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LOTUS 33

1:20 TAMIYA/EBBRO RACER

**HAVE GUN
WILL TRAVEL**

SPINOSAURUS
SMS PAINTING

**MR
FREEZE**

**IN THIS
ISSUE!**

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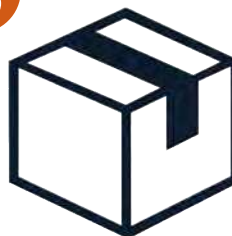
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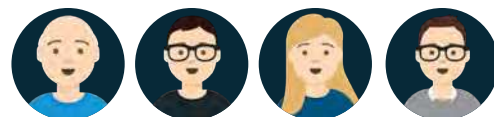
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WELCOME

3D PRINTING, AND A LITTLE IMAGINATION...

At the moment, here at PSM were a riding the exciting wave of 3D printed models and accessories. I know

I alluded to how popular this area of our hobby was becoming in a previous issue, and the range and variety of subject matter that is coming available is quite staggering! One thing that has surprised me though is the scale of some of the figures we are featuring in our pages. And by scale, I not only mean the amount available, but also the actual size and detailing on some of these figures. This month we are privileged to have not one, but two absolutely stunning 1:6, full 3D printed figures from master modeller Ivan Gilbert. Both are from the 'Caped Crusaders' world, and feature 'Knightmare Batman' and for me an incomparable version of 'Mr Freeze', both superbly detailed and wonderfully painted. To say this is one of the 'coolest' figures I have seen is an understatement and shows just what you can now do with a 3D printer and a little imagination! We will be featuring more of Ivan's work in future issues of PSM, and next month we have another full figure build of the galactic bounty hunter Cad Bane from the Star Wars universe from another master modeller Javier Abarca Miranda, so look out for that! Here at PSM we try to being a variety



of subjects for your delectation and this month we have a couple of unusual articles of bring you. The first if from Scott Taylor of the Scale Modellers Supply of a Spinosaurus, quite topical with the release of the latest Jurassic Park movie. We also have a quirky Tiger Models Cute Series P-40 Warhawk with an enigmatic pilot! Also, this month we have Jim Clark's Lotus 33 from Tamiya and built by Mark Thomson, along with a GMC Wrecker from Eifion Davies, and an A-10 Thunderbolt from Manuel Magrinho. These, and all of our builds are presented in a style that is now unique to PSM and Phoenix SP and was one of the core design principles we adopted when we first launched the magazine. So, I hope you continue to enjoy what we have to offer and just a reminder that the magazine is also available as a digital issue or subscription with even more pages – something that no other magazine offers – on Pocketmags, or you can take out a paper subscription by going to our website. You can find details of both in this issue. So, all that remains for me to say is...

*Andy Evans, Jonathan Phillips,
David Francis, Andy Folds*

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modelling

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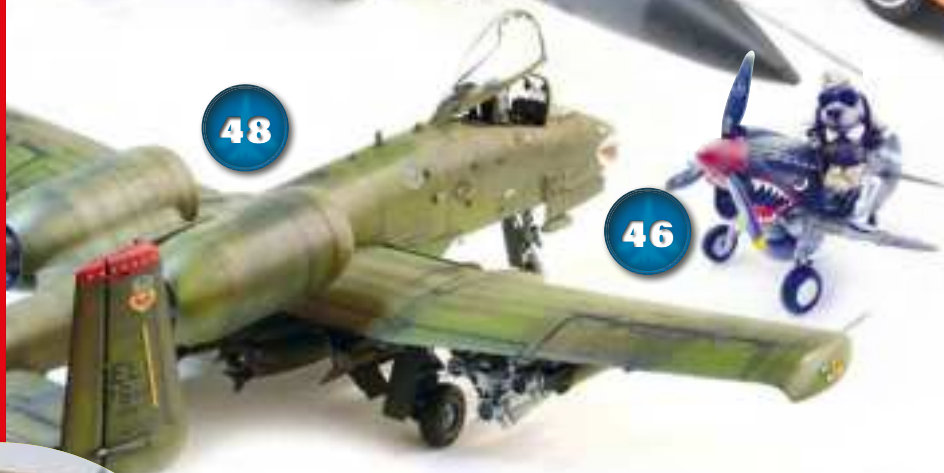
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ALL NEW CONTENT! BENCH BUDDY COLONIAL VIPER THE WHOLE HOG
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1:20 TAMMY/EBBRO RACER

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SMS PAINTING

MR FREEZE

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COVER

Main cover image - Mark Thomson
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AUTOMOTIVE



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Coventry Climax Lotus 33

MARK THOMSON BUILDS THE TAMIYA EBBRO 1:20 KIT IN THE COLOURS OF JIM CLARK'S 1965 FORMULA 1 WINNER JIM CLARK

TAMIYA / EBBRO

James Clark Jr was born into a farming family at Kilmany House Farm, Fife, he was the youngest child of five,

and the only boy. In 1942 the family moved to Edington Mains Farm, near Duns, Berwickshire, in the Borders. He was educated at primary schools in Kilmany and then in Chirnside. Following three years of preparatory schooling at Clifton Hall School in Edinburgh he was sent to Loretto School in Musselburgh, East Lothian. Although his parents were opposed to the idea, Clark started his racing in local road rally and hill climb events driving his own Sunbeam-Talbot and proved a fearsome competitor right from the start. On 16 June 1956, in his very first event, he was behind the wheel of a DKW sonderklasse at Crimond, Scotland. Clark in 1958 was driving for the local Border Reivers team for Ian Scott-Watson, racing Jaguar D-types and Porsches in national events and winning 18 races. Boxing Day 1958, Clark raced against the man who would launch him to superstardom.



Lotus 33

Manufacturer: Tamiya/Ebbro
Scale: 1:20
Kit Type: Plastic injection moulded
Kit Number: 20027

Driving a Lotus Elite, he finished second to Colin Chapman in a ten-lap GT race at Brands Hatch. In 1959 he drove a Lotus Elite, finishing tenth at Le Mans partnered with John Whitmore, and the ex-Bruce Halford Lister Jaguar, winning the Bo'ness Hill Climb. Chapman was sufficiently impressed to give Clark a ride in one of his Formula Junior cars.



Clark made his F1 Grand Prix debut, part-way through the season, at the Dutch Grand Prix at Zandvoort on 6 June 1960. "Lotus had lost Surtees, as he had gone to the Isle of Man to do some serious motorcycle racing, so they had Ireland, Stacey and Clark, the last-named being an acceptable substitute." He retired on lap 49 with final drive failure. Clark's second Formula One race was the 1960 Belgian Grand Prix, held at the extremely fast and dangerous Spa-Francorchamps circuit there, he got a taste



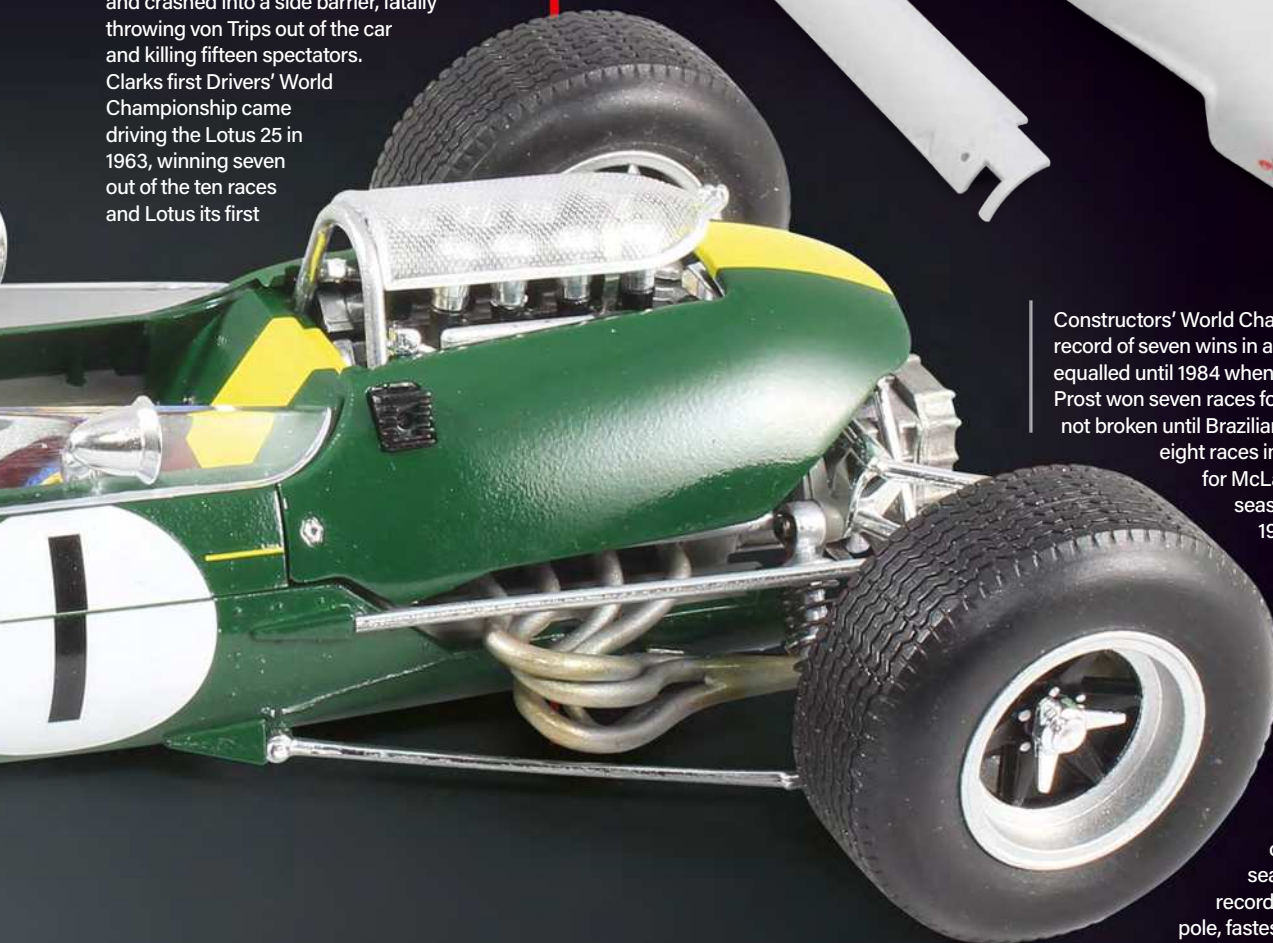
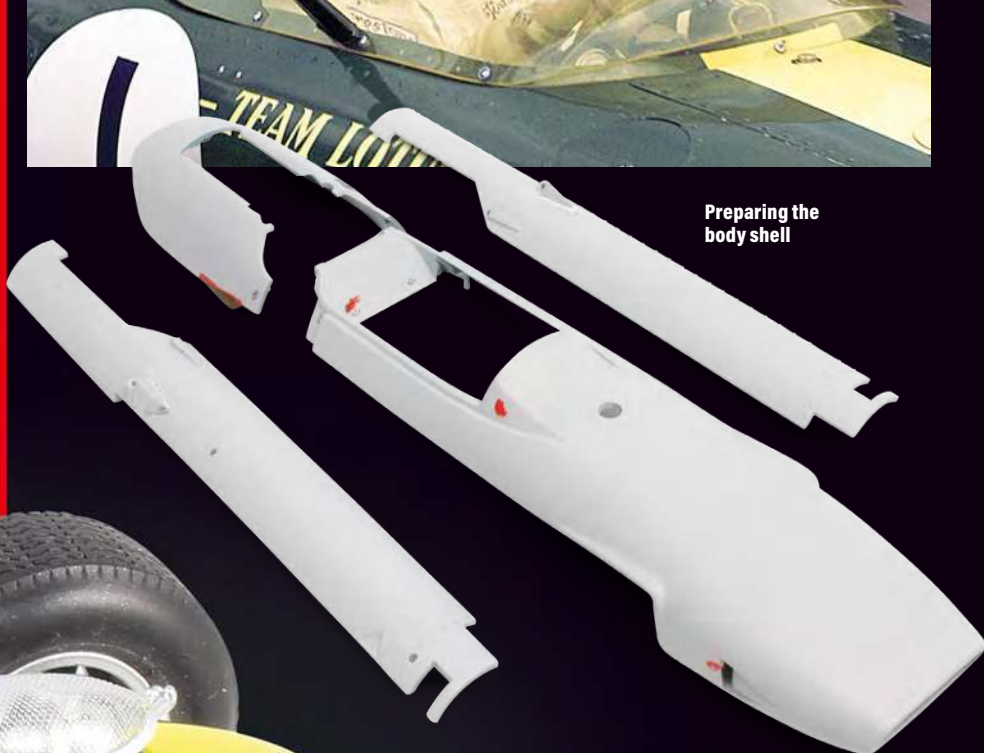
The fit and final representation captures the look of the real car very well



of reality when two fatal accidents occurred (Chris Bristow and Alan Stacey). Clark was later quoted as saying in a 1964 interview: "I was driving scared stiff pretty much all through the race", even though he finished 5th and scored his first points finish. The next year, Clark was involved in one of the worst accidents in the history of Formula 1 racing. In the 1961 Italian Grand Prix on 10 September at Monza, Wolfgang von Trips in his Ferrari collided with Clark's Lotus. Von Trips's car became airborne and crashed into a side barrier, fatally throwing von Trips out of the car and killing fifteen spectators. Clark's first Drivers' World Championship came driving the Lotus 25 in 1963, winning seven out of the ten races and Lotus its first



Preparing the body shell



Constructors' World Championship. Clark's record of seven wins in a season was not equalled until 1984 when Frenchman Alain Prost won seven races for McLaren and was not broken until Brazilian Ayrton Senna won eight races in the 1988 season, also for McLaren. Some of his best seasons were in 1963 and 1965, Clark equalled Alberto Ascari's record for the highest percentage of possible championship points in a season (100%). Leading 71.47% of the laps in 1963, Clark holds the record for the highest percentage of laps in the lead in a season. He also holds the record for most races taking pole, fastest lap, race win and leading every lap, achieving this eight times (1962 British Grand Prix, 1963 Dutch Grand Prix - which he won by more than a full lap, 1963 French Grand Prix, 1963 Mexican Grand Prix, 1964 British Grand Prix, 1965 South African Grand Prix, 1965 French Grand Prix, 1965 German Grand Prix).



The painted body shell with
decals now added

The excellent Coventry
Climax FWMV V8 engine



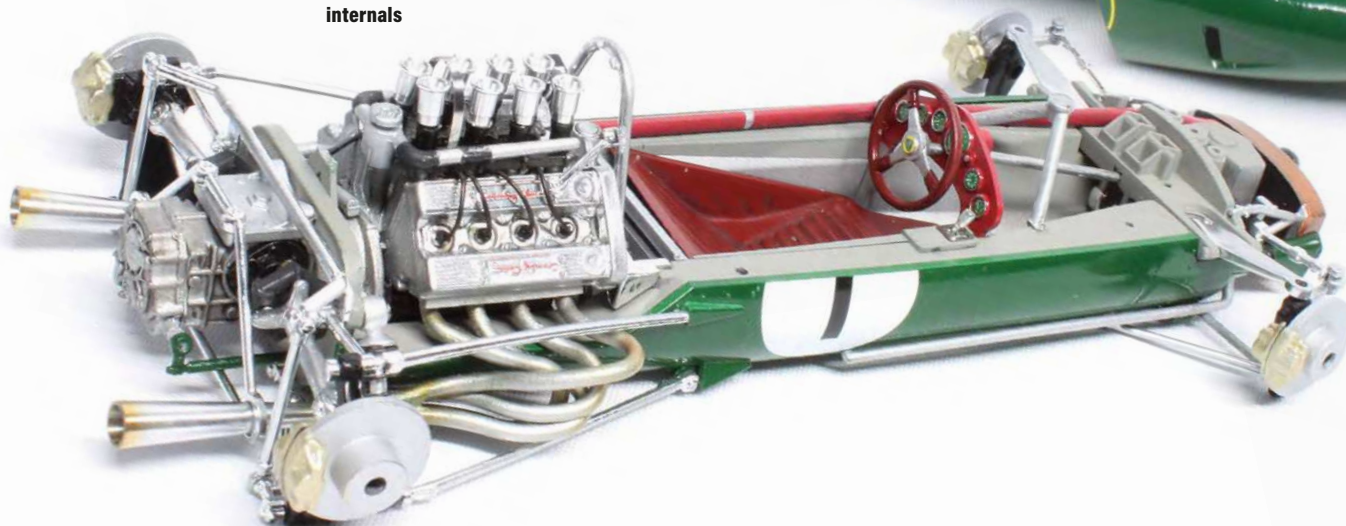
Smart
wheel hubs



The chassis and
bodysell



A close look at the
internals



Nearing completion



THE CAR

Lotus is a British manufacturer that was prolific in making cars for the racetrack. In 1965, Team Lotus was the first team to introduce a monocoque chassis made of assembled aluminium sheets to the world of F-1. The team modified the suspension of their Lotus 25 to mount wider thirteen-inch tires, improved the engine exhaust pipe to be more efficient in exhausting air and placed it between the suspension arms on the underside of the car body. In the middle of the season, they switched to the Coventry Climax FWMV V8 engine with a four-valve head and could increase speed. Combined with Jim Clark's natural driving technique, they won six out of the ten races in the season, winning his second world championship. He won this second victory

even though he had to miss the Monaco Grand Prix, the second race of the F1 season, in order to participate in the Indianapolis 500 race in the USA. Furthermore, he achieved the championship in the Indianapolis race as well. In his Indianapolis 500 win, Clark led for 190 of the 200 laps, with a then-record average speed of over 150mph, to become the first non-American in almost half a century to win the race.

THE KIT

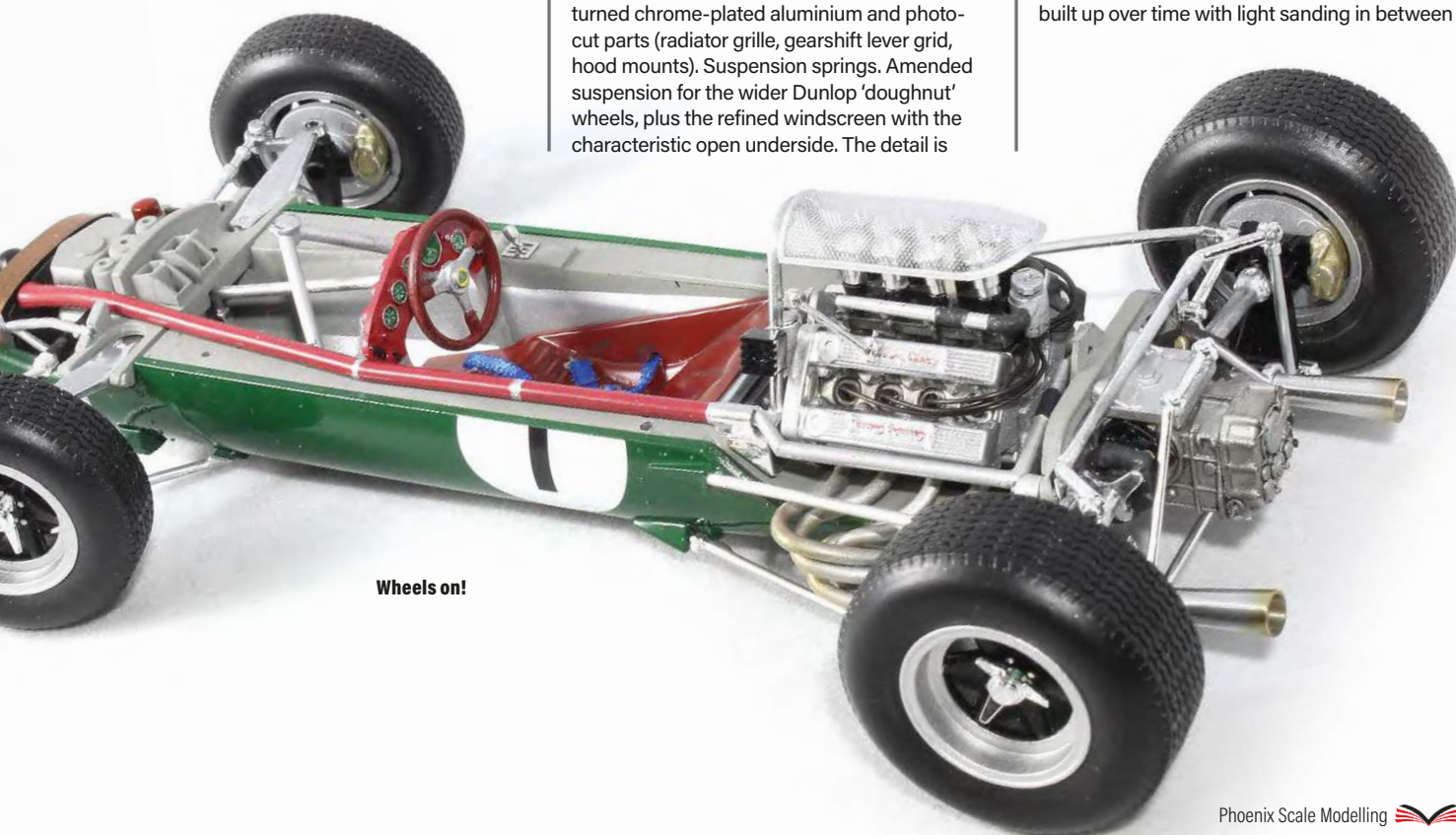
Marketed as an Ebbro product, this 1:20 Lotus 33 is a combined effort between the automotive specialist and Tamiya. Tamiya has produced a Lotus 20 in the same scale, upon which the 33 was based on. This means sprues B, C and D are shared with that kit and sprues A, E and F are new additions. Extras include four vinyl tyres, intake trumpets and exhaust outlets in turned chrome-plated aluminium and photo-cut parts (radiator grille, gearshift lever grid, hood mounts). Suspension springs. Amended suspension for the wider Dunlop 'doughnut' wheels, plus the refined windscreen with the characteristic open underside. The detail is

refined throughout the moulding is great with no flash while features are rendered sharply. Several sprues feature a metallic chrome finish, so discerning modellers may wish to strip this and re-spray the parts with their chosen brand of lustrous paint. Decal markings for Jim Clark with race numbers 1, 4, 5, 6, 17, 18, 23 or 24 and Mike Spence with race number 6.

BODY SHELL, SIDES AND REAR ENGINE COVER

With this being a Tamiya kit, the instructions refer to the Tamiya paint range which makes matching colours really easy. In some cases, they would have you mixing colours to get the desired colour. As I do with all my builds, I clean all the plastic parts in soapy water and allow to air dry. The first step is painting the main chassis/body because it's the central component for the rest of the build. Having done a few car kits now, I have a process and I know that cleaning up the body shell in preparation for painting. The bodyshell, Sides and rear engine cover painting is a part of the build that you need to take care with. This is part of the build that required a few paint layers, built up over time with light sanding in between

Wheels on!





to ensure a smooth finish at the end. The body shell had minor seam lines, blemishes, and high spots that I marked with a white board marker and were taken care of by sanding. The body shell and chassis were then primed using Mr Surfacer 1500 50:50 through my H&S Infinity airbrush using Mr colour self-levelling thinners at a low air pressure. Then wet sanded down with 6000 grit to check for any imperfections before re priming. It's critical that the bodywork is perfect so any imperfection you don't take care of is multiplied with every layer added afterwards. Once again, I wet sanded with 6000 grit fine sandpaper before painted using Zero Paints British racing green mixed 70:30 with Mr colour SLT. The body shell received three layers of paint with the last coat being a wet 50:50 mix. The bodyshell was then wet sanded with micromesh 12000 grit, to remove any imperfection. After it had been left for twenty-four hours to let the paint properly go off. The green areas were all masked of using Tamiya tape where required, before the underside and the interior was painted as per the instruction call outs for Tamiya paints.

BODY SHELL, DECALS AND FINISH

After having some success with a 2K Lacquer finish on my last car build, thought I would continue using the product. Ensured the bodyshell was properly wiped down special care must be taken to remove all dust and grease before decals. Decals are supplied for 1965 World Champion Jim Clark and teammate Mike Spence, with alternate numerals 1, 4, 5, 6, 17, 18, 23 and 24 for different events – though no further information is supplied so references must be checked as appropriate. I thought it was only fitting to do the Jim Clark

livery. Time was taken when applying the decals that went down without any issues, using Microscale Industries Micro set and Sol decal solutions. Once all the decals were on and conformed to all the contours of the car, it was time to apply the 2k pro to seal them in and give the paint work a great finish. 2K is an advanced process and wouldn't recommend for H&S reasons to builders that do the hobby in the house or around family. I'm fortunate to have an external hobby room and full PPE setup. As I've mentioned before unless you have an industry grade dust free extraction room you will get some blemishes of dust in the finish. Once

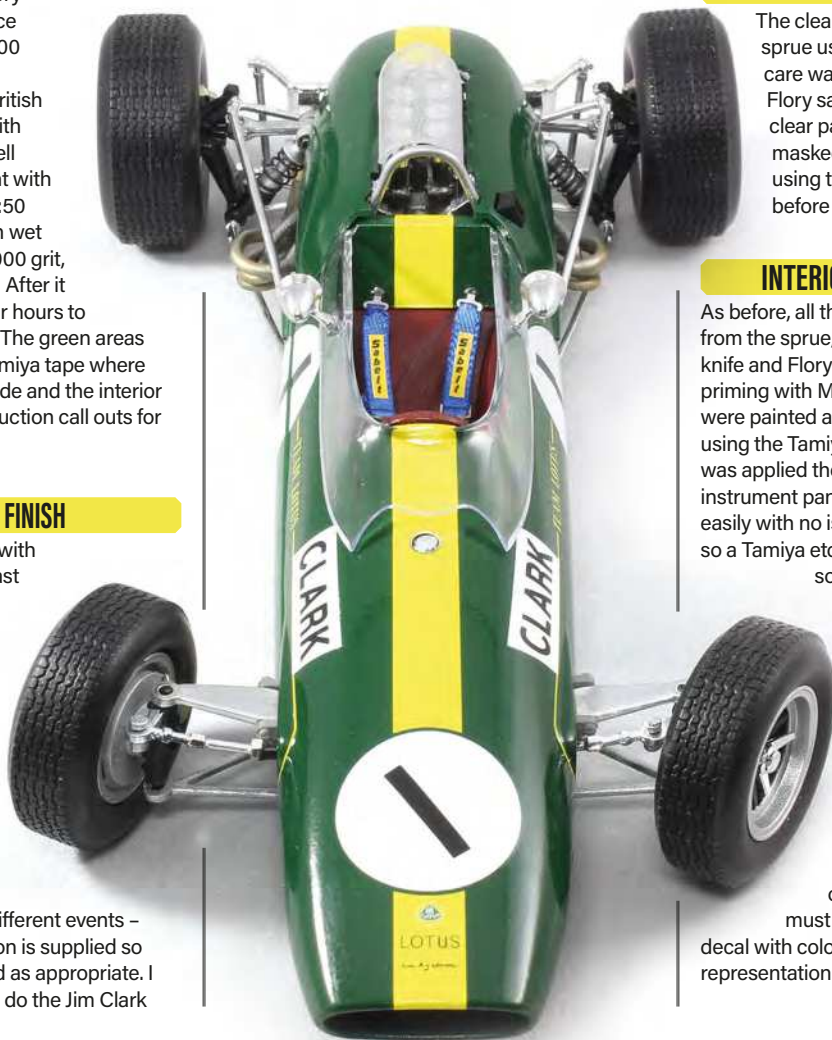
the paint work has been left for a good few days, under a plastic box to prevent dust particles landing on the finish, I then took care of the blemishes. The body work had three small dust blemishes in the finish that was easily taken care of with again wet sanding with 8000 grit fine micromesh 12000 grit. Again, the paint work was cleaned before giving the paint work a polish and wax with standard Auto Glym car products then buffed up with a micro fibre cloth.

CLEAR PARTS

The clear parts were removed from the sprue using a fine-toothed razor saw and care was taken to clean them up with Flory sanding sticks. All the edges of the clear parts that needed painted were masked of using Tamiya tape strips cut using the Infinity mask cutting boards before airbrushing.

INTERIOR AND ETCHED SEATBELTS

As before, all the parts were removed from the sprue, cleaned them up using a hobby knife and Flory Models sanding sticks, before priming with Mr Surfacer 1500. All the parts were painted as detailed in the instructions using the Tamiya paint references. A gloss coat was applied then the decals were added to the instrument panel. The decals all went down easily with no issues. The seat was very plain, so a Tamiya etched seatbelt set was used with some ribbon to make the interior pop out. The assembly of the buckles each comprises of five tiny parts, which also need cleaned up. The seatbelt decal sheet has a variety of three seat-belt colours and three manufacturers to select from. You will need to cut the seat belts from the sheet, but they were simple to work with. A couple of good pairs of tweezers are a must for this. Replacing the seatbelt decal with coloured ribbon gave the desired 3D representation I was looking for.



ENGINE, SUSPENSION AND TRANSMISSION

While the painted 2k parts were drying I went through the instructions for the rest of the build breaking it up into sub-assemblies, these being the engine, suspension, and transmission. First thing I tackled building was the Coventry Climax FWMV V8 engine by removed them from the sprue, cleaned up all the parts using a hobby knife and sanding sticks. The parts were then put together with Tamiya Extra Thin, before painting using the Tamiya paint call outs in the instruction and Molotow for the chrome parts. This was then sealed with Vallejo satin varnish. Tamiya has done a good job reproducing the Lotus 33 Coventry Climax FWMV V8 engine and the enhanced parts really make a difference. While not complex, what is included looks good and makes a great starting point for up-detailing. The new aluminium intake funnels improve its overall appearance. This can be seen through the clear part above the engine. I decided to add some more detailing and weathering, plus burnt staining to the exhausts as I've seen the car with the rear engine body panel of and I liked the look. I added some HT leads between the distributor and the engine block. It's an easy addition and adds quite a lot to the finished model in my opinion. Later in the build I realised I done this wrong so had to go back and may changes. All the suspension parts, brakes parts were removed from the sprue, cleaned them up using a hobby knife and Flory Models sanding sticks. The parts were then put together with Tamiya Extra Thin before painting up as per the instructions using the Tamiya equivalent paint call outs and Molotow for the Chrome, before attaching to the chassis with the engine and transmission. I found this to be the most difficult part of the build, as the framing and alignment took a lot of time and is very fragile. Metal parts would be a welcomed upgrade to this kit though! Don't get me wrong, it was nice to see the level of detail Tamiya put into the suspension, engine, and transmission housing.

WHEELS

The wheels have been represented nicely, and they were painted with Tamiya XF-18 Semi-Gloss Black in the centres before sealing with Vallejo Metal Varnish. The tyres had a seam

moulded down the centre so sanding this out which in turn gave the tyres a worn look. Unfortunately, the tyres lack any decals or paint masks to represent the Dunlop manufacturer.

FINAL CONSTRUCTION

A bit of care is required to ensure none of the paint work was damaged in the process. Also, no damage to the suspension which is fragile and a weak point of this kit in my opinion. Once the body shell was attached, it was time for the attachment of all the 'fiddly bits', liable to be broken which I always put on in the final construction stage. These were the clear parts, mirrors, wheels, and exhaust pipes. Care was taken to add all these parts especially the clear parts that I buffed the inside of the glass before I glued down with Krystal Clear to ensure no fingerprints and dust was present.



CONCLUSION

This has been a nice car kit to build, and the etched seatbelts really add to the interior detail. I believe this kit would be suitable for anyone who has done a few car models. Producing a kit that is easy to assembly and fit, the enhanced parts do add to the detail of the kit and the Coventry Climax FWMV V8 engine is really nice. The sprue gates were small but conveniently positioned to enable clean up. For the price of this kit and the detail you get for a straight-from-the-box build is clearly see its value for money. The fit and final representation captures the look of the real car very well and I would wholeheartedly recommend it to anyone looking to add a Lotus sports car to their collection. [modeling](#)





'77 GMC Wrecker!

**EIFION DAVIES BUILDS THE 1:24
REVELL '77 GMC KIT WITH TURBO
DORK PAINT**



REVELL



his kit is a reboxing of the Revell Captain Hook kit from 1980, supplied with new decals. Looking at the

kit's history, it has been released in many different versions, including two TV versions, these being The Fall Guy in 1983 and in 1984 from Hardcastle and McCormick. So, plenty of options to choose from. The '77 GMC Pickup itself was also released in many different versions, with the rear pickup bed ranging from six and a half feet to eight feet long!

I bought this kit as a test bed for some colour changing paint that I picked up from the local hobby shop. The paint was Turbo Dork 'Wavelength', a blue to purple colour change, which I thought would suit this kit. The kit itself is a very simple build and although not noted on this box, other incarnations of this kit have it as a 'SnapTite' kit. The instructions are large and clear and the parts count on this kit isn't as high as could be

'77 GMC Wrecker

Manufacturer: Revell

Scale: 1:24

Kit Type: Plastic injection moulded

Kit Number: 857220

expected from the level of detailing. As this was being built to try out the paint, I didn't fit in the engine, instead I glued the bonnet in place to allow the whole cab to be painted in one piece.

The Turbo Dork paint needs to be applied over a black base, so I painted the entire kit





This kit looks great finished and certainly gives off a feeling of how big and chunky trucks in the USA are!

with Tamiya XF-1 Black, thinned with Hataka lacquer thinner. This gives it a nice bite into the plastic and also gives a nice smooth finish. Once the primer was dry, I painted everything that wasn't the body colour and put them to one side. The Turbo Dork paint looked a bit thick straight from the bottle, so I thinned it around 50:50 with water before I attempted to spray it. The paint came out as a milky white colour and needed five thin coats before the difference showed over the black. At first, I struggled to see any colour shift and left the paint to dry overnight. When looking at it the following morning in natural light the colour change showed up perfectly. To protect the paint, I sprayed on a thin layer of Alclad II Aqua Gloss prior to decaling.

Once the decals had set, I then gave it a further 'wet' coat of gloss to try and bring out a great shine to the paintwork. Once this was finished, I painted the rest of the parts as needed, using Tamiya acrylics. The orange lights were added on by using a Molotow Liquid Chrome Pen, left to dry, then I painted over them with some Tamiya X-26 Clear Orange. This gave a look of depth to the lights with the chrome appearing to shine behind the orange. As there's a lot of chrome parts to be added on, I wanted it to look highly polished and well looked after, rather than a battered old truck. To achieve this, I left it a



couple of days to dry, then polished the whole paintwork using a Halfords car polish.

Before finishing the assembly, I needed to add a cable to the winch. The instructions recommend using a thread, but I wasn't sure this would look right. So, after hunting through various boxes, I decided to try some 0.4mm winding wire. This was painted a gunmetal colour before being wound around the drum and fed through the winch down to the towing hook, giving it a more realistic finish. This kit looks great finished and certainly gives off a feeling of how big and chunky trucks in the USA are, especially when placed next to the same scale UK car. I'll definitely be using some more of this paint in the future on other kits and I'm really happy with how it worked out. [more info](#)



Revell

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03832 F-86D "Dog Sabre", 1:48



03833 Hawker Hunter FGA.9, 1:144



03825 CH-47D Chinook, 1:144

REVELL ACCESSORIES

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T2 Micro Bus

JEZZ COLEMAN BUILDS THE 1:24 REVELL VW KIT

REVELL

The Volkswagen Type 2, known officially or depending on body type as the 'Transporter', 'Kombi'

or 'Micro Bus', or, informally as the 'Bus' or the 'Camper'. Introduced in 1950 by the German carmaker Volkswagen as its second model, following the Type 1, that being the famous 'Beetle'. As one of the forerunners of the modern cargo and passenger van, the became popular with the hippy community, thanks to its ability to transport a large group of people while being



VW T2 Bus

Manufacturer: Revell

Scale: 1:24

Kit Type: Plastic injection moulded

Kit Number: 07667

cheap and easy to maintain. Its design was simple yet spacious, thanks largely to the rear-mounted engine, and contrasted with the large gas guzzling vehicles of its day. At the time, giving the van an alternative and



rebellious image. These vans were often painted with extravagant designs in bright colours, making them stand out on the road even more. The 'hippie van' remains iconic even today, thanks to being featured on the cover of music covers by musicians such as Bob Dylan and of course the Beach Boys. But most iconic of all, the biggest music festival of its day 'Woodstock', which was held in the summer of 1969, saw plenty of brightly painted vans transporting excited young crowds to the venue.

I might not be of the age where I would have experienced all of the delights the swinging '60s had on offer. However, I can still remember seeing these brightly coloured vehicles growing up in the late '70s early '80s. So, when Revell recently announced they were releasing this kit I thought I was about time I revisited my 10-year-old self and recreate my very own van with a touch of colour from the 21st Century. Make no mistake this is labelled by Revell an 'Easy Click' kit that means that it can be assembled out the box without paints, or for the more seasoned modeller you can really go to town with the finish. My choice of colours just had to be the classic VW bright orange, but I wanted to bring a little bit of a more modern look to it so I decided to go with a gloss black accent on the roof.

These vans were often painted with extravagant designs in bright colours, making them stand out on the road

With the colours decided I was able to proceed with the build. Revell have engineered this kit in such a way that each part can be painted separately prior to assembly. Firstly, everything was given a coat of primer, then following those parts such as the chassis, suspension, seats and interior part were all given a coat of Halfords Satin Black from a rattle can. I then turned my attention to painting the wheels and bumpers aluminium and any other small parts that required painting in this metallic colour, again I used another rattle can for this task. It was now time to paint the main parts of the body orange, and once again I turned to a rattle can. Then after leaving the painted body to cure for a day or so I then masked off the lower



portion of the body off ready for me to apply a gloss black to the upper area and roof. All these parts were then put aside for several days to allow the paint to cure. As Revell intended, 'Easy Click' by name 'Easy Click' by nature with all the parts painted it was time assemble the kit. You start with dropping and clicking into place the engine plate and rear bulkhead along with any pipes or ducting into the engine bay. Next was to snap fit the seating into the interior section. The dashboard and steering column were built up





and kept to install later on. The interior section then snapped into place on top of the chassis.

Next, I inserted the dashboard, to which the front outside panel is fitted and held in place. Moving on with the assembly both front doors and inner panels along with the rear and side doors. These once assembled, simply slot into locating points within the body shell and are secured in

place once the body is attached onto the chassis. Finally, all that was needed was to carefully clip into place the clear parts and attach the roof. Finally, I attached the wheels and tyres and the finer finishing touches like mirrors bumpers badges and the windscreen wipers. The last thing to do then was to add the white wall tyre decals and registration plates. I have to say although this was a snap fit kit Revell really managed to capture the feel of his iconic vehicle, and you really do have a multitude of options to go with. So, whether you want something of a more modern touch, or perhaps relive the swinging '60's with a hippy van then this is the kit for you! **Model**





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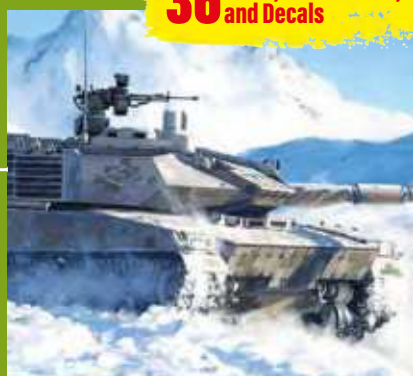
MILITARY

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1:35 IBG Einheitsdiesel



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Paper Panzer

36 News, Accessories,
and Decals



Have Gun, Will Travel

**EIFION DAVIES BUILDS THE 1:35
IBG EINHEITSDIESEL WITH BRED
37MM AA GUN WITH A TAMIYA
20MM FLAKVIERLING 38**

Einheitsdiesel

with Breda 37mm AA Gun

Manufacturer: IBG

Scale: 1:35

Kit Type: Plastic injection moulded

Kit Number: 35005

German 20mm Flakvierling 38

Manufacturer: Tamiya

Scale: 1:35

Kit Type: Plastic injection moulded

Kit Number: 35091



IBG / TAMIYA

When I bought the 1:35 Tamiya Flakvierling 38 from a friend and added it to my collection, I noticed I

already had a 1:35 truck, an IBG Einheitsdiesel, (shall we just call it a truck?) on the shelf. This truck already had a Breda AA gun in its cargo area, and I wondered how it would look towing the 38mm FlaK gun. So, I decided to start with the Tamiya kit, which was a straightforward build. A few modifications had to be made, as the kit is designed to be built in the firing position. This allowed the gun to be separated from the trailer, and more stable

when being fired. Surprisingly, for such a simple kit the gun was manoeuvrable and could be tilted up and down, perfect if you were thinking of adding this to a diorama of some sort. Being an older Tamiya kit from 1977, I was a little dubious to the quality, but Tamiya never let you down. The kit is clean on the sprue with little to no flash present and went together fantastically well with no fuss and showed why the Tamiya Military Miniatures Series are so popular.

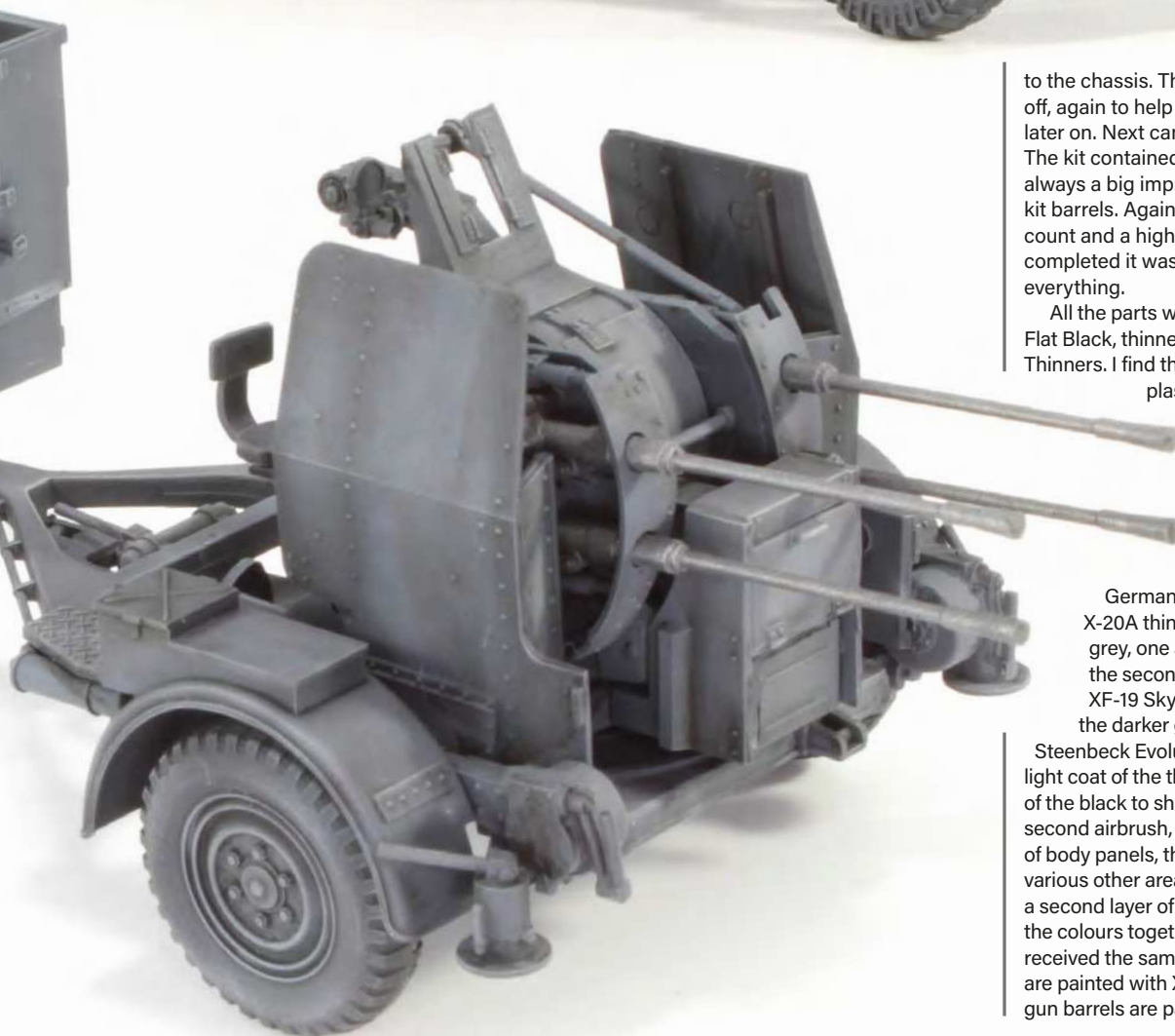




**Einheitsdiesel
(full name:
Einheits-
Lastkraftwagen)
is a German
universal truck
from World War II**

Next, I turned my attention to the truck, and being the first kit I had built from IBG I wasn't too sure what to expect. On opening the box, I was pleasantly surprised, as it had some nice big sprues with lots of small parts, meaning a very detailed kit. The kit went together easily with the chassis alone being seventeen steps. I broke away slightly from the instructions and completed the trailer bed first without skipping from step-to-step as the instructions suggested. I did this to help with the painting later on. Once the chassis was completed, the cab was built and attached





to the chassis. The roof and glass were left off, again to help with the painting process later on. Next came the Breda 37mm AA gun. The kit contained a metal barrel, which is always a big improvement on plastic standard kit barrels. Again, this gun had a high parts count and a high level of detail. Once this was completed it was on to the painting stage for everything.

All the parts were primed in Tamiya XF-1 Flat Black, thinned with Hataka Lacquer Thinners. I find this gives the paint a bite to the plastic and gives a nice smooth finish. I've been using black as a primer for a while and find it gives a great base for pre-shading and giving a worn effect to the paint. For the main colour I used Tamiya XF-63

German Grey, thinned with Tamiya X-20A thinners. Here I mix two pots of grey, one a heavily thinned XF-63 and the second is XF-63 lightened up with XF-19 Sky Grey to give it a contrast to the darker grey. Using two Harder and

Steenbeck Evolution airbrushes, I sprayed a light coat of the thinned XF-63, allowing a lot of the black to show through. Then using the second airbrush, I lightened up the centres of body panels, the top of mudguards and various other areas. To finish off I then added a second layer of the thinned paint, to blend all the colours together. The centre of the wheels received the same treatment before the tyres are painted with XF-85 Rubber Black. All the gun barrels are painted with X-10 Gunmetal.



Once all the painting was complete and dry, the kits were coated with several light applications of Alclad II Aqua Gloss to seal the paintwork in. Some light weathering was then done to give a bit more of a contrast to the paintwork before everything was sealed in with a coat of Winsor & Newton Galleria Matt Varnish. I then added all of the smaller details and the builds were complete. Overall, these two kits tied in well together, and adding the flak gun to the rear brought a new dimension than having them separate. The quality of the IBG kit surprised me and I'll be building more of their offerings in the future, such as the Bedford Refuelling lorry! [more info](#)

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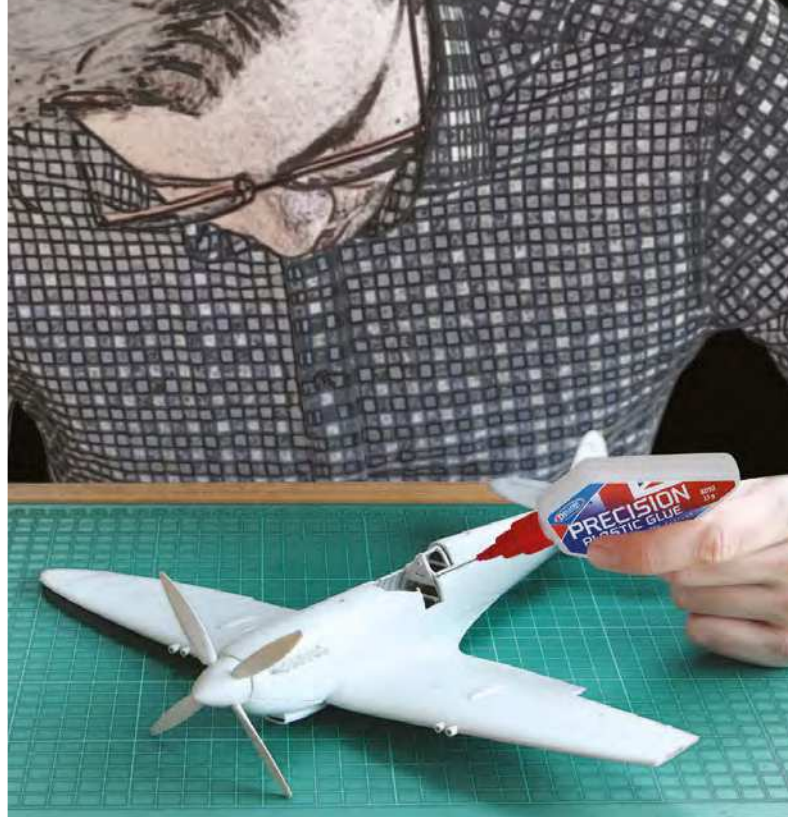
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PANZERKAMPFWAGEN

GRANT DALZELL BUILDS THE 1:35 AMUSING HOBBY VK7201(K) PANZERKAMPFWAGEN VII

AMUSING HOBBY

The Panzerkampfwagen VII Lowe (Lion) was a design for a super-heavy tank created by Krupp for the German government during World War II. The project, initially code-named VK.70.01(K) never left the drawing board and was dropped in March 1942. This was my first build from this manufacturer, and yes, it is a 'Paper Panzer', but I loved the look of this massive beast. The build started with the lower hull and the drive train, adding the



Panzerkampfwagen VII

VK7201(K)

Manufacturer: Amusing Hobby

Scale: 1:35

Kit Type: Plastic injection moulded

Kit Number: 35A007

axles, they go through the hull and slot into the opposite hull side. This results in quite a bit of flex, so wheel alignment could be a problem if care isn't taken. The wheels were glued together but were left off for painting.

The upper hull was next, and here I changed it up a bit. I used a stiff brush and Mr Cement, stippling the plate steel areas to create a texture. I scraped out the kit weld beads and using two-part epoxies and a home-made tool, I created my own weld beads, this also included creating weld beads around

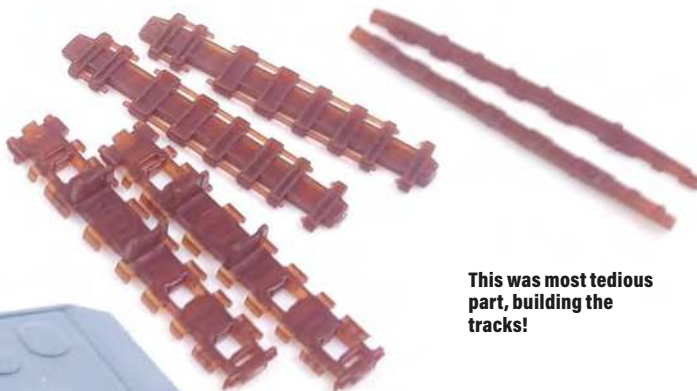
brackets I added to the hull and around photo etch plates that were along the sides. I left some of these pieces off but still added the weld where they would have been. The kit comes with the normal compliment of tools, however I left all of these off except for the jack and fire extinguisher.

The turret was next and using Mr Surfacer 500, a cast steel texture was added. There are





This was most tedious part, building the tracks!



Adding the axles and suspension



Dry fitting the inner wheels



The gun muzzle needed cleaning up



Making a larger seam for weld beads



The project, initially code-named VK.70.01(K) never left the drawing board and was dropped in March 1942

two options for the gun, I used the larger gun, and realized that the fit looked wrong, so I had to add a piece from the small gun, drill it out to fit the larger barrel and the problem was fixed. All the other parts were added, there is no interior detail, but I left the commanders hatch open as I was adding a resin figure. I also added shell impacts randomly on the turret and hull for added interest.

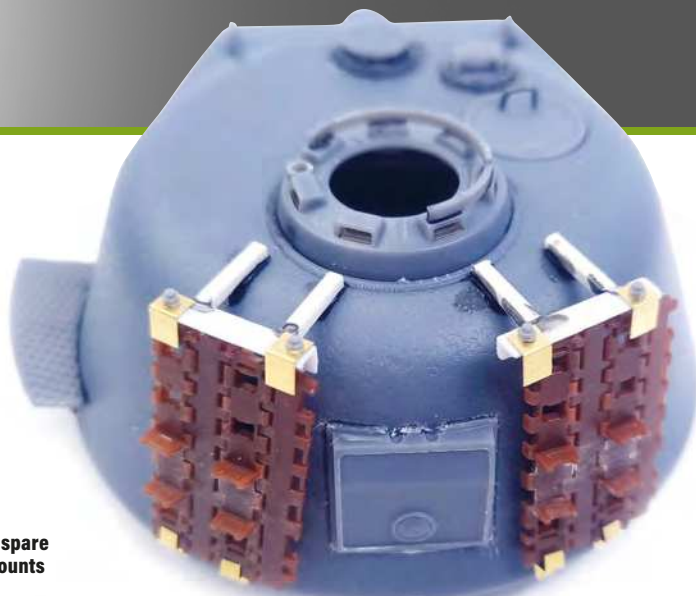
The tracks were rather painful to build. They are handed, so care must be taken when building each side. They are made of three different parts, repeated until the

correct length is achieved. Unfortunately, some of them were moulded poorly and were unusable, so I was left with just enough to do the job. These were painted with Tamiya XF-24 Dark Grey and would be weathered more once fitted to the tank.

Priming the model was done with Mr Finishing Surfacer 1500 Black. The instructions called for field grey, but as I had already modified it, and wanted to represent as an in-service vehicle, I chose a three-tone camouflage as used by other German tanks. Starting with AK Interactive

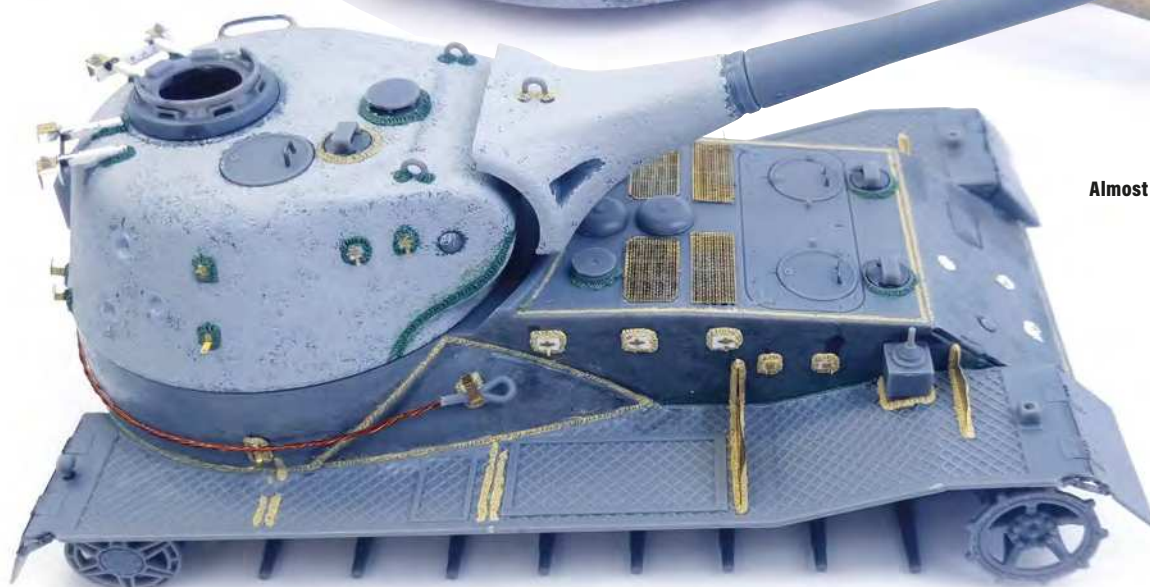


Getting
the turret
together



Custom spare
track mounts

Making cast iron
texture - it's easy!



Almost ready to paint



Primed and ready



Some shell impacts were added





Dark Yellow was the
base colour



Followed by Red
Brown



And finally,
Olive Green



The troublesome
tracks now fitted





Pigment, static grass and real dirt were used for weathering

Real Color Dunkelgelb-Dark Yellow RAL7028, I painted the whole model. As with some German tanks, I left the wheels dark yellow adding no camouflage. Next, I painted in AK Real Color Rotbraun-Red Brown RAL8017, followed by AK Real Color Olivegrün-Olive Green RAL6003. The model was given a clear gloss coat, there is decal sheet included, I added an Iron Cross on one side of the turret and a fictional number on the other side.

Before adding the wheels, I mixed Ammo by Mig Nature Effects Earth, with Dark Earth pigment and applied up under the hull. I added the wheels and the tracks. Using Abteilung 502 Starship Filth, I made a pin-



wash and applied around details.

After this, using several other colours of oils, I used the dot technique and blended these over the model. Next, I mixed up some more earth pigment, some small textured dirt from my yard and some short static grass together. This was randomly sprinkled over the track fenders and AK Gravel and Sand fixer was used to keep it in place.

Ammo by Mig Track Wash was applied over the tracks, when dry, the same pigment/earth mix was sprinkled over the tracks and again set with the gravel and sand fixer. The same method was used on the wheels, but the Ammo by Mig Nature Effects was used to



Ammo by Mig Nature effects were used on the wheels

set it in place. A Panzer Art resin figure was painted up and added, this was to give the viewer an idea of size of the tank. Finally, I made up a simple base for the tank to sit on.

I enjoyed the build, but not the tracks, they were a real pain and difficult. I applaud the different subject matter, but the kit isn't without some small issues, both with plastic and instructions. But if you enjoy the weird and unusual, check out Amusing Hobby's range of kits. I am pleased with the final look of my Panzerkampfwagen VII, with the modifications I made and paint scheme, I have created a unique model that is an eye catcher on the display table. modelmatt.com



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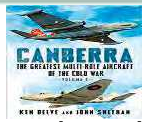


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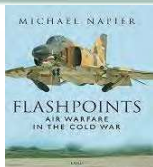
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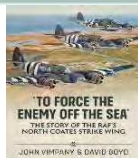
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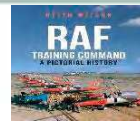
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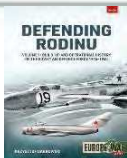
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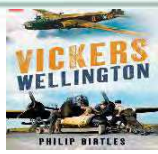
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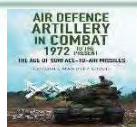
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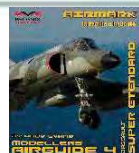
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South Atlantic

LEE POWELL BUILDS THE 1:72 AIRFIX SEA HARRIER FRS.1

AIRFIX

T

he Sea Harrier first entered service with the Royal Navy in April 1980 as the Sea Harrier FRS.1 and became

informally known as the 'SHAR'. It was unusual in an era in which most naval and land-based air superiority fighters were large and supersonic, the principal role of the subsonic Sea Harrier was to provide air defence for Royal Navy task groups centred around the aircraft carriers. The Sea Harrier served in the Falklands War and the Balkans conflicts, and on all occasions, it mainly operated from aircraft carriers positioned within the conflict zone. Its usage in the Falklands War was its most high profile and important success, being the only fixed-wing fighter available to protect the British Task Force. The Sea Harriers shot down twenty enemy aircraft during the conflict.

This version of the Sea Harrier was originally released by Airfix in 2010, with subsequent re-boxing's including a 'Dogfight Doubles' boxing with the A-4 Skyhawk in 2012

for the 30th Anniversary of the Falklands War. The recent re-release of this kit includes markings for two versions, One in Extra Dark Sea Grey and the other in a paler Medium Sea Grey Scheme, both Falklands War aircraft from HMS Hermes and HMS Invincible. Inside the box are three pale grey sprues and a clear sprue, all looking crisply moulded with no visible flash. On the decal sheet, there is a nice touch from Airfix, with the inclusion of a pair of decals to replicate the hastily painted grey to cover up the bright squadron marking of No.800 NAS on the tail.



Sea Harrier FRS.1

Manufacturer: Airfix

Scale: 1:72

Kit Type: Plastic injection moulded

Kit Number: A04051A

The build starts with the ejection seat comprising of three pieces. This was a little basic though, so I used a resin replacement. The cockpit was assembled next, by adding the stick and instrument panel, although the seat was left to paint separately later. The large intake area was next to be assembled, along with the front fan area of the Pegasus engine. Next came sealing the fuselage up, adding the intake area, the cockpit and the undercarriage bays and the speed-brake bay. This all fitted perfectly, with hardly and filler required. The Pegasus rotating exhausts were next to be assembled, and these are split in two and leave a visible seamline that is difficult to fill. These were set aside to be painted separately. Moving on, the



SHAR

Construction was straightforward.....

wings were assembled next with no issues, before being added to the fuselage. Again, no problems were encountered, and only minimal filling was required. The outer intakes are nice in that you have optional parts for an in-flight aircraft with the small doors closed or the parked-up version with the upper small doors drooping in the open position.

This is a relatively inexpensive kit and simple to build for new or for more experienced modellers

The nose cone was then added along with the tailplanes and the tail beacon. Next came the installation of the undercarriage, although this was all left for painting separately. To finish off, the wing tanks were assembled, and their respective pylons added. The same was done for the Sidewinder pylons. These pylon assemblies were also left off at this stage to ease with the application of the decals for under the wings (the outer pylons sit on top of the underwing roundels for XZ459, which isn't mentioned at this point in the

instructions!). The Sidewinder assembly was also not straightforward, with the fin pieces (31A, 32A, 33A and 34A) being too wide to slot into the gap of the body! These were suitably trimmed and added to the body.

Painting began with the main body and all the sub-assemblies being coated with Tamiya Grey Fine Surface Primer, followed by some minimal filling and sanding before another light coat of the Primer. A pre-shade along panel lines was applied using Hataka C125 NATO Black, and this was then allowed to dry for a couple of hours. The cockpit was then masked up before the underwing roundels for XZ459, and for this I used Hataka C140 BS Extra Dark Sea Grey, applying the first coat, and leaving





....with few fit issues

Adding some pre-shading

it to dry. This gave a really nice smooth finish and a great contrast to the pre-shading. A few drops of Hataka C049 insignia White were then added to the Extra Dark Sea Grey, until it gave a slightly lighter shade, and this was then sprayed on the upper surfaces near the middle of panels to give a slight tonal variation. When the grey had been allowed to dry fully overnight, the nose cone was masked off and painted using Hataka C125 NATO Black. When this had dried, detail painting was completed around the aircraft using various Tamiya acrylics. The undercarriage, weapons and jet exhausts were also painted at this stage, then the exhausts were fitted into the fuselage with no issues. Before decaling commenced, a coat of Tamiya Clear TS-13 was sprayed over all parts and allowed to dry overnight. The decals





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FIGURES



SCI-FI



BOOKS

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For the main colour I used
Hataka Extra Dark Sea Grey

Applying the decals





were nice and thin, and conformed to the panel lines beautifully, using some Micro Sol. After allowing the decals to settle and dry overnight, another coat of Tamiya TS-13 Clear was applied to seal them in before applying a Modellers World Dark for Panzer Grey panel line wash. Modellers

World Earthy Grime was also used to 'dirty up' the undercarriage, wheel bays and wheels. With the washes all dry, the weapons and fuel tanks were added with no fit issues. A final coat of Tamiya TS-80 Flat Clear was applied to dull the surface down, and this made the finish look really good. All that was left then was to attach the canopy and windshield to the fuselage and the build was complete. This is a great kit from Airfix, although the panel lines may be a little heavy for some modellers, but I like the look of it personally. This is a relatively inexpensive kit and simple to build for new or for more experienced modellers. Thanks to Airfix for the build sample. [modeling.com](http://www.modeling.com)

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Master modeller Brett Green chose SAC gear for his 1/32 IAR-80A for additional strength and because white metal allows the angle of the gear to be adjusted even after the legs have been glued in place.



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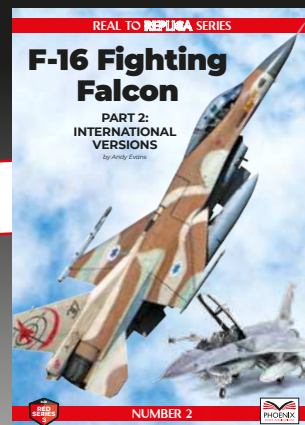
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TIGER MODEL CUTE SERIES
CURTISS P-40 WARHAWK
FIGHTER*

Curtiss P-40 Warhawk

Manufacturer: Tiger Models

Kit Type: Plastic injection moulded

Kit Number: TT-02

TIGER MODELS

For this build, I'm looking at the Tiger Models 'Cute Series' P-40 Warhawk. I believe these kits are ideal

for children to be introduced to our hobby, but I find them fun, and still tackle them like I would any build. The cockpit parts were cleaned up and put together, I added some harnesses to the seat using aluminium foil tape, the cockpit was painted with MRP World War II Interior Green. The instrument panel was painted black, although there is a decal or sticker for it, I painted the dials in by hand. The radiator and tail wheel were painted up and added to the right fuselage, along with the propeller mounting pin. The cockpit was put in place, and fuselage halves were joined. These kits have large male/female joins for ease of build, and for the most part they work, but there can be some seam line filling required in places.

The wing section was put together and glued to the fuselage. I then used Tamiya White Putty along seam lines, left to dry over night and then sanded and cleaned up all the seams. The propeller, drop tank, canopy and landing gear were painted up during this time. I followed the call outs for painting the camouflage, Tamiya XF-19 Sky for the underside, and Tamiya XF-74 OD JGSDF for the top. These were painted over a primed surface of AK Interactive Grey primer, which was pre-shaded with black.

The model was given a gloss clear coat, ready for decaling. The kit comes with both stickers and decals, I used the decals, and to my





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FIGURES



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BOOKS

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I believe these kits are ideal for children to be introduced to our hobby

surprise, they were nice and thin and performed well with Micro Sol to set them. Another gloss clear coat was given, I then airbrushed in gun and engine stains, followed by wash with Flory Models Dark Dirt. This was wiped back, and I added the remaining parts. This kit came with a resin dog pilot figure, I am by no means a figure painter, but I painted it up with AK Interactive 3rd Gen acrylics and was happy with the result. This brought my quick build to an end. Now back to a more difficult build! [Model](#)

Going the Whole Hog

MANUEL MAGRINHO BUILDS THE 1:48 TAMIYA A-10

TAMIYA

The A-10 'Warthog' owed its birth to two influences - the inadequacies of the Close Air Support aircraft used in

Vietnam, and the need to counter Soviet armoured might in Europe. During the Vietnam War the Air Force regarded CAS as their domain but was hard pressed to find an aircraft with both the range and loiter capacity to fulfil this need. They did obtain quantities of the old, but excellent piston-powered Douglas A-1 Skyraider originally developed for the Navy, which soon earned the appreciation of the ground-pounders by its ability to carry a huge warload, dish out and take punishment, and remain on station for an extended period of time. Late in the war the USAF shifted the CAS mission to the jet-powered A-7 Corsair II, which had been developed for a US Navy requirement for a carrier-based strike fighter to replace the A-4 Skyhawk. The Corsair was an excellent aircraft, but it was designed for the strike-interdiction role, not for the battlefield CAS mission. The USAF therefore began to put together an AX - 'Attack Experimental' program to develop a dedicated CAS aircraft that could do the job far better than the Corsair, match the Skyraider in warload and endurance, but be substantially faster while being extremely manoeuvrable.

A-10A Thunderbolt

Manufacturer: Tamiya

Scale: 1:48

Kit Type: Plastic injection moulded

Kit Number: 61028



The aircraft would also need to be highly survivable through the use of armour and redundant systems, include twin engines and be armed with a fast-firing cannon, most likely a version of the General Electric (GE) M61 'Vulcan' six-barrelled Gatling-type gun.

The YA-10A was selected as the winner of an Air Force competition on 18

You can dangle any amount of destruction from the A-10's wing pylons!

January 1973 and led to a contract for the production of ten A-10A pre-production machines, fitted with the GE TF34 turbofan. The second and third preproduction machines were the first to be fitted with the GAU-8/A cannon and trial attacks with the cannon on old US M-48 tanks and Soviet T-62 tanks, obtained from Israel, were to put it simply, awesome. The GAU-8/A cannon all but tore the targets to shreds! The first preproduction aircraft was rolled out in late 1974, and the first production A-10 performed its initial flight in October 1975 following





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FIGURES



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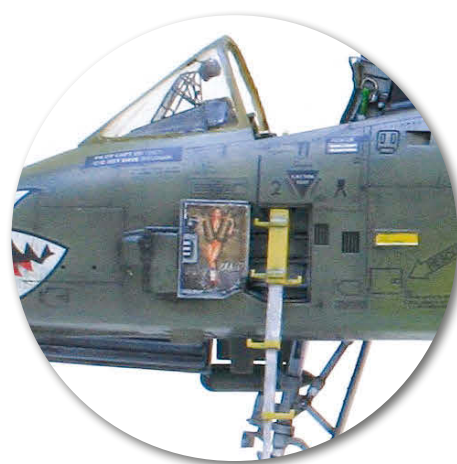




which it was handed over to the USAF on 5 November. The early production aircraft were then used for test, trials, and evaluation. The A-10 was given the name 'Thunderbolt II' but this never stuck with the flight crews, the ugly nature of the aircraft soon earned it the nickname of 'Warthog', and so a legend was born! On the verge of retirement in the early 1990's the first Gulf War saw the Warthogs finest hour, so much so that the Air Force gave it a new lease of life, and one that seems set to continue to a while yet!

The ancient 1:48 Tamiya A-10 kit was not one of their best, and now really shows its age. There are some fit issues with the fuselage halves and there are also a few raised panel lines to deal with. However, these are easily rectified, and the rest goes together without any problems. My original plan was to build the model straight-from-the-box, but I ended up using

Eduard's #48328 detail set, an Aces II #4144 Ejection Seat set some ResKit #RS48-002 Wheels. I also added some scratch-built details here and there plus some small scratch details were and there and a home printed decals for the armament and ladder door. For the camouflage, I chose the 'Charcoal Lizard' scheme, and only lightly weathered the model with some artists oils, as I didn't want the finish to look worn out. I added a full complement of Maverick missiles, bombs, and ECM pods, as you can dangle any amount of destruction from the A-10's wing pylons! [note 11](#)



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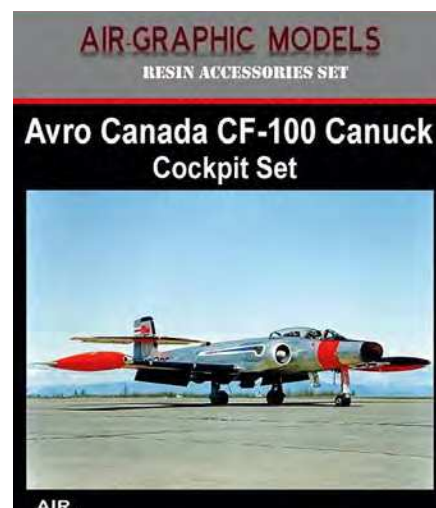
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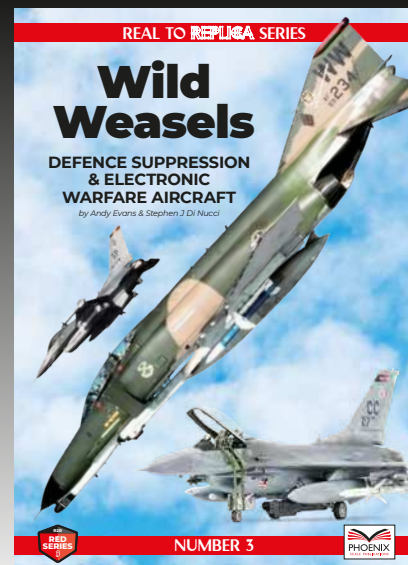
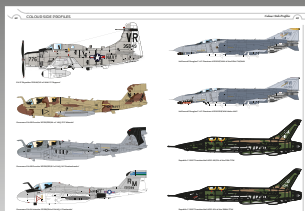
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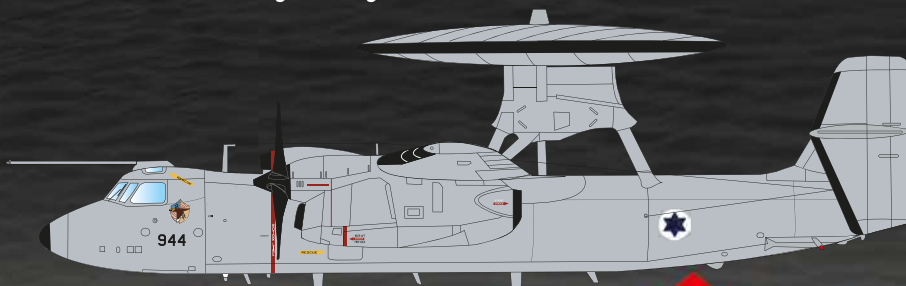
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Knightmare Batman



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3D Printed Figure

64 News, Accessories,
and Decals



Mr Freeze

IN THE FIRST OF TWO FEATURES, IVAN GILBERT GOES ICE COLD WITH THIS 1:6 B3DSERK PRINTED FIGURE

B3DSERK

Doctor Victor Fries (pronounced Freeze) was an accomplished cryogenicist in Gotham City whose beloved wife

Nora was stricken with a fatal degenerative disease. Fries placed her in suspended animation while searching for a way to cure her. But Goth Corps CEO Ferris Boyle stopped funding the research and then Fries was caught in a laboratory mishap.

The accident drastically lowered his body temperature to sub-zero levels, forcing him to wear a cryogenic suit in order to survive. Freeze's main goal remained to find a cure for his wife's illness, though his methods often brought him into conflict with the caped crusader, and the Batman universe is probably one of my favourite places for cool (pardon the pun) looking characters and stories.

Such a detailed, imposing, strong 3D file of Mr Freeze came from the guys at 'B3DSERK 3D' Facebook group, I recommend checking them out if you're into 3D printing your own models. I still can't believe we can make such awesomely detailed models at home these days, for low cost, compared to buying from mainstream outlets. The detailing on these figures is superb, especially the clothing and that makes them great to paint! Printed on an Elegoo Saturn 3D resin printer, using around a litre of resin, the model is around 1:6 and stands eighteen to nineteen inches tall. The individual parts were then cleaned up and prepared, however, the enjoyment for me is in the painting. So, here is a quick rundown of the painting process...

- 1) Generally, I love to 'oversaturate' the colours of comic book characters, the main way I achieve this is to mix inks in with the main acrylic paint colours, and that ends up giving a much richer, more saturated look. I also enjoy using my airbrush to obtain cool looking 'object source lighting' techniques.
- 2) First, prime all the parts with Styrelenze Matt Black Primer. I tend to paint parts as sub-assemblies to cut down on the amount of masking needed.
- 3) Use the zenital technique to add some lighting effects, i.e.: spray some white ink from above.



ze!

Generally, I love to 'oversaturate' the colours of comic book characters

4) Then add a base coat & dark wash, then use the base coat colour again to bring it back, and then just keep adding white into the basecoat to start creating lighting effects on the skin and material areas. Weather more with darker washes if needed and then finish off with brushed glazes to bring the highlights up in a more controlled manner.

5) For the metallic parts in the armour I then did a second prime with Alclad Gloss Black, and then I pre-shaded with Alclad Bright Silver Candy Base. By pre-shade, I mean I left some of the black undercoat showing through to give more depth and to create a worn looking effect. I then started to use a Candy Blue lacquer over the silver base, but wasn't working out, so switched to an aluminium metallic for the topcoat, which came out much nicer.

6) For the ice effects on the suit, gun and armour, I used the OSL technique, starting with mid-blue and working my way up to more or less white covering a lesser area each time to give me the right gradient.



The difficult part on this particular model was trying to resin print a totally clear see-through helmet. Clear resin always tends to not be clear enough when printed without having to do hours and hours of sanding and polishing with very fine grit papers. After about two hours of sanding and not really getting anywhere on the clarity, I came to the decision to ditch the printed helmet and started looking around for a suitable clear plastic dome that maybe I could use. I ended up buying a clear plastic jewellery display dome off the internet and then cut it down with a junior hacksaw to make it work - and it was just the job!

I hope you enjoy the end result as pictured, as I really enjoyed working on this one, and thanks to the Phoenix team and Jez Coleman for the opportunity to have this printed in the magazine. [modelm](#)



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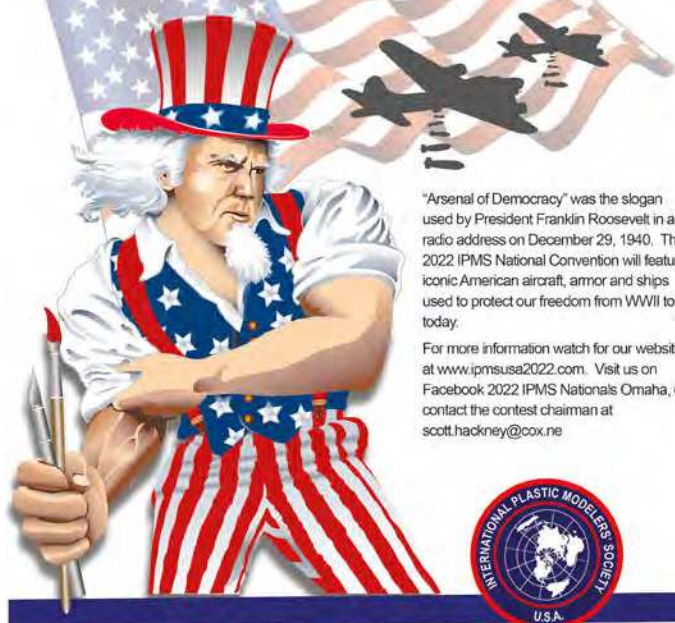
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Knightmare Batman

IN THE SECOND OF HIS TWO FEATURES, IVAN GILBERT BUILDS A 1:6 VERSION OF THE CAPED CRUSADER

APEX3D



he 'Knightmare' was a lengthy conflict that occurred in a possible future in which Batman's

insurgency fought to overthrow Superman's regime, after the death of Lois Lane at the hands of Darkseid left Superman susceptible to the Anti-Life Equation, allying himself with the forces of Apokolips and becoming the tyrannical ruler of the Earth.

I have been after a good version of the Ben Affleck 'Knightmare

Batman' for a long time, and I even contemplated dropping some serious cash on the Hot Toys version a few years back, but just couldn't justify the expense. Finally, we now have a superb rendition of him in STL format from the very talented 3D modeller Marcos Falcao over at 'Apex3d'. Like Mr Freeze the figure is around 1:6 and stands eighteen inches tall and was printed on an Elegoo Saturn 3D resin printer. For this build I added holes for magnet placement on all joints where possible to cut down on gluing as I find it a lot easier to paint when I can easily remove and re-attach parts of the model.

1) As with the Mr Freeze figure generally, I love to 'oversaturate' the colours of comic book characters, the main way I achieve this is to mix inks in with the main acrylic paint colours, and that ends up giving a much richer, more saturated look. I also enjoy using my airbrush to obtain cool looking 'object source lighting' techniques.



2) First, prime all the parts with Styrelenze Matt Black Primer. I tend to paint parts as sub-assemblies to cut down on the amount of masking needed.

3) Use the zenital technique to add some lighting effects, i.e.: spray some white ink from above.

4) I started with the most recessed parts first, these being the skin, face and eyes, using different mixes of pink tones from Vallejo. So, starting with quite a dark, reddish base layer I then airbrushed from above in gradually lighter shades, and from below in darker shades to create some shadow and tonal effects. Once happy, I started using a brush Windsor & Newton





AUTO



MILITARY



AIRCRAFT



FIGURES



SCI-FI



BOOKS

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This is a superb rendition of Knightmare Batman in STL format from the very talented 3D modeller Marcos Falcao over at 'Apex3d'





series 7 size 2 brush to define the skin tones and highlights further, using glazes of progressively lighter and darker colours.

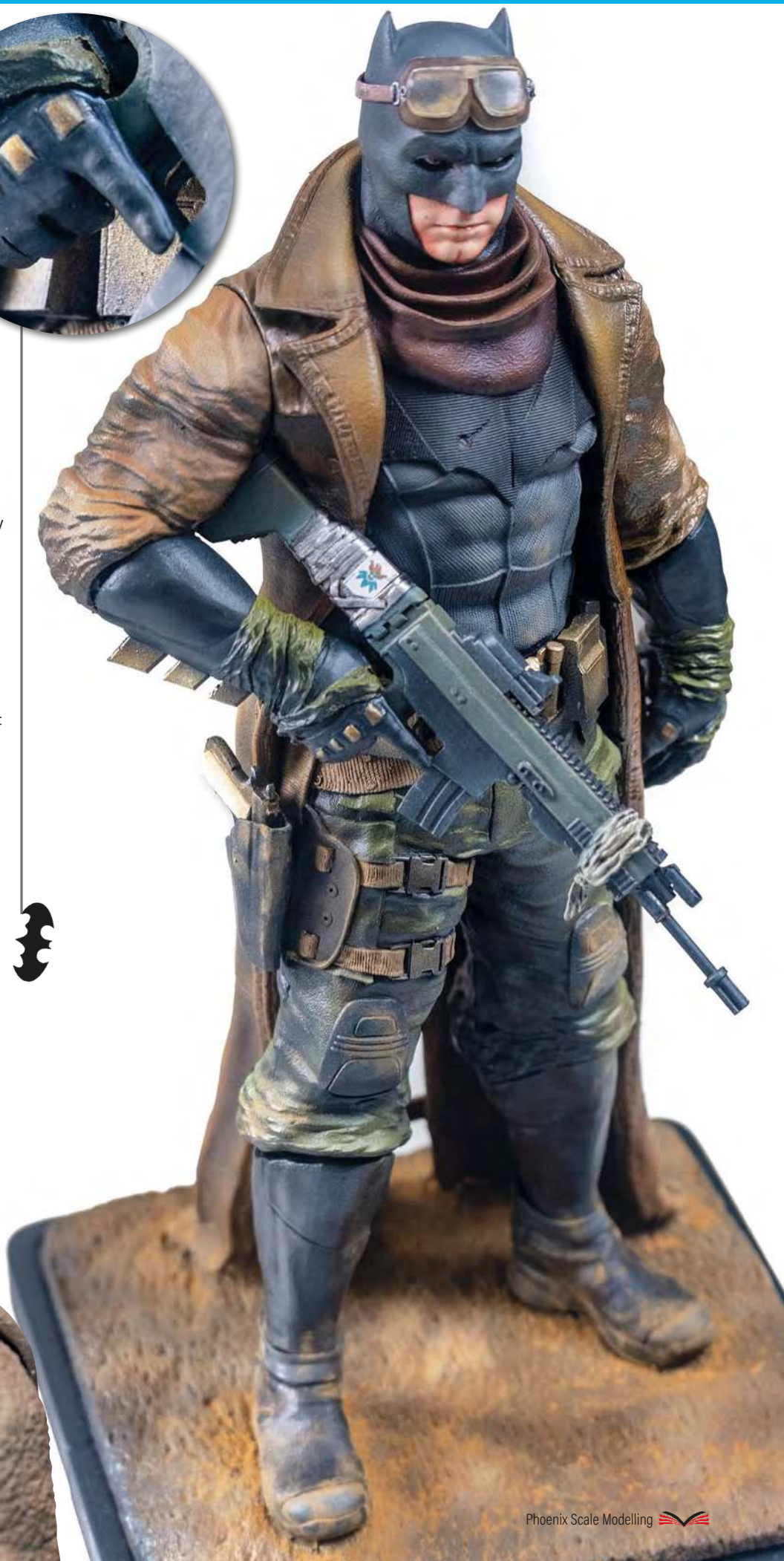
5) For the clothing, I base coated with my airbrush and then added acrylic dark washes and then went back to the base coat colour again to bring it back, and then just kept adding lighter colours into the basecoat mix, along with inks, to start creating lighting effects on the jacket and other material areas. Then I finished off with brushed glazes and some dry brushing, to bring the highlights up in a more controlled manner. I try and paint the model in parts where I can, to cut down on the amount of masking needed when using my airbrush, and only join the parts together before painting if there are gaps that need filling. For masking parts off, I always use Silly Putty for this task

6) The eyes were particularly difficult on this one, due to how recessed they are into the cowl. So, I had to use a magnifier and fine bristle brush on this part and had a few attempts at getting them right. They were finished with a top gloss coat on the eyes and part of the lips to bring them to life.

7) For the goggles and binoculars, I printed these in clear resin, the rest was just in a standard grey resin.

8) For the final stages I added a few different pigment colours from the Alclad range, dabbed on with an old brush, to give the appearance of a dusty and sandy look. This was mainly applied on the boots, the base, the gun holster and the goggles.

I must admit I am really chuffed with how Batman turned out and glad I held off buying a Hot Toys version! [moderatio](#)



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Colonial Viper

EIFION DAVIES BUILDS THE 1:32 MOEBIUS KIT FROM THE REBOOT OF BATTLESTAR GALACTICA

MOEBIUS MODELS

As a youngster who remembers the original Battlestar Galactica and their fight against the

Cylons? I do, and when the reboot was made, I decided I wanted a Viper in my collection, and the Moebius Viper Mk.II seemed the obvious choice. Once I opened the box, I saw the instructions had the same octagonal shape as everything had in the new TV show, a great move by Moebius to give it a genuine feel. Looking through the instructions and they do have a feel of instructions

Colonial Viper Mk.II

Battlestar Galactica

Manufacturer: Moebius Models

Scale: 1:32

Kit Type: Plastic injection moulded

Kit Number: 912



from the old days, small pictures of the parts with a lot of writing about what to fit where and how. I do feel these types of instructions might make younger modellers shy away from these kits. Surely pictorial instructions are now the way to go.

This being my first Moebius kit I was rather surprised how low the parts count was for such a large model. I've seen more parts just in cockpits of some models! Looking through the kit, I decided to build it as an 'in flight' model, seeing that it came with a nice,





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sturdy display stand and a pilot figure. The pilot was painted using various tones of green and gold to give what I considered to be the best match to the uniforms. The pilot figure is designed to allow you a male or female version, depending on if you want to finish the kit off as Starbuck or Apollo's ship. I chose Starbuck's. With the kit now assembled and pilot seated in her cockpit, it came to the painting and decaling stage. Looking at the red stripes

I was rather surprised how low the parts count was for such a large model

of the decals, I decided these looked a little too bright and clean. So, I decided to mask and paint on my own stripes. The entire ship was painted white, using Tamiya XF-1, then the stripes masked off. Before painting these on, I decided to put on some Vallejo Chipping Medium as I wanted the red parts scratched and chipped off to reveal the white paint underneath. Once this was added in some areas, I then sprayed on the red, using Tamiya XF-7 Red.

I wanted the red worn away quite a bit, as the Mk.II was a very old fighter and they had very little in the way of spares on Galactica. These aircraft were flown through atmospheres, asteroid belts, and such, so would look pretty battered. The engine and



cannon details were painted with Tamiya acrylics, along with gunmetal and various other shades of dark grey and black.

Once the painting was completed, I sprayed on a gloss coat and applied the small stencils and decals to represent 7242NC Lt Kara Thrace, 'Starbuck's' Viper. This was then weathered using an Ammo Mig Oilbrusher, aptly named Starship Filth. This was all then sealed in using Vallejo acrylic matt varnish. The last touch to this model was adding on the canopy, I went for the closed canopy and gave it a fine coating of Tamiya X-19 Smoke, as canopies in space would have some anti-glare coating. The frame was painted a gold colour to finish this off. Overall, this turned out into a nice little kit and I'm sure in the near future I'll be adding a Raptor to fly alongside, or maybe a Cylon Raider for a dogfight. [modeling](#)



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Spinosaurus

SCOTT TAYLOR OF THE SCALE MODELLERS SUPPLY (SMS) GETS JURASSIC PAINTING AND DETAILING A 3D PRINTED DINOSAUR

SMS

Dinosaurs are my thing. As a typical boy growing up, I loved them and as I moved into adulthood, my love for

anything Prehistoric never waned, and still remains strong to this day. When I began to get into scale modelling back in the day, I discovered Dinosaur plastic model kits by the likes of Tamiya and Lindberg which opened a whole new world to me in the hobby outside of the Gundam models that I was building at the time. I began with a few of these older kits and then discovered the world of Prehistoric Garage Kits, all hand sculpted and cast in resin. Whilst these are fantastic kits, the general price point that comes with such resin kits made it difficult to get too invested with a lot of options on the market. Enter 3D Printing. Love it or hate it, 3D Printing has reinvigorated the modelling world with ease of access and relatively lower entry costs allowing modellers to print out what they want, when they want. To this end, Dinosaurs are a hugely popular subject within the printing world which has again opened up more affordable options for modellers. For this build, I decided to print one of the files from the April 2022 'Dinotopia Volume 2' release from 'The Lord of The



Print'. The model? A Spinosaurus.

The file itself is supplied in both the 'Supported' and 'Unsupported' versions (supports are needed to hold the model together when printing) and for this print, I went with the 'Supported' version. I dropped the file into the Chitobox program and added a couple of extra supports to give it some extra stability and then sliced the file into a printable version. Slicing turns the 3D model into layers that are printed one at a time to create the 3D print. With the prepared file on a USB stick, I filled my Anycubic Mono X with white Monocure 3D Tuff resin and hit the print

button. With a setting of 1.9 seconds exposure per layer, the print itself took around 7 hours to complete.

The final steps of any 3D Print involved cleaning the excess uncured resin off the model using a solvent such as Isopropyl or (in my case)

Isopropyl or (in my case)

Primed and ready

Monocure Resin Away. The supports also need removing at this point, so under running hot water, the supports were removed gently. The hot water softens the resin, making it less likely to cause puck marks in the model when removing the supports. With that done, the model needs a final finishing cure to harden resin to make it safe to handle without gloves. I use a 'Wash and Cure' station for both these steps. The model was then assembled and glued into place as best as possible. With the nature of resin, sometimes you can get shrinkages, so the mating surfaces of the parts can be misaligned. With it all assembled, I could then see where I needed to fill the gaps of which there were a few. Being a white resin, it was difficult to see the skin details so before I moved onto that step, I quickly primed the beast using SMS Surfacers Grey.

My general method for removing seams on Dinosaurs is to fill the areas with Milliput and then sculpt back in the skin details using sculpting tools and texture stamps created

Seams filled and re primed





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FIGURES



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There are thousands of options out there now, so if you have a 3D printer, why not download a file, and give a Dinosaur a go!

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...then IJN Deck Tan on the belly....

British Interior base coat....

from the skin textures around the area I am trying to fill. For this build though, I used the UV curing Incredifill Putty and a brush to fill those areas. As the putty stays wet until exposed to UV light, I sculpted the skin folds and scutes to match and then used an absorbent cloth to return the skin texture, giving it small bumps.

With that done, I added another layer of SMS Surfacers Grey and checked the filled areas to make sure they matched and didn't stand out. There was a couple

of spots that needed attention, and once that was done, I did one more layer of primer on those spots and was finally happy. When it comes to painting Dinosaurs, there's no right or wrong way to do it. While Palaeontologists have found proof in fossils of what some Dinosaurs most likely would have been coloured, no one can truly say 100% what different species colours really were. When coming up with colour schemes, I like to research photos of modern reptiles and birds to get a rough guide on where colourations are and what looks natural.

For the Spinosaurus, I have always felt it would look very crocodilian so with that in mind, I began the base layers with SMS British Interior for the upper portion and IJN Deck Tan for the underbelly. Next, I used Crimson to give a red colour to around the head and neck area then began to apply patterning on the neck



...followed by Crimson on the neck....

...CARC Black patterning....



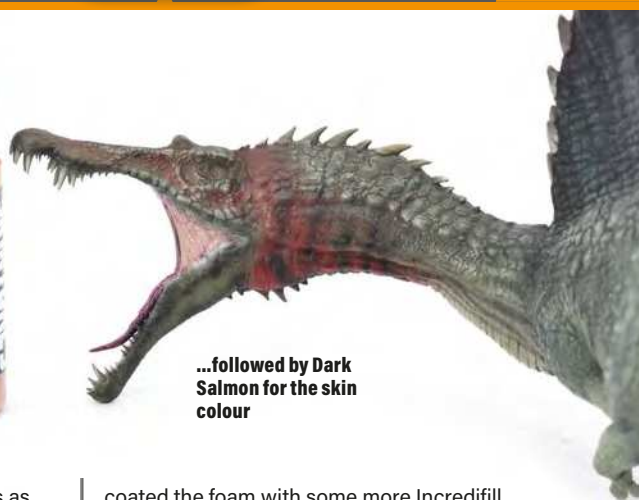
....and some tail detailing

Adding a Blue filter





Claret was used in the mouth...



...followed by Dark Salmon for the skin colour

and body using CARC Black. For the scutes along the tail, I mixed water based Infinite Colours Black and Chocolate, to make a very dark brown, thinned it down ever so slightly with some water and then hand brushed it on all down the tail. The spikey parts on the tail along with the claws and teeth were then given a coat of Infinite Colour Warm Ivory. This was also repeated on the tail scar, right towards the tip of the tail, with very thinned down Warm Ivory so that the green came through. This was so it looked like how a scar would heal, looking ever so slightly off colour compared to the main skin colour.

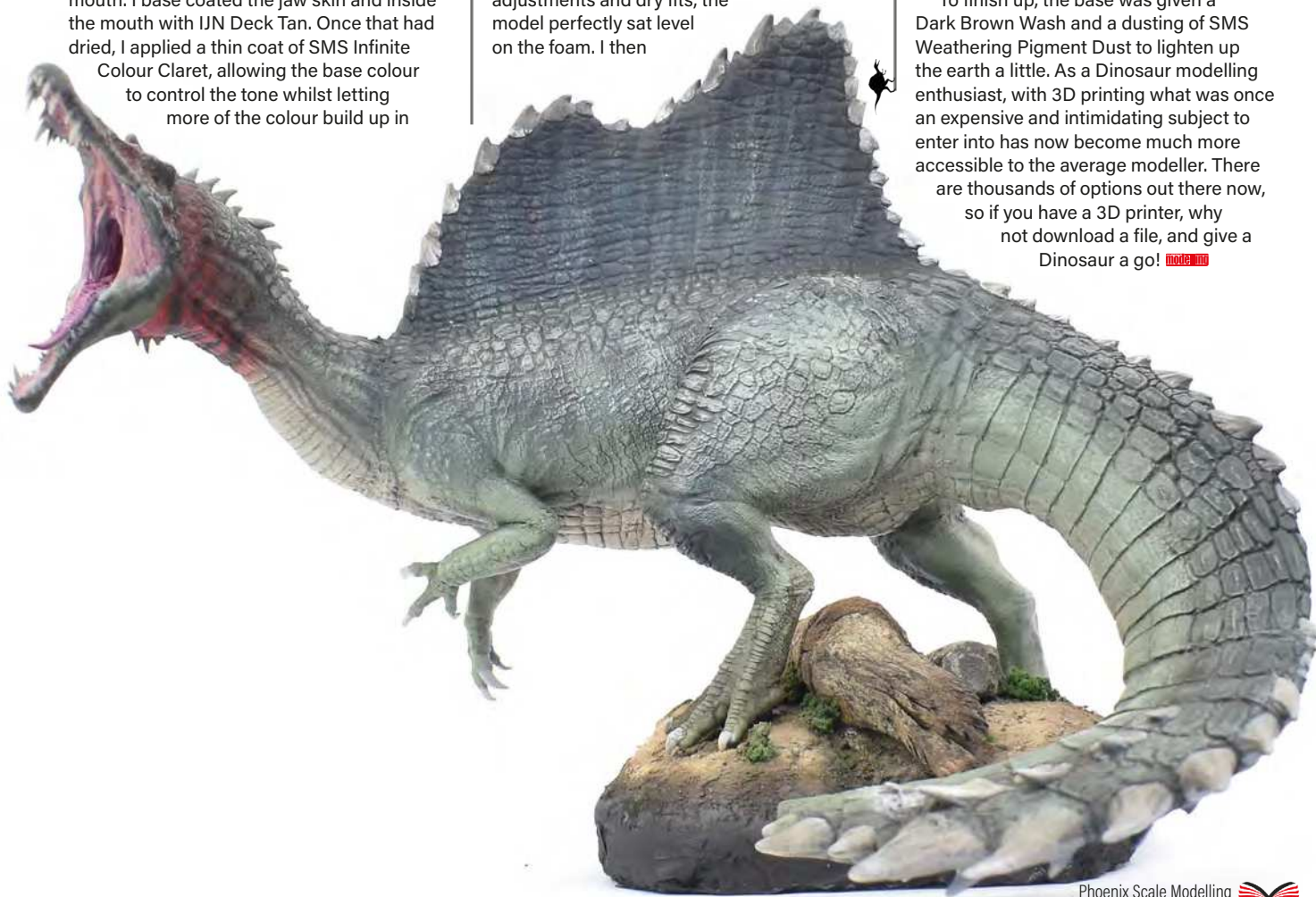
The back sail itself needed some more colour, so using VR Blue, I lightly applied a thin layer to act as a blue tinting filter. The final step to the main body painting was to lightly dust CARC Black all over the body and tail upper sections to blend everything together. Attention was then turned to the mouth. I base coated the jaw skin and inside the mouth with IJN Deck Tan. Once that had dried, I applied a thin coat of SMS Infinite Colour Claret, allowing the base colour to control the tone whilst letting more of the colour build up in

the folds and crevices. Using Claret acts as the 'warming' layer which will give a warmer tone to the next layer to go on top. To finish up, I applied Infinite Colour Dark Salmon in the same fashion on the outer skin folds of the jaw, allowing the colours underneath to work with the colour on top to achieve a very realistic skin tone. To finish up, I gave the whole model a generous application of SMS Dark Brown Wash (an oil-based product) and then allowed it to dry and once it dried fully, everything was dry brushed using British Interior to highlight the skin detail.

The 3D Print files come with a base designed to fit the model, but I wanted to create my own. To start with this, I took some packaging foam and then carved it into a rough rock shape. As the Spinosaurus feet were at different heights, the rock needed to be carved in a way to allow for this and keep the beast standing strong. After a few adjustments and dry fits, the model perfectly sat level on the foam. I then

coated the foam with some more Incredifill putty, hardening it with UV and then dry fitting the model until it was the right shape. To finish off, it was coated with a thin layer of the putty again and then very fine dirt and gravel was spread all over the putty and left to soak in. After a few minutes, it was cured with UV, and it was ready to paint. Using Dark Brown, German Brown and Brown, the ground was painted and then it was detailed using real twigs, rocks, and some scenic foam. With the Spinosaurus fixed into place with CA Glue, there was a depression in the base which the rear foot sat in. Using some Clear 3D Print resin, I used a pipette to flood the area with the resin and then cured it to create a small, shallow puddle. Once the resin hardened, the white foam that would have been created when the beast stepped in the puddle was painted on using Infinite Colour Warm Ivory.

To finish up, the base was given a Dark Brown Wash and a dusting of SMS Weathering Pigment Dust to lighten up the earth a little. As a Dinosaur modelling enthusiast, with 3D printing what was once an expensive and intimidating subject to enter into has now become much more accessible to the average modeller. There are thousands of options out there now, so if you have a 3D printer, why not download a file, and give a Dinosaur a go! [modeling](#)



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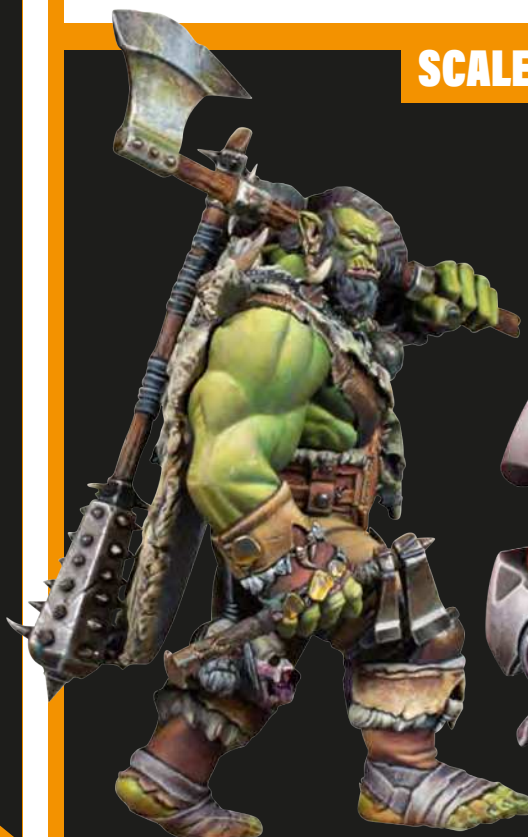

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BOOKS

ESSENTIAL READING AND REFERENCES

Making the Land Rover Legend

PUBLISHER: PEN & SWORD
PRICE: £14.99

At the bidding of a London-based committee, a team from the British Army undertook the challenge of driving the Pan-American Highway in its entirety from Alaska to Tierra Del Fuego. This would include finding a route for the projected road through Darién in Panama by crossing the notorious Darién Gap. The Gap was approximately 200 miles long in Panama and northern Colombia and was the missing link in the intercontinental highway's entire length. It would take almost 100 days of concerted effort for the British Trans-America Expedition to drive, winch and float two Range Rovers through this trackless jungle terrain. The British Trans-America Expedition of 1971/72 wasn't the first to cross the Darién Gap with vehicles as it followed in the wake of expeditions in 1960 and 1961 that variously used a Land Rover, a Jeep pick-up and Chevrolet Corvair cars. However, its Range Rovers were the first vehicles to cover the whole distance from Alaska to the southern tip of Argentina, a journey that has become legendary and did much to forge the legend of the Range Rover SUV, which was unveiled just a year before the expedition took place. This book looks at the history of the Darién region and the expeditions of 1960 and 1961 that set the scene for the epic 100 days of Darién a decade later. It contains reminiscences and anecdotes from eight members of the expedition – six soldiers and two Rover Company engineers – as well as previously unpublished photographs, decorative maps, and commemorative postal covers.

www.pen-and-sword.co.uk

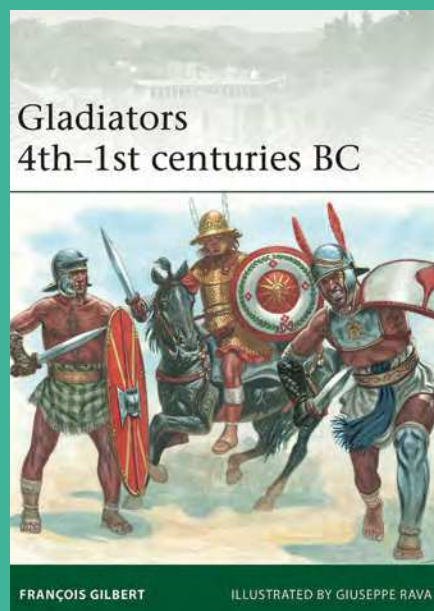


Gladiators of the 4th-1st Centuries

PUBLISHER: OSPREY
PRICE: £13.99

Originating in funeral rites during the Punic Wars of the 3rd century BC, the Roman gladiator games have come to symbolize the spectacle and savagery of Republican and Imperial Rome. Increasingly elaborate rules and rituals governed the conduct of gladiator combat, with an array of specially armed and armoured gladiator types pitted against one another, either singly or in groups. While many gladiators met a grisly end, some survived to achieve celebrity and make huge fortunes. Despite the wealth of literary and archaeological evidence, many misconceptions about the gladiators and their violent world remain. Featuring photographs and drawings of key items of visual evidence and drawing upon the author's wealth of experience and research, this fully illustrated account recreates the little-known and under-represented gladiators of the centuries leading up to the dawn of the Principate, correcting myths and casting new light on the roles, lives, and legacy of these legendary arena fighters.

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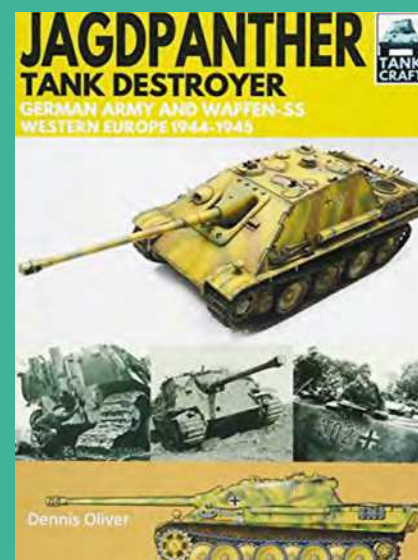


Jagdpanther Tank Destroyer

PUBLISHER: PEN & SWORD
PRICE: £16.99

Combining the destructive firepower of the 88mm gun with the outstanding mobility of the Panther series, the Jagdpanther is quite probably the best-known tank destroyer of the Second World War. In the vehicle's first action on 30 July 1944, three Jagdpanthers managed to destroy eleven British tanks in a vicious two-minute firefight near the village of Les Loges in Normandy, cementing the Jagdpanthers reputation as a potent tank killer. In his fifth book in the TankCraft series, Dennis Oliver uses contemporary photographs and meticulously researched, superbly presented colour and monochrome illustrations to tell the story of these heavy self-propelled anti-tank guns and the units which operated them in the German defence of the Western Front. As with all the books in the TankCraft series, a large part of this work showcases available model kits and aftermarket products, complemented by a gallery of expertly constructed and painted models. Technical details as well as modifications introduced during production and in the field are also explained giving the modeller all the information and knowledge required.

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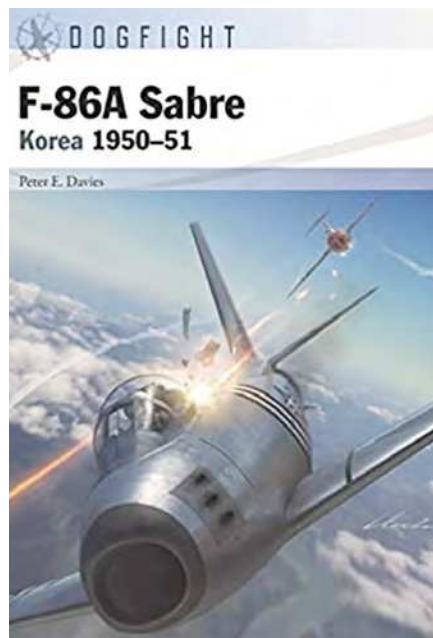


F-86A Sabre

PUBLISHER: OSPREY
PRICE: £13.99

The F-86A Sabre had entered USAF service in 1949, and in December 1950 three squadrons were sent to South Korea. Despite primitive basing conditions and overwhelming Chinese opposition, the Sabre pilots stopped communist air forces from attacking UN ground troops and allowed Allied fighter-bombers to operate without threat of interception. The ensuing air battles between Sabres and MiG-15s were the first since World War II, and the last in recent times to involve large numbers of jet fighters in direct confrontation. In all of them the victorious F-86 pilots demonstrated the superiority of their training and tactics and the outstanding qualities of their Sabres. Contemporary photographs and specially commissioned artwork, including a dramatic battle scene, armament views, technical diagrams and ribbon diagrams illustrating step-by-step each main dogfight explored in the book, bring the experiences of the Sabre pilots and their battle tactics vividly to life.

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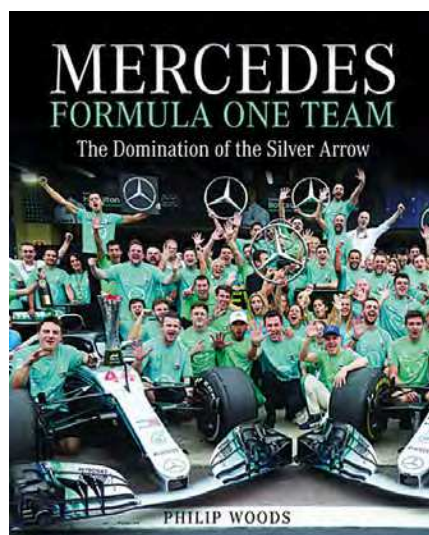


Mercedes Formula 1 Team

PUBLISHER: PEN & SWORD
PRICE: £25.00

From the pit crew to Lewis Hamilton, from the admin team to the engine designers, the Mercedes Formula One team have collectively won everything in sight since the new rules in 2014. Formula One moved away from the V8 2.4 litre and bought in the 1.6 litre turbo hybrids. Mercedes hit the ground running in 2014, creating an engine and chassis that worked in sweet harmony, blowing away the field winning more than 84% of the races. Since the start of 2014 they have won every driver's championship and every constructors championship. When just a short time prior to that, Sebastian Vettel won 4 championships in a row with a dominant Red Bull, it was hard to imagine we'd ever see such dominance again, let alone so soon after. This book celebrates Mercedes achievements with stats, information, interviews and most of all some beautiful images of perhaps that world's greatest Formula One cars in action. A pictorial history of Mercedes Formula One Grand Prix victories. A chance to relive how two friends who grew up karting together would one day be creating history together.

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Classic British Motorcycles

PUBLISHER: PEN & SWORD
PRICE: £15.99

Classic British motorcycles were more than simple machines, they were a cultural phenomenon that lasted half a century. From the early days of motoring, British innovators led the way, building some of the world's most famous motorcycles, as well as some of the best performers. At one point, the rest of the motorcycle world followed Britain's lead, and by the late 1950s, the British were by far the largest producers of motorcycles in the world. However, barely a decade later, the British motorcycle industry was almost bankrupt and in utter disarray. Illustrated with over 150 photographs, this book explores the rise and fall of the British motorcycle industry, looking at its history through the years and then at the motorcycles themselves by brand, giving the complete story of these amazing machines.

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C-130 Hercules

PUBLISHER: PEN & SWORD
PRICE: £16.99

Designed in response to a 1951 requirement, the C-130 Hercules is the most successful military airlifter ever built. Since it first flew in prototype form on 23 August 1954, more than 2,100 have been produced in over eighty different versions. Across its variants, the Hercules serves more than sixty air forces, as well as many civilian cargo operators, in a multiplicity of roles, including air-to-air refueller, gunship, airborne command post, flying hospital and fire-fighter. This rugged and easily maintained aircraft entered service in 1956 with the USAF Tactical Air Command. Ten years later the 'Charlie 130' was providing the essential logistical support in Vietnam. This period in South-East Asia was the Hercules' finest hour. Paradrops, airlift and evacuation operations were completed around the clock, often at low level, usually under fire and nearly always in bad weather.

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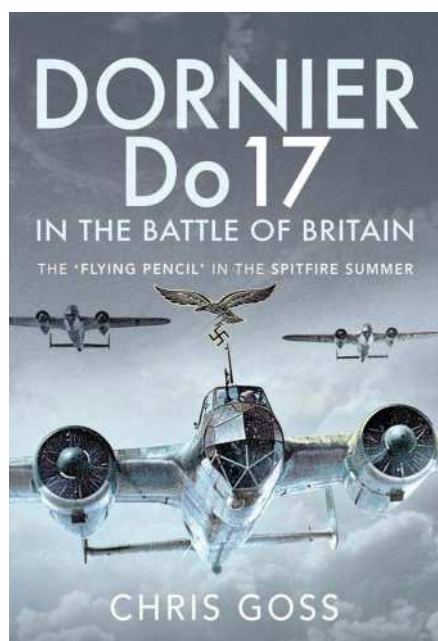
Dornier Do.17 In the Battle of Britain

PUBLISHER: PEN & SWORD
PRICE: £25.00



During Britain's desperate struggle for survival that in the summer of 1940, the Dornier Do 17 played a prominent part in raids designed at neutralising the RAF's ability to resist and the British people's will to fight back. Having been built to outrun contemporary fighters when introduced into the Luftwaffe in 1937, it had become the Luftwaffe's main light bomber, and for the attack against Britain, three bomber wings, KG 2, KG3 and KG77, were equipped with the Do 17. But by 1940, the Do 17 was nearing obsolescence, and, with its weak defensive armament, it fell prey to Fighter Command's Hurricanes and Spitfires. In this comprehensive pictorial record of the Do 17, the bomber's role throughout the period of the Battle of Britain is displayed in the author's unique collection of British and German photographs. These photographs, coupled with first-hand stories from those who flew and those who fought against the Do 17, bring those desperate days and dark nights back to life in the manner which only contemporary images and accounts can achieve.

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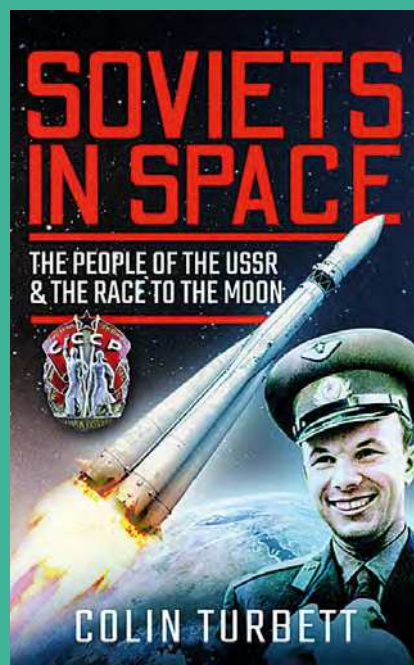


The Soviets in Space

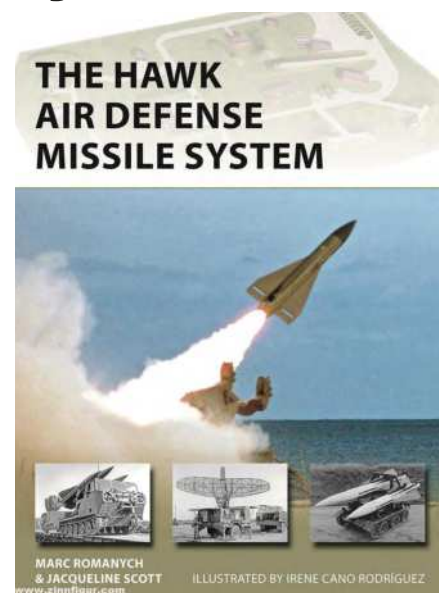
PUBLISHER: PEN & SWORD
PRICE: £25.00

The victory over Nazi Germany in 1945, in which the Soviet Union played both the greatest part and suffered the greatest losses, found the country in a state of devastation. Military strength could not compensate for the damage wreaked by war, especially in the western areas of the USSR. Within just over ten years, not only was Stalin dead and the relative freedoms of the Khrushchev 'Thaw' in progress, but the Soviet Union was ahead in the Space Race – beating the enormous wealth and resources of the USA, launching Soviet citizens from ordinary backgrounds quite literally into worlds beyond our own. The communist dream seemed alive and well. The story of those years has rarely been told from a Soviet perspective: Cold War journalism and historical accounts written in the West tend to portray the space race in terms of ideological competition – with success and failure mirroring power and influence in a world divided between capitalism and communism. Whilst the military on both sides certainly benefited from the cutting-edge technological advance of the space programmes, for the people of the USSR the prestige of their successes offered proof that 'real existing socialism' was moving mankind onto new levels of peaceful progress. Agriculture and railway building initiatives tried to involve ordinary people in other pioneering projects to build socialism before the dream shattered in the 1980s. Extensively illustrated with images from the time, this book looks at the years of Soviet space success, their background, the personalities involved, and their impact on the ordinary people of the USSR.

www.pen-and-sword.co.uk



The Hawk Air Defence Missile System



PUBLISHER: OSPREY
PRICE: £11.99

Designed to counteract the threat posed by advanced 1950s Soviet-built aircraft, the first HAWK unit became operational in 1959. At its peak, it saw frontline service in the Far East, Panama, Europe, and in the Middle East. Units were also used during the Cuban Missile Crisis, Vietnam War, and Persian Gulf War. In the hands of other nations, HAWK proved its efficacy in combat during the Arab-Israeli Wars, Iran-Iraq War, Chadian-Libyan War, and the Iraqi invasion of Kuwait. Credited with shooting down more than 100 aircraft during its combat career, the HAWK system was respected for its lethality. Such was Soviet concern, that it developed electronic jammers, anti-radiation missiles, and other countermeasures specifically to degrade its effectiveness. The US retired its HAWK systems soon after the Cold War ended in 1991 when air defence priorities shifted from aircraft to ballistic missile defence, yet, a modernized version of the system remains in service to this day in many nations. Packed with archive photos and original artwork, this is the first book about the HAWK system. Featuring research from HAWK technical and field manuals, interviews with HAWK veterans, and detailing the authors' personal experiences with HAWK missile units, it provides a comprehensive study of one of the most lethal and effective air missile systems of all time.

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FOR THE NEXT ISSUE OF PHOENIX SCALE MODELLING, HERE'S JUST A LITTLE TASTER OF WHAT WE HAVE PLANNED!

Ferrari F1

Eifion Davies builds the 1:24 Revell F2003-GA as Michael Schumacher's 2003 winning ride

Mini-Mig's!

Ian Gaskell has fun with the Freedom Models MiG-21 Duo Set

Cad Bane

Javier Abarca Miranda details a Star Wars 3D Models version of the galactic bounty hunter

Getting a Rocket

Scott Taylor of the Scale Modellers Supply builds the 1:35 Trumpeter Flakpanther w/8.8 Flakrakete Rheintochter I

Late Arrival - May 1945

Robin Gilby builds the 1:35 Dragon M26 Pershing

A Colourful Colt

Grant Dalzell builds the 1:48 HobbyBoss AN-2

Space Marines

Adam Challenger takes a look at the McFarlane Toys Warhammer seven-inch figure range

PLUS

Extra content is available in our digital issues. So be sure to order your copy now at:- www.phoenixscalepublications.co.uk



PLACES TO BE IN 2022

Welcome to our listing of shows large and small from around the world. This month we have a number of new additions to the diary as clubs both large and small start having the confidence that the worst is over and we can get back to seeing each other around the country. If you want your model show to appear here or you would like Phoenix to attend your event and feature it in the digital editions of our magazines, please contact david@phoenixscalepublishing.co.uk at least three months before the show.

Friday to Sunday 1st to 3rd July World Model Expo 2022

NH Eindhoven Conference Centre, "Koningshof", Loch117, 5504 RMM Veldhoven, The Netherlands

Friday to Sunday 1st to 3rd July World Model Expo 2022

NH Eindhoven Conference Centre, "Koningshof", Loch117, 5504 RMM Veldhoven, The Netherlands

Saturday 2nd July

Scale Model Show IPMS & MAFVA East Sussex

Eastbourne Sport Park, Cross Levels Way, Eastbourne BN21 2UF

PHOENIX ATTENDING

Sunday July 10th

The Romsey Scale Model Show

Crosfield Hall, Broadwater Road, Romsey SO51 8GL

Sunday July 10th

IPMS North Somerset Model Society Show

The Helicopter Museum, Locking Moor Road, Weston Super Mare BS23 8PP

Wednesday 20th July to Saturday 23rd July 2022

UNITED STATES IPMS NATIONALS

La Vista Conference Centre, Omaha, Nebraska, USA

PHOENIX ATTENDING

Saturday 30th July

IPMS Dundee Show

The Boomerang Centre, 10 Kemback Street, Dundee DD4 6ET

Sunday July 31st

The Essex Model Show EMS

Hannakins Farm Community Centre, Rosebay Avenue, Billericay, Essex

Sunday 7th August

Scale Model Show Tangmere

Military Aviation Museum, Chichester PO20 2ES

Saturday 27th August

Aberdeen Modellers Society Scale Model Show

Thainstone Centre, Near Inverurie AB51 5XZ

Sunday 18th September

WINGS AND THINGS

University Academy, Park Road, Holbeach PE12 7PU

PHOENIX ATTENDING

Saturday 1st October

E-DAY 2022

Milovice Tankdome Exhibition Hall, Jiřická 1999, Milovice, 289 23, Czech Republic

PHOENIX ATTENDING

Saturday 10th to Sunday 11th October

Road, RAIL & ALE

Statfold Narrow Gauge Museum, Ashby Road, Tamworth, Staffordshire B79 0BU

Sunday 23rd October

LINCOLN SCALE MODEL SHOW

Lincoln Christ Hospital School, Wragby Road, Lincoln LN2 4PN

PHOENIX ATTENDING

Sunday 23rd October

Falkland 40 show by IPMS Portsmouth

Royal Maritime Club Hotel, Queen Street, Portsmouth PO1 3HS

PHOENIX ATTENDING

Saturday 12th to Sunday 13th November

Scale Model World 2022

The international Centre, Telford, Shropshire TF3 4JH

PHOENIX ATTENDING

Historex Agents

RP TOOLZ

MITER CUTTER

2 x 45° fences
Adjustable stop
Engraved markings
0.3mm thick blade
0.25 thin blade
Cuts without flexing
Heavy duty CNC machined parts
Built for a lifetime of use
Professional quality
Matt red anodized finish



Punch and Die Set

Small circle
0.5 - 2mm with 0.1 steps



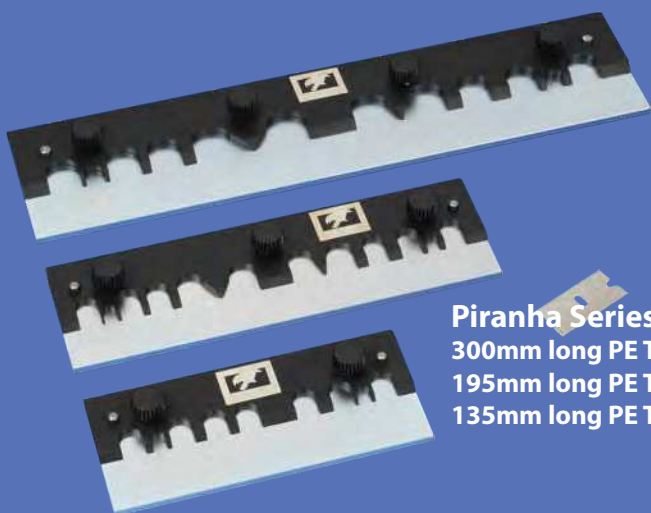
Hexagonal Punch and Die Set

0.7 - 2mm



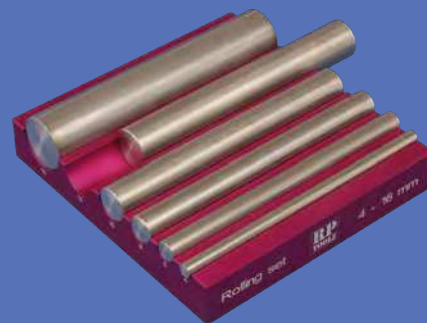
Piranha Series Premium

300mm long PE Tool -
195mm long PE Tool -
135mm long PE Tool -



ROLLING SET

D: 4,6,8,10,12,16mm
Width 80mm



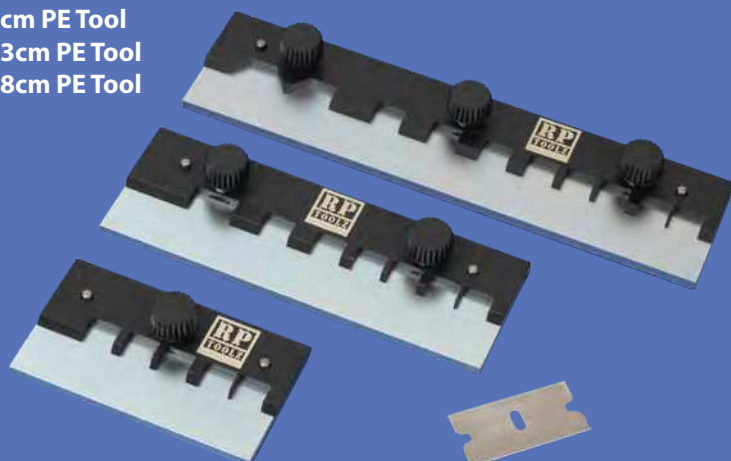
HANDLE BENDING TOOL

Length 150mm
width 1 to 50mm



PHOTO ECHTED BENDING TOOL

8cm PE Tool
13cm PE Tool
18cm PE Tool



RIVETS MAKER Set

with Conical end punch tools
0.6 - 2mm



HISTOREX AGENTS, Wellington House,
157 Snargate Street, Dover, Kent, CT17 9BZ, ENGLAND
Tel: 01304 206720 eMail Sales@HistorexAgents.com





SCALE
1:48



E-2C HAWKEYE HAWKEYE2000



K48016



K48013



K48014A

MODEL FEATURES

- Fold wing and full wing span options
- SATCOM Equipment
- Open side door
- Rotating radome
- Surface details with recessed panel lines
- Cockpit with instrument panel and seats
- Detailed landing gear and tail unit
- Movable NP2000 propellers

Decals designed by



Decals printed by



Length 367mm
Wingspan 512mm
Parts 180+

HUGE SELECTION AND FREE SHIPPING FROM WWW.LUCKYMODEL.COM



/Kinetic Model



/Kinetic Models



DIGITAL EXTRA

ONLY AVAILABLE IN OUR DIGITAL PUBLICATIONS



**HOW TO APPLY
EDUARD DECALS**



Modelkraft 2022

The World's Largest One Day Model Show

PROPORTION SCALE
modelling



THE WORLD'S LARGEST ONE DAY MODEL SHOW

**MODEL
KRAFT**

2 0 2 2



SHOW REPORT

A selection of images taken from the Milton
Keynes ModelKraft show held at the Marshall
Arena on Sunday 8th May 2022



BEST IN SHOW







WINNERS TABLE





Modelkraft 2022

The World's Largest One Day Model Show

PROXIMITY SCALE
modelling





THE ROAD TO
SINGAPORE

Bakri, Malaya 18th January 1942





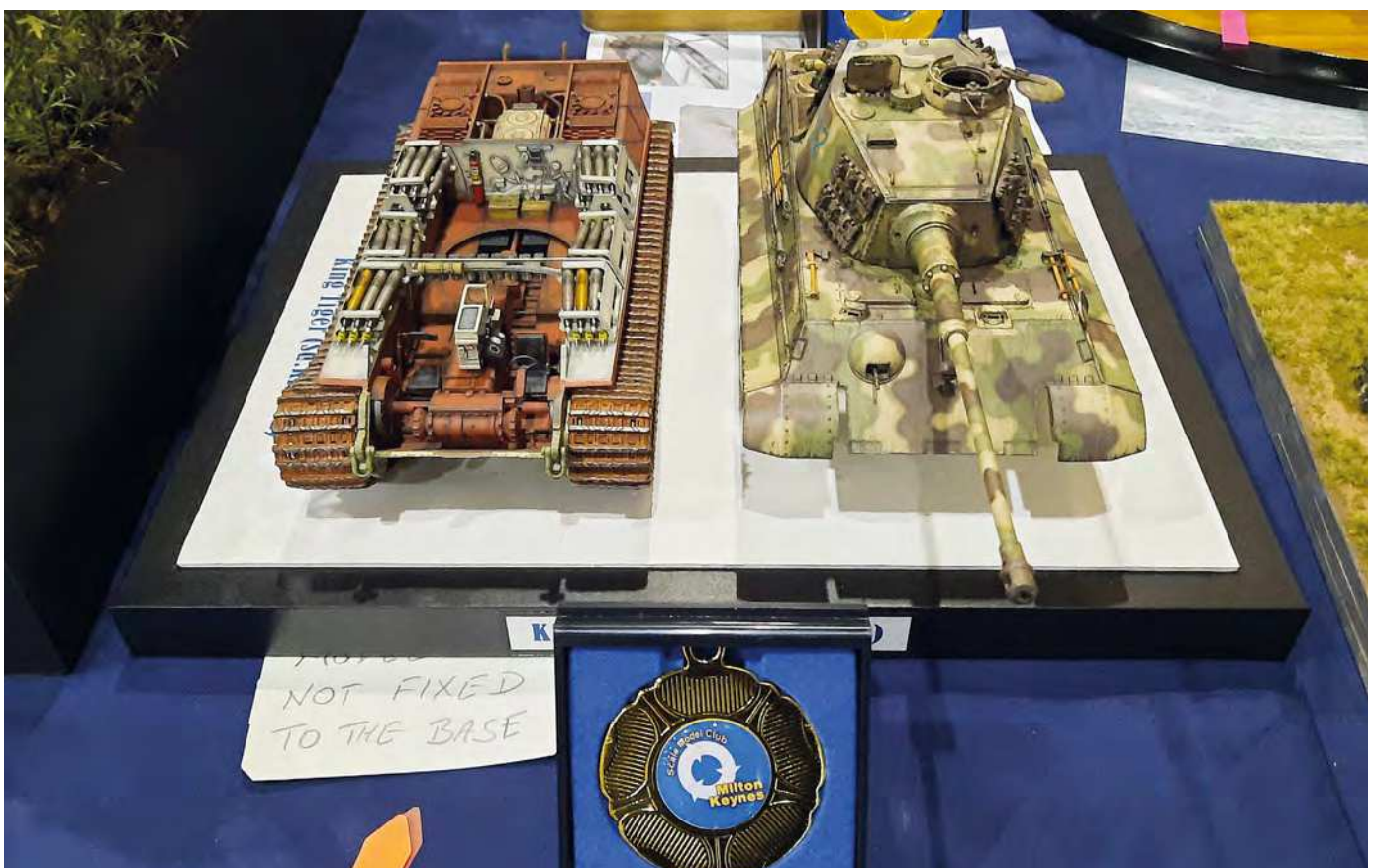
Modelkraft 2022

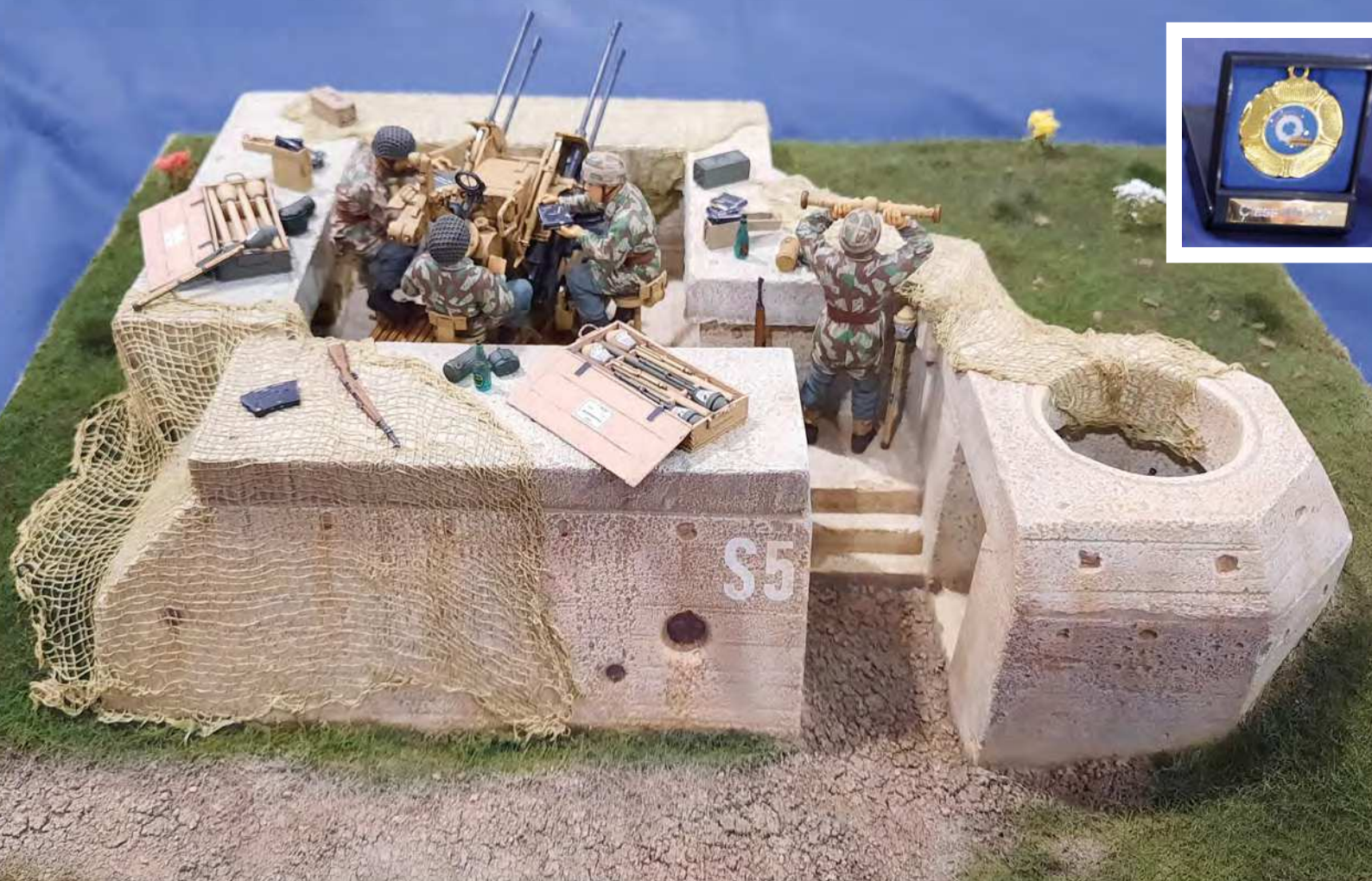
The World's Largest One Day Model Show

PHOENIX SCALE
modelling











Modelkraft 2022

The World's Largest One Day Model Show

PHOENIX SCALE
modelling



The Rooftop Dakota 194

























Modelkraft 2022

The World's Largest One Day Model Show

PHOENIX SCALE
modelling



DO NOT MOVE
STAND OFF AT





Modelkraft 2022

The World's Largest One Day Model Show

PHOENIX SCALE
modelling

BEST STAND







Modelkraft 2022

The World's Largest One Day Model Show

PHOENIX SCALE
modelling

A GALAXY FAR AWAY!









CLUB MODELS





















Modelkraft 2022

The World's Largest One Day Model Show

PHOENIX SCALE
modelling





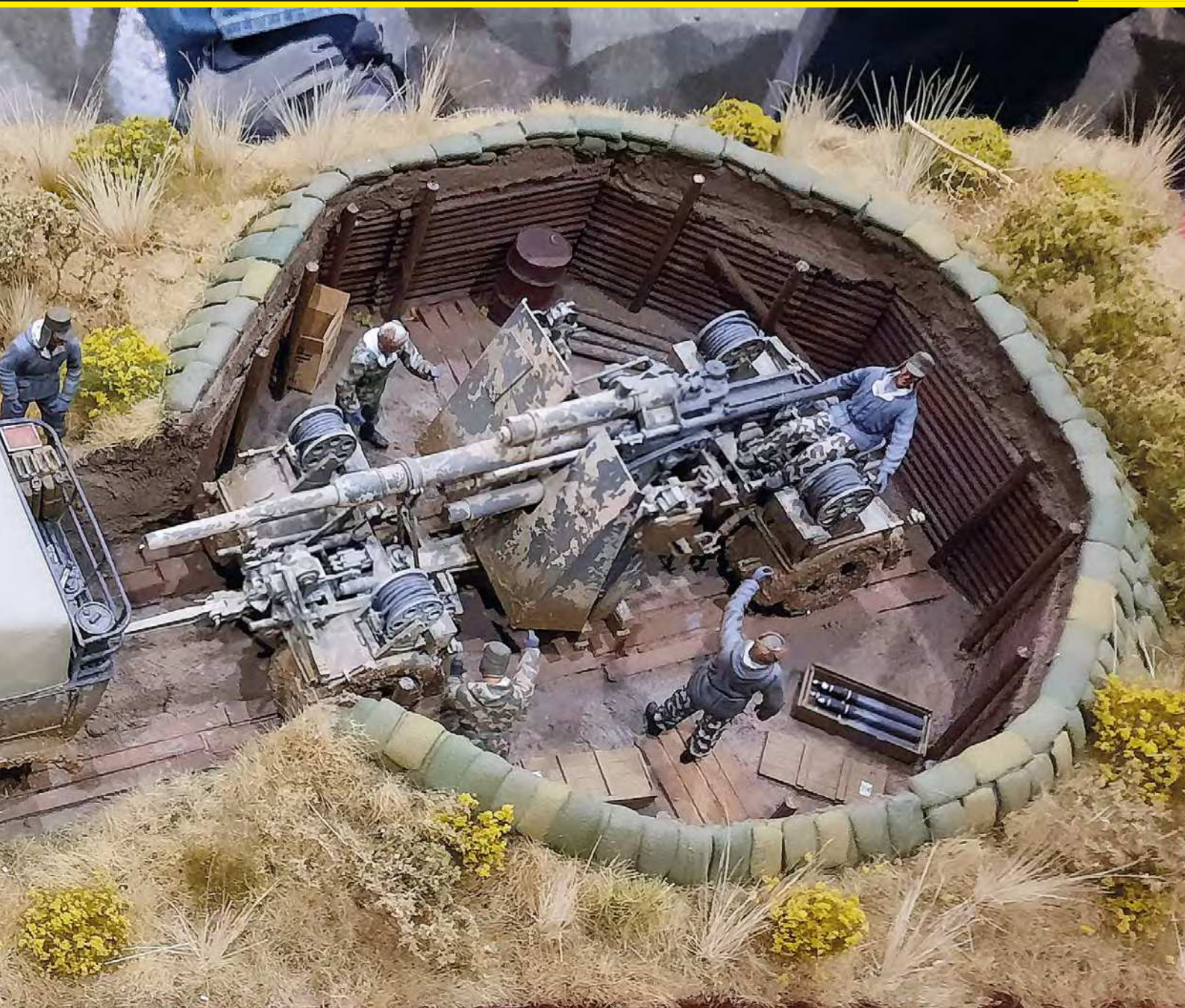














Porsch





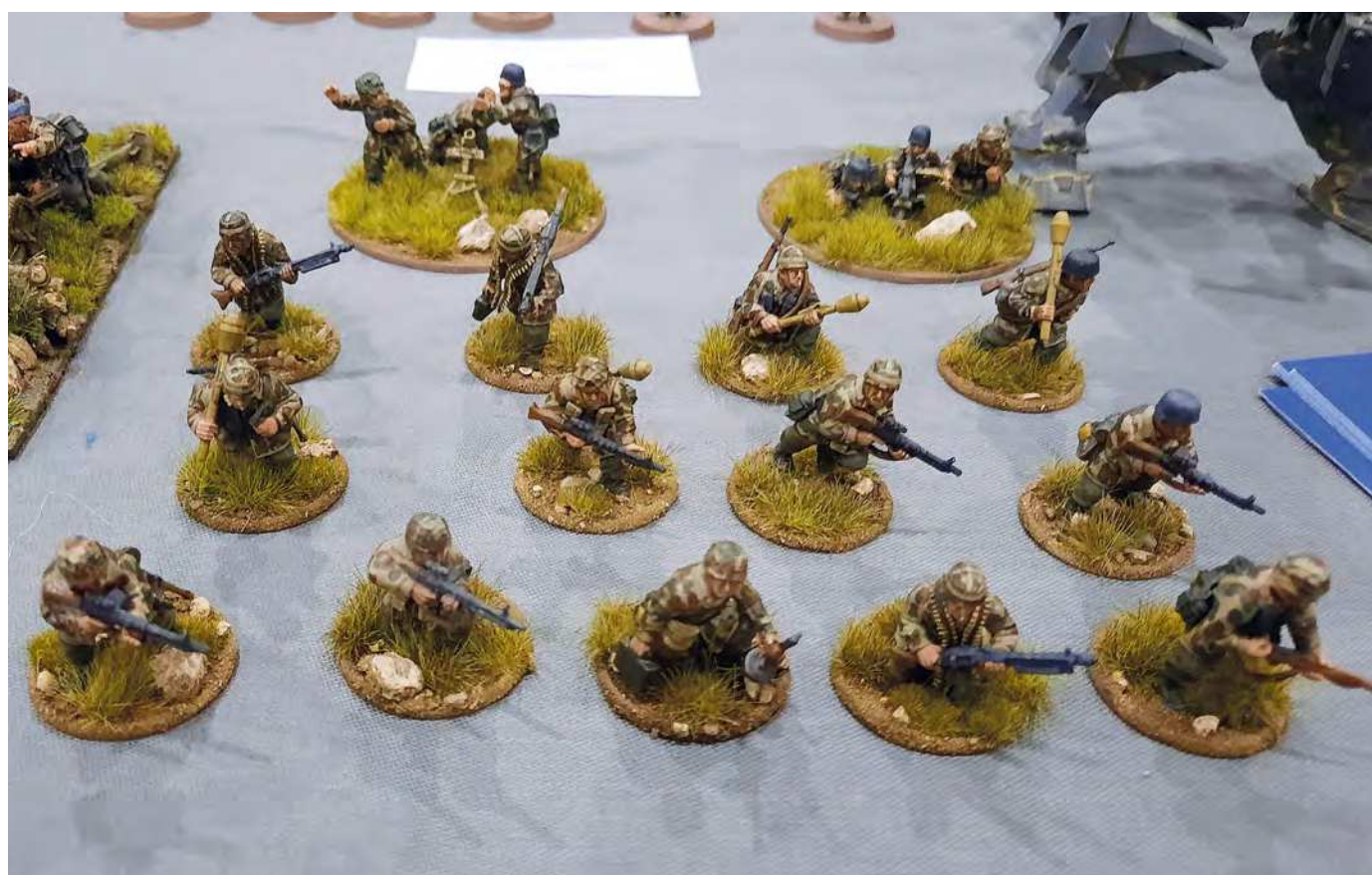
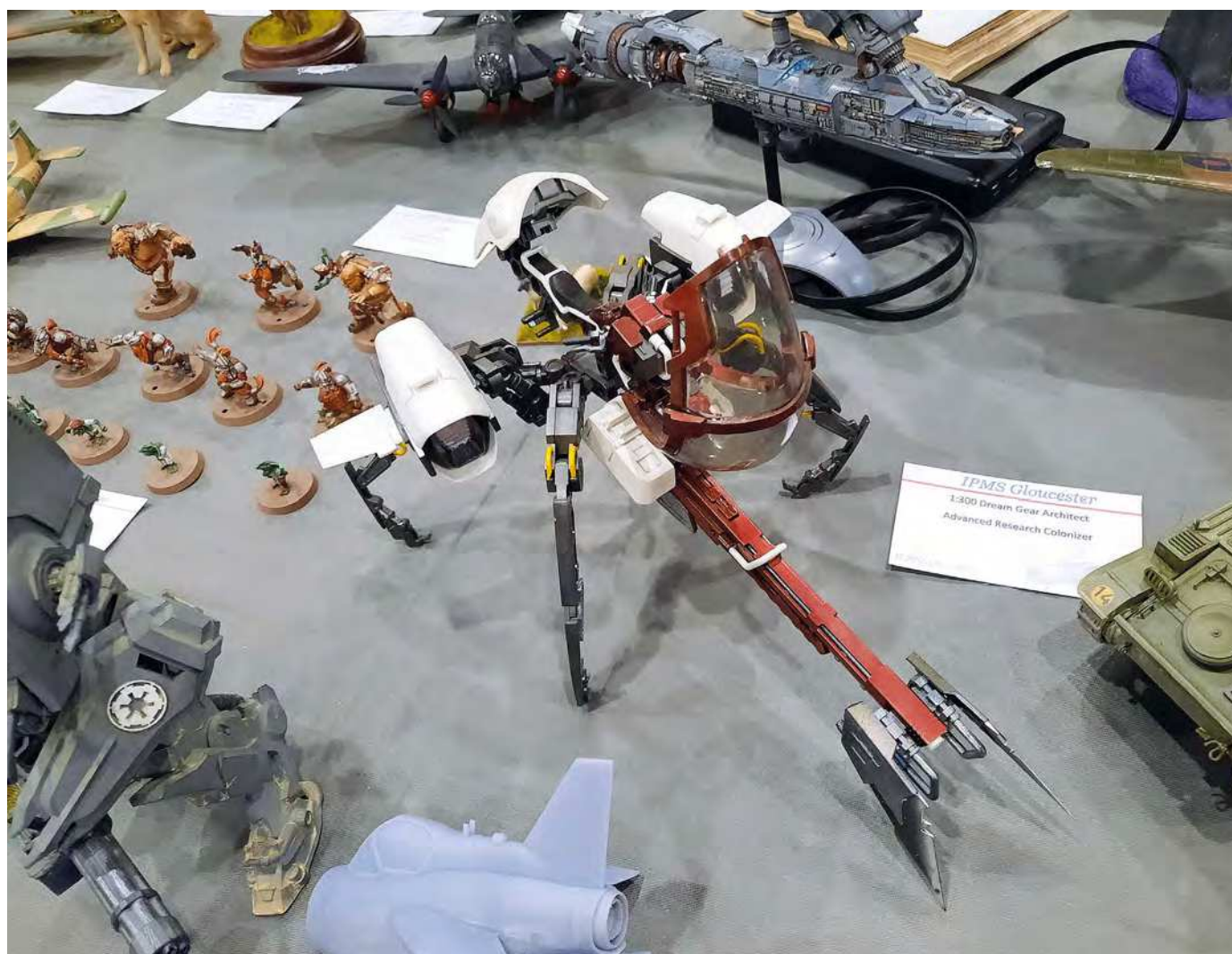
















Modelkraft 2022

The World's Largest One Day Model Show

PHOENIX SCALE
modelling



















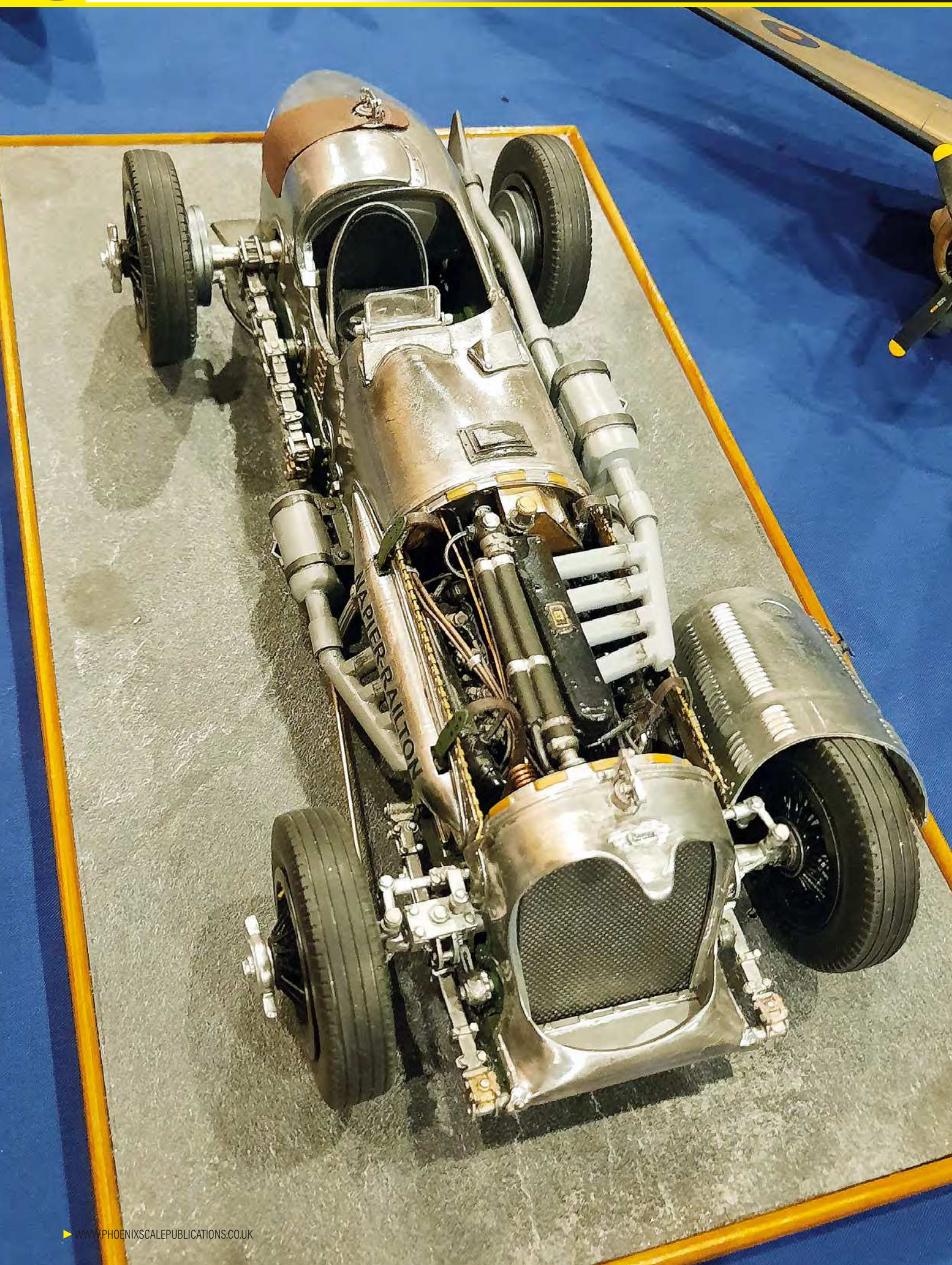




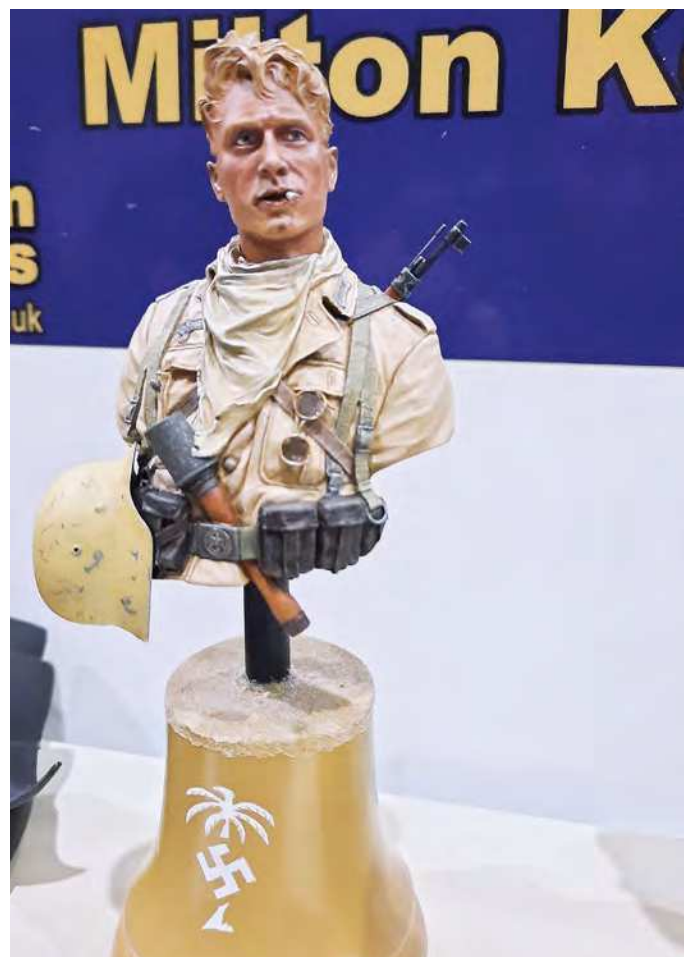
Modelkraft 2022

The World's Largest One Day Model Show

PHOENIX SCALE
modelling















Eduard GUIDES

HOW TO WORK WITH EDUARD PRODUCTS

Jakub Nademlejský shows us how to apply Eduard decals
(This article previously featured in INFO Eduard Free e-magazine)



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HOW TO APPLY EDUARD DECALS

The new generation of Eduard decals has been developed since 2018. In all kits of all Eduard series, these decals have been standard since September 2019. Another type of decals is not used for Eduard kits after this date, the same applies to Eduard Decals sets. These decals allow the removal of the upper cover layer of varnish after application and settling of decals, which leads to a perfect fusion of the decal with the surface of the model. This is even though they were not originally designed for such an application and the basis of their application is the classic procedure, where the varnish is not removed from the applied decal. Jakub Nademlejnský's presentation shows both possibilities. Both also give a good result, the procedure is not difficult in either case. Every modeler can handle it while following the basic rules and with the necessary skills. So, it's up to the modeler which option he chooses.

Jakub Nademlejnský

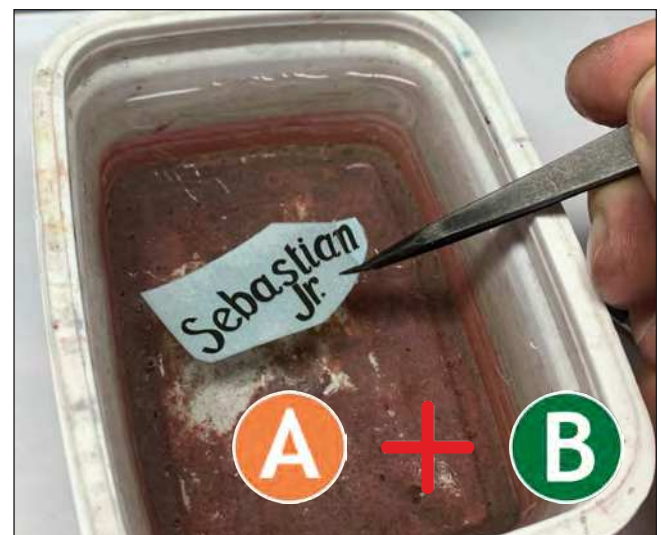
Firstly, I spray the fuselages with glossy black paint GX2 and then with Plate Silver SM07, so that the surface is as close as possible to real metal finish and thus also as difficult as possible to decals application.



The first photo shows the tools needed to airbrush paint on the P-51D-5 Mustang fuselages and a decal sheet for Mustangs from the 357th Fighter Group (cat. No. D48077).



I cut out the specific decals that I want to apply from the sheet. Then, I soak the decals in water at room temperature.





Now I apply a few drops of water with my finger on the place where I want to apply decals on the fuselage. Instead of water, I could use Mr. Mark Setter from Gunze, but it is not necessary.

A + B

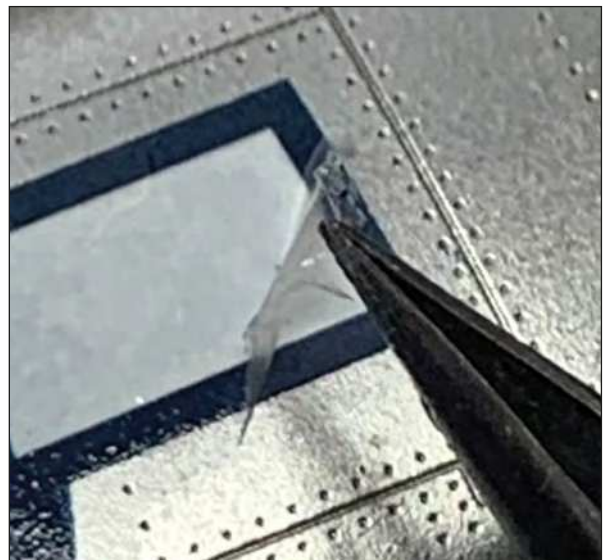


After about a minute, the decals will release from the paper. I grab the base paper into the tweezers and use my finger or a wooden stick to pull the decal from the paper into a cluster of drops on the model. Then, I can move the decal on the model with my finger or a wooden stick and place it in its place.



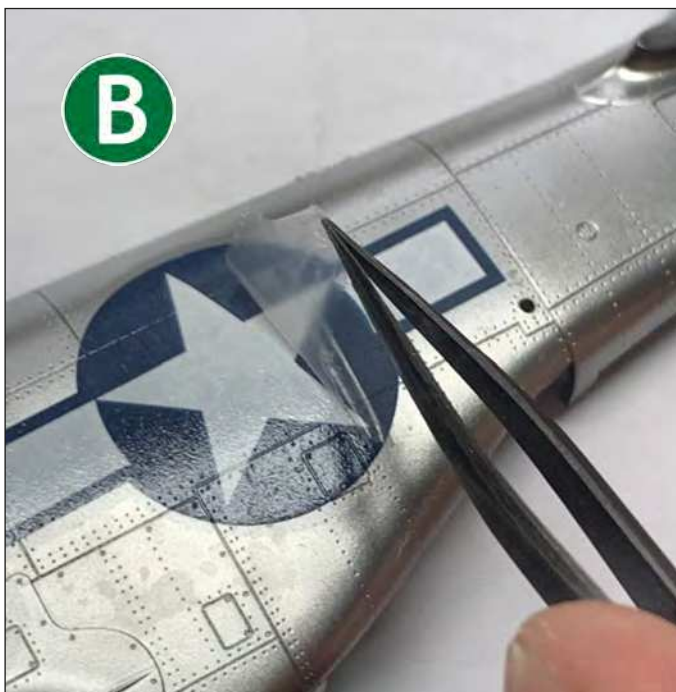
A + B

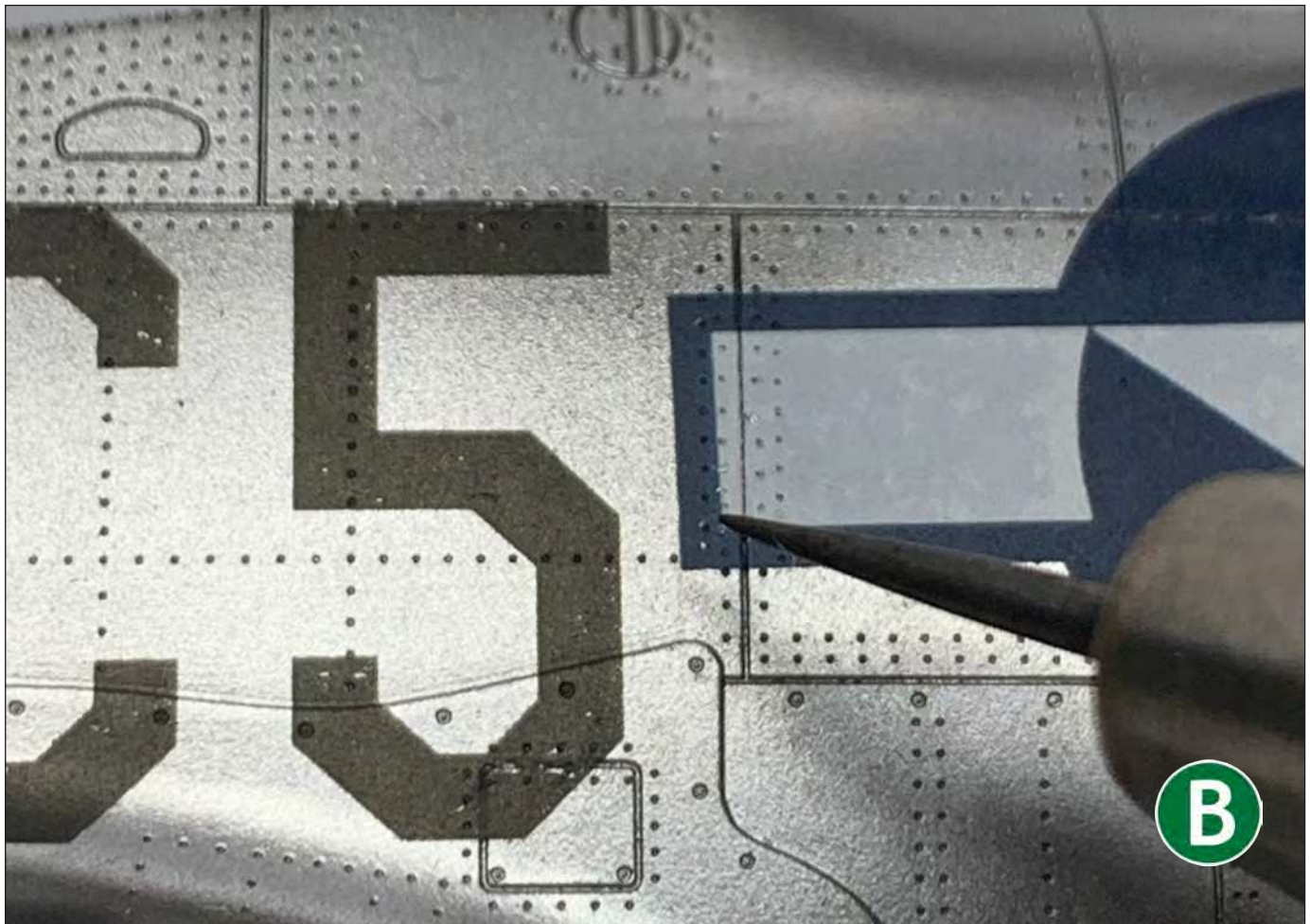




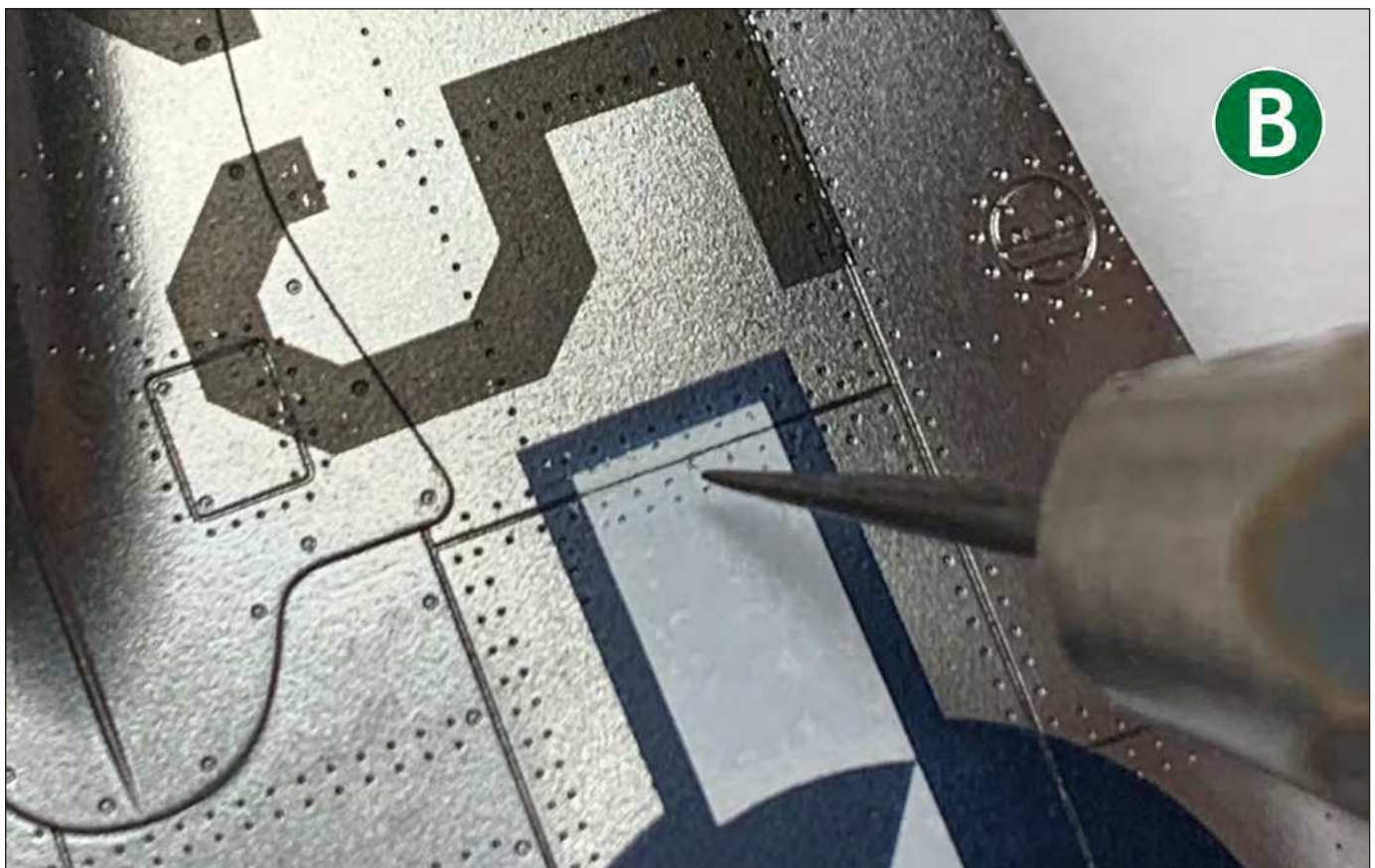
If I want to remove the film from the decal, I will leave it for the next day (approximately 10 hours). After this time, I take a sharp X-acto knife, find the edge of the film, and gently peel it off, so that I can then take it with tweezers and carefully remove the paint.

Removing the film is easy, however, I recommend training the whole process on a training piece of plastic.





Various weathering can be done on the decals from which the film is removed. If we want, we can still highlight the rivets and stretch the engraving, which is then better filled with wash.





The result of the fuselage with the film left before weathering and final painting of the surface.





Almost final result of applied decals with removed film.

The filmless variant also makes it possible to show wear also by partially removing the colour of the decal in places where we need it.

