INFO
EDUARD
Vol. 11 • ISSUE 7 • JULY 2011

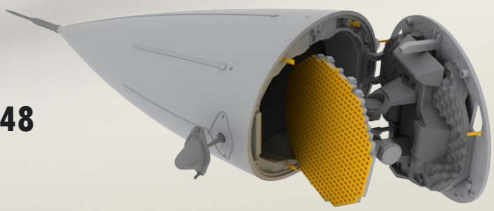


EVENTS:
Modellbrno 2011

OVERTREES ARE BACK!

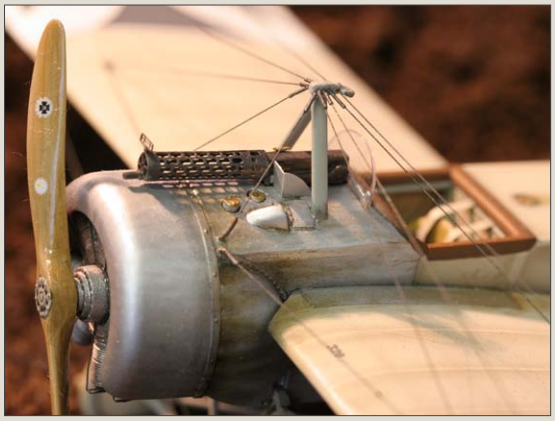


WORKSHOP:
Patina MiGu-21MF



BRASSIN:
F-16 Radar late 1/48

BUILT:
MiG-21MF, NDR 1/48
Fokker Eindecker 1/48



HISTORY:
MiG-29A 1/48



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

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eduard

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EDITORIAL



Our MiG Year has slowly rolled into its second half. If anyone among you has been pondering something along the lines that there have seen enough MiGs, than rest assured, that that is not the case! We are carrying on with the same theme here in July, with the release of the MiG-21MF Weekend Edition. And since there are certainly other MiG types in the world besides the MiG-21MF, this kit will be accompanied by the Limited Edition MiG-29A. This is not a new kit, it's the older Academy offering supplemented by our brass and Brassin accessories, along with a decal sheet produced by Cartograf, as is the common practice with our Limited Edition releases. We'll take a bit of a rest from the MiGs in August. As you are probably already well aware, August is reserved for our 1/72nd scale Hellcat. The first will be the dash 3, and will be released along with, likely for the last time, the now somewhat archaic 1/48th scale Tempest.

In September, we will return to the MiGs, as a Limited Edition kit of the MiG-21MF in Czechoslovak service. And to keep it from being too simple, it will cover service with Czechoslovakia, The Czech Republic, and Slovakia. One of the ten offered marking options included covers 'Lovec Tygru' ('Tiger Hunter'), well known for carrying our company logo on the fin. Also included will be the logo and an art print of the aircraft by Pavel Rampir. In October, we will be releasing the Weekend Edition of the MiG-21SMT, along with a Limited Edition boxing of the MiG-29UB. The end of the year should see the release of our MiG-21bis, but that's a bit of a way off yet.

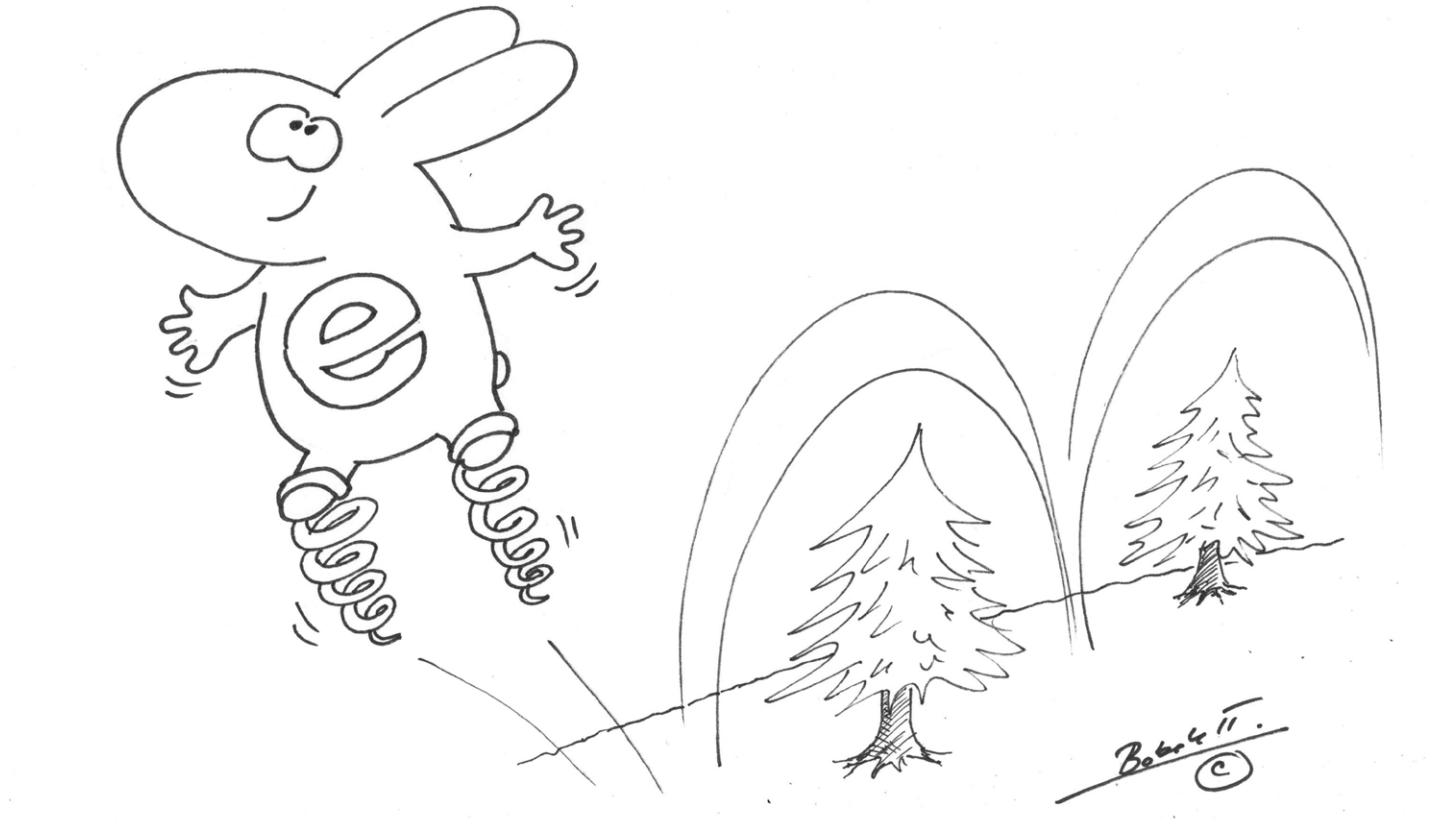
July also sees MiG-21 special theme offer on our website, in the form of plastic and photoetched components for sale for the MiG-21MF and the MiG-21SMT under the Overtrees name. This is a product offer for those who already have our MiG-21, and who wants to build more versions using the other decal options, or using the decals produced by other manufacturers. The kit contains plastic and photo-etch parts and mask only, no decals, no instructions. You can find the purchase conditions on www.eduard.cz.

Despite the onslaught of the holidays, we still have a good offering of new photoetched brass sets for this month. We have continued to focus on ships, for which we have four new sets this month, two of them covering railing types. Interesting among ship modelers will be a color set of life rafts. In the aircraft category, we have finally finished the 1/32nd scale SUFA, the F-16I from Academy. Also in 1/32nd scale, we have a set for the Hawk Mk. 53 from Revell, and two sets for the Bf 109E-4 from Dragon. Notice that we don't disregard the competition!

In 1/48th scale sets, I would like to direct your attention to the S-2E Tracker by Kinetic, not to be confused with the set released for Italeri's S-3 Viking! Also worthy of pointing out is the set for the Pilatus PC-6 from Roden, and two sets covering the Tornado ECR from Hobby Boss. In 1/35th, we have two sets covering the Nashorn by AFV Club, three for the Merkava by Hobby Boss and, especially noteworthy, another set covering plants in the form of field flowers, butterflies and bugs. Who knew? Butterflies and bugs in 35th!.....evidently a popular brass subject. Take a wild stab at which PE set we sold out first of at ModellBrno. If you said the Sunflower set, you'd be bang on, followed closely by the Grape Vines, and the most frequently asked question was about a release plan for water reeds.

Other items that went like hotcakes at Brno were MiG-21 Brassin sets. It sould appear that nothing for the MiG-21 disappoints. In August, we will be releasing another MiG set, the first of Brassin cockpits for the type. However, we are in July, and this month sees the release of a Brassin Radar Set for the F-16.

The Brno experience for us was a good one, with the usual crowds confirming your interest in our products. The dinner hour was occupied by the usual conversation surrounding the impending demise of our hobby, but there was no evidence of a crisis at the show itself. As I noted earlier, interest at our stall was large, even frenzied. Display kits also hinted at no crisis. Unofficially, there were some 3,000 entries. I would tend to believe the number. First of all, the boys from Brno know how to count really, really high, and secondly, I had a lot of work to do to make sure that I could get a look at everything on the display tables. In connection to the Czech Republic Junior Championship, which was a part of the ModellBrno agenda, there was (yet again) talk of the lack of new blood in the hobby. Well, that may always be the case, as there is an uncomfortably large amount of distraction in the world vying for the attention of young people. Even I bought my son 'Rise



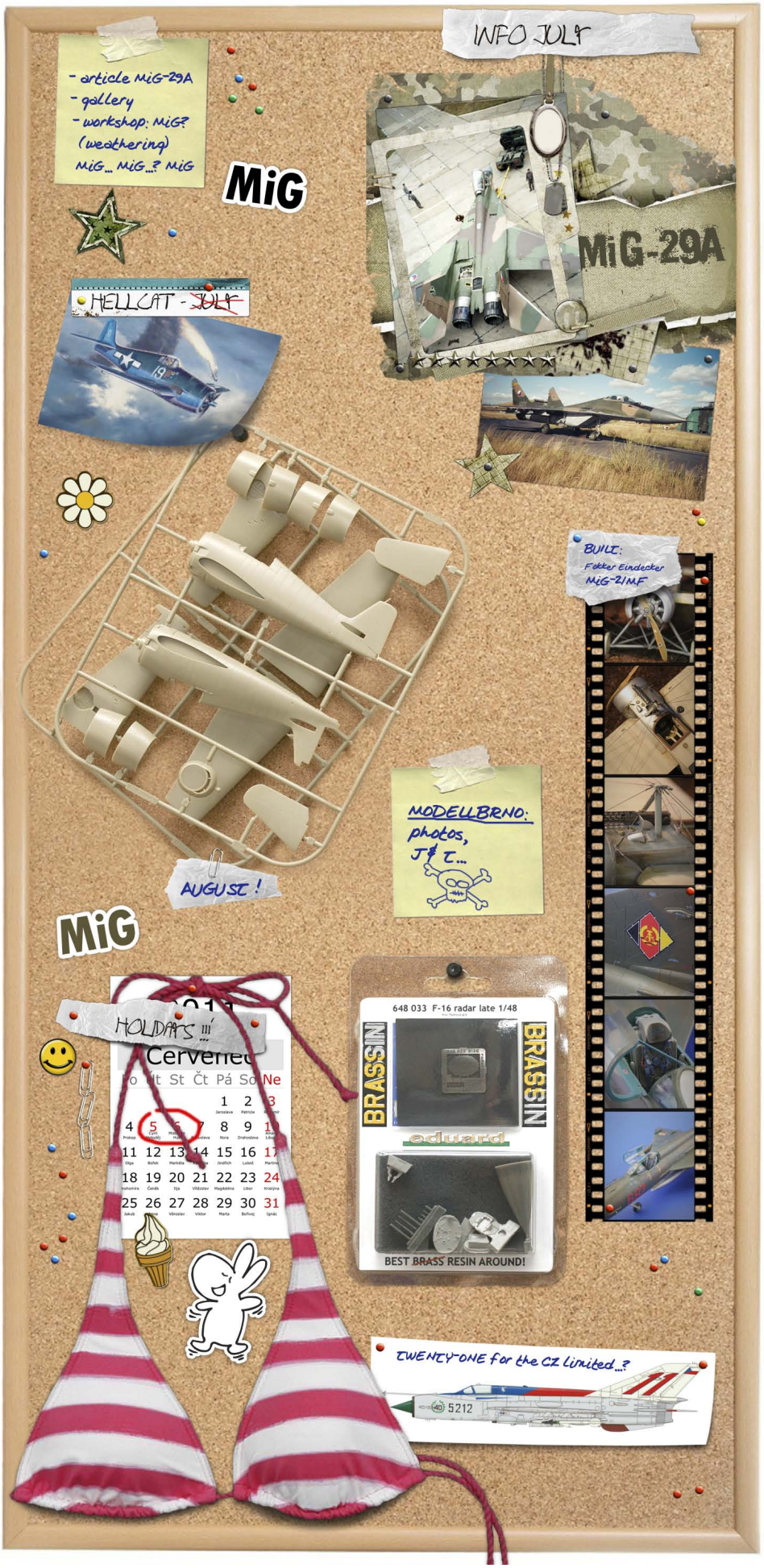
of Flight' for his report card. On the other hand, he also opted to take home four old KP kits, and with more than a little gusto, he dove in, and started gluing and painting, so perhaps the truth about the lack of young blood lies somewhere in the middle. That would actually even be supported by the junior categories at ModellBrno, where one could see some really nice pieces of work. People will always feel the instinctive need to create something with their own two hands to keep from going nuts, and a model should be a satisfactory outlet.

There will be no ModellBrno next year, which is a bit of a surprise, but all in all, understandable. There will be one in 2013. To maintain a show of this calibre year after year at the same location is no small feat. Even model exhibitions need new impulses to stay attractive, and those aren't always easy to find. The last decade has brought the model exhibition to virtual perfection, and it raises the question of 'what next?'. Its something even we are dealing with, and as was noted in an earlier newsletter, we have decided to drop E-day down to one exhibition day. Personally, I doubt that it'll help, and people will grumble on. Myself, I feel that the problem is not so much that the show goes on through a long Sunday, but rather that the vast majority of people try to leave the show as soon as possible without staying to the official end.

That's it from me for today. Note our office will do only necessary operations the first week of July, because there are two state holidays mid-week, and most people will stay home or leave for their holidays during this week. So if we don't answer your e-mails until the end of the week, don´t worry, we will answer later, but answer we surely will! Enjoy your holidays too, and I know we'll see a lot of you in Omaha, and the rest in September in Pilsen. Yes, we are making a long overdue return to Plzen Kit, to the place where E-day originated. And speaking of Omaha, we will bring the new Hellcat as well as the Tempest, and we also are holding back an extra Omaha batch of the MiG-29s, because we expect this Limited Edition would be sold out by then.

Keep on Modelin'

Vladimír Sulc



MiG-21MF Weekend Edition

1/48 Cat.No. 84125

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

Red '687' was assigned to JG-3 based at Preschen near the town of Forst through the eighties and into the nineties. At that time, this unit operated the MiG-21MF as well as the MiG-29, and pilots also had the MiG-21UM and MiG--29UB training versions at their disposal. This unit served in the air force of the German Democratic Republic, which was the former communist East Germany. The JG-3 was graced with the name 'Wladimir Komarow', in honor of the Soviet Cosmonaut who died in April, 1964, while landing in the Soyuz I capsule. This aircraft is in the collection of the Deutches Museum Flugwerft in Oberschleissheim.







BUY Fw 190D-13 1/48

LIMITED EDITION

1/48 Cat.No. 1157

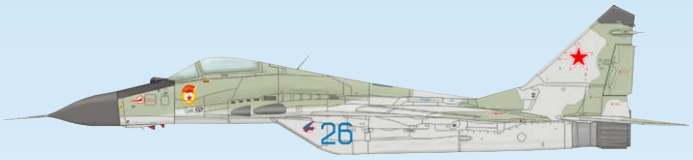


MiG-29A

SINGLE SEATER



MiG-29, 2nd Flight, 1521st AB, Soviet Union, Mary Air Base-1, Soviet Union, 1991-1992



MiG-29A, 85th GvIAP, Merseburg AB, Germany, 1991



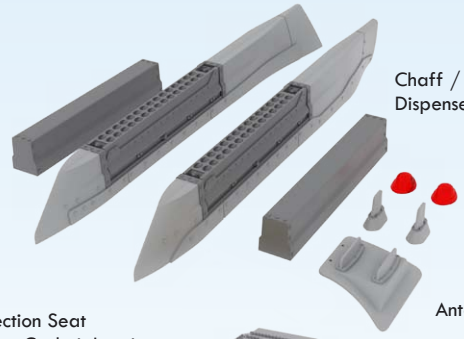
MiG-29B, Iranian Air Force, 11th Squadron, Teheran-Mehrabad, Iran, 1990s.



MiG-29A, Czech Republic Army Air Force, No.1 Sq., 11th Sqdn., Zatec Air Base, Czech Republic, 1993



MiG-29A, Lt.Col. Robert Cierniak, CO of No.1 Squadron of Tactical Air Force, Minsk Mazowiecki, Poland, 2005-2007

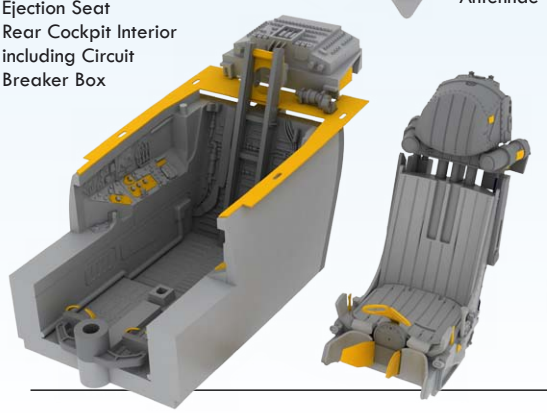


Chaff / Flare Dispensers

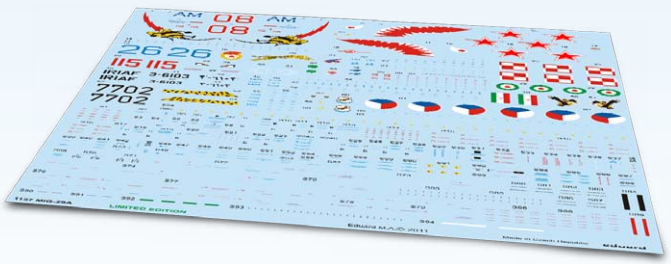
Anticollision Lights

Antennae

Ejection Seat
Rear Cockpit Interior including Circuit Breaker Box



eduard BRASSIN



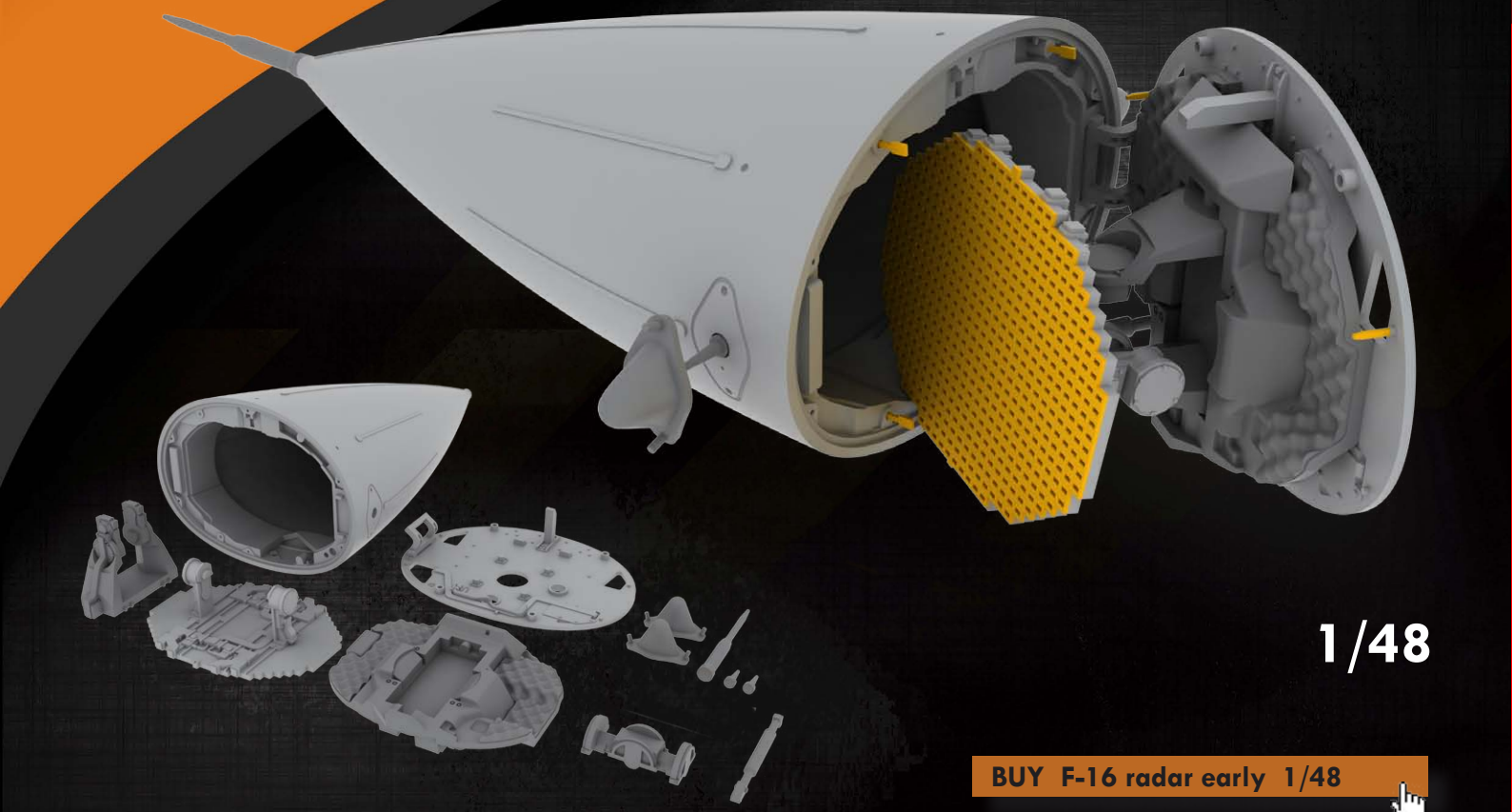


BONUS:
Pilot's Bone Dome with Helmet Mounted Sight

BUY MiG-29A 1/48

eduard BRASSIN

648033
F-16 radar late
1/48 (Tamiya)



1/48

BUY F-16 radar early 1/48

ANOTHER BRASSIN SETS FOR F-16 1/48 TAMIYA

648001 F-16 early seat Tamiya
(For all versions of F-16 A/B/C/D)

648008 F-16 late seat Tamiya
(For all versions of F-16 C/D and later)

648005 F-16 early wheels Tamiya
(For all versions of F-16A/B/C/D up to Block 32)

648006 F-16A/B wheels Tamiya

648007 F-16 late wheels Tamiya
(For all F-16 C/D from Block 40 and later versions)



648006



648001

648004 F-16CJ Block 52 engine Tamiya
(For F-16's powered by F100 PW-229)

648020 F-16CJ Block 50 engine Tamiya
(For F-16's powered by F110 GE-129)



648020

648021 F-16N engine Tamiya
(For F-16's powered by F110 GE-100)

BIG ED



32255 Su-27UB Flanker C exterior (BIG3301)



48665 Sea King AEW Mk.2 exterior (BIG4948)



48665 Sea King AEW Mk.2 exterior (BIG4948)



48655 Bf 110D exterior (BIG4949)

BUY BIG3302 Ar 196 A-3 1/32 Revell

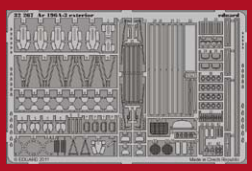
BUY BIG4951 Tornado ADV 1/48 Hobby Boss

BUY BIG4950 Bf 109F-2 1/48 Zvezda

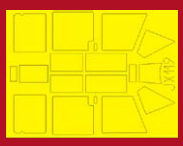
BUY BIG7267 B-17G 1/72 Revell

BIG3302 Ar 196 A-3 1/32 Revell*

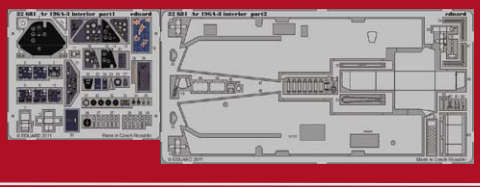
32267 Ar 196A-3 exterior



JX119 Ar 196A



32681 Ar 196A-3 interior S.A.

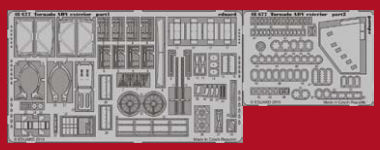


32691 Ar 196A-3 seatbelts

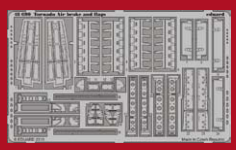


BIG4951 Tornado ADV 1/48 Hobby Boss*

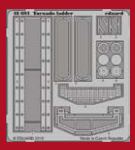
48677 Tornado ADV exterior



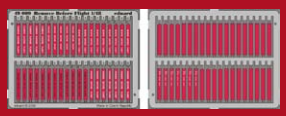
48690 Tornado Air brake and flaps



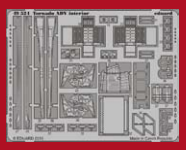
48691 Tornado ladder



49009 Remove Before Flight



49524 Tornado ADV interior S.A.



49547 Tornado ADV

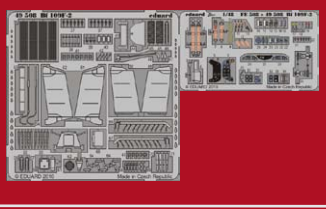


EX316 Tornado ADV



BIG4950 Bf 109F-2 1/48 Zvezda*

49508 Bf 109F-2 S.A.



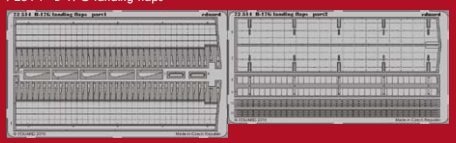
EX310 Bf 109F-2



* items of this set are displayed in the same scale

BIG7267 B-17G 1/72 Revell*

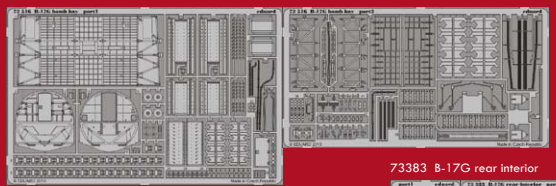
72514 B-17G landing flaps



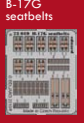
72515 B-17G exterior



72516 B-17G bomb bay



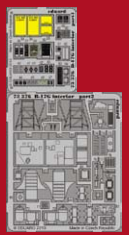
73019 B-17G seatbelts



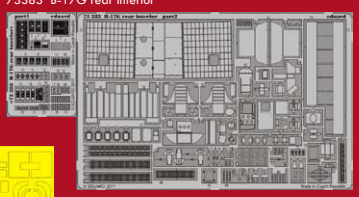
73382 B-17G front interior



73376 B-17G interior



73383 B-17G rear interior



CX279 B-17G



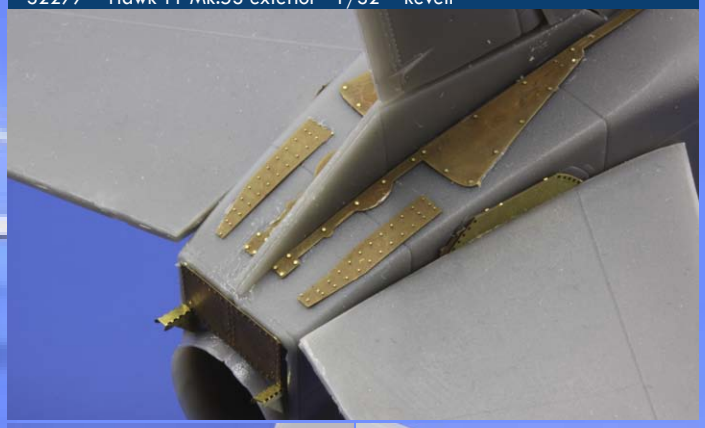
* items of this set are displayed in the same scale

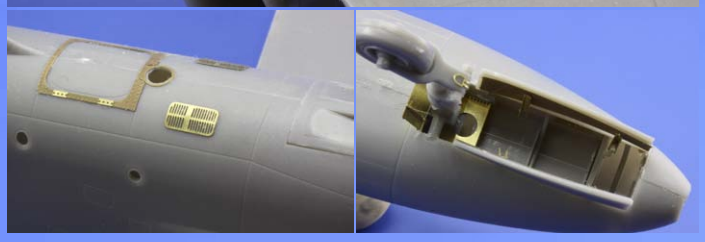
SELECTED PHOTO-ETCHED



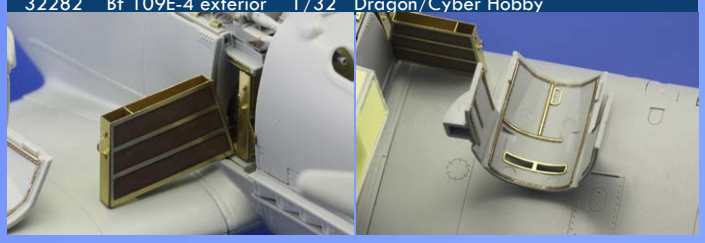
32277
Hawk T1 Mk.53 exterior
1/32 Revell

32277 Hawk T1 Mk.53 exterior 1/32 Revell





32282 Bf 109E-4 exterior 1/32 Dragon/Cyber Hobby



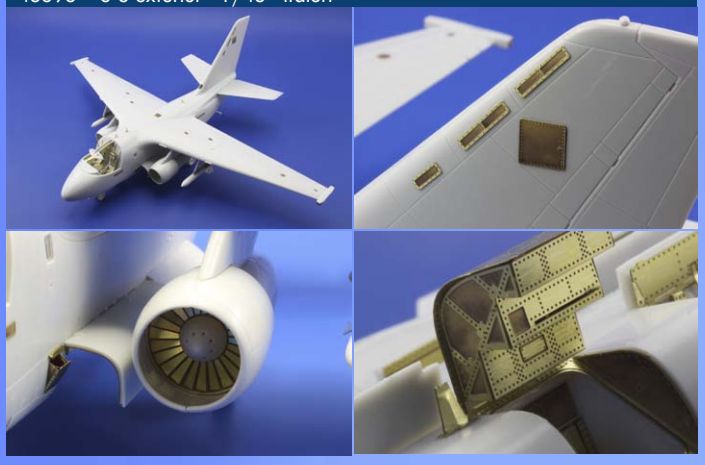
32701 Bf 109E-4 interior S.A. 1/32 Dragon/Cyber Hobby



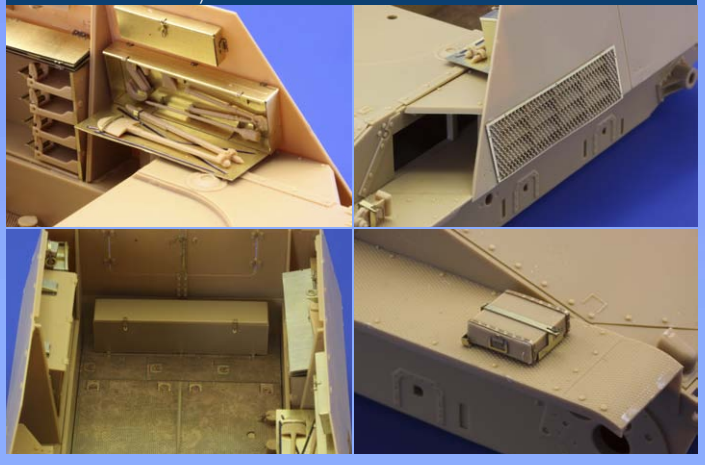
49550 PC-6/AU-23A S.A. 1/48 Roden



48696 S-3 exterior 1/48 Italeri



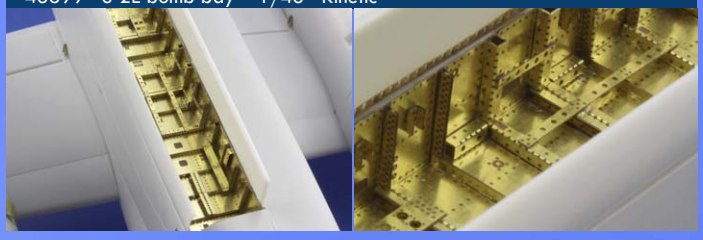
36164 Nashorn 1/35 AFV Club



For whole actual
Photo-Etched production
see page 13.

PHOTO-ETCHED

48699 S-2E bomb bay 1/48 Kinetic



48700 S-2E undercarriage 1/48 Kinetic



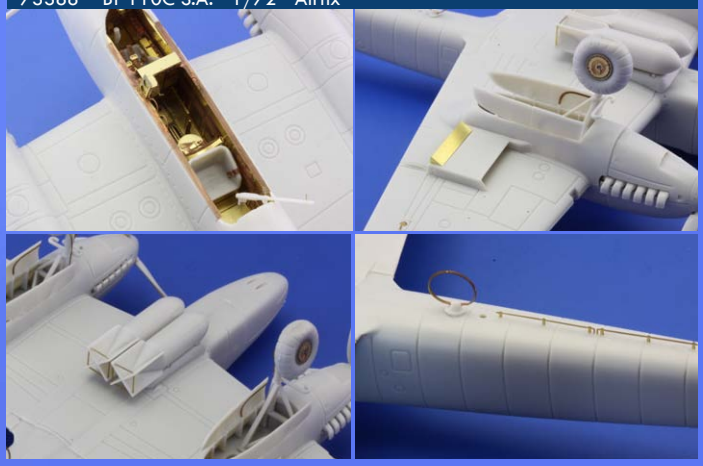
49564 S-2E interior S.A 1/48 Kinetic



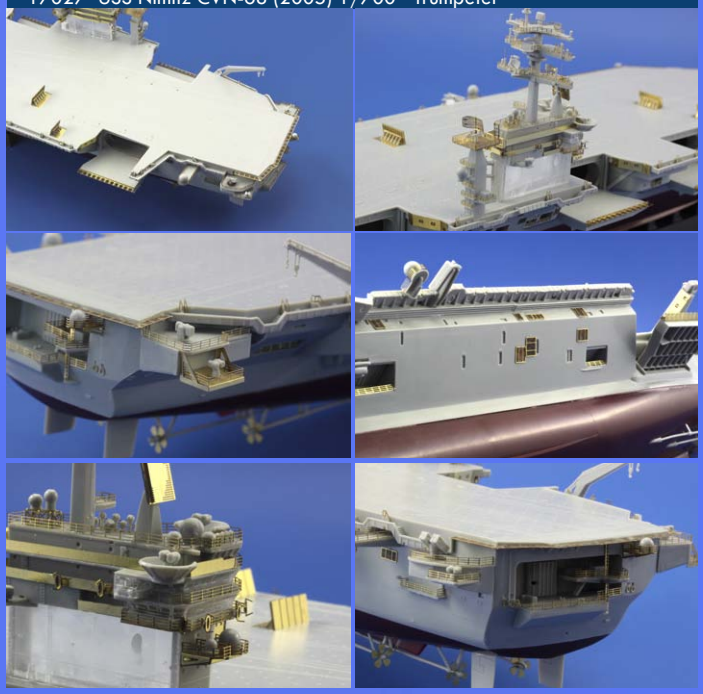
73386 Sea Harrier FA2 S.A. 1/72 Airfix



73388 Bf 110C S.A. 1/72 Airfix



17027 USS Nimitz CVN-68 (2005) 1/700 Trumpeter





17027
USS Nimitz CVN-68
(2005) 1/700
Trumpeter

PHOTO-ETCHED *flora*

36152

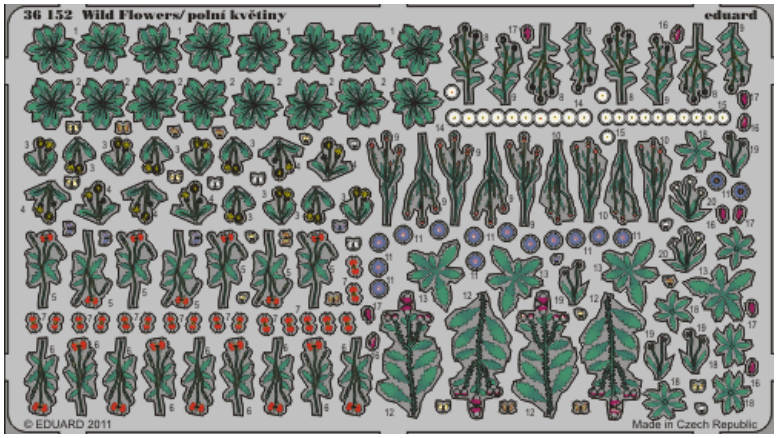
Wild Flowers, Butterflies / Polní květiny, motýli

1/35









SOON...

36167

Rushes

1/35



36185

Kitchen accessories

1/35



eduard

KIT

1157	MiG-29A	1/48	Limited Edition
84125	MiG-21MF	1/48	Weekend

PE-SETS

17027	USS Nimitz CVN-68 (2005) 1/700	1/700	Trumpeter
17520	Life buoy 1/350	1/350	
32277	Hawk T1 Mk.53 exterior	1/32	Revell
32282	Bf 109E-4 exterior	1/32	Dragon/CyberHobby
32685	F-16I SUFA seatbelts	1/32	Academy
32692	F-16I SUFA interior S.A.	1/32	Academy
32701	Bf 109E-4 interior S.A.	1/32	Dragon/Cyber Hobby
36152	Polní květiny, motýli	1/35	
36163	Nashorn ammo boxes	1/35	AFV Club
36164	Nashorn	1/35	AFV Club
36166	IDF Merkava Mk.IV basket	1/35	Hobby Boss
36172	IDF Merkava Mk.IV	1/35	Hobby Boss
36173	IDF Merkava Mk.IV armour shields	1/35	Hobby Boss
48675	Tornado ECR exterior	1/48	Hobby Boss
48696	S-3 exterior	1/48	Italeri
48699	S-2E bomb bay	1/48	Kinetic
48700	S-2E undercarriage	1/48	Kinetic
49523	Tornado ECR interior S.A.	1/48	Hobby Boss
49528	Tornado ECR seatbelts	1/48	Hobby Boss
49550	PC-6/AU-23A S.A.	1/48	Roden
49564	S-2E interior S.A	1/48	Kinetic
72520	EF-2000 ladder	1/72	
73386	Sea Harrier FA2 S.A.	1/72	Airfix
73388	Bf 110C S.A.	1/72	Airfix
99021	Railings 45´ 3 chain bars short	1/700	1/700
99022	Railings 45´ 3 chain bars short	1/350	

ZOOMS

33080	F-16I SUFA interior S.A. 1/32	1/32	Academy
33089	Bf 109E-4 interior S.A. 1/32	1/32	Dragon/Cyber Hobby
FE523	Tornado ECR interior S.A.	1/48	Hobby Boss
FE550	PC-6/AU-23A S.A	1/48	Roden
FE564	S-2E interior S.A.	1/48	Kinetic
FE566	B5N2 S.A.	1/48	Hasegawa
SS386	Sea Harrier FA2 S.A.	1/72	Airfix
SS388	Bf 110C interior S.A.	1/72	Airfix
TP534	Nashorn radio	1/35	AFV Club

MASKS

CX286	Ka-27 1/72	1/72	Zvezda
CX287	Ka-29 Helix 1/72	1/72	Hobby Boss
CX290	Seahawk FGA.6 1/72	1/72	Hobby Boss
CX291	F-22 1/72	1/72	Academy
EX337	MiG-21MF 1/48 Weekend	1/48	Eduard
JX128	P-40M 1/32	1/32	Hasegawa
XT173	BMP-3 UAE 1/35	1/35	Trumpeter

BIG-ED

BIG3302	Ar 196 A-3 1/32	1/32	Revell
BIG4950	Bf 109F-2 1/48	1/48	Zvezda
BIG4951	Tornado ADV 1/48	1/48	Hobby Boss
BIG7267	B-17G 1/72	1/72	Revell

BUY na e-shop Eduard

Comments and input from J&T







(Foto: Karel Krejčí)

MiG-29A

Main text and profiles description by Martin Ferkl, photo description by Eduard marketing department

The roots of the MiG-29 can be traced back to the end of the sixties and beginning of the seventies. At that time, information had leaked out that the United States was working on the F-X program, from which emerged the F-15 Eagle. The Soviet Union, obviously, could not be left behind in the arms race, and the General Staff formulated requirements for the Perspektivniy frontovoy istrebitel (PFI - Advanced Frontal Fighter Aircraft). It was to have the ability to take off from small, unprepared fields, have a useful combat radius, excellent turn around time and be able to carry a varied payload. The speed of the machine was to be in excess of Mach 2.

Aerodynamic study was passed to TSAGI in co-operation with OKB Sukhoi. It became clear that the best route to take would include two roads.

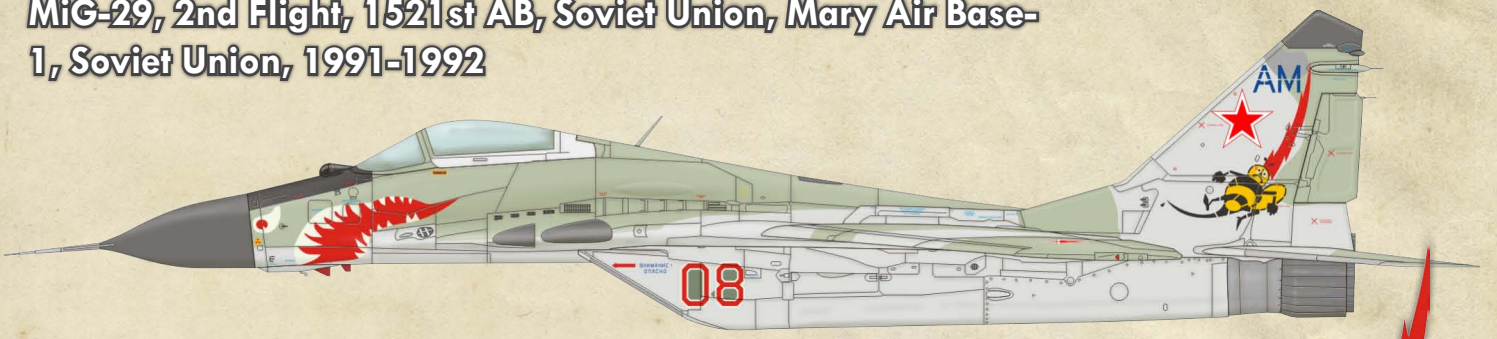
As a result, the PFI program was expanded to also include the PLFI (Advanced Light Frontal Fighter Aircraft), which was to result in the Soviet answer to the F-16 Fighting Falcon lightweight fighter. The plans assumed that the Soviet air force would be composed of one-third PFI aircraft, and two-thirds PLFI, and as such would find its adversary to be mainly the F-16 and the YF-17 (which evolved into the F/A-18). The PFI program with Sukhoi led to the Su-27. The PLFI was entrusted to the Mikoyan bureau. Work on the latter type, under the factory designation 'Izdelye' 9 began in 1974, and three years later, on October 6, 1977, the aircraft first took to the air. The program suffered setbacks thanks to the loss of two prototypes, due to problems traced back to the engines. In 1984, air force tests were concluded, and thanks to positive results, the first production machines began to reach Soviet frontal fighter units. These new aircraft began to replace the MiG-23. In keeping with the requirements, the aircraft could lift off from unprepared strips. Auxiliary air intakes on top of the blended fuselage/wing structure provided air on the ground, allowing the regular intakes to close and prevent FOD. The existence of the new fighter was discovered by NATO very early after the program began, and the ASCC allocated the name Fulcrum 'A'. Besides the base version of the MiG-29 (Izdelyie 9-12), there was also the MiG-29B, an export version intended for countries outside of the Warsaw Pact. Training was carried out on a two-seat version, the MiG-29UB (Izdelyie 9-51), which carried the NATO codename Fulcrum 'B'.

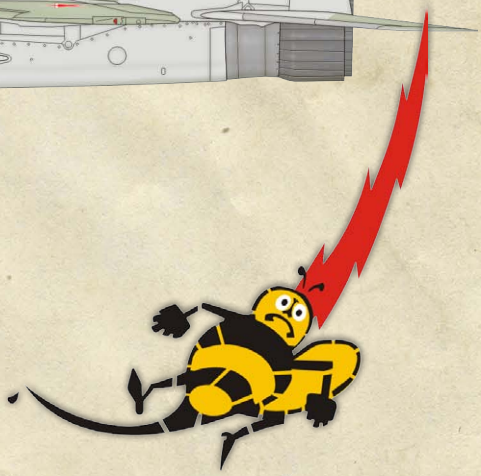
Further development and production was impacted by the fall of the communist block, and the inevitable economic collapse of the Soviet Union and its consequent splitting up of state assets with varying degrees of dependence on Russia. Production also came for the MiG-29K and MiG-29SMT (both coded Fulcrum 'D'). The MiG-29K is a navalized variant and besides with the country of origin, it also flies with the Indian Navy. The intended role is that of carrier fighter for the 'Vikramaditya' (formerly the Soviet carrier 'Admiral Gorshkov'). The SMT is a modernized variant of the MiG-29.



(Photo: Karel Krejčí)

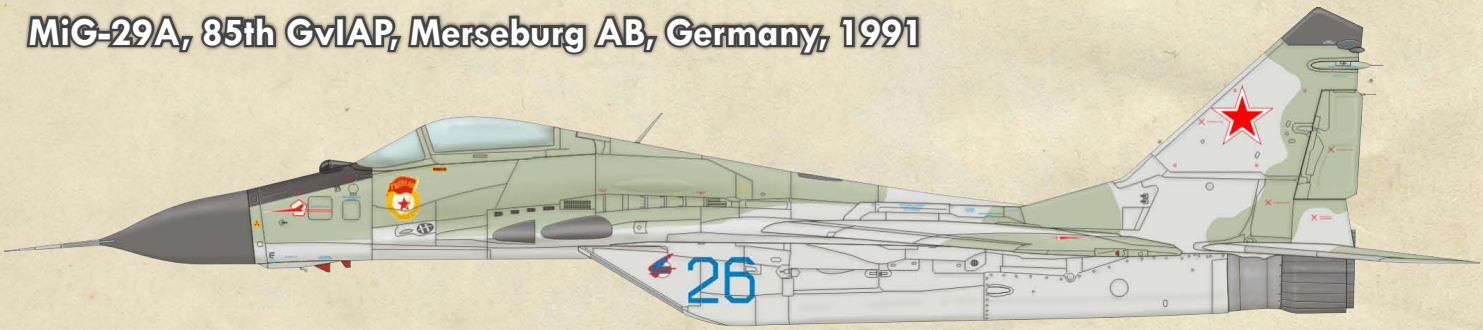
MiG-29, 2nd Flight, 1521st AB, Soviet Union, Mary Air Base-1, Soviet Union, 1991-1992





This aircraft, bearing the serial number 2960518475 was manufactured in 1986. It served with the 91st IAP at Lipeck-2. From November, 1990, the bird flew with the 2nd Flight, 115th GvIAP (Guards Fighter Unit) based at Kakaydy (in today's Uzbekistan). This unit stationed at this base flew in the days of the Soviet Union on a list of fighter types, including the MiG-17, -19, -21 and -29. During Soviet involvement in Afghanistan, Kakaydy was a key airfield in central Asia, and MiG-29s appeared here for the first time in 1989. In July, 1991, this machine was transferred to the base Mary-1, which is located in today's Turkmenistan, and was pressed into service with the 2nd Flight 1521st AB (Aviabaza - 'Air Base'). This MiG-29A of the initial production phase was tasked with playing the aggressor role, and that explains the white cockpit framing. Influenced by combat ops with adversary elements and VF-178 Skyraiders flying off of the USS Intrepid, the aircraft was adorned with a sharkmouth, a hornet on the vertical tail, and the letters 'AM' on the fin top. The letters 'AM' denoted the home field of the unit (in Russian, 'Aviabaza Mary').

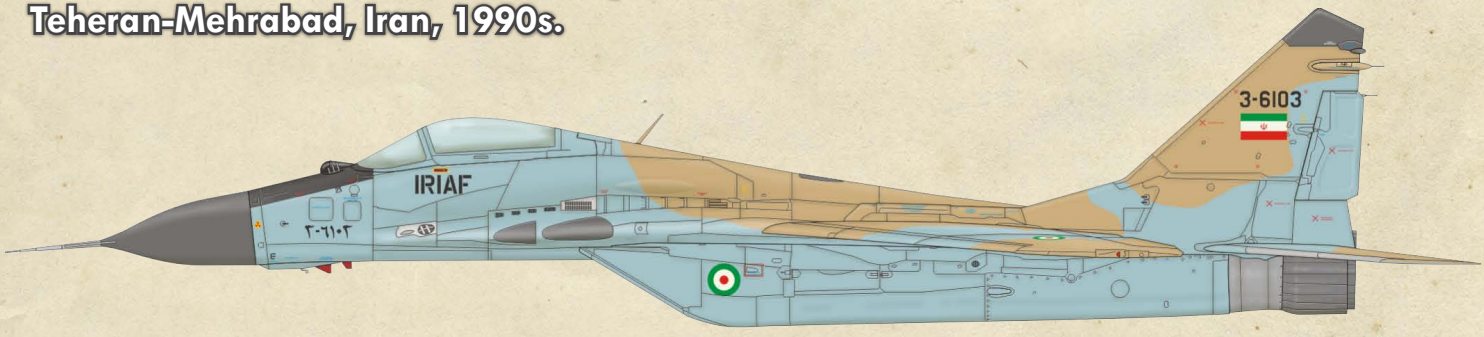
MiG-29A, 85th GvIAP, Merseburg AB, Germany, 1991



This aircraft, serialed 2968520142, left the assembly line in February, 1986. At the beginning of the nineties, it served with the 85th GvIAP (Guards) 'Sevastopolskyi'. This unit was based at Merseburg in East Germany. After the reunification of Germany, this aircraft, along with the others of the unit, relocated to the Soviet Union at Starokonstantinov air base. The aircraft carries one of a number of variations on the standard scheme. The left side of the nose carries the Guards emblem, and the 'Excellence' badge, and also the MiG OKB badge on the intake. The right side is adorned with a drawing of a leopard, that was also carried by another 85th GvIAP aircraft. It's author was apparently Capt. Yevgeniy Sadovoy.



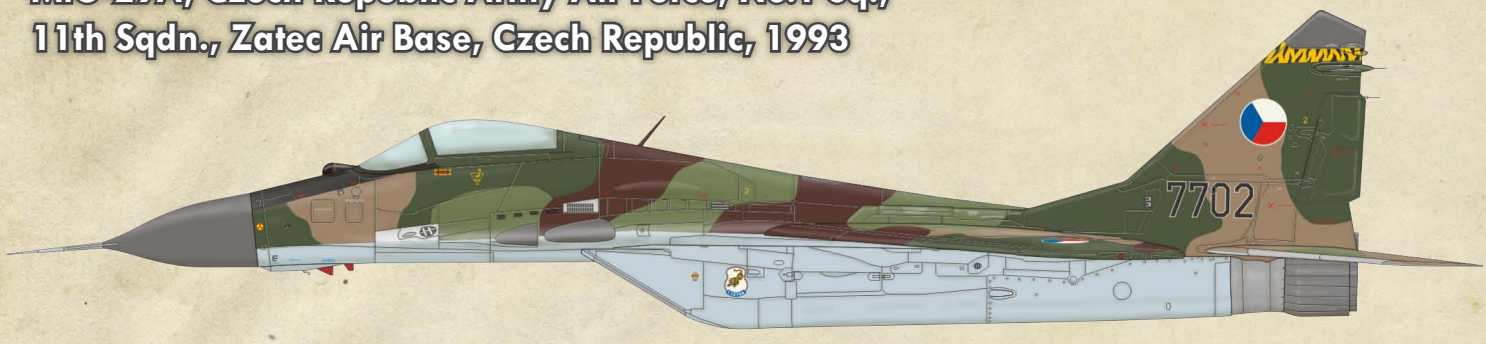
MiG-29B, Iranian Air Force, 11th Squadron, Teheran-Mehrabad, Iran, 1990s.



This aircraft was part of the first delivery batch of MiG-29s to Iran in 1990. The actual factory type was the 'Izdelye 9-12B', which was an electronically downgraded export version below the standard of that which was delivered to the Warsaw Pact. The Islamic Republic of Iran Air Force took delivery of 24 MiG-29s between 1990 and 1991, including four 'UB' two-seaters. Another four arrived from Iraq during the first Gulf War. Currently, Iran has two bases operating MiG-29s. The 11th Squadron is based at Mehrabad, and Tabriz is home to the 23rd Squadron.

٣-٦١٠٣

MiG-29A, Czech Republic Army Air Force, No.1 Sq., 11th Sqdn., Zatec Air Base, Czech Republic, 1993



The aircraft with the serial number 2960526377 was delivered from the Soviet Union to the 11th slp. (Fighter Air Regiment) in Zatec AB in late 80's. This was one of ten MiG-29As delivered that were capable of carrying the RN-40 nuclear weapon. This capability was removed from the aircraft to satisfy conditions imposed by international nuclear disarmament agreements. In all, Czechoslovakia took delivery of eighteen single seat and two two-seat MiG-29s from the Soviet Union. In October, 1993, the 11th slp MiG-29s were transferred to Ceske Budejovice to the 1st slp. Over the course of dividing up assets between the Czech Republic and Slovakia in 1993, this aircraft remained in the Czech Republic, and became a part of a controversial agreement that saw the Czech MiGs go to Poland for eleven W-3A Sokol utility helicopters. Today, this aircraft flies with the Polish air force with the bort number '77'.







This MiG-29A was one of the Czechoslovak, resp. Czech Air Force, that carried Eduard emblem. There weere at least two MiG-21s, one L-39 and one MiG-23. This plane No. 4012 came from No.1 Fl., 11th Fighter Air Regiment., Zatec Air Base, Czech Republic.



Plane in backgroud MiG-29A No. 4012, this time still without Eduard emblem on its jet intake.



Left intake of No. 4012; L-R emblem of 11th Fighter Air Regiment Žatec, Eduard emblem, No. 1 Flight emblem.

MiG-29A, Lt.Col. Robert Cierniak, CO of No.1 Squadron of Tactical Air Force, Minsk Mazowiecki, Poland, 2005-2007



This MiG-29 was flown by Lt.Col. Robert 'Skuter' Cierniak, who served as CO of No. 1 'Warszawa' Squadron of Tactical Air Force from December 22, 2005 to October 30, 2007. The four-leaf clover, painted on both sides of the front of the aircraft, was a personal emblem. This aircraft also took part in the Polish military contingent 'Orlik', which operated in 2006 from the Lithuanian base at Zoknia. The purpose was to patrol the airspace over the Baltic states, Lithuania, Latvia and Estonia. This role is represented by the emblem on the vertical tail surfaces. The marking on the left side of the fuselage below the cockpit is that of the 7th Squadron 'Tadeusz Kosciuszko', which was a unit fighting against Russian bolsheviks during the Soviet-Polish conflict in 1919-1920. The core of the unit was made up of American pilots. This aircraft was delivered in 1990. The camouflage scheme consisting of two shades of grey was applied during modernization in Poland in the first decade on the twenty first century.





(Photo: Karel Krejčí)



BUY 1157 MiG-29A 1/48

GALLERY

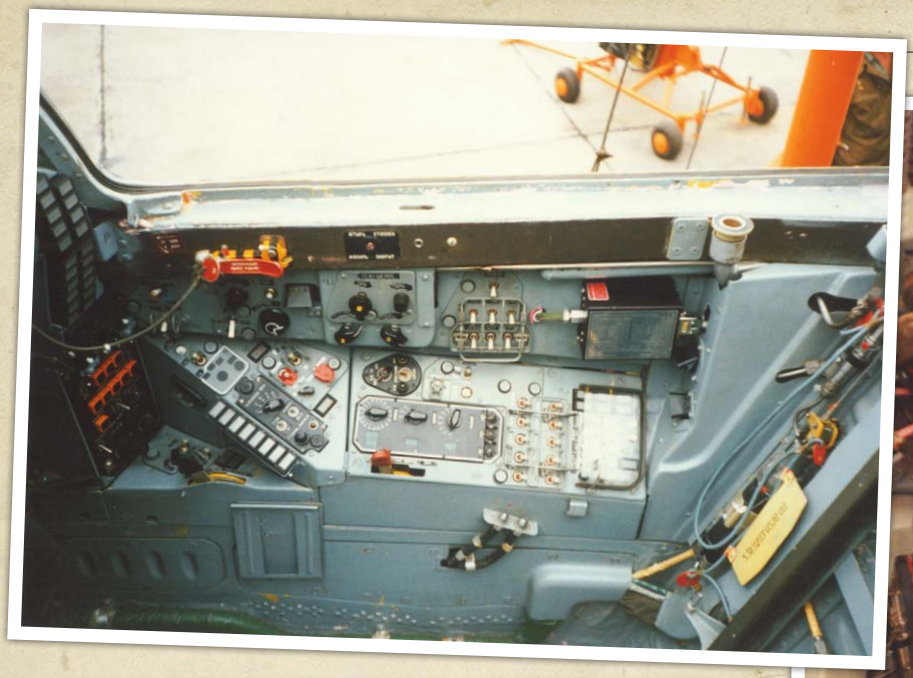




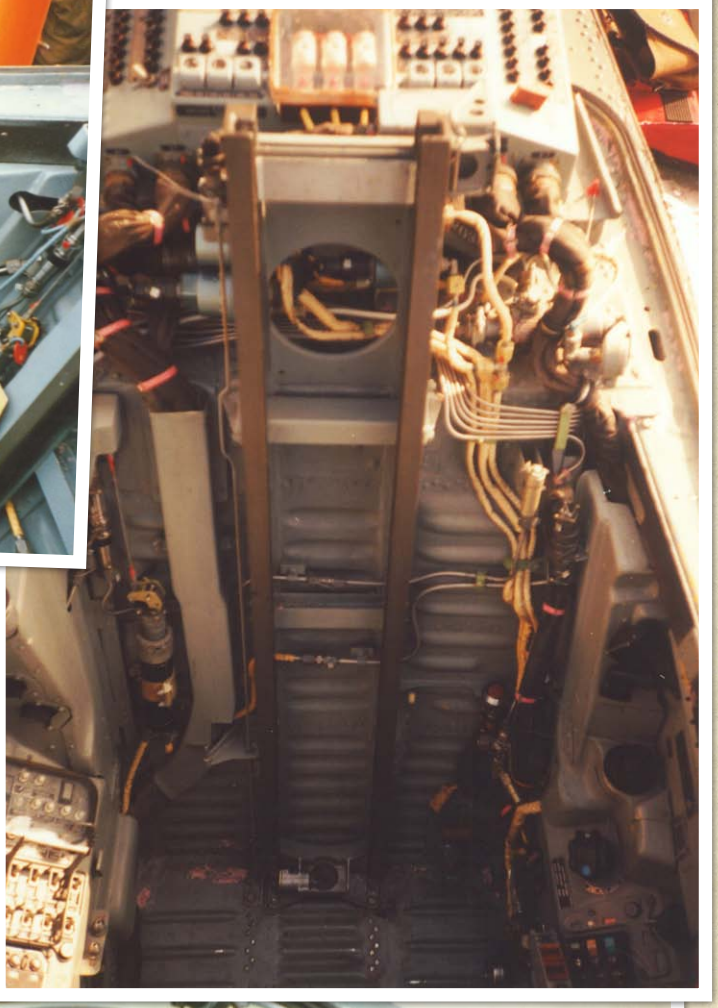




(photo: Karel Krejčí)









(photo: Karel Krejčí)

Fokker Eindecker

Built by Lubomír Zach.

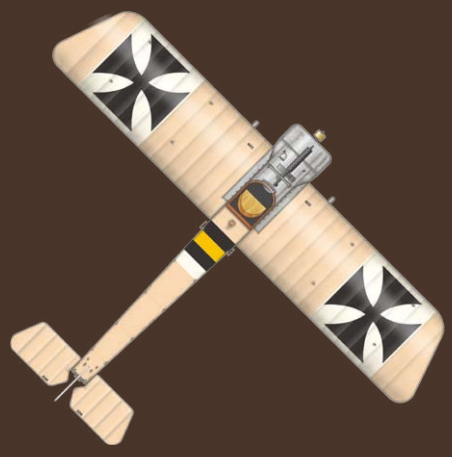






Fokker E.II 69/15, flown by Lt.Kurt von Crailsheim, late 1915

The road to the air force was typical for Leutnant Kurt von Crailsheim. After being wounded with Infanterie-Regiment Nr. 120 (2.Württembergisches), he was deemed unfit for further field duty, and was transferred to the air force. After passing flight training, he joined the ranks of FFA53 as a pilot, where he downed a Voisin of VB114 on September 22, 1915. In October, he began flight duty with the Fokker E.II 69/15. According to some sources, it was in this aircraft that he suffered a forced landing on December 12, 1915, succumbing to his wounds on January 4, 1916.

















Cat. No. 1141
Fokker Eindecker DUAL COMBO 1/48
LIMITED EDITION

Cat. No. 8418
Fokker Eindecker 1/48
Weekend





MiG-21MF

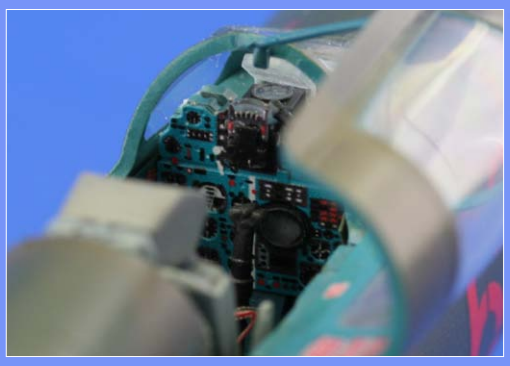
MiG-21 MF,German Democratic Republic,
Jagdfliegergeschwader 3, Preschen Airbase,
1990



Built by Jiri Bruna.

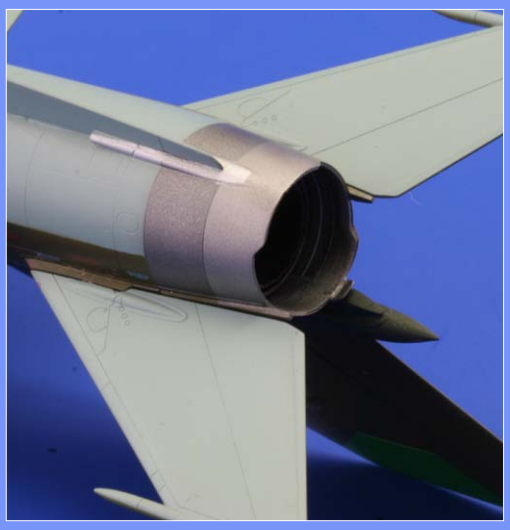
BUY 8231 MiG-21MF 1/48



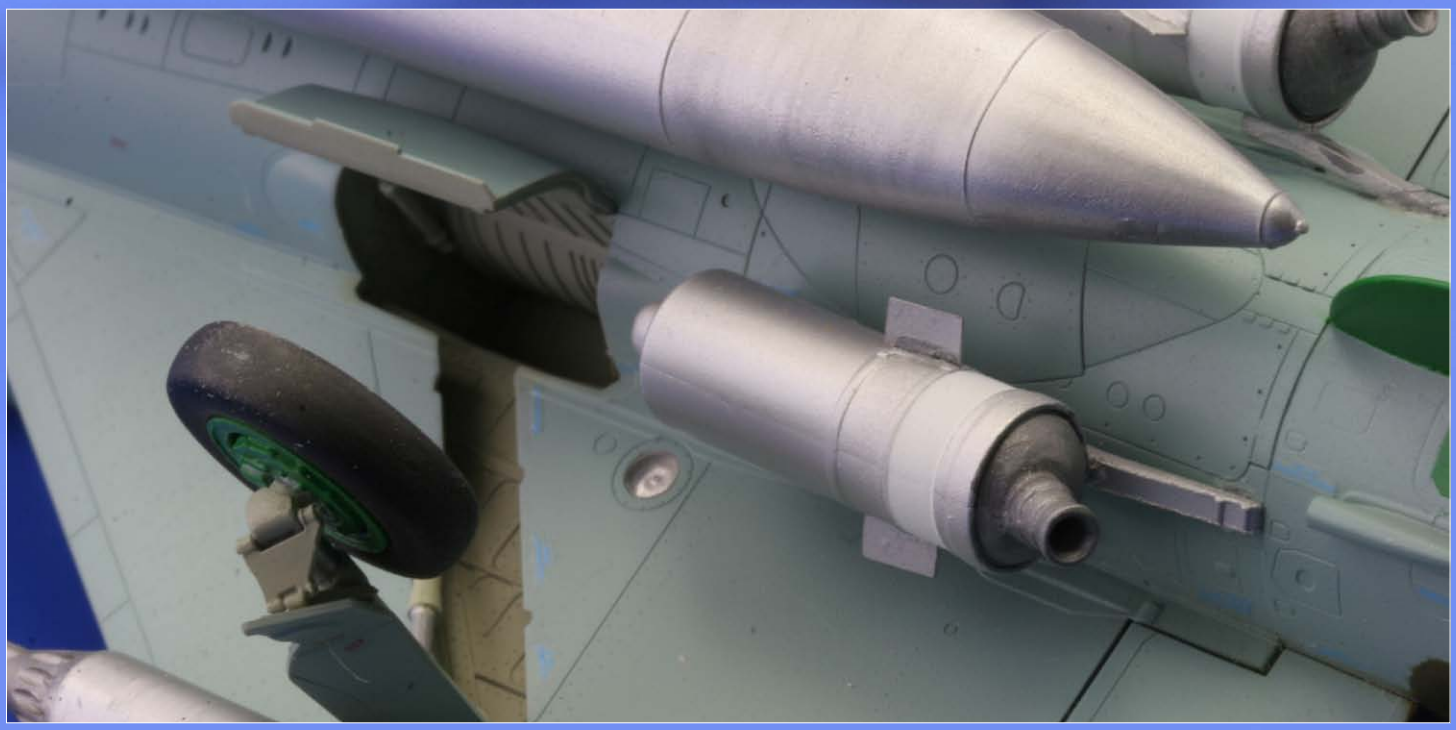












8233
MiG-21SMT 1/48 ProfiPACK

BUY 8233



8231
MiG-21MF 1/48 ProfiPACK

BUY 8231





Painting and weathering Eduard's MiG-21MF

Jan Petr

In the "Built" section of May's "Info" magazine, we published pictures of an beautifully painted MiG-21 that had been built by fifteen year old Jan Petr. Jan's MiG-21, which was featured both in "Info" and on our Facebook gallery, sparked a lot of curiosity and interest among fellow modellers thanks to its impressive natural metal finish. We are therefore providing more details about Jan's secrets. Below you may learn about Jan's step-by-step painting and weathering technique that helped him achieve a realistic bare metal appearance for his EDUARD 1/48 scale MiG-21.

JZ

Initially I was afraid of natural metal finishes (hereafter called NMF) because this type of finish reveals any surface imperfections such as crooked panel lines, scratches etc. It is absolutely essential to achieve a perfect surface before the actual painting of NMF. Rivets, fasteners and other surface details also have a direct impact on the final result.

There are many different metallic hobby paints currently available. The best known are Alcad II, Gunze Super Metallic, Gunze Mr. Color (C--series, namely C8 Silver) and Agama. However, Agama is more of a metallic paste. This product is applied using a piece of cloth and then polished. I am therefore going to describe the technique using Gunze Mr. Color paints. It may seem obvious, but this technique requires an airbrush.

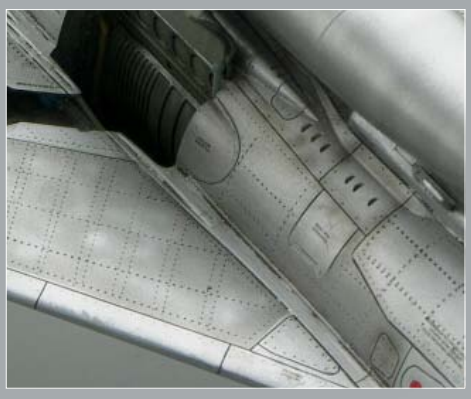
A FEW OBSERVATIONS FOR STARTERS:

Before you load your airbrush it is highly advisable to study pictures of the real MiG-21 since two variants of its surface treatment existed; either overall in aluminum paint or left in natural metal. At the first glance both options may look the same but the differences are noticeable upon the closer examination. NMF is identifiable by its panels of different shades as well as rather dirty, dusty and grayish surface. When aluminum paint was applied, the color differences among the skin panels are much less evident. The surface is glossier too.

The approach to painting also depends on the subject. Is it a WWII veteran or a post-war jet? Further facts to be considered are operational conditions, maintenance and type of the aircraft - we can anticipate different types of weathering on fighter aircraft, transport or multi-engine bomber…

PAINTING THE MIG:

I started by airbrushing the whole model with Mr. Surfacer and polishing the surface. Next I sprayed Gunze Mr Color C8 Silver thinned 3:1 in favor of thinner (I prefer working with well-thinned paints). Then, after this base coat has thoroughly dried, I started to mask selected panels using my reference photographs of the real airplane and airbrushing six different shades mixed from C8 and black. Covers and caps featured on specific panel should differ in shade as well. Panels were painted symmetrically - i.e. a panel on port wing was airbrushed in the same shade as the corresponding panel on the starboard wing. You don't have to follow this principle on the removable covers such as gun access panels though. When all the panels were painted in different silver shades I sprayed blotches to add some variation to the previously uniform surface. When spraying the blotches you need to use a highly diluted mixture of C8 silver and black. Again, mix and spray variety of shades adding less or more





black paint to C8. Now it was time for clear gloss coat in preparation for decals. Many fellow modellers don't use varnish when doing NMF but I do, due to the surface protection that it offers.

WEATHERING THE MODEL:
After placing the decals I brushed MIG Production's Dark Wash on the entire model surface. The MIG production range of products (filters, 502 Abteilung oil paints and washes) are my favourite and I use them with great results. I wiped off the excess wash with Odourless Turpentine. Multiple layers of washes can be applied to obtain desired look. Then I applied gray and ochre filters using my airbrush. The latter was applied very lightly as it was to represent yellowing of the varnish. However I was not happy with the results so I wiped it off. Even so, the surface changed its appearance slightly and the effect may still be seen on close examination. I continued with subtle spraying of AK Interactive Dust effects along the wings roots. As a next step I stippled turpentine into this layer creating "wet" stains representing footprints. I worked in circular strokes using a stiff brush. Since the actual footprints were black, I applied undiluted Dark Wash on the affected wing root surfaces. I allowed this fine layer to dry, then followed with Dark Wash stippling and brushing the footprints. Dark areas around the fasteners were sprayed with a heavily thinned mix of black and brown paints. The leaks around the fasteners may be added depending on the actual wear of a particular airplane. I used Streaking Grime by AK-Interactive. I put a drop next to the fastener and when dry I smeared it with a brush. Several layers can be applied this way to represent heavier leaks. Last but not the least came the oil stains. I used undiluted Oil and Grease Stain Mixture from MIG Production. A small drop was placed on the select area and smeared when dry. To achieve different effects you can vary the shine of the surface by spraying clear varnish on the areas where darker blotches show through the aluminium paint.

DROP TANK WEATHERING :
I followed the same procedure as described above for the high speed drop tanks, only omitted footprint wear and tear. Fluid leaks were depicted with a drop of Mig's Oil and Grease Stain Mixture in the fuel tank filler cap and randomly blown away with the airbrush. I repeated this four times until I was happy with the result.

EXHAUST NOZZLE WEATHERING:
Nozzle covers show different weathering in comparison to the rest of the airframe. After masking the NMF panels, I oversprayed a darker paint mixture over the nozzle area; then applied zig-zag blotches of highly thinned green, red, blue and yellow paints. These vivid colours represent the metal annealed by the high temperature of the exhaust gases. Finally, I applied a wash into the rivets and panel lines and oversprayed the nozzle edge with black paint, which I also used for painting the nozzle inner surfaces.

Conclusion: Although this painting technique may seem complicated, it really is not. Every step during the painting process is simple provided you are handy with the airbrush, possess imagination and are willing to experiment. As I mentioned earlier, access to plenty of reference pictures of the plane you intend to build will be quite helpful too.











Karel Pádár with modelers.







Our mobile shop.



Vladimír Šulc like Eduard's moviestar.


There was a great interest for our news.


SIG Polikarpov


Avia B-534 1/48 Eduard, Filip Košata.


MiG-21MF 1/48 Eduard, built by Filip Košata.


Diorama with Fw 190A-5 1/48 Eduard.


B-24D 1/72 Eduard, M.Ševecek.


Nice Wellington in marking
of No. 311 (Czechslovak) Squadron RAF.


Fw 190A-5 1/48 Eduard.


Not expected visit by Jan Bobek, author of our E-Bunny... it looks, like none want to talk to him.... :-)


One of beautifuly built dioramas.



Fw 190S 1/48, conversion to two-seater, using Eduard kit, author F. Šimunek.


Junkers J.I. 1/48 Eduard.



Sláva Vanous



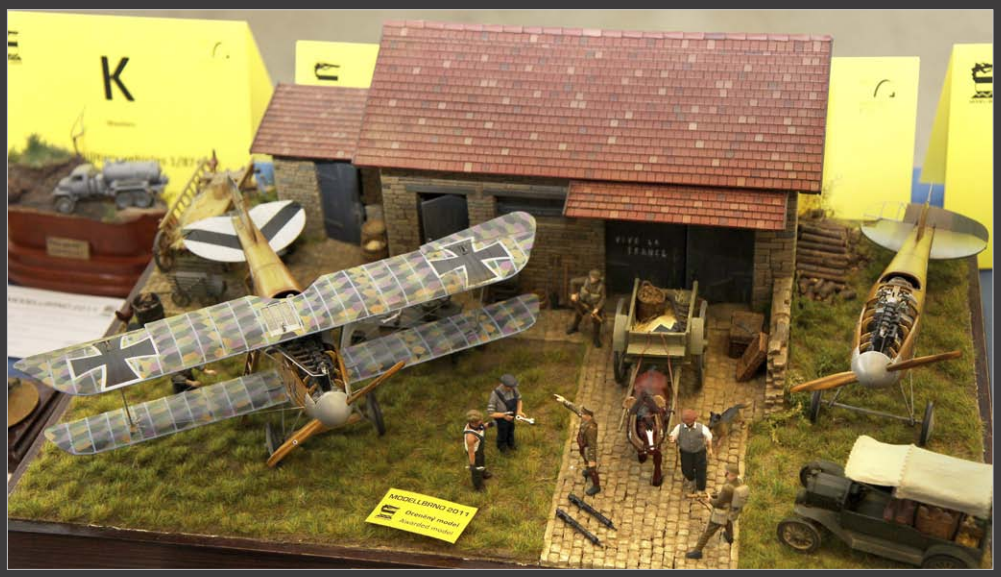
Extra events



Not, this is not a scale model...

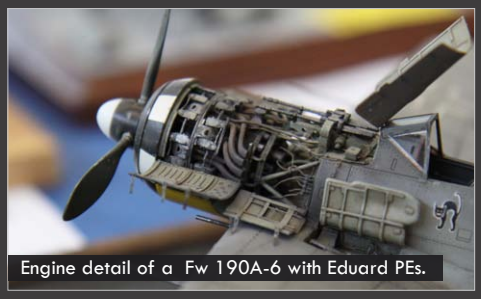











Engine detail of a Fw 190A-6 with Eduard PEs.




Fw 190D-13 1/48 Eduard.


Ju 87 diorama.


Ejection seats exhibition.


Fw 190A-8 1/48 Eduard.






Exhibition of Flying gear and uniforms of USAAF.



OVERTREES ARE BACK

From 1st to 31st of July 2011, you will have a chance to grab them again. White-label Overtrees kits are back. In July, Eduard will release Overtrees kits for both versions, MiG-21MF & MiG-21SMT.



- Releasing 2 separate Overtrees kits (one for each version).
- Look for catalog numbers 8235X (MiG-21MF), 8240X (MiG-21SMT).
- Overtrees kits will be sold only during above mentioned period.
- There is limited amount of these kits, act fast!
- Overtrees are only available on Eduard online store.

Find out more on
our Facebook Fanpage.

www.eduard.com



1169
Tempest Mk. V.
1/48 LIMITED EDITION

7076
F6F-3
1/72 ProfiPACK

KIT

AUGUST

BIG ED

AUGUST

BIG3303 Bf 109F-4 1/32 HAS
BIG4952 EF-2000 TYPHOON Single Seater 1/48 REV
BIG4953 TORNADO IDS 1/48 HBS
BIG4954 F-111C 1/48 HBS

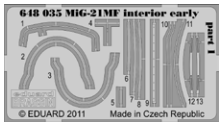
eduard BRASSIN

AUGUST

648035
MiG-21MF interior early
1/48 Eduard







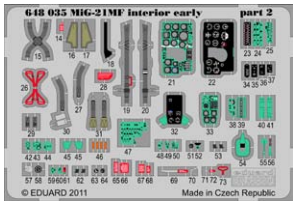


PHOTO-ETCHED

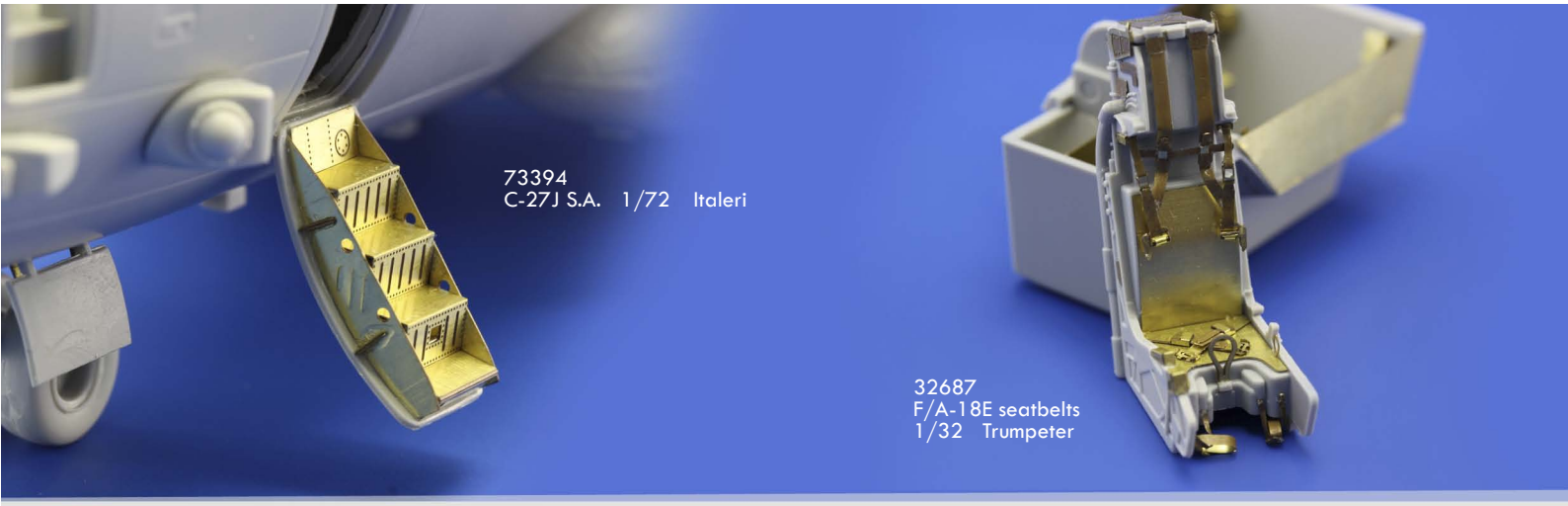
AUGUST

PE-SETS

32687	F/A-18E seatbelts	1/32	Trumpeter
32688	F/A-18E interior S.A.	1/32	Trumpeter
32702	F-16I SUFA undercarriage	1/32	Academy
36175	BR 86 floor plate	1/35	Trumpeter
36176	BR 86 interior	1/35	Trumpeter
36177	BMP-3 UAE	1/35	Trumpeter
36178	BMP-3 UAE baskets	1/35	Trumpeter
36182	Leopard 2A6M CDN	1/35	Hobby Boss
48694	Lavochkin La-5 landing flaps	1/48	Zvezda
48701	S-2E exterior	1/48	Kinetic
48705	Ta 152 landing flaps	1/48	Hobby Boss
49525	Bf 109E-4 S.A.	1/48	Airfix
49562	Lavochkin La-5 S.A.	1/48	Zvezda
49567	Ta 152 S.A.	1/48	Hobby Boss
49572	MiG-21MFN interior S.A.	1/48	Eduard
53061	Admiral Hipper 1/350	1/350	Trumpeter
53062	Admiral Hipper railings 1/350	1/350	Trumpeter
72518	Mi-4 exterior	1/72	Hobby Boss
72519	Mi-4 cargo	1/72	Hobby Boss
73387	Mi-4 interior S.A.	1/72	Hobby Boss
73392	Bf 110E S.A.	1/72	Airfix
73394	C-27J S.A.	1/72	Italeri
99023	Railings 45˚ 3 bars short	1/700	
99024	Railings 45˚ 3 bars short	1/350	
99031	WWII IJN watertight doors	1/700	

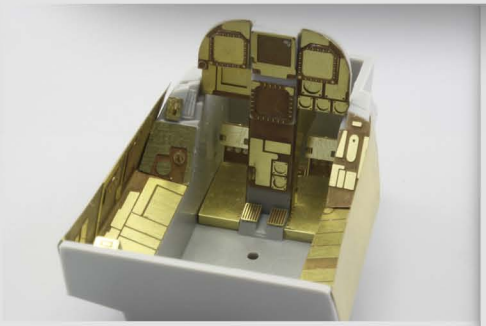
ZOOMS

33079	F/A-18E interior S.A.	1/32	Trumpeter
FE525	Bf 109E-4 interior S.A.	1/48	Airfix
FE562	Lavochkin La-5 S.A.	1/48	Zvezda
FE567	Ta 152 interior S.A.	1/48	Hobby Boss
FE572	MiG-21MFN interior S.A.	1/48	Eduard
SS387	Mi-4 interior S.A.	1/72	Hobby Boss
SS392	Bf 110E interior S.A.	1/72	Airfix
SS394	C-27J S.A.	1/72	Italeri



73394
C-27J S.A. 1/72 Italeri

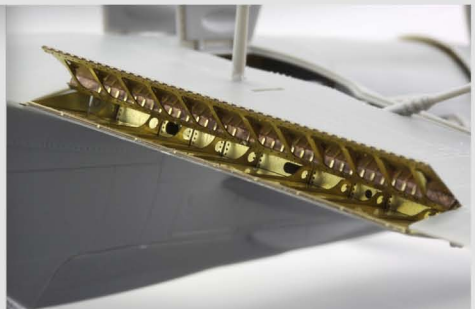
32687
F/A-18E seatbelts
1/32 Trumpeter



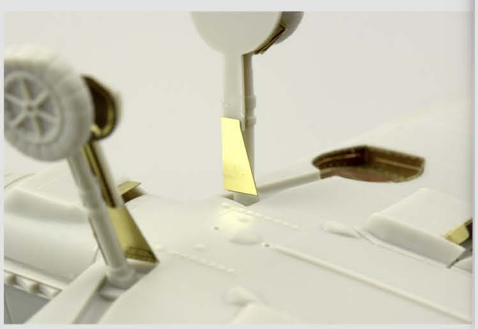
32688 F/A-18E interior S.A.
1/32 Trumpeter



48701 S-2E exterior
1/48 Kinetic



48705 Ta 152 landing flaps
1/48 Hobby Boss



49525 Bf 109E-4 S.A.
1/48 Airfix



49567 Ta 152 S.A.
1/48 Hobby Boss



53061 Admiral Hipper
1/350 Trumpeter

INTERNATIONAL SCALE KIT EXHIBITION

IPMS
CZECH REPUBLIC

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UNIQUE SHOW FROM THE WORLD OF SCALE PLASTIC KITS, INSPIRATION FOR CREATIVE KIDS AND PARENTS. COMEBACK OF YOUR CHILDHOOD.

1. 10. 2011
9.00-18.00

SHOPPING CENTER GALLERY BUTOVICE
PRAGUE

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ENTERTAINMENT FOR VISITORS

EASY ACCESSABILITY, FREE PARKING, SNACK-BAR

TUBE STATION NOVE BUTOVICE B Radlicka 520/117, Prague 5 underground parking lot

GPS: 50°2'50.9"N, 14°21'17.7"E

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