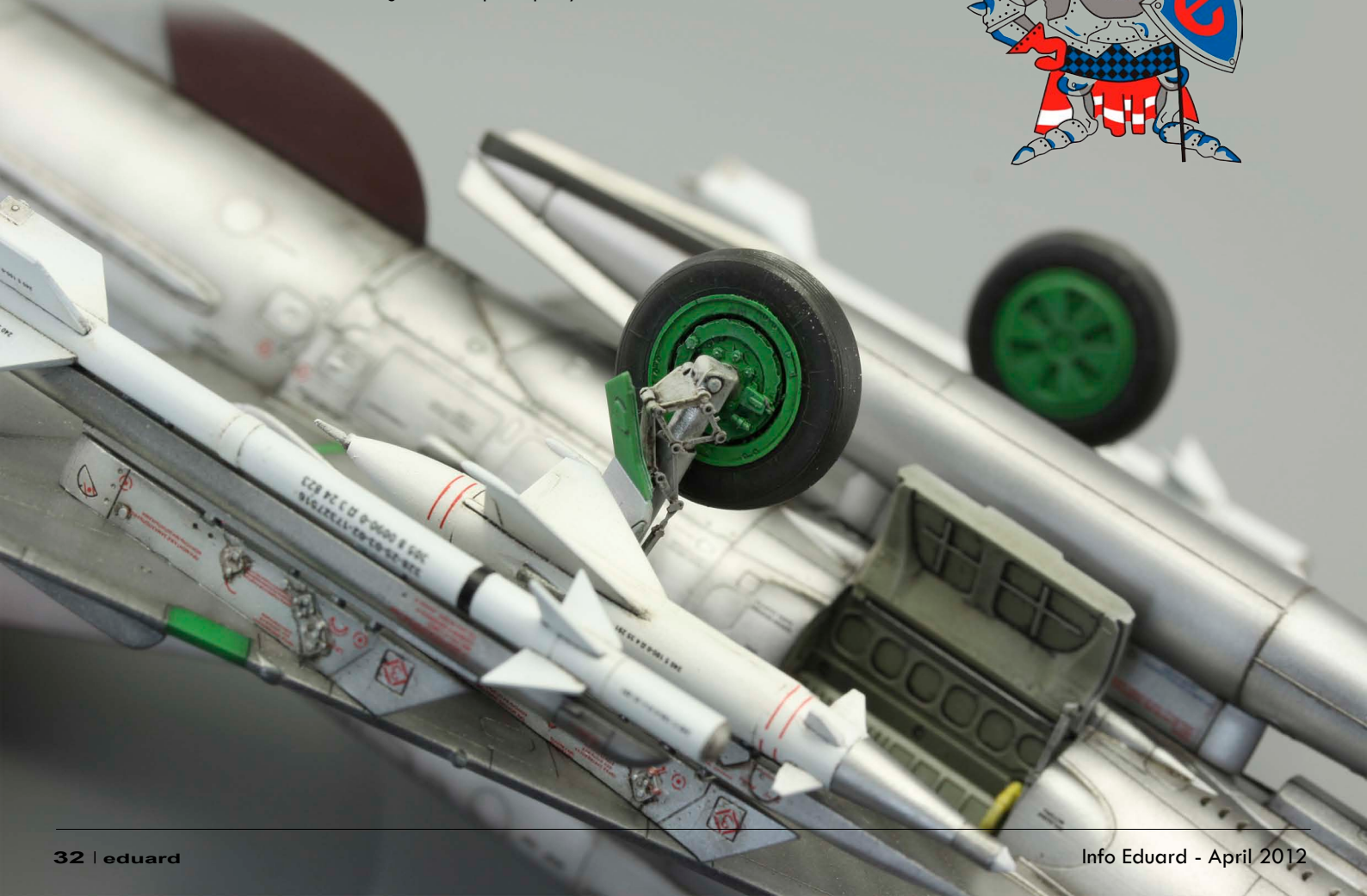
Built by Petr Zatřepálek



Camouflage:

**MiG-21MF, 2nd Squadron, 11th Fighter Regiment,
Zatec Air Base, Czechoslovakia, 1991**

This aircraft was completed on February 18th, 1972, and was delivered to Czechoslovakia the following year. After brief service with the 4th slp (Fighter Regiment) it was transferred to the 5th slp in June, 1972, at Pilsen-Line. Here, it flew until May, 1991, when it was reassigned to the 2nd Squadron, 11th slp, flying out of Zatec. At this time, the right side of the vertical fin recieved the Knight logo of Eduard. The nose of the plane carried the inscription 'Lovec Tygru' (Tiger Hunter), among other small drawings and markings. The author of the artwork was technician Lubos Habl. The inscription 'Tiger Hunter' and the bird of prey carrying a tiger's head in its talons was the result of 'friendly' sparring between two units of the 11th slp. The 1st Squadron, 11th slp used tiger motifs quite openly on their MiG-29s.







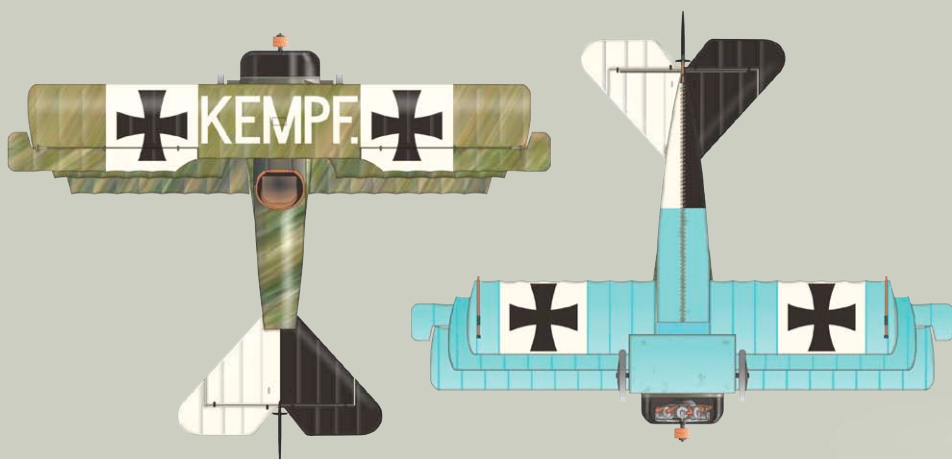
Built by Zdeněk Šebesta

Fokker Dr.I 1/48

Camouflage:

Fokker Dr.I 213/17, Lt. Friedrich Kempf

Friedrich Kempf was born on May 9th, 1894, in Freiburg. He entered military service in 1913 after putting his technical studies on hold. In May, 1915, he transferred from the infantry to the air force. He flew with the bombing unit Kagohl 4 on both the Western and Balkan fronts. In April, 1917, he joined the ranks of Jasta Boelcke, where he spent his entire fighter career, on two occasions being interrupted with service at Jastaschule 1. Fritz Kempf didn't necessarily stand out via his four kills (BE2e, Pup, and two Camels), but more through his two Fokker Dr. Is. These were similarly painted, and carried on the wings the note "Kempf. Kennscht mi noch?", translating to "Kempf. Remember Me?". Friedrich Kempf survived both world wars, and died in 1966.





BUY Fokker Dr.I 1/48



BIG ED

MAY 2012

BIG3313 Su-25 1/32 TRUMPETER

BIG4965 S-2E 1/48 KINETIC

BIG4966 Fw 189A-2 1/48 GREAT WALL HOBBY

BIG7274 F6F-5 1/72 EDUARD

eduard
BRASSIN

MAY 2012

672001

R-2800-10 engine for Eduard kits

1/72 Eduard

648062

AIM-7E Sparrow

1/48

648063

MG 17 German WWII guns

1/48

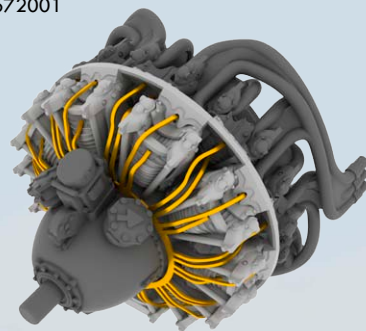
648064

MiG-21 late airbrakes

1/48 Eduard

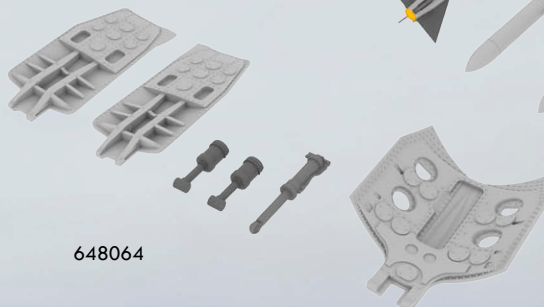


672001



648063

648062



648064

KITS

MAY 2012



8469

I-16 type 10

1/48 Weekend



7417

Ni 23

1/72 Weekend

1171

MiG-21MF/BIS in the Indian service

1/48 Limited Edition



7079

F6F-5N Nightfighter

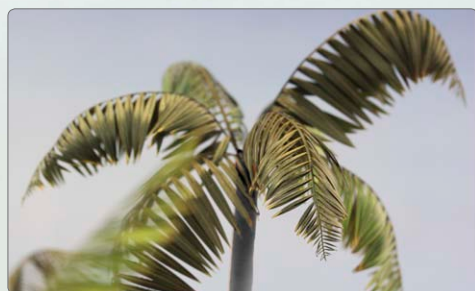
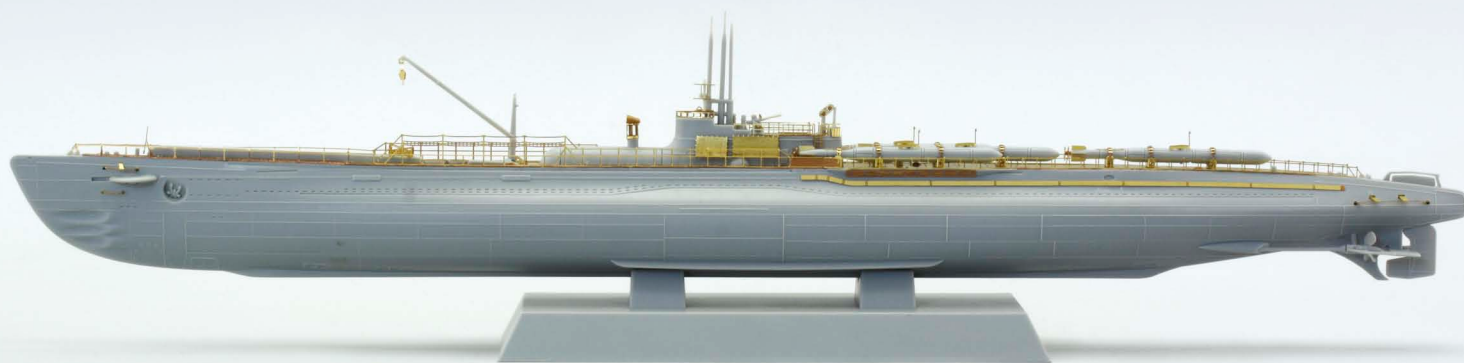
1/72 ProfiPACK



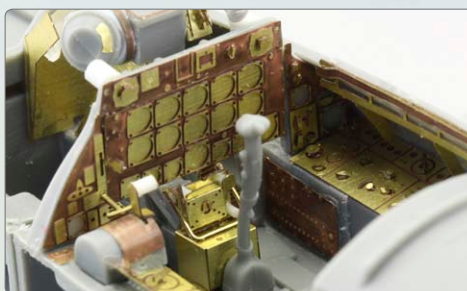
PHOTO-ETCHED SETS MAY 2012

PE-SETS

32294	F-84E exterior	1/32	Hobby Boss	73408	Mi-35 interior S.A.	1/72	Zvezda
32728	F-84E interior S.A.	1/32	Hobby Boss	73411	Yak-3	1/72	Zvezda
32740	Il-2m3 interior S.A.	1/32	Hobby Boss	73419	USN Carrier deck 1944-45 lift area	1/72	
32741	F-84 seatbelts	1/32	Hobby Boss	73423	Akagi Carrier deck lift area	1/72	
36195	sWS with 20mm Flakvierling	1/35	Great Wall Hobby	73429	Halifax B Mk.I/Mk.II interior S.A.	1/72	Revell
36207	Leaves Palm Howea Belmoreana colour	1/35		73438	Leaves Fern / kaprad' colour	1/72	
48728	A-6E exterior	1/48	Kinetic	73439	Sunflowers/slunečnice colour	1/72	
48731	A-6 undercarriage	1/48	Kinetic	99045	USN anchors	1/700	
49581	C-2 cargo seatbelts	1/48	Kinetic	99056	German ship AA guns WWII	1/350	
49582	F3H-2 S.A.	1/48	Hobby Boss	ZOOMS			
49584	C-2 interior S.A.	1/48	Kinetic	33109	Il-2m3 interior S.A.	1/32	Hobby Boss
49592	A-6E interior S.A.	1/48	Kinetic	FE582	F3H-2 S.A.	1/48	Hobby Boss
53071	I-58 1/350	1/350	Pit road	FE584	C-2 interior S.A.	1/48	Kinetic
72530	Seahawk FGA.6 landing flaps	1/72	Hobby Boss	FE592	A-6E interior S.A.	1/48	Kinetic
72533	Halifax B Mk.I/Mk.II exterior	1/72	Revell	SS408	Mi-35 interior S.A.	1/72	Zvezda
72534	Halifax B Mk.I/Mk.II main bomb bay	1/72	Revell	SS429	Halifax B Mk.I/Mk.II interior S.A.	1/72	Revell
72535	Mi-35 exterior	1/72	Zvezda				
72536	Halifax B Mk.I/Mk.II wing bomb bay	1/72	Revell				



36207 Leaves Palm Howea Belmoreana colour
1/35



32728 F-84E interior S.A.
1/32 Hobby Boss



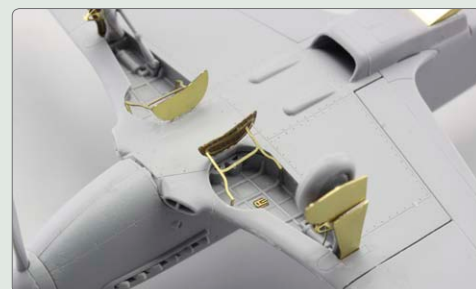
49582 F3H-2 S.A.
1/48 Hobby Boss



72533 Halifax B Mk.I/Mk.II exterior
1/72 Revell



73429 Halifax B Mk.I/Mk.II interior S.A.
1/72 Revell



73411 Yak-3
1/72 Zvezda

Photo-etched sets for Halifax Mk. I/II

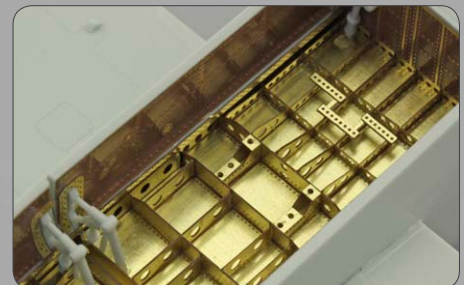
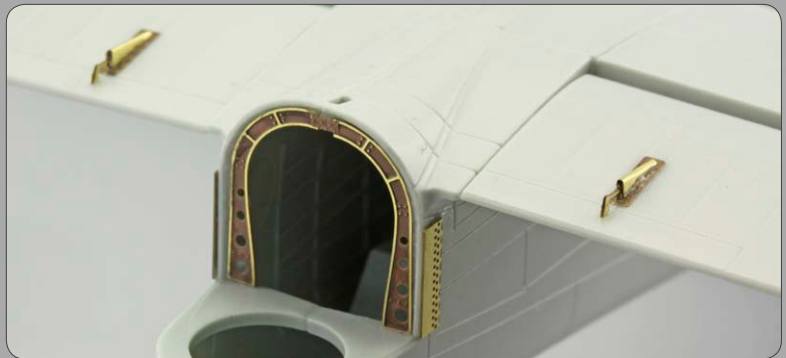
1/72 REVELL



eduard

MAY 2012

- 72533 Halifax B Mk.I/Mk.II exterior
- 72534 Halifax B Mk.I/Mk.II main bomb bay
- 72536 Halifax B Mk.I/Mk.II wing bomb bay
- 73429 Halifax B Mk.I/Mk.II interior S.A.

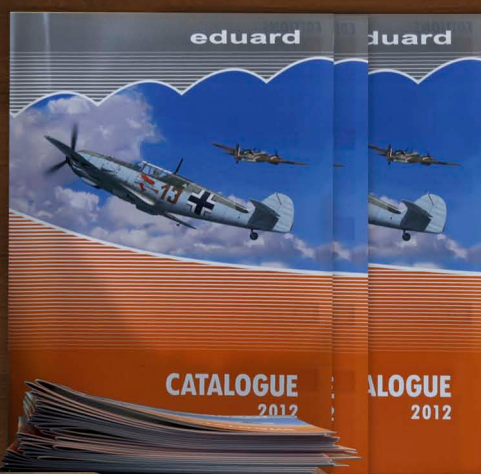


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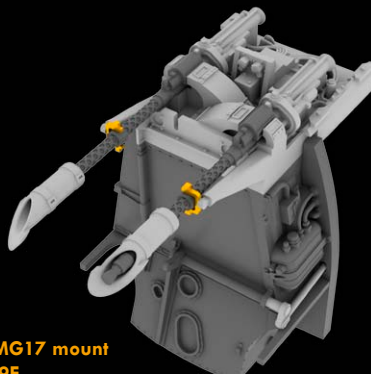


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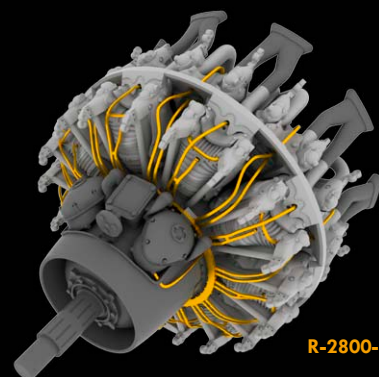
BRASSIN ACCESSORIES | JUNE



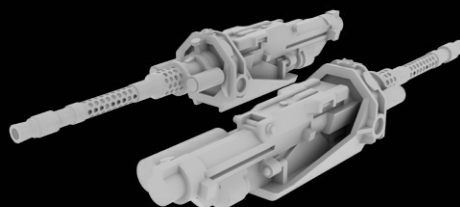
648059
DB 601 A/N engine
For Bf 109E
1/48 Eduard



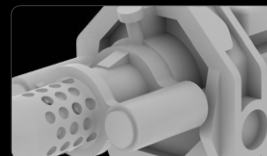
648060
Bf 109E MG17 mount
For Bf 109E
1/48 Eduard



648066
R-2800-31 engine
for P-61A
1/48 Great wall hobby



648065
MG-131 for Fw 190
1/48



1/72

WHAT IS IT?

