

INFO

EDUARD

VOL 11 • ISSUE 11 • NOVEMBER 2011



BRASSIN

**F-16 air brakes
1/48 Tamiya**

BIG AND LITTLE BROTHER!

Eduard family just got bigger



MiG-21SMT 1/48

MiG-21MF 1/144

BUILT:

MiG-21MF 1/144

Fokker D.VII MÁG 1/48

Mirage IIICJ 1/48

HISTORY:

**The Saga of Mosnov MiG-21MF
'4127' in Eduard Colors**

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

CONTENTS

4

EDITORIAL

6

KITS

- 6 MiG-21MF 1/144
- 7 Fokker D.VII MÁG 1/48
- 8 PSP colour 1/72

10

BRASSIN

- F-16 air brakes 1/48 Tamiya
- RS-2US / AA-1 Alkali /48
- Rocket launcher B-8M1 1/48

11

BIG-ED

12

PHOTO-ETCHED SETS

16

RELEASES

NOVEMBER 2011 RELEASES

17

HISTORY

- 17 The Saga of Mosnov MiG-21MF '4127' in Eduard Colors
- 23 PSP - Perforated Steel Plates

28

BUILT

- 26 MiG-21MF 1/144
- 27 Mirage IIICJ 1/48
- 28 Fokker D.VII MÁG 1/48

32

ON APPROACH

December 2011 releases



eduard

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EDITORIAL



Shortly after e-Day, we took part in Chicago's i-Hobby 2011. This is a small American version of Nurnberg. Actually, I would say a very small version, and personally, I have the feeling that it gets smaller from year to year. This is despite the fact this year's event was an awakening, and livelier than earlier years. Maybe this could be due to a severe fatigue of all the economic gloom and doom talk, to say nothing of the pending end of the world. Next year, the event moves to Cleveland, which is a debatable move.

The usual debate over e-Day quickly quieted down, and if it wasn't for discussions surrounding the venue and the stink, it seems there would be no discussion at all. That either means a general satisfaction, or a general indifference. These two states, though, have more in common than people would like to admit. In any case, next year's e-Day will have a list of changes implemented that will see a rise in the comfort level for all participants, shorter lines at our stall, and at the front gate, and just plain better service overall. A total removal of lineups at our stall, I am not totally in favor of, but a shortening of them is certainly something that needs to be addressed, especially in terms of waiting for service. We'd also like to line the lineup, as long as people have to stand there and wait anyway, with a part of our presentation and a discussion about our current and future items and plans. It makes sense, taking into consideration that most of the talk is over future plans. We are also toying with the idea of creating a pre-order system, where you can do just that, and pick it up at our stall during the show at show prices. Of course, things could be added to the order at the show. This, I think, will be inevitable, as we are planning a new item for the show that I plan to meet, in terms of timeline, at all costs! One of the problems with the long lineups is the possibility of having the availability of a desired item go to zero by the time you get to the front of the line. We are even developing a solution to that problem, too! Instead of one restocking, as we did this year and last, next year we'll have four. This will ensure that the availability of popular items will be there even on Saturday afternoon and Sunday morning. Or at least, that's the plan. There is always some stupid variable that can creep into the process of selling photoetched that surprises everyone, as you all probably know.

From the previous paragraph, you can see that there is a plan in place to return to the two-day format, but we expect to finish things off

by about Saturday, noon. We haven't etched anything in stone (etched....get it??), but we are thinking the end would be in around the 1400h or 1500h mark. We feel that this should be generally acceptable. Also, with the absence of next year's ModelBrno, a longer e-Day should be a welcome thing. So...see you September 28th and 29th.

We now have behind us the first full month of our new website. The reaction has been, for the most part, positive, but there has also been some criticism. As I would expect, most of the criticisms are homegrown. However, that doesn't mean that the criticism isn't justified. Not everything is working as it should just yet, and I must say that we are in some pretty deep discussions with the web designers over shortcomings with respect to aspects of how the site works, and how it should work. Some of it will be up to us, and there will be changes. We will incorporate them after thorough preparation, and then start up the new, current version of the site then. The first of this evolution in the site should be up and running sometime after New Years, and should focus on the search engine of the site, which at the moment is not entirely effective. Gradually, improvement will also be seen in the information displayed for each product. Personally, I see great need, first and foremost, in an improvement in related information for model kits.

A storm had been unleashed by our discount coupons. As it turns out, most people didn't realize that this was just a game gimmick, in which the number of winners was limited. The question to be answered is if it's about us, or dissatisfied non-winners. The other side of the coin saw positive feedback concerning the Overtree offer for the Hellcat, a similar concept to the one introduced with the MiG-21s. But even here, the idea was misread by a lot of people, who concluded by the lower price of that offer, that our other products are overpriced. Well, there's not much we can do about that, to preserve some peace.

But even the protests, weather justified or not, could have their own positive influence.

November has a list of interesting items that are noteworthy. We've got the repop of the 48th Tempest, in its final incarnation. The last 2500 pieces are being offered this month, and that's it for the rest of eternity. At least this kit in this form. I still can't rule out some sort of return to this kit in the future. Personally, I wouldn't be against it, unless someone in China gets some crazy idea. Of course, that wouldn't rule out the possibility of a new Tempest....

The main attraction for November, however, is quite a bit smaller. It's the 1/144th MiG-21MF. True enough, its premier was at e-Day, as the price of admission kit, and was considered one of the highlites of the show. This month, its retail counterpart is being released, and is in a nicer, fine-tuned form. Eight marking options are certainly a luxurious feature of a kit like this, and to top it off, they are attractive and even downright striking. This brought out a discussion about the coloring of one of the options, the Czechoslovak aircraft numbered '8208'. Of course, the outcome was that we were wrong, and others know more than our research uncovers, and that Eduard is nowhere near as accurate in that as we claim. This is largely a misunderstanding. I won't be screaming and yelling my notion, that the aircraft could not be differently painted than we have presented, especially on the upper surfaces or the entire right side. With a lack of documentation, there's not much that can be done about that, and even the most vocal of critics can't be sure, either. What I won't agree with, though, is that we didn't put forth a solid effort. At some point, we have to close the research phase of the kit, and figure out the best way to present it. Only a few specific aircraft are documented completely, and there are typically points that are open to interpretation, or can be overlooked. On top of that, the look of a specific aircraft evolves over time, and it's impossible to aware of



its appearance all throughout its life. Furthermore, our chosen '8208' appeared as presented only a few hours. Our information should suffice for the majority of modelers, and will allow completion of a reasonably accurate rendition. For someone who has had actual contact with the documented aircraft, our information might be viewed with a more educated eye and with the understandable criticism. Of course, someone like that would be able to by-pass our presentation entirely. I am not sure what would stop anyone from building their model according to their own interpretations, and use their own above standard knowledge of the subject. It could even result in a good subject for our newsletter!

The new little MiG inaugurates a new Eduard line called 'SUPER 44'. Not that we would have enough of new lines, but 1/144th is very specific, so we decided to work on the individuality of it. Gradually, we will incorporate older kits back into the line, and some new ones as well.

In the Weekend Edition, November sees the Fokker D.VII MAG in Hungarian colors. Thanks to the red star markings of Hungary in 1919, most people have trouble identifying this aircraft, and it tends to be surrounded by some confusion. Most of our visitors in Chicago took it for a Soviet machine. So, to be clear, it isn't. It is, however, Hungarian. Among other things, one of the advantages of this aircraft is that it lacks the lozenge markings. With respect to the Fokker, this is very unusual.

That's not all for new kits. A base is a pretty critical part of a kit, and this month, we have new items along this theme. It's not entirely new, but we pre-colored our PSP base. These will be released in limited numbers, as the pre-painting is not really a simple matter, and demands a significant production capability. That means that after selling out the first run, this item will not be available for some time. So, if this item grabs you by the boo-boo, I would suggest that you don't stall. At some point, its going to become a rarity!

December is getting close, and with it, the next of our MiG-21s, the 'BIS'. This kit has some detail changes incorporated into it, and some that we didn't. Both have their reasons d'etre, and will be discussed in greater detail in December's newsletter.

The offered photoetched sets for November is again very interesting, as it was in October. For the mostpart, this can be attributed to 1/32nd scale, where we have new sets for the He111 from Revell, and the P-51D from Tamiya. Besides that, we have new sets for the Spitfire Mk.V from HobbyBoss and the Su-25K from Trumpeter. In 1/48th scale, we have three sets for the Fw189 from Great Wall Hobby, and a set for the Bf110D Nachtjäger from Dragon. In 1/72nd scale, we have three sets for our Hellcat, two for the F-22 from Academy, and one each for the Bf110B from Airfix and Bell 212 from Italeri. Of course, there are also sets

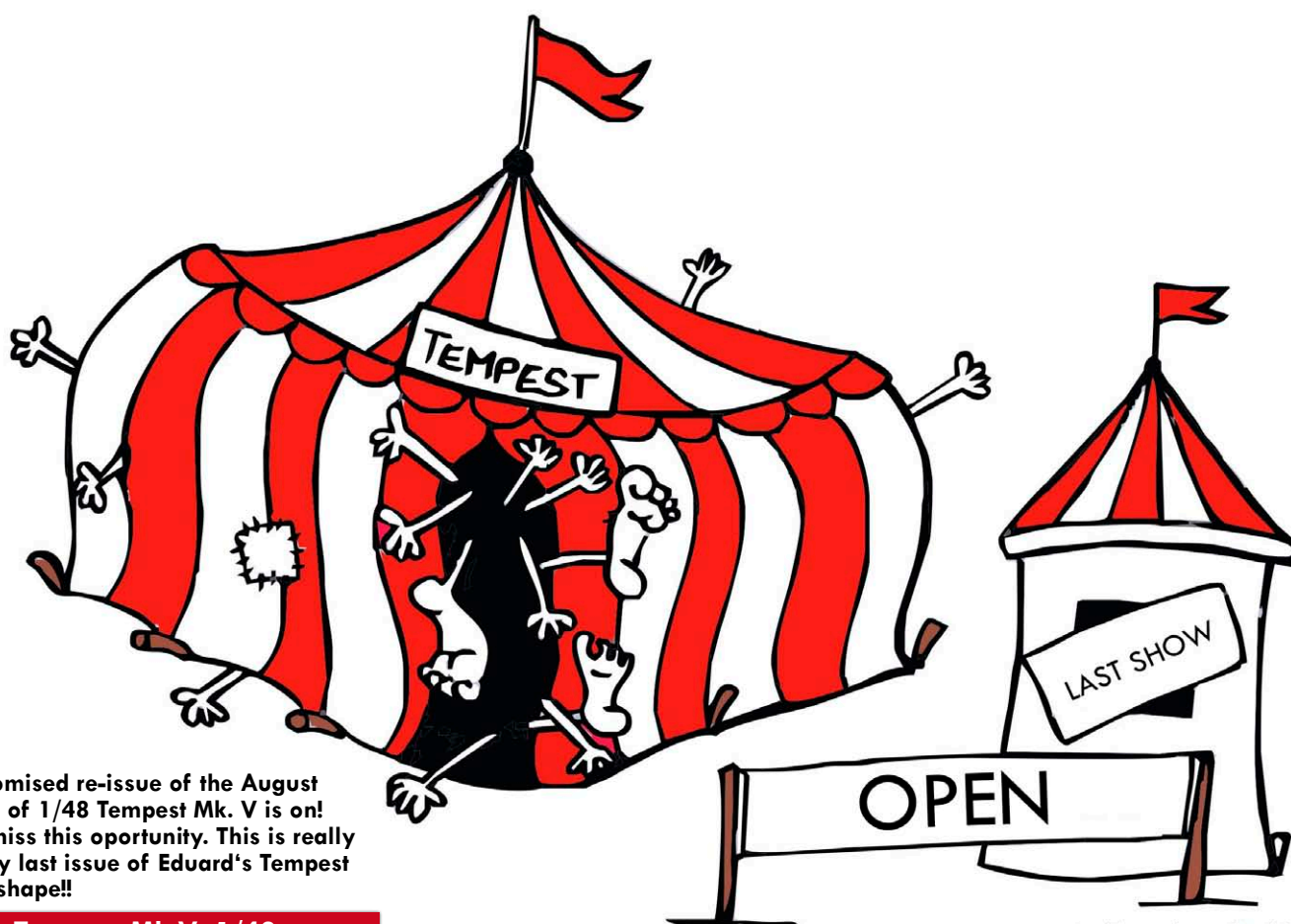
in the 1/35th AFV category, and among them, new items for color waterplants. The vegetation sets are surprisingly popular! The photoetched items are rounded out by a sextet of ship related sets in both main scales, five of them for 1/700th scale.

And that leaves us with the Brassin sets. November brings us three new sets, two for Soviet (or Russian) weapons, and speed brakes for the F-16, in 1/48th. This is the most common scale that the Brassin line is associated with. With respect to our raised level of activity in 1/72nd scale, we'll need to take a look at the possibilities for the Brassin line for that scale as well.

So, with that, I wish a good read through our newsletter. To finish off, I'd like to say one more thing about the Tempest. Although the pre-order offer with the T-shirts has expired, we do have a small reserve left composed of about forty kits, which are still available. We'll likely keep some of those for the spring show season...good news for those that stalled back then, and read to the end of this intro!

Keep on modelin'

Vladimir SULC



The promised re-issue of the August release of 1/48 Tempest Mk. V is on! Don't miss this opportunity. This is really the very last issue of Eduard's Tempest in this shape!!

BUY Tempest Mk.V 1/48



MiG-21MF DUAL COMBO SUPER44

1/144 Cat.No. 4425



SCALE
1/144



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



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



MiG-21MF, 211th Tactical Squadron,
Caslav Air Base, Czech Republic, 2003



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



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



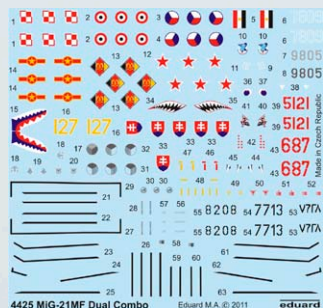
MiG-21SM, 812th UAP, Kharkov Higher
Military Academy, based at Kupyansk Airfield,
Soviet Union, August, 1991



GMiG-21MF, Vietnam People's Air Force,
921st Fighter Regiment 'Sao Do',
flown by Pham Tuan, Vietnam War, 1970



MiG-21MF, 6th Fighter-Bomber Regiment,
Příbram-Dlouhá Lhota Air Base, Czechoslovakia, 1986



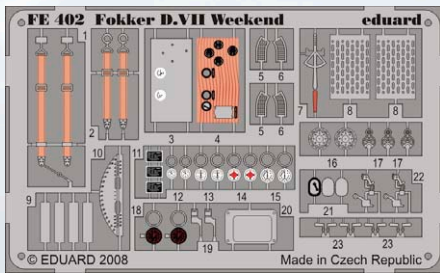
Model of MiG-21MF on photo above
is an example only. Shown camo
is not included in the SUPER44.

BUY MiG-21MF 1/144



Fokker D.VII MÁG Weekend

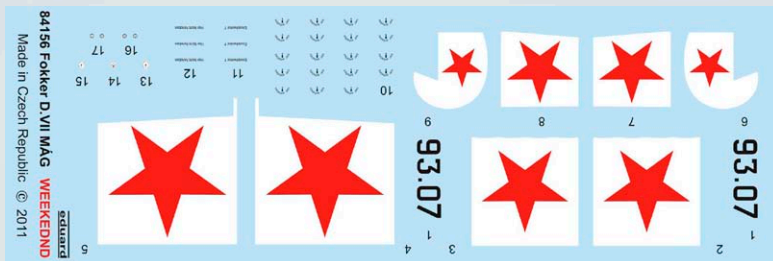
1/48 Cat.No. 84156



FE402 Fokker D.VII MÁG Weekend
1/48 Eduard

Photo-etched accessories - Weekend Zoom

BUY FE402

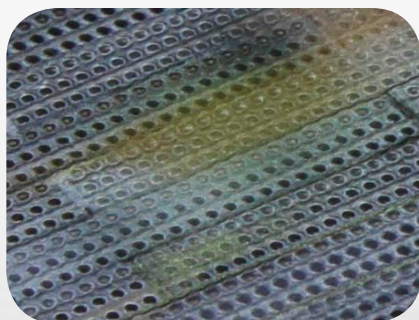
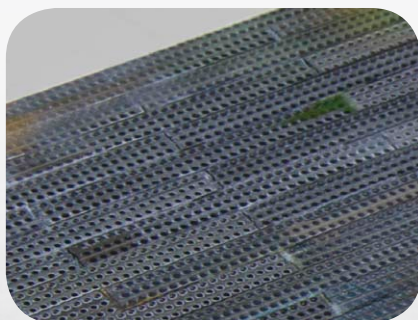
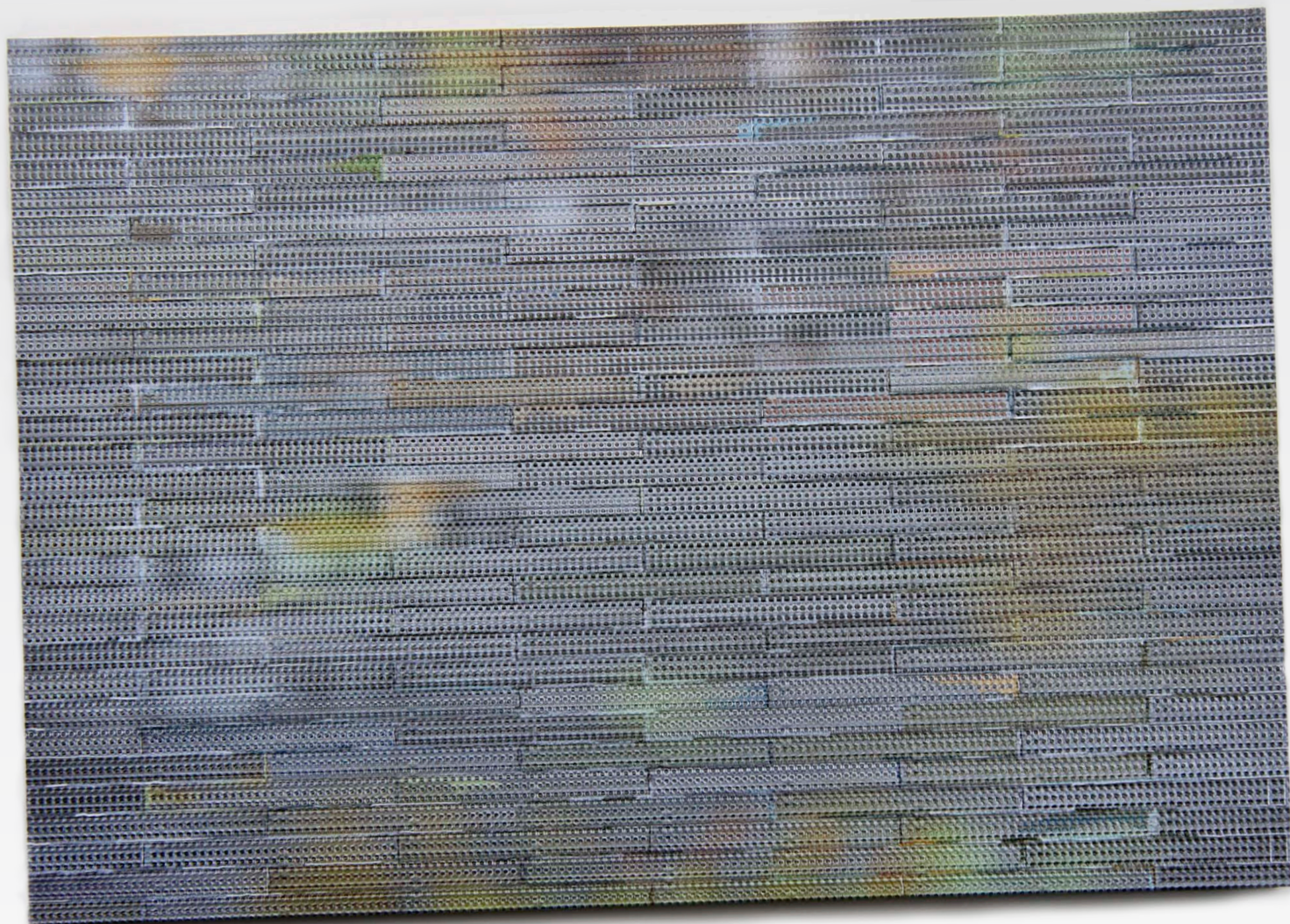


93.07, Hungarian Red Army, 1919



BUY Fokker D.VII MÁG 1/48





BUY 7720 PSP colour 1/72



Photogallery on page 25.



EDUARD RUSHES

COLOR PHOTO-ETCHED RUSHES IN 1/35TH SCALE
DIORAMA AS IT SHOULD BE!

NOVEMBER 2011



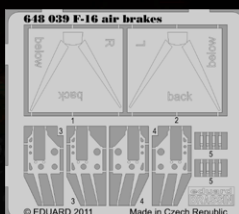
648039

F-16 air brakes

1/48 Tamiya



1/48



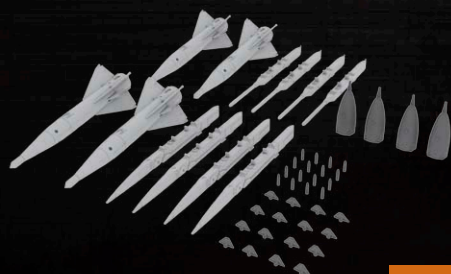
BUY F-16 air brakes

1/48

648040

RS-2US / AA-1 Alkali

1/48



BUY RS-2US/AA-1 Alkali



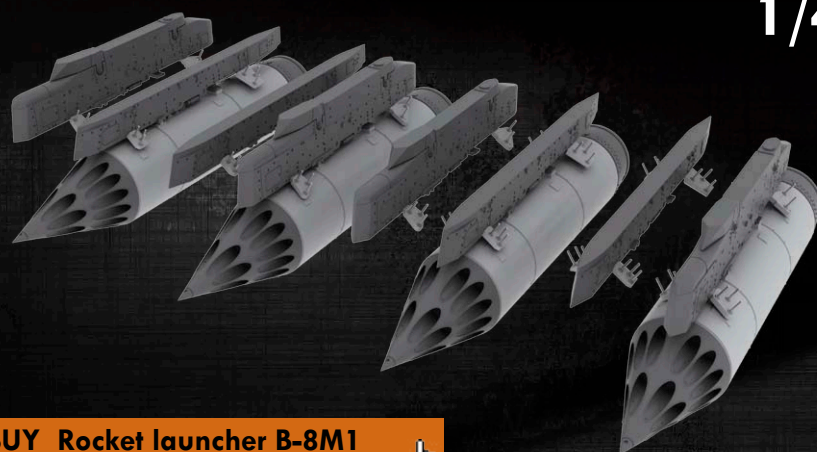
648041

Rocket launcher B-8M1

1/48



BUY Rocket launcher B-8M1



1/48

BIG ED



32277 Hawk T1 Mk.53 exterior (BIG3305)



32699 Hawk T1 Mk.53 interior S.A. (BIG3305)



49567 Ta 152 S.A. (BIG4959)



48705 Ta 152 landing flaps (BIG4959)

BIG3305 Hawk T1 Mk.53 1/32 Revell

BIG4959 Ta 152H 1/48 Hobby Boss

BIG4958 F-111A 1/48 Hobby Boss

BIG7271 Ju 88G-6 1/72 Hasegawa

BIG3305 Hawk T1 Mk.53 1/32 Revell

32277 Hawk T1 Mk.53 exterior



32699 Hawk T1 Mk.53 interior S.A.



32695 Hawk T1 Mk.53 seatbelts



JX120 Hawk T1 Mk.53



32501 Remove Before Flight

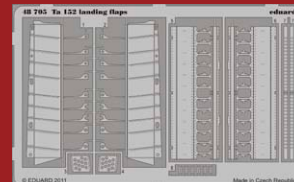


BIG4959 Ta 152H 1/48 Hobby Boss

49567 Ta 152 S.A.



48705 Ta 152 landing flaps

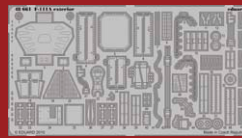


EX334 Ta 152H

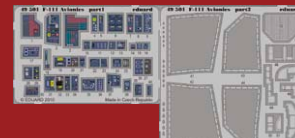


BIG4958 F-111A 1/48 Hobby Boss

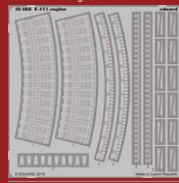
48661 F-111A exterior



49501 F-111 exterior



48668 F-111 engine



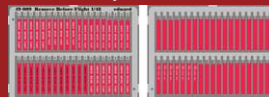
49499 F-111A interior S.A.



49498 F-111 early seatbelts



49009 Remove Before Flight

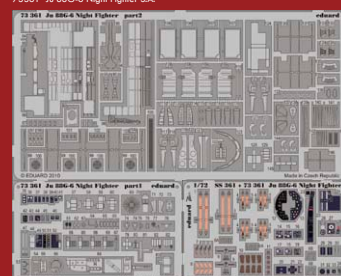


EX292 F-111A



BIG7271 Ju 88G-6 1/72 Hasegawa

73361 Ju 88G-6 Night Fighter S.A.



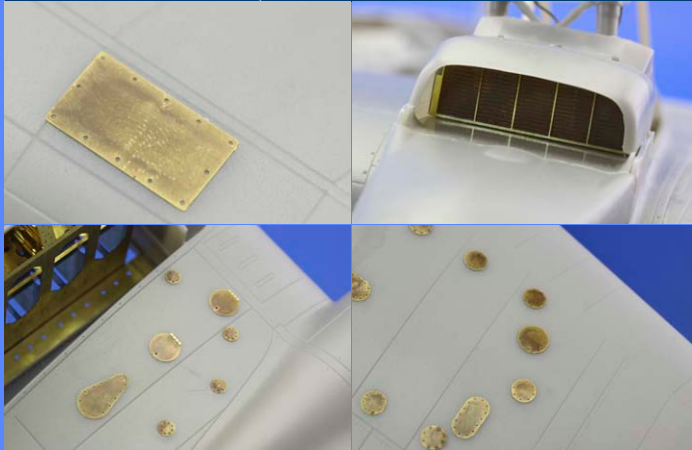
CX183 Ju 88G



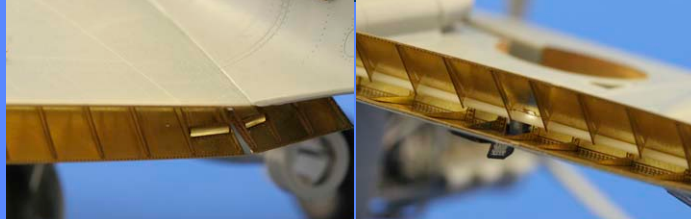
SELECTED

PHOTO-ETCHED SETS

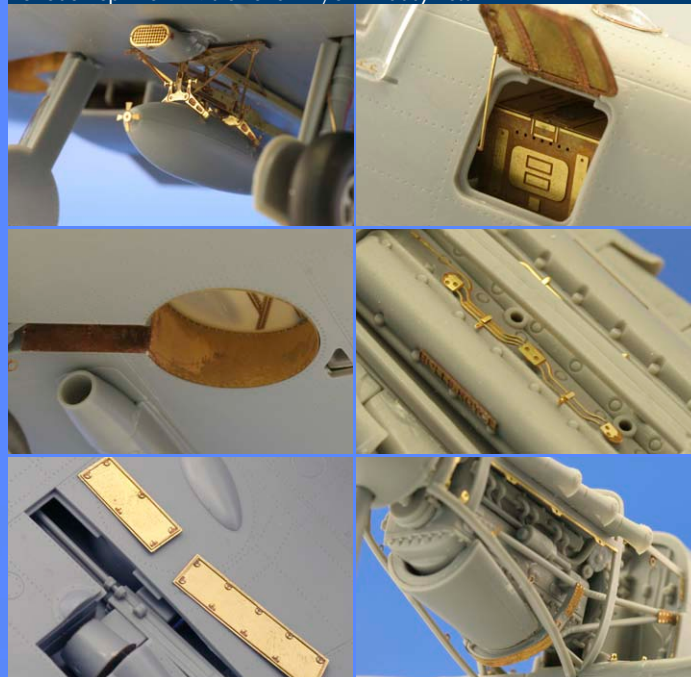
32289 He 111 exterior 1/32 Revell



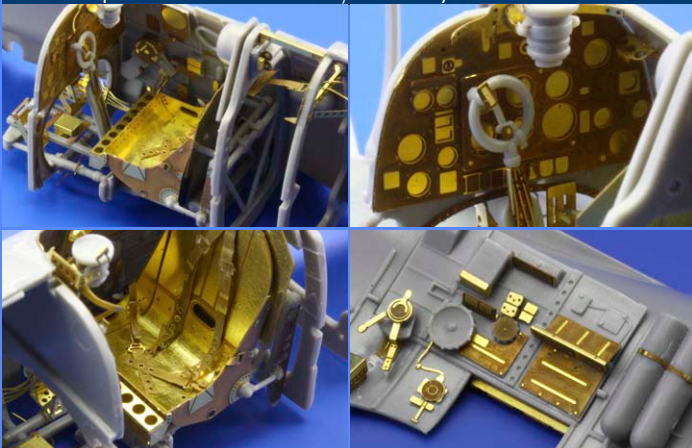
32283 Spitfire Mk.Vb landing flaps 1/32 Hobby Boss



32303 Spitfire Mk.Vb exterior 1/32 Hobby Boss



32705 Spitfire Mk.Vb interior S.A. 1/32 Hobby Boss



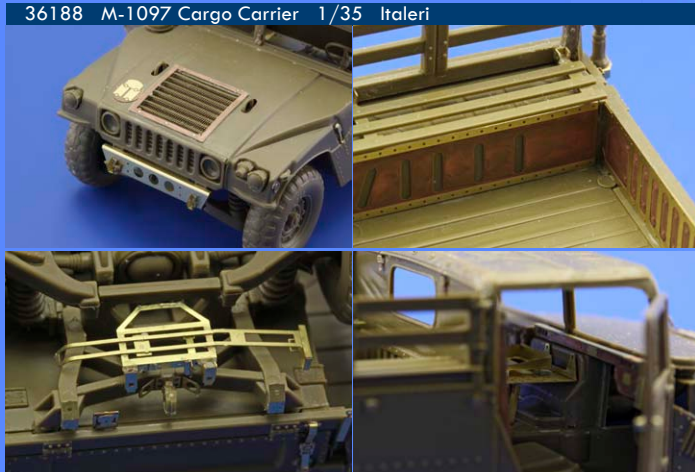
SPITFIRE Mk.Vb

EXTRA 4 PAGES

For whole actual
Photo-Etched production
see page 16.

PHOTO-ETCHED SETS

36188 M-1097 Cargo Carrier 1/35 Italeri



17031 HMS Hood 1941 1/700 Trumpeter



36169 rushes/rákos II colour 1/35



Defender XD Wolf W.M.I.K.

36191 Defender XD Wolf W.M.I.K. 1/35 Hobby Boss



36193 Defender XD Wolf W.M.I.K. Ammo Boxes 1/35 Hobby Boss

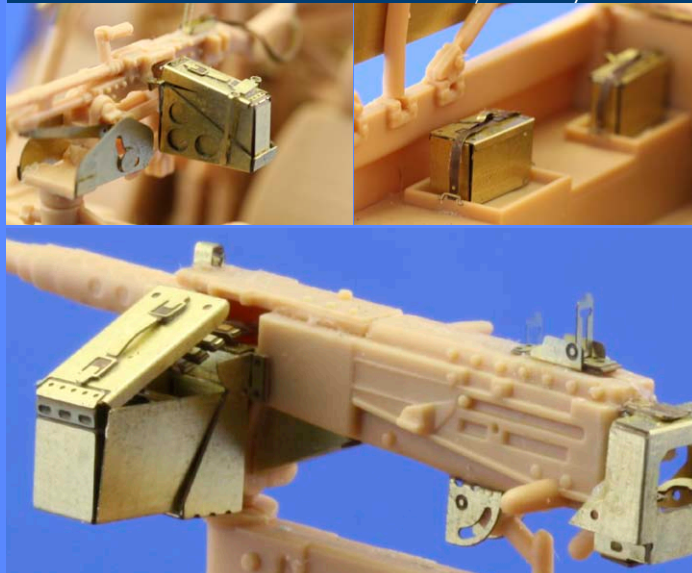
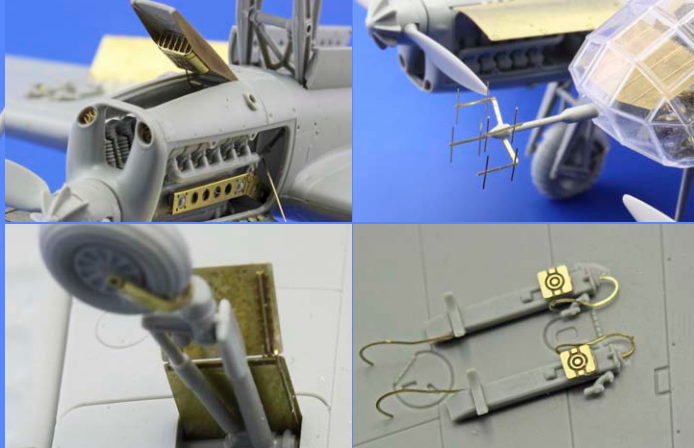


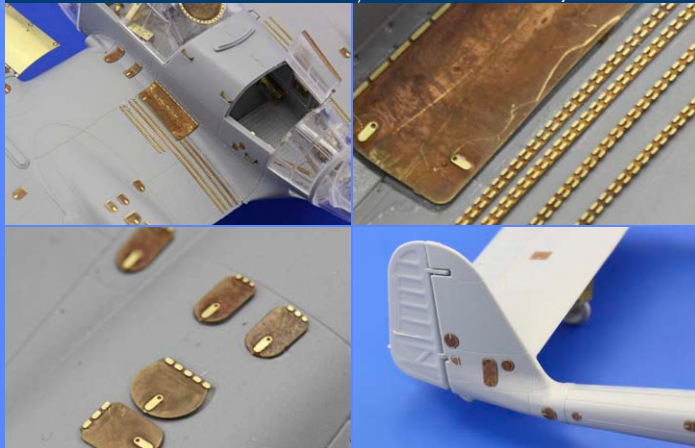
PHOTO-ETCHED SETS



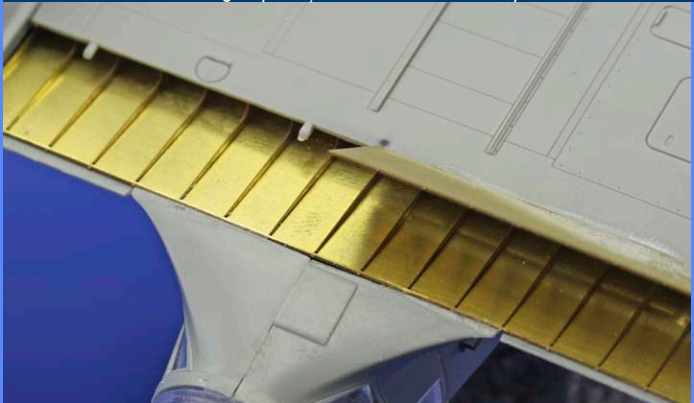
48712 Fw 189 exterior 1/48 Great Wall Hobby



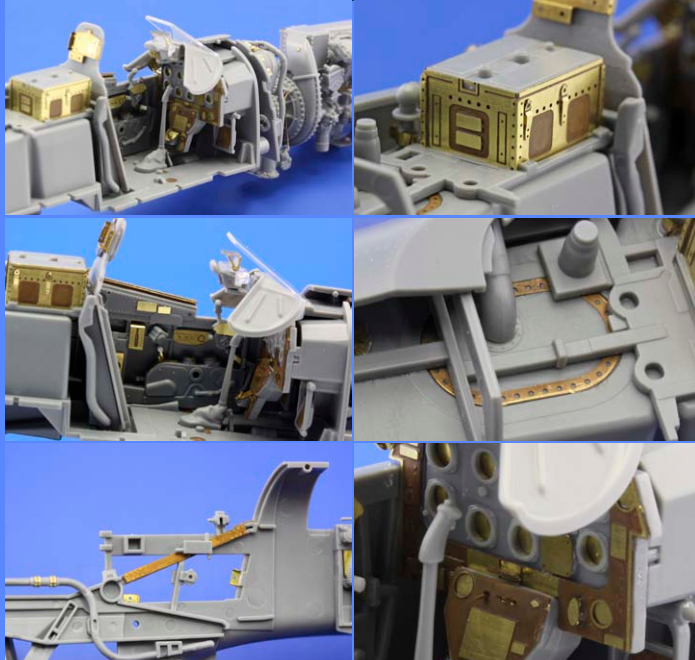
48714 Fw 189 surface access S.A. 1/48 Great Wall Hobby



48710 Fw 189 landing flaps 1/48 Great Wall Hobby



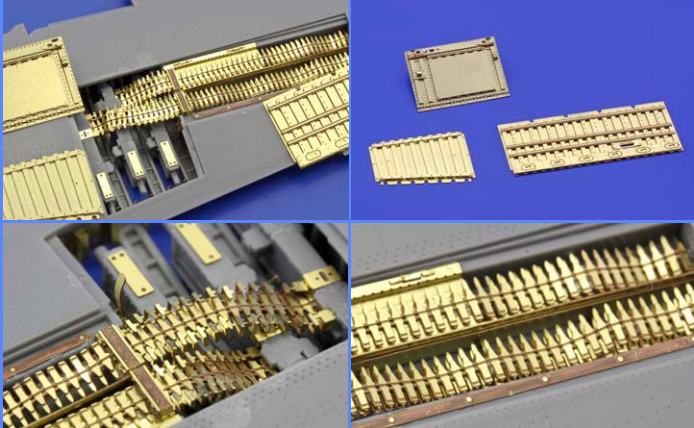
32715 P-51D interior late ser.20-35 S.A. 1/32 Tamiya



32302 P-51D exterior 1/32 Tamiya



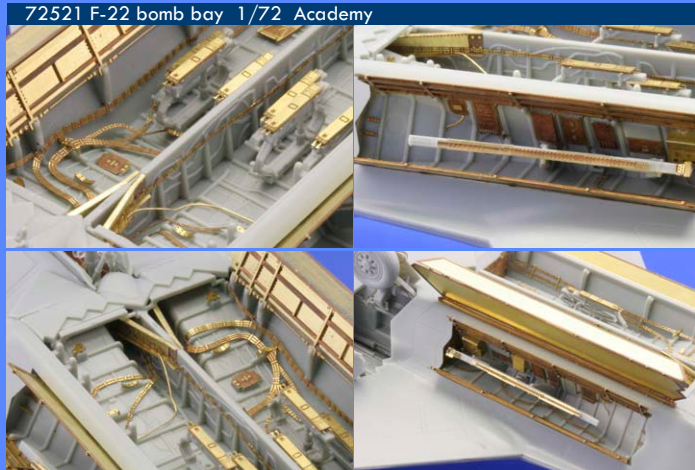
32721 P-51D gun bay late 1/32 Tamiya



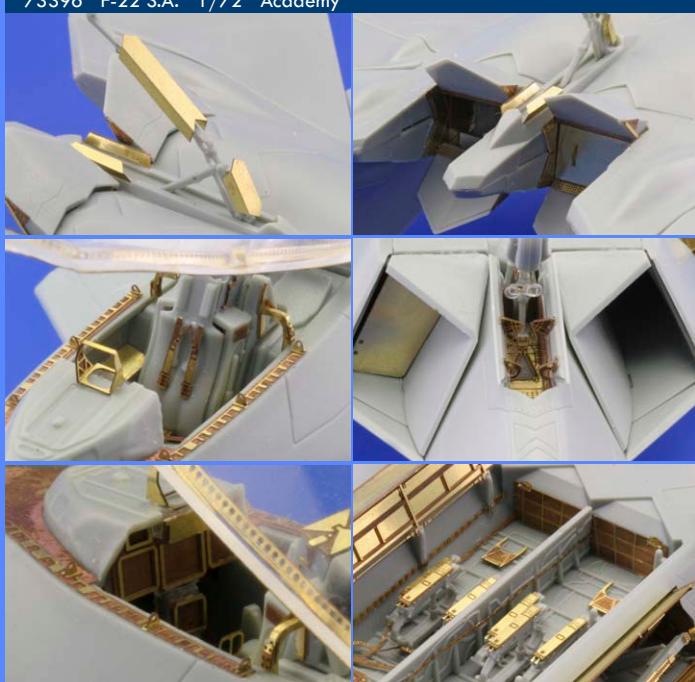
For whole actual
Photo-Etched production
see page 16.

PHOTO-ETCHED SETS

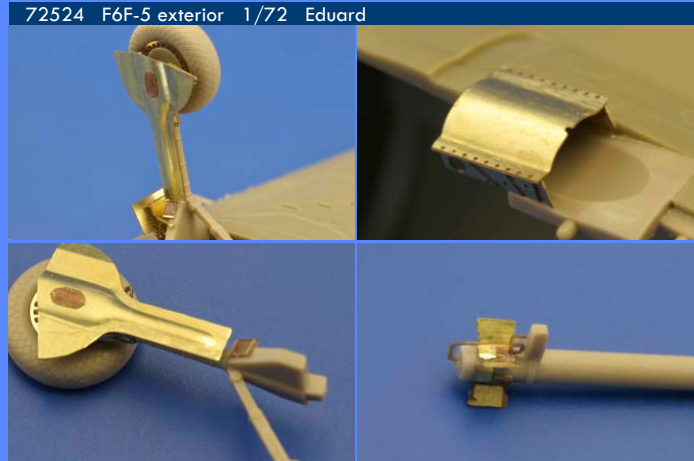
72521 F-22 bomb bay 1/72 Academy



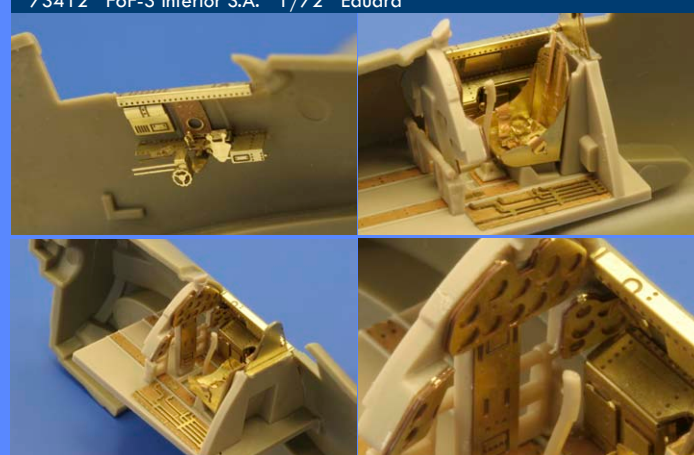
73396 F-22 S.A. 1/72 Academy



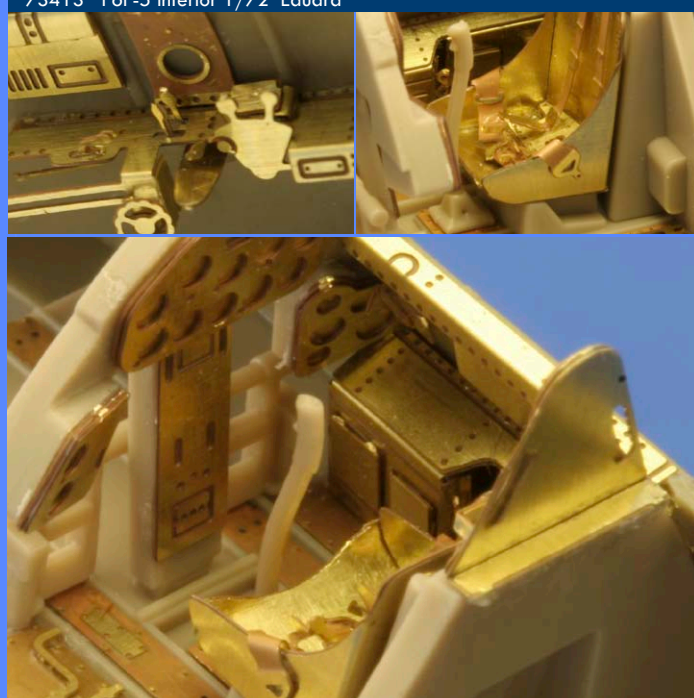
72524 F6F-5 exterior 1/72 Eduard



73412 F6F-3 interior S.A. 1/72 Eduard



73413 F6F-5 interior 1/72 Eduard



PLASTIC KITS

84156	Fokker D.VII MÁG	1/48	Weekend
4425	MiG-21MF Dual Combo	1/144	SUPER44
7720	PSP colour	1/72	

PE-SETS

17031	HMS Hood 1941	1/700	Trumpeter
32283	Spitfire Mk.Vb landing flaps	1/32	Hobby Boss
32289	He 111P-1 exterior	1/32	Revell
32302	P-51D exterior	1/32	Tamiya
32303	Spitfire Mk.Vb exterior	1/32	Hobby Boss
32306	He 111 undercarriage	1/32	Revell
32698	Su-25 Frogfoot interior S.A.	1/32	Trumpeter
32703	Su-25 avionic	1/32	Trumpeter
32705	Spitfire Mk.Vb interior S.A.	1/32	Hobby Boss
32715	P-51D interior late ser.20-35 S.A.	1/32	Tamiya
32721	P-51D gun bay late	1/32	Tamiya
32725	Su-25 seatbelts	1/32	Trumpeter
36169	rushes/rákos II colour	1/35	
36188	M-1097 Cargo Carrier	1/35	Italeri
36190	US Cargo Truck	1/35	Italeri
36191	Defender XD Wolf W.M.I.K.	1/35	Hobby Boss
36193	Defender XD Wolf W.M.I.K. Ammo Boxes	1/35	Hobby Boss
48710	Fw 189 landing flaps	1/48	Great Wall Hobby
48712	Fw 189 exterior	1/48	Great Wall Hobby
48714	Fw 189 surface access S.A.	1/48	Great Wall Hobby
49568	Bf 110D Nachtjager	1/48	Dragon Cyber Hobby
72521	F-22 bomb bay	1/72	Academy
72524	F6F-5 exterior	1/72	Eduard
73391	Bf 110B S.A.	1/72	Airfix
73396	F-22 S.A.	1/72	Academy
73402	Bell 212 UH-1N S.A.	1/72	Revell
73412	F6F-3 interior S.A.	1/72	Eduard
73413	F6F-5 interior S.A.	1/72	Eduard
99029	Railings 45' 3 bars long	1/700	

99033	Railings 2 bar with mesh	1/350	
99037	WWII Bofors AA guns	1/700	
99039	IJN ladders	1/700	
99055	German ship guns WWII	1/700	

ZOOMS

33091	Spitfire Mk.Vb interior S.A.	1/32	1/32	Hobby Boss
33103	P-51D Interior late ser.20-35 S.A.	1/32	1/32	Tamiya
FE568	Bf 110D Nachtjager		1/48	Dragon Cyber Hobby
SS391	Bf 110B interior S.A.		1/72	Airfix
SS396	F-22 S.A.		1/72	Academy
SS402	Bell 212 UH-1N S.A.		1/72	Revell
SS412	F6F-3 interior S.A. Weekend		1/72	Eduard

MASKS

CX297	Mi-2	1/72	1/72	Hobby Boss
CX299	Valiant BK.Mk.I	1/72	1/72	Airfix
CX300	Spitfire PR.XIX	1/72	1/72	Airfix
CX301	F6F-5	1/72	1/72	Cyber Hobby
EX342	Seafire F.XVII	1/48	1/48	Airfix
EX343	EA-18G	1/48	1/48	Hasegawa
JX132	EA-18G	1/32	1/32	Academy
XT177	ASU-85 SPG (1956) wheels	1/35	1/35	Trumpeter
XT179	Staghound wheels	1/35	1/35	Bronco

BIG-ED

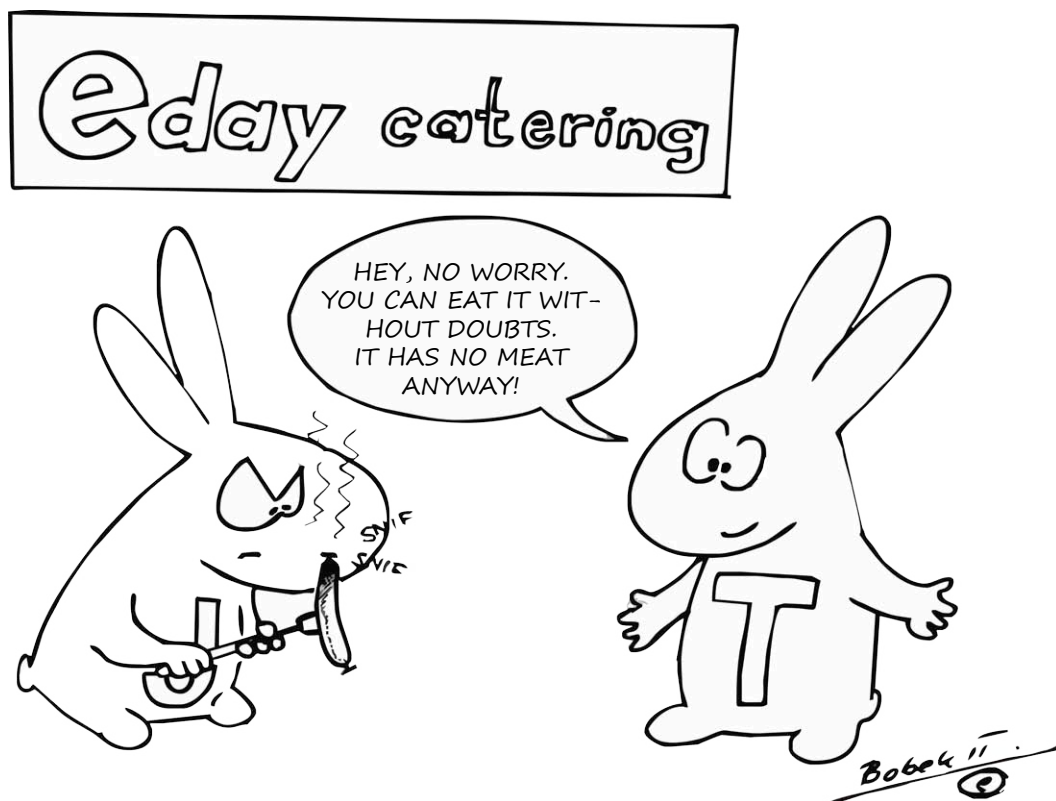
BIG3305	Hawk T1 Mk.53	1/32	1/32	Revell
BIG4958	F-111A	1/48	1/48	Hobby Boss
BIG4959	Ta 152H	1/48	1/48	Hobby Boss
BIG7271	Ju 88G-6	1/72	1/72	Hasegawa

BRASSIN

648039	F-16 air brakes	1/48	1/48	Tamiya
648040	RS-2US / AA-1 Alkali		1/48	
648041	Rocket launcher B-8M1		1/48	

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Comments and input from J&T



THE SAGA OF MOSNOV MIG-21MF '4127' IN EDUARD COLORS

KAREL CVANCARA



By way of remarkable coincidences, this specific aircraft permeated throughout my life, and seldom was I even aware of it. It was only recently, when Eduard released their kit of the MiG-21MF, that I began to search for photographs of it, and after some months, light had been shone on the noteworthy and until now, forgotten, airplane. It was considered noteworthy enough by my buddies to ask me to write an article on the subject.



The story begins with the manufacture of the brand new MiG-21MF on August 1st, 1975 in the former Soviet Union. It received the serial number 96004127, with the last four digits forming the fuselage bort number. The aircraft was destined for the CSSR Air Force, and after several necessary inspections, tests and flights, the aircraft was accepted by military inspectors and was flown to the 1st slp (Fighter Regiment) at Ceske Budejovice on September 17th, 1975. With that, the aircraft's service career with the Czechoslovak Air Force began.

The plane remained at Ceske Budejovice until June 1989, when it was reassigned to the 8th slp at Brno. The 8th slp (VU 8548 – military unit number 8548) was formed on October 10, 1945 at Kbely, and its first Commanding Officer was S/Ldr. Jiri Hartman (the last CO of No.310 (Czechoslovak) Squadron RAF). This entity was formed out of 'A' Flight, 313 Sqdn, RAF and was subordinate to the 3rd Id (Air Division) in Brno. This squadron, which was also located at Mosnov for some time, was eventually disbanded in Brno, and became the 82nd sslt (Independent Fighter Squadron). In May, 1991, aircraft of the 82nd sslt were reassigned back to Mosnov. Due to the frequent moves of the unit, it was jokingly dubbed the '82nd Independent Nomad Squadron', which, in Czech, remained

true to the actual 'slt' acronym. It fit, and it stuck. The unit bounced around from Brno to Mosnov, then to Prerov, and finally to Caslav.

It was at Mosnov where I came into contact with MiG-21MF '4127' for the first time. I served as an engine and airframe engineer for the unit. The CO of the 82nd sslt at the time was a friend of mine and a passionate modeler, pplk lng. Oldrich Mlatecek. For me, this was an aircraft like any other, but I had no idea how often our paths would cross in the future.

At the time, Eduard had been around for a bit, and was developing successfully. In a conversation with a friend of mine, and one of the firm founders, Karel Padar, I indicated that it would be a novel idea to put the Eduard knight logo on an actual airframe. The word went on down the line, and long story short, one day I got a package with a stencil and a bunch of spray paints.

The OK came down from the Oldrich Mlatecek, who used his position as CO to allow the decorating of one of his airplanes. This was around 1990-91, and at that time, this was still an uncommon practice. In fact, this was a pioneering initiative, and one that would likely have a hard time being understood by superiors in the PVO. 'Olda' and I began with a close look at the inventory, and chose the winning bird

which we deemed to be the best machine in the inventory. This turned out to be the grey MiG-21MF, numbered 4127. With that, this MiG had embarked on the road to being uniquely significant for me.

Soon, I had my second encounter. It was during a June weekend in 1991. At that time, another mate of mine and myself stopped at the apron, and collected the ladders and scaffolding we deemed necessary, and began decorating. It was an absolutely beautiful sunny day. We placed template after template, painting the relevant color prior to the subsequent mask, and the Eduard knight began to take shape on both sides of the fin. We placed the logo low in front of the national insignia, and the marking began to look very striking over the light grey background. After we were finished with the knight logo, we turned our attention to zapping the area below the windscreen with Eduard self adhesive stickers, symmetrically on both sides. The small 8th slp badge, which traced itself back to No.313 Sq. RAF, located over the AOA vane (and by extension, only on the left side of the nose), was left intact from

Above photos: MiG-21MF No. 4127 in 1990, before application of the King Eda emblem on its tail (both photos - Josef Stary archive)



No. 4127 as it looked during the take-off accident in June 1990. Below, on the canopy front shield were applied Eduard stickers (see detail below) and on its tail, close to the national coat-of-arms, was from both sides painted the Eda knight (photo - archive of Michal and Martin Janoušek).

earlier. An attractive rendition of the of the 313th's Spitfire successor of the 82nd sstl, itself a successor of the 313th Sq, RAF, resulted. It's a shame that this fact was generally forgotten at Caslav, into which the remnants of the 8th slp were incorporated. This marking would look pretty darn smart on the Gripen, in honor of the famous history about which we can be very proud of.

The finished work was followed by photographic documentation. At that moment, I realized that I had forgotten my camera at home. Fortunately, my colleague had not. It was here that the first coincidence that led us, and me in particular, to 'my' MiG, and would again in the future. I shrugged off forgetting my camera, under the firm assumption that there would be countless opportunities to get the shots I wanted, and my buddy hadn't forgotten his, in any case. He was from Brno, and this is where he dropped off the film to be developed.....and, according to his account, also where it was lost. He simply hadn't gotten the pictures back. My attempt to take additional shots were also cursed, until many years later when they surfaced in the collection of two brothers, Michael and Martin Janousek.

Immediately following that weekend, we had what amounted to a meet involving the active participation of personnel from the unit to which we were subordinate. With that, the participants, including pilots in command positions, would maintain their form and accumulate their required flight hours. Since I personally didn't participate in the exercise, I can only relate what I have heard, but I will be as precise as memory allows in the following recounting of what transpired.

It was a beautiful June day for flying. The preparations for the exercise were in full swing. Individual aircraft were being allocated to specific pilots, and they in turn were familiarizing themselves with the maneuvers that they were expected to carry out. This includes the possibility of choice of aircraft. Each knight has his favorite horse, and tries to fly the aircraft that he is most comfortable in. This time, this was a bit limited, our guests had the first choice. Initial inspections included the aircraft on the apron. There was a furious ballet of people, including technicians that were performing all of the necessary safety checks of all equipment. Individual specialists traded places down the line, and log sheets were quickly filled out. Everyone knew what they were to do, and when. And then came the drum signals warning of the presence of the invited officers. No one likes anyone looking over their shoulders, even if it is from a seemingly safe distance. '4127' had caught the eye of one of these nosey chaps by the name of Lt.

Pavel Vesely. The anticipa-

tion level was high. What would happen next? This could get very uncomfortable. Would he order immediate removal of the artwork? At that time, that would have been a normal development. But, instead, he proclaimed that this was the aircraft that he would fly. It was difficult for the technicians to hide their smiles at this development. The Eduard knight had the green light.

Flight preparations finally reached their final phase. The pilots and engineering reps met, and consultations were held with the meteorological service. This part of it was pretty simple. It truly was a beautiful day, with no clouds and unlimited visibility. In short, conditions were absolutely ideal. The final checks were conducted, and specialists ironed out any last minute details that were deemed necessary. The final go-ahead came down the pipe, and it was time to get at her.

All of the participating pilots gathered on the apron, and got to their aircraft. Ing. Pavel Vesely met up with '4127', where the technician's report was prepared as part of the mandatory pre-flight. Everything looked good to go. The pilot signed the aircraft log, and with that, she was his for fifty minutes. He knew well that, in fact, he was merely borrowing her for a while, and he was naturally a bit nervous about bringing her back home safe and sound. What the crew chief really wanted to see after the flight was a nice big smile, with a 'thanks - no incidents', and the obligatory confirmation in the form of the pilot's signature in the log next to the letters 'NI'. Then the pilot climbed into the cockpit, aided by the crew chief, who armed the seat, and eyed key areas of the aircraft one last time. On the order of the crew chief, the external power source, on the chasis of a Praga V3S truck, belched out a cloud of black smoke, and turned over. The pilot took his eyes off the instrument panel, and made eye contact with the crew chief. He noted the 'thumbs up' signal, and the aircraft switched to internal power, with the instruments now indicating the correct values and power outputs, and the pilot received the go-ahead to start the engine. The generator started to turn the engine, and the V3S screamed good 'n loud as the engine RPMs rose. The engine then came to life, and the switch was made to internal po-



wer. The umbilical chord was disconnected from the aircraft, and the V3S left the vicinity. RPMs and temperatures were checked to confirm normal operating levels, followed by a look at all the instruments, and once satisfied all's OK, the pilot gave the crew chief the 'thumbs up'. The tower gave the OK to leave the apron, and enter the taxi strip, after groundcrew removed the chocs. All involved took one final look at all that's relevant to the situation. The pilot and crew chief exchanged nods and another 'thumbs up', with the crew chief also offering a salute. It's not just a gesture of boys and their toys - it's a 'see 'ya later' to the pilot and machine, and an unspoken, but well understood, 'good luck'.

The engine then was revved up, and the bird began to accelerate. The pilot applied pressure on the brake lever, and the plane came to a halt with a bow resulting from the transfer of weight to the nose gear that almost seemed to thank the brakes for their trustworthy effort. The brakes and their pressures were OK, so 'on' it was. A turn aligned the aircraft with the centreline off the apron, and the plane was throttled up to taxi, and the roll began. The apron taxiways are left behind, and the pilot's heartbeat was as if he were running alongside the plane. It's difficult to keep the exhilaration in check, even though it's been preceded by a hundred such events. The pilot spotted a cluster of ground crew at the edge of the taxi way, who signaled a stop at the end of the runway. It's the final check of the aircraft, and the point of no return. The groundcrew buzzed around the aircraft, disappearing beneath the wings, and conducting their final mandatory checks in a well choreographed ritual. At this point, there was no room for overlooking anything. Everything here depends on the trust between pilot and groundcrew, and that's to a very high standard in the air force.

Another thumbs up signified that all's well, and the pilot asked the tower for access to the runway, and was granted same. A few metres traveled brings him to the runway, and he assumes the position. He checked the brakes again, and his instruments. Permission to take-off was obtained, and the throttle is pushed quickly and smoothly all the

way forward. The afterburner begins to take effect, and a battle between the aircraft and the brakes ensues. The brakes are released, and the pilot was pressed into the back of the seat as the plane pushed forward. The speed increased exponentially. The aircraft unsticks, and begins its ascend towards the heavens. At that moment, a loud bang reverberated through the airplane, and that precipitated a rapid rise in heart rate. It all took a fraction of a second, and the inevitable questions raced through the pilot's mind: 'bird strike? What about the engine? What about the machine? Abort the flight!' The thoughts were relentless in their speed, and the eyes were toggling between the instrument panel and out the clear canopy. The speed brakes were deployed, and the throttle was pulled back to normal flight RPMs. The landing strip at Mosnov has over four-and-a-half kilometers, and hopefully that would suffice. However, '4127' was full of fuel, and she sat down on the runway rather hard. The brake chute was deployed, but the end of the runway was coming up damned fast. It became painfully clear to the pilot, that the length of the runway would not be enough. He braced himself for leaving the concrete, and this event approached rapidly. Within moments, the aircraft screamed through the grass past the end of the runway, and came to an unnatural stop. The engine was shut down, and the tower contacted. In the distance, emergency vehicles, an ambulance, fire fighting equipment and the like, were already on their way. And in an in-

stant, it was all over. Actually, it's a good ending; the pilot was fine. After a preliminary inspection, it was clear that '4127' had, indeed, suffered a bird strike. Marks on the fuselage are a testament to what happened, and the engine had not been affected, but the pilot could not have known that he could have simply flown on. He was deemed to have made the right decision.

'4127' did suffer extensive damage in this incident. The intake was full of soil, and the engine ingested dirt, and was written off. To this, was added landing gear damage. Her heart and legs are seriously hurt. The engine could be changed relatively quickly, but the landing gear damage would require some time in a repair facility. The scope of the required work dictated that '4127' would be transported to the repair and overhaul facility at LOK (Kbely Repair Works) in Kbely in Prague.

The subsequent fate of the plane is a bit of a grey area. It's not entirely clear whether or not '4127' flew after the repairs. In all likelihood, she was stored at LOK, and then brought out for general overhaul in September, 1993. This was completed on March 28th, 1994, with a test flight, and was followed by assignment to the 4th sslt in Prerov on April 29th, 1994, which was no more than a renamed 82nd Mosnov sslt that was reassigned here in the meantime. In the scope of the general overhaul, the plane was stripped of her paint, and so the Eduard knight had disappeared. Unfortunately, forever. I also was stationed at Prerov for a short time around then, and had ample opportunity to see my '4127' again, although I would've without really being aware of it. With the 4th sslt, '4127' then moved on to Caslav, where this unit disbanded, and its assets were transferred to the 4th zTL (Tactical Air Force Base), specifically the 42nd slt (Fighter Squadron). This included, offici-

Emblem of the 8. slp (not allowed before 1989) was based on the historical RAF emblem of No. 313. (Czechoslovak) Squadron RAF, from which this unit was established in 1945. This emblem was applied on the port side only (photo - archive of Michal and Martin Janoušek).



ally from January, 1995, 'my' '4127'. In 1999, the MiG was taken on by the 41st slt. At the time when the plane operated from Caslav, it gained a green shield, evidently to incorporate a dog's head of the 'Hradeč'reconn flight. I have not been able to locate a photograph of the finished marking on the aircraft. There are pics showing the wing fences clearly in yellow with black tiger striping, a design which also appeared on the auxiliary intake doors and wheel chocs.

At this point, it appeared as though bad luck would leave the plane alone. Thanks to a good amount of airframe life left in her, she was chosen as the prototype for the modernized MFN version. This was a program designed to incorporate NATO compatibility. This included an AN/APX-100 IFF system interrogator, a GPS/NAVSTAR Trimble 2101 Plus navigation system, radio-navigation system DME-42, VIR-42 ILS system, two LUN 3520 two-way UHF/VHF radios, ARK-15 compass, and finally, added anti-collision lights. This brought it into the elite of the MiG-21 force in the Army of the Czech Republic. Only ten aircraft were chosen for this program. It seemed that a relatively long future was ensured in service in the air force, in terms of the MiG-21. But, fate would prove to be a very cruel playmate for '4127'.

The modernization included another nine MiGs. '4127' had again reached star status, and had shone on the apron at Caslav. But, unfortunately, only until October 10, 2000. On that day, she took off with Major Ivan Ondrak in the cockpit in his last flight, and that of '4127'.

It was a two ship flight for simulated combat. The rest is mostly speculative. As it was fall, the weather was nothing to write home about, with a low ceiling. Nevertheless, permission was granted to fly. The pilots anticipated going below the lowest allowed altitude as determined by the exercise during their flight. Because the altimeter lets go of a rather unpleasant alarm in the ear pieces when this occurs, it appears that both pilots turned these off. But, this is only an assumption. In any case, the training exercise came to an end, and the pilots were headed back to Caslav. It also appears that at this point, the pilots neglected to turn the alarm back on. At that time, I was in an Mi-17 headed to Prague. When we entered Caslav air space, we were dictated a change to our course and flight plan. The cloud cover at the time was very low. In such circumstances, and for all intents and purposes, it was at ground level in higher elevations. The reason for our new direction was given as a crash of two MiGs in the area of an ammo dump at Caslav. We were very close with our Mi-17, and were on the scene within a couple of minutes.

The last thing that the Caslav ATC personnel heard was the panicked tone of an ejection from the aircraft. At that moment, all contact was lost, and ATC couldn't say if one or both pilots punched out. We approached the area of the reported crash. Under us, I could see what appeared to be a part of a parachute in the trees. We were vectored to a landing spot, and sat the chopper down. We exited the Hip with a nervous anxiety, but it became painfully clear



Last documented marking of MiG-21MFN No. 4127 before the October 2000 disaster.



very quickly that we were faced with a catastrophe, and a double one at that. Both pilots were killed, and so there were no survivors to look for. The flight leader, who was Major Ing. Ondrak, call sign 'Devil', was able to initiate ejection, but there was not enough time for the system to save his life.

At the time of impact, they were not far from the landing strip, and even though visibility was poor, they probably believed that they could get safely below the clouds and follow the familiar terrain back to the runway. Tragically, at a spot where there was a break in the clouds, all that they would see was the ground, which they impacted.

And that was, without my knowing it at the time, my last encounter with '4127'. Fate dealt it the dubious honor of being the final MiG-21 crash in the Czech Republic Air Force. I find it incredible how this aircraft would find its way into my life, and disappear, time and again, to the point that I would even be involved in its tragic end.

The year 2000 saw the end of service of MiG-21MFN '4127', serial number 96004127, with the deletion of it from the register of aircraft in service. It served for twenty-five years.



This article would not be possible without the essential help and photographs of Mr. Martin Janousek. I would also like to acknowledge the help of Jiri Broz (others strictly, but humbly declined to be named) in obtaining further contacts. There are still some grey areas nagging the full story of MiG-21MF/MFN '4127', that will hopefully, perhaps even as the result of this article, be cleared up or detailed. I invite those who may have relevant information to contact me, and I thank in advance those who do. (k.cvancara@seznam.cz)

Ing. Karel Cvancara

MiG-21MF No. 4127 during Summer 1990,
with Eduard emblem applied on its tail.



MiG-21MFN No. 4127 in the NATO configuration after its modification in 2000.



pictures: Petr Štěpánek



No. 4127 in various stages of its career. While the two upper photos show the late shape in MNF configuration, other two photos shows this plane in its earlier service at CSLA, very possibly early 1990.

Archiv Martin and Michal Janousek



Archiv Josef Stary

KAREL CVANCARA

The author of the previous article, Karel Čvančara (born 1963), is a person, that can't be overlooked in the area of Czech plastic modeling world. This is not just because of his specific charisma and enthusiasm, but also due to his wide friendship with many people around the Czech modeling society and his involvement in organizing many modeling exhibitions (especially Beskyd Kit Show Kopřivnice, that helps to establish large modeling exhibitions in the Czech Republic). An important part of his activities also include a support of junior modeling clubs and judging of modeling competitions... and as you can see in some previous issues of this magazine, also building some presentations models for Eduard. Also, his friendship with many Eduard people exists longer than this company, since mid 80's.

Karel's admiration to aviation took him into modeling (RC first, later plastic) and then into the military aviation. After graduation from Army university (at Kosice, Slovakia; 1981-86), he went into the military service, initially as an aircraft Crew Chief, then as the unit's Airframe & Engine Maintenance Crew Chief. Later he continued to serve at various positions at the Czech Army HQ. During his career, there were several types of military A/Cs, that are in Karel's service portfolio, such as L-410, An-12, An-26, Il-14, MiG-21, L-39, Mi-2, Mi-8, Mi-9, Mi-17, Mi-24, PZL W-3A and others.

One of the most interesting experiences during his Air Force career is for sure his assignment to the SFOR (NATO mission in Croatia, 1998) and technical supervision of the helicopter unit SOR included in NATO Immediate Reaction Task Forces in Norway (Joint Winter 2000) or his duty as the Czech Air Force Deputy Inspector.

After his leaving the Army in 2001 he worked in various management positions within the technology, new projects and logistics domain.

Current Karel's activities in the modeling and aviation world are also represented by his occasional magazine articles with modeling and aviation subjects. He still permanently builds airplane models :-). Last but not least I would like to mention that for many years he has also been an important part of the volunteer team at the Museum of Air battle over the Ore Mountains on September 11th, 1944 (www.museum119.cz)

JanZ



Karel Čvančara, October 2011



During Joint Winter 2000 in Norway.



Czech AF Mi-17 Hip on board of RFA Fort George ship A388. Karel's crew was third in whole history of Czechoslovak aviation to land on a ship. SFOR mission, Croatia, 1998.



Mi-17 Hip during the Joint Winter 2000 in Norway. Landing in deep snow cover.



Czech AF early years – with the L-410 (above) and MiG-21 (below)



Karel in full combat protection, sometime necessary during the SFOR mission in 1998.



Fokker D. VII MÁG 1/48 Eduard



F6F-5N Nightfighter 1/48 Eduard



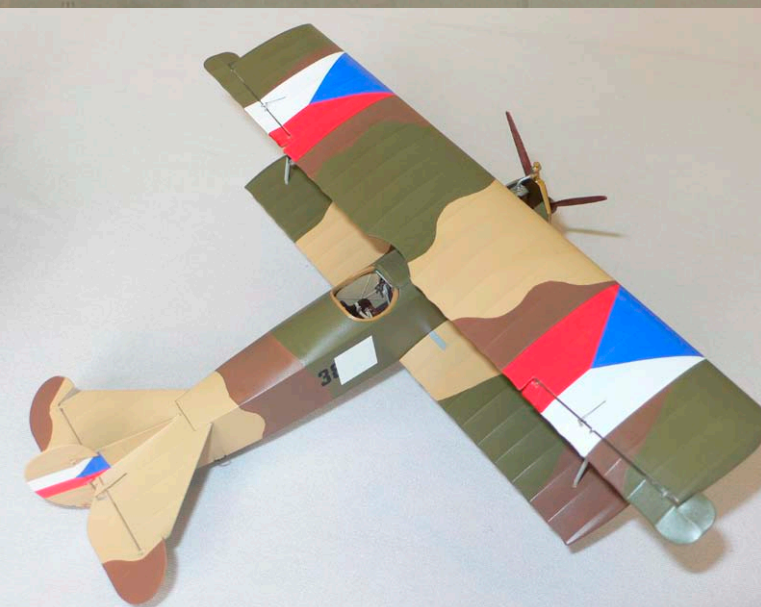
F6F-3 1/48 Eduard



Kaiten, 1/72 KORA



Douglas D-558-1 Skystreak, 1/48 MPM



Bf 108B 1/48 Eduard

PERFORATED STEEL PLATES

on historical photos

Selection from US National Archives (by Fold3 service)
and Archives of the Museum of Air Battle over the Ore
Mountains on September 11th, 1944 by Jan Zdiarský

Laying of the perforated steel plates
on an air strip at a USAAF Italian base.



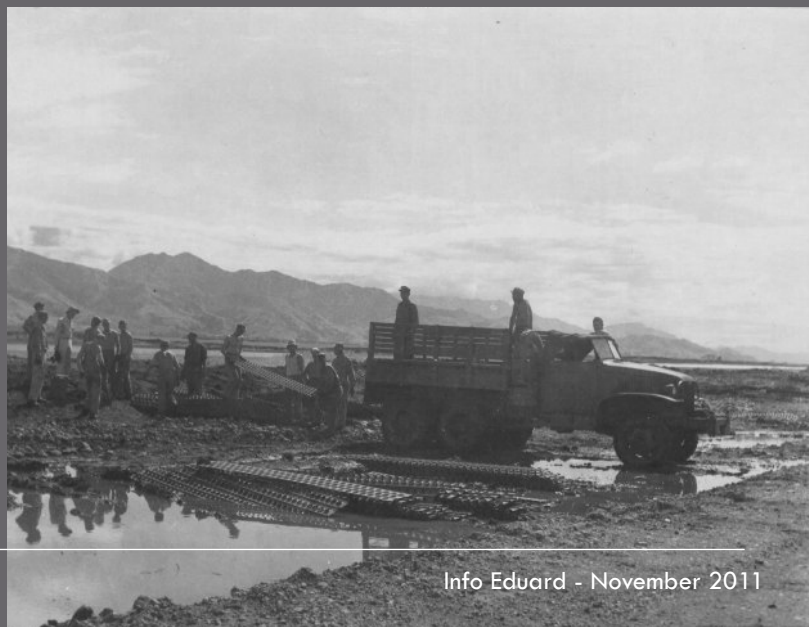
Pilots of 1st Fighter Group (12th and 15th AF) at their Italian base after return from a mission.

Loading of an external fuel tank on a P-38 Lightning. Note the improvised hydraulically operated tank remover, and especially the shape of the PSP and its weathering.



Extremely muddy conditions, unstable sand surfaces and soft agricultural land were appropriate environments for using PSP to build up aprons, taxiways and runways.

872nd Engineering outfit laying PSP at a fighter base, New Guinea, January 1944.





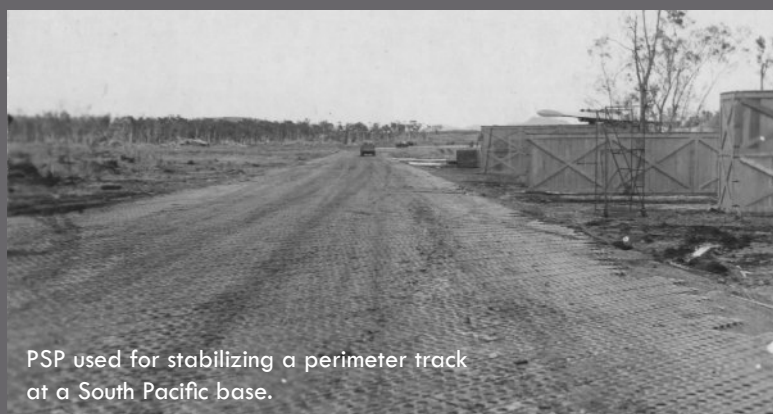
P-39 Airacobra at USAAF base on Bougainville, Solomon Islands, South Pacific. Note the PSP almost completely covered by sand.



Another great example of PSP applied to 15th AF base (1st Fighter Group; Lesina, Italy).



Laying metal PSP on an AF base runway in Alaska (by an Engineering outfit, 11th USAAF, 1943).



PSP used for stabilizing a perimeter track at a South Pacific base.

BUILT

MiG-21MF

1/144



Author:
Luboš Zach



This particular camo was used for free ticket kit on E-Day 2011. Actual Dual Combo kit offers eight different camo schemes and plastic parts enabling build of two models.



Camouflage:
-21MF, 1st Fighter Regiment, Ceske
Budejovice – Plana airbase, Czecho-
slovakia, 80's

MIRAGE IIICJ

1/48

Camouflage:

MIRAGE IIICJ, No.159, 101st
Tayeset, Hatzor Air Base, 1974

Author:

Karel Čvančara



BUY 8102 Mirage IIICJ 1/48



This aircraft went through several physical incarnations over time. In this way, it appeared after the one year-long repair, in 1974. Whether this aircraft obtained new ATAR 09C engine and newly designed tail is not confirmed by photos. Along with aircraft No. 58, this Shachak claimed the greatest number of kills, a total of 13. These are symbolized on the front of the aircraft. It was in this aircraft, at the time numbered '59', that Yoram Agmon shot down a Syrian MiG-21 on July 14th, 1966, the first kill achieved on the type.





1/48

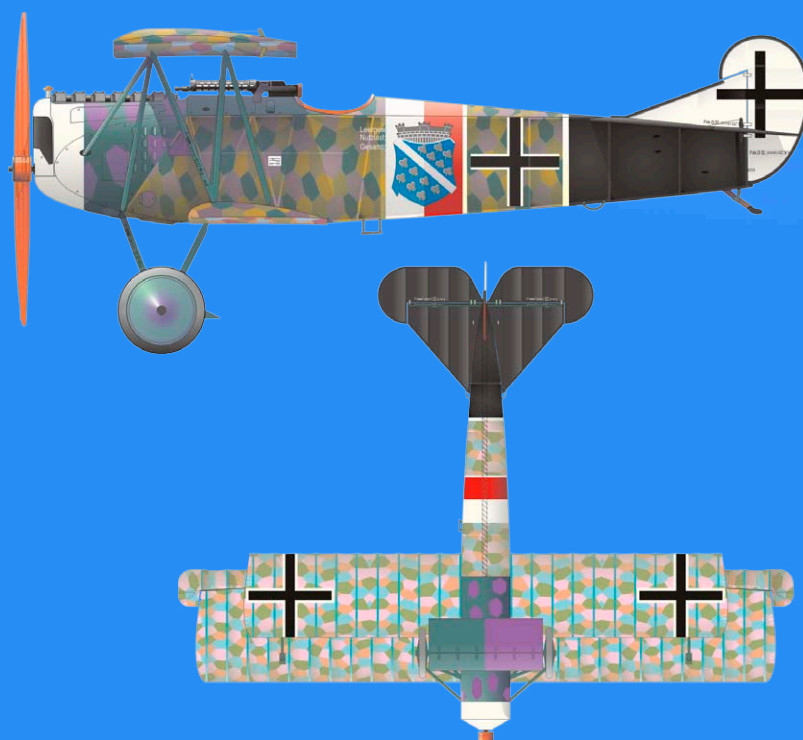
FOKKER D.VII

O.A.W.

Author:
Zdenek Sebesta



It was common among German fighter units to apply a unit colour to their aircraft. Individual aircraft were personalized with letters, numbers, crests or specific colours applied to components such as cowlings, tails or fuselage bands, among others. Large numbers of D.VIIs used by 70 squadrons amounts to an unbelievable diversity of individualized marking styles, such as this aircraft flown by an unknown pilot of Jasta 58. The nose and tail colours place this plane with that unit, and the personal markings are the red and white fuselage bands, and the badge. The colours are Hesen colours, and the badge is the crest of the Hesenian city of Kassel.





Camouflage: Jasta 58, pilot unknown, Cat.No. 8131

BUY 8131 Fokker D.VII O.A.W. 1/48



KITS

DECEMBER 2011



8232
MiG-21BIS
1/48 ProfiPACK

STEFANIEK P.



1164
Bf 110C/E in MTO
1/48 Limited Edition



7414
F6F-3 HELLCAT
1/72 Weekend

BIG ED

DECEMBER 2011

BIG3305 Hawk T1 Mk.53 1/32 Revell

BIG4958 F-111A 1/48 Hobby Boss

BIG4959 Ta 152H 1/48 Hobby Boss

BIG7271 Ju 88G-6 1/72 Hasegawa



648043

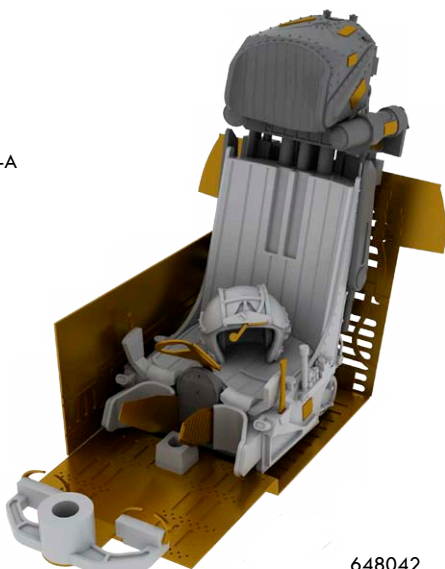
eduard BRASSIN

DECEMBER 2011

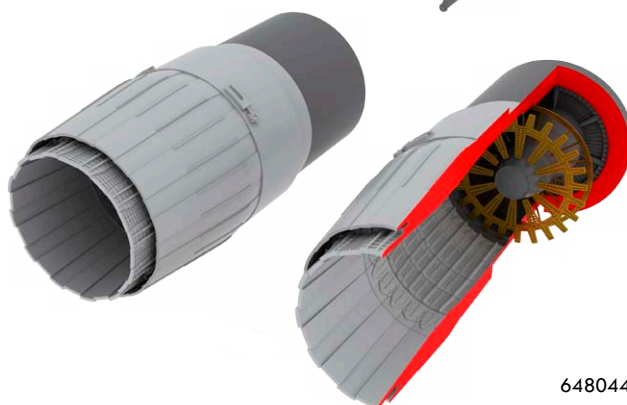
648042
MiG-29 seat early
1/48 Academy

648043
R-27R/R1 / AA-10 Alamo-A
1/48

648044
MiG-29 exhaust nozzles
1/48 Academy/Eduard



648042



648044

PHOTO-ETCHED SETS

DECEMBER 2011

PE-SETS

17030	Prinz Eugen 1945	1/700	Trumpeter
32278	Su-25 Frogfoot exterior	1/32	Trumpeter
32292	Spitfire Mk.XVIe landing flaps	1/32	Tamiya
32295	Harrier GR.Mk.7 exterior	1/32	Trumpeter
32711	Spitfire Mk.XVIe interior S.A.	1/32	Tamiya
32716	Harrier GR.Mk.7 seatbelts	1/32	Trumpeter
32717	Harrier GR.Mk.7 interior S.A.	1/32	Trumpeter
32719	A-4E interior S.A.	1/32	Trumpeter
32722	Spitfire Mk.XVIe seatbelts	1/32	Tamiya
32724	A-4E Escapac IA-1 seatbelts	1/32	Trumpeter
32730	A-4E exterior	1/32	Trumpeter
36171	RSO Pak 40/4 75mm	1/35	Dragon
36189	Sd.Kfz.223 LPF	1/35	Hobby Boss
36192	Pz.Kpfw.38(t) Ausf.E/F	1/35	Trumpeter
36197	fauna - water animals/fish - colour	1/35	
36198	fauna - small animals - colour	1/35	
48682	Ju 88G-6 exterior	1/48	Dragon
49515	Static Discharge Wicks	1/48	
49545	Ju 88G-6 interior S.A.	1/48	Dragon
49573	Sea Vixen FAW.2 S.A.	1/48	Airfix
49578	Fw 189A-1 interior S.A.	1/48	Great Wall Hobby

49579	A-4N S.A.	1/48	Hasegawa
49589	Sea Vixen FAW.2 seatbelts	1/48	Airfix
72525	F6F exterior	1/72	Cyber Hobby
73400	Spitfire Mk.I/Mk.IIa S.A.	1/72	Airfix
73401	Meteor F.1 S.A.	1/72	Dragon/Cyber Hobby
73404	F6F-5 interior S.A.	1/72	Dragon/Cyber Hobby
99034	Railings 3 bar with mesh	1/350	
99043	IJN cable reel	1/700	
99057	WWII German doors and windows	1/350	

ZOOMS

33093	Spitfire Mk.XVIe interior S.A.	1/32	1/32	Tamiya
33095	A-4E interior S.A.	1/32	1/32	Trumpeter
33096	Harrier GR.Mk.7 interior S.A.	1/32	1/32	Trumpeter
FE545	Ju 88G-6 interior S.A.	1/48	1/48	Dragon
FE573	Sea Vixen FAW.2 interior S.A.	1/48	1/48	Airfix
FE578	Fw 189A-1 interior S.A.	1/48	1/48	Great Wall Hobby
FE579	A-4N S.A.	1/48	1/48	Hasegawa
SS400	Spitfire Mk.I/Mk.IIa S.A.	1/72	1/72	Airfix
SS401	Meteor F.1 S.A.	1/73	1/73	Dragon/Cyber Hobby
SS413	F6F-5 interior S.A.	Weekend	1/74	Eduard



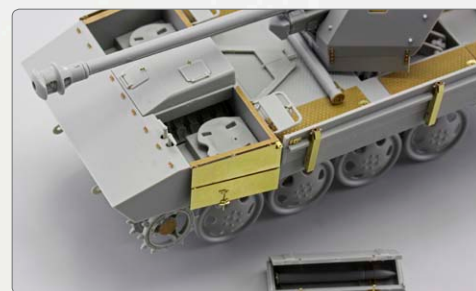
17030
Prinz Eugen 1945
1/700 Trumpeter



32295 Harrier GR.Mk.7 exterior
1/32 Trumpeter



32711 Spitfire Mk.XVIe interior S.A.
1/32 Tamiya



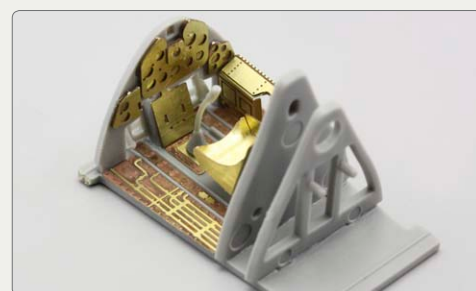
36171 RSO Pak 40/4 75mm
1/35 Dragon



36192 Pz.Kpfw.38(t) Ausf.E/F
1/35 Trumpeter



73400 Spitfire Mk.I/Mk.IIa S.A.
1/72 Airfix

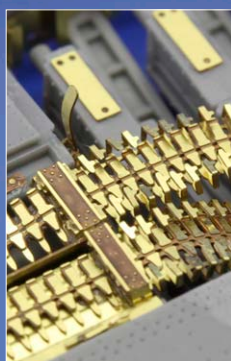
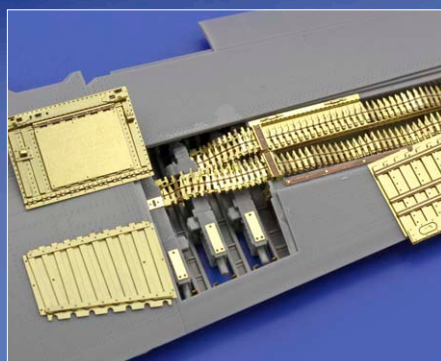


73404 F6F-5 interior S.A.
1/72 Dragon/Cyber Hobby

eduard



PE-SETS AND MASK FOR
P-51D MUSTANG
1/32 Tamiya



OCTOBER 2011

- 32307 P-51D engine
- 32731 P-51 seatbelts
- 32732 P-51D gun bay early
- JX136 P-51D

NOVEMBER 2011

- 32302 P-51D exterior
- 32715 P-51D interior late
ser.20-35 S.A.
- 32721 P-51D gun bay late

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