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5303 - The Eduard - 21

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MiG-21MF in Czechoslovak service 1/48

PHOTO-ETCHED:
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BUILT:
Il-2m-3 1/72
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The 72nd scale Hellcat released by Eduard has had a greater, and more positive response, than I ever dared to dream! The input it has received at the August shows in the Czech Republic and in the United States were very positive and enthusiastic. It’s the same with the reviews that have appeared in response to review samples sent out to modeling magazines, where the response has been as good as those for our MIG-21. I will not be hiding my pleasure. On the contrary, of course, and among other things, I am taking it as a sign of things to come with respect to the success of our future 72nd scale releases.

Given our supply of 48th scale kits, convertible by scaling up or down between scales, affords us a good opportunity for the expansion of our manufacturing potential. This is the third time in the history of our firm that we have ventured into the realm of 72nd scale, but this appears by far to be our best effort to date. As is typically the case, the most frequent question we get asked ‘which versions will be next?’, ‘will you release a dash 5 too?’, ‘what about a night fighter version?’, and ‘British.....?’. If you are well familiar with the Hellcat, check out the plastic; it will clear the air for you. The concept behind the kit already allows the building of virtually any version. So, the impatient ones who typically need that version that is not yet available, can purchase this version and have a field day. Specifically, though, the subsequent version slated for release is the F6F-5, in October.

A significant amount of attention was also attracted by the pre-painted bases, which we took along in prototype form with us to the August shows just to get a feel for their potential popularity and for pre-release tweaking. You will probably remember them in their unpainted guise, which frankly speaking, really didn’t floor anybody. The pre-painted versions are promising to be at the other end of the spectrum. At the recent shows, they have garnered as much, if not more, interest and praise than any of our other new items. It would appear that the unpainted version lacks something, and the need for the end user to apply color to the kit, already allows the building of virtually any version. This is true of Eduard’s Limited Edition kits, and their quick turnaround.

Limited Edition kits, and their quick turnaround.

Eduard strives for. One of our tools that satisfy these conditions that is at our disposal are the Limited Edition kits, and their quick turnaround. If our respective clients know of our practices and philosophy, they tend to buy quickly. One byproduct is that the Tempest situation has not turned out for some modelers as they would like. That a model was manufactured by Eduard in the middle of August doesn’t mean that it will be gone without a trace by this point in time. On the contrary, models at that time were generally on their way to distributors, which means that, especially in distant countries, there will be a gap of up to several weeks before they can be acquired by the end user. Modelers irrationation of the up-to-now released MIG-21 kits. Available goods are flooding the marketplace, notably from Chinese and Czech sources, and new items are pouring in through fully open floodgates. And, of course, everyone starts(attribute) how are these products being pre-sold, and how will they fluctuate, and they will likely sell at any time for a good price, if not an excellent one, well in excess of the original investment. And when it comes to investments, of how many others can you say the same thing? Good! This is certainly one that until recently has been deemed as very stable, and, on the other hand, gold has been considered a good and solid investment by pretty much everyone, which among other things, has meant that it may at some point, lose some stability, but does not lose its stability, as our old saying goes. Not everyone has made the connection between good investments and Eduard kits, but one thing is undeniable, in that you’ll have a lot more fun with the Eduard kit!

After the selling out of the Tempest kit, I was met with the usual line of questioning, asking why we didn’t release a greater quantity of them. I have partially answered that: we released this kit in a quantity that is consistent with the Limited Edition line, which is 1,550 units. True, time to time, that number is higher, and on occasion, we have even gone so far as to re-issue a quickly sold out kit, but we really have very little experience with either one of these deviations. I don’t want the risk of plugging up our shelves with unsold stock to be measured in months, if not, God forbid, years. Unfortunately, there are very few true indicators to go by when gauging the potential higher popularity of a kit. It should show up in our pre-ordering system that we have set up for our retailers and distributors. However, neither one is willing to go too deep into the realm of pre-ordering, which I can certainly understand. Pre-orders tend to come in late, with some retailers and distributors ignoring them altogether, and so our determination on a quantity is based, to a significant extent, on foggy speculation. Now, someone will certainly offer me a lesson in market research. As grateful as I am for that, these methods have their limits, too, and in our case, pretty tight ones at that. Results tend not to be overly conclusive. There is a certain amount of confusion in market research, coupled with an increase in hesitation by distributors and retailers at the moment, when a commitment to a pre-order is to be made. It comes down to putting your money where your mouth is, to speak, and people become understandably careful. It has little to do with an economic recession or depression, and this condition has permeated through our industry for years, and even in times of economic boom, it wasn’t much different. Available goods are flooding the marketplace, notably from Chinese and Czech sources, and new items are pouring in through fully open floodgates. And, of course, everyone starts(attribute) how are these products being pre-sold, and how will they fluctuate, and they will likely sell at any time for a good price, if not an excellent one, well in excess of the original investment. And when it comes to investments, of how many others can you say the same thing? Good! This is certainly one that until recently has been deemed as very stable, and, on the other hand, gold has been considered a good and solid investment by pretty much everyone, which among other things, has meant that it may at some point, lose some stability, but does not lose its stability, as our old saying goes. Not everyone has made the connection between good investments and Eduard kits, but one thing is undeniable, in that you’ll have a lot more fun with the Eduard kit!

In September, we are releasing another candidate for a quickly sold out kit in the Limited Edition range, that will likely only be around for a few weeks. This is the MIG-21MF in Czechoslovak service. As with the Tempest, we really have nothing to go by to tell us that this will be any sort of a ‘bestseller’. Furthermore, the pre-order stats are suspiciously similar to those of the Tempest. To the contrary, I am getting a few little familiar reminders, first and foremost, and as usual, concerning price point. Granted, this is so far the most expensive incarnation of the up-to-now released MIG-21 kits. The reasons? Well, for one - it's a Limited
Edition kit, and these will always be pricier, like it or not. Also, being a Limited Edition kit, it contains a couple of extras. One is a well rendered poster from the studio of Pavel Rampir, and a dress pin of the Eduard Knight logo. Both of these have a connection to one of the offered marking options. This is, as you will no doubt understand, one that has for us a special meaning, and represents one of three military aircraft, two MiG-21s and a MiG-23, that carried our logo. Overall, there are twelve marking options, in itself contributing to the higher price. There were some objections, that it was a choice that lacked a certain something, but I am convinced that the choice is a good one, with generous and varied options. Outside of local patriots, dedicated to a favorite unit, there will be something here for everyone. There was also the other objection that the choice to make is a difficult one. Well, yeah, it is, but here, a lot of assistance can be found in the form of our Overtrees, with which many of you are already, quite evidently, well acquainted.

Unfortunately, after the commitment to this edition of the kit was made, we were able to obtain information, especially the number of, another MiG-21 that carried the Eduard logo on it’s fin. The plane in question is an all-grey MF numbered 4127. She served with the 82nd Independent Combat Flight at Mosnov, where Karel Cvanca sprayed the logo on both sides of the fin using a single template. At that time, the plane also carried the unit marking of No.313 Sqn RAF, on the left side of the nose above the AoA vane. During the first flight of the plane, it suffered a bird strike on takeoff, and overshot the runway after aborting, resulting in damage to the nose gear. For a long time, we assumed that the plane was scrapped after the accident, but it was not. It spent some time at the repair depot at Kbely, went through a general overhaul, and was even the first MiG-21 to be upgraded to MFN standard. On October 10th, 2000, her life ended abruptly when the plane was struck by a rockfall during a training flight. The pilot was killed in the crash. The accident caused widespread public outrage, and it sparked a public outcry for the removal of all MiG-21s from service.

Together with the little Hellcat, we will be offering the MiG-29UB in the Limited Edition line, and a Weekend MiG-21SMT. The MiG-29 two seater will be released very much along the same lines as the MiG-29A, with, of course, an expanded cockpit with a second seat, which will also account for a slightly higher price. The marking options will be dominated by a machine of the Polish Demonstration Team, with a large Kosciuszko Squadron crest on the spine and upper surfaces of the wings. Our Slovak friends will hopefully forgive us for not supplying the world famous bird in the so-called ‘digital’ scheme... we didn't dare approach that puppy! For one thing, Academy did it themselves, and we do not want to duplicate (and I would point out that this was not due to any agreement with our colleagues at Academy; it wasn’t discussed), but this version would require extensive decals or masks to pull off. And, of course, that would precipitate a rise in an already pricey project. So, we avoided that specific aircraft, and are offering another Slovak plane. I hope those of you below the Tatra Mountains will be understanding!

There’s no much to add to the MiG-21SMT Weekend Edition kit. Maybe just that the box calls it a MiG-21SMT/MT. The reason for that is the actual aircraft offered in the decals was actually an MT. Yell at me if you must, but I still can’t figure out the difference between the two. I just hope that this box title will satisfy the most staunch of purists. I doubt it, but that’ll be the dream.....

That’s all I will say about kits. I could write about what will be available in November, but given that November’s releases will include the kit that will be the price of admission to e-day, packed in a regular side opening box, I won’t, because, please understand, the price of admission kit to e-day is still a secret.

And that brings us over to the boxes. The side opening box of the Hellcat evoked a certain amount of indignation, first and foremost among Czech and Moravian modellers. It seems to me that the dissension originated somewhere in Brno. Well, OK...maybe this will all blow over by the next ModelBrno show. There’s enough time. In any case, please allow me a few words on this topic. As I wrote last time, it is not a question primarily of finance. Believe it or not, these boxes cost us about the same as boxes with lids. I was very intrigued by a forum participant who claimed that a side opening box is between four and ten times cheaper than a classic box with a lid. I would have to suspect some form of blackmail, and though such a price would be indeed, truth to be told, I certainly have my serious doubts. This Hellcat kit is for us a pilot project, on which we are testing concepts, and from a logistical point of view this is a more effective way of...
packaging than we envisioned. Our Plan 'A' is to box our 1/72nd scale kits, and ultimately 1/48th scale kits as well, into side opening boxes. For physically smaller kits, it is becoming the most effective method, for kits containing two or three trees. We don’t see any forthcoming changes for larger kits, and it looks like the status quo will reign, although we have always seen a viable method of packaging with side opening boxes for Weekend Edition kits. There, they would make sense, if they would speed up the packaging process. But, if Profipack and Limited Edition kits, it will stay the way it is. So, with that, I hope I will, someday, be welcomed back at Brno with open arms. Next week, I need to go there in connection to our new website, and sometime in October I will accompany my wife there for an inventory related trip, which I also am planning to use for some other needed activities.

Brno, the second largest city in the Czech Republic, is the informal capital of Moravia, which is a historical section in the eastern Czech Republic. Brno is characterized by its own dialect, a stuffed croc hanging over the entrance to city hall, a big black phallus in the main square, that supposedly keeps time (it keeps something, alright, but how you tell time off of this thing is beyond me. I tried to figure it out once for almost an hour, and then I retreated with a distinct sense of nervousness to the nearest restaurant serving a home brew), has good beer, cozy pubs, a great model show at ModelBrno, and a definite rivalry to Prague. People in Brno have a name for people in Prague, ‘Cajzlove’ (I am not sure what it even means, or if it is directed exclusively at people from Prague, or extends to us in the Sudeten region). Those in Prague counter with the assertion that Brno is not much more than an overgrown village lying at a curve on Highway D1, where it exits to Bratislava.

Enough about models, let’s get on to photoetching. The boom in 1/32nd scale has continued, and we will do well to not ignore it. In September, you’ll find new sets for the MiG-23ML and the F-18E from Trumpeter, another for the F-16I SUFA from Academy, and the first set, seat belts, for Revell’s monumental He 111. We will maintain focus on this kit through October, same as the MiG-23 and F-18E. October will see the first set for the amazing new Mustang, from you know who! According to my colleague Pader, there will be more to follow than we are announcing in the last listing of prepared items.

In 1/48th, we have sets for the F-14A and Me 262A from HobbyBoss, another is a set for the MiG-27 from Italeri, and a set for our own MiG-21 SMT. You’ll find two new items covering the F-16D from Kinetic and the T-6G Texan from Academy, both in 1/72nd. 1/35th scale photoetched brass sets bring two items for the Canuck, a new set for the 2A6M CDN from HobbyBoss, a third set covering the BR 86 locomotive, and finally, the anticipated (based on show reactions to prototypes) color sets of water plants, that is giving diorama lovers hissy fits.

That leaves ships. Three ship sets for October are focused on the 1/72nd scale I-53 submarine from Lindberg, one of which are for the version that carried the Kaiten manned torpedo. Another set, for the Agogi from Hasegawa, is in the classic ship scale of 1/350, same as one of two railing sets. The other railing set is in 1/700, same as the final two sets. These are sets that cover Japanese ladders, and the naval windows.

In the Brassin line, we are back with two sets for our popular MiG-21. September sees the offering of an early KM-1 seat, and a late MF cockpit set. I read a while back where someone was putting forth the claim that we make the kit simpler than we can in order to sell these sets and squeeze out more money from the modeler. Although I freely and happily admit to a desire to be financially successful with our kits, but the noted claim is, simply put, a steaming, heaping pile of bull crap. The details that we can make in plastic simply are at the highest level that we are able to produce. Certainly, our standard of product has steadily risen, but there is still a line that simply cannot be crossed within the limitations of injection molded plastic, and can only be successfully surpassed by cast resin, and especially when combined with etched brass. I have my doubts if it can be any different. Although, as I say, the technology of injection molding is ever evolving to higher and higher levels of quality (P-51...you know who), the same can be said of cast resin technology. The results are never equal. If you don’t believe me, check out classic references.

E-day is getting closer. This year, it is, non-traditionally, on October 1st, and will, also non-traditionally, be only one day, Saturday. Vendors can come and set up on Friday afternoon. So, it can be said that we are emulating ModelBrno’s schedule. For now, call it an experiment...we’ll see what happens after that. Again, this was not a financial decision, but was in reaction to suggestions. That is often something that can cause problems, but we’ll see how this one pans out. Next year, we will proceed with a greater amount of experience behind us. Personally, I can see us going back to the two day format, if only because there will be no ModelBrno, and there will be lot of withdrawal going around.

Besides the shortened schedule, there will also be some new, surely positive, innovations. For example, there will be coupons for our products for anyone who enters a model in any category. It will be a coupon for 200Kc for the first model, and 50Kc for each subsequent model to a limit of 700Kc. Also, there will be the price of admission kit, that few will want to lose out on.

This year, it will be an brand-spanking new kit, never before released, or seen, model. After last years experiment with the less than stellar Blanik, we are humbly returning back to our own production. In the past, we neglected the development of small kits, suitable later for similar purposes and would be useful for an admissions model, and so it was the Blanik. For this year’s e-day, we have developed a new piece of work, extrapolated from an older 1/48th scale model. The new one, though, is in a smaller scale. In a smaller scale, it is downright cute, and I am sure it will prove popular.
The French SPAD XIII was a development of the SPAD VII. The SPAD VII was flown by Georges Guynemer, who was not particularly pleased with the type, especially when compared to the aircraft flown by his German adversaries. He took his concerns directly to the manufacturer. Because by this time, Guynemer was already well known in French life in general, his concerns were taken seriously. With that, the groundwork for the development of two more models were laid, the SPAD XII and SPAD XIII. While the SPAD XII was armed with a 37mm cannon, and as such saw limited production and use by very experienced pilots, the SPAD XIII saw much more widespread use.

Thanks to the use of a more powerful Hispano-Suiza HS 8Be engine rated at 220hp, and later the HS 8BeE (235hp), the main drawback of the previous model in the form of inadequate armament could be addressed, and the SPAD XIII received two Vickers machine guns with 400rpm. The head designer of the type, Louis Bechereau also enlarged the airframe slightly, and strengthened it. The first prototype of the S.XIII was flown by Second Lieutenant Rene Dorme on April 4th, 1917. Due to a heavier weight, the new type didn’t achieve the maneuverability of its predecessor, but it did display a better rate of climb, and a faster speed of 215 km/h.

The performance of the new type was such that contracts were immediately awarded for large production numbers. This was ultimately participated in by nine manufacturers (SPAD, A.C.M., Bernard, Bleriot, Borel, Kellner, Levasseur, Nie- uport, and SAFCA). The new type began reaching units during the summer of 1917. The type was flown by a list of well-known and successful pilots - Frenchman Rene Fonck (75 kills), Italian Francesco Baracca (34 kills), Americans Eddie Rickenbacker (26 victories), Frank Luke (18 kills) and the aforementioned Georges Guynemer. Besides the French air force, the SPAD XIII was also flown by Great Britain, USA, Italy, Belgium, and, after the First World War, with Poland and the former Czechoslovakia.

Originally, the aircraft had rounded wingtips, but these soon reverted back to the squared off tips of the S.VII. This kit is dedicated to aircraft of the initial production phase.
W.Nr. 584592, Neubiberg, Germany, May, 1945

Yellow ‘14’, belonging to II. Gruppe SG 2 or SG 10, and abandoned at Neubiberg, represents an example of the Fw 190F-8 from the final production series. Upper surfaces were camouflaged in RLM 75/76/81/83, while the undersides were painted in the common RLM 76, but not covering the entire lower wing surface. As was the practice with the Fw 190D-9 at the end of the war, RLM 76 was applied from the leading edge to mid wing, with no paint in the rear half of the wing. Landing flaps, ailerons and the bottom fuselage were also in RLM 76. The bottom side of the rudder, which was fabric covered, was unpainted primer, in its usual red-brown color. The cowling sported a yellow stripe, a Luftwaffe identifier for ground attack aircraft.
1158 MiG-21MF in Czechoslovak service

- 11 IMPRESSIVE MARKING OPTIONS FOR CZECHOSLOVAK, CZECH AND SLOVAK MiG-21MFs AND MFNs
- CARTOGRAPF PRINTED DECALS, INCLUDING FULL STENCIL SHEET
- EXPRESS MASK AND COLOR PE-SET
- EDUARD BRASSIN UB-16 ROCKET PODS (2PCS.)
- 420 X 293 MM POSTER DEPICTING A COUPLE OF CZECH AF MiG-21MFs, INCLUDING AIRCRAFT NO. 5303, BY PAVEL RAMPÍR
- 30 MM DRESS PIN OF THE EDUARD KNIGHT AS IT APPEARED ON THE FIN OF MiG-21MF ,5303

MiG-21MA, 2nd Air Base, 1st Flight, Malacky, from 1993, Slovakia

MiG-21MF, 43rd Fighter Squadron, Caslav Air Base, Czech Republic, 1995-1999


MiG-21MF, 6th Fighter-Bomber Regiment, Pribram-Dlouha Lhota Air Base, Czechoslovakia, 1986

MiG-21MF, 11th Fighter Regiment, Zatec Air Base, Czechoslovakia, October, 1991

MiG-21MF, 211th Tactical Squadron, Caslav, Czech Republic, 2000-2005

MiG-21MF, 2nd Squadron, 11th Fighter Regiment, Zatec Air Base, Czechoslovakia, 1991

MiG-21MF, 28th Fighter-Bomber Regiment, Caslav Air Base, Czech Republic, 1993-1995

MiG-21MF, 2nd Air Base, 1st Flight, Malacky, from 1993, Slovakia

MiG-21MF, 41st Fighter Squadron, Caslav Air Base, Czech Republic, October, 2002

MiG-21MF, 28th Fighter-Bomber Regiment, Buchar Air Base, Czechoslovakia, May 1989 to October 1992

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

MiG-21MF, 11th Fighter Regiment, Zatec Air Base, Czechoslovakia, October, 1991

MiG-21MF, 4th Squadron, 1st Regiment, 1st Air Base Sliac, Slovakia, 1995-1999

MiG-21MF, 4th Fighter-Bomber Regiment, Pribram-Dlouha Lhota Air Base, Czechoslovakia, 1986

MiG-21MA, 9th Fighter-Bomber Regiment, Bechyne Air Base, Czechoslovakia, 1980-1985

MiG-21MF, 2nd Air Base, 1st Flight, Malacky, from 1993, Slovakia
1158 MiG-21MF in Czechoslovak service

LIMITED EDITION

1/48 Cat.No. 1158

BUY 1158 MiG-21MF 1/48
SEPTEMBER BRASSIN

648031
MiG-21 seat early
1/48 Eduard

- seat
- seat cushion
- headrest
- arm supports
- color PE

BONUS:
- flying helmet ZS-25

BUY MiG-21 seat early 1/48

648036
MiG-21MF interior late
1/48 Eduard

- cockpit with the side panels and back bulkhead
- seat with cushion and headrest
- 3 instrument panel versions (just resin; resin + color PE; PE combination)
- 2 types of gunsight (early and late)
- reflexive glass for the gunsight is made from clear resin
- rudders
- control sticker

BONUS:
- flying helmet ZS-25

BUY MiG-21MF interior late 1/48
BIG7268 F-16I SUFA 1/72 Kinetic
BIG4955 Su-24M FENCER D 1/48 Trumpeter
BIG7269 Bf 109G-6 1/72 Airfix
BIG5309 PRINZ EUGEN 1/350 Trumpeter

* Items of this set are displayed in the same scale
SELECTED PHOTO-ETCHED

32708  He 111 seatbelts  1/32  Revell

36167  rushes/rákos  1/35

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

48711  MiG-21SMT exterior  1/48  Eduard

49560  MiG-27 Flogger D interior S.A.  1/48  Italeri
For whole actual Photo-Etched production see page 16.

### PE-SETS

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<td>Trumpeter</td>
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<td>BR 86 floor plate</td>
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<tr>
<td>36176</td>
<td>BR 86 interior</td>
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**PHOTO-ETCHED**

For actual Photo-Etched production see page 16.

**PE-SETS FOR BR 86 1/35:**
- 36174 BR 86 exterior
- 36175 BR 86 floor plate
- 36176 BR 86 interior
SEPTEMBER RELEASES

KITS
8197  Spad XIII early  1/48 PROFIPACK
1158  MiG-21MF in Czechoslovak service  1/48 LIMITED EDITION
84111 Fw 190F-8  1/48 WEEKEND

PHOTO-ETCHED
32271 F-16I SUFA exterior  1/32 Academy
32272 F/A-18E exterior  1/32 Trumpeter
32298 F/A-18 ladder  1/32 Trumpeter
32700 MiG-23ML Flogger G interior S.A.  1/32 Trumpeter
32708 He 111 seatbelts  1/32 Revell
32714 F/A-18 Chaff and Flare dispensers  1/32 Trumpeter
36167 rushes/rákos  1/35
36174 BR 86 exterior  1/35 Trumpeter
36183 Leopard 2A6M CDN boxes  1/35 Hobby Boss
36184 Leopard 2A6M CDN mesh  1/35 Hobby Boss
48687 MiG-27 Flogger D exterior  1/48 Italeri
48711 MiG-21SMT exterior  1/48 Eduard
49560 MiG-27 Flogger D interior S.A.  1/48 Eduard
49563 Me 262A-1a/U3 S.A.  1/48 Hobby Boss
49570 F/A-14A S.A.  1/48 Hobby Boss
49576 MiG-21SMT Interior  1/48 Eduard
53031 I-53 floor plates  1/72 Lindberg
53032 I-53  1/72 Lindberg
53033 I-53 Kai ten  1/72 Lindberg
53063 Akagi rear column  1/350 Hasegawa
73389 F-16D S.A.  1/72 Kinetic
73395 T-6G Texan  1/72 Academy
99025 Railings 45° 2 bars short  1/350
99028 Railings 45° 2 bars long  1/700
99032 WWII IJN extra ladders  1/700
99040 IJN ship windows  1/700

ZOOMS
33088 MiG-23ML Flogger G Interior S.A.  1/32 Trumpeter
33098 Bf 110C-7  1/32 Dragon
FE560 MiG-27 Flogger D Interior S.A.  1/48 Italeri
FE563 Me 262A-1a/U3 S.A.  1/48 Hobby Boss
FE570 F-14A Interior S.A.  1/48 Hobby Boss
FE576 MiG-21SMT Interior  1/48 Eduard
SS389 F-16D Interior S.A.  1/72 Kinetic

MASKS
CX293 Do 17Z  1/72 Revell
CX294 Spitfire Mk.I  1/72 Airfix
CX295 F-86/F  1/72 Airfix
EX338 P-5F  1/48 AFV Club
JX133 BF 109G-6  1/32 Trumpeter
JX134 Su-25UB Frogfoot B  1/32 Trumpeter

BIG-ED
BIG7256 F-16I SUFA  1/72 Kinetic
BIG7269 BF 109G-6  1/72 Airfix
BIG4955 Su-24M FENCER D  1/48 Trumpeter
BIG5309 PRINZ EUGEN  1/350 Trumpeter

Comments and input from J&T

HEY, THIS IS NOT SUBWAY TO BRNO!
HISTORY

Through the history of plastic aircraft modeling, there have been only a handful of instances where the company logo of a kit manufacturer has appeared on the actual item that the model firm replicates. Besides aircraft, I can only vaguely recall insignias on Formula 1 race cars, and on tanks, I am not aware of any such circumstances at all. Even more rare are instances where the logo in question would be applied not as a paid advertisement. But, this has occurred in the case of Eduard's logo being applied to a MiG-21MF on two occasions, aircraft numbered 5303 and 4127! The second of the two noted MiGs, an aircraft with a very noteworthy fate, will be covered in a later issue of our newsletter. Here, we will concentrate on the story behind MiG-21MF numbered 5303, which is one of the subjects covered in our 'Limited Edition' release 'In Czechoslovak Service', released in September, 2011, under the catalog number 1158.

This aircraft was built on February 18, 1972, and Czechoslovakia acquired it the following month. After a short stint with 4th slp (Fighter Squadron), it was reassigned to the 5th slp in June, 1972 at Plzen-Line. Here, it served until May, 1991, at which point it was transferred to the 2nd Flight, 11th slp, flying out of Zatec.

It was at this time that the right side of the fin was adorned with the Eduard knight logo. The front of the aircraft was also given the inscription 'Lovec Tygru' ('Tiger Hunter'), among other drawings and markings. The author of the decorations was tech Lubos Habl. Its inspiration was derived from the ground personnel and pilots within the unit that had an inkling towards plastic modeling in general, and Eduard in particular.

The name 'Lovec Tygru' and the rendering of the bird of prey holding a tiger head in its talons came about as a 'friendly' rivalry between two sister squadrons within the 11th Fighter Squadron out of Zatec. The target of this practical joke was the 1st Flight, 11th Fighter Squadron, which flew the MiG-29, and used tiger inspired graphics on their aircraft. The artwork of the bird of prey and the tiger head in its talons...
remained on the aircraft the shortest time. The unit CO ordered its immediate removal on first noticing it. The only trace left of it was a resulting spot resulting from the removal process. The Eduard knight persisted...!

As of October, 1993, MiG-21 '5303' found itself serving with the 28th sbolp (Fighter-Bomber Squadron), which had its base at Caslav. The change in ownership was also reflected in the aircraft’s appearance. The Eduard knight disappeared, and the inscription ‘Lovec Tygru’ received a yellow-black coloring, and the winged skull changed slightly in appearance and color.

The remnant silhouettes of the removed artwork were very evident on the aircraft. They were usually applied with oil-based markers. The aircraft was then covered with a clear coat. The removal process of the markings was not survived by the clear, and it had protected the underlying sheens which than formed the basis of the remnant spots.

Above the ‘Lovec Tygru’ inscription, the sticker type insignia of one of the RAF’s Czechoslovak squadrons, specifically, No.312 Sqn was placed. The sticker type markings on Czechoslovak aircraft at the beginning of the nineties were rather common. They usually didn’t last very long, though, as they were
This aircraft was completed on February 18th, 1972, and was delivered to Czechoslovakia the following year. After brief service with the 4th slp it was transferred to the 5th slp in June, 1972, at Pilsen-Line. Here, it flew until May, 1991, when it was reassigned to the 2nd Squadron, 11th slp, flying out of Zatec. At this time, the right side of the vertical fin received the Knight logo of Eduard. The nose of the plane carried the inscription 'Lovec Tygru' (Tiger Hunter), among other small drawings and markings. The author of the artwork was technician Lubos Habl. The inscription 'Tiger Hunter' and the bird of prey carrying a tiger's head in its talons was the result of 'friendly' sparring between two units of the 11th slp. The 1st Squadron, 11th slp used tiger motifs quite openly on their MiG-29s.
not very agreeable to supersonic flight. Often, one such ride into the wild blue yonder was enough to kiss the sticker goodbye.

The aircraft survived at the 28th sblp until its disbandment at the end of 1994. After that, it was transferred to the 43rd slt (Combat Flight), and in 1999, it found its way to the 41st slt. The last time that 5303 took to the air was on February 12th, 1998. It was then scheduled for decommissioning and storage at the scrapping facility at Prelouc. But, fate would step in and smile on the aircraft. In 2009, it was listed as marketable military material at Montlingen, in Switzerland. As a result, the supersonic MiG-21 fighter numbered 5303, which for a time ca-
Note: Despite intensive research efforts, we have not had much success in completing the puzzle that is the second MiG-21MF to carry the Eduard logo on its tail, numbered 4127. This aircraft carried the logo in the first half of 1991, coinciding with a period of time when the aircraft was damaged in a landing incident at Ostrava-Mosnov (82nd sslt). Assuming that prior to this incident, or after, up to a general overhaul in 1994, the aircraft could have been photographed many times, we are hopeful to get access to such pics. If any of our readers have come into contact with such information, we would greatly appreciate hearing from you!
We will be soon launching new Eduard websites, and we wanted to give you a little sneak peek of features these websites will have.

**WWW.EDUARD.COM REDESIGNED**

We will be soon launching new Eduard websites, and we wanted to give you a little sneak peek of features these websites will have.

**COMPLETE REDESIGN**

We wanted the new websites to be more user friendly, giving relevant information to the visitor on each page. That is why we revamped the whole design, giving it more trendy look, with as little useless elements as possible.

**BETTER AND FASTER SEARCHING**

Along with a complete facelift of the new websites, we tried hard to incorporate better search function to make the user experience much better and to allow visitors to quickly find product pages, photos and instruction sheets.

**FEATURES FOR YOUR CONVENIENCE**

Amongst many features of the new websites will be social sharing of your favorites on Twitter and Facebook. This way, you will be able to easily notify your friends about stuff you like. Users will also be able to give ratings and reviews to products, which will bring another dimension to deciding whether or not to buy.

You will also be able to create wishlists, which can then be shared or sent via email.

Saving shopping carts will be another great feature. Not ready to buy yet? Just put it in your shopping cart, give it a name and save it for later shopping!

**On the right:**

Product page will show all relevant information including contents images, reviews and instruction sheets.
EVENTS

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We receive many requests and questions regarding our products every day. The problem with this is that only the person who asked will get an answer. Many of you ask us the same questions over and over again. Responding to just one person is quite time consuming and not effective. Our new Eduard Knowledge Base will store most of the questions and answers from you and make them available and easy to find for everybody. This way, you don't even have to ask us and wait for email response! Just search for the keyword in our Knowledge Base and get your answer in seconds.

EDUARD BLOG

We understand that the community around Eduard wants to be “fed” with fresh information every day. That's why we will also run an Eduard Blog on our new websites. This will allow you to comment on current events and products and share your thoughts with us and rest of the community. We will also give a chance to professional modelers and historians to publish their own articles on the blog!

Save Cart function will be handy especially when you’re not ready to buy yet, but don’t want to remember or bookmark all chosen products.

M-4A3 Sherman 1/48
Cat.no.: 20005
for kit: HOBBY BOSS
→ more Info

Mirage 2000C 1/48
Cat.no.: 1129
scale plastic kit
→ more Info

F-16 early seat 1/48
Cat.no.: 648001
for kit: TAMIA
→ more Info

Hot news: "Novinka na portalu" - Lorem ipsum dolor sit amet consectetur adipiscing elit. Auctor sollicitudin lacinia condimentum... More →
IL-2M-3 1/72

Il-2m3, Chapaevtsy (named after Russian Civil War hero), Blue 22, 3rd Czechoslovak Sqn.
ON APPROACH

7027
F6F-5 Hellcat
1/72 ProPack

BIG3304
MiG-23MF Flogger B 1/32 Trumpeter

BIG4956
S-3 1/48 Italeri

BIG4957
Bf 109E-4 1/48 Airfix

BIG7270
Ju 188 1/72 Hasegawa

648037
MiG-29 wheels
1/48 Academy/Eduard

84129
MiG-21SMT 1/48 Weekend Edition

1162
MiG-29UB
1/48 Limited Edition

OCTOBER

KITS

OCTOBER

BIG ED

BIG3304 MiG-23MF Flogger B 1/32 Trumpeter
BIG4956 S-3 1/48 Italeri
BIG4957 Bf 109E-4 1/48 Airfix
BIG7270 Ju 188 1/72 Hasegawa

BRASSIN

OCTOBER

648037
MiG-29 wheels
1/48 Academy/Eduard

648038
MiG-21SMT interior
1/48 Eduard
**PHOTO-ETCHED**

17032  USS Arizona 1941  1/700  Hobby Boss
32280  MiG-23ML F.O.D.  1/32  Trumpeter
32281  MiG-23ML Flogger G exterior  1/32  Trumpeter
32297  F/A-18E armament  1/32  Revell
32697  F/A-18E avionic bay  1/32  Trumpeter
32709  He 111P-1 interior S.A.  1/32  Revell
32710  F/A-18E/F formation light  1/32  Trumpeter
32723  AV-8 Chaff and Flare dispensers  1/32  Tamiya
32731  P-51 Seatbelts  1/32  Tamiya
32732  P-51D gun bay early  1/32  Tamiya
36179  152mm ShkH vz.77 DANA interior  1/35  Hobby Boss
36180  152mm ShkH vz.77 DANA exterior  1/35  Tamiya
36181  M3A-1 Scout Car  1/35  Hobby Boss
36185  152mm ShkH vz.77 DANA tool boxes  1/35  Hobby Boss
48706  F-14A exterior  1/48  Hobby Boss
48708  MiG-27 F.O.D.  1/48  Italeri
48709  MiG-27 exhaust  1/48  Italeri
49565  Fw 189A-2 interior S.A.  1/48  Great Wall Hobby
49575  F-14 seatbelts  1/48  Hobby Boss
72517  F-22 bomb bay  1/72  Fujimi
72522  F6F-3 exterior  1/72  Fujimi
72523  F6F gun bay  1/72  Eduard
73379  F-22 S.A.  1/72  Fujimi
99035  WWII USN 20mm Oerlikon  1/700

**ZOOMS**
33087  Su-25 Frogfoot interior S.A.  1/32  Trumpeter
33092  He 111P-1 interior S.A.  1/32  Revell
FE565  Fw 189A-2 interior S.A.  1/48  Great Wall Hobby
SS379  F-22 interior S.A.  1/72  Fujimi
SS393  Ki-67 Hiryu Peggy  1/72  Hasegawa
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for competition and club membership: tel.: +420 731 332 013 until 25.9.2011

App. forms for club presentations and SIGs, table booking
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by phone:+420 731 332 013 until 10.9.2011