

INFO | Eduard

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edday

SPECIAL

eduard



EDITORIAL

Dear Friends,

Today's newsletter special segment is dedicated to the just completed 20th edition of our E-day show. The first edition took place in Pilsen just after the 911 attacks in New York and Pennsylvania. Despite initial skepticism of the modeling community, it has evolved into a fall favorite. Attendance steadily rose, and its popularity was reflected in later agreements with then chairman of the plastic modeling section of the SMCzR, Honza Mikac, on the inclusion of the National Championship in E-day. In Pilsen, E-day survived the flooding of 2002, where the renovation after the floods was completed right before the event, and I firmly believe that the success of the second edition of E-day under these conditions was instrumental in establishing E-day as a circled date in the calendar of modeling events. The first years saw us working together with the KPM Plzen (Pilsen) and KPM Kaznejov clubs, without whose enthusiasm and organizational skills E-day would never have come to fruition. Similarly, it never would've seen the light of day without the input of then chairman of the Pilsen club Jaromir Kohout, who was so instrumental in thoroughly convincing us to put on an event at the venue in Pilsen.

The turn of the century saw a lot of evolution, culminating in the need to separate E-day from the venue in Pilsen due to rapid growth of the former. We decided on moving the show to Prague, due to the larger display area for one thing, and also to place ourselves more effectively geographically in the centre of the country and to put an end to the notion that Pilsen was far from pretty much everywhere. We failed. The internet forums were full of complaints over our move to Prague, and despite attending modelers themselves having judged the event in a positive light, it brought us to the brink of a financial catastrophe. This was a function first and foremost of the high cost of the venue rental and its associated support expenses. And as if that weren't enough, we were in the midst of a sales crisis brought on by a rapid strengthening of the Czech crown in comparison to the American dollar, the latter being the dominant currency of our activities. Our difficulties in completing our ambitious 1:35th Hetzer also played its role, a project that seriously tested our capabilities and suffered from delays.



A solution for the following E-day shows was found in relocating to the Butovice section of Prague, and their underground garage network. It was to be our home for eleven years. It was here that E-day evolved into a show consistent with the European model, no pun intended. Although this venue had no shortage of its critics either, centering mostly on the venue not being worthy of the event, the smell of exhaust gases within the garage and the senselessness of the association with the National Championship, the Butovice garage will always be associated with a good atmosphere and a pleasant event in the memories of those who attended. But all good things must come to an end, and our association with Butovice ended with the reconstruction of the mall Galerie Butovice, and the invoking of conditions that preempted our further use of the venue. The last year there was 2016, and we were again faced with the decision of where to go from there. After the organizational debacle of putting on the show at the Top Hotel in the Southern Town district, we found another viable venue at Lyse nad Labem. Both of the E-days put on there are two of the best we've ever put on, thanks in part to the flight demonstrations of the Spitfire Mk.XVI and the P-51D Mustang. On the other hand, it didn't take long to figure out that the physical space provided by the venue would not suffice our needs. The available floor space was about a third of what was offered at Butovice, and it showed in the comfort level of visitors and vendors alike. For the years 2020 and 2021, ultimately cancelled by the implementation of covid 19 restrictions, we were planning on adding another exhibition hall. That too carried with it some logistical issues to solve. These things all influenced our decision to accept the offer put forth by this year's venue, built for the purposes of housing a new, private technical museum at Milovice.

As is normal for the Czech Republic, this decision brought with it lots of grumblings amongst modelers and modeling firms. As much as we are historically a nation of innovation and progress, we have our segment of the population who conservatively lay steadfast in their resistance to change. On the one hand, I do get it. On the other, I also firmly believe that it is essential to make the right changes at the right time. Modern times scream for the right changes at the right time, and this is applicable to modeling and model shows as well. I am absolutely certain that model shows in various sizes and scope, both regional and international, are mandatory for the survival of the field. There is a strong network of these events in our country, and there are club and regional events put on practically every weekend. During peak season, namely the fall, there are even several shows being put on on any given weekend. It's not as rosy when it comes to bigger events with an international element here. The demise of ModelBrno may be permanent, and the same may be said of Kitsalon Nymburk. This year, there was also no PilsenKit, the longtime continuation of the Pilsen E-day shows. On the other hand, the national Championship with the SMCzR separated from E-day, and appears to be an extremely viable entity in its current form. For us, the two-year pause, the separation of the Nationals, and the offer of the large and modern hall of the tank museum at Milovice gave us an opportunity to renew and revitalize. How well we are succeeding you can decide for yourself from your own experience, and also from the following pages of our special report covering our most recent E-day.

Happy Modelling!
Vladimir Sulc

eday

GALERIE



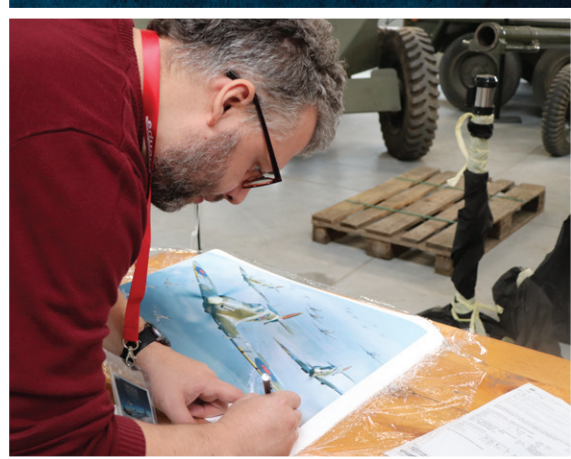


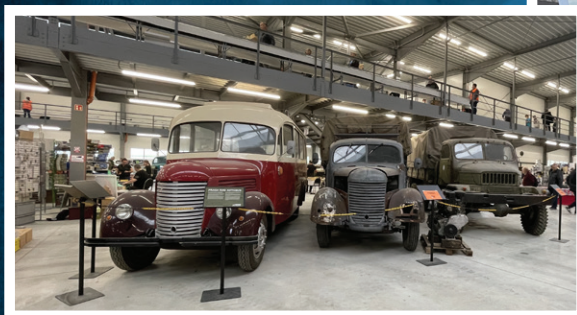
















Head in the clouds

Jaroslav Velc

Text: Richard Plos

Photo: Ladislav Křivan, author, archive

Illustration: Jaroslav Velc

There was one very important event in this year's E-day schedule reaching beyond the plastic modeling even borders of our country. It was the launching and author's signing of the book "In the clouds". Text in the book is secondary, pictures are what makes it attractive. The paintings almost notoriously known to the Czech modelers and yet still admired since Jaroslav Velc's boxart graced the plastic models of many manufacturers for fifty years. He painted hundreds of them and thanks to the efforts of several enthusiasts, Albatros Media published the book of his profiles rarely seen elsewhere.

During the E-day Jaroslav Velc was busy beyond imagination. He had an interview on Friday night, more generic one but the one on Saturday included launching his book "In the clouds" with his aforementioned leading supporters present, namely Ondřej Muller, Albatros Media representative, Ondřej Neff, well known publisher and writer, artistic colleague Vlastimil Suchý and also Zdeněk Šebesta who we believe doesn't need introduction neither to the home modeling community nor to those abroad ... All of them have some share in

the creation of the book which not only demonstrates Jaroslav Velc's extraordinary talent but also his supporters' determination and passion. On Saturday the Maestro spent time signing the book and the queue of the new book owners waiting to get his signature seemed endless ...

Drawing, taking photographs and drawing again

Jaroslav Velc is Kladno native and thanks to the nearby aeroclub airport in Rozdělov the aircraft were "buzzing" over his

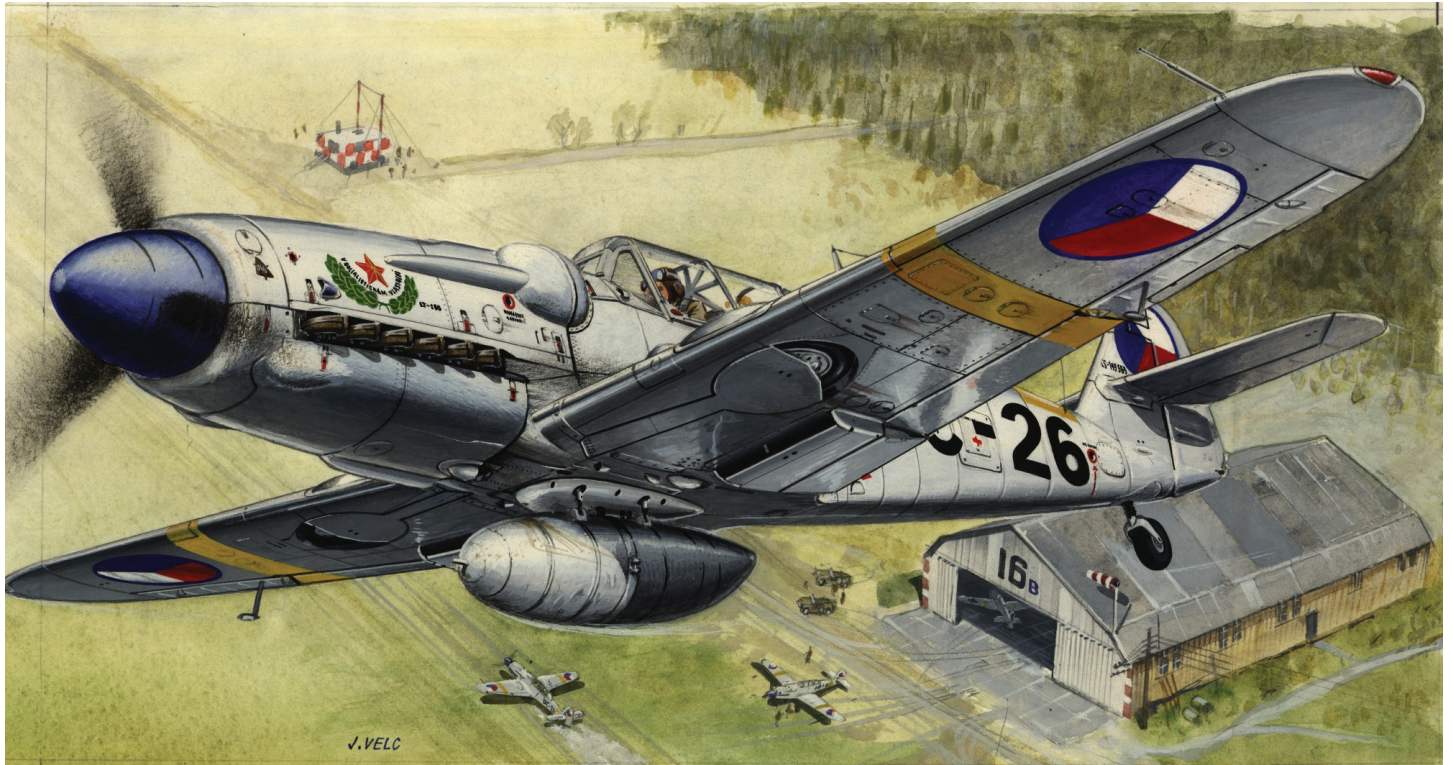
head since his early age. Even though as a young boy, thanks to his father's occupation as a car mechanic, he was more interested in the cars but soon his interests shifted to the clouds. And so, already in the primary school, his journey started towards the plastic models boxart artist working for the most important world's manufacturers...

Since when have you been drawing the aircraft?

I drew aircraft as long as I can remember.

Nevertheless, there is a long journey from a young boy's paintings to a professional illustrator and artist. What was yours?

I was lucky that my drawings were noticed by our lead teacher, Mr. Sklenář. He gave me the bearing and thanks to him I took the entrance exam at the School of Industrial Arts in Prague. Out of twelve hundred applicants they accepted forty and I was among them! My joy was only spoiled by my assigned speciality, decorations painter. I was not happy with it so besides my classes I also took classes on photography. These were taught by visi-



Boxart for Kozavody Prostejov kits made Jaroslav Velc famous. Avia CS-199 belongs to the best known.



Boxart for Revell F4U-5 Corsair.

JAROSLAV VELC

Rozhovor vedl Ondřej Neff



V OBLACÍCH

ilustrační tvorba a box art

About the book

The book was released thanks to the initiative of Albatros Media on the date of E-day event, it is a very richly illustrated publication. It has 400 pages in 284 × 255 mm format, and it is so well designed monography that quite a few of the famous boxart artists from abroad can envy Jaroslav Velc. Its preparation was not easy for sure, it was necessary to gather the drawings, ideally originals which turned out to be challenging indeed. „Getting hold of all those painting in good quality was a problem. I always told the customers that tempera artwork cannot be exposed to light. Otherwise, the colors would fade. There were companies that paid attention to it and archived the originals accordingly. For example, MPM and CMK. When we needed something from them Jiří Šilhánek pulled it out from the folder and the painting looked like I made it yesterday. And in addition he scanned it for us so we obtained the material in the top quality,” explains Jaroslav Velc and adds that another problem was the film material. „I made some drawings very long time ago, there were no scanners at that time, and all was shot on color slides. Those are very color unstable medium, after twenty years they became unusable. Unfortunately we were not able to locate some of the paintings therefore, so we included at least pictures of the kit boxes on which the originals were used at the end of each manufacturer's overview. There are three pages of them just for Revell only. I am glad however that thanks to the efforts of Zdeněk Šebesta we managed to gather the originals of almost all paintings for KovoZávody Prostějov. We only miss IL-10”, added Jaroslav Velc.

ting professor Skopec and the landscape photography was taught by Zdenko Fejfar, one of the best photographers of Krkonoše mountains. Shortly this came handy because during my compulsory military service I won the Army Contest in Photography which secured my one year service with the Ministry of the Interior Research Center.

Interesting ... I what did you take pictures of at the Center?

Well, we used to do really important things in there as for example taking pictures of female ballet dancers from the National Theater or making commercials for the hair dryer. Therefore, there was somehow not enough time to actually work for the Ministry of the Interior...

So at that time it looked like you were on a photographer career path?

Yes, I was being naive thinking I would work as a reporter in some magazine. For example, I applied at the Mladý svět (The

So you were back at drawing then...

Yes, for ten years I drew the pictures for L-29 and L-39 manuals. They were drawings of various assemblies and sub-assemblies. My very first task at Aero was to draw the cameras' mounts for L-39R version. I went to the company archives, obtained the blueprints there and based on them I had to draw the given assembly, or a part in the perspective and required angle. I have to say that I quite enjoyed that job.

But I would say that this kind of drawing is rather far from painting the boxarts, right? How did Jaroslav Velc, Aero employee drawing pictures from assigned blueprints, transformed into Jaroslav Velc, well-known artist, and author of hundreds of boxarts?

In 1971, I created an A3 wall calendar and since our department had also a printer, we printed it and distributed it among our acquaintances. And our bosses did the same. So, the calendar reached L+K (Aviation and Cosmonautics) magazine or

dels. And they are in a need of the boxart. Give it a try!” And so fifty years ago I painted my first boxart for KovoZávody Prostějov, Avia B-534. And they liked it. So, this is how it all fell together and since then there has been one boxart after another.

But the first boxarts for KovoZávody were painted by Miroslav Balous, why was he replaced?

At that time, he fell off the grace and was fired from the L+K magazine editing team. And he did not want to jeopardize the new models production at KovoZávody so he resigned. Then he got his hands on my calendar and seemed to like it since he proposed that I get the job.

Gradually you re-drew four out of five original paintings by Miroslav Balous. The aforementioned B-534, also Š-328, MiG-19 and IL-10. The only kit sold in the original box until KovoZávody Prostějov demise was L-29 Delfín. Why weren't you commissioned to paint it as well?

Honestly, I have no idea. I think they just simply had too large stock of these boxes and were not going to print more of them.

But in the end, you drew that Delphin, didn't you?

Well, yes but only recently when I was preparing the boxart for so far unreleased kit of it in 1/32 scale.

Mig-29 in four days

For Czech modelers the name Jaroslav Velc is closely associated with the aforementioned KovoZávody Prostějov, and some other domestic manufacturers as well, but before long the boxart from Kladno started to appear on other manufacturers' boxes. The vast majority he painted

„My very first task in Aero was to draw the cameras mounts for L-39R version. I went to the company archives, obtained the blueprints there and based on them I had to draw the given assembly or part in the perspective and required angle.“

Young World) magazine and other popular magazines, but the guys already there strongly safeguarded their positions. There was absolutely no chance to break through. And then one acquaintance told me: „Try Aero Vodochody, they need a graphic artist in the department that produces the manuals.“ So I went there, they assigned a job to me to see if I can manage it and I succeeded.

the air force bases where they flew L-29s as a training aircraft. And they took notice of the calendar in some other places so the current curator of the National Museum's aviation collection Josef Krybus invited me for a chat. By the way at that time, he was a representative in pole jumping, by the way. Upon my arrival he said right away: „There is a group of people in Prostějov who started manufacturing of the scale plastic mo-



Sukhoi Su-7BKL boxart for Kovoavody Prostějov.



The French balloon Tissandier from 1883. This oils on canvas painting was created this year and demonstrates the current artist's interests.



Aero A-10 with the ruins of the Hazmburk castle in the background. Two artist's favourites in one painting ...

for Revell and associated trademarks, namely Matchbox. In total he painted 200 boxarts for this group which means during their cooperation on the average it was one boxart per three weeks. In addition, he drew for ABC magazine as well and illustrated many books, for example The Encyclopedia of the Czech and Slovak Aviation which contains almost nine hundred paintings!

How did you actually get to paint for Revell?

Late Václav Šorel (well-known aviation historian and plastic modelling promoter) was responsible for it. In 1992 there was Model Hobby exhibition at Palace Hybernaria in Prague and Revell was present as well. Their production manager was one Volker Vähle and Václav introduced me to him. It

„I was having cup of coffee with the airport manager when suddenly the phone rang. It was Police, saying: „You guys have an airplane is in the water reservoir!“ We did not believe it and said all was fine here but then the manager said: „Look, it seems to be your one ...“ So we jumped into An-2, flew over the water reservoir and there it was! The entire Typhoon was submerged, thanks God all in one piece.“

was at the beginning of the event, we sat together, and he complained that they needed MiG-29 boxart but somehow, they are not succeeding. So, I asked him when he was leaving. In four days, he said. I told him to stop by before departure and when he and Václav Šorel arrived I presented him the finished boxart of MiG-29 flying by ruins of Hazmburk castle.

However, it was not for a Revell box, was it?

No, it was a drawing for Matchbox kit in 1/72 scale. At any rate that is how it all started. The cooperation took off nicely and was only terminated when, medical issues prevented me to continue.

How exactly did you work with them? Nowadays we have e-mails, boxarts are drawn in the computers, any references or art can be sent from one place on Earth to another within seconds. At that time, you had to send everything by snail mail I would say.

Yes, but it worked nicely because there was a smooth communication with Voker. He sent me a request and I only needed camouflage references. He sent them to me by fax. Then I drew three proposals, he chose one, sometimes attached some comments, included the order, and faxed it all back to me. I painted it, brought it to DHL office, paid 1.500 CZK fee and he received it next morning. And I got money on the account in three days. It worked like that for years without a hiccup.

You have painted a lot for Revell, but it was not your only customer besides Kovožavody...

There was quite a few other manufacturers I worked for, even though for some I ultimately produced a little. Which is unfortunately true about Eduard as well. I would have painted more for them, but it simply did not turn out this way. Nevertheless, it was a nice cooperation anyway. Then I worked for MPM, CMK, for Bílek, Airmodel, Směr, Dubena, Modela ...

Many times, you needed to depict the western types of the aircraft, but prior to the political changes at the end of 1989 there was a shortage of good quality references

here. How did you handle this challenge?

I had a friend who had emigrated to the USA, and he used to send me a lot of references. From time to time the authorities confiscated this mail but my art was generating the valuable convertible currency for the country, so it helped to speak up at the right places in terms of the losses, and problem was solved.

One has to like the job

Not all jobs are the same. With some it is just about surviving another shift but not for an artist. As Jaroslav Velc said himself, he has to like the theme. For years he has been painting primarily military aircraft with greatest personal interest in WWII but nowadays he is being attracted to other topics.

What is your favorite painting? Or type of aircraft? Just something you like to come back to.

Some aircraft in my book are actually presented twice. For example, the Hurricane one. I painted it in tempera paint for so far unreleased kit in 1/32 scale. And there is the same art on the book cover painted in oils on canvas, with minor differences. Simply put I like the art so much that I transferred the theme to one meter large canvas. Or Wellington, which I once painted for Matchbox, depicts its return from the night mission. It's dawn already and the damaged aircraft with one propeller idle is just leaving the European continent and heading towards the sea and England. And it is being attacked by Messerschmitt Bf 110. This resulted in the current large oils on canvas painting hung in my son's living room.

You for sure painted a lot of WWII scenes but as you indicated earlier, these days you like to paint something different...

These days I am interested in the civilian aircraft, mainly airliners. The vintage ones, from 1920s and 30s. Those are beautiful aircraft, Aero A-10 for example which I really enjoyed to paint. And again, as a background I used my favorite Hazmburk. It is important that you have deep interest in the theme, that you look forward to painting it. It is impossible to draw something without interest, even dislike.

Some may be interested how actually you create your painting.

The procedure is always the same while using tempera paints. Firstly, I prepare the paper which I attach with tape to a sturdy base and lightly airbrush with highly thinned varnish. Reason is to make paper more durable and not to release the fibers while you paint. The final painting could become "hairy". Then I need photographs of the actual aircraft which I may need to enlarge in order to see the details better.



About the artist

Jaroslav Velc is a Czech painter, graphic artist and illustrator. He was born on August 29, 1946, in Kladno where he still lives these days. He graduated from the artistic UMRUM High School in Prague. After he finished his military service he worked as a graphic artist in Aero Vodochody, later as a photographer in the District Museum in Kladno. In the end of 1980s, he left his job and became a freelancer. In total he created around 340 boxarts for the number of plastic model manufacturers and hundreds of illustrations for the magazines and books. Besides the airplanes and aviation his other hobby is entomology.

Jaroslav Velc during the interview at E-day 2022.

Ideally, I have the four view drawings and specific pictures of the important details. I have always strived to achieve the technical accuracy of the final painting. Based on all these references using pencil I draw the sketch of all components on the transparency, things I will need to transfer to the paper. Then I flip the transparency and outline the drawing with soft pencil on the back, flip it again, put it on the prepared paper and draw the aircraft outline only. And then it is the time to paint the complete background. I don't paint the actual aircraft yet.

What is the reason for it?

It is the matter of the final effect. If you paint the aircraft first the effect is different, and it is also visible when the background even lightly interferes with the aircraft painting. Like in the real life, the aircraft is the closest to the observer and there is a background, be it ground, sea or skies only far in the back.

So only when the background is painted and dry the aircraft follows, right?

Precisely. Once I am finished with the background, I put the transparency on the paper again, I align it with marks I had made in the beginning and outline say the nose section. Then I work on it. I start on the top and continue down not to accidentally damage the painting by putting my hand on it. I leave the space for the national insignia on the fuselage and the wings but not for the codes and other lettering. Those I again transfer from the transparency and paint them. I continue this way until the whole artwork is done. A painting in tempera can be easily done in four days. It is different using oils since they dry much longer. On the other hand, the application is easier.

Really?

Yes. Let me give you an example. If I want to depict the clear blue skies using tempera paint it is actually the transparent color which I apply to the clean white surface, most of the time with a little sponge or lightly airbrushed coat. Then I must not touch it since any damage is irreparable, you have nothing to cover it with. So, you have to add for example a cloud or, say, another aircraft in such a case. Using oils, you can touch the same spot with the brush multiple times thanks to the white paint which covers everything. Also, there is no danger of damaging the surface, like with paper, if I work in one place for too long. Using tempera, the fibers start to come out and all is doomed.

Do you still accept standard commissions for the paintings?

Very rarely. I am at the age when I want to control my time. I explained this to young

people in a simple way. I drew the line and said: „This is life and I am here (pointing to the end of imaginary line), while you are still here (pointing to the beginning of line) and therefore you can take chances with your time. Not me anymore. I only want to do what I like and have pleasure from.

How do you view the current computer-based art? Your paintings inspired Adam Tooby when we were designing the boxart for Avia S-199. Have you seen it?

I do like the current art created by the computer programs. I spent last night in a local hotel and my roommate was that gentleman from Poland who paints for your (Piotr Forkasiewicz, authors' note), and his work is one of best in the industry. And I do like that S-199 drawing a lot. It is completely different procedure compared to painting with tempera but there is the energy, for sure.



Jaroslav Velc modified Jora in his own way but ultimately decided to stop flying so she changed hands shortly after her maiden flight.

Aviator

Almost whole his life Jaroslav Velc was associated with the aircraft. From drawing schematics for L-29 and L-39 manuals to painting scale model boxarts and book and magazine illustrations. It has not always been just the art. He also sat in the cockpit and grabbed the control stick.

How many flight hours have you logged?

Not many, a little over hundred hours, everything with the ultralights.

What type of aircraft?

I owned Typhoon (TL 32 Typhoon, first design manufactured by now famous TL Ultralight company) which was in fact quite a "drag generator" but once I added the streamlined covers of the struts, it gained agility. And when I covered the gaps between the wing and ailerons with duct tape the controls became more responsive. The great advantage of the aircraft was the robust landing gear. In combination with the low landing speed, I was able to land

just done flying because at that time the interpersonal relations were not good at Slaný aeroclub so I did not want to spend time there..

In your hundred hours in the air did you experience any emergency situation?

Well, not me personally but one event is worth mentioning. At that time, I was not licensed yet and together with Franta Žalud, my instructor, we were doing so called airport hopping. We finished in Cheb where in the early morning next day I flew solo towards Carlsbad. I still remember how gorgeous that flight was ... I returned and was having cup of coffee with the airport manager when suddenly the phone rang. It was Police, saying: „You guys have an airplane in the water reservoir!“ We did not believe it and said all was fine here but then the manager said: „Look, it seems to be your one ...“ So we jumped into An-2, flew over the water reservoir and there it was! The entire Typhoon was submerged, thanks God all in one piece. So, we re-

okay, he is a former scuba diver, but mechanic panicked and kicked out the door. As it turned out later, he did not know how to swim. Nevertheless, he may have forgotten it due to the stress since he successfully reached the shore. But he was in shock, ran away and only returned to the airport in the evening.

What actually happened?

Well, they ran out of fuel! But it was not only their fault as Typhoon had poorly designed fuel system. There was too much unusable fuel left in the tank. The fuel gauge still showed enough fuel, but the engine coughed and stopped. I had to prove it to the manufacturer so in my backyard I leveled the aircraft and started the engine. And indeed, it was still twelve liters of fuel in the tanks when the engine coughed and stopped. Ultimately, Jiří Tlustý from TL Ultralight admitted the problem and had the aircraft repaired.

Don't you miss flying, wouldn't you fly with someone else?

Not really. I flew quite a lot. They gave me rides at Aero, in L-29 and L-39. I flew with their work test pilots like Šouc, Křemen or Šmíd.

It was not part of your job as a draftsman, was it?

Not at all. But the company's photographer was afraid to fly so I stepped in. During the flight I took pictures of the newly added instruments, their readings etc. Or we flew formations taking air-to-air pictures for the customers. Just variety of reasons ... Sometimes the test flights were performed including the maximum ceiling etc. It was very nice flying and I have fond memories of it.

Thank you for the interview and wish you all the best!

„Wellington, which I once painted for Matchbox, depicts the return from the night mission. It's dawn already and the damaged aircraft with one propeller idle is just leaving the European continent and heading towards the sea and England. And it is being attacked by Messerschmitt Bf 110. This boxart was followed by the large oils on canvas painting currently hanging in my son's living room.“

at any back country road. I actually did not need the airport ... After some time, I sold Typhoon and a built Jora which was more modern and better looking design. But when I looked at the aircraft it was clear to me that the original design was tail heavy since it featured too short nose. So, I modified her, used different engine, and made new engine covers. The whole nose was longer, shaped differently. I finished her, she was test flown and I sold it ... I was

turned and jumped in a car for a change and when we arrived the firefighters were already there pulling the aircraft out of the water.

Who actually crashed into that water reservoir? Did you rent the aircraft?

It was my instructor who borrowed it to give a ride to An-2 mechanic. And he had to land on the water because the surrounding terrain was not suitable at all. Franta was



Mr. Velc's first airplane. Typhoon TL32. The one that ended in the water reservoir.



REMEMBRANCE OF RADOVAN PAVLÍČEK,
FOUNDER AND OWNER OF THE REZAVÁ VRTULE
(RUSTY PROPELLER) COMPANY



eday KITS

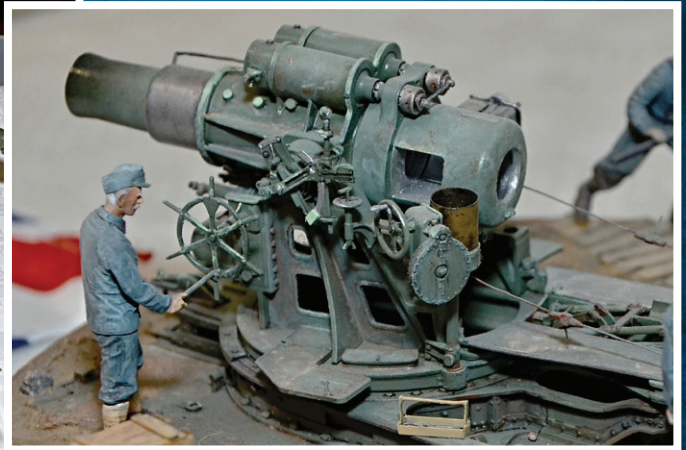
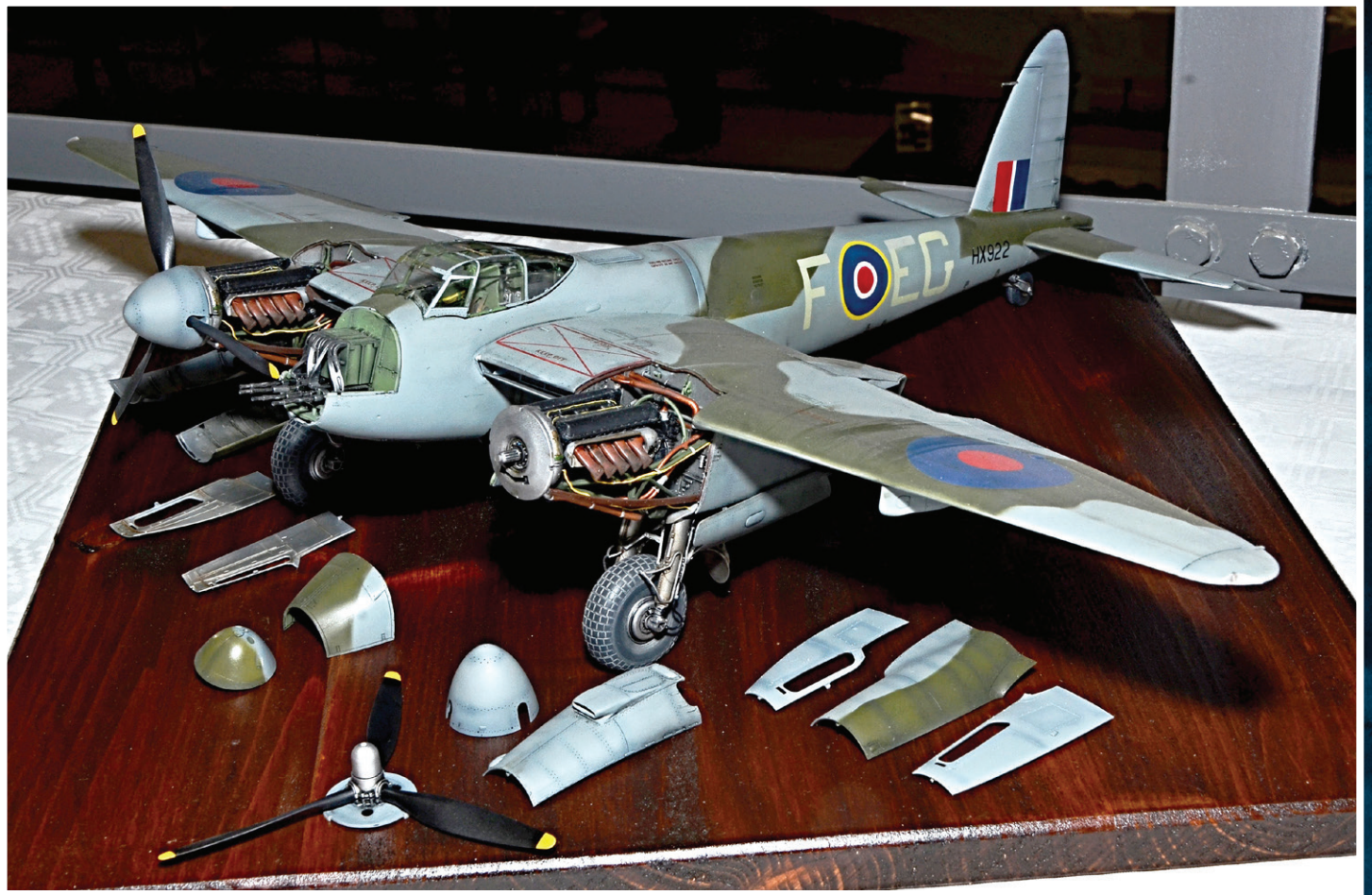
SELECTED COMPE-
TITION MODELS, MO-
DELLING CLUBS AND
SIGS PRESENTATION

















'The Pot' E-day's Q & A



The Q & A session, dubbed 'the Pot' has become an integral part of every E-day show, moderated by Eduard's Executive Director, Vladimir Sulc. The themes revolve around the daily goings-on in the company, and extends to its future plans. This year was no exception. Moderating the discussion this time was the task of Petr Svihovec, who steered it in several interesting directions. So here, we'll take a closer look at what Vladimir Sulc had to say at this year's Q and A.

On the effects of current conditions on Eduard

With respect to the way world prices are evolving, we will be forced to increase ours. So far, we've delayed in doing so, despite more expensive raw materials, including plastics. There is a dramatic rise in the cost of brass plating, which have furthermore suffered from delivery delays. For us, it has meant purchasing huge quantities of brass to have something from which to produce and survive the current economic climate. Realize that by February of this year, we already had the same money in brass as we did for all of last year. But even more relevant for us is the rise in energy costs. We are hopeful that our firm will qualify for a government program that aims to cap energy prices for small and medium sized businesses. This would mean a fourfold increase for us, instead of ten. Even that would be a signi-

ficant increase, because our activities are energy intensive. Bottom line is that price increases will come, and they will come about November or December. The increases looks to be somewhere between 13 and 16%, so somewhere around four bucks for a 48th scale ProfiPACK kit, give or take.

On this year's sales

From March, we've been feeling a decline in sales. The page really turned with the Russian invasion of Ukraine. Up to February, sales were really quite good despite our still recuperating from our fire, the effects of which were felt for over three quarters of last year. In last year's fourth quarter and this year's first, our sales figures were considered good, comparable to our pre-fire levels. March saw a decline in sales that then continued on through the summer. It paused in August, but

then resumed again in September. We are talking about a decline in the neighborhood of 20%. The biggest loss is among the home market. It is clear that our modelers and our retailers on the home front have the greatest skepticism level. Typically, the decline on the home market is around 40%, which is significant. The biggest decline is seen in photoetched brass sales, while model kit sales are basically stagnant. I think, though, that September will end up showing a decline there as well, once the numbers are in. We do have one area of continued growth despite what is going on, and that is in the sales of our Brassin items.

On internet sale events

Our internet sales events continue to be successful, and that's because they are built around discounted pricing to nudge modelers into buying our products. During the covid scare, we didn't hold too many of these events because there was little opportunity. There were no physical modeling events to base them on. The shows are back, and we are still dealing with a crisis situation, so these internet sales will continue. We want to go to a show in Holland and to Slovakia, and these will be accompanied by Internet sales along the lines of the E-day Afterparty.

On the possibilities of greater detail offered by 3D printing

We probably won't be able to incorporate any more detail in to our 3D printed items, and I don't think there is any more room for improvement there. We may be able to get a little tighter on the resolution. We have two resolution settings on our printers, one at its finest and the other a little coarser, although you can't really pick out the difference by looking. It is more for technical reasons than it is for detail level. Two new printers will help in the quantity of new items coming out and these should be acquired through the fall. At that point, our production capacity will become very interesting, and will give us seven printers, allowing 100% of our range to be 3D printed and re-releases of older cast items as new 3D prints will follow.



On the likelihood of 3D printing complete kits

Printing complete kits is, of course, possible, but the question is whether or not this is a job for us. Except for a brief pre-Eduard period, we never produced all-resin kits. I think this is a genre better suited to smaller companies that can deal with peripheral types. But for us, it doesn't make a lot of sense. Once we have a design, we would rather transfer to mold form. If some small firm were to design a complete model, we could certainly print it for them. But for us to embark down that road is highly unlikely. But, as they say, never say 'never'. We are in a crisis environment and these types of environments bring about new roads through necessity.

On the significance of 3D printing

My opinion is that 3D printing technology is changing the rules of the game. When cast resin technology came about, it was predicted to be the end of photoetching. Never happened. 3D printing could do that, though, and signs point to the potential of replacing photoetching with printing, possibly changing the face of aftermarket accessories considerably. Another thing is that 3D printed items tend to be much more

user-friendly than anything that has come along thus far. It is lighter, more accurate and more geometrically stable and can be designed in the same manner as the plastic parts in the base kit. We all know how it went with cast resin. It worked, but sometimes it didn't fit right and each production session yielded something a little different. With 3D printing, it's different. The material is stable and much of what kept some modelers from investing in cast resin is now gone. To top it off, a segment of the population is allergic to the material used in cast resin. There are people who come in contact with cast resin and they swell up like a balloon. Material used in 3D printing is much more inert, medically. In fact, our material is approved for use in the medical industry. It's the same material that teeth, for example, are manufactured from.

On 3D accessories for ships

We all know that ship railing is not flat, and so I suspect that it's only a matter of time before we begin producing these as 3D prints. And really, here, as opposed to aircraft models, I can picture complete kits being printed because there are lots of specific subjects that won't be a good

investment as a standard kit. If Eduard ever wanted to produce their own ship models, this might be a good way to go.

On the Japanese reaction to Eduard's Zero

The Japanese appear rather puzzled by our Zero and I think that some even took it as a slap in the face, that some central European country would dare touch their sacred aircraft. One reviewer even went so far as to say that our wing profile is wrong. It turns out that he sanded the surface of the wing, photographed it, posted it, and screamed 'see how bad it is?' But, of course, there were Japanese modelers who are genuinely pleased with our effort.

On why the Zero, and why now

Why not? It's a type that has captured imaginations and deserves the status that it has in our view. It's a legend that flew for the majority of the war, if not literally all of it. It deserves to be grouped with aircraft flown by famous pilots who tended to fly striking aircraft with interesting markings, including kills, nose art and the like. The Japanese approach to these aspects of decoration was a little different, but it's a top league player. Its status is comparable to the Mustang, Spitfire, P-40, Wildcat, and even later types like the Phantom, F-15 or maybe the MiG-21. And these are types we want to produce. Famous aircraft that appeal to everyone. We get asked a lot why we do kits others do, and in the end, they buy them. These are aircraft that have incredible tales to tell and offer colourful and appealing marking options. Even if you stay with the Mustang – every time you look at one, it's a different aircraft. When you make a Kunkadlo, you make one only. There was only one. The timing was as it was because last year was a round figure anniversary of the Pearl Harbor attack. We wanted a major new item for that occasion and we succeeded in spades.



On why this was followed by the Wildcat

That's also simple. The Wildcat was the Zero's main foe early on. And we applied that idea here, too. Our idea is to alternate the Zero and the Wildcat, and so take you on a journey through the history of the Pacific War from Pearl onwards. Although we weren't able to meet the anniversary of the namesake of our Midway Limited Edition release like we were able to do with the Zero, we are staying true to our release order. So after Midway, we have Guadalcanal and we will continue to pay homage to all of the major battles the Wildcat was party to. These will be supported by historical articles in our newsletter or on our Facebook page. This will last to at least 2025.

On the acceptance of the Wildcat in the United States

To be honest, I still have a backache from the welcome the Wildcat received in the States. We had 500 pieces at the show there, but they needed to be packaged. We did that at the show. People came around to take pictures and leveled typically American questions at us such as 'why are you doing that? Why not outsource?'. One person had a specific solution to the situation with a comment that 'we have plenty of Mexicans here...' In the end, we packaged like mad and the end result was that we taught some Americans how to stand in line for something. They literally stood there waiting for us to pack these things up and tore them from our grasps.

On the Trener

The Trener is a training aircraft and does not belong in the aforementioned top league. But we also used it for some training ourselves. Whenever we go into the design of a new type like this, it means that we are confirming something, maybe a new technology or design concept and procedure, or maybe training new people. Right now, we have a Blanik glider in the works, and for exactly that reason. The Trener was still a more expanded project, because there are so many versions of it. Usually, these are more intended for the home market so that Czech modelers can get something out of it as well.

On the complexity of civil schemes for the Trener

Modelers are a proud bunch and won't easily admit that this is something that causes them problems. They have to figure these things out, just like we do. It's important to learn how to produce precise demarcation lines, pin striping and the like. We try and help with masks and decals where possible and reasonable.

On the possibility of a 'movie' Trener

A kit depicting Trener aircraft that played movie roles as other types can't be ruled out. A lot of those movies were shot here in the city of Most, such as Bridge at Remagen, Battle of Moscow and others.... and Z-526AFSSs played the role of a lot of types that flew in the war. In the Czech movie 'Halt! Or I'll Miss!', 'Shorty' carried markings of the 52nd FG. It wasn't completely accurate, but it was recognizable. It also carried British markings, but whether it was intended to portray a Spitfire or a Mustang is not clear. Could've been both.

On the possibility of producing other Czechoslovak types

There will be a Blanik kit, but it won't be next year, and we are not even sure about the year after. The design phase of the project is nearing an end, but is not quite there, and then it'll have to wait for tooling, and the same goes for the two seat Cmelak (Bumble Bee). That one had several canopy versions. Technically, I can say that our MiG-21F-13 is Czechoslovak, since it was produced here and we can categorize it as such.

On reboxings and associated problems

Currently, the big issues revolve around postage. Americans are vocal about the cost of postage going up. Postage from China and Japan is expensive, but a bigger problem is its reliability. Projects requiring plastic sprues from there have been getting to us later than counted on. I think this will improve, but just in case, we reduced the number of such projects in our plans. We have an F-104C in Vietnam planned, and the plastic will hail from Kinetic. We want to join forces with one of our retail partners, meaning more goods coming at once, which should bring a cost savings. There will be other reboxings. For the long term, we are co-operating with Revell and we hope to be able to continue working with Ukrainian firms.

On trading with the Chinese and Japanese

The Japanese are a relatively inflexible nation, and it is virtually impossible to modify any agreements with them if needed. At times, it's impossible to understand, given specific circumstances. The Chinese tend to be more accommodating, and it is possible to come to an understanding taking into account a wider range of possibilities. They are quite creative and thanks to this, the delays on things from them were not too bad recently. They are able to improvise when and where needed. This is where they differ from the Japanese. In any case, we don't get into agreements that are too comprehensive. Usually, we come to an agreement at a show or via email on conditions, price and delivery, and Bob's your uncle.

On further ship reboxings

We were considering an aircraft carrier and we wanted to release the HMS Repulse, but ship plastic is expensive, so we hit the brakes for now. If the Arizona project is any indication, ship kits can sell quite well, so others may come along. But it must be kept in mind that the Arizona holds a special place among ships.

On the Bunny Club

We want to innovate a bit here and modernize. But I don't want to make any promises yet. I will say that we do want to expand the range of admissions kits (used as payment for admission as opposed to a fee) and make it more appealing to ship and AFV people.

On a book of Eduard art, since we have artist Jaroslav Velc in the room...

We haven't thought about anything like that. It's true that we've had a lot of releases and more than enough boxarts to fill a book. But Mr. Velc is one personality, and we have had many artists produce these for us. There must be at least ten names on the list. I think that names like



Piotr Forkasiewicz and Adam Tooby will also achieve legend status. They are not there yet, but they are working hard to get there. So for now, we will focus our energies elsewhere, than on such a book...

On the articles describing boxart depictions

These are the so-called Boxart Story articles, and these will continue to be written. And perhaps someday, we will produce a single-reference collection of these. We began to produce these articles to explain what was actually going on in the boxart illustration. Some people will look at it and see an aircraft, or several, and it doesn't occur that what is being shown had historical significance. We invest a lot of time and preparation into our boxart commissions, and we want them as accurate as possible. And we have to also maintain active participation in the actual creation of the art, because often the artist will see things from a different perspective, requiring a 'course correction'.

On Zvezda and our relations with Russians

We have known the people from Zvezda for years now and the relationship has been friendly. They are no enemy to us. We remember what the situation here at home was, too. If you didn't tow the party line, you were swept under the rug, and this holds true in Russia. Not everyone there stands behind Putin, but they have to have an expression as if nothing's wrong if they want to survive. I will not be making life any harder for them, I know what's involved and how hard it is to change course. We battled with this for a long time, too. And it's not just Zvezda. We have friends there with whom we undertook interesting projects when we helped Russian historians preserve their archives, saving them from confiscation and destruction. A Russian produced decal art for us, who I think is now in Finland... We will not build this as 'here, we have a Russian, here we have a Ukrainian – one is good, the other bad...' There are good and bad people in every nation. So, we have no intention of cutting ourselves off from Zvezda, as long as they don't cut themselves off from us. I am hopeful that next year, we'll be able to put together our planned Limited Edition kit using the Zvezda Su-25.

On the future of the swastika on models with respect to legislative developments

This is a battle we've been in for years. Generally speaking, our legislature takes the German view on this matter, which is a bit of a hell, because some things are thus painted into a bit of a corner. For us, upcoming changes mean that the swastika will not be able to be displayed anywhere. For now, swastikas for Czech or American modelers are whole and in the corner of the sheet. For the German market, among others, the



in-tact swastika in the corner of the sheet are cut off and the modeler assembles segments of them instead. Unfortunately, the German powers that be see this as circumnavigating the spirit of the law. It's a punishable offence there and will become one here. At the moment, I haven't got the legal analysis concerning what we can and what we can't do, but I think that in terms of the Swastika, there will be no trace of one in our kits. They will be going after anyone who, as they see it, uses the symbol for monetary gain. In my view, this interpretation is silly. A precedent will be set the moment someone is accused of breaking this law and I hope it won't be us. At that point, the two sides of the argument will need to be weighed. We can then claim that a plastic model is a representation of historical fact, which our legislature allows, but the German view differs. In the creation of a work, such as a book, it is possible to include reference material such as photographs, but it is not allowed to paint one on a profile of the real thing. But film makers can use them, and they do. I don't understand why we should be forced to follow a different set of protocols. In order to argue from such a position, you'd have to go for the throat, and that means risking a lot, risk the penalties and a battle in the courts that could go on for years. And it would be expensive...

On the BFC admissions kit for AFV modelers when the plastic for the Sherman was lost in the fire

After the war is over and the Ukrainians are able to function normally, we will approach them about putting together a T-55 kit, as one possibility, to replace the Sherman. Unfortunately, we were not able to issue the latter in time. We have the body and the dozer blade, but not the tank itself to allow us to complete the kit for an AFV admissions kit.

On scaling up or scaling down existing kits

This is more complicated than most modelers realize. For example, we have the

S-199 ready in terms of both design and technology and I was promised that we will have this ready in time for the next E-day. In reality, it was first prepared as a 1:48th scale kit and was subsequently done in 72nd, which for various reasons, we were able to release first. But we do have one 1:48th scale kit that will come out of a 1:72nd kit of ours, and that will be the MiG-15.

On the possibility of releasing Space sets in 1:72

The Space sets suffer from some technological limitations. In 1:72nd scale, this translates to rough graphics, or poorly discernible details, when they are scaled down. We did some fine tuning and we have achieved a reasonable result, so some 1:72nd scale Space sets are on the way, and we will monitor reaction closely. The Space sets are good sellers, despite having been in the critical spotlight for a long time, and naturally were compared to competitive products where we came out second best more often than not. Over the course of this year, the criticism has died down, and we have begun to receive compliments. It seems that our format of combining 3D decals with steel seatbelts is a good one and is being noticed. The printer fine tuning has also yielded fruit among modelers and the sets are rising in popularity. We would like to transfer this into other segments of the market other than 1:48th scale aircraft. We have begun releasing them now for 1:700th and 1:350th ships, and 1:72nd scale aircraft is our next goal.

On further MiGs in 1:48

Well, I don't really consider the MiG-17 as a top league player, and to stay with the sports analogies, even the MiG-15 is in danger of relegation to a lower league. But it flew everywhere. I have a personal connection to the MiG-19 as well as the MiG-23, so I can see us doing these the moment we find ourselves with more income than we know what to do with.

New releases 2023

by Vladimír Šulc

The description of new releases in preparation for 2023 included a relatively extensive look at items for the fall of this year. Because October releases are already available and November releases will be focused on in the November newsletter, the following information will centre around new items for December, 2022, and the basics for 2023. Of course, this will not be a full listing, because the majority of new items for next year will be outlined in the December and January newsletters.

DECEMBER 2022: SAMURAI (A6M3 Zero Model 22 and Model 32), Limited Edition, Dual Combo

This kit stems out of the ProfiPACK A6M3 Zero Model 32, which had its premiere at E-day. The kit will be released as a Dual Combo boxing, meaning two complete kits in one package. Besides the plastic for the A6M3 Zero Model 32, it will include parts for the A6M3 Zero Model 22 as well.

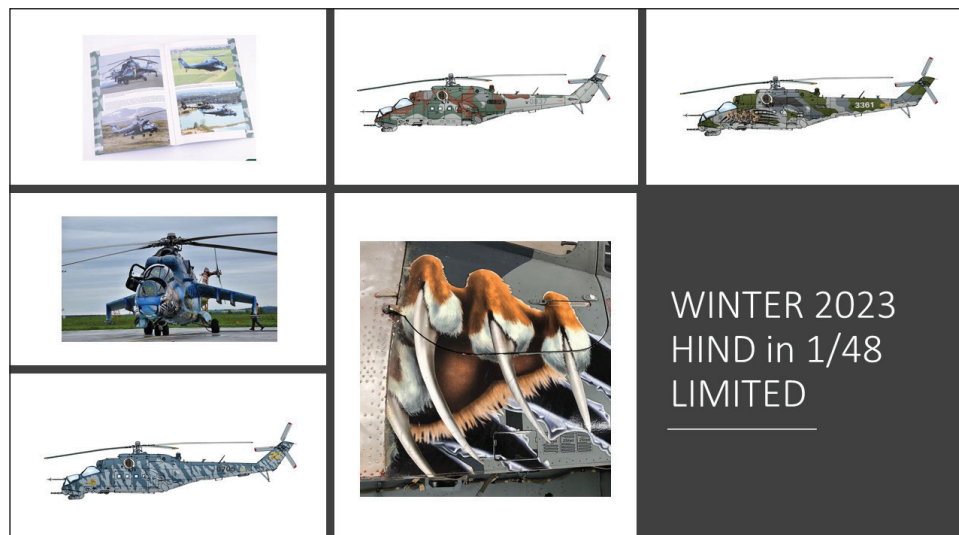
In December, we will also be releasing a Bf 109E-3 in the ProfiPACK line in 1:72nd scale, and the plastic will be supplied by Special Hobby. ProfiPACK kits in 1:48th will include the Fw 190D-9. Originally, this was planned on as a straight re-release of the ProfiPACK kit, but we finally decided on a new edition with new markings and a new boxart. Naturally, this will also have a new catalog number.

In the Weekend Line, there will be two new kits, the Spitfire LF.Mk.IXc in 1:72nd and a P-51D-10 Mustang in 1:48th. The Bf 109G-10 (Mtt. Regensburg) will be re-released in the 1:48th ProfiPACK line.

DECEMBER 2022



SAMURAI / A6M3 ZERO Model 22/32 LIMITED 1/48



JANURAY – FEBRUARY 2023:

Mi-24V/Mi-35, Limited Edition, 1:48

Another release featuring a publication by Jaroslav Spacek. The plastic is from Zvezda, and will include ten marking options, nine of which will be Czech and one Ukrainian (ex-Czech 3362 or 3370). Besides the decals, masks, and photoetched, resin details will be included.

WINTER 2023
HIND in 1/48
LIMITED

Another item will be produced following the same idea, though this one won't include the extensive marking options nor a publication. There will be one option, the infamous 'Alien' coded 3360. The decals for this item will be similar to those of the set of rivets for the Mi-24. The decals will be subdivided into components corresponding to the panels of the kit. This kit is still in the development stage, and some surprises cannot be ruled out.

WINTER 2023



VETŘELEC (ALIEN)



JSPRING 2023: GUADALCANAL, LIMITED EDITION, 1:48

The contents will include the F4F-4 Wildcat in 1:48th. The project is in development, and is conceptualized as including two kits of the F4F-4 in two developmental versions, or with one Wildcat and One P-39 Airacobra. The theme will focus on the Battle for Guadalcanal and operations immediately prior to and after. Over the course of the year, we will also release other ProfiPACK items to include the FM-2 and the F4F-4 Late versions.

SPRING 2023

GUADALCANAL F4F-4 WILDCAT LIMITED 1/48



SPRING 2023: RUFÉ, A6M2-N

Although the A6M2-N is considered to be a version of the A6M2 Zero Model 21, and the new kit is categorized as such but in terms of being a reboxing of the Zero, it is actually a new kit, one that utilizes a minimum of parts from the versions released up to now. This kit is produced from four new molds, not only including the floats, but there is a sprue containing a new fuselage and wings, and the final sprue includes fine cockpit details, bomb and bomb racks, as well as a dolly. The first release will be in the Limited Edition line, followed by a ProfiPACK version and a Weekend kit later after that.

SPRING 2023



SUISEN / RUFÉ LIMITED 1/48

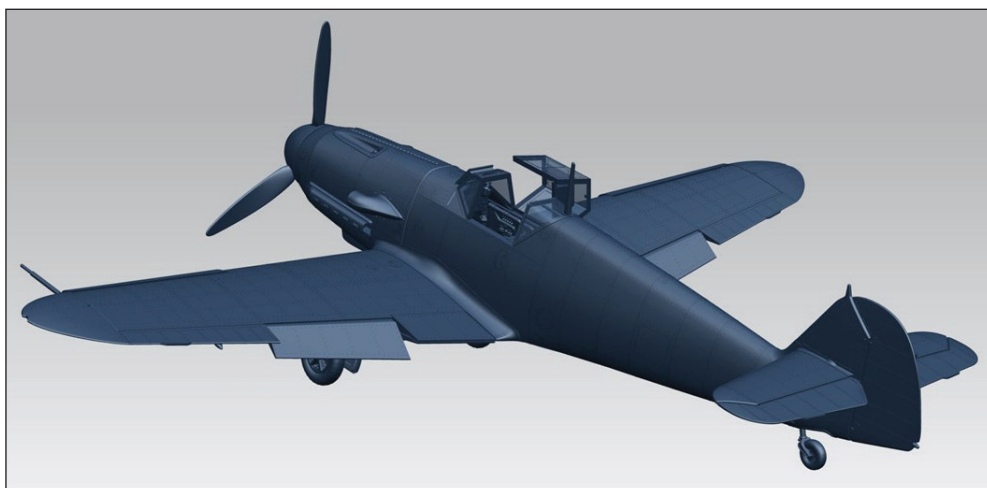
SPRING, 2023: WUNDERSCHÖNE NEUE MACHINEN, LIMITED EDITION 1:72

This item is the first in the release schedule for the Messerschmitt Bf 109F, G and K. The first release will be in the Limited Edition range and will include two complete kits and will focus on the Bf 109F-2 and F-4. In the third quarter of next year, another item will be released in the Limited range dedicated to the Bf 109G-2 and G-4, followed by the G-6 and G-14 in the fourth. Over that span, there will also be kits released in the ProfiPACK range. I expect that the gradual release of the line of Bf 109F, G and K will span a few years and will include several dozen releases. Conceptually, these kits will stem from the already released kits of the S-199 and CS-199.

SPRING 2023



WUNDERSCHÖNE NEUE MACHINEN LIMITED 1/72



SUMMER 2023: KURFÜRST/Bf 109K-4

Although the Bf 109K-4 kit is an extension from earlier kits of the Bf 109F and G, it is of a more modern design and contains a list of changes due to better technology. The kit will have essentially a new set of molds, and the new kits will share no sprues or individual components from the older kits. The first release will be in the 1:48 scale Limited Edition range carrying the name Kurfurst, which should have its premiere at the IPMS USA National Convention in San Pedro, Texas in August.

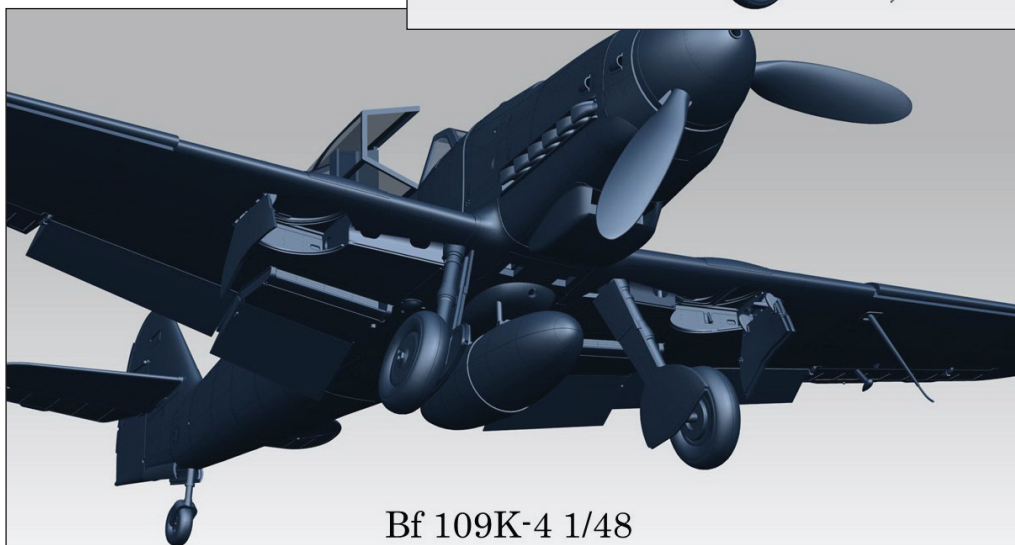
SUMMER 2023

KURFÜRST Bf 109K-4

LIMITED 1/48



Bf 109K-4 1/48



Bf 109K-4 1/48

FALL 2023: The MULE/AVIA S-199 and CS-199 1:48

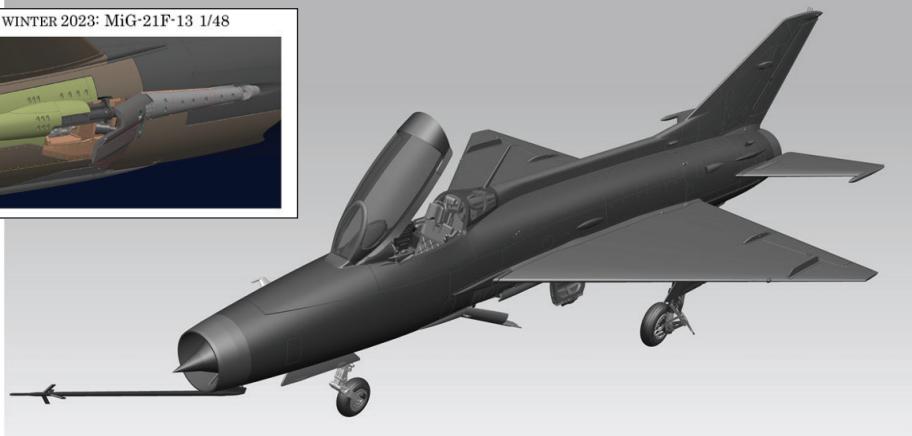
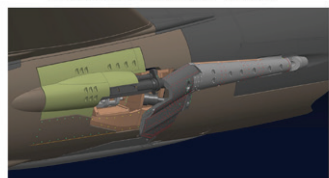
This kit may be one of the star attractions at E-day, 2023. As with the Bf 109K, it comes out of the older Bf 109F and G line, and as with the Bf 109K, it will be an all new kit. It, too, will have all new tooling. Conceptually, these are related to their 1:72nd scale counterparts and will follow a similar release schedule, and will draw on the same colour schemes.

AUTUMN 2023

MEZEK / AVIA S-199 LIMITED 1/48

WINTER 2023: MiG-21F-13 1/48

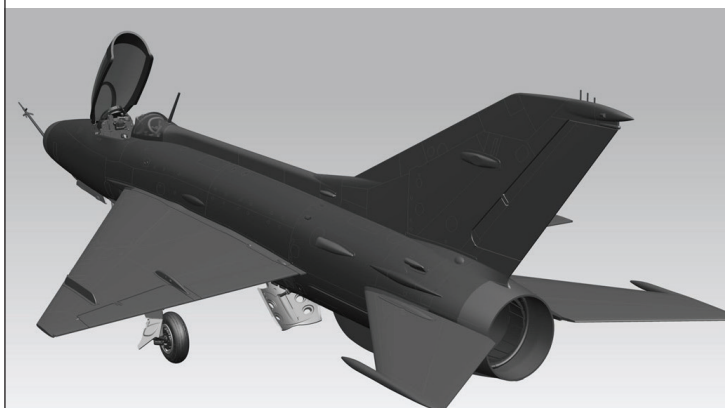
WINTER 2023: MiG-21F-13 1/48



WINTER 2023/2024: MiG-21F-13

At the risk of sounding like a broken record, this kit will also be an extrapolation of the an older project, in this case the MiG-21PF, and as with the Bf 109K-4 and the S-199, will have very little to do with its predecessor. Practically all of the components are revised and redesigned, and the kit is conceptually and technologically different, much more modern, detailed and sophisticated. As an example, this kit will have all of the speedbrakes in the open position, and the weapons bay will be visible through the right forward speedbrake, revealing the cannon installation. The release schedule will be typical, we'll start off with a Limited Edition kit, and this kit should also include a publication by Martin Janousek, dedicated to the service career of the MiG-21F-13 in the Czechoslovak Air Force. This will be followed by ProfiPACK and Weekend releases.

WINTER 2023: MiG-21F-13 1/48



WINTER 2023: MiG-21F-13 1/48

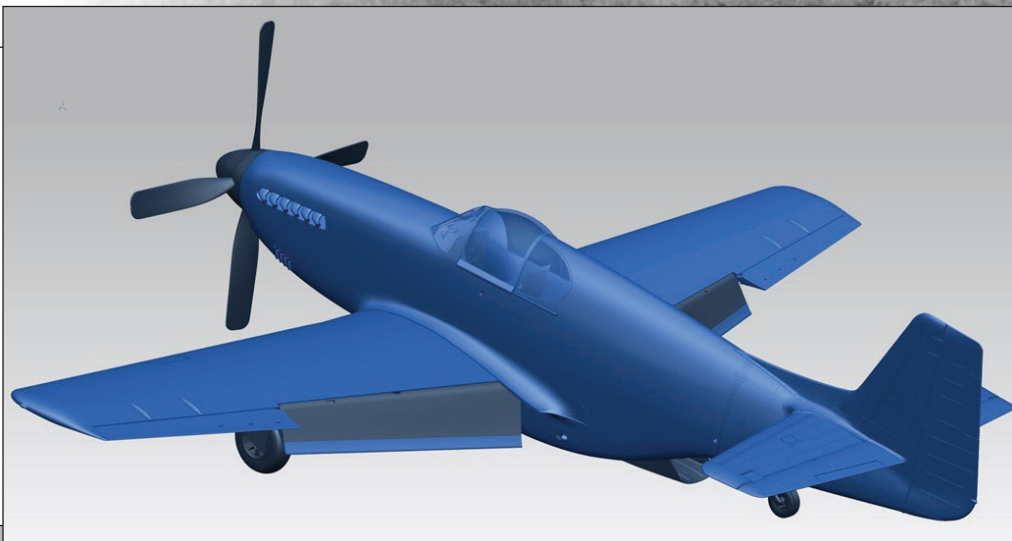


.....and the P-51B Mustang, 1:48

As the development work on the MiG-21F-13 is winding down, so is the work on the P-51B/C Mustang. This kit also hails from earlier work, in this case the P-51D, and this kit also has not too much in common with its predecessor. However, there is more to connect the earlier kits of the Mustang with this one than there is connecting the two generations of MiG-21 kits. The Mustang is also simpler in design than the MiG, so it may well be that the first P-51B will be released prior to the MiG-21F. How the race between the Mustang and the MiG pans out remains to be seen, since the situation on the battlefield can change not just from day to day but from hour to hour, and the release dates are still pretty far off.

Oh, and...

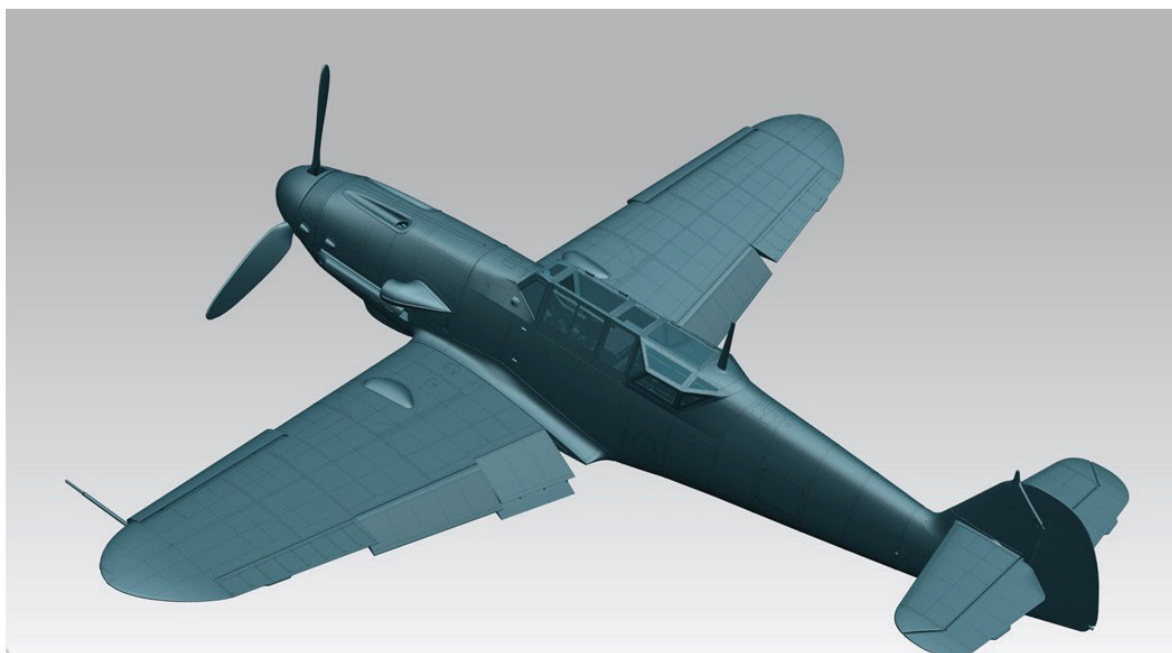
P-51B/C
1/48



And we leave Japan for a bit.....

and come back at you with a German item, in the form of the Bf 109G-12 in 1:48th. It's not something we would expect for next year, more likely for 2024. The Bf 109G-12 likewise comes out of an older design of the Bf 109G. We have three versions of this trainer in the works, following the same lines as the actual aircraft were converted from three base types, the Bf 109G-4, G-6 and G-10. In the illustrations, we see the Bf 109G-12 converted from a G-4 airframe.

And in the end, it won't be a Japanese, it will be a German again.



Bf 109G-12 1/48

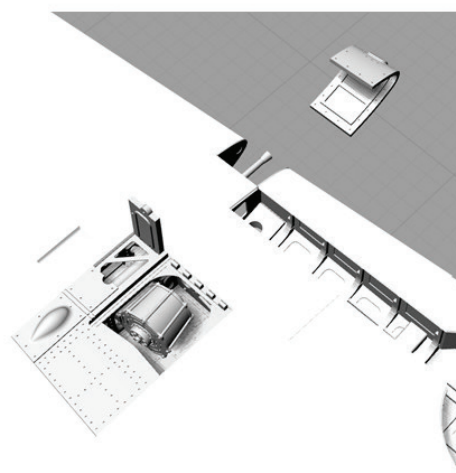
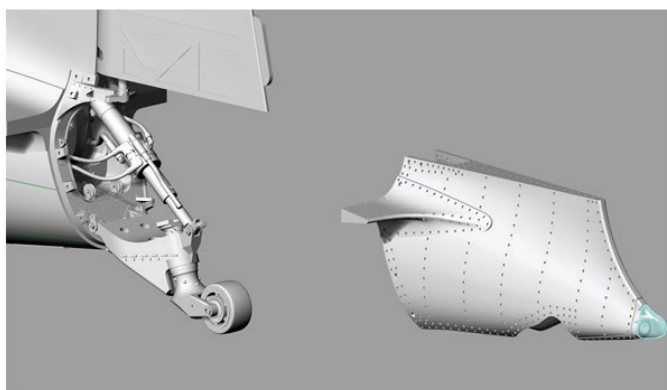
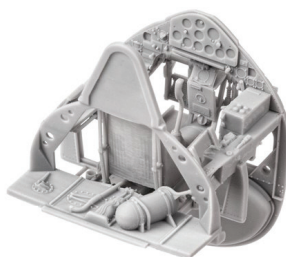
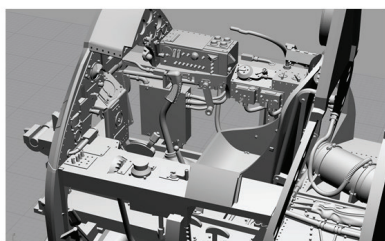
Bf 109G-12 1/48



BRASSIN 2022-2023

This year placed our Brassin department firmly under the heading of 'innovation'. Throughout the first half of the year, we converted Brassin sets from cast resin to 3D prints. Currently, the majority of new releases are offered as straight prints. Cast resin has been maintained for some wheel sets. These are items where the advantages of 3D prints or disadvantages of cast resin are not particularly evident. In everything else, the advantages of 3D prints are obvious. Besides the higher fidelity of detail, the prints are more geometrically stable over time. Castings are unstable, both in terms of shape and volume. The effect that the material characteristics and the technology used to produce them have on the finished products leads to an inconsistent need to adjust them to make them fit correctly into the target model, or a need to modify the target model to accept the aftermarket parts. The other issue with the cast resin items is the need to remove the parts from their casting blocks, which can be very labor intensive and requires precision. The bottom line is that castings, as opposed to prints, won't fit perfectly and require a higher skill level from the end user. The other thing to consider with castings is that a large percentage of the population is allergic to the resin.

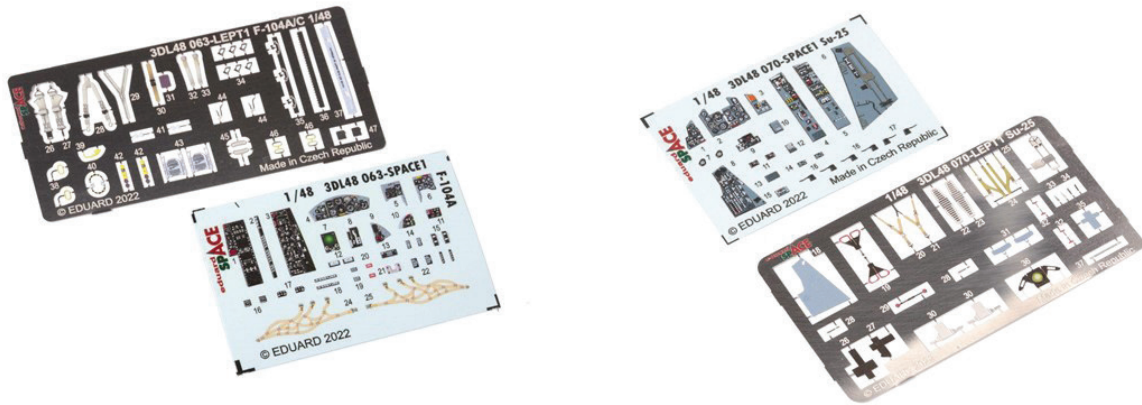
3D prints eliminate all of these shortcomings. They are geometrically stable with time, ensuring that their fit can be precisely predicted in combination with other components, whether other prints or kit plastic. The separation of them from their support structures is relatively easy, if in need of some care, and requires no major sanding or cleaning. In terms of health concerns, the prints are essentially problem free. Our production even utilizes high quality materials approved for use in the medical field. We are expecting delivery of another two printers through the fourth quarter of this year, giving us seven. We exclusively use printers made by the Australian firm

BRASSIN 2022**3D PRINTS EVERYWHERE****BRASSIN 2022****3D PRINTS EVERYWHERE****BRASSIN 2022****3D PRINTS EVERYWHERE**

SPACE 2022

The Space sets, which combine 3D printing technology with steel photoetched parts, have been a part of our catalog now for two years and continue to rise in popularity, same as the concurrent but slightly different Look line. These have the same type of finish, with the exception of instead of being printed on decal paper, they are printed on a three dimensional casting (or print) of the instrument panel. Because the Look range suffer some issues surrounding the problem of printing side consoles, we are preparing to complement the Look instrument panels with Space side consoles next year, allowing us to elevate the Look sets to where they cover the complete interior of a model rather than just merely supplying instrument panels and seatbelts. The Space and Look sets include steel photoetched parts where these hold clear advantages over 3D printing. It should really be noted here that the technology used in the production of coloured 3D prints, used for the Space and Look sets, is not identical to straight 3D printing used for the standard Brassin sets and doesn't allow for the same results.

SPACE 2023



doesn't cost as much as Russian gas

EDDIE THE RIVETER

Edie the Riveter sets are items that supply rivets, made using coloured 3D print technology, same as for Space, Look and also pre-painted photoetched sets. Due to the use of this technology, the financial requirements in production are high and require a higher level of patience and skill. We recommend these strictly for the more experienced modeler. This is a new line, introduced this year, and so the range is still limited, and we are working on the line's expansion, to include our current project for the Su-25K in 1:48th scale from Zvezda.

EDIE THE RIVETER 2022



RIVETS EVERYWHERE

EDUARD INFO Newsletter

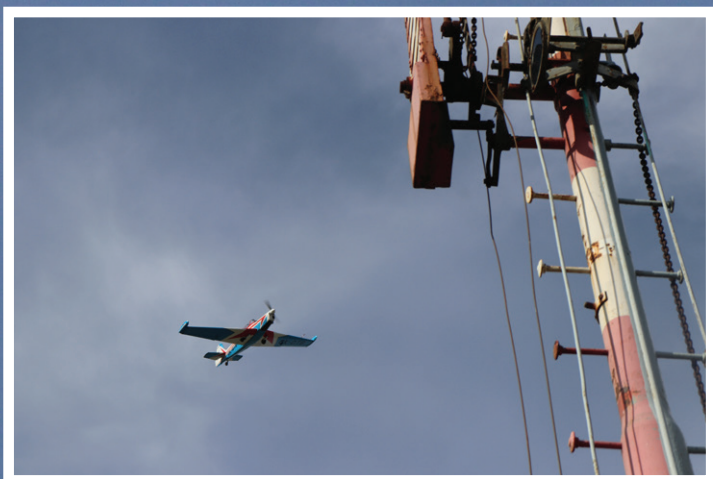
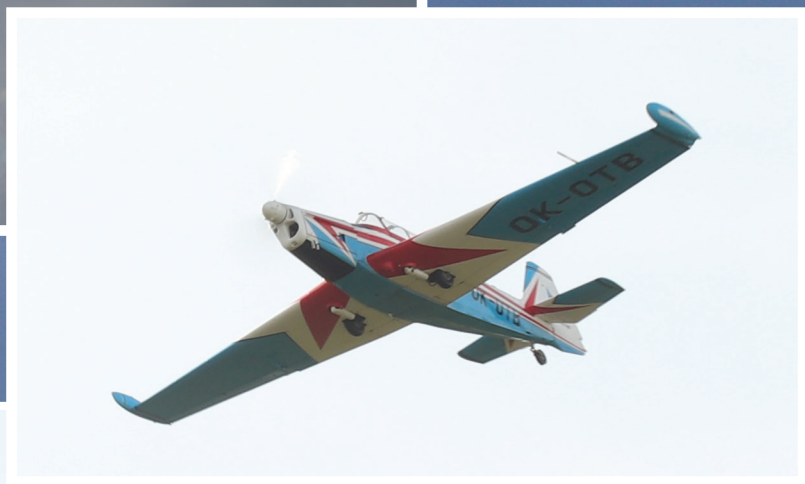
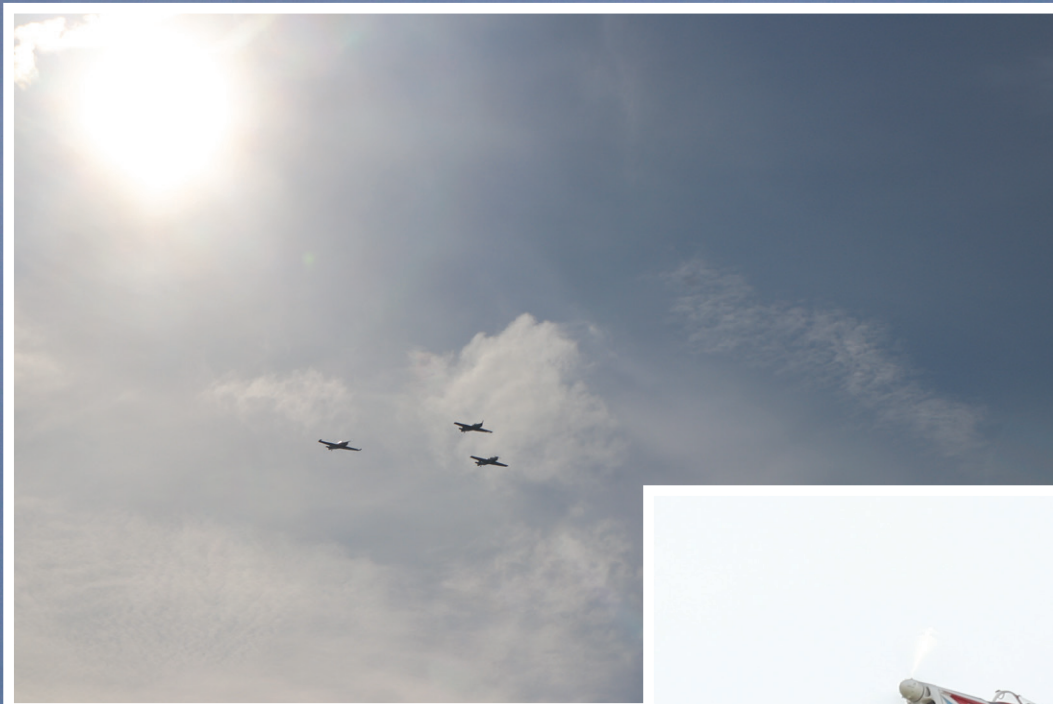
For the end of this year, we are in the process of switching our newsletter to the Triobo publishing system, from which we expect a more universal comfort level of use, without the need to download the entire file, meaning easier reading of the newsletter on mobile devices. In its second phase, this system will offer other possibilities of editing the electronic version of the newsletter. We believe that this step will result in a new, more modern and user friendly newsletter. We are still working on the printed version of the newsletter as well.



ZLINZ-326/526

FLYOVER





AWARDS CEREMONY

CZECH MODEL MASTERS 2022



CZECH MODEL MASTERS 2022 - COMPETITION RESULTS

Letadla a vrtulníky - 1/61 a menší (1/72) - ŽÁCI

1. Grumman F6F-5 Hellcat	1:72	KRYM Tobáš
2. Focke-Wulf Fw 190 A-4	1:72	GAKOVIC Branimir
3. Avia S-199 'Mezek'	1:72	KLEJNA Tomáš

Letadla a vrtulníky - 1/60 a větší (1/48) - ŽÁCI

1. North American P-51D Mustang	1:48	PRŮŠOVÁ Barbora
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Vojenská technika - 1/61 a menší (1/72) - ŽÁCI

1. Matilda II Mk.II Infantry Tank	1:72	STRNAD Vojtěch
2. KV-85 Heavy Tank	1:72	URBANEC Jan
3. Chevrolet C15 No 13cab Watertank	1:72	KAVECKÁ Šárka

Vojenská technika - 1/60 a větší (1/48) - ŽÁCI

1. S.A.S. Land Rover Pink Panther	1:35	KAVECKÁ Šárka
2. T-34/76 mod.1943/ChTZ	1:35	ŠUSTEK Jan
3. Panzerbefehlswagen IV Ausf.J	1:35	BEDNÁŘÍK Jakub

Diorámy - všechna měřítka - ŽÁCI

1. Pak 40 Kaput	1:35	BROSSAUD Thomas
2. Do švestek doma	1:35	HÁLA Jakub

Letadla a vrtulníky - 1/61 a menší (1/72) - KADETI

1. Lockheed P-38 Lightning	1:72	VYDRA Jan
2. Bell AH-1G HueyCobra	1:72	HÁLA Matouš
3. Avia CS-199	1:72	KLEJNA Jakub

Letadla a vrtulníky - 1/60 a větší (1/48) - KADETI

1. Zlín Z-226 Trenér	1:48	ZDIARSKÝ Vít
2. Supermarine Spitfire F Mk.IX	1:48	RESHETNIKOV Ivan
3. Focke-Wulf Fw 190 F-8	1:48	HOLAS Jan

Vojenská technika - 1/61 a menší (1/72) - KADETI

1. Merkava Mk.IIID - IDF Main Battle Tank	1:72	ŠUMA Michal
2. SU-100 Tank Destroyer	1:72	VYDRA Jan
3. U.S. AMBULANCE & TOWING TRACTOR	1:72	WENDL Filip

Vojenská technika - 1/60 a větší (1/48) - KADETI

1. Grant Mk.I	1:35	HURYTA Jan
2. Belgian Minerva	1:35	DUKA Marek
3. Sd.Kfz.138M Marder III Ausf.M	1:35	STOPKA Viktor
4. Škoda Lt vz.35 Lehký tank	1:35	OUŘADA Vít

Diorámy - všechna měřítka - KADETI

1. 1.sv.válka	1:35	DUKA Marek
2. Normandy 1944 'crossroads'	1:35	VYDRA Jan
3. Revolucionář	1:48	ZDIARSKÝ Vít

Letadla a vrtulníky - 1/61 a menší (1/72) - JUNIOŘI

1. Bristol Blenheim Mk.IV F	1:72	TUREK Ondřej
2. Me-110G	1:72	KISS Balint
3. Supermarine Spitfire LF Mk.IXe DU-X	1:72	NOVÁK Jakub

Letadla a vrtulníky - 1/60 a větší (1/48) - JUNIOŘI

1. North American P-51D Mustang	1:48	HRÁCH Jan
2. Hawker Tempest Mk.V early, R. P. Beamont	1:48	NOVÁK Jakub
3. Mitsubishi A6M2 mod.21 'Zero'	1:48	KOLEGAR Jakub
4. Avia B-534 IV	1:48	PROCHÁZKA Vojtěch

Vojenská technika - 1/61 a menší (1/72) - JUNIOŘI

1. Landkreuzer P.1000 Ratte	1:72	KISS Balint
2. Stuka	1:72	HRÁCH Jan

Vojenská technika - 1/60 a větší (1/48) - JUNIOŘI

1. IDF Main Battle Tank Magach 6B	1:35	JANDA Jakub
2. 46M Görgesi / Coelian	1:35	KISS Balint
3. Sam2	1:35	HRÁCH Jan

Diorámy - všechna měřítka - JUNIOŘI

1. Marder III, Belgie, 1944	1:35	JENÍČEK Ondřej
2. Pz.Kpfw.II	1:35	HRÁCH Jan

Letadla vrtulová - 1/91 a menší - SENIOŘI

1. D-7 /Junkers Ju 52/	1:144	TICHÝ Pavel
2. Vought F4U-1A Corsair	1:144	HURYTA Pavel
3. Focke-Wulf Fw 190 D-9	1:144	HLOŽANKA Lukáš
4. Hawker Tempest	1:144	SLUNÍČKO Václav
5. Messerschmitt Me 323 E-1 Gigant	1:144	KOUT Roman

Letadla proudová - 1/91 a menší - SENIOŘI

1. Mikojan-Gurevič MiG-15 UTI	1:144	CHARVÁT Jaroslav
2. General Dynamics F-16 Falcon	1:144	SLUNÍČKO Václav
3. General Dynamics F-16C Falcon	1:144	KEMENÝK Štefan
4. Horten Ho-229	1:144	HLOŽANKA Lukáš
5. McDonnell Douglas A-4F Skyhawk	1:144	OLYSAR Marcel

Letadla vrtulová „Ready to Fly“ - {1/61 - 1/90} - SENIOŘI

1. Messerschmitt Bf 109G-10/U4 'MKHL'	1:72	UJ Zdeněk
2. Junkers Ju 87 D-5 Stuka	1:72	MERTL Vojtěch
3. Iljušin Il-2m3	1:72	KUBELÍK Miloš
4. Junkers Ju 88 A-4	1:72	GAKOVIC Nino
5. Republic P-47D Thunderbolt	1:72	HÁTLE Jaroslav
6. Bell P-63E Kingcobra	1:72	ŠIMON Jan
7. Supermarine Spitfire Mk.VIII	1:72	PERKO Pavel
8. Avia CS-199	1:72	OLYSAR Marcel

Letadla proudová „Ready to Fly“ - {1/61 - 1/90} - SENIOŘI

1. Mikojan-Gurevič MiG-17F 'Fresco-C'	1:72	UJ Zdeněk
2. Mikojan-Gurevič MiG-21R 'Fishbed-H'	1:72	SRB Petr
3. Mikojan-Gurevič MiG-21SM 'Fishbed-J'	1:72	GOETHE Arnee
4. Mikojan-Gurevič MiG-21MF 'Fishbed-J'	1:72	JIRÁSEK Kuba
5. Mikojan-Gurevič MiG-15bis 'Fagot'	1:72	PERKO Pavel

Letadla „Detailed“ - {1/61 - 1/90} - SENIOŘI - SENIOŘI

1. Grumman F-14A Tomcat	1:72	PETERKA Jakub
2. Avia S-199 Sakin	1:72	BROUSIL Lukáš
3. Brewster SB2A-3 Buccaneer	1:72	VOJTÍŠEK Miloň
4. Messerschmitt Bf 109 E-4	1:72	ČERNÝ Martin
5. Supermarine Spitfire Mk.Vb	1:72	SRB Petr
6. Messerschmitt Bf 109 E-1	1:72	ŠIMON Jan

Letadla vrtulová „Ready to Fly“ - {1/41 - 1/60} - SENIOŘI

1. Hawker Tempest Mk.V late	1:48	PROSEN Igor
2. Focke-Wulf Ta 154 A-0 Moskito	1:48	KOTEK Martin
3. Messerschmitt Bf 110 C-3 Adlertag	1:48	BARANEC Jan
4. Grumman F4F-3 Wildcat	1:48	BLÁŽEK Josef
5. de Havilland DH.98 Mosquito NF Mk.XVII	1:48	TOMAN Jiří

Letadla proudová „Ready to Fly“ - {1/41 - 1/60} - SENIOŘI

1. Saab J 29F Tunnan	1:48	ŠEBESTA Zdeněk
2. McDonnell Douglas CF-18C Hornet	1:48	KRIŽMAN Grega
3. McDonnell Douglas F-4J Phantom II	1:48	BAKSA František
4. Messerschmitt Me 262 A-1a Schwalbe	1:48	BLÁŽEK Josef
5. Mikojan-Gurevič MiG-21MT 'Fishbed-J'	1:48	HÁTLE Jaroslav

Letadla „Detailed“ - {1/41 - 1/60} - SENIOŘI

1. Supermarine Spitfire LF Mk.IXc	1:48	VRZÁK Marek
2. General Dynamics F-16C Block 50 Falcon	1:48	ŠEBESTA Zdeněk
3. Focke-Wulf Fw 190 A-4	1:48	BAKSA František

Letadla - 1/39 a větší (1/32) - SENIOŘI

1. Supermarine Spitfire F Mk.IXc	1:32	ŠEBESTA Zdeněk
2. Avia BH-11	1:32	POLÁK Tomáš
3. North American P-51D Mustang	1:32	SUCHÁNEK Robert
4. North American T-28B Trojan	1:32	FLUDER Jaromír

Letadla s lanovými výplety - 1/61 a menší (1/72) - SENIOŘI

1. IMAM Ro.43 1:350	VODIČKA Petr
2. Sopwith Scooter 1:72	BORSKÝ Ctirad
3. Supermarine Sea Otter Mk.I 1:72	ŠIMON Jan
4. Bristol Bulldog 1:72	ŠEDIVÝ Radek

Letadla s lanovými výplety - {1/40 - 1/60} (1/48) - SENIOŘI

1. Caudron G.IV Hydravion 1:48	ZIMANDL Pavel
2. Sikorski Ilja Muromec 1:48	MACÁK Radovan
3. Supermarine Walrus Mk.I 1:48	MACHÁČEK Jiří
4. Ansaldo SVA-5 1:48	PROSEN Igor

Letadla s lanovými výplety - 1/39 a větší (1/32) - SENIOŘI

1. LVG C.VI 1:32	HURYTA Pavel
2. Airco DH.2 1:32	MACHÁČEK Jiří
3. Gotha G.I 1:32	BENKO Martin

Vrtulníky - všechna měřítka - SENIOŘI

1. Sikorski MH-60K Night Hawk 1:48	NOVOTNÝ Jan
2. MiL Mi-2 'Hoplite' 1:48	ŠEBESTA Zdeněk
3. MiL Mi-24D 'Hind-D' 1:72	OLYSAR Marcel
4. Kamov Ka-8 1:72	SKLIAROV Ruslan

Civilní letadla a vrtulníky - všechna měřítka

1. Zlín Z-50L 1:72	PAVLAS Aleš
2. Zlín Z-126 Trenér 1:48	BÍLEK Bohumír
3. Zlín Z-37A Čmelák 1:72	OHAREK Roman
4. Zlín Z-126 Trenér 1:48	STANISLAV Petr

Civilní letadla dopravní - 1/96 a menší - SENIOŘI

1. Boeing 777-300ER 1:144	ZIEGLER Zdeněk
2. Embraer E-Jet E190 1:144	JIRÁSEK Kuba
3. Douglas DC-3 Dakota All Nippon Airways 1:200	HONZÍK Zbyněk

Vojenská technika obrněná - 1/51 a menší - SENIOŘI

1. M36 90mm Gun Motor Carriage Jackson 1:72	PAVLÍK Tomáš
2. Marmon Herrington Mk.I Armored Car & pak 36 1:72	KOUKOLÍČEK Jaroslav
3. Sd.Kfz. 251/16 Ausf.C Flammpanzerwagen 1:72	LACINA Ladislav
4. T-26 1:72	KOUTNÝ Jan
5. Raumer S 1:72	MROZEK Przemyslaw

Vojenská technika neobrněná - 1/51 a menší - SENIOŘI

1. Oshkosh M1240A1 M-ATV 1:72	VAŠKO Roman
2. Breda TP 32 1:72	ŠINDELKA Karel
3. Plattformwagen + Flak 88mm 1:72	LACINA Ladislav
4. Peugeot DK5 Holzgas 1:72	DUŠEK Petr
5. Ford G917t+Pak36 1:72	KLOUČEK Milan
6. M1070 HET Oshkosh + Semitrailer M1000/D9R 1:72	POLANKA Petr

Vojenská technika - {1/40 - 1/50} - SENIOŘI

1. T-34/85 YEMEN 1:48	KUZMANIČ Andrija
2. KdF type 166 Schwimmwagen 1:48	HORT Michal
3. Pz.38 Ausf.E/F 1:48	LACINA Ladislav
4. Austin 10HP Utility Truck „Tilly“ 1:48	TOMAN Jiří
5. Autoblinda Fiat-Ansaldo AB.41 Armored Car 1:48	RIEDEL Alfred

Vojenská technika obrněná - 1/39 a větší - SENIOŘI

1. Pz.Kpfw.IV Ausf.J 1:35	KUBELÍK Miloš
2. German Armored Train Panzertriebwagen Nr.16 1:35	ŘÍHA Tomáš
3. Merkava Mk.I - IDF Main Battle Tank 1:35	NĚMEČEK František
4. M3A4 Sherman 1:35	OBRZUT Gabriel
5. T-55 Enigma Main Battle Tank (Iraq) 1:35	BUGR Jaroslav
6. Sd.Kfz.138 Marder III Ausf.H 1:35	HORT Michal
7. FV510 Warrior Armored Vehicle 1:35	ŠKARKA Jiří
8. Sd.Kfz.164 Nashorn 1:35	KOTEK Martin

Vojenská technika neobrněná - 1/39 a větší - SENIOŘI

1. U.S.ARMORED BULLDOZER 1:35	URBÁNEK Roman
2. IDF M151A2 Djapas 1:35	POLAK David

3. Lanz Bulldog 1:35	HORT Michal
4. Škoda RSD typ 175 Radschlepper Ost 1:35	VRAŠTIL Ladislav

Vojenská technika „Detailed“ - všechna měřítka - SENIOŘI

1. M1124 MaxxPro 'Svatý Václav' 1:72	KOUTNÝ Jan
2. Oshkosh M1240A1 M-ATV 1:35	VAŠKO Roman
3. 15cm Pz.Wf.42 Zehnling auf Gepanzerte SWS 1:35	KOTEK Martin
4. LVT-(A)1 Amtank 1:72	VOJTÍŠEK Miloň

Diorámy s leteckou technikou - všechna měřítka - SENIOŘI

1. Heinkel He 115B 1:48	GAKOVIC Nino
2. ZASTAVENÍ ČASU 1:144	URBÁNEK Roman
3. Joe Palko, Slovak 1:48	FOUS Karel
4. Vsadíme se, kdo sundá prvního devítkou? 1:48	SVOBODA Michal

Diorámy s pozemní technikou - všechna měřítka - SENIOŘI

1. Water Mill 1:72	DAMEK David
2. TRENCH AGONY 1:35	PERGL David
3. VIETNAM 1969 1:35	URBÁNEK Roman
4. 30.5 cm Belagerungsmörser M.11 1:35	SMOLÍK Daniel
5. BL 9.2-inch howitzer 1:35	ŠUTT Karel

Diorámy ostatní a vignety - všechna měřítka - SENIOŘI

1. Kdo hledá, najde 1:72	HAMBÁLEK Jiří
2. Jen krysy zůstávají. FT-17, US Army, Verdun 1918 1:35	LEBL Robert
3. On the road 1:48	AMBROŽ Jan
4. Stalingrad 1:35	BERNAT Jiří
5. After covid year 2033 1:35	VALÁŠEK Jakub
6. Poslední bitva Bismarku 0,875	ŠPITÁLSKÝ Michal
7. DKW NZ 350, Kursk, July 1943 1:35	HUČEK Jan
8. CHECK POINT 1:35	KUZMANIČ Andrija

Automobily soutěžní - všechna měřítka - SENIOŘI

1. Lotus 79 1:20	DAMEK David
2. Red Bull RB1 -GP Monaco 2005 1:20	MERHAUT Jan
3. MB CLK DTM 2000 Original Teile 1:24	HLAVÁČEK Petr

Automobily civilní - všechna měřítka - SENIOŘI

1. Toyota BJ44 Land Cruiser 1:24	ŠEDIVÝ Radek
2. BMW i8 Policie ČR 1:24	KYŠER Vítězslav
3. Aston martin DBS 1:24	ZEITHAMMEL Jiří

Automobily nákladní, kamiony, autobusy - všechna měřítka - SENIOŘI

1. Tatra 148 CAS 32 SDH Telnice 1:35	BUREŠ Jiří
2. Autocar DC100/Rogers trailer 1:25	BEHNSKÝ Pavel
3. Zetor 25 1:35	KLOUČEK Pavel
4. Tatra 815 terno airbrush 1:43	PÖTSCH Detlef
5. Kraz 6446 timber truck 1:35	VALO Pavol
6. Opel Blitz speed racer X	GREGA Juraj

Motocykly civilní a soutěžní - všechna měřítka - SENIOŘI

1. Yamaha YZR-M1 #46 „Catalunya GP 2008“ 1:12	KUNA Luboš
2. Suzuki Joan MIR 1:12	BÍLEK Jan
3. Kawasaki Ninja ZX-14 1:12	CHYTIL Jan
4. 1990 Harley-Davidson 'Fat Boy' 1:12	KYŠER Vítězslav

Technika a vozidla HO {1/87} - SENIOŘI

1. Zetor 35 Super 1:87	LEBL Robert
2. Metro EČS 1:87	ŽÍLA Vít
3. OT-64 SKOT Střední Kolový Obrněný Transportér 1:87	MOJ Vladislav

Figury malé - 89 mm a menší - SENIOŘI

1. Zima pod Moskvou 1941 54mm	BUREŠ Jiří
2. Ukrajinský front 50mm	ŠROM Radim
3. Moscal General on War Bull 30mm	GRUNT Štěpán
4. HAPPY BIRTHDAY, JOE 54mm	STRATÍLEK Marcel
5. Roboute Guilliman 28mm	GAKOVIC Nino
6. Československý tankista Dunkirk 1945 55mm	MOJ Vladislav

Figury velké - 90 mm a větší - SENIOŘI

1. German Machine Gunner 120mm

VYDRA Jan

Busty - všechna měřítka

1. Soviet Sniper 10mm
2. Baba Yagha the Black mother 72mm
3. King Charles 9mm

ŽATKOVIČ Milan
KVAPIL Břetislav
KORBELÍK Martin

Lodě malé - 1/501 a menší (1/700) - SENIOŘI

1. SMS Kronprinz 1:700
2. HMS Ark Royal 1915 1:700
3. HMS Nelson (1945) 1:700
4. USS Independence LCS-2 1:700
5. Yamato 1:700

ŠVIHOVEC Petr
FENCL Jiří
MINCBERGR Marek
TICHÝ Pavel
DAMEK David

Lodě velké - 1/500 a větší (1/350) - SENIOŘI

1. USS Saratoga 1:350
2. USS Fletcher DD-445 1:350
3. USS Reuben James (FFG-57) 1:350
4. USS Guam CB-2 1:350
5. SUBMARINE-CHASER class No.28 1:350

KOPIČ Petr
PROCHÁZKA Tomáš
ŠVIHOVEC Petr
BROUSIL Lukáš
VODIČKA Petr

Ponorky - všechna měřítka - SENIOŘI

1. U-1004 TYPE VII C/41 1:350
2. submarine transport MARU-YU 1 1:350
3. I-400 1:700
4. IJN I-400 1:350
5. Verne 1:35

BROUSIL Lukáš
VODIČKA Petr
ŠÁMAL Petr
FLUDER Jaromír
ŽÍLA Vít

Plachetnice - všechna měřítka - SENIOŘI

1. HMS Victory 1:100

SOBOTKA František

Modely ze vstupenek na E-Day - všechna měřítka - SENIOŘI

1. Mikojan-Gurevič MiG-21 1:144
2. Spifire IXe (11x 13.8.1945) 1:144
3. Supermarine Spitfire Mk.XVI 1:72
4. Mikojan-Gurevič MiG-21bis 1:144
5. Velorex Royale Napoleon 1:72
6. North American F-51D Mustang 1:144
7. Zmrduv přisiplášť 1:72

CHARVÁT Jaroslav
BŘÍZA Zdeněk
ĎURIŠ Jan
HLOŽANKA Lukáš
KYŠER Vítězslav
NOVÁK Michal
KRESTA Roman

Sci-fi a Fantasy - všechna měřítka - SENIOŘI

1. BYLI JSME A BUDEM 1:200
2. AT-AT / Snowspeeder 1:52
3. Küster & Friedrich 1:20
4. Mini Mad Dog Prime 1:72
5. Ironstrider 1:64
6. Wazbom Blastajet 1:48
7. Viper MK VII Battlestar Galactica 1:32

URBÁNEK Roman
NOVÁK David
ROJDL Adam
ŠVIHOVEC Petr
VAŇHA Vojtěch
KOVANDA Matěj
DAMEK David

Jinam nezařaditelné - všechna měřítka - SENIOŘI

1. Pražský orloj 1:25
2. Helibus 1:48
3. Gas Pump with Rat Rod 1:25
4. PKZ 2 - první vrtulník Wiener Neustadt 1918 1:48
5. CIWS 3K87 Kortik (CADS-N-1 Kashtan) 1:35
6. Arachnok spider 1:87
7. Bf 109 E-3 1:72
8. Warmachine 12mm

GREGA Juraj
BÍLEK Bohumír
VALO Pavol
BUREŠ Jiří
BŘÍZA Zdeněk
KVAPIL Břetislav
ŠPÍTÁLSKÝ Michal
KADLEC Petr



THE ABSOLUTE WINNER & WINNING MODEL



Marek Vrzák



AUTHOR OF THE CUP: MgA. Stanislav Müller

www.stanislavmuller.com



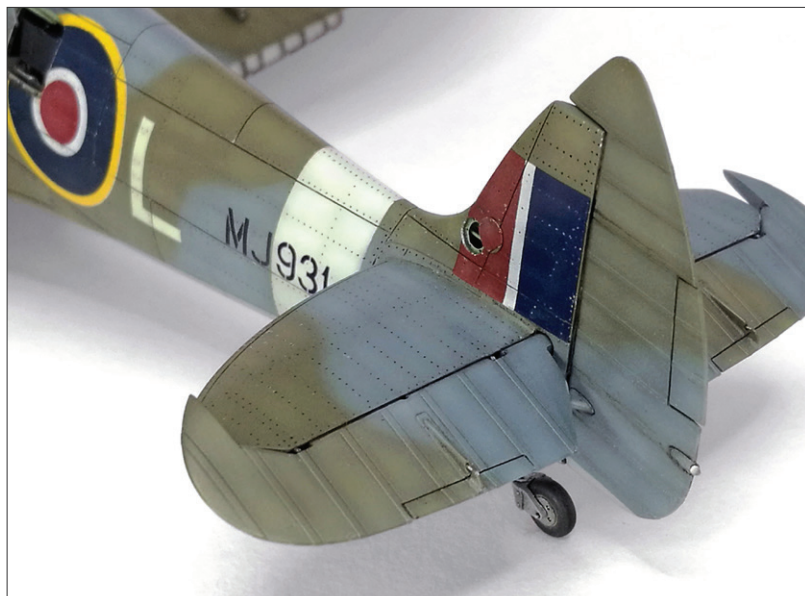
PRIZE FOR CZECH MODEL MASTERS / EDUARD

I have designed and polished a glass cup that you would like to have at home in a prestigious place. I chose optical glass, a material with specific characteristics that affects the incoming light, reflects and refracts it. It is a high quality glass that is expensive to produce. I used the method of assembling precisely cut segments to build an original piece with a story.

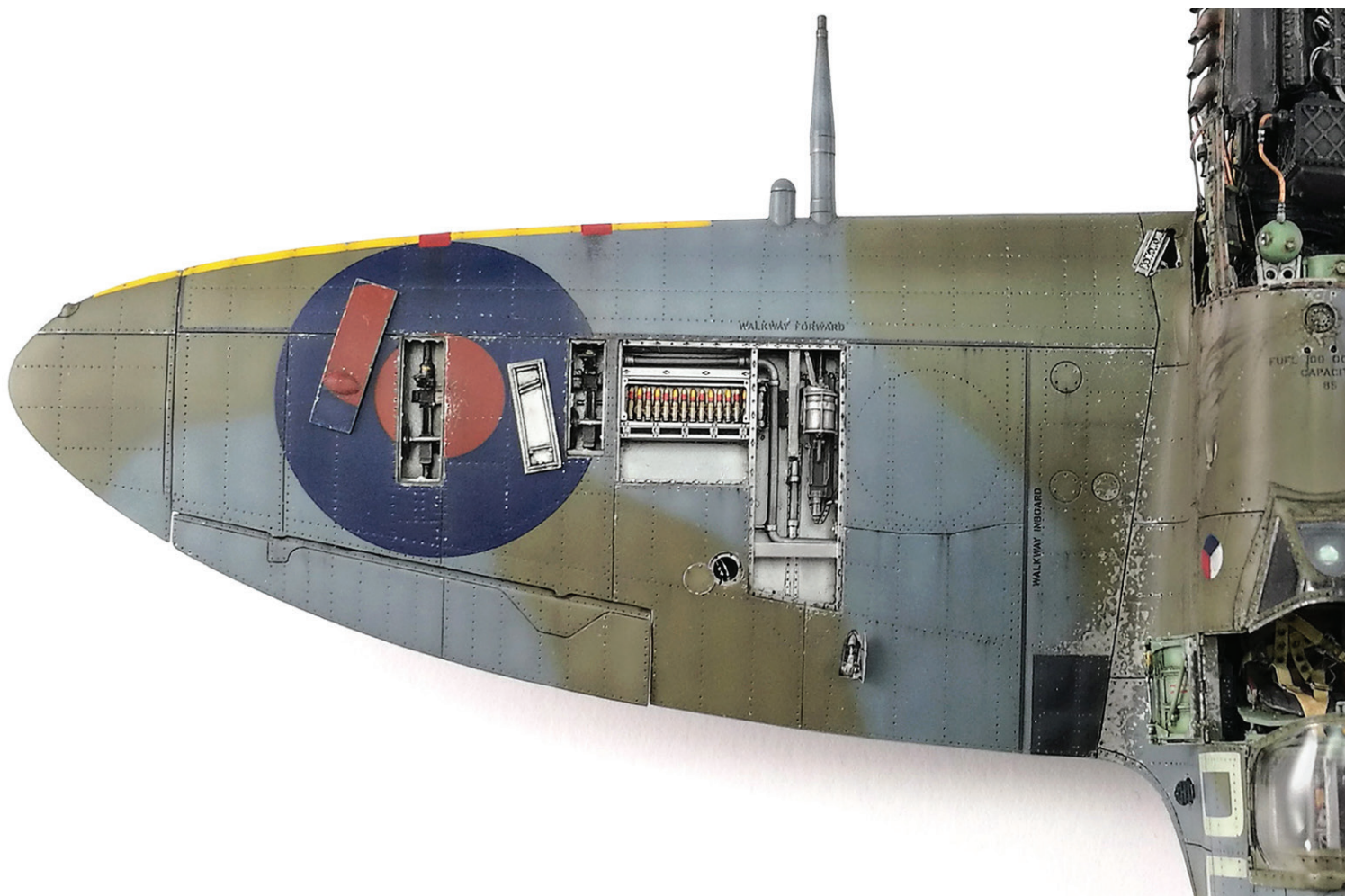
I was inspired by elements that appear in different variations on the models, such as the stylized missile wings, which in this case are not the bearer of destruction, but on the glass represent an expression of beauty and victory. I am grateful for the opportunity to pay tribute to the modelling art that is related to the admiration for the machine itself and celebrates the mechanical age, similar to the prize I created in 2018 for the World Champion of the elite Red Bull Air Race series, in aerobatics, won in Porto, by Czech pilot Martin Šonka.

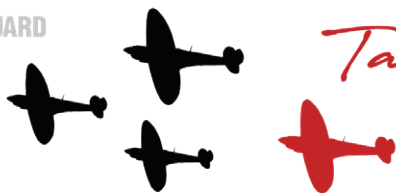
The winner of the CZECH MODEL MASTERS / EDUARD competition received a glass cup for his masterful work, and I believe the cup fills him with a sense of specialness and makes him happy. Congratulations and thank you! Thanks also go to the Eduard tool shop department where they helped me with the production of the metal part of the cup.

Stanislav Müller



Supermarine Spitfire LF Mk.IXc
No. 312 Sqn. RAF F.O. Ladislav Světlík
The 1st half of 1944, England





Although we are satisfied with the course this year's E-day has taken, we are aware of several shortcomings that need fine tuning. Actually, we have several pages of them. Even before the show, we knew that the next evolution would concern the contest element of the event, which we are calling Czech Model Masters as of this year. We want to infuse this with a greater energy and overall appeal, and we aim to do this by modifying the category structure and award system, and also by improving the judging procedures. One of the new incarnations of this will be an increase in the appeal of the closing ceremonies. Our goal is to convince the participants to stick around to the very end. The fact that most recipients left the show after getting their award is a sad fact indeed.

Speeding up the line ups at the concession and refreshment stands is not really within our power. But we believe that this can, and will, be improved upon, same as the parking situation for the vendors and participants. This was not brought to its rightful conclusion this year, but will be next year, leading to much better conditions. A one-sided success was achieved in the display of the models in the elevated mezzanines, and the fears of problematic access to them did not come to fruition. Also a fear that was not realized was a lack of room of the vendor's area. In our area, there were no long line-ups or crowds of people playing roller derby which are probably still in the backs of the minds of attendees of past E-days. There were no major lineups to get into the venue, and I am not aware of any complications in the visitors' parking lot. The steam locomotive trip between the railroad station Lysa and the museum worked well. What did go wrong and must be fixed for next time is the shuttle service between the railroad station Lysa and the museum. Another challenge for improvement will concern the seminars, and the bar has been set damn high thanks to this year's 'In the Clouds' book christening by Mr. Velc, and his seminar as well as that of Mr. Mikulecky, not to mention the Trener air display. But this is not the first time we have felt that the last E-day was the best so far and will be tough to top. Outside of the show at the Top Hotel, we have always managed to improve, and set that bar a little higher each time. So, here's to a repeat next year!

See 'ya next year at E-day 2023!

Vladimír Šulc

