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Leopard 2A4

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CONTENTS

- 2** **Leopard 2A4 FIN**
The Editor builds the new Meng Models kit and modifies it to a Finnish version.
- 11** **Panzerkampfwagen IV Part One**
The Editor continues to assemble the new 1:16 Trumpeter Panzer IV .
- 18** **Building Bridges**
Akos Szabo build the Miniman Factory KrAZ-255B Pontoon Layer.
- 26** **Panther D**
The ICM Panther kit is reworked by Ignat Pomazkov.
- 34** **Wilder Waffentrager**
Trumpeter's kit gets the Adam Wilder treatment.
- 46** **Keeping Track**
More new releases
- 58** **Israeli M50 'Dagem Alef'**
Mark Neville creates a Sherman sporting all his favourite features.

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LEOPARD 2A4 FIN



From start to Finnish

DAVID PARKER BUILDS THE NEW MENG KIT

Meng's latest addition to their range of Leopards is in my opinion their best version so far and fills a gap in the choice of 2A4 kits with what is the best kit of this vehicle on the market. It is a remarkably well detailed kit with everything that you might want supplied in the kit with perhaps the exception of some tiny chains for the smoke grenade covers and maybe a metal tow cable. With the Leopard 2A4 serving in the armed forces of thirteen different countries there is plenty of choice for the modeller although the kit itself replicates just the Bundeswehr version and comes with a choice of four different German markings.

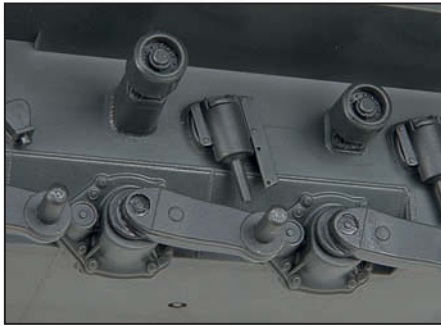
I decided that I would build my model as a Finnish vehicle, a decision prompted by the colourful splinter pattern camouflage that these vehicles carry. The Finns have 'personalised' their 2A4s with some additions and modifications to the standard German vehicle with an additional stowage box and bins on the turret bustle and track grouser box on the front left face of the turret. There is new anti-slip applied to the turret roof, and one or two other small changes but nothing too complex to achieve and I hope this will demonstrate how easy it is to look at other scenarios for this superb kit.





getting started

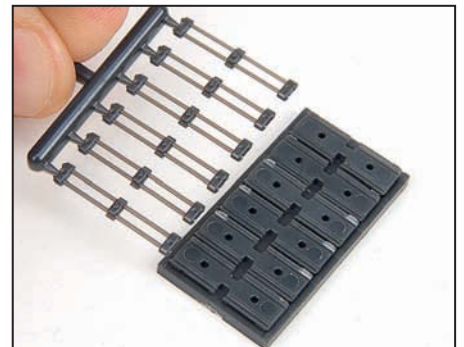
This is one of those kits that just falls together and has you smiling at the clever design features as you go. I couldn't help but be impressed at the extensive weld details on the lower hull which will be mostly hidden on the finished model but have been replicated anyway. The kit comes with working torsion bar suspension and polycap wheels to make for easy removal of the running gear when painting. The separately moulded engine decks and partly detailed engine bay are also welcome improvements as is the choice of rear convoy shield, one with moulded on cross frame detail and another without so that you can add your own - a nice touch. I also liked the curved splash rail on the bow with its replicated weld detail and pair of water drain holes. The basic structure of the turret is also very cleverly designed with interlocking panels and a great flexible plastic mantlet cover which really captures the look of the real thing. The gunners sight assembly is another cleverly designed part with the clear moulded window having raised detail on the reverse face which allows you to easily paint these details. The sight box itself is a little complex to assemble and to locate into the rest of the turret so it is well worth dry fitting the components before you commit to adding adhesive. The turret smoke grenades have also been reworked from the previous Leopard kits so that they are now very easy to de-sprue and clean up with a single



Beautifully detailed suspension complete with all the relevant weld beads demonstrates the high design standards of the kit.

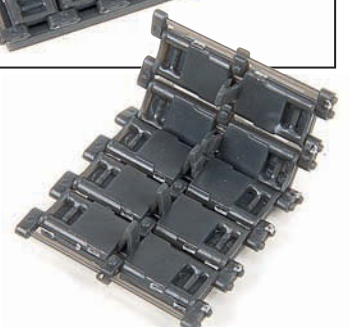


The splash guard on the bow even features a pair of water drain holes! Meng always excels at replicating fabric parts and the mantlet cover is another example.



moulding point on the base and there is better defined location points to align them on their rails. The kit provides photoetched screens for the engine deck and rear hull. I spot soldered the two part fan cover screens together rather than risking trying to align them using CA glue. All the small handles on the hull have been

moulded as solid parts so it is well worth shaving these off and adding new ones made from brass rod. The kit tracks are a three part design and come with a jig and pre-spaced connector pins to help assembly. A dab of glue in the pin holes is enough to secure the parts whilst allowing the tracks to flex.

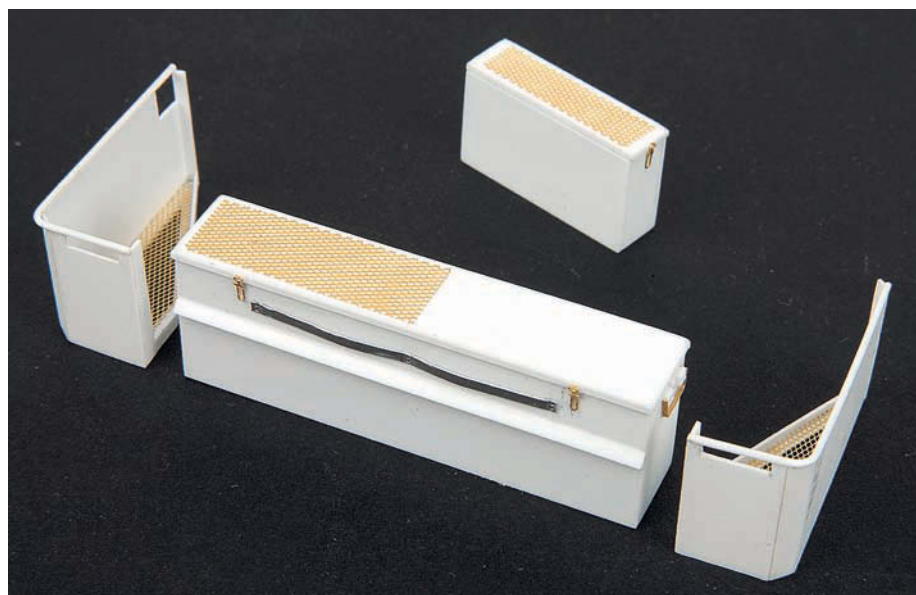




starting the Finnish

With the basic hull and turret shapes assembled I was able to start work on the Finnish modifications beginning with the anti-slip texture on the turret roof. I began by scraping away the existing anti-slip panels. I had two attempts at creating the texture which is very similar to that used on Israeli AFVs. The first attempt was not a success so I removed it and made my own anti-slip paint by mixing very fine grit with Mr Surfacer. I was able to brush this onto the turret with the help of some masking and I was able to achieve a good uniform effect. Any errors were easily scraped away with a scalpel before the paint had fully hardened.

I began constructing the bins and baskets by making the two simple boxes working



With all Leopard 2 kits it is always advisable to fit a plastic card brace across the hull to avoid any potential sagging of the very long turret.

from the dimensions and photos provided on Andreas Larka's website:
<http://www.andreaslarka.net/ps273140/ps273140.html>

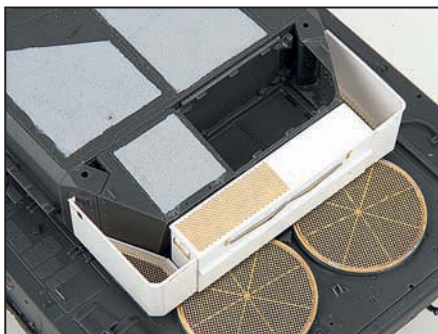
The pair of baskets were not quite so easy but I assembled the side walls first and then added the plastic rod along the top edge. The base frame was then cut out and the photo etch grilles were cut to fit. The diamond pattern mesh was borrowed from an ET Models PE set for the turret bins of the Japanese Type 10.



A couple of spacer blocks were used to compensate for the slope of the rear panel of the turret.

The same mesh was used for the anti-slip panels on the bins. I detailed the bins with Aber photo etched latches and a foil strap. After much test fitting it was very pleasing to get the new turret stowage arrangement fitted successfully. I was then able to add the hinges to the front edge of the bins and to make the fire extinguisher from plastic rod which is stowed in the right hand bin.

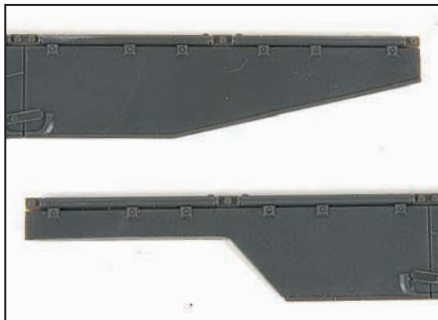
The antenna mounts are a different design to the German ones that come with the kit but the new Finnish ones are simple to make using an RP Toolz punch and die to produce different thickness plastic discs. I raided an ET Models antenna set of the springs that sit on the top of the mounts. The twin stowage rails on the sides of the turret were a little tricky as they needed to match the single rails that come with the kit. I used the kit parts as guide and heated some plastic rod to obtain the inward bends at each end. The mounting blocks were shaped from one solid piece of plastic to give them more strength and I mounted the kit rails in the more visible upper position on each side.



The new stowage arrangement is successfully fixed in position.



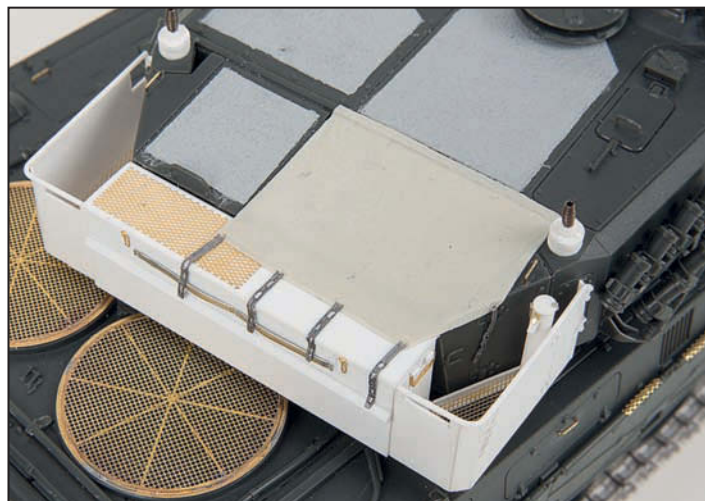
The new box on the front of the turret is completed with the kit stowage rail.



The rear section of the side skirts is modified on the Finnish Leopards and it was simple enough to cut this with a scalpel.



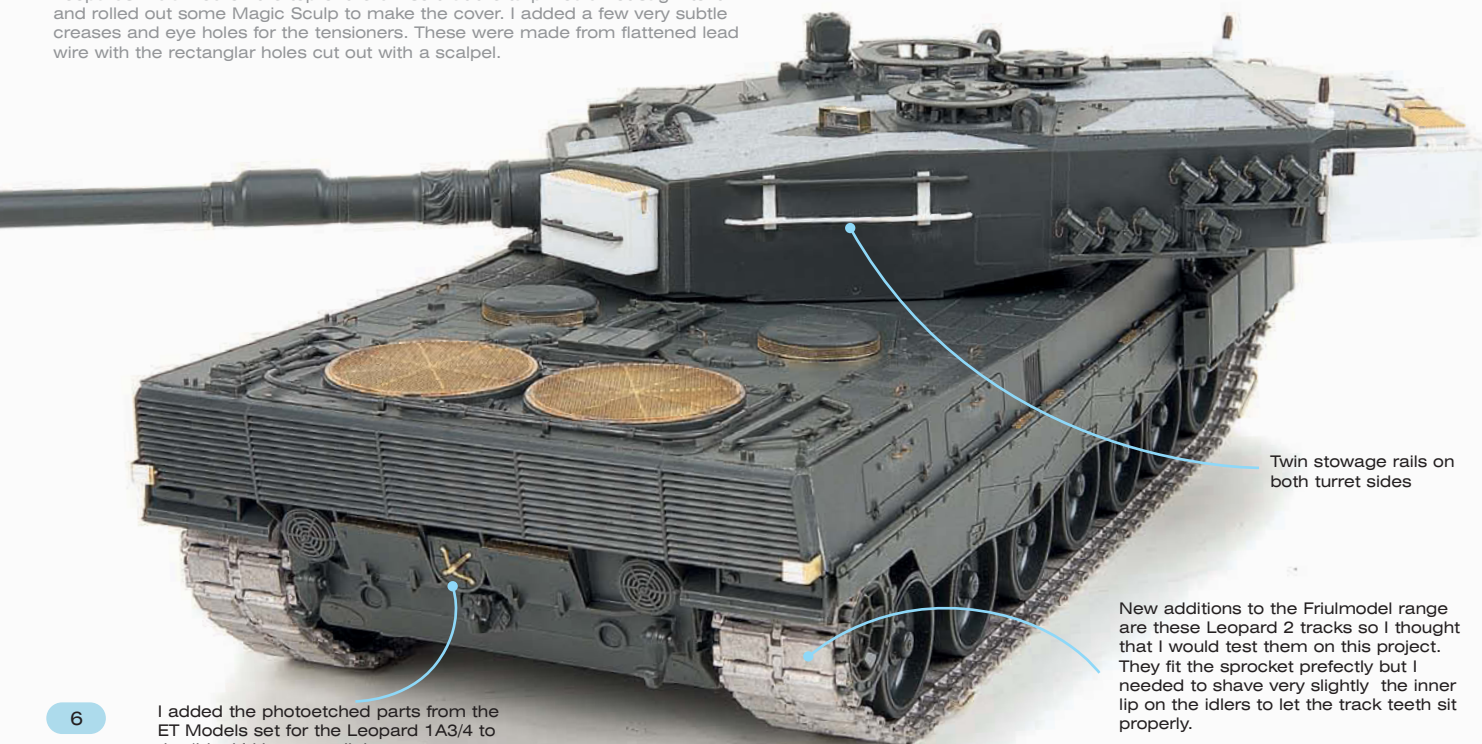
The foot holes were thinned on the reverse and then reshaped using a round burr in my drill to create the rounded top profile.



The original turret stowage bin is covered with a very taught tarpaulin on Finnish Leopards. I blanked off the top of the bin so that the tarp would not sag into it and rolled out some Magic Sculpt to make the cover. I added a few very subtle creases and eye holes for the tensioners. These were made from flattened lead wire with the rectangular holes cut out with a scalpel.



Small photoetched chains from the Hauler set HLU35068 were added to the smoke grenades. The fire extinguisher can be seen stowed in the new bin. The photoetched grilles on the engine deck are supplied in the Meng kit.



Twin stowage rails on both turret sides

New additions to the Friulmodel range are these Leopard 2 tracks so I thought that I would test them on this project. They fit the sprocket perfectly but I needed to shave very slightly the inner lip on the idlers to let the track teeth sit properly.

Finnish Features

Kit handles are replaced with new brass rod versions.

New antenna mounts were made using a punch and die and using ET Models antenna springs.

Plugs and chains are a welcome part of the kit

Additional stowage box for snow grouser

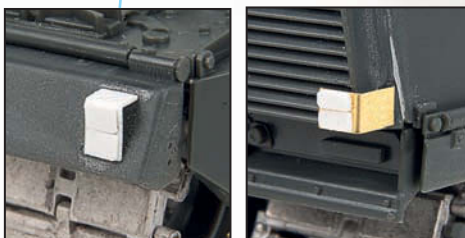
Leopard 2A5 style indicator guards (not yet fitted to the model).



Anti-slip mesh is added to the tops of the skirts above each of the foot holes.

New anti-slip roof panels.

New stowage box and sidebins and original stowage bin has a tarpaulin cover.



Reflector brackets were added to the front mudflaps and rear of the hull.



I was going to mix my own colours to paint the Finnish splinter camouflage when I was kindly directed to the AKA range of acrylic paints as they have a dedicated set of colours for Finnish armour. These performed brilliantly although it took me a whole days work to mask and spray the colours.



Markings are minimal with just turret roundals and registration numbers front and rear. I managed to obtain the Echelon "Fearsome Cats of the European Nations" decal sheet T35008 which provided these. I noticed that the real vehicles seemed to have a colour coding applied to the tools, no doubt to identify which tank they belong to so I added this to my model.



The rear lights add some welcome colour and I undercoated the lenses with Mr Metal Color Aluminium before using Ammo clear red and orange to paint the lenses.



1 base colours



2 oil wash

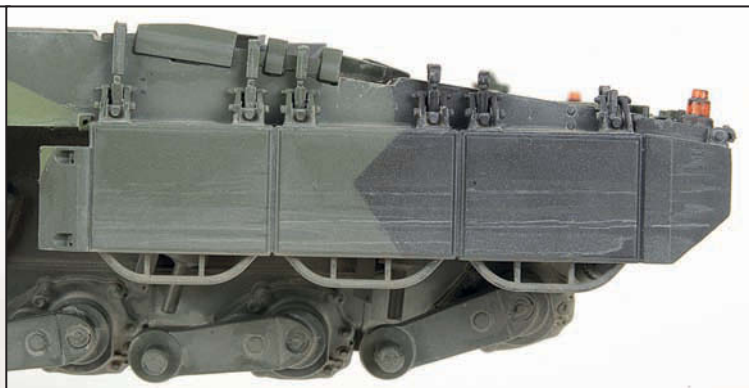
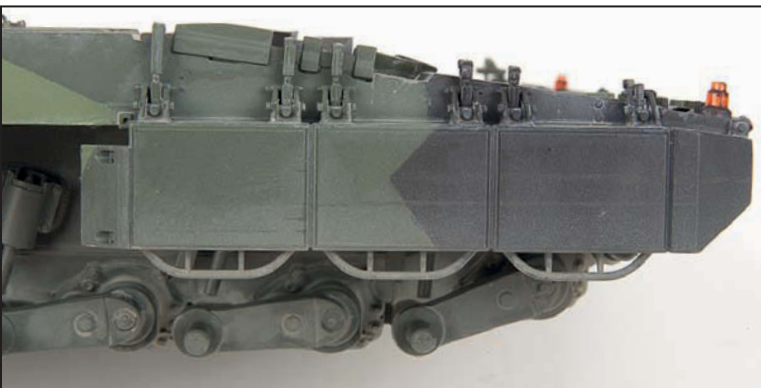


3 oil wash + acrylic wash

My plans for painting the Leopard were to keep it quite clean so as not to obscure the hard won camouflage. With the camouflage applied using the excellent AKA paints (available from www.hpns.eu) and the details painted I began with an overall oil wash over the entire model using pale stone shades. When this had dried I switched over to acrylics and started applying washes with these, using Lifecolor "Israeli Sand Grey" UA035 as the main colour for this as it seemed to match the ground colour in many of my reference photos. I focussed these on the horizontal surfaces leaving the sides of the hull and turret relatively clean. I mixed a similar dirt colour from Gouache and sprayed this in very selected areas on the hull deck and lower edges of the turret and hull. Gouache can be reworked with a wet brush making it ideal for creating scuffs along the sides of the hull where the dust can be lifted off. Any mistakes can also be cleaned off with water if you need to!



4 oil wash + acrylic wash + gouache



Some dark scuff marks on the skirts have been 'dusted' with a light coat of gouache. A wet brush was then used to drag over the same areas to clean off the 'dust'. Fine pale scuff lines can then be applied to enhance the effect.



Thinned acrylic paint was used to spatter the lower hull and running gear. I kept the paint well thinned to build up transparent layers.



Tracks were sprayed in the same Lifecolor IDF grey and the visible track pads drybrushed in a dark grey. Fitting the tracks is awkward as there are sections with angled track connectors which have to be aligned with the sprocket and idler.



The track teeth were sanded to expose the bare metal and a graphite stick was used to polish the contact areas of the tires. The build up of spatters and washes on the wheels can be seen here.



Similar fluid stains were added on the engine deck and the access panels on the on the deck are outlined in a dark black/brown wash.

I added some spilt fuel stains around the filler caps by gradually increasing the darkness of the acrylic colours around the cap.



The Finnish Leopards seem to deploy their turret ring MGs in the anti-aircraft role so I modified the mount so the gun was elevated. I also added the ammunition belt and gun sight from the ET Model Leopard 1A3/A4 update set E35-207.



Finnish tank uniforms were a complete mystery to me and I don't know of any commercial figures so I adapted an Alpine figure, using the torso and sculpting new arms for the 'head out of the turret' pose. I used an Evolution Miniatures modern Russian head to give me the iconic padded helmet. I have to thank Stephan Hinz, Alex van Riezen and Pekka Tapani Nieminen for their generous help with the Finnish camouflaged uniforms. The Commander was painted with Lifecolor acrylics.



What looks like an antenna is in fact a reversing guide post. I used Albion Alloys 0.2mm Nickel Silver rod to make this, leaving it unpainted except for the white tip.



One of the last details that I added was the guard frame for the indicator lights. I used 0.4mm lead wire to make these as it was easily shaped and they were pre-painted before being glued in position.



Blue painted bullet tips replicate those seen on the real vehicles.

The kit nylon tow rope was replaced with a copper wire example, painted in a dull grey and then weathered.





The playing card placard was brush painted onto a piece of 10 thou plastic card.



To complete the model I created a sloping uphill base which was easy to carve from laminated sheets of expanded polystyrene insulation. I wanted to replicate the churned up soil of the tank training ground so I mixed a batch of Polyfiller adding some colouring and a generous amount of railway modelling ballast and static grass so that it would have a distinct texture. I used a spare set of Tamiya 'rubber band' Leopard 2 tracks to press tank tracks and wheeled vehicle tracks across the base. As the plaster started to dry I positioned the tank itself and the working suspension allowed a realistic movement of the wheels over the

uneven ground. I used the Tamiya tracks to add the track marks behind the tank. I decided to leave the tank in place on the base and masked it with pieces of paper when I sprayed the ground work. Static grass and hanging basket liner was used to add the strip of grass with a dried plant product for the taller plants.

I have really enjoyed this build and I think that the splinter scheme really suits the angular design of the Leopard. The kit is I think Meng's best release to date and I hope to find time to build other versions of the 2A4.

Panzerkampfwagen

David Parker builds Trumpeter's 1:16 kit

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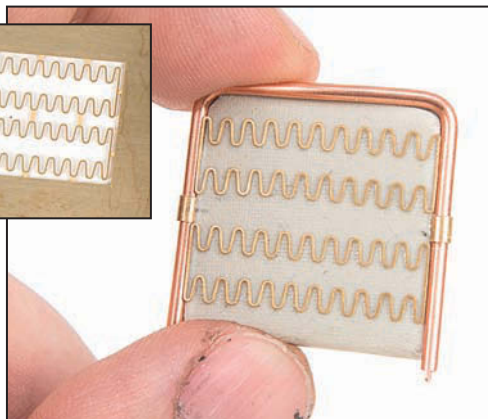
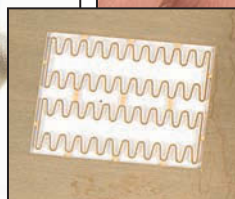
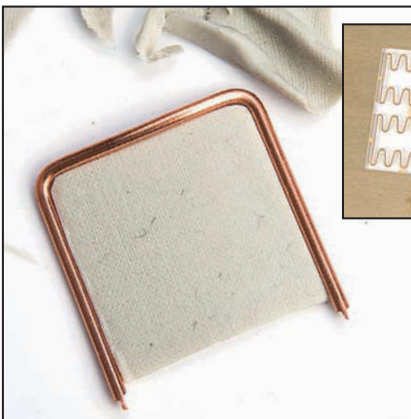
Part Two

In Part Two of my Panzer IV build work continues on the interior, focussing on the Driver and Radio Operator's compartment. I was able to complete my replacement seat for the Driver and to then construct the frame that it sits on. Missing detail from the hull wall also needed to be constructed and this included the array of transformers to power the radios. I also started to build the Driver's steering controls which are very simplified in the kit.

There has been a lot of scratchbuilding required but I like the challenges this provides and it gives us the opportunity to release some of these parts as resin correction parts for anyone who does not relish the challenge! Look out for updates on the resin parts on our website and Facebook pages. We now also have a dedicated group page for anyone building this kit called: Trumpeter 1:16 Panzer IV Build.



I added a seat cushion to the base of the driver's seat using Magic Sculp which was shaped with rubber tipped brushes and it was polished when dry. I cut a piece of plastic to fit into the seatback frame. I rolled out a sheet of Magic Sculp onto a piece of fabric to give it a woven texture. This was laid over the



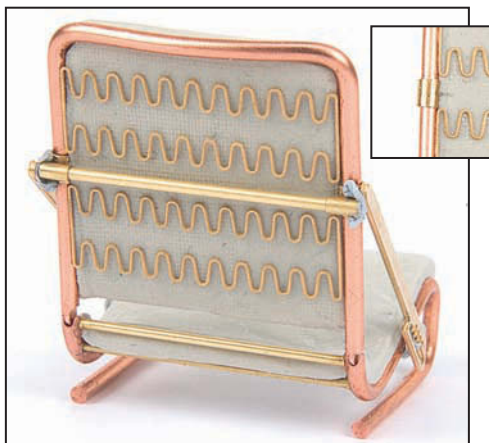
plastic and trimmed to fit. Having tried to make the seat springs with wire I was still not happy with the results so I decided to get them photoetched. I drew out the springs in Adobe Illustrator and sent them to be produced. The finished springs look so much better than my hand made versions.



The seat back cushion was added next with another rolled out piece of Magic Sculp which was trimmed to shape and positioned on the frame. Creases and the seams around the edges were added with a rubber tipped



brush. The finished cushion was polished up using sanding sponges and the two parts of the seat are starting to look the part.

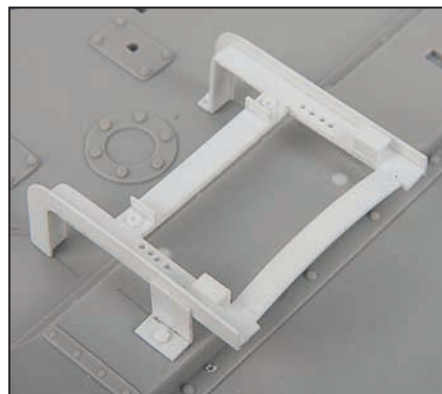
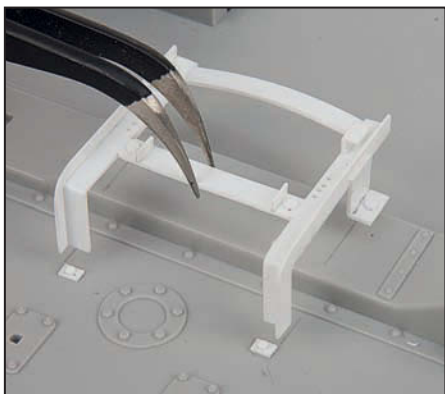


I added two brass rod sleeves to the back frame which are the mounting points for the cross bar. Albion Alloys slide fit brass rod made it easy to add the collars to each end of the crossbar which was glued to the seat back.

The side bars which allow the the seat back angle to be adjusted were also drawn up and produced as photoetched parts. The completed assembly was held together with Blu Tac during photography.

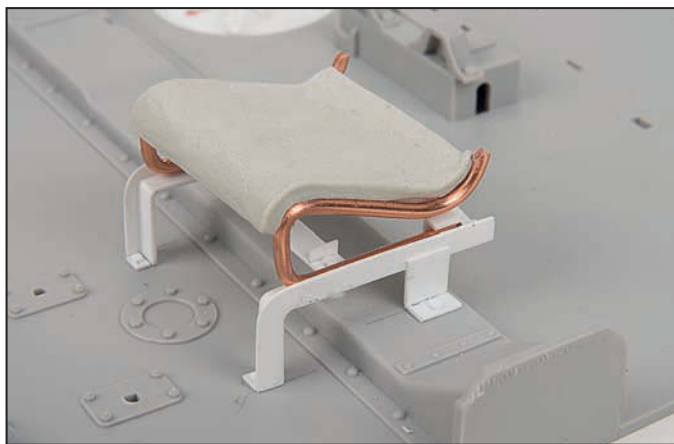
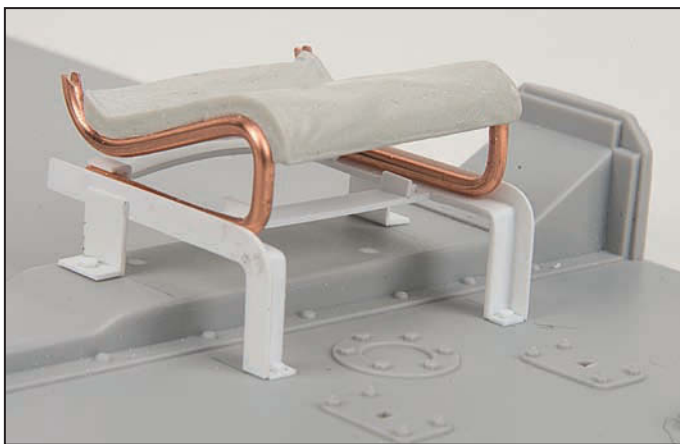


The real seat frame seen here in situ but balanced on top of the ammunition bin that it normally sits in front of. Although some parts of the base have been bent the frame is mostly complete. The seat back angle is adjustable by means of the slotted angled rails on each side and the remains of the original black paint is still visible in places.



The Driver's seat sits on a frame that is mounted on the raised cover for the suspension system which runs across the hull. The kit simply glues the Driver's seat onto this cover. I constructed my own frame from plastic card

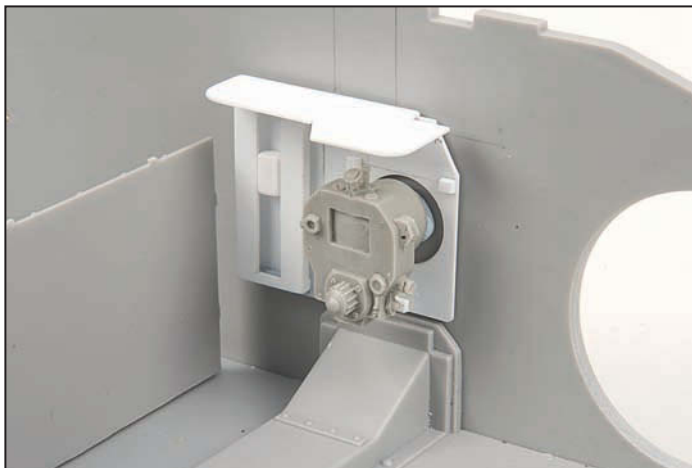
working from photos of the real thing and I designed it with locator parts on the front legs so that the frame could easily be removed and aligned as assembly progresses.



The seat is mounted from the front with the tubular legs sliding under the pair of right angled brackets at the back of the frame.



On the Hull wall next to the Driver's seat is this bracket with its protective lip. It took some detective work to work out the exact purpose of the bracket. I knew that the left hand side contained the fuse panel as I had seen this



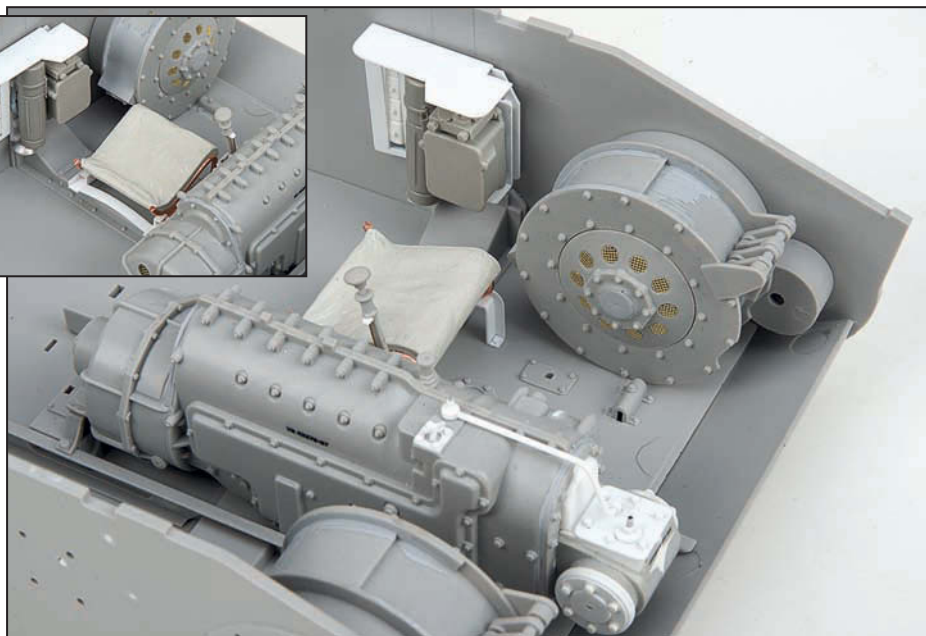
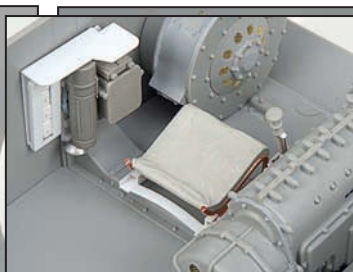
preserved on other vehicles. The centre bracket matched the size of the demolition charge case, but the right hand side was less clear. At first I thought it was to stow the vehicle gyrocompass as this mock up shows.

Panzerkampfwagen



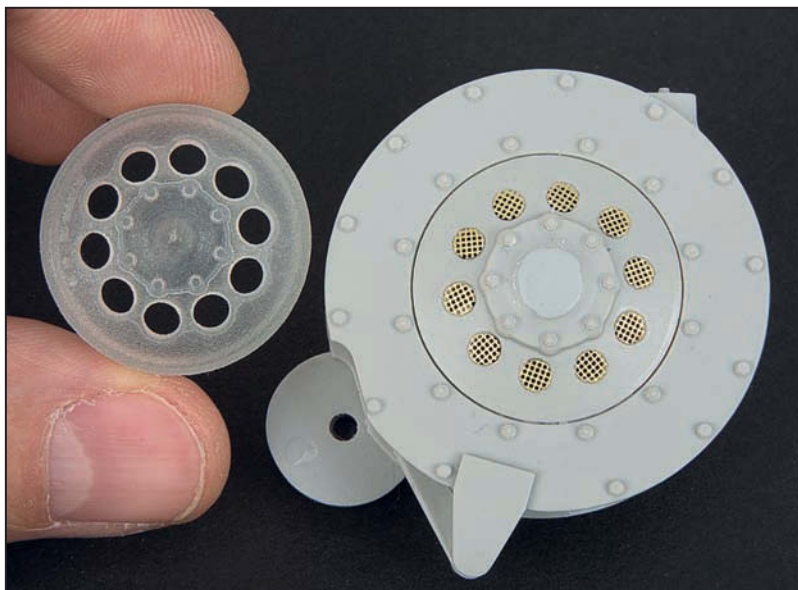
However a photo from the crew manual clearly shows the power supply transformer for the gyrocompass mounted here. I had already built one of these transformers for the King Tiger and test fitting one of our resin copies showed it fitting just as shown in the manual. The fuse panel was simple to

make and I left the cover plate separate. The domed base of the demolition charge bracket was made of a metal foil disc, embossed into one of the rabates on the Small Shop Nutter tool.



The straps that hold the demolition charge have yet to be added in the mock up assembly and at this stage I prefer to to permanently fix anything just in case anything needs adjusting.

Right Here another test assembly of the other bow components.



As I mentioned in Part 1 I was not completely happy with the details on the centre of the brake drum housing. The kit part lacks the raised ring detail around the circular cooling vents. I decided that the only way to replicate the pattern was with 3D printing. Don Campbell drew the part for me and Shapeways printed the hub.



With the kit centre hub cut out the new part drops in perfectly and will allow the hub to sit correctly just below the outer ring. I sent the part away to have resin copies made and when these are ready the mesh screens will be added to the vent holes.



Behind the Radio Operator's seat is a floor-mounted rack with two EUa transformers with a U10 transformer mounted on the hull wall. These are the power supply for the vehicle's radio equipment. The kit includes the hull wall

mounted transformer but it in no way resembles the real thing so I set about making my own. The basic shapes of the the transformer boxes was made from laminated sheets of plastic card, glued together with CA glue.



Both transformers sit on base brackets with integrated connector sockets. I only created the outline of the base plates because they would be covered buy the boxes.



The floor racks were simple enough to construct from plastic although making two identical parts is always a challenge.



With a resin copy of the EUa I was able to test fit the arrangement of the transformers in the hull, nothing was fixed yet in preparation for painting the parts.



Next I turned my attention to the steering levers and its associated system of connections to the brake drums. The kit provides the levers but the detail is fairly basic and the floor plate location of the levers is also wrong so I began by carefully shaving off the bolt detail for reuse and then removing the plate detail.

I started my replacement parts by making this linkage part which sits on the Radio Operators floor and is not provided in the kit at all. Fortunately I had some scale drawings to work from.

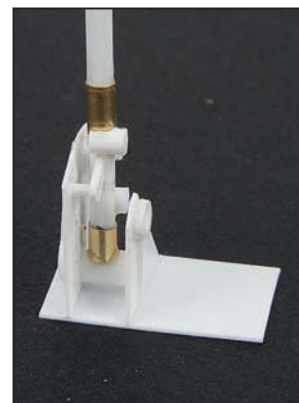
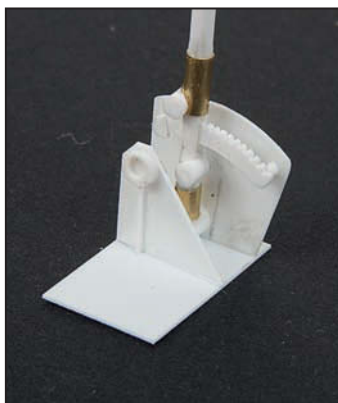
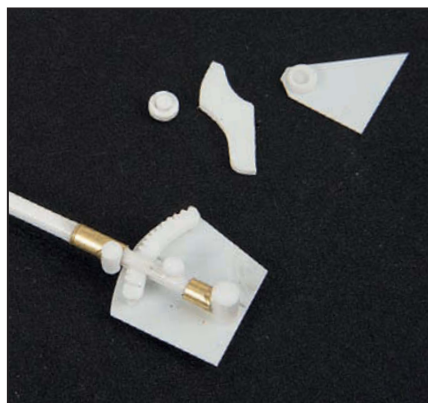
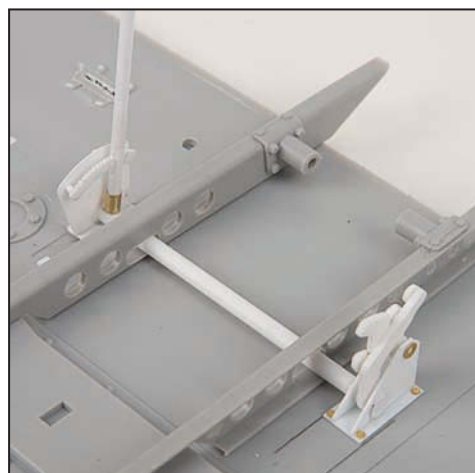
Panzerkampfwagen



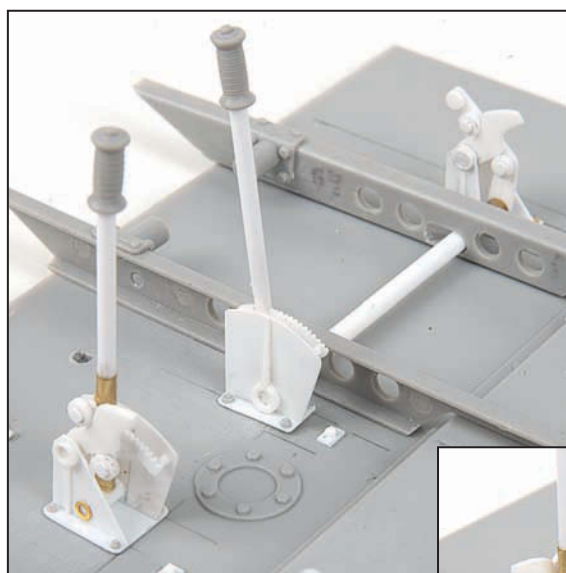
After studying some photos I realised that I needed to modify the front plate on the linkage by cutting it back. I also added the brass rod collar to connect with the steering lever.



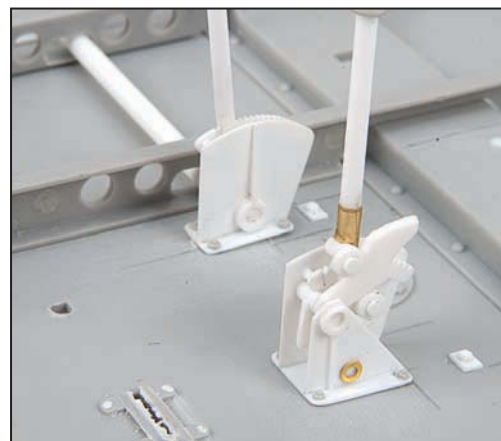
The kit steering levers have nice hand grips but the ratchet mechanism at the base is all moulded as one piece so I decided to replace them. Here the steering lever mechanism is test fitted with the linkage with the connecting rod running under the gearbox. These pictures were taken before the linkage was modified but the general arrangement is correct.



The left hand steering rod is more complex than the one on the right but the kit parts are identical. The basic shapes were cut from plastic card. Creating the slot in the steering rod was tricky and required half-round rod to be grafted onto a length of rod. Albion Alloys brass tube allowed me to easily add the thickened collars. The outer plate with the rod was glued to a base plate and the angular front plate was added before the base was trimmed down.



I was able to recycle the bolts from the original floor plates to detail my replacement parts and I also used the rubber hand grips to finish off the levers. None of these new parts were fixed into position yet as they will need to be connected to the steering brakes with a system of rods and with restricted space it is best to have maximum access.



NORMANDY TANK MUSEUM

A10 AIRFIELD - CARENTAN

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BUILDING BRIDGES

Minimanfactory's KrAZ-255B PMP

modelled and described by **Akos Szabo**



The KrAZ-255B (6x6) 7,500 kg truck entered in production in 1965, with full series production commencing in 1967. The KrAZ-255B was the direct replacement of the earlier serially produced KrAZ-214 7,000 kg (6x6) truck. The KrAZ-255B (B1) was a later model that featured a revised brake system. The KrAZ-255B had some visual similarities with the earlier KrAZ-214 but had a more powerful engine, a V-8 four-stroke diesel developing 240 hp to replace the six-cylinder two-stroke 205 hp unit of the KrAZ-214. Other design improvements included a hydraulic steering booster replacing the pneumatic booster of the KrAZ-214, and the standard 1400x20 tyres of the KrAZ-214 were replaced by new wide section pressure adjustable tires with a centralised tire inflation system controlled by the driver directly from cab. In 1976 the KrAZ-255B was equipped with a new dual-circuit brake system that replaced an earlier single circuit system, and such vehicles were given the revised KrAZ-255B (B1) model designation. Many of the roles previously undertaken by the KrAZ-214 were transferred to the KrAZ-255B when it entered series production, these including carrying and laying the TMM treadway bridge; carrying and launching the PMP heavy floating pontoon bridge; carrying and launching the BMK-T bridging boat; mounting of assorted engineer / construction / -military equipment and cranes including the USM pile driving set, the E-305 BV crane shovel, and the EOY-4421 excavator, height finding radar PRV-16, assorted tankers etc.

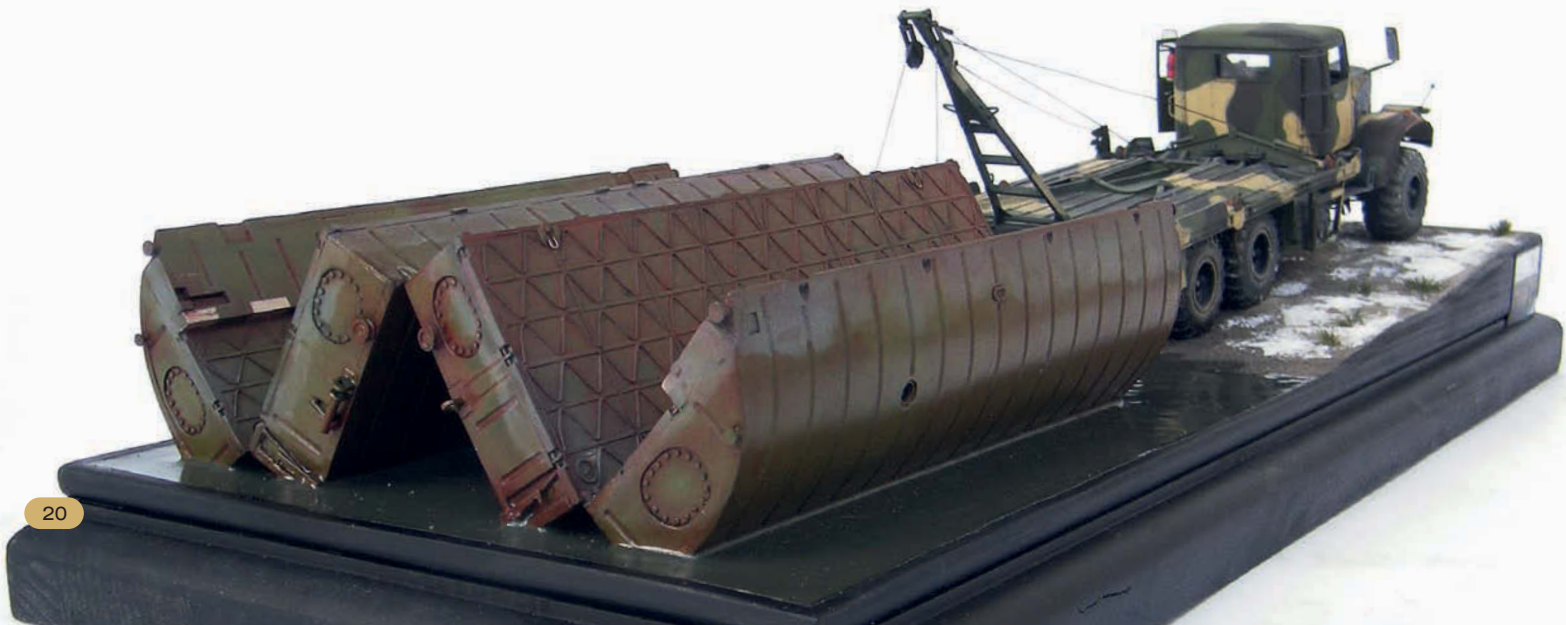
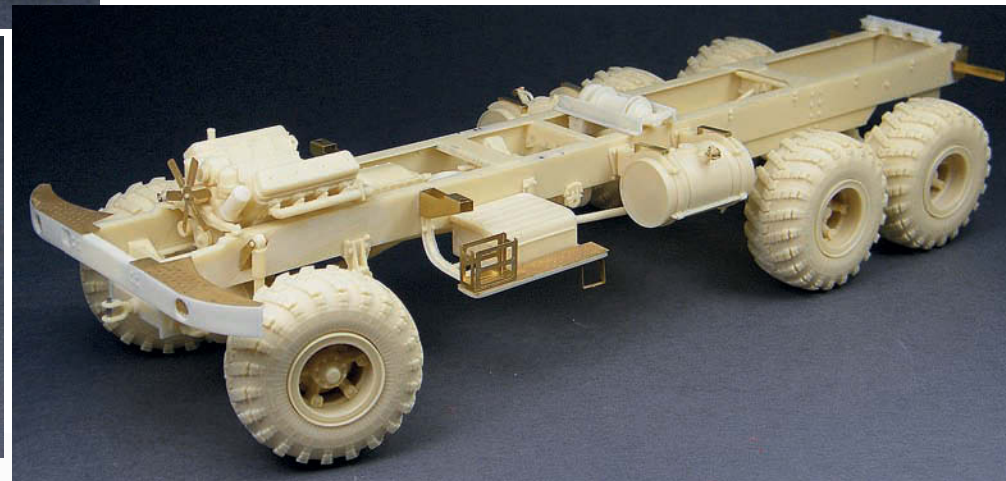
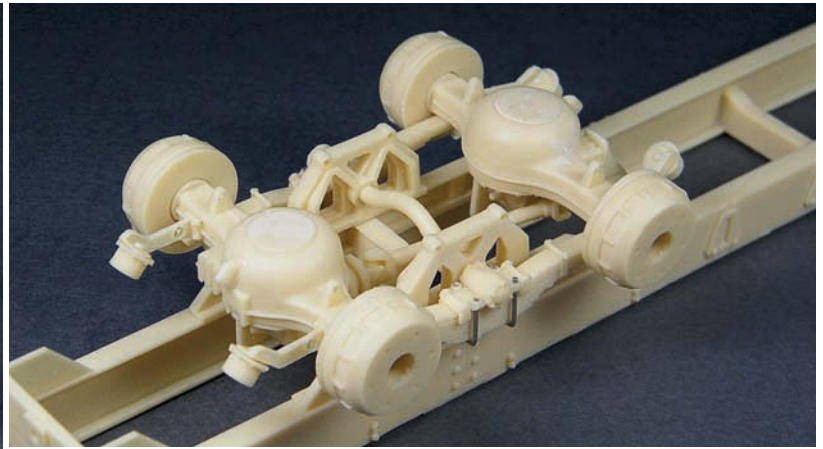
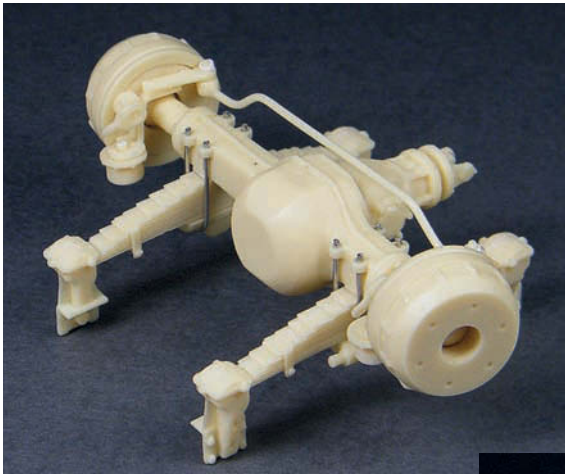
Whole lot of resin

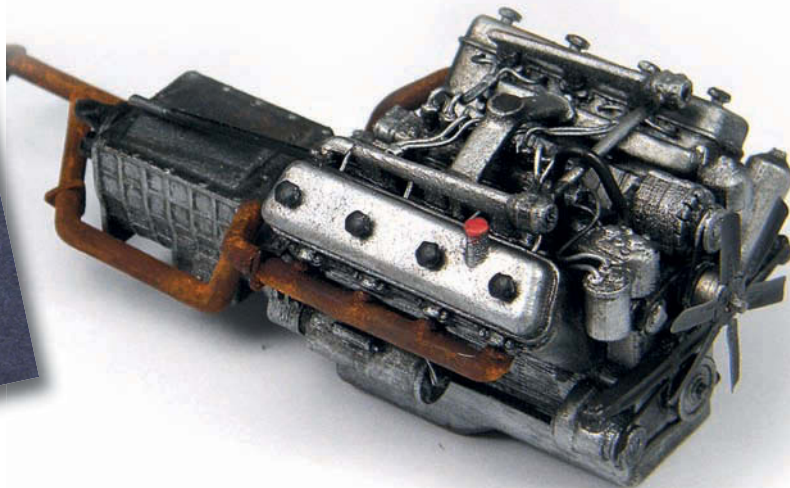
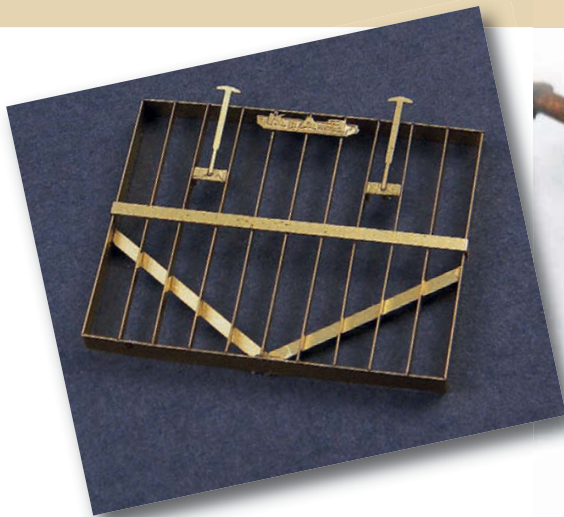
The sturdy box contains more than 257 resin parts, a PE fret and a Tamiya style and quality assembly instructions. The glazing pieces are not provided in the kit, a thin transparent sheet or a transparent CD cover is recommended to re-create these areas of the vehicle. The resin pieces are nice, without any bubbles or distortion. This is important because of the one piece hull. Compared to plastic models, only the removal from the resin casting blocks presents a difference. There are locating pins placed to aid the assembly. The lights are made from transparent resin pieces. The design of the kit helps the modeller, and is aimed to ease the assembly.

Presumably, a plastic kit of this subject would contain many more parts. In the kit we can find the detailed engine, gearbox and complete power transmission and suspension features. This enables us to show any detail if desired, the only thing we need to add are the various cables and hoses. The straightforward design makes it possible to easily open the doors, open the hood or to remove the side cowling and show the engine. The front wheels are also steerable.

I'm sure that the straightforward instructions help to make it a quick and easy assembly, so I'll focus on tips and

tricks and some modifications I made, not corresponding with the instructions. The first step was the engine assembly. The V block and the detailed gearbox are a one piece cast. I placed the injector, starter, generator, fuel and air filter units, water pump, engine mounting, exhaust and some other small details in place. The radiator fan blades are provided as a PE. The radiator received 2 oil coolers from the outside. A dry fit of the engine revealed that the location pins prevent any misplacement of this part. An assembly from the suspension parts box followed my first step. This box contains the most numerous parts.





The front leaf spring assembly is aided again with location pins, no mispositioning is possible in this case. The completed front assembly gives us a convincing look with the robust springs, brake elements and stabilization rods. However the rear suspension should be assembled with care. As in real life, the suspension is placed on a rod in the center of the arch, so the wheels can be positioned. I recommend to dry fit all the wheels and position the spring assembly on a flat surface or a diorama terrain, to make sure all the wheels touch the ground after the parts are fixed. After this step the rods and Power Take Offs can be glued to make the assembly complete. If a placement on uneven terrain is desired, some shortening of the PTO might be necessary.

The PMP bridge layer's center of gravity is located at the rear, thus the rear wheels are usually a little flat, and the whole superstructure is inclining a bit towards the

rear. This effect was achieved by sanding a little bit from the rear tires; from the last tire I sanded the most.

I recommend drilling holes in the brake assist and using a 0.7 mm wire to mimic the pipes. This can greatly improve the suspension. The U-shaped holders of the leaf spring should be made from a thicker wire.

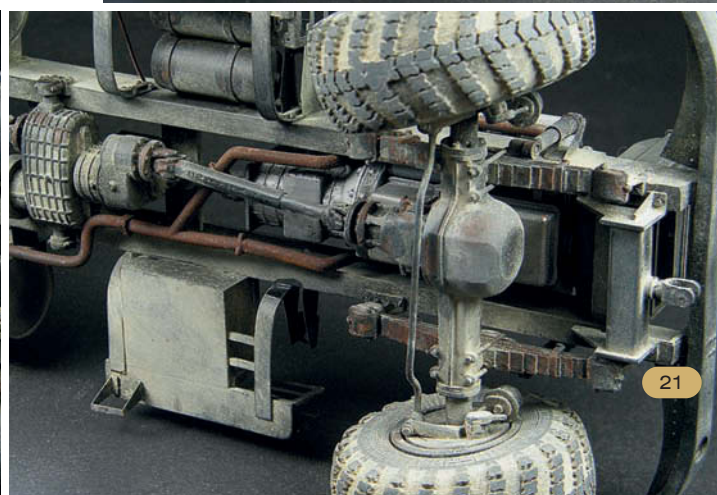
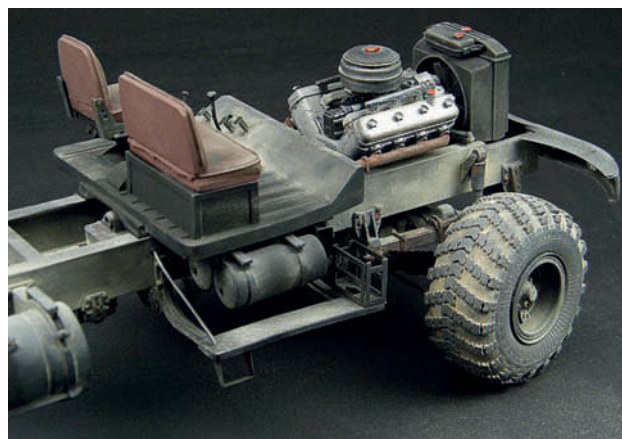
The complex shape of the drivers seat is obvious from the instructions. The base of the seat consist of resin and PE pieces as well. As in real life U-shaped rails and a spring are present. With some clever part addition and placement, a workable seat can be made.

All the necessary instruments and switches are present on the dashboard. I made the instruments with paint. Then I applied an additional coat of Vallejo Still Water to achieve a perfect imitation of the real instruments. Air vents are provided from PE also, so we can have a realistic replica of these parts with some careful bending.

The steering wheel axle should be made by the modeller, I my case a 1.5 mm Evergreen tube has been used. The windshield frame and its support are supplied from PE, thus an opened position is also available for the modeller to display. If you would like to even more superdetail this part, scratch building the windshield wiper motors is recommended.

The manufacturer provides the grille from realistic PE. The positioning of the bars is assisted, and a PE Kraz logo is a nice finishing touch. It is possible to make the radiator grille from resin also, the part is a little bulky, but comes as a one piece mould, easing the assembly.

The superstructure of the PMP is fairly simple; the part behind the cabin comes as one piece again. The only separate elements are the rollers and the tool storage box. The rope I used for the winch comes from a Revell ship kit, but any thicker thread or brass wire is suitable.





The chosen vehicle from my reference pictures featured some differences compared with the scale kit. The most obvious was the crane, while the kit comes with the later type, manufactured from a single tube elements, my chosen vehicle from Kazakhstan featured an A-shaped earlier version of the crane. I made this crane from Evergreen profiles. The

searchlight console was also borrowed from a different kit, a Minimanfactory PTS-M. The engine and radiator cover for cold seasons is an interesting feature, the KraZ features a specific version from 4 parts, These were also modelled in 4 separate sections. The appropriate areas were first covered with Revell Plasto putty and later aluminium foil followed. The pattern was

carefully pressed in and the foil was cut to size after everything dried. The parts were covered with Gunze Surfacer, and primed black.



I was quite sure right from the beginning, that the usual monotone Russian green wouldn't be suitable for this model. Fortunately many countries used the KraZ PMP, so some exotic choices were possible. (Countries like: Kazakhstan, Viet-Nam, Uruguay). The chosen vehicle is one from the Kazakh Army, during a winter exercise. I found the pictures of the exercise on the tengrinenews.kz web page. At first glance the picture looked perfect; there was a nice contrast between the old rusty pontoon, the camouflaged KraZ and the winter terrain.

The pontoon was a rather easy task, a faded green base was washed with a rusty colour. The first colour applied on the vehicle was a black primer. All the parts were carefully covered, to make sure no resin part was visible. A layer of hairspray straight from the can followed. The importance of the hair spray is to prevent the bonding of the two colour layers, and make a water soluble layer even after drying. These features make this medium a good solution for some serious

weathering. In my experience, the higher quality hair spray products work better. Making scratches with this method is easy: moisten the surface using a bigger brush with water, wait a few minutes and you can begin to remove the upper layers of paint by a stiffer brush or a toothpick or any other tool. The selection of tools and practice is necessary to obtain a realistic result, always study photos of the original subject first.

The corresponding shades of the camouflage were mixed from Vallejo acrylics. Blue-Tac was used to mask the different colours. Some parts were also lightened according to the picture. Some pictures of the original vehicle feature the logo of the Kazakh Army on the doors. According to the information available, the logo was a sticker, not applied every time, so I decided to omit this feature.

The next step was a very thin acrylics gloss layer, this protects the scratches and all the other paint layers. This step was followed with a brown enamel wash. I like

to wash the whole surface, sometimes aiming for a different treatment for each panel or section of the vehicle. With removal of this wash, you can get a nice patchy surfaces and various effects, rain marks etc.

The last step was the application of a dusty layer from CMK dark dust for the whole suspension. The model was sealed again with an acrylics varnish layer.

I tried to achieve a wet effect on the wheels using Vallejo Still Water, with a little Vallejo Black acrylics paint added, to give a more prominent look.





Frozen ground

The pictures found on the internet show an interesting moment of the pontoon bridge laying, the release and the elevation of the pontoons. This is a slow process; the crane works slowly to ensure the stability of the vehicle. During this process only some small waves are created on the water surface. These are easy to reproduce. The water is a rail modelling product from HEKI, called Aqua. A 2-3 mm thick surface was made, and the layers were coloured with enamel paints. The waves were created before the product was dry. I used a round shaped pen, covered with liquid silicone, to form the water surface. This product usually dries matt, so I covered the finished surface with industrial car gloss varnish from a can. This was used on other wet areas also. The snow was made using bicarbonate of soda fixed with wallpaper glue.





panther D



Ignat Pomazkov
gives the ICM kit a makeover





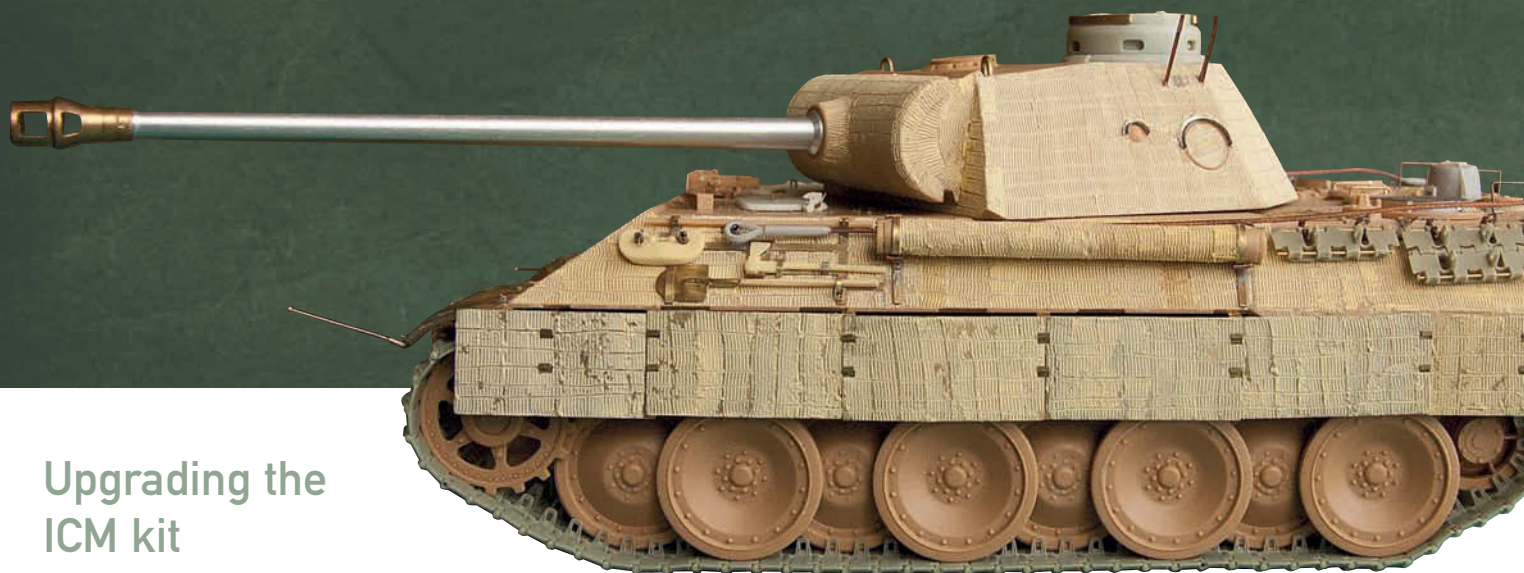
Two-three-two

The idea to build a Panther Ausf. D "232" came to me long after I bought the kit by Ukrainian manufacturer ICM. It was bought eight years ago - right after it's release and was one of the best kits at that time because Dragon still didn't offer an alternative model. The resin tracks by MasterClub MC135002W and LionRoar PE set I got as prizes in different contests. One of my friends helped me with the choosing of the reference materials and showed four photos of Panther Ausf. D "232" showing four different views. Later I found some more shots of that tank, which were made after that series. The base of the prototype Panther ausf. D belongs to

the early version of this vehicle, produced in June 1943. It means that it is equipped with mounting brackets for the side armour skirts, left side opening Commander's cupola hatch, a rain gutter over the armoured pistol ports, barrel clamp with the right side positioned splint, deep fording air funnel armoured base on top of the engine decking (snorkel cover), newly external equipment layout and the tubular container on the left side of the superstructure. On Panther's of that period there were already no smoke grenade launchers. At the same time tank was covered by zimmerit and two colour yellow-green camouflage.

Two U-shaped steel profiles are welded to the left side of the turret, to stabilize the open cupola hatch, when used as observation platform. Two extra stowage box racks are welded on the top of the air intakes. A crew ladder is welded to the rear right Schurzen. The zimmerit coating across the tank is applied with varying levels of precision. Perhaps it is because the crew applied it from the top downwards? So the key points are highlighted and it's time to create them all on the model.





Upgrading the ICM kit

The work starts with the preparation of the model's surface for the zimmerit application. This means fill any holes or location points and roughening the surfaces with P400 sandpaper to help the putty to adhere. I also did the same to the photoetched side skirts. Although the roughening of the plastic is not compulsory, the photo etched parts definitely need to be prepared in this way. The zimmerit was made of two part Tamiya Polyester Putty with the help of zimmerit Coating Applicator. I began with the side skirts. One trick is in handling of the fresh zimmerit with the end of an old brush. It will impart an extra texture and realism.

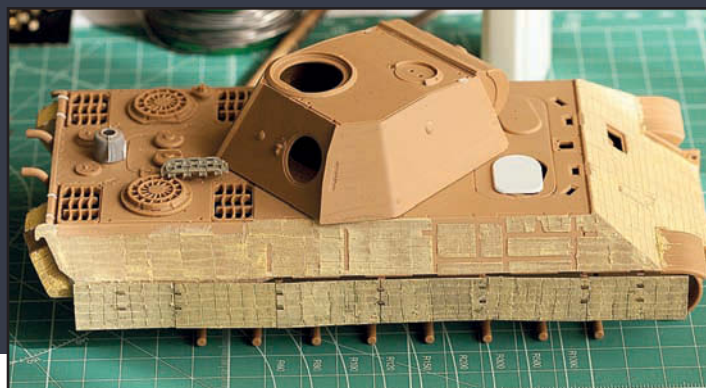
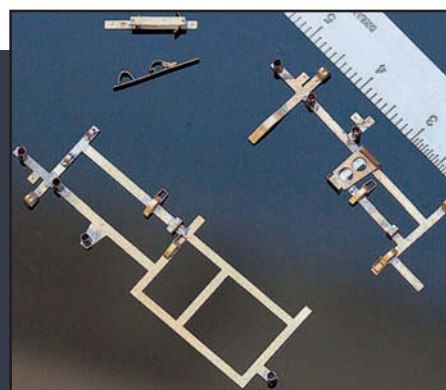
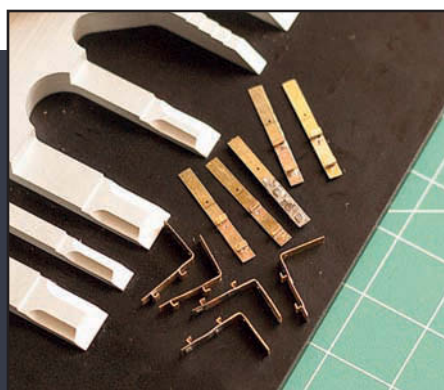
After applying the zimmerit on the hull and the turret I started to assemble the external equipment layout. I recommend examining references of the real external equipment layout to make them as more

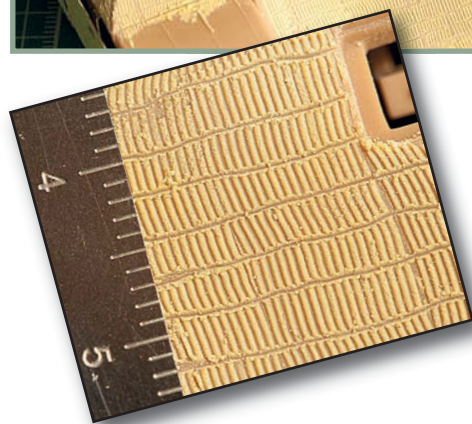
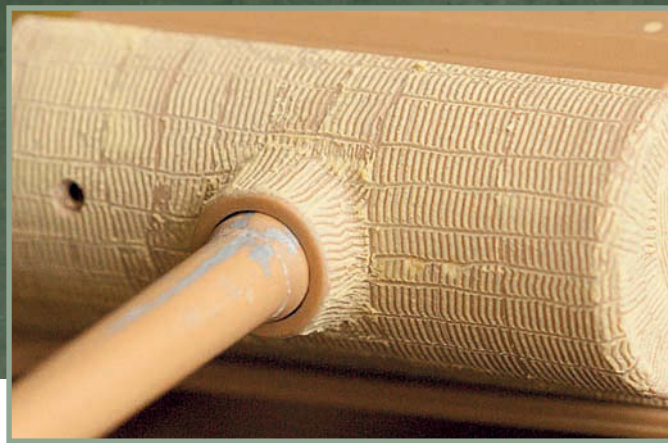
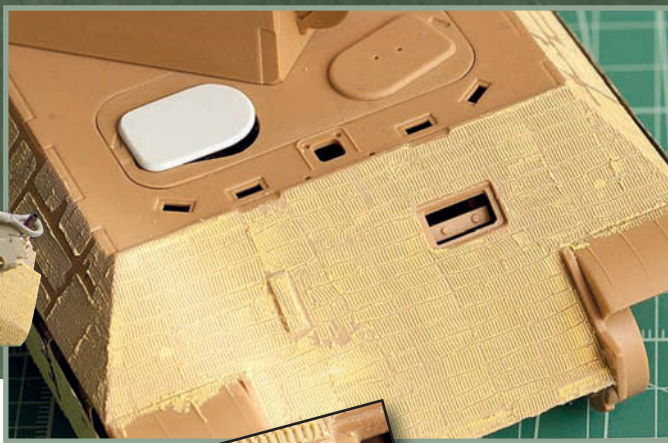
authentic as it can be. I assembled the photoetched parts by soldering them. Photos of the real vehicle allowed me to create the exact number and the arrangement of the spare track links. Resin tracks were drilled and supplied with handmade brass rod pins. Pay attention to the rivets at the end of the pins which connect the tracks with a rivet from the one side and lock washer from another at the end of the pins. Towrope holders are not included in the PE set but it's not difficult to solder them by yourself from a copper foil and a wire with a suitable diameter.

The rear storage boxes from the basic kit do not match those on the vehicle I am modelling so I needed to remake them because there are excluded from PE set. The boxes were fully remade while locks and hinges I borrowed from photoetched parts. ICM produced very small Driver's

and Radioman's hatches that's why I created new ones from plastic sheets. I drilled the necessary holes and installed handles. The hatch block stops were totally handmade from plastic and wire. Besides that new necessary rivets around the cover plate were added. The snorkel cover is made from different scrap parts from my spares box and a photo etched grille. I also improved the grilles for the air intakes and fans, and added PE straps on the cleaning rod tube which was complemented with handmade springs.

Front fenders by Aber were complemented with nuts by MasterClub and width indicators by RB Model. Then I installed their shackles. Notice that the hinged part of fender is partially closed and there is a thread on the shackle's screw.

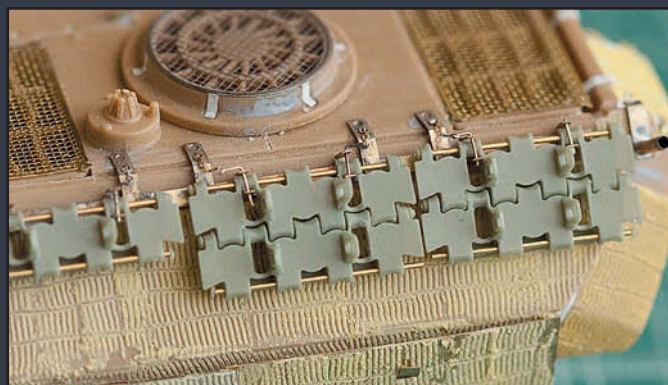
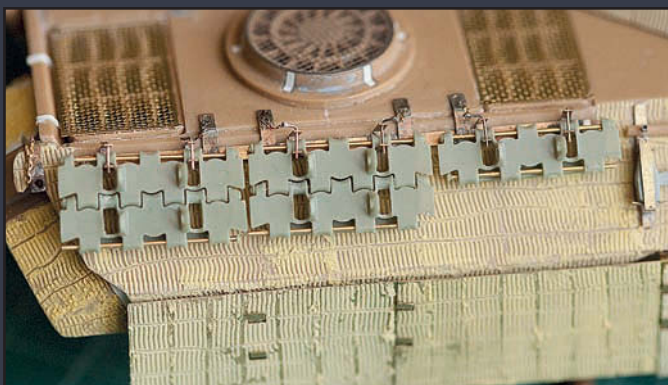
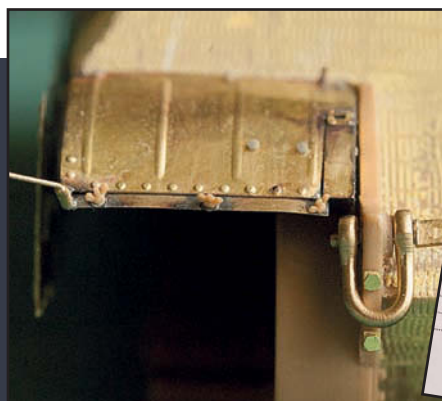


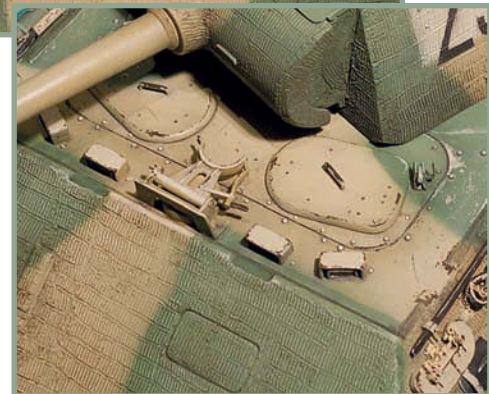
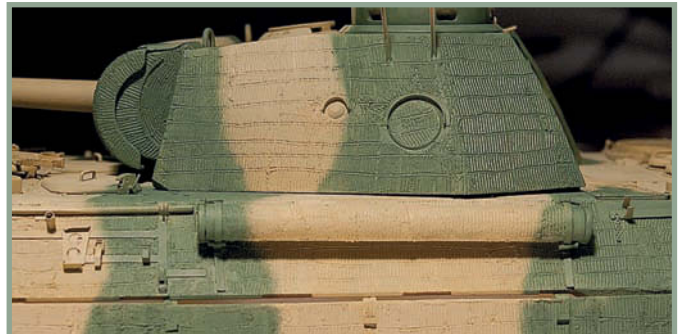
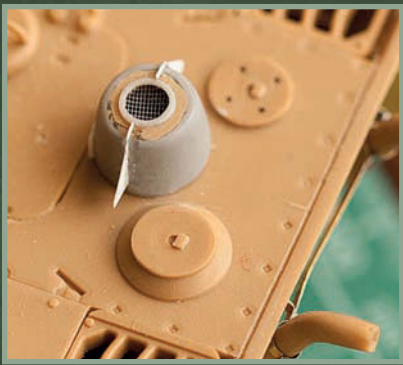


I installed maintenance tools, which are a mixture of sets by Alliance Modelworks, ICM and Dragon. As it can be seen from the list's length it's impossible to trust implicitly the accuracy of the kit producers. You should always make a check with the photos of the real thing.

Rain guards on the turret are handmade, soldered from the copper

sheet foil. After that two handmade U-shaped steel profiles and commanders cupola by Armorscale were finally mounted on my Panther. The main features of the vehicle I was modelling that are not connected with painting were now represented on my model, so you may check a final look of the model before painting.





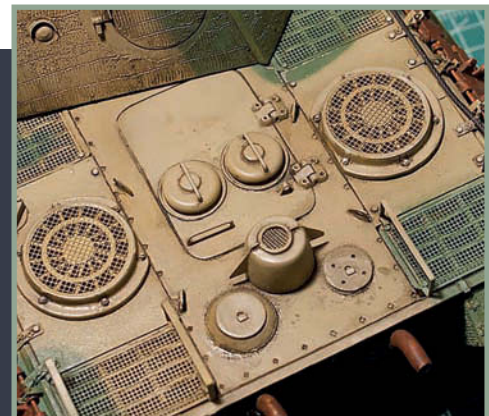
Panther paint

Model was primed with a white automotive primer. The base colour was painted with Pactra acrylic Dunkelgelb. After that I applied some lightening by adding white paint into the base colour. Dunkelgelb is easy to lighten with pure white without losing its saturation. With so many photos of the real vehicle I was able to reconstruct practically the whole pattern of the camouflage. The scheme was applied onto some plans and then transferred onto the model. Camo was applied with a brush. For the green colour I used Pactra Olivgrün which was also lightened using a mixture of Dunkelgelb and white paint. This helps to make camouflage less contrasty and bring the colours tonally together.

The turret numbers were applied by using handmade masks from modelling masking tape. On the archive photos can be seen white squares under the number on both turrets sides. It's probably a painted over

tactical marking, but this peculiarity of the actual vehicle is worth replicating on the model.

Applying wash on zimmerit is not a straightforward task, because you need to give a volume without making it too dark. Multiple washing in combination with a dry brush helps to achieve the necessary result. One remark – wash must be very diluted for better controlling of the effects intensity. It's better to apply more washes to achieve the required result rather than thinking about how to correct faults of a too intense wash. Zimmerit consists of plenty of grooves and a rough surface that's why any wash spread is practically uncontrollable, which is why if it's thick, saturated you can quickly darken the model. Lightening made with a dry brush helps to increase the brightness in the necessary places thus gives contrast and required volume.





The process of painting chips on the camouflage is lengthy enough, so it's better to do it in a several stages. I started with a



green colour – chips moving on to the yellow. All the chips are made with acrylic paint from AK Interactive.



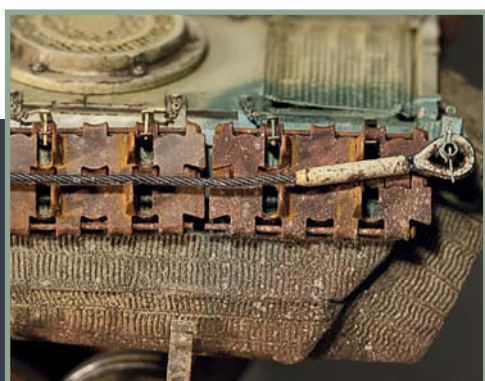
The mud is made of the mixture tooth powder and AK Interactive enamel paint. I prefer to work with enamel than with pigments because you see the end colour immediately which is a big help in controlling the process.



The mixture is applied on the road wheels and a lower hull. After the mixture had dried out I started with it's painting. The logic here is that the road wheel heats in the center during its rotation, so mud dries out and becomes lighter. Around the road

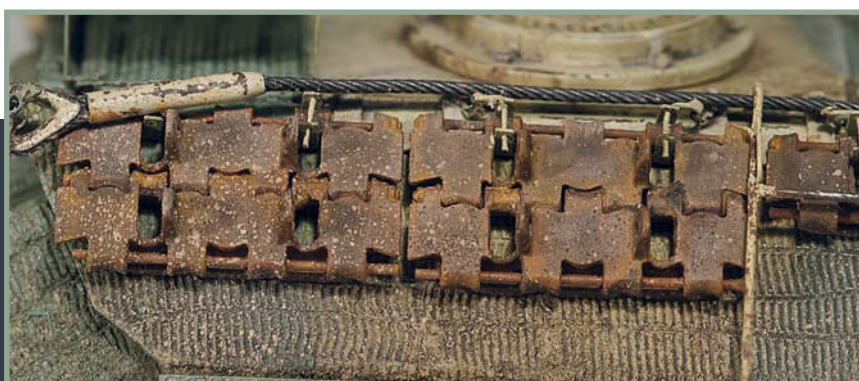


wheel there is always the fresh mud, which is more dark. Besides the wheel is covered with the layers of dirty splashes, made by a mixture of enamel paints and pigments.



Going back to the hull, it's time to apply the dirty splashes of different colours. They emphasize well the zimmerit's washing and give it the finished appearance. Take into consideration that closer to the hull rear the it picked up dirt more intensively.

Wooden handles of the stowage tools are painted with the help of the "Old and Weathered Wood" kit by AK Interactive. Spare tracks are painted rust by using "Rust Effect Colours" kit also by AK Interactive. After the basic painting, which



must be dark enough, each track was processed with filters of different colours that helped visually to separate them. After that the bright-red wash was applied on the track's tooth, as it is the most thin and rusted element. Splashes of dirt made from the mixture of enamels and pigments completed the appearance of the track. Resin tracks were primed and then painted with a mixture of acrylic paints of the earth shades. After it's dried I applied pigments and fixed them with a pigment fixer. Bare metal rubbing surfaces where the wheels

roll along the tracks were made with a graphite, and where the tracks meet the ground – with acrylic metallic paint by Zvezda. It's important to preserve the variety of colours even on a neighbouring tracks.

A distinctive feature kit of the real vehicle was created by the hanging helmets on the turret and by the rear wooden boxes. Helmets by TANK were completed with photo etch and decals by Aber.



I had to make the rear wooden boxes by myself because I didn't manage to find anything suitable in the market. I started with dimensioning so that the proportions were determined with the help of photos and taking measurements in comparison to the other items, whose sizes I knew. The boxes are made of the plastic sheet Evergreen and the fittings on them is also handmade. Painting was done with AK Interactive acrylic paint from the "Old and Weathered Wood" set. After the basic painting

in wooden tones boxes were tinted by the mixture of oil and enamel paints and after that by enamel paints. As an extended body kit I chose the potbelly stove with a bundle of firewood and balalaika - a bright accent on the dusty armour of tank! Stove was found in the "German Accessories Set 2" by DneproModel, balalaika was handmade from the sheet plastic and firewood from real twigs.



Crew figures from Alpine were painted by my friend Aleksey Sergeev.

- ICM Panther Ausf. D 35361
- MasterClub Panther tracks MC135002W
- Lion Roar PE
- Armorscale Cupola for Pz.Kpfw.V Panther Ausf.D R35-030
- Armorscale Width Indicator for German Vehicles S35-008
- Eureka ER-3514 Towing cable for Pz.Kpfw.V Panther Ausf.D/A
- RB Model 75mm KwK 42 L/70 35B06
- RB Model 2m Aerial for different German military vehicles 35A02
- RB Model Shackles 0778244
- Alliance Modelworks Late War German Vehicle Tool Set LW35051
- Aber Front Fenders and mud flaps for Panther ausf. A/D 35A031
- Various bolts and rivets by MasterClub





Wilder Waffenträger

TRUMPETER'S KIT GETS THE ADAM WILDER TREATMENT

One night while visiting my friend's house, watching television, I noticed that he had a freshly unwrapped box containing Trumpeter's Krupp/Ardelt Waffenträger 88mm PaK-43 kit sitting underneath his desk. After looking at the box for a bit I realized that building a subject like this would be fairly simple. Its large fenders also would allow for some creativity as I knew they could be easily rebuilt and damaged. I asked him if I could have the kit and took it home with me that evening. About a week and a half later I had it built and ready to paint.

The only time consuming part of this project was the fenders which were rebuilt from copper sheet. These replacements were detailed using photo etched tread plates from Aber. Other details such as the tool clamps and gun cleaning rods were taken from a spare photo etched Tiger II detailing set also from

Aber. The field-modified frame was built from Evergreen strips. The photo etched screening is another photo etched detail from Aber. The tracks used were the 1/35 ATL-121 Friulmodel German 12.8cm PaK 44 Waffenträger Krupp 1. The German 12.8cm PaK 44 Waffenträger Krupp was a longer vehicle so plenty of spares were available which were used to clad the sides of the turret. Spare Friulmodel German Tiger II ATL-37 metal tracks were used to armour up the front of the hull.

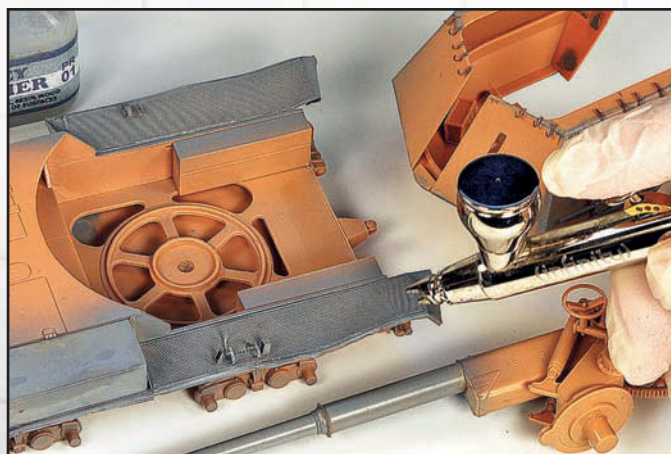
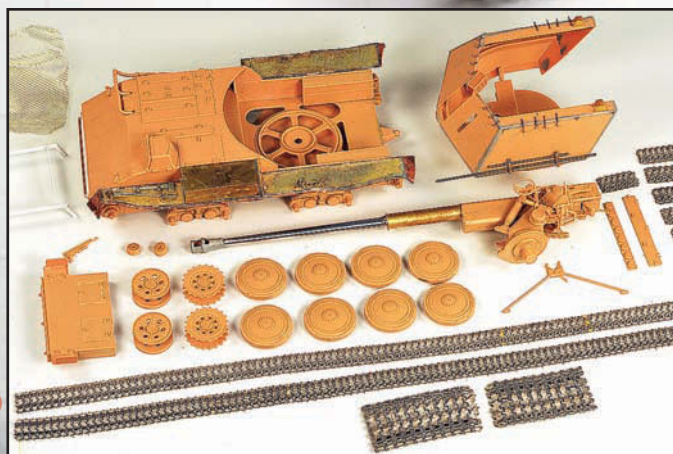
I decided to paint the vehicle in more of a traditional German three-toned camouflage influenced by the Splittermuster 1931 pattern seen on some of the uniforms, packs and tents. Let's now look at the different steps used to paint this Krupp/Ardelt Waffenträger.

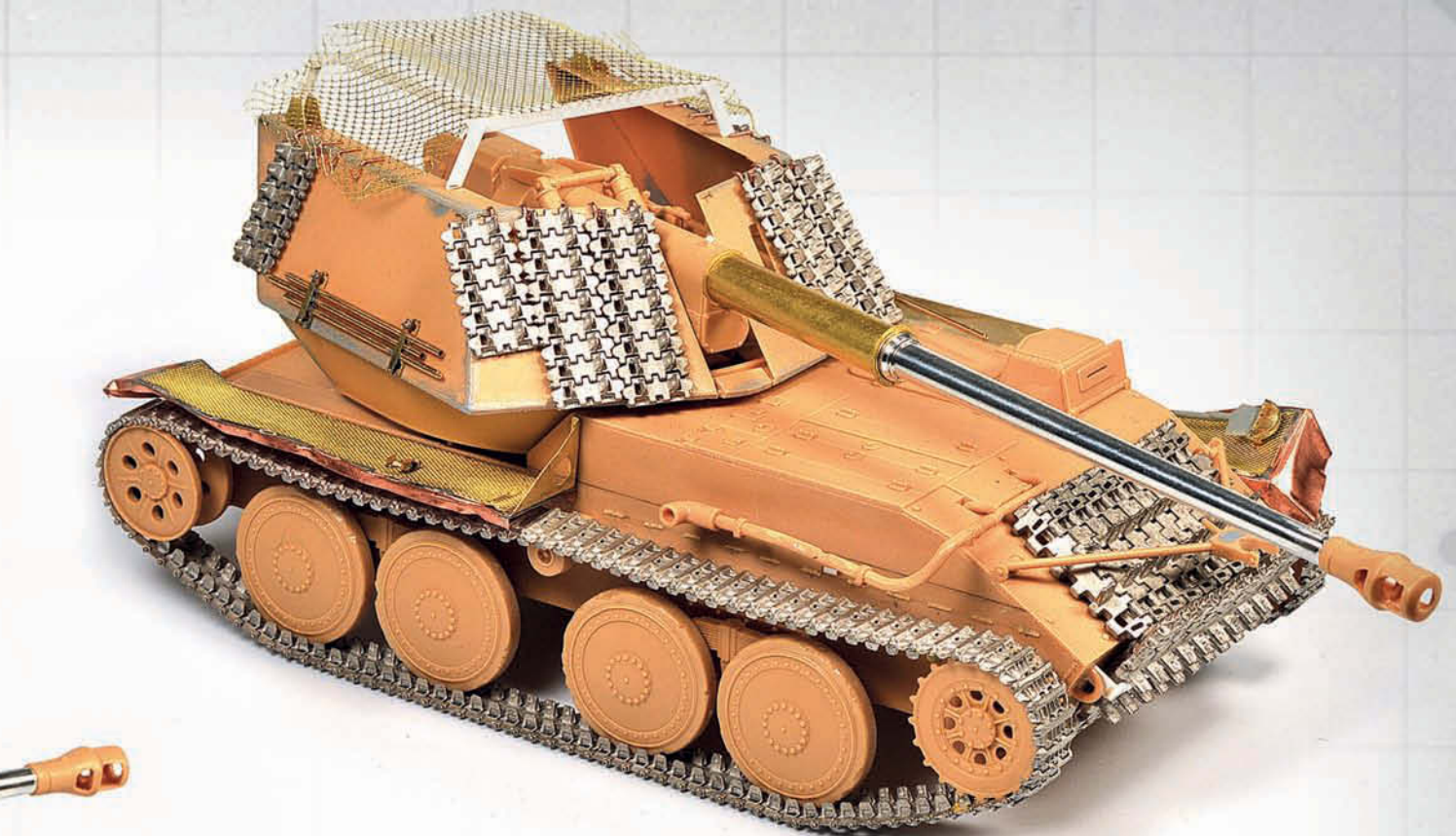
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After photographing the model I broke it down into subassemblies for ease of painting. The large brass parts such as the fenders and ammunition box were lightly airbrushed with a few coats of primer.





The basecoat and camouflage were painted using LIFECOLOR paints. The Splittermuster pattern was accomplished using a paint brush. You will need to thin the LIFECOLOR acrylics a bit using water when painting them with a brush. Both the green and red brown colours had to be applied in two or three layers in order to make them opaque.





I applied the dry transfers next. After locating and securing the transfers using clear tape I firmly rubbed them to the turret using a pencil. Next I removed the tape and clear backing leaving the



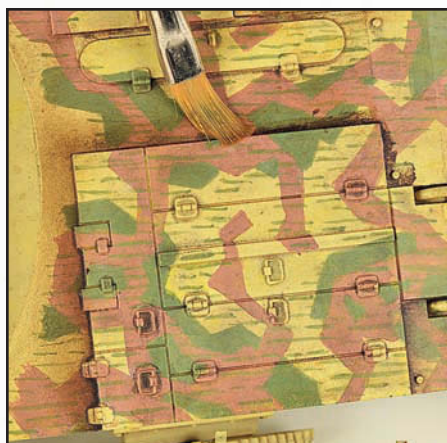
cross in place. After locating the crosses, a few good coats of Tamiya clear were airbrushed over the entire model and all of its sub-assemblies.



A maroon filter was applied to reduce the vibrancy of the basecoat while subtly blending the three colours making up the camouflage. After letting the filter dry for a day or two I blended some different coloured artist oils to further unify the colours of the camouflage while also adding some subtle different tones to the finish.



After the first coat of oils dried more oils were blended around details such as the hatches creating fake shadows for contrast. Dark shadow pin washes were used to further bring out the seams, small details and weld joints.





After the oils and washes had a few days to dry it was time to move onto the chipping phase of the model. I mixed a tone that was lighter than that of the basecoat. I applied this light sand colour using a sponge over the areas of the model where lots of chipping in the paint might occur. More of the light sand tone was



added using a fine paintbrush. Applying the paint chips using a fine brush gives you a little more control over where you are placing them. Next dark brown steel coloured chips were painted over most of the lighter sand ones.



The next phase of the chipping process was to apply the rust tones. The rust effects from the WILDER Nitroline are enamels and should be both stirred and shaken well prior to using. The way that



I like to apply them over chipping effects is to brush them on, let them dry for a few minutes, then lightly blend them using enamel thinner.



This was the best time to paint the exhaust pipe. I started by airbrushing it with a grey base tone. After the base coat dried I added some rust washes. The enamel rust tones in the WILDER Nitroline are designed more for smaller rust areas encountered over chipping effects. They are enamels so I would recommend adding pigments to them ensuring that they dry matt when using them over larger rusty areas as in this example. The pigments will also allow for more rust tones. Light sand yellow chips added a bit more colour to this rusty detail.





More rust tones were added to the exhaust pipe using the speckling effect. Make sure that you remove much of the excess paint from the brush prior to applying it to the



model or you might overdo the effect. After adding some light rust specs to the exhaust pipe I applied a bit to the rest of the model and sub-assemblies such as the



wheels, turret and gun. The speckling step pretty much finished the chipping process.



At this phase I was ready to move onto the weathering steps. Textured Earth was applied in refined amounts to the lower hull and running gear. This acrylic product would work as a base for accumulated areas of mud. The light and dark colours used would also add



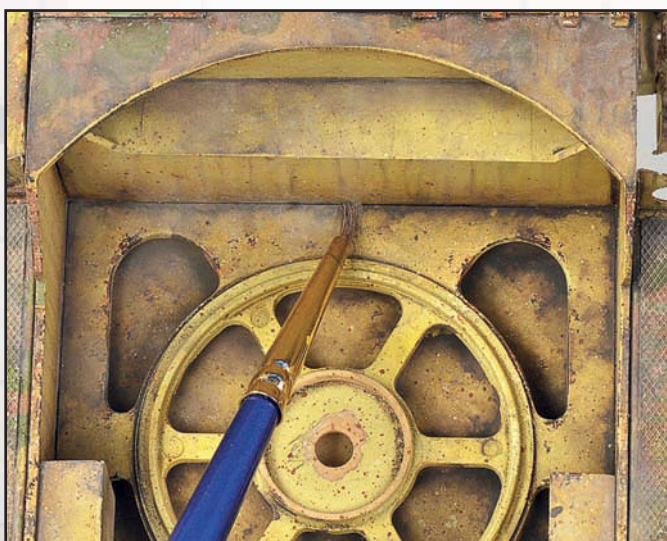
more tones to the weathering. A light dry mud effect was brushed on and blended using enamel thinner to create dust tones. You can also mix the dry mud effect using enamel thinner and apply it as an earth wash.



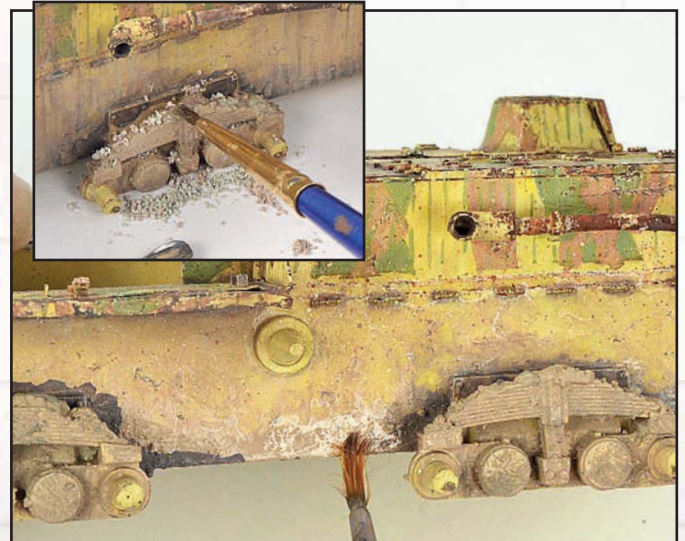
More light and dark earth effects were brushed on and blended over the hull, turret and running gear. You can also paint the earth



effects onto the sides in a linea pattern then blend them using enamel thinner in order to get rain washed streaks of dust.



Pigments were added next to subtly blend the enamel earth effects while adding more weathering tones. I brushed them on dry while also using light amounts of enamel thinner to blend them when I felt that it was necessary.



I mixed a dark satin earth tone into a spare jar to keep it moist as I would be using it throughout the rest of the project. I brushed some of the satin earth mix onto the lower hull and blended it using enamel thinner. More pigments were placed over the areas of textured earth and secured with pigment fixer in order to give more of a gritty look to these regions.



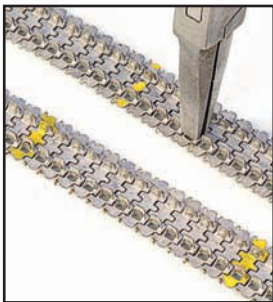
I then blended all of these effects on the lower hull by speckling on some more medium earth tones. The dark satin earth tones mixed earlier were also speckled on to the front and rear sections of the lower hull. More of the dark earth mix was brushed and blended

onto the upper hull over the dust tones. Wet effects helped to finish the weathering on the hull and turret creating authentic looking dry, satin and wet areas of dust tones.

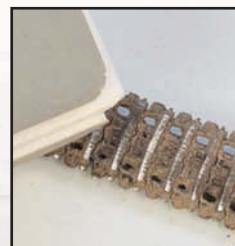


I finished painting the road wheels in the same manner as the lower hull. I speckled on some lighter matt mud tones over the wheels and let the paint set over night. The next day some of the satin dark earth mix was painted and blended mostly around the

outer edges of the wheels. Some tire grey pigments were rubbed over the outer edges of the road wheels where they would have been worn from the tracks.



The ATL-121 Friulmodel German 12.8cm PaK 44 Waffenträger tracks did not fit well around the drive sprockets. Some of the teeth had to be bent inward a bit using a pair of flat pliers in order to get them to sit properly. I marked the areas where the teeth were bent inward using some yellow paint. I dipped the tracks into a Quick Rust solution in order to give them a rusty brown base coat.



I could not use the textured earth on the tracks. The tracks would have been too stiff to relocate onto the model once the thick acrylic paint dried. Instead I made a type of slurry that would be more crumbly once it dried. Once it had dried I speckled some more light mud over the tracks to help insure that the earth tones matched that of the hull. Some of the satin dark mud was also randomly brushed on and blended and the outer cleats polished with a sanding pad. Some random wet effects finished the tracks.

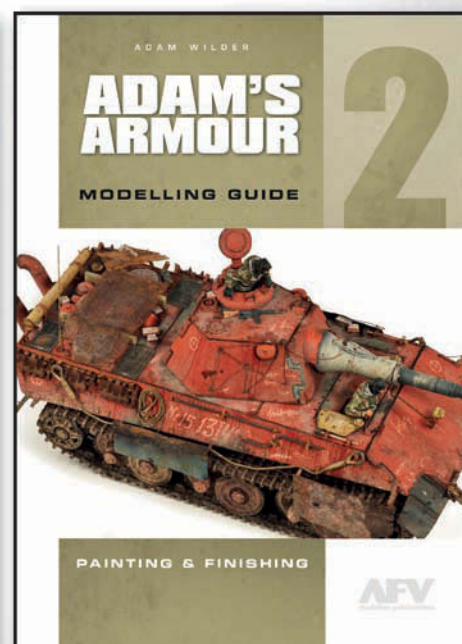
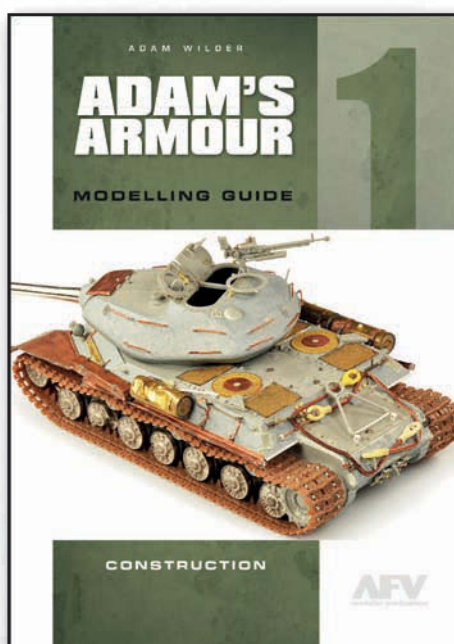
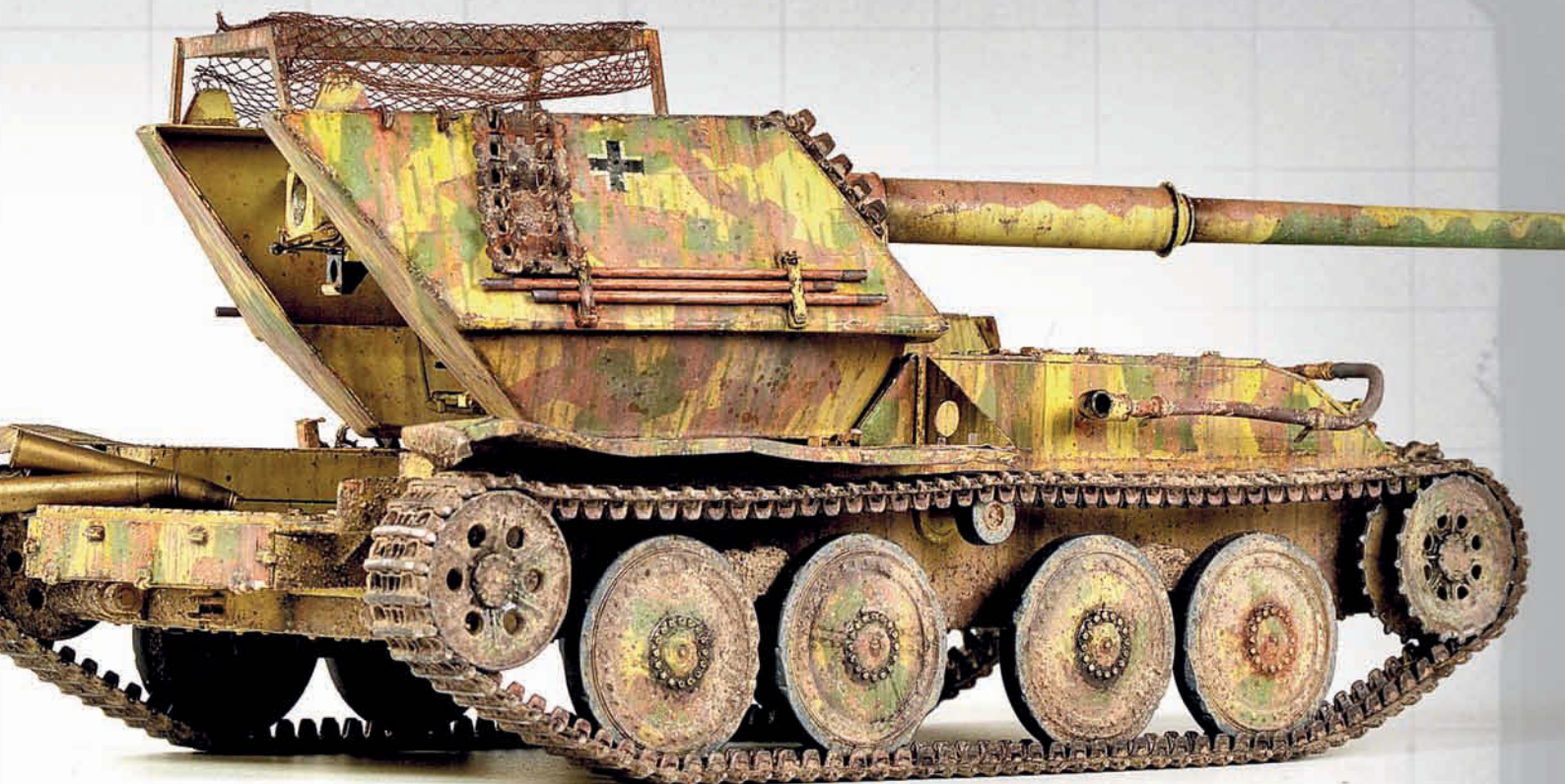


Although intended for making diesel exhaust runs common on Soviet AFVs, Diesel Exhaust Runs can be used to make grease effects as well.



I decided to omit some of the spare tracks on the completed model because I felt that they were hiding too much of the finish. Like the tracks the rusty tones on the field fabricated cage over the open turret helped to add more colour and detail to the simple model. When looking at the photos of the finished model you can see that it is best to apply light and dark earth tones containing matt, satin and glossy areas. A little more time might be needed in order to let the various layers dry prior to adding the next ones but the end result is worth it.





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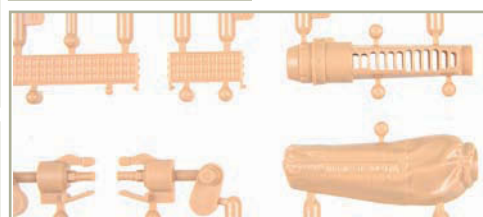
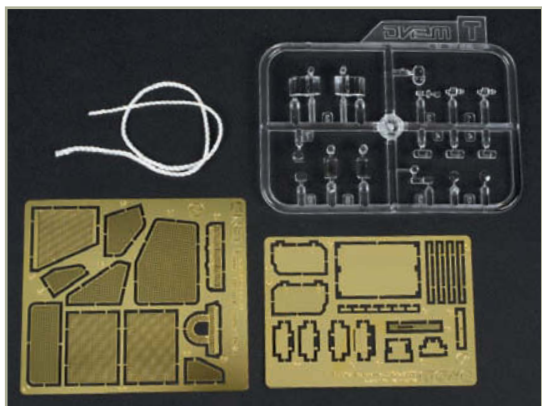
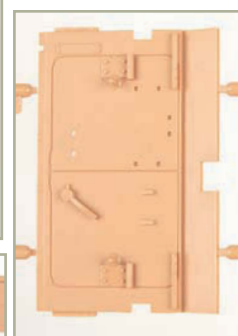
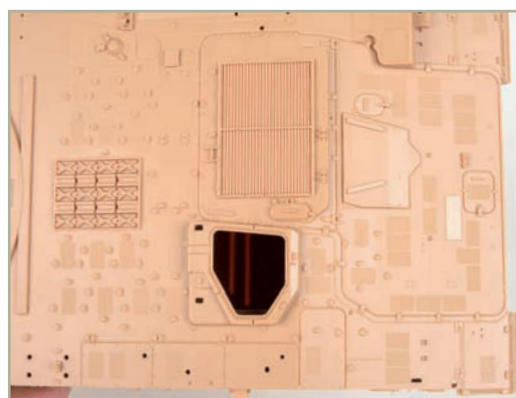
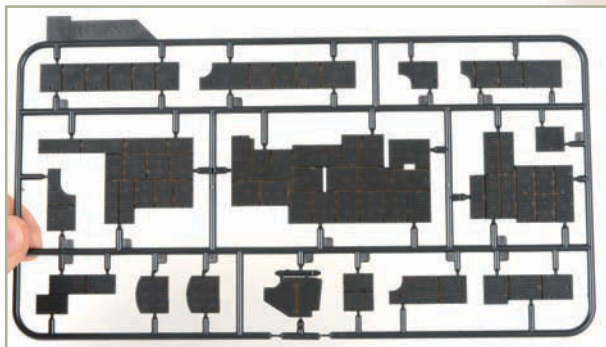
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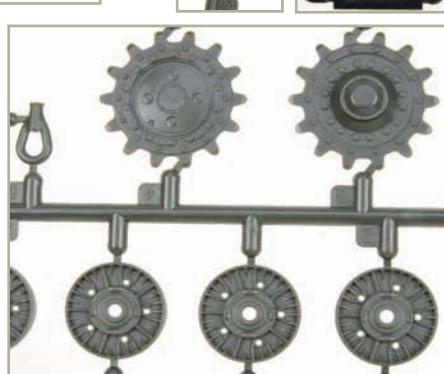
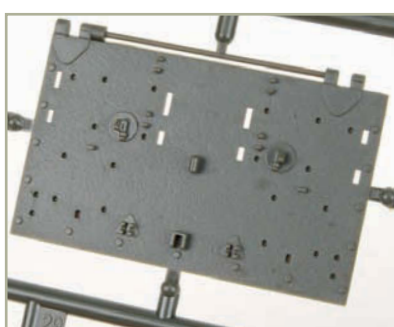
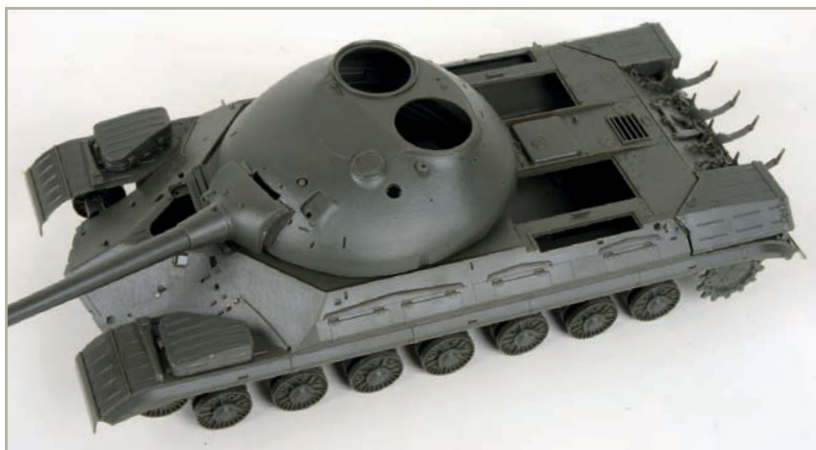
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Meng 1:35 Panzerhaubitze 2000 with Add on Armour

Haven't we already seen the Panzerhaubitze 2000? Yes we have, see our full build feature in Issue 78 from last year, but this new version now has the add-on armour. These are the distinctive 'bed of nails' type panels fitted to the driver's position and turret roof are a passive armour and help with thermal insulation to reduce the interior temperature of the vehicle. The tiles were a feature of both German and Dutch vehicles which operated in Afghanistan and when the kit was first released it was one of these vehicles that I really wanted to model. The new version also gets a change of plastic colour and looks very attractive moulded in sand but the basic vehicle kit remains unchanged. The kit still has the huge metal gun barrel, photoetched frets, clear periscopes and individual link tracks. As I discovered when I built the first release this is a great kit with very

little that you might need to adjust, just some small moulded handles that could be replaced. The new thermal tiles are provided on an appropriate black sprue and really does capture the look of the tiny pins that cover the surface. This is some achievement given just how small these are in 1:35. These panels are designed to locate onto the pre-existing bolt details atop the vehicle and they do give the vehicle a very different look. There is a new decal sheet provided which has markings for two German and two Dutch vehicles operating in Afghanistan. The Dutch vehicles went into action in their normal NATO three colour camouflage and there are some great photos of them heavily dust-stained which would make a great subject for a model. It is great to see this version released of what was already a great kit.



MENG 1:35 T-10M Heavy Tank

Who can I ask to build the T-10 for the magazine I thought. Then the kit arrived and I knew that I would be building this one! One look at the parts and I could see the potential for a stunning looking model with the menacing stance of this beast. Where do we start? Well the superbly moulded hull is a good place with the subtle rolled armour texture and weld beads. The lower hull tub is also beautifully textured and once again the kit provides working torsion bar suspension. The two hull parts interlock exactly but there are cut outs on each side of the bow for the inner faces of the fenders so that if you want the fenders removed these gaps will have to be filled. Polycap roadwheels are standard and they have excellent moulded rib details. The tracks are individual link and come with pre-spaced sections of 6 track pins and a jig to hold the links whilst the pins are fitted. The finesse of many of the smaller parts is as good as it gets for example the engine deck grilles, headlamp guards and the tow rope turnbuckles. Talking of which the kit has a pair of moulded plastic tow ropes instead of the

nylon string and they do look surprisingly good! Photoetched grilles are supplied for the engine intakes along with some straps and brackets. The turret replicates the machine finished surface of the real vehicle and you have the choice of a funky-looking turret bin or a very convincingly modelled rolled tarpaulin for the rear of the turret. Similarly there is a large log provided to strap to the right hand side of the hull. The cupola mounted MG is another well detailed feature right down to the tiny embossed stars on the ammunition bins. The two part barrel is mated to a one piece muzzle brake so no problems there and both MG barrels have open muzzles. Marking wise the kit has a choice of four different vehicles including vehicles that were used in Czech uprising in 1968, but these do not include the white stripes seen on the box art. Big Russian 1950's tanks are not normally my thing but I am excited at the prospect of building this which I hope will be ready for Issue 85, where are my sprue cutters?



ABER

We have an exciting collection of new releases from our friends at Aber with new additions to their extensive range of replacement gun barrels. We begin with 35 L-154 which is a 30mm 2A42 barrel for the BMP-2 and BMD-2, designed to fit all kits. 35 L-107 is a 3.7cm Flak 42 Naval barrel, ideal for your S Boat it comes with one of Aber's impressive perforated muzzles. We move to 1:16 for the next set 16 L-06 which is a pair of ZB 37 MG barrels designed for the Panda Panzer 38(t). Along with the superb perforated muzzle the set includes photoetched parts to make up the gun cradle. For the Dragon Nashorn set 35 L-128 offers a new multipart barrel which screws together allowing us to dry assemble it for these photos. If you want to upgrade the weapons on the new Meng A7V then 35 L-164 provides a full set of new gun barrels with separately machined muzzles for the MGs and turned aluminium main gun. Back to 1:16 scale now with this stunning Panzer IV Ausf H/J muzzle brake 16 L-11, designed to fit

both Trumpeter and Tamiya kits. The precision fit of the parts is extraordinary and the level of the detail superb. Also for the Trumpeter Panzer IV is a set of twelve replacement projectile heads to upgrade the ammunition in the kit. As you can see the set offers a mix of projectile types and they are going to be great for improving the look of the most visible stored ammunition. The next set 16 068A is a set of 25 Panzer IV Ausf H track pins. These are to upgrade the spare track links stored on the bow of the Trumpeter kit. Each pin has a hole drilled at the end to allow the copper wire locking pin to be added for absolute realism. The final new release is a generic set of 1.5mm hex nuts and bolts. These are designed to fold up with the reverse side filled with solder or filler, great for that extra level of detail especially in larger scales. Full details of these and the rest of the range can be found at www.aber.net.pl

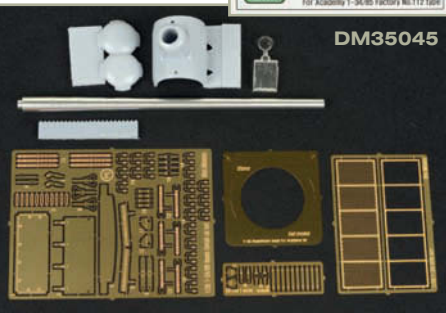


AMMO

AMMO of Mig Jimenez continue to provide these handy sets of acrylics which are suitable for airbrushing or brush painting. A.MIG7123 is a set of six colours providing a fool-proof way to paint weapons of any era including metallics for representing gunmetals and brown tones for wood stocks. A.MIG7124 is another six colour set to replicate WWII ammunition, both shell



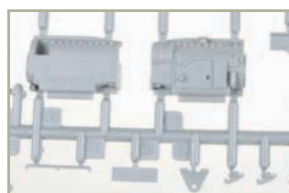
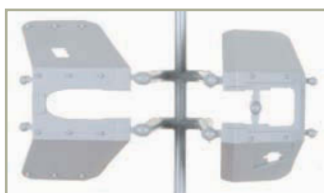
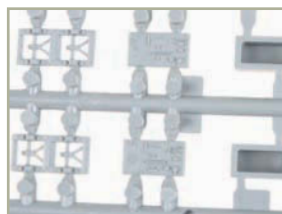
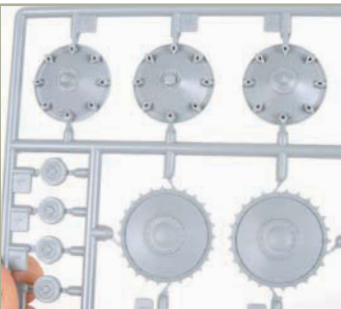
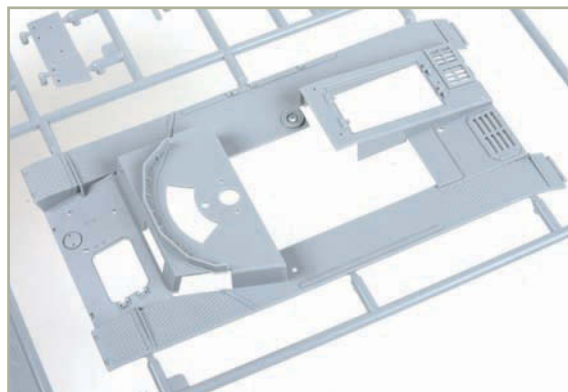
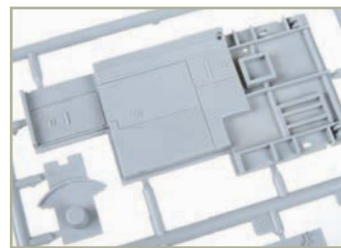
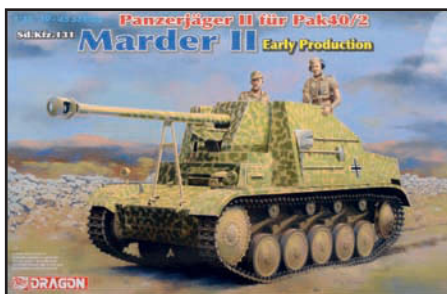
cases and small-arms with some good detailed colour placement reference on the packaging. If our A7V feature in the last issue inspired you to tackle your own project (or another captured vehicle in German use perhaps) there's a 'Smart Set' of four WWI German Tank colours which will suit most schemes. Keep up with AMMO's new releases at www.migjimenez.com



DEF Model

Masters of the replacement wheel and general lovely upgrades, DEF Model have a stack of new things to tempt us and we will begin with the wheel sets. DW35079 is a set of sagged wheels for the new Dragon Saladin kit. All the DEF wheels here come with pre-cut paint masks and the lettering on the tires is moulded in different positions for a realistically random look. DW35074 is designed for Meng's Cougar MRAP. Trumpeter's GAZ-66 is upgraded by set DW35077 which also has photoetched hub rims and set DW35076 is for the Trumpeter BTR-40. Finally for the wheels, DW35075 provides an upgrade for the AFV Club / Skybow M38A1 Jeep. The T-34/85 is the focus of the remaining releases and set DM35045 is a detail up set for the Academy Factory No.112 kit. The set provides a new turned aluminium gun barrel, resin mantlet and roof ventilators along with

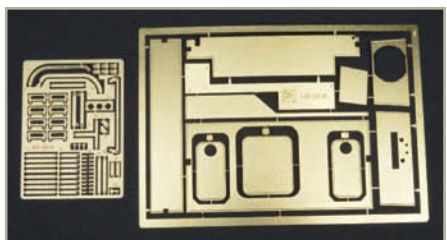
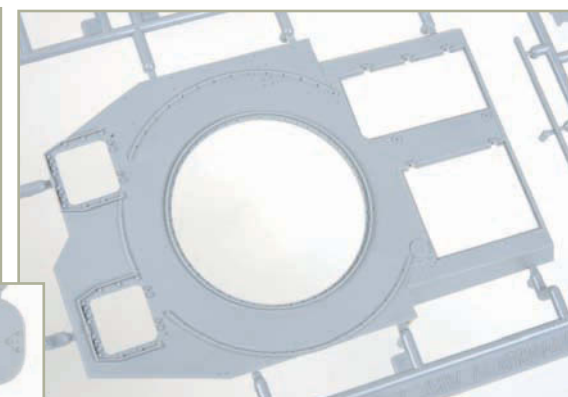
four photoetched frets. These provide engine deck mesh, hatch locks, tool bin clasps, grouser tie downs, saw blade, mantlet cover and wheel paint mask. For the same Academy kit, DM35046 offers a 1943 D-5T Main Gun conversion with complete new turret, gun barrel and decal sheet. Great rough cast texture to the turret and one of DEF's great colour instruction sheets to guide you. Its the same arrangement for set DM35047 which allows you to model the 1944 D-5T gun version. Finally if you just want to upgrade the Academy barrel there is set DM35044 which also includes the roof ventilators and the photoetched parts from the detail up set are also available separately in set DE35010 which comes with resin lamp lens and resin bolt heads. www.defmodel.com has details of these and the rest of this high quality range.



DRAGON 1:35 Marder II Early Production

It's around a decade ago Dragon released their first Marder II closely followed by their range of Panzer IIs, this release steps back to the early version of the little tank hunter with some relatively minor differences from the later versions, namely the on-vehicle-equipment which DML kindly supply tools with and without clamps. The single piece tub of the lower hull has some delicately detailed suspension and the even more delicate Magic Track, very demanding but very nicely detailed track. There's a good interior included in these Marder kits and in this version you end up with a full upper hull and side

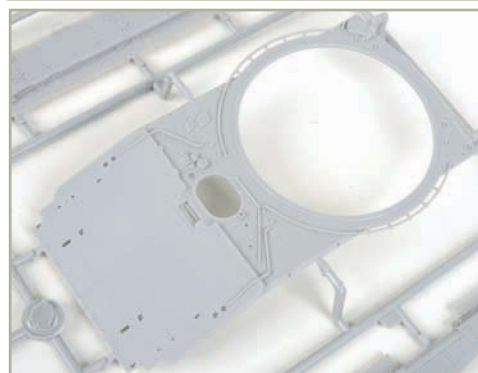
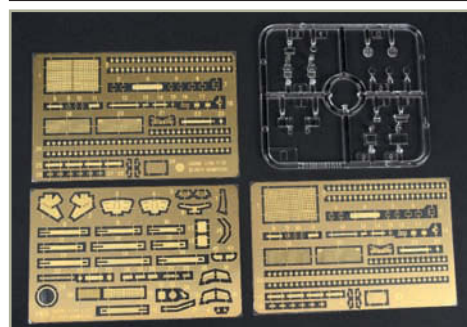
armour spare due to subtle differences. The Pak40 remains as the original Dragon release with an option of muzzles to suit the vehicle you're modelling. The large ammo stowage bins include internal racks but no shells are included, a sprue of generic personal equipment is thrown into the mix which provides weapons and some pieces to clutter the interior should you wish. Markings are minimal but the fallschirmjäger operated Marders in Italy are sure to be a popular choice. Another example of Dragon stretching their tooling to the maximum with subtle versions but excellent kits nevertheless!



Dragon 1:35 PzKpfw IV Ausf.A mit Zusatzpanzer

With a strong risk of repeating ourselves (but not too dissimilar to what Dragon are doing at times!) should this late Ausf.A be considered a re-box? We will start by repeating ourselves in that Dragon's Panzer IV variants are excellent kits held in very high regard, superb detail and moulding quality (but demanding builds at times with the notorious instruction errors to confuse matters) we really did think we'd seen the last release some time ago. Alas, no. The only difference I can notice in this box from the previous 'A' is the inclusion

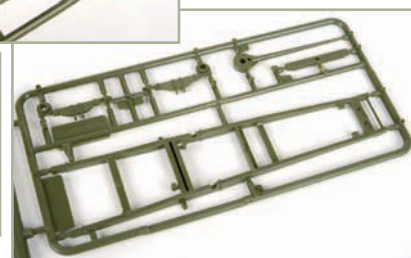
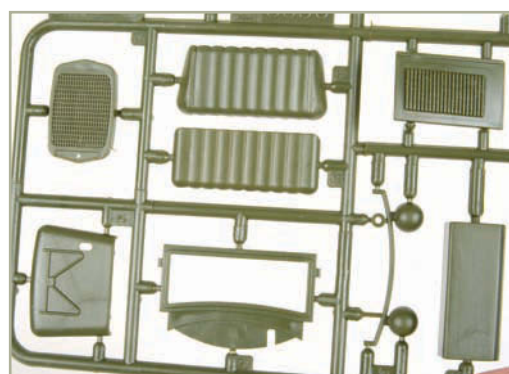
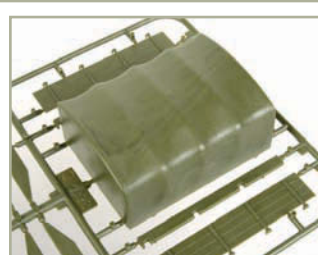
of a photo etched fret containing the add-on armour plates of the Zusatzpanzer which are pretty much some flat shapes, not a lot of effort to warrant a 'new' release unfortunately. Marketing moaning aside, this is a real out-of-the-box build with some staggering detail, the single run 'DS' tracks are included which won't please everyone but do cut down on assembly time a little. All hatches are posable but only the turret has detail to flesh-out the interior. Beautiful kits, but this fact has been fully exploited by Dragon.



Trumpeter 1:35 T72B/B1 MBT with kontakt-1 reactive armour

Trumpeter revisit their excellent T-72B and offer the very similar base kit covered in ERA blocks to notch the parts count up to around 1300! Anything but a simple weekend build, this huge box is bursting with sprues showing superb moulding and detail. Many of the parts are the individual track links (a nice touch that Trumpeter present these in brown la Modelkasten) and the Kontakt ERA blocks which are placed individually, each consisting of two parts. The individual blocks will be time-consuming to add but the best way to recreate some of the battle weary beasts of

recent conflicts. A very worthwhile set of quality photoetch parts, choice of road wheels, vinyl tubing for fuel tank plumbing and some soft, flexible moulded parts and a wide choice of markings and colour schemes make for a very comprehensive project straight from the box (OK, some will be looking to a single piece gun barrel perhaps) but what you will need is a good chunk of your time to produce such a delicately detailed miniature. Such a menacing looking MBT with a fantastic scope for painting and weathering



Zvezda 1:35 Soviet Army 1.5 Ton Truck

If this re-box does nothing else it reminds us how far Zvezda have come as a producer of quality kits. This dated tooling is certainly the Zvezda of old with some heavy detail and simplified design, the most concerning features are the wood grain texture which looks out of scale and a texture across some of the body parts. A basic engine and chassis form the basis of the build with the integral front mudguards to which the cab sides (with fixed doors)

are added along with the fixed position bonnet- all very basic. The tires supplied are old-school black vinyl with poorly defined tread which pretty much sum-up this dated looking re-release. Yes, this is a simple and inexpensive kit but I'd imagine most modellers of experience will plumb for the MiniArt 'AA' truck with a more demanding build but infinitely better detail, similar to what we'd expect from new-tooled Zvezda kits but sadly not this one.

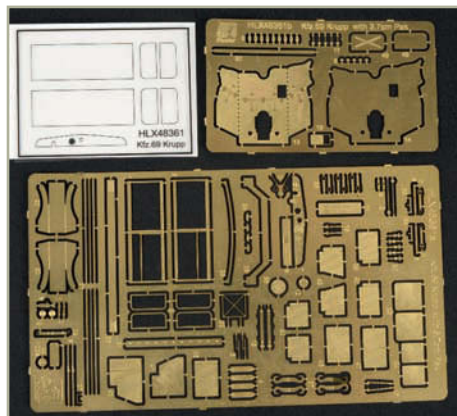
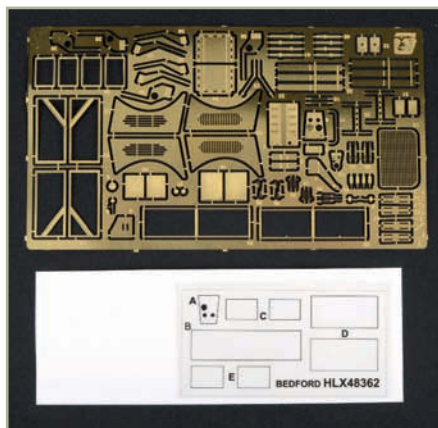
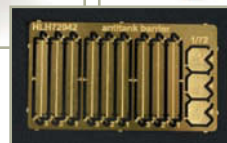
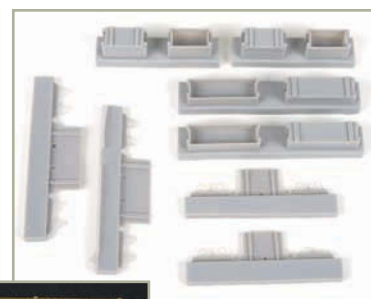


M1 8" GUN transp.wagon
Resin construction kit with photoetched parts. HLP72016



Hauler

The usual mixed bag of goodies from Hauler to cater for all scales, starting with 1:72 HLP72016 is a full resin kit of the huge M1 8" gun and transport platform. The casting is excellent with very fine detail and beautifully rendered wheels and barrel. Still in 1:72 is HLH72042 providing three 'hedgehog' anti-tank obstacles in photoetch and HLH72041 which is a large wooden handcart in resin with some photo etched details. Up to 1:48 where Hauler



have a huge catalogue of detail sets, some new additions are HLX48361 for the Tamiya Krupp with 3.7 Pak, two good sized frets and an acetate of window glazing. HLX48362 is an excellent looking set of photoetched parts for Airfix's Bedford MWD. In 1:35 are some quite generic accessories in the form of a set of four steel barrels, set HLU35083 and HLU35082 which is a selection of U.S. 75mm ammo crates with both open and closed lids.



Tommy's War

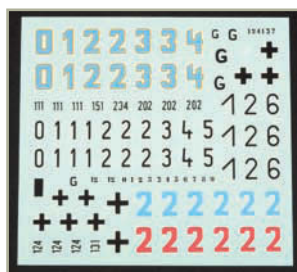
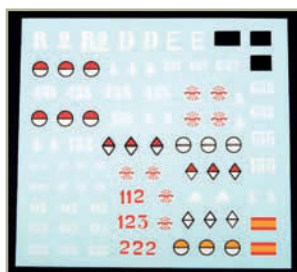
More Great War 'greatness' from Tommy's War and their 1:32 range of figures, artillery and vehicles. TW54027 is a Battery Sergeant, Royal Field Artillery, The Somme 1916 and TW54028 is the dandy Major to accompany him. Both have optional heads and as usual, beautifully sculpted and cast in resin. Further back in time from our usual subjects, but such an excellent range 'Victoria's Heros' from Tommy's is VH54003, a Captain of the Queens Own Cameron Highlanders, 1882.

www.tommyswar.com has details of all of their high quality releases.



Stalingrad

Quarter scale modellers rejoice! Producers of some of the finest figures around, Stalingrad, have turned their talents to 1:48 with this first set of six figures, S-4804 depicts German infantry in winter gear, all of whom could work equally as well on their own with a vehicle as well as in a group. Superb sculpting with the most delicate cast detail raises the bar for 1:48 figures, some of the assembly proves demanding due to the smaller size but certain items of equipment are sensibly moulded in-place. www.stalingrad.diorama.ru has details of their range and distributors.



AK Interactive

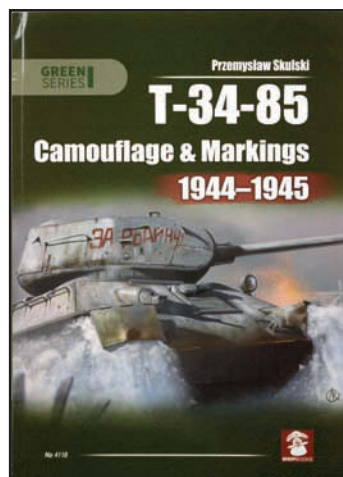
A good mix of new products from the guys at AKI starting with two sets of six colours covering the increasingly popular subject of Modern Russian vehicle colours. Volume 1 and 2 look to cover every eventuality including the rather loud mustard yellow and blue-grey, splitting across the two sets allows modellers to choose which will suit their project. The acrylics are suitable for brush and airbrush application. If you're airbrushing in warmer temperatures (not something we experience too much in the UK!) AK's new drying retarder should help with build-up on finer airbrush needle tips allowing better flow, a couple of drops are suggested into the colour cup so the bottle should last a long time. This will also help with blending 'glazes' when brush painting. In the same sized 60ml bottle is a thinner specifically for acrylics and a new decal setting solution in a large 100ml jar. Talking of decals, AK are now distributing water-slide marking sets designed by Star Decals, each set contains enough

markings for several vehicles. AK801 covers Nationalist T-26s from the Spanish Civil War, AK802 is designed for Panthers and King Tigers photographed in the Ardennes offensive and AK806 covers a good mix of Modern Russian vehicles including T-62, BMP and BTRs from the 1990s to late 2000s. The decals have good detail and register with a welcome matt finish. A new softback 136 page A4 book titled '4x2' from AK is nicely presented and features four AFVs each tackled two different ways visualised in a step-by-step fashion with a gallery of large format images of the finished models. Subjects covered as a 'then and now' scenario are a Sherman 'Jumbo' and Cromwell with a Brummbär and T-34 beautifully done as operational and K.O.d vehicles. Projects are by World renowned modellers Rubén González, Sven Frisch, Domingo Hernández and Michel Pérez. www.ak-interactive.com is the place to keep up with AKI's rapid rate of releases.



Archer Fine Transfers

Not transfers as such from the guys at Archer, these are finely printed propaganda posters to detail dioramas in 1:35 (or 1:32). The inks are waterproof so a good method of application may by diluted pva which should give a realistic look to the ultra-thin paper. French, Russian, Canadian, Polish and Dutch WWII are available along with Spanish Civil War. www.archertransfers.com



T-34-85 Camouflage & Markings 1944-45

By Przemyslaw Skulski
Published by Mushroom Model Publications
Softback Portrait format, 112 pages English text
ISBN 978-83-63678-66-1
www.mmpbooks.biz.

This is a stunning new modelling reference on the T-34-85 which certainly had me itching to model some of the vehicles depicted in the superb colour profiles that make up the majority of the book. The book begins with an examination of the design and development of the up-gunned T-34 including a look at the different factories producing the tanks and the design differences. This and the next chapter on operational use are well illustrated with archive images. The next chapter deals with camouflage and markings and this is broken down into six subsections for the different nationalities using the tank. The stunning colour profiles by Thierry Vallet are linked to photos of the real vehicle where possible with useful notes on each profile. Captured vehicles in German and Finnish service are included within this section. Version details are covered in the next section with photos of preserved vehicles used to illustrate the wide range of production differences between factories, particularly concerning the turret. The range of turret types and finishes are something of an eye-opener! The book concludes with some rather poorly lit interior photos which are the only weak point of the book, and which happily does not detract from the rest of the book with its excellent. An essential reference for fans of Russian armour.



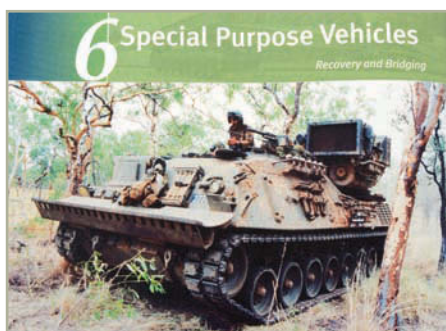
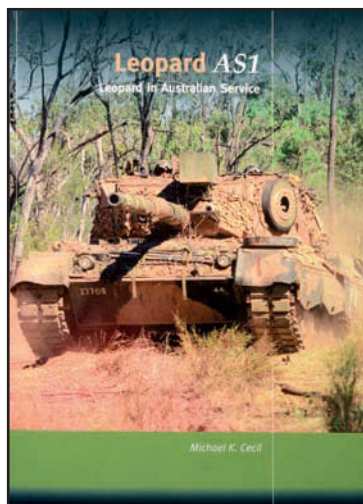
Stavelot La Gleize, Le Destin Des Tiger De Peiper

Hugues Wenkin & Christian Dujardin
Published by Caraktere
Softback format, 176 pages, French text
www.caraktere.com



The first in a new series 'Panzer Battle Guide' from our French friends Caraktere, focusses on the SS Panzer Abt. 501 and their involvement in the Ardennes conflict. French text aside if you're not fluent, this is a beautifully presented book packed with great images- yes, many are famous shots (particularly the chapter on Poteau) but there's plenty new to me as is regularly the case with Caraktere's releases drawing on their own

library of period images. Some quality colour profiles of vehicles involved in the action are also featured, the King Tigers are particularly well covered with both period images and profiles. A highlight of the book for us is a 'then-and-now' collection of images with a detailed guided tour of some of the main points of interest in the area with easy to understand maps and directions to guide you through a battlefield tour.



Leopard AS1 Leopard in Australian Service

By Michael K. Cecil
Published by Trackpad
Publishing
Softback A4 format, 288 pages
ISBN 978-0-9928425-2-9
www.trackpadpublishing.com

For around thirty years the Leopard AS1 served as Australia's MBT (between the Centurion and the Abrams) and this huge book is a fitting testimony to their service covering initial trials, introduction to service, technical problems / solutions, training exercises, maintenance and modifications. This really is a one-stop reference on these vehicles with hundreds of photographs, technical drawings and charts (including a set of 1:35 plans by Leopard Club guru Michael Shackleton) camo diagrams and a great selection of crew and equipment information which leaves

no stone unturned. Specialist bridge layers, recovery versions, mine clearers and add-on dozer blades all get extensive coverage with good photographs and some detailed diagrams. With the wealth of new Leopard kits and accessories from the likes of Leopard Club, this book will give the modeller everything to build a very accurate replica of the handsome Leopard I with some interesting mods and colour schemes, it's a shame to see the images of them used as hard targets for the new Australian Abrams! A superb must have reference for any Leopard enthusiast.



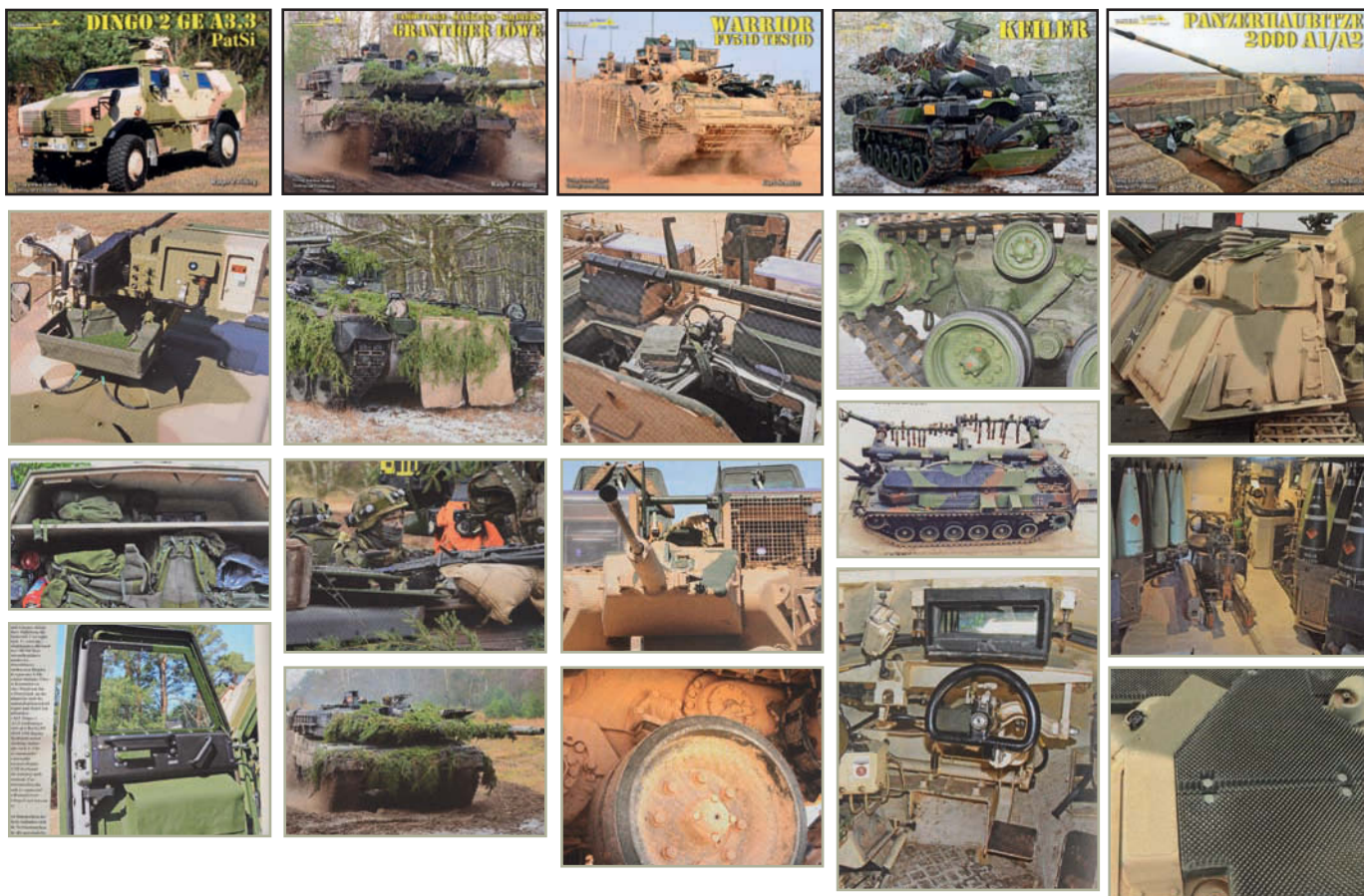
Canadian Leopard 2A6M CAN in Afghanistan

By Anthony Sowards & Rick Saucier
Published by Trackpad Publishing
Softback Landscape format 80 Pages
ISBN: 978-0-9928425-4-3
www.trackpadpublishing.com



One of the more challenging modelling subjects has to be the Leopard 2A6s operated by the Canadians in Afghanistan. With assorted modifications and the very visible slat armour and later the Barracuda camouflage system the modeller has his work cut out. This new walk around reference from Trackpad has been put together by two authors who served on the vehicles so they had unlimited access and they know what they are talking about. The format is a visual led one with non-stop photos with captions giving in depth walk around coverage. It begins with the arrival of the new 2A6s with their contrasting sand camouflaged bar armour. It is interesting to see how and where the almost white dust has settled on the vehicles. There are also pictures of spectacularly distorted sections of bar armour following one or two collisions. Next is a series of photos showing the tanks in

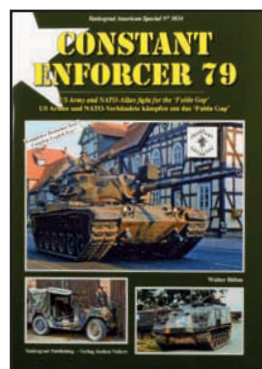
combat, plenty to inspire here as the tanks start to get really dirty, and improvised stowage arrangements at the rear of the turret offers more ideas. The next section looks at the introduction of the Barracuda Heat Transfer Reduction camouflage - versions of which are offered by several aftermarket model companies. Shots here show the tanks in theatre complete with sun shade brollies. The removal of an engine pack is also documented with loads of diorama potential here. The book concludes with a look at the final slat armour version where the slat armour was cut down to reduce the risk of damage and a look at mine roller equipped vehicles. If you plan to model one of these Canadian Leopards this is an essential modelling reference both for the finer details and the more general 'look' of the tanks in the field.



Tankograd Publishing 'In Detail- Fast Track'

This series of short-but-sweet references offer excellent affordable reference for modern vehicle modellers. At around forty pages each they're bursting with quality colour images in large format. Three new releases by Ralph Zwilling are all German subjects, No.12 being dedicated to the detail of the Dingo 2 GE A3.3 PatSi with the usual walk around format with excellent close-ups and superb interior reference- a must if you're looking to detail the Revell kit. No.13 compiles images from exercise 'Grandtiger Löwe' with a good selection of all the favourites; Leopard 2, Fennek, Marder amongst others used by Panzerbrigade 12 in this year's combat training. Being held in January there's plenty of mud-sliding which provides great modelling reference along with the field-applied camo foliage offering some inspirational project ideas. The 'Keiler' mine-clearing M48 based vehicle is covered in great detail with No.15, great close-up detail images and general 'in action' views in abundance. The upgrade section details features included with the latest versions utilising Leopard-style track, we think this vehicle is available as a resin kit from 'Elite' in 1:35 and this book would be the perfect companion to anyone

tackling this complex build. Two more in the series by Carl Schulze starting with No.11 Warrior FV510 TES(H) with fantastic images of the vehicles in use in Afghanistan prior to the British withdrawal, if you want to get all of that bar armour right this book will be a great help! Modellers will be pleased to see peeling paint and the effects of the harsh climate throughout the images, again superb close-ups are right on the money. This is the only volume of this latest batch which is in English only, all others being dual German / English. Finally, a timely release to tie-in with MENG's new version of the Panzerhaubitze is No.14 detailing the 2000 A1/2 in it's desert colours operating in Afghanistan, indeed, MENG have provided technical drawings regarding the passive roof armour. There's plenty of interior reference should you feel brave enough to scratch-build some and the close-up images generally are exactly what you'd want to add some detail or replicate weathering effects. Who'll be the first to give the big 'haubitze' a full dressing of the MMT camo? An excellent range of affordable modelling reference. Our thanks to Bookworld, the UK distributor, for the supply of the samples.



Tankograd

A new 'American Special' by Walter Böhm from Tankograd details the 'Constant Enforcer 79' exercise, a NATO staged battle for the Fulda Gap, an inevitable front line should relations deteriorate into war with the Eastern Bloc. If you fancy one of the new M60 kits being released there's some superb images of A1s and A2s, MUTTs, M113s and even the good old Gamma Goat. Being in as near to combat situations as possible the weathering reference is

excellent. The final Tankograd title to look at is 'Minenräum-Fahrzeuge' focussing on the modern German mine clearing vehicles culminating in the 'Route Clearance' system. This is more of a technical and deployment study than out-and-out vehicle reference but as usual there are some excellent images to keep Bundeswehr fans content. Our thanks to Bookworld, the UK distributor, for the supply of the samples.

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Mark Neville Creates a Sherman sporting all of his favourite features

I've always had a thing for Israeli Shermans. Maybe it's because as a young lad my 'best model' was a Golan Heights diorama which scooped me the IPMS UK Junior Champion award, working from the legendary Shep Paine's book I kit-bashed and scratch built an M51 Super Sherman before any specific kits were available. Or could it be my 1:1 scale long term obsession with hot rods and vintage VWs? The IDF's armour for decades consisting of souped-up and customized older vehicles to meet their own requirements. Whatever the cause, I was getting the itch to do an early IDF M50, the Tamiya M1 Super wasn't doing it for me, but when we received some samples from DEF Model some time back, closely followed by the latest 'Lioness & Lion of the Line' SablIngaMartin book the deal was done.

From the excellent plans and detailed photo captions in Dr. Manasherob's Volume 2 on Israeli Shermans I was able to combine all of my favourite M4 features in one, starting with the handsome turret sporting the big French 75mm gun and mantlet with counterweight bustle. The DEF conversion is a beauty, twenty or so resin parts, metal gun barrel and photoetch match-up to the plans well and the quality and fit is amongst the best on the market. I've read comments from more knowledgeable modellers than myself about the underside of the bustle shape but what you don't know can't hurt so I left well alone. The suggested kit to convert is Tamiya's M1 but Dragon's composite hull fitted the bill for my choice and with the Dragon Shermans containing so many spares from different versions I was able to cherry pick what I needed from a couple of kits still leaving enough in the box for another version.

This vehicle is a 'Dagem Alef' (first batch) M50 powered by a radial engine based in Southern Israel training grounds in 1958. These tanks would commonly be fitted with the all metal T54E1 tracks but the rubber chevron tracks completed my list of favourite features, so on they went! It's still possible these tracks would have been used for spells of use in urban areas. The '3 Alef' marking and serial number are from photos in the book which describe the vehicle's features in great detail.

1:35

ISRAELI M50 DAGEM ALEF

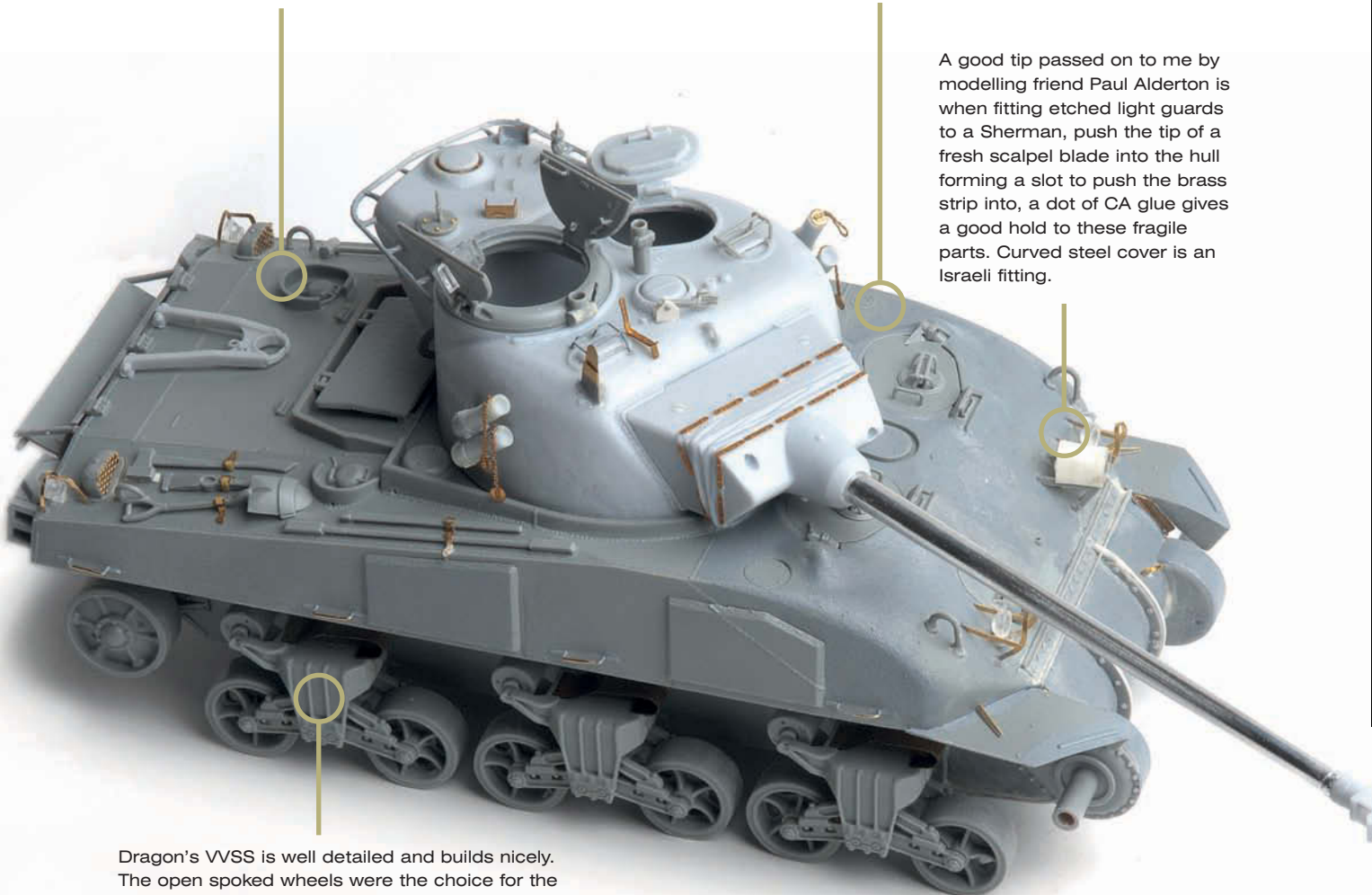




The engine deck I needed is surplus in many Dragon Shermans, this one is suitable for the Continental R-975 radial engine which proved problematic for the IDF due to the harsh conditions and scarcity of spare parts by 1958.

Dragon's 'Composite Hull' (with the cast forward section mated to a flat armour plate rear section) was used from their Firefly kit. The cast three-piece bolted transmission cover was a spare left from another Dragon Sherman, the cast texture was improved by stippling Mr Surfacer. The step on the bolted flange is a piece of Evergreen styrene strip, this is missing on the kit part.

A good tip passed on to me by modelling friend Paul Alderton is when fitting etched light guards to a Sherman, push the tip of a fresh scalpel blade into the hull forming a slot to push the brass strip into, a dot of CA glue gives a good hold to these fragile parts. Curved steel cover is an Israeli fitting.



Dragon's VVSS is well detailed and builds nicely. The open spoked wheels were the choice for the subject vehicle. With all Dragon M4s it's advisable to allow the cement to fully set on the idler mounts before fitting tracks.

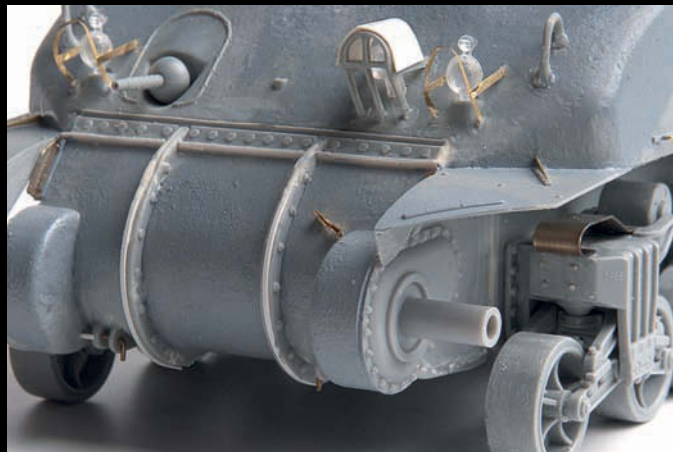


DEF's turret is a lovely piece of work with only the commander's cupola required from a Dragon doner. The subtle textures and weld beads are beautifully cast and everything fits well. The turret is cast hollow should you wish to add internal detail. The only tricky part of the turret assembly is the rail around the bustle, some CA activator helped here to give an instant grip. A sharper finish would be gained by a brass rod construction using the resin part as a template.





The DEF conversion gives two options on the gun cradle, this is the 'Degem Alef' (first batch) version without the later strengthening braces. Note the drain holes drilled in the raised armoured guards around the filler flaps and side handles added from brass rod and styrene strip after drilling holes in the hull.



The skid plates on top of the bogies are from an old Royal Models set, folded around a jig in etched brass. Something missing from pretty much every 1:35 M4 bogie are the mounting holes for the roller support casting, the bogies aren't handed and can be swapped from either side of the tank. Crews would often wind a bolt into the hole to keep the threads clean as I've suggested here with some photoetched bolt heads



My M50 was fitted with spare track link holders and the folding rear stowage carrier. I had to fill the cut-out in the hull overhang and construct the exhaust deflector from styrene strip. This is as close to accurate as I could get with my reference to hand but I'm sure aftermarket ones are available. Another item I was slightly vague about was the box housing the intercom telephone (olive colour), I took this from a Tasca 'Easy Eight' M4 kit as two were offered.

The boxed-out mantlet and long barrel give the M50 a very unique look. The conversion set's barrel is an excellent push-fit into the mantlet - nothing worse than a droopy barrel...



Tasca's 1:35 M4s are renowned as being the best Sherman kits on the market but the later Dragon offerings fair-up pretty well and offer a wide choice.



The age-old debate of IDF colours takes a twist with these early serving Shermans in as much as they were not in the Israeli 'sand-grey' of later vehicles but in their delivery colour of Olive Drab. The OD was the French version being more of a brown appearance than the usual American colour.

I went back and forth mixing Lifecolor acrylic until I hit on what I thought looked correct, I didn't get too hung-up on the base colour as I tend to add so many subsequent filters and weathering effects- nothing of it's original shade shows in the end.

To add some light and shade I mixed a couple of lighter tones of the base colour and airbrushed these, subtly concentrating on the upper surfaces, this begins to add scale and realism to the model.

The turret markings were traced from the colour profiles in the SablingaMartin book, cut from masking film and airbrushed with white acrylic. All of the detail painting such as road wheels, tools and stowage was done in acrylics before the weathering process.

The drive sprocket and tracks were left off until late in the day, I do like the look of Dragon's DS track on a Sherman, the single piece rubber-band style lending itself well to the appearance of 'live' track. One or two links usually need removing but regular styrene cement provides a strong joint.



For the dust effects I used water-based gouache paint, heavily thinned with water and airbrushed randomly concentrating on surfaces where dust would settle.

Once dry, the gouache is 'pushed around' with a moist, soft paintbrush allowing the dust colour to flood into recesses and be streaked down vertical surfaces.

The effect of the gouache can be seen here, a very flat and mottled surface is now ready for dark washes.

The serial number was hand painted.



For areas where the crews activity would remove the dust and buff the surface I used a rubber shaper and a little rub across the forehead with a finger for a touch of natural oil to add a slight sheen!

After I was happy with the dust and dirt effects it was time for some dark washes to lift the detail. Dark browns and greens from the AK Interactive range applied as a 'pin wash' with a fine brush onto areas dampened with clean thinner.





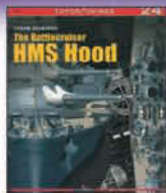
Finally, a few sessions back and forth from the workbench had me adding some subtle brush-painted highlights, fuel stains and some touches of pigment powder here and there. The painted and weathered tracks were added and the faces of the rubber chevrons picked out in Vallejo black-grey. This conversion makes for one handsome hot-rod Sherman, don't you agree?

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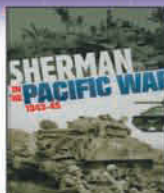
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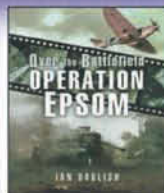
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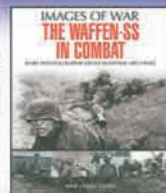
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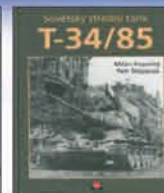
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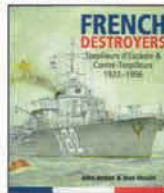
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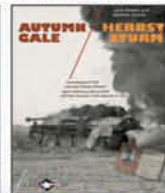
Collection Panzer Battle Guide No.1 Stavelot La Gleize Le Destin Des Tiger de Peiper H Wenkin FRENCH TEXT. This lavishly illustrated book looks back at the fate of Joachim Peiper's King Tiger in the area of Stavelot - La Gleize. Chapters include Le plan Allemand. B&W/colour photos, maps and colour profiles. SB 176pp **£36.99**



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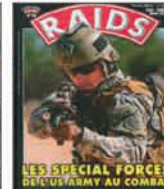
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