

AFV

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AAA

RECOVERY

Part one of a two part
feature on Staf Snyers'
stunning Bergepanther
Flak

*Bergepanther with Flak 37
Jindřichuv Hradec, southern Bohemia
May 1945*



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Seasonal good wishes and a Happy New Year
to our readers from everyone at AFV Modeller

CONTENTS

- 2** **Topless T-34**
Patrick Winnepenninckx's turret-less Afghan T-34
- 12** **Past Panther**
Sam Dwyer describes the techniques used on his knocked out Panther Ausf.A
- 22** **Stalin's Target**
Adam Wilder guides us through some experimental finishing techniques on his KV1
- 33** **Bergepanther Flak**
Part One of Staf Snyers' remarkable Bergepanther conversion
- 42** **Xtreme Detail**
Panzer II Ausf. A-C
- 50** **Keeping Track**
More new releases
- 58** **Hetzer**
Luciano Rodriguez builds Tamiya's 1:48th scale kit

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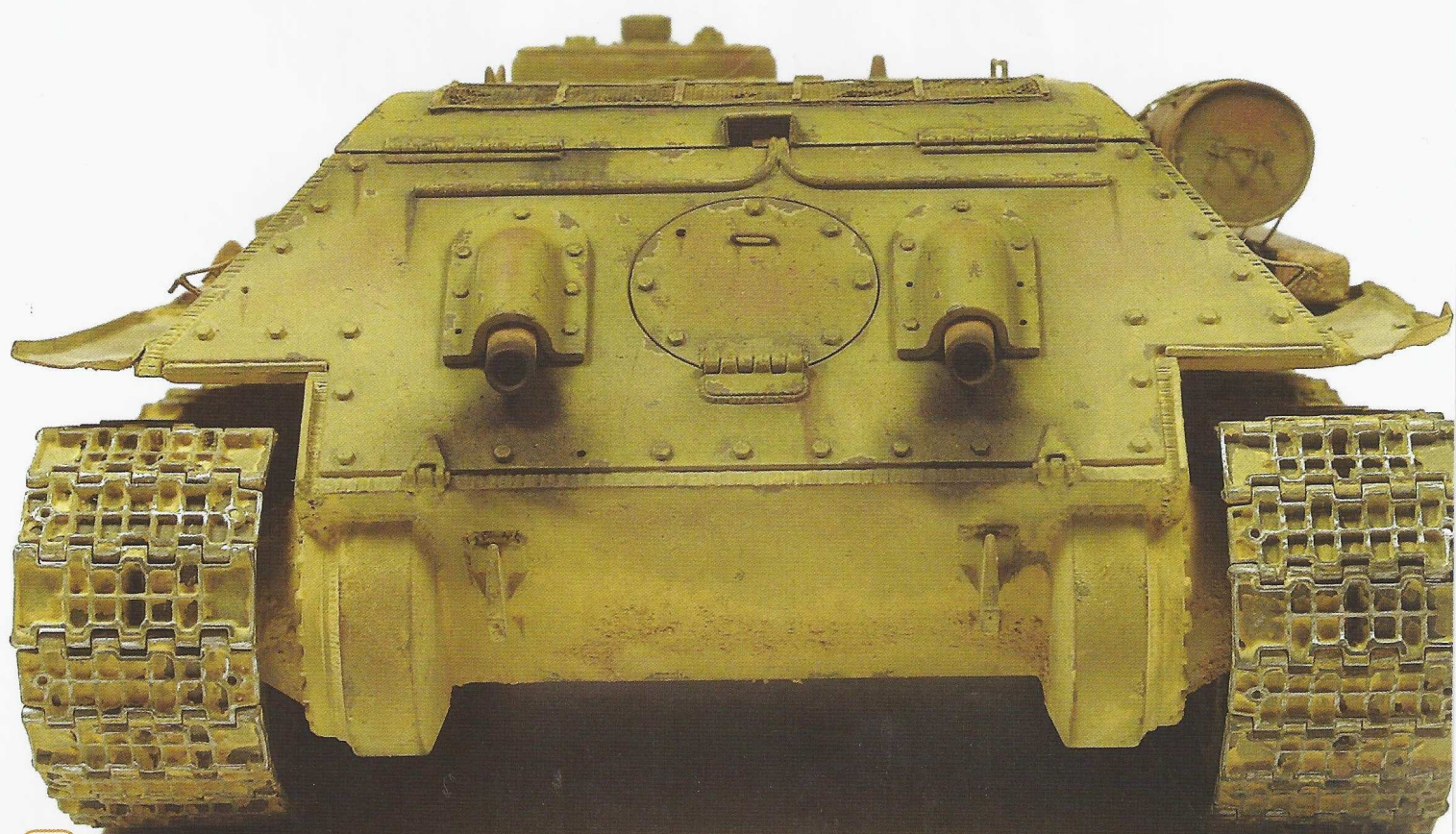
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Topless T-34



Patrick Winnepenninckx's turret-less Afghan T34.



Photos by Kristof Pulinckx



Introduction

While browsing the internet I came across some pictures of an Afghan T-34 with its turret removed (www.picturesofafghanistan.com). The commanders cupola and the loaders hatch were fitted on a steel plate that was welded over the turret ring. I found out that this vehicle was a hauler or recovery tank and designated T-34 T. I immediately decided to build this tank because it was a fairly easy conversion that I had never seen before. After posting some questions on www.missing-lynx.com I got a picture from Tim Roberts which gave me a very good idea how the conversion was carried out.

Next I wanted to know if the vehicle was unique (a field modification of a damaged tank) or if a whole series of it were produced. I continued my research until I came across another blurry picture of a T-34 T in the Kabul tank graveyard (www.howitz.dk). Looking at the damage sustained this T-34 T was not the same tank as in the other pictures, so I was sure that at least two vehicles existed. This meant I wasn't obliged to represent exactly the tank which I found in the detailed photos. Some variation e.g. battle damage, camouflage and accessories were possible.

The model

Dragon has three T-34/85 kits which are all similar except for the road wheels and some smaller details. I used the Shanghai Dragon NVA T-34/85 M, a post war version with early style starfish

wheels also used by the Afghan army. This excellent kit comes with both the model'44 (two hatches) and model'45 (single large hatch) commanders cupola, I would need the latter for my T-34 T.



A set of Modelkasten tracks replaced the non - workable plastic ones of the kit.



Wear and tear on the road wheels was simulated using a scalpel to cut small chunks out of the rubber rims.

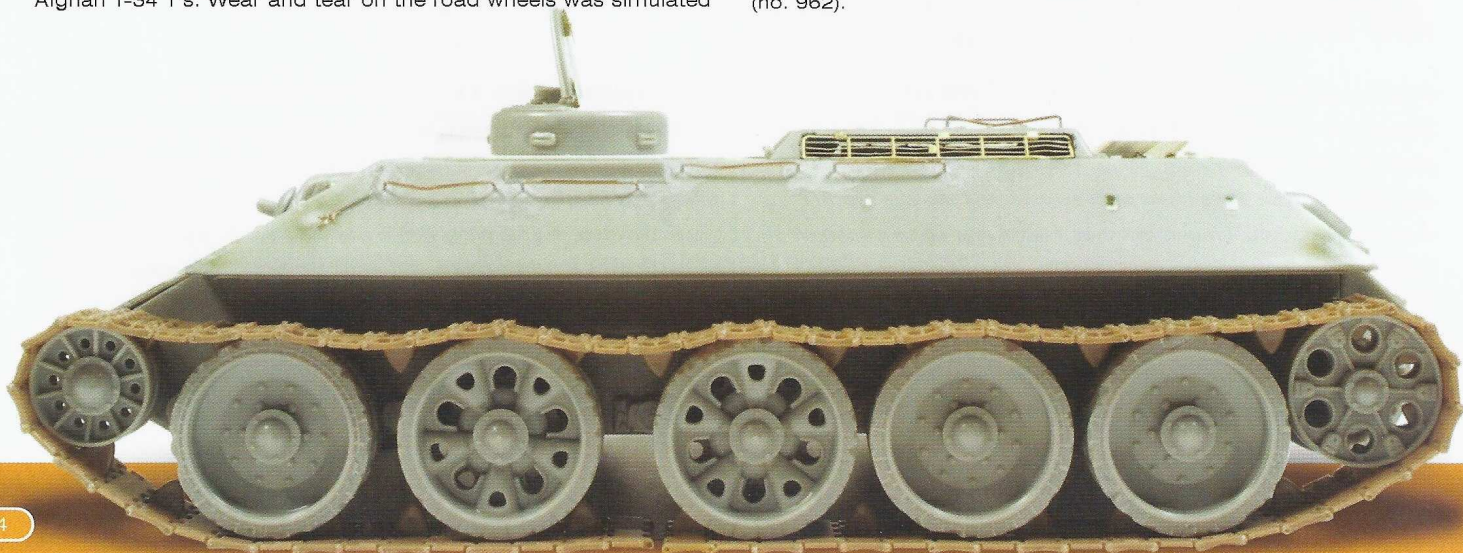
Construction

Running gear

When starting with a new kit, first thing I usually do is clean up the wheels because this is a quick and straightforward step during the construction of the model. The majority of the starfish road wheels were replaced by full disc wheels from an SU-100 by the same manufacturer. I intentionally kept some starfish wheels to give some variation to my model as most of the Afghan T-34/85's have them, although they are not seen on any of the pictures I found of Afghan T-34 T's. Wear and tear on the road wheels was simulated

using a scalpel to cut small chunks out of the rubber rims. A set of Modelkasten tracks replaced the non- workable plastic ones from the kit.

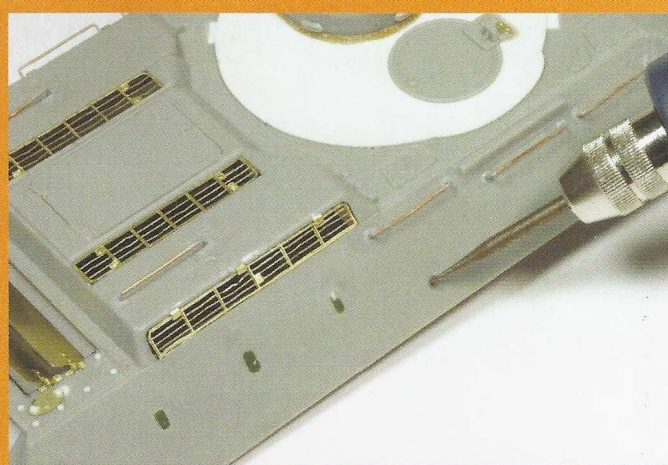
The suspension is assembled following steps 2 to 5 of the instructions without encountering any problems. I added weld seams around the tow hooks (parts F7) using glue and a scalpel and the inside of the lower hull was painted in Vallejo Black (no. 962).





Hull

On the rear engine deck I drilled out the connections for the smoke canisters and the two exhausts. The engine inspection hatch (B10) received a new handle from 0.5 mm copper wire. Note that some bolts are missing, a nice realistic touch. The fenders were cut from the upper hull with a Tamiya saw. Make sure you don't cut off too much, especially near the front mudguard! The holes for the headlights and fuel cells holders were filled with thinned Tamiya putty. After this a lot of sanding is needed to clean up the entire hull. In order to properly fit the photo-etch air vents from the Aber set, I used my Dremel to remove some plastic ribs in the engine bay. Before gluing them in place I gave them a coat of Humbrol Matt Black (no. 33) with my airbrush to avoid any light reflection. Next I added all the details on the engine deck. The engine grilles were replaced with those from the Aber set and the handles were made from 0.5 mm copper wire. With the back of the vehicle finished, I moved to the front. The bow machine gun was drilled out and intentionally glued in a traversed position in its housing. I added weld seams around the tow hooks and some Punch & Die discs were used to detail the driver's hatch and to replace the mountings for the spare tracks. The photo-etch fenders are from Aber and are easy to build. I glued them to the hull using the flat surface of my workbench to make sure they fit perfectly. The advantage of these fenders is that they can be bent to create battle damage and 0.25 mm copper wire was used to scratch built the tie downs on the right fender.



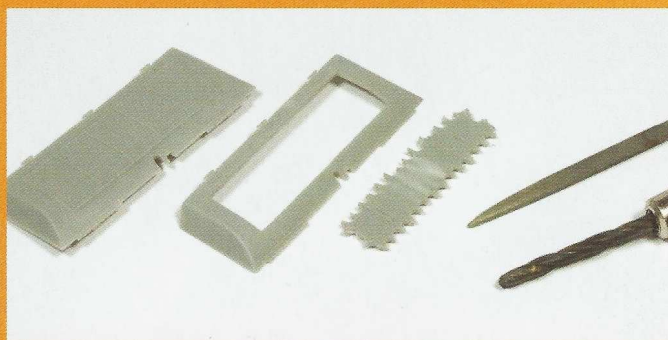
The steel plate effect was recreated by tapping my Dremel fitted with a round bit at slow speed against the model.



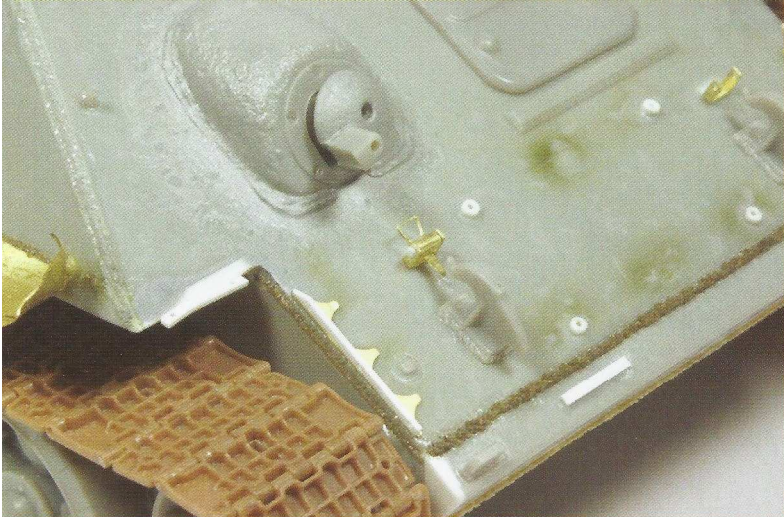
In order to properly fit the photo-etch air vents from the Aber set, I used my Dremel to remove some plastic ribs in the engine bay.



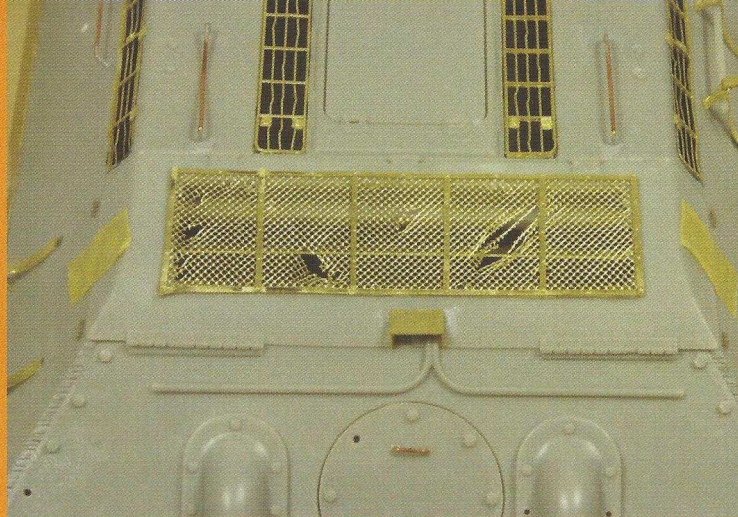
Before gluing the Aber air vents in place I gave them a coat of Humbrol Matt Black (no. 33) with my airbrush.



The engine deck grill was replaced with one from the Aber set. Cleaning the Dragon part was done with a drill and files.



The bow machine gun was drilled out and intentionally glued in a traversed position in its housing. I added weld seams around the tow hooks and some Punch & Die's were used to detail the driver's hatch and to replace the mountings for the spare tracks.



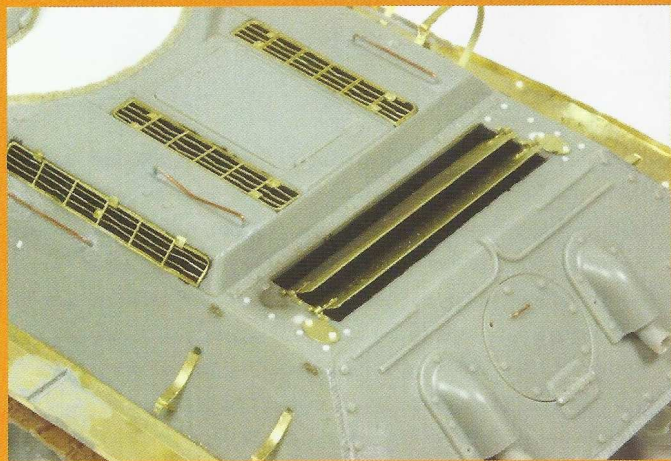
The Aber PE engine grill allows you to simulate battle damage.



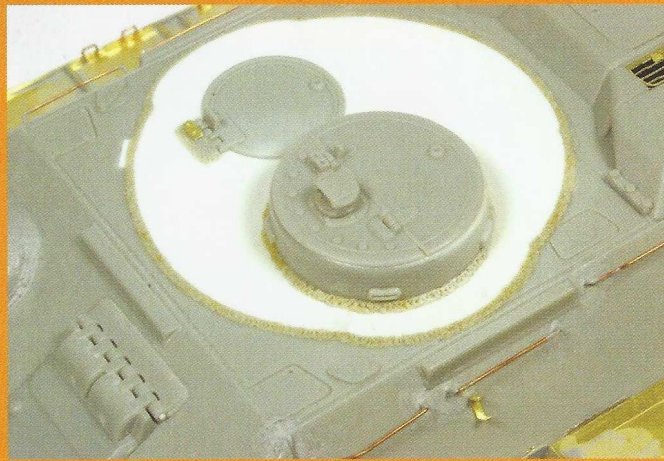
Close up view of the bent fender on the right side of the model.

0.25 mm copper wire was used to scratch built the tie downs on the right fender.





Close up view of the engine deck.

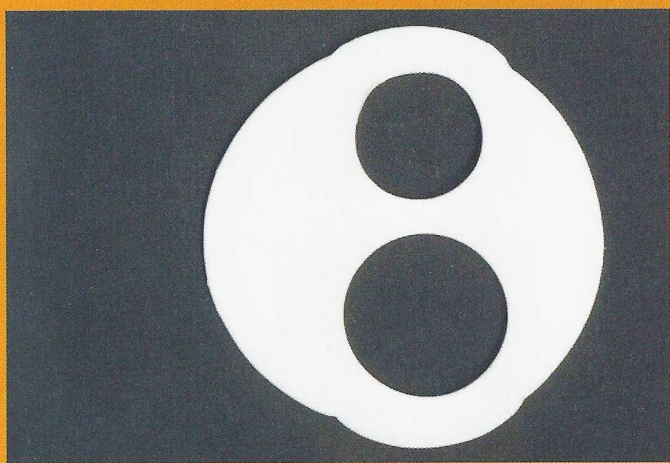


Close up view of the scratchbuilt 'turret'.

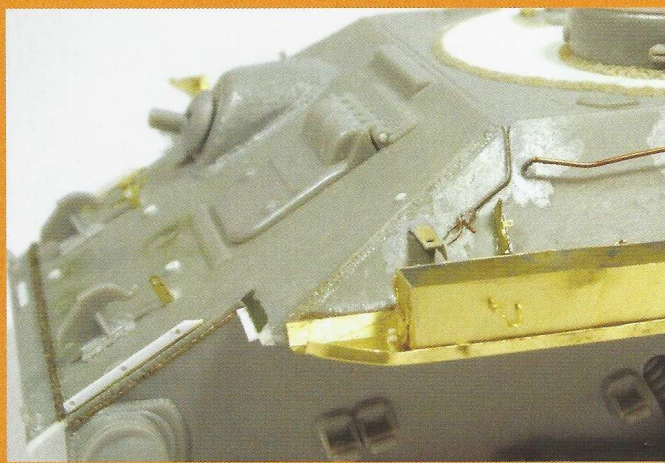
Missing turret !

A "Mickey Mouse" style circle (see the photo for the right shape) was cut from 0.5 mm plastic card using a compass cutter. Front to back plate has a diameter of 4.7 cm and the lateral diameter is 5.0 cm. I didn't bother to get a completely symmetrical shape because this would not have been the case on the actual vehicle. After gluing the loaders hatch and the commanders' cupola into the plate, the weld lines were made with Magic Sculpt. The steel plate effect was recreated by tapping my Dremel fitted with a

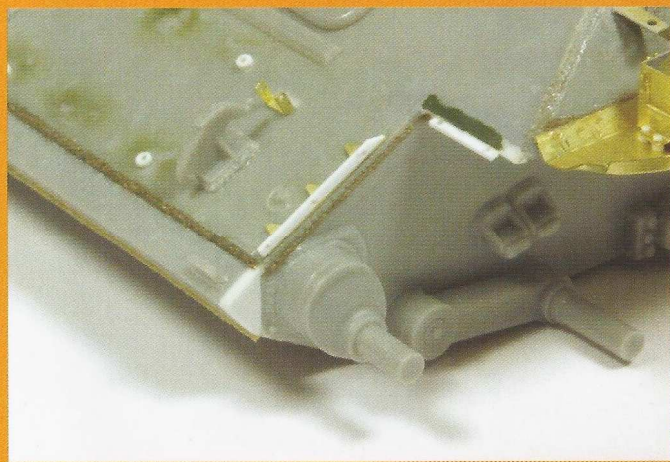
round bit at slow speed against the model. Assembling the lower and upper hull proved to be problematic. Some strips were necessary to improve the fit of piece F6 and the lower hull. Part F6 was also extended as a result of omitting the mudguards. Welds were added where lower and upper hull plates meet. Pieces of plastic strip representing flat bars, where the missing mudguards would have been attached, were glued on the end of the fenders. All the other details came from the Aber set.



A "Mickey Mouse" style circle was cut from 0.5 mm plastic card using a compass cutter.



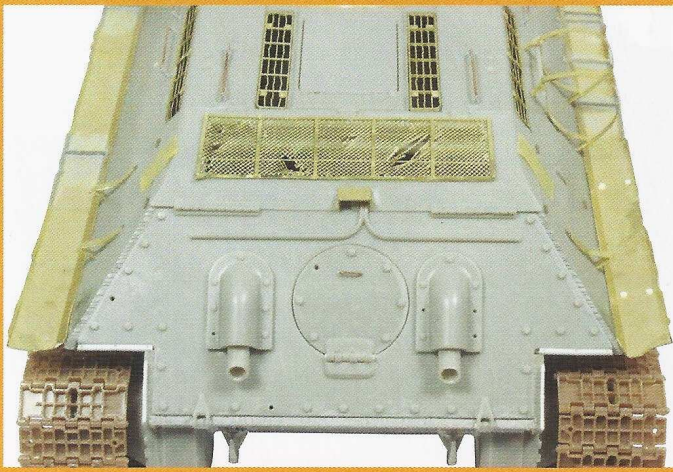
Welds were added where lower and upper hull plates meet.



Some strips were necessary to improve the fit of piece F6 and the lower hull. Part F6 was also extended as a result of omitting the mudguards.



Pieces of plastic strip representing flat bars, where the missing mudguards would have been attached, were glued on the end of the fenders.



An overview of the updated rear end of the model.

Painting

Before you start painting the model make sure it is dust free and check it for any glue marks or greasy fingers. Using my Badger 150 airbrush, the entire model got a general coat with a mixture of 70 % Humbrol Middle Stone (no. 225), 30 % Humbrol Cockpit Green (no. 78) and a drop of Revell Gloss Varnish (no.1). This is in my opinion the best mix of colours to represent the typical faded Russian light green which can be seen on a lot of derelict Afghan tanks. The three starfish wheels were sprayed with a mixture of 90 % Humbrol Cockpit Green (no. 78) and 10 % Humbrol Light Olive (no. 86). A different colour was used to get some variation.

The tracks were airbrushed with a dark mixture of 60 % Humbrol Dark Earth (no. 29) and 40 % Matt Black (no. 33). The spare tracks and tow cable were treated with the same mixture. The model and the tracks were now put aside for a week to let the paint dry because I used White Spirit to dilute Humbrol enamels.



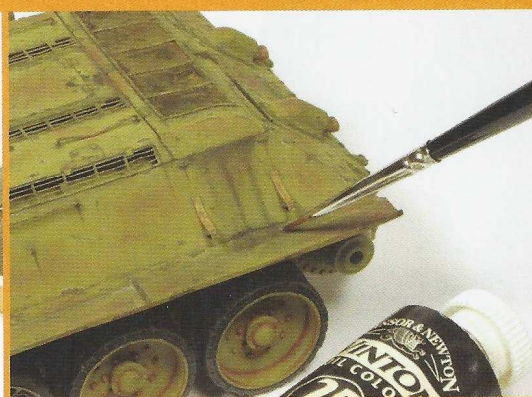


Weathering

First step in the weathering process is to create the rusty surfaces on the model. This was done by drybrushing Humbrol Scenic Track (no. 173), adding a little Humbrol Chocolate (no. 98) after each run, until the desired effect is achieved. Study pictures of the real vehicles to ensure the rust is applied to the appropriate places and make sure you don't exaggerate! In order to give the rust a faded appearance, these areas got several filters of Humbrol Matt Leather (no. 62). The next day a pin wash was applied to the entire model using a mixture of diluted Humbrol Dark Earth (no. 29) and Matt Black (no. 33) in order to give depth to the model. Several filters of Humbrol Cockpit Green (no. 78), Humbrol Matt Leather (no. 62) and Humbrol Matt Khaki Drill (no. 72) were applied to give the colour of the model an even more faded look. To accentuate the details on the model, all the edges and corners were drybrushed with Humbrol Middle Stone (no. 225). To add chips and scratches to the model I used a Winsor & Newton Series 7 brush, Humbrol Brown Bess (no. 170) and Humbrol Matt Rust (no. 113). An extra dimension was given to the chips by highlighting some of them with Humbrol Dark Stone (no.

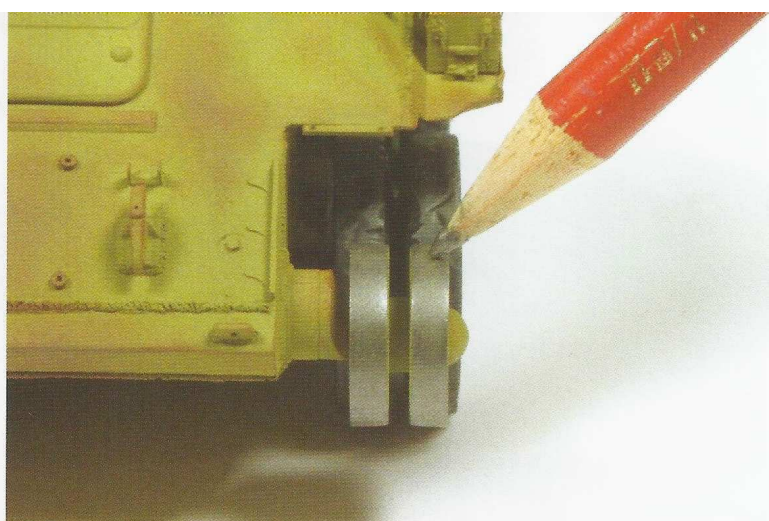
187). Dirt and oil streaks were added with Humbrol Matt Leather (no. 62) and Matt Black (no. 33) mixed with Raw Umber and Lamp Black oil paints to get some variation in colours. The exhausts first had a general coat of Humbrol Brown Bess (no. 170). The rust on the exhausts was created using Humbrol Matt Leather (no. 62) diluted with White Spirit by dabbing it onto the pipes in an irregular pattern with a stiff brush. Soot was added using MIG Black Smoke (P 023).

All the wheels received a pin wash of Burnt Sienna oil paint. The rubber of the road wheels was painted with Humbrol Black (no. 33) and drybrushed with Humbrol Matt Tank Grey (no. 67). The surfaces of the drive sprockets, idlers and the inside of the tracks that come in contact with each other were treated with an ordinary pencil. The outside of the tracks got the same treatment but this time with a Karisma coloured silver pencil (no. 949). Dust was recreated with Gulf War Sand (P 029) by dabbing it onto the model and then fixing it with White Spirit. Once this has completely dried out, the dust was blended slightly on the edges.





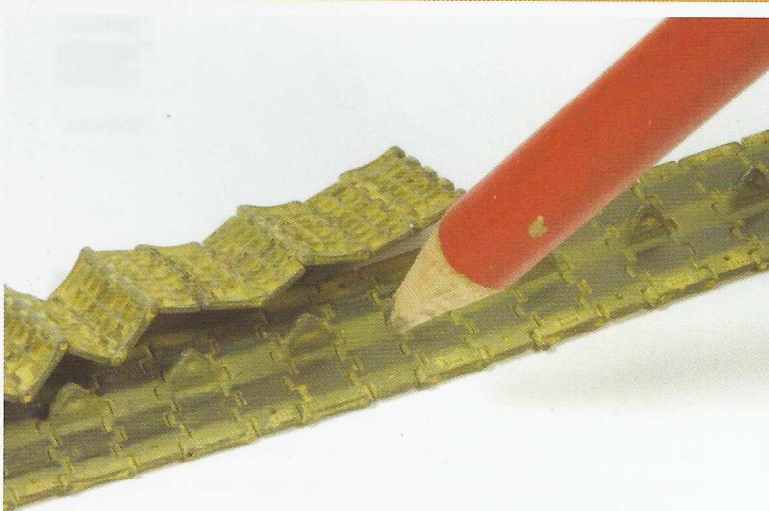
More dirt and oil streaks were made with Humbrol Matt Leather (no. 62) mixed with Raw Umber oil paint to get some variation in colours.



The surfaces of the drive sprockets and idlers that come in contact with the tracks were treated with a pencil.



An extra dimension was given to the chips by highlighting some of them with Humbrol Dark Stone (no. 187).



The inside of the tracks that come in contact with the road wheels were treated with a pencil.



Conclusion

This conversion is fairly easy and it turns the T-34 into a unique model. I really enjoyed building this kit because I learned a lot from it. I would like to thank Kristof Pulincx for taking the photographs and for giving me advice, Herman Vuerstaek for providing the Aber update set and Tim Roberts for sharing some reference pictures.

Parts used

Shanghai Dragon NVA T-34/85 M (no. 3318)
 Aber T-34/85 update set for Dragon kit (no. 35045)
 Aber Fenders for T-34 (no. 35 A45)
 Modelkasten tracks T-34.M42 (no. SK-34)

References

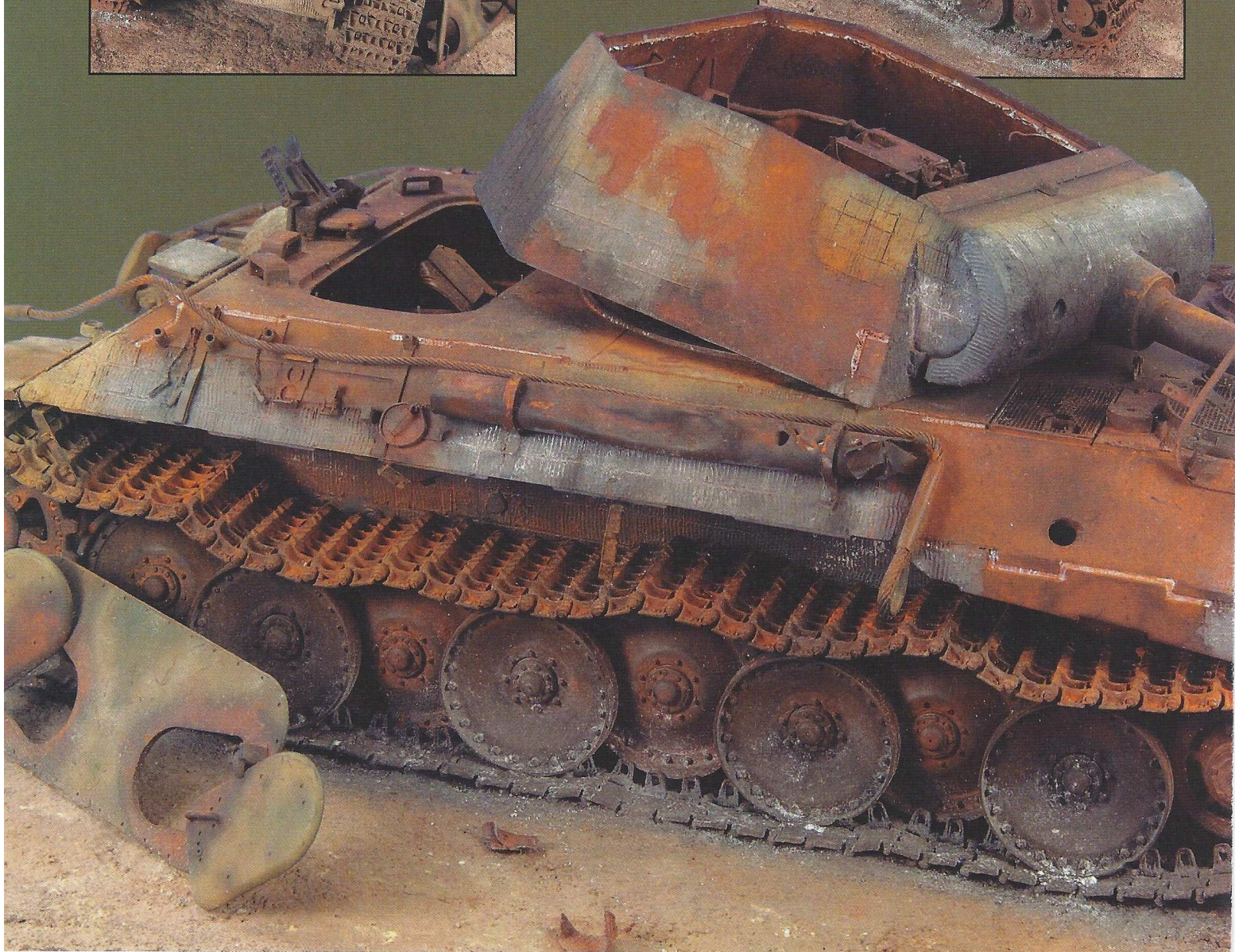
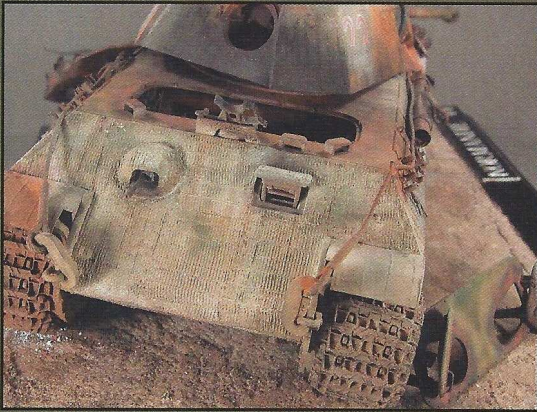
Photos I took at various places
<http://www.howitz.dk>
<http://www.picturesofafghanistan.com>
 HYPERLINK "<http://www.jedsite.info/>"
<http://www.jedsite.info/>
http://www.blast-models.com/page_boutique/wa2.html



Topless
T-34

Past Panther

Sam Dwyer's Destroyed Panther A
Normandy, 1944



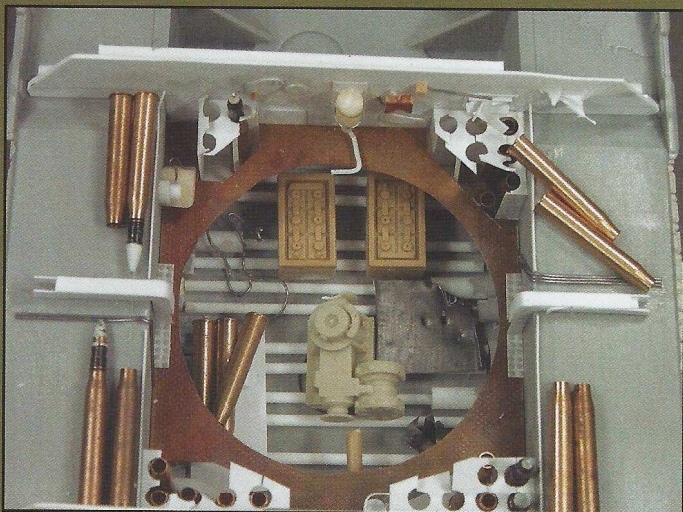
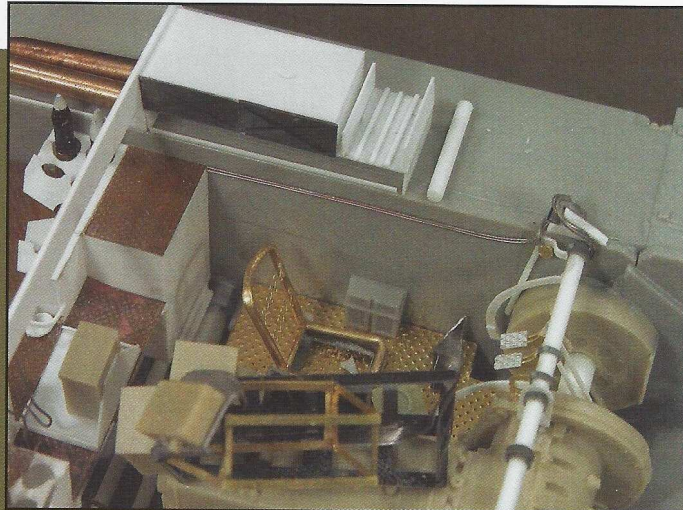
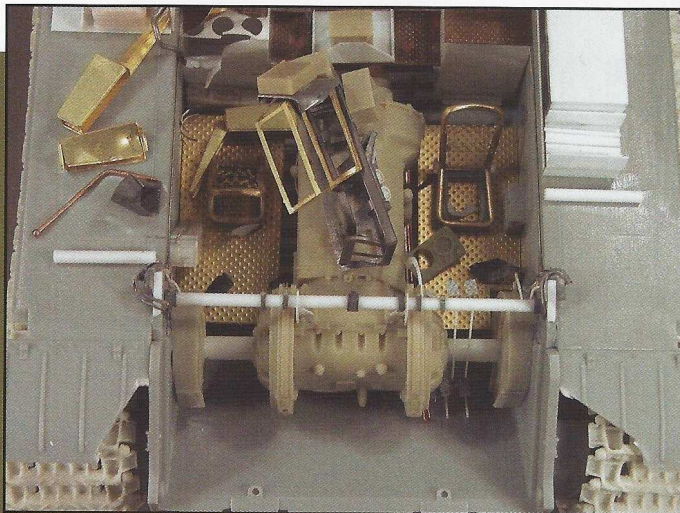


From the moment Dragon Models released their late model Panzerkampfwagen V Ausf A 'Panther', I just knew that I had to build it. This was the second release after the Early Panther A, and was totally worth the wait. The kit comes with individual link tracks, and a ton of detail. One slight downside was that the suspension torsion arms are moulded integrally with the hull, so it's difficult to articulate the suspension.

I had planned to build the Panther as seen in the Normandy Battles, June and July 1944. I didn't want to just depict the panther dusty, covered in foliage, with the crew cowering from the dreaded Jabo threat (although this would have been good!), I really wanted to pull out all the stops and go for

something different – a knocked out Panther. I began by studying photographs of destroyed Panthers, trying to find a common thread in the way these vehicles blew up. I soon found out that in a lot of cases, the fire from burning ammo and fuel heated up the torsion bars, causing them to fail and the vehicle to sag and sit flat on its suspension. Also, fire would often burn the tires off the road wheels. These burnt vehicles also had a lot of scorch marks from the internal fires, and often the zimmerit flaked off.

With this in mind, I set about preparing the Panther hull for the interior. The DML kit has large triangular reinforcing filets designed to keep the lower hull square. I cut these out to

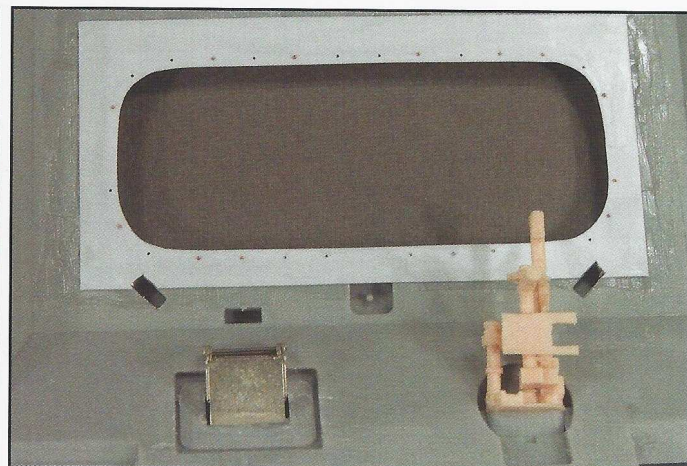


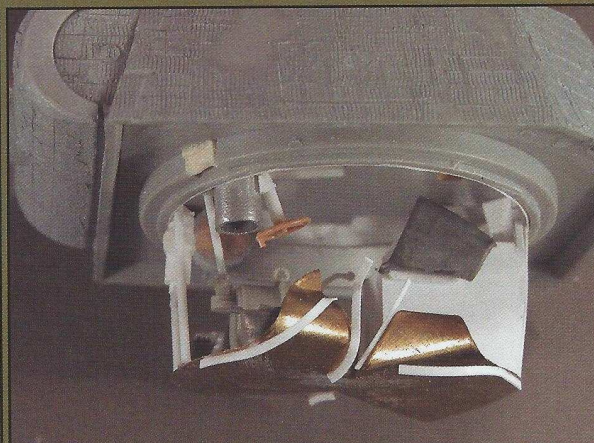
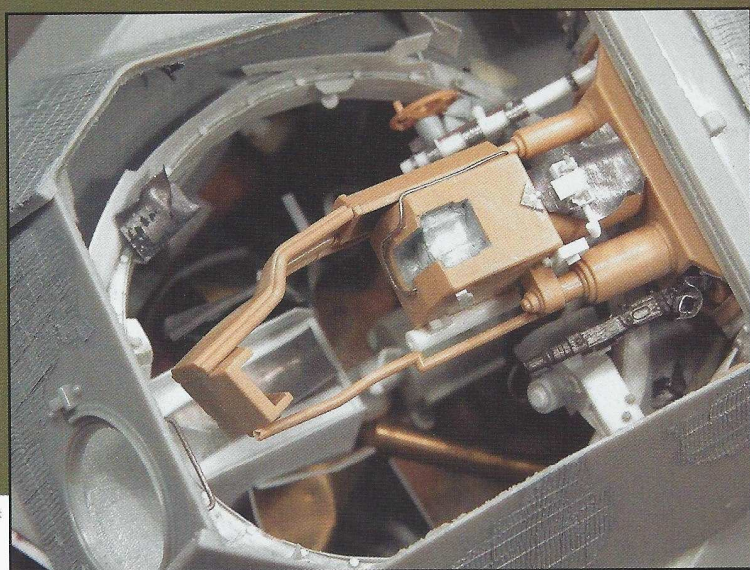
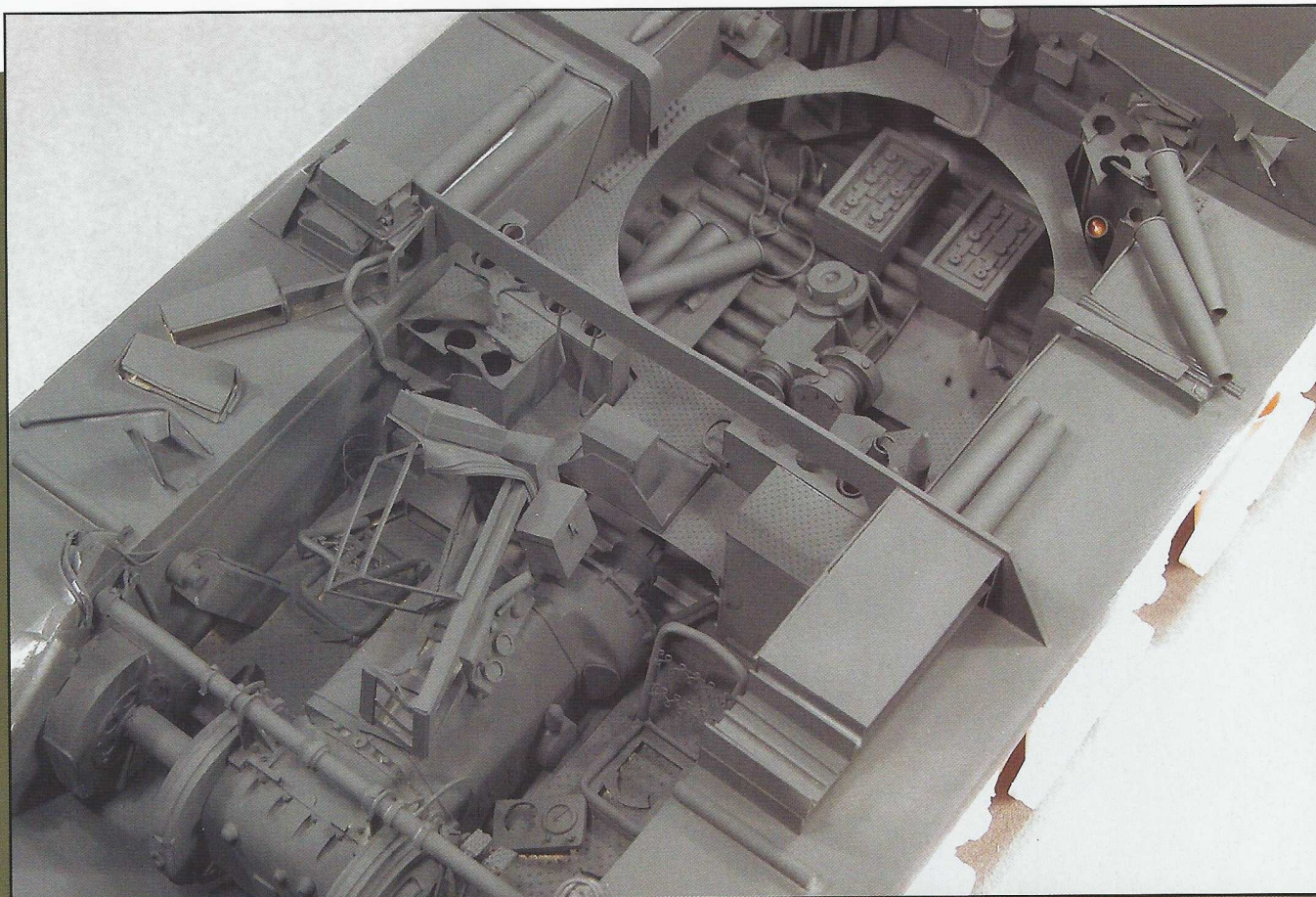
make way for the interior detailing. From here, I started to work out what would be seen through the hatches, and the level of detailing that I'd need to add. I wanted to show the drivers' and operators' hatch plate off, as well as the turret roof, so pretty much the whole interior has to be detailed.

The first thing I did was to start with the

main structures inside the vehicle. I added the transmission and turret traverse motor from Verlinden. I used Evergreen Plastic card to build the engine firewall, and the fighting compartment floor. On to this floor I glued photo etched 'dot pattern' tread plate. I also added torsion bars, vehicle batteries, wiring, pipes and hoses under the floor. All this detail was built properly,

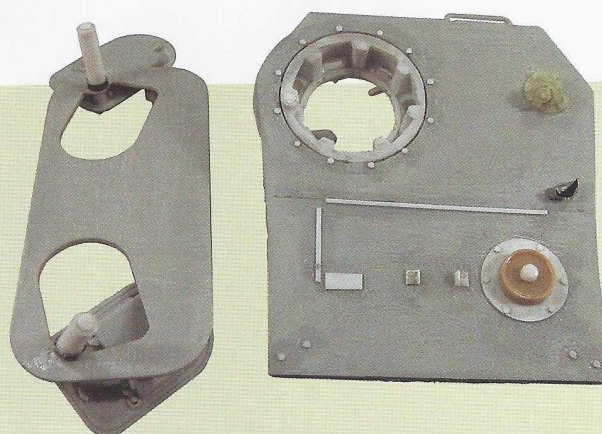
and then damaged once in place, to show the effects of an explosion and fire. Radio racks and drivers dials were also added in their mountings above the transmission, then bent and damaged accordingly. I wanted to show the intricate seat springs on the drivers and operators seats, so I made up a small jig, and spent the better part of a day making 2 identical sets of seat springs. I

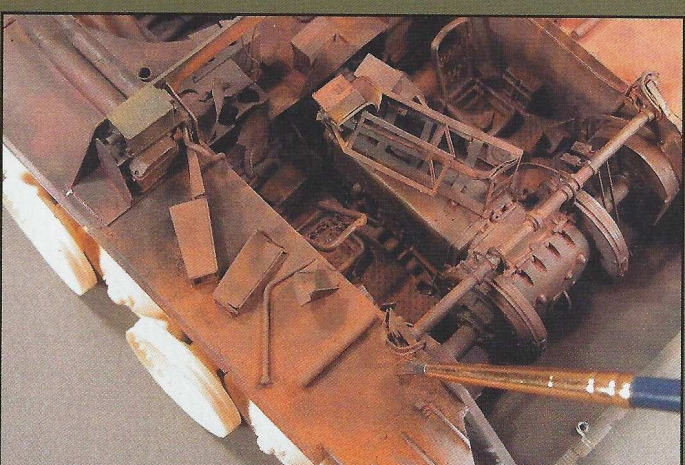
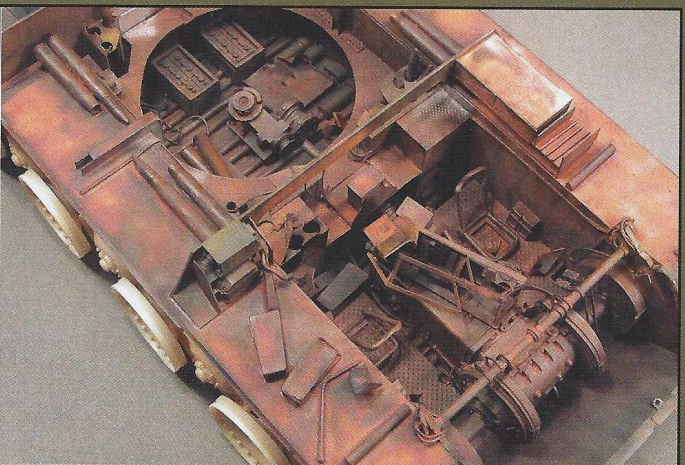
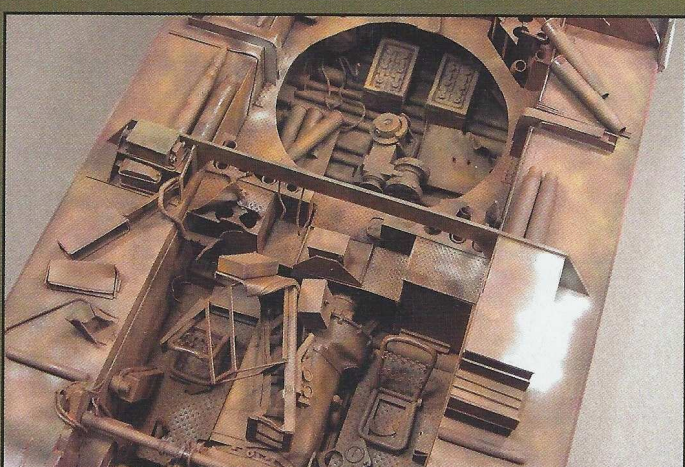
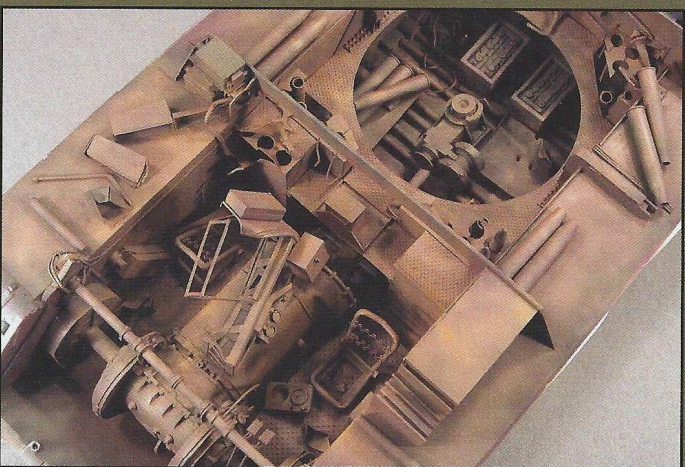
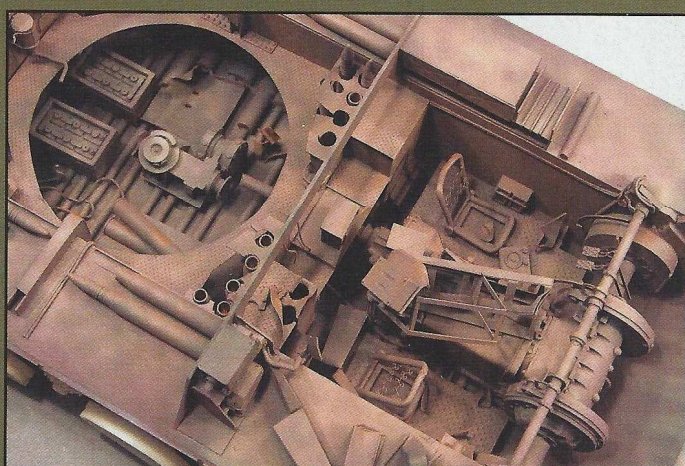
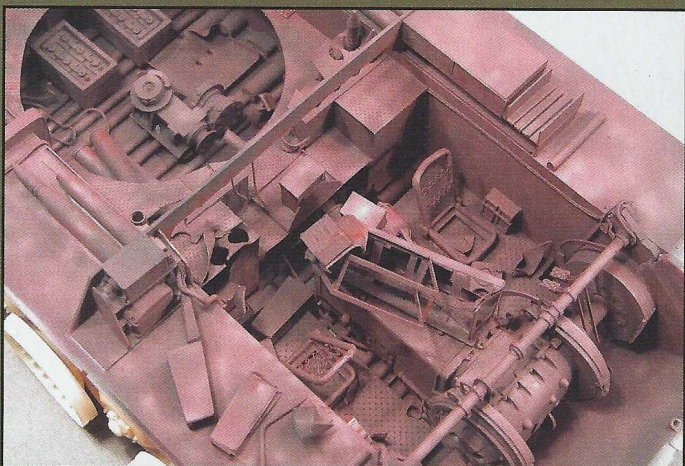
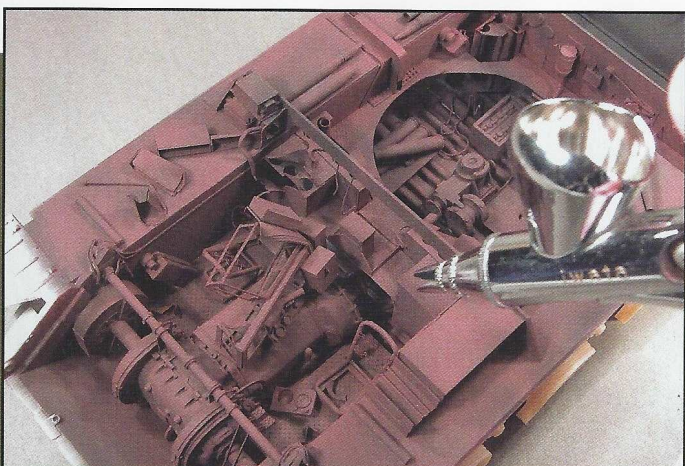
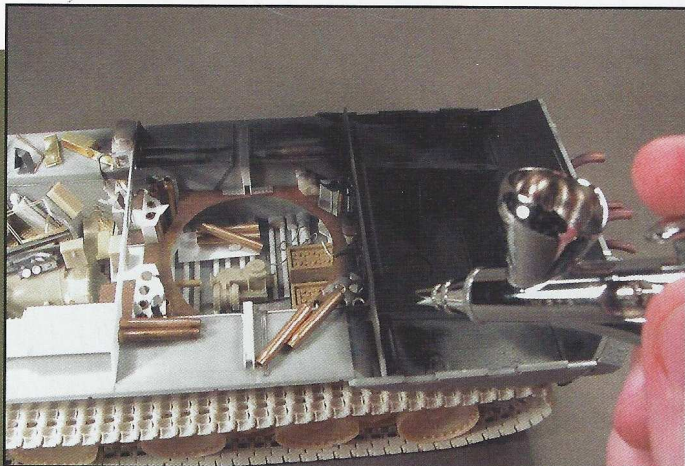


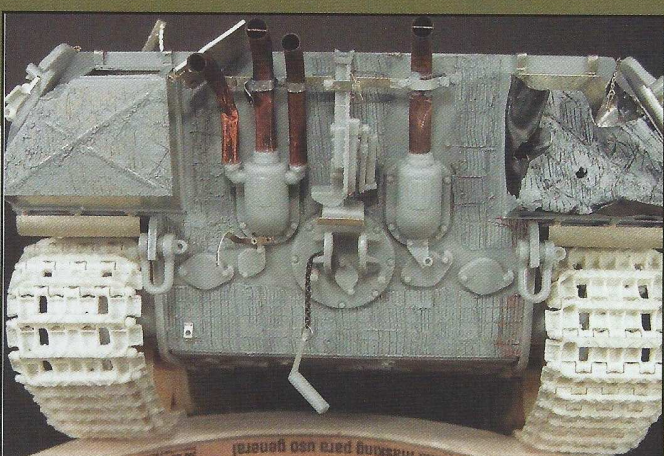
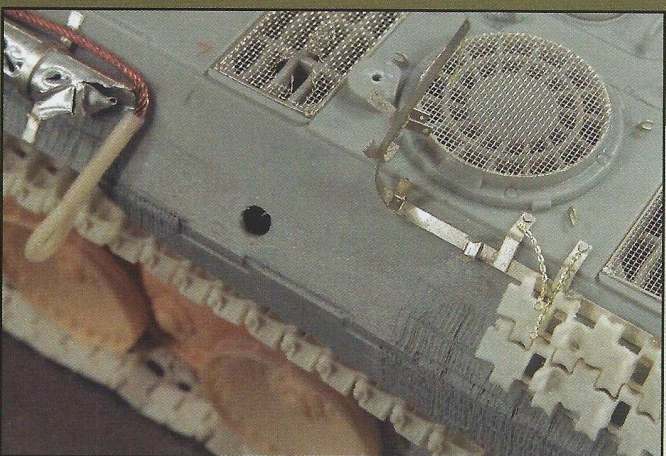
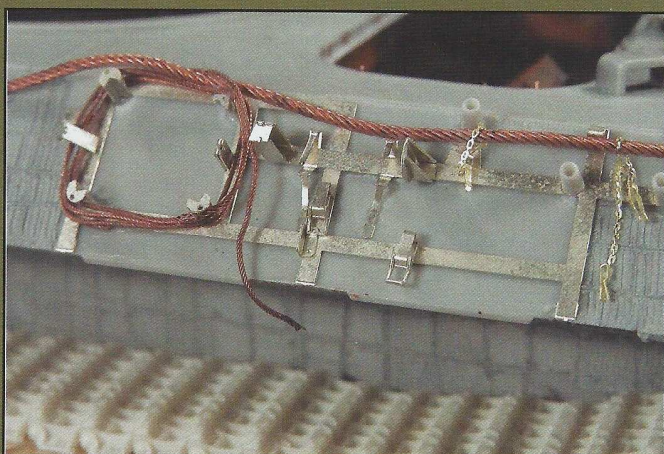
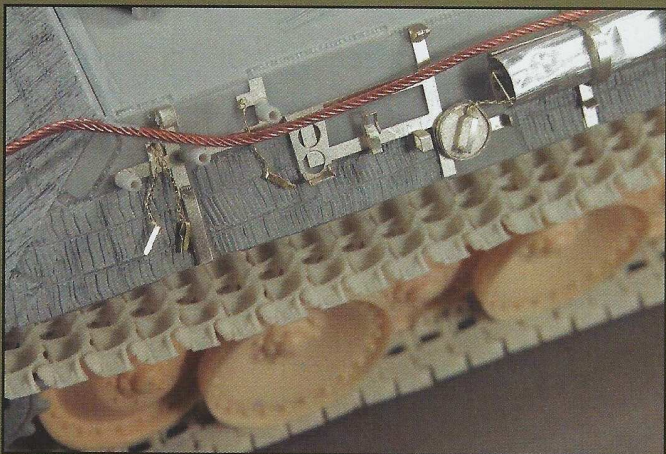
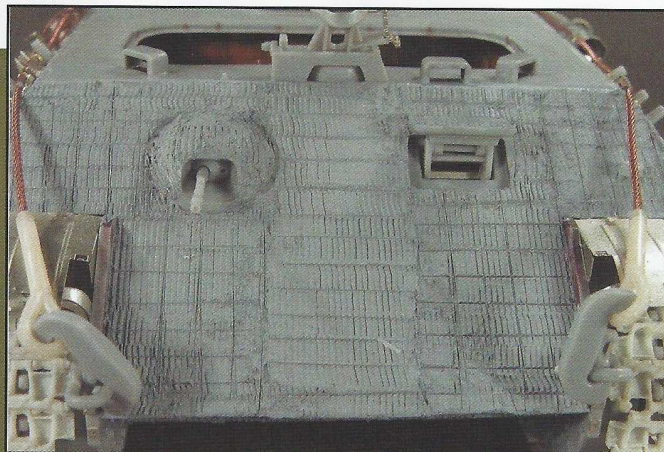
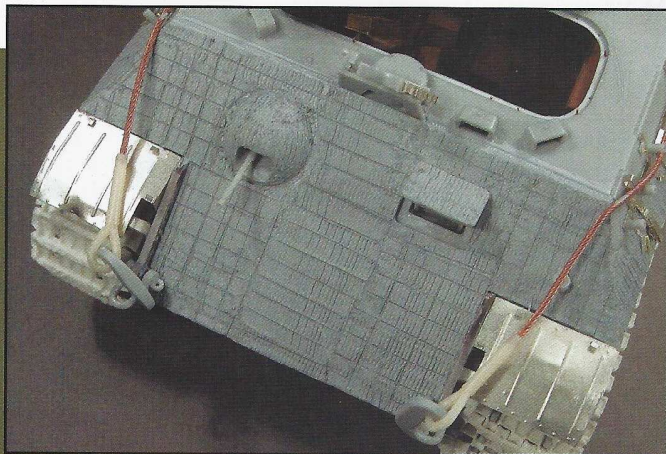


think this little detail was worth the effort, the burnt seats are the first thing that catches the eye when you look into the front of the vehicle.

Empty ammunition racks were built up using Evergreen plastic card, then bent and mangled in the same way as all the other major components of the interior, with a fresh knife blade and a pair of side cutter pliers. The turret was detailed in the same way as the hull, adding the major components first, and then adding all the little details later. The gun breech I took from a Tamiya Panther Ausf. G. and this was detailed extensively, and then damaged to show the effects of an explosion.







Exterior

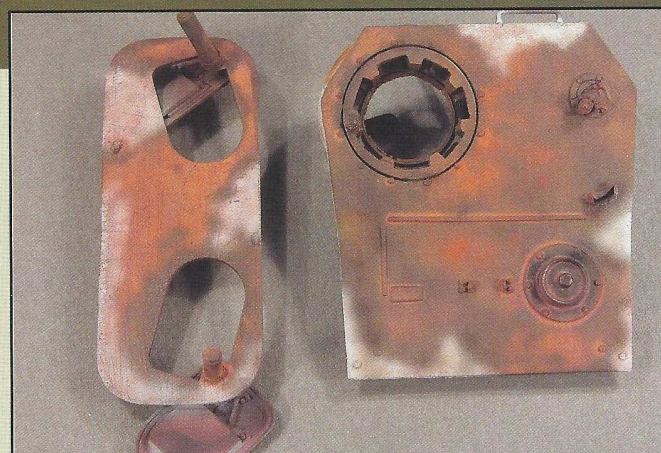
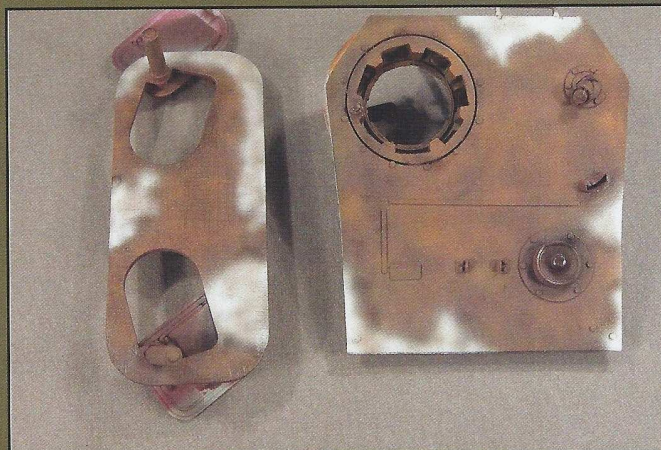
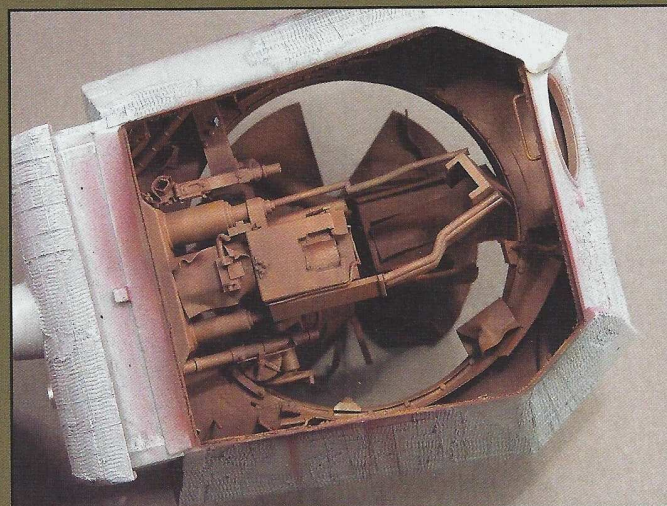
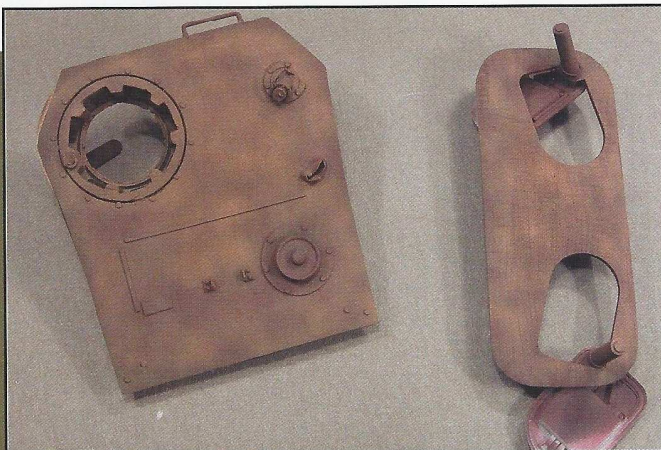
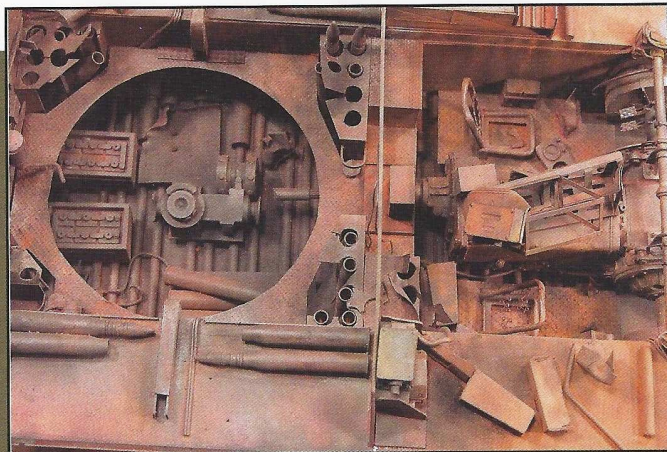
Construction of the exterior of the vehicle started off by adding zimmerit paste to the area on the hull, behind where the suspension would be. This must be tackled first as once the suspension is in place; it would be difficult to add zimmerit to this area. I used Tamiya grey putty (the one with the orange cap) and Tamiya's zimmerit rakes. It is just a matter of applying the putty with a small steel ruler to the hull, and raking an appropriate pattern in the still wet putty. By making sure the rake is touching plastic at all times, you ensure

a uniform depth to the ridges and troughs of the zimmerit pattern.

Next I cut off the moulded on suspension arms. I wanted the vehicle to be sitting very low on heat damaged suspension, so I razor sawed off the arms, and glued them back to the hull 1-2mm higher. I used The Tank Workshops' burnt out Panther wheels to replace the kit wheels. These are excellent, and fit on the kit suspension arms without too much bother. These wheels, along with the dropped suspension, instantly make the kit look

like its seen better days. I used (sadly now no longer available) Anvil Production resin tracks to replace the kit tracks. These links click together in about 20 minutes and are perfect in every detail.

Zimmerit was added to all the hull and turret armour, save for the horizontal surfaces. An interesting feature of panther zimmerit is that the pattern on the glacis plate has 3 distinct sections. It looks to me that in the factory, a ladder was placed on the centre of the glacis, then the left and right sides were zimmerited, then this ladder was



Painting the interior

The first step I used when painting this interior was to give the model a solid coat of Tamiya XF1 Matt Black. It's important that this base coat covers all the different coloured mediums, grey and white plastic, resin, photo etch and lead foil. Once this paint was applied, I let the model dry over night. This is not always necessary with Tamiya paint, but as the following weathering steps are pretty brutal, it was important that the base coat was properly dry. The next step was to apply the rust colours. I started with Tamiya XF 9 Hull Red. On top of this, I added Tamiya XF 64 Red Brown, in increasing quantities, until I was spraying almost pure Red Brown. This process extended over 4 or 5 light airbrushed coats of paint. I only used an Iwata Custom Micron B to apply the paint. Finally, I airbrushed Tamiya Orange over the entire interior, just to highlight the rusted areas.

Once the Tamiya paint had fully dried, the next layer of rust was applied. For this I used 'Rustall'. This is a rust pigment suspended in isopropyl alcohol. Brushed over the entire surface and left to evaporate, it leaves a very pleasing random rusty colour and texture. One must be careful here as the Rustall will eat Tamiya paint. I applied the Rustall with a large,

flat brush, being careful not to make a second pass over the area where I had just applied the Rustall. The Rustall was left to evaporate and dry overnight. Once dry, pastels and pigments were used to further enhance the rusty appearance of the interior. I started off with black and dark brown colours as a base, gradually using brighter orange colours to really highlight the rusted and scorched interior. I used a mix of regular pastel chalks and MIG Pigments. These pigments have an adhesive quality, so that they pretty much stick to every surface you apply them to. They can be mixed like paint, to an infinite colour range.



removed and the centre section was completed. Therefore I ensured there were 3 distinct sections to the zimmerit pattern on the front plate of this kit. So rather than carefully aligning the pattern, I left it misaligned and out of place.

I used Aber's excellent 35K02 etch set. This set is massive, comprising 7 etch frets, a beautiful turned barrel and muzzle brake, and various lengths of brass rod and wire. This set literally covers the whole vehicle. I replaced the

plastic kit fenders with the parts from the Aber kit, then bent and buckled them. Same with the storage bins on the hull rear. In this case, I replaced one with lead foil, and severely damaged it. I added zimmerit before damaging it, so that the zimmerit flaked off, like in real life. All the tool and stowage brackets were replaced with Aber parts. These really do add detail to the model, and look better than the plastic kit parts. I replaced the exhausts with Moskit metal exhausts. These are finely detailed

hollow metal parts, and allow easy battle damage to be added.

Painting the Exterior

The exterior was painted in a similar way to the interior, but there are a few exceptions. As with the interior, the first step was to undercoat everything with Tamiya XF1 matt black. To add some variation, and to avoid the model taking on a monotone appearance, I wanted to incorporate some of the vehicles camouflage colour on the outside. Once



the undercoat had dried, I applied a basic camouflage of Tamiya XF59 desert yellow and XF61 dark green. This was applied to areas that would be least affected by heat and fire. Over this camouflage pattern I brush painted areas of grey, simulating where the fire and heat had removed paint, exposing grey zimmerit. I used Tamiya XF12 IJN Grey for this. I cut up the kit decals and applied them only to the areas where the camouflage remained on the turret.

Rustall was then applied to all the burnt, exposed metal surfaces only. Zimmerit

doesn't rust, so it didn't get the Rustall treatment. The burnt zimmerit areas received an application of white and light grey pastel chalks, to enhance the burnt look. A series of rusty pigment, pastels and CMK Star Dust powders were then applied to all the previously Rustalled areas. It was at this stage that it occurred to me that the decals looked totally out of place on the model. Unfortunately, they still looked like decals. Removing these decals turned out to be a nightmare. I used Mr Mark softener in an attempt to weaken them – to no avail. In the end I used Tamiya

super thin liquid glue to soften and remove the decals, which totally destroyed the paint finish and in some places the underlying zimmerit pattern. This damage was carefully touched up and blended in to look like the rest of the vehicle.

The last thing added to the kit was some left over schurzen and damaged schurzen mounts. These again came from the Aber set. I made up a number of brackets, bent them in a hap hazard manner, and attached them to the sponson undersides. I then hung some



slightly damaged and scratched
schurzen plates to these brackets.

As this model is literally covered in delicate pastels and pigments, not to mention photo etched parts, I felt it necessary to permanently affix the model to a base. I didn't want the base to detract from the model, nor did I want it attached to a plain black base. Therefore I took the middle ground, and constructed some groundwork that is angled up away from the main viewing

angle of the kit. In this way, it subconsciously encourages the viewer to peer inside the kit, taking in the detail. This base was constructed with left over packing foam, the groundwork was Porion, a concrete like material that when dry bears a striking resemblance to parched earth.

This was an extremely enjoyable project, and I hope that the techniques illustrated here are of some use.



Stalin's Target

Modeling a knocked out KV-1 m42 by Adam Wilder

In my earlier modelling years I must have constructed a half a dozen KV tanks. The basic square angles, thick steel plates, wide tracks and overall simplicity made these tanks well, simply ugly and that's why I love them dearly. The Chinese plastic model company Trumpeter has released a large number of different KV tank variants into the market over the past two years. These new releases have finally liberated us KV fans from those antiquated Tamiya kits and I needed to find a reason to build one.

I decided to employ one of the new Trumpeter KV tanks into a Stalingrad diorama I wanted to construct. I decided to write a separate article about the KV-1 M42 to discuss the thoughts I put into both the construction and finishing of this model. Although the construction of the model was fairly basic, I attempted some very

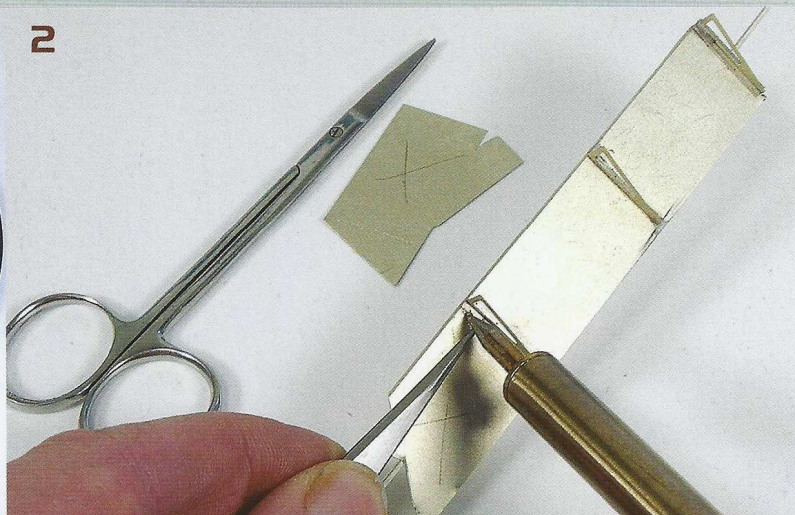
different painting methods as I will discuss during the second part of this article. Let's now start with the model's construction.

Construction

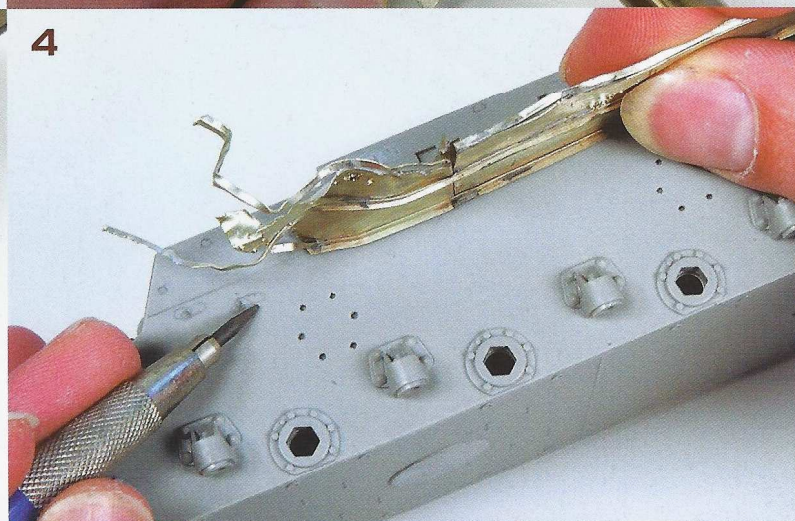
I have absolutely no complaints regarding the Trumpeter KV kits. Because my example was going to be knocked-out I needed to make some basic changes. I tried to use as much Photo-etched (PE) parts as possible allowing me to obtain a better representation of damage. The biggest alteration was the fenders. I assembled the basic hull and turret parts then started studying various photos of KV tanks focusing most of my attention on the fenders. Aber is the "tried and true" armour modelling Photo-Etch (PE) brass provider in my opinion. Their parts, for the most part, fit very well and solder together with ease.



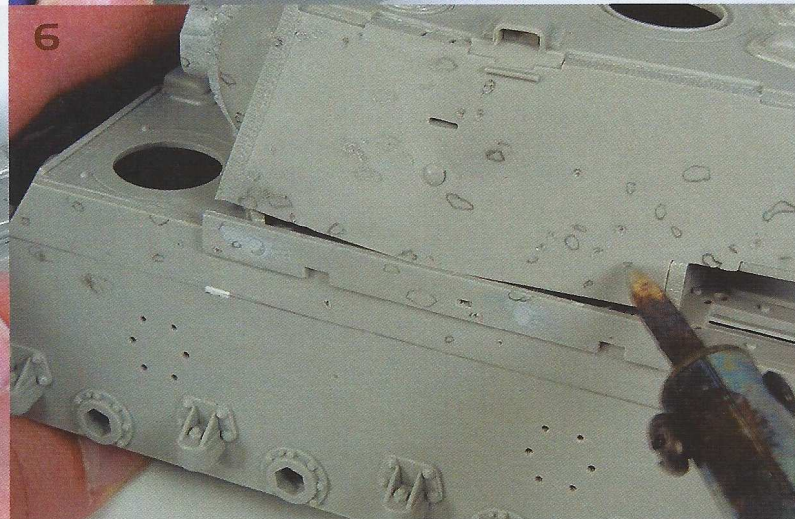
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1 - I first cut the Aber PE set into sections.

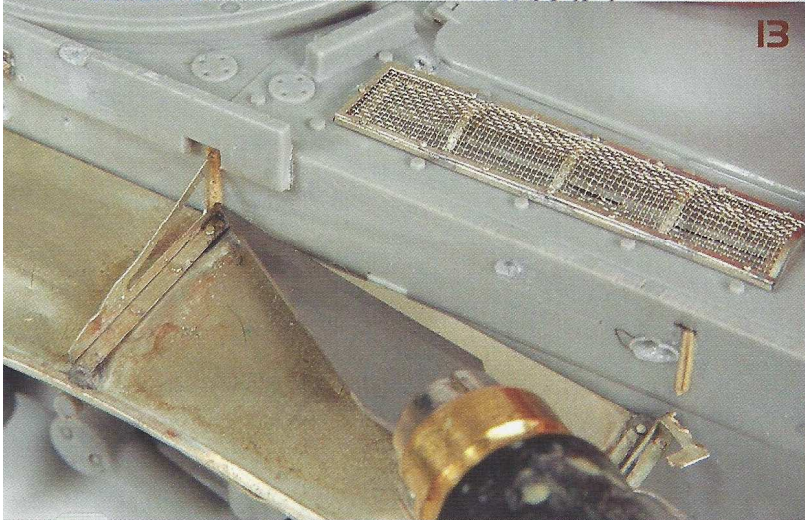
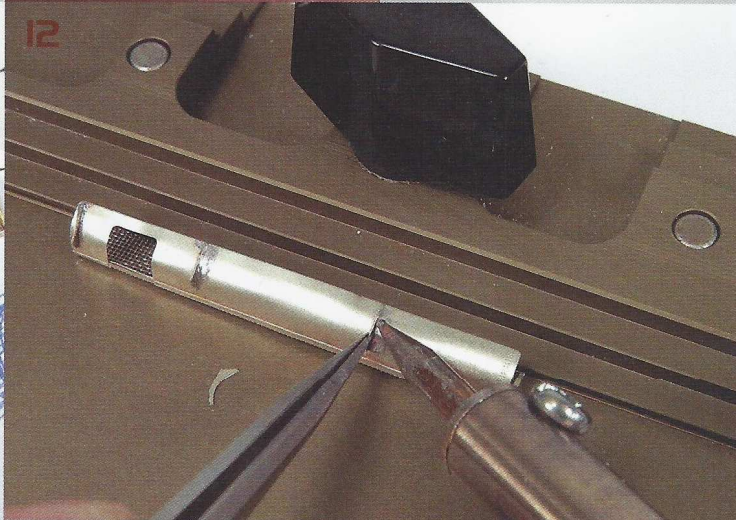
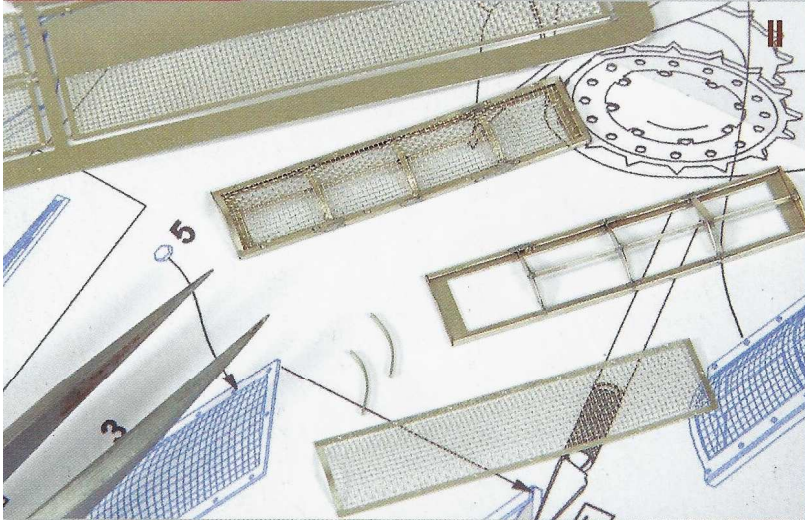
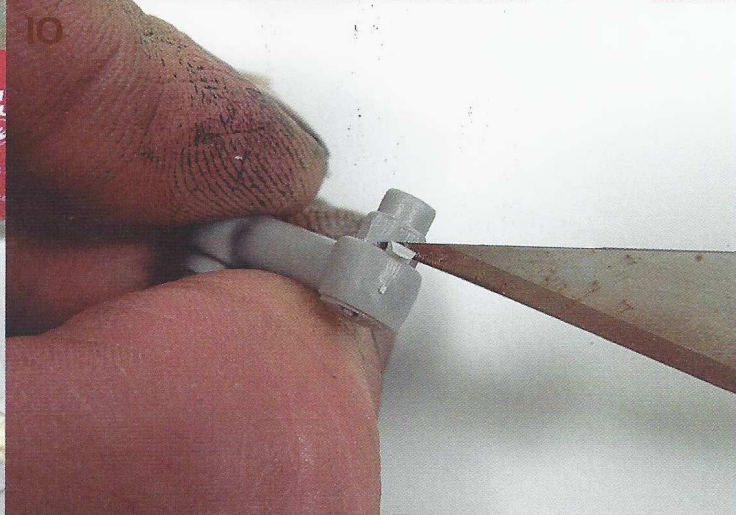
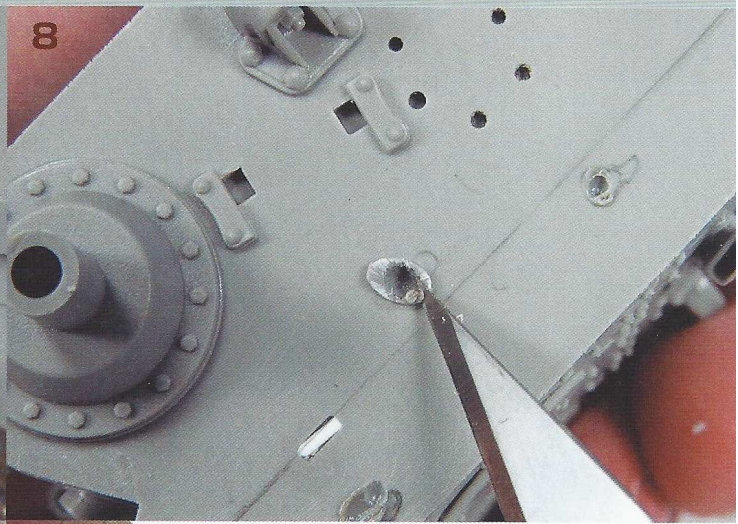
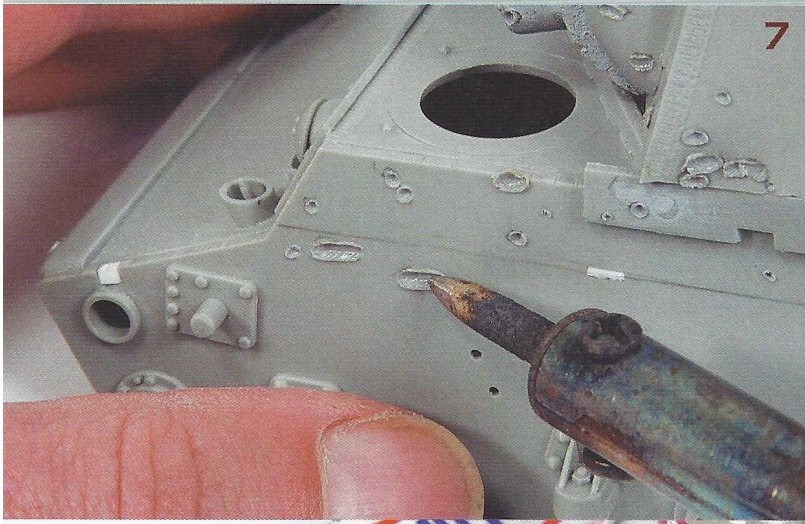
2 - I chose to solder the PE parts together for strength because of all the stresses that would result from the damaged effects I was going to create.

3 - I used the Mission Models Etch-Mate to keep the fender sides, that would be attached to the hull, straight while adding the damaged effects.

4 - After applying the damaged effects I glued the fenders to the hull and started marking where the shell impacts would be using a pencil.

5 - Again, I studied many reference photos this time of KV tanks containing shell impacts.

6 - Once content with the locations of all the impacts, I carefully started making the hits in the hull using a hot soldering iron.



7 - I first made all of the smaller impacts, filed down the pointed tip of the soldering iron, and then made the larger impacts.

8 - I used I hobby knife to make the impacts more ridged and uncomfortable looking in appearance.

9 - Tamiya Putty thinned with liquid plastic cement was used to slightly soften the impacts.

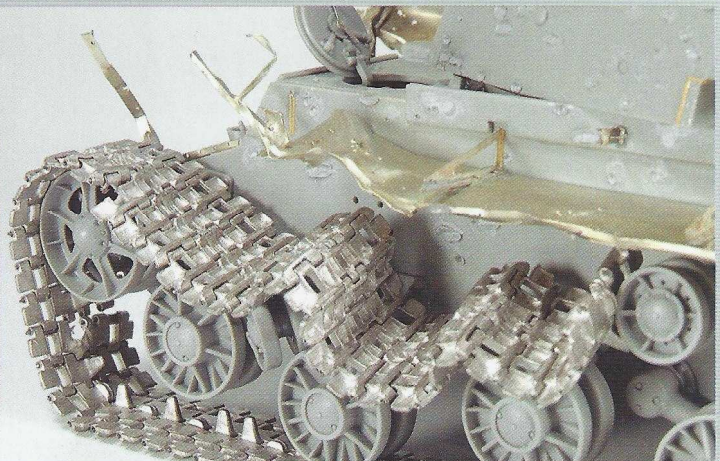
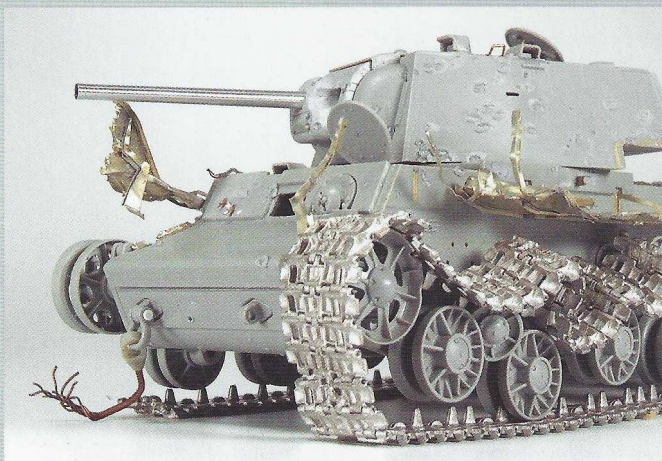
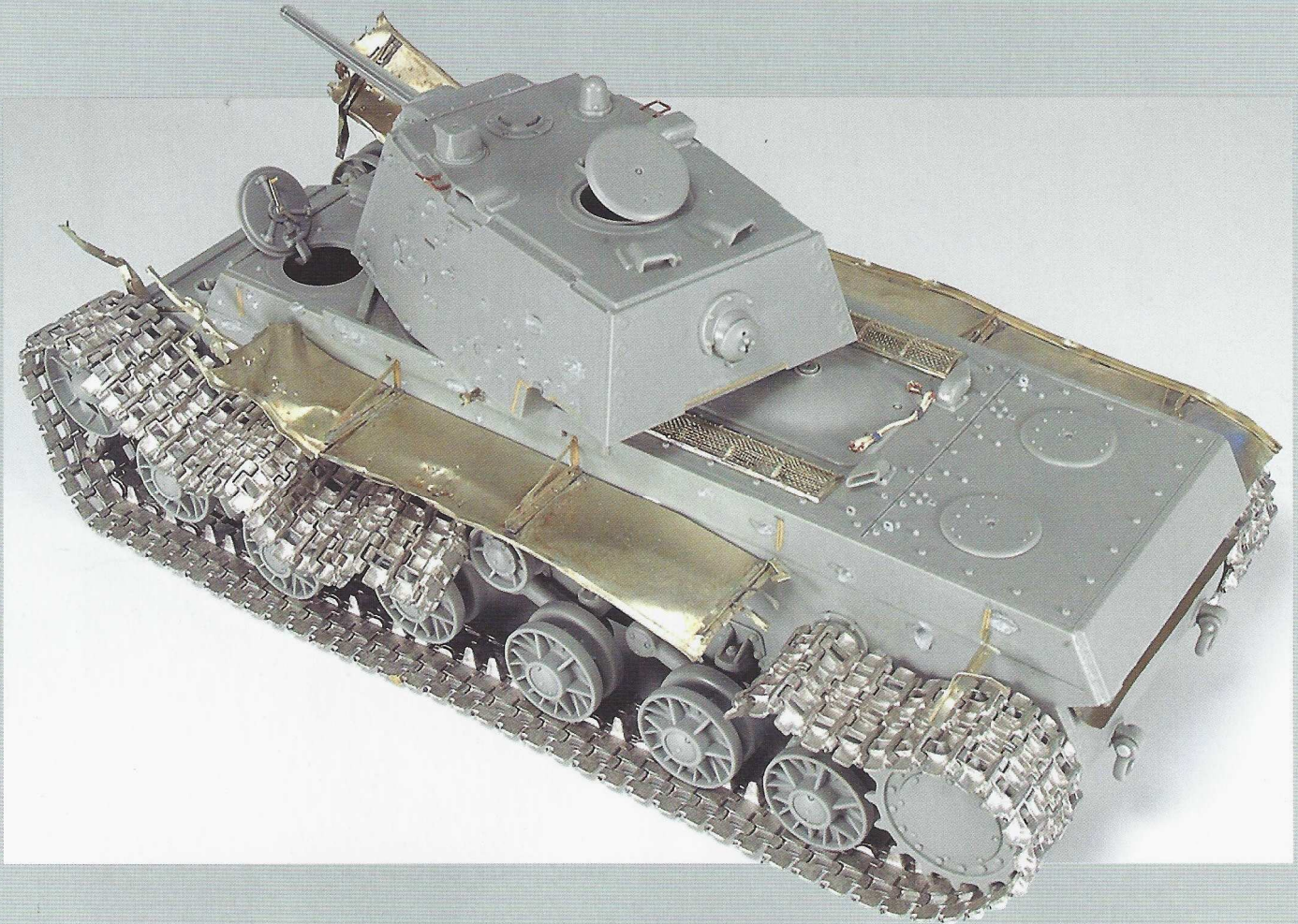
10 - The hexagonal parts of the torsion bars that fit into the hull were cut allowing me to reposition the suspension.

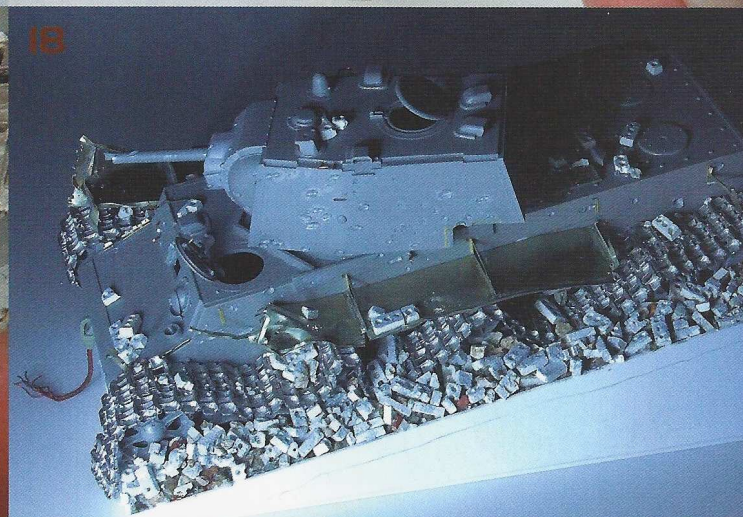
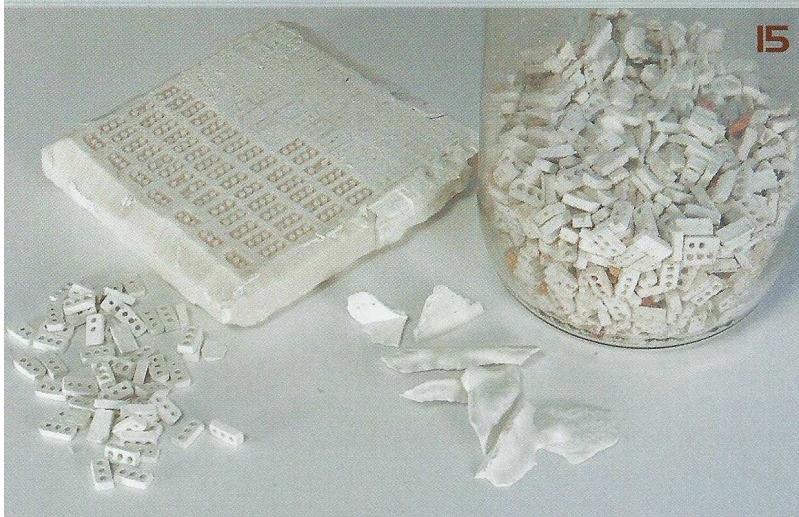
11 - Aber provides a nice set of KV screens that assemble fairly easily.

12 - Tools like this Mission Models Etch Mate are great for holding PE parts while you solder them.

13 - The final touch was to add weld-seams using stretched-sprue to various details such as the fender supports.

14 - I decided to place the KV in a tray allowing me to easily paint it separate from the diorama. After constructing the tray from sheet plastic I filled the bottom with foam saving me time and money on plaster bricks which were placed on top.





15 - A silicone mold was made allowing me endless amounts of plaster bricks.

16 - Plaster bricks are much better than resin bricks because you can adhere them together using wood glue diluted with water.

17 - Tamiya Putty mixed with plaster and diluted with liquid glue was used to replicate concrete still attached to the broken bricks.

Constructing destroyed tanks has been popular among modellers for many years. Talented modellers like MIG Jimenez, Ulf Andersson and Jean Baptist Verlhac have constructed and painted extraordinary replicas of knocked out military vehicles. I wanted to do something a bit different for my first destroyed vehicle but was

a bit stumped at first. I knew that the numerous impacts and damaged fenders were the most interesting part of the model. After some discussion with my friend MIG Jimenez I decided to take a different painting approach toward this piece. He showed and explained to me the techniques used in some paintings by the artist Caravaggio. After some thought I decided to attempt Caravaggio's painting style on this KV.

Caravaggio did some of the most successful paintings around 1608. His approach was his own style within the Baroque style. Baroque is a name used today for the art created between 1600 and 1750. Caravaggio's paintings were dramatic with selected points of illumination strongly contrasting against surrounding predominant dark shadows. Google Caravaggio's name and view



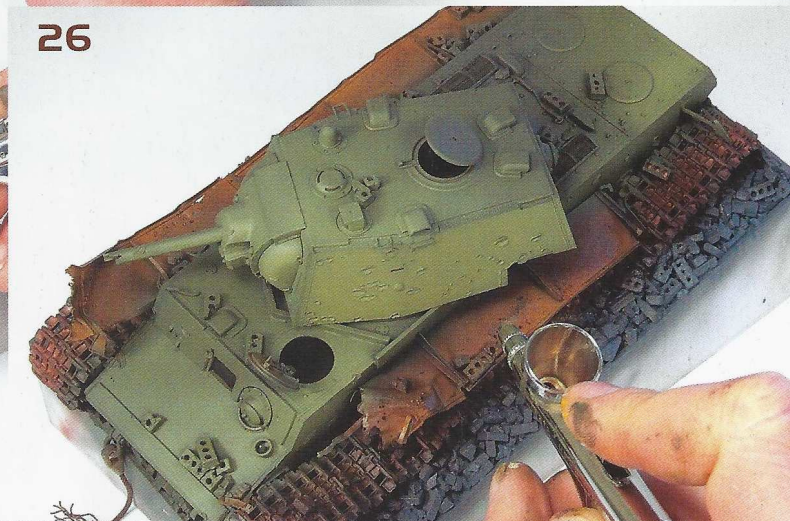
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25 26



images of his work when you have a moment for a better understanding of his technique.

I decided to take Caravaggio's approach and apply it to this KV-1 M42. I ended up using light coloured paints bringing the viewer's attention to the frontal side of the KV focusing on the impacts and damaged fenders. This area is what I referred to as the focal point. This meant that the model would be most attractive from one side. You will read that every single step of this model's painting process from the coats of green and onward would be starting from the darks, furthest from the focal point, and working up to the lights (or vice-versa) at the focal point. This also included the chips, oil fading and washes. This is how I accomplished this.

18 – The first thing that I needed to do was take a photo with a desk lamp shining on the model at an angle. This is the photo that

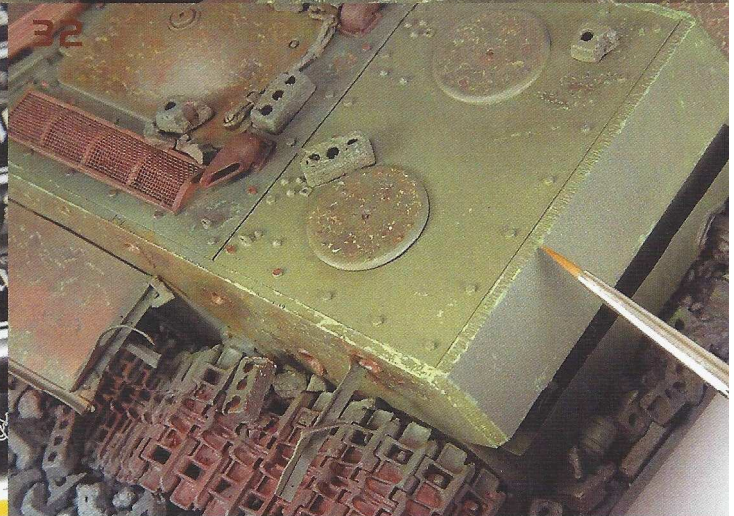
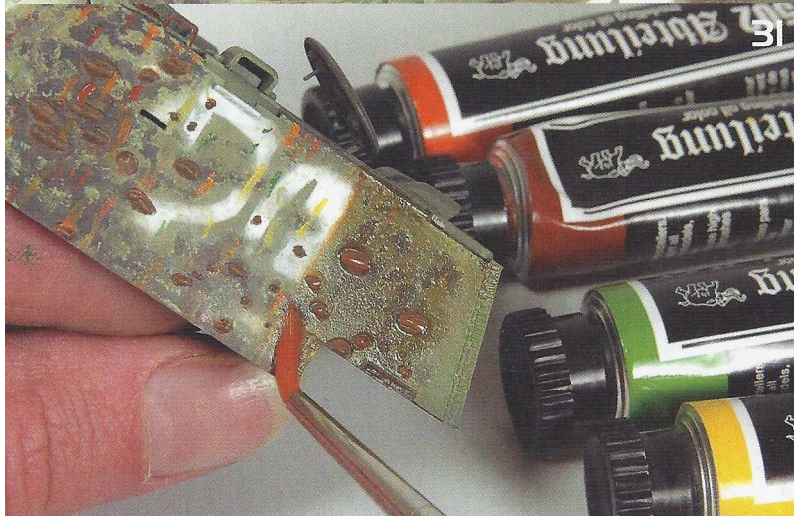
I used to reference the lights and shadows while painting the model.

19 – To start the process I painted all of the bricks in the plastic tray with a dark grey base-coat using acrylics.

20 – After painting the bricks the KV was given a coat of red-brown acrylics to act as a primer for the Vallejo acrylics.

21 – A darker coat of rust was airbrushed over the red-brown using Vallejo acrylics.

22 – Tones were added to the dark rust using different oxide coloured acrylics.



23 – A few coats of satin were then added over the model to seal the rust base to protect it from the upcoming steps as I will discuss.

24 – After the satin had some time to set I added a few coats of hairspray.

25 – I gave the model a base-coat of green- again using acrylics.

26 – Consecutive lighter shades of green were then added using my light photos as reference.

27 – I decided to add a large slogan on to the side of the turret before removing the base-coat to make the model a bit more

interesting.

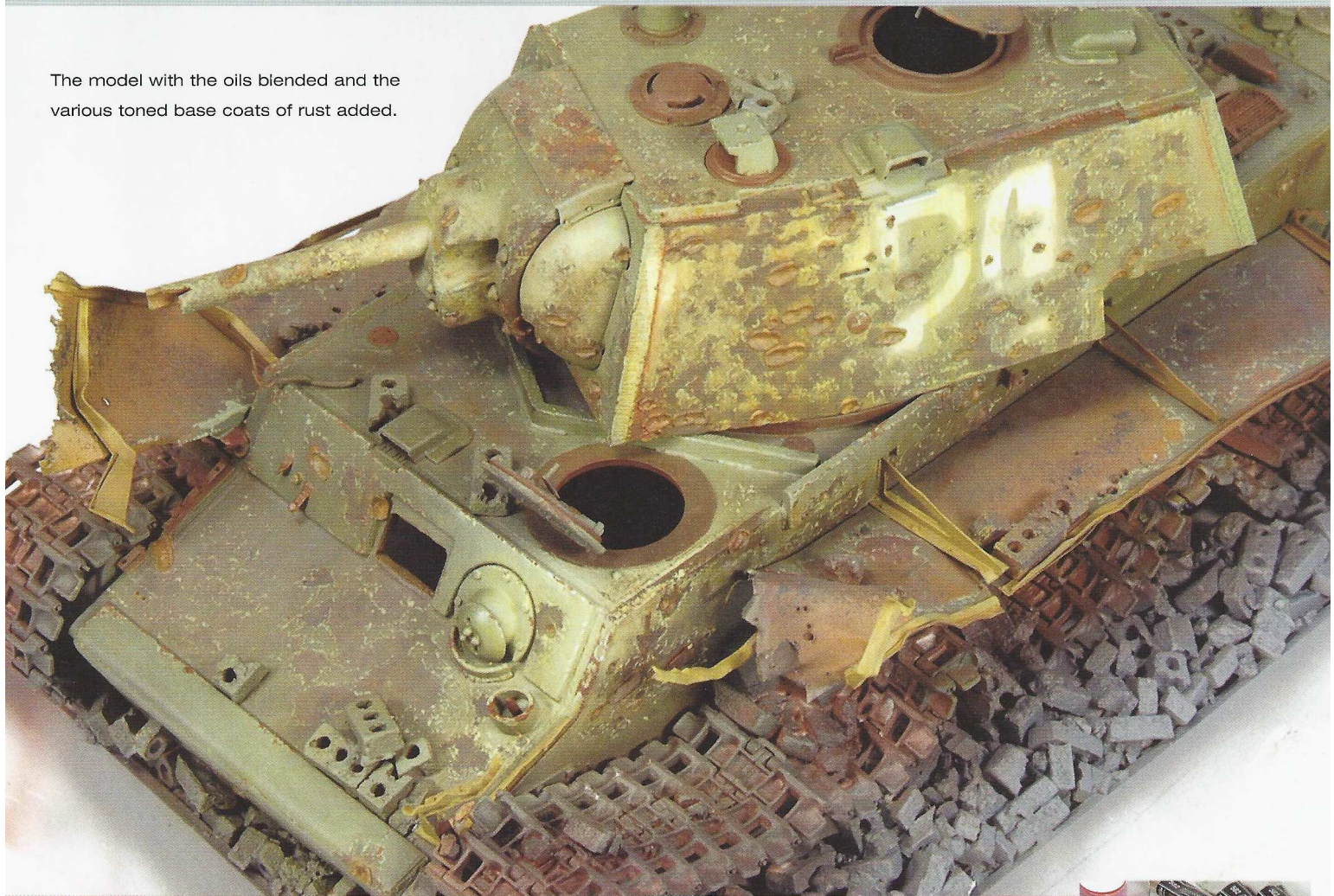
28 – Using alcohol I started to carefully remove the outer layers of green from the model. The layer of hairspray will aid in this process.

29 – Both flat and round brushes were used to obtain different effects in the chips.

30 – After making the chips I further emphasised them using a light green.

31 – Oils were blended to add more tones to the green while giving the first tints of rust over the exterior of the paint.

The model with the oils blended and the various toned base coats of rust added.



32 – More controlled chipping was then added using lighter tones of green and a fine brush.

33 – Different tones of rust where mixed using acrylics. The darker tones of rust where applied to the dark side and rear of the model while the lighter tones where applied toward the focal point.

34 – Moving on I applied some dark oil washes over the model to add fake shadows and make the chips less evident. The amount of washes and intensity of the oil-to-thinner mix varied over different parts of the model.

35 – After the washes had a few days to dry I started adding more tones of rust to the model using different mixtures of oils, enamels and pigments.



Like with the coats of acrylics in photo 26, darker tones of rust were applied to the rear and opposite side of the model while using more lights toward the focal point.

36 – Darker tones were also added to the turret over the areas of rust at this time.

37 – Next I mixed a very light tone of rust again using enamels, oils and pigments. Very light tones of rust would result on the impacts as a result from the extreme heat caused by the tremendous friction of the collision.

38 – The tracks were painted with a base colour of acrylics again starting with the darks and moving up to the light rust tones at the focal point.

39 – At this time I felt it best to paint the top parts of the bricks with lighter tones of grey

40 – Various oxide acrylics were applied to the bricks.

41 – Light areas of dust were airbrushed onto the model to act as a base for the rest of the earth tones again using acrylics.





38 – More different earth tones were mixed using pigments oils and enamels to make the final areas of dark and light dust adding to the final shades and highlights.

39 – I decided to add some areas of spilt fuel and grease onto the KV to give it one more effect.

It is important to note that when using different techniques to finish a model your methods of photography must change as well.

Models finished like this look best when photographed on a black background in a generally well lit room with one spotlight directed on the focal point. A large white satin piece of plastic was also used to help alter the light causing more contrast to the model.

I would like to thank MIG Jimenez for his assistance with the photos. I would also like to credit Phil Stutcinskas for the innovative hairspray idea.





42



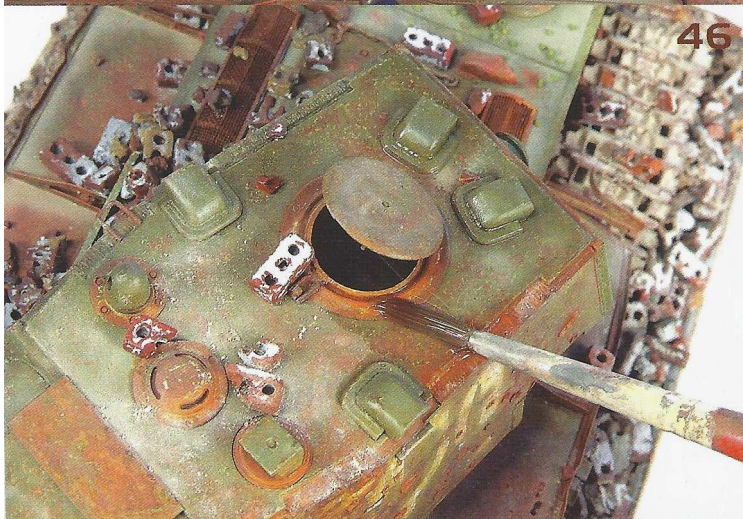
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42 – I made subtle rain marks of dust using acrylic paints thinned with water.

43 – At this time I needed to paint the bricks scattered across the vehicle.

44 – The bricks on the far side of the tank were painted with darker tones of oxide acrylics.

45 – Various coloured pigments were added and blended on top of

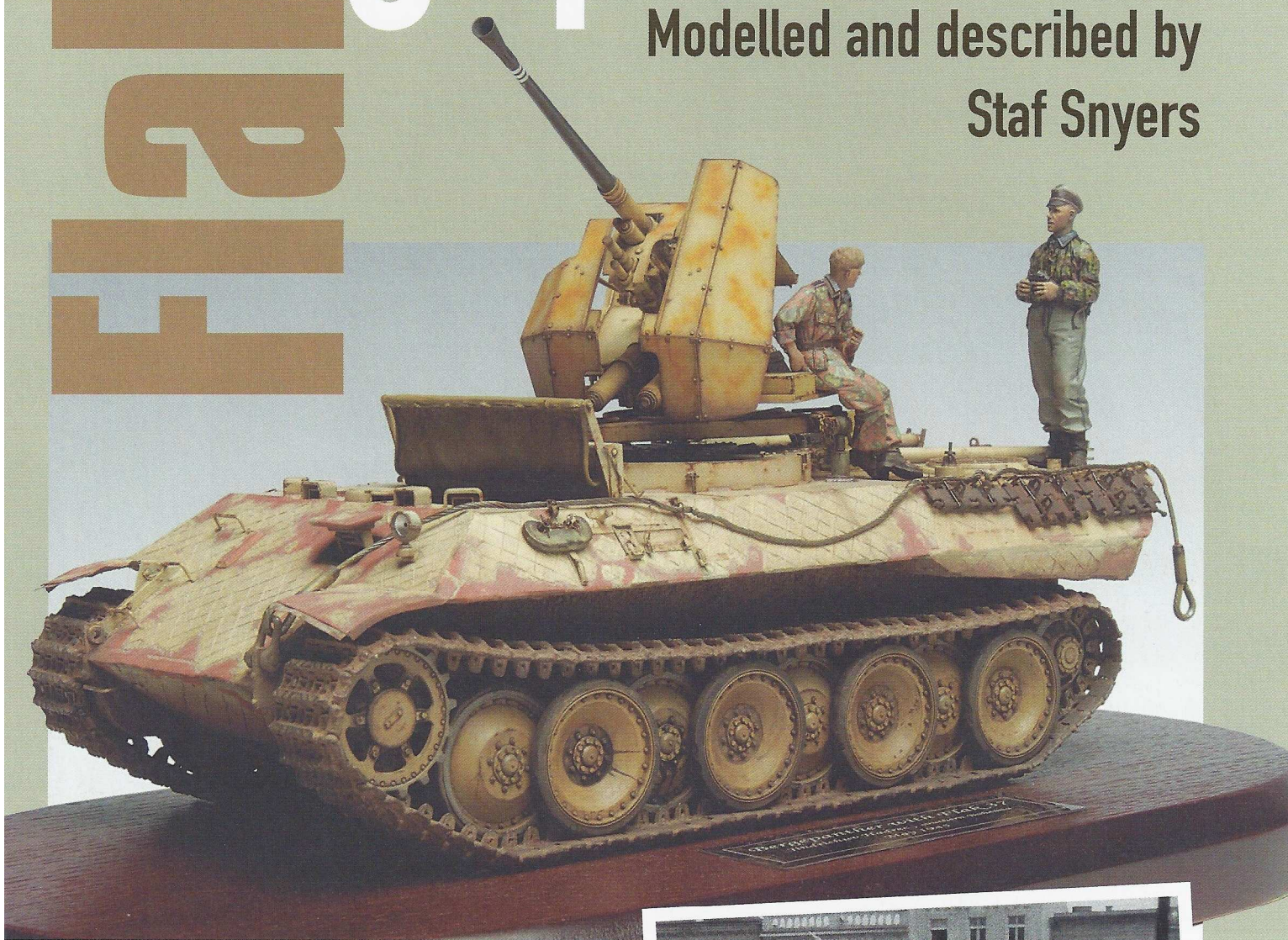
the brick using enamel thinner.

46 – Dust coloured pigments were also added to random parts of the KV and again blended using enamel thinner.

47 – The dust was then touched-up with more dry pigments.

Bergepanther

Modelled and described by
Staf Snyers



The beginning

Friday evening, weekly KMK club meeting in Geel (Belgium), November 10th 2006.

"Hey guys, look at this picture I have here!", Rudi Meir said as he dropped a picture of an odd looking vehicle on the table. It immediately took everybody's attention, as it was a strange vehicle indeed: a Bergepanther with a 37mm AA gun on top of it. For the rest of the evening, this Bergepanther was the

subject of conversation.

The vehicle was definitely a field conversion. This picture was taken in the village Bohemen in the Czech Republic, probably at the end of World War II. At the end of the War, the Front was weakened and there weren't many Panthers to recover so a few German engineers welded a Flak on their Bergepanther for additional firepower. Not a bad idea considering the Allied supremacy in the air. Besides



part one



that, the destructive power of such a Flak on ground targets can't be denied, necessary creativity!

This would certainly make for a very interesting modelling subject. But who could tackle such a challenge? The conversion was not the only obstacle, there was also the need for an interior as the Bergepanther has big open hatches so a lot of it would be visible.

I was wary... this project would take many months...this was way out of my league. With these thoughts in mind I drove home that night. The whole way home, the Bergepanther had me thinking but eventually I decided to forget the whole thing.

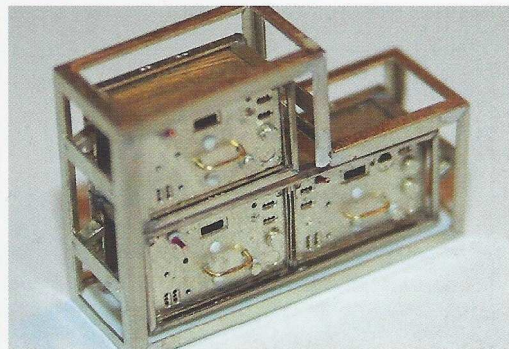
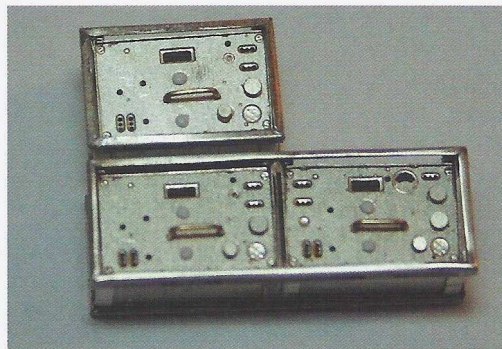
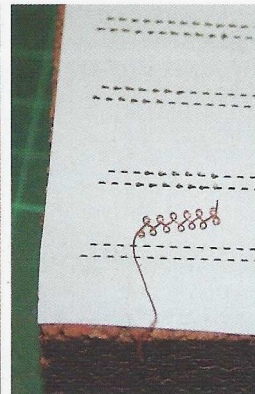
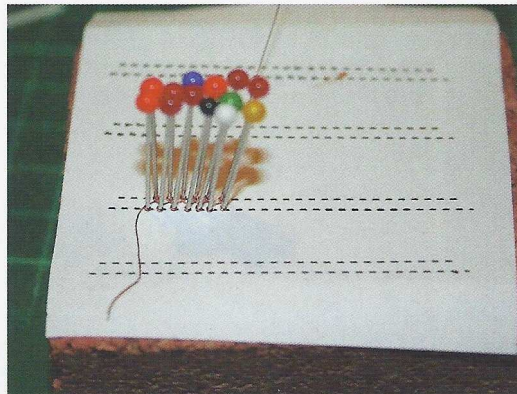
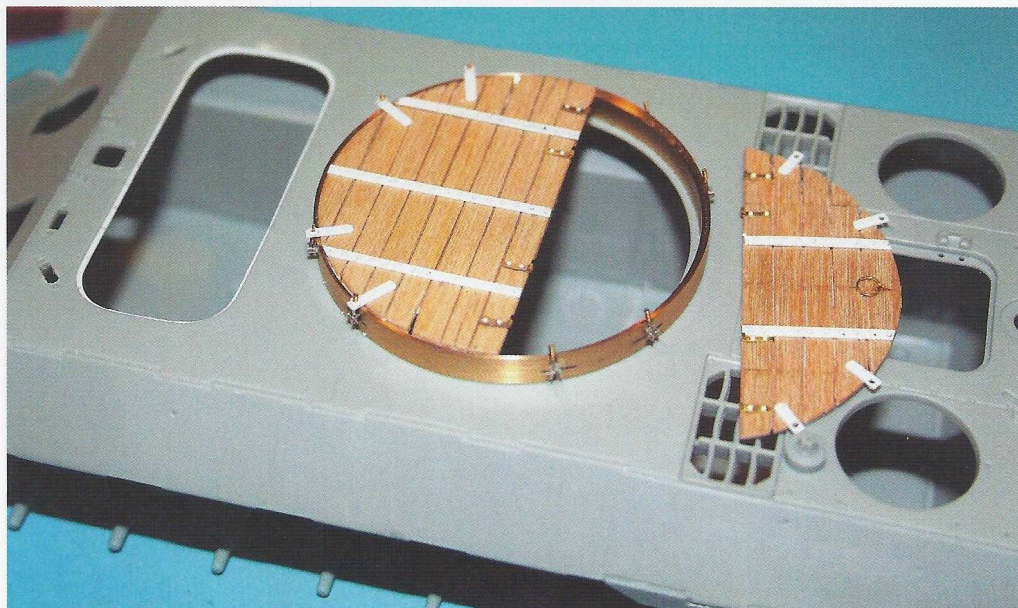
A week later and the picture was already lying on the table when I arrived in Geel. I said very quietly that I was thinking of building this one but that I wasn't sure that... my final words were never heard. "I'm joining in!" said fellow club member Raymond Repping. "We'll make it a double project, we'll both built it and give our own interpretation to it."

Everybody agreed that it would take several months of intense hobby time to accomplish this project, but the project promised to bring the best out of me and my building and painting experience; interior, zimmerit, conversion - what was I thinking?

That night we discussed which kits were available for this project. The only producer of a Bergepanther I know of is ICM. Not a bad kit but I wanted a bit more detail. So I decided to start with a Panther from Dragon - the early Ausf. A (kit 6061). There was not much choice for the Flak - the Tamiya kit 35145 was the only available option.

Start!

One week later, again on the weekly club meeting, the first drawings showed up. There is not much information on those early Bergepanthers. Reference material was being studied and commented. Luckily, the few drawings from the Tosca



publications were sufficiently detailed to start building the conversion from Panther to Bergepanther.

The new turret ring

The level of detail on the ring would set the standard for the rest of the project. The ring itself was turned from brass, to which the bolts for the wooden covers were added. I made the workable hinge-joints from printers' plates. I folded little strips, 1mm wide, and drilled a 0.4mm hole in it. The bolts were soldered, after which a little spring was put in place to simulate the screw-thread. The wooden boards were made from 0.4mm triplex (plywood), to

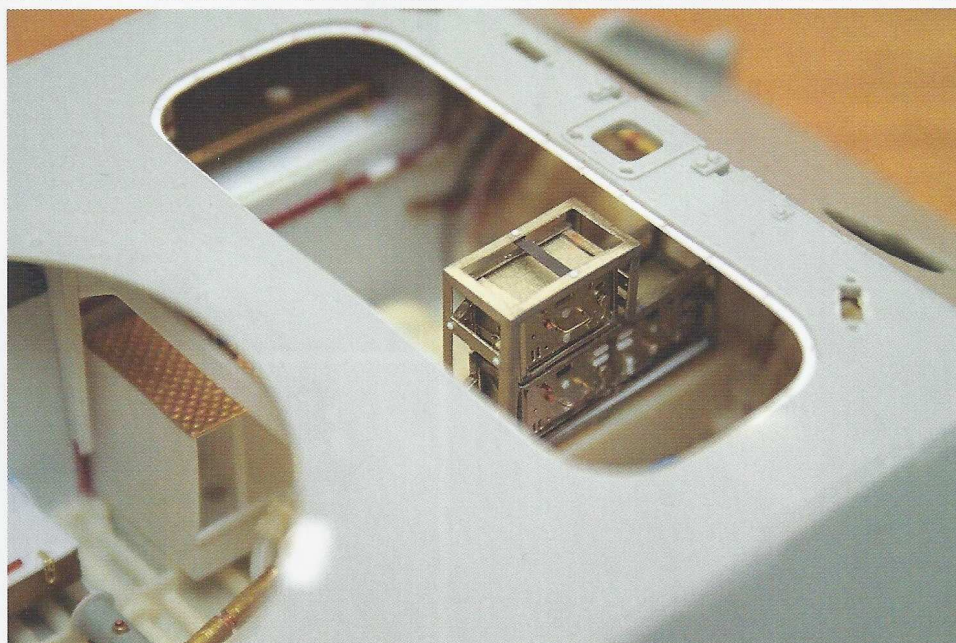
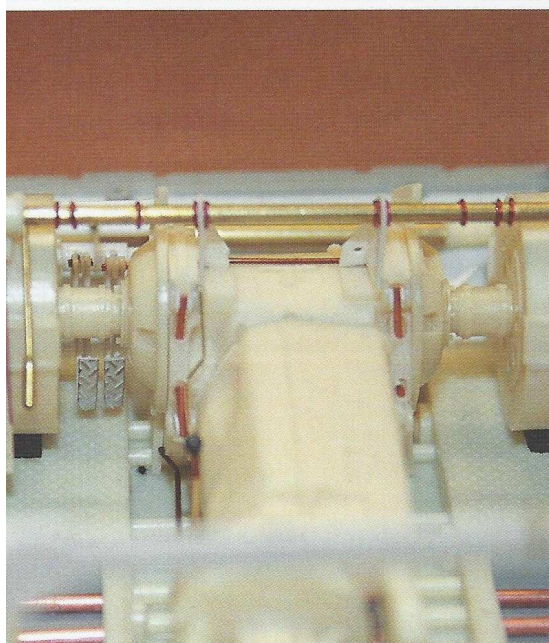
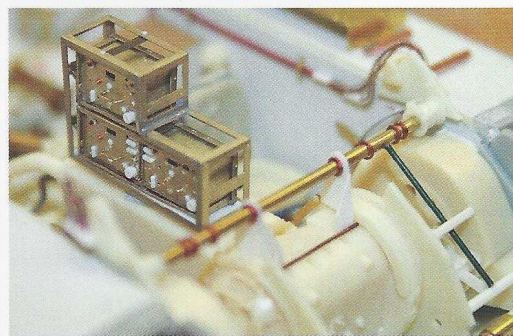
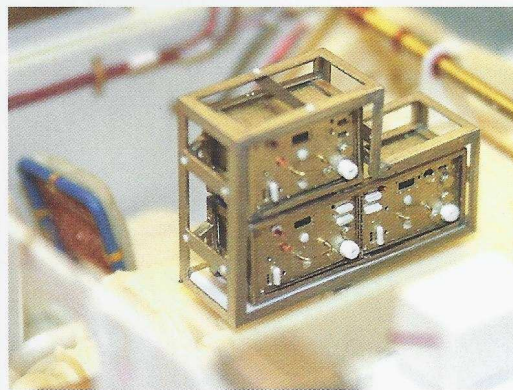
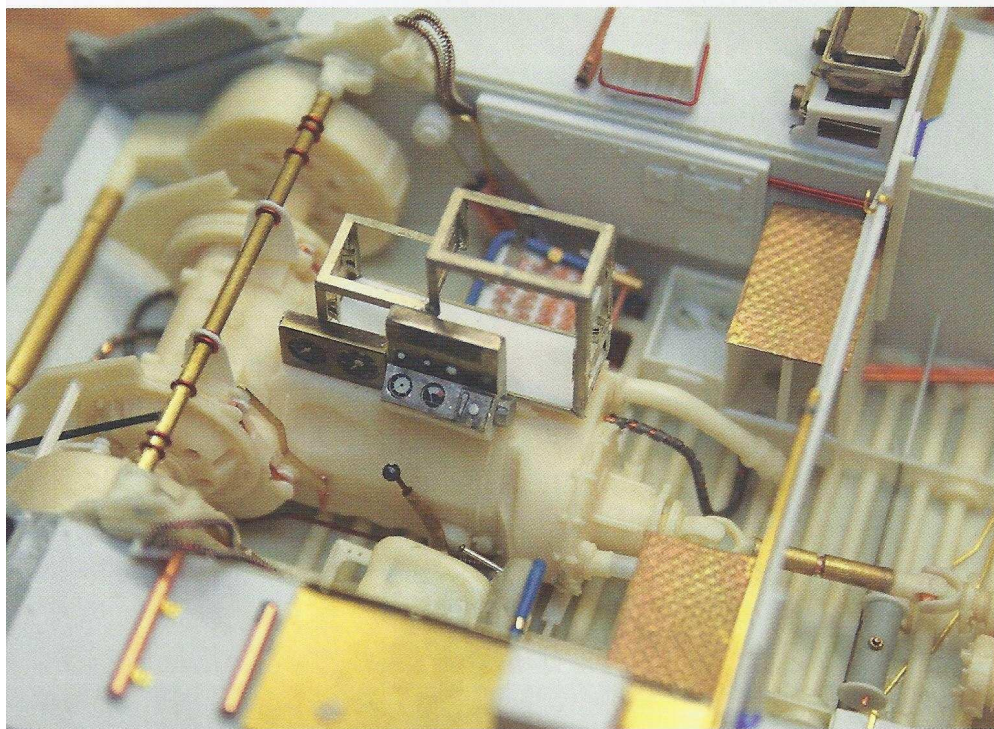
which I added plastic strips. Many rivets were made with a beading tool and attached to these strips.

Building the interior

The Dragon kit arrived by the end of November. The first task was to remove the moulded front hatches with a sharp scalpel. The edge of the hatch had to be fabricated, for which I used 0.3mm plastic card. Because of the thickness of the kit's plastic, I had to scale down the structure of the Panther. A milling bit in a drill was the right tool for this job. Meanwhile the interior set from CMK had arrived, so there was no excuse to wait

any longer.

I started with the removal of the moulded Dragon suspension. The resin kit was a little bit too small, so to assure a good fit I attached some plastic card along the sidewalls of the Dragon kit. The advantage of this was that I had a nice even surface to start with. The assembly went without any problems and with the aid of some copper tubes, wire and plastic card I fabricated some home made improvements. My main concern during the building process was always the next step: painting the interior. So with every detail and part I assembled I had to keep in mind if it could be easily reached for



painting. Subassemblies are great for painting but with the thought 'what you see can be painted' in mind, I chose to attach most of the items.

The torsion bars are moulded in the resin update set but the ones under the chairs are missing. I used some copper wire to fix this. I found the chairs from the CMK set lacked detail and started to look for some ways to enhance this. The springs on the rear were the main challenge. I printed a pattern on a piece of paper and used pins as a jig. By using 0.1mm wire I could simulate the delicate springs. The frame of the chair is made from isolated electric wire and the cushions were sculpted with Magic Sculpt epoxy putty. When everything looked like a chair I added the leather

straps. These were made from very thin brass. I found this material in a fishing shop, in the fly fishing department. Fishing shops are a modeller's heaven!

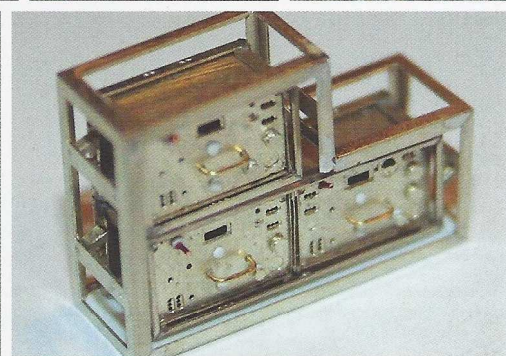
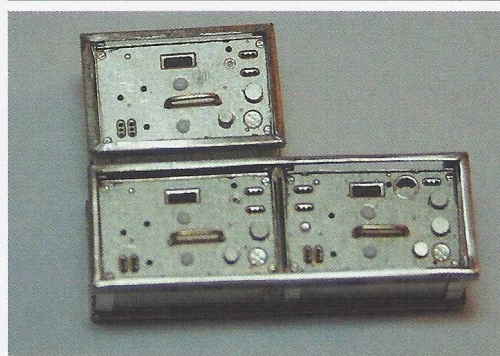
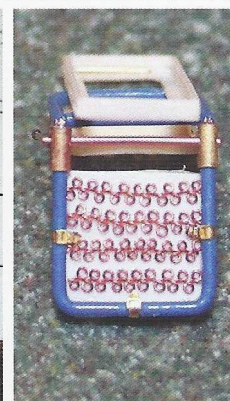
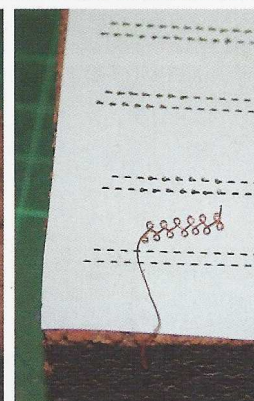
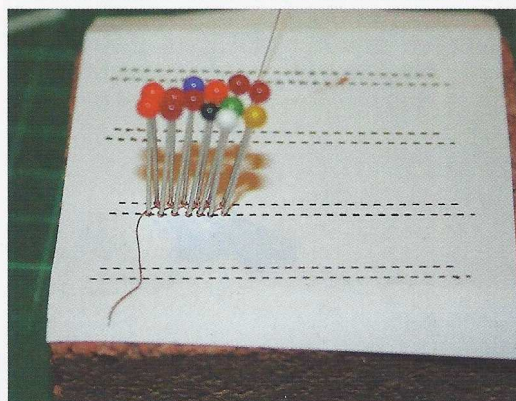
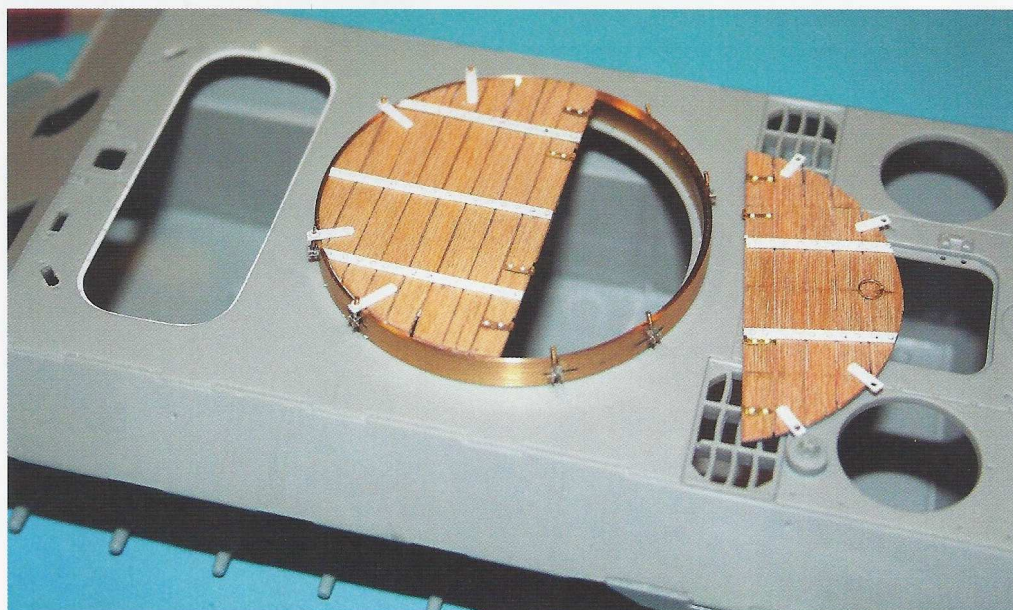
I decided to fold one chair forwards. This brings a bit of variation to the interior and gave an opportunity to show off my hard work on the springs!

The lubrication points for the suspension are not included in the interior set so I made them from plastic card. I did a lot of measuring but most importantly I checked my references constantly. This is important if you want to do things as realistically as possible. The piping for the grease lines were made from wire.

As stated earlier there is not much information available about these early

Bergepanthers, so I decided that the best base to start with should be a standard Panther interior. I followed my gut feeling with the conversion from battle tank to recovery vehicle: which items are to be removed, what would be in the way... As the building progressed, all these questions would be answered one by one. One result of this was that I left the big floorplate with the round opening (for the turret floor) unused. This way, a lot more of the interior is on show, and it provided some nice painting possibilities. It necessitated the fabrication of the 'L' shaped attachments though.

The ammunition racks were made from a piece of thicker plastic card with some holes drilled into it. Then I cut these strips



publications were sufficiently detailed to start building the conversion from Panther to Bergepanther.

The new turret ring

The level of detail on the ring would set the standard for the rest of the project. The ring itself was turned from brass, to which the bolts for the wooden covers were added. I made the workable hinge-joints from printers' plates. I folded little strips, 1mm wide, and drilled a 0.4mm hole in it. The bolts were soldered, after which a little spring was put in place to simulate the screw-thread. The wooden boards were made from 0.4mm triplex (plywood), to

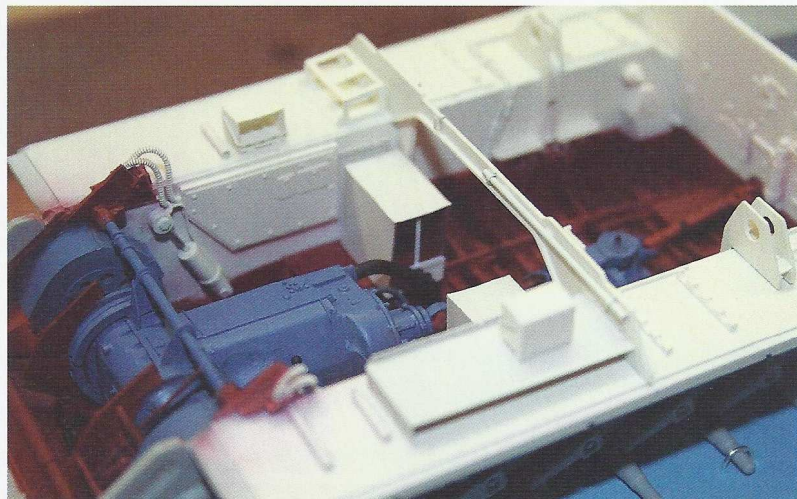
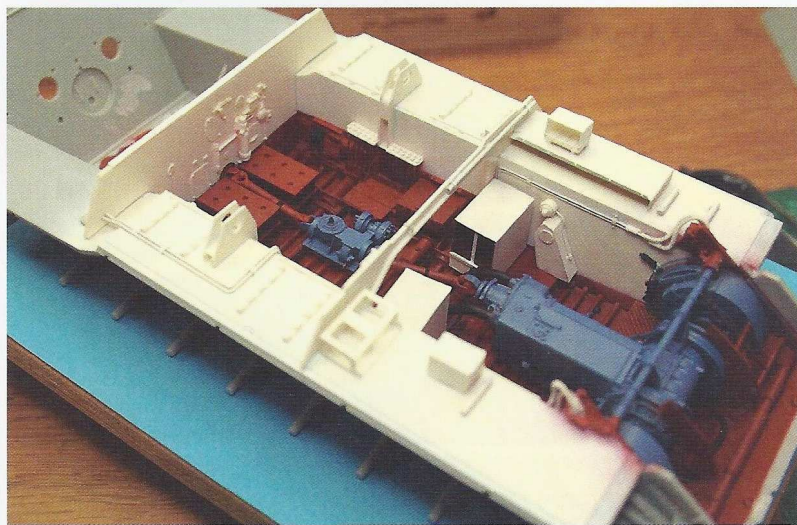
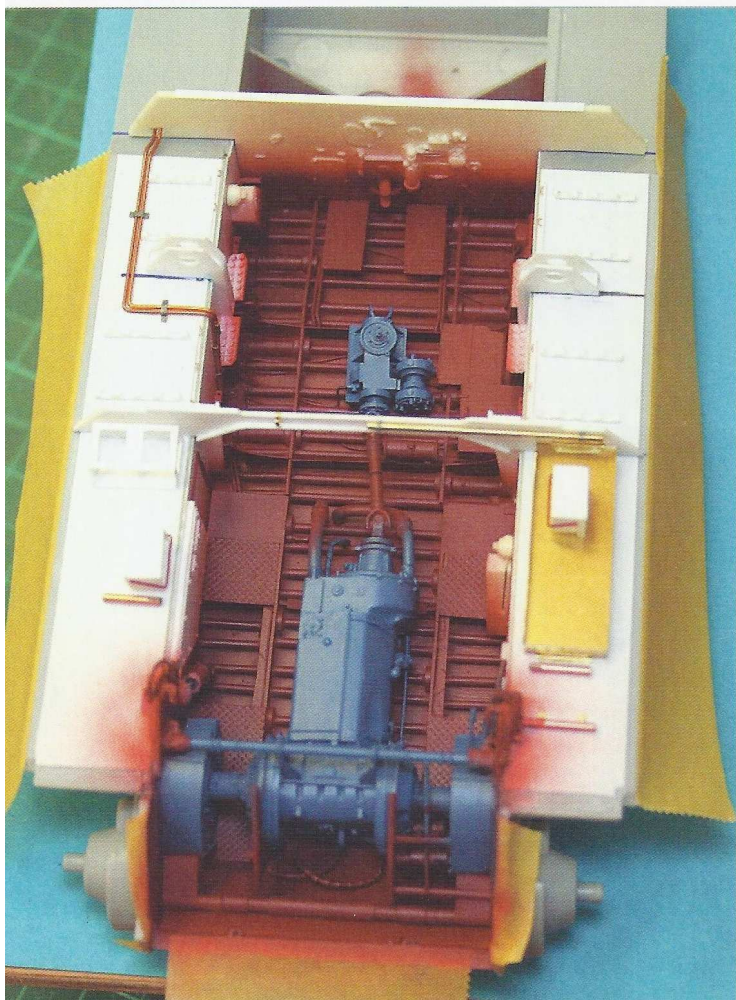
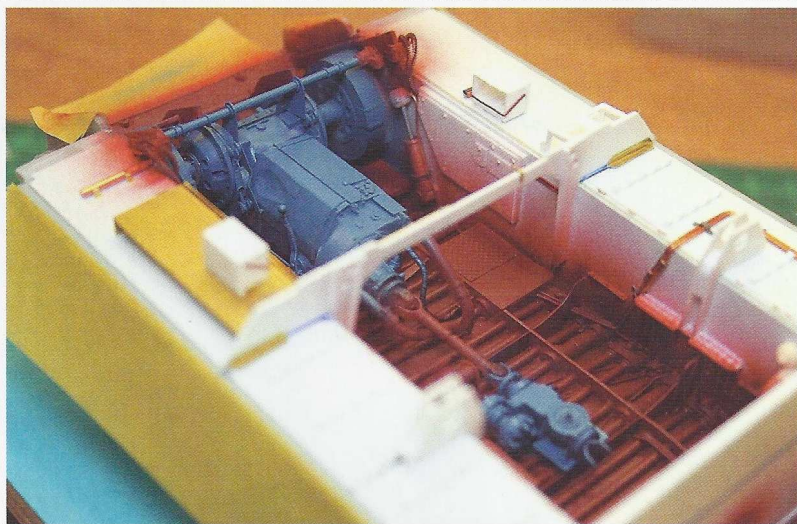
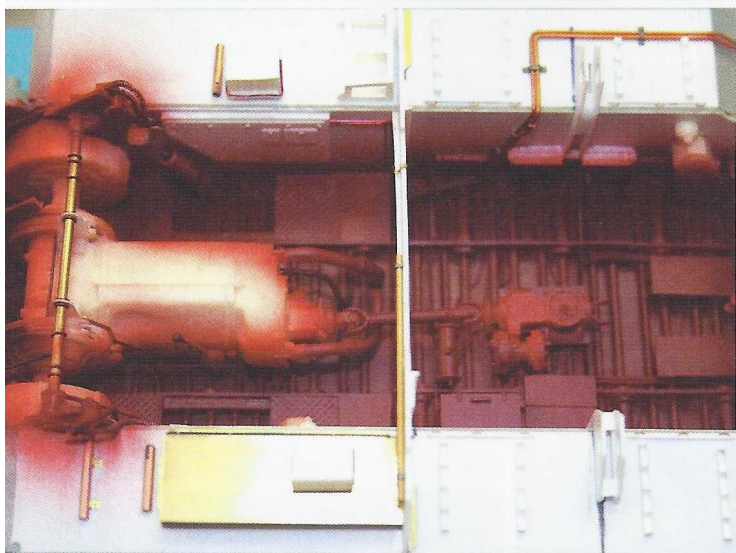
which I added plastic strips. Many rivets were made with a beading tool and attached to these strips.

Building the interior

The Dragon kit arrived by the end of November. The first task was to remove the moulded front hatches with a sharp scalpel. The edge of the hatch had to be fabricated, for which I used 0.3mm plastic card. Because of the thickness of the kit's plastic, I had to scale down the structure of the Panther. A milling bit in a drill was the right tool for this job. Meanwhile the interior set from CMK had arrived, so there was no excuse to wait

any longer.

I started with the removal of the moulded Dragon suspension. The resin kit was a little bit too small, so to assure a good fit I attached some plastic card along the sidewalls of the Dragon kit. The advantage of this was that I had a nice even surface to start with. The assembly went without any problems and with the aid of some copper tubes, wire and plastic card I fabricated some home made improvements. My main concern during the building process was always the next step: painting the interior. So with every detail and part I assembled I had to keep in mind if it could be easily reached for

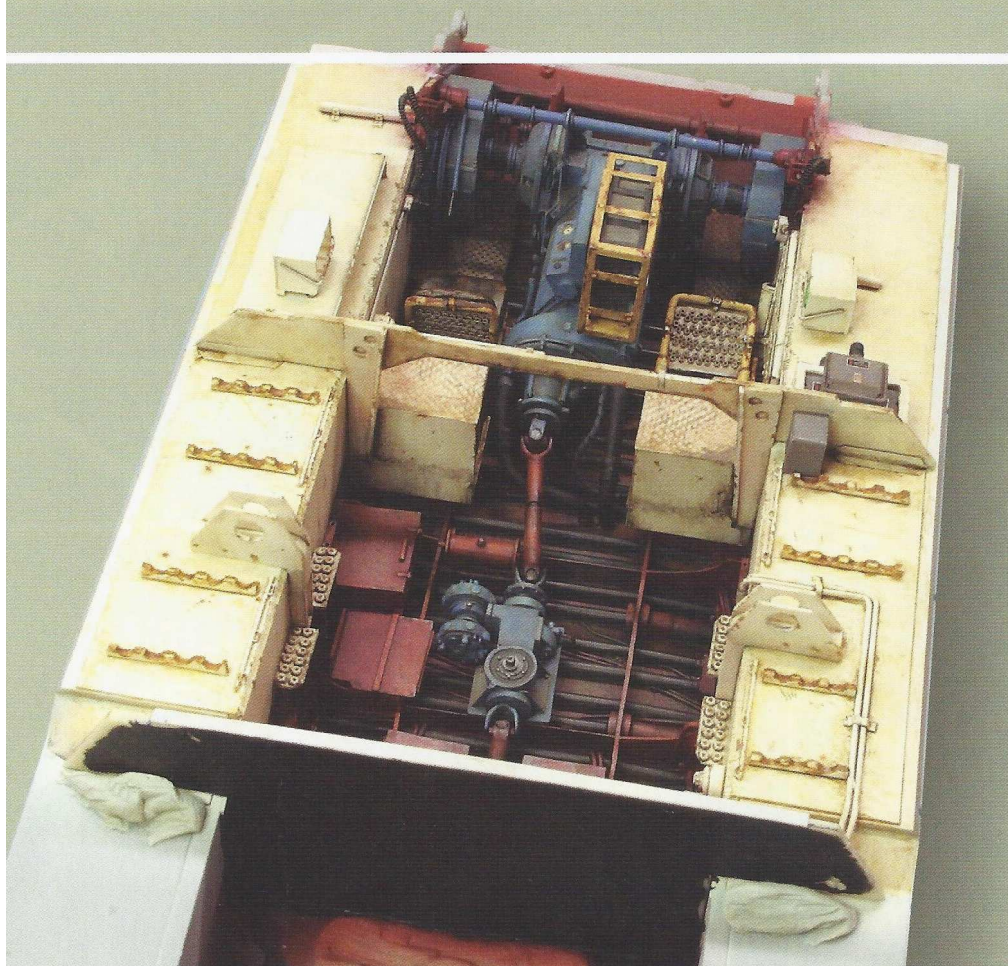


in half and glued them to the sides. I replaced the drive bars from the CMK kit with some brass tubes. To fill in the 'void' right behind the folded chair I made a little box from plastic card. I tossed some tools into it, which made the reason for the presence of this box crystal clear. Because I started from a battle ready vehicle, I also made the ammo boxes. These are included in the set as closed items but I wanted open ones. The tread plate on top of the boxes was copied by putting aluminium foil over the resin boxes,

putting a bit of pressure on it with my fingers, cutting with scissors, and finally gluing with CA glue. The boxes and chairs were kept separate for ease of painting. The chain drive from the update set is crisply moulded and can be used as it is. Despite the fact that, when the model is finished, it will be completely invisible, I decided to add some extra details and cables. I know it is there, which is enough reason for me to spend some time on it. The many pictures that were taken during construction bare witnesses to these

details.

The box on the right side of the co-driver was made from different sizes of plastic card. I used a beading tool to make the rivets. After the final details such as the controls for the transmission were made from brass tube, copper wire and little springs, the interior was nearly finished. I added some tubes for the power supply on the radio and grenade holders next to the driver's position. The vision block holders are made from plastic card and their securing



device from copper wire. I added one spare vision block in a holder with some clear plastic. A couple of thin layers of Tamiya clear green provides a typical green glass colour.

The little gauges on the dashboard are included in the photo-etched set of CMK and are easy to assemble. I added them in the early building stages and covered them with Humbrol Maskol before painting. The interior was now looking pretty busy, but it still needed to be topped of by one last item - the radio set.

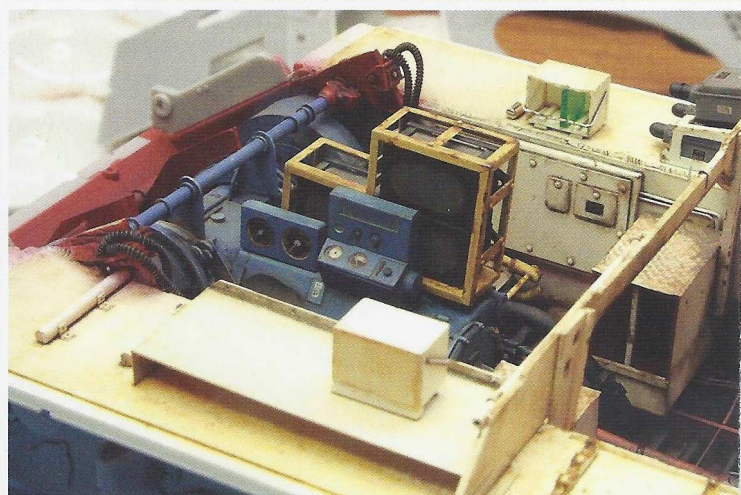
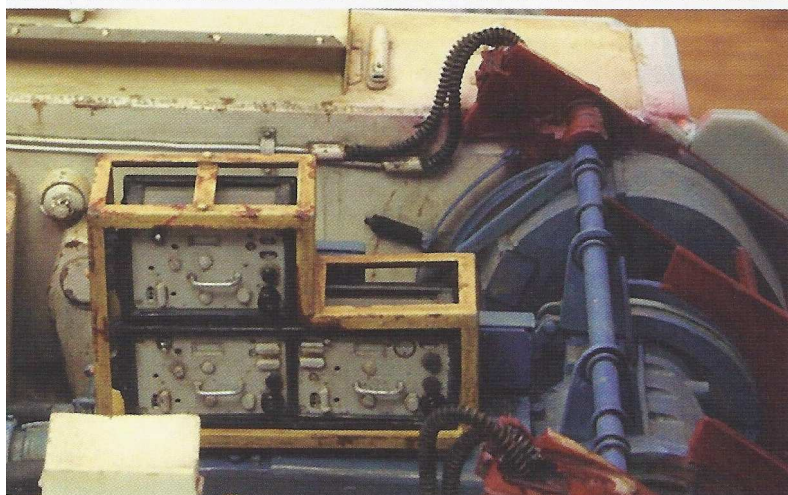
The CMK kit provides a radio but I opted

for the Aber version because it is far better detailed. Besides that, the Aber version simply provides more building pleasure. The manual lets you choose between different versions of radio communication for Stug's, Panzer III-IV's and the most comprehensive - the Panther. The radio from Aber is commonly accepted as the ultimate PE challenge. I must admit that the many PE sheets and little parts are very daunting indeed, the reputation of this set is justified!

There is no better cure for the fear of failure than to start building! The

instructions are very busy but clear and I followed Aber's advice: " the best way to join Pe-parts is soldering". My soldering station has been working overtime! Soldering PE is not as difficult as most people think. Of course it takes some practice but this goes for almost anything in our hobby. I will give a few basic tips and techniques to get you started.

A soldering iron of 15-25 Watt is sufficient. An adjustable version is of course better but also more expensive. The biggest advantage is that you can manipulate the temperature. I always use solder wire



without resin core and for flux I use S39 from CFS Products. As usual, it is advisable to wear proper protection like goggles when working with these dangerous materials.

As preparation for clean soldering, it is important to correctly cut the parts from the PE sheet and that they are clean and free of grease. My soldering iron is set on 300°C. I clean the tip of the point with a wet sponge to remove old residue. With a little brush, you apply some flux onto the places where you want the solder to flow. Then it is time to fix the two parts together. A pair of tweezers, snapped together with a clothes-peg, is a handy tool to help hold the parts.

When the parts are ready and in position it is time for "le moment suprême": the actual soldering. Take a minuscule part of solder onto the iron and touch the soldering point (where the flux is) with the tip of the iron. With a hissing sound the solder will flow from the iron to the parts. The solder sets almost immediately and the tweezers can be removed. That's it! If you have used a bit too much solder, you can use a glass fiber pencil (available in art supplies shops) to remove the residue. A half round scalpel (type 15) will also do the job. I always rinse the soldered parts with

clean water to avoid problems with the paint afterwards. Acrylic paint and flux are not good friends.

An extra challenge with the radio is the paintjob. Because of the many different colours I had to use, I decided to keep the radios as sectional as possible. The frames, body and front panels all are separate assemblies. The frame was very fragile and without soldering it, it would have been nearly impossible to keep things together, especially because I didn't attach them together immediately. One by one I soldered all these small parts. Every successful part kept me motivated for the next one.

All good things come to an end and by now it was mid January. Because of the quiet and cold holidays the building progressed rapidly, leading me to the next step.

Painting of the interior

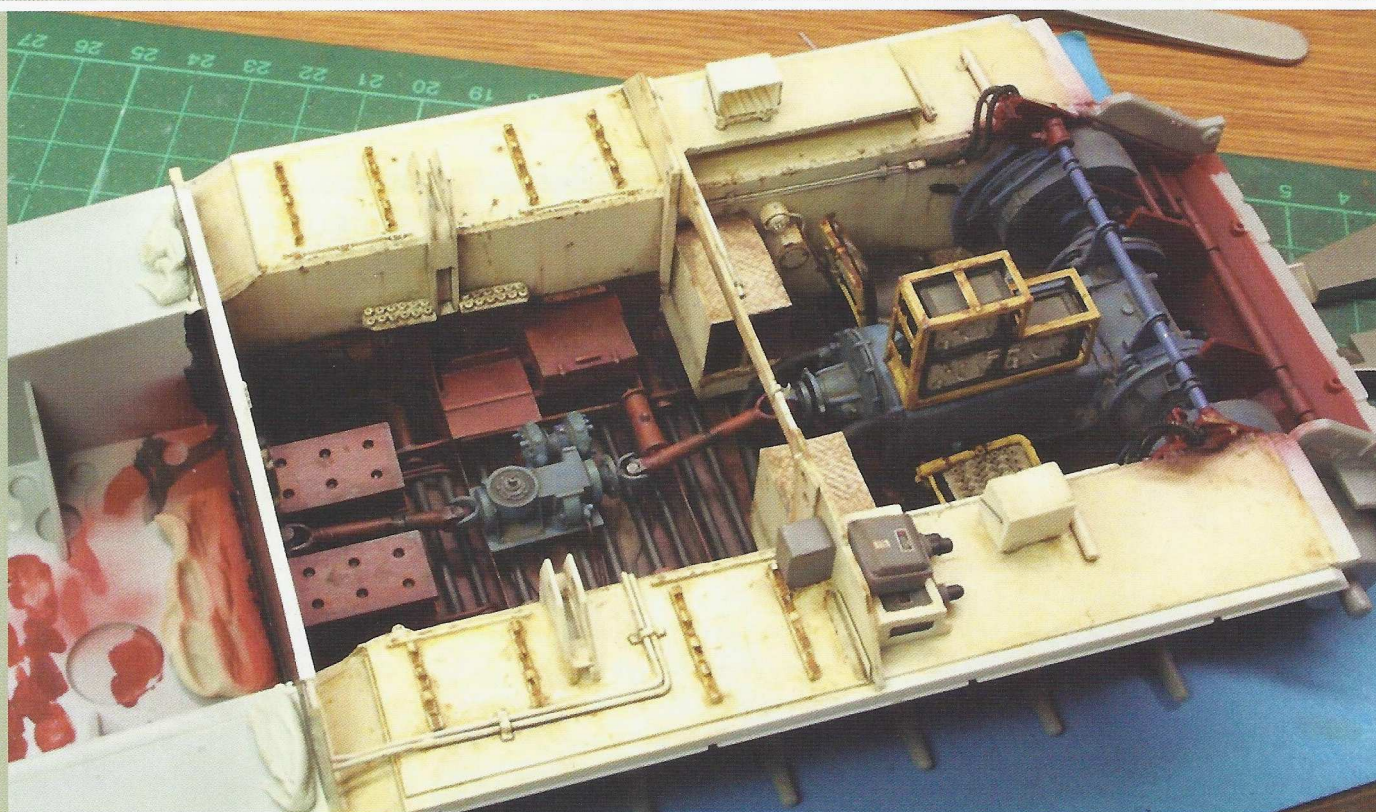
During the construction I realised that it would be a difficult job to apply all 3 basic interior colours. Luckily Santa Claus visited my home that year so I was happy to test my brand new Iwata Custom Micron airbrush. The reputation of this 'pistol' is legendary so I was encouraged.

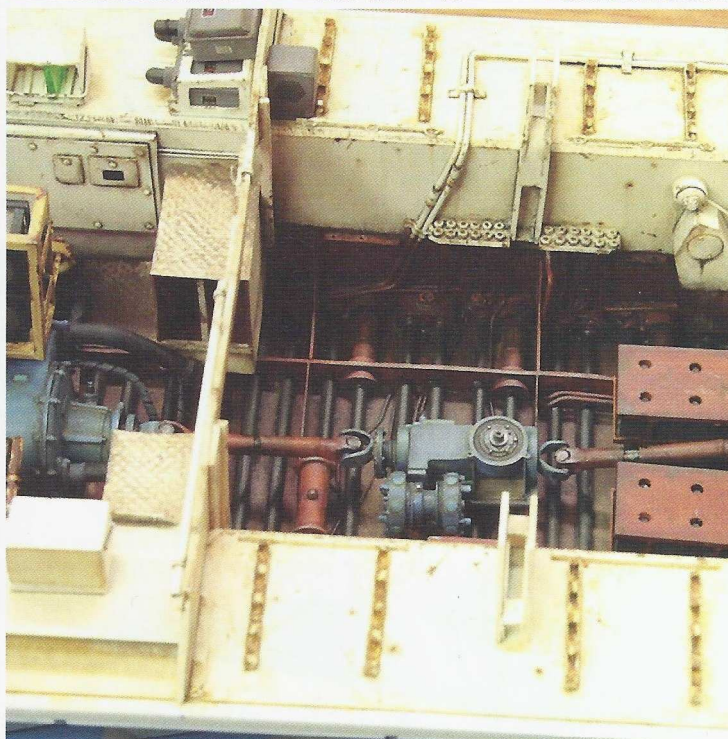
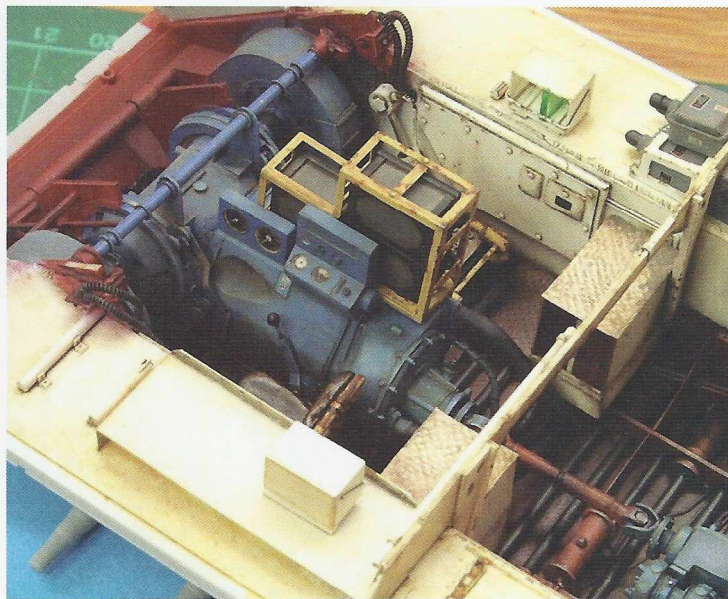
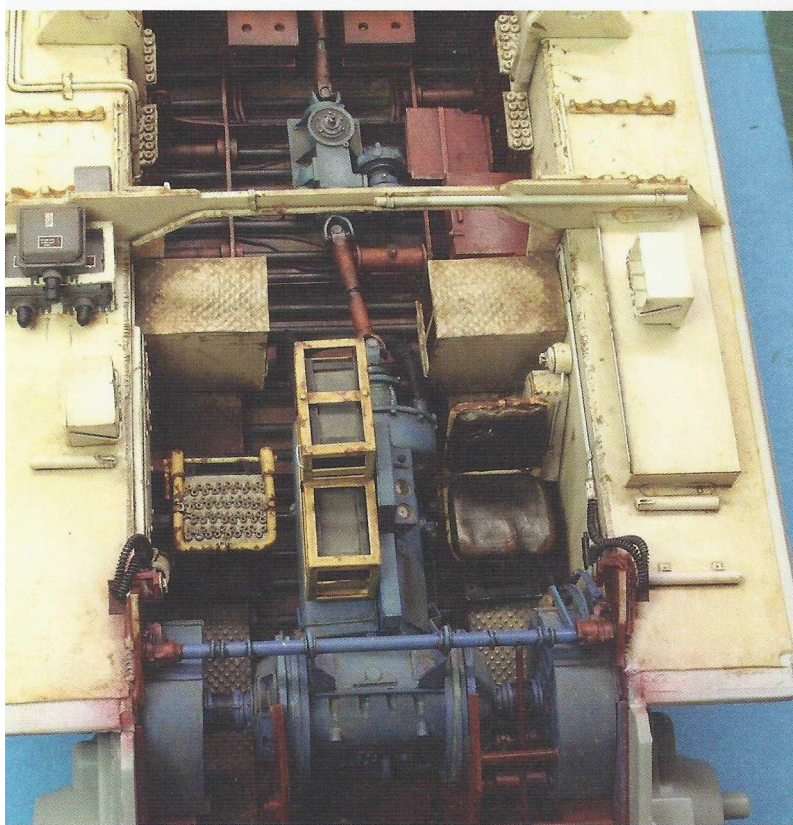
Firstly all separate parts such as the

chairs, grenade boxes and radio subassemblies had to be detached. After a final check for dust particles and glue marks, it was time to get the airbrush loaded.

I used acrylic paint from Tamiya. For the primer red I used XF7 red, XF9 hull red, XF20 grey and XF18 light blue mixed in a ratio of 85%, 10%, 3% and 2%. The red colour was slowly built up layer after layer. I did not mask the parts that were to be painted white and blue. The hardest part of the paintjob was constantly working inside a box. This was my first interior so it was a very different experience compared to painting only an exterior where you can easily reach all surfaces. I sprayed the blue parts on the same day, mixing the blue by eye with XF8 blue and XF2 white in a 60% to 40% Ratio.

I did not mask the red parts but instead used some cardboard strips. Because the Iwata sprays very thin lines, like using a pencil, this caused no problems. Before I could mask for the elfenbein colour, it was important to let the red and blue paint harden. If the paint is not fully dry, you risk damaging the under laying paint when removing the mask. Masking the red and blue parts was very time consuming, so I was happy to finish the





last stage of the interior painting now. For the elfenbein, I mixed XF2 white with a little XF57 buff. This was maybe a bit on the bright side but a filter could easily solve this problem. I always start my models in light colours. It is very easy to darken your model, but it is almost impossible to make a dark model lighter. Airbrushing went easily and half an hour later the masking tape could be removed. After a thorough inspection this mission was accomplished!

I always find it difficult to get a good look at the paintjob right after the airbrush sessions so I painted a few details to make the total picture easier to grasp. The torsion bars were painted twice with a fine brush and

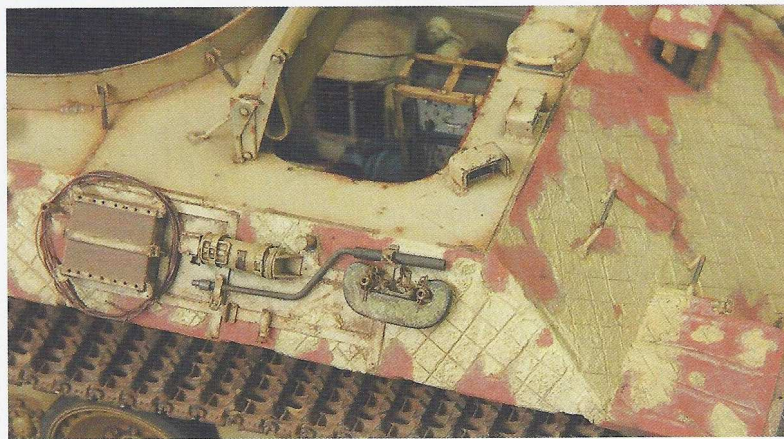
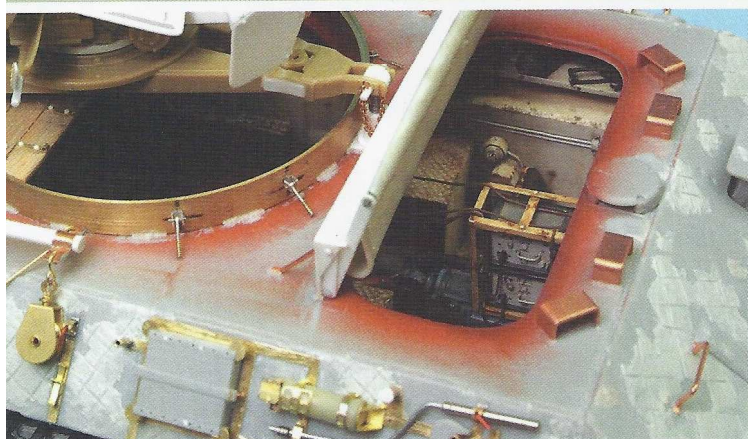
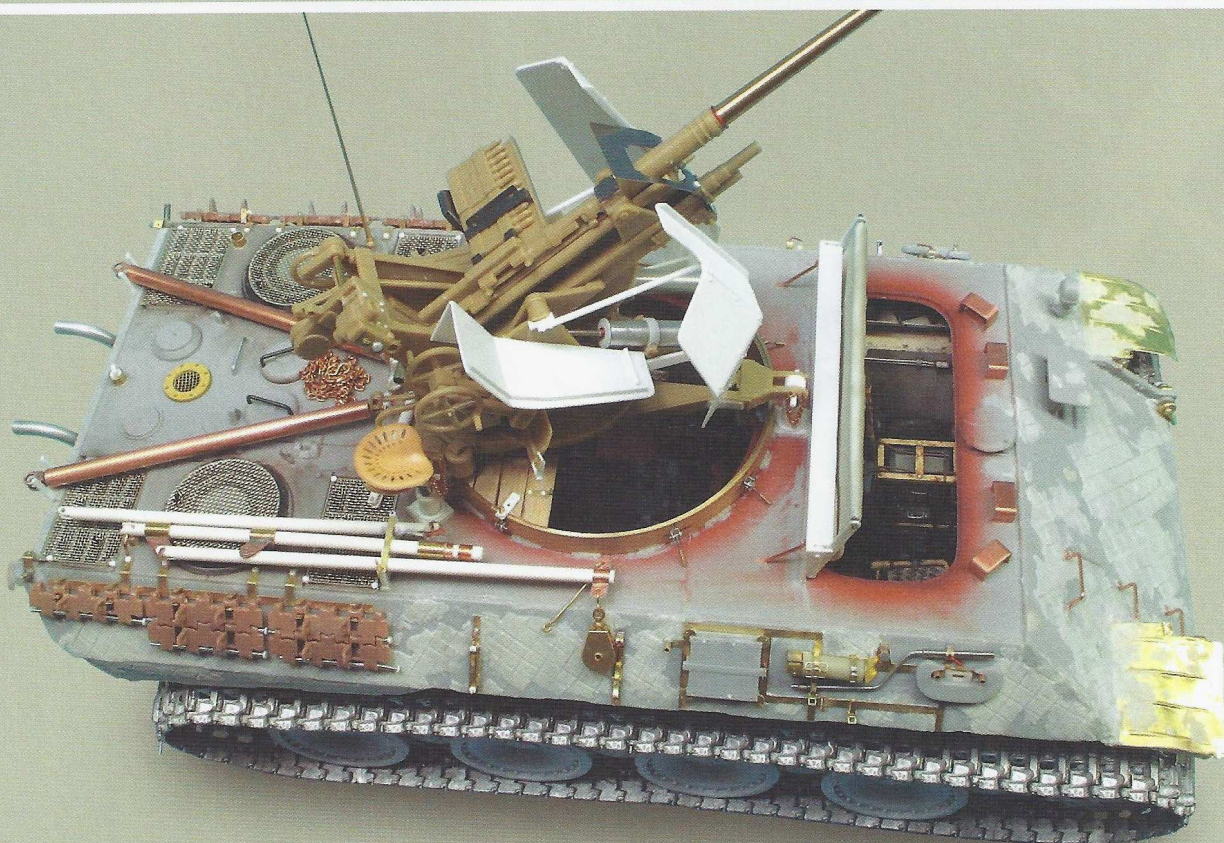
Vallejo black, as well as the many handles and buttons. The batteries were painted with Vallejo grey.

The whole picture was getting more colourful but it certainly wasn't very realistic looking! The colours showed no variation at all: blue was blue and red was red, very boring! Some coloured filters and pin washes were the solution for this. All pin washes and filters were applied using a base of white spirit. I filtered the blue parts with light green (Hu120) followed by sand yellow (Hu94). The pin washes were done with Van Dyck brown oil paint and black (Hu33). The red primer received pin washes and filters with a mix of yellow and black oil paint, burned sienna,

raw sienna and Van Dyck brown. I made some oil stains with black (Hu33) and after drying they received a layer of gloss varnish to make them look wet. I did some lining with black (Hu33), brown bess (Hu170) and green sand (Hu72). The elfenbein got the same treatment with a mix of yellow and black oil paint, burned sienna, raw sienna and Van Dyck brown.

I painted the frames of the chairs with Vallejo. The cushions were base-coated with Vallejo black and received a drybrush of burned sienna oil paint and black (Hu33) to get the desired leather look.

The radio rack, the radio itself and all small metal parts are made of stainless steel



(Aber). I knew that the Tamiya paint wouldn't attach properly to it, so I used Tamiya's metal fine primer as the ultimate cure. It is a very thin primer which provides a solid base for the paint. The only disadvantage of this primer is that the entire first floor of the house smells like paint! A good alternative for this primer should be Humbrol, but because I already use Humbrol paint and white spirit for the filters and pin washes the drying period of priming with Humbrol would take too long. All the little details like the MP40, gasmasks, boots, maps etc were the cherry on the cake.

While painting the interior I gained more information. Especially the fact that one could not walk directly on the torsion bars was of great importance: I needed to construct a wooden floor. With thin plywood (0.4mm) I made some boards and gave them several oil paint washes (burned umber and various shades of grey), finishing them off with some oil stains (lamp black) and a subtle layer of European dust pigment (MIG Productions). The upper part of the Panther interior needed some details too: ventilation, piping and vision blocks to name a few. I sprayed it elfenbein and weathered as the

rest of the interior. At the end of January, the interior of the Panther was finally complete.

Next Issue Part two the build continues...

Xtreme detail

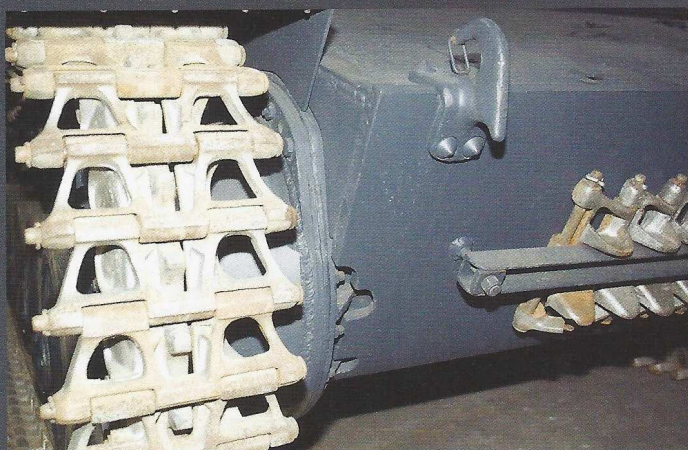


Panzer II Ausf A-C

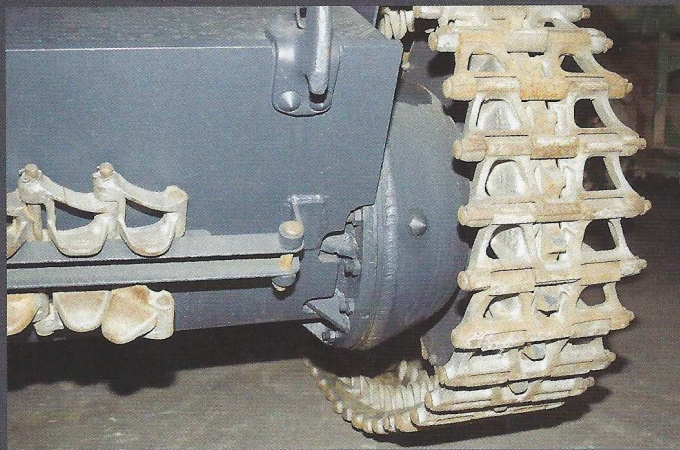
An evocative image of a beautifully restored reworked Ausf A-C which forms part of the Saumur Tank Museum collection. Improved bow armour, upgraded turret armour and new cupola are the distinguishing features of the Ausf A-C.



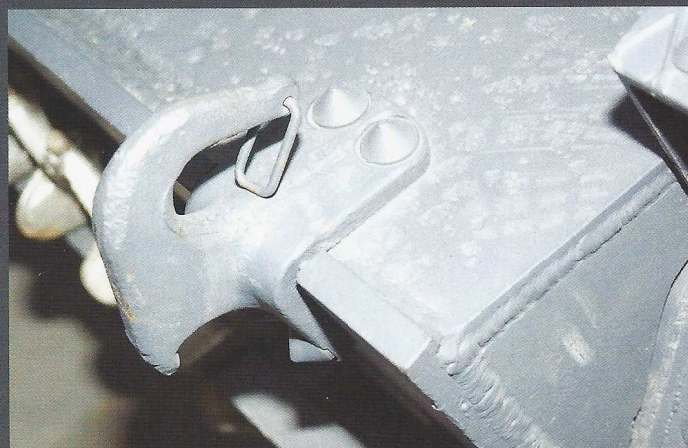
This side view of the turret shows the shape of the applique armour on the mantlet. Note also the rounded finish to the joint of the hull plates and the parallel marks in the armour of the turret. On a hot day all possible ventilation hatches are opened.



This view shows the final drive housing and the original curved hull visible through the cut outs in the new bow armour. Note also the weld detail in this area.



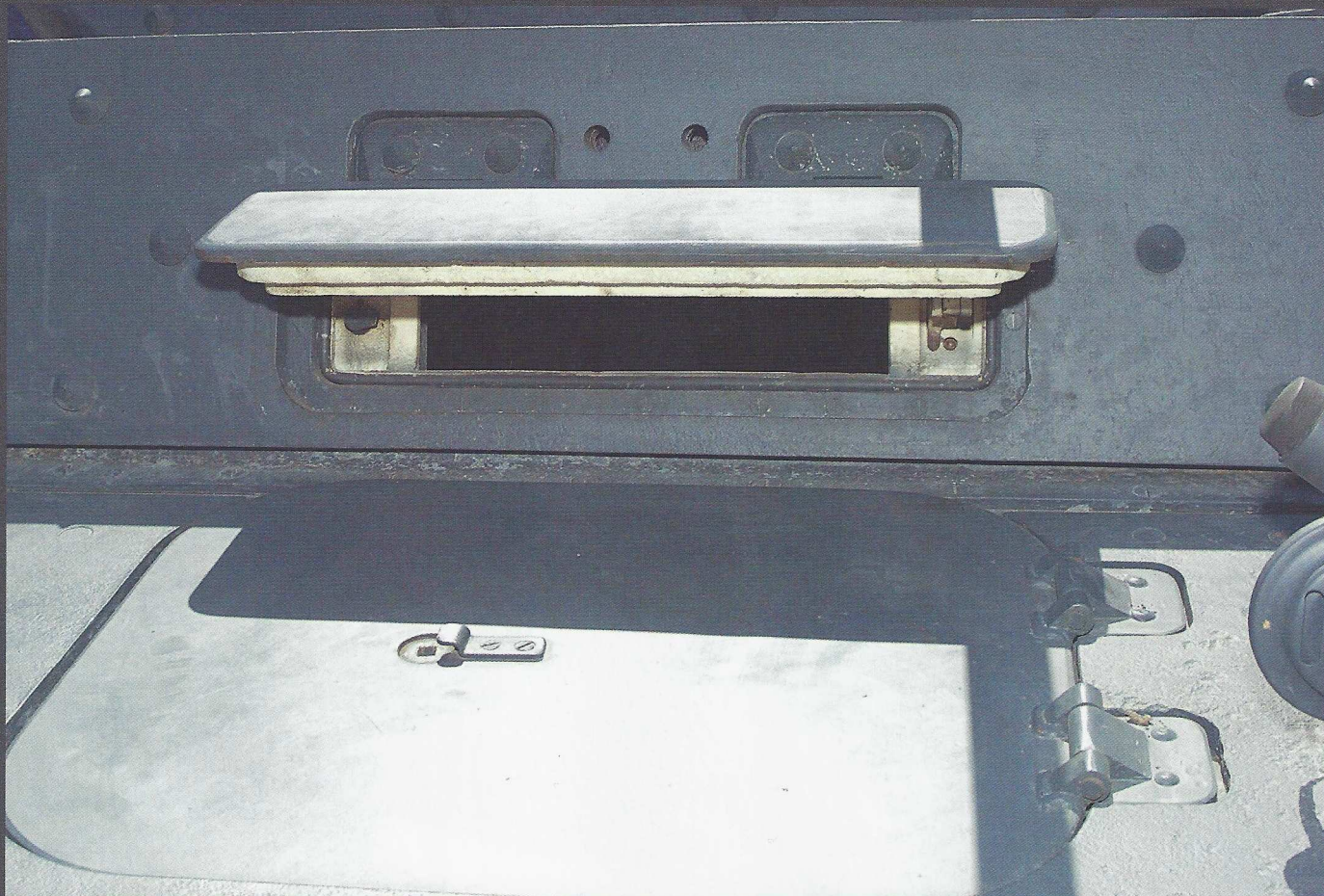
The final drive housing on the other side showing the bolt detail and detail of the spare track bracket.



A detailed view of the towing bracket on the bow and the weld beads on the bow.



The headlamp fittings on the track guard - the fitting on the extreme right behind the Notek lamp is a padded stopper for the glacis hatch.



The driver's vision flap and access hatch both of which have been rebated into the sections of additional armour plate. Just visible on the right is the horn and the padded hatch stopper.



A close up of the welded hull joint clearly showing the section of additional armour bolted to the hull front.



A wider view of the same area showing the driver's visor.



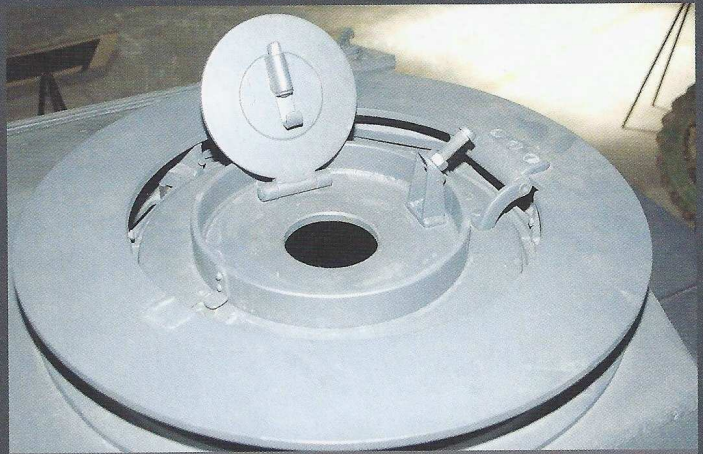
The driver's visor seen in the open position. Note the screwhead detail and rubber strip around the opening.



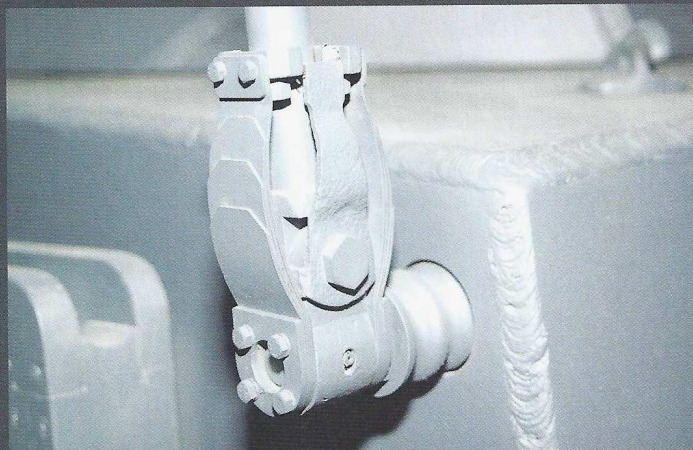
The front end of the wooden rack used to stow the antenna.



The front of the turret showing the same style of welded joints as the hull. The applique armour is comprised of three separate panels rivetted onto the turret.



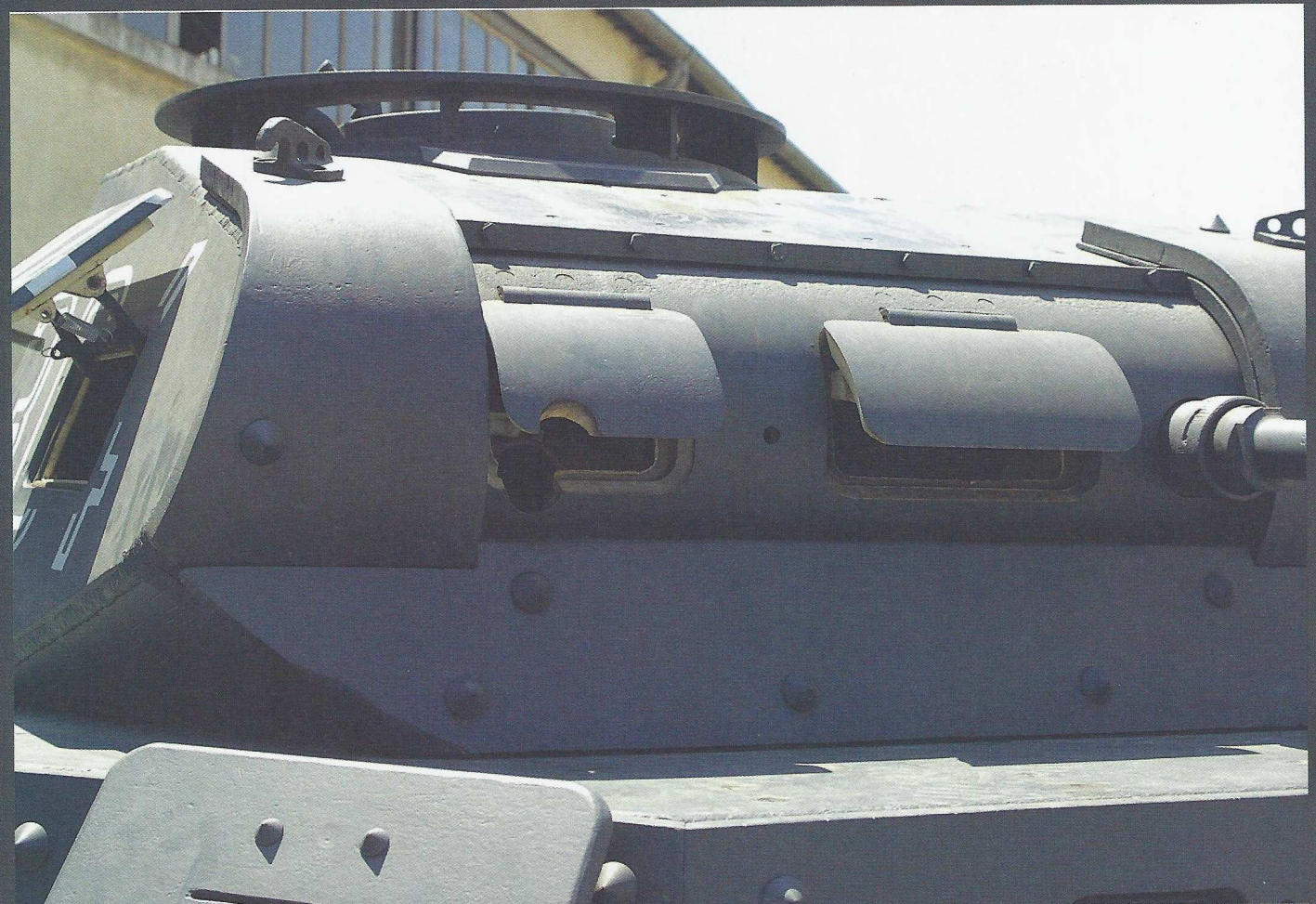
Earlier model split hatches were replaced with this cupola to improve vision and protection for the commander. Here the central signal hatch is opened.



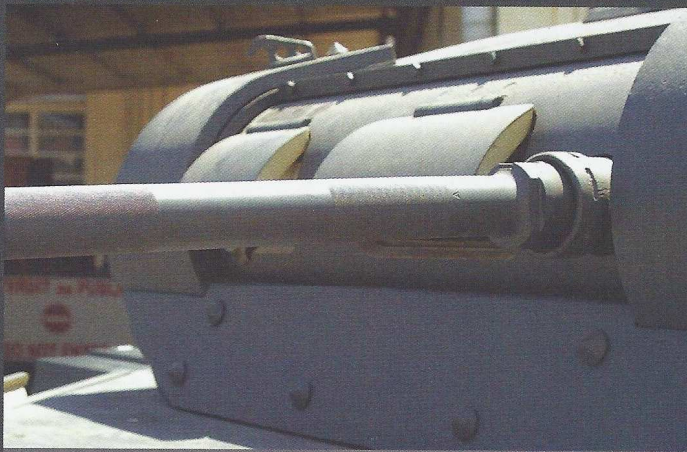
The antenna mount with the trough visible to the left.



A rear three quarter view of the turret showing the weld detail and the vision ports.



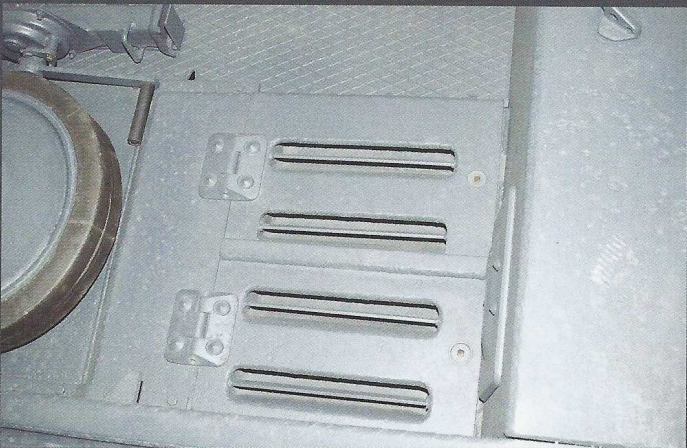
The turret and mantlet. Note the small bolt detail above the mantlet. Both mantlet hatches are open although the co-axial MG is missing from its mount. Also visible here is the opening mechanism for the vision port on the left.



A close up of the 2cm main gun. The two knurled sections on the barrel are hand grips to assist in changing the barrel.



The radiator intake grille also doubled as a hatch providing access to the fighting compartment.



An overhead view of the same hatch.



The engine hatch also features a rounded welded edge and has a distinctive trough around the the circumference.



The hot air outlet at the rear corner of the engine deck with the exhaust outlet running through this space.



An overall view of the engine deck



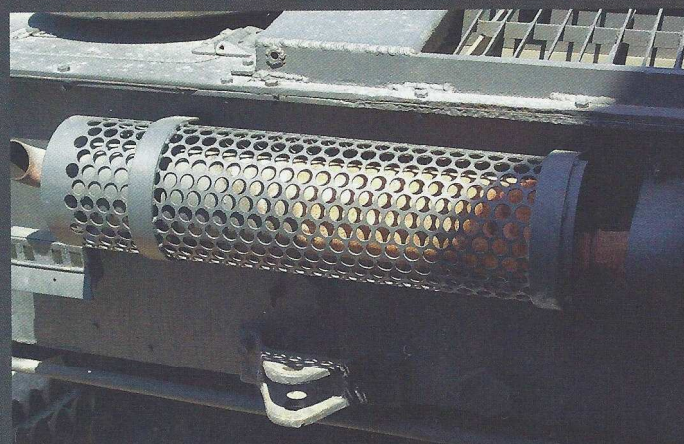
This view up the engine deck clearly shows the rebated trough around the engine hatch.



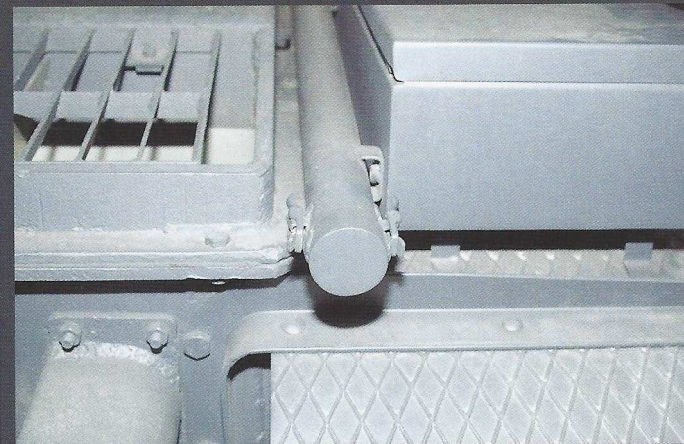
Just visible behind the jerry can stowage is the air intake opening running down the side of the engine deck.



Two views of the rear corners of the hull showing the bracket used to secure the trackguards, the weld detail and the mounting for the idler wheel. Note also the finish on the tracks.



The exhaust muffler showing interestingly that the paint has remained on the left side whilst the right side has been burnt off.



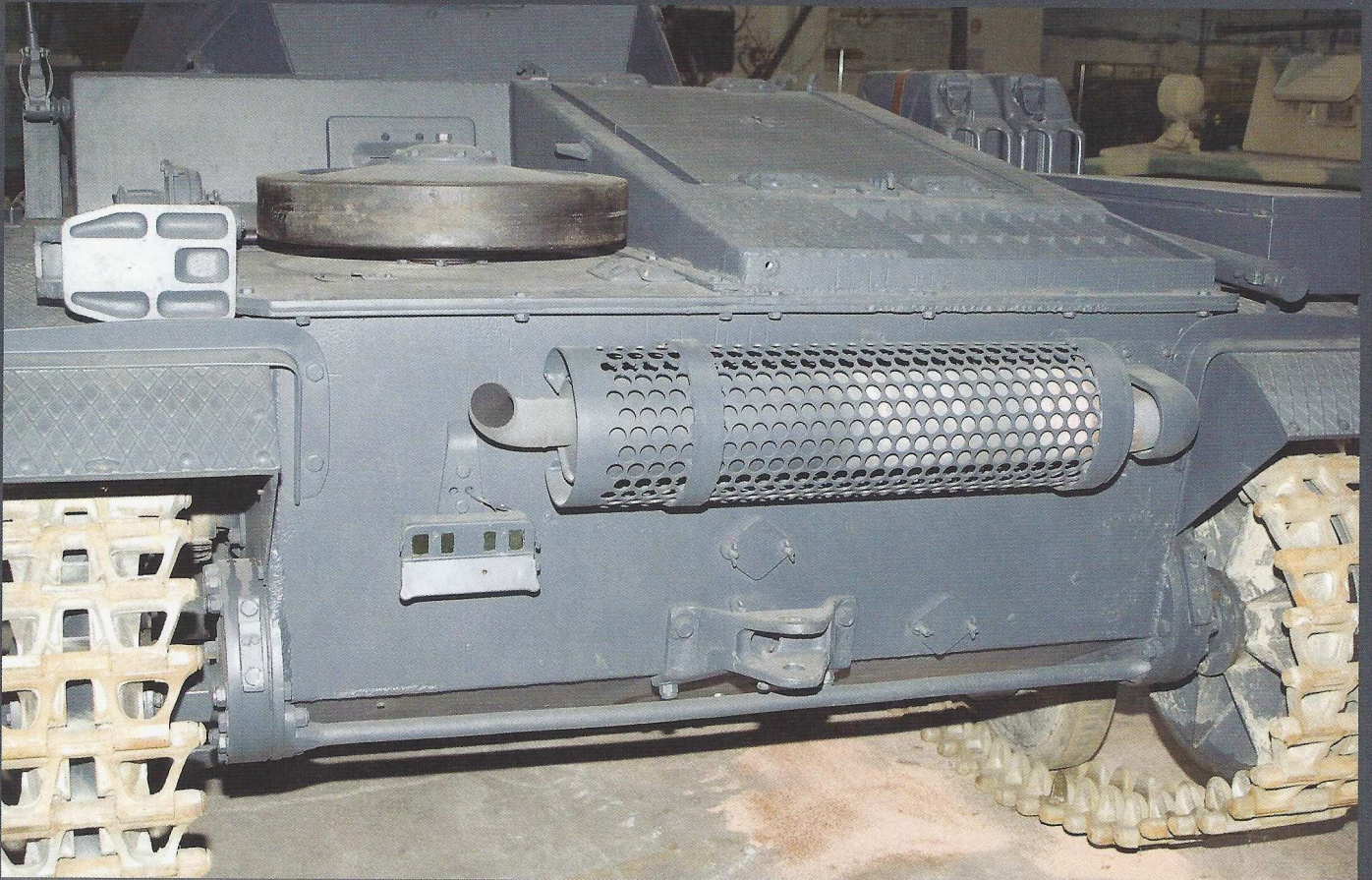
The right corner of the hull showing the bolted flange that fixes the engine deck to the hull. The box on the right carries spare 2cm barrels.



A close up of one of the rollers on the suspension leaf springs.



The drive sprocket, note the extended position of the glasis and tow hook.



An overall view of the rear of the hull.



One of the roadwheels notice the lubrication point on the hub.



The return roller.



Prominent production numbers feature on this roadwheel



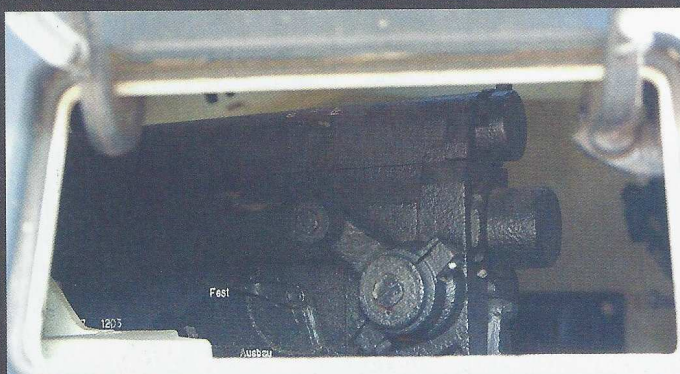
Another look at the drive sprocket.



An overall view of the suspension arrangement.



The idler wheel with its welded ribs



A glimpse of the breech of the 2cm cannon through the turret vision port.



Keeping Track - new releases



Resicast

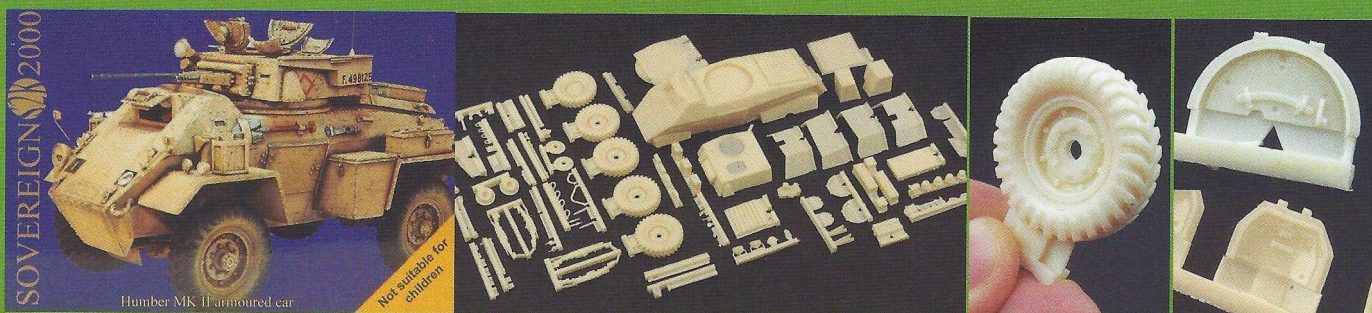
We have a selection of accessory sets from Resicast all in 1:35th scale beginning with set 35.289 Quick fit Sherman Bogies for Tasca M4A4. If like me you find the repetitious time consuming assembly of tank running gear the most tedious part of any build the you are going to love these. This set provides replacement bogies in only two parts which require minimal clean up and simply require the fitting of the kit skid plate. The detail is excellent with the four location holes on the front face and the wheels also have the rivet detail added around the inner wheel rim. With minimal clean up and only a couple of parts you can have the bogies in place quickly without compromising detail and move

onto the more interesting areas of the kit.

Sticking with the Sherman theme there is a set of two canvas mantlet covers 35.273 with one wide and one narrow example. These are well sculpted with a good natural look. The set also includes two barrels and two separate barrel covers to complete the look.

Next we have set 35.287 which is a set of 25pdr ammunition boxes which are often to be seen acting as improvised stowage bins on vehicles. The set contains five examples of three different types of boxes providing more than enough to use on several different vehicles.

Lastly we have the extensive set 35.266 UK Tank Accessories which will be welcomed with open arms by Allied armour fans. This extensive set provides a full range of stowage and accessories with everything from the Jerrycan, spare tracks, funnels, crew helmets, biscuit tins, bomb throwers through to the tin mug. The set includes two etched frets which include antenna mounts, spanners, track brackets and saw blades. A comprehensive and extremely useful set that should be an essential addition to any British tank project and highly recommended.



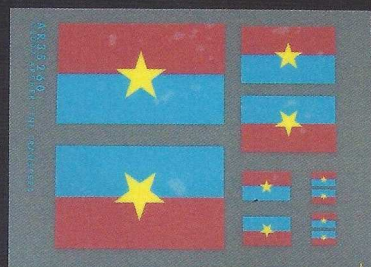
Sovereign 2000 1:35th Humber Mk II Armoured Car

Sovereign have followed up on their previous Humber Armoured car with this MkII version which also sees the the disappearance of the white metal components making this an all resin kit which I think is an improvement. The kit has the usual S2K good quality photographic instruction sheet to guide you and there is a solid hull casting with the suspension components locating into some well defined positions on the underside of this. A rebated drivers vision slot allows you fit a driver's head if you wish to model the visor open but I am not entirely convinced as to how effective this will look. The turret is a hollow casting allowing you to make full

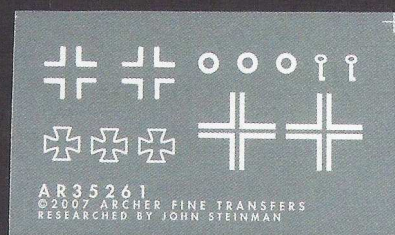
use of the two open hatches which feature some beautifully detailed interiors. The quality of the casting and level of detail across the kit is extremely good and a supply of external stowage including an optional spare wheel is included to dress the exterior. You will have to supply your own markings as these are not included and aside from the box top image there is no guide to colours either but this should not discourage anyone from what is an excellent well cast and finely detailed kit. Highly recommended



AR35259



AR35260



AR35261



AR35262



AR35263



AR35264

Archer Fine Transfers

We have an entirely 1:35th scale set of releases from Archer and as usual the print quality of these dry rub decals is impeccable. Set AR35259 offers a set of markings for the Tiger 1 Ausf E of tank ace Will Fey of SS Abt.102 with turret numbers and the distinctive pink lightning unit symbol. The next set AR35260 supplies a set of four different sized North Vietnamese flags and then we have two sets designed for the Stug. Set AR35261 has markings for a Panzer grey Stug III A/B serving with LASSH during the invasion of

France and Barbarossa. Set AR35262 provides markings for Luftwaffe Felddivision F/8 Stug III serving in Italy and Greece in 1943. The last two sets bigger sets AR35263 / AR35264 both cover M54 Vietnam gun trucks with some especially colourful markings in the case of the 'Red Baron'. As well as the big logos the sets also include the regulation stencilled serial numbers and maintenance instructions.



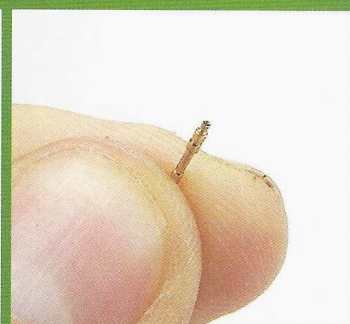
Tasca 1:35 M4A1 Sherman Mid Production

Tasca have followed up their much admired Firefly with an equally impressive rendition of a cast hull M4A1. The hull itself is beautifully handled with crisp details, stripped of all fittings even fuel filler caps it has a pleasingly subtle cast texture. The turret moulding shares the same qualities and has an open pistol port and open periscope ports. The lower hull is assembled from flat plates but with some substantial cross members used to hold everything in alignment this should present no problems. The kit includes both bolted and single piece transmission housings as well as a choice of round or square pattern air filters. Another nice touch is design of separate engine compartment doors for the hull rear which provides plenty of scope for those wanting to open up the engine bay. The kit of course includes Tasca's acclaimed



suspension and there is some very good quality 'rubber band' type track, each length supplied in two parts these should work well given the design of the Sherman suspension. There are two small transparent sprues included with light lenses and periscopes and an etched fret with grilles and a few other small details. The kit offers a choice of mantlet design and it is topped off with Tasca's superb .50 Cal machine gun and there is even a well sculpted commander figure to stand in the turret hatch. Markings for four different schemes are included on a well printed decal sheet and these are referred to throughout the build to highlight the small differences between individual vehicles. A stunning kit offering exactly what the modeller wants and showing real state of the art moulding quality.

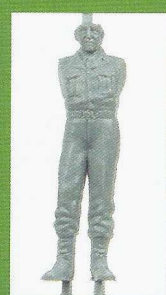
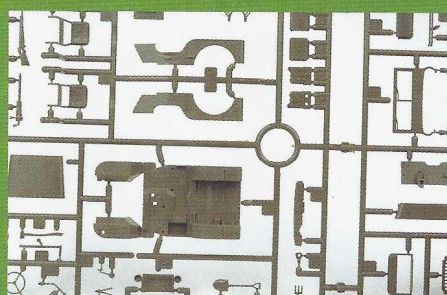
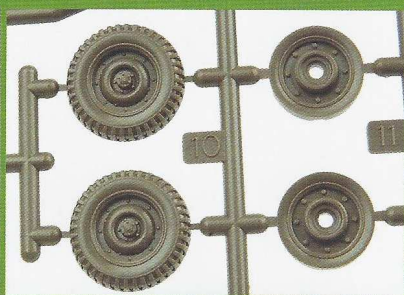
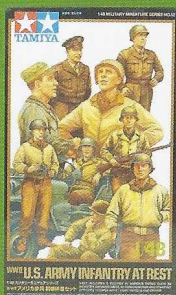
Keeping Track - new releases



Fine Molds Replacement gun barrels

Fine Molds are probably better known for their excellent tank kits than their accessories. I used one of their barrels on the Trumpeter 1:16th T-34 kit to good effect and they have supplied a selection of their replacement barrel sets to give a flavour of what is available. Firstly there is a 1:35th scale King Tiger barrel in turned aluminium with a white metal muzzle brake. You will need to take care in fitting the brake as the fit is far from snug allowing for quite a bit of movement. Next is another 1:35th barrel, this

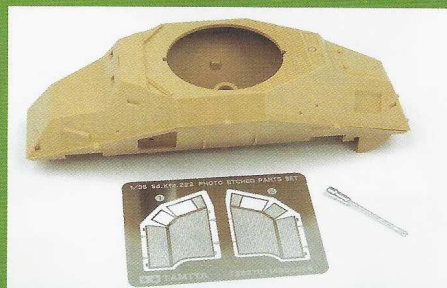
time a 105mm for the Sherman Howitzer. This is made from brass and features a rifled effect at the muzzle. Finally we have a 1:48th scale Jagdpanther barrel which again has a white metal muzzle brake and usefully also includes a turned brass MG barrel. The quality is certainly comparable with other replacement barrels although the muzzle brakes cannot match the detail of for example the multipart ABER examples. Recommended.



Tamiya 1:48th WWII US Infantry at Rest

A slightly misleading designation on this box of what I assumed to be figures meant that I was pleasantly surprised to find it contained a Jeep along with nine figures and a spure of jerrycans, fuel drums and assorted stowage. The Jeep is beautifully rendered with all the usual Tamiya finesse and there is no sign of a die cast chassis! A clear sprue provides both windscreen and headlights and there is even a pedestal mounted .30 Cal Machine gun for

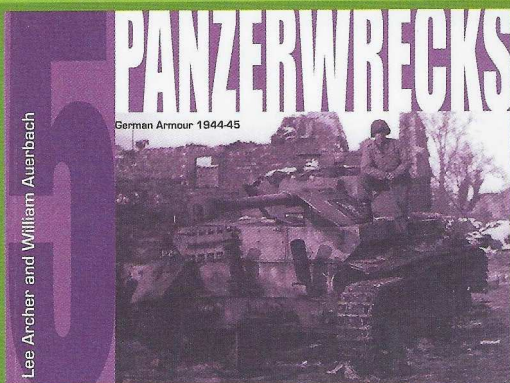
the back of the vehicle. Many of the figures will be familiar from the 1:35th range with a couple of new additions and usefully there is a casually posed driver for the Jeep. The mix of casual standing poses should make this set popular with diorama builders as will the inclusion of the fuel drums and stowage elements. Unusual marketing then but a great little Jeep with some figures thrown in.



Tamiya 1:35th Sd.Kfz. 222 Afrika Korps

The return of another old friend from way back in 1975 with a revised reissue of the 222 armoured car. Thirty two years later this remains the only available version of this vehicle in the this scale and despite its age the quality of the original release still shines through. By way modernising the kit Tamiya have now included a photo etched fret for the grenade screens and a turned aluminium barrel for the 2cm gun. It would have been nice to see them include a few other details on the etched fret but they have included a DKW N350 motorcycle and rider with a choice of poses

along with two other new figures for the turret, one who sits inside the turret and the other perched on the lip of the turret. Also included in the mix is a set of jerrycans and fuel drums and the inclusion of these extras with the attractive figures really tips the balance and freshens up this veteran kit. Markings are included for three different North African vehicles but some additional markings and a little adaptation of the figures would open further campaign scenarios.

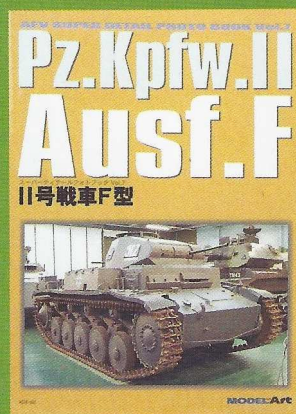


Panzerwrecks 5: German Armour 1944-45. Lee Archer and William Auerbach

Soft back landscape format 96 pages,
ISBN 978-0-9555940-1-4
www.panzerwrecks.com

A common frustration we encounter as modellers is the usual lack of all round coverage of vehicles we might wish to build a representation of. It's therefore great to see that the Panzerwrecks team are easing our pain by conscientiously revisiting subjects which have featured in previous volumes of this brilliant series and elsewhere in order to document them as completely as possible. In particular the coverage of Tiger 2 '211' of s.Pz. Abt. 506 and Panther G '321' of Panzer Lehr are worth the price of admission alone. Other gems include shots of the well known Tiger 2 of s. Pz. Abt. 507 in Osterode including one shot on p. 13 of quite stunning clarity. A major feature in this volume is a series of images culled from Soviet newsreels of Panzers abandoned in the Ukraine in early 1944 which really give a good impression of the vast quantities of material that could be attrited in a relatively

short period during the relentless campaigns in the east. These photos are admittedly somewhat blurred but still contain plenty of useful information. A brief overview of the rest of the contents- Panthers of I./26 in Italy; Panzerdralsine in Germany; Panzerbeobachtungswagen III in France; Jagdtiger 234 of s.Pz.Jg.Abt 653; captured Sherman Firefly; Brummbär in Italy; Panthers of SS Pz. reg. 12 in France; Panzer IV demolition; Tiger 1 of s. Pz. Abt.(fkl) 301; Stug III's; Pz.IVJ in Belgium; Maus turret and finally Marder II. There are also a few single images of various vehicles interspersed within the pages. Overall this edition maintains the extremely high standard of the series which is very quickly becoming a substantial not to mention indispensable resource for the Panzer modeller. Many thanks to Lee Archer for the sample copy.



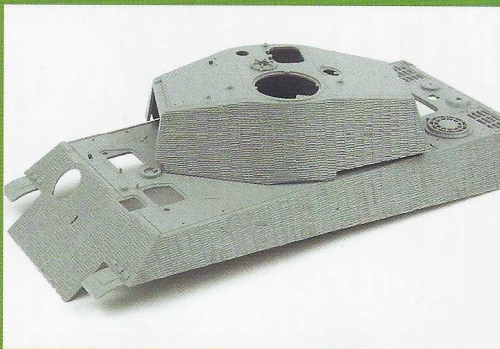
AFV Super Detail Photo Book Vol.7 Pz.Kpfw.II Ausf.F Published by Model Art Co Ltd

Soft back portrait format 96 pages
Japanese/ English text
www.modelart.jp

Ideal reference for the newly released Dragon kit this latest release in the the AFV Super Detail Photo Series continues the very high standard of these books providing an extremely comprehensive reference to the inside and outside of this vehicle. The book draws on images from four different vehicles including one badly damaged Ausf A-C chassis on display in Russia. As before, the vehicle is broken down into different areas which are examined in turn with a very comprehensive descriptive text for each section. Although this particular book is a little lighter on archive shots than some previous ones it does benefit from the walkaround images all being printed at a reasonable size which I

prefer and they are also colour coded to tie them into each preserved vehicle. There is an excellent sequence of shots covering the interior which focuses mostly on the Bovington Tank Museum vehicle which remains remarkably well preserved with its original paint finishes and these alone would provide reason enough to add the book to your collection. The provide more than enough information to do justice to the Dragon kit and the inclusion of some colour profiles to inspire the finish of the exterior completes the package. Another excellent single source modelling reference that really does deliver exactly what the modeller needs.

Keeping Track - new releases



Dragon King Tiger Henschel Turret with zimmerit

Call me a sceptic but when I saw Dragon announce the zimmeritted version of their King Tiger I full expected to be disappointed with the finish of the zimmerit. To date most of the available zimmerit solutions have failed to match my own expectations up until now. Well done Dragon because the zimmerit finish has been handled superbly with a convincing irregular pattern and ribbed texture that really does capture the look of the real thing. Both main hull and turret mouldings are supplied fully textured whilst on other parts separate zimmeritted panels are supplied and there is a choice of two different patterns for the rear

turret hatch. Interestingly there is also a rear hatch for the Porsche turret so expect to see a similar version of that as well. The remainder of the kit is entirely familiar from the previous non zimmeritted versions and includes all the tasty bits from these with a large photo etched fret, Magic Tracks, aluminium gun barrel, braided tow ropes, clear vision blocks, and three rounds of brass ammunition. It gets a big thumbs up from us and is the perfect solution for those who don't do zimmerit and also for those who do - I know I would be hard pressed to improve on what you have here, it is superb!



Dragon Panzer 1 Ausf A with interior

I have really lost count of the number of different versions of the small Panzer 1 but I recall that Dragon's previous versions came in for a degree of flak because of a few minor flaws and inaccuracies. These seem to have been addressed in this version and there is now an interior although this does not extend to the engine compartment. The kit features a reworked engine deck with some delicate screw head detail and there is a new idler wheel to replace the incorrectly sized old version. The glacis plate has been modified and there is a new visor interior for the turret.

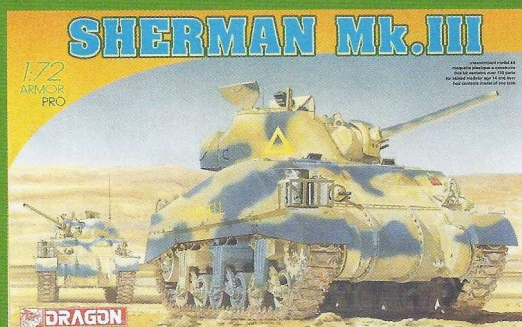
All the visors on the kit can be opened to show off the detailed interior which has been well handled and includes parts for all of the turret and fighting compartment. There is a very delicate set of Magic Tracks along with two photo etched frets and photo etched rings to face the roadwheels and markings are included for three different vehicles. Whether all but the most ardent Panzer 1a fan will want to revisit this kit if they bought the earlier version remains to be seen but at least the errors have now been corrected.



Dragon Afrika Korps Panzer Grenadiers

The quality of sculpting on the Dragon figure sets just seems to get better and better and this is not a Gen 2 set either! The definition on the uniforms is superb with excellent detail where the webbing straps criss cross the tunics and there are some lovely individual touches like the fluted edges on the canvas helmet covers. The poses of the figures are nicely handled and I especially like the kneeling rifleman reaching into his ammunition

pouch. Some may regret that the regular weapons have not been upgraded to Gen2 standards but the quality of the more traditional weapons is more than acceptable. Another strong set with some useful poses which can suit a variety of situations and it is good to see the neglected North African campaign getting some more coverage.



Dragon 1:72 Sherman Mk.III

Dragon continue with their excellent range of small scale Shermans with this British Mk.III from the North African campaign. The new upper hull keeps up the high standard with crisp detail and raised weld detail although I would still prefer not to have any tools moulded in place. Turret and running gear have been seen on earlier kits but they never fail to impress. There is also a completely new sprue containing new exhausts, multi part transmission cover, front hatches with separate periscopes, sand

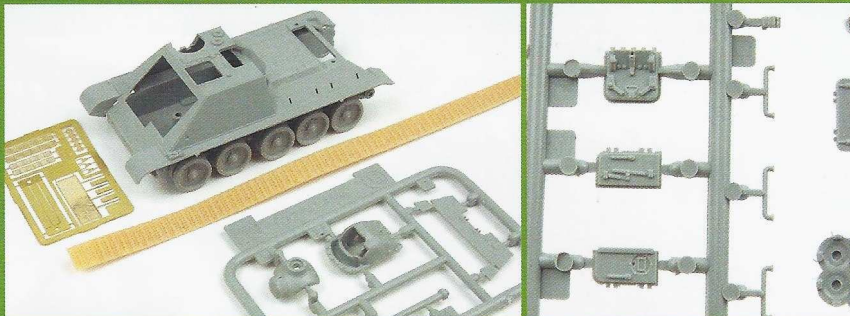
shields and stowage rails. An excellent set of DS Styrene tracks are included along with a photo etched fret with periscope guards, light guards and the distinctive stowage frame seen on the front mudguard. The kit includes a choice of three different sets of markings for vehicles serving with the Royal Wiltshire Yeomanry in 1943. Top quality moulding and detail make this a kit that can't fail to impress.



Dragon 1:72 M4A2 Sherman Tarawa

Much the same can be said about this Sherman M4A2 from Dragon which shares many sprues with the Mk.III. The upper hull is new here also and it also shares the same attention to detail and overall crispness. There is a small new sprue containing a one piece transmission cover, front hatches with separate springs and new rear plate for the upper hull. The new sprue from the Mk.III with the sand shields makes an appearance here to donate a few parts and the excellent turret with openable pistol port and choice

of mantlets is also included. There is a small etched fret providing headlamp and periscope guards and another set of the excellent DS Styrene tracks. No less than seven different sets of markings are included although obviously all from the Tarawa landings. Another superb small scale Sherman from Dragon.

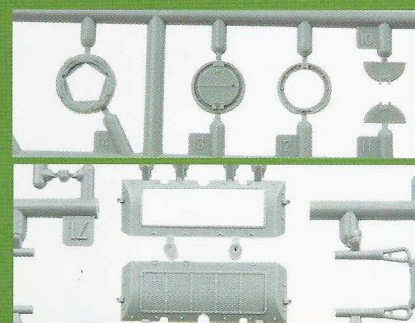
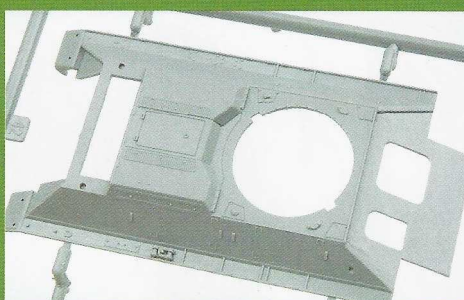


Dragon 1:72 SU-85M Tank Destroyer

The quality continues with this T-34 based tank destroyer which as you might expect includes many parts from the T-34 releases. Indeed you end up with a spare T-34 upper hull as part of this package. The crisply detailed individually moulded wheels are included again although the holes in sprockets and idler will have to be drilled out. The kit includes a new sprue with the upper hull and all the hatches can be opened and there are optional parts included to replace all the engine deck grilles with etched

versions. On our sample there was unusually a little flash on this new sprue but this did not detract from the level of detail with even the latch mechanisms inside the hatches being rendered. Another unusual touch is the inclusion of photo etched vision slot covers for inside the cupola. Finally a braided tow rope and three sets of markings complete the kit which promises to build into a great replica of the Su-85M.

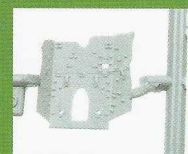
Keeping Track - new releases



Dragon 1:72 T34/76 German Army

Continuing the T-34 theme we have another small scale version of one of Dragon's recent 1:35th scale releases. As such you get all the familiar T-34 parts with the separately moulded wheels, detailed breech and photoetched engine deck grilles. There is a new sprue included to supply the conversion parts which includes the modified turret hatch and Panzer III cupola, notek lights, stowage bins, jack and tool stowage. Interestingly the kit provides

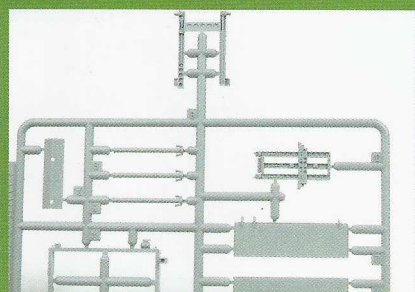
a choice of open or closed cupola hatches. Small negative points are the moulded shut driver's hatch, it would have been nice to have the choice of opening this and the solid idler and sprocket wheels which will need to be drilled out. All the standard T-34 parts are still included allowing you to build an unmodified version if you wish, but only one set of markings are included and these are just four crosses on a grey background.



Dragon 1:72 Sd.Kfz.251/10 Ausf.D

This is a further variant of the the 251 family mounting the 3.7cm Pak on the Ausf.D and as such is based on Dragon's excellent 251 D kit. This features the cleverly moulded roadwheel design, fully detailed interior right down to spring detail on the seat backs and delicately moulded rifles for the rifle racks. Whilst some of the smaller details like the rear MG mount may be a little heavy in general the finesse is good across the kit. The 3.7cm Pak comes

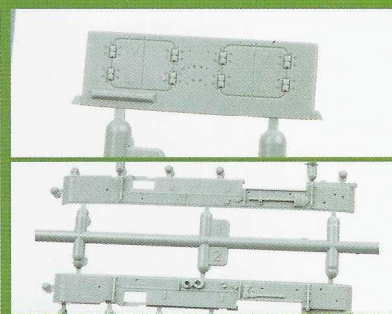
with a choice of plastic or photoetched gun shield for an extra delicate look. The gun itself is quite simple but it does feature a drilled out barrel and there is a modified roof section to mount the gun. A set of DS Styrene tracks complete the kit and the kit comes with a fairly generic decal sheet with one suggested camouflage scheme.



Dragon 1:72 AAV7A1 MICLIC

We recently looked at Dragon's re-tooled AAVP7 and were pleased with the improvements to the overall package with the improved suspension details and better detailed roadwheels. The new kit also features a choice of open or closed propulsion jets with the open ones nicely detailed and you have the option to open or close the large rear ramp although there is no interior provided. An etched fret provides mesh screens for the two

intakes on the top deck and a guard for the exhaust. There is a new sprue for the MICLIC arrangement on the rear deck which maintains the high standard of moulding and the hatch assembly can be modelled in either open or closed positions. No decals are included as the suggested USMC NATO three colour scheme features no markings. It is a well detailed kit with all those little additions that we might normally expect on larger scale kits.



Dragon 1:72 Stug III Ausf.G Early Production

Another subject recently covered in 1:35th and this small scale version certainly lives up to the high standards of its big brother with exceptional levels of detail and finesse. The main hull mouldings have really delicate detail and weld beads. The final drive access hatches have superb recessed screw detail and even the undersides of the track guards are textured! Although it does not have the partial interior of the bigger scale kit there are

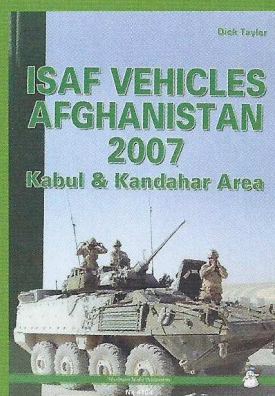
one or two little details like the inside of the driver's visor and a ventilator. The cupola is beautifully detailed with a choice of hatches with open or closed signal port and a choice of engine air intakes, one with a moulded mesh cover and one open to accept the photo etched grilles supplied with the kit. An exquisite little kit which really does show how it should be done - superb!



Lifecolor US Olive Drab Camouflage Set

I have to say that I really like this idea. Greens are always difficult colours to work with and Olive drab even more so with no two vehicles ever appearing to look the same. What better then than a set of six different Olive drab tones to suit all occasions? This set contains colours ranging from a dark factory fresh Fs 33070

through to two different extremely faded tones. This range of tones should provide plenty of scope for any number of vehicles and climatic conditions. It is an excellent idea and a set that I will certainly be turning to whenever OD is required. Our sample was kindly supplied by Littlecars : www.little-cars.com



ISAF Vehicles Afghanistan 2007
By Dick Taylor
Published by Mushroom Model Publications

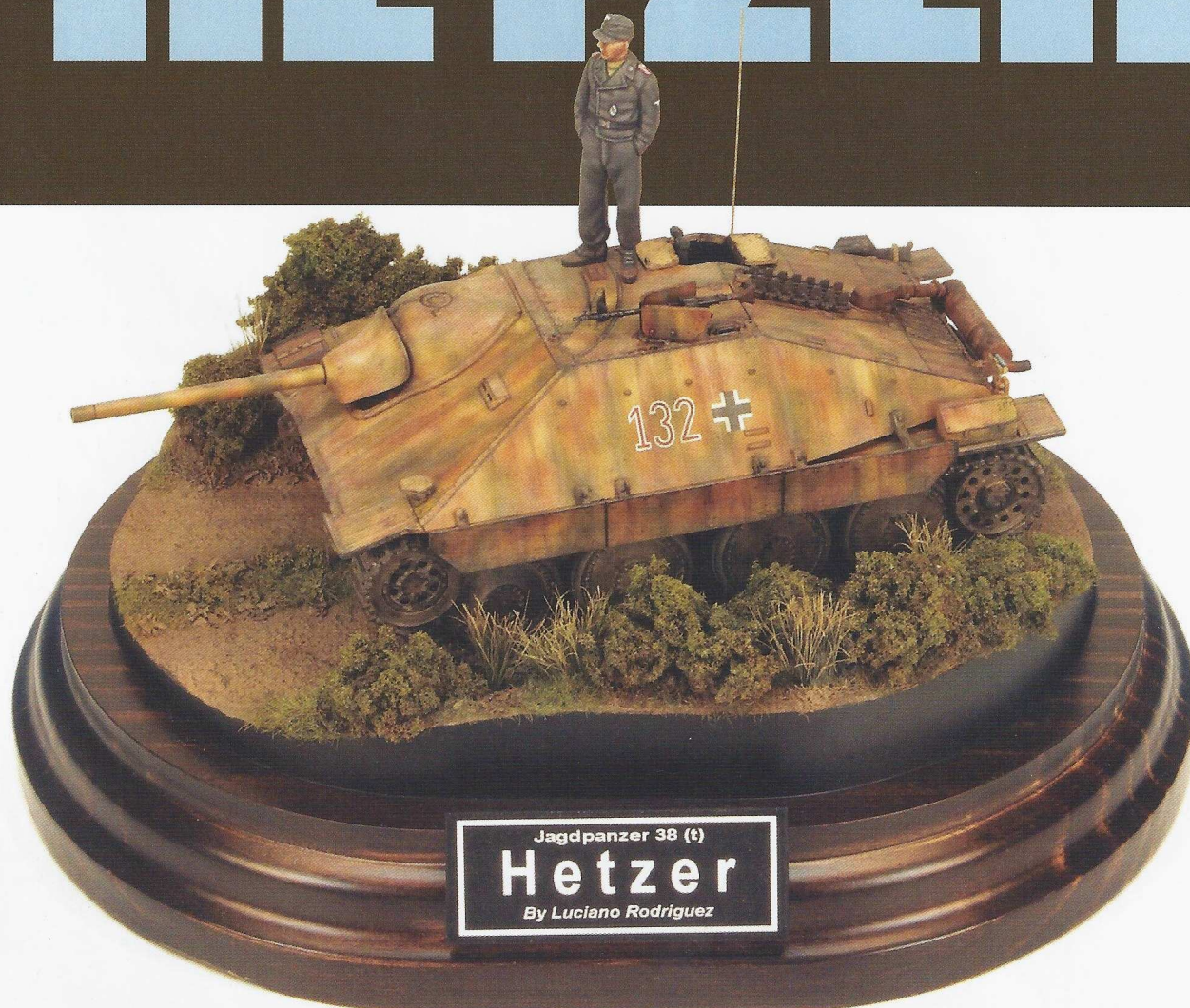
Soft back portrait format 96 pages
English text
www.mmpbooks.biz

With some 39 different nations providing troops for the International Security Assistance Force in Afghanistan a photographic guide such as this is surely a welcome resource. The book is divided into two halves with the first half dealing with the main vehicle types in service with a selection of pictures showing each of the main types. Each vehicle is also accompanied by a list of specifications and a general description. The second part of the book deals with the markings and

camouflage. This section divides the vehicles by nationality showing details of national markings, registration plates and other operational or regional markings. As the author points out the policy of continual upgrades and modification makes this study far from exhaustive but it certainly provides a very useful resource for modellers interested in modern subjects with plenty of potential subjects and the less than pristine condition of most of the vehicles also provides plenty of useful reference.



HETZER





Luciano Rodriguez builds Tamiya's 1:48th scale Jagdpanzer 38(t) Hetzer



It is paradoxical to see that while the Hetzer is surely one of the most popular subjects among modellers worldwide, it seems it was not appreciated by the crews who had to manage and fight with it. Despite of its modern (for that time) angled body and the fact that the Hetzer was an improvement over the self-propelled anti-tank guns the Infantry Divisions had to rely on it does not make it one of the more advanced tank destroyers of WW2 as its fans like to think.

In fact the Hetzer design was full of shortcomings which made it a very uncomfortable machine to work with. Some of those faults could be fixed during the production run and suspension components were simplified and an improved wider mantlet was introduced too, but some other really important flaws could not ever be corrected. The gun itself was excellent, but its location in the vehicle was a major drawback. The main fault lies in the positioning of the crew members, caused by the off-center mounting of the armament, and the Hetzer was the vehicle with

the smallest amount of gun traverse of any type in service.

This type of vehicle depended on the closest cooperation between commander, gunner and driver to locate targets and aim the vehicle and gun at them. This teamwork was particularly important in the Hetzer and it was hindered by separating the commander from the rest of his crew and because of his rear position, a large area in front of the vehicle was hidden from his vision. Observation was very difficult, not helped by the limited provision of periscopes. Due to the limited traverse to the left of only 5 degrees, the driver was forced to position the vehicle at an angle, to give the gunner a chance to track targets moving to the left, and this exposed the thinner 20mm side armour, the weakest of any German tank destroyer.

The roof top remote control MG was fed by 50 rounds magazine drums and had to be frequently reloaded, and hatches could only be opened when the MG was turned 90° sideways, and the MG



mounted side shields hindered the loader's attempts to attach a new drum although this shield did provided him with some cover too. All the crew members on the left had to exit through the loader's hatch which was always troublesome in case of a rush to bail out quickly. All those reasons, among others, made the Hetzer a hard to handle vehicle that crews actually disliked, although we modellers love its low profile and its fashionable camouflage schemes. For me the Hetzer's shape reminds me of a little armoured turtle!

Medium scale Hetzer

The kit has the usual Tamiya quality which means a flaw-free

quick and easy build. All parts are well defined and fit well together and that unpopular Die-Cast chassis does not make any difference in practice for the assembly. It is true that some details are ignored or simplified but that does not bother me so much and the kit is a perfect base for those who want to go for one more complete or elaborate replica by adding the available after market parts. The only addition I made was to replace grab handles with ones made with copper rod and model was assembly from the box entirely prior to painting.

I want to highlight the very nicely detailed link & length tracks which are a big plus with natural sagging to perfectly fit the





central return roller. In fact the new 1:48 Military Miniature series proved to be the perfect test for definitive insertion of plastic tracks in the production line that means a turning point for the traditional Tamiya philosophy about this matter, and the true is that those tracks are so well designed that they offer perfect finish without sacrificing the buildability concept.

Painting

It is true Hetzer had many interesting camouflage schemes during all its operational life not mention to those famous late war schemes that belonged to this small Jagdpanzer exclusively, so it is hard to

choose a painting scheme because there are many attractive options. But I realised some of the most popular painting schemes I liked were already shown on this kit before. I noticed the traditional tri-colour German camouflage did not seem to be a popular choice for this vehicle among 1:48 modellers, so that was a good enough reason to me to go for it.

Painting step 1: A base coat is formed with two colours. In order to get some advantage for future weathering, lower hull and running gear are airbrushed entirely in earth brown. Once dried the lower areas are protected with masking tape before airbrushing dark yellow overall. I usually always use lighter shades





because most of the times - colours will be darkened during weathering process later

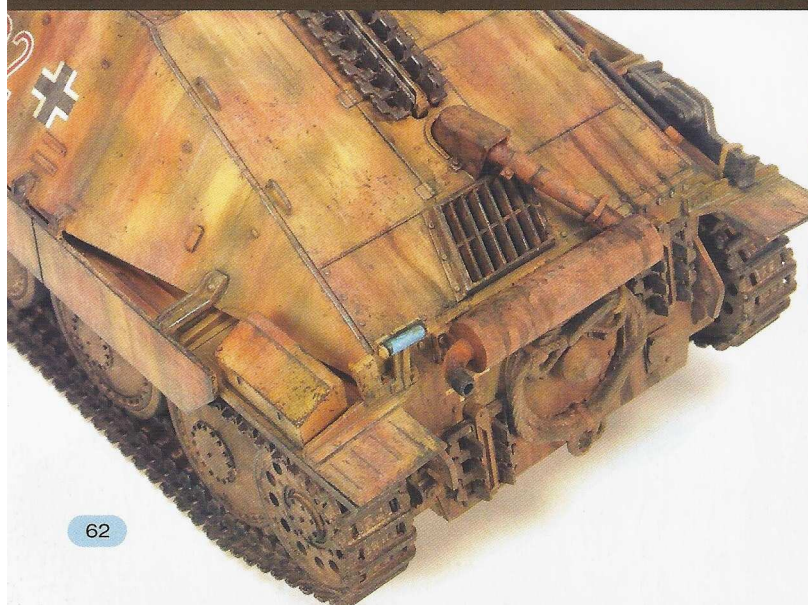
Painting step 2: Tri-colour camouflage starts by airbrushing red brown patches. When painting this type of camouflage it is important not to repeat patches with similar shapes and sizes and to keep distance between red brown areas which will be partially filled by the green colour later.

Painting step 3: Olive Green patches are now added filling the gap between red brown areas. Little by little the combination of red brown and olive green patches is drawing narrow dark yellow strips. It is good to take little time in this step and to fill the gaps slowly to leave enough dark yellow strip to give the camouflage

balance. Needless to say red brown patches can be corrected in this step if necessary.

Painting step 4: Details (tracks, road wheels rubber tires, exhaust, periscopes, tools) are now carefully coloured in their respective colours with your favourite paints and one fine brush. To apply decals correctly the entire model is given a gloss coat which produces a very smooth surface. At this stage the model looks like a toy.

Painting step 5: Now small details are enhanced by a dark pin wash. Usually wash runs well over one smooth satin or glossy surface and dark wash is to define all the elements contours and profiles. Instead of making one overall dark wash which will darken





the model inevitably it is better to make a selective wash around the raised details and inside the recessed lines to split our model in multiple parts visually.

Painting step 6: Weathering starts adding some "tear and wear" treatment which includes chipping, scratches and worn off paint in the more exposed areas. All those little effects must be in scale and are painted patiently little by little with a fine and pointed brush. The most important thing is not to abuse them and to know when to stop. Also notice that running gear is changing too at this stage by adding some earth shades to road wheels and tracks.

Painting step 7: Surely for many modellers, dusting up is the most delicate and traumatic point when facing weathering because

they believe dust will partially cover and hide beautiful details and paintwork of their models, but that is not true and in fact dust affects all vehicles alike in reality. A good dusting up process will help to enhance details and shapes efficiently. For this, always try to create contrasts between dusty and clean areas for example dusting horizontal surfaces and keeping vertical ones dust free.

Painting step 8: As the dust process makes our model look quite plain, final touches are needed to make final look more interesting and to regain visual impact. Now vertical strokes (rain marks) are added on hull sides and the model is completed with some other local effects like wet or dry oil stains on engine area or road wheels. Once again the trick is to know what effects will look reasonable and when to stop to avoid over doing of one single





technique or effect. A good final result is always a matter of balance between concept and technique and always the former must control the later.

The base

I think there is nothing better to highlight our models than to show them in a display setting. Usually AFV modellers are not very keen to continue working once the model is done and not all modellers want to spend their energy making groundwork to display their model because they think that is a waste of time, but the truth is that if you do it so you will not regret it, because it is not necessary to make an elaborate base to get a good effect.

In this case, over an ordinary oval wooden base I sculpted a simple ground with epoxy putty and I added small stones and fine sand while the putty was still fresh. When the putty dried I glued some static grass, bushes from foam, and tall grass which come from an old and cheap paintbrush. The whole thing was painted once complete by airbrushing the colours and small details were highlighted by brush painting.

The crewman

The figure is one of the crewman included in the Armour Modelling "Wittman and his tank crew" set. As the original sculpting is quite rough, I softened it and modified some details with Tamiya epoxy putty (quick type) and also changed the head for a more relaxed posture. The crewman was painted with acrylics entirely and I tried to improve the sculpted shapes by playing with 'light & shadows' painting technique so popular among figure painters. As I said regarding the display base, I strongly believe figures are always an important addition that adds value and interest to our models.

Conclusion

This is a very enjoyable kit which makes things easy for the modeller and gives a very fast build that leaves you plenty of time for painting without other concerns, and that is something I really appreciate, so if one day you do not know what model to make, consider the Hetzer.



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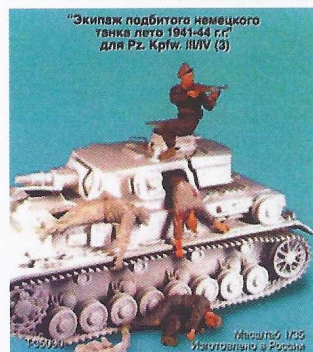
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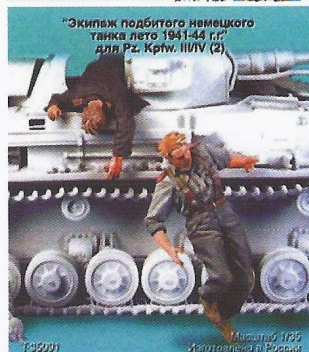
German tank crew D.A.K. 1941
(radio operator & driver) (bust)
for Pz. Kpfw. IV B-Fz (2)



Escaping german tank crew
(for Pz.Kpfw. IIIIV, summer 1941-44) (2)



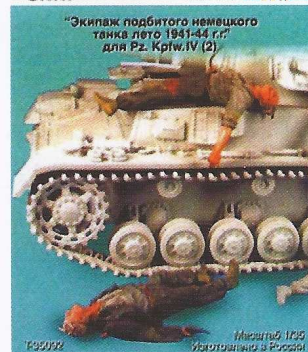
German tank crew D.A.K. 1941
(commander, gunner, loader)
for Pz. Kpfw. IV B-Fz (3)



Escaping german tank crew
(for Pz.Kpfw. IIIIV, summer 1941-44) (2)



German infantrymen D.A.K. 1941 (2)



Escaping german tank crew
(for Pz.Kpfw. IV, summer 1941-44) (2)



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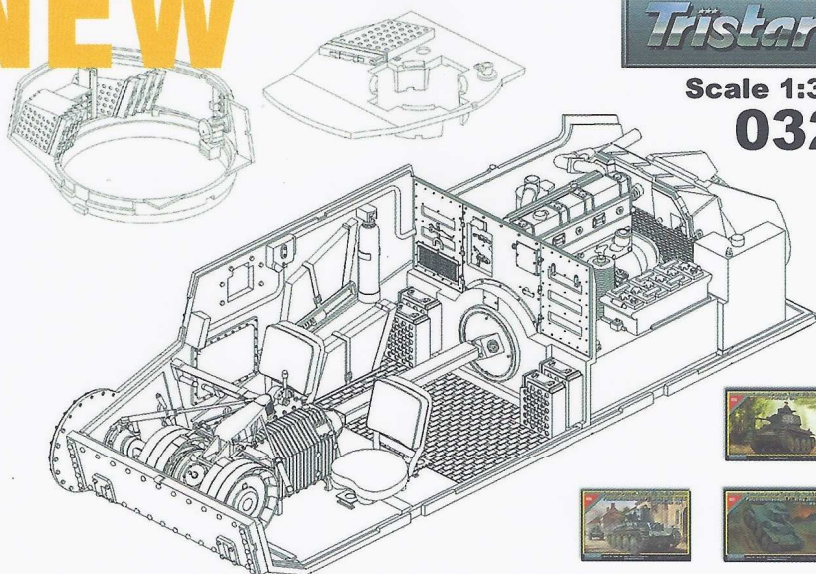


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