

INFO EDUARD

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WORKSHOP

Bf 109E

instrument panel 1/4

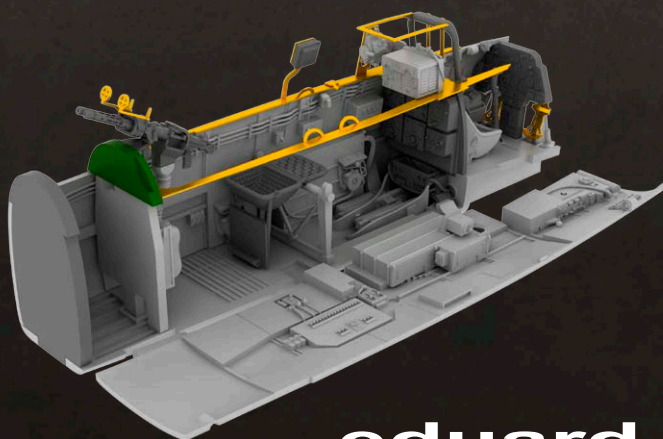


EDUARD 2013



BRASSIN

Bf 110G-2 cockpit 1/72



eduard

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

January 2013

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EDITORIAL

Another year behind us. What can we say? It wasn't a bad a year, except for the tragic accident in April that took the life of our friend Franta Toman, and for a long time sidelined Petr Stepanek from our team, something from which he is still recovering. I would like to mention that from the fall, his recovery has been evident, but slow. Even that, despite the event that was the cause of it in the first place, has been good news for us. In terms of last years promises, we accumulated a significant debt to our fans. The MiG-15. It's like with the end of the world crap from the last few years - a lot of promises, and still nothing. Viewed with end of the year 20/20 hindsight, the use of obsolete and, really, retired technology to finish the model was a risk from the beginning. It was a lot like going into combat in the Battle of Britain flying a Sopwith Camel. Perhaps, if that cockpit was occupied by the likes of Franta Toman, it wouldn't have ended up in a total collapse. As fate would have it, he wasn't, and the collapse occurred, and we are back to step one. But something good for something bad, and the result will be a completely current standard model of the MiG-15, totally comparable to our current releases. There is a sense of *deja vu*, as this promise was issued a year ago, and here it is again, the promise of a new, awesome and unbeatable MiG-15 from Eduard!

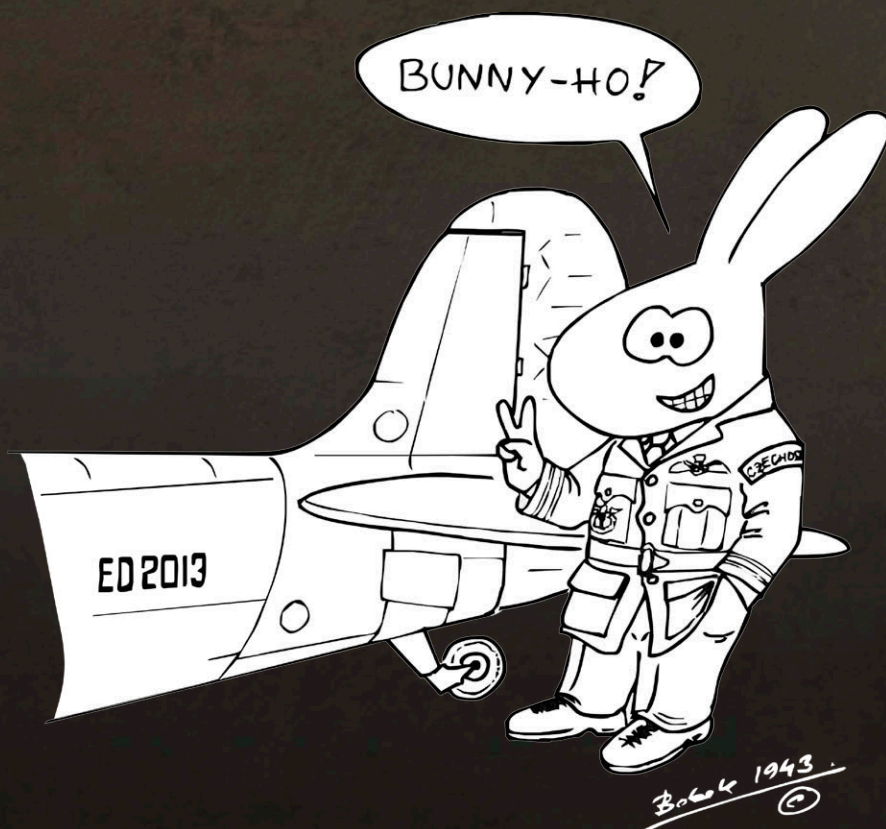
The rest of last year's commitments I think were met, and then some. The lines at our stall at E-day were, as hoped, eliminated almost too well, to the point where there was some panic among our visitors, as they could not identify our location. Our new website was streamlined and is functioning well, and along with our Facebook page is a popular destination for modelers from all over the world. Despite the collapse of an overwhelmed server, the initiation of the BFC club was also highly successful, and injected some adrenaline into an otherwise less-active hobby. Promised models and detail sets, other than the obvious aforementioned example, were delivered to a level of quality that is consistent with a standard that you have come to expect from us. In terms of sales, 2012 was the most successful year in our history, and a 15% growth year over year was the highest since 2000. There has also been a minor shift in our sales structure, something that has been brewing for some time. After twenty years of the existence of our firm, over which the largest market for our products has been the United States, that has now shifted to the Czech Republic. For that I thank our Czech modelers and retailers, who have demonstrated a strong affinity for us, for which we are greatly appreciative.

It's time for the promises for 2013. Of course I cannot not promise a MiG-15. The MiG-15 will be, and in the following text I will reveal the timeline. I have to be honest and say that there is a certain element of skepticism accompanying the promise, based on the recent experiences that fuel them. I also promise you a 1/48th scale Spitfire Mk.IX, and I further promise that this will be a kit that will take your breath away. I promise another MiG-21 version. I promise a beautiful door prize model for E-day, and by the end of the year, I promise the first Bf 109G, also in 1/48th. Yes, I do understand and am fully aware of the fact there are a ton of them out there, but none are as version-specific and accurate as the one that we are developing. I can also promise the best, most detailed and finest in terms of fidelity of detail, photoetched brass available, and an infusion of very complete Brassin sets that will be above and beyond anything else available now or in the future anywhere. I also promise new and better services to both distributors/retailers and end users alike. And also a lot of fun times with Eduard for the coming year. That should be enough in terms of promises for the upcoming year. I hope! We'll meet here this time next year and see how we did!

Personally, though, I would consider it a success in progress if we can just get Petr Stepanek back.

Happy modeling!

Vladimir Sulc



EDUARD 2013

BFC

One of the big successes of 2012 was the inauguration of the Bunny Fighter Club at the end of November, which began with a resounding server crash due to the intense traffic that it generated. The access to the server was in excess of fifty times that of capacity. Throughout the same night, we were able to correct the situation and stabilize it with some minor hiccups along the way. By the end of that first week, there was calm. It turned into an excellent test of our ability to accommodate high volumes of clients and to provide a quality service under adverse conditions. On Monday, November 26th, we received some 400 orders from internet customers, most of them for members of the new BFC. This is a new record for us. By the time the old year ended and the new one began, the club had some 1,000 members, the theme kit is sold out, and we have had to stop taking on new members. New members will again be able to sign up after the New Year 2013, with a restock of the Bunny Fighter theme kit dubbed 'the Carrot Fighter'.

Against the backdrop of the BFC platform, we can open up our optimistic planning sessions. To be clear, club offerings will only be offered and accessible to BFC members, and will not be available to all others. Naturally, there will be no where the amount of the BFC offered products as the standard lines will offer. Typically, we expect there to be one offer per month, but that is not to say that over certain specific periods of time, the BFC project will not be considerably more active. This could take the form of a release of a BFC model, and associated items from any of the other lines, such as a Brassin detail set. January will see the beginning of the concept with the color US Navy deck from the Second World War period measuring 245 by 255mm. This will be attractive to connoisseurs, and I figure these will be selling individually. In February, this situation should change with the release of a Hellcat drone in 1/72nd scale. This is expected to be in greater demand. The real interesting time period will be in April, when the kit offered will be a 1/48th scale Bf 110C-6. This will be the tried and true Bf 110 with a resin conversion set for the C-6 version. This is something we have received regular inquiries about, and it will be an accordingly quality effort from us. June will see the release of a kit in the Strip Down category, which most of you will remember from some time ago. It will be interesting to monitor the sales of this kit, because for October, we are planning our first 1/48th scale Strip Down kit, the DH-2. Around next Christmas, we would like to be able to offer the next MiG-21MF kit, with the lighting package. All of these kits will throughout the year be accompanied by detail sets for them, such as landing gear/wheel well set containing bronze legs, and I think the price for these by that time will be for BFC members a pleasant surprise. Another idea being toyed with is a resin seat with fabric harnesses by HGW.

The new year sees a commitment we are making in relation to the BFC concept, and that is to not give you people a break! This will be a very active and interesting concept for those of you that choose to take advantage of it. A lot of you will be very busy!

JANUARY

The beginning of the year will be relatively quiet. The first two months of the year will be generally dedicated to the re-release of older kits. January will see a repop of the 1/72nd scale F6F-3 Hellcat and the 1/48th scale Fw 190A-8. The latter is the best seller in the history of our firm, and this will mark its fourth edition.

In the SUPER44 line, we will be offering a civil version of the Ju 52. Traditionally, a civil version of the Tante Ju has been one of the more requested kits that we get inquiries about. For this kit, we went out of our way to choose four very attractive marking options, and I am sure these will generate a lot of inspiration.

In the LIMITED EDITION line, the next, and last, F-16A in 1/48th scale is being offered. The kit, under the name 'TOP FALCONS', is again complimented with a rich assortment of PE brass, Brassin details and decals printed by Cartograf. The kit focuses on the F-16A in the services of the United States, specifically the US Navy, Marines and Air Force.

The WEEKEND line will be represented this month by a 1/72nd scale Bf 110E.

should be the LIMITED EDITION release of the Pacific Lightnings, the last of the Limited Edition kits covering the P-38. At least, the last of these for some time. I cannot rule out a return to other versions. This edition of the kit follows in the same footsteps as the previous ones, the resin components have minor variations incorporated to make them fit better, something that was not entirely successful with the fit of the instrument panel in the first kit. The Ameri-



Bf 109E-3 1/48

can marking options are attractive and historically interesting, and this alone will generate a lot of interest for this kit. And once again, if you want this kit, you shouldn't hesitate. As with the previous editions, such as Kozy Koza, they go really fast, and, unless you break into my office, you won't have long to get your hands on one. But, don't break into my office.

The WEEKEND line will be represented by the Bf 109E-3 in 1/48th scale.

MARCH

And this is where things get interesting. The kit of the month will be the 1/72nd scale Bf 110G-4, the apex of our Bf 110s in this scale. It differs from its predecessors with a bunch more parts, an improvement in some parts to maintain a comfort level in the quality of the kit while maintaining the base philosophy of the kit with respect to ease of assembly and precision of fit. Compared to the G-2 version, this one features night time exhaust shrouds, Schrage Muzik guns in the rear coc-



F6F-5 early 1/48

FEBRUARY

Still should be a fairly quiet month. I doubt that the re-release of either the I-16 Type 10 or the F6F-5 Hellcat will send anybody into canipions, and the talk surrounding these kits is nowhere at the level they were when these puppies were brand new. The Hellcat will be of the standard day fighter with the rear window behind the main canopy. More interesting



Bf 110G-4 1/72

kpit, several different nose possibilities housing the 30mm weapons, and, of course, the signature radar antennae, also in different arrangements. The decal options will be consistent with the 48th scale counterpart, and the decals will be printed by us. Due to the enlarged volume of the kit, the G-4 will be packed in the same sized box as its 48th scale cousin. The March LIMITED EDITION offering will be no slouch, either. This will be a 48th scale F-15A/C, based on the kit from Academy, containing our PE brass, Brassin parts and Cartograf decals. The Brassin parts will include wheels, seat, and exhausts, so there should be no doubt about the standard achieved by this kit.

In the WEEKEND line of kits, we will have the I-16 Type 24 with no subject change from the original, which is a bit of a deviation from the normal Weekend Edition releases. This is because Safanov's famous 'Za CCCP' is such a charismatic subject that there is really no other I-16 alternative to consider against it. For the March plans I have kept the small Spitfire Mk.IXc in the SUPER44 line for last. It is similar to the Mk.IXe from October, but with some differences. It has a different fuselage, wing, exhausts, wheels. In short, it is specifically a 'C'. More importantly, it is also a glimpse into what's around the corner. It is directly related to the 48th scale Spitfire that is on its way!

APRIL

And this is the end of the slacking off and the beginning of a new era! Here comes Eduard's new Spitfire Mk.IXc. This kit is the best of all we have done up to now, and I dare say, the best of 48 scale kit production anywhere.... period. This is another product of our construction and engineering philosophy, that has in large part been defined by input we have re-

ceived and analyzed from our 1/48th scale Fw 190s and Bf 110s. The result is a compact model with a very precisely rendered surface, and a reproduction level of the same new standard covering the visible interior details of the cockpit, landing gear and wheel wells. We are not uncovering the engine or the armament, nor are we treating their respective mountings. For those modelers that do like to go down that road, we are also preparing Brassin sets to enable them to do that. Their use is already taken into consideration in the plastic model and will greatly accommodate their integration with the kit. The Brassin sets will cover the engine including cowls, armament installations, and a resin cockpit that will include the radio set. The list of PE brass will include the flaps.

But, back to the model. In the interest of keeping this as short as possible, I would compare this kit with our 48th scale Bf 109E. As noted earlier, there will be no engine, and there will be a fine rendering of the rivet patterns that we have shown an ability to do in a very effective and subdued manner. There will be roughly a third more rivets. That's because in actual fact, the Spitfire had about a third more rivets than the Bf 109E. So, even here, we were careful with the riveting, something that was a tough choice to make with the Spitfire in terms of what to leave in and what to leave out. The so-called rivet counters and makers of riveting tools will have their own opinions, but our goal is to produce a product that will promote the notion that Eduard kits don't need riveting, nor puttying for that matter. And since we are at puttying, I have read about Spitfires being puttied over to cover the rivets, which should not be visible. I don't know. It may well be so, but all of the Spitfires we looked at, the rivets were visible. It's not going to be as simple as build as all of the above suggests, though. It will include five sprue sets containing a total of 207 parts,

14 of which will be clear. For a compact single-engine fighter, that's a pretty good number, and may lead you to think that this will be over-engineered, a la our 1/48 Bf 110. But it won't be. There are a lot of parts, but many are optional and so duplicated or even triplicated to allow for those options. This is to allow for as much variation of the type as possible. So, a lot of what you get will be doubled up for use as needed. This will include the tail surfaces, nose section with upper and lower parts, exhausts, carburetor intakes, landing gear legs, their covers, and wheels (specifically tires). Wheel hubs will cover three variations, same as the cannon muzzles. These are hollowed out, same as the exhaust pipes. There will be two types of wingtips and two types of gunsights. There will also be two types of tailwheels, one as a single unit, and the other with a separate wheel. Probably the most noteworthy variation of parts involves the cockpit doors. This was a curved feature on the actual aircraft that tended to straighten out on opening. In fact, this is a feature that was not limited to the doors of the Spitfire, but we did make two sets of these doors, one maintaining the consistent fuselage curvature when closed, and a straighter version for those who will wish to display it in the open position. Keeping just one set was not deemed the way to go, which you will surely understand. Most will probably go for the open variation, others closed but with an open canopy. Many pilots had a graphic on their doors, such as Smik's 'DU-N', which carried kill marks on the door, and will be included as a marking option in our kit. A lot of modelers will not want to open the door and obliterate a display of kill marks! And closing this cockpit would be a sin! There will be two variations of the canopy, one open and one closed. The open canopy version will open the door to the shape purists to complain. It's a tad wider than the closed canopy variant, but this is to allow it to fit over the spine in the open position. This

Spitfire Mk.IXc 1/48



is typical for this type of layout, and doesn't seem to bother too many people. What is more important is what lies beneath the canopy. This is where things happen! The cockpit is made up of some 38 detail parts. Again, this can come across as somewhat complicated, but it really isn't. The parts are accurate, fine in their detail, and fit where they are supposed to. There is no flash, there is no seam to ruin their look, and there are no ejection pin marks where they would be visible. The ejection pin marks have been a strict no-no in our company from the beginning, and is one of the things that make us unique among manufacturers. The mold lines have been eliminated for some time now, and there is no need to mention flash. The cockpit is the result of a lot of painstaking work, the best we have produced to date, and is designed to compete even with the best resin sets available. It's true that the technology used to produce this kit raises the number of parts in the kit, but it should also be noted that it allows for the increased number of parts. It all also goes together like Lego bricks and the end result is thoroughly convincing. Adding a bit of PE to this cockpit will practically bring it to life.

The story is applicable to the landing gear as well. The well is unexpectedly well detailed, even if it is at the expense of segmenting the walls of it into several parts. But we ensured that all parts sit precisely as they should, resulting in an unsurpassed assembly in 1/48th scale. The same goes for the standard achieved with the landing gear itself, although it is a fairly conventional affair. It includes the struts, tires, separate hubs, covers and, in newer versions, oleo scissors that all come together in a sub assembly that is far from boring! Details abound in this Spitfire kit. On the exhausts, the propeller, bomb racks, the bombs themselves, on the control surfaces....everywhere. We have gone into unexpected and unprecedented territory in detail. For example, the machine gun muzzles are visible in the openings in the wings. These were often covered with tape for aerodynamic reasons on the real thing, and we have managed to simulate this as well. The tape would tighten over the opening to become concave. It's a small but awesome detail, and care must be taken to not ruin it during assembly. I think I'll stop here. To sum up, the Eduard Spitfire is so far the most extensively thought out kit we have ever produced. Way back when it was going to be a 1/32nd scale project, we intently studied several accessible Spitfires. The founding piece of reference that we used for this project was the book by Paul Montfort, in which he created a very significant study of the subject. We added a bit to it, and we studied and verified the drawings diligently. The few small details that were missing we added. All in all, the amount of work expended on one project has been immense, but the end result will certainly speak for itself!

But, what about camouflage schemes? MH712, WX-D of No. 302 (Polish) Squadron, MJ296, DU-N of No. 312 (Czechoslovak) Squadron flown by Otto Smik, MJ586, LO-D of No. 602 Squadron flown by Pierre Clostermann, the silver MJ250 UF-O from Italy, and ML135 YO-D flown by J. Billing of No. 401 Squadron.

Hopefully this is a mix that will satisfy pretty much everyone. Those who would like to model different Spits will need to source them elsewhere, of which there is absolutely no shortage, or they can wait for our two special editions. More on them a bit later.

April will also see the availability of the Overtrees concept for these as well. These will atypically be available until September. The reason are the two special edition kits. The month will be so dominated by the Spitfire kit that there hardly seems to be any reason to complicate things with a LIMITED EDITION kit. So we'll tone it down with a WEEKEND kit of the F6F-3 Hellcat in 1/48th scale, which is another re-edition of a sold out kit.

MAY

April's Spitfire will be some piece of volatility. So May will follow on the quiet side of things. Relatively. We will release the 48th scale Bf 109E-7 Trop as a ProfiPACK kit, and, in the same scale, a P-47D Bubbletop kit in the LIMITED EDITION line. This will be the Academy kit covering the 8th USAAF complemented, as usual, with our photoetched parts, Brassin details and the like, and a 1/72nd scale Bf 110D in the WEEKEND line. None of these will certainly create the rush that the preceding Spitfire will, so we will be able to settle things down for a bit. At least until June...

JUNE

.....because this is when the Spitfire makes a quick comeback as a Royal Class kit. It will include two complete kits, with six sprue frames containing just the wings to allow the building of any combination of versions of early or late Mk.IXc and Mk.IXe. Also included will be the usual assortment of etched brass, Brassin sets, masks, and, of course, high quality decals covering a wide variety of options. There will also be the usual bonus, but because that has not yet been finalized, exactly what that will be cannot be revealed just yet. I will point out that this boxing is designed to appeal to the foreign modeler. Of course, that is not an effort to discriminate against our homegrown people. For the home market, we have something else planned, and I trust that the majority of our Czech modelers, and likely

many Slovak ones as well, will appreciate the local themed item being planned. It's probably pretty easy to figure out what this will be, but if not, stay tuned. More details will follow. June will be a bit more active in terms of the return to a LIMITED EDITION release. This will be the ex-Academy 1/48th scale F-15E, in the same style as the preceding F-15A/C. What more to add.....? The Bf 109E-4 in 1/48th scale will be the WEEKEND listing for the month, and BFC members can look forward to the Strip Down version of the Fokker Dr.I in 72nd scale.

Thank goodness for the holidays. What I have up to now outlined, and really, what I have committed a lot of people to, are things that I am certain of and consider it, as do several of my colleagues, a largely personal goal as well. Everything from here on in carries with it, admittedly, some uncertainty to a degree. It isn't that we won't expend all of our efforts to fulfil the following plans as well, but things being what they are, and the more distant timeline involved, it cannot be ruled out that there may have to be the odd release schedule adjustment. So bear that in mind as you read about what we'd like to accomplish over the second half of the year. Also, you'll notice that in the following lines, there will be mention of a MiG-15, which has become a symbol of uncertainty around here, as you will no doubt be aware. But, before we get to the 'fifteen', there is another MiG to discuss.

JULY - SEPTEMBER

Also known as the third quarter. The hot summer months typically see a corresponding cooling of interest in models, which, in the heat of the summer months, could theoretically be refreshing. The focus of part of our team will now shift from the Spitfire to the new MiG-21 PFM in 1/48th scale. This is the next evolution of the preceding third generation versions released, and incorporate wide ranging changes that focus largely on the airframe. The model has a new wing and fuselage to represent the second generation MiG-21 that had first and foremost, a different fuselage spine arrangement. There are also new interior details with a new instrument panel, and a list of external parts, such as the GP-9 gun pack or the twin hardpoint Monzum for 2 x 2 R-35 missiles, used by the East Germans and the Poles. The MiG-21 PFM also did some com-



bat in their day, and their biggest claim to glory is without a doubt the war in Vietnam as equipment used very effectively by the North Vietnamese Air Force. The Vietnamese MiGs also carried atypical camo schemes and often kill marks below the cockpit, and, as such, you can be certain that these will not be missing from the marking options. The second generation MiG-21 project will be expanded to include other variants, first of which will be the PF. This will again include a new fuselage and wing, a new fin, a new canopy. As fans of the Fishbed will no doubt be aware, the PFM and PF were considerably different aircraft. The PF, and subsequent versions, are not slated for release until the following year, so there is still reason to remain calm. What might excite some, however, is the MiG-21R, which (surprisingly to some of you, no doubt) we have added to the phase of the project focusing on the second generation of twenty-ones. In fact, the 'MF' was derived from the 'R', and the latter really does have more in common with the 'PFM' than it does the 'MF'. The MiG-21R will be coming in the fourth quarter of 2013, and there will be more discussion on it below.

The Spitfire will not be relegated by the MiGs to any great extent. On August 13, we will be celebrating the anniversary of the return of our pilots from England after the end of the Second World War. We would like to commemorate this milestone with the release of a kit exclusively dedicated to the event in the form of a Spitfire Mk. IX of the Czechoslovak Air Force. It will emulate the Royal Class idea, in that it will contain two complete kits and will cover the use of the Spit by the Czechs and Slovaks during World War Two and after in Czechoslovakia. It will contain the usual photoetched brass and Brassin parts. The defining part of this specific release will be in the decal options. It will include a wide assortment of Spitfire Mk.IXs flown by Czechoslovak pilots in the war and after. How many Spitfires will be represented, or if the options will include users that these were eventually passed on to, is not at the moment certain.

Similarly, it has not yet been definitively determined the method of delivering these kits, and we are discussing this with the Czech postal service. Ideally, we would like the service to deliver these exactly on August 13th, at least within their jurisdiction of the Czech Republic. But because the bonus in this edition of the kit will be an exclusive postal stamp issue with an anniversary envelope (?), it would even be nice for these to be postmarked on the 13th as an alternative. The packaging as well will receive special attention, and it will commemorate the anniversary and will be a unique feature in the industry as a whole. The basis will naturally be the box, but it will all be placed in a specially designed postal bag. It's developing into a very attractive offer.

In September, we would again like to have our MiG-15 completed in time to have it ready for E-day. MiGs MiGs everywhere! After last year's total collapse of the project, we immediately began to work on developing the new forms in order to release the model as soon as possible. But as things are apt to go,

one change leads to another, and we were faced with a completely new kit using our current methods that, other than overall dimensions, has nothing to do with the original kit. In its look, details and surface rendering, it will be on par with our 72nd scale Bf 110. We will be releasing not only the MiG-15, the MiG-15bis, but also the two-seat UTI-MiG-15. I hope you will find this to be good news. The only thing left now is to keep our collective fingers crossed and hope that it will all work out in time for E-day!

E-day will not only be about the MiG-15, but we plan on also having the aforementioned MiG-21R ready in time for the event as well. At last year's E-day, I announced that the likelihood of releasing the R version as a BFC member offering was much greater and that the differences between the versions would be dealt with in resin. Over the course of working on the forms for the MiG-21PFM, the project began to change direction, in one that should be a lot more within the comfort zone of modelers, and make the MiG-21R a classic, complete kit. So, for the R variant, we have decided to develop a new lower wing section with appropriate reconnaissance features, and also to include the photo reconnaissance containers. It will be necessary to add some scribed panel lines, and to putty others over, though, but this should pose no real problems for anybody. There are also some small differences in the cockpit. The result will be a full fledged MiG-21R that I am hoping will be the second main attraction for the upcoming E-day event. And since we are back at E-day again, can you take a guess at the door prize kit for the show? Well, it will be a kit that will then be released on its own, but at this point, I am not at liberty to divulge any more about it. So there!

After E-day, we will start to feel the effects of the coming of the end of this long year, and with another fruit of our labor. This will be the Bf 109G-6, as the first of the next stage of our Bf 109s covering the F, G and K variants, as one of the most popular Messerschmitts of the type. I am hoping that if all goes according

to plan, that it will be out around Christmas time, but I must concede the possibility that it will not be until after the New Year. The new line of Messerschmitts will be on par with the Spitfire, meaning a qualitatively new generation of kits aimed at convincing those pundits convinced that there are more than enough Bf 109s on the market as it is. I would beg to differ. There are no true Gs or Fs on the market, really, and those that claim to be are more than showing their age or are slashed and dismembered beyond reason. Our kit will be neither. The compact nature of our model will be among its distinguishing feature, and the kit will go together easily and readily. Unlike the Emil we have out, these will not include the engine. This will be available, among other items, in the Brassin line instead, and the kit will have the features needed to incorporate them with no difficulties. Because the most frequently asked question with respect to new releases is '.....and what other versions will follow?', I'll tell you right now. The G-6 will invariably be followed by the F-4, and step by step we will be doing the F-2, G-2, G-4, G-10 and K-4 and in the not too near future, relatively speaking, we will rework it into the somewhat enigmatic Avia S-199 that will become the focus of another Czechoslovak special edition, tentatively dubbed 'Czech Mules'. This kit should include not only the S-199, but also the S-99 and hopefully, resin conversion parts for a CS-199. But that's a long way off, so don't look for anything etched in stone at this stage!

That pretty much sums up everything in terms of model kits. Quite intense schedule, don't you think? If you feel some level of skepticism, I don't blame you, really. I am, on the other hand, rather optimistic. We've been working our collective asses off for a long, long time to get into a position where we would be able to realistically execute such a plan. So, if we can fulfill our plans as outlined here, the plan for 2014 will be understandably even more ambitious. Truth be told, we are already working on those plans now!

PHOTO-ETCHED SETS

Turning our attention to brass, there is no detailed outline for the year as there is with the kits. Photoetched brass sets are planned three months ahead of time depending on the actual situation in the market place. For this year, the most important point is the implementation of a modernization program to our photoetching production capability, and the whole department in general. The results are being noticed to at least some extent now, and as time goes on they will become more obvious. The modernization process is a labor intensive one that introduces a list of changes and adjustments. This will manifest themselves in the fidelity of detail. These will be most noticeable in structural type components, such as mesh and ship railings. The next two months will see the release of some very interesting new items. January's list is quite full of potentially best selling sets, such as for the MiG-23M/MF/ML from Trumpeter in 48th scale. The sets may be somewhat confusing in their designation, but we were not able to come up with something



that works better in covering the versions that our sets improve, either actually or potentially. In our area, popular sets should be those covering the An-2, for which the surface panel set was released already in December, and a color set was added in January. Generally receiving more world-wide attention will be anything to do with the 1/32nd scale He-219 from Revell. The attention given to this gem also already began in December, with three sets and masks being released, and in January, add to that an exterior set.

In February, we are preparing likewise a number of items that we expect to attract a lot of interest. In all honesty, the impression that I am getting over all from manufacturers is one of an almost desperation in terms of what to produce next, and how else could they garner attention with. What else could I derive



Voyager Space Probe 1/48

from something like a kit of the AVGP Grizzly? I understand that my Canadian friends will disagree vehemently on this point, but it still comes across to me like an act hungry for attention. We have been guilty of this ourselves, which we will, no doubt sooner or later, regret! Another example is Hasegawa's Voyager in 1/48th scale, which is the spacecraft launched with a message for extraterrestrial civilizations that has recently crossed the boundary of our Solar System. A lot was written about it in the seventies. If I understood it right, the plan of NASA was that the craft would be intercepted by a distant intelligence, the gold plated record would be deciphered, and next thing you know, we've got visitors. And why not, when they sent up such a sexy invitation? I wonder if they would've done it the same way today, in the current political and social climate. The only question left to answer is, do we end up like in 'The War of Worlds' or lizard beings dressed up in fake people skins? I enjoyed the series 'V'....it was thoroughly entertaining! What Hasegawa has in mind with their kit is not very obvious to me, but it was simply necessary for us to produce a photoetched set for it, not to mention that, they look awesome! If it doesn't sell, which I expect it won't, then at least we can use it as a show of our abilities.

All of the preceding doesn't seem to follow the typical advertising model, does it? Well, this is meant for those more in the know with respect to the industry, so there is a need to be on the up and up. Makes sense. We manufacture photoetched brass detail sets for pretty much everything out there, and sometimes, the models can generate skepticism, but are nevertheless a pleasant surprise. Sometimes, it is the opposite that holds true. So, why couldn't the Voyager bring such a pleasant surprise, or, who knows.....the Canadian Grizzly?

On the other side of the coin, the 1/200 scale Bismarck looks set to be a bestseller. Large sets for large ships have been a traditional success story, whether it was the sets for the U-boat VII in 1/72nd or the Yamato and Arizona in 1/350. There will be several sets for the Bismarck, although it is not certain how many as yet, as the project is a work in progress at this time. The risk is the price goes up with these types of sets, but this has not been a deterrent, surprisingly enough. Even if all of the sets don't sell as well as hoped, it is a virtual certainty that set 53081 'Bismarck Segmented Railings' will fly out the door. It is a naval railing set precisely designed to match the segments of the structure incorporating accuracy in terms of angles and column spacings. Its designed to be user friendly, so the modeler doesn't need to do any tedious measuring and cutting, and certainly to avoid any dilemmas over what goes where.

Other sets that I personally have faith in, are those for the 1/72nd scale Sunderland, a model that in and of itself is not particularly attractive, and I am almost surprised that a renovated firm would embark on such a subject. But even brass for relatively unattractive subjects sells well, and this may just be another example. On the other hand, the LVT-4 from AFV is a beautiful model, and the brass suits it nicely indeed! Hopefully, that will be good for sales, too.

To conclude, I would like also to point out three sets for the Lynx Mk88 in 1/48th. And although the Arizona has already been mentioned, it is worth noting that the sets will be released as a Big Ed in February, along with four other collections.

And that's it for now with respect to photoetched brass. Further descriptions will follow each month, as per the norm, as they become clear to us.

MASKS

The mask sets deserve a mention, too. This line represents our fastest growing in terms of sales and saw an increase in 2012 of 40% over 2011. There are no major changes planned for the line in 2013, but we do intend to maintain the standard that they have set, their precision and their usefulness for which they are made - to make your life simpler.

BRASSIN

Brassins will not be undergoing any philosophical shifts either. The Brassins have stabilized on a qualitative level, and I dare say that it is today difficult to find sets that are better produced than ours. This is something we plan on holding on to, and will extend into other accepted genres such as weapons, cockpits, wheels and engine sets. We will continue also to focus on the developing of sets for our own kits. The production of these sets to fit our kits has had the huge advantage of allowing us to shift our kit philosophy for the better. The kits can be compact, as simple as possible without the over-engineering that has been criticized in the past, such as weapons bays and engines that tend to be hidden anyway. And yet, the model can be opened up to whatever degree the modeler wishes, if at all, using sets that are designed for the specific kit, and for which the specific kit is already designed to accept. This concept has already been put into practice with the 1/72 scale Bf 110, and is feverishly being worked on for the Spitfire.

And that should be enough on the coming year. Friends, if you managed to read all the way to here, you are good! Once again, I wish you all the best for 2013, much modeling pleasure and success with Eduard kits and products. Keep on building, gluing, collecting, and remember, Eduard is here for your pleasure, for always!

Vladimir Sulc

BUNNY FIGHTER CLUB

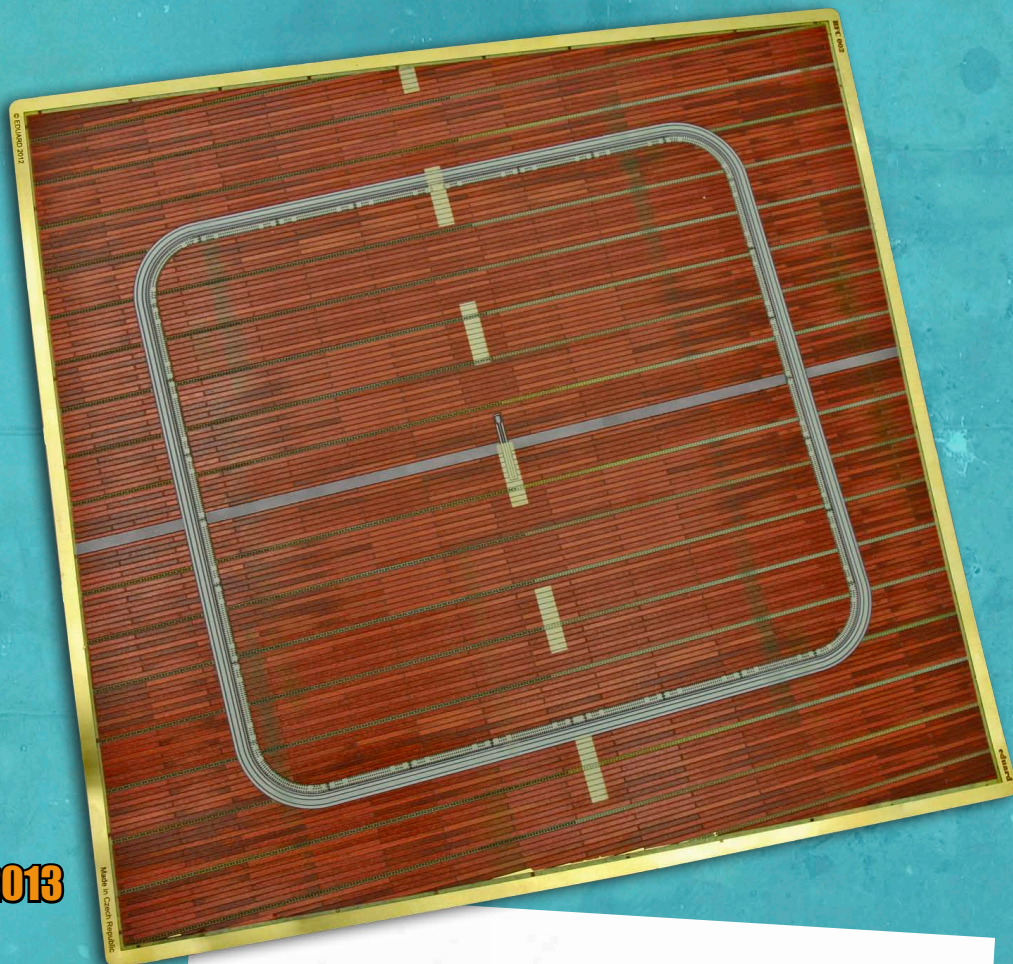
BFC 002

USN Carrier Deck 1943-44
1/72

size: 245 x 255 mm

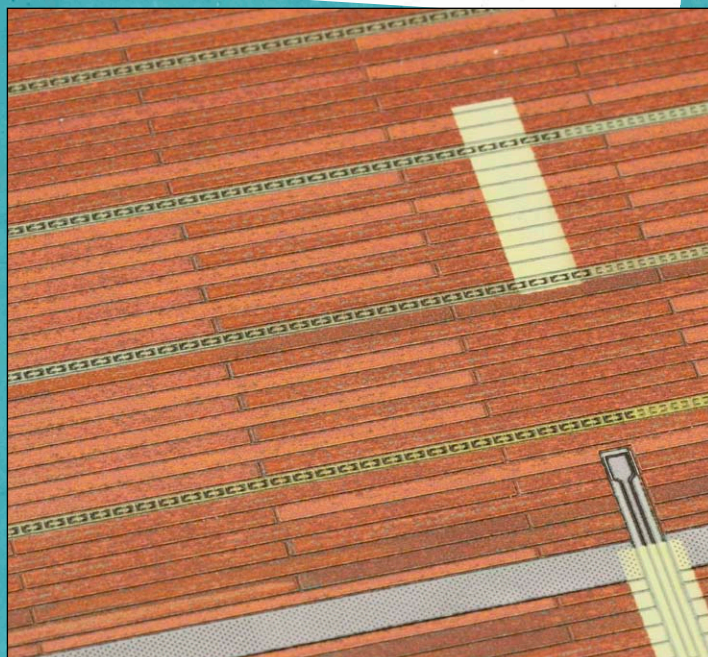
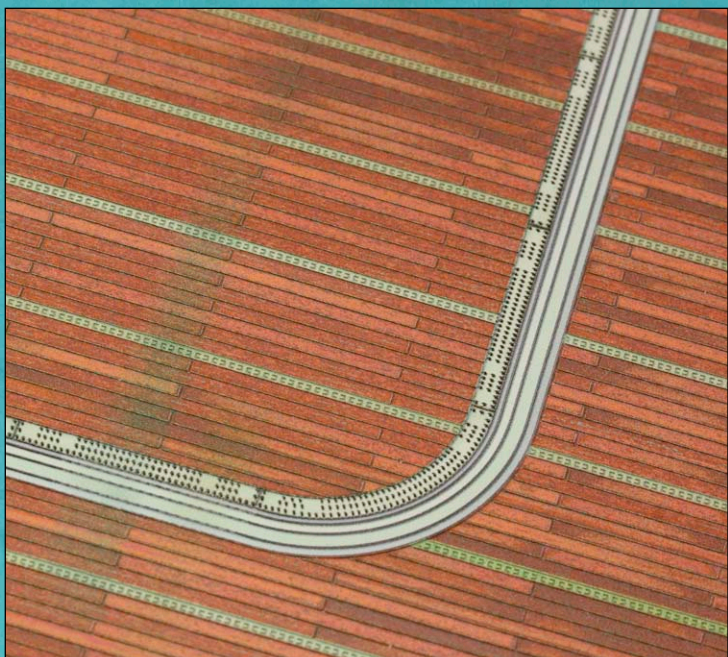
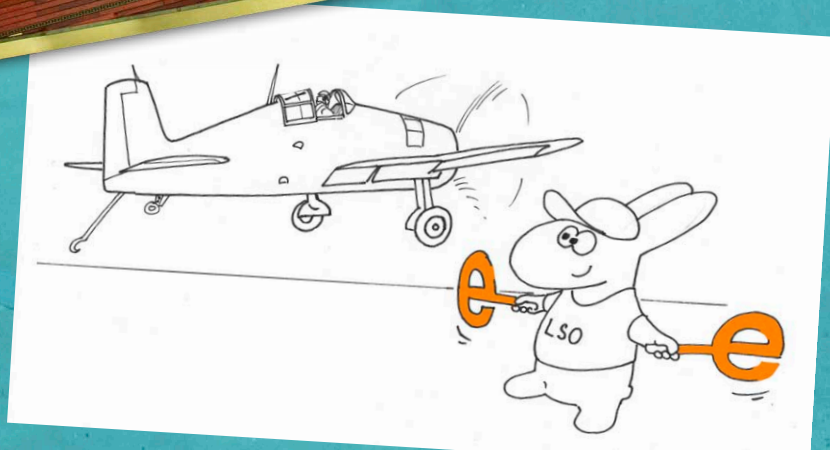
Available to BFC members only
www.eduard.com.

ON SALE FROM 14 January 2013



PREVIOUSLY RELEASED BFC ITEMS:

BFC001 MiG-21MF The Bunny Fighter 1/48
BFC004 Bf 109E Instrument Panel Mask 1/4
BFC005 MiG-21 Bunny Fighter Grass Mask 1/48



RABBIT IN CREAM SAUSE

à la Prof. Roman Vanek (comments by Vladimir Sulc)

This recipe calls for one medium sized rabbit, cut into portions. This requires the removal of the front and hind limbs, the head and finally the splitting of the spine. The head can be used in the making of a broth, or other uses *(there are even dishes that utilize them for the enhancement of cognitive enhancements....brave souls!)*.

Melt one tablespoon each of butter and lard, and fry the salted and peppered rabbit portions on all sides until golden brown. Remove the rabbit from the pot, and place on a plate. Into the pot and its contents, place finely diced vegetables *(celery, parsley and carrots in a ratio of 100g + 100g + 200g as with Sauerbraten. I tend to use frozen vegetables....there's not as much screwi...umm.....work with it, and it tastes about the same)*. Take this to a golden consistency and add some onions, also finely diced. *(I add the onions before the vegetables, as it seems logical to me. The reasons for adding onions to almost a half kilo of vegetables escapes me, and trying to fry it a golden color seems to me completely unreasonable. It appears that the laws of physics are not taught at cooking schools!)*.

After the onions reach their golden color, add sugar (2 teaspoons), allow to melt, and add vinegar (1 teaspoon). At this point, 100ml of a dry white wine can also be added that, along with the vinegar, can be allowed to be boiled off back to the lard and butter. *(Wine is evidently a good alternative, something akin to single or dual Wgr.21 in our newly rendered Bf 110G-2. But, to boil off back to the butter/lard mi is not possible in this phase, because the vegetables give off a lot of water. Stupid physics!)* Add about 1/4 litre of chicken broth and mix in a teaspoon of mustard.

Bring to a boil,



and return your rabbit portions to the mix. Salt, pepper and season to taste, cover, turn down the heat, and simmer for about an hour *(I do about fifteen minutes in a pressure cooker. It's better than sitting around for an hour like an idiot. Of course, for diehards, the pressure cooker is sacrilege, even after 150 years of existence.)*. Take the now tender rabbit out of the pot once more, and thicken the sauce with a flour and milk mixture, added slowly. *(At this point, the professor neglected to mention the very important point of pureeing all of the vegetables.)*

Grind some lemon peel (to a max of a half a teaspoon), and squeeze in a bit of the lemon juice *(being careful with the combination of lemon peel, lemon juice, wine, vinegar and*

mustard - taste constantly! This combination ends up being an overpoweringly sour son of a bitch if not careful! - personal experience).

Let the mixture simmer at least fifteen minutes. Pass the sauce through a strainer, add some cream and adjust to taste. Bring to a boil, and remove from heat. Bit by bit, whip up small pieces of cold butter *(which I personally do not do, as the meal becomes much too greasy for me)*, add salt and pepper if and as needed *(notice that this the third time that the professor has added pepper, something I haven't dared to do myself. All instructions carry some need for variations, and this one has them in clusters. I'd like to know if he actually follows this recipe to the 'T', or if a margin of copying error exists)*, and return the rabbit to the sauce for reheating. Serve with wide egg noodles, dumplings or stir-fried vegetables. *(Dumplings are dumplings! No contest. I would only suggest serving with stir-fried vegetables in the case of a national emergency. Jana likes to eat it with pasta, but it's a backwards step for the overall meal to me. I don't, however, take it personally, and feel no need to dispute!)*

A good beginning, no? Thank God for 'assembly instructions'! Don't tell me our kits are over-engineered and instructions complicated!



Ju 52 airliner

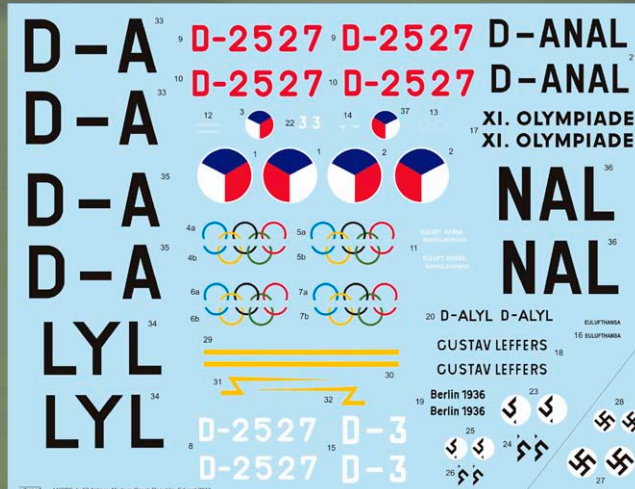
SUPER44 1/144

Cat.No. 4423

An airliner version of the famous Tante Ju, Junkers 52 in 1/144 scale. Decal sheet covers four attractive and colorful markings, including both civilian and military ships while the pre-WWII and postwar service in Germany and Czechoslovakia.



BUY Ju 52 airliner 1/144



recommended:



Ju 52 airliner 1/144

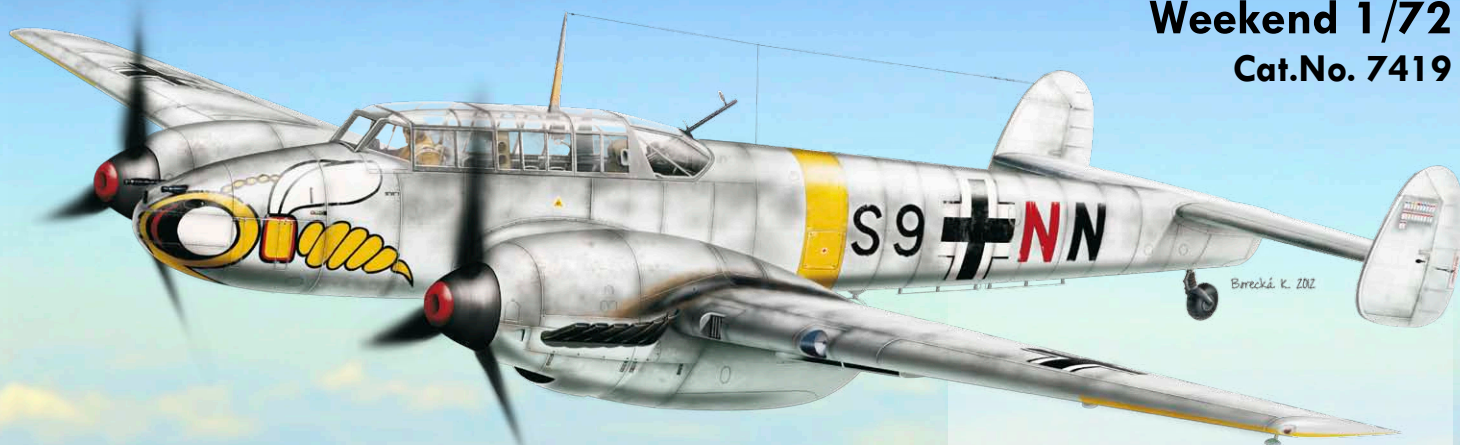
(144005) photo-etched set

more here

Bf 110E

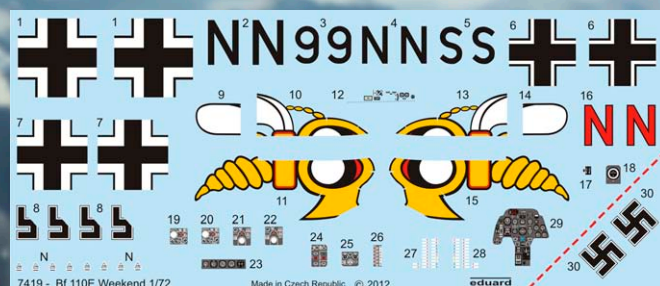
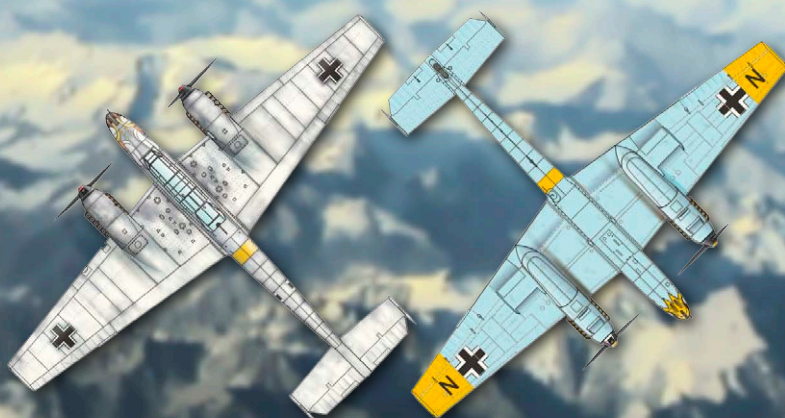
Weekend 1/72

Cat.No. 7419

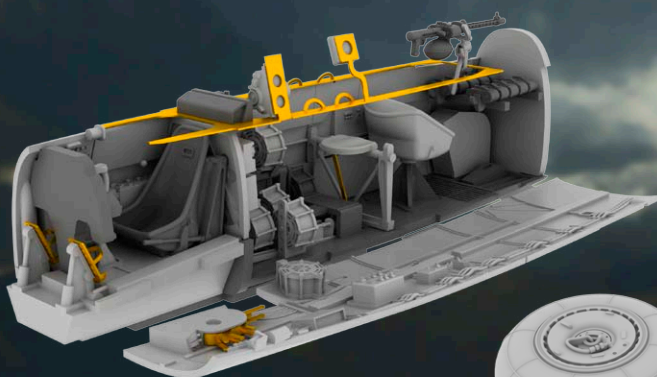


The Weekend edition brings you the cheap variant of Eduard kit Bf 110E in 1/48 scale. High quality decals are designed and printed by Eduard. This kit, in very fair price, does not contain photo-etched accessories, nor the painting mask.

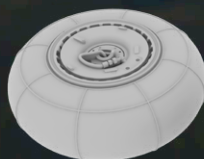
BUY Bf 110E 1/72



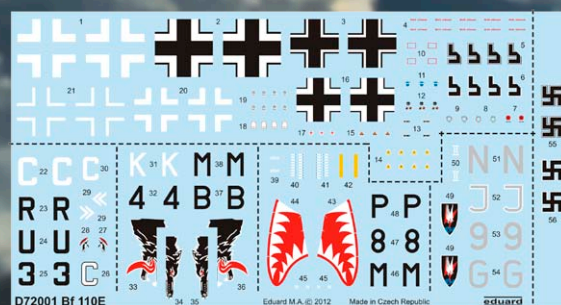
recommended:



Bf 110E cockpit 1/72
(672004) Brassin



Bf 110E wheels 1/72
(672003) Brassin



Bf 110E 1/72
(D72001) decals



Bf 110 workshop ladder 1/72
(D72001) decals

TOP Falcons

LIMITED EDITION 1/48

Cat.No. 1173

Limited edition is based on Kinetic plastic parts. The increasing value of that kit is made by the Eduard additional detailing sets. The Eduard Brassin accessories covers the pilot's seat, engine exhaust and wheels. Other details are included in the photo-etched color set. The decal sheet, designed by Eduard and printed by Cartograf features four colorful and attractive markings for Falcons serving with famous Top Gun and U.S. Air Force Flight Test Center. Only 1500 boxes available.

BUY Top Falcons 1/48



Block 15C, s/n 81-0688, U.S. Air Force Flight Test Center, Edwards AFB, 1993-1995



Block 15AM OCU, s/n 90-0944, NSAWC, NAS Fallon, 2002-2008



Block 15AR OCU, s/n 92-0409, NSAWC, NAS Fallon, 2002 – 2008

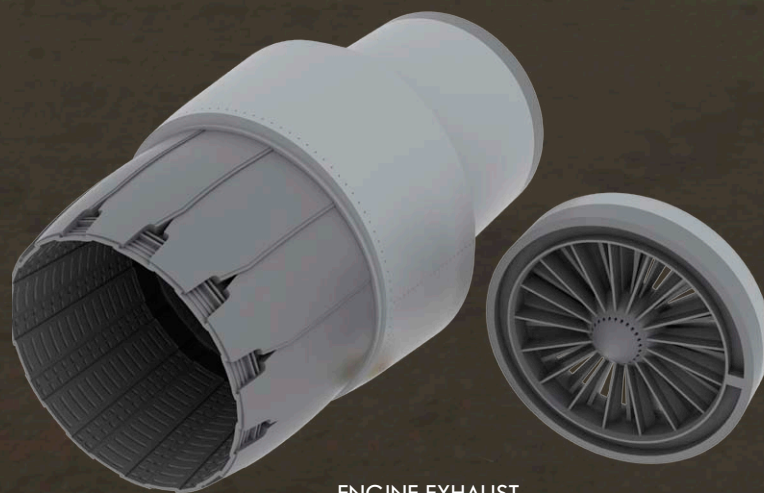


Block 15AM OCU, s/n 90-0947, NSAWC, NAS Fallon, 2003-2008

TOP FALCONS BRASSIN ACCESSORIES:



SEAT



ENGINE EXHAUST



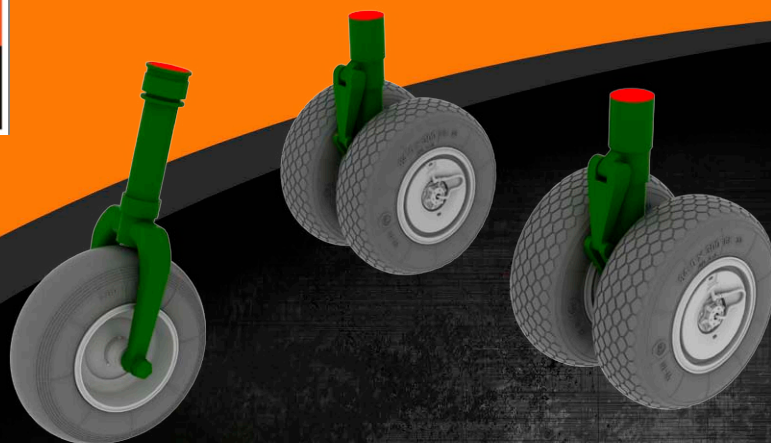
WHEELS

recommended
for TOP Falcons



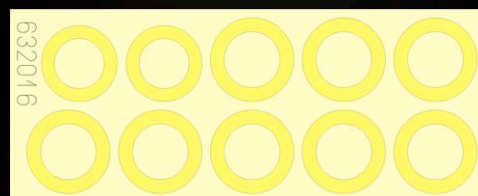
Cat. No. 648029

BUY Brassin AIM-9M/L Sidewinder 1/48



632016
He 219 wheels
1/32 Revell

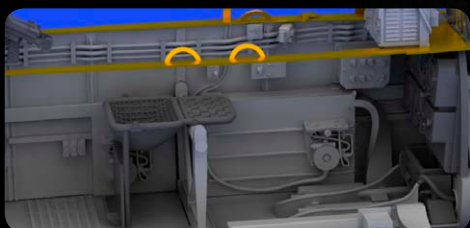
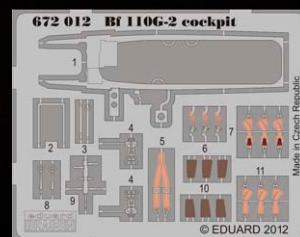
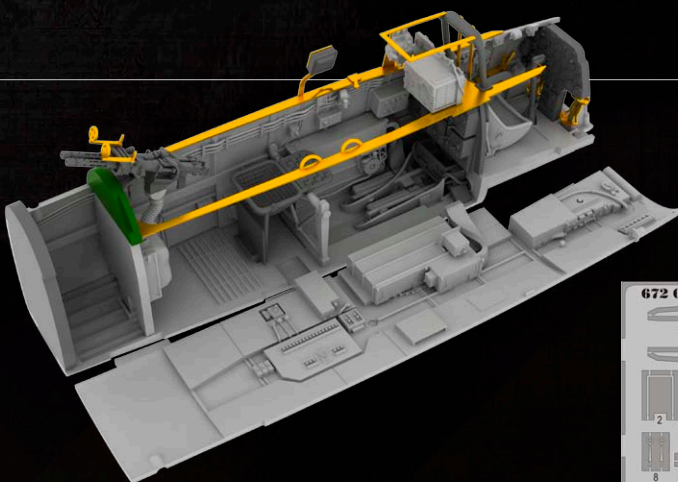
The main landing gear wheels for the He 219 1/32 by Revell consist of three parts each (the tire and two discs). The nose wheel consist of two parts (one separate disc and the tire with the second disc attached). The tire design corrects the usual mistake made by kit producers on way of the tire pattern.



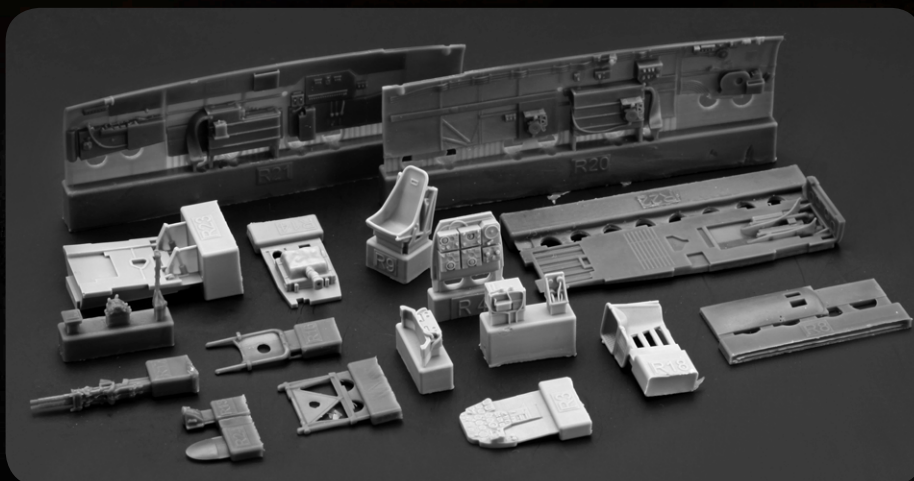
BUY He 219 wheels 1/32

672012
Bf 110G-2 cockpit
1/72 Eduard

Large set contains highly detailed cockpit interior for Eduard Bf 110G-2 in 1/72 scale. It is composed of the entire cockpit parts such as floor (with visible MG 151 guns, seats, side-Walls, pilot's compartment, radio equipment, rear gunner's equipment including the correct MG 81Z machine guns, etc. As a bonus of this set you can find the correct underbelly mounting cover typical for the G-2 version. PE details included.



BUY Bf 110G-2 cockpit 1/72



648087 AIM-120C AMRAAM 1/48

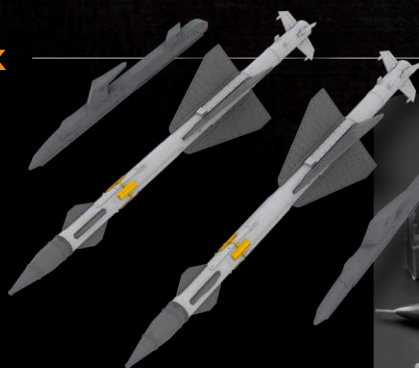
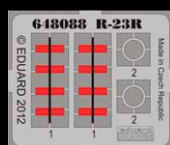
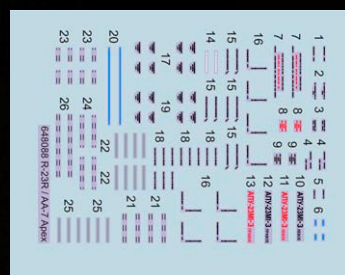
2 pcs of US air-air missile (beyond-visual-range air-to-air missile). Each rocket consists of the main body, separate front and rear part, separate winglets, photo-etched details and decals. The warhead is designed in two variants – the training and the tactical one. The rear part of the rocket is also designed in two variants – for the training version and the tactical version with the exhaust.

BUY AIM-120C AMRAAM 1/48



648088 R-23R / AA-7 Apex 1/48

2pcs of Soviet air-to-air medium range missiles consist of the main rocket body, wings, front unit and engine and decals. APU-23 racks are included in this set. Decals are included. Appropriate for use on MiG-23 models.

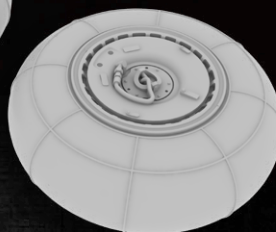
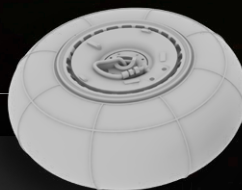


BUY R-23R / AA-7 Apex 1/48

672013 Bf 110G wheels 1/72 Eduard

This set contains two complete wheels of the main landing gear with typical pattern and size for the Bf 110G-2 and G-4.

BUY Bf 110G wheels 1/72



Bf 109E 1/48

SIN64807



- 648058 Bf 109E wheels
- 648059 DB 601 A/N engine
- 648060 Bf 109E MG 17 mount
- 648074 Bf 109E cockpit and radio compartment

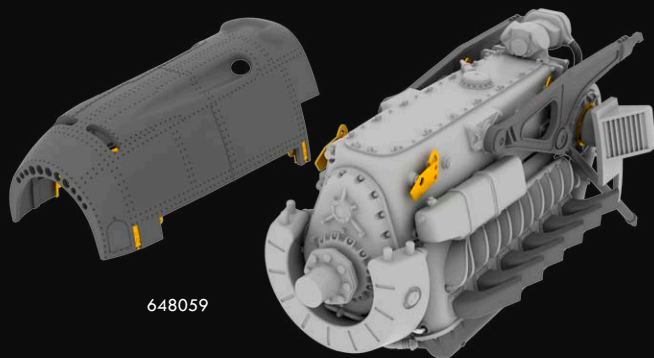
A collection of six Brassin sets for the Eduard Bf 109E 1/48 scale.

Consists of the interior, fuselage radio compartment, DB 601A/N engine, wheels and fuselage mount of a pair of MG 17 machine guns.

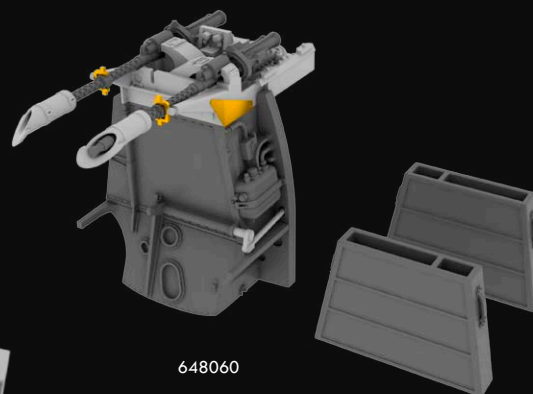
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 15%.



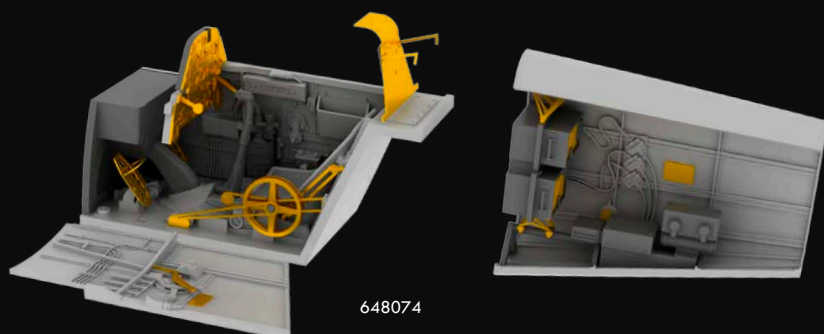
648058



648059



648060



648074

EDUARD DECALS

D48014 Fw 190D stencils 1/48

A complete set of instruction and maintenance stencils for the Fw 190D in black and white variants, walkways on wings in black and white variant, external fuel tank stencils (in red and black variant). The yellow triangles for the fuel tank gap covers all regularly used fuel variants.

The set consists of more than 100 individual stencils fits perfectly to the Eduard Fw 190D family, but can be used also for models of other manufacturers.

BUY Fw 190D stencils 1/48



D72005 Bf 110 stencils 1/72

Two complete sets of instruction and maintenance stencils for the Bf 110 in 1/72 scale, fuselage sections numbering, engine stencils, etc.

The set consists of more than 2 x 100 individual stencils fits perfectly to the Eduard Bf 110 family, but can be used also for models of other manufacturers.

All stencils (in each of two sets) are doubled, offering to the modeler a spare replacement while an applying fault.

BUY Bf 110 stencils 1/48

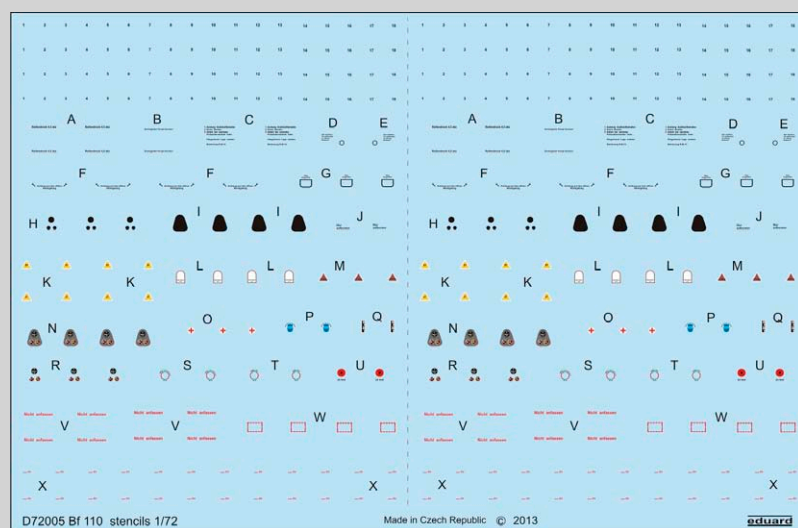
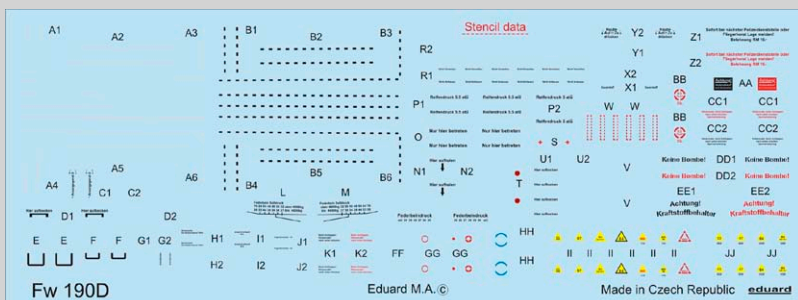
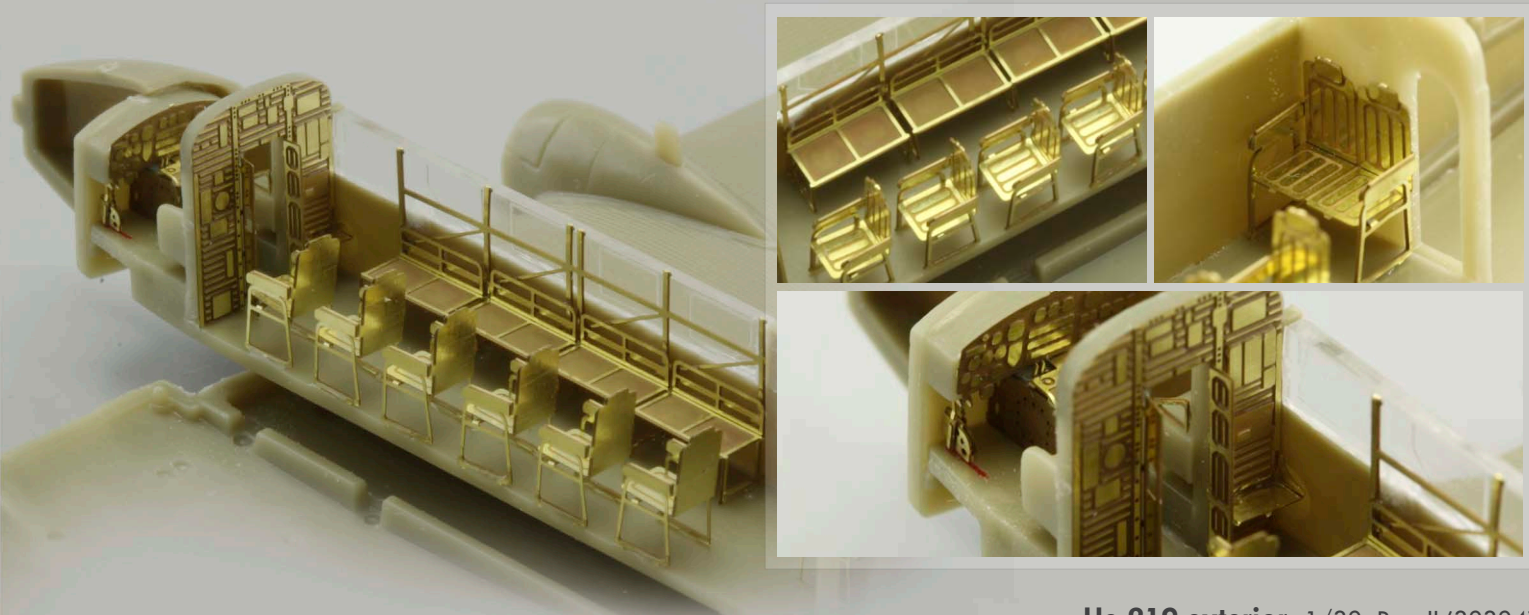


PHOTO-ETCHED SETS

SELECTED

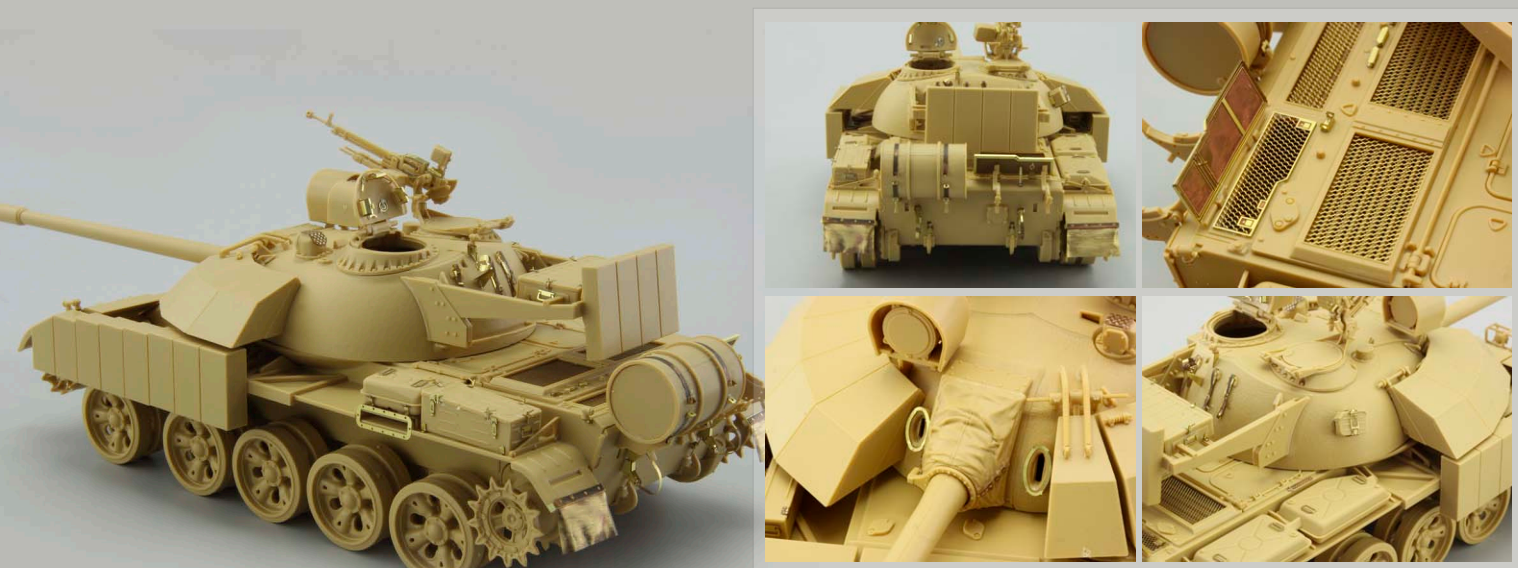
Ju 52 airliner 1/144 Eduard (144005)



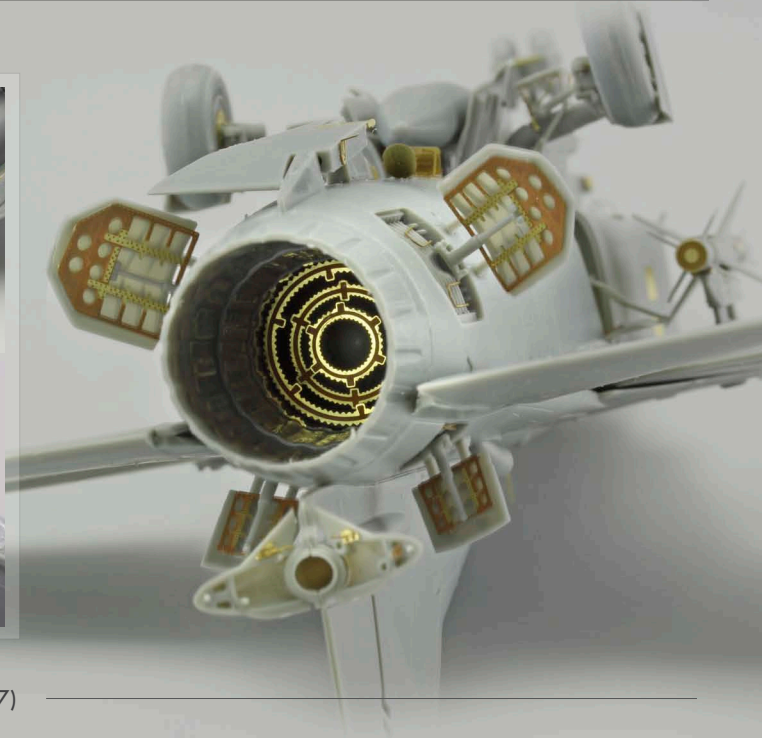
He 219 exterior 1/32 Revell (32324)



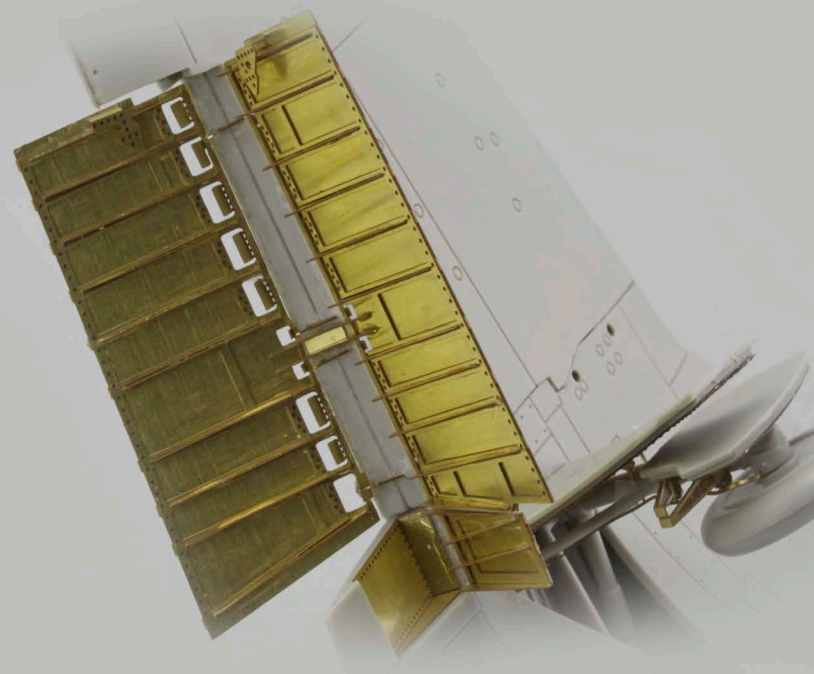
T-55 Enigma 1/35 Tamiya 35324 (36244)



MiG-23M/ML/MF exterior 1/48 Trumpeter (48755)



Seahawk Mk.100/101 landing flaps 1/48 Trumpeter (48757)



Seahawk Mk.100/101 S.A. 1/48 Trumpeter (49608)



MiG-23M S.A. 1/48 Trumpeter (49626)



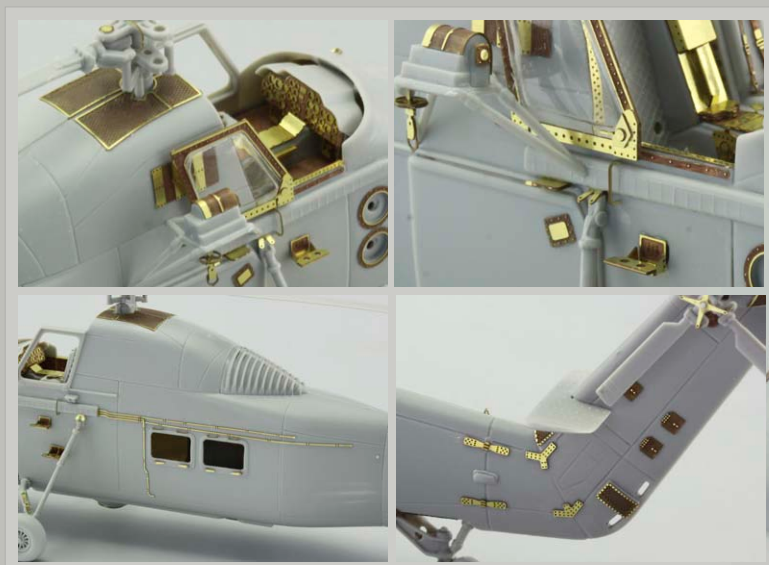
TONE 1/350 Tamiya (53074)



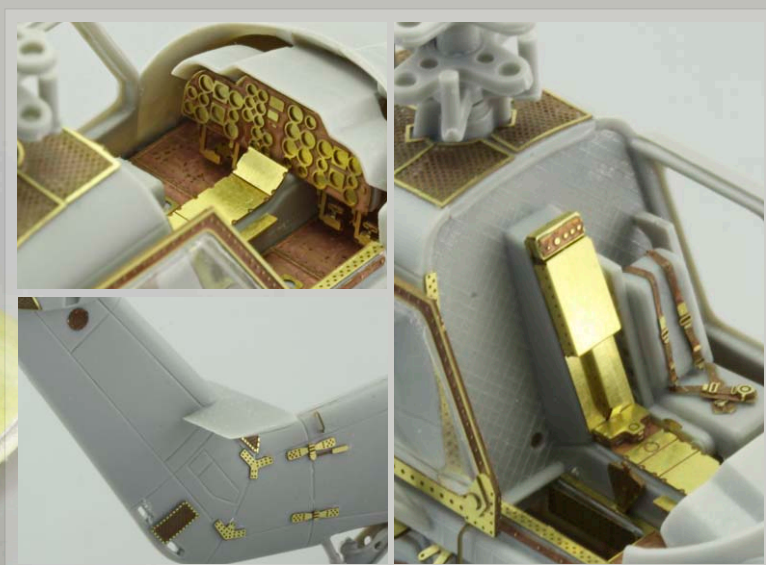
53075
TONE railings
1/350 Tamiya



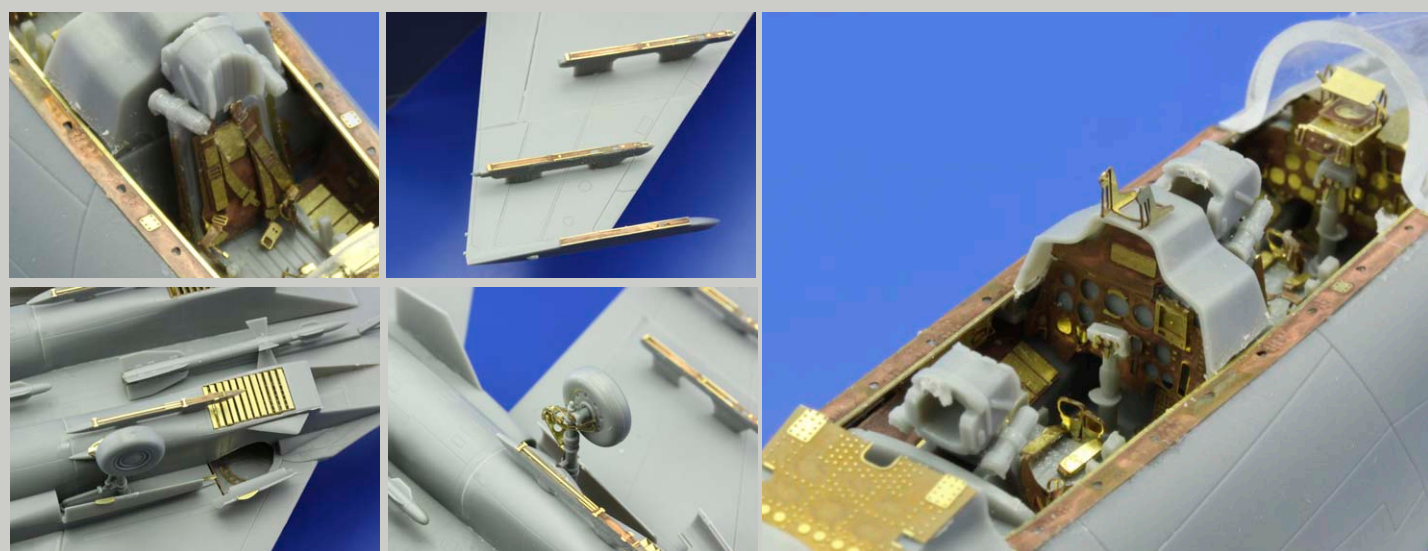
Wessex HAS Mk.3 S.A. 1/72 Italeri (73464)



MASK:
EX369
Wessex HAS Mk.3
1/48 Revell



Su-27UB S.A. 1/72 Trumpeter (73456)



„RECON“

Buil by Kateřina Borecká



73440
Wild flowers, Butterfly/
polní květiny, motýli
1/72



73438
Leaves fern/kaprad'
1/72

BIG ED



36223 Garden Flowers/zahradní květiny colour (BIG3576)



36161 Ivy-berry/ brectan - colour (BIG3577)



48719 F8F exterior (BIG4978)



53065 German Z-43 (1944) (BIG5313)

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

BIG3322 Ju 87B-2 1/32 Trumpeter

JX144 Ju 87B-2



32753 Ju 87B-2 seatbelts



32751 Ju 87B-2 Interior S.A.

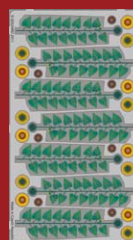


32323 Ju 87B-2 exterior

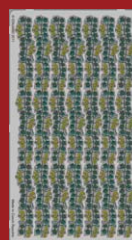


BIG3576 PLANTS I. Temperate zone / garden 1/35

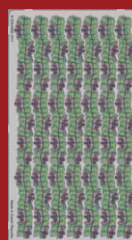
36168 Sunflowers/
slunečnice - colour



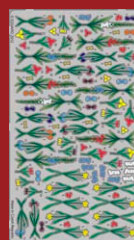
36204 Grapevine/vinná
réva (white) colour



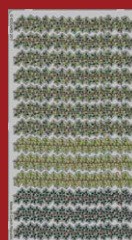
36170 Grapevine/vinná
réva - colour



36223 Garden Flowers/
zahradní květiny colour

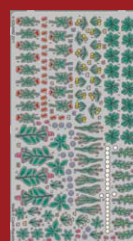


36161 Ivy-berry/
brectan - colour



BIG3577 PLANTS II. Temperate zone / wild & field 1/35

36152 Wild Flowers, Butterflies /
polní květiny, motýli - colour



36167 rushes/rákos - colour



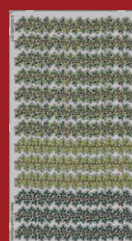
36169 rushes/rákos II colour



36160 Leaves Fern /
Kaprad - colour



36161 Ivy-berry/
brectan - colour



BIG4978 F8F 1/48 Hobby Boss

48719 F8F exterior



49574 F8F Interior S.A.

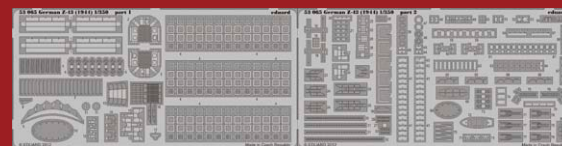


EX345 F8F



BIG5313 GERMAN Z-43 (1944) 1/350 Trumpeter

53065 German Z-43 (1944)



53066 German Z-43 (1944) railings 1/350



17516 Figures Kriegsmarine WWII S.A. 1/350 3D



BIG3322 Ju 87B-2 1/32 Trumpeter



BIG3576 PLANTS I. Temperate zone / garden 1/35



BIG3577 PLANTS II. Temperate zone / wild & field 1/35



BIG4978 F8F 1/48 Hobby Boss



BIG5313 GERMAN Z-43 (1944) 1/350 Trumpeter



KITS

4423	Ju 52 airliner	1/144	SUPER44
1173	Top Falcons	1/48	Limited edition
7419	Bf 110E	1/72	Weekend
7076	F6F-3 (reedition)	1/72	ProfiPACK
8173	Fw 190A-8 (reedition)	1/48	ProfiPACK

PHOTO-ETCHED SETS

144005	Ju 52 airliner	1/144	Eduard
32324	He 219 exterior	1/32	Revell
36225	KV-1S	1/35	Trumpeter
36228	M-113 ACAV	1/35	Italeri
36243	IDF Merkava Mk.IIID basket	1/35	Meng
36244	T-55 Enigma	1/35	Tamiya 35324
36246	IDF Merkava Mk.IIID armour shields	1/35	Meng
48755	MiG-23M/ML/MF exterior	1/48	Trumpeter
48756	MiG-23M/ML/MF weapon	1/48	Trumpeter
48757	Seahawk Mk.100/101 landing flaps	1/48	Trumpeter
49608	Seahawk Mk.100/101 S.A.	1/48	Trumpeter
49610	An-2	1/48	Hobby Boss
49626	MiG-23M S.A.	1/48	Trumpeter
53074	TONE 1/350	1/350	Tamiya
53075	TONE railings 1/350	1/350	Tamiya
73456	Su-27UB S.A.	1/72	Trumpeter
73464	Wessex HAS Mk.3 S.A.	1/72	Italeri
73467	A6M2b S.A.	1/72	Tamiya
73468	Sea King AEW.2 interior S.A.	1/72	Cyber Hobby
73470	Sea King AEW.2 equipment	1/72	Cyber Hobby

ZOOMS

33115	He 219 interior S.A.	1/32	Revell
FE608	Seahawk Mk.100/101 S.A.	1/48	Trumpeter
FE610	An-2 interior S.A.	1/48	Hobby Boss
FE626	MiG-23M interior S.A.	1/48	Trumpeter
SS456	Su-27UB interior S.A.	1/72	Trumpeter
SS464	Wessex HAS Mk.3 S.A.	1/72	Italeri

SS467	A6M2b S.A.	1/72	Tamiya
SS468	Sea King AEW.2 interior S.A.	1/72	Cyber Hobby

MASKS

CX337	A6M2b	1/72	Tamiya
CX338	Sea King HC-4	1/72	Cyber Hobby
CX339	F-5E	1/72	Hobby Boss
CX343	Sunderland	1/72	Italeri
EX370	Wessex HU-5	1/48	Italeri
EX373	EA-18G	1/48	Italeri
EX375	MiG-23M	1/48	Trumpeter
EX376	F-94	1/48	Kitty Hawk
EX378	MB.326	1/48	Italeri
XT193	Pz.IV Ausf H	1/35	Italeri
XT204	Pick Up	1/35	Meng

BIG ED

BIG3322	Ju 87B-2	1/32	Trumpeter
BIG3576	PLANTS I. Temperate zone / garden	1/35	
BIG3577	PLANTS II. Temperate zone / wild & field	1/35	
BIG4978	F8F	1/48	Hobby Boss
BIG5313	GERMAN Z-43 (1944)	1/350	Trumpeter

BRASSIN

632016	He 219 wheels	1/32	Revell
648087	AIM-120C AMRAAM	1/48	
648088	R-23R / AA-7 Apex	1/48	
672012	Bf 110G-2 cockpit	1/72	Eduard
672013	Bf 110G wheels	1/72	Eduard

BIGSIN

SIN64807	Bf 109E	1/48	Eduard
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DECALS

D48014	Fw 190D stencils	1/48	
D72005	Bf 110 stencils	1/72	

BUY on Eduard store

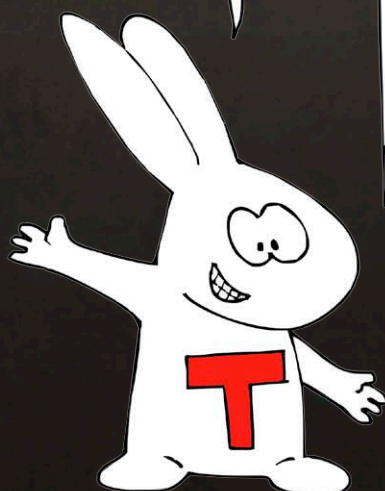
Comments
and input from **J&T**

SEE, DUDE,
I TOLD YOU
NOT TO SELL YOUR
KIT COLLECTION!

NOOOO.... AT LEAST
I HAVE EMPTY SHELF
FOR THE RELEASES SULC
IS WRITING ABOUT.

21. 12. 2012
END OF
THE WORLD!
ARMAGEDDON!!!
APOCALYPSE!

EXPIRED

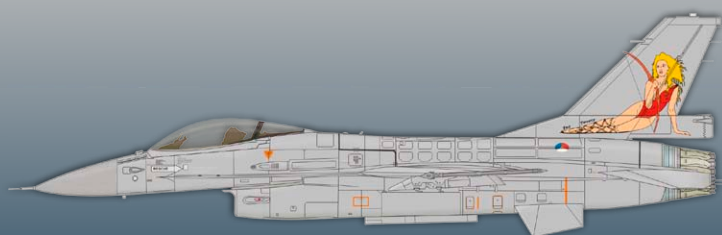


Bobek 13.

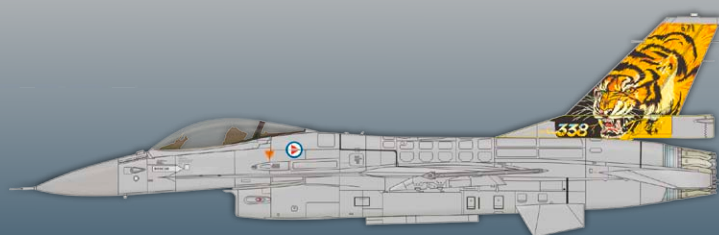
- Four attractive markings with amazing tailart
- Eduard Brassin: seat, exhaust nozzle and wheels
- Colour photo-etched and painting mask
- Decals: design by Eduard, printed by Cartograf



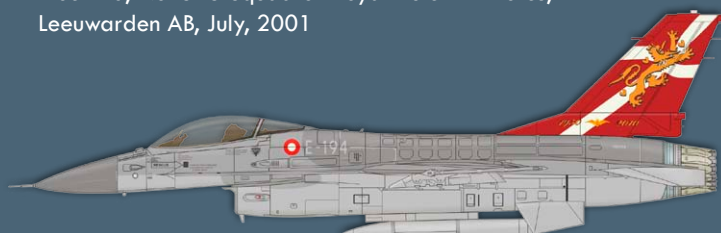
NATO Falcons



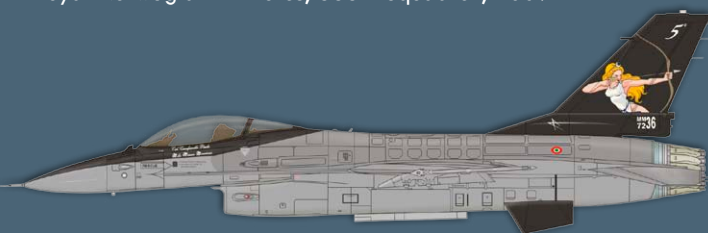
Block 20, No. 323 Squadron Royal Dutch Air Force, Leeuwarden AB, July, 2001



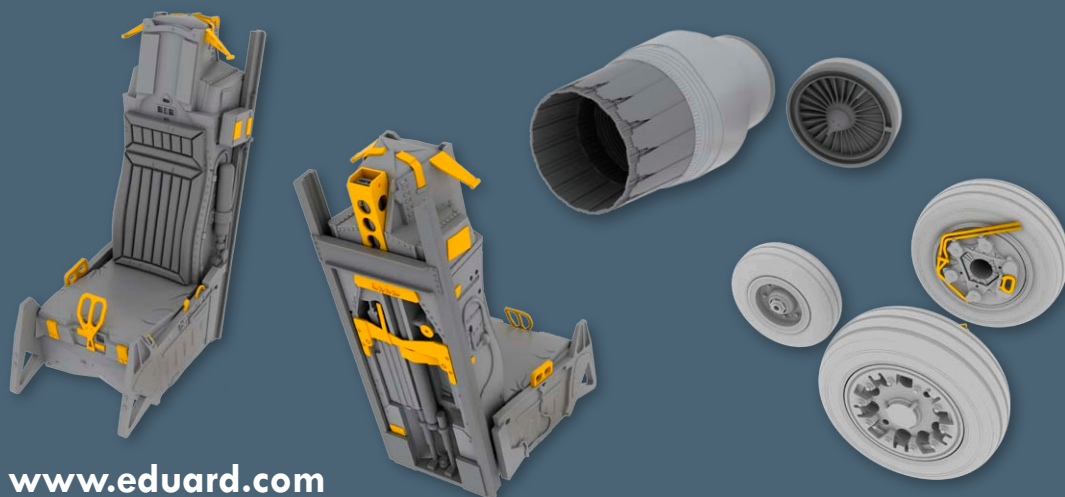
Royal Norwegian Air Force, 338th Squadron, 2009



Block 10, ESK370 Squadron, Royal Danish Air Force, 2010 - 2012



Block 15, Italian Air Force, 5th Stormo, Cervia AB, April, - June 2010



More information regarding Nato Falcons you can see in INFO Eduard, August 2012 Issue. Don't miss the historical article about L'Ultima Diana, tailart history. Info Eduard is free for download on www.eduard.com.



NATO Falcons ^{1/48}



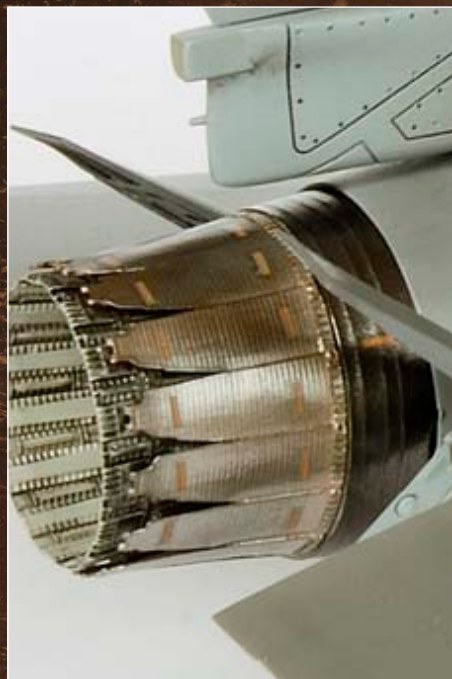
Built by Matthias Becker

editor of the Jet & Prop magazine

Kit: NATO Falcons; Eduard Limited edition, Cat. No. 1172 (including color photoetched details, Brassin seat, wheels and engine exhaust).

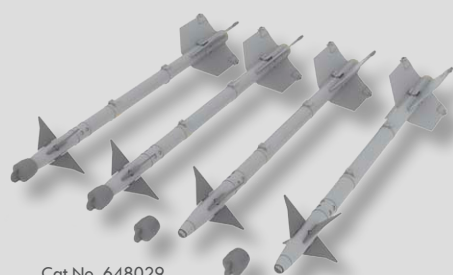
Extra accessories: Brassin AIM-9M/L Sidewinder 1/48, Cat. No. 648029

Marking: Displayed marking is NOT from the kit decal options range.





BUY Remove Before Flight 1/48



Cat.No. 648029



Cat.No. 49009



Cat.No. 1172

BUY Brassin AIM-9M/L Sidewinder 1/48



BUY NATO Falcons 1/48



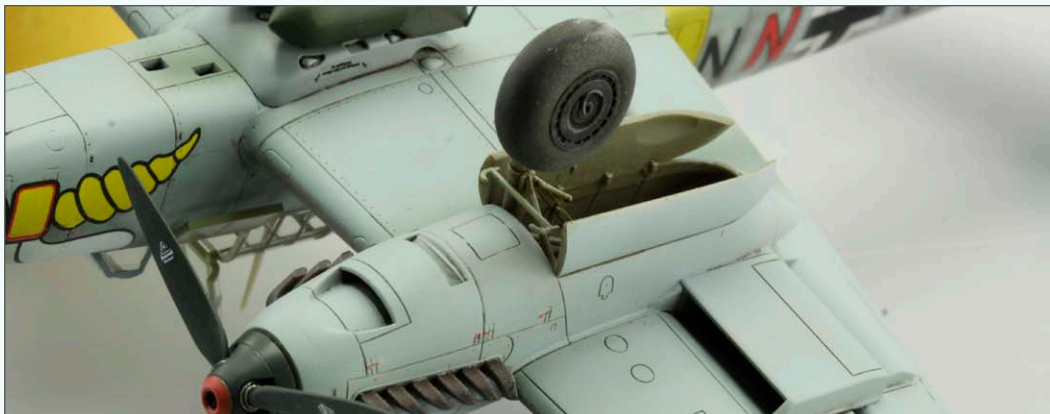
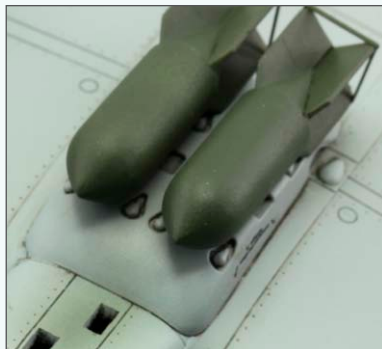
Built by Petr Zatrepalek

S9+NN, 5./ZG "Wespen", Lt. Herbert Kutscha, Russia, 1942

Bf 110E

1/72





BUY Bf 110E 1/72




TACKLING THE 1/4 SCALE Bf 109E INSTRUMENT PANEL

Jan Zdiarský

The instrument panel of the Bf 109E is the second such Eduard project to come to fruition. The first was that of the Bf 110, which, as with the current release, first saw the light of day as an inclusion in a Royal Class edition kit. There is a four year interval between the two kits, which is evident in terms of the technology used and the overall quality of the rendering of the components and their details, such as the bezels, screws and stencils.

Although I still consider the Bf 110 instrument panel a high quality kit (notably with the November, 2012 re-edition that included some improvements), the Bf 109 panel is that much better, taking advantage of newer technology. The overall impression of it is greatly improved by the detailed gungnht.

It is available now!

HERE! 

SO....ROLLING UP OUR SLEEVES.....

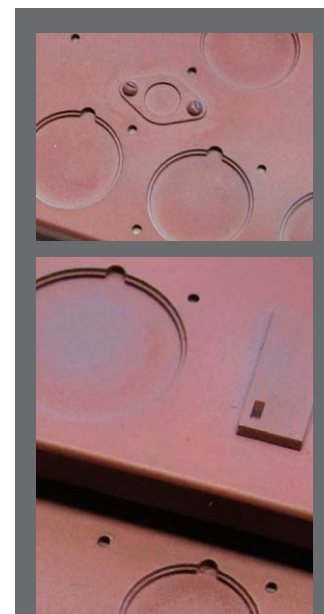
The assembly instructions take you through the project smoothly and with no need to deviate from the assembly order. Nevertheless, I would recommend that all the bezels, along with switches (items B5, B9, B10, B16, B17, B18, B37, PE18 and PE20) be prepared separately from the main panel, and, as with the sight, added as part of the final phase. This will allow you to gain a more detailed and higher quality look to your finished product, including shading and weathering which can be done on separate components. There is also to consider that you will avoid, or at least minimize, the chance of breakage of smaller components if you strictly adhere to the instruction order.

PREPARING THE BASIC PANEL

The prep work of the panel itself started with a 1000 grade surfer, with a subsequent coating of RLM 66. The initial attempt to shade around the instruments, as can be seen in picture below, proved ineffective, because it ended up being completely obliterated by a subsequent application of C116 (RLM 66). A better result was gained with a final light shading of the finished base mixed with C116 with matt black (C033) in a ratio of about 1:5.



Panel with a light shading around the instruments consisting of a mix of C116 and C033.



Alternatively, the accenting and weathering of edges of the panel can be achieved with an application of red-brown base coat (C41). The overlaying coat of RLM 66 can be carefully and gently rubbed down to the base color in spots where appropriate. It is important to take this weathering down in spots where it would be expected, to include the lower half of the panel, and around levers, switches and screws.



Base color of red-brown. Prior to applying the RLM 66, it is recommended to coat the panel with a layer of gloss to help preventing reaching the surfacer coat in rubbing down to the brown layer.

The surface of the panel should be semi-gloss, with localized areas of increased lustre where the pilot's hands would come into contact when flipping switches or manipulating levers.

DIALS AND BEZELS

The dials are represented by decals with photoetched needle indicators. Their application requires only a small drop of CA glue, and care should be taken as any staining in the centre of the dial could be very noticeable.

Unlike the Bf 110 panel, the dials for the Bf 109 panel have no notched cutouts that would aid in their proper positioning in the middle of their respective locations, so care must be taken in positioning the decal. If it is allowed to set off centre, it will adversely affect the overall look of the panel.

The process of gluing the indicator lines on the inside of the compass glass (parts C7 and decal 34) may appear problematic. The decal is a tad longer than it needs to be to facilitate this, and is intended to be cut off after it sets in place. The decal still needs care and attention in its application. The end result is, however, worth it.

The new approach of using decals for small instruments such as the fuel indicator and temperature gage (already used in the re-pop of the Bf 110 instrument panel, cat.no. 14001) is a reverse decal, applied to the inside of the clear glass part of the instrument. This method represents the appearance of the metal part that covers the bottom half of the indicator needle, as shown in the photograph of the actual temperature gage. The fact that decals 30, 31 and 32 lacks stencils confused some users (as we found out of kit 14001 and R007). As described above, the stencils are applied on the reverse side of the glass.

During the painting of the bezels and completing their preparations, it is important to keep a few things in mind:

Some of the bezels and tubes of the instruments, notably the speed indicator and altimeter, were molded out of a red-brown Bakelite. It wasn't a rule, but the replication of this feature can add much to the appearance of the finished panel.



Temperature Gage FI 20348, on which the metal part covering the bottom section of the indicator needle can be seen. The use of the reverse decal is effective in simulating this feature.



The red-brown Bakelite altimeter bezel (in this case in a Bf 109G-6).

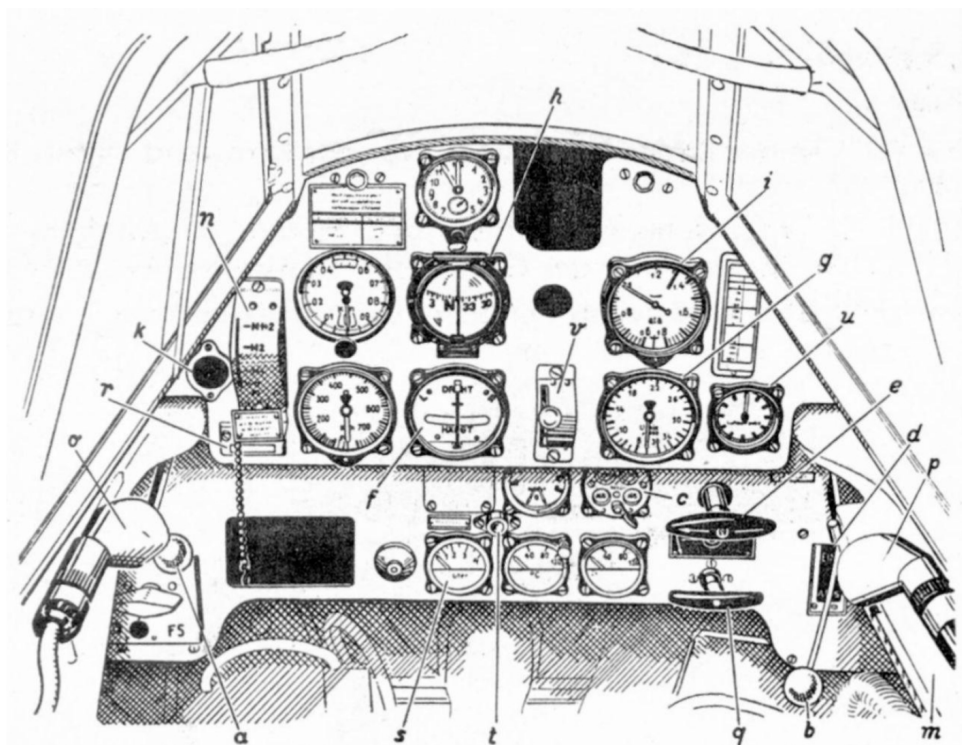


Black body variant of the speed indicator (in this case with higher indicated values, with a speed of up to 900km/h used, among others, in later versions of the Bf 109). Note that the black Bakelite framework (glossy) is overpainted with a matt black.

it's a good idea to differentiate the sheen of the bezel from that of the mounting screws. Whereas some black bezels were made of metal, some were Bakelite. This will impact their sheen and subsequent weathering (metal tended to be painted with a semi-gloss or matt paint, while Bakelite items tended towards glossy finishes). The typically used materials and differences are indicated in the following chart:

Kit Part No.	english description	original term (Bf 109E instruments)	Material/Remarks
B7+dec19	Airspeed	Fahrtmesser	Bezel made of Black or red/brown Bakelite.
B40+dec20	turn and bang indicator	Wendezeiger	Could be made from metal or black Bakelite.
B40+dec21	tachometer	Elektrischer Drehzahlzeiger	Bezel could be metal or Bakelite.
B40+dec22	prop pitch indicator	Luftschraubenstellungsanzeiger	Bezel could be metal or Bakelite.
B15	pitot tube heating indicator	Rechteckschauzeichen mit Staurohrbeschriftung	Metal bezel, central elevated part of a clear plastic with a black background, which can be simulated by a gloss finish. (http://www.cockpitinstrumente.de/Flugzeuge/Jaeger/Me109E/Instrumentenbeschreibung/Bilder.htm)
B34+dec16	clock	Borduhren	Metal (typically brass) bezel, often black, but could also be of another color, usually green, red-purple or blue-grey. Weathering would typically reveal the brass color (see photograph).
B37+B-29	prop pitch switch	Drehzahl	Bezel, switches and lever metal. Lever could be black or aluminum.
dec13	Deviation Table	Deviationstabelle	Bezel and focus dial out of Bakelite with a metal data plate.
B5+B29	magneto switch	Zündschalter	Metal, the knob could be aluminum or black.
B39+B23	altimeter	Höhenmesser	Bezels and calibration knobs were Bakelite, often red-brown, but some aluminum ones also appeared.
B8+dec15	compass	Führertochterkompass	Metal bezel.
B7+dec17	manifold pressure indicator	Ladedruckmesser	Black or red-brown Bakelite, rarely metal, bezel.
B9+B27+C5	gun switch	Schaltkasten	Metal body, Bakelite buttons and red controls covered with thin plexi. (link http://www.cockpitinstrumente.de/instrumente/katalog/Schaltkasten/gross/Fl47292.gif).
B32+dec24	fuel indicator	Vorratsanzeiger	Metal (rarely Bakelite) bezel, and could have been rimmed in yellow.
B32+dec25	oil temperature indicator	Öltemperaturanzeiger (160°C)	Metal (rarely Bakelite) bezel, and could have been rimmed in orange or light brown.
B32+C26	liquid temperature indicator	Kühlstofftemperaturanzeiger (160°C)	Metal (rarely Bakelite) bezel, and could have been rimmed in, as a rule, light blue or light green, and, less often, yellow, red or orange.
B16	emergency landing gear handle	Fahrwerks-Notzughebel	Bakelite cover.
B21	fuselage guns synchronization button	Drucktaster (Nullschussknopf)	Buttons out of Bakelite, cover aluminum.
B18+PE13	fuel warning light	Reststandswarnlampe	Metal main body, often grey or black with an aluminum base.
B10+B14	radio switch	Schaltkasten für FuG	Metal box structure usually RLM 66, Bakelite switch and button.
B13+dec27	instrument light dimmer	Verdunkler	Metal with a Bakelite button.
B12	landing gear control lights	Fahrwerkanzeige	Metal, including levers.
B16	landing gear handle	Griff für Fahrwerksschaltanlage	Bakelite covering.
PE18+B44	fuel cut valve handle	Bedienungshebel für Brandhahn Armaturen	Metal sides and Bakelite handle (in black or yellow).
PE20+B44	ruční palivová pumpa fuel pump handle	Handpumpenhebel für Kraftstoff-Filterpumpe	Aluminum arm with bakelite or plastic handle (black or yellow)
B24+PE4	REVI electrical connector	Steckdose für REVI	Metal insert with metal lid in black. B11 Metal strip with screws in black, in the color of metal, or most often RLM 66.
B11	blind plate	Blindplatte	Metal plate with screws - black, metal or usually RLM66 colour.
B32+dec23	fuel and oil pressure indicator	Druckanzeiger doppel 2/10	Metal instrument body, the bezel could be trimmed in yellow (left) and red (right) B26 Buttons in red Bakelite, aluminum base, sometimes in black.
B26	circuit breaker	Netzausschalter	Red bakelite button with aluminum or black colour base.





Manual out-take of the Bf 109E main instrument panel.

Instrument frames could also feature graduated spacings of relevant units, which could help in pilot orientation in field conditions. The marking of the proper units and also the position of switches comes under the jurisdiction of this article.



The label of this turn indicator was harshly criticized in the original release of R0007. Although the current release of this panel has corrected the word 'DRAHT' to 'DREHT', it is evident from this photograph that the needle in the rest position covers up the incriminating letter.

The placement of the clear parts over the dials can present a certain amount of difficulty. The clear parts have a lightly beveled edged to them. It is important to instal the glass components with the thinner side pointing inwards. It is not necessary to glue these parts in place. Keep to the simple rule noted, and they will sit in their designated spot very nicely, and they will be kept in their place permanently by the instrument bezel. One other thing to keep in mind before sealing the instrument with the

clear lens is to make sure that the adhesive holding the indicator needle in place is thoroughly cured so as not to give off vapors that could cloud the glass.

The same can be said for clear part C8, which is the landing gear indicator (which has no bezel, because it was inserted and secured from the opposite side). This part also need not be glued and can be sufficiently snapped into place.

I would recommend fixing the switches B29 (2x) in place with a small drop of CA glue during final assembly.

REVI

The REVI C/12D gunsight is one of the pearls of the kit. Careful and attentive assembly will yield a very effective scale replica of the original. It was possible to take the needle (part PE26), unscrew it, and turn it. Both variations are possible. The photoetched part allows the option of having it positioned to the left. I recommend cutting the needle off on the PE part and securing it on the right side in line with the cross hairs as it appears in the photograph of the completed kit.

The anti-glare filter could be dark green or dark brown. This can be simulated by carefully spraying shading coats of highly diluted green and then black from both sides. This would be best done after painting the mountings of the glass mat black (C033).

The protective cushion can be from light brown to dark brown. The leather was glossy. Indications of handling were made by a light rubbing down after applying the gloss coat. Attaching the sight assembly to the instrument panel (B36) doesn't need to supply a lot of strength. I would recommend the mounting and



Junghans clock.



the gunsight be adhered from behind the instrument panel, perhaps with a small screw.

Kennblatt
Revi C/12 D
F1 52 095

Stand vom:
März 1941
Ausfertigung: 16

Kennzeichnung: Das Revi C/12 D ist ein optisches Visiergerät für starr im Flugzeug eingebaute Maschinenwaffen. Außerdem ist es für den Bombenwurf im Sturzkampf verwendbar.

Befestigungsplatte
mit 1 Schrauben

Revi C/12 D
Links-Halbsicht

308

Technische Angaben

Gerätesystem:

Reflexvisier mit mechanischer Justierung und Verdrückungswiderstand.

Optische Werte:

Greifwinkel 15°
Antrittswinkel 50 mm \pm 3
Angriffsabstand vom Reflektglas 200 bis 150 mm

Optische Visierlinie:

Leuchtendes Strichkreuz mit Verdrückung 10°
der Entfernung z. B. 10 m auf 100 m Entfernung

Mechanische Visierlinie:

Mechanisches Hilfsvisier, dargestellt durch Zielstachel und Kreuzhairs.

Justierbereich:

Höhe etwa \pm 3°
Seite etwa \pm 3°
(optische und mechanische Visierlinie werden gleichzeitig justiert).

Elektrische Angaben:

Stromart Gleichstrom
Betriebsspannung 24 bis 30 V
Leistungsverbrauch etwa 20 W

Maße und Gewicht:

Länge etwa 220 mm
Breite etwa 103 mm
Höhe etwa 170 mm
Gewicht etwa 1,4 kg

Einbau im Flugzeug mit starr eingebaute Waffeln:

Für den Einbau des Revi C/12 D wird die Befestigungsplatte F1 52 100-1 benötigt. Die Befestigungsplatte muß so eingebaut sein, daß die Visierlinie des eingebaute Revi in der Seiten- und Höhenrichtung parallel zur Flugzeuglängsachse liegt und das Revi-Strichkreuz aufrecht steht.

Der Stromschuß an die 24 Volt-Batterie erfolgt durch das am Revi-Grüne beifolgende Kabel mit Stecker.

Einbau im Sturzkampf-Flugzeug für Bombenwurf:

Für den Einbau des Revi C/12 D wird die Revi-Schwenkplatte SF 1 A F1 52 195 verwendet. (Siehe besonderes Kennblatt.)



PAINTING MASK BFC004

The described assembly certainly is possible without the use of masks, and they are not actually included in the kit. Of course, their use will simplify the painting procedure and in this case, will when it comes to the small detail parts that are molded as part of the main panel but end up with a different color. The same can be said for the mounting screws and the half-round heads on the panel itself, or the bezels and especially on the glass of the sight.

As noted, the mask is not included with the kit, but it can be acquired with membership to the Bunny Fighter Club under catalog number BFC004. This set eases painting of the base parts of switches and other control items numbered B18, B21, B26, the frame for Decal D13, the REVI connector, all screws and clear parts C1 and C3 on the sight (where extra care needs to be exercised when painting without masks). Prior to the placement of the masks, I would strongly recommend a coat of matt to protect the base paint.

BUY BFC004 1/4

Parts of the kit where the masks of BFC004 are applied.

FINAL TOUCHES

As with virtually any model in the classic scales, the final touches will have a significant impact on the end product and it can also be said that even here, less is more. In weathering the item, it is advisable to proceed carefully and sparingly.

In approaching the end of the assembly of my kit, but prior to placing the instrument bezels (with dials and indicators in place), I sprayed the whole thing with a matt coat. The dials then received their mandatory semi-gloss coat and the matt parts came out well on the epho-toetched shields and data plates.

This was followed by the addition of the bezels and other details, which were prepared separately. This had the advantage of allowing me to vary the sheen on individual components and to accentuate the weathering and increase the finesse of the panel surface. The edges of the instrument panel could be rubbed to a higher sheen or even down to the base color with a very fine sandpaper or polishing cloth. A different sheen or even a very

light shade of grey could be applied to the separate details with the same color as the basic panel, but, of course, while the details are just individual parts prior to their placement on the panel.

The screws can be polished to bring them out against the matt or semi-matt background. The screw heads can be lightly drybrushed with aluminum, as well as accenting some of the edges of some of the instruments (as indicated in the chart above). A brown pigment was finally used to break up some of the larger surface areas.

My thanks go out to Martin Nademlejnsky and Jiri Pospisil for their consultation during the construction of this kit.

Technical manual out takes and instruments for this article come from the collection of the Museum of the Air Battle over the Ore Mountains, September 11th, 1944 (www.museum119.cz)

REFERENCES:

<http://www.cockpitinstrumente.de/Flugzeuge/Jea-ger/Me109E/Instrumentenbeschreibung/Bilder.htm>

<http://www.cockpitinstrumente.de/Flugzeuge/Jea-ger/Me109E/Cockpit/Me109ECockpit.htm>

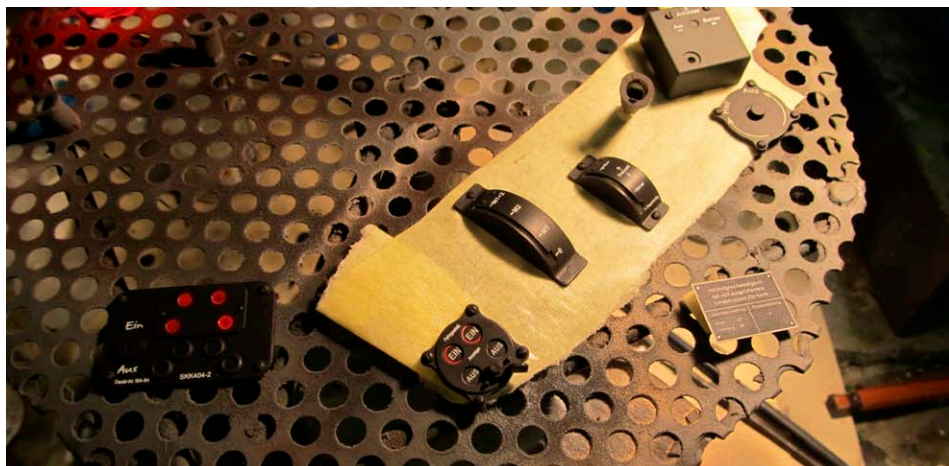
L.Dv.228/3 - Bf 109 E-1 und E-3 Beschreibung, Einbau und Prüfvorschrift für die Starre Schusswaffe (Berlin, 1939)

Betriebs- und Rüstanleitung Me 109 mit Motor DB 601 (Messerschmitt A.G.)

D. (Luft) T. 229/4 - Bf 109 E Bedienungs und Belade-vorschrift für die Abwurfwaffe (Berlin, 1940)

www.cockpitinstrumente.de

BUY Bf 109E instr. panel 1/4



Some of the individual details after spraying with a matt coat.



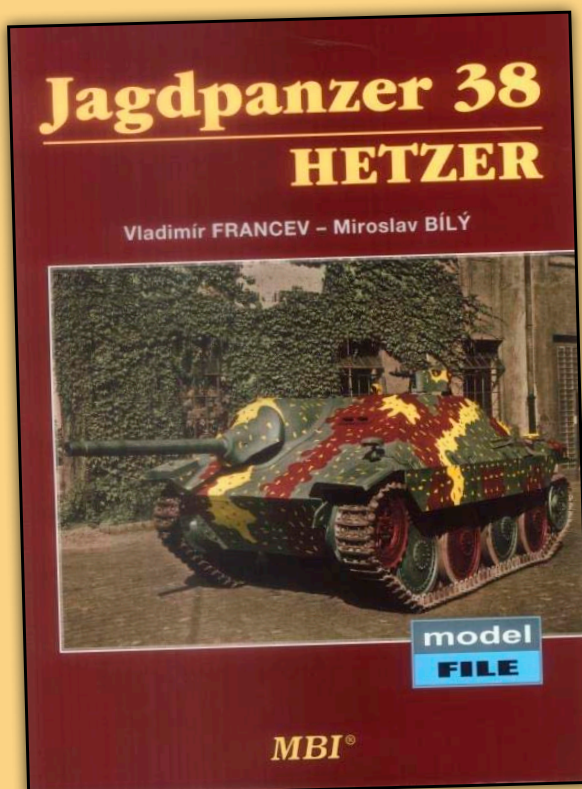
From 6th November there are several Kopro kits available at Eduard Store, for very advantageous prices. For \$1.50 per kit, you can obtain some of the 11 kits from this known Czech company. Visit „Kopro“ category at Eduard Store for more information.



K3131	Polikarpov Po-2
K3132	Avia C-2
K3135	Siebel Si-204 D/E
K3142	Avia B.534 „Luftwaffe“
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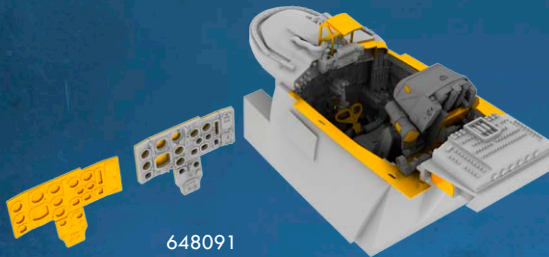
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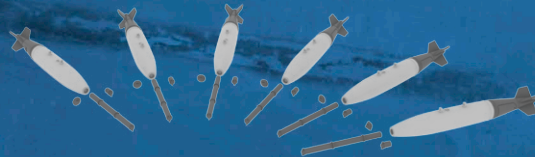
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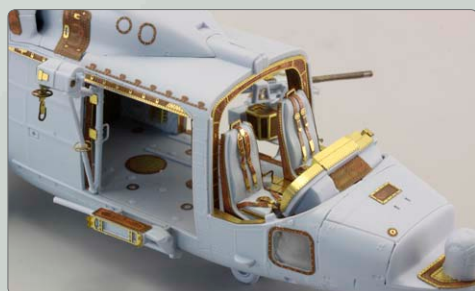
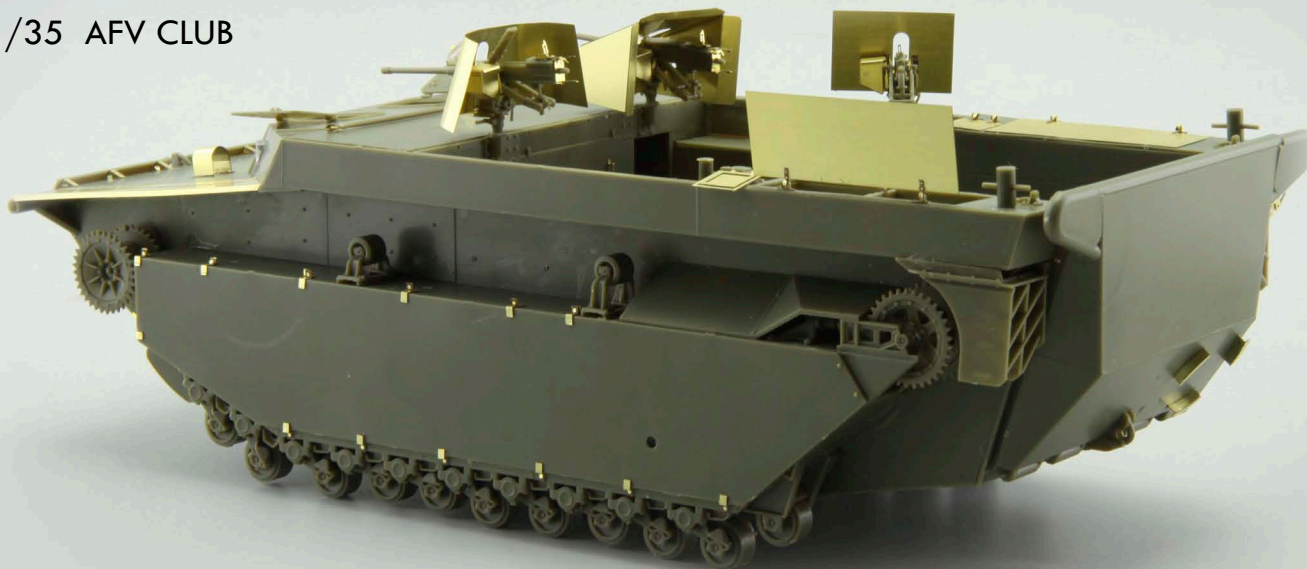
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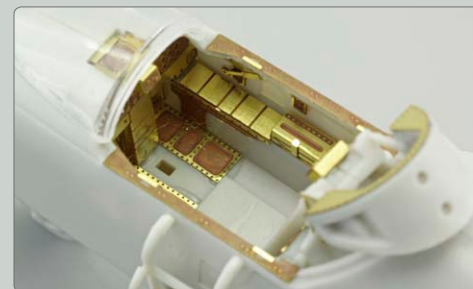
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