

INFO EDUARD

Vol. 11 • ISSUE 4 • APRIL 2011

BUILT:
MiG-21MF 1/48



EVENTS:
Prosek 2011



BUILT:
Albatros D.III
Oeffag 153 1/48

HISTORY:
Large tailed Doras
and their colors



HISTORY:
Trabant



INFO EDUARD

ROČNÍK 11 • ISSUE 4 • APRIL 2011

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



April release Fw 190D-9 LATE ProfiPACK



53050 Admiral Graf Spee
in scale 1/350 from Academy



Trabant...



Prosek and the first built MiG-21.



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May releases 2011



eduard

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EDITORIAL



March was a rather eventful month, wouldn't you say? Revolutions, earthquakes, MiG-21s... not to suggest that as soon as Eduard releases the MiG-21, there is revolution in Libya and a massive earthquake in Japan, but you know how it goes, everything ultimately affects everything else. In any case, it was an odd month, and for us, understandably, a very successful one, financially, with a lot of small catastrophes in the background for good measure. One of them certainly involved a miscommunication over the mailing out of the Subscriber Edition MiG-21s and, on the other hand, the ProfiPACK kits, to distributors and retailers. Thanks to the unfortunate formulation of our advertisement, subscribers expected that they would be receiving their kits before the standard ProfiPACKs would be generally available at retail outlets. This was not realistic, as our distribution cycle runs from the beginning of the month, while distribution of the Subscriber Edition was planned for, and announced as, March 15th. In view of the fact that kits typically arrive at the retailers two or three days after the official start of distribution, it wouldn't have presented a major problem, mainly because we began to send out the Subscriber Edition boxings before the announced date. A lack of patience and an excess of anticipation, coupled with retailing politics of first and foremost internet retailers, can also be blamed. Some announced the sale of ProfiPACK kits at a time when they simply could not have had any of the kits in



stock yet, causing a lot of angst and frustration. The epitome of this practice is Lucky Models, that has gone so far as to offer our Subscriber Edition for ten dollars less than us. In spite of that, I am sure that we sent none of these kits to this distributor, although a list of retailers purchased the kit during the offer (at full price). The purpose of this conduct escapes me, but I'm tempted to think it is a diversion of some sort. In any case, the tense situation settled down considerably after the MiGs arrived at their owners' doors, and 'MiGset' turned to 'MiGjoy'. What would Colonel Gaddafi or Hosni Mubarak do for a similar outcome?

Our MiG was accepted very warmly and with a lot of enthusiasm by the modeling community. I don't remember any other of our kits being accepted with such high regard so soon. Personally, I was most pleased by the reaction of Honza Kase, a well known expert on First World War aircraft. He stated that, although he carries a disdain towards 'stove pipes', and that the MiG-21 actually pisses him off, the kit is so nice that it is time for him to change his mind, and initiate a collection perhaps along the theme of 'Weapon that failed to break the Israeli People'. Besides that, our MiGman Lada Jonas received a proposal of marriage (not from me :-)), and I have been nominated for President. I don't know what Lada has in mind, but I am hesitant. Maybe in ten or fifteen years I'd consider it... a man's gotta do something. After we release a Mustang, Phantom, all two-seat MiGs, including the UTI MiG-9, B-52, and a new Tempest. And while we're at it, how about a zero, or better yet, reverse, tax on models and modeling supplies. Perhaps certain types of automobiles could be included. Throw in both expert and offensive literature, and pills for the maintenance of the ever important erection, then we'd be getting somewhere! We still have to work on the voting system and list of promises, and your suggestions and impulses are welcome!

In mid-March, we attended the year's first convention at the Panthers Cup in Prague. It was a very pleasant and well organized event. Our reps were dominated by questions regarding the MiG-21, and of other plans. True, if we wanted to fulfill all modeling wishes, we would have to clone ourselves, which would likely be cost prohibitive at payroll level, but we did make a few promises. Ultimately, candidacy cries out for promises. So far, I've been careful with what I promise, the campaign is still well off, and so have been limited to other versions of the MiG-21. The success of the 'MF' has certainly woken us up, and has given us some very positive momentum.

Already prior to all this, we have had some further plans for further development, and we are ready to dub this year as 'Year of the MiG'. Originally, we wanted April to be the 'MiG Month', but that would evidently be inadequate. So the next in line is the 'SMT' - that little bugger with the big hump. I was surprised by the reaction generated on the Facebook page. The first night alone saw some seventy people proclaim their affinity for this variant, which was unexpected. The 'SMT' really is a purposeful looking beast! We also will have some really nice T-shirts with it as well! This kit will be available in May, with modified photoetched brass and a pair of UB-32s to boot.

In March, besides final preparations for the 'SMT', we were also focused on the MiG-21bis, or, more accurately, its enigmatic nose. We headed off to Berlin, although Hungarian modelers were also graciously offering help. But, with all due



thanks to our Hungarian friends, Berlin was closer. From us, it's about as far as Brno, and we could also avoid using the hard-pressed highway D1. I call this highway former highway. Maybe it was a highway long time ago, but in the present time it is slow and dangerous way of transportation. Who has a driving experience from LA, that knows what I'm talking about!

Dr. Willisch from the Luftwaffenmuseum in Gatow, together with Andreas Beck (IPMS Deutschland) demonstrated a great willingness to help, and also patience during our four hour infatuation with the MiG nose. I won't dwell any more on further details (the sun was shining and I burned to a crisp) about such matters as the contribution of our colleague Mira Horcicka (who smashed his head on a spindle type item at the end of the vertical tail, received quite a lump, a bit of a hole, lost some blood. You might say he suffered a 'MiGraine'. Sorry...I just had to say it. OK...on to the bottom line. It's a different damned animal. Behind the stainless intake ring, there is a diameter difference of 22mm, with the 'BIS' being bigger. No big wup, in scale, that amounts to about 0.4mm. What's worse, though, is that an approximately 15cm section of the nose has a different shape, the transformation from a circular section to an elliptical takes on a different form, period. So, we are conducting the relevant changes. Hopefully, we'll get it done by Christmas. And, while we're at it, we'll tackle the other versions as well; PF, PFM, and probably the F as well. Truth be told, it's a version I personally am liking more and more.

On a MiG-related matter, we have prepared new Eduard T-shirts...with MiGs, naturally. Those of you who visit Facebook will have already seen them. The shirts are sweet, especially the one for the 'SMT', my personal favorite. It's absolutely great, front and back. Not that the other two are ugly, by any means, but this one has a certain 'umpf' to it. The shirts will have their premier at Moson (Mosonmagyaróvár) in mid April. That these items will be available with other hot little firecrackers at our stall goes without saying.

When I'm writing about the various shows and exhibitions, if anyone of this year IPMS Nationals organization staff reads this article, please contact me as soon as possible on my e-mail sulc@eduard.cz. I sent couple of e-mails concerning our tables, with no reply, so I'm a little bit nervous, I don't miss Nats this year, trust me!

Back to the MiG for a sec. In this edition of the newsletter, besides a built MiG, you'll find an article describing the history of the Trabant. There is a connection. Think back to our MiGuary

banner. I figure that we feel that we know all there is to know about the Trabant, Velorex and Maluch, but our Western, and especially overseas, colleagues may not. So, we decided to throw a bit of light on this subject. I assume that even eastern Europeans will find some little tidbits that they didn't know before. Next time we'll take a look at the Velorex. And the new advert for the 'SMT', well, that will be something else altogether!

As a sidenote, at ModelBrno in June, there will be a special category of the Best MiG, heavily subsidized, much like Wimbledon! All MiGfans should circle the date in your calendars.

And that's it for the MiGs for now - at least for the intro. You'll be able to find more tidbits in the newsletter. There are other kits and other articles. April will see the release of another Dora, this time with the Ta 152 tail surfaces. Apparently, this was the result of a production anomaly, maybe lasting only a day. Despite that, this is one of the most popular Focke-Wulfs, at least one can be found at most contests. Here, this project gained several nicknames, such as 'big butt', although the rudder was no bigger than with the classic Dora. Another was 'Café Late'. This may or may not be clear, but I won't get into it. In any case, we got trampled by the experts over the reconstruction of our camouflage schemes. For that reason, you'll see that theme in the article by Martin Ferkl in this newsletter. It's not that we would want to convince anyone of our 'truths', but we thought that an explanation of our interpretation of things is warranted.

For the next April kit release, we are preparing an article for the next INFO. It is something to look forward to; it will be filled with the interesting fates of the aircraft represented in the kit. This is being released now as B-24D Mission Centennarians. For those that don't know, these are Liberators that survived one hundred missions. These include exceptionally colorful markings....really something! Bear in mind, that these are Limited Edition kits, and these tend to get really hard to find really fast. In that sense, hopefully, the article won't show up in time to be past its expiration date.

The third kit for April, the Weekend OEFFAG 153, also, as of yet, has no accompanying article. Actually, we have ready the first part of a related article on Friedrich Navratil, and it is very exclusive, and with 34 pages. This seems a bit long for the format of our INFO newsletters, and so we are in talks with the author, Peter Aharon Tesar, about the possibility of shortening it. Hopefully, it will work out, as this article is worth the time to read. For now, you can wet your whistle with a fine example of a beautiful OEFFAG from the workbench of Slava Vanous.

There are three new items in the Brassin line. Notice that even here, we are slowly but surely gaining momentum. The KM-1 seat for our 1/48th scale MiG-21MF are already well known to those who ordered the Subscriber Edition of the kit. The 1/32nd scale Bf 109E fuselage weapons installation nicely dresses up the kit it is designed for (Eduard, naturally). Also nicely dressed up are the exhausts for the Tamiya Phantom II (USAF). To install the exhausts requires little cutting, which doesn't quite apply to the Bf 109E weapons installation.

Photoetching for April - a lot, as usual. The variety is more pronounced than usual. Regardless of your interests and preferred scale, it's worth taking a look at the two types of American Camouflage Netting in 1/35th.



The new color nets are very attractive, and I don't think that they have a viable alternative with any other technology. I am very interested in seeing their performance. Their use in dioramas can also be realized in other scales.

Still with brass, I would like to draw your attention to some new sets for ships. A while back, I promised a more concentrated focus on these subjects. This month, we've got three new sets for ships, not counting the Ar 196A, if you should consider that a ship theme. In May, there will be another five, so there is a certain amount of fulfillment of the promise happening. As you are by now no doubt well aware, it takes a few Eduard months to get things moving around here, but once they do, stand back! At this moment, for example, we are intensively working on finishing the 1/72nd scale Hellcat. Yeah, yeah, it is only 1/72nd scale, and it won't mesmerize like the 48th scale MiG, but will represent something new, to be sure. It should be ready for release by July 1st, and most of you will admit that that's a pretty good clip not seen before. I am also expecting our MiG-15 in 1/72nd to arrive back here from Sevastopol. That project is a bit of a throwback to earlier days, and we'll have to see what kind of an effect the Eduard month will have on this project.

I see that I am now pushing three pages; time to wrap this up. At this point, I would like to say a special 'hello' to our Japanese friends and clients. The earthquake in Japan came out of the blue, as things like this tend to do. For us modelers, the natural catastrophe in Japan and the resulting damage to the Fukushima power plant, is a very sensitive event. There likely is no modeler that doesn't have a Japanese friend, acquaintance, retail partner, or at least some form of contact with Japanese modeling products in some way, shape or form.

We would like to extend our deepest sympathy to all who have been affected by the earthquake and the resulting catastrophe, and from the bottom of our hearts, we hope that the days of calm will return as soon as possible. Hang in there...our fingers are crossed!

Happy Modeling!

Vladimir Sulc



東北地方太平洋沖地震
で被災された方、また
そのご家族の皆様へ、
心よりお悔みとお見舞
いを申し上げます。
そして、日々の安心し
た暮らしを取り戻せる
ことを心より祈ってい
ます。被災地の皆様厳
しい現状だと思います
が頑張ってください。

Fw 190D-9 LATE ProfiPACK Edition

1/48 Cat.No. 8189



W.Nr. 500647, 7./JG 26, Hustedt Airfield, Germany, February - April, 1945



W.Nr. 500645, III./JG 2, Altenstadt, Germany, May, 1945



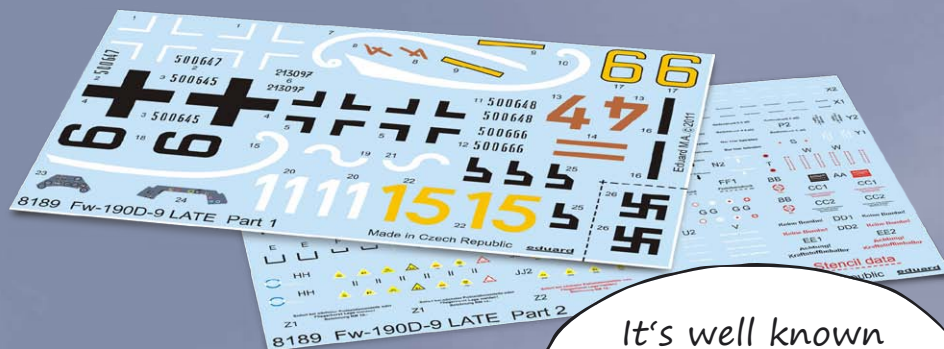
W.Nr. 500648, 9./KG(J)27, Austria, April 1st, 1945



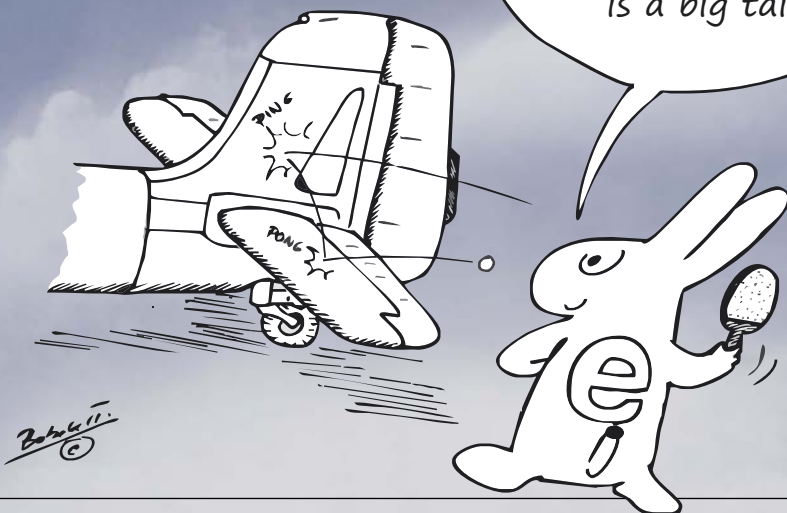
W.Nr. 500666, II./JG 301, Erfurt - Nord Airfield, Germany, May, 1945



W.Nr. 213097, 10. or 13./JG 51, Flensburg Airfield, Germany, May, 1945



It's well known
that size doesn't
matter, but a big tail
is a big tail!



With this kit, we offer the Fw 190 D-9 of late production, notably with the tail surfaces of the Ta 152. These tail surfaces are documented photographically on two machines - Black '6', W.Nr.500 645 and Brown '4', W.Nr.500 647. From written descriptions only, it is further assumed that W.Nr.500 648 could also have been equipped with these tail surfaces, which, as Yellow '6', served with III./KG(J)27.

These tail surfaces found their way to some Doras apparently through a lack of standard units. These were assembled by sub-contractors, and delivered near final assembly. It is very likely that due to problems in logistics, they developed a shortage of these components at the Mittelmetall factory (Mitteldeutsche Metallwerke GmbH) in Erfurt. So that production did not need to be interrupted, tail units intended for the Ta 152 were mounted instead, the production of which was being prepared for at Erfurt. From the numbers of aircraft that had this anomaly, it can be safely assumed that the substitution was a very short duration one, probably only a one day affair.

In the reconstruction of color schemes, we consulted mainly the book 'Fw 190D Camouflage and Markings' by JaPo Publishing, which is an exhaustive study of the subject as it pertains to the Dora. We also arrived at an interesting theory regarding the painting of the bottom surfaces of the wing with the interior color RLM 66, or another base paint, inspired by the magazine REVI No.80.

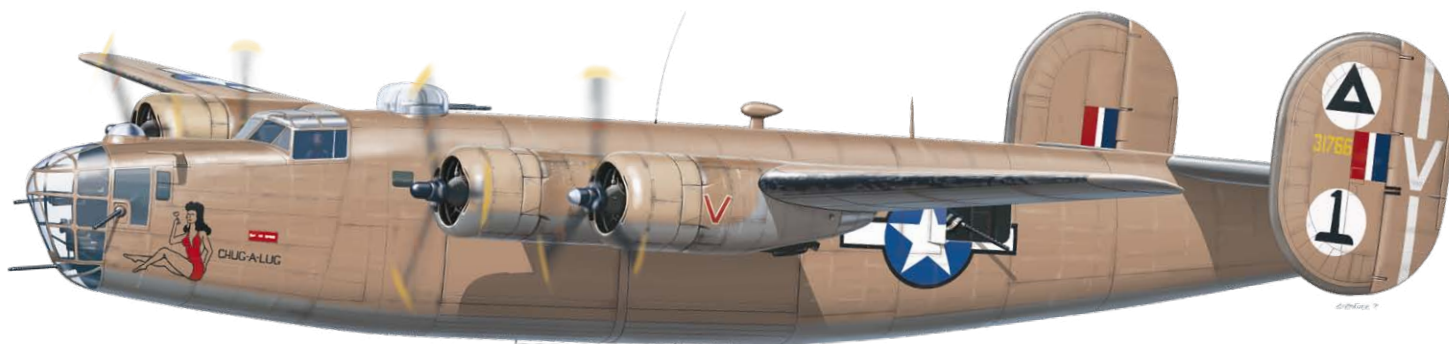
Don't miss historical article about Doras on page 14-15.

BUY Fw 190D-9 LATE 1/48 ProfiPACK



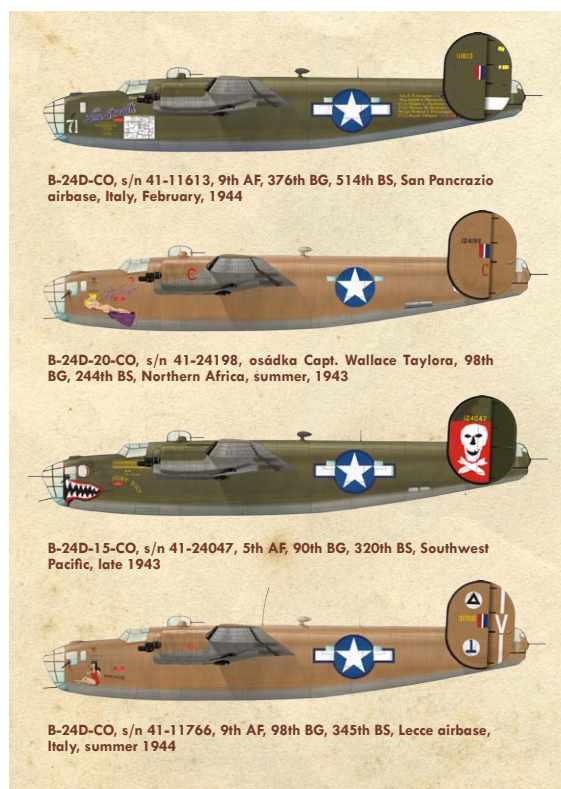
B-24D LIMITED EDITION

1/72 Cat.No. 2111



Mission Centenarians

Mission Centenarians – this patriotic label belongs to bombers that have completed one hundred missions over enemy territory. In terms of operational and non-operational losses, the milestone was significant and not possible without a constant supply of spares. For example, 'THE BLUE STREAK' received over the course of its service life, nineteen new engines, two wings and a replaced tail section. This much work, and repairs conducted on bullet holes and shrapnel damage, naturally had an impact on the look of the aircraft.



BUY B-24D 1/72 LIMITED EDITION

Albatros D.III Oeffag 253 Weekend Edition

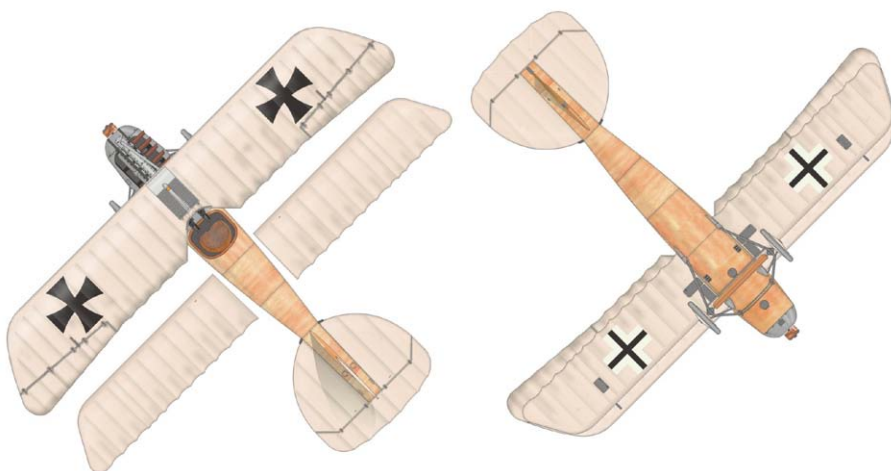
1/48 Cat.No. 84152



253.36, Oblt. Othmar Wolfan, Flik 56/J, August 1918

The personal aircraft of Othmar Wolfan displays another non-standard representation of the national insignia on Austro-Hungarian aircraft in the summer of 1918. While the upper surface crosses remained original, the crosses on the rudder were in different proportions than the aircraft before. The crosses under the wings were non-standard in their size and location. They were actually the same size and location as the original iron crosses.

Othmar Wolfan gained his first and only kill flying this aircraft when, on August 1st, 1918, he downed a Sopwith Camel from 66 Sqd. RAF. On the 14th of September, 1918, he was severely injured in a crash, and sat out the rest of the war in a hospital bed. Othmar Wolfan was one of a few German pilots who, after the dissolution of the Austro-Hungarian Empire, served in the Czechoslovak Air Force. He entered service in July, 1919 as an Air Force Officer. He served, for the most part, with No. 9 Air Company and flew SPADs. He left the Czechoslovak army on January 31, 1921.



BUY Albatros D.III Oeffag 253 1/48



BIG ED



32663 Su-27UB/Su-30 Flanker seatbelts (BIG3299)



48678 MC.200 landing flaps (BIG4945)



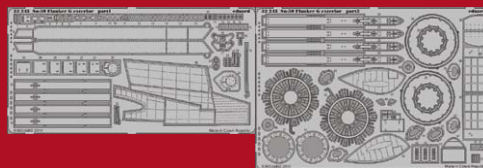
48669 F-22A exterior (BIG4944)



49534 F-22A bomb bay (BIG4944)

BIG3299 Su-30 FLANKER G 1/32 TRUMPETER

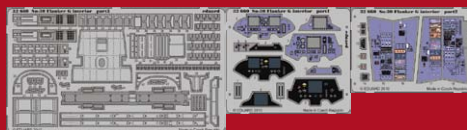
32243 Su-30 Flanker G exterior



32663 Su-27UB/Su-30 Flanker seatbelts



32660 Su-30 Flanker G interior S.A.



32253 Su-27/Su-30 Flanker air intakes

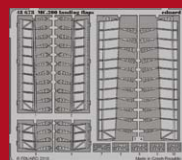


JX099 Su-30 Flanker G

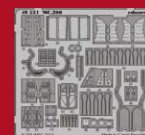


BIG4945 MC.200 1/48 ITALERI

48678 MC.200 landing flaps



49531 MC.200 S.A.

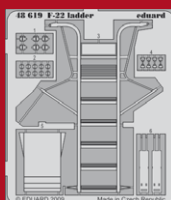


EX314 MC.200

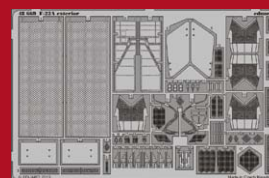


BIG4944 F-22A 1/48 HASEGAWA

48619 F-22 ladder



48669 F-22A exterior



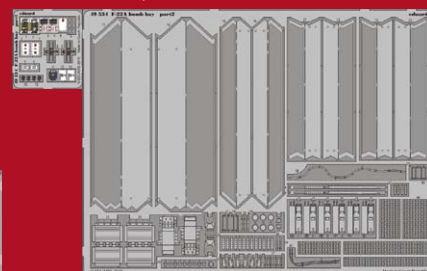
49514 F-22A interior S.A.



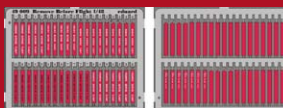
EX300 F-22



49534 F-22A bomb bay



49009 Remove Before Flight

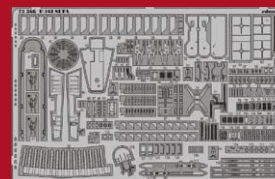


BIG7264 F-16I SUFA 1/72 HASEGAWA

72493 F-16 ladder



73366 F-16I SUFA S.A.



73380 Remove Before Flight - Israel



CX264 F-16I SUFA



BIG3299 Su-30 FLANKER G 1/32 TRUMPETER



BIG4945 MC.200 1/48 ITALERI



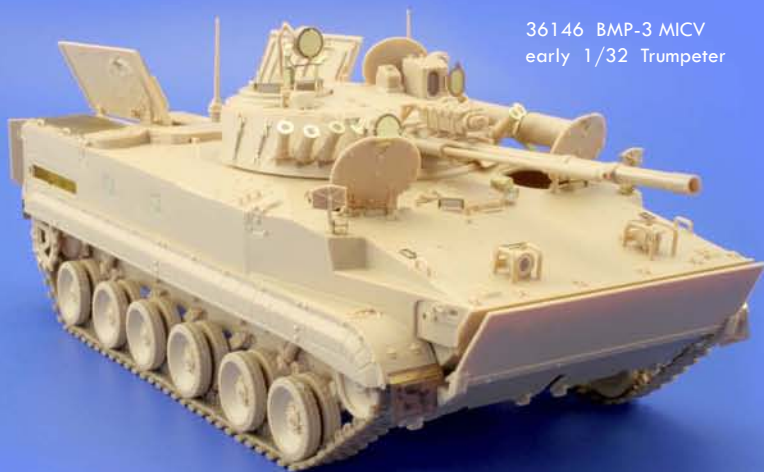
BIG4944 F-22A 1/48 HASEGAWA



BIG7264 F-16I SUFA 1/72 HASEGAWA



SELECTED PHOTO-ETCHED

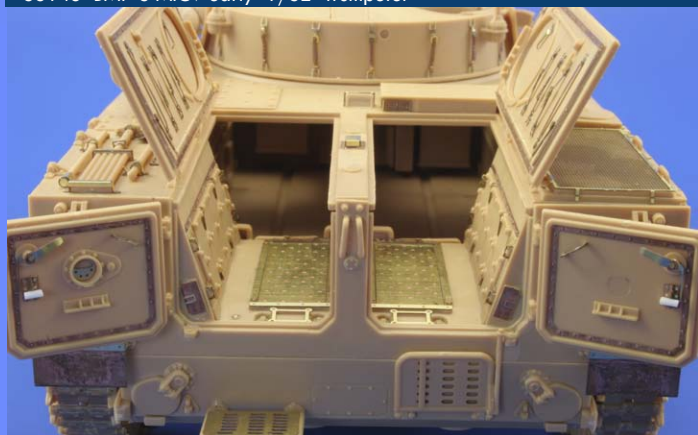


36146 BMP-3 MICV
early 1/32 Trumpeter

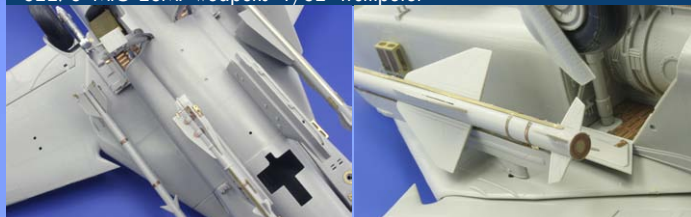
32267 Ar 196A-3 exterior 1/32 Revell



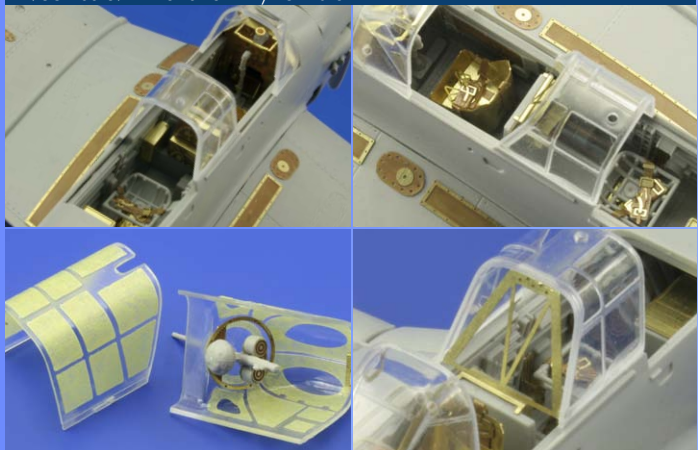
36146 BMP-3 MICV early 1/32 Trumpeter



32273 MiG-23MF weapons 1/32 Trumpeter



49554 Ju 87B interior S.A. 1/48 Italeri

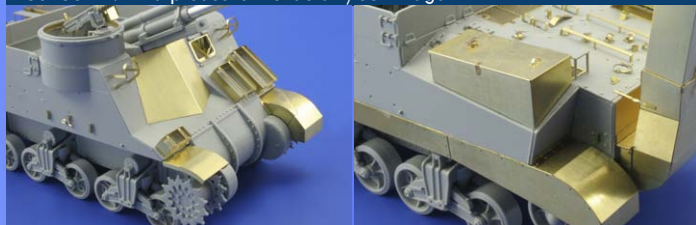


32681 Ar 196A-3 interior S.A. 1/32 Revell



PHOTO-ETCHED

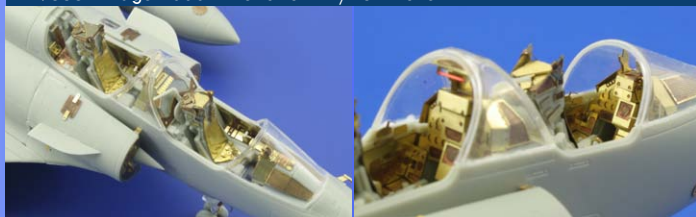
36155 M-7 Mid production fenders 1/35 Dragon



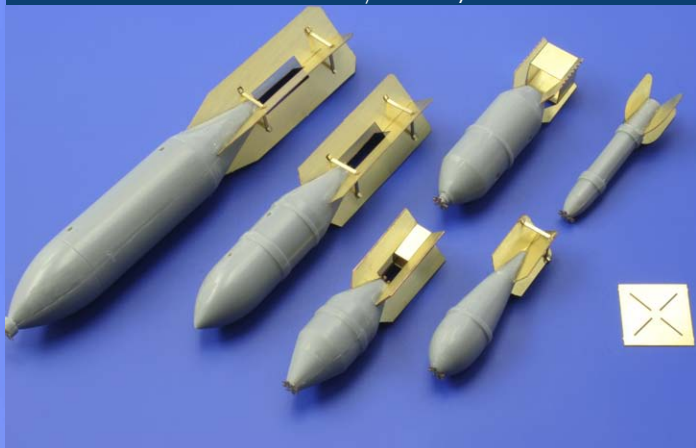
36156 M-7 Mid production ammo boxes 1/35 Dragon



49555 Mirage 2000B interior S.A. 1/48 Kinetic



32275 Il-2 armament and bomb tails 1/32 Hobby Boss



72515 B-17G exterior 1/72 Revell



73373 Meteor F.3 S.A. 1/72 Dragon

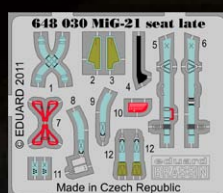


53050 Admiral Graf Spee 1/350 Academy



53050 Admiral Graf
Spee 1/350 Academy

1/48



648030 MiG-21 seat late 1/48 (Eduard)

- seat
- leg rests
- head rest
- arm rests
- color photo-etched

BONUS:
- helmet ZS-25

[BUY MiG-21 seat late 1/48](#)


632009

Bf 109E MG 17 mount 1/32 (Eduard)

- complete pair of MG 17s, including muzzle and deflector details
- ammo belt chutes, spent casing ejectors, ammo links, etc.
- firewall, including all plumbing and electrical details
- starter flywheel (Anlasser)
- ammo cases in installed position
- fuselage weapon well covers on both sides in scale thickness, with latches etc.

BONUSES:

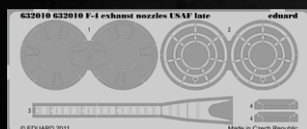
- two individual ammunition bays with belts as a diorama accessory
- instrument panel including mounting frame modeled on both sides (side visible from the weapons area with individual instrument mountings).



1/32

[BUY Bf 109E MG 17 mount 1/32](#)


1/32



632010 F-4 exhaust nozzles USAF late 1/32 (Tamiya)

- engine exhaust with all details
- engine intake

BONUS:
- arrestor gear with details

[BUY F-4 exhaust nozzles USAF late 1/32](#)


eduard

KITS

8189	Fw 190D-9 LATE	1/48	ProfiPACK
2111	B-24D	1/72	Limited edition
84152	Albatros D.III OFFFAG 253	1/48	Weekend

BRASSIN

648030	MiG-21 seat late	1/48	Eduard
632009	Bf 109E MG 17 mount	1/32	Eduard
632010	F-4 exhaust nozzles USAF late	1/32	Tamiya

PE-SETS

32263	MiG-23MF Flogger B exterior	1/32	Trumpeter
24013	Sparco Black 2005 1/24	1/24	
32266	Bf 109F-4 exterior	1/32	Hasegawa
32267	Ar 196A-3 exterior	1/32	Revell
32273	MiG-23MF weapons	1/32	Trumpeter
32275	Il-2 armament and bomb tails	1/32	Hobby Boss
32673	AV-8B Night Attack interior S.A.	1/32	Trumpeter
32681	Ar 196A-3 interior S.A.	1/32	Revell
36146	BMP-3 MICV early	1/35	Trumpeter
36148	Camo netting US 1940-1960 Spring	1/35	
36149	Camo netting US 1940-1960 Autumn	1/35	
36155	M-7 Mid production fenders	1/35	Dragon
36156	M-7 Mid production ammo boxes	1/35	Dragon
36162	Radio equipment WWII Wehrmacht - colour	1/35	
48692	Tornado F.3 exterior	1/48	Hobby Boss
49516	HAR. Mk.3 interior S.A.	1/48	Hasegawa
49548	Tornado F.3 interior S.A.	1/48	Hobby Boss
49549	Tornado F.3 seatbelts	1/48	Hobby Boss
49554	Ju 87B interior S.A.	1/48	Italeri
49555	Mirage 2000B interior S.A.	1/48	Kinetic

53050 Admiral Graf Spee

72515 B-17G exterior

73373 Meteor F.3 S.A.

73385 Rafale B S.A.

99017 Railings 2 chain bars

99018 Railings 2 chain bars

ZOOMS

33076 Ar 196A-3 interior S.A. 1/32

FE516 HAR. Mk.3 interior S.A.

FE548 Tornado F.3 interior S.A.

FE554 Ju 87B interior S.A.

FE555 Mirage 2000B interior S.A.

FE559 Bf 110G-2 Weekend

SS373 Meteor F.3 interior S.A.

SS385 Rafale B interior S.A.

MASKS

CX283 F-16D 1/72

CX284 Su T-50 1/72

EX325 Mirage 2000B/D/N 1/48

EX330 Lavochkin La-5 1/48

EX331 Sea Harrier FA.2 1/48

JX123 MiG-23ML Flogger G 1/32

XT169 RSO Pak 40/4 75mm wheel masks

XT170 Flak 38(f) Ausf.M late

BIG-ED

BIG3299 Su-30 FLANKER G 1/32

BIG4944 F-22A 1/48

BIG4945 MC.200 1/48

BIG7264 F-16I SUFA 1/72

1/350 Academy

1/72 Revell

1/72 Dragon

1/72 Hobby Boss

1/700

1/350

1/32 Revell

1/48 Hasegawa

1/48 Hobby Boss

1/48 Italeri

1/48 Kinetic

1/48 Eduard

1/72 Dragon

1/72 Hobby Boss

1/72 Kinetic

1/72 Zvezda

1/48 Kinetic

1/48 Zvezda

1/48 Airfix

1/32 Trumpeter

1/35 Dragon

1/35 Dragon

1/32 TRU

1/48 HAS

1/48 ITA

1/72 HAS

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LARGE TAILED DORAS AND THEIR COLORS

Martin Ferkl

One of our new releases for this month is a kit dubbed 'Fw 190D-9 Late'. As indicated by its label, it is a kit of the Dora from the later production phase. Three of them came from Mitteldeutsche Metallwerke GmbH production, and were equipped with larger tail sections intended for the Ta 152.

The Focke-Wulf Fw 190D-9 is one of several iconic aircraft. Its popularity among modelers reaches heights that are equalled by attempts at achieving the ultimate truth to the question of what colors did German industry actually paint them.

We anticipate that vigorous debate will be generated concerning whether or not Eduard approached the reconstruction of the paint schemes correctly, and so are offering the following as an explanation of the process of the evolution of this aspect of the kit development. It should be noted that our goal was not to find the one and only correct and definitive conclusion. The final decision on the painting of the model is naturally, left up to the modeler, and the instructions simply convey information that we have deemed as the most likely and verifiable.

First of all, it should be said that Eduard is not a place where major, detailed historical research was conducted. For that, there are renowned authors of specialized reference works. This means that inevitably, after we derive confirmed conclusions based on information available, we go about confirming the chain of facts through other sources as necessary, and pass the end results to our profile and decal artists. Of course, there are exceptions to the normal protocols (such as with the 1/72nd scale Liberators).

In the case of the Doras, we used the well researched, two volume (so far) study published by JaPo. The reasoning is simple — this is a work dedicated specifically to the camouflage and markings of the Fw 190D-9. No other similar work had been released at the time. The often referenced Jerry Crandall work is much more extensive and the passages describing the camouflage schemes are less systematic. The unique contribution of the Crandall books comes in the form of pilot memories and unique photographs. Masters Poruba, Larger and Deboeck had at their disposal original photographs, a long list of archival documentation, and preserved fragments of actual airframes. They are also involved in detailed interpretation of black and white photographs including studying the behavior of tones used by the Luftwaffe, and pan- and orthochromatic materials that were earlier verified in a volume dedicated to the Messer-

schmitt Bf 109K. This is significantly different from that of many of the other researchers, who rely on a study of published photographs and of those on-line. The difference in the quality of these two methods is evident. Personally, I do not believe that truly effective research in this field can be done on a table in front of a computer, whether the table is in Prague, Pilsen, or in London. So far, one researcher that has inserted an interesting theory into the discussion, is Stanislav Hruby. He has proposed that the lower surfaces of the wings

may have been sprayed RLM 66, or perhaps another base color. His arguments sound reasonable to me, and so I included his theory in the instructions as an alternative to the use of RLM 81, as recommended by JaPo.

To tie all of this to our Doras, and to make a long story short, the bottom of the wing can be sprayed in RLM 81 (if you follow the assumption that this part of the aircraft had no base coat), or RLM 66 (if, on the contrary, you subscribe to the notion that the base was used). At the end of the war, both variations were in-



W.Nr. 500647, 7./JG 26, Hustedt Airfield, Germany, February - April, 1945

This aircraft was discovered by the allies at Hustedt near Celle, where it was abandoned by JG 26 on February 10/11, 1945. The aircraft carries typical camouflage, in which it came out of the third and final D-9 production run at Mimetall. The upper fuselage was sprayed brown, RLM 81 (with the exception of RLM 82 applied ahead of the tail unit), while the side and bottom surfaces were painted RLM 76. The wing was sprayed by the sub-contractor in fields of RLM 81 and RLM 76. Sections of the wing bottom could have carried a spray of either RLM 81 or RLM 66.

deed possible. I personally suspect that the base was not used on 'our' Doras. It can be noted that on the preserved example in Australia of Me 262A-1a, W.Nr. 500200, Black 'X' of KG 51, the duralumin bottom surfaces were not painted with a base coat at all.

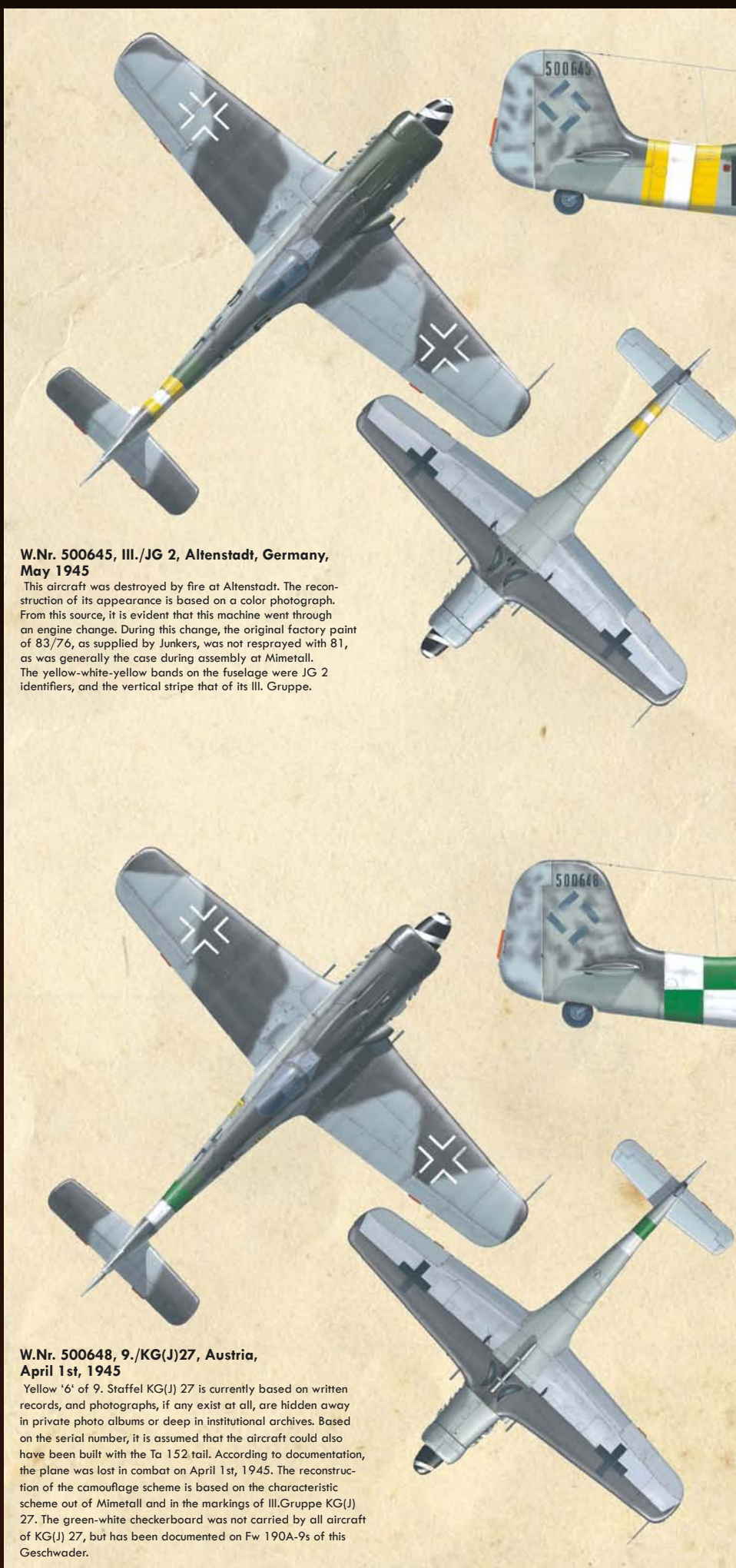
Many researchers cite period color photographs. This can, however, be misleading. Every amateur photographer will tell you that even today, with the use of modern technology, the final look of the shade will vary according to if the shot was taken in the morning, at noon, in the evening, in the spring, or in the summer or winter, under varying cloud conditions, on a beach, field or forest. The conditions that will effect the shot can be incredibly varied and very dramatic. If you factor in the age of period photographs and that color photography was pretty much in its infancy, shifts during photographic development and manipulation, and publishing (not to mention the quality and calibration of scanners and monitors), it becomes clear why a color pic should not be taken necessarily as definitive. If you don't believe me, take a quick glance at the first volume by J. Crandall, Page 212, the photographs on the top and the bottom. Notice how much the colors vary between the pictures on the engine cowl, especially the green, keeping in mind that the shots came from the same film. (Quiz – is it RLM 74 or 83?)

Back to our big-tailed Doras. The theories presented in the JaPo publications strike me as the most likely. As noted elsewhere, it is based on intimate knowledge of German military industry, their subcontractor system, official documentation describing coloring of Luftwaffe aircraft and the unique individual schemes always found from individual manufacturers, production blocks, and again, detailed study of black and white photographs.

This theory is supported by Jerry Crandall in his publication. His reconstruction of Dora W.Nr. 500645, Black '6' of JG 2 whose basis was on the work of a British modeler that matches, with the exception of small details, Mimetall production, and as they are presented by JaPo! The British modeler overlooked the fact that the replacement cowl in the factory scheme of RLM 83/76 should be from the brown upper surface of the fuselage separated by a sharp delineation at the panel line and that the squiggles on the tail surface should be also brown RLM 81, and not green. It can be deduced that the British modeler misinterpreted the color photograph. In this case, however, and coincidentally (experienced and independent observers using the published titlepage photograph which is more likely to be of higher quality) suggests that the illustration derived does not confuse the green and brown fields.

In all likelihood, there will be discussion about color photographs of 'Black 8', W.Nr. 500581 of II./JG 6, published in Crandall's second volume. The green coloring of the front end is evident, and the color shots support JaPo's theory that there is a replacement engine from another aircraft – the black panel at the exhausts on the port side of the nose points to manufacture at Focke-Wulf. Regarding the dark color on the fuselage, I would not at this time hazard a guess as to whether or not it is RLM 81 or 83, especially when Mimetall tended to spray brown RLM 81 in thin layers. Even the author of the work didn't speculate on this. So, even here, we can lean towards the conclusions of the study by JaPo. Here, it is worth commenting that in light of this example, Poruba, Larger and Deboeck are skilled at the interpretation of black and white photographs.

In conclusion – from the preceding, it should be evident why I hold such high regard for the books published by JaPo, and why they were instrumental in the development of the schemes for our Focke-Wulf Fw 190D-9 Late kit. Because there is so far no study that would exceed them, they will remain, for the time being, the cornerstone for the basis of the camouflage and markings of our Doras.



W.Nr. 500645, III./JG 2, Altenstadt, Germany, May 1945

This aircraft was destroyed by fire at Altenstadt. The reconstruction of its appearance is based on a color photograph. From this source, it is evident that this machine went through an engine change. During this change, the original factory paint of 83/76, as supplied by Junkers, was not resprayed with 81, as was generally the case during assembly at Mimetall. The yellow-white-yellow bands on the fuselage were JG 2 identifiers, and the vertical stripe that of its III. Gruppe.

W.Nr. 500648, 9./KG(J)27, Austria, April 1st, 1945

Yellow '6' of 9. Staffel KG(J) 27 is currently based on written records, and photographs, if any exist at all, are hidden away in private photo albums or deep in institutional archives. Based on the serial number, it is assumed that the aircraft could also have been built with the Ta 152 tail. According to documentation, the plane was lost in combat on April 1st, 1945. The reconstruction of the camouflage scheme is based on the characteristic scheme out of Mimetall and in the markings of III. Gruppe KG(J) 27. The green-white checkerboard was not carried by all aircraft of KG(J) 27, but has been documented on Fw 190A-9s of this Geschwader.





Trabant

Vladimir Sulc

The East German Trabant is a beautiful example of various viewpoints on a given item in different historical eras. In the case of the Trabant, this ambiguity is underscored by its longevity. The first Trabants hit the roads of Europe at the end of the fifties and is still seen on them today, and not only as restored relics.

At the initiation of production, the Trabant was the answer to the motorization of East Germany. In the sixties, the Trabant represented for millions of east Germans and hundreds of thousands of Eastern Europeans the chance to own their own automobile, which is in stark contrast to today, or to Western Europe back then - to say nothing of America.

In the seventies it became a symbol of the stagnation of the communist economic system. At the time, it was a decidedly outdated type, but one with very few alternatives. Furthermore, the waiting times for delivery could be measured in decades in East Germany, and that was a tad inconvenient. Today, these waiting times are virtually unimaginable. By the eighties, this symbol developed into one of communist inabilities, including with respect to competitiveness, and tens, if not hundreds of abandoned Trabants in Prague and Budapest in the fall of 1989 were a blunt message to the communist leadership - thanks, but we're leaving, stick your Bakelite miracle where the sun don't shine! Twenty years later, it's a different situation again. The despised Bakelite contraption has entered into the realm of a legend and has become the centrepiece of German nostalgia. In the Czech Republic, Slovakia and Hungary, this situation is not too different.

Somehow, the Trabant belonged to East Germany, and for my generation it was clear that here it was, always and forever, much like communist timelessness. But where did it come from? It did not fall from the heavens, and it has an interesting and surprising history. If we take it from the Big Bang, as is in our industry common, we have to go back to Mr. August Horch.

He, armed with his expertise from his days with Benz, opened an automotive repair shop in 1899 in Cologne. By the following year, he built his first automobile, and in 1904 he moved his business, already known as Horch A.G., to Zwickau, in Saxony. In the following years, the firm of Horch had achieved some successes in sporting vehicles, but sporting meets were also a characteristic of the conflict between Horch A.G. and the Executive Board. The Board saw any sporting connections as a waste of funds. What a conflicting and pragmatic view of the world! The animosity cul-

minated in 1909, when Horch left the company bearing his name, or more accurately, was 'persuaded' to leave, and in the immediate neighborhood of his former plant formed a new one, which he hardheadedly called 'Horch'. This was naturally not allowed by the courts, and so the name became 'Audi', which is Latin for the German 'Horch' - to 'hear'.

During the crisis of 1932, the companies of Audi, Horch, DKW and Wanderer merged and created Auto Union. Within this merger, automobiles under the Horch name were the prestigious ones, while those from Audi and Wanderer represented more of a middle class of vehicle. The label DKW subscribed to the idea of German automotive thinking along the lines of a 'peoples' car'. This has been typically applied to the later Volkswagen Beetle, but this is only one of several designs that came out of this concept in Germany. The strength of the cars made under the DKW label during the immediate pre-war and early war years was the genius of the simple construction using a two cylinder, two stroke engine, and a 'peoples' price'. These cars were built by Audi in Zwickau, while the manufacture of Audi vehicles was moved to Horch.....and you know what? Let's just leave that there!

The main point to be made here for our writeup is the wartime restrictions on the supplies of strategic materials, mainly steel plating, that was used in military production. True, this also included automotive production, and as early as 1937, there was development in the research arm of Audi in Chemnitz concerning new plastic materials based in phenolic resins, later Bakelite. During the war, development and testing continued on plastic frames. But the curtain was coming down in the form of the approaching mess that steamrolled over Germany like an unstoppable piston.

In 1945, Zwickau was occupied by the Americans, but according to the Yalta Accords, the town was in the Soviet occupational zone. This determined its fate for the next 44 years. The equipment in the Audi plant was carted off by the Soviets, as was the typical for the time, but by 1946, the institution known as IFA, Industrierwaltung Fahrzeugbau was formed in the Soviet Occupation Zone. From 1948, IFA officially sanctioned the East German Industry Nationalization



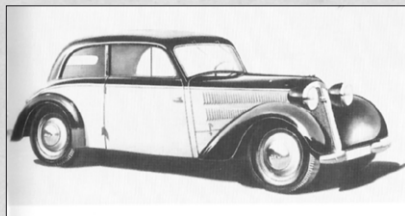
◆ August Horch (1868-1951), the founder of Horch and Audi, later a member of the executive board of the Auto Union.



◆ Post-war IFA F-8 was virtually identical to its predecessor.



◆ IFA F-8 with a plastic hood. It was built through to the mid fifties.



◆ Pre-war DKW F-8 Meisterklasse.



◆ Interim type IFA P-70, now with a plastic body, here in the Kombi form with the rear doors opening out to the side.



◆ IFA, actually, Trabant P-50, here in the form of the Sonderausführung from 1959. Most of these vehicles had a two-tone body, the delineation of the two colors being in the form of an elegant sidebar.

branch, and during the same year began production of automobiles. The main production item at the former Audi plant in Zwickau was the IFA F-8, which was nothing more than the old DKW F-8. The four metre, two-door vehicle was powered by a two-cylinder, two-stroke engine with 690cc rated at 20hp (15kW). The frame was built with a wooden skeleton covered with leather, while in a small series of cabriolets, destined for export, the frame was covered with steel plates. High demand for steel was the Achilles' heel of the East German economy, the shortage of which dictated the ongoing development of plastics. As has happened so many times in human history, shortages in one place fed development in another, examples of which include moldy cheese, kielbasa, Tokay (Tokaji) wine, and a certain Bakelite legend. Well, actually, more accurately, thermoset. I have to also add, that the East Germans were at that time, certainly through the fifties and sixties, truly operating at capacity. This fact even infiltrated through to Czech film production, thanks to from which we Czechs know that our East German comrades from time to time made mistakes. When it came to plastic frames, the early fifties saw experimentation with Vinidure, which was a composite of PVC and paper. Through testing with liquid PVC, sawdust and cotton lint led to Duroplast in 1952, composed of phenolic resin and cotton lint, suitable for forming into frames. The parts were cast into shape in about 10 minutes at 170°C. By 1953, Duroplast accounted for about a third of the body of the IFA F-8. The development of the new vehicle with the Duroplast body powered by a two stroke, two cylinder engine was ordered by the Ministry of Industry in 1953, and was sanctioned by the head of the East German Government in January, 1954. The development of the new vehicle was marred by disagreements between the development arm of the FEW at Karl-Marx-Stadt (which is what the communists changed the name of Chemnitz to in 1953, FEW being the former development centre of Audi) and the development division of AWZ at Zwickau. So, while FEW was building two prototypes designated P-50, there was an interim type being developed at Zwickau, capable of being put into rapid production. This was secretly designated F-8K at first (K for Kunststoff, or 'artificial material'), but was later dubbed P-70. Series production began in the summer of 1955, and by the time production ended in 1959, an impressive

36,796 units were delivered built in three body versions. Besides the two-door limousine version and a Kombi with rear doors opening to the sides, it was very interesting and pleasing to look at, but, of course, built in limited series. Most of these sporty types went to export to western countries.

While P-70 production chugged merrily along, the development of the P-50 continued to completion in the second half of 1957. Production was ceremonially initiated on November 7, 1957, on the 40th anniversary of the Great October Socialist Revolution. This was the Russian Revolution of November, 1917, and for our younger colleagues, this was the beginning of the USSR, or the Soviet Union, and was a big event. Lenin's real name was Uljanov, Stalin's was Dzugasvili, GAZ automobiles were Fords, and these strange little quirks permeated throughout the USSR. It must've been pretty difficult to believe anything they told you. A month before the start of production, the Soviet Union launched the world's first artificial satellite to circle the globe, Sputnik 1. In honour of the general awe of this event, the new vehicle produced at Zwickau was dubbed Trabant. Trabant is the German equivalent to the Russian word Sputnik, but I would rather not dwell too much on any theories as to why the comrades chose this name. Those that lived in the Eastern Bloc all have their own inside knowledge....

Now, for some technical data on the Trabant P-50. Its length was 3361mm, width 1493mm, the wheelbase was 2020mm, wheel track 1200mm in the front, and 1240mm in the back. The empty vehicle weighed 620kg, and useful payload was 330kg. The two-door body was made of steel frame with Duroplast body panels. The 500cc engine was air-cooled, two cylinder and two stroke providing 18hp (13kW) at 3750rpm. Maximum torque was 44Nm at 2750rpm. Maximum rpm was 4400. While coasting downhill, it was possible to engage the clutch. The fuel tank held 24l, and was filled with gas and oil at a ratio of 25:1. It stunk. Maximum speed was 90km/h, recommended speed, 80km/h (50mph). I won't bore you with other details, such as the 6v electrical system, save maybe the fact that the trunk had an awesome 0.36 cubic metres, and fuel consumption ranged between 6 and 8.5 litres per 100km (my two-tonne AUDI Quattro drinks an average of 6.4 litres of diesel per 100km). The car was available in four colors: light yellow Bananengelb, blue-grey Blaugrau, light blue Aeroblau, and light red Hellrot.

VEB AUTOMOBILWERK AWZ ZWICKAU



Wir stellen vor:

AWZ-Trabant

◆ Period shot of the Trabant P-50, likely from 1957 or 1958, showing a new vehicle from AWZ (AWZ meaning Automobilwerk Zwickau). In May, 1958, the plant was renamed VEB Sachsenring.

It may be worthwhile for JaPo to look into the similarities of these colors to those used on the Fw 190 in 1945...

At the end of the fifties, the Trabant went through a series of innovations, even unbelievable ones by later standards. Production began in 1959 of the Kombi with a lengthened body, and later versions known as Trabant Lieferwagen were delivered. A major innovation came in October, 1962, when an up-powered version called Trabant 600 began to leave the production lines with a 594.5cc engine rated at 23hp (17kW) with a maximum speed of 100km/h. The first generation of Trabant was manufactured until 1965, with a production run of over 238,000 units, with 48,000 of those being the Kombi. Part of the production went for export, first of all to socialist countries of the Eastern Bloc - 5,000 to Hungary, 3,500 to Poland, 2,500 to Bulgaria, 500 to Romania, and 1,500 made their way to Belgium, the Netherlands, Finland and Denmark.

Amazingly, this wasn't enough, and development continued. In December, 1959, the heads of the East German automotive industry met at Zwickau, to decide what next for it. It was clear that modernization was the answer, and these heads wanted to see results. The industry conducted two studies, one closely linked to the Trabant 600, the other markedly more modern, but again, done in incognito. Comrade Factory Heads expressed an enlightening, if not outright courage, that had not been seen for a long time, and gave the green light to this radical innovation. And so, the light of day shone on the legendary Trabant 601, although the road to production was yet to be a long one, lasting some five more years.

The new vehicle gained the floor area of the 600, the body was expanded to 3555mm, and received new, almost trendy lines. The glass surface area went up by a quarter, and the trunk space increased to 0.415 cubic metres. The useful payload went to 385kg, empty weight dropped marginally to 615kg. Overall weight fit inside of a tonne. The engine was the same as in the 600, and the maximum speed remained 100km/h. Zero to 80km/h (50mph) took 20.7 seconds, the fuel



◆ Period advert for the Trabant 601 from Mototechna, at the time one of two firms selling cars in Czechoslovakia. The other was Tuzex, selling cars not for Czechoslovak crowns, but for western currencies, or special coupons, the infamous 'Bons'.

◆ Trabant 601 in the Kombi form.



◆ Trabant 601A Kübel in its military form with a steel rear part of the hood.



Trabant 601F differed from the military version 'A' in only some details.

tank held 24l of a gas and oil mixture, this time in a ratio of 33:1. I don't want to get into its impact on the environment of the former East Germany, but it really did reek, and I would find it very difficult to believe that it didn't bother anybody.

In January, 1963, the Trabant 601 was presented to delegates of the SED. This was the East German communist party cleverly named as a unified workers' party. Things here were liberally masked behind certain copies, as indicated in the notes on the Soviet Union above. The East German comrades were very astute students of their Soviet gurus, but it appears as though with their open subscription to communism, they were somewhat careful. Unfortunately, these types of things have a hard time of dying off here in the Czech Republic, but, personally, I think that it's a good marketing ploy, and a traditional brand



Plastic components mounted on a steel skeleton.

is a traditional brand. But, let's leave comrades to comrades, and back to the Trabant. In the fall of 1963, 110 of the initial Trabant 601s were produced, followed by a second run of 23 vehicles in January, 1964. Why there were the two initial series built, don't ask me. I'd be interested in knowing myself. In any case, the second generation of the Trabant was born. The Kombiks were built until 1965 in the 600 version, and was replaced by the 601. From September, 1966, there began manufacture of the interesting version Trabant 601 Kübel, with an open body and

no doors. The front Duroplast hood remained unchanged, but from the front slope rearwards, an all metal, open box-like structure with a canvas, detachable roof was added. A military version was designated Trabant 601A (Armee), and there was also a civil version, the Trabant 601F (Forst) for forest workers and farmers. There was not a lot of difference between them. The military version had machine gun holders. Another known version was the Trabant 601GS, apparently for Grenzschutz (Border Guard). This was a very important institution in East Germany, as there was this desire of the East German population to bolt across the border. The Kübel vehicles for many years drove escort for the cycle race between Prague-Warsaw-Berlin (the order would change from year to year, and saw the addition of Kiev the year that Chernobyl blew). In 1973 there were interesting colors applied to the Trabant 601F in honour of the Soviet festival of youth and students, that were used to shuttle delegates from ten cities where the festival took place. The bodies were white, the upholstery red, the hood bore the respective city crest, among others, the lead car carried the crest of the City of Prague - would that make a nice kit, or what?

On the basis of the military Kübelwagen (let's not be afraid to apply the proper names to things) came the Trabant Tramp in 1978 as a vehicle for spare time. All in all, there were around 12,000 Trabant Kübelwagens.

By the time that production finally ended in 1991, Zwickau produced over 3 million units. Unfortunately, by the mid-sixties, the promising tempo of innovations introduced slowed, reminding one of the theory by Prof. Flegr on stagnant evolution. The Trabant stagnated like a mammoth in the ice. There were innovations, but the face of changes such as the shape of the rear view mirrors, symbols on the hood, new wipers (made by PAL at Kbely, Czechoslovakia), electronic ignition, a sun roof, details on the dash, intensively advertised rise of 3hp, or the instituting of 'ecological' mixing of gas to oil at a ratio of 50:1 changed absolutely nothing. Development simply froze, which is for communist regimes absolutely typical. Despite that, the firm did try to develop new types. Some looked very promising, although, if you ask me, all of them were substantially uglier than the relatively elegant Trabant, but it died somewhere on the table of the central planners. The cost of going forward with these were simply too expensive for eastern standards, so focus was maintained on tried and true items in production. Even though the product had become hopelessly obsolete, production ran like greased lightning; the plan was fulfilled, and the communist ideal was satisfied. I have no idea if the communist comrades knew what was really



Three more horses...stand back, man!

going on. I am sure that they did. They weren't stupid, but with Brezhnev at your back, they couldn't help it, as was demonstrated in Czechoslovakia in 1968.

With all of the stagnation, it was clear by the mid eighties that things couldn't continue like that in East Germany. The coming of Gorbachev and his perestroika eventually kicked comrades in our own country, in the west of the Eastern Bloc. When at the time, the Trabant export to Czechoslovakia was halted for ecological reasons, it was obvious that something needed to be done. Salvation came, surprisingly, from the West. The new president of Volkswagen, Dr. Carl



The Trabant category at Rally races were always the highlight of the day. It was noisy, as though someone let loose a bunch of pissed off vacuum cleaners. Often, the teams would drive to the race, and overnight, change the engine for a race specific one, which had about ten horses more. After the race, the engines would be changed back, and off to home they went. The vehicles were considerably livelier and faster, really a race special. Accidents often had fatal results, though. The crews were also kept busy changing plastic panels.



Trabant 601

Nová
sedadla
New
seats



Every small improvement needs to be pointed out. Hat applies even today. When we add to our MiG-21 scissors to the main landing gear and side panels, then we will make a bombastic advertisement as well!

Hahn, came with a vision of expanding VW to the east. The concrete step taken was an offer to the East German Ministry of Industry on the sale of reconditioned four cylinder, four stroke VW engines EA111. An agreement was signed in the fall of 1984. The yearly output capacity for the engines, installed in new vehicles, was 430,000 vehicles. The line was to be initiated at Karl-Marx-Stadt, where the traditional two stroke engines were produced. The initiation of the production of the 1.1 litre gasoline engines was planned for 1987, and diesels were to come on line a year later. In return, the factory was to produce 100,000 engines for VW. The bottom line price of the transaction was an (at that time) astronomical 7 billion East German Marks, which even influenced the fall of the East German Mark against its West German counterpart. That was one of the reasons of the delay of the whole project, but, then again, when was a deadline ever met in the East? Ultimately, the line began moving on August 31, 1988. The Trabant 1.1 saw parallel development, which was, as is evident from its designation, powered by the VW engine. In 1988, there were several tens of functional examples of this vehicle, which was to be assembled in a new factory at Mosel. In August, 1989, a test manufacture was initiated that produced 722 new Trabant 1.1s. But that ever present curtain fell again, and a colony of Trabants were sent to Hungary, where in the summer of 1989, the government opened the border with Austria. This was a hole through which thousands of East Germans streamed to the west. Then, when the Czechoslovak government closed the Slovak-Hungarian border, the would-be escapees descended down on Prague, where hundreds, if not thousands flooded



✦ The last version to be produced, the Trabant 1.1 with a four cylinder, four stroke engine from VW. The rad cover reminds of another East German vehicle, the Wartburg.



✦ An advert on the final Series 444 Trabant 1.1 in the Kombi model. The nineties saw a different era, customers no longer had to wait ten years for their Trabant, but the Trabant had to wait for its customers.....in vain.

the embassy of the Federal Republic. The local streets were inundated with abandoned Trabants. In October, after the celebrations commemorating the formation of East Germany, the bells tolled for Erich Honecker and his boys, the wall came tumbling down (of which I have a piece)...and...production of the Trabant went on, more or less from force of habit, and straight to the storage yards. Certainly, the last of 39,000 Trabant 1.1s, and more than 3 million Trabants of all versions built from 1957, came off the line on April 30, 1991. The end.

So, don't you think that at the very least, it's a helluva story. The car is not just a stinker, a Bakelite contraption or a resin buttercup. It's a legend, and rightfully so, and quite the twentieth century development. My friend Lada Bednar know something back in the stagnant eighties when, with a supressed smile, he asked Trabant joke tellers, if they had any idea why his Trabant's trunk was full of hay. No one knew, and Lada's smile became much more evident, as he proclaimed that it was to feed all of those dumb cows who keep putting it down.

And to finish off, a bit more in the way of stats. In all, there were 3,096,099 Trabants of all versions built. The breakdown is as follows: 131,450 P-50s (1957-1962), 106,628 P-60/Trabant 600 (1962-1965), 2,818,547 (!) Of the Trabant 601 (1964-1990), and 39,474 Trabant 1.1 (1989-1991). There was a total of 850,839 vehicles of all versions exported, of which 816,507 were to other eastern Bloc nations, the majority of them to Hungary. The million mark was hit on November 22, 1973, 1.5 million on August 1, 1978, two million on October 1, 1982, 2.5 million on August 15, 1986, and finally, three million May 21, 1990. The one millionth Trabant built, a red item with a white roof, is displayed in the August Horch Museum in Zwickau which we would enthusiastically suggest that it is more than worth the visit. In 1985, there were 3,306 million registered automobiles in east Germany, of which 1.632 million were Trabants of all versions. This accounted for 49% of vehicles on the road in that country. For comparison, Wartburg vehicles were second at 17%, followed in third by Skoda at 9.5%, and the Soviet Lada at 9%. The Trabant numbers even kept groaing, reaching 53% in 1989.

A note about prices. In Czechoslovakia, a Trabant would cost between 27 and 29,000 Kcs in the first half of the sixties, and from 1969, 35 to 38,000Kcs. A Skoda 100 with a 11, four stroke engine gasoline engine cost about 55,000 Kcs at the time, and the Fiat 500 with a 0.5l engine 49,000 Kcs (later to fall to about 39,000Kcs). In East Germany, the cost of a fully loaded Trabant 601 DeLuxe in 1988 cost 13,200 East German Marks. The cost of a Trabant 1.1 was 18,000DM in 1989, and that despite that the economic calculations put the price at 22,000. However, that price was deemed unacceptable by the SED, so they decided to step in. This was a fairly common practice in East Germany and Czechoslovakia,



✦ In the 1990s, the Trabant became the subject of some artistic creations, here as a combat vehicle for the Wehrmacht. Note the commanders hatch on the roof!

which more similar that most would want to believe. In the CSSR, there was a mechanism in place for such instances that amounted to a negative sales tax. Incidentally, it was also applied to some plastic model kits. Even as late as 1995, the Last Edition Series 444 was offered, this being a white Kombi Trabant 1.1 for 19,444 DM, by now the real German Deutschmark, but in 1996 there were still 351 of them available, for just 9,999 DM.

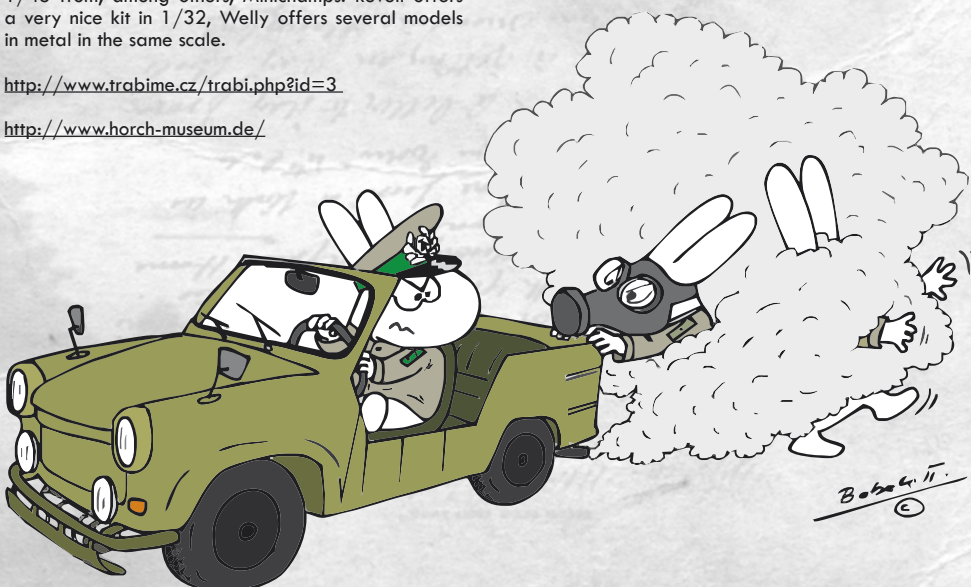
And what about models? There are model kits of several versions of the Trabant in 1/87 available from Herba and Brekina. A diecast model is available in 1/43 from, among others, Minichamps. Revell offers a very nice kit in 1/32, Welly offers several models in metal in the same scale.

<http://www.trabime.cz/trabi.php?id=3>

<http://www.horch-museum.de/>



✦ The Trabant served in the air force, and not only in the Kübel version. This Trabant tiger from 1993, same as the similarly designated L-29 Delfin, was the work of Karel Krejci, who at the time was working on maintaining ejection seats at the air base in Zatec. The photograph was taken in 1993 during a visit by USAF F-111 at that field. The vehicle was of course, not actually owned by the air force, and it was the property of the brewery in town. Karel Krejci left the air force after the decommissioning of the base, and went to Eduard to work as a photoetched brass designer. Later, he was chief of the PE department, and today, he is concerned with the collection of documentation for designs. It can be said that Karel is for Eduard what the Trabant is for automotive history.



PROSECKÝ PANTER CUP



On Saturday March 19, 2011, we attended as vendors and partners the event put on by Prague's KPM Prosek Panthers, known as Pantherscup. A successful event giving off a very positive vibe, very well organized contest, a large number of entries, with much interest generated. Several of the following photographs illustrates our participation and some of the winning Eduard kits.

JZ



Our temporary vendor stall in one of the secondary school classrooms.



Vladimir Sulc was very busy signing boxes of the Limited Series 1153X...



Slava Vanous with his competing Oeffag 153 in 1/48 (from our kit No. 8241. First Place in Category A3 – Aircraft to 1930 1/48.



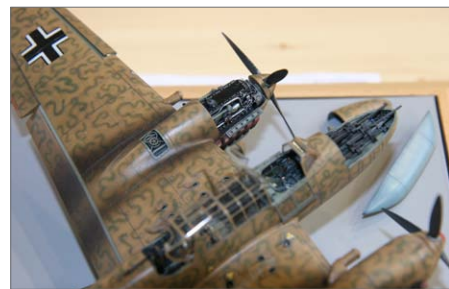
... which kept him very busy, and took its toll.



Martin Pastika (centre) passing onto Vladimir Sulc a presentation model of the MiG-21MF built for Eduard, in all likelihood the very first Eduard MiG-21MF built anywhere.



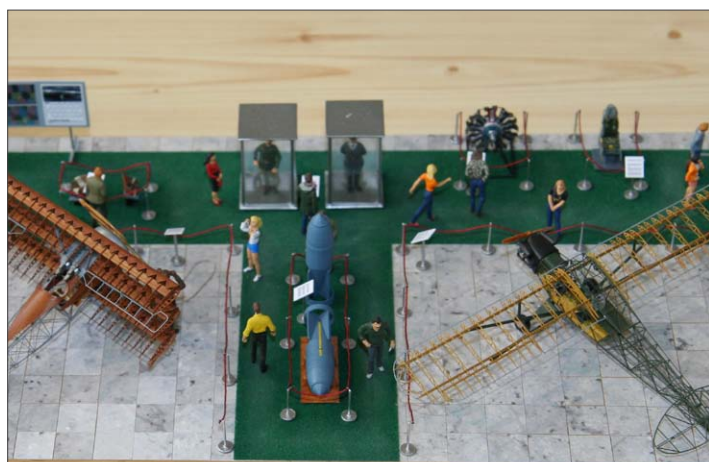
Bf 109E-4 in 1/32nd scale as flown by Adolf Galland.



👉👉 Bf 110C-6 built by Petr Pospisil... from our kit cat. no. 8201). Second place in category A4 – Prop Aircraft 1/48 – detailkit.

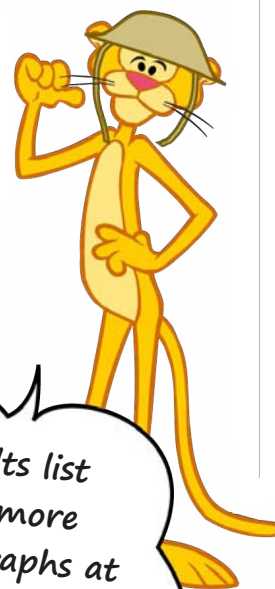


👉 Fiesler 153 Storch – 1/72nd scale Stripdown, a fine example of modeling patience and skill using photoetched brass.



👉 Bf-108B in a Mediterranean camouflage, 1/48 (Cat.No. 8054).

👉 Diorama Museum....great idea on how to naturally use stripdowns (by Jaroslav Sebek, third place in category F4 – Aviation Dioramas 1/72nd and Smaller, and special award from KPM Brno.



Results list
and more
photographs at
www.pantherscup.cz

Mřítko : 1:72
Vyrobc stavebnice : Eduard
Muzeum

Hlavní kategorie
F4
Trophy



Among the competing models was another MiG-21MF from the workbench of Martin Jira (making the total at the show two). The model had a very well executed Czechoslovak camouflage. This kit received the Eduard Trophy.



I-16 Type 24 (Cat.No. 8146). The faded white looks good! Modeled by Lukas Svoboda. He received a special award from KPM Jihlava.



Amazing JV 44 Dora from our Limited Edition kit No. 1154.



L-39 1/72 Eduard.





La-7 1/72.



Clean Yellow '10' Fw 190D-13 (Cat.No. 8185).



Something snapped....diorama with Eduard Fokker D.VII by Jaroslav Sebek, first in F2 – Aviation Diorama 1/48 and larger.

Another beautiful Bf 109E-7 Trop in 1/32 (Cat.No. 3004) by Zdenek Sebesta, first in A1 – Prop Aircraft 1/32 and larger.



Su-22M-4 from the hopelessly sold out Limited Edition kit.

BUILT

MiG-21 MF

1/48 Eduard

Camo: MiG-21MF No. 127, 812th UAP,
Kupjansk airbase, August 1991



Built by Martin Pastika (17 years old, KPM Sazava / KPM Nymburk)





BUY MiG-21MF 1/48



Albatros D.III Oeffag 153

153.140, Eugen Bönsch, 1918



1/48 Eduard
Cat. No. 8241
Built by Slava Vanous.



153.140, Eugen Bönsch, Flik 51/J, Ghirano, spring, 1918.

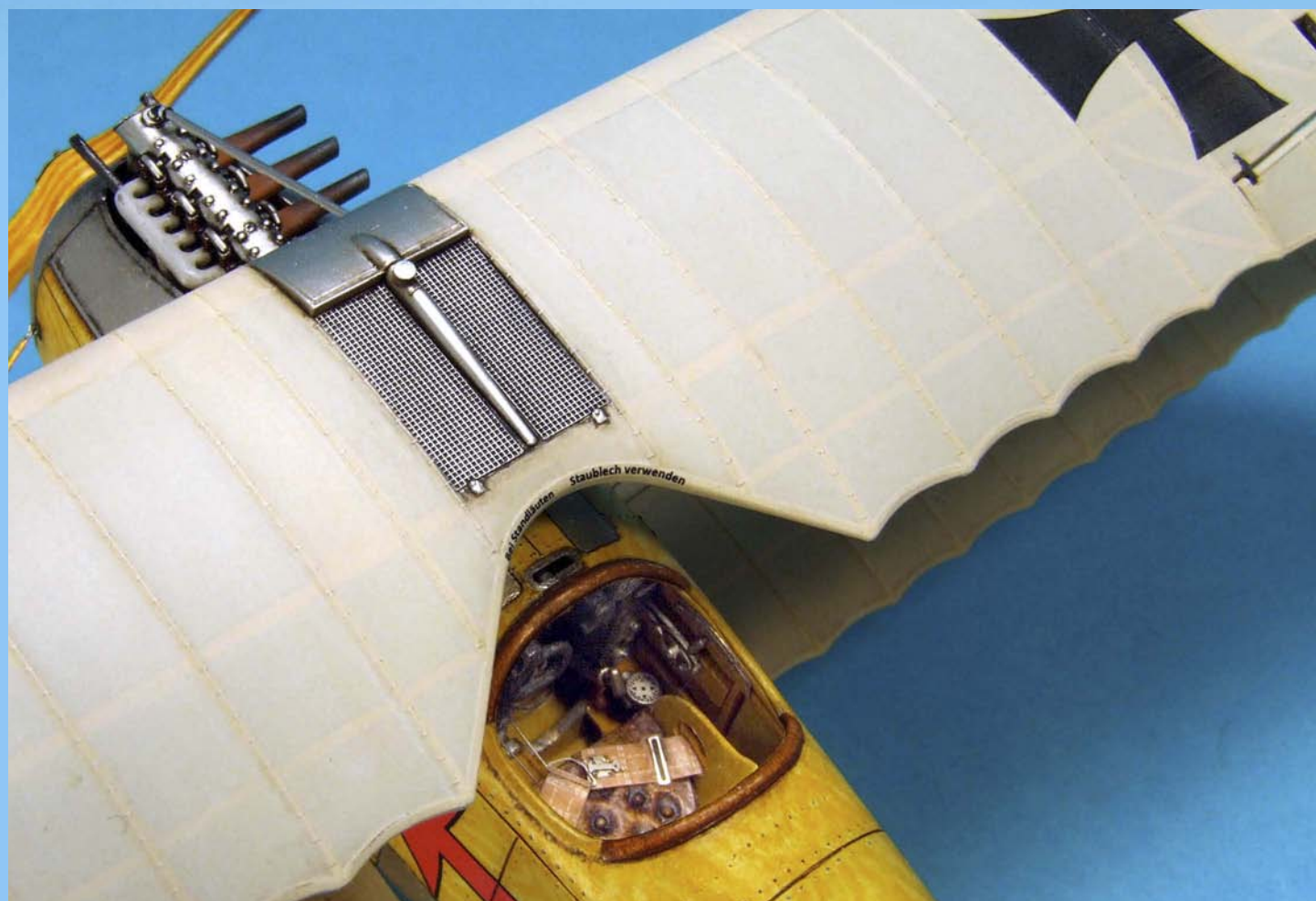
Bönsch, a Sudeten German from Velká Upa (Grosse Aupa) from the region known as Krkonoše, first served as a mechanic, and then underwent pilot training in August, 1917, after which he was assigned to Flik 51/J. Through the course of September, he achieved three kills, and by the beginning of October, 1918, he had eleven. Through October, Flik 51/J downed nine aircraft and Bönsch was responsible for five of them. His last victim went down on October 29th, and he ended the war with sixteen kills.

After the war, Eugen Bönsch returned to his hometown in what was then the newly formed Czechoslovakia, and ran the resort of 'Luční Bouda'. After the Second World War, in which he served wearing a Luftwaffe uniform, he opted to not return home, and he died in 1951 at Ehrwald of Tirol, where he lived in a mountain hotel run by his brother.

This aircraft was flown by Eugen Bönsch from March to June, 1918, and he flew it for five of his kills.



BUY Albatros D.III Oeffag 153 1/48



Our Albatros D.III 1/48 family:

8097 Albatros D.III ProfiPACK
8437 Albatros D.III Weekend

8241 Albatros D.III Oeffag 153 ProfiPACK
84150 Albatros D.III Oeffag 153 Weekend

8242 Albatros D.III Oeffag 253 ProfiPACK
84152 Albatros D.III Oeffag 253 Weekend

[more here](#)





84103



1156



48672 EA-6B exterior
(BIG4947)

KITS

8233

MiG-21SMT
1/48 ProfiPACK

1156

Bf 109E over the BALKANS PENINSULA
1/32 Limited edition

84103

Fw 190D-11
1/48 Weekend



BIG ED

BIG3300 P-40N LATE 1/32 HAS
BIG4946 A6M3 MODEL 32 1/48 TAM
BIG4947 EA-6B 1/48 KIN
BIG7265 F/A-18D 1/72 ACA

eduard BRASSIN

648027

MiG-21MF/SMT exhaust nozzle
1/48 Eduard

648028

AIM-9B Sidewinder
1/48

632011

F-4 exhaust nozzles USN late
1/32 Tamiya

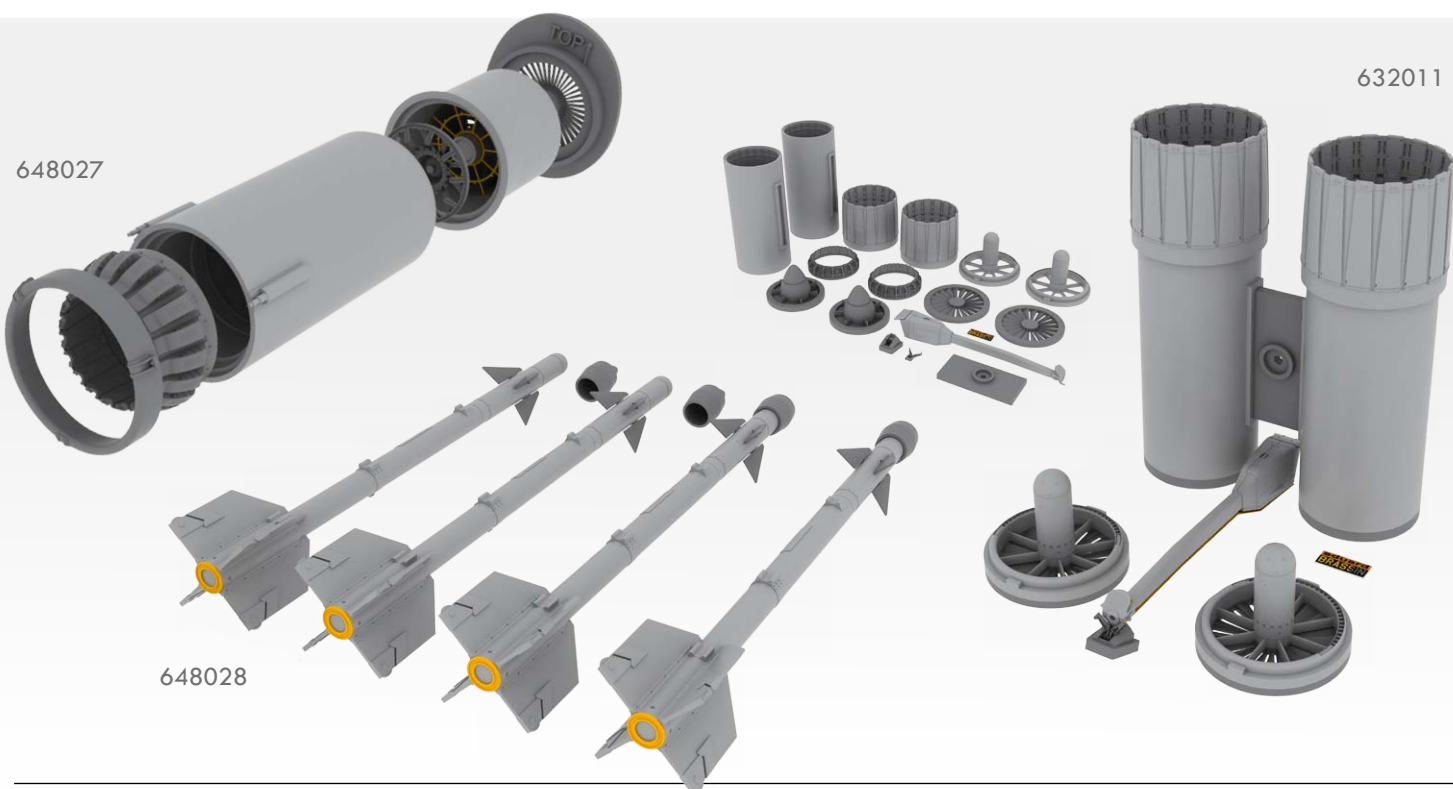


PHOTO-ETCHED

LEPTY

17025	USS Saratoga CV-3	1/700	Trumpeter
32262	AV-8B Night Attack exterior	1/32	Trumpeter
32268	Bf 109F-4 exterior	1/32	Trumpeter
32274	MiG-23MF F.O.D.	1/32	Trumpeter
32683	Bf 109F-4 interior S.A.	1/32	Trumpeter
32696	Bf 109E-1/E-3 Weekend	1/32	Weekend
36142	M-7 Mid production interior	1/35	Dragon
36153	Voroshilovets Tractor	1/35	Trumpeter
36158	M-7 Mid production exterior	1/35	Dragon
36161	Ivy-berry / brectan colour	1/35	
36165	M1133 MEV	1/35	Trumpeter
48671	HAR.Mk.3 exterior	1/48	Hasegawa
48693	Mirage 2000B/D/N exterior	1/48	Kinetic
48695	Su-24M Fencer D exterior	1/48	Trumpeter
48703	MiG-21MF accessories	1/48	Eduard
48704	MiG-21 ladder	1/48	Eduard

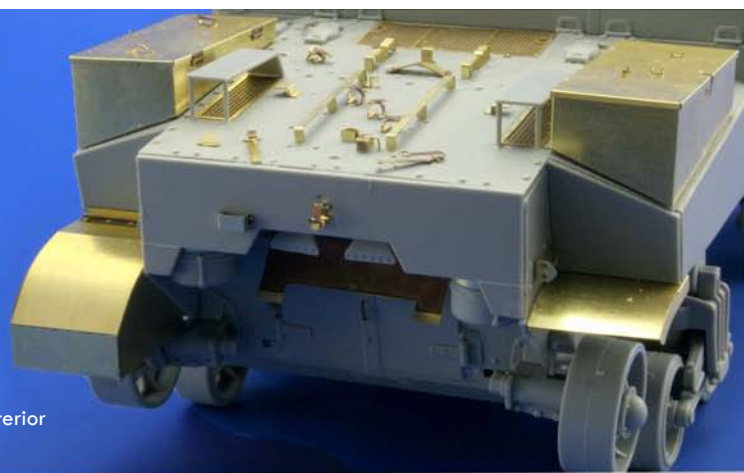
49541	F-4N S.A.	1/48	Hasegawa
49557	Mirage 2000N interior S.A.	1/48	Kinetic
49561	S-3 interior S.A.	1/48	Italeri
49569	MiG 21MF interior	1/48	Eduard
53056	USS Gearing DD-710 (1945) railings	1/350	Dragon
53057	USS Gearing DD-710 (1945)	1/350	Dragon
73381	Buccaneer S.2B S.A.	1/72	Airfix
73383	B-17G rear interior	1/72	Revell
99019	Railings 45' 3 chain bars long	1/700	1/700
99020	Railings 45' 3 chain bars long	1/350	1/350

ZOOMY

33077	Bf 109F-4 interior S.A.	1/32	Trumpeter
FE541	F-4N interior S.A.	1/48	Hasegawa
FE557	Mirage 2000N interior S.A.	1/48	Kinetic
FE561	S-3 interior S.A.	1/48	Italeri
SS381	Buccaneer S.2B interior S.A.	1/72	Airfix
SS390	G4M Betty	1/72	Hasegawa



32268 Bf 109F-4 exterior
1/32 Trumpeter



36158 M-7 Mid production exterior
1/35 Dragon



36142 M-7 Mid production interior
1/35 Dragon



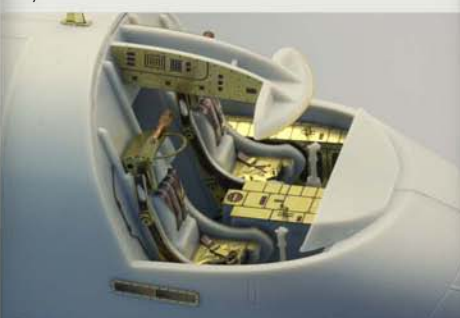
48693 Mirage 2000B/D/N exterior
1/48 Kinetic



73381 Buccaneer S.2B S.A.
1/72 Airfix



36158 M-7 Mid production exterior
1/35 Dragon



49561 S-3 interior S.A.
1/48 Italeri



73383 B-17G rear interior
1/72 Revell

...letadel v bojích s letouny Libye.

...letouny Libye. Dívodem

Letoun vyr. č. 969712 byl vyroben v roce 1974 a následně dodán do Československa. Poté sloužil u 4. slp v Pardubicích, až do
Bechyně k 9. slp. V tomto působišti pak létal se znakem města Bechyně na levé straně přídě. V rámci rozdělení Českoslovens
leteckých sil Slovenska a nyní je k vidění v leteckém muzeu v Trenčíně.
Letoun nese kamufláž, která odpovídá původnímu zbarvení, ve kterém byl stroj dodán ze Sovětského svazu.

MARKETING



, červen 1989



-21MF
1/48

hachi leteckého pluku, který měl svou základnu
v Pardubicích. I přes dosud panující (a dosti pru-
děnní) komunistický režim, který podporu zdo-
bení bojové techniky rozhodně neposkytoval,
se stroj dočkal pohledně výzdoby touto kresbou
a nápisem „Pardubice 1989“. Po velmi krátkou
dobu se na pravé straně přídě...
čení uživatele stroje...
zmizel. Zdob...
domní...
tra-
maci

rámcí rušení
uživatelů, k 5. slp.
slovenska připadl Armádě
publiky.



Autor: Antonín Fidrnský

více

28 | eduard

TEAM MiG-21MF

3D design branch, tools development branch, kit production department, plastic kits finishing branch, pressing shop, photo-etched department, Brassin dep., Storage and expedition dep., marketing, external cooperators, top management and e-Bunny



★ MIG-21MF, ČSLA, 9. stíhací letecký pluk, základna Bechyně, Československo, 1989-1993

Průřez
Cul. No. 8231



52
59
127

71

72

70

99

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