



maketar^{PLUS}

BILTEN ZA POPULARIZACIJU MAKETARSTVA ||| SPECIAL 1/2021 ||| ISSN 2334-6485

MAKETARIMA OD MAKETARA

• SPECIAL EDITION 1/2021

full build by
GREGA KRIŽMAN

SUPER
MARINE
SPITFIRE
MK.IXC
LATE

EDUARD 1/48

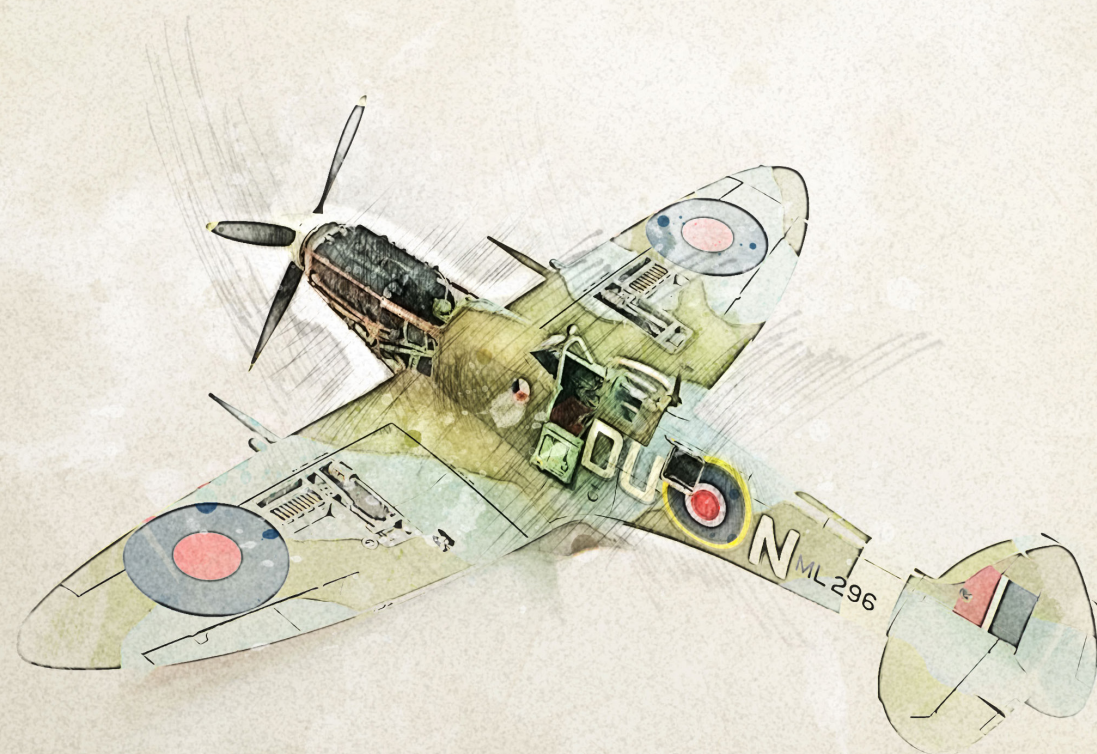


ABOUT AUTHOR

My name is Grega Križman, 45 years old modeler from Ljubljana, Slovenia. I've built my first model with my dad as a kid, but returned to this wonderful hobby about 15 years ago. My main interest are 1/48th scale prop and jet airplanes.



Štefan Pásztor & Grega Križman



INTRODUCTION



Dragi prijatelji
nakon teške 2020. nastavljamo sa našom Maketar PLUS pričom. Po prvi put smo ušli u realizaciju naše stare ideje o specijalima koji bi bili posvećeni samo jednoj temi. U specijalima ćemo predstavljati maketarske radove u formi kompletne gradnje kao i druge teme koje su direktno vezane za naš hobi. Potrudimo se da ova kraća forma našeg Maketara PLUS zaživi pored „glavnih izdanja“ ali to svakako zavisi pre svega od našeg slobodnog vremena.

U ovom prvom specijalu smo odmah napravili i jedan mali izuzetak a to je što će kompletno izdanje biti samo na engleskom jeziku što svakako neće biti pravilo za naredna izdanja. U skladu sa našim načelom u vidu „maketarstva bez granica“ vrlo je verovatno da će se u specijalima pojaviti i jezici koji do sada nisu bili zastupljeni u našim izdanjima iako su autori iz drugih zemalja prisutni od početka. Na taj način želimo da odamo priznanje za njihovo nesebično učestvovanje u ovoj priči kao i da pokažemo da je „maketarski jezik“ prilično univerzalan.

Na naše ogromno zadovoljstvo, autor rada našeg prvog specijala je sjajni maketar Grega Križman a tema je odličan Eduardov Spitfire Mk.IX u razmeri 1/48. Gregin rad govori sasvim dovoljno o njegovim maketarskim veštinama a krajnji rezultat je više nego odličan.

Uživajte.

Dear friends,

After the challenging year 2020, we continue with our MaketarPLUS story. For the first time, we started realizing our old idea of publishing special issues that are dedicated to only one topic in a smaller format. In these issues, we will introduce works with a complete building process as well as other themes that are directly connected to our hobby. We will do our best to publish these shorter versions of our Maketar PLUS alongside the main issues, but it mainly depends on our free time.

In this first special issue, we made one small exception which is to publish the complete edition in the English language only that is certainly not going to be the rule for all editions in the future. According to our main principle, “modeling without borders”, it is very likely that other languages that have not been represented in our editions might also appear in future specials, even though authors from other countries have been present from the beginning. Therefore, we want to acknowledge their selfless participation in this story as well as show that “modeling language” is quite universal. To our great satisfaction, the author of our first special issue is the great modeler Grega Križman where he represented the theme of an excellent 1/48 scale Spitfire Mk.IX by Eduard. Grega's work speaks enough about his modeling skills, and the final result is more than excellent.

Enjoy.

Miroslav D. Šljivić

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maketar PLUS



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EDUARD 1/48 SUPERMARINE SPITFIRE MK.IXC LATE

full build by Grega Križman

My first modelling related memory is building a Matchbox Spitfire with my dad when I was about five years old. I remember admiring dad's patience and the finished model, which survived intact for about half an hour before being destroyed in an "accident" caused by me. My dad eventually quit scale modelling but I was infected by then and took up this hobby later on in my life.

In my opinion Eduard's Spitfire Mk.IX is one of the top five kits ever produced in 1/48 scale. Even built OOB, the amount of detail is just incredible. But I've decided to go full monty on this kit, with flaps, engine, radio compartment and gun bays opened. Offerings from Aires (Cockpit and gun bays), Brassin (engine and radio compartment) Eduard (PE flaps) were chosen for this build, as well as some HGW seatbelts and Department of correction spinner and blades. Armed with a great reference WWP book it was time to start this build.

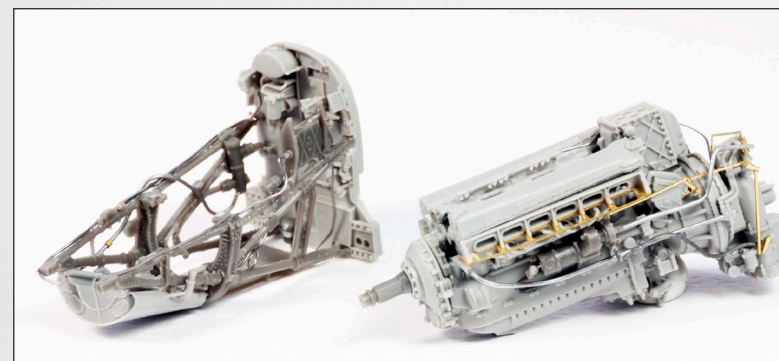


General assembly

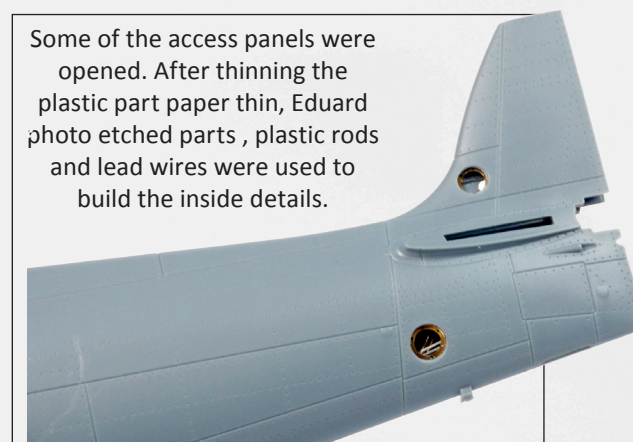
Build started with cleaning resin parts and cutting out all the openings where they would eventually go. I cracked on with interior, with Aires cockpit and Brassin radio compartment. Brassin (Eduard's in house resin production) set fitted perfectly into fuselage, but Aires cockpit proved a bit more difficult as some sanding and cutting was required to set it in place. After priming the interior parts with Mr. Surfacer 1000, cockpit was sprayed with Mr. Color C364 Aircraft gray green and the radio compartment with Alclad ALC101 Aluminum. Wires, boxes and other cockpit parts were then picked out with Vallejo

acrylics and washed with different MIG panel line washes. (dark grey for metal and green brown for gray-green). Just when I was about to glue the fuselage together, I've decided to add even more details, so some of the access panels were cut out and inside details were produced using lead wire and thin strips of plastic card. Wing assembly followed, I spent most of the time thinning down the kit plastic in order to fit the resin parts correctly. After that, the installation of the Aires gunbays was straightforward. Flaps proved a bit more of a challenge as the copper parts are extremely delicate and fragile. Wings done, so I could

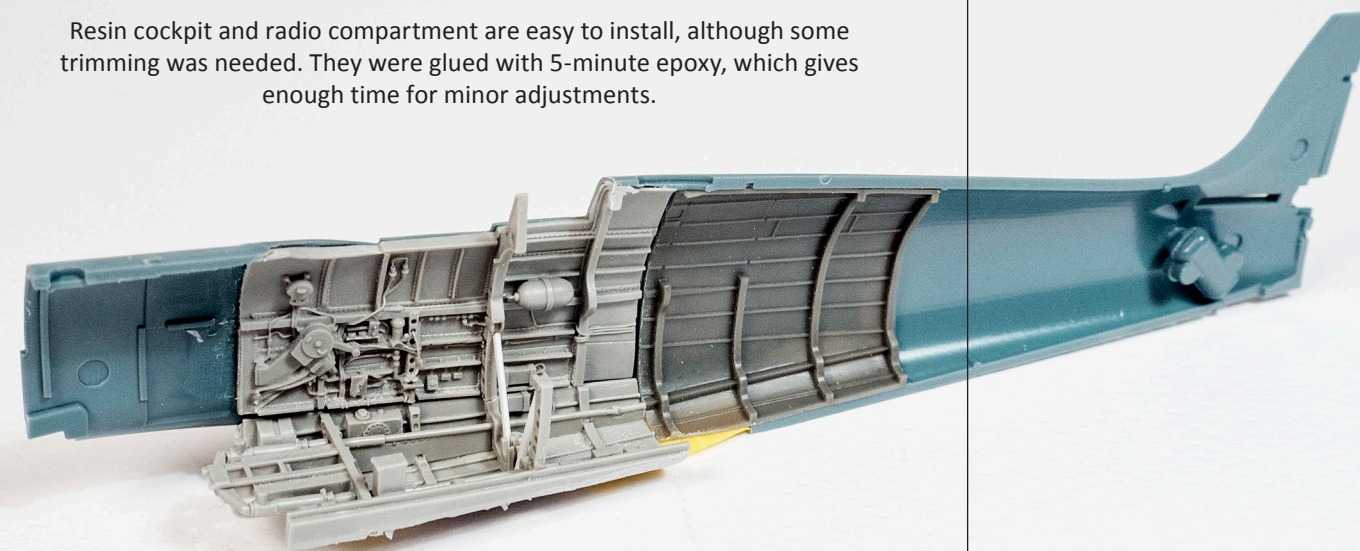
Brassin RR engine was a pleasure to build. Some extra wiring was added to enhance it even more.



Some of the access panels were opened. After thinning the plastic part paper thin, Eduard photo etched parts, plastic rods and lead wires were used to build the inside details.



Resin cockpit and radio compartment are easy to install, although some trimming was needed. They were glued with 5-minute epoxy, which gives enough time for minor adjustments.



move on to the engine. Engine includes complete Rolls Royce engine with main engine mountings, cowling and it is screaming with details. One could easily display it on its own as the detail is just incredible. Still, there were some wires and piping missing and this was created using lead wire. I disregarded the in-

structions and glued the firewall and engine mounts at this stage of the build instead at the end and I regret it later as I had real hard time matching the engine to the mounts. So be smart and follow the instructions! Final construction was a breeze as no filler and just a minimal amount of sanding was required.

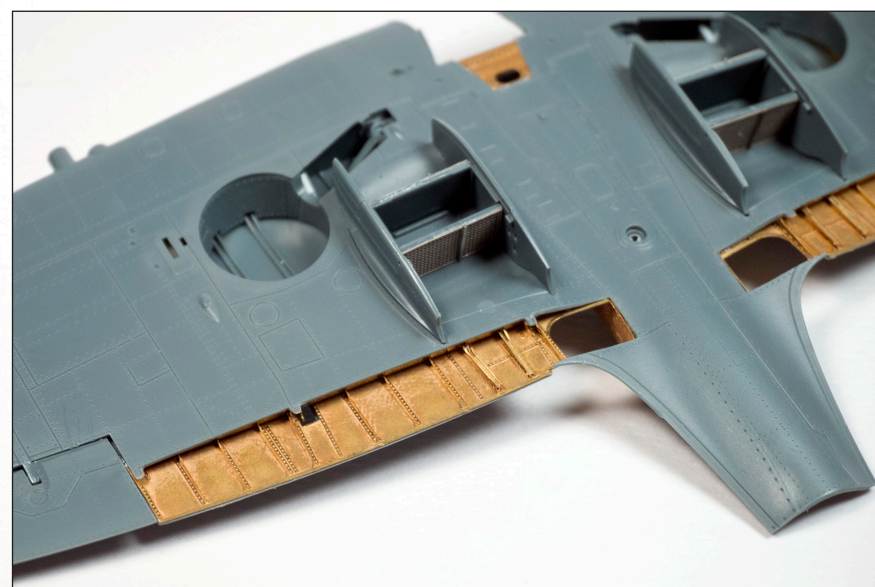
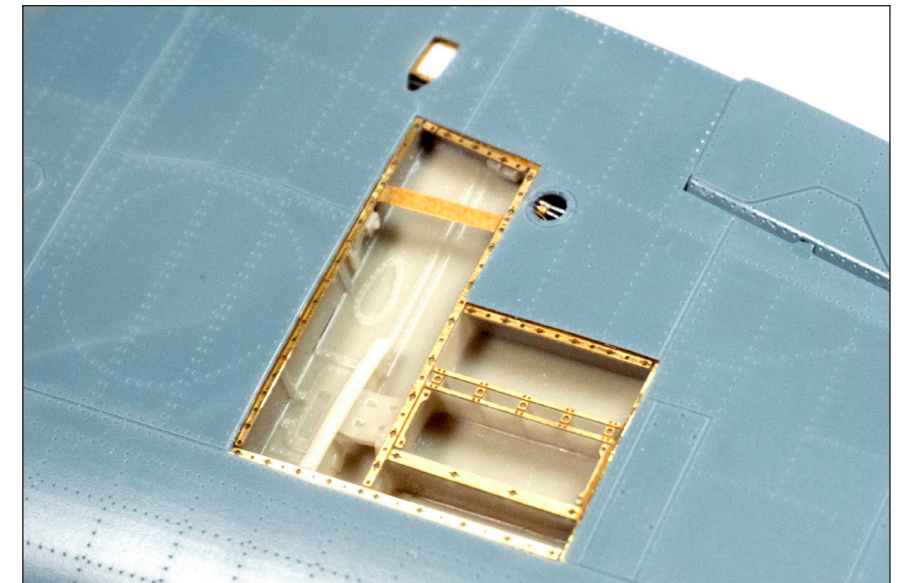
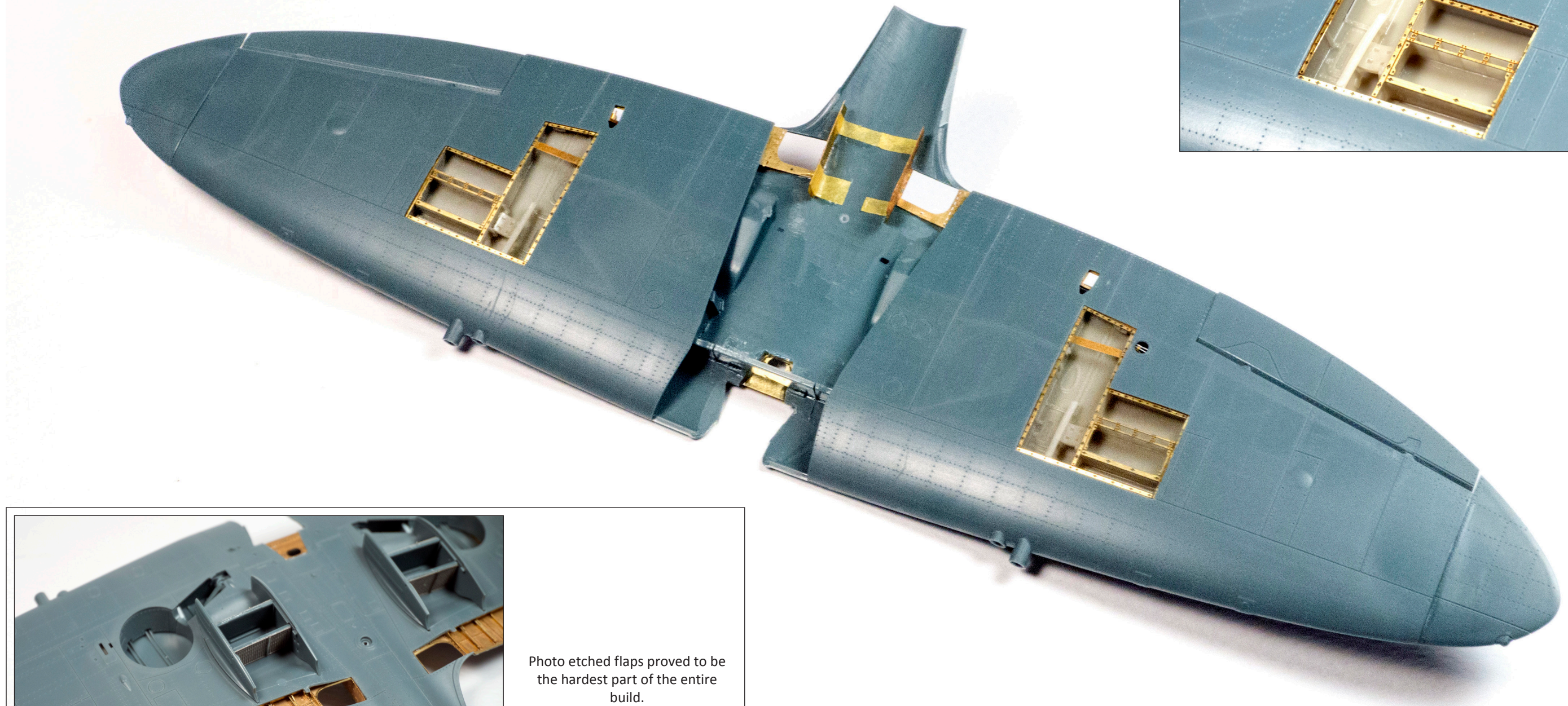


Photo etched flaps proved to be the hardest part of the entire build.



Cockpit details picked out with Vallejo acrylic paints



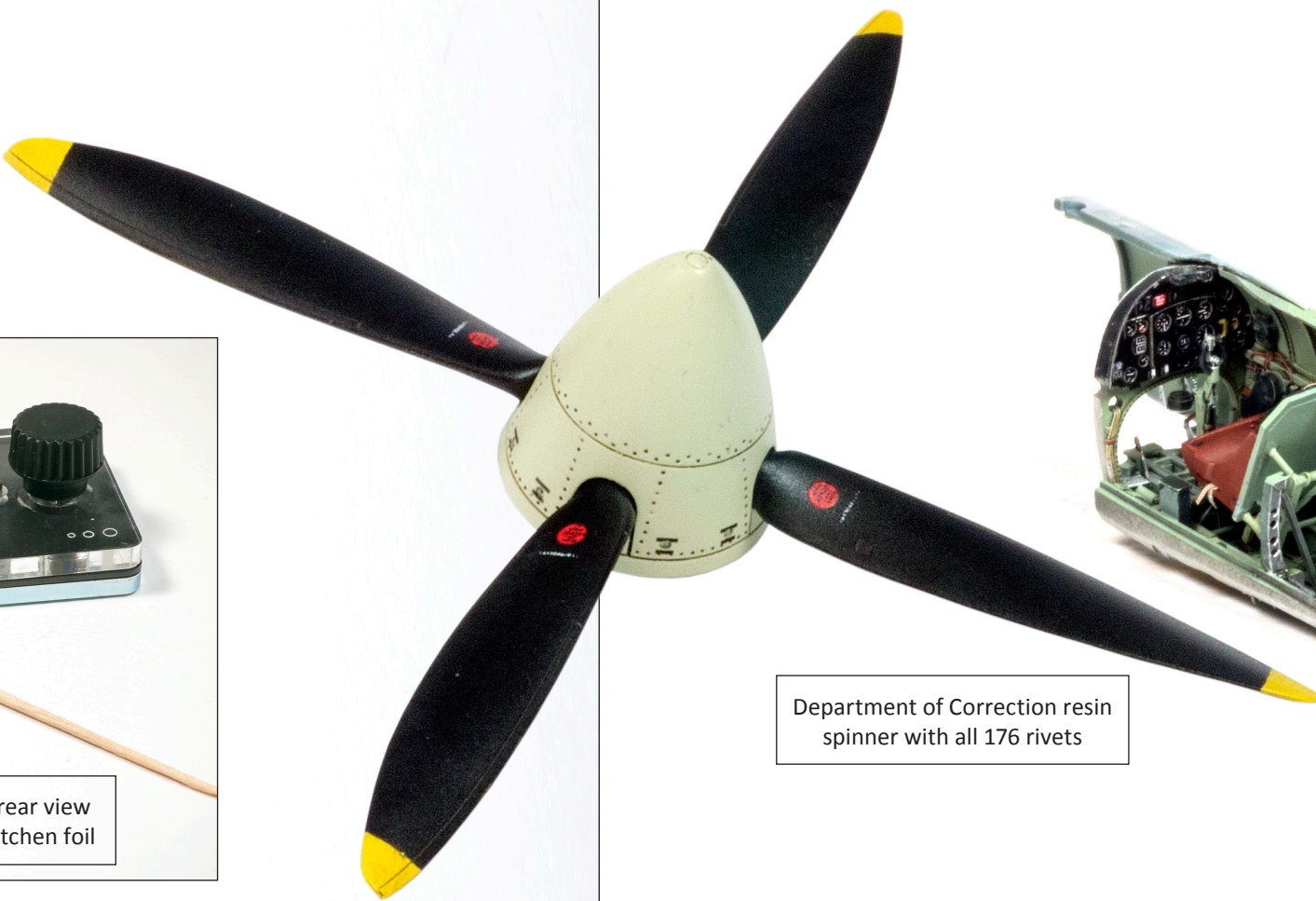
Completed instrument panel, a combination of resin and pre-painted photo etched parts.



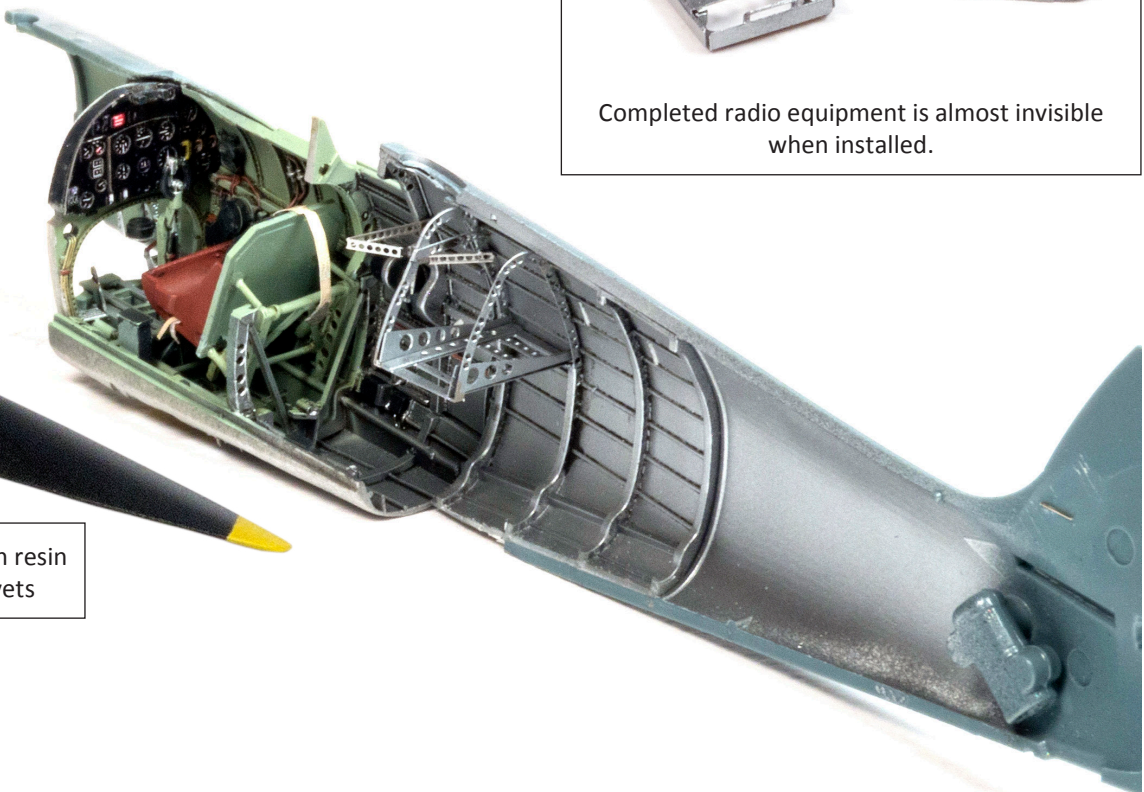
Completed radio equipment is almost invisible when installed.



Punched out rear view mirror from kitchen foil



Department of Correction resin spinner with all 176 rivets



I've decided to build Spitfire flown by Otto Smik, CO of B Flight, No. 312 (Czechoslovak) Squadron. The camouflage and marking of this Spitfire is typical for No. 312 Squadron. The unit badge is painted on both sides of the engine cowlings, and the Czechoslovak national insignia under the canopy. Vintage photos do not show the rudder. MJ296 could have had both the rounded or pointed types. I've decided to go with the later, as it just looked better to my eye. After coat of Mr. Surfacer 1000 as a primer I could start with painting. I choose not to use kit decal markings and ID band, so I cut masks out of the masking tape and sprayed them. I also sprayed white under where the roundels would eventually be placed to prevent camouflage paint bleeding through decals as they looked really thin. For camouflage I used Mr. Color RAF range of paints – only available as a set (CS684). I lightened them with a bit of white for a scale effect and sprayed them freehand using 0.2 mm nozzle on my airbrush. Final airbrushing was done spraying lighter shades of base camouflage colors in the cen-



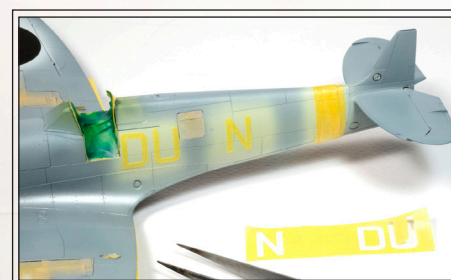
A coat of primer is used to check any imperfections and ensure proper adhesion of the following layers of paint.



I've decided not to use kit markings, so Gunze H74 sky was sprayed as a base.



And white (C62) for under roundel decals. White under decals prevents the possibility of underlying camouflage to bleed through decal.



Masks were cut out from Tamiya masking sheet.



Mr. Color CS RAF Standard color set was sprayed freehand using airbrush with 0,2mm nozzle.



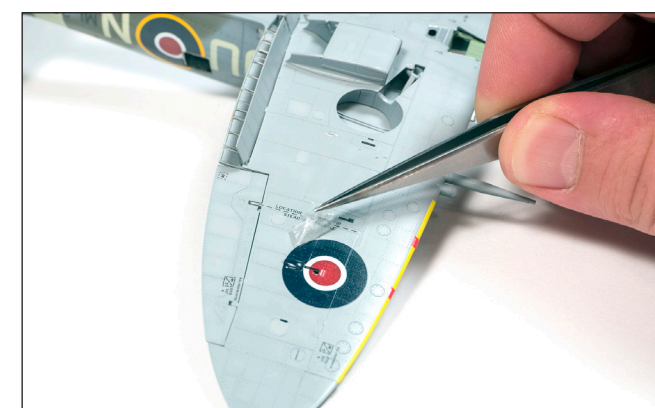
Leading edge ID stripes were sprayed at the end. After masking, it is essential to spray a coat of white before final yellow otherwise the camouflage colors will bleed through.



At the end, individual panels were highlighted using base color lightened with white.



Kit decals performed great with some Micro sol help.



HGW wet transfers require a bit more work than standard decals, but the end results are well worth it.

ter of the panels to disrupt the uniformity of the paint. Being semi gloss, there was no need for clear coat before decals.

The only decals used were the roundels, Czech cocardes and serial number, all the stencils came from HGW. Called Wet transfers, they are essentially decals with carrier film placed over the stencil data removed after stencil dries out. You are left with painted on appearance as there is no carrier film left on the model as with regular decals. They do require some extra work and time, however the end result is miles ahead of regular decals.

Weathering

Coat of Mr.Paint semimatt clear was sprayed before washes were applied. First step in weathering was adding small metal chips using a 0/10 brush and Vallejo Air Aluminium paint. Second step was applying washes; Mig Blue grey for undersides and Dark Green grey and Deep grey for the upper sides. Third step was producing small scratches (ones that didn't go all the way to the metal) using various watercolor pencils. And the final step was recreation of dirt, fuel and grime stains, using pigments and washes (MIG Dark brown and Engine grime)

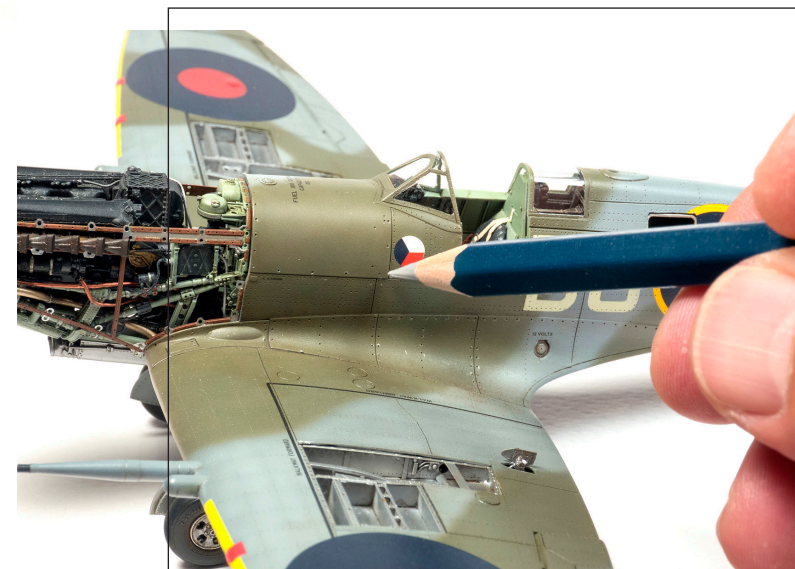
Vallejo Model air aluminum and fine pointed brush was used to create metal chipping.



Two shades of washes (Mig 1602 and 1608) are used for the upper surfaces, one for the lower one (Mig 1613). Remove the excess wash with dry cotton swab after 15 minutes.



A coat of semi gloss clear is essential prior to any weathering.



Small scratches were made using watercolor pencils



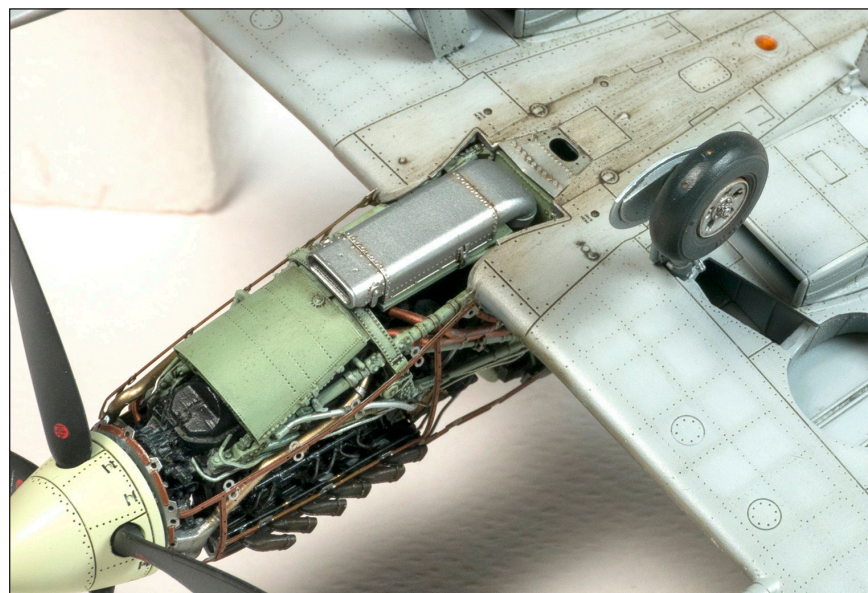
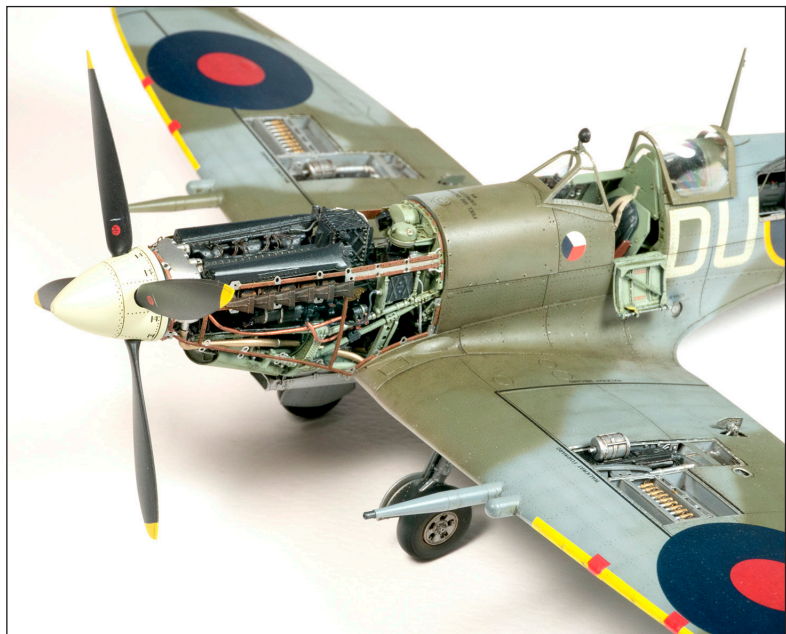
Finally general dirt and grime is applied for the most worn areas.

Bits, pieces and final conclusion

With main assembly completed, It was time to finish small parts, wheels, cabin transparencies, cabin door, guns and fantastic looking propeller from Department of Correction. They were glued on to the model with CA Gel glue.

I really enjoyed this build, actually so much that I bought another Eduard's Spitfire as this one is going to grace my dad's living room. And I have to thank my modeling friend "Pepa" Blažek for providing fantastic reference photos of Czech Mk. IX spitfire being restored.

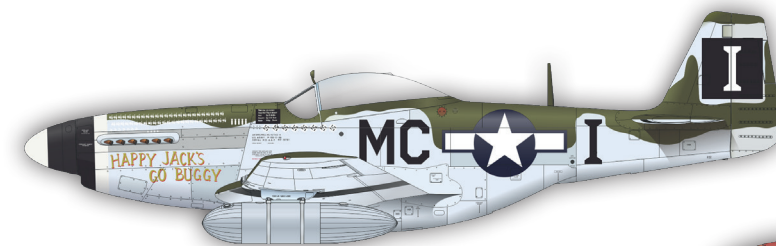




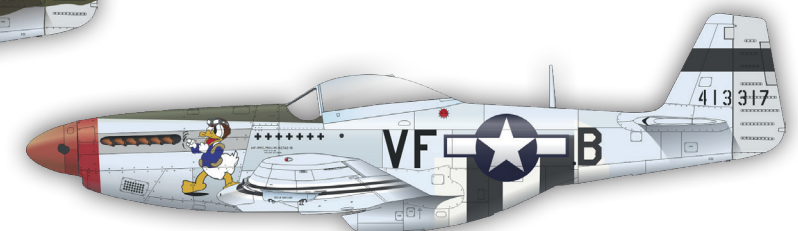


P-51D-5 Mustang

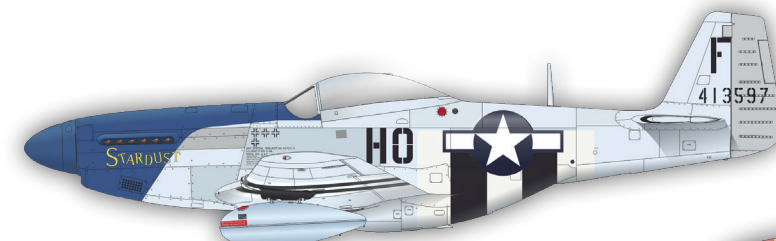
1/48



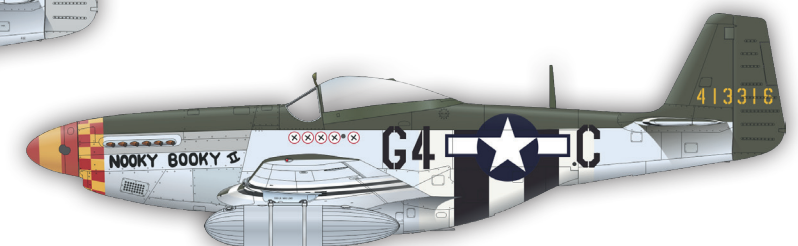
44-13761, Capt. Jack M. Ilfrey, 79th FS, 20th FG, 8th AF,
USAAF Station 367 Kings Cliffe, Northamptonshire,
Great Britain, Autumn 1944



44-13317, Capt. Donald R. Emerson, 336th FS,
4th FG, 8th AF, USAAF Station 356 Debden, Essex,
Great Britain, September 1944



44-13597, Lt. William E. Fowler, 487th FS, 352nd FG,
8th AF, USAAF Station 141 Bodney, Norfolk,
Great Britain, September 1944



44-13316, Leonard K. Carson, 362nd FS, 357th FG, 8th AF,
USAAF Station 373 Leiston, Suffolk, Great Britain, June 1944

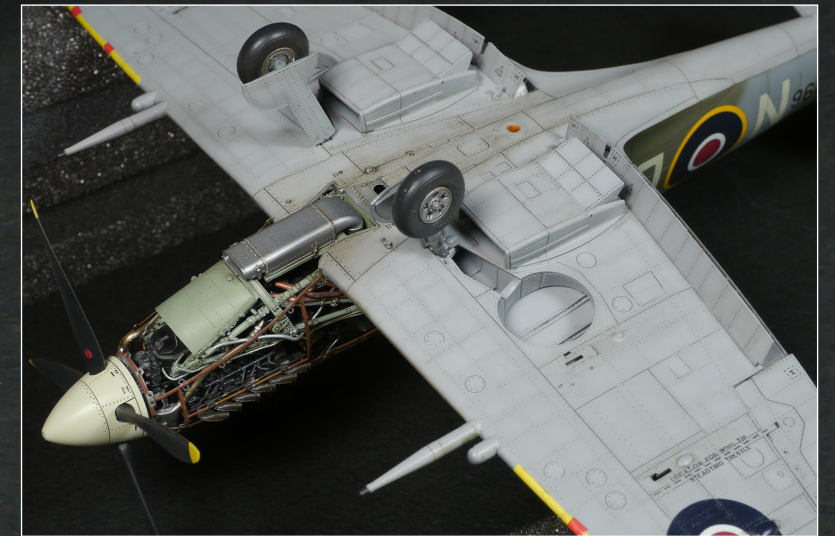
Cat. No 84172 @ eduard.com

Materials used:

- Eduard kit Spitfire Mk.IXc late version weekend edition (84136)
- Eduard Brassin Spitfire Mk.IX advanced (864809)
- Eduard Spitfire Mk.IX Landing flaps (48765)
- Eduard Spitfire Mk.IX surface panels (48766)
- Aires Spitfire Mk IXc late gun bay (4627)
- Master hispano cannons (AM-48-086)
- Department of correction spinner and propeller (48007)
- HGW Sutton QK seatbelts (148537)
- HGW Wet transfer stencils (248001)

References:

- WWP Spitfire LF.Mk. IXc in detail (ISBN 80-86416-25-9)
- Photos of restoring Spitfire Mk.IXc serial number MH434 (ZD-B)







EDUARD 1/48, SUPERMARINE SPITFIRE MK.IXC LATE
BY GREGA KRIŽMAN



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