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EDUARD'S STUNNING
1:48 SPITFIRE MK.I

**Model
MAGAZINE**
INTERNATIONAL

**ISSUE
307**

May 2021
£4.95

www.doolittlemedia.com



**ORANGE
APPEAL**

Tamiya's sublime 1:24
McLaren Senna in detail

INSIDE

**Tamiya 1:24 Opel Astra V8, AMK 1:48 F-14D Tomcat, Tamiya 1:35
Krupp Protze, plus new kits, books and modelling accessories...**

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MEDIA**





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European spec.

1/24
SCALE

Sophisticated Super Car

1/24 Sports Car Series **McLaren Senna** (Item 24355)

The McLaren Senna was announced by the British auto maker McLaren, which produces high-spec sports cars, at the Geneva Motor Show in 2018. Fittingly for a car upon which the name of legendary driver Ayrton Senna is bestowed, this model was developed as a road car which also facilitates excellent performance at circuits. It features cutting edge design across the car exemplified by extensive carbon fiber sections on the lightweight body, which is designed for impeccable aerodynamics, cooling, and downforce. Power is provided by an 800ps 4-liter V8 twin turbo engine, and the ergonomic body is racing car-esque. With only 500 produced, all of them were sold out upon its release. Now, it is ready to enter your model collection too, as it joins the popular Tamiya 1/24 Sports Car Series. Check out the sophisticated aerodynamic body with your own eyes!



Features a realistic depiction of the V8 twin turbo engine, and choice of dashboard position.

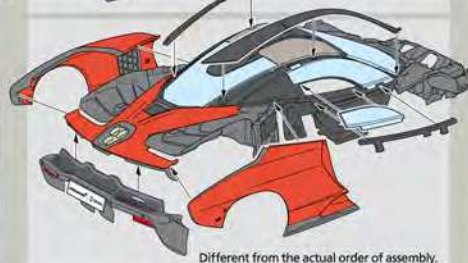
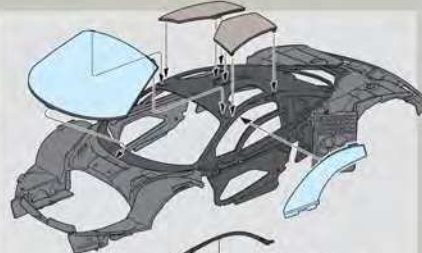


Chassis is composed of ergonomic subframe, engine, and suspension.

Separate parts for brake calipers and discs facilitate easy painting, and ensure that the wheels and brake discs rotate together.

★Front, side and roof windows are fitted individually to the upper monocoque, and body panels such as outer pillars, fenders, and front hood are also attached separately to the frame. These parts enable easier painting, and transparent parts do not require cement.

★The model can be assembled as European, U.S. or Japanese spec.



Different from the actual order of assembly.



U.S. spec.

Metal transfers recreate McLaren logos and more.

Distinctive doors' glass sections and interior fins are also recreated.

Full display model

Length: 198mm, width: 91mm, height: 51mm.

1/24 SCALE SPORTS CAR SERIES **McLAREN SENNA**

Manufactured under license from McLaren Automotive Limited. The McLaren name and logo are registered trademarks of McLaren. Senna is the registered trademark of Ayrton Senna Empreendimentos Ltda. This is an actual scale model and not a toy.

★Images show assembled and painted kit.
★Product may vary from images shown.



COVER STORY

30 ORANGE APPEAL

Tamiya's sublime 1:24
McLaren Senna, full build



50 THEIR FINEST HOUR

Building Eduard's
stunning new
1:48 Spitfire Mk.I



14 RAIDING PARTY
Tamiya's 1:35 Krupp Protze
Kfz.69 with 3.7cm Pak 36

Model MAGAZINE INTERNATIONAL

Issue 307 May 2021

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Tamiya's fabulous new 1:48 F-4B Phantom has
arrived



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IN BRIEF...



TAMIYA

- 1:48 Scale F-4 Phantom II Decal Set A
- 1:10 RC Top-Force EVO 2021
- 1:10 RC TA08 06 Module Spur Gear (71T)
- 1:10 RC TA08 04 Module Spur Gear (110T)
- 1:10 RC Landfreeder Quadtrack (TT-02FT)
- 1:10 RC TA08 PRO Chassis Kit
- 95621 Mini 4WD Koala Racer GT

hobbyco.net

EASY MODEL

- Vulcan B2 XM607 assembled and pre-painted model

www.bachmann-europe.co.uk



GECKO MODELS

- British ATMP WMIK (Airborne)
- British FV107 CVR(T) Scimitar Mk.2 (TES) 'Operation in Afghanistan'
- US Army Light Type III skid-steer loader M400W.

www.tigerhobbies.co.uk



ITALERI

- 1:72 T-55A

hobbyco.net



NATURAL HISTORY MUSEUM DINOSAURS

Assembled and pre-painted models

- 1:40 Tyrannosaurus
- 1:40 Stegosaurus
- 1:40 Megalosaurus
- 1:40 Baryonyx
- 1:40 Triceratops
- 1:40 Ankylosaurus
- 1:40 Diplodocus & Kentrosaurus
- 1:40 Carnotaurus & Corythosaurus

www.bachmann-europe.co.uk



NEW FROM ARMA MODELS Arma Model rivets

These three-dimensional decals simulate the rivets missing from Zvezda's recent and otherwise excellent Mi-24 Hind kit in 1:48. arma-models.ru

REVELL

- 1:76 First Diorama Set Sd.Kfz.234/2 Puma
- 1:76 First Diorama Set Sherman Firefly

www.revell.de



TAKOM

- 1:16 Wiesel A1 TOW
- 1:35 M46 Patton US Medium Tank + 1/4 Ton Utility Truck
- 1:35 Panther Ausf G Early Production w/Zimmerit
- 1:35 Bergepanzer 2A2
- 1:35 M60A3 w/M9 Bulldozer Attachment

www.pocketbond.co.uk



ZVEZDA

- 1:72 Russian foot artillery
- 1:72 French foot artillery

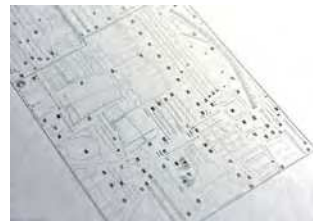
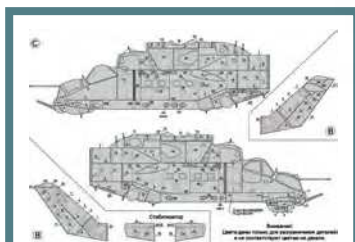
hobbyco.net



NEW FROM TAMIYA 1:35 German Tank Panzerkampfwagen IV Ausf. G

Here is the Tamiya factory photo of the forthcoming Pz.IV Ausf.F. Three figures are included, two with rolled-up sleeves and one figure in standard uniform. Decals included for North African and Eastern Fronts.

www.hobbyco.net www.tamiya.com



COMING SOON FROM TAMIYA 1:10 RC 2020 Ford GT Mk.II (TT-02 chassis)

Tamiya's stunning rendition of the Ford GT Mk.II will be hitting the shops soon! www.hobbyco.net www.tamiya.com

GECKO MODELS

1:35 Daimler Mk.I armoured car

After many years, this good-looking WW2 British armoured car is to be released in 1:35 injection-moulded model form.

www.tigerhobbies.co.uk



NEW FROM MENG TRIPLANE IN 1:24

Meng Model are to release a replica of the famous Fokker Dr.I triplane in big 1:24! More news soon.

www.meng-model.com



NEW FROM RED FOX 1:32 F-117 cockpit details

Specialist 3D colour printing has been employed to create this cockpit detail set for Trumpeter's 1:32 F-117 Nighthawk and it looks amazing. Check out the Red Fox website for other 3D-printed cockpit detail sets.

www.rfstudio.hu





THUNDERBIRDS ARE GO!

Plastic kits of these iconic British TV show vehicles are available now, from Adventures In Plastic! Thunderbird 1 1:144, Thunderbird 2 with Thunderbird 4 1:350, Thunderbird 3 1:350, Thunderbird 4 1:48, Thunderbird 5 with Thunderbird 3, Fireflash 1:350, The Mole 1:72, FAB 1 1:32, Thunderbird 1 Launch Bay 1:350, Transputer Thunderbird 2 1:350, Thunderbird 2 Launch Bay 1:350

www.bachmann-europe.com



COMING SOON FROM REVELL The Mandalorian Razor Crest

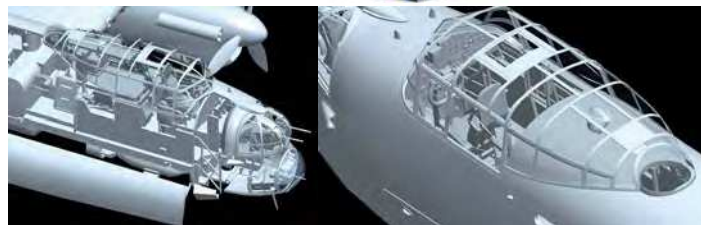
The 'Razor Crest' ship from the TV Star Wars spin-off series will be released soon by Revell
www.revell.de

HK MODELS

1:48 AVRO Lancaster B Mk.I

HK Models are to follow their 1:48 B-17 Flying Fortress with a Lancaster bomber in the same scale. More news soon.

www.pocketbond.co.uk



COMING SOON FROM REVELL

1:24 Ford GT40 LeMans 1968/1969

The iconic Ford GT40 is on its way from Revell in the popular scale of 1:24

www.revell.de



COMING SOON FROM REVELL

1:24 VW T1 'Dr. Oetker'

Have your 1:24 cakes, pastries and pizzas delivered in style with Revell's latest incarnation of the VW T1 van!

www.revell.de



NEW FROM ZVEZDA New plastic kit releases

New kit releases from this productive Russian manufacturer include the BRDM-2 Soviet armoured reconnaissance vehicle in 1:35, the Russian military 2-axle truck K-4350 in 1:35, the Soviet self propelled gun SU-122 in 1:72 and the Soviet WWII 'Shchuka' class submarine in 1:144

www.hobbyco.net

GET TO DA CHOPPER!

1:12 Raleigh Chopper from Toyway

These 1:12 diecast collectables depict the classic 1970s Raleigh Chopper Mk.1 bicycle, available in yellow/orange and blue/black.

www.bachmann-europe.com



COMING SOON FROM EDUARD

- Brassin 1:32 German WWII MG 15 7.92mm Machine Guns
- Brassin 1:32 GBU-10 Paveway II
- LööK 1:48 Il-2 Zvezda
- Brassin 1:48 MiG-21PF LööK for Eduard
- Brassin 1:48 Il-2 wheels for Zvezda
- Brassin 1:72 GBU-31(V)3/B JDAM
- Brassin 1:72 R-27T/T1 / AA-10 Alamo-B

www.creativemodels.co.uk
www.eduard.com

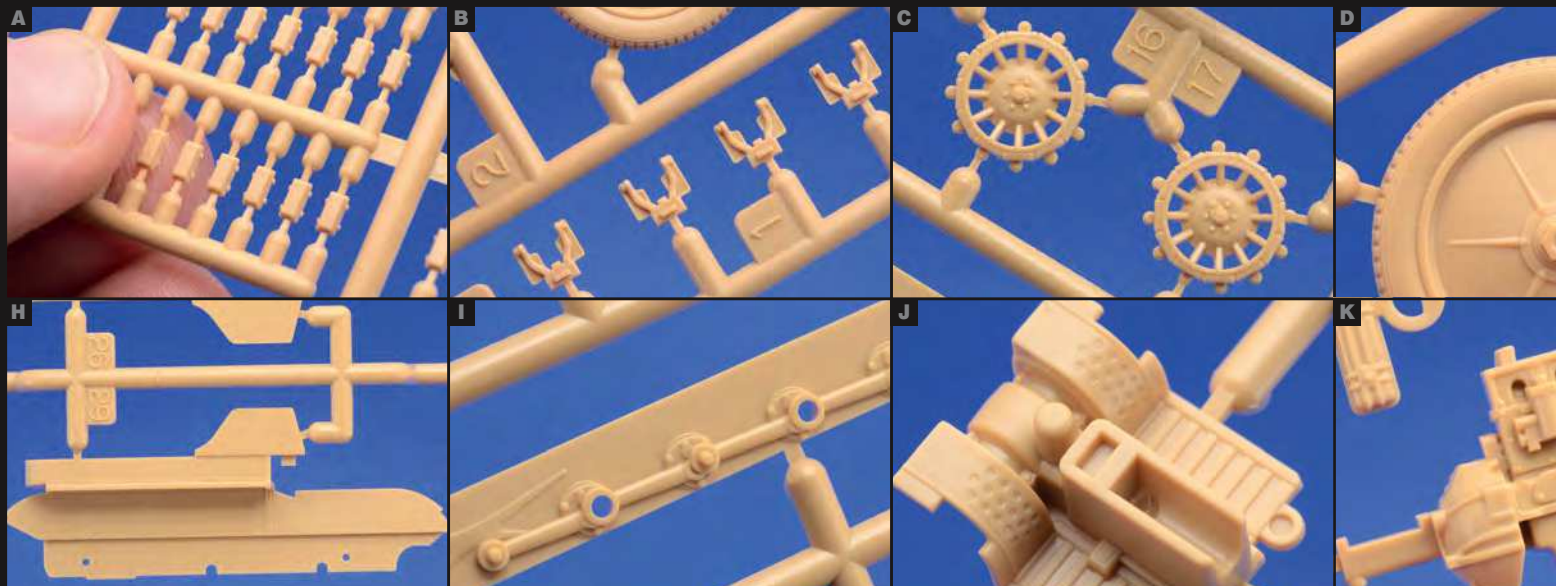


KIT PREVIEW

TAMIYA 1:35 GERMAN SD.Kfz.2 KETTENKRAFTRAD MID-PRODUCTION (35377)



AN ALL-NEW KLEINES-KETTENK





Nearly fifty years since the launch of their first model of this vehicle, Tamiya have now created an all-new 1:35 kit of the Sd.Kfz.2 'Kleines Kettenkraftrad'

Tamiya's original 1:35 Sd.Kfz.2 Kleines Kettenkraftrad was issued back in 1973 and it is still a quick and fun build. Since those days, moulding technology has evolved to the point where a new kit of this interesting World War Two German light tractor could offer improved detail and refinement, so Tamiya have created a 100% new model that will come with a trailer and three newly sculpted figures. It's small but spectacular and is certain to appeal to all modellers of military subjects from this era. ●

Key features of the new kit:

- Engine hatch can be assembled open or closed
- Photo-etched parts for grille with bending-jigs
- Includes a trailer with a moulded 'canvas' cover
- New driver and infantry figures (three in total)

Availability;

Tamiya models, accessories, paints and materials are widely available from good model shops and online. UK import and distribution by The Hobby Company Limited; www.hobbyco.net

A. The tracks are link-and-length style; here we see the individually-moulded track pads

B. A close-up of the individual track links

C. The drive-sprockets are accurate detailed

D. The frontal steering wheel exhibits the correct cut-out around the tyre's air valve

E. The track pattern of the tyre is accurately depicted

F. The outer road wheels are tiny but beautifully detailed

G. Inner wheels are linked to ensure accurate alignment

H. One side of the tractor's hull

I. The suspension's swing-arms are sensibly moulded integrally with the chassis

J. The driver's footwell is highly detailed

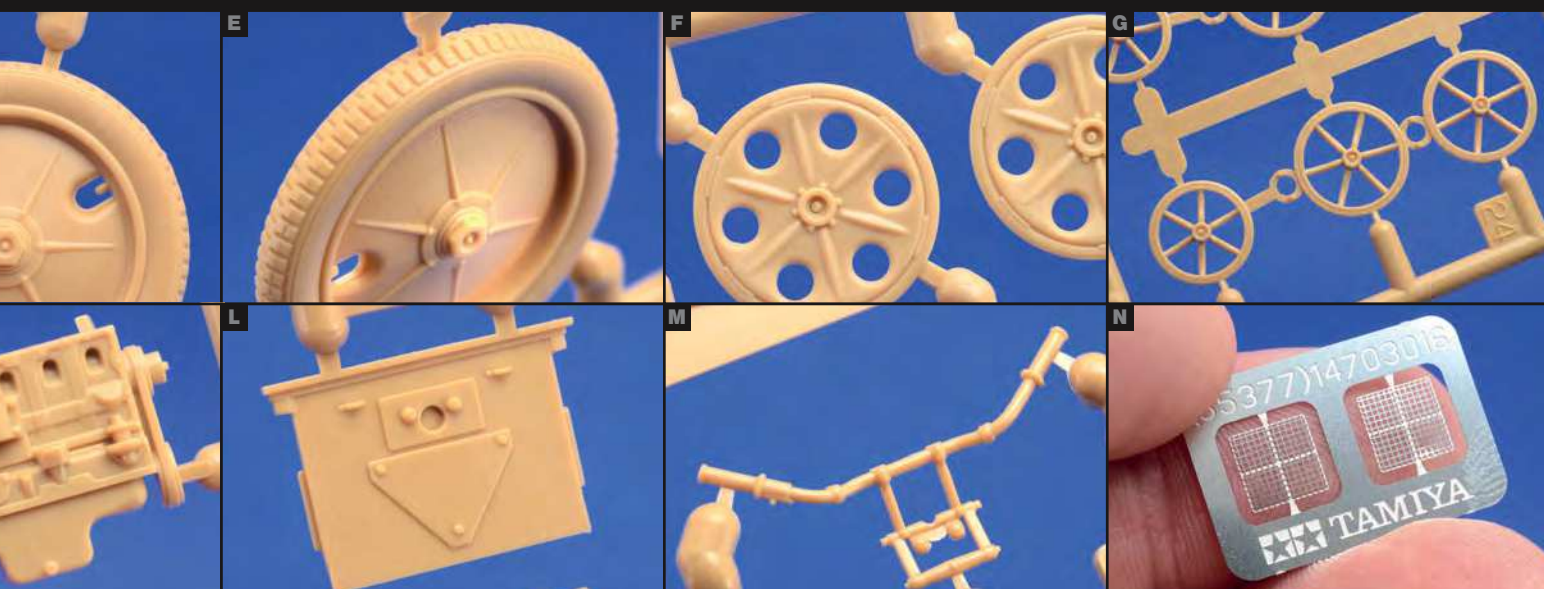
K. The engine is included and covered in fine detail

L. The rear panel showing the towing-hitch plate

M. The motorcycle-like handlebars are moulded to scale

N. A tiny fret of photo-etched metal provides the engine cooling grilles

KETTERAD IN 1:35 IS ON THE WAY!



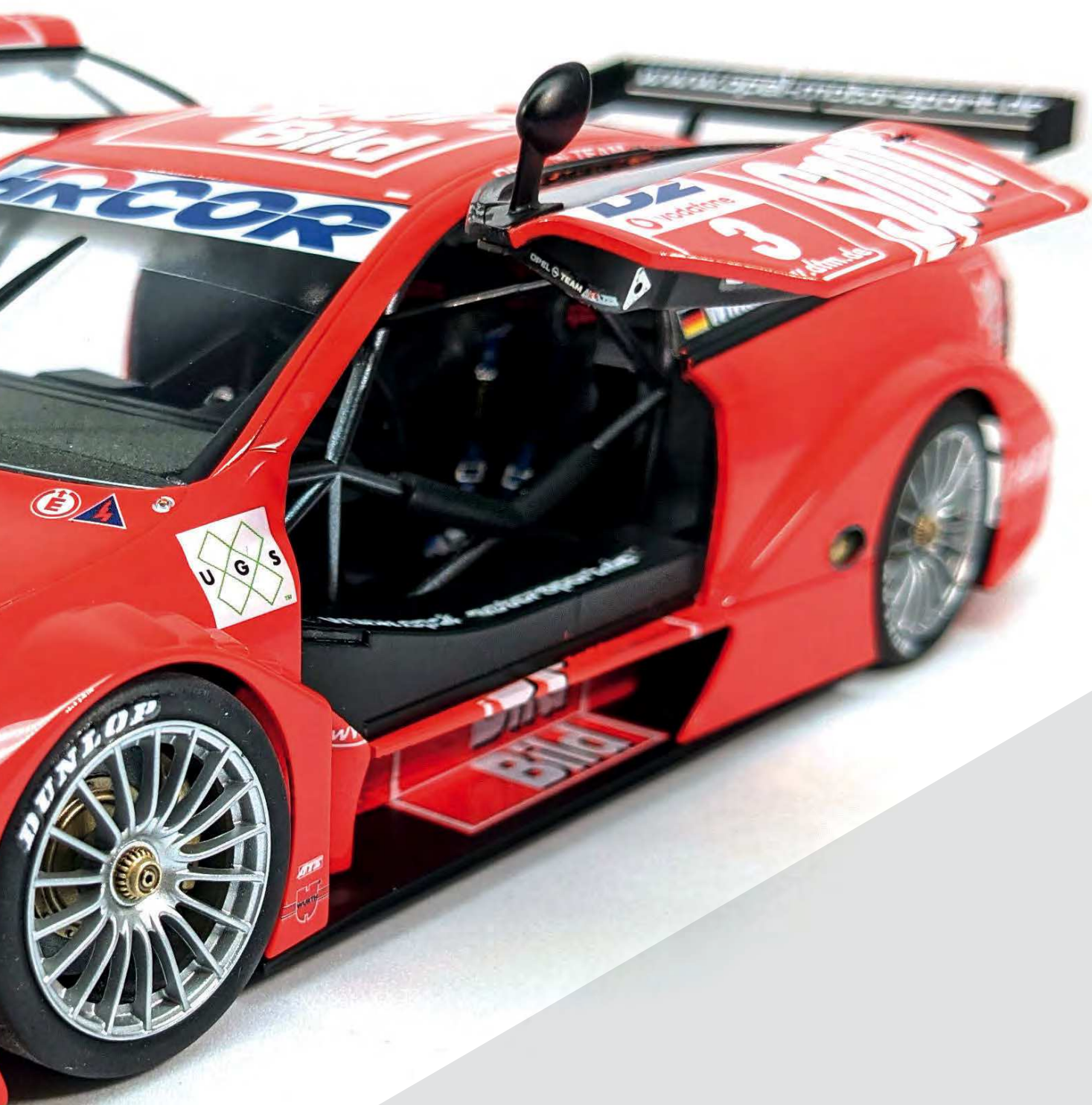
TO THE STARS!

Dan Edmans builds a rare Tamiya classic, the 1:24 Opel Astra V8 Coupé and makes the finishing touches with products from Ultimate Modelling Products

The 2001 season of the DTM (Deutsche Tourenwagen Meisterschaft: German Touring Car Championship) saw the introduction of the "Team Holzer" Opel Astra V8 Coupé. With its gull-wing doors and four-litre V8 engine, outputting 460hp, all to the rear wheels. This bright orange, wide arched, low slung machine was driven by driver Joachim Winkelhock in the number three car.

This 2002 Tamiya offering is what you would come to expect from any of their fairly recent motorsports kits. Crisp, clean and well moulded plastic, clear instructions and colourful, clear decals. Also the inclusion of window masks, metal transfers, coloured rear light lenses and of course the fully functioning gull-wing doors. Doing the basics perfectly and then adding the extras to really make this a fantastic kit. ●





“Doing the basics perfectly and then adding the extras to really make this a fantastic kit...”

FULL-BUILD: MOTOR SPORT MODELLING

TAMIYA 1:24 TEAM HOLZER OPEL ASTRA V8 COUPÉ DTM ● KIT NO.24248



Views of the interior reveal the incredibly smooth, silky finish of Tamiya's LP-5 Semi-Gloss Black, one of the most versatile paints in the range. Note the textured driver's seat, Studio27 harnesses and side-mount exhausts

THE BODY WORK

As with most car modellers, I like to skip ahead in the instructions and start with the body work first. This gives the final clear coat time to fully cure (I like to leave it seven days) whilst in the mean time I can start back at the beginning of the instructions.

Starting with the body prep, all seam lines were removed with various sanding sticks and sponges from UMP. Then both rear and front bumpers were cemented in place

as well as the lower front splitter which needed a touch of filler, in this case some CA glue. The doors and side skirts/sills were left unattached for ease of assembly later on. I then primed the body parts in UMP Gelb primer, a light dull yellow to really help the bright orange really pop.

After the primer had fully cured, I inspected it for any imperfections and rectified where necessary. Now it was time for the base coat, which in this case, would be several light layers of

decanted Tamiya TS-31 Bright Orange thinned about 15% with Tamiya Lacquer Thinner Retarder Type. After twenty-four hours to cure, I sprayed several light coats of Tamiya LP-9 Clear to act as a barrier coat between the orange paint job and all those white decals, the idea being to help stop bleed-through from the orange paint turning the white decals, well...

The decals were then laid down using Micro Sol and UMP decal solutions. Pretty straightforward stuff and no

real issues. After another good twenty-four hours (there's a pattern forming here) the decals were fully dry and ready for clear coat, my choice being 2K from Gravity of Spain. The 2K was mixed as directed and sprayed in three coats; one mist coat, following by a semi-wet layer and then a full wet coat, making sure to leave five to ten minutes between them. The body, doors and skirts/sills were then left to fully cure for seven days under a dust-free plastic box.

Hard to believe this kit is nearly twenty years old! Tamiya's precision mouldings still look they were made last week



CHASSIS

The chassis and suspension are a pretty straightforward affair. The majority was primed in UMP Black and then Tamiya LP-5 Semi Gloss Black. The brake discs were painted Tamiya LP-19 Gunmetal whilst the callipers were finished with Tamiya LP-62 Titanium Gold. The wheels were painted Tamiya LP-70 Gloss Aluminium and the centre caps Tamiya LP-62 Titanium Gold. I then gave the wheels and brake discs a colour-wash with some black Tamiya Panel Line Accent Color and cleaned up the excess with a cotton bud. The tyres had their seams sanded and Dunlop decals applied.

INTERIOR

The interior was constructed very much as per instructions, substituting the Tamiya acrylic paint call outs for their equivalent Tamiya LP lacquer paints. I did however use some Zero Paints Charcoal textured paint for the driver's seat and dashboard. The seatbelts were from a small fret of Studio 27 photo-etch that came with the kit when I bought it secondhand. Other than the belts, the PE fret didn't offer a lot to the build so I didn't use much else. The belts were painted Tamiya LP-6 Blue, the buckles picked out with LP-48 Sparkling Silver and some seatbelt logo decals were added from the spares box.

The whole photo-etch belts were then gently pressed into place on the seat and fixed in place with CA glue. I picked out some of the buttons and controls in various different colours to add some interest and applied the few decals that came with the kit. The roll cage was built up and painted gunmetal and glued in place, which saw the interior complete. ▶



The numerous painted and decalled body-parts are mounted on cocktail sticks for easy handling, a time-tested modelling technique!



The window panels are about to be installed here, always a 'heart in the mouth' moment for a car project



Ultimate Modelling Products offer a wide range of tailored scale modelling products from sanding sticks to polishing systems, seen here. Check them out at: www.umpretail.com



FULL-BUILD: MOTOR SPORT MODELLING

TAMIYA 1:24 TEAM HOLZER OPEL ASTRA V8 COUPÉ DTM ● KIT NO.24248

FINAL ASSEMBLY

With all the chassis and interior now compete, it was time to turn my attention back to the body. First off, all the body, doors and other pieces were flattened back with Micro Mesh. Starting with 8,000 and then 12,000 grits, I removed any dust/high spots, knocking back the 2K to get rid of that 'toy car' look. I then polished the parts back to their high shine using the UMP Polishing system. Now for the fun part! The whole car was masked off around the areas that needed to be Tamiya LP-5 Semi-Gloss Black, like the window rubbers. A long tedious process but one that in my opinion gets the best results.

The glass was then masked using the mask set provided and painted LP-5 Semi-Gloss Black. The rear spoiler, window wipers and wing mirrors were also painted with LP-5. Then there were some decals to go on the glass, spoiler, wing mirrors and door seals. There were a few metal transfers to place as well, like the front Opel badge, mirrors and some other small catches on the doors. The rear and front lights were then installed, the rear already being tinted and the front given a light coat of Tamiya LP-67 Smoke. All that was left was to attach the gull-wing doors, which were a bit fiddly. They have a sliding hinge system that's held in place on the underside of the roof using four tiny screws, two either side. With that all done and everything attached, the body was clicked into place on the chassis.

FINAL THOUGHTS.

So there we have it, a really enjoyable kit from Tamiya. It went together really well other than the tricky little screws for the doors. If you have smaller hands you probably wouldn't find it a problem like me. I really like the DTM cars from Tamiya, having built quite a few other offerings in the past. It's a shame many of them are becoming hard to find and for high process. Let's hope Tamiya decides to re-issue some more in the near future as they did with the Alfa Romeo 155 recently. ●

TECHSPEC...

TAMIYA 1:24 TEAM HOLZER OPEL ASTRA V8 COUPÉ DTM KIT NO.24248

Materials:

Injection-moulded polystyrene, soft vinyl tyres, polycaps, waterslide decals

Paints and materials used:

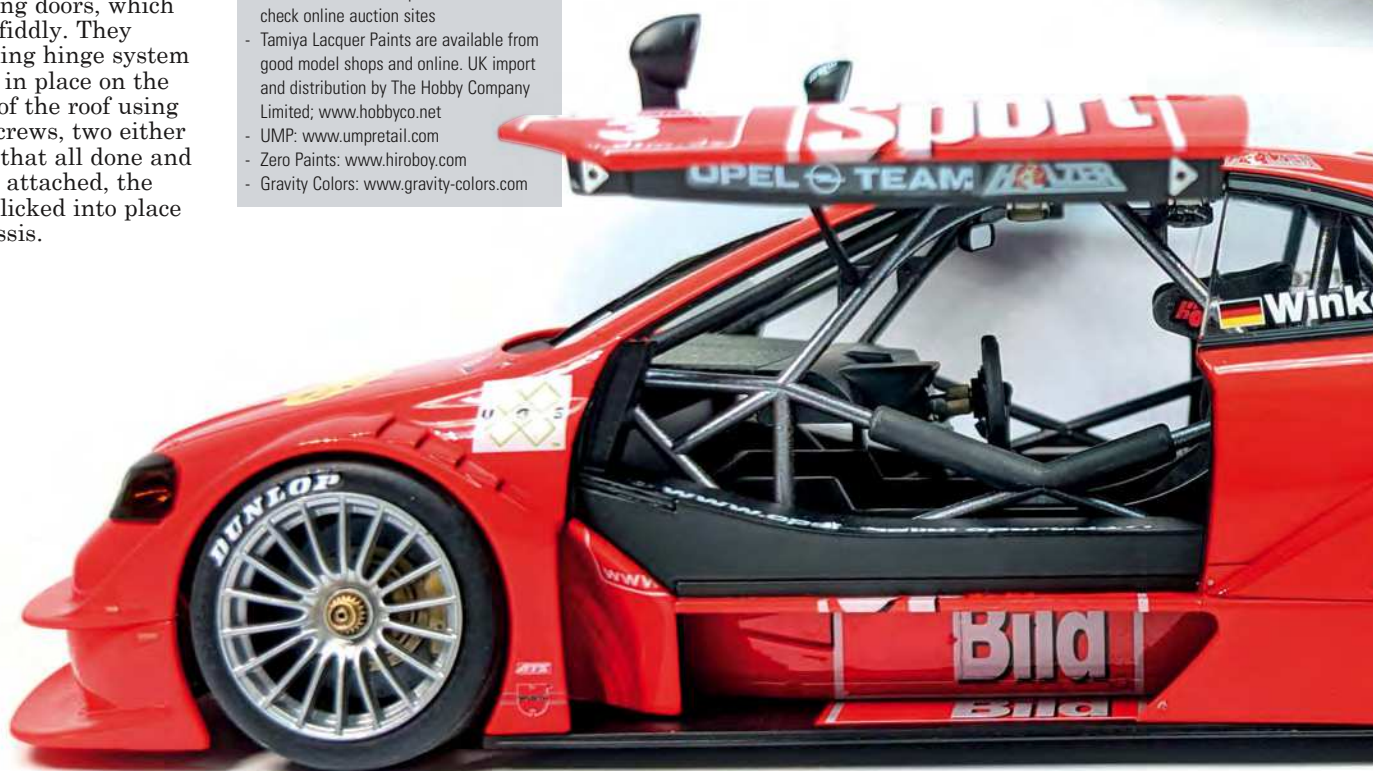
- Tamiya Sprays: TS-31 Bright Orange
- Tamiya Lacquer Paints: LP-9 Clear, LP-5 Semi-Gloss Black, LP-19 Gunmetal, LP-62 Titanium Gold, LP-6 Blue, LP-48 Sparkling Silver, LP-67 Smoke
- UMP primer: Gelb
- Zero Paints: Charcoal textured paint
- Tamiya Panel Line Accent Color (black)
- Gravity: 2K clear
- Micro Sol and UMP decal solutions
- UMP Polishing System

Accessories used:

Studio 27: photo-etch

Availability:

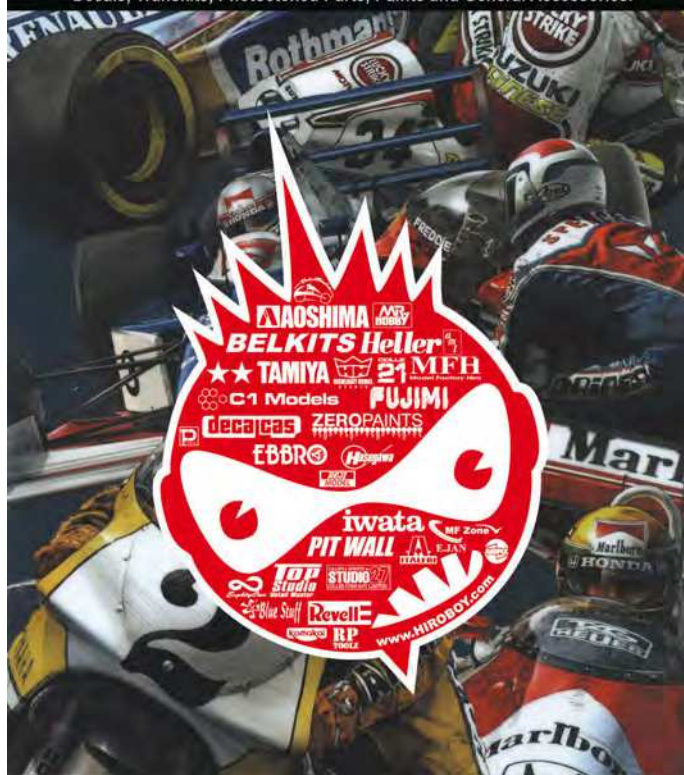
- This kit is now out of production. Please check online auction sites
- Tamiya Lacquer Paints are available from good model shops and online. UK import and distribution by The Hobby Company Limited; www.hobbyco.net
- UMP: www.umpretail.com
- Zero Paints: www.hiroboy.com
- Gravity Colors: www.gravity-colors.com





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FULL-BUILD: WORLD WAR TWO AXIS SUPPORT VEHICLE
TAMIYA 1:35 KRUPP PROTZE 1 TON (6X4) TOWING TRUCK W/3.7CM PAK ● KIT NO.35259



RAIDING PARTY

Takahiro Sumitomo
transforms Tamiya's 1:35
Krupp Protze Kfz.69
with 3.7cm Pak 36 by
placing it in a simple but
dynamic diorama

Looking at battlefield photos on the internet, I found an image of a Krupp Protze with a 3.7cm PaK 36 anti-tank gun mounted on its rear deck, which made me want to make this version. Since the photo showed only one side, I made the model using a little imagination for the hidden side. The fabrication work was carried out with styrene sheet and extruded section. Just belts fix the Pak 36's mount to the vehicle body in the photo, so I used 0.7 mm masking tape to simulate this. ▶



FULL-BUILD: WORLD WAR TWO AXIS SUPPORT VEHICLE
TAMIYA 1:35 KRUPP PROTZE 1 TON (6X4) TOWING TRUCK W/3.7CM PAK ● KIT NO.35259



The conversion was carried out using extruded polystyrene sheet and section, seen here in white. Simple belts fix the Pak 36 to the vehicle body in the photo, so the author used narrow masking tape to replicate this

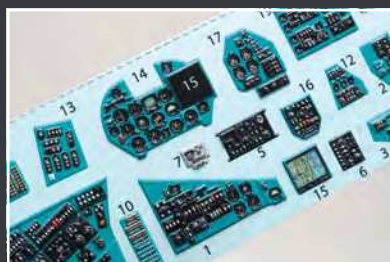


“The figures come from the Dragon German Infantry set ‘Frozen Battleground’ (Moscow 1941) which is really good...”

Mini Review...

RESKIT 1:48 MI-24V COCKPIT SET (RSU48-118)
www.reskit.com.ua

Zvezda released their new-tool 1:48 Mi-24 Hind in 2020 to much acclaim and it inevitably attracted aftermarket interest almost immediately. The most impressive detail sets we have yet seen come from the new (to TMMI) Ukrainian manufacturer ‘Reskit’ and their superdetailed replacement cockpit is quite simply staggering. The set provides a new, highly detailed resin tub, seats, radio sets, side-consoles with supplementary details in photo-etched brass. The icing on the cake is a sheet of 3D-printed colour instrument panels. It looks fantastic and we will be looking at more Reskit products in much greater detail next issue.



❶ I airbrushed the completed vehicle with Tamiya Acrylic XF-22 RLM Grey from above and then sprayed the highlights from above too, with white added (quite thin). For shading, I sprayed RLM Grey plus a little black (again, well thinned) from below. The inside of the headlight was painted white, then silver and filled with transparent resin.

The tyres were painted with lacquer paint matt black and then with Vallejo Black-Grey. No overall colour-washes were applied across the whole model, only localised pin-washes. A homemade brush with short bristles is very useful for stain application! The weathering was created with GSI Creos (Mr Hobby) Weathering Color 'White Dust' (WC14) and AK Interactive 'Streaking Grime' (AK012). The figures are from Dragon, one fitted with an Alpine Miniatures head. The figure standing in the back seat was in a sitting pose, so I remodelled it. The depiction of wrinkles in the crew seats is wonderful. They were painted with Tamiya Acrylic XF-1 Flat Black all over, then a light airbrushed application of well diluted flat brown, from above, while imagining the upper surface of the wrinkles. ❷



The completed vehicle was airbrushed with Tamiya XF-22 RLM Grey and highlights sprayed from above, with some white added, well thinned. For shading, more RLM Grey plus a little black was airbrushed from below



FULL-BUILD: WORLD WAR TWO AXIS SUPPORT VEHICLE
TAMIYA 1:35 KRUPP PROTZE 1 TON (6X4) TOWING TRUCK W/3.7CM PAK ● KIT NO.35259

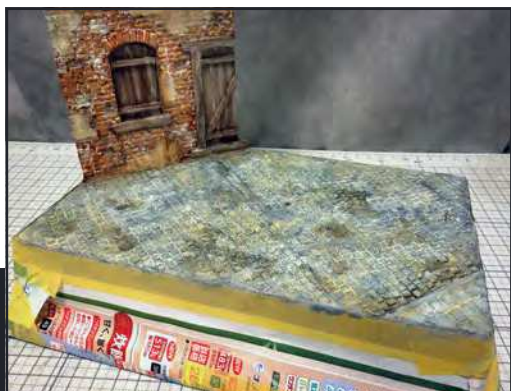
❶ **BUILDING THE DIORAMA BASE**

The base was made by stacking two styrofoam sheets and applying clay across the top. The building was formed from clay, textures with Green Stuff World's 'rolling pin brick wall/pavement stone' device (GSW-101) which impresses the brick/cobble pattern into the soft material before it hardens. I applied wood glue to a styrene board (5mm thick) and stretched the clay using a rolling pin. If you hurry at this time, it will become slanted, so the trick is to roll it slowly and surely at once. Sprinkle baby powder on both the pin and the clay to prevent the clay from sticking.

After drying, the clay has a strong shrinkage force and the styrene board can warp, so be careful. 0.5mm Balsa-wood tiles were fixed on the wooden part of the building. The doors and windows use 2mm Balsa strip.

The Krupp's tyres were sprayed matt black and then over-painted with Vallejo Black-Grey. No general colour-washes were applied to the whole vehicle, just some localised pin-washes. Mr Hobby Weathering Color 'White Dust' forms the dusty layers





Styrofoam boards form the basis of the diorama, with modelling clay (white) applied to the ground and build, which were given a brick pattern with a roller, described in the main text

The details on the window we engraved into the clay after it had dried. I scraped it with a scribe in places to make it look damaged. The patches of stucco were also made with the clay from above.

Mr Hobby water-based brown paint was sprayed on the brick parts and yellow was mixed in places to colour it randomly. After painting the base, I painted each part with Lifecolor Acrylics.

The figures come from the Dragon German Infantry set 'Frozen Battleground' (Moscow 1941) which is really good. The overcoats are composed of about three parts, but they can be assembled with ease. With the Protze and figures mounted, this little diorama was complete! Another Tamiya classic that looks as fresh today as when it was first released. ●



FULL-BUILD: WORLD WAR TWO AXIS SUPPORT VEHICLE

TAMIYA 1:35 KRUPP PROTZE 1 TON (6X4) TOWING TRUCK W/3.7CM PAK ● KIT NO.35259



TECHSPEC...

TAMIYA 1:35 KRUPP PROTZE 1 TON (6X4) TOWING TRUCK W/3.7CM PAK KIT NO.35259

Materials:

Injection-moulded polystyrene, waterslide decals

Paints and material used:

- Tamiya Acrylic XF-22 RLM Grey, XF-1 Flat Black
- Mr Hobby Weathering Color White Dust (WC14)
- AK Interactive Streaking Grime (AK012)

Accessories used:

Dragon German Infantry set 'Frozen Battleground' Moscow 1941 (6190)

Availability:

- Tamiya models, accessories, paints and materials are widely available from good model shops and online.
- UK import and distribution by The Hobby Company Limited; www.hobbyco.net
- Dragon UK import and distribution by The Hobby Company Limited; www.hobbyco.net

Spitfire Mk.IIa

1/48



Cat. No. 82152 @ www.eduard.com

ProfiPACK
edition



K9797, Sgt. George Unwin, No. 19 Squadron, RAF Duxford, Cambridgeshire, United Kingdom, October 1938



No. 19 Squadron, RAF Duxford, Cambridgeshire, United Kingdom, early 1939



K9843, No. 54 Squadron, Hornchurch, Essex, United Kingdom, early 1940



K9938, No. 72 Squadron, Church Fenton, North Yorkshire, United Kingdom, April 1939



K9962, S/Ldr. Andrew Farquhar, CO of No. 602 Squadron, RAF Abbotsinch, Renfrewshire, United Kingdom, May 1939



No. 609 Squadron, Drem, East Lothian, United Kingdom, March 1940



No. 602 Squadron, Drem, East Lothian, United Kingdom, April 1940

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FULL-BUILD: COLD WAR US AVIATION

AMK 1:48 F-14D TOMCAT ● KIT NO.88007

THERE'S MORE THAN ONE WAY **SKIN A CAT**

Carl Robertshaw gets to grips
with AMK's 1:48 F-14D Tomcat





The F-14D Tomcat was the definitive version. Grumman delivered the type with updated avionics, engines, radar and instruments in 1991 with orders completed in 1992. The big 'Cat' finished its service with the US Navy in 2006. Financial cut-backs and Government political will halted the future development of the Tomcat and it was replaced by the smaller F/A-18 Hornet.

The most noticeable visual difference between the F-14D and the previous types are the engines, exhausts and the modern compliment of ALR-67, ALQ-165, Tarps pods and smart bombs. The later F-14D tomcats wore low-vis grey colour schemes in the main, with some exceptions of the bright 'CAG' birds – the commanding officers aircraft – often painted in the more colourful version of the squadron's scheme.

The AMK kit had a long

gestation period and was much anticipated. AMK tempted the scale model world for some time, promising the most detailed F-14D. However, Tamiya stole their thunder and beat them to the release. The two manufacturers present two differing offers, Tamiya providing a cleverly engineered kit that guarantees a sublime build experience and depicts the Tomcat in its 'clean' state with closed flaps and slats.

If you're looking for a wing stowed/swept option that takes up less space in the display cabinet, this is a no brainer; Tamiya it most certainly is. The AMK kit on the other hand gives you the option to open up the flaps, slats, steps, refuelling probe, airbrakes with the wings extended and also the wings swept and 'clean'. Also the AMK kit is equipped with a whole plethora of weapons load, so the spares draw will be heaving. 

FULL-BUILD: GOLD WAR US AVIATION

AMK 1:48 F-14D TOMCAT ● KIT NO.88007

AMK VS HOBBYBOSS

I was one of those anticipating this kit, especially after having built the HobbyBoss kit for Model Airplane International Issue 102. I wanted to directly compare the two. I was excited by the prospect that the AMK kit would exceed the HobbyBoss offer on all counts. Hindsight would prove otherwise. The box arrived and it is substantial and deep. Filled to the top with dark grey sprues. Also, to my delight, our esteemed Editor added some extras in the box too! Eduard Brassin wheels, seats, interior photo-etch and Master's Alfa probe. I felt like the cat that got the cream.

On inspection the parts are crisply moulded and there are several sprues cleverly using slide moulding. The nose section is a whole unit along with the undercarriage legs, canopy frame and the ordinance. There are some seam lines that spoil the fun a little. There are two options for the wings themselves which is a nice touch. The swept wings are provided with the slats and flaps closed. The open wings can be built with the flaps open or closed and the slats open.

The accompanying 'inflated' or compressed wing gloves are supplied for either wing positions. The correct wing sweep is provided by three prefixed wing frames: extended, swept, and stowed (fully swept overlapping the horizontal stabilisers). This means there is no rotation option for the wings out of the box, like on other kits, but the AMK structure could be modified with some work to make the wings swing

if you really wanted to. Like the main wings, you have three positions for the horizontal stabiliser angles. They are not moveable, which does provide a secure and reliable mounting on the spigot mounts.

There are also interesting options for the undercarriage and the canopy. The front undercarriage leg is provided in both the extended (parked) version, and the compressed (catapult launch ready) mode. This is a very tempting and a nice inclusion as the 'Cat always looks great, nose down and about to be shot off the deck. You also have a choice with the canopy in the form of a fully clear part and then in the more accurate representation as a plastic frame with two glazed sections dropped in. Both options are well thought through but show opposing flaws. ▶

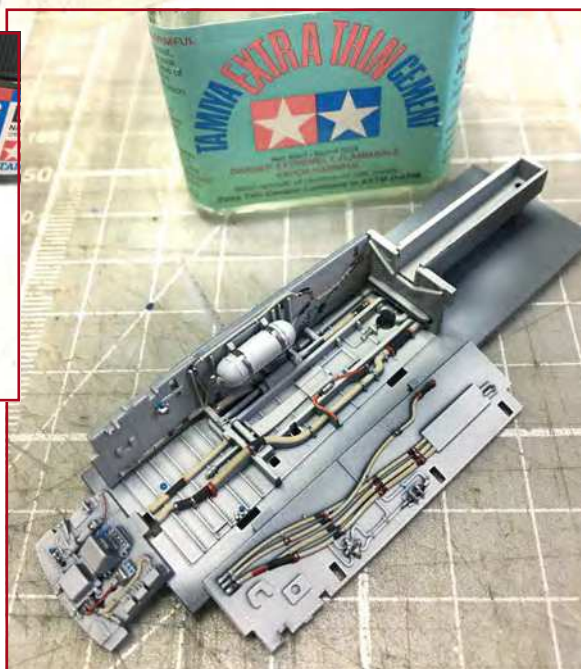
Separating the Eduard Brassin seats from their pour blocks using a razor saw and sanding sticks

The Eduard Brassin seats are by far the better option compared to the kit supplied seats. Their size and fidelity is more accurate and the Brassin set includes comprehensive pre-coloured harnesses and decals to elevate the detail



White and off white is then sprayed on the U/C parts at a 45° angle to create forced shading. The aim here is to concentrate the spray on the high points of the raised detail while hardly touching in the low recessed areas, thus creating a more 3D effect

The pipes and wires were picked out with brush painting using various Tamiya colours. Here you see the front U/C bay being built up from its flat panels. Notice how the forced shadowing brings out the detail and this is even before a pin wash is used to emphasise the detail more



Mini Review...

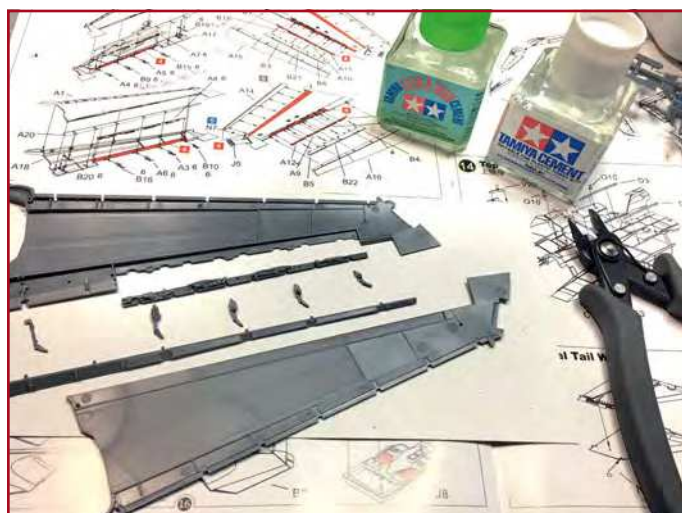
ULTIMATE PIGMENTS (VARIOUS SHADES)
www.umpretail.com

Powdered pigments are always useful for weathering military vehicle models, war-worn military aircraft and for the groundwork on dioramas. Ultimate Modelling Products now offer a range of these materials that include 'Sandy Earth', 'Rust', 'Light Rust', 'Mud' plus a gloriously bright green 'Moss'





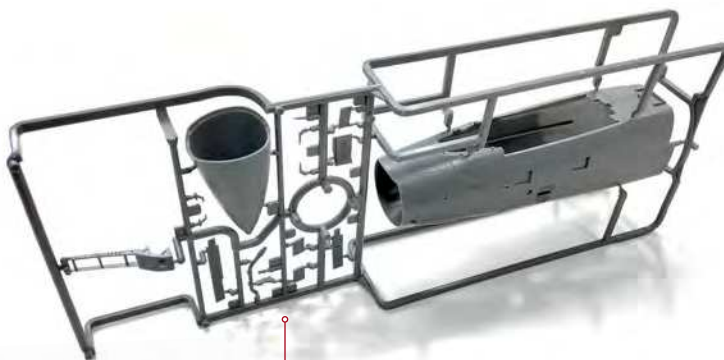
The parts that are metallic are sprayed using Mr Color Super Metallic 2 Super Iron, which is tough and is now the author's go-to for metallic paint! The U/C bays are again sprayed with white and off white, concentrating on the raised detail to accentuate the depth of the 3D detail



The author's choice from the start was to depict the wings fully extended showing the flaps and slats deployed. This may not be 100% accurate for a parked Tomcat but artistic licence was used here. The AMK kit does provide the best version in plastic of the actuators and mechanics within the wing. The convoluted instructions are a problem again in this area. The engineering of the parts is acceptable but fiddly, and you really have to dry fit and test the order of parts before committing to glue. The instructions are somewhat misleading, so you are left to work it all out for yourself. Use of good references help here



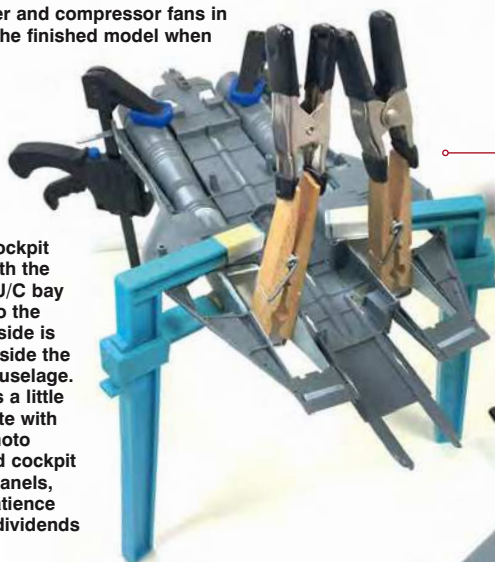
The full-length exhaust nozzle with the afterburner and compressor fans in place. This all looks good and is only visible on the finished model when viewed carefully - just like the real thing



The nose section is manufactured using slide moulding



The cockpit tub with the front U/C bay glue to the underside is slid inside the front fuselage. This is a little delicate with the photo etched cockpit side panels, but patience pays dividends



This bizarre arrangement forces the trunking to fit the lower fuselage. There is plenty of fettling to get it to fit, but with the clamping strategy it does eventually go together



In preparation for attaching the intake trunking, the insides were painted white and light grey with the correct demarcation. Again Mr Color Super Metallic was used for the front lip

The choice of swing wing covers are provided and fit like a glove



FULL-BUILD: GOLD WAR US AVIATION

AMK 1:48 F-14D TOMCAT ● KIT NO.88007



The challenge of fitting the intake trunking continues and grows. We accept there is always a compromise in a scale model between detail, engineering and build-ability. This is exactly that moment. The lovely air intake ramp detail (which also form some of the U/C side wall so you have to fit them made up) has to mate with the upper surface bleed air door, which is a crowded cats cradle



Moving on past the head scratching and disappointment, the upper and lower halves can be glued with the gloves and wings in place. You can slide the wings on at a later stage with the fuselage complete. The author slid them on now, and as they were such a tight fit he decided to continue as is

“Without pussyfooting around, we can now let the cat out of the bag and see if this is indeed the cats whiskers or will the experience be like herding cats?,,

● CANOPY

There is a large seam running down the sides of the single piece clear part, which isn't evident on the 2 part option! Odd, because they are moulded on the same sprue! The plastic frame has very fine attachment lips for the two glazing pieces to attach, making it very delicate. Also the edges of the two glazing panels show distortion around the edges which don't appear on the single piece. With either option, you have a little work to do. It's not a deal breaker by any means, it just points to other issues further down the line.

The intake louvres are also supplied in three states; subsonic, transonic and supersonic and these add a great deal to the kit as the detail here is a highlight. The undercarriage and their bays are nicely detailed and the engines are full drop-in units with the complete compressor fan detail buried deep inside the trunking. Add to this the three large decals sheets by Furball Aero-design offering you five attractive schemes to cater for most tastes, and included are all the comprehensive data stencils. Topping off the contents of the box is a small fret of etched brass which includes basic seat harnesses and other small details. ●



Uschi Van De Rosten trinity splatter airbrush photo etched stencils creates the ideal first stage paint effect. The stencils are super easy to use and just remember to keep the positioning random and varied



The black areas are masked with slight wider tape as there is the potential for a noticeable overspray!

The author chose to go with the bright Tomcatters colour scheme. This is the regular low vis grey scheme with black nose and fins. The decals provide the splash of bright colour. The first paint layer to apply is the upper surface. In this case Mr Color 337 mixed with 60-70% Mr Levelling thinner. Spray the paint in thin passes to build up the density to a point where you can still (just) make out the underlying stencil effect





Next the areas to be white and red are masked off. White comes first, then the red is sprayed. The areas inside the wing mechanisms are white; this is a little fiddly to mask, but patience rewards you here again



Probably hard to make out in these (printed) images is the effect of the mottling so typical of the Tomcat



This was the author's first time using AK Interactive Weathering Pencils. Different ways of applying the pigment were tried; drawing on the surface dry, wetting the tip and drawing 'slurry' and stippling on the pigment with a brush. Mixing in the pigment wet acts like a wash or filter, and letting the pigment slightly dry, then wiping away leaves only the major deposits. Letting it all dry completely and reactivating it with a slightly damp cotton buds gives total control. You can revisit at any time with fresh eyes and work the surface more which is a real advantage in working with the medium



Engine nozzles. These are a fair representation in plastic. The inner quarter parts slot in from the rear. They were painted white to replicate the ceramic coating and weathered with Tamiya pastels again. The outer feather/overlaps were masked and painted. In hindsight it is recommended to upgrade the nozzles with resin aftermarket items for a better finished result



Saving the best 'til last. Finishing the seats last was a joy, easy and quick. The pre-painted etched harnesses adds to the fidelity of the Brassin resin. The other Eduard etched brass details include the boarding ladder. AMK provide a good one in plastic which is very well done, but again Eduard raise the bar with the etched version



TECHSPEC...

AMK 1:48 F-14D TOMCAT KIT NO.88007

Materials:

Injection-moulded polystyrene, photo-etched brass, waterslide decals

Accessories used:

Eduard: Brassin seats

Availability:

Search online



○ HAS CURIOSITY KILLED THE CAT?

Well...Parts of this kit show prowess and flair, like the idea of the slide moulded parts (nose and weapons) and the inclusion of two types of main wing and canopy. The boarding ladder and other small parts are beautifully produced. The build experience is marred though, primarily by the instructions that hinder rather than help and by the fit of some parts.

AMK show expertise and fidelity in most of the kit, but let the production down in the overall package because the emphasises and energy focuses on the basic issues and weaknesses. The lasting conspicuous shortfall lies in the shape and dimensions. The main body is too wide by some noticeable margin and the curvature above the horizontal stabiliser is exaggerated. When it's finished and complete, it does look like a Tomcat, just not the Top Gun. This then looks like a very attractive kit and certainly looks like a contender in this popular and busy 1:48 scale Tomcat market. ●



The undersides of aircraft are usually far more mucky than the topsides and the author has taken this into account with this model



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FULL BUILD: SUPERCAR

TAMIYA 1:24 MCLAREN SENNA ● KIT NO.24355



orange appeal

Marcus Nicholls builds his first car kit for a long time, in the form of Tamiya's magnificent new 1:24 McLaren Senna and uses Tamiya's remarkable Lacquer Paints to create a refined finish



With a car as complex in design as the McLaren Senna, you'd surely need a correspondingly elaborate model kit to depict it accurately in miniature, wouldn't you? Well, Tamiya don't agree. When the kit's designers set out to create the Senna in 1:24, it was clear from the offset that they wanted to achieve great accuracy and realism without compromising the buildability of the model. This has been a major factor in Tamiya's philosophy for many years; the modeller should enjoy every aspect the kit, be able to build it within a sensible timescale and then come back for more!

With this approach in mind, Tamiya's new 1:24 McLaren Senna strikes the near-perfect balance of an engaging level of complexity with a logical and intuitive construction sequence.

The kit is one of Tamiya's fully detailed releases in the iconic 1:24 Sports Car Series with a complete engine – although very little of this can be seen once the model is complete – plus comprehensive suspension system detail. With this kit, it's all about the bodywork and some ingenious engineering solutions are used to allow the outer panels to be painted and sub-assembled off the main structure of

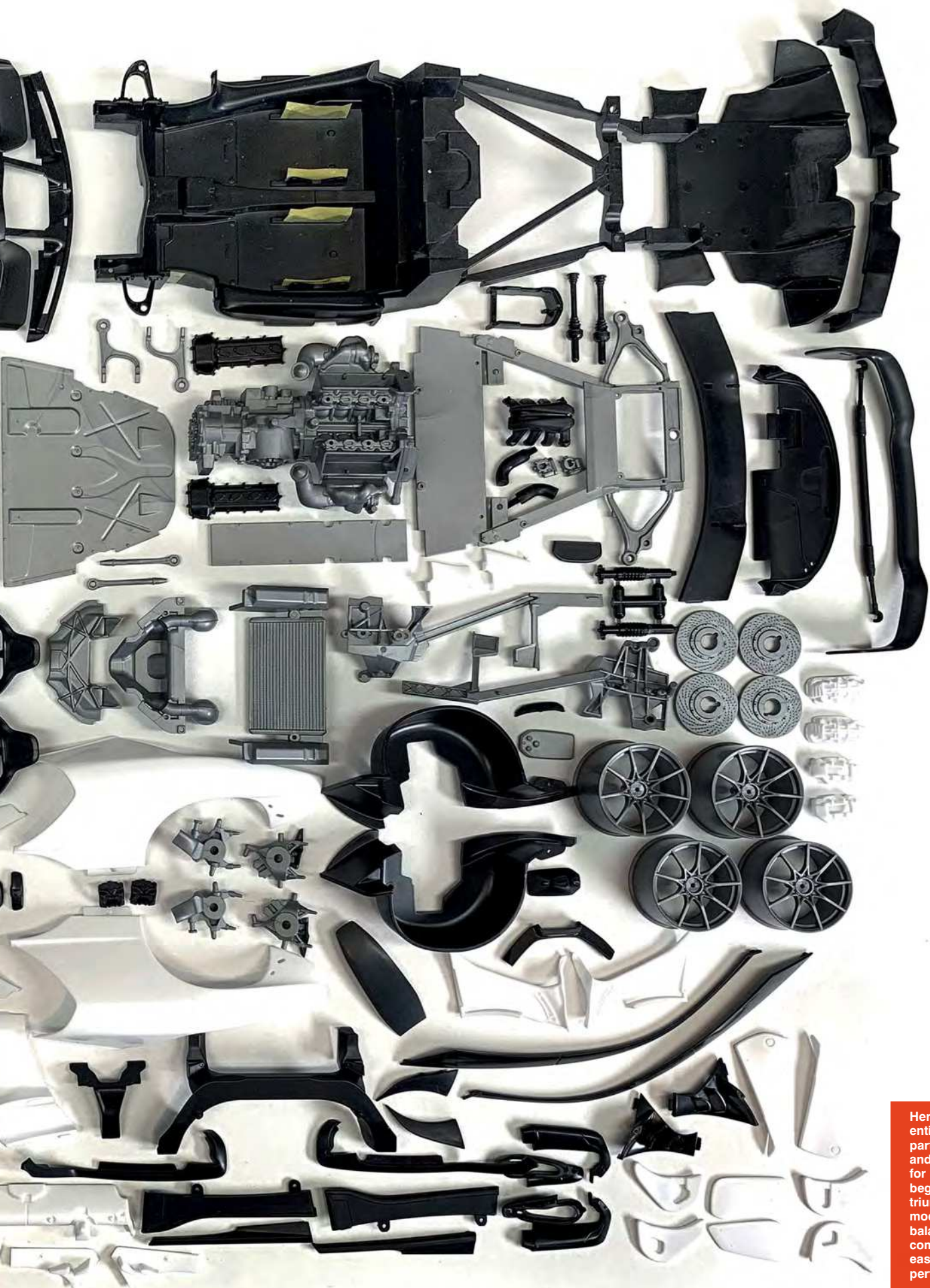
the car before finally fitting them.

The gullwing doors of the real car have been designed to remain in the closed position on the model, which is a good move as it keeps the shut-lines nicely tight and even. Same goes with the 'bonnet' and 'boot' lids and while the former does obscure pretty much all of the engine, it does again mean the exterior shapes are kept neat and tidy. For a car with such extensive glazing, the clear sprue carries many individual panels, but each is provided with location tabs for positive installation. And, naturally, the windows themselves are crystal clear. ▶

FULL BUILD: SUPERCAR

TAMIYA 1:24 MCLAREN SENNA ● KIT NO.24355





Here we see the entire Senna kit, all parts cleaned up and laid out, ready for assembly to begin. Tamiya have triumphed with the model, striking an balance of detail and complexity with an ease of build and perfect fit of parts

FULL BUILD: SUPERCAR

TAMIYA 1:24 MCLAREN SENNA • KIT NO.24355

Bodywork and windows



The gloss black (Tamiya LP-5 Black) has been airbrushed on and has cured. With this area masked off, the semi-gloss can now be applied



Not really apparent in this view, the semi-gloss black has been applied and the masking tape removed, showing the satin-effect engine cooling louvres



At the front of the car we have a large, angled radiator which the instructions say to paint LP-5 Semi-Gloss Black. It is buried quite deep and to make the radiator matrix stand out, it was painted instead in gloss black, then given a coat of medium grey



Peering down into the cooling ducts, the radiator can still be seen, thanks to the grey treatment - not strictly accurate, but looks okay!



In the time-honoured fashion, the small parts (plus some large ones) were mounted with Blu-tack on a small forest of bamboo skewers, each poked into a block of expanded polystyrene



Here we see the left rear wing, with the radiator fitted. The orange body parts were painted with Tamiya LP-51 Pure Orange, applied directly to the kit plastic with no primer. Three coats were airbrushed, with the paint thinned approximately 60% paint to 40% thinner (Tamiya Lacquer Thinner Retarder Type)



Here we see the left rear wing, viewed from its inner face - not so pretty! The cementing edge of the radiator part is designed to be as far as possible from areas where the glue might seep through to the front face

PAINTING THE GLOSS PARTS

I have to say, I felt more than a little trepidation when undertaking this build, not least because I just didn't know quite how I was going to paint it. I wanted to avoid thick layers of paint and clear coats building up and potentially interfering with the final fit of parts where tolerances would be tight, but how do you create as perfect a gloss finish as possible without the use of primer and varnish coats? The answer, it became apparent, was with Tamiya Lacquer Paints. I have used

these materials with success on military and aircraft subjects in the recent past, but not yet on a car project. I carried out some tests using some gloss LP colours I had to hand, airbrushing the paint directly on the plastic without primer to see if it would attack the polystyrene or if the gloss would 'sink' to a satin finish after a few days. Neither of these problems occurred, so I felt confident in my choice to use them for the Senna's main colour.

The factory schemes offered in the kit are 'Mira Orange' and 'Victory Grey'

and Tamiya do not yet offer specific paint products for them, so they must be mixed. For the orange it's a simple 50/50 mixture of LP-8 Pure Yellow and LP-42 Mica Red but for the grey, one must combine two parts of LP-2 White, four parts of LP-20 Light Gun Metal, two parts of LP-41 Mica Blue and one part of Racing Blue. I have to say I wasn't particularly enamoured with either, so I chose to go my own way, with bright, non-metallic orange, everywhere! I reasoned this would contrast nicely against the mostly black



The upper part of the radiator duct (in black) fits to the painted bonnet/nose panel via four tabs that locate very positively to the underside of the orange-painted panel



The four tabs can be seen here. The orange paint's over-spray (as well as the black paint on the tabs) has been scraped off to create a plastic-to-plastic contact so the liquid cement can bond properly



This close-up on the neat left-side headlight module belies its complexity; it's made up from five parts, but they all fit together perfectly



The rear lights are far simpler; just one clear part each. While still on the sprue, each lens was airbrushed with Tamiya LP-52 Clear Red and allowed to cure for a few days. The rear face was then airbrushed with Alclad 2 Chrome and the part then trimmed from the sprue and fixed into place with 'Future' floor polish



Instead of just painting the rear engine grille and radiator parts semi-gloss black, they were first painted Gloss Black (LP-1) and once cured, over-sprayed with Humbrol Enamel No.33 Matt Black. The latter was then wiped off with a soft cloth moistened with white spirit, revealing the gloss grille pattern and leaving a flat black finish in the recessed areas



The front and rear windcreens, plus upper side windows must have their edges painted gloss black, which calls for some extensive masking. One side was covered with tape, allowing for a margin, which was then trimmed off, using the edge of the moulding as a guide



Tamiya LP-1 Black (gloss) was then airbrushed and once cured, the tape removed. Any scuff areas were touched in with a black Sharpie pen

sub-structures of the car and looking at the finished model, I feel somewhat vindicated in my decision.

IWATA EVERY TIME

To apply the paint, I used my trusty Iwata HP-BH airbrush (www.airbrushes.com), diluting the LP-51 Pure Orange around 60/40 paint to thinners (Tamiya Lacquer Thinner Retarder Type). As described before, I applied the colour directly to the plastic parts, after having lightly scoured their surfaces with a UMP foam-backed

sanding stick. A first 'dusting' coating was applied, so light you can only just see paint on the surface, followed a few minutes later by gradually heavier layers, finishing with a wet coat with enough paint sprayed so that the droplets merge on the part's surface into a continuous film of wet paint.

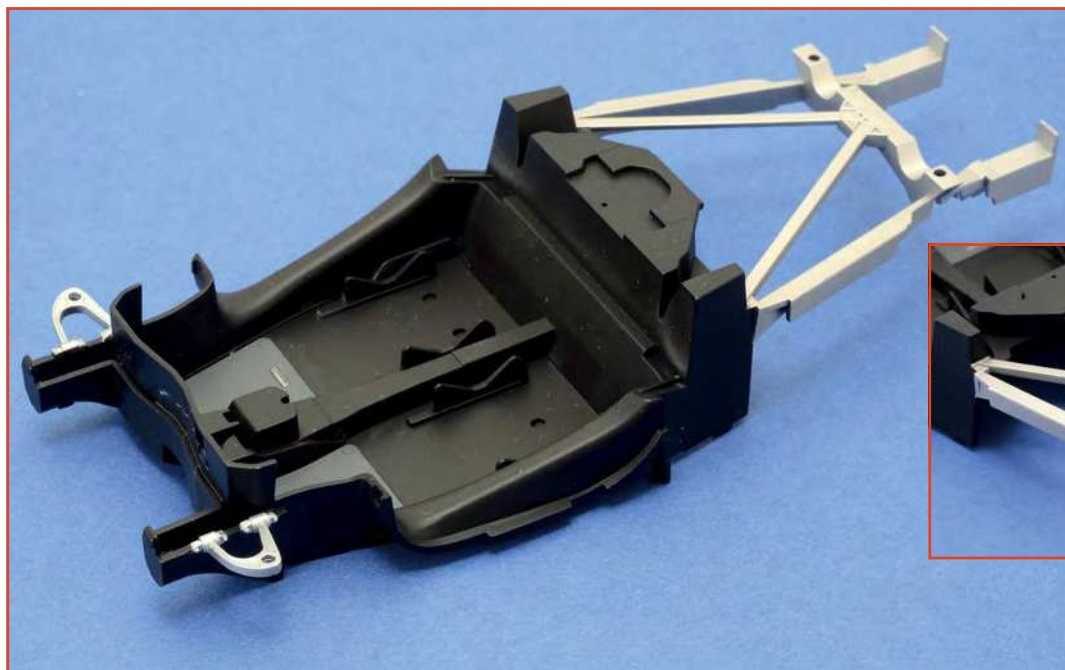
Tamiya's LP range seems to be very resistant to 'sagging' when too much paint starts to run to the edges, so I was able to load the thinned colour onto the body panels with confidence. Once this had dried enough to sand

(seventy-two hours will suffice) I gently worked over the surface with a mild abrasive pad, then repeated the entire application process two more times, to create a deep, orange-peel free finish. Even with three layers, the paint cured to leave a very tight, thin coating that would cause no fitting problems later on. The joy of this kit is that none of the painted body elements require masking for further painting, so they can be left aside to cure while the rest of the model comes together. ►

FULL BUILD: SUPERCAR

TAMIYA 1:24 MCLAREN SENNA ● KIT NO.24355

Chassis



The chassis starts life as the cabin bathtub to which the engine and its bearers plus front and rear suspension elements are added



The upper rear struts/engine bearers are moulded integrally with the tub and as such, require masking and spraying with LP-63 Titanium Silver



A similar masking/painting operation is required for the lower engine bearer. The lower suspension wishbones should be painted XF-16 Aluminium but they are all but hidden once the model is complete, so could be left in LP-63 Titanium Silver



A close-up on the side struts of the rear chassis while still on the sprue



The struts are to be painted LP-63 Titanium Silver and XF-16 Aluminium but again, a single overall aluminium colour will suffice to cut down on some fiddly masking

☛ CABIN FEVER

Just seventy of the 500 Sennas were built as righthand drive cars and while the kit's cabin is exquisitely moulded, only a lefthand-drive dashboard is offered in the box. But the cabin is still a triumph of design and detail. Two waterslide markings for the dashboard's iPad-like control panel are provided to depict the car running or at rest, with another two for the main instrumentation cluster representing similar modes. The dashboard is a multipart sub-assembly that has been designed so the parts breakdown follows the colour boundaries of the real thing, obviating the need to mask and paint. The trickiest part by far was the steering wheel, which is satin black (to depict carbon-fibre) with the grip areas in Alcantara. I mixed a mid-grey from Vallejo acrylics with some X-21 Flat Base added to create the very matt finish of this synthetic suede covering, hand-painting the wheel, because it was

too small for me to mask and spray.

The seats come in the form of shells into which seven pad mouldings are fitted, creating a brilliantly three-dimensional effect that allows the modeller to paint them easily and in any colour they wish. As we can see from the photos, I chose orange to match the bodywork, adding a few drops of X-21 Flat Base to the LP-51 Pure Orange to create an Alcantara-like finish. A neat Senna decal is provided for each head-pad, but guess who messed one of them up, forcing the other to be removed too, for symmetry? Ahem. All the seats need to finish them off is a set of harnesses, either standard single-point, a four or even a five-point system for the full racing-look.

THOSE WINDOWS

One very interesting aspect of this kit is the windows, which have been designed to be installed without glue

being applied directly to them; all are held in place with the 'T-bar' on the top of the roof plus the two swooping side-strips that run from the A to C pillars. This method of fitting was chosen to avoid – as much as possible – the chance of cement reaching the clear parts and thus ruining the model's appearance and it works well, so long as you take a very methodical approach to their installation.

The front and rear windscreens, roof panels and upper side windows are surface-fit parts and to avoid seeing unrealistic, plasticky edges, gloss black must be applied around the periphery of each moulded part. It is a relatively straightforward job to mask up each clear pane with Tamiya Masking Tape and spray on LP-1 Gloss Black, tidying up any rough areas with a black Sharpie pen.

Fitting the windows is reasonably straightforward, one just needs to ensure each clear part is correctly



Jumping through quite a few stages here, we see the rear chassis elements in place, with the engine, exhaust, suspension and brakes installed. Almost all of this will be nearly totally hidden on the finished model!



Here we see the very compact front suspension, with brakes and shock absorbers in place. The front wheels are steerable but only to a limited degree on the finished model



seated in its location points before locking them in with the top T-bar and side strips. There are large and positive location 'pins' and 'sockets' on the bodyshell and T-bar/strips that guide the modeller but the actual cementing contact points are still quite small. It is essential that any paint on these areas is removed to

allow a plastic-to-plastic bond to be formed, for maximum strength. I used Revell's excellent 'Contacta' cement for this operation, the applicator tip of which allowing tiny drops of the semi-liquid cement to be placed with accuracy in exactly the right spots. I left out the lower driver's side window to suggest it had been rolled down. ▶



Scale Motorsport Senna detail set

Well known and long-admired purveyors of all things Kevlar, carbon-fibre and photo-etch, Scale Motorsport are currently developing a superdetail set for Tamiya's McLaren Senna. Here we see images of the CF decals in development and they look amazing; the overall bare carbon-fibre finish was a \$248,000 option on the real car! scalemotorsport.com

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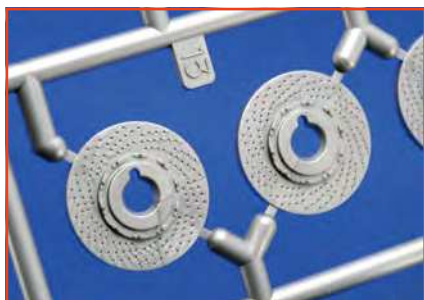


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FULL BUILD: SUPERCAR

TAMIYA 1:24 MCLAREN SENNA ● KIT NO.24355

Brakes and wheels



All four brake rotors are the same (part H13) and are moulded with the central hub in place. No doubt the aftermarket will come up with replacements, but as standard, the kit parts look just fine



The discs were undercoated with gloss black, then sprayed with various shades of metallic grey in an attempt to replicate a polished carbon-ceramic finish. After masking, the centres were airbrush semi-gloss black and the bolts touched in with bright silver



The instructions recommend a contrasting colour to the bodywork, but as this was to be a strictly orange and black machine, the callipers were finished with LP-51 Pure Orange. McLaren logo decals will later be applied to each calliper



The tyres are different sizes front and back (of course) and there are directional too. This is explained clearly in the instructions. Sadly there are no manufacturer logos or data on the sidewalls



The nine-spoke wheels are accurate replicas of the real things and come with separate centre hubs. There's little point in swapping them for wider aftermarket rims as they simply won't fit into the wheel arches



The only items of aftermarket used on this model were four air valves from Hobby Design. They are tiny, machined-metal parts that require holes drilling in the wheel rims and they add a nice spot of detail; their dust caps were painted orange to match the body!



In an attempt to reduce the shininess of the synthetic rubber in the tread grooves, the tyres were airbrushed with LP-65 Rubber Black, but this seems to have crazed due to the flexing of the material. Back to the drawing board...

With the wheels fitted, we can see how tight they are within their arches. The hubs were sprayed gunmetal and the McLaren logo decals applied before fixing each hub in position, using a tiny dab of PVA glue



800BHP TWIN-TURBO POWERPLANT

The kit comes with a very tidy replica of the Senna's monstrous 800bhp, four-litre, twin-turbo V8 engine which, thanks to Tamiya's streamlined design process, builds up from just fourteen components, including the intake manifold. It ends up buried deep within the car's body but that's no reason not to paint it and give it a little character, even if my surface treatments were probably a little fictional. That's one good thing about photographing

everything for kit-build articles; you can still look at the pictures even when lovingly prepared parts are out of sight on the finished model!

MOUNTING THE BODY PANELS

As with the windows, the front and rear wings and the 'bonnet' and 'boot' lids are secured with mounting points that are well away from the outer edges to limit the chances of glue smears. And as with the window mounting system, all traces of paint

must be scraped off at the gluing points so a quite and robust bond can be made, again using Revell Contacta. If I could go back and change one thing about how I assembled the rear wings, it would have been to bond the inner panels (G7 and G8) to the outer wing parts (A14 and A7) before painting, to allow their joints – visible on the finished model – to have been blended into the surrounding bodywork, for a slightly neater final appearance. ►

Engine



As is often the case with modern car kits, the gearbox is moulded integrally with the engine block, in two halves. Here we see the right side in bare plastic



The main engine/gearbox structures comprise just five parts, with extra mouldings for the rocker covers and fuel system (?), but the result looks well detailed



The instructions indicate overall XF-16 Aluminium; some colour-washes, oil paint tints and scratches (highly unlikely for this car, but it was done just for fun) were applied to the block to give it a little extra visual appeal



This is just about the only view of the Senna's powerplant you will get when the model is complete, when viewed low down from the rear



Some purplish and yellowish tints were applied to the moulded-in exhaust manifolds, although they will ultimately be hidden. The rocker covers and intake manifold have been fitted here

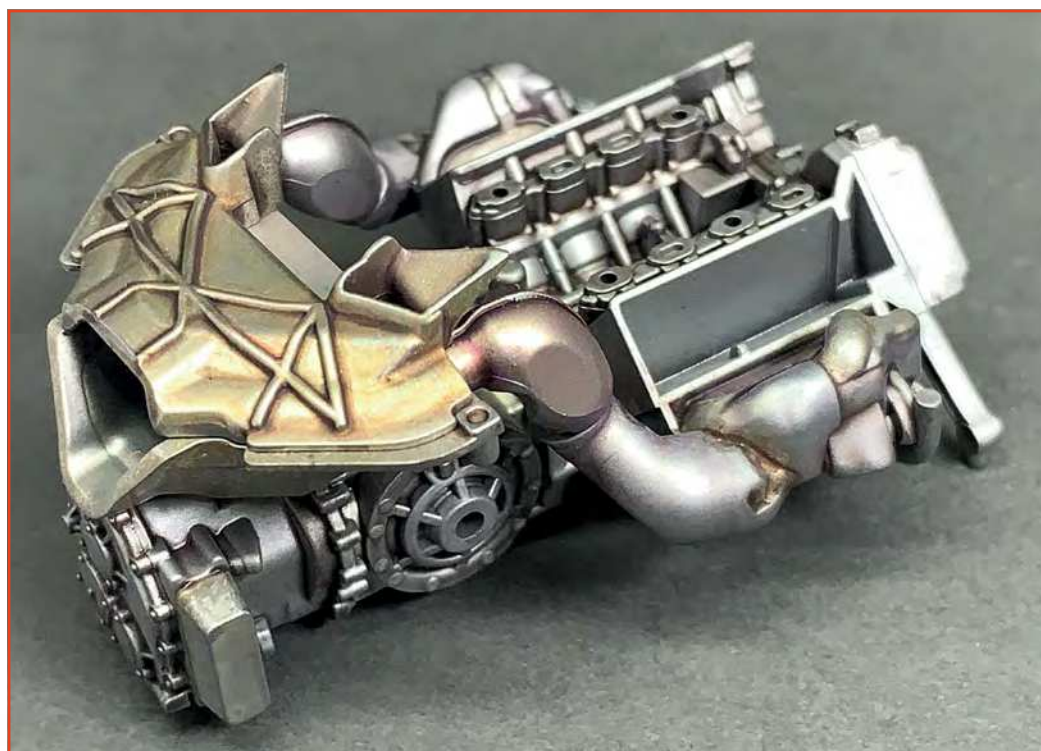


The exhaust box builds up from two halves, seen here in their raw state



As with the engine, the exhaust was treated to some oil paint tints over its basic aluminium finish, more for fun that realism

“The kit comes with a very tidy replica of the Senna's monstrous 800bhp, four-litre, twin-turbo V8 engine...”



Once in place, the big exhaust box sits on top of the gearbox, its twin pipes linking up with the manifold/turbo charger outlets on the engine

FULL BUILD: SUPERCAR

TAMIYA 1:24 MCLAREN SENNA ● KIT NO.24355



The Senna's cabin is more of a 'cockpit' and in reality, nearly all surfaces proudly exhibit their raw carbon-fibre structure. This is depicted by LP-5 Semi-Gloss Black for the model and it works well. Here the floor-mats have been masked off and sprayed XF-63 German Grey



With the masking removed, two small McLaren logo decals were applied to the mats, then matt-varnished to restore a more accurate finish



The foot pedals are individually moulded; they were undercoated in gloss black, sprayed silver then given a colour-wash of thinned black paint to enhance their groove detail



The grille detail (stereo speaker?) atop the dashboard is depicted by a decal (No.15 on the sheet) and despite some initial misgivings, it works well. A matt black colour-wash was later applied over the recessed vents either side of the grille to deepen their detail



The dashboard can be fitted in 'full' or 'thin' display modes and a decal is provided for each position. Once dry the marking was covered with multiple layers of gloss varnish in an attempt to simulate the clear cover panel



Okay, so, about that metal 'Senna' logo on the dashboard... This was applied by mistake; a decal should really be used here, the metal logo being reserved for the rear grille. However, with a replacement sheet of metal badges to hand (thank you, Tom at Tamiya HQ) the badge was left in place for fear of damaging the paint during removal



The top-end Bowers & Wilkins stereo system fitted in the Senna has speakers in every nook and cranny, including a pair of Kevlar-coned units in the door bins. In the kit there are represented by decals and they look just right once in place



The overhead console was sprayed gloss black and the 'buttons' depicted with photo-etched discs, once painted red. The upper face of the extended part that supports the rear-view mirror will be on view through the windscreen and so needs a decent finish



The seats are little marvels of kit design! The shells and pads are moulded individually, making the painting process a joy. To create an eye-catching appearance for the interior, the pads were painted with LP-51 Pure Orange, matted down by mixing in some Tamiya X-21 Flat Base for a fabric-like finish. The only thing they need is a set of harnesses, most likely to be offered by aftermarket producers at some point

FINAL STEPS

The last stages of the Senna's construction involve the fitting of the eight underbody panels, with individually moulded contact blocks for the front splitter and rear diffuser, which is a neat touch. There's even a small data placard decal for the right-rear panel, a lovely inclusion by

Tamiya. As you can see in the photos, I chose to mount these parts before fitting the bodyshell.

The wheels were airbrushed plain gloss black (LP-1) and their hubs sprayed in a home-made gunmetal shade for a little contrast. A McLaren logo decal finishes each hub off nicely. I had pre-drilled 0.35mm holes in the rims

to accept Hobby Design's turned-metal air valves (HD07-0022) and these are the only aftermarket parts used on the whole model. Instead of matt black, I painted their dust caps orange. The brake discs are designed to rotate with the rims and when pressing each wheel onto its suspension mounting point, it is important to line up a small pin on the



Here, the main 'core' of the Senna has been completed, with dashboard, door liners and rear bulkhead/window fitted



The instructions suggest fitting the various underbody panels; front and rear splitter/diffuser, engine guard etc., after the body has been installed. They can actually be cemented in place earlier on as seen here



With the wheels on, we can see the low-slung stance of this amazing car. Those orange seat pads (and orange door pistons) really stand out against the all-black cabin tub!

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FULL BUILD: SUPERCAR

TAMIYA 1:24 MCLAREN SENNA ● KIT NO.24355





❶ inner wheel hub with an indentation in the brake disc, so the two lock together. If they are misaligned, the wheel will not sit fully within the arch.

So, there we have it, Tamiya's interpretation of the incredible McLaren Senna as a 1:24 replica. From an engineering point of view, the kit is an absolute marvel, with every stage of construction guiding the modeller to build the kit in the most straightforward, pain-free manner possible. I highly recommend reading through the instructions before starting, to gain an insight into how the model goes together. I also suggest removing all the main structural parts from the sprues and 'playing' with them to acquire a feel for how they interact with each other, which will pay dividends when you near the trickier stages of window and body panel fitting.

I was a little apprehensive when contemplating this model, because I hadn't built a car for a while and this looked like a challenging project to get back on track with. Thanks to Tamiya's extraordinary design approaches and perfect engineering, I need not have worried; it was a joy from start to finish.

ACKNOWLEDGEMENTS

My thanks go to Tom at Tamiya and Chris Heys at The Hobby Company Limited for their help in sorting out some spare parts for this kit. Greatly appreciated. ●



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TECHSPEC...

**TAMIYA 1:24 MCLAREN SENNA
KIT NO.24355**

Materials:

Injection-moulded polystyrene, polycaps, photo-etched self-adhesive badges, water-slide decals

Paints used:

- Tamiya Lacquer Paints: Lacquer Thinner Retarder Type (87194), LP-1 Black (gloss), LP-5 Semi-Gloss Black, LP-51 Pure Orange X5 10ml jars, LP-38 Flat Aluminium, LP-52 Clear Red, LP-63 Titanium Silver, LP-65 Rubber Black, LP-67 Smoke, LP-70 Gloss Aluminium, X-21 Flat Base, X-13 Metallic Blue
- Alclad 2: Chrome
- Humbrol Enamel: Flat Black 33
- Vallejo Model Air: Light Grey 71050, Black 71057

Accessories used:

Hobby Design: Air Valves (HD07-0022)

Other materials used:

Tamiya Masking Tape (various), Tamiya Extra Thin Liquid Cement, Tamiya Modeling Wax, Tamiya Accent Panel Line Color (black), UMP sanding and polishing sticks (various), Revell Contacta cement, DACO Setting Solution (strong)

Availability:

- Tamiya models, paints and accessories are widely available from good model shops and online. UK import and distribution by The Hobby Company Limited; www.hobbyco.net
- Hobby Design: www.hiroboy.com
- UMP: www.umpretail.com

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WC; WOVEN CORD, **WD**; WATERSLIDE (DECALS), **WS**; WOODEN STRIP

EDUARD, CZECH REPUBLIC

www.eduard.com www.creativemodels.co.uk

This month, the new 1:72 C-130H Hercules from Zvezda is focused on by Eduard, with photo-etched sets for the cargo bay interior, crew seats and cockpit details all on release. The pre-coloured seat 'nets' work particularly well in this material and will transform the interior of this magnificent kit. Another recent Zvezda release gets some PE too; the new-tool Ilyushin Il-2 Sturmovik. Here we have a complete set of landing flaps for the kit, plus a separate set for the cockpit interior and airframe exterior. Tamiya's second version of the P-38 Lightning in 1:48 is the 'H' version and for this, Eduard now offer the modeller a handy 'Brassin' pack that comprises new resin wheels with diamond-tread tyres, gun barrels for the nose, 'Löök' 3D resin instrument panel, seat harnesses and canopy masks; extremely useful. Finally, we have a modest set for Tamiya's sublime 1:35 Marder I which provides interior fixtures and mostly usefully, a thin metal exhaust shroud.



1:72 PHOTO-ETCH

- C-130H interior (73729) for Zvezda
- C-130H cargo seatbelts (73730) for Zvezda
- C-130H cargo interior (73731) for Zvezda

1:48 PHOTO-ETCH

- Il-2 interior and exterior details (491145) for Zvezda
- Il-2 interior landing flaps (481042) for Zvezda

1:48 BRASSIN LÖÖK+

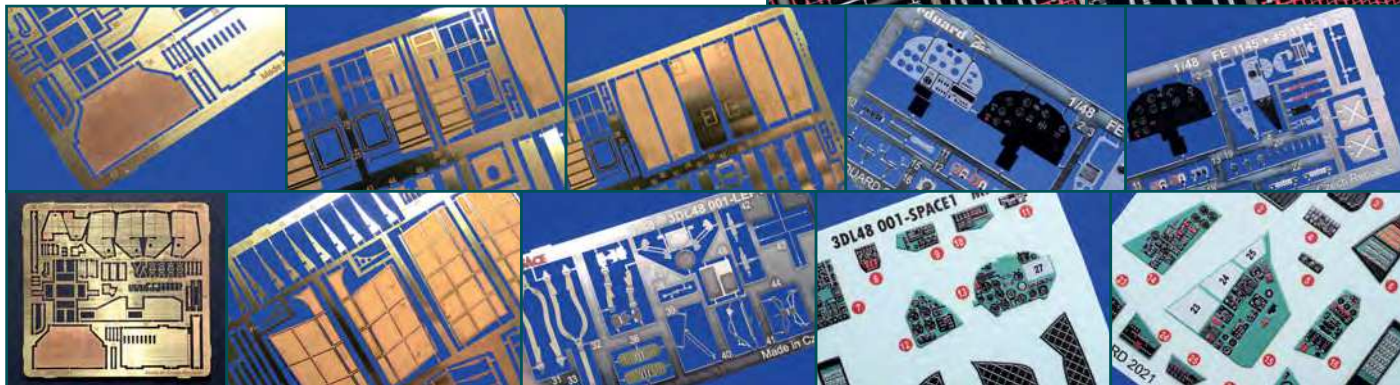
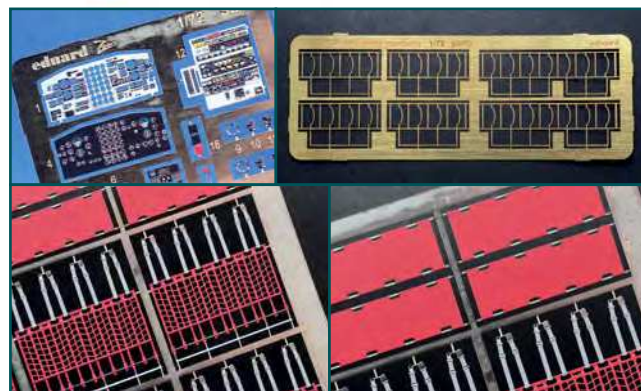
- P-38H Lightning (644083) for Tamiya

1:48 SPACE (3D-PRINTED DECALS)

- Mi-24V (3DL48001) for Zvezda

1:35 PHOTO-ETCH

- Jagdpanzer Marder I (36457) for Tamiya



FRIULMODEL, HUNGARY

www.friulmodel.hu

Friulmodel have sent some new tracks for review in TMMI but sadly, we only have space to look at one of them this month. The set we chose to review here is for the Italeri/Tamiya M107 and M110 howitzer and the M578 armoured recovery vehicle, if you have the old but excellent Verlinden Productions conversion set. As always, Friulmodel's tracks are flawlessly cast in malleable metal, with superb detail and easy assembly with a roll of brass wire which the modeller chops up to create track pins. More next month.

M107/M110/M578 INDIVIDUAL TRACK LINK SET (ATL-190)





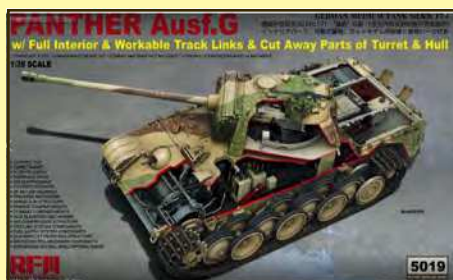
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REVELL, EUROPE '62 SHELBY COBRA 289

www.revell.de/en

SCALE: 1:25 • MATERIALS: IM, SVT, WS • ITEM NO. 07669

Originally released by the now-defunct Japanese maker 'Sunny Tri-S' in 1985, this 1:25 kit of the famous 1962 Shelby Cobra was clearly ahead of its time, because the parts look very decent indeed, the bodyshell in particular. It exhibits a good level of detail all round and features openable bonnet (and boot) lid to show off the nicely rendered quad-carb 275bhp 289cu (4.7 litre) V8 engine. This alone takes up the first five stages of the instructions and is a multi-part sub-assembly with the potential to look superb if painted with care. Add a few aftermarket up-detail parts such as fuel hoses and ignition leads and it will really sparkle. The ladder chassis is well executed, the transverse leaf-spring front and rear suspension being replicated in full. One must bear in mind the vintage of this model and hence, a thorough test-fitting will be essential throughout the assembly steps, ideally before any parts are committed to cement and paint. The detail on the mechanical parts is very crisp indeed and in some areas rivals that of far more recent car kit releases, which is to its credit. There are some mild traces of flash here and there, but these are easily cleaned up. With a methodical approach and lots of test-fits, this could be a lovely replica of the mighty Cobra.

-  Very crisp detail everywhere. Full V8 engine detail
-  An older kit that will benefit from a little modelling experience



REVELL, EUROPE VW GOLF GTI BUILDERS' CHOICE

www.revell.de/en

SCALE: 1:24 • MATERIALS: IM, SVT, WS • ITEM NO. 07673

Quoting from Revell's website:

"From the community, for the community - that's what the 'Revell Builder's Choice' kits stand for. In the second edition of the competition, fans could get creative on the legendary VW Golf 1 GTI and create their dream design for the compact sports car. The winning design was chosen by the Revell Facebook community". So that explains how this creatively-livered VW Golf GTI came to be, with marvellous 'blue print' decal design by Walter Gamarra. Revell's Golf GTI Mk.I kit dates from 2014 so the mouldings are relatively new and the royal blue mouldings (in this release) exhibit some impressive detail. The famously feisty four-cylinder, transverse petrol engine is depicted in full, building up from around twelve parts to create an excellent replica. The engine bay has not been neglected and it is well appointed with brake master cylinder, radiator, battery and cooling system hoses. The exhaust system is a multi-part affair and looks realistic, with the car on its back! The cabin interior comes with right and lefthand-drive dashboards, but only a lefthand-drive car is depicted in the instructions, so you can make your own choice. The famous Pirelli 'P-Slot' alloy wheels are nicely done (although moulded, weirdly, in two halves each) and the tyres feature excellent tread detail.

-  Excellent base kit, attractive decal option
-  Nothing wrong - what's not to love about a GTI?



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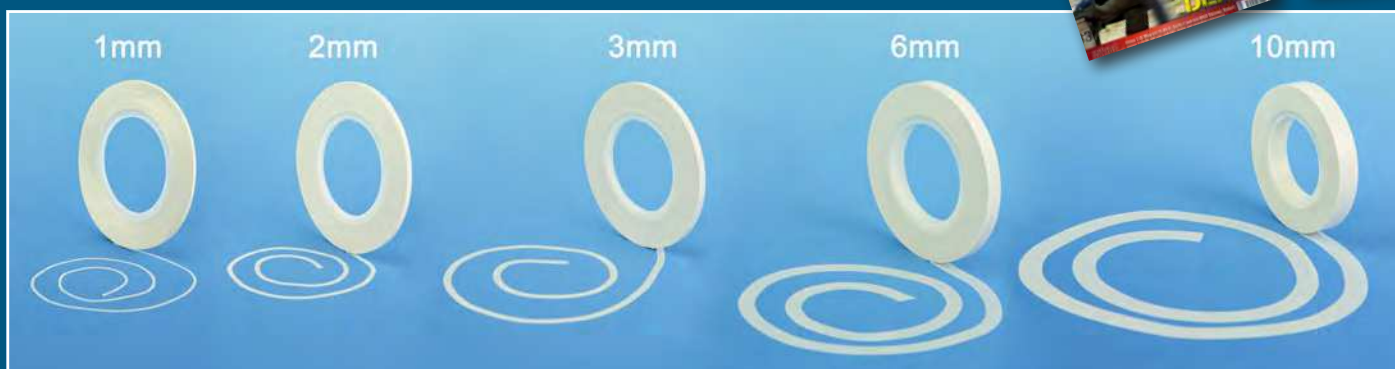
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Maestro only



Jeremy Moore applies his phenomenal modelling skills to Eduard's exquisite new 1:48 Spitfire Mk.I

THEIR FINEST HOUR

The Supermarine Spitfire has captured the imagination of aviation enthusiasts and modellers alike for decades. Its graceful lines and elliptical wing have been covered in every variant by limited-run and major kit manufacturers alike in just about every scale; if you're

interested in building a Spitfire, there's definitely a kit for you out there. In 1:48 scale, the early Spitfire Mk.I version has been available from Airfix and Tamiya for decades, with both manufacturers providing updated and new-tooled versions in 2015 and 2018, respectively. Even

though I've built both of these kits and enjoyed them thoroughly, I was excited to hear of Eduard's plans to produce a 1:48 Mk.I as well. After all, you can never have too many Spitfires!

THE KIT

Eduard's "Spitfire Story: The Few" kit comes in the form

of a limited-edition dual combo with parts for two complete kits. Included are a whopping 358 parts in grey styrene (almost sixty marked not for use), forty-two clear parts (another twenty not for use), two complete colour photo-etched frets, two complete sets of pre-cut masks, and a bonus resin



pilot figure. Markings are provided for a total of ten aircraft; four pre-war machines and six from the days leading up to and including the Battle of Britain. Numerous options are in the box to include a two-bladed prop often seen on pre-war Spitfires, a Rotol three-bladed prop and blunt

spinner, the more typical DeHavilland three-bladed prop and spinner, two different fuselages representing early and late variants with unarmoured and armoured fuel tanks, early straight and more typical bubble overhead canopies, early and late pitot tubes, metal and synthetic

material seats, and probably a few more options I've missed! The sprue layout, design, and engineering of the kit, for obvious reasons, is based on Eduard's very successful Mk. VII/IX/XVI series with most of the "not for use" parts coming from those kits. Overall, it's a very comprehensive package

that allows you to build a Spitfire Mk. I from the pre-war days and one from the Battle of Britain in 1940. I've always had a liking for the early, pre-war Spitfires with two-bladed props so I decided this would be the subject of our build review. So, without any further delay, let's get started! 

CONSTRUCTION

Typical of most aircraft kits these days, construction begins with the cockpit. Designed as a module that is inserted between the two fuselage halves, details are first added to the cockpit sidewalls and seat bulkhead. I deviated slightly from the instructions and cemented the sidewalls into place on the fuselage halves. For some extra detail, I drilled out the lightening holes in the seat bulkhead and also added some wiring using stretched sprue. For the early pre-war version, I chose the all-metal seat and no backplate or headrest armour. Components for the cockpit were then airbrushed with Mr Paint MRP-111 RAF Interior Grey-Green. Details were picked out in various shades of Vallejo and AK acrylics, and everything was given several light coats of Mr Color GX-100 Super Clear Gloss in preparation for subsequent weathering steps as well as cockpit placard decals from Airscale and BarracudaCals. Once the decals had been applied with the aid of Micro Set and Micro Sol, they were sealed with several light coats of Mr Color GX-100. Once dry, all of the cockpit components were given a wash using a mix of Future, Tamiya XF-1 Flat Black, and tap water.

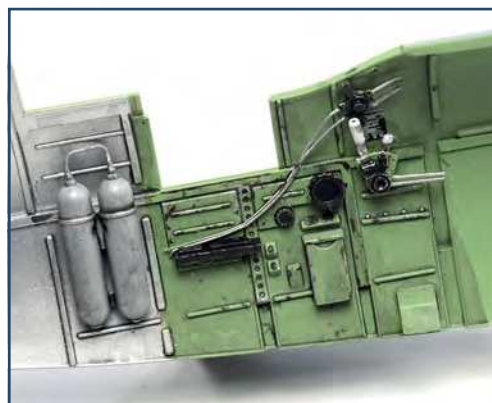
Chipping was then applied using a mix of brown and black enamel paints, followed by the application of graphite with a cotton bud and my fingertip to obtain a worn, polished metal look on appropriate surfaces. The kit includes a pre-painted photo-etched instrument panel as well as one moulded with raised details and a corresponding decal. Both are excellent and perfectly acceptable; as somewhat of a time-saving measure, (and my obsession with aftermarket!) I opted for Eduard's excellent LööK pre-painted resin panel. Honestly, I feel a little "dirty" using these as it's almost like cheating, but with a light misting of matt coat they look fantastic and are a huge time-saver. With the cockpit complete, the components were cemented to the right fuselage half along with the tail wheel strut mounting lug, spinner bulkhead, and another internal bulkhead just forward of the cockpit. The two fuselage halves were then joined together and the fit was absolutely perfect.



Details picked out with various acrylics



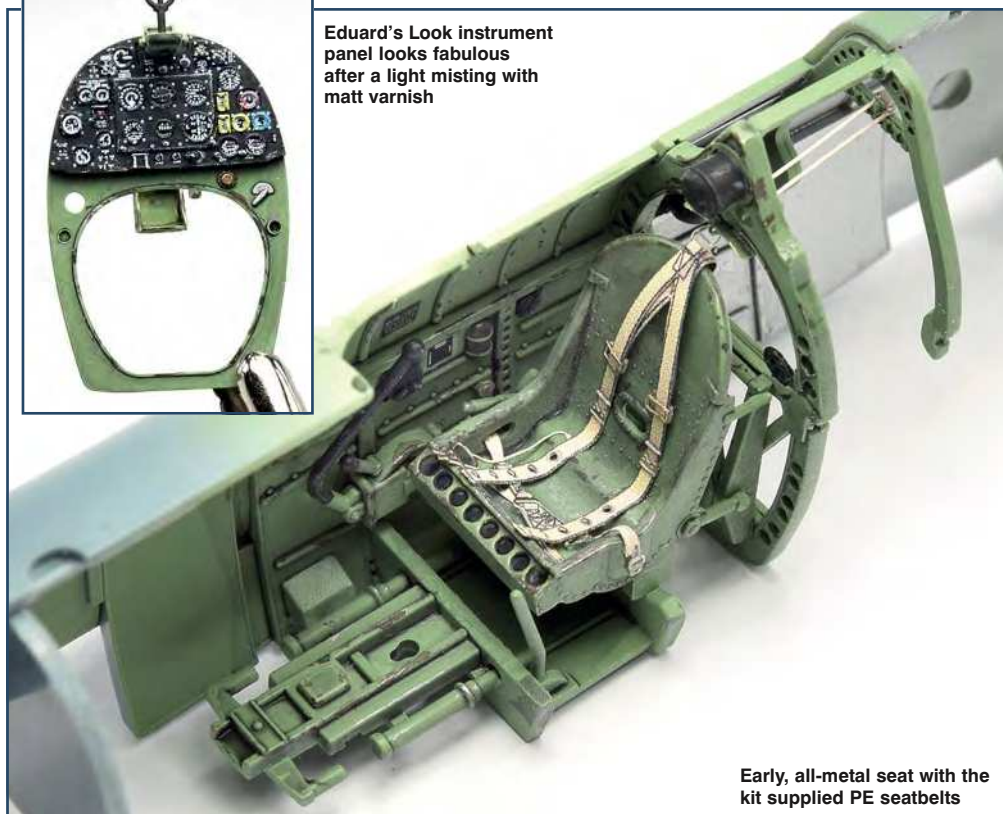
Airscale and BarracudaCals decals and a pin wash help make the cockpit come to life



Chipping and scratches added with enamel paints create a well-worn appearance



Eduard's Look instrument panel looks fabulous after a light misting with matt varnish



Early, all-metal seat with the kit supplied PE seatbelts



Tail components including the parachute guard designed to prevent the lines from becoming entangled in the fin/rudder



Lower wing radiator with a detail wash prior to closing up



Kit supplied PE parts for the unarmoured fuel tank cover and the author's alternative parts sourced from a Tamiya Spitfire



Some unfortunate sink marks in the exhausts

BUILDING THE WINGS

While the fuselage halves were allowed to cure, construction of the wings began with the lower wing half and sub-spar which forms part of the wheel bays as well. The segmented portions of each bay were added next to the lower wing half, and although at first glance they may appear a bit daunting due to the number of parts, each wheel bay is easily formed through the use of corresponding, interlocking parts. Next the .303 machine gun barrels were added, paying close attention to the call outs indicating placement for early vs. late types. Early Spitfires had the barrels of two of the guns protruding from the leading edge and Eduard has captured this feature with the use of locating slots inside the lower wing half. As an added touch, the barrels are moulded with hollowed-out ends negating the need for any aftermarket or brass tube replacements. With the barrels added, the upper wing halves were cemented in place and the wing assembly set aside to cure.

After allowing the fuselage and wings to cure, it was time to put them together. This can sometimes be a frustrating exercise that results in trying to manage poor fit or gaps, but in this case the fit was near-perfect at the fuselage to wing root joint. While the instructions would have you cement the forward wing fillets (parts P44 and P45) to the

fuselage halves in a prior step, I found it easier to wait until joining the wings to the fuselage to add these parts. Doing so while allow for some adjustments prior to cementing everything together to ensure a perfect fit. The horizontal stabilizers, rudder, and elevator were added next, as well as the photo-etched parachute guard (early feature designed to prevent a parachute from becoming snared on the vertical fin/rudder). All of the tail components fit very well requiring no filler at all.

STRAPPING THE FUEL TANK

Construction now turned to the addition of the reinforcement straps on the unarmoured fuel tank cover just forward of the windscreen. Eduard supplies

photo-etched parts for the straps and this is probably my only complaint with the kit; despite my best efforts to form the strap that goes over the top of the fuselage, I was unable to get it to conform, lay flat on the plastic, and look realistic. Additionally, after examining period photos, it appears all of the provided straps are a bit narrow. After scratching my head for a while trying to come up with an alternative, I remembered that Tamiya provided self-adhesive vinyl versions of the same parts in their recent release of the Spitfire Mk. I.

The Tamiya replacements were a perfect fit and look excellent under a coat of primer and paint – problem solved! The underwing radiator was assembled

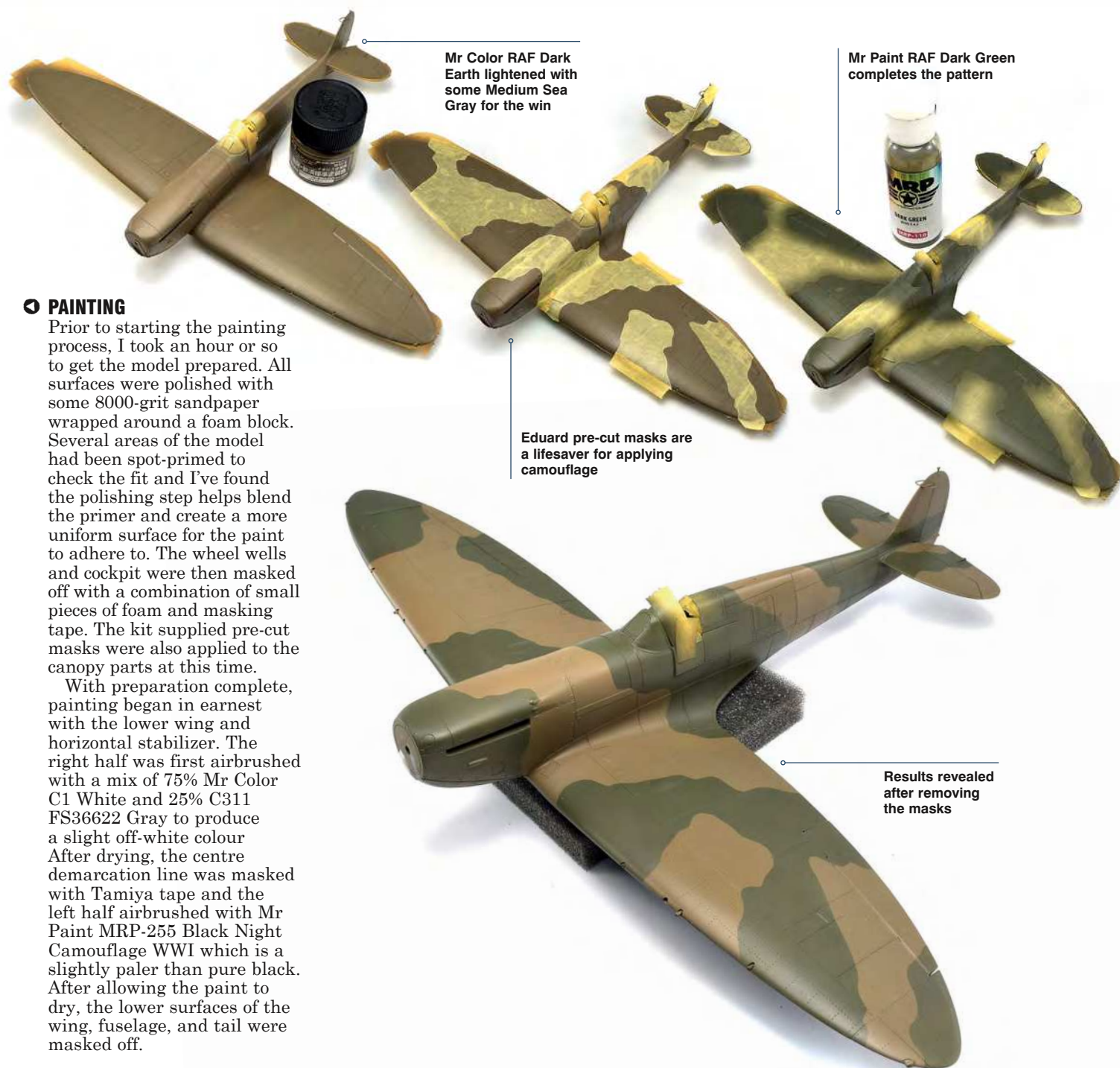
next, and the interior components were airbrushed with decanted Tamiya AS-12 Bare Metal Silver and then given a black enamel wash to highlight the radiator detail prior to closing it up. The interiors of the wheel wells were also airbrushed the same colour at this time. The oil cooler, ailerons, wingtips, lower cowlings, and carburettor intake scoop were added next. Finally, the landing gear components, propeller, and exhausts were cleaned up in preparation for painting. The exhausts in my kit suffered from some unfortunate sink marks that required filling and careful sanding to repair. With that, basic construction was complete and painting could begin. ▶

Experimenting with several shades of RAF Dark Earth on a spare fuselage



FULL-BUILD: WORLD WAR TWO ALLIED AVIATION

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Mr Color RAF Dark Earth lightened with some Medium Sea Gray for the win

Mr Paint RAF Dark Green completes the pattern

Eduard pre-cut masks are a lifesaver for applying camouflage

Results revealed after removing the masks

PAINTING

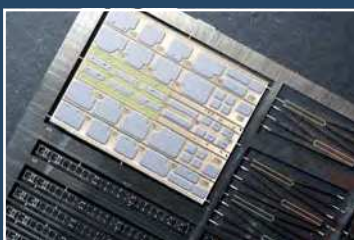
Prior to starting the painting process, I took an hour or so to get the model prepared. All surfaces were polished with some 8000-grit sandpaper wrapped around a foam block. Several areas of the model had been spot-primed to check the fit and I've found the polishing step helps blend the primer and create a more uniform surface for the paint to adhere to. The wheel wells and cockpit were then masked off with a combination of small pieces of foam and masking tape. The kit supplied pre-cut masks were also applied to the canopy parts at this time.

With preparation complete, painting began in earnest with the lower wing and horizontal stabilizer. The right half was first airbrushed with a mix of 75% Mr Color C1 White and 25% C311 FS36622 Gray to produce a slight off-white colour. After drying, the centre demarcation line was masked with Tamiya tape and the left half airbrushed with Mr Paint MRP-255 Black Night Camouflage WWI which is a slightly paler than pure black. After allowing the paint to dry, the lower surfaces of the wing, fuselage, and tail were masked off.

Mini Review...

EDUARD 1:72 C-130H CARGO FLOOR (73732)
www.creativemodels.co.uk www.eduard.com

Zvezda's recently released Lockheed C-130H Hercules in 1:72 has already been the focus of attention of Eduard who have created some superb photo-detail sets for the kit; check out this month's 'New Releases Accessories'. One that particularly stuck out is a pack that provides a huge piece of half-etched and pre-coloured PE for the cargo bay floor, with cargo rollers and raised, non-slip areas



DARK EARTH AND DARK GREEN

Choosing the correct paint for the RAF Dark Earth turned out to be more difficult than anticipated as each manufacturer has their own interpretation of what it should look like. I had used Mr Color Aqueous H-72 Dark Earth on a previous build and felt it had an orange hue to it that didn't quite look right, and after testing some Mr Color C369 RAF Dark Earth I felt it looked too olive in hue. Some Mr Paint MRP-108 RAF Dark Earth was also experimented with and appeared to be too light in tone. After some experimenting, I ultimately turned to the internet and asked for some opinions, which as we all know, can lead to a wormhole of discussions and debate!

The consensus was that you really need to try colours next to their complementary camouflage colours to get a

better idea of how they look. In other words, airbrush some RAF Dark Green next to the Dark Earth and see how it looks. This idea proved excellent advice as the Mr Color C369 took on a more realistic hue when airbrushed next to the Dark Green. With this newly gained insight, I lightened the Mr Color C369 Dark Earth with some Mr Color C363 Medium Sea Gray at about a 90/10 ratio and airbrushed the upper surfaces of the model.

After allowing it to dry overnight, I applied Eduard pre-cut masks for the Spitfire "B" pattern camouflage (EX472) and then airbrushed Mr Paint MRP-110 RAF Dark Green. The Eduard masks were

removed to reveal the camouflage pattern and I was very satisfied with the colour combination and results of the masks. Additional components such as the propeller, landing gear, and exhausts were airbrushed at this time as

well. After the paint was allowed to dry for several hours, several light coats of Mr Color GX-100 Super Clear thinned with Mr Levelling Thinner were airbrushed on to prepare the model for subsequent weathering steps and decals. ►



Painting the centres of the wing and fuselage roundels with the aid of masks and a 75/25 mix of red and red brown



Applying a panel line wash to the lower wing – one of the author's favourite steps



Excess wash was removed with makeup sponges and cotton buds



Post-shading applied with a mix of heavily thinned black and red brown



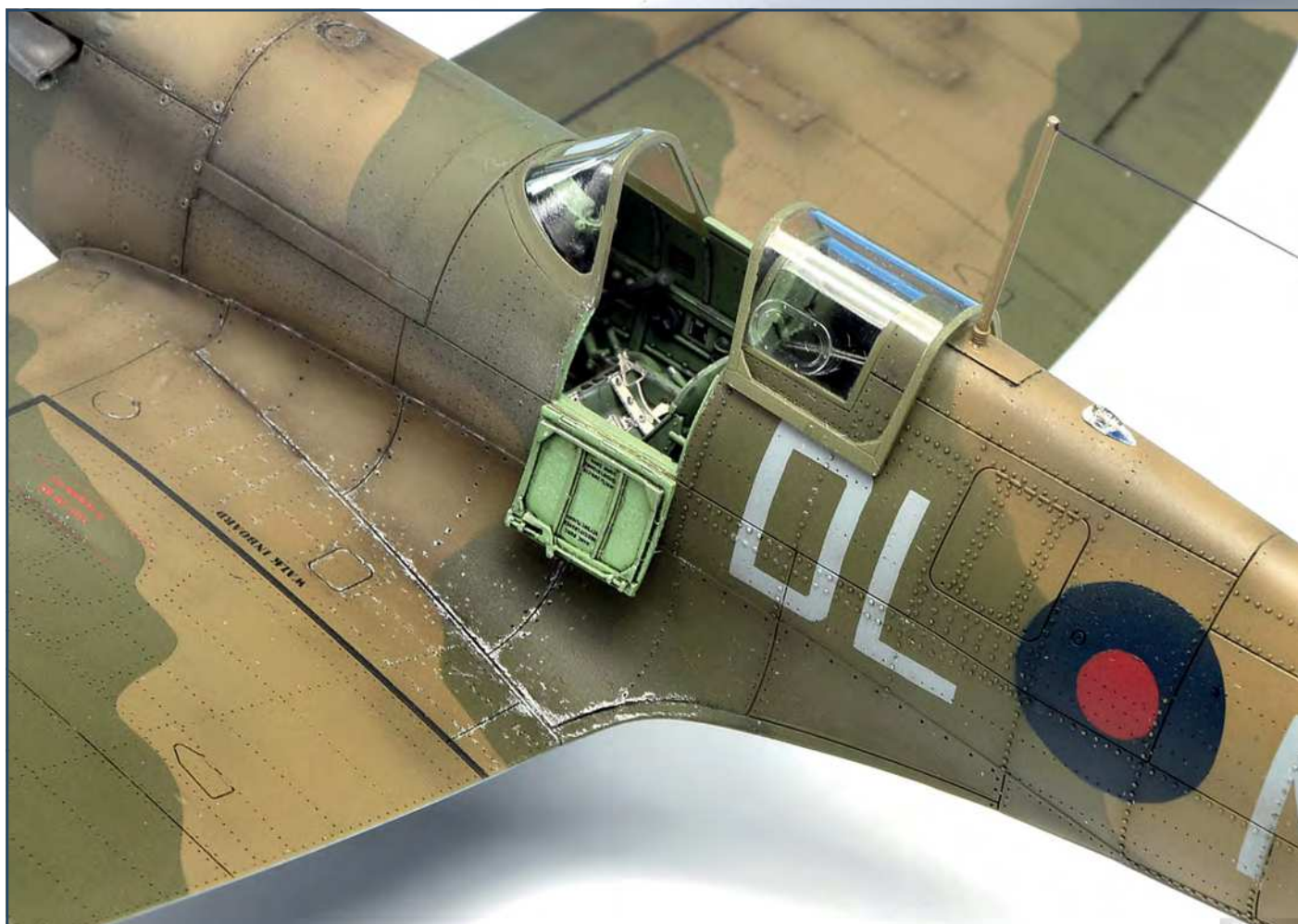
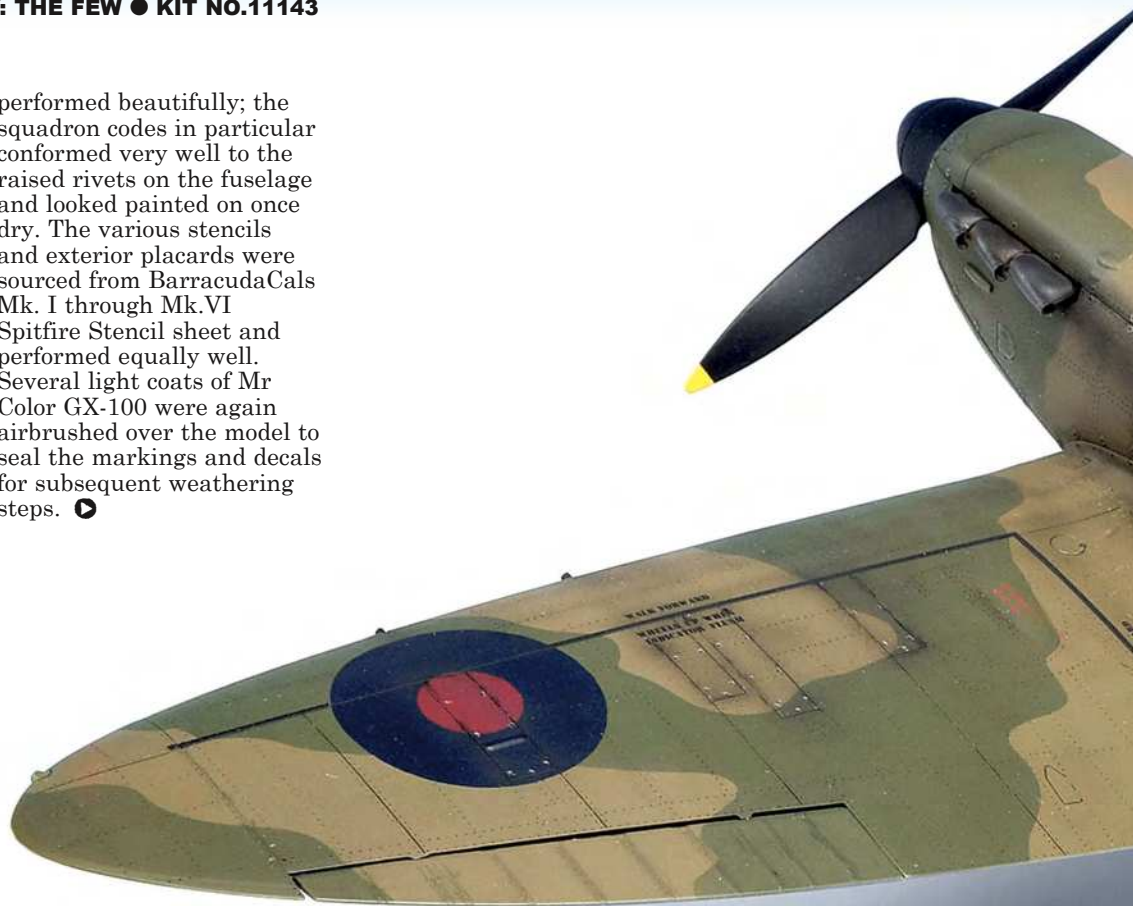
The centre of the tan area is then airbrushed with Mr Paint Exhaust Soot in the same manner, keeping it more towards the centre of the staining area

❶ MARKINGS AND DECALS

I've had a sheet of pre-war Spitfire decals from Iliad Designs (printed by Cartograf) that I've been wanting to use for some time now and this seemed to be the perfect opportunity. I chose an aircraft from No. 54 Squadron, RAF Hornchurch, Essex, in the summer of 1939. Rather than use the decals provided for the roundels, I chose to paint them using masks cut on a Silhouette Cameo craft cutter. The roundel centres were painted first with a 75/25 mix of Tamiya XF-7 Flat Red and XF-64 Red Brown. After allowing the red to dry, the centres were covered and the outer rings airbrushed with a 75/25 mix of Tamiya XF-8 Flat Blue and X-18 Semi-gloss Black.

The wing walk demarcation lines were also masked and airbrushed at this time using Mr Paint MRP-110 Black Night Camouflage. The decals were then applied with the aid of Micro Set and Micro Sol and

performed beautifully; the squadron codes in particular conformed very well to the raised rivets on the fuselage and looked painted on once dry. The various stencils and exterior placards were sourced from BarracudaCals Mk. I through Mk.VI Spitfire Stencil sheet and performed equally well. Several light coats of Mr Color GX-100 were again airbrushed over the model to seal the markings and decals for subsequent weathering steps. ➤



Chipping applied to the wing root with a sharpened Prismacolor silver pencil



“What General Weygand called the Battle of France is over. I expect that the battle of Britain is about to begin. Upon this battle depends the survival of Christian civilisation. Upon it depends our own British life and the long continuity of our institutions and our Empire. The whole fury and might of the enemy must very soon be turned on us. Hitler knows that he will have to break us in this island or lose the war. If we can stand up to him, all Europe may be free and the life of the world may move forward into broad, sunlit uplands. But if we fail, then the whole world, including the United States, including all that we have known and cared for, will sink into the abyss of a new Dark Age made more sinister, and perhaps more protracted, by the lights of perverted science. Let us therefore brace ourselves to our duties, and so bear ourselves that if the British Empire and its Commonwealth last for a thousand years, men will still say, this was their finest hour...”

Prime Minister Winston Churchill, 18th June 1940,
House of Commons, London, following the collapse of France.

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FINAL STEPS

To finish the model, the propeller and landing gear were cemented in place. The landing gear requires some careful alignment and I found it best to use a slow-setting cement such as five-minute epoxy to allow some working time. The antenna and aerial from stretched sprue were added next, and the cockpit door was cemented in place with PVA to wrap things up.

Eduard have continued their excellent 1:48 Spitfire series with the release of the Mk. I. The overall fit and engineering was excellent and having built other kits in their 1:48 line including the Bf109G-14 and Fw190A-8 I must say the Spitfire is one of, if not the best, kits they offer. I'm happy to add it to my collection and am looking forward to their Mk.II and Mk.V releases in the future! ●



Finally, heavily thinned XF-1 Flat Black was applied in layers over the centre using short, vertical strokes

TECHSPEC...

EDUARD 1:48 SPITFIRE STORY: THE FEW (11143)

Accessories used:

- Eduard Spitfire Mk. I Early Look Instrument Panel (644063), Spitfire Camo Scheme B masks (EX472)
- Iliad Designs Pre-War Spitfires (48003)
- BarracudaCals BCS-48002 Spitfire Mk. I through VI Stencils

Paints, weathering products:

- Mr Color C1 White, C311 FS36622 Gray, C369 RAF Dark Earth, C363 Medium Sea Gray
- Mr Paint MRP-110 RAF Dark Green, MRP-111 RAF Interior Gray-Green, MRP-180 Exhaust Soot, MRP-255 Night Black Camouflage WWI
- Tamiya X-18 Semi-gloss Black, XF-8 Flat Blue, XF-7 Flat Red, XF-64 Red Brown, AS-12 Bare Metal Silver
- Vallejo Acrylics (various colours)
- Ammo by Mig A.1615 Stone Grey for Black PLW, A.1611 Black Night PLW, A.3513

Availability

- Eduard models and accessories are widely available from good model shops and online.
www.creativemodels.co.uk www.eduard.com





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Book Reviews

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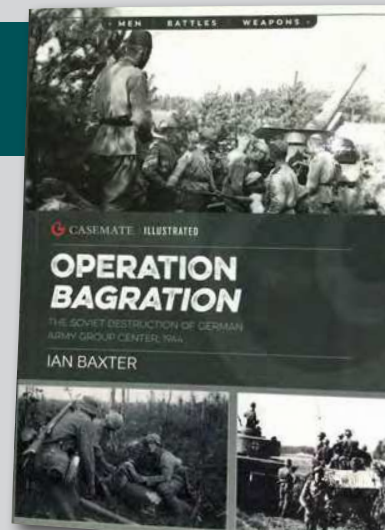
OPERATION BAGRATION

IAN BAXTER, CASEMATE PUBLISHERS

ISBN: 978-1-61200-973-0

www.casematepublishers.com

This softback book covers the Soviet destruction of the German Army Group Centre in mid-1944, a blow from which the Axis never recovered. The 128 pages are full of superb photos which show the battles from both sides, and many of these pictures are new in print. The text is particularly clear and readable, easily accessible to the newcomer but providing lots of detail to interest the expert. There are two maps, showing the positions at the start of the operation and at the end when the Soviet army had finally needed to stop and regroup. There are extensive lists of the units involved, which is useful to modellers who want to get their markings correct! To add some colour, the book has ten pages of artwork to show the uniforms of the opposing forces, and their typical equipment. While the exact details of battles in North Africa and Normandy are well known, the fighting in the East is less documented, and it is very useful to read about the movements of the huge numbers of men and machines in the last year of the war. The photos give a clear impression of the desperate and violent battles which exhausted both sides, but effectively destroyed Army Group Centre and saw the Red Army make huge advances into Poland and Hungary. The captions are very useful, though not without occasional error, and the book provides great inspiration for modellers of vehicles, figures and dioramas, as well as anyone interested in researching this campaign. Highly recommended. **CLS**



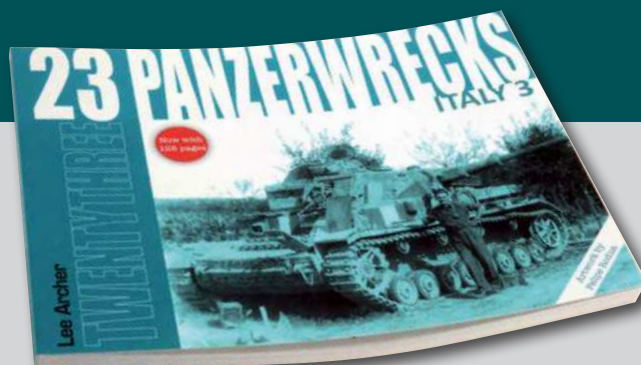
PANZERWRECKS 23: ITALY #3

LEE ARCHER, PANZERWRECKS

ISBN: 978-1-908032-225

www.panzerwrecks.com

This is the twenty third volume in the incredibly successful Panzerwrecks series, devoted to amazingly clear photos of captured and destroyed Axis armour – primarily German – taken by Allied teams tasked with recording the battlefield. As with all of the previous volumes, the photos are printed one, or occasionally two, per page. There is very little text aside from brief and very informative captions. The sharpness of the pictures is a credit to the various army photographers and to the quality of printing. For modellers and historians, there is simply nothing better. This particular issue has been expanded to 128 pages in the usual softback landscape A4 format, and now includes some excellent features which have begun to appear in the series. These include 30 QR codes which take the reader to the exact location where a photo was taken. This is really fascinating as it gives an impression of the place where the action took place, and somehow makes it more 'real'. The other great feature is the inclusion of eight pieces of artwork, where a photo is rendered in colour and gives the reader a good impression of how the vehicle may have looked in reality. The content of this book gives a wide range of vehicle subjects, but in particular it covers subjects in detail by giving several shots of the same vehicle, which is incredibly helpful. The standout sequence for me is the sequence taken at Esperia, where a column of various vehicles were caught by artillery along a confined road, and the wrecks were later unceremoniously pushed off the track. I had seen the Marder III before, but here we have numerous shots and in addition the huge range of vehicles destroyed at the same spot. For model makers, diorama builders and anyone interested in this period on the Italian Front, this is a terrific resource. Highly recommended. **CLS**



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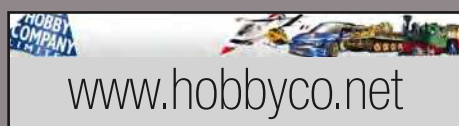


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NEXT ISSUE

The next issue of TMMI is June 2021
(No.308), on sale May 20th



CAMPING IT UP

Revell's 1:24 VW Camper
gets slammed

GHOST WITH THE MOST

Tamiya's all-new 1:48 F-4B
Phantom II in detail



HELL AND BACK

Eduard's 1:48 F6F-3 Hellcat, Solomons 1943



...AND MUCH MORE, OF COURSE!

Due to the many factors that can influence the appearance (or non-appearance) of a model in TMMI, the items listed here are shown on a provisional basis. We endeavour to bring you these articles, but please be patient if they do not feature! Thank you for your understanding.

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TO MY NEWSAGENT...

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The Editor's Page...

Tamiya McDonnell Douglas F-4B Phantom II on the way

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APPARITION MISSION!

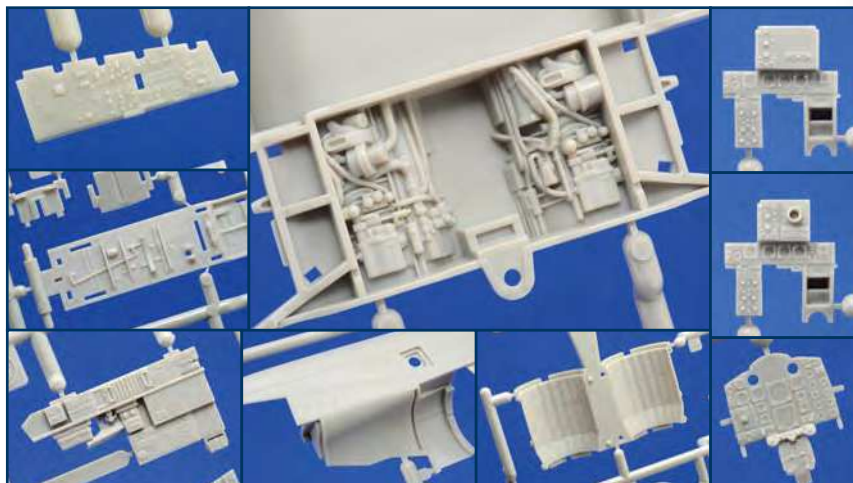
Tamiya's all-new 1:48 McDonnell Douglas F-4B Phantom II is nearly with us, so to whet your appetite, here are some photos of the kit parts. This kit is now in the hands of TMMI's resident expert modeller and he will be presenting the full-build article next issue, so don't miss out, order your copy now! ● www.doolittlemedia.com

1:48 McDonnell Douglas F-4B Phantom II

Kit highlights:

- Outer wings can be assembled folded or extended
- Open and closed canopy
- Extended or stored refuelling probe
- Missiles and drop tank
- Multiple marking options including VF-51 in the Vietnam War

Please note: photos show an early-development test model which is subject to change in the final-release version



SHCHUKA (SHCH)

SOVIET WWII SUBMARINE

9041

1/144 SCALE

117 PARTS

39,6 LENGTH (CM)

MORE THAN JUST A HOBBY

NEW

1/35 SCALE

485 PARTS

22,7 LENGTH (CM)

3692



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RUSSIAN 2-AXLE MILITARY TRUCK



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**INNOVATIONS
IN MODEL KITS**

FIAT 131 ABARTH RALLY OLIO FIAT

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Masterpiece Rally Car

**1/20
SCALE**

1/20 Grand Prix Collection **Fiat 131 Abarth Rally Olio Fiat** (Item 20069)

In the early rallying days of the 1970s, various kinds of 2WD car such as FR, midship, and RR cars battled for the titles, and one especially fine example was the Fiat 131 Abarth Rally, which took titles in 1977, 1978 and 1980. Now, this car joins the Tamiya 1/20 Grand Prix Collection. The 1976 and 1977 versions were finished in a navy blue and yellow livery based on the colors of Olio Fiat. The famous Italian car-tuning brand Abarth developed this car as an Abarth-tuned version of the Fiat 131 Mirafiori, and the model captures elegantly the front/rear spoilers, overfenders, inline-4 DOHC 4-valve engine and disc brakes. The interior is accurately depicted with the roll cage, bucket seats, pedals, rear seat helmet holder, and fire extinguisher. Add this superlative static model into your model collection!



- ① The bonnet opens on its front hinge, and the inline-4 engine DOHC engine has ignition cables, radiator, oil cooler and triangular bar for more reality.
- ② The trunk is openable and includes depictions of spare tire, fuel tank, and battery.

Full display model



Length: 208mm, width: 98mm, height: 108mm (includes antenna).



The realistic interior features a roll cage and dashboard.

Antenna is crafted in stainless steel.

2 figures (driver and co-driver) are included.



Painting the Fiat 131 Abarth Rally Olio Fiat
Tamiya Color Spray Paints (TS)

TS-55 Dark Blue TS-47 Chrome Yellow

Masking stickers are also included for use in painting.



★ Images show assembled and painted kit.
★ Product may vary from images shown.

