

INFO **EDUARD**

Vol 13, November 2014

ISSUE 53



price US \$ 0.00

SSW D.III 1/48



BUILT

SSW D.III 1/48

M4A1 Sherman 1/35

MiG-21PF, PFM and R 1/48

MiG-15bis Bunny Racer 1/72

HISTORY

Death of a Crocodile

Bunny Racer in Action



BRASSIN

SSW D.III engine and guns

F-4B exhaust nozzles

F-4B ejection seat



eduard

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

NOVEMBER 2014

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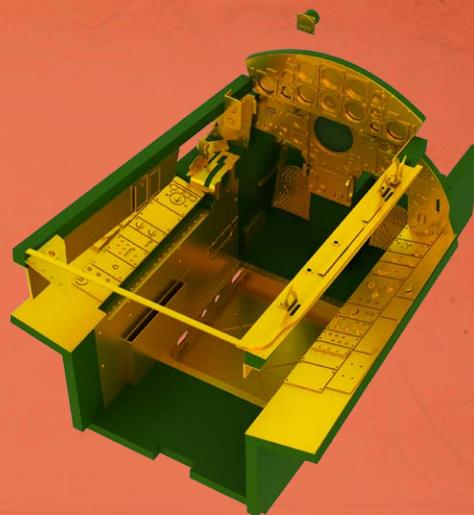
Death of a Crocodile
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December 2014



EDITORIAL

Dear Friends,

Welcome to the second last newsletter of the year. You should find it very informative, and will learn of such things as the first year of the Iron Bunny, a twenty-four hour modeling relay race building the Spitfire Mk.IX in 1/48 scale, not once but twice. The race was based around the Limited Edition 'The Boys Are Back' kit that contained two complete Spitfire models. The event is outlined and described, including the rules that governed it, in the article by Lubos Kuna, who also happens to be the organizer of the event, and who, incidentally, did a masterful job. I had the privilege of handing out the awards, and I can tell you honestly that I had never felt such a sense of euphoria at a model contest before. That was a weekend where no one was bored. The event had its own soul, and I am very hopeful for its future. The same can be said for Novemberfest. This year's event, the second annual, will take place on 28 – 29 November, and despite detail changes as compared to last year, nothing was taken from its appeal. Of that I am sure. Out of 144 spots available, only 14 remain.

Twenty years ago, we released our first model kits in 1/48th scale, Fokker E.III first and Siemens-Schuckert D.III second. They were a short run kits with all of the characteristics of that type of model, but still represented the turning of a corner in the development of our company, and I dare say added to the development of the industry. They weren't our first kits. That honor goes to two 1/72nd scale kits, the Sopwith Baby and Schneider. They both Fokker as well as the Siemens, though, were our first in 1/48th, and those in the scale that became by far the most dominant in our production. The concept of short run plastic components with photoetched details remained the norm for us for a number of years. The plastic was based on our masters and were produced by MPM. On the global stage, these kits meant a renaissance in WWI subject matter, and was something that was basically ignored by everyone else. We were met with the usual skepticism, and questions asking why we would expend energy on something so silly and on something no one else wants to do and no one is interested in. But we persevered and our WWI subject line gained its fans and several of our kits from that era represent a type of gold standard for our firm. In the coming year, we will re-release some of these older, though still good, kits. I don't mean the short run kits....those, we will not be going back to, but rather the more current technology type kits, such as the Albatros D.V., Fokker E.III, Fokker Dr.I and SPAD XIII. Among

these and many other Eduard kits, the Siemens-Schucker D.III also deserves mention, since it holds a place in my mind that formed my opinion for the better about kit production, and even other things. This happened in Chicago at the Richta Show a year or two after the release of the first Siemens. At the time, we had a list of other kits to our credit, and not just WWI subjects, that were well-received, and so we were probably deservedly rather pleased with our progress. This however, can also be the road to the hell of stagnation. At that Chicago show, a distinguished looking gentleman visited our booth and asked if we were responsible for that Siemens kit. I replied 'Yes, sir, that kit was produced by my company.' He answered that 'In that case, you should be thoroughly embarrassed by your efforts. I have never held anything so bad in my hands before. The thing can't be built! If you want your work to support you, then do your work properly!. Then he left. And he left me speechless. It's how it is, in those situations. At first, I felt insulted, and then I tried to analyze his words. I kept going over it in my mind and slowly began to reach the opinion that he was right. For all the accolades and pats on the back, the kit really was an unbuildable embarrassment, and it was time for a change. It set us on a road that was not easy. Actually, it was very difficult and paved with many problems and dilemmas. But I think the end result is well worth it, and friends, if you'd like to try and tell me that with this, or the first test shots of the Avia B.534 that I have in front of me, that the thing is an unbuildable embarrassment, I will not fall for it that easily this time. I know that an embarrassment it is not, and I also now know what dedication costs. And, you know, everything has a ceiling. And as a sidenote, since we are with the 72nd scale Avia, and 72nd scale in general, I hear and often read that our 72nd scale kits are nothing to write home about. And this is true.... in the sense that that revolution has not yet begun....but it's about to!

November sees the second anniversary of the establishing of the BFC. To commemorate, see the article about the history of the Bunny Fighter, which I do not recommend taking too



seriously, and also one of six built models in the BUILT section. This issue of the newsletter also sees the continuation of the history of our firm, for which there has been quite a bit of demand. And also, the main reason for this bulletin is to inform you of new products, which November sees its fair share of releases. In this month's newsletter, you will learn not only about the new 1/48 SSW D.III, but also much about the Brassin kits released in conjunction with, and for, this kit., such as 848166, the SSW D.III ENGINE, which is the Siemens- Halke Sh.III engine and 848177 SSW D.III GUNS, which are Spandau LMG 015 guns. Along with these sets for the Siemens kit, November sees a record ten new Brassin sets, among them several non-traditional items. By that, I mean, for example, the wheel set for the Typhoon Mk.Ib in 1/24th scale from Airfix, or the Bren gun in 1/35th scale, or for the 105mm anti-aircraft gun for the German Type IX Submarine in 1/72nd. I would also like to divert attention to the set numbered 648185 MiG-21 PFM Interior-Grey, that has gone into production by popular demand. This set is viable for the early production of the MiG-21 PFM.

With respect to photoetching, here, you can also find something dedicated to the SSW D.III kit. This concerns the fabric seatbelts 49070 SSW D.III SEATBELTS FABRIC. Other sets that are sure to garner interest are for the C-47

and the Blenheim in 1/72nd scale from Airfix, or the first two sets dedicated to the Spitfire Mk V in 1/48 from the same manufacturer covering the interior and the landing flaps. There are also the five BIG ED sets released this month. Among new ZOOM sets, please note the one dedicated to the La-7 in 1/72nd scale WEEKEND EDITION kit 7425. And this brings back around to kit releases, including the re-edition of the Bf 110E ProfiPACK kit in 1/48th.

This year, we will be at Telford, and we will be looking forward to seeing the participants of Novemberfest on the last Friday of the month. I wish you a good read of this newsletter and of our new items this month.

Happy Modeling!

Vladimir Sulc




**ON NOVEMBER 20TH, 2014,
WE WILL CELEBRATE
THE 2ND ANNIVERSARY
OF THE BUNNY FIGHTER CLUB.**

STAY TURNED!

IRON BUNNY 2014

Bublava, October 17th- 19th 2014

Luboš Kuna

The first extreme modeling event, inspired by the legendary car race 24 Heures du Mans, took place under the guise of the Bunny Fighter Club with total support from Eduard. The event was conceptualized as a relay type race with the participation of four-member teams of modelers, who's job it was to construct a model that would conform to the rules and regulations of the SMCR. The time limit for the race was placed at 24 hours, and the members would change and replace one another so that there were never more than two members of the team in the work area. Each team was obligated to invest at least four hours of time and could not exceed six or eight hours in one sitting, depending on the number of team members. Compliance to these rules was monitored via an electronic system and controlled through a touch-screen monitor.

The first contestants at Bublava in the Ore Mountains began to arrive on Friday after 1600h. The teams were composed of:

1. Hell's Snails from Modelweb (Petr Pastera, Michal Sudek, Jaroslav Sebek, Libor Muzik)
2. MCR Crew (Zdenek Briza, Michal Briza, Jiri Soucek)
3. Banda Veselych Patlalu (Petr Nemecek, Martin Nemecek, Michael Kaplan, Jakub Kaplan)
4. Carrot Eaters (Josef Jetmar, Martin Sykora, Daniel Marek)
5. Nothing Box (Jan Hanzlicek, Martin Vochoc, Vladimir Suma, Bohumir Bilek)
6. Dlouhohrajci Decka (David Lengyel, Marina Kim, Viktor Mulin, Vojtech Stary)

Through the course of Friday evening, the teams took up their positions in previously drawn booths and basically, settled in. The last of the team members arrived prior to 2100h. The plans for their stay included making them as comfortable as possible with refreshments provided by the best local producers. At 2200h, the pre-start briefing took

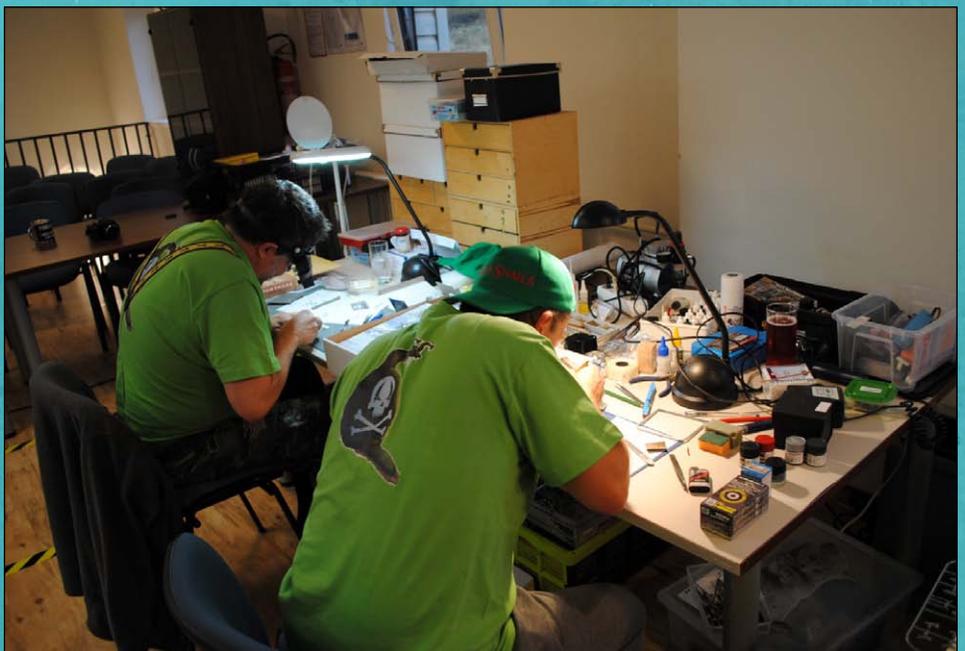


place, and this included revealing the 'vehicle' with which each team would compete - Dual Combo 1/48 scale Spitfire Mk.IX in the Limited Edition 'The Boys Are Back' (Nasi se vračejí). The contestants then gathered up other items provided by Eduard - photoetched and Brassin accessories, paints, thinners... After the initial shock of finding out that the competition would involve not one, but two, kits, the teams began developing their strategies at a feverish pace and to delegate their duties among them. In all likelihood....there was very little



sleep that night.

The actual race began on Saturday, following a half-hour warmup, shortly after 0730h and with an overall air of calm. Over the first few hours, essentially all that was heard was the sound of grinding and filing as they bit into resin and plastic. This was nicely followed by the starting up of compressors and the sound of airbrushes as the interior components were



assembled. A short while after the first prerequisite change in personnel around 1400h, there was a loss of electrical power and the race was forcibly interrupted. Fortunately, this lasted just long enough to have power come back on within an hour, and the combatants were once again able to take up their positions. Labor intensity steadily rose as time went by. Sunday morning brought with it the obligatory sprint to the finish line, and as unlikely as it seemed at the beginning, the finish line displayed ten fully completed and two virtually finished models. By that time, all competitors were running on thinner fumes and on their final strength reserves brought on by the expulsion of energy. And if few slept the night before, none slept that particular night. While the individual teams cleared out their work stations and the last of the stragglers took in the mandatory view of Bleiberg, a three member commission of judges searched out any shortcomings and mistakes of the models. Truth be told, most of the kits deserved a high score. This led to the revealing of the results of the judging, an acknowledg-



FINAL RESULTS:

		Spitfire F Mk.IXc (detailed)		Spitfire LF Mk.IXe (Ready to Fly)		Total Points
		Scheme	points	Scheme	points	
1.	Nothing Box	3 (ZD S)	77,50	38 (MP-7)	61,50	139,00
2.	Carrot Eaters	4 (SZ A)	65,50	23 (KR-6)	56,50	122,00
3.	Banda Veselých Patlalů	2 (MT H)	66,00	28 (LS-6)	54,50	120,50
4.	MCR Crew	16 (D O)	53,00	34 (OX-1)	50,00	103,00
5.	Dlouhohrající Děcka	19 (DU Q)*	17,50	27 (DZ-7)	69,00	86,50
6.	Hell's Snails from MW	1 (FY V)*	16,50	24 (A-708)	55,00	71,50

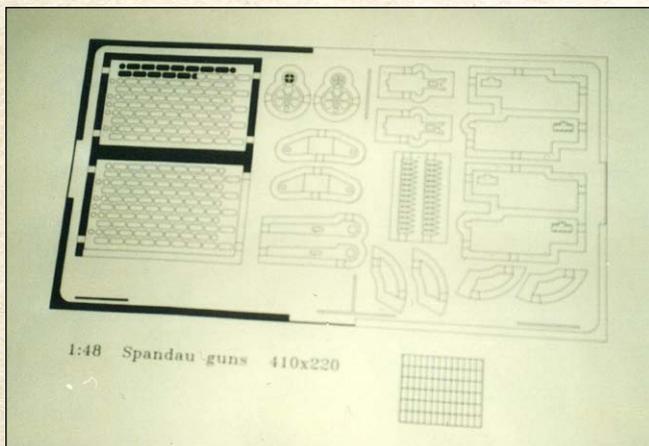
* Incomplete Scheme

ment of all who found the time and energy to compete, and the farewells. Over the course of the event, a team from KIT Klub Chodov and KPM Kaznejov ensured that all rules were strictly adhered to, and that the liquid and energy requirements of the participants were met. The contest, despite extreme demands on a lot of individuals, came off well and in a calm organized way, and the main motto of the event was 'he who plays, stays out of trouble'.



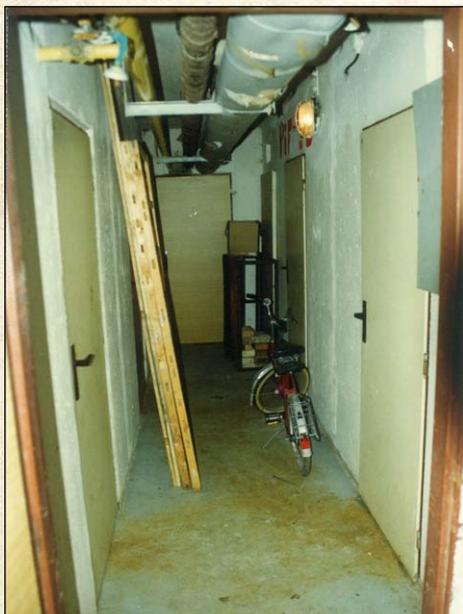
Pictures from the history of Eduard part 3 in the Czech Republic, the European Union and elsewhere

Vladimír Šulc



The design for a photoetch set in 10:1 scale drawn by A0 format plotter, there in the process of filling of the areas by black ink on the picture. The design was downscaled to 1:1 scale by photographic way and multiply combined to the master pattern for the shinning of the brass plates. That technology was not available in early Eduard, and it was provided upon contract by ZPA Nový Bor first, and then by Tesla Prolouc. It was requesting to drive to Prolouc nearly every week with the growing production of the new photoetch items.

Up to New Year's 1991, we marched on into the future full of hope, and unfortunately, with an empty bank account. In the fall, we were successfully filling our first orders, but the largest of those in terms of cash value remained unpaid, and this is something that hurt. Fortunately, at the time, each one of us still had their main source of income, and so we were not dependant on our activities for support. On the other hand, though, this was not something that was sustainable, either. By the new year, we were lucky enough to



The basement of the block of flats in city of Most, where the first photoetching office was located. Note the brown spot on the floor, which is the ferric chloride, used until today as an etching liquid and which became be everywhere soon after starting the process.

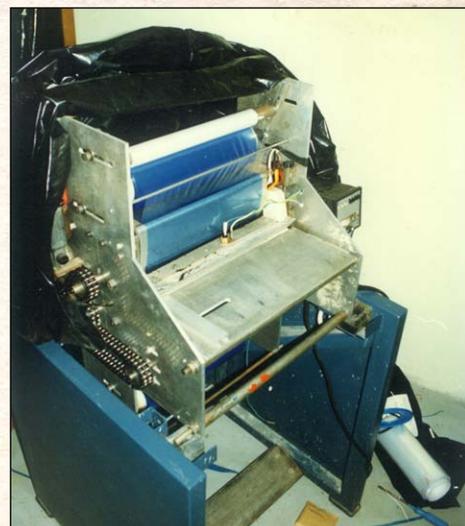
have gained new customers, and a growing list of home grown model shops that would carry our product, such as Artur Model Centrum, Modelimex, or the gargantuan of the Czech market, MPM. This threesome remains to this day our largest Czech clientele, and Modelimex has developed into an international entity that ranks among the top five of our most active distributors. From this, we were able to source income, if at a relatively low, but steady pace that allowed us some breathing room to consider expansion.

This would open doors into the international market that until then were closed to us. The international market open to the Czech Republic were still bound to the laws and regulations from the days of socialism, and the concept of the monopoly was still alive and well, and everything went through the PZO. Companies progressively became freer, and in 1991, companies and even individuals could gain permission to access international markets, but it was no simple matter. Jumping through all the necessary bureaucratic hoops was not the only obstacle. Another was the payment routes required, that were offered by only a small amount of financial institutions. Currency exchange procedures were in those times an adventure, and today the application of the procedures used then is something that no bank would survive. Funds transfer could only be done at the counter. It was something, though, that once you did go through the adventure, you did come out the other end with a distinct feeling of accomplishment. After doing all that needed to be done, we were able to gain the green light to access the international markets in the spring. We had the proper accounts in place, and were even making international contacts. We were able to get these through our first participation at the Norimberk Toy Fair. This event, through the eighties and nineties, had an air of mystery attached to it thanks to articles printed in ABC magazine by Vaclav Sorel. We pinned high hopes on this world class event, and put a lot of effort and focus into its preparation. We embarked on the one-day affair with all of our people, and some friends who's enthusiasm and support almost demanded their presence. Our contingent numbered twelve, only two of which had relevant negotiating skills, myself and Karel Padar. Karel Padar was the best of us equipped in terms of linguistic skills, and had even signed up for two seminars that turned out to be absolutely necessary for our development. Our problem was that we were not entirely certain how to contact our contacts, since, as it turned out, they operated under a bit of a veil of secrecy. From his last trip to Japan, Karel came equipped



Light chamber, build by us. It used a oxygen tank from MiG-21 as a vacuum receiver.

with Mr. Ono from the firm Biwa as one contact. We searched hi and lo for him, asked wherever we could, but no one knew where he was or even heard of the firm. This ended up being a product of Mr. Ono's own genius, and he eventually found us on his own. We were very surprised to read on his card 'BEAVER, NORI ONO'. Written phonetically, Karel's friend had written it down correctly. Subsequent talks with Mr. Ono went as smooth as silk, the same as the some twenty years of co-operation that followed. Straight-



The laminator, build by us ourselves as well. This was the most sophisticated and technically complicated machine we built in early days, expecting high level of accuracy. It was successful machine, working long years even after we already got the professional machine. It was still in reserve even in 21st century.



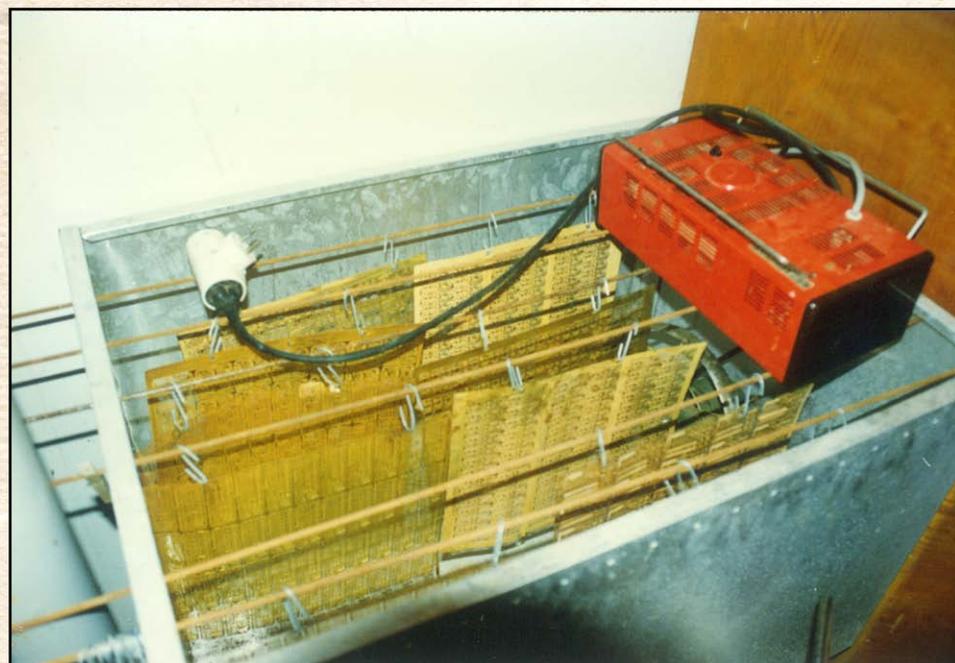
The general view to the photoetching office in the house No.611 in Komensky Street in City of Most. I hesitate such equipment could be running today.

-talking, clear and precise methods of co-operation, which Mr. Ono was clearly used to, tended to throw me for loops, on occasion. I assumed that other Japanese contacts would operate the same way, but that was not to be. I have not yet come into contact with any other Japanese firm that would operate to the same level as Beaver, and I would add that generally speaking, working with Japanese firms tended to be mostly unsuccessful and enormously labor intensive. Our second contact was the American firm MMD. This firm was under the shield of Squadron Signal. At that time, we had no idea that the two firms were virtually one and the same. In the end, we found each other, but that was still no guarantee of success. The people from MMD had schedules that were pretty much booked, but they were ready and willing to make time for us after the

opening of the show. Coming to an agreement with the Americans was more complicated, and a very difficult thing to accomplish. Misterys Chuck Harransky and Jerry Campbell used the 'good cop/bad cop' strategy and they got a good feel for us greenhorns. Chuck Harransky expended a lot of patience and instinct to find and identify potential within us and dedicated the entire evening to that end, but was able to come to an agreement with us despite our naivete and the obvious gap in languages, and by the time the night watchman escorted us through the doors after ten o'clock, we walked away with the distinct impression that we just gained the contract that would ensure our further development. And that is how it turned out. The contracts with Mr. Ono and MMD of Chuck Harransky and Jerry Campbell became the cornerstone of our ability

to export well into the future. Other negotiations, mainly with German firms, tended to end in frustration, and outright rejection except for the possibility of further talks, but the results just weren't coming. Nevertheless, our trip back home had no shortage of things to think about and our inaugural trip to Morimberk certainly did expand our horizons, but also presented a host of new challenges before us.

The main thing, at least for me, was to give myself some freedom. Having to do everything in the firm ourselves was proving to be unsustainable. Through the spring, we hired our first people, and familiarized them with our manufacturing procedures. At the same time, we were looking at ways of expanding our product line. I initially did the design work, and through the winter, Karel Padar joined me, and we looked for other potential designers among our modeling friends. Our first designs were hand drawn on a board composed of a plate of glass mounted on a drafting table, which allowed us to design the second, upper, layer of glass against the backlit lower level. The first drawings were made 10:1, and the component surfaces were painted out. The painting job was progressively allocated to willing family members. It was work that carried with it a lot of responsibility and required a lot of care, and every time the 'crayon went outside the line', it put the artwork in jeopardy. Work was done on original art. The design stage also required a lot of careful attention. Each correction typically meant additional hours of work. This method of work naturally limited the accuracy of the first etchings, but popular demands on accuracy were not to today's high standards, and the notion that 'a good modeler will finish the job himself'. A quantum leap forward in our qualitative abilities came with the introduction of computers. We got a lot of help from Zdenek Sekyrka, a partner with pre-revolutionary resin kit production, who worked as a technician with Banske Stavby Most. Besides large integrated computer systems, the company was also expe-



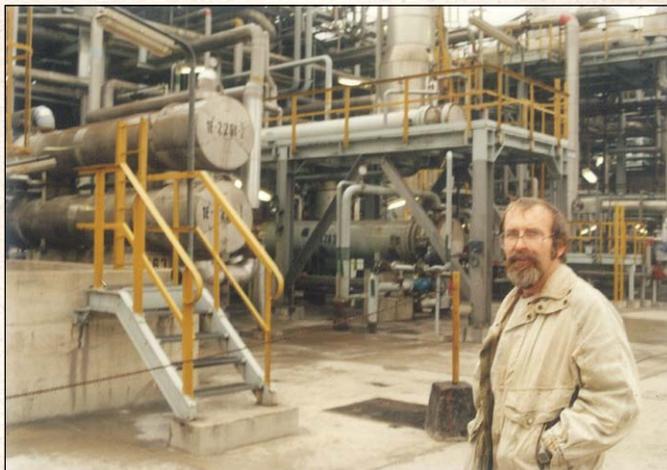
The drying box in the basement again.



The early eduard photoetch production, the first version of packing. The item name and item number were printed to the label by rubber stamp. We were good customer of the TRODAT company during early nineties.

rimenting with table top machines, and Zdenek was able to get us time on these. Just prior to the first session, I was rather skeptical. The first to benefit from all this was the 1/48th scale MS-406 set, which was nothing spectacular, but the potential of the new system was clear. By today's standards, the set up was almost laughable; the hardware came from ACER with an Intel 286 processor and the hard disk had 20MB capacity. At our disposal, we had AUTOCAD 8, purely a luxury item for us. A huge bonus of the set up was the A0 format plotter which allowed for a magnification in the order of 10x, which was consistent with our initial methodology. Rental of the equipment opened the door for us to produce a faster, more precise product of higher quality. In the meantime, we continued to test designers in the old classic hand-made method, and all that led to a rapid expansion of the product line in the second half of the year. Sales of our products steadily improved, despite the fact that we continually met with skeptics. Citrad was a big optimist, and he liked to explain and describe our goals and methods, and continually reminded us of the sweet days ahead. Often, he was met with non-understanding and even laughter. I will never forget the reaction of one of his friends, who, after listening to Citrad's optimism, turned to us and said 'Boys...I don't want to stomp on your dreams, but this will never support you! Open up a video rental store...that'll fly. You'll make money.' Fortunately, the man was wrong, but even modelers in the beginning were no friendlier to our cause. I recall a discussion during the model contest at Mosnov, where along with Citrad, I explained our goals to a full house. There was a lot of reaction from the audience, the most common of which was 'why should we pay for this when we can make this stuff ourselves?' I tried to explain that the way we produced these items, it was very unlikely that they would do the same, but I was not believed. This has continued to this day, in the form of the growing opinion that photoetching is in its death throes. Personally, I hold nothing against this opinion, and perhaps, some day, someone will cast a better mesh than we can etch. But until that day, we will continue to photoetch. There was a certain amount of skepticism even from retailers. For most, at that time, we were just a small company with products of a strange subject matter. A significant source of disappointment for us was a lack of success with Hannants. This was in the east a popular firm, thanks to the

exchange of products with eastern modelers in the eighties that was developed and maintained by Nigel Hannant, and I was plugged into his venture, as well as Karel Padar. His market was based on the barter system that involved many individuals, and so it was able to bypass a lot of



Citrad Kurak in chemical plant (Chemopetrol) in Litvinov.

the barriers that were put in place in the social experiment by the communists. The idea was a simple one. Nigel sent eastern European modelers that dealt with him his catalog and an information letter inquiring about models, along with a pricelist per item, all in Pound Sterling, and a maximum number of each item that he would accept with a stern warning that models above the specific count would not be paid for. Typically, the amount was limited to a dozen items, sometimes 24. Sometimes, there were no limits imposed, such as with the Avro Shackleton or the Sea Vixen from NOVO that sold kits using molds from the bankrupt FROG label. Based on Nigel's inquiries, we, his customers and suppliers, bought, or found, what could be bought or found, packed them up, and sent them to him. We then calculated what we could expect in Pound Sterling. Each customer/supplier had a running tab with Nigel, which he could accumulate to put against orders from the Hannant's catalog. It was a bit of throwback to earlier times, but goods moved quite efficiently. In the background of this system, there were other arrangements in place in Eastern Europe and elsewhere. Kits from KP and Smer did not fetch a high reward thanks to their accessibility, and Soviet produced items tended to receive more attention, where former FROG products were produced at several locations for the home market. An example of that is the company Tashigurska from Tashkent, labeled NOVO for the export market. Kits packed for the home market were packaged in absolutely horrible packages in the Russian style, normally without decals, and often without even a label identifying the type. Nevertheless, they fulfilled the requirements of the communist planners, drew attention to subjects of the USSR, modeling horizons expanded, and so did the demand for western kits. That helped Hannant's expansion of his network to the east, since it was possible to exchange western



Karel Pádár and Mr. Ono. The picture was taken in the late nineties, sometimes in 1996 or 1997 in Nuremberg.

surplus kits for Russian models, and to a certain extent, for kits of Czech or Polish origin. Thanks to this, the industry worked on decent returns, and even Czech flea markets drew benefit, such as the popular one at Radiopalac. I am not certain how expanded Nigel's eastern barter-based business was, but it certainly had to involve a significant number of people from Czechoslovakia, Poland, the Soviet Union, and likely East Germany as well, and perhaps elsewhere, too. It was not an easy venture to get into, not only because its participants did not want to allow more and more competitors into their ranks. With respect to the fact that Karel and I were long term participants in Nigel's venture and suppliers of above standard products, such as the resin kits we produced in the eighties (more on that next time), we hoped that we would find an advantageous route to him with our new activities. This was a mistake, and Nigel showed little interest in photoetching. He considered it somewhat of a passing fad, and on top of that, this fad was satisfied by the traditional English manufacturer Airwaves. He outright rejected us. He changed his opinion later, after a few years, when we finally had a reputation supporting us. It was not an easy feat to find distributors in England, until a year later, when Stan Overall, co-operator of Michal Ovcačík and Karel Susa at 4+, gave us a shot.

Despite all the troubles we encountered, our market share grew and so did production. It came time to look for new people to work with. Helena Pitakova entered the photoetching facility in the basement of the apartment building, and is in charge of photoetching production to this day. My longtime colleagues from the modeling club in Slany, Michal Svandrlík and Karel Vorlíček, became designers from the beginning on the drafting table, very slowly and carefully at first, designing products. Michal lived in Kladno, Karel in Slany, and both eventually moved to Most. Michal moved back to Kladno and left Eduard, but certainly left his mark, and Karel is with the firm to this day.

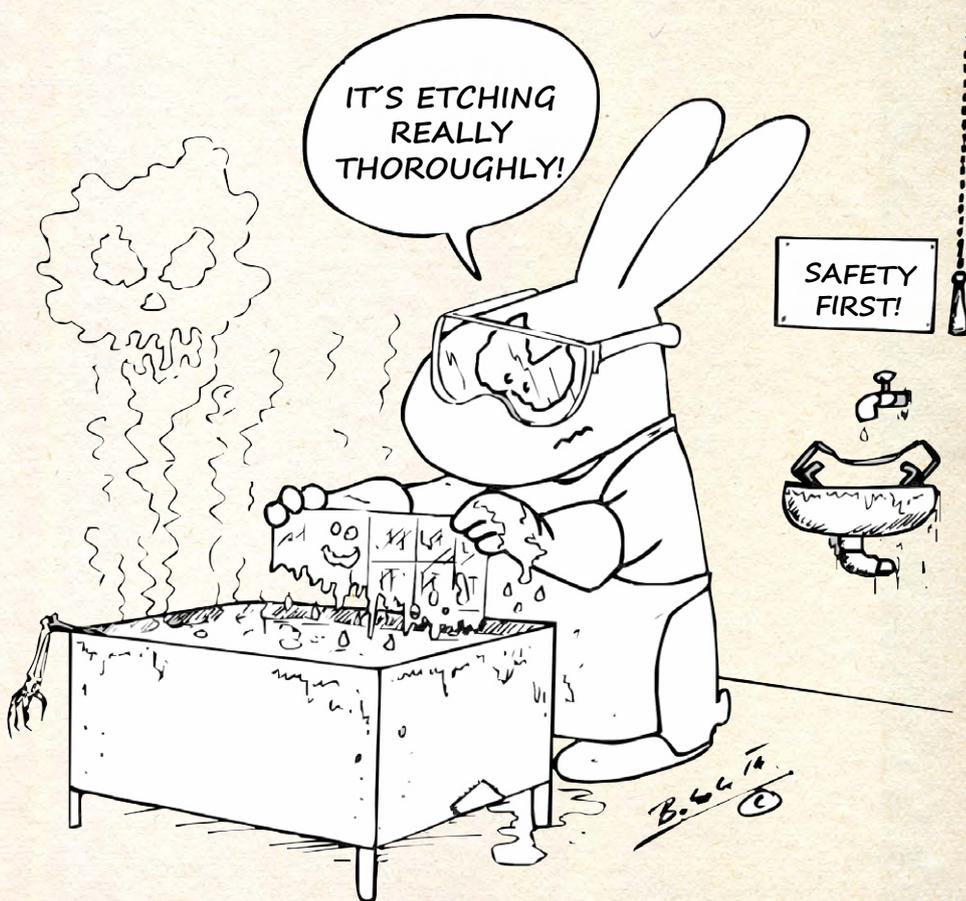
Our product line happily grew, and we were soon faced with the issue of where to put it all. We found a temporary solution to the growing problem in the apartment of my mother, where we installed shelving to house the line that she had already been involved with in packaging. So, she organized our growing stock system, and my sister-in-law was in charge of orders to the point where she became a permanent employee of our firm. Along with the growing production commitments came the realization that we won't last very long in the basement of an apartment building. So, by the middle of the year, Slavek Motl rented a space formerly occupied by a boiler on a street in Ve Dvoře in a spot today referred to as the Most Bronx, and promptly, along with Citrad Kurak, undertook design changes that would facilitate our needs and include offices. The structure that connected two towers was huge with respect to our immediate needs, and so they set out to use the extra space for selling grocery items that in the pre-hypermarket days seemed like a good way to use the space. Some of the excess area was also dedicated to serving as a photo studio which also came across as a good investment as it was directly related to the products we were producing. At that time we did not have our own equipment for exposing photo-resist coated brass sheets and what did have had to last years. It was very expensive, and well beyond our means, as was, as it turned



The Ve Dvoře (In the court) street today. It is the most dangerous location in the city of Most in present days, so called Most's Bronx. It didn't matter in early nineties, at that time, the whole city of Most was a really dangerous location.

out, making our own. So the coated brass sheets were made for us professionally, first by ZPA Nový Bor, which was negotiated by Karel Padar, who at the time lived in Nový Bor, where he worked in a glass works plant, and he also modeled and designed parts of our photoetched brass line. Later, this operation was moved to Prelouč, that had a bigger facility and was more willing to work with us, a relationship that was to last for years, right up to the demise of Tesla Prelouč. The space that we occupied in Ve Dvoře we did so until 1991, when we were ready to relocate and expand the production capabilities that had been increasing. The New Year of

1992 saw new horizons, new growth and further expansion. In the fall, and on Karel's urgings, we began to cautiously negotiate with Jiri Silhanek about the possibility of supplying photoetching for model kits produced by MPM. He was initially reluctant, and he felt that he saw them as more trouble than they were worth. But this all took a different turn, as so often happens in life, but more on that later.....





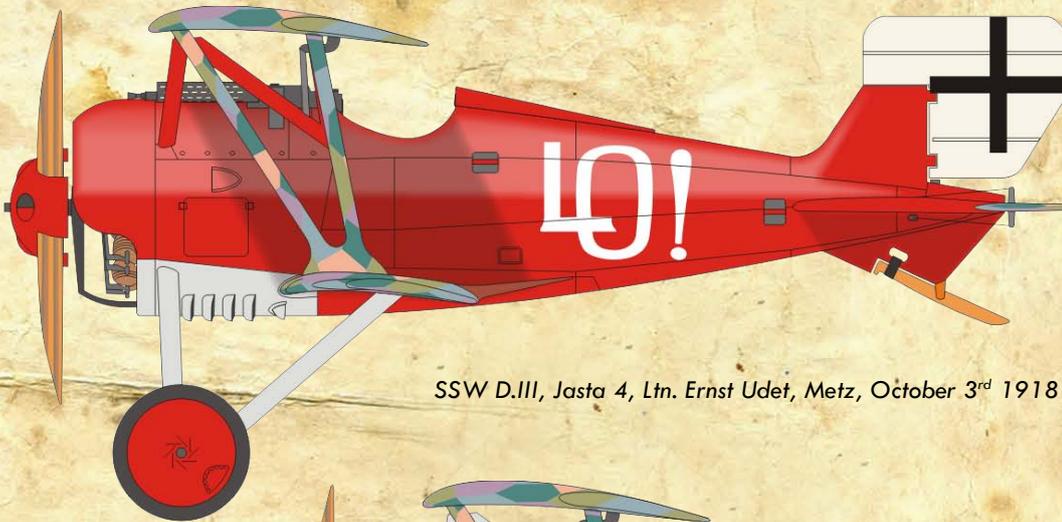
K. Borochov 2014

SSW D.III

ProfiPACK 1/48
edition

- 5 markings
- photo-etched set
- painting mask
- Cartograf decals

BUY SSW D.III 1/48 

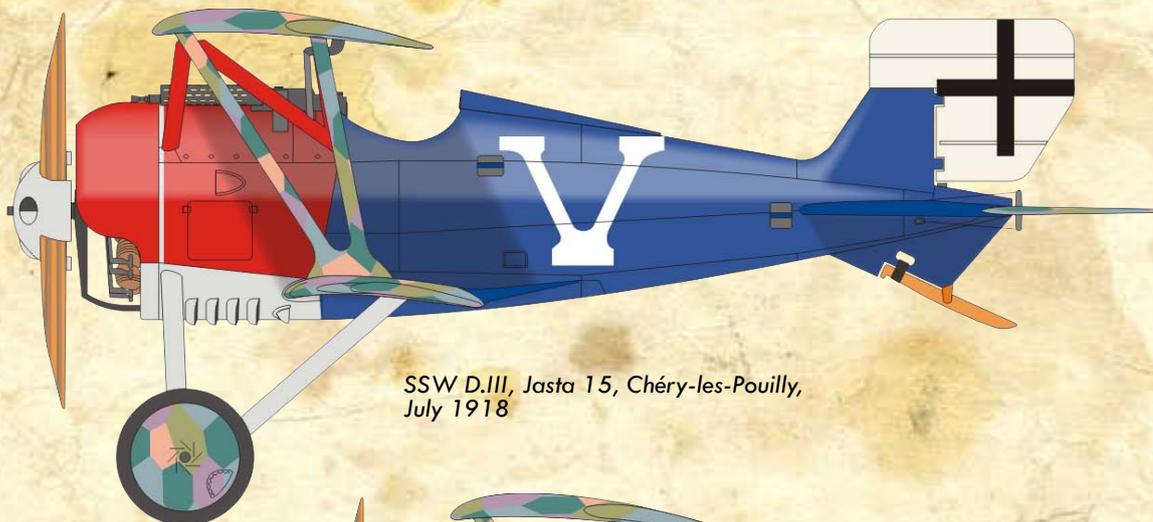


SSW D.III, Jasta 4, Lt. Ernst Udet, Metz, October 3rd 1918

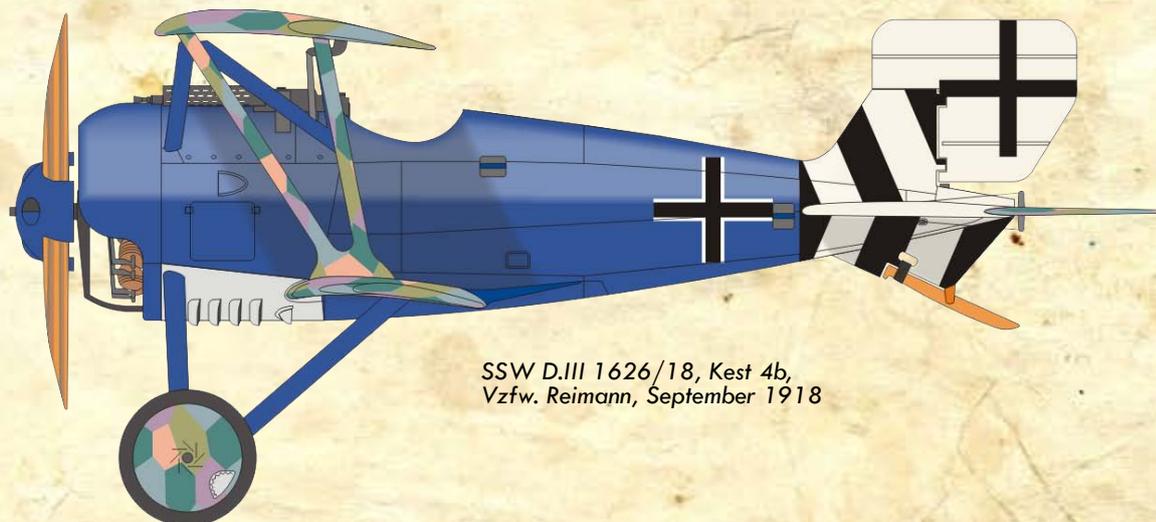


SSW D.III 3025/18, Trevír, December 1918 - January 1919

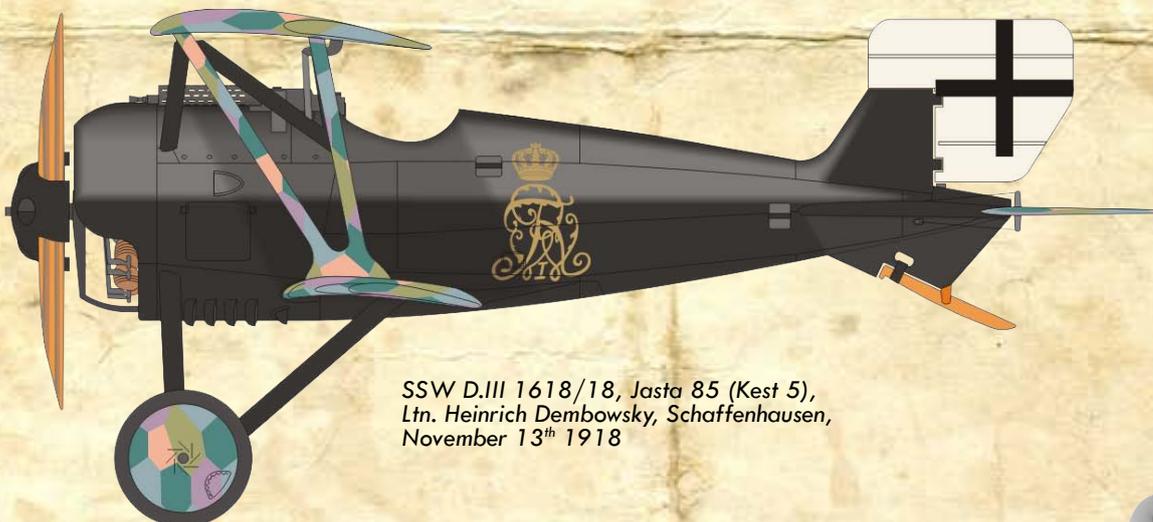
PHOTO GALLERY ON PAGE 36.



SSW D.III, Jasta 15, Chéry-les-Pouilly,
July 1918



SSW D.III 1626/18, Kest 4b,
Vzfw. Reimann, September 1918



SSW D.III 1618/18, Jasta 85 (Kest 5),
Ltn. Heinrich Dembowsky, Schaffhausen,
November 13th 1918



RECOMMENDED:

- 648177 SSW D.III guns 1/48 (Brassin)
- 648166 SSW D.III engine 1/48 (Brassin)
- 49070 SSW D.III seatbelts FABRIC

T-SHIRT

LIMITED EDITION

FULLCOLOR ARTWORK COTTON T-SHIRT (BY REZAVA VRTULE)

(SIZE: M, L, XL, XXL, XXXL)

WITH KIT No. 8256 ON EDUARD STORE ONLY!



EDOWEEN

= 13%

29 OCT - 2 NOV 2014

Bf 110E

1/48, Cat. No. 8203



BUY Bf 110E 1/48

ProfiPACK REEDICE edition

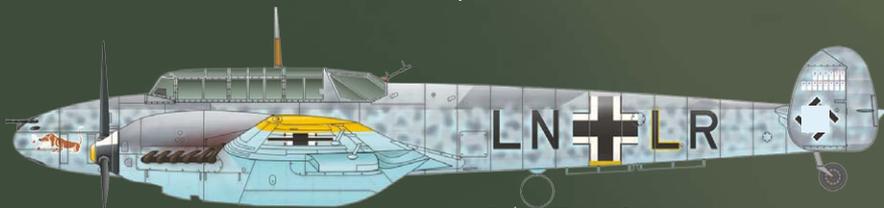
- 4 markings
- photo-etched set
- painting mask
- Eduard decals



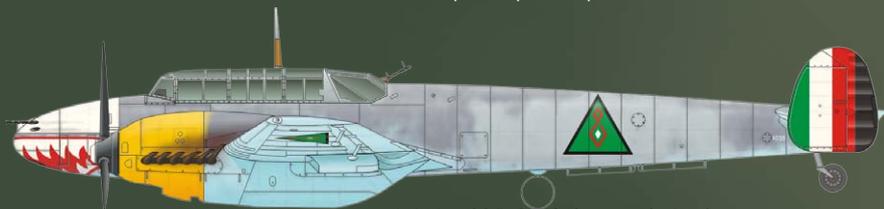
S9+NN, 5./ZG "Wespen", Lt. Herbert Kutscha, Russia, 1942



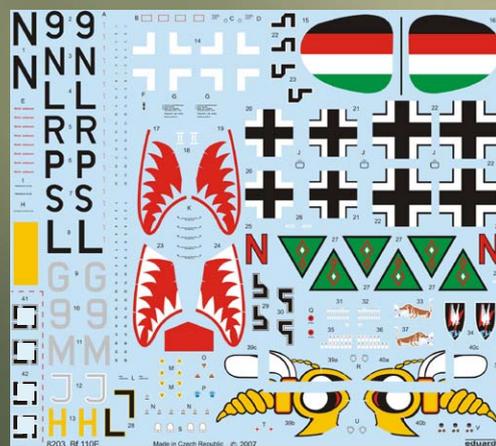
G9+JM, 4./NJG 1, St. Trond, France, February 1942



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



W. Nr. 4035, Sonderkommando Junck, Iraq, Mosul Air Base, May 1941



RECOMMENDED:

648055 Bf 110 E/F/G main undercarriage wheels (Brassin)



La-7

1/72, Cat. No. 7425

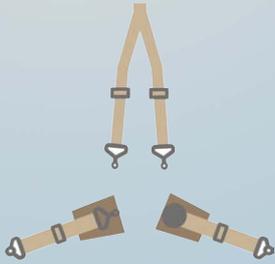
WEEKEND
edition



Maj. A. V. Alelyukhin, 9th GIAP, 1945



Lt. Col. Filipp M. Kosolapov, CO, 937th IAP / 322nd IAD,
Prague – Kbely airfield, Czechoslovakia, May 1945

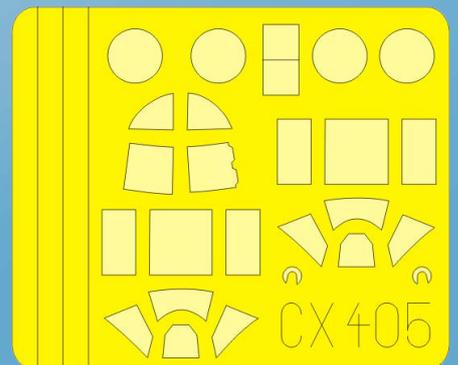
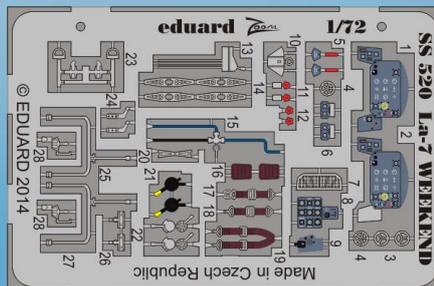


SUPERFABRIC seatbelts included

BUY La-7 1/72 

RECOMMENDED:

- CX405 La-7 Weekend 1/72 (Maska)
- SS520 La-7 Weekend (PE-sets)



624001
Typhoon wheels
1/24 Airfix

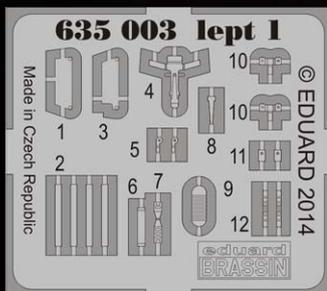
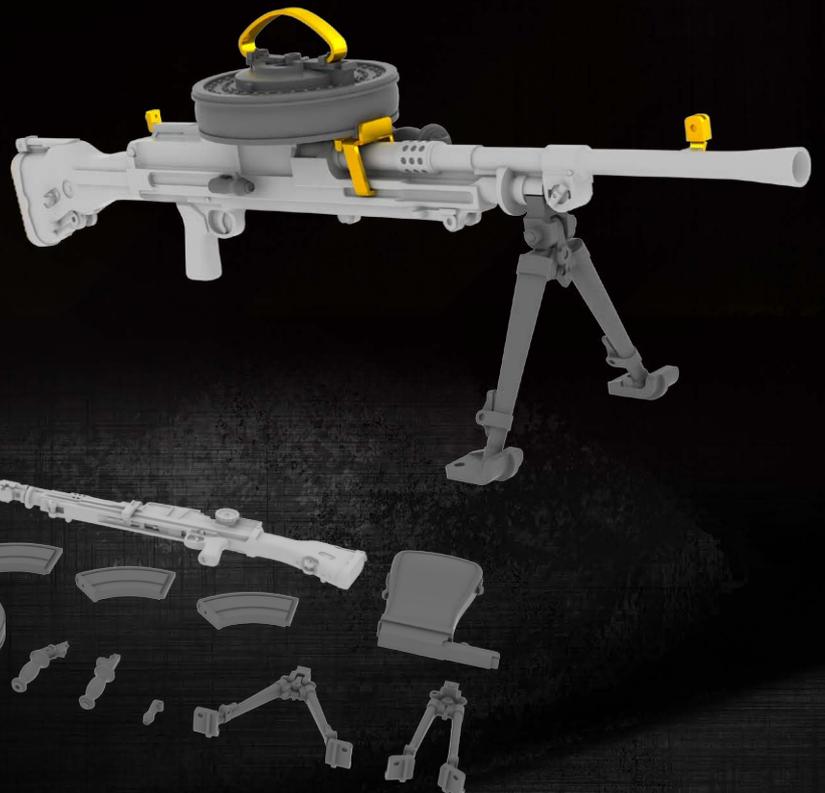
Brassin set of wheels for Typhoon in 24th scale by Airfix. Set contains main landing gear wheels and tail wheel. This set comes with painting mask.



BUY Typhoon wheels 1/24

635003
Bren Mk.I
1/35

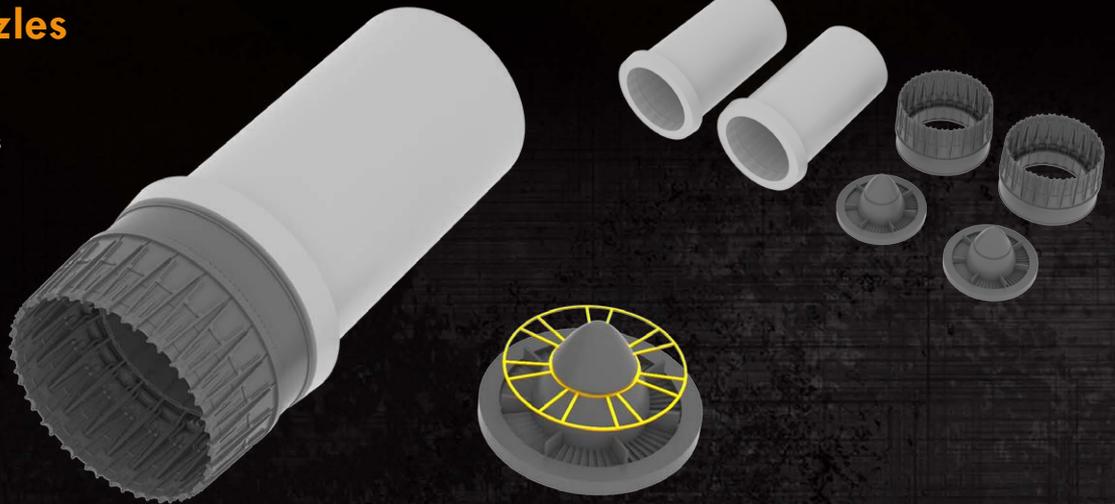
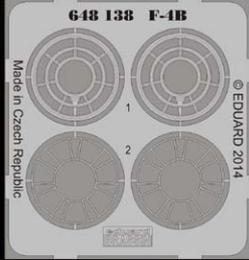
English machine gun Bren with two types of magazines in 35th scale. Set contains bag for empty shells and support legs. Photo-etched details included.



BUY Bren Mk.I 1/48

648138
F-4B exhaust nozzles
 1/48 Academy

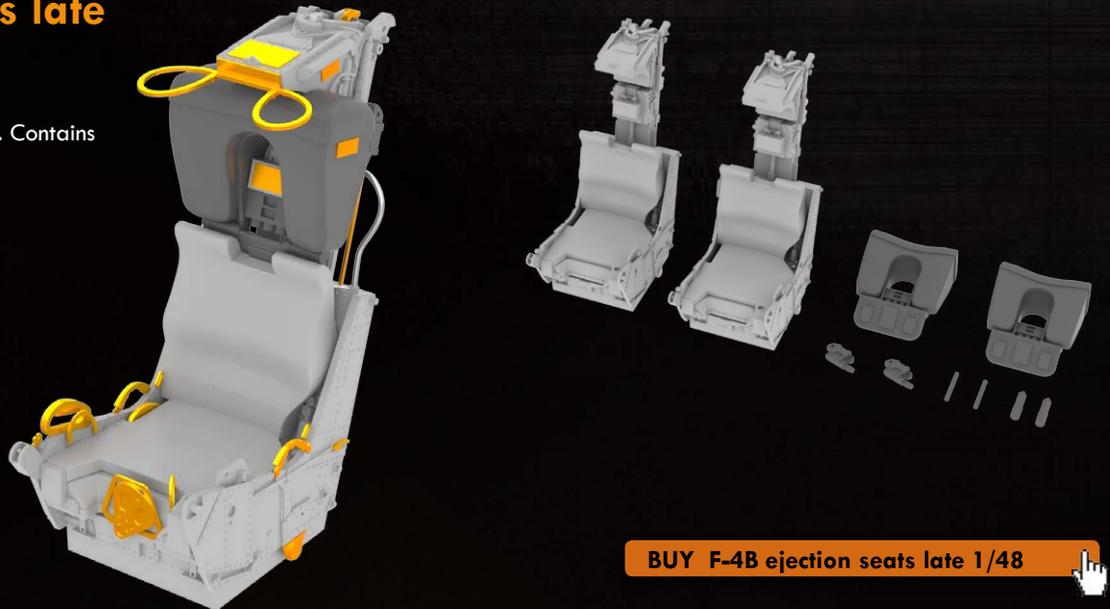
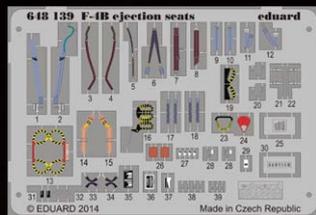
Brassin set contains exhaust nozzles of two engines J79-GE-8/15. Photo-etched details included.



BUY F-4B exhaust nozzles 1/48

648139
F-4B ejection seats late
 1/48 Academy

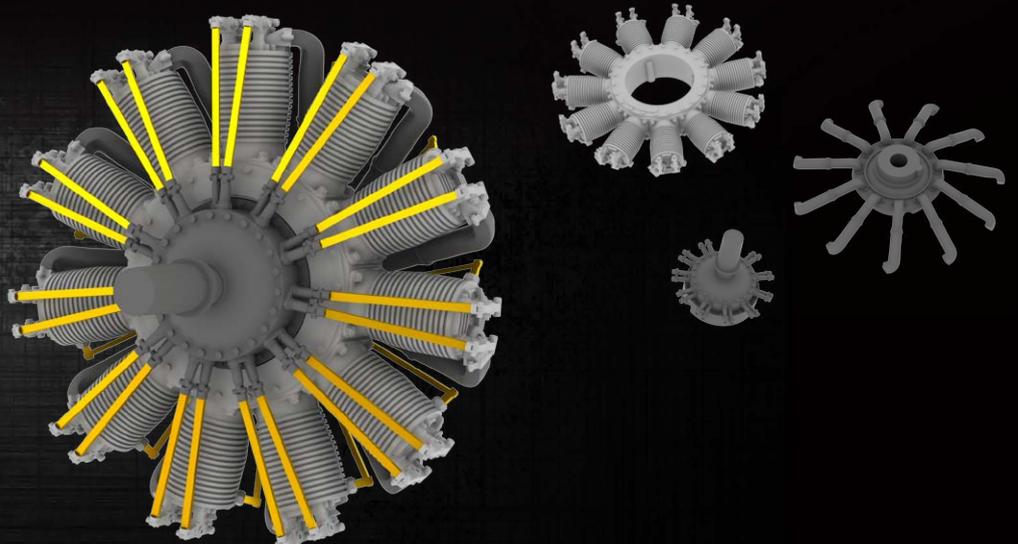
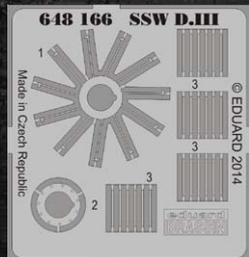
Brassin set of MB Mk.7 H7AF seats. Contains 2 pieces of seats. Photo-etched details included.



BUY F-4B ejection seats late 1/48

648166
SSW D.III engine
 1/48 Eduard

Detailed Brassin set of engine for SSW D.III by Eduard in 48th scale. Set contains reducer, carter with cylinders and exhausts. Photo-etched details included.



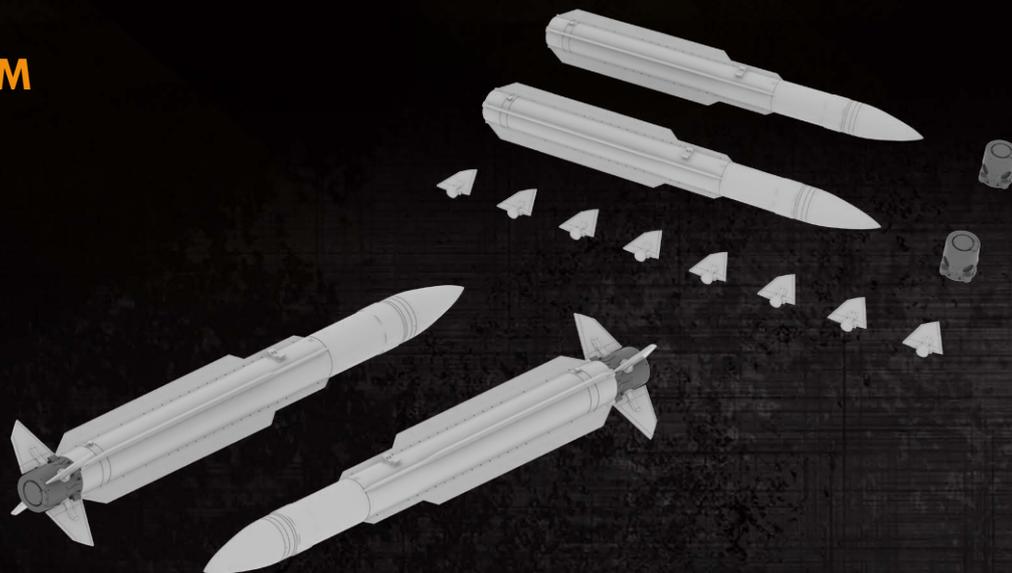
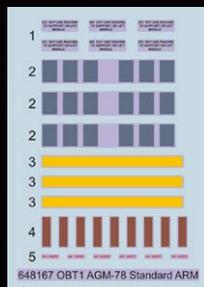
BUY SSW D.III engine 1/48

648167

AGM-78 Standard ARM

1/48

Brassin set of 2 pieces AGM-78 Standard ARM in 48th scale.
Decals included.



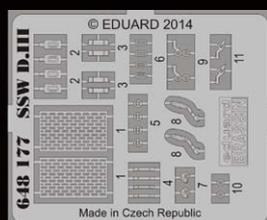
BUY AGM-78 Standard ARM 1/48

648177

SSW D.III guns

1/48 Eduard

Brassin set of machine guns for SSW D.III by Eduard in 48th scale. Set contains two pairs of machine guns. One pair is completely made of resin, other pair has photo-etched barrel. Photo-etched details included.



BUY SSW D.III guns 1/48

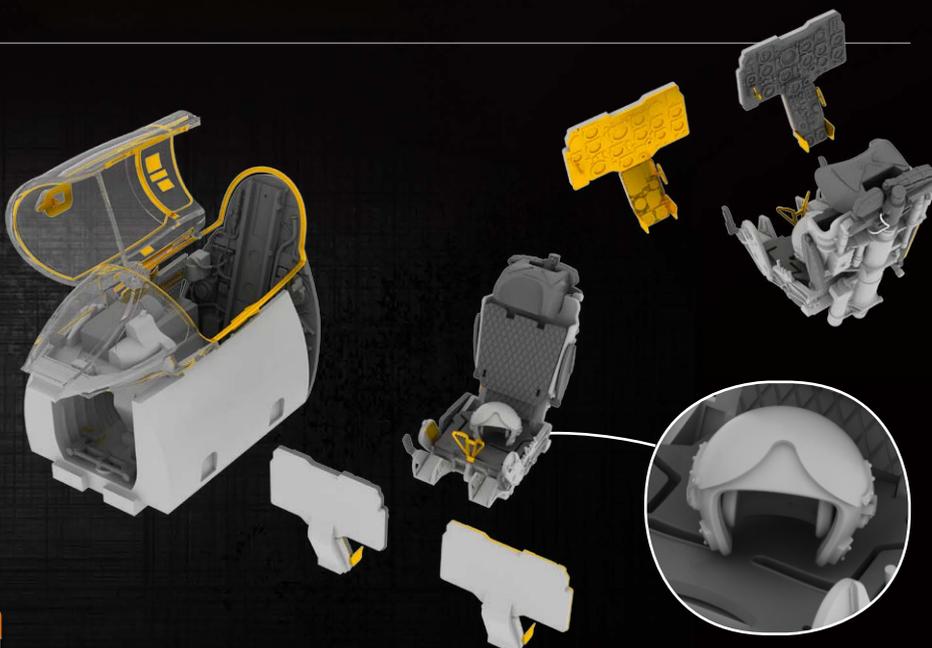
648185

MiG-21PFM interior – grey

1/48 Eduard

Brassin set in 1/48 scale for interior of MiG-21PFM, grey interior color finish. Set consists of:

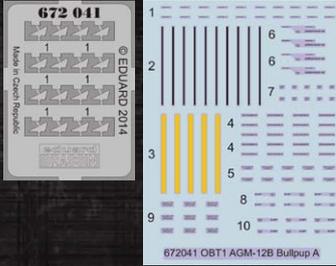
- cockpit with the side panels and back bulkhead,
- seat with cushion and headrest,
- instrument panel,
- gunsight,
- reflexive glass for the gunsight is made from clear resin,
- rudders,
- control stick,
- colored and non-colored photo-etched details.



BUY MiG-21PFM interior – grey 1/48

672041**AGM-12B Bullpup A****1/72**

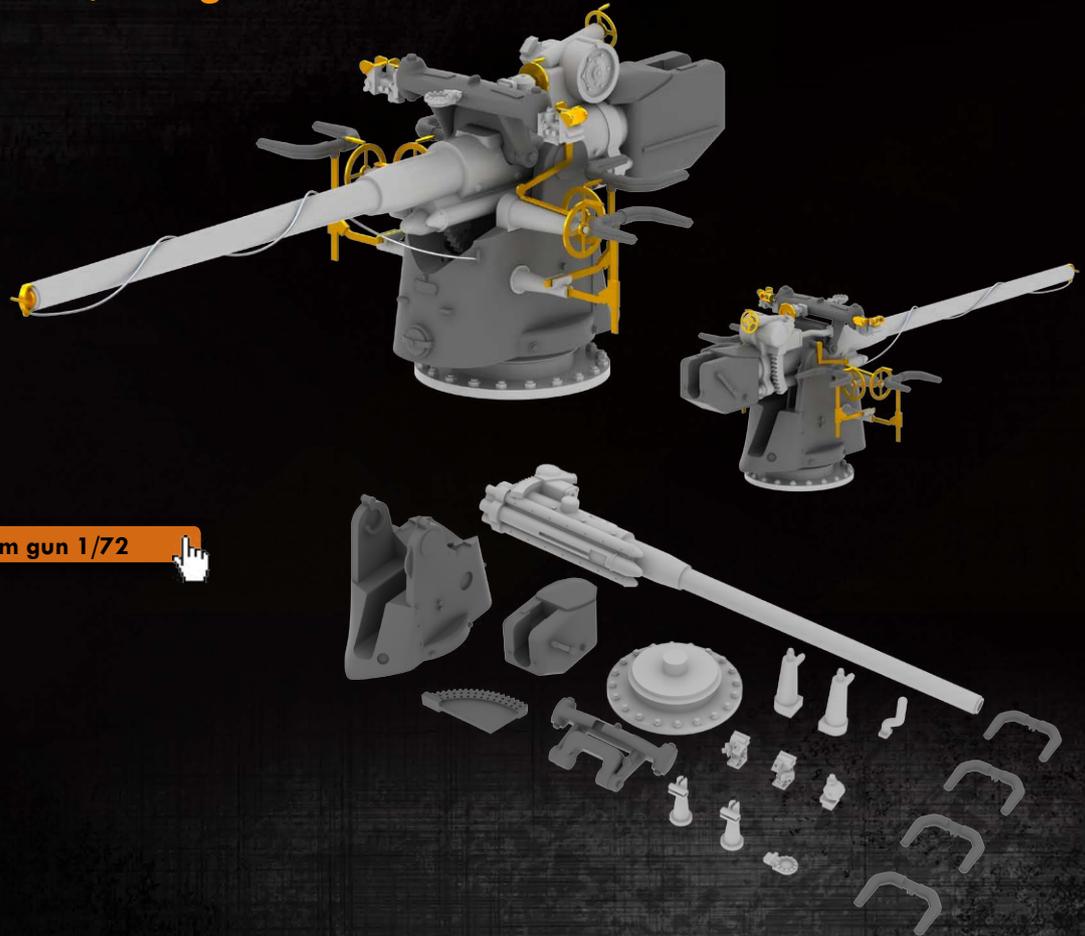
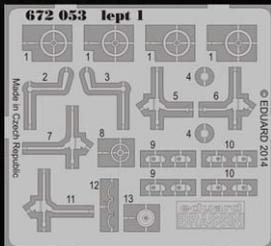
Brassin set of AGM-12B Bullpup A rockets in 72nd scale. Set contains of 4 rockets. Decals included.



BUY AGM-12B Bullpup A 1/72

672053**German Submarine 10,5cm gun****1/72 Revell**

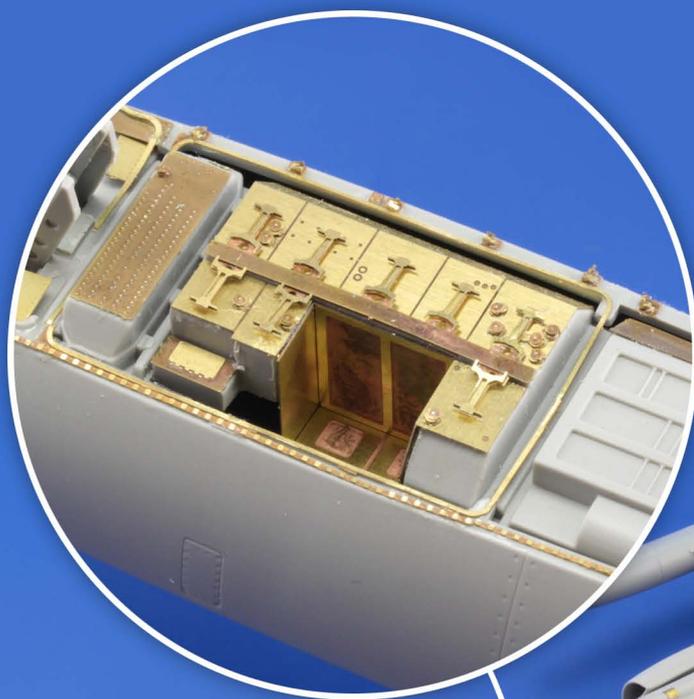
105 mm cannon used on German Kriegsmarine WW2 submarines. Brassin set in 1/72 scale. Photo-etched details included.



BUY German Submarine 10,5cm gun 1/72

PHOTO-ETCHED SETS AND MASKS

SELECTED



F-104C electronic equipment
1/32 Italeri (32822)

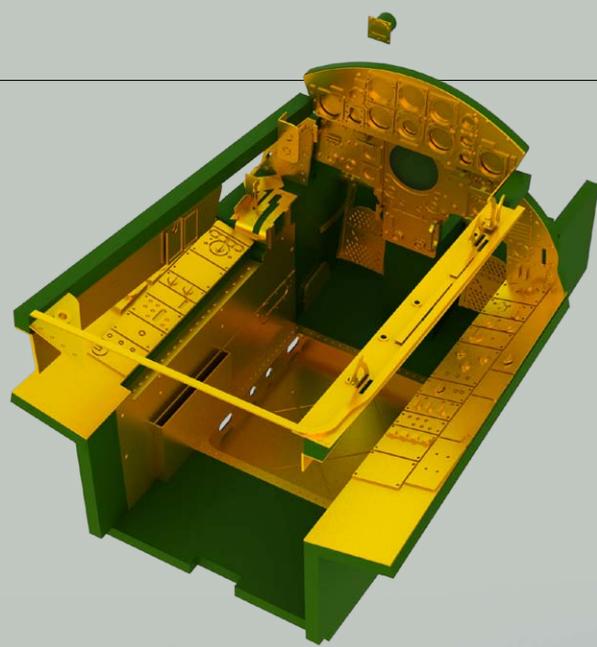
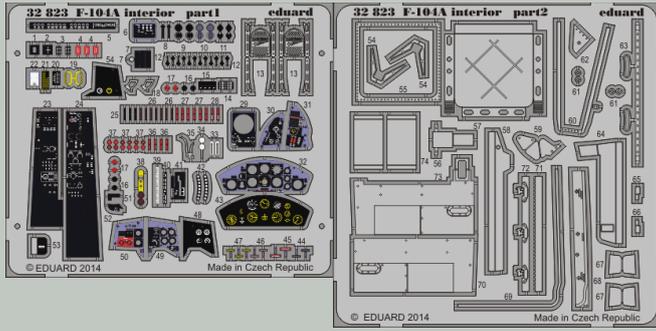


F-104C gun bay
1/32 Italeri (32822)

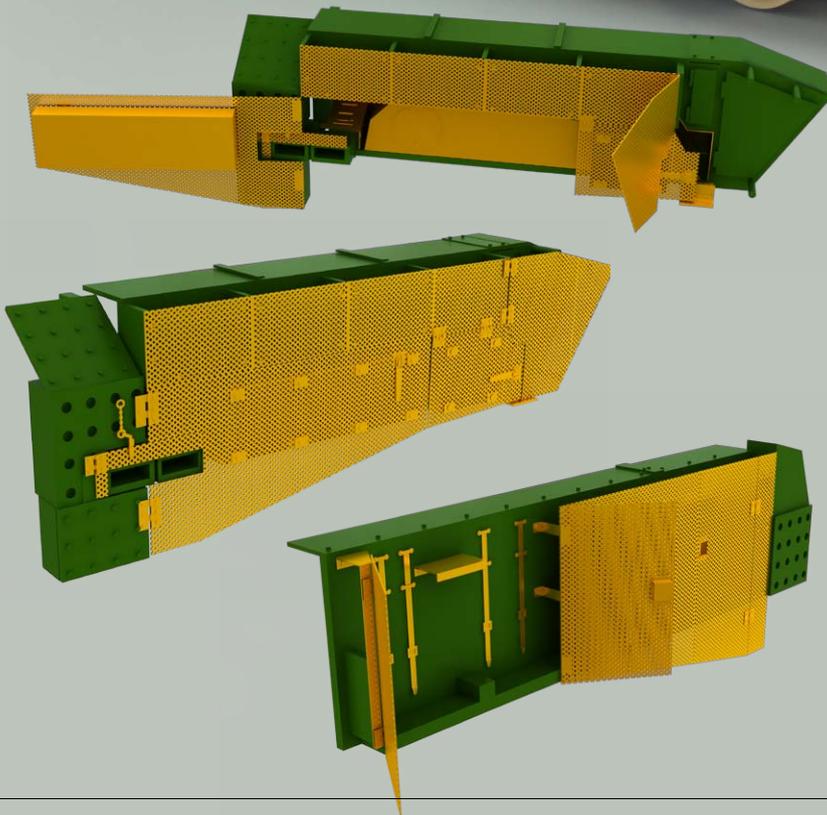


PE-SETS AND MASKS

F-104A interior S.A. 1/32 Italeri (32823)



Achzarit TOGA armour 1/35 Meng (36286)



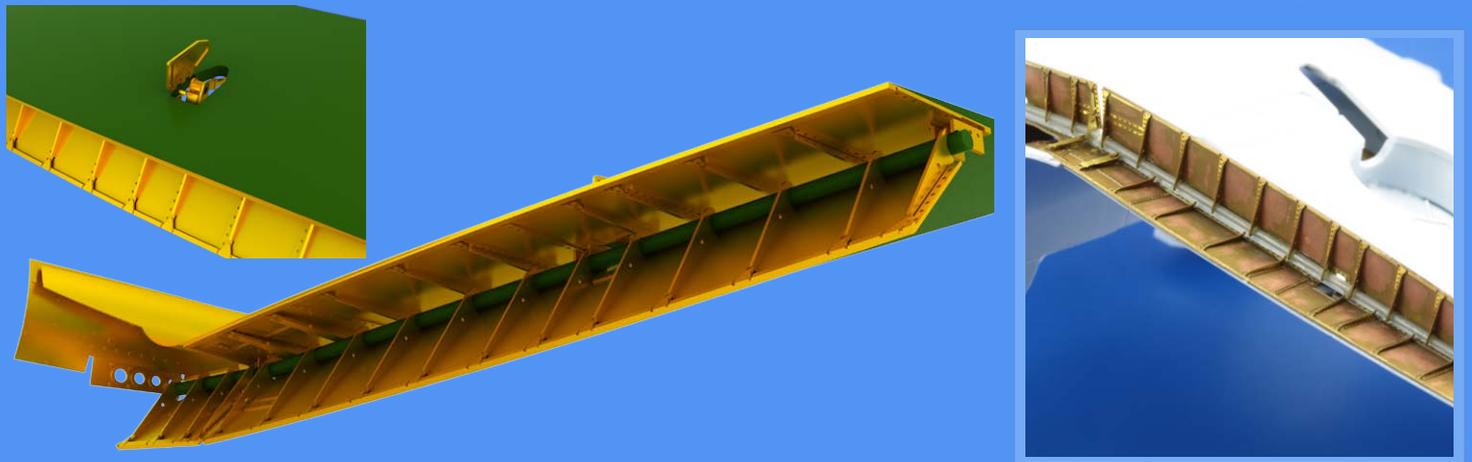
Achzarit basket
1/35 Meng (36285)



M4A1 Deep Wading Kit 1/35 Eduard (36289)

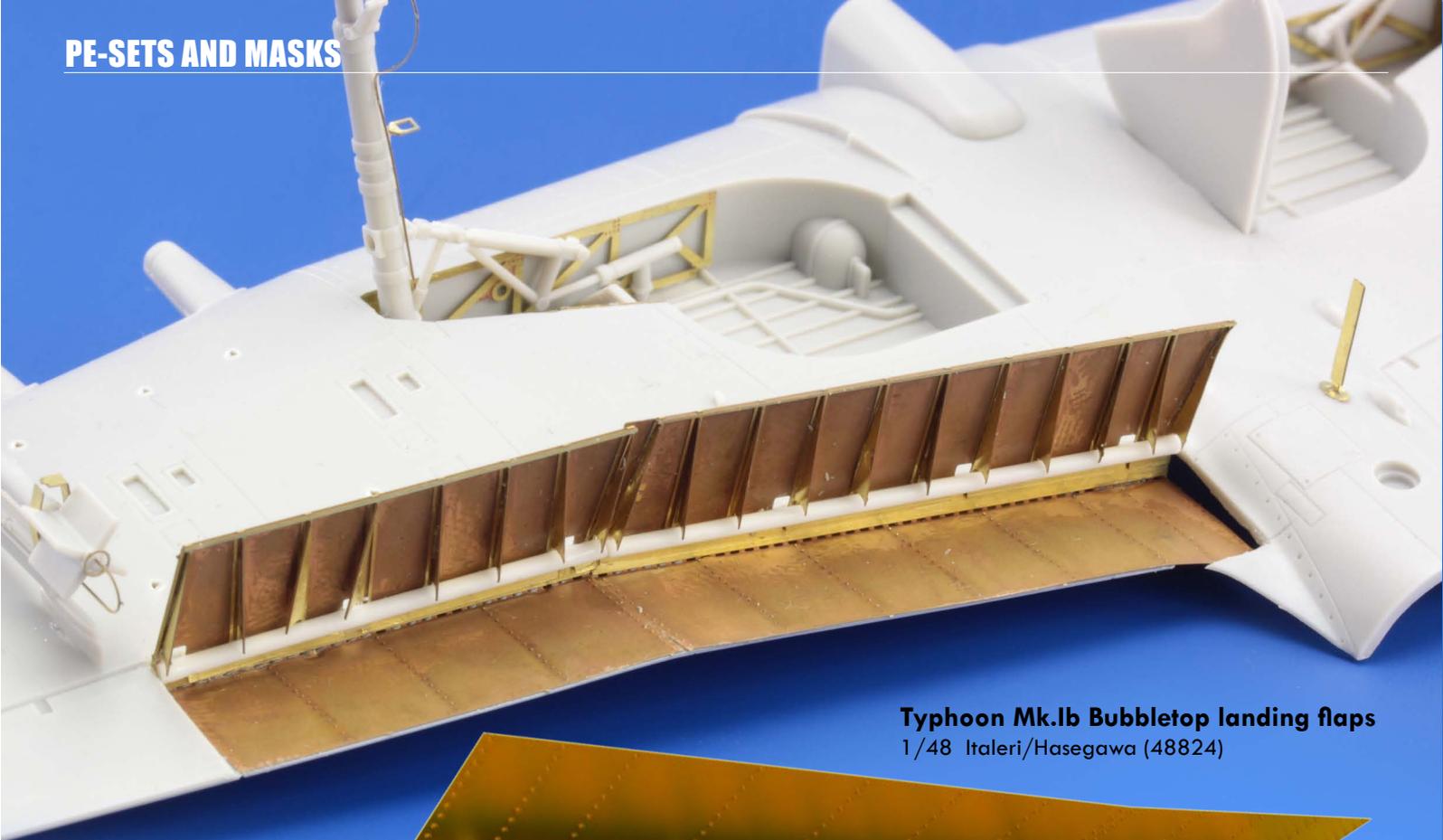


Spitfire Mk.V landing flaps 1/48 Airfix (48822)

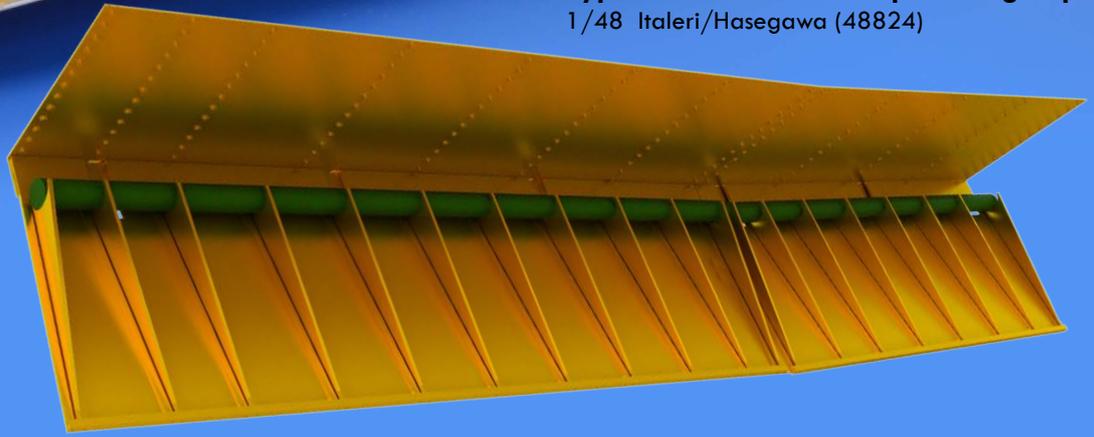


Spitfire Mk.Vb interior S.A. 1/48 Airfix (49695)

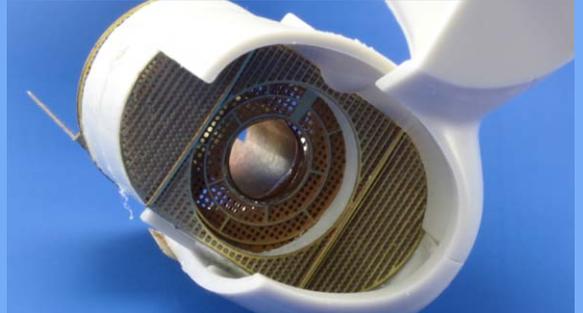
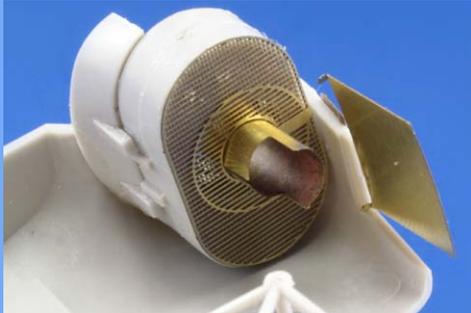
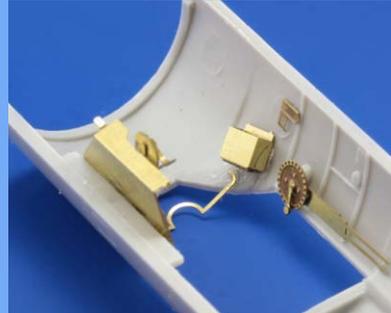




Typhoon Mk.Ib Bubbletop landing flaps
1/48 Italeri/Hasegawa (48824)

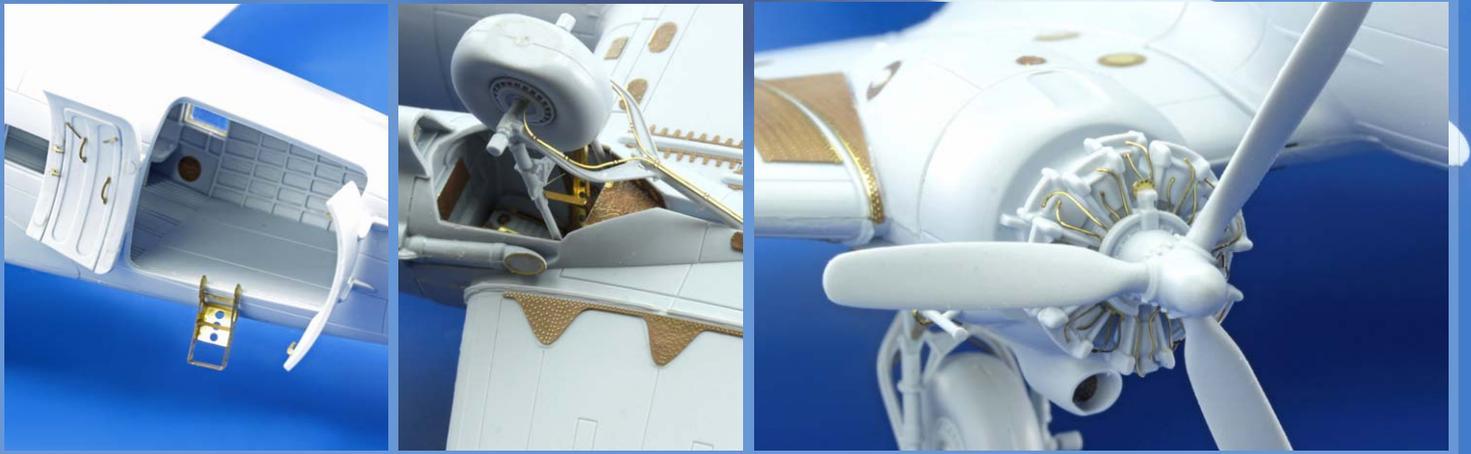


Typhoon Mk.Ib Bubbletop 1/48 Italeri/Hasegawa (49684)

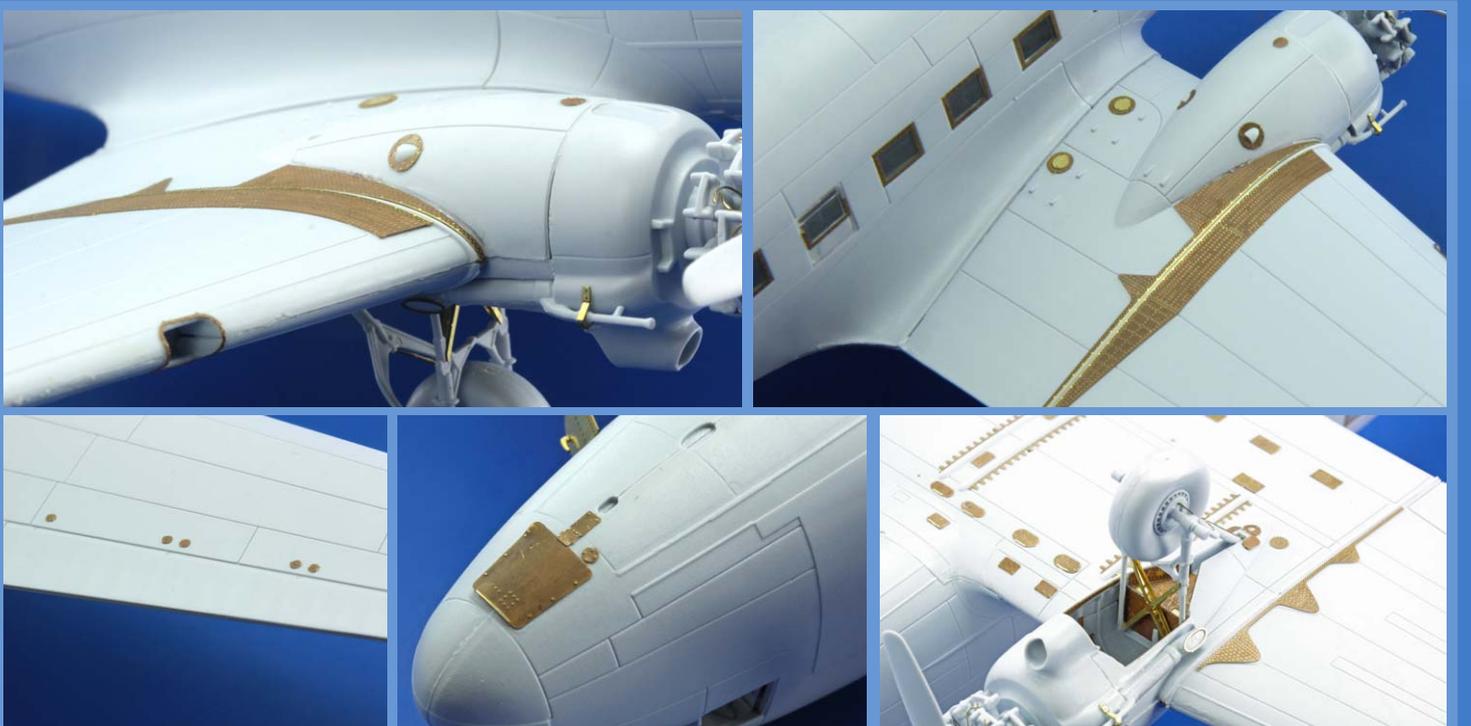




C-47 exterior 1/72 Airfix (72587)

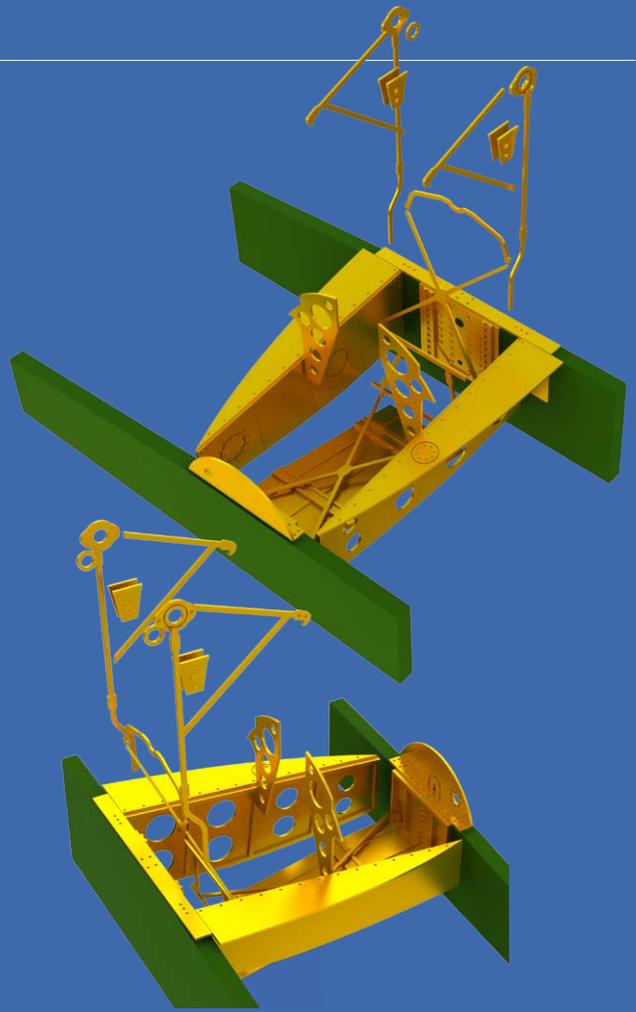
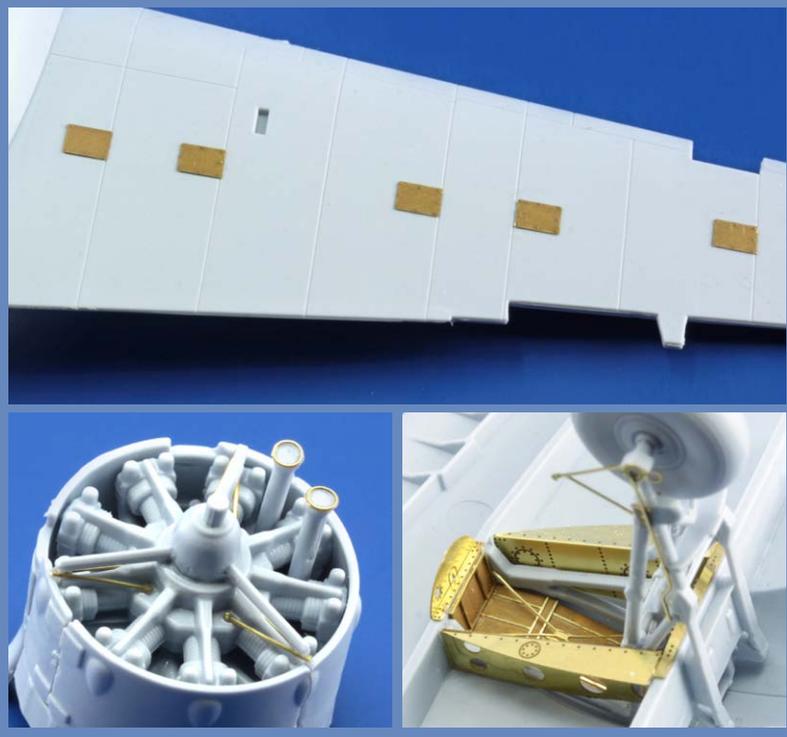


C-47 exterior 1/72 Airfix (72587)

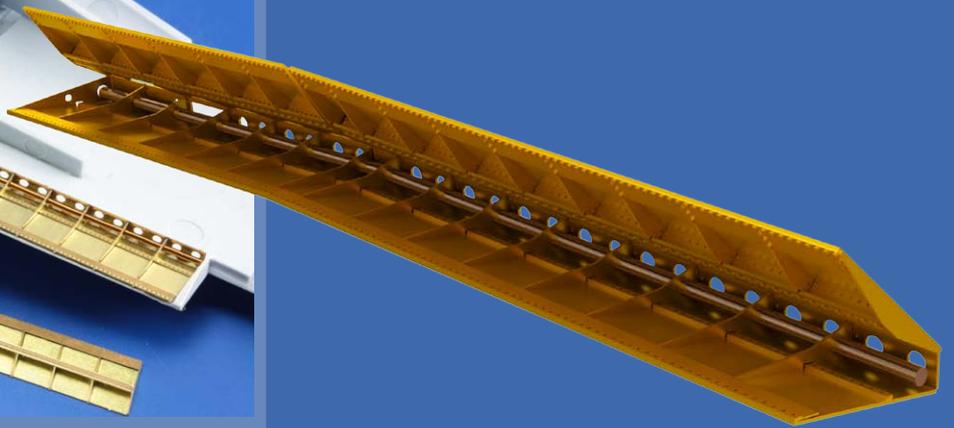
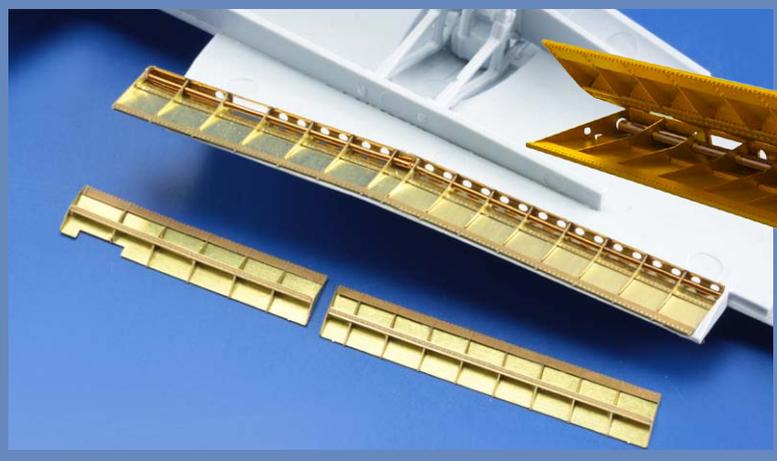


PE-SETS AND MASKS

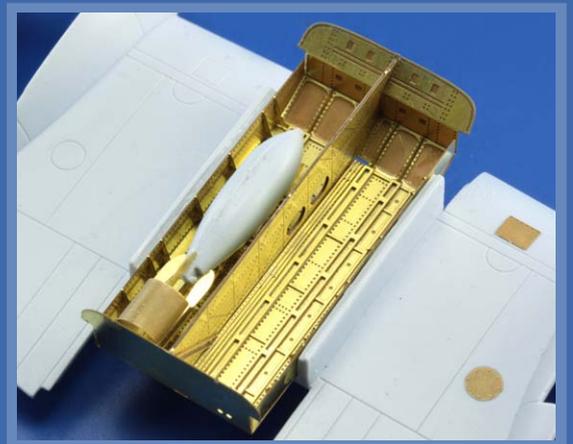
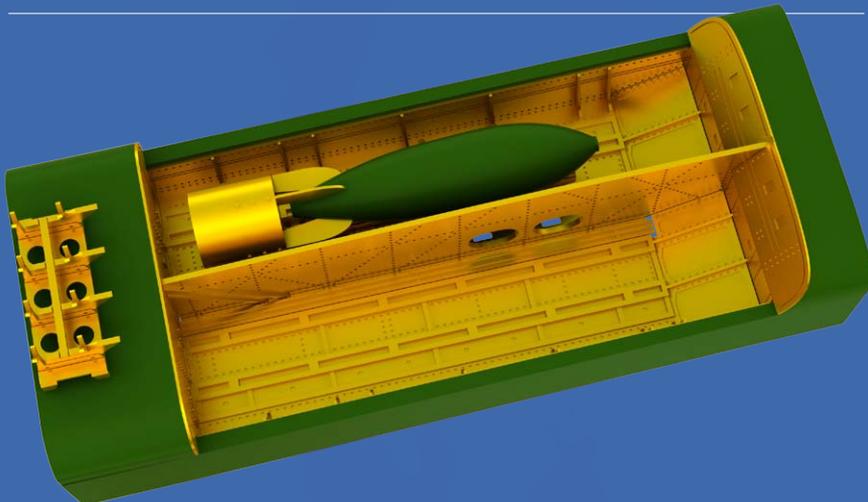
Blenheim Mk.I exterior 1/72 Airfix (72589)



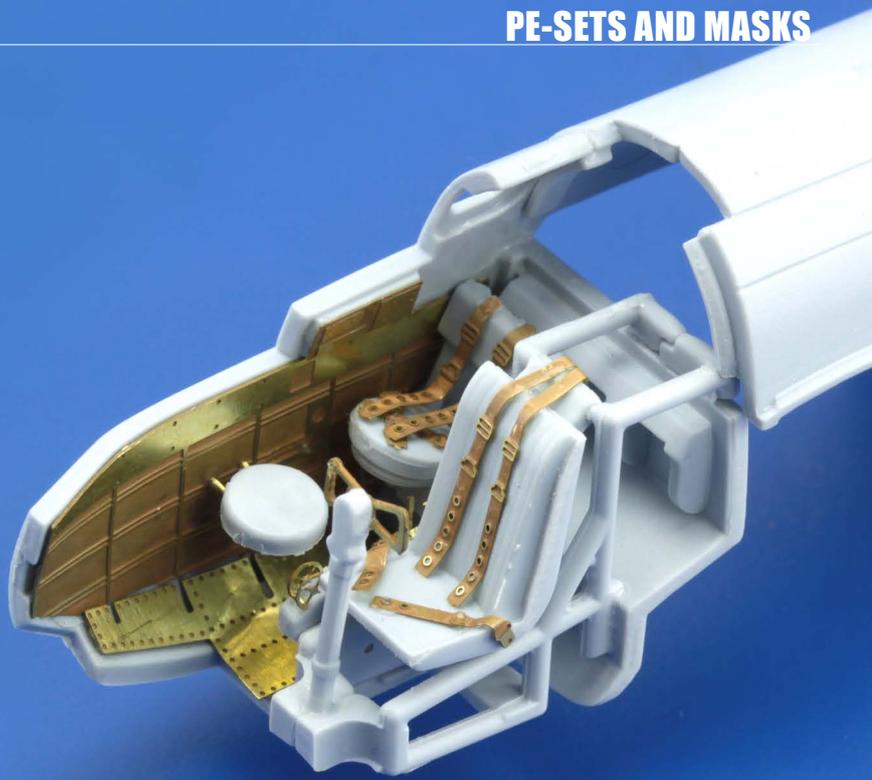
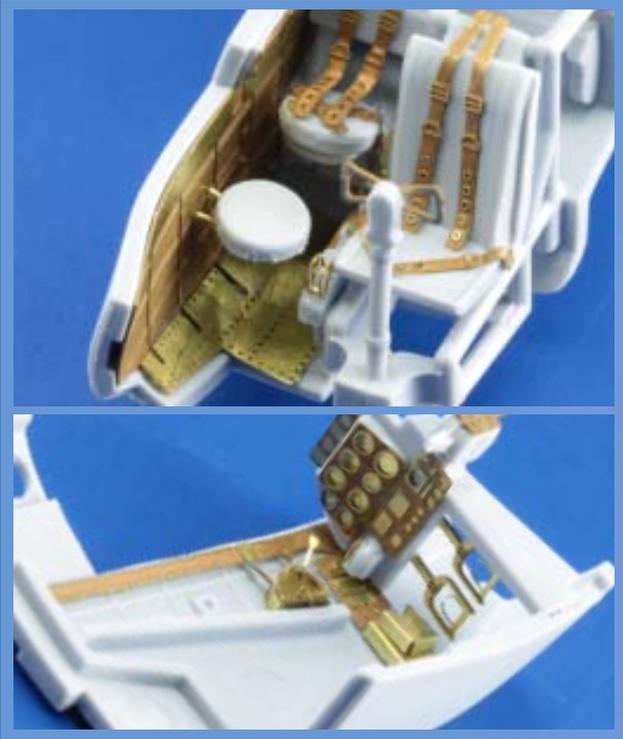
Blenheim Mk.I landing flaps 1/72 Airfix (72591)



Blenheim Mk.I bomb bay 1/72 Airfix (72592)



Blenheim Mk.I interior S.A. 1/72 Airfix (73512)



F-35A S.A. 1/72 Hasegawa (73507)



F4U-1A S.A. 1/72 Revell (73515)



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

BIG ED



48812 Tornado IDS exterior (BIG49111)



72585 Sunderland Mk.III exterior (BIG7289)



53123 USS Missouri part 7 - superstructure (BIG5326)

BIG3343 A-1H 1/32 Trumpeter

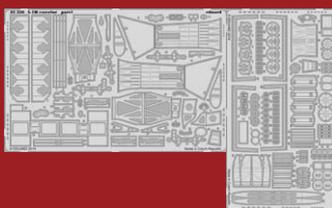
BIG49111 TORNADO IDS 1/48 Revell

BIG7289 SUNDERLAND Mk.III 1/72 Italeri

BIG5325 USS MISSOURI part I. 1/200 Trumpeter

BIG5326 USS MISSOURI part II. 1/200 Trumpeter

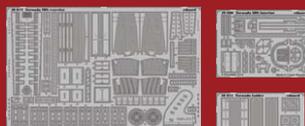
BIG3343 A-1H 1/32 Trumpeter



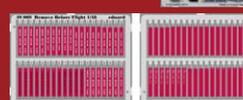
32355 A-1H exterior
32357 A-1H engine
32812 A-1H interior S.A.
JX170 A-1H



BIG49111 TORNADO IDS 1/48 Revell

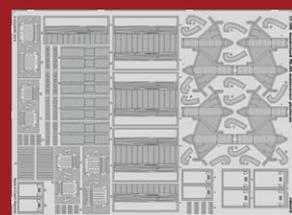
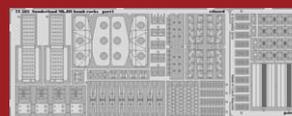
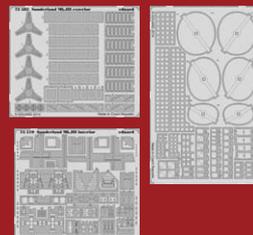


48812 Tornado IDS exterior
49686 Tornado IDS interior S.A.
49687 Tornado IDS undercarriage
49688 Tornado IDS seatbelts
48815 Tornado ladder
49009 Remove Before Flight



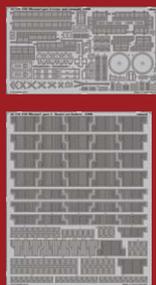
BIG7289 SUNDERLAND Mk.III 1/72 Italeri

72583 Sunderland Mk.III bomb racks
72584 Sunderland Mk.III surface panels
72585 Sunderland Mk.III exterior
72586 Sunderland Mk.III maintenance platforms
73510 Sunderland Mk.III interior S.A.
CX396 Sunderland Mk.III



BIG5325 USS MISSOURI part I. 1/200 Trumpeter

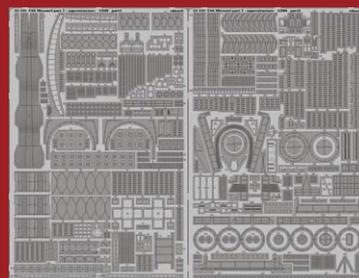
53113 USS Missouri část 1 - AA guns Oerlikon
53117 USS Missouri část 2 - Bofors 40 quadruple
53118 USS Missouri část 3 - crane and catapults
53119 USS Missouri část 4 - Radar net brackets
53121 USS Missouri část 5 - Bofors ammo holders



BIG5326 USS MISSOURI part II. 1/200 Trumpeter



53122 USS Missouri část 6 - railing
53124 USS Missouri část 8 - radars
53123 USS Missouri část 7 - superstructure
53125 USS Missouri část 9 - ladders
53126 USS Missouri část 10 - hull plates



RELEASES NOVEMBER 2014



KITS

8256	SSW D.III	1/48	Limited Edition
8203	Bf 110E	1/48	ProfiPACK
7425	La-7	1/72	Weekend

PE-SETS

32820	F-104C electronic equipment	1/32	Italeri
32822	F-104C gun bay	1/32	Italeri
32823	F-104A interior S.A.	1/32	Italeri
36285	Achzarit basket	1/35	Meng
36286	Achzarit TOGA armour	1/35	Meng
36289	M4A1 Deep Wading Kit	1/35	Eduard
48822	Spitfire Mk.V landing flaps	1/48	Airfix
48824	Typhoon Mk.Ib Bubbletop landing flaps	1/48	Italeri/Hasegawa
49684	Typhoon Mk.Ib Bubbletop	1/48	Italeri/Hasegawa
49695	Spitfire Mk.Vb interior S.A.	1/48	Airfix
49070	SSW D.III seatbelts FABRIC	1/48	Eduard
72587	C-47 exterior	1/72	Airfix
72589	Blenheim Mk.I exterior	1/72	Airfix
72590	C-47 surface panels	1/72	Airfix
72591	Blenheim Mk.I landing flaps	1/72	Airfix
72592	Blenheim Mk.I bomb bay	1/72	Airfix
73507	F-35A S.A.	1/72	Hasegawa
73512	Blenheim Mk.I interior S.A.	1/72	Airfix
73515	F4U-1A S.A.	1/72	Revell

ZOOMS

33142	F-104A interior S.A.	1/32	Italeri
FE684	Typhoon Mk.Ib Bubbletop interior S.A.	1/48	Italeri/Hasegawa
FE695	Spitfire Mk.Vb interior S.A.	1/48	Airfix
SS515	F4U-1A S.A.	1/72	Revell
SS520	La-7 Weekend	1/72	Eduard

MASKS

CX402	F4U-1A	1/72	Revell
CX403	Stirling Mk.IV	1/72	Italeri
CX404	S-199	1/72	Kovozávod Prostejov
CX405	La-7 Weekend	1/72	Eduard
CX406	T-2 Panther	1/72	Platz
EX438	C-130J	1/48	Italeri
EX440	Spitfire Mk.V	1/48	Airfix
EX442	DB-3/II-4	1/48	Xutong Model

BIG ED

BIG3343	A-1H	1/32	1/32	Trumpeter
BIG49111	TORNADO IDS	1/48	1/48	Revell
BIG7289	SUNDERLAND Mk.III	1/72	1/72	Italeri
BIG5325	USS MISSOURI PART I.	1/200	1/200	Trumpeter
BIG5326	USS MISSOURI PART II.	1/200	1/200	Trumpeter

BRASSIN

624001	Typhoon wheels	1/24	Airfix
635003	Bren Mk.I	1/35	
648138	F-4B exhaust nozzles	1/48	Academy
648139	F-4B ejection seats late	1/48	Academy
648166	SSW D.III engine	1/48	Eduard
648167	AGM-78 Standard ARM	1/48	
648177	SSW D.III guns	1/48	Eduard
648185	MiG-21PFM interior - grey	1/48	EDUARD
672041	AGM-12B Bullpup A	1/72	
672053	German Submarine 10,5cm gun	1/72	Revell

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E-BUNNY'S SQUAT



Death of a Crocodile

Bunny Racer in Action



Jan Bobek
Jan Zdiarský

The fact that Eduard Kleinkonnig made himself a coat out of the skin of one of these godless creatures and its association with the crocodile used in the logo of a well known company that manufactures clothing are very well known. Still, all this could just be a fabrication designed to conceal one of the greatest mysteries in modern history.

As we informed our readers in the article introducing the northern Bohemian and former regular of the Zatec Garrison House, Eduard

Kleinkonnig (see Eduard Newsletter 11/2012 available here), a noted expert on the post prop era airforce of the CSLA, undertook several special missions over the African continent in the seventies and eighties. His contract from the end of the seventies is still shrouded in some mystery. Even though Kleinkonnig himself seemingly expresses himself openly regarding this mission, the question remains what is fact and what is simply what is remembered with a questionable amount of accuracy. The mission, which is a semi-public

secret surrounding its military background said to be in the form of fighter training of pilots of friendly African nations, has a lot of little historical footnotes attached to it. One of the more palatable ones concerns the 'shooting down' of a crocodile in the Nile while flying his MiG-15bis (resulting in the tooth-filled mouth of Kleinkonnig's Bunny Racer and the kill marking on the left side below the cockpit). As it turns out, though, in all likelihood, Kleinkonnig has been leading us on a bit of a wild goose chase with this account. Not everything that Kleinkonnig discloses about this mission seems to fit. Newly discovered archives and relentless research conducted by experts from Eduard Model Accessories indicate that the whole episode is somewhat more complicated. In actual fact, as it turns out, it wasn't about hiding behind the training of military pilots at all. Even



With respect to the African adventure of Maj. Kleinkonnig in 1977, there is one further unlikely element. During one of the stages of the race, the Czechoslovak participant mistook one of the waypoints along the race route that resulted on the complete expenditure of fuel followed by a forced landing in the Libyan dessert. He came upon a camel, and so as not to be disqualified from that stage of the race, he adorned the camel with the competitor number of his aircraft. A reconstruction of the camel can be found in the magazine Scale Aviation Modeller International, May 2014 issue (<http://www.sampublications.com>).



Amateur photo of Mokélé-mbembé from the early seventies. The dark spots in the lower part of the image were evaluated as a small herd of his arch enemy (except for the MiG-15bis), hippo (*Hippopotamus amphibius*).

that was only a coverup for a much more sinister event, one that was not even made known to the then African allies.

Here is a look at the basic facts surrounding Kleinkonnig's African visit at that time:

-at the beginning, there was a request by an unnamed African nation to help in the training of its fighter pilots (1973)

-why the leadership of the Czechoslovak Air Force chose Maj. Eduard Kleinkonnig for the mission needs no explanation once the Special Order from September 15, 1975 is examined.

-The current world situation, however, did not allow the transport of fighter aircraft to the specific nation. This was actually a condition, since after previous experiences, Maj. Kleinkonnig proclaimed (and we quote): "...I will never again stick my ass into their frying pans." It was therefore essential, without attracting too much attention of the CIA, the Mossad, Service de documentation extérieure et de contre-espionage and other secret services, to deliver a fighter aircraft, preferably a MiG-15 or MiG-21, into the area.

-a good window of opportunity presented itself in 1976, when elements of pan-African organizations (Organisation de l'Unité Africaine) organized an aerial race with a route that circumnavigated the African continent.

-Maj. Eduard Kleinkonnig was immediately signed up under the guise of a flight instructor with a MiG-15bis, that was to have been demilitarized, which naturally did not happen.

-the selected MiG-15bis was painted in an effective blue and yellow paint scheme with a Czechoslovak flag painted at the top of the fin and the competition number '5'. At this point, the aircraft had not yet been adorned with the crocodile mouth. Eduard Kleinkonnig then made his way to Africa.

-between the months of March and July, 1977, there really was a race around Africa, in which the Czechoslovak competitor gained indifferent results. But as we now know, that was not the point.

-in August, 1977, Eduard Kleinkonnig returned to Czechoslovakia with the Bunny Racer, and the aircraft was locked away at the 11th slp. base at Zatec (in the underground hangar No. 16, alias AREA 16 as described by the NATO intelligence officers), and, it should be noted that unlike Eduard Kleinkonnig, slipped from memory. After the events of 1989, the storage hangar was unlocked, the aircraft was rolled out onto

the apron, disassembled and delivered to the museum at Kbely, where to this day it remains in the inventory of the museum. The fact that the aircraft to this day is not on permanent display is something that we consider scandalous.

Let us return to Maj. Kleinkonnig's African adventure from 1977 and the demise of one of the Nile's crocodiles. Former fighter pilot and one of Kleinkonnig's colleagues, Col. Jaromir Rychtarik of the organization Zatec Flyers, disclosed to us that Eduard refers to this incident in his own words 'Gentlemen, that croc was as big as a house....it was something else.' The

following part of our article, however, despite the tantalizing words that will inevitably come from any hunter, give a completely different impression.

As it turns out, there is evidence that Kleinkonnig's mission had another purpose. This is evident from a document from the Egyptian Air Force dated June 15, 1977, that clearly describes Eduard Kleinkonnig's participation in the pan-African race, which built on preceding expeditions of Czech travelers Emil Holub, Dr. Emil Zaba and the pair of Hanzelka and Zikmund.

The document clearly describes 'repeated overflights over Congo territory' and 'the death of a large animal'. This would be easily interchangeable with the above noted crocodile, and the reader would be hard pressed to look for an alternative explanation. However, there is, of course, a totally different measuring stick than military history that can be employed. By that, we mean crypto zoology.

The explorer James H. Powell Jr., through the seventies and eighties, went in search of an elusive creature called the native Mokele-mbembe through central Africa, as is known from the lis-

ting of travelers and explorers from the end of the 18th century. To save you some time in trying the figure out exactly what kind of an animal he was searching for, we can tell you that was a regular dinosaur (apparently related to Sauropodomorpha), except that it lives, eats only one kind of vine, and does not like hippos. It tries to literally stomp them out, usually in the water, but sometimes will charge out of the water and chase them along the shore. Apparently, the hippos like to eat the same vine, and if this is the creature's only source of sustenance, then the behavior is understandable.

Powell went on a hunt to find this creature several times, unsuccessfully, but he was able to put together eye-witness accounts describing its development and behavior. In his memoirs from the second expedition, the following passage was written: '...the Italian missionary Coniglio described a rather unnerving account from 1977. Witnesses from a nearby village observed a Mokele-mbembe in a nearby lake, and several of the locals ran back to alert him to the creature. The missionary immediately decided that this was something for the camera. However, his surprise was indescribable when he reached the lake. The natives that had remained on the scene excitedly described a large, blue, thunderous bird with a large mouth that had descended from the sky and killed the Mokele-mbembe with a single strike. Powell labeled the story in his journal as unlikely.

Although it is difficult to believe in such an account of events, their possibility is supported by two documents discovered in the Prague archives. The Czechoslovak Academy of Science in 1981 constituted that '...the mission of Maj. Kleinkonnig ended in failure when the sought after creature was killed in an attempt to photograph it', and the military archives housing Kleinkonnig's report from the same year clearly state 'the scientific mission that was undertaken secret-



Rare archival shot from the gun camera of Maj. Kleinkonnig's MiG-15 supposedly showing the big croc attacking a hippo.

HISTORY

ly within the shadow of the pan-African race, I consider to have been partially successful. I can confirm the basic characteristics of the creature in question. On the fourth overflight of the area, I was able to spot the animal, as it attempted to stomp on a hippo on the shore of the lake. As per my instructions, I attempted to obtain gun camera footage of the creature, but that odd crocodile unfortunately stood up on its hind legs. I can confirm that the animal had a long neck with a small head, because I inadvertently severed it with the leading edge of my left wing and I was fortunate that that stupid lizard didn't send me into the lake. But I can state with certainty that that particular member of the species

is most certainly extinct. We can judge Kleinkonnig's mission in Africa in 1977 to be, at best, a 66% fiasco. The remaining third – the effect he had on the young African pilots, we cannot determine, but we would not be inclined to put a lot of money down on that, either. It would appear that 1977 was not the best year for our regional ace. However, the days of his glory were not then, nor are they now, at an end.... P.S.: as a final note, we would like to ask our readers for any information that could shed some light on mysteries surrounding the 1977 mission of Maj. Kleinkonnig, especially as it pertained to the Mokele-mbembe. We are unable

to get any more out of him, even after six beers. P.S.S.: we will also eagerly accept any suggestions that would push the museum at Kbley into permanently displaying the Bunny Fighter, a totally unique piece, that is still senselessly hidden away somewhere.



MiG-15bis Bunny Fighter in the spring of 1977 at the start of the 'Race around Africa'.



This is how the aircraft appeared on its return to Czechoslovakia in August, 1977. To the original markings was added the crocodile mouth and the kill marking below the cockpit. Reportedly, both of these markings are to commemorate the hunt for the big crocodile.



BFC ACTIVATION KIT

BFC009 MiG-15bis 1/72 





1/72

MiG-15bis MEMBER EDITION
THE BUNNY RACER

built by Petr Zatřepálek

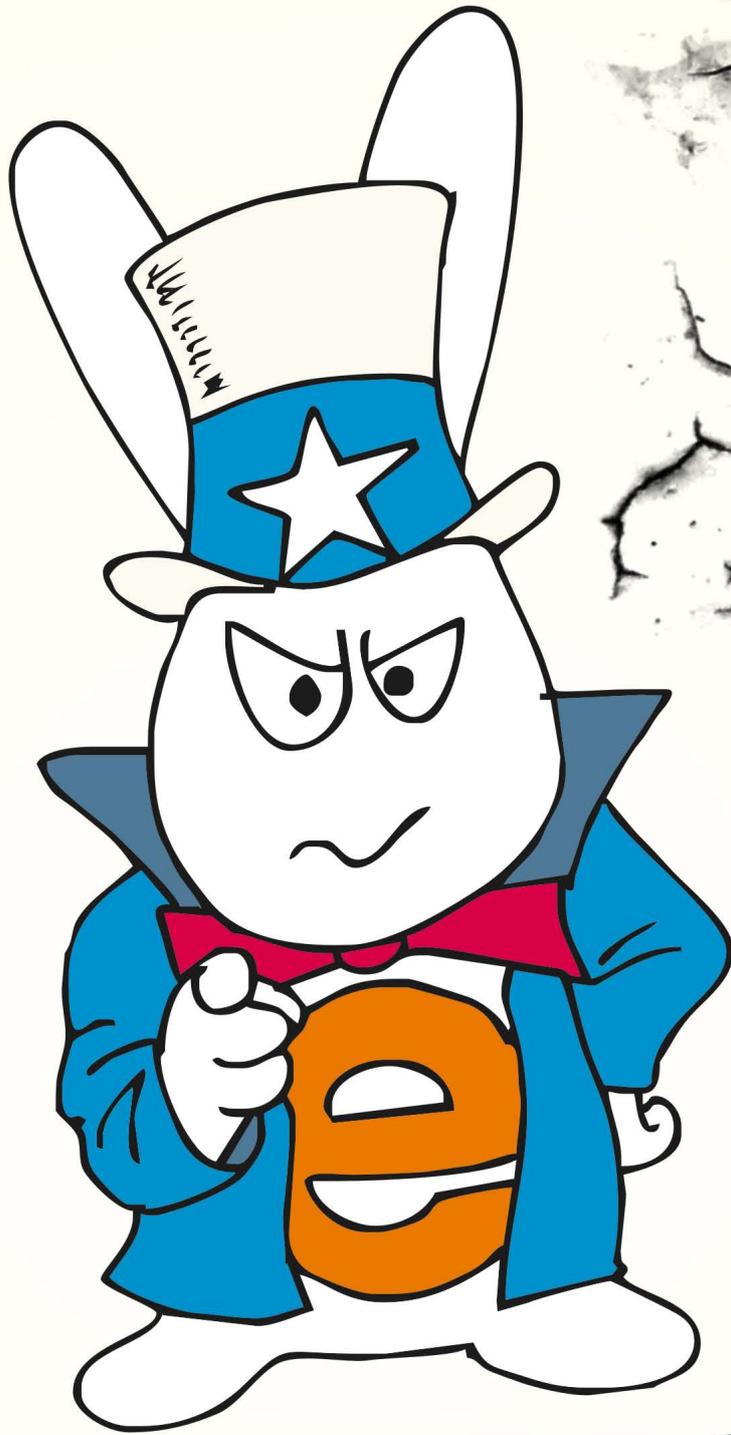




BFC ACTIVATION KIT

MiG-15bis 1/72

BUY MiG-15bis Bunny Racer 1/72 



**I WANT YOU
FOR BFC**

SSW D.III 1618/18, Jasta 85 (Kest 5),
Lt. Heinrich Dembowski, Schaffhausen,
13 November 1918

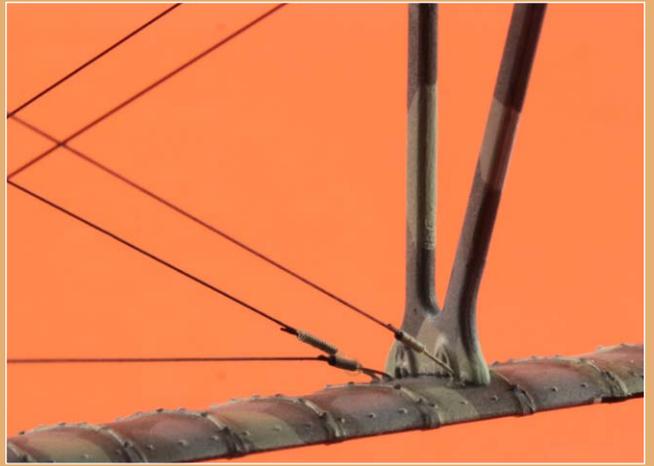
SSW D.III

1/48



built by Luboš Zach





BUY SSW D.III 1/48 



BUILT

STŘÍBRNÉ ŠÍPY

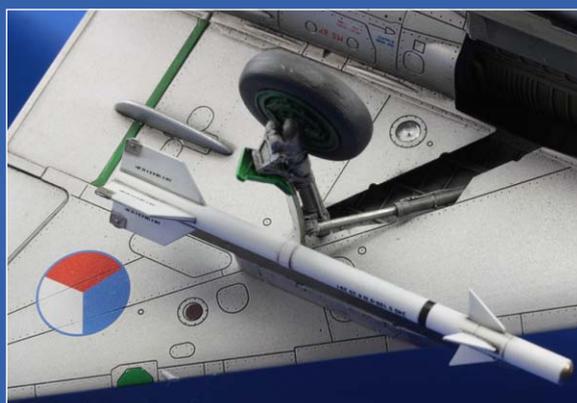
MiG-21PF, PFM and R 1/48

BUY STŘÍBRNÉ ŠÍPY 1/48



built by Petr Zatřepálek

MiG-21 PFM



MiG-21 PF



BUY STŘÍBRNÉ ŠÍPY 1/48 



MiG-21R



BUY STŘÍBRNÉ ŠÍPY 1/48



M4A1 Sherman

1/35 ProfiPACK
edition

GOLDIE



built by Martin Kunte





BUY M4A1 Sherman 1/35 



ON APPROACH

BIG ED (December)

BIG3582 MERKAVA IID / ARMOUR SHIELDS 1/35 ACA

BIG3345 P-51K 1/32 DRA

BIG3346 F-104C 1/32 ITA

BIG49112 Do 215B 1/48 ICM

BRASSIN



(December)

632043
F-104 exhaust nozzle early
1/32 Italeri

632044
F-104 exhaust nozzle late
1/32 Italeri

632045
F-104 undercarriage wheels early
1/32 Italeri

632046
F-104 undercarriage wheels late
1/32 Italeri

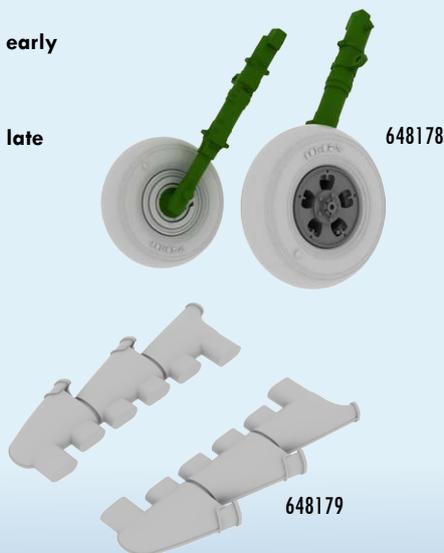
672042
AGM-12C Bullpup B
1/72

672048
AGM-78 Standard ARM
1/72

648178
Spitfire Mk.V wheels
1/48 Airfix

648179
Spitfire Mk.V exhaust stacks
1/48 Airfix

648182
Spitfire Mk.V exhaust stacks fishtail
1/48 Airfix



632043

632044

672042

632045

632046

672048

648182

MODELY (December)

8492
Fokker Dr.I
1/48 Weekend

8236
MiG-21 PF
1/48 ProfiPACK



SUPER44

4441
ČESKOSLOVENSKÉ PATNÁCTKY
1/144 SUPER44



1/144 scale
DUAL COMBO

FOTOLEPTY (December)

LEPTY							
23016	Typhoon Mk.Ib seatbelts	1/24	Airfix	49696	T-38A S.A.	1/48	Trumpeter
23017	Typhoon Mk.Ib engine	1/24	Airfix	49697	PBY-5A interior S.A.	1/48	Revell
23018	Typhoon Mk.Ib landing flaps	1/24	Airfix	49698	Sea Harrier FA2 interior S.A.	1/48	Kinetic
23019	Typhoon Mk.Ib interior	1/24	Airfix	49699	BV 141 S.A.	1/48	Hobby Boss
23020	Typhoon Mk.Ib seatbelts FABRIC	1/24	Airfix	72595	Stirling Mk.IV exterior	1/72	Italeri
36281	StuG.III Ausf.G 1943	1/35	Airfix	73516	Stirling Mk.IV interior S.A.	1/72	Italeri
36282	StuG.IV last production	1/35	Dragon	73519	F-15C MSIP II S.A.	1/72	Academy
36283	M48A3	1/35	Dragon	144007	MiG-15	1/144	Eduard
36284	Achzarit early	1/35	Meng				
36287	Magach 6B Gal Batash	1/35	Academy	ZOOMY			
48825	PBY-5A undercarriage	1/48	Revell	FE696	T-38A interior S.A.	1/48	Trumpeter
48826	PBY-5A floats	1/48	Revell	FE697	PBY-5A interior S.A.	1/48	Revell
48827	PBY-5A exterior	1/48	Revell	FE698	Sea Harrier FA2 interior S.A.	1/48	Kinetic
48828	MiG-21 PF	1/48	Eduard	FE699	BV 141 S.A.	1/48	Hobby Boss
48829	Sea Harrier FA2 exterior	1/48	Kinetic	SS516	Stirling Mk.IV interior S.A.	1/72	Italeri
49071	MiG-21 PF seatbelts FABRIC	1/48	Eduard	SS519	F-15C MSIP II interior S.A.	1/72	Academy



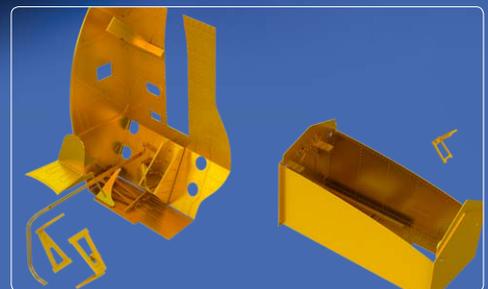
36282
StuG.IV last production
1/35 Dragon



36283 M48A3
1/35 Dragon



36287 Magach 6B Gal Batash
1/35 Academy



48825 PBY-5A undercarriage
1/48 Revell



48826 PBY-5A floats
1/48 Revell



49696 T-38A S.A.
1/48 Trumpeter



72595 Stirling Mk.IV exterior
1/72 Italeri