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**MARTIAN
MANHUNTER**

SCANIA

BIG YELLOW S730



**DESERT
CHALLENGER**



**IN THIS
ISSUE!**



**KING OF THE DUMP : A BIG MAUS : CANADIAN BLADE - SABRE F.4 : THANOS
VALLEY OF THE HAWKS : YORHA NO.2 - MACHINE WAR ANDROID : 3D PRINTER REVIEW
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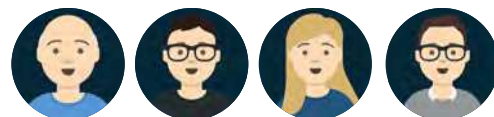
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WELCOME

KEEP ON TRUCKING!

This month you will noticed that our automotive section features not one but two splendid trucks. First, we

have the latest Italeri Scania, ably brought to life by Jez Coleman, and then we have the recent 1:35 Zvezda Kamaz 65115 Dump Truck by Eifion Davies, which we hope you enjoy. On another tack, we do seem to be leading the charge with 3D printing at the moment, and in this issue, you will find no less than three figures created using this method. As promised last month, Ivan Gilbert brings two superb projects with his YoRHa No.2 - Machine War Android and his Martian Manhunter, both superbly painted. Also, we have Mark Thomson's Thanos bust from the Avengers Endgame movie, another great build. And, for those of you not yet familiar with the nuts and bolts of 3D printing, the Lee Powell guides you through his experiences with the Anycubic Photon M3 4K 3D Printer and Anycubic Water Washable Grey Resin. Well worth a read if you are thinking of getting into this growing area of the hobby. In our aviation section we have the 'Ghost of Kyiv', brought to you courtesy of Snoore Sandviken and the 1:72 ICM MiG-29 9.13. In our Sci-Fi section this month we have a wonderful 1:300 Dream Gear

Arkhitect Advanced Research Colonizer, is it an airbrush or is it a spaceship? It's pretty unique, and Robert Stinchcombe explains all!

Military wise Lee Powell builds the new Tamiya Desert Challenger II, and Scott Taylor of SMS takes a look at the Vespider Models Panzer VIII German Super Tank! We hope that you enjoy all this and more! We do have an update on our cover price. We have done our absolute level best to keep this as low as we could, but the continual rise in paper, energy and printing charges means we cannot absorb these increased costs, and very, very reluctantly we need to adjust our prices from next month's issue. That said, we will continue to pack our pages with top quality builds, and of course, should you want to go digital, then these issues have at least twenty or more pages for you to enjoy at a lower cost. You can find details in on how to order from Pocketmags elsewhere in this issue. So, we hope that you enjoy this and our future issues, and all that remains to say is... Happy Modelling from the Phoenix Team

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

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ALL NEW CONTENT! BENCH BUDDY AIRBRUSH OR SPACESHIP? THE GHOST OF KYIV MIG-29

NEWS, VIEWS AND SPRUES!

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SCANIA BIG YELLOW S730

DESERT CHALLENGER

IN THIS ISSUE! PHOENIX

COVER

MAIN COVER IMAGE - JEZZ COLEMAN

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Wessex UH.5

No 2720 model kit
modèle réduit

1:48 scale
échelle



We are donating all profits on these Italeri Falklands kits to Help for Heroes



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40 YEARS ANNIVERSARY

FRS.1 Sea Harrier

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modèle réduit

1:72 scale
échelle

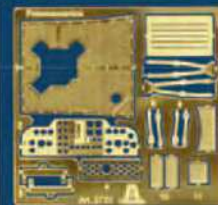
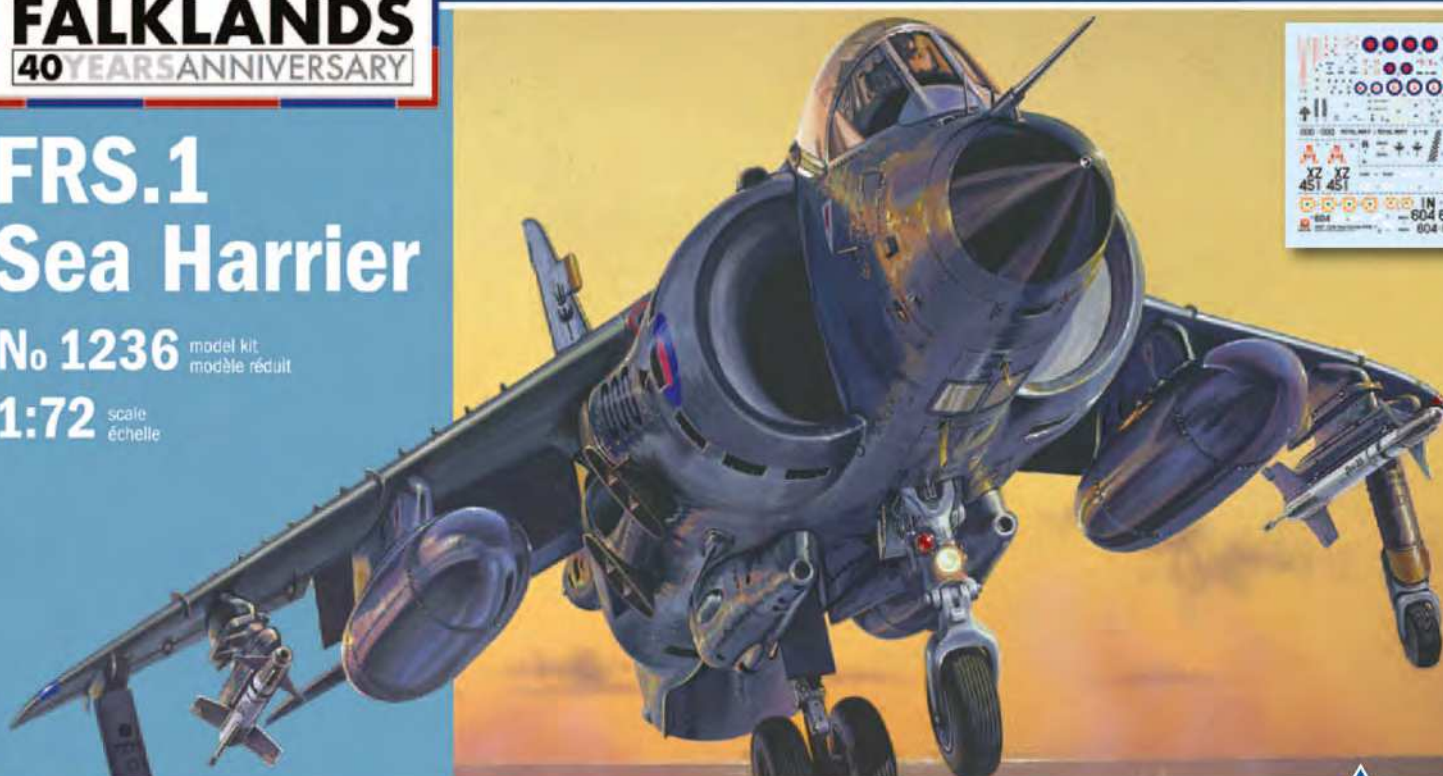


Photo-etched parts



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AUTOMOTIVE



08 S730 Highline 4x4
Big Yellow Scania



14 Kamaz-65115
Dump Truck



Big Yellow Scania

*JEZZ COLEMAN TAKES A LOOK AT THE 1:24 ITALERI
S730 HIGHLINE 4x4*

ITALERI

Scania launched a limited edition of twenty-five flagship S Series Highline tractor units in celebration

of the fiftieth anniversary of its famous V8 engine. These were available in either two or three axle format, and each truck in the series was individually numbered and distinguished by a range of features unique to the edition, together with the high end V8 styling package. The Scania V8 is the last word in premium design. Every aspect of seating, accommodation and storage has been perfected. The result? An impeccable interior, which combined home comforts with total practicality. Life on the road has never been better. Since its debut in 1969, the Scania V8 has been turning heads around the world. Today, it enjoys legendary status among operators and drivers alike and is regarded by many as the 'King of the Road'.

Scania S730 Highline 4x4

Manufacturer: Italeri

Scale: 1:24

Kit Type: Plastic injection moulded

Kit Number: 3927

Having built several of the offerings from Italeri many years ago, when the opportunity arose to build one of these vehicles I jumped at the chance. I was really excited to tackle one of these as men we never grow up and I'm sure at some point when growing up, we all wanted to drive a lorry right? I mean so much so my day job is doing that very thing! So, let's get right to the kit, and on opening the box I was amazed at the amount of plastic you are presented with. There was also a small sheet of etch for the badges front grille, and also a very well printed sheet of Cartograph decals, which is always nice to have in any kit.

CHOOSING THE APPROACH

After reading through the instructions thoroughly before assembly, started I decided to approach the build in four separate sub assemblies,

The wheels and tyres ready to fit

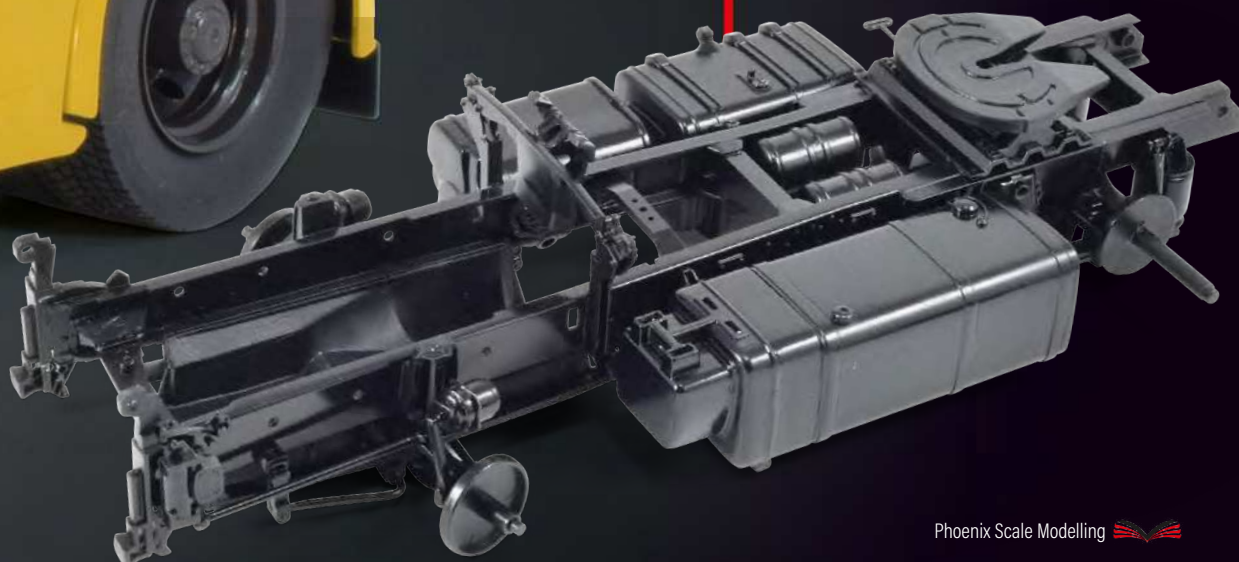


these being the chassis, engine cab interior, and bodywork, and treat them all as a separate kits, which when completed would all come together in the final mix.

THE CHASSIS

First up was to assemble the chassis, which comprised of two legs and several spars that joined, both giving you a rather sturdy framework. A top tip here, while assembling, make sure you keep the assembly rested on a flat surface to ensure that the whole thing glues square and level. The rear differential and suspension were glued into place along with the front axle leaf springs and the working steering mechanism. With all of the main construction completed, I applied some black primer, and once dry I added a semi gloss black over the entire chassis. This was then set aside to dry while I set about assembling the next part.

The chassis and the huge fuel tanks



ENGINE BLOCK

The engine block was quite simple in its construction, and the devil is in the details as they say. The engine comprises two halves of the head and gearbox, and a forward section that houses the belts and pulleys and a smaller end cap for where the prop shaft would be attached. The two separate cylinders heads are glued in place along with the turbo and associated piping. Some of the smaller parts that adorn the top of the engine were also fixed in place. You can build a reasonable engine out of the box, but the super detailer could really go the whole nine yards in this area and add many of those finer details to bring another level to the engine. I choose the simple but effective route by giving it a nice paint job with a little weathering for good measure. For this I firstly painted the engine with flat aluminium and with some careful masking, I added several various shades of metallic colours to bring some visual interest.



The engine is pretty good but open for super detailing

RADIATORS, PIPING AND DUCTING

Areas such as the radiators and multiple pipes and ducting were also assembled and painted the corresponding colours as per my references. The wheels and wheel hubs were all assembled and painted using a dark iron colour, which I thought was a lot better than just a plain gloss black. The rubber tyres were then pushed fitted over the wheels once the paint was

The cab section painted up

I used an automotive yellow paint



The cab interior has some neat decals





The lower cab assembly

The mudguards ready for installation

dry. The many sub-assemblies that would need attaching to the chassis then required assembling and painting, such as the huge fuel tanks, air boxes, and exhaust.

LOOKING THE PART

This was really where the kit begins to look like a 'big rig', with all its aerodynamic surfaces and shape of the body. The task of assembly and painting needs to be thought out well to ensure ease of construction and painting. First up were the large front/rear mudguards with all their attachment points. Then the outer cab was needed to be glued together making sure the entire thing stays as square as you can. For this I temporarily fitted the interior flooring to hold the shape of the cab while the glue is drying. The upper roof section was not attached now, which would allow me to install the interior later in the build. The front bumper was also assembled and the inner wheel arches were glued in place on the front bumper.

AERODYNAMICS

All the aerodynamic parts, such as the roof spoiler and side skirts, from the chassis to the upper cab were removed from their sprues and these were all prepared to receive a coat of grey primer. After several hours drying time I then wet sanded the surface with 3000 grit polishing pads to remove any imperfections, as I wanted the finish to be as smooth and shiny as possible. With all the body parts ready it was time to apply the main yellow colour, and here I used a custom made automotive colour called Liquid Yellow. This comprised of a firstly applying a base layer of a pale yellow, and once dry adding a liberal coat of a pearlescent topcoat. This really adds that extra depth to the overall finish. The black trims and window frames required some masking before painting semi gloss black. I then applied the decals to all the bodywork, which being from Cartograph, they performed faultlessly. I then sealed them in with a coat of automotive laquer. Everything was then put aside for several

days to fully cure, before the paintwork was again wet sanded with some fine grade polishing pads to get that high gloss showroom sheen. I then hand polished everything using a high grade car wax, which brought the surface to a very nice realistic shine.

INTERIOR

The majority of the interior parts could be assembled separately, such as the dashboard, seats and rear sleeping compartment. After painting, these were then carefully inserted through the top, before I fixed the roof in place. The main colour for the interior was a light gull grey, closely followed by a dark grey. With a little bit of careful masking I was able to pick out the various details within the cab area. There



The engine and chassis assembly



were some small decals to fit here to add a little more detail. With everything now fitted I fixed in all the glazing using Deluxe Materials Glue n' Glaze.

BRINGING IT ALL TOGETHER

With all the components pretty much complete, it was time to start to bring them all together. I began by attaching the bumper and the rear mudguards to the chassis. I then dropped the engine and radiator into place and attached all the ducting and pipes as per the instructions. I then attached all of the smaller details. The wheels and tyres were also attached at this point. Time now to fit the cab to its pivot point, secured by two the two small locating pins. Then I added the rear roof spoiler and lastly I fixed the front and rear light into place with some PVA. That completed one of the largest projects that I have attempted this year!

This build took a while longer than I first anticipated, however, the final look is quite stunning. Thanks to The Hobby Company for the build sample. [modelim](http://www.modelim.com)

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King of the Dump



Working on the cab.....

EIFION DAVIES BUILDS THE 1:35 KAMAZ-65115 DUMP TRUCK

ZVEZDA

The Kamaz 65115 is produced by the Kamaz Auto Plant and is one of the best-selling dump trucks in

Russia. It's a three-axle truck with twin tyres on two rear driven axles. It's designed to carry loose materials from construction work and has a payload of fifteen tonnes. It was first produced in 1998 and is designed for the cramped conditions of city work, being unsuitable for long distances due to the stiff suspension and lack of a sleeping area in the cab. The kit consists of six sprues and eleven tyres. Three of the sprues are produced in

Kamaz-65115 Dump Truck

Manufacturer: Zvezda

Scale: 1:35

Kit Type: Plastic injection moulded

Kit Number: 3650

black, containing all the parts for the chassis and engine, two sprues for the bodywork are produced in orange. The fifth sprue contains all the clear parts. On opening the box and looking through the sprues it becomes apparent that the chassis has a high parts count and is very detailed. One of the first thing I noticed on the instructions

is that it can be posed with the tipper body in the raised or lowered position as it comes with an extended ram and a compressed one. At first, I thought it would need to be a permanent fix, but I soon realised the rams could be swapped over to display in either position.

Starting on the build, I deviated somewhat from the instructions and built all the bodywork first, starting with the tipper body. This went together well, but I left one part of the framework off, so I could attach it to the chassis after all the paintwork has been





The chassis builds up nicely....

...and I test fitted the tipper section



completed. The rear cover of the truck can be built so that it swings open and shut on some hinges. These hinges are fitted onto a little pin and then the outer frame is glued in place over this, sandwiching it in place. It could be easy to get some glue to run onto the hinges, so care must be taken here. Once it was complete, I put it aside until the painting stage. The next was the cab, which is very sparse, with just a dashboard, steering wheel and two seats are all it contains, giving off a very cold feeling. To make it seem a little bit more used, I decided to add a drinks bottle and a newspaper onto the dashboard. This was built in stages, to aid the painting later. The Pepsi bottle came from a trash set, Plus Model set #486. It contains a lot of trash with

You get a nicely detailed engine





The chassis after
some paint....



...and the same on the
underside....

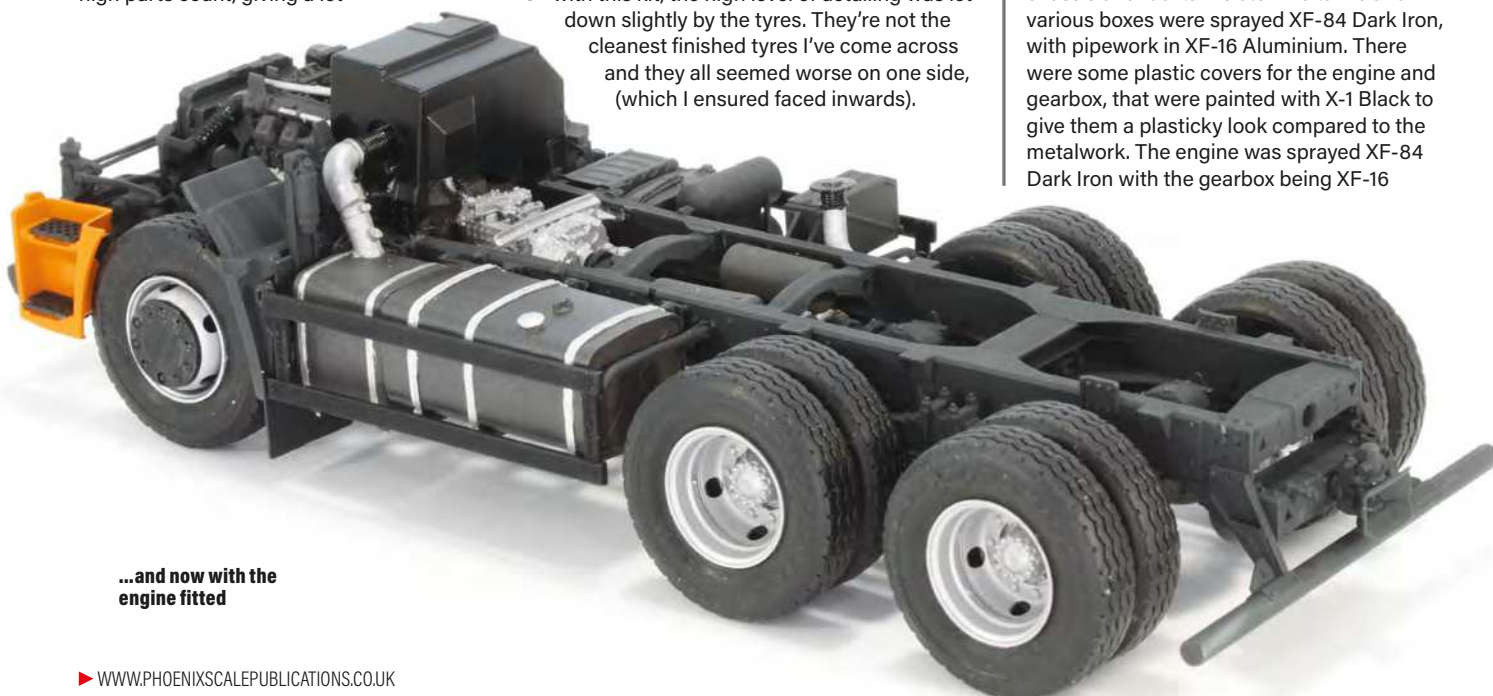
some decals for the bottles and cartons. This I coloured in with Tamiya X-19 Smoke, to give it a bit of an opaque look and seem full. The newspaper was simply a screenshot of a Russian newspaper reduced in size until it looked the correct size. These were both fitted to the dashboard using Deluxe Materials Glue-n-Glaze.

The chassis came next, and this had a very high parts count, giving a lot

of detailing. As this was a tipper truck, a second, smaller chassis must be built, to attach the tipper body to the main chassis. Adding to the level of detail is the fact that the rear suspension unit swivels once completed, only slightly, but enough to make me smile as I played around with it. There are a high number of parts to build and attach to the chassis here, and all these were completed prior to painting, with the majority being left off until after the painting stage. Putting the wheels together was the first disappointment with this kit, the high level of detailing was let down slightly by the tyres. They're not the cleanest finished tyres I've come across and they all seemed worse on one side, (which I ensured faced inwards).

Once all the assembly was completed, I moved onto the painting. Even though the sprues came in the primary colours, I primed them all in light grey, using Alclad II, ALC-302-60 Grey Primer and Microfiller. I then proceeded to paint the kit using Tamiya acrylics fired through my Harder & Steenbeck Evolution AL Plus airbrush. The cab and tipper body were sprayed with a few coats of X-6 Orange, with the inside being XF-53 Neutral Grey and XF-1 Black.

The chassis itself was painted in XF-69 NATO black, as I wanted a slightly lighter black to show the differences between the chassis and fuel tanks etc. The tanks and various boxes were sprayed XF-84 Dark Iron, with pipework in XF-16 Aluminium. There were some plastic covers for the engine and gearbox, that were painted with X-1 Black to give them a plasticky look compared to the metalwork. The engine was sprayed XF-84 Dark Iron with the gearbox being XF-16



...and now with the
engine fitted



Aluminium. Various hoses and pipes were painted black, or aluminium as needed. The chassis was finished in matt, using Winsor&Newton Galeria Matt Varnish. The parts that needed to shine and look plastic, the cab and the tipper body were all sprayed gloss, using Alclad II ALC-602-60 Aqua Gloss.

Assembly came next, and everything fitted into place nicely, with the minimum amount of touch ups required. The last pieces fitted were the mirrors, the arms being painted X-1 Black, and the mirror surface obtained using a Molotow Liquid Chrome pen. The kit did come with thin metallic look stickers to replicate the mirror, but I found these wouldn't sit flat on the curved surface and looked added on. There was minimal number of decals with the kit, some stripes on the tipper body, number plates and manufacturers name and badge

for the front, these all sat in place easily and were then protected with a further coat of gloss.

This is an excellent kit from Zvezda, very detailed and with a high parts count. My only criticisms are the tyres and the ram for the tipper body. The tyres could be finished a bit tidier and the closed ram, for the tipper body down, needs to be a bit longer. It sits in place but unless glued in, the slightest knock can make it fall out. As I wanted to be able to pose the truck with the tipper body up and down,

I wasn't gluing it in place. I did check that everything else was in place in case it was my building that caused the issue, but everything else fitted snugly. The open ram looks great and fits perfectly in place. Apart from this little niggle, (and it is a really small issue) this builds into a very nice kit, and I thoroughly enjoyed the build. [modeling](#)



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AIRCRAFT



FIGURES



SCI-FI

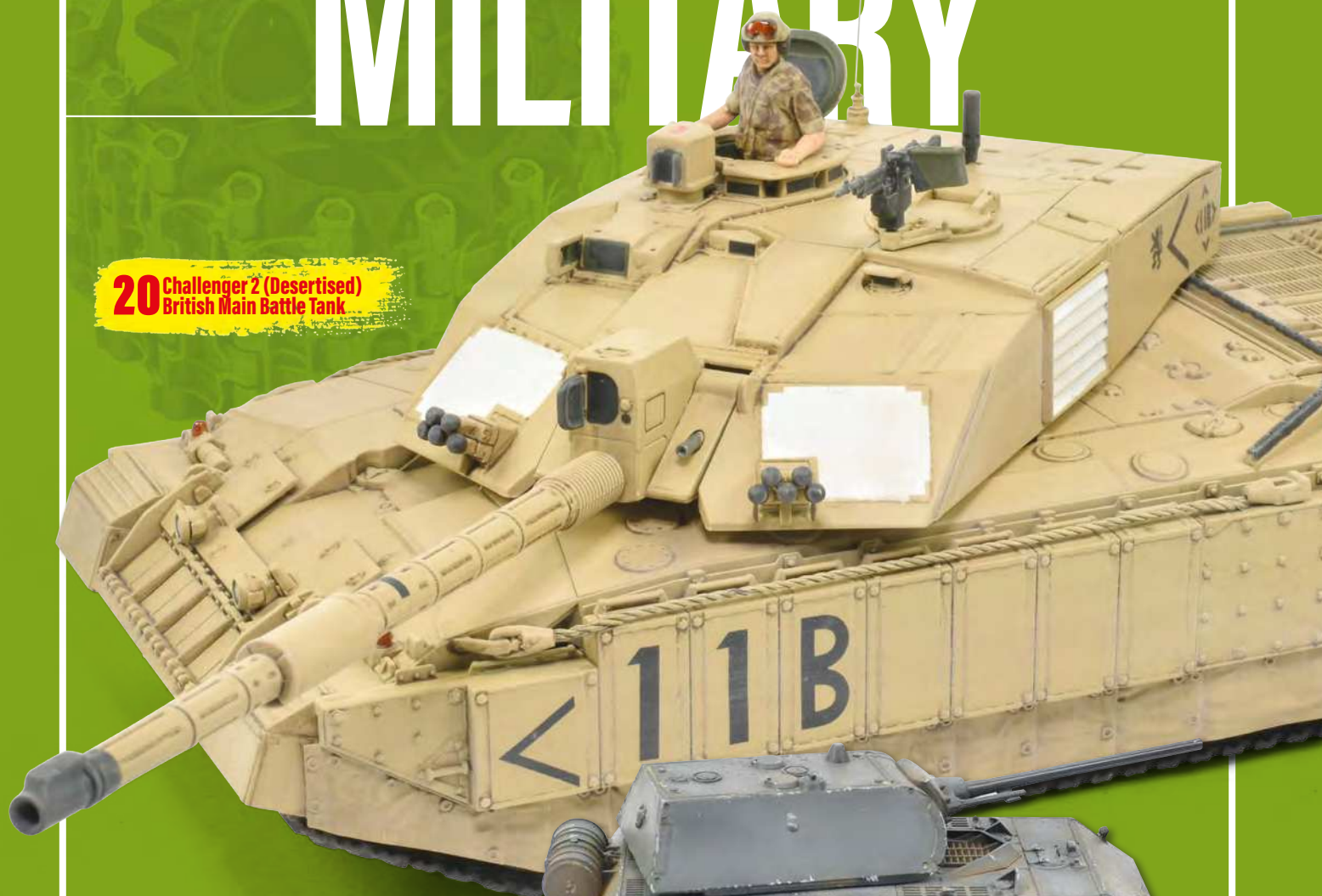


BOOKS

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MILITARY

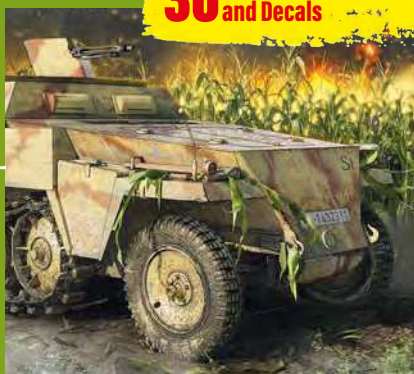
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and Decals



55 Cal. Desert Challenger

LEE POWELL BUILDS THE RECENT 1:48 TAMIYA CHALLENGER 2

TAMIYA

The Challenger 2 is an extensive redesign of the Challenger 1, although the hull and automotive

components seem similar, they are of a newer design than that of the Challenger 1. The Challenger 2 is equipped with a 120mm 55 calibre, L30A1 tank gun the successor to the L11 gun used on the Chieftain and Challenger 1. Uniquely among NATO main battle tank guns, the L30A1 is rifled, because the British Army continues to still highly value the use of high-explosive squash head (HESH) rounds in addition to armour-piercing fin-stabilised discarding-sabot rounds. The

Challenger 2 (Desertised)

Manufacturer: Tamiya

Scale: 1:48

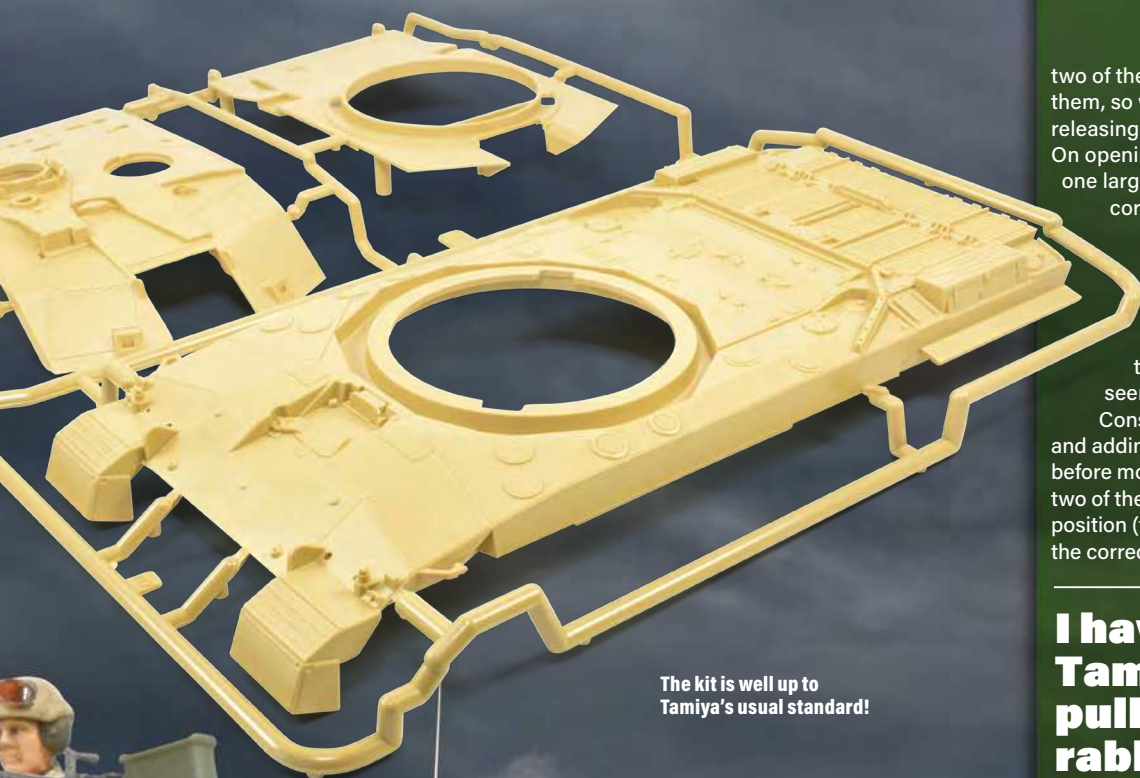
Kit Type: Plastic injection moulded

Kit Number: 32601



Challenger 2 is also armed with a L94A1 EX-34 7.62 mm chain gun and a 7.62 mm L37A2 (GPMG) machine gun mounted on the top of the turret, fifty main armament rounds, and 4200 rounds of 7.62 mm ammunition are carried. The Challenger 2 has a four-man crew, for their protection, the turret and hull are protected with second generation Chobham armour. To date the only time a Challenger 2 has been destroyed during operations was by another Challenger 2 in a 'blue on blue' incident in Basra, Iraq in 2003. Tamiya have had a 1:35 'Desertised' Challenger 2 in their range since 2004, I have previously built





The kit is well up to
Tamiya's usual standard!

two of these kits and really enjoyed building them, so when I heard that they were releasing a 1:48 version I had to build one! On opening the box there are five sprues, one large metal hull weight, a length of cord for the side cables and a small, but full decal sheet with markings for one vehicle from Iraq in April 2003. As you would expect from Tamiya, the parts on the sprues look fantastically detailed and the decal sheet is nicely printed and seems very thin.

Construction began with the lower hull and adding the large metal weight into this before moving on to adding the rear plate and two of the road wheels that go in a specific position (the tab on these wheels determines the correct position that the track needs to

I have to say, Tamiya have pulled another rabbit out of the hat here with this 1:48 Challenger 2!

be attached to). The drive sprockets, idler wheels and ten other road wheels are next to be assembled before being added to the lower hull, this is before adding two supports to the lower hull that support both the upper hull and the side armour panels. The tracks are next to be assembled and these need to be in a specific order stated so that these all fit and sit correctly. The one thing that leapt out at me was that the tracks did not go the whole way around, stopping and starting on the upper hull supports installed earlier.





**The kit
builds up
superbly.....**

**....with few, if
any issues**

Not a problem, as the side armour and skirts cover this, but if you planned to build a standard armoured UK Version, this would not be possible out of the box.

The upper hull was due to be attached to the lower hull next, but to make painting the tracks easier, this was just rested on top on the mounts to be easily removed at a later stage of painting. The side armour and skirts were also supposed to be attached as well at the next stage, but the mounts for these were cut off and these were glued to the upper hull (the guides for these were excellent on the upper hull which made it a lot simpler to do). The attachment of the front armour and exhausts was next, this was straightforward and fitted perfectly, the rear mudguards and spare tracks were left off at this stage to make painting easier. The rear panel fuel barrels, fuel and water cans and other detail items were built and attached to the rear panel and the front of the hull, the hull was then complete (the tow cables from stage 22 were also assembled and added at this point). Construction of the turret starts with the gun assembly;

this has two poly-caps to allow the gun to raise and lower as is standard for Tamiya kits. The gun assembly was then added to the lower turret, before the upper turret is then attached. The turret side panels are next to be added before adding the rear panel and the CIP panels. The main gun barrel is added with no issues along with smoke dischargers, turret hatches and other small details (though the machine gun was left off at this stage to make painting easier). A commander figure is supplied, and this looks nicely detailed, so this was built up, as with the machine gun, however, this was left off to paint separately and add at a

later stage. The construction went without any hitches, and it was then time to get some paint on and start to bring it to life!

The entire model plus all the other bits such as the commander, the rear mudguards, the upper machine gun and the spare tracks were all given a coat of Tamiya Grey Fine Surface Primer before being checked for any gaps or areas that needed filling, but there was no work to do here! I chose to paint the main colour using a Tamiya rattle can TS-46 Light Sand as recommended in the instructions, I had previously used this on the Tamiya 1:48 Abrams and thought the colour was actually a good match, and this sprayed on nice and smooth. Before the main colour was sprayed, the CIP Panels on the side and rear of the turret were painted with Tamiya XF-2 Flat White, after a couple of coats of this had been applied and dried, these panels were then masked off. After applying two light coats of

**Working on
the turret**





I added a coat of
Tamiya Fine Grey
surface Primer....



...and checked
for any
imperfections



For the main colour I
chose Tamiya TS-46
Light Sand from a
rattle can

I then painted the
figure, the gun and
the CIP panels



I then added the decals...



...and a Modellers World
Earthy Grime Oil Wash



the TS-46 and leaving it to dry overnight, I cracked on and painted the tyres with Tamiya XF-85 Rubber Black, these would hardly be seen but I painted them anyway.

When the tyres were dry, the tracks were painted with a couple of thin coats of Tamiya XF-84 Dark Iron and when this had dried overnight a coat of AK Interactive Track Wash was applied and

dried, another light coat of Tamiya TS-13 was applied to seal the decals in. For the weathering I first applied Modellers World Earthy Grime Oil Wash around all of the bolts and raised areas as well as any sunken details. When this had dried any excess was cleaned off and tidied up with a brush lightly dampened with Modellers World Oil Thinners. A coat of Tamiya TS-80 Flat Clear was applied to flatten down the finish. I love this flat spray as it really gives a nice-looking matt finish to armoured vehicles. Finally, to wrap the build up, I used Modellers world pigments, and for this vehicle I used the Rubble ones which seemed more apt for these vehicles which were seen on the built up streets of Iraq. As always, I was blown away by the quality of these pigments! The pigments were so fine, they went on brilliantly and settled just right in the tracks and around the hull, being very subtle, but just visible enough to look used.

I have to say, Tamiya have pulled another rabbit out of the hat here with this 1:48 Challenger 2! This will complement the Airfix 1:48 Modern British Vehicles released a few years ago and would make for a stunning diorama. The build quality is standard Tamiya with no issues faced at any point and is ideal for beginners or for seasoned modellers. It would be nice to see a standard 'non-desertised' Challenger 2 released at some point, though this may be difficult with the breakdown of the kit, especially with how the lower hull and the tracks have been designed for this model. Thanks to the Hobby Company.

again left to dry overnight before the rubber pads were picked out with Tamiya XF-85 Rubber Black. All of the other details were picked out on the vehicle using Tamiya acrylics as directed in the instructions and all of the other components were painted and added to the vehicle at this stage. I then gave the vehicle a coat of Tamiya TS-13 to give it a glossy base before applying the decals, and when these had settled and



A Big Maus!



SCOTT TAYLOR OF THE SCALE MODELLERS SUPPLY BUILDS THE 1:72 VESPID MODELS PANZER VIII GERMAN SUPER TANK

VESPID MODELS

The Panzer VIII 'Maus' was a late War attempt by the German Wehrmacht to create a Super Tank to win

the conflict. Only two were known to have been made, two hulls and one turret, and the completed one was briefly tested unsuccessfully before being captured by the Soviet forces in the late War. Vespida Models released their 1:72 version of the Maus in late 2020 and being that they are a relatively new company in the model world, I decided to give their offering a go. The kit itself was a dream to build. Even though this kit is 1:72, the sheer size of the real Maus means that the physical size of the model is more like a 1:48 kit! The kit had no issues at all, and almost fell together with how well designed

German Maus II

Super Heavy Tank

Manufacturer: Vespida Models

Scale: 1:72

Kit Type: Plastic injection moulded

Kit Number: VS710006

it is. Best part about it, it also comes with photoetch and metal barrels for the turret, meaning there is no need to invest in any aftermarket sets for this kit. One thing I did do, was to leave the upper portion of the tracks out. As the side panels cover these tracks and they needed to be easily removed, the top length was used to align the rest of the tracks and then removed completely. With how the track curves around the running gear and into the covered part, it



held on just as well as if the entire track was assembled. So, after just a couple of hours, the kit was assembled and ready to paint.

The metal parts were first painted using SMS Etch Primer and a brush. Etch Primer contains a mild acid that will 'bite' into metal and create a surface that is ideal for the next layers of paint to bond to. Whilst it is possible to paint on top of metals with solvent-based paints, without the Etch Primer, you can run the risk of the paint scratching and flaking off. Once the metal parts were coated with the Etch Primer, it was put aside for a few hours to dry. Once dry, the first of two colours, German Grey, was airbrushed onto



Even though this kit is 1:72, the sheer size of the real Maus means that the physical size of the model is more like a 1:48 kit!

the entire model. The German Grey looked a tad too dark at this stage, so using Dark Grey, I airbrushed each panel in a circular fashion making sure not to go too close to the edge as I wanted to keep a shading effect on the edges. Once I got the look I wanted, the model was put to one side to dry, and my attention turned to the tracks. As the tracks weren't fixed in place yet, they could be removed to easily allow for painting. They were first airbrushed with Camo Black for the base, and then topped with Gunmetal. I find Gunmetal is a great metallic for creating a dark steel look on tracks. Once the tracks were done, I then reattached them to the model and then fixed them in place with some Extra Thin Cement. With the painting done, I could then move onto the weathering.

Weathering was relatively simple for this build. Keeping in mind that the Maus itself was a massive piece of machinery, I began by carefully adding small chips around the edges of where it would have been most likely for them to appear when in use. For this, I used a small brush (size 3/0) and a combination of Barley Grey and Black

to give a slight two-toned effect to the chips. A brown wash was added on to the recessed areas and around the edges. On some edges, I also used the brush to drag the Wash down the sides of the tank to give the impression of a build-up of dirt and grime that had trickled down the sides in the rain. The final part of the Weathering had to wait though, as I needed to make the base first so I could



They were first airbrushed with Camo Black for the base, and then topped with Gunmetal

... and once dry, the first of two colours, German Grey, was airbrushed onto the entire model

The German Grey looked a tad too dark at this stage, so using Dark Grey, I airbrushed each panel to keep a shaded effect

use the pigment powders to tie it all together and make the weathering look more natural.

To create the base, I started with a block of extruded polystyrene foam board (XPS). This type of product is usually used for insulation of walls in newer houses and is readily available through hardware stores here in Australia. The best part of XPS is that it is easily carved using a sharp knife or a hot wire foam cutter. The top of the block was shaped using a knife to create a road through the centre, a dip to the front right and then a slight rise at the opposite side on the rear. With the shape all worked out, it was then coated with a fine grit plaster filler and left to





dry. The plaster filler had a little bit of pumice like grit to it which was a perfect texture for a dirt road. Once dry, I gave it all a quick sanding with fine grit sandpaper to knock the excess plaster filler off and make it smoother and in scale. I then test fitted the Maus to the base and using a little more of the plaster filler, created the track indentations by using a spare piece of track left over that was pushed into the wet plaster filler.

Everything was then painted with a variety of brown and tan colours, some 3D printed oil drums and other small bits were added to the front and then the scratchbuilt fence added to the rear. It looked quite barren still, so grass tufts were added along the back and front and then to add some extra colour, some flower tufts were added also. With the base fully completed, the Maus was glued in place using CA Glue and then using earthy weathering pigments, mud and dust was added to the

tracks, underside and lower sections of the side armour panels. Doing this part with the Maus attached to the base allowed for it to be tied together using the pigments on both the model and the base. And with a final coat of Flat Clear to seal in the pigments and other weathering effects, the Maus was complete.

All in all, this kit is a fantastic kit to work on. Everything went together well, and I had a great time airbrushing it. I have a few more Vespider kits in my back log including some British tanks, so you might see some more in some future articles!

[modeling](#)



I added some dirt onto the tracks



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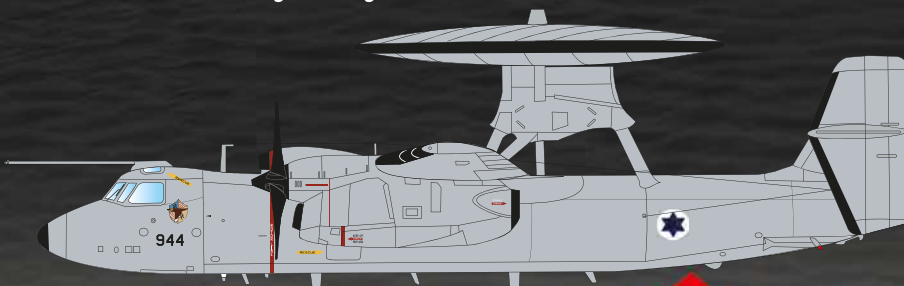
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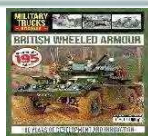


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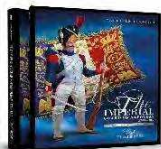
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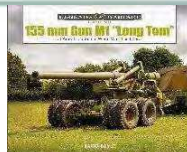
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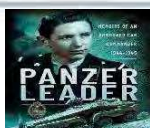
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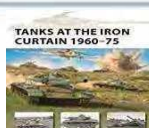
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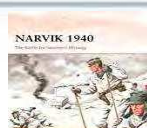
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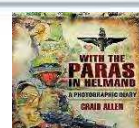
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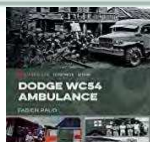
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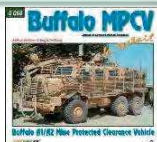
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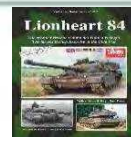
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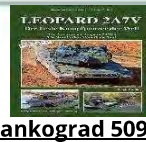
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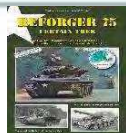
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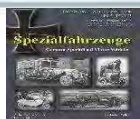
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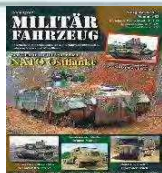
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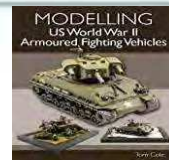
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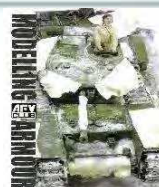
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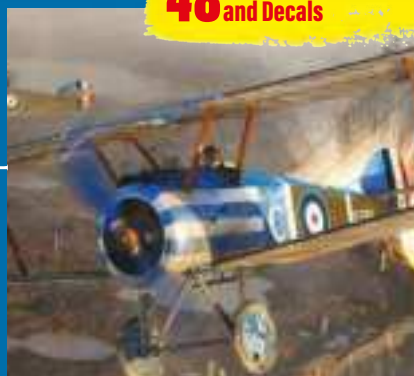
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Fact or Fiction?

The Ghost of

HUW MORGAN LOOKS AT THE 1:72 ICM MiG-29 9.13

ICM

The current conflict in Ukraine is probably one of the most reported in modern times, with both

sides taking advantage of the worldwide media coverage that's occurring, and unlike previous wars, fighting digital battles through social media platforms. In this febrile environment public participation is at an unprecedented level and one notable effect has been the growth of media-fuelled folk tales and myths, some of which have arguably been used to bolster public morale. One such myth is that surrounding the existence of a superhero Ukrainian fighter pilot, the 'Ghost of Kyiv' who is credited with extraordinary feats of airmanship and accounting for massive numbers of enemy aircraft shot down only to die heroically in combat. It's easy to be cynical about such tales, and in reality, the existence of such a hero is unlikely, what is probably real however is that such tales epitomise the spirit and fortitude of a people under extraordinarily harsh conditions, and the skill and courage of military personnel often outnumbered and outgunned yet managing to contain the enemy. Ukrainian model kit manufacturer ICM have responded to this environment by re-issuing their MiG 29 kit (the MiG 29 is the most numerous of Ukraine's fighters, - reinforced by spares and airframes from erstwhile Eastern Bloc countries) with a specific set of markings representing the digital, pixelated camouflage seen on Ukrainian combat aircraft.



The Ghost of Kyiv - MiG-29

Manufacturer: ICM

Scale: 1:72

Kit Type: Plastic injection moulded

Kit Number: 72140

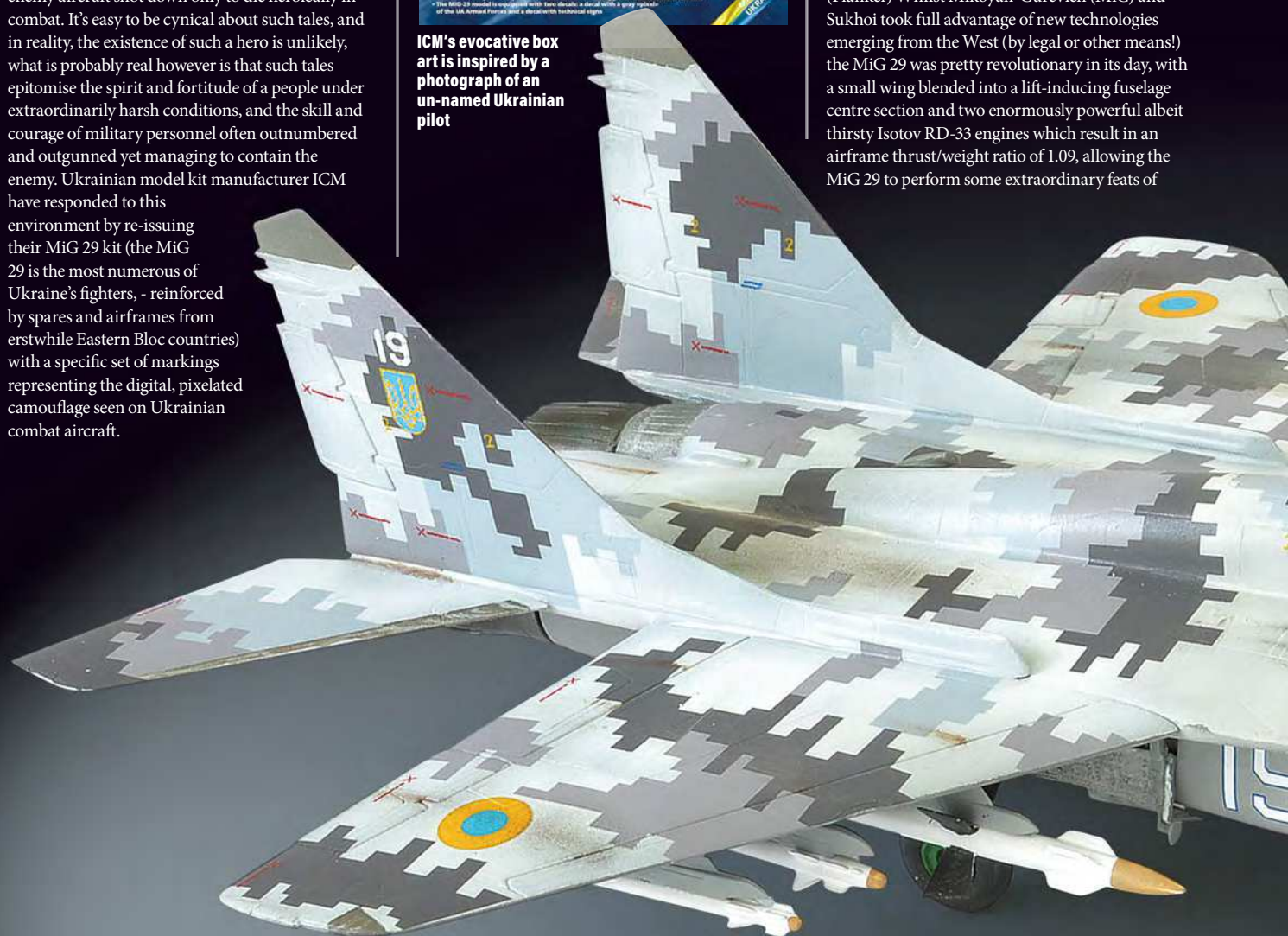


ICM's evocative box art is inspired by a photograph of an un-named Ukrainian pilot



ICM produce a set of their own brand acrylic paints with colours suitable for the camouflage scheme

Alongside its predecessor the MiG 21, the MiG 29 must be in the top few military aircraft to have seen such widespread, enduring use by Air Arms across the world. The MiG 29 design originated as a result of a late-1960's realisation by the Russian Politburo that it needed to update its air force to modern standards and what was to become the short-range interceptor/air superiority fighter MiG 29 was teamed with the longer-range Sukhoi Su-27 (Flanker) Whilst Mikoyan-Gurevich (MiG) and Sukhoi took full advantage of new technologies emerging from the West (by legal or other means!) the MiG 29 was pretty revolutionary in its day, with a small wing blended into a lift-inducing fuselage centre section and two enormously powerful albeit thirsty Isotov RD-33 engines which result in an airframe thrust/weight ratio of 1.09, allowing the MiG 29 to perform some extraordinary feats of



Kyiv

speed versus climb. All in all, the MiG 29 has been, or is being used by around thirty-nine countries, with a total number of more than 1600 having been built. The basic airframe has six wing hard points capable of accepting most Russian-designed weapons or ferry tanks and the option for a 1500l centreline tank in the tunnel between the engine intakes and a single-barrel Gsh-30 cannon with a 100 round ammunition load, deemed adequate when coupled to the accurate laser rangefinder/optical sight in the port wing root.

ICM's 1:72 kit of the MiG-29 has been around for a while, - it was first issued as a new tool in

The 'Ghost of Kyiv' is credited with extraordinary feats of airmanship and accounting for massive numbers of enemy aircraft shot down, only to die heroically in combat



The kit's instrument panel decal is nice, but doesn't match the contours on the plastic part



2008, and re-issued several times since, it represents a late-model -A with fin extensions for the chaff dispensers, wide-chord rudder, no ventral strakes, and the later simplified blast suppression vents for the gun. The kit is relatively simple and is presented on 3 frames holding 83 parts in a soft grey plastic, together with a clear sprue of four parts for the canopy and landing lights. The sprues include typical Russian-design weapons, (R60 (AA-8 Aphid) R73 (AA-11 Archer) and K27 (AA-10 Alamo)) wing tanks and a centreline tank. The instructions suggest the tanks aren't used, presumably because the aircraft would have been tasked with local air defence.

There are two decal sheets, one for the insignia and some stencils, and a second sheet holding all the three-colour pixel camouflage panels - the fourth colour being a light off-white paint. The moulding is typical of the time, rather simplified in detail and with joint lines which clearly will need filling. That said, the kit looks like it

The plastic KD-36 seat is a bit simplified and the Eduard Brassin item is a distinct improvement, although it would need to be reduced in height if the canopy were to be closed

will be straightforward and quite quick to build and could appeal to a novice provided a pristine finish wasn't vital.

In addition to the kit, I had a few aftermarket parts to raise the level of detail, although some were for other manufacturers' kits: a Dream Model Pitot tube (#DM0711), Eduard Brassin exhaust nozzles (#ED672091 - for Trumpeter), Eduard Brassin ejection seat (#ED672093 - for Trumpeter) and Eduard Masks (#EDCX447 - for Zvezda). To accompany the kit, ICM have produced a boxed set of their own acrylic paints (set #3027) with the main camouflage colours and satin varnish. These paints are offered in small bottles and are suitable for brush painting as they come or airbrushing with appropriate thinning. ICM recommend around 50:50 thinning with water or 'thinner' and after a rather unscientific or rigorous test I concluded that alcohol-based



The cockpit has some raised detail and is reasonable for the scale, particularly with the resin seat to catch the eye

The intake ducts have a long seam which needed dressing with superglue, - the parts are very thin so glue lines are narrow

The Eduard resin nozzles (right) are a distinct improvement on the kit plastic (left), the extra length is clear.....

.....but is straightforward to accommodate by removing the bulkhead at the rear of the duct

thinners didn't work but Vallejo airbrush thinners did. ICM's build sequence starts with the cockpit which is made up of a one-piece tub, a control stick, instrument panel and seat. The assembly fits into the horizontally-split upper fuselage and the tub itself has some raised detail on the side consoles but the fuselage sides are blank. The instrument panel has tidy raised detail and a decal for the instrument faces although unfortunately they don't match, the panel looking like it's meant for a very early model with a central radar screen. The seat is a very simplified rendition of the KD-36 although with it painted up and the canopy closed it wouldn't be too bad. In the event, I painted the interior using ICM's Sky Grey and applied the instrument decal anyway, which actually looks pretty good, and added an Eduard Brassin resin KD-36 seat painted in shades of black and using Eduard's pre-coloured photo etched belts.

With the cockpit in place, the upper and lower fuselage halves can be joined, the joint itself needing some clean-up of the mating faces. Typical of MiG-29 kits of this era, the horizontal joint takes a step downward at the front of the wing Leading Edge Extension resulting in a weak vertical joint which can give endless trouble with ghost seams emerging. To alleviate this issue, I added small plastic strip

tabs to the inside to the joint to increase the gluing area. There's no mention of nose weight in the instructions, but a crude trial by taping components together suggested that the balance was marginal, and conscious that I was going to add heavy resin nozzles, around 10gm of lead was placed in the extreme nose. The longitudinal joint at the nose and the leading-edge extensions is a bit ragged and was filled with superglue before re-scribing the lost detail.

The huge intake ducts are made up of vertically-split halves which are moulded very thin and need some reinforcement of the joint with superglue. Any difficulty in showing an accurate interior to the ducts and the engine compressor faces is avoided by offering the single option of the standard FOD closure doors, although in fairness, at rest or taxiing, these would be closed anyway, and the upper surface auxiliary doors would be open, as they are. The wings, fins and stabilisers fit without any major issues, although care is needed to clean up the mating faces and to make sure of the correct handing of the fins which are tilted outwards at 6 degrees to the vertical. The six underwing pylons

were added at this stage and although the tanks aren't called up in the instructions, I decided to add the centreline tank anyway, - this is an interesting item in its own right since in real life it has a hole all the way through it to allow the APU exhaust to vent, this isn't present in the ICM plastic although it's easy to add with a length of plastic tube. The Eduard Brassin nozzles are typically beautifully cast and come in two halves with etched brass afterburner spray grids to fit between them. The nozzles themselves are intended to fit the Trumpeter MiG 29 and are significantly longer than the simplified versions in the ICM kit. The diameter of the main nozzle section is however pretty close so it's straightforward to cut away the bulkhead at the rear of the ICM ducts and ease the interior diameter, so the inner part of the nozzles slides into them. The nozzles were painted separately to the airframe using a whole range of Alclad lacquers. The canopy is offered in two pieces with a fixed windscreen and a rear section which with some modification can be posed open, both sections are reasonably clear although there's some distortion and the masks can be made to fit with some judicious easing. The whole airframe was primed with Halfords grey from a rattle can and the relatively few flaws fixed.

Before all the various dangly bits are added, the

A crude balance with the main parts taped in place suggested that some nose weight would be advisable



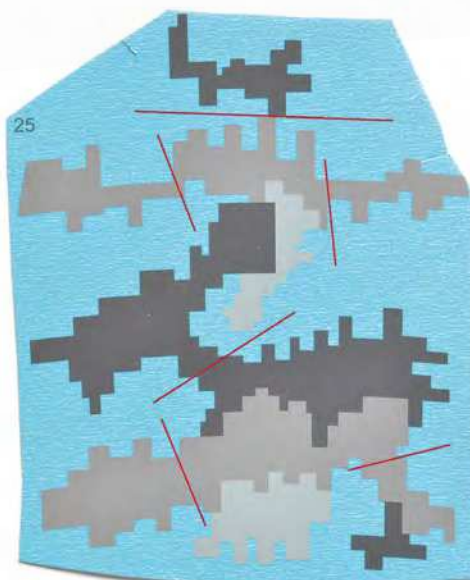
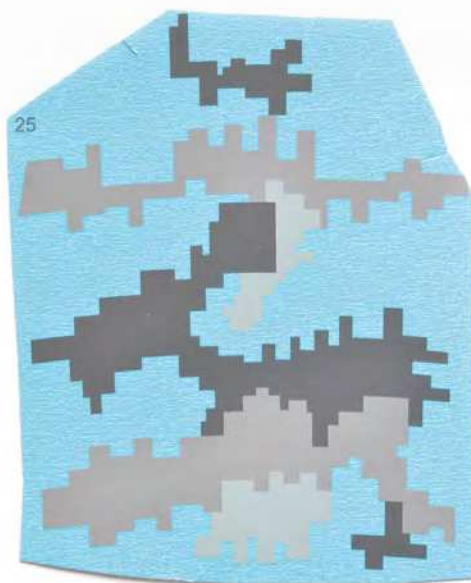
main airframe can be painted. In this issue, the complex pixel camouflage which has become the main identifier for Ukrainian aircraft is supplied as a series of three-colour decals, intended to be applied over a base coat of the lightest of the four colours typically used. Whilst ICM supply all the colours of the camouflage finish in their paint set, it's Off White (1028) which is needed as a base, - despite its title this is in fact a rather pale grey and could be likened to a lightened FS16440. The ICM paints were new to me and are supplied very thick, certainly suitable for brush painting but needing serious thinning for the airbrush, I discovered that Vallejo thinners (71.161) worked well with this paint (although it has to be said, plain water seemed to work pretty well too). The underside of the airframe was given a thin pre-shade/mottle using the third darkest colour (Dark Sea Grey 1034) before being sprayed with Sky Grey (1033) in several thin coats using a 50:50 paint thinner mix. The upper surface was painted with the lightest Off White and no attempt was made at pre-shading since much of the surface would be covered

The thinness of the fuselage parts is apparent here, leading to potentially flexible joints and subsequent cracking, - plastic tabs were added as strengthening



Whilst no overt pre-shading was undertaken, the upper surface colour of off white was applied thinly, allowing the grey primer to show through

The resin exhaust nozzles were painted in a range of Alclad metallic lacquers including steel, stainless steel, jet exhaust, pale burnt metal and transparent blue



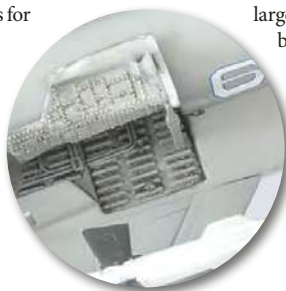
The decals are quite complex and potentially tricky to apply, here's what is probably the most difficult, for the spine, - in fact this was cut into 7 parts to make it easier to handle



by decal, so post-shading would most likely be the best option, although the grey of the primer was allowed to show through around the edges of panels and in corners. Main masking removed; the airframe was given several thin coats of Alclad II Aqua Gloss to provide a suitable surface for the decals.

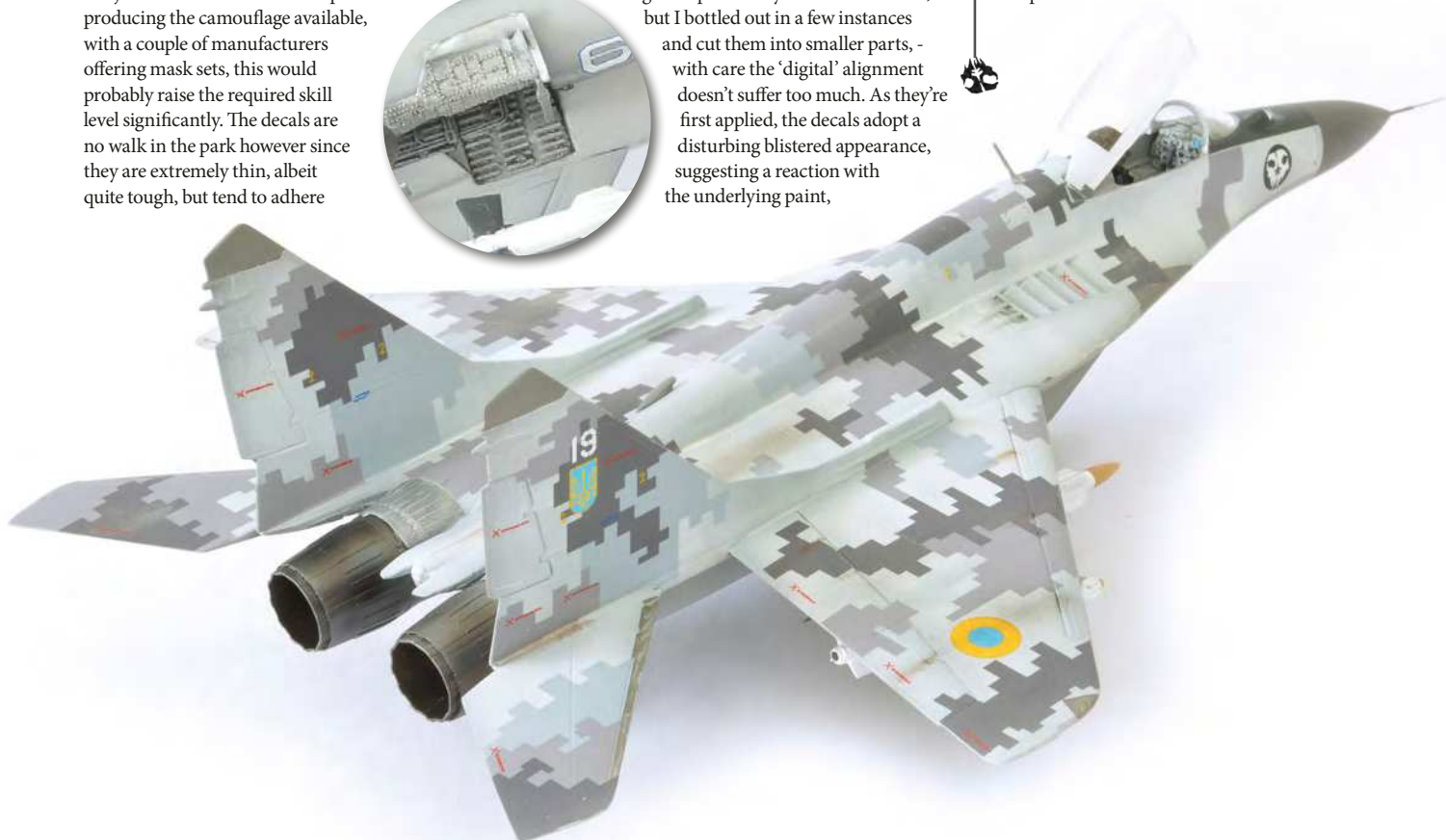
The decals are clearly what make this model, without them it would be a rather ordinary fast jet. Whilst there are other options for producing the camouflage available, with a couple of manufacturers offering mask sets, this would probably raise the required skill level significantly. The decals are no walk in the park however since they are extremely thin, albeit quite tough, but tend to adhere

quickly so working time to position them is quite short, I found that not using setting solution initially, and flooding the surface with water was the best approach to positioning, with Micro Sol subsequently brushed over the in-place decal. Several of the decals across the spine of the aircraft are very complex and the decals are large and potentially difficult to handle, but I bottled out in a few instances and cut them into smaller parts, - with care the 'digital' alignment doesn't suffer too much. As they're first applied, the decals adopt a disturbing blistered appearance, suggesting a reaction with the underlying paint,



or the Micro Sol I was using, - fortunately however, they flatten out satisfactorily on drying, so nerve-holding is the order of the day! Once everything was dry, the surface was unified with a couple of thin coats of Vallejo Acrylic Matt and some very localised staining applied using pastel chalk. Lacking any definitive references on the war loads carried by Ukrainian aircraft I decided to use a full load-out of the radar K27, R60 and R73 that the kit supplies, painting them in straightforward white/dark grey with beige sensors. The missiles were glued to the pylons, and the pylons to the wings with acrylic white glue, so I can prise them off if I get better information (or missiles). The undercarriage was dressed up a little with lead wire brake lines and the final act was to add the push-fit exhaust nozzles.

This may not be the most modern MiG-29 kit available, or the best detailed, but it isn't difficult to build and with modest modelling skills can produce a credible model. The pixel camouflage decals are of course it's real *raison d'être* and whilst needing care in their application, offer a finish that would be very difficult to achieve cleanly any other way. Thanks to ICM for the review sample. modeling.com



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Valley of the Hawks



MATT OWEN BUILDS THE 1:72 REVELL BAE HAWK T.1 IN THE COLOURS OF 4 FTS

REVELL

Who hasn't built a Hawk at some point? I'm sure the majority of modellers, experienced and new, have

built a Red Arrows kit at some point. As a child, I used to spend many a weekend at the end of the runway at RAF Valley with my family. My dad used to drag us there at every opportunity. We'd always see Hawks



taking off and landing. These red and white or red, white and blue 4 FTS aircraft seemed quite boring to me at the time as I was more interested in seeing Tornados, Jaguars or Phantoms. Other times, (if we were really lucky) we might see F-111's or A-10's. I used to feel quite disappointed if we only saw Hawks!

In 1:72, there are basically two readily available options - Airfix and Revell. Both make a kit with a variety of schemes, and I chose the

Bae Hawk T.1

Manufacturer: Revell

Scale: 1:72

Kit Type: Plastic injection moulded

Kit Number: 04970

Revell kit in the belief that the panel lines were finer. This is a typical Revell kit with some parts being attached to the sprues with ridiculously large attachment points. There's also a lot of random flash around smaller items like the wheels. The kit actually contained decals for a No.208 Squadron bird from RAF Valley, but I was keen to represent one of the red, white and blue aircraft I remembered from my youth.

CONSTRUCTION

As ever, construction started in the cockpit. This is quite a simple affair, and I used the kit instrument decals and they look just fine. I also discarded the kit seats and replaced them with some resin ones from Pavla, which looked pretty good once painted. After an overall coat of grey paint, with some details picked out in black by brush, it was time to move on to assembling the fuselage. The airframe goes together ok-ish, although as predicted, there are quite a few gaps. The worst was where the wings met the fuselage, and here I had to fill some of the bigger gaps with scrap plastic sheet and then sand everything to shape. The biggest challenge, however, were the intake





nozzles - it took quite a lot of effort, and a lot of sanding and filling, to get an anywhere near acceptable fit.

PAINTING

Painting also presented a couple of challenges. Firstly, the gloss finish wouldn't take any prisoners and secondly, there's be quite a lot of masking to get clean lines. The entire aircraft was first sprayed with Mr Hobby Aqueous H1 Gloss White. After a couple of days drying time, I applied the other colours using Tamiya X-7 Red, X-3 Royal Blue and X-1 Black. Copious amounts of masking tape were used, but I still managed to get some overspray which meant doing quite a lot of touch ups. The model was then put to one side to allow the paint to fully dry.



Very little weathering was needed as the real aircraft were always pretty clean



03820 Eurofighter Typhoon "Black Jack", 1:48



03818 Eurofighter Typhoon "Bavarian" Tiger, 1:72



03829 Messerschmitt BF-109 G2/4, 1:32

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DECALS

Once dry it was time for the decals. These came from Xtradecal and had an entire range of markings for Hawk trainer aircraft, plus some for camouflage and grey schemes. They applied beautifully and I had absolutely no problem with any of them. Very little weathering is possible with a gloss finish like this, although the real aircraft were always pretty clean. I limited myself to highlighting panel lines on the grey sections of the wings only. Any more looks overdone on this scheme in my opinion. As an aside, the panel lines are very shallow and do not hold a wash well in any case.

The headlight was just a mis-shaped blob on the clear sprue, so getting it to fit and look half decent required a lot of cleaning up and reshaping - easier said than done considering its

size! At the end of the day however, it looks like a Hawk, and it certainly reminds me of the aircraft we used to see regularly. Despite the issues, I would build another, but next time I'll do a simpler paint scheme! [modeling](#)



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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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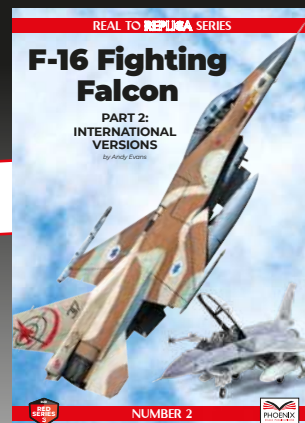
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Canadian Blade

GRANT DALZELL REVIEWS THE 1:48 AIRFIX
CANADAIR SABRE F.4



AIRFIX



In 1948, the Canadian government decided to re-equip the RCAF with the F-86 Sabre, with Canadair

contracted to produce them. Canadair produced six versions, Mk.1 through to Mk.6. 428 Mk.4 variants were purchased by the RAF as the Sabre F.4. In 2021, Airfix released a new tooled kit of the F.4 Sabre. This is an OOB build of this kit. In typical Airfix fashion, the kit is moulded in light grey styrene, which is a softer plastic, basically the normal for my experience with Airfix. A positive I found with it, is that there are options for Wheels up or down, gun bays and speed brakes open or closed, and there are FOD covers for the intake and engine exhaust, if desired. I do like to display models opened up, however, I was just wanting a quicker build, so I opted for the buttoned-up look.

The kit cockpit is basic overall, this was painted up, I added some foil tape for some harnesses, and used the kit decals for the instrument panels. The tub sits on the intake and as I was using the kit FOD covers, a lot of time was saved here not having to clean

Canadair Sabre F.4

Manufacturer: Airfix

Scale: 1:48

Kit Type: plastic injection moulded

Kit Number: A08109

up seam lines running down the intakes. The intake FOD cover goes in the intake and the distinct Sabre Nose intake glues on the end. The nose gear bay glues on the underside of the intake section. The gun bay covers were glued into the fuselage halves, I found that the right side was a better fit than the left, having to do a bit of fettling to get a flush fit. The next 16 steps were dedicated to gun bays, so I skipped to the speed brakes. Again, I had to scrape some plastic away to get a flush fit.

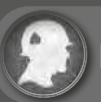
The jet exhaust was glued together, as I used the FOD cover, I was again saved a lot of work. The FOD cover must go on before gluing the fuselage halves together, as it will not fit in after! The fuselage was then glued together, not forgetting some nose weight. The instructions call for ten grams, I always go more than what is recommended to be on the safe side.

The wings are a little modular, no doubt to allow for all the other Sabre variants coming down the line from Airfix. The main gear bay was glued in and painted, before

adding the top wing pieces. After these were on, the leading edges were glued on. The wings were then glued on to the fuselage, the ailerons and wing tips are moulded as on piece, so these were added along with the rudder and tailplanes. I used Tamiya White Putty to repair seam lines that needed it, using a shot of grey primer to check all joins and seams were OK. The windscreen and all the remaining small pieces that needed adding to the fuselage was done, and wheels, landing gear and gear doors were glued together and painted up separate.

The cockpit was masked off, the model was primed with AK Interactive Grey Primer, and pre-shaded with black. There are two schemes to choose from the box, No.3

this was an enjoyable build, I am looking forward to seeing what other variants of the Sabre Airfix will release



The cockpit mounted
on the intake

All internals fitted

Don't forget nose
weight!

Fuselage
together and
wings on



Primed and pre-shading completed



PRU Blue down



White-Tac sausages were used for a tighter camouflage pattern



The kit decals went down well with Micro Sol



Wiping back the wash



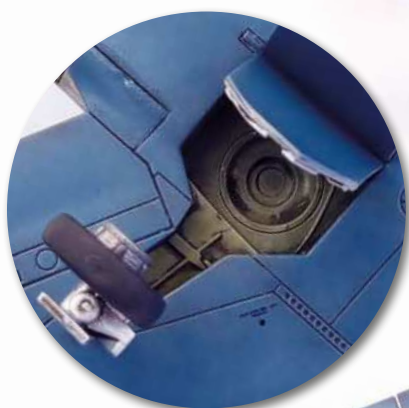


and No.4 Squadrons, both in Germany 1954, and both are identical camouflage, just the markings are different. I opted for 4 Squadron, slightly less bright than the other option. The underside was painted PRU Blue, I then masked this off with Tamiya tape to keep a hard transition line between the lower and upper camouflage. The Dark Sea Grey camo was applied next, this was masked with some White Tac worms, and then I sprayed in Dark Green. The tail tip and anti-glare strip on the nose were masked off and painted, and the model was given a clear gloss coat.

The kit decals went down well with Micro Sol setting solution, they were left to

dry, and another coat of clear gloss was given. Next, the model was given a coat of Flory Models Dark Dirt wash, when dry, this was wiped back with paper towel and cotton buds for hard to get at areas. I added the landing gear and gear doors, gave the model another gloss clear coat before removing the canopy masking, and gluing on the canopy and wing pitot.

Not without some niggles, but these were easily overcome, this was an enjoyable build, I am looking forward to seeing what other variants of the Sabre Airfix will release, at the time of writing this, I have seen the box art for a North American F-86F-40 with two natural metal schemes. Exciting news for Sabre fans indeed! [more info](#)



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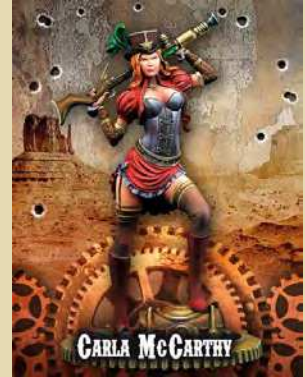
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SSP003



SSP004



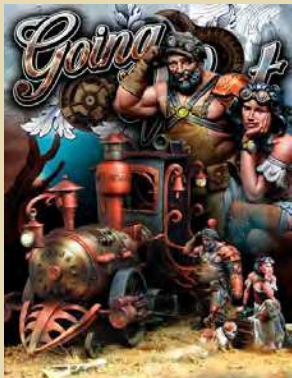
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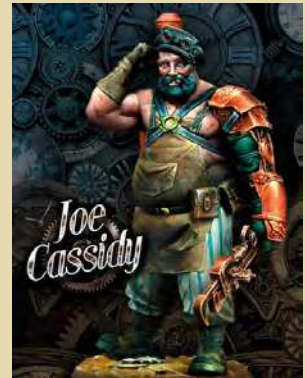
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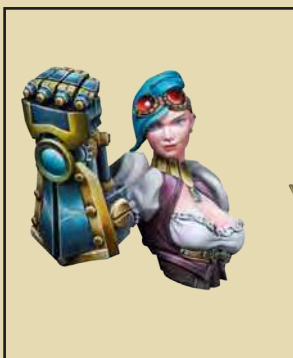
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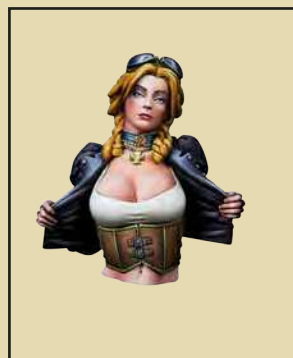
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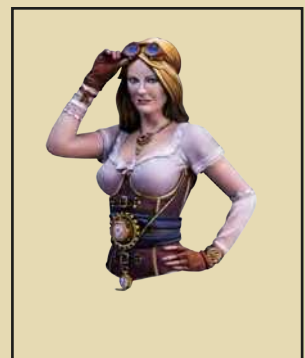
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AUTO



MILITARY



AIRCRAFT



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SCI-FI



BOOKS

FIGURES



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The Justice League

65 News, Accessories,
and Decals



Manhunting Martian

IVAN GILBERT DETAILS THE 1:6 B3DSERK 3D PRINTED FIGURE

B3DSERK

J'onn J'onzz of the planet Mars was accidentally transported to Earth, where he became one of its

greatest champions under the pseudonym of 'Martian Manhunter'. Displaying a vast array of powers that can give even Superman a run for his money, the Martian Manhunter was a founding member of the Justice League of America and has been a member of almost every incarnation of the League ever since. It has been said by many that J'onn J'onzz is the heart and soul of the League.

Martian Manhunter was a founding member of the Justice League of America

Another excellent 3D, DC Sculpt from the B3dsenk team. A great 'battle' pose stylised with almost Hulk-like proportions. I printed this one on quite a small resin printer at 1:6 scale, the Elegoo Mars 2, and it turned out to be a massive, time-consuming challenge, working with such a small build deck. It was the print that made me upgrade to a larger resin printer, the Elegoo Saturn. I suggest if you're looking at printing in this scale, to go with the bigger printers from the start to half the time it takes. Took around nine to ten build plates worth of printed parts to achieve. The parts were then cured, washed and sanded of imperfections, and then magnets were added to all the major limb areas, as I find this is easier to remove and reposition the various pieces when I'm painting them.

I started with a zenithal primer coat, and then onto the greens, and here I mainly used Vallejo acrylics, mixed with Liquitex inks, through my airbrush. The base coat was a dark green, working up to an almost yellow green, spaying smaller areas each time to

highlight the skin, darker acrylic washes and brush work with glazing techniques were also used, to try and make areas like the veins in the skin 'pop-out'. The cloak was a challenge, due to the scale and having to print it in four separate parts. Resin prints tend to warp slightly, and never seemed to line up exactly, so a lot of filling work with Milliput and sanding to get a seamless finish on the cloak was required.



AUTO



MILITARY



AIRCRAFT



FIGURES



SCI-FI



BOOKS





The same painting process was used on the cloak starting with a dark midnight blue working up to almost a cyan/green colour, letting the zenithal prime underneath help and guide me on the lighting effects. I wanted to experiment on this one so I used an OSL technique on and around the eyes and spilling out on to other parts of the model using Vallejo Fluorescent Orange, to try and give like a laser beam fire effect from the eyes. I used a white undercoat for this, making it whiter where I wanted the effect to be the strongest, mainly the eyes with the brightest of white in the pupil areas.

The fluorescent paints are really thick in texture, so need watering down quite a lot to work through an airbrush. Some of Alclad's metallic paints were then used on the cloak clasps and belt buckle, just to give it that extra 'pop' of colour. Mainly metallic's were also used on the base of the model, silver and brass type effects with dry brushing and washes. Everything was finished off with a rattle can of Tamiya TS-80 Flat Clear, to seal in the colours. I am really enjoying the 3D print scene at the moment and the vast quality and quantity of content that is available to us all these days is just mind blowing! [modelforthepeople.com](http://www.modelforthepeople.com)



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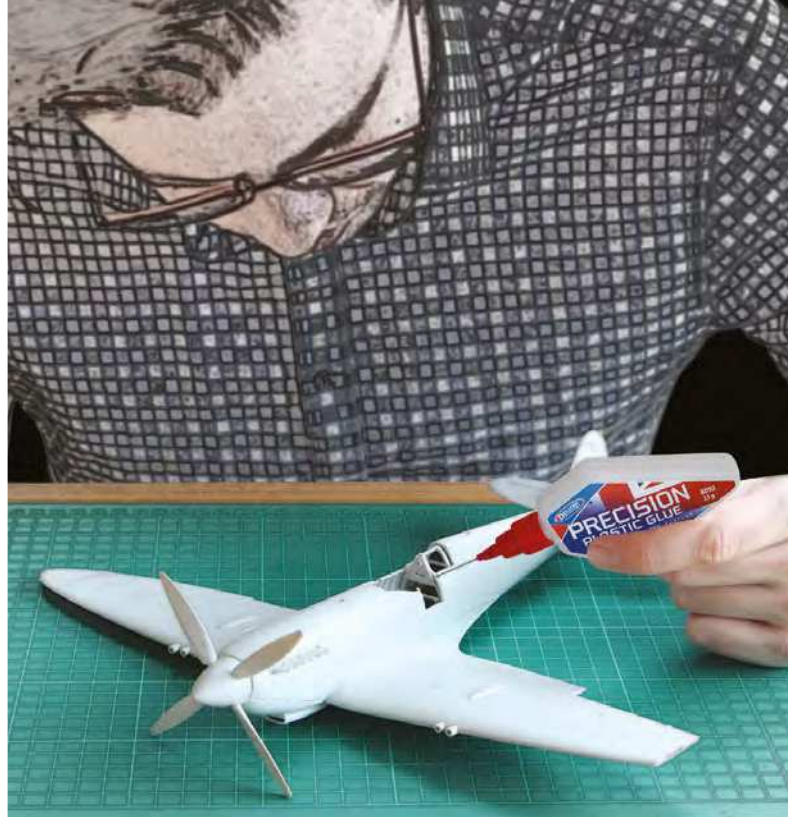
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I used inks to implement a 'make-up' appearance to the face



Machine War Android YoRHa No.2

IVAN GILBERT PAINTS THE 1:8
FUMAKE 3D PRINTED FULL FIGURE

FUMAKE

A 2 or YoRHa No.2 Type A, is a female android that formerly served YoRHa in the game 'NieR Automata'.

She is a prototype android model, that was used as a base to create No.2B and No.9S and was deployed to Earth as part of the Pearl Harbor mission in 11941 during the 14th Machine War.

This is one of my favourite 3D sculpts, from master modeller FuMake, and his works can be found on Gambody or through his Facebook page. I love the pose of this figure, with its oversized sword, the movement in the hair, and the spot-on details. I printed this one in around 1:8 scale, using an Elegoo Mars 2 resin printer. The hair was quite tricky to support correctly due to the intricate fine details and sharp points, and took some

clean-up work, to make it look smooth and free of any support marks.

Once cleaned up I began painting with a zenithal primer coat, and then onto the skin tones, mainly using Vallejo acrylic flesh tones, through my airbrush. The base coat was a dark reddish shade, working up to lighter flesh tones, spraying smaller areas each time to highlight the skin. Some darker acrylic washes and brush work with glazing techniques were also used, as well as inks to give a 'make-up' appearance to the face. I was pleased with how the eyes turned out, as these can be very tricky at this small scale, and the use of a magnifier and fine brushes was definitely needed!





I then used a black ink as the base coat for the armour and/ clothing. I like the one from Liquitex as it has a nice 'sheen' to it. This was all then highlighted with various shades of grey. For the embroidery's detail on the clothes, silver was used with a fine brush. For the gold and chrome areas on the sword, the Alclad II metallics range was used. For the hair, a pale blue was used and highlighted with a lighter pale blue and then whites. Luckily the hair was split into two-halves on the file, so could be added to the model separately after painting the skin. The base was printed as one-piece and just about at the limit of the build size of the printer.

I enjoyed working on this one, as it was something a bit different for me, and more of a Japanese Manga style character. I'll be sure to check out FuMake's version of 2B, to go along with her very soon. www.phoenixscalepublications.co.uk





AUTO



MILITARY



AIRCRAFT



FIGURES



SCI-FI



BOOKS

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Force and Fear Thanos!

MARK THOMSON BUILDS AN AVENGERS ENDGAME RESIN BUST

THANOS BACK STORY

Throughout the Avengers film franchise and comics, we have really got to see one of the most evil, bloodthirsty, and powerful villains in the universe. So powerful that religious sects have worshipped him as a god. Nearly every Superhero in existence is his enemy, with good reason to be! He is obsessed with Goddess Death and has waged genocide campaigns in an attempt to placate her. Most famously, he has attempted to conquer the universe by wielding the Infinity Gauntlet and portrayed in the films. He is the Mad Titan - he is Thanos.

As both God and ruler of the Endless Resurgence empire, using a combination of force and fear Thanos controlled his people, viewing freedom as disorder, as

The Black Order is a team of aliens that Thanos refers to as his 'children'

a hole in the universe that allows for in randomness and chaos. He saw death as an end to uncertainty, and so, he loved it. Thanos viewed his reign as the natural order of things. He believed that fate and chance are always at war, his rule demonstrates the pre-eminence of fate. Thanos once possessed a powerful cube that erased the will of his people helping him with his domination. Unfortunately for him, he lost it under mysterious circumstances millennia ago, and has since been attempting to get it back. Unsurprisingly, many civilizations did not enjoy or want Thanos' brutal dictator style leadership. He dealt with such uprising



swiftly and brutally, has his soldiers, Ravens, Bombardiers, plus his sons, such as Gallowglass and Ronan the Accuser, quell any dissidence. For example, after the planet Pyx rose up against his rule, Thanos ordered Ronan to kill all males there over the age of ten. From his birth on Saturn's moon of Titan, Thanos carries a Deviants gene, which causes his gruesome and misshapen appearance, with purple, rugged skin. He was born among the last sons of Titan's original colonists: Mentor and Sui-San. His mother, shocked to see such an ugly baby, and sensing his potential for evil, tried to kill Thanos at birth, but she was stopped by his father, A'Lars, AKA Mentor.

Thanos later killed her for this attempt. Thanos is an Eternal, a type of superhuman who, according to the Celestials, was meant to be a protector of Earth. And, with a warped mind, he took his cosmic duty to heart.

OMNIPOTENT(IAL)

Thanos being an Eternal is extremely strong, resistant to injury, invulnerable to nearly all types of poison, disease, and telepathic attack, making him an adversary not to take lightly. On top of this he has incredible psychic abilities, being able to sense things several star systems away. Thanos can also possess the bodies of others, but he simply uses others as shells,



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channelling his power through a victim until his mind exhausts the host and kills them. Thanos doesn't consume food and drink, he subsists entirely on cosmic energy. Perhaps Thanos' greatest ability is his capacity to rise from the dead. He can accomplish this by sacrificing others so he can live again or by biding his time in death, recharging his inner strength, to return more powerful and terrible than he was before. Thanks to his affinity for the Goddess Death, Thanos also claims he can transfer his followers' souls from one body to another and control what form their next life will take after they die. The Goddess also once granted him a techno-mystic chair, which allowed him instant transport across the universe.

HIS INNER CIRCLE

The Black Order is a team of aliens that Thanos refers to as his 'children'. The group, including Ebony Maw, Proxima Midnight, Corvus Glaive, Black Dwarf, and Supergiant, help him seek and destroy entire planets.

FOES, OR VICTIMS

One could argue that, as the Mad Titan maintains a dispassionate approach in his quest for order, all beings have been counted among his enemies. However, as the Superheroes of Earth and their allies have presented the greatest and most difficult obstacles to Thanos' goals, they are foremost in his list of foes.

VOYAGE TO INFINITY

A native of the planet Titan, Thanos saw the danger his people were in from overpopulation and suggested a severe solution—the elimination of half the population, at random and without prejudice, to make life better for the planet.

Believing he could ultimately save the universe by wiping out half of its population, the Mad Titan began his quest across the universe in search of the Infinity Stones and their limitless powers. Working through surrogates to achieve his goals, his presence was unknown to the Avengers and the rest of

the universe until his plan was well in motion. Thanos' most storied attempt at subjugating the entire universe came with his pursuit of the Infinity Gems in the comics (a relatively different story line compared to the films). In his search, he was turned to stone by the Avengers, Spider-Man, and Adam Warlock, but was revived by Death. Then, gathering all six Infinity Gems (Soul, Power, Time, Reality, Space, and Mind) from In-Betweener and various Elders of the Universe, he wiped out half the universe as a gesture to Death. Ironically, she rejected this offer, claiming that he was now her superior. Simply put, Thanos had gained Death's submission, but not her love. The Avengers attempted to fight him, but he swatted them away like flies, as well as Galactus and Eternity. He was finally defeated after his granddaughter, Nebula, stole the Infinity Gauntlet from him, robbing him of his power—but now the power was in her hands, and she was no better than her grandfather. Adam Warlock recruited Thanos to help defeat her, which he did after realizing that he was unworthy to wield such power. They tricked her into restoring the universe as it was and wrested the Gauntlet from her control.

Afterwards, Thanos spent some time as a lowly farmer, reflecting on his past misdeeds. Adam disassembled the Gauntlet and entrusted this new and self-aware Thanos to safeguard the Reality Gem, making him a member of the Infinity Watch. While a part of this new group, Thanos redeemed himself by protecting the gems against Magus, an evil version of Adam Warlock who made subservient doppelgangers of super powered beings like the Mad Titan. Death came to him and offered her allegiance if he were to kill Warlock, but he surprisingly declined and fought against Magus, who was eventually absorbed into the Soul Gem by Adam. Warlock later formed Goddess, a female cosmic hero who wanted to return all of existence to the original "Cosmic Egg," a collection of several Cosmic Cubes, but Thanos united with Warlock once more to defeat her. Even Mephisto helped them in exchange for one of the Cubes after Goddess was defeated. When this eventually came to pass, he gave Mephisto a powerless cube

and dismantled the rest, promising that if he ever again sought universal power, it would not be flawed. He would even later lecture Galactus on the dangers of too much pride. Not long after, he attempted to cure Thor after the Thunder God had lost his sanity, but the attempt was in vain. He transported Thor back to Asgard where Odin took this as an act of war and fought an extremely destructive battle with Thanos. Even upon learning the truth, Odin did not thank Thanos for his reluctant altruism, but told him to leave and never return.

Knowing that the universe would never trust him again, Thanos returned to his base and studied potential threats. He plotted strategies against himself by making the Thanosi—blends of android, clone, and mystical doppelganger that possessed powers, intelligence, and personalities echoing both Thanos and the other beings on which they were based. They were made of DNA or other essential forces from friends and foes alike.

Later, Death revived Thanos once again after he was killed by Drax the Destroyer, who had been created with the sole purpose of defeating Thanos. Drax had been created when the human Arthur Douglas's spirit was placed into a powerful new body by Kronos and Thanos's father, Mentor. After his resurrection, Thanos created a team called Zodiac by giving suits of power to twelve humans. Working on his behalf, they discovered a Cosmic Cube with which he tried to destroy the Avengers, Guardians of the Galaxy, and the Elders. Instead of killing them, though, the Cube sent them all to the Cancerverse, a place where death no longer existed.

A year later, Thanos was attacking Earth with the Black Order, a group of nefarious aliens assembled by the Titan. His goal was to





murder his own son, Thane, who had been born to and raised as an Inhuman. Black Bolt, King of the Inhumans, preferred to have their home city of Attilan destroyed, however, rather than hand over Thane. The Avengers attacked Thanos, but it was Thane who defeated his father. Breaking free, he trapped Thanos in an amber cube, which subjected him to a state of perpetual living death.

Thanos seemed to finally gain Death's approval when he allied himself with Annihilus, handing over his armies, teleportation technology, and Galactus. Upon learning that Annihilus wanted to destroy all life in both the positive and negative matter universes, Thanos tried to release Galactus. Most unfortunately, Drax showed up and ripped out Thanos's heart, killing him. Still, the Mad Titan later appeared at Death's side as she witnessed Annihilus' defeat. His place next to her is believed to signify that she finally welcomed him with open arms.

Later, after Thanos rose again, the Avengers decide to ambush the Titan due to a precognitive vision from the Inhuman known as Ulysses. In the fight, War Machine was killed, and She-Hulk was mortally wounded. Devastated by the loss of his friend, Iron Man worked to make sure that no one used Ulysses' prognosticating abilities again. This put him at odds with Captain Marvel, who wanted to use the young Inhuman to stop tragedies from happening. Recently, Thanos discovered perhaps the only being in the universe that could defeat him permanently. That being, of course, was Thanos himself. In an event set millions of years into the

future, at the beginning of the end of the universe, Thanos met his older self in one final quest to win the heart of Death. There could only be one suitor for her, however, so he was forced to fight himself for the Goddess' hand.

THE KIT

The resin bust consists of four pieces, two heads, bust, and stand. The detail on all the parts is extremely good but unfortunately with most resin casts parts can be damaged in the casting process that require some remoulding and cleaning up. For this build I'm only concentrating on the main bust part and the head with the helmet as I think it looks cool.

RESIN PREPARATION AND REPAIR

I fixed the damaged parts on the helmet with Miliput and the using Flory sanding sticks I managed to sand and shape until it looked right. When sanding resin, it's recommended to be in a well-ventilated area, with a face mask and sand onto a wet surface like a paper towel. Once the resin was all sorted it was primed in grey Stynylrez from Badger through a 0.4mm H&S Infinity airbrush. Before I went round and pe-shaded all the recesses and shadow areas with Tamiya XF-1 Flat black in preparation for the base coats.

ARMOUR BASE COATS AND WEATHERING

Started off with the armour metallic colours on the bust and Helmet to ensure both would look the same. Firstly, applied Tamiya masking tape and Humbrol Maskol to the area that wouldn't be metallic to protect them. Paints used for the armour metallic's process was AK Extreme metals AK473 Copper and AK475 Brass sprayed through a Badger renegade with a fine needle set up, at a low air pressure. I thinned these paints with MR Hobby Lacquer thinners and slowly built up the layers until I had the coverage needed but also utilising the previous Pre-shading to give the armour a subtle worn look. Have to say the AK extreme paints sprayed easily. I then went back in with Tamiya XF-1 matt black thinned 50/50 at a low air pressure through my H&S Infinity with a 0.2mm needle to enhance the worn look in certain areas on the metallics.

Then sealed with Vallejo satin varnish before the final stage of weathering using AK-84 Engine oil as a pin wash.



THE FACE

Thanos carries a Deviants gene, which causes his gruesome and misshapen appearance, with purple, rugged skin. To try and represent this look, I masked off all the helmet metallics using Humbrol Maskol and Tamiya tape. Using a H&S infinity with a 0.2mm needle set up at a low air pressure, started to apply Tamiya XF-1 matt black to the recesses and shadow areas of the face, to set the facial definitions. The base purple which was the darkest was Tamiya X-16, that was applied in two thin layers, the next process was to pick out all the raised features of the face. For this I used Citadel Geiestealer purple, taking care not to fill in all the cracks and recesses in Thanos face when airbrushing. Dialling back the purple tones in the highlighted areas by mixing 70:30 Citadel Geiestealer with Kakophoni purple to blend the highlights to the nose, chin, and cheeks. This was as far as I could go with the airbrush, it was time to bring out the wet palette and start to work on the finer shadows and highlights. Using a

mix of Army Painter Purple tone ink, Citadel Druchi shade, & Kakophoni purple until I got the desired look. The eyes on the face were done last using citadel Ulthuan grey followed with Vallejo 71.091 signal blue then Val 71.087 steel blue. Before going back and fixing the purples tones round the eyes.

BUST AND HELMET METALLIC BLUE

The helmet and bust has a metallic blue part that was firstly painted with Val 71.005 Intermediate blue followed with a couple of thin layers of 71.071 artic blue then a light dry brushing of XF-16 flat aluminium all over to catch the higher points. The whole bust was sealed with Vallejo satin varnish which toned down the shine on the skin tones. But it also gave the desired effect I was looking for over the entire bust, giving a different look from all the angles.

CONCLUSION

This has been a great bust with good detail and the fit and final representation captures the look when the head is on the bust you can truly see the menacing look that is all too familiar with Thanos. For the price of this kit and the detail you get I would say it's worth the £60 and is good value for money. I would recommend it to anyone looking to paint a figure or busts with the larger sizes it really helps to hone the skills.

[Photo: Tim](#)





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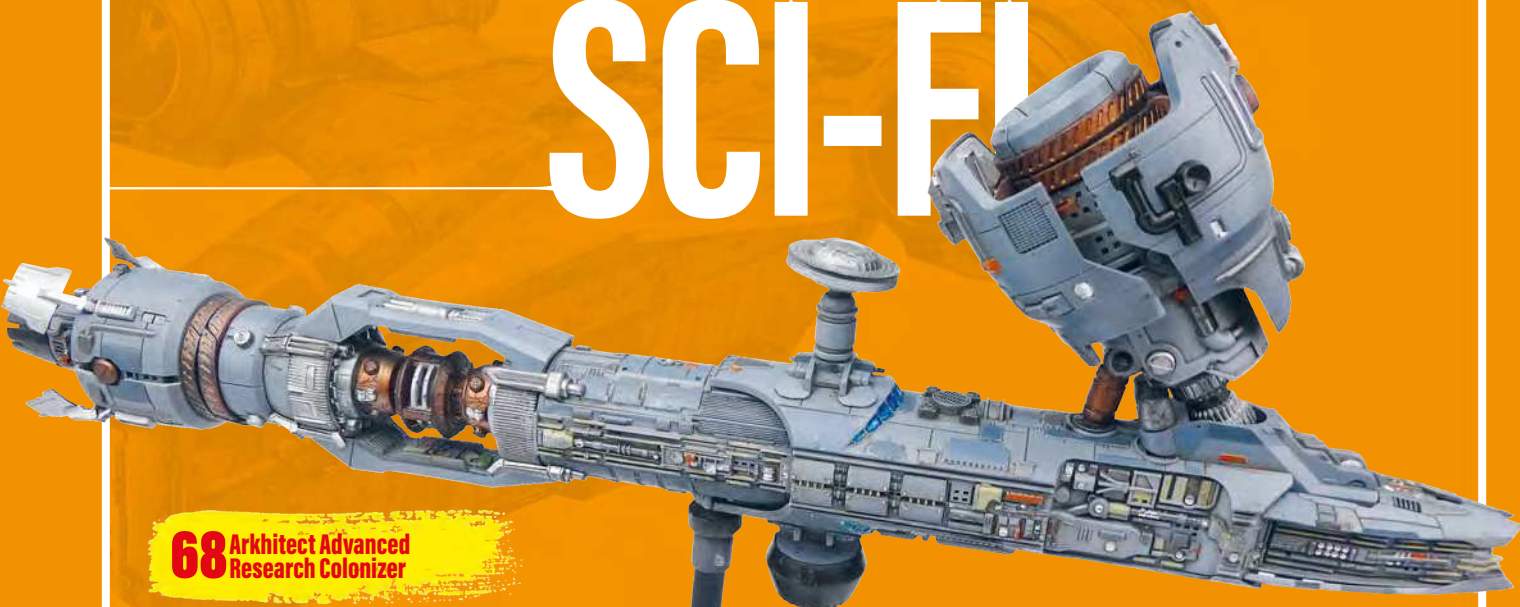
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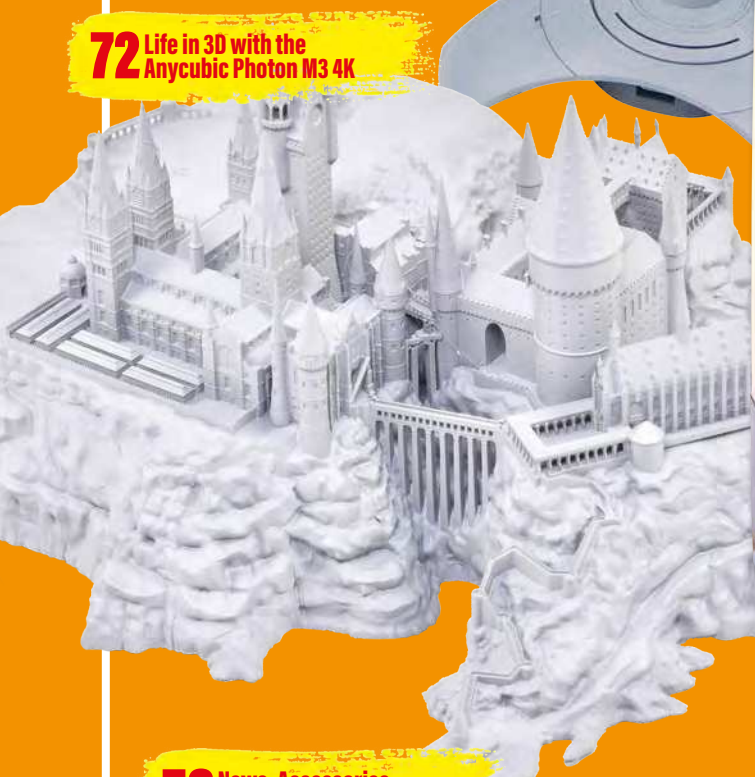
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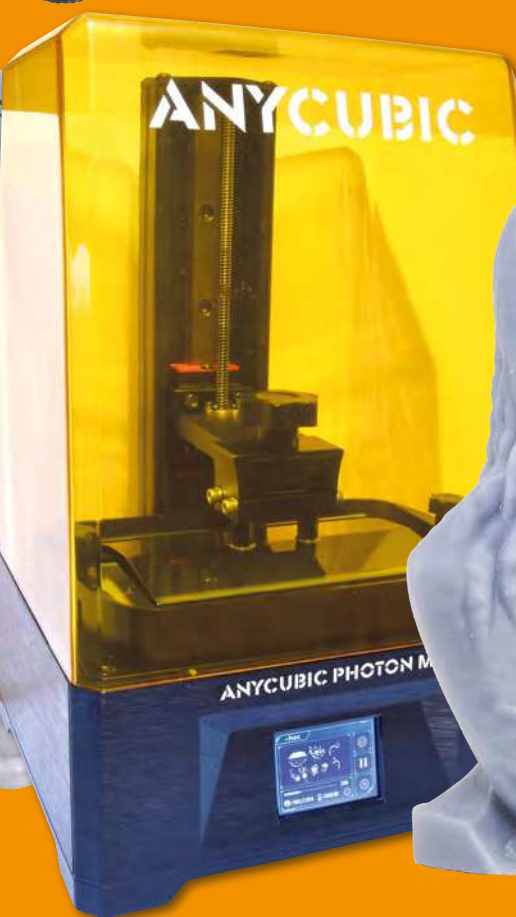
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Iwata have certainly produced a genuinely unique and unusual kit

Getting the light section together

Checking the lights work

an airbrush or a Spaceship?

ROBERT STINCHCOMBE EXPLORES UNIQUE 1:3000 IWATA ARKHITECT ADVANCED RESEARCH COLONIZER

IWATA

As many of you may know, I'm mainly into Gundam, Macross and few other Japanese Anime, plus of course Star Wars. However, I also quite like most sci-fi subjects that are just that bit different and catch my imagination. This kit is one such item, however, when I first saw the 'Arkhitect' on-line, I was a bit unsure how to feel I mean after all its an airbrush, isn't it? Many of us have at least one or maybe more airbrushes, so why would I build a kit of one? When further information came out it was interesting to see that it was a 'fully lit' kit and of a good size being around 30cm long. The other thing, with this being a total fictional subject, you can do whatever scheme you want and just let your imagination carry you, as there's no right or wrong.

Arkhitect

Advanced Research Colonizer

Manufacturer: Iwata

Scale: 1:300

Kit Type: Plastic injection moulded with lighting

Kit Number: 65800

The kit comes in a standard box with some nice artwork of the Arkhitect flying through space. On opening the box you are greeted with numerous pieces of plastic in a few different shades. This is something that has become quite normal for a lot of Japanese produced kits, and this one is really no different. It can be assembled straight-from-the-box for a beginner or just as a basic build. You get two sprues in a light grey, two sprues in dark grey, a sprue in reddish brown shade and one clear sprue. You also have a nice little plastic container holding the different lighting sections and coiled up in a small box is a USB to Micro USB cable.

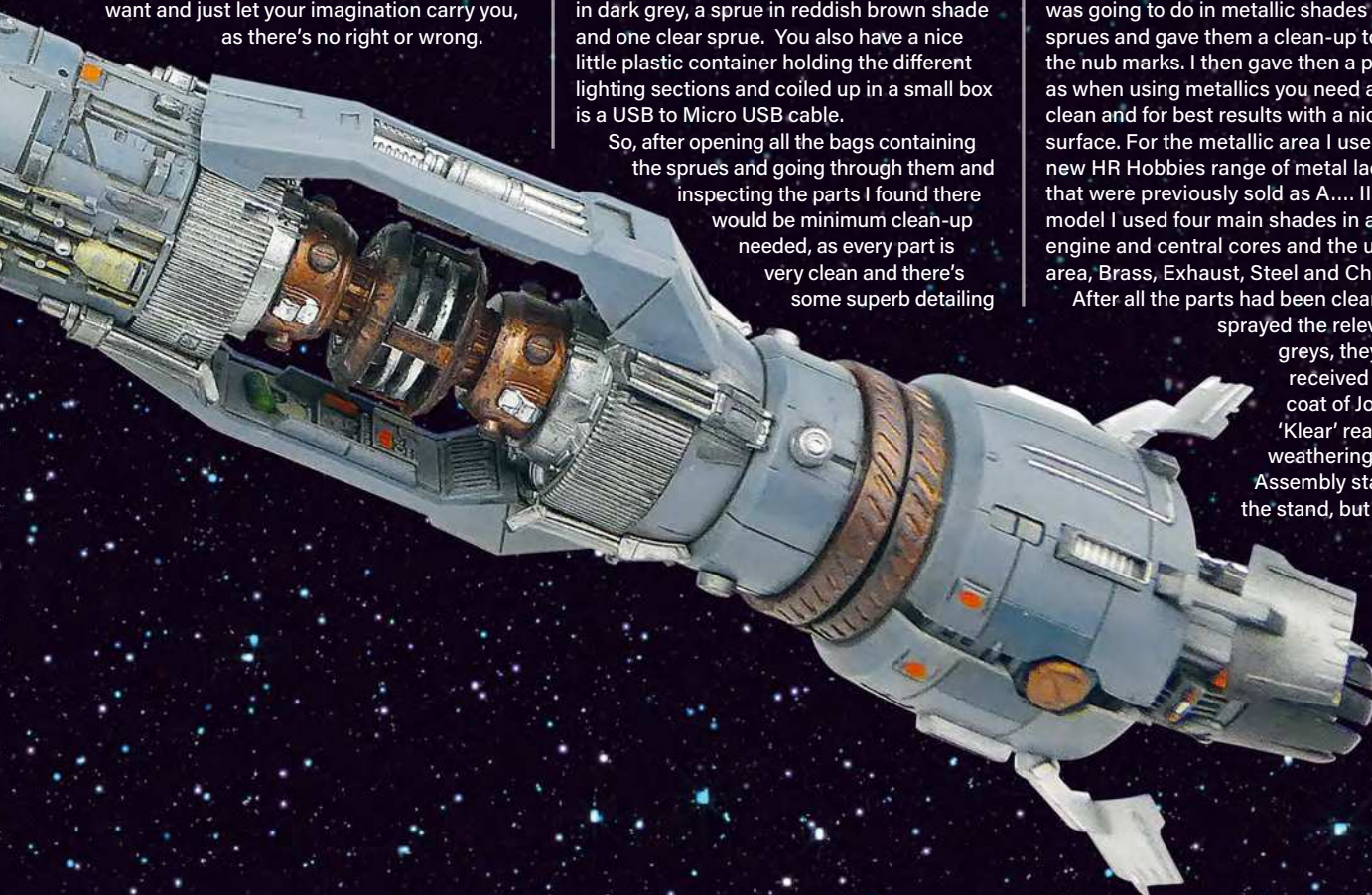
So, after opening all the bags containing the sprues and going through them and inspecting the parts I found there would be minimum clean-up needed, as every part is very clean and there's some superb detailing



on the ship's side panels that I didn't want to lose. So, I couldn't decide what scheme to choose, so eventually I thought id go for a more 'realistic look' with a two-tone overall scheme and then just use various colours to pick out the panels and other smaller details.

My first step was to cut all the parts that was going to do in metallic shades from the sprues and gave them a clean-up to remove the nub marks. I then gave them a polish, as when using metallics you need a good clean and for best results with a nice glossy surface. For the metallic area I used the new HR Hobbies range of metal lacquers that were previously sold as A..... II. For this model I used four main shades in around the engine and central cores and the upper cup area, Brass, Exhaust, Steel and Chrome.

After all the parts had been cleaned and sprayed the relevant greys, they also received a good coat of Johnson's 'Klear' ready for weathering later. Assembly started with the stand, but I left this



Here you can see the two connectors

One then fits in the 'paint cup'....

..as you can see

The parts ready for assembly....

till last and went straight on to the main build. The internal core of the ship is comprised of a couple sections of a clear box that you will fit the lighting strips into, so just pay attention here as on some steps you need to snip some the edge of the connection blocks on the lighting wire.

I also found some of the lighting wires and blocks were quite delicate and it wouldn't take much to accidentally pull a wire loose as happened to me a couple of times. Carrying on the next stages was just to connect the inner panels, before fitting the main panels. Once all the panels were dry, they were given a sealer coat and then I used Ammo by Mig Starship Filth Oilbrusher to add some depth and once dry I added a light panel wash.

Once I was happy with the internal panels, I fixed all the outer ones into place as directed on the instructions and repeated all the paint and weathering steps done on the previous parts. Then these were left to dry. I also did the same to any other parts not yet fitted to save time. What you will find out is that there is hardly if any need for glue in most the build-up, as like some the Bandai kits everything just slots and clips into place. I had a small issue with the circular parts around the centre clear but nothing too drastic. Once I got the front end all built up, it was onto the rear section. This was probably where the



...and its quite a large model when put together

Here you can see how the lighting kit works on the 'paint cup'

main bulk of the assembly was done as there were quite a few small, but by just carefully following the instructions it all makes sense. I now had the two main built sections in front of me, so all had to do next was the top part or the 'paint cup'. This built up with no major issues and where I had painted some individual parts in metallics, these looked good against the grey backdrop, as did the other colours especially the orange! To be honest I have no idea why went with that colour, I just wanted to add touch colour that would catch the eye, and it sure does.

I was now quite impressed with just how big this model actually was and how it looked! All that was left to do next was fit the 'trigger' parts and then make the stand-up, which was pretty much straightforward and before you know I had the completed model all built up and on its stand. During the build I had been placing the

various lighting wires throughout the build and some were quite fragile to work with, and now it was time to see if it all worked, and it did! The lights just made it even more impressive and it's certainly something different.

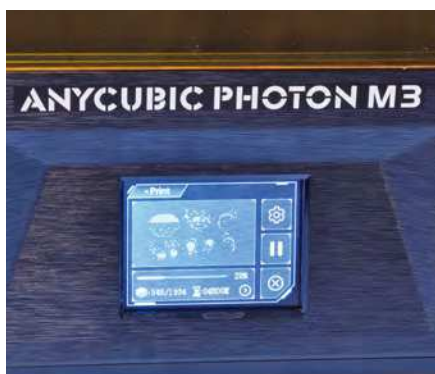
Iwata have certainly produced a genuinely unique and unusual kit that I'm sure in some way will appeal to many modellers, other than just those into sci-fi. www.airbrushes.com

In the UK, the Iwata Arkhitec is available to order from Iwata's main UK dealer The Airbrush Company who also have the full HR Model lacquers, primers, fillers and Klear Kote varnish ranges available from stock. Visit their website at: www.airbrushes.com



Life in 3D

LEE POWELL TAKES A LOOK AT THE 3D PRINTER MARKET WITH THE ANYCUBIC PHOTON M3 4K 3D PRINTER AND ANYCUBIC WATER WASHABLE GREY RESIN



ANYCUBIC

I have been a regular user of Resin 3D Printers for coming up to a year now, in that timeframe using 3

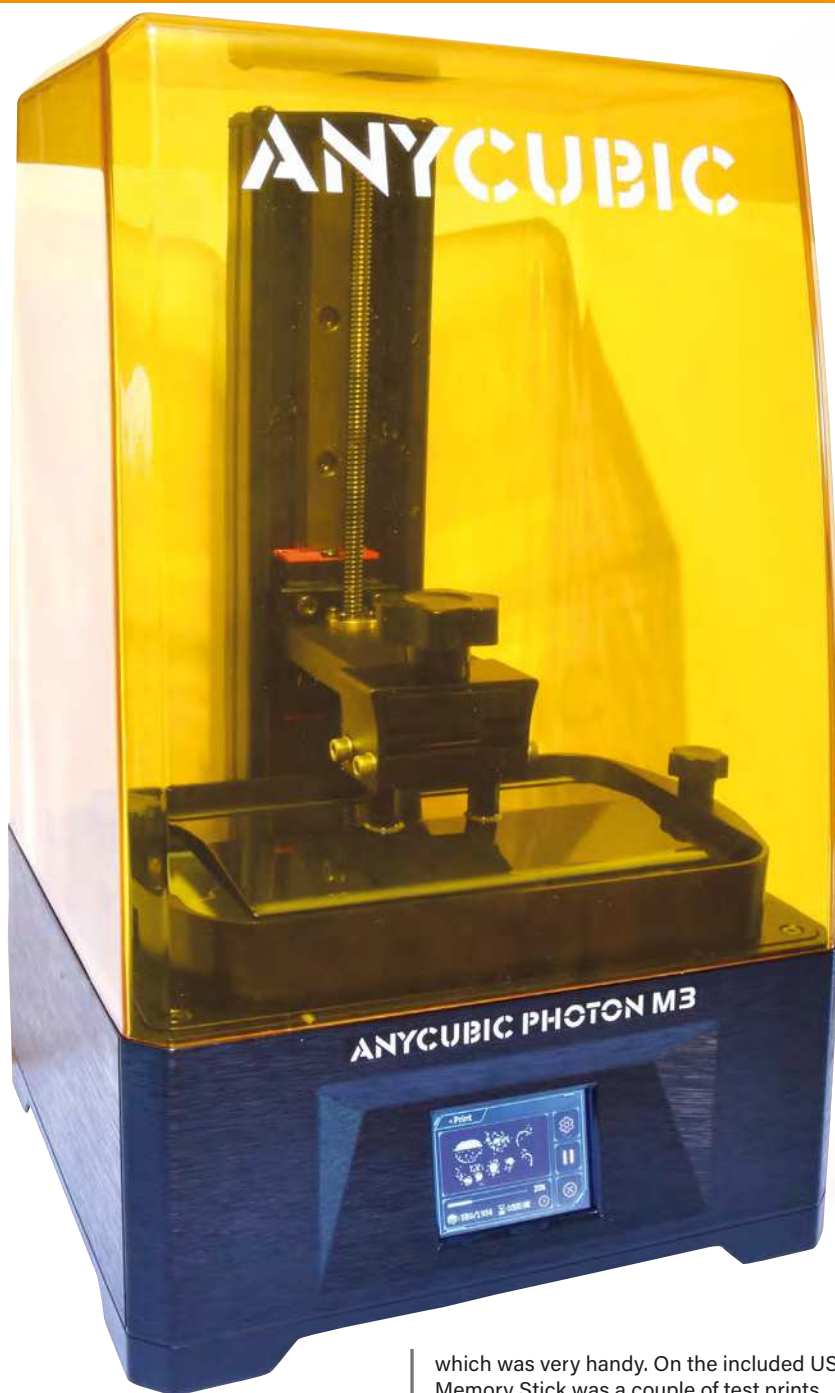
different models from the company Elegoo (Mars 2 Pro, Saturn and Mars 3 Pro). I loved the Mars 2 Pro to learn how to 3D Print and this machine always have a special place in my heart, the Saturn I found too large though and the Mars 3 suffered badly with wobbling of the Z Axis which was affecting the print quality. After doing a lot of research looking at web reviews and watching countless YouTube video's, I decided to give the Anycubic Photon M3 Printer a go, this was also a 4K printer like the Elegoo Mars 3 Pro and was described as a beginners printer. This Printer can be found round about the £250

mark, which is a good price for a 4K printer and can be found on a couple of UK sites as well as a from a large popular multi-national's website, which is where mine was purchased from.

UNBOXING

Upon arrival, the Printer was unpacked and examined, first impressions were great, the base was a decent size, and the cover was a nice clear yellow colour with a sleek sloping front (the coloured covers you find on 3D printers are not purely decorative, they stop any UV/Sunlight from curing the resin in the vat). The printer was powered on, and the colour touchscreen was nice and responsive as I followed the included set up guide to zero the Print plate and test the UV lights to check for any discrepancies, within fifteen minutes I was ready





to attach the resin vat with the two screws to the plate and then fill the vat part way up with some resin. The resin in question that I used for the first time was Anycubic's water washable grey resin, the smell of this was a lot better than any of the other resins I had used in the past and was a lot more fluid than the recent water washable resins that I had used, great start! I purchased the resin from the same website as the printer and halfway down the product description page it gives you the optimum settings for the resin for various Anycubic Printers

which was very handy. On the included USB Memory Stick was a couple of test prints, but I wanted to create my own to test, also on the USB Memory stick was Anycubic's own Slicing Software 'Anycubic Photon Workshop'. But my preferred Software to use for slicing STL files, is the free program Chitubox. Thankfully the latest version has a profile for the Photon M3, so this was selected, and the recommended settings were dialled in for the resin type, and the Ameralabs Town Calibration Print (a free file that can be found on many of the 3D file sites out there) was opened and sliced ready for printing, the output is in the file of a pm3 file. The test PM3 file was copied to the USB Memory stick



before being plugged into the printer ready to Print (The USB slot on this printer is on the right-hand side at the rear which is a nice touch as when these are on the front they tend to get knocked, or as happened to me in the past, resin can drip near to the slot!).

TEST PRINTING

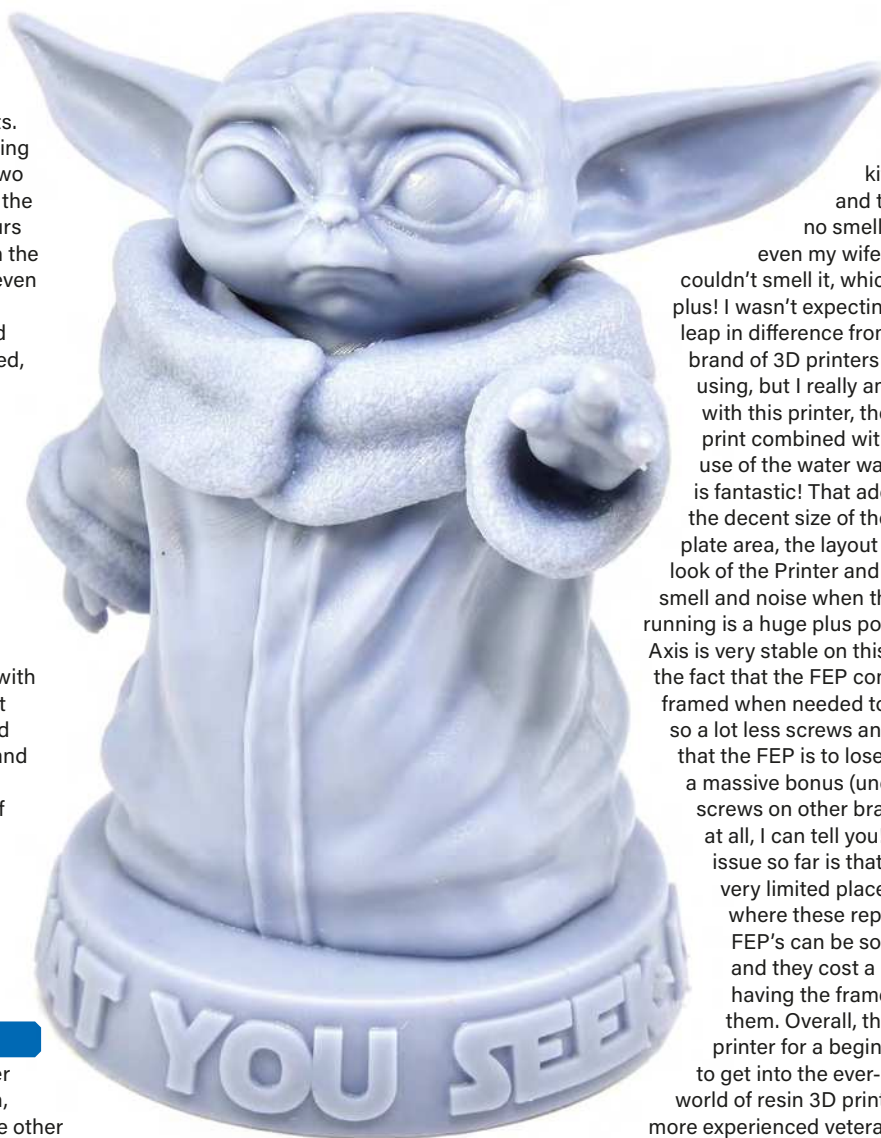
With Printing times of three seconds a layer (I now have this down to two seconds a layer with no print failures!), the test print ran through very quickly, with no failed parts of the Print and stunning fine detail! I find with water washable resin to have a tub large enough to fit the entire print plate in and fill this with warm water and leave for a couple of minutes, the print then separates easily from the print plate with minimal effort (Of course wearing rubber gloves as the water washable resin is still a skin irritant!). The other benefit of soaking in warm water is that any supports used in more complex builds just pop easily from the Print with minimal marking of the print. So that was a test print, next up was trying something a bit more advanced, so I had some files for some 1:16 German 75mm Tank shells and

some US 76mm Tank shells which I found for free on www.panzerconcepts.com. I printed twelve each of these using the pre-supported files (these are in two parts comprised of the shell case and the warhead). These took about three hours to print, but I was very impressed with the quality and detail of these, the shells even had tiny writing on the base that was very clear! After washing these off and removing the supports, they were cured, and some further minor sanding was performed before the big test of how well they fitted together! I have to say the fit of these was perfect, very snug and didn't come loose when assembled, test two was complete and on to a couple of more complex prints. I had a file of Hogwarts School from Harry Potter, and "Heavy Metal Groot" From Guardians of the Galaxy as well as a 'Groggu' Figure from the Mandalorin, that were more complex with some fine details that would really test the Printer, so these were prepped and supported before slicing in Chitubox and added to the Memory stick. The three prints were all printed over a couple of days with no failures and all the detail really standing out beautifully on the prints (the Hogwarts school is mind blowing with the amount of fine detail on it and I am still seeing bits now that I hadn't noticed before.

OBSERVATIONS

One thing noticeable about this Printer is the distinct lack of smell of the resin, which was always very pungent on the other printers I had used, even with the covers on. As a test for the Groggu print I brought the

printer in and placed it on the kitchen table and there was no smell noticeable, even my wife saying she couldn't smell it, which is a massive plus! I wasn't expecting a massive leap in difference from the other brand of 3D printers I had been using, but I really am amazed with this printer, the quality of print combined with the ease of use of the water washable resin is fantastic! That added in with the decent size of the build print plate area, the layout and visual look of the Printer and the lack of smell and noise when the printer is running is a huge plus point. The Z Axis is very stable on this printer and the fact that the FEP comes already framed when needed to be replaced so a lot less screws and guess work that the FEP is to lose or tight is a massive bonus (undoing forty screws on other brands is not fun at all, I can tell you!) The only issue so far is that there seems very limited places in the UK where these replacement FEP's can be sourced from, and they cost a little bit more having the frame as part of them. Overall, this is a great printer for a beginner looking to get into the ever-expanding world of resin 3D printing, or a more experienced veteran looking for a rock solid reliable 4K printer, very highly recommended! modelling.com



YOUNG miniatures

1/10th



Resin



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YM1870



YM1871



YM1872



YM1873



YM1874



YM1875



YM1876



YM1877



YM1878



YM1879



YM1880



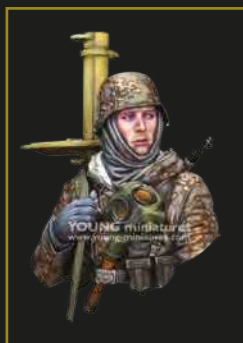
YM1881



YM1882



YM1883



YM1884



YM1885



YM1886



YM1887



YM1888



YM1889



YM1890



YM1891



YM1892

SIDE VIEW

DRAGON
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1:72 Apollo 10 Command and Service Modules

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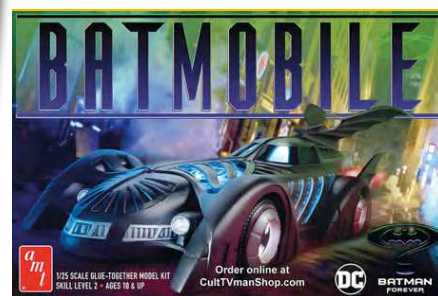
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1:8 Metropolis Machinenmench

1:8 Cyclops from Voyage of Sinbad

1:8 Vapirella Glow in the Dark

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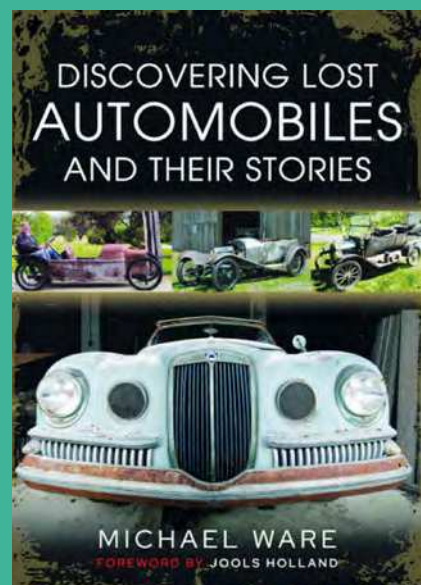

BOOKS

Discovering Lost Automobiles

PUBLISHER: PEN AND SWORD
AUTHOR: MICHAEL WARE

Many enthusiasts dream of finding a Bugatti or a Bentley in a barn or a long disused building. In reality, such finds are more likely to be an Austin 7, Ford Popular or a Mini. This book is stuffed with these so called "barn finds". The author has tried to find out the background to the abandonment and the previous history of the 'as found' car when it was in regular use. Why was it put away and apparently forgotten? Many of the stories have appeared in his "Lost and Found" column in 'Classic and Sports Car' magazine, but a book gives a chance for the expanded story to be told. The cars featured date from 1900 through till the 1980's, most come from Great Britain and Europe but there are plenty from Australasia and USA. There are well over 200 different cars plus collections featured. Each story has at least one illustration to go with it. Some of the locations are bizarre, a Daimler buried under a rockery, a Porsche sunk in Lake Lucerne, a Rolls -Royce on the roof of a high rise building in Karachi, or a Morris 8 special in a Gloucestershire pond. There is a chapter on collections of cars, put together by seemingly eccentric owners who never got around to restoring them before their death. The author is not critical of any of these owners and is grateful for the number of cars they have saved from almost certain destruction.

www.pen-and-sword.co.uk



Navy Torpedo Bombers v Axis Warships

PUBLISHER: OSPREY
AUTHOR: MATTHEW WILLIS



Drawing on rare, historical photography and specially commissioned artwork, Matthew Willis explores the heroic feats of the few Royal Navy's obsolescent biplanes that stood between the state-of-the-art Axis warships and their objectives. Focusing on the technical specifications of both opponents, using original records, and detailed armament and cockpit views, this book explores the key attributes and drawbacks of the disadvantaged Royal Navy torpedo-bombers against the mighty Regia Marina and Kriegsmarine destroyers and raiders, covering a wide range of sea battles, from the more famous attacks such as the strike on the Bismarck, the tragic events of the Channel Dash or the clash with the Italian battle fleet at Taranto, to less covered sea battles such as the Battle of Matapan. Despite their powerful weaponry and heavy armour protection, the Axis warships proved vulnerable to a skilfully and audaciously flown torpedo-bomber, thanks to innovative commanders exploiting every possible advantage. Including rare personal recollections from the airmen who flew the torpedo-bombers and historical accounts from the Axis warship crews, this book describes each and every facet of this dramatic duel.

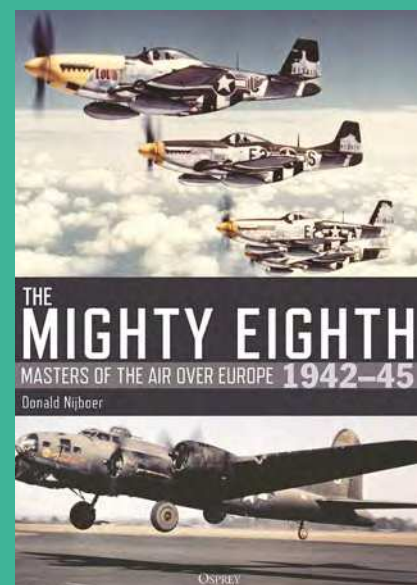
www.ospreypublishing.co.uk

The Mighty Eighth

PUBLISHER: OSPREY
AUTHOR: DONALD NIJBOER

The US Eighth Air Force known as the 'Mighty Eighth' was a combat air force activated in Georgia, USA on January 28, 1942. Its bomber command soon moved to Northern Europe to conduct strategic bombing missions, seeking to destroy Germany's ability to wage war. Among the major operations it participated in were 'Big Week' in February 1944; the D-Day landings in June 1944; and the defeat of the Luftwaffe and destruction of German industry. Eighth Air Force was the largest of the deployed combat Army Air Forces in numbers of personnel, aircraft, and equipment. At peak strength, Eighth Air Force had forty heavy bomber groups, fifteen fighter groups, and four specialized support groups. This work provides a superbly illustrated and fully comprehensive exploration of the Mighty Eighth's bomber and fighter planes, it's incredibly brave pilots and crew, and its daring and dramatic operations. It also explores the careers of key personalities associated with the Mighty Eighth, such as Earle Partridge, James Doolittle, and William Kepner. Packed with hundreds of colour aircraft profiles, battle scene artworks, and period photographs, The Mighty Eighth provides a truly comprehensive look at the illustrious history of the US Eighth Air Force.

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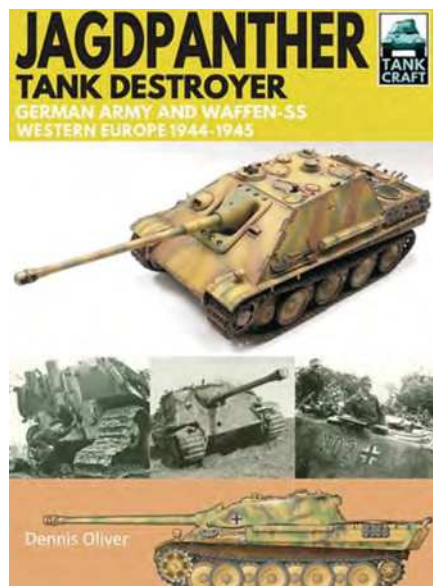


Jagdpanther

PUBLISHER: PEN AND SWORD
AUTHOR: DENNIS OLIVER

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.

www.pen-and-sword.co.uk



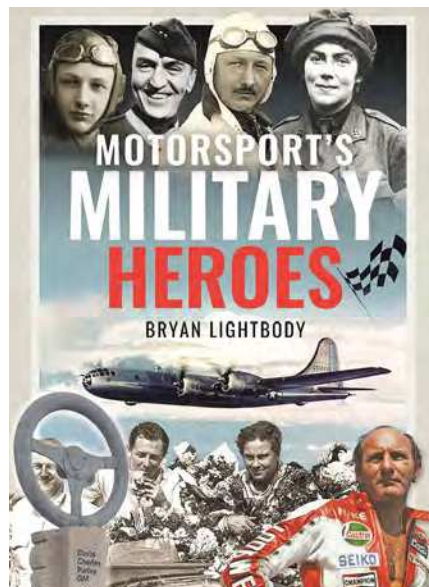
Motorsports Military Heroes

PUBLISHER: PEN AND SWORD
AUTHOR: BRYAN LIGHTBODY

It is a little-known fact that many of the motorsport icons of the twentieth century also carried out acts of bravery in war time. Enzo Ferrari served during First World War, as did the 1920s Bentley Boys, John Duff, Bernard Rubin, Woolf Barnato, Sammy Davis and Glen Kidston. Flying ace Eddie Rickenbacker was an Indianapolis 500 racing driver. Muriel Thompson was a First World War ambulance driver as well as a racing driver. Commentator Murray Walker was a tank commander in the Second World War. TV presenter Raymond Baxter was a racing driver and Spitfire pilot. Carroll Shelby was a racing driver as well as a pilot and instructor in the US Airforce. His friend, engineer and racing driver Ken Miles, served through the war as a specialist in tank recovery, landing as part of the D-Day operations.

These are just a few of the men and women profiled in this book who risked all in conflict before risking all on the track.

www.pen-and-sword.co.uk



Flower Class Corvettes

PUBLISHER: PEN AND SWORD
AUTHORS: JOHN LAMBERT AND LES BROWN

The 'ShipCraft' series provides in-depth information about building and modifying model kits of famous warship types. Lavishly illustrated, each book takes the modeller through a brief history of the subject class, highlighting differences between sister-ships and changes in their appearance over their careers.

This includes paint schemes and camouflage, featuring colour profiles and highly-detailed line drawings and scale plans. The modelling section reviews the strengths and weaknesses of available kits, lists commercial accessory sets for super-detailing of the ships, and provides hints on modifying and improving the basic kit. This is followed by an extensive photographic gallery of selected high-quality models in a variety of scales, and the book concludes with a section on research references – books, monographs, large-scale plans and relevant websites. This volume includes all the features of the regular series but the extent has been doubled to include far more detailed drawings of a class of ship that was built in huge numbers and in many variations. Mainstay of the Atlantic battle against the U-boats, Flower class corvettes were used by the British, Canadian, French and US Navies.

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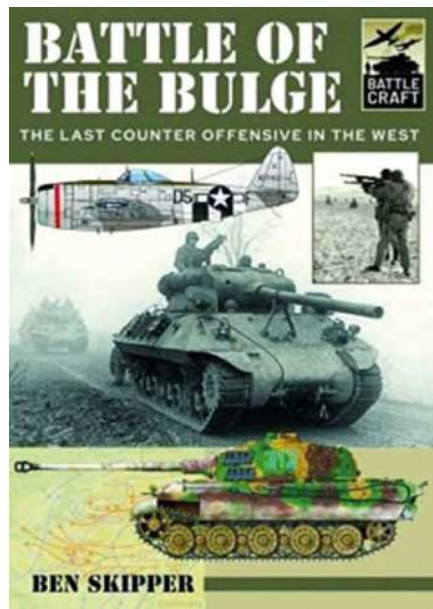
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Battle of the Bulge

PUBLISHER: PEN AND SWORD
AUTHOR: BEN SKIPPER

The Battle of the Bulge was the perfect storm for the Allies in late 1944; a tired army, overstretched supply lines, and poor intelligence on what was waiting on the other side of the hill. On 16th December, with almost complete surprise, the Germans launched their last major offensive in the West. Emerging from thick fog and through the dense woodland of the Ardennes nearly 500,000 German troops slammed into American lines. For almost a week the Germans were able to make good ground, and the glory days of 1940 beckoned as they crushed all resistances before them, often with extreme cruelty. On Christmas Eve, the Germans had lost their initial advantage, the skies cleared, and air support returned. For the next 3 weeks the battle hung in the balance. For the Americans the Battle of the Bulge would be the deadliest single battle of the Second World War. This Battle Craft title also looks at four pieces of military hardware that were involved in these legendary battles. Massive King Tigers rained down terror and destruction among the Allies M4's and other armour, until the arrival of nimble M18 Hellcats which counted for several King Tigers. Over head the almost uncatchable ME262 battled with its own nemesis, the virtually indestructible P-47. The Quartermaster section provides the modeller with an insight into the development and operational use of the four chosen vehicles and aircraft that were involved in the Battle of the Bulge. A selection of historical and contemporary photos and illustrations feature alongside stunning showcase builds, providing the modeller with subjects to whet the creative appetite. It also features details of model kits and extras that can really help the modeller bring military history to life.

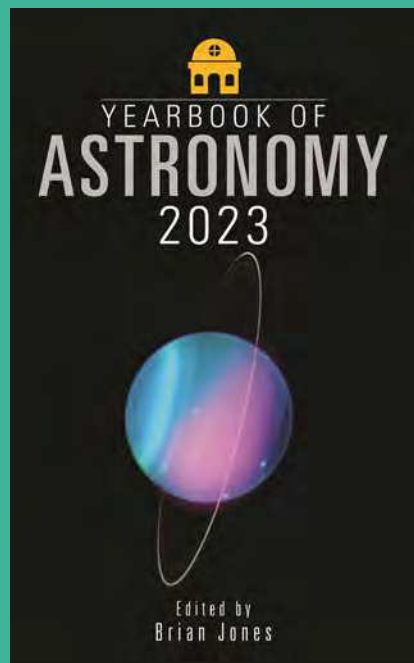
www.pen-and-sword.co.uk



Yearbook of Astronomy 2023

PUBLISHER: PEN AND SWORD
AUTHOR: BRIAN JONES

Maintaining its appealing style and presentation, the Yearbook of Astronomy 2023 contains comprehensive jargon-free monthly sky notes and an authoritative set of sky charts to enable backyard astronomers and sky gazers everywhere to plan their viewing of the year's eclipses, comets, meteor showers and minor planets as well as detailing the phases of the Moon and visibility and locations of the planets throughout the year. To supplement all this is a variety of entertaining and informative articles, a feature for which the Yearbook of Astronomy is known. Presenting the reader with information on a wide range of topics, the articles for the 2023 edition include, among others, The Incomparable Sir Patrick Moore; Shining a Light on Jupiter's Atmosphere; A Brief History of the End of the Universe; The Closing of Historic Observatories; The Ability



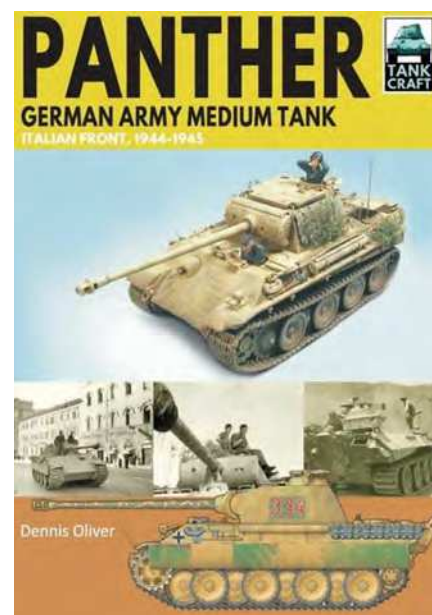
to Believe: Bizarre Worlds of Astronomical Antireality; Optical SETI at Harvard; The Future of Spaceflight; and Male Family Mentors for Women in Astronomy: Caroline and William Herschel. This iconic publication made its first appearance way back in 1962, shortly after the dawning of the Space Age. Now into its seventh decade of production, the Yearbook continues to be essential reading for anyone lured and fascinated by the magic of astronomy and who has a desire to extend their knowledge of the Universe and the wonders it plays host to. The Yearbook of Astronomy is indeed an inspiration to amateur and professional astronomers alike and warrants a place on the bookshelf of all stargazers and watchers of the Universe.

www.pen-and-sword.co.uk

Panther

PUBLISHER: PEN AND SWORD
AUTHOR: DENNIS OLIVER

The Allied invasions of Sicily and the Italian mainland had been met with tenacious resistance by the Germans, but the defence consisted for the most part of armoured units that were little different to those the British had faced in North Africa. But in early 1944, with the landings at Anzio and Nettuno and the attempt to bypass the German defensive line, the Wehrmacht's high command began shipping heavier and more powerful tanks to the Southern Front including an increasing number of Tigers and Panthers. The initial models of the latter had gone into combat for the first time in July 1943 and it was planned that every Panzer regiment would



eventually contain a battalion of these impressive vehicles. Drawing on official documentation and unit histories Dennis Oliver investigates the formations that operated these deservedly famous vehicles and uses archive photos and extensively researched colour illustrations to examine the markings, camouflage, and technical aspects of the PzKpfw V tanks that were an integral part of the German defence of the Italian peninsula. A key section of his book displays available model kits and aftermarket products, complemented by a gallery of beautifully constructed and painted models in various scales. Technical details as well as modifications introduced during production and in the field are also examined, providing everything the modeller needs to recreate an accurate representation of these historic vehicles.

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I'm sure at some point we have all had that panic moment when we have all knocked over a brand-new bottle of glue or decal solution! These moments will now be a thing of the past with the new 'Phoenix Bench Buddy'! This is a 4-in-1 3D printed anti-spill glue and decal solution holder, that will fit a multitude of manufacturers products. You can print off as many as you like to hold your various sized bottles and then just drop your favourite glue or decal solution into the assorted modular attachments and make spillages a thing of the past. All you will need is a 3D printer and our files. So, head over to our website, find the 'Bench Buddy Link' and download! We have taken the hard work out of this with pre-supported STL files that you simply open and add to your slicer software. Also included in the download are unsupported files for you to add your own supports. What are you waiting for? Go, download and happy printing!



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The SAAB JAS 39 Gripen

by Andy Evans

The Saab JAS 39 'Gripen' or 'Griffin' forms the primary fighter wing of the Swedish Air Force along with a several other nations. The Gripen is a highly-advanced multi-role aircraft utilising the latest in digital controls and weapons delivery, all the while being produced in a modestly sized and highly streamlined package to strict Swedish Air Force requirements. The JAS 39 has been in operational service since 1997 after a relatively long development period and over 240 of the type have been produced in single-seat and twin-seat forms. The Gripen remains one of the most potent advanced lightweight fighter designs, and is able to undertake a variety of mission roles from air defence to interception, ground attack to armed reconnaissance as well as training. By the end of the 1970s, the Swedish Air Force found itself looking to advance their frontline fighter capabilities over that of the aging Saab Drakens and Viggens. The Draken, with its unique double-delta wing and single-engine design, was introduced in March of 1960 and managed a successful, if modest, existence with several air forces, being produced in 644 examples from 1955 to 1974. The Draken was developed to replace the outgoing Saab J29 Tunnan fighters. Comparatively, the Viggen made its presence known in June of 1971 to which 329 examples were produced from 1970 to 1990. The type was developed as a broader solution to undertake interception, strike and reconnaissance roles and sported a more conventional delta wing profile with forward canards and a single engine design. Work on their replacement began in 1979 with studies undertaken in 1980 to produce a modern end-product worthy of Swedish Air Force needs that could undertake a plethora of required battlefield roles. In 1981, a consortium was formed that involved Saab, Volvo Aero Corporation, Ericsson/GEC-Marconi and FFV Aerotech to design, develop and produce various portions of the aircraft. The end result became produced the JAS 39A Gripen fighter and the JAS 39B two-seat trainer, and then the updated JAS 39C, followed by a redesign producing the F39E/F. The Gripen has a very sleek design incorporating a large-area, rear-set delta-wing configuration, removing the need for horizontal tailplanes while increasing internal fuel loads and external weapons-carrying capabilities. The wings were low-mounted on a slab-sided tubular fuselage frame to which the gently sloped nose cone capped the front end. Under the nose cone was the powerful search-and-tracking facility that allowed for 'look-down/shoot-down' capability and multiple target 'track-while-scan' and target assessment, all delivered to the pilot in real-time. The Gripen can carry a huge variety of air to air and air to ground variety of weaponry as well reconnaissance pods and is currently in service with the Swedish Air Force as well as the air arms of Hungary, South Africa, Thailand, and Brazil, with other potential operators on the horizon. This 100-page full colour 'Blue Series' book looks in detail at the history and employment of the Gripen, with photographic references, walk arounds, and as the 'Real to Replica' title suggests there is a section on how to model the Gripen in popular scales, making this book an ideal resource for both the enthusiast and scale modeller alike.



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COMING SOON

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

The Mega Build! Delta Flyer

Simon Antelmi guides you step by step through building the 1:12 Italeri Lancia Integrale 16V – not to be missed!



Bomb Run

Stuart Barry builds the 1:48 Revell SBD-5 Dauntless 'in action'

Big Cat on the Prowl

Huw Morgan looks at the 1:48 Tamiya Tiger I Early Production

Hulk Smash!

Ivan Gilbert brings another of his superb 3D printed figures

PLUS

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



Pans People

Tom Primett paints the excellent Ninja Printz 3D printed Faun from the Pan's Labyrinth film



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.

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 ModelWorld 2022

The International Centre, Telford, Shropshire TF3 4JH

PHOENIX ATTENDING



**NEW
SCHEMES****1:48**

Westland Lynx HMA8 /Mk.88A/Mk.90B A10107A



WESTLAND LYNX HMA8
No.815 Naval Air Squadron, HMS Portland, Royal Navy, Royal Naval Air Station Yeovilton, Somerset, England, 2017.



WESTLAND LYNX MK.88A
Marinefliegergeschwader 3 "Graf Zeppelin", Germany, 2018



WESTLAND LYNX MK.90B
Søværnets Helikoptertjeneste (Danish Navy Air Squadron), 2013.

Length 316mm Width 265mm Pieces 296

The (Vehicle/Aeroplane Model) is a product of Leonardo MW Ltd and all rights in it, including its name, are hereby reserved. The models have been produced with the permission and assistance of Leonardo MW LTD.

The Mk8 naval variant of the Lynx entered service with the Royal Navy in the early 1990s and has since gone on to provide them with an excellent maritime attack helicopter, performing well in the anti-submarine role as well as search and rescue.

● Armament Included:

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- 2 x Mk.11 Depth Charges
- 1 x 50-Caliber Machine Gun

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- Various nose/sensor configurations
- Detailed cockpit

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F/A-18C VFA-27 ROYAL MACES



Length: 356mm
Wingspan: 256mm
Parts: 280+

K48114
SCALE
1:48

Decals designed by



Decals printed by



Photo Etched part is included



MODEL FEATURES:

- Positional flaps and slats
- Extra outer wing for fold wing configuration
- New engraving technology for crisp panel line and laser engraving for superdetail
- Highly detailed cockpit
- Full intakes
- Super detail MLG and NLG bay



F/A-18C VFA-27 Royal Maces 2003



F/A-18C VFA-27 Royal Maces 2002



F/A-18C VFA-27 Royal Maces 1999



/Kinetic Model

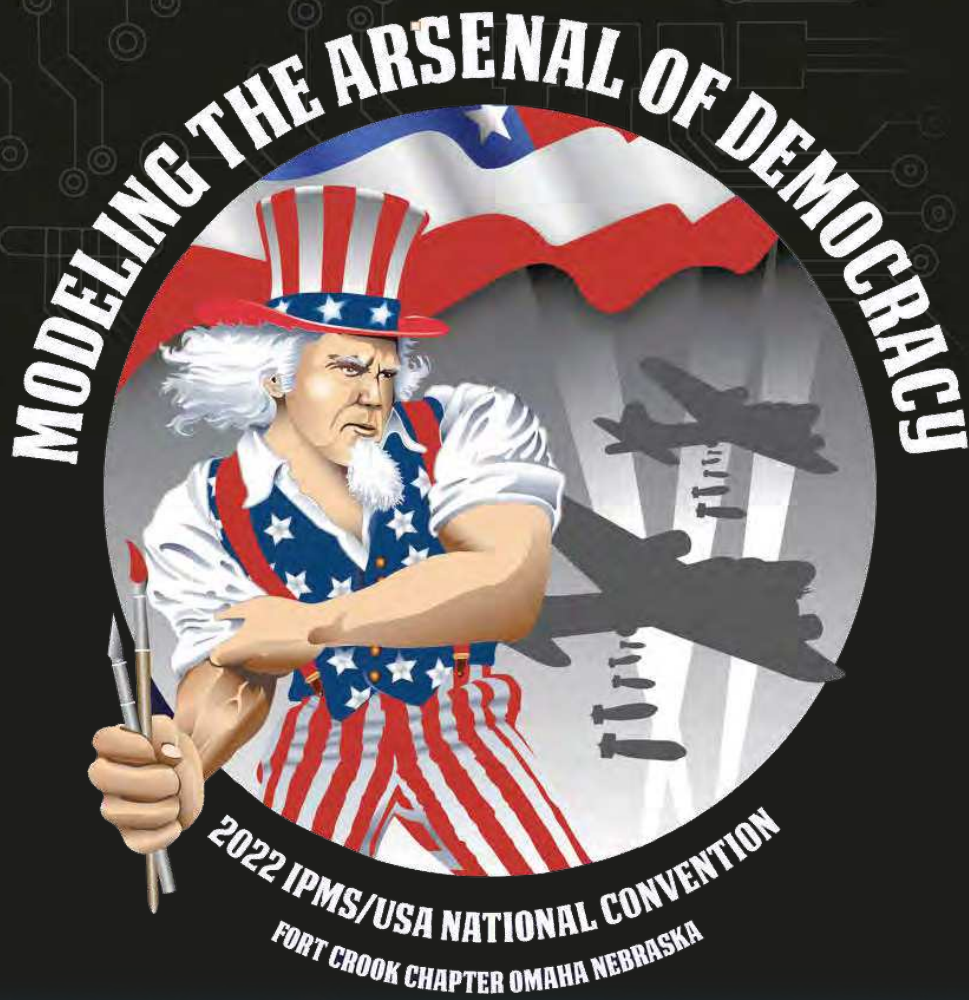


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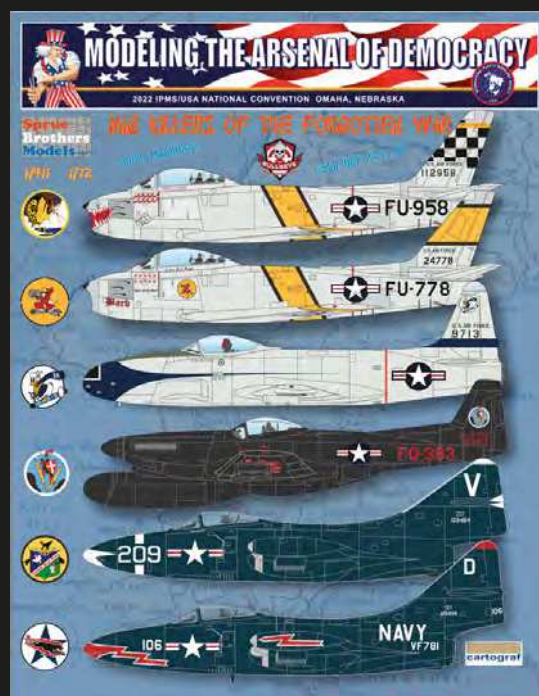
Scale Modelworld Competition Tables and More!

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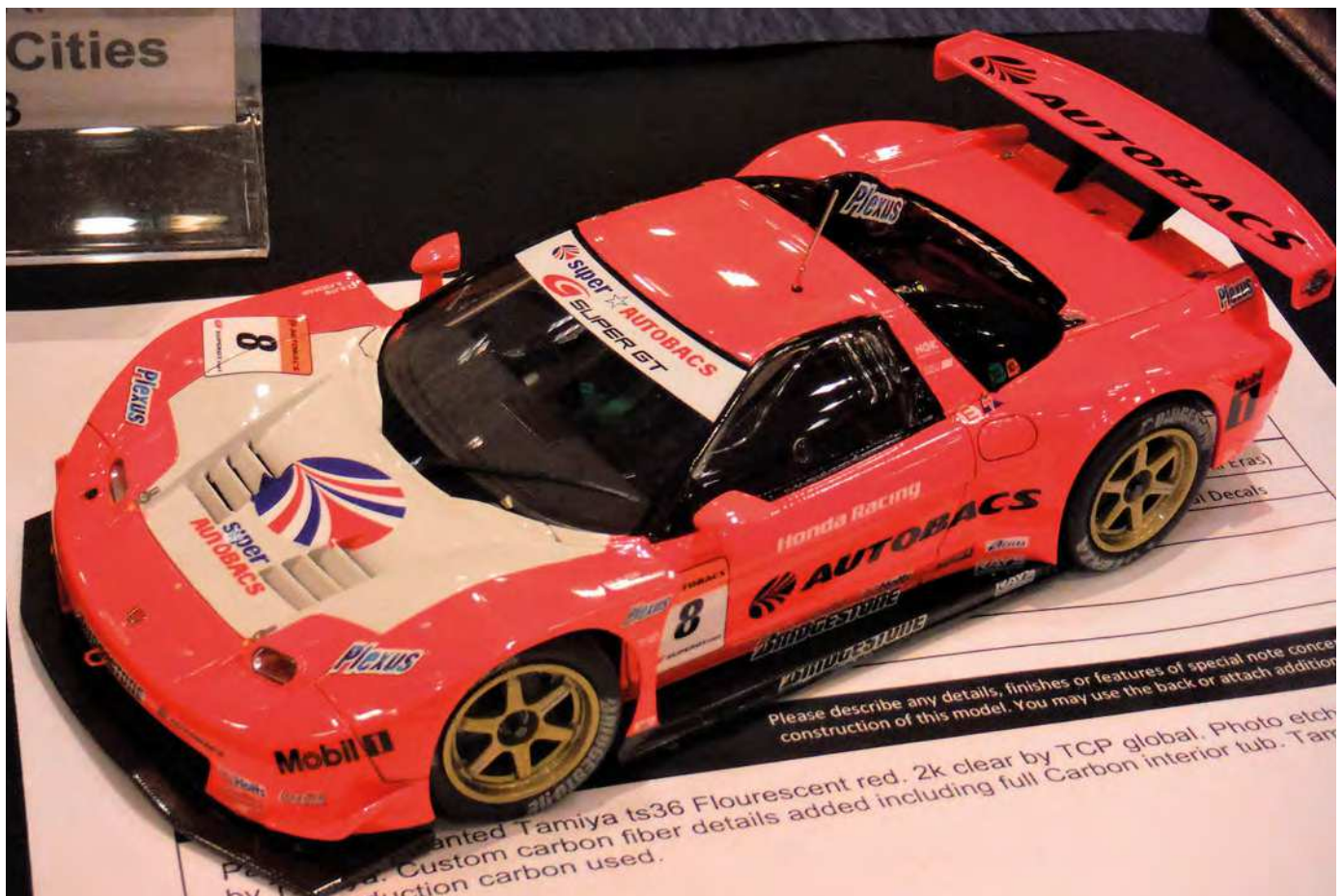
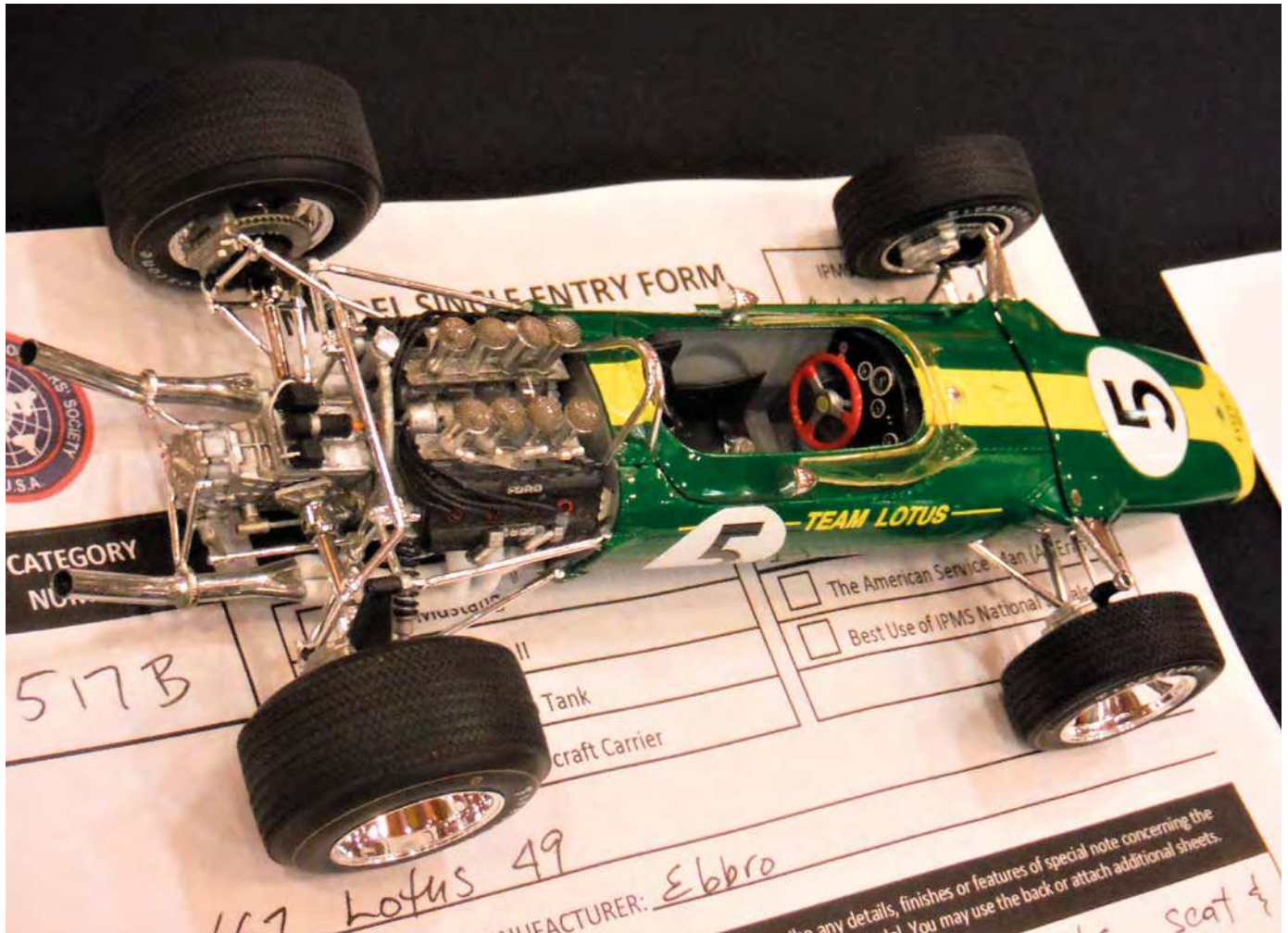
OMAHA, NEBRASKA, 20TH TO 23RD JULY 2022

This month in our digital editions we supply some photographs of the 1000 plus models that caught the eye of the Phoenix Team (David Francis & Paul Bradley) in the competition area at the show. [more info](#)



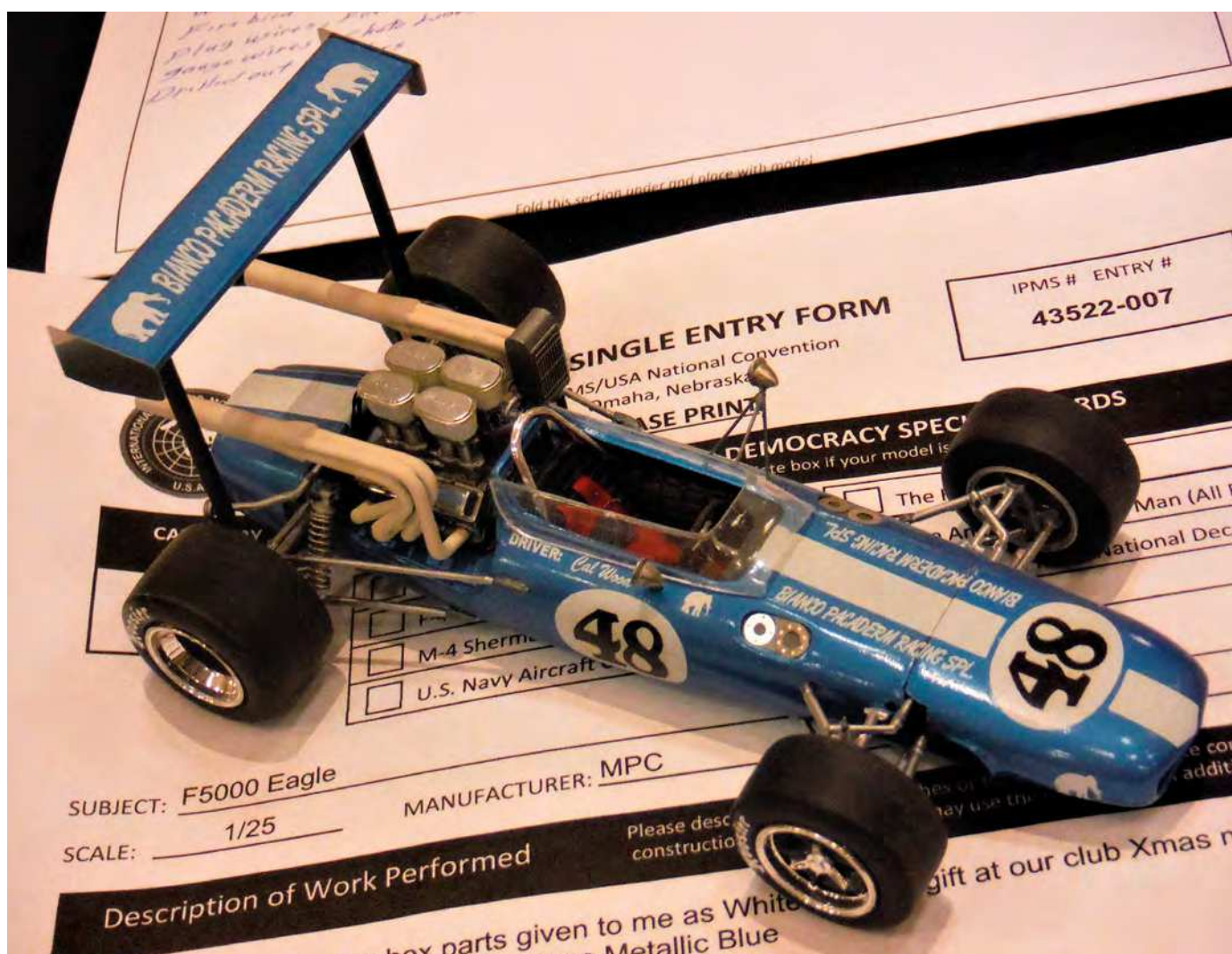
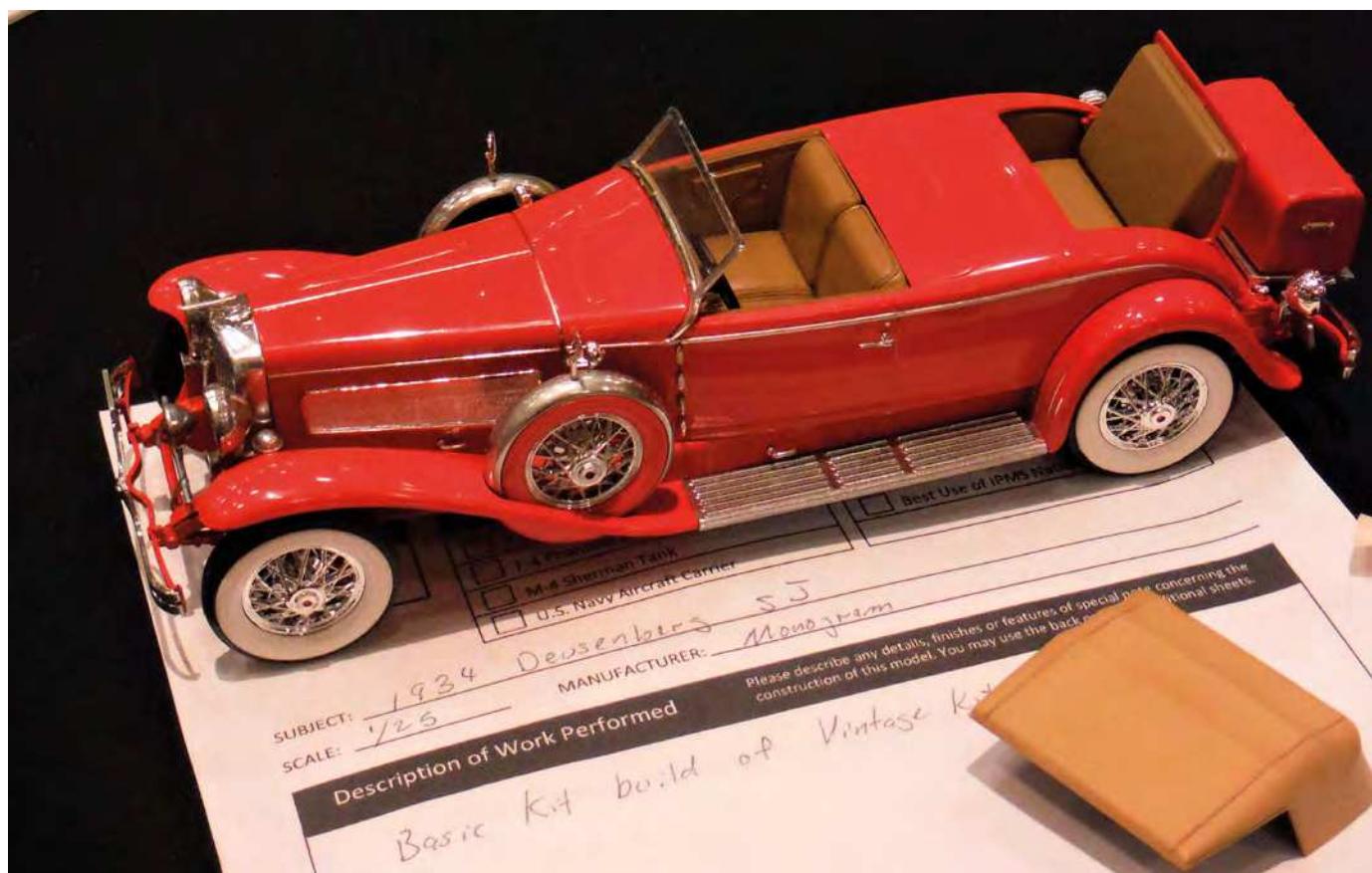




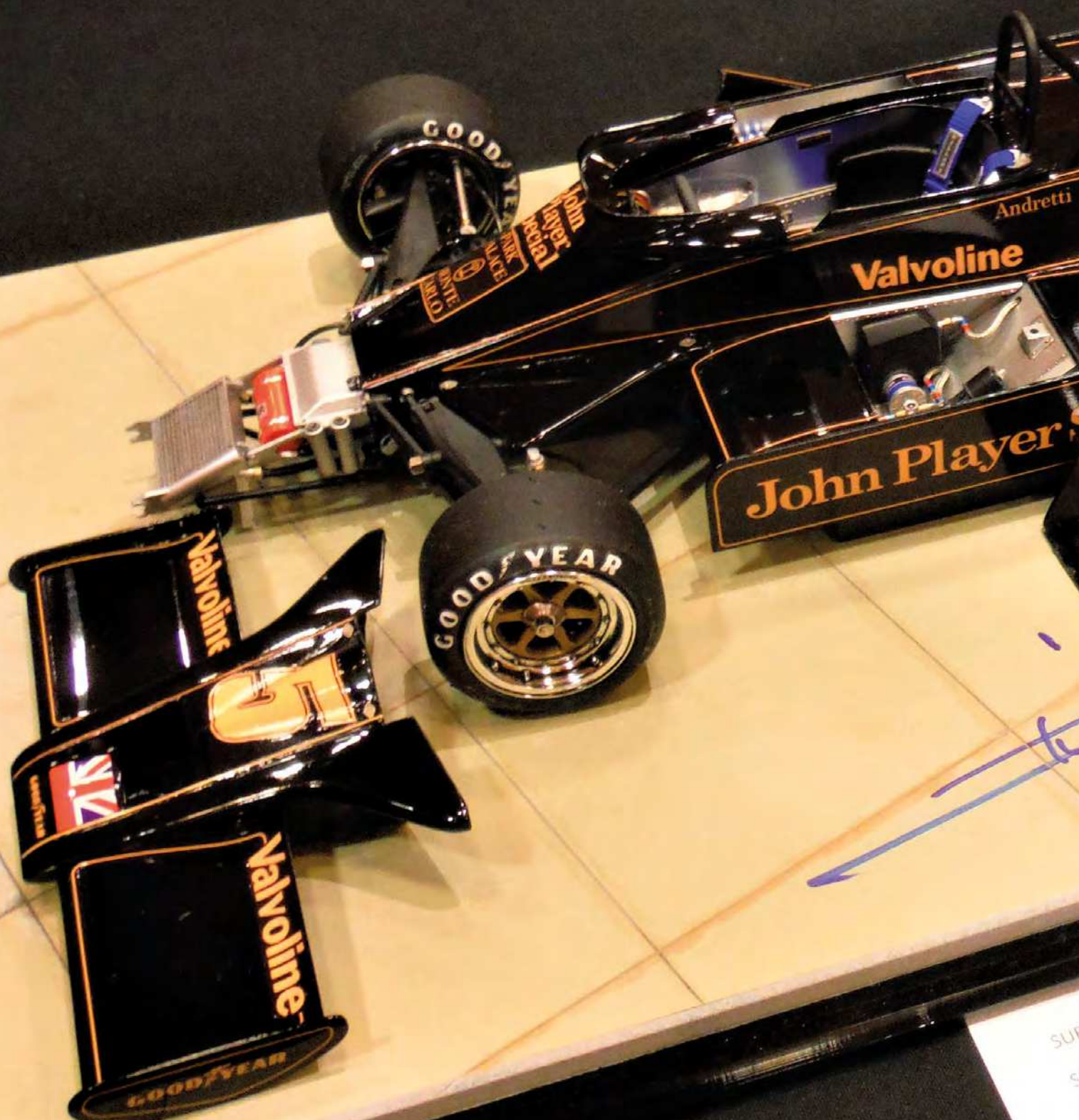


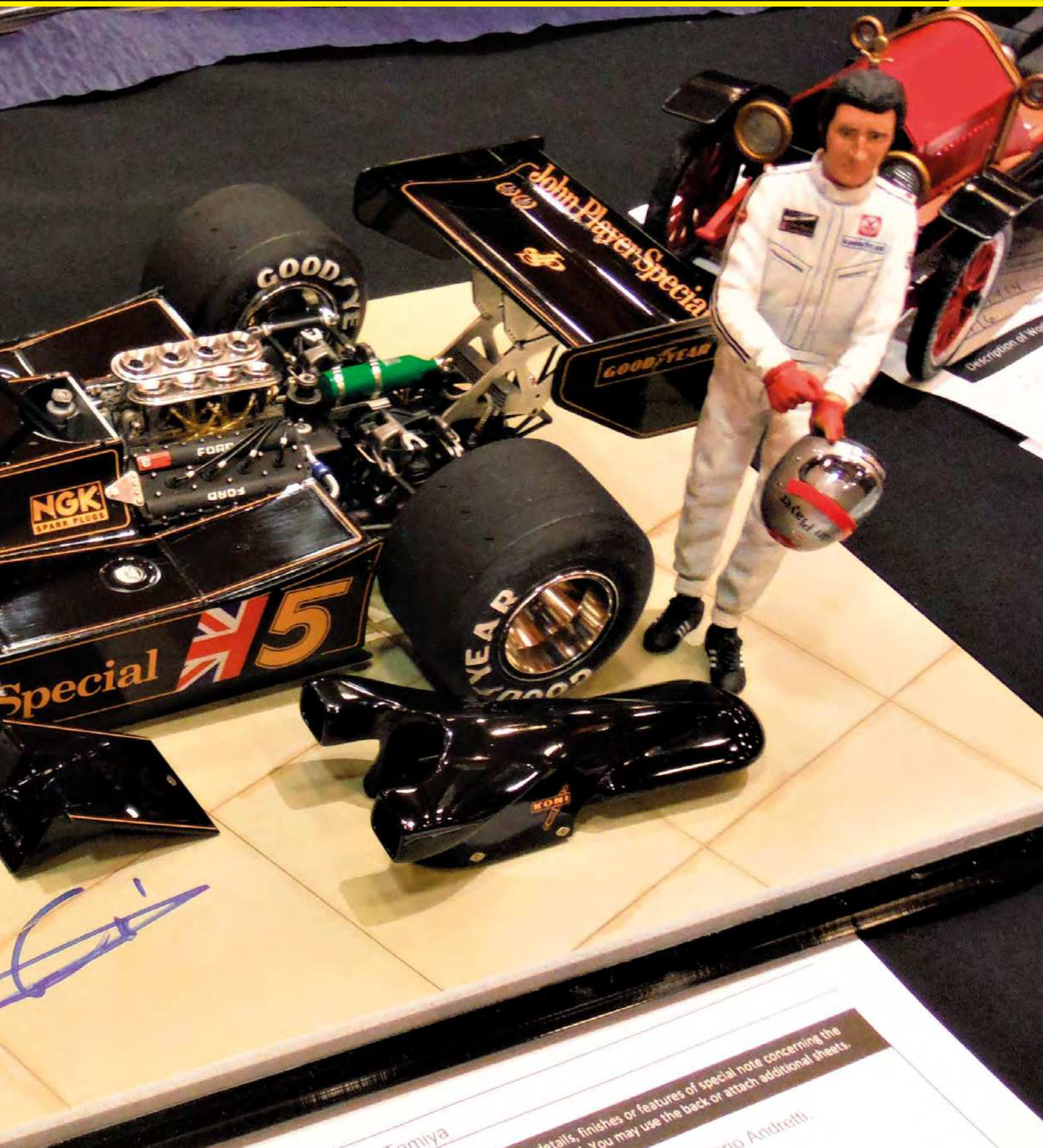












SUBJECT: 1978 Lotus 78
SCALE: 1/12

MANUFACTURER: Tamiya

Please describe any details, finishes or features of special note concerning the construction of this model. You may use the back or attach additional sheets.

Description of Work Performed

depicts car driven in 1978 Formula One Monaco Grand Prix by Mario Andretti.

is wired and plumbed.

77 Lotus Mk. III to represent changes to front and rear wing

are decals created to represent Mario's suit at the



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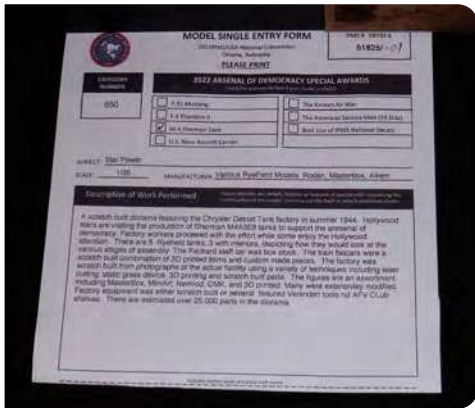
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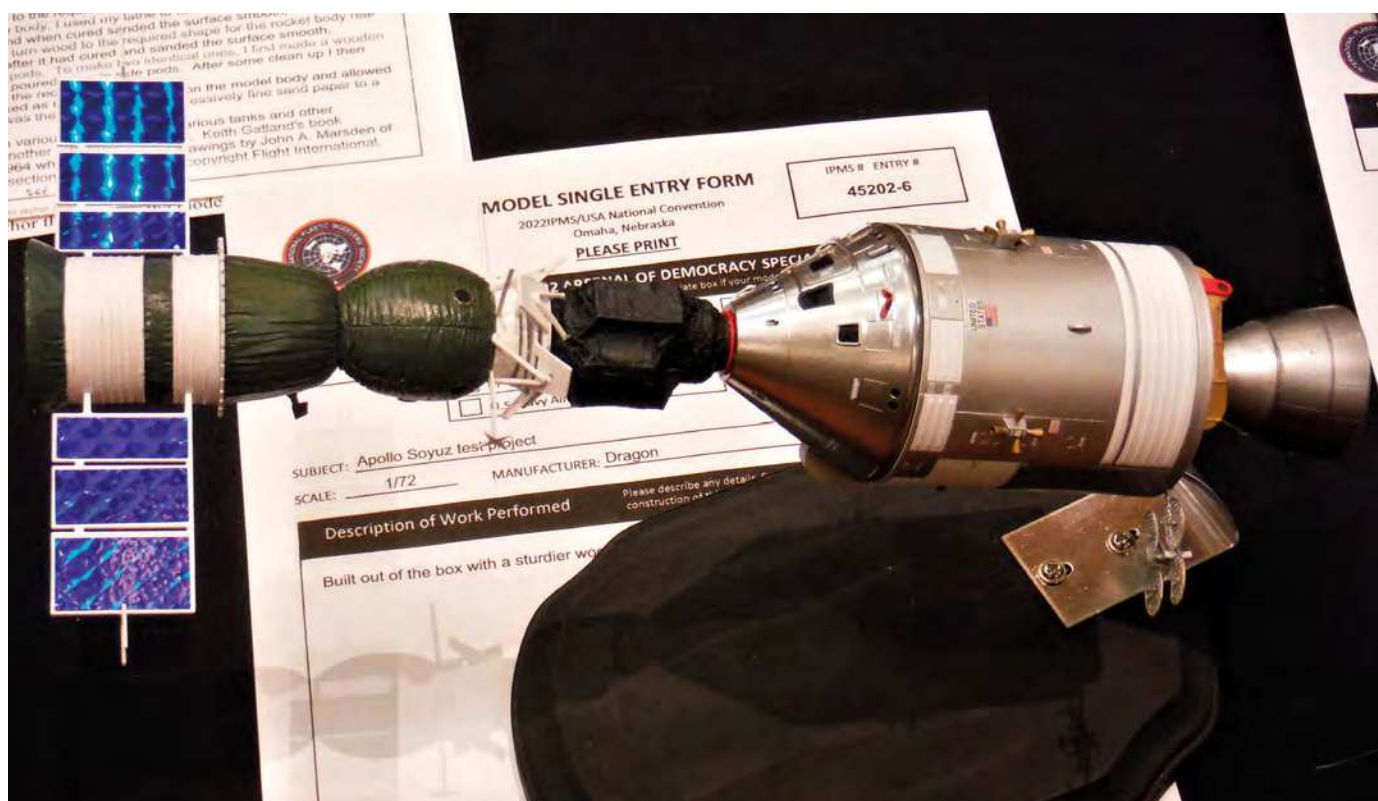
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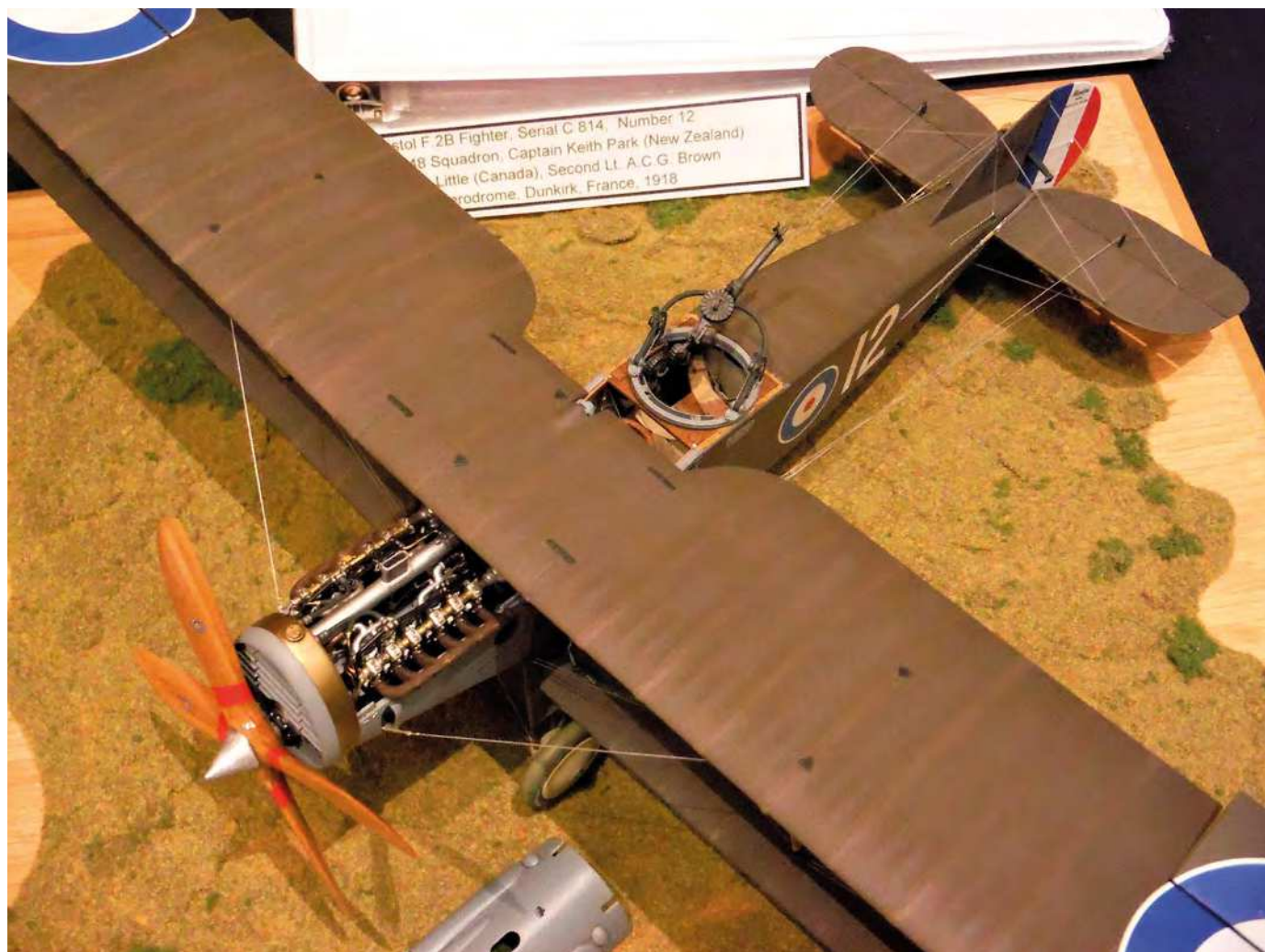
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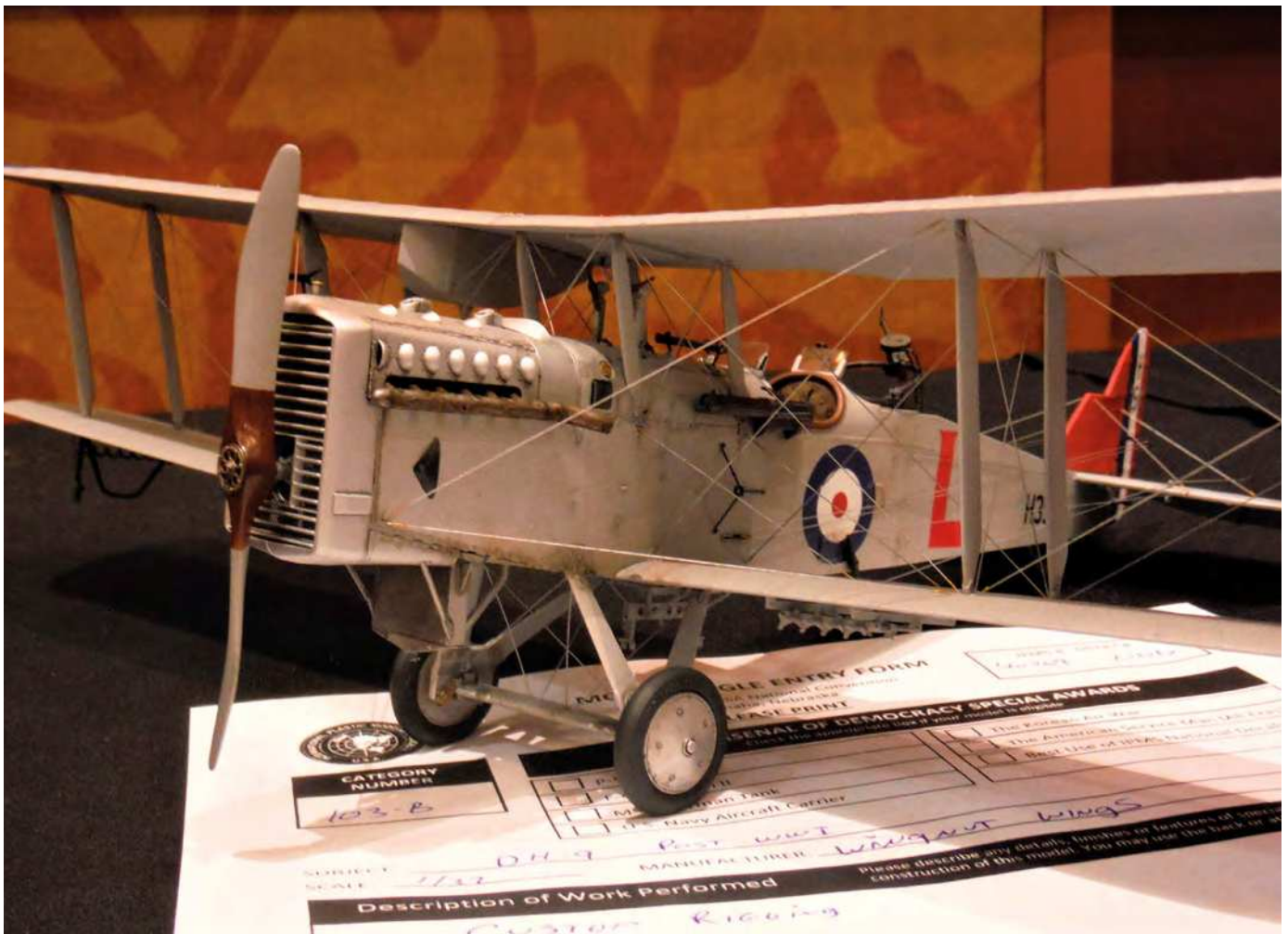






















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PLUG

HOBBY PLUG

CATEGORY
NUMBER

WINS.CO.UK

The advertisement is for 'Hobby Plug', a product designed to cover holes in a modeler's head. It features a large image of a man's face with a hole in his forehead, through which a 'Hobby Plug' is visible. The text is humorous, suggesting that the product is needed to prevent 'cranial leakage' and 'memory loss'. It also mentions a 'Hobby Helm' for larger holes and provides a phone number for orders. In the foreground, there are physical examples of the product: a stack of 'Hobby Plugs' in a white box, a single 'Hobby Plug' in a black box, and a 'Hobby Helm' (a larger hole in a head) in a black box.











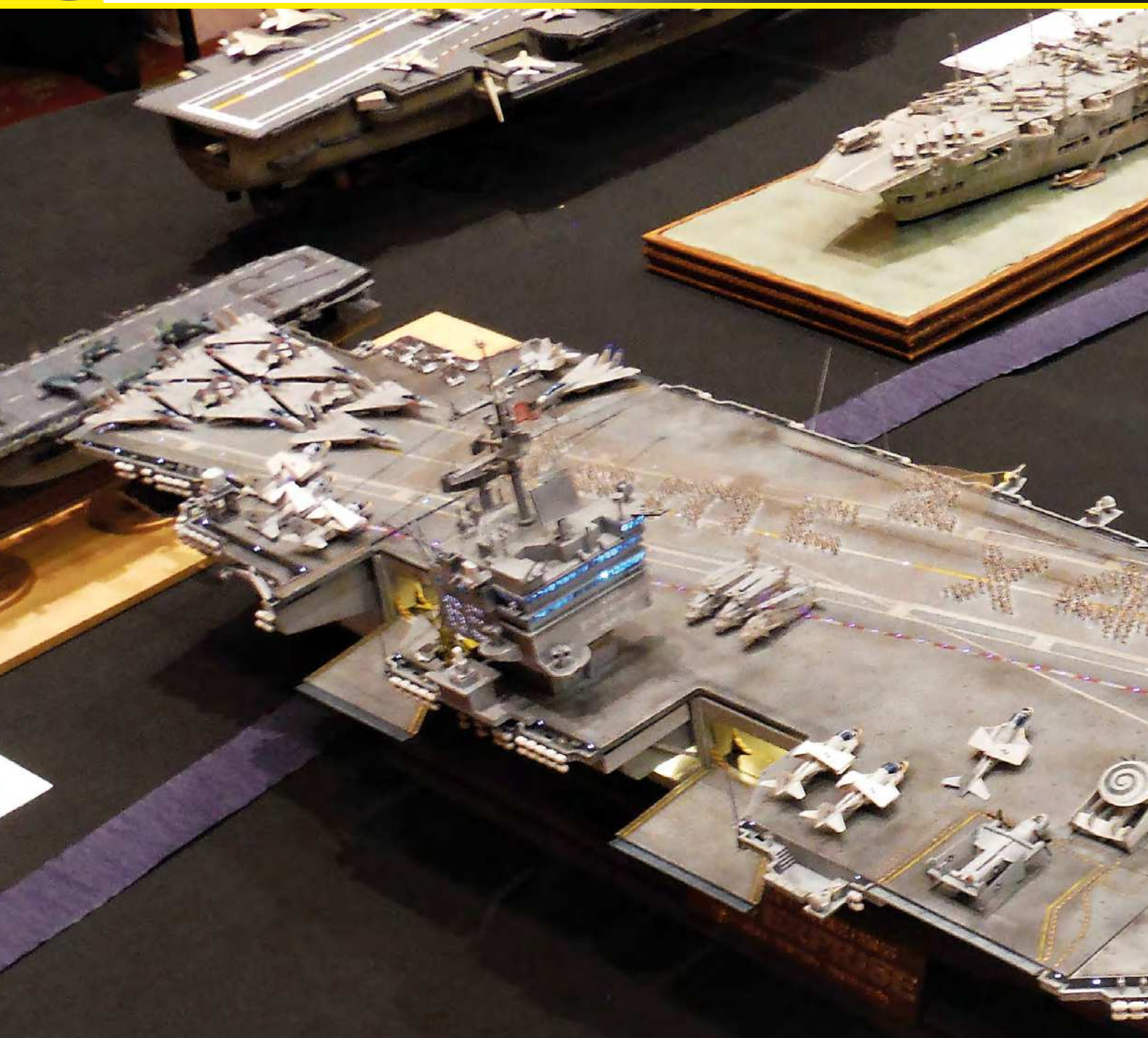




features or features of special note concerning the
may use the back or attach additional sheets.







Category number: 100

2022 ARS

Model: 1/350 Enterprise, 1960s

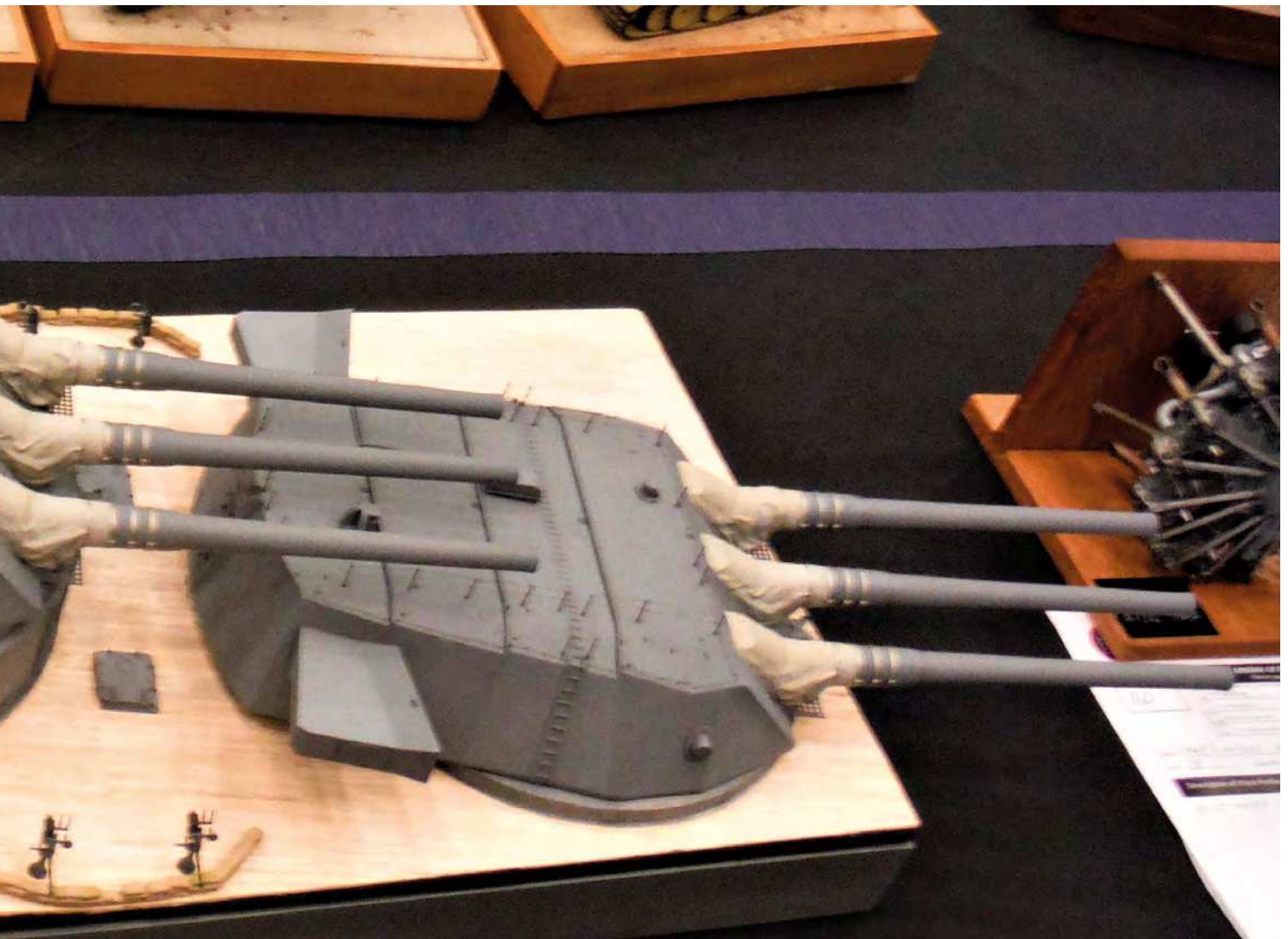
Description of Work Performed

Please provide a detailed description of the model. You may use the following text as a guide:

The model is a 1/350 scale model of the USS Enterprise (CVN-65) in 1960s configuration. It is a highly detailed model, featuring a grey hull, a large flight deck with yellow markings, and various aircraft models on the deck. The carrier is mounted on a yellow base. The model is a highly detailed model, featuring a grey hull, a large flight deck with yellow markings, and various aircraft models on the deck. The carrier is mounted on a yellow base.







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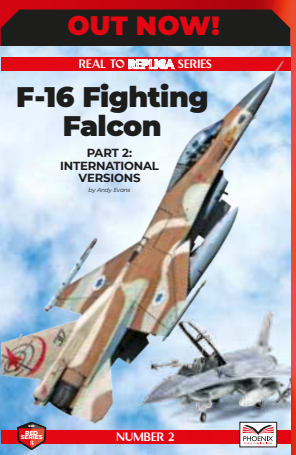
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