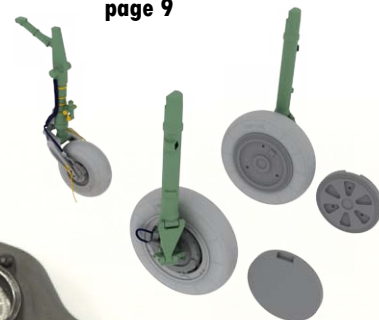


INFO

EDUARD

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EDUARD

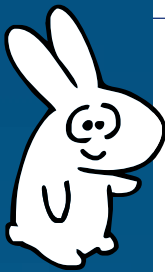
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Editorial and Graphics - Marketing department, Eduard-Model Accessories, Ltd.



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Il-2 single seater Ski exterior and landing flaps in scale 1/32 from Hobby Boss



Detail of instrument panel Bf 110



B-24D 1/72 Limited edition
April 2011 release

eduard

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EDITORIAL



Good things come to those who wait, and today, we have made it to the month of the Miguary. The modeling world has waited a long time in terms of Eduard months, but the wait has been well worth it. Over the past two years, we have been striving to eliminate several, and rightfully criticized, aspects of our older kits. Most of you will remember these items - out of register part separation, over-engineering of some subassemblies, and so on. I don't need to repeat all of it! So, we took a modified approach, stayed true to our founding principals, which we feel we owe our fans, and re-evaluated the rest. Actually, we re-thought the MiG from the ground up. It's not the first of our newer kits that show effort to strive for something better. Our previous Fw 190D and especially the OEFFAG clearly indicated the direction we are taking, although the OEFFAG tripped up a bit, something that we are certain the MiG won't do.

I don't think that a detailed description of the MiG would make much sense here. Much has been said on Facebook, if virtually, but your face to face meeting with the MiG-21 is near. I only became familiar with the entire a kit a couple of days ago, when I had the opportunity to glue it together from the first test shots, and although I have been closely supervising the evolution of this kit, even I was pleasantly surprised. In fact, I would go so far as to say 'pleasantly shocked', and I know you will be, too. There will be few who will not want at least one of these.

The MiG also brings along with it another important moment, that of combining Brassin with the kit. The MiG-21 is accompanied by an attractive sortiment of Brassin accessories. Wheels, exhaust, weapons, cockpit including the seat, and even the pilot's helmet are covered. The wheels are being released together with the kit, and other sets will be developed for release in April and May. A standard inclusion with the kit will be UB-16 rocket pods, and in the pre-paid edition, there will also be the seat. And if the MiG-21MF represents a new standard in Eduard kits, the corresponding Brassin sets are unparalleled in their level of detail. And, as if that weren't enough, we are planning some very significant projects.

With respect to the MiG-21, the most common questions concern the next steps. So, to reiterate - in two months, we will release the MiG-21SMT, a long range version, and at the end of the year or the beginning of the next, the 'BIS'. The second half of the year will see the Weekend Editions of the MiG-21MF and the MiG-21SMT. Other versions will follow, but with a time gap between them and the third generation kits. At the end of the year, we will begin work on the PF, PFM, and R, and we will add the F and UM. There have also been questions on releasing the type in 1/72nd scale. That will come as well. And so, with that, I have promised you the MiG-21 model! The option of buying the subscriber edition of the MiG-21MF ended the morning of March 1st. The first of these will go out on the morning of March 15th. Thank You to all those who pre-paid for their kits, and I wish you a lot of enjoyment with it.

Most of you will have seen by now our rather brazen, even not too politically correct, advertisement for the new model. But, there are, will be, and will continue to be enough MiGs to go around. So, take it with some humor, and not too personally!

Keep on Modeling!

Vladimir Sulc

A stylized, handwritten signature in black ink, consisting of a large, sweeping 'V' followed by a long, horizontal stroke that tapers to a point.



Albatros D.III Oeffag 153 Weekend Edition

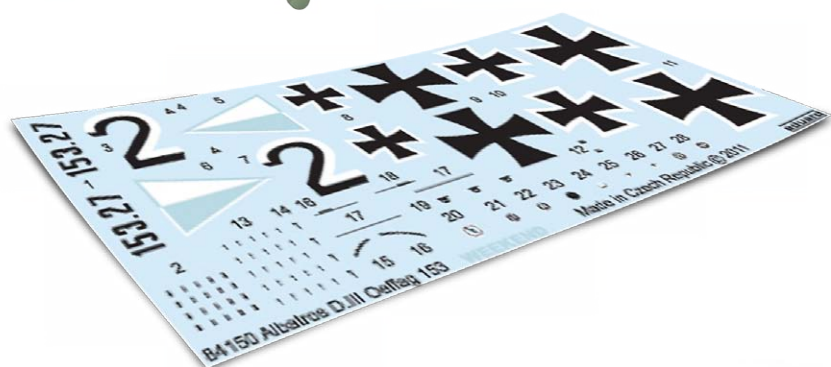
1/48 Cat.No. 14001



153.27, Georg Kenzian, Flik 55/J, Pergine, Winter 1917

This aircraft was accepted by the air force in September, 1917, and attached to Flik 55/J, where it became the personal plane of Georg Kenzian von Kenzianshausen. On this aircraft, he gained his fourth and fifth victories on the 18th and 27th of November, 1917. This plane was damaged on landing and stricken off charge in January, 1918.

Kenzian began his flying career as an observer with Flik 24. His first victory was gained with his pilot, Rudolf Forst on June 16th, 1916, the victim being a Farman, and four days later came the next victory, with the pilot being Josef Kiss. However, at the end of July, the crew of Alois Jezek and Georg Kenzian were shot down by a group of Italian fighters. After recovering, service at a flight school, and pilot training, Kenzian was transferred to Flik 55/J as a deputy commander in August, 1917. Here, he scored further kills, and by March, 1918, he would raise his tally to nine. At the end of the war, he served as CO of Flik 68/J and 42/J.



BUY Albatros D.III Oeffag 153 1/48 Weekend



MiG-21MF 1/48

ProfiPACK Edition Cat.No. 8231



EDUARD BRASSIN
UB-16 rocket pods

- 9 trees of high detail injection molded plastic parts
- Photoetched brass details for realistic finish
- Paint masks
- Eduard Brassin UB-16 rocket pods (2pcs)
- Full color instructions
- Decals for six camouflage versions



MiG-21MF No. 687, DDR, Jagdfliegergeschwader 3, Preschen airbase, 1990



MiG-21MF, Egyptian Air Force, unit unknown, Tanta airbase, 1988



MiG-21MF No. 7809, Polish Air Force, 10. Eskadra lotnictwa taktycznego, Lask airbase, Poland, 2001 – 2003



MiG-21MF No. 7713, Slovak Air Force, 4th Flight, Sliač airbase, 1999



MiG-21MF No. 9712, Czechoslovak People's Army, Bechyně airbase, Czechoslovakia, 1989-1993

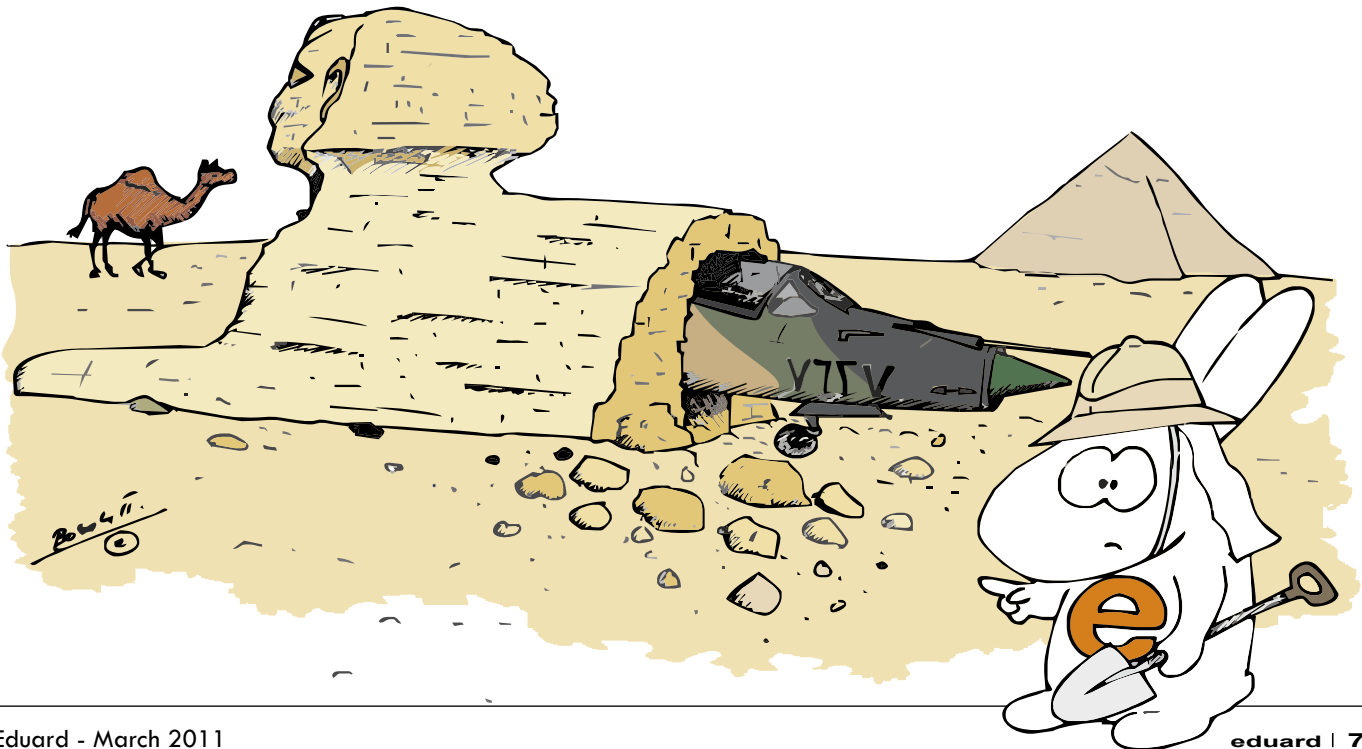
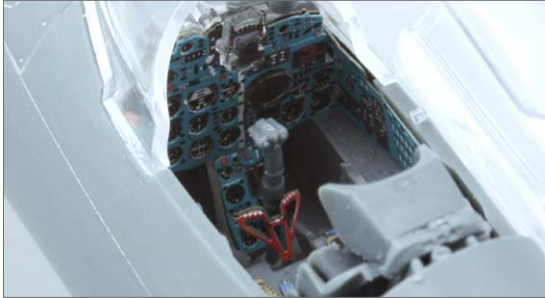


MiG-21MF No. 127, 812th UAP, Kupjansk airbase, Soviet Union, August 1991



BUY 8231 MiG-21MF 1/48 ProfiPACK





eduard

KITS

8231	MiG-21MF	1/48	ProfIPACK
84150	Albatros D.III OEFFAG 153	1/48	Weekend

BRASSIN

648025	Rocket launcher UB-16 and UB-32	1/48	
648026	MiG-21 wheels	1/48	Eduard
632008	F-4 exhaust nozzles USAF early	1/32	Tamiya

PE-SETS

32263	MiG-23MF Flogger B exterior	1/32	Trumpeter
32270	Il-2 single seater Ski exterior	1/32	Hobby Boss
32276	Il-2 landing flaps	1/32	Hobby Boss
32682	Bf 109F-4 interior S.A.	1/32	Hasegawa
32686	Il-2 single seater interior S.A.	1/32	Hobby Boss
32691	Ar 196A-3 seatbelts	1/32	Revell
32694	AV-8 late formation lights	1/32	Trumpeter
36147	SPz Marder 1A5	1/35	Revell
36150	Wiesel 2 LeFlaSys (Ozelot)	1/35	Revell
36151	Camo netting "Barracuda" Woodland	1/35	
36154	Camo netting "Barracuda" Desert	1/35	
36160	Leaves Fern / colour	1/35	
48677	Tornado ADV exterior	1/48	Hobby Boss
48686	EF-2000 two-seater exterior	1/48	Revell
48688	Spitfire Mk.I/II landing flaps	1/48	Airfix
49524	Tornado ADV interior S.A.	1/48	Hobby Boss
49533	F-4B S.A.	1/48	Hasegawa
49539	Spitfire Mk.I S.A.	1/48	Airfix
49544	F-5E S.A.	1/48	AFV Club
49547	Tornado ADV seatbelts	1/48	Hobby Boss
72514	B-17G landing flaps	1/72	Revell
72516	B-17G bomb bay	1/72	Revell

73371	A-7D S.A.	1/72	Hobby Boss
73382	B-17G front interior	1/72	Revell
99015	Railings 3 chain bars	1/350	
99016	Railings 3 chain bars	1/700	

ZOOMS

33062	Il-2 single seater interior S.A.	1/32	Hobby Boss
33074	AV-8B Night Attack interior S.A.	1/32	Trumpeter
33075	Bf 109F-4 interior S.A.	1/32	Hasegawa
FE524	Tornado ADV interior S.A.	1/48	Hobby Boss
FE533	F-4B interior S.A.	1/48	Hasegawa
FE539	Spitfire Mk.I interior S.A.	1/48	Airfix
FE544	F-5E interior S.A.	1/48	AFV Club
SS371	A-7D interior S.A.	1/72	Hobby Boss
TP532	Soviet insignia 1940 -1943	1/35	
TP533	Soviet insignia 1944 and medals	1/35	

MASKS

CX281	C-27J Spartan	1/72	1/72	Italeri
EX326	S-2F	1/48	1/48	Kinetic
EX327	Ju 87B	1/48	1/48	Italeri
EX328	Fw 190D Weekend	1/48	1/48	Eduard
EX329	Bf 110G-2 Weekend	1/48	1/48	Eduard
JX120	Hawk T1 Mk.53	1/32	1/32	Revell
JX121	Bf 109E-3 Weekend	1/32	1/32	Eduard
JX122	Su-25 Frogfoot A	1/32	1/32	Trumpeter

BIG-ED

BIG3297	P-40N EARLY	1/32	1/32	HAS
BIG3298	SWORDFISH Mk.II	1/32	1/32	TRU
BIG4943	MH-60K	1/48	1/48	ITA
BIG7263	F/A-18A	1/72	1/72	ACA

BUY On e-shop Eduard



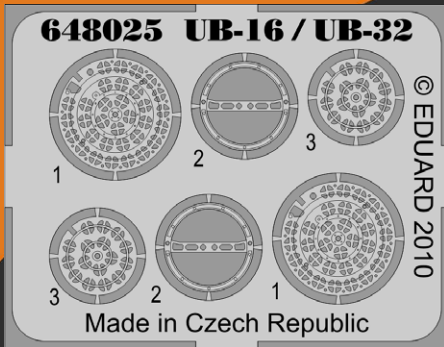


648025

Rocket launcher UB-16 and UB-32

1/48

for general use, including MiG-21
1/48 by Eduard



1/48

BUY Rocket launcher UB-16 a UB-32 1/48

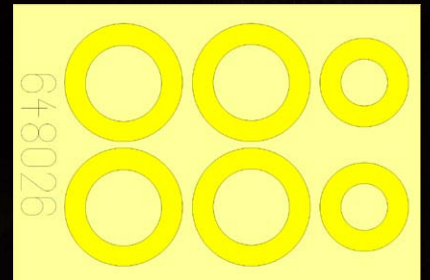
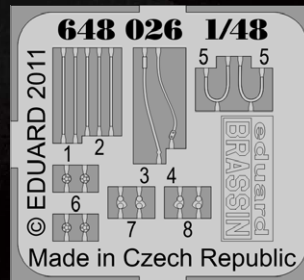
648026

MiG-21 wheels

1/48 (Eduard)



1/48

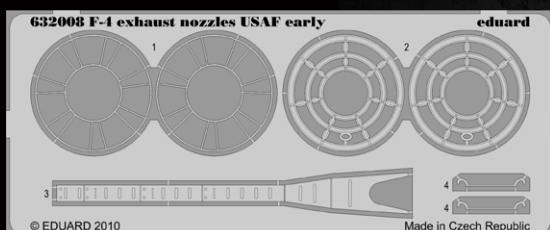


BUY MiG-21 wheels 1/48

632008

F-4 exhaust nozzles USAF early

1/32 (Tamiya)



1/32

BUY F-4 exhaust nozzles USAF early 1/48

SELECTED PHOTO-ETCHED



32263 MiG-23MF Flogger B exterior 1/32 Trumpeter



32263 MiG-23MF Flogger B exterior 1/32 Trumpeter



32270 Il-2 single seater Ski exterior 1/32 Hobby Boss



32686 Il-2 single seater interior S.A. 1/32 Hobby Boss



32276 Il-2 landing flaps 1/32 Hobby Boss



36147 SPz Marder 1A5 1/35 Revell



PHOTO-ETCHED

48686 EF-2000 two-seater exterior 1/48 Revell



73382 B-17G front interior 1/72 Revell



49544 F-5E S.A. 1/48 AFV Club



72514 B-17G landing flaps 1/72 Revell



32691 Ar 196A-3 seatbelts 1/32 Revell



72516 B-17G bomb bay 1/72 (Revell)



49539 Spitfire Mk.I S.A. 1/48 Airfix



73371 A-7D S.A.
1/72 Hobby Boss



BIG ED



32240 Swordfish hinges (BIG3298)



32250 Swordfish Mk.II exterior (BIG3298)



32671 Swordfish Mk.II interior S.A. (BIG3298)



49009 Remove Before Flight

P-40N EARLY 1/32 (Hasegawa)



BIG4943 MH-60K 1/48 (Italeri)



BIG3298 SWORDFISH Mk.II 1/32 (Trumpeter)



BIG7263 F/A-18A 1/72 (Academy)

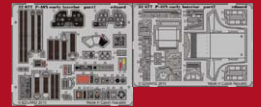


BIG3297 P-40N EARLY 1/32 (Hasegawa)

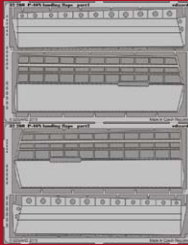
32259 P-40N exterior



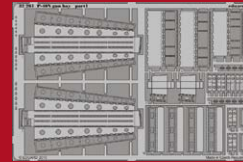
32677 P-40N early interior S.A.



32260 P-40N landing flaps



32261 P-40N gun bay

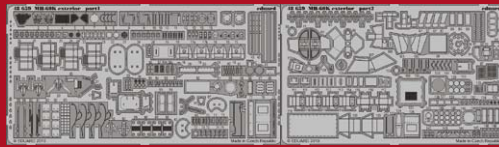


JX109 P-40N



BIG4943 MH-60K 1/48 (Italeri)

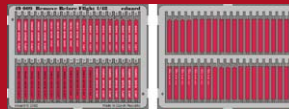
48 659 MH-60K exterior



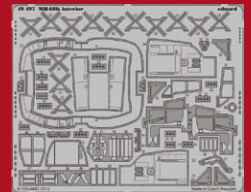
EX289 MH-60K



49009 Remove Before Flight

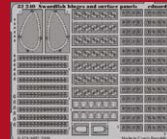


49497 MH-60K interior S.A.

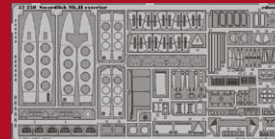


BIG3298 SWORDFISH Mk.II 1/32 (Trumpeter)

32240 Swordfish hinges and surface panels



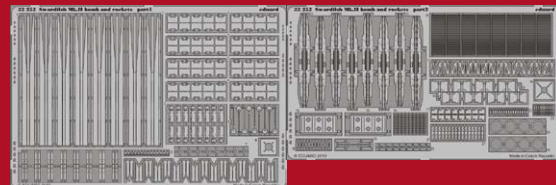
32250 Swordfish Mk.II exterior



JX094 Swordfish Mk.I/Mk.II



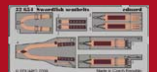
32252 Swordfish Mk.II bombs and rockets



32671 Swordfish Mk.II interior S.A.



32654 Swordfish seatbelts



BIG7263 F/A-18A 1/72 (Academy)

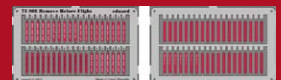
73355 F/A-18A S.A.



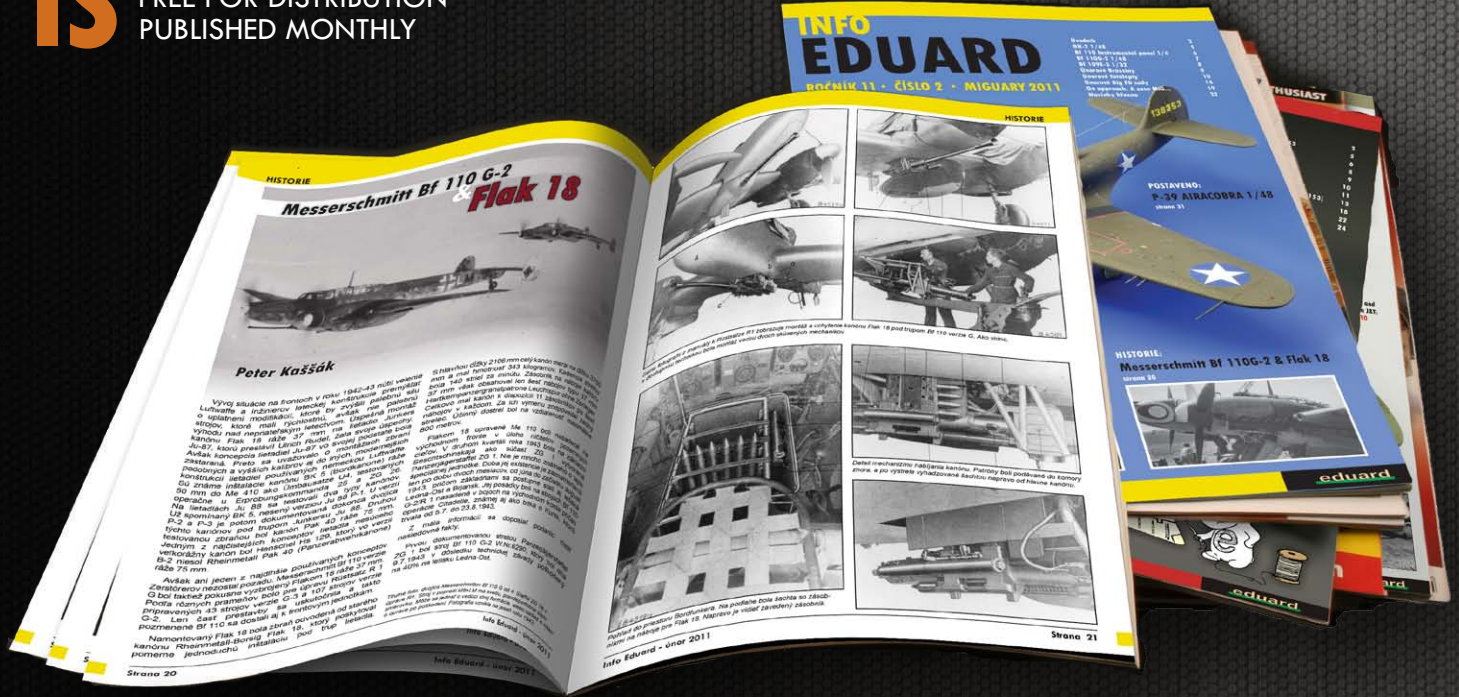
CX257 F/A-18A



73008 Remove Before Flight



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LAST ISSUES



February 2011
Kits: DH-2,
Instrument panel Bf 110,
Bf 110G-2
Releases: MIG-21MF,
Camo netting
History: Bf 110G-2
Built: P-39 Airacobra



January 2011
Editorial: 2011 Releases
Kits: Yak-3,
Liberator B.MK in CBI,
Fw 190D-9
Events: Eday's Blanik
Built: Fw 190A-8/R2



December 2010
Kits: Mirage III C,
Bf 109E-4, Bf 108B
Events: Eduard at Tokyo
History: Third Highest
Scoring
Built: Nieuport N-17



November 2011
Kits:
Fw 190 JV 44
Spad XIII Early
Events: CNC,
Nymburk, MiG-21
History: Commander
of JV 44 Doras
Built: Fw 190F-8
Workshop:
The Application
of Masks



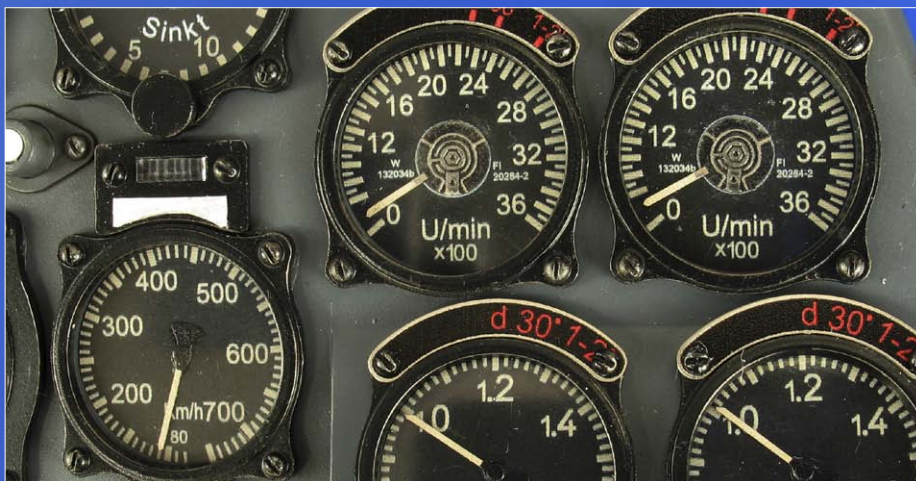
October 2011
Kits:
Albatros D.III Oeffag 253
Su-22M4/Su-17M4
Events: E-day 2010
History: Viribus Unitis
Built: Oeffag 253



September 2010
Kits:
P-39 Airacobra, La-7
History: Japanese Eagles
against American Cobras
Built: I-16 Type 17
Workshop: Fuselage
Assembly and Wood
Construction



This instrument panel was built by Zdenek Sebesta...



It is unusual for this section to present two similar models together. However, it seemed very appropriate on this occasion because two modelers with widely varying experience built these examples. This highlights that the instrument panel may be assembled and finished to a satisfactory level by almost any modeler. Whilst the first builder (Zdenek Sebesta) is very experienced, a great modeler, and winner of many prestigious competitions; the other (me) is almost a complete novice, returning to this hobby after some 20 years. Even though the modeling world has been my job for some years now, it has been from the other bank of the river, as part of the Eduard team. This model was a good test to see how much my hands were shaking, and what about my eyesight!

I should also note that Zdenek built his panel some years ago, when it was released as a bonus in the Bf 110 Royal Class kit. My model was finished recently from the pre-production molds of our new kit no. 14001.

So check out these builds, check the details and be understanding; but more importantly look forward to building your own Zerstorer instrument panel. You will find a link to order kit no. 14001 at the bottom of this page.

(P.S. – we also recommend that you read a related article in the “Workshop” section)

BUY 14001 Instrument panel 1/4



... and this by Jan Zdiarsky.



FROM OUR FAMILY Bf 110:

- R0005 Bf 110 ROYAL CLASS 1/48
- 8206 Bf 110G-4 1/48 ProfiPACK
- 8205 Bf 110G-2 1/48 ProfiPACK
- 8202 Bf 110D 1/48 ProfiPACK
- 8201 Bf 110C 1/48 ProfiPACK
- 8403 Bf 110E 1/48 Weekend
- 8403 Bf 110G-4 1/48 Weekend
- 84140 Bf 110G-2 1/48 Weekend

[MORE HERE](#)





Jan Zdiarsky

TACKLING THE 1/4 SCALE BF 110 INSTRUMENT PANEL

The instrument panel of the Bf 110 in 1/4 scale by Eduard was originally a bonus inclusion in the Royal Class kit of the Bf 110 (Cat.No. R005, still available [here](#)). In view of the collectible nature of this boxing, the panel kit itself did not see the widespread distribution that it deserves. Even back then, it was clear that it would be released on its own at some point, and its time came in February, 2011, when it was released as a Limited Edition kit under Cat.No. 14001. The '001' portion of the number suggests that this will not remain a lone item, and that there will be other instrument panels in the same scale, perhaps along with some other interesting components, especially those that are connected with other Eduard originals.

An advantage to a kit of such an instrument panel comes in not only its attractiveness and uniquely specific nature, but also that such an item rendered in a large scale does not take up a lot of display real estate that so many modelers fight to get in the first place. Simply displayed, it can be framed and mounted on a wall, or propped up against the back section of a display cabinet, and will not hog a lot of room. As we Czechs say: 'a lot of music for little money'. I don't know what your local equivalent may be, but I would suspect that you get the gist of the saying.

To build this panel in model form reminded me of my attempts to have it ready for this year's convention at Nurnberg at the beginning of the

same month that this kit was released (February, 2011). This time, I decided not to employ the services of our gifted builders, and allocated the responsibility to myself. This was a bit risky in the sense that this would be my first kit build in some twenty years! The end result is up to you to judge, especially through its coverage in the 'Built' section of our newsletter. It can also be compared to the work from the workbench of master modeler Zdenek Sebesta.

First, though, I would like to share some observations that were evident in the straightforward assembly, present a few ideas on the completion of your panel, and to point out some minor items that you may want to be aware of along the way.

The kit itself contains around 120 plastic components, color self adhesive dial faces, and two photoetched frames with dial hands and stencil placards. The construction of the interior of the individual instruments and their related placards is similar to that of the actual panel, and so the end result is that much more realistic. After that, it's up to you to decide how much further to take it with respect to modeling and weathering techniques to attained your own desired look.

MOLDING PREPARATIONS

With the initial preparation work, there is not much to do, really. The parts are molded very cleanly, and the only prepping required will

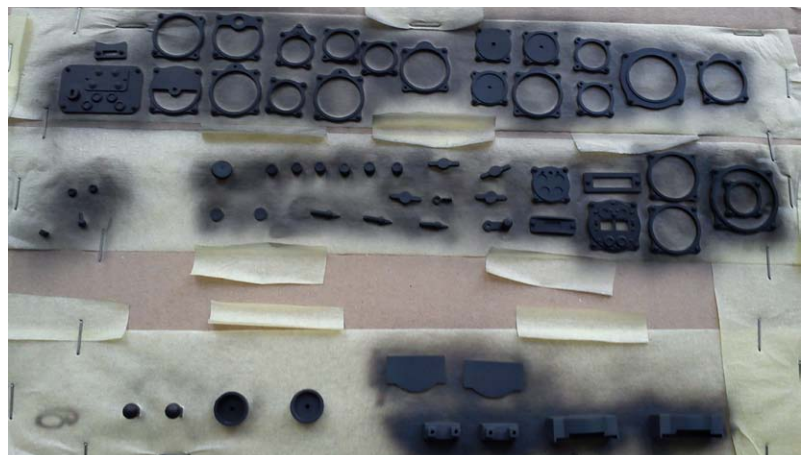
be the removal of the injection gates. Potentially more labor intensive would be the clean up of the ejector pin marks, but these have been situated in the middle of the instruments, so they don't interrupt the overall look of the instrument. But, on the application of the dial face, a subtle depression or protrusion may develop, and so some cleanup of the pin marks is in order. As you can see on my panel, (page 15), I underestimated this concept, and it is visible on the end product. Zdenek Sebesta eliminated this problem (page 14). The most visible illustration of this point appears on the engine instruments on the right side (K20, K19 and K10), and also on the clock (K40).

BASIC PAINTING

The color of the plastic, from which the individual parts are molded, allows the building of the entire model without painting. Nevertheless, I would recommend spraying, although the plastic parts shades are very true (for example, when painting the panel RLM 66, it was tough to tell where the paint was and where it wasn't). In this way, a finer, consistent finish can be attained. It should be noted that, in general, the panel should be matt to semi-matt, and the dial frames from semi-matt to lightly glossy.



The basic panel, sprayed RLM 66 (Gunze C116).



I mounted the dial frames on artists' masking tape, and sprayed them black (Gunze C033). Certain controls, and emergency landing gear and flap handles (bottom left) will be painted metal (Gunze MC218) instead of the call-out in the instructions.

Paint was not applied only to Part No.9 (dial screws), because their original look appealed to me. The only thing that was needed on them was a gentle gate cleanup.

A definite possibility for the improvement of the look of the panel that deviates from the instructions presents itself in the treatment of the instruments themselves. Some instruments in the Luftwaffe were painted later for quick pilot orientation. Often, yellow, white, blue and red were used, each of which had their own specific purpose. For this, further references should be consulted as recommended at the end of this article. The details of both of the panels built in this issue are based on them. The paint applied to the dial frames were often far from artistic masterpieces. There were examples of paint being applied past the frames, chipping and the like. So don't get too upset, if you do not attain perfection. In 1/4 scale, the noted deficiencies would be quite evident and lend to the realism of the finished product.

In my assembly, I painted the frames using light blue with a very small brush, and, as in the case of darker blue and yellow, with Gunze fixtures.



Painting of the instrument bezels.

INSTRUMENT PLACEMENT

If you proceed with the painting of the bezels as I have outlined, you'll likely find yourself in a spot where some lose their identity. Some of the bezels for the smaller instruments are the same, as they are in the genuine article. However, the plastic parts are not entirely identical, and they differ in the location keys

that guides them into their location. I consider this a pretty smart idea, and it eliminates the possibility of confusing two bezels. So, be sure to take care with the application of these for the most part similar components, as you prepare to place the bezel with its proper instrument. The drawing in the instructions serves as a guide to these keys.

During the completion of the instruments, I applied the self adhesive dial faces, and with CA glue, their respective indicator needles, and any other details. Prior to the placement of the clear parts, it is important to ensure that the CA glue has completely cured and there are no more fumes being generated. This will prevent quite a mess.

During the placement of the clear parts, take care to have them correctly oriented. The instructions don't mention it, but all of the lenses are molded in a bit of a cone shape, and so should be carefully examined before final placement. I really needed no glue for their installation, as their fit is near exact. The bezels are then easily placed, but with the instruments shown in Sections H and J of the instructions, the placement of the bezels does require some patience. I highly recommend that the bezels are placed dry, and apply the glue into the keys that penetrate through the corresponding panel openings, and from the back side (see photo right).

After the glue has cured, the installation of the screws that mounted the instruments can begin. These are also better adhered from the rear face of the panel. During this procedure, be very careful not to lose any....due to their size, this would be easy, but their quantity in the kit is exact, potentially unforgiving. During completion of the bezels, pay attention to the instructions and illustrations. Be aware that some of them also act as connectors for placards and trying to retrofit these can be a very problematic thing, especially with no spares....;-)

The landing gear and flap retraction levers, as with the magnetos (Section 'A' of the instructions), require no special considerations, and are pretty much the only place on the model where I used classic plastic cement as opposed to CA glue. The position of the indicator needles and other signal features and switches depict the aircraft as being at rest, powered down.



CA application into the keyed bezel from the backside of the panel will suffice in fixing the item in place. This will also aid in avoiding messing up the painted components that could occur if the gluing process was made at the front of the panel, and also the damage that the fumes of the CA could cause on the clear parts.

Of course, they can be shown as if the aircraft was in flight, but that would require the study of each individual instrument. Even with the aircraft hypothetically on the ground, certain instruments can be displayed in other than the 'zero' position (altimeter, compass, some pressure indicators). This can add a level of interest to the finished panel, but, again, it must be kept in mind that whatever is displayed, should be realistically possible.

The entire assembly process demands care and neatness. Any lapse in same will show quite painfully on this level of modelling.

FINISHING

The final assembly of the panel, after the installation of all of the instruments and indicators, involves the representation of usual wear and tear. Here, it is necessary to consult materials showing the item in such a state, including paying attention to what happens to the bezels.

When it comes to the panel outright, the main unit that was formed from a metal 'Instrumentenbrett' panel (as opposed to the plywood panels used on later versions of the Bf 110), and as such, can have a slightly worn, metallic look to it. Here, it is also necessary to point out that the panels of the Luftwaffe were primed with a red-brown base prior to the application of RLM 66 or O2. This means that even the primer

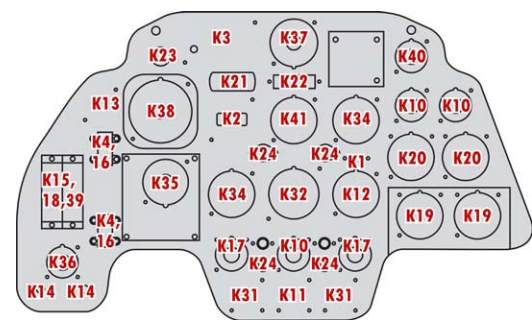
Kit Part	Description	Original German Description (Bf 110C Instruments)	Material / Notes
K15, 18, 39	Magneto Switches	Zündschalter	Metal, round lever typically in aluminum
K4, 16	Landing Gear and Flap Levers	Betätigung für Fahrwek u. Landeklappen	Metal, indicators in color (EIN-red, AUS - green)
K13	Landing gear controls	Fahrwerkanzeige	Metal, including switches. Control with the label 'EIN' could have had (but not necessarily) a red frame or even red lettering, but that tends to hold true for later machines from 1944.
K36	Air pressure gage	Pressluft-Druckmesser	Metal, typically with blue framing and gage limits in red.
K14	Emergency landing gear and flap handles	(Notbetätigung für Fahrwerk u. Landeklappen)	Typically in metal with black frame.
K23	Emergency Steering Control	Notzug für Kurssteuerung	Covered with black bakelite with red /white lettering
K3	Armament switchbox	Schaltkasten	Metal. Its presentation in the model represents the only real deviation from reality. The black parts on the top part are in fact red controls, and the clear parts in the bottom part are in fact, black buttons. This doesn't present a big problem that 'more dedicated' modelers would not be able to deal with. (link http://www.cockpitinstrumente.de/instrumente/katalog/Schaltkasten/gross/Fl47292.gif)
K21	Armament Selector	Kippwechschalter	Metal with plastic lever
K37	Radio navigation indicator	Anzeigegerät für Funknavigation	Metal
K22	Electric Compass	elektrischer Kurszeiger	Typically bakelite front
K38	Compass	Führertochterkompass	Rotating frame metal painted grey or black. Black middle plastic.
K2	Ammo counter	Zähl- und Verschlusskontrollkasten	Metal, with plastic buttons. With this piece of equipment, we run into the same problem as with part K3. The two upper openings are in fact red controls, while the clear components are supposed to be buttons. (link http://www.cockpitinstrumente.de/instrumente/katalog/anzeigen/gross/Fl47298-1.gif)
K41	Turn and Bank Indicator	Wendezeiger	Could have been metal or black bakelite
K34 (1)	Vertical Speed Indicator	Variometer	Metal bezel
K35	Gyrocompass	Kurskreisel	Metal bezel with plastic handle
K34 (2)	Altimeter	Höhenmesser	Bezel and tuning knob were in bakelite, often in red-brown color (Although there were metal versions).
K24	Controls	Warnleuchte	Front part of the panel, middle typically white (alternatively yellow); bottom section of the panel, middle in red; body in metal painted black or RLM 66.
K32	Artificial Horizon	Pneum. Horizont	Bezel typically black Bakelite
K1	Pitot Tube Heater Control	Rechteckschauzeichen mit Staurohrbeschriftung	Metal bezel
K12	Airspeed Indicator		Metal bezel
K17	Collant Temperature	Temperaturanzeiger (Kühlstoff)	Bakelite bezel. May have been outlined in color, typically light blue or light green. Less frequently, yellow, red and orange also appeared.
K10	Fuel Gage	Vorratsanzeiger	Bakelite bezel, could have been outlined in yellow.
K31	Radiator Shudder Control	Kühlerklappenspenc	Metal bezel, could have been outlined blue, lever in Bakelite.
K11	Fuel tanks switch	Umschalter für Kraftstofffranks	Metal bezel and lever in aluminum or black
K40	Clock	Borduhren	Metal (usually brass!), bezel often black, but could have been in another color, typically green, red-purple, or blue-grey. In view of the materials used, the weathering would lean to a dulled brass look, instead of a grey metal look.
K10	Propeller Pitch Control	Luftschaublenstellungenanzeiger	Bezel could have been metal or Bakelite
K20	Tachometer	Elektrischer Drehzahlanzeiger	Black or red-brown Bakelite
K19	Pressure Gages	Ladedruckmesser	Black or red-brown Bakelite

could be shown, albeit restrained, under such things as scratches. For my panel, I chose a very lightly weathered appearance.

The situation with the bezels is more complicated. Components of Luftwaffe panels, including bezels, were manufactured of various materials. They could be metal, or formed of black Bakelite. Red-brown Bakelite has also been observed sprayed black, but not often. Still, a lightly weathered and worn red-brown Bakelite visible under a coat of black gives the modeler an interesting option.

According to available references and artifacts of panels and associated equipment, different weathering possibilities come to light. It would be a mistake to give a metallic sheen to a bezel made of black Bakelite. Extremists are presented with the option of depicting different instruments according to their sheen (Bakelite had more of a sheen to it). As with everything, there could have been differences and exceptions. In most cases, though, instruments were made of these materials (and this will have impact on weathering and sheen).

As I stated earlier, the screws were generally left in their molded color. That doesn't, however, apply



Instrument arrangement drawing cross-referenced with the chart and kit parts.



The panel immediately prior to weathering.

to all of them. Some are molded as part of the bezel, and so gained the same matt appearance. After mounting the screws, I gave them a light coat of Gunze black. Here, it is important to note that Luftwaffe panels had screws that could be the same color as their respective bezel, or could have also remained in their natural metal color. Naturally, a combination of the two would also be reasonable.

WEATHERING

Weathering was restricted to areas where the panel would realistically be expected to be handled, such as around switches, and metal instruments which would be touched physically, such as the compass and clock, and around the edges of screws around some instruments. This I attained through the use of a cotton swab and a metal paint. The last application was a light dirtying and localized staining of the grey panel, which added to the panel's realism. This was done by using ash (from a late-night modeling session next to my home fireplace...;-)



Despite entering this project as practically a greenhorn, I am pleased with the outcome. The overall look may have likely been improved with more detailed attention paid to parts K2 and K3. Unfortunately, I was not able to study references closer on these parts until after completion (it's always a good idea to disclose mistakes and oversights in a build article).

As you can no doubt gather, the kit can be built out of the box, and will stand well on its own merit. Building of this kit also carries with it the advantage that unless you are modelling a well documented, very specific panel, you are certainly allowed artistic license within reason, such as with details as hand written placards and labels, common on German instrument panels (see the model by Zdenek Sebesta in the 'Built' section). Also presenting themselves to this end are wires permeating to and from the sides of the panel, orientation lines and moveable indicators on the glass portions of instruments or their bezels, and so on. How much more to 'personalize' your panel depends on you, and your imagination, supported by references and documentation, and modeling knowhow. What is certain, though, is that this kit will bring you a lot of enjoyment.



The final look of the middle section of the panel, with painted instruments and limit indicators on the altimeter and air speed indicator.



Upper right portion of the panel with the clock and patch over an unused instrument space.

BUY Bf 110 Instrument panel 1/4 

REFERENCES:

- www.cockpitinstrumente.de
- http://www.cockpitinstrumente.de/Panelnachbau/Cohausz/Cohausz%20Me%20110/Bf_110-6.JPG)
- Large Scale Planes (<http://forum.largescaleplanes.com/index.php?showtopic=16010>).

(Note: most of the photographs in these references are of Bf 110G model planes, while the kit panel depicts a 'C'. Keep in mind that there were likely to be differences between instruments even within the same version, and more likely so with a longer the service life of a given airframe. So, take references also as inspirational, and don't get too hung up on them.)

- Period RLM manuals for the Bf 110, and construction plans.



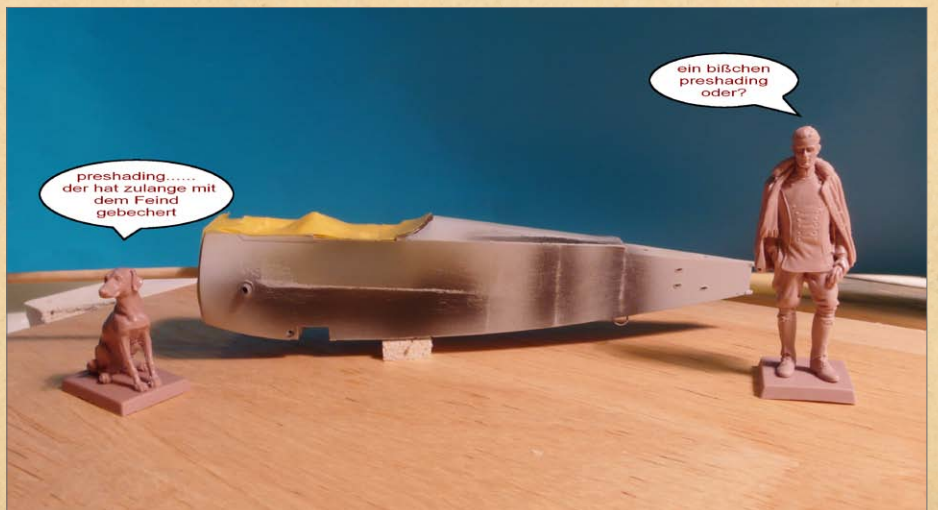
Fokker Dr. I Der rote Flieger

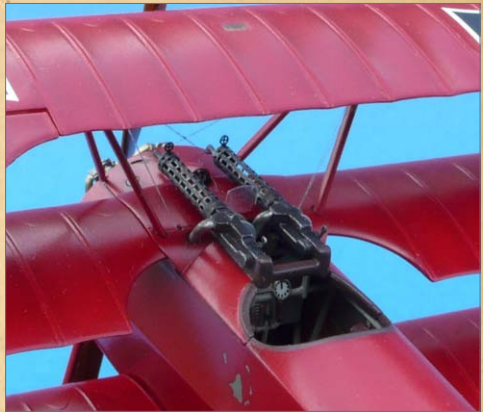
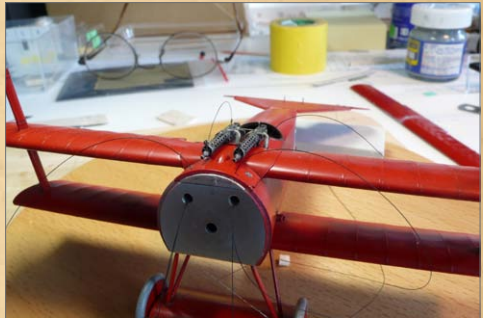
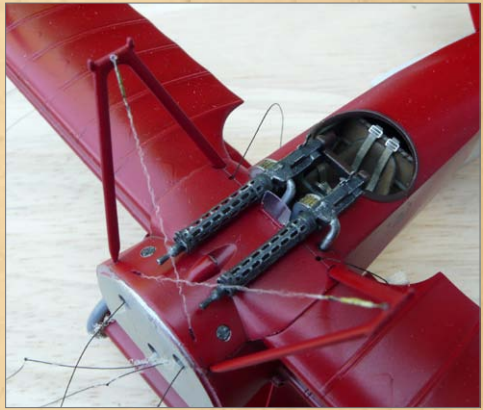
German modeler Rolf Schmidt from Renningen has kindly sent us photos of his Fokker Dr.I with a figure of Manfred von Richthofen. The model has been built from Eduard's kit No. 1136 "Der Rote Flieger" that contains the 1/48 scale Fokker Dr.I and Albatros D.V kits, plus resin figures of the Richthofen brothers and their dog. Rolf's model was detailed with Vector's aftermarket resin engine and engine housing replacements. Gunze acrylic paints and oil colors were used - especially for the dog and the propeller. Rolf's result is excellent! Do you recognize Manfred?

DETAILS



(it is our intent to not translate authors dialogs to English, but rather left them in original – due to give you chance to improve your language abilities...)

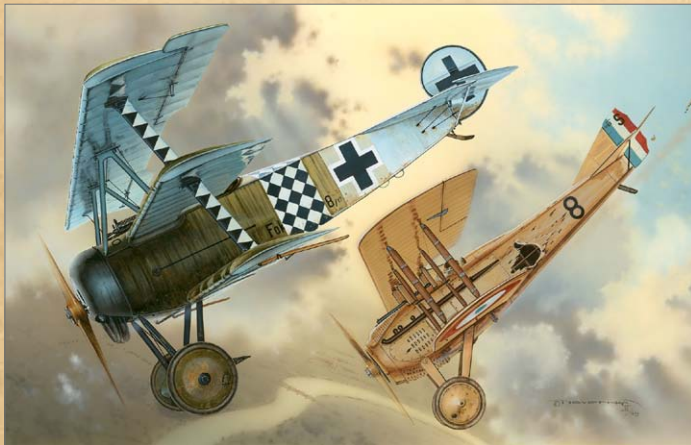






eduard

Eduard Fokker Dr.I Editions



8161 Fokker Dr.I DUAL COMBO 1/48 ProfiPACK

BUY 8161



7017 Fokker Dr.I DUAL COMBO 1/72 ProfiPACK

BUY 7017



7405 Fokker Dr.I 1/72 Weekend

BUY 7405



„The appearance of the British Sopwith Triplane at the beginning of 1917 saw the elimination as an advantage of climb and turn rates of the German Albatros and Pfalz types. As a result, the air force hierarchy (Idflieg) requested from German manufacturers a similar type.

At the time, Fokker had been preparing a fighter biplane for the Austro-Hungarian air force in the form of the V.4. In response to the Idflieg request, he simply added a third wing to the design. The Dr.I prototypes lacked interplane struts, but these were added in later machines to ensure synchronized wing reactions to forces during flight. Trials were initiated in June, 1917, and showed enough promise to order a first batch of 20 series aircraft.

Two prototypes, only slightly differing from subsequent series built Dr.I machines and dubbed Fokker F.I, were tested under operational conditions in August, with production of the Dr.I then starting in October. After two fatal crashes caused by the failure of the top wing, all aircraft were returned to the factory for rework. Re-equipping units with the type occurred midway through December. They equipped elite fighter units, where they were flown by experienced aces. The aircraft was very maneuverable, but by the beginning of 1918, speed was not on par with British types being introduced into service, and the Dr.I aged quickly. As a result, the type was gradually replaced by the Fokker D.VII, but even so, several pilots kept this mount until the end of the war.

Despite a small production run of 230 units, the Dr. I became a legend and is synonymous with German fighter aircraft.“



International Toy Fair Nuremberg 2011



Great pleasure for us was the award given to Eduard by the Modeling webzine MOJOON Germany (MOdel-bau JOurnal ONline). <http://www.mojoon.de/>
We were awarded by two prizes, one for the Limited edition Fw 190D JV 44 in Dual Combo and the second was for the Eduard BRASSIN 1/32 engine DB 601 for our Bf 109E. On the photo you can see Daniela Barth from Mojoon and Vladimir Sulc from Eduard with the Awards.



Awarded kit Fw 190D JV 44 (Sachsenberg's Platzschutzwarm) with the Mojoon award.



Brassin DB 601 1/32 was the another winner (sorry no better photo were possible due to conditions).

Like every year on begin of February we were present at the 2011 International Toy Fair in Nuremberg, Germany. This largest World Toy and models event brings lot of news to the modeling world. For most companies it is the first event where to introduce their Year's news. Also this Toy Fair brings many important information, contracts, discussion and new experience to the whole scale models World. Our feeling from this year's event was very positive and inspirative.



Right side showcase shows the PE jewelry.



Central showcase containing examples of our Plasic kits production.



Left side showcase with applied PE sets and the Brassin line presentation



Another award "Model of the Year 2011" came from Modellfan magazine. The winner was again the Fw 190D line... Kai Feindt from Modellfan is presenting the award to Vladimir Sulc.



Great interest brings of course to our "coming soon" MiG-21MF. This was the very first time where modelers can touch the ready and real sprues (just the canopy frame was ready on E-Day 2010 already).



Daisuke Yasutake, manager of our Japanese distributor Beaver corp. (left) discuss the new project for developing of realistic pre-painted PSP airfield and career deck displays. Right, Karel Padar, chief of our PE branch.



Oeffag 253 built by famous WWI modeler Slava Vanous.

For the entire photo report visit Nuremberg gallery on our: [Facebook page](#).

Webpages of the International Toy Fair Nurn- burg: <http://www.spielwarenmesse.de>



Eduard Bf 109E in 1/32 collection.

Eduard at IPMS Izrael 2010

Our Israeli correspondent Eyal Reinfeld from the model website www.degem.net has sent us some photos from Israel's main modeling exhibition and competition, IPMS Israel, that took place in December 2010. As you might expect, Eduard's kits were in attendance, but we also donated prizes for winners in some special categories.



The 1st place large scale AFV was won by Nissim Tzukduyan's Tiran 5 which was super detailed and presented in a display case.



Shachar Levi extensive collection of Eduard's Fw 190 and other models was on display.



The competition also involves paper models category, and Igor Torgovetski's SdKfz 9 FAMO won the 1st place.



Eduard's Fw 190 A-5 kit with the PE set is displayed in a maintenance diorama.



Benny Tuchterman's impressive dragon wagon carrying a V1 flying bomb in 1:35 won the 1st place in the dioramas category and involved many details and accessories.

MiG-21 MF MOSAIC

Aircraft featured by actual Eduard's MiG-21MF editions.



Martin Ferkl

The MiG-21 was one of a long list of Mikoyan-Gurevich products to be integrated into the armed forces of the Soviet Union, the Warsaw Pact, and allied client states. Its predecessors included such notable types as the MiG-15, MiG-17 and the supersonic MiG-19.

The roots of this project reach back to the first half of the fifties. In 1954, the Ye-1 project came to an end, and was quickly picked up by the Ye-2. Both had a swept wing. The first machine to feature the delta wing was the Ye-4, which first took to the air on June 16th, 1955. It was also demonstrated a year later at the Moscow airfield Tushino.

The first of the new line to enter production was the MiG-21F, which together with the MiG-21P and F-13 represented the first generation of the MiG-21, and was in production through the end of the fifties and the beginning of the sixties. Subsequent versions included the PF, FL, PFM, R, S, N and PD, the production of which peaked at the end of the sixties. The third generation started production in 1968, which included such versions as M, SM, MF, SMT, bis among others.

Simultaneously, two-seat training versions were also produced designated MiG-21U, UM and US. Production of the MiG-21 ended in 1985, and was put into service with some fifty nations. Over the course of the cold war, the opponents of the MiG-21 included the likes of the Northrop

F-5 Freedom Fighter and the Dassault Mirage III. NATO assigned it the reporting name 'Fishbed'. It became the most produced supersonic fighter in terms of quantity. The new machines came off Soviet production lines in Moscow, Gorky and Tbilisi. The MiG-21F-13 was also built under license in Czechoslovakia and the MiG-21FL, M and bis in India by Hindustan Aeronautics Ltd. The Soviet Union produced 10,645 examples of all versions, 194 were built in Czechoslovakia and 657 in India. Outside of the Soviet Union, the type flew with a long list of nations on all continents with the exception of Australia. The MiG-21 participated in combat in Vietnam, the Indo-Pakistan wars, the Cuban participation in Angola and in the Arab world's attempt to eliminate Israel. Thanks to the high volume of use, the highest number of aces produced on the type was in Vietnam. The top of the ladder is occupied by Nguyen Van Coc with nine kills. The type serving as a fighter-bomber served with the Soviet Union and other nations of the Warsaw Pact into the eighties, when it began to be displaced by the MiG-29 Fulcrum.

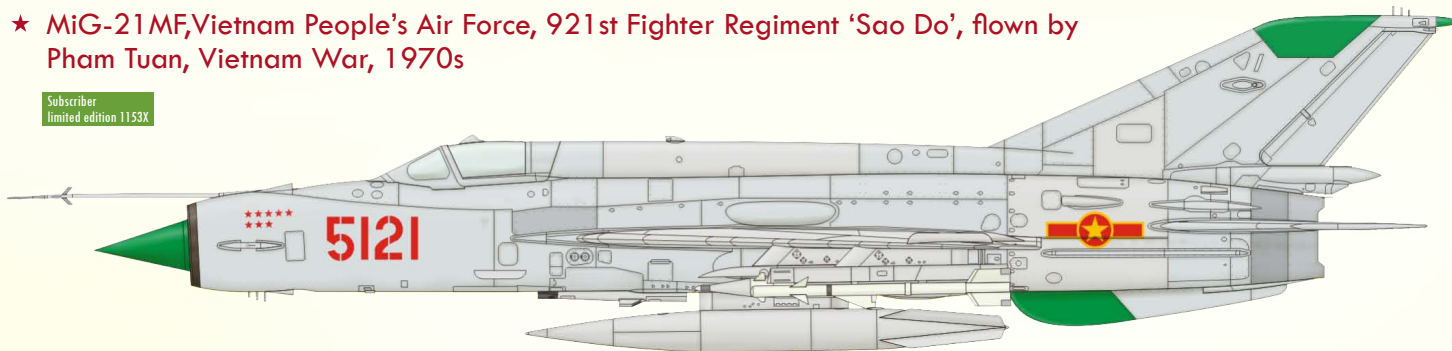
This kit allows you to build foremost a model of the MiG-21MF. This is an export version of the SM where the 'M' signifies 'modernizovaniy' and the 'F' 'forsirovanyi' – or 'modernized with afterburning'. In factory documentation, the type is identified as Izdelye 96F. It was po-

wered by the Tumansky R-13-300 with afterburning and carried the Sapfir-21/RP-22 radar. The armament was composed of the GS-23-2L 23mm cannon with 200 rounds. The underwing pylons could carry a combination of FAB bombs up to 500kg in size, UB-16-57 rocket pods, and R-3S, Ch-66, S-24 missiles, as well as R-60 air-to-air missile, including the R-60M. NATO assigned the MiG-21MF the codename 'Fishbed J'.

*Title photo:
MiG-21M, 4th Fighter Squadron, Pardubice
airbase, Czechoslovakia, summer 1989
Author: Antonin Fidrasky*

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

Subscriber limited edition 1153X



MiG-21MF coded 5121 is currently displayed in the museum of the Vietnam People's Air Force in Hanoi. Reportedly, on December 27th, 1972, Pham Tuan flew this aircraft when he shot down an American B-52 taking part in bombing operations during the Linebacker II offensive. It would be the only MiG-21MF kill over a Stratofortress, but American sources claim the bomber was lost to a SAM.

Pham Tuan would later become the only Vietnamese astronaut. He was a crewmember of Soyuz 37 and orbited the earth 142 times in the Salyut 6 station. For his accomplishments, he was awarded high Vietnamese commendations, and was one of a few foreigners to be awarded the Hero of the Soviet Union.

It is interesting to note that Vietnamese sources claim another B-52 shot down by a MiG-21. In this instance, the kill claim is not having been achieved with an on-board weapon, but rather using a taran attack. It was supposedly carried out by Vu Xuan Thieu, when on December 28th, 1972, he collided with a Stratofortress. Both aircraft were destroyed, and the Vietnamese pilot did not survive. Interestingly, neither the pilot nor the wreckage of his aircraft, contrary to the B-52 which fell in Son La province, were ever found. This casts at least some shadow of a doubt on the report.

With respect to the battle of the MiG-21 against the B-52, there is one interesting rivalry. While the Vietnamese have been attempting to credit

with kill after kill to the MiG-21, the Americans have been very quick to attribute B-52 losses to SAMs.

Three Vietnamese units flew the MiG-21; 921st Squadron 'Sao Do' (Red Star), 923rd Squadron 'Yen The' (Peace Hill), and 927th (Blue Mountain). Czech enthusiasts will be interested to note that the only non-Vietnamese patriotic name given to a squadron was 'Julius Fucik', a Czech communist journalist, which was adopted by the 910th Training Squadron.



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

ProfiPACK Cat. No. 8231



The scheme on this aircraft was applied in July, 1997, by members of the 31st Air Base at Sliac. They were responsible for this unique scheme, which gained the nickname 'Milka'. This rather odd naming is attributed to the similarity of the scheme to the coloring of a bovine in combination with the famous Milka chocolate. The aircraft was delivered to the Czechoslovak armed forces from the Soviet Union in 1973, and was transferred to Slovakia in the split of military assets after the dissolution of the

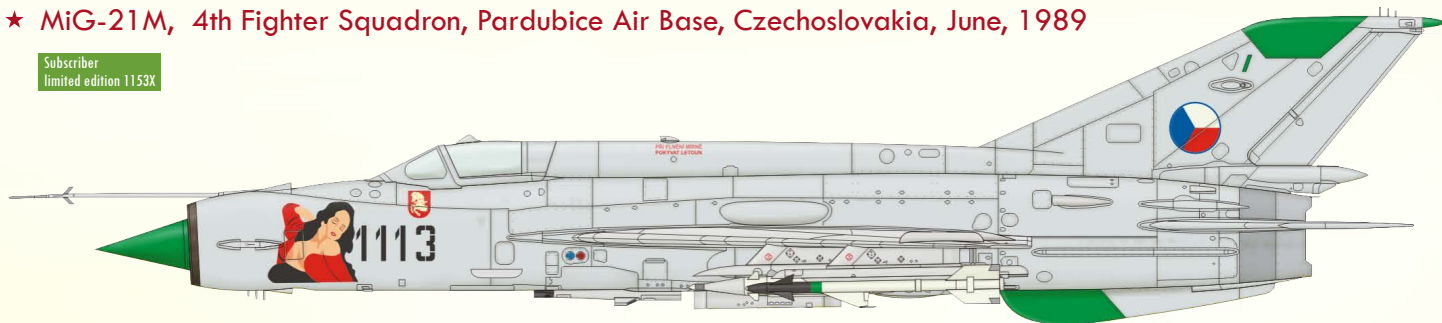
country in 1993. The aircraft flew with the Slovak Air Force until August, 2000, when it suffered a lost canopy and a damaged stabilizer in flight. The aircraft was repaired, but did not fly again. 2010 was the last year of existence for 'Milka', when it was taken off charge, moved to Preloc in the Czech Republic, and scrapped. The individual shades were developed by mixing white and black paints, actually available to the general public, and as such, were not officially sanctioned camouflage paints. Further research

is showing that the best greys to use would seem to be C 305 and C306 from GSI (Gunze), or shades UA-22 and UA-36 from Vallejo. The left side of the front bears the insignia of the 4th Flight, and the marking of the 31st Air Force Base Sliac on the right. It was flown by Lt.Col. Frantisek Zsolod, and the crewchief was cpt. Krucina



★ MiG-21M, 4th Fighter Squadron, Pardubice Air Base, Czechoslovakia, June, 1989

Subscriber
limited edition 1153X



This aircraft was delivered to the Czechoslovak People's Army as an „M” version „a”, sometimes written as MiG-21MA. During a midlife overhaul, it was brought to 'MF' standard. This upgrade, among other items, mounted the Tumansky R-13-300 engine. The rendering of the woman and the inscription came about at the beginning of summer, 1989, when the 4th Fighter Squadron was disbanded, and the aircraft was transferred to the 5th Fighter Squadron based at Line. MiG-21Ms delivered to Czechoslovakia did not receive a camouflage scheme as such, and flew either in overall silver or light grey colors.

The drawing and inscription on the front of this aircraft appeared at the beginning of summer, 1989. At the time, the decommissioning of the 4th Fighter Squadron was taking place, which was stationed in Pardubice. Despite a rather unforgiving communist regime that did not endorse the decorating of military equipment, this artwork was applied to this machine with the inscription 'Pardubice 1989'. After a short time, the right side of the nose also received the insignia of the user - the 4th slp., but it did not last long. The leadership figured that the enemy behind the Iron Curtain could deduce valuable information about the identity of military establishments. The decorated aircraft was transferred from the decommissioned 4th slp. to the 5th slp. After the breakup of Czechoslovakia, the aircraft was assigned to the Slovak Air Force.



Autor: Antonin Fidransky



Author: Antonin Fidransky

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

ProfiPACK
Cat. No. 8231



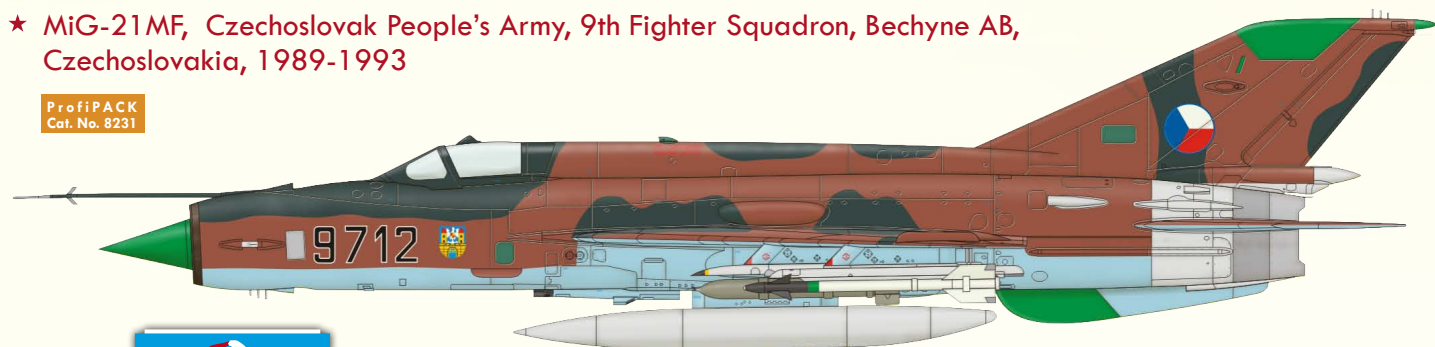
At the turn of this century, Poland began to re-equip its air force. The Polish Air Force went from Soviet, and later Russian, equipment to flying the American Lockheed Martin F-16 Fighting Falcon. One of the aircraft that was at the time nearing the end of its service life was MiG-21 '7809', serving with the 10th ELT (tactical air force flight). Between 2001 and 2003, this unit was based at Lask. MiG-21MF, serialised 697809, was the first machine that received a new camouflage scheme made up of greys. This was on the personal initiative of WO Piotr Polity, and this type of camouflage appeared on another six air-

craft in the summer of 2002, including one UM. The colors varied from plane to plane because the paints were mixed at unit level from black, white and light blue. Aircraft No. 7809 served as the mount of the CO of the 10th Fighter Squadron Jan Śliwka, and so the unit marking is carried on the front of the plane. The Wawaski Dragon on the fin was originally 10th Fighter Squadron, but was used exclusively by the 1st Squadron from 1993.



★ MiG-21MF, Czechoslovak People's Army, 9th Fighter Squadron, Bechyne AB, Czechoslovakia, 1989-1993

ProfiPACK
Cat. No. 8231

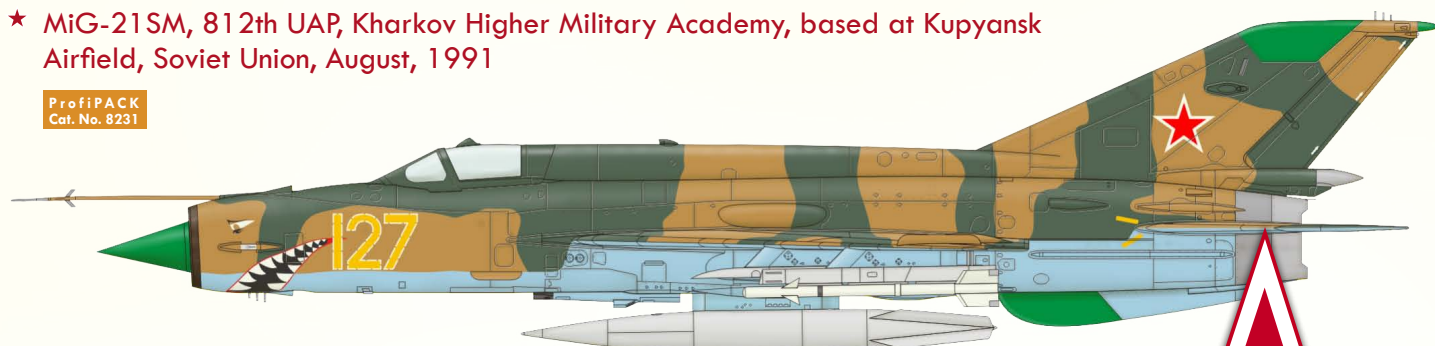


This aircraft had the serial number 969712, and was built in 1974, and subsequently delivered to Czechoslovakia. It served with the 4th Fighter Squadron at Pardubice till May, 1989, at which time it was transferred to the 9th Fighter Squadron. Here, it flew with the Bechyne coat of arms

on the left side of the nose. After the Velvet Divorce, this aircraft was assigned to the Slovak Air Force, and is currently in the collection of the air museum at Trenčín. The aircraft carries a camouflage scheme as originally delivered from the Soviet Union.

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

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This aircraft, adorned with a sharkmouth and eyes, served with the 812th Training Squadron, operating within the structure of the Kharkov

higher training facility. This was one of the aircraft that were displayed for the leadership during the open house on August 18th, 1991.



HISTORY

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

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Cat. No. 8231



Red '687' was assigned to JG-3 based at Preschen near the town of Forst through the eighties and into the nineties. At that time, this unit operated the MiG-21MF as well as the MiG-29, and pilots also had the MiG-21UM and MiG-29UB training versions at their disposal. This unit served in the air force of the German Democratic Republic, which was the former co-

mmunist East Germany. The JG-3 was graced with the name 'Wladimir Komarow', in honor of the Soviet Cosmonaut who died in April, 1964, while landing in the Soyuz I capsule. This aircraft is in the collection of the Deutsches Museum Flugwerft in Oberschleisheim.



- ★ MiG-21MF No.8460, Egyptian Air Force, Mansoura Airbase, 1981

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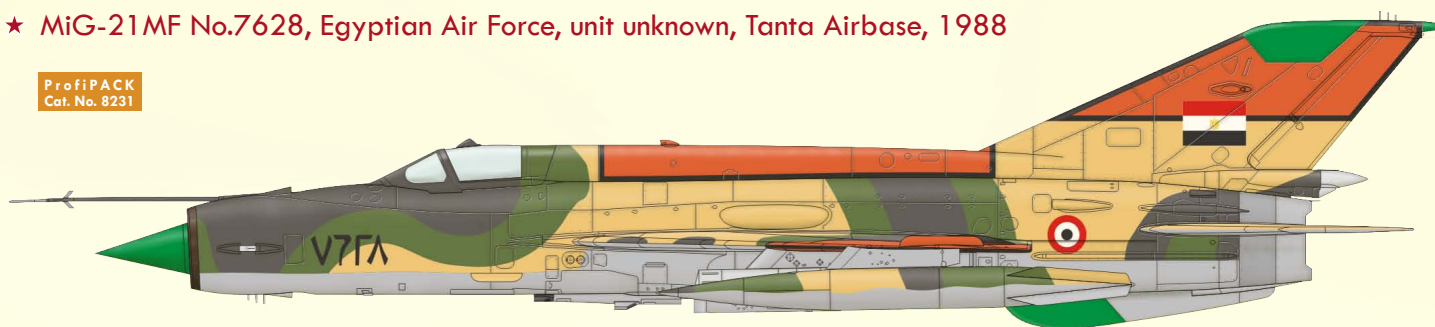


The 'Nile Valley' camouflage scheme appeared on Egyptian aircraft at the end of the seventies. The Egyptian command concluded that the two color scheme as delivered by the Soviets was inadequate for combat in the Middle East. The result was a scheme composed of three tones

on the upper surfaces made up of sand, green, and dark grey. The front of the nose was adorned with the head of the 'Red Demon', but the relevance of this is still uncertain. It is possible that it is a unit marking.

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

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Machine No.7628 represents the appearance of Egyptian military aircraft that are known through to the present day. The black outlined bright orange fields appeared on Egyptian aircraft at the end of the seventies, not only on the MiG-21, but also other fighters such as the MiG-19, F-4 Phantom and the Mirage. The reason for this was closer American ties and visual recognition of friendly aircraft in combat over those of Libya. Egyptian-Libyan war, or rather a skirmish took place over several days in July 1977. Its roots go back to the time after the loss of the war Yom Kippur and subsequent improve-

ment of relations between Egypt, Israel and the USA. Libyan leader Gaddafi, backed by Soviet support, did not want to accept this orientation of its neighbor. Everything culminated with armed conflicts on the ground, which started on 21st July 1977 on the Libyan-Egyptian border. The initial attack by Libya was swiftly countered by Egypt and which also managed to occupy some border cities in Libya. The former president of Egypt, Anwar Sadat was discouraged by other Arabic countries from engaging a deep invasion in the Libyan territory. An official cease-fire was agreed to on 24th of July, 1977.

Mediators in the peace talks included the Algerian president and also Palestinian terrorist and holder of the Nobel Peace Prize Yasser Arafat. The Mirage fighter jets were also involved in these battles on the Libyan side. In order for the Egyptians to distinguish their own aircraft of the same type, they started to paint their own jet in orange colour, with black-lined panels. By their shape and placement, they were inspired by the Israeli Air Force.

★ MiG-21MF, Krasnodar Higher Military Academy at Kuscevskaya Airfield, Soviet Union, 1979

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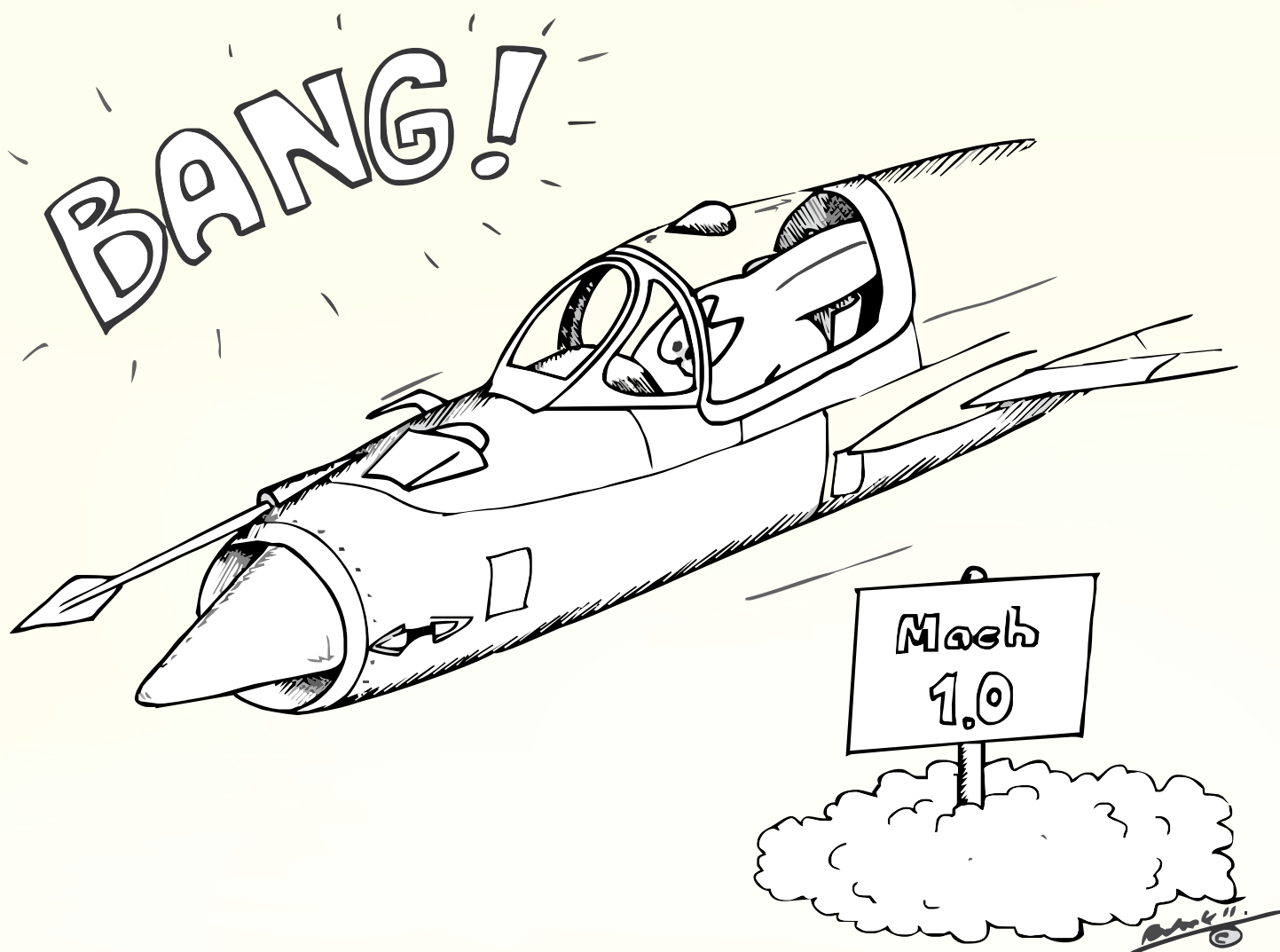
This aircraft served in 1979 with the Krasnodar school facility was graced with the name of General Sergey M. Stemenko, former Chief of General Staff of the Soviet Armed Forces. This facility was responsible for training pilots that were sent from countries that at the time had close relations with the Soviet Union. These nations included Iraq, Cuba, Angola, Yemen and Vietnam.

Whether this aircraft is a MiG-21MF or SM is uncertain. Suggesting the MF is the fact that this unit trained foreign pilots. However, hinting at an SM is the two-digit fuselage number '03', which could have meant that the bird was taken over from a combat unit (training aircraft typically carried a three digit number).

BUY 8231 MiG-21MF 1/48 ProfiPACK



Appreciation to Martin Kral, Miroslav Irr and Libor Spurek.



ON APPROACH

April kits:

- 8189 Fw 190D-9 LATE 1/48 ProfiPACK
- 2111 B-24D 1/72 Limited edition
- 84152 Albatros D.III OEFFAG 253 1/48 Weekend



2111



8189

April BIG-ED sets:

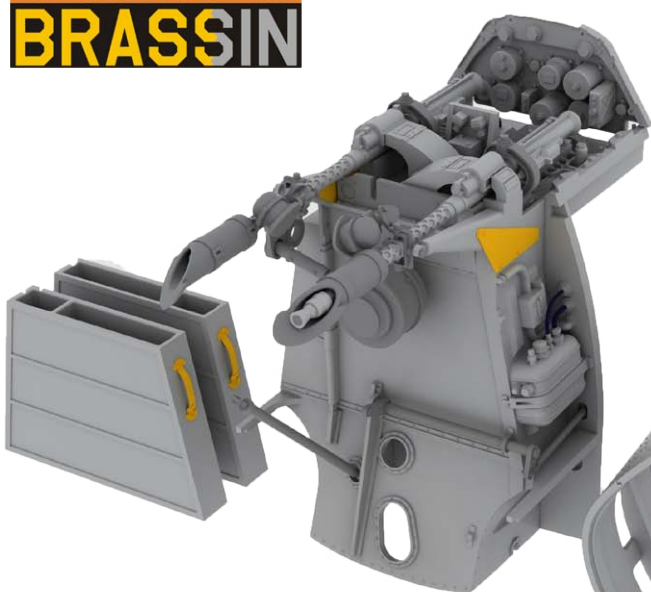
- | | | | |
|---------|-----------------|------|-----|
| BIG3299 | Su-30 FLANKER G | 1/32 | TRU |
| BIG4944 | F-22A | 1/48 | HAS |
| BIG4945 | MC.200 | 1/48 | ITA |
| BIG7264 | F-16I SUFA | 1/72 | HAS |



84152

April Brassin:

- 648030 MiG-21 seat late 1/48 Eduard
- 632009 Bf 109E MG 17 mount 1/32 Eduard
- 632010 F-4 exhaust nozzles USAF late 1/32 Tamiya



632009



632010



648030

April Photo-etched:

PE-SETS

32263	MiG-23MF Flogger B exterior	1/32	Trumpeter	49549	Tornado F.3 seatbelts	1/48	Hobby Boss
24013	Sparco Black 2005 1/24	1/24		49554	Ju 87B interior S.A.	1/48	Italeri
32266	Bf 109F-4 exterior	1/32	Hasegawa	49555	Mirage 2000B interior S.A.	1/48	Kinetic
32267	Ar 196A-3 exterior	1/32	Revell	53050	Admiral Graf Spee	1/350	Academy
32273	MiG-23MF weapons	1/32	Trumpeter	72515	B-17G exterior	1/72	Revell
32275	Il-2 armament and bomb tails	1/32	Hobby Boss	73373	Meteor F.3 S.A.	1/72	Dragon
32673	AV-8B Night Attack interior S.A.	1/32	Trumpeter	73385	Rafale B S.A.	1/72	Hobby Boss
32681	Ar 196A-3 interior S.A.	1/32	Revell	99017	Railings 2 chain bars	1/700	
36146	BMP-3 MICV early	1/35	Trumpeter	99018	Railings 2 chain bars	1/350	
36148	Camo netting US 1940-1960 Spring	1/35		ZOOMS			
36149	Camo netting US 1940-1960 Autumn	1/35		33076	Ar 196A-3 interior S.A. 1/32	1/32	Revell
36155	M-7 Mid production fenders	1/35	Dragon	FE516	HAR. Mk.3 interior S.A.	1/48	Hasegawa
36156	M-7 Mid production ammo boxes	1/35	Dragon	FE548	Tornado F.3 interior S.A.	1/48	Hobby Boss
36162	Radio equipment WWII Wehrmacht - colour	1/35		FE554	Ju 87B interior S.A.	1/48	Italeri
48692	Tornado F.3 exterior	1/48	Hobby Boss	FE555	Mirage 2000B interior S.A.	1/48	Kinetic
49516	HAR. Mk.3 interior S.A.	1/48	Hasegawa	FE559	Bf 110G-2 Weekend	1/48	Eduard
49548	Tornado F.3 interior S.A.	1/48	Hobby Boss	SS373	Meteor F.3 interior S.A.	1/72	Dragon
				SS385	Rafale B interior S.A.	1/72	Hobby Boss

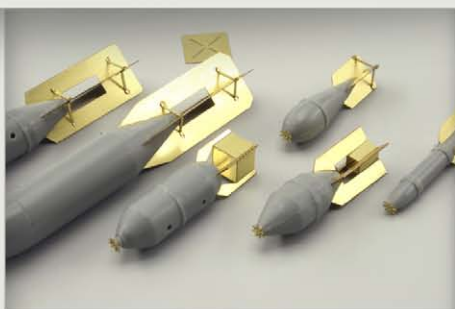


36146 BMP-3 MICV early
1/35 Trumpeter

32267 Ar 196A-3 exterior
1/32 Revell



32273 MiG-23MF weapons
1/32 Trumpeter



32275 Il-2 armament and bomb tails
1/32 Hobby Boss



32681 Ar 196A-3 interior S.A.
1/32 Revell



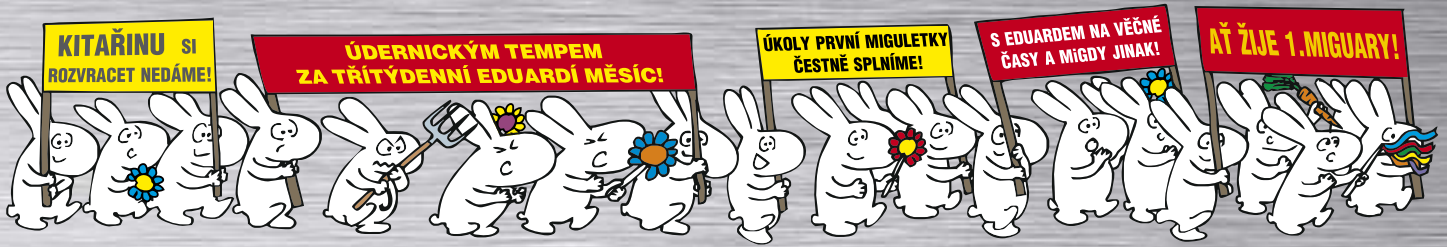
36155 M-7 Mid production fenders
1/35 Dragon



49554 Ju 87B interior S.A.
1/48 Italeri

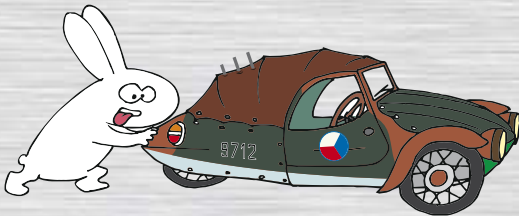


49555 Mirage 2000B interior S.A.
1/48 Kinetic



MiG-21MF

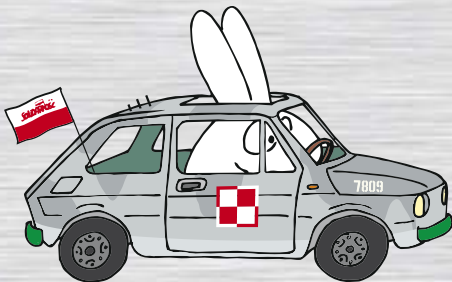
EDUARD
1/48 Cat. No. 8231 ProfiPACK



MiG-21MF No. 9712, Czechoslovak People's Army, Bechyně airbase, Czechoslovakia, 1989-1993



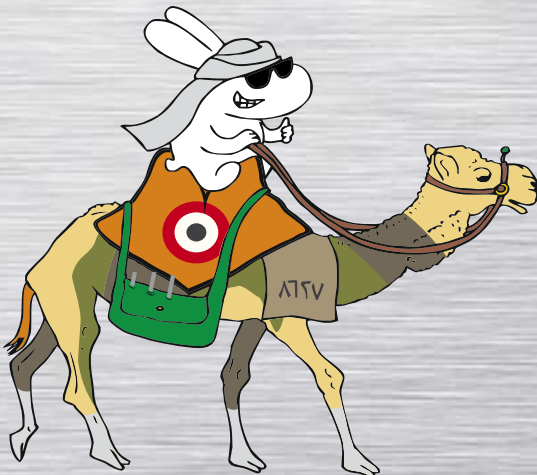
MiG-21MF No. 127, 812th UAP, Kupjansk airbase, Soviet Union, August 1991



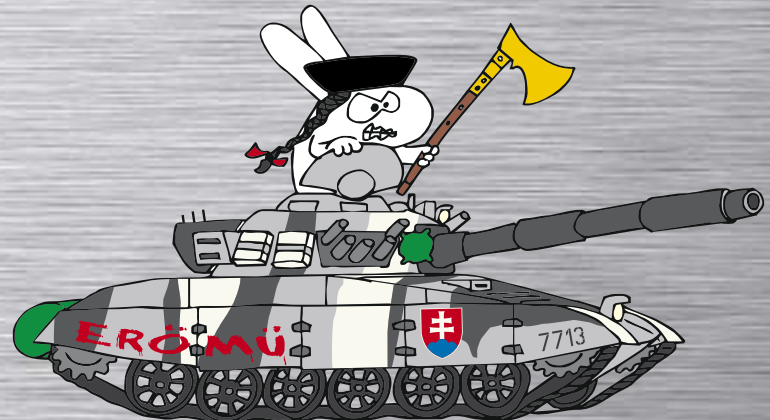
MiG-21MF No. 7809, Polish Air Force, 10. Eskadra lotnictwa taktycznego, Łask airbase, Poland, 2001 - 2003



MiG-21MF No. 687, DDR, Jagdfliegergeschwader 3, Preschen airbase, 1990



MiG-21MF, Egyptian Air Force, unit unknown, Tanta airbase, 1988



MiG-21MF No. 7713, Slovak Air Force, 4th Flight, Sliac airbase, 1999

- ★ 9 trees of molded plastic parts
- ★ Photo-etched details for realistic finish
- ★ Paint masks
- ★ Eduard Brassin UB-16 rocket pods (2pcs)
- ★ Decals for six camouflage versions
- ★ Full color instructions